

LONDON TO BRIGHTON RUN

AUTOSPORT

NOVEMBER 8, 1963

AUTOSPORT

2/-

EVERY FRIDAY
Vol. 27 No. 19

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

TURIN MOTOR SHOW—FULL REPORT AND PICTURES : BRUCE McLAREN—FROM THE COCKPIT
PACIFIC GRAND PRIX : PREVIEW OF THE R.A.C. RALLY : CHASE TROPHY TRIAL

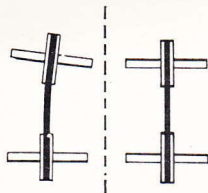


Snap-Clunk!

The
sound
you
should
never
hear...

No—not the crankshaft tying itself in knots. Not a piston coming through the side. Just the fan belt announcing its departure—a stupid, annoying holdup . . . and almost certainly avoidable!

Here's
how to
keep
your fan
belt
happy



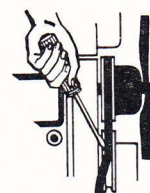
CHECK TRACK
make sure that the dynamo pulley is both vertical and *in line* with the fan and crankshaft pulleys.



CHECK TENSION
There should be overall play of between $\frac{1}{2}$ " and $\frac{3}{4}$ " in the belt on the longest side of the triangle. (see illustration)



CLEANLINESS
oil and grease attack the fanbelt: keep it clean and dry.



NO LEVERING
don't force the belt over the pulley with a lever: do the job the right way—generally, by slackening off the dynamo's holding bolts.



LOOK FOR TROUBLE!
Cracks on the surface . . . a loose strand of cord . . . hard, shiny wear on the faces of the V . . . these indicate it's time to fit a new Ferodo fan belt.

Wise word for '63

Roads, motorways and cars are getting faster. Sustained cruising at modern speeds is tough even on Ferodo fan belts, designed to withstand abuse. But even a Ferodo fan belt won't last for ever so— **Carry a spare!**

Fit **FERODO** fan belts first-to last

FERODO LIMITED CHAPEL-EN-LE-FRITH ENGLAND



A Member of the Turner & Newall Group



AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

November 8, 1963 Volume 27 Number 19

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

635	Pit and Paddock
638	Sports News
639	TURIN MOTOR SHOW—Full Report and Pictures
642	Bruce McLaren—From the Cockpit
643	PACIFIC GRAND PRIX—Full Report and Pictures
644	LONDON TO BRIGHTON VETERAN CAR RUN— Full Report and Pictures
647	R.A.C. RALLY—List of Entries
648	Report from Eire
649	Rip van Winkle Rally
650	Shenstone and D.C.C. Chase Trophy Trial
651	Club News
655	Correspondence

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

Editorial and General Office Telephone Paddington 7673
Advertising Department Telephone Paddington 7671-2
Advertisement Director **Norman H. Bigsby**
Business Manager **W. R. Blackmore, M.Inst.MSM**

Annual subscription: U.K. £5 15s.
Overseas £6 1s 6d
U.S.A. and Canada \$17.00

Direct from the Publishers or all newsagents

Reprinting in whole or part, of any matter appearing in **AUTOSPORT** is forbidden, except by permission of the publishers. Unsolicited MSS., drawings, photographs, etc., should be addressed to the Editor. Unsuitable contributions will be returned if accompanied by a stamped addressed envelope, but the publishers accept no responsibility for their safe return. Payment for contributions will be made the month following publication, unless by special arrangement.
© Autosport, 1963

EDITORIAL

LONDON TO BRIGHTON

THERE is no other motoring event quite like the R.A.C. commemoration run from London to Brighton for veteran cars. These beautiful products of a bygone age stir the popular imagination and bring out immense crowds all along the route. Maintained and cared for by dedicated people, the veterans represent all that is best in this country's passionate regard for traditional treasures—and the majority of the competing cars are real treasures! Although the run now takes place on metalled roads, the presence of thousands of modern vehicles makes the event as hazardous to the crews as it was when their forefathers struggled to arrive at Brighton before the turn of the century. Many of the entrants do it the real hard way and, like AUTOSPORT's John Bolster with his 1903 Panhard-Levassor, insist on driving all the way back again, without the aid of tender cars or trailers. J.V.B. says that when one drives to a place, one must also be prepared to drive back. There is a lot in what he says, for the return journey, accomplished mostly in darkness, gives one a real taste of the old days, particularly when the car's only illumination comes from a pair of flickering oil lamps. Inevitably there are minor troubles, and it is then that one can appreciate fully the spirit of the pioneers, whose defiance of hidebound authority laid the foundations of the motoring age.

A SENSIBLE MAGISTRATE

IN refusing to accept the evidence of radar speed traps as being entirely accurate, Viscount Curzon will gain countless supporters. Sitting on the bench at Amersham, Bucks, Lord Curzon stated that he had found the apparatus so inaccurate that it would be unfair to convict on its evidence! This is a really sensible summing-up of the snoop-machine, coming from an experienced driver who, moreover, is the eldest son of a man who has spent most of his life fighting for the rights of road-users, Earl Howe.

INTERNATIONAL RALLY

THIS week-end sees the start of the R.A.C. Rally of Great Britain, which promises to be the most arduous ever staged in these islands. Jack Kemsley and his enthusiastic aides have devised a very searching event, the result of which will be decided on 400 miles of special stages, run over Forestry Commission land, and with no risk of interfering with ordinary road-users, or disturbing householders. There has been a complete metamorphosis in the R.A.C. Rally during the past few years, so much so that, in 1963, there is a record number of foreign entrants. In the past the emphasis was on a series of driving tests, a type of event which overseas crews detested; they felt that this was no way to stage an International Rally. With the recruitment of experienced rallymen on the organizing committee, the "R.A.C." can now take its place amongst the top competitions in Europe, and can count on the full support of interested manufacturers and the industry generally.

OUR COVER PICTURE

BUSY STREET. Looking a little strange and out of place among the modern tinware in a Brighton street is G. J. Allday's 1903 Mercedes, one of the competitors in last Sunday's annual R.A.C. Commemoration Run of Veteran Cars from London to Brighton.

Photo: George Phillips



fit the
icelert
for early warning
of ice danger

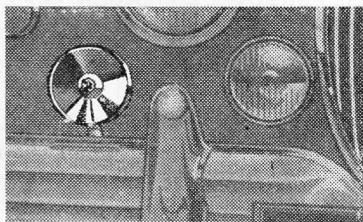
Cut down the danger of skidding on unseen ice by fitting the **icelert** to your car. This simple electronic instrument will give you early warning of ice under all freezing conditions, alerting you by means of a lamp on the instrument panel, the flashes of which increase in duration as conditions worsen.

This extra peace of mind costs very little, and the **icelert** is easy to install. You can drive with greatly increased confidence when you **know** the condition of the road ahead. Don't face another winter without it—don't drive another mile without the aid of an **icelert**.

£5.17.6 | de luxe model with dimming
control and test button **£7.17.6**

Stoneguard: 5s optional extra Trade enquiries invited.

The **icelert** works by means of an electronic temperature-sensing probe, encapsulated and sealed against floodwater, mounted up to 24" above the road. The 3-transistor circuit gives fast response and absolute dependability.



Send for full details to the Designers & Sole Manufacturers:

Findlay, Irvine Ltd., PENICUIK, Nr. EDINBURGH:

(make of car) (model)
(year).

Name

Address

AS2

TUNING

From £28

George Hartwell LTD.

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

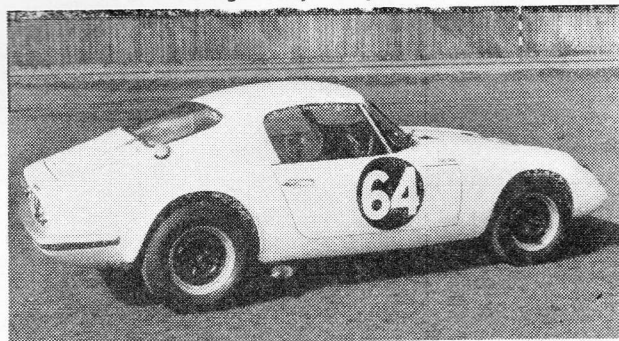
3 Stage tuning now available on Humber SCEPTRE



35-41 HOLDENHURST ROAD
BOURNEMOUTH Tel: 26566

LOTUS ELAN GT CONVERSION

designed by Barry Wood



and built by 'SHAPECRAFT'

Obviously the prettiest GT car on the market for years. Proof of this in the orders we have received from the Continent and the United States. We are still accepting a limited number of orders for the ELAN in kit form with our GT conversion. A hard top in aluminium, resin bonded to the Lotus bodywork, giving a most pleasing appearance and improving the streamlining to give another 5-8 m.p.h. on top speed. Price of the Elan in kit form with GT conversion: £1,250. Extended nosepiece, £45 extra. Other extras include Wire Wheels and Pile Carpets. Phone for appointment to try our demonstration car.

A Lotus Elan GT to race in 1964? Details on application.

Due to a cancelled order we have for early delivery a LOTUS FORD CORTINA at List Price.

SURBITON MOTORS LIMITED

1 CENTRAL PARADE · ST. MARKS HILL · SURBITON · SURREY
ELMBRIDGE 8356



AUTOSPORTSMAN by Gus
No. 26: Pedro Rodriguez

CHRIS AMON has gone back home to New Zealand and will drive one of Reg Parnell's 2½-litre Cooper-Climax cars during the "down under" season.

JO BONNIER is to drive Hap Sharp's Elva-Porsche Mk. 7 in the Nassau Speed Week next month.

A PROMINENT stable is considering ordering Formula 1 Brabhams for 1964.

PHIL SCRAGG recently bought Chris Summers's rear-engined Cooper-Chevrolet sports-racing car and if the Chaparral is not "sorted" in time (the American car is causing a few headaches), he will use it next season, perhaps powered by the engine from the Chaparral. He has sold his E-type Jaguar and is to replace it with a lightweight E-type with a ZF gearbox and all the other good things which come with lightweight E-types.

SCOTTISH MOTOR SHOW

OPENING today, the Scottish Motor Show has this year attracted cars from Czechoslovakia, France, Germany, Italy, Sweden and the U.S.A. as well as Britain. One of the chief attractions will be the Scottish-built Hillman Imp. The Scottish exhibition, held at Glasgow's Kelvin Hall, closes on Saturday, 16th November.

KEN MACKENZIE is off to Bahrain, and has sold his successful Turner-Ford to Simon Scrimgeour.

FORD SIGNINGS

FORD of Dagenham intend to field a very strong team in 1964 saloon car racing and rallying events. Signed up so far are Jim Clark, Trevor Taylor, Henry Taylor, Jimmy Blumer, Sir John Whitmore, David Seigle-Morris, Vic Elford and Rosemary Seers.

BRANDS HATCH SPRINTING

STARTING at 12.30 p.m. on Sunday, the Surrey Sporting M.C.'s sprint meeting at Brands Hatch has attracted a fine entry, including Clive Garnham, Mike Young, Roy Millbank, Mike Crabtree, Peter Sutcliffe, Simon Scrimgeour, Dizzy Addicott and Bill Blydenstein. Each car will complete three laps. The "speed season" is continuing until very late this year as some of the very early meetings scheduled were postponed owing to the snow and ice.

WE hear that the Round Australia Trial will definitely be held in June next year, sponsored by the Australian Ampol Oil Company. It is hoped that entries from European works teams will materialize.

BASIL DAVENPORT is recovering satisfactorily from the injuries he sustained at Loton Park, namely fractures of the collarbone, several ribs and a bone in the spine. Despite all this and the damage to the Spider he is determined to compete again and preparations are already in hand to put the old car back into shape. The famous combination might well be seen on the hills next season.

ROMFORD FILMSHOW

LAST Friday the Romford Enthusiasts' Car Club held their Third Midnight Matinée of motoring films at the Odeon Cinema, Hornchurch, Essex.

The excellent programme included *Moss—The First Ten Years*, *The Home Made Car* and Part Four of *A History of Motor Racing*, thereby catering for most motoring enthusiasts' tastes.

Many local motor sporting personalities were present at the filmshow; also there were Robert Grant and Michael Kettlewell of AUTOSPORT, who would like to express their thanks to the club for an enjoyable evening.

A FULL entry of 75 cars has been received for the West Lancashire M.C.'s Southport speed trials tomorrow. Entries include Tony Griffiths, Ken Wilson, Paul Pycroft and John Sharp. Sprinting starts at 12 noon.

BRABHAM NEWS

JACK BRABHAM is said to be busy preparing a pair of 2½-litre Brabhams for the "down-under" season; one will be driven by himself and the other by Frank Match. In the sports car field, at least two Brabhams are known to be under construction for next year's European season. Richie Ginther will have one with an oversize 1,800 c.c. B.R.M. motor, and the other is for Jackie Epstein, who will use the 2-litre Climax engine out of his ancient Cooper Monaco. All sounds very interesting.

DAVID GOOD may retire from hill-climbing, but another past champion, Arthur Owen, would like to compete with a fast sports car next year; he is reported to have shown considerable interest in a Brabham.

Bib Stillwell Retains the Australian Gold Star Championship

AUSTRALIAN champion driver of 1962, Bib Stillwell retained the Confederation of Australian Motor Sports Drivers' Championship, the C.A.M.S. Gold Star, when he finished second in the Fifth Championship event, run at Mallala in South Australia on 14th October. The race was won by John Youl, of Tasmania, driving a 2.5-litre Cooper-Climax. Stillwell now has a total of 41 points in the championship, and therefore cannot be overhauled by his nearest rivals, Youl (26 points) and David McKay (18 points), as there is only one further championship event this year, the Hordern Trophy, to be run at Warwick Farm in Sydney on 1st December.

David McKay (2.7-litre Brabham) led the race after the second lap, determined to hold off Stillwell, also in a 2.7 Brabham, and thereby keep his championship hopes alive. Stillwell followed McKay closely but was handicapped by smashed goggles after collecting a stone on the third lap. Shortly after half distance, McKay began losing oil badly,

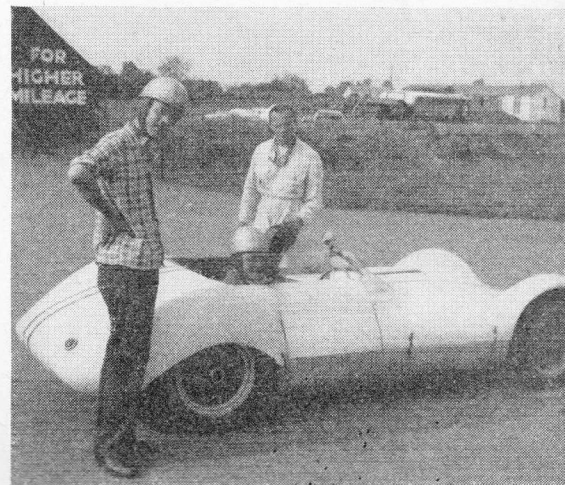
PIT and PADDOCK

LOTUS ENTER SOUTH AFRICAN G.P.

NEGOTIATIONS have successfully been concluded with Team Lotus to run in the South African Grand Prix at East London on 28th December—the final World Championship race of the year—and the Rand Grand Prix on 14th December at Kyalami, near Johannesburg. This is the first definite overseas entry for the Grand Prix so far, but negotiations are still going on with other teams.

One fact that has arisen in the negotiations with overseas teams is that all are asking considerably higher starting money this year, due to the greatly increased costs of Formula 1 racing.

This year's South African Grand Prix will probably be used as a proving ground for new developments, and so will be of more than usual technical interest. Last year's race, where the world titles for driver and manufacturer were decided in the final *grande épreuve* of the season, may not happen again for many years, but although Jim Clark is firmly enthroned as World Champion, this race on the twisting 2.4-mile circuit could be interesting as giving a peep into next season's prospects.



FIRST PRIZE in a recent rally won by the R.A.F. Motor Sport Association was a day out at Castle Combe as guests of the Vanderbilt Motor Racing School. Winners, Messrs. Rook and Soames-Waring, had no experience of handling racing cars and thoroughly enjoyed their day's tuition in the school's Elva Mk. 5.

and had to stop for replenishments after 14 laps. Youl now held the lead, and he finished 53 secs. ahead of Stillwell, while McKay eventually managed to finish sixth.

Earlier in the day McKay won a minor event for single-seaters and sports cars from Lex Davison and Stillwell in his Cooper Monaco, while Stillwell had a win in the Sports Car event.

In the four Gold Star races held earlier this year Stillwell was the third Australian home in the A.G.P., behind Brabham and McKay, first Australian in the Lakeside and Longford International events and, more recently, third behind Davison and Youl at Sandown Park. Stillwell is the first driver to win the C.A.M.S. Gold Star twice. PETER BAKALOR.

RESULTS

1, John Youl (Cooper-Climax), 42 m. 3 s.; 2, Bib Stillwell (Repeco-Brabham-Climax), 42 m. 56 s.; 3, Wally Mitchell (M.R.D.-Ford); 4, Pat Hawthorn (Aston Martin); 5, Granton Harrison (Elfin-Ford 1500); 6, David McKay (Repeco-Brabham-Climax).



"THIS COULD BE DANGEROUS"

Unexpected words to hear from Erik Carlsson, steel nerved champion of the rally circuits. But perhaps not really so surprising, for a four-wheel man who finds himself suddenly riding so much higher and unsteadier than the accustomed seat of a motor car.

Erik was having another reluctant lesson in horsemanship from Pat Carlsson (glowing wife and, *ahem*, something of a rallyist in her own right too).

"This is dangerous, you know," he smiled. "No brakes, no nothing!" Don't be fooled, though, by his modesty or jokes. This is a man with the nerve and the brawn to master almost any situation.

WINNER'S ROSTER. But Erik Carlsson is naturally happiest when his transport is four-wheeled, built close to the ground, and 2-stroke powered. That's his Saab. And Carlsson and the remarkable Saab together have cut a wide and glorious swathe through winners' rosters for years.

"The bug, as you call it, it bit me early," grins Erik, lowering his massive frame into a chair. His English is fluent, with a rumbling Swedish accent on it. "When I was seven and eight years old I went all the time down to see the Speedway racing. And I started practising racing on the bikes myself, for Moto Cross, when I was fourteen."

"Finally I got on to cars and entered my first rallies in 1951. It was only the Scandinavian events then, but I was lucky. So in 1953 I joined the Saab team."

THE FIGHTER. "What does it take to be a top rally driver? Well, first you have to have a car, don't you—and a car, well prepared, costs some money. And you have to have the *instinct* for driving well. But something else, too—you have to be a fighter! Anyone, with the car and the instinct, can enter. But it takes a fighter to win."

"My favourite rally? It was always the English, until this year we finished the Spa-Sofia-Liège for the first time. But still I like the R.A.C." (Erik has won it three times, and is out for his fourth garland this year.)

STRONG LIKE HELL. "I've got the right car for the R.A.C. When it's small roads and when it's rough, it always looks like we'll be doing quite well. And fog! I have the smallest car, and in the fog the others can't use all their horsepower, so that's good for us. This Saab, you know, it's strong like hell."

"Anyway, we'll be trying. You just do the best you can. When it's any competition—football, swimming, anything—you feel you've just *got* to do it well. And then if you are lucky, you maybe win."



"On the other rallies you hardly look at a map. But for the R.A.C. — fifty maps! All this extra weight . . ." laughs Erik Carlsson.



Carlsson and his Saab fly high in the 'Midnight Sun'. "You sail 30 feet on this jump, but if you land right you hardly feel it."

Erik Carlsson in his Saab chooses to rally on BP fuel and lubricants.



**BP IS
THE KEY
TO BETTER
RALLYING**

THE NEW SIMCA-ABARTH "1150"

Four Versions of Franco-Italian High Performance Car

As a result of collaboration between Abarth of Turin, and Simca of Poissy, a new Simca-Abarth 1150 is to be produced. This will be in four versions, the 1150, 1150S, 1150SS, and 1150 Corsa.

Engine dimensions are 69×76 mm. (1,136.747 c.c.), and the cars are based on the best-selling Simca 1000. On the standard model, a single Solex F32 PBIC carburettor is used, with a compression ratio of 8.5 to 1, and a power-output of 55 b.h.p. at 5,600 r.p.m. Maximum speed is 150 k.p.h. (93 m.p.h.).

On the "S", 155 k.p.h. (96 m.p.h.), with a power-output of 58 b.h.p. at 5,600 r.p.m. The "SS" has a double-choke Solex C32 PAIA 7 carburettor, a compression ratio of 9.5 to 1, and a power-output of 65 b.h.p. Maximum claimed is 160 k.p.h. (99 m.p.h.).

The Corsa is, of course, intended for competitions. A compression ratio of 12 to 1, special cylinder head and camshaft and two Weber d/c carburettors (or single d/c vertical Weber), raises the output to 85 b.h.p. at 6,500 r.p.m., with a claimed maximum of 170 k.p.h. (105 m.p.h.).

This version also has modified suspension, and is considerably lightened to weigh 700 kilograms. All models have push-rod engines, and will doubtless be homologated next season in the touring classes. Prices range from Lire 1,180,000 for the "1150", to Lire 1,480,000 for the "Corsa".

GIANNI MARIN



SIMCA-ABARTH 1150—a car which could surprise the Mini-Cooper S-types in saloon car racing, provided sufficient are produced.

THAT remarkable film, *This is Honda*, was shown last Monday to members of the Hoover Motor Club. It was introduced by the Editor of AUTOSPORT, who later spoke on the implications of the intended Japanese entry into Grand Prix racing.

THE Guild of Motoring Writers have been asked by Grovewood Securities—owners of Brands Hatch, Mallory Park, Snetterton and Oulton Park—to be responsible for the allocation of Grovewood Awards—three prizes of £500, £300 and £200—to be given to young drivers who have shown the most promise during the season. Choice of recipients will be made by Peter Garnier of Autocar, Philip Turner of *The Motor* and Gregor Grant of AUTOSPORT. It is hoped that the presentations will be made at the Annual Dinner of the Guild at the end of the month.

THE latest addition to the Airfix model sports car stable is the E-type Jaguar. The model (price 2s.) incorporates fine detail and includes a clear plastic hardtop.

SPORTS NEWS

SHOWTIME OCCASIONS

THE Motor Show social occasions started early, with a luncheon party given by Lucas at the Rembrandt on 9th October, which followed the S.M.M.T. Press Conference at Halkin Street. On 10th October, the new Triumph 2000 was shown to, and tried by, the Press.

On 11th October, B.M.W. had a reception in the Carlton Tower Hotel. Monday, 14th October was a busy day with Ogle presenting Stirling Moss's "Dream Car" at the Mayfair, a luncheon party with Bill France of *Daytona Speedway* as host, the Goodyear reception at Grosvenor House, and the traditional Mercedes-Benz and D.K.W. party at the Dorchester.

Tuesday, 15th October began with the Rootes reception at Earls Court, followed immediately by the official S.M.M.T. party, with President L. G. Farmer (Rovers) as host and speaker.

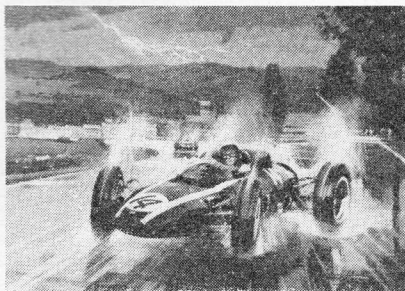
On 16th October, Perkins had a cocktail party at Earls Court, and many people went to Ferodo to claim the cuff-link sent by post, to make a pair. Borg-Warner were also entertaining, as were Volkswagen, British Piston Ring Co. (Brico) and Leyland-Standard-Triumph.

Girling had a luncheon at the de Vere Hotel on 17th October, and the following day, Shell gave a luncheon for Craig Breedlove. During the week there were the Motor Show Banquet, and the official Ball.

On Sunday, the Guild of Motoring Writers staged the annual Goodwood Test Day, where Rootes and Ford had splendid entertainment marquees. AUTOSPORT had several guests at Goodwood, including "Miss Universe." National Benzole had a cocktail party on 21st October, and in the evening, the immensely popular Sunbeam-Talbot O.C. dinner-dance was held at the Dorchester. Next morning Mr. John Bohmrich of Prestolite gave a press reception at the Mayfair, and the same hotel saw a crowded reception given by Fiat.

A splendid film about a 'teenage otter' was featured at the Shell party and film show at Shell-Mex House on 23rd October, attended by practically everyone of note in the motor sporting world then in the U.K. On the 24th, Vickers House was the scene of a cocktail party and a film "The Choice of Stainless Steel".

Friday saw the U.D.T. lunch at Earls Court, and in the evening, Sir William and Lady Lyons entertained their Jaguar friends of the press, at Grosvenor House,



CHRISTMAS CARDS by Michael Turner are now available, with envelopes, in boxes of 12 for 15s. plus 1s. postage and packing from Motor Racing Shops, Ltd., 100 Hemdean Road, Caversham, Reading, Berks. There are six new designs for 1963, the one above depicting Bruce McLaren (Cooper) sliding during the thunderstorm at Spa.

HARTIEST congratulations to Carroll Shelby, who is to marry Sue Stafford in England before returning to the U.S.A.

BRITISH RACING MECHANICS' CLUB dinner-dance will take place at the Criterion Restaurant, Piccadilly, on 22nd November. Tickets (£2 each) can be obtained from Hon. Sec. E. L. Bowler, 1A Douglas Avenue, Wembley, Middlesex.



WINNERS of the toughest road race in the world, the 7th Gran Premio Argentina, despite overturning their car in an over 120 m.p.h. accident, were Eugen Böhringer and Klaus Kaiser (Mercedes-Benz 300SE).

THE ARGENTINE ROAD RACE

EUGEN BÖHRINGER (Mercedes-Benz 300SE) won the Gran Premio Argentina in spite of leaving the road, due to a pigeon smashing the windscreen at 124 m.p.h., during the first stage. Juan Manuel Bordeu won three of the six stages, Böhringer two and Glemser the remaining one. Of the original 256 starters only a 100 set out on the fifth stage, and it was mostly over metalled roads and the 5,347 ft. Tiu Mayo pass. Bordeu won the stage at an average speed of 89.1 m.p.h., compared with Ewy Rosqvist's and Ursula Wirth's winning average last year of 83.2 m.p.h. Bordeu also won the sixth stage.

After winning the first day's run and then suffering a 56-minute penalty, to relegate him to third overall, Fangio's protégé Bordeu made an all-out effort and took full advantage of the final faster sections.

RESULTS

1, Böhringer/Kaiser (Mercedes-Benz 300SE), 4,402 km. in 33 h. 22m. 11 s., 131,926 k.p.h.; 2, Glemser/Braungart (Mercedes-Benz 300SE), 33 h. 31 m. 14 s.; 3, Mmes. Rosqvist/Wirth (Mercedes-Benz 220SE), 33 h. 30 m. 44 s.; 4, Bordeu/Winter (Mercedes-Benz 300SE), 36 h. 41 m. 24.4 s.; 5, Cabalen (Peugeot 404), 37 h. 28 m. 49 s.; 6, Santamarina (Peugeot 403), 38 h. 58 m. 45 s.; 7, T. S. Bordeu (Peugeot 404), 39 h. 19 m. 30 s.; 8, Bohnen (Peugeot 403), 39 h. 33 m. 33 s.; 9, Otamendi (Peugeot 404), 39 h. 54 m. 53 s.; 10, Casanovas (Peugeot 403), 40 h. 20 m. 27 s.; 11, Maneglia (Fiat 1500), 40 h. 46 m. 23.2s.; 12, Pecora (Lancia), 41 h. 4 m. 46 s.

JIM'S GOLD MEDAL

WORLD Champion Jim Clark flew back specially from Indianapolis to accept the B.A.R.C. Gold Medal from the Duchess of Richmond and Gordon at the club's annual dinner in Grosvenor House on 1st November. Watched by scores of motor sporting personalities, including two other World Champions, Graham Hill and Jack Brabham, the "Flying Scotsman" came to the top table to the accompaniment of a skirl of pipes from a couple of London Scottish pipers. In the chair was the club's President, the Duke of Richmond and Gordon, who welcomed the guests. Mr. T. N. R. Barber, Director of Finance, Ford Motor Co., Ltd., managed to do a fine P.R.O. job for his Company in replying to the President's speech, but rather overlooked the presence of numerous trade folk whose concerns have been supporting motoring sport long before Dearborne and Dagenham gave a thought to participation. A bright cabaret was headed by that master of drollery, Jon Pertwee, supported by the ever-popular Leslie Roberts Silhouettes.

45th TURIN MOTOR SHOW

JOHN BOLSTER visits the Greatest Motor Show of Them All

In quick succession we have visited the Frankfurt, Paris and London shows. Immediately following them comes Turin, and one might be excused for thinking that there was little more to see. In fact, nothing could be further from the case, and from a technical point of view, Turin is the greatest of them all.

No nation has a monopoly of art, but in the field of car body design the Italians are incomparable and there are very few beautiful cars in the world today which have not felt their influence. We go to Turin to find out what the Italian artists are thinking, and it is dramatic in the extreme to see their products and to realize that the future shape of the automobile is there.

It is therefore proper to start this report with the coachwork section. Certain trends are visible in the work of the great masters, and though some of these are contradictory, one can gather a general picture of the future of beautiful cars. The special bodies at Turin will be adopted, or adapted, by the big manufacturers of all countries. In many cases, unfortunately, the simplicity that is inherent in all lovely things will be lost in the production models. Elaborate clusters of lamps, unspeakable chromium-plated writing, and bright or coloured "flashes" will mar the purity of the lines. Art and commerce are always at war, and the maker of popular cars must appeal to the vulgarity of many of his clients.

All the new bodies give the impression of having a light and airy interior, with an excellent all-round view for the occupants. Waist-lines are low, with very large curved screens and rear windows. The shoulders of the body often have a razor edge, or a raised curved section, to avoid an undistinguished box-like shape and to bring out the beauty of the line. A few of the coachbuilders are tending to go for impracticably long tails, which is a tendency that should be resisted. There is a war between the steeply sloping front bonnet and the broad, almost square type with a higher front. In both cases, the air scoop on top, if it is fitted at all, has become lower and less aggressive. In general, too, even those designers with

very pronounced views seem to be becoming less extreme, for over-emphasis can destroy all symmetry.

Quite apart from pure aesthetics, there is the question of safety, and large areas of padding characterize the interiors of all the special bodies. A most interesting study is the special safety body designed by Pininfarina. An article twice the length of this one could not cover all its points, but briefly, the car on the stand is a basic structure which can equally well be used with the engine in front or behind.

The basic idea is that the central section of the car, in which the passengers sit, should be immensely strong and virtually undeformable, while the engine, bonnet and the boot should be capable of "giving" in the event of a violent collision, folding up like a bellows and absorbing kinetic energy. The engine, if detached, would tend to pass beneath the floor, its entry into the passenger shell being rigorously prevented. The steering wheel has a funnel-shaped short column of very large diameter and made of extremely thin sheet steel, deeply covered in rubber. It will therefore fold up under the impact weight of the driver's body, absorbing his kinetic energy and acting as a cushion.

The doors slide along the outside of the body, being incapable of bursting open and avoiding impeding other traffic or pedestrians. The exterior surfaces are smooth to prevent injury, the interior padding everywhere is elaborate, and the instrument panel is designed as a safety buffer. The windscreen and rear window are mounted to eject easily in an accident, so passengers cannot penetrate them with their heads. In spite of these and many other safety features, the car is a good looker and should give all manufacturers food for thought.

Perhaps one of the most beautiful cars in the show is a coupé by Ghia on the speed model Fiat 2300. The top of the bonnet has a vee front, a shape which is echoed in the bumper. Between these two, in the centre of the air intake for the radiator, is what is really another shorter bumper, with a pair of headlamps at either end.

GENERAL VIEW of the magnificent Turin Motor Show, with three Ferraris, including the splendid 250 Le Mans, in the foreground.





NEW Bertone-designed competition coupé version of the Iso-Rivolta made its début at the Turin Motor Show (top). This car, shown on the manufacturer's stand, has a mottled aluminium finish.

ALSO new is the four-seater Maserati, which has a V8 4-litre engine (above). It features twin overhead camshafts on each bank and has four twin-choke Weber carburettors.

AGAIN an exciting new model is the 3½-litre Lamborghini two-seater G.T. car (right). Fantastic power outputs are quoted for the V12 engine and one looks forward to its appearance in competition.

DE TOMASO produced a rear-engined production sports car, known as the Vallerunga. Shown here is the steel backbone chassis and the Ford engine (below, left).

STEERING WHEEL of Pininfarina's safety car (below, centre). Deeply covered in rubber, it will fold up under the impact weight of the driver's body and acts as a cushion.

SLIDING DOORS are also featured in the safety car (below, right). They are made to slide along the outside of the body so in the event of an accident they will not burst open.

The rest of the car has just a hint of curves and gives an impression of being long and low. Its lovely lines just cannot be faulted.

Very different in shape is an Alfa Romeo 2600 2+2 by Boneschi, who has always been an enthusiast for square shapes and abrupt lines. The square grille contains four headlamps and the low air scoop covers almost the full width of the bonnet. An angular line follows the centre of the side panels and doors, there being no emphasis on the shoulders. This highly individual design is curiously attractive and very well finished.

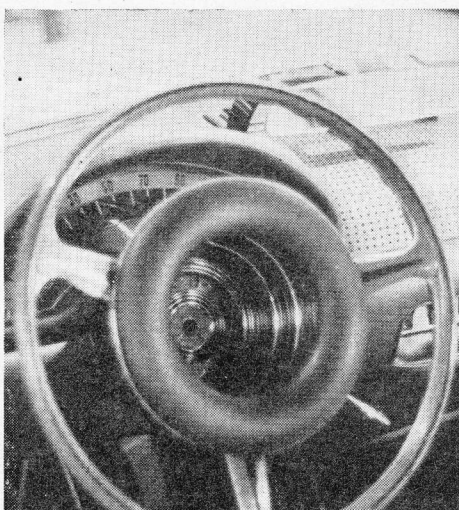
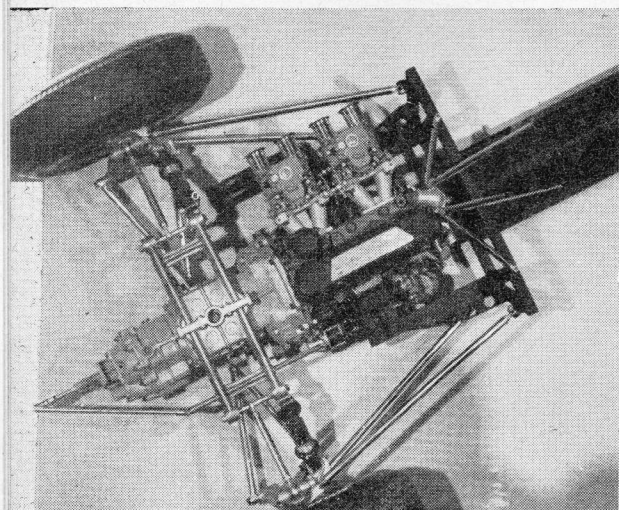
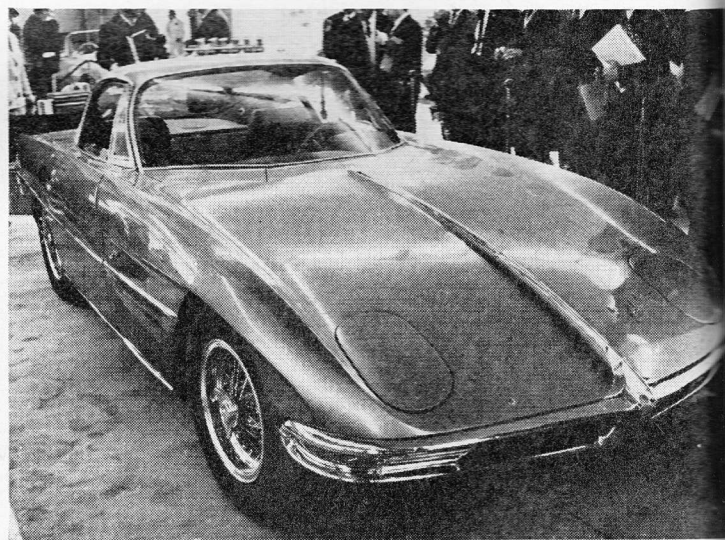
Bertone has designed a new competition type coupé for the Iso-Rivolta. Shown on both the coachbuilder's and the car manufacturer's stands, the latter example has no paint, a mottled aluminium finish, and round-headed rivets in the vintage manner. Surely, this very low and spectacular car, riding on magnesium spoked wheels with three-eared knock-on caps, must herald the entry of Iso-Rivolta into competition?

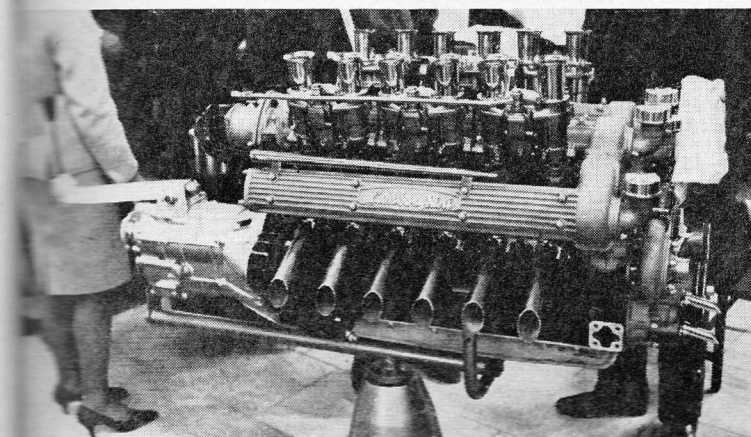
To show his fertility of ideas, Vignale has built the "Newstar-Jet", an incredible all-enclosed single-seater dragster. It has handlebar steering and the transparent top of the nose forms the windscreen.

Sibona-Basano shows the "Cerberatto", a very sporting open two-seater on the rear-engined Simca. There is a grille on top of the tail, which also has a transparent "space-dome" over the carburettor from which the radio aerial projects, and slots around the rear lamps allow the hot air to escape. Another open body, the "Mistral", is on the bigger front-engined Simca.

Scioneri has a most interesting coupé, with a raised but not razor-edged emphasis on the shoulders of bonnet and boot, while the whole side window area is surrounded by a wide plated band. The open sports Fiat 1200 by Osi has two extra large projecting headlamps set low in the grille, where they would probably be illegal in England. An unusual four-door saloon with rather bulbous panels is shown by Caprera on the little Fiat 600.

Several designers seem to have a nostalgic desire to revive the old vee radiator, a Fiat-based coupé by Moretti being an example. Savio has, in effect, placed the vee on its side in his cunning little coupé. There is a single chrome vee-shaped bumper across the middle of the front and no grille as such. The painted body panels slope away from the bumper both above and below, being pierced with forward-facing louvres to admit the cooling air. There seems to be no uniformity in the height of Italian bumpers—no wonder





THE DE TOMASO has a very pleasing appearance and is the first car from this firm to go into production (top). Engine of the Lamborghini is a V12 and is said to develop a lot of power (above).

most of their insurance companies offer only third-party cover!

Frua has no stand of his own but he has two new bodies on the Maserati stand. The new Maserati is a four-door saloon which is attractive in spite of being a full four-seater. The engine is a 4-litre V8 of 88 mm. x 85 mm. (4,136 c.c.). It has twin overhead camshafts for each bank and four twin-choke Weber carburettors in the centre of the vee. The independent front suspension is conventional, but at the rear there is a de Dion axle, with two radius arms at each side and a central Watts linkage. A new two-seater coupé, also by Frua, is shown on the six-cylinder chassis. It has an opening rear to the body like a DB2/4 or Aceca and the front bumper treatment resembles the Elan.

An astonishing red coupé with a very long bonnet is the Apollo GT 3600. This racy device is powered by a "hot" Buick engine, but a glimpse through the spokes of the plated wire wheels reveals extremely small, unribbed brake drums!

Very exciting indeed is the new Lamborghini. This G.T. two-seater is powered by a 12-cylinder 3½-litre engine, of which the

STRANGE rear end of the Lamborghini (below, left), one of Italy's latest G.T. car manufacturers, being well known as producers of tractors, THE ENGINE of the new Maserati is a V8 and has a capacity of 4,136c.c. (below, right). FROM VIGNALE comes the "Newstar-Jet" enclosed single-seater dragster (above, right). It features handlebar steering.

inlet ports enter the heads between each pair of camshafts. Thus, the six twin-choke Weber carburettors are not crowded into the centre of the vee. There are two ignition distributors on the back of the inlet camshafts.

An executive of the firm informed me that the engine develops 220 b.h.p. at 6,000 r.p.m. and 360 b.h.p. at 8,000 r.p.m. It has produced 405 b.h.p. at 9,500 r.p.m.! It is a massive engine, as no doubt it needs to be, being considerably longer than the 4-litre Ferrari, for example. It is in unit with a five-speed, all-synchronized gearbox, and the front-engined chassis is orthodox, an alternator being fitted, as on the Maserati and Ferrari. What a car for a tractor manufacturer to produce!

The fabulous Ferrari Berlinetta 250 Le Mans is again on view. The engine-gearbox unit, with inboard disc brakes, is shown separately. 300 b.h.p. is developed by this 3-litre unit at 7,500 r.p.m. on a compression ratio of 9.7 to 1. They must build 100 of these cars to get them homologated.

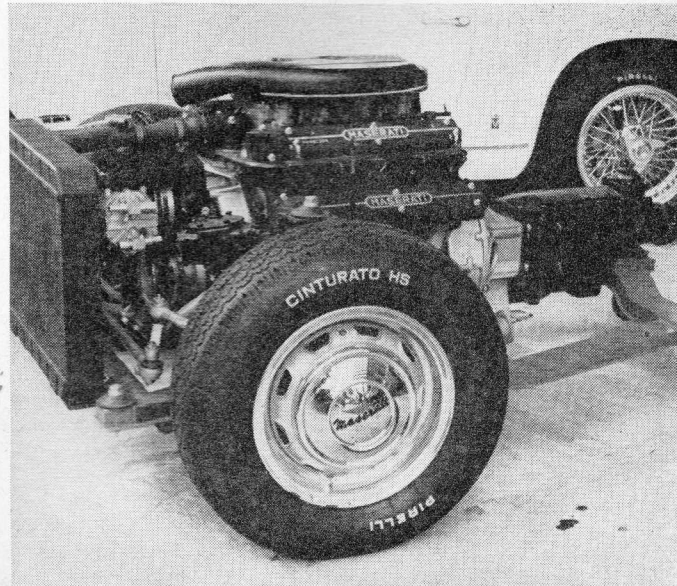
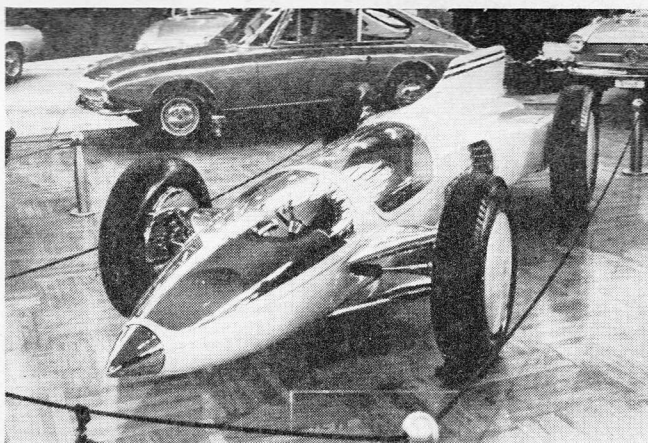
Yet another new car is shown by de Tomaso, but this time it is a production sports model. Having a central steel backbone and a Ford engine, it might almost be described as a rear-engined Lotus Elan. New, too, is the open sports Autobianchi, which is a pretty little car with rather a Studebaker Avanti appearance in front.

Many engines are shown separately, some of them sectioned. A 2300 Fiat unit has the power-assisted steering in continuous action. The N.S.U. Wankel is shown running with a plastic casing, so you can see how it works. The admirable Daimler V8 is another sectioned unit, as is the little Hillman. Abarth engines, with twin camshafts and two sparking plugs per cylinder, can be examined in detail. One can also see the power unit of the A.S.A. "Baby Ferrari", a single o.h.c. engine that gives 97 b.h.p. from 1,032 c.c.

The A.T.S. 2½-litre V8 is shown as a stripped chassis, but is unchanged from last year. Ford exhibit a Lotus Junior and a Lotus Cortina, as well as the rear-engined Mustang, which has a 1,500 c.c. Taunus 12M T.S. power unit.

Lancia and Alfa Romeo both have very large stands, with all their models shown. Innocenti exhibit the Morris 1100, which they build with their own very attractive interior treatment and upholstery. The seats are covered in pleated cloth, which I, for one, prefer to leather. As Innocenti build the 1100 in Italy, the emphasis on B.M.C.'s own stand is on the Mini.

Finally, a car is shown which has two air-cooled engines in a tubular chassis. It is a Prinetti and Stucchi and was built in 1899.



BRUCE McLAREN Reporting

From the Cockpit

THERE seems to have been some confusion regarding the two 2½-litre Coopers that I am taking to New Zealand and Australia. First they were works cars, and at the opposite end of the scale I had been credited with designing them. One paper said they will touch 180 m.p.h., but I feel sure the top speed will be close to 190 m.p.h.—and I should know!

Briefly, these are the facts: Bruce McLaren Motor Racing, Ltd., have entered and are racing these cars, but design and construction was by Coopers of Surbiton in the normal fine manner. I was just the customer at this stage. I have been thrilled with the performance of my car during testing, and Timmy Mayer has recently been trying out the car he will drive. After four laps at Goodwood he returned 1 min. 22.5 secs., and after 10 laps he had knocked his time down to 1 min. 20.2 secs.—well under the Formula 1 lap record and terrific motoring with a brand new motor car. My best lap during trials was 1 min. 18.9 secs., so we are looking forward to the first race in New Zealand.

But let me tell you how things went down Mexico way. Practice started on the Friday afternoon when the V8s, V6s, and a couple of four-cylinder engines spluttered then howled into life again after their transcontinental trip from Upper New York State, U.S.A.

The cars had remained garaged at Watkins Glen for a week while routine after-race rebuilds and pre-the-next-race checkovers were carried out. Four large American car delivery transporters with probably their most expensive load ever aboard then whistled the cars safely and swiftly to Mexico City.

A half-dozen spare days in Mexico made a change from the usual seven-day working week for the mechanics and gave them an opportunity to become quasi-experts on the Inca Indians, the ancient pyramids and temples just outside the city, and no doubt one or two other aspects of Mexican culture ancient and modern.

Mexico City is 7,000 ft. above sea level and as we ran out of breath after pushing a car, we knew our engines would do the same.

This was the first time we had used our fuel-injected engines at this altitude, and the injector systems were the first components to need adjustment. Unlike a carburetter, the fuel injection delivers a

pre-set, precise amount of fuel to each cylinder per revolution of the engine, but at 7,000 ft. the atmospheric pressure is a lot lower than at Coventry, Bourne or Maranello, and less air is pushed into the cylinders when the inlet valve opens, so without an adjustment the mixture would be too rich. We were affected the same way by some of the Mexican food!

Coventry Climax and Lucas had designed a modified control cam for the Cooper, Lotus, and Brabham engines, with "To be used only at 7,000 feet" stamped on it. We found it worked perfectly.

B.R.M.s, it was said, had tuned their engines at Bourne by running them on the test bed sucking air through a box with an adjustable valve to the atmosphere and an altimeter on it. With the engine running they simply closed the valve until the altimeter read 7,000 ft., and then made their tuning adjustments.

The loss of power was generally accepted as being about 25 per cent. You gradually became accustomed to this during the practice sessions, but it was the start of the race proper that showed the drop in power

it suddenly lapsed onto four cylinders. By the symptoms, it appeared that a camshaft drive had broken. This meant that all the valves and pistons on one side of the engine had been damaged.

This had happened to team-mate Tony's engine at Watkins Glen, but at Mexico he was faring even worse. In practice the drive to the oil pumps failed (this had happened to team-mate Bruce at Watkins Glen!) and in the race the oil pressure on a Climax V8 we had borrowed disappeared completely after only a few laps and Tony rattled into the pits.

This was all vaguely reminiscent of the ten little nigger boys—the Cooper Grand Prix version sadly being five little (and expensive) Formula 1 engines—and now there are none!

I'm certainly glad that I'm not a Formula 1 constructor. Whatever the new formula is, it just has to result in cheaper, less complicated and more reliable engines, otherwise I fear the consequences for Formula 1 racing may be dire.

The Mexican race organizers are a dedicated little group intent on turning on the best race in the championship series. In my opinion they are succeeding. They have made their tricky but rewarding circuit much safer by replacing the banking used last year, with a gently sloped corner



TIMMY MAYER, the American who will drive Bruce McLaren's other 2½-litre Cooper in New Zealand and Australia, tries his car for size at Goodwood. Note the McLaren Motor Racing Team badge on the screen.

very clearly. I let out the clutch on my Cooper with the rev counter showing the 7,000 r.p.m. I normally use for starting and the back wheels spun, but instead of continuing to spin the wheels and accelerating away, the engine nearly stalled. I had to slip the clutch a couple of times before I was really under way after making such a poor start, but I had passed three cars—Graham Hill and Richie Ginther in the B.R.M.s, and Dan Gurney's Brabham—in the process and arrived at the first corner close behind Jimmy Clark and John Surtees. For the first few laps we raced in a long snake, with Clark, Surtees, Ginther, myself and Brabham all in a group, and Graham and Bandini just a few seconds back.

I had a fine battle with Richie in the B.R.M. My Cooper was handling well and the engine sounded perfect. At least it did for about 30 laps, then with a loud "pop"

of the same radius, rather like an Indianapolis curve.

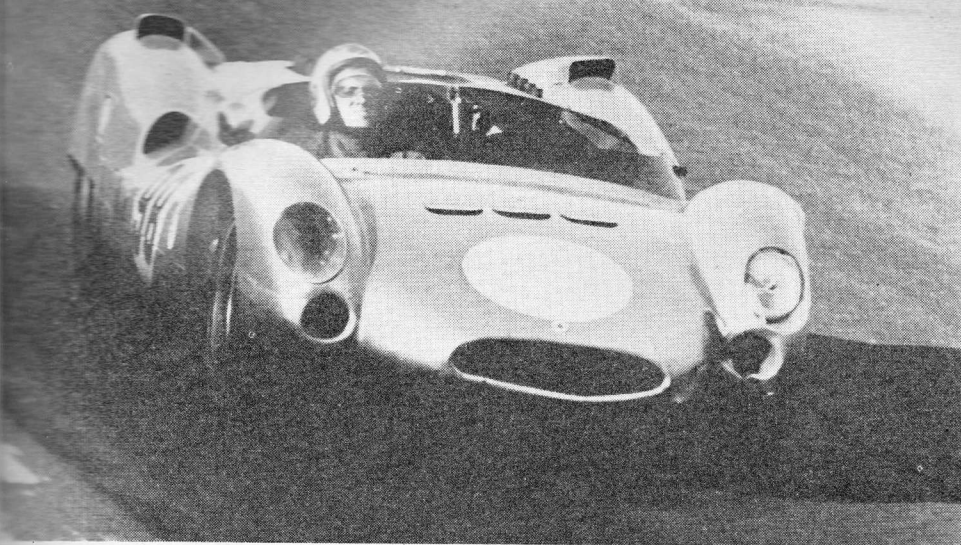
The trackside and pit arrangements are better than those of any other Grand Prix circuit. The pits are, in effect, a row of large well-lit garages where the cars stay from the moment they arrive in Mexico. Water and compressed air are piped to each unit, and a 24-hour guard is posted.

The friendly and helpful attitude of the organizers is equalled only by the Upper State New Yorkers at Watkins Glen, but the Mexicans can boast the best Automobile Club. Even if their building's history is a bit shady, it is certainly no longer ill-famed! If you see what I mean.

They turned on a good race for a huge crowd, the World Champion won, and we are all looking forward to the Mexican Grand Prix next year. Their efforts were very much appreciated.



FROM THE COCKPIT—Junior style! We know that Honda are looking for drivers for their Grand Prix team. But is this little Oriental girl trying to get there first?



Pacific G.P. for King Cobra

Dave MacDonald in Carroll Shelby's New Cobra-Ford-powered Cooper Repeats Riverside G.P. Win One Week Later at Laguna Seca

BY GORDON MARTIN

DAVE MACDONALD, team driver for Shelby American, won the 100-lap, 192-mile Monterey Pacific G.P. for sports cars just one week after his victory aboard the same Cobra-Ford-powered Cooper at Riverside, to bring his total earnings for the two races to \$20,380, some kind of a record for sports car race earnings in such a short time. MacDonald took over the lead at the half-way point after World Champion Jim Clark had held first place for 10 laps and MacDonald's team-mate Bob Holbert had been in front twice, once for 21 laps and again for 20 laps after Clark retired. The winner averaged 89.0 m.p.h. for the 2 h. 9 min. 19.2 secs. race, and set the best time through the speed traps at 129.4 m.p.h., 0.3 sec. under Bruce McLaren's 1962 record.

QUALIFYING opened on Friday with a prize of \$200 for the first driver to break the standing lap mark of 1 min. 13.0 secs. set by Roger Penske in 1962, plus a prize of \$300 for the fastest qualifier during the session and \$200 for the second fastest. The minute qualifying was officially open, Bob Holbert of the Shelby team took his Cooper-Ford out, and with one practice lap recorded 1 min. 12.6 secs. to get the \$200. Minutes later Jim Clark took the 2.7 Arciero Lotus 19 on to the course and lowered the absolute lap record to 1 min. 12.5 secs. Holbert retaliated by returning a 1 min. 12.0 secs. and before the day was out had a 1 min. 11.8 secs. in the record books for the fastest lap ever and the \$300 prize. Clark was second fastest—good for \$200.

Indy veteran Lloyd Ruby got his Ford-powered Lotus 19 special around in 1 min. 12.9 secs., to make it three cars under the old record. Jim Hall did a 1 min. 13.2 secs. in the Chaparral-Chevy, with Walt Hansgen (Super Genie-Ford), and Pedro Rodriguez returning exactly the same 1 min. 14.0 secs. in identical cars. Then Penske tied with them in a Cooper. A. J. Foyt was next with a Scarab-Oldsmobile at 1 min. 14.7 secs., and Tim Mayer (Lotus 23) was the fastest in the under 2-litre class with a 1 min. 14.8 secs. Dick Thompson screamed around the circuit in the noisiest car on the track, a Ford-powered rear-engined Maserati Birdcage, at 1 min. 14.9 secs. and Graham Hill clocked exactly 1 min. 15.0 secs. in a Lotus 23.

Stringing out from Hill's 1 min. 15.0 secs. down to 1 min. 19.7 secs., the order of qualifiers was: Chuck Parsons (Lotus 23), Dave MacDonald (Cooper-Ford), Richie Ginther (Porsche RS61), Ed Leslie (Lotus 23), Harry Heuer (Chaparral-Chevy), Dave Ridenour (Genie-Buick), Bill Krause (Elva Mk. 6), Jack Flaherty (Genie-Climax), Rodger Ward (Cooper-Chevy), Frank Gardner (Brabham-Ford), Augie Pabst (Lotus 19), Don Wester (Porsche RS61), Stan Peterson (Lotus-Buick), Masten Gregory (Elva-Porsche), Jerry Titus (Genie-Corvair), Don Devine (Scarab-Chevy), Allen Grant (A.C. Cobra), Bob Markley (Lotus 23), Jack Nethercutt (Lotus 19), Miles Guppton (Porsche Special), and Bud Morley (Elva Mk. 6).

Saturday was devoted to amateur races that deposited enough oil and rubber on the circuit so that in the final qualifying session on Sunday morning no one was able to better his Friday qualifying time. A consol-

ation race was then held for professional entries who failed to qualify for the afternoon G.P., followed by an amateur race for big displacement sports cars which saw a lone A.C. Cobra and Ronny Bucknum's M.G.B. make mince-meat of the Corvette contingent.

Amid the roar and smoke of the G.P. start of the Monterey Pacific Grand Prix it was apparent that Clark had made a poor getaway from his first row position. Holbert, in pole position, had accelerated into a clear lead with a surprise in the form of Hansgen, up from the third row, right behind him. Clark managed to get things sorted out and by the time the cars reappeared at the end of the first lap the order was Holbert, Hansgen and Clark, a fair distance ahead of the thundering herd.

The eventual winner, MacDonald, had started in 13th place on the grid and at the end of the first lap had actually lost two places, coming through the next two times in 15th place. It is undoubtedly a rarity for anyone to come from so far back to win a race of only a little more than two hours' duration, but MacDonald is not the type to throw in the

RESULTS

1, Dave MacDonald (Shelby-Cooper-Ford), 100 laps (192 miles) in 2 h. 9 m. 19.2 s., 89.0 m.p.h.; 2, A. J. Foyt (Scarab-Oldsmobile), 100 laps; 3, Jim Hall (Chaparral-Chevy II), 97; 4, Dave Ridenour (Super Genie-Buick), 97; 5, Harry Heuer (Chaparral-Chevy), 97; 6*, Tim Mayer (Lotus-Ford 23), 97; 7*, Richie Ginther (Porsche RS61), 96; 8*, Don Wester (Porsche RS61), 96; 9*, Ed Leslie (Lotus-Ford 23), 95; 10, Don Devine (Scarab-Chevy), 94; 11, Allen Grant (A.C. Cobra-Ford), 93; 12*, Graham Hill (Lotus-Ford 23), 92; 13, Stan Peterson (Lotus-Buick), 91; 14*, Chuck Parsons (Lotus-Ford 23), 91; 15, Lloyd Ruby (Lotus-Ford 19 Special), 90; 16, Dick Thompson (Maserati-Ford), 86; 17*, Bud Morley (Elva Mk. 6), 82; 18*, Miles Guppton (Porsche RS Special), 73; 19*, Jack Flaherty (Genie-Climax), 64; 20*, Bill Krause (Elva Mk. 6), 55 laps.

Retirements: Lap 14, Jerry Titus (Genie-Corvair*), broken gear shift; lap 14, Augie Pabst (Lotus-Climax 19*), broken transmission; lap 20, Rodger Ward (Cooper-Chevy), oil leak; lap 21, Walt Hansgen (Genie-Ford), broken water line; lap 29, Jack Nethercutt (Lotus-Climax 19), broken differential; lap 30, Pedro Rodriguez (Super Genie-Ford), broken transmission; lap 31, Jim Clark (Lotus-Climax 19), lost oil in accident; lap 35, Frank Gardner (Brabham-Ford*); lap 51, Bob Holbert (Shelby Cooper-Ford), overheating; lap 61, Masten Gregory (Elva-Porsche*), broken rear suspension; lap 82, Roger Penske (Cooper-Chevy), tyre failure.

* Up to 2-litre class cars.

"KING OF THE WILD WEST", Dave MacDonald in the Shelby American King Cobra, winner of both the Riverside and Pacific Grands Prix, worth \$20,000. The car had never raced before the West Coast professional series this year.

sponge. His initial attempt to qualify on Friday was substantially off the mark set by his team mate Holbert, and in trying to better the times MacDonald wrecked his engine. A spare was installed in time for Sunday's big event, but it was a milder power plant.

On lap two Clark had overtaken Hansgen in the Genie-Ford, and set his aim on leader Holbert. Trailing behind the three front-runners were Ruby, Foyt, Rodriguez, Hall, Mayer (leading the 2-litre class), Ridenour, Penske, Heuer, Leslie, Hill, and Thompson. Clark, trailing a thin wisp of smoke everytime he eased on the throttle, was making no inroads on Holbert's lead. Holbert's eventual downfall was about to have its small beginning at this point. While doubling some of the tail-enders, Holbert managed to bump someone's car and bashed his main air intake partially closed. He continued to circulate with his crumpled snout and his water temperature started to rise.

Via pit signals his crew implored Holbert to come in for a quick mallet job on the bent snout, but he was more intent on staying ahead of Clark. Eventually his water temperature rose so high that he was forced to make



1961 INDIANAPOLIS WINNER. A. J. Foyt of Texas took second place in this ex-Lance Reventlow, Oldsmobile-powered Scarab.

the pit stop on the 22nd lap, zooming back out into the fray some 10 seconds behind Clark, but still safely ahead of third man Foyt, who, in turn, had finally taken Ruby when the latter bobbled during their private dice.

Then fate dealt a cruel blow to Jimmy Clark. As he approached the fastest bend on the 1.9-mile, nine-turn circuit, he was motioned past on the inside by Richie Ginther, who Clark was about to double. Jim cut to the inside between Ginther's Porsche and the apex of the turn and there dead ahead of his line of travel lay a portion of a tyre of the type used to mark the edge of the circuit when half buried in the dirt and painted with whitewash. Apparently since Clark's last lap, someone had nicked the tyre, tearing it loose and throwing it up on the roadway. The Champion had the choice of taking to the dirt and possibly more buried tyres, swerving into Ginther, or trying to drive over the ruddy thing. He chose the latter, and the loose tyre tore off most of an auxiliary oil radiator attached below the Lotus 19 nose. Streaming oil from here to there, Clark coasted to a stop a mile farther on with his oil pressure down to zero and his hopes shot sky high.

Holbert came by and into the lead, his car beginning to blow steam. Team-mate MacDonald had moved up from 15th to 10th by the tenth lap, to fifth place on the 22nd lap, and was third when Holbert regained the lead. Only Foyt was running between the two team Cooper-Fords. On lap 45 MacDonald finally

(Continued on page 649)

VENERABLE VETERANS

The R.A.C. Commemoration Run from London to Brighton

By JOHN BOLSTER

Photography by GEORGE PHILLIPS



THE annual R.A.C. Commemoration Run took place on Sunday, mercifully without the traditional rain and cold. A slight shower just before the start and a patch of fog in the Gatwick area were the only unpleasant things with which the very exposed car crews had to contend.

First away was Henri Malartre, owner of the fabulous Rochetaillée Museum, in an 1895 Rochet Schneider. This car is very like a Benz but has a larger cylinder. He was followed by Capt. Colver in the Arnold, also of Benz design, who had to replace a belt fastener *en route* before completing yet another "Brighton". Over 200 cars were despatched in less than an hour, but the organizers must learn that veteran cars should not be kept waiting for ages with engines running. In future, I shall take the flag with a dead engine, at the risk of causing an obstruction.

A few cars overheated or oiled plugs, but soon all were away. Jackman's Phoenix-Trimco stalled on Westminster Bridge and had to be push started, but soon overtook the 1903 Panhard, which I have driven in every "Brighton" since 1934. On this trip, I was without the company of Raymond Baxter, who was unexpectedly sent elsewhere by the B.B.C., and the party consisted of Gregor Grant, James Tilling, and my son. I had almost worked myself to a standstill in preparing the car for the run, but she proved temperamental, and we had quite a few stops to search for a missing cylinder. Jack Brabham had cured my previous water pump trouble, so now the ignition had to misbehave!

Long's de Dion was in trouble at Kennington, and Barnard's Oldsmobile was already steaming ominously, but Lord Montagu's Dürkopp passed serenely by, with Graham Hill in the passenger's seat. "Papillon Bleu", Lightfoot's Panhard, driven by Gascani, had to be repaired by its owner, who was in his beautiful Mercedes.

BRIGHTON attracted even more crowds than the Beatles! Entering Madeira Drive Roy Forster (1903 de Dion Bouton) leads Sir Norman Joseph (1903 Panhard-Levassor).

Bendall appeared to be dismantling the body of his Oldsmobile, Norton pulled his de Dion off the road for a look-see, and Hamilton-Fish had to change the only sparking plug of the M.M.C. on Brixton Hill. The police were being wonderfully co-operative, only one fat copper on a motor-cycle appearing to have got out of bed on the wrong side, while the traffic was the lightest for years, there being remarkably little obstruction. In several cases,

IN THE COUNTRY. A. James (1900 Daimler) near Hooley during last Sunday's Veteran Car Run.

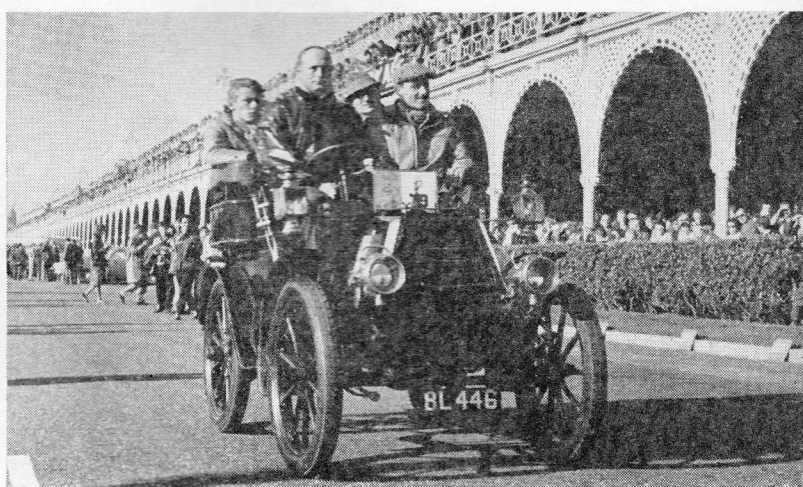


policemen helped to push cars up hills! Just before Streatham, Emson's Pieper was restarting after a pit stop, Mackay's International Benz was steaming beautifully, and Peter Hampton's 9-litre racing Mercedes passed us with a fine burst of acceleration.

The Arrol-Johnston entered by Queen Mary's Hospital for Children was carrying a large party of delighted youngsters. "Boanerges", that famous James and Browne, did not appear to be running on both its horizontal cylinders at Norbury, where a Royal Enfield "Quad" was also in trouble. Towards Thornton Heath, Jarvis was contemplating the silent engine of his de Dion, Goldsmith's Benz was needing attention, and Smith's Benz was being adjusted, though the engine was still running.

What a lot of mechanical trouble there was this year! At Croydon, a tricycle needed pedal assistance on the flat and another one, a Quadrant, was being pushed. Chester Smith's Oldsmobile stopped in a cloud of oil smoke and smelt terribly hot at Purley, where Cole's Benz and Kendall-Torrey's Panhard also paused. Such cars as the Benz have to stop at intervals for big end greasing and water replenishment, so an apparent breakdown may be just a routine oil and water fill-up. At a garage in Redhill, many lucky crews received refreshment.

The wonderful old Arnold was going magnificently on the Brighton side of Redhill, where our Panhard was *en panne*. The de Dion of Willis was in a garage and Barker's similar car seemed to have something amiss with a wheel, while Lady Montagu, who was looking most attractive in yet another de Dion, had a short stop at Salfords. Murcott's M.M.C. was adding to the fog at Gatwick with a fine head of steam, but poor Heyworth had an inner tube blow out of one of the tyres of his 1903 Wolseley.



RACING DRIVERS in the "Old Crock's Race"! Bruce McLaren (with his secretary Eoin Young) travelled in the "works" 1904 Sunbeam usually pedalled by Jack Brabham (left). **EX-WORLD CHAMPION** Graham Hill partnered Lord Montagu of Beaulieu in this 1901 Dürkopp two-cylinder car (right). Both, as can be seen, reached Brighton safely.

Thus far along the route, many of the later cars were stopped to avoid exceeding the 20 m.p.h. schedule, but we were still having occasional ignition bothers and fell well behind the target speed, in spite of fast coasting in neutral down hills. We tried to avoid baulking any car, ancient or modern, but it was maddening when a plug would suddenly cut out in the middle of overtaking on a steep climb! Such was the case also with Warne's Royal Enfield, which appeared to die suddenly when half way round a roundabout. The Ader of Schimp from Belgium, which has a big V-twin engine, was going nicely along the Crawley By-Pass, but easily the biggest V-twin was fitted to Blake's Etna tandem tricycle, a light machine with a fabulous performance. Hereabouts, the Hurtu appeared to be very hot, Tony Bird's Benz was receiving attention from the crew of its vintage Lanchester tender, and the Gardner-Serpollet steam car of Alec Hodsdon appeared to lack some of the steam of which the earlier petrol cars had such an excess. At the Knorr Soup Kitchen we were served with hot drinks without leaving the car, where we met Eric Findon, for so long the Editor of *The Light Car* and a pioneer motoring broadcaster. A little later, during yet another plug-cleaning stop, we met Eric Thompson, who was spectating from an early Stoewer, and the Gardner-Serpollet came past again, having evidently built up some steam pressure. At Bolney garage, Tony Bird had another routine stop, giving us the thumbs-up sign, so we signalled that we were running on two cylinders. Denis Flather was going beautifully on the solid-tyred Daimler, which appears to ride remarkably well on modern surfaces, while Wing-Commander Jackson thundered past with a thrashing of chains in the racing de Dietrich of the Shuttleworth Trust—a magnificent sight, with the mechanic crouching on the floorboards.

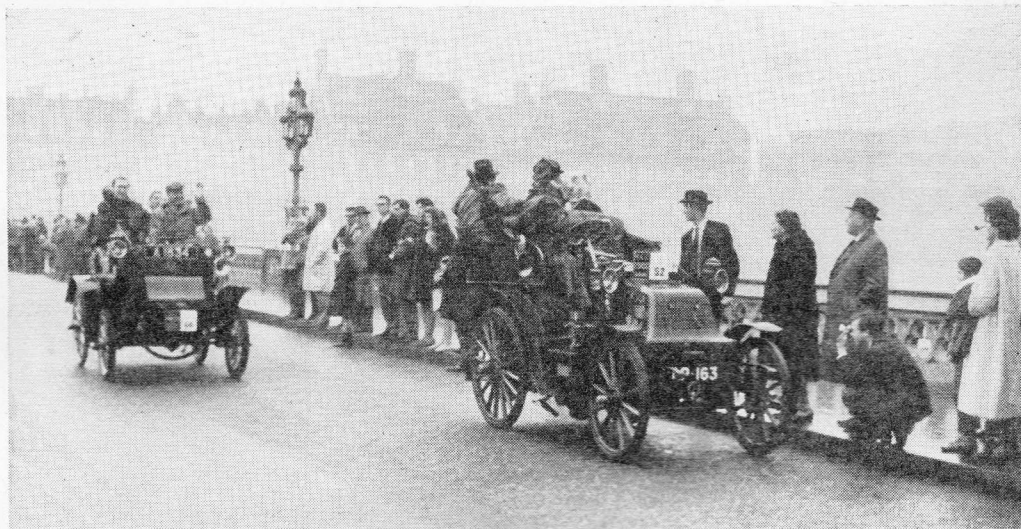
Approaching Brighton, the beautiful, big four-cylinder Panhard Wagonette of Freakes stopped, but was soon travelling at speed again. Mitchell's Phoenix-Trimco stalled in the traffic, but an energetic policeman push-started it, whereupon it accelerated strongly for the Madeira Drive. At last the sea hove in sight, under a blue sky, and it was good to be in Brighton again. There had been a surprising amount of mechanical trouble, several cars failing to make it before the R.A.C. control closed at 4 p.m., but though there were fewer cars and spectators *en route*, enthusiasm seemed greater than ever, with loud applause for a good climb up a steep hill, and much autograph hunting at the pit stops and the finish. The splendid "race" between the

two Oldsmobiles of Mr. and Mrs. Smith gained much applause on the Madeira Drive.

Lord Montagu's cocktail party was a delightful occasion, with drivers telling tales of the mighty performances put up by their beloved cars. There's nothing more wonderful than a good lunch at 2.30 p.m. when you had a light breakfast at 6 a.m., and afterwards most of the cars were put on trailers and taken home. The Panhard,

however, is always driven back under its own power.

On this occasion, the poor passengers pushed up many hills, until at last I located the trouble, in the commutator of the trembler coil ignition. I made up a new brush out of the tinfoil packing (silver paper) round the Editor's cigarettes. Incredibly, the car went onto two cylinders at once and there began the best ride of the day. The oil lamps emitted only a yellow



STOPPED on Westminster Bridge is J. V. Murcott's 1900 M.M.C. and it receives attention as J. E. Crossman's Georges Richard Dogcart chugs by (above). **ROCHET SCHNEIDER** of Frenchman H. Malartre gets away at the start (below). This machine was built in 1895.



before two world wars had brought an end to so much that was gracious and lovely.

The Veteran driver is not a "type". He ranges from a titled Air Chief-Marshall to fanatically keen college boys, plus the odd racing driver, the artist, the antiquarian, and the journalist. Of course, engineers and mechanics have always found Veteran cars enchanting, while beautiful ladies gladly risk their complexions every year on the Brighton Run. There is nothing quite like this pageant from history, for a car which is running comes alive and has a soul, whereas a static museum exhibit is cold and dead.

When I put the Panhard in the garage at the end of the long, long day, I turned off the petrol and the oil drip feeds and disconnected the battery. Next morning, I found that all the oil lamps were still burning. Well, one can't remember everything!

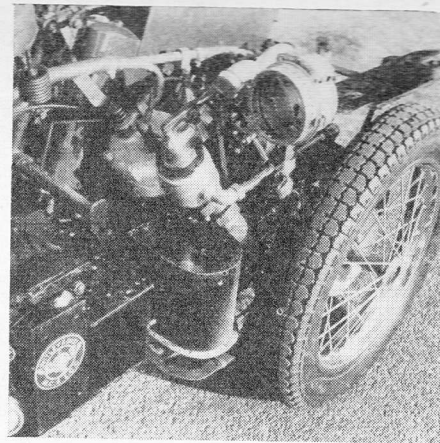
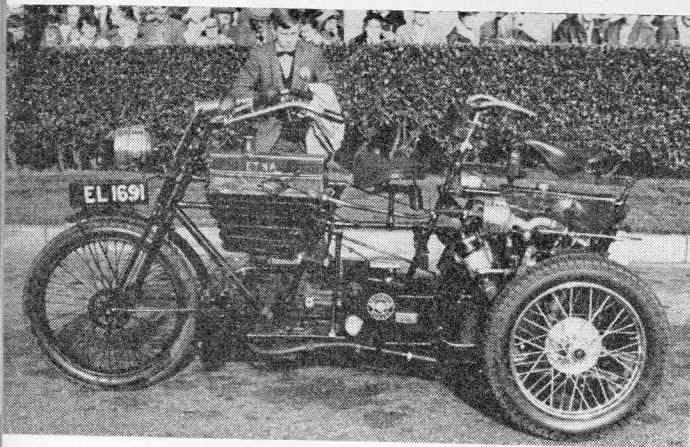
glow, but some very kind people in a Rolls stayed behind us and gave us the immense benefit of their powerful lamps. The roads of Sussex had been crowded, but Kent was deserted and the Panhard fairly flew. Occasionally a modern car would pass, usually with a toot on the horn and a cheerful wave, but as we sat high up above our bicycle tyres with no protection from the cold wind, we all had the impression that nobody had ever driven so fast before.

Around Tunbridge Wells there were patches of fog, and the Editor's flask gave up its last warming drops, but we finished the journey in tremendous form, vowing that it had been the best ever. How curious it is that out of gross discomfort, bitter cold, tremendous exertion, and sheer exhaustion, one can achieve such enjoyment that the day becomes one which will always be remembered! Such is the fascination of Veteran motoring. It is so easy to forget all the problems of the 1963 rat race and imagine oneself back in the spacious days

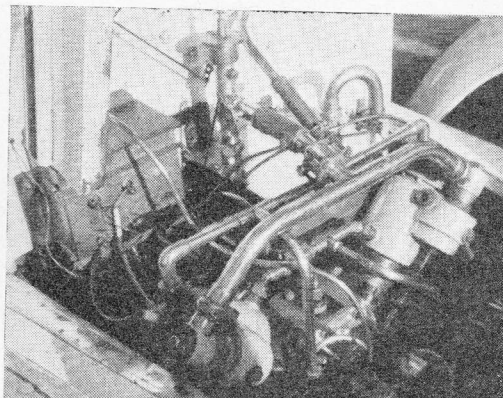
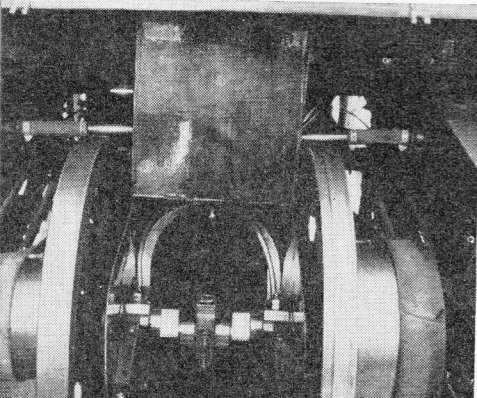
PROGRESS INDEED!
1901 Progress passes 1901 Renault (above). Peter Wilson and Peter Garnier in the former machine grin, while Jack Kemsley and his son also look pleased with themselves.

★

ON BRIXTON HILL a Belgian entry, the Georges Richard of A. Pottier, comes to a grinding halt (right). Repairs effected, it was on its way again very soon.



INTERESTING Etna, a two-cylinder 1904 Tandem Tricycle driven by K. R. Blake, showed a good turn of speed (above, left). **HEARTY** engine is water-cooled and is rated at 14 h.p. (above, centre). **VERY PRETTY** Veteran, the M.M.C. of J. Hamilton-Fish, finishes its 53-mile run at Madeira Drive, Brighton (above, right). **ONE-CYLINDER** engine of the French Rochet Schneider was rated at 8 h.p.—quite something for 1895 standards (below, left). **ENGINE** of Belgian R. Schimp's Ader is a twin-cylinder of 8 h.p. (below, centre). **THREEQUARTER LAUNDAULETTE** 1903 Renault of Capt. P. Waters-Westbrook has sprung wheels, each "spoke" comprising a shock absorber (below, right).



R.A.C. RALLY

Entry List of Next Week's Annual Classic

When They're Coming*

11th November		Edzell	14.45	Ambleside	14.30	Llansawel	22.30
Blackpool	18.30	Lumsden	16.45	Carnwath	15.30	Eppynt	23.30
Grisedale	20.30	Huntly	17.45	Blackpool	16.30		
Ambleside	21.00	Fochabers	18.45	14th November		15th November	
Kirkstone Pass	21.15	Forres	19.45	Blackpool	09.00	Builth Wells	00.30
Greystokes	21.46	Brodie	19.50	Preston	09.45	Cross Gates	01.30
Keswick	22.30	Grantown	20.45	Oulton Park	11.30	Kington	02.30
Sunderland	23.45	Blair Athol	22.45	Darlington	13.30	Gloucester	04.00
				Bwlchdyddar	14.30	Lulgate	06.00
12th November		13th November		Bala	15.30	Cannington	07.00
Cardewlees	00.19	Perth	00.12	Penmachno	16.30	Minthead	08.00
Carlisle	00.27	Tentsmuir	01.12	Coed-y-Brenin	17.30	Dulverton	09.00
Lochmaben	01.30	Tulliallan	03.12	Dovey	18.30	Honiton	10.00
Monraive	02.20	Grangemouth	03.30	Machynlleth	19.30	Axminster	11.15
Challoch	02.45	Carnwath	04.30	Llangurig	20.30	Dorchester	12.15
Turnberry	05.25	Peebles	05.15	Tregaron	21.30	Wareham	13.15
Wilsontown	08.50	Appletreethall	06.15			Bournemouth	15.00
Falkirk	09.30	Byrness	08.00				
Aberfoyle	10.45	Alston	10.45				
Lochearnhead	12.04	Greystokes	11.30				
Crieff	12.45	Bewaldeth	12.30				
Blairgowrie	13.45	Bassenthwaite	13.30				

*** To find arrival time, add competitor's number in minutes to the time stated. However, many competitors will be running ahead of schedule.**

* To find arrival time, add competitor's number in minutes to the time stated. However, many competitors will be running ahead of schedule.



NOW residing in Great Britain, Eric Carlsson had to pass the driving test—or take part in the R.A.C. Rally with L-plates! He did this after taking a "lesson" at Paddy Hopkirk's school of motoring to learn about how to behave on British roads.

SPOT THEM BY THEIR NUMBERS...

1. Geoff Mabbs/John Brown	..	..	Austin-Cooper S	..	5	93. G. J. Tripp/B. Dunster	..	..	Austin-Cooper S	..	3
2. Rauno Aaltonen/Tony Ambrose	..	..	Austin-Healey 3000	..	7	94. Bill Frithy/Mike Cotton	..	..	Jaguar 3.8	..	4
3. Lucien Bianchi/Peter Roberts	..	..	Citroën DS19	..	4	95. G. H. Partridge/M. P. W. Britton	..	..	Morris Mini	..	1
4. Eric Carlsson/Gunnar Palm	..	..	Saab	..	1	96. D. Morton/F. S. Johnson	..	..	Volkswagen	..	3
5. Donald and Erle Morley	..	..	Austin-Healey 3000	..	7	97. P. W. Ward/F. S. Herwin	..	..	Triumph Vitesse	..	3
6. Bengt Jansson/E. Patterson	..	..	Volkswagen S	..	3	98. Maurice Mackie/A. V. C. Mason	..	..	Saab	..	1
7. Pat Moss/Jennifer Nadin†	..	..	Ford Cortina	..	6	99. M. E. Lane/R. Doidge	..	..	Morris-Cooper	..	2
8. Bengt Soderstrom/R. Roysson	..	..	Volkswagen S	..	3	100. R. E. Sanson/W. Rossion	..	..	Triumph Vitesse	..	3
9. Gunnar Andersson/Douglas Johns	..	..	Volvo	..	3	101. Ted Hatchett/R. H. Britt	..	..	Renault R8	..	2
10. Bengt Soderstrom/Bo Olsson	..	..	Ford Cortina	..	3	102. D. G. Syder/F. N. Butler	..	..	Ford Cortina	..	3
11. Carl-Magnus Skegh/Lars Berggren	..	..	Volvo	..	4	103. A. Mylius/M. Rogers	..	..	Saab	..	1
12. Vic Elford/David Stone	..	..	Triumph TR4	..	6	104. G. Frazier/R. J. Cox	..	..	Morris-Cooper	..	2
13. Bobby Parkes/Roy Dixon	..	..	Reliant Sabre 6	..	4	105. N. Harvey/D. Cardell	..	..	Austin-Cooper S	..	3
14. Peter Harper/Ian Earnest	..	..	Humber Super Snipe	..	4	106. Brian Sherwood/X	..	..	Tornado Talisman	..	6
15. Raymond Baxter/Harold McMillan	..	..	Reliant Sabre 6	..	7	108. N. W. Bott/L. D. Potts	..	..	Triumph Vitesse	..	3
16. Peter Procter/David Mabbs	..	..	Sunbeam Rapier	..	3	109. Ian Grant/X	..	..	Ford Anglia	..	6
17. Peter Riley/Tony Nash	..	..	Ford Cortina	..	6	110. A. S. B. Bostrom/P. L. Bostrom	..	..	Volvo	..	4
18. Paddy Hopkirk/Henry Liddon	..	..	Morris-Cooper S	..	3	111. Barbara Johansson/Sheila Taylor†	..	..	Austin-Cooper S	..	3
19. David Seigle-Morris/Barry Hercock	..	..	Ford Cortina	..	6	112. J. Rhodes/G. Smith	..	..	Standard Ensign	..	4
20. John Sprinzel/Peter Marshall	..	..	Rover 3-litre	..	3	113. B. Petch/H. G. S. Miller	..	..	Austin-Healey 3000	..	7
21. Henry Taylor/Brian Melia	..	..	Ford Lotus Cortina	..	3	114. F. Chamberlain/W. R. Mullen	..	..	Sunbeam Rapier	..	3
22. Timo Makinen/Mike Wood	..	..	Austin-Healey 3000	..	7	115. P. J. Collins/H. A. H. Horton	..	..	Austin-Cooper S	..	3
23. Tom Trana S. Lindstrom	..	..	Volvo	..	4	116. C. E. Bock/G. S. Bosence	..	..	Saab	..	1
24. Bo Ljungfeldt/F. Sager	..	..	Ford Falcon	..	4	117. D. J. F. Stammers/C. L. Gibbs	..	..	Sunbeam Rapier	..	3
25. Tony Fisher/X	..	..	Austin-Cooper S	..	5	118. D. W. J. Thorne/L. Cameron	..	..	Ford Cortina	..	6
26. Anne Hall/Pat Spencer†	..	..	Ford Cortina	..	3	119. O. Smith/E. H. Smith	..	..	Morris-Cooper S	..	3
27. Jean-Jacques Thuner/John Gretener	..	..	Triumph TR4	..	6	120. M. Ross-Denby/X	..	..	Sunbeam Rapier	..	3
28. Sylvia Osterberg/Inga-Lill Edenring†	..	..	Volvo	..	4	121. F. J. Powell/E. N. Baker	..	..	Morris-Cooper	..	3
29. Tiny Lewis/R. Turvey	..	..	Sunbeam Rapier	..	6	122. C. M. Malkin/B. Ryder	..	..	Morris-Cooper S	..	3
30. Logan Morrison/Ross Finlay	..	..	Morris-Cooper	..	2	123. D. R. Lockyer/M. Bishop	..	..	Saab	..	1
31. L. Gillmo/Lars Olsen	..	..	Saab	..	1	124. A. H. Lewis/J. Nottingham	..	..	Morris-Cooper	..	2
32. Pauline Mayman/Val Domleo†	..	..	Morris-Cooper S	..	3	125. R. H. Lamb/T. Mason	..	..	Humber Sceptre	..	2
33. Terry Hunter/John King	..	..	Morris-Cooper	..	2	126. Grahame John/K. R. Billows	..	..	Ford Cortina	..	3
34. Ken James/Mike Hughes	..	..	Rover 3-litre	..	4	127. C. J. Horrel/D. E. Rowe	..	..	Morris-Cooper	..	3
35. Peter Bolton/X	..	..	Vauxhall VX4 90	..	3	128. H. A. Holmes/S. J. Bate	..	..	Volkswagen	..	2
36. Rosemary Smith/Margaret Mackenzie†	..	..	Sunbeam Rapier	..	3	129. B. Galley/R. Thorpe	..	..	Morris-Cooper	..	3
37. Peter Jopp/Les Leston	..	..	Ford Falcon	..	4	130. C. H. Farrar/B. O. Moore	..	..	Ford Anglia	..	3
38. Bill Bengry/Barry Hughes	..	..	Rover 3-litre	..	4	131. A. T. Crusher/D. H. Gamble	..	..	Ford Lotus Cortina	..	6
39. Olle Dahl/X	..	..	Saab	..	1	132. J. Crossley/X	..	..	M.G. 1100	..	3
40. John Cuff/Norman Baguley	..	..	Ford Cortina	..	3	133. Brian Chippindale/Peter Finney	..	..	Morris-Cooper	..	3
41. Carl Orrenson/Rolf Dahlgren	..	..	Morris-Cooper S	..	3	134. B. R. Burn/P. Burch	..	..	Hillman Minx	..	4
42. Owe Andersson/Gunnar Wiman	..	..	Morris-Cooper S	..	3	135. H. Burke/Mac Daghorn	..	..	Volvo	..	4
43. Roy Fidler/Dom Grimshaw	..	..	Triumph TR4	..	6	136. Ken Brierley/J. G. Fairer	..	..	M.G. 1100	..	2
44. Olle Bromark/K. Lyell	..	..	Saab	..	5	137. R. C. Bowers/J. Hedderly	..	..	Morris-Cooper	..	3
45. John la Trobe/Julian Chitty	..	..	Sunbeam Rapier	..	3	138. J. Bloxham/R. Morris	..	..	Simca 1000	..	6
46. H. Kullstrom/X	..	..	Volkswagen S	..	3	139. Leo Bertorelli/P. Warren	..	..	Triumph TR4	..	3
47. Mike Sutcliffe/Ted Rowlands	..	..	Ford Zodiac	..	4	140. S. B. Bannidge/M. J. Day	..	..	Austin-Cooper S	..	3
48. David Pollard/Tony Baines	..	..	Sunbeam Rapier	..	3	141. D. E. Baker/O. Jones	..	..	Morris Mini	..	5
49. Sir Peter Moon/Rob Mackie	..	..	Austin-Healey 3000	..	7	142. A. Andersson/X	..	..	Saab	..	3
50. Tim Baker/Jim Handley	..	..	M.G. Midget	..	5	143. B. Larsson/X	..	..	Volkswagen 1500	..	2
51. Paul Easter/D. E. J. Thompson	..	..	Austin Mini	..	1	144. George Alcorn/X	..	..	Ford Anglia	..	1
52. H. B. Ehring/A. L. Lindqvist†	..	..	Saab	..	1	145. E. A. T. Wallcocks/P. J. Smith	..	..	Saab	..	3
53. Phil Simister/Don Barrow	..	..	Ford Cortina	..	3	146. A. A. Wright/H. Kemp	..	..	Ford Cortina	..	3
54. Isobel Robinson/X†	..	..	Simca	..	2	147. J. C. Sorrell/J. S. Donovan	..	..	Austin-Cooper S	..	3
55. John Wadsworth/X	..	..	Morris-Cooper S	..	5	148. W. H. Ramsden/A. J. Fernette	..	..	Morris-Cooper	..	2
56. David Hiam/Ron Crellin	..	..	Morris Mini	..	1	149. G. M. R. Pearson/L. A. Quevatre	..	..	Fiat	..	3
57. Brian Culcheth/Tony Straker	..	..	Austin-Cooper	..	5	150. Sam Nordell/Bill Barlow	..	..	Vauxhall VX4 90	..	3
58. Tom Paton/Johnson Syer	..	..	Morris-Cooper	..	2	151. M. W. Oakden/Y. W. Hilton†	..	..	Volkswagen	..	3
59. Jim McInnes/Stuart Parker	..	..	Vauxhall VX4 90	..	3	152. A. C. Kirby/I. R. Martin	..	..	Hillman Imp	..	2
60. Alan Allard/Tom Fisk	..	..	Allardette	..	6	153. R. M. Jamieson/Mrs. E. Jamieson	..	..	Austin-Cooper S	..	3
61. Tony Cox/John Davenport	..	..	Rover 3-litre	..	4	154. J. Gardner/B. Parker	..	..	Ford Anglia	..	3
62. Leslie Griffiths/Stuart Turner	..	..	Reliant Sabre	..	6	155. H. F. Davies/Cyril Dart	..	..	Volkswagen	..	3
63. M. A. Costello/G. Cooper	..	..	Sunbeam Rapier	..	3	156. F. Davies/R. Holso	..	..	Morris Mini	..	1
64. John Preddy/Peter Smith	..	..	Allardette	..	6	157. J. R. Cotter/D. Hill	..	..	Sunbeam Rapier	..	3
65. M. Hinde/J. Barritt	..	..	Simca	..	2	158. G. Cook/D. Bowes	..	..	Sunbeam Rapier	..	6
66. Dan Margulies/John Trott	..	..	Ford Cortina	..	6	159. Terry Burn/C. Goff	..	..	M.G.B.	..	3
67. J. Ray/X	..	..	Austin-Cooper S	..	3	160. G. Benson/R. G. Heaton	..	..	Triumph Vitesse	..	3
68. J. Kennerley/X	..	..	Jaguar 3.8	..	4	161. Horace Appleby/R. H. McGhie	..	..	Sunbeam Rapier	..	3
69. J. E. Anoreason/Picko Troberg	..	..	Austin-Cooper S	..	3	162. C. G. Wood/N. A. Thomas	..	..	Morris-Cooper	..	2
70. Geoff Allen/Saville Woolley	..	..	Vauxhall VX4 90	..	3	163. B. G. Williams/D. H. Jones	..	..	Morris Mini	..	1
71. Douglas Wilson-Spratt/X	..	..	Austin-Cooper S	..	5	164. I. W. Ward/R. Joss	..	..	Morris 1100	..	3
72. Arthur Senior/Frank Crossley	..	..	Austin-Cooper S	..	3	165. J. C. Torhoff/J. D. Fawcett	..	..	Saab	..	1
73. Peter Astbury/Brian Harper	..	..	Morgan Plus 4	..	6	166. R. A. Clift/X	..	..	Ford Cortina	..	3
74. Jimmy Blumer/Paul Steiner	..	..	Ford Cortina	..	3	167. Valerie Pirie/Daphne Freeman†	..	..	Ford Cortina	..	3
75. Robert McBurney/F. A. Robinson	..	..	Volkswagen	..	6	168. T. S. F. Thompson/D. J. K. Stephenson	..	..	Morris-Cooper S	..	3
76. Robin Richards/Geoff Davies	..	..	Ford Cortina	..	3	169. R. D. Masters/A. W. Gorst	..	..	Vauxhall Velox	..	4
77. Hugh O'Connor/Rorke/K. Deacon	..	..	Triumph TR4	..	6	170. E. W. Judge/C. M. Seward	..	..	M.G. 1100	..	3
78. J. R. McSpadden/Robert Woodside	..	..	Volkswagen S	..	3	171. P. Rutland-Barsby/X	..	..	Hillman Imp	..	2
79. Andrew Cowan/B. C. Coyle	..	..	Sunbeam Rapier	..	3	172. J. F. Barnes/M. Ford	..	..	Peugeot 404	..	4
80. B. J. Brace/N. Pirey	..	..	Renault R8	..	2	173. D. Watts/F. Bertaile	..	..	Simca 1000	..	2
81. Ian Woodside/X	..	..	Austin-Healey Sprite	..	5	174. Denise McCluggage/Rosemary Seers†	..	..	Ford Falcon	..	4
82. Richard Martin-Hurst/A. J. Taylor	..	..	Rover 3-litre	..	3	175. M. Bower/L. Vaughan	..	..	Ford Cortina	..	3
83. Alec Lobb/N. A. Porter	..	..	Ford Cortina	..	3	176. G. P. Warren/J. Spires	..	..	Reliant Sabre	..	7
84. George Humble/G. Lomax	..	..	Ford Cortina	..	3	177. R. Angiolini/M. Angiolini	..	..	Alfa Romeo Giulia TI	..	6
85. J. Geesink/P. W. Manshanden	..	..	Renault Gordini	..	1	178. X/X	..	..	Alfa Romeo Giulia TI	..	6
						179. X/X	..	..	Alfa Romeo 2600 Sprint	..	4

† Coupe des Dames contenders.

Classes: 1, Group 1 and 2 saloon cars up to 850 c.c.; 2, 851-1,000 c.c.; 3, 1,001-1,600 c.c.; 4, over 1,600 c.c.; 5, G.T. cars up to 1,150 c.c.; 6, 1,151-2,500 c.c.; 7, over 2,500 c.c.

Trials Season Starts

THE Eire speed season is well and truly over for yet another year, and the whine of open exhausts is now replaced by the howls of tortured rubber and the gnashing of gears as the trials season accelerates into full swing.

On 8th September, Paul O'Flynn won the Carrick-on-Suir M.C.'s Comeragh Cup Trial in his Morris-Cooper. Terry Power in a similar car took second spot, ahead of Larry Mooney (VW) and Noel Smith (N.S.U.). Irish Motor Racing Club held a handicap Autocross on the following Saturday. Classes were won by Cecil Vard (Austin-Cooper), Frank Gavin (VW), Des Cullen (M.G. Midget s/c), and Bob Beattie (M.G.A.). Vard beat Cullen by three seconds for B.T.D. The course was extremely bumpy and during the afternoon a Mini and a VW were rolled. Best prize of the day went to Frank Gavin, who drew the winning ticket in a raffle, for no fewer than 52 dozen bottles of beer. Frank is retiring from trials, not on account of all that bitter, but because he has sold his VW and he will not be talked into dicing his brand new Alfa Romeo Giulia.

The M.G. Club's Jackson Trophy Trial on 21st September was based on a handicap system. The Premier Award went to Dennis Flanagan in a Mark 1 Sprite. Classes were won by David Glover (Austin-Cooper), Peter Jenkins (G.T.S.), and Mrs. Edna Guthrie (VW). The M.G. Award went to Alex Poole in a Midget. The Tipperary Club's Autumn Trial on 29th September was won by Terry Power. Pat O'Callaghan was second in a Volkswagen, and third in his recently acquired M.G. Midget was Des Bradley. A Renault Gordini was stood on the lid. Who said that trials and autocross were the least expensive forms of motor sport today?

On Friday, 4th October, Seamus Griffin in his Griffin-Ford, won the Leinster Motor Club's Vigzol Cup Night Trial. The Vard brothers, Leslie and Cecil, were second and third in Austin-Coopers, and fourth was Stee Griffin in his G.T.S. Two tests were held in Dunboyne Village, the home of the annual Leinster-Martell races.

Last season several rallies were cancelled due to bad weather and lack of support. It is therefore nice to record that the Limerick Motor Club had a good entry for their Thomond Rally on Sunday, 6th October. This event was formerly called the Circuit of Clare. The winner was Larry Mooney in his white Volkswagen, which is more familiar to driving tests than to rallying. Mooney was navigated by Miss Sheila O'Cleary. Terry Power/Jim Cullen were second, Pat O'Callaghan/Rickie Foote were third, and Des Bradley/Jack Fildes were fourth.

John Hayes drove his Austin-Cooper to victory in the Motor Enthusiasts' Club's Rhodes Cup Trial on 12th October. Leslie and Cecil Vard were again second and third, followed by Larry Mooney, Stephen Griffin, Leslie Fitzpatrick, Johnny Moore and Brendan Kenna (Austin-Coopers), and Des Bradley and Des Cullen. Seamus Griffin won the Rhodes Cup several times in the past but retired on this occasion when the c.w. & p. packed up on the sixth test.

Waterford Tyresoles Cup Trial

THE first Hewison qualifying round of the current season was the Waterford M.C.'s Tyresoles Cup Trial on Sunday, 13th October. The Waterford men were perhaps over zealous in their anxiety to provide driving tests worthy of an event carrying Hewison status. Some tests were far too tight and rather over complicated. There was also a general air of dissatisfaction over the running of some tests, and quite a few drivers had differences of opinion with the organizers as regards the various manner in which tests could be executed. The Premier Award went to a comparatively unknown driver from Cork, Pat McCarthy, in an Austin-Cooper. McCarthy had 242.9 marks, and was followed by Terry Power, 247.1 marks; Paul O'Flynn, 248.1; Leslie Fitzpatrick, 252.9; Tom Burke (Austin-Cooper), 255.1; John Hayes, 255.9; Brendan Kenna, 257.6; Cecil Vard, 260.3; Dermot Carnegie (Austin Seven), 261.5; and Des Cullen, 270.4. Such experts as Seamus Griffin, Larry Mooney and Leslie Vard failed to get into the first ten. Competing in a new Volkswagen was Brian Kehoe, who announced very definitely some months ago that he was retiring from the sport!

Kilkenny Winter Trial

OVER the years the Kilkenny Motor Club have earned an enviable reputation for staging first-class, no-nonsense, tests trials. Their Winter Trial on Sunday, 20th October, was voted the best trial of the year. Tommy Connolly came up with nine interesting driving tests which were fair game for all types of competing cars. Last season, Johnny Moore had a fantastic run of successes and is off to a good start again this season by winning the Premier Award at Kilkenny. John Hayes and Des Cullen were second and third, and Jack Fildes was fourth overall in his standard Austin Seven. Brian Kehoe was the man of the day finishing fifth overall and heading his class in his new Volkswagen on only his second outing for some months. Larry Mooney earned the admiration of all by his handling of a rather large Vauxhall, and he was rewarded by finishing third in the large

BRIAN FOLEY'S

Report From Eire



DICKIE LOVELL-BUTT in his Berkeley ahead of Dermot Carnegie's Austin Mini in the I.M.R.C. Autocross on 14th September. The Berkeley is fitted with a Mini engine, 10-in. wheels and Mini front suspension. Very interesting!

saloon class. Seamus Griffin again had cruel luck; retiring his Griffin-Ford on the very first test with back-axle trouble.

RESULTS

Premier Award: J. Moore (Austin-Cooper), 314.2 marks. 1,000 c.c. saloons: 1, J. Hayes (Austin-Cooper), 317.3; 2, J. Fildes (Austin Seven), 330.4; 3, T. Power (Morris-Cooper), 333.2. Over 1,000 c.c.: 1, B. Kehoe (Volkswagen), 331.2; 2, P. O'Callaghan (Volkswagen), 369.1; 3, L. Mooney (Vauxhall), 434.4. Sports Cars: 1, D. Cullen (M.G. Midget s/c), 326.1; 2, L. Fitzpatrick (M.G. Midget), 337.2; 3, D. Bradley (M.G. Midget), 340.0. Novice Award: D. Kearns (Austin-Cooper), 412.3.

Double Feature at Slane

THE huge Roadstone Quarry at Slane, Co. Meath, was the scene of the Boyne Valley M.C.'s double feature on Sunday, 27th October. Starting at 11 a.m. the first event was the Boyne Valley M.C. Committee Cup Trial, a Hewison Qualifying event. The

Premier Award went to John Hayes in an Austin-Cooper, who had 4.6 marks to spare over Cecil Vard, who drove his bored-out Austin-Cooper. Shay Griffin in his Griffin-Ford was seven marks behind Hayes, in third place. This was the second P.A. won by Hayes this season. Drivers must finish in the top ten placings in four Hewison events this season, in order to qualify for the Hewison Final next March. All the award winners at Slane finished in the top ten, with the exception of Brian Kehoe. Des Bradley (M.G. Midget) did not figure in the awards but he tied with Brendan Kenna for eighth position overall. By reason of having a bigger engine in his Austin-Cooper, Cecil Vard won the over 1,000 c.c. saloon class. This class usually draws a number of regular Volkswagen drivers, and it seems rather unfair to place them in direct competition with the more powerful, smaller, and more manoeuvrable, bored-out Mini-Coopers and Mini-Cooper S models. The Carrick-on-Suir Club class cars according to wheelbase, which is a much more satisfactory procedure in driving tests events.

RESULTS

■ Premier Award: J. Hayes (Austin-Cooper), 330.2 marks. 1,000 c.c. Saloons: 1, L. Vard (Austin-Cooper), 346.4; 2, B. Kenna (Austin-Cooper), 349.7; 3, T. Power (Morris-Cooper), 350.2. Over 1,000 c.c.: 1, C. Vard (Austin-Cooper), 334.8; 2, L. Mooney (Volkswagen), 348.6; 3, B. Kehoe (Volkswagen), 362.1. Sports and Specials: 1, Seamus Griffin (Griffin-Ford), 339.2; 2, D. Cullen (M.G. Midget s/c), 342.6; 3, Stephen Griffin (G.T.S.), 344.2.

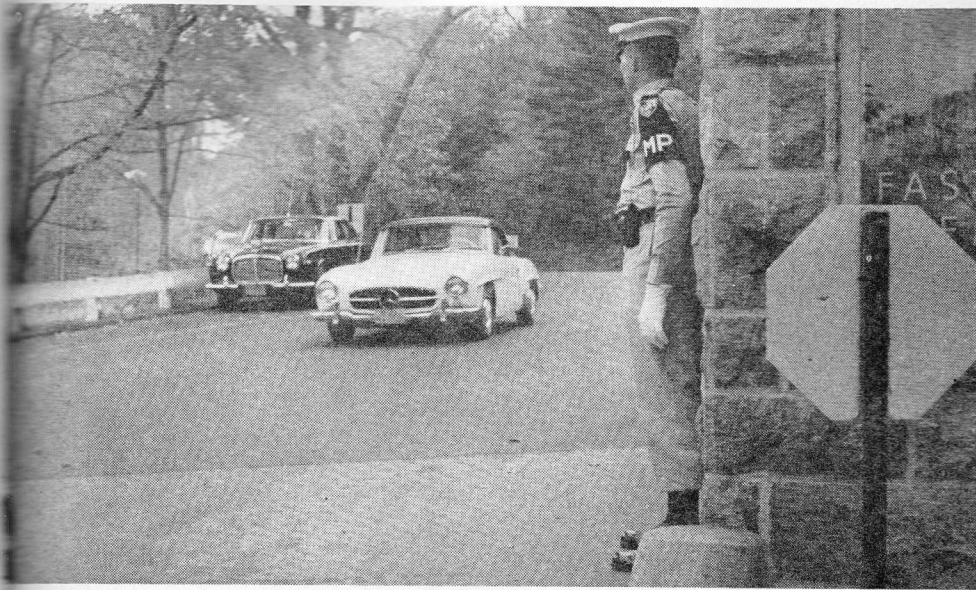
AN Autocross was held in the afternoon and B.T.D. was made by Cecil Vard at 1 min. 20 secs. Cecil drove Michael Ivis's Austin-Cooper, as well as his own model and with

less power in the borrowed car he was faster than in his own car. Ivis was faster in Vard's car!

The Boyne Valley Club must have had a profitable day, with 29 entries in the trial and 55 in the autocross, at one pound per head and no reductions for competing in both events. Other clubs can run trials and give good awards for as little as 7s. 6d. per entry!

RESULTS

1,000 c.c. Saloons: 1, C. Vard (Austin-Cooper) 1 m. 20.0 s.; 2, J. Hayes (Austin-Cooper), 1 m. 21.6 s.; 3, L. Vard (Austin-Cooper), 1 m. 22.8 s. Over 1,000 c.c.: 1, M. Ivis (Austin-Cooper), 1 m. 22.7 s.; 2, L. Mooney (Volkswagen), 1 m. 24.5 s.; 3, B. Kehoe (Volkswagen), 1 m. 26.0 s. Sports and Specials: 1, D. Cullen (M.G. Midget s/c), 1 m. 20.8 s.; 2, G. Reid (M.G. Midget), 1 m. 24.2 s.; 3, D. Bradley (M.G. Midget), 1 m. 26.0 s. General Handicap: 1, E. Wyer (Renault 4L), 1 m. 16.2 s. (H'cap. 18s.); 2, C. Gunn (Ford Cortina), 1 m. 17s. (7 s.); 3, G. Windrum (Sunbeam Rapier), 1 m. 18s. (8 s.).



PASSING the Rover—the Press car—is the Mercedes of Andy Deming and Banks Mebane who finished second overall. Each day's run finished at the Washington Gate to West Point.

WEST POINT WEEKEND

A Typical American Rally—the Rip van Winkle

BY RUTH SANDS BENTLEY

JUSTIFYING Chrysler Corporation's participation in national rallies of the Sports Car Club of America, the Chrysler 300s won the team award of the Rip van Winkle Rally by finishing first, fourth and fifth. This was Chrysler's ninth win in 11 starts this year.

Headquarters for the tenth national Rip van Winkle Rally was the beautiful U.S. Hotel Thayer, located high above the Hudson River on the U.S. Military Reservation at West Point. The rally was divided into three phases: a phase of 140 miles was run Friday afternoon; Saturday's phase covered 275 miles; and the final 100 miles were completed on Sunday. There were approximately 24 check points. One penalty point per hundredth of a minute was assessed for arriving early or late at a check point, with the maximum at any one control being 500 points. Missing a control brought 1,000 points to the unfortunate car. Special instructions for all three days concerned "Fallen Rock" signs, which were numerous throughout the mountainous country with its rocky cliffs.

Tumbling autumn leaves in flaming colours blazed the route, and the sun co-operated by shining brightly all weekend. Friday's phase was tricky and several contestants succeeded in losing themselves. Turns were many, as were check points. The special instruction read: "At each sign reading, in whole or in part, 'Fallen Rock', add .10 minute to your time within .10 mile, except on the Odometer Calibration Leg and in Transit Zones".

PACIFIC GRAND PRIX—continued

took Foyt and the Shelby team cars were running 1-2, and not a minute too soon. On the 51st lap of the 100-lap race Holbert reluctantly relinquished the lead to his teammate and retired only moments before the overheated engine boiled away its last drop of water.

The lead had changed for the fourth and last time as MacDonald took over at the half-way point. Foyt made a desperate effort to close the gap but to no avail, and finally slowed his pace to preserve his car and settle for a safe and secure second place. Foyt and MacDonald were on the same lap, three laps up on everyone save Penske, who eventually dropped out when he pitted for fuel and later for tyres after running along steadily in third place.

Hall's all-plastic Chaparral II wasn't going at its full potential, judging from its speed at Riverside, but it was hanging on, taking over third place when Penske pitted. Ridenour had had his troubles too. On the 45th lap, while running sixth, he clouted another car and tore loose a huge hunk of glassfibre bodywork.

Leading at the end of Friday were Richard Norton and Don Kirkpatrick (Volvo P1800) with the splendid score of 18 points; Otto Kellerman and Roger Bohl (Chrysler) were second with 25 points; Mary and Art Pickard (Porsche) third with 29 points; and running just one point behind were Sally and Dennis Koelmel (Chrysler) with 30 points. The Koelmels, referred to as "the kids" because they are so very young, were third overall on National points when they entered the Rip.

The nicest story to come out of Friday's phase was about the farmer's daughter. Check point No. 4 was located outside the village of Warwick near an intersection of the Lehigh and Hudson Railroad. The daughter of a nearby farmer walked over to the check point to learn what was going on. When she heard that 58 sports cars would be roaring by her farm within the hour, she moved all of her cows from pasture to barn to prevent a bovine road-block. Then the farmer's daughter called the president of the railroad line. He could not stop his trains, but he rerouted them so that no one in the rally would be held up at the railroad crossing. Next morning, the farmer's daughter showed up at U.S. Hotel Thayer at 6.30 a.m. and offered to serve on a check point during Saturday's run!

It was clear but cold when Chairman Jack Conover waved the first car off at 7.30 Saturday morning; however, the strong sun held promise for a warmer day. The route

He was forced to make a pit-stop and have the dangling portion of his frontal bodywork torn off completely so that it would stop flapping around and blocking his view ahead. He re-entered the race in 11th place and started the climb back amongst the leaders, eventually tucking in behind Hall.

Tim Mayer was doing a superb job with his Lotus 23. He drove a clean, steady race, gaining a position here when a bigger displacement machine faltered, losing a place there when sheer power on a bigger car would overwhelm him on the straights. His closest pursuer in the up to 2-litre class was Graham Hill in a similar machine, but Hill's luck was mostly bad. He stopped, when in 9th place, on lap 43, only two places away from Mayer, worked his way back up from 12th to 10th by the 60th lap, then stopped again out on the circuit to make an adjustment to his car, and then climbed back from 15th place to 12th by the end of the race.

Finally the chequered flag came out and 62,000 people saw little Dave MacDonald usher in what may become the age of the Cooper-Ford-Cobra, as he took his second victory in eight days. Foyt finished second on

moved north from the military academy through exquisite country.

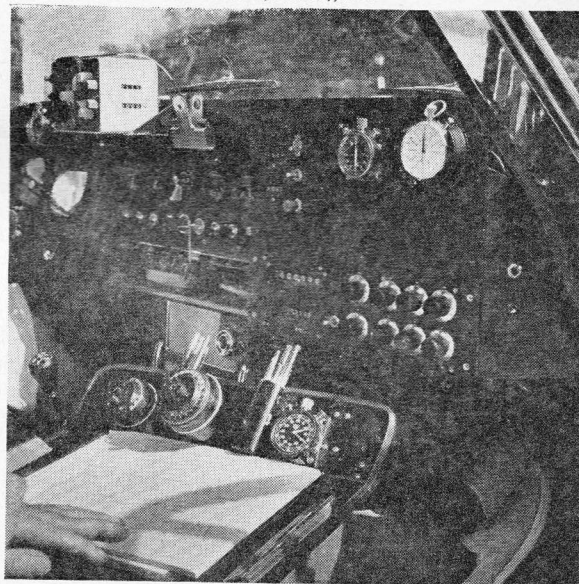
Returning to the rally Saturday afternoon, after having missed the morning's phase, were Derek Wilcox and Donald Loomis, whose Jaguar had become a casualty Friday evening when a left rear spring broke. Saturday morning they found a wrecked XK140 in a Foreign Car Junk Yard and cannibalized the necessary spring.

The best performance for the two phases on Saturday was made by Paul Ely and Robert Mitchell (Corvette) who lost only 15 points in the morning and 15 in the afternoon, totalling 30 for the 275 miles. The Koelmels had moved from fourth to first place overall for the two days, with a score of 114; Norton and Kirkpatrick were second with 125 points; Andrew Deming and Banks Mebane (Mercedes) were third with 137; Renée and John O'Leary (Chrysler) fourth with 208; and Bohl and Kellerman had dropped back to fifth spot with 211 points.

Sunday's phase of 100 miles took the contestants, first, through country. Special instruction for Sunday read: "At each sign reading, in whole or in part, 'Fallen Rock', add .10 minute to your time within .10 mile, except on the Odometer Calibration Leg and in Transit Zones." On Sunday every "Fallen Rock" sign was in the Odometer Calibration Leg or in the Transit Zones!

RESULTS

- 1, Dennis and Sally Koelmel (Chrysler), 139 points;
- 2, Andrew Deming/Banks Mebane (Mercedes-Benz), 159;
- 3, Richard Norton/Don Kirkpatrick (Volvo), 213;
- 4, Otto Kellerman/Roger Bohl (Chrysler), 221;
- 5, John and Renée O'Leary (Chrysler), 238;
- 6, Preston Beall/Bernard Kinlein (Porsche), 295.



READY FOR RALLYING—and a trip to the Moon? Jaguar 3.8 of Evelyn (driver) and John (navigator) Mull has special instruments. We've no idea what the majority of them are for, but we'd like to know!

the same lap, and Hall, Ridenour, Heuer, and Mayer all finished on the same lap, three down from MacDonald and Foyt. To Mayer went the up to 2-litre honours and sixth overall. Seventh and eighth went to Ginther and Wester, one lap farther behind and second and third in the up to 2-litre class. It was an interesting and exciting race, unlike Riverside the week before, and a fitting climax to another annual trio of West Coast professional races that attracted a total of some 177,000 fans at Kent, Riverside and Laguna Seca, and poured \$65,000 in prize money into drivers' pockets, not counting appearance money and substantial accessory cash.

Modified U.S. Ford engines powered the winning car at all three events, and except for Clark's brief lead at Laguna Seca in a 2.7 Climax powered machine, the three races were pretty much dominated by domestic U.S. engines. At this point it's hard to tell if this is the start of a trend, or just momentary expediency. One thing is certain, between the high placement of cars using British Ford engines and U.S. Ford V8s, both Dagenham and Dearborne are in a position to do a bit of dragging.

Shenstone and District Car Club's

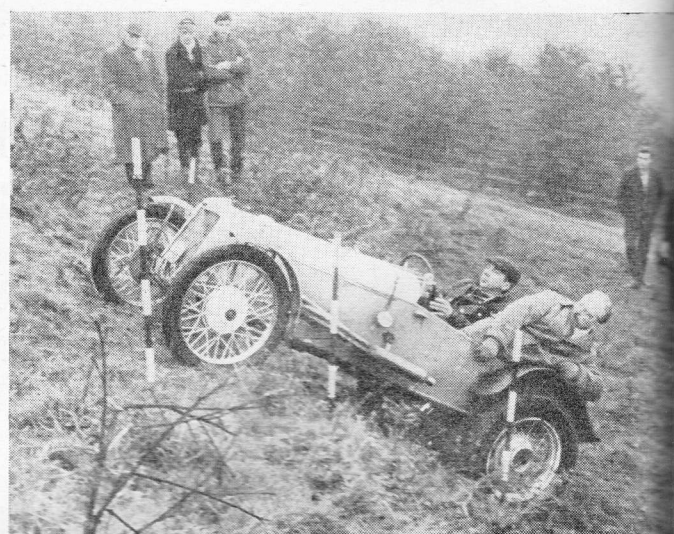
CHASE TROPHY TRIAL

Photography by FRANCIS PENN



STAN JENKINS on the unclimbable Hill 17 with its 1 in 1 gradient, where this photograph was taken (above). Stan was one of the large entry of 55 in the Chase Trophy Trial which this year took place at Sinai Farm, near Burton-on-Trent.

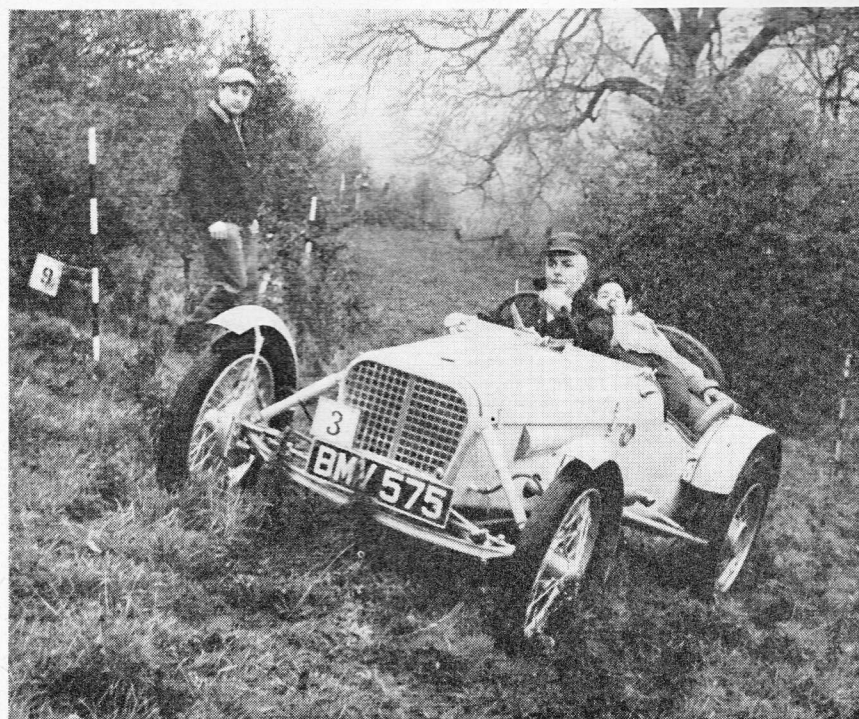
LOL HURT was on top form (right). He climbed hills which no one else even looked at, including three cleans on the first four hills. There were 20 climbs in all, which were covered twice by the competitors.



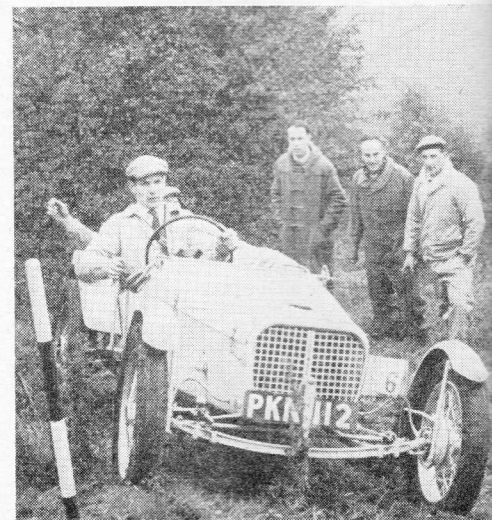
RESULTS

Chase Trophy: Lol Hurt, 102 marks lost. First Class Awards: John Harrison, 110; Colin Taylor, 130; Ken Lindsay, 136. Second Class Awards: Edward Harrison, 136; Lee Chappell, 139; Frank Lewis, 140; Gordon Holdrup, 142; Rex Chappell, 144. Committee Cup (for most improved performance over 1962): Lee Chappell. Roughly Bowl (for best Shenstone and D.C.C. member): Rex Chappell.

EDWARD HARRISON finds the bump on Hill 7 (below). He eventually finished quite high up. The weather was dry for the trial, but thick mist made the conditions very slimy.



SWINGING WIDE on the tricky Hill 7, Bernard Dees is at the spot where most came to grief (above). The exacting course included just about everything from open country to woodland, with surfaces varying from grass, via mud, to grit.



CLUB NEWS

By ROBERT GRANT

THE B.A.R.C. (East Midlands Group) are organizing a closed 200-mile rally, starting at Ashby-de-la-Zouch, on 23rd-24th November. All controls will be manned by Military Police and regts. are available from T. Green, 46 Marsden Lane, Aylestone, Leicester. . . . The B.A.R.C.'s N.W. Centre are also promoting a closed rally, the Lancashire Trial and Trainee Rally, on 23rd November. The route will be approximately 85 miles and there will be awards for both expert and novice crews. Entries should be sent to G. Woods, 3 Hestvall Avenue, Higher Bebington, Wirral, Cheshire, not later than 18th November. . . . The Kentish Border C.C. are holding the Twenty-first Annual Sporting Trial on 24th November, and it is a restricted event. All entrants in the R.A.C. Trials Championship and members of the B.T.R.D.A. are eligible to compete. Entries open on 9th November and close on 16th November and should be sent to Mrs. Phyllis Eady, 167 Bexley Road, Eltham, S.E.9. . . . The East Surrey M.C. are promoting the restricted Woodcote Rally on 23rd-24th November. The rally is approximately 200 miles and will be divided into sections. Invited clubs are the Civil Service Motoring Association, Sevenoaks and D.M.C., Sutton and Cheam M.C., Blackfriars M.C. and the London M.C. All entries should be sent to Miss A. Scott, 33 Belsize Park, N.W.3, not later than 17th November. . . . The Mid-Cheshire M.C., Lances and Cheshire C.C. and the Cavendish C.C. are co-promoting a closed production car trial on 24th November. The road section will be under one mile and there will be a number of observed sections of a non-damaging character. Closing date for entries is 19th November and forms should be sent to R. Loveitt, 128 Davyhulme Road, Davyhulme, Manchester. . . . The Shenstone and D.C.C. are promoting the Shenstone Rally, which is a restricted event, on 7th-8th December, and it is a B.T.R.D.A. Silver Star and Motoring News Rally Championship event. Invitation is open to the B.T.R.D.A., Cavendish C.C., Coventry and Warwickshire M.C., 432 M.C., Hagley and D.L.C.C., Herefordshire M.C., Knowlton C.C., Midlands Motoring E.C., Stafford and D.M.C. and the Wolverhampton and S. Staffs C.C. The event will be approximately 260 miles, including a 55-mile run to Control 1. The entry list closes on 26th November and entries must be sent to D. de Saxe, 16 Kent Street, Birmingham 5. . . . The Seven-Fifty M.C. are promoting the Harold Biggs Memorial Trial on 17th November at Heathfield, Sussex. There are two classes, one for R.A.C. trials formula and for 750 formula cars. This year the trial is being observed as a future R.A.C. championship trial and also as a possible B.T.R.D.A. Gold Star event. The event is restricted and invited clubs are the London M.C., Kentish Border C.C., Maidstone and Mid-Kent M.C. and the North London E.C.C. All entries should be sent to Michael Peck, Dancers End, St. Winifred's Road, Biggin Hill, Kent. . . . The Jaguar D.C. are promoting their Seventh Autumn Rally on 23rd-24th November and it is a restricted event. Invitation is open to the Polish M.C., B.R.S.C.C., West Essex C.C., Thames Estuary A.C., Nottingham S.C.C., Jaguar Apprentices M.C., Seven-Fifty M.C. and the Forces M.C. Entries should be in by 18th November and they must be sent to Mrs. Paddy Hyde, 75 Baker Street, London, W.1. . . . The Crawley M.C. are organizing their first restricted rally, the Nightriders, on 16th-17th November and it is a qualifying event for the A.C.S.M.C. Rally Championship. The event will cover approximately 180 miles and navigation will be straightforward by map references, also Tulip diagrams in moderation. The rally is open to all members of clubs comprising the Association of Central Southern Motor Clubs. Closing date for entries is 9th November and they should be sent to Mrs. Joan Baker, 65 Salisbury Road, Tilgate, Crawley, Sussex. . . . The Mini-Se7en C. are promoting a closed rally, the second Minicento Rally, on 23rd-24th November. Entries must be sent to Frank Freeman, 93 Rendlesham Road, Clapton, London, E.5.

THE REGENT RALLY—SUPREME AGAIN

Stockport M.C. Event Provides Second Win for Phil Simister/Graham Robson

AFTER a short period in which there were some indifferently laid out events, the fine organization of the "Regent" came as a pleasant surprise to many—and although one road in particular can be classed as damaging, there seems little doubt that this will be well in the running for the Ecurie Cod Fillet "Rally of the Year" award. Being run mainly in the heights of Derbyshire, there was considerable fog and a persistent drizzle, and coupled with the general tightness of the route it transpired that only two crews managed to visit all controls within the 30 minutes lateness period. Phil Simister eventually repeated his 1962 success, defeating Reg McBride by only three minutes and earning a case of champagne in addition to all the ordinary trimmings. However, Ford domination in modern rallies seems to be a bit dubious as the above-mentioned cars were the only two to figure in the top 10 last weekend and it seems that the Mini-Cooper S really is capable of holding its own if the going is not too rough!

Almost 100 cars assembled at the Regent Garage (naturally) of Grecos under the railway viaduct in Stockport, where there was much bartering of "white road information" in anticipation of an intensive night's work for the navigators, where the principal donor was local expert Don Barrow. First car away was Clerk of the Course Roy Fidler, running in his R.A.C. Rally TR4 in the best possible way, and he was closely followed by Pauline Mayman and Val Domleo in a Mini-Cooper S (standard but for two fog lights) which Pauline had hastily extracted from her demonstration fleet during the week. The seeding had been carried out in a diabolical way, such that all the circus Fords were running together with all the B.M.C. contingent behind this.

A short 30-min. run down the main A6 led to the first control on the main road south of Whaley Bridge, where Steward Patrick Lichtensteiger could do little to allay the fears of the navigators regarding the approach to the very next route check (north of 111/043747). It is well known by those Cavendish members who live only a few miles away that this road past White Hall is very rough towards its southernmost end and, though we all thought that this must be a mistake, the approach was necessary, and safety belts and sump shields were tightened in preparation for the battering. Most of this approach is excellent tarmac but about half a mile from the reference quoted the surface deteriorates to grass, followed by the remnants of what must have been tarmac about 50 years ago, and was now really bumpy and liberally potholed. Frank Grange's Anglia dived unchecked into one pothole and damaged the steering, while Jim Bullough's Cortina G.T. damaged both steering and a road wheel here and retired on the spot. Dusk 'til Dawn winner Keith Watkinson's M.G. tore a chunk out of a tyre, and fell off the jack while having the offending object changed, which delayed them so much that fails were immediately necessary. However, it appears that the specified approach had been quoted wrongly on the route cards, and those crews who approached up the main road were

not penalized for wrong direction and saved a little time in the process. This first timed section stretched for 31 minutes from Whaley Bridge to the Litton Slack, and included two compulsory neutralized sections through the centre of Buxton and Litton, where failure to observe the minimum time brought penalties of one fail per minute—though some crews ignored this injunction and were debited accordingly!

After the crossing of Buxton the route led past Hargate Wall and over some very slippery grass tracks east of Wheston to a neutral section through Litton and the descent of Tideswell Dale, followed by the ascent of the Litton Slack hairpins. At the control at the head of Tideswell Dale, Grange's Anglia suddenly sounded a death rattle from the engine room and retired with suspected bearing cap failure. Tideswell Dale was in prime slippery condition and half-way down carried the first of the organizer's "witty" notices, a board announcing "Barrow's Rhubarb" in the middle of a luxuriant growth discovered by Don for the Fiona Ellison Rally earlier this year. The ascent of Litton Slack saw the bottom gate closed and the gravel very slippery.

At the end of this first section only Simister (8 mins.) and McBride (9 mins.) beat the 10 penalty, while Halliwell had a puncture and still managed about 13. The Mayman/Domleo Mini-Cooper was wrong-slotted early on and lost 23 mins. at this point. A 29-minute stage followed with three neutrals thrown in for good measure through Eyam, Grindleford and Hathersage to a control on Burbage Moor. On the approach to this point a Morris 1100 was seen well off the road (Harry Ratcliffe), but no one was hurt. There followed a sharp group of five sections on Hallam Moor where everyone lost time in the thick fog before turning south towards Chesterfield and the night halt at Whatstandwell. The infamous farmyard at Oxtan Rakes was used again (time control outside the cowshed this year) and by the time the last group of controls in the Ashover and Matlock area was reached many people were running close to their 30 minute fail time and had to cut and run to stay in the running.

At the night halt McBride arrived first, 27 mins. adrift, while Simister had dropped 31 (including a stupid "rag-arm" near Chesterfield, which cost six) and arrived at the petrol halt 28 mins. behind schedule! Other good scores here were Friswell (30), Halliwell (31), etc., while Brian Harper arrived going strongly, but hampered by the loss of third gear early on in the event. There was little time for rest at the petrol halt before the final 26 controls were tackled (without neutral sections this time, but the fog was getting steadily worse and the dreaded 30-minute barrier was becoming most important now). The first group of controls after the night halt lay south of Wirksworth, where the Friswell/Binns Mini-Cooper S wrong-slotted to the extent of almost missing a control and McBride lost the rally by incurring nine penalties in the first half-hour against Simister's four. The approach to Bradbourne from Kniveton with its tricky,

(Continued on page 654)

COMING ATTRACTIONS

FOREIGN EVENTS

- 9th-10th November. TOUR OF CORSICA.
16th November. CAVERSHAM, Australia (F.L., T.).
17th November. MACAO GRAND PRIX (S., G.T., T.).

BRITISH EVENTS

- 9th November. London M.C. Television Trophy Trial. Starts near Halton R.A.F. Camp, Wendover, Bucks.
9th-10th November. Craven M.C., A.W.R.E. M.C. and Bracknell and D.M.C. President's Cup Rally. Starts Fairfield Filling Station, Basingstoke Road, Reading, Berks, at 11 p.m.
Fairley M.C. and C.C. Chiltern Rally. Starts Hayes, Middlesex, at 8.30 p.m.
Cambridge C.C. Nutcracker Rally. Starts M.R. 148/522498 at 10 p.m.
Sussex C.C. Night Safari Navigational Scatter Rally. Starts Cross-in-Hand, near Heathfield, Sussex.
M.G.C.C. (S.E. Centre) Octagon 'Nocturne' Rally. Starts Redbourne, Herts., at 9.30 p.m.
Lancashire and Cheshire C.C. Rally Petite. Starts Moorland Filling Station, Leek-Buxton Road, at 9 p.m.

- 10th November. Surrey Sporting M.C. Sprint, Brands Hatch, near Farnham, Kent. Starts 12.30 p.m.
West Lancashire M.C. Southport Speed Trials, Marine Drive, Southport, Lancs. Starts 12 noon.
Bewdley A.C. Sprint, Curborough Farm, near Lichfield, Staffs.
Bristol M.C. and L.C.C. Roy Fedden Trophy Trial. Starts Lulsgate Airport, near Bristol, Glos., at 10.30 a.m.
Seven-Fifty M.C. Walsingham Trial. Starts Paddock, Brands Hatch, near Farnham, Kent.
Eastern Counties M.C. Production Car Trial. Starts Seckford Hall, Woodbridge, Suffolk.
North Midland M.C. Production Car Trial. Starts Miners Standard Hotel, Winstar, near Matlock, Derbyshire, at 10.30 a.m.
Vintage S.C.C. Eastern Rally. Starts Haycock Hotel, Wansford, Northants, at 1 p.m.
North London E.C.C. Driving Tests. Starts Brentford Market Place, Middlesex.

- 11th-16th November. R.A.C. RALLY OF GREAT BRITAIN. Starts Blackpool, Lancs.

SOUTHERN C.C. SCORPIO RALLY

THE weather ran true to tradition for the Southern Car Club's Scorpio Restricted Rally on 2nd/3rd November, and for much of the night a blanket of mist hung over the more exposed parts of the 175-mile route. Although this slowed people down somewhat, it was still possible to average the necessary 30 m.p.h. and it was only the intensity of the plot, which led navigators into the odd mistake here and there, that prevented clean sheets. As it was, only two crews escaped a "fail". In particular, one tricky, but quite legitimate secret check governing an approach direction, accounted for all but seven cars, and there were other equally well thought-out, though less penal, undisclosed controls.

From the start near Guildford, a run-in led to the special section on Hydon Heath, south of Godalming, where 0.9 mile in 110 secs. was the task imposed. The course was muddy and power tended to be embarrassing unless skilfully applied. Penalties were at the rate of one per second, in the same proportion as the road marking at 60 per minute. The only car to clean the stage was Gordon King's Allardette, navigated by Ron Brown, the latter making a welcome reappearance after a long absence. King's 103 secs. was 16 better than anybody else. The stage accounted for the Prefect of Martin Allen and Terry Roden which shed its exhaust system and was immediately retired. Another casualty was the Sprite of J. Woodhams and B. Fairman, which smote a tree, but still managed to finish.

A liaison section led the route onto sheet 181 and to a tight little series, where extra accuracy was demanded of the navigator, for the "whites" on Bexleyhill Common are closely grouped. Control 11 had several wrong approaches, and even King and Brown, easily clean at the time, nearly fell for this one, and only avoided a "fail" by retracing at the cost of five minutes. There were other excitements hereabouts, too—a Mini was flipped and a Rapier went over so straight on at a T-junction.

The route led generally westwards at a fairly easy pace for the next 11 controls: 22 to 25, four controls in five minutes including two "handbrake hairpins" was more strenuous for drivers, and after that it was the turn of the navigators for a while. A nine-control "any-order" started with a one minute section. For those who absorbed the significance of the latter, the identity of the first control was immediately apparent, and since this was at the start of a two-mile white road, experienced

plotters then had a further four minutes to sort the rest of the section out, particularly as it was obviously going to involve nearby H.M.S. Mercury.

The half-way halt came next—it was a petrol stop but no more, the cafe concerned remaining shut despite a previous confirmation that refreshments would be available.

The pace continued leisurely for a while, several controls being unmanned, but the whip came out again for a spell north of Basingstoke with a couple of short sections. These were followed by an apparently innocuous 17 minute section. Included in this were several route checks and it was the approach to one of these that so decimated the majority of the entry. The specified direction involved a long loop round to the north and a hint was offered in the shape of an unusually generous time allowance. However, all but seven crews missed the secret check on the intended route and among the victims was the King/Brown Allardette and the astonishing 1951 Vauxhall Victor of R. M. Davis and T. H. Palmer, both being well-placed at the time. In fact, the Vauxhall was leading the Allardette by a minute. Although the Victor's bodywork is not exactly showroom, there is nothing amiss with its power unit and running gear and it was seen several times to be more than holding its own with much younger and apparently more suitable machinery.

The final stint of 13 controls was pleasantly warm, seven sections being "twos". By now the mist was thickening and the negotiation of Alice Holt Forest called for particular care. Many cars lost time hereabouts, for speed was down to a maximum of 40 m.p.h. for those types who do not care to drive beyond the bounds of visibility. At the finish near Aldershot, there was praise for a good route and for expert administration. The Scorpio, in fact, deserved a better entry than it secured, but word soon gets around and no doubt the list of starters will be much longer next year. The success of the rally was undoubtedly due to its appeal to novice crews. Particularly noteworthy was the performance of the Mini of T. G. Desborough and R. H. Shorney. This novice crew finished second overall to the well-driven Zephyr of Gordon Shackleton and Graham Gale, which had motored steadily, accurately and yet quickly all night.

RON AMBROSE.

RESULTS

1. G. Shackleton/G. Gale (Ford Zephyr), 488;
2. T. G. Desborough/R. H. Shorney (Mini), 1,279;
3. R. M. Davis/T. H. Palmer (Vauxhall Victor), 1 f, 369;
4. G. King/R. Brown (Allardette), 1 f, 420;
5. J. Greenfield/Mrs. Joan Baker (Renault), 1 f, 672;
6. J. A. Moore/Mrs. A. Newton (Morris 1100), 1 f, 1,729;
7. O. A. Goulden/K. Stevens (Wolseley), 1 f, 2,555;
8. R. Ticehurst/X (Mini), 2 f, 769;
9. J. Woodhams/B. Fairman (Austin-Healey Sprite), 2 f, 990.



ALLARDETTE (Cortina G.T.-engined Ford Anglia) of Gordon King/Ron Brown were contenders for outright victory, but they missed a secret check and dropped to fourth place.

CAMBRIDGE U.A.C. SNETTERTON SLALOM

LAST autumn when the Cambridge University L.A.C. decided to add variety to its programme by holding a Slalom instead of the Autumn speed trial, the event was a great success, so it was not surprising to find the recipe being repeated once again this year. On 27th October Snetterton circuit was once again the venue, with four small speed trial courses being laid out around the track. Using Snetterton was a happy decision because it allowed competitors to follow through easily

from one test to the next, a system that allowed the event to run through with the minimum of delay or frustration to competitors. Despite the effect of that the event was oversubscribed long before the closing date for entries, all competitors were able to have at least two practice runs and two timed runs in the afternoon, but nevertheless the event finished at 4 o'clock while there was still plenty of light.

The tests themselves were very much as last year. Number 1 took place at the Esses with cars starting just before the first corner from where they went through the Esses, round the pylon turn and back again, but had the course enlivened by a straw bale chicane between the two turns. This was particularly interesting because the bales were so placed that provided a driver arrived on the right line it was possible to go through the chicanes practically straight and come out well placed for the next corner. It was surprising though how many people did not see this.

Test 2 was at the hairpin which had to be negotiated twice, once in each direction—and doesn't it tighten up when taken in the wrong way?—with a couple of pylon turns. After this competitors were faced with a very fast wiggle-wobble through unequally spaced drums along the main straight. And the final test was a straightforward spring starting on the straight just short of Sear Corner, taking cars around Sear and Riches in what is normally the wrong direction with the finished line on the exit for Riches.

The effectiveness of this scheme was proved by the comparatively similar times established by a very varied selection of vehicles, although it was pleasing to see best time being established by Dickie Stoop's Porsche Carrera, which on aggregate was less than half a second ahead of David Wansbrough driving Richard Wrottesley's Lister-Jaguar. Both these cars

were troubled throughout by an excess both of power and size, so all credit to the drivers concerned.

But the main feature of such an event was that all the drivers enjoyed themselves, nobody got into trouble of expensive nature, although there were a few spins during the day, and in the pub afterwards I even heard two chaps having a heated argument about which of them had established the slowest time of the day!

JOHN ALEY.

RESULTS

B.T.D.: J. R. Stoop (Porsche Carrera 2), 139.2 s. Saloons up to 1,000 c.c.: 1. R. J. Hammett (Mini 850), 161.4 s.; 2. N. J. Raeburn (Mini 850), 170.7 s. Mini-Coopers Group 1 and 2, 850 Minis Group 3: 1. H. Martin (Mini-Cooper), 144.5 s.; 2. G. D. R. Marshall (Mini-Cooper), 150.5 s. Saloons 1,001-1,600 c.c. and Mini-Coopers Group 3: 1. E. Williams (Mini-Cooper), 147.5 s.; 2. C. R. M. Boote (Mini-Cooper), 147.8 s. Saloons over 2,700 c.c.: 1. P. Morris (Jaguar 3.8), 167.2 s. Sports and G.T. up to 1,100 c.c.: 1. M. E. Garton (Sebring Sprite), 143.9 s.; 2. N. Holmes (Marcos-Ford), 148.9 s.; 1,101-1,600 c.c.: 1. W. B. Blydenstein (Lotus Elan), 144.8 s.; 1,601-2,700 c.c.: 1. J. R. Stoop (Porsche Carrera 2), 139.2 s.; 2. J. D. Haden (M.G.A.), 153.4 s. Over 2,700 c.c.: 1. C. G. Gray (Austin-Healey 3000), 147.3 s. Sports-racing cars: 1. D. G. R. Wansbrough (Lister-Jaguar), 140.7 s. Specials and racing cars: 1. B. W. Mitcham (Embryo-Ford 1172), 145.4 s. Best Resident C.U.A.C. member: D. G. R. Wansbrough (Lister-Jaguar). Best Veteran C.U.A.C. member: J. C. Thurston (Mini-Cooper S). Team Awards, Aggregate: Peterborough "A"; Index: Newtown, Ladies' Award: Mrs. J. Aley.

E.M.I.M.C. OCTOBER NIGHT RALLY, 5th-6th October

RESULTS

1. W. J. Battin/D. Lush (Mini-Cooper), 100;
2. W. M. Rogers/P. D. Valentine (Mini), 120;
3. D. Soames-Wearing/J. Nottingham (Triumph Spitfire), 150;
4. M. Bishop/D. Lockyear (Triumph TR4), 170;
5. J. Wolchover/J. Chitty (Austin-Healey 3000), 220;
6. C. D. Lovell/R. Headley (Ford Anglia 1200), 220.



IAN BEX in his extraordinarily rapid Minivan thoroughly enjoyed the Cambridge U.A.C. Slalom meeting at Snetterton.

YORKSHIRE S.C.C. CASTLE HOWARD HILL-CLIMB

LAST-MINUTE alterations and lengthening of the course for the Yorkshire Sports Car Club's hill-climb at Castle Howard on 20th October had the effect, in the opinion of many drivers present, of reducing the hill-climb to the level of a driving tests meeting.

The course had been lengthened from the start by about 120 yards and a very tight radius hairpin bend inserted just before the old start line. The hairpin was so tight that few cars could get around without going on to the grass and some had in fact to stop, reverse and take two bites at the corner.

The organizers explained that the difficulty arose through their plans for the course not being followed, and all those who felt unfairly handicapped by the corner were offered their entry fees back with the apologies of the organizing club, but in fact everyone made an attempt and no one withdrew.

An example of the best way to take this difficult corner was made by Gray Mickel on his second run, which gained him B.T.D. He took his 2½-litre Cooper-Climax fast into the corner, on the outside, locked right over and accelerated cleanly away without putting a wheel off the tarmac—a contrast to those who used all the road and the verge as well!



A. W. RAYLOR gets his Lotus Cortina sideways after misjudging the new tight hairpin at Castle Howard. He won his class.

Immediately after the second runs several of the class-winning cars were summoned for scrutineering. The main cause was a number of rumours about certain successful cars which had circulated—mainly regarding capacity. They proved to be completely unfounded and all the cars examined complied to the capacity limits, but this was, nevertheless, a precaution which satisfied everyone.

A large crowd watched the sport under ideal weather conditions, which made everyone think that once the course is sorted out, Castle Howard will be an ideal hill-climb venue.

PETER CRAVEN.

RESULTS

B.T.D.: R. G. Mickel (Cooper-Climax), 35.40 s.
Touring Cars, B.M.C. Minis up to 850 c.c.: R. Soper (Morris Mini S/c), 42.62 s. Up to 1,100 c.c.: 1. A. Staniforth (Morris-Cooper), 41.50 s.; 2. J. Wilson (Morris-Cooper S), 41.63 s. Touring Cars up to 1,300 c.c.: 1. F. P. Kaye (Morris 1100), 41.18 s.; 2. A. Rathmell (Ford Anglia), 41.93 s. 1,301 to 1,900 c.c.: 1. A. W. Raylor (Lotus Ford Cortina), 41.32 s.; 2. P. A. Richardson (Lotus Ford Cortina), 41.55 s. Over 1,900 c.c.: 1. I. R. Grassick (Jaguar 3.8), 42.51 s. Formule Libre Touring Cars: H. W. Ratcliffe (Morris-Cooper S), 39.87 s. Marque Sports Cars up to 1,200 c.c.: 1. R. D. Sutherland (Austin-Healey Sprite), 41.51 s.; 2. Miss J. Nadin (M.G. Midget), 42.64 s. 1,201 to 1,600 c.c.: 1. D. Perkins (Sunbeam Alpine), 41.92 s.; 2. B. Newton (M.G.A.), 41.98 s. 1,601 to 2,500 c.c.: 1. P. O. de Roeck (Triumph TR4), 41.08 s. Sports Cars up to 1,900 c.c.: 1. G. Durham (Porsche Carrera), 38.26 s.; 2. P. J. Smith (Speedwell G.T.), 38.28 s. 1,901 to 3,000 c.c.: C. G. Gray (Austin-Healey), 38.25 s.; 2. J. A. McEwan (Morgan Plus 4), 38.88 s. Over 3,000 c.c.: 1. B. R. Waddilove (Jaguar E), 36.91 s. Sports-racing Cars up to 1,150 c.c.: P. H. Moulds (Lotus 7), 39.23 s. Up to 1,150 c.c. (Climax): R. G. Hirst (Cooper-Climax), 37.50 s. 1,151 to 1,600 c.c.: E. A. Worswick (Lotus-Climax 7), 37.62 s. Over 1,600 c.c.: 1. C. K. W. Schellenberg (Lister-Jaguar), 36.59 s.; 2. J. P. Chapman (Mercury Special), 37.03 s. Racing Cars up to 1,150 c.c.: 1. J. McCartney-Filgate (Cooper-J.A.P.), 35.83 s.; 2. T. J. Adair (Cooper-J.A.P.), 37.92 s. Over 1,150 c.c.: T. C. Scaunce (Envoy-Ford), 36.03 s.

VICKERS (WEYBRIDGE) M.C. ASCOT, STAINES & D.C.C. VANGUARD RALLY

As the 61 crews in the fifth Vanguard Rally assembled at the Stockbridge Road Filling Station, on the night of 19th October, so did the rain clouds foregather to provide the traditional weather now associated with Vickers's (Weybridge) premier restricted rally. This year, due to a clash of dates in the A.C.S.M.C. Championship calendar, the Ascot, Staines and District Motor Club sportingly agreed to co-promote the Vanguard with Vickers, to the detriment of their own projected event, which will not now be run.

With the A.C.S.M.C. Championship wide open, all the leading contenders were taking part in the Vanguard and they all enjoyed an event worthy of the occasion, which was, at the same time, entirely within the capabilities of novice crews who were able to cut and run as appropriate.

Clerk of Course Keith O'Dell had prophesied a loss of three minutes for the winner. He was a minute out in his reckoning, for Doug Ray and Stuart Gray took the Allardette round with an overall loss of two minutes, due to a momentary loss of concentration just before the marked map was issued. This crew would otherwise have cleaned the 200-mile route on sheets 166, 167 and 168. David Street and Ken Coombs, last year's winners in the Vitesse, were second, three minutes down, and unlucky enough to be the victims of some extremely poor marshalling, in that twice they were given incorrectly marked time cards by marshals who insisted on recording the time shown after the inevitable argument had been in progress for 30 seconds or more. This particular shortcoming was experienced at several controls by other competitors less favourably placed than Street and Coombs and was probably aggravated by the make-up of the time cards which made no provision for zero minutes, 02.00 hours, for example, being recorded as 01.60.

The general verdict was that a good straightforward route, with adequate paper work, had made a success of the 1963 Vanguard, despite the varying standards of the marshalling. The 2½ ins.-to-the-mile photostat was not used this year, navigation being confined to the more familiar scale of the 1 in. maps.

RON AMBROSE.

RESULTS

1. D. H. Ray/S. Gray (Allardette), 20; 2. D. M. Street/K. Coombs (Triumph Vitesse), 30; 3. D. W. Thorne/J. Cameron (Ford Cortina), 50; 4. J. Head/O. Fowler (Mini-Cooper), 50; 5. G. Tatford/A. Yoward (TR4), 60; 6. B. Green/D. Jewell (Morris 1100), 80; 7. M. Bannerman/P. Hewitt (Ford Anglia), 100; 8. R. Ambrose/A. Straker (Allardette), 120; 9. J. Huson/R. Knowles (Mini-Cooper), 130; 10. J. Barnes/A. Pettie (Morris 1100), 160.

POACHERS M.C.

MAYFLY RALLY

THIS year's Mayfly Rally sorted out the winner on the road without resorting to car-wrecking sections or "stretched mileages." The event was run on two maps only (113 and 104) and was split into five sections.

At the start, Clerk of Course, Jock Hawle and Alan Geeson, were kept hard at it sorting out competitors' queries at the same time as trying to sort out the marshals who had been unable to find their allotted positions. Despite this, only one marshal was missing from his post during the actual rally. The start was at Gonerby Filling Station adjacent to the A1 Clearway and the route led immediately away from the A1 on to the yellows and whites behind it.

First crew away, Scoble/Shipman, were handed the route card for Section 1 together with a list of 16 assorted spot heights and six- and seven-figure map references. These were handed out on leaving and had to be plotted *en route*. Any thought of an easy first section was quickly removed from competitors' minds when it was found the aforementioned 16 controls were contained within 23 miles. The pressure was, therefore, well on from the start of activities and navigators were kept feverishly plotting, the Higham/Watson crew being the only one to clean the first four controls.

At M.R. 990/503 the second route card and sheet of instructions were handed to competitors; these instructions allowed the usage

PEMBROKESHIRE M.C. HARRISON-ALLEN RALLY

IN recent years the Pembrokeshire Motor Club's Harrison-Allen Rally has been bedevilled by all sorts of extraneous factors which have led, on at least two occasions, to its cancellation. It was, therefore, with some relief that Clerk of the Course Stuart Wilson, with an entry of over 30, which included a fair sprinkling of the South Wales "regulars", managed this year to get the show on the road.

Using their own, less familiar, home ground to good effect, with a route which gave rise to no great cause for complaint over its entire 188 miles, the club used two straightforward navigational loops from the start which, in common with the rest control and the finish, was situated at Whitland, issuing references, for the first section 30 minutes before the start.

Initial impressions were that, by present-day standards, the event was not quite as difficult as it might have been, and some half a dozen cars were found to be clean at the halfway halt; later in the night, however, Derek Stephens and Eric Podd, Mini-mounted, ran into difficulties on one of the very few roughish sections and were eliminated from their good position by a shorted battery lead, and the eventual count-down at the finish indicated a provisional overall general classification win for Reg Galpin and Randell Morgan (Austin-Cooper S), with the sole remaining clean sheet.

HOWARD BILEY.

RESULTS

1. R. Galpin/R. Morgan (Austin-Cooper S), 0; 2. K. Nicholas/A. Hughes (Austin-Cooper S), 1 m.; 3. A. Jones/R. Jones (Mini-Cooper), 6 m.

NORTH LONDON E.C.C. RADCAP RALLY, 19th-20th October

RESULTS

1. A. E. Cowell/L. N. Needham (Triumph Herald 1200), 0 marks lost; 2. C. Fawkes/A. Dryden (Mini), 12; 3. D. R. Lockyear/M. Bishop (Morris 1100), 12; 4. M. D. Albin/G. C. Moore (Mini), 12; 5. B. J. Battin/D. Lush (Mini-Cooper), 14; 6. M. H. Abbot/G. Warren (Hillman Imp), 16. Team Award: American D.C. (A. E. Cowell, D. Lockyear). Best Novice: J. Emerson/J. Davies, 2 fails, 36 marks lost.

LUDLOW CASTLE M.C. PEAK REVS RALLY, 19th-20th October

RESULTS

Outright Winner: M. Gibbs/D. Tucker, 17 marks lost. Class A: 1. R. Finney/D. Skeffington, 23; 2. R. Tilley/F. Rutter, 23; 3. J. B. Smith/R. Jelfs, 28. Class B: 1. B. C. Wallace/N. Davies, 2 fails, 85 marks lost; 2. R. Price/R. Pearce, 8, 114; 3. A. Carmichael/G. E. Ellis, 13, 79.

WINNER of the ladies' class at the West of England Motor Club's Autocross, reported in a recent issue of AUTOSPORT, was Mrs. Jean Ross; husband Ken Ross also won the handicap event.

of only one mile of red road, the rest of the route being confined to whites and yellows. A series of cross map references led competitors to seven controls which terminated at spot height 137.

The third set of instructions and route cards were handed out at spot height 137 and notified competitors to proceed to 194619 via 112614 "by the metalled route indicated as follows": this was a series of route card instructions which caught most of the crews well and truly out.

Seven further M.R.s were handed out at 192640 and when navigators had got them plotted they found to their consternation they were not in order of visitation when checked with the respective times of arrival.

The last section started at 887738 and was limited to brown and yellow roads; competitors had to proceed via eight controls to 090363 and collect the answers to three questions. The positions of the controls were shown on the instruction sheet by means of very small (less than ¼ in. square) sections of the map which had been enlarged into 2 in. circles.

JOHN HIGHAM.

RESULTS

1. R. Blackborough/M. Dunson (Morris Minor 1000), 180 points lost; 2. A. Scoble/C. Shipman (Mini), 240; 3. Thompson/Holmes (Morris Minor 1000), 290; 4. Taylor/Taylor (Saab), 470; 5. Stathern/Pick (VW 1500), 670; 6. Palmer/Moore (Mini), 930; 7. Ransome/Edwards (Mini), 1,120; 8. Mrs. Blankney/D. Cackett (Victor), 1,200; 9. J. Higham/Watson (Jaguar), 1,300; 10. Mr. and Mrs. Taylor (M.G.B.), 1,720.

VICKERS-ARMSTRONGS (HURN) C.C. PURBECK TRIAL

A FEATURE of the annual Purbeck Trial, promoted by the enterprising Vickers-Armstrongs (Hurn) Car Club, is its entire suitability as a family outing. Even the most hardened of the organizers view it as a good Sunday outing and, while the sections are usually cunning enough to sort out the sheep from the goats, they are non-damaging (correct me if I am wrong, all you gentlemen who figured as "R" in the final results!) to the motor car, and safe enough to allow the youngest members of the family to come along. On Sunday, 27th October, quite a few wives were driving, with a back seat full of enthusiastically bouncing children, and the

firmly driven, possibly aided by the driver's very fine line of headgear, only rivalled by that of Frank "Sombbrero" Burton, who had a most comfortable win in his class, with his VW. Amie Lefevre had his new Morgan in action, a very pretty blue car that should go well when the old master has finished breathing upon it. With a dozen sections over a wide area all going at once it was difficult to get more than a general impression.

After the last car had gone through, the field wended its way through some pleasant scenery to Church Knowle, a pretty Purbeck-stone village, where lunch was drunk at the New Inn, one of those really old-fashioned country public houses which make trials reporting quite a pleasure!

From lunch, and the usual natter, it was a short step to Stonehill Down, where a dozen or so short sections were laid out on grass in a long valley. Once again the horde of Populars were among the higher climbs, though on the hills the writer watched there were some quite surprising performances by J. Bradley and A. D. Barnes, both in Heralds, and the VWs of K. Hoare and Gordon Raggett. The Minis were not entirely happy on the surface, but Ted Crocker managed to get into the lead in his class from John Hood, who had been in front over the morning sections. A surprising dark horse was the very quietly driven 1100 of Rex Ployer, one of those busy men behind the scenes in Vickers.

From Stonehill Down the road led to the old Granary, at Wareham, where the entire entry was able to park off the road, by the river, and wait for the results which, as usual for Vickers, came up in a very short time.

TONY HOLLISTER.

RESULTS

Class 1: 1. E. Crocker (Mini), 112 marks lost; 2. J. Hood (Mini), 117; 3. R. Ployer (Morris 1100), 130. Class 2: 1. J. Taylor (Ford Popular), 96; 2. H. Rose (Ford Popular), 102; 3. P. M. Normanton (Ford Popular), 106. Class 3: 1. F. Burton (VW), 81; 2. G. East (Renault Gordini), 92; 3. P. Havill (M.G.), 103. Class 4: 1. K. Hoare (VW), 65; 2. G. Raggett (VW), 73. Class 5: 1. A. Moss (Land-Rover), 40; 2. C. Palmer (Land-Rover), 49.

WAKEFIELD AND D.M.S.C. BAITINGS DAM HILL-CLIMB 20th October

RESULTS

B.T.D.: A. Watson (Kart), 33.7 s. Class Winners: P. J. Haw (Mini), 42.0 s.; J. M. Pearson (M.G. 1100), 36.8 s.; J. K. Ridgeway (Jaguar E), 36.8 s.; R. Hill (Austin-Healey Sprite), 37.5 s.; D. Hepworth (Austin-Healey 3000), 35.5 s.; A. Watson (Kart), 33.7s.

Regent Rally—continued

gated, grassy roads caught a few before a long section across through Tissington Ford led to the head of the Grindon hairpins (which were not used). One temporary chicane near here was a large bull, lounging at the side of the road (though it seems to have been quite docile), and on arrival Ron Wilson's Ford Cortina G.T. had incurred a broken screen by following Roy Dixon too closely through the ford. Near here the Fiat of Roland Fox left the road and the rally.

From here the route led logically into the Manifold Valley where an organizers' notice observed "Go home, Robson" and a little later asked "Still Clean?" while the tunnel loop was being tackled. The last hour of the rally began with a climb up to Hollinsclough Moor and down to tackle the fords and gates east of the village. On the descent more than one Mini-Cooper ran out of road onto the grass, and the standard method of making the right turn into the fords approach seemed to be a full left circle on the grass nearby (so much for impossible hairpins!). All gates in this area were shut, and the rich Derbyshire mud was soon evenly spread inside all cars to add to the discomforts. A control north of Shining Ford was approached via Harding Booth Ford and Shining Ford itself, where the approach to the former was heralded by exclamation marks and the remarks of "Bloody Hell!" afterwards—for it really has roughened up recently. The Leek-Buxton main road was probably the most foggy area of all, and it was difficult to find the correct right-turn off to Dun Cows Grove, to be followed by the usual crossing of Axe Edge Moor, and by now many crews were really knocking on their 30-minute limit, such that the last few controls had only a handful of visitors.

The penultimate section saw the inclusion of the Cut-thorn Hill "special stage"—well known to Cavendish members, before one last sprint south out of the fog and through Meer-

VINTAGE S.C.C. (IRISH SECTION) AUTUMN NIGHT RALLY

THIS year 11 competitors reported at the "Ivanhoe", a few miles outside Belfast, for the Vintage S.C.C.'s (Irish Section) Autumn Night Rally on 25th October, and, for the first time, map references and average speeds only were given. Mileages and arrival times were withheld, leaving it to the competitors to both maintain average speeds and find the optimum distance between controls.

After two miles dense fog kept down speeds and proved embarrassing to Patricia Scott who drove her husband's Humber into a bank (and third place). Longridge's Lagonda omitted to visit intermediate controls and arrived at the finish well before closing time. The first test, at a country cross-roads, was held in complete darkness except for two very small marking lamps. Few vintage cars had reversing lights although Scott's Humber sported a torch held on to the luggage grid with welding rod and was fractionally faster than Hume's Chummy and Galbraith's Delage. More navigation, including a stretch of new road which did not appear on the O.S. maps, and some brisk motoring to get back on course.

Sanderson (H.R.G.) lost only one minute, Conway (Lancia) two minutes and Galbraith, after a very spirited drive, five minutes. The navigation section markings heavily influenced the overall placings which meant that the event was, in fact, won on the road.

The final test was partly illuminated and enabled McVeigh's immaculate Lancia to record best time. Slower but more exciting, was Galbraith's Delage with much revving and screeching tyres. McMeekin's Austin Nippy which earlier had incurred maximum penalties on the road following deranged selectors recovered sufficiently to make third fastest time. Most disappointed must have been Hume who, having fitted a new spotlight and carrying a 12-volt battery in the back seat specially to operate it, did well in both navigation and the first test only to have his otherwise best time in the last test marred by sliding a wheel over the final line. McWhir's newly acquired Blackburn engined Frazer-Nash looked, sounded and smelt good but proved reluctant when asked to select reverse.

C.M.D. SCOTT.

RESULTS

1. Ernie Sanderson (H.R.G.), +8.9; 2. Billy Galbraith (Delage), +1.1; 3. Patricia Scott (Humber), -11.9.

brook to the final control at 110/978590, where a little trickery, because of a new road missing the side of the Leek reservoir (not shown on the map), brought the event to a close, with Simister arriving here 27 minutes down on schedule and very relieved to make it within the time.

The finish was back at the Hollin Hall, Bollington, where results were quickly made available at 8.15 a.m. by the competent organizing body.

As a tough work-out for the boys this can have had few equals for 1963, although a series of misfortunes to other crews limited the number of finishers without fails to only Simister and McBride. The fog was terrible of course, and there would have been enough problems without this. This was Phil Simister's second successive victory in the Regent, and he is now the only competitor to have finished all five Regents without fails.

GRAHAM ROBSON.

RESULTS

1. P. Simister/A. G. Robson (Ford Cortina G.T.), 48 m.; 2. R. McBride/D. Barrow (Ford Anglia 1500), 51 m.; 3. G. Halliwell/J. M. Wood (Mini-Cooper S), 2 f., 49 m.; 4. D. Friswell/R. Binns (Mini-Cooper S), 3 f., 57 m.; 5. J. B. Smith/Mrs. S. Taylor (Mini-Cooper), 4 f., 57 m.; 6. R. Mapple/G. Marrs (Mini-Cooper), 4 f., 60 m.; 7. B. Harper/R. Crellin (A.-H. Sebring Sprite), 6 f., 59 m.; 8. R. A. Fall/J. Fawcett (Mini-Cooper S), 6 f., 65 m.; 9. J. E. Smethurst/X (Mini-Cooper), 9 f., 59 m.; 10. K. Watkinson/A. K. Cooke (M.G.A. Twin-Cam), 9 f., 65 m. Team Prize: Simister/Halliwell/Friswell.

Dusk 'til Dawn Rally

ON re-reading his Dusk 'til Dawn Rally report of last week, Graham Robson feels that his remarks may have belittled a very fine performance by Keith Watkinson and Alan Cooke. He assures us that his only criticisms were against the route, etc., and that it should be noted that Watkinson would probably have won even if the other well-placed cars had not become stuck after the night halt.



LOCAL MAN, A. Moss, had the lowest number of marks lost and won the specials class (above). He climbs out of the "Bowl". SUNBEAM RAPIER of P. Mallinson is lifted off the "Ramp" after being well and truly suspended from the chassis (below).



occasional dog as well. All the keener cut-throats were pleasantly relaxed, and the whole atmosphere was most pleasant.

A cold morning mist over the "Bowl" made the start at Bovington Heath a trifle cold, but, after about an hour, the sun came through. Clerk of the Course Ben Smallshaw had laid out a large number of sections on sand, clay and heather, all of varying severity. There was also a timed section, which could be done two ways. Either you did a fast run, and aviated, or you saved the motor, and stayed just that much longer *en route*.

One interesting hump-back failed a great number, notably P. Mallinson's Rapier, which grounded on the top, and required much manpower to remove it. The slippery heather failed quite a few, who had difficulty in getting away from the line. All the Ford Populars were excellent, notably that of J. Taylor (who had been successful on this ground last year), Harry Rose and Max Normanton, all of whom were very narrowly separated in the final results.

Dave Jackson-Smith's Mini retired with a burnt-out clutch, and one gentleman was seen to be carrying out hammer-treatment to his stub axle. Ted Crocker's Mini was most

CORRESPONDENCE

Formula 1 Muddle

THE report in the recent issues of *The Motor* and *AUTOSPORT* of the G.P. Drivers' meeting at Watkins Glen seems to show somewhat muddled thinking and a lack of understanding of reasons for the present trend of modern racing engine design.

It is difficult to reconcile the logic behind the statement that a 2-litre would be much more expensive to produce than the current 1½-litre because it would need more cylinders, whilst a 3-litre would not because the capacity was greater.

To my way of thinking the 3-litre would require just twice as many cylinders as the 1½-litre, and as it is apparent that Ferrari and Honda consider 12 to be the correct number for 1½ litres, one would assume 24 would be the minimum for 3 litres. No designer is going to forget the lessons learned during the current formula, and these will be immediately applied to the subsequent one; therefore, a modern 3 litre can be expected to produce 500 b.h.p. plus, as per Honda, with 180 b.h.p./litre. This engine will be substantially more costly than the 1½-litre, and the transmission even more so, because four-wheel-drive plus a far wider selection of gear ratios, if not some form of automatic transmission, will certainly be essential.

Food for thought before the C.S.I. meeting, one would think?

If the idea is to debase Grand Prix racing to a spectacle such as dirt-track racing, where standardized machines are used and the variable lies only in the skill of the driver, this would certainly kill the sport more quickly than anything.

The Grand Prix motor races have traditionally provided a public demonstration of the ultimate engineering skill of the manufacturers of the machines combined with the skill and dash of the drivers. While this concept remains, it is likely enough manufacturers will consider the challenge to their engineering skill sufficient to make the cost, and the return in prestige, worthwhile.

If, however, the formula is manipulated to produce cars and engines made from ordinary production units, and the free use of their skills and knowledge is precluded, it is unlikely that the challenge will then be worthwhile, and the support from the industries must fade, when G.P. racing will become just another circus act. It is hoped this will not be allowed to occur.

COVENTRY CLIMAX ENGINES, LTD., COVENTRY.

WALTER HASSAN,
Chief Engineer.

The Future of Saloon Car Racing

IN support of Bill Blydenstein's letter on this subject, the further argument may be added that spectators go to watch "their own" family saloon being raced. This is apparent from both the statistics reported in *AUTOSPORT* from Brands Hatch and Mallory Park and from comment heard round paddock and corners.

If approximately 50 per cent. of spectators prefer saloon car racing and 19 to 20 per cent. prefer Formula 1, is it not more equitable if the trade and promoters took more notice of saloon drivers' requests for assistance?

PETERHOUSE, CAMBRIDGE.

C. D. STANCOMB.

"Fastest Man on Land"

I NOTE with interest the editorial of a recent *AUTOSPORT* concerning Craig Breedlove's speed record.

However, I disagree with your statement that says Craig Breedlove is the "fastest man on land". The fastest man on land is, to the best of my knowledge, Colonel John Strapp of the U.S.A.F., who achieved the speed of 632 m.p.h. on a rocket-propelled sledge. I must hasten to add here that in no way am I trying to detract from Craig Breedlove's magnificent performance, and I should like to wish him the very best of luck for his next run, whenever it may be.

May I also take this opportunity of congratulating you on a first-class magazine, and may it continue to flourish for many years.

WADHURST, SUSSEX.

J. B. EDGE.

Insuring a Sports Car

YOU too can own a sports car—if you're prepared to go down on your bended knees to insurance companies.

Here we go again, I thought, when I bought a Porsche recently. And sure enough, the first few companies I tried made me feel like an escaped convict begging for a crust. Then I tried the consultants who advertise regularly in your columns—and thought at first I'd got through to Father Christmas by mistake.

Quite apart from offering a civility unheard of in insurance circles, I have now got comprehensive insurance at least £8 less than any previous quote. In gratitude I pass this on for the benefit of your readers.

ILFORD, ESSEX.

PETER HOWELL.

History of the Fiat Organization

I HAVE been commissioned by Cassell & Co. to write the history of the Fiat organization.

May I, therefore, appeal through your columns to anyone who has any information, old photographs or prints of any type to get in touch with me?

All material will, of course, be returned.

MONTAGU MOTOR MUSEUM, PALACE HOUSE, BEAULIEU, BROCKENHURST, HANTS.

MICHAEL SEDGWICK,
Curator.

Starred Drivers

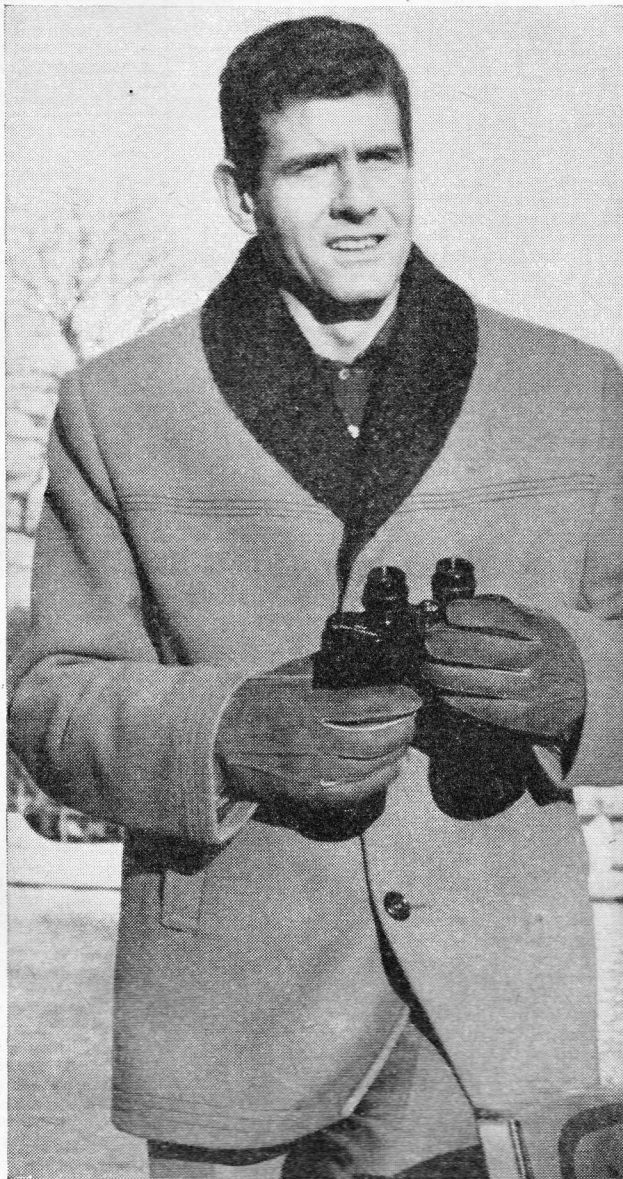
CONGRATULATIONS on again naming your star selections. This year wasn't too difficult and therefore I wouldn't say that any intelligent controversy can be aimed. Mind you, I think that Jo Siffert could have been granted two because of excellent drives in a private car—he certainly showed more than Phil Hill or Jo Bonnier most of the time, didn't he?

LYMM, CHESHIRE.

LANCE WILSON.

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

He's got something special...



THE TUSCAN KARCOTE is designed with the problems of the modern motorist in mind. Roomy and comfortable enough to see you through the longest day behind the wheel. Yet warm and snug at the same time, with a simulated persian lamb fur collar to help keep out the cold. A practical point—extra large pockets to carry all the odds and ends a motorist needs. All these advantages—and the Tuscan Karcote is good looking too. But, don't take our word for it. Just try one on and you'll soon convince yourself.

There is a wide range of Karcotes and also Topcoats by Harstyle—Golden Look Tuscan, Tuscan de Luxe, Tuscan Tweed. Available from stores and leading retailers throughout the country.

Price of the Karcote? around £5. 19. 6.

**SOUTHPORT M.C.
CHORLEY A.C.
ST. HELENS & WIGAN C.C.
WEST LANCS M.C.**

AUTUMN TROPHY RALLY

ON Sunday, 20th October, the Southport Motor Club, co-promoting with Chorley A.C., St. Helens and Wigan C.C. and West Lancs M.C., staged their annual Autumn Trophy Rally, starting at Wades Motel, Mere Brow, nr. Southport. The first car left at 7.30 p.m. on a route of some 60 miles in south-west Lancashire area. Time Control 2 was situated on a metalled white road in the Holmeswood district with a five-minute allowance. Thereafter the cars moved towards Burscough, going through two more time controls, there being an average of four to six minutes allowed for each.

T.C. 5 was reached 30 minutes after the start, this being at Scarisbrick and approached from the north-west. A swing towards the coast then occurred with sections of four, six and four minutes duration to T.C. 8 in the Formby area. Another change of direction then occurred, taking cars back inland. From T.C. 12 to T.C. 13 was very tight, three minutes being allowed. Then on to T.C. 14 at Curscough Hall, this again being tight and confusing to some crews, due to a large bush blocking the view of a deceptive white road. The pace was maintained on to T.C. 16 near Rainford, approached from the west.

Competitors were obliged to keep moving rapidly if they were to maintain time through Elmers Green, Parbold and Mawdsley, and it was at the last-named that the organizers were rather naughty, as they obviously hoped to deceive some competitors on to a non-grit yellow road in their approach to T.C. 20, the correct

route being through Bispham; a good many were caught by this one.

Still in the Mawdsley area, there were several one- and two-minute controls causing consternation amongst competitors, but by T.C. 25 the heat was virtually off; this was at Heskin Green, approached from the west. The rally then went via Coppull and Adlington to the final control, T.C. 28, at Standish, approached from N.E.

An untimed run then followed to the St. Helens and Wigan C.C. Clubhouse for the usual post-mortem. The results were produced in reasonable time and the organizers congratulated on producing a very good and tight route, without resorting too much in the way of rough stuff. N. F. MURGATROYD.

RESULTS

1, A. Bryant/G. Lomax, 2 penalties; 2, M. Norman/E. Huyton, 3; 3, N. Bowdler/J. Gough, 4. Team Award: M. Norman/N. Bowdler.

VINTAGE S.C.C. WELSH RALLY AND TRIAL

5th-6th October

RESULTS

Presteigne Trophy: R. G. Winder (1928 Austin 7). **First Class Awards:** W. L. T. Winder (1924-8 Humber), Miss P. Stocken (1924 Trojan), C. A. Winder (1923/8 Humber), H. Moffat (1923 Bugatti Brescia), B. M. Clarke (1924/9 Austin 7). **Second Class Awards:** F. S. Lockhart (1924 Peugeot-J.A.P.), D. K. Brown (1926 Alvis 12/50), R. L. Heath (1929 Alvis 12/50), A. C. M. Millar (1930 Lea-Francis), H. P. Bowler (Bentley 4½-litre). **Third Class Awards:** J. Borthwick (1927 Lancia Lambda), W. G. A. Barrow (1930 Frazer-Nash), K. M. Hill (1930 A.J.S.), J. K. Milner (1922 Vauxhall 30/98), W. S. May (1926 Frazer-Nash). **Concours and Driving Tests. First Class Awards:** D. T. R. Dighton (1928 Humber), A. W. K. Condon (1923 A.C.). **Second Class Awards:** T. C. Windsor (1920 Rolls-Royce Silver Ghost), P. A. Boulton (1926 Sunbeam). **Third Class Awards:** D. MacMillan (1928 Rolls-Royce 20), K. G. Langley (1928 Swift).

East Surrey Motor Club's BRANDS HATCH SPRINT

IN perfect autumn weather East Surrey Motor Club held their first Brands Hatch Sprint on 27th October. The meeting was remarkable for the total lack of incident during the timed runs, when nobody at all spun and only G. M. Allfrey (Austin-Healey 3000) had a moment of agricultural anxiety coming out of Druids. This was in marked contrast to the morning practice session, when several drivers emerged from Paddock boot-first. Practice, in this instance, seems to have made perfect. The event was also notable for the fact that there were only two ladies entered, and each won her class, Pam Osborne handling her Lotus 7 with great precision and Louisa Squires showing fine style with her Porsche.

As was expected, Joe Miller put up B.T.D. with his 1,340 c.c. Lotus 7 in 2 mins. 12.4 secs., but the premier award was won on a re-run between the class winners, on an improvement of performance basis, and under this formula Mike Cotton reduced his already creditable 2 mins. 31.8 secs. in the Mini-Cooper by a clear two seconds, to become the first holder of the handsome John Hunt Trophy.

Classification is always easier in a closed to club meeting, due to the absence of the "specialist" sprinters, and the entry was divided into four classes, the first of which was for open and sports cars up to 1,300 c.c. Pam Osborne dominated this category, her 2 mins. 28.8 secs. beating the 2 mins. 31.2 secs. of G. Nearne, also Lotus-mounted. Tony Straker was not so far behind, being best Sprite man with two runs in the identical time of 2 mins. 32.8 secs.

In the unlimited open and sport car class Joe Miller circulated in 2 mins. 12.8 secs. and 2 mins. 12.4 secs., easily quickest of the day. G. M. Allfrey strove mightily to get on terms, using the tremendous power of the Healey to good effect and returning 2 mins. 19.4 secs. His second run would undoubtedly have been faster but for the grass-cutting incident. John Quick did well with his TR3A, his 2 mins. 23.2 secs. defeating all the M.G.As and M.G.Bs. Louisa Squires, running in her new TR4, clocked 2 mins. 34.8 secs. first time out. On her second run, the motor now run-in, she recorded 2 mins. 28.0 secs.

In the group for saloons up to 1,600 c.c. Mike Cotton was out on his own with 2 mins. 31.8 secs., which he reduced to 2 mins. 29.8 secs. on the re-run, showing an intelligent appreciation of the regs. by keeping something in hand. Second to Cotton, and eventual class winner, was the N.S.U. Prinz of J. R. Wright, which was faster than it looked, buzzing noisily round in 2 mins. 36.6 secs. This was just quick enough to pip Sid Chaplin in his 1500 Allardette by a mere fifth of a second.

Louisa Squires dominated the class for large saloon cars, returning 2 mins. 29.0 secs. in her Porsche. She improved on this by 1.2 secs. in the re-run, but this margin, which was also achieved by Joe Miller, was insufficient by comparison with Cotton's clear two seconds.

Slick organization enabled the timed runs to be completed by 4.15 p.m. and there was an unusual opportunity of further runs, although naturally these had no significance with respect to the results, which were duplicated and handed out within a very short time.

RON AMBROSE.

RESULTS

B.T.D.: J. E. G. Miller (Lotus-Ford 7), 2 m. 12.4 s. John Hunt Trophy for best improvement of performance: M. L. Cotton (Mini-Cooper), 2 m. 29.8 s. Class Winners: Mrs. P. Osborne (Lotus-Ford 7), 2 m. 28.8 s.; J. Wright (N.S.U. Prinz), 2 m. 36.6 s.; J. E. G. Miller (Lotus-Ford 7), 2 m. 12.4 s.; Miss L. Squires (Porsche), 2 m. 29.0 s.

QUEENS UNIVERSITY M.C. KIRKISTOWN SPRINT

ORGANIZED by the small but enthusiastic group of students, this, the last speed event of the season in Ireland, attracted a splendid entry of 75 cars, but was ruined by atrocious weather conditions. Competitors and officials had to bear the combination of a gale-force wind and heavy rain for most of the meeting.

John Pringle chalked up yet another B.T.D. in his 2½-litre I.C.F. Cooper-Climax with a winning time of 50.70 secs., while the Open Handicap award went to Tommy Megrath in his huge 3.5-litre Alta special.

The first group of competitors to cover the mile-long section of the Kirkistown circuit, which included the Colonial and Fisherman's bends and half of both straights, were the saloons.

Next came the sports cars, and Bertie McElhinney had no trouble taking the over 1,200 c.c. division in his Lotus Super 7 in 59.55 secs., the nearest to him being the fastest student, Gordon McNabb, in his TR2 (64.83 secs.).

Next came the fast boys, which featured John Pringle and A. Martin, who also drove the 2½-litre Cooper. Also present were Malcolm Templeton in his twin-cam 1.6-litre Lotus 22 and the Formula Junior cars of Tommy Reid (Lotus 22) and Denis Kingham (Cooper).

Martin was the first away but he spun off at Colonial One and, although he continued undamaged, his time was poor. Next came Kingham, who recorded a very good 53.68 secs. Tommy Reid had hardly gone off the line on his first run when his drive coupling broke, leaving him to free-wheel to a halt. Malcolm Templeton had also very hard luck when he broke his gearbox on his first run. This left Pringle with little trouble, but he still recorded a best time of 50.70 secs to set up B.T.D. D. BEATTY CRAWFORD.

RESULTS

B.T.D.: J. Pringle (Cooper-Climax), 50.70 s. Overall handicap: 1, T. D. Megrath (Alta Special), 61.78 s. (47.78 net); 2, T. D. Megrath (T.D.M. Special), 62.37 s. (48.87 s.); 3, B. McElhinney (Ford Super 7), 57.55 s. (49.55). **Formula Libre:** 1, J. Pringle (Cooper-Climax), 50.70 s.; 2, D. Kingham (Cooper-Austin), 53.68 s.; 3, A. Martin (Cooper-Climax), 55.08 s. **Saloon handicap:** 1, W. G. Flack (Mini-Cooper), 65.28 s. (50.88 s. net); 2, H. Kirkpatrick (Mini-Cooper), 63.74 s. (51.34); 3, B. McElhinney (Ford Zodiac), 68.35 s. (51.35 s.). **Sports cars up to 1,200 c.c.:** 1, R. Desano (Sprite), 62.14 s.; 2, V. Skillen (Sprite), 63.39 s.; 3, D. Boyd (Marcos), 64.26 s. **Over 1,200 c.c.:** 1, B. McElhinney (Lotus Super 7), 57.57 s.; 2, T. G. McNabb (TR2), 64.83 s.; 3, B. Mullen (TR2), 66.01 s. **Vintage cars:** 1, E. Saunderson (H.R.G.), 73.29 s. (50.29 s. net); 2, C. Meekin (Austin 65), 93.12 s. (55.12 s.).

NORTH WALES C.C. CAMBRIAN RALLY

TWENTY-SIX entrants—250 miles—20 classified finishers: this was the story on this year's Cambrian Rally, run mainly of the island of Anglesea. Short, tight sections round the perimeter of the island soon took its toll of penalties. The Mini-Cooper S of Galpin/Morgan was locked in combat with the Mini-Cooper of Gorst/Roberts. The Simca 1000, first time in the Cambrian, retired midway through the first half when M. Thomas/Williams were well up with the leaders.

After the halt at Newborough the rally proceeded through the heart of Anglesea; here in the muddy farms lanes, tight bends and lack of adhesion took its toll. The Gorst/Roberts Mini-Cooper was able to continue with only seconds lost after viewing the night from the inverted position. The Fords of Twigdon/Chilvers and Wolstenholme/Rattray were going well but unable to catch the flying Mini-Cooper S. The final sections were on the mainland up to and around Llanberis; here a section in a field proved most difficult to the small cars. Finish was Colwyn Bay via Bangor. An excellent rally, well organized, held in perfect conditions.

CEDRIC GETHIN.

RESULTS

Class A, Experts: 1, Galpin/Morgan (Mini-Cooper S); 2, Twigdon/Chilvers (Anglia). Class B, Semi-Experts: 1, Campbell/Robinson (Mini-Cooper); 2, Twigdon/Jones (Mini-Cooper). Class C: 1, Saville; Dodsworth (Mini-Cooper); 2, Williams/Dr. Jone (A.H. Sprite). Team Award: Wolstenholme and Twigdon.



SPINNING at Paddock Bend while practicing, P. O'Gorman in his Vauxhall VX4/90. In the event proper, however, nobody spun at all—which must be some sort of record!

AUTOSPORT

CLASSIFIED ADVERTISEMENTS

PRESS TIME: Tuesday 10 a.m.

Telephone: PADDington 7671-2

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

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

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

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

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

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

USED CARS FOR SALE

ABARTH

A BARTH Fiat 1000 twin-cam. A really fantastic car. Bought new early this year and in first-class condition. £1,950.—Box 9319, or Tel.: MAYfair 6734, office hours.

A.C.

A.C. Saloon, 1950. Recent £70 engine overhaul, many extras. £110 o.n.o.—Spencer, 97 Allyn Park, S.E.21. Tel.: GIPsy 0408.

ALFA ROMEO

1960 ALFA ROMEO Giulietta Special in red. This car has a five-speed synchromesh gearbox and is fitted with radio and heater, etc. Body was designed by Bertone and has been privately owned. It is a car for the connoisseur.—Bostock, 41 Woodland Drive, Pledwick, Wakefield.

1960 JUNE, Alfa Romeo Sprint Veloce, immaculate, red, occasional seats, radio, heater, w/rimmed wheel. £895 or exchange for good TR3/3A, plus cash.—Box 9299.

ALLARD

1949 FOUR-SEATER tourer, M.O.T., splendid car. Try any offer.—Weybridge 45890.

ARMSTRONG SIDDELEY

A RMSTRONG SIDDELEY 1947. Excellent running order, taxed until February, M.O.T. £40 o.n.o.—FULham 9576, evenings.

ASTON MARTIN

DB 2/4 saloon, 1954, 3-litre Vantage. Taxed, M.O.T. Excellent order. History. Terms, might exchange. Realistic at £485.—Ponteland (Northumberland) 3014, Newton Cottage, Callerton, Ponteland.

DB 3S IMMACULATE throughout, full road equipment, hood, tonneau, screens, etc., electric fan, luggage rack, SU or Weber carbs. Taxed to April 1964. Reasonable insurance.—Alderslade, 103 St. John Street, London, E.C.1. Tel.: CLERkenwell 4651, office hours.

1958 ASTON MARTIN Mk. III, satin bronze, black upholstery, overdrive, immaculately maintained. £1,050 or exchange good Formula Junior.—Blankstone, Wolverhampton 24767 (day), Blakedown 509 (evening).

1934 LE MANS S/C sports. Condition generally good, new stainless silencer, rockers, valve springs, water pump, brake linings, timing chain, recon, dynamo, hood tatty. Present owner 7 years. £225.—Bruce, 175 Finstall Road, Broms-grove, Worcs. Phone: Bromsgrove 4491.

AUSTIN-HEALEY

THE HEALEY CENTRE

offer

Sprite, April 1961. Heater, tonneau, etc. Red, 17,000 miles £350

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.

A USTIN-HEALEY 1963 model, 3000 convertible, 9,000 miles, wire wheels, etc., new condition throughout, finished white with black interior. £875. Part exchanges.—Gerrards Cross 2240.

A USTIN-HEALEY, 1959, 100/6, finished in red and black, wire wheels, overdrive, radio, hard top, excellent condition. £385. Sprite 1959, blue, 20,000 miles, high comp. head, anti-roll bar, sliding screens £315.—Broad Oak Garage, Heathfield, Sussex. Tel. 198.

A USTIN-HEALEY, 1957, 100/6, offered for sale again owing to original purchaser unable to raise full amount. Fitted with six-port h/c head, triple carbs, o./d. works hard top, 2/4-str., radio, wing vents, first-class condition. £350. H.P. arranged.—TONbridge 2891.

A USTIN-HEALEY 3000, 1960, blue, 2/4-seats, overdrive, wire wheels, hard top, radio, heater, spots, Konis, Servo brakes, immaculate. £560.—Phone. Horsham 5444, between 9 a.m.-6 p.m.

E XCEPTIONALLY fast lightweight Sprite, finished in B.R.G., mechanically perfect and ready to race. £435 o.n.o.—John Clower, c/o Lido Speed, Hucknall Road, Nottingham 64411 (evenings).

R EALLY hot Sebring Sprite, every conceivable modification, engine, transmission just rebuilt, respraying now. £365 o.n.o.—Mitchell, Melton Mowbray 4141, daytime.

S PEEDWELL Sebring G.T. Sprite, 89 b.h.p. F.J. motor, c.r. gears, wide rim wheels, full suspension, mods., large brakes. Offers.—Phone: HILLside 1173.

S PRITE, 1,000 c.c. full race engine, Sebring bonnet, hard top, D12s, etc. £460.—Phone: Milligan, Henley-on-Thames 1877.

1963 AUSTIN-HEALEY Mk. II sports convertible. White. Fitted heater, overdrive, wire wheels and power-assisted brakes. Under 5,000 miles. One fastidious owner. An exceptional opportunity for the enthusiast. £949.—Beacon Motors, Ltd., Aston Road, Birmingham 6. ASTON Cross 5841.

1962 SPRITE. Superb, original tyres only half worn, many extras. £425. H.P.—SWISS Cottage 4323.

1962 AUSTIN-HEALEY Sprite. Red with black interior. Wire wheels, hard top, disc brakes. In immaculate condition. £495. Part exchanges welcomed.—Ashmore Bros., West Bromwich 2350.

1961 AUSTIN-HEALEY 3000, 2/4 seater, overdrive, wire wheels, safety straps, fitted Cinturas, exceptional condition, £625 o.n.o. private sale.—J. Parsons, Telephone West Bromwich 2350.

1960 (AUGUST). Blue, 3000 2/4, hard top, overdrive, wire wheels, heater, new Pirellis, 17,000. Unusually fine condition throughout. £595. H.P. available.—Haddenham (Bucks) 349; office hours, PADDington 9114.

1959 SPRITE, red, good condition, new tyres, heater, tonneau, washers, £300. 15 Stephenson Drive, Burnley.

1958 100/6, regd. July, TVB 207, ice blue/cream, red trim, radio, heater, tonneau, luggage rack, etc., really good condition. £335.—RICHmond 2907.

1954 AUSTIN-HEALEY 100. Sebring engine, disc brakes, four-speed gearbox with overdrive, Koni dampers, four new Avon Speed tyres, spotlights, racing mirrors. Light blue with blue interior. In marvellous condition. The ideal car for sprints, hill-climbs and club racing. Part exchanges welcomed. £365.—Ashmore Bros., West Bromwich 2350.

1954 AUSTIN-HEALEY 100/4. Blue, blue interior, wire wheels, "X" tyres, o./drive, heater, tonneau. £275 o.n.o.—Shiner, 4 Aston Road, Chipping Campden, Glos.

W ANTED around January, race modified Sprite or Turner, less engine and gearbox.—Phone: Feltham 5684 daytime.

BENTLEY

1955 BENTLEY S1. Grey with red hide interior, white wall tyres, excellent condition and striking appearance. £1,950. 1954 Bentley "R" type automatic. Tudor grey and black. Excellent condition throughout. £1,050.—Charles Garages Limited, Mount Pleasant, Liverpool, 3.

B.M.W.

1959 TYPE 501, 2½ litre, V8. Red, "X" tyres, radio, heater, immaculate. H.P., P.X.—The Steering Wheel, Out Eastgate Street, Bury St. Edmunds 4573.

BOND EQUIPE

A UGUST 1963, under 3000. £750 o.n.o. £80 extras.—Phone: Harpenden 2470.

BORGWARD

D O IT yourself conversions. Full specifications from £2.—W. B. Blydenstein, Thetford, Royston, Herts. Kelshall 219.

BUCKLER

B UCKLER Special. Aquaplaned 1,172 c.c. reconditioned twin-carbed engine, c.r.g., i.f.s., D.D.2 tubular chassis, Mistral body, new hood, tonneau. £140 o.n.o.—Dunn, 43 Lexden Road, Colchester.

CONTINENTAL CARS

W ANTED! Cash, generous exchange, or sold on Owner's behalf.—Tarrant & Frazer, 70 Chalk Farm Road, N.W.1. GULiver 0224. (Free-lance, Trade invited.)

ELVA

E LVA demonstrations throughout the United Kingdom by Works Demonstration Drivers.—For details, phone Elva Sales, Trojan Limited, MUnicipal 2499.

FIAT

F IAT.—Unity Motors for all Fiat models, new and used.—42-45 The Avenue, Egham, Surrey. Tel.: Egham 4255.

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

FORD

F ORD Zephyr, 1962, 25,000. At present in standard trim, but available with Raymond Mays conversion, rev. counter, etc. First-class condition. £600.—Romiley Garage, Ltd., Compstall Road, Romiley, Cheshire. Woodley 2467.

L.M.B. POPULAR with every conceivable mod. Come and see, it's going for the first reasonable offer (maybe).—Phone WOOLwich 2390.

1963, SEPTEMBER, Lotus-Cortina sports saloon, 800 miles only, colour white with green flash and black interior, £1,050. Suttons Autos, Dentons Green Lane, St. Helens 24258.

FORMULA JUNIOR

I MMACULATE Gemini Mk. II, Cosworth-Ford 105E, 90 b.h.p., twin Webers. Car completely rebuilt for next season. £365. H.P. and part-exchange considered.—GRImdyke 1080.

L OTUS 18. Ex Frank Gardner, immaculate condition. 3rd Mallory Park. £450 o.n.o. Terms can be arranged.—D. Milburn, Victoria Nursery, Weston Road, Bath.

Continued overleaf



AUSTIN **MG** **AUSTIN-HEALEY**

OFFICIAL STOCKISTS

PARADE MOTORS

(MITCHAM) LIMITED

NEW CARS

Immediate or Early Delivery

AUSTIN
Mini-Cooper. Red/black.
Mini-Cooper S. Almond green/white, heater.

AUSTIN-HEALEY
Austin-Healey Sprite. Isis blue and blue, wire wheels, heater, tonneau.

SECONDHAND CARS
1962 M.G. Midget. White and black, heater, tonneau, luggage rack and other extras. £465
1961 M.G.A 1600. This car has only covered 11,000 miles. As new. Red with red upholstery. Has to be seen to be believed. £595
1954 M.G. TF. Green/green. £335
1953 M.G. TD. Red/red, works reconditioned engine, tonneau, etc. £275

1961 Austin-Healey Sprite. Red, black upholstery, hard top, heater and many other extras, in excellent condition. £465
1960 Austin-Healey Sprite. White/red interior. Superb condition. £345
1962 1172 Bowden Special, fitted aquaplane head, Microcell seats, oil cooler, twin S.U. carbs, rev counter, speedometer and full weather equipment. £265

SALES:
Phone MITcham 3382-7188.
SPARES ONLY:
Phone MITcham 5141.
H.P. TERMS AVAILABLE. ONE-FIFTH DEPOSIT.

INSURANCE AND AFTER SALES SERVICE.
All secondhand cars three months guaranteed.

66/67 Monarch Parade, Mitcham

Classified Advertisements—continued

GILBY

F1 GILBY-B.R.M. As raced this season by Ian Raby, less engine and gearbox. Car done only 12 races. Immaculate condition. Never pranged or any small damage. Long-range fuel tanks, 2-litre drive shafts, etc. Magnesium wheels, rear wide-based rims, disc brakes, oil tank, Dunlop R.6 tyres. Colour: dark blue. Price, £1,100 or exchange road car or racing car.—Ian Raby (Racing), Brighton 681713.

GINETTA

GINETTA G4. May 1963. Taxed, 8,000 miles, 105E, Weber, valve springs. Full weather equipment, mats, carpeted. £530.—Fanshawe, 25 Holloway Road, Maldon, Essex.

JAGUAR

G.T. Racing Jaguar XK 120

3.8 "D" type, wide angle head, dry sump engine. Shortened and lightened XK 120 chassis. Special lightweight body. Every conceivable modification. 300 h.p. Grid weight 194 cwt.

R. B. Beck, 18 Tamworth Road,
Sutton Coldfield, Warwicks.
Tel.: Sutton 6355.

XK 120 Jaguar Roadster. Mechanically sound, body very fair. Well worth £75, also Jaguar Mk. V. Very good condition throughout. £150 o.n.o.—Apply: Walton Lodge, Stafford.

XK 140 FIXED head, chrome wire wheels, high ratio axle, C-type head, Konis, twin exhaust, radio, B.R.G., 1956, outstanding condition throughout. £365.—Part exchanges.—Gerrards Cross 2240.



CARS OF DISTINCTION

"E" Type

1963 (June) Fixed Head Coupe, Carmen red and beige, fitted with chrome wire wheels, whitewall tyres, Motorola push button radio, badge bar, tail pipe extensions. As new throughout.
1,732 miles only. £1,775

1963 (May) Fixed Head Coupe, finished in golden sand and black, fitted with whitewall tyres, Motorola push button radio. As new.
3,636 miles only. £1,695

Mark X

1963 Mark X Automatic, finished in golden sand and red, fitted with Motorola push button radio and seat belts.
10,000 miles only. £1,845

1963 Series Mark X Automatic, finished in opalescent dark green and green, fitted with Motorola push button radio.
10,000 miles only. £1,795

Mark II

1963 3.8 Saloon. Specially finished at an extra cost in Rolls-Royce blue with grey upholstery, fitted with every conceivable extra including automatic transmission, power assisted steering, fully chromed wire wheels, whitewall tyres, badge bar, wing mirrors, reclining seats, electrically heated demisting rear window, Motorola push button radio with front and rear speakers, electrically operated aerial and a host of other features. Complete car cost when new at the beginning of September £2,050.
4,400 miles only. £1,795

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.
Melton Court,
South Kensington.

For Jaguar Service

H. R. Owen (Services) Ltd.
234, Fulham Road,
London, S.W.7.
Flaxman 4881.

Both Proud Members of the Swain Group.

XK 150, f.h.c., 1959. Guaranteed 12,000 miles. Original unworn tyres, chrome wire wheels, white/red leather. £735. Exchanges.—Walton-on-Thames 28357.

XK 150 D.H.C. B.R.G. 1959, 36,000 miles, wire wheels, Xs, excellent condition, £495. XK 120, red, detachable hard top, excellent condition, £165.—Broad Oak Garage, Heathfield, Sussex. Tel. 198.

XK 150, 1958, F.H.C. Pearl grey. All extras. Bills, 40,000 miles. Owner abroad until November.—Inspection at following address: Reeve Hays, Compton Bishop, Axbridge, Somerset, or in London. Reasonable offers.

1961 (JULY) Jaguar 2.4 white saloon with light grey upholstery, fitted safety straps. Guaranteed mileage 17,800. One owner. Magnificent specimen. £965.—D.P.K. Motors, Chertsey Lane, Staines. Tel.: 51656.

1960 SERIES XK 150, fixed head S-type, overdrive, chrome wire wheels, finished in sand with red interior. £645. Part exchanges.—Gerrards Cross 2240.

1959 (APRIL) Jaguar 3.4. Special equipment, automatic, disc brakes, divided bench seat. Indigo blue. General condition and interior absolutely new. Bargain price as minor coachwork repair needed. £400.—Uxbridge 34144.

LANCIA

AURELIA, 1955. Recently resprayed dark green. New Xs. Immaculate throughout. £430.—Skinner, Hampstead 1494 (daytime); otherwise BAYSWATER 8439.

1954 LANCIA Aurelia Gran Turismo. Red with beige interior. Outstanding condition for this marque. £495. Part exchanges welcomed.—Ashmore Bros., West Bromwich 2350.

LOLA

LOLA Mk. V F.J., five-speed box. Recent engine overhaul (Cosworth). Immaculate condition. £1,000.—Southend 544363.

LOLA F.J. Mk. 2 Cosworth 1100, 94 b.h.p., steel rods, etc. As raced at Anglo-European trophy. Immaculate. Ideal for F3. £450 o.n.o. Will sell less engine. £275 o.n.o.—J. Bouckley, 82 Park View Road, Streety, Sutton Coldfield, Warwicks. Streety 3207.

LOTUS

LOTUS 23B

wanted

Must have latest specifications, no accidents.

Details and Price.

Box 9269.

Very successful Lotus Seven Climax

Stage III, Webers, 13 in. wire wheels, D12s. Complete road equipment. 22 events this year, 12 firsts, 4 seconds, 4 thirds, including 5 F.T.Ds. Class records at Fille and Brunton, Brands, 59 secs. £575 o.n.o.

Part exchanges welcomed.

Apply to **MIKE CRABTREE**,
MOLesey 3451. Surrey.

LOTUS 23 FORD

1,145 c.c. Cosworth dry-sump steel crank engine, and Hewland five-speed gearbox. Maintained by full-time mechanic and fully sorted, with special chassis and long-range tanks. Ten wins and four seconds in 19 races. Lap times include Oulton at 1.48.2. Contact Chris Williams at
53 London Road, Horsham. Tel.: 2927.

BOB ROSE'S ELITE FOR SALE

Lightweight 1,460 c.c. Forty-two firsts, four seconds since June 1962. Present holder National Hill-Climb class records. S.S. half mile, 23.4 secs. Owner moving into different class. Car will not be detuned.

J. D. Rose & Son, Ltd.,
Factory Centre, Birmingham 30.
KING'S Norton 3680.

ELAN, June 1963; 5,000 miles. Red/black. £1,020.—Box 9309.

ELEVEN Series 2, 1100 Climax, mag. wheels. M.G. c/r gearbox. £400.—Box 9274.

ELITE 60, Stage II unraced, 20,000 miles, 3,000 miles since engine re-built. Specialist maintained in perfect order. White. Must sell, owner posted abroad. Offers around £800.—HYDe Park 5540, evenings.

ELITE. Immaculate white, 41,000 miles, no competitions. Two owners. £750 o.v.n.o.—J. Patey, 19 Dukes Ride, Gerrards Cross. Phone 5271.

ELITE, 1962, Series 2. 15,000 miles, diaphragm clutch, Brabham balanced engine, Pirelli Cinturas, heater, seat belts, white, biege trim. Never raced, rallied. £875.—Darwall Smith, Riggs, Seaford, Sussex (2748).

ELITE, 1962, special equipment model. New condition. £975. Another at £895. Exchanges.—UPLANDS 7733 (9 a.m. to 7 p.m.).

HURRY! Twin cam Lotus Cortina, damaged, easily repairable, less engine. First come, first served. £695. Engine available. Certain winner next year's saloons.—10 Cross Hill, Shrewsbury. Tel.: 3277.

LOTUS Elite, 1961, Stage V, 1216 c.c. ZF box. Lightened body, 5-inch wheels, many spares. Lap record-holder Silverstone Club, 1.11; Mallory, 58.4. H.P. or exchange arranged.—Sidney Taylor, Hipkins Street, Tipton, Staffs. Tipton 3196 (anytime).

LOTUS XI, Series II, Le Mans. Climax discs, etc. Trailer and Ford van, £500 o.n.o. Will sell separate or exchange T.V.R. 1600.—Holloway, Orchard Cottages, Chadlington, Oxford, Chadlington 13.

LOTUS Seven, 1962, 105E, 13,800 miles, weather equipment, extras. Immaculate. £405 o.n.o.—Ashton, Bramling House, Wingham, Kent.

LOTUS Super Seven, 900 miles. Eddie Crocker offers probably quickest Super Seven in S.E. England. Fully sorted. Immaculate condition. A scrutineer's delight. C.r. gears, full Cosworth 1340 engine and complete road equipment. Ideal road/club car. P.E. possible. £525.—Ring ELMbridge 9652 (day); 8347 (evening).

LOTUS XI Series 2. Special Stage III Climax. Mag. wheels, R6 tyres. Placed seven times this season. Very light car. Just completely recellulosed. Well maintained. Suitable G.T. racing. Best over £395.—78 West End Lane, N.W.6, MAIDA VALE 6320.

LOTUS 22, 1,500 c.c. Cosworth engine, Hewland five-speed box. Car as new. Only 30 laps Mallory Park. Would sell less engine and gearbox.—B. H. Griffin, Naney Hall Farm, Cadeby, Nuneaton, Warwicks. Market Bosworth 238.

1962 LOTUS Super Seven (Cosworth Ford 109E) in immaculate condition. Originally built for road use, and fitted with complete weather equipment, heater, sealed-beam headlights, sound-proofing, flashers, carpets, etc., and sprayed primrose yellow. But this season has been used successfully in sprints and hill-climbs. (Seen Brands on Sunday.) £500.—J. J. R. Lord, Bournemouth 44154.

1962 LOTUS Elite, full racing modifications, ZF box, Stage III engine, many extras.—Apply Chapel Allerton Motors, 194 Harrogate Road, Leeds, 7.

1962 LOTUS Super Seven, Cosworth tuned 109E, close ratio gears, 4,000 miles only, never been raced. £500, no offers.—RELIANCE 2861, extension 13 (London).

1962 SERIES Lotus Elite in Phase 2 road trim, ZF gearbox, diaphragm clutch and the whole car in really excellent order and trim.—Aero Motors, 457 Manchester Road, Heaton Chapel, Stockport. HEA 4543.

WANTED—1958 or 1959 Elite.—Full details to Box 9314.

MARCOS

MARCOS G.T., Cosworth 997 c.c. engine, just rebuilt, five-speed gearbox, many spares. Will consider selling without engine.—G. John, 7 Greenfield Crescent, Hoole Village, Chester.

HALSALES

of

PENGE



Alfa Romeo dealers for
South London and Kent

NEW CARS

Alfa Romeo 2600 Sprint, grey.

Giulia Sprint, blue.

1600 Spider, red.

Giulia TI, green.

Giulietta TI, blue.

Morris Mini-Cooper, lime green.

Morris 1100, grey.

USED CARS

1961 Alfa Romeo Giulietta sprint, red, 25,000 miles, in superb condition. **£995**

1961 Alfa Romeo Giulia TI, 5,000 miles, radio, blue. **£1,275**

1961 3.8 Jaguar, grey/red, radio, safety belts, 25,000 miles. **£950**

1961 M.G.A 1600, discs, heater, white, as new condition. **£555**

For demonstration of any of the above cars:

Contact **GERALD HALL SYDENHAM 2339**

Hire purchase and Insurance effected. After Sales Service. All cars 3 months guarantee.

HALSALES (MOTORS) LTD.,
42, Croydon Road, London, S.E.20

PETER BRAYSHAW is now prepared to accept money for his 1963 1,650 c.c. Marcos G.T. Eight firms, three seconds out of 14 starts.—Offers to: Brayshaw & Carr, Ltd., Loughborough Road, Leicester. Phone: 61874.

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.

BRABHAM M.G. Midget-Climax 1962. 108 m.p.h., 0-60, 9 secs. Balanced 1,220 c.c. engine, four branch manifolds, two SUs, discs, turbospeeds, anti-roll bar. Fitted carpets, fog, spotlamps. Beautiful condition. Black/red upholstery. £625.—Berry, PUThy 5513 evenings, MONArch 6510 office.

LESTER M.G. coupé. New 1500 engine. New c/r box. Exchange good Mini.—Jones, Glebe Farm, Lydham, Bishop's Castle, Salop. Phone: Bishop's Castle 98 (evenings).

M.G.A. 1600 Coupe. Blue, heater, 1/cARRIER, s./belts, new Cinturas, 31,000. M.G. Abingdon tuned/maintained. Immaculate bargain. £460. H.P. available.—39 Bartholomew Road, Cowley, Oxford.

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

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

M.G. TC, 1949. £193. Complete engine overhaul, new battery, clutch, carbs., brakes, hood, tyres.—Mountview 7787.

TD VERY good. New vinyl hood, tonneau, curtains and red upholstery. £200 o.n.o.—Saubidet, 9 Southwood Avenue, Coombe Lane, Kingston, Surrey.

TF 1250. Ivory, green upholstery as new. Five new Cinturas. Beautiful condition throughout, mechanically and bodily. £350.—Roberts, 6 Turbury Road, Ferndown, Dorset. Ferndown 3209.

1958 M.G.A., F.H.C., heater, M.o.T. £350.—Walton-on-Thames 27796, evenings, weekend

1961 (NOVEMBER) M.G. Midget. Bored out to 997 c.c., racing pistons, modified head and manifold. Fully balanced engine. Competition clutch and flywheel. AM4 linings, modified suspension. Many extras. Going £490 o.n.o.—Phone: TUDor 8895, after 7 p.m.

1954 (SEPT.) M.G. TF sports roadster in green with new black hood and new side curtains. Recently fitted with reconditioned engine. Good tyres all round. This highly desirable car is in very good condition throughout. Moderate mileage. £335.—D.P.K. Motors, Chertsey Lane, Staines. Tel.: 51656.

MINI CARS

JOHN ALEY OFFERS:

1963 Cooper "S" Downton Group 2 ... £720

1962 Successful Group 3 "850" ... £420

1963 Austin 850. All steel traveller with many extras. ... £460

1962 Lotus Elite. Badly crashed but all mechanical parts sound. ... Offers?

Almost new Cooper H/C engine. ... £50

A selection of sports and racing Mini camshafts and other useful spares.

Church Lane, Whittleford, Cambridge.

Sawston 2356.

DOWNTON group II Mini, 1961. Racing 850 SPS, belts, instruments. I need Volkswagen or Thames Microbus. Exchange?—11 Saint Martin's Approach, Ruislip.

1962 (MAY). Mini-Austin pickup, excellent condition (mechanically, bodywork and tyres), one owner (gone abroad), low mileage, always used and nursed as private car, safety belts, tonneau cover, tilt cover and frames (ideal for camping). Remote gear lever extension, very snappy. £285.—17 Hillcroft Avenue, Purley, UPLands 7859.

1961 (APRIL) Austin Seven saloon de luxe in tartan red. Engine recently overhauled and fitted with Gaston conversion with Weber carburettor. Extras include brakes relined all round with competition liners on front wheels, sound travel, Koni shockers, rev. counter, oil temperature and pressure gauges, water temperature gauge, ammeter, headlight flasher, wood-rim sprung steering wheel, safety straps, Motorola push-button radio, undersealed, new tyres. This cracking car is in tip-top condition throughout. £410.—D.P.K. Motors, Chertsey Lane, Staines. Tel.: 51656.

1960 AUSTIN Mini de luxe, with twin carb., oil cooler, special head, exhaust, etc., in excellent mechanical order. Approximately 21,000. H.P. available and part exchange considered.—Telephone: Bury St. Edmunds 3157.

MINI-COOPER

AUSTIN-COOPER, June 1962. Blue, one owner, Alexander conversion, bored out 1,088 c.c., balanced engine, large carburettors, wooden steering wheel, safety straps, 16,800 miles. £445.—Hampstead 9671.

H. J. WILSON regretfully wishes to sell his Cooper Mini. Engine Quote—Drag springs. 31.78 standing kilometre, also supercharger. Twin carburettor. Racing seat. Servo brakes. Rev. counter. Assortment of gauges. Body rolled.—H. J. Wilson, Carthick House, Kearby, Nr. Wetherby, Yorks. Tel. Harwood 247.

ROGER NATHAN (RACING) OFFER:—1962 Austin Cooper. Genuine 13,000 careful miles only. This car is fitted with radio and host of other extras. Is unblemished and as new throughout. £445. H.P. and Insurance arranged. Part exchange welcome.—MACaulay 2211.

1960 COOPER AUSTIN. Nominal mileage. company director's second car. Red with black roof, heater. Excellent value. £525.—W. S. Yeates Ltd., Loughborough, Leics. Phone: 4321.

MORGAN

EXPECTANT father obliged to sell 1960 Plus 4, four-seater, discs, new Xs, heater, fog, spot, safety straps. Many other extras. Unique. Best offer over £450.—LIVingstone 3155, evenings.

LIGHTWEIGHT 2.2-litre racing Morgan Plus 4. In dark blue with engine and suspension fully modified by Kieft. W/ws, discs, D9s, undertray, oil cooler, etc. Roll-over bar (detachable) and safety belt. Fully upholstered and not gutted for lightness. £490.—Phone: Much Hadham (Herts) 182, after 7.30 p.m.

MORGAN PLUS Four, 1961. Radiator blind, tonneau cover, reversing light, bucket seats. 24,000 miles, finished in red, mint condition. £498.—Hangers, Ford Distributor, 187 Broad Street, Birmingham, MID 7131.

MORGAN Plus Four, September 1962. One owner, dark blue, TR4 engine, wire wheels. 5,900 miles. £665.—Hampstead 9671.

1961 MORGAN 4/4 Series 3. Blue, black trim, fitted heater, screenwashers, radio, Marchal lamps, wing mirrors and undersealed. Very well maintained, one owner. £450 o.n.o.—Phone: Morison, Plaxtol (Tonbridge) 398.

MORRIS

1962 MORRIS 1100, 4-door de luxe. Green/white, Downton stage II engine. Not raced, etc. Full instruments. Cost £775. Offered at £625 o.n.o.—Ring: Wanborough (Wilts) 236 after 7 p.m.

N.S.U.

1961 PRINZ II. Red, sport Prinz engine, 18,500. Abarth exhaust, laminated screen, anti-roll bar, soundproofed, Conway seat covers, washers, newly shod, driver's full harness, 80 m.p.h. plus, 50 m.p.g. Never raced or rallied. £350. Sensitive mature driver buying Morgan.—Tel.: St. Ives (Hunts) 2269.

Continued overleaf



(SPORTS CAR SPECIALISTS) LTD.

SUNBEAM ALPINE 1963, sky blue with black hard top, O/D, heater, wire wheels, etc., low mileage. £765

SUPER SPRITE Mk. I, leaf green, with 978 c.c. unit, "red crankshaft" close ratio gears, adj. shock absorbers tonneau, RS's, etc. £425

TRIUMPH TR2 (Nov. 1955), finished in black with hard and soft tops, twin spots, etc., only £245

AUSTIN-HEALEY SPRITE Mk. II, 1962. Choice of two excellent cars in white or salmon pink, both fully equipped, from £425

AUSTIN-HEALEY SPRITE, 1958/61. Choice of ten hand-picked cars, all with various extras, from £325

M.G.A. 1500, 1957/58. Two specimen examples of this popular marque, both fully equipped, from £345

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

JAGUAR XK150 roadster. A magnificent example in carmen red with 3.8 "S" type unit, O/D, wire wheels, £635

AUSTIN-HEALEY 3000, 1959. Distinctive in red/black with O/D, heater, wire wheels, etc. £515

A/H 100/6, 1958, maroon with matching trim, hard and soft tops. O/D, etc., exceptional. £465

M.G.A. 1600. A very special 1960 car with H.R.G. head, Webers, radio, heater and tonneau. £495

TERRIER, 1962. Works built with 105E unit, Cosworth head and phenomenal performance. £285

M.G. MIDGET, 1963. Only 7,000 miles, with one owner, clipper blue, with heater, tonneau, etc. £545

LOTUS 7, 1962. Unmarked in ivory white with tuned 105E unit, SP tyres and other extras. At £465

SUNBEAM ALPINE, 1960. Moonstone with red trim, extras include wire wheels and radio. £435

M.G. TWIN-CAM, 1959, white with black trim, various extras, exceptional condition. £475

TEL.: CHI 7871-2-3

HIGH RD·CHISWICK·W.4.

THE CHEQUERED FLAG (MIDLANDS) LTD.

M.G.B., 1963. Attractively finished in Iris blue, indistinguishable from new, only £795

AUSTIN-HEALEY SPRITE, Mk. II, 1961, well maintained example in red with heater, tonneau, seat belt and other extras. £425

LOTUS SEVEN SERIES 2. Very attractive in opalescent blue. One owner. B.M.C. unit, various extras. £415

RELIANT SABRE. New car available for immediate delivery, finished in red and equipped with various extras. £966

M.G. MIDGET, 1962. Pale blue with dark blue trim. This one-owner car is literally as new. £495

AUSTIN-HEALEY 3000. Most attractive in ice blue, equipment includes O/D, wire wheels, twin spots. £695

JAGUAR XK140 D/H/C, finished in B.R.G., with O/D. C-type engine, wire wheels, twin spots, etc. £375

TRIUMPH SPITFIRE, 1963 series, finished in sky blue, only 3,500 miles from new, various extras, exceptional value at £565

AUSTIN-HEALEY SPRITE, 1959/61. Choice of three all equipped with various extras. from £345

SUNBEAM ALPINE, 1961, moonstone with red upholstery, O/D, radio, heater, one owner only. £595

AUSTIN-HEALEY SPRITE Mk. II, very pretty in red with white hard top, other extras include radio, heater, etc. £495

M.G.A. 1600 ROADSTER 1960, finished in red, "X" tyres, seat belt, etc. One careful owner, superb condition. £525

AUSTIN-HEALEY SPRITE Mk. II, 1963. Immaculate red finish, many extras, one careful owner. Under factory warranty. £495

M.G.A. 1600 1960, cirrus white with black interior, fully equipped with various extras. £495

LOTUS ELITE, 1962. Red with red/black trim, exceptional performance, various extras. £795

A/H MK. II. Striking in primrose with black hard top, tonneau, seat belt, etc. £495

TEL.: 89282/3

ARKWRIGHT ST-NOTTINGHAM

THE



Centre

'E' TYPE SPECIALISTS

1962 E-type fixed head coupé, full competition specifications. Mods. and extras too numerous to mention in detail. Full specification on request.

1962 2.4 overdrive, gunmetal grey with dark blue interior, radio, seat belts, reclining seats, special exhaust, low mileage, one owner, immaculate. **£1,150**

1961 3.8 overdrive, dark green, green interior, power steering, reclining seats. **£920**

1961 3.8 overdrive, dark blue, grey interior, radio, reclining seats. **£895**

1960 3.4 overdrive, grey, radio, other extras. Above-average condition, one owner. **£850**

1958 3.4 Automatic, carmen red, red interior, disc brakes, radio, seat belts. **£490**

1958 3.4 overdrive, several extras, Sherwood green. **£420**

Delivery: Anywhere—any time.

Telephone: Crawley 25533.

FIELDS OF CRAWLEY

High Street, Crawley, Sussex

Classified Advertisements—continued

N.S.U.—continued

1963 N.S.U. SPORT PRINZ MK. II. This fantastic car has covered only 3,000 miles and is in better than new condition inside and out. Apart from built in extras such as heater, headlamp flashers, screenwash, wing mirror, it has B7 tyres, underseal, silent travel and a full tool kit. The 600 c.c. engine develops 36 b.h.p. and fuel at 50 m.p.g. Top speed of 85 m.p.h. and amazing road holding. The beautiful Bertone body is finished in Alfa red, and the price to another enthusiast is—
£650.

H.P. is possible and part exchange would be considered. **EWELL (Surrey) 5004**

PEERLESS

PEERLESS—Service, Spares, Repairs, Rebuilds, Bodywork, Modifications, Tuning, Painting and Trimming.—J. A. Pearce Engineering, Ltd., 113 High Street, Staines. Staines 52006.

PEERLESS G.T., 1959. Good condition; 40,000 miles.—Trent, South Newington House, Banbury.
1958 PEERLESS. Phase II engine, wire wheels, overdrive, new Turbospeeds. £475.—Watts, Alvington House, Northgate Street, Bury St. Edmunds 4153.

PORSCHE

1963 PORSCHE 1600 coupé, red, 8,000 miles, perfect condition, part exchange. £1,475.—Tel. Longworth 385.

DOVE'S



OF WIMBLEDON

LIBerty 3456-8

THE FIRST OFFICIAL
TR Centre

1963 TR4. Finished in blue with trim to match. Here is a car absolutely as new, nicely run in by the original owner. Hard top with wire wheels, heater, spot and fog. £875

1962 TR4. Finished red with overdrive, heater, luggage rack, tonneau cover. Another TR in first class condition. £785

1962 TR3A. For the man who wants all the extras this is the car. Finished B.R.G., with overdrive, wire wheels, heater, seat belts, spot and fog lamps. All as new. £695

1961 TR3A. Red with hard and soft tops. Another car with all the extras. Heater, radio, luggage rack, tonneau. £575

1960 TR3A. Finished in white with blue trim. Hard and soft tops, overdrive, heater, extra lamps, radio, luggage rack, another car with everything. £565

1960 TR3A. Here is one of the best of its age. An exceptionally beautifully kept car, incredibly clean, with overdrive, heater, 'X' tyres, etc. £560

1958 TR3A. In the very popular blue with beige trim. Hard top, heater, occasional seat. A bargain at £435

We now have around 25 other TRs for you to choose from. Highest part exchange given for your car whatever the make. Write for list.

IMPORTANT NOTICE

Please remember we sell almost any make of car apart from TRs, but are considered the best people in the country to buy your TR, either for cash or in part exchange. Write, giving details of what you want, or what you have to sell.

Write for full details

44/48 Kingston Road, S.W.19

(150 yards South Wimbledon Underground)

RACING CARS

IF YOU ARE SELLING/BUYING

Contact first

IAN RABY (RACING), LTD.

Exporting, Exchanges and H.P. arranged.

85 Preston Road, Brighton 681713.

OUTER CIRCUIT BROOKLANDS RACING CAR

SCRIVEN SPECIAL

"NANETTE"

Hooker-Thomas S.O.H.C. engine.

Complete rebuild. Ready to race.

£425 o.n.o.

Write for particulars to:—

FISHER'S GARAGE,

Brockenhurst, Hants.

Tel.: 3309.

COOPER-DAIMLER, circuit/hill-climb car, fitted 2½-litre V8 SP 250 engine, very reliable/successful car. Spares include heads, clutch housing, gearbox, gear ratios, wheels, tyres. Any reasonable offer considered.—David Good, Moneyrow Green, Holyport, Nr. Maidenhead. 20131.

COOPER Mk. 3, fitted 1½ Cosworth dry sump 130 b.h.p. engine. A most potent Formula Libre car having numerous successes—Oulton Park 1 m. 46 s., Mallory 52 s., etc. £1,100 o.n.o.—Alan Rollinson, 98 Mill Road, Pelsall, Staffs.

EDGWARE RACING STABLE have a June 1963 Merlyn Mk. 6A Climax Sports Racing Car, in mint condition, for sale. Stage 4, 1,098 c.c. engine, Hewland 5-speed close-ratio gearbox. Clutch diaphragm unit. Latest magnesium wide-rim wheels, lightweight disc units. For further details, write or phone—13 Glengall Road, Edgware. STOne-grove 7727.

ENVOY Junior, less engine, unrepeatable, £195. (Rear engine).—10 Cross Hill, Shrewsbury. Tel.: 3277. Also Emeryson 500 c.c. £100. XK 140 engine, Box 9318.

EX-WORKS Sebring 1961 team car. Lightweight GT body, works engine, wire wheels, discs. Road/track specification. Nine places this season. £495. H.P., part exchange.—Redhill (Surrey) 2530.

J.B.S. J.A.P. 500 c.c. racing car, Erskine tuned motor, ZF diff., double wishbone suspension front, rear. Ten awards this season, including 2nd Shelsley, 5th Junior Hill-Climb Championship. With trailer £195. Can be seen Somerset.—J. Brabin, Faraday Hall, Loughborough.

LOLA F1 chassis and gearbox for sale. Chassis designed to take 4-cyl. or V8-cyl. engines, also recently shot-blasted and sprayed, brake calipers replaced recently, aircraft-type rubber tanks, new R6 tyres all round, set of spare wheels, new R6

tyres fitted, spare front body panel c/w screen, other spares include: front shock absorbers, two brake discs, one drive shaft c/w Hardy-Spicer, new battery, type 32 gearbox includes: five sets of drop gears, one quilt shaft, crown wheel and pinion fitted before Monza G.P. Preparation of this car was second to none during last season and driven by Bob Anderson. £1,250 o.n.o.—D.W. Racing Enterprises, Ltd., Old Mill House, Haynes, Bedford.

LOTUS 20. Raced by Paddy Driver, excellent record, engine to latest specification, spares include diff. unit, wheels, long-range fuel tank, etc. Drysump Cosworth-Ford 1100 engine, unused, can be stripped for inspection. Shorrock's blower/manifold assembly to suit 1½-litre Coventry Climax.

—Offers to Tony Marsh, Soal Farm, Steep, Nr. Petersfield, Hants.

LOTUS 23B, twin cam, 1,600 c.c. 5-speed V.W. box, red, first class condition. Offers around £1,850.—Jack Pearce, Auto Racing Service, 61 Ashfurlong Crescent, Sutton Coldfield 5967.

MERLYN Mk. IVA 1100 Cosworth, Knight box. £750 o.n.o. Also covered trailer (blue). £50. And Jaguar Mk. VIII automatic, engine and box overhauled. Great tower. £300.—Box 9273.

PETER HUGHES offers for sale his Cooper Norton Mk. 9 This car with short stroke engine prepared by Mr. W. Stuart holds seven Class records (Prescott 53.3, Shelsley 39.4) and has rarely been beaten during past three seasons. £350 inc. sprockets, spares, etc.—10 Chester Road, Sutton Coldfield. Sutton Coldfield 2347, bus. hrs.

TOJEIRO-CLIMAX, Stage IV, space frame, discs, trailer, tyres, spares, very fast. No reasonable offer refused.—Eccleston, 111 Nalders Road, Chesham. Phone 81278.

WELLS Mk. 5 1172F Car. Latest specification. Perfect condition throughout. Spare engine, gearbox, trailer, resprayed to choice. Delivered. £360 o.n.o. Would split. Seen Brands Nov. 10.—Woking 4430.

5 RACING Cars for sale. Prices from £40.—Tel.: Burnham (Somerset) 3132 (office), or write 28 Naish Road.

W.R.A. MK. I, 1172 formula rear-engined, less engine and gearbox, or with both. This is the car which lapped Silverstone G.P. at 92.92 m.p.h. and has numerous successes to its credit. Offers.—G. Whitehead, 5 Chelsea Road, Flixton, Manchester.

WANTED.—Sports car or Formula Junior, exchange Lotus Elite, 1962. As new.—Ring UPLands 7733 (business hours).

RENAULT

GORDON KING MOTORS, LTD.

The Main Renault Distributors

New and unregistered **Florde Speciale Conv.** with detachable hard top, corfu blue ... £895
1963 Aug. R8. Metallic blue, 2,000 m. only £615
1962 Dauphine. Grey, 7,000 m. only ... £385
1961 Gordini, sunroof, safety belts, one owner £375
1961 Dauphine, one owner, at ... £335
1960 Gordini, blue, one owner ... £295

GORDON KING MOTORS, LTD.,

136/8 Streatham Hill, S.W.2. TULSe Hill 0088.

ROCHDALE

1963 ROCHDALE OLYMPIC

We have just acquired the race-prepared Rochdale Olympic, as raced by Derek Alderson on the northern circuits. No expense has been spared on this car, built in August this year, which is equipped with special lightweight body, much modified suspensions, and is powered by a brand new Cosworth 125 b.h.p. 1,475 c.c. Ford engine, coupled to a close ratio gearbox, new set of R6 racing tyres. £695. Colour to choice.

Hire Purchase and Part Exchanges.

SURBITON MOTORS LTD.,

1 Central Parade, St. Marks Hill,

Surbiton, Surrey.

Tel.: ELMbridge 8356.

1962 OLYMPIC. Red, M.G. 1,800 c.c., H.R.G. head. Fan, heater, washers, taxed, etc., etc. £525.—Please phone: TULSe Hill 7816, after 9 p.m.

ROVER

1959 3-LITRE, 30,000 miles. Immaculate. £580.—J.G.J. Car Services, Ltd., 2a Victoria Road, Leeds 6, Yorks. Tel. 52259.

SABRE

THE STEERING WHEEL. Suffolk Sabre Distributors, immediate demonstrations, delivery from stock.—Out Eastgate Street, Bury St. Edmunds 4573.

SPECIALS

ASHLEY G.T. Hard top, 1960. Well finished. weatherproof, with many mods. Four new tyres. £95.—LORDS 0893 (after 5 p.m.). Lane, Flat C, 95 Hamilton Terrace, N.W.8.

750 EQUIPMENT.—See Under Spares and Accessories, Mitcham.

THE ANGLO SCOTTISH RACING TEAM

offer for sale

CARS

1963 Cooper-Ford. Last one made. Five races only. Mk. XI dry sump, steel crank, Cosworth engine. 560 miles. 6-speed dry sump gearbox. **£1,450.** Will separate engine/gearbox from chassis. Whole car immaculate.

1962 Mini-Cooper prepared for racing, but never actually raced. Lowered suspension, Taurus tuned, heater, etc. Just overhauled. **£380**

TRAILER

A three months old double decker suitable for two F.J.'s/sports cars. Repainted dark blue, new tyres, lights, indicators, etc. This cost nearly £250 after it had been lowered, lightened and triangulated.

Offered at **£150**

SPARES

Numerous, including Cosworth 1100 c.c. cylinder head (£40), wide section D.12 and R.6, rev. counter, pistons, single seater car covers, etc.

Ring **CHARLES CRICHTON-STUART** at
Underhill 2080

or write

Flat 6, 283/295 Pinner Rd., Harrow, Middx

S.A.H. ACCESSORIES LIMITED

World's Leading TRIUMPH SPECIALISTS

TR2/3/4, Spitfire, Vitesse, and all Herald Models.

Complete servicing, repair and tuning.
24-hour C.O.D. Spares Service.

Send 6d. for our catalogue of mods.: Oil Cooler Kits, High Lift Camshafts, Torsion Anti-Roll Bar Kits, Glass Fibre Body Parts, etc., stating for which of the above Triumph models they are required.

Call and see our stock of NEW and USED cars

We can supply new cars ready modified to your specifications. We also have a good selection of used cars in standard and tuned forms.

OUR SHOWROOMS ARE OPEN 7 DAYS A WEEK

Dept. 3

LEIGHTON BUZZARD, BEDS.
TEL 3022 & 2556.

SUNBEAM

SEPTEMBER 1960, Sunbeam Alpine, Midnight blue, slight internal modifications to front coach work and interior, £450 o.n.o.—Box 9311.

TORNADO

TORNADO Talisman G.T., midnight blue, Cosworth 109E, Kenlowe fan, £650.—Brentwood 5285, or Box 9294.

TRAILERS

RACING and transporter car trailers. Spares and towing brackets fitted.—Don Parker Motor Engineers, Sangora Road, Battersea 7327.

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

TRIALS CARS

CANNON wanted.—Phone Belfast 57852. J. A. Stevenson, 190 Newtownards Road, Belfast.

TRIUMPH

BREAKING for spares. 1954 TR2, 1957 TR3.

Both bodies repairable.—Tel St. Albans 54922.

TRIUMPH Spitfire. Blue. Jan. 1963. 4,000 miles. Seat belts, heater, tonneau cover. Immaculate condition. £580. H.P. or part exchanges.—Tungston Automobile Developments, Ltd., 284 Nether Street, Finchley Central, N.W.3. Finchley 6616.

TRIUMPH Spitfire, 1963, white with black trim, tonneau, heater. £595 o.n.o.—Hope, 87A Devonshire Avenue, Southsea, Hants.

TRIUMPH 2000, 1949. V.G.C., recon., twin spots, wireless. £140.—Romford 48752.

TR2. SEPT. '55. Good condition. Engine 20,000 ex. works, heater, 4 new tyres. Many extras, £265.—Phone Nazeing 3279.

TR3. 1958. Low mileage. Heater, twin spots, etc. £375 o.n.o.—PUTney 4477, evenings.

TR3. OVERDRIVE, heater, tonneau, etc., metallic blue. Immaculate condition. £395.—16 Jesson Road, Bishops Cleeve, Cheltenham, Glos. Phone Day Bishops Cleeve 3333, Ext. 24.

TR3A. OUTSTANDING 1958 example, condition equal most 1960 models. Primrose/black cockpit, steel hard top, wire wheels, heater, safety straps, etc. £395.—Belbroughton, Worcester 251.

TR4. NOV. '62. British racing green, many extras. Quick sale. £740.—Ring SPEEdwell 1834.

1962 (OCTOBER). Vitesse saloon, 6,000 miles, Litchfield green, unmarked. Crypton tuned. Supertone silencer, rubber sealed. £630.—L. Ambrose, 22 Market Street, Pembroke Dock, Pembrokeshire.

1955 TR2. Excellent mechanical and body condition. Hard top, soft top, tonneau, overdrive, radio, heater. £250.—DUNcan 0405.

TURNER

1962 TURNER-CLIMAX 1,220 c.c.

One owner car in Ermine White, fitted Wire Wheels, Discs, Rev. Counter, Sliding Side Screens, Tonneau Cover, Windscreen Washers. 9,000 miles only. As new. £475.

MOTORWAY SALES LTD.,
Station Approach, Friargate, Derby.
Tel.: 42083.

WANTED around January, race modified Sprite or Turner, less engine and gearbox.—Phone: Feltham 5684, daytime.

T.V.R.

FOR SALE, 1962 Racing Car Show model, B.R.G., 1,622 c.c. M.G. engine with high-lift camshaft, balanced engine, close ratio gears, competition clutch, Armstrong adjustable shock absorbers, Girling power stop braking, safety belts, Avon Turbospeed tyres, and spare set of Dunlop racing. Prepared and maintained by R. Nathan Racing Ltd. £600 or v.n.o.—J. Halfnight, 38 Streatham Court, London, S.W.16. Telephone: Business, THORnton Heath 6121, evenings, STReamtham 1482.

T.V.R. CLIMAX Stage III, Mk. II, 1961. Blue. ZF box, Webers, discs, oil cooler, 4.5 diff., woodrim wheel. £675 o.n.o. Will add cash for sports racing car.—Batty, 6 The Spinney, Wetherby, Yorkshire. Tel. 2152.

T.V.R. 1961, Mk. IIA 1600 M.G.A. unit, wire wheels, disc brakes, Kenlowe fan, excellent condition. £450.—Broad Oak Garage, Heathfield, Sussex. Tel. 198.

1962 T.V.R. Grantura. M.G.A. engine and gearbox, 8,000 miles. White with black interior. New Michelin X tyres. One owner from new. £560. Part exchanges welcomed.—Ashmore Bros., West Bromwich 2350.

1961 T.V.R. Climax in superb order. Bargain at £550.—Wood, BELgravia 6884.

1960 LIGHTWEIGHT, magnesium wheels, Alfin brakes, adjustable shock absorbers, £40 worth of slight accident damage. Less engine and gearbox £100. With engine and gearbox £150.—Brighton 55984.

WANTED! Cash, generous exchange or sold on Owner's behalf.—Tarrant & Frazer, 70 Chalk Farm Road, N.W.1. GULLiver 0224. (Freelance Trade invited.)

UNCLASSIFIED

... in a class "on their own"

SAAB, VW, VOLVO, all at
CAC, Cricklewood Automobile Co.,
Shoot Up Hill, London, N.W.2. GLA 4803/9.
DISTRIBUTORS OF QUALITY
in London, Middlesex, Hertfordshire.

VALE

RARE and attractive P.V.T., 1933 Vale 2-seater in light blue. Original aluminium coachwork in perfect order, brand new crown wheel and king pins, modified Ford 93A unit, excellent tyres, spares available, M.O.T. until Aug. '64. £130.—Tel.: BARnet 9260.

VINTAGE

MUDGUARDS, panels, etc., for Vintage (Veteran) cars made to drawings or patterns.—Broster, Bagley Street Works, Stambermill, Stourbridge.

THE TVR CENTRE

See and try the remarkable new TVR Mk. III 1800 at the Retail & Distribution Centre, 100 yds. from South Kensington Underground Station

11 Reece Mews, London, S.W.7.

BALANCING

BRABHAM	SUSTAINED
BALANCED	SMOOTH
ENGINES	POWER

To learn more of our Engine Balancing Formula please contact:

JACK BRABHAM (MOTORS), LTD.,

248 Hook Road, Chessington, Surrey.

LOWer Hook 4343.

TUNING BEGINS WITH A BALANCED UNIT.

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

GORDON SMITH ENGINEERING, LTD.,

New Street, Halesowen, near Birmingham.

Tel.: Halesowen 1280.

BODIES

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

FOR high class crash repairs A. S. Baird, rear of 47 Wanstead Park Road, Ilford, Essex. Specialists in sports cars. Trade enquiries invited.—Phone: Ilford 2905.

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

BOOKS

AUTOBOOKS

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

Veterans, Vintage, Racing, Tuning,

Rallying. Book Catalogue Free.

BENNETT ROAD, BRIGHTON.

Continued overleaf

Chichester Motoring Club TRENTHAM "200"

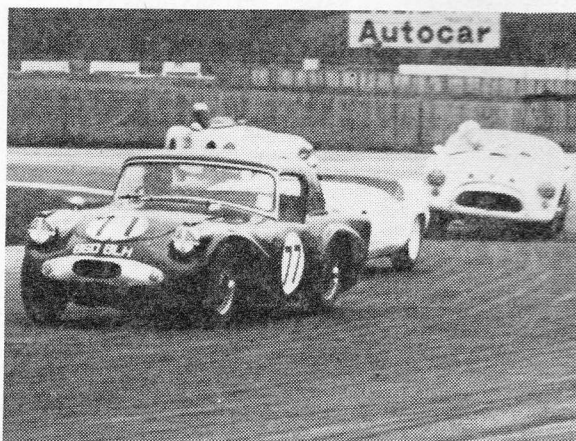
RALLY 30th Nov./1st Dec.
ACSMC Qualifying Event

"Don't miss this year's
Tremendous Trentham"
Best in the South

Regs. from: VALERIE DAVISON

BLUE STAR GARAGES

NORTHGATE · CHICHESTER



1962 Daimler

SP 250, only 6,000 miles, very fast potential winner marque sports car races. Very cheap owing to spartan interior, £640. Could be supplied for road use at £580. Stiffened chassis, lowered suspension, roll bar and many extras.

R. Crosfield
Somerby, Melton
Mowbray, Leics.
Somerby 225

With the new ELVA

life
begins
at 80...

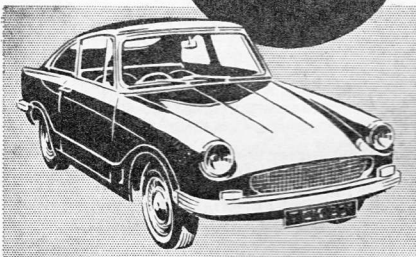
For further details
or demonstration run
write or phone:

TROJAN LIMITED

Trojan Works,
Purley Way,
Croydon, Surrey.

Tel: MUN 2499 (40 lines)

**BOND
EQUIPE**



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

PRICE **£822.4.7** INC. P.T.
BUILT BY

BOND

IN ASSOCIATION WITH
STANDARD TRIUMPH

and available from your Standard Triumph dealer
BOND CARS • PRESTON • LANCASHIRE

Classified Advertisements—continued BOOKS—continued

Books for Race and Rally drivers	
The Technique of Motor Racing—Taruffi	36s. 6d.
Competition Driving—Paul Frere	19s. 6d.
All But My Life—Stirling Moss	26s. 6d.
The Sports Car Engine—Campbell	36s. 6d.
Design and Tuning of Competition Engines	47s. 6d.
Automobile Engine Tuning—Irving	26s. 3d.
Design of Exhaust and Intake Systems	36s. 6d.
Racing and Sports Car Chassis Design	31s. 6d.
Performance Conversion Equipment	22s. 3d.
Seven Year Twitch—Marcus Chambers	31s. 6d.
Rallying—S. Turner	22s. 3d.
Maintenance Manuals—Most models 1930-63	13s. 6d.

Prices include postage. Return post service.

MOTORISTS BOOKSHOP,
Dept. AS, 323 St. Michaels Ave., Yeovil, Somerset.

CAR SEATS

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

CLOTHING

CHRISTMAS GIFTS FOR ALL!

Sportavia "Continental" racing overalls.
—Fully zipped. Elastic wrists, ankles and waist. black, blue, green, red or white, 64s. 6d. plus 2s. 6d. postage. State second choice colour and size. "Trak," 2-piece lightweight suit, blue only. Lancer collar and fully zipped, 69s. 6d. plus 2s. 6d. p.p. "Junior Continental" overalls, replicas of "Father's". Blue only. 7 years-14 years. State size, 49s. 6d. each. "Sports" fine white leather driving gloves, backs in fawn suede, 27s. 6d. pair post free, ideal for wiping screens whilst driving.

SPORTAVIA,

11 Woodford Road, Bramhall, Cheshire.

CONSULTING ENGINEER

ENGINE, transmission and spring design. Engine tuning, road or racing. Prototype manufacture, etc.—W. B. Blydenstein, A.F.R.Ac.S., Therfield, Royston, Herts. Kelshall 219.

CONVERSIONS

MANGOLETSI conversions, tuning, Mot-a-Vac servos, special equipment, Cibie lamps. Dealers for Triumph and Bond Equipe.—Flockhart & Langrishe, Ltd., 41 High Street, Ascot, Berks. Tel.: Ascot 185.

CONVERSION SPECIALISTS

ALEXANDER CONVERSIONS.—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, "S", Sprites

Gunter Grove, Fulham Rd., S.W.10. Flaxman 3066.

AGENTS for Mangoletsi 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

CYLINDER HEADS

Polishing of combustion chambers and ports and matching to manifolds is NOT so expensive.

Phone: Laystall Engineering Co. Ltd.,

WATERloo 6141.

Midlands: Wolverhampton 52006.

RACING PREPARATIONS LTD.,

specialists in the preparation of Climax engines and sports racing cars and all formula racing cars, space frame repairs, complete rebuilds and overhauls. Stage II and III conversions carried out at very competitive prices. Full range of Climax spares. Exchange Climax reconditioned engines from £58.

8 The Arches, Alpertown, Wembley.
Phone Wembley 9620.

ROY WINKELMANN RACING LTD.

For conversions and preparation of all types of racing or road car by experienced racing mechanics. We specialise in tuning Climax and Ford engines and rebuilding damaged competition cars.

Great Central Avenue, Ruislip, Middlesex.
Uxbridge 37694.

BOB GAYLER'S personal attention for development and race preparation of competition cars and engines with latest precision equipment is now available at Baldyne Engineering Ltd., Cray Avenue, Orpington, Kent. Tel.: Orpington (MM) 22145.

STOP RUST!
with
BP ENERGOL CPD 32

End rust worries! Just spray on Energol CPD 32 and forget it. Your tools, equipment, car, etc., can all be protected this simple way. See it push water off wet metal! 10 oz. Aerosol 7/6.

★ Obtainable from your local Garage, Ironmonger or Hardware Store.

Distributed by: **A D C Ltd.**
13-15 RATHBONE STREET, LONDON, W.1.

BRACKNELL MOTORS LTD. Complete Jaguar modification and race preparation service. First class work at reasonable prices. Cars set up and circuit tested on completion.—London Road, Bracknell. Telephone: Bracknell 101-102-103.

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 1681).

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

ENGINES

COVENTRY CLIMAX CRANKSHAFT

F.P.F. 85 mm. stroke, 2.2 litre.

Excellent condition.

Sensible offers around £75.

Also pair big Webers.

15 Fairfax Road, Old Woking.

Phone: Woking 4938.

COVENTRY Climax 1,098 c.c., Stage II in first-class condition, complete with SU carburettors, etc. Open to inspection and trial. £125.—Tony van Moyland, A.V.M. Motors (Abergavenny), Ltd., Park Road, Abergavenny, Mon. Tel.: 433.

FORD Anglia Super engines, as new, factory mileage only. 1,200 c.c. complete with all ancillaries £54 10s. (This unit is interchangeable with Ford 105E, 997 c.c. engines).—Dept. C. R. D. Allard Motor Co. Ltd., 51 Upper Richmond Road, Putney, London, S.W.15. Tel.: VANDyke 2333.

FORD exchange F.W.A./E. Climax engines, spares, and Stage II and III conversions.—Phone: Racing Preparations Ltd., Wembley 9620 or write 8 The Arches, Alpertown, Wembley.

LATEST type steel crank Cosworth 1100 F.J. engine required in exchange for special steel crank 90 b.h.p. Cosworth 997 F.J. engine. The answer for Formula 3.—Lacey, Horsham Road, Dorking 3720.

OLDSMOBILE ROCKET V8, 1952. Reconditioned, bored out to 4 ins., heads cut, bottom end lightened and balanced, clutch assembly and bell housing plate modified to fit Ford gearbox.—Box 9313.

RACING engine, 1,100 c.c. Ford. All the mods., Cosworth head, etc., main bearing and cam. Raced three times only, in genuinely perfect order, complete with two special clutches. £125.—David Plumstead, Foxley Hill Road, Purley. BYWood 1117.

1,100 C.C. Mk. IV Cosworth. Recently rebuilt. £140.—Southend 544363.

1,100 C.C. Cosworth-Ford Mk. IV, 30 deg. dry sump, front-mounted pump, steel rods, diaphragm clutch. Completely rebuilt. As new. £225.—Jack Pearce, Auto Racing Service, 61 Ashfurlong Crescent, Sutton Coldfield 5967.

WANTED—2-litre or 1500 F.P.F. Climax engines. Preferably Mk. II versions.—Box 9317.

GEARBOXES

ENTHUSIASTS!

Change up cheaply! As new, factory mileage. Classic, Capri, Cortina gearboxes at only £20.

LIMITED OFFER.

BOX 9271.

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.

HARDY-SPICER conversion for Renault box (cost £25).—Meharey, see under "Spares and Accessories."

"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.

RENAULT four-speed c.r. gearbox out of Lotus 22. Complete with bellhousing and side mountings. £125.—Jack Pearce, Auto Racing Service, 61 Ashfurlong Crescent, Sutton Coldfield 5967.

WILL exchange Renault/Lotus 5-speed for similar 4-speed. Cash adjustment. For sale, VW close ratio with F.J. mods. £45. Telephone: Bury St. Edmunds 3157.

WANTED. Gearbox final drive and bell housing suitable Formula 1 Lotus 18 fitted 1½-litre FPF engine. Please write or phone—Peter Bailey, 11 Fawley Drive, Prestbury, Cheltenham, Glos. Telephone 7505, 6 p.m.-7 p.m.

HARD TOPS

HARD TOPS. M.G.B. £45. Sprite, £26.—Brandon, 31 Park Court, New Malden, Surrey. MALden 7950 (evenings).

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

MODEL T FORD Christmas cards, packets of six, 5s.—Grots, 11 Beech Hill Road, Sheffield.
STEEL TUBES, round and square, for all types of construction. List on application.—C. S. Harbour, Ltd., 322A London Road, Isleworth, Middlesex. Isleworth 6613.

COVENTRY CLIMAX TWIN-CAM 4 CYLINDER SPARES

2 Cylinder heads, each	£15
1 New crankshaft, 1½-litre	£25
1 Used crankshaft, 1½-litre	£15
1 Set 2-litre liners	£10
2 Sets 1½-litre pistons and liners, set	£10
2 Pairs twin choke SUs, pair	£5
10 Cam rods, each	£1
Also valves, valve springs, big end and main bearings, cam followers, rocker covers, steel and alloy main bearing caps, back plate, oil pump housings, timing gears, Weber inlet manifolds, SU inlet manifolds, etc.	
78 West End Lane, London, N.W.6.	
Tel.: MAIda Vale 6320.	

OIL COOLERS

COVRAD alloy oil coolers engineered for Mini engines with B.M.C.s. co-operation, allows maximum speed cruising, easy fitting, 10 gns. post free to sole distributors.—Peter Riley (Autocessories) Ltd., Bellbrook, Snitterfield, Works.

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.

PERSONAL

CAR too heavy? Then you reduce, easily without strict dieting with Slim-u-ettes. Only 5s. 9d.—From all chemists.

PETROL TANKS

EXTRA fuel tanks for Mini saloons, 5½ galls. fits opposite standard tank, built-in filter to B.M.C. specifications, 9 gns. plus 30s. for fittings kit.—Peter Riley (Autocessories) Ltd., Bellbrook, Snitterfield, Works.

PHOTOGRAPHS

35 MM. Colour Slides of Famous Racing Cars and their Drivers. A new series specially produced for the enthusiast from original Colour Photographs taken by Tom March, FRPS.—Send 2s. 6d. for sample slide and list of subjects. Colourviews Ltd., Factory Road, Aston Fields, Bromsgrove, Worcs.

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.1. Tel.: GERard 2346, also Manchester Central 7055 and Leeds 22158.

SAFETY GLASS

D. W. PRICE fits Triplex while you wait.—Neasden Lane, N.W.10. DOLLIS Hill 7222 (10 lines). 2A New Cross Road, Peckham. NEW Cross 7671/3.

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.

FOR SPECIALISED SERVICE

Contact B.M.T.R. for specialised advice and supply of Tyres for High Speed Motoring. We shall be delighted to show you the latest in Fast Tyres by Dunlop, Avon, Continental, Pirelli and Michelin. We have limited stocks in certain sizes of Dunlop S.P. (regret no 5.5-10) and a full range of the new Avon Mk. 4 Turbospeed.

BARGAIN BASEMENT

Several part worn 600 x 16 R.5 Racing Covers at £4 each. Brand new 600 x 16 Avon G.T. Sports Racing Tyres at £7.10 each. One set of four new 185 x 16 S.P. Covers in stock. Some 13", 14" and 15" Michelin "X" Tyres at reduced prices and some Mk. 4 Turbospeed covers also at reduced prices. Try us for those awkward sizes in CINTURA.

Watch this column for details of a new B.M.T.R. Service to be announced shortly. Phone your requirements now to:

B.M.T.R.

(Birmingham Motor Tyres Ltd.)

Washington Street,
Birmingham, 1.

MID 7656

also at

29/31 Sheep Street, 66 Fazeley Road,
Northampton and Tamworth
N'TON 1038 TAM 4317

SITUATIONS VACANT

A SITUATION has arisen for a Sales Manager, with thorough knowledge of high performance cars. Write giving full details of past experience and present salary. All replies treated with confidence.—Marcos Cars Ltd., Greenland Mills, Bradford-on-Avon, Wilts.

FULLY experienced racing mechanic required immediately.—Ian Raby (Racing), Ltd., 85 Preston Road, Brighton 681713.

MECHANIC: Experienced on two strokes essential. Capable gas and arc welding. Excellent salary and permanent position to suitable applicant. Interviews arranged London near future.—Details to: Jersey Racing Circuits, Ltd., 31 Hill Street, St. Helier, Jersey, Channel Islands.

SITUATIONS WANTED

ACCOUNTANT, with wide experience, administration and business, and keen interest and experience in motor trade, requires progressive position with go-ahead retail company or group.—Box 9315.

Continued overleaf

ANTHONY CROOK for

ABARTH

ABARTH 1300 G.T.	-	-	-	NEW
ABARTH 1000 G.T.	-	-	-	NEW
ABARTH 1000 T.C. Four seater.	-	-	-	NEW
ABARTH 850 T.C. Four seater.	-	-	-	NEW
ABARTH 1000, Twin-camshaft, over 130 m.p.h., used.	-	-	-	£1,600

FIAT

FIAT 2300, Station Waggon.	FIAT 2300, Saloon.
FIAT 1500, Station Waggon.	FIAT 1500, Saloon.
FIAT 1100 D, Saloon.	
FIAT 600 D, Saloon.	
FIAT 500 D, Convertible.	

BRISTOL

BRISTOL 407, 3,000 miles.	-	-	-	£3,950
BRISTOL 406, One owner.	-	-	-	£1,600
BRISTOL 405, One owner.	-	-	-	£940
BRISTOL 403, Several.	-	-	-	£495
BRISTOL 401, Several.	-	-	-	£325
BRISTOL 400, Recollulosed.	-	-	-	£225

Large number of other new and used Abarth, Bristol and Fiat cars

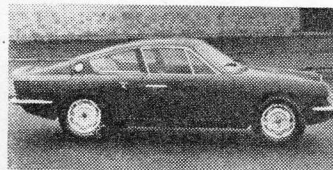
THE ROUNDABOUT, HERSHAM, Near WALTON-ON-THAMES, SURREY.

Telephone: Walton-on-Thames 28822

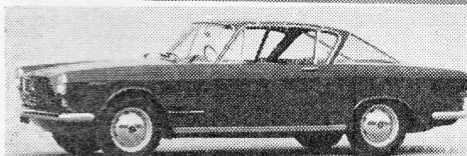
EASTBURY COURT (Nr. Olympia), 368-370 HIGH ST., KENSINGTON

Telephone: WEStern 6021

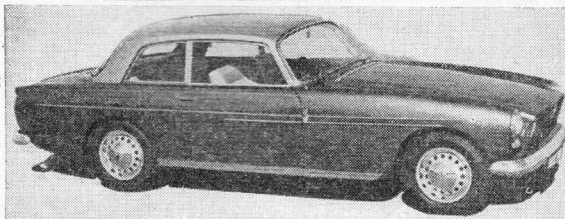
The
150+ m.p.h.
Abarth
2 litre



The
120+ m.p.h.
2300 S
G.T. Fiat



The
125+ m.p.h.
Full four-
seater 408



Classified Advertisements—continued

SITUATIONS WANTED—continued

EXPERIENCED Racing Mechanic (F1-FJ.) requires position due to previous team folding up. Please contact—Daviss, 16 Vaughan Avenue, London, W.6.

QUALIFIED Automobile Design and Development Engineer (26), experienced with both large and small manufacturers, requires interesting position requiring initiative and ingenuity with small progressive company.—Box 9312.

SPARES & ACCESSORIES

BREAKING Mark I Sprite, hard top, engine, etc. Also Series II Elite Shell.—Box 9303.
GOODIES for sale: 100E tuning parts; tyres (15 ins.); Lotus i.f.s. parts; rack and pinion gear, etc.; 100E close ratio gearbox.—Phone Woolwich 2390.

GROUP II Cooper II engine in sub-frame complete with suspension, brakes and gearbox with extension case. Ready to put in any Mini bodysell. Also supplied: five Cooper wheels, brake master cylinder. All units completely rebuilt by Broad. Ready to race or rally. £200 o.n.o.—Telephone: Lapworth 2902, after 8 p.m.

HERALD disc brake set, complete, £20. Also s/racks, new, £8, s/h, £5.—Telephone: Bury St. Edmunds 3157.

M.G.A. 1600 engine and gearbox with fittings, £50. Pair 5.20 x 14 Dunlop remoulds, £4. One rev. counter, M.G.A., £3.—Phone: FOOT-crash 2860, after six.

PORSCHE 1956 1500 Super. Dismantled (body scrap). £150. Cooper 500 Mk. 9. Norton D.O.C. 1/s. frame bent. Many spares. Offers or would offset above against small car or van in exchange.—Welwyn Gdn. 20524.

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

SET wishbones (6) Mk. 2 F.J. Cooper, new condition, less top rears (cost £50), £19.—Meharey, 23 Northwood Avenue, Purley. Office: TRAlgar 8855, extn. 2778.

SHORROCK supercharger, suit Classic, Cortina, Corsair; also 109E engine. Offers.—Oxshott (Surrey) 2684.

ZF DIFF., complete with B.M.C. nose piece, 4.9 or 4.5, £60. Elite diff., complete with calipers quarter drive shafts, £30. ZF gearbox, £60.—LABurnum 1787.

2 NEW sealed beam Lucas headlamps to fit Ford Cortina. Offers to—Box 9278.

ROGER NATHAN (RACING)

Our Lotus Elite has broken records at Silverstone, Snetterton and Crystal Palace during the course of the season. We have unrivalled experience in the development and preparation of FWE Coventry Climax Engines, Lotus Elites and Hillman Imps.

We are also prepared to undertake servicing, tuning, development and maintenance to all types of racing and sports cars, quickly, efficiently and at reasonable prices.

REAR OF

162 Acre Lane, London, S.W.2

(Entrance in Plato Road)

Telephone: REDpost 3651

750 UNUSED parts—hydraulics, Bowden i.f.s., non-shroud wheels, modified engine, etc., etc. Reasonable prices. S.a.c. list.—B. Mitcham, Hessett, Bury St. Edmunds, Beyton 291.

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 (complete) for Ford 109E. 7,500 miles only, £25 for quick sale.—McStea, 62 Graydon Avenue, Chichester. Tel. 85416.

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

TYRES

AVON Turbospeeds. 5.50-5.90 x 15, with tubes (new), £5 each.—Staines 52006.

FIVE Dunlop D9 560 X15, almost new condition. £20.—Tel.: Heathfield 198 (Sussex).

13 INCH D12s, two excellent 4.50, two good 5.50, £11.—Meharey, see under "Spares and Accessories."

WHEELS

SET of 1963 Sola Mk. 5A 13-inch F.J. wheels, 4- and 6-stud fixings.—Roy Winkelmann Racing, see under Engineering Services.

TR2-3-4 NEW disc wheels, 30s. each. Secondhand wire wheels, £4 each.—Staines 52006.

WHEEL repairs—wire, easi-clean. Electromatic wheel balancing, conversions, stove enamelling. W. L. R. Co., Ltd., 5 Lancaster Road, Wimbledon. WIMbledon 6316/7.

WANTED

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

DAMAGED Mini saloon or van, any condition, cash paid, state price.—Box 9279.

FORD engine, 1,650 c.c., complete or parts to make same.—LABurnum 1787.

LOTUS-CORTINA gearbox, clutch, flywheel. 13 ins. mag. wheels, 42 or 45 DCOE Webers and manifold. Cortina head and alloy flywheel. Trailer suitable G.T.—14 King George Avenue, Leeds 7. Tel. 41534.

M.G.A. TWIN-CAM, good condition, preferably with improved seating.—Box 9316.

RACING car trailer wanted for Lotus Seven. Must be good condition, price, etc.—Telephone: Rotherham 3995; evening, Wickersley 3080.

450 Mk. III or IV gearboxes, less side covers. —Write, William West, Bergholt Lodge, Colchester, Essex.

£1,200 CASH for best E-type offered. Roadster or coupé.—Tel.: Nottingham 271120. Burton Joyce 2397, evening.

WELL modified sit up and beg Popular.—N. Duncan, 38 Chalkhill Road, Wembley Park, Middx.



ALFA ROMEO

DEMONSTRATIONS on all models arranged. Any time, anywhere. Please telephone or write.—Evans (Wimbledon) Limited, Alexandra Road, Wimbledon, S.W.19. Tel.: WIMbledon 0163.

HALSALSALES of Pense, Alfa Romeo agents for South London and Kent. Complete range on view. Demonstration cars available.—Halsales, 42 Croydon Road, London, S.E.20. SYDenham 2339.

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 Briggstock Road, Thornton Heath.—Phone: THOrnton Heath 2384.

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

JAGUAR

JAGUARS on show. Mk. X Automatic, black, beige interior, 2.4 silver grey/red, overdrive. Daimler 2½-litre V8 saloon, silver/blue.—Fields of Crawley. Tel.: Crawley (Sussex) 25533.

M.G.

STRADLINGS OF NEWBURY (The Nuffield People) for early delivery of your M.G. including the fabulous M.G.B.—Telephone 3181/5. Service, sales and full Nuffield export facilities.

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.

MORGAN

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

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

WESTLEIGH GARAGE, LTD., Essex 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".—Tel.: 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.—Tel.: 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.

SIMCA

NORTH London Simca Enthusiasts. Demonstration Simca 1000 always available. Sales and Service.—Finchley Motors, 23 Ballards Lane, N.3. FINchley 1503.

TRIUMPH

HAROLD HAMBLIN (CARS), LTD., for all Triumph cars, early delivery on most models. Used TRs always wanted.—Basingstoke. Tel. 19.

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. Tel. 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.1. GROsvenor 4343.

VANDEN PLAS PRINCESS

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

VAUXHALL

HAROLD HAMBLIN (CARS), LTD., for your new VX4/90.—Basingstoke. Tel. 19.

VOLVO

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

JOHAN WALLWORK LTD., Volvo distributors for Lancashire and Cheshire.—Aytoun Street, Manchester. Central 4620.

RUDD'S 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.—Tel. 3181-5. Service, sales and full Nuffield export facilities.

OPEN 10 A.M.—9 P.M.
SATS 9 A.M.—7 P.M.
SUNS 10 A.M.—5 P.M.

GOLD SEAL CARS

253A-255 NEW CROSS ROAD S.E.14.

TELEPHONES
NEW CROSS
7433/3980

£895 1960 **ACE BRISTOL**. 100 D2 unit, finished in B.R.G., wire wheels, heater, etc.

£815 1963 Mk. III SUNBEAM ALPINE. 1,000 miles from new. Red with black trim, reclining seats, heater, etc.

£765 1962 TR4. Red with black upholstery, heater, etc.

£725 1955 Nov. ASTON MARTIN DB2/4¹ D/H/C. Finished B.R.G. with beige interior, 3-litre Vantage unit.

£695 1962 TORNADO TALISMAN. Four-seater G.T. Finished in indigo blue with white flash. Cosworth 109E unit, very low mileage.

£695 1960 JAGUAR XK150 F/H/C. Superb in Sherwood green, overdrive, wire wheels, radio, wood rim wheel, etc. A specimen example.

£595 1961 AUSTIN-HEALEY 3000. 2-4 Seater, polychromatic blue with white hard top, heater, etc. Excellent value.

£545 FRAZER-NASH TARGA FLORIO. A magnificent example of this much-sought-after model, excellent history.

£495 1960 TRIUMPH TR3A. Finished in B.R.G. Fitted with heater, overdrive, power discs, hard top, etc. Choice of three others.

£395 ELVA COURIER. M.G.A 1600 UNIT. Heater, polychromatic green with red upholstery—superb!

£345 1959 Dec. MORGAN 4/4. 2-Seater sports, fitted with reconditioned 1172 engine, superb condition, in maroon.

£345 JAGUAR XK140 DHC. 1955. A specimen example in Old English white, overdrive, radio, heater, etc. Choice of one other.

£315 1954 M.G. TF. Finished in red with contrasting interior, factory replacement engine.

£245 1954 JAGUAR XK120 Drophead Coupe. A superb example in Carmen red various extras fitted.

£195 M.G. TC. An exceptional car finished in blue with beige upholstery.

£125 M.G. TB. Tickford finished in black with red interior. Choice of one other in red.

H.P DEBTS
SETTLED

LOW
INSURANCE
RATES

H.P.
FROM $\frac{1}{2}$
DEPOSIT

PART EXCHANGES



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.

GT CITROEN BY CONNAUGHT

SEND FOR DETAILS NOW—

CONNAUGHT CARS (1959) LTD.

PORTSMOUTH RD. (A3), SEND, SURREY, RIPLEY 3122

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➡

[illegible]

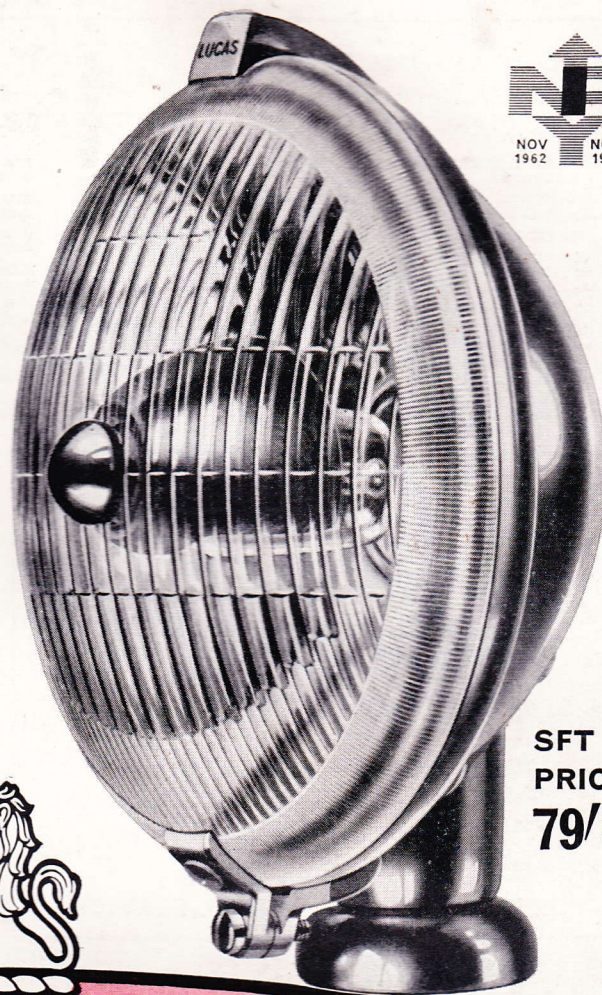
REMITTANCE VALUE.....ENCLOSED

NUMBER OF INSERTIONS.....



**GET
HOME
SAFELY**

WITH A



**SFT 576
PRICE
79/6**

LUCAS

FOGLAMP

THE MOST EFFECTIVE IN THE WORLD

JOSEPH LUCAS LTD . BIRMINGHAM 19