

TOURIST TROPHY RACE

AUTOSPORT

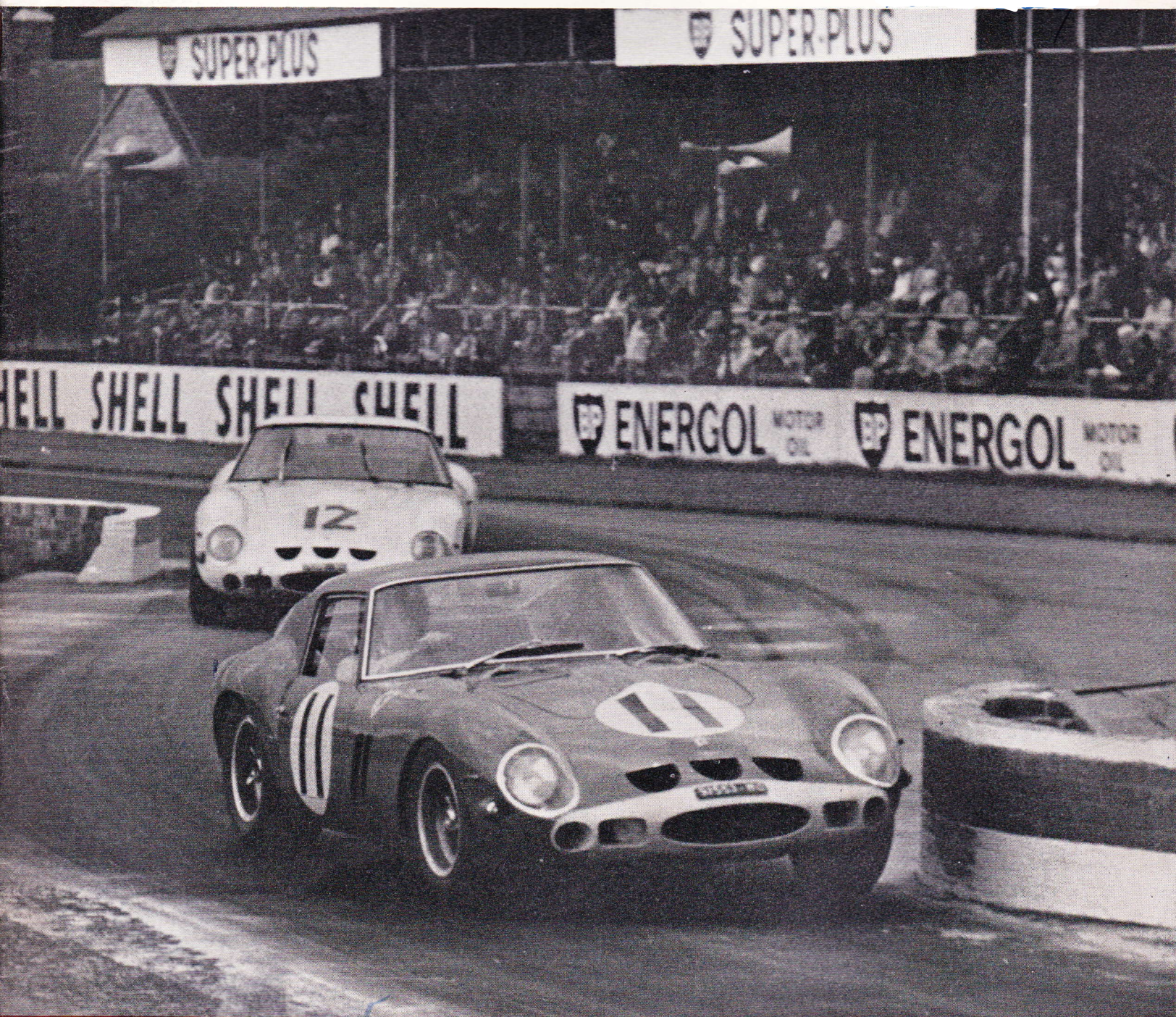
AUGUST 30, 1963

AUTOSPORT

2/-

EVERY FRIDAY
Vol. 27 No. 9

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

ZOLDER GRAND PRIX : CLUB RACING AT OULTON PARK AND SNETTERTON
ROAD TEST OF THE AUSTIN MINI-COOPER S : SHELSLEY WALSH HILL-CLIMB

FOR PEOPLE WITH A
zest
 FOR LIVING



SUNBEAM RAPIER

Some people have a zest for living. For such people, Rootes build the Sunbeam Rapier. Rakish and sporty in styling, it has a luxuriously comfortable interior. A 1.6 litre engine provides the 'go', front disc brakes provide the 'stop'. It handles beautifully — has all the pep, power and performance of a sports car. And is thoroughly reliable — has won the world's toughest rallies, time and again. If you want a car that's pure pleasure to drive, ask any Rootes Dealer for a demonstration.

SALOON: £705 PLUS P.T. £147.8.9

OPTIONAL EXTRAS: WHITEWALL TYRES; OVERDRIVE ON 3rd AND 4th GEARS



ROOTES MOTORS LTD

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

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

August 30, 1963 Volume 27 Number 9

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

Contents

279	Pit and Paddock
280	Sports News
282	Seven-Fifty M.C. and Chester M.C. Oulton Park Race Meeting
284	Patrick McNally Tests the Austin Mini-Cooper S
286	ZOLDER GRAND PRIX—Full Report and Pictures
287	Midland A.C. National Shelsley Walsh Hill-Climb
288	28th R.A.C. TOURIST TROPHY RACE—Full Report and Pictures
293	Snetterton M.R.C. Snetterton Race Meeting
294	Club News
299	B.R.S.C.C. (Northern Centre) Cadwell 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: U.K. £5 15s
Overseas £6 1s 6d
U.S.A. and Canada \$17.00

Direct from the Publishers or all newsgagents

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

FERRARI'S TOURIST TROPHY

THE might of Maranello is a force to be reckoned with. Despite the strongest British challenge since the race was for Grand Touring cars, Ferraris once again dominated last Saturday's 130-lap, 312-mile Tourist Trophy at Goodwood. Graham Hill and Mike Parkes drove to team orders and, in the closing stages, toured around in formation; "toured" is the wrong word really, but the GTOs were certainly not going as fast as they had done in the early stages when engrossed in a magnificent battle with Innes Ireland's Aston Martin. Two Aston Martins took part, both works entries, but they disappointed. Slow pit stops did not help matters and the DB4GTs soon dropped back, Bruce McLaren's eventually retiring with engine trouble. The lightweight E-type Jaguars were impressive, especially those of Roy Salvadori and Jack Sears, but they were just not able to cope with Hill and Parkes. Reliability among the big cars was a feature of the race: only two over 2-litre cars did not finish—McLaren's Aston Martin and Hitchcock's Ferrari, which crashed spectacularly. The 2-litre class was disappointing. Firstly works Porsches and Abarth-Simcas were absent and secondly all the Lotus Elans retired.

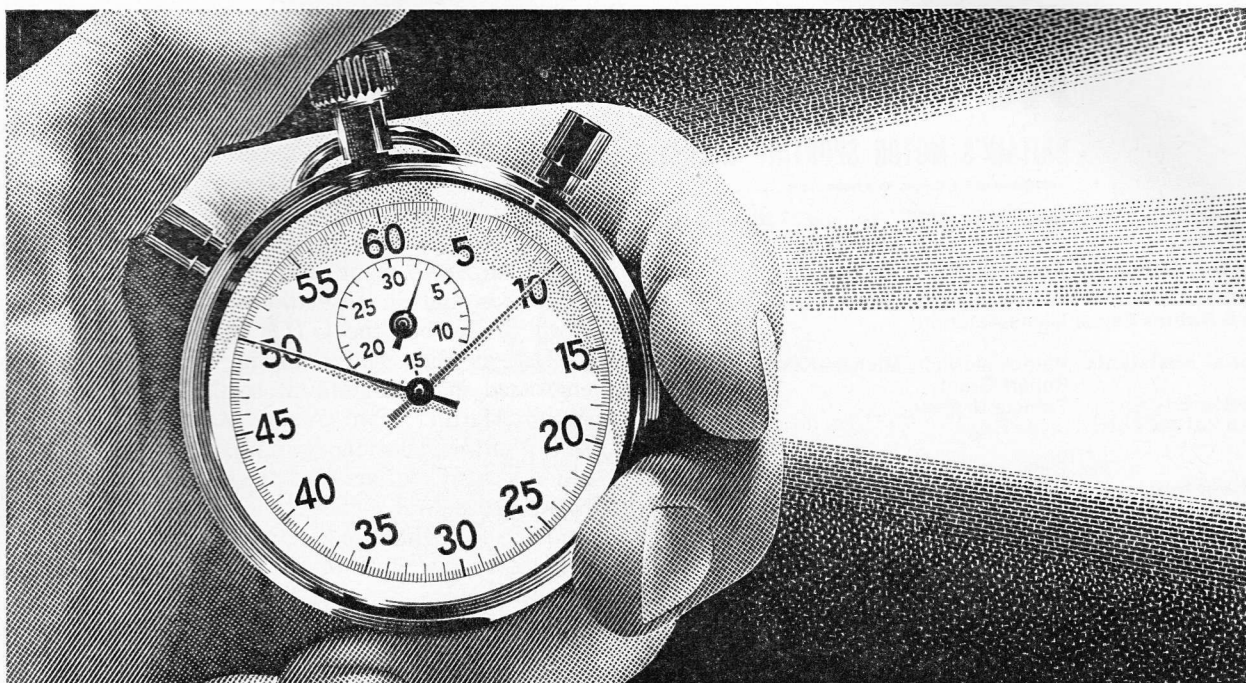
GOODWOOD CHICANERY

IF Silverstone's Achilles Heel is Woodcote Corner, then surely Goodwood's is the controversial chicane, introduced many seasons ago in an effort to slow down cars as they passed the pits. Admittedly the chicane is a great spectator attraction—in B.A.R.C. Members' Meetings one is usually assured of at least one incident—but surely it should be made safer than it is at present. The ridiculous wattle fencing has at last disappeared—after many, many drivers' efforts to remove it forcibly during racing! Now the chicane itself should be replanned to ease the congestion that all too often occurs. During last Saturday's B.A.R.C. International Formula Junior Championship race Tim Mayer's Cooper had a brake caliper crack and this caused him to hit the chicane and scatter bits of it all over the track. Oncoming cars, not properly warned of the great danger (oil was also on the track) by the flag marshals, either somehow managed to slither by the wrecked Cooper or, as Roy Pike did, bash a path through the flimsy wooden part of the chicane and bypass it altogether. It was clear that the organisers had no set plan to put into effect in the case of the chicane being either partially or completely blocked: drivers were left to choose for themselves whether or not to crawl past the Cooper or miss the chicane altogether and consequently the race lost its importance—the first, second and third, and fourth finishers all clocked up different mileage! By a stroke of good fortune the major race positions were not affected.

OUR COVER PICTURE

FOR THE FOURTH YEAR RUNNING a Ferrari has won the Tourist Trophy. Last Saturday at Goodwood the Maranello Concessionaires/John Coombs-entered Ferrari GTOs of Graham Hill and Mike Parkes dominated the race and soundly trounced the Aston Martin and Jaguar opposition. Hill and Parkes negotiate the chicane on one of the 130 laps on their way to victory.

Photo: George Phillips.



CASTROL WINS

RALLY OF A THOUSAND LAKES

OUTRIGHT WINNER

Simo Lampinen & Jyrki Ahava

SAAB SPORT

also

5 CLASS WINS

Subject to official confirmation

Follow the experts-ask for Castrol by name





AUTOSPORTSMAN by Gus
No. 17: Mike Parkes

WE hear from a very reliable source that the new V8 Ferrari will not be at Monza after all.

ENTRIES for the Gold Cup at Oulton Park on 21st September already include Jim Clark, Graham Hill, Innes Ireland, Jack Brabham, Mike Hailwood, Bruce McLaren, Trevor Taylor and Jo Bonnier. Other events are a sports car and a saloon car race.

AS soon as the Formula Junior race finished at Goodwood last Saturday the members of the Midland Racing Partnership rushed off to London for the wedding of Alan Evans, one of the team's sponsors.

THE Ford Cortinas which did so well in the recent American Marlboro' 12-hour race were fitted with type 22 Cibie headlights.

AFTER his unsuccessful appearance at Brands Hatch on Bank Holiday Monday, Augie Pabst returned to America to win the U.S. Road Racing Championship race at Continental Divide Raceways on 18th August. Harry Heuer led during the opening stages in a Chaparral, but then after his retirement Augie Pabst, driving an old Scarab, went on to win, having passed second man Bob Holbert (A.C. Cobra) on the very last lap. Porsches, driven by Don Wester and Bill Wuesthoff, filled third and fourth places.

NATIONAL BENZOLE, LTD., have issued a new road atlas covering Great Britain, at a scale of five miles to the inch. The atlas is in book form with canvas covers protected by a plastic jacket. It also includes a gazetteer at the back and it costs 12s. 6d.

COPENHAGEN GRAND PRIX

PETER REVSON won the Formula Junior event at the recent two-day Copenhagen Grand Prix meeting, run on the diminutive 0.87-mile Roskilde Ring. Only big team present was the Tyrrell Racing Organisation's Coopers for Peter Procter and Tim Mayer. Sunday's racing was run in torrential rain, and conditions were most unpleasant; nevertheless, Revson showed that, like Tim Mayer, he has great potential, and his Cooper-Ford won by 3 secs. from Swedish Georg Duneborn (Cooper-Ford), Tim Mayer (Cooper-B.M.C.) and Peter Procter (Cooper-B.M.C.). Anders Josefsson (Lotus-Ford 23) won the sports car race from Richard Redgrave (Merlyn-Climax) and David Prophet (Lotus-Ford 23) and there were also races for saloon cars. John Whitmore took part in a Mini-Cooper, but could only manage third place in the 1,300 c.c. event.

THIS Sunday's B.R.S.C.C. race meeting at Mallory Park promises to be a cracker. Events include a Ladies' Race, *Formule Libre*, G.T., saloons, sports cars and a bedstead race! Notable conductors include John Taylor, Chris Summers, Tony Hegbourne, Jack Pearce, Doc Merfield and Alan Rees.

"AUTOSPORT" CHAMPIONSHIP

Positions after the Tourist Trophy

Class A: G.T. cars up to 1,150 c.c.	
1. Andrew Hedges (M.G. Midget)	39
Alan Foster (M.G. Midget)	39
3. Warwick Banks (Turner-Climax)	34
4. John Dickinson (Lotus 11 G.T.)	25
Next up: Chris McLaren (Marcos)	24
Class B: G.T. cars 1,151-1,600 c.c.	
1. Roger Nathan (Lotus Elite)	35
2. John Whitmore (Lotus Elite and Lotus Elan)	27
3. Trevor Taylor (Lotus Elite)	22
Sid Taylor (Lotus Elite)	22
Next up: Graham Warner (Lotus Elan)	19
Class C: G.T. cars 1,601-2,500 c.c.	
1. Alan Marcheson (M.G.B.)	29
2. Ken Mackenzie (Turner-Ford)	26
3. Dickie Stoop (Porsche Carrera)	24
Adrian Dence (Morgan Plus 4)	24
Next up: Neil Dengerfield (Triumph TR4)	19
Class D: G.T. cars over 2,500 c.c.	
1. Graham Hill (Jaguar E and Ferrari GTO)	45
2. Mike Parkes (Ferrari GTO)	30
3. Dick Protheroe (Jaguar E)	28
4. Jack Sears (Ferrari GTO and Jaguar E)	26
Next up: Ken Baker (Jaguar E)	21
Class E: Sports-racing cars up to 1,150 c.c.	
1. Chris Williams (Lotus 23)	33
2. Robin Benson (Elva Mk. 7)	30
3. Sid Fox (Lola-Climax)	29
4. Paul Hawkins (Brabham and Lotus 23)	24
Next up: Peter Arundell (Lotus 23)	22
Terry Bone (Lotus 23)	22
Class F: Sports-racing cars 1,151-2,000 c.c.	
1. Mike Beckwith (Lotus 23B)	42
Frank Gardner (Brabham)	42
3. Tony Hegbourne (Lotus 23B)	36
4. Tony Lanfranchi (Elva Mk. 7)	29
Next up: Keith Greene (Lotus 23B)	24
Class G: Sports-racing cars over 2,000 c.c.	
1. Roy Salvadori (Cooper Monaco)	45
2. Bill de Selincourt (Lotus 19)	22
3. Peter Skidmore (Jaguar D)	20
4. Chris Summers (Cooper-Chevrolet)	19
Next up: P. T. Woolgar (Aston Martin DB3S)	18

THREE works Marcoses will be competing in Sunday's Nürburgring 500-km. race, a qualifying round of the 1-litre G.T. constructors' championship. The cars are to be driven by Tom Weber, Peter Jackson/Tim Lalonde and John Sutton.

THE American Bridgehampton "Double 400" of 1962 is, this year, the "Double 500". The 1-litre G.T. race has been scrapped and instead there is to be an event for sports and G.T. prototype cars over 1,300 c.c. and another for G.T. cars over 1,000 c.c. which will qualify for the G.T. championship.

MR. DAVID PRITCHARD has asked us to convey his apologies to Mr. Jack Hatter for the unfounded allegations contained in his article appearing in the edition of the 9th August, concerning the last race at the Bank Holiday meeting at Snetterton. We wish to associate ourselves with this apology.

PIT and PADDOCK

ANGLO-SCOTTISH Racing take two Cooper-Fords to Kirkistown on 31st August for Charles Crichton-Stuart and Louis Jacobsz. The latter's car now is fully operational again after his slight off course excursion when the pair were lying first and second at the recent East German Sachsenring meeting. Unfortunately Charles Crichton-Stuart sacrificed his lead in the race to investigate the incident and dropped to 16th place—even so he had climbed back to fourth by the finish and easily recorded fastest lap. The team cars will next appear in this country at Crystal Palace on 7th September.

G.T. CAR CLUB

THE T.V.R. Car Club has been renamed the G.T. Car Club and will hold its first competitive event at Fradley Aerodrome, Lichfield, on 1st September, consisting of a *Concours*, Sprint and Driving Tests. The aims of the Club are to cater for owners of G.T. cars of all types. Further details are available from A. Oakes-Richards, 32, Chapel Street, Warwick.

FERGUSON'S SWISS WIN

LAST Sunday, Jo Bonnier drove the 2½-litre Ferguson-Climax to victory in the Ollon-Villars hill-climb. The four-wheel-drive car had only just returned from testing at Indianapolis. Second in the Swiss European Mountain Championship event was Edgar Barth (2.0 Porsche), the German driver now being assured of the 1963 title. Hans Herrmann (2.0 Abarth) finished fourth just behind Jack Brabham's Formula 1 Brabham-Climax. Further details will be given in next week's issue.



THREE DESIGNER-CONSTRUCTORS. Seen at the bar in the paddock at Goodwood are (left to right) Roy Lund, designer of the Mustang, Eric Broadley, of Lola fame, and Derek Hurlock, of A.C.

R.A.C. HILL-CLIMB CHAMPIONSHIP

Positions after Shelsley Walsh

1. Tony Marsh (Marsh-Climax and B.R.M.)	79
2. Peter Westbury (Felday-Daimler and Cooper-Daimler)	77
3. Peter Boshier-Jones (Lotus-Climax 22)	65
4. David Good (Cooper-Climax and Cooper-Daimler)	50
5. Ray Fielding (Lotus-Climax 21)	49
6. Phil Scragg (B.R.M.)	40
7. Ian McLaughlin (Cooper-J.A.P.)	31
8. Bryan Eccles (Cooper-Chevrolet)	16
Gray Mickel (Cooper-Climax)	16
10. Mac Daghorn (Cooper-J.A.P.)	9
John Pringle (Cooper-Climax)	9
12. Peter Wilson (Martini T.T. Triumph)	7
Graeme Austin (Emeryson-Climax)	7
14. Agnes Mickel (Cooper-Climax)	6
Peter le Gallais (L.G.S. II)	6
Patsy Burt (Cooper-Climax)	6
Peter Gaskell (Kieft-Ford)	6
18. Keith Moore (Fairley-Climax)	5
Ray Terry (Lotus-Climax 7)	5
Arthur Owen (Lotus-Ford 23)	5
J. T. Butterworth (Lotus-Ford 23)	5

THE NEW B.M.C. ASSEMBLY PLANT

I HAVE just inspected Car Assembly Building No. 2, at Longbridge, a new B.M.C. assembly plant which will bring production towards, and eventually past, the million a year mark.

In this plant, automation reaches a new high. Throughout the assembly, including painting, the bodies are never moved by hand, all lifting and loading onto conveyors being completely automatic. Throughout the building of the cars, repeated quality checks are carried out, and it is claimed that this is the most stringent inspection process ever standardized by a manufacturer.

As part of the assembly system, 300 bodies, painted in various colours, are in a vast mechanical storage bay, the correct type and colour being automatically chosen and put on the line, according to demand. This is made possible by a system of "sequencing". By pressing any one of 100 keys bearing code letters, instructions are automatically typed in full at the other end. This means that all the correct material and components arrive for each body at the right time.

Once the model, colour, equipment, and so forth, have been chosen, the interlocked processes start and it is utterly impossible for any error in specification to occur. No car can enter the line without its full "sequencing" having been put in train. As one watches the process taking place, one is amazed at the comparatively small number of men employed and the complicated movements that take place without human intervention. Towards the end of the line, the car is started, and each one runs on rollers in an artificial rainstorm, the slightest leak or fault causing the machine to be side-tracked for rectification.

It has been said, with some justice, that modern manufacturing methods can cause cars to be badly finished. From what I saw at Longbridge, I am convinced that the standard of inspection at all stages is very high. This must result in better and more reliable cars.

JOHN V. BOLSTER.

SPORTS NEWS

REGS are available already for the 1963 R.A.C. International Rally of Great Britain, which will be run from 10th-16th November. The event will start from Blackpool, return there for a night halt and finish in Bournemouth after some 2,000 miles, which are to include no fewer than 400 miles over special stages. This provides one of the highest road : stage mileage ratios of any rally and should certainly serve to add lustre to the fine reputation which our premier road event has gained during the past few years. A most interesting point in the regs states that only chains will be permitted as an anti-skid measure and that studded tyres are not allowed. Presumably this is to prevent the Forestry Commission roads from suffering unnecessary damage.

AUSTRIAN GRAND PRIX

NEXT year the Austrian Grand Prix for Formula 1 cars will probably be a World Championship event and, bearing this in mind, Team Lotus, Brabham and the British Racing Partnership have entered this Sunday's race, which takes place on the Zeltweg circuit.

Jim Clark and Trevor Taylor will drive Lotus 25s, while Jack Brabham has one of his own cars and Innes Ireland and Jim Hall have B.R.M.-powered British Racing Partnership mounts. Other entrants comprise Joseph Siffert (Lotus-B.R.M.), Carel Godin de Beaufort and Kurt Bardi-Barry (Porsches), Ian Burgess and Tony Settember (Scirocco-B.R.M.s), Bernard Collomb (Lotus-Climax), Tim Parnell (Lotus-B.R.M.), André Pilette (Lotus-Climax), Ernesto Prinoth (Lotus-Climax), Jochen Rindt (Cooper-Ford), Chris Amon (Lotus-Climax) and Gunther Seifert (Lotus-B.R.M.).

GRANTURA ENGINEERING, LTD., wish to point out that, despite many rumours regarding a new T.V.R. car, the existing Mark 3A T.V.R., now available with the M.G.B engine, will remain in production for some time to come. Existing demands are so heavy that a steady production increase is envisaged and therefore there will be no new projects announced in the foreseeable future.

LORD NUFFIELD

LORD NUFFIELD, he died on 22nd August, was a great industrialist and also probably the greatest philanthropist that the world has ever known.

Born William Morris in 1877, he became an apprentice in a bicycle shop at the age of 16. He opened a shop of his own in 1893 on a capital of £4, which he borrowed. He at first repaired and hired bicycles but later built and raced them, consequently turning to the manufacture of motor-cycles. He always dreamt of producing cars for people of moderate means and started building Morris cars in a small factory at Cowley, in 1912, driving them himself in competitions. After the first war he completely revolutionized the British motor industry, the growth of his company being meteoric.

Many other firms, such as Wolseley, Riley and the S.U. Carburetter Co., were absorbed, and Morris became the premier British manufacturer. His only failure was his attempt to break into the French motor industry by producing the Morris-Léon-Bollée car at Le Mans. He owed his success partly to his genius in marketing his products and partly to his brilliance in choosing the best men to work for him. He gave them a free hand and backed them to the hilt, but he could punish failure ruthlessly.

Morris became a baronet in 1929, a peer in 1934 and was raised to a viscount in 1938, being also awarded countless honours and degrees. His benefactions were directed essentially towards medicine and education, totalling the magnificent figure of £16½ millions. He lived simply himself and worked till the end of his life, dying a widower without family.

B.P.'s new motor oil, official term B.P. Visco-Static Longlife Motor Oil, will protect a car engine for up to double the normal mileage between oil changes, with a maximum limit between changes of 10,000 miles or one year, whichever comes first. The new oil can be used under all driving and climatic conditions.

ARTHUR BATEMAN, who at present races a B-type Syracuse Connaught and a C-type Jaguar, is about to import the famous 250F G.P. Maserati raced in Europe some years ago by Stirling Moss. For the last couple of seasons it has been used with some success by Bob Eade out in New Zealand.

VINTAGE NOTES

"Bloody Mary" at Prescott by JOHN BOLSTER

FOR the enjoyment of the right kind of cars in the best possible company, you can't beat a V.S.C.C. meeting. I was, therefore, delighted to find that the Vintage Prescott did not clash with any "modern" meeting which I had to attend.

Then, it suddenly occurred to me that my old "special", Bloody Mary, was in running order after her recent Shelsley jaunt. An entry was posted off to Tim Carson, and I was all set to continue growing old disgracefully. For Prescott, I fitted different sprockets to give a top gear ratio of 7.8 to 1, as compared with 5.5 to 1 for Shelsley. I say "top" gear, but in fact I only use one "cog" all the way up the Gloucester hill.

Obviously, there's a great advantage in using top all the way. If you drive through the gearbox, you probably dissipate 10 per cent. of your power in spinning the gears and churning the oil. So, I took out the layshaft and all the gears, leaving the direct drive only. In practice, I had the misfortune to damage my clutch. By buying some motor-cycle clutch plates in Gloucester, and filing them to fit my obsolete casing, I was able to get everything working splendidly, and the old car was in fine form for the day.

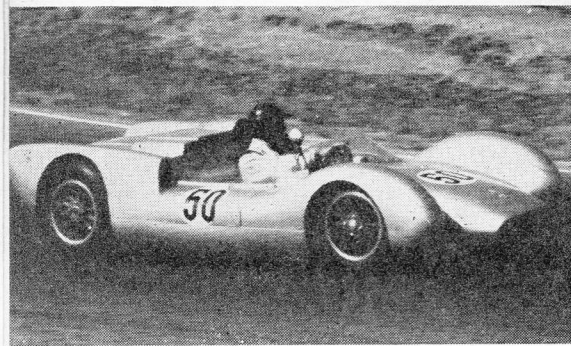
I am very careful, when making such repairs, not to modernize the car. It would be easy to fit smaller wheels with larger tyres, hydraulic brakes, and Weber carburettors. This would probably knock a few seconds off the time, but she wouldn't be a true Vintage car any more and one might just as well buy a Lotus and have done with it.

It was sheer enchantment to be in that paddock. All the most beautiful Vintage sports cars and racers were there. I borrowed a tyre pump off one chap, a pressure gauge from another, and a Rudge hammer off a third. People kept coming up and saying how nice it was to see the old car in action again, and I always had an energetic band of volunteer pushers whenever I wanted to start her up. I did a fairly safe first run and a "hairy" second trip, which was faster, perhaps because I had enjoyed a glass of Beaujolais in the interval.

Anyway, it was a splendid day, and we came second in the 3-litre racing class to the redoubtable "Doc" Taylor. As "B.M." hasn't been decarbonized for at least 15 years, I shall have to have the heads off and polish things up a bit. I don't say that we have much hope of beating the Doc, but at least we may make him worry a little!

SUCCESSFUL Dolphin-Porsche, a Californian sports-racing car that is being driven by Ken Miles in America and will be a challenge for 2-litre class honours when the American International "season" starts soon. The car, which weighs under 9 cwt., is powered by a four-cylinder 1,700 c.c. Porsche engine developing nearly 180 b.h.p. Other engines can be fitted to production cars.

THE B.P. Racing Drivers' Club of Canada, although only a few months old, now has more than 6,000 members. The club was formed by the oil company in an effort to assist the sport in Canada. B.P. operates only in the Canadian provinces of Ontario and Quebec; however, members are spread out all across Canada, in every state in the U.S. and overseas.





WINS AGAIN!

RAC TOURIST TROPHY MEETING

Goodwood August 24th

TOURIST TROPHY RACE

Over 3000 c.c. class

1st Roy Salvadori JAGUAR

(entered by C. T. Atkins)

Up to 2000 c.c. class

1st Mike Beckwith LOTUS ELITE

(entered by Chris Barber)

FORMULA JUNIOR CHAMPIONSHIP RACE

1st Peter Arundell LOTUS-FORD

(entered by Ron Harris—Team Lotus)

GRAND PRIX DER ZOLDER—AUGUST 25th

1st Peter Arundell LOTUS-FORD

(entered by Ron Harris—Team Lotus)

Subject to official confirmation

using ESSO GOLDEN, finest petrol you can buy
ALWAYS LOOK TO ESSO FOR THE BEST

MINIS in full flight. J. Bridges leads J. Tatham at the co-promoted Oulton Park race meeting last Saturday.

R. N. Thomas lost his Marcos-Ford at Knicker Brook and went backwards into the bank, the car being reduced to its original state—wood!

Open cars up to 1,100 c.c. and those engined by 1172 Ford now made their appearance, again over seven laps. Charles Lucas (Merlyn Mk. 4A), from the second row, made a flying start, disrupting the free passage of Alistair Welch and John Thurner in Lotus 23s whom he rudely pushed aside! But first round were the two Lotuses, Mr. Lucas spinning at Lodge and smiting the bank tail first, letting C. J. Clark (Lotus 7A) take over third place. Lap four and Welch, with an engine on three, was passed by Thurner; he made a quick call at his pit, shot out again and in so doing lost a place. Second and third spots went to Clark and F. W. Smith (Lotus 7).

Event 5B was for open cars. Overall this one produced a grand all-the-way scrap between E. C. Booth's elderly Frazer-Nash, which led for five laps, and Bill Rigg's Jaguar D-type, which then took over to win by one second only. Third place went to John Sharp in an extremely fast and well-driven M.G.A. All these cars were in the over 1,650 c.c. class,

Co-Promoted Oulton Park

**Mixed Bag at Seven-Fifty M.C.
and Chester M.C. Meeting**

By FRANCIS PENN

LAST Saturday the Seven-Fifty Motor Club and the Chester Motor Club combined forces to promote a restricted meeting at Oulton Park. Whilst the organization was considerably better than last year, a really good meeting was spoilt by running on practice far too long. The start, scheduled for 1.30, eventually took place at 2.15, meaning that the last race did not finish until after seven o'clock, by which time the cash customers were very cold and hungry. Not a good thing!

The answer: if competitors will not arrive at their appointed hour for practice, delete them, and then run to time. One thing more—keep the official car off the circuit. If there is an accident, the observer at that point is quite capable of dealing with it without further "top brass" causing more congestion. Sorry, but there it is!

The meeting commenced with a couple of half-hour speed trials, each of which incorporated a compulsory pit stop, the driver having to change all four tyre valve covers. Only four made their target figure in the first event and eight in the second.

Event 2 over seven laps was for 1172 Formula cars. For the first three laps Bryan Small (Milmor Mk. 5) led Arthur Mallock (U2 Mk. 3), with Ian Tollady (Aquila) trailing a close third. Lap four and Mallock was in front, with Small not a length in arrears, and so it continued till the last lap when Small pulled off at Cascades. The Aquila took second spot by a car's length only from Howard Milborrow (Milmor Mk. 3).

Next came 750 Formula cars, this time over five laps. For the first two laps, it was D. Berry (Austin) from R. P. Westcott (Austin) and J. F. Bishop (Austin). Lap three saw both Westcott and Bishop in front, to run out in that order with I. S. Clark (Septo) the other



COMPULSORY PIT STOP in the speed trials involved changing all four valve covers. Here J. Chivers performs the task on his Elva Courier.

place man, he having come through the field from eighth position on lap one. The speed of the slowest finisher to complete the full distance was 55.59 m.p.h., which seems to prove the need for a minimum qualification lap time.

Closed cars up to 1,100 c.c., 1,101 to 1,650 c.c. and over 1,650 c.c. were next in turn, distance being seven laps. Taking the race overall, it was Derek Bennett (Lotus Elite), who was never headed, winning by three seconds from Mick Cave (Austin A40). These two won their respective classes. In this event

the cars of smaller capacity being led home by L. M. MacFarlane (Lotus 7) from J. Bennett (W.R.A. Mk. 3) and H. C. Balfour (Lotus 7).

The last race of the day, over 10 laps was for *Formule Libre* and *Monoposto* Register cars. Taking the faster class, i.e. the *Formule Libre*, it was Alan Rollinson in a 1½-litre Cooper-Ford by some 34 seconds from Alistair Welch's Lotus 23 with Phil de Banks (Cooper Junior) a close third. In the *Monoposto* class, Mike Paris driving a U2 was an easy winner from E. T. Ogilvie-Hardy (Project X) and M. J. Cowburn (Anco).

RESULTS

1172 Formula (7 laps): 1, A. M. R. Mallock (U2 Mk. 3), 81.76 m.p.h.; 2, I. Tollady (Aquila); 3, H. J. Milborrow (Milmor Mk. 3). **Fastest lap:** B. A. M. Small (Milmor Mk. 5) and Mallock, 1 m. 59.6 s., 83.11 m.p.h. **750 Formula (5 laps):** 1, R. P. Westcott (Austin), 68.53 m.p.h.; 2, J. F. Bishop (Austin); 3, I. S. Clark (Septo). **Fastest lap:** D. Berry (Austin), 75.51 m.p.h. **Closed Cars (7 laps). Overall Winner:** A. D. Bennett (Lotus Elite). **Over 1,650 c.c. Class:** 1, C. Bridges (Jaguar 3.8), 71.35 m.p.h. **Fastest lap:** Bridges, 2 m. 13.8 s., 74.29 m.p.h. **1,101-1,650 c.c. Class:** 1, A. D. Bennett (Lotus Elite), 78.73 m.p.h.; 2, D. E. J. Lomas (Elva Courier); 3, G. Lynne (Lotus Elite). **Fastest lap:** Bennett, 2 m. 2.8 s., 80.94 m.p.h. **Up to 1,100 c.c. Class:** 1, M. H. Cave (Austin A40), 78.49 m.p.h.; 2, J. Scott-Davies (Austin-Healey Sprite); 3, P. J. Smith (Speedwell). **Fastest lap:** Cave, 2 m. 3.4 s., 80.55 m.p.h. **Open Cars: Up to 1,100 c.c. and 1,172 c.c. (7 laps):** 1, J. Thurner (Lotus-Ford 23), 82.93 m.p.h.; 2, C. J. Clark (Lotus-B.M.C.

7); 3, F. W. Smith (Lotus-Ford 7). **Fastest lap:** A. Welch (Lotus-Ford 23), 1 m. 55.2 s., 86.28 m.p.h. **Open Cars over 1,100 c.c. (7 laps): Overall Winner:** W. Rigg (Jaguar D-type), 1,101-1,650 c.c. **Class:** 1, L. M. MacFarlane (Lotus-Ford 7), 76.42 m.p.h.; 2, J. Bennett (W.R.A.-Ford Mk. 3); 3, H. C. Balfour (Lotus-Ford 7). **Fastest lap:** MacFarlane, 2 m. 7.0 s., 78.26 m.p.h. **Over 1,650 c.c. Class:** 1, W. Rigg (Jaguar D-type), 79.70 m.p.h.; 2, E. C. Booth (Frazer-Nash Le Mans); 3, J. G. Sharp (M.G.A.). **Fastest lap:** Rigg, 2 m. 1.4 s., 81.87 m.p.h. **Formule Libre and Monoposto Register (10 laps). Overall Winner:** A. W. Rollinson (Cooper-Ford). **Formule Libre Class:** 1, A. W. Rollinson (Cooper-Ford), 87.84 m.p.h.; 2, A. Welch (Lotus-Ford 23); 3, P. S. de Banks (Cooper-B.M.C.). **Fastest lap:** Rollinson, 1 m. 51.2 s., 89.38 m.p.h. **Monoposto Register Class:** 1, M. R. Paris (U2), 81.14 m.p.h.; 2, E. T. Ogilvie-Hardy (Project X); 3, M. J. Cowburn (Anco). **Fastest lap:** Paris, 2 m. 0.0 s., 82.83 m.p.h.



WINS AGAIN!

RAC TOURIST TROPHY MEETING

Goodwood August 24th

TOURIST TROPHY RACE

Over 3000 c.c. class

1st Roy Salvadori JAGUAR

(entered by C. T. Atkins)

Up to 2000 c.c. class

1st Mike Beckwith LOTUS-ELITE

(entered by Chris Barber)

FORMULA JUNIOR CHAMPIONSHIP RACE

1st Peter Arundell LOTUS-FORD

(entered by Ron Harris—Team Lotus)

GRAND PRIX DE ZOLDER—AUGUST 25th

1st Peter Arundell LOTUS-FORD

(entered by Ron Harris—Team Lotus)

Subject to official confirmation

Since the beginning of 1959 more
World Championship Grands Prix have been won on ESSO EXTRA MOTOR OIL
than on any other brand of oil.

ALWAYS LOOK TO ESSO FOR THE BEST



DEVELOPED as it is almost directly from experience gained in competition, the new S-type Mini-Cooper is not surprisingly a most advanced car. Basically similar to its forerunner, the 997 c.c. Cooper, it only varies in detail having the same bodysheet and almost identical suspension.

The new car has been aimed without doubt at the competitively minded, for the materials used especially in engine construction lend themselves easily to further development.

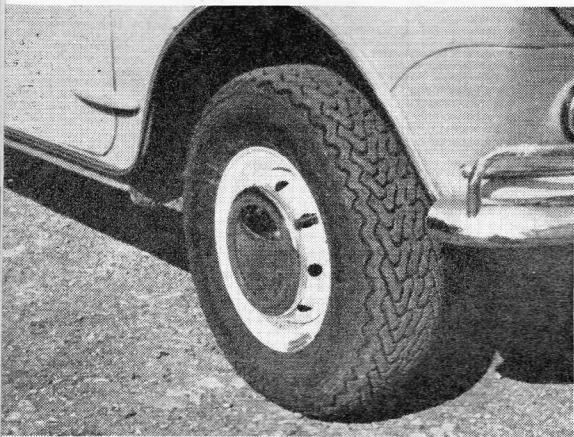
The engine has been enlarged to 1,071 c.c., the increased capacity being achieved by boring to 70.6 mm. instead of 62.43 mm. The crankshaft is made from EN 40B high tensile steel and is nitrided. Although the standard crank (used on the 997 c.c. Mini-Cooper) doesn't give much trouble, it was the cause of some anxiety to tuners who had developed the units to rev. above 8,000. The new cranks suitably dealt with should now permit maximum revs. in the region of 9,000, reliably running at 8,000 r.p.m. (the standard car gets valve bounce at 7,200 r.p.m.).

The con. rods, too, have been redesigned, now having fully floating little ends and modified big ends. The 2-in. big end bearings are of indium infused copper lead. The timing gears are manufactured from steel and have double timing chains. Perhaps one of the most important modifica-



PATRICK McNALLY tests the

AUSTIN MINI-COOPER S



GIVE-AWAY features of the Mini-Cooper S: perforated wheels and the Dunlop SP tyres, which, in effect, reduce the understeer.

tions is the use of larger Stellite-tipped valves made from nimonic 80. These are similar valves to those used in the Formula Junior B.M.C. units. The steel valve guides have been replaced by phosphor bronze. The alloy guides may not have the same wearing qualities as the steel, but with these fitted the valves are much less likely to pick up. The fabricated rockers are replaced by forged steel parts, but the rocker lubrication remains the same. It is interesting to see this change back to forged rockers; in fact, to the best of my knowledge, little or no trouble was experienced with the fabricated type.

The gearbox retains the standard Cooper ratios and the only modification is that some of the mainshaft gears now run on needle rollers and not phosphor bronze bushes. This is perhaps one of the best modifications to the gearbox, for experience

showed with excessive heat and r.p.m. second and third gear would run together if the phosphor bronze bush gave up the ghost. The baulk ring synchromesh, which was introduced over a year ago, is retained. Final drive ratio remains at 3.76:1, but 4.1 and 3.4 remain optional extras. Close ratio gears are also optional equipment and, in fact, one or two cars which have been tested recently would appear to have had these fitted. A larger clutch, 7½ in. diameter with bonded linings, copes with the extra power. A different camshaft has been fitted—this has wider lobes.

The brakes, which have always been the Achilles heel of Mini-Coopers, have now seen much development. 7½ in. discs, ¾ in. thick, replace the 7 in. by ½ in. equipment. Much larger calipers retain the larger pads and there is a great increase in swept area. The wheels, which are offset to permit clearance for the larger calipers, are perforated to increase cooling. The rear brakes remain as before, but perforated wheels are fitted to offset hubs. The use of larger discs and calipers has necessitated the use of shorter drive shafts and a slightly modified front suspension, though castor and camber angles are apparently unchanged. The 1/8 in. toe-out

on the front suspension is also as before.

Another optional extra is wider offset wheels which permit the new R6 Mini tyre to be fitted. These wheels increase the track and improve the roadholding.

First impressions of the car are quite surprising, for the increased power has not affected the flexibility in any way. Driving through London is an absolute delight, the smallest gap can be taken advantage of and the gearbox permits lightning quick gear changes, which enables one to be permanently ready for every situation. In fact, you have all the advantages of the Mini coupled with really rapid acceleration and extremely potent brakes.

Driving up to London from the country in the morning, when the pace is usually at its hottest, the S-type proved king of the road and showed itself to be the ideal car for this type of journey. Within a little time the motoring public will realise that the little S they see in their mirror deserves the utmost courtesy.

Maximum speed is 95 m.p.h., which may be attained on any reasonable stretch of road. We did in fact record a one-way time of 97.8 m.p.h. For normal purposes, however, cruising at 80 to 90 is quite enough, for although the car is quite controllable even at its absolute maximum the noise (engine) level is quite high after 90 m.p.h.

One of the nicest features of the car is that 7,000 r.p.m. can be used without the engine sounding excessively busy. On modified Mini-Coopers I have tried, anything over 6,000 r.p.m. makes one expect

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Austin Mini-Cooper S saloon. Price £695 including P.T.

Engine: Four cylinders, 70.6 mm. x 68.26 mm. (1,071 c.c.). Push-rod operated overhead valves, 9 to compression ratio. 68 b.h.p. at 5,750 r.p.m. Twin SU carburettors. Lucas coil and distributor.

Transmission: Single dry plate (7½ ins.) clutch. Four-speed gearbox with central remote control and synchromesh on upper three gears, ratios 3.765, 5.11, 7.21 and 12.05 to 1. Final drive to front wheels via helical spur gears, universal joints and open shafts; drive casing in unit with engine and gearbox.

Chassis: Unitary all-steel construction. Independent front suspension by wishbones and rubber cones. Independent rear suspension by trailing arms with rubber cones and telescopic dampers. Rack and pinion steering. Bolt-on disc wheels fitted with 145-10 SP tyres. Optional extra 5,00L-10 tyres on 4½ ins. rims. Lockheed hydraulic brakes with

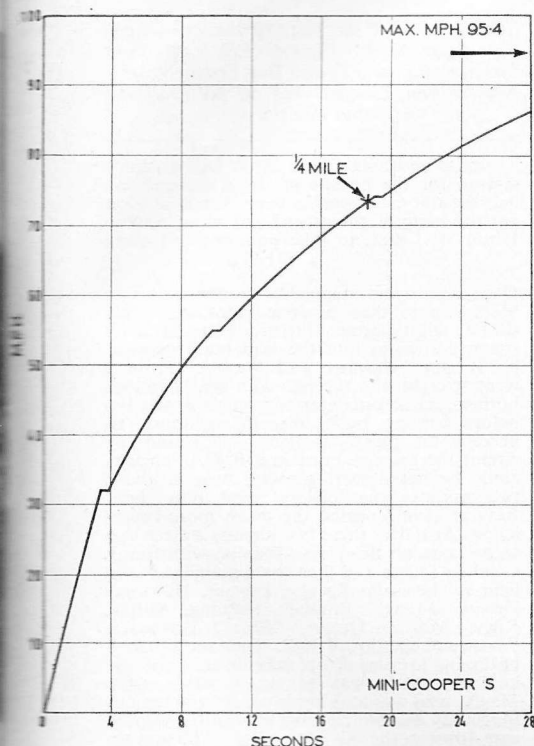
7½ x ½ in. discs on the front and 7 x 1½ in. drums on the rear. Hydrovac servo assistance.

Equipment: Twelve-volt lighting and starting. Speedometer. Temperature, oil pressure and fuel gauges. Windscreen wipers and washers. Heating and demisting. Flashing direction indicators.

Dimensions: Wheelbase, 6 ft. 8½ ins. Track, 3 ft. 11½ ins. (front); 3 ft. 10½ ins. (rear). Track with optional 4½ in. rims, 4 ft. 0½ in. (front); 3 ft. 11½ ins. (rear). Overall length, 10 ft. 0½ in. Width, 4 ft. 7½ ins. Turning circle, 31 ft. Weight, 12½ cwt. (advertised).

Performance: Maximum speed, 95.4 m.p.h. Speeds in the gears: 1st, 33 m.p.h.; 2nd, 55.2 m.p.h.; 3rd, 78 m.p.h. Standing quarter-mile, 18.7 secs. Acceleration, 0-30 m.p.h., 3.2 secs.; 0-50 m.p.h., 8.1 secs.; 0-60 m.p.h., 12.25 secs.; 0-80 m.p.h., 23.0 secs.

Fuel Consumption: 27.5 m.p.g.



ACCELERATION GRAPH

to hear the engine come unsoldered at any moment.

The ameliorations to the engine permit it 15 more b.h.p. and have in no way affected the smooth running or flexibility of the engine. In fact, it is safe to say the engine feels, if anything, less taut.

The quarter mile is one of the most spectacular figures, a time of 18.7 secs. being recorded. Thirty takes 3.3 secs. and 50 8.1 secs., whilst 60 m.p.h. is reached in 12½ secs. The reason the 50 figure is so good is because it can be achieved in second gear; 80 m.p.h., a figure which tells many a tale, is remarkably good—a mean figure of 23 secs. was recorded.

The gearbox is particularly sweet, the baulk ring synchromesh doing a really worthwhile job. The figures recorded are no doubt helped greatly by this first-class gearbox.

Speeds in the gears proved to be 32 m.p.h. in first, 55 m.p.h. in second and 78 m.p.h. in third. These, in fact, are only just in

excess of the speeds marked on the speedometer. First gear, although not fitted with synchromesh, can be engaged at anything under 30 m.p.h. and is absolutely ideal for nipping through roundabouts in traffic.

The instrumentation is exactly the same as the ordinary Mini-Cooper except for the speedometer, which rather proudly boasts 120 m.p.h. This main instrument, which houses the usual warning lights, is flanked by oil pressure and water temperature gauges. A rev. counter is not fitted as standard which, in my opinion, is rather a pity.

The suspension, although apparently little modified, together with the Dunlop SPs, gives a most comfortable ride and the roadholding appears considerably better

of the car is very useful for on an ordinary Cooper drastic action was necessary to induce oversteer.

It is a great pleasure to be able to write just how improved the brakes are. In fact, they bear absolutely no resemblance to normal Cooper brakes. The 7½ in. discs manage the car with the utmost ease and braking is always controlled with no sign of fade at all. The absence of rear end lock up under heavy applications is another worthwhile feature, although the pressure release valve is unchanged. A Hydovac servo booster reduces the pedal pressure required and affords extremely powerful braking.

Petrol consumption, never a particularly good feature of the Mini-Coopers, has

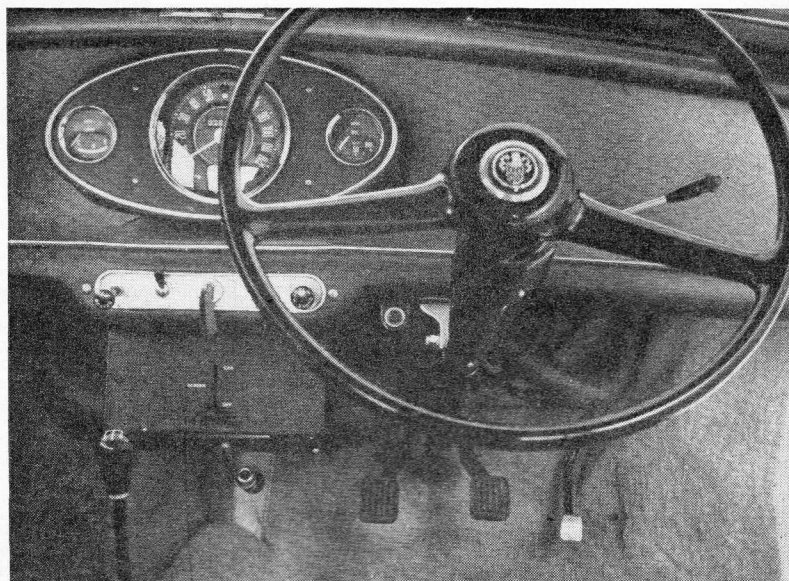
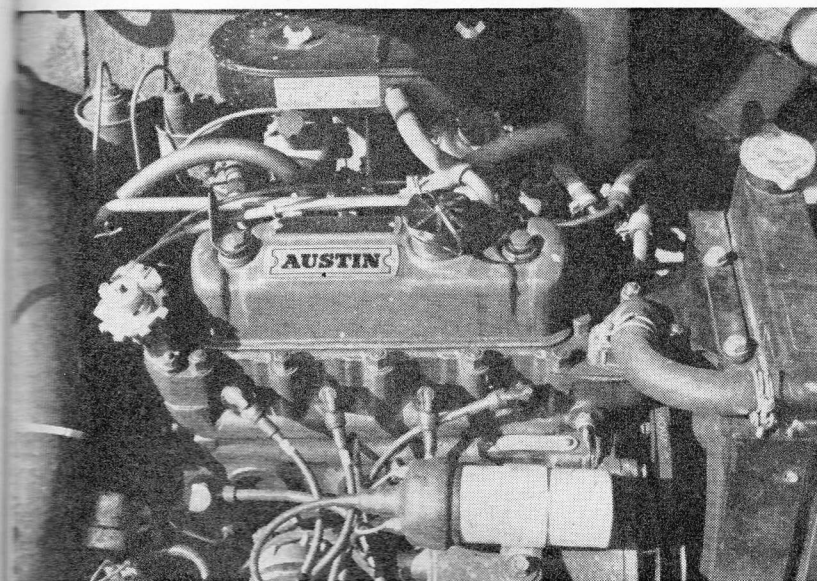


than a standard Mini-Cooper fitted with Dunlop C41s. In effect, the SPs reduce the understeer, which makes the car feel much lighter through the sharper turns. The steering is, in fact, extremely light and precise at all times; the lock remains at two and a bit turns. When the Mini S first came out the steering ratio was quoted as being different but, in fact, this change was made several years ago.

The roadholding is very impressive under every condition and the SPs permit the back end to be thrown about much more than the conventional tyres. This feature

hardly suffered at all and figures varying between 25 and 30 m.p.g. were recorded under different conditions with an overall consumption of 27.5. Oil consumption worked out at a pint per 250 miles, but this may have been because it was a relatively new engine.

For the man who runs a Ferrari, Aston Martin or a similar high performance car, this would make an ideal and worthy stable mate. For the dashing young man who can afford but one car this must surely be the answer at £695 and 90 plus m.p.h. performance.





RACING BEGINS AT ZOLDER

Second Win in Two Days for Peter Arundell

Report and Photography by PAUL WATSON

BELGIUM is at present rather short of good racing circuits; there is, of course, the magnificent Spa circuit, Brussels now seems finished, and there is Formula Junior racing at Chimay and Mettet. It is, therefore, a real step in the right direction that the Automobile Club of Terlaemen should have, all on their own, put up the money for the construction of an artificial road circuit at Zolder.

The new circuit combines the best from several already long-established courses and has been brilliantly designed by John Hugenholtz. The lap distance is about 2½ miles and combines fast sweeping bends, three really good straights and a very slow and interesting second gear right-hander. The whole circuit is surrounded by attractive fir and pine forests with natural sandy banks offering ideal conditions for spectating. There is, however, just a bit too much sand around, and on windy days it blows all over the place making life rather unpleasant. The track surface is none too good for a circuit so new as Zolder and is extremely wearing on tyres and suspensions; in fact to quote Paul Hawkins: "It's a wonderful circuit but a real car breaker." It is also rather a dangerous circuit and calls for the utmost judgment at all times, as there is very, very few places to escape to should you lose it.

Zolder's first ever meeting for cars took place last Sunday under a National Open licence and attracted a fine entry of international drivers representing not only Belgium but also Great Britain, Italy, Holland, Luxembourg, Sweden, Germany, Austria, Switzerland, France and the United States.

The touring car event counted towards the European Touring Car Challenge, and was divided into three separate races of 30 minutes' duration each. There was then a 30 minute race for Grand Touring cars of any capacity, and finally the main race of the day, the Grand Prix of Zolder for Formula Junior cars, lasting a full hour.

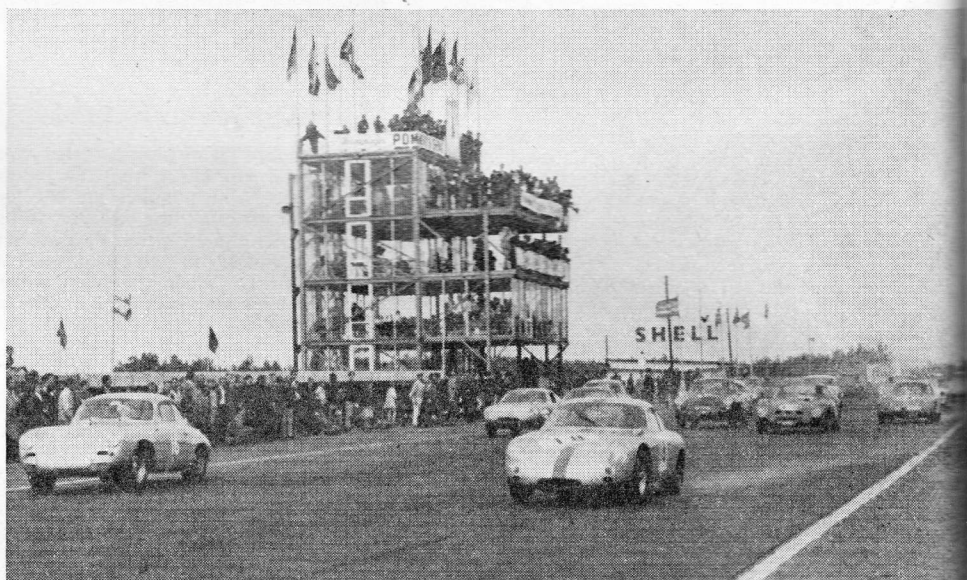
The entry for the main race was first class with several top cars and drivers coming straight over from Goodwood. Team Lotus turned up in force with four cars for their usual drivers, Peter Arundell, Mike Spence and John Fenning, the fourth car being kept just in case. Italian Bruno Deserti had his new Lotus 27 entered by the Scuderia St. Ambroeu, while the Belgian Mark de Boe was having his first outing in a similar car. This strong Lotus challenge was further strengthened by Jacques Maglia in the 22, with which he won Chimay and Monza; Gerhard Mitter with a D.K.W.-powered 22; Paddy Driver with Tony Marsh's old 20 and an equally old 20 for Eddie Fletcher who had turned up hoping for a late entry.

Chief opposition to Lotus supremacy came from the marque Brabham with the two Ian Walker Racing entries for Frank Gardner and Paul Hawkins; there were also three cars, for

SOON AFTER the start of the saloon car race Peter Nöcker (Jaguar 3.8) leads Peter Lindner (Jaguar 3.8) and Tom Trana (Volvo). Nöcker won, Lindner went off the road and Trana was third.

Sunday morning saw a short half an hour session for the benefit of those drivers who had been at Goodwood. Peter Arundell soon got the hang of things and put in an electric 1 min. 41.1 secs. to take pole position away

SEVERAL drivers seemed to be out of line in respect to their practice times, but when the flag fell it mattered little for Peter Arundell stormed straight into the lead hotly pursued by Revson, Gardner and Maglia. Troberg went straight into the pits with gear selection bothers, came out later to complete one lap before driving back into the paddock to become the first retirement. All round the circuit the roar of Ford and B.M.C. engines could be heard tearing away, then in about two minutes the leaders burst into sight, Revson having passed the much more experienced Arundell, these two already a clear two seconds up on third man Maglia, with Frank Gardner fourth and then the remainder of the field in the order Spence, Procter, Hawkins, Deserti, Franck, Prophet, Fenning, Mitter, Riley, Martel, Driver, "Elde", Bernusset, Pilette and the slow Twisk. The rain was now beginning to come down, although not heavily, and everybody was taking it easily—save Maglia who was at it in his usual hammer and tongs way and on the third lap spun, dropping way down to the tail of the field. The first six places remained the same for the first half-dozen laps, although poor Bruno Deserti stopped just after the first left-hander with a broken universal joint. Mitter also went missing, then came slowly in with the exhaust of his D.K.W.-engined Lotus 22 hanging



START of the G.T. race. "Remordu's" Ferrari GTO can be seen way back amongst the Porsches and things; nevertheless, the Belgian, who is well over 60 years of age, finished third.

Philippe Martel, David Prophet and Klaas Twisk.

Ken Tyrrell should have had two of his Coopers, but because of Tim Mayer's Goodwood accident only one car was available for Peter Procter. Peter Revson also had a 1963 Cooper in American racing colours. The Belgian Racing Team had two new yellow cars for Jean-Claude Franck and "Elde"; and one of last year's Coopers was entered by the Rhodesian Dave Riley.

The entry was completed by Picko Troberg with his Lola, Jacques Bernusset with an older Lola, and the inevitable André Pilette with his Merlyn.

In Saturday's practice Gerhard Mitter just finished on top in 1 min. 41.9 secs. Second was Peter Revson who was entered as a reserve but got round in a most creditable 1 min. 42.0 secs. with his Cooper.

limply off, which is very serious with a two-stroke engine, causing a great deal of power loss.

On the seventh lap Peter Arundell made a determined effort to regain the lead and did so coming past the pits with Revson right on his tail. Behind, Gardner still held on to third a short distance ahead of Spence, Procter and Hawkins. A short distance behind the battling trio Dave Prophet was doing wonders with his Brabham, actually managing to keep in front of the third works Lotus driven by John Fenning. On the tenth lap Hawkins slipped by Spence and two laps later he disposed of Procter, but the Lotus driver really had the heat on and two laps later he had regained fourth place, although he still seemed unable to close the gap on third man Gardner who appeared to be master of the situation.

The Spence-Procter-Hawkins struggle came

STARTING GRID

Arundell (Lotus) 1 m. 41.1 s.	Mitter (Lotus) 1 m. 41.9 s.	Revson (Cooper) 1 m. 42.0 s.
Spence (Lotus) 1 m. 42.2 s.	Gardner (Brabham) 1 m. 42.4 s.	
Hawkins (Brabham) 1 m. 42.7 s.	Maglia (Lotus) 1 m. 42.7 s.	"Elde" (Cooper) 1 m. 44.0 s.
Prophet (Brabham) 1 m. 50.4 s.	Troberg (Lola) 1 m. 50.3 s.	
Deserti (Lotus) 1 m. 44.2 s.	Procter (Cooper) 1 m. 44.3 s.	Franck (Cooper) 1 m. 46.8 s.
Riley (Cooper) 1 m. 46.5 s.	Penning (Lotus) 1 m. 46.5 s.	
Martel (Brabham) 1 m. 46.7 s.	Driver (Lotus) —	Bernusset (Lola) 1 m. 49.0 s.
Twisk (Brabham) 1 m. 49.8 s.	Pilette (Merlyn) 1 m. 52.2 s.	

Non-starters: M. de Boe (Lotus); D. Fletcher (Lotus).

to an end on lap 20 when Spence coasted into the pits with the flywheel fouled up by a bolt-head that had originated at Goodwood. This left Hawkins in third place behind his team-mate Gardner. But this situation was soon to alter, for Jacques Maglia had been steadily climbing up the field from 17th place to 15th on lap four, 12th on lap five, 10th on lap seven, 9th on lap 10, eighth a lap later and seventh a lap after that. He then settled down to tail the Spence-Hawkins-Procter trio and Fenning, before disposing of the last named, and closing right up on Procter. When Spence retired Maglia became sixth and two laps later he was past Procter into fifth place. It didn't take him long to catch Hawkins and then all seemed set for a major assault on third man Gardner. But just when all eyes were on this brilliant drive, Revson suddenly put two wheels on the sand and spun round; he held his position but the steering had become deranged and a lap later he spun again, this time smashing the nose badly and retiring at once.

The remaining ten laps saw no major changes, Maglia was unable to catch Gardner, and Gardner didn't quite have enough steam to do anything about Arundell. Hawkins, however, ran into trouble on his last seven laps with a wheel bearing gone on one rear wheel; he spent the last few laps with one eye on the road and the other constantly on the mirror—first to see if Procter was catching him and secondly to see if his wheel was about to come off! Luckily neither happened and Paul finished fourth ahead of the Cooper, which was a short distance ahead of Fenning. The first six cars were the only ones to complete the full distance.

Preceding the F.J. race there was a half-hour race for all capacity Grand Touring cars. Ben Pon had entered his very rapid Porsche Carrera-Abarth and after best practice time of 1 min. 56.0 secs. took the lead to hold it throughout and won comfortably by over 20 seconds from Mauro Bianchi's little blue Abarth-Simca. Although Pon won the race the main interest was the wonderfully plucky fight the little Abarth put up against "Remordu's" big Ferrari GTO.

The over 1,300 c.c. Touring car race was, as expected, dominated by Jaguar 3.8s. Peter Lindner took an immediate lead with fellow countryman Peter Nöcker hard on his heels; Lindner, however, ran out of brakes on the second lap and disappeared into the countryside, taking 50 ft. of fencing with him. This left John Sparrow in second place, a position he maintained throughout, to finish 14 seconds behind the German.

Peter Procter was unable to practice in the official period for the 1,300 c.c. saloon car race so found himself at the back of the 20-car grid. It was Rob Slotemaker who jumped into the lead, the works Mini-Cooper S of Procter tearing through the field to be second at the completion of only two laps. This achieved, Procter seemed unable to improve on his position, Slotemaker's Downton-prepared car having more than a measure of the situation. Third place was very closely contested throughout between Julien Vernaëve (Mini-Cooper S) and Dieter Mantzel's D.K.W. F.12.

The 850 c.c. Touring car race was a real humdinger between the two Saab 96s of Björn Rothstein and Gösta Karlsson and Hubert Hähne and Bontemps with B.M.W. 700 and D.K.W. respectively. The Deek was obviously the quicker car, but a spin cost him the race and several places.

So ended the first meeting at Zolder, a memorable one with some of the most exciting racing seen anywhere for a very long time. Only criticism is that a lot more should be done to ensure the safety of the drivers; there is at present far too little room for mistakes, a factor that very nearly claimed the life of one driver and caused at least two other very hairy accidents indeed.

RESULTS

Formula Junior Grand Prix de Zolder (1-hour): 1, P. J. Arundell (Lotus-Ford 27), 1 h. 0 m. 15.8 s., 144.363 k.p.h.; 2, F. Gardner (Brabham-Ford), 1 h. 1 m. 32.1 s.; 3, J. Maglia (Lotus-Ford 22), 1 h. 1 m. 41.1 s.; 4, P. Hawkins (Brabham-Ford), 1 h. 1 m. 55.6 s.; 5, P. Procter (Cooper-B.M.C.), 1 h. 1 m. 55.8 s.; 6, J. Fenning (Lotus-Ford 27), 1 h. 2 m. 09.8 s.; 7, D. Prophet (Brabham-Ford), 34 laps; 8, P. Martel (Brabham-Ford), 34; 9, P. Driver (Lotus-Ford 20), 34; 10, D. Riley (Cooper-B.M.C.), 34; 11, "Elde" (Cooper-Ford), 34; 12, A. Pilette (Merlyn-Ford), 32; 13, J. Bernusset (Lola-Ford), 32; 14, K. Twisk (Brabham-Ford), 31. Fastest lap: Arundell, 1 m. 41.0 s., 149.132 k.p.h. (course record).

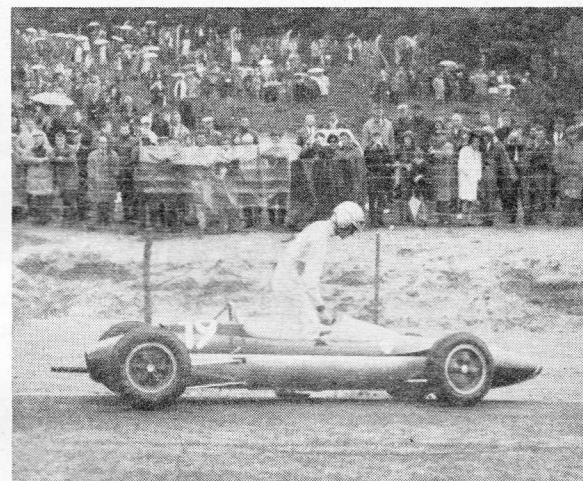
Grand Touring (30 mins.): 1, B. Pon (2.0 Porsche Abarth-Carrera), 31 m. 10.6 s., 128.835 k.p.h.; 2, M. Bianchi (Abarth-Simca), 31 m. 31.3 s.; 3, "Remordu" (Ferrari GTO), 31 m. 35.2 s.; 4, C. de Moffarts (2.0 Porsche Carrera), 31 m. 57.8 s.; 5, "Jansen" (Porsche S.90), 33 m. 04.4 s.; 6, H.-D. Dechent (Alfa Romeo G.S.V.Zag), 33 m. 05.7 s.; 7, J. Carpentier (M.G.B.), 15 laps; 8, J. Thenaers (Porsche S.90), 15; 9, R. Farenzena (M.G.B.), 14; 10, Y. Jurissen (Porsche S.90), 14; 11, H. Wirth (Alfa Romeo G.S.V.), 14; 12, T. Streithorst (Lotus Elite), 13. Fastest lap: B. Pon, 1 m. 53.6 s., 132.591 k.p.h. Class winners: "Remordu" (fastest lap, 1 m. 55.3 s., 130.636 k.p.h.); B. Pon (fastest lap, 1 m. 53.6 s., 132.591 k.p.h.); "Jansen" (fastest lap, 2 m. 1.1 s., 124.380 k.p.h.); M. Bianchi (fastest lap, R. Bey (Lotus Elite S.100), 1 m. 56.3 s., 129.513 k.p.h.).

Touring cars up to 850 c.c. (30 mins.): 1, G. Karlsson (Saab 96), 30 m. 58.1 s., 113.488 k.p.h.; 2, Bontemps (D.K.W. Junior), 31 m. 05.8 s.; 3, B. Rothstein (Saab 96), 31 m. 10.3 s.; 4, J. Grähsner (B.M.W. 700), 31 m. 32.5 s.; 5, H. Wagner (Fiat-Abarth 850TC), 32 m. 44.4 s.; 6, M. Lefebvre (Fiat-Abarth 850TC), 13 laps. Fastest lap: Bontemps, 2 m. 10.6 s., 115.332 k.p.h. Class winners: Bontemps (fastest lap, 2 m.

10.6 s., 115.332 k.p.h.); J. Grähsner (fastest lap, H. Hähne (B.M.W. 700), 2 m. 11.9 s., 114.196 k.p.h.).

Touring cars 851-1,300 c.c. (30 mins.): 1, R. Slotemaker (Morris-Cooper S), 31 m. 55.3 s., 121.778 k.p.h.; 2, P. Procter (Morris-Cooper S), 31 m. 02.3 s.; 3, J. Vernaëve (Morris-Cooper S), 31 m. 27.4 s.; 4, J. Thurston (Morris-Cooper S), 31 m. 31.8 s.; 5, D. Mantzel (D.K.W. F.12), 31 m. 41.9 s.; 6, H.-D. Dechent (Alfa Romeo Giulietta T1), 14 laps. Fastest lap: P. Procter, 2 m. 01.1 s., 124.380 k.p.h. Class winners: R. Slotemaker (fastest lap to P. Procter, 2 m. 01.1 s., 124.380 k.p.h.); D. Mantzel (fastest lap, 2 m. 04.7 s., 120.789 k.p.h.).

Touring Cars over 1,300 c.c. (30 mins.): 1, P. Nöcker (Jaguar 3.8), 30 m. 48.8 s., 122.207 k.p.h.; 2, J. Sparrow (Jaguar 3.8), 31 m. 03.4 s.; 3, T. Trana (Volvo 122S), 31 m. 33.7 s.; 4, L. Cella (Lancia Flavia), 31 m. 38.1 s.; 5, F. Patria (Lancia Flavia), 31 m. 38.5 s.; 6, E. Furtmayer (Alfa Romeo Giulia T1), 31 m. 39.3 s. Fastest lap: P. Nöcker, 2 m. 0.8 s., 124.688 k.p.h. Class winners: P. Nöcker (fastest lap, 2 m. 0.8 s., 124.688 k.p.h.); Cabella (Lancia Flaminia) (fastest lap, Pianta (Lancia Flaminia), 2 m. 8.8 s., 116.944 k.p.h.); T. Trana (fastest lap, 2 m. 4.7 s., 120.782 k.p.h.); L. Cella (fastest lap, F. Patria, 2 m. 04.8 s., 120.692 k.p.h.).



ABANDONING his Scuderia Sant Ambroeus Lotus 27 is the promising young Italian driver Bruno Deserti; a universal joint broke.

BOSHIER-JONES AT WET SHELSELY

David Good Second and Tony Marsh Third in Midland A.C. National

BY TONY BEX

THE August, 1963, National Shelsley Walsh meeting will go down as one in the old tradition for it was both very exciting and interesting, contained many surprises and was very, very wet.

Honours for the day's best time and in the R.A.C. Hill-Climb Championship event went to Peter Boshier-Jones who gave a superb display of wet weather driving in the yellow Lotus-Climax to record 39.16 secs. on his final championship run. This time was over half a second quicker than David Good with the Cooper-Felday-Daimler who, in turn, was .69 sec. ahead of Tony Marsh (Marsh-Climax), with Ray Fielding fourth, Peter Gaskell fifth and J. T. Butterworth a creditable sixth in his Lotus 23.

Boshier-Jones, of course, has been threatening to put the boys in their places for some time with his tiny blown car and on Sunday the combination proved its worth for only Good appeared able to offer any real challenge. In fact they were the only two to break the 40-sec. barrier and, with Marsh, they also beat the previous best wet Shelsley climb, evidently to the credit of Ken Wharton in E.R.A. R4D in June, 1956, in 40.91 secs. Bearing in mind the great contrast of cars and the fact that Sunday's best E.R.A. time was closer to 50 secs., many onlookers must have paid silent tribute to the brilliant Wharton.

With conditions so bad class records were obviously out of the question and it also meant that everybody had rather wasted their time practising the previous day when the hill was dry. Then there was the prospect of a real, record-breaking battle. Bryan Eccles led the way with his 4.7-litre Cooper-Chevrolet in 34.92 secs. (unfortunately he non-started with a broken c.w.p. the following day), followed by David Good, 35.05 secs., Boshier-Jones, 35.06 secs., Chris Summers (Cooper-Chev-

rolet) 35.53 secs., Ray Fielding (Lotus 21) 35.62 secs. and Tony Marsh (Marsh Special), 36.27 secs. But in addition to the possibility of Tony's old hill record of 33.54 secs. taking punishment, excitement on two wheels was provided by George Brown who took up Nero in 36.96 secs., not all that far off his record of 36.60 secs.

Unfortunately practice was delayed for some time by a pretty hairy shunt involving Chris Summers who spun as he entered the finish paddock, bounced off several cars and so effectively damaged the Cooper that it had to be retired. During the actual event the only serious-looking incident was confined to Arthur Owen's dramatic departure from the track, also after passing the finish, when his Lotus 23 took off, demolished 40 yds. of wooden posts and came to rest with bodywork sadly knocked about, 30 yds. from the road in a field. In both cases there was no driver injury.

This also caused some delay, and indeed, the meeting was not completed until about 7 p.m. Throughout, the track never dried and a lot of heavy rain in the early afternoon made conditions deplorable. The paddock became a quagmire and most of the brave spectators soon found themselves sitting in one. Out and out spins were comparatively few but the driver who did not experience a slide should receive a special award. At the start a trials car would not have looked out of place in all the mud lying about; serious competition seemed out of the question.

Two classes for Production, Touring, Sports and G.T. cars, up to and over 2,600 c.c., opened the proceedings. Bob Rose had little difficulty winning the smaller class with his Elite in 46.58 secs. but Bob Jennings (Elite) pushed J. F. May (Porsche) out of second place with (Continued on page 300)

PIT STOP for the winning Ferrari, entered jointly by Maranello Concessionaires and John Coombs. Graham Hill exchanges thumbs-up signs with Terry Hampton, one of Dunlop's racing tyre designers.

"parts" not having arrived from America. Roger Penske drove the 330LM-bodied GTO Ferrari that David Piper and Masten Gregory piloted into sixth place at Le Mans, and the best time the left-hand-drive North American Racing Team car recorded was 1 min. 29.0 secs., which equalled Roy Salvadori's time in the Tommy Atkins E-type Jaguar. Like his fellow-American namesake, Tommy Hitchcock kept everyone in suspense, nearly losing Prince Zourab Tchkotoua's GTO Ferrari at the chicane most times round: he saved his accident until the race, however.

John Whitmore was as incredible as ever in the Stirling Moss Automobile Racing Team's light green Ogle-bodied Lotus Elan and proved easily the fastest in the 2-litre class. He was also quicker than the special-bodied Ferrari 250 GT of Chris Kerrison, which was also tried by

FERRARI'S FOURTH TOURIST TROPHY

Graham Hill and Mike Parkes Dominate the T.T. in Maranello Concessionaires/John Coombs-entered GTO Ferraris—Roy Salvadori (Jaguar E) Third—Aston Martin Challenge Fails Again—Chaotic Formula Junior Race to Peter Arundell (Lotus)

BY MICHAEL KETTLEWELL

PHOTOGRAPHY BY GEORGE PHILLIPS

THE 28th R.A.C. International Tourist Trophy Race at Goodwood last Saturday resulted in yet another victory for Ferrari; the two cars of Graham Hill and Mike Parkes, jointly entered by Maranello Concessionaires and John Coombs, finished the 130-lap race 0.4 sec. apart after having slowed down slightly and driven to strict team orders during the closing stages. To give the British cars a chance an over 3-litre class was included, and this gave Jaguars a 1-2-3 result, while the 2-litre category went to Mike Beckwith in Chris Barber's veteran Lotus Elite.

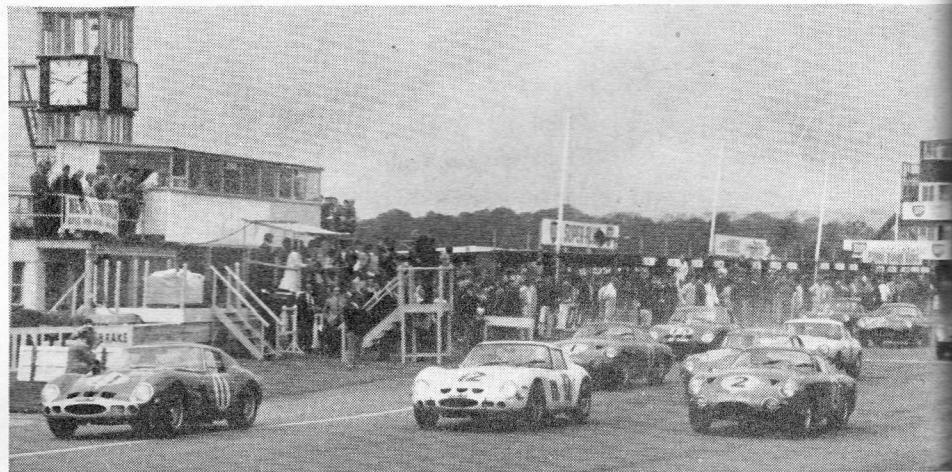
As at Le Mans, the Aston Martin challenge failed, but not until Innes Ireland had worried Graham Hill mercilessly for the first 10 laps; the best place the Feltham marque could obtain was seventh. As predicted the Lotus Elans looked like easy winners of the 2-litre class, but all four gave way under the strain of 312 miles's motoring.

Chaos reigned at the chicane during the B.A.R.C. International Formula Junior Championship after Tim Mayer collided with and demolished part of the wall and half blocked the track. Apparent bad flag marshalling meant that some cars arrived at the chicane at too great a speed, and most of the entry by-passed it on at least one occasion: not so Peter Arundell, however, who won for the second year in succession.

Despite the very wet beginning to the day in most parts of southern England, the Sussex circuit mercifully remained dry and the Formula Junior and two of the three G.T. class lap records were broken, the other being equalled.

THE very thorough scrutineering started on Thursday morning and several cars were caught out on minor points, including both works Aston Martins, which had oversize rims, and the A.C. Cobras. Although these were allowed to practise with those that had passed the eligibility check, their times were not taken into consideration for grid positions.

Graham Hill dominated the Thursday



START OF THE 28th R.A.C. TOURIST TROPHY and already Graham Hill has a slight lead from Mike Parkes and Innes Ireland. The first few laps were enlivened by a grand scrap fought by these three.

and Friday practice sessions right from the word go, recording 1 min. 27.0 secs. on both days in the red GTO Ferrari. The weather remained dry both days, although it was quite windy on Friday. Mike Parkes really threw the white GTO around in 1 min. 27.4 secs. and Innes Ireland and Bruce McLaren appeared to find the big Aston Martins a handful at the chicane. Although Innes equalled Hill's time on Thursday, only his Friday time of 1 min. 27.6 secs. was counted.

After trying a John Willment-entered A.C. Cobra on Thursday, Jack Sears took over the John Coombs Jaguar and consequently improved from 1 min. 31.0 secs. to 1 min. 29.2 secs.—although he bashed in the nose of the E-type in the process! Bob Olthoff and Ken Miles, the American-residing British driver, appeared late in the Cobras on Friday, but, although they looked most spectacular, their times of 1 min. 33.0 secs. and 1 min. 34.0 secs. were very disappointing. They were eventually withdrawn due, it was said, to some

Peter Sutcliffe, whose E-type Jaguar had not recovered from its Brands Hatch accident. The German-entered lightweight E-type Jaguar of Peter Lindner and Peter Nöcker was also missing.

Some incredible times were set up by the Formula Junior drivers, no fewer than four lapping at over 100 m.p.h. Denis Hulme and Peter Arundell, as usual Brabham and Lotus mounted respectively, were equal fastest at 1 min. 25.4 secs., 101.17 m.p.h.

READERS of Saturday morning's papers found that Goodwood was front page news owing to the police searching for the very promising Formula Junior driver Roy James, who had practised his blue Brabham on Thursday. No wonder there were so many policemen about during Friday's practising—and scores of "nods" were to be seen on race day, all on the look-out for James, wanted to assist with inquiries into the Great Train Robbery. Rumours that James's car used some of the

missing fivers as ballast are completely unfunded!

At 12 noon the drivers lined up for the annual B.A.R.C. Formula Junior Championship as follows, and one noticed the gap in the middle of the seventh row!

STARTING GRID

Richard Attwood (Lola-Ford) 1 m. 25.8 s.	Peter Arundell (Lotus-Ford) 1 m. 25.4 s.	Denis Hulme (Brabham-Ford) 1 m. 25.4 s.
Mike Spence (Lotus-Ford) 1 m. 26.4 s.		Frank Gardner (Brabham-Ford) 1 m. 26.2 s.
Peter Procter (Cooper-B.M.C.) 1 m. 27.8 s.	David Hobbs (Lola-Ford) 1 m. 27.6 s.	Paul Hawkins (Brabham-Ford) 1 m. 27.2 s.
Tim Mayer (Cooper-B.M.C.) 1 m. 28.4 s.		John Fenning (Lotus-Ford) 1 m. 28.4 s.
Bill Bradley (Lola-Ford) 1 m. 29.0 s.	Mike de Udy (Lola-Ford) 1 m. 28.6 s.	Alan Rees (Lola-Ford) 1 m. 28.4 s.
Roy Pike (Gemini-Ford) 1 m. 29.4 s.		Melvyn Long (Lotus-Ford) 1 m. 29.0 s.
John Mastin (Lotus-Ford) 1 m. 31.0 s.	Roy James* (Brabham-Ford) 1 m. 30.2 s.	Brian Hart (Lotus-Ford) 1 m. 29.6 s.
Bill Belcher (North Star-Ford) 1 m. 32.4 s.		Rodney Banting (Brabham-Ford) 1 m. 31.8 s.
David Hitches (Lola-Ford) 1 m. 37.0 s.	Bob Burnard (Lotus-Ford) 1 m. 35.8 s.	John Turner* (Cooper-Ford) 1 m. 33.4 s.
Sid Fox (Gemini-Ford) 1 m. 49.2 s.		David Milburn* (Lotus-Ford) 1 m. 40.8 s.

* Non-starter.

Straight into the lead went Peter Arundell (Lotus), Richard Attwood (Lola) and Denis Hulme (Brabham) giving chase, while already Sid Fox (Gemini) and Rodney Banting (Brabham) were trailing at the back. The luckless Bob Burnard brought his "Miss Veedol" Lotus 27 straight into the pits with gear selector troubles, to resume after three laps. Mike Spence revolved at Woodcote on his first lap and continued in last position.

At the completion of the first of the 21 laps Arundell, Attwood and Hulme had already opened up a slight gap to Frank Gardner (Brabham), who led John Fenning (Lotus), Paul Hawkins (Brabham), Tim Mayer (Cooper), Peter Procter (Cooper), Roy Pike (Gemini), Brian Hart (Lotus) and Bill Bradley (Lola). Driving as

OOPS! A brave effort by Roger Penske while trying to pass Jack Sears's Jaguar during the early stages at Madgwick (right). Sears was fourth, while the American driver finished eighth.

JUNIORS JOUSTING in the B.A.R.C. Championship race (below). Bill Bradley (Lola) is on the inside of Melvyn Long (Lotus) as they pass the pits.

smoothly as ever, Arundell gradually extended his lead over the battling pair Attwood and Hulme, who, in turn, gained on Hobbs, Fenning, Hawkins and Mayer.

On the fifth lap Arundell set up the fastest lap of the race in 1 min. 25.6 secs., a speed of 100.93 m.p.h. For the first time a Goodwood "ton" will be awarded to a Formula Junior driver. Hawkins overtook Fenning on this lap.

Peter Procter abandoned his Ken Tyrrell team Cooper-B.M.C. on the sixth lap after it had been slowed with ignition trouble, while David Hitches retired straight into the paddock with gearbox bothers. Soon after Frank Gardner, who had a "moment" which dropped him to last on the second lap, retired with a broken gear selector and then Bob Burnard gave up.

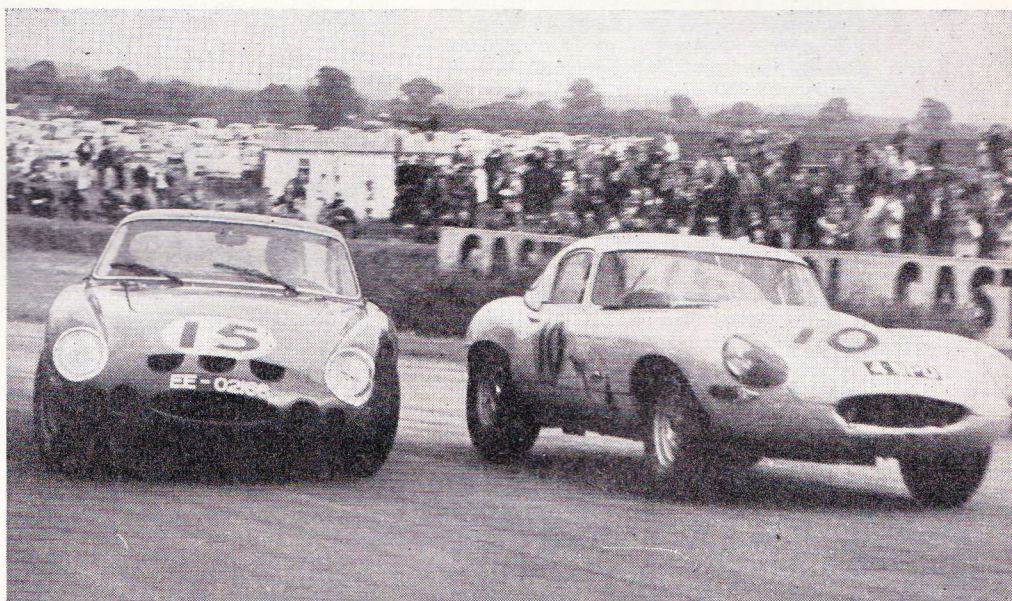
Urged on by his pit, Brian Hart gained eighth place from Alan Rees (Lola) on the ninth lap and, four laps later, relieved Tim Mayer of seventh position. But then, on the 15th lap, Tim Mayer struck the chicane wall good and hard when the right front brake caliper cracked, slicing the left-hand front wheel off his Cooper and scattering debris everywhere.

It was some time before the marshals arrived on the scene and then a lot of people ran across, including Keith Greene, Andrew Hedges and Jim Russell, who did a lot to help sort out a tricky situation.

it planned whereby until the road was clear all cars used the "escape road", which, of course, is always blocked by a flimsy piece of wood anyway! At long last the ridiculous wattle fencing has disappeared (it has been replaced by a kerb) but perhaps the whole chicane itself should be replanned. Failing that, a flashing warning light should be installed soon after Woodcote Corner.

Peter Arundell used the chicane every lap, losing a lot of time as he crawled through on one occasion, while Attwood, Hulme and Hobbs by-passed it on the 17th lap. Hobbs continued to do so on the three following laps. Some of the positions down the field were therefore false, while, luckily, the major places were not affected by all this drama, although the time distances between the first and second and third and fourth finishers were much affected. At first Hobbs was credited with a fantastic new lap record of 1 min. 25.2 secs. (101.41 m.p.h.)—but then the penny dropped!

Attwood held off Hulme for second place, while Fenning, in finishing fifth, won a furious battle with Hart and Hawkins. Last minute happenings included the retirements of Melvyn Long and Mike Spence, with engine and transmission troubles respectively, and a spin by Bill Bradley at Madgwick on the 19th lap when the M.R.P. driver lost two places.

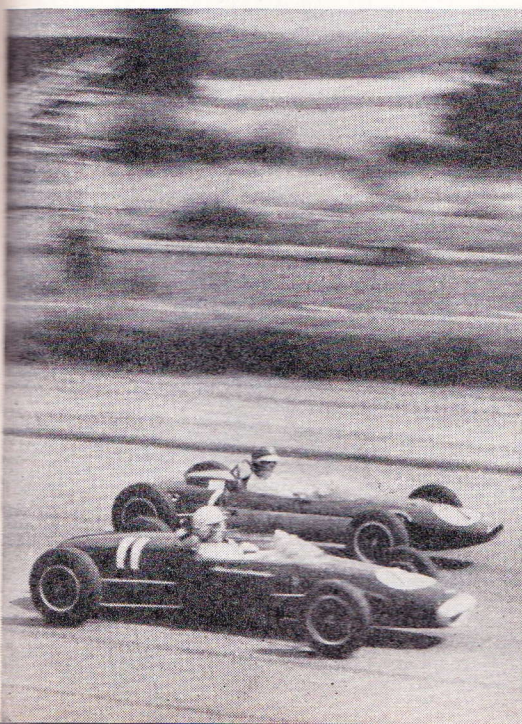


RESULTS

1, Peter Arundell (Lotus-Ford 27), 21 laps in 30 m. 29.4 s., 99.18 m.p.h.; 2, Richard Attwood (Lola-Ford Mk. 5A), 30 m. 32.2 s.; 3, Denis Hulme (Brabham-Ford), 30 m. 34.4 s.; 4, David Hobbs (Lola-Ford Mk. 5A); 5, John Fenning (Lotus-Ford 27); 6, Brian Hart (Lotus-Ford 22); 7, Paul Hawkins (Brabham-Ford); 8, Alan Rees (Lola-Ford Mk. 5A); 9, Mike de Udy (Lotus-Ford 22); 10, Roy Pike (Gemini-Ford Mk. 4A); 11, John Mastin (Lotus-Ford 22); 12, Bill Belcher (North Star-Ford); 13, Bill Bradley (Lola-Ford Mk. 5A); 14, Rodney Banting (Brabham-Ford); 15, Sid Fox (Gemini-Ford Mk. 4A). Fastest lap: Arundell, 1 m. 25.6 s., 100.93 m.p.h.

AND so to the Tourist Trophy, which started at 1.45 p.m. Thirty cars lined up on the longest starting grid ever seen on the 2.4-mile circuit as shown overleaf. For some reason the drivers' briefing took place at the two-minute signal and as a result some drivers were not properly in their cars when the flag fell and the start was a trifle confused.

Graham Hill, Innes Ireland and Mike Parkes accelerated away from the grid, with Bruce McLaren, Jack Sears, Roy Salvadori, David Piper and Roger Penske in pursuit. The noise of the GTOs in full song brought back brief memories





of Le Mans. Only one and a half minutes later round they came, with Hill, Ireland and Parkes locked in combat. John Whitmore (Lotus Elan) was up with the heavy metal in 11th place, leading Frank Gardner (Lotus Elan), Chris Kerrison (Ferrari), Tommy Hitchcock (Ferrari) and Graham Warner (Lotus Elan).

The three leaders kept in close company and by the fourth lap they had already started to lap the tailenders, some of which were very old and slow and should never have been accepted for such an important motor race. Roy Salvadori worked his way into fourth place by the fourth lap, followed closely by McLaren, Sears, Penske and Piper. There was a gap before Protheroe, Lumsden and Hitchcock appeared and then came Whitmore, handling his Lotus Elan impeccably and leading the 2-litre class by a long margin.

Alan Foster had a half-shaft break after only four laps, his Dick Jacobs' Midget pulling off at Fordwater, while Chris Kerrison stopped after six laps to replace a plug lead.

The leading three were motor racing in



the Aston Martin pit every time he passed: sure enough, on the 15th lap, in he came for all four wheels to be changed. During his spin he had worn "flat spots" on the tyres, and this had upset the handling. Fifty-nine seconds later the Aston Martin roared away, to resume just ahead of Parkes.

Meanwhile Roger Penske had been unsuccessfully challenging Jack Sears for seventh (later sixth) place and Tommy Hitchcock, after at least one "moment", went off at Madgwick on his 16th lap. The GTO Ferrari rolled and finished up on the bank severely damaged. The wealthy American was taken to hospital with a back injury, but was not seriously hurt. Ironically this was the Ferrari that crashed at the same spot last year when driven by John Surtees.

Chris Lawrence and Pip Arnold brought their Morgans into the pit in trouble with a stuck valve and a water leak respectively. The new Lawrence/Blydenstein heads used on these two cars were suffering from valve guide lubrication bothers, and Lawrence called it a day. Arnold continued, but was a frequent visitor to the pits until he retired with no clutch after one and a half hours.

Chris Kerrison was in again for further attention to the ignition system, Tommy Entwistle's T.V.R. was overheating (a familiar T.V.R. problem) and Roger Nathan's Elite soon retired with engine trouble.

Graham Hill was driving like the champion that he is and soon whittled down Parkes's lead, and both caught up on Innes Ireland. Hill saw his opportunity when Parkes found Ireland in his way and slipped past, while Bruce McLaren was catching up on third man Roy Salvadori. Both driving on the absolute limit (they touched at the chicane on one notable occasion) Parkes and Ireland spun off at Woodcote on the 24th lap. Parkes revolved two or three times and finished off on the outside of the corner, while Ireland ended up on the inside amidst a cloud of tyre smoke! Once again, they continued, but

STORMING through Fordwater (left) is Peter Lumsden's lightweight E-type Jaguar, which leads Tommy Hitchcock's Ferrari GTO which later crashed at Madgwick.

LONGEST routine pit stop of the day was by Aston Martin, when the jack proved unsatisfactory (below). This ruined all chances of a good place for Innes Ireland.



EASY class leader until it lost a wheel was the incredibly quick Lotus Elan of John Whitmore, seen here at Woodcote.

earnest and Innes Ireland seemed determined to snatch the lead. However, he came unstuck in his efforts on the tenth lap and spun around three times at Woodcote, taking Graham Hill with him! This let Parkes through into the lead, from Hill and Ireland, who lost little time in rejoining. But then Ireland made frantic gestures to

STARTING GRID

Innes Ireland (Aston Martin DB4GT)	Mike Parkes (Ferrari GTO)	Graham Hill (Ferrari GTO)
1 m. 27.6 s.	1 m. 27.4 s.	1 m. 27.0 s.
Roy Salvadori (Jaguar E)		Bruce McLaren (Aston Martin DB4GT)
1 m. 29.0 s.		1 m. 28.8 s.
David Piper (Ferrari GTO)	Jack Sears (Jaguar E)	Roger Penske (Ferrari GTO)
1 m. 30.2 s.	1 m. 29.2 s.	1 m. 29.0 s.
Tommy Hitchcock (Ferrari GTO)		Dick Protheroe (Jaguar E)
1 m. 31.4 s.		1 m. 30.8 s.
Chris Kerrison (Ferrari GT Speciale)	John Whitmore (Lotus Elan)	Peter Lumsden (Jaguar E)
1 m. 34.6 s.	1 m. 33.4 s.	1 m. 31.8 s.
Frank Gardner (Lotus Elan)		Graham Warner (Lotus Elan)
1 m. 37.8 s.		1 m. 35.6 s.
Pip Arnold (Morgan Plus 4)	Mike Beckwith (Lotus Elite)	Charles Hodgson (Lotus Elan)
1 m. 40.0 s.	1 m. 39.8 s.	1 m. 38.0 s.
Keith Greene (M.G. Midget)		Dickie Stoop (Porsche Carrera)
1 m. 40.6 s.		1 m. 40.2 s.
Adrian Dence (Morgan Plus 4)	Bob Duggan (Lotus Elite)	Alan Foster (M.G. Midget)
1 m. 41.0 s.	1 m. 40.8 s.	1 m. 40.6 s.
Clive Hunt (Lotus Elite)		Tom Threlfall (Lotus Elite)
1 m. 42.0 s.		1 m. 41.4 s.
	Jon Derisley (Lotus Elite)	Ken Mackenzie (Turner-Ford)
	1 m. 42.6 s.	1 m. 42.4 s.
Chris Lawrence (Morgan Plus 4)		Tommy Entwistle (T.V.R. Grantura)
1 m. 46.0 s.		1 m. 43.8 s.
		Roger Nathan (Lotus Elite)
		1 m. 39.4 s.*

* Time recorded before car passed scrutineering.



IN TROUBLE with missing parts from America and the homologation of certain parts were the non-starting A.C. Cobras, one of which is seen during scrutineering on Friday.

by this time Graham Hill had gained a useful lead. Only two laps later Ireland did it again at Woodcote—the crowd certainly got their money's worth! This time he found nobody to waltz with, but he lost a place to Peter Lumsden (Jaguar E) while restarting.

Positions at 25 laps were as follows:

1. Graham Hill (Ferrari GTO), 37 m. 25.0 s., 96.21 m.p.h.
2. Mike Parkes (Ferrari GTO), 37 m. 37.0 s.
3. Roy Salvadori (Jaguar E), 37 m. 58.6 s.
4. Bruce McLaren (Aston Martin DB4GT), 38 m. 1.6 s.
5. Jack Sears (Jaguar E), 38 m. 10.8 s.
6. Roger Penske (Ferrari GTO), 38 m. 14.4 s.

Jon Derisley's tatty Lotus Elite, in its fourth T.T. and rather past its prime, pulled off near Lavant with a broken oil pipe, Frank Gardner retired the rapid Team Elite Lotus Elan with lack of axle oil and, a surprise this one, Mike Parkes screamed into the pits on the 32nd lap, to have the petrol filler cap replaced in six seconds. He did not lose second place.

By this time seventh place man David Piper, going very well in his green GTO Ferrari, had been lapped, while Innes Ireland, now having passed Lumsden into ninth place, was motoring to great effect trying to improve upon his position, creeping up on behind Protheroe's E-type to the tune of several seconds each lap. John Whitmore still had the 2-litre class in his pocket, leading Graham Warner's LOV 1 by a lap. Charles Hodgson's blue Elan, much quieter than the others, lay third in its class, despite lifting the left front wheel to alarming heights when leaving the chicane on each lap.

Roger Penske was lapped by the flying Graham Hill on the 41st lap; now only four cars remained on the same lap as the World Champion's. Innes Ireland caught and passed Dick Protheroe into eighth place on the 45th lap, just as Graham Hill came into the pits for the first routine stop. In 83 secs. he took on water and 10 gallons of fuel, a cloud of steam emerging from the bonnet of the red GTO. Parkes now swept into the lead, followed by Salvadori, McLaren and Sears, while Hill resumed in fifth place.

Chris Kerrison stormed into the pits asking for Peter Sutcliffe to get ready to take over his rebodied 1961 T.T.-winning Ferrari (he was suffering from burns to his foot), and Sutcliffe did indeed relieve him a couple of laps later. Twice Graham Warner lost LOV 1 at Woodcote, where Bob Duggan revolved his Elite a little later, while Keith Greene brought in the

remaining Dick Jacobs Midget for fuel—and for Andrew Hedges to take over.

After 50 laps the leading positions were:

1. Mike Parkes (Ferrari GTO), 1 h. 15 m. 13.6 s., 95.71 m.p.h.
2. Roy Salvadori (Jaguar E), 1 h. 15 m. 41.0 s.
3. Bruce McLaren (Aston Martin DB4GT), 1 h. 16 m. 0 s.
4. Jack Sears (Jaguar E), 1 h. 16 m. 5.6 s.
5. Graham Hill (Ferrari GTO), 1 h. 16 m. 25.2 s.
6. Roger Penske (Ferrari GTO), 49 laps.

All of a sudden the picture changed in the 2-litre class as the three surviving Lotus Elans dropped out. Charles Hodgson, in for a routine stop, took on oil and fuel and then couldn't start again; after changing his battery he went on his way, now way behind. However, 10 minutes later the blue Elan coasted to a halt at the chicane with a rod through the side of the Ford motor. Class leader John Whitmore's very fast Elan lost a wheel when the left rear hub broke at Madgwick. The car hit the bank, but was not badly damaged, poor John returning to the pits on foot. Graham Warner's black and white car then led the class, but it was ill and losing oil from the differential. Graham pulled up at Fordwater on his 60th lap when the diff. finally seized. This let Dickie Stoop into the lead of the smaller category, although his 2-litre Porsche Carrera had yet to make its pit stop, whereas second man in the class, Mike Beckwith, had already made his—a very quick one, too. Beckwith was driving Chris Barber's veteran Lotus Elite that had let John Whitmore down during the previous two T.T.s, and which the Lotus 23 driver had slightly dented in Friday's practice when he ran into Penske's Ferrari.

Back to the bigger bangers: Innes Ireland caught and passed David Piper on the 51st lap and, four laps later, moved in front of Roger Penske to take sixth place. Jack Sears spun at Madgwick and again at Fordwater, this enabling Graham Hill to slip by into fourth place. Hill took over third position from Bruce McLaren on the 60th lap when the popular New Zealander, having his first race since his Nürburgring accident, had a pit stop for oil, 10 gallons of fuel and two new rear tyres. This took a comparatively long 2 mins. 28.4 secs. and dropped Bruce to ninth place, two laps behind Parkes. From now on the chances of an Aston Martin victory seemed practic-

ally over—only one Ferrari had fallen out, and that was not a serious threat anyway.

Tommy Entwistle's T.V.R. was now being driven by Keith Aitchison, while Mike Johnson had relieved Bob Duggan at the wheel of J. T. Parker's white Lotus Elite. Two contenders for 2-litre honours, the Morgan of Adrian Dence and Tom Threlfall's Lotus Elite, had both made routine stops.

Bruce McLaren's big Aston Martin began to sound a bit rough and appeared unlikely to last much longer. On lap 64 it was Jack Sears's turn to make his pit stop for tyres and 20 gallons of fuel; the John Coombs pit crew was very efficient and they completed their task in 50 secs., this dropping the car to seventh place behind Parkes, Salvadori, Hill, Ireland, Penske and Piper and ahead of Protheroe, McLaren and Lumsden. Roger Penske's stop for four new tyres and fuel took longer than usual and the American restarted eighth.

Most efficient pit work, however, was conducted by the Maranello Concessionaires/John Coombs Ferrari team: Mike Parkes came in for 20 gallons of fuel and two rear wheels and left after only 36 secs.—the quickest routine pit stop of the day! This occurred on the 70th lap and would have let Salvadori into the lead in Tommy Atkins's E-type, but Salvadori also came into the pits and was technically in the lead for a few seconds (his pits were in front of Parkes's) until Graham Hill swept by again. Parkes screamed away as Hill passed and Salvadori, after a stop of 41 secs., resumed third. Ireland was still fourth, Piper fifth, Sears sixth, Protheroe seventh, McLaren eighth and Penske now ninth.

Second routine stop for Graham Hill came after he had completed 75 laps, when the positions were as given below. His stop lasted but 38.6 secs., during which time the Ferrari gobbled up 10 gallons of fuel and was shod with two new rear tyres. Mike Parkes screamed by into the lead again, with Graham a little over half a minute behind.

1. Graham Hill (Ferrari GTO), 1 h. 53 m. 26.4 s., 95.20 m.p.h.
2. Mike Parkes (Ferrari GTO), 1 h. 53 m. 39.8 s.
3. Roy Salvadori (Jaguar E), 1 h. 54 m. 27.4 s.
4. Innes Ireland (Aston Martin DB4GT), 74 laps.
5. David Piper (Ferrari GTO), 74.
6. Jack Sears (Jaguar E), 74.

LITTLE M.G. Midget of Andrew Hedges scuttles through St. Mary's hounded by David Piper's fifth-place Ferrari GTO. After having a crank break in practice, the Midget ran with a replacement engine and finished 15th overall.



Down among the 2-litre class, led by Stoop and Beckwith, Threlfall stopped to have a filler cap closed, Mackenzie to take on oil and replace the rev. counter drive, which had caused an oil leak, and Aitchison for water.

Dick Protheroe called in at the pits for oil and 15 gallons of fuel and left after 61 secs., while Innes Ireland's chances of finishing high up the leader board were dashed on his 75th lap when he stopped for oil and rear wheels. Due to an ineffective jack and a replacement having to be found from the back of the pits, his stop took 3 mins. 1 sec.—two minutes too long.

After his earlier pit stop Roger Penske seemed to slow somewhat and he dropped back to ninth place on his 77th lap when he was taken by Peter Lumsden's lightweight E-type. Lumsden, however, fell back two places four laps later when he took 44 secs. to take on 15 gallons of fuel. David Piper took only one second longer when he made his only pit stop of the race on the 82nd lap; he also had 15 gallons of fuel. Piper was driving a well-judged race and dropped only one place, to fifth, behind Jack Sears.

Peter Sutcliffe, way down in 11th place, handed back to Chris Kerrison, the Ferrari taking on fuel in the process. Bruce McLaren went by the pits pointing to the front of the car on his 83rd and 84th laps and, sure enough, in he came next time round. The car, which had sounded rough for some time, had lost most of its oil pressure. Two gallons of lubricant were poured in and off went Bruce again, but the Aston still sounded unhappy.

When Dickie Stoop called in for 10 gallons of fuel Mike Beckwith went into the lead of the 2-litre class, followed by Tom Threlfall. Stoop soon caught up and dived with Threlfall, who then had to stop himself. Ken Mackenzie, who was often involuntarily in the way of the big bangers, crawled slowly into the pits to have a half-shaft replaced. Fuel was also added and the stop cost the Turner driver 12 minutes. Keith Aitchison also brought in the works T.V.R. for oil and water.

With 94 laps completed, Bruce McLaren pulled his sick-sounding car into the pits to retire: "valve trouble", it was said. This left Innes Ireland the sole representative of the Feltham marque, but he had

RESULTS

General Classification

1. Graham Hill (Ferrari GTO), 130 laps in 3 h. 16 m. 45.6 s., 95.14 m.p.h.
2. Mike Parkes (Ferrari GTO), 130 laps in 3 h. 16 m. 46.0 s.
3. Roy Salvadori (Jaguar E), 129 laps in 3 h. 17 m. 30.4 s.
4. Jack Sears (Jaguar E), 129 laps in 3 h. 17 m. 52.0 s.
5. David Piper (Ferrari GTO), 128 laps in 3 h. 17 m. 24.0 s.
6. Dick Protheroe (Jaguar E), 128 laps in 3 h. 17 m. 58.2 s.
7. Innes Ireland (Aston Martin DB4GT), 128 laps.
8. Roger Penske (Ferrari GTO), 126.
9. Peter Lumsden (Jaguar E), 126.
10. Chris Kerrison/Peter Sutcliffe (Ferrari GT Speciale), 119.
11. Mike Beckwith (Lotus Elite), 116.
12. Dickie Stoop (Porsche Carrera), 115.
13. Bob Duggan/Mike Johnson (Lotus Elite), 114.
14. Tom Threlfall (Lotus Elite), 113.
15. Keith Greene/Andrew Hedges (M.G. Midget), 112.
16. Clive Hunt (Lotus Elite), 112.
17. Adrian Dence (Morgan Plus 4), 111.
18. Tommy Entwistle/Keith Aitchison (T.V.R. Grantura), 101.
19. Ken Mackenzie (Turner-Ford), 100.

Fastest lap: Hill, 1 m. 27.4 s., 98.85 m.p.h.

Class Results

1,001-2,000 c.c.: 1, Mike Beckwith (Lotus Elite), 116 laps in 3 h. 17 m. 6.6s., 84.74 m.p.h.; 2, Dickie Stoop (Porsche Carrera), 115.

2,001-3,000 c.c.: 1, Graham Hill (Ferrari GTO), 130 laps in 3 h. 16 m. 45.6 s., 95.14 m.p.h.; 2, Mike Parkes (Ferrari GTO), 130 laps in 3 h. 17 m. 30.4 s., 94.05 m.p.h.; 3, David Piper (Ferrari GTO), 128 laps in 3 h. 17 m. 24.0 s., 94.05 m.p.h.; 4, Jack Sears (Jaguar E), 129 laps in 3 h. 17 m. 52.0 s., 94.05 m.p.h.; 5, Dick Protheroe (Jaguar E), 128 laps in 3 h. 17 m. 58.2 s., 94.05 m.p.h.

Team Prize: Maranello Concessionaires/John Coombs; Graham Hill and Mike Parkes.

no chance at all, being three laps behind in seventh place.

Positions with 100 laps completed—last year's distance—were as follows:

1. Mike Parkes (Ferrari GTO), 2 h. 31 m. 20.6 s., 95.15 m.p.h.
2. Graham Hill (Ferrari GTO), 2 h. 31 m. 31.0 s.
3. Roy Salvadori (Jaguar E), 2 h. 32 m. 32.0 s.
4. Jack Sears (Jaguar E), 99 laps.
5. David Piper (Ferrari GTO), 98.
6. Dick Protheroe (Jaguar E), 98.

The situation now became settled, the only big car to make another pit call being Roy Salvadori, who did not lose his third place after a 50 secs. stop for a new off-side rear tyre as a result of a slight collision with Beckwith's Elite. The gap between Hill and Parkes diminished quickly, so quickly that it was obvious that both drivers were obeying team orders. Indeed, when Hill

passed Parkes at Madgwick on the 109th lap they both slowed a little (Ronnie Hoare gave them a "take it easy" signal on the 117th lap) and Innes Ireland, who still had his finger out in a big way, caught and passed the pair much easier than he had done in the opening stages on the race!

Although Penske spun at Woodcote and Lumsden at St. Mary's, the race ran its course without any more changes in position among the heavy metal occupying the first 10 places. The 2-litre class was easily Beckwith's, and he was not troubled by Stoop, the second-man in this division. In the closing stages Hunt made his one and only stop for fuel, oil, water and plugs (this was Clive Hunt's first race since his Spa shunt) and the Elite continued on its quiet way, while Aitchison stopped



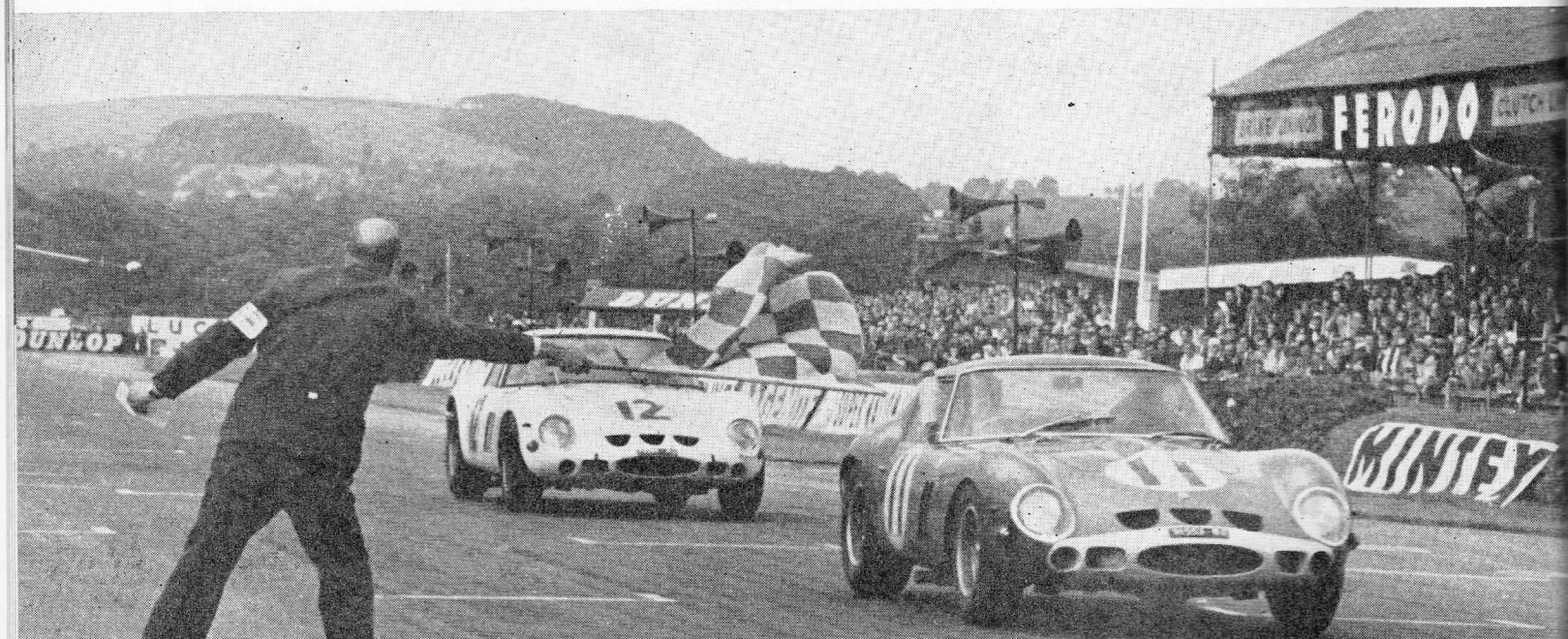
EXCELLENT THIRD after a well-judged race was Tommy Atkins's Jaguar, driven as usual by Roy Salvadori, who always seems to finish well up in a T.T.

to quench the immense thirst of the T.V.R. and Threlfall took on oil and water.

Just after five o'clock the flag fell as Graham Hill and Mike Parkes completed their Ferrari demonstration. Third and fourth were the well-driven E-types of Roy Salvadori and Jack Sears, and private-owners David Piper and Dick Protheroe filled fifth and sixth slots ahead of some of the more important team entries.

It was a good T.T., the crowd having been truly entertained to exceptional motor racing by some of the World's leading racing drivers in big, powerful cars. What a good job, though, that the chaotic chicane incident did not occur in this race.

MARANELLO VICTORY. Having slowed slightly during the last few laps, Graham Hill and Mike Parkes completed the closing stages of the race in close formation.



LAST Sunday's Snetterton meeting was run in the most appalling weather conditions, but nevertheless saw some very close and exciting racing. The meeting consisted of five events, the main one being the final of the Club Championship for Grand Touring cars. This saw a popular win for Ken Baker who, before the start of the meeting, was in an unbeatable position with 48 points. His nearest rival was Roger Nathan with 28 points, but he proved a non-starter after Goodwood on Saturday. In fact, Ken Baker finished second in the race to John Dean's E-type, but Baker set fastest lap which gave him 11 points, making a total of 59. David Baker and Alan Rees had the most exciting dice finishing 1, 2 in the Formula Junior race.

The meeting started with an inter-circuit challenge race for B.M.C. cars with an engine capacity of under 1,100 c.c. Teams were entered by Brands Hatch, Snetterton and Mallory Park, but it was fitting that the home side should win. In fact, Snetterton's representatives, Roger Bunting (Sprite) and Liz Jones (Mini-Cooper S), finished first and second, assuring their team of victory.

Liz Jones was first away, but Roger Bunting was in the lead after one lap. Three laps later these two had pulled out a substantial lead over the rest of the field. An early challenge had come from Malcolm Bate's bored-out Morris-Cooper. Bate had been well up with Jones and Bunting until he had to retire with apparent ignition bothers.

With half distance completed the Sprite and Mini-Cooper S had already lapped the back markers and it looked as if Liz Jones was closing the distance between her Cooper and the leading car. Setting fastest lap, Liz finished 2.8 secs. behind Bunting. Third man was J. Harris in an ordinary Mini-Cooper whilst Bill Kelly took fourth place in his S-type.

Some fantastic driving was seen in the Formula Junior race when David Baker succeeded in pipping Alan Rees right at the post. To begin with Rees led in the Roy Winkelman Lola with David Baker in the Midland Racing Partnership car in close attendance. By lap 4 the leaders had already caught up with the back markers, one of whom they passed on either side as they tore into Riches. Jack Hatter had held third place for the front couple of laps, well up with the leaders, until a high-speed trip into the cabbages on the Norwich straight put him out of the race. With Hatter's exit, M. Davies

(E-type), Kevin Keegan and Bill Shaw (Lotus Elite). The last named had made a bad start, but had come up through the field at a meteoric pace to challenge Fruinight and Keegan, while John Miles had dropped back to sixth after his early lead.

On the twelfth lap Keegan was nowhere in sight, having spun in his efforts to pass Fruinight. This error dropped him from fifth to seventh position. Baker, realizing there were only a few laps to go, started to put the pressure on and on the sixteenth lap was only 4.5 secs. behind the leader. Slower cars were baulking the leading cars and it was obvious that Dean was not going to be passed. Bill Shaw, driving superbly, inherited third place when Fruinight retired brakeless on the seventeenth lap and Keegan finished in fourth place.

Jack Oliver (Marcos) won the up to 1,150 a.c. class after a superb drive, with Chris McLaren, also in a Marcos, in second place. Warwick Banks had been going very well and, in fact, made fastest lap in this class till lack of brakes

racing and G.T. prototypes and was run in three classes. Overall winner was Mike Beckwith with the Normand-entered Lotus 23 with Alan Deacon in the Lister splitting Tony Hegbourne from his team-mate. Hegbourne had led initially with Beckwith in close attendance. Alan Deacon lay in third place ahead of Julian Sutton (Lotus 23) and Stephen Minoprio (Elva). With four laps completed, Steve Minoprio moved up into fourth place to lead the 1,150 c.c. class, whilst Alan Deacon closed on Beckwith who, in turn, was catching Hegbourne. At half distance the first three cars were all close together, but all eyes were on Deacon who was really mixing it with the Normand-entered cars and, when Hegbourne took the escape road on the next lap, he moved up to second place. Hegbourne did what he could to make up time but still finished third, whilst Deacon was only a second behind Beckwith, the winner.

Considering the poor conditions, it was a remarkably good meeting and although there were many incidents, none were too serious—



CHRIS McLAREN's class-winning Jaguar 3.8 passes the pits, throwing out spray behind it. Umbrellas are the fashion in the pits.

Ken Baker Wins Club Championship

Snetterton M.R.C. Run Exciting Meeting Under Appalling Conditions

BY PATRICK McNALLY

moved up to third place, but was being challenged hard by Charles Crichton-Stuart (Cooper-Ford).

With only two laps to go, Baker and Rees were really having a go and were at it tooth and nail all the way. On the last lap they emerged from the hairpin side by side, but it was Baker who was first through Coram to take the flag a nose ahead of the Lola. Farther back Crichton-Stuart held third place from Davies. Fastest lap went to David Baker, whose Lola lapped in 1 min. 53 secs. on a streaming track.

Next came the final of the S.M.R.C. Club Championship. Surprise winner was John Dean, who lapped his E-type consistently, covering the 20 laps in 41 mins. 16.8 secs., an average speed of 78.78 m.p.h. The start was spectacular in the extreme, with the larger cars getting little adhesion in the wet and the traffic jam at Riches being even more severe than usual. Kevin Keegan (Elan) had made a very poor start from pole position but John Miles (Turner) had taken full advantage of the conditions and was leading the field to the crowd's delight as the cars passed the pits on their first lap. Ken Baker, in the bronze E-type, was in second position and John Dean close behind him. The second lap saw a lot of place changing, Dean moving up to take the lead, Miles dropping back to second place and Ken Baker now in third place.

Kevin Keegan was moving up the field in his Elan and by lap 5 was in fourth position. By this time Baker had passed the Turner and was hard on Dean's heels, but it was anybody's race for second place. Behind the bronze E-type were Malcolm Fruinight

caused him to shunt the back of Oliver's Marcos on braking for the hairpin. This, no doubt, helped the Marcos enormously through the corner but, unfortunately, necessitated Warwick's retirement in the Turner.

John Miles, who had been going so splendidly, won the 2½-litre class in his Classic-engined Turner whilst Neil McNab (A.C. Ace) pipped Nick Downie (T.V.R.) by a headlight lamp after a race-long duel.

The weather worsened for the saloon car race but did little to dampen Nick Abbott's progress. Abbott led from start to finish in the 1,650 c.c. Anglia to win from Chris Craft's Orange Peel Special, his trusted old Ford Anglia (Craft wrote off his new Cortina at Brands). Abbott had made the best start and was well in the lead as they went through the hairpin, followed by Craft and Alan Peer. Craft was unable to keep up with Abbott and at half distance was a good 200 yards behind. Farther back Doc Merfield was engaged with John Adams's Jaguar which he succeeded in passing when Adams spun it in every direction on the exit from Coram, but Merfield was now being pressed by Liz Jones's S-type. Liz was going incredibly quickly and was pushing Merfield very, very hard. A lap later Merfield overdid it at the hairpin, inflicting heavy modification to the front of his Lotus Cortina; Liz Jones avoided and continued on her consistent and very rapid way. The lead was never in doubt, with Abbott romping home ahead of Craft and Peer holding his third place. Chris McLaren won the over 2,000 c.c. class in his 3.8 Jaguar and Liz Jones the up to 1,300 c.c. class in her Alexander-entered car.

The last race of the day was for sports-

though I doubt the owners of the two Elites inverted after Coram agree with me.

RESULTS

Inter-Circuit Challenge Race (10 laps): 1, R. Bunting (Austin-Healey Speedwell Sprite), 74.01 m.p.h.; 2, Miss Elizabeth Jones (Austin Mini-Cooper S); 3, J. K. Harris (Morris Mini-Cooper). Fastest lap: Jones, 2 m. 8.6 s., 75.86 m.p.h. Racing Cars up to 1,100 c.c. (10 laps): 1, D. Baker (Lola-Ford Mk. 5A), 83.99 m.p.h.; 2, A. B. Rees (Lola-Ford Mk. 5A); 3, C. Crichton-Stuart (Cooper-Ford). Fastest lap: Baker, 1 m. 53.2 s., 86.18 m.p.h. Grand Touring Cars (20 laps). Overall Winner: J. W. Dean (Jaguar E). Up to 1,150 c.c.: 1, J. Oliver (Marcos-Ford); 2, C. McLaren (Marcos-Ford); 3, D. Mockford (Divaford). Fastest lap: W. Banks (Turner-Climax), 2 m. 3.2 s., 79.19 m.p.h. 1,151-1,600 c.c.: 1, W. J. Shaw (Lotus Elite); 2, K. Keegan (Lotus Elan); 3, B. Wood (Lotus Elan). Fastest lap: Keegan, 2 m. 1.2 s., 80.50 m.p.h. 1,601-2,500 c.c.: 1, J. E. Miles (Turner-Ford); 2, N. H. McNab (A.C. Ace-Bristol); 3, V. J. Downie (T.V.R. Grantura). Fastest lap: Miles, 2 m. 4.5 s., 78.10 m.p.h. Over 2,500 c.c.: 1, J. W. Dean (Jaguar E), 78.78 m.p.h.; 2, K. Baker (Jaguar E). Fastest lap: Baker, 2 m. 0.0 s., 81.30 m.p.h. Saloon Cars (10 laps). Overall Winner: N. Abbott (Ford Anglia). Up to 1,300 c.c.: 1, Miss Elizabeth Jones (Austin Mini-Cooper S), 73.73 m.p.h.; 2, J. S. Fincher (Morris Mini-Cooper S); 3, B. Lambert (Morris Mini-Cooper). Fastest lap: T. P. Page (Ford Anglia), 2 m. 9.2 s., 75.51 m.p.h. 1,301-2,000 c.c.: 1, N. Abbott (Ford Anglia), 77.75 m.p.h.; 2, C. Craft (Ford Anglia); 3, A. Peer (Ford Anglia). Fastest lap: Abbott, 2 m. 3.2 s., 79.19 m.p.h. Over 2,000 c.c.: 1, C. McLaren (Jaguar 3.8), 74.46 m.p.h.; 2, J. Adams (Jaguar 3.8); 3, E. Hunt (Jaguar 3.8). Fastest lap: McLaren, 2 m. 8.0 s., 76.22 m.p.h. Sports-Racing Cars and Prototype G.T. Cars (10 laps). Overall Winner: M. Beckwith (Lotus-Ford 23B). Up to 1,150 c.c. Class: 1, S. J. C. Minoprio (Elva-Climax Mk. 7), 76.09 m.p.h.; 2, C. F. S. Irwin (Merlyn-Ford Mk. 4); 3, M. Keens (Lotus-Ford 23). Fastest lap: Minoprio, 2 m. 2.6 s., 79.58 m.p.h. 1,151-2,000 c.c.: 1, M. Beckwith (Lotus-Ford 23B), 81.69 m.p.h.; 2, T. Hegbourne (Lotus-Ford 23B); 3, J. Sutton (Lotus-Ford 23B). Fastest lap: Beckwith, 1 m. 55.2 s., 84.69 m.p.h. Over 2,000 c.c.: 1, A. Deacon (Lister-Jaguar), 81.63 m.p.h.; 2, D. A. Beckett (Lister-Jaguar). Fastest lap: Deacon, 1 m. 57.0 s., 83.39 m.p.h.

CLUB NEWS

By ROBERT GRANT

THIS year's "Vales," which qualifies for the R.A.C. Rally Championship of Great Britain, the B.T.R.D.A. Gold Star, *Motoring News* Championship and the Welsh Rally Championship, promises to be the toughest put on to date. In the Swansea M.C. event on 21st-22nd September there are classes for experts, semi-experts and non-experts. Cash and awards are worth over £200, the premier award being the *Daily Telegraph* Trophy. It is a restricted event and invitation is open to the Steel Company of Wales M.C., Welsh Counties C.C., South Wales A.C., Newport C.C., Teifi Valley M.C., Aberdare M.C., B.A.R.C., Pembrokeshire C.C., Lampeter M.C. and the Herefordshire M.C. Entries should be sent to Miss E. P. Daniel, "Cefn Eithen", 56 Glanmor Road, Swansea, not later than 13th September. . . . The Hants and Berks M.C. are holding their 12th Experts' Night Navigation Event on 28th-29th September. Invited clubs are the Chiltern C.C., C.S.M.A. Combined One Make C.C., Craven M.C., Farnborough D.M.C., Harrow C.C., Haslemere M.C., Herts County A. and Ae. C., Seven-Fifty M.C. and the Windsor C.C. The new "Rights of Way" edition of O.S. Map 158 will be used, with the start and finish at Rowstock Corner Garage. This year's theme involves finding Alice and other Carrollian characters as well as the site of the Mad Hatter's Tea Party which, oddly enough, will take place in the early morning! Regs. are available from D. Hogg, Cherry Court,

Burghfield Common, Reading, Berks, and they close on 21st September. . . . The Eelmore Plain Sprint meeting will be held on 29th September and it is a closed event for the Allard O.C., Herts County A. and Ae. C., North London E.C.C. and the Triumph Sports Owners' Association. The sprint will consist of two runs of two laps each round a half-mile circuit, with left- and right-hand turns and short straights on a metalled surface. A handicap will apply to the ladies' and to the team awards. Secretary of the meeting is Mrs. R. W. May, 25 Hardinge Road, Kensal Rise, N.W.10. . . . The Lancashire and Cheshire C.C. are promoting a restricted production car trial at Allgreave, near Macclesfield, on 22nd September. Naturally enough, since the event is a B.T.R.D.A. qualifier, invitation is open to the B.T.R.D.A. as well as the Shennstone and D.C.C., Hagley and D.L.C.C., Knowlton C.C., North Wales C.C., Cavenish C.C., Mid-Cheshire M.C., Liverpool M.C., North Staffs C.C. and SUNBAC. The entry list opens on 30th August and regs. are available from Brian Harrison, 77 Parsonage Road, Heaton Moor, Stockport, Cheshire, not later than 18th September. There will be three classes: front-engined saloon cars using only standard tyres, front-engined cars other than saloons using only standard tyres (excluding specials and Dells), and rear-engined cars of any type using only standard tyres. . . . The B.A.R.C. (S.W. Group) are organizing a restricted "September Sprint" at the R.A.F. Station, St. Athan on 8th September. There are no fewer than 20 classes which should cater for most people except possibly gas turbine owners! Invitation is open to the South Wales A.C., Swansea M.C., Midland A.C., Welsh Counties C.C., Aberdare M.C., Herefordshire M.C., Bugatti O.C., Newport C.C., Barry A.C. and the BNS A.C. Entries should be sent to the Secretary of the Meeting, V. M. Hesketh, Greenhill Villa, Crickhowell, Breconshire. . . . The eighth Ivybridge Autocross organized by the Plymouth M.C. will be held on 1st September at Cleeve Manor, Ivybridge, Devon. This is a qualifying event for the Association of South Western Motor Clubs' Autocross Championship. Regs. are obtainable from the Secretary of the Meeting, B. A. Bloxome, 52 Fairview Avenue, Laira, Plymouth, Devon. . . . The Harrow C.C. in conjunction with the Chiltern C.C. and the Circle C.C. are co-promoting a restricted sprint meeting at Brands Hatch on 15th September. Invitation is open to the Austin-Healey C., Sevenoaks and D.M.C., Sporting Owner D.C., M.G.C.C. (S.E. centre), Maidstone and

Mid-Kent M.C., Advertising M.C., Mini-Se7en C., Farnborough D.M.C. and the American D.C. Entries close on 6th September and forms are available from G. F. Daws, Lismore Cottage, Sparrows Herne, Bushey Heath, Herts. . . . The Seven-Fifty M.C. are organizing the final of the Autosport Driving Tests Championship at their closed meeting at Blackbushe Aerodrome on 22nd September. Classes will be formed by the organizers into groups of cars that, as far as it is possible, will be of similar performance. In addition there will be two classes qualifying for the Autosport Championship for standard pre-war Austin Sevens and for 750 and 1172 Specials. The entry list closes on 16th September and forms are obtainable from Mrs. Betty Emerson, Merry Meeting Cottage, Pinkneys Green, Berkshire. . . . The Eland M.C. are organizing this year's Pennine Rally on 31st August-1st September. It is a restricted event and the Halifax M.C., Huddersfield M.C., Airedale and Pennine M.C., Calderdale M.C., B.A.R.C. (Yorkshire Centre), De Lacy M.C. of Pontefract, Ilkley and D.M.C., Fyde M.S.G., York M.C. and the Glossop and D.M.C. are invited to compete. The rally will be over 180 miles of non-damaging surfaces with no nonsense, no trickery and lots of silverware. Neither is the event affected by the "Summer speed restrictions". Regs. and entry forms are now available from N. Wrigley, 2 Lichfield Close, Denshaw, near Oldham. . . . The Southport M.C. are co-promoting a closed Autumn Autocross in conjunction with the Chorley A.C., Liverpool M.C., Preston A.C., St. Helens and Wigan C.C. and the West Lanes C.C. at Scarisbrook, Southport, on 8th September. Major awards will be presented for B.T.D., and for the best time based on the Index of Performance; there will also be six class awards, a team award and an award for the fastest lady competitor—the latter not to be taken too literally! Since entries are limited to the first 75 applicants, and a full entry is expected, intending competitors are advised to contact Joe Rose, 85 Leyland Road, Southport (Tel.: Southport 56648), without delay. . . . The Lancashire and Cheshire C.C. in conjunction with the Mid-Cheshire M.C. are organizing a five-hour relay race at Oulton Park on 28th September. It is a restricted event and invitation is open to the B.R.S.C.C., Aintree Circuit C., Jaguar D.C., Nottingham S.C.C., Vintage S.C.C., B.A.R.C., Darlington and D.M.C., M.G.C.C., Yorkshire S.C.C. and the Seven-Fifty M.C. This event should offer a stringent test for both cars and drivers. No single-seaters are eligible. In general, one make is regarded as ideal, particu-

COMING ATTRACTIONS

FOREIGN EVENTS

- 1st September. AUSTRIAN GRAND PRIX, Zellweg (F.I.).
NÜRBURGRING 500-KILOMETRES, Germany (G.T.-1, T.).
ZANDVOORT, Holland (F.I., T.).
7th-8th September. ROAD AMERICA 500-MILES, U.S.A. (F.I., S. G.T.).
8th September. ITALIAN GRAND PRIX (F.I.) and INTER-EUROPE CUP (G.T.-2, 3), Monza, Italy.
PORTOROZ, Yugoslavia (F.I., G.T.).

BRITISH EVENTS

- 31st August. B.A.R.C. Race Meeting, Oulton Park, near Tarporley, Cheshire. Starts 2 p.m.
SUNBAC Race Meeting, Silverstone, near Towcester, Northants. Starts 12 noon.
Mid-Cheshire M.C. Sprint, Press Heath, near Whitchurch, Salop.
Morris Commercial Apprentices' M.C. Sprint, Wellesbourne, near Stratford-upon-Avon, Warwickshire.
Hagley and D.L.C.C. Driving Tests. Starts Maudslay Motor Works, Great Alne, near Alcester, Warwickshire, at 1 p.m.
31st August-1st September. Eland M.C. Pennine Rally. Starts Cromwell Garage, Eland Road, Brighouse, Yorks, at 11 p.m.
Bolton-le-Moors C.C. and B.A.R.C. (N.W. Centre) Bolton-B.A.R.C. Rally. Starts Welshpool, Montgomeryshire.
1st September. B.R.S.C.C. Race Meeting, Mallory Park, near Hinckley, Leics. Starts 2 p.m.
B.R.S.C.C. (S.W. Centre) Hill-Climb, Wiscombe Park, Southleigh, near Colyton, Devon. Starts 12 noon.
B.A.R.C. (S.E. Centre) and M.G.C.C. (S.E. Centre) Hill-Climb, Firle, near Lewes, Sussex. Starts 1.30 p.m.
London M.C. Sprint, Brands Hatch, near Farnham, Kent.
Coventry and Warwickshire M.C. Sprint, Church Lawford, near Rugby, Warwickshire.
Seven-Fifty M.C. (Tunbridge Wells Centre) Autocross. Starts Isenhurst Manor, Cross-in-Hand, near Heathfield, Sussex, at 1.30 p.m.
Workshop and D.M.C. Autocross. Starts Retford, Notts.
Harrow C.C. Cottingham Memorial Autocross. Starts Colne Park, near Earls Colne, Essex, at 12.30 p.m.
Liverpool M.C. Swan Autocross. Starts Station Road, Thurston, Wirral, Cheshire, at 1.15 p.m.
Plymouth M.C. Ivybridge Autocross. Starts Cleeve Manor, Ivybridge, Devon.
Romford E.C.C. Driving Tests. Starts North Weald, Essex.
Railton O.C. Driving Tests. Starts Blackbushe Aerodrome, near Camberley, Surrey, at 11.30 a.m.
Malden and D.M.C. September Morn Driving Tests. Starts Kingston Barracks, Kingston-upon-Thames, Surrey, at 11.30 a.m.

EAST YORKSHIRE C.C. B.A.R.C. (YORKS CENTRE) YORKSHIRE S.C.C. AUTOCROSS

FOUR cars on the course at a time provided an unusual feature in the Yorkshire combined Autocross, held jointly by the East Yorks Car Club, the Yorks Centre of the B.A.R.C. and the Yorks Sports Car Club at Harewood on Sunday, 17th August.

For the only autocross to be held this year by the combine, the organizers found a circuit just short of 1,000 yards in length and almost in a figure of eight shape. By carefully synchronizing start times by a red and green light, with the passage of cars around the circuit, four cars could be racing at any one time without any chance of narrowing the gap and causing baulking.

It was quite a sight when four hot Cooper-Minis were buzzing around at once—all appearing to travel in different directions and looking from a distance as though all four were at times on converging paths.

It was the Mini class which provided most of the thrills, especially when class winner, F. P. Kaye, "lost" his Mini-Cooper after crossing the line and spun off into the scenery. Norman Umpleby also had a moment when his entry suddenly became the only Mini-Cooper three-wheeler in Yorkshire: a front wheel tore off over the studs.

Ken Lee in his Mini-Cooper S was runner-up with Derek Clark driving the same car third. Ken Lee also took first place in the next class in his hot Morris 1100, three secs. better than B. Strauss's similar car in second spot.

The large capacity saloon class was a needle match between Bob Monkman's

Cortina G.T. and Geoff Thompson's Volvo, and although Monkman improved by some 4 secs. on his last run on the rapidly drying course, Thompson improved just a little more and took the class.

Best time of the day was set by autocross expert, Norman Coates, in his versatile N.H.C. Special; he did the first of his four times runs in a rousing 1 min. 40.8 secs.—the fastest by far at that time. His nearest challenger in the class was R. G. Firth, with his R.G.F. Special, who managed 1 min. 44.2 secs., but R. D. Sutherland (Sprite), when winning the small sports car class, set second best time of day and worried Coates with a time of 1 min. 41.4 secs. On the last run of all Coates improved still more and set a time of 1 min 40.2 secs.—one more in a long list of autocross successes. Afterwards, Norman said that he was feeling as though the bumps of autocross were getting a bit much for him and was thinking of retiring from the sport—but many suspect that he will not be able to resist trying the car he built himself against all comers at least once more!

Arnold Burton's Lotus Elan was ideally suited in the large sports car class and won by nearly three secs. from John Netherwood's Austin-Healey.

PETER CRAVEN.

RESULTS

B.T.D.: N. H. Coates (N.H.C. Spl.), 1 m. 40.2 s. Touring Cars. B.M.C. Minis: 1. F. P. Kaye (Mini-Cooper), 1 m. 46.3 s.; 2. K. N. Lee (Mini-Cooper S), 1 m. 47.2 s.; 3. E. D. Clark (Mini-Cooper S), 1 m. 48.3 s. Up to 1,350 c.c.: 1. K. N. Lee (Morris 1100), 1 m. 50.8 s. Over 1,350 c.c.: 1. G. Thompson (Volvo), 1 m. 52.5 s. Sports Cars up to 1,150 c.c.: 1. R. D. Sutherland (Sprite), 1 m. 41.4 s. Up to 1,900 c.c.: 1. A. J. Burton (Lotus Elan), 1 m. 47.0 s.; 2. W. J. Netherwood (Austin-Healey 3000), 1 m. 48.8 s. Specials up to 2,000 c.c.: N. H. Coates (N.H.C. Spl.), 1 m. 40.2 s.

larly if all the cars are the same model, and with a similar outward appearance. Other categories are acceptable: for example, Vintage, Continental, Ford-engined, Climax-engined, etc. Entries must be made individually, but may be submitted through a team manager. Entries close on 7th September and forms are obtainable from A. S. Atkinson, 12 Crewe Road, Shavington, near Crewe, Cheshire. . . . The Vickers-Armstrongs (Hurn) C.C. are holding a restricted driving tests meeting on the Undercliffe Drive between Bournemouth and Boscombe Piers on 6th October. The status is restricted though basically the idea is to encourage clubs from other parts of the country to come South and compete. It is felt that the normal restricted event is rather limiting area-wise in the number of competitors available. Invitations have been sent to all competing R.A.C. clubs in Great Britain so that competitors should be well mixed up. Teams must consist of one production saloon car of any capacity, one sports car any capacity, and one special any capacity. Teams who do not have a special may enter two sports cars. Entries close on 22nd September and forms are obtainable from D. Jackson-Smith, 35 Sandford, Ringwood, Hampshire. . . . A reminder that the trials season is not all that far off now comes from the Motor Cycling C. They are organizing the 9th Derbyshire Trial on the 5th October. The event is closed to the M.C.C. and the Army M.C.A. and it is the second of the three qualifying events for the 1963 Triple Award and also for the annual Individual and Team Championship Awards. Entrants wishing for a late number need not hold up their entries but should mark them "late number required". Entries should be sent to L. G. Eckett, 1 Holmdene Avenue, Mill Hill, London, N.W.7. . . . SUNBAC are promoting a restricted hill-climb meeting at Ragley Park on 14th September. The invited clubs are the Midland A.C., Dudley and D.C.C., B.A.R.C., B.R.S.C.C., 432 M.C.,

Hagley and D.C.C., Midland M.E.C., Bugatti O.C., Coventry and Warwickshire M.C. and the Seven-Fifty Club. Entries close on 4th September and should be sent to Miss R. Fletcher, 60 Victoria Road, Quarry Bank, Brierley Hill, Staffs. . . . The Dudley and D.C.C. in association with the Lucas M.C. and the Wolverhampton and South Staffs C.C. are holding a closed driving tests meeting at Ettingshall, Wolverhampton, on 8th September. . . . The B.A.R.C. (S.E. Centre) and the Circle C.C. are co-promoting a closed sprint meeting at Brands Hatch on 29th September. The event is a qualifier for the 1963 Drivers' Aggregate Trophies of both clubs. There are 12 classes but none for racing cars. Closing date for entries is 22nd September and they should be sent to J. W. Cridford, Elendon, Lytton Road, Hatch End, Middlesex. . . . The Airedale and Pennine M.C.C. are promoting the eighth annual White Horse Rally on 28th-29th September. It is a restricted event and invitation is open to the B.A.R.C., Halifax M.C., Huddersfield M.C., Caldervale M.C., Cavendish M.C., De Lacy M.C. of Pontefract, East Yorkshire C.C., Ilkley and D.M.C., Knowdale C.C. and the Stockport M.C. The rally will be of approximately 150 miles and will incorporate a modified version of the famous Express and Star timing system. The entry list closes on 18th September and forms are available from W. H. Barker, Rutland House, Pool Road, Otley. . . . The B.R.S.C.C. are organizing a restricted race meeting at Rufforth on 14th September. Entries close on 4th September and invitation is to the Border M.R.C., B.A.R.C., Darlington and D.M.C., Mid-Cheshire M.C., M.G.C.C., Nottingham S.C.C., Newcastle and D.M.C. and A.N.E.C.C. Championship entrants. Completed forms should be sent to G. L. Johnson, 152 Birchwood Hill, Leeds, 17. . . . The Huddersfield M.C. are promoting a restricted driving tests meeting at Leeds Road, Huddersfield, on 15th September.

This is a qualifying event for the B.T.R.D.A. Flather Star and the B.A.R.C., B.T.R.D.A., Airedale and Pennine M.C.C., Elland M.C., Halifax M.C., Ilkley and D.M.C., Morecambe C.C. and the Sheffield and Hallamshire M.C. are invited to compete. The entry list closes on 7th September and application should be made to M. V. Lockwood, Quietways, Cleveland Road, Edgerton, Huddersfield. . . . The Shenstone and D.C.C. are promoting a restricted sprint meeting at Lichfield, Staffs, on 22nd September. The classes include a *Formule Libre*, Vintage and a P.V.T. class. The Bugatti O.C., SUNBAC, Midland A.C., Midlands M.E.C., Hagley and D.L.C.C., Vintage S.C.C., G.T. C.C., B.A.R.C. (Mid-West Centre) and the Nottingham S.C.C. are invited. Entries close on 17th September and should be sent to S. W. Davis, 10 Wavenham Close, Four Oaks, Sutton Coldfield, Warwicks. . . . The Thames Estuary A.C. are also promoting a restricted sprint meeting at Debden on 22nd September. There are 17 classes and invitation is extended to the B.R.S.C.C., West Essex C.C., B.A.R.C., Romford Enthusiasts C.C., Seven-Fifty M.C., East Anglian M.C., Sevenoaks and D.M.C., M.G.C.C., Eastern Counties C.C. and the R.A.F.M.S.A. Entries should be in by 16th September and P. E. Austin, 65 St. Andrew's Road, Shoeburyness, Essex, has the forms. . . . The Surrey Sporting M.C. are holding their annual Sortie Rally on 7th-8th September. The route covers 180 miles with 75 manned controls. The Clerk of the Course is confident that the event will be won on the road, hence no tests are included. The following clubs are invited, B.A.M.A., B.A.R.C., East Surrey M.C., Guildford M.C., London M.C., Oxford M.C., M.G.C.C., Sevenoaks and D.M.C., Tunbridge Wells M.C. and contenders for this year's Rally Championship of the A.S.E.M.C. Further details are available from B. Parker, 50 Greenview Avenue, Shirley, Surrey.

SOUTHERN C.C.

DRIVING TESTS

THE Southern Car Club organized another of their Restricted Driving Tests meetings, this time the "Tavern Cup" event on that uninspiring area of wasteland so beloved of the W.D. at Liphook, Hants, on Sunday, 18th August.

The weather was indifferent, but kind enough to the organizers to remain dry, if dull. The entry was similar, although one of the class winners was seen indulging in alcoholic satisfactions after the results were announced.

This club favours a somewhat cumbersome system of classifying entrants' cars by a system of stating in the regulations what class each particular make and model shall be entered in. This results in not a few anomalies, including putting Imps and Fiat 500/600s in the same class as all types of ADO15s. Thus few of the latter were entered and no Imps or Fiats. In fact the entry was only 24 in total, probably as a joint result of venue location and holiday time.

Further entries were possibly "put-off" by the organizers' decision to allow entrants only one go at each test, albeit Tests 1-4 were repeated as Tests 5-8 without alteration, both sets of times to count. The remaining four tests were simple variations using the same set-up as 1-4 and 5-8. None of the tests was remarkable in any way and seemed rather to harp on the "back and forth" transmission wrecker types rather than those requiring great skill in handling. One or two marshals' decisions were a little suspect as well, but the Clerk of the Course, Alan Hassell, handled these problems with great diplomacy.

The writer established an early lead in his Mini class which he consolidated, despite a disgraceful number of errors and one test performed incorrectly. John Greenfield's Renault R8 looked better than one would have thought and in his hands certainly put up a better show than the Dauphine would.

Bryan Greaves was his usual imperturbable large self and fitting the Midget cockpit so accurately his handling of the car was neat and precise. A power to reckon with when he gets used to it.

The large saloon class provided some entertainment when Jack Ruff placed his Rapier neatly in a ditch beside a brick wall without damage except to pride, but at least he tried to handbrake turn the beast. The eventual winner

was provided by this class with Tony Eldridge handling his Farinawagen very snappily. Not the best of vehicles for this type of thing! He improved on his earlier performance in Test 7 by no less than 10 per cent. in the class winners' run-off.

Southern Car Club can feel satisfied with this event, but by no means elated with a roaring success.

LEO CRUTTENDEN.

RESULTS

Overall Winner: Tony Eldridge (Austin A55).
Class Winners: Leo Cruttenden (Austin-Cooper); John Greenfield (Renault R8); Tony Eldridge (Austin A55); Bryan Greaves (M.G. Midget).

YORK M.C.

AUTOCROSS

AN entry comprising of 37 cars, ranging from Mini-Minors to a Mulliner Bentley Continental, took part in the second Autocross for York Motor Club members at Howsham, near York, on Sunday, 18th August.

The field, which was kindly loaned by Miss L. M. Strickland, gave the organizers ample scope for a first-class course. Unfortunately, owing to continuous heavy rain, the course was turned into a mud bath and no good times were recorded.

A splendid job of work was accomplished by the organizers who had the results duplicated and into each competitor's hands within half an hour of the last car finishing his run.

ROLAND T. OXTOBY.

RESULTS

B.T.D.: J. Nottingham, 61.2 s. Class Winners: D. Lowther, 65.0 s.; D. Nicholson, 76.4 s.; G. Oddy, 69.1 s. Ladies Award: D. Frost, 72.10 s. Novice Award: R. Kirk, 67.8 s.

JAGUAR APPRENTICES M.C.

JAGUAR D.C.

HUMBER PUPILS AND

APPRENTICES M.C.

WELLESBOURNE SPRINT

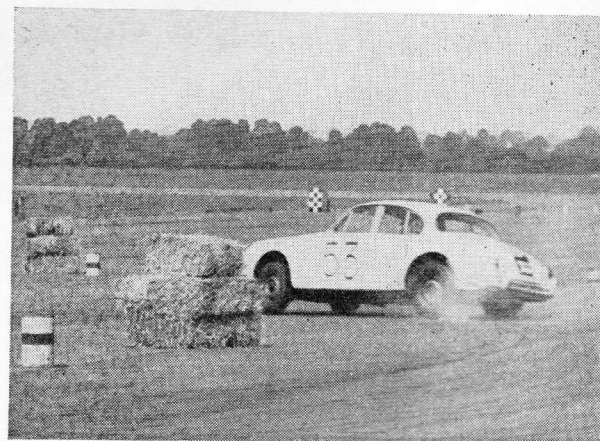
UNDER excellent weather conditions the Wellesbourne Sprint, on 17th August, went smoothly and without any serious incidents. A novel course of 1.5 miles was used, which consisted of a left-handed loop containing a straight of over ¼-mile followed by a chicane calling for some careful braking.

The first incident of the day occurred when D. Hobbs demolished the latter part of the chicane in his first practice run. Serious motoring started after each competitor had completed two practice runs. The competition for B.T.D., being hotly contested by Cliff Ward (Jaguar 3.8) and Bill Nicholson (M.G.B.), was finally won by the latter.

The closest competition occurred in the class for Mini-Coopers and, after the lead changed hands five times, J. Brown finally took the honours from C. Leaver.

Good performances were also put up by P. Batten in a very quick Rapier, G. Dart and G. Ward in 3.8 Jaguars, A. Hughes in his own special and A. D. Johnson in his XK 120.

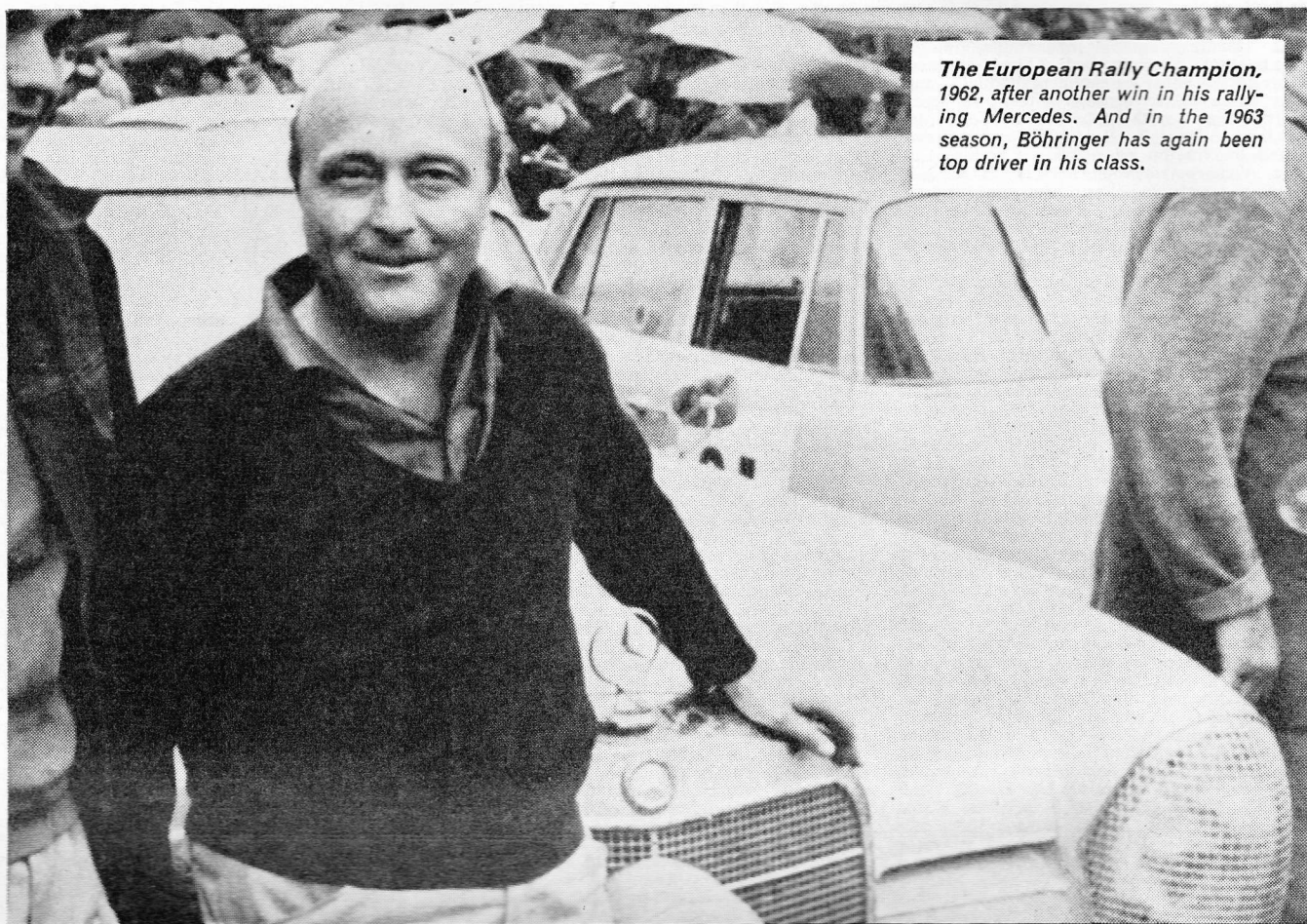
ANDREW WHYTE.



OVERCOOKING it is the 3.8 Jaguar of G. Dart, who finished second in the unlimited saloon class.

RESULTS

B.T.D.: W. Nicholson (M.G.B.). Mini-Coopers: 1, J. Brown; 2, C. Leaver. Saloon Cars up to 1,000 c.c.: 1, J. Arundale (Imp); 2, A. Cormack (Imp). Up to 1,800 c.c.: 1, P. Batten (Rapier), 2, D. Attwood (Vitesse). Unlimited: 1, F. Ward (Jaguar 3.8); 2, G. Dart (Jaguar 3.8). Sports Cars up to 1,500 c.c.: 1, A. Hughes (Ford Special); 2, R. Gibbons (M.G.). Over 1,500 c.c.: 1, B. Nicholson (M.G.B.); 2, J. Ensor (TR3). XK and E Series Jaguars: 1, A. D. Johnson (XK 120), 2, L. Ryder (XK 120).



The European Rally Champion, 1962, after another win in his rallying Mercedes. And in the 1963 season, Böhringer has again been top driver in his class.

The double life of



The King of the Rallies and a Lord in the Kitchen too

The Eugen Böhringer every fan knows—hard eyed and single minded, a man of sinew and steel in his proud rallying Merc. This is 'The King' indeed.

But there is another, a largely unsuspected Eugen Böhringer—a cheerful little man of sweeping gestures and twinkling good humour under the tall chef's cap. Böhringer, the innkeeper.

"If one has the sense and the love for cooking, it can be the same thrill as beating the rally. You must be precisely, exactly right in what you do and how you do it, or—phoo!—a failure.

No failure in either field, this man. Between rallies The King hurries home to his high, handsome Hilltop Inn, overlooking his own meticulous vineyards in the rich foothills of southern Germany. With his family and his well-drilled staff around him, he is host and head chef and, always, the most cheerful mixer among the guests themselves.

A joke and a challenge The Inn's crowded terrace overlooks a village of slate-roofed houses and the great Neckar valley below, where the square office tower of Mercedes Stuttgart works can be just picked out in the distance.

Mercedes and Böhringer. The history of recent years' rallying has woven the two names tightly together.

It was in fact right here on the terrace that innkeeper Böhringer got the initial push into his second career. It was a night in 1958. After dinner he emerged from the kitchens to join a table of Friday-night regulars, joking that evening over a new event in the town—a Motoring Gymkhana. Mock challenges were being flung about and cheerful wagers made. And before he knew quite where he was, Eugen Böhringer, innkeeper, found himself entered as Eugen Böhringer, driver.

He took a surprise First Place next day. And he has never looked back.

The boy at the back. And it was here, too, on the terrace, that he years ago first happened to meet his current protégé. In those days, with only a keen spectator's interest in motor sports, he delighted particularly in the Sunday morning visits of neighbour Hermann Lang, the famous pre-war GP driver. The two, over mugs of wine, would gossip about the great days

"On some parts of the rally," smiles Lang, "Eugen is absolutely intent. During the special tests, for instance, you would never speak to him. But then later he becomes very jovial. We are then always laughing and joking about. Sometimes he may speak of a little problem like 'wouldn't it be fine if we had harder brakes.' But most of the time he chats on about people we know or about music. Presley perhaps, or maybe just about the inn and the new wine."

Liège-Sophia-Liège The Inn and the vineyard are, after all, still the real centre of this Rally King's world. In 1949 he returned from a Russian POW camp to find his father's restaurant bombed to the ground. Today's handsome buildings are his own design, and built largely by his own hands.

Sheer physical energy is the quality that first strikes you on meeting this effervescent man. This is a man with total response to the basic challenge of the rally.

"My excitement is in the things demanded by the rules of the rally. Just to be able to master them and attain them—to say, 'I did it'—that is the thrill. The toughest rally today? I think maybe it is the Liège-Sophia-Liège, but then each rally has such a distinct character that it is not easy to say." (Last year Böhringer and Lang came first in this one. But this year Peter Lang will not be

Eugen Böhringer

and the great cars. And, quiet in the background, Lang's young son, Peter, hung on every word.

Years went by. Young Peter Lang had grown to a lanky nineteen and become an apprentice at the Daimler Benz works, while Böhringer had meantime become one of the great drivers himself. Then an executive of the firm planted in Böhringer's mind the idea that this lad might have the makings of a co-driver. "Okay," shrugged Böhringer. "If he's good enough."

'Good enough' means, to Böhringer, very good indeed. Once in the car he makes no allowances. "Drive fast," he told Lang on their first test run, "but not recklessly. If all you want is speed, then use your own car, not this one."

People and Presley Lang proved he had the makings, and a team was born. A good one. "Harmony is the important thing," Böhringer chuckles. "And we two get along. Do you know, just because I gave up cigarettes, Peter himself never smokes while we are rallying. Heroic! Mind you, he makes up for it as soon as the rally is over."

And what does Lang himself say of driving with The King?

beside him. He is being held back at the Mercedes works to complete the apprentice training that this stern-minded company insists must come first.)

The most exciting rally? And which rally has been the most exciting he has driven? The King thinks. Shakes his head. Laughs. "Ah, they are all exciting, every one!"

And so they will always be to a man like this, a man with a natural talent for extracting the satisfying heart out of any sort of challenge—in his car or in his kitchens.

The Mercedes team and Eugen Böhringer choose to rally on BP Fuel and BP Visco-static LONGLIFE motor oil



**BP IS THE
KEY TO BETTER
RALLYING**

Dursley M.C. and L.C.C. CASTLE COMBE SPRINT

HEAVY rain in practice did little to spoil the admirable sprint staged at Castle Combe by the Dursley Club recently. Run along rather different lines this year, the event consisted of some three-quarters of a mile of the circuit, and incorporated the tricky double apex bend at Paddock, which, in the wet, produced a number of thrills and spills, with even such stalwarts as Tom Pascoe, in his ubiquitous grey Porsche, indulging in the most unusual manoeuvres before going on to a class win later in the day. However, the afternoon was fine and the track dried out, giving David Good an opportunity to notch up a further B.T.D. with his Cooper-Daimler in 32.54 secs., challenged, in the unlimited racing car class, by Ken Wilson, whose recent acquisition of a B.R.M., left at home on this occasion, did nothing to prevent him from returning a hairy 35.33 secs. in his old faithful Lister-Jaguar. Charles Sgonina's Aston Martin DBR1 sounded magnificent on full song and came into third place with 36.67 secs., while the small racing class was dominated by Austen May's ex-M.R.P. F.J. Cooper, which rocketed round in 35.97 secs. and then broke a drive-shaft and retired. Samuel's remarkable Tiger Shrike was plagued with fuel troubles and never got under way, while Wally Cuff annexed second place with his Cooper in 36.04 secs.

Opener on the programme had been the class for small saloons which, sensibly, was open to all-comers. Mrs. Diane Giddings hurled her standard Morris Mini round with great verve, undeterred by a slight excursion in practice, and N. Trickett's greatly modified and lightened Group 3 Mini, despite such refinements as having its plugs carried about in a jar of ether, was unable to improve on 45.57 secs. for the class win, a time which makes an interesting comparison with the 47.29 secs. returned by Tony May's Group 2 Broadspeed Austin for second place. In the next larger class Ron Fry's Downton Mini-Cooper S, by dint of astronomical revs and a take-off which, with less conventional tyres than R6s, would have left the car standing still, annexed the class with 40.33 secs.

The production sports car classes were extremely closely fought; among the 1-litre cars, Arnold Cook's Sprite, with 40.56 secs., just held off the challenge of Roy Ashford's Midget, which clocked 40.66 secs. In the very heavily subscribed 1,600 c.c. class competition was equally keen, and the combined

efforts of the Lotus Elites of Hugh Pollard and F. Lyons, with 41.86 and 42.00 secs. respectively, were not enough to dislodge Gordon Kitsell, who took his Downton Sprite into first place to the tune of 41.49 secs. In the unlimited class, the wide open spaces of Castle Combe were easy meat for Ron Fry's Berlinetta which, with 36.20 secs., led home Tom Cunane's Ford-powered Ace and Ian Swift's Morgan by a comfortable margin.

The presence of Ray Terry's very special Lotus would normally have made the small sports-racing class something of a foregone conclusion, but on this occasion the car was far from on its usual form, misfiring its way round in a faltering 38.13 secs. for second place and letting Colin Watts into the class win with 37.62 secs. in his Lotus Eleven. John Grafton brought his Super Seven into third place with 38.37 secs., while the unlimited class saw a renewal of the Wilson/Sgonina marathon, the red-and-white Lister eventually taking the honours, and setting second B.T.D. in the process, with 35.26 secs. on the penultimate run of the day, bringing to a close an eminently successful and smoothly promoted meeting.

HOWARD BILEY.

RESULTS

B.T.D.: D. R. Good (Cooper-Daimler), 32.54 s. Saloon Cars up to 850 c.c.: 1, N. Trickett (Morris Mini), 45.57 s.; 2, A. A. May (Austin Mini), 47.29 s.; 3, G. Prowse (Austin Mini), 50.78 s. 851-1,250 c.c.: 1, R. Fry (Austin Mini-Cooper S), 40.33 s.; 2, T. Osborne (Morris Mini-Cooper), 41.96 s.; 3, I. McDougall (Morris Mini-Cooper), 42.76 s. 1,251-1,600 c.c.: 1, T. Pascoe (Porsche), 43.48 s.; 2, A. Hartwell (Sunbeam Rapier), 43.98 s.; 3, W. Clifton (Sunbeam Rapier), 45.37 s. Over 1,600 c.c.: 1, D. Mills (Austin A90), 53.24 s. Sports Cars up to 1,000 c.c.: 1, A. Cook (Austin-Healey Sprite), 40.56 s.; 2, R. Ashford (M.G. Midget), 40.66 s.; 3, H. Steele (Austin-Healey Sprite), 45.20 s. 1,001-1,600 c.c.: 1, G. Kitsell (Austin-Healey Sprite), 41.49 s.; 2, H. Pollard (Lotus Elite), 41.86 s.; 3, F. Lyons (Lotus Elite), 42.00 s. Over 1,600 c.c.: 1, R. Fry (Ferrari 250GT), 36.30 s.; 2, T. Cunane (A.C. Ace-Ford), 37.80 s.; 3, I. Swift (Morgan Plus 4), 38.08 s. Sports-Racing Cars up to 1,500 c.c.: 1, C. Watts (Lotus-Climax 11), 37.62 s.; 2, R. Terry (Lotus-Climax 7), 38.13 s.; 3, J. Grafton (Lotus-Ford 7), 38.37 s. Over 1,500 c.c.: 1, K. Wilson (Lister-Jaguar), 35.26 s.; 2, C. Sgonina (Aston Martin DBR1-300), 38.04 s. Racing Cars up to 1,500 c.c.: 1, C. A. N. May (Cooper-Ford), 35.97 s.; 2, W. C. Cuff (Cooper-J.A.P.), 36.04 s.; 3, J. M. G. Samuel (Tiger Shrike), 36.86 s. Over 1,500 c.c.: 1, D. R. Good (Cooper-Daimler), 32.54 s.; 2, K. Wilson (Lister-Jaguar), 35.33 s.; 3, C. Sgonina (Aston Martin DBR1-300), 36.67 s.

Howard Parkin had the engine start to seize on his last run with the temperature needle on the wrong side of the red; he wisely decided to stop! Tony Carter really seems to have got to grips with his Lotus Super 7 now and gave two really good runs but R. N. Thomas, now also Lotus mounted, only just failed to catch the Parkins.

To conclude the meeting a relay-race was held between four teams of four cars on an elimination basis. The Vickers-Armstrongs team, consisting of Ted Crocker (Mini), Geoff Snow (Vitesse), Gerry Bristow (Midget) and Frank Burton (VW), proved to be victorious with "Yours Truly" being their runner to carry the sash. And so ended the meeting, enjoyed by all, with a full list of everyone's class place to take home.

RICHARD SPEAKMAN.

RESULTS

B.T.D.: Mrs. M. Parkin (Lotus Cannonball), 65.6 s. Class Winners: E. Crocker (Mini), 74.0 s.; R. Wilding (Mini-Cooper), 70.0 s.; F. Burton (Volkswagen), 75.4 s.; G. Snow (Triumph Vitesse), 74.0 s.; G. Bristow (M.G. Midget), 73.0 s.; Mrs. M. Parkin (Lotus-Cannonball), 65.6 s.

SEVENOAKS & D.M.C. SPORTING VWC. and SEVEN-FIFTY M.C. AUTOCROSS, 18th August

RESULTS

B.T.D.: D. Dunnell (Mini), 40.46 s. Minis and Saloon Cars up to 850 c.c.: 1, G. White (Cooper-Mini), 42.46 s.; 2, B. Stevens (Mini), 43.22 s.; 3, L. Francis (Cooper-Mini), 43.45 s. 851-1,200 c.c.: 1, P. Noad (Volkswagen), 44.46 s.; 2, M. Hayward (Volkswagen), 44.99 s. Over 1,200 c.c.: 1, P. Noad (Volkswagen 1500), 44.10 s.; 2, B. Wilson (Volkswagen s/c), 44.40 s. Sports Cars up to 1,200 c.c.: 1, M. Amos (M.G. Midget), 42.00 s.; 2, R. Exon (Austin-Healey Sprite), 43.26 s. Over 1,200 c.c. and Specials: 1, I. Dussek (H.R.G.), 43.64 s.; 2, M. McCarthy (Austin 750), 48.76 s. Ladies' Award: Miss A. Duncan (Mini), 48.02 s. Team Award: D. Dunnell (Mini) and G. White (Cooper-Mini).

AIREDALE & PENNINE M.C.C. CALDERVALE M.C.

DE LACY M.C. OF PONTEFRAC T ELLAND M.C.

AUTOCROSS

THE Autumn meeting organized by the Airedale and Pennine Motor Car Club on Sunday, 25th August, attracted 33 entries of which 31 were starters. The course at East Bierley, near Bradford, is approximately 900 yds. long and consists of a roughly oval circuit of which half is circled twice. The co-promoting clubs were Caldervale Motor Club, De Lacy Motor Club of Pontefract and Elland Motor Club.

R. G. Firth, of Stanningly, near Bradford, clocked B.T.D.—60.9 secs.—in his R.G.F. Special. The classes—some merging was necessary—were: 1, standard Minis; 2, Mini-Cooper S; 3, touring cars up to 1,300 c.c.; 3A, touring cars up to 1,300 c.c. having rear engine and/or front wheel drive; 4, touring cars, 1,301-2,000 c.c.; 8, marque sports cars, 1,301-1,650 c.c.; 11 and 14, sports cars, 1,651-1,900 c.c. and specials.

Class 2 attracted the largest entry—12 cars, and this provided three awards. Competitors were allowed three practice runs and three timed runs. In many cases the third timed run was slower than the second due to deteriorating weather conditions.

G. RAISTICK.

RESULTS

B.T.D.: R. G. Firth (R.G.F. Special), 60.9 s. Class Winners: B. Green (Austin Mini), 63.7 s.; R. A. Fall (Mini-Cooper S), 62.0 s.; R. Barraclough (Anglia Estate), 69.2 s.; B. Strauss (Morris 1100), 65.6 s.; D. Pollard (Rafin), 64.9 s.; R. G. Wilkinson (M.G.A.) 64.5 s.; R. G. Firth (R.G.F.), 60.9 s. Novice Event: J. Forrest (Mini-Cooper), 65.8 s.

LIVERPOOL M.C.

OULTON PARK SPRINT

THE Liverpool Motor Club held their restricted sprint meeting at Oulton Park on Saturday, 17th August. The full entry enjoyed a good day's sport which was helped by superb weather, no serious incidents (despite several spins) and the slick organization, which one now expects.

With many of the competitors having competed in the L.M.C.'s closed sprint three weeks previously, it was obvious they were out to improve on their times. In Classes 1 and 2 combined, C. R. M. Boote (Cooper-Mini) took the lead on his first run, from R. C. Hickman (Cooper-Mini) by 1.2 secs., and although both drivers reduced their times on the second run, the order remained unchanged.

In Classes 3 and 4 combined, there was a keen battle between R. A. W. Fleetwood (Cortina G.T.) and Sid Reakes (1340 Anglia), with Fleetwood holding his position by 1.4 secs.

Classes 7 and 8 were also combined; F. Crombie (Lotus 7) and J. G. Sharp had 0.6 sec. separating them on their first run, which was reduced to 0.4 sec. on their second. T. R. Clapham (Lotus-Climax) won Class 9 easily by 6.2 secs., recording B.T.D. and beating J. E. Hutchinson (Super 7).

In Classes 13 and 14 combined, Keith Moore (Fairley-Climax) held a brief B.T.D. on his first run, till Clapham took it off him by 0.4 sec. Keith's best time was without his rev. counter; there's a moral here somewhere!

Margaret James's succession of Ladies' Prizes this year was interrupted by Valerie Wolfgang, driving Keith Moore's Cooper-Mini. Don Robinson driving the same car had to pull out all the stops to beat her by 0.4 sec. The only disappointment of the meeting was that Phil Scragg was unable to have his Chaparral-Chevrolet ready in time.

JOHN CRAIG.

RESULTS

B.T.D.: T. R. Clapham (Lotus-Climax), 1 m. 12.4 s. Class Winners: C. R. M. Boote (Cooper-Mini), 1 m. 23.0 s.; R. A. W. Fleetwood (Ford Cortina G.T.), 1 m. 29.4 s.; H. S. Shepherd (Jaguar 3.8), 1 m. 21.4 s.; R. D. Sutherland (Sprite), 1 m. 22.4 s.; F. Crombie (Lotus 7), 1 m. 19.4 s.; J. E. Hutchinson (Lotus 7), 1 m. 18.6 s.; E. P. Scragg (Jaguar E), 1 m. 15.2 s.; J. T. Butterworth (Lotus-Ford 23), 1 m. 13.2 s.; G. D. Hill (Elva), 1 m. 13.4 s. Best on Handicap: J. G. Sharp (M.G.A.), 1 m. 23.8 s. Best Lady on Handicap: Miss V. Wolfgang (Cooper-Mini), 1 m. 34.4 s. Best Novice on Handicap: R. A. W. Fleetwood (Ford Cortina G.T.), 1 m. 30.4 s.

SOUTHSEA M.C. AUTOCROSS

THE Southsea Motor Club's Autocross was held at Privett near Winchester on Sunday, 18th August, in good sunny weather. It was considered by most competitors to be one of the best organized events of the season, most of the leading drivers of the "Autocross Circus" turning up to run on an interesting, bumpy and rather stony circuit.

Class 1 provided Ted Crocker with his usual win. Janos Odor chased him hard in the Janspeed 850 to secure second place, with David Gill an excellent third. Class 2 brought forth a swarm of Mini-Coopers and Frank Pryor's blown 850. The motoring was very hectic, Ralph Wilding leaving it to the last run to win the class, but only just from a very determined Ted Williams with one of last year's works Coopers. Sir Peter Moon threw a red version at everything to finish third.

The third and fourth classes were amalgamated, but still Frank Burton won in his very successful Volkswagen. R. N. Thomas drove a 'Y'-type Ford to second place, but the other driver up-ended it very spectacularly. Class 5 provided Geoff Snow with his usual win in the red twin-bumpered Vitesse; several examples of Volvo, Riley 1.5, Rapier and Hillman fought out the rest of the class.

Classes 6 and 7 were amalgamated and proved to be a repeat of the season-long battle between the M.G. Midgets of Keith Ross and Gerry Bristow; Gerry did it this time. Third was an M.G.B which spent a lot of time airborne. The final class had all "the sound and fury" in it. Unfortunately Ken Piper's device, Tiny Tim, now Jaguar C-type engined, devoured two clutches during the day and he could only do one run. Mrs. Parkin made B.T.D. in the Lotus Cannonball. It must be admitted, in defence of me mere males, that

Wet and Windy Cadwell Park

Two Wins for Roy James

BY JOHN HIGHAM

THE less said about the weather at the Cadwell Park meeting, organized by the B.R.S.C.C. (Northern Centre), the better. Despite this the usual slick and efficient organization clicked straight into action on 18th August and we were running 20 mins. in front of time by last race. Roy James, in his Formula Junior Brabham, was the driver of the meeting, winning both the Junior event for the Charles Wilkinson Challenge Trophy and the *Formule Libre* race, which was confined to the fastest 18 drivers of the day.

The first of the seven races on the programme was for Grand Touring Cars up to 1,300 c.c. and was split into two classes: up to 1,150 c.c. and 1,151-1,300 c.c. The front row of the grid was occupied by Roger Nathan, Norman Surtees and Harry Stiller, Nathan's car showing signs of his brush with Surtees the previous day. Surtees "jumped the gun" before the flag had even started to drop and was half-way up the home straight before he realized the rest of the field were still on the grid! This small oversight was overlooked by the officials and when Norman resumed his place on the front row the race was started. Immediately Surtees, Nathan and Radford were at it hammer and tongs, changing places at every possible opportunity. Unfortunately the excitement was short lived as Surtees's car went off on lap 3 and he lost two laps trying to rectify the fault, eventually to retire. Roger Nathan put up the fastest lap but he too retired. Doug Mockford (Diva) was third overall and won his class by 11 secs., Frank Radford winning from Harry Stiller.

The second race was the Formula Junior event for the Charles Wilkinson Challenge Trophy and brought to the line 16 drivers and eight different makes of car. At the drop of the flag Roy James, in his immaculate Brabham-Ford, took an immediate lead, a lead he was to maintain throughout the entire race. The most interesting scrap in the race was between Banting, also Brabham mounted,

Davies and Forbes, who were both driving Lotus-Fords. Banting won the three-sided dice for second place from Davies by 2.8 secs.

Sports Cars up to 1,500 c.c. came out for event three and were split up into two classes, up to 1,200 c.c. and 1,201-1,500 c.c. In the early stages of the race Finney and Wragg gave a splendid display of tigerish racing; David Wragg took the lead after Finney made a mistake and they pulled well away from the rest of the field in their battle for the lead. Finney caught up again and took the lead but, unfortunately, did a further nonsense and dropped to fifth, having to retire shortly afterwards with a sick motor. Following Peter Finney's retirement, David Wragg now had a 30 secs. lead over the battling pair Fletcher and Hayden in their 1,340 c.c.-engined Lotus 7s; these two certainly gave a most polished display of control on a very difficult circuit and Fletcher eventually finished second to Wragg, a mere 0.4 sec. in front of Hayden. As in race 1 we saw only 10 finishers out of the 18 starters, spins and excursions off the track being the order of the day.

Event 4 for Grand Touring Cars up to 2,000 c.c. brought an absolutely first-class field to the grid, including Peter Brayshaw, with his beautifully prepared Marcos, Gordon Durham and his Porsche Carrera, Cecil Booth with his beloved old Frazer-Nash Le Mans, Malcolm Wayne with the red Elva Courier, Chris Meek and his Courier, and Tommy Sanger with the Morgan Plus Four. As the flag dropped Peter Brayshaw took an early lead, but by the time the pack had reached Park Corner, Gordon Durham had pushed the Carrera in front of the Marcos; Booth was in third spot with Wayne up his exhaust pipe, who, in turn, had Meek snapping at his tail. Meek overdid things in a big way on the left-hander at the bottom of the Mountain and his race finished very abruptly on lap 2. Gordon Durham stayed in front for six of the eight laps when he was overtaken by Peter Brayshaw who kept in front until the chequered flag. The Porsche driver held onto second place but behind him Booth, Wayne and Sanger were having a real old "ding-donger", changing places almost every lap. Booth took third place from Wayne, who was only 0.8 sec. behind Durham in second place. Again the casualty rate was high, a third of the field retiring for one reason or another.

Racing and Sports-Racing Cars up to 2,000 c.c. supplied the fare for race 5, with the Elva Mk. 7, piloted by Tony Lanfranchi, and the Attila-Climax of Roy Pierpoint challenging the Formula 1 cars of Alan Rollinson and John Fenning, together with Geoff Breakell and Doug Graham to back them up. Tony Lanfranchi jumped into an immediate lead when the starter's flag dropped, very hotly pursued by Pierpoint, Rollinson, Fenning, Breakell and Graham. The third, fourth and fifth men changed places during the fastest race of the day, but first and second remained unchanged until the seventh lap when Pierpoint kidded Lanfranchi into making a mistake and took the chequered flag just 2 secs. in front of Lanfranchi, Alan Rollinson

being third. The fastest lap was shared by Roy Pierpoint and Tony Lanfranchi at 72.84 m.p.h., the fastest lap of the whole day's racing.

Event 6 for Saloon Cars up to 2,000 c.c. looked to be a very good race on paper, but as things turned out John Normanton and the very hot A40 sprang into the lead immediately the flag dropped and was never headed. John Alely disappointed his fans by finishing ninth, never, in fact, being in the picture. On the other hand Johnnie Fitzpatrick went like the proverbial bomb in the smallest-engined car in the race (the only 850 Mini in the event), taking car after car until he eventually finished third overall. George Percival drove a very polished race throughout to finish a comfortable and unharassed second after putting up the fastest lap of the race during his battle through the field.

The *Formule Libre* race brought out the fastest 18 drivers of the day, and a very



AFTER scoring two fine wins at Cadwell Park Roy "The Weasel" James made front-page news later in the week. He receives his trophy from B.R.S.C.C. secretary Nick Syrett while receiving congratulations from an official.

impressive grid it was too. James, in the Brabham, took the lead at Coppice Corner on the first lap and held it throughout; behind James were Fenning, Pierpoint and Rollinson. Unfortunately, this scrapping trio was reduced to a battling pair when Pierpoint and Fenning touched; Pierpoint came off the worst from the encounter and spun off, bending a wheel in the process. John Fenning got his nose again in front of Alan Rollinson for second spot and managed to beat him to the finish by 0.4 sec.

RESULTS

Grand Touring Cars up to 1,300 c.c. Overall Winner: F. Radford (Lotus Elite). Up to 1,150 c.c. Class: D. Mockford (Diva-Ford); 2. M. E. Garton (Austin-Healey Sprite); 3. J. G. W. Marsh (Marcos-Ford). 1,151-1,300 c.c.: 1. F. Radford (Lotus Elite); 2. H. Stiller (Lotus Elite). Formula Junior Race: 1. R. J. James (Brabham-Ford); 2. R. Banting (Brabham-Ford); 3. M. W. Davies (Lotus-Ford). Sports Cars up to 1,500 c.c. Overall Winner: 1. D. L. Wragg (U2-Ford). Up to 1,200 c.c. Class: 1. D. L. Wragg (U2-Ford); 2. A. B. Harris (Lotus 7); 3. D. Goodwin (Lotus 7). 1,201-1,500 c.c. Class: 1. J. B. Fletcher (Lotus 7); 2. D. Hayden (Lotus 7); 3. I. B. McFarlane (Lotus 7). Grand Touring Cars, 1,301-2,000 c.c.: 1. P. Brayshaw (Marcos-Ford); 2. G. Durham (Porsche Carrera); 3. E. C. Booth (Frazer-Nash Le Mans). Racing and Sports Cars up to 2,000 c.c. Overall Winner: R. F. Pierpoint (Attila-Climax Mk. 2). Up to 1,200 c.c. Class: 1. J. N. O'Sullivan (Rejo-Climax); 2. R. H. McArthur (Lotus-Ford 23); 3. P. W. Wright (Cooper-Climax). 1,201-2,000 c.c. Class: 1. R. F. Pierpoint (Attila-Climax Mk. 2); 2. A. Lanfranchi (Elva-Ford Mk. 7); 3. A. W. Rollinson (Cooper-Ford F.1). Saloon Cars up to 2,000 c.c.: 1. J. Normanton (Austin A40); 2. G. Percival (Ford Anglia); 3. J. Fitzpatrick (Austin Mini). Formule Libre: 1. R. J. James (Brabham-Ford); 2. J. E. Fenning (Cooper-Climax); 3. A. W. Rollinson (Cooper-Ford F.1).

AT THE TOP OF A MOUNTAIN George Durham's Porsche Carrera leads Peter Brayshaw (Marcos-Ford), Cecil Booth (Frazer-Nash Le Mans) and Chris Meek (Elva). Brayshaw won the race.



American Drivers' Club AUGUST MOON RALLY

WITH the Marples 50 m.p.h. limit operating on the night of 24th-25th August, the 75 competitors in the American Drivers' Club's restricted August Moon Rally were anxious to learn how Clerk of the Course Ted Cowell proposed to sort them out at the reduced average called for. They found out very soon after the start, from Rowstock Corner Garage, that the accent was to be on precise navigation, using every available white road and footpath. Some of these, to say the least, were not as smooth as most people would have liked, and this view was expressed in varying degrees of forthrightness at breakfast, and was underlined by the evidence of cracked sumps at the finish.

Immediately after leaving the A34 road at Gore Hill the route crossed Blewbury Down via a footpath in which John Stentiford spun the Cooper without damage, although at a cost of a minute or two, and just farther on, at the very rough hairpin at 550844, Peter Noad contrived to get the VW sideways on across the track after hitting a bump. It took the combined efforts of several crews to restore traction and it was a very high speed convoy of six cars which descended upon the next control. This control must have been slickly manned, for they all got the same time! And they all remained in convoy!

Hereabouts the Harkness/Iles Cooper was leading, two minutes down (this was after less than an hour!). This crew lost further time crossing Odstone Down, but were otherwise going well and very much in the running at that stage.

The level-crossing near Compton was unexpectedly closed, but the gates could be opened by hand. An unknown Mini is alleged to have had two very narrow shaves with two express trains during the process of negotiating this hazard!

With the passing from sheet 158 to 157 came something of a respite. There was some yellow road motoring and even a few miles on red, until, south of Wroughton Airport, in square 1476, there occurred an organizer's dream—a couple of tricky crossroads within yards of each other. John Stentiford and Tony Straker were now leading, 8 down, closely followed by the Ramsden/Valentine Mini and Harkness and Iles, both crews on 10. At this

THAMES ESTUARY A.C. AUTOCROSS

ALTHOUGH Colin Malkin thrashed his bored-out Austin-Cooper in fine style around the three-quarter mile course to take the best time of day award, top honours certainly went to the modified A55 of Bill Payne, who won the sports cars over 1,600 c.c. class in the face of such talented opposition as Tony Maggs and John Whitmore.

With constant rain turning the course into a quagmire, it is only fair to comment that the earlier classes had very much the better of the conditions. But even so Howard Parkin's time in the fabulous Cannonball was less than a second down on the day's best.

Robin Harkness, driving the only Mini-Cooper S on show, won the amalgamated class B and C with a time of 2 mins. 22.2 secs., taking second best time of day jointly with Howard Parkin.

A. C. Westwood (Lotus) had a very clean run in winning the sports-racing section, and scored a very creditable 2 mins. 51.6 secs. in spite of the slippery course.

The very hot Ian Terry Allardette proved a little too warm for comfort, catching fire during the morning practice session and again on his last run of the day. Fortunately it did not prove serious.

The event at Canewdon, near Southend-on-Sea, was the first venture into the Autocross field by the Thames Estuary A.C. and apart from attracting a solid 60 strong entry, received the enthusiastic support of over 1,500 spectators. Given the same high standard of organization, the future success of this event would seem assured.

M. R. JAMIESON.

RESULTS

B.T.D.: C. Malkin (Austin-Cooper), 2 m. 21.6 s. Class Winners: H. Woodford (Mini); R. Harkness (Mini-Cooper S); B. Malkin (Anglia); M. C. Westwood (Hillman Imp); A. Daykin (A35); K. Pattullo (M.G. Midget); W. Payne (Austin A55); A. Westwood (Lotus); H. Parkin (Cannonball).

point the latter overshot both crossroads, retracted, but unfortunately chose the wrong turning and went so far up a non-goer that they were put hopelessly out of the running. Five other cars followed them, but were able to extricate themselves after a struggle. They continued over the notorious Four Mile Clump, where the Stentiford/Straker Mini-Cooper came to a halt with a broken sumpshield and a cracked sump.

The plot thickened with what was probably the *pièce de résistance* of the August Moon—a most involved thrash around Savernake Forest. Although there were only two time controls, there were sufficient via references and passage controls to produce a 25-minute section in the forest and it was here, at the junction of sheets 157 and 167, that Harvey Crush and Mark Addington wrong-slotted in their Cooper and missed a passage control, thereby incurring a fail. They were only 100 yards off route and assuming that they could have visited the control without losing more than an additional minute, they would have won the rally outright, since they finally finished 40 minutes down, two minutes better than the winners, Hornall/Long Cooper. Paul Steiner and Jimmy Grey suffered a puncture and the Doug Harris/Ron McCabe Cooper had an ignition lead jump off. Also in trouble were Peter Jones and John Davenport, the steering of the Herald being suspect. They continued and were rewarded with fourth place. Less fortunate were the Jamiesons—their Cooper S

SHELSLEY WALSH—continued

a second run of 47.52 secs. Phil Scragg, in an E-type which is standard but for a 3.8 rear axle, although many people seem to doubt it, easily led the big cars with a second ascent of 44.50 secs. Frank Wall's red E-type was second and Croot's Allard (the ex-Sopwith Sphinx) recorded third best time.

Butterworth, van Moyland (Cooper-Climax) and Austin (Emeryson) disputed the up to 1,600 c.c. sports-racing class in that order, Butterworth taking 44.45 secs. and the Cooper 44.78 secs. Austin dislodged Terry from third place after the latter's independent Lotus had managed 46.10 secs. Josh Randles walked away with the open class in his Cooper-Maserati Monaco in 44.09 secs., followed by the Chapman Mercury, which looked a furious handful for Phil Chapman to contain. Peter Cottrell had to retire his Lotus 15 when the diff. failed.

Vintage and Veterans produced some glorious sights. Basil Davenport "beat out dat rhythm" on a Spider to the tune of 45.27 secs., a really splendid effort which gave him the class, the V. and E. trophy and the Shelsley Specials award. Harwood had some terrible slides with the Semmence Special, while Hugh Clifford and Doug Hull piloted their Alta and E.R.A. mounts with courage and much wheel-spin. Cecil Clutton stirred Bugatti hearts with an immaculate Type 43 in 52.29 secs., just ahead of Hull who took 52.32 secs. This event, of course, was on handicap, with Davenport and Hull as scratch-men.

It is impossible to by-pass the two wheelers who are a traditional part of all August meetings at Shelsley. George Brown robbed F. R. Cramp (Velocette) of the up to 350 c.c. solo class with a second ascent of 44.03 secs. on his ear-splitting Ariel Special. Cramp chased so hard that he stepped off, undamaged, at the exit from the Esses. George's growling Vincent made B.T.D. in 41.78 secs. despite slides and wobbles and displayed fantastic step-off up the finish straight.

The F.J. class went convincingly to John Macklin (Lotus) with a superb first effort of 42.94 secs. with C. A. N. May (Cooper) second. Similarly among the 500s no-one could touch Priddey's Cooper (47.97 secs.), the rest of the field very busy keeping their tails behind them.

Even hairier were the racing vehicles up to 1,500 c.c. but Liddell made a very polished second run in his ex-Burgess Cooper-Climax, taking 43.59 secs., with Wally Cuff second in 43.86 secs. after some rather large "moments" in the ex-Eccles Cooper-J.A.P. Third, in 44.17 secs., was Keith Moore with the hairy Fairley. Slade put his Killen Monocoque through a full 360 degrees in the Esses.

One trembled at the thought of all the power

developed a stiff gear-change and they wisely retired before too much damage was done.

Such had been the intensity of the plot that at the finish of the rally only four crews had escaped a "fail" although the fact that the winners were 42 minutes down indicates the extent of the pressure. The system of using a large number of via references to define the route is a good one, and it keeps navigators fully occupied, even on longer and apparently innocuous sections. On short sections it is a certain penalizer, especially when the going is rough. Marshalling was good and there was nothing tricky about the paperwork and no "catches". Only there were a few more bumps than there were "bump" boards!

RON AMBROSE.

RESULTS

1. A. Hornall/A. Long (Mini-Cooper), 0/42; 2. D. Morgan/Mrs. Baker (Ford Cortina); 3. D. Patterson/Mrs. Patterson (Mini); 4. P. Jones/J. Davenport (Triumph Herald).

B.A.R.C. (SURREY CENTRE) GOODWOOD SPRINT, 17th August

RESULTS

B.T.D.: D. A. Beckett (Lister-Jaguar), 60.6 s. Best Touring Car: R. A. Rohan (Jaguar 3.8), 72.2 s. Best Open Car: J. E. Manfield (Lotus-Ford 23), 63.2 s. Best Closed Car: C. A. C. Hodgson (Lotus Elan), 62.4 s. Class Winners: R. N. Eades (Austin Mini-Cooper), 78.4 s.; G. Lawrence (Austin Mini-Cooper S), 75.3 s.; C. L. Lacey (Merlyn-Ford Mk. 4), 67.1 s.; J. Bundy (Austin-Healey Sprite), 75.4 s.; L. Hall (M.G.A.), 65.4 s.; R. J. Mackie (Ford Allardette), 68.3 s.; D. A. Pye (Lotus-Buick 15), 65.5 s.

in the "big bangers" class, the biggest of which was the new, temporarily bodied Chaparral of Phil Scragg with 5.3-litre fuel-injected Corvette engine. A real handful, it made its debut in 47.10 secs. David Good recorded a magnificent 40.68 secs. for second B.T.D. and the class went therefore to Ray Fielding who seemed very comfortable and relaxed in the Lotus 21. Marsk was also faster but behind Good in 42.01 secs. Somehow this just did not appear to be Tony's day with more tail-wagging from him than has been seen for a long time. Patsy Burt gained a deserved second place with her immaculate 2-litre Cooper-Climax but was haunted throughout the day with a misfiring engine. Just behind was Peter Gaskell's Kieft in 44.62 secs. Of the other runners Hargreave (Cooper-Daimler), Tony Griffiths (ex-Scragg B.R.M.) and the Majors Lambton and Chichester (H.W.M.-Jaguar) were only a few who found power a great embarrassment on the streaming hill.

The championship runs resolved themselves into a duel between Boshier-Jones and Good. The latter's second superb effort of 39.91 secs. kept the crowds on pins to the very end, although "Bosh", as events proved, undoubtedly had the situation firmly under control. Marsh finished third in 40.60 secs. after a determined second climb by Fielding in 41.08 secs. which beat Tony's first run by .03 sec.

RESULTS

B.T.D.: P. Boshier-Jones (Lotus-Climax 22), 39.16 s. Production, Touring, Sports and G.T. Cars up to 2,600 c.c.: 1. R. Rose (Lotus Elite), 46.58 s.; 2. R. D. Jennings (Lotus Elite), 47.52 s.; 3. J. F. May (Porsche), 48.13 s. Over 2,600 c.c.: 1. E. P. Scragg (Jaguar E), 44.50 s.; 2. F. E. Wall (Jaguar E), 45.97 s.; 3. W. B. Croot (Allard), 48.86 s. Sports-Racing Cars up to 1,600 c.c.: 1. J. T. Butterworth (Lotus-Ford 23), 44.45 s.; 2. A. H. van Moyland (Cooper-Climax), 44.78 s.; 3. G. Austin (Emeryson-Climax), 45.58 s. Over 1,600 c.c.: 1. J. Randles (Cooper-Maserati Monaco), 44.09 s.; 2. J. P. Chapman (Chapman-Mercury), 46.27 s.; 3. R. B. Beck (Jaguar XK120), 48.83 s. Vintage and Edwardian Cars: 1. B. H. Davenport (G.N. Spider), 45.27 s.; 2. J. A. R. Grice (Frazer-Nash), 48.45 s.; 3. A. J. Gibson (Frazer-Nash), 48.65 s. Formula Junior: 1. J. Macklin (Lotus-Ford 20), 42.94 s.; 2. C. A. N. May (Cooper-Ford), 45.17 s.; 3. R. Soans (Lotus-Ford), 46.47 s. Racing Cars up to 500 c.c.: 1. C. Priddey (Cooper), 47.97 s.; 2. E. J. Brabin (J.B.S.-J.A.P.), 50.22 s.; 3. R. Fuchs (Cooper), 50.60 s. 501-1,500 c.c.: 1. W. A. Liddell (Cooper-Climax), 43.59 s.; 2. W. C. Cuff (Cooper-J.A.P.), 43.86 s.; 3. K. Moore (Fairley-Climax), 44.17 s. Over 1,500 c.c.: 1. R. Fielding (Lotus-Climax 21), 42.35 s.; 2. Miss P. Burt (Cooper-Climax), 44.54 s.; 3. P. Gaskell (Kieft-Ford), 44.62 s. R.A.C. Hill-Climb Championship: 1. P. Boshier-Jones (Lotus-Climax 22), 39.16 s.; 2. D. R. Good (Cooper-Felday-Daimler), 39.91 s.; 3. A. E. Marsh (Marsh-Climax), 40.60 s.; 4. R. Fielding (Lotus-Climax 21), 41.08 s.; 5. P. Gaskell (Kieft-Ford), 43.06 s.; 6. J. T. Butterworth (Lotus-Ford 23), 43.20 s.; 7. W. C. Cuff (Cooper-J.A.P.), 43.62 s.; 8. J. Randles (Cooper-Maserati Monaco), 43.77 s.; 9. K. Moore (Fairley-Climax), 43.78 s.; 10. Miss P. Burt (Cooper-Climax), 44.03 s.



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

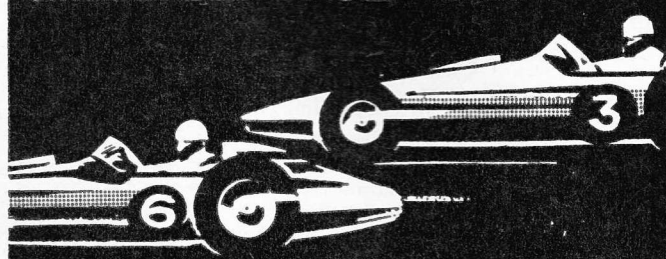
THERE IS A NEW FIAT TO SUIT EVERY POCKET

SEND FOR DETAILS NOW

CONNAUGHT CARS (1959) LTD.

SEND (A.3), WOKING, SURREY. RIPLEY 3122

MALLORY PARK



MOTOR RACING

Organised by the B.R.S.C.C.

SUNDAY, 1st SEPTEMBER at 2 p.m.

The Leicester Trophy—Formule Libre
Birmingham Challenge Cup—G.T. Cars
Coventry Cup—Ladies' Race
Guards Trophy—Sports Car Races
Slip-Molyslip Saloon Car Events

ENTRIES INCLUDE:

Chris Summers • John Taylor • Mike Beckwith
Jack Pearce • Tony Hegbourne • Anita Taylor
Alan Rees • Rodney Bloor and Han Seng Lee!

Reserved Enclosure 10/- Children 2/6 Car Park Free

MALLORY PARK, LEICESTERSHIRE. Just off A47, A5, A447

Tel: Earl Shilton 3306

THE FINEST VIEWING CIRCUIT

GET AWAY PEOPLE BUY THEIR CARS

from The Chequered Flag. Why not call round and inspect our fine selection of high performance sports, Grand Touring and saloon cars?

OGLE SX.1000. Finished in red with black interior trim. A 1963 registered car one month old. Under 1,000 miles and fitted with an Alexander modified 1,120 c.c. engine. A unique opportunity to obtain one of these desirable G.T. cars at a considerable saving at **£945**

M.G. "A" 1600 MARK II ROADSTER. Finished in tartan red with red leather interior trim. One of the last M.G. "A"s produced and first registered in mid 1962. An absolutely perfect car in every way fitted with heater, luggage carrier, wing mirrors, etc. **£695**

JAGUAR "E" TYPE FIXED HEAD COUPE. A 6,000 mile example, finished in opalescent silver blue and fitted with chrome wire wheels, whitewall tyres, push-button radio. Perhaps the most attractive specification available at **£1,395**

JAGUAR XK 150 "S" FIXED HEAD COUPE. Finished in pearl grey with red leather interior trim. First registered in 1960 and fitted with radio, safety belts, Michelin X tyres, spot lamps, moderate mileage. **£795**

DAIMLER SP.250. Finished in flame red with matching interior trim. A 1961 "B" specification, one owner car fitted with Pirelli tyres, wheel trims, wing mirrors, radio, tonneau cover, reserve petrol tank, etc. **£845**

JAGUAR 3.4 MARK II SALOON. This car, which is finished in Sherwood green with matching interior trim, has the following comprehensive specification: wire wheels and new RS.5 tyres; Koni dampers, high-ratio steering, overdrive, competition anti-roll bar, modified exhaust system, re-modelled wheel spats, push-button radio, reclining seat, safety belts, and has covered 26,000 miles in the hands of one owner. **£925**

TVR GRANTURA MARK III. First registered very late last year, it is in perfect condition. The exterior finish is Old English white, which contrasts well with a black interior trim. Attractively priced at **£695**

PEERLESS GT, PHASE II. A very much sought-after car. Attractively cellulosed in deep maroon with black interior trim. Fitted nearly new tyres, radio, heater, seat belts, overdrive, windscreen washers, spot and fog lamps. **£465**

LOTUS ELITE 1962. Finished in tartan red with tan interior trim. Low mileage example. **£895**

ASTON MARTIN MARK III COUPE. A beautiful peony red example first registered in 1959. Upholstered in black hide and fitted with overdrive, radio, Avon turbospeed tyres. **£1,395**

NEW CARS FOR IMMEDIATE OR EARLY DELIVERY

M.G. "B". Irish blue with black interior trim, fitted with wire wheels, folding hood. **£869 7 1**

M.G. "B". Old English white, fitted overdrive, wire wheels, heater, tonneau cover. **£939 14 10**

M.G. MIDGET. Finished in Old English white with black interior trim, fitted heater, tonneau cover. **£618 12 6**

M.G. 1100. Tartan red with grey interior trim, whitewall tyres. **£719 10 5**

MORRIS MINI COOPER. Choice of three finished in red, yellow or blue. **£567 17 6**

MORRIS MINI SUPER DE LUXE. Finished in almond green. **£492 19 2**

MORRIS MINI STANDARD. Finished in either surf blue or white. **£447 12 11**

MORRIS 1000 2-DOOR SALOON. Finished in Old English white with red interior trim. **£515 6 3**

DAIMLER SP.250 ROADSTER. Finished in flame red with black interior trim, wire wheels, heater, tonneau, etc. **£1,403 8 9**

THE CHEQUERED FLAG (Grand Touring Cars) LTD.
GEMINI HOUSE, HIGH STREET, EDGWARE, MIDDLESEX
TEL: EDGWARE 6171-2

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

ALFA ROMEO

ALFA ROMEO Giulietta Sprint Veloce, regd. 1958, red, superb performance. £725. Alfa Romeo Giulietta Sprint, reg. 1959, first-class condition throughout. £775.—Bridge Garage, Marsh Road, Pinner, Middx. PINner 1560.

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

ALVIS

ALVIS T.A.14. Sound, reliable, average condition. 30 m.p.g. £50.—Clarke, 74 Broom Road, Rotherham.

ASTON MARTIN

ASTON MARTIN 1150H. The prototype DB2/4 with works 3-litre engine, ex David Brown car. This car is in immaculate condition. Winner of A.M. concours for best kept post-war closed car. Maintained by works regardless of expense and is a unique example of this model. £750 o.n.o.—Wilfrid Eades, Tel.: day: BAY 7646; evening: AMB 8567.

ASTON MARTIN 2/4 3-litre, off-white with black roof. Chrome wire wheels, new Cinturas, servo brakes, radio, many extras. Excellent condition. £750.—W. A. Walters Ltd., 194/6 Commercial Road, Bournemouth, Tel.: 25705.

DB2/4 DROPHED, 1955. Cream with red hood. Mechanically perfect after recent overhaul. In immaculate condition. £650.—Colchester 77322.

AUSTIN

AUSTIN A40 Farina, bodysell slightly damaged. £25 o.n.o.—Eastern Motor Services, Field End 6012.

A35 VAN, 1962. 12,000 miles. Belts, fog light, Servais silencer, rear seat, Silent Travel, V.G.C. Other extras. £280 o.n.o.—73 Park Hill, S.W.4 (after 5 p.m.).

A40 FARINA, 80 per cent. complete, built for racing, lowered, 10 cwt., front discs, anti-roll bar, R5s, 65 b.h.p. engine, close ratio gearbox, Sprite wheels, all parts to complete. £275 o.n.o.—Box 9158.

AUSTIN-HEALEY

LIGHTWATER SERVICE STATION

offer:

1962 Austin-Healey 3000 Mk. II. 2/4 seater, finished in metallic blue and ivory with blue interior. Extras include hard and soft tops, tonneau cover, wire wheels, brake servo, heater, overdrive, spot and fog lamps, RS5s, 12,000 miles ... **£825**

1959 Austin-Healey Sprite, finished in leaf green with matching interior. Extras include matching hard top, soft top, tonneau cover, wire wheels, disc brakes, F.J. motor, comp. clutch, close ratio gears, Dunlop SP tyres ... **£425**

Both the above cars are the property of the owner and have been maintained regardless of cost. Without doubt the finest pair of Austin-Healeys available today.

LIGHTWATER SERVICE STATION,

Guildford Road, Lightwater, Surrey.

Tel.: Bagshot 3114.

AUSTIN-HEALEY Sprite, Mk. II, 1962. One owner, radio, undersell, heater, tonneau cover, immaculate condition. £450.—Barcliff Garages, Leaves Green, Keston, Kent. Biggin Hill 2340.

AUSTIN-HEALEY 100/4, new bonnet top, water pump, steering wheel, bumpers, 100/6. Hard top, 6 chrome wire wheels, as new. Wanted, body parts TR3A.—Thornton, Holly Mount, Birkby Road, Huddersfield.

THE HEALEY CENTRE

offer

Sprite, 1960. Peter Browning's car. Sebring hard top, cutaway back, boot lid, heater, tonneau and many extras, absolutely immaculate in green ... **£385 o.n.o.**

Sprite, Nov. 1959, heater, Sebring bonnet, hard top, tonneau, carpets, etc., white with black interior ... **£325**

Specialist Tuning, Service, Parts and Sales exclusively for Austin-Healeys.

Open all day Saturday.

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

Tel.: PRImrose 9741.

AUSTIN-HEALEY 100/4, 1953/54. Excellent condition. Overdrive, heater, wire wheels, many extras. £270 o.n.o.—Davies, "Homerton," Llanon, Cardiganshire, Ring Llanon 217.

RED SPRITE, 1959. Hard top, new tyres, A.40 brakes, many extras. £350.—Phone: Mr. Boniface, Nottingham 65069 or Holmer Green 2291.

SPRITE, Nov. '59. Sebring bonnet, hard top, Mk. 2 cockpit, many extras. Immaculate in white with black interior and carpets. £335 o.n.o.—Maida Vale 2579 after 6.30.

SPRITE, 1959. Radio, carpets, Mk. II gearbox, Clubman engine. Many other modifications. £335.—Bray, 21 Natal Road, New Southgate. Dominion 4522 (business hours).

1960 AUSTIN-HEALEY 3000, 4-seater, luggage rack, twin spot lamps, reversing lamps, wheel trims, etc., 32,000 miles. Finished in red with matching upholstery. £545.—Oakthorpe Motor Co. Ltd., North Circular Road, London, N.13. Tel.: FOX Lane 0161.

1959 HEALEY Sprite, B.R.G., Downton conversion. £295. Terms.—Caterham Car Services, Ltd., Tel.: Dial CA.4 2381.

1959 SPRITE. Immaculate condition. New tyres, extras and spares. One owner. £320.—12 Evelyn Walk, Tileate, Crawley, Sussex.

1955 AUSTIN-HEALEY, red, four-speed gearbox, reconditioned engine, new shock absorbers, king pins, brakes, good tyres, overdrive, wire wheels, tonneau. £265.—Harrow 6097 (after 7 p.m.).

BENTLEY

1938 PARK WARD saloon, 4½-litre. Excellent bodily, mechanically. £150.—Solihull 5955.

1936 4½ PARK WARD, grey saloon, beautiful engine, interesting modifications, heater, wireless, doctor's car.—217 Ruskin Park House, S.E.5. REDpost 2757.

BRISTOL

BRISTOL engines reconditioned. First class work by skilled fitters at competitive rates. Collected and delivered by Performance Engine Services. B'ham/Spr. 6222.

CONNAUGHT

SPORTS racing car, 140 b.h.p., B-type engine. Potent and unique car, ideal circuits, hills or sprints. Many spares, trailer.—Details from and offers to: Ridout, 64 Rosemary Hill Road, Streetly, Staffs. Streetly 2283.

CONTINENTAL CARS

WANTED all makes. Cash, generous exchange, or sold on owner's behalf. Want cars—will travel.—Tarrant & Frazer, 70 Chalk Farm Road, N.W.1. GULliver 0224 (Freelance/Trade invited to introduce, sell, s.o.r., buy).

COOPER

COOPER J.A.P. 500 c.c. Limited slip diff. N/E. Drax sprint winner 1962. Gift with trailer. £75.—Box 9149.

1962 COOPER Formula Junior, fitted with 1963 Cosworth-Ford counterbalanced crankshaft and Cooper 5-speed gearbox, in perfect racing condition. Cheap for immediate sale.—Templeton, Broadway Avenue, Ballymena, Northern Ireland. Tel.: Ballymena 6654.

ELVA

ELVA Courier Spyder, 1,600 c.c., 1960. Two-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 Fulbourn Road, Walthamstow, E.17. Phone: NEW Cross 7252.

ELVA Mk. 7, 1963, 1,594 c.c. twin-cam Ford engine, 17 wins to date this season, lap records Aintree, Rufforth, Elvington, Silverstone, Oulton. £1,850 o.n.o.—Box 9154.

FASTEST Courier in the country. Silverstone, 1 m. 15 s.; Snetterton, 2 m.; Mallory, 1 m. Many spares. £500.—Phone: Maidwell 208.

LATEST Courier Mk. III. Special light weight. Fully prepared for racing. Including hard top. One month old. Cost over £1,000, accept £750.—Leeds 41534.

FAIRTHORPE

1959 ELECTRON Mk. II, Stage 3, 1100 Climax; 27,000 miles only; 120 m.p.h. With brakes and roadholding to match. Disc brakes, wire wheels, hard top, tonneau, etc. T. and I. All for only £350.—412 London Road, High Wycombe, Bucks. Phone: High Wycombe 3382.

FERRARI

1962 (NOVEMBER) Ferrari 250 GT Pinin-farina 2+2 coupé; right-hand drive; metallic blue with blue leather; 8,000 miles only; balance of manufacturer's guarantee transferable; in absolutely immaculate condition. £4,875.—Mara-nello Concessionaires, Ltd., 18 St. Swithins Lane, London, E.C.4. Telephone: Mansion House 4640.

FIAT

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

1963 FIAT 1100D saloon, fitted with collapsible rear seats, one careful owner, taxed to February, 1964, as new, unmarked, sacrifice, £675.—Ross and Haines, Ltd., Causeway, Chippenham, Wilts. Phone 2115.

FORD

POPULAR, 1954, LMB. susp. mods., 15 ins. wheels, c.r. gears, 4.4 axle, hot engine. £125.—CROYdon 4002.

1,500 C.C. Anglia. Fully modified by Arden. Disc brakes, new Turbospeeds, 120 speedo, fully instrumented, stiffened suspension. Fantastic acceleration and roadholding. Modifications too numerous to list. Excellent condition. Engine just rebuilt. £600 o.n.o. Exchanges considered.—Phone: Tanworth-in-Arden (Warks) 503.

FORMULA JUNIOR

ELVA ENVOY 1961, rear engine. Chassis complete with all instruments, electrics, and trailer used only six times. Best offer.—103 Wakeley Hill, Wolverhampton. Phone: 35185.

EX-TEAM ALEXIS car, engine as new. Cosworth 1,100 c.c. four-speed c/r gearbox. Bargain, £680 o.n.o.—Further particulars Ron Gate, 41 High Bullen, Wednesbury, Staffs. Phone: Wednesbury 1406.

FRAZER-NASH

FRAZER NASH, 1958 Le Mans Coupé, 36,000 miles, only two owners from new. Bristol B.S.4, unit, new X tyres, very good condition. Send for photos. £750.—Pear, "Audmore", Garden Street, Stafford.

G.S.M.

1961 DELTA, ex-works car extensively lightened and prepared for racing. Many spares and extras including full road equipment. Trailer available. Offers for quick sale.—Box 9157.

H.R.G.

H.R.G. 1100. V.S.C.C. race proved p.v.t. Two firsts. Second H.R.G. championship. Road equipment. Taxed. M.O.T. £195 o.n.o.—Williams, Welwyn Garden 22053.

HUMBER

1963 HUMBER Sceptre, as new. £950 o.n.o.—Jones, Waen Fawr Isa, Llanfair T.H., Abergele, N. Wales. Phone: Llansannan 288.

JAGUAR

FOR sale, very special XK 120 Jaguar, F/H, finished in white, wire wheels, new Dunlops, competition brakes, works mods. to suspension, competition clutch, engine high comp. pistons, gold head, special cams, twin exhausts, transistor radio, exceeds 100 in third, perfect condition. £350.—P. Ibbotson, Southways, Doncaster Road, Branton, Nr. Doncaster.

JAGUAR XK 140, finished in British Racing Green with matching interior. Fitted heater, radio, overdrive, C-type engine, wire wheels, new RS5 tyres, etc. The above car is undersale and in first class condition. Date of first registration 14 December, 1956. £495.—Evenings: A. F. Lefevre, Bransgore 380 or business: Winton 6500.

JAGUAR XK 120 roadster. Cash £115. No offers.—Caterham Car Services, Ltd., Tel.: Dial CA.4 2381.

JAGUAR 120, late 1953, f/h coupé, C-type engine, c/r box, w/w. Fast car. Taxed. M.O.T. test. £175 o.n.o.—Box 9150.

MIKE PENDLETON offers for sale his very successful 3.8 Jaguar. The car being built, prepared and maintained regardless of cost. Engine being fully prepared by Jaguar Competitions. Close ratio gearbox, competition o/drive, modified rear axle, Koni shock absorbers, specially manufactured springs and roll bar, high ratio steering, etc., etc. £1,375. Tel.: Guildford 64112 between 7.30 and 9.30 a.m. Write, Mike Pendleton, Eastgate House, High Street, Guildford.

OFFERS—XK 120 Roadster. Smartly finished in Monza red. Detachable hard top, heater, radio, leopard seat covers. Good performance. Tyres excellent. New. M.O.T. Must sell due to high insurance.—Phone: LJBerty 2542.

XK 140 F.H. coupé, 25th October, 1955, Du Barry blue, wire wheels, overdrive, fresh air heater (with special remote controls and thermostat), electric screenwasher, sealed beam headlights, fog and spotlamps, Lockheed brake servo, wood-rim steering wheel, new Pirelli Speed tyres, superb throughout. Only £395.—Westover Garage (Swanage), Ltd., Kings Road, Swanage, Dorset.

1963 JAGUAR E-type fixed head coupé, fitted radio, small mileage. £1,695.—Emscote Motors, Ltd., Emscote Road, Warwick. Tel. 42193.

1962 E-TYPE. Fixed head, white, red interior, Motorola radio. As new, 7,600 miles. £1,475.—Hornchurch 43167.

1961 (SEPT.) JAGUAR. Open 2-seater, reg. no. E72. Radio, heater, etc. In Prussian blue with grey upholstery. £1,145.—Oakthorpe Motor Co. Ltd., North Circular Road, London, N.13. Tel.: FOX Lane 0161.

1961 JAGUAR 3.8 saloon, overdrive, radio, chrome wire wheels, metallic blue, new Avon Turbospeeds, immaculate, one owner. £1,095. Terms. Exchanges.—Ross Motors (Swindon), Ltd., 138 Victoria Road, Swindon. Tel. 4831.

1958 JAGUAR XK 140, one of the last ever built, faultless in every way, extras include Motorola, overdrive, chrome wire wheels, Xs, spots, at £295. Terms.—Caterham Car Services, Ltd., Tel.: Dial CA.4 2381.

1958 XK 150, D.H.C. Overdrive, discs, pale green, good condition. Ready, drive away.—Goring 44678.

KIEFT

KIEFT Vincent, 1,000 c.c., 12.5:1 on dope, 100 b.h.p., 5-cwt. wet. All alloy-aluminium construction. A winning sprint and hill car. Immaculate with trailer. £250.—Box 9151.

LAGONDA

1952 LAGONDA Tickford saloon. Twin o.h.c. Interior immaculate. Engine virile, clutch senile. £220 o.n.o.—Box 9155.

1951 2.5 LAGONDA R. and H. Good tyres. Excellent condition. £175 o.n.o.—236 Twickenham Road, Isleworth.

LOLA

LOLA Sports-Racing car. Silver blue/white flash with black trim. Fibreglass body. Stage 5 engine recently overhauled. This car is in showroom condition and should not be confused with the usual examples of competition cars. £795. Part exchanges must be at realistic prices to be considered.—Willoughby Garages, Nottingham Road, Ilkeston, Derbyshire. Tel.: Ilkeston 5101.

LOTUS

LOTUS XI, SERIES II, STAGE III CLIMAX

Magnesium wheels, Lotus 20 front suspensions.

So far this season six races, five places.

£500 o.n.o.

Sale due to new car.

15 Fairfax Road, Old Woking, Surrey.

Woking 4938 (6-8 p.m.)

TEAM CROSTUNE

Selling well-known Lotus 7.

One of the fastest 7s in the country. Silverstone G.P., 1 m. 56s.; Aintree Club, 1 m. 10.6 s.; Oulton, 1 m. 57.8 s.; Mallory, 58.6 s. Many awards already this season. Faultless mechanical condition. New gearbox. Many extras including full spare set wheels. £500 o.n.o.

Immaculate Lotus XI. Complete except for nose section. This car has only raced eight times and is available with or without engine.

Also many Climax, Ford, B.M.C. racing spares, manifolds, carburettors, etc., for sale.

S.a.e. for full list.

CRAWSHAW & THIRKILL LTD.,

Mirfield, Yorkshire.

Tel.: Mirfield 2253.

ELITE wanted; 1961 or 1962. Private buyer. Cash waiting. Fullest particulars and lowest price accepted to Box 9148.

ELITE, 1962. Full Special equipment (ZF box, etc.), balanced engine, Motorola radio. Never raced/pranked. Recent respray. Really good condition. £1,075 o.n.o.—53 London Road, St. Albans.

LATE 1962 Lotus Elite, midnight blue, black interior, seat belts, speedpilot, radio, ZF gearbox, oil cooler, Stage III/IV engine, red spots, long-range tank. Le Mans fitted, immaculate. Offers.—Box 9162.

LOTUS Elite, lightweight, 1,460 c.c., 31 firsts since June 1962; four National Hill-Climb class records held at present. S.S. half-mile, 23.4 secs. This car will be for disposal soon if owner moves to different car. £1,000. Will not be detuned.—Rose, 86 Kimberley Road, Solihull, Warwick.

LOTUS Nine, less engine and gearbox, de Dion, turbo drums, wire wheels, excellent condition. £175 o.n.o.—3 Welbourn Gardens, Lincoln.

LOTUS Fifteen, Series 3, less engine and gearbox, new throughout except chassis and body and minor parts, all perfect, magnesium wheels, many spares, including suspensions, brakes, diffs., etc. £650 o.n.o.—Box 9159.

LOTUS Fifteen, 1098 Climax. £475 o.n.o. Without engine/gearbox. £375. Seven considered p/c. W.H.Y.—Longley, Icknield Way House, Acre Harwell, Berks. Rowstock 311.

LOTUS 7, 100E. Full weather equipment, four-branch exhaust, two SU, close-ratio gears, alloy head and flywheel, Koni, S.A. tachometer. £275 o.n.o.—G. A. Harrison, 9 Foilet Close, Old Windsor.

LOTUS 7, Series 2, B.M.C. "A", Taurus tuned, sprayed white with special trim. Used touring only. £350.—Marsh, The Spinney, Ockham Road East Horsley, Surrey. Tel.: E.H. 2323.

LOTUS Seven, Series 1. Fully race-tuned, 100E engine, R5s, close-ratio gearbox, two axle ratios, Perfect condition throughout. £330.—Dade, Parkwood Lodge Road, Bromley, Kent. Tel.: RAVensbourne 1020, or Orpington 27030 (office).

LOTUS VI-FORD, specimen example of this famous model. £185. Terms.—Caterham Car Services, Ltd., Tel.: Dial CA.4 2381.

LOTUS SPORTS RACING. Exceptional—Lotus 1962 racing sports Super Mk. 2, finished in moonstone. Close ratio gearbox, mileage 11,300, many accessories and all extras. Full weather protection, radio, heater, etc. An absolute bargain at £615 o.n.o.—For full history contact D. Holgate, Liverpool Royal 4048. After hours Birkenhead Mountwood 1023.

LOTUS XI, Series I sports, 100E unit, Alfin drums. Det. H. fairing. £225.—Ripley 3223.

LOTUS XI, 1100 Climax 3 plus, M.G. c/r gearbox, ready to race. £450, exchange, etc.—Box 9139.

MK. 6, Red, R5s, M.G. 1500 engine, cross-flow head, 85 b.h.p., c.r. box, c/w trailer. £215.—Harper, Solihull 5955.

ROGER NATHAN RACING offer:—1962 Lotus Elite, 10,000 miles only, unraced, finished white cellulose with black interior. This vehicle has been maintained and serviced regularly by us and is in first-class order throughout. £995. H.P. and Insurance arranged.—MACaulay 2211.

SEVEN, 1960, 100E engine and c/r. gearbox, overhauled 1,500 miles, new diff., r./counter, W/r wheel. Spare, all-weather. Whole car looks and is as new. £295.—Davis, 167 Glenister Park Road, Streatham, S.W.16. POLlards 8434.

URGENTLY wanted.—Windscreens, hood, side-screens for Mark Seven.—5 Highfield Drive, Westcliff-on-Sea, Essex.

105E 7, 1961. WEATHER equipment, c./r.s. spares. Engine 5,000 miles. £410.—Whitehouse, Hill Court, Elmswell, Suffolk.

1963 LOTUS Elan, factory built, radio, heater, 1,000 miles only. Colour red.—Reliance Garage (Norwich), Ltd., Heigham Street, Norwich. Phone 28911/5.

Continued overleaf



CARS OF DISTINCTION

"E" Types

1962 "E" type, hard and soft tops, finished in opalescent bronze with beige upholstery, sand hood and black hard top, fitted with all the latest Jaguar modifications, the latest type push button and fully transistorised radio and Jaguar seat belts. 1,400 miles only. £1,665

1963 Series Jaguar "E" type Fixed Head Coupe finished in opalescent dark blue with light blue upholstery and fitted with push button radio. All of the latest Jaguar modifications. 12,200 miles only. £1,565

1962 Jaguar "E" type Fixed Head Coupe finished in opalescent silver grey with red upholstery and fitted with numerous extras including fully chromed wire wheels, push button transistor radio, reclining drivers seat. 9,500 miles only. £1,565

Daimler

1963 Daimler 2½ litre V8 Saloon finished in white with red upholstery. 4,600 miles only. £1,565

Mark X

1962 Mark X Saloon with automatic transmission, finished in opalescent silver grey with red upholstery, fitted with push button radio. 9,800 miles only. £1,795

Mark II

1963 Jaguar 3.4 Overdrive Saloon, finished in opalescent silver grey with red upholstery, fitted with push button fully transistorised radio and reclining seats. 3,700 miles only. £1,445

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 (Services) 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.

AUSTIN  AUSTIN-HEALEY

OFFICIAL STOCKISTS

PARADE MOTORS
(MITCHAM) LIMITED

NEW CARS

Austin-Healey 3000. Red, black, overdrive, wire wheels, heater, tonneau, booster, brakes. Immediate delivery.

M.G. Midget. Blue, blue upholstery, wire wheels, heater, tonneau cover. Immediate delivery.

1961 M.G. Midget. Red, red. £445

1961 M.G. Midget. Red, red. £445

1959 M.G.A 1600. Disc brakes, wire wheels, cherry red, black upholstery, luggage carrier and other extras. £455

1956 M.G.A. Red, red, wire wheels, radio and other extras. £350

1953 M.G. TD. Cream and red in superb condition. £285

1953 M.G. TD. Black, red upholstery, fitted heater and other extras, absolutely immaculate condition. £285

1962 Austin-Healey 3000 Mk. II. Low mileage, Healey blue, wire wheels, overdrive, tonneau cover, safety belts, immaculate. £825

1962 Austin-Healey Sprite. White, red. Fitted loose covers, heater, wing mirrors, etc. Not a year old, low mileage. One owner. £470

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

H.P. and Insurance effected.

After Sales Service.
All Cars Three Months' Guarantee.

66/67 Monarch Parade, Mitcham

Phone: 3392-7188

Classified Advertisements—continued

LOTUS—continued

1962 LOTUS Elite. White/black trim. Stage II Climax. Belts. Taxed. Complete engine and mechanical overhaul just completed. Everything in perfect order. Offered very cheaply at £850.—Keith Kemsley, Eden Farm, West Malling 3140.

1961 LOTUS Seven, Series II. Fully modified 100E engine, close ratio gearbox, weather equipment, complete set of four new spare wheels and tyres. Genuine mileage only 1,500. Beautifully finished in metallic maroon. £400.—A. Freeman, Ltd., Grosvenor Garage, 55 Burnage Lane, Manchester 19, Rusholme 2874.

MERCEDES-BENZ

SAVE £300. 190C, April 1963, cost £1,800. Dark grey, red upholstery, Becker radio. £1,500.—Pickett, 48 Woodhays Road, Neasden, N.W.10.

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.

TC 1949

Excellent throughout. New hood, tonneau, well shod, engine overhauled. £210 o.n.o.

CRIPPS.

Tel.: Derby 62661 (after 6 p.m.).

BLACK M.G. TC, 1947, MG7338, XPAG engine, new battery, brakes and h/lights, enthusiast maintained; £170.—Thomas, Mansion Hill, Halton, Bucks.

M.G.A MK. II, 1961. White. Soft/hard tops. £200 in extras. Carefully maintained. £545.—SLOane 7013.

M.G.A ROADSTER, 1956, heater, many extras. £255.—Tel.: Farnborough (Kent) 52080, evenings.

M.G.A 1600 DROP-HEAD sports coupé. Red with black upholstery. Immaculate. Low mileage. Many extras. No competitions. £450.—Haslemere Motor Co. Phone: Aldershot 20581.

M.G.A TWIN-CAM. Badly crashed. £120. Or will dismantle.—A. B. Price Ltd., Hardwick House, Studley, Warwickshire. Studley 521.

GOLD SEAL
CAR CO. LTD.

253 NEW CROSS ROAD, S.E.14

Telephone New Cross 7433 and 3980

South London's Leading Sports Car Specialists

£1,295 1961 'E'-type Jaguar Roadster. Bodywork in flame red with black detachable hard top. Radio, etc. A one owner low mileage example.

£1,075 1962 Lotus Elite. Stage 2 unit. Bodywork in Sebring white with red upholstery. In mint condition throughout. Very low mileage.

£645 Frazer-Nash Targa Florio. A very fine example of this most rare and sought after marque, finished in polychromatic blue. Recent engine overhaul.

£595 1963 Triumph Spitfire, finished in yellow with black interior. As new throughout.

£545 1960 Sunbeam Alpine, finished in moonstone with black interior. Fitted with radio, heater, etc. Immaculate condition throughout.

£465 1955 Jensen 541. A most original example of this 4-seater G.T. in polychromatic blue. Fitted with over-drive, heater, etc.

£395 1960 Austin-Healey Sprite. A most attractive vehicle finished in dark green with matching interior. Fitted with low boost supercharger. Immaculate throughout. Exciting performance.

£375 1957 Oct. M.G.A Roadster. A very original and genuine car, finished in black with red trim. Extras include wood rim wheel, heater, etc.

£345 1960 Lotus Seven G.T., finished in orange. This car is fitted with a fully modified Ford 105E unit. Buckler close ratio gears. One of the fastest 1172 formula cars in the country.

£245 Jowett Jupiter. Finished in pale blue with contrasting interior. Usual extras. Excellent condition throughout. This car has had over £250 spent on renovations in the last year.

£245 1954 Healey Silverstone. A much above average example, finished in cherry red with contrasting interior.

£225 1960 Fairthorpe Electron, fitted with Herald unit. Finished in white with red interior.

Also a selection of Ford Specials.

GOOD SPORTS CARS WANTED FOR CASH

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

Open weekdays 10 a.m. to 9 p.m.

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

M.G.A 1600, 1959. Red, black interior, many extras including w/w, Xs, heater, adjustable steering, woodrimmed wheel, very good condition. £465.—K. Owen, 185 Ryde Park Road, Rednal, Birmingham.

M.G. ENGINES reconditioned. First class work by skilled fitters at competitive rates. Collected and delivered by Performance Engine Services. B'ham/Spr. 6222.

M.G. MIDGET, November 1961, colour red. Car in very good condition. Heater, tonneau cover and hood, woodrim steering wheel, 23,000 miles. £470.—Gillian Lunn, 87 Church Road, Birmingham, 13.

M.G. SPARES. M.G. SPARES. M.G. SPARES. The largest stock of used M.G. spares in the country. Dismantling for spares 18/80 M, J2, PB, D, JI, F, L, KI, KN, VA, SA, TA, TB, TC, TD, including body spares, wheels and engine parts.—Please phone or call: S. H. Richardson & Sons Ltd., Brighton Road, Pease Pottage, Sussex, Crawley 24222 and Moor Lane, Staines, Middlesex, Colnbrook (Bucks) 2258.

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. LJBerty 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.: BLACKfriers 6455.

M.G. SPORTS J2. Immaculate, rebuilt as M.G. new, needs little work to finish. Lay-stall balanced engine, third bearing mod., hydraulics, new electrics, instruments, wheels, tyres, etc. Over £200 spent, any reasonable offer.—21 Kingswood Firs, Grayshott, Hindhead, Surrey. Tel.: Hindhead 1118.

M.G. TD2. Sept. 1953. Private reasons force sale of this magnificent car. Resprayed Metallichrome silver grey. Engine completely rebuilt. Details available. New clutch, gearbox overhauled, brakes renewed. Weather equipment as new. Michelin X, radio, heater, three spots, reverse light. Underscaled. Full tonneau (new). Inspection welcomed. Best offer accepted.—GULiver 4051.

M.G. TWIN-CAM. Webers, close-ratios, fully balanced by Brabham, oil cooler, big rev. counter, racing seat, two spare wheels, RSs and Michelin Xs, heater, etc. This very fast car in perfect condition is offered at £465. H.P. or part-exchange considered.—Phone: Tunbridge Wells 21000.

SEPT. 1957, M.G. Magnette ZB. £380 o.n.o.—Warran, 130 Westwood Avenue, Brentwood, Essex. Tel.: Brentwood 1460.

TD 1953. RED. Excellent. H.P. arranged. £255 o.n.o.—Hereford 5751.

TWIN-CAM. Ash green/grey trim. Tonneau, heater, etc. Late specification balanced engine, no oil, £385. Also 4.875 differential unit complete, as new, £20. Offers for either considered, as must clear urgently.—Phone ADVance 3984, any time.

TWO 1954 TFs, completely overhauled throughout and resprayed as new. New hoods and sidescreens. Green and red.—Thornton Delph 432, office hours; Huddersfield 5164, evenings.

1959 M.G.A coupé. White. Stage 3A modified engine with fan, comp. brakes, clutch and suspension, safety straps, lights, luggage rack. Many other extras. Fast. £485.—N. Phillips, 76 Oakley Road Caversham, Reading.

1952 M.G. TD, heater, radio, spot and reversing lights. Michelin X original tyres, original paintwork, engine rebuilt. Perfect condition. £225 cash.—Ring Aldershot 20817.

1932 MAGNA, M.o.T., £80 spent, resprayed, new hood, four new tyres, many spares, engine, gearbox, etc. £125 or exchange, cash adjustment either way.—Hewitt, 4 Hyde Road, Eastbourne. Phone 360.

MINI CARS

DIRT-CHEAP Mini required for playing with. Any condition accepted. Regret H.P. £25 down, £3 per week.—Halsall, "Rovire," Potters Lane, Send, Surrey.

FASTEST Mini van? 0-60 14 secs. Regd. Nov. 1960, 102 m.p.h. according to police! Baulk ring gearbox, competition clutch and brakes, lowered suspension, towing bar. Never bent. Good condition. Offers.—Ridout, 64 Rosemary Hill Road, Streely. Staffs. Streely 2283.

1962 MORRIS Mini. Downton full road conversion, head overhauled by London agents 200 miles ago. New starter motor, dynamo, tyres, brake shoes since April. Very clean. Owner succumbed to "S". Good home wanted. Almond green. £395.—Ring VICTORIA 4566 (6 p.m.-8 p.m.) from 1st September.

1961 AUSTIN MINI. Excellent cond. Stage II mods., very smooth motor, 30,000 miles. £350.—Phone: W. Rennie-Roberts, Colchester 6180.

1960 MORRIS, good condition, engine and brake mods, s/belts, covers, heater, underseal, X tyres, black and white. £310 o.n.o.—Crewe 4149.

MORGAN

HUNTS (BIRMINGHAM) LTD. (Est. 1919)

Shadwell Street, St. Chads,
Birmingham, 5.

Tel.: CENTral 9101/2/3.

Morgan Plus 4 four-seater coupé, originally registered 1955. This vehicle is a works prototype and in absolutely first class condition throughout. Fitted with Kieft tuned Triumph 2.2 fully modified unit, oil cooler, oversized brakes, new clutch, completely retrimmed and fitted new hood. This vehicle was completely overhauled some six months ago at a cost of over £500. Exceptionally fast motor car and believed to be one of only two in existence. Super value at £335.

Terms. Exchanges.

For demonstration and further information please contact:

HUNTS (BIRMINGHAM), LTD.,

Shadwell Street,
St. Chads, Birmingham 5.

MORGAN PLUS FOUR, 1962 (July). 2 seater, 11,000 miles, as new, engine and bodywise. Owner driven and works maintained. Many extras. Exchange for Mini Cooper plus cash or £700.—Box 9145.

MORGAN 4/4. Nov. 1957. 100E Elva conversion, stage III. Scintilla, oil cooler, alloy flywheel. Buckler gears; engine, brakes, front suspension reconditioned. Heater, tonneau, grid, immaculate. No competitions. £310 o.n.o.—Bolton, 1 Warren Cottages, Southfleet, Kent. Southfleet 592.

1947 MORGAN 4/4, standard engine overhauled 3,000 miles ago. £140.—Esher 3739.

£200 (1954) PLUS FOUR. White, black cockpit. Vivid performance. Excellent.—65 Longfield Road, Ash, Surrey.

MOTOR CARAVANS

WANTED all makes. Cash, generous exchange, or sold on owner's behalf. Want motor caravans—will travel.—Tarrant & Frazer, 70, Chalk Farm Road, N.W.1. GULiver 0224 (Freelance/Trade invited to introduce, sell, s.o.r., buy).

PEERLESS

LIMITED number of new Peerless cars for sale, completed or in kit form.—Enquiries to: LawrenceTune Engines, Ltd., 69A Avenue Road, W.3. Telephone: ACorn 0129.

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

PORSCHÉ

PORSCHÉ 356B Super 90, 1961 model. Serviced from new only by A.F.N. Ltd. and enthusiastically maintained and driven by one non-competitive owner. £1,265.—Box 9156.

1960 PORSCHÉ F/H. coupé 356B Super, immaculate in silver, fast, economical transport for only £945. Terms.—Caterham Car Services, Ltd., Tel.: Dial CA.4 2381.

RACING CARS

IAN RABY (RACING), LTD.,

FOR ALL RACING AND SPORTS CARS

Exporting, Exchanges and H.P. arranged.

c/o EMPIRE CARS, LTD.,

85 Preston Road, Brighton 681713.

ALEXIS F.J. 1961-62. Ex-team car. Cosworth Ford 1,100 c.c. Further mods. by Arden. Very fast. Engine completely overhauled. £650 o.n.o.—D. A. Hammond, 6 Queens Parade, Grimsby. Tel.: 57160 (evenings).

EX DEREK BENNETT Formula Junior. Very potent, in perfect race trim with trailer. Ideal sprints, hill climbs or club racing. Would split to form Formula III. Must be sold. Reasonable offers.—Pyramid 2422 (Manchester).

HILL-CLIMB, Sprint Special, suitable Formula Junior, rear-engined. Trailer. £250.—PALmers Green 6607.

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

HISTORIC 1933 Riley M.P.H. in superb condition, 2-litre shell-bearing engine, six Amals, balanced, etc., close-ratio E.R.A. gearbox, 15 ins. hydraulic brakes. Ideal for Vintage racing. Any offers. Receiving message loud and clear.—The Lotus is running well—Riley now redundant.—Mark Rigg, Rubery (Birmingham) 3168.

SEBRING SPRITE. 1961 team car, lightweight S.G.T. body, F.J. motor, racing specification, £550. H.P., part exchange.—Redhill (Sy) 2530.

SPORTS/RACING car, i.f.r.s. Mafi wheels, new D9s, trailer. Many spares inc. tyres. Requires "sorting out" after rebuild, hence realistic price of £325.—Tel.: Crawley 20893.

THE successful 1962 Anglo-American Equipe Formula 1 Cooper-Climax fitted with 1½-litre engine and special ex-Brabham five-speed gearbox. This car was the most successful non-works entry in Grand Prix races during 1962. Any car considered in part exchange.—Tel.: RIVerside 5689/9449.

RENAULT

GORDON KING MOTORS, LTD.

The Main Renault Distributors

1961 Gordini, sunroof, safety belts, one owner £410
1961 Dauphine, Marlin blue, one owner ... £355
1960 Gordini, one owner, choice from ... £325
1960 Dauphine, one owner, Marlin blue, choice from ... £295
1959 Dauphine, blue, one owner ... £250

GORDON KING MOTORS, LTD.

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

ROLLS-ROYCE

ROLLS-ROYCE 1935 Saloon, 20-25 h.p. Body by James Young, still in sound condition. Conversion and tuning by Derrington. Regularly serviced. History available. First offer over £400.—Tel.: MAYfair 4300 (day) or ELMbridge 4236 (evening).

SPECIALS

FORD Special. Streamlined fibreglass body, detachable hard top, screens, tonneau cover, bucket seats. Stiffened chassis, 4.9 axle, good tyres. M.O.T. certified. £130.—46 Roseacre Lane, Bearsted, Kent.

MORRIS 8 special, £90. Attractive aluminium body on tubular steel frame. Four-speed gearbox, modified engine, photo available. Can be seen London.—Carter, Coton Priory, Market Bosworth, Nuneaton.

WICKEN Sportsmobile Special 2-seater, Ford 100E engine, 4-wheel independent suspension, under 10,000 miles. This car will be sold for the highest offer made by 31.8.63.—George Wicken, Riverview Garage, Gravesend 5026.

SPORTS CARS

HOT HERALD powered Morris 8 sports, 1937, 40 m.p.g., 70 m.p.h. in third. Fabulous performance, rebuild cost £350. View London. £130.—Pennygate, Earls Barton, Northampton.

JUNE 1960 LOTUS 7. Blue, Sprite engine, gearbox and transmission, fitted hood, exceptional condition. £360. Terms arranged.—Jim Alves Ltd., 97 High Street, Street, Somerset. Street 355-6.



Centre

'E' TYPE SPECIALISTS

1962 Jaguar 3.8 Saloon, Overdrive, silver wire wheels, high ratio steering, other extras. £1,265

1961 Jaguar 3.4 Automatic Saloon cream, radio, power steering, wire wheels, reclining seats, Powr-Lok diff., other extras. £1,095

1961 Jaguar 3.8 Saloon, Overdrive, dark blue, radio, reclining seats. £1,065

1959 Jaguar 2.4 Overdrive, B.R.G., radio, many other extras, low mileage. £625

1960 Jaguar Mk. IX Automatic saloon, dark blue, radio, low mileage. £550

Delivery: Anywhere—Any time.

Telephone: Crawley 25533.

FIELDS OF CRAWLEY

High Street, Crawley, Sussex

SERIES III SINGER GAZELLE.

Every extra available. Push-button radio, engine modifications, anti-roll bar, etc., immaculate condition. £425.

Mk. I SPRITE.

Engine up to Sebring specifications.

Mk. II gearbox. £345.

Choice of two Sprites for £285.

NEW VEHICLES

Austin Mini-Cooper 'S', red/black.

Austin Mini-Cooper, red/black.

Austin-Healey Sprite 1100, wire wheels, etc., blue.

Sprite bonnet for sale, £4.

Modified Sprite bonnet (aluminium), £3.

DELTA GARAGES LTD.,

31 Hockliffe Street, Leighton Buzzard, Beds.

Tel.: Leighton Buzzard 3155.

SUNBEAM

ALPINE, Mk. 2, 1961. Blue. Overdrive, heater, A/s/washers, racing mirror, wheel trims, 1/rack. Immaculate. £565.—BECKenham 5135.

ALPINE Series 2, July '61, heater, radio, twin spots and wing mirrors, reversing light, soft top, tonneau, 20,000 miles, immac. cond., £580.—KILburn 1448 after 7.

E.P.I. CARS offer 1954 SUNBEAM Alpine. This car has been fitted with new engine, tyres, weather equipment and carpeting within the last 12 months and has many extras. Possibly the best example of the marque. £265.—Eastern Street, St. Leonards, Sussex. Tel.: Hastings 28619.

1962 ALPINE, 21,000, hard/soft tops, o/drive, radio, heater, all extras, perfect condition, £720.—6 Kennersdale, North Shields, Northumberland. Phone: 72596.

TRAILERS

NEW FAST-TOW TRAILERS to carry Minis, Cortinas, Spridgets, Juniors, Abarts, etc., etc. £64 ex-works, including adjustable independent rubber torsion suspension, 2-in. coupling hitch, brakes, wheels, mudguards (tyres extra).—John Reid & Sons Ltd., Mill Road, Christchurch, Hants. Tel. 3.

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

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

TRIALS CARS

CANNON. Latest type ready for season. Beautiful condition. Regretfully offered at £185. Bargain. Also Parker Trailer if required.—Walker, Faughhill, Melrose Street, Boswells 3258.

TRIUMPH

S.A.H. ACCESSORIES, LTD.,

TRIUMPH 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.

Immediate delivery offered on most Triumph models, either modified or standard, including the Spitfire "4", Vitesses, Herald 12/50 and TR4, also the Bond Equipment.

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

LEIGHTON BUZZARD (BEDS) 3022 and 2556.

SAAB and Bond Equipe Main Distributors. Standard Triumph Dealers.

EX. D303

Goodwood 1. 48. M. Green.

Road Tested by P. McNally.

0-60 6 secs. 0-80 12 secs. 0-100 22 secs.

AUGUST '59 TR3A, Powder Blue/Black trim. This car has a complete LawrenceTune racing unit, and since preparation has only done 8,000 miles. Extras include:—Hard top, overdrive, 60-spoke w/ws, Bendix fuel pump, brand new SUs, Konis, oil cooler, Dunlop Racing tyres, high speed wipers, etc., etc. In the last six months over £350 has been spent on this car, and if you want the fastest TR3 in the country this is it.

£595. Just re-sprayed.

WARGRAVE MOTORS LTD.,

WARGRAVE, BERKS.

Tel.: Wargrave 206.



(SPORTS CAR SPECIALISTS) LTD.

AUSTIN-HEALEY SPRITE Mk. II, 1963. Immaculate in Italian red, only 2,000 miles from new, 1100 unit, disc brakes, etc. £545

HERALD CLIMAX, 1961. Spotless in black and white, disc brakes, seat belts, etc., only £525

M.G.A 1600, 1959/61. Four very desirable cars, all well appointed with extras, from £515

AUSTIN-HEALEY 100/6, 1957/58. A choice of two outstanding cars, both with many extras, from £395

DAIMLER SP250. This 1960 car is finished in red/silver with tan interior, hard top, heater, discs, etc. £735

AUSTIN-HEALEY SPRITE, 1958/61. Choice of eight hand-picked cars, all with various extras, from £345

LOTUS SUPER 7. Choice of four cars with Cosworth or B.M.C. units and other special extras, from £475

M.G.A 1500, 1957/58. Two specimen examples of this popular marque, both fully equipped, from £415

MORGAN 4/4. A well-cared-for example of this unique car fitted 100E unit with Elva O.H.I.V. conversion, heater and other extras. £265

M.G. T.D., 1952. A very good example in red, exceptional value at £190

TRIUMPH TR3A, 1960. An excellent example in primrose yellow with red trim, various extras. £595

ELVA COURIER, 1962. Unmarked in flame red with black trim, as new, with many extras. £625

LOTUS 7. A superb example in tartan red, fitted tonneau, 109E unit, spot light, etc. £415

AUSTIN-HEALEY 3000 Mk. II. Choice of three superb cars, all with vast array of extras, from £695

AUSTIN-HEALEY 100/4. Outstanding example fitted wire wheels, radio, heater, O/D, hard and soft tops, only £285

XK150 F/H/C. Cotswold blue with grey trim, fitted O/D, radio, heater, wire wheels, etc. £585

T.V.R. Mk. II, 1960. Unmarked tartan red, equipped with M.G.A unit, wire wheels and heater. £485

M.G. T.D. A specimen example finished in red with recond. unit, spot and rev. light, only £295

TEL.: CHI 7871-2-3

HIGH RD·CHISWICK·W.4.

THE CHEQUERED FLAG

(MIDLANDS) LTD.

AUSTIN-HEALEY SPRITE, 1961, Mk. II. Finished in Olde English white with red trim, many extras. £445

M.G.A 1600. Finished in cirrus white with contrasting black trim, various fitted extras. £525

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

M.G.A Mk. II. Very distinctive in Italian red and fitted heater, spot light, luggage rack, one owner. £625

TRIUMPH TR3A. A most striking car in white and black, comprehensively equipped with every extra. £545

SPRITE. Choice of two well-maintained cars in leaf green or white, equipped with heater, tonneau, etc., or Shorrock supercharger, heater, tonneau. £345

M.G. 1600 Roadster. A well-cared-for, one-owner car, in red, with many extras. £525

SUNBEAM ALPINE. A carefully used example in thistle grey, fitted overdrive, heater, tonneau, etc. £525

LOTUS ELITE. Very attractive, cirrus white and maroon, a most carefully used car at £775

M.G. T.D., 1953. A superb specimen of this popular car, recond. engine, new weather equipment. £325

M.G. Twin Cam, opalescent blue in outstanding condition, radio, heater, recond. unit (4,000 miles), only £545

FAIRTHORPE ELECTRON, 1958. A delightful car to own and drive, many extras, only £175

AUSTIN-HEALEY SPRITE Mk. II. Very pretty in red, with white hard top. Other extras include radio, heater, soft top. £495

M.G.A F/H/C. A most attractive car in surf white, well maintained and fitted with various extras. £445

T.V.R. Mk. I. Finished in red and equipped with M.G.A 1600 unit, crossflow head, seat belts, etc. £395

TEL.: 89282/3

ARKWRIGHT ST·NOTTINGHAM

Continued overleaf

Classified Advertisements—continued

TRIUMPH—continued

BANK MANAGER frantic, for quick sale of my Triumph roadster 2,000. Recon. engine, etc. Try any offers.—Tel.: Pyramid 1213 (Manchester).

SPITFIRE, 1963. Red. Heater, tonneau. Immaculate. £585.—96 Poulton Road, Carleton, Blackpool. Tel.: Poulton-le-Fylde 2786.

TRIUMPH VITESSE saloon, black with white, discs front, heater, radio, upholstery covers. Bought July 1962. Indistinguishable from new. £700.—Forsyth, 11 Surrenden Crescent, Brighton. Phone: Brighton 51444.

TR4 REG. OCT. 1962. Red/black, Konis, anti-roll bar, oil cooler, overdrive, four branch manifold. Excellently improved and maintained engine. £875 o.n.o.—Michael Campbell, Cotterell House, Shere. Tel.: 232.

TR3. Hard top, heater, tonneau, washers, occasional rear seats, etc., engine just rebuilt, excellent condition, nearest £350.—Dickens, 288 Ansty Road, Coventry.

TR3 1955 (November). One owner. White, blue interior, usual extras. Maintained regardless of cost. New Cinturas. £325 o.n.o.—Ashby, Dean Court, Brookland, Romney Marsh, Kent. Brookland 251.

TR3A. JAN. '61, red, 19,000, Xs, heater, twin spots. One careful owner, mint. Must sell, going abroad. Offers.—Southport 68262 evenings.

DOVE'S

STANDARD TRIUMPH

OF WIMBLEDON

LIBerty 3456-8

THE FIRST OFFICIAL
TR Centre

SPECIAL OFFER

TR4. Red with white hard top, overdrive, wire wheels, heater, white wall tyres. This car is as new having covered only 20 (twenty) miles. Cost new nearly £1,100. Now offered at £925. This represents a very rare opportunity. Usual part exchange, etc.

1962 TR4. Blue with dark blue trim. A magnificent car, without a blemish. Radiomobile, heater, tonneau cover, Goodyear tyres. One owner since new. £795

1960 TR3A. White with blue trim. Fitted with white hard top, overdrive, heater, occasional seat, almost new set of tyres. £595

1959 TR3A. Finished in blue with upholstery to match. A host of extras including tonneau cover, luggage rack, heater, extra mirrors, screen washers, fog and reverse lights. £475

1958 TR3A. This is a real beauty finished in red with white hard top, overdrive, heater, occasional seat, luggage rack, very good Michelin X tyres, beige leather. Excellent. £445

1958 TR3A. In B.R.G. with red trim. Beige hood and screens. Fitted with overdrive, extra mirrors, Michelin X tyres. Another very well kept car. £450

IMPORTANT NOTICE. IT SEEMS A LOT OF PEOPLE ARE UNAWARE OF THE FACT THAT WE ALSO SELL ALMOST ANY MAKE OF CAR APART FROM TRIUMPH. WE ARE THE BEST PEOPLE TO TAKE YOUR TR IN PART EXCHANGE, OR TO BUY FOR CASH. EXCHANGE ALLOWANCE OR CASH PURCHASE PRICE WILL BE GIVEN ON REQUEST.

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)

TR3A (1961), 13,000. Showroom condition. Fitted overdrive, heater, RS5s, r/seat, tonneau, underscaled, w/washers. £645, will haggle.—WALLINGTON 8783 (Sunday only), or Box 9146.

TR3A 1959, B.R.G. Overdrive, heater, show-room condition. £495. Terms. TR3A spares for sale.—431 Upminster Road, Rainham 2136, Essex.

TR3A 1959. Red, occasional seat, tonneau cover, heater, electric washers, Michelin Xs, polished head. Very fast car. £420. Hard top available.—Birch Bank, Gawsorth Road, Macclesfield 5645.

1961 TRIUMPH TR3A. White/black hard top, 30,000 miles. Outstanding condition. Bargain. £525.—John Finch, Durrant Road Motor Sales, Chesterfield. Phone: 75518 or 75685.

1958 TR3A. Red. Hard top, TR4 g/box. Excellent. H.P. arranged. £395.—Solihull 5955.

1957 TR3. Green. Immaculate. Overdrive, discs, anti-roll bar, 4.1 axle, harness. Alfin rear drums, Xs, new radio, heater, tonneau, washers, laminated screen. £410.—Bell, Jordan House, Wood Lane, Bramdean, Hants. Bramdean 304.

£425 TURNER 950. April 1962. Red. Tonneau, heater, washers, disc brakes, 13 ins. w/wheels, Kenlowe fan, Pirellis, rev. counter. Immaculate condition, 13,200 miles. No competitions. One owner.—Stokoe, 25 Harrop Road, Hale, Cheshire. Tel.: 061Rin3658.

WANTED—Crashed or written-off TR3-3A. Collected anywhere. Also five wire wheels and hubs.—121 Dartmouth Road, Paignton.

WANTED TR3A with hardtop, etc. £450. Cash or exchange 1962 Mini Cooper.—(Hove) 39387.

TURNER

"TATTY"

1,098 c.c. Turner-Climax.

Holds five official lap records.

For sale exactly as raced. Also VW Transporter.

Warwick Banks,

c/o B.E.A.S., Oxford Airport.

TURNER-CLIMAX Stage II 1100. Just recon. new c./r. gearbox, wire wheels, discs, h./s. tops. Immaculate condition. For quick sale £400 or offers. Due to another car.—Phone: Worcester 23010 (evening) or Hallow 344 (day).

TURNER Mk. II, 1962, 105E. Red with black. Special seats, Perspex side-screens, tonneau, wood-rim, rev. counter, screenwashers, heater. Excellent. Going abroad. Hazele from £500.—O'Neill, 22 Elmerove Road, Bristol 6.

1958 TURNER 950. Heater, washers, tonneau. V.g.c. £275.—Write: Boyce, 12 Chandos Road, North Harrow.

T.V.R.

WOODBOURNE GARAGE

are pleased to announce their appointment as

Agents for T.V.R.

Service and Maintenance.

Woodbourne Avenue, Brighton.

Phone 55694.

T.V.R. GRANTURA Mk. 2, 1961, 16,000 miles. Finished in tartan red with black top, red leather interior. M.G.A. 1,600 c.c. unit, H.R.G. cross-flow head, 10:1 compression ratio, competition clutch, c./r. gears, i.f.s., i.r.s., disc brakes, adjustable Konis, electric fan, Peco silencer system, wood-rimmed wheel, etc. £1,300 worth of machinery for £575.—Mr. Wright, Car Sales Liverpool, West Derby Road, Liverpool 6. Phone: Anfield 6506.

WHITE 1962 T.V.R.-Climax 1,220 c.c., only 19,000 miles, one owner, has never been raced. Close ratio gearbox, radio, wire wheels, real leather, factory built. £650.—Chancery 3741 or Box 9141.

VINTAGE CARS

MORRIS COWLEY Tourer, 1928. No reasonable offer refused. V.g.c. S.a.e. please.—A. Bailey, 20 Sandleaze Worton, Devizes, Wilts.

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.

**"TRANSFIRE"
AT LAST!!**

A Transistor Ignition System designed for your car.

- Hotter spark at higher rpm
- Easier starting in any weather
- Longer point and spark plug life
- Increased horsepower and/or fuel economy

"Made in USA"

Shipped directly to you from USA

H. MORGAN, Wiesbaden, Germany

POSTFACH 16009

DISTRIBUTORS WANTED IN THE U.K.

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

FIBRE-GLASS repair specialists, alterations, rebuilds, mechanical.—Ravensbourne 8301, Shortlands, Bromley, Kent.

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

SPECIALIST Body Design. May we quote for designing a new body for your car or design a car to your specifications? Write—"Scorpio", 89 Chertsey Road, Woking.

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.

CARBURETTORS

TWIN 1½ SUs. Alexander conversion for Ford 105E. As new, £20. Also Cibic fog and spot. £3.—Box 9161.

T.V.R.

With the introduction of the new TVR Mk. III 1800, a new Sales Organisation has been formed aimed at achieving closer contact between Purchaser and Factory. James Boothby has been appointed Sales & Distribution Manager and, until London Premises are available, any Private or Trade enquirers who wish to inspect and sample the new Mk. III 1800, which offers an unparalleled standard of Speed, Smoothness, Silence and Safety, can reach him at 68, Friar's Oak Road, Hassocks, Sussex, to arrange for a full Demonstration any time, anywhere.

**Prices from £1054.20
(Inc. P.T.)**

GRANTURA ENGINEERING LTD.

LAYTON, BLACKPOOL, LANCASHIRE

Blackpool 33241/2

SU Exchange units, spares, pumps. (Full discounts to trade.) Tuning, conversions. Official SU service agents.—W. H. Cocks and Sons, Station Garage, S. Ealing Road, W.5. Phone: Ealing 0535.

CAR SEATS

MICROCELL SEATS. Main distributors, Motor-tune, Ltd., 6 Adam & Eve Mews, Kensington High Street, W.8. Western 1166.

CONVERSION SPECIALISTS

ALEXANDER & MANGOLETI.—6 Adam & Eve Mews, Kensington High Street, W.8. Western 1166.

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.

AGENTS for Mangoletti conversions.—W. J. Coe, Ltd., 15 Crown Street, Ipswich 52167.

ARDEN for light alloy inlet manifolds, 5 gns. SU, Weber and Solex twin choke. S/D and D/D for Mini, Mini-Cooper, Morris 1100. All "A" series B.M.C. special tuned length exhaust manifolds for above, £12. Or easy flow three-branch type, £8.—Arden Conversions, Tanworth-in-Arden, Solihull, Warks. 3d. stamp for list. Wythall 3368.

ENGINEERING SERVICES

ALLOY WELDING. Specialized repairs to Blocks, Heads, Crankcases, Camshafts and Rockers, Hardfaced. Alloy tanks made to order.—Lisclott 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).

COMPREHENSIVE Engineering Service available for complete engine overhaul, race preparation, electronic tuning and general servicing of specialised sports and G.T. cars.—The Chequered Flag, EDGware 6171.

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

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

ENGINES

F.W.E. 1220 Climax. One of five assembled at works especially for racing. Raced only three times and has done 7,000 miles only. Selling complete with M.G.A. close-ratio gearbox. £199.—P. Levy, Merrieweathers, Mayfield 2177.

JAGUAR, S head with or without valves and camshafts required.—Bayswater 3883.

MORRIS Mini engine, excellent condition, extensive modifications—no regard for cost—capable of 100 m.p.h. Complete engine, gearbox, transmission, extractor exhaust manifold, special rev. counter drive and complete cable and rev. clock. £120. If necessary, allowance for old unit in exchange.—G. & K. Barnes, Ltd. Phone: Bradenstoke 331.

NEW 100E engine, fully tuned, cost £180 including Weber carburettors and four branch manifold. Unused, offers.—103 Wakeley Hill, Wolverhampton. Phone: 35185.

MARPLES MUST GO TO SILVERSTONE

IF HE WANTS TO SEE
THE BEST RACING ON
14th SEPTEMBER

First of Eleven Races at 1.30 p.m.

ADMISSION FREE CAR PARK 10/-

PETERBOROUGH MOTOR CLUB

PERFORMANCE, Vintage, Production engines reconditioned. First class work by skilled fitters at competitive rates. Collected and delivered by Performance Engine Services. B'ham/Spr. 6222.

WANTED. Climax F.W.E./A., good condition and complete, to suit Spridget gearbox, or with M.G.A. gearbox.—Laughton, Kings Coughton, Alcester, Warwickshire.

WANTED.—500 Cooper car, J.A.P. engine. Motor complete or incomplete.—Sperry, c/o Warnell Motors, 48 Chingford Mount Road, Chingford, E.4. LARKswood 7330.

GEARBOXES

BUCKLER CLOSE RATIO GEARS to suit all Ford engines up to 1,500 c.c. Ratios for road or circuit, used by the most successful cars, E93A and 100E, £13 15s.; 105E, Classic, Cortina and 116E, £35; post paid.—Buckler Engineering Ltd., Heath Hill Road, Crowthorne, Berks. Tel.: 2231.

ENTHUSIASTS!

Change up cheaply!

As new, factory mileage, Classic, Capri, Cortina gearboxes at only

£20

Limited offer.

Box 9147 Autosport.

LOTUS five-speed gearbox. New crown wheel and pinion. Ten pairs gear ratios. Two pairs low second-gear ratios.—Phone: West Calder 436.

VOLKSWAGEN 4.4 top flange drives, synchro, perfect, £70. Ford/Porsche flywheel with Porsche clutch, new, suit above. £17. Surplus speed equipment wanted.—Kaysport, 10 Green Lanes, N.13. BOWes Park 5871.

WANTED urgently, complete gearbox or crown-wheel and pinion for 1958 F2 Lotus (front engine model). Any reasonable price paid or reward for locating same.—Burke, Burnley 3420 (day), 6766 (evening).

HARD TOPS

HARD TOPS BY PERKS & DOLMAN.

Models available from £27 15s.

Austin-Healey Mk. 1 and 2; M.G. Midget; M.G.A.; Turner Mk. 2; TR2, 3 and 3A; Sunbeam Alpine; Elva Courier Mk. 3.

And introducing Triumph Spitfire.

1A Barker Street, Oldbury, Wores.

Telephone: Broadwell 3196.

INSURANCE

CITY ASSURANCE CONSULTANTS LTD.

Specialist Insurance of

SPORTS CARS, SPECIALS,
RACING DRIVERS.

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

CITY 2651/2/3.

MISCELLANEOUS

M.G.B., TR4, Sprite and Cortina bodysells; Alpine hard top, Jaguar Mk. II and TR2 front suspensions, 1½ in. SUs, etc. Callers after 6.30 p.m.—Campbell, Grove Farm, High Road, Chadwell Heath, Ilford, Essex.

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

NOTICES

MOTOR RACING REGISTER, 1963, by post 13s. 9d.—25 Hans Place, S.W.1.

OIL COOLERS

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: Gallay Ltd., 103-109 Scrubs Lane, London, N.W.10. Tel.: LADbroke 3644.

Continued overleaf

ANTHONY CROOK

THE QUALITY CAR DISTRIBUTORS
OFFER

NEW CARS (Immediate from stock)

BRISTOL 407, silver/Cambridge (Kensington)
BRISTOL 407, silver/dark grey (Hersham)
ALFA ROMEO 2.6 4-seater coupe, white
ALFA ROMEO GIULIETTA 4-door saloon, blue
ABARTH 1000TC 4-seater, light grey
FIAT 500D, sunroof, red
FIAT 600D, blue (Kensington)
FIAT 600D, grey
FIAT 1100D, dark blue
FIAT 1500 saloon, blue
FIAT 1500 saloon, ivory
FIAT 2300 saloon, red
FIAT 1100, family, blue
FIAT 1500 station wagon, grey
FIAT 2300S, G.T.
FIAT NIOTTI, coachwork on 600D, brown
(Remainder of FIAT range, early delivery)

USED CARS (as at 27th August)

BRISTOL 407 , silver, £1,000 under list price	£3,300
BRISTOL 407 Zagato G.T. , over 140 m.p.h. (1,000 miles only)	£3,600
BRISTOL 406 , red, one owner (Kensington)	£1,750
BRISTOL 406 , Cambridge, grey (Hersham)	£1,975
BRISTOL 406 , Grey, one owner (Hersham)	£1,695
BRISTOL 405 , one of the last made (Kensington)	£1,195
BRISTOL 405 , blue £940. Red £825	
BRISTOL 403 , fitted with one of Anthony Crook's Cooper Bristol 140 b.h.p. engines, disc brakes, 120 m.p.h., recellulosed	£725
BRISTOL 403 , 1954, one of the last made	£495
BRISTOL 401s from £285. 400s from £145	
FIAT ABARTH . As road tested in <i>Motor</i> , 1958 (copy on request), 80 m.p.h.	£345
SUNBEAM ALPINE , 1961, overdrive, wire wheels	£545
FIAT 1100 Speciale , 1,500 miles, grey (Kensington)	
FIAT 1500 , 1963, red, radio	£845
FIAT 1100 , 1960. Excellent, duo-cream	£385

Cars are at Hersham unless otherwise stated.

The Roundabout, Hersham
Walton-on-Thames 28822 (12 lines)

Eastbury Court
368/370 High Street, Kensington (Nr. Olympia)
Western 6021/2/3.

Classified Advertisements—continued

PERSONAL

GRANT'S ENTERPRISES.

To all drivers—**race minded**; new type racing, being promoted for the first time ever. Drivers wanted to participate in approximately three meetings weekly, guaranteed £20 per meeting, plus points bonus. Possible world tour imminent.

Good living for adventurous types
—risks definitely inevitable.

GRANT'S ENTERPRISES.

39 Elmshott Lane, Cippenham, Bucks.
Phone: Burnham 2222.

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. Pulteney Street, W.I. 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

KONI SHOCK ABSORBERS are available for practically every car and commercial made. Obtainable from your usual garage or J. W. E. Banks & Sons Ltd. (Dept. 14), Crowland, Nr. Peterborough, Northants. Phone: Crowland 316/7/8.

SPARES & ACCESSORIES

BENTLEY 4½-litre Spares. Complete front and rear axles (each including brake drums); gearbox. One pair P.100 headlamps, reconditioned and indistinguishable from new.—Box 9153.

C/ FLOW Rad., £4. 0-9,000 Tachometer drive and rt-angle gearbox, Ford 105E, £10. Two new Renner racing tyres, 500 x 15 and tubes, £9. VW crash gearbox, modified F.J., £40. Pair 38DCO3 on manifold, Ford 105E, £30.—Ring Gt. Chesterford (Essex) 369, evenings.

B.M.C. "A". Set F.J. valves (unused); Stage III Alexander head, Yimkin Sports head, Healey sports camshaft, twin 1½ in. SUs, Aquaplane manifold. Offers.—Box 9152.

FORD 105E, two DCO40 on manifold, £30. G.N. four-branch exhaust, £8. Cosworth Stage III head, £25. Cosworth A2 camshaft, £10. Pair super speed manifold, £5.—Ring HAD 1361, Barnet.

LOTUS F2 gearbox (front engine). Complete Lotus C.W.P. Spare ratios, ZF diff., £25 or offers. Two-litre Alta block insert and crank, £10. Bomb hoist 4,000 lb., £5. 42DCO Webers and manifold for F.P.F. Climax.—Mark Rigg, Rubery (Birmingham) 3168.

MINI Engine/Transmission Unit. £60. Sprite hood, new, £6. Special space frame and body, Ford 10 engine and gearbox. £45.—Tel.: VIC 1361 (Birmingham).

NEW, unused Mini-Cooper rear subframe, complete with suspension, hubs, springs, shockers, hydraulics, brake cables, etc., £22. TR2/3 bonnet in B.R.G., complete with clips and hinges, £6 10s.—Contact Butterfield Engineering Co., Hoddesdon 2109.

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

SET of M.G.A. close ratio gears, £12. M.G.A. oil cooler, £8. M.G.A. wood rim steering wheel, £4.—P. Levy, Merrieweathers, Mayfield 2177.

SPARES available Bugatti, Ferrari, Aston Martin, Riley, Jaguar. S.a.e. for list.—Entwistle, Barton Road, Hoylake. Hoylake 5323.

SPEEDWELL Sprite engine, complete with accessories, £50. Sprite gearbox, Lotus close ratio gears, £35. Stage IV Climax head, complete, £50. Midget gearbox, £25. Climax 1220 block, £40. Reground Climax crank, bearings, £30. M.G.A. Elite gearbox, £20. ZF gearbox, damaged, £30. Elite Diffs, 4.5, 4.2, 3.7, £10 each. Elite calipers, cast, £6 pair; alloy, £17 10s. pair. Elite bonnet bumpers, grille, etc., all perfect.—Box 9160.

TWIN-CHOKE Solex Carbs. (New, fit Porsche). £12. Tachometer (4-cylinder) new. £5.—Goodwin, TRE 8484.

1220 CLIMAX, 38/Webers, offers. Wanted—Elite wheels, Mini-Cooper camshaft.—Tel.: Rochdale 49915 day, 49564 evening.

STEERING WHEELS

BEFORE you buy a woodrim wheel why not visit The Steering Wheel Centre and see our selection. We specialize in quality, formula wheels, accessories, tuning equipment. Open until 7.00 weekdays, also Sunday mornings. Write for price list.—The Steering Wheel Centre, Dept. A.L., 28 Silverthorne Road, S.W.8. MACaulay 8569.

SUPERCHARGERS

SHORROCK C142B, perfect. £35.—Kaysport (see Gearboxes).

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

SHORROCK, suitable B.M.C. Series "A" or "B"; 15,000 miles. Excellent condition. Fitting instructions. Greatly increased performance. £35.—Desoutter, Bullen Farm, Hatch Beauchamp (402), Somerset.

TYRES

WET, set of 4 balanced Mini wheels, fitted Dunlop SP tyres, one race only, £20. Dry, set of 4 balanced Mini wheels, fitted Dunlop D7 tyres, one race only, £20.—Contact Butterfield Engineering Co., Hoddesdon 2109.

WANTED

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

BRISTOL engine and spares, B51 acceptable if genuinely good and price satisfactory.—Box 9138 (Sussex).

CRASHED/OUTDATED rear engine Junior or parts, particularly gearbox, rear suspension.—Wotmer, 10 Greengate, Hale Barns, Cheshire.

DYNAMOMETER Test Rig of the type used for testing engines in the car.—Details and price to: Lomas Sports and Racing Car Co. Ltd., Knutsford, Cheshire.

FORD 105E Anglia. Crashed or insurance write-off required for breaking for spares. Good price paid.—Raylor, Copmanthorpe, York.

LOTUS XIX sports/racing chassis and parts in any condition.—Mark Rigg, Rubery (Birmingham) 3168.

SEBRING Sprite without engine/gearbox. Tail shaft for Ford/Renault-powered Lotus 18.—Lockspeiser, Guildford 60222.

TYRES, D12, D9, 450 x 13, 550 x 15. New or near new. Write air mail.—Sager, 8 Renton Road, Mt. Albert, Auckland, N.Z.

12-VOLT radiator cooling fan for Turner.—Langley, Runwell Hospital, Wickford 2666, Essex.

WORKS Hard Top (cellulose finish) to fit 1960 Austin-Healey 3000. Colour immaterial.—Green, 80a Aylestone Hill, Hereford.

WANTED.—Crashed or written-off TR3-3A. Collected anywhere. Also five wire wheels with hubs and spinners.—121 Dartmouth Road, Paignton.



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.

BOND EQUIPE

S.A.H. ACCESSORIES LTD., main Bond Equipe distributors for the area of Bedfordshire. Demonstration car available. Early delivery on standard or modified models.—Leighton Buzzard, Beds. Telephone 3022 and 2556.

CITROEN

J. PRIOR & SONS, LTD., High Road, Ickenham, 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 Brigstock Road, Thornton Heath. Phone: THORnton Heath 2384.

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

FORD

LOTUS CORTINA and Cortina G.T.s for immediate delivery.—Adlards Motors Ltd., Ford Main Dealers, Acre Lane, S.W.2. Brixton 6431.

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.

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.I. LAngham 7733.

E.P.I. Cars, Sussex Distributors. New and Service.—Eastern Street, St. Leonards, Sussex. Tel.: Hastings 28619.

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

MORRIS

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

PORSCHE

MIDLAND distributor, sales, service and spares. Newton Garage, Ltd., Birmingham 7. Aston Cross 1274.

RILEY

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

SAAB

J. PRIOR & SONS, LTD., High Road, Ickenham, Middx. Sales, service, repairs.—Ruislip 2007.

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

TRIUMPH

S.A.H. ACCESSORIES LTD., Triumph Specialists and Dealers, immediate delivery on most Triumph models including the Spitfire '4' and TR4 Sports Cars, in either standard or modified form. Demonstration cars available.—Leighton Buzzard, Beds. Telephone 3022 and 2556.

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.I. 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, Ickenham, 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.



Parks Department

CRYSTAL PALACE

SATURDAY
7th SEPTEMBER
2 p.m.

GATES OPEN 10 a.m., PRACTICE DURING THE MORNING

Racing organized by the BRITISH RACING AND
SPORTS CAR CLUB

ADULTS 4/- CHILDREN 1/6

*Tickets and information: Parks Department, London County
Council, The County Hall, Westminster Bridge, S.E.1
(Waterloo 5000 Ext. 6207).*

UM4MG

This is just a quick way to remind you that University Motors is the showplace for the four magnificent MGs—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

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.....

Ferodo First

R.A.C. T.T.

1st Ferrari Graham Hill

2nd Ferrari Mike Parkes

3rd Jaguar Roy Salvadori

2-LITRE CLASS

1st Lotus Elite M. Beckwith

FORMULA JUNIOR RACE

1st Lotus-Ford

P. Arundell

(Results subject to official confirmation)

fit race proved

FERODO

**Anti-Fade Linings for
Drum and Disc Brakes**



FERODO LIMITED · CHAPEL-EN-LE-FRITH A Member of the Turner & Newall Group



12/74