

FRENCH GRAND PRIX

AUTOSPORT

JULY 13, 1962

2/-

EVERY FRIDAY
Vol. 25 No. 2

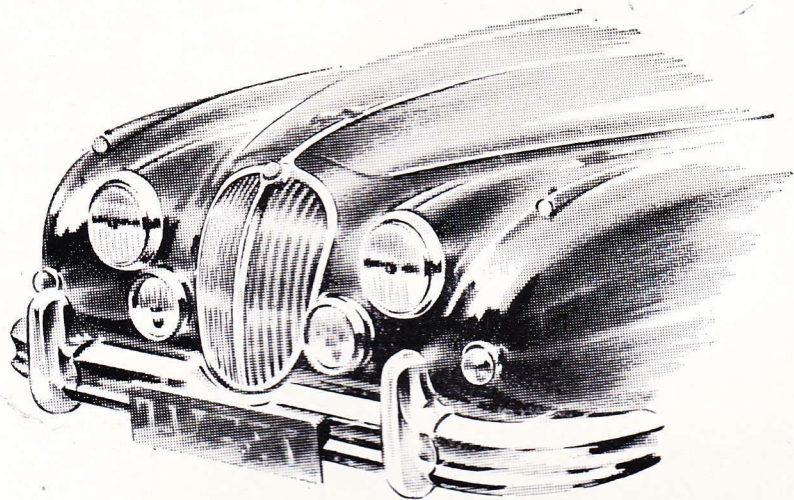
BRITAIN'S MOTOR SPORTING WEEKLY

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

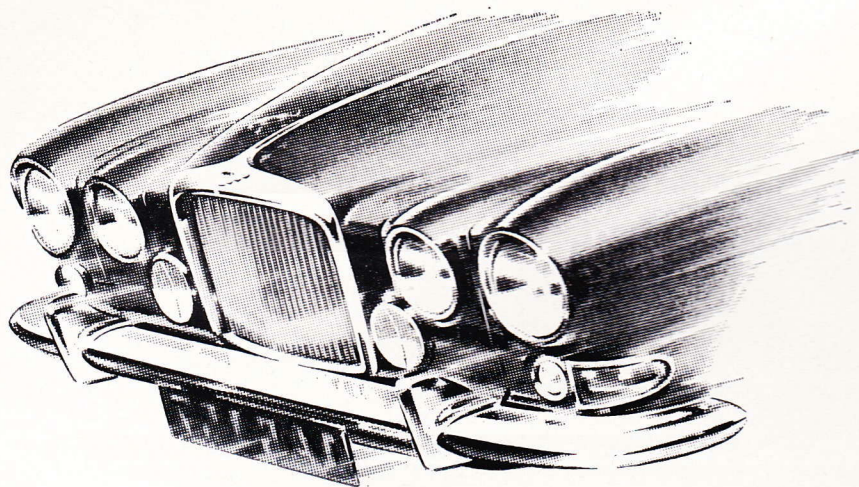


IN THIS ISSUE

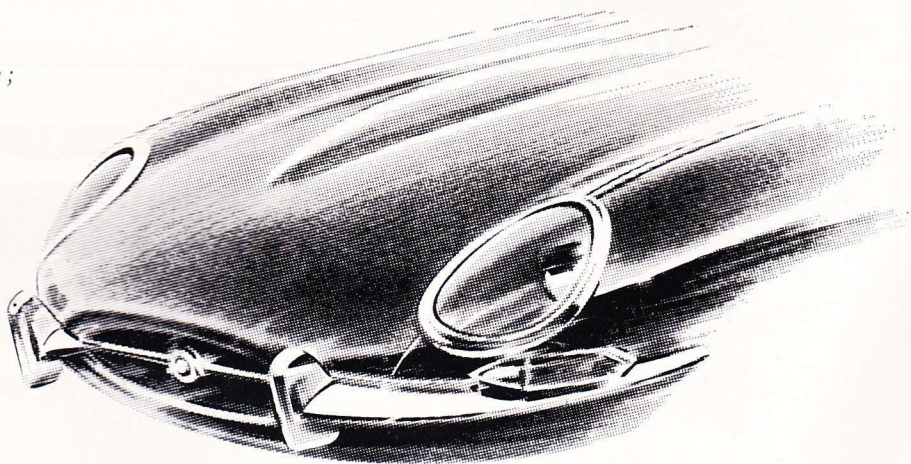
JOHN BOLSTER TESTS THE VOLVO 122 : THE WORLD CUP RACE—FULL PREVIEW
CLUB RACING AT ELVINGTON, CASTLE COMBE, GOODWOOD AND SNETTERTON



grace...



space...



pace

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

JAGUAR

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 25 No. 2

July 13, 1962

Managing Editor GREGOR GRANT

Assistant Editor MARTYN WATKINS

Technical Editor

JOHN V. BOLSTER

Art Editor

THEO PAGE

Northern Editor FRANCIS N. PENN

CORRESPONDENTS

Northern Ireland

BRIAN WADDELL

Eire

BRIAN FOLEY

Continental

GERARD CROMBAC

Western Germany

ALAN BRUCE

Scandinavia

HANS FRIES

U.S.A. Editor

RUTH SANDS BENTLEY

West Coast

GORDON H. MARTIN

Southwest

JIM HALL

South America

Dr. VICENTE ALVAREZ

Canada

BILL WORDHAM

PHOTOGRAPHIC SECTION

Chief Photographer

GEORGE PHILLIPS

Scotland

W. K. HENDERSON

Continental

MAURICE LOUIS ROSENTHAL

U.S.A.

OZZIE LYONS

CONTENTS

	Page
Pit and Paddock	41
Sports News	43
The World Cup Race—Full Preview	45
The French Grand Prix	46
B.R.S.C.C. Elvington Race Meeting	51
The Lotus 25 Cutaway Drawing	52
B.A.R.C. Goodwood Race Meeting	53
John Bolster Tests the Volvo 122	54
B.R.S.C.C. Castle Combe Race Meeting	56
London M.C. Snetterton Race Meeting	57
Westbrook Hay National Hill-Climb	58
Report from Eire	59
Club News	60
Correspondence	63

Published every Friday by AUTOSPORT

159 Praed Street, London, W.2

Editorial and General Office

PADDington 7673

Advertising Department

PADDington 7671-2

General Manager PETER BAYLEY

Advertisement Manager NORMAN H. BIGSBY

Annual Subscription £5 15s. 0d.

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

Direct from the Publishers or all Newsagents

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

© AUTOSPORT, 1962

EDITORIAL

GRAND PRIX VARIETY

FOUR *grandes epreuves* have been decided so far, and each has been won by a different make of car and a different driver. To the victories of Graham Hill (B.R.M.), Bruce McLaren (Cooper-Climax) and Jim Clark (Lotus) is added that of Dan Gurney (Porsche) in the Grand Prix de l'A.C.F. on the Rouen-Essarts circuit. This is a fine tonic for the Stuttgart men, who, quite candidly, were on the verge of withdrawing from Formula 1 racing. They can now carry on with the knowledge that their eight-cylinder machine proved its reliability by going through non-stop, and thus defeating the admittedly faster V8s of Great Britain. Ferrari was not represented, so it is impossible to assess what might have happened. Dan Gurney is the second American to win the French Grand Prix, the first being Jimmy Murphy (Duesenberg) at Le Mans in 1921. It was also Porsche's first victory in a Formula 1 Championship race. This makes the prospect of the British Grand Prix at Aintree being a most intriguing contest, and one hopes that Ferrari will have resolved his labour troubles, and that the "Prancing Horse" will take its place on the starting grid.

AN UNFORGIVABLE INCIDENT

THE wrecking of two expensive Grand Prix cars at the end of the French Grand Prix was an example of sheer negligence, almost amounting to criminal folly. It was indeed fortunate that the outcome was not more serious. Every effort is made to keep persons off circuits during racing, and why it was necessary to introduce an army of police all the way down to the end of the pits, passes comprehension—especially as the race was not finished. With cars still racing towards the line, anything could have happened, and these men could have been mown down like ninepins. As it was, the serried ranks encroached on the finishing area to an unnecessary degree, and even the French press agree that it was their presence which was the main contributory factor to the accident. It seems to AUTOSPORT that there is a complete lack of liaison between officials and police at many meetings. For example, properly accredited photographers are given circuit passes and an assurance that they will be able to do their job efficiently without unnecessary interference. Dangerous spots may be banned, and that is understood, but more often than not autocratic police refuse to let them go anywhere at all! It is felt that instructions should be given to the police as to their responsibility, and that is certainly not to antagonize press and ciné cameramen who are not there by choice, but because they are merely doing their job.

OUR COVER PICTURE

FIRST VICTORY for Porsche in a Grande Epreuve has gone to Dan Gurney, the American having won the French Grand Prix at Rouen on Sunday. This George Phillips picture shows the car at speed before decelerating for the hairpin in the course of its winning run. Strong challenges for victory from Lotus and B.R.M. ended in failure after breakdowns had intervened.

up to 1961

77 GRAND PRIX World Championships

8 WORLD CHAMPIONSHIPS Drivers

6 WORLD CHAMPIONSHIPS OF
MANUFACTURERS

10 LE MANS



REGD. TRADE MARK



VANDERVELL

LEAD INDIUM BEARINGS

and now 1962

THE FIRST THREE WORLD CHAMPIONSHIP GRAND PRIX

DUTCH (EUROPEAN) GRAND PRIX

- 1** BRM Graham Hill
- 2** LOTUS-CLIMAX Trevor Taylor
- 3** FERRARI Phil Hill

MONACO GRAND PRIX

- 1** COOPER-CLIMAX Bruce McLaren
- 2** FERRARI Phil Hill
- 3** FERRARI Lorenzo Bandini

BELGIAN GRAND PRIX

- 1** LOTUS Jim Clark
- 2** BRM Graham Hill
- 3** FERRARI Phil Hill

and now LE MANS 1 to 15

- 1** FERRARI Phil Hill & Gendebien
- 2** FERRARI Noblet & Guichet
- 3** FERRARI Elde & Beurlys

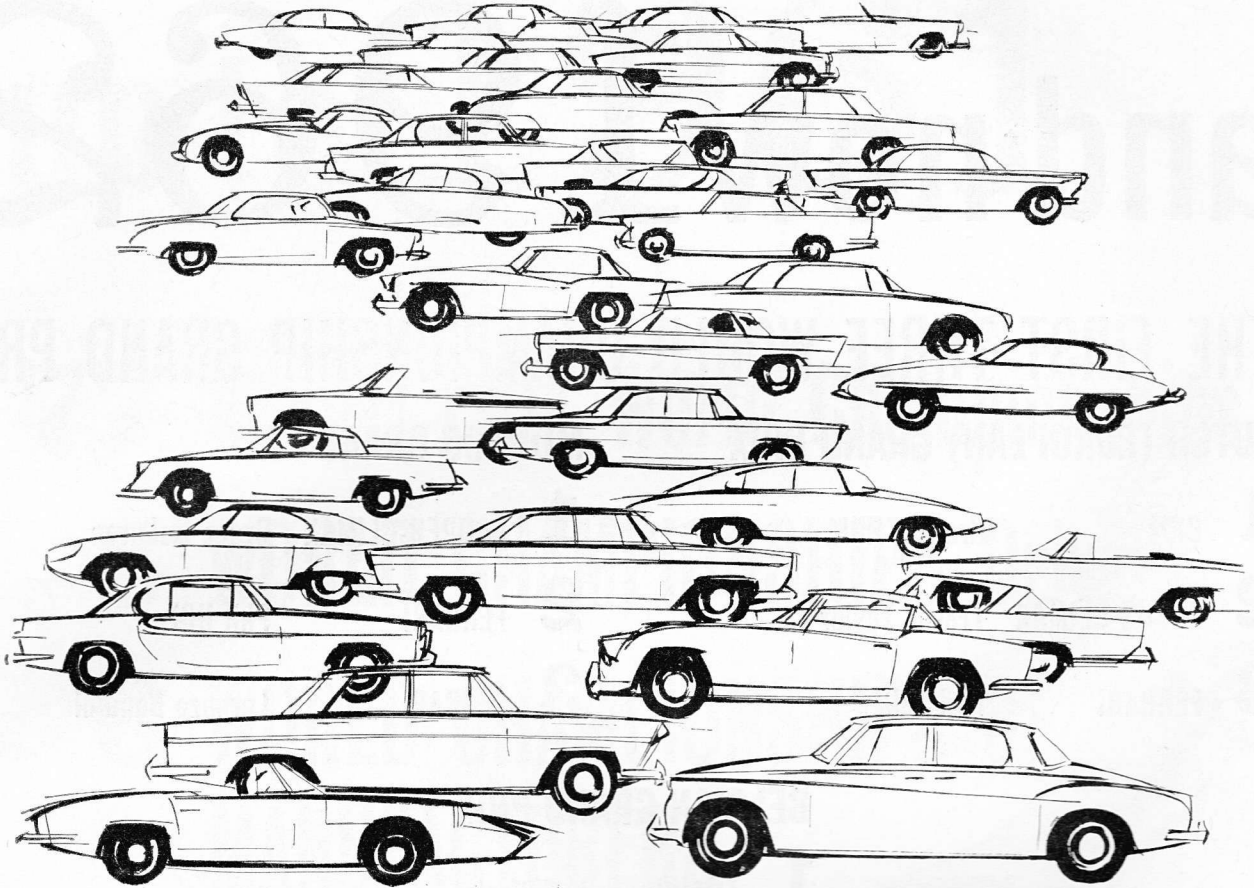
INDEX OF THERMAL EFFICIENCY

- 1** LOTUS ELITE Hobbs & Gardner
- 2** LOTUS ELITE Hunt & Wyllie

(Subject to Official Confirmation)

VANDERVELL

LEAD INDIUM BEARINGS



ABARTH 750
 ABARTH 850 T.C.
 ABARTH 1000
 A.C. ACE
 A.C. ACECA
 A.C. GREYHOUND
 ALFA ROMEO BERLINA
 ALFA ROMEO G.T. SPRINT
 ALFA ROMEO SPYDER
 ASTON MARTIN D.B.4.G.T.
 AUSTIN HEALEY 3000
 COOPER MONACO
 DAIMLER SPORTS CAR S.P.250
 FAIRTHORPE ELECTRON
 FAIRTHORPE ZETA
 FIAT 1300
 FIAT 1500
 FIAT 1500S CABRIOLET
 FIAT 1800B
 FIAT 2300
 FIAT 2300S CABRIOLET
 FORD CONSUL CLASSIC
 FORD ZEPHYR 4
 FORD ZEPHYR 6
 FORD ZODIAC



The
 common safety factor
 built into all
 these famous cars

HUMBER HAWK
 HUMBER SUPER SNIPE
 LOTUS ELITE
 MASERATI 3500 GT
 MASERATI 5000 GT
 MERCEDES BENZ 220 S.E. COUPE
 MORGAN PLUS FOUR
 OSCA 1600 G.T.
 RELIANT SABRE
 ROVER 80
 ROVER 100
 ROVER 3 LITRE
 STANDARD VANGUARD
 SUNBEAM ALPINE
 TORNADO TEMPEST
 TORNADO TYPHOON
 TORNADO THUNDERBOLT
 TRIUMPH T.R.4
 TRIUMPH VITESSE
 TURNER
 T.V.R. GRANTURA
 VOLVO P.1800
 VOLVO 122S B.18
 WARWICK G.T. 2 LITRE

GIRLING DISC BRAKES

THE BEST BRAKES IN THE WORLD

PIT and PADDOCK

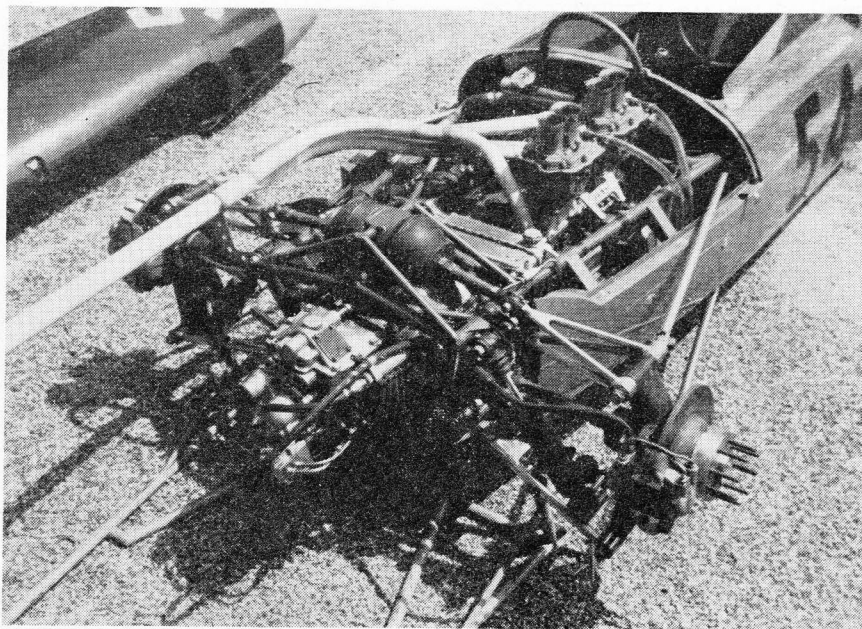
MARTINI TROPHY MEETING

STARTING at 12 noon, this Saturday's National race meeting on the Grand Prix Silverstone circuit, organized by the Aston Martin Owners' Club, features races for sports, saloon, Grand Touring, production, Formula Junior and Historic Racing Cars. The main race, for sports, sports-racing and G.T. machines is the 100-mile Martini Trophy event and notable entries include John Coundley (Lister-Jaguar), Jim Diggory (Aston Martin DBR2), Dick Protheroe (Jaguar E), Mike Salmon (Aston Martin Zagato), Dizzy Addicott (Lotus-Buick), Mike Pendleton (Lister-Jaguar), Doug Graham (Lotus 15) and, forsaking his Lotus 15, Roy Pierpoint (Lotus 23).

The saloon car race includes everything from Minis to Jaguars, and Formula Junior entries include Frank Gardner and Gavin Youl (works Brabhams), Melvyn Long, Mike De Udy and John Mastin (Jim Russell Lotuses), Reg Brown, Len Gibbs, John Fenning and Jack Pearce (Lotuses), Hugh Dibley (Lola), Ken Simmons and David Prophet (Alexis), John Rhodes, Brian Gubby and John Ampt (Auspers), Richard Atwood and David Baker (Coopers) and Mike Woodley (Emeryson).

Last, but by no means least, there is a seven-lap race for Vintage, Venerable and Historic Racing Cars. Patrick Lindsay is due to unleash the Napier Railton in the midst of Keith Schellenberg's 8-litre Barnato Hassan Bentley (the Bentley, of course, is a mere Formula Junior car compared with 24 litres of Napier Railton!), the E.R.A.s of Syd Day, D. Day, Gordon Chapman and Alan Cottam, and Bugattis, Bentleys, Aston Martins, Lagondas and examples of Lago-Talbot, Darracq, BMW, Frazer-Nash, Riley, Singer and Amilcar.

Admission to the meeting costs 10s., transfer to the grandstand is 10s. and to the paddock 10s.



SPOTTED AT ROUEN was this absorbing detail of the latest Formula Junior Ausper, with Colotti gearbox and the engine lying on its side.

1964 BRITISH GRAND PRIX AT BRANDS HATCH

THE Royal Automobile Club is to re-enter the field of race organization and will organize the 1964 British Grand Prix which is to be held at a new venue, Brands Hatch. Previously, the R.A.C. organized both the pre-war and up to 1952 post-war British Grands Prix and since then the B.R.D.C. and the B.A.R.C. have organized them. The 1963 Grand Prix will be held at Silverstone and will be organized by the B.R.D.C.

The 2.65-mile Brands Hatch circuit, where an extensive £40,000 programme of improvements is now on hand, will be much more easily accessible in 1964 as the Dartford tunnel will be completed as will the M2, which will relieve the A20 of most of the coastal traffic. The R.A.C. have also applied to the F.I.A. for the title of "European Grand Prix" for the 1964 event.

THE Women's Motor Racing Associates Club will organize a garden fete in the grounds of Fort Belvedere, Sunningdale, Berks, on 28th July. Several racing drivers and other well-known personalities will be there.

CLUB secretaries and organizers of motor sporting events are invited to write for full details and specimens of a complete range of armbands, lapel badges, windscreens stickers and tags to Edinburgh Press London, Ltd., Castle Yard, London, S.E.1.

THERE must be a large number of front-engined Formula Junior racing cars lying about in corners—their miserable owners lamenting the fact that there are few suitable races for them. Well, in an effort to encourage owners of such cars the Seven-Fifty and Chester Motor Clubs, in their co-promoted meeting at Oulton Park on 25th August, are including a class for such cars and, if sufficient entries are received, probably a separate race. Come on, you owners of Elvas, Mark 2 Geminis, Terriers and Lolas, not to mention numerous other devices—here is your chance.

IT is rumoured that a Japanese firm will release a new sports car on the South African market. An engine with an output of about 140 b.h.p. and a price of around £800 are quoted.

SCARFIOTTI (2.0 Ferrari) made best time of 12 mins. 25.8 secs. at the International Trento Bondone hill-climb—a new record. Runner-up was Heini Walter (2.0 Porsche).

THE B.R.D.C. are running their clubmen's championship meeting on the Grand Prix circuit at Silverstone again on 6th October and, once more, the meeting will be organized by the Aston Martin Owners' Club, the Eight Clubs and the Seven-Fifty Motor Club.

UNDER the chairmanship of Mr. Joe Wright of the Dunlop Rubber Co., Ltd., a dinner was given at Skindles Hotel, Maidenhead, to celebrate the 10th year of the introduction of the Dunlop disc brake. Stirling Moss, driving Tommy Wisdom's Jaguar, won the sports-car race at Rheims in July, 1952—first appearance of these brakes in competitions. To mark the occasion, presentations were made to Tommy Wisdom, and to the absent Stirling Moss. Many pressmen were present, and an excellent dinner was arranged by Laurence Pomeroy.

THE Kenron Racing Team are now racing the L.M.B.-Ford Popular that was so successful on the hills a couple of seasons back. The engine is prepared by Bob Rayner and the team will also be racing three A40s, while they are also thinking of building their own G.T. car for next season.

RENÉ TRAUTMANN driving a Group 1 Austin-Cooper won the International Rallye de Mont Blanc recently. Trautmann bought the Cooper for private competition work after last year's Monte. Since then, amongst other successes, he won his class at Mont Ventoux setting a new class record. Trautmann is also thinking of entering the Tour de France in it this year.



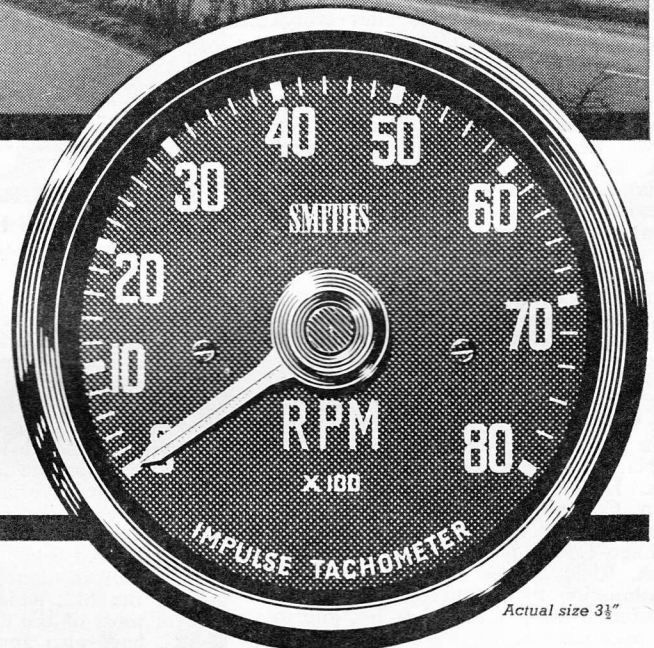
FORCED HOLIDAY: Ferrari drivers Phil Hill and Willy Mairesse at lunch before the French G.P.

THE first South African Republican Trophy race was recently won by Ernie Pieterse, driving a Lotus 21 with a six-speed gearbox. During practice, Jo Bonnier's Porsche lap record was equalled several times and was eventually beaten by Pieterse. Second was Doug Serrurier, driving his L.D.S.-Alfa. Gene Bosman won the sports car event in his Lotus 15 with Alfa Romeo engine.



BETTER DRIVERS DRIVE BETTER ...

**... WITH THIS NEW
SMITHS
TACHOMETER!**



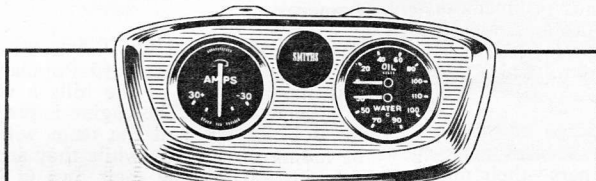
Actual size 3 1/2"

The motoring enthusiast of today likes to have as much information as possible: he relies a lot on his speedometer and tachometer. Here, from SMITHS, is an absolutely new, **electronic impulse** tachometer—superbly accurate, astonishingly inexpensive, and easily fitted as a supplementary instrument to your present car!

With a "tacho" as well as a "speedo", you will have all the command over your car that the racing driver has—you'll get the very best performance from your engine, and

the new precision of your gear-changes will be a constant delight. For the outlay of a mere £9.15, you'll buy yourself a surprising lot of extra motoring pleasure.

There are models for four-cylinder and six-cylinder cars. SMITHS new electronic impulse tachometer is easily fitted (either in the dashboard or on a special bracket supplied) to any car with a 12-volt positive-earth system. Ask your garage man about it today! Or write to SMITHS for a fully illustrated leaflet.



**SMITHS SUB-PANEL AND
SUPPLEMENTARY INSTRUMENTS**

Let us also send you a full catalogue of the wide range of SMITHS 2" supplementary instruments—Clocks, Oil Pressure Gauges, Water Temperature Gauges, Engine Performance Gauges, and this attractive sub-panel in which to mount them.

**A NEW PRODUCT
FROM**

SMITHS

FOR BETTER MOTORING

SPORTS NEWS

THE 24 HOURS BY

DAN APETZ

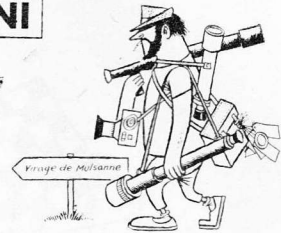
SCENES FROM A BEER BARREL!



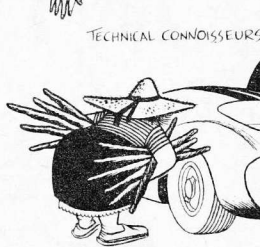
One can look at the 24 Hours of Le Mans from many different angles. Whilst some 300,000 people were crowding the circuit, sitting in the expensive tribunes or merely standing in the "enceintes de tribune," others were hard at work. Drivers were chising round the course, mechanics labouring in the pits, photographers clicking shutters, organizers organising, and pressmen hammering typewriters. Whilst all this was going on, our tame cartoonist was busy depicting Le Mans from an entirely new angle—from the interior of a motorized beer barrel owned by a large Dutch brewery, which will be the subject of John Bolster's annual Christmas road-test towards the end of the year.



SPECTATOR (PROFESSIONAL)



VETERAN AT WORK



SPECTATOR (EXPERIMENTAL)



SPECTATOR (AMATEUR)



HOW THEY STAND

WORLD CHAMPIONSHIP OF DRIVERS (After four G.P.s)

1. Graham Hill	...	16
2. Phil Hill	...	14
3. Bruce McLaren	...	12
4. Jim Clark	...	9
5. Dan Gurney	...	9
6. Tony Maggs	...	8
7. John Surtees	...	7
8. Trevor Taylor	...	6
9. Lorenzo Bandini	...	4
10. Richie Ginther	...	4
11. Giancarlo Baghetti	...	3
12. Ricardo Rodriguez	...	3
13. Jo Bonnier	...	2
14. Carel Godin de Beaufort	...	2
15. Jack Brabham	...	1

NEW MUSEUM FOR OLD CARS

A NEW-STYLE motor museum is to be opened this summer at Measham, Leicestershire. Joint sponsors of the enterprise are Lord Montagu of Beaulieu, whose motor museum at Beaulieu, Hampshire, is world famous, and David Wickins, Chairman of Southern Counties Car Auctions, Ltd. The Measham Motor Museum will be located at the premises of the Measham Motor Sales organization, which was absorbed by Southern Counties Car Auctions last January. Planning permission has been obtained for a £30,000 single-storey building with a floor area of 15,000 square feet. The foundations are being prepared and it is hoped to open the museum later this summer. The new museum will be much more than a collection of interesting old cars, it will be more in the nature of a permanent record of the history of the British motor industry and will thus be complementary to the one at Beaulieu.

SUPPORTING the 133-mile sports-racing car event at the B.R.S.C.C. International August Bank Holiday meeting at Brands Hatch are an 80-mile race for saloon cars, a 66-mile Formula Junior race and a 66-mile G.T. race. Ferraris and several entirely new cars are expected to enter for the big race.



IT HAD TO HAPPEN! Yogi bear takes up motor racing.

DELIVERY was made on 9th July of two Formula Juniors to Peter and Shirley Procter. Performance of both Garry and Andrew is really devastating.

JOHN SURTEES hopes to try out the new Grand Prix Lola at Solitude this week-end.

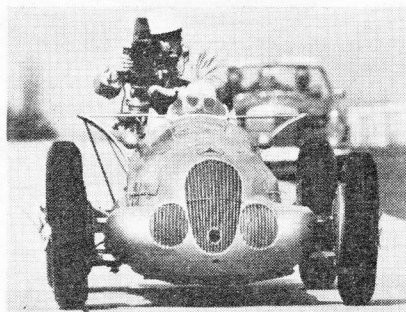
PROTOTYPES of up to 1,000 c.c. will be permitted in the 1,000 kilometres of Paris, at Montlhéry on 21st October. There will be no Index of Performance, and an Indianapolis type of rolling start will be adopted.

EUGEN BOHRINGER of the Mercedes-Benz works rally team is driving a factory prepared Austin-Healey in the Solitude G.T. race on Sunday.

ECURIE ECOSSE are exhibiting two prototype Tojeiro G.T. cars at "The Friends of Scotland" meeting at Merchiston Mews, Edinburgh, on 18th July.

GROVEWOOD SECURITIES, LIMITED, the £3 million London property and investment company which last year purchased Brands Hatch motor racing circuit in Kent, has announced that it has agreed to purchase the Mallory Park circuit near Leicester for a figure in excess of £100,000.

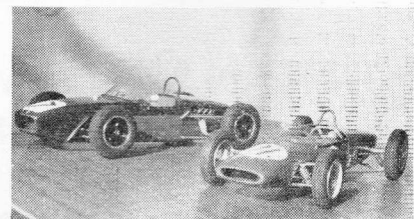
Announcing this, Grovewood's chairman, Mr. John Danny, stated that car and motor-cycle racing would continue. It was proposed to improve spectator amenities and reduce admission charges for major events.



At the Nurburgring recently, Hermann Lang drove a pre-war Mercedes-Benz once more —this time with a film cameraman secured behind him taking shots for a British film.

THE B.R.S.C.C. has pleasure in announcing that all R.A.C. affiliated motor clubs will be able to purchase advance booking tickets at a greatly reduced rate for the 1963 Racing Car Show. All such bookings must be made through club secretaries who will each be receiving a form on which to place their orders.

GRAHAM HILL and John Surtees, mounted on a B.R.M. and a Cooper respectively, recently took part in the filming of the new Independent Artists comedy "The Fast Lady".



Auto Models, Ltd., 70 Finsbury Pavement, E.C.2, recently brought out 1/12 to 1 ft. scale models of the Lotus 18 and 22. They retail at 6 gns. each. The Lotus 7 and 23 sports cars will be added to the range eventually.



REIMS GRAND PRIX

1ST

BRUCE McLAREN

COOPER-CLIMAX

INTERNATIONAL FORMULA JUNIOR RACE—ROUEN

1st	PETER ARUNDELL	Lotus-Ford
2nd	ALAN REES	Lotus-Ford
3rd	BOB ANDERSON	Lotus-Ford

(Subject to official confirmation)

Using **ESSO EXTRA MOTOR OIL**
the same superb mineral oil you can buy from your local Esso Dealer

THE AUTOSPORT WORLD CUP AND SENIOR SERVICE TROPHY

Four G.T. Teams to Compete for New Award : Sports-racing, G.T., and Formula Junior Cars Promise Thrilling Meeting



BEN PON
Captain of the Dutch
World Cup Team

THIS Sunday there is an important new award for the annual AUTOSPORT World Cup contest, the first round of which takes place at Snetterton between teams of six cars from Holland and from Great Britain. The field will be made up from selected drivers of the fastest under 1,600 c.c. Grand Touring cars in G.B., so in addition to the World Cup race, there will also be a fine struggle for outright victory

Cigarette manufacturers, Gallahers, Ltd., are sponsoring this race and are offering the Senior Service Team Challenge Trophy, for annual competition in the series, for the British event. This will give added incentive to what is usually a very thrilling race.

The British team will be captained by Pat Fergusson, driving his well-known "Tattie" Turner-Climax. Holland will be captained by Ben Pon (Porsche Abarth Carrera), who drove in the Grand Prix of Europe in May in a single-seater Porsche.

The remainder of the British will be Chris Summers, driving his incredibly fast T.V.R. entered by Research Garages and tuned by Arden, Stephen Minoprio in the battleship-grey Marcos fitted with a Cosworth engine and the five-speed Hewland gearbox, John Whitmore in

Chris Barber's Lotus Elite, the combination which won at Spa recently, Alan Foster in one of the new lightweight Dick Jacobs's M.G. Midgets, Paddy Gaston in his blown Sprite "RAM 35" and Julian Sutton in another Elite.

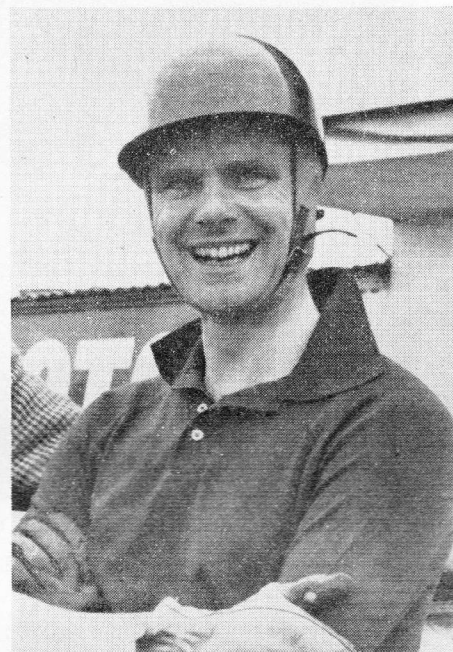
The Dutch team has three Porsche Super "90s" as well as their team captain's Abarth Carrera. These will be driven by Ad Boumeester, J. L. W. Blonk and E. J. Groen who were all members of the Dutch team at Zandvoort last year. In addition to these four there will be Tony Hildebrand in a Lotus Elite, J. Vetter driving an M.G. Twin-Cam and an Alfa Romeo S.V. Speciale entered by C. van der Laden.

Also competing in this G.T. event will be a second British team consisting mainly of Elites, the well-known DADIO of Les Leston, Peter Jopp's "PJ 3", David Buxton's new lightweight machine, Mike Johnson's and Bill Shaw's rapid cars, Tom Entwistle's T.V.R. and last but not never least, Dick Stoop's Porsche Carrera. Yet another British team will be selected from Ken MacKenzie's Alexander Turner, Andrew Hedges in the second Dick Jacobs Midget, the two Elites of Roger Nathan and R. G. Gibbs and a Marcos driven by David Rees.

Teams will be identified by Les Leston "go faster" adhesives, *i.e.*, Holland, orange; Great Britain "A", green; "B", red; and "C", chequered.

The Scott-Brown Memorial Trophy Race, this year for sports-racing machines with an additional class for large G.T. cars, sees most of the best-known names in these classes of racing. Graham Hill must start as favourite in the 2½-litre Lotus Monte Carlo, but no doubt the Ferrari Berlinetta G.T.O.s of Michael Parkes, Roy Salvadori and John Surtees will not be far behind. Up with the leaders will be the "E"-Types of Robin Sturgess and Ken Baker, and another similar car entered by John Coombs whose driver is unknown as yet. Among the slightly older machinery that will be joining in the battle will be John Coundley's Lister-Jaguar, Peter Sutcliffe's "D"-Type and Dizzy Addicott in his Buick-engined Lotus XV.

The smaller classes may well bring surprises with three Lotus 23s, to be driven by Mike Beckwith, Peter Boshier-Jones and Laurie Keens, with opposition coming from Tony Lanfranchi's Elva Mk. 6, a handful of Lolas and John Spender's very fast Lotus XI. Roy Pierpoint may have a hard time to win



PAT FERGUSSON
Captain of the British
World Cup Team

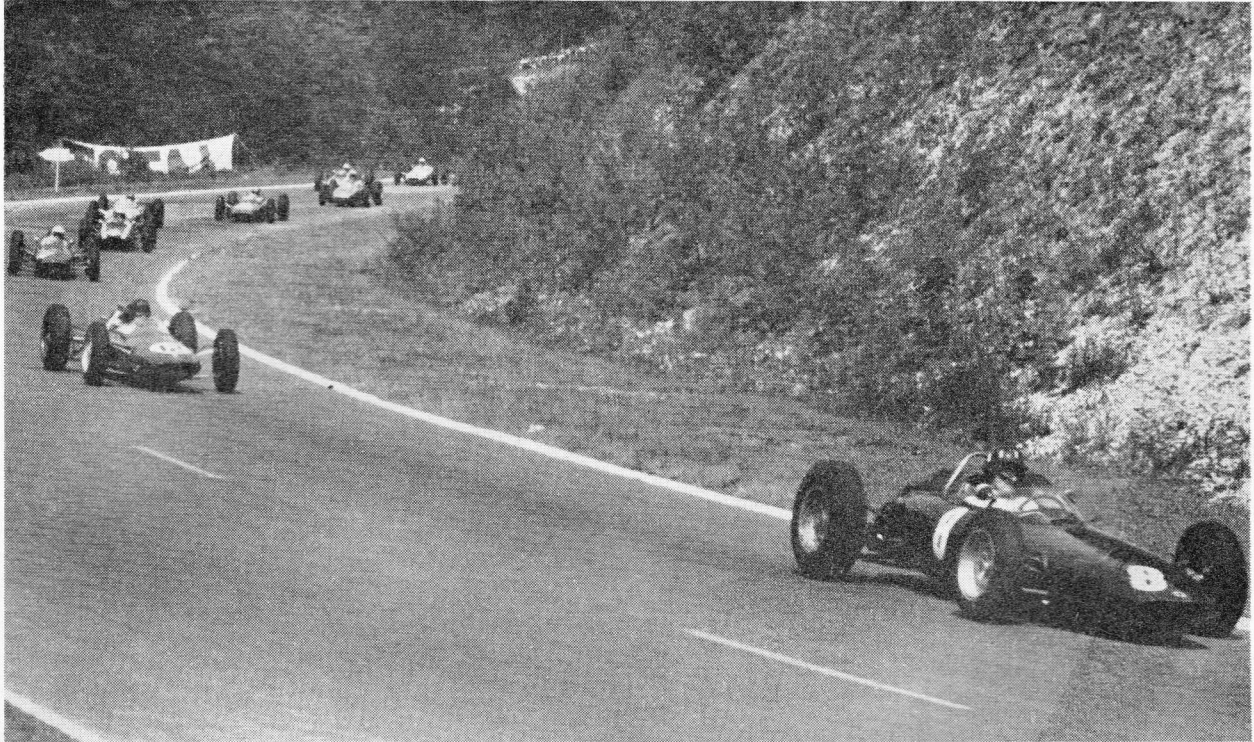
his class as C. M. M. Williams has entered a 1½-litre Lotus 23.

The two Chevrolet 5½-litre saloons of Charles Kelsey and Peter Sachs will be again challenging the supremacy of Jaguar in the saloon car race. Graham Hill, Mike Parkes, Jack Sears and Roy Salvadori, all renowned in their 3.8s, will be determined to see a Jaguar cross the line first. Alan Fraser has entered the two Peters, Jopp and Pilsworth, in his very fast Rapiers, to do battle with Rileys of Alan Hutcheson and Edward Lewis, and the VX 4/90s, of Warwick Banks, Bill Aston and Reg Brown. The usual muddle of Minis will be motoring, entries including four ladies, Christabel Carlisle, Liz Jones, Mrs. Jean Aley and Rona Pearson. Other Mini entries include Andrew Hedges, Mick Clare, John Aley, Tony Rutt and Peter Galliford.

The meeting commences at 2.30 p.m. with that drivers' favourite, a 15-lap dice for Formula Juniors. Hugh Dibley has entered his 1962 Lola. Reg Brown is driving a Lotus 22, David Baker is in an M.R.P.-Cooper, and John Fenning in his very quick Lotus 20. Ecurie Chiltern has entered a Brabham Junior, and rumour has it that the driver will be a promising Continental challenger.



BY PATRICK McNALLY



FIRST LAP: Graham Hill leads Jim Clark and John Surtees into the hairpin.

PORSCHE PULL IT OFF!

Fine Victory by Dan Gurney in French Grand Prix—Second Place to Tony Maggs (Cooper-Climax)—Spectacular Last Lap Crash at Pits

BY GREGOR GRANT

PORSCHE made a most profitable comeback to Formula 1 racing, with Dan Gurney's victory on the Rouen-Essarts circuit in the Grand Prix de l'A.C.F. The popular Californian drove a consistent race, and he, Tony Maggs (Cooper-Climax) and de Beaufort (Porsche) were the only ones who did not make a pit stop. The leaders, Graham Hill (B.R.M.), John Surtees (Lola) and Jim Clark (Lotus), all had troubles, and Dan took the lead 12 laps from the end. Hill, who looked to be a certain winner, had trouble with a broken throttle linkage; Clark retired with front suspension failure, whilst Surtees had fuel-feed bothers, followed by gearbox difficulties.

At the finish there was a spectacular accident involving Maurice Trintignant (Lotus V8) and Trevor Taylor (Lotus 25 V8), who collided past the end of the pits area. This was undoubtedly caused by the presence of a long line of policemen, who formed up shoulder to shoulder, actually on the yellow pits line. When Surtees was flagged, he slowed down but found that there literally was no place to go. Trintignant swerved outwards to avoid the Lola, blocking the path of the oncoming Trevor Taylor. The latter stood on everything, but just could not avoid hitting the rear end of the Walker car. Both machines were completely wrecked, but, fortunately, neither driver was injured.

During his struggle for the lead, Graham Hill set up a new lap record of 2 mins. 16.9 secs. (106.9 m.p.h.), 5.5 secs. faster than Musso's figures with the 2.5-litre Maserati in 1957.

The result did not affect the World Championship placings, Graham and Phil Hill still leading with 16 and 14 points respectively.

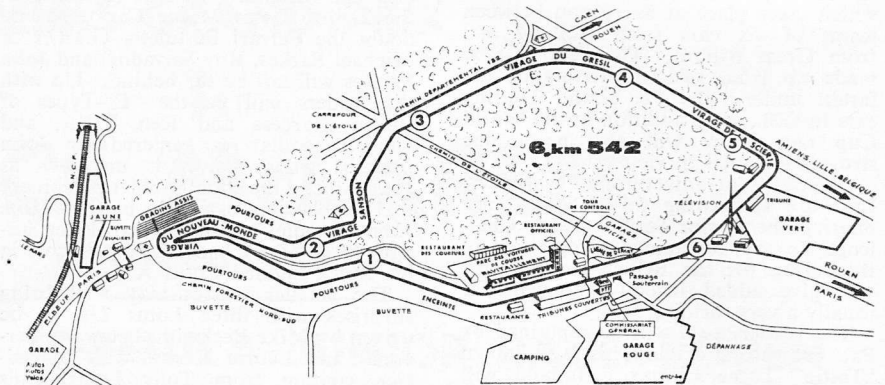
This was the fourth different make of car, and the fourth different driver to win a *grande epreuve* this year, and was also the first success in Grand Prix racing for Dan Gurney, and for Porsche.

Third place went to Richie Ginther (B.R.M.), to put the Owen cars in the

PHOTOGRAPHY BY GEORGE PHILLIPS

PRACTICE on both days started at 7 a.m. Team Lotus had a second monocoque "25" for Jim Clark, Trevor Taylor having the original machine. Porsche had done a great deal of development work on their "flat-eights", particularly in regard to the brakes.

It was a great pity that Ferrari was absent, and one felt extremely sorry for Phil Hill who came to see his mates, and had to become a spectator. Siffert



lead for the Constructors' Championship. Bruce McLaren (Cooper-Climax), delayed earlier with gearbox problems, took fourth place from Surtees on the last lap but team-mate Tony Maggs finished second.

To Peter Arundell (Lotus-Ford) went the Formula Junior event, both average and lap speeds being records for the circuit.

acquired the Lotus-B.R.M. from Colin Chapman, so the only four-cylinder machines in the race were Jack Lewis's Cooper-Climax and de Beaufort's Porsche.

Rouen-Essarts was a completely new circuit to the majority of the entrants with the exception of Trintignant, Salvadori, Ireland and Maggs, the last-named

having put up fastest lap in the 1961 Formula Junior race. This was the first Formula 1 event there since 1957.

Best time of the two sessions was put up by Jim Clark, with 2 mins. 14.8 secs. (174.712 k.p.h.), followed by Graham Hill (2 mins. 15 secs.), Bruce McLaren (2 mins. 15.4 secs.), Bruce McLaren (2 mins. 16.1 secs.), John Surtees (2 mins. 16.3 secs.) and Dan Gurney (2 mins. 18.5 secs.). In point of fact, 14 of the 17 entrants were all under Musso's existing lap record of 2 mins. 22.4 secs., established with the 2½-litre Maserati in 1957.

The A.C. of Normandy officials were extremely annoyed by a report in the *Daily Mail* alleging that drivers had complained that the circuit was dangerous. This followed a G.P.D.A. meeting, during which one or two minor suggestions were put forward. At no time did any entrant or driver state that this very fine road circuit was dangerous.

Race day was one of glorious sunshine, but huge traffic jams developed on the approach roads to the circuit. In some cases it took upwards of two hours to do eight kilometres, and overheated engines caused countless breakdowns.

After the two Formula Junior heats and the Olympic Trials for cyclists, some 80,000 spectators were present to watch the 48th Grand Prix of the Automobile Club of France.

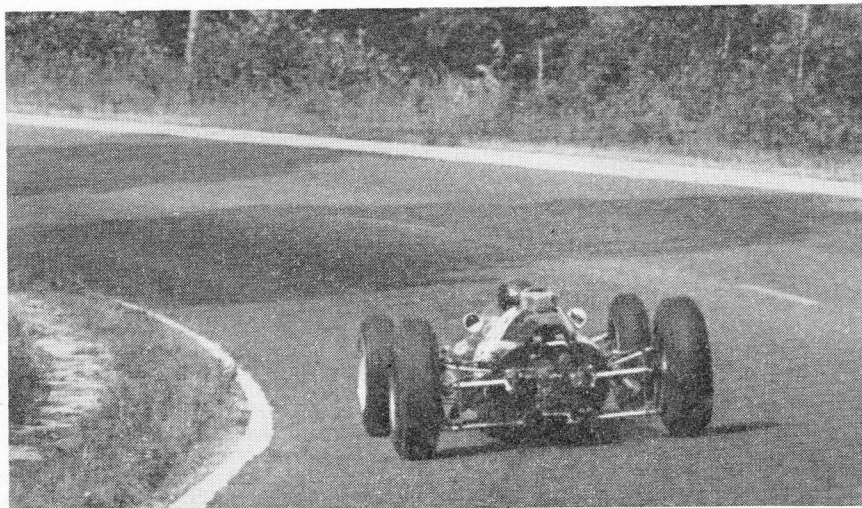
The line-up on the grid was as follows:—

McLaren (Cooper-Climax)	Graham Hill (B.R.M.)	Clark (Lotus)
2 m. 15.4 s.	2 m. 15 s.	2 m. 14.8 s.
Surtees (Lola)		Brabham (Lotus)
2 m. 16.3 s.		2 m. 16.1 s.
Ireland (Lotus)	Gregory (Lotus-B.R.M.)	Gurney (Porsche)
2 m. 17.5 s.	2 m. 17.3 s.	2 m. 16.5 s.
Ginther (B.R.M.)		Bonnier (Porsche)
2 m. 18.2 s.		2 m. 17.6 s.
Trintignant (Lotus)	Taylor (Lotus)	Maggs (Cooper-Climax)
2 m. 20.8 s.	2 m. 20.5 s.	2 m. 18.6 s.
De Beaufort (Porsche)		Salvadori (Lola)
2 m. 26.5 s.		2 m. 21.3 s.
	Lewis (Cooper-Climax)	Siffert (Lotus-B.R.M.)
	2 m. 26.5 s.	2 m. 23.4 s.

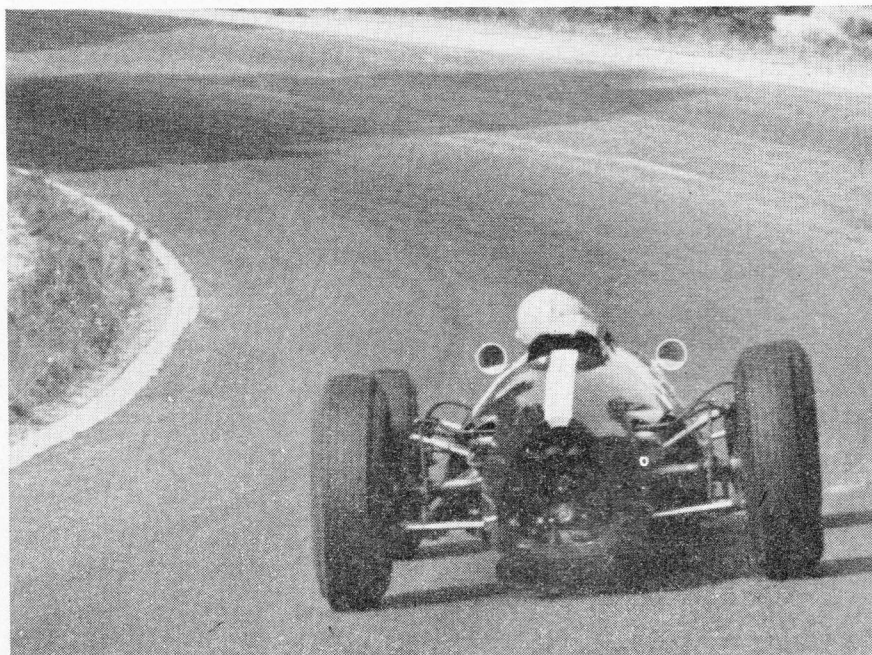
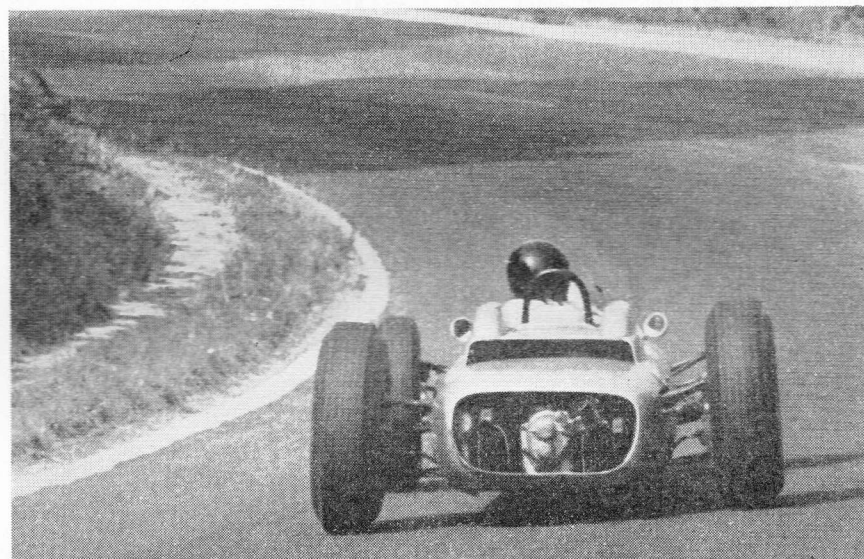
Toto Roche dropped the flag, and the field surged forward—except Ginther, who drove straight into his pit. Graham Hill seized the lead, followed by Clark, McLaren, Brabham and Surtees. Meanwhile a British photographer (not George Phillips) was forcibly ejected from the pits, for trying to photograph Ginther's stop. He was given the bum's rush by a couple of gendarmes.

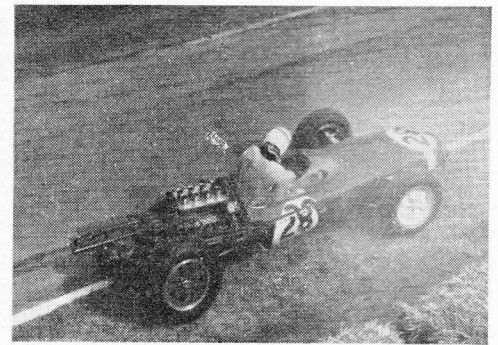
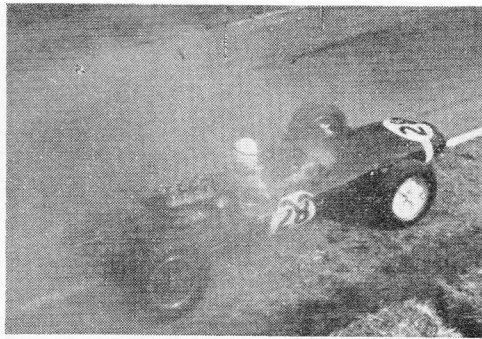
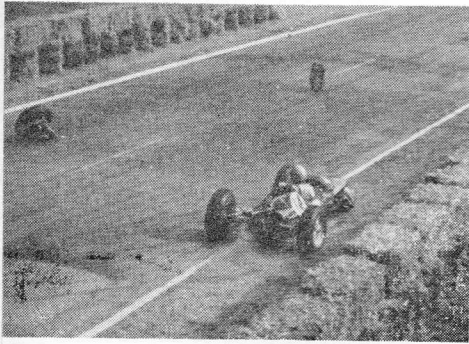
At the Virage du Gresil, Surtees rocketed past Brabham and McLaren, then took Clark into the sharp right-hander (de la Scierie). Just 2 mins. 27.5 secs. from the standing start, Hill screamed past the tribunes with Surtees in his slipstream, and then, in quick succession, Clark, McLaren, Brabham, Gurney and Gregory. A slight gap, and then came Maggs, Bonnier, Trintignant, Lewis, Salvadori and Taylor. Nearly a lap behind came Ginther.

Hill and Surtees passed after the second lap wheel-to-wheel, the time coming down to 2 mins. 21 secs. Ireland abandoned with a flat tyre, and Siffert was in trouble with his clutch. The two leaders had already pulled away from Clark



ALL BEHIND! Rear view shots of three of the contenders for 1962 Grand Prix honours. Above, the Lotus of Jim Clark; below, the Porsche of the Rouen winner, Dan Gurney; bottom, the Cooper of Bruce McLaren.





and Co., and Masten Gregory was closing up on Gurney. Behind, Maggs, Bonnier and Trintignant were having a ding-dong.

Surtees was pressing Hill hard, and on the fifth lap both were down to 2 mins. 20.3 secs., and Jim Clark had dropped back to 5 secs. behind the B.R.M. Already Clark and Bonnier were reported as reaching 149 m.p.h. on the comparatively short approach to the Virage de la Scierie, and the Swede had managed to shake off Maggs and Trintignant, who

whilst John Cooper's boys fiddled around with the gear change.

Surtees gave a distress signal to Reg Parnell, and came in on the 13th lap with fuel-feed problems. This dropped him to eighth place, leaving Hill with 16 secs. lead over Clark, who, in turn, led Gurney by 28 secs. Masten Gregory, going like a bomb, was in full pursuit in fourth place, pulling away from Bonnier. By now de Beaufort and Lewis had been doubled, as had Ginther and McLaren.

Graham, driving magnificently, increased his lead over Clark to 19 secs. by the 17th lap. Surtees had already shot up to fifth place, for, a couple of laps earlier, Gregory's engine had cut out at the hairpin, and could not be restarted.

Hill, doing about 154 m.p.h. on the straight, was the first driver to break 2 mins. 20 secs. on the circuit during a race, with 2 mins. 19.5 secs. (168.826 k.p.h.).

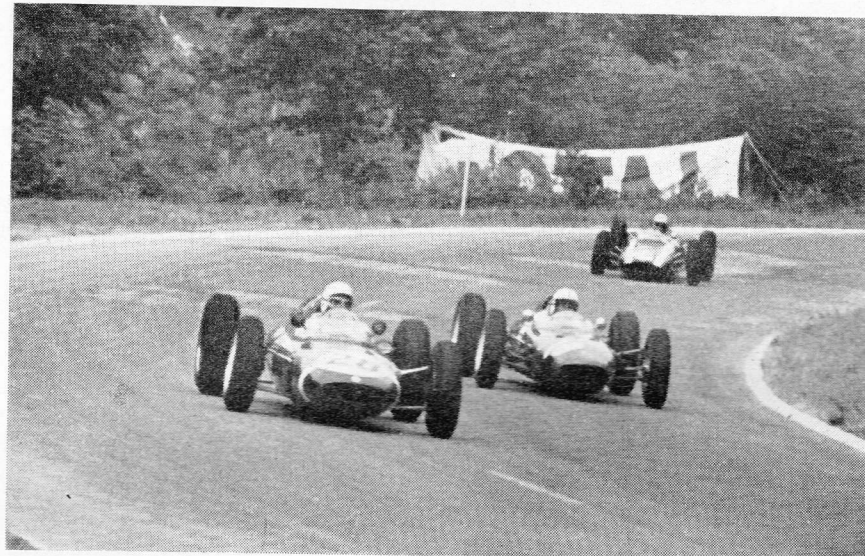
After 20 laps the score-board read as follows:—

1. Hill, 46 m. 52.3 s., 167.487 k.p.h.
2. Clark, 47 m. 12.5 s.
3. Gurney, 47 m. 29.1 s.
4. Bonnier, 48 m. 11.7 s.
5. Surtees, 48 m. 24.2 s.
6. Trintignant, 48 m. 31.6 s.
7. Maggs, 48 m. 42.9 s.
8. Taylor, 19 laps; 9. Lewis, 19; 10. de Beaufort, 19.

Clark, now in hot pursuit of the B.R.M., got down to 2 mins. 18.4 secs. on lap 22, when Bonnier came in with only about six of his eight cylinders functioning. Mechanics had a look, did nothing, and off he set again. Salvadori retired his Lola with a misfiring engine, and gearbox bothers.

Next pit-caller was Trintignant, who was in for some time during which Alf Francis seemed to be adjusting the gear selectors. Trevor Taylor had a throttle spring break, and took a long time to struggle back to his pit. After losing about four laps, the crowd cheered as Trintignant restarted. Taylor also got away again, minus his engine cover.

Despite Jim Clark's spurt he could not gain an inch on the flying Hill, and Surtees, in fourth place, was definitely losing ground to Gurney. Then, on the 30th lap, Lewis, who had been overtaken by Hill, suddenly lost his brakes on the approach to La Scierie, and shunted the B.R.M., knocking off part of the exhaust system. By the time Graham



were still disputing the issue.

Lap seven, and Surtees did 2 mins. 20.1 secs., which Hill immediately brought down to 2 mins. 20 secs. (168.222 k.p.h.). Just as Ireland walked back to his pit, Joseph Siffert abandoned his new Lotus-B.R.M. with clutch failure.

The crowd loved the dice for first place, and it appeared that Surtees was quite content to have the B.R.M. keep in front. The race average had crept up to 166.8 k.p.h. and the 10 laps position was:—

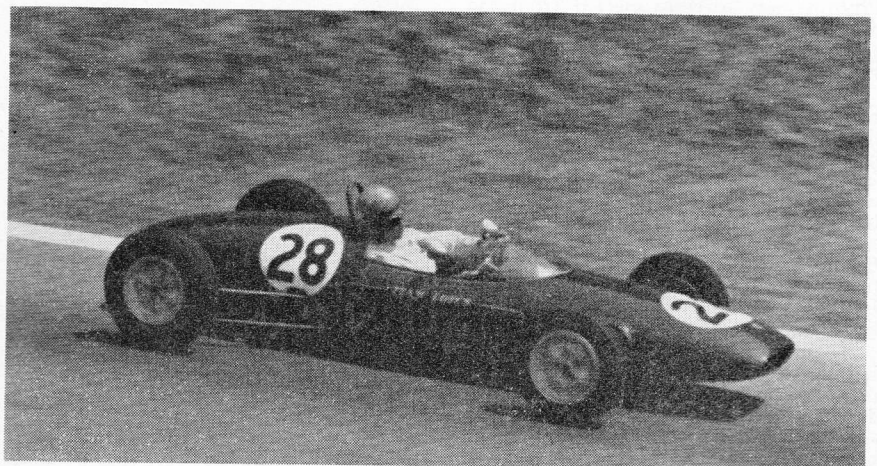
1. Hill, 23 m. 31.8 s.
2. Surtees, 23 m. 32.5 s.
3. Clark, 23 m. 40.7 s.
4. Gurney, 23 m. 59.7 s.
5. Gregory, 24 m. 11.5 s.
6. Bonnier, 24 m. 19.7 s.
7. Maggs, 24 m. 25.9 s.
8. Trintignant, 24 m. 27.3 s.
9. Salvadori, 25 m. 8.3 s.
10. Taylor, 25 m. 9.4 s.

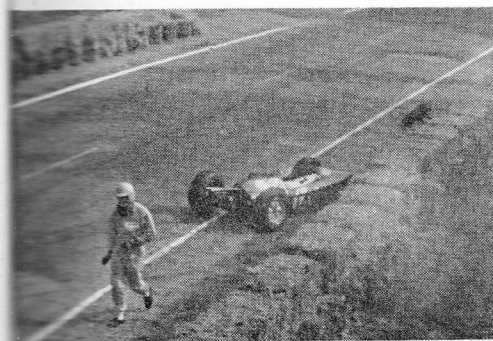
It was on this lap that Brabham and McLaren both had entirely separate incidents. The former's Lotus had a rear damper bracket fracture, and Bruce could not find fourth gear: both spun off. Jack came into the pits to retire, and McLaren spent some time in the pits

*ON THE APPROACH to Virage
Nouveau-Monde, John Surtees laps
Trintignant and Maggs (above).*

★

*WINNER of the Formula Junior race
(below) was Peter Arundell (Lotus).*





had recovered from an almighty spin, Clark was through into first place. The order then, at 30 laps was:—

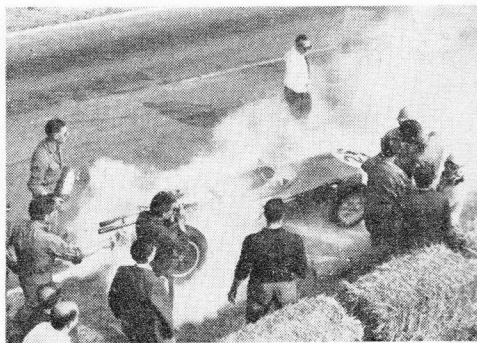
1. Clark, 1 h. 10 m. 27.4 s.
2. Hill, 1 h. 10 m. 34.4 s.
3. Gurney, 1 h. 10 m. 47.4 s.
4. Surtees, 1 h. 11 m. 0.5 s.
5. Maggs, 29; 6. Ginther, 29; 7. de Beaufort, 28; 8. Bonnier, 28; 9. McLaren, 27; 10. Trintignant, 26.

Hill immediately set about catching Clark. At 31 laps there was 6 secs. between them; then after a shattering lap in 2 mins. 16.9 secs. Graham took back nearly 3 secs. To the consternation of Lotus, Hill came through accompanied by Ginther (just overtaken), and no Clark. Eventually the monocoque came slowly into the pits, and mechanics worked desperately on the front suspension. A ball-joint had come adrift. Clark climbed back into the car, but it was eventually pushed into the dead car park.

Graham Hill now had over 20 secs. from second man Gurney; Surtees, in third spot and obviously in gearbox trouble, was doubled by the B.R.M. Maggs, driving a fast and heady race, now held fourth place, well in front of Ginther. Bonnier went past the pits slowly, trying to find gears, but when he next appeared the car sounded healthier than it had been. Gurney was circulating like clockwork, and McLaren was once again coming into the picture, closing fast on de Beaufort.

On lap 42 Graham Hill's splendid drive came to an end, when the throttle linkage came adrift. Into the lead went Dan Gurney—a lap in front of everyone else. Surtees momentarily came back into second place, but alas!—into the pits he came with gearbox jammed in fourth gear. Later he went off again—still with one usable ratio, and down to fourth place.

Whilst Graham Hill worked desperately to get back into the race, out went



the "slow" red signal to Dan Gurney. Out on the circuit team-mate Bonnier's engine stopped, and Hill set off at about 5 m.p.h. on engine tick-over to reach the pit.

Barring accidents, Dan Gurney had the race in his pocket. To the huge delight of John Cooper, Tony Maggs was firmly in second place, and B.R.M. had some consolation with Ginther now third. McLaren sizzled past de Beaufort, and began to catch up on the slowing Surtees. At the rear of the field, Trevor Taylor

LAST-LAP SHUNT: From left to right are five stages of the Trevor Taylor/Maurice Trintignant accident at the finish. On the extreme left, a startled Taylor watches Trint's suspension and his own front wheel roll down the road; the next shot shows Trintignant after the impact. He climbs out of the car as, in picture four, Taylor walks back to see how he is. Finally the Walker car is smothered in foam by firefighters.

was going faster than during the early part of the race, presumably having sorted out his troubles—even to the extent of another engine cover, giving the car no fewer than five number "14s".

The unfortunate Hill toured into his pit, then set off again at practically walking pace.

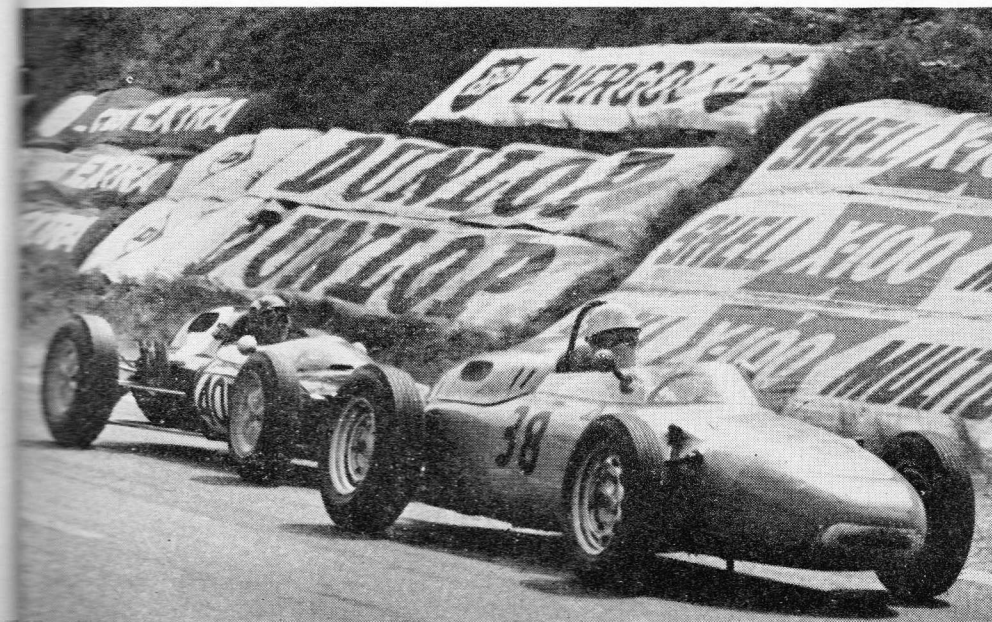
Then it was all over. Porsche mechanics went almost mad with glee as Dan Gurney took the chequered flag. Maggs came safely into second place, followed by Ginther and McLaren, who

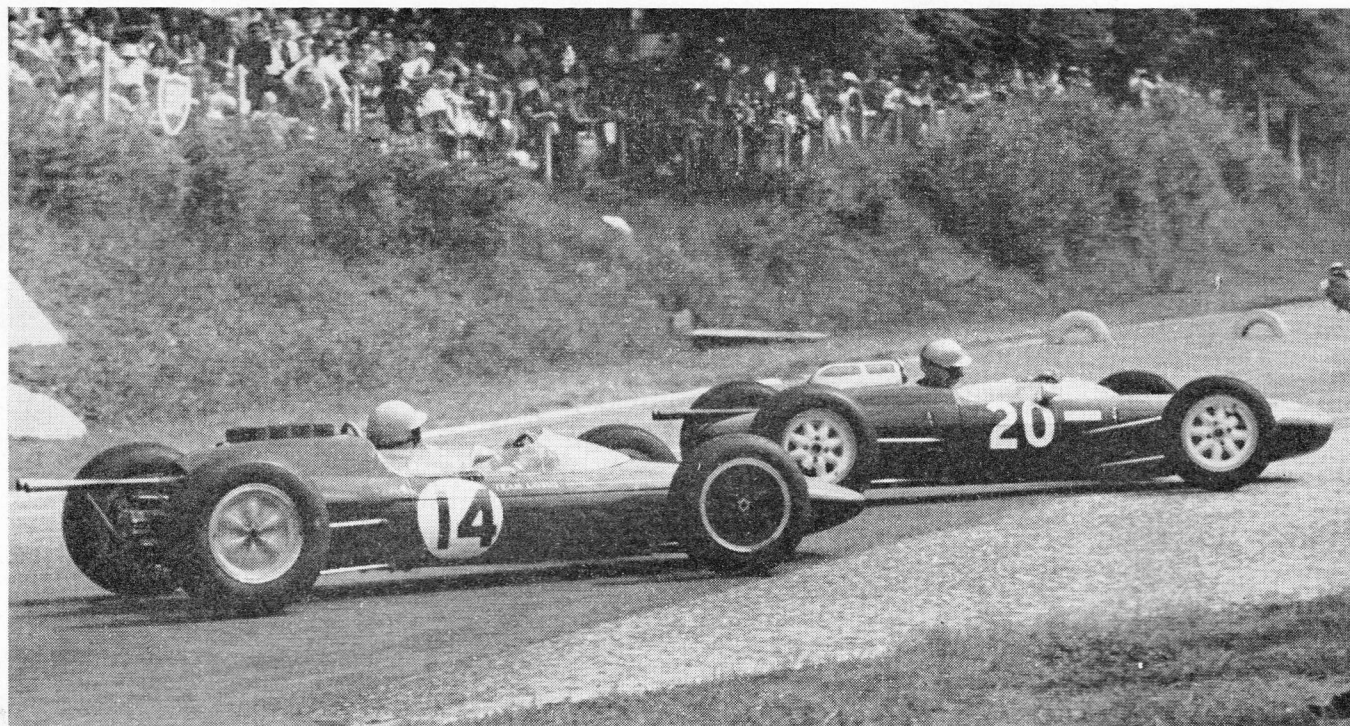


ABOVE: McLaren, Ireland, Brabham, Gurney, Maggs, Gregory, Bonnier and Lewis approach the hairpin after the start. LEFT: de Beaufort (Porsche) leads Siffert (Lotus B.R.M.).

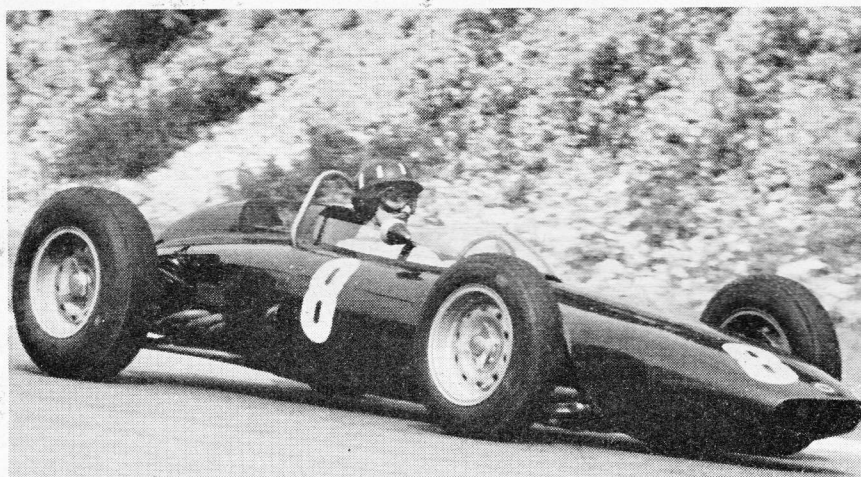
had overtaken Surtees three laps from the end.

Suddenly the crowd froze. Surtees, going very slowly, crossed the line and made to go towards the pits. However, a long row of gendarmes stayed put, and would not part to let him through. Trintignant, lifting as he crossed the line, swerved into the centre of the road to avoid the Lola. Trevor Taylor, tearing over the line as he was perfectly entitled to do, had nowhere to go at all, and there was an appalling crash as the two Lotuses collided.





ABOVE: Trevor Taylor and Roy Salvadori together at the hairpin.
BELOW: Graham Hill's B.R.M. gets its head down as he brakes for the hairpin. Graham was leading at this point.



It looked a most horrible accident, but by the grace of God neither driver was injured, nor were any other persons involved. Both machines were wrecked beyond repair.

Rescue squads were quickly on the scene, and fire extinguishers came into play immediately. There was no fire, and the three-wheeled Walker Lotus was simply smothered in CO₂. For several minutes confusion reigned, but the sight of Trintignant and Taylor apparently O.K. calmed the crowd down—but not before they booed the police.

It was a curious race altogether, with far more pit stops than are usual these days. Only Gurney, de Beaufort and Maggs had non-stop runs, and 10 of the 17 starters were classified.

Peter Arundell (Lotus) won both 20-lap heats of the Formula Junior race. In the first heat he averaged 156.893 k.p.h. to finish 9.7 secs. ahead of Frank Gardner (Brabham), followed by Alan Rees (Lotus), Denis Hulme (Cooper)

and Bob Anderson (Lotus). Gardner had trouble in Heat 2, but second place went to Frenchman Jo Schlesser, also in a Brabham. Behind came Michael Spence (Lotus), Rees and Anderson. Arundell established a new F.J. lap record of 2 mins. 27.2 secs. (159.994 k.p.h.).

Formula Junior (20+20 Laps)

1. Peter Arundell (Lotus-Ford), 1 h. 40 m. 29.2 s., 156.247 k.p.h. (97.07 m.p.h.).
 2. Alan Rees (Lotus-Ford), 1 h. 42 m. 22.5 s.
 3. Bob Anderson (Lotus-Ford), 39 laps.
 4. David Hitches (Lola-Ford), 38.
 5. Henri Grandsire (Lotus-Ford), 36.
 6. Roland Boddi (Cooper-B.M.C.), 36.
- Fastest Lap:** Arundell, 2 m. 27.2 s., 159.994 k.p.h. (99.42 m.p.h.). **Record.**

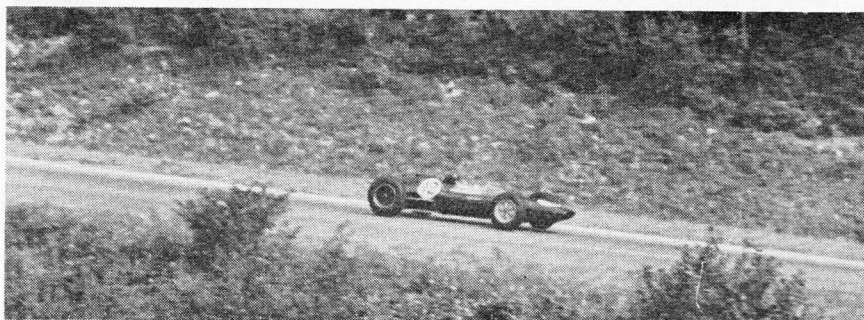
Grand Prix de L'A.C.F. Rouen-Essarts Circuit (54 laps=353.3 kms.)

1. Dan Gurney (Porsche "8"), 2 h. 7 m. 35.5 s., 163.982 k.p.h. (101.9 m.p.h.).
 2. Tony Maggs (Cooper-Climax V8), 53 laps.
 3. Richie Ginther (B.R.M. V8), 52.
 4. Bruce McLaren (Cooper-Climax V8), 52.
 5. John Surtees (Lola-Climax V8), 52.
 6. Carel Godin de Beaufort (Porsche "4"), 52.
 7. Maurice Trintignant (Lotus-Climax V8), 51.
 8. Trevor Taylor (Lotus-Climax V8), 49.
 9. Graham Hill (B.R.M. V8), 44.
 10. Jo Bonnier (Porsche "8"), 42.
- Fastest lap:** Graham Hill, 2 m. 16.9 s., 172.032 k.p.h. (106.9 m.p.h.). **Record.**
Old Record: L. Musso (2.5 Maserati), 2 m. 22.4 s., 165.388 k.p.h.

Retirements

Innes Ireland (Lotus), punctured tyre, 1 lap; Joseph Siffert (Lotus), clutch, 5 laps; Jack Brabham (Lotus), rear suspension, 10 laps; Masten Gregory (Lotus), ignition, 15 laps; Roy Salvadori (Lola), carburation and gear selector trouble, 20 laps; Jim Clark (Lotus), suspension, 33 laps; Jack Lewis (Cooper-Climax), accident, 28 laps.

JIM CLARK on the swerve approaching Nouveau-Monde.



ELVINGTON OPENER

REPORT AND PHOTOGRAPHY BY FRANCIS PENN

IN their search for the "perfect" club circuit, the British Racing and Sports Car Club's Northern Section have tried many aerodromes, but this new one at Elvington, near York, seems best fit to fill the bill.

Virtually using the edges of a gigantic dispersal square, built at the cost of how many millions nobody knows to house the giant U.S.A. atom bombers—and never used!—Elvington possesses one of the smoothest surfaces yet found. It was a trifle slippery for the first meeting on Sunday, 8th July, but should soon bed in with constant race traffic.

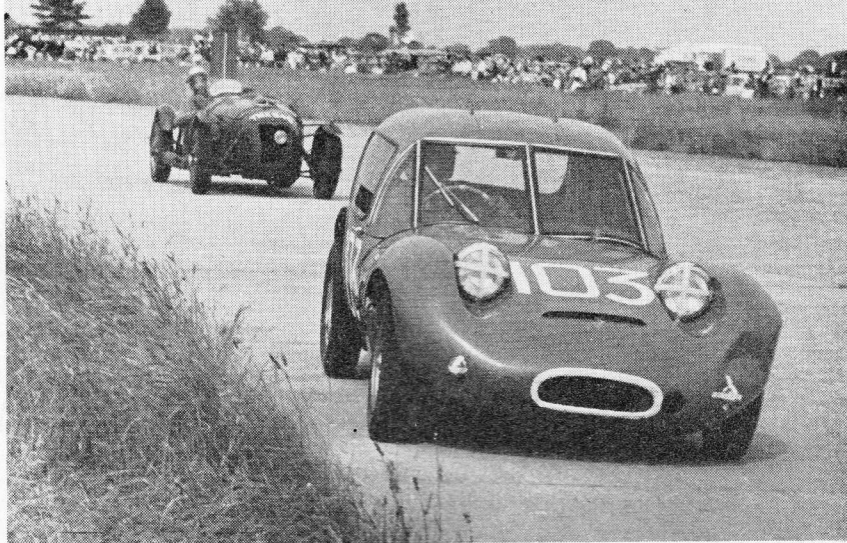
Measuring 1.7 miles around, it has one straight, four fairly tight right-hand corners and two somewhat dicey ess bends; but such was the high standard of driving, few excursions to the undergrowth were observed and for a training circuit it is ideal. There is simply nothing to hit!

The first event was a 10-lap race for sports cars up to 1,200 c.c. and was somewhat processional, the order from start to finish being F./O. J. H. Haynes (Lotus VII), D. L. Wragg (Mallock U2) and G. B. Birrell (Lotus XI).

Next came a 16-lapper for Formula Junior cars and from the flag it was G. H. Breakell (Lotus), J. R. Pearce (Lotus), J. L. Romanes (Lotus) and A. Wyllie (Lotus). Lap two saw Wyllie into third place and on the next lap into first with Breakell second. This continued till the eighth tour when Pearce moved up to second spot, but try as he did, Pearce could do nothing about the flying Scot, though both of them set up a new lap record with a time of 1 min. 16.8 secs., 79.68 m.p.h. Wyllie ran out a comfortable winner by some 13 secs. from Pearce and Romanes was third.

Event three was for G.T. cars up to 1,600 c.c. with a separate class for those engined by Climax. Taking the race overall, it provided a win by 6 secs. for J. P. Fergusson's well-known and very fast "Tatty Corner", from B. Newsome's Mallock U2, with D. C. Alderson (Elite) the other place man.

Unlimited sports cars over 10 laps was next on the programme. R. J. Bloor (Lotus 23) won as he liked from N. G. Ferrier's Lola-Climax. For third place P. H. Sutcliffe ("D"-type Jaguar) looked a "cert", but for some reason



ABOVE: T. Simpson (Marcos) leads E. C. Booth (Frazer-Nash) around one of Elvington's smooth-surfaced bends.

BELOW: B. R. Waddilove (E-type), second in the Daily Mirror Trophy, disputes a corner with I. Tilley's BN1 Austin-Healey.



unknown he slowed down after the last corner, allowing J. H. Blades (B.B.K.-Climax) to beat him by a "nose".

The next event, the main race of the day, was for the *Daily Mirror* Trophy over 10 laps for sports and G.T. cars. This one was a gift to "Tatty Turner", which was never headed! Second was B. R. Waddilove's "E"-type, which crossed the line with a large oil drum stuck out in front! F./O. Haynes in the Lotus VII took the remaining place.

Event six brought out modified production saloons. Overall it was A. G. Wood (Jaguar 3.8) all the way despite a most ferocious attack by an incredible Mini in the hands of R. Embley, who chased the Jag. for six laps then blew up in a big way when attempting to pass into the Paddock ess bend! R. Bloor (A40) then took over second place with H. W. Ratcliffe's Morris 1000 third.

The last event of the day was over 16 laps for sports and racing cars of unlimited capacity but it really developed into another Formula Junior race. What a race too! Pearce, this time out for blood, jumped into the lead and held it to the flag, despite attacks first by Breakell up to the sixth lap, when he was displaced by Wyllie, then for the next 10 laps Pearce and Wyllie were at it hammer and tongs. At the last corner

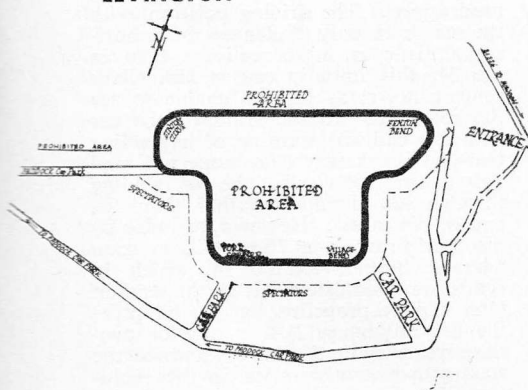
Wyllie drew alongside but lost the day by a length. He did, however, have the satisfaction of setting a new record with a tour in 1 min. 16 secs., 80.53 m.p.h., Breakell was third and Romanes fourth.

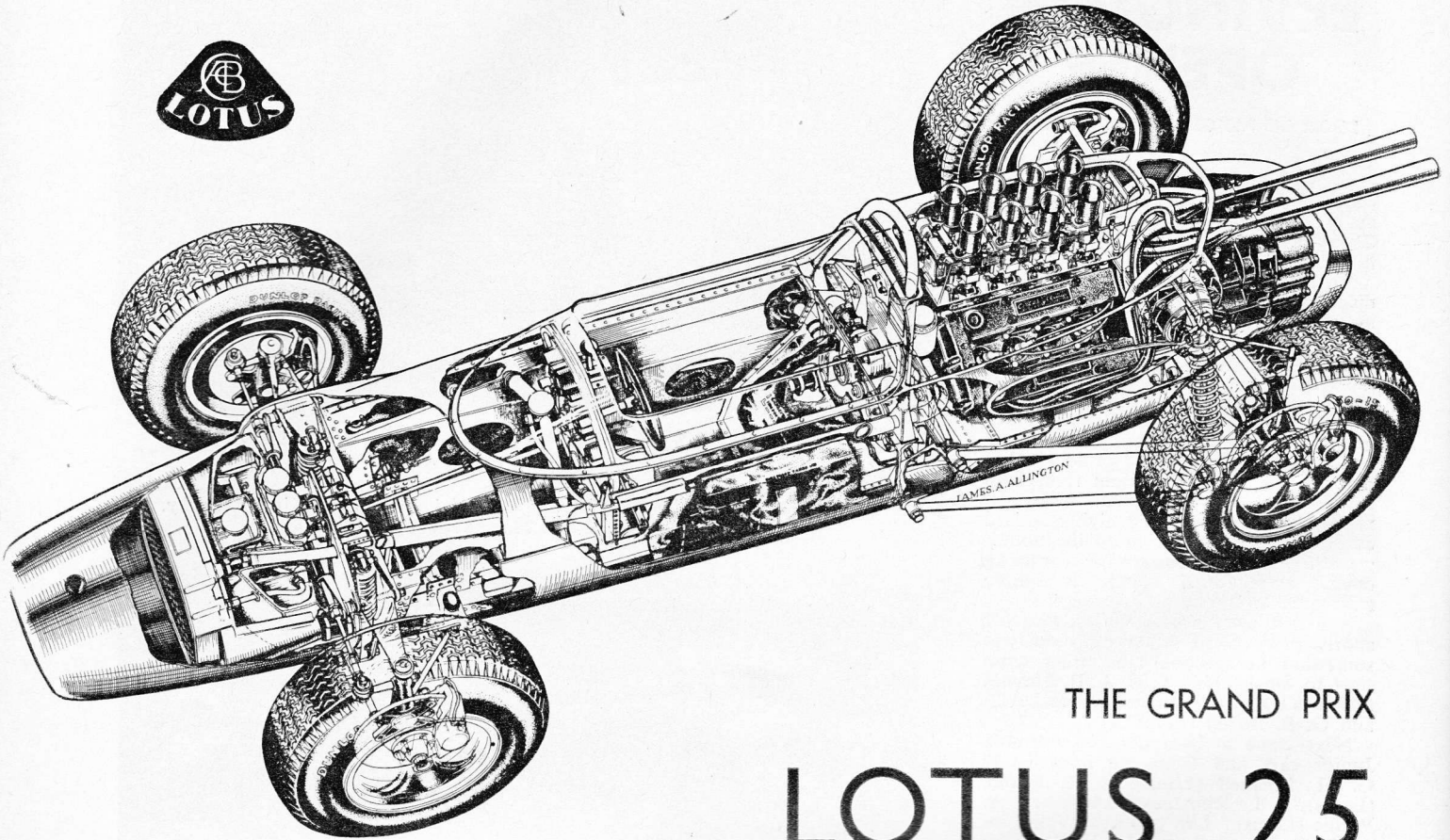
Organization and timing were first class, so here's to the next Elvington in September.

Results

Sports Cars up to 1,200 c.c.: 1, F./O. J. H. Haynes (Lotus-Ford 7), 14 m. 27.4 s.; 2, D. L. Wragg (Mallock U2-Ford); 3, G. B. Birrell (Lotus 11). **Fastest lap:** Wragg, 72 m.p.h. **Formula Junior and 500 c.c.:** 1, A. Wyllie (Lotus-Ford 22), 20 m. 50 s.; 2, J. R. Pearce (Lotus-Ford 22); 3, J. L. Romanes (Lotus-Ford 20). **Fastest lap:** Wyllie and Pearce, 79.68 m.p.h. **Sports and G.T. Cars up to 1,600 c.c.:** Climax-engined Class: 1, J. P. Fergusson (Turner-Climax), 14 m. 38.4 s.; 2, D. C. Alderson (Lotus Elite). **1,600 c.c. Class:** 1, B. Newsome (Mallock U2-Ford); 2, F. W. Smith (Lotus-Ford 7); 3, A. Leonard (D.R.W.-Ford). **Fastest lap:** F./O. J. H. Haynes (Lotus-Ford 7), 71.16 m.p.h. **Sports-Racing Cars:** 1, R. J. Bloor (Lotus-Ford 23), 13 m. 31.6 s.; 2, N. G. Ferrier (Lola-Climax); 3, J. H. Blades (B.B.K.-Climax). **Fastest lap:** Bloor and Ferrier, 76.31 m.p.h. **Sports and G.T. Cars:** 1, J. P. Fergusson (Turner-Climax), 14 m. 17 s.; 2, B. R. Waddilove (Jaguar E); 3, F./O. J. H. Haynes (Lotus-Ford 7). **Fastest lap:** Fergusson, 72.51 m.p.h. **Saloon Cars: Up to 1,600 c.c. Class:** 1, R. J. Bloor (Austin A40); 2, H. W. Ratcliffe (Morris Minor 1000); 3, F. W. W. Banks (Vauxhall VX 4/90). **Over 1,600 c.c. Class:** 1, A. G. Wood (Jaguar 3.8), 12 m. 12 s.; 2, I. Banks (Warwick 2-litre); 3, E. B. Wadsworth (Healey Elliott). **Fastest lap:** Bloor, 68.61 m.p.h. **Sports and Racing Cars:** 1, J. R. Pearce (Lotus-Ford 22), 20 m. 42.6 s.; 2, A. Wyllie (Lotus-Ford 22); 3, G. H. Breakell (Lotus-Ford 20). **Fastest lap:** Wyllie, 80.53 m.p.h. (lap record).

ELVINGTON





THE GRAND PRIX LOTUS 25

COLIN CHAPMAN has done it again. Only a few weeks after producing the Lotus 24, which on its first appearance seemed to be about the ultimate in single-seater design, he startled the racing world with an even smaller car, using the engine, transmission and suspension of the 24 in a stressed skin chassis/body made of aluminium and sheet steel. The 25 led its first race, the Dutch Grand Prix, until gearbox trouble necessitated a long pit stop. Transmission trouble intervened again in the Monaco Grand Prix, just when Jim Clark appeared all set to take the lead, but there were no such difficulties in the Belgian Grand Prix at Spa, which Clark

won at an average speed higher than the previous 1½-litre lap record; he also set up a new record at 133.57 m.p.h.—not bad for 1,500 c.c.

The design of the Lotus 25 is ideally suited to a circuit like Spa-Francorchamps with its long straights and very fast corners. It permits the use of the slimmest, lowest body yet seen in Formula 1 racing, it provides more torsional stiffness—and thus more cornering power—than the “conventional” multi-tubular chassis, and it weighs about 20 lb. less than the chassis and body of the 24. As fuel is carried in rubber bags hung inside the chassis/body side members, the overall weight saving is in the region of 40-50 lb., which brings the 25 right down to the Formula 1 limit of 990 lb. Another major advantage—particularly for the mechanics—is the ease with which the engine can be installed and removed; a far less complicated operation than on the 24.

Basically the chassis consists of two tubular-section (but not, in fact, tubular) side-members, a stressed undertray, three bulkheads and the engine, which is rigidly mounted and acts as a bracing member in the rear bay. The side-members, the undertray and the triangular-section seat-back bulkhead are made of 16 gauge aluminium alloy sheet, all joints being riveted. The inner skin of the engine bay is made of 18 gauge sheet steel—mainly because of its proximity to the exhaust pipes—and the front and rear bulkheads (which take out the main suspension loads) are sheet steel fabrications, brazed up and then riveted to the main structure. There is also a sheet

steel scuttle bulkhead, which plays only a minor role structurally but serves to locate the steering column and instruments.

Within the side-members and the seat-back bulkhead are the three intercommunicating rubber fuel tanks, which have a total capacity of 26 gallons; they are inserted through small holes in the inner skin and held in place by clips. Whereas most recent Lotuses have used chassis tubes as water and oil pipes, the 25 has to have separate external pipes, running in channels in the chassis/body structure. (They can't use the chassis “tubes” because they're full of fuel.) This also has the important incidental advantage of making the cockpit much cooler.

Onto this chassis/body unit are bolted the power unit, suspension and ancillary components of the 24—just leaving room for the driver (no one over 5 ft. 8 ins. need apply). The driving position, with the seat back only 35 degrees from horizontal, is even more reclining than in the 24; this initially caused Jim Clark some concern, as he was unable to see the road close to the front of the car and also had less warning of impending rear-end breakaway (the modern Grand Prix driver “feels” what the car is doing through his shoulders rather than the seat of his pants). However, to judge by his performance at Spa, Clark soon adapted himself to the 25, which in return went almost as fast on the straight (165 m.p.h.) propelled by 180 b.h.p. as the 250-270 b.h.p. 2½-litre cars of two-three years ago. We have witnessed the start of yet another stage in the evolution of racing car design.



BY DAVID PHIPPS

Cutaway Drawing

BY JAMES ALLINGTON

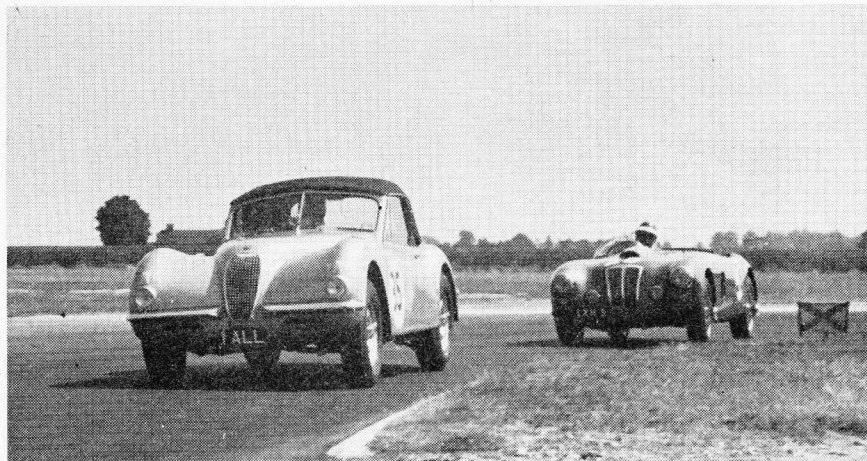
THE B.A.R.C.'s Sports Car Meeting at Goodwood last Saturday provided a fine day's sport. Prompted no doubt by a hot sun and a cloudless sky, a good crowd turned out to watch the racing.

The meeting started with a 10-lap scratch race for F.J. and non s/c sports cars up to 1,100 c.c. Brian Berrow-Johnson (Lotus Junior) led all the way from Mike Beckwith (Lotus 23) and although the latter tried very hard he just could not get by. There was a good battle for third place between Tony Hegbourne (Lola), W. G. Heathcote (Lotus Junior) and S. A. Fox (Lola). On lap four Cox spun at St. Mary's and left Hegbourne and Heathcote to fight it out, Heathcote finally emerging the victor.

The seven-lap Veedol class scratch race proved to be a humdinger, with David Cole (Lotus 7) and David Soley (D.R.W.) battling desperately for the lead. Cole led by a couple of feet until lap 7 when Soley went by him out of Madgwick, but by braking later at Woodcote Cole re-passed and crossed the line to win by .4 sec. R. S. Deverell (Lotus) was a consistent third and P. C. Mitchell fourth, also in a Lotus.

GOODWOOD IN THE SUN

Close Racing in Fine Weather at B.A.R.C. Members' Meeting



IN ONE of his rare appearances at Goodwood, Eric Brown, in his very special "D"-Type-engined XK 120, leads Roy Dilley's Frazer-Nash through St. Mary's.

the lead at the chicane, left his braking far too late and crashed through it, scattering bits of wood everywhere. He went on to finish the race but was, not surprisingly, penalized one minute for his unorthodox behaviour.

To end the day's sport we had a five-lap handicap and this was won handsomely by Joe Hicks (Lotus XI) from Ken Yeates (DB3S) and Peter Skidmore (D-type). Hicks led from the second lap on and was never bothered, finally winning by eight seconds.

CHRISTOPHER NIXON.

Results

10-lap Scratch Race (for Formula Junior Racing Cars and non-s/c Sports Cars up to 1,100 c.c.): 1, B. E. Berrow-Johnson (Lotus-Ford), 92.31 m.p.h.; 2, M. Beckwith (Lotus-Ford); 3, W. G. Heathcote (Lotus-Ford). **Fastest lap:** Berrow-Johnson and Beckwith, 1 m. 32.0 s., 93.91 m.p.h.

Formula Junior Cars: 1, B. E. Berrow-Johnson (Lotus-Ford), 92.31 m.p.h.; 2, W. G. Heathcote (Lotus-Ford); 3, A. W. Rollinson (Cooper-Ford). **1,100 c.c. Sports Cars:** 1, M. Beckwith (Lotus-Ford), 91.79 m.p.h.; 2, A. V. Hegbourne (Lola-Climax); 3, Lord Clydesdale (Lola-Climax).

Seven-lap "Veedol" Class Scratch Race: 1, D. J. Cole (Lotus-Ford), 84.50 m.p.h.; 2, D. A. Soley (D.R.W.-Ford); 3, R. S. Deverell (Lotus-Ford). **Fastest lap:** Cole and Soley, 1 m. 39.6 s., 86.75 m.p.h. **Class A:** 1, R. C. Burnard (A.C.-Bristol), 80.60 m.p.h.; 2, D. Eva (M.G.A.); 3, W. H. Jones (Morgan Plus 4). **Fastest lap:** Eva, 1 m. 44.2 s., 82.92 m.p.h. **Class B:** 1, B. L. Bennett (Turner-B.M.C.), 78.62 m.p.h.; 2, J. E. Miles (Austin-Healey Sprite); 3, M. H. White (Turner-B.M.C.). **Fastest lap:** Bennett, 1 m. 47.0 s., 80.75 m.p.h.

10-lap Scratch Race (for Sports and G.T. Cars of Unlimited Engine Capacity): 1, M. Beckwith (Lotus-Ford), 91.87 m.p.h.; 2, A. V. Hegbourne (Lola-Climax); 3, C. Williams (Lotus 23). **Fastest lap:** Beckwith, 1 m. 32.8 s., 93.10 m.p.h.

10-lap Marque Scratch Race: 1, T. Entwistle (T.V.R. Grantura), 81.12 m.p.h.; 2, R. C. Burnard (A.C.-Bristol); 3, R. B. Algate (Triumph TR2). **Fastest lap:** Entwistle, 1 m. 42.8 s., 84.05 m.p.h.

Five-lap Handicap Race (A): 1, D. M. Green (Triumph TR3), 75.26 m.p.h.; 2, A. Dence (Morgan Plus 4); 3, G. V. Coles (M.G. s/c). **Fastest lap:** J. Bedford (Lotus), 1 m. 42.4 s., 84.37 m.p.h.

Five-lap Scratch Race (for Non-Supercharged Cars up to 1,200 c.c.): 1, M. Adlington (Lotus-Ford), 85.71 m.p.h.; 2, C. L. Lacey (Lotus-Ford); 3, J. E. Manfield (D.R.W.-Ford). **Fastest lap:** Lacey, 1 m. 36.0 s., 90.00 m.p.h.

Five-lap Handicap Race (B): 1, C. J. Hicks (Lotus-Climax), 84.78 m.p.h.; 2, K. W. Yeates (Aston Martin DB3S); 3, P. F. Skidmore (Jaguar D). **Fastest lap:** Skidmore, 1 m. 39.0 s., 87.27 m.p.h.

he was in third spot and Entwistle had taken the lead.

Eva now set his sights on Burnard and by dint of furious driving caught and passed the A.C. on lap five. Burnard retaliated and the two of them closed on Entwistle. Eva then spun, kept it on the island, but lost his place to Burnard. On lap nine though the M.G.A. toured in to retire with no oil pressure. Burnard closed right up on Entwistle on the last lap and they fled across the line with only .2 sec. between them. Poor W. H. Jones, who had kept the leaders well in his sights for most of the race, retired at Woodcote on lap 8 when in a secure fourth place. His retirement, and Eva's, let R. B. Algate (TR2) up into third place, ahead of Andrew Bell (Elite).

Three five-lap races followed, the first and third being handicaps. D. M. Green (TR3) won the first easily from A. Dence (Morgan) and G. V. Coles (M.G. s/c). Scratch man J. Bedford spun his Lotus 7 at Woodcote on the first lap and was penalized one minute. He then proceeded to move through the field only to spin off again at the same corner on the last lap. This time he hit the bank but he was not hurt.

The penultimate race of the day was a scratch race for non s/c sports cars up to 1,200 c.c. This provided a win for M. Adlington (Lotus 7) who took the lead on the second lap. He was closely followed by D. B. Porter (Lotus 7) and Clive Lacey (Lotus 7). On the last lap Porter made a desperate attempt to take



TRYING HARD: Tom Entwistle (T.V.R.) and Bob Burnard (A.C.) are locked in combat at Lavant on the last lap of the Marque scratch race.

TRYING to go inside Bob Burnard's line at the chicane is P. C. Mitchell, in M. Adlington's Lotus, during the seven-lap "Veedol" race.

Bob Burnard (A.C.-Bristol), David Eva (M.G.A) and J. B. L. Brooke (Lotus) had a fine dice for fifth place, Eva having been involved in a minor collision on the first lap. Burnard finally won this little battle from Eva and Brooke, although Brooke was penalized one minute for a spin on the second lap.

Another furious battle occurred in the next event, a 10 lapper for sports and G.T. cars, Tony Hegbourne and Mike Beckwith having a fine old battle for the lead. Also involved in the early laps was Chris Williams (Lotus), but by the half-way mark the other two had drawn away and he had to be content with third spot. Lord Clydesdale held fourth place throughout in his Lola and behind him Dan Collins managed to hold off John Coundley, who had been forced to start at the back of the grid as he had not practised. Although John made a valiant attempt he just could not close on the big Corvette and Collins crossed the line .4 sec. ahead.

By far the best dice of the day was the 10-lap Marque scratch race. Tom Entwistle got his T.V.R. well away from the Le Mans start, but it was Bob Burnard in the A.C. who led at the end of the first lap, followed by Entwistle, W. H. Jones (Morgan) and David Eva. On lap three Eva did his best to demolish the wattle fencing on the exit of the chicane as he sought to get to grips with the Morgan, and next time round

JOHN BOLSTER TESTS



THE VOLVO 122

NOT so long ago, the Volvo was almost unknown in this country. Indeed, when I first road-tested this car I had to go to Holland to find one. Now, the machine is remarkably popular, and one meets a fair number on any long journey. It is therefore worth pondering the reasons for the appeal of the Volvo.

The Volvo 122 is a completely conventional car. It is built in Sweden, but it incorporates the best components from other countries, including Britain. The four-cylinder over-square engine has been recently slightly enlarged to 1,780 c.c. and the car has rather more performance than its competitors. The roadholding is outstandingly good for a design with a rigid rear axle, particularly on wet roads. Perhaps the all-synchromesh four-speed gearbox sells a good many Volvos, and the superior finish of the body, coupled with many safety features, also attracts buyers. Above all, the car's reputation is the best form of advertisement.

The very rigid steel four-door saloon body of the Volvo forms its chassis. The front suspension is conventional with wishbones and helical springs. Behind, the axle is also on helical springs, with trailing arms and a Panhard rod for lateral location. The front brakes are Girling discs.

Absolutely normal in appearance, the engine has been developed to give a most impressive power output while remaining utterly reliable and having a very long life. It is smoother than it was and the characteristic "power roar" has been virtually eliminated. The gear-driven camshaft operates the valves through pushrods and rockers, while

carburation is by two horizontal SU instruments.

The performance of the car owes a good deal to the gearbox, which has well-spaced ratios and powerful synchromesh on all four speeds. The synchronized bottom gear is most useful, as it will exceed 30 m.p.h. The axle ratio is 4.1 to 1, or 4.56 to 1 when the Laycock-de Normanville overdrive is fitted. The test car was so equipped.

The Volvo gives the impression of being quite a big car and it is certainly a full five-seater. Being extremely well built, it is quite heavy, but the efficient engine makes light of its load. The lavish equipment includes safety belts for the front seats and copious crash padding, though the good roadholding and powerful brakes go far towards rendering such precautions unnecessary.

One sits quite high in the Volvo and there is a good field of vision. The clutch is smooth but does not tend to slip after rapid change of gear. There is remarkable freedom from wheelspin and axle tramp.

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Volvo 122 four-door saloon. Price, £1,294 including P.T. (overdrive extra).

Engine: Four-cylinder, 84.14 mm. x 80 mm. (1,780 c.c.). Pushrod-operated overhead valves. Compression ratio, 8.5 to 1; 90 b.h.p. at 5,000 r.p.m. Twin SU carburettors. Coil and distributor ignition.

Transmission: Single dry-plate clutch with hydraulic operation. Four-speed all-synchromesh gearbox with central control and Laycock-de Normanville overdrive. Ratios, 3.5 (o/d), 4.56, 6.2, 9.1 and 14.3 to 1. Divided propeller shaft. Hypoid axle.

Chassis: Combined steel body and chassis. Independent front suspension by wishbones, helical springs, and anti-roll bar. Cam and roller steering. Rear axle on trailing arms, Panhard

rod, and helical springs. Telescopic dampers all round. Girling disc brakes in front, drums rear. Bolt-on disc wheels fitted 5.90 x 15 ins. tyres.

Equipment: Twelve-volt lighting and starting. Speedometer, fuel and water temperature gauges, heating and demisting, flashing indicators, safety belts to front seats.

Dimensions: Wheelbase, 8 ft. 6½ ins. Track, 4 ft. 3½ ins. Overall length, 14 ft. 9 ins. Width, 5 ft. 3½ ins. Weight, 1 ton. 1½ cwt.

Performance: Maximum speed, 94 m.p.h. Speeds in gears: direct top, 93 m.p.h.; 3rd, 70 m.p.h.; 2nd, 48 m.p.h.; 1st, 32 m.p.h. Standing quarter-mile, 19.4 secs. Acceleration: 0-30 m.p.h., 3.6 secs.; 0-50 m.p.h., 9.6 secs.; 0-60 m.p.h., 13.2 secs.; 0-70 m.p.h., 19.2 secs.

Fuel Consumption: 23 to 26 m.p.g.

The maximum speed in the direct top gear is almost as high as that in overdrive, but, of course, the engine becomes "busy" at such high revolutions. A maximum speed of 94 m.p.h. is very satisfactory for so substantial a car with an engine of moderate size. Timed in one direction 96 m.p.h. was recorded, and rather more was occasionally achieved under favourable conditions. The acceleration is good without being startling but the figures are actually better than one would expect, thanks to the excellent gear change.

The steering tends to be heavy on sharp corners and for manoeuvring, but it is quite light at touring speeds. It gives a great feeling of control to the driver, the whole behaviour of the car being predictable. Slight understeer during the initial stages may be converted to oversteer during full-throttle cornering, but there is no tendency for the rear end to break away.

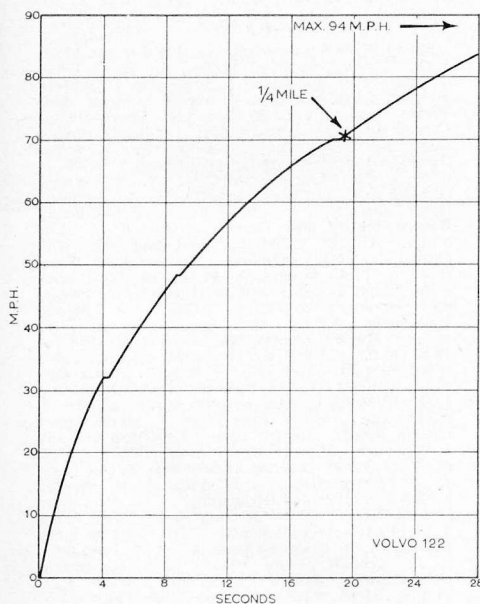
A fairly firm ride, with some sharp movements on inferior surfaces, gives an acceptable degree of comfort on all but the worst roads. This suspension ensures that the car does not roll excessively during fast cornering. The seats are comfortable for long journeys and the reduced noise level has also made the machine more attractive for such trips. The engine is still obviously a high-



For Scandinavian winters, a car must have really powerful heating. This make has always been well equipped in this direction, and the latest model has an even more potent heater, which would be able to deal with British winter conditions with the greatest of ease.

After a searching test, one respects the 122 as a really sound car with many virtues, and it is easy to understand the enthusiasm of Volvo owners. Although this is not a sports car, it appeals to the fast driver, while its many safety features endear it to the family man. Unlike some Continental cars, the Volvo holds its value well, so it can be regarded as a good investment.

A VOLVO TUNED BY ROBERT BODLE



ACCELERATION GRAPH

IMEDIATELY after testing the Volvo 122 I was able to sample a similar car tuned by Robert Bodle, Ltd., of Dorchester Service Station, Oxon.

The Bodle-tuned car had an extensively modified cylinder head, the work being very beautifully done and everything finished to a high standard of polish. The compression ratio was raised to 10 to 1, the ports opened out, and the combustion chambers balanced. Special valve springs, permitting 6,800 r.p.m., were fitted. The work on the head would cost £39 10s. and the valve springs £3 19s. 6d. The inlet manifold was machined and balanced, but the standard carburetters were retained. The complete tuning operation was kept within Group II regulations.

The test car was heavier than standard, having a great deal of rally equipment. Nevertheless, its performance was better than that of the standard car. The 4.1-to-1 axle was fitted, with overdrive in addition. This permitted delightfully easy cruising and a maximum speed (timed) of 102 m.p.h., while 100 m.p.h.

efficiency "four", but it is commendably smooth in spite of that. The transmission is pleasantly quiet and the divided propeller shaft avoids any vibration being felt from that component.

The brakes will stand up to the hardest driver. Like the other controls, the pedal is not outstandingly light in action, but firm pressure produces powerful, progressive and fade-free braking. The car does not tend to bow down during braking, nor does the rear axle become lively.

The fuel consumption is moderate, ranging from 23 to 26 m.p.g. I have met owners who claim 28 or even 30 m.p.g., but perhaps they drive with little less pressure on the accelerator than I do. It will be realized, therefore, that the Volvo is just as economical as other cars of its size, in spite of having a useful turn of speed.

came up on the direct top. The increased engine revolutions allowed maxima of 37, 58 and 83 m.p.h. to be achieved on the gears without going to the absolute limit. A rev. counter was fitted, which proved that 6,000 r.p.m. could be easily exceeded with no fuss.

The standing quarter-mile was covered in 18.9 secs., the acceleration times being: 0-30 m.p.h., 3.5 secs.; 0-50 m.p.h., 8.3 secs.; and 0-60 m.p.h., 12 secs. These figures prove that the power output of the engine was usefully increased, but most unexpectedly the fuel economy was also better, 28 m.p.g. being recorded during hard driving.

This tuned Volvo was just as quiet as the standard car and had all its virtues. It demanded a little more gear-changing because it was higher geared, but the standard of flexibility was quite satisfactory. For those wishing to achieve a genuine 100 m.p.h. this quite moderate degree of tune should prove entirely satisfactory and have none of the drawbacks of a really "hot" conversion.

FIRST LAP of the G.T. race: Ken Baker's "E"-type leads Ron Fry's Ferrari and Paddy McNally's Elite.



NEW LAP RECORD AT CASTLE COMBE

Records Fly in Every Race

BY PATRICK McNALLY

THE B.R.S.C.C.'s second meeting at Castle Combe last Saturday was if anything better than their excellent Whitsun meeting. As was to be expected, records were sent flying in nearly every class. The most important of these was the new absolute course record set by Chris Summers in the Cooper-Chevrolet of 1 min. 11.2 secs., 93.03 m.p.h.

Tommy Weber in the Equipe Rouge Ford-engined Marcos won the up to 1,000 c.c. G.T. race, the first race of the day, convincingly from Clive Baker's Sprite and Douglas Wilson-Spratt's Sebring Sprite. Weber set a new record of 1 min. 25.6 secs. in this class and crossed the line 15 secs. ahead of the second man. Two more Sebring Sprites took fourth and fifth positions, namely, E. S. Ribeiro and Peter Jackson. All three Sebring Sprites were entered by Jamaica Racing.

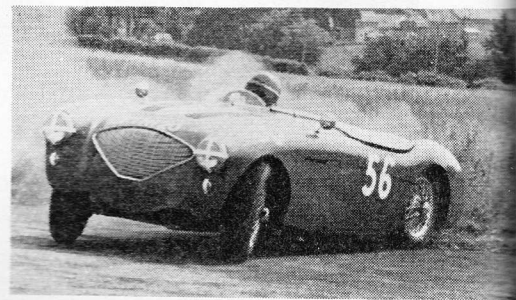
The sports car race lost a lot of its excitement after Tony Kilburn came off when chasing Nick Garbett for first place. At the start Roy Pierpoint (Lotus), from the rear row of the grid, had made a terrific start to lead through Quarry Curve. Roy, however, only managed 1½ laps, as a radius rod came

adrift. He spun and retired. Nick Garbett (Lotus 23) then moved up to first place with Tony Kilburn in second place in his Lotus XI. At half-distance Kilburn came off at Camp Corner, hitting the marshal's point backwards, the car bursting into flames. Kilburn was miraculously uninjured and due to steady work on the part of start line marshal Dennis Southwood the car was not too badly damaged. Mike Pendleton, after an excellent start, brought the Lister home to second place overall behind Garbett's Lotus 23 to win the big car class. J. O. Butt, driving an Elva, won the non-Climax-engined class from P. R. Arnold's Lotus.

Chris Craft (Anglia 1.5) walked away with the saloon car race again. Craft, setting a new record lap of 1 min. 23.4 secs., won from Jim Williams's A40 and H. J. Lee's Jaguar. Lee had chased Craft in the early stages until a spin dropped him back a few places; however, the Jaguar was soon up again and only finished a second and a half behind the second man home. Jim Williams had the up to 1,000 c.c. class more or less to himself, although John Wingfield and Tony Rutt in Cooper-Minis were not far behind. Wingfield eventually retired, after making joint record fastest lap with the A40, suffering from little or no oil pressure when his crankshaft damper broke.

Ken Baker, going like the metaphoric hammers, won the big G.T. race in his E-type Jaguar, setting up a new record several seconds faster than his old record, 1 min. 19.4 secs. Baker had led at the start from Ron Fry's Berlinetta Ferrari and a brace of Elites. He had soon pulled out a good lead over the Ferrari, which was displaced by Mike Johnson's Elite which, although going very well, could do nothing about the E-type. The Ferrari then engaged in battle with the second Elite, the Chesnut car eventually getting by at Tower Corner.

Chris Summers again gave the crowds their money's worth with his handling of the monster Cooper-Chevrolet. Summers led from start to finish and set a new absolute course record of 1 min. 11.2 secs. John Taylor in the Cooper-Ford was left on the grid but came up through the field after a push start to finish behind Summers, but a lap in arrears. Nick Garbett had held second place for some time in his Lotus 23 with Willmott in the Elva in third



TOP: J. Dangerfield's A.C.-Bristol surely over the limit in his attempts to stay ahead of Martin Ryan's Healey 100S.

ABOVE: Dust raiser! M. C. Franklin performs a nonsense with his Austin-Healey 100M.

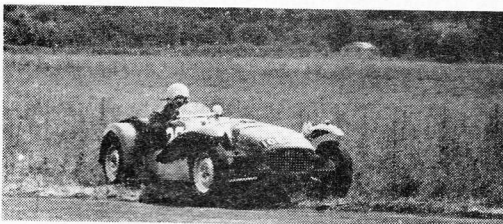
place, but Taylor, driving magnificently, came through to take "second" place on the field, but in actual fact he was, of course, a lap behind.

Results

Grand Touring Cars up to 1,000 c.c.: 1, T. Weber (Marcos G.T.), 75.69 m.p.h.; 2, C. Baker (Austin-Healey Sprite); 3, D. Wilson-Spratt (Austin-Healey Sebring Sprite). **Record Fastest lap:** Weber, 1 m. 25.6 s., 77.38 m.p.h. **Sports-Racing Cars—over 1,500 c.c.:** 1, M. Pendleton (Lister-Jaguar), 81.18 m.p.h.; 2, R. F. G. Wrottesley (Lister-Jaguar). **Fastest lap:** Pendleton, 1 m. 20 s., 82.80 m.p.h. **Up to 1,500 c.c.:** 1, N. Garbett (Lotus-Ford), 84.73 m.p.h.; 2, W. S. Ferguson (Lola-Climax); 3, N. Grier-Rees (Lotus-Climax). **Record Fastest lap:** Garbett, 1 m. 16 s., 87.16 m.p.h. **Up to 1,200 c.c., excluding cars with Coventry Climax engines:** 1, J. O. Butt (Elva-B.M.C.), 77.42 m.p.h.; 2, P. R. Arnold (Lotus-Ford); 3, J. D. A. Bromilow (Lotus-Ford). **Fastest lap:** Arnold, 1 m. 23.2 s., 79.62 m.p.h. **Saloon Cars—over 2,000 c.c.:** H. J. Lee (Jaguar 3.8), 73.95 m.p.h. **Record Fastest lap:** Lee, 1 m. 26.4 s., 76.67 m.p.h. **1,001 c.c. to 2,000 c.c.:** C. Craft (Ford Anglia), 77.84 m.p.h. **Record Fastest lap:** Craft, 1 m. 23.4 s., 79.42 m.p.h. **Up to 1,000 c.c.:** 1, J. J. Williams (Austin A40), 74.04 m.p.h.; 2, A. D. Rutt (Austin-Cooper Mini); 3, M. G. Lacey (Austin Seven). **Record Fastest lap:** Williams and J. Wingfield (Cooper-Mini), 1 m. 27.6 s., 75.62 m.p.h. **Grand Touring Cars—over 2,500 c.c.:** 1, K. Baker (Jaguar "E"-type), 81.10 m.p.h.; 2, R. Fry (Ferrari Berlinetta); 3, M. H. Ryan (Austin-Healey 100S). **Record Fastest lap:** Baker 1 m. 19.4 s., 83.43 m.p.h. **1,001 c.c. to 2,500 c.c.:** 1, M. B. Johnson (Lotus Elite), 80.31 m.p.h.; 2, P. McNally (Lotus Elite); 3, J. Dangerfield (A.C.-Bristol). **Record Fastest lap:** Johnson, 1 m. 21.2 s., 81.58 m.p.h. **Formule Libre Cars:** 1, C. Summers (Cooper-Chevrolet), 91.49 m.p.h.; 2, N. Garbett (Lotus-Ford); 3, E. G. Willmott (Elva-Ford). **Fastest lap:** Summers, 1 m. 11.2 s., 93.03 m.p.h.

BOTTOM: Paddy McNally (Elite) tries to pass Ron Fry's Berlinetta on the outside. He did, too!

BELOW: Harvesting. L. M. Macfarlane goes crop-cutting in his Lotus Super Seven.



METROPOLITANS IN NORFOLK

Huge Entry for the Second London
Motor Club Snetterton Meeting

BY DAVID PRITCHARD

★

LE MANS START: The pack pours under the bridge after the start of the Jack Fairman Trophy Final. Prominent in this picture are J. A. Mortimer's Lotus 11, Neil Dangerfield's TR4 and P. R. Courage's Lotus 7.

OVER 220 entries were received for the second race meeting organized by the London Motor Club, but clerk of the course John Bekaert's team were fully equal to the strain, and the show went off like a burst of machine-gun fire, leaving everyone concerned somewhat breathless. One shudders to think what it would have been like if sundry prangs had not delayed proceedings slightly. (Those involved in the said prangs were left perfectly sound in wind and limb, though some cars looked a trifle second-hand.) One body which did not manage to keep pace with events was Timekeepers Associated and, even in a correction issued long after the meeting closed, the class results for the Bardahl Trophy saloon car race are so garbled as to be not worth while printing. Another unfortunate result of the high pressure prevailing was that, although Barry Simons furnished the commentators with a gigantic hand-out a week before the meeting, they did not get a second in which to refresh their memories from it!



car and Ken Laverton's Turner-Climax. In the 1-litre class the Sprites of M. Garton and J. R. Bryant went extremely well, Bryant getting the decision after much swapping of places.

The next race was Heat 1 of the Jack Fairman Trophy event for saloons and sports car, and Chris Williams ran away with this in his 1½-litre Lotus 23. A good scrap for the places resulted in W. Hill's Lotus XI beating Lord Clydesdale's Lola.

Heat 2 of this event provided David Buxton with a win at the wheel of the Super 100 Elite, a similar car to those which carried off the Thermal Efficiency award at Le Mans. Robin Sturgess managed to get his "E"-type Jaguar away from the very rapid Lotus 7 of Peter Deal after once losing his place to this cheeky little car.

The Bardahl Trophy race for saloons was Anglias all the way after Colin Hextall's Tornado Talisman met trouble. Doc Merfield winning comfortably from R. Cuthbertson in Chris Craft's car and P. Webb in another 1,475 c.c. device. R. C. Glossop in Mike Cave's A40 and Roger Bunting in the Speedwell-tuned A40 went well. W. G. Eades rolled his 3.8 Jaguar at Sear Corner after leading the big cars, and Bill Woodhouse in the Talisman had a very similar accident to that of Allen Gibson in LOV 1 early in the season, though happily with far less disastrous results, when he was apparently crowded on to the grass at Paddock Bend.

The final of the Jack Fairman Trophy had a Le Mans-type start, and Chris Craft was last away in his Anglia after staying to do up his straps. After this he went like a rocket and very nearly caught the Lotus 7 of R. McArthur for sixth place. Robin Sturgess led the opening lap, but was then displaced by John Spender's Lotus XI. On this, the second lap, Peter Deal's engine blew up at the Hairpin and deposited a lot of oil on the track, on which many people had adventures. Three laps later the flag marshals, after much ceremonial tasting, decided that it was in fact oil and hung out the appropriate flag, but by this time most drivers had found this out for themselves. At half distance Chris Williams forced his Lotus 23 to the front to win easily from Spender, and Lord Clydesdale displaced the "E"-type a lap later to finish a secure third.

The final 15-lap Formula Junior event was, on the road, a repeat of the previous week's stirring struggle between

Mike De Udy, Reg Brown and John Mastin, but these three, in common with three others, were penalized one minute for jumping the start, and it was Henry Morrogh who received the Chelsea Trophy after a steady drive during which he was considerably worried by rising temperature (in the engine's coolant, not his own bloodstream). Eddie Fletcher finished 59.8 secs. behind De Udy to be awarded second place by the proverbial whisker. D. Harrison and D. Cuff, both of the Jim Russell School whose drivers provided 14 of the 18 contestants, had a splendid duel which was eventually resolved in favour of Harrison.

Provisional Results

Eight-lap Marque Scratch Race for Non-Super-Charged Sports Cars: 1, J. Rodgers (Ace-Bristol), 83.07 m.p.h.; 2, J. Duncan (Ace-Bristol); 3, K. Laverton (Turner-Climax). **Class A—up to 1,000 c.c.:** 1, J. R. Bryant (A.-H. Sprite), 76.60 m.p.h.; 2, M. Garton (A.-H. Sprite); 3, A. Andrew (A.-H. Sprite). **Class B—1,001-2,000 c.c.:** 1, J. Rodgers (Ace-Bristol), 83.07 m.p.h.; 2, J. Duncan (Ace-Bristol); 3, K. Laverton (Turner-Climax). **Class C—over 2,000 c.c.:** 1, N. Dangerfield (TR4), 78.36 m.p.h.; 2, R. Algate (TR2); 3, D. Jones (TR3A). **Fastest lap:** J. Berry (Lotus Elie), 1 m. 54 s., 85.58 m.p.h.

The Jack Fairman Trophy Race (Heat 1): 1, C. Williams (Lotus 23), 88.50 m.p.h.; 2, W. Hill (Lotus XD); 3, F/O Clydesdale (Lola). **Class A—up to 1,000 c.c.:** 1, T. Millington (Terrier), 78.65 m.p.h.; 2, R. McArthur (Lotus 7); 3, R. C. Glossop (Austin A40). **Class B—1,001-2,000 c.c.:** 1, C. Williams (Lotus 23), 88.50 m.p.h.; 2, W. Hill (Lotus XD); 3, F/O Clydesdale (Lola). **Class C—over 2,000 c.c.:** 1, S. Hill (Warwick), 81 m.p.h.; 2, D. Ham (Aston Martin DB3S); 3, W. Eades (Jaguar 3.8). **Fastest lap:** Williams, 1 m. 48.2 s., 91.16 m.p.h.

The Jack Fairman Trophy Race (Heat 2): 1, D. Buxton (Lotus Elite), 85.64 m.p.h.; 2, R. Sturgess (Jaguar "E"-type); 3, P. Deal (Lotus 7). **Class A—up to 1,000 c.c.:** 1, P. Deal (Lotus 7), 83.24 m.p.h.; 2, R. McArthur (Lotus 7); 3, P. Courage (Lotus 7). **Class B—1,001-2,000 c.c.:** 1, D. Buxton (Lotus Elite), 85.64 m.p.h.; 2, P. Barguss (Lotus XD); 3, J. Bates (Lotus 7). **Class C—over 2,000 c.c.:** 1, R. Sturgess (Jaguar "E"-type), 84.78 m.p.h.; 2, N. Dangerfield (TR4); 3, D. Jones (TR3A). **Fastest lap:** Buxton, 1 m. 51 s., 87.89 m.p.h.

The Bardahl Trophy Saloon Car Race: 1, D. P. Merfield (Anglia), 81.11 m.p.h.; 2, R. Cuthbertson (Anglia); 3, P. Webb (Anglia). **Fastest lap:** Merfield, 1 m. 58.6 s., 82.26 m.p.h.

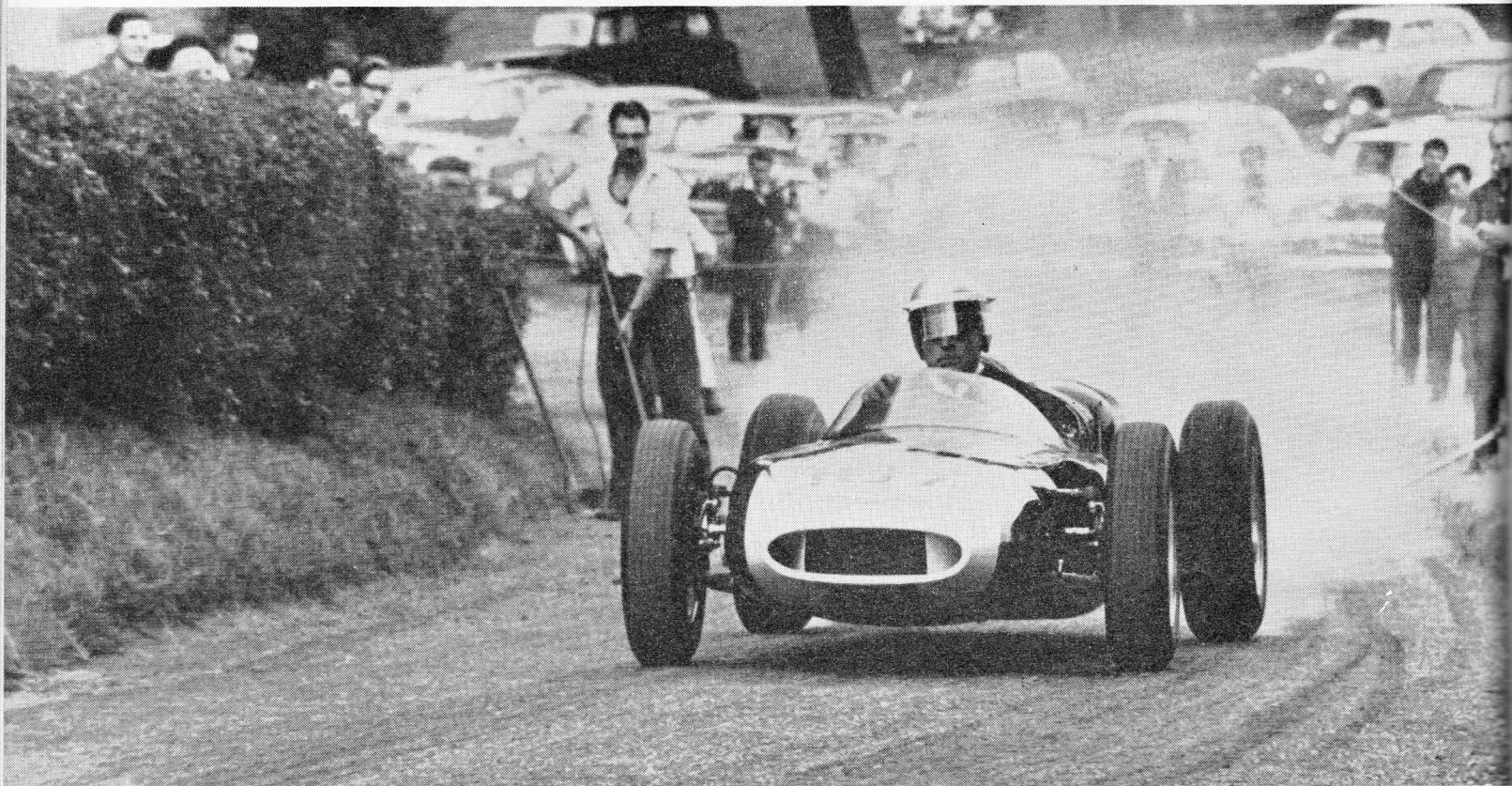
The Jack Fairman Trophy Race (Final): 1, C. Williams (Lotus 23), 86.78 m.p.h.; 2, J. Spender (Lotus XD); 3, F/O Clydesdale (Lola). **Class A—up to 1,000 c.c.:** 1, R. McArthur (Lotus 7), 79.54 m.p.h.; 2, T. Millington (Terrier); 3, M. Garton (A.-H. Sprite). **Class B—1,001-2,000 c.c.:** 1, C. Williams (Lotus 23), 86.78 m.p.h.; 2, J. Spender (Lotus XD); 3, F/O Clydesdale (Lola). **Class C—over 2,000 c.c.:** 1, R. Sturgess (Jaguar "E"-type), 83.89 m.p.h.; 2, N. Dangerfield (TR4); 3, D. Ham (Aston Martin DB3S). **Fastest lap:** W. Hill (Lotus XD), 1 m. 47.4 s., 90.84 m.p.h.

The Chelsea Trophy Race (Formula Junior): 1, H. Morrogh (Lotus 20), 91.81 m.p.h.; 2, D. Fletcher (Lotus 20); 3, M. De Udy (Lotus 22). **Fastest lap:** R. Brown (Lotus 22), 1 m. 41.2 s., 96.40 m.p.h.

Colin Hextall (Tornado Talisman) does his utmost to keep Chris Craft's Anglia out of the picture.

With so many chaps involved, it is impossible in this necessarily brief report to mention more than a few. Some of the driving was good, some less good; let us leave it at that. The successful drivers feature in the results, aided in part by the possession of fast cars.

There were two half-hour blinds in the programme, in each of which roughly half the field qualified, and in the first of which one gentleman eventually succeeded, after many abortive attempts, in rolling his Mini. The first race was an eight-lap Marque race, won handsomely by John Rodgers with his Ace-Bristol, followed by J. Duncan's similar



RECORD DAY AT WESTBROOK HAY

PHOTOGRAPHY BY LYNTON MONEY

ARTHUR OWEN made full use of the power from his 2½-litre Coventry Climax-engined Cooper and made B.T.D. of 22.85 secs., which easily beat the old record of 24.06 secs. held by David Boshier-Jones.

THE superbly organized hill-climb at Westbrook Hay last Saturday, when the Herts County Auto and Aero Club staged their fourth Championship event, brought records tumbling headlong. The class winners in the saloon classes were automatically new record holders, since these cars had not performed there previously, and in five of the remaining seven classes new records were established. The outright record for the hill was bettered no fewer than eight times, in the course of which new figures were established six times. Ian McLaughlin started the ball rolling during the first runs with a time of 23.97 secs. against the previous best of 24.06 secs. by David Boshier-Jones. Then Ray Fielding's B.R.M. lowered this to 23.88 secs. On the second runs, Brian Eccles recorded 23.96 secs., just too late to gain lasting fame, to which Arthur Owen replied with 23.87 secs., to end Fielding's brief reign. During the Championship runs at the end of the programme, Ian McLaughlin came back fighting with 23.71 secs., immediately followed by Brian Eccles with 23.56 secs. On his last run Ray Fielding tried his utmost, took a hundredth off McLaughlin's time, but was still 0.14 sec. outside the new record by Eccles. Then, with the last climb of the day, Arthur Owen pulled out all the stops and achieved the dazzling time of 22.85 secs. with a supreme exhibition of faultless technique.

DAVID PRITCHARD.



ABOVE: Martin Morris corners his ex-Douglas Hull E.R.A. with verve, using all of the little road with his massive machine.

RESULTS

Class Winners (Saloon Cars): G. J. Took (Morris-Cooper), 31.22 s.; A. F. Lefevre (Sunbeam Rapier), 31.40 s. **Sports Cars:** P. Boshier-Jones (Lotus), 25.34 s. (new class record); J. J. Richards (Lotus), 26.47 s.; J. Randles (Cooper-Climax), 24.26 s. (new class record); D. G. Addicott (Lotus-Buick), 25.89 s. (new class record). **Racing Cars:** A. C. Rodgie (Cooper-J.A.P.), 28.28 s.; I. McLaughlin (Cooper-J.A.P. 1100), 23.97 s. (new class record); A. Owen (Cooper-Climax), 23.87 s. **R.A.C. Championship Runs:** 1, A. Owen (Cooper-Climax), 22.85 s. (new hill record); 2, B. Eccles (Cooper-J.A.P. 998 (S)), 23.56 s.; 3, R. Fielding (B.R.M. 2491), 23.70 s.

BRIAN FOLEY SENDS HIS

Report From Eire

RATHMOYLAN HILL-CLIMB

ONLY the disc brakes of his 1½-litre Cooper-Climax can stop Dan McAlister these days, and he is motoring so quickly on the hills that he certainly needs those anchors! The Sexton Trophy holder has now added three more hill-climb records to his score. At the Waterford Motor Club's Rathmoylan Hill-Climb on Sunday, 17th June, Dan set up a new record of 35.7 secs. The record stood to the credit of Brian Bleakley in an 1,100 c.c. Kieft-J.A.P. at 36.3 secs., set up last year. Stan Ryan's best run in the older 1½-litre Cooper was 37 secs. This gave Ryan the Open Handicap from McAlister, with Lingard Goulding third. Goulding's best run on scratch in the push-rod, 1,475 c.c. Lotus-Ford 18 was 37.9 secs. Bertie McElhinney was also very fast at 39.9 secs. in his 1,340 c.c. Lotus-Ford. Capt. John Burke's best run in the 1½-litre sports-racing Gordini was 41.5 secs., exactly the same as his best run last year in the same car.

Jack Fildes (M.G. Midget), Johnny duMoulin (1,340 c.c. Ford Anglia) and Dr. Gar O'Brien (supercharged Herald coupé) were so close that only the thickness of the stop-watch hand separated them. Their times were 43.6, 43.7 and 43.8 secs. respectively. Both duMoulin and O'Brien had to run in the sports car classes, as the R.I.A.C. are now classifying highly modified and/or supercharged saloons as sports cars. Johnny duMoulin has been excluded from the saloon car Sexton for this reason, and the "Flying Doctor" collected no points at Rathmoylan. Gar has decided, however, to remove the blower, as the clutch of his Herald cannot cope with the extra poke.

The organization at Rathmoylan was outstanding, all drivers being offered one practice run and five timed runs. The

A HELPER leaps clear as Dickie Lovell-Butt's special gets away from the start at Ballylanean.



handicapping was particularly good and also came in for very favourable comment. The Waterford Club had hoped to stage a road race meeting at Tramore on 8th July. One narrow section of the proposed course could not be widened this year, but this will be done, and September, 1963, should see motor racing over this highly exciting circuit.

Results

Haven Hotel Cup, B.T.D.: D. McAlister (1,475 Cooper-Climax), 35.7 s. (record). **Sargent Memorial Cup (Open Handicap):** 1, W. S. Ryan (1,475 Cooper-Climax), 35.5 s.; 2, D. McAlister (1,475 Cooper-Climax), 35.7 s.; 3, L. Goulding (1,475 Lotus-Ford), 35.9 s. **850 c.c. Saloons:** 1, R. Barrett (Austin Mini), 45.2 s.; 2, J. Emerson (Morris Mini), 46.6 s.; 3, T. Power (Austin Mini), 46.9 s. **Sports/Specials up to 1,250 c.c.:** 1, J. Fildes (M.G. Midget), 43.6 s.; 2, Dr. M. G. O'Brien (Herald s/c), 43.8 s.; 3, R. Lovell-Butt (L.B.-M.G. s/c), 43.9 s. **Sports/Specials over 1,250 c.c.:** 1, R. McElhinney (1,340 Lotus Seven), 39.9 s.; 2, Capt. J. Burke (1,488 Gordini), 41.5 s.; 3, J. C. duMoulin (1,340 Ford Anglia), 43.7 s. **Racing Cars:** 1, D. McAlister, 35.7 s.; 2, W. S. Ryan, 37.0 s.

CORKSCREW HILL-CLIMB

SEVERAL Irish clubs shroud their affairs in the utmost secrecy and the extracting of entry lists and results, etc., is often a long and painful "cloak and dagger" business. This is a general comment and not intended as a direct hit at the Limerick Motor Club, who have not yet issued official results of their Corkscrew Hill-Climb, which was held on Sunday, 24th June. I did hear that Dan McAlister broke Hector Graham's 1958 record of 61.4 secs., set up with a 1,250 c.c. Cooper-J.A.P. The new record is now 56.6 secs. Stan Ryan was second fastest at 59.8 secs. Tom Burke won the Open Handicap in a Volkswagen.

BALLYLANEEN HILL-CLIMB

THE hill-climb circus returned to Co. Waterford on 1st July for the Carrick-on-Suir Motor Club's Ballylanean Hill-Climb. This was another well-run event, with drivers having four runs apiece. Dan McAlister lowered his 1961 record of 41.9 secs. to an even 39 secs. Stan Ryan was 0.9 sec. slower, but this was sufficient to give him the Open Handicap, and a class handicap win. A protest was lodged about the cubic

THROUGH THE ESSES at the Ballylanean hill-climb goes Bertie McElhinney's class-winning Lotus Super Seven.

capacity of Dickie Barrett's potent Austin Seven. The car was stripped, but Barrett's c.c.s did not exceed 848, so he won the 850 c.c. saloon class.

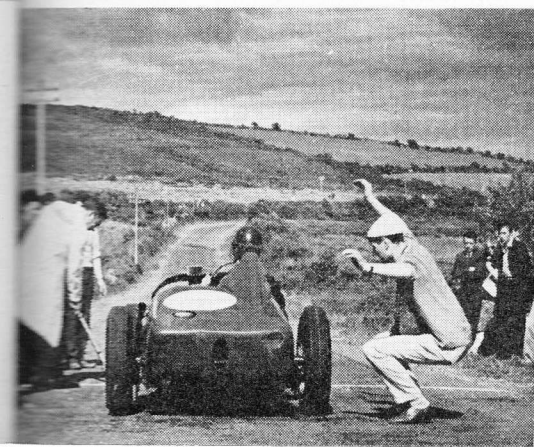
Results

Moloney Cup, B.T.D.: D. McAlister (1,475 Cooper-Climax), 39 s. (record). **850 c.c. Saloons:** 1, R. Barrett (Austin Seven), 49.8 s.; 2, J. Emerson (Morris Mini), 53.2 s.; 3, T. Power (Austin Seven), 54.1 s. **850-1,200 c.c. Saloons:** 1, M. Ivis (Austin-Cooper), 49.3 s.; 2, J. Hayes (Austin-Cooper), 50.2 s.; 3, Dr. M. G. O'Brien (Herald Coupé), 51.0 s. **Saloon Handicap:** 1, J. Hayes (Austin-Cooper), 38.2 s.; 2, J. Coyle (Austin Seven), 39.2 s.; 3, R. Rhodes (Austin-Cooper), 39.4 s. **Sports Cars, 1,000 c.c.:** 1, J. Cooney (Sprite), 48.5 s.; 2, J. Fildes (Midget), 50.0 s.; 3, E. Williams (Sprite), 52.2 s. **Sports Cars over 1,000 c.c.:** 1, R. McElhinney (1,340 Lotus Seven), 44.9 s.; 2, Capt. J. Burke (1,488 Gordini), 45.9 s. **Racing Cars and Specials:** 1, D. McAlister (1,475 Cooper-Climax), 39.0 s.; 2, W. S. Ryan (1,475 Cooper-Climax), 39.9 s. **Sports/Racing/Specials Handicap:** 1, W. S. Ryan, 37.9 s.; 2, D. McAlister, 39 s.; 3, A. W. O'Connell (2,188 Austin-M.G. Spl.), 39.0 s. **Open Handicap:** 1, W. S. Ryan, 37.9 s.; 2, J. Hayes, 38.2 s.; 3, D. McAlister and A. W. O'Connell, 39.0 s. (tie).

PHOENIX PARK AND DUNBOYNE

THE Phoenix Park meeting will be held on 14th July. To date, and within 10 days of this meeting, I have received absolutely nothing from the Irish Motor Racing Club as regards entry lists, etc. Several drivers do not even know exactly what circuit is being used, as the regulations did not contain a map or even a rough sketch of the circuit being used this year. The new section actually runs through last year's paddock, and has some weird cambers, as well as being on the narrow side.

Lap speeds at Dunboyne may be higher on 28th July, due to extensive alterations, resurfacing, and widening at the railway bridge near Sheaf Of Wheat hairpin. Motor Enthusiasts' Club have definitely got a circuit for racing in September. This circuit is near Rathdrum in Co. Wicklow but is only 0.9 mile long. It will be an invitation meeting only, for cars and motor-cycles. It is not yet decided what type of cars will be allowed to run on this short, short circuit.



Club News

By MICHAEL DURNIN

THE Seven-Fifty Motor Club and the Chester Motor Club are holding a co-promoted race meeting for sports, saloon, 750 and 1172 Formulae, Formula Junior (front- and rear-engined classes) and Monoposto Register cars at Oulton Park on 25th August. The regulations are available from Lionel G. Hockney, 23 Meadway Close, Sale, Cheshire and clubs invited are Aintree Circuit C., Club Lotus, Border M.R.C., Sunbac, Jaguar D.C., B.R.S.C.C., M.C.C., Lancs and Cheshire C.C., B.A.R.C. and M.G.C.C. The closing date for entries is 5th August. Front-engined Formula Junior cars are catered for at this meeting so owners of such devices should take advantage of this. If sufficient entries are received, a separate race for them will be arranged and if not they will run as a class with their rear-engined brethren. . . . On 15th September the annual Brighton Speed Trials will be held, organized by the Brighton and Hove Motor Club. It is a National event and there are classes for racing cars, sports cars, marque sports cars, saloon cars, lady driven sports cars, supercharged sports cars, sports-racing cars and racing cars while there is also the customary Bentley Invitation class. A separate award will be made to the best Dragster, providing that it is faster than any other car entered. Particulars may be obtained from the Speed Trials Organizing Committee, B.H.M.C., 296-298 Madeira Drive Arches, Brighton, 7.

GOVERNMENT CONTROL OF RALLIES

New Law will be Introduced

MR. JOHN HAY, Parliamentary Secretary to the Minister of Transport, announced that the Government has decided in principle that it is necessary to control motor sport on the public highway.

Mr. Hay was speaking on 3rd July in the Committee Stage of the Road Traffic Bill now before Parliament. He made his announcement when an amendment to the Bill was moved by Mr. R. W. Elliot.

This amendment, which was backed by a number of M.P.s, would have given the Minister of Transport power to make regulations for the purpose of authorizing rallies and trials, etc., on the highway.

The amendment was withdrawn after Mr. Hay had promised that the Government would itself put forward an amendment with a similar objective when the Road Traffic Bill reaches the Report Stage later this month.

THE R.A.C. Trials Championship has been put off until March, due to the long-standing complaint as to the difficulty of taking part in this event so near Christmas. Qualification for this event will be determined on the basis of performances in the 1962 trials and, apart from the change of date, regulations will remain unchanged.

WHEN A TEST IS NOT A TEST!

Extract from R.A.C. Motor Sport Bulletin

"SOME organizers appear to be in doubt as to the correct way in which to interpret the regulations that the course for a driving test shall not exceed 200 yards. The 200 yards stipulated applies to the length of the road on which the test is conducted and not the actual distance covered by the car when taking part in the test.

"The object of this requirement is of course to ensure that cars do not attain unreasonably high speeds in such tests as because of this limitation a car must make a radical change of direction every 200 yards.

"In certain circumstances the R.A.C. will permit a course of over 200 yards in length to be used provided that the competing car never travels more than 200 yards without having to halt and change direction by reversing for at least a car's length or, if already in reverse, travelling forwards for a car's length."

R.A.C. COMPETITIONS COMMITTEE

AS Messrs. Bateman, Cooper, Stuart and Taylor were not eligible for reappointment to the 1963 R.A.C. Competitions Committee, because of a rule permitting only five years' continuous service, their places have been taken by Tony Brooks, G. B. Corser, Denis Flather and Dr. L. Jamieson.

FREDERICK LLOYD was third in the over 500 c.c. racing car class at Wiscombe on Whit Monday with a time of 47.96 secs., not R. Hartwell (48.22 secs.) as we stated in our report.

DUSTY AUTOCROSS

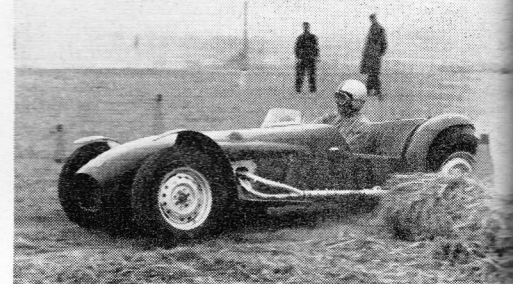
AMIDST glorious Sussex farmland and on a day of fair weather, the South-Eastern Centre of the B.A.R.C. held their annual autocross on 1st July. This year the event counted towards the B.T. & R.D.A. award and as a result 13 eligible competitors turned up to make a magnificent total entry of 72.

This year the autocross was in complete contrast to last year and the ground was very hard and extremely dusty but reasonably smooth. All day long a perpetual cloud of dust hung over the field on Priesthawes Farm, near Polegate, and as the commentator remarked: "Eastbourne will probably need a complete 'Spring Clean'".

Practising took place in the morning and there was promise of some pretty rapid times being turned in during the afternoon. As always there were classes for saloon cars—normal tyres, all-weather tyres, rear-engined and front-wheel drive—sports cars and Jeeps, Land-Rovers, etc. On the whole most drivers put up faster times on their second runs and in Class A G. S. Snow improved his time by over two seconds in his very rapid Austin A40 to make the best time in the class with a run in 71.12 secs. Alistair Crawford was by no means slow in his Rapier but had to give Snow just over two seconds. Jerry Faure-Field went deceptively fast in his 3.4 Jaguar to make the best time in Class B despite the brave efforts of Bill Paul in his Zephyr. The Jaguar somehow seemed slower than the

Coming Attractions

- 14th July. Aston Martin O.C. Race Meeting, Silverstone, near Towcester, Northants. Starts noon.
Mid-Cheshire M.C. Race Meeting, Oulton Park, near Tarporley, Cheshire.
Irish M.R.C. National Race Meeting, Phoenix Park.
B.A.R.C. Festival of Motoring. Driving Tests and Concours d'Elégance, Goodwood, near Chichester, Sussex.
14th-15th July. Thames Estuary A.C. South-end 300 Rally. Starts London, Southend and Colchester at 8 p.m.
Chess Valley M.C. Three Counties Rally. Starts Deep Mill Service Station, near Great Missenden, Bucks (M.R. 159/912993) at 11 p.m.
15th July. Solitude Grand Prix, Germany (F1, F.J.).
Auvergne Mountain Race, Clermont-Ferrand, France (G.T., F.J.).
Snetterton M.R.C. World Cup Race Meeting, Snetterton, near Thetford, Norfolk, 2 p.m.
Bugatti O.C. Hill-Climb, Prescott, near Cheltenham, Glos. Starts 11 a.m.
B.A.R.C. (Yorks) Drag Sprint, Church Fen-ton R.A.F. Station, near Tadcaster, Yorks. Starts 2 p.m.
West Essex C.C. Sprint, Debden Airfield, near Saffron Walden, Essex. Starts 2 p.m.
West Hants and Dorset C.C. Autocross, Abbots Court Farm, near Winterbourne Kingston, Dorset (M.R. 178/869979). Starts 2.30 p.m.
Shenstone and D.M.C. Driving Tests, near Lichfield, Staffs. Starts 11 a.m.
21st July. R.A.C. British Grand Prix, Aintree, near Liverpool, Lancs (F1, T.). Starts 12.30 p.m.
V.S.C.C. Race Meeting, Silverstone, near Towcester, Northants. Starts 12.30 p.m.
Severn Valley M.C. Hill-Climb, Loton Park, near Shrewsbury, Shropshire. Starts 2.30 p.m.
21st-22nd July. Midland A.C. Inter-Club Hill-Climb, Shelsley Walsh, near Worcester.
22nd July. B.R.S.C.C. Race Meeting, Brands Hatch, near Farningham, Kent. Starts 12.30 p.m.
Mid-Cheshire M.C., R.A.F. Wiltslow, B.R.S.C.C. (N.W. Centre) and North Staffs C.C. Sprint, Wiltslow R.A.F. Station, Cheshire.
26th July. Jersey M.C. and L.C.C. Hill-Climb, Bouley Bay, Jersey.



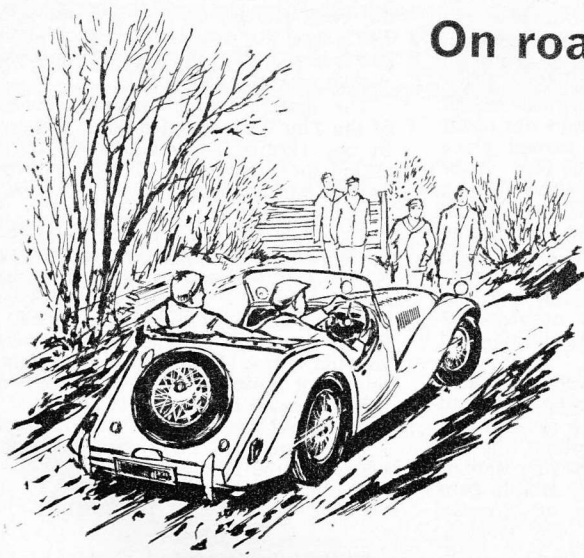
J. H. Parkin in his Lotus Cannonball "shooting" the chicane.

Zephyr but that was probably because it was very steady and neat to record a time of 77.15 secs. which is very good for such a big car. W. C. Payne had his very rapid supercharged Austin A60 in this class but went very much faster in Class D with all-weather tyres fitted and, in fact, he beat Andrew Wadman's Consul by nearly 2½ secs.

Class E saw a superb drive by Horace Appleby in his Lotus Seven when on his second run he improved his first time by no fewer than four seconds to give him fastest time in the class. Ken Piper went very rapidly in his Messerschmitt and it sounded just like an angry wasp as it buzzed round to record 70.37 secs. R. Leeson had a very smart TR4 to "demonstrate" in Class F and it went very well but was in fact slower than the Messerschmitt in the previous class!

(Continued on page 62)

On road or track ...

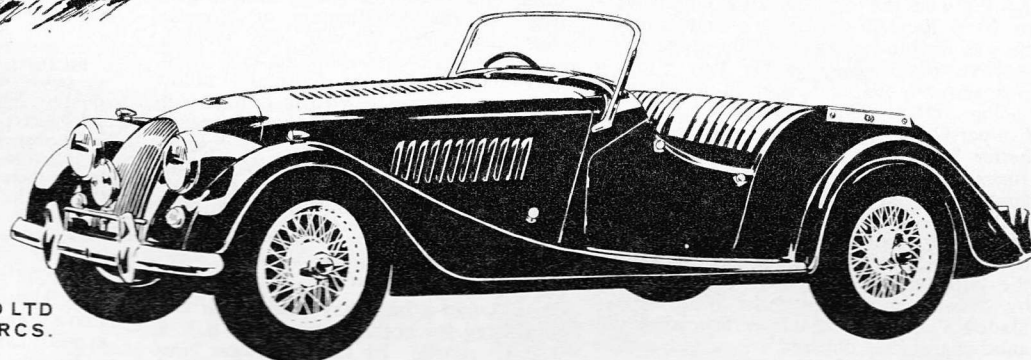


Morgan



means memorable motoring

The Enthusiast will find the Morgan Plus 4 a true sports car. A car of individual character, phenomenal road holding and handling qualities. It is fitted with a 100 b.h.p. engine and Girling Disc Brakes, and is capable of speeds in excess of 105 m.p.h. The Morgan Plus 4 is the present example of a long line of successful sports cars. For those requiring extra performance, the Morgan Plus 4 is available with Super Sports engine where speeds over 115 m.p.h. are obtainable



THE MORGAN MOTOR CO LTD
MALVERN LINK · WORCS.

London Distributor: Messrs. Basil Roy Ltd. 161 Great Portland Street, London W.1.

ROBERT BODLE LTD.

DORCHESTER SERVICE STATION

ROBERT BODLE (BANBURY) LTD.

Dorchester-on-Thames
Oxfordshire

57/58 Parsons Street
Banbury

Tel: WARBOROUGH 285/353

Tel: BANBURY 3472

122 S B 16



122 S B 18

RALLY PROVED CONVERSIONS

**SUPER SPORTS
CONVERSION**

£54 - 10

Included in kit:
Special gas flowed
cylinder head

Modified inlet
manifold and
valve springs,
etc., etc.

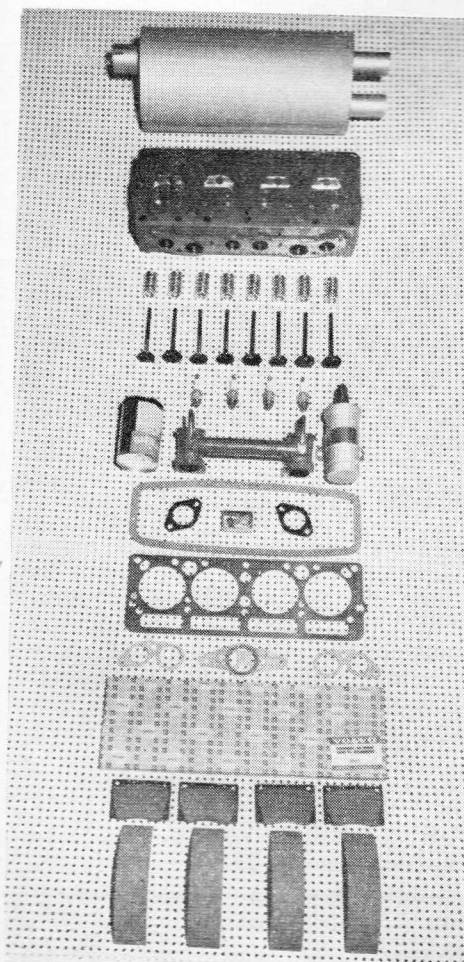
**SUPER SPORTS
CONVERSION**

£59 - 10

MANGOLETSI STOCKISTS

READ JOHN BOLSTER'S REPORT ON PAGES 54 AND 55

VOLVO DISTRIBUTORS—OXON AND BUCKS



SUNBAC

RAGLEY PARK HILL-CLIMB

THE third Sunbac hill-climb of the season, held recently at Ragley Park, saw an exceptionally fine morning deteriorate into an overcast and heavy, but fortunately dry, afternoon. Inevitably at Ragley, the entry was over-subscribed, the racing classes being heavily supported and Ian McLaughlin, with his Mk. XI Cooper-J.A.P., who was seen to be experimenting temporarily with twin rear wheels a la Ken Wharton during practice, returned B.T.D. for the third meeting in succession with a run in 23.31 secs., a time which was comfortably inside his own hill record. Brian Eccles (blown Mk. XI Cooper-J.A.P.) won the class, having got down to 23.65 secs. in practice, a feat which he was unable to repeat during the competitive runs, although his first climb was virtually unchallenged in the large racing class. Doug Haigh's blown Cooper-Nor-J.A.P. being unable to better 24.83 secs. for third place. Fred Jones's Mk. XI Cooper-J.A.P., out among the really heavy metal for the first time since its conversion to J.A.P. twin form, went slightly grass-cutting, as did the blown Djinn of Gordon March, the latter halting the event temporarily by dislodging soil onto the hill, while Slade's G.N.-J.A.P. Shelsley Special had another troubled day and was withdrawn.

However, the greatest excitement of the day came on this occasion from the small saloons, the presence of a variety of the better-known Group 2 Minis promising keen competition, particularly since the honours were being fought out between cars prepared by different stables. Some indication of things to come was given by J. B. Smith, who broke the crank of his Austin Seven in practice, to reappear with another car during the afternoon. John Fitzpatrick, with his Broad-tuned Austin Seven, lowered the class record to 31.89 secs. on his first excursion, while Rob Ordway's Arden Mini-Minor did 32.44 secs. and Keith Howells's Downton Mini clocked 32.77 secs., closely pursued by Miss Jan Hatton who, with her very quick ex-Ralph Broad Austin Seven, was fourth at this stage of the proceedings. On his second run Fitzpatrick lowered the record for a second time, to take the class with 31.77 secs., and, under

this pressure, one or two competitors (though not those that featured in the awards) indulged in some frantic on-the-spot lightening that was not strictly in accordance with Appendix J! Unfortunately Keith Howells's critical second run was untimed, but he went out again to do 32.13 secs., taking second place from Ordway, who did 32.26 secs., while Miss Hatton got down to 32.58 secs., a remarkably fine performance which might indicate the desirability of making the ladies' award at Ragley on the basis of a percentage of the class winner's time; John Moroney, who had been fifth in this large class, made nonsense of a gearchange on his second run and eliminated himself thereby.

The next larger class went to Harry Shelton's exceptionally rorty left-hand drive Rapier in 31.05 secs., not without a challenge from G. C. Collins, who got down to 31.91 secs. with his Rapier, while the unlimited class, which consisted of the 3.8 Jaguars of Norman Hunt and Gerry Flewitt, was amalgamated with the corresponding G.T. class, in which class-winner Norman Ludlow ("E"-type Jaguar) had little difficulty in returning 27.29 secs., exactly one second faster than place-winner G. Smith's similar car. In the smaller category, the presence of Tom Cunane's A.C. Ace-Ford left the issue in little doubt and,

indeed, his run of 27.34 secs. clinched the class, R. Rose's Lotus Elite doing 28.67 secs. for second place, and being harried at that by the immaculate Alpine of Bill Nicholson.

The sports-racing class saw a renewal of the Tim Cash (Terrier-Ford) and John Barnes (Lotus 7-B.M.C.) duel, Barnes taking the honours in 27.19 secs., while finally Austen May, with 24.41 secs., found literally no opposition to his Lotus 18 in the small racing class; R. J. Campbell broke the gearbox of his Kieft-J.A.P. and retired, while the transmission of W. D. Adams's Mk. IX Cooper-Norton caused a good deal of frantic activity in the paddock, and Keeling's F.J. Lola sounded unhappy but went quickly enough to get into third place with 27.93 secs., behind J. D. Macartney-Filgate's Mk. VI Cooper-J.A.P., which did 27.14 secs. for second place and the Novice award.

HOWARD BILEY.

Results

B.T.D.: I. B. McLaughlin (Cooper-J.A.P.), 23.31 s. **Ladies' Award:** Mrs. J. Lambert (Jaguar "E"), 28.31 s. **Novice Award:** J. D. M. Filgate (Cooper-J.A.P.), 27.14 s. **Junior H.C.C.:** T. Cash (Terrier), 27.34 s. **Class Awards:** J. Fitzpatrick (Austin Seven), 31.77; T. G. Cunane (A.C. Ace-Ford), 27.34 s.; N. Ludlow (Jaguar "E"), 27.29 s.; J. Barnes (Lotus 7-B.M.C.), 27.19 s.; C. A. N. May (Lotus 18), 24.41 s.; B. Eccles (Cooper-J.A.P.), 23.49 s.

Autocross—continued

Class G had a big entry with six drivers competing for points towards the B.T. & R.D.A. award. In fact, the best time went to J. H. Parkin in his Lotus Cannonball but he is not competing for the award. This car is a fantastic machine with four-wheel drive and a Ford Classic engine, and it really went, as its name suggests, to record a time of 66.50 secs. Mrs. Parkin also drove this car and she has never yet been beaten by another lady driver—not surprising! F. B. E. Pryor made the fastest time of the day when on his second run he went out to make an extremely neat performance in his rear-engined, TR3-powered Iris Mk. 3 to record 64 secs. Pryor is also eligible for the B.T. & R.D.A. award.

Class I had the biggest entry with a good selection of Minis, VWs, DKWs, Porsche and Fiat. In fact, a very interesting battle arose in this class between Ken Piper in his very busy DKW Junior, A. G. Denman in his Cooper-Mini and L. Manifold in his VW. The honours eventually went to Denman with

a terrific run in 67.62 secs. but there was only about two seconds between the three drivers and each in a completely different type of car.

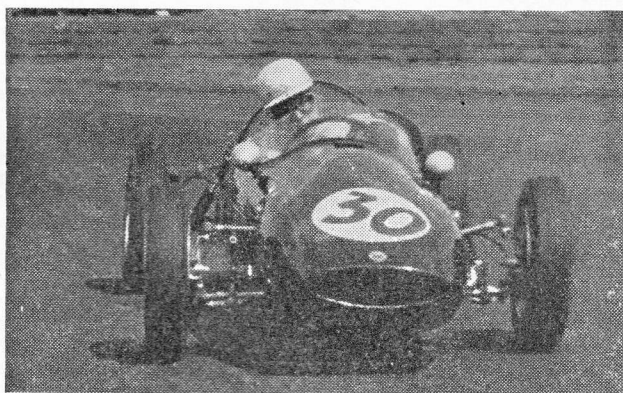
Finally we saw a display by Alistair Crawford on just how a Land-Rover can go and, of course, he made by far the best time against a Jeep and two other Land-Rovers with a very good run of 77.66 secs.

So ended a very excellent day's sport with no dangerous moments except perhaps the one or two competitors who insisted on coming round the turn just before the timekeeper's caravan practically sideways and threatening to take the 'van with them. All very nerve-racking but quite safe really.

T. W. WALTON.

Provisional Results

B.T.D.: F. B. E. Pryor (Iris Mk. 3), 64 s. **Best Performance by B.T. & R.D.A. Competitor:** F. B. E. Pryor. **Best Times in Classes:** G. S. Snow (Austin A40), 71.12 s.; J. A. Faure-Filgate (Jaguar 3.4), 77.15 s.; W. C. Payne (Austin A60 s/c), 75.13 s.; H. A. Appleby (Lotus), 67.94 s.; R. Leeson (TR4), 71.74 s.; J. H. Parkin (Lotus Cannonball), 66.50 s.; A. G. Denman (Cooper-Mini), 67.62 s.; T. A. Crawford (Land-Rover), 77.66 s.



(Photo by Autosport)

This could be you . . .

We are looking for drivers who—in spite of inexperience—show an outstanding latent ability capable of further development. Our method of training and selection enables you to establish for yourself your race driving potential by comparing progress and lap times with other trainees. Only by a continual influx of new and untried driver material can we hope to find one or two of the calibre we are seeking. For an immediate trial write or telephone:

MOTOR RACING STABLES LIMITED
Finnere Circuit, Nr. Buckingham, Bucks.
Telephone: Finnere 295.

CORRESPONDENCE

G.T. Cars for the Family Man

REGARDING Mr. Frank Ambler's letters to you referring to his search for a three-seat Gran Turismo car; I doubt if he could do better than his present 3.8-litre Jaguar, bearing in mind a maximum price of around £2,000.

Knowing Mr. Ambler well, I am quite certain that he would not settle for less performance than his 3.8, and with all the suspension, and other, modifications that he has done to his car, it is almost G.T. now.

Indeed, some people are hard to satisfy!

BINGLEY, YORKS.

BRIAN HEWITT.

"Greatness"

I FEEL that it would be doing a public service to criticise the untimely letter of Alastair MacMillan, which appeared in AUTOSPORT, 6th July.

The theme which pervaded the article seemed to be directed to rationalising a case for Phil Hill, at the expense of Stirling Moss, as to who is the world's greatest racing driver.

As a purist, I cannot state strongly enough that the word "greatest" is inappropriate when applied to a racing driver, unless one defines the individual in nebulous terms such as "skilful", "tenacious", "enterprising" or "enthusiastic".

The fallacy which is frequently expressed lies in the fact that the World Championship is regarded by some as the yardstick of greatness. Obviously, one must have travelled far in the realms of motor racing to achieve this honour, and one salutes the holder as a driver of very high calibre.

However, when thinking of the "greatest" racing driver, I personally think of the individual whose niche in motor racing has been carved by a many faceted approach to the sport, embracing the individual's successes, his ability to accept defeat, his contribution to motoring publications, his recommendations to road and track safety, and his willingness to make sacrifices in fulfilling the role of a public figure.

It is easy to criticise and to forget. I would never dream of denigrating the accomplishments of Phil Hill, but I am happy to have lived in, and been interested in, the Moss era of motor racing.

The ancient writing of St. Matthew "A prophet is not without honour, save in his own country" is readily applicable to racing drivers, and perhaps if some of AUTOSPORT's contributors had minds sufficiently elastic to appreciate the adage, one would read fewer articles in the vein adopted by Mr. Alastair MacMillan.

TIDWORTH, HANTS.

T. W. BROWN.

WITH reference to Mr. A. MacMillan's letter in AUTOSPORT, on 6th July, I feel something must definitely be said about it.

Firstly, Mr. MacMillan mentions that Stirling Moss is almost unbeatable if his car holds in one piece. Then, in the next line, he contradicts himself by saying that Moss has won more races than any other present-day driver, which only goes to show that his cars must have lasted long enough to give him this title.

He goes on to say that Moss has rarely shown his ability to make his machines last, but he proved last season at Monaco and Nürburgring how reliable his old four-cylinder Lotus was, not to mention the greatness and skill of Moss himself, who could alone have beaten the Ferraris then. I doubt if Phil Hill had been in Moss's place that he would have been able to defeat the much faster Italian cars, despite his experience.

Mr. MacMillan seems to think that "win or nothing", as he puts it, refers particularly to Moss, but, surely, the object of The Sport is to try to win and not hold back. If everyone held back in defence of their cars there would be some very slow motor racing.

In my opinion Stirling Moss is the greatest driver in the world today and there is no other driver in a position to deprive him of this place.

WHITLEY BAY, NORTHUMBERLAND.

M. WILLIAMS.

Driving Tests

As a competitor in Driving Tests, I was pleased to see the amount of space you devoted to this sport in the 29th June AUTOSPORT.

I agree with Ian Mantle, as far as "Everything to Count" in an event qualifying for the B.T.R.D.A. Championship.

I certainly have no objections to having two runs per test, as I usually get twice as many runs for my money, but I prefer it when each and every time counts, not just the fastest.

As a carrier of a 5 per cent. handicap in the aforementioned Championship, my fate, as far as results are concerned, seems to be with the "Clerk of the Course".

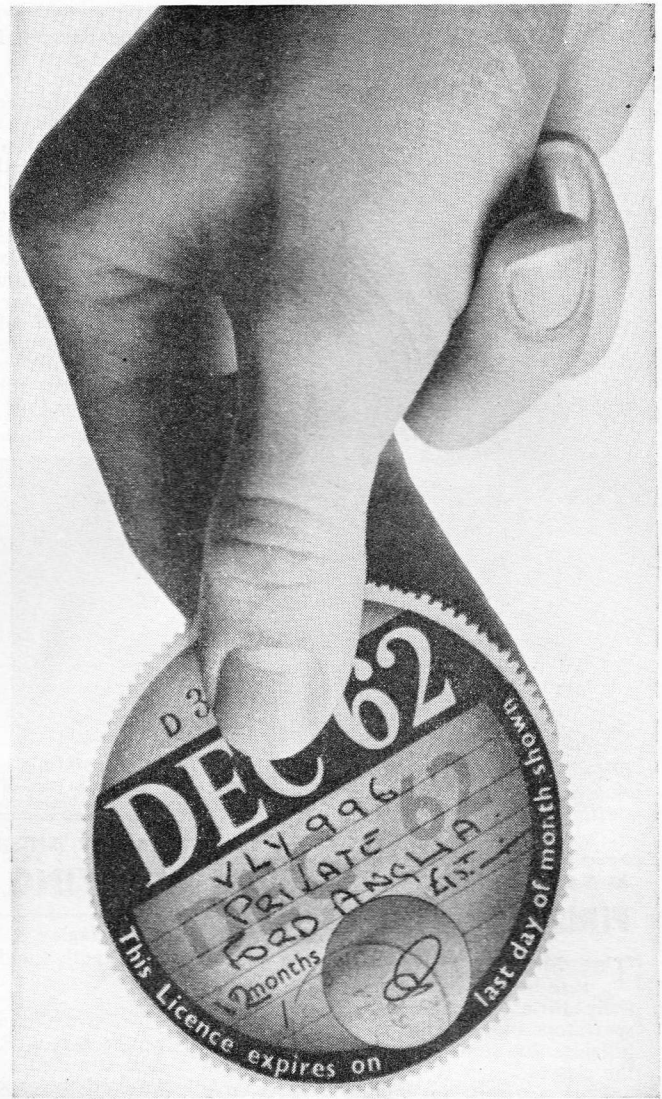
The more pylons to be encircled the better, although I must confess I was actually giddy at the completion of one test at the London/Circle Star Driving Tests.

Here's hoping for a 2½ per cent. handicap next year, or enough specials to form a class of our own!

STOCK WOOD, NEAR REDDITCH, WORCS.

MAC HAZLEWOOD.

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



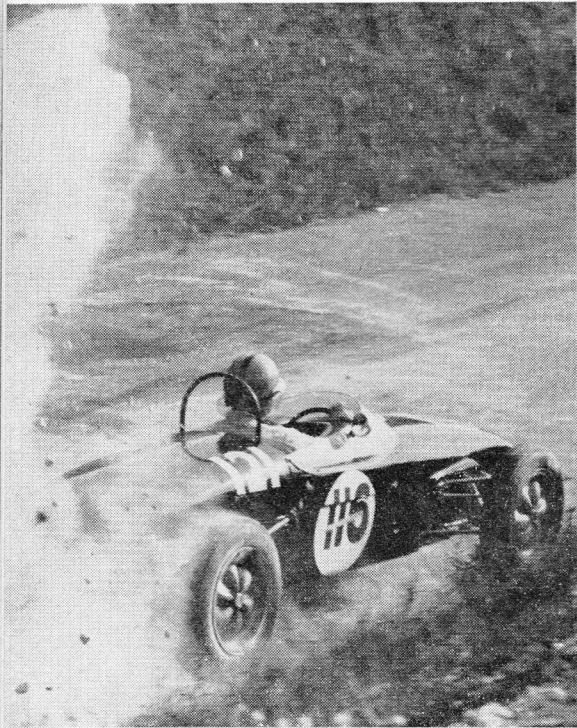
THIS IS YOUR LICENCE TO PROSPECT FOR PETROLEUM

It costs you £15.0.0 a year, so use it wisely. The right petrol is a form of insurance — insurance against unnecessary wear and repairs. For this reason you'll want a fuel that is clean-burning. You'll also want one that brings an engine to life instantly. In short you'll want Super National. It has all the advantages of a modern petrol backed by all the resources of a go-ahead research organisation. Start prospecting at the Mercury sign.

AT NATIONAL BENZOLE
WE UNDERSTAND
YOUR CAR & YOUR
MOTORING NEEDS



M89



Bill Heathcote made B.T.D. but he clouted the bank above the finish line, shifting a large part of the South Downs in the process!

M.G.C.C.

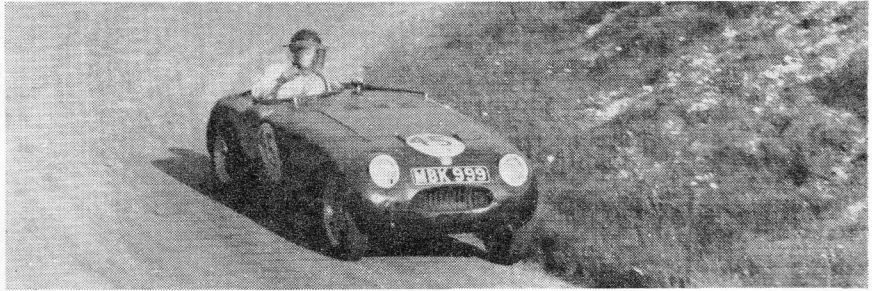
FIRLE HILL-CLIMB

THE M.G.C.C. South Eastern Centre were blessed with perfect weather for their Firle hill-climb on Sunday, and spectators basking on the sun-drenched hillsides saw some very close times in all the classes.

Peter Garrott, in Boothby's VX4/90, took the first class for improved touring cars very closely from the Volvo of Hazlem. Clover's first run of 37.41 secs. in his 1.5 looked fast, but he clipped a bollard on the inside of the first bend. Class 5 for special touring and grand touring up to 1,000 c.c. was won by V. H. Allen, in his very fast Fairthorpe, in 30.17 secs., after a terrific tussle, from P. R. G. Cole (Peregine) in 30.45 secs. M. O'Brien's Morris was slow and aided by fantastic axle tramp! On the second runs I. Clement's Austin 7 hit the bank above the finish and nearly rolled over. This bank above the finish line claimed a number of people during the day!

The Special Touring and G.T. cars, 1,301 c.c.-1,600 c.c. class, of course, brought out the bigger M.G.s. N. Lefton with the ex-Tomei Twin-Cam twice cracked the class record, which was set up in May this year. M. C. Holt, in his M.G.A, smote the bank at the top on his second run.

Sports-racing cars up to 1,300 c.c. saw a new class record again. G. Miller, with a very Lotus 23-looking Terrier, fairly rocketed up the hill. The larger sports-racing car class had a non-runner in the form of John Wilk's Omega, which, unfortunately, had an argument with the bank in practice. The car was damaged but John suffered only from a knee injury.



Geoff Coles (supercharged J4 M.G.) again claimed "this is my last meeting"—but we've heard that before!

HAGLEY AND D.L.C.C. DRIVING TESTS

THE Hagley & District Light Car Club recently held their annual restricted driving test meeting at the Vono Works, Tipton.

The event is a qualifying competition for the B.T. & R.D.A. Silver Star and as such attracted a good entry, the driving standard being very high over all 12 tests. Two tests were run simultaneously on adjacent areas, but for the final two tests.

Right from the start a keen battle developed in the open car class, between Frank Livingston, in his new M.G. Midget, Dick Squire (Sprite Mk. II) and Malcolm Hazlewood (M.H.S. Special), who had to overcome a 5 per cent. handicap.

These sports cars were consistently quicker than the Mini-Minors which dominated the saloon class, with Len Gibson and Ian Mantle struggling for the lead, Gibson slowly drew ahead of Mantle's Cooper to finish the day some

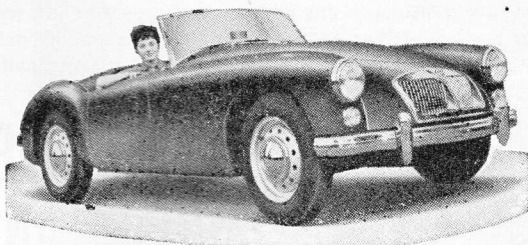
seven seconds up with Harry Livingston slipping quietly into third place.

Returning to the sports cars, Livingston and Squire were almost level with one test to go, calling for some high speed work between garages. It looked for a moment as though Livingston would record an exceptional time as he stormed through the test, but the still stiff gearbox of his new car refused to co-operate. His time was still good, but Squire, his eyes set on outright victory, did not miss his chance, beating the M.G. by some two seconds and leaving himself the winner of the Harvey Cup by 1.9 seconds.

Malcolm Hazlewood was third, failing to overcome his handicap by only 3.3 seconds, and Doc Townsend drove consistently to take a second class award with his Sprite.

Nick Grazebrook provided another consistent performance to win the novices' award, and the team prize went to the Hagley "D" Team of Hazlewood and the Livingston brothers. The meeting ran smoothly and the varied tests were popular with competitors.

Results
B.T.D.: W. G. Heathcote (Lotus), 25.40 s.
Best Lady Driver: Mrs. W. Hamblin (Lotus), 27.68 s.
Class Winners: P. Garrott (Vauxhall), 35.01 s.; D. Baker (Jaguar), 30.78 s.; J. H. Allan (Fairthorpe), 30.17 s.; B. V. White (Midget-Climax), 31.25 s.; N. Lefton (M.G. Twin-Cam), 29.49 s.; J. R. Trace (Elva s/c), 29.10 s.; G. Miller (Terrier), 27.18 s.; J. R. M. Boothby (Jaguar D), 27.96 s.; W. G. Heathcote (Lotus), 25.63 s.; W. G. Heathcote (Lotus), 25.40 s.; F. Jones (Lola), 27.14 s.; W. S. Camp (Cooper), 25.70 s.



MORE POWER TO YOUR SAFETY — SEE THE IMPROVED, NEW LOOK

M.G.A 1600 Mk. II at UNIVERSITY

SOLE LONDON M.G. DISTRIBUTORS

With new 1,622 c.c. engine, developing 90 b.h.p. at 5,500 r.p.m. and higher rear axle ratio, the M.G.A 1600 Mk. II gives increased high-speed performance with all-round adherence to M.G. safety standards. Handsome re-designed radiator grille. Open and coupe models. £913 INCLUDING P.T.

You are invited to enjoy a demonstration of the M.G.A 1600 Mk. II by

UNIVERSITY MOTORS LTD.

Stratton House, 80 Piccadilly, W.1 ★ GROsvenor 4141

who will pay best possible exchange price for your present car—whatever age or make—and gladly arrange hire purchase.



ANOTHER SUCCESS !!

The CITROEN ID19

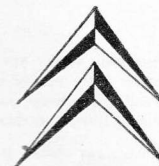
with the

CONNAUGHT (Twin Carburetters) CONVERSION



John Bolster says (Autosport, July 6)

... This sort of performance is enough to render the Citroen a very fine high-speed touring car, and it will maintain 100 m.p.h. on the motorway without any sign of distress. . . .



CONNAUGHT CARS (1959) LTD. SEND, SURREY. Tel. Ripley 3122

THE REJO BODYSHELL



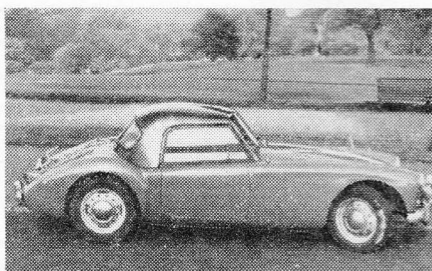
PHOTO: SELWYN SMITH

This body, as used on the very successful 'Rejo' 1172 Formula cars, is supplied as two separate units to fit any wheel base and up to 3' 11" track. It is therefore, suitable for re-bodying most sports racing cars and specials.

Available in various self-coloured finishes.

Price £55 ex-works

THE HERON M.G.A HARD TOP MK. II



This hard top is now available to fit all types of M.G.A.

The new model has cast aluminium rain gutters, improved sealings all round and a choice of black or white self-colour finishes.

Delivery is approximately three weeks from date of order.

Price £30 ex-works

These can be fitted at our works if required.

HERON PLASTICS LTD., 123 CALVERT ROAD, GREENWICH, S.E.10

Telephone: Greenwich 0081

THE CHEQUERED FLAG

THE COUNTRY'S LEADING SPECIALISTS IN FINE SPORTS AND GT CARS

OUR UNRIVALLED FACILITIES INCLUDE COMPETITIVE INSURANCE, HIRE PURCHASE, PART EXCHANGES, SERVICING AND CONVERSION WORK.

FAIRTHORPE ELECTRON MINOR. 1961. Two-seater. Very low mileage only, unmarked royal blue with dark blue interior. One owner only. £365

M.G.A. 1958. Fixed head coupe, finished in red with silver top, with radio, heater, twin spots, luggage rack, screen washers. £565

TRIUMPH TR3A. 1960 series, two owners only, unblemished in B.R.G. with matching hard top, with X tyres, disc brakes, heater, etc. £625

AUSTIN-HEALEY 100/6. 1959. Two/four-seater, finished in ice blue with dark blue interior, fitted wire wheels, radio, heater, overdrive, tonneau. Choice of three from £575

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

M.G.A. 1958. Two-seater, finished in blue, with black hard top, heater, luggage rack, wing mirrors. £545

AUSTIN-HEALEY SPRITE. 1958-60. Two-seaters. A selection of four hand-picked cars in white or pale blue, all fitted various extras, from £345

TR3A. 1959. Two-seater finished in pale blue and fitted radio, heater, disc brakes, X tyres, twin spots, tonneau. £635

AUSTIN-HEALEY 3000. 1959. Two/four-seater in white with red interior, wire wheels, overdrive, heater, disc brakes, X tyres. £695

M.G.A. 1600. 1959/60. Two-seaters. Choice of five immaculate cars in grey, blue, red or salmon pink, all with every extra, from £635

TR3. 1956. Two-seater, just recellulosed in B.R.G. with black interior, fitted 2.2 litre engine, overdrive, wire wheels, X tyres, tonneau cover. £465

ELVA COURIER. 1959. Two-seater, finished in dark blue, with M.G.A 1600 engine, close ratio gears, tonneau cover, etc. £435

AUSTIN-HEALEY SPRITE Mk. II. May 1962. One owner, 2,000 miles only, quite unmarked throughout, in red with red interior. Tonneau cover, washers, heater. £625

JAGUAR XK150. 1958. Fixed head coupe in white with red interior. Discs, radio, heater, twin spot lamps, washers, etc. £695

M.G. TD. 1953. Two-seater. A very neat example in black with tan upholstery. Tonneau cover, X tyres, screenwashers. £345

H.R.G. 1100. 1948. A specimen example throughout. Finished in red with tan interior. Tonneau cover, spot lamp, screenwashers. £425

LOTUS ELITE. Nov. 1961. One owner only. In exceptional order throughout. In red with black interior with heater, X tyres, servo disc brakes, etc. £1,165

AUSTIN-HEALEY SPRITE MK. II. 1961. One owner, 6,000 miles only, as new, in salmon pink with black interior, tonneau, heater, every extra. £575

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

MORGAN 4/4. 1959. Two-seater, one owner only from new, in red, with radio, heater, twin spots, new tyres, etc. £425

AUSTIN-HEALEY SPRITE. 1960. Two-seater, finished in white with red cockpit, fitted every extra including wing mirrors, heater, safety belts. Choice two from £465

ASHLEY. 1961. Two-seater, one owner, 8,000 miles only. Not just another special but a superbly built sports car. All new parts (costing £720), with 100E unit with stage IV Aquaplane modifications, close ratio gears, X tyres, full weather equipment, tonneau, wing mirrors, wood-rim steering wheel, rear seat, etc. £465

TR2. 1954. Two-seater finished in black with red cockpit, X tyres, tonneau cover, screen washers, reground crank, etc. Also one other in black with hardtop from £265

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

AUSTIN-HEALEY 100/6. 1958. Two-seater, unmarked white, with radio, heater, twin exhaust, washers. £595

TR3A. 1958. Two-seater. An exceptional car, finished in white with blue cockpit, with X tyres, heater, disc brakes, special exhaust. £535

TR3. 1957. Two-seater, spotless black with black upholstery, disc brakes, overdrive, heater, X-tyres, washers. £475

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

M.G.A 1600 Mk. II. March 1962. One owner, 5,000 miles only. As new in red with red interior. Disc brakes, heater, etc. £795

SWALLOW DORETTI. 1956. Two-seater finished in red with TR3 engine. Tonneau cover, heater, etc. £365

BERKELEY B105. 1959. Two-seater. Very low mileage only. Finished in green with 700 c.c. unit, four-speed gearbox, X tyres, etc. £295

The Chequered Flag (Sports Car Specialists) Ltd.

HIGH ROAD CHISWICK W.4

Telephone: CH1swick 7871-2-3

The Chequered Flag (Midlands) Ltd.

ARKWRIGHT STREET NOTTINGHAM

Telephone: 89282-3

AUTOSPORT

CLASSIFIED ADVERTISEMENTS

PRESS TIME: Tuesday 12 noon

Telephone: PADDINGTON 7671-2

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

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

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

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

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

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

USED CARS FOR SALE

A.C.

HEELEY BRIDGE GARAGE, LTD.

1958 (Sept.) **Accea Bristol 100 D2.** Radio, heater. Works check, 20,000 miles £1,295

1957 (Sept.) **Ace Bristol**, 30,000 miles £795

HEELEY BRIDGE GARAGE, LTD.,

Broadfield Road, Sheffield, 8.

Tel.: 52404/52405.

FRED WARNELL OFFERS:

The very first A.C. Ace, actual show model, with original rack and pinion steering, modified suspension, Bristol BS4 engine. Car ready to race and weighs as stripped 14 cwt. Brands 62 secs. Finish metallic maroon, suitable mainly as a racer and would be sacrilege to use only as a road car. £695.

Part Exchanges or Hire Purchase with pleasure.

WARNELL MOTORS, LTD.,

242 Wood Street, London, E.17.

Tel: COPpermill 3345/6.

1956 A.C. Ace. Hard top, radio, pearl grey with red upholstery. In immaculate condition. £675.—Phone: Maidenhead 5677.

ALFA ROMEO

1960 (OCT.) Alfa Giulietta Sprint, one owner, 16,000 miles only, finished in unmarked Alfa red and fitted with many extras, meticulously maintained from new by concessionaires. £1,125. Terms and exchanges could be arranged.—Old Oak Motor Co., Ltd., Windmill Hill, Enfield 2261.

ALLARD

1949 ALLARD V8 coupé. Polychromatic grey. This car is immaculate, having completed genuine 30,000 miles by one fastidious owner. A superb vehicle for an enthusiast. £185.—Evans and Kitchen, Ltd., 32 Horsefair, Birmingham, 1. Mid 2781.

ASTON MARTIN

DB1 DROPHEAD coupé, 2-litre, taxed Feb. 1963. New radio, hood and carpets. £395, or exchange M.G.A or TR. Terms.—J. Dangerfield, Bristol 692778.

DB2 SALOON, maroon, with new fawn interior trim. Vantage engine, 2,580 c.c. Turbo-speeds on recently rebuilt wire wheels. Immaculate condition. Any trial. Genuine reason for sale at £600 o.n.o. Seen West Midlands.—Box 4805.

2-LITRE speed model. Completely rebuilt and perfect specimen. £400.—Luke, 5 Marsh Street, Bristol 1.

2-LITRE saloon, 1937. Sound condition, good tyres, M.o.T. S.O.H.C., 98 b.h.p. engine removed for inspection. £75 or £100 with engine refitted. (Kent.)—Box 4814.

1954 DB2/4 Mk. I Drophead 3-litre. High-output 178 b.h.p. engine, Alfins all round, virtually unmarked in Fiesta red. £795 o.n.o.—FLAXman 6084.

AUSTIN

THE CHEQUERED FLAG MINI CENTRE

At present we are offering a selection of 10 Minis. Some modified. Prices ranging from £395. Also three 1962 Cooper Minis with extras at £665. High Road, Chiswick, W.4. Tel.: CHI 7871/2/3.

VALUE—'58 Sprite, new engine, paintwork, carpet, bing pins/brushes, Xs, exhaust, battery, brakes relined, etc. last 6-7,000 m. Rev. counter, tonneau, heater, etc. £410 o.n.o.—Phone: Wallasey, Cheshire 449.

1961 SEVEN de luxe, extra special 1962 Don Moore 848 racing engine, Konis, instruments, nine wheels, 12 tyres, etc., excellent all round condition. Definitely one of the fastest in the country. £535.—Todd, KENSINGTON 8334, office hours.

AUSTIN-HEALEY

THE HEALEY CENTRE

offer

Sprite Mk. II 1961 de luxe. Heater, tonneau, push-button radio, etc. One owner, 14,000 miles, red, immaculate £555

Sprite (Sept.) 1959. Speedwell bonnet and Super-sport engine, 5,000 miles since complete engine overhaul, new battery, brakes, springs, etc., many extras, red. One owner. Approx. 60 b.h.p. Excellent condition £445

Eight-inch front brakes for Sprites, brand new, the pair supplied and fitted. Special offer £12 15s.

Le Mans Kits for BN1 or BN2 £35

Open all day Saturday.

Specialist Tuning and Service for Austin-Healeys. 17 Winchester Road, Swiss Cottage, N.W.3.

Tel.: PRImrose 9741.

AUSTIN-HEALEY SPRITE with COVENTRY CLIMAX CONVERSION

1961 AUSTIN-HEALEY SPRITE with Coventry Climax FWE 1,220 c.c. conversion. Red with Black trim, fitted many extras, disc brakes, anti-roll bar, heater, wood rim steering wheel. Fantastic performance, 107 m.p.h. and 32 m.p.g. This is the actual Racing Car Show model, beautifully prepared and meticulously converted. Total genuine mileage 480 miles. **Wonderful value at £1,045.**

JACK BRABHAM (MOTORS), LTD.,

248 Hook Road, CHESSINGTON, SURREY.

Telephone: ELMbridge 4808/9280/0208.

Donald Healey Motor Co., Ltd.

We always have available a selection of good used Sprites in any colour for immediate delivery. Buy your car now from the Sprite designers and Britain's largest sports car distributors.

HEALEY SPEED EQUIPMENT

Now available, a brochure giving full details of Healey approved accessories.

Our fully experienced staff is eager to discuss your particular requirement or modification, no matter how small, at

64 Grosvenor Street, London, W.2.

MAYfair 3507.

A card to Warwick will place you on our mailing list for the monthly copy of *Headlines* from Healey.

NEWS FLASH.—100 m.p.h. streamlined aluminium-bodied Sprite, wire wheels, disc brakes all round, etc. £795.

Enquiries to 64 Grosvenor Street, W.1.

DONALD HEALEY MOTOR CO., LTD.,

The Cape, Warwick 41235.

AUSTIN-HEALEY 1955, recent recon. brakes, gearbox, suspension. £325 for quick sale.—BECKenham 4998.

FASTEST BN2 in the country, unique 1956 car fitted 100S engine and numerous mods., perfect condition, finished in bright red, 34,000 miles only. £450.—Aikman, Darley Dene, Flackwell Heath, Bucks. Bourne End 450 or WESTern 7016.

SPRITE, blue, heater, radio, Stage II Downton head, manifolds, close ratio g/box, nine spring clutch, anti-roll bar, competition brakes, many other extras. September 1959.—Phone: EDMonton 2918 day.

SPRITE, 1958. £345. Primrose, extras. Must sell. H.P. possible.—Redhill 2530.

100/6 BN6, £150 extras. Bargain £510.—Southend 73020.

1960 (AUG.) Healey 3000 four-seater, unmarked red, fitted overdrive and heater, well maintained and in really excellent condition. £765. Terms and exchanges could be arranged.—Old Oak Motor Co., Ltd., Windmill Hill, Enfield 2261.

BMW

BMW 700 and COUPÉ for immediate delivery. Ask for literature and demonstrations from distributors.—Christmas Motors, 46 High Road, Bushey Heath, Herts. Telephone: BUShey Heath 3311 or 1438.

BORGWARD

IMPROVE your Borgward, fit anti-roll bar and engine conversion.—Metcalf & Mundy (Service), Ltd., 8 Bramber Road, W.14. FULham 6076.

B.S.A.

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

CHEVROLET

CHEVROLET Impala, o.h.v., August 1959, r.h.d., fire and accident damage. £125.—Ipswich 41973.

ELVA

ELVA Mk. IA Sports-racing, suit sprints, hill-climbs. Willment o.h.v. 100E conversion, c.r. gears, Falcon body. £300.—Tel.: 26018, Hodkinson, The Green, Houghton, Carlisle.

ELVA Mk. II, eight weeks old. Lap record holder Aintree club circuit. Yellow with black upholstery. Offers or exchange.—H. E. O'Brien, Amfield 5993 or 5669.

FAIRTHORPE

1959 FAIRTHORPE Electron, finished in ivory cellulose, twin-carb. Herald engine giving 90 m.p.h., 40 m.p.g., numerous extras. £445. Terms arranged.—Dorking 4621.

FIAT

25,000 Miles Only From New Guaranteed.

1939 Fiat 1100 pillarless saloon. One owner from new. This car has been cherished from the day it was given as a present to the lady who owned it, the wife of a very famous racing personality. Must be seen to be appreciated. £250.

NOEL ROSCOE, LTD.,

High Road, Byfleet, Surrey.

Tel.: 45588.

FIAT 1100 de luxe saloon, 1960 (Nov.), 12,000 miles. £550.—Loudoun Motor Co., Ltd., 70 Loudoun Road, London, N.W.8. PRImrose 5059/Swiss Cottage 5848.

FORD

COMPLETE conversions or parts to "do it yourself" for all Ford cars. Examples: Zephyr/Zodiac. Modified head, 3 SUs, inlet exhaust manifold, £75. Zephyr/Zodiac/Consul. Anti-roll bar. A really great improvement, £10 10s. Anglia/Classic. Modified head, including raised compression, opened combustion chambers and ports all polished, large inlet valves and stronger springs, £28. Anglia/Classic. Special inlet manifold with twin SUs, all pipes and long choke cable. A definite power increase, £25. Anglia/Classic. Camshafts with flexibility and 8,000 r.p.m. from £7. Anglia/Classic. Larger, lighter and better inlet valves, 10s. each; stronger springs for more revs., 16s. 6d. per set; high speed aluminium pistons, 68s. 6d. each.—Jeff Uren, 125 Rydal Crescent, PERivale 3255.

WORKS prepared Anglia 105E de Luxe 1959. Full Group II specification; improvements far too numerous to list. Prepared essentially for rallying, but equally effective for sprints, etc., and perfectly tractable as fast road car. Never "bent". Mileage under 15,000. Taxed. Business car forces sale. £425 o.n.o.—Abbott, Hillside (London) 4331.

FORMULA JUNIOR

A NEW 1961 Cooper-Ford Formula Junior fitted 1,100 c.c. Cosworth dry sump unit, 97 b.h.p. (never raced). Colour red, absolutely immaculate and ready to race. £799 for quick sale (part exchange possible).—Marshall, 1 Kenilworth Court, Putney, S.W.15. Tel.: PUTney 6251, after 6.30 p.m., or RENown 1183, office hours.

COOPER F.J., 1961 B.M.C. engine, car in 100 per cent. condition, must be sold. Offers invited.—Midland Racing Partnership, 20 Bell Street, Wolverhampton. Telephone: Wolverhampton 27782 or 62127.

ELVA Formula Junior, 1960, perfect cond., new tyres, many spares. Car must be sold, any offers considered.—Hoskison, 72 Heathcroft Road, Sutton Coldfield. Four Oaks 2737.

GEMINI F.J. This 1960 Mk. II car is in excellent condition and is fitted with the Cosworth Ford engine; it has been little used and is complete with trailer. Offers welcomed.—TIDeway 6626.

IAN RABY'S own 1962 Merlyn Ford 1100 rear engine F.J., 100 b.h.p. dry sump engine with latest mods., five-speed VW Heyland gearbox, Porsche clutch, new D12 tyres. Every conceivable extra. Immaculate condition. Offered at a fraction of cost. £1,250. Part exchange considered.—Empire Cars, Ltd., 85 Preston Road, Brighton 681713.

1960 F.J. ELVA Downton-B.M.C. special B.M.C. crank, etc., suspension modified by Elvas, 1961, engine, diff. just rebuilt, ready to race. Trailer also available. Bargain £365 o.n.o. Exchanges considered.—Rogers, 27 Ightenhill Park Lane, Burnley. Tel. 2377.

GOGGOMOBIL

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

G.S.M.

G.S.M. DELTA. Full Group 3 mods., 92 b.h.p. engine, c./r. gears, hard/soft tops. Immaculate. One of the fastest 1,000 c.c. G.T. cars in the country.—Cardew, Abernethian Room, St. Bartholomew's Hospital, London, E.C.1.

HEALEY

HEALEY Silverstone, a really good example, bodywork excellent, engine recon. last month, new Servais exhaust system, Michelin Xs, hard top, B.R.G. £285 o.n.o.—50 Fairlawn Grove, W.4. Phone: HOLborn 5811, Ex. 115, office hours.

H.R.G.

H.R.G. "1500", W.181 in rare excellent condition. See to believe—Birmingham or Epping areas.—Phone: Epping (Essex) 2067.

JAGUAR

MAY 1962, E-TYPE JAGUAR F.H.C.

Prepared regardless of expense for Le Mans 1962. Special equipment includes alloy bonnet, doors and boot lid door. Air cooling ducts for front and rear brakes. Hot air extractor system to cool rear axle. Alloy engine oil cooler. Rear axle oil cooling system. Modified rear suspension specially by Jaguars. 12 ins. front brakes, 11½ ins. rear brakes with special rearwards mounted calipers and access panels in body for quick change of pads. Strengthened radiator sub-frame and jacking points for racing jacks. Alloy 32-gall. petrol tank with two fuel systems. One standard Lucas pump and two SUs. Both systems independent of each other. Car can be sold with either standard E-type engine and c.r. gearbox which has only done 500 miles since the car was new, or with full D-type engine, Webers, triple plate clutch, wet or dry sump, and D-type gearbox. This car cost a fortune and will be a very successful competition car. Will accept sensible price with or without extras, or would sell extras separately. Please, genuine enquiries only.

1959 D-type

New 3.4-litre engine fitted this week. The finest possible example available. £1,650 or sensible offers.

3.8-litre D-type

engine and gearbox, triple plate clutch and Webers. £500.

E-type chassis mounted diff. unit assembly complete. Many E-type and D-type spares available. **1948 Leyland Transporter**

Takes one or two cars. At present has sleeping accommodation for five. Color gas and sink unit. Recently painted inside and out. Mechanically 100 per cent. Good tyres. £295

All these items are to be sold, but genuine enquiries only please.

MAURICE CHARLES,

13 Winchester Avenue, Cardiff 36338.

JAGUAR 3.8, 1960, Mark 2. S-type or B-type head optional. 9.1 pistons, comp. clutch and flywheel, laminated screen, extra petrol tank, high-ratio steering, Konis, Marchals, radio, Halda, etc.—P. G. Walton, Rosedale, Darras Road, Ponteland. Tel.: Ponteland 2729.

XK 140 ROADSTER, highly modified, mechanically cannot be faulted. Hard top available. Private. £395.—FLAXman 6084.

XK 140 S.E., 1956 drophead coupé, excellent condition, royal blue, white vinyl hood, include overdrive, twin exhausts, wire wheels, luggage rack, heater and washers. Private sale at £495. Part exchanges considered.—Tel. No.: RICHmond 0435.

1960 (OCT.) 3.8 XK 150 fixed head coupé, fitted overdrive, radio, and many other extras, low mileage, one owner from new. £995. Any trial. Terms and exchanges could be arranged.—Old Oak Motor Co., Ltd., Windmill Hill, Enfield 2261.

1958 2.4 B.R.G. overdrive, all usual fittings, immaculate condition. £695 o.n.o.—P. R. Kelly, Regent House, Clitheroe, Lancs. Tel. 158.

1958 3.4, B.R.G., green interior, 36,000 miles, o/d, radio, new Avon Mk. III high hysteresis tyres, twin pipes. Many extras. Immaculate condition. £785.—Park Square Mews, Upper Harley Street, N.W.1. HEInter 3217.

1952 XK 120 ROADSTER, excellent condition, four Avon Turbospeed tyres, brakes recently overhauled, also front and rear suspension, new hood. Price £250.—A. M. Allen, Ltd., The Buxton Road Garage, 117 Buxton Road, Heaviley, Stockport. Tel.: Stepping Hill 2781.

LANCIA

LANCIA enthusiast's dream. My 120 m.p.h. Lancia Aurelia 2½-litre G.T. 1955 is being sold for a fraction of its cost. History includes £400 overhaul Turin 1960. Monza red, black leather, r.h.d., floor change. Wonderful performance. £745.—Manchester Ringway 3776.

LOTUS

THE CHEQUERED FLAG (MIDLANDS), LTD. Distributors in the Midlands and North for the incomparable Lotus. Earliest delivery on all models. Demonstrations available. Please write or call for further details. **Arkwright Street, Nottingham. Tel.: 89282/3.**

LOTUS 20

Engine just rebuilt. D12s. Raced seven times, had two 1sts, two 2nds, beautiful condition; getting 22.

B. H. GRIFFIN,

Naneby Hall Farm, Cadeby, Market Bosworth, Leics.

Market Bosworth 238.

ELITE, 1962 series special equipment, finished in white with opalescent maroon top, close ratio gearbox, Servo assisted brakes, heater, one owner, low mileage, in really beautiful condition throughout. £1,050. Part exchange considered.—Phone: Esther 3266.

FEB. 1962, LOTUS Super Seven, Downton modified A series 998 c.c., competition clutch, close ratio gearbox and 4.875 axle, full weather equipment and two full length tonneau, immaculate in B.R.G. £450 or exchange Cooper-Mini or good Mini—Mash, Temple Bar 6423.

LOTUS ELITE, originally registered 1960. Car completely destroyed by fire, rebuilt late 1961. The only parts remaining from the original car being Registration No. and gear lever. This is a Series II with works strengthened rear suspension and all latest mods. fitted with Cosworth prepared 1,500 c.c. Climax engine, Weber carbs., specially prepared as a high torque touring engine giving 95 b.h.p. at 5,500 r.p.m. Exceedingly tractable, and body in immaculate white and silver with total mileage under 6,000 miles. Price £1,200 or would sell less engine and gearbox.—Apply Parkin Engineering, Limited, "Parkson House", Whiston, Rotherham. Tel.: Rotherham 78401-8.

LOTUS ELITE, '59, Stage II. White with beige interior, close-ratio M.G. gearbox (ZF close-ratio gearbox available £50 extra), alloy brake callipers, tinted screen. Good condition, never raced. £925. H.P. arranged.—Phone: BYRon 8794.

LOTUS Mk. 7 Willment Ford, c./r. gears, wire wheels, excellent condition.—ROMford 49271.

LOTUS Seven. Cosworth 75 b.p.h. Ford in perfect condition. Raced this season by complete novice with considerable success. Complete weather equipment and trailer also available. £550 o.n.o.—Phone: MEAdway 2080.

LOTUS 7 100E. Twin SUs, c.r. gears. Excellent mechanical condition. Weather equipment, tyres. £340 o.n.o.—Simmonds, 34A Sidney Road, Walton-on-Thames, Surrey.

LOTUS 7. 1960. Highly tuned 100E with Willment head, de Dion rear axle with alternative ratio, wire wheels. Red. Excellent condition. £385.—Phone: SPRing Park 4634.

LOTUS VIII sports-racing car, 1,172 c.c. Ford engine, Dunlop R5 tyres in immaculate condition, ready to race. £295. H.P. terms and exchanges. Ford 105E 75 b.h.p. engine, unused, less carbs., bargain price to clear, £69 cash. New A-type gearboxes, list price £25, our price only £19 10s. Star Sprite G.T. bonnet, ready to fit Mk. I Austin-Healey Sprite, bargain £25. New M.G. 1600 close ratio gearbox, £30.—Motorsport Equipe Limited, 126 City Road, Manchester. Telephone: Central 0365. Open Sunday.

LOTUS XI. Ready to race, beautiful condition, trailer, spares, tools, everything goes. Owner leaving England. £535.—R. G. Pryor, Qtrs, 79b Yateley, Camberley, Surrey. VIKing 2333, ext. 2318.

LOTUS XI Series I, discs, de Dion, rebuilt Stage II Climax. £60 spent on steering and brakes (bills). Castle Combe, third 1100 class, fourth unlimited, 1 m. 22 s. Goodwood 1 m. 42 s. Car mechanically excellent, body only average. £375 or £290, less engine, with 1,172 c.c. 100E to go in.—Grier-Rees, Wardroom, Ariel, Lee-on-Solent. (79143, 6 p.m.)

1962 LOTUS Elite, red/tan, heater, 3,000 miles. £1,225.—Vaughan Hutton, "Windyhurst", Churston, Brixham, Devon. Telephone: Churston 81387.

MARCOS

MONOCOQUE Chassis and Body Co., manufacturers of the Marcos G.T. Sales and Service. Demonstrations by appointment.—33 Jubilee Street, Luton 1041.

UNIQUE opportunity. Latest type Marcos G.T. saloon, brand-new body chassis unit (racing green), new suspension and axle, Classic engine with F.J. head. Matrimonial prospect forbids further racing. Will sell for the very attractive price of £695.—Jack Gates, Hockliffe 307 (Luton exchange), Beds.

M.G.

U.M. HAVE the largest stock of M.G. spares factory.—University Motors, Ltd., 7 Hertford Street, London, W.1. GROsvenor 4141.

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

DISMANTLING M.G. all models including Ts, D all parts including body parts.—Sports and Specials, 23 Elmathan Mews, London, W.9. CUNningham 5681.

M.G.A TWIN CAM, 1960, coupé. Originally cost £1,400. Glacier blue, 60,000 miles, engine works modified after 25,000 miles, trouble-free since. Best offer over £500.—Ring: Hitchin 2926/2933 between 9 a.m. and 5 p.m.

M.G.A 1600 FIXED head coupé, September 1960, red, black upholstery, excellent condition, various extras, 14,000 miles, increase in family forces sale. £725.—Tel.: Macclesfield 4658.

M.G.A 1600, 1960, fixed head coupé, light blue, black interior, washers, twin spots, luggage rack. £650.—Apply: 14 Birch Close, Walton Heights, Stafford. Tel.: Milford 590.

M.G.A 1956. DARK red. Reconditioned engine. Excellent condition mechanically and bodily, £375. Also A35, 1957, one owner, £285.—Oakhill Garage, Erskine Road, Sutton. Vigilant 8520.

J2, FORD engine, twin SUs, four-branch exhaust, original gearbox. New hood, sidescreeens, tonneau, hydraulic brakes. M.O.T. £100 o.n.o.—Britton, 51 Bishops Walk, Llandaff, Cardiff.

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, Wembleton, S.W.19. LITBerty 3083.

(Continued overleaf)



AUSTIN MG AUSTIN-HEALEY

OFFICIAL STOCKISTS

PARADE MOTORS
(MITCHAM) LIMITED

1959 M.G.A 1500 c.c. Red/red. Fitted tonneau cover, heater, etc. £525

1954 M.G. TF. Green/green. In really beautiful condition. £399

1947 M.G. TC. Red. Specimen. £225

1955 Austin-Healey BN1/100. Green. Chromium wire wheels. A really superb example. £335

1960 Sunbeam Alpine. Red/black. Wire wheels, etc. £685

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

FOR SPARES C.O.D. TRADE SUPPLIED Telephone MITCham 5141

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

All Cars Three Months Guarantee.

66/67 Monarch Parade, Mitcham
Phone: 3392-7188

GOLD SEAL CAR CO. LTD.

253 NEW CROSS ROAD, S.E.14

Telephone New Cross 7433 and 3980

South London's Leading Sports Car Specialists

£945 Lotus Elite Nov., 1960. Unmarked in white with red upholstery. Bristol body, stage II engine, heater, etc. **£795 1957 Alfa Romeo** Drophead coupe Spyder Veloce, finished in red with black upholstery. This fast car is in excellent condition throughout.

£725 Jaguar XK150 1958 special equipment model, fixed head coupe, overdrive, wire wheels, disc brakes, etc. A superb example in pearl grey, with red hide upholstery. Faultless condition throughout.

£625 1959 TR3A, in red with black interior. Extras include overdrive, Michelin X tyres, heater, hard top, etc. **£575 Porsche 1500 F.H. Coupe**, 1954, R.H.D. A very fast car, finished in white with beige interior. Heater, twin spots. Choice of one other in red.

£565 TR3A 1958. This car is finished in primrose with black interior. Numerous extras, including overdrive, heater, twin spots, etc. Extremely fast. Choice of two others.

£495 M.G.A 1957. Fixed head coupe, finished in white with black upholstery. One owner from new, superb condition throughout, various extras. Choice of one other in red.

£475 M.G.A 1956. Finished in B.R.G. with black interior and red Vynide hard top, also soft top. This car is fitted with a Peco supercharged unit which gives twin-cam performance with trouble-free motoring. One owner from new. Another 1957 roadster at **£465**

£475 Lotus Seven late 1961. Finished in silver and red with red upholstery. This car is fitted with a modified 105E engine. Low mileage, very fast.

£395 Austin-Healey Sprite 1959. Leaf green with matching interior, one family from new. Choice of one other in red.

£295 1955 Austin-Healey B.N.I. Finished in black with red interior, wire wheels, overdrive, heater, wing mirrors, excellent condition.

£275 M.G. TD 1951. Finished in ivory with beige upholstery, new weather equipment, etc. Excellent value.

£265 Ford Consul Convertible 1955. A two-owner car, finished in beige with red interior.

£245 Ford Special fitted with 1172 engine, Aquaplane mods. Independent front suspension, hydraulic brakes, Michelin X tyres, TR3 instruments, wood rim wheel. An extremely well-made car.

GOOD SPORTS CARS WANTED FOR CASH

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

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

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

ALEXANDER

FOR THE BEST IN PERFORMANCE

As one of the oldest and largest Conversion Manufacturers and specialists in the maintenance and preparation of many racing and sports cars, we are pleased to announce that we have set up a special department to handle performance cars all of which have been vetted by our Racing Department.

1961 (late) M.G.A Mk. II, specially finished in red and bronze. New turbospeeds, luggage rack, under 10,000 miles, specimen. **£795**

1959 A40 Farina, 998 balanced engine, fully modified, lowered suspension, extensively overhauled and not used since. **£550**

1959 (late) A40 Farina, red/black, loose covers, Alexander conversion, power brakes, one owner. **£480**

1959 M.G.A Twin Cam, red, discs, tonneau, excellent example. **£500**

1958 XK150, fixed head, Cotswold blue, Webasto roof, chrome wire wheels, radio, heater, spots. **£775**

1957 JAGUAR 3.4 Automatic, S.E., beige, radio. **£725**

1957 PORSCHE CARRERA, green, radio, excellent car. **£995**

1956 M.G.A, hard top/soft top, red, heater, washers. **£395**

1955 JAGUAR XK140, drophead, black, red top, high axle, heater, radio, spot, twin pipes and new tyres. **£465**

1955 ASTON MARTIN DB 2/4, 3 litre, finished in metallic ice blue, light blue hood, engine is being extensively overhauled, many extras included, radio, all new turbospeed Mk. 3 tyres. **£1,050**

CONCESSIONAIRES FOR S. COUNTIES AND N. IRELAND

FOR TURNER MK. II AND G.T. CARS

AGENTS FOR SAAB 96

SUPPLIERS OF LANCIA CARS

ALEXANDER AUTOS & MARINE LTD.

THAME ROAD, HADDENHAM, BUCKS.

Tel.: Haddenham 345

Classified Advertisements—continued

M.G.—continued

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. TA. Good body, a lot of money has been spent on steering, suspension, axle and springs. Engine needs rebuilding, although basically sound, including new crank, rebore, etc. **£35**.—The Sports Car Garage, 50 Quarry Road, Tunbridge Wells. Phone: Tunbridge Wells 21000.

M.G. TF, 1954, B.M.C. replacement engine. New hood. Radio and heater. **£395**.—Brompton Garage, Ltd., 107-109 Old Brompton Road, South Kensington, S.W.7. Tel.: KENSington 3621.

PEGASUS Racing Team offer the rapid ex-Constable, Tomei TD 1500. Engine just rebuilt. Ideal for beginner. Trial Goodwood, 28th July, to genuine buyer.—Offers to John Carlton, Mill Hill 2438.

THOMSON'S hard-surface rockers, 6s, each exchange, other exchange spares, new bushes, shafts, valves, guides, springs, gaskets, timing chains, brake and clutch linings, wheels, springs, carburettors, half-shafts, crown-pinion sets and many other spares. Excellent c.o.d. service.—106 Kingston Road, Wimbledon, S.W.19. LIBerty 8498.

TOULMIN MOTORS.—The most comprehensive range of M.G. spares in the country for every model M.G. Order your new car or spares from the Specialists.—343 Staines Road, Hounslow, Middx. Tel.: HOUnslow 2238/3456.

100 engine two years. Four new tyres. New battery. Professionally resprayed. M.o.T. cert. Seen after 7 p.m. Appointment only.—Walt-on-Thames 23660.

1600 F.H. COUPÉ, beautiful example, Motorola radio, washers, belts, spot, fog and as must sell.—Rogers, 27 Tighthenhill Park Lane, Burnley. Tel. 2377.

1960 M.G.A 1600, resprayed red, wire wheels, radio, heater, tonneau, etc.—Best offer for delightful car to Heathfield 2714.

MINI CARS

AUSTIN-COOPER, 1962, green/white, 9,000 miles, Speedwell head and cam, balanced bottom end, 1½ or 1¼ carbs, F.A. heater, oil cooler, two fog lamps, roof light, revs. light, side lights and sealed beams. W.R. steering wheel, sump guard, 4.1 front drive, two petrol tanks, comp. shockers and a.r. bar, all these extras plus many more that we cannot spell. This fabulous car cost £1,050 and after shooting the previous owner I can offer it to you for £700. I'll even consider a trade in and give you H.P.—Tom Paton, Chrisholm Motors, Ltd., 96 Hill Street, Kilmarnock, Ayrshire. Tel.: 1499.

MINI-MINOR, slight damage. **£225**.—Ipswich 41973

MINI-COOPER

MORRIS-COOPER, 7,000 miles, one owner, excellent condition. **£565**.—Motortune, Ltd., 6 Adam and Eve Mews, Kensington High Street, W.8. WESTern 1166.

MORGAN

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

COVENTRY CLIMAX-MORGAN 4/4, 1936, partly rebuilt 1961-62, rechrome, resprayed B.R.G., fabulous condition. **£150**.—Phone: Birmingham, SHE 2647.

HAVE MORG. will travel!—1961 coupé, blue, heater, full Kieft conversion, 24,000 miles, no prangs. **£750**.—C. Lucas, Sharow Hall, Ripon, Yorks. Ripon 33.

1962 MORGAN 4/4, 7,000 miles, tonneau. **£615**. Terms, exchanges.—J. Dangerfield, Bristol 692778.

MORRIS

THE CHEQUERED FLAG
MINI CENTRE

At present we are offering a selection of 10 Minis—Austin/Morris/Cooper. Some modified. Prices ranging from **£395**.

Also three 1962 Cooper Minis with extras at **£665**. High Road, Chiswick, W.4. Tel.: CHI 7871/2/3.

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

MINI-COOPER, 15,000 miles, in perfect condition. Extras include seat belts and rev. counter. **£595**.—Phone: MEAdway 2080.

1956 MINOR convertible, blue, new tyres and hood, reconditioned engine, heater. Good condition. **£250**. Terms or exchanges.—John Ward, Mount Street Garage, New Basford, Nottingham. Phone: Nottingham 73224.

Formula Junior Elva Racing Car. Fabricated 1961. Modified to 1962 specification. New tyres, waterproof cover, numerous spares. 1962 Holbay 1,100 c.c. 105e dry sump engine, perfect and ready to race.

G.S.M. Delta Kit Cars, with or without Ford 105e, 60, 75, 90 b.h.p. engines. Kit Price from **£550**.

Left and Right hand Body shells complete with chassis. From **£95**.

Brand new Ford Spares for 105e engine, Anglia Car, also 100e, including: 520 x 13 Michelin "X" and Goodyear tyres, standard and white wall; headlights, speedometers, Weber carbs, etc.

Prices below Manufacturers' Prices.

Everything for the special builder.

Part exchanges welcomed.

WINSOR GARAGE (MAIDSTONE) LIMITED

London Road, WEST MALLING, KENT

Telephone No.: West Malling 2216/2206.

OGLE

THE CHEQUERED FLAG (SPORTS CAR SPECIALISTS), LTD.

Distributors for the famous Ogle Mini G.T. Demonstrations by appointment, for full details please apply to:—

High Road, Chiswick, W.4. Tel.: CHI 7871/2/3.

PEERLESS

PEERLESS GT/TR3A/1959 (Triumph components) W/wheels, discs, overdrive, radio, etc. Cost approx. **£1,800**. One owner. Faultless. **£625** (offers).—Brighton 506521 (after 7 p.m.).

33,000 MILES only. Late 1958 Peerless. B.R. Green, 2.2 engine, fully balanced, discs, servo, overdrive. Never raced, rallied or bent. **£595**, offers.—Irving, 37 Victoria Street, Liverpool 1. (Merittime 2621).

PORSCHE

PORSCHE 1600 Super, 1958, October, immaculate condition and passed 100 per cent. by A.F.N., Ltd. Radio, safety belts and fitted with knock-on wheels (£200 extra). This car is guaranteed and must be one of the finest available for **£1,050**.—Independent Motors Limited, Prior Park Road, Bath 3120.

RACING CARS

IAN RABY Offers:

NEW/USED FORMULA JUNIOR, SPORTS CARS, F.I.

New MERLYN F.J. and SPORTS, prices from **£1,275**. Ford, B.M.C., Climax engines and spares. Exporting and shipping for clients.

Stocked list of cars available.

IAN RABY (RACING), LTD.,
c/o Empire Cars, Ltd., 85 Preston Road,
Brighton 681713.

CLIMAX 1100, Stage III mods., complete as raced. **£175**. New Herald disc brake kit, trade, **£29**. Twin-choke SU carburettors, suit F.P.F. Climax, TR3, A./H. 4, **£45**. Lucas racing F.P.F. magnetos, **£15**. Centre-lock wire wheels, 16 ins. x 2½ ins. hubs, 25s. each.—G. M. Jones, 21 Radnor Mews, W.2. PADDington 2715.

COOPER F.J., 1961, in immaculate condition, 1,100 c.c. Cosworth Ford, five-speed gearbox, new D12 Dunlops. Five races only.—A. Creamer & Son, Drayson Mews, W.8. WESTern 1275.

COOPER-J.A.P., twin, Mark V, with trailer, 998 c.c. £300 o.n.o.—"Lansbury", Gwilym Street, Rhydyfelin, Pontypridd, Glam.

COOPER-FORD. Monoposto. New aquaplaned 100E. VW box. Weber carb. Trailer. Wedding bells force quick sale. Therefore offers to: Roberts, "Penygroesfordd", Penrhynside, Llandudno, Wales.

COOPER-NORTON Mark 9, 500 c.c. L.S., good condition, very fast, ready to race, trailer, sprockets, etc. Best offer, must sell.—Phone: Walsall 21175 or write 20, Longfellow Road, Sedgely.

LOTUS F.J., 88 b.h.p. Cosworth engine maintained regardless of cost. B.R.G. Best offer over **£500**.—Saunders, The Normandie, Boxhill Road, Boxhill, Surrey. Betchworth 2095.

LOTUS 20, 1,100 c.c., very good condition, disc brakes front and rear, all mods., D12s.—Romanes, Edinburgh, Davidson's Mains 3367.

PETER JOPP offers the Aston Martin DBR1/300 (Chassis No. DBR1/2), raced by works, driven by Tony Brooks for three seasons. Winner of 1957 Nürburgring 1,000 kms., 1958 Tourist Trophy, 1959 Le Mans, 1959 Tourist Trophy. This car complies with the 1960 Appendix C regulations. Complete with spare gearbox and final drive assembly, complete set of splitter gears, miscellaneous spares. Can be viewed in London by appointment. **£1,450** complete.—Phone: RIVerside 6079 or PARK 3784. Write 4 Barton Court, W.14.

RAPID 105E Elva Junior. Twin Webers, Cosworth mods. Magnesium wheels, massive Alfins front, inboard rears. Long range tank. Virtually unused. Race prepared and immaculate in British Racing Green. Bargain at £495, including first-class trailer, etc. Offers considered.—HARROW 3064 (evenings).—Box 4816.

TIM PARNELL announces with regret that he is forced to dispose of his entire racing stable, which includes: VW 1959 open truck converted to carry one Lotus Formula 1 car, and 1961 Formula 1 Lotus fitted with U.D.T.-type streamlined body, with Coventry Climax Mark 1½ engine, and five-speed Colotti type 32 gearbox. Complete with numerous spares, including wheels, brake discs, gear ratios, engine parts, etc. etc. Offers invited for transporter. Racing car offered at £2,250 complete with all spares, or part exchange for new road car considered.—Please contact: R. Parnell, Wallfield House, Findern, Derby.

750 FORMULA car. Ideal introduction club racing, sprints, etc. Must be sold. £150 o.n.o.—Footscray 7540.

250 FORMULA. The well-known Birsay holder of several formula records offered for sale. Full 250 Formula spec.—Sorensen, 119 Cross Street, Sale, Cheshire. Tel.: Sale 8282 (daytime); WYT 2141 (evenings).

1962 FEBRUARY, Merlyn Formula Junior, immaculate condition, 1,100 c.c. Ford engine, five-speed Volkswagen gearbox, disc brakes and adjustable shock absorbers all round. Genuine reason for sale. £900.—Phone: Hornchurch 43377.

1960 B.M.C.-ELVA Junior, respay, new tyres, many new parts. £500 or exchange.—Revell, 152 Cubbington Road, Leamington Spa.

1960 COOPER single-seater racer 1½-litre twin cam Coventry Climax engine. In as good as new condition. Little used. £850.—Parade Motors, MITcham 3392.

RELIANT SABRE

THE CHEQUERED FLAG (MIDLANDS), LTD.
The only distributors in the Midlands and North for the new Sabre Sports car. We can offer earliest possible delivery, and we have a car on show now. Demonstrations by appointment. Please write or call for further details.

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

RENAULT

GORDON KING MOTORS, LTD.

The Main Renault Distributors

Remarkable New Renault 4L on Display

1962 Dauphine, 4-speed, ch. of colours ... £565
1961 Floride convertible, ch. of colours ... £825
1960 Floride convertible, ch. of colours ... £725
1960 Dauphine, one owner, white, extras ... £395
and these hand-picked examples:

1961 Jaguar 2.4, R. & H. o/d, discs, etc. £1,295
1961 Minx, radio, etc., one owner, blue ... £595
1961 Ford Escort, 1 owner, 7,000 m. only £460
1959 Consul, low line, one owner, 22,000 m. £495
1959 Rapier conv., tonneau, etc., white/brn. £625

GORDON KING MOTORS, LTD.,

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

RILEY

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

ROCHDALE

1958 FORD-ROCHDALE, 1.172 c.c., red, aquaplane mods., Michelin "X". £160 o.n.o.—Lozer, 9 Hartham Road, Holloway, N.7. Tel.: NORTH 3777.

SINGER

1934 1½-LITRE Le Mans Team car, reconditioned engine, Scintilla magneto, H./C. head with 3 SUs, new linings and clutch, rebuilt but requires adjustments, starts at a touch and sounds like a B.R.M. £110.—Harpden 3847.

SPECIALS

E93A ENGINE with four-speed gearbox, fitted M.G. remote change, £13. 12 M.G. hood and screens. Offers.—30 Bridge Street, Milnrow, Lancs.

FORD 10. Unique looking two-seater sports car. Specially built 1961. Detachable hard top. New condition throughout. Under 500 miles. Sprayed silver with metallflake paint (from U.S.A.). First offer over £300.—Miss Van Byl, 36 Leinster Square, London, W.2. (BAYswater 1552).

SPECIAL with Rover engine and gearbox. Originally for autocross. Sell £195 o.n.o.—Ring Wraysbury 2288 after 7 p.m.

1172 ROAD car, Mistral body, fully trimmed and weather equipment, tubular chassis, i.f.s., works recon. engine plus recon. g/box and new 4.4 c.w./p., SUs, aquaplane head, v./springs, king pins, brake linings, f/pump, battery fitted 4,000 miles ago. £225 o.n.o.—Graham, 8 Winchester Way, Croxley, Herts, or ring MAIda Vale 9067 evenings.

1172 SPECIAL, i.f.s., alloy body, Austin chassis, seen Battle. Bargain. Enquiries.—Phone: Guildford 2606.

1958 FORD Rochdale, well modified. Attractive finish. £225 o.n.o.—Martin, 134 High Street, Crediton, Devon.

SPORTS CARS

CEDRIC BRIERLEY VICTORIA with work Stage III Climax 1,100 c.c. The car was completely rebuilt for 1961 season but never used, is now in red and white. £495 o.n.o.—Saunders, The Normandie, Boxhill Road, Boxhill, Surrey. Betchworth 2095.

EX-WORKS prototype sports-racing "Leaf" 1953. Must go end of month hence £350 o.n.o.—Ring Brown, CITY 3781 (day).

M.G.A. DAMAGED, may break, M.G.A. repaired, Alfa Romeo sprint. Offers.—Evenings, No. 10, rear of 47 Wanstead Park Road, Ilford.

UNIQUE sports car. Similar Lotus VII but lower, little used. About £275.—Cannon, King's Langley (Herts) 2719.

SUNBEAM

FRED WARNELL offers:

Series IIIA Sunbeam Rapier convertible in the exclusive colours of metallic gold/black. Overdrive, heater, screenwashers. *The only one of its kind in town.* List Price.

Also **1960 Series IIIB Hillman Minx** convertible in powder blue/charcoal. In spotless condition, fitted with heater and many other extras. Attractively priced. £529.

Rootes Agents.

Part Exchanges or Hire Purchase with pleasure.

WARNELL MOTORS, LTD.,

242, Wood Street, London, E.17.

Tel.: COPpermill 3345/6.

ALPINE, 1953, red d/h. Reconditioned engine. Respray, retrim. All extras. Everything new. £280.—Box 4810.

1961 SERIES II Sunbeam Alpine with hard top. Ex-works car. Driven at Le Mans in 1961 by Paddy Hopkirk. Sixteen-gallon fuel tank. Fitted with Shorrock's supercharger and single SU carburettor. 122 b.h.p. at rear wheels. (Written report from SU Carburettors available.) Overdrive on all gears. Wire wheels, adjustable shock absorbers. Safety belts. £930. 1961 Series IIIA Sunbeam Rapier 1,600 c.c. saloon. Finished in dual colour. Overdrive on all gears. Radio, heater, screen washers, fog lamps, Dunlop R.S.5 tyres; 12,000 miles. Fitted with high performance camshaft. Our own car from new. £915. These cars are available for examination by appointment at: Brayshaw and Carr, Ltd., Loughborough Road, Leicester. Phone: 61874-5.

TRAILERS

RRACING CAR trailers from £30 complete.—Halson Trailers, Ltd., Robinson Road, Newhaven. Phone: 237.

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

WANTED. Second-hand trailer. Don Parker or similar.—Mill Hill 2438.

TRANSPORTERS

BEDFORD Transporter, long wheelbase, ramps. Nice tidy van. Very reliable. Over 60 m.p.h. Power-assisted brakes. Bargain. £60. Any trial.—Apply Kenron Racing Team, 31 Longbeach Road, London, S.W.11.

TRIUMPH

S.A.H. ACCESSORIES, LTD.

TR2/3/4 SPECIALISTS

Complete servicing, repair and tuning, etc. Cooler Kits, High-Lift Camshafts, Torsion Anti-Roll Bar Kits, Glassfibre Body Parts, etc., etc. 4d. for catalogue.

Orders now accepted for the new TR4.

Large stocks TR spares.

Available same day C.O.D. despatch service.

Leighton Buzzard (Beds) 3022.

TR3, January 1960, one owner, 32,000 miles, excellent condition. Overdrive, hard top, anti-roll bar, heater and disc brakes. Colour: Silverstone Grey ... £690

TR2, May 1958, one owner 29,000 miles only, finished in white, with many extras. Excellent condition throughout and a bargain at £550

TR2, 1956, one owner. Disc brakes all round, overdrive, wire wheels, hard and soft top, and many extras ... £350

S.A.H. ACCESSORIES, LTD.,

Leighton Buzzard 3022.

TRIUMPH HERALD-CLIMAX

1961 HERALD-CLIMAX saloon in Red and White with Black trim. Fitted with our Coventry Climax 1,220 c.c. conversion. This is our own Demonstrator, which is in perfect condition, having covered 6,000 miles only. Usual essential extras, disc brakes, rev. counter, competition shock absorbers, Silent Travel kit and heater. Superb performance, 100 m.p.h. and 32 m.p.g.

Absolute bargain at £965.

JACK BRABHAM (MOTORS), LTD.,

248 Hook Road, CHESSINGTON, SURREY.

Telephone: ELMbridge 4808/9280/0208.

CAMDEN SPORTS CARS

LEIGHTON BUZZARD, BEDS

2041 (5 lines)

**BETTER CHOICE
BETTER VALUE**

A.C. 2 litre saloon 1950. Just respayed, really magnificent condition throughout, fitted radio. £245

ALVIS 3 litre 1954 drophead coupe. Completely unmarked inside and out, new hood, duo tone maroon and beige, fitted heater, etc. £475

ASTON MARTIN DB2 fixed-head coupe, Brilliant Monza red, radio, heater, 2.6 vantage engine in excellent tune. £745

AUSTIN-HEALEY 100. Overdrive, radio, heater, lowered and strapped bonnet, wire wheels, Michelin X tyres, tonneau cover, racing mirrors. £395

AUSTIN-HEALEY Sprite 1960. Modified engine, streamline fibreglass bonnet, excellent performer. £545

DAIMLER Barker Special Sports. Overdrive, 1952. Occasional 3-seater convertible. Choice of three cars. £395

FORD Prefect modified 1957 model. Twin S.U.'s, Cooper pancakes, 4 branch exhaust, Servais, etc., Drok lubricator, fantastic performer. £345

FAIRTHORPE Electron Minor 1960. Three from £275

JAGUAR 2.4 S.E. Saloon 1956 September. Overdrive. £495

JAGUAR 3.4 Mark II 1961. Overdrive, 900 miles only. £1,425

JAGUAR XK. 150 1958 sports, radio, heater, extras, brakes, wire wheels, spots. £745

JAGUAR XK.150 1950. Drophead coupe, midnight blue cellulose, blue leather interior, overdrive. £795

JAGUAR XK.150S 1960 series. 2-seater roadster, overdrive, chrome wire wheels, flame red, lawn equipment, superb throughout. £1,195

JENSEN 541. Drophead coupe, respayed blue, grey leather interior, fitted heater. £395

JENSEN 541R 1958 saloon. Overdrive, power disc brakes, wire wheels, heater, comprehensive extras. £995

LAGONDA 3 litre 1954 duo green saloon. Radio, heater, magnificent condition. £695

LAGONDA 3 litre 1950 convertible. Radio, heater, new engine, 7,000 miles since, midnight blue/grey interior. £895

LOTUS Six 1953. Excellent little car, nicely upholstered and painted green with full weather equipment. £265

LEA-FRANCIS 14 1949 2-seater sports. Aerodynamic body similar B.M.W., twin cam 1½ litre engine, blue. £395

M.G. T.C. 1947. Green 2-seater sports, above average. £195

M.G. T.D. 1953 2-seater. Fitted heater, balanced engine. £295

M.G.A. 1958 drophead coupe. Radio, heater, extras. £495

M.G.A. 1960 (1600). One owner, R.S. tyres, heater, quite unmarked, blue. £645

M.G. Midget 1961. Low mileage, safety straps, heater, tonneau cover, ivory with black interior. £575

PEERLESS G.T. saloon 1959. TR3 unit with overdrive. Startling performance, heater, 1 owner, ivory, grey interior. £695

SUNBEAM Alpine 1954. Respayed B.R.G., red interior, heater. £295

SUNBEAM Alpine 1960 Sept. One owner, power brakes, overdrive. 4 spotlights, green/black top, immaculate. £795

VOLVO 122S 1961 model. Radio, heater, duo tone. £895

TRIUMPH TR2 1955 October. Heater, red/black. £365

TRIUMPH TR3 1957. Radio, heater, overdrive, fog and spotlights, Michellins. £575

TRIUMPH TR3A, late 1959. Overdrive, disc brakes, heater, completely unmarked and low mileage. £695

T.V.R. Grantura 1959. Stage II Coventry Climax, one owner from new. Immaculate red. £695

**ALWAYS OVER 60
SPORTS CARS IN STOCK**

To: Sales Dept., Camden Motors, Ltd.,
Leighton Buzzard, Beds.

I am interested in

I wish to part exchange my

.....for which I require £.....

Name

Address

.....Telephone.....

A662

(Continued overleaf)

BASIL ROY LTD

1928-1962

STANDARD TRIUMPH

We shall be pleased to forward details on request, of the

NEW TRIUMPH VITESSE

Saloon £837-0-3
Convertible £893-7-9

161 GT. PORTLAND STREET, W.1 LAN 7733/4/5

DOVE'S

STANDARD TRIUMPH

OF WIMBLEDON

LIBerty 3456-8

THE FIRST OFFICIAL TR Centre

THE LARGEST STOCK OF TRs IN
THE COUNTRY

USED TRs

- 1954 TR2.** A rare car fitted with overdrive and wire wheels. Excellent mechanically. Heater, etc. £350
- 1955 TR2.** Hard and soft tops, wire wheels, a well kept car, nice and clean. Heater, etc., etc. £365
- 1955 TR2.** Well above average with a set of new tyres, heater, etc., ready for miles of motoring. £375
- 1956 TR3.** Blue with overdrive, hard and soft tops, heater. The kind of TR you like on sight. £395
- 1956 TR3.** Another unusual TR with lots of extras. A history record available. £395
- 1960 TR3A.** Only 13,000 miles since new. One owner of course, beautifully kept. B.R.G./Grey. £650
- 1962 TR3A.** This is almost new and carries 10 months' works guarantee. How's this for value. £825

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

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

Write for full details
44/48 Kingston Road, S.W.19
(150 yards South Wimbledon Underground)

Classified Advertisements—continued

TRIUMPH—continued

- TRIUMPH TR2, 1954.** Overdrive, wire wheels, X tyres, heater. Excellent condition throughout. £275.—Brompton Garage, Ltd., 107-109 Old Brompton Road, South Kensington, S.W.7. Tel.: KENSington 3621.
- TR2 1955 (OCT.),** red, black hard top, tonneau, radio, heater, rally, fog lamps, good nick. £340. Wanted TR3A.—Kidson, Box, Stroud, Glos.
- TR2 1955,** resprayed signal red, reconditioned engine, new hood and s/screens, o/h. brakes and steering, excellent condition. £340. Terms, exchanges.—John Ward, Mount Street Garage, New Basford, Nottingham. Phone: Nottingham 73224.
- TR2 1955,** Well maintained, in original red. Overdrive, vinyl hood and tonneau, fine mechanical order. £358. Many other high performance cars, all guaranteed.—Baker and Roger, Ltd., 170 High Street South, Dunstable, Beds. Dunstable 62575.
- TR2/3 RECONDITIONED** engines, £51 exchange. Delivery and collection London area.—Simon Green, Ltd., 69 Brighton Road, Surbiton, Surrey. Elmbridge 5394.
- TR3A SUPERB** condition, indigo blue. Works rebuilt, 12 months guarantee. £250 of extras including flowed head, four-branch manifold, oil cooler, overdrive, etc.—Pickard, 2 Fairmead Court, Taylor Avenue, Kew, Surrey. Tel.: PROspect 0242.
- 1958 TR3A** hard top, overhauled engine, gearbox, overdrive, discs, new tyres, turbo discs, flame thrower and fog, roof lamp, washers. £550, or part exchange 4/5-seater, £325.—Write or call, not Sundays, 95 Derby Road, Duffield, Derbys.
- 1954 TR2.** Good condition, extras. View Chingford or Croydon.—SPR 4927 (evenings).

TURNER

BAKER AND ROGER, LTD.,

For the race-proved TURNER MK. II
and G.T. Mk. I.
170 High Street South, Dunstable, Beds.
Tel.: Dunstable 62575.

T.V.R.

THE CHEQUERED FLAG (MIDLANDS), LTD.
Distributors for the T.V.R. Grantura with Ford, M.G.A or Climax engines. Sales and service. Hire purchase, part exchanges and insurance arranged with pleasure. Ring now for a demonstration in the new Mk. III T.V.R.
Arkwright Street, Nottingham. Tel: 89282/3.

T.V.R. 1172. New engine, unmod., disc brakes, wire wheels. Emigrating. £450 o.n.o.—1 Little Copse, Fleet, Hants (17th July onwards).

1962 MK. IIA M.G., 1,622 c.c. engine, 3,000 miles only. Factory built car. Red with matching interior. £795.—Blythway Motors, Alcester Road, Wythall, nr. Birmingham. Wythall 2130.

1960 T.V.R., tuned 105E, 3.9:1 rear ratio, 12½ cwt. Performance with economy. Many extras, excellent condition, never raced, 11,000 miles. £550. Specification from: Laverton, Monkey Lodge, Freston, Ipswich. Woolverstone 303.

1959 T.V.R.—CLIMAX. Engine full Stage III specifications, close ratio gears, X tyres, 9,000 miles, very good condition. £550 o.n.o.—Haigh, Broad Lane, Holmfirth, Yorks. Holmfirth 942.

1954 T.V.R. G.T. saloon. £225.—T. Wilkinson, 174 St. Annes Road, Blackpool. Tel. 44118.

VANDEN PLAS PRINCESS

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

VOLVO

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

1960 PV 544 VOLVO, fully works modified and prepared. Engine just stripped and rebuilt, 14,000 miles only. Ideal for racing, rallying or sprints. Numerous extras and spares. Immaculate throughout. Must be fastest and finest in the country. £795 for quick sale. Hire purchase, part exchanges.—Phone: Warborough 285 or 353, Robert Bodle Limited, Dorchester Service Station, Dorchester-on-Thames, Oxon.

1959 VOLVO 122S, numerous extras, including radio, heater, etc., blue/grey, low mileage, immaculate, and guaranteed at £825.—Phone: Warborough 285 or 353, Robert Bodle, Limited, Dorchester Service Station, Dorchester-on-Thames, Oxon.

WOLSELEY

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

JOHN SPRINZEL

BUILDERS OF THE SEBRING SPRITE

offer three excellent examples of this Internationally successful Grand Touring Car. Naturally, they are covered by our unique three months warranty for parts and labour.

1960 SEBRING Road/Race. With a 997 c.c. 'Competition' motor, oil cooler, close ratio gearbox, racing clutch, wire wheels, front disc brakes, large rear drums, Sebring suspension, fibreglass bonnet, cherry red, with black carpets and red trim. £550

1960 SEBRING Road/Rally. With a 997 c.c. 'Competition' motor, oil cooler, competition clutch, Sebring suspension, wire wheels, disc front brakes, large rear drums, special steel 11 gallon tank, Haldex SpeedPilot, hardtop, rooflight. Ivory and cherry red, with black trim. £550

1960 SEBRING Full Race. David Seigle Morris's fabulous Alloy Coupe, tested by *Autosport* from 0—60 m.p.h. in 8.2 seconds. Fully trimmed in black, with an immaculate metallic grey body, this car has an 88 b.h.p. one-litre motor, and has performance and roadholding which is well out of the ordinary. £895

We can supply New or Used cars on terms or exchange and provide complete service and maintenance after sales.

JOHN SPRINZEL (Racing) Ltd.,

32, Lancaster Mews, London, W.2.

PADDINGTON 0171-2108

LE MANS 1962

This year, as in every year since 1956, ECURIE ECOSSE formed part of the British representation in the 24-Hour Grand Prix of Endurance at Le Mans. With a car which had never been tested before reaching Le Mans, E.E., winners of the famous French classic in 1956 and 1957, and one of the most successful teams in motor racing, entered the 24-Hour race in an attempt to enhance the prestige of Britain abroad. In a race noted for the high retirement rate (only 18 of the 55 starters completed the race) the blue car held a steady and promising position before retiring after almost eight hours of the gruelling endurance test, when the machine succumbed to troubles not unexpected from an untried racing car.

The fact that the car actually took part in the race so soon after its construction is due not only to the determination of the team but to the support of motor racing enthusiasts throughout the world identifying themselves with one of the most formidable forces in motor racing. Play your part in this exciting venture by joining the Ecurie Ecosse Association.

Full particulars from

Ecurie Ecosse Association Ltd.,
7 Merchiston Mews, Edinburgh.

Full member £2, Associate £1
(U.K. only), Junior 10/-.

Name.....
(Block capitals, please)

Address.....
A

BALANCING

DYNAMIC balancing of crankshaft-flywheel assemblies is NOT expensive.—Phone: Laystall, Waterloo 6141.

BODIES

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

BOOKS

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

BOOKS BY POST. Any motoring book, "one-make" handbook or manual. Send year and make of your car. Catalogue 1s. 6d.—Motor Books and Accessories, 33 St. Martin's Court, London, W.C.2.

BRAKES

DISC BRAKES

Triumph Herald Disc Brake assemblies by GIRLING now available for fitting ex-stock. Transform your Herald's braking! £32 10s. plus fitting.

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

BUSINESS NOTICES

PAUL EMERY wishes it to be known that he has severed all connection with Emeryson Cars, Ltd., and is not responsible for the maintenance or preparation of the existing cars or any future design or development of the products of the said company.

CONVERSION SPECIALISTS

ALEXANDER CONVERSIONS.—6 Adam and Eve Mews, Kensington High Street, W.8. WEStern 1166.

CONVERSION UNITS

ARDEN for Clayton Dewandre power brake kits. Lockheed Servo power brakes, Borg & Beck Competition Clutch kits "A" Series. Koni shock absorbers. Armstrong shock absorbers. Armstrong shock absorber Competition setting. Crypton Transistorized Rev. Counters, 0-6 and 8 and 10,000 r.p.m.—Arden Conversions, Tanworth-in-Arden, Solihull, Warks. 3d. stamp for list. Wythall 3368.

ENGINEERING SERVICES

JACK BRABHAM (MOTORS), LTD.,

for
COMPLETE ELECTRONIC CRANKSHAFT AND ENGINE BALANCING SERVICE
All types of crankshaft, flywheel and clutch assemblies, tail shafts, con. rods and pistons can be perfectly balanced.
248 Hook Road,
Chessington, Surrey.
ELMbridge 4808 & 9280.

R. R. C. WALKER

Racing and Sports Car Department

for all classes of development work and competition preparation, machining, etc. Conversions—sole U.K. agents for Gear Speed Developments, county agents for Shorrock Superchargers, stockists of Speedwell and Alexander conversions.
London Road Garage, London Road,
Dorking, Surrey.
Tel.: 3891.

CONNAUGHT CARS (1959) Limited for all classes of competition preparation. Citroën and Fiat specialists. World wide reputation.—Connaught Cars (1959), Ltd., Portsmouth (A3) Road, Sand, Woking, Surrey. Tel.: Ripley 3122.

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

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

THE Chequered Flag (Engineering), Ltd., can now undertake all types of specialised engineering, from chassis construction to race preparation, at reasonable cost.—Inquiries to ACOrn 0649.

ENGINES

EX-TOMMY DICKSON 2-litre Climax. Tuned by Hugh Shannon. Not used since 1960 season. Overhauled beginning of season and not raced since. Best offer to Jock Russell, "Mansfield", West Calder. Phone: 436.

2-LITRE Climax engine partly stripped. Some work needed to put in 100 per cent. condition. Sale due to installation of Buick engine. £500 o.n.o.—Tel.: Daventry 2552 or Bozcat 279 evenings.

100 ENGINE and box, Elva o.h.v. hot cam, etc., new pistons, chain. £50.—Phone: CHAncery 7792 (London).

GEARBOXES

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

FORMULA JUNIOR and Sports Car. Four and reverse c.r., five and reverse c.r. and six speed c.r. VW gearboxes complete or exchange. Available with inboard disc or drum brakes. Save 4-10 per cent. power with dry sump lubrication kit.—LawrenceTune Engines, Ltd., 69A Avenue Road, London, W.3. ACOrn 0129.

INSURANCE

LIFE ASSURANCE INCLUDING MOTOR RACING COVER WITHOUT ANY ADDITIONAL PREMIUMS. Passenger Insurance for Sports Cars.—City Assurance Consultants, Ltd., 46 Cannon Street, London, E.C.4. Tel.: CItY 2651.

MISCELLANEOUS

NICKRI body shell, windscreen, detachable hard top. Cost £110; accept £55.—McNally, Mochrum, Newton Stewart, Wigtownshire.

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

TREVINI auto marine plastics.—Prop.: Trevor Wilkinson, designer of the T.V.R. Phone: Blackpool 44118 for all fibreglass body repairs.

TWO HD/6, 1½ ins., 30 deg. Semi D/D SUs. £15 10s. Four wheels, suit Sunbeam Alpine, inc. R5s (worn) plus five Duraband tubes, £5 the lot.—110 The Northern Road, Liverpool, 23.

NOTICES

SALE

THE SALE continues on to 21st July. Still to go are (mostly new): Supertone Silencers, Exhaust Manifolds, Johnson Spotlamps, Reversing Lamps and Blinkers, "A" and "B" type Double Valve Springs, Lap Boards, Driving Glasses, Racing Numbers, Carpets, A40 and Sprite, A55 and Riley 1.5, Dampers, Jaguar Steering Boxes, Ford 100E Gearbox, Standard "A" Heads, "A" type High Compression Pistons, standard and plus 40 thou. Rally Horns, SU Carburettors, Sprite Disc Brake Set, Door Handles, Amal Carburettors and Inlets—A40, A35, A50, etc.—Roll Bars, Sprite Seats, "A" type Alloy Push Rods, Brake Linings, Cold Air Boxes, Heat Shields, Trailer Towing Gear, Len Adams's Shirt, etc., etc.

Shop early for Christmas at:

SPEEDWELLS SIDE SHOWROOM.

763 Finchley Road, London, N.W.11.

SPEdwell 2226.

RACING EQUIPMENT

RACING clothing.—Overalls, crash helmets, goggles, vizors, gloves, etc., etc. Large selection always in stock.—Rally Kit, 719 Warwick Road, Solihull, Warks. SOLihull 1252.

RK FOR all racing kit by post. Write for details. Trade also supplied.—Roland Kerr, Ltd., 125 Tarring Road, Worthing. Tel.: 7878.

RADIATORS AND FUEL TANKS

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

RALLY EQUIPMENT

AUXILIARY lamp covers for 7 ins. lamps, 7s. 6d. pair, 5½ ins. lamps, 6s. pair. Helphos lamps, 69s. 6d., p. and p. 2s. Flexlights, 42s. 6d. Headlight flasher units, 20s. and 25s. Chrome badge bars, 21 ins. to 32 ins. wide, 63s. Portarack chrome rear grids, £10 10s. Mini chrome interior door handles, 17s. 6d. pair. We stock every possible requirement for rallying. Write for free illustrated catalogue from the rally specialists, suppliers to the leading rally crews.—Roadsport Equipment, 76 King Street, Loughborough. Tel.: 4937.

GARFORD. The Romer designed by experts with Navigators in mind. Price 5s. post free from Garford Romers, 1 Peterborough Road, Harrow, Middlesex.

RK FOR all rally kit by post. Write for details. Trade also supplied.—Roland Kerr, Ltd., 125 Tarring Road, Worthing. Tel.: 7878.

REV. COUNTERS

RK FOR Smiths new electronic rev. counters: 8,000 r.p.m., 12 v., 4 or 6 cyl., £9 15s. Post 2s. 6d.—Roland Kerr, Ltd., 125 Tarring Road, Worthing. Tel.: 7878.

SAFETY BELTS

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

SAFETY GLASS

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

SHOCK ABSORBERS

KONI long-life Shock Absorbers for improved roadholding and comfort. Standard equipment on Porsche, Ferrari, Frazer-Nash, etc. Included in Ruddspeed Volvo conversions and optional extra on T.V.R. Granturas.—From your garage or write Postland Engineering & Trading Company, Ltd., Dept. 14, Crowland, near Peterborough, Northants. Telephone: Crowland 3167/8.

(Continued overleaf)

ALEXANDER CONVERSIONS

Alexander Engineering manufacture and fit equipment designed to give your car improved performance and added safety without increased wear. Whether you want only moderately increased acceleration and/or top speed, or wish to go racing, the Alexander experts can advise you on the equipment you need. If your car is listed below, tick the model, tear out this advertisement and write your name and address in the margin. We will send full details and the name of your local authorised agent. Conversions have 12 months' guarantee.

AUSTIN Mini, Cooper, and all 4-cylinder models
FORD All models
HEALEY Sprite
HILLMAN All o.h.v. models
M.G. Magnette and Midget
MORRIS All models
RILEY 1.5, 4/68, Elf, 4/72
SINGER All models
STANDARD 8 and 10
SUNBEAM All models
TRIUMPH Herald "S" and 1200
VAUXHALL Victor (pre-1962)
WOLSELEY 1500, 15/50, 15/60, 16/60, Hornet

The B.M.C. 'Mini' range is available in 6 stages of tuning. Even Stage 1 gives better acceleration than most 1,600 c.c. saloon cars.

Stage 1. The cylinder head and parts are greatly modified. The compression ratio is raised to 9:1. Two 1½" semi down-draught S.U. carburettors are fitted on to a specially designed and air-flowed manifold.

Stage 1A. As Stage 1, but with the addition of a specially designed camshaft giving excellent flexibility, greater acceleration and higher cruising speed.

Stage 1B. As Stage 1A, but with a complete free-flow exhaust system including a 3-branch exhaust manifold.

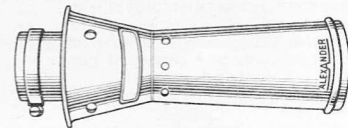
Stage 2. Specially designed cast iron cylinder head is supplied with larger inlet and exhaust valves fitted with Formula Junior valve springs. Completely modified, inlet and exhaust parts and combustion spaces which are highly polished and air flowed for maximum efficiency, comp. ratio: 9.3:1. Two 1½" S.U. carburettors are mounted on a specially designed fully air-flowed light alloy inlet manifold.

Stage 2A. As Stage 2, but with the addition of a specially designed camshaft giving excellent flexibility, greater acceleration and higher cruising speed.

Stage 2B. For the connoisseur who looks for the ultimate in Road Performance ALEXANDER have added a completely new free-flow exhaust system with 3-branch manifold and two silencers.

STAGE 2B Performance Figures	M.P.H.	Standard	Converted
0-30	6.2 secs.	4.0 secs.	
0-40	10.0 secs.	6.4 secs.	
0-50	16.9 secs.	10.0 secs.	
0-60	26.5 secs.	14.1 secs.	
0-70	—	20.0 secs.	
0-80	—	34.4 secs.	

Stage 2B gives a 0-70 figure that is 1.4 secs. better than most 1,500 c.c. sports cars. Acceleration of under 8 secs. from 40-60 m.p.h. is particularly impressive.



The ALEXTRACTOR for:
* More power. * Elimination of back pressure.
* Greater Fuel Economy. The most Scientific Exhaust Extractor in the World!

Laurence Pomeroy in *The Motor*, 1st March, 1961, says: 'In 1960 the writer's 8-year-old Ford was returned for an engine check-up after 80,000 miles and subsequent to this and after fitting Alexander Extractors the car has for the first time comfortably exceeded the three-figure mark which can now be sustained indefinitely on suitable roads.'

Exhaust pipe sizes up to 1½" 60/-; sizes 1½" to 2" 65/6. Send cash for your 'Alextractor' by return, Post Free, stating exact size required or make and model of car: also available from your local garage.

WE SUPPLY NEW AND USED CARS ALREADY CONVERTED

ALEXANDER ENGINEERING COMPANY LIMITED

Haddenham, Bucks. Tel: 345/6
Alexander-Motortune Ltd., 6 Adam and Eve Mews, London, W.8. Tel: WEStern 1166.
Alexander Conversions Ltd., 1A, Caroline Street, Birmingham 3. Tel: CENtRAL 0665.

Classified Advertisements—continued

SITUATIONS VACANT

FITTER required, Jaguar experience essential. Interest in motor racing an advantage.—Box 4815.

SITUATIONS WANTED

BEATNIK, Deb Escort, Club Racing Driver, Professional Partygoer and Advertising Man! Age 25. Two European languages spoken. I want a post as assistant team manager, or similar. Suggestions welcomed, however. Commencing salary £1,000 p.a. Write.—Box 4813.

SELF-EMPLOYED motor engineer, fed up routine repairs, passionate interest motor sport, seeks position sports-racing car company, manufacturing or retailing. Small capital, possible investment or similar. Suggestions welcomed. All replies answered.—Box 4817.

SPARES & ACCESSORIES

ATTENTION SPORTING MOTORISTS

Your nearest Accessory Shop is your nearest Pillar Box when you deal with The Motor Clubman. We specialize in Performance, Race and Rally equipment or parts for your Special. We also supply a full range of accessories to brighten your car up. Please send for our FREE catalogue.

THE MOTOR CLUBMAN
36-38 Chiltern Avenue,
Northampton.

LE MANS hard tops for Austin-Healey 3000, £40. Sprite, Turner, M.G. Midget, £26.—Phone: Clifford Engineering, WILlesden 7070.

LOTUS parts, front suspension complete with steering and adjustable shock absorbers, £15. Disc brakes complete with master cylinders, pedal, pipe, hand brake, £60. Oil cooler, £8. Radiator, £10.—John Russell, Mansfield, West Calder. Phone: West Calder 436.

MINI sun roof, tough fabric, only wants hole cutting in roof. £8 15s.—24 Flamborough Road, Bridlington, Yorks.

REMAINS of Lister-Jaguar. De Dion rear end in frame with 3.54 ZF differential, disc brakes, alloy callipers, half shafts, suspension units. Front suspension units, discs, callipers, hubs, KOs, 4 alloy wheels, two new 700 x 16 RS5 tyres. Rack and pinion units. Aluminium petrol tank (16-gallon).—Wright, Brockton 239.

SPRITE tonneau cover, bumpers and over-riders. Ferranti hard top for '58/'59 Sprite. Healey 3000 steering wheel. Offers?—Curry, Larden Hall, Much Wenlock, Shropshire. Brockton 239.

Duet Grand Prix Driving Tests

Something New

IN MOTOR SPORT
TWO CARS PER TEST TOGETHER

July 22 An Inter-Area Association Team Event

R.A.F. CHURCH LAW FORD
Near RUGBY ADMISSION FREE

Open to Members of all Recognised Clubs and Associations

FULL CATERING FACILITIES
TELEVISION MONITORING AND CONTROL

WILLMONT 100E O.H.I.V. High-lift and standard rockers. Polished and matched ports. Twin Solex. Buckler close-ratio gears. Remote change. Radius arms, anti-roll bar, sundry items. 0-60, 15 secs. £60. Would consider offers. Murray overdrive, 6,000 miles only. £15.—Doughy, 36 Ryecroft Road, London, S.W.16. GIPsy Hill 0981.

1960 LOTUS Elite body shell, crashed but repairable. £100.—Box 4808.

SUPERCHARGERS

CREAMER for Shorrock Superchargers. Sales service and tuning.—R. A. Creamer and Sons, Drayton Mews, Holland Street, Kensington. WEstern 1275.

TYRES

FOUR Dunlop Racing tyres and tubes, 15 x 5 (unused). Cost £70 13s. Accept £25.—Hamilton, Hornbeams, Priory Drive, Stanmore. GR1 373.

WHEELS

FOR sale.—Four wire wheels for Jag. 3.4, with or without almost new set of Cinturas, carefully run in.—Offers to Tom Paton, Chrisholm Motors, Ltd., 96 Hill Street, Kilmarnock. Tel. 1499.

WANTED

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

M.G. S CRASHED, dilapidated or damaged, for cash. Collect anywhere.—Box 4751.

PARTLY-WORN "X"s, 5.20 x 13.—WEMbley 0714.

SET of wire wheels required for Jaguar Mk. 2.—Please phone: Bradford-on-Avon 3137.

SPECIAL buidler requires at low or give-away price, old F1.2, etc., single-seater, without engine. Reply in confidence.—Box 4818.

500 C.C. Racing car and trailer wanted by young enthusiast. Absolutely anything considered. Please no fancy prices, they cannot be afforded.—Box 4812.

1,100 C.C. Cosworth-Ford dry-sump engine required. Must be in perfect order. Good price paid.—Box 4811.

1962 FORMULA JUNIOR Cooper or Lotus wanted. Must be in first-class condition. Particulars and price to—Arthur Owen, 4 Burrard Street, St. Helier, Jersey, C.I.

WANTED to buy.—Cooper Formula Junior model, 1961 or 1962, with Ford 1,100 c.c. engine.—Adolf Lang, Bruchsal-Germany, Kaiserstrasse 18.

NEW CARS FOR SALE

FORD

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

GOGGOMOBIL

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

LOTUS

SAVE over £100. New Lotus Elite. White/tan. Unregistered. Only requires engine to be fitted. Price £1,200.—Phone: Chorlton (Manchester) 1135.

SAAB

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

TRIUMPH

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

JAGUAR XK120

This famous car is modified to the limit allowed to comply with Appendix J Group 3, undoubtedly the fastest XK complying with regulations, with fantastic road holding. Many successes already this season.

Modifications include:

ENGINE Latest 3.4 block with Hyd. tensioner 9-1 comp. 'B' series head gas flowed by Brabham, latest comp. valves, special 2" racing SU carbs., oil cooler, 'D' type starter, triple plate clutch, c/r gears.

CHASSIS New chassis fitted modified fr. susp. Konis, Dunlop servo discs, Quitek change diff. 2 ratios.

BODY Finished in opalescent blue with all new chrome trims, competition bucket seats.

£1,500 has been spent on preparing this car for this season and it is only offered for sale due to a change of plans.

£600 o.n.o.

TANUM EQUIPE RACING ORGANISATION
Limited,
Stoke Golding, Nuneaton. Stoke Golding 350.

NORTH
SOUTH
EAST
COME WEST

TAUNTON
MOTORING CLUB
NATIONAL
AUTO-CROSS
AUGUST
BANK HOLIDAY
MONDAY

Regulations:
W. G. Cawsey, 14 Station Road, Taunton

AUTOSPORT CAMERA COMPETITION—CARS OF YESTERDAY

NAME (Block letters).....

ADDRESS.....

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

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

Signed..... AGE (if under 18).....

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

Address all entries to:
Autosport, Cars of Yesterday Competition, 159 Praed Street, London, W.2
S.A.E. must accompany all submitted prints which entrants wish returned.



SPECIALISTS
REPAIRS
SALES
SPARES
SERVICE

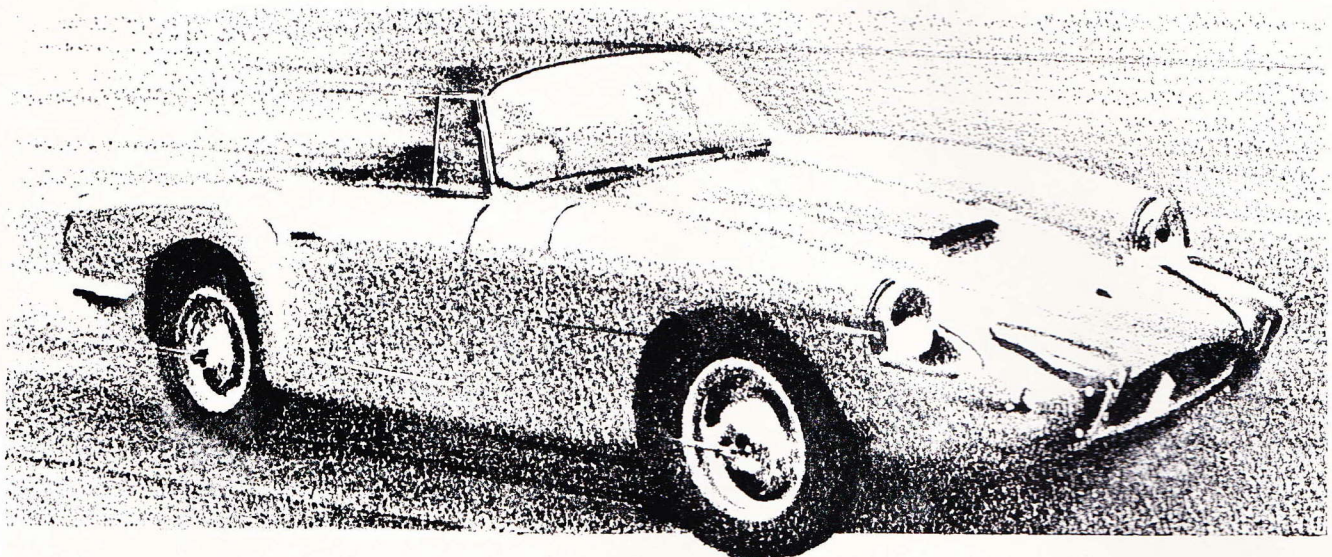
NEW CARS FOR SALE



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

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

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



Exhilarating

New car — new concept. An exhilarating concept. **Exhilarating?** Here is a big sports car with power to spare: a car that surges up to the magic 100 and beyond: a car with impeccable roadholding: **Exhilarating?** Superb line, superlative detail. Spacious cockpit, wide doors, wind-up windows, lavish instrumentation — luxury in everything from the full carpeting to the cigar lighter. **Exhilarating?** Get behind the wheel and try Sabre — swept motoring for yourself! Full box-section chassis, 1700 c.c. twin carb. engine, all-synchro gear box, rack and pinion steering, disc front brakes, thermostatically controlled fan, every extra is standard on the Sabre.

WRITE TO RELIANT FOR
CATALOGUE AND ADDRESS
OF YOUR
NEAREST STOCKIST

Reliant **Sabre** a new sports car experience

Engineered by **THE RELIANT ENGINEERING CO. (TAMWORTH) LTD.**
Watling Street, Two Gates, Tamworth, Staffordshire

THE BOOK OF THE YEAR—

FOR THE DISCRIMINATING MOTORIST

HIGH PERFORMANCE CARS 1961-1962

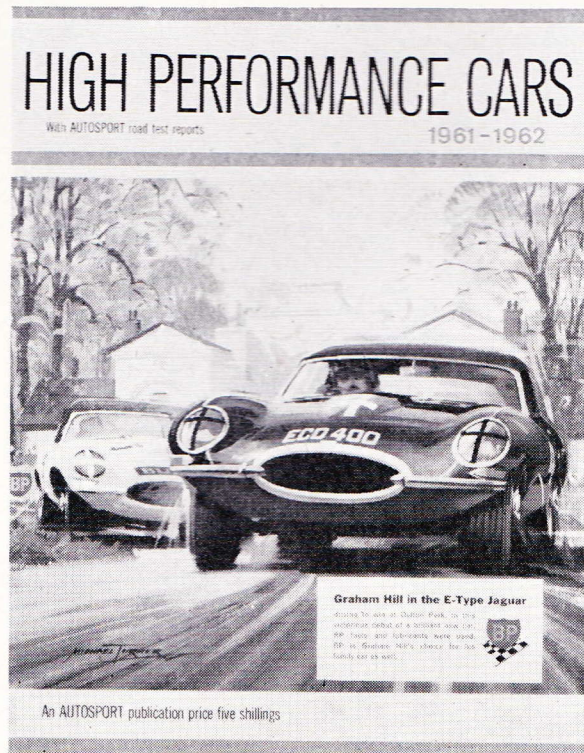
EDITED BY GREGOR GRANT AND JOHN BOLSTER

80 pages — numerous Road Test Reports — feature articles — technical specifications — illustrations and cutaway drawings by Theo Page and James Allington — over 150 photographs

OUTSTANDING VALUE at 5/0d. (5/10d. by post)

From your usual newsagent or bookseller, all branches of W. H. Smith & Son Ltd., and Wyman & Sons Ltd., or from

**AUTOSPORT BOOK DEPT., 159 PRAED STREET,
LONDON, W.2**



An AUTOSPORT publication price five shillings

You can get NEW CAR BRAKING

for the car you have now

FERODO brake lining materials are 'model-matched'. The right size of lining isn't enough. For good-as-new braking you need also the right material. All Ferodo lining materials are scientifically developed and 'model-matched' to suit the individual braking behaviour of every car model on the road.



Ask your garage for

FERODO

Anti-Fade Brake Linings & Disc Brake Pads

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



11/12