

"AUTOSPORT" THREE HOURS

AUTOSPORT

OCTOBER 4, 1963

AUTOSPORT

2/-

EVERY FRIDAY
Vol. 27 No. 14

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

"AUTOSPORT" THREE HOURS—FULL REPORT AND PICTURES : NEW MODELS FROM JAGUAR AND FORD

BRUCE McLAREN—FROM THE COCKPIT : RACING AT SILVERSTONE AND OULTON PARK



MIDGET

Not everyone can aspire to a Midget. But those who can have the joy of its 1098 c.c. engine with sports performance and the added security that comes from disc brakes and having 'something in hand' when it comes to overtaking. M.G. 'safety-fast' motoring is something to delight in—something the others haven't got. Nice to be able to say it's yours. £495 plus £103.13.9 P.T.



M.G. B.
£690 plus £144.6.3 P.T.



M.G. MAGNETTE
from £737.10.0 plus £154.4.2 P.T.



M.G. 1100
£590 plus £123.9.7 P.T.

Safety Fast!

12 Months' Warranty and backed by B.M.C.
Service—the most comprehensive in Europe.



AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

October 4, 1963 Volume 27 Number 14

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

Correspondents
Northern Ireland Brian Waddell
Eire Brian Foley
Western Germany Alan Bruce
Australia Peter Bakalor
New Zealand Peter Greenslade
South Africa Roger Houghton
Canada Bob MacGregor, Rose Monroe
U.S.A. Editor Ruth Sands Bentley
U.S.A. West coast Gordon H. Martin
South America Dr. Vicente Alvarez
Italy Gianni Marin

Photographic Section
Chief Photographer George Phillips
Scotland W. K. Henderson
U.S.A. Ozzie Lyons

Contents

- 451 Pit and Paddock
- 454 Sports News
- 456 Burnham-on-Sea M.C. National Weston-super-Mare Speed Trials
- 458 BRIDGEHAMPTON "DOUBLE 500"—Full Report and Pictures
- 459 Jaguar S-type—Full Description and Theo Page Cutaway Drawing
- 460 "AUTOSPORT" THREE HOURS—Full Report and Pictures of the Snetterton Race Meeting
- 463 Bruce McLaren—From the Cockpit
- 463 Trenton "200" to A. J. Foyt
- 464 The Ford Corsair
- 464 Correspondence
- 465 Lancashire and Cheshire C.C. and Mid-Cheshire C.C. Five-Hour Oulton Park Relay Race
- 466 North Staffs M.C. Silverstone Race Meeting
- 466 B.A.R.C. (Yorkshire Centre) and Yorkshire S.C.C. Stone Trough Trial
- 467 London M.C. Mallory Park Race Meeting
- 467 Sandown Park, Australia
- 468 Club News
- 469 Swansea M.C. National Rally of the Vales
- 471 Ulster A.C. Bishopscourt Race Meeting
- 472 Seven-Fifty M.C. Debden Race Meeting

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

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

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

Direct from the Publishers or all newsagents

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

EDITORIAL

CHAMPIONSHIP DAY

ONCE again another successful **AUTOSPORT** Three Hours Race at Snetterton has come and gone, and the 1963 Champion is 20-year-old Roger Nathan (Lotus Elite), who is the youngest driver ever to have won the Trophy. Nathan is a dedicated young man, who organized his racing season around the **AUTOSPORT** Championship. Runner-up, and winner of the opposite class Trophy, was Paul Hawkins of the Ian Walker stable, whose success has made up in part for several frustrating drives this year. The marque Lotus therefore won both premier awards, and, to add further to Colin Chapman's joy, Jim Clark, in a Normand-entered Lotus 23B, won the "Three Hours" outright, and with it the Martini-Rossi Trophy. Class winners in the Championship were Alan Foster (Jacobs M.G. Midget), Sir John Whitmore (Lotus Elan), Dick Stoop (Porsche), Mike Parkes (Ferrari), Sid Fox (Lola-Climax), Jim Clark (Lotus 23B) and Roy Salvadori (Cooper Monaco). The presence of World Champion Jim Clark added glamour to the race, as did the splendidly driven Ferraris of Mike Parkes and Jack Sears, Dick Protheroe's very rapid E-type Jaguar, the Zagato Aston Martins of David Skales and Brian Hetreed, and the unlucky Salvadori in the quickest car of all, the Atkins Cooper Monaco. There were the usual runs of misfortune amongst the record number of 32 starters: Protheroe lost his brakes, Salvadori broke his engine, Whitmore threw a wheel, Foster's M.G. developed a tremendous thirst for water, Trevor Taylor succumbed to mechanical failure, as did the remaining two Normand drivers, Tony Hegbourne and Mike Beckwith. However, there was not a single accident, despite the intense rivalry, particularly in the opening stages. Nevertheless, even with an attractive supporting programme, including a win for ex-World Champion Jack Brabham in the Alan Brown Galaxie, and the first-ever 100 m.p.h. Formula Junior lap by Denis Hulme (Repcor-Brabham), the meeting did not attract the usual big crowds of **AUTOSPORT** Three Hours races in the past. It would appear that the main attraction of previous events was their novelty, in that the "Three Hours" was Great Britain's only day-and-night race. It seems to **AUTOSPORT** that the excuse offered that it was too difficult to time cars during the hours of darkness was a feeble one, and that it would not have been impossible to arrange suitable pits illumination, and to provide cars with identifying numbers visible to the time-keepers. **AUTOSPORT**, of course, does not organize races. This is the job of motor racing clubs, and it would be a pity were the "Three Hours" to be lost to the calendar in its day-and-night form, merely to become just another long-distance event. Yes, there was something missing in the atmosphere, and one felt that the spectators were disappointed that there was no night-racing.

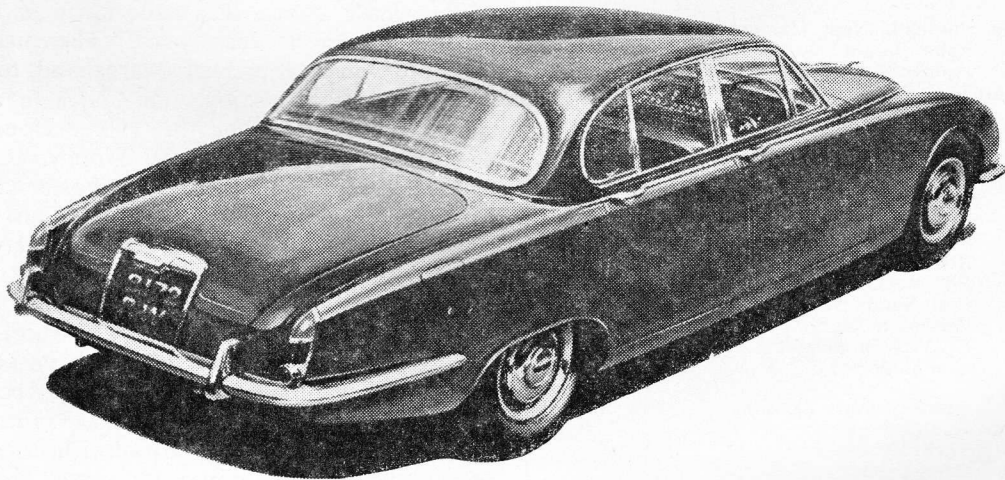
OUR COVER PICTURE

*UNUSUAL ANGLE on the **AUTOSPORT** Three Hours Race seconds after the drop of the flag. Front row of the grid comprises Roy Salvadori, Jim Clark, Mike Beckwith and Jack Sears and on the second rank are Mike Parkes, Tony Hegbourne and Dick Protheroe. Also prominent are Keith Greene (46), John Whitmore (9), Peter Sutcliffe (26), Bob Olthoff (23) and Tony Lanfranchi (37).*

Photo: George Phillips

**For the
new Jaguar 'S'
models**

and for every Jaguar ever made



**JAGUAR SAY
CASTROL**

so should you!



Jaguar recommend regular refills of fresh
clean Castrol for maximum engine protection

ALWAYS ASK FOR CASTROL—BY NAME



AUTOSPORTSMAN by Gus
No. 22: Peter Arundell

STIRLING MOSS has been named as navigator to John Sprinzel in a 3-litre Rover for the forthcoming R.A.C. Rally of Great Britain.

ANDREW HEDGES, who was involved in a road accident near Maidenhead last week, was taken to hospital with facial injuries, a broken jaw and leg wounds. He is progressing satisfactorily, but deeply disappointed at losing his chance to win the AUTOSPORT Championship for Dick Jacobs's M.G. Midget team.

MARANELLO CONCESSIONAIRES are negotiating for a rear-engined Ferrari sports-racer for 1964, for British events, anticipating increased interest in sports and prototype G.T. racing.

SUPPORT is spreading for the adoption of Group 3 as the basis for next year's saloon car racing. Practically every entrant agrees that this would increase competition, and would attract several other marques.

INNES IRELAND, at present in the Swedish Hospital, Seattle, following a spectacular crash practising for a sports car race, is reported to be fairly comfortable following an operation for a dislocated hip bone. His many friends will be relieved to learn that he is not as seriously injured as was at first believed, X-rays disclosing no internal injuries. He ought to be able to leave hospital in about three weeks' time.

JOHN BROWN is teaching rally navigation to London County Council evening class students. Interested would-be students in the Bromley area should note the address for enquiries: Churchdown Evening Institute, Malory School, Lancelot Road, Bromley, Kent.

ONE hundred and fifty of the world's top drivers will compete in Britain's biggest rally, the Royal Automobile Club's Twelfth International Rally of Great Britain, which takes place this year from 10th-16th November. The rugged 2,200-mile road section will include 54 special stages over private land loaned by the Forestry Commission, the War Office and private owners. The winner will be decided on these stages, which will be linked by suitably chosen roads avoiding towns.

The road section commences from Blackpool at 6.30 p.m. on Monday, 11th November, and after traversing the Lake District, the North of England and Scotland, the competitors return to Blackpool for an overnight halt on Wednesday. Restarting at 9 a.m. the next day, the rally runs through Wales and the West Country, the first car arriving at Bournemouth at about 3 p.m. on Friday. The Grand Parade, Prize Presentation and Rally Dinner and Ball will be held at Bournemouth on Saturday.

INTERNATIONAL RALLY TRADERS ASSOCIATION

In order that the motoring public can obtain greater benefit from international rallying a group of leading British rally drivers has formed the International Rally Traders Association. Well known among the founder members are Peter Riley, John Sprinzel, Peter Jopp, Bill Bengry and Vic Elford; these and the other members of the association are actively involved in all aspects of the motor trade—from sales and service to hire purchase and insurance. The object of the Association is to provide a countrywide network of companies where exceptionally high standards of service are coupled with an intimate knowledge of motoring problems. Further information on the association's activities can be obtained from the secretary, John Sprinzel, 32 Lancaster Mews, London, W.2.

PAGE TOURS have now moved to new premises at 88-92 New Walk, Leicester. Plans are already under way for an extension of activities for next season.



A QUESTION OF SUSPENSION: When a lady friend couldn't wear a smart outfit because the suspender buttons showed through, Alan Barton, well known in northern motor racing circles, designed a completely flat suspender which is only 75 thousandths of an inch thick, invisible to wear, feather-light and flexible.

MANY V.I.P.s in the world of competitive motoring sport were entertained to lunch last Saturday at Snetterton by AUTOSPORT, in the splendid marquee made available by Martini and Rossi.

PIT and Paddock

GRAND PRIX OF U.S.A.

This Sunday sees the Grand Prix of the United States at Watkins Glen. In addition to the list published recently in AUTOSPORT, Pedro Rodriguez will be driving a Team Lotus entry, and Masten Gregory a Parnell Lola-Climax. Walt Hansgen is down to pilot a Cunningham-entered Cooper-Climax, and Hap Sharp will be seen in either Lotus-B.R.M. or Lola-Climax. Jo Siffert has his familiar Lotus-B.R.M., and from Canada comes Ernie de Vos in his Stebro. No information was available at the time of going to press as to which driver will replace the injured Innes Ireland in the B.R.P.-B.R.M.; Roger Penske has been named as a possible.



UNORTHODOX signal shown to Marcos driver Dave Rees at last Saturday's Five-Hour Relay Race at Oulton Park suggests that his team manager thought that he could perhaps travel a little faster!

RECENTLY Peter Jopp achieved the almost impossible by selling an Austin A35 to a lighthouse keeper from Hartland Point, North Devon. Fraser Autos's customer, John Cameron, admired the car while passing on his way to Trinity House and returned later to complete the sales formalities. Within two days a mechanic had delivered the car to Hartland Point where a large crowd had assembled from the village including all the local coastguards and the meteorological officers in their best uniforms.

The engine of Roger Nathan's AUTOSPORT Championship winning Lotus Elite developed 109 b.h.p. and was prepared by Coventry Climax specialists, C.S. Engineering, 346, High Street, Lewisham, London, S.E.13.

CHRIS SUMMERS's fastest lap at the recent Peterborough Motor Club's Silverstone meeting was 1 min. 0.6 secs., a speed of 95.52 m.p.h., which is a new lap record for the club circuit. This bettered Summers's existing Cooper-Chevrolet record by two seconds.

CANADIAN GRAND PRIX

PEDRO RODRIGUEZ, driving a N.A.R.T. 250P Ferrari, won last Saturday's Canadian Grand Prix. Graham Hill in an Ian Walker Lotus 23 finished second and won the 2-litre class. We hope to include further details of this race in a future issue.

FOLLOWING his victory at the B.A.R.C. Aintree meeting last Saturday, Tommy Entwistle has won the Fred W. Dixon Challenge Trophy for 1963. A full report of the meeting will appear next week.

New JAGUAR

join the famous range of Mark 2, Mark Ten,

*The latest development
of one of the world's
most successful cars.*

*The new 'S' models make available
in a car of compact dimensions,
the very latest refinements in
Jaguar design and engineering.*



BY APPOINTMENT
TO H.M. QUEEN ELIZABETH
THE QUEEN MOTHER
MOTOR CAR MANUFACTURERS
JAGUAR CARS LTD

See the Jaguar range including the

3.4 & 3.8 'S' models

& 'E' type models which continue unchanged

The wide choice of high-performance high-quality motoring which the Jaguar range already provides, is now further extended by the introduction of these new 3.4 and 3.8 'S' models. With impeccable body styling and spacious interior proportions, these cars are powered by the world famous Jaguar XK engine of either 3.4 litre or 3.8 litre capacity. The many important features incorporated include:—

- All round independent suspension providing the utmost riding comfort under all conditions.
- Self adjusting Disc Brakes on all four wheels and self adjusting handbrake.
- Driver operated variable interior heating with on or off control for rear compartment.
- Reclining seats for driver and front passenger.
- An exceptionally large luggage boot giving an entirely unobstructed cubic capacity of no less than 19 cubic feet.
- Twin petrol tanks—one in each rear wing with change-over switch in dash panel.
- Spacious interior with generous head and leg room affording the highest degree of comfort.



new 'S' models on Stand 118 Earls Court

LONDON SHOWROOMS: 88 PICCADILLY W.1

PRODUCT OF
BRITAIN

WORLD
CHAMPION
COUNTRY
FORMULA 1
RACING CARS
1958 59 60 62 63

LONDON MOTOR CLUB INTERNATIONAL RALLY

FOR some months the London Motor Club has been negotiating with an international oil company for the sponsorship of the club's first international rally originally planned for early next year. Negotiations of this kind inevitably take some time and, while everything is now agreed in principle, the club considers that five months is insufficient time to organize an event of international stature.

Subject to R.A.C. agreement the club is now preparing to organize this event to take place in February, 1965. But this does not mean that there will be no London Rally for two years. Arrangements are now being finalized for the organization of a National "London" in October, 1964.

KEN MILES, the British-born American driver, is competition manager for Shelby American, Inc., producers of the A.C. Cobra, and will continue as team driver with Bob Holbert and Dave Mac-Donald next year. Ken was recently in this country "sorting" one of Willment's A.C. Cobras, but it unfortunately crashed at Brands Hatch, and Bob Olthoff was forced to pilot an "unsorted" Cobra at Snetterton last Saturday.



DETACHABLE HARDTOP is now available for the Triumph Spitfire and was shown for the first time at the Paris Show, which opened yesterday. It is priced at £33 18s. 8d. including purchase tax and is made in steel.

DRIVERS in the Rand Spring Trophy race at Kyalami, near Johannesburg, on 10th October, will be striving to put up good performances so that they will be invited to take part in the South African Grand Prix at East London. The Rand Spring Trophy race will be the final South African Championship race of the season. Drivers in the running for places on the grid at East London are: Neville Lederle, the 1963 national champion; Ernest Pieterse, last year's champion; Bausch Niemann, John Love, Doug Serrurier and Peter de Klerk.

B.O.A.C., in what is believed to be the world's all-time largest single airlift of vehicles, carried 19 racing cars from London to New York last Monday, on the inaugural flight of its new freighter—the swing-tail Canadair CL44. The cars—Lotuses, Coopers, B.R.M.s and Lolas—were for Sunday's American Grand Prix.

THE B.R.S.C.C. Members' Championship meeting takes place on Sunday over the 2.65-mile Grand Prix circuit at Brands Hatch. A record entry of well over 200 was received, and the programme has been expanded to a total of eight races. The main event of the meeting, which starts at 12.30 p.m., is the 20-lap Farningham Trophy race for unlimited single-seater and sports-racing cars.

SPORTS NEWS

KEN GREGORY has launched a company, with headquarters at Denham Airfield, Bucks, to operate a fleet of flying taxis. Travelling by flying taxi will cost as little as 10d. a mile in some cases, and, with some 180 airfields throughout Britain at which to pick up or put down passengers, as much as two-thirds of the time taken to do a journey by other means can be saved.

FAIRTHORPE have announced the introduction of a new Grand Touring car which will replace the Electron Minor. This car, the E.M. Three, has a maximum power output of 63 b.h.p. from its 1,147 c.c. Standard-Triumph engine.

FIAMM HORNS

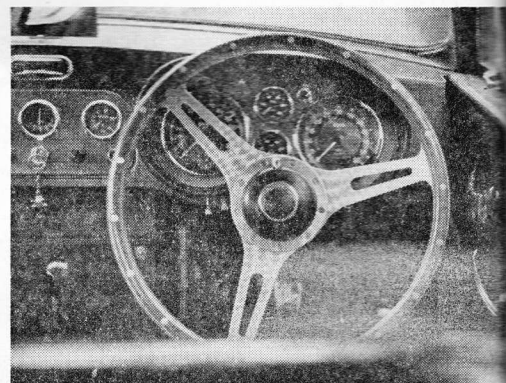
IF you listened to the B.B.C.'s programme "To-Day" on Tuesday, 3rd September, you will have heard Robin Richards discussing certain "audible warnings of approach". These were, in fact, part of a demonstration of modern and antique horns which was given to the Press later that day by Autocar Marine & Diesel, Ltd., sole agents in this country for Fiamm horns.

The demonstration comprised early klaxons, bulb horns and, amongst others, a pair of windtones, as well as the standard horn fitted to the Hillman Imp. Against these were set the full range of Fiamm horns and measurement was taken by means of a B.B.C. sound measuring meter to determine the sound output of each individual device. Some of the early klaxons put up remarkably good performances. Those manufactured by Fiamm proved to be very powerful indeed, specially those fitted with compressors. Fiamm windtones, too, were impressive. All the range were beautifully finished and sturdily built. The sounds emitted were reminiscent of Alpine passes and would surely assure the right of way.

Further details may be obtained from Autocar Marine and Diesel Co., Ltd., Stonehouse Street, London, S.W.4.



WE SHARE our car—he drives . . . I polish! We cannot find any excuse for publishing this photo advertising Johnson's Liquid One-Step, which is available at 6s. 6d. per bottle.



THE MOTORTUNE steering-wheel, which was recently described in AUTOSPORT, is shown here fitted to the Technical Editor's A.C. Aceca.

THE Ford Motor Co. of South Africa have recently joined the Caltex oil company in sponsoring the South African Grand Prix. This link-up should do much to ease the heavy financial burden of the event, the brunt of the expenditure of which was previously borne by Caltex Africa. The sponsorship is especially welcome this year, as the Springbok Series has been reduced to two events, the S.A.G.P. and the sixth Rand Grand Prix, on 14th December, now that Westmead, venue for the Natal Grand Prix scheduled for 21st December has been closed owing to financial difficulty.

A ROAD courtesy motor rally is being held at Newton-le-Willows, Lancashire, on Sunday. The rally has been planned for the purpose of stressing the increasing need for higher standards of skill, road sense and courtesy, with the ultimate object of reducing road accidents.

MANY motorists are anxious to discover a satisfactory answer to the removal of stains from chromium plated parts, especially in the winter when salt, which oxidizes chromium, is used on the roads. As chrome should be cleaned as soon as possible after contact with salt it is a good idea to keep a tin of Chemico household cleanser in the car. With a damp cloth chromium can be cleaned at the roadside.

BRAUSCH NIEMANN astounded the South African motor sport world recently when he took the ex-Jack Nucci Lotus-Alfa 23 around the Roy Hesketh circuit, Pietermaritzburg, in 1 min. 16.8 secs., which is more than a second quicker than the lap record, set by Syd van der Vyver in his V8 Lotus-Climax 24.

The Lotus-Alfa 23, which has been driven so successfully by Peter de Klerk, was only bought for Niemann, who must now rate as South Africa's most promising driver, a few weeks before the race. Mechanical trouble, however, put Niemann out of the two-hour race when in the lead. First place was taken by Ian Houlston (B.M.W. coupé), with Wally Schoch (D.K.W. Junior) second and Eric Adler (Simca) third.

DAVID PROPHET is thinking of visiting South Africa this winter, and would take both his Lotus 23 and his Brabham Junior, which would be brought up to F.1 standards.

LEADING Australian touring car driver, Norm Beechy, is to visit Europe shortly. If anyone is looking for a good Galaxie pilot, they should try Beechy as he is a master of the type of car, having raced the big Chevrolet Impala to such good effect against Bob Jane's bored-out Jaguar.



WINS AGAIN!

SNETTERTON, 28th SEPTEMBER, 1963

AUTOSPORT 3-HOUR RACE

1st overall JIM CLARK LOTUS 23 *Entered by Normand Ltd.*

SALOON CAR RACE

1st JACK BRABHAM FORD GALAXIE *Entered by Alan Brown*

CLASS B—1,301 c.c. to 2,000 c.c.

1st JIM CLARK LOTUS CORTINA *Entered by Team Lotus*

FORMULA JUNIOR RACE

1st D. HULME BRABHAM-FORD *Entered by Brabham Racing Developments Ltd.*

(Subject to official confirmation)

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

FOR the second year running, Chris Summers established B.T.D. at Weston-super-Mare, a venue which now attracts a better entry than Brighton. His Cooper this season being 5.3 litres, the extra 600 c.c. helped him to lower his record to 18.25 secs.

class resulted in a new course record for Chris Summers in the indelicately fast 5.3-litre Cooper-Chevrolet, its Corvette engine being practically standard except for gas flowed heads (it was said!), though the Rochester fuel injection from last year's 4.7 power unit has something to do with the car's success no doubt. Chris's time was 18.25 secs. with an average speed of about 99 m.p.h. for the half-mile. The B.T.D. brings the holder the Ken Burgess Memorial Trophy and thus allowed Tony Griffiths to have his first class win in his ex-Scragg 2½-litre B.R.M. and to have the satisfaction of keeping ahead of Ken Wilson's similar car, which was fastest at Brighton. The two B.R.M. times were 18.58 and 19.60 secs. respectively. A run deserving praise was that of Chris Summers' young mechanic, G. Balls, who, on his second run, recorded what turned out to be the fourth best time of the day in 20.18 secs.—surely a magnificent effort and a fine reward for the efforts in the paddock earlier in the day sorting out gearbox bothers.

The event was the last round of this year's AUTOSPORT National Sprint Trophy and even though he gained no points at Weston for his eighth best time, Mike Eyre has comfortably won the Trophy, the full points position of which will be given next week.

Summers Best at Weston-super-Mare

New Course Record for Cooper-Chevrolet Driver

By BRIAN SPARROW

THE National Speed Trials over the half-mile course laid out on the Marine Parade at Weston-super-Mare were ably organized last Saturday by the Burnham-on-Sea Motor Club. As if to show approval of their efforts the sun shone brightly for all but the last hour of their interesting programme.

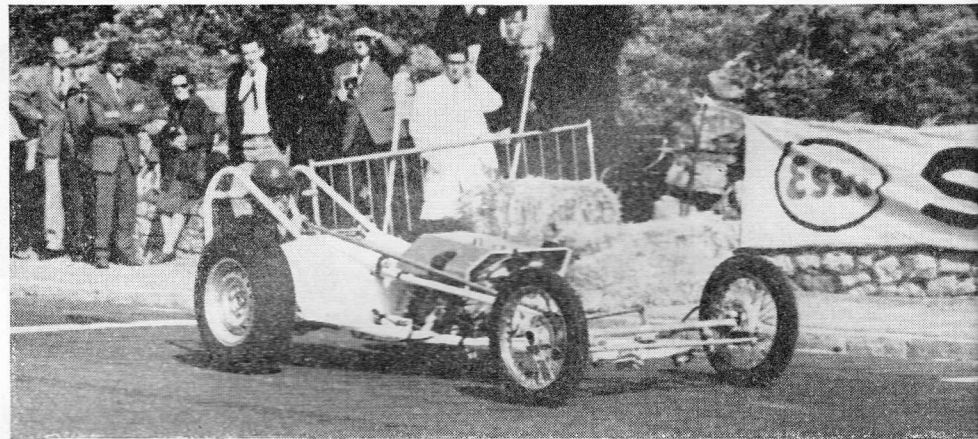
THE morning runs were confined to the first runs of the Touring and Sports Cars, the organizers sensibly running the cars in matched pairs whenever possible, thus increasing spectator interest. After lunch the racing classes were run with the programme concluding with second runs for the sports and touring class.

Class 1 was for Groups 1 and 2 Touring cars of up to 1,300 c.c. and was just won by R. Cook in his Morris-Cooper S, being faster than the Lotus Ford Cortina which won the 2,000 c.c. class. Wally Cuff drove his superb Facel Vega, recently rebuilt from a "write off" we were told, to keep ahead of G. Ward's Jaguar 3.8 and win the over 2,000 c.c. division with a time of 25.46 secs., the Jaguar following in 26.29 secs.

The fourth class was for Touring machinery up to 2,000 c.c. with a somewhat "warmer" specification than that allowed by Group 2 ruling, and was certainly a Downton benefit in that Val Gardner in the works 1,300 c.c. Mini-Cooper S was a trifle faster than chef d'équipe, Dan Richmond, who shared the car, the times being 24.35 and 24.60 secs. respectively.

Recent issues of a weekly motoring paper have carried correspondence concerning the merits of an Austin-Healey 3000 over a warmed up Mini-Cooper S. A certain Mr. Kaufmann agreed with Dan Richmond to settle the argument at Weston, with the approval of the organizers, the winner to take a case of '53 Krug champagne. Arrangements were thus made and the entries of both gentlemen accepted only to have Mr. Kaufmann default at the last minute. Fortunately the honour of the Austin-Healey was upheld by rally driver Ray Giblett in a borrowed car only arranged on the Friday evening. The result over the standing half-mile was 24.72 secs. for the Mini with 27.52 secs. for the larger-engined car, so surely the point has been proved.

DOC TAYLOR'S beautiful Type 59 Bugatti took part in the big racing-car class but was not, of course, a match for the V8 American-powered cars of Chris Summers and Co.



INTERESTING "miniature" dragster has been produced by Tony Densham and is powered by a Ford engine of 1½ litres. It is a credit to its constructor.

The programme continued with runs for marque sports cars up to 1,200 c.c., Amie Lefevre in his 1962 M.G. Midget being fastest in 25.70 secs. Donald Duncan in his well-known A.C.-Bristol won the up to 2,200 c.c. marque class in a fine time of 25.49 secs. ahead of the Morgan Plus 4 of I. D. Swift, who took 25.65 secs.

In the over 2,200 c.c. division Jack Lambert, driving his usual E-type with hard top, beat Ron Fry's magnificent Ferrari Berlinetta, the times being 21.57 to 22.22 secs. Mrs. Lambert effectively used the E-type to take the ladies' award, which is run on index, Patsy Burt, of course, being fastest lady driver in the racing class.

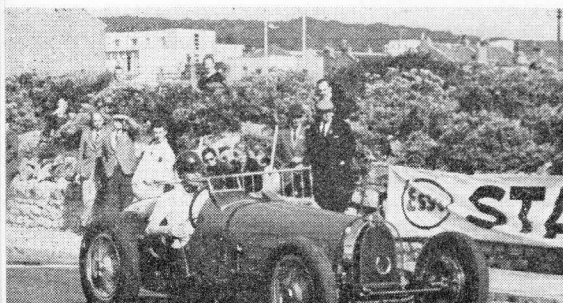
The gleaming aluminium-bodied A.C.-Aceca fitted with a 3.8 Jaguar power unit by S. H. Richardson was fastest in the largest sports-racing class with an extremely swift time of 21.12 secs., quite enough for Richardson to win the Fred Tuck Trophy for the fastest car other than a racing car and to make up for earlier anxious moments after trouble with the transmission. The class win therefore went to Charles Sgonina's DBR1 Aston Martin, whose best run was accomplished in 21.26 secs.

The racing-car classes were excellently supported with many hill-climb exponents in attendance. Derrick Colvin's Lotus 18 was fastest in the class for up to 1,000 c.c. capacity cars with a time of 24 secs. Wally Cuff was in his more usual mount, the ex-Eccles Cooper-J.A.P., and proceeded to win the up to 1,500 c.c. class with a time of 21.43 secs.

The extremely exciting over 1,500 c.c. racing

RESULTS

B.T.D.: C. G. Summers (Cooper-Chevrolet), 18.25 s.; 2, A. B. Griffiths (B.R.M.), 18.58 s.; 3, K. Wilson (B.R.M.), 19.60 s.; 4, G. Balls (Cooper-Chevrolet), 20.18 s.; 5, Miss P. Burt (Cooper-Climax), 20.36 s.; 6, A. Marsh (Marsh-Climax), 20.40 s.; 7, J. Macklin (Cooper-Buick), 20.64 s.; 8, M. R. G. Eyre (Cooper-Buick), 20.76 s. Best non-racing Car: S. H. Richardson (A.C. Aceca-Jaguar), 21.12 s. Best Lady Driver on Index: Mrs. I. N. Lambert (Jaguar E), 22.14 s. Production Saloon Cars up to 1,300 c.c.: 1, R. Cook (Morris Mini-Cooper S), 26.69 s.; 2, R. Fry (Austin Mini-Cooper S), 26.82 s.; 3, G. S. Barnes (Morris Mini-Cooper S), 27.24 s. 1,301-2,000 c.c.: 1, K. F. Hodges (Lotus Ford Cortina), 26.85 s.; 2, I. D. L. Lewis (Sunbeam Rapier), 27.66 s. Over 2,000 c.c.: 1, W. C. Cuff (Facel Vega), 25.46 s.; 2, G. S. H. Ward (Jaguar 3.8), 26.29 s. Modified Saloon Cars up to 2,000 c.c.: 1, V. Gardner (Austin Mini-Cooper S), 24.35 s.; 2, D. Richmond (Austin Mini-Cooper S), 24.60 s. Marque Sports Cars up to 1,200 c.c.: 1, A. F. Lefevre (M.G. Midget), 25.74 s.; 2, A. Mansbridge (Austin-Healey Sprite), 30.10 s. 1,201-2,200 c.c.: 1, D. Duncan (A.C. Ace-Bristol), 27.40 s.; 2, I. D. Swift (Morgan Plus 4), 25.65 s.; 3, M. J. K. Stewart (A.C. Ace-Bristol), 27.40 s. Over 2,200 c.c.: 1, A. J. Lambert (Jaguar E), 21.57 s.; 2, R. Fry (Ferrari 250 GT), 22.22 s.; 3, V. J. Crapnell (Jaguar E), 22.69 s. Sports Racing Cars up to 1,000 c.c.: 1, R. Ashford (M.G. Midget), 26.23 s.; 2, J. R. Hill (Lotus-Ford 7), 26.24 s. 1,001-1,600 c.c.: 1, P. B. Bailey (Lotus-Climax Special), 22.63 s.; 2, C. D. Watts (Lotus-Climax 11), 23.29 s.; 3, M. Davis (Lotus-Ford 7), 24.86 s. Over 1,600 c.c.: 1, C. Sgonina (Aston Martin DBR1), 21.26 s.; 2, E. W. Judge (Jaguar E), 22.99 s. Racing Cars up to 1,000 c.c.: 1, D. A. S. Colvin (Lotus-Ford 18), 24.00 s.; 2, J. Denley (Lotus-Ford 18), 24.50 s.; 3, M. Locke (Cooper-Vincent), 25.63 s. 1,001-1,500 c.c.: 1, W. C. Cuff (Cooper-J.A.P.), 21.43 s.; 2, G. D. Hill (Lotus-Climax 18), 21.68 s. Over 1,500 c.c.: 1, A. B. Griffiths (B.R.M.), 18.58 s.; 2, K. Wilson (B.R.M.), 19.60 s.; 3, G. Balls (Cooper-Chevrolet), 20.18 s.





WINS AGAIN!

SNETTERTON, 28th SEPTEMBER, 1963

AUTOSPORT 3-HOUR RACE

1st overall JIM CLARK LOTUS 23 *Entered by Normand Ltd.*

SALOON CAR RACE

1st JACK BRABHAM FORD GALAXIE *Entered by Alan Brown*

CLASS B—1,301 c.c. to 2,000 c.c.

1st JIM CLARK LOTUS CORTINA *Entered by Team Lotus*

FORMULA JUNIOR RACE

1st D. HULME BRABHAM-FORD *Entered by Brabham Racing Developments Ltd.*

(Subject to official confirmation)

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

ALWAYS LOOK TO ESSO FOR THE BEST



Bridgehampton "Double 500"

Wins for Dan Gurney (A.C. Cobra) and Walt Hansgen (Cooper-Buick)

Report and Photography by OZZIE LYONS

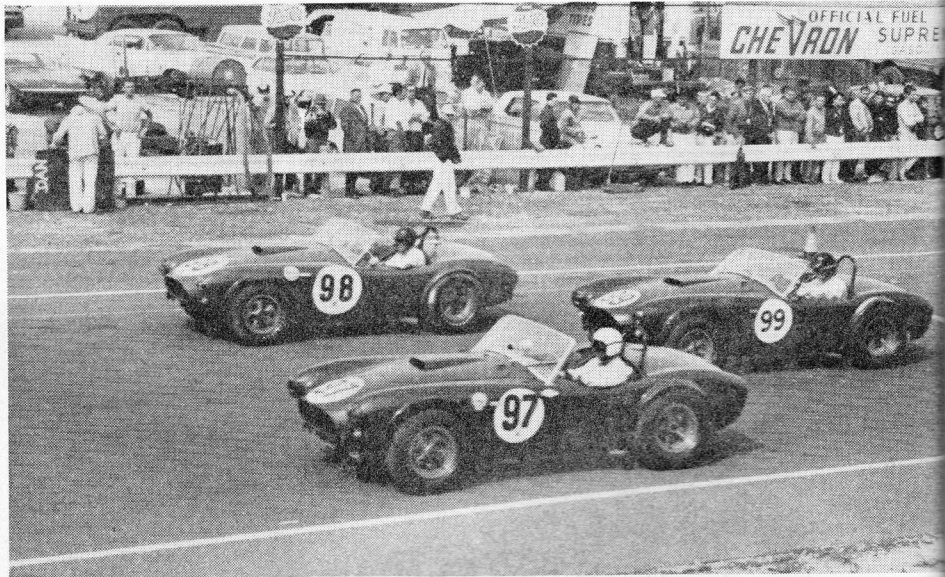
A FULL frontal assault by the Carroll Shelby A.C. Cobras won impressive victories in the Bridgehampton 500-kilometre race counting for the International Championship for G.T. cars. Dan Gurney and Ken Miles finished a close first and second in the Ford V8-powered Cobra G.T. cars. Two Briggs Cunningham-entered E-type Jaguars, driven by Walt Hansgen and Paul Richards, finished third and fourth ahead of a pair of Corvettes. Gurney, according to local accounts, thus became the first American driver to win an International Championship sports car race in an American car. A second 500-kilometre race, run the following day for sports-racing cars, plus G.T. cars, produced a strenuous battle won in the very last mile by Walt Hansgen driving a Cooper-Buick Monaco. His principal antagonist was Pedro Rodriguez in a 3-litre 250P Ferrari entered by N.A.R.T.

THE "Double 500" attracted more than 15,000 fans both days. Despite a cold blustery wind and overcast skies, enthusiasm and interest were evident. The fine distinctions in F.I.A. regulations concerned them not—they came to watch fast powerful road cars hurled through breath-taking corners by daring drivers. The first day's race may have been officially for the manufacturers, but the crowd yelled for their heroes. One banner read "Dan Gurney for President".

The long 310-mile grinds inflicted a lot of mechanical punishment, particularly on those cars which competed both days. The A.C. Cobras, driven by Holbert and Johnson, each broke their inner universal joint on the half-shaft during the first race. Next day Holbert took over Gurney's winning Cobra, only to have an early transmission failure. Ken Miles, whose Cobra had taken second place on Saturday, experienced a broken clutch plate after 90 laps on Sunday. Only 15 cars, out of a field of 34, finished the second race.

The British Ford Cortina ran faultlessly in both events and chalked up a most impressive first in class and second in class. Driven hard but consistently by Bedfordshire lad Henry Taylor, the modest little saloon car astonished onlookers by overtaking Porsches and crowding the Corvettes!

The "Manufacturer's" race got off to a fast rolling start with three Cobras in front line abreast, closely followed by two of the Jaguars. Altogether the field included three



OFF for the warm-up, Dan Gurney eases his big A.C. Cobra away carefully. Dan lapped all but his team-mate Ken Miles in the first race.

Ferrari GTO cars, three E-types, four Corvettes and five Cobras. The smaller capacity class included seven Porsches, three T.V.R.s, a Volvo P1800, one Abarth-Simca and the Cortina.

Walt Hansgen forged his Jaguar out in front on the 5th lap and maintained a scant lead until the 30th lap, when Dan Gurney took over. Paul Richards spun his Jaguar and somehow wiped off the entire nose and bonnet, continuing nevertheless. On lap 50, Bob Grossman became the pilot of the McKelvey Ferrari GTO and there were other driver changes as each of the cars began to come in for their required fuelling stop. The strong gusts of wind handicapped pit crewmen and a good deal of the petrol went everywhere but into the tank. Pit work for the two leading contestants, however, was exemplary. Alfred Momo's men got Hansgen out in 41 secs. and Shelby's crew serviced Gurney in 34 secs. The first tyre change of the race concerned the Cortina and was accomplished in under 32 secs. Nearing the end, Gurney finally lapped all but his team-mate Miles and both Cobras roared across the finish line with impressive speed. Joe Buzzetta in his special Porsche was victor in the 2-litre class and seventh overall.

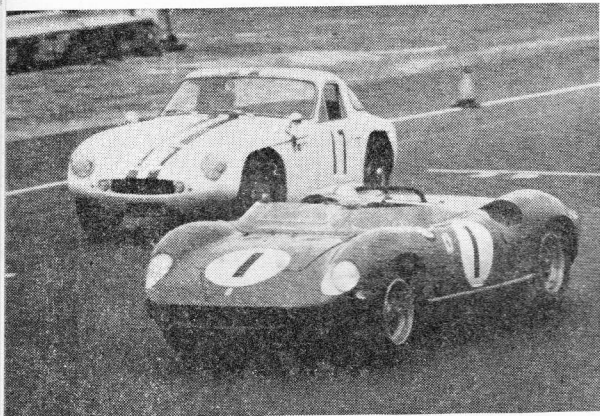
The feature on Sunday afternoon was preceded by the traditional "exhibition run" for vintage sports cars. Year by year this verges closer to outright racing. Some quite hairy dicing provided a last-lap spin out by a G.P. Bugatti Type 59 to let the B.M.W. 328 take the chequered flag.

The "Sports Car 500" field then assembled on the grid. Two white Cooper Monacos with Buick V8 engines of 3½-litre capacity lay alongside the squat, red 3-litre Ferrari. Hansgen and Richards had set up practice times of 1 min. 46 secs. and 1 min. 48.3 secs., while Rodriguez held the prevailing absolute lap record of 1 min. 49.6 secs. made last year with a 4.1-Ferrari on this 2.85 mile road-course.

Next row held the victorious pair of A.C. Cobras driven this day by Miles and Holbert.

Dick Thompson's big 5½-litre Sting-Ray Corvette coupé was oddly paired with Charlie Kolb's tiny Lotus 23 of 1,600 c.c. Both had almost identical lap times. Briggs Cunningham sat in his Ford-powered Maserati beside Dan Gurney in a handsome new 4-litre Ferrari coupé, model 330LM. Farther along were two Chevy-engined Listers with two Porsches, another Cobra and two Corvettes. Then a 3½-litre Genie and the Cortina, more Porsches, T.V.R.s, a Volvo, an Elite and an M.G.B mixed in with back marker Corvettes, Ferraris, and a 4-litre Maserati.

The paced field of 34 thundering cars fled under the starter's flag and the contest began in earnest. Hansgen, past master of the perfect start, drew steadily ahead of Rodriguez. The white Cooper got well in front on the first lap. But Walt couldn't relax. Pedro, hunched low in the red Ferrari, hung on grimly. Lap



THREE-LITRE FERRARI, Pedro low in the cockpit, flashes by a T.V.R. along the pit straight (above). HENRY TAYLOR in his giant-killing Ford Cortina was second in his class on Saturday and first on Sunday, defeating strong Porsche opposition (below).



times were running 1 min. 48 secs., close to the all-out practice records. Richards unaccountably rammed his Cooper solidly into a sand bank. Soon the pits began to get business. The M.G.B broke a cam-rod and a Maserati 151 needed plugs. A Ferrari, the Volvo, and one of the T.V.R.s stopped for attention.

Then the leader pulled into the pits. The Buick engine had one bad valve spring. The 2 min. 9 secs. stop let Rodriguez out in front. Miles' Cobra next spent six minutes on clutch adjustments and many of the other cars began their refuelling visits.

Determined driving by Hansgen whittled away the Ferrari's lead and everyone began to calculate how much time Pedro could afford to spend on his eventual refuelling stop. Finally, on lap 59, the red roadster came in. While the petrol poured Pedro calmly wiped his own windshield and prepared to depart. Consternation! The rear wheel has a handful of broken spokes! The jack is not available. Get a plank. Get some wheels. The "Chinese fire drill" was in full cry. About one minute later the Ferrari was again track-borne, second place behind the Cooper.

Less fortunate automobiles began to make repeat calls at their pits or to expire quietly on remote reaches of the circuit. Bob Johnson blew two rear tyres within a few miles.

With only two laps to finish Hansgen suddenly swerved into his pit for more fuel. His narrow margin ahead of Rodriguez made it a desperate decision. But on the back stretch Pedro was being slowed by an oil slick and Walt was able to get out again and still in the lead. But everything was not right with the machinery and those in the know crossed their fingers in hope. Hansgen's luck held and the drive pinion held, long enough to take the chequered flag and a very popular victory at this course he knows so well.

Art Peck closed his commentary with, "The Management has spared no expense to create for you a colossal traffic jam . . . !" He was so right!

THE announcement of a new Jaguar model is always an event. The S-type which is now introduced falls between the Mark 2 and Mark 10 models. In effect, it is much more compact than the Mark 10 but employs the independent suspension of the rear wheels which is found on the larger car and the E-type two-seater. It has rather more seating room than the Mark 2 and a boot midway in size between those of the two existing saloon cars.

Though the Mark 10 Jaguar is a very successful luxury car, many owner-drivers prefer a vehicle with the more compact dimensions of the Mark 2. Thus the S-type is sure of a strong following, for it has the comfort and roadholding which independent suspension of all four wheels provides. It is a little heavier than the Mark 2 but has nearly all the performance of that model when equipped with an equivalent engine.

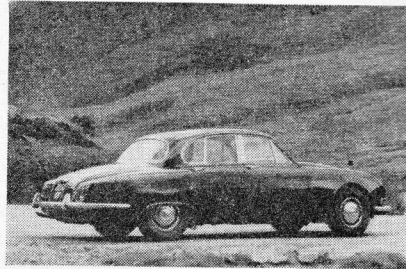
The well-known 3.4 and 3.8-litre twin-overhead-camshaft engines are available for the new saloon. A manual gearbox, with overdrive if desired, or an automatic transmission may be specified. The steel body has a rear boot reminiscent of the Mark 10 and the frontal treatment includes hooded headlamps. The front seats have backs which are adjustable down to a reclining position and the steering column is also adjustable. There is a folding central arm rest in the rear seat.

The semi-trailing wishbones with ball joints follow previous Jaguar practice but the optional power steering is a new design. In this a torsion bar is incorporated in the column. As soon as the driver loads the torsion bar by a predetermined amount, the power assistance comes in. Thus, if the car is parked the power steering may be used even though the driver's effort does not move the wheels at all. In the previous models a small movement of the whole system is necessary before the hydraulic power comes in. It will be seen that the new system ensures an absolutely constant effort, irrespective of the movement of the car.

At the rear, the independent suspension system first introduced on the E-type is employed. Really rugged lower members and half shafts without slip-joints form the parallelograms for lateral location, in con-

The JAGUAR S-Type

**New High Performance Car
Based on 3.8 and Mk. 10 Models**



By JOHN BOLSTER

junction with trailing radius arms. As with all Jaguars, elaborate precautions are taken to insulate the body from road noise.

I had an opportunity to try a 3.8-litre S-type Jaguar. The car was fitted with the manual gearbox and overdrive, but its engine was too new to allow flat-out performance figures to be taken. A full road test will, of course, take place in due course.

At low speeds, the new Jaguar feels alarmingly "soft", but in the open country it becomes remarkably stable. Corners may be taken very fast, the machine being particularly well balanced, and there is no tendency for the rear end to break away suddenly. The car rolls less than the Mark 2 under equivalent conditions and the rear passengers benefit particularly from the improved ride.

The theoretical advantages of the new power steering are realised in practice, for whereas the standard manual box needs 4.7 turns from lock to lock the power assisted box only requires 3.5 steering wheel turns. Thus the steering is quicker as well as being lighter, to the great benefit of controllability. The gearbox is only lightly synchronized and fast changes are not encouraged.

Being a Jaguar unit, the engine is turbine-smooth and has plenty of "punch". There are two petrol tanks with separate pumps and switches—an excellent system. A very complete heating and demisting system has push-button controls.

The S-type Jaguar brings the luxury of the Mark 10 and the manoeuvrability of the E-type to a medium-sized saloon. It is a very refined car of exceptional silence, but has a potential maximum speed in excess of 120 m.p.h. This new model will bring many more buyers into the Jaguar fold.

SPECIFICATION OF THE S-TYPE . . .

Car: Jaguar S-type 4/5 seater saloon, price £1,813 Is. 3d. inc. purchase tax (extras on car tried: overdrive and power assisted steering).

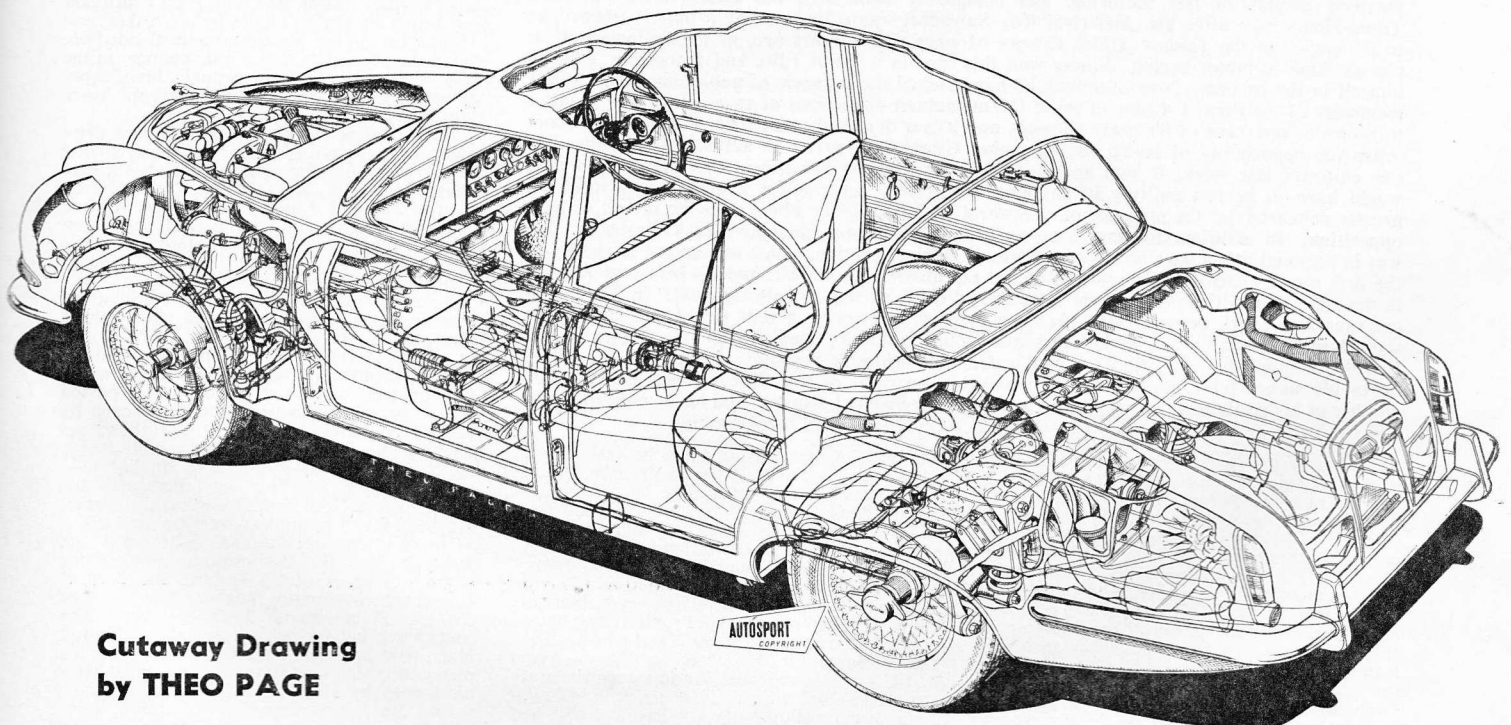
Engine: Six cylinders 87 mm. x 106 mm. (3,781 c.c.). Alternative engine available with 83 mm. bore (3,442 c.c.). Twin chain-driven overhead camshafts. Compression ratio 8:1. 220 b.h.p. at 5,500 r.p.m. Twin S.U. type H.D.6 carburetters. Lucas coil and distributor.

Transmission: Single dry plate clutch with hydraulic operation. Four-speed gearbox with central lever and synchromesh on upper three gears, and Laycock-de Normanville overdrive (optional extra). Ratios 2.93 (overdrive), 3.77, 4.84, 7.01 and 12.73 to 1. Open propeller shaft. Rubber-mounted hypoid final drive unit with limited slip differential for 3.8-litre model. Automatic transmission available extra.

Chassis: Combined body and chassis. Independent suspension all round with helical springs and telescopic dampers. Front suspension by semi-trailing wishbones with anti-roll torsion bar. Burman recirculating ball power steering (optional extra). Rear suspension by lower tubular members and fixed-length universally jointed half shafts, with trailing radius arms. Dunlop disc brakes on all four wheels. Bolt-on disc wheels fitted Dunlop 6.40 x 15 ins. RS5 tyres. (Wire wheels available extra.)

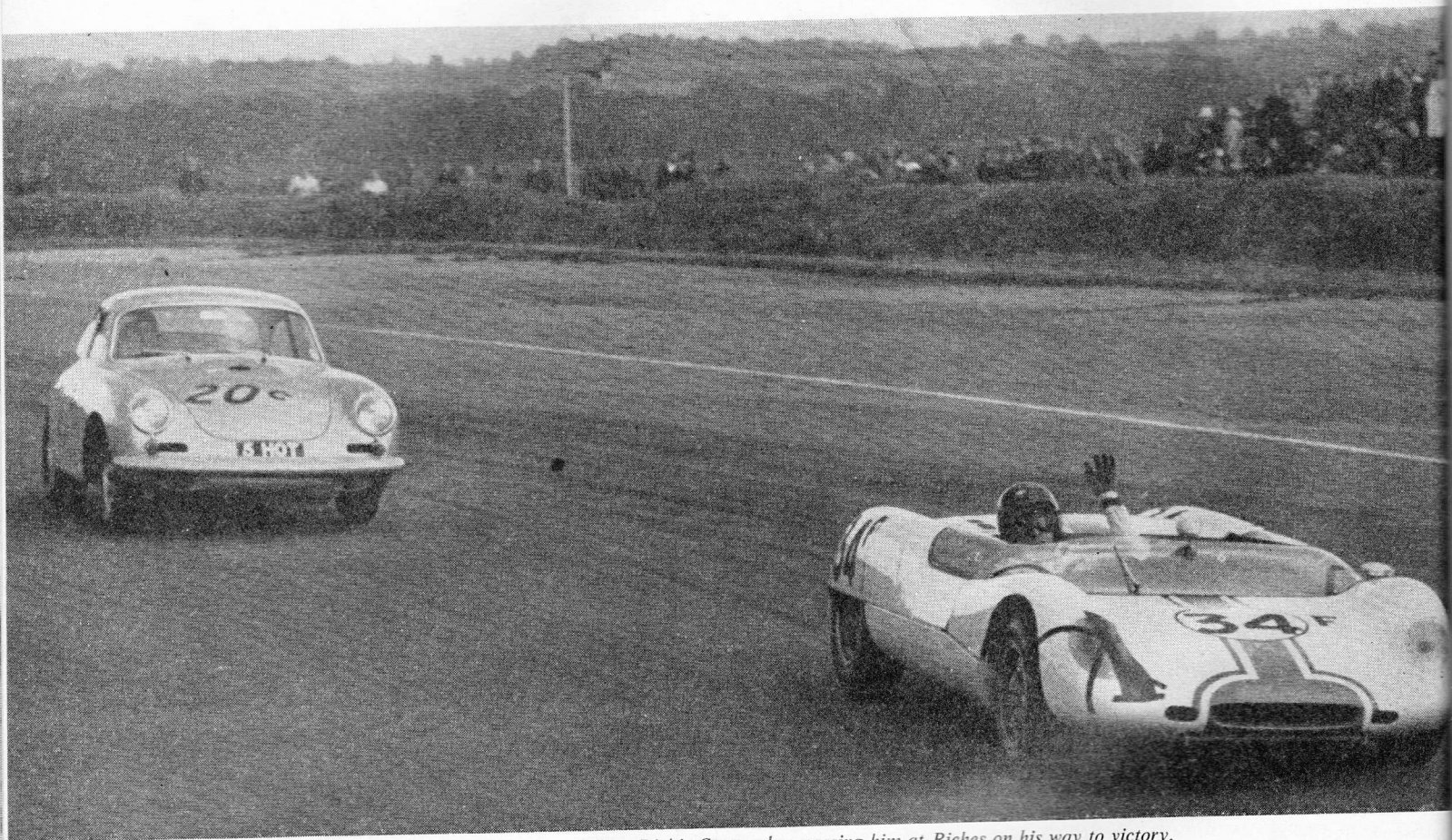
Equipment: 12-volt lighting and starting. Speedometer. Rev. counter. Ammeter, water temperature, oil pressure and fuel gauges. Clock. Heating and demisting with servo-operated controls. Two-speed windscreen wipers and washers. Reversing lights. Cigar lighter.

Dimensions: Wheelbase 8 ft. 11 ins. Track (front) 4 ft. 7½ ins. (rear) 4 ft. 6½ ins. Overall length 15 ft. 7½ ins. Width 5 ft. 6½ ins. Turning circle 33 ft. 6 ins. Weight 1 ton 10 cwt. 3 qrs. (dry).



**Cutaway Drawing
by THEO PAGE**

AUTOSPORT
COPYRIGHT



JIM CLARK acknowledges Dickie Stoop when passing him at Riches on his way to victory.

WORLD CHAMPION'S THREE HOURS

Jim Clark Wins Martini-Rossi Trophy and "Daily Mirror" Cup : Former Champion Jack Brabham Wins Slip Moly Slip Trophy in a Galaxie : Vanwall Trophy and 100 m.p.h. Lap for Denis Hulme's Brabham Junior : Roger Nathan is Autosport Champion

By DAVID PRITCHARD and MICHAEL KETTLEWELL

Photography by GEORGE PHILLIPS

DRIVING a Lotus 23B entered by Normand Racing, Jim Clark, the World Champion designate, treated the disappointingly small crowd at Snetterton last Saturday to a masterly display of fast motoring, and completely dominated the classic AUTOSPORT Three-Hours race after his chief rival Roy Salvadori was eliminated by a major catastrophe to the engine of the Tommy Atkins Cooper Monaco. Four years ago, at the beginning of his rise to fame in motor racing, Jimmy won this race in a Lotus Elite and thoroughly enjoyed himself in the process. Now, although he has reached the pinnacle of achievement, his happy memories of the event led him to resist the undoubted attractions of races elsewhere in order to return to the scene of his early triumph, and it is a thousand pities that more people did not grasp the opportunity of seeing the champion Grand Prix driver in action. As explained in our editorial last week, it was accepted with the greatest reluctance that this year's race would have to be run entirely in daylight, but it was nevertheless a magnificent spectacle greatly enhanced by the presence of the world's leading driver who was by no means without opposition. In addition, the meeting was graced by former champion Jack Brabham. He was in personal attendance on his own Formula Junior creation, which was driven to victory in the first race by Denis Hulme with a record lap at over the "ton", and his own performance in the Alan Brown Galaxie brought a wonderful day's racing to a fitting close. In this saloon car race Jim Clark demonstrated his sheer artistry by coaxing a very sick Lotus Cortina to second place overall, and Jack Sears and John Whitmore emerged as the victors in the B.R.S.C.C. and Slip Moly Slip Touring Car Championships respectively. Young Roger Nathan drove his successful Lotus Elite with admirable restraint in the Three-Hours as one after another of his rivals was put out of the running by mechanical disaster, and his level-headedness was rewarded by a worthy victory in the 1963 AUTOSPORT Championship.

JUDGING by the sparse entry list, it appeared at first glance that the 20-lap Vanwall Trophy race for Formula Junior cars would be dull and monotonous, with Denis Hulme assured of victory as his usual sparring partners were absent. However, although the New Zealander achieved victory, the event was tremendously exciting and positions changed frequently. This was to have been the last round of the *Express and Star* Championship, but as the organizers had previously informed entrants there would be no Junior race (in consequence Arundell had entered in Germany) it was abandoned by the R.A.C.

Hulme was in pole position in the green-and-gold Repco-Brabham, having lapped in

1 min. 37.4 secs. in practice—the first time a Junior has achieved an over 100 m.p.h. lap. The existing record of 1 min. 39.2 secs., set up by Peter Arundell and Mike Spence last year, was obviously going to look a bit sick if the weather remained dry, which, thankfully, it did. Ranged alongside him were Brian Hart (Lotus 22), Alan Rees (Lola) and David Hobbs (Lola). Tim Mayer (Cooper), Melvyn Long (Lotus 27) and David Prophet (Brabham) comprised the second row. Hart's Lotus had the ultimate in F.J. engines fitted—over 120 b.h.p. was reported for this experimental Cosworth-Ford unit; Hobbs drove the M.R.P. Lola usually piloted by Bill Bradley, and he found this slower than his usual mount,

driven on this occasion by David Baker. Right from the drop of the Union Jack, when Hulme made a hesitant start, the pace was terrific. After one lap Hart's brilliant red Lotus led Hobbs's Lola by a whisker, and Hulme sat biding his time in third position. Louis Jacobsz, who had a plug change on the grid with seconds to go, brought his Cooper spluttering into the pits, to resume three laps down.

Denis Hulme led after three laps and drew away, only to blot his copybook by revolving at Sear on his fifth lap, letting Hart into the lead chased by Hobbs, Rees, Mayer, Mike de Udy (Lotus 22) and Long. Continuing, Hulme disposed of the two last named, both top Jim Russell pupils, after but one tour and on the seventh lap was timed at 1 min. 37.4 secs., a speed of over 100 m.p.h.

Lola drivers Hobbs and Rees were involved in a mammoth tussle for second place behind Hart, while Mayer was content to lie fourth in Ken Tyrrell's B.M.C.-engined Cooper. Hulme, meanwhile, was going like the wind; he won back well over a second lap, passed Mayer on lap 10, bettered his lap record by 0.2 sec. on the 11th, took the Hobbs/Rees duet on the 12th, and was sitting on Hart's tail as the pair entered Riches on lap 14—tremendous stuff! This was too much for Hart, however, and he spun leaving the corner, to lose a lot of ground re-entering the fray.

Interest was maintained right until the finishing line by the exciting contest for second place, won by Hobbs; the M.R.P. Lola finished not more than one foot ahead of the grey Winkelmann Lola of Rees. Tim Mayer was not far behind, and then followed Hart, who had won back two places after his pirouetting act. Hulme was presented with his trophy by Jim Clark.

The hot pace forced out several cars, including the Brabhams of Rodney Banting

and David Prophet, the latter expiring at the Esses with gear selector bothers, and John Mastin's Lotus 22.

MIKE KETTLEWELL.

RESULTS

1, Denis Hulme (Reppo-Brabham-Ford), 33 m. 4.8 s., 98.31 m.p.h.; 2, David Hobbs (Lola-Ford Mk. 5A); 3, Alan Rees (Lola-Ford Mk. 5A); 4, Tim Mayer (Cooper-B.M.C. Mk. 3A); 5, Brian Hart (Lotus-Ford 22); 6, Mike de Udy (Lotus-Ford 22); 7, Melvyn Long (Lotus-Ford 27); 8, David Baker (Lola-Ford Mk. 5A); 9, Adam Wylie (Lotus-Ford 27); 10, Mike Budge (Cooper-Ford Mk. 3); 11, Louis Jacobsz (Cooper-Ford Mk. 3A). Fastest lap: Hulme, 1 m. 37.2 s., 100.32 m.p.h. (class record).

* * *

WHEN our Managing Editor Gregor Grant dropped the Union Jack to start the final race of the 1963 AUTOSPORT Championship series, he released an unexpected fury. The whole field of 32 cars, G.T. and sports-racing in seven classes, got away to a magnificent start and, as happens at Le Mans, the opening laps had all the urgency of a short-distance sprint race. First through Riches Corner at the end of the straight was Jack Sears, whose Ferrari had been on the outside of the front row, but his lead was little more than a yard and, when the snarling pack came into view at the completion of the first lap, Jimmy Clark was leading the two Ferraris of Sears and Mike Parkes, his team-mates Tony Hegbourne and Mike Beckwith were well placed, and Roy Salvadori was beginning to give the big Cooper its head. Meanwhile, in the traffic jam at the first corner, the first significant incident occurred. Sid Fox in the little Lola found the track in front of him very full of large machinery and threw out the anchors abruptly; someone behind him didn't, and he was shunted in the tail with consequential damage to a fuel tank and some plumbing.

Jimmy Clark was setting a furious pace, lapping at over 99 m.p.h. in an effort to put a little daylight between himself and his pursuers, but nevertheless Roy Salvadori came thundering up in the big Cooper and took the lead on the fifth lap from Clark and Parkes; the other two Normand cars were now ahead of Sears. Class leaders initially were Warwick Banks (Turner), John Whitmore (Elan), Dick Stoop (Porsche), Mike Parkes (Ferrari), Paul Hawkins (Lotus 23), Jim Clark (Lotus 23B), and Roy Salvadori (Cooper Monaco), but by the time Roy had taken the lead there was already activity in the pits. Banks came in with a half-shaft gone on the Turner and a new one was quickly fitted, Jon Derisley retired his Elite with vanished oil pressure, subsequently found to be due to a fault in the gauge and not in the engine, and Sid Fox came in to investigate the damage to the Lola's rear. After a quick look-see his crew pushed the car behind the pits to a place of greater safety, and a signal promptly went out to Robin Benson which read "Fox Out"; however, half an hour later the Lola was back in the race, but, as Benson got the message, Ken Mackenzie's Turner came in for keeps with a mangled gearbox. Next visitor was Alan Foster in the Dick Jacobs Midget, which was carrying a lot of heat and very little water. The fault was at first thought to lie in the water-pump gasket, and Alan was given a fresh load of coolant and sent back into the race while preparations were made to try a permanent cure with spanners and a proprietary sealing compound, but this later proved unsuccessful as the pump itself had gone sour, and the car was thereafter kept in the contest by frequent and liberal doses of

aqua pura. The result of this perseverance was a class win in the Championship!

John Whitmore was going like a rocket in the Stirling Moss Automobile Racing Team (very smart) Lotus Elan, and a new class lap record was soon announced in the shattering time of 1 min. 43.6 secs., but then the car shed a wheel at the Esses and John's race was run, leaving Trevor Taylor leading the class in the other Elan entered by Team Elite. At the end of the first half hour Salvadori led Clark by just over 17 seconds, John Coundley's Lotus 19 was out with fuel and oil leaks which defied repair, and Warwick Banks was stationary near the Hairpin with a second half-shaft sheared. He walked back to the pits to speculate but, ages afterwards, someone discovered another spare shaft and he set off back to the car on foot to install it, to rejoin the race in the last half-hour.

Dick Protheroe's E-type was now coming through the field strongly and, with some 55 minutes of racing behind him, Dick got past Jack Sears to split the Ferraris, though Mike Parkes was the best part of a lap to the good.

With one hour gone, Salvadori led Clark by half a minute and the Cooper did not appear to be hurrying unduly despite being credited with a lap at over the ton. There seemed to be nothing to stop it winning now that it had time in hand in case of a pit stop, and Roy seemed set for the Championship, but within

agonizing minutes the engine refused to fire when he tried to take off in gear on the starter, and his crew must have sweated pints resisting the temptation to push, but eventually they got it going by legitimate means and all was well.

At half time Clark, Hegbourne and Beckwith were 1st, 2nd and 4th, with the Parkes' Ferrari still in third place, and then refuelling started in earnest. Nathan, Sutcliffe, Parkes, Hawkins, and Bloor came in in rapid succession, and Parkes took on a new pair of rear tyres as well, so now it was Normand Racing 1-2-3. Jack Sears took on fuel but his tyres were found to be OK for the rest of the race, then Dick Protheroe fuelled and changed his rear shoes. Robin Benson in the Elva made a very slick fuel stop and regained all the distance he had lost to Paul Hawkins, and Sid Taylor came in to look at the clutch of his Elite, which had been suspect from the start but still seemed to be working after its fashion. Chris Williams, whose Lotus 23 had also split a fuel tank earlier but continued to run on another one in the system, packed up on the straight with some undisclosed trouble.

With one hour to go Tony Lanfranchi, whose Elva had been going consistently fast near the head of the field, shot in to secure an errant plug lead and, as he took off again, we learned that Mike Beckwith was stationary on the straight with a broken gearbox. Ten



TREVOR TAYLOR'S fast but unreliable Lotus Elan is taken by Mike Beckwith's Normand team Lotus-Ford 23B at Coram Curve during the early stages of the Three Hours.

15 minutes the engine blew up in a mighty cloud of smoke near the Hairpin and poor Roy set off on foot for the pits where he announced that "something very expensive" had happened—probably a broken con-rod, with all its hideous consequences.

Another casualty about this time was Bob Olthoff's Cobra, which wouldn't handle, had no power, and was retired. Trevor Taylor brought in the Elan with no lubricant in the final drive, refreshed himself while it was replenished, and went back into the race, but half an hour later the car gave up the ghost out on the circuit and left Roger Nathan with no opposition in the class, a situation which he was quick to appreciate and act upon. Sid Fox came in for fuel for the Lola and, by this time, the clutch was non-functional. For many

minutes later Tony Hegbourne went out at the same place, also with no final drive, and many fingers were hastily crossed for Jimmy Clark in the third car! However, after a very slick fuel stop he got straight back into the groove, and people began to breathe more easily.

Robin Benson, who was still well within striking distance of Paul Hawkins in Class E, had either a tyre or his brakes go sour on him at the approach to the Hairpin and, in the resulting excursion off course, his Elva was unfortunately damaged too much to continue. Roger Nathan, on the other hand, was lapping happily some 20 seconds slower than his Elite's potential, with the Championship title virtually sewn up, and Paul Hawkins was now of course in an equally strong position as

ALL SET to gain the AUTOSPORT Championship as well as outright victory in the Three Hours was Roy Salvadori in Tommy Atkins's Cooper Monaco, seen at Riches (below, left). Unfortunately it blew up shortly before half-distance. WINNER of the Championship was young Roger Nathan in his immaculately prepared Lotus Elite, here leaving the Esses (below, right).





THREE HOURS OVER and Dick Protheroe's brakeless E-type passes the chequered flag, held out by AUTOSPORT's Managing Editor (above).

MARVELLOUS MINIS! Trying hard at Riches are the drivers of the works S-type Cooper-Minis, Tim Mayer leading John Whitmore at this stage.

runner-up and best in opposite category. Race order with half-an-hour to go was Clark, Parkes, Lanfranchi, Protheroe, Sears. Dick Stoop still led Class C but was beginning to suffer from fuel starvation thanks to the rather curious system on the Porsche, John Dickinson's Class A Lotus-Climax was running merrily to win its class with stops only for fuel and oil, and Alan Foster's Midget was still going beautifully albeit with a mighty thirst which it had to slake from time to time. The last-minute drama came from Dick Protheroe, who tore up to the Hairpin, tramped on the stopping pedal, and found literally nothing to stop his foot going right down to the floor. Having recovered from the resulting moment of stark terror, he motored on and we were amazed to hear him lift off for Riches corner at the refuelling bay! This was no way to go motor racing with a Ferrari pounding along just behind and, shortly before the Editor hung out the chequered flag for the end of the race, Jack Sears went through into fourth place and was actually the first to take the flag. Jimmy Clark came in to a tumultuous reception, and Roger Nathan got confirmation that his fine driving throughout the season had in fact won for him the title of AUTOSPORT Champion of 1963.

DAVID PRITCHARD.

RESULTS

General Classification: 1, Jim Clark (Lotus-Ford 23B), 108 laps in 3 h. 0 m. 40.8 s., 97.20 m.p.h.; 2, Mike Parkes (Ferrari GTO); 3, Tony Lanfranchi (Elva-Ford Mk. 7); 4, Jack Sears (Ferrari GTO); 5, Dick Protheroe (Jaguar E); 6, Peter Sutcliffe (Jaguar E). **Fastest lap:** Roy Salvadori (Cooper-Climax Monaco), 1 m. 37.2 s., 100.37 m.p.h. G.T.



PUTTING in some of the oceans of water used by Alan Foster's M.G. Midget, which, nevertheless, still won its class in the championship.



Cars up to 1,150 c.c.: 1, John Dickinson (Lotus 11 G.T.); 2, Alan Foster (M.G. Midget); 3, Warwick Banks (Turner-Climax). **1,151-1,600 c.c.:** 1, Roger Nathan (Lotus Elite); 2, Sidney Taylor (Lotus Elite). **1,601-2,500 c.c.:** 1, Dickie Stoop (Porsche Carrera 2); 2, Alan Hutcheson (M.G.B.); 3, Bill Nicholson (M.G.B.). **Over 2,500 c.c.:** 1, Mike Parkes (Ferrari GTO); 2, Jack Sears (Ferrari GTO); 3, Dick Protheroe (Jaguar E). **Sports-Racing Cars up to 1,150 c.c.:** 1, Paul Hawkins (Lotus-Ford 23); 2, Sid Fox (Lola-Climax). **1,151-2,000 c.c.:** 1, Jim Clark (Lotus-Ford 23B); 2, Tony Lanfranchi (Elva-Ford Mk. 7); 3, Keith Greene (Lotus-Ford 23B). **Over 2,000 c.c.:** 1, Mike Penlington (Lotus-Climax 19).

FASTEST in practice for the Slip Molslip Trophy saloon car race was Jack Sears in the Willmont Ford Galaxie, who knocked no fewer than five seconds off his lap record, achieving 1 min. 45 secs.—faster than the Aston Martin Zagatos and the 1,150 c.c. sports-racing cars in the AUTOSPORT race! Bob Olthoff in the same beast managed 1 min. 45.8 secs., while the Alan Brown Galaxie in the hands of past world champion Jack Brabham did 1 min. 48 secs. Quite incredible was Jim Clark in a Lotus Ford Cortina; this innocent-looking device lapped in 1 min. 48.4 secs., three seconds quicker than Mike Salmon's 3.8 Jaguar. The Willmont organization eventually decided that Olthoff should drive the Galaxie and Sears a Lotus Cortina.

Although Olthoff got his Galaxie ahead for the first couple of laps, Jack Brabham, using all the track as only he can, caught and passed him and stayed comfortably ahead for the remainder of the 20 laps. Not all that far back came Jim Clark in his Lotus Cortina, then Mike Salmon (Jaguar 3.8), Trevor Taylor (Lotus Cortina), Jack Sears (Lotus Cortina), Chris McLaren (Jaguar 3.8) and the works Mini-Cooper S-types of Tim Mayer and John Whitmore, who completed the race in close company; Whitmore took command of the 1,300 c.c. division after seven laps.

Salmon's Jaguar, overheating, succumbed to the Lotus Cortinas of Taylor and Sears on the fifth and eighth laps respectively, while Clark's car, in third position, sounded dreadful at times, although the speed didn't seem to diminish as a new class record of 1 min. 47.8 secs. was recorded by the 1963 world

champion—only 1.4 secs. slower than Brabham's best lap in the Galaxie, which was also a class record. Mayer's lap in 1 min. 55 secs. was a 1,300 c.c. record.

Hottest dice of the day was fought between three Minis—the S-type Coopers of Peter Clarke and John Lewis and the "ordinary" 997 c.c. Cooper of Harry Martin; they slip-streamed each other for laps, always swapping positions, until Clarke's car came to a sudden halt at Coram Curve on lap 13 when the engine went solid after throwing a rod.

Although one expected Clark's bag-of-nails-sounding Cortina to come into the pits, the race continued its course, the Galaxies walking away with it, as is their custom these days; they lapped the slowest car, an 850 Mini, every 2½ laps. With second place seemingly in his pocket, poor Olthoff's monster died at Sear with transmission failure, so the South African's exciting and hair-raising ride terminated.

Brabham won comfortably, just failing to

lap Salmon's Jaguar, and Clark staged a mock dead-heat with Taylor for second place; although their race times were identical, the Scotsman got the verdict by a couple of feet. Sears, the 1963 B.R.S.C.C. Saloon Car Champion, was fourth in the Willmont Lotus Cortina. John Whitmore, incidentally, won the Slip Molslip Saloon Car Championship and Jim Clark gained the *Daily Mirror* Cup for having the best British car.

MICHAEL KETTLEWELL.

RESULTS

1, Jack Brabham (Ford Galaxie), 36 m. 5.6 s., 88.05 m.p.h.; 2, Jim Clark (Lotus Ford Cortina*); 3, Trevor Taylor (Lotus Ford Cortina*); 4, Jack Sears (Lotus Ford Cortina*); 5, Mike Salmon (Jaguar 3.8); 6, Chris McLaren (Jaguar 3.8); 7, John Whitmore (Austin Mini-Cooper S†); 8, Tim Mayer (Morris Mini-Cooper S†); 9, Mike Young (Ford Anglia Super†); 10, Mick Donegan (Ford Cortina G.T.*); 11, John Lewis (Austin Mini-Cooper S†); 12, Harry Martin (Austin Mini-Cooper†); 13, Rod Mansfield (Ford Anglia Super†); 14, Billy Blydenstein (Vauxhall VX4/90*); 15, Michaelle Burns-Grieg (Austin Mini-Cooper†); 16, Alistair Stewart (Isuzu Belle Special*); 17, Stan Biles (Morris Mini†). **Fastest lap:** Brabham, 1 m. 46.4 s., 91.69 m.p.h. **1,300 c.c. Class:** Mayer, 1 m. 55.0 s., 84.83 m.p.h.; **2,000 c.c. Class:** Clark, 1 m. 47.8 s., 90.50 m.p.h. * 2,000 c.c. class. † 1,300 c.c. class.

AUTOSPORT CHAMPIONSHIP RESULTS

THESE results are based on the five best performances during the qualifying rounds added to the results from the AUTOSPORT Three-Hours race at Snetterton last Saturday. The AUTOSPORT Champion of 1963 Roger Nathan (Lotus Elite).

Best in Opposite Category: Paul Hawkins (Lotus 23). **Class Results:** A—G.T. cars up to 1,150 c.c. **Winner:** Alan Foster (M.G. Midget). **Runner-up:** John Dickinson (Lotus-Climax). B—G.T. cars 1,151 to 1,600 c.c. **Winner:** John Whitmore (Lotus Elite and Elan). **Runner-up:** Sid Taylor (Lotus Elite). C—G.T. cars 1,601 to 2,500 c.c.: **Winner:** Dick Stoop (Porsche). **Runner-up:** Alan Hutcheson (M.G.B.). D—G.T. cars over 2,500 c.c.: **Winner:** Mike Parkes (Ferrari). **Runner-up:** Dick Protheroe (Jaguar E). E—Sports-racing cars up to 1,150 c.c.: **Winner:** Sid Fox (Lola-Climax). **Runner-up:** Robin Benson (Elva Mk. 7). F—Sports-racing cars 1,151 to 2,000 c.c.: **Winner:** Jim Clark (Lotus 23B). **Runner-up:** Mike Beckwith (Lotus 23B). G—Sports-racing cars over 2,000 c.c.: **Winner:** Roy Salvadori (Cooper-Monaco). **Runner-up:** Bill de Selincourt (Lotus 19).



**BRUCE
McLAREN:**

From the Cockpit

EARLY on the Thursday morning before the Gold Cup race at Oulton Park, three Jaguars were motoring in rapid convoy en route to Manchester. Tony Maggs and I had started from Surbiton and Graham Hill overhauled us just north of Birmingham.

We were all on our way to attend a luncheon put on by the Manchester Publicity Association at which a few G.P. drivers were going to be present, and Graham was to make a speech. To our surprise there was hardly a Grand Prix driver absent! It is one thing to get us all on a starting grid, but entirely another to array us at a dinner on display to the press.

There was a large crowd present, and no doubt race day attendance was favourably affected. I've always been a little surprised that the drivers are not used more from a publicity angle for the promotion of races, and although it can be a bit of a bind at times (there were one or two whispers about "We weren't going to come, but they said something about the starting money, so..."), I'm sure we're all quite prepared to do our bit when it comes to suggesting that more people ought to come and watch us drive.

Graham made a terrific speech. He spoke as retiring world champion, and said that he seemed to have been retiring all year! He added that he had been asked to say a couple of words about losing the championship. He did: "Sod it!"

We reached Oulton Park circuit late on Thursday afternoon, and Tony Maggs was able to get in just a few laps in his works Cooper before bad light stopped play. Jimmy Clark was fairly busy on practice day, lapping alternately in his Formula 1 Lotus, a Lotus 23 sports car, and one of the absurdly fast Lotus Cortinas.

For the first time this season the general run of practice times for the Formula 1 cars were slower than last year's figures. Last year Richie Ginther and Jimmy equalled at 1 min. 38.6 secs., but this year Jimmy and Graham couldn't better 1 min. 39 secs. I was considerably slower. I hoped that it would be all right on race day, but unfortunately things didn't improve.

We haven't quite got my new car up to the standard of the one I destroyed in the German Grand Prix, and at Oulton Park I wasn't quite back to my pre-Nürburgring standard either.

On race day one of the events I wasn't going to miss was the saloon car battle. There seemed to be some pretty odd things

going on as regards to whombody was driving whatever, particularly with regard to the works Lotus Cortinas.

Practice times made it apparent that Dan Gurney's big Ford Galaxie would romp away with first place, but with the 4-minute board up, Alan Brown, the entrant of the Galaxie, wasn't too confident. The car was out on the starting grid, but Dan couldn't be found, and it was some minutes after an anguished appeal over the public address system that Dan strolled nonchalantly onto the grid, calmly climbed into the Galaxie, climbed out again to fasten his helmet properly, climbed back in, and cruised off in the general direction of Old Hall corner for a warm-up lap!

By the time he was back on pole position time was running short and the grid was clear of people except for one marshal, who was running frantically about looking for chewing gum for Gurney! Someone in the pits obliged, and it appeared that while other people were blipping their engines, Dan was casually unwrapping his gum!

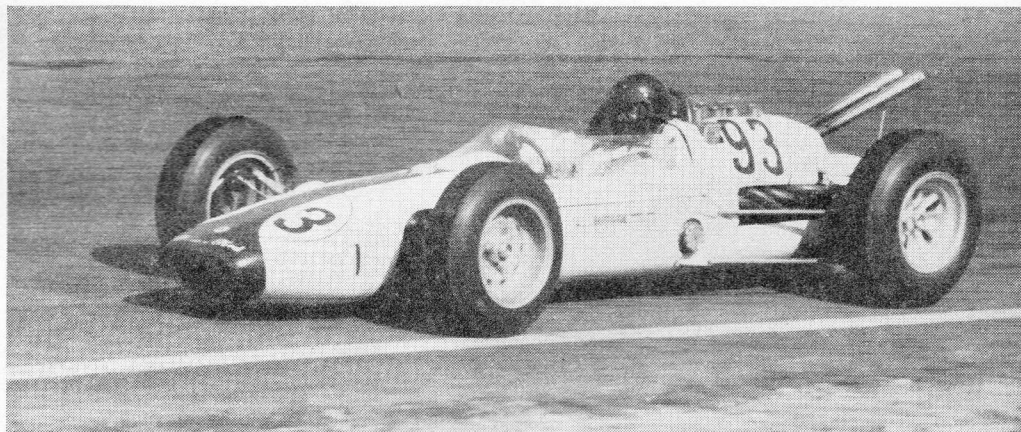
As other drivers were bringing their revs up with about 10 secs. to go, Dan started the big 7-litre V8 and ran it at a fast tick-over. The flag fell, and while other wheels spun with revs. rushing excitedly way up, Dan rumbled the Galaxie gently off into a lead that he kept throughout the race. The whole thing had looked more casual than if he were going out to mow the lawn.

Gamesmanship or something, I think it's called.

The Formula 1 race turned out to be a sort of world championship replica with Jimmy, 1963 points-leader, easily winning the race; Richie Ginther, second on title points, was comfortably in second place for the Gold Cup ahead of Graham Hill, whose luck, if nothing else, has been consistent.

So now it's off to Watkins Glen for the American Grand Prix on 6th October. The cars had to be ready by last Sunday, when they were flown out to New York and then transported up to the Seneca Indian country. Then it's Mexico, and we'll finish off the year in South Africa again, but somehow I don't think they'll be the thrillers they were last season. I do hear tell, however, that Ferraris might go to America after all. I hope so.

And thoughts are turning to other races. The sports car series in California is coming up, but I think I'll be missing them this year. An interested spectator at Oulton Park was Ivan Parton, president of the New Zealand International Grand Prix Association, who is over here signing up drivers and cars for the "down under" season. Next January and February there will be a "Tasman Championship" with four races in New Zealand and four in Australia. I've been working on a brand new special 2½-litre Cooper for these races, but details are still on the secret list.



DAN GURNEY, who led the field after Jimmy Clark's withdrawal until an engine oil line broke and prevented a win by his Lotus-Ford 29.

TRENTON 200 TO A. J. FOYT

Both Lotus "Powered by Ford" Cars of Jim Clark and Dan Gurney Fail

BY
OZZIE LYONS

THE two Ford V8-powered cars that Jim Clark and Dan Gurney drove in the Indianapolis "500" last May had their final fling at Trenton Speedway with the same drivers, and both conked out with oil line failures.

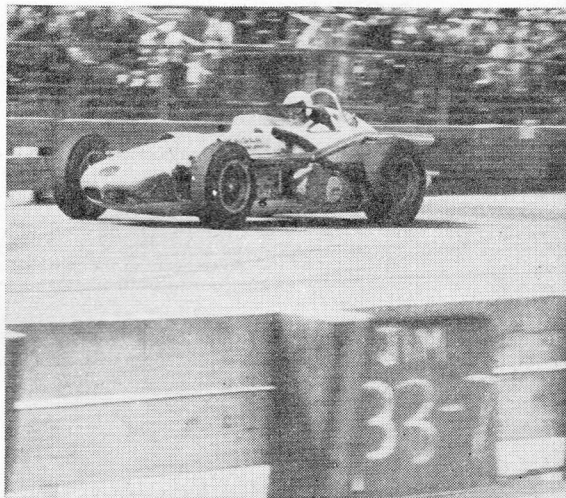
Colin Chapman, who built these Lotus cars especially for "left turn" track racing, directed the Ford pit activities during the preliminary time trials. Some 36 big Offy cars vied for a place in the field limited to 27. Their best times for the one-mile oval was about 35 secs. Chapman sent Gurney out for a lap at 33 secs. Then Clark, serenaded by a colourful band of pipers, went out and calmly racked up 32 secs. (112 m.p.h.) to set an all-time track record.

Several paced laps were required to get all the stragglers into the fold. The actual start saw the two Lotuses immediately draw away from the thundering pursuers. Jim and Dan kept close company with nonchalant ease. Their wheels displayed none of the bouncing and wagging so evident in the heavier cars behind. By the tenth lap, only six minutes after the start, the two Lotus-Fords began to overtake the rear runners.

Midway in the 200-mile event Clark trailed blue smoke and pitted with falling oil pressure. Gurney, with a commanding lead, soon suffered the same trouble. Top Championship contender, A. J. Foyt, inherited first

position and eventually won first prize of \$11,000 with an average of 101 m.p.h. for the race. Bud Tingelstad and Troy Ruttman took next shares in the purse of \$42,000.

RODGER WARD, a previous Indy winner, roars down the grandstand straight. The signal board for Jim Clark leans against the pit fence.



NEW LOOK FORD—the 1½-litre Ford Corsair introduced this week is reminiscent of the Falcon and Taunus models.



FORD of Dagenham are certainly having a busy time these days with new models. Latest range to be offered is the Corsair, which includes a G.T. edition. This is fitted with a 78 b.h.p. form of the 1½-litre engine, Weber carburetter, central gear lever, superbly designed bucket seats and revolution counter. The rear suspension has also been stiffened, as compared to the standard and de luxe versions. Apart from an identification badge on the rear quarter panels, appearance is identical to the other models.

Styling is rather reminiscent of the Falcon, with a touch of Taunus, but the Dagenham folk have managed to avoid the somewhat bulbous look of the Dearborn and Cologne productions. The bodywork comes in two- and four-door arrangements, and the de luxe edition can also be obtained with floor-mounted gear-lever and bucket seats.

It was a happy idea of Ford's publicity department to arrange to have the new cars tried in Eire. An extremely testing circuit of over 150 miles, in the Killarney region, was devised, utilizing everything possible from tarmac roads to mountain cart-tracks with appalling surfaces. It must be admitted that the technicians were justified in having every confidence in their suspension system, for really dreadful sections were traversed without any sign of distress, and a complete absence of fore-and-aft pitching. Oddly enough, the car was not quite so happy on smooth, yet undulating surfaces, for a certain amount of pitching was evident. It seemed to me that this could easily be cured by altering the spring rate slightly, or by

Another Winner from Fords By GREGOR GRANT

Corsair Range Replaces Classic : A G.T. Version included

some more attention to damping efficiency.

General handling is excellent, with light and positive steering. One criticism is that the steering wheel might, with advantage, be lowered by some 2-3 ins. to provide a more relaxed driving position. Brakes, with 9½-ins. discs at the front, are excellent.

The all-synchromesh gearbox, which has transformed the current Dagenham productions, is admirable, with particularly well-chosen ratios. It should be mentioned that the column change is also extremely efficient, with a complete absence of lost-movement, which tended to make earlier arrangements a trifle sloppy in operation. However, I much preferred the "stick-

shift", as they say in the United States. Smoothness characterizes the four-cylinder engine, which does its job with the least possible fuss, and provides the G.T. Corsair with a brisk performance. It was not possible to take accurate acceleration or maximum speed figures, having had no opportunity to calibrate the strip-type speedometer, nor arrange for measured distances. I should say that from standstill to 60 m.p.h. takes around 13 secs., and that maximum is definitely over 90 m.p.h. Fairly high cruising speeds are obtainable, and at an 80 m.p.h. cruising gait the engine does

not appear to be working hard. Third is a useful overtaking ratio, with over 70 m.p.h. available within the r.p.m. range.

This G.T. Corsair has much in common with the Cortina edition, but I should say that it may prove to be slightly quicker as regards maximum speed. It is quite obvious that experience in competitions has been applied to this new vehicle, and that for sheer value for money it will prove an attractive proposition. It should not, however, be regarded as a possible competition machine in the same category as the G.T. Cortina, or the very much more powerful Lotus Cortina with its double-overhead-camshaft engine.

SPECIFICATION DATA OF THE FORD CONSUL CORSAIR STANDARD AND DE LUXE SALOONS

Engine: Four cylinder 80.97 mm. x 72.75 mm. (1,498 c.c.) pushrod-operated overhead valves. Five-bearing crankshaft. Compression ratio 8.3 : 1. 64 b.h.p. at 4,600 r.p.m. Single down-draught Solex carburetter, coil and distributor ignition.

Transmission: Four-speed all-synchromesh gearbox. Ratios 3.543, 2.396, 1.412 and 1 to 1. Optional floor gear change. Open propeller shaft. Hypoid rear axle, 3.9 : 1 (4.125 : 1 optional).

Chassis: Steel body and chassis unit. Independent front suspension by coil springs and double-acting shock absorbers, integral with wheel spindle located in body in rubber-mounted upper bearing. Anti-roll torsion bar embodied. Rear suspension by semi-elliptic leaf springs with telescopic shock absorbers. Girling brakes on all four wheels. Front disc 9.50 x 375. Rear drum 9.00 x 1.75. Total swept area 281.6 sq. ins. Bolt-on 13 in. wheels fitted with 5.60 x 13 in. four-ply tubeless tyres. Steering: recirculatory ball type, ratio: 15:1.

Equipment: Speedometer. Odometer. Fuel gauge. Temperature gauge. Ignition and main beam warning lights. Oil pressure warning lights. Direction indicator tell-tale lights. 12 volt lighting and starting, twin horns, headlamp flasher, wind-screen wipers and washers. Heater—optional extra.

Dimensions: Wheelbase 101 ins. Overall length 176.64 ins. Width 63.40 ins. Turning circle 33.75 ft. Weight 1,919 lbs. (standard two-door).

Consul Corsair GT Saloons—specification as above except for the following:

Front bucket seats. Engine 83.5 b.h.p. at 5,200 r.p.m. Special camshaft, twin-choke carburetter and four branch exhaust manifold. Central remote floor gear change. Stiffer front springs with different shock absorber settings. Steering ratio 13.4 : 1. Servo brakes, tachometer, ammeter and oil pressure gauges. Weight 1,962 lbs.

CORRESPONDENCE

Formula Junior and Formula 2

As Formula Junior racing draws to its close it may be appropriate to consider whether it has justified the hopes of those who envisaged that it would provide a comparatively inexpensive form of racing and at the same time develop the talents of the younger school of drivers.

In the former aim it must be held to have failed. Domination by works or works-sponsored teams led to ever-increasing costs, making it extremely difficult for the independent driver of limited means to compete on anything like equal terms.

In its latter aim there are grounds for believing that it exceeded even the most sanguine expectations. Within its life the formula helped to launch Jim Clark, Tony Maggs, John Surtees, Trevor Taylor and Mike Parkes on their more spectacular careers with machines of greater power. The promising Italians, Bandini and Baghetti, are products of their own national events. Jo Siffert, the young Swiss independent, is now attracting the attention of the major manufacturers.

The final crop of Junior exponents gives every indication of being a vintage one. Opinion is likely to be varied on the relative merits of several, whilst many will consider that there have been unpardonable omissions, but may I, for the amusement of myself and possibly others, give praise where I believe it to be due?

Peter Arundell and Denis Hulme would appear to be the outstanding pair, aided as they have been by the most advanced machinery. Either would be a great acquisition in his manufacturer's Formula 1 team. No doubt both will soon gain promotion. Just behind them in skill I think of four names—Gardner, Spence, Attwood and Hobbs—a quartet of fast, thrustful drivers, neat and professional in their methods. To complete the leading dozen I select the Australian, Hawkins, the Americans, Mayer and Pike, Fenning, the very promising Hart, and

the most under-valued of our leading Formula Junior drivers, Alan Rees.

It is sincerely to be hoped that room will be found in next year's Formula 2 events for all these young men, and that the best machinery will be placed at their disposal.

Ideally, Formula 2 works teams should be composed of a senior driver supported by a promising member of the "junior" school. The permutations are fascinating. How about Brabham and Gardner, McLaren and Hulme, Clark and Arundell, Graham Hill and Spence, Surtees and Attwood, Gurney and Hobbs? These, or similar pairings amongst the entries, would surely fill the grandstands.

At all costs Formula 2 should not become a carbon copy of Formula 1, the leading drivers stepping out of one machine into another to give an accomplished encore. The driving seats of the finest Formula 2 machinery must be equitably shared between the established élite and the most talented aspirants among the younger, less experienced drivers.

Given these conditions, with suitable co-operation from team managers, manufacturers and race organizers, the new Formula 2 will prove to be both spectacular and productive.

CHISLEHURST, KENT.

P. G. DAVIES.

British Racing Green—The Last Word

HAVING been the cause of this controversy, I have followed it with interest (and amusement), and can only add that I offered to write a letter giving my description of the green used by Mr. Gregory on his British Racing Partnership cars, but the Editor of AUTOSPORT paled visibly and said "Oh no!"

I am not a Napier or Bentley traditionalist, so my personal choice of B.R.G. is the front cover of that well-known journal M—S—.

In a more serious vein I would like to see International colours dropped and any realistic racing team, such as B.R.P., registering their choice of colour (any colour layout) with the F.I.A. With only two nations seriously engaged in Grand Prix racing the old A.I.A.C.R. colour chart is a farce.

CRONDALL, HAMPSHIRE.

DENIS JENKINSON.

FIVE-HOUR OULTON PARK

Ecurie Red Rose Jaguar 3.8's Triumphant in Five-Hour Relay Race

By TONY BEX

Photography by FRANCIS PENN

ALTHOUGH it was possible to pick out the eventual winners of the somewhat unexciting Five-Hour Relay Race at Oulton Park last Saturday at a relatively early stage in the proceedings—a team of four 3.8 Jaguars entered as Ecurie Red Rose—there is no denying that joint promoters Lances and Cheshire C.C. and the Mid-Cheshire C.C., in addition to organizing the country's second longest race, have plugged a gap in the Northern racing scene.

Undoubtedly so far as the clubmen were concerned this innovation was greatly welcomed and their plea for more will, it is highly probable, be answered next year, the year after and the year after that. . . There is no reason indeed why the Oulton Park Five Hours should not become as popular as its elder and slightly longer brother at Silverstone.

The bugbear of relay races of this duration—or any duration for that matter—is that so far as spectators are concerned after the first lap they are impossible to follow. The attendance, bearing in mind the wretched weather in the opening hour, reflected the magnitude of this problem. In this case there were the fortunes of 26 teams to plot, each fielding between three and six cars and with credit laps ranging from 30 to none—all very complicated.

For the enthusiast who liked variety with his racing, however, he would have found nothing to disappoint on Saturday. Between them the 26 teams provided a magnificently contrasting collection of machinery ranging from the D-type and Lister-Jaguars and DB3S Aston Martin of scratch team Equipe Vertrouge to the spluttering three-car D.K.W. team, the leaders until well into the final hour, and, for a short period, up to about 20 minutes before the flag fell.

The race started in miserable conditions with heavy rain falling and a cold wind. Pole position on the grid was occupied by Tom Fletcher's Lister-Jaguar, the B driver for Equipe Vertrouge who, until the withdrawal of the original scratch team, the Jaguar Drivers' Club, had been credited with two laps. There had also been some late rethinking about many of the other teams, a few gaining by it including the eventual runners-up, an unnamed team comprised of a Daimler SP250 (J. Craig), Triumph TR3A (A. M. Clough) and T. Owen driving a beautiful red DB3S Aston Martin (ex-Ken Wharton). Their original 14 credit laps was improved by five to 19. Not so pleased, no doubt, was the Vintage S.C.C. "A" team of Banner, Beavis and Makin (Riley), Barr (Alvis), Batho (Amilcar-Riley) and Harris (Austin Ulster) who started with 23 laps instead of 31. In the early stages they occupied sixth place but by 6 p.m. had dropped to 23rd, third from last.

The wet track, which had dried out by about 2.45 p.m., was a serious handicap to the scratchmen's prospects of victory and there is no doubt that had the event been dry throughout they would have finished higher than fifth (provisionally they were placed fourth).

Although unable to use the full power of the Lister, Fletcher naturally led off from the grid and completed the first lap comfortably in front of the field. Behind on the road was the Cheshire Racing team (five laps), represented by George Whitehead (W.R.A. Mk. 3), the "A" team of the Aintree Circuit Club (six laps) with Harry O'Brien at the wheel of his gold Lola, John Fitzpatrick doing first stint in his hot Mini for Team Broadspeed (14 laps), and John Adams, the A driver for Ecurie Red Rose (13 laps).

The first change was effected by Carlton Garage, Ltd., who brought in Joe Bridges (Morris-Cooper) on the second lap and sent out J. Cramond (Lotus 7). The organizers had gone to great pains to reduce speed in the pits and on changeovers drivers had to negotiate a tight chicane to enter the pits and then motor slowly (and there were plenty of marshals on hand to see that it was slow) down the length of the pits into the paddock. Not until an incoming car had passed its team-mate in the pits road could the relieving driver get into his own car and enter the circuit. It was all very leisurely and uninspiring to watch—but essentially safe in that it cut down the possibility of pointless accidents (if there is any point to an accident).

The race position at 1.30 saw Team D.K.W., who had fielded their fastest man Hugh Mayes in his interesting rear-engined Opus-Auto Union, ahead by one lap from the Vintage S.C.C. "B" team of C. Blissett (Riley Brooklands), Bromley-Johnson, with his Bentley-engined Frazer-Nash, and B. J. Dukes (Frazer-Nash). Two laps behind the latter came Ecurie Estavada (27 credit laps) represented by Robert Funge (Riley 1.5), J. E. Speed (Lotus-B.M.C. 7) and D. R. Yates (Sprite) and these positions remained unchanged until 3 p.m.

Down in sixteenth at 1.30 were the winners who had assembled a fine quintet of pilots, John Adams, Charles Bridges, Mike MacDowel, Jeff Newman and Jackie Stewart. Although making a great impression on the circuit, by reason of their noise and speed, the scratch team of Fletcher, Gerry Ashmore, Bill Rigg and Peter Skidmore (D-types) and P. T. Woolgar (DB3S) were still running last, a position they were to occupy until 2.30 p.m. At 3 p.m. they had moved up one and thereafter on the now almost dry track began to make progress.

Fortune did not smile all the time on the runners-up for their fastest car, Craig's

FEATURE of the race was the chicane for cars entering the pits, devised to slow them down for change-overs. D. Flanagan's Mini comes in while others race on (right).

CHANGE OVER for the scratch team as Tom Fletcher's Lister-Jaguar comes in and Gerry Ashmore climbs in his D-type Jaguar (below). The team was fifth.

Daimler, was brought in boiling, while Clough later lost overdrive on his Triumph. Despite these setbacks, by 4 p.m. their hopes were raised with a well-earned third place in 93 laps behind Ecurie Estavada (95 laps) and, a further two laps ahead, the D.K.W.s, even though their fastest man had the Opus go sick. Even so it was apparent that the Jaguars, now in fourth spot and on the same lap as the third place team, were virtually assured of victory. The Red Rose drivers were fairly hurling the big saloons round the track, each of them able to return lap times in the region of 2 mins. 5 secs. with the track dry.

Down in fifth position row were the Mid-Cheshire Austin saloons, and onto the leader board for the first time, having picked up three places in 30 mins., came Team Broadspeed much to the delight of manager Max Trimble and thanks to determined driving by Broad, Fitzpatrick, Handley and Tempest—all, of course, Mini-mounted. Except for a short period, when they dropped a place, the Broadspeed boys were to maintain this position to the end.

At 4.30 p.m. the 3.8 Jaguars had worked their way up to second spot, one lap behind the "Deeks", and the "unnamed" trio were similarly placed behind Ecurie Estavada lying third. By 5.30 p.m. it was virtually all over, for although the Jaguars lost their newly won lead back to Team D.K.W. due to a change of cars, they regained it quickly with 20 minutes left. The Roses went on to win by 1 min. 20.2 secs. and two laps, having averaged 81.60 m.p.h., from the Daimler-Aston-Triumph team, they also having moved ahead in the last half-hour to the tune of two laps. The Deeks were third having completed 144 laps, as did Ecurie Estavada in fourth place.

As the presentation of the *Daily Mirror* cup to the winners was delayed for almost an hour while the organizers and several team



managers conferred behind closed doors at race control. The news gradually filtered through that there was a dispute over the number of laps completed by some teams. The outcome did not affect the three leading positions, although, as can be seen, the scratch team was placed fifth.

RESULTS

1. Ecurie Red Rose (3.8 Jaguars): team manager, A. Houlding; drivers, J. H. Adams, C. H. Bridges, M. G. H. MacDowel, J. Newman, J. Y. Stewart, 148 laps in 5 h. 0 m. 27.6 s., 81.60 m.p.h.; 2. "Unnamed" team: manager, M. Barry; J. Craig (Daimler SP250), A. M. Clough (Triumph TR3A), R. T. Owen (Aston Martin DB3S), 146 laps in 5 h. 1 m. 47.8 s.; 3. Team D.K.W.: R. Cowey (D.K.W. saloon), E. Johnson (D.K.W. Junior), H. E. B. Mayes (Opus-Auto Union), 144 laps in 5 h. 0 m. 37.2 s.; 4. Ecurie Estavada: manager, E. J. Reaver; R. Funge (Riley 1.5), J. E. Speed (Lotus 7A), D. R. Yates (Sprite), 144 laps in 5 h. 1 m. 9.8 s. 5. Equipe Vertrouge: manager, A. Smyth; G. Ashmore, W. Rigg, P. Skidmore (Jaguar D-types), T. Fletcher (Lister-Jaguar), P. Woolgar (Aston Martin DB3S), 143 laps in 5 h. 0 m. 27.2 s. 6. Team Broadspeed: manager, M. Trimble; R. D. Broad, J. Handley (Mini-Cooper 5), J. Fitzpatrick, P. S. Tempest (Austin), 143 laps in 5 h. 1 m. 24.2 s.



SILVERSTONE FINALE

By
ROBERT
GRANT

The Annual North Staffs Motor Club Meeting

WITH the postponement of the Championship of the Clubs until next March, last Saturday saw the final race meeting at Silverstone for this year. The meeting was organized by the North Staffs Motor Club who followed the trend of accepting a large entry with many events for same. The competitors were asked to arrive as soon as possible in order that the scrutineers could cope and the organizers were a trifle lucky that the meeting commenced only 20 minutes behind schedule. There were seven seven-lap and two ten-lap scratch races, plus five six-lap handicaps. Apparently grid positions were determined partly by practice times and partly by selection, which seemed to render one's practice efforts rather fruitless, but nonetheless provided some very close racing.

The first event was a seven-lap scratch race for 750 cars and saw a closely fought battle between John Bishop, David Hollister, R. Wescott, all in Austins, and D. Abbott (Jerboa). These four circulated side by side (with the exception of Becketts!) throughout the race with Wescott and Bishop eventually tying for first place and Abbott a close third.

The first of the 10-lappers followed and was a scratch race for 1172 cars. Bryan Small had the cruel misfortune to throw a rod in practice which put paid to his clinching the 1172 Championship. Howard Milborrow's who blew up on his final lap, early lead was short lived and his Milmax was passed by Ian Tollady (Aquila) who steadily drew away to win by an easy margin. However, behind Tollady a terrific scrap took place with Arthur Mallock (U2) trying desperately hard to gain maximum points; when in second place he spun and just managed to finish third, behind Alan Wershat (Lolita).

Event three was divided into two races, first for closed cars and secondly for sports cars, both up to 1,000 c.c. Chris Clarke in his ex-M.R.P. engined Lotus 7 scored an easy

win over T. Moore's similar mount. Terry Savory did well to win the saloon car section in the ex-Paddy McNally Mini-Cooper and David Sim in the Diva won the G.T. class from Tim Lalonde (Marcos) who found the former just too diminutive.

In the sports cars up to 1,600 c.c. race, Chris Clarke scored his second win of the day. Tim Smallman (Lotus 7), who had been trying very hard to get past V. Wyld (Lotus 7), met with success on the fifth lap and scored a well-deserved second spot.

Richard Redgrave (Merlyn-Climax) streaked into the lead of the sports-racing car event. Judging by his gesticulations as he crossed the line, he had obviously committed a nonsense on his final lap for Geoff Oliver (D.R.W.) was the one to take the chequered flag.

The second of the 10-lap races was divided into two again, this time for 1172 and Monoposto Formula. E. Ogilvie-Hardy (Project X) led into Copse hotly pursued by C. Nicholson (Embryo) and M. Cowburn (Anco), but by the end of the first lap it was Bill Cooper in Alan Wershat's Lolita who was in front. Fourth time round Project X spun at Wood-

cote and refused to continue after such antics. B. Beasley motored with great gusto to finish second equal with C. Nicholson, both some 20 secs. behind Bill Cooper.

Event eight, a seven-lap scratch race for sports cars up to 1,000 c.c., was one of the closest races of the day. Nick Wilson (now sporting L plates) and Tim Smallman circulated very rapidly in a one-two formation but were split by Bob Bell (Lotus 7) on the fifth lap. However last time round Bell was down to sixth spot, which just shows how close it was.

There followed a seven-lap scratch race for closed cars. Rod Embley (Mini-Ford) left a suitable cloud of tyre smoke for the rest of us to go through. The redoubtable Doc Merfield in the Willment Cortina had a tremendous spin on Becketts but continued unabated, naturally several places down the field, to finish fourth. Mike Lawlor in John Miles's Classic-powered Turner had his enthusiasm dampened somewhat after a moment at Copse. Rod Embley sailed home to an easy win with W. Unett's ridiculously fast Sunbeam Alpine some seconds in arrears.

An entertaining day's sport terminated with the handicap races, which were closely fought and saw some shrewd handicapping.

So ended the final Silverstone meeting of 1963; we can't ask for more exciting racing next year, but we can ask for better weather!

RESULTS

750 Formula (7 laps): 1, R. Westcott (Austin Spl.) and J. Bishop (Austin Spl.), 66.00 m.p.h.; 3, D. H. Abbott (Jerboa). Fastest Lap: D. Hollister (Austin Spl.), 1 m. 25.6 s., 67.63 m.p.h. 1172 Formula (10 laps): 1, I. Tollady (Aquila), 77.91 m.p.h.; 2, A. Wershat (Lolita); 3, A. M. R. Mallock (U2 Mk. 3). Fastest lap: Tollady, 1 m. 12.8 s., 79.52 m.p.h. Closed and Sports Cars up to 1,000 c.c. (7 laps). Overall Winner: C. J. Clarke (Lotus 7). Closed Car Class: 1, D. Sim (Diva-Ford), 75.22 m.p.h.; 2, T. J. Lalonde (Marcos-Ford); 3, J. W. Anstice-Brown (Rochdale). Fastest lap: Sim, 1 m. 15.2 s., 77.18 m.p.h. Sports Car Class: 1, C. J. Clarke (Lotus 7), 77.90 m.p.h.; 2, T. Moore (Lotus 7); 3, R. B. Walton (Lotus 7). Fastest lap: Clarke, 1 m. 11.8 s., 80.62 m.p.h. Sports Cars up to 1,600 c.c. (7 laps): 1, C. J. Clarke (Lotus 7), 78.71 m.p.h.; 2, T. Smallman (Lotus 7); 3, V. C. Wyld (Lotus Super 7). Fastest lap: Clarke, 1 m. 12.0 s., 80.40 m.p.h. Sports-Racing Cars up to 1,600 c.c. (7 laps): 1, G. E. Oliver (D.R.W.-Ford), 80.69 m.p.h.; 2, J. A. Murrell (D.R.W.-Ford); 3, R. Redgrave (Merlyn-Climax Mk. 4). Fastest lap: Oliver, 1 m. 9.2 s., 83.65 m.p.h. Monoposto Formula and 1172 Formula (10 laps): Overall Winner: H. W. Cooper (Lolita). Monoposto Class: 1, H. W. Cooper (Lolita), 76.86 m.p.h.; 2, B. Beasley (Cooper Landar) and C. C. J. Nicholson (Embryo). Fastest lap: Cooper, 1 m. 13.6 s., 78.65 m.p.h. 1172 Class: 1, D. K. Mean (Milmor), 72.09 m.p.h.; 2, R. A. Eccleston (Dison) and A. H. Cook (Rejo Mk. 3). Fastest lap: J. Mansfield (Lotus 7), 1 m. 16.6 s., 75.57 m.p.h. Sports-Racing Cars (7 Laps): 1, A. Stubbs (Elva-Climax Mk. 6), 80.95 m.p.h.; 2, R. Redgrave (Merlyn-Climax Mk. 4); 3, J. A. Murrell (D.R.W.-Ford). Fastest lap: Redgrave and B. Dewar (Merlyn-Climax Mk. 6), 1 m. 9.8 s., 82.93 m.p.h. Sports Cars up to 1,000 c.c. (7 Laps): T. Smallman (Lotus 7), 76.51 m.p.h.; 2, N. H. Wilson (Lotus 7); 3, R. K. Meacham (Lotus 7). Fastest lap: Wilson and Smallman, 1 m. 13.2 s., 79.08 m.p.h. Closed Cars 1,001-1,700 c.c. (7 Laps): 1, R. Embley (Morris Mini-Ford), 76.89 m.p.h.; 2, W. B. Unett (Sunbeam Alpine); 3, J. A. Wheatcroft (Lotus Elite). Fastest lap: Embley, 1 m. 14.0 s., 78.23 m.p.h. Handicap Race (6 Laps): 1, B. G. Gardner (T.V.R. Grantura), 70.94 m.p.h.; 2, Maj. K. Reynolds (Porsche); 3, D. H. Abbott (Jerboa). Fastest lap: Gardner, 1 m. 19.2 s., 73.09 m.p.h. Handicap Race (6 Laps): 1, D. Shepherd (Triumph TR), 69.75 m.p.h.; 2, A. M. Foley (Jaguar XK 120); 3, C. R. Stanger (T.V.R.). Fastest lap: A. Charnell (Austin-Healey 3000), 1 m. 14.8 s., 77.39 m.p.h. Handicap Race (6 Laps): 1, M. Phillippe (Lotus 7), 77.37 m.p.h.; 2, J. Ewer (Merlyn-Climax); 3, T. Moore (Lotus 7). Fastest lap: Ewer, 1 m. 11.8 s., 80.62 m.p.h. Handicap Race (6 laps): 1, J. Bryning (Lotus 7), 72.51 m.p.h.; 2, A. Gough (Lotus-Climax 11); 3, S. P. Lane (Lotus 7). Fastest lap: A. Stubbs (Elva-Climax Mk. 6), 1 m. 10.6 s., 81.99 m.p.h.



SHOWING different angles of lean, B. Clifford (Volvo) and J. Nichols (Morris Mini) are side by side as they leave Woodcote in event ten.

GORDON HOLDRUP WINS STONE TROUGH TROPHY TRIAL

THE Stone Trough Trophy Trial, jointly organized by the B.A.R.C. (Yorkshire Centre) and Yorkshire S.C.C. is usually one of the first to be held following the end of the summer lay-off. This year it was actually the second, the recommencement taking place a week earlier with the Southsea M.C.'s President's Trophy.

This year's Stone Trough took place on Sunday, 22nd September, in its usual locale at Yarnbury, near Grassington, in the heart of the Yorkshire Dales; the whole event took place amongst disused leadmine workings in a valley. Despite the limited area a wide variety of hills was available by using natural and man-made obstacles and the event had a compactness equally convenient to competitors and spectators alike. Unfortunately the Clerk of the Weather failed to co-operate and the organizers were compelled to take drastic last-minute steps to offset the previous week's dry spell. However, that they succeeded is clear from the eventual marking spread of from 47 to 195 marks, with no ties.

Most of the 11 morning sections consisted of steep, twisting climbs which, being dry, presented few problems and left the organizers no alternative but to close up the markers to trap the unwary or heavy-footed. At the end of the pre-lunch stint local man Bush (Ford) was in the lead with 17 marks lost—a most creditable performance—with Hobson (Cannon) in second place with 20. This state of affairs was particularly pleasing to the locals in view of the numerical superiority of Midlands and Southern competitors and the absence of so many familiar North country

mudpluggers. However hot competition wasn't far away in the shape of Holdrup (22), Pollard (23) and the winner of the previous week's President's Trophy—Lol Hurt (27).

The afternoon sections were rather more tricky and embraced what little mud there was, being mostly up the sides of a steep, marshy-bottomed valley. Undoubtedly experience was at a premium here and before long Holdrup, with some clever controlled driving, took a lead from which he was never to be displaced, only losing a further 25 marks during the whole afternoon. However, Pollard pressed him hard, but not hard enough, to follow into second place. All the time Newman, who had not had a good morning and never got amongst the pre-lunch leaders, had been quietly pressing on and stole into third place whilst Hurt and Hobson were fighting it out between themselves.

During the close season several of the 24 entrants had equipped themselves with new vehicles, whilst the remainder had obviously not been holidaymaking all the time, so that the display of shiny bodywork was more in keeping with a *concours d'elegance* than a sporting trial. Not all the new devices were the familiar, ubiquitous Cannons, but it may be significant that each of the five award-winners was Cannon-mounted.

J. A. STROUD.

RESULTS

Stone Trough Trophy: G. L. Holdrup (Cannon), 47 marks lost; 2, C. W. Pollard (Cannon), 61; 3, C. G. Newman (Cannon), 66; 4, G. D. Hobson (Cannon) Novice Award: J. H. Cartwright (Cannon), 164. B.T.R.D.A. Award: G. L. Holdrup.

London Motor Club at Mallory Park

Fourteen Races at Club's First Promotion at Leicestershire Circuit

By JOHN STONE

QUITE the largest crowd seen for some time at a club meeting at Mallory Park witnessed no fewer than 14 events, many of them keenly contested, when the London Motor Club held their first meeting at the Leicestershire circuit on Sunday, 22nd September.

Highlights of the afternoon were without a doubt two tremendous duels between John Adams's Team Tourist Trophy Jaguar 3.8 and Rod Embley's astonishing 1½-litre Ford-engined Morris Mini. In both the heat and final of the saloon car race these two shot away from the rest of the field and appeared to be tied together as they circulated with rarely more than two cars' lengths separating them.

Proceedings opened with a 20-min. high-speed trial, and six of the starters managed to qualify. Brian Morling (Morris-Cooper), after taking the Devil's Elbow very wide, several times clipped the railings on the outside of the elbow and rolled the car across the track, severely damaging it. However, Morling managed to climb out through the broken windscreen without injury.

An eight-lap marque scratch race for sports cars followed, and Roger Mac in his E-type had the first of two untroubled victories. C. J. Clark (Lotus 7) drove well to snatch second spot from Malcolm Wayne's Elva Courier.

A five-lap scratch race for saloon cars up to 850 c.c. brought an astonishing incident. While the starter's flag was raised and that gentleman was looking down at his stopwatch, several itchy-footed gentlemen shot away from the line, hotly pursued by the rest of the field. Everyone did a very fast practice lap before being brought to order by the starter to begin the race again, a number receiving a ticking-off for their over-zealousness. When a start was finally made, Gordon Line, in his Austin Mini, won without difficulty from the similar car of Paul Easter, with Charles Stancomb (Morris Mini) in third spot.

Bryan Small in a Milmor Mk. 5 won the 750 and 1,172 Formulae race and the small engine section went to B. H. King in a Delta Special. Roger Mac had things pretty well

tied up before the end of the first lap of a 10-lap scratch race for G.T. cars. Wayne's Courier went rapidly to take second place, and Mike Lewis (W.S.M. Midget) took the 1,150 c.c. class from Culcheth's Sebring Sprite.

The ladies had a race all to themselves, and this took the form of a five-lap handicap event. Although Mrs. Brenda Dickinson, in husband Peter's Elva Mk. 6, went very rapidly in the face of an enormous handicap on scratch, she just failed to catch the slower girls and finished fifth. Winner was Mrs. Betty Biles (Morris Mini).

Rex Willoughby's front-engined Lola ran away with Heat 1 of the scratch race for sports racing cars. Sid Taylor, in finishing fourth in his Lotus Elite, did a lap in 58.4 secs. to unofficially break the class G.T. lap record by 0.4 sec.

The beautifully turned-out Lotus 23B of Jack Pearce romped away with the second sports car heat and won as he liked from Peter Deal (Merlyn). The final of the sports car event once again brought victory to Jack Pearce from Deal and Willoughby, who held their respective places comfortably.

In the Formula Junior race Melvyn Long, in a Jim Russell Lotus 27, pulled out a good lead over the first lap but overdid things at the Hairpin to leave another Jim Russell pupil, Mike de Udy (Lotus 22), to take the flag from Bill Belcher (North Star-Ford) and Charles Crichton-Stuart (Cooper-Ford).

The first heat of the saloon car race produced a win for M. P. Bate (Mini-Cooper) after an early dice with Terry Page in the ex-Chris Craft Anglia. The battle for the lead ended when Page spun on the Stebbe straight, forcing several other cars to take avoiding action as the Anglia straddled the track. The second saloon heat saw the first of two breathtaking struggles between Adams and Embley, with Adams pulling out all the stops to hold off the Mini and win by two cars' lengths.

Adams and Embley were at it again hammer and tongs in the final of the saloon race, and leaving the rest of the field straggling in their

wake lapped in frighteningly close company with Adams once again just holding the initiative to the flag.

The twin-cam 1,600 c.c. Ford-engined Lotus 22 of Jack Pearce rocketed away from pole position to win the *Formule Libre* race. Pearce set up the fastest lap of 52.2 secs. (93.10 m.p.h.) *en route*. Louis Jacobsz, in his Cooper Junior, came up fast through the field to take second place from Alan Eccles in his 1,500 c.c. Cooper-Climax.

The meeting was well-organized, and was blessed with good weather. One point, however. An official results duplication service would have been very welcome to head-scratching journalists in the press box.

RESULTS

Marque Sports Cars (8 laps). Overall Winner: R. Mac (Jaguar E). Up to 1,500 c.c.: 1, C. J. Clark (Lotus-B.M.C. 7); 2, T. Moore (Lotus-Ford 7); 3, M. Lewis (W.S.M. G.T.). Over 1,500 c.c.: 1, R. Mac (Jaguar E); 2, M. J. Wayne (Elva Courier); 3, C. Dormand (Morgan Plus 4). Saloon Cars up to 850 c.c. (5 laps): 1, G. Line (Austin Mini); 2, P. Easter (Austin Mini); 3, C. D. Stancomb (Morris Mini). 750 and 1,172 Formula Cars (8 laps): 1, B. Small (Milmor Mark 5); 2, H. W. Cooper (Lolita); 3, A. H. Cook (Rejo Mk. 3). G.T. Cars (10 laps). Overall Winner: R. Mac (Jaguar E). Up to 1,150 c.c.: 1, M. Lewis (W.S.M. G.T.); 2, B. Culcheth (Sebring Sprite); 3, P. Mitchell (Sprite). Over 1,150 c.c.: 1, R. Mac (Jaguar E); 2, M. Wayne (Elva Courier); 3, J. Adams (Jaguar 3.8). Ladies' Handicap (5 laps): 1, Mrs. Betty Biles (Morris Mini); 2, Mrs. Jeanette Needham (Austin Mini); 3, Miss Elizabeth McKecknie (Austin-Cooper). Sports Racing Cars—Heat 1 (8 laps): 1, R. Willoughby (Lola-Climax); 2, C. J. Clark (Lotus-B.M.C. 7); 3, J. N. O'Sullivan (Rejo-Climax Mk. 4). Sports Racing Cars—Heat 2 (8 laps): 1, J. Pearce (Lotus-Ford 23B); 2, P. Deal (Merlyn-Ford Mk. 6); 3, R. Redgrave (Merlyn-Climax Mk. 4). Formula Junior (10 laps): 1, M. de Udy (Lotus-Ford 22); 2, A. P. Belcher (North Star-Ford); 3, C. Crichton-Stuart (Cooper-Ford). Saloon Cars—Heat 1 (8 laps): 1, M. P. Bate (Morris-Cooper); 2, D. E. Colman (Ford Anglia); 3, H. Martin (Austin-Cooper). Saloon Cars—Heat 2 (8 laps): 1, J. Adams (Jaguar 3.8); 2, R. Embley (Mini-Ford); 3, G. A. Percival (Ford Anglia). *Formule Libre* (10 laps): 1, J. Pearce (Lotus-Ford); 2, L. Jacobsz (Cooper-Ford); 3, A. Eccles (Cooper-Climax). Sports Racing Cars—Final (5 laps): 1, P. Pearce (Lotus-Ford 23); 2, P. Deal (Merlyn-Ford Mk. 6); 3, R. Willoughby (Lola-Climax). Saloon Cars—Final (5 laps): 1, J. Adams (Jaguar 3.8); 2, R. Embley (Mini-Ford); 3, G. A. Percival (Ford Anglia).

SANDOWN PARK—Australia

Lex Davison Wins Victorian Racing Car Championship

THE Victorian Racing Car Championship, which was also the fourth heat of the Australian Gold Star drivers' championship, was held at Sandown Park on 15th September. Victory in the event and valuable championship points went to veteran Lex Davison, driving his 2.7-litre Cooper-Climax, after a race-long battle with Bib Stillwell, who drove the Repco-Brabham-Climax, which kept the crowd of 20,000 people on their toes throughout the 39 laps of the 1.928-mile circuit.

Practice held on the previous day produced some keen competition for grid positions for the race as there was the added incentive of £100, provided by a local radio station, for the first Australian-resident driver to lap at 100 m.p.h. This is a feat which has been accomplished by a number of overseas drivers and the current circuit lap record stands to the joint credit of Jack Brabham and Bruce McLaren at 101.9 m.p.h., this being set at the International Meeting last March. At the conclusion of practice Bib Stillwell emerged with 1 min. 10.8 secs., 98.23 m.p.h., and thus secured pole position on the grid, followed by Lex Davison, David McKay driving another Brabham, Bill Patterson (Cooper-Climax), Jim Palmer driving the Scuderia Veloce 2.7-litre Cooper-Climax, John Youl driving the Cooper with which Jack Brabham won the first International meeting held on this circuit, and Tony Osbourne having his first really big race in his recently acquired ex-Davison, ex-Bowmaker 2.7-litre Cooper-Climax. In the under 1,500 c.c. section of the race, Wal Mitchell driving the M.R.D. (the original Brabham) recorded best time, next quickest being Greg Cusack driving the new 1963 Formula Junior Brabham for Scuderia Veloce.

When the starter's flag fell, the Cooper of Davison shot straight into the lead, followed by Stillwell and McKay in the Brabhams. However Davison's lead was short-lived, for

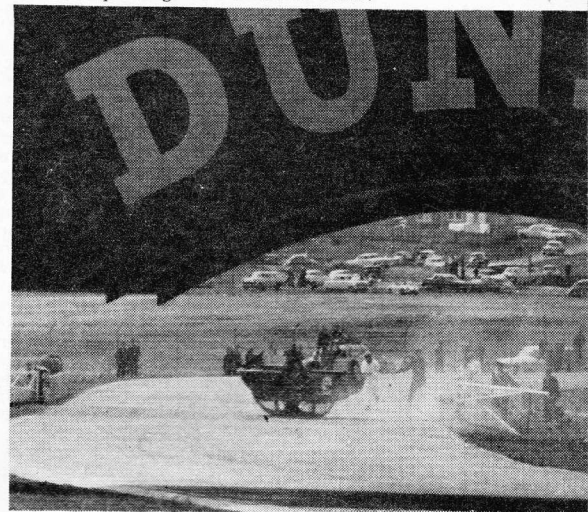
as they screamed up Leighton Hill away from Peters Corner on the second lap. Stillwell shot past Davison to take the lead, which he was to hold for three-quarters of the race. In fact, after 15 laps the race appeared to have developed into a high speed procession, as the duel for the lead, and also that for third place, seemed to have been resolved with Stillwell in first place gradually increasing his lead over Davison in second spot, and David McKay in third place maintaining his advantage over John Youl in fourth position. Meanwhile, Bill Patterson was climbing quickly through the field after being delayed with ignition troubles, but the strain proved too great for the car and he retired after 26 laps with transmission failure. Another retirement at the same time was Jim Palmer, who was apparently suffering from the same trouble. This was a great pity, as the young New Zealander had driven a very good race up to this point and he could well be another find for a European Formula 1 team, for, as soon as he gets a reliable machine, he will be equally as good as his countrymen McLaren and Amon.

At about this time it appeared that all was not well with Stillwell's car (the magneto was playing up) and it soon became apparent that it would be only a matter of time before Davison caught and passed the ailing Brabham. In fact this occurred at almost exactly the same place as Stillwell had taken the lead and, with eight laps to go, Davison only had to keep on the road to win the race, as he had no trouble in pulling away from the Brabham. John Youl, who was making meteoric progress, having caught and passed David McKay, also overtook Stillwell after 35 laps. As the chequered flag was held out for Davison at the conclusion of the race the elder statesman of Australian Motor Racing received a wonderful ovation from the large crowd and, after receiving his trophy, he stepped into the huge

Ford Galaxie of former Australian Gold Star winner Len Lukey, which he was to drive in the supporting touring car race. However, on this occasion his luck changed, as the car shed a piston after five laps of the eight lap race, as he was trying to regain ground after smiting the safety fence at Peters Corner whilst in the lead.

Bib Stillwell received some consolation as he had earlier won the Victorian Sports Car Championship in his Cooper Monaco, although in the absence of Frank Match in the Lotus 19 there was no real opposition for the Cooper, placings being filled by Greg Cusack (Elfin), and John Roxbrough (Lotus 23).
ANDREW MACGREGOR

HARMLESS BEETLE on its back! Ian Baker's Volkswagen rolled just before the Dunlop Bridge in the saloon event.



CLUB NEWS

By ROBERT GRANT

THE Forces M.C. are promoting the Cotswold-Continental rally on 2nd-3rd November. The event is restricted and is a B.T.R.D.A. Silver Star Rally Championship qualifier. There will be four starting points and the route will cover some 250 miles. Invited clubs are the B.T.R.D.A., B.A.R.C., London M.C., Hants and Berks M.C., South Wales A.C., Herefordshire M.C., Steel Co. of Wales M.C., A.W.R.E.M.C. and also to serving members of Her Majesty's Forces and any person who has previously entered in a Forces M.C. Cotswold Rally. Closing date for entries is 28th October and forms are obtainable from J. E. T. Raper, 1 Pond Head Lane, Earley, Reading, Berks. . . . **The Airedale and Pennine M.C.C.** are promoting the S. Rodney Whitely Trophy Trial and the Club Team Trophy Trial for production cars on 17th November at the Roebeck Hotel, near Bradford. The event is restricted to any member clubs of the Association of Northern Car Clubs. There are six classes, including one for vehicles built before 1940. Entries

should be sent to A. J. de L. Taylor, 11 St. Peter's Crescent, Morley, Leeds, not later than 8th November. . . . **The Cambridge University A.C.** will promote "The Cambridge University Grand Slalom" at Snetterton on 27th October. It is a restricted event and invited clubs are the B.R.S.C.C., B.A.R.C., Romford E.C.C., West Essex C.C., M.G.C.C., Snetterton M.R.C., Nottingham S.C.C., Circle C.C. and the Eastern Counties M.C. The course will consist of a series of sprints over the whole of the circuit. There are ten classes and specials and racing cars are eligible. Entries close on 21st October and are available from M. W. J. Sowerbutts, Queens College, Cambridge. . . . **The Stockport M.C.** are organizing the 5th Annual Regent Rally on 2nd-3rd November. The rally is a *Motoring News* Championship qualifier and it is a restricted event open to the B.A.R.C., Cavendish C.C., De Lacy M.C. of Pontefract, Glossop and D.C.C., Godiva C.C., Knowldale C.C., Liverpool M.C., London M.C., Huddersfield M.C. and the Chester M.C. The rally promises to be a real cracker and will cover approximately 180 miles, the majority of which will be in the Peak District. Numerous awards are to be had including one for the best marshalled control point. Entries should be sent to A. Wilson, 106 Glossop Road, Marple Bridge, Cheshire, before 25th October.

ex-Fred Jones F.J. Lola up in 30.54 secs. Colin Priddy's Mk. 8 Cooper-J.A.P. rocketed up in 29.94 secs. for the class win, while Ricky Fuchs brought the same car into second place in 30.09 secs. Peter Cottrell's Lotus 15 did 27.68 for second place behind Terry in the unlimited racing class, and was second also with a consistent 27.69 secs. in the unlimited sports-racing class, Ken Wilson's other car, the red-and-white Lister-Jaguar, returning 27.33 secs.

A certain piquancy was added to the touring car classes by the retention of the club's whimsical handicap system for modifications, which ensures that the slowest car carries the heaviest penalties; Nick Porter's Austin-Cooper, with an actual time of 31.19 secs., was unapproached in the small class the nearest opposition coming from Norman Harvey who, driving what the programme described as an "Austin-Copper S" (there must be a moral in that, somewhere) had one very dodgy moment when a brake appeared to lock, but later returned a very brisk 33.14 secs., ahead of Jeff Churchill's S-type with 33.39 secs. John Northcroft's Lotus Cortina was fastest in the next larger class, with 32.15 secs.,

COMING ATTRACTIONS

FOREIGN EVENTS

4th-5th October. **GENEVA RALLY.**
6th October. **AMERICAN GRAND PRIX,** Watkins Glen, U.S.A. (F.1).
COUPE DU SALON, Monthéry, France (F.J., S., G.T., T.).
TYROL PRIX, Austria (F.J., S., G.T., T.).
13th October. **RIVERSIDE GRAND PRIX,** California, U.S.A. (S.).

BRITISH EVENTS

5th October. **Ulster A.C. Hill-Climb,** Knockagh, Co. Antrim, N.I. Starts 2 p.m.
B.A.R.C. (N.W. Centre) Sprint, Aintree, near Liverpool, Lancs.
Morgan 4/4 C. and Hagley and D.L.C.C. Sprint, Wellesbourne, near Stratford-upon-Avon, Warwickshire.
Motor-Cycling C. Derbyshire Trial, Starts Coventry at 2 p.m.
5th-6th October. **Chelmsford M.C. Britvic Rally,** Starts Britvic Factory, Chelmsford, Essex, at 8 p.m.
Fylde M.S.G. Shunpiker Rally, Starts Newton-le-Willows, Lancs., and Bromsgrove, Worcs.
6th October. **B.R.S.C.C. Race Meeting, Brands**

Hatch, near Farningham, Kent. Starts 12.30 p.m.
West Essex C.C. National Hill-Climb, Stapleford Airfield, near Abridge, Essex.
Sporting Owner D.C. Hill-Climb, Woburn Park, Woburn, Beds.
South Wales A.C. Sprint, Llandow, near Cowbridge, Glam. Starts 2.30 p.m.
Kirkby Mallory C.C. Sprint, Mallory Park, near Hinckley, Leics.
M.G.C.C. (Midland Centre) Sprint, Church Lawford, near Rugby, Warwickshire. Starts 3 p.m.
London M.C. Autumn Slalom. Starts Blackbushe Airport, near Camberley, Surrey.
Southsea M.C. Autosport Driving Tests. Starts Clarence Pier Coach Park, Southsea, Hants.
Vickers-Armstrongs (Hurn) C.C. Inter-Club Driving Tests. Starts Undercliffe Drive, between Boscombe and Bournemouth Piers, Hants.
SUNBAC Vesey Cup Production Car Trial. Starts Priestbury, Glos., at 11 a.m.
North Midland M.C., Sheffield and Hallamshire M.C., Rotherham and D.M.C., Doncaster and D.C.C. and Peveril M.C. Autocross Starts Rotherham, Yorks.

GLOSSOP & D.C.C. BURGESS BOWL RALLY

WITH all the usual routes from Glossop southwards on to the sheet 111 black-spotted, Glossop Car Club used the unsurfaced track through 022850 to get the cars on the way in their annual restricted Burgess Bowl Rally. This was just about on without undue discomfort and was the only rough road of any length used on 14th-15th September.

Making a clockwise movement round Buxton, the route was fairly straightforward. In fact, the approach to control 18 at 057668 was signposted with arrows advertising a certain petrol—or was it some crafty advertising for a certain rally?

Designed particularly for the enthusiastic non-circus types, the fairly easy timing must have given all 57 crews some hope of doing well in spite of the occasional very tight sections subtly slipped in. There were several of these above Hathesage before the relaxation of a couple of main road stretches, ending at 273803 approach E.N.E. This led to the downfall of all but nine crews, all others making the wrong approach. One car, only 2 mins. down at this stage, threw it away here because the navigator thought the car in front was a local going courting when it took to the white track which follows the county boundary. It was, however, A. Ridy making the correct approach to control 39!

The rally finished at 3.30 p.m. at Cowers Lane where it was learnt that with a remarkable performance in an Army Champ, Major Twist and Captain Jones had dropped only 20 mins. This not only won them the magnificent cup presented by Captain Jones himself for award to Army crews, but also gained fourth overall. M.U.D.

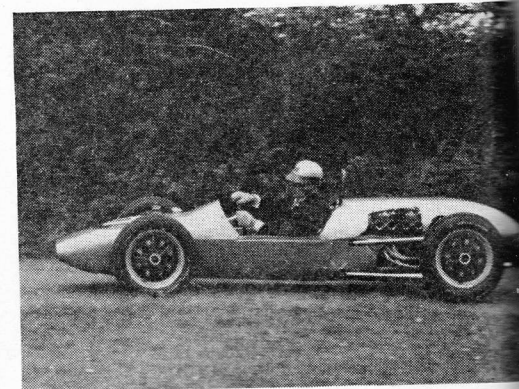
RESULTS

1, Davies/Watson; 2, Austin/Bentley; 3, Champeau 4, Twist/Jones; 5, Mellor/Bastiani. Best Novice: Winterbottom/Newton. Team Prize: Mellor/Bastiani and Cook/Lawrance.

SOUTH WALES A.C. CASTEL FARM HILL-CLIMB

FAST and furious was the sport at the final Castel Farm hill-climb of 1963, promoted recently by the South Wales Automobile Club; the hill record, which had been standing untouched for several years until it was lowered by George Keylock to 26.00 secs. dead with his Cooper-Buick last Whitsun, remains inviolate, for, although Ken Wilson managed a shattering 25.86 secs. in practice in his B.R.M., he was unable to repeat this in the afternoon. On his first competition run Ken covered the long straight in a mere 15 secs. and looked set fair to annex the record; unfortunately, however, he spun the car through the first bend, reshaping the nose slightly in the process, and was later unable to better 26.69 secs. on his second run, with the B.R.M. sounding a little uneven at the finish. This was, of course, a quite satisfactory B.T.D., but credit must also be due to Ray Terry who, with his special Lotus Seven, got under 27 secs. in practice and, in the afternoon runs, collected second B.T.D. and the unlimited racing car class with 27.14 secs., together with the small sports-racing class in 27.28 secs., in as cool and collected a display of high-speed performing as has been seen on this hill for a very long time. This result appears to give Terry a virtually unassailable lead, with 60 qualifying points, in the Junior Hill-Climb Championship, a fitting state of affairs for a comparative newcomer who has made such an enormous impact during the season.

Oddly enough, several competitors made excellent practice times which they were unable to repeat: Tom Jones got down to 28.43 in the morning, went into the country with his F.J. Envoy on his first run in the afternoon, and subsequently was unable to improve on 30.48 secs. for third place in the small racing car class, finding himself harried at that by Roger David, who piloted the



TOM JONES (Envoy-Ford Junior) was third in the small racing car class with 30.48 secs.

and in the unlimited class Emlyn Evans, with a very creditable 31.53 secs. in his 3.4 Jaguar, surprised a good many people including, probably, Arthur Bassett, who, delighted with such spirited and unusual opposition, and slightly handicapped by a mixture of tyres resulting from thrown treads, returned a stirring 31.23 secs. for the class win with his Jaguar 3.8.

One of the most remarkable performances of the day was to be seen in the unlimited G.T. class, when T. Fields took his very elderly and dilapidated B.M.W. saloon up the hill in an astonishing 36.83 secs. However, this car, originally constructed by Peter Chapman, is not all that it seems; the mouldering shell conceals an Austin-Healey BN1 power-plant and modern suspension which produces an astonishing turn of speed and no little confusion among the onlookers. Nonetheless, Maberley Parker's Doretta, with 31.50 secs. and a subsequent retirement to its credit, and Northcroft's Cortina, which clocked 32.20 secs., proved, not unreasonably, to be more than a match for its best efforts, while in the smaller class Tom Pascoe's Porsche, which seems to get quicker all the time, returned 30.89 secs., to take the honours.

HOWARD BILEY.

RESULTS

B.T.D.: K. Wilson (B.R.M.), 26.69 s. F.W.D. Touring Cars: 1, N. Porter (Austin-Cooper), 34.30 s.; 2, T. Bassett (Mini-Minor), 36.15 s.; 3, N. Harvey (Austin-Cooper S), 36.45 s. 1,101 to 1,600 c.c.: 1, J. Northcroft (Lotus Cortina), 32.15 s.; 2, J. Churchill (Sunbeam Rapier), 33.57 s.; 3, J. Jenkins (Ford Cortina), 34.61 s. Unlimited: 1, A. Bassett (Jaguar 3.8), 31.23 s.; 2, E. Evans (Jaguar 3.4), 31.53 s. G.T. cars up to 1,500 c.c.: 1, T. Pascoe (Porsche), 30.89 s.; 2, J. A. Knowles (A.-H. Sprite), 32.24 s. Over 1,500 c.c.: 1, M. Parker (Doretta), 31.50 s.; 2, K. Chamberlain (Doretta), 31.67 s.; 3, J. Northcroft (Lotus Cortina), 32.20 s. Sports-racing up to 1,500 c.c.: 1, R. Terry (Lotus-Climax 7), 27.28 s.; 2, S. Ashcroft (Lotus Super 7), 28.03 s.; 3, B. Field (Lotus Super 7), 28.47 s. Over 1,500 c.c.: 1, K. Wilson (Lister-Jaguar), 27.33 s.; 2, P. Cottrell (Lotus-Climax 15), 27.69 s. Racing cars up to 1,100 c.c.: 1, C. Priddy (Cooper-J.A.P.), 29.94 s.; 2, R. Fuchs (Cooper-J.A.P.), 30.09 s.; 3, T. Jones (Envoy-Ford F.J.), 30.48 s. Over 1,100 c.c.: 1, K. Wilson (B.R.M.), 26.69 s.; 2, R. Terry (Lotus-Climax 7), 27.14 s.; 3, P. Cottrell (Lotus-Climax 15), 27.68 s.

MID-ANTRIM M.C.

DRIVING TESTS

Held under near-perfect conditions on Friday, 20th September, the Mid-Antrim M.C. event consisted of only four driving tests, each having to be completed three times. All of these tests were held in Clinty Quarry, plenty of room being available so competitors were able to have a real go. Ronnie McCartney proved that power isn't all important, particularly on a loose surface, when he won easily in a borrowed standard Mini-Minor.

The first test was a straightforward, forward, reverse, forward round a pylon. The peculiar thing about this test was that most competitors were quicker in darkness than in daylight (since the event got under way at 7.45 p.m., the first competitors through didn't need reversing lights). Best of all here was Robert McBurney in his big Okrasa "beetle" with a time of 28.2 secs. at his second attempt. He had a similar time at his third attempt, but hit a pylon in the process. Next

best came Robert Woodside (Sprite), who took 0.4 sec. longer, while Frank Robinson's rear-engined VW 1500 was a similar distance behind Woodside. McCartney also had a good time of 29.4 secs.

Test 2 was a wide-open do, all of it being in a forward direction. It was composed of three pylons placed in the circumference of a sector of a circle. Competitors had to encircle each one in turn and then go round the outside of the lot. Mini drivers were having trouble holding their cars close to the pylons, many spectacular slides being seen. Ronnie White was best here, taking only 29.2 secs. in his Sebring Sprite, while Robert McBurney had three good times of 30.0, 30.4 and 30.8 secs. Also with 30.4 secs. came Michael Johnston (M.G. Midget), while Robin Steenson had 30.8 secs. Robert Woodside and Ronnie McCartney bests were both 31.0 secs.

Test 3 comprised mainly a forward and, in turn, a reverse through a tight channel, the entrance being very tricky. Many pylons hit the dust, Robert Woodside having two at his first go; he made amends later with a

brilliant time of 34.2 secs., the nearest to this being Michael Johnston.

The fourth test was, perhaps, the trickiest, one part of it consisting of having to cross a line in a forward direction and leave over another 15 ft. away in reverse; the width of the lines was 7 ft. Some competitors considered these lines too close and they were widened to 25 ft. for the second and third runs. Ronnie White had a very good time of 37.6 secs., McCartney had 38.8 secs., Johnston 40.0 secs. and Lucas took 40.2 secs. Robert McBurney had the doubted pleasure of collecting two pylons.

McCartney turned out to be best of the 24 starters, most likely due to the fact that he took care not to hit any pylons.

D. BEATTY CRAWFORD.

RESULTS

Overall: 1, R. J. McCartney (Morris Mini), 413.0 s.; 2, E. A. Lucas (Grasshopper SPL), 431.6 s.; 3, R. White (Sebring Sprite), 460.4 s. Class Winners: E. A. Lucas (Grasshopper Special), 431.6 s.; R. J. McCartney (Morris Mini), 413.0 s.; J. McClean (Mini-Cooper S), 454.6 s.; R. J. McBurney (VW 1500), 448.2 s.

THE "VALES"—GOOD IN PARTS!

First National Win for Frank Grange and John Brown (Ford Anglia 1500)

DURING the last few years the Swansea M.C. Rally of the Vales has won a deserved reputation as a well-organized and fair thrash through their own particular area of South and West Wales. Much, however, was new for 1963, including the date, 21st-22nd September (this was the first time the Vales had moved from its traditional December date), and the fact that the finish was not in the immediate neighbourhood of Swansea. Less favourable comment must be made about the actual route, however, which contained far too much really agricultural motoring, even for the most hardened championship runners. Many miles of hitherto marked "non-goers" were used, which, after this event, will still be marked as "non-goers" on at least my maps, and the rally can best be described, like the curate's egg, as "excellent in parts." Winners by a clear margin were Frank Grange, navigated by John Brown, in his Anglia 1500, from the local favourites Norman Harvey and Dennis Cardell in a Mini-Cooper S (now recovered from its encounter with the axe-wielding farmer in the Godiva!).

The start was from the very centre of the main map of the evening, 141, near Garth, where full details of the 89 controls and the many "out of bounds" and "noise" areas were available 45 minutes before the off. The plotting exercise involved was very hard work, and all the time available was required to complete the job before moving off! First away were John la Trobe and Julian Chitty (works VX4/90), who won last year, followed by Phil Simister and Graham Robson, McBride/Barrow, Fisher/Skeffington, and the rest of the field in the organizers' idea of abilities.

The real motoring started from Llanfair-ary-bryn with a brisk six mile over the moors north of the village, where the first spectators were gathered round the hairpinned ascent. Little trouble was caused by the first five sections though David Seigle-Morris and David Stone, in a factory-loaned Cortina G.T., lost an untypical one minute at control 5, and de Souza/Baker dropped their first time at control 4. The first agricultural motoring began from control 5 to control 7 in two three-minute sections, where the first of these was comfortably to 140/696367, but the subsequent dash to 683355½ (from N.W.) was found to include a tricky crossing of the main road, two uncharted crossings of large farmyards and rough earth and gravel all the way in a very generous mile and a half!

The combined effect of these two sections was that everyone except local crew Galpin and Owen were penalized, McBride, Fisher and Doug Ray by one, and everyone else by two or more. First blood to the organizers! Next, a whole group of controls around Llandeusan caused little trouble to anyone who was able to press-on without interruptions, though the first few competitors had a little trouble with "cold" marshals. John la Trobe was observed to be coming the wrong way for a short time near control 15, and later missed the slot into the approach to control 19, which cost him seven minutes in all. A

short breathing-space led the route past Sennybridge, and on to the first really agricultural section of the night. From control 27 (141/968253½ app. S.E.) five minutes were allowed to reach 991261 from N.W., in which the passage of the Mynydd Illyd was a major pathfinding exercise. No decipherable track out of the control was visible and the only method was to strike blindly north-east in an effort to reach the fenced track approaches which we have used before. For the first few cars this was virtually impossible, as they were confronted by virgin moorland, and several cars strayed into the boggy regions and stuck. Frank Grange stuck for a few minutes only, but Tony Fisher was stranded for over 20 minutes, thus spoiling a very good run up till then. Seven cars, more by luck than judgment, managed to make this section on time, including Reid-Gibbs, Bloom, the Taylors, and Harvey, but the majority slid and felt their way across the moor to varying degrees of penalty at the night halt in Libanus.

The first 20 controls out of the night halt were quite possible for the determined crews, though the roads through 070357 and the east approach to 080360 made even the hardened Cavendish crews blanch as sump shields and exhaust systems took a rare battering. More countryside (with the added hazard of stray horses) led to control 50, then the climb from Llanellieu caused Simister/Robson and la Trobe to indulge in a few minutes' wrong slotting before finding more ridiculous moorland motoring to 210350½, with an added hazard in the shape of a small van which was having trouble with what looked like a flame-thrower, flames from which caused Seigle-Morris to take avoiding action into even rougher moorland. The entire complex of white roads was next used south of Hay on Wye, where the unmarked approach from the west into 224365 was used for the first time, then the route led across to the very centre of the map and the twisty complex South of Crickardarn and Gwenddwr. Naturally, another stretch of moorland was used, followed by a very slippery stretch of gravel-strewn tarmac which caused Reg McBride's Anglia to exhibit a show of temperament and smite the bank a hearty blow to the detriment of its wing line (though this went unnoticed by the scrutineers at the finish), while the Seigle-Morris Cortina reduced itself to scrap by spinning and hitting both sides of a very solid bridge. The car was just about driveable at a very low speed, but the body will never be the same again. Yet another area of moorland was used on Brynrydd Common (near Llowes), depending on which approach was used, and Harvey's Cooper gave up all hope of seeing home and mother again, and eventually followed an equally lost competitor through to the main road and civilisation. But this was not all, as a final green road across Llandewifach moor was included before the final group of controls in the Cregrina area was tackled. Simister lost four minutes and two places by a puncture just after the rough passage through Llandilo Graban, while several crews had difficulty in finding the correct turning under the railway

to Aberedw. Surprisingly, the Taylors lost a certain third place by losing no fewer than six minutes on the last few easy sections, and Bloom lost second place by similar manoeuvres.

The finish was at Llandrindod Wells, but at the unfamiliar Rock Park Hotel, which provided a very pleasant alternative to the familiar old Metropole. Results, trophies and cheques were dispensed by a smiling clerk of the course, with the remarks that he hoped to see more entries for 1964. Since the Vales may not have National status next year, this may be possible, but we all hope that tarmac roads will be preferred instead of all the moorland which appeared!

GRAHAM ROBSON.

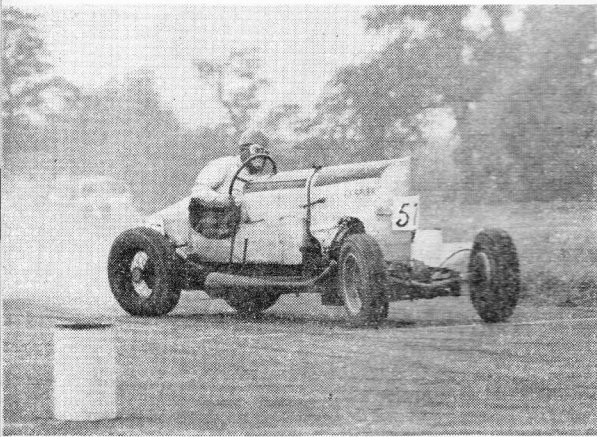
RESULTS

1, F. Grange/J. Brown (Ford Anglia 1500), 9 mins.; 2, N. Harvey/D. Cardell (Mini-Cooper S), 11; 3, D. Reid-Gibbs/K. Eustace (Allardette), 14; 4, G. Bloom/B. Hughes (Mini-Cooper), 15; 5, M. Sutcliffe/B. Potys (Morris 1100), 15; 6, A. Taylor/Mrs. S. Taylor (Mini-Cooper), 18; 7, R. McBride/D. Barrow (Ford Anglia 1500), 19; 8, R. N. Richards/G. C. Davies (Ford Cortina G.T.), 26; 9, D. Ray/T. Straker (Allardette), 27; 10, P. Simister/G. Robson (Ford Cortina G.T.), 28. Team Prize: Chelmsford Cortinas, R. N. Richards, A. T. Lobb and P. Simister.



S-TYPE Cooper-Mini of Tony Fisher/David Skeffington receives attention from the marshals at a control (above). The crew were stuck for over 20 minutes in a boggy section. TAKING hairpin bend at Llangadock is the Ford Cortina G.T. of Robin Richards/G. C. Davies (below).





BASIL DAVENPORT throws the tail out as he takes a left-hander in his veteran G.N. Spider.

SHENSTONE & D.C.C. CURBOROUGH FARM SPRINT

THIS was the first restricted sprint meeting promoted by the Shenstone and District Car Club following the opening of the Curborough Farm course in June by a closed sprint. A maximum entry of 75 cars was received, with nine cars failing to put in an appearance; unfortunately five of these were in the *Formule Libre* class. Fortunately this did nothing to dampen the enthusiasm of the spectators on 22nd September as over 500 cars were present in the car park, which augurs well for the future popularity of this new venue.

The morning was devoted to two practice runs per competitor, and after a short break the event proper commenced with class 1 for unmodified saloon cars up to 1,600 c.c., excluding Mini-Coopers. This was the most poorly supported class, producing only five

entrants, and was easily won by R. H. Taylor (Morris Mini) in 49.3 secs.

Class 2 resolved itself into a battle between Brian Harper's Lotus Elan and H. S. Shepherd's Jaguar, the former winning by 0.3 sec., despite a fractured gear lever. An appeal over the public address for the loan of a gear lever from a spectator's car produced the immediate response of help from TV personality MacDonald Hobley, but on close examination it was found that a lever from a Cortina G.T. differed from that of an Elan.

The third class was won by Bob Rose's very swift Lotus Elite with two very consistent runs of 41.7 and 41.8 secs. And so to Class 4 for *Formule Libre* racing cars. This, as was to be expected, developed into a battle between Ian McLaughlin (Cooper-J.A.P.) and Tony Griffiths (B.R.M.), with McLaughlin producing an excellent last run of 37.7 secs. when he already had the class award in the bag (his first run was 0.2 sec. better than Griffiths's second). Special mention must be made of Basil Davenport in his well-known Shelsley special, G.N. Spider, with two consistent runs of 44.5 and 44.1 secs. respectively.

Class 5, which was for Vintage and P.V.T. thoroughbred sports cars, produced no fewer than five Frazer-Nashes, but Tony Charnock's well-known Alvis Special proved too strong by 0.3 sec.

MICHAEL USHER.

RESULTS

B.T.D.: I. McLaughlin (Cooper-J.A.P.), 37.7 s. Unmodified Saloon Cars up to 1,600 c.c. excluding Mini-Coopers: 1, R. H. Taylor (Morris Mini), 49.3 s.; 2, R. L. Hayes (Austin Mini), 3; C. A. A. Constantine (Triumph Herald), 53.5 s. Unmodified Saloon Cars over 1,600 c.c., Modified Saloon Cars up to 1,600 c.c., Unmodified Sports Cars and Unmodified Mini-Coopers: 1, B. Harper (Lotus Elan), 43.5 s.; 2, H. S. Shepherd (Jaguar 3.8), 43.8 s.; 3, G. S. H. Ward (Daimler SP250), 45.6 s. Modified Saloon Cars over 1,600 c.c., Modified Sports Cars, Modified Mini-Coopers, S-type Mini-Coopers, Two-seater Specials and G.T. Cars: 1, R. Rose (Lotus Elite), 41.7 s.; 2, D. Firkins (Lotus-B.M.C. 7), 43.7 s.; 3, E. Brain (Austin-Healey Sprite), 44.3 s. *Formule Libre*: 1, I. McLaughlin (Cooper-J.A.P.), 37.7 s.; 2, A. B. Griffiths (B.R.M.), 38.5 s.; 3, M. Eaves (Lotus-Ford 20), 40.2 s. Vintage and P.V.T. Thoroughbred Sports Cars: 1, A. S. R. Charnock (Alvis Special), 47.0 s.; 2, J. V. Skirrow (Frazer-Nash), 47.3 s.; 3, M. Brydson (Alvis Speed 25 Special), 52.0 s.

Haslemere Motor Club's MERRYDOWN RALLY

THE Merrydown Rally, organized by the Haslemere Motor Club, is a unique event, although with more and more people's thoughts turning to off-the-road activities, it may well set the pattern for motor sport at club level in the future.

The tenth edition of the Merrydown took place on Sunday, 29th September and was run over eight sections, six on private ground and two through roads which, although technically public, were little used except by the competitors! The various sections were linked by untimed main-road runs. Some form of time schedule, be it ever so modest, might help the organizers in the smooth running of future events. As it was, the methods of proceeding from test to test varied according to temperament, and it was fortunate in certain cases that the promised rally plates failed to materialize!

From the start at Borden the field proceeded to try conclusions with the Deadwater Ford in Lindford. Since the test was against the clock, with marking on the class zero basis, normal tactics for fording had to be abandoned in favour of a quick rush allied to the hope that there would be sufficient momentum to carry the car safely through. This technique assured good spectator value. Gordon King in his 1500 G.T. Allardette was quickest in the over 1,300 c.c. class with 11.6 secs. and Martin Doyle recorded 12.8 secs. to win the opposite class. Doyle was to pay for his efforts later, when he retired at the second ford with engine failure in his Herald thought to have been caused by water entering through the exhaust!

Test (or section) Two was at Superior Camp, near Grayshott and comprised a very enjoyable dice on a mixture of dirt roads and hardstanding. Quickest here was Leo Bertorelli with his TR4 in 2 mins. 12.2 secs., the under 1,300 c.c. class being well won by Peter Noad in 2 mins. 15.6 secs., driving his 1200 VW, we need hardly add. Sir Peter Moon, Mini-Cooper mounted this year, tried a little too hard, and although no harm was done to man or machine, his time was ruined by de-ditching activities.

Moon did it again at the next test, a fine section around the perimeter of the depressing-looking Longmoor Camp, and this time it took several minutes to extract the still-undamaged car, leaving Gordon King to consolidate his position with a stirring 2 mins. 17 secs. Tony Straker (Sprite) and John Ivil (VW) tied for the small class with 2 mins. 23.0 secs. To do well in the Longmoor test you had to take the two gullies on the straight harry-flatters. This was a good test of suspension systems and no harm came to those who had sufficient confidence in their cars not to lift.

There was only one non-stop section this year, at Great Stootley, and since conditions were so good hardly anyone was troubled and clean ascents were the order of the day.

The next test, Cocking Causeway, was far more exacting, being considered to be too rough by the majority of entrants. Even Moon, who would scarcely have to walk to the office if he broke his competition car, was heard to remark that he would not care to try to repeat his efforts on his first "run", which was terminated when he came up behind the finish marshal's car, that worthy not yet having reached his position. Peter was nevertheless easily fastest on his proper run, taking 1 min. 45 secs. to Bertorelli's 2 mins. 02 secs. Noel Thorne, giving his new 3-litre Rover its first outing, lost it in a big way and was forced to retire, although fortunately the crew was unhurt.

After lunch came Tisted, which, like Cocking, consisted of the track of a disused railway. The sleepers had been removed, although some people thought that it would have been less rough had they not. However, the big snag with Tisted was the individual who thought it necessary to place angle-iron girders in the path of oncoming cars. Whatever the pros and cons of anti-rally feelings aroused by straying cattle and noise at night, the Merrydown could hardly be said to be causing a disturbance, since the section was remote and the organizers had taken the precaution of seeking the necessary permission

WEST LANCS M.C. AUTOCROSS

AT the West Lincs M.C.'s Fourth Stanley restricted Autocross, an event to qualify for the British Trials and Rally Drivers' Association Autocross Championships, held at Spout House Farm, Ormskirk, on Sunday, 22nd September, trials exponents Mr. and Mrs. Howard Parkin with their famous special "Cannonball" set up the first and second best times of the day over the two-lap, fast, kidney-shaped course.

Mrs. Parkin set up the B.T.D. in 1 min. 42.7 secs., beating her husband's best time in the same car by over a second, showing that women are just as competent at this sport as the men! Current leader in the B.T.R.D.A., Ken Piper was not so lucky with his new special Iris 4, but considering the car had only been completed in construction on the evening before the event he put up a creditable time of 1 min. 14 secs. Throughout the day Ken and Iris constructor Frank Pryer were dogged with clutch troubles, but this car should be a strong contender for honours when its teething troubles have been solved.

Another qualifier for the B.T.R.D.A. championships was Geoff Snow in a Vitesse, who once again showed that this partnership of car and driver are unbeatable.

Some of the local boys put up a good show and made the going hard for the southerners, with John Akers in his T.V.R., which has won many awards, taking the Stanley Trophy. Local farmer J. S. Wareing, in his Mini Estate, also put in some excellent times giving him a well-deserved class win, beating all the Cooper-Minis and S-types in the process.

As in last year's event, the third times run were run in pairs and this brought out some excellent dicing with some of the 60 entrants improving on their previous times. The day finished with a three-car team relay which was won after some very close times by Haworth, Seddon and Keeley.

J. S. HIRST.

RESULTS

B.T.D.: Mrs. H. Parkin (Lotus Cannonball), 1 m. 42.7 s. Stanley Trophy: J. Akers (T.V.R.), 1 m. 10.39 s. B.T.D. on Index of Performance: H. Parkin (Lotus Cannonball), 1 m. 5.80 s. Ladies' Award: Mrs. K. James (Mini-Cooper S), 1 m. 15.66 s. Class Winners: G. Woods (Mini), 1 m. 17.17 s.; J. S. Wareing (Mini Estate), 1 m. 11.19 s.; G. Snow (Triumph Vitesse), 1 m. 13.12 s.; J. R. Tomlinson (M.G.B.), 1 m. 11.80 s.; T. J. Walsh (Volkswagen), 1 m. 20.28 s.; J. G. Lawrenson (Lotus Super 7), 1 m. 12.9 s. Relay: Haworth, Seddon and Keeley, 4 m. 28.14 s.

from the only farmer likely to be affected. Bertorelli's TR4, Barry Russell's Healey, John Barnes's Morris 1100 and Valerie Pirie's G.T. Cortina were all involved, the latter having to retire on the spot, having performed well on the morning section. The TR4 and the 1100 were both damaged. Legal action might well follow, but the immediate effect was to have the section scrubbed and the depleted field proceeded to Froyle for an entertaining piece of autocross on the hilly slopes of Cresthill Farm. Peter Noad, having tightened something in his steering at the lunch halt, was quickest here, urged on by navigator Brian Culcheth, and he nearly did it again at Standford Ford, which was deeper but shorter, than Deadwater. He was pipped, however, by Stuart Brown's Peugeot 403, which went through behind an incredibly high bow-wave.

A stage in the grounds of Connaught Military Hospital and a return visit to Longmoor for a modified course were both Moon benefits, the Mini-Cooper performing as well as ever. This car really is a quick one. Barry Russell caused something of a stir by unaccountably mis-reading one of the excellent direction arrows at Connaught. This cost him about 30 secs., but such was the spirit in which the event was run that his class rivals begged the organizers to let him have another run.

Quite apart from the public relations aspect, this sort of event has much to commend it for its social value, but if larger entries are to be anticipated some of the rougher stuff must be cut out in the future.

RON AMBROSE.

RESULTS

1, G. King (Allardette), 17.4 pens.; 2, L. Bertorelli (TR4), 37.1; 3, M. Sowden (Cortina G.T.), 49.5; 4, P. Pollard (M.G.B.), 60.7; 5, D. Minchin (Mini-Cooper), 62.1; 6, P. Noad (VW), 68.9; 7, J. Ivil (VW), 70.0; 8, S. Brown (Peugeot), 79.9; 9, J. Barnes (Morris 1100), 84.7; 10, B. Russell (Healey 3000), 96.4.

Bishops court Racing

Ulster A.C.'s Second Race Meeting on New Circuit

By BEATTY CRAWFORD

HELD in wonderful conditions, in direct contrast to the last Bishops court meeting, an otherwise good afternoon's sport was marred by two things: an accident involving a marshal and an entry of only six in the Formula Junior race, which lasted for 20 laps of the fine circuit.

The first of the seven races scheduled for the afternoon was the closed car saloon handicap event. This turned out to be the most exciting race of the meeting, with Adrian Boyd in his Marcos passing Edwin McQuaid's 1500 Anglia and Harry Kirkpatrick's 1100 Mini-Cooper on the last bend. Adrian was to have been on the scratch mark but his handicap was changed at the last minute to 10 secs. as his engine had blown up the previous weekend when testing tyre pressures. He had borrowed an old Anglia engine which had 40,000 miles to its credit, fitted it with the remains of his old engine and hoped for the best!

The 1,172 c.c. Ford brigade were due out next, but the start was delayed due to the fact that a marshal had been injured in the previous race. It was Jim McArdle in the Crossle who led fellow Crossle driver, Jackie Davidson, through the Esses. Davidson took the lead on the back straight and kept it right to the flag. McArdle held second place, while Peter White and Joe Smith battled for third spot. Smith spurred and passed both White and McArdle on the fourth lap, but overdid things at the hairpin, spinning to fifth place. Jim Sergeant slipped past White at this stage and so they finished with Davidson well ahead of McArdle and Sergeant third.

Next on the agenda was the 20-lap, six entrant Formula Junior Champion Trophy race. Denis Kingham was driving the ex-McKinney Cooper; also Cooper-mounted were Luke Duffy and Gerry Kinnane. Lotus were represented by Tommy Reid in his 22 model and Charles Eyre-Maunsell in the 18.

John Pollock's Gemini Mk. 4 made up the sextet.

Reid made a good start and he was followed closely down into the Esses by Pollock and Kinnane, with Kingham fourth, Duffy next and Maunsell last. By the beginning of lap 5, Reid was well away, but Kinnane and Pollock were having a good dice for second place. The field was reduced by a third on this lap, however, when the leader went out when his inner drive coupling broke, allowing his half-shaft to fail about and sever the brake line; fortunately, this happened coming out of the hairpin. Eyre-Maunsell had the misfortune to engage two gears at once, causing the bottom of his gearbox to break off and a general "gnashing of teeth".

Interest was maintained, however, since Pollock and Kinnane were still battling away; now for the lead. First one would go ahead and then the other, but Kinnane finally took first place when the unfortunate Pollock threw a rod on Bishop's Straight. This left three cars, these occupying almost half the circuit; and so they finished eight laps later with Kinnane the winner, Kingham second and Duffy last.

The sports car scratch race over five laps consisted of four classes. Bertie McElhinney's 1½-litre Lotus Super 7 led his class and overall position for most of the race, while Adrian Boyd finished second in this class after Stanley Porter had retired his Super 7 on the last lap. John l'Amie's 1,475 c.c. Crossle disappeared after only one lap.

The next two races were heats for the "other cars" handicap event; these were five-lappers, the first 15 going into the final. Robin Rennicks (Phoenix Special) and Peter White (Lotus-Ford) were the heat winners and before the final came the "fastest car" handicap. The field was depleted by the absence of John Pringle's I.C.F. Cooper-Climax, which had blown a gasket during practising.

Malcolm Templeton was the last to get away in his twin-cam Ford-powered Lotus 22. Adrian Boyd led for the first four of the 10 laps, but then Gordon Drew took over the lead in his 1,098 c.c. Mercury and he held it to the finish. Meanwhile, Templeton was moving up the field and by the ninth lap was third. Boyd had too big a lead over him, however, and took second place, but Templeton had the satisfaction of making a new lap record, circulating in 1 min. 54.5 secs., a speed of 94.41 m.p.h.

The final of the "other cars" handicap turned out to be a Ford Special benefit, these cars taking the first four places! This race proved to be a repeat of the second heat with Joe Smith and Peter White battling for the lead, the honours eventually going to Smith.

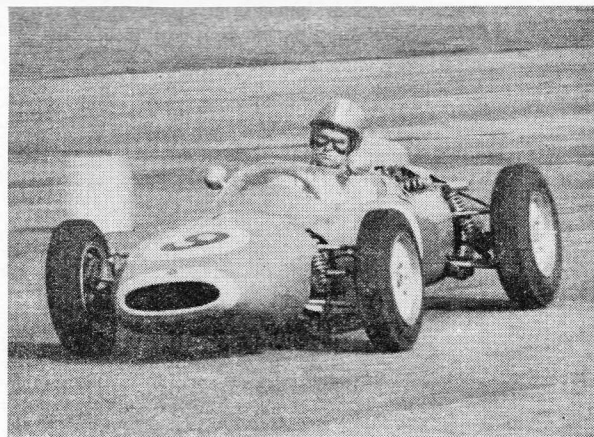
Jackie Davidson took third place while Jim Sergeant was fourth in his Ford.

Thus came the end to the afternoon's sport, there having been a great improvement in the organization since the last event. All that is required is a better entry to make this venue really interesting.

RESULTS

Closed Car Handicap: 1, A. J. L. Boyd (Marcos-Ford), 77.90 m.p.h.; 2, E. N. E. McQuaid (Ford Anglia); 3, H. G. Kirkpatrick (Mini-Cooper). **Fastest Lap:** Boyd, 79.41 m.p.h. 1,172 c.c. **Ford Specials:** 1, J. Davidson (Crossle), 76.79 m.p.h.; 2, J. McArdle (Crossle); 3, S. J. Sergeant (Crossle). **Fastest Lap:** J. Smith (Ford Special), 79.30 m.p.h. **Formula Junior Championship:** 1, G. Kinnane (Cooper), 88.83 m.p.h.; 2, D. G. Kingham (Cooper); 3, L. M. Duffy (Cooper). **Fastest Lap:** J. H. Pollock (Gemini), 90.91 m.p.h. **Sports Cars:** 1, R. McElhinney (Lotus Super 7), 79.46 m.p.h.; 2, C. W. Eyre-Maunsell (Sunbeam Alpine); 3, A. J. L. Boyd (Marcos-Ford). **Class Winners:** B. Patterson (Austin-Healey Sprite), 74.05 m.p.h.; C. W. Eyre-Maunsell (Sunbeam Alpine), 76.16 m.p.h.; R. McElhinney (Lotus Super 7), 79.46 m.p.h. **"Other Cars" Handicap, Heat 1:** 1, R. H. Rennicks (Phoenix Special), 76.10 m.p.h.; 2, W. J. McGucken (Ford Special); 3, J. G. McWilliam (M.G. Midget). **Heat 2:** 1, J. Smith (Ford Special), 76.12 m.p.h.; 2, P. J. B. White (Lotus-Ford); 3, J. Davidson (Ford Special). **Final:** J. Smith (Ford Special), 77.96 m.p.h.; 2, P. J. B. White (Lotus-Ford); 3, J. Davidson (Ford Special). **Fastest Lap:** Smith, 80.84 m.p.h. **"Fastest Cars" Handicap:** 1, G. W. Drew (Mercury), 80.52 m.p.h.; 2, A. J. L. Boyd (Marcos-Ford); 3, M. Templeton (Lotus-Ford 22). **Fastest Lap:** Templeton, 94.41 m.p.h.

GERRY KINNANE, at the wheel of his Cooper-Ford, won the Formula Junior Champion Trophy, an unfortunately poorly supported event.



ROMFORD E.C.C.

SNETTERTON SPRINT

M. R. PHILLIPPE's time of 38.59 secs., one of the last runs of the day, was to win him the B.T.D. award at the Romford E.E.C.'s Snetterton Sprint on 15th September. The course was ¾-mile long, starting from the pits and finishing on the Norwich straight, and the day must have been one of the hottest of the year at Snetterton.

There were three possibles for the B.T.D. award at the end of the first runs, all of whom had got below 40 secs., Phillippe, J. Crocker and M. Crabtree, but on their final attempts Crocker made a poor start, Crabtree went off course and it was left to Phillippe to show us how to make a good time. His excellent time was more than 1 sec. faster than the best run of the club's Whitsun sprint over the same course.

The standard production saloon classes were poorly supported, which is a pity because the club insists on absolutely standard cars, so anyone can have a go.

The Sprites in the small capacity sports car class were slow except for Slennett, who made a reasonable time of 46.92 secs., but the larger-engined cars were much faster. Johnson's Bristol-engined Tojeiro, a pretty car, won the class followed by Fryer's Elan and an M.G.-engined Tojeiro, all within a second. B. D. Martin's classic-engined M.G. TA went like a bomb to get down to 44.63 secs.

The sports-racing cars consisted of the usual collection of Lotuses, 13 entries in all, and Digby's Gemini, while the *Formule Libre* class was unusual in containing two of the fastest cars, Phillippe's and Digby's, and two

of the slowest, Clare's Austin 7 Special more at home mug-plugging, and a kart which didn't come up to expectations.

CHRISTOPHER PELLING.

RESULTS

B.T.D. M. Phillippe (Lotus-Ford 7), 38.59 s. **Best Lady:** Mrs. E. Price (Lotus Mk. 6), 43.66 s. **Fastest M.G.:** B. D. Martin (M.G.T.A.), 44.66 s. **Standard Saloons up to 850 c.c.:** H. J. Woolford (Mini), 51.34 s. **851-1,700 c.c.:** D. Wynn-Williams (Austin-Cooper), 48.65 s. **Modified Saloons up to 1,200 c.c.:** J. W. Dunster (Austin-Cooper), 44.19 s. **1,200-2,000 c.c.:** E. Weaver (Lotus Cortina), 44.14 s. **Sports and G.T. Cars up to 1,200 c.c.:** A. Slennett (Sprite), 46.92 s. **1,201-2,000 c.c.:** R. Johnson (Tojeiro), 43.24 s. **Sports-Racing Cars up to 1,500 c.c.:** M. Phillippe (Lotus-Ford 7), 39.14 s. **Over 1,500 c.c.:** J. Olding (Lotus-Ford 7), 40.21 s. **Saloons, G.T. and Sports Cars over 2,000 c.c.:** A. A. Denton (Jaguar 3.4), 46.78 s.

YORK M.C.

DRIVING TESTS

ONCE again we must congratulate the York Motor Club committee for producing such a beautiful day to hold their first restricted driving tests. Also our congratulations must go to Chris Woodcock who produced a first-class set of driving tests on 15th September.

The venue for the tests was Riccall Aerodrome, which has long been disused. The tests were spread out round the perimeter track and in the bomb bays off the track. The surface was very loose which, I think, tended to make everyone drive more precisely. Mother nature was used to her fullest extent to produce interesting but simple tests.

The entry, although not large, 41 cars competing, all seemed to enjoy themselves and

three people who motored over from Morecambe to compete said they would be back next year.

RICHARD T. OXTOBY.

RESULTS

Best Performance: P. Cooper, 98.9%. **Class Winners:** P. Frost, 96.8%; I. Walker, 91.7%; L. Banks, 94.7%; R. Sanderson, 95.7%; R. J. Edmond, 91.9%. **Best Novice:** P. Stokoe, 93.3%. **Best York M.C. Entrant:** P. Frost, 96.8%.

BRIGHTON & HOVE M.C.

PRODUCTION CAR TRIAL

BRIGHTON AND HOVE Motor Club held their autumn Production Car Trial on Sunday, 22nd September. The meeting was a restricted event and, in addition to those from the promoting club, entries were received from Eastbourne and D.M.C., Chichester M.C., Worthing M.C., London M.C., the M.G.C.C. and the B.A.R.C.

Signing on and scrutineering took place at Staplefield in the morning. Cars started at 2 p.m. and proceeded to a farm at Ovingdean where the tests were arranged. The trial consisted of seven tests, all on hills. The first proved easy for all competitors, but from then on they were not so simple.

PAT WARD.

RESULTS

Saloon Cars: 1, J. Gillham (Triumph Herald); 2, D. Aukett (Volvo); 3, I. Horton-Stephens (Citroen DS19). **Sports Cars:** 1, D. A. West (Austin-Healey Sprite); 2, R. E. Lavender (Austin-Healey Sprite); 3, J. R. Griffiths (M.G. Midget). **Minis:** 1, M. G. A. Ford (Austin Mini-Cooper); 2, J. F. Barnes (Austin Mini). **Rear-engined cars and specials:** 1, K. B. Shaw (Dellow); 2, M. Knights (Fiat); 3, P. le Couteur (Dellow).

Good Racing and Fine Weather at Debden

were to stand a chance of qualifying. Cyril Lyford in Squeg, and Bohle in the Septo-Austin, won their respective heats, Lyford lapping at over 71 m.p.h. which is some indication of the pace they set. The first 1172 heat went to Bryning (Lotus 7) after a duel with Heseltine (Vanford-U2), this duel being repeated in a later race. In the second 1172 heat Alan Wershat won by 6 secs. from Baillie's Pegasus Mk. 3.

Race 5 was a 10-lapper for all-comers and John Anstice-Brown made no mistake about this one in his highly tuned 105E Rochdale Olympic, second man being Howe in a well-driven 1500 Anglia. Winterbourne tried this way and that to get past Hawkins's Healey 100 with fist waving to attract the driver's attention, whereupon Hawkins spun in a big way on the back straight, collecting markers *en route* so that the 1172 L.E.C. went through in an effort to catch the Sprites of Braine and Tiedeman. Event 6 was a 10-lap race for Sprites and Midgets and some very spirited driving was put in by everyone. The pretty lightweight G.T. coupés of White and Cole took first and second, the winner's average being a fraction under 77 m.p.h. As in the previous race, Braine and Tiedeman were at it again, but the archdeacon of the Monoposto Register could do nothing about the flying Mr. Braine; perhaps the fact that Frank had been on Spanish soil at 4 a.m. that very day had something to do with this! The Monoposto Race came next and Terry Ogilvie-Hardy's Project X leapt into the lead, only to retire after three very quick laps, leaving Featherstone in the Bond F.J. to win at over 81 m.p.h., with Bill Cooper in Lolita second, having done a fastest lap of the day at 84.38 m.p.h.

Race No. 8 for sports cars and saloons had everything, Lotus 7s (including Miss Natalie Goodwin, the only lady driver), one 1172 Special, Ginetta G4, Rochdale, Anglia, and John Miles's latest purchase, the ex-Johnny Wilks Omega-Jaguar. The throaty roar of the Jag was the first to be heard and John was obviously enjoying the extra power after the usual Austin Ulster. Several Lotus 7s and the Ginetta made long excursions into the grass but managed to get back again. The Omega won, Pegasus was second, Rochdale and Anglia third and fourth after another race-long battle, and Miss Goodwin, cornering

with one hand and holding herself in with the other, came fifth.

The 750 Formula final saw a lightning start from Cyril Lyford and with lap two at over 71 m.p.h. he looked all set to win this easily. Alas, somewhere on the back straight something gave up the struggle, the motor cut, and that was that. The pace was so fast that White, Lettington and Butcher all retired, but Rolt drove his Ulster in splendid style to lead the Septo and Hunt over the line, averaging 66 m.p.h. to the flag. The last race of the day, the 1172 final, renewed the scrap between Heseltine and Bryning, only a fraction of a second separating these two after seven laps. The winner, however, was way out in front some 10 secs. ahead, Alan Wershat turning in a lap at over 80 m.p.h. and proving beyond all doubt that he is the wizard of the 100E.

An excellent commentary by Norman Greenway, who seemed to have an intimate knowledge of every car and driver, kept the public well informed. The meeting was over by 5.45 p.m. and altogether it was a very pleasant day indeed.

COLIN PECK.

RESULTS

750 Formula—Heat 1 (5 laps): 1, C. J. Lyford (Squeg), 69.60 m.p.h.; 2, J. L. White (Whico); 3, J. Cotton (Finesse). **Fastest Lap:** Lyford, 1 m. 15.6 s., 71.43 m.p.h. **1172 Formula—Heat 1 (5 laps):** 1, J. Bryning (Lotus 7), 75.42 m.p.h.; 2, J. Heseltine (Vanford U2); 3, L. Bergonzi (D.R.W.). **Fastest lap:** Bryning, 1 m. 9.4 s., 77.81 m.p.h. **750 Formula—Heat 2 (5 laps):** 1, T. Bohle (Septo), 64.10 m.p.h.; 2, A. Butcher (Special); 3, G. Hunt (Special). **Fastest lap:** B. R. Beale (Special), 1 m. 20.8 s., 66.83 m.p.h. **1172 Formula—Heat 2 (5 laps):** 1, A. R. Wershat (Lolita), 77.10 m.p.h.; 2, A. Baillie (Pegasus); 3, R. H. Sussans (Pegasus). **Fastest lap:** Wershat, 1 m. 7.4 s., 80.12 m.p.h. **Sports and Saloons (10 laps):** 1, J. Anstice-Brown (Rochdale Olympic), 75.63 m.p.h.; 2, M. J. Howe (Ford Anglia); 3, R. Braine (Austin-Healey Sprite). **Fastest lap:** Anstice-Brown, 1 m. 10.0 s., 77.14 m.p.h. **Sprites and Midgets (10 laps):** 1, M. White (W.S.M. Sprite), 76.93 m.p.h.; 2, P. R. G. Cole (Sprite); 3, R. Braine (Austin-Healey Sprite). **Fastest lap:** White and Cole, 1 m. 8.8 s., 78.50 m.p.h. **Monoposto Formula (10 laps):** 1, C. J. T. Featherstone (Bond-Ford), 81.89 m.p.h.; 2, H. W. Cooper (Lolita); 3, C. C. J. Nicholson (Embryo-Ford). **Fastest lap:** Cooper, 1 m. 4.0 s., 84.38 m.p.h. **Sports and Saloons (10 laps):** 1, J. Miles (Omega-Jaguar), 76.93 m.p.h.; 2, A. Baillie (Pegasus-Ford); 3, K. C. Williams (Lotus-Ford 7). **Fastest lap:** Miles, 1 m. 7.4 s., 80.12 m.p.h.

cap: 1, J. N. Barlow (4½-litre), 22.73 s.; 2, R. G. Wiltshire (3-litre), 23.21 s.; 3, R. A. Collings (3-litre), 24.26 s.

FOUR WAYS C.C. WEST ESSEX C.C. CHELMSFORD M.C. GAYNES C.C. FORAY RALLY

PRIOR to the event the organizers had assured all would-be entrants that their formula would constitute no route checks, no navigational trickery, no unmetalled roads and no clean sheets. They further claimed that all this would be combined with a total absence of public annoyance. Regular East Anglian competitors viewed this with reserve, but soon realised that this was no idle boast from the Four Ways Car Club.

Eighty per cent of the route was handed out in advance; forty-five minutes before departure time for the experts and ninety minutes for the novices. All directions of approach and departure were given plus a number of Black Spots.

At ten controls at least the event was observed by the police, their comments all being favourable. Every inhabited portion of the route had quiet boards, marshals and extra time allowances and all places of possible wrong-slot potential were sited with "No" boards.

D.A.D.

RESULTS

1, D. Evans/R. Moffatt, 120 penalties; 2, J. Utteridge/N. Porter, 150; 3, E. Lewsey/A. McCrea, 170; 4, L. Alder/R. Woodhams, 200; 5, D. Roberts/F. Smith, 310; 6, D. Edwards/J. Edwards, 460. **Best Novice:** K. Tautz/T. Smith, 280, 3 fails. **Team Award:** Four Ways C.C., Mrs. E. Lewsey/G. Woods/R. Horswell.

LINE UP for the second heat of 1172 Formula cars. Alan Wershat is nearest camera in his famous Lolita, once the original Lola.

ON Saturday, 14th September, the Seven-Fifty Motor Club staged their third race meeting for this season on the Debden circuit, this one being at the invitation of the Royal Air Force in connection with their "Open Day" festivities, all the profits going to charity. The public were treated to some spirited Kart racing, there was a safe driving contest in which they could take part and, in the evening, a dance in one of the hangars.

For once the weather was perfect, and with the R.A.F. Motor Sport Association and the Austin-Healey Club co-promoting, the racing started promptly at 1.30 p.m. after morning practice. Many of the well-known 750 and 1172 drivers had decided to go to the Peterborough M.C. meeting at Silverstone and this opened the way for several road-going specials and saloons not often seen on the circuits. Whatever the meeting lacked in "names" it certainly made up for in close racing, and two marshals laid aside their flags to make their debut in club racing, sharing a loaned car which, thank heavens, they didn't bend!

The first four races were heats for the 750 and 1172 finals to come later in the programme, and the fact that several engines burst asunder showed that few could afford to hold anything back if they

BENTLEY D.C.

FIRLE HILL-CLIMB

SUNDAY, September 15th must have been the finest day of this so-called summer and a record crowd assembled at Firle for the Bentley Drivers Club's annual hill-climb. With gliders soaring overhead and harvesting going on all round, they watched over 100 interesting cars make their ascents of the 1-in-7 hill. In addition to the usual selection of Bentleys there were classes for Jaguars, Aston Martins, Lagondas and M.G.s run on a handicap basis. Best time of the day was recorded by Peter Farquharson's Cadillac-engined Allard in 26.23 secs. Second place was hotly contested by Keith Schellenberg (3.8-litre, disc-braked Jaguar C-type) and Mike Barker (3.8-litre Alton-Jaguar of his own construction), the latter coming out on top by three-hundredths of a second.

The best Bentley time, 28.84 secs., was achieved by the 4½-litre supercharged Rolls-Bentley of "Rusty" Russ-Turner, and this won him the Christopher Tomkinson Trophy. Not far behind him were George Burton's 4½-litre (29.04), John Williamson's 4½-litre (29.39) and F. P. Morley's 8-litre (29.94). An outstanding effort in getting under 30 secs. was that of Geoff Bishop's 1936 2-litre Aston Martin "Red Dragon," his last run of 29.9 deservedly winning him the Aston Martin handicap. Sidney Pile appeared with his immaculate 1935 Ulster Aston, now with Bristol engine and disc brakes, and he recorded 30.55. Amongst the quicker Jaguar-engined machinery were Owen's Lister, with Costin bodywork, and the two Richardsons with their A.C. Ace and Accca. Bill Wilks was also fast in his converted F.2 Cooper-Bristol. Joe Goodhew's

1955 V12 Lagonda was nice, but only managed 32.17 compared with 32.52 by Elwell Smith's 1932 1½-litre Aston Martin, which is the quickest ever recorded for this type of car.

BRIAN JOSCELYNE.

RESULTS

B.T.D.: P. Farquharson (Allard), 26.23 s. **3-litre Bentleys:** 1, D. W. Llewellyn, 32.67 s.; 2, H. P. Hine, 32.91 s.; 3, W. F. J. Brogden, 36.31 s. **4½-litre Bentleys under 10 ft. wheelbase:** 1, G. H. G. Burton, 29.12 s.; 2, J. T. Williamson, 29.39 s.; 3, H. S. Pounds, 30.19 s. **4½-litre Bentleys over 10 ft. wheelbase:** 1, J. H. J. Tatam, 36.63 s.; 2, N. R. Dyer, 38.51 s.; 3, Mrs. A. V. Swain, 39.48 s. **4½-litre s/c, 6½- and 8-litre Bentleys:** 1, F. P. Morley (8-litre), 29.94 s.; 2, F. A. Sowden (8-litre), 30.46 s.; 3, H. Rose (4½-litre s/c), 31.48 s. **Post-1931 Bentleys:** 1, B. M. Russ-Turner (4-litre s/c), 28.84 s.; 2, B. Grafton (4½-litre), 31.96 s.; 3, B. M. Russ-Turner (Mk. 6 4½ s/c), 32.14 s. **Cars up to 1,500 c.c.:** 1, I. McV. Weston (Lotus-Ford 7), 31.15 s.; 2, M. T. Golden (Austin Mini-Cooper), 31.53 s.; 3, K. E. Ayers (Austin Mini-Cooper), 31.56 s. **1,501-2,600 c.c.:** 1, W. E. Wilks (Cooper-Bristol), 27.55 s.; 2, A. K. McHardy (T.V.R. Grantura), 27.73 s.; 3, Mrs. M. L. Wheeler (T.V.R. Grantura), 28.89 s. **2,601-3,500 c.c.:** 1, C. R. C. Aston (Aston Martin DB3S), 27.00 s.; 2, M. L. Richardson (A.C. Ace-Jaguar), 27.54 s.; 3, F. E. Owen (Lister-Jaguar), 27.65 s. **Over 3,500 c.c.:** 1, P. Farquharson (Allard), 26.23 s.; 2, M. H. Barker (Alton-Jaguar), 26.66 s.; 3, C. K. W. Schellenberg (Jaguar C), 26.69 s. **Supercharged Cars up to 2,000 c.c.:** 1, K. B. Shaw (Turner Special), 30.74 s.; 2, M. Leo (Lagonda), 33.52 s.; 3, G. Hibbert (Lagonda), 35.67 s. **Aston Martin Handicap:** 1, G. C. Bishop (Speed Model), 25.90 s.; 2, C. R. C. Aston (DB3S), 27.37 s.; 3, N. H. Price (DB3S), 27.62 s. **Lagonda Handicap:** 1, D. O. Dickson (M45), 25.38 s.; 2, L. G. Macdonald (LG45), 25.61 s.; 3, J. N. Kirby (2-litre), 26.08 s. **Jaguar Handicap:** 1, G. Hampton (XK 140), 24.92 s.; 2, A. E. Hyett (SS 100), 25.33 s.; 3, G. W. Butt (3.4), 29.41 s. **M.G. Handicap:** 1, P. S. King (Midget), 31.02 s.; 2, J. K. King (Midget), 31.15 s.; 3, R. N. Crowder (1100), 31.87 s. **Bentley Handi-**

12th AUTOMOBILE TOUR de FRANCE

GRAND TOURING-COUPE DES DAMES

1ST
OVERALL
 on Scratch
 and
 Handicap

SUNBEAM ALPINE

Drivers: ROSEMARY SMITH, MARGARET MCKENZIE

ALSO 3rd overall in race on Monaco Circuit

TOURING CARS 1001-1600 c.c.

2ND

SUNBEAM RAPIER

Drivers: 'TINY' LEWIS, DAVID POLLARD

ALSO 3rd overall on Handicap

122 started—31 finished. The Automobile Tour de France is an 8-day torture test of driver and car. The 3,625 mile event includes seven timed hill climbs in the mountains and nine races on circuits of such fame as Nurburgring, Spa, Le Mans and Monaco.

Of 122 starters, only 31 could stay the course. Winners of both Ladies' Prizes for Grand Touring Cars were Rosemary Smith and Margaret McKenzie in a Sunbeam Alpine. (Last year, Rosemary won the Coupe des Dames for Touring Cars in a Sunbeam Rapier).

(Results subject to official confirmation)



ROOTES MOTORS LTD

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

**YEOVIL C.C.
WEST HANTS & DORSET C.C.
TAUNTON M.C.
BURNHAM-ON-SEA M.C.
YEOVILTON SPRINT**

A "FOUR CLUB" Sprint took place at a pleasant Yeovilton "circuit" on Sunday, 15th September, promoted by Yeovil, Taunton, Burnham and West Hants and Dorset Car Clubs. The course, roughly egg-shaped, is an offshoot of the R.N.A.S. airfield at Yeovilton, and contains three corners, one being a sharp and seemingly endless hairpin.



THERE was some very hairy cornering by the Mini drivers, quite the most ferocious being Geoff Mabbs, who got away with this sort of thing—except for one occasion!

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

BRUNTON HILL-CLIMB

NEW timing equipment allied with good organization made for unusually frequent climbs at Brunton on Sunday, 15th September. Added to this a varied selection of competing cars and, most important of all, continuous sunshine, it was easy to see why both spectators and competitors had an enjoyable day's sport.

Best time of the day went to Miss Patsy Burt in her immaculate 2-litre Cooper-Climax, despite an apparent slight misfire she ascended in 25.60 secs. Most commendably the second best time went to the over 2-litre sports and G.T. class, namely, V. J. Crapnell in his E-type coupé with 26.38 secs. Three-tenths of a second slower, T. Elton in his Mk. 8 Cooper-J.A.P. made third best time of the day and took the 500 c.c.-1,500 c.c. racing car class.

While the hard-working commentator was thoughtfully announcing that the car was for sale, Brian Bennett's Turner G.T. clocked 27.54 secs. As this was the quickest by a South-Western member it qualified for a special award, and so Sturgess in his ex-Daniel Richmond light-weight Lotus 7 took the sports and G.T. class for less than 1,100 c.c. In the next larger capacity division Allan Allard's Allardette took first and second places with himself and Tom Fisk driving.

At the previous Brunton in June four records had fallen but at this 34th meeting only one was clipped, C. E. Trickey in an 850 c.c. Mini lowering his own record from 33.45 to 32.84 secs. The Hillman Imp is obviously getting a foothold in competition circles and J. Griffin's model won the 850 c.c.-1,300 c.c. r.w.d. class; however, his time did not bear comparison with similar capacity cars having engine and traction at the opposite end. P.A.M.W.

RESULTS

B.T.D.: Miss P. Burt (Cooper-Climax), 25.60 s. **Class Winners:** C. E. Trickey (Mini); J. Griffin (Imp); A. Wordley (Volvo); B. Sturgess (Lotus 7); A. Allard (Allardette); H. Hamblin (TR4); V. J. Crapnell (Jaguar E); R. Hollyfield (Cooper); T. Elton (Cooper-J.A.P.); Miss P. Burt (Cooper-Climax). **Best S.W. Centre Member:** B. Bennett (Turner-Climax).

The fast downhill right-hander just before the finish proved extremely tricky. A boiling hot sun shining from a cloudless sky made conditions quite perfect for everyone, and a large crowd watched some interesting performances.

Class 1 was small and was won by John Nicholls in a very hard-driven Mini. His first run took 83.03 secs., but Nicholls overcooked things in the biggest possible way on his second trip, failing to get the back end round at the right moment; the car sailed across the grass on the outside and finally collected the timing gear, which flew through the air in a dozen pieces, stopping the watches at 80.32 secs.! Timekeepers Dibben and Moss, after finding some entirely new and unprintable phrases, rose in their wrath and spent a considerable time erecting new apparatus. This was immediately attacked by Geoff Mabbs, who missed it by inches.

The racing classes were merged, and provided a win for Wally Cuff's red Cooper-Climax, which did its first run in 67.94 secs. On the second attempt the car seemed to be going even faster, but on the downhill run towards the finish there was a bang—and a cloud of blue smoke! As Wally's time was B.T.D., the actual class win went to Tony White, who drove the very neat Petty-J.A.P. extremely well with a very nice 68.07 secs.

TONY HOLLISTER.

RESULTS

B.T.D.: W. Cuff (Cooper-Climax), 67.94 s. **Class Winners:** J. Nicholls (Morris Mini), 80.32 s.; T. Williams (Cooper-Mini), 73.82 s.; R. Morrow (Ford), 91.53 s.; R. Wilson (Ford), 84.81 s.; R. Ashford (M.G. Midget), 71.89 s.; R. Smart (Lotus Elite), 74.56 s.; R. Fry (Ferrari 250GT), 70.56 s.; M. Burgess (Lilfo-Elva), 75.33 s.; C. Watts (Lotus-Climax 11), 69.14 s.; A. White (Petty-J.A.P.), 68.07 s. **Ladies' Award:** Mrs. S. Burgess (Lilfo-Elva), 80.97 s. **Novice Award:** W. J. Elmes (Cooper-Climax), 75.68 s.

**B.A.R.C. (EAST MIDLANDS SPRINT)
CHURCH LAW FORD SPRINT**

"DRAG racing" came to the Midlands on Saturday, when at Church Lawford a crowd of just under 1,000 saw Mickey Thompson, Dante Duce and Sydney Allard give an impressive series of standing quarter-mile runs, as a main feature of the restricted sprint organized by the East Midlands Group of the B.A.R.C.

Driving the Harvey Aluminum Special, Thompson was fastest over the 440 yards with a time of 10.64 secs., a terminal velocity of 141 m.p.h.—but he was only using half throttle due to the abrasive surface which was lacerating the tyres. Next fastest was Sydney Allard with a time of 11.34 secs., his terminal velocity being 127 m.p.h., while Dante Duce, driving the Dean Moon car, Mooneyes, recorded 13.25 secs., representing a terminal velocity of 115 m.p.h., but was having trouble jumping out of second gear.

The noise was shattering as each car revved up on the line and few people can have ever before seen such a fantastic show of acceleration as, with rubber pouring off the treads, each car, enveloped in a cloud of smoke, shot from the line leaving long black marks down the runway to disappear out of sight.

The cars were beautifully turned out, most parts being chromium-plated. The Dean Moon entourage were dressed in white stonsons, yellow jackets and white trousers and really looked most impressive, adding colour to a rather overcast day.

The fourth vehicle to use the drag strip was J. R. Field's Clanger Special. Designed by the driver and using a 3,922 c.c. Ford Mercury engine with an Arden o.h.v. head, though not quite in the "super drag" class, it nevertheless did a very creditable time of 14.38 secs., a terminal velocity of 96 m.p.h. The sprint proper, on the well-known triangular course, went very smoothly, best time during practice going to Paul Ivey in his ex-Formula 1 Cooper, doing 47.6 secs.

The racing cars ranged from T. F. Cooper's "Lerrrboa" kart-type 197 c.c. machine, which looked very workmanlike, up to the 3,922 c.c. Clanger Special, which also took part in the drag. The winning time and

B.T.D. went to Paul Ivey's Cooper with an exemplary 47.2 secs.

So ended a very memorable day's sport which, covering vehicles from 197 c.c. to 8-litres supercharged, certainly did not lack variation.

CHRIS MITCHELL.

RESULTS
B.T.D.: P. D. Ivey (Cooper-Climax), 47.2 s. **Minis up to 850 c.c.:** 1, B. Vawer, 57.1 s.; 2, C. S. M. Mitchell, 58.3 s. **Over 850 c.c.:** 1, R. A. Clark, 52.7 s.; 2, J. Ashworth, 60.5 s. **Saloons up to 1,300 c.c.:** 1, R. A. Clark (Renault R8), 60.1 s.; 2, A. J. R. Cormack (Hillman Imp), 61.5 s. **Over 1,300 c.c.:** 1, D. Butler (Singer Gazelle), 55.6 s.; 2, C. W. Field (Sunbeam Rapier), 56.4 s. **Sports cars up to 1,300 c.c.:** 1, Dr. Farquharson (Lotus Elite), 53.7 s.; 2, R. Eccles (A.-H. Sprite), 54.0 s. **1,301-1,900 c.c.:** 1, A. Brooks (Lotus Elan), 51.1s.; 2, P. Pimlott (Sunbeam Alpine), 55.9 s. **Over 1,900 c.c.:** 1, D. G. Nicholas (Healey Prototype), 50.9 s.; 2, G. Park (Morzan), 53.6 s. **Sports-Racing cars:** 1, R. B. Walton (Lotus 7), 50.9 s.; 2, R. W. Miller (Lotus 7), 52.0 s. **Racing Cars:** 1, P. D. Ivey (Cooper-Climax), 47.2 s.; 2, J. R. Field (Clanger Special), 48.6 s.

**EAST ANGLIAN M.C.
AUTOCROSS**

PERMISSION from the weather-man and from the R.A.C. was obtained by the East Anglian M.C., and the 10th Colchester Autocross was held at High Trees Farm at West Bergholt, near Colchester, on 15th September. The original venue, Kingsford Park, had been converted into a ploughed field just prior to the event—although one would have thought that an autocross could have performed the same function!

The event counted for the B.T.R.D.A. Championship and scrutineering and practice in the morning disclosed only three non-starters in an entry of 47. The Terrys had entered an Allardette and an Austin-Healey; the latter succumbed to practice with a broken half shaft and the Allardette ran its bearings during the event!

Group 4 produced some very hirsute machinery led by the Cannonball of Mrs. Parkin. The resulting battle of the sexes was resolved by 1.6 secs., the winner being the masculine half with B.T.D., best E.A.M.C. member, and B.T.R.D.A. award.



SPIRITED RUN in a Hillman Imp is made by J. Clarke—no, not Jim—but, oh, those Imp front wheels!

Mrs. Parkin made second best time and won the class 2 award. Class 1 was won by Pollard's Alberties from Butcher's Lotus. Ellis's Iris seemed to lose a few cylinders on the first run but found them again and made a good second run.

BARRY JEFFERIES.

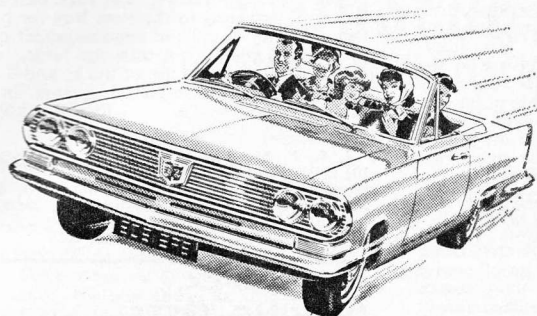
RESULTS

B.T.D.: H. Parkin (Cannonball). **Best B.M.C. Car:** C. Malkin (Mini-Cooper). **Best Ford Car:** I. Terry (Allardette). **Best Rootes Car:** J. Clarke (Imp). **Class Winners:** G. Snow (Triumph Vitesse); Holger Suhr (Mini); C. Malkin (Mini-Cooper); G. Bristow (M.G. Midget); P. Kerridge (Morzan); C. Pollard (Alberties); Mrs. M. Parkin (Cannonball).

**SCOTTISH S.C.C. PEST-AND-BE-THANKFUL HILL-CLIMB
7th September**

RESULTS

B.T.D.: Mrs. A. Mickel (Cooper-Climax), 65.21 s. **Class Winners:** G. Taylor (Renault R8), 82.06 s.; D. I. Fraser (Morris Mini-Cooper), 69.33 s.; S. McCracken (Ford Cortina G.T.), 72.35 s.; J. R. Calder (Morris Mini-Cooper), 72.28 s.; E. Charlton (Lotus 7), 67.53 s.; R. F. Morrison (Jaguar E), 66.07 s.



DISCOL

makes a
**DRAMATIC
DIFFERENCE**

-it's the
only petrol
with
ALCOHOL!



CLEVELAND DISCOL—and CLEVELAND SUPER DISCOL for very high compression engines—make a difference you will appreciate. Both are outstanding petrols with *alcohol* added to keep your engine clean, cool, and trouble free.

FILL UP WITH DISCOL NEXT TIME!

CLEVELAND is the registered trademark of CLEVELAND PETROLEUM COMPANY LIMITED and DISCOL is the registered trademark of THE DISTILLERS COMPANY LIMITED

He's got
something
special...



THE TUSCAN KARCOTE is designed with the problems of the modern motorist in mind. Roomy and comfortable enough to see you through the longest day behind the wheel. Yet warm and snug at the same time, with a simulated persian lamb fur collar to help keep out the cold. A practical point—extra large pockets to carry all the odds and ends a motorist needs. All these advantages—and the Tuscan Karcote is good looking too. But, don't take our word for it. Just try one on and you'll soon convince yourself. There is a wide range of Karcotes and also Topcoats by Harstyle—Golden Look Tuscan, Tuscan de Luxe, Tuscan Tweed. Available from stores and leading retailers throughout the country. Price of the Karcote? around **£5. 19. 6.**

Eastbourne and D.M.C.'s RALLY OF THE DOWNS

IN a period during which the militant expression of anti-rally feeling has become depressingly familiar, it is pleasant to be able to record that the Eastbourne and District Motor Club's Rally of the Downs took place on the night of 28th-29th September, on maps 171, 172, 183 and 184, apparently without arousing any hostile reaction. The small size of the entry list—a field of 32 cars is unusually modest for an A.C.S.M.C. Championship qualifier—was no doubt partly responsible, but much of the credit must go to organizers "Johnnie" Johnson and John Mace for having chosen the route so carefully. Full marks, too, for the lack of any rough stuff and for good paper work. The result was a good old thrash around Kent and Sussex, with 101 controls, mostly manned, and with the accent unashamedly on "plot and bash".

The principle was established right from the start, for the run-in leading from the Post Boy near Lamberhurst to the beginning of the tight stuff was a pretty intense eight-club section. The symbols used were not as large as they might have been and one of them, fortunately an unimportant one, was missing altogether, so that competitors were generally pleased to be done with "information" and to concentrate instead, for the rest of the night, on short, sharp sections, interspersed with the occasional liaison sector.

Things began in earnest, therefore, to the east of Maidstone, and the first Road Book concerned itself with that fruitful area between the two Kentish Motorways, ending 52 controls later at the supper stop back at the Post Boy. References were handed out singly, from control to control, but wherever it was known that a point would be unmanned the preceding marshal would hand out two or more route cards, thus affording some slight, occasional relaxation of the pressure imposed upon navigators. In an endeavour to be helpful, some marshals were unofficially volunteering the information that a succeeding point or points would be unmanned. This happened at control 30 where John Dorton and Martin Holmes succumbed to the temptation to short-circuit the official route by omitting 31 and 32 which, they had been told verbally, were unmarshalled. Alas, for the hopes of the 1100

crew, the two controls were, in fact, manned, and particularly tricky ones they were, too, straddling the M2 and separated by a tempting non-goer under the Motorway. An otherwise clean sheet, which would have won the rally outright, was thus rather unluckily spoiled. Also in difficulties at this point was a certain Mini-Cooper crew, who actually succeeded in penetrating onto the Motorway proper in their efforts to find the right way, the point being that only three weeks earlier this same crew had themselves perpetrated the identical trick as organizers!

The well-named Queens Down Warren lived up to its reputation and the Doug Ray/Stuart Gray Allardette had its otherwise clean sheet compromised here by the presence of a large parked car. As they inched slowly by at the cost of a minute, they were able to confirm the aptness of the word "compromised!"

Before supper there was an excursion to Rother Levels for a tie-deciding stage along the white road running westwards from 922303. Set at 30 m.p.h., this proved to be "on" for most people and at least two of the ties had to be otherwise resolved on the "farthest cleanest" principle. With the Robin Mead/Mike Kingsland Mini still unpenalized and with one crew on "one" and three on "two" the situation at the break was interesting, for it was obvious that a quick trip to Pevensey Marsh was in prospect. This, as always, was enjoyable without being unduly arduous, set as it was at a genuine 30. It did, however, prove to be the undoing of Tony Maslen and Peter Brierley in a new Lotus Cortina, for surprisingly they fell for the Middle Bridge gag at a cost of a further 2 mins., while Mead and Kingsland also surrendered their clean sheet on the marsh. A little white loop included on a "go via" basis was little patronized and a control there would have materially altered the outcome of the rally. The walled-up lay-by on the A259, on the other hand, had a large number of visitors, those with reversing lights fairing best, for the section, like so many on the "Downs", was a one-minuter. A light drizzle made conditions somewhat slippery and Nick Ward, navigated by Brian Stevens, found the family Riley 4/68 to be quite a handful

compared with his M.G.A., which is still not quite well again.

Quite suddenly, after a final couple of "ones", the tightest yet, the pace eased, the survivors returned to the Post Boy for breakfast and they heard the announcement of the provisional placings within the hour. Slick organization and the use of the E. and S. time card system were material factors in this achievement.

RON AMBROSE.

RESULTS

1, R. F. Mead/M. W. Kingsland (Austin Mini), 10; 2, D. H. Ray/S. Gray (Allardette), 10; 3, J. F. Barnes/A. C. Pettie (Morris 1100), 20; 4, R. H. Ambrose/M. H. Addington (Allardette), 20; 5, A. J. Martin/R. J. Moody (Morris-Cooper), 40; 6, A. W. H. Maslen/P. Brierley (Lotus Cortina), 40.

CAMBRIDGE C.C.

DRIVING TESTS

THE Cambridge Car Club's Autumn Over-ture Driving Tests meeting held on 22nd September once again proved its popularity with an entry of 39, including some of the top names in this sort of event.

Ten tests were run with one attempt at each, being run in two groups of five. The specials class went first just for a change. Drivers were not able to afford a single mistake without heavy penalties, soon finding that the slower, less experienced entrants were doing very well out of this system, provided they kept a clean sheet; the faster boys tended to collect an odd bucket here and there.

B.T.D. was taken by B. Pinkerton in a Fiat-Abarth, some 60 secs. in front of the next person in his class. D. Harris in his D.M.F. 2 gave his usual polished performance, having a total best time of the day, almost 50 secs. in front of anybody else. He also put up an extremely good performance in his Morris-Cooper, and Sprite, having a second and first in his respective classes.

P. B. KERRIDGE.

RESULTS

B.T.D. index of performance: B. Pinkerton (Fiat-Abarth), 416.8 s. Class Winners: D. Harris (D.M.F. 2), 317.6 s.; N. J. Raeburn (Austin 7), 453.0 s.; R. Farncombe (Morris-Cooper), 373.6 s.; B. Doyland (Ford), 473.3 s.; N. Dunton (M.G. Midget), 370.6 s. Team Award: R. Farncombe, N. Dunton, R. Randall.

HAVE YOU READ THE REPORT?

and road impressions of the new M.G.B equipped with overdrive. An ideal car for the long-distance traveller which now has the ability to cruise effortlessly and endlessly at three figure speeds.

Please call or write to us for all the available literature.

M.G.A OPEN TWO-SEATER.

One fastidious owner from new. An original and unmarked example finished in tartan red with red leather interior trim and fitted with many most desirable extras, including chromium-plated luggage rack, transistor radio, heater and demister unit, wing mirrors, etc., etc. A safe and economical sports car. £695

M.G.A 1600 MARK II. Most attractively finished in silver blue, quite unblemished in every res-

pect. Extras include wire wheels, push-button radio, tonneau cover, spot and fog lamps, luggage rack, heater. £685

DAIMLER SP.250. Finished in deep red with matching interior trim. A 1961 "B" specification, one-owner car fitted with many advantageous extras. £765

1963 MINI-COOPER. 2,000 miles from new. Finished in tartan red with black roof. Absolutely unmarked. £525

LOTUS ELITES. Choice of four finished in primrose, tartan red, British racing green, dark blue. Standard and special equipment models, from £795

1960 JAGUAR XK.150 3.8. First registered 1960. Finished in sherwood green with contrasting interior trim. A very attractive

car offering exceptional comfort for two people (even if they are both over 6 ft. tall)! This car has the usual Jaguar specification which includes wire wheels, disc brakes, overdrive, spot and fog amps. £795

JAGUAR 3.8 SALOON. First registered in 1961. The property of one careful owner from new. Absolutely unblemished. Finished in polychromatic grey and fitted with many desirable extras, including radio, reclining seats, safety belts, etc.

NEW CARS

Early or immediate delivery can be effected on Morris Mini Coopers, Mini Minors, Morris 1100s, M.G.Bs, M.G. Midgets, M.G. 1100, Daimler SP.250 and Lotus Elans. Please contact us for further information.

THE CHEQUERED FLAG (Grand Touring Cars) LTD.

GEMINI HOUSE, HIGH STREET, EDGWARE, MIDDLESEX

TEL: EDGWARE 6171-2

AUTOSPORT

CLASSIFIED ADVERTISEMENTS

PRESS TIME: Tuesday 10 a.m.

Telephone: PADDington 7671-2

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

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

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

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

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

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

USED CARS FOR SALE

A.C.

DAMAGED Ace-Bristol for sale. Driveable. Many spares available with car.—Phone: ENField 9111.

ALFA ROMEO

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

ARMSTRONG SIDDELEY

120 B.H.P. Sapphire 234 sports saloon. Aluminium body, genuine 100 m.p.h. plus. Every extra, used as second car. Beautiful condition. H.P. possible. Private sale.—Box 9237.

ASTON MARTIN

FOR SALE: Aston Martin DB2/4 Mk. 1, 1956 model. Blue. A perfect example. Maintained regardless of cost. £650.—Gillott and Dring, Ltd., Thames Street, Bulwell, Nottingham. Tel.: Nottingham 271120.

1939 2-LITRE drophead coupé, in running order but requires new hood. M.o.T. cert. Will sacrifice to enthusiast for £60.—Tel.: Lingfield, Surrey, 2000, after 9 p.m. or weekend.

AUSTIN

MINI—£295

1960 July, grey. Just fitted with new engine/gearbox, tyres and fully guaranteed for three months.

SPRITE—£335

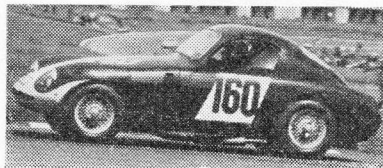
1960. Red, carpets and roll bar and heater fitted. Michelin X tyres.

NEW cars supplied at best terms.

John Sprinzel (Racing), Ltd.,
32 Lancaster Mews, London, W.2.
PADDington 2108-0171.

AUSTIN-HEALEY

WAYPASS GARAGES, LTD.
offer



Team Waypass Speedwell G.T.

Latest F.I.A. homologated specification.—Seven port Aluminium head. Four carburettors and three petrol pumps. 98 b.h.p. on brake test. Lightweight comp. body. Discs and wire wheels.

Car fully modified for racing with many extra items such as Roll overbar, special seats, aluminium tank, locked differential and many spares. Seen at Brands Hatch, 6th October.

£625

or with Jeep and trailer at £700,
120 Walmer Road, W.10. Park 7249.

APRIL 1963 Austin-Healey 3000 sports convertible, Healey blue/ivory white, 1,750 miles only, overdrive, wire wheels, Pye push-button radio, undersealed, tonneau cover, fog lamp, etc., as new. £995.—Kennings Ltd., Queen Street, Derby. Telephone: Derby 40211.

THE HEALEY CENTRE

offer

M.G. Midget, heater, tonneau, four months old, 3,000 miles, blue £535

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

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

Open all day Saturday.

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

Tel.: PRImrose 9741.

AUSTIN-HEALEY 3000, overdrive, hardtop, competition w/wheels, servo, radio, heater, etc. Only 16,000 miles, never dented. Absolutely perfect. Seen London weekends. £675 o.n.o.—Box 9240, or phone: Kaufman, Leicester 26001 (business).

MARK I SPRITE. Formula junior engine, close ratio gearbox, engine just run in. R5 tyres, racing suspension. Many extras, including spare engine gearbox, etc. £375.—Ring FRObisher 2594.

SEBRING Sprite 1,000 c.c. B.M.C. junior engine. Lightweight coupé body and fibreglass bonnet. Immaculately finished in Connaught green. This car is fully prepared for racing and is not used on the road. Spares include ZF diff., four wheels, numerous tyres, etc. Has done 1.58 secs. at Snetterton.—For further details: PARK 0331. J. Anstead, 43 Holland Park Mews, London, W.11.

SPEEDWELL Sprite. Fully modded motor, c.r. box, Amal carbs., comp. clutch, tach., lowered suspension, anti-roll bar, wide rim wheels plus R5s. Complete with alloy bonnet, G.T., bucket seats, etc. £400 o.n.o.—Tel.: Roger Bunting, Farrow 6225.

1961 SPRITE Mk. I. Ivory Speedwell streamlined front, hard top. Many extras. Under 10,000 miles, immaculate. £415 o.n.o.—Bayswater 1552.

1959 3000 2/4-SEATER, overdrive, wire wheels, hard and soft top, finished in white. This car is in magnificent condition throughout. £550.—Tel: UPLands 9780.

BENTLEY

1947 STANDARD steel saloon, three owners, new engine 33,000 miles ago, impeccable condition. £350.—1b Pembroke Gardens, London, W.8.

BERKELEY

BERKELEY SPORTS CAR CENTRE
USED BERKELEYS AVAILABLE
COMPREHENSIVE SALES SERVICE
MANTLES GARAGES, LTD.,
Biggleswade, Beds. Tel.: 2056.

B.M.W.

1962 BMW 700 de luxe saloon, adjustable back seats, gear lock, 45 miles per gallon, immaculate condition; £575; terms and exchanges welcomed.—Humming Bird Motors, 60, Shenley Rd., Boreham Wood, Herts. Tel. Elstree 2662.

BRISTOL

BRISTOL 400. Superb. Recon. engine 7,000 miles ago. M.o.T. £175.—Smith, 61 Shooters Hill Rd., S.E.3. Tel.: Greenwich 2035.

BUCKLER

BUCKLER Sports/racing car. Willment/Ford 70 b.h.p., beautiful fibreglass body, new tyres, brakes, dampers. Weather equipment, electronic tachometer. Very fast, 30 m.p.g. £160.—D. A. O'Brien, 11 Belgrave Road, S.W.1. (VICToria 6633).

COOPER

KAYSport (Bill Camp) offers Mk. 5, good order, Norton box, less engine £80, with engine from £97. Cooper-Ford 1,340 c.c./1,475 c.c., Volks. box, perfect order, from £295. See Tyres.

URGENTLY wanted, Cooper Monaco without engine and gearbox, must be in 100 per cent. condition, not pranged. Replies in confidence.—Box 9224.

D.K.W.

NERUS ENGINEERING COMPANY, Rye, Sussex, have in stock a quantity of new D.K.W. 1,000 c.c. engines, crankshaft assemblies, flywheels, dynamos, exhaust manifolds, etc., etc., which are available at one-third normal cost. These parts are obtainable in standard form. Write or phone stating requirements.—Rye 3296.

ELVA

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

FOR Sale. Elva F.J. See Brands 6/10/63. Any reasonable offer accepted.—Box 9239.

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

FERRARI

1959 FERRARI 250 G.T. Pininfarina coupé, disc brakes, beautiful example. £2,200.—D. Margulies, Ltd., 36 Queensgate Place Mews, S.W.7. KNightsbridge 7332.

FIAT

FIAT 8V with Bertoni body, one of six originally designed by Fiat for the 1957 Mille Miglia. Body restyled by Bertoni and resold at £6,000. A car for the sports enthusiast with fantastic performance. All designs, blueprints and specifications available for inspection. £595.—COLIndale 6122/6714.

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

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

FORD

SEE under Racing Cars—G.T. Cortinas for Sale.—John Willment.

1963 CORTINA G.T., one owner, blue, push-button radio, heater, 2,600 miles only.—Further details: Gordon King Motors, Ltd., 136 Streatham Hill, S.W.2. TULse Hill 0088.

Continued overleaf

AUSTIN



AUSTIN-HEALEY

OFFICIAL STOCKISTS

PARADE MOTORS

(MITCHAM) LIMITED

1960 M.G.A 1600. Red/red. In superb condition. £485

1960 M.G.A. Fixed head coupe. Heater. In beautiful condition. £465

1959 M.G.A 1600. Wire wheels, heater, tonneau, luggage carrier and other extras. £425

1956 M.G.A 1500. White, black upholstery. Sliding screens, heater and other extras. £335

1953 M.G. T.D. Cream and red. Tonneau. Extras. £275

1946 M.G. T.C. Black and red. In excellent order. £155

1960 Austin-Healey Sprite. White/red interior. Superb condition. £345

1959 Austin-Healey Sprite. Red/red. In excellent condition. £315

H.P. TERMS AVAILABLE. ONE-FIFTH DEPOSIT.

INSURANCE AND AFTER SALES SERVICE.

All secondhand cars three months guaranteed.

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

S.A.H. ACCESSORIES LIMITED

World's Leading TRIUMPH SPECIALISTS

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

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

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

Call and see our stock of NEW and USED cars

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

OUR SHOWROOMS ARE OPEN 7 DAYS A WEEK

LEIGHTON BUZZARD, BEDS.
TEL 3022 & 2556.

Classified Advertisements—continued

FORD—continued

1200 ANGLIA, fully race modified engine, gearbox, suspension, etc., spares inc. engines, diffs., tyres and wheels. Snetterton 1.56.2 (Lap record). Mallory 60 secs. £475 o.n.o. or part exchange.—T. P. Page, 27 St. Peter's Avenue, E.17. COPpermill 1205.

FORMULA JUNIOR

COOPER F.J. Mk. II. Immaculate condition. Ready to race. £560. Offers?—Shifnal (Salop) 641.

G.S.M.

GUS GAMBLE'S Delta (7th Class A, AUTOSPORT Championship), every mod., extensively lightened, fully homologated, offered with numerous spares and trailer. First reasonable offer accepted for quick sale.—TADworth (Surrey) 3545.

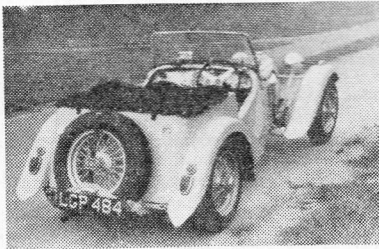
G.T. CARS

M. J. LAWLOR OFFERS FOR SALE HIS
TURNER - FORD

as driven so successfully by John Miles this season. This fully homologated car is fitted with a lightweight classic motor crafts body. Fully sorted suspension and 1,650 c.c. Cosworth engine. This quick car has lapped Snetterton, 1.49; Brands, 1.57; Silverstone Club, 1 9.6 and holds five class lap records. Price exactly as raced. £925. H.P. arranged.

Phone: Henley-on-Thames 18, day,
Henley-on-Thames 121, evening.

H.R.G.



H.R.G.

Last 1950 vintage type model now fitted with 109E Ford engine and c.r. gearbox. Weber carb. 9.8:1 comp. ratio. Balanced prop. shaft. Latest hydraulic brakes, etc. Completely rebuilt, re-chromed, resprayed. In concours condition inside and out. Immaculate in blue and silver. New racing bucket seats, racing wheel, instruments, etc. Bought and prepared for limited (3,000 miles actual) road use and three hill-climbs only until new racing car ready. Must be the finest example of its type. Unique vintage type car with modern high performance and economy. Taxed to June 1964. £395.

Tel.: Home, BARnet 2177. Office: MUSEum 8901.
RIVERS FLETCHER,
Sathouse, Arkley, Herts.

JAGUAR

FOR SALE: XK 150, F.H. coupé. Sherwood green. Late 1959. Special equipment. £495. Wanted: 1962, 3.4 Mk. II.—Gillott and Dring, Ltd., Thames Street, Bulwell, Nottingham. Tel.: Nottingham 271120.

FOR SALE: XK 150 S head, complete, now on Mk. 8 block with close ratio XK 120 gearbox—would split. Also XK 120 spares, wire wheels, etc.—(Manchester) Heaton Mersey 8807.



ROGER MAC'S EX-PROTHEROE E-TYPE.
Must be the fastest in the country with the exception of the lightweight.

ROGER MAC,

"Hill Crest," Hinkley Road, Wolvey, Leics.
Telephone 9 a.m. to 5.30 Coventry 87481
and after 6 p.m. Wolvey 223.

October 1962

JAGUAR 3.8

Extras and modifications too numerous to list.
Jaguar Competitions/Coombs prepared.
Genuine 15,000 miles.

What offers?

Bridges, 2a Hazlemere Road, Ashton, Preston,
Lancs. Tel.: Preston 89583.

IMMACULATE Mk. I Jaguar, red, E-type 3.8 engine, Mk II, Luxon hi/c interior, chrome wire wheels, discs, 140 plus m.p.h., 5,000 miles since complete rebuild with new engine, not crashed. £825.—P. Morris, day ARNold 5383, evenings ARNold 3033.

JAGUAR Mark 7 engine with all fittings, including gearbox and overdrive.—Phone: Bolton 25566.

JAGUAR XK 150. Hard top, 1959, one owner, immaculate condition. No dealers.—Marshall, Deighton Banks, Wetherby. Tel.: 2892.

MODIFIED XK 120 Roadster. Fastest XK in class at Brighton. £220.—Reading 52922.

RACING E-Type Jaguar. Prepared regardless of cost. Race proven with numerous successes. Business commitments force sale. £1,950 o.n.o.—Box 9226.

RARE XK 120. Complete aluminium body less engine. £140 o.n.o.—Tel.: Tudor 6550 (London) evenings.

XK 120 F.H.C., 1953, radio, new tyres, B.R.G., good condition. £175.—Solihull 6236.

XK 140, 1956, roadster, 60,000 miles, twin Abarth exhausts. £350 o.n.o.—Box 9230.

1961 (March) Jaguar Mark II 3.8 saloon, floor change, B.r.g., one owner, speedo, 23,000 miles, fitted Dunlop road speed tyres, excellent order, bargain: £895.—Rhind's (Motors), Ltd., Outwood House, 293-5 Wilmslow Road, Cheadle, Cheshire. Tel.: Mercury 3514.

1960 XK 150, hard top, two owners, 26,000 miles, v.g. condition, usual extras, £725 o.n.o. Also Speedwell rev. counter, £10 Will accept soiled fivers—no questions asked.—Phone, Kirkcaldy 3577.

1959 XK 150, hard top fitted with Webastos sliding roof and sun visors. Very nice car throughout. £525.—BAYswater 1737.

1959 (July) XK 150, B.R.G. Special Equipment Convertible. Wire wheels, twin Servais exhausts. Specimen, sacrifice, £550 o.n.o.—Hardy, Mansion House 3200 or Hadlow Down (Sussex) 231.

1958 XK 150, special equipment F.H.C. Blue/gray trim, 5 near new Avon G.T. tyres, push button radio. A nice example of this desirable car. Trial and inspection invited. £410.—Clitheroe 357. (Lancs.)

1956 XK 140 d.h.c., superb specimen, fitted with "C"-type head, discs, radio, etc., finished in blue. The car has been meticulously maintained throughout. £385.—Tel.: BELgravia 7848 (day) and UPLands 9780 (evening).

1956 XK 140 f.h.c. Special equipment. overdrive, wire wheels, almost new Xs. Numerous new parts inc. gearbox/clutch fitted in last 12 months. £340. or exchange TR2 or w.h.y.—Phone: Rudowick (Sussex) 277.

1951 XK 120, red, detachable hard top, very good condition. £175.—B. H. Hayes, Broad Oak Garage, Heathfield, Sussex. Tel. 198.

KIEFT

KIEFT-J.A.P. "50", spare engine and parts. Four spare tyres plus trailer. Sell £145. Trade for old sport-racer, F.J. or Ford Special (good condition). Can add little cash.—Jones, 17 Churchill Drive, Mildenhall, Suffolk.

LAGONDA

LAGONDA 2.6, 1950, 105 b.h.p., twin o.h.c., twin SUS, tuned. M.o.T., good condition, aluminium body. £100.—Brooks, 108 Priory Avenue, Chingford, E.4.

LANCIA

LANCIA Aurelia G.T. Series 11, in immaculate and very nearly original condition, having been in one family from new. Fitted heater, X tyres and Lancia wheel trims. £385 o.n.o.—Manning, Arthurs Bridge, Nr. Shepton Mallet, Somerset. Phone: Ditchat 297.

LANCIA Aurelia GT 2500. Floor change, new Xs, wishbone rear suspension, 115 m.p.h. Good condition. £450 o.n.o.—TUDor 4864 evenings, TUDor 8014 day.

LOLA

VERY fast and successful Lola sports/racing car. Won 1962 AUTOSPORT championship. Recently overhauled. Offers below £850. Lotus Twenty F.J. Exceptionally pretty car. Immaculate condition. Less engine. Offers or exchanges.—O'Brien, Country Corner, Andrew Avenue, Mellington, Liverpool. Kirkby 2353.

LOTUS

CHRIS BARBER wishes to dispose of his successful Lotus Elite. Class winner 1963 T.T. As raced by John Whitmore, Mick Beckwith, Stage V, Borrani wheels, etc., spares and trailer. Resprayed in colour of choice.—PADdington 9863.

ELITE, July 1962, special equipment, ZF gearbox, white, never raced, owner deceased. £900.—Mazzetti, 1-3 Park Road, Folkestone 75583.

HIGHLY tuned series one B.M.C. "A" eleven. Mechanically excellent. Special body, fair. Must go. £225.—Nevland, Box Cottage, Oast Road, Oxted, Surrey. Oxted 2712.

LOTUS-CLIMAX 1098 FWA, recent full engine overhaul. De Dion rear axle. Attractive aerodynamic body in pale blue. Almost new tyres. Also fully equipped trailer with independent suspension and 15 in. wheels. £395 the lot, or will separate.—Cheam, Surrey. VIGilant 9780.

LOTUS Elite, Dec. 1962. Special equipment. Yellow, about 8,000 miles, very good condition. Price £1,000.—Phone: Rubeny, Nr. B'ham 3168.

LOTUS Seven, Sprite engine. Many extras. Full weather equipment, excellent condition. £295.—Harrington, 84 Glover Road, Scunthorpe, Lincs. Telephone: 4280.



CARS OF DISTINCTION

Mark II

1963 Jaguar 3.4 Overdrive Saloon, finished in opalescent silver grey with light blue upholstery, fitted with reclining seats and push button radio. £1,445

4,100 miles only.

1962 Jaguar 2.4 Overdrive Saloon, finished in imperial maroon with beige upholstery and fitted with several extras, including radio, seat belts, fire extinguisher, special horns, wing mirrors and badge bar. £1,150

11,000 miles only.

Mark X

1963 Jaguar Mark X Automatic Saloon, finished in golden sand with red upholstery, fitted with push-button fully transistorised radio, seat belts and wing mirrors. £1,895

8,700 miles only.

1963 Series (December registered) Mark X Automatic, in opalescent dark green with suede green upholstery, fitted with push button radio and heated rear window. £1,845

Only 10,000 miles.

1963 Daimler 2½ litre V8 Saloon, finished in opalescent dark blue with light blue upholstery with push button transistor radio and reclining seats. £1,565

6,000 miles only.

"E" Type Jaguar

1962 "E" type Fixed Head Coupe, finished in pearl grey with black upholstery, extras including seat belts, and special exhaust extractors. £1,395

11,000 miles only.

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

The Jaguar Division of

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

For Jaguar service

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

For Jaguar Coachwork

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

All Proud Members of the Swain Group.

LOTUS 7, Nov. 59, 100E, Twin SUS, 4 branch exhaust, hood. Good condition. £260 o.n.o.—Phone: Sloane 2593.

LOTUS 7 G.T. works car for sale. Just fitted Willment 88 b.h.p. 105E engine (engine not used since coming off the brake). Car and suspension fully sorted. A race-winning car. Semi-supported drive for suitable purchaser. £625.—Phone Donegan Fibrepar Ltd., PADDINGTON 3360.

LOTUS 7, Series II, November 1961, 105E, new hood, tonneau, woodrim wheel, contoured seats, resprayed, immaculate. £375.—Kay, Ilford. VAL 1028 (evenings).

LOTUS Seven, 1098 "A" series F.J., Alexander cross-flow, 4 Amals, built for waning season. Lack of funds forces sale. 500 miles only, very potent "E" type eater. Offers.—S. Swift, 37 School Road, Moseley, Birmingham 13. Tel.: South 1698.

LOTUS Seven. Fully tuned to 1172 Formula specification. Full weather equipment. Outstanding condition throughout. Must be seen. £320 o.n.o.—Dade, RAVENSBORNE 1020.

LOTUS Super "7", 1962. Cream/red, c/r gears, 12.12 tyres, tonneau cover, sealed beam lights. Engine Ford 109E, bored 1.475 c.c., 100 plus b.h.p. Polished and balanced. As new condition. £590.—Phone: Vange 2507 day, 2228 evenings.

LOTUS XI Series 2, Special Stage III Climax. Mag. wheels, R6 tyres. Placed seven times this season. Very light car. Just completely recellulosed. Well maintained. £450.—78 Westend Lane, N.W.6. MAIDA VALE 6320.

LOTUS 23B (1963), opportunity to obtain under list price, engine can be fitted to order. If required VW c.r. 4-speed gearbox available at £90.—Apply Jack Playford, Ltd., 160 Handcroft Road, Thornton Heath 5394.

SID TAYLOR'S Lotus Elite, Stage V engine, ZF gearbox and many spares. Exactly as raced. Car prepared by Alan Smith.—S. Taylor, Hipkins Street, Tipton, Staffs. Tipton 3196 any time.

SEE "Racing Cars"—Lotus 22 Twin-Cam.—Jack Pearce.

SUCCESSFUL 1,100 c.c. Lotus-Ford 23. Brand new Cosworth 1963 Junior engine, dry sump, steel crank, etc., Mk. IV Hewland gearbox, right-hand Lotus gearchange, strengthened chassis. Professionally maintained throughout season. Offers.—Alistair Welch, Oak House, Bankhall Lane, Hale, Cheshire. Ringway 5018 evenings, Heaton Moor 4295 day.

1962 LOTUS Elite Super 95. 13,000 miles only, one owner from new. Finished in cirrus white with silver roof. Factory maintained, immaculate throughout. £1,125. Hire purchase, part exchanges and insurance can be arranged. Contact—Lotus Retail Sales Department, Delamare Road, Cheshunt, Herts. Tel.: Waltham Cross 26181.

1962 LOTUS Elite. 16,000 miles, finished in sunburst yellow, perfect throughout. £975. H.P. and part exchanges and insurance can be arranged. Contact—Lotus Retail Sales Department, Delamare Road, Cheshunt, Herts. Tel.: Waltham Cross 26181.

1962 (JUNE) Lotus Elite, Series II, metallic blue, fawn leather, 9,500 miles, no competition work whatsoever. £950 or will consider exchange for Jaguar Mk. IX or similar.—Box 9213.

1962 MAY Lotus Elite. Opalescent silver blue with black interior. ZF gearbox, stage II unit, Firestone tyres. Positively unmarked and in superb condition throughout. Professionally built by engineer owner, 8,000 miles only, £925. Terms and exchanges.—Jack Brabham (Motors), Ltd., 248 Hook Road, Chessington, Surrey. Tel.: Lower Hook 4343/5.

1959 ELITE. Competition mods., many spares. Week-ends only. £595.—Shaw, Theydon Bois 3254.

WANTED—Lotus. Age, condition or marque immaterial if repairable and cheap.—Ring Burgess Hill 6345 any time.

MARCOS

MARCOS G.T. Fully Cosworthized Ford engine. 2.01 mins, Oulton; 1.12 mins, Aintree. Bedford transporter and spares. Reasonable offers.—Chester 25724.

JACK OLIVER'S Marcos 1,340 c.c., 997 c.c. super speed engines can be seen at Brand's on Sunday, 6th Oct.—Phone: ROM 45687.

MERCEDES

Mercedes Benz 300 S.L. Gull Wing 1955

This fantastic car is like new inside and out, as it has only covered a genuine 32,000 miles. Complete with unused fitted suit cases, workshop manual, handbook, etc. Taxed. Finished in silver with tan hide interior. Offers. H.P. is possible. Part exchange considered.

EWELL (Surrey) 5004.

METROPOLITAN

GIFT price, £250 cash, terms, 1959 cream-white convertible, under 40,000, extras.—Particulars, 2 Oakwood Walk, Leeds, 8.

M.G.

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

TOULMIN MOTORS (1962), LTD.

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

A TWIN-CAM ex-R. J. Crosfield. Modifications include Barwell head, twin Webbers, high-lift cams, close-ratio gears, competition clutch, ZF diff., fibreglass wings. This well-known and extremely potent car is offered at £525 o.n.o.—Phone: Altrincham 0341.

CATERHAM CAR SERVICES offer 1962 M.G.A 1600 Mk. II, immaculate in ice blue with dark blue interior, fitted Michelin Xs, radio, spotlights, badge bar, etc. £575.—Caterham Car Services Ltd., 38 Town End, Caterham, Surrey. Tel. Caterham 2381.

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

ENTHUSIAST reluctantly offers 1936 T.A. Completely rebuilt inside and outside. This car must be the smartest and one of the fastest going. Price? Haggle over pint around £200.—Box 9231.

JACK BRABHAM (MOTORS) LTD., offer: £295. M.G.A Roadster 1500, White with black interior, fitted with every extra available for this model including wire wheels, push-button radio, chrome luggage rack, heater, washers, wing mirrors, tonneau cover, woodrim steering wheel, replacement B.M.C. engine and clutch fitted 8,000 miles ago, original finish and coachwork, no accidents but paintwork edgy. Taxed November. Exceptional value. Registered March 1956.—248 Hook Road, Chessington, Surrey. LOWER Hook 4343-5.

J.2 1933. Reconditioned engine/new battery 700 miles, brakes relined, steering overhauled. Spare engine, cylinder heads, etc. £95.—Harpden 3530.

M.G.A 1600 MK. II fixed-head coupé in dove grey. First registered 4.6.62. Four new Xs. One owner from new. This classic example of this famous marque car is offered at £665 o.n.o. H.P. could be arranged.—Bailey, 20 Hanbury Park Road, Worcester 26261 (9-6 p.m.); 23569 (6-8 p.m.).

M.G.A 1600, 1960, £130-worth extras, hard and soft tops, tonneau, heater, radio, etc., five new Xs. Exchange for cheaper M.G. or sell £525 as owner buying Vintage car.—9 Battledown Close, Cheltenham, Gloucestershire.

M.G.A Mk. II, 1961. Soft and hard tops, white, £180 in extras, perfect. Quick sale. £525.—Jones-Lloyd, Office Grosvenor 6050, home Sloane 7013.

M.G. Midget, 1962, red, radio, heater, new tyres, £440. Terms arranged, owner emigrating.—Phone: Sevenoaks 54797 or 54217.

Continued overleaf

C.S. ENGINEERING

The Coventry Climax Specialists

Congratulate ROGER NATHAN, the 1963 "Autosport" Champion Driver. The engine is prepared by us and the same excellence of maintenance is available to all Coventry Climax owners. Overhauls, modifications and race preparations. We carry large stocks of spares for FW series engines.

"A SERVICE FIT FOR THE ELITE"

346 High Street, Lewisham, S.E.13

RAVENSBORNE 8577



(SPORTS CAR SPECIALISTS) LTD.

JAGUAR E TYPE, Feb. 1963 D/H/C. This immaculate one-owner car in gunmetal grey has only completed 7,800 miles. £1,535

LOTUS ELITE, 1963. One owner, very low mileage. Red with black trim, ZF gearbox, radio, heater. £1,095

M.G.A 1600, 1959/61. Four very desirable cars, all well appointed with extras, from £465

AUSTIN-HEALEY SPRITE, 1958/61. Choice of eight hand-picked cars, all with various extras, from £365

M.G.A 1500, 1957/58. Two specimen examples of this popular marque, both fully equipped, from £375

ELVA COURIER, 1962. Unmarked in flame red with black trim, as new, with many extras. £595

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

M.G.A F/H/C, most attractive in chariot red, extras include wire wheels, twin spots and tyres. £535

TRIUMPH TR3A, 1960, most attractive in sky blue with dark blue trim, very low mileage. £595

T.V.R., 1961, finished in dark blue. One owner only, 9,000 miles, discs, wire wheels, etc. £495

M.G.A 1500, 1956. Spotless in red, extras include radio, heater, luggage rack, exceptional value. £345

JAGUAR XK150, finished in burgundy. This car is virtually faultless, O/D, radio, wire wheels, etc. £595

TRIUMPH TR3, 1957. Signal red with grey trim, twin spots, overdrive, etc. £395

JAGUAR XK150 roadster, 1960. A magnificent example in carmen red with 3.8 "S" type unit, O/D, wire wheels, etc. £635

JAGUAR XK150 D/H/C, Cotswold blue with red trim, O/D, heater, radio, chrome wire wheels. £595

LOTUS SUPER SEVEN, full Cosworth unit. A truly superb one-owner example, in B.R.G. £495

AUSTIN-HEALEY SPRITE. Alexander modified G.T., hard top, special bonnet, gearbox and brakes. £515

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

LOTUS 7. Choice of four 1960/61 cars with 105 E units and full weather equipment, from £295

TEL: CHI 7871-2-3

HIGH RD. CHISWICK. W.4.

THE CHEQUERED FLAG

(MIDLANDS) LTD.

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

LOTUS SEVEN SERIES 2. Very attractive in opalescent blue. One owner, B.M.C. unit, innumerable extras. Choice of one other from £365

TRIUMPH TR3A. A most striking car in white and black, comprehensively equipped with every extra. £495

SUNBEAM ALPINE. A carefully used example in thistle grey, fitted overdrive, heater, tonneau, etc. £495

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

AUSTIN-HEALEY SPRITE, 1959. Cherry red, fitted hard and soft tops, radio, heater, tonneau. Only £345

T.V.R. Mk. II. Well maintained, dove grey with red trim, one owner, heater, seat belts, spot light, etc. £545

M.G.A 1600. Two hand-picked cars in red or white, both in excellent condition. £495

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

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

M.G. TD. Choice of three of these popular two-seater sports cars. Prices from £145

M.G. MIDGET. Unblemished in cirrus white with red trim. One very careful owner. 8,000 miles. £495

TEL.: 89282/3

ARKWRIGHT ST. NOTTINGHAM

W.J. LAST LTD.

Latest TVR Grantura, Mk. 111A Kit, overdrive.

New Wolseley 16/60, Automatic. £920

New M.G. 1100, white, red trim. £714

1963 TVR Mk. 111. Red, white trim as tested by John Bolster, 0-100 m.p.h., 28 secs. £785

1962 TVR Mk. 11A. Pale metallic blue. £600

1962 M.G.A. 12,000 miles, perfect. £625

1962 Vauxhall VX4/90. Blue. £695

1962 Austin Mini Van. £295

1959 Austin-Healey 100/4. 4-speed plus O/D. £300

1957 Ford Consul. £295

1957 Ford Estate. £125

1955 Standard 10. £175

1954 Triumph T.R.2. Pale blue, overdrive. £265

1954 Riley, 1½ litre. £85

GROVE WORKS, BY-PASS GARAGE,
WOODBRIDGE (890), SUFFOLK

Classified Advertisements—continued M.G.—continued

M.G.B. RED, March, '63. Modified rear suspension, wide rear wheels, 7,000 miles. As new.—Apply: J. Goodliff, The Rosary, Edwards Road, Amesbury, Wilts. Ring Amesbury 3026 daytime.

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

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

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

M.G. TWIN CAM, open and very good original condition. Engine completely reconditioned 1,000 miles ago. Never competed. Five new RSS tyres and taxed until Aug. 1964. Offers around £525 to Reigate 46088 during working hours or Dawes Green 295 at weekend.

M.G. TWIN CAM, Webbers, close ratios, fully balanced by Brabham, oil cooler, big rev. counter, racing-seat, two spare wheels, R5s and Michelin Xs, heater, etc. This very fast car in perfect condition is offered at £435. H.P. or part exchange considered.—Tunbridge Wells 21000.

M.G. VA, 1938, reconditioned engine, brakes, M.G. New hood, M.o.T., £95.—RAVensbourne 3235.

NEW M.G.B. finished in Old English White cellulose with black leather upholstery. Fitted wire wheels, heater and folding hood. For immediate delivery.

1963 M.G.B. finished in black cellulose with red leather upholstery. Fitted wire wheels, whitewall tyres, heater, folding hood, tonneau cover, luggage rack, seat belts and reversing light. 4,000 miles only, one owner. £835.—Rays (Hove) Ltd., 18 Church Road, Hove, Sussex. Hove 33077.

TC 1947, very good condition, heater, taxed. £175.—B. H. Hayes, Broad Oak Garage, Heathfield, Sussex. Tel. 198.

TC 1948, red, good mechanical condition, overhauled, new battery, hood. £125.—UPLands 5149, Sanderstead, Surrey.

TF 1500. Excellent condition. Recent black respray. New clutch, battery, dynamo. X's, wireless, heater. £360.—Golden Chair Farm, Alton 2305.

TWIN-CAM, d.h.c., discs, Konis, new Cinturas, heater, tonneau, oil cooler, Marchals, washers, works fitted engine 12,000 miles. Immaculate condition. £395.—Nelson (Lancs) 65776.

VA COUPE, 1½-litre. New hood. Excellent condition throughout. Must sell. Offers.—Sykes, 1 Kimbolton Road, Bedford.

1961 M.G.A. Mk. II, ex-works, 1,700 c.c. numerous extras, including lined hard top, de luxe radio, heater. Guaranteed no competitors. Demonstrations arranged by appointment. £650 o.n.o.—C. K. Andrews, Ltd., Kingsway, Swansea. Tel. 50531. After hours Penmaen 277.

1961 M.G.A. 1600. Immaculate. Numerous extras. One owner. £525.—LANGham 2849 (evenings).

1959 M.G.A. f.h.c., new B.M.C. engine, Michelins, Radiomobile, s/belts, special steering wheel, all extras, immaculate. £465.—CROYdon 2652.

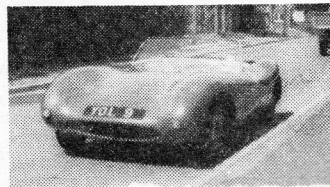
1957 M.G.A. black, red trim. Spots, heater, new hood, excellent condition. Must sell. £350 o.n.o.—"Durple", Silchester, nr. Reading. Bus.: Basingstoke 1010.

MORGAN

SS 1934, MX4, B.R.G., M.o.T., completely rebuilt, hydraulics, sealed beams, dozens of new parts, superb condition. £130 o.n.o.—Pearson, 29 Willow Close, Flackwell Heath, High Wycombe, Bucks.

1959 MORGAN Plus 4, LawrenceTune with Webers, head, camshaft, etc., wire wheels, hard top, oil cooler, Kenlowe fan, 44,000 miles. £590.—J. N. Garrow, 23 Kensington Mansions, London, S.W.5.

MORRIS



MORRIS MINOR 1000 two-seater Sports Special, Buckler tubular chassis, Minor 1,000 engine, transmission and modified suspension. Upholstered, full weather equipment. All equipment purchased brand new. Excellent condition, roadholding and economy. Molspeed all boxes. Cost £700 plus. £300 o.n.o.

Phone: Northwood 21292.

MINI CARS

MORRIS MINI, 22,000 genuine. Downton head, twin carbs, Lockheed power brakes, Cooper inlet and exhaust, 95 m.p.h., rev. counter, wood rim wheel, Konis, spare set of wheels. £400 o.n.o. Benfield, 79 Longland Drive, Totteridge Lane, N.20. HILLSide 7134.

1963 MINI. Full Group 3. Proved class winner. Gold and black. £420.—C. Stancomb, Peterhouse, Cambridge. W. Rennie-Roberts, Red Garage, Colchester 6180.

1963 AUGUST, Morris Mini-Cooper, optional Motorola, cash offers.—Tel.: HYD, 6909, Claridge House, Davies Street, W.1. Sat. & Sun. Tel.: Broadway Worcs 3201.

1962 MINI-VAN, £60 Downton conversion, seat belts. £310.—33 Keswick Road, London, S.W.15. VANDyke 5794.

MINI-COOPER

DIG 1. Downton Group 3 Cooper, 1,132 c.c., 95 b.h.p. at 7,000 r.p.m. Lowered and Konis. Perspex all round. F.G. boot, bonnet, aluminium doors, light battery, sets S.P.s, D.7s, 10½ cwt. Unused on road. £550.—Digby Martland, The Hermitage, Rufford 260, Lancashire.

MORRIS-COOPER. Late 1962. Bulk-ring synchromesh. Fully modified group II Konis, low mileage. Raced four times. £530 o.n.o., H.P. arranged.—Tel.: Staunton Court (Glos.) 232.

100 M.P.H. Downton Austin-Cooper. 8,000 miles. White/black. Speedwell c.r. gears, seat belts, rev. counter, oil cooler, SPs, laminated screen. 0-60 11 secs. £490 o.n.o.—Ring Shere (Surrey) 111.

1962 AUSTIN COOPER. Smoke grey, one owner, very clean. £445.—HILLSide 3704 after 6 p.m. Finchley 0833.

1962 (April) MINI-COOPER. One owner. 12,000 miles, nylon tyres, s/belts, many extras. Never raced. £450.—CROYdon 2652.

PEERLESS

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

PORSCHE

CATERHAM CAR SERVICES offer 1960 Porsche 1600 Super. F.H.C., immaculate in strata silver, fitted radio, Michelin Xs, spotlights, etc. £995.—Caterham Car Services Ltd., 38 Town End, Caterham, Surrey. Tel.: Caterham 2381.

PORSCHE Carrera coupé, many extras, excellent, low mileage example. £795.—D. Margulies, Ltd., 36 Queensgate Place Mews, S.W.7. KNights-bridge 7332.

RACING CARS

IAN RABY (RACING), LTD.,

FOR ALL RACING AND SPORTS CARS.

Exporting, Exchanges and H.P. arranged.

c/o EMPIRE CARS, LTD.,

85 Preston Road, Brighton 681713.

RACING CORTINAS for SALE.

The 3 highly successful Cortina G.T. cars, modified into group 2 specifications and in full race trim—as raced by John Willment Automobiles. Along with one Zodiac Mk. III also modified to above specifications and producing in excess of 140 b.h.p. Are for sale—and inspection is invited by telephone call to—POPeSgrove 0041 or at 161 Chertsey Road, Twickenham, Middx.

ALEXIS F.J. Just overhauled, Cosworth 1,100 c.c. Owner buying new car. What offers for this very fast car. Possible part exchange.—Hamman, 6 Queens Parade, Grimsby, Lincs. (eve.) 57160.

CHEETAH F.J., rear engine 105E, 997 c.c. Webers, VW g/b. Built late 62. £450.—313 Bath Road, Slough, Bucks.

FABULOUS Lotus 22 twin-cam, 1,600 c.c. Ford engine, 145 b.h.p., five-speed Hewland box, special chassis. As new. Raced four times. £2,000.—Jack Pearce, 61 Ashfurlong Crescent, Sutton Coldfield 5967.

FORMULE LIBRE or hill-climb 1962 Kieft Junior. Fitted 1,652 c.c. Martin-Ford five-bearing engine, 130 b.h.p. at 6,400 r.p.m. Dry-sump lubrication, fully modified Porsche gearbox, spare 650 x 15 D12 tyres, plugs, etc. Car hardly used. Absolutely ready to race. £675 o.n.o.—Phone Solihull (near Birmingham) 4527 or write 46 Sharmans Cross Road, Solihull.



FRAZER NASH TARGA FLORIO

Specification—135 B.H.P. Bristol Engine, Gearbox and Transmission. Rack and Pinion Steering, Alfin Brake Drums. Rudge Wire Wheels with Lightweight Rims. New D 10's, Armstrong Adjustable Shock Absorbers, 32 Gallon Alloy Petrol Tank, Baldwin Brake Booster. Fully Upholstered and Instrumented Cockpit, Full Weather Equipment including Rigid Side Screens. Maintained regardless of cost and in mint condition. Numerous spares available by negotiation.

All enquiries to: **RAY DILLEY**

12 PARK VIEW ROAD, HOVE, SUSSEX

£985

Phone: HOVE 772841 Evenings

FOR SALE, Lotus XVII, fully developed, fitted 1220 engine and M.G.A. gearbox, very successful car, full details and trial on request. Part ex. considered.—Box 9236.

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

LOTUS F1, 1961, Mark II engine, Lacey valve gear, Hewland 5 speed box, 1962 reg suspension. Immaculate condition, good history.—Jack Russell, Mansfield, West Calder. Phone: 436.

PETER REVSON wishes to dispose of his Ford Thames 4D Diesel transporter (1955), converted to carry two Formula Junior cars. £225. Also 1963 Cooper Junior for sale. Price £1,425, complete with Cosworth engine. Many spares, including damaged Holbay engine. Price for car without engine, £1,050.—Peter Revson, c/o Reg Parnell (Racing), National Works, Bath Road, Hounslow 7273.

STARIDE/J.A.P. 500. Fully sorted car, ideal sprints, hill-climbs, £100 o.n.o.—D. Wellings, Hovercraft Trials Unit, "H.M.S. Ariel", Lee-on-Solent, Hants.

TERRIER Mk. II, "1172" very fast and clean. £450 complete, or sell less engine and gearbox.—Andrews, 7 Blenheim Road, Kidlington (3394), Oxford.

RENAULT

GORDON KING MOTORS, LTD.
The Main Renault Distributors

1961 Gordini, sunroof, safety belts, one owner £395
1961 Dauphines, one owner, at ... £345
1960 Gordini, one owner, choice from ... £325

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

RILEY 1½-litre, 1954 Radio, heater. Complete history from new, Superb condition. £179.—Carpenters Autos Ltd., The Green, Hampton Court, Molesey 255.

1933 RILEY Monaco. Good condition, twin SUS, five good tyres, brakes relined, many spares. £50 o.n.o.—Write: Moreton, 47 Church Way, London, N.20.

ROCHDALE

1962 ROCHDALE Olympic, 1600 M.G.A. tuned engine, c/r gearbox, microcell seats, Kenlowe fan, etc. £500 o.n.o.—HAYes 0899.

Cortina developed by Lotus.

This car is now homologated. Twin overhead camshafts, aluminium head, short remote control gearshift, power assisted front disc brakes, all contribute to its 100 m.p.h. plus performance with a high safety factor. One only, immediate delivery. Price **£1,100.**

ALSO

Capri G.T., in white with red and black interior trim. **£900.**

AND

The new Consul Corsair G.T.

—powerful 1½-litre engine developing 78 b.h.p. at 5,200 r.p.m.—effortless cruising at 80 m.p.h., with quick acceleration to over 90 m.p.h. **£840.**

CONTACT

KIRBYS

of

WREXHAM & LLANDUDNO

The North Wales Rally Car Specialists.

Tel.: Wrexham 3021 or Llandudno 77511

SPECIALS

FALCON Mk. I. Fibreglass body, suit Ford wheelbase, unused, £17. A7 chassis, i.f.s., Bowdenex. (Towable). £10 o.n.o.—Terry Bros., Bordesley Green Trading Estate, Birmingham 9, VIC 1095.

UNFINISHED as new two-seater A.K.S.-bodied Ford Special. Tubular chassis, independent suspension, 15 ins. wheels plus Xs. Hydraulic brakes, R. and P. steering, crossflow rad., twin carbs. Not usual trash!! Bills for over £500. Must go £200 o.n.o.—42 Dogford Road, Royton, Lanes. Main 2228.

1960 FORD Special, 1172. Good condition. Potent, £165 o.n.o.—Burgh Heath 2908 (evenings).

SPORTS CARS

LOTUS XI, 1959, Series II, mag. wheels, 1098 Climax Stage III plus. A very quick motor car. Numerous spares include suspension units, ZF diff., etc. £450 complete or £325 o.n.o. West engine. Also TR3. £325, immaculate.—21 West Cromwell Road, Kensington, S.W.5. FREmantle 4092, evenings.

SPORTS Racing Car 1,000 c.c. A.35 c/r gearbox, space frame, aluminium body, front engine just completed, £300. With Speedwell F.J. engine. £425.—Box 9243.

SUNBEAM

378 MILES only! Exactly five weeks old. 1963 Sunbeam Alpine Gran Turismo hard top. Moonstone with red interior. Heater, seat covers, etc. Without overdrive, licensed. Genuine reason for sale. £890.—Ebdons Automobiles Limited, Rootes Distributors, Cheltenham. Telephone 55391.

SWALLOW DORETTI

A VERY rare and beautiful car on the TR chassis. Finished in green with black hood and tonneau, wire wheels, Xs, o/drive, radio, washers, mirrors and luggage grid. V.G. condition throughout. £290 o.n.o.—50 Jayshaw Avenue, Great Barr, Birmingham, 22A.

TERRIER

CLIVE GARNHAM'S highly successful TERRIER for sale. Complete 1172 F. modifications plus reliability. Lap record Brands 1963.—12 Bazile Road, N.21. ENField 8434 day.

TERRIER Mk. VI is reluctantly offered for sale as the racing shoe string finally gave out. This is the car which has proved to be quite a Lotus 23 eater now fitted with rebuilt 1,200 c.c. engine. Drawings and spares. £875.—M. A. Mears, 62 Firs Park Avenue, London, N.21. LABurnum 6939.

1962 TERRIER Mk. II, fitted with 88 b.h.p. Cosworth tuned engine and maintained regardless of expense. Engine just stripped and rebuilt, suspension lowered, disc brakes, ingenious method employed for changing back axle ratio. Brilliant unmarked red paintwork. Ideal car to learn to race with. Two 1sts, two 2nds and one 3rd so far this season and has proved to be a Lotus eater. Four new R6 tyres and other accessories included. £475.—South Harpenden Motors, Ltd., Harpenden 5217.

TRAILERS

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

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

TRIUMPH

TRIUMPH TR3, 1957. Hard and soft tops, discs, overdrive, heater. Good condition. A bargain at £359.—Carpenters Autos Ltd., The Green, Hampton Court, Molesey 255.

TR4 1962, blue, excellent condition, with extras. £745.—BRIXton 8594, after 7 p.m.

TR3 1957, highly modified car, ideal for fast road car and racing, 2.2-litre, Iske full race cam, 10.5 to 1 c.r., gas-flowed head, four-branch exhaust, fully balanced engine, etc., 80-spoke racing wheels, X and D.9 tyres, hard and soft tops. £425. Terms and exchanges.—B. H. Hayes, Broad Oak Garage, Heathfield, Sussex. Tel. 198.

TR2 1954. Red/blue, o/drive, disc brakes. New Xs, excellent condition for year. £235.—Below.

TR3A 1958. Red hard top. New TR4 gearbox, good condition throughout. £375 or exchange Lotus 18 or similar.—Solihull 5955.

1962 VITESSE over £400 spent on mods., in full rally trim.—Peter Warren, 27 High Street, S.E.25. I.Vingstone 3314.

1957 TRIUMPH TR3, blue, black hard top, Michelin X, fog and spots, good order. £300.—A. H. Turner Ltd., 23 Grove Street, Retford, Notts. Tel.: Retford 2818.

TURNER

"TATTY" Turner-Climax 1,098 c.c., Stage V, 95 b.h.p., Webers, magnesium wheels, ZF diff., Konis, hard top, soft top, oil-cooler, under-tray, 2 screens. Meticulously maintained and fully homologated. 12 wins and 9 records in 1963, e.g. Goo'wood, 1 m. 38.0 s.; Snetterton, 1 m. 51.2 s.; Mallory 59.4 s.; Prescott 54.52 s. For sale as raced, £875 o.n.o., also VW Transporter for same, £195.—Warwick Banks, Oxford Airport, Kidlington 3363.

LA TE 1960, B.M.C. engine, soft top, w/w., excellent condition. £360 o.n.o.—39 Alcester Road, Lickey End, Bromsgrove, Worcs.
1961 TURNER, 950 B.M.C. Red, w/wheels, discs, heater, tonneau, etc., excellent condition. Apply—799 B'ham New Road, Tipton.

T.V.R.

T.V.R. GRANURA, fitted FPF 1,500 c.c. twin cam Coventry Climax dry sump engine, Weber carburettors, close ratio gearbox, twin plate clutch, disc brakes, mag. wheels, oil cooler, Koni shock absorbers, R6 tyres. Bill available for recent £170 overhaul. Immaculate condition throughout. Offered for sale at £900 including various spares, including tyres and diff.—Apply, 2 Burman Drive, Coleshill, Warwickshire.

T.V.R. MARK II, Climax 1960. Immaculate T.V.R. Director's car. Factory maintained, red with red leather interior. One owner. 100 m.p.h. and 40 m.p.g. New T.V.R., only reason for sale. £575.—Moulds, Greycroft, Leigh Road, Worsley, Manchester. Tel.: Walkden 2273.

T.V.R. 1961 M.G.A. unit. Wire wheels, disc brakes. Bargain at £395.—Phone ELM-bridge 8356.

T.V.R. 1961 OCT. 9,000 miles, M.G.A. unit, discs, wire wheels, heater, B.R.G. Red hide seats. First £395 secures.—Phone: Byfleet (BY4) 1896.

Continued overleaf

DOVE'S



OF WIMBLEDON

LIBerty 3456-8

THE FIRST OFFICIAL

TR Centre

1963 TR4. Just over 3 months old, and quite as new. Fitted with overdrive, wire wheels, heater, etc., over £200 below the original cost. Carried full works guarantee. **£895**

1962 TR3A. Another car which is like new. White with red trim, black hood and screens. This car has been supplied by us new in 1962 and has been serviced only by us. **£695**

1961 TR3A. Red with trim to match. Black hard top, also soft top. Fitted with many extras, luggage rack, heater, press-button radio, almost new tyres, and all in beautiful condition. **£595**

1959 TR3A. Blue with dark blue trim. Spot and fog lamps, heater, washers, tonneau cover, X tyres. Here's another really fine car obviously well kept by its owner. **£465**

1958 TR3A. B.R.G. with red trim. Overdrive, heater, occasional seat, tonneau, and all the other expensive extras. Supplied by us and very well kept since new. **£425**

1958 TR3A. Similar to the above car but finished in white with red trim. **£410**

SOLD AT COST

1962 SUNBEAM ALPINE Coupe. Blue with grey trim and black top. Overdrive, heater, low mileage. One owner. **£650**

1959 MERCEDES 219 Saloon. One owner since new. Radio, extra snow tyres. **£750**

IMPORTANT NOTICE

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

Write for full details

44/48 Kingston Road, S.W.19

(150 yards South Wimbledon Underground)

BASIL ROY LTD
STANDARD TRIUMPH

Immediate Delivery
SPITFIRE
Signal red, black trim, heater, tonneau cover, whitewall tyres, screen washers £671-3-9 (inc. purchase tax)

TRIUMPH 1200
Convertible, conifer green, with cactus trim £668-15-5 (inc. purchase tax)

1961 TRIUMPH HERALD
Saloon, yellow, extras, 18,000 miles, one owner £365-0-0
Exchanges and H.P. facilities available.
Demonstrator available
161 GT. PORTLAND STREET, W.1.
LAN 7733/4/5

Classified Advertisements—continued

UNCLASSIFIED

ST. STEPHEN'S GARAGE, LTD. Offer at greatly reduced prices, for 14 days only.—1963 VW Caravette, four berth, immaculate, £775. Dec. 1962 Mini Minor, most desirable car, transformed with twin carbs, etc., quite immaculate, at the very low price of £385. 1963 Turner G.T., new, 110 m.p.h., 30 m.p.g., fantastic saving of £100 on list price, one only. Several second-hand twin-carb. assemblies at reasonable prices. Delivery anywhere free.—Tel.: Worcester 22991.

1 1/2 LITRE sports/racing car. Brand new Ford 116E engine, twin 40 DCOE 2 Webers, etc., and all-synchromesh close ratio gearbox fitted April. This successful and formidable car is offered in road trim, and is going to give somebody Lotus Elan-type motoring for about £385.—S. C. Brown, Prince's Farm, Peasmore, Newbury. Tel.: Chieveley (Berks) 279.

WOLSELEY

1957 WOLSELEY 1500. Much modified engine, suspension, brakes. Genuine 100 m.p.h. Many extras and spares including spare engine, wheels, etc. Ready to race or rally. This car has been well maintained. One owner. £375.—42 West Park Crescent, Billericay, Essex. Tel.: 2639.

BALANCING

Is engine vibration your problem?

Then **BRABHAM BALANCING** will solve it. Perfect Balancing of all Crankshaft, Flywheel, Clutch Assemblies, Con-rods and Pistons.

Please contact:

JACK BRABHAM (MOTORS) LTD.,
248 Hook Road,
Chessington, Surrey.
LOWer Hook 4343.

TUNING BEGINS WITH A BALANCED UNIT.

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

GORDON SMITH ENGINEERING, LTD.,
New Street, Halesowen, near Birmingham.
Tel.: Halesowen 1280.

DYNAMIC BALANCING
of crankshaft-flywheel assemblies is NOT expensive.
Phone: Laystall Engineering Co., Ltd.
WATERloo 6141.
In Midlands phone: Wolverhampton 52006.

BODIES

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

FORD CLASSIC body shell, four-door de luxe very little damage. £35.—A. H. Turner Ltd., Markham Moor, Retford, Notts. Tel.: Tuxford 215.

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

BOOKS

A U T O B O O K S

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

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

BENNETT ROAD, BRIGHTON.

YOU'VE SEEN US AT THE CIRCUITS
"THE BOOKMAN"
NOW
SEE OUR NEW AND SECOND-HAND
CAR BOOKROOM (ALSO OLD MAGS)
AT
CHATER & SCOTT,
524 HIGH ROAD, CHISWICK (opp. Redex).
Phone: CHISwick 9555.

CARBURETTERS

MINI-WEBER exhaust manifold kit complete. Never fitted. £23 10s.—Box 9241.

MINI-WEBER complete with inlet, 2,000 miles, spare jets. £13.—Romford 45240.

36 MM. D/D Weber twin choke with manifold for 105E. £10. Pair 1 1/2 SUS. £7.—Mason, RED 3820.

CAR SEATS

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

CONVERSIONS

NEAL DAVIS RACING

Electronic Dynamic Balancing gives you increased engine life and power. Cylinder head mods. Special inlet, manifolds and carburetters. Modified camshafts, lightened and balanced crankshaft flywheel assembly.

2 Raglan Road, Plumstead, S.E.18.

WOOLwich 5738.

M.G.A. 1500 ENTHUSIASTS. New polished and balanced cylinder head assemblies complete with matched inlet and exhaust manifolds. £25 complete.—Laystall Engineering Co., Ltd. Tel.: WATERloo 6141.

CONVERSION SPECIALISTS

ALEXANDER CONVERSIONS.—6 Adam & Eve Mews, Kensington High Street, W.8. WESTern 1166.

AGENTS for Mangoletsi conversions.—W. J. Coe, Ltd., 15 Crown Street, Ipswich S2167.

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

ENGINEERING SERVICES

ALLOY WELDING. Specialised repairs to Blocks, Heads, Crankcases, Camshafts and Rockers. Hardfaced. Alloy tanks made to order.—Lisclott Welding Service, 9A Breadway, Bexleyheath 9831.

CAMSHAFT profiling to your pattern or drawings. One off or quantity. Precision engineering of all kinds. Engine bench testing.—Ruddspeed, Ford Aerodrome, near Arundel (Littlehampton 1681).

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

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

ENGINES

B.M.C. "A" SERIES 997 Downton F.J. engine. Complete with Weber and manifold, all accessories, gearbox with Speedwell c.r. gears. All just overhauled, £125. For Cortina G.T.: Willment racing cylinder head, racing carb. and manifold, plus camshaft. Little used since overhaul, £45. Also various bits and pieces of trim including seats for Cortina GT.—Donegan. Phone: PADDington 3360.

B.M.C. 997 C.C., 92 b.h.p. F.J. engine complete with all accessories inc. 45 DCOE 9 Weber, manifolds and clutch. Perfect cond. Four events only. £150. Also Sprite Mk. II gearbox. £20. Highly developed B.M.C. F.J. cylinder head. £35.—Richard Braine, "Kingswood", Wheatley Road, Rayleigh, Essex. Tel.: 643.

CLIMAX 1,220 c.c. engine complete, Stage I, never run since rebuild, delivery considered. Offers around £130.—Box 9238.

COVENTRY Climax 1 1/2-litre F.P.F. engine complete with Lucas mag., Webers, clutch, starter in perfect order, works history, seen running or strip by arrangement. £325 o.n.o.—Rigg, B'ham, Rubeny 3168.

100% WATERPROOF
CAR 49/6
COAT 2/6 P. & P.

Our complete purchase enables us to offer this autumn's most sought after style at an unheard-of price. This superbly styled Fawn Gaberdine Waterproof and Windproof Weathercoat is casually elegant yet really practical for Busy Executives or Motorists in Town or Country. Sizes 38-42 chest. Please don't delay—definitely unrepeatable. Money refund guarantee. Callers welcome.



WESTERN WAREHOUSE Ltd. (A.S.10)
82/83 Tottenham Court Road, London, W.1

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

105E RACING engine ready for assembly. All brand new parts to build unit to Cosworth 75 b.h.p. specification, less head and electric. £75. 105E gearbox, new, £20. C.r. gears, new, £30. 105E remote change, £6.—Dade, RAVensbourne 1020.

1,100 C.C. Cosworth-Ford Mk. IV, 30 deg. dry sump, iron-mounted pump, steel rods, diaphragm clutch. Completely rebuilt. As new. £225.—Jack Pearce, Auto Racing Service, 61 Ashfurlong Crescent, Sutton Coldfield S967.

1220 CLIMAX ex Super 95. Fully balanced, diaphragm clutch, complete with ZF gearbox. Both in "as new" condition. Can be stripped for inspection. £190 o.n.o.—Gerrards Cross 2240.

1950 VAUXHALL Wyvern engine, and all spare parts. Engine still running.—Contact I. J. Wilson, 183 Greenway, Pinner Green, Pinner, Middlesex.

WANTED 1,100 c.c. 100E Ford engine with Willment o.h.i. head, high lift camshaft, distributor, alloy fly wheel and manifold for twin SUS, alternatively Willment o.h.i. head with manifold for twin SUS. Must be complete, price required C.I.F. Port Swettenham, Malaya.—Box 9234.

EXCHANGES

BERKELEY T.60, 1960, many mods, and extras. Part exchange for Skoda or Offers.—Box 9233.

**Remember
this date...**

**750 FIRST NATIONAL
BRITISH SPEED
HILL-CLIMB**

**WISCOMBE PARK
SOUTHLEIGH
COLYTON, DEVON**

**Sunday,
13 October**

Commencing at 11.30 a.m.
(Practising 12 October)

Admission Free — Car Park 12/6d.
Motorcycles 2/6d.
Transfer to Paddock 2/6d.
Refreshments available.

Magnificent entry including all the well-known Hill-Climb exponents. Classes for Saloons, Sports and GT cars. Sports/Racing, Racing and Vintage cars.

FOR SALE ROGER NATHAN

offers his AUTOSPORT CHAMPIONSHIP winning LOTUS ELITE.

This fabulous car is the fastest Elite in the country. Holds the up to 2,500 c.c. G.T. lap record at Snetterton and has broken the lap records at Silverstone and Crystal Palace. No expense was spared in building and preparation at the beginning of 1963. Each component part, e.g., bodyshell, suspension, wheels, etc., was made to his individual requirements, resulting in a race-winning car. Roadholding and braking are unbeatable. The engine is a very special 1216 c.c. FVE Coventry Climax developing in excess of 108 b.h.p. and is 100% reliable. This car is docile for road use, yet ready to race immediately. Can be seen at Brands Hatch this Sunday, 6th October. Part exchanges welcome. H.P. terms arranged.

REDpost 3651

Private: FINchley 1606.

GEARBOXES

BELL housing and input shaft for mating Hewland/VW gearbox to Climax 1.5-litre and 2-litre.—Jack Russell, Mansfield, West Calder.

BRAND new g/box with overdrive for 1960 Austin-Healey 3000, Model BNY and BT7, up to engine No. 29E 2245. List price for this surplus stock £115, will accept £60 for quick sale.—Cordingley & Sons, Ltd., B.M.C. Main Parts Stockists, Haslingden, Lancs. Rossendale 1741/2/3, 8 a.m. to 5.30 p.m. weekdays.

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

FORD 105E four-speed gearbox. £10.—Fisher, 36 Brook Crescent, London, E.4.

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

105E FORD close-ratio gearbox. £25 o.n.o.—Phone ELMbridge 8356.

HARD TOPS

HARD TOPS

for

Sprite Mk. I and II; Midget; Turner; M.G.B.; Healey 3000 and B.N.6 (4-seats).

Beautifully finished inside and out. Completely weatherproof, prices from £26.

For details:

Phone: Willesden 7070 or write to

CLIFFORD ENGINEERING,

27 Aylestone Avenue, London, N.W.6.

HARD TOP for Sprite Mk. II or M.G. Midget. Excellent condition in old English white, £15.—Turner, Borough Green 378.

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

SUNBEAM ALPINE, 1959-62. Works hard top, black, as new. Offers.—Preston, Thorpe, Ashbourne, Derbyshire. (Tel.: Thorpe Cloud 209.)

INSURANCE

CITY ASSURANCE CONSULTANTS LTD.

Specialist Insurance of
SPORTS CARS, SPECIALS,
RACING DRIVERS.

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

CITY 2651/2/3.

MISCELLANEOUS

FOR SALE.—Tonneau cover for XK 120 Jaguar, as new, £6 o.n.o. Service manual for XK 120 and Mk. IIV Jaguar, £2 o.n.o. Cylinder head, suit Sunbeam MK II, IIA, III or 1954 to 1961 Humber Hawk, little used, £10 o.n.o.—Atkinson, 3 Spark Lane, Mapplewell, Nr. Barnsley, Yorks. Phone: Darton 619 (9 a.m. to 6 p.m.).

NYLON-LINED throttle cables, B.M.C. Minis, Morris and M.G. 1100, 5/3, B.M.C. Coopers, A40, Riley, Wolseley 1500, Herald 948, Sprite, M.G. Midget, 6s. Minor 1000, Oxford Series II, III and IV 6s. 6d., Herald 1200 and Vitesse, 8s. 6d., Hillman Minx I, II and III, Husky I, 9s. 6d., Postage inc.—Motoserve (AS), 103 Westend Road, Bitterne, Southampton.

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

WHEELS, road, junior mags, 12 assorted R5, D12s, B.M.C. c.r. box, Gemini stepdown diff. and prop. 105E 80 b.h.p. Junior engine, £75 or exchange Cooper engine. Crypton rev., oil pressure fittings, Triumph Spitfire Junior head, Weber inlet racing exhaust, c.r. box, woodrim, plus 60 racing pistons.—AMHERST 3224.

YOUR car stolen? Not with an Autocon Anti-theft self setting control unit connected to the ignition! Simple installation. Complete kit with instructions only 69s. 6d. (p.p.). Satisfaction guaranteed.—Autocon Manufacturing Company, 11 Dryden Chambers, Oxford Street, London, W.1.

OIL COOLERS

INTERESTED IN OIL COOLERS?

Then please visit Stand No. 180 at The Motor Show, or write or phone: Gallay Ltd., 103-109 Scrubs Lane, London, N.W.10. Tel. LADbroke 3644. Gallay Oil Coolers prevent overheating, reduce bore wear, prevent bearing failures.

OIL COOLERS, slightly shop soiled, £3 each and p. and p. 2s. 6d.—Box 9242.

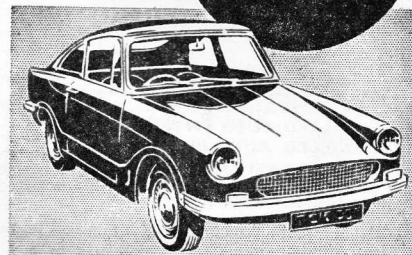
PERSONAL

DIRECTOR required. Investment £1,000, £850 p.a. plus bonus. Service contract and security given. Use of car. Business connected with motor racing. Previous experience not necessary. Competition licence useful.—Box 9218.

DRIVER with £600 required to drive brand new sports racer 1200 until New Year then 1,598 c.c. Share in car and start money. Pay own practice. London area. No time-wasters or free rides, please.—Box 9214.

EXPERIENCED International rally driver requires suitable navigator for R.A.C. Rally. Own expenses only basis.—Box 9235.

SPEEDWELL SALES FROM SATURDAY 5th to 12th of OCTOBER AT CORNWALL AVENUE, LONDON, N.3.



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

PRICE **£822.4.7** INC. P.T.
BUILT BY

BOND

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

RALLIES

THE 8th Bournemouth Rally, October 12th/13th. National and restricted event. 200 tough miles—no tricks. Time cards, Regs. from: B. Fisher, 40 Langside Avenue, Wallisdown, Dorset.

RALLY EQUIPMENT

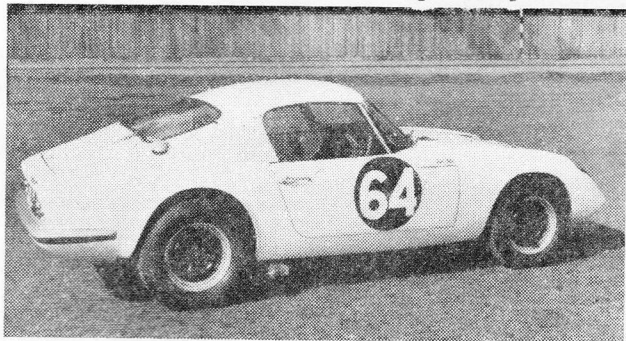
GARFORD. The Romer, designed by experts with Navigators in mind. Price 5s. post free from Garford Romers, 1 Peterborough Road, Harrow, Middx.

SAFETY BELTS

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

Continued overleaf

LOTUS ELAN GT CONVERSION by "Shapecraft"



We are able to take orders for this and other conversions to individual requirements. Details on application.

SHAPECRAFT

326 Ewell Road · Surbiton · Surrey · Elmbridge 0766

SURBITON MOTORS LIMITED

as agents for SHAPECRAFT body conversions and owners of the car pictured, we invite customers to visit our showrooms to inspect this car.

Offers are invited for the purchase of our Elan to complete racing specification.

Strengthened chassis, modified suspension, competition shockers, special hubs, rear anti-roll bar, interior roll bar, lightweight racing seats, bell housing and differential carrier, close-ratio gearbox, several axle ratios, spare gearbox. Genuine 145 BHP Cosworth twin-cam engine and GT bodywork. 2 sets of wheels fitted with R.6 Dunlops.

(CAN BE SEEN AT BRANDS HATCH ON SUNDAY)

Also a varied selection of good used cars available for inspection,
1 Central Parade · St. Marks Hill · Surbiton · Surrey
Elmbridge 8356

Classified Advertisements—continued

SAFETY GLASS

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

SHOCK ABSORBERS

KONI SHOCK ABSORBERS are available for practically every car and commercial made. Obtainable from your usual garage or J. W. E. Banks & Sons Ltd. (Dept. 14), Crowland, Nr. Peterborough, Northants. Phone: Crowland 3167/8.

SITUATIONS VACANT

SKILLED AUTO TESTER
SKILLED AUTO FITTERS
SKILLED AUTO ELECTRICIANS
urgently wanted by

FIAT (ENGLAND) LTD., Water Road, Wembley. Tel. ALperton 2981.

Good wages for the right people.

An excellent opportunity occurs in a well-known motor car firm for a

BODY SHOP FOREMAN.

To a first-class man, experienced in his job, an exceptionally high salary will be paid.

Full particulars of experience, age, etc., to be sent to **Box 9244.**

A VACANCY exists in a well-known London conversion business for an assistant to the Managing Director. A young man of good education with at least some knowledge of car engines will be appointed. Outlet for enthusiasm, but none for embryo motor racers.—**Box 9245.**

SITUATIONS WANTED

CELLULOSE sprayer with considerable experience of motor repair work requires position as chargehand or foreman with a progressive firm.—**Box 9229.**

ENTHUSIAST, 19, Public School. Just failed "A" levels. Requires position with competition concern. (Possibility of capital investment.)—**Box 9217.**

SPARES & ACCESSORIES

A STON MARTIN—for DB2 and DB2/4: Two complete rear axles (unused). Four Afim drums, 2 ins. wide rubbing surface. Sundry brake linings (unused). One propeller shaft (no slicing joint). Various clutch covers (unused). Various shock absorbers (used). One thermostat housing. Rear suspension housings (unused). One cylinder head, reconditioned and built up complete for Vantage 2.6-litre engine.—Gordon Sudworth, Maple Street, Moldgreen, Huddersfield 8844.

A35 o.n.o. 105-109E special inlet manifolds for 1½ ins. SUs, and four-branch exhaust, £12 10s. Four-cylinder Scintilla vertex, also Lucas racing magneto. Four Climax STD; FPF pistons. Offers.—G. M. Jones, 21 Radnor Mews, London, W.2.

B.M.C. A-TYPE F.J. cam (new), remote gear-shift, ex-Brooklands Riley. Offers? Desperately required: Rolls-Royce V12 PIII engine or information, condition immaterial.—**Box 9232.**

HARD top (Sunbeam Alpine I or II), almost new, cost £60. Take £40.—Mr. Webber, 12 Stumblemead, Balcombe, Sussex.

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

TR3A gearbox and overdrive recon. as new. £35 or £20 exchange. F/glass bonnet, doors, boot lid. £10. Upholstered f/glass racing seat. £5.—Solihull 5955.

1961 M.G.A., damaged, £140. Bodysells: M.G.B., £70; TR4, £35; Sprite, £12; TR4 hood, £10. Others.—After 6.30 p.m., Campbell, Grove Farm, High Road, Chadwell Heath, Ilford, Essex.

STEERING WHEELS

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

SUPERCHARGERS

SHORROCK. B.M.C. Series "A" or "B".—Hatch Beauchamp (Somerset) 402. **SHORROCK** distributors in the North. All kits in stock.—The Rally and Speed Shop (Bob Soper), 194 Harrogate Road, Leeds 7. Tel.: 68420.

TYRES

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

CASH waiting for 13/15 racing tyres, Xs, SPs, Cintaras, surplus speed equipment.—Kaysport, 10 Green Lanes, Palmers Green, Bowes Park 5871. 5.10.63 onwards.

DUNLOP racing tyres, 550 x 15. Virtually new. £3 10s. each.—Carpenters Autos Ltd., The Green, Hampton Court. Molesey 255.

WANTED urgently: Dunlop Racing 450 x 13, W 550 x 15. New or near new, any number. Good price and freight paid. Write Air Mail—Sager, Renton Road, Mt. Albert, Auckland, N.Z.

WHEELS

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

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

WANTED

A STON Martin, 1957, DB2/4, 3-litre cylinder block or would consider complete engine.—Eric Williams, Ltd., Pierpoint Street, Worcester. Phone 25786.

AUSTIN-HEALEY Sprite Mk. II or similar wanted.—Somerset House Garage (Birmingham) Ltd. Tel.: Midland 2615.

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

BONNET for Mk. 1 Sprite. Also hood (red) and h.c. cylinder head.—**Box 9228.**

FORMULA JUNIOR chassis or rear end. Write-off.—Konrad, 29 Derby Lane, Liverpool.

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

MK. I Austin-Healey Sprite, bonnet std. or special.—Henderson, Spitalrigg, Haddington, East Lothian.

VOLVO B18 owner urgently requires rally equipment for same. Bucket-type seats, roof lamp, map light, Halda, w/rim wheel.—W.H.Y.? Ramsden Heath 361.

WANTED.—Close ratio Cooper or Lotus g/box, suitable rear-engined F1 Lotus 18, fitted 1½-litre Climax, also set of front shock absorbers and springs for same.—P. Bailey, 11 Fawley Drive, Prestbury, Cheltenham. Tel. 7505.



ASTON MARTIN

H.W.MOTORS (George Abecassis) Ltd., Aston Martin distributors and leading retailers; demonstration car available.—New Zealand Avenue, Walton-on-Thames 20404.

BOND EQUIPE

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

CITROEN

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

FERRARI

MARANELO CONCESSIONAIRES LTD., sole importers and concessionaires for the U.K. and Eire for Ferrari cars and spare parts.—18 St. Swithins Lane, London, E.C.4. Phone: MANsion House 4640.

FIAT

CROYDON'S Fiat Centre.—Donald Vince, 210 Brigstock Road, Thornton Heath. Phone: THOrnton Heath 2384.

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

FORD

NEW Ford G.T. Cortina, finished in pale yellow—list price. Hire purchase, part exchanges and insurance can be arranged. Contact—Lotus Retail Sales Department, Delamare Road, Cheshunt, Herts. Tel.: Waltham Cross 26181.

JAGUAR

JAGUARS on show. E-type fixed head coupé, black with red upholstery. 3.4, overdrive, silver blue/dark blue. 2.4, overdrive, silver grey/red.—Fields of Crawley. Tel.: Crawley (Sussex) 25533.

M.G.

STRADLINGS OF NEWBURY LTD. (The Nuffield People), immediate delivery: M.G.B., red/black trim, overdrive, heater, anti-roll bar, tonneau. M.G.B., red/red trim, heater and tonneau. Midget, B.R. green, heater. Full sales and service facilities.—Tel.: Newbury 3181/5.

MARCOS

MARCOS CARS LTD.
SALES AND SERVICE

The Marcos, one of the most outstanding G.T. cars available today. Available with 1-litre or 1½-litre power plants. Equally suitable for road or competition.

Personal attention at all times.

Write or telephone for further details.
Greenland Mills, Bradford-on-Avon, Wilts.
Tel.: Bradford-on-Avon 2279.

MORGAN

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

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

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

MORRIS

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

PORSCHE

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

RILEY

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

SAAB

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

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

SIMCA

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

SUNBEAM

NEW Sunbeam Alpine GT. Overdrive. Gold metallic. Immediate delivery.—M.E.T. Garages Ltd., 409 Kilburn High Road, N.W.6. (Adjacent Kilburn Underground—Stammore Line—and Kilburn Classic Cinema). Tel.: MAIda Vale 4801/2/3 and 7082.

TRIUMPH

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

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

TRIUMPH TR4. Berkeley Square Garages, Ltd., London car dealers. TR4 specialists, cash or H.P. Special repurchase terms for overseas visitors.—Berkeley Square, London, W.1. GROsvenor 4343.

VANDEN PLAS PRINCESS

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

VAUXHALL

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

VOLVO

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

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

WOLSELEY

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

MISCELLANEOUS

ALL makes—competitive, state requirement! Generous exchange. Have cars—will travel.—Tarrant & Frazer, 70 Chalk Farm Road, N.W.1. GULiver 1350. (Freelance, Trade invited.)

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

GOLD SEAL CARS

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

TELEPHONES
 NEW CROSS
 7433/3980

£1,095 1961 **FACEL VEGA FACELIA, FHC.** Finished in white. R/hand drive. Four seater, engine overhauled in Paris last month.
 £765 **TRIUMPH T.R.4.** Finished in red. Fitted with heater, discs, etc. Hard top available.
 £695 **JAGUAR XK150 FHC 1960.** Immaculate in Sherwood green, O/D, wire wheels, radio, etc.
 £595 **AUSTIN-HEALEY 3000, 1960.** Ivory with black panels, wire wheels, O/D, heater, unmarked, another in red.
 £595 **1960 DAIMLER DART SP250.** Finished in green with beige hide upholstery. Heater, etc., one owner, another in ivory.
 £495 **LOTUS SUPER 7, 1962.** Cosworth 109E unit, flared wings, one owner.
 £495 **1960 TRIUMPH T.R.3A.** Finished in powder blue. Fitted with heater, overdrive, rear seats. Power discs, hard top, etc.
 £495 **1959 SUNBEAM ALPINE.** Finished in green with black interior. Fitted with overdrive, wire wheels, heater, etc. Another in Moonstone.

£495 **1962 M.G. MIDGET.** Finished in blue. Mint condition throughout.
 £495 **1963 MINI COOPER.** Finished in harvest yellow with white roof. Fitted with safety straps, etc.
 £475 **1960 T.V.R. GRANTURA, M.G. 1600 unit.** Finished in grey. Fitted with heater, reversing light, etc., another at £395.
 £475 **PEERLESS, 1958.** Webasto roof, O/D, heater, etc. B.R.G.
 £465 **A.C. ACE, 1955.** Exceptional in flame red, excellent history.
 £345 **LESTER M.G. GT. 1500.** Built by Toulmin Motors. A very well finished car with excellent history.
 £325 **1960 AUSTIN-HEALEY SPRITE.** Finished in blue. Various extras. Very genuine car in every respect. Another in green. Two others in green or white.
 £285 **1956 TRIUMPH T.R.2.** Finished in Polychromatic blue. Excellent condition throughout. Another at £245. Finished in red.
 £145 **DELLOW 4 seater.** Finished in primrose.

H.P. DEPTS
 SETTLED
 LOW
 INSURANCE
 RATES
 H.P.
 FROM 1/2
 DEPOSIT
 PART
 EXCHANGES

MG SPECIALISTS

In our Showrooms
 NOW with the M.G.
 Midget, Magnette,
 Mk. IV, M.G. "1100",
 & M.G.B.

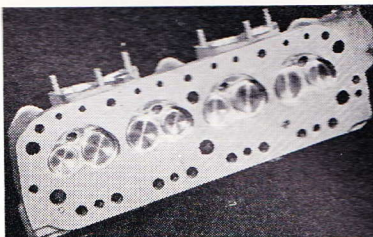
ENTHUSIASTS!
W. JACOBS & SON LTD.
MILL GARAGE
 CHIGWELL ROAD
 LONDON, E.18
 WANSTEAD 7783/4/5.

THE **MG** SPECIALISTS

GT CITROEN BY CONNAUGHT

SEND FOR DETAILS NOW—
CONNAUGHT CARS (1959) LTD.
 PORTSMOUTH RD. (A3), SEND, SURREY. RIPLEY 3122

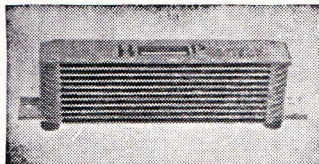
A Light Alloy Cylinder Head gives the greatest increase of power with power economy and smoothness of any single component.



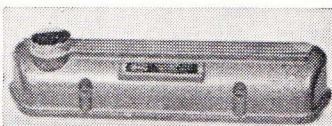
The **HRG-DERRINGTON HEAD** for "B" series B.M.C.
 1,496 c.c. to 1,800

4 separate inlet ports, giving cross flow, developing 20% more power on same c.r. than standard with 10% economy and greater smoothness. Mk. II kit with valves and springs, assembled, **£68.10.0**
 Mk. III for 1800 models, **£75.**

For "A" series Minis and 1100s, BARWELL, assembled with valves	...	£37.10.0
SPEEDWELL with valves, springs	...	£49.10.0
" FORD 100E AQUAPLANE	...	£12.15.0
" ZEPHYR AND ZODIAC MK. III RAYMOND MAYS kit, 127	...	
" B.H.P.	...	£130.00.0
" FORD ZEPHYR 4 AND CONSUL MK. II RAYMOND MAYS kit,	...	
90 B.H.P.	...	£80.00.0



LIGHT ALLOY OIL RADIATOR KITS
 Reducing oil temperature and improving pressure under hard driving conditions. Complete with high pressure hoses, unions, adaptors and brackets to fit. "A" ser. Minis, 1100s, **£12.10.** "B" ser. **£14.** Ford 105E to 116E, Triumph TR3, Spitfire, Vitesse, **£15.10.** Radiators only **£9.** Postage 3/6.



LIGHT ALLOY ROCKER COVERS

Deaden sound, more oiltight. Super models with C.P. filler caps and fixing nuts. Superseal gaskets, crackle black finish with polished ribs, for Ford 105E to 116E, "A" ser., Minis, 1100s, £4-2-6. Herald, Spitfire, £4-7-6. "B" ser., and 1800s, £4-12-6. Triumph TR, Vanguard, £5-15-0. Polished finish 10/- extra. Postage 3/6.

WEBER CARBURETTOR KITS

For most popular makes.
 Send 6d. stamps for Tuning Lists, mentioning make and model.
 Open 8.30-6.30 weekdays.
 " 9 -12.30 Sundays.

V.W. DERRINGTON KINGSTON LTD
 5621/2

159 & 161 LONDON ROAD, KINGSTON-UPON-THAMES



CAR RACING

SUNDAY, 6th OCTOBER, at 12.30 p.m.

200 miles of Motor Racing on the Grand Prix Circuit

Guards Trophy Sports Car Race • Slip-Molyslip Saloon Car Event

John Davy G.T. Trophy

Kingsdown Trophy for Formula Junior Cars

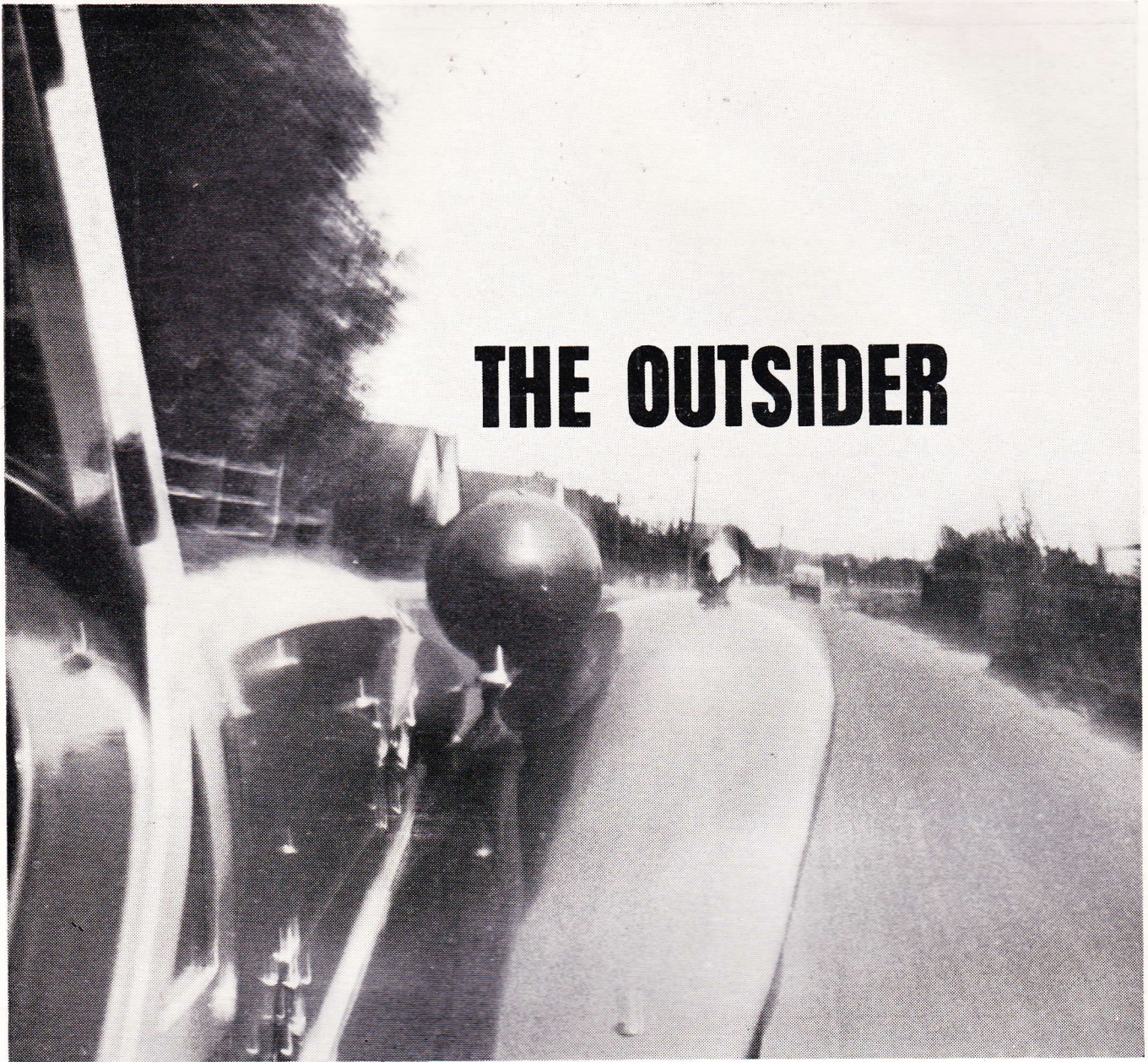
Farringham Trophy for Single Seater Racing Cars, etc., etc.

Reserved enclosures: 7/6 Adults, 2/6 Children. Grandstand: 10/- and 2/6 extra
 Parking: 5/- Cars, 2/6 M/cycles

Practising Saturday, 5th October, 9 a.m.-5 p.m.

On the A20 route nr. Farringham. Buses 478, 21; Green Line 703 or by S.R. to Swanley Station, then by bus to the Circuit.

BRANDS HATCH CIRCUIT LTD. • FAWKHAM • KENT
 Tel: West Ash 331



THE OUTSIDER

This is you—the outsider, the unspeakable individualist self-expressed in the power of the Lotus Seven. A withering 0-60 m.p.h. in 6.5 secs.—100 m.p.h. and stop in 25 seconds—and never overtaken. 90 b.h.p., synchromesh, discs, Lotus suspension and all-weather protection. Racing Lotus in straightforward-to-assemble kit from £499. Take everything sweetly, safely in this outsider-Seven, by Lotus.



LOTUS SEVEN



Lotus Cortina
from £1100 inc P.T.



Lotus Elan £1095



Lotus Elite from £1299

Now ask for a demonstration at Lotus

NAME AGE

ADDRESS

..... TEL

Post to: LOTUS RETAIL SALES DIVISION,
DELAMARE ROAD, CHESHUNT, HERTS. AS3

