

35¢

SEPTEMBER 2, 1960

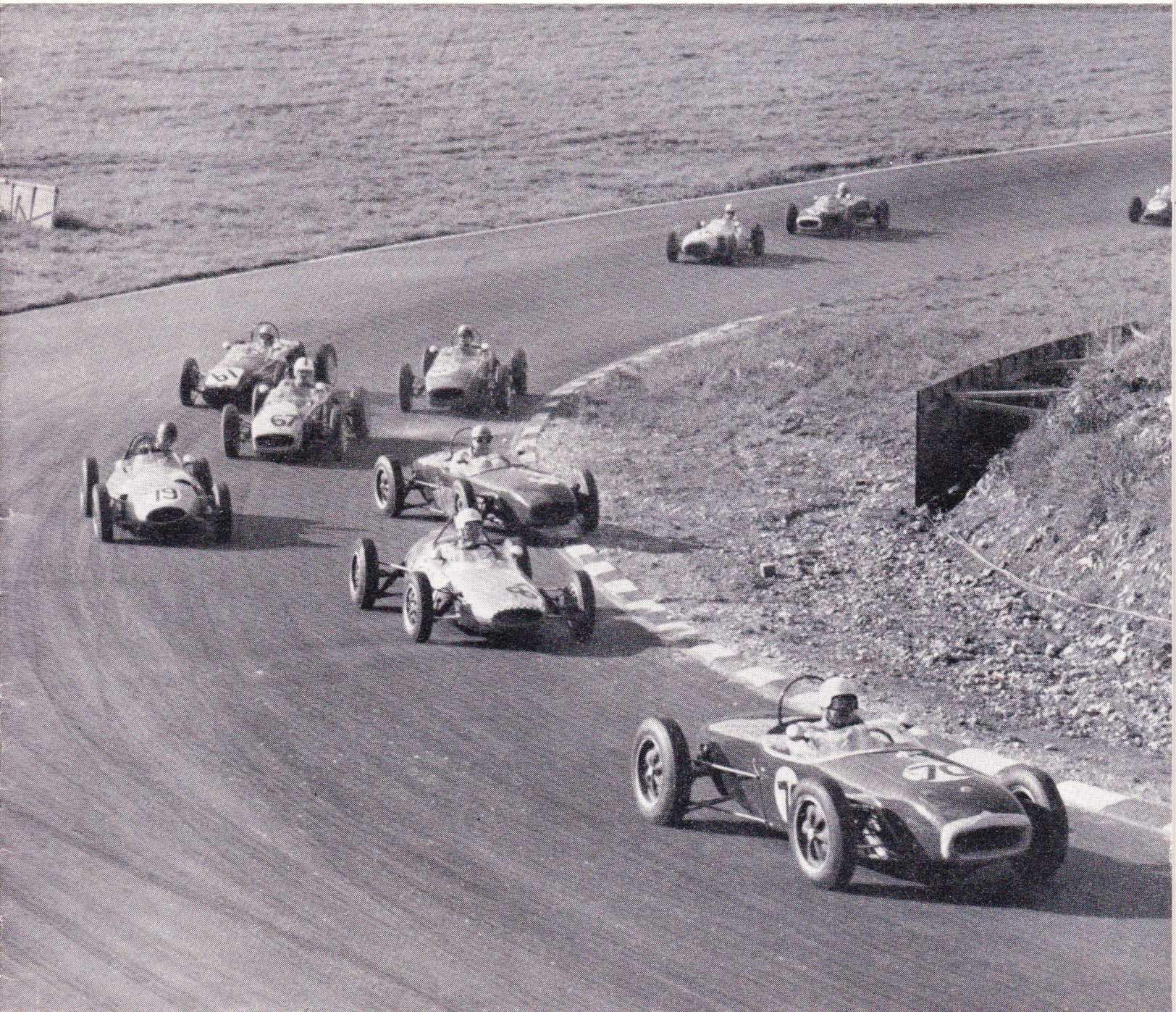
AUTOSPORT

1/6

EVERY FRIDAY
Vol. 21 No. 10

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

THE INTERNATIONAL BRANDS HATCH MEETING—FULL REPORT AND PICTURES
VINTAGE PRESCOTT : CLUB RACING AT SILVERSTONE AND OULTON PARK

"To export is a basic ingredient of our recipe for life. It would perhaps be even more so in the future. We have been exporters for several centuries, and we must go on. The amount which we must earn will be dictated by our needs, but those needs must grow if we are to play our part as a leading modern industrial society".

MACMILLAN, 19.7.60



PECO

**BRITAIN'S LARGEST MANUFACTURER
OF SPEED TUNING EQUIPMENT
EXPORTS NEARLY £2,000,000
WORTH OF HI-PERFORMANCE
EXHAUST CONVERSIONS FOR
BETTER ENGINE PERFORMANCE THE WORLD OVER**



Conclusive proof that more and more motorists are finding the advantages of fitting the genuine PECO Tuning Unit either alone or incorporated in the PECO Phase II Kits. More advantages because PECO Hi-Performance "Bolt-On" Speed Equipment has been proved by the National and Motoring Press to give more m.p.g.—better all round performance, faster acceleration with less strain on your engine, and easily fitted to any model of car.



INSIST ON A GENUINE PECO PRODUCT. NO OTHER DEVICE DOES OR CAN INCORPORATE THE PECO PATENT TUNING METHOD. LOOK FOR THE PECO WINGS.

PECO

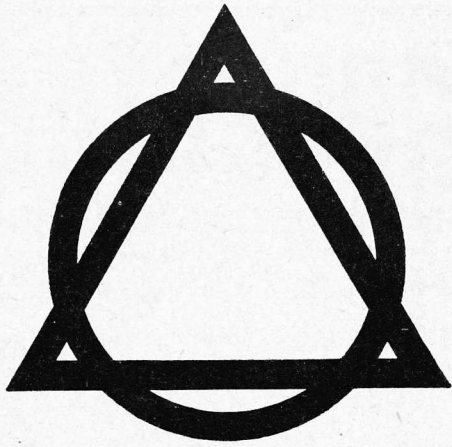
**"BOLT-ON"
SPEED TUNING
EQUIPMENT**

PECO products are fully guaranteed, and protected against imitation by patents. Write for fully descriptive illustrated literature NOW.

PERFORMANCE EQUIPMENT COMPANY LIMITED

Tower Building · LIVERPOOL 3

Telephone CEN. 9626 (4 lines)



THE BKMA SYMBOL IS YOUR GUARANTEE

The symbol of the British Kart Manufacturers Association is your absolute assurance that your Kart is one of the RIGHT make : a Kart designed to meet the exacting R.A.C. requirements . . . built with the RIGHT materials to stand up to a winning pace at meeting after meeting. Make sure your Kart bears the BKMA symbol.

MAKE SURE OF THE MAKE-
look for the BKMA symbol.

CASH PRIZES
totalling £200 in

the **TENTH**
ANNIVERSARY
LONDON RALLY



October 7th/8th

Clerk of the Course : Nancy Mitchell

Innovations will make this anniversary 'London' the best ever. The Rally will start from LEEDS, BIRMINGHAM TAUNTON & LONDON and will end 'somewhere in Wales'.

Cash Prizes totalling £200 will be awarded in addition to the usual impressive list of trophies.

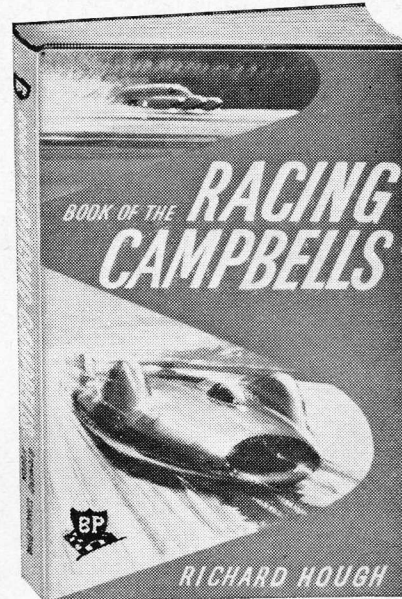
Entries, strictly limited to 240, are already coming in fast. Get yours in NOW before it is too late.

Regulations and details from :

**MRS. JANE ACTMAN, 18 MARLBOROUGH ROAD
RICHMOND, SURREY. Telephone RICHmond 0475**

NOW—AS DONALD CAMPBELL
AGAIN THRILLS THE WORLD

READ...



THE SPEED STORY OF THE CENTURY!

THOSE fabulous Campbells! First the father, then the son . . . setting the blazing mark for *speed* in this 20th century. Flashing across land and water in their famous *Bluebirds*, they trained their sights on progress, danger, and glory . . . for themselves and for Britain.

Now read their adventure in every vivid detail, in THE BP BOOK OF THE RACING CAMPBELLS . . . brilliantly told by Richard Hough, Britain's foremost racing writer. All their tight corners and thrills . . . their setbacks and triumphs. It's the stirring story of machines and excitement . . . but even more it's the story of the men themselves. Sir Malcolm, the great pioneer. And Donald, who has carried the *Bluebird* tradition to even greater glories.

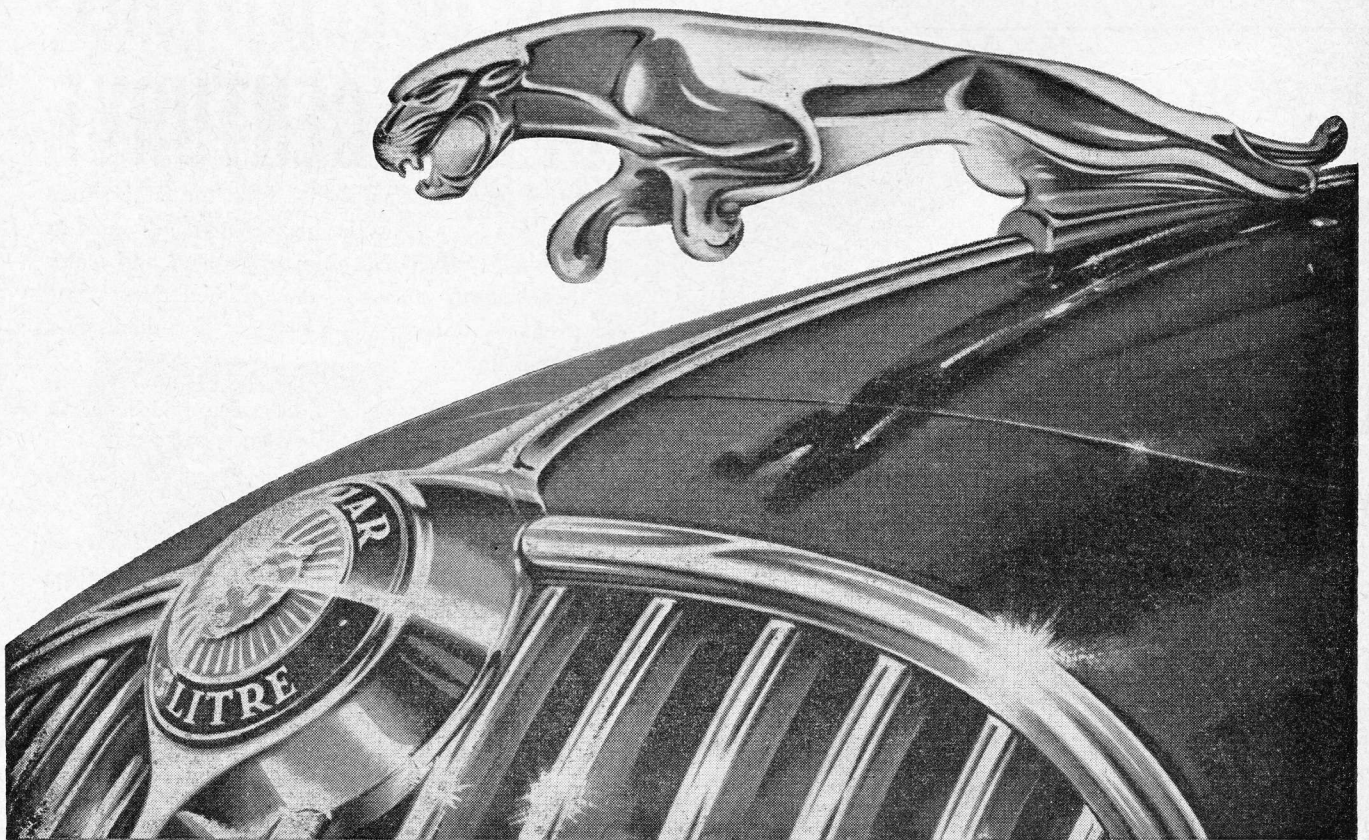
A book you won't put down. Two men you won't forget. Order your copy of THE BP BOOK OF THE RACING CAMPBELLS—now! 12/6 from your newsagent or bookseller.



12/6 THE BP BOOK OF THE RACING CAMPBELLS—
Published by STANLEY PAUL, in collaboration
with THE BRITISH PETROLEUM CO. LTD.

G R A C E S P A C E P A C E

*You enjoy
a very special kind of motoring
—when you own a Jaguar.*



AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 21 No. 10

September 2, 1960

Managing Editor GREGOR GRANT

Assistant Editor MARTYN WATKINS

Technical Editor
JOHN V. BOLSTER

Art Editor
THEO PAGE

Northern Editor FRANCIS N. PENN

CORRESPONDENTS

Northern Ireland	BRIAN WADDELL
Eire	BRIAN FOLEY
Continental	GERARD CROMBAC
Western Germany	ALAN BRUCE
Scandinavia	HANS FRIES
U.S.A. Editor	RUTH SANDS BENTLEY
West Coast	GORDON H. MARTIN
Southwest	JIM HALL
South America	Dr. VICENTE ALVAREZ
Canada	BILL WORDHAM

PHOTOGRAPHIC SECTION

Chief Photographer	GEORGE PHILLIPS
Scotland	W. K. HENDERSON
Continental	MAURICE LOUIS ROSENTHAL
U.S.A.	OZZIE LYONS

CONTENTS

	Page
Pit and Paddock	321
Sports News	322
V.S.C.C. Prescott Hill-Climb	323
B.R.S.C.C. International Brands Hatch Meeting	324
A.M.O.C. Silverstone Race Meeting	328
B.A.R.C. Oulton Park Race Meeting	330
John Bolster Tries a G.N. Vitesse	332
Liverpool M.C. Oulton Park Sprint	334
Correspondence	336
Club News	338

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

Editorial and General Office PADDington 7673
Advertising Department PADDington 7671-2

General Manager PETER BAYLEY

Advertisement Manager NORMAN H. BIGSBY

Annual Subscription £4 9s. 0d.

(U.S.A. and Canada \$13.00)

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.

EDITORIAL

LAST HOUR APPEAL FOR G.P.

THIS week-end British manufacturers make a final appeal to the C.S.I. of the F.I.A., seeking to have the 1961 Grand Prix Formula for 1,500 c.c. cars postponed for one year. Another alternative is the dropping of the 450 kilogrammes weight limit. It is most unlikely that the appeal will be successful, for the C.S.I. seem to have dug their heels in firmly as regards the "half-ton" formula, and there is only a remote chance of them changing their decision. On the other hand, should Ferrari, Porsche and Maserati favour a retention for one more year of the existing 2½-litres formula, then the British plea may receive every consideration. No one can possibly depend on this, for both Porsche and Ferrari are now known to have gone ahead in the development of their 1961 1½-litre cars. It would appear that British racing car manufacturers will have to go right ahead with 1,500 c.c. cars, or withdraw from Formula 1 racing until such time as satisfactory machines have been produced. The engine problem must be faced, for, in order to counteract the 450 kilogrammes weight factor, far more power must be produced than is possessed by existing Formula 2 cars. Naturally Cooper and Lotus will have to depend on Coventry-Climax, Ltd., for neither have the equipment nor the facilities to build power-units as are possessed by B.R.M., Vanwall, Aston Martin, Ferrari, Maserati, Borgward, Alfa Romeo, Porsche and others. If the Grand Prix of Argentina is held as planned in January, then it will almost certainly be a World Championship event for 1½-litre formula cars. This does not give much time for British cars to be made ready, and short of modifying existing Formula 2 cars, it is doubtful whether or not Team Lotus or the Cooper Car Co., Ltd., could enter the race with any confidence. It is certain that both Porsche and Ferrari will be ready, and Lance Reventlow is busily engaged on an entirely new 1,500 c.c. car, which may, or may not, be completed in time. It can be anticipated that the first appearance of any new British Grand Prix cars will be at Monaco. There is also Riverside to be taken into account, which means that skilled labour will be engaged in preparing existing 2½-litre cars for the Grand Prix of the United States of America. Coventry-Climax have worked near-miracles in the past, and maybe the famous Midlands concern will come to the rescue for 1961. B.R.M. are well advanced in their plans for a 1,500 c.c. car, but David Brown has intimated that Aston Martin will not be represented in Grand Prix racing. So far, Tony Vandervell has kept silent, but is known to be against the 1½-litre formula. This does not mean to say that Acton will not be in the fray!

OUR COVER PICTURE

FORMULA JUNIOR cars press on into South Bank Bend at the B.R.S.C.C. International race meeting at Brands Hatch last Saturday. Leading the bunch is John Brown (Lotus-Ford), ahead of Geoff Duke's rear-engined Gemini (87), Dennis Taylor's Lola-Austin (79), Steve Ouvaroff's Lotus-Ford (67) and Trevor Taylor's Lotus-Ford (61). John Hine, nudging the inside of the track, is about to get into trouble.

BP WINS AGAIN!

BRANDS HATCH

GRAND TOURING CARS

Overall winner **Ferrari** **Stirling Moss**
(Establishing lap record for G.T. Cars at 82.09 m.p.h.)

Over 2600 c.c. Class **1st** Ferrari **Stirling Moss**
2nd Aston Martin **J. G. Sears**

1001-1600 c.c. Class **1st** Lotus Elite **M. Parkes**
(Establishing joint lap record for this Class at 77.94 m.p.h.)

TOURING CARS

*Overall winner and
 over 1600 c.c. Class* **Jaguar 3.8** **J. G. Sears**
(Subject to official confirmation)

ALL USING BP SUPER-PLUS AND BP ENERGOL

Use BP Products in your car



DRIVE IN WHERE YOU SEE THE BP SIGN



OWING to the construction of the two million pounds sports centre at Crystal Palace, B.R.S.C.C. have regretfully had to cancel the National Open meeting scheduled for 3rd September.

PORSCHE and Ferrari are said to be after certain very well-known British drivers for 1961 G.P. races. Both also offer the bait of a sports car programme.

At least five events in 1961 will count for the World's Championship for Sports Car Constructors. These will probably be Sebring, Nürburgring, Argentina, Targa Florio and Caracas.

GRAN PREMIO DI PESCARA

Denis Hulme (Cooper) Wins After Duel With Colin Davis (Osca)

THERE was a real international feeling at the 25th G.P. di Pescara (reported briefly in last week's issue), with such drivers as Colin Davis, Juan Manuel Bordeu, John Love, Denis Hulme, Steve Ouvaroff, Henry Grandisire, Rob Slotemaker, and Roberto Lippi taking part. The race was held on 15th August on the 15-mile real road course, as used for many F1 G.P.s. It is a really tricky "driver's" circuit, allowing no room for any errors.

The large entry of 54 cars was split into two heats, the first of which was won by Colin Davis (Osca) from Bordeu (Stanguellini) and Scarfiotti (Osca). John Love slowed with a detached plug lead but completed the heat to be in the final. Richard Shepherd-Barron, who was lying fourth, had a lucky escape when a steering ball-joint fractured on his Taraschi and he ended up amongst some straw bales.

The second heat was won by Bandini's Stanguellini after Grandisire had burst a tyre and Ouvaroff's Lotus had a transmission failure. Denis Hulme was a close second although he had led for some time.

In the half-hour between the second heat and the final there was a great deal of frenzied activity amongst the New Zealand team as the cylinder head from Roy Johnson's Halson was changed on to Hulme's Cooper. He arrived on the line barely two minutes before the start.

Colin Davis jumped into an immediate lead, hotly pursued by Hulme and Bordeu. The Cooper was getting ahead of the Osca in the twisty section up in the hills behind Pescara, but the superior power and top speed of the Italian car was enabling Davis to hold a 50-yard lead however hard Hulme flung his Cooper round the bends. Bordeu held firmly on to his third place, never very far behind. Chasing him were John Love, Scarfiotti, Bandini and Keith Ballisat. On the seventh and last lap Hulme was pressing Davis hard in the mountains when a metal brake-line fractured in the Osca and Davis plunged off the road. The car was little damaged and he got it back into the race, managing to finish seventh just over a minute behind the leader. In winning this exciting race Denis Hulme in his Cooper also established fastest lap. R.M.S-B.

**Results
(Km. 179.053)**

1, Denis Hulme (Cooper-Austin), 1 h. 19 m. 18 s. (135.364 k.p.h.); 2, J. M. Bordeu (Stanguellini-Fiat), 1 h. 19 m. 27.7 s.; 3, John Love (Cooper-Austin), 1 h. 19 m. 44.2 s.; 4, L. Scarfiotti (Osca-Fiat), 1 h. 19 m. 47.7 s.; 5, L. Bandini (Stanguellini-Fiat), 1 h. 20 m. 55.2 s.; 6, Keith Ballisat (Cooper-Austin), 1 h. 21 m. 13.6 s.
Fastest lap: Hulme 11 m. 10.4 s.

PIT and PADDOCK

LES LESTON is acquiring a P444 Volvo in place of the 122S model he has raced this season in production car events.

REG PARNELL JOINS YEOMAN CREDIT

Full Programme of Grand Prix and Production Car Racing for 1961

REG PARNELL has been appointed racing manager of a new company styled Yeoman Credit Racing Team, Ltd., and takes up his new duties from 1st September. During the first season of Grand Prix racing Yeoman Credit was under the direction of Alfred Moss and Ken Gregory, who will continue to be responsible for cars entered for 1960 races at Snetterton, Oulton Park, Watkins Glen and Riversdale. Next season their activities in grand prix racing will be with the British Racing Partnership, Ltd., by mutual arrangement with Yeoman Credit.

Pursuing their policy of actively supporting the British motor industry through motor racing, Yeoman Credit Racing Team, Ltd., will acquire a full team of 1961 Formula 1 cars, and will also take part in production car racing.

Reg Parnell is an ideal choice as racing manager and his vast experience will be of immense value to Yeoman Credit. William and Fabian Samengo-Turner will continue to take a prominent part in the activities of the newly constituted team.

THE GRAND PRIX FORMULA

British Manufacturers Seek Postponement of 1,500 c.c. Formula Till 1962—Weight Limit Criticized

By GREGOR GRANT

A SPECIAL meeting of Great Britain's manufacturers of racing cars was held recently in the R.A.C., during discussions on 1961 events. It was decided to make a final approach to the C.S.I. of the F.I.A. to discuss the possibility of postponing the adoption of the 1,500 c.c. formula for another year, and to consider dropping the 450 kilogrammes minimum weight clause.

The meeting with the C.S.I. has been arranged for Saturday, 3rd September, and the British delegates will also hear the views of representatives from Porsche, Ferrari and Maserati. The views of Scarab will also be quoted.

At the R.A.C., F. W. E. (Lofty) England was in the chair, and the racing car manufacturers were represented by Charles Cooper, Colin Chapman, Raymond Mays, Peter Berthon and Tony Vandervell.

I do not expect that the C.S.I. will recommend any change. M. Perouse and his colleagues are still resentful of the attitude adopted by the S.M.M. and T., and one cannot hope for any support from the Italians and their supporters after the boycott by Great Britain of the Monza race. Of the major countries having decisive votes, Italy, France and West Germany will almost certainly support the original C.S.I. regulations. The U.S.A. and Great Britain appear to be the only countries who wish to continue the present 2½-litre formula, and it is unlikely that they will find additional support for this final appeal.

TOM WISDOM, who has had considerable experience of record-breaking at Bonneville, has been appointed as adviser during Donald Campbell's bid for the Land Speed record with Bluebird.

THIS year the Monte Carlo Rally Ball will be held in the Savoy Hotel on 17th October, in aid of the Ex-Services Mental Welfare Society. Joint presidents are Sheila Van Damm and Stirling Moss.

CLIVE LONES has joined the board of John Brown Motors, Ltd., of Upton-on-Severn, specializing in the tuning and preparation of Formula Junior and all types of racing car. He will take part in speed events with the famous veteran "Tiger Kitten".

ARRANGEMENTS are being completed for production of the 2-litre Warwick by a new company including Jimmy Byrnes and Bernie Rodgers. The car is a vastly improved version of the Peerless, and specification is somewhat similar, including the use of the well-tried TR3 engine and gearbox.

IT seems that we were misinformed about the modifications to K. M. Francis's successful Ford Anglia, mentioned in last week's issue. Mr. Francis tells us that all the non-standard equipment and alterations to the car are of Peco design and manufacture, with the exception of the Hepworth and Grandage high-compression pistons. The tuning equipment is, in fact, a modified form of the Peco Phase IV bolt-on speed kit.

SUNBEAMS FOR U.S.A.

NORMAN GARRAD has revealed plans for two factory-entered Rapiers to take part in the production touring car race at the International Race Meeting at Riversdale on 20th November, the date for the Grand Prix of U.S.A. Entered by Brian Rootes, the cars will be driven by Peter Harper and Paddy Hopkirk. Sunbeams have won the 1,600 c.c. categories in both races so far entered by the factory, at Silverstone and at Brands Hatch.

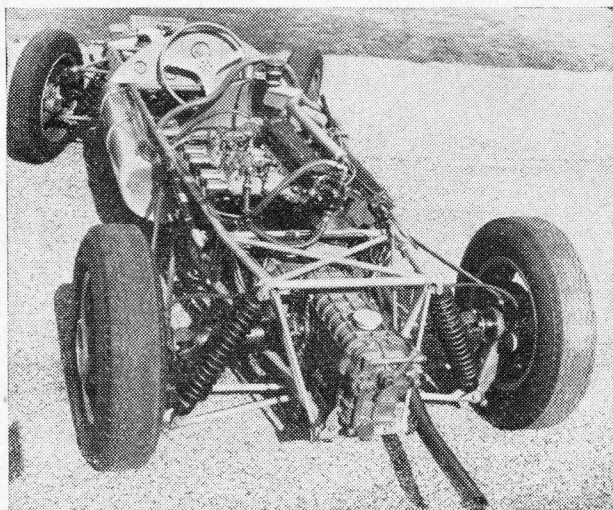
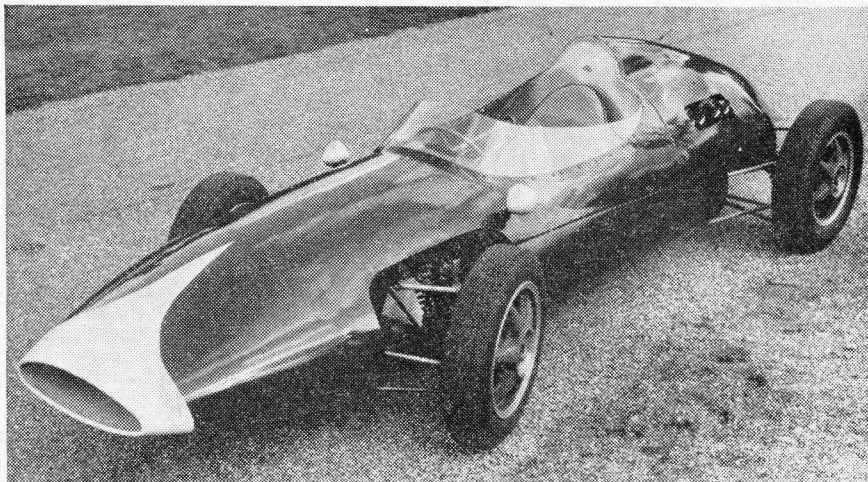
THE "AUTOSPORT" CHAMPIONSHIP

OWING to the cancellation of the qualifying heats for Classes A and C at Mallory Park recently, the Panel of the AUTOSPORT Championship has decided to count the race as having been run, although, of course, no points can be awarded or claimed. This means that E. P. Foden (Sprite) and L. Mayman (Morgan) are now eligible for the "Three Hours" at Snetterton on 17th September.

Provisional placings, based on the six best results, are:—

	Class	Pts.
1. Summers (Elite)	B	39
2. Gaston (Sprite)	A	38
3. Gerard (Turner)	A	32
4. MacKenzie (Turner)	A	31
5. Bryant (Turner)	A	29
6. Sutton (Austin-Healey)	C	27.5
7. Morgan (Turner)	A	27
8. Nurse (Elite)	B	22
9. Foster (M.G.)	B	20
10. Scrimgeour (Turner)	A	19
11. Fergusson (Elva)	B	16
12. Vincent (Elite)	B	16
13. Bloxham (Frazer-Nash)	B	13
14. Mayman (Morgan)	C	11
15. Graydon-Whitehead (Elva)	B	10
16. Elwes (Sprite)	C	7
17. Ide (M.G.)	B	7
18. Falconer (Turner)	A	4
19. Dewe (M.G.)	B	3.5
20. Brayshaw (Elva)	B	3
Foden (Sprite)	A	3

As joint holder of the AUTOSPORT Championship for 1960, Dick Stoop is also eligible to take part in the "Three Hours".



★

**NEW CONTEN-
DER:** Latest racing
car to be seen on
the circuits is the
Emeryson, which
comes as a Junior
machine or in hea-
vier metal form. The
F1 version has a
Colotti five-speed
gearbox, while in
both forms the
power unit (105E for
F.J.) is at the back.
Price of the Junior
is expected to be
about £1,250. The
F2 car made its
debut at Brands
Hatch on Saturday.

★

LEA-FRANCIS plan to announce a new high-performance machine styled the Lynx on the eve of Earls Court Motor Show. The company has been out of the car industry for several years.

THE late Charlie Tuck, one of the Ford works mechanics who was unfortunately killed in an accident while following his cars during the Alpine Rally, has been remembered, and a cheque for £102 10s. has been sent to his widow as the result of a collection made among drivers and officials at the rally prize-giving.

APPARENTLY the Tulip Stable's Formula 2 Cooper, driven ably by "Jimmy" Twisk at Snetterton on 14th August during the W.E.C.C. meeting, completed most of the distance suffering from severe over-heating, boiling merrily from the first lap onwards. It was this steam, it seems, that caused the "spray" from the back of the car.

A NEW MASERATI

FOR 1961, Officine Maserati are producing an entirely new rear-engined 2.8-litre sports car, with aerodynamic bodywork. Power-output from the 2 o.h.c., four-cylinder engine is 280 b.h.p. at 6,500 r.p.m. This will be the first Maserati with "motore posteriore" to be constructed by the Modena concern. Frame is definitely "bird-cage", and a five-speed gearbox will be used. Experiments are also planned of a Gran Turismo version.

MV AND STANGUPELLINI

ITALIAN technical quarters report the construction of prototype MV Agusta and Stanguellini Formula One cars for 1961. The last-named is said to have a horizontally opposed, six-cylinder air-cooled engine located behind the driver.

ALEXANDER "STAGE II" FOR FORD

ALEXANDER ENGINEERING CO., LTD., announce Stage I and II conversions for the 105E engine with their customary 12 months' guarantee. Stage I added-performance kit consists of two 1½ ins. SU 20-degree semi-down draught carburetors fitted to a high efficiency air-flowed manifold complete with air filters. The head is modified and reshaped to give full gas flow, ports are modified and combustion spaces reshaped and polished. Compression ratio is raised to 9:1 and fitting of double valve springs permits the use of higher r.p.m. without valve crash.

Stage II is achieved with two 1½ ins. SU 20-degree semi-down draught carburetors with a special gas-flowed manifold, enlarged ports and further modified combustion spaces.

A specially designed four-branch manifold and exhaust system is also available as an optional extra for £13.

For enthusiasts and rally drivers there is available from the Alexander range a super sports camshaft, price of which is £13 10s.

Stage I is offered at £45 and Stage II for £53.

SPORTS NEWS

THE "MARATHON DE LA ROUTE"

THE 90 competitors in the XXXth Liège-Rome-Liège who left Liège at 6 p.m. on Wednesday, 31st August, are due back in Spa from 6 p.m. onwards, on Sunday, 4th September. This morning they have done just over a third of the 3,000-mile route and are tackling perhaps the hardest portion of the whole route, the 300-mile stage through Yugoslavia.

The rally is again run with the zero lateness clause, whereby even a second's lateness at some controls will entail exclusion. So difficult, however, is the Yugoslavian section over dirt roads at an average speed of 40 m.p.h. that for Yugoslavia this is extended to 30 minutes.

Despite this, the Royal Motor Union of Liège expect the top crews to cover the sections "clean" so that there are 12 special stages where the average speed is just under 50 m.p.h. No crews will attain this on all the stages and the winners will be the crew which nearest approaches the impossible. These sections are around Spa, the 9,000-foot Stelvio, the Gavia, the Vivione, the Moistrocca in Yugoslavia, the Passo Duran, the Allos and some very steep sections in the hills around Grenoble which have not previously been used before.

The star-studded entry list includes most of the top European rally drivers. The Swedes, who have not had much luck in the marathon, are, however, not competing although Erik Carlsson will forsake his SAAB for a Morris Minor to act as "support party" for the official B.M.C. works team of Pat Moss/Ann Wisdom, John Gott/Rupert Jones, Peter Riley/Tony Ambrose and newcomers to the team, David Seigle-Morris/Vic Elford, all on the Healey 3000s which ran so well in the "Alpine". Other British entries are John Sprinzel/John Patten, Norman Blockley/R. Bloomfield, Danny Margulies/Stuart Turner, all on Austin-Healey Sprites, Bill Meredith Owens/Bill Bradley (M.G.A 1600), La Trobe/Huntridge, Wyndham/Avery (Mini-Minors), Macartney (who is driving his Elite with a Belgian) and Burke/Gilley (Volvo). As the marathon is a championship event, Basil Tye of the R.A.C. will be assisting the British contingent.

The Healey drivers are very experienced and several of them have a fine record in the marathon (the fourth place of Pat Moss/Ann Wisdom in 1958 is the highest placing in general classification yet attained by a British crew), but they will have stern opposition from such drivers as Buchet/Bianchi, Strahle/Wencher (Porsche Carreras), de Lageneste/Greder, Oreiller/Masoero (Alfa Romeo Giuliettas), Jose Behra (3.8 Jaguar) and the entire Citroën ID19 team, led by Rene Trautmann, who is currently leading the rally championship. A particularly interesting entry is that of Umberto Maglioli on a Lancia Flaminia. Maglioli brought himself to the fore and thereby gained his seat in a works team by his drive in 1952 on a Lancia Aurelia when he led until three-quarter distance when a valve dropped in.

A full report of the 1960 Marathon, which again promises to be the rally of the year, will appear in a future issue.

PRESSING ON: Neat but extremely fast was G. Chapman, whose E.R.A. made b.t.d. on its second run with a time (for the old course) of 47.73 seconds. Dr. Taylor, his nearest rival, was unable to record better than 48.06 seconds on this occasion.

FINE, and for the most part sunny, weather greeted the Vintage Sports Car Club's annual Prescott hill-climb on Sunday—following torrential rain and a tornado on the previous day. A full entry was received for the event, including most of the well-known cars which we have seen performing with their usual verve during this and previous seasons. Times on the hill—the old course was used for consistency and comparison—were in some cases disappointingly slow and for some reason there seemed to be often a lack of fire about the driving. To compensate for this, however, the racing classes saw some spirited motoring and to an E.R.A.—Gordon Chapman's car—went best time of the day, his second run in 47.73 secs. being too quick for even "Doc"

VINTAGE PRESCOTT

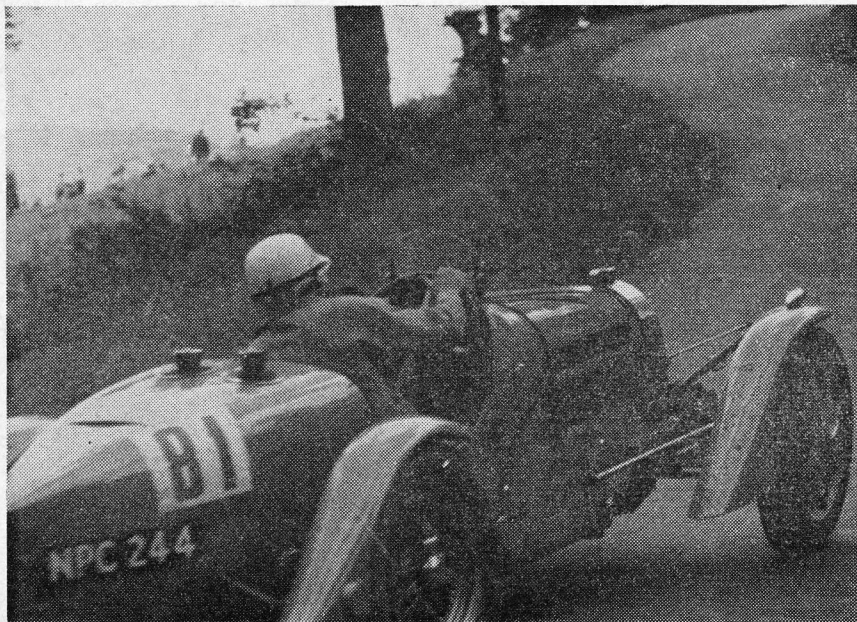
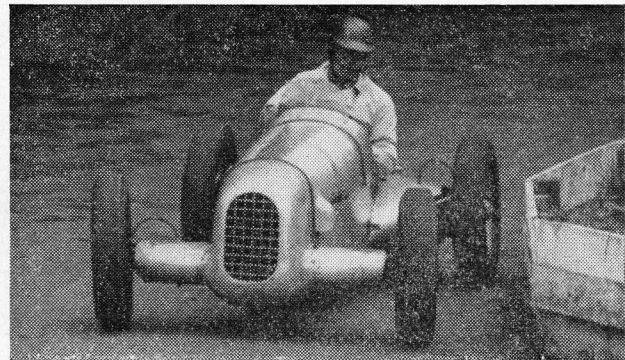
Taylor, whose Caesar Spl., a previous recorder of best time at this meeting, was quickest on its first run, going up in 48.24 secs. Fastest of the sports cars was Charnock's 4.3 Alvis, which recorded 50.62 and 50.31 secs., winning its class rather comfortably with serious opposition coming only from Harrison's Frazer-Nash (50.87 secs.). The Edwardian handicap class was won by R. A. Collings in his 1912-13 Züst which went up in 75.74 secs., while second was Lord Montagu in the 1912 Coup de l'Auto Sunbeam, recording 61.02 secs. Fastest of all among the Edwardians was Sam Clutton on the 9-litre Mercedes with a climb in 59.31 secs.—an extremely good

CLASS WINNER was J. M. P. Dowson in the Alec Issigonis-designed Lightweight Special. Dowson recorded a best time of 49.62 secs.

B.T.D. by
G. Chapman
(E.R.A.)

effort unfortunately defeated by the handicappers.

Outstanding in the bigger racing classes, apart from Chapman and Taylor, were Clifford (Alta), who did 49.91 on his second run; Sid Day and Peter Waller, both on E.R.A.s, who had a



brisk battle resulting in Day just getting the edge, doing 50.00 secs. against Waller's best of 50.24 secs.; Perkins (Bugatti), with 48.06 secs., and Frank Wall, whose magnificent Type 51 Bugatti just failed to break 50 secs. with a best time of 50.15 secs. In the Issigonis-designed Lightweight Special, Dowson romped up in 49.62 secs.

MARTYN WATKINS.

Results

- B.T.D.:** G. Chapman (E.R.A.), 47.73 s.
- Fastest Vintage:** J. M. Perkins (Bugatti), 48.06 s.
- Fastest Sports Car:** A. S. R. Charnock (Alvis), 50.31 s.
- Fastest Edwardian Car:** C. Clutton (Mercedes), 59.31 s.
- Sports Cars, up to 1,100 c.c.:** P. de Villiers (Austin), 57.63 s. **1,101-1,500 c.c.:** R. W. Ashley (Frazer-Nash), 51.60 s. **1,501-3,000 c.c.:** R. A. Pilkington (Alfa Romeo), 54.02 s. **Over 3,000 c.c.:** A. S. R. Charnock (Alvis), 50.31 s.
- Edwardian Handicap:** R. A. Collings (Züst), 75.74 s.
- Racing Cars, up to 1,100 c.c.:** J. M. P. Dowson (Lightweight Sp.), 49.62 s. **1,101-1,500 c.c.:** G. Chapman (E.R.A.), 47.73 s. **Over 1,500 c.c.:** J. M. Perkins (Bugatti), 48.06 s.

BUGATTI on the hill: A striking shot of Frank Wall's magnificent Bugatti charging at the last slopes of the hill.

START of the Kentish Hundred: On the front row are Dan Gurney (almost out of the picture), Innes Ireland (46), Stirling Moss (6), Jim Clark (48) and Joe Bonnier.

The Volvos of Peter Jopp and Les Leston were both in trouble; Michael Parkes went out in the first lap with transmission failure, leaving Peter Harper in the other works Rapier easily to lead the 1,600 c.c. category.

Graham Hill retired on lap four with engine trouble; Parness, trying to hold off Shepherd, went on the grass at the bottom straight. The A40 then went in hot pursuit of Albert Powell's Jaguar, and, to frantic cheers from the crowd, slipped in front on the last lap.

Ian Walker (Lotus) took the lead at the start of the Formula Junior race, chased by Jim Clark (Lotus) and Peter

Jim Clark's Day at Brands

Lotus Driver Wins Kentish "100"—Dan Gurney's Tremendous Bid—The Incredible Mr. Shepherd

THE Kentish "100" race for Formula 2 cars at Brands Hatch last Saturday was won by Scotland's Jim Clark of Team Lotus. In a really tremendous battle featuring the Lotuses of Clark, Ireland and Gurney, and the factory Porsches of Bonnier and Graham Hill, the issue was in doubt until the final lap, with Californian Dan Gurney making a desperate last-minute bid with a record lap of 1 min. 42.6 secs. (92.98 m.p.h.), and just failing to catch Clark by two-fifths of a second.

Stirling Moss (Porsche) was delayed with carburettor trouble, whilst Innes Ireland was penalized one minute for allegedly jumping the start. John Surtees, in second place, and overhauling Clark, was eliminated in the 20th lap after colliding with Geoff Duke (Lotus), who he was about to "double". Mike McKee and Dennis Hulme had a spectacular accident when their Coopers collided at Paddock Bend; both drivers escaped unhurt.

As is becoming a regular habit, Trevor Taylor (Lotus) won the Formula Junior race, and set up a new lap record of 1 min. 48 secs. (88.33 m.p.h.). Stirling Moss (Ferrari) easily won the Grand Touring event with Jack Sears (Aston Martin) runner-up. Sears won the touring car event with the Equipe Endeavour 3.8 Jaguar, but the honours in this race went to the incredible Doc Shepherd, whose A40 Austin, prepared by Don Moore, actually took second place, and set up a new 1,000 c.c. lap record of 2 mins. 6 secs. (72.49 m.p.h.). Moss's Ferrari set up a G.T. record of 1 min. 56.2 secs. (82.09 m.p.h.), and Michael Parkes (Lotus Elite) established new class figures of 2 mins. 2.4 secs. (77.94 m.p.h.).

OPENING event for touring cars was Doc Shepherd's race. Although Jack Sears (3.8 Jaguar) won outright, it was

GOING UP from Pilgrim's Drop is Hawthorn's Hill and Bend—a string of Formula 2 cars accelerate up the rise to the right-hander at the end.

the "Flying Doctor" in his Don Moore-tuned A40 who stole the limelight, and, in taking second place, managed to defeat four other Jaguars. Sears was on his own, leading from start to finish and never making a single mistake. Behind him, the 3.8 Jaguars of Albert Powell

BY GREGOR GRANT

Photography by George Phillips

and Vic Parness initially led the little grey Austin, but by lap three Shepherd was pressing both of them. Close behind came Tim Powell (3.4 Jaguar) and, incredibly enough, Graham Hill in the fantastically rapid Speedwell Austin Seven, shadowed by John Young's rare-sounding Anglia.

Ashdown (Lola). There was some sort of mix-up at Druids, and Clark fell right back to the tail of the field. Mike McKee (Lotus) came through, and at the end of the first lap lay right behind Ashdown, with Walker in third place, chased by Arundell (Lotus) and Surtees (Cooper).

On lap three, McKee took the lead. The Norfolk man was in irresistible form and gradually built up a big lead over his rivals. Alan Rees (Lola), Roger Prior (Lola), Chris Summers (Lotus) and G. Gartside (Cooper) all retired on this lap. John Surtees now came into the picture with the Ken Tyrell Cooper, and started tangling with Arundell and Walker. The motorcycle star snapped past Walker at South Bank Bend. Then Trevor Taylor (Lotus) tore ahead of

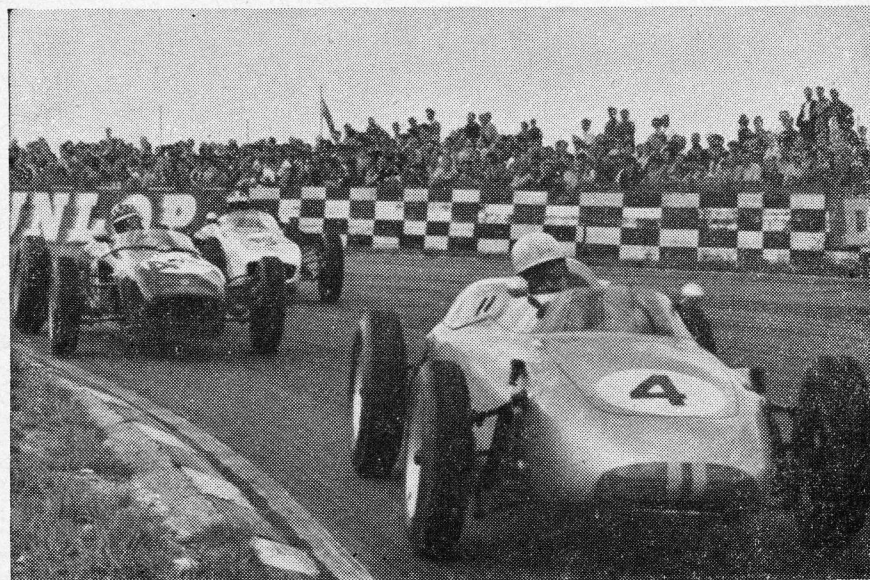
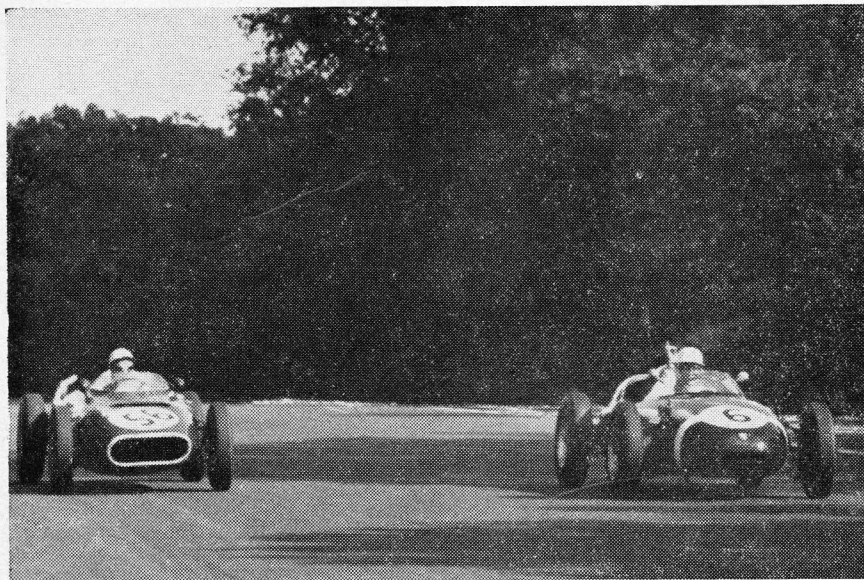


IN AMONG THE JAGUARS is the astonishing Doc Shepherd, whose A40 finished second overall in the touring car race, to defeat four Jaguars—a remarkable performance.

Walker and Surtees, and sat behind Arundell and Ashdown. Jim Clark had made a spectacular advance and on lap 8 was in seventh position, about 23 seconds behind the flying McKee. Arundell pulled on to the grass to retire, just as Taylor moved into second place. Ashdown's car began to slow, and he was taken by both Surtees and Walker.

Mike McKee seemed to have the race in his pocket, but with over 13 seconds lead from Taylor, clouds of steam and smoke poured from his exhaust, and the Lotus drew into the pits with the bearings shot. Thus, on lap 13, Taylor went in front, and Clark was challenging

THANK YOU! Out in the country at the back of the circuit Stirling Moss (Porsche) lifts a hand to Ian Raby (Hume-Cooper), who pulled over to let him through.



Surtees for second place. The much faster Lotus steamed ahead to leave Surtees in third place. Ashdown stopped at his pit, and Walker's blue Lotus assumed a safe fourth place.

Ouvaroff's gearbox began to act up, and the big Australian's Lotus dropped right out of the picture. Into fifth place came Team Speedwell's Lola, driven by Dennis Taylor, pursued by Peter Ellis (Lotus) and John Brown (Lotus).

Faster and faster went Trevor Taylor, and Jim Clark resigned himself to second place, pulling out a considerable lead over Surtees, whose driving was positively brilliant. Geoff Duke, who had been well up during the early stages with the new rear-engined Gemini, fell back amongst the stragglers.

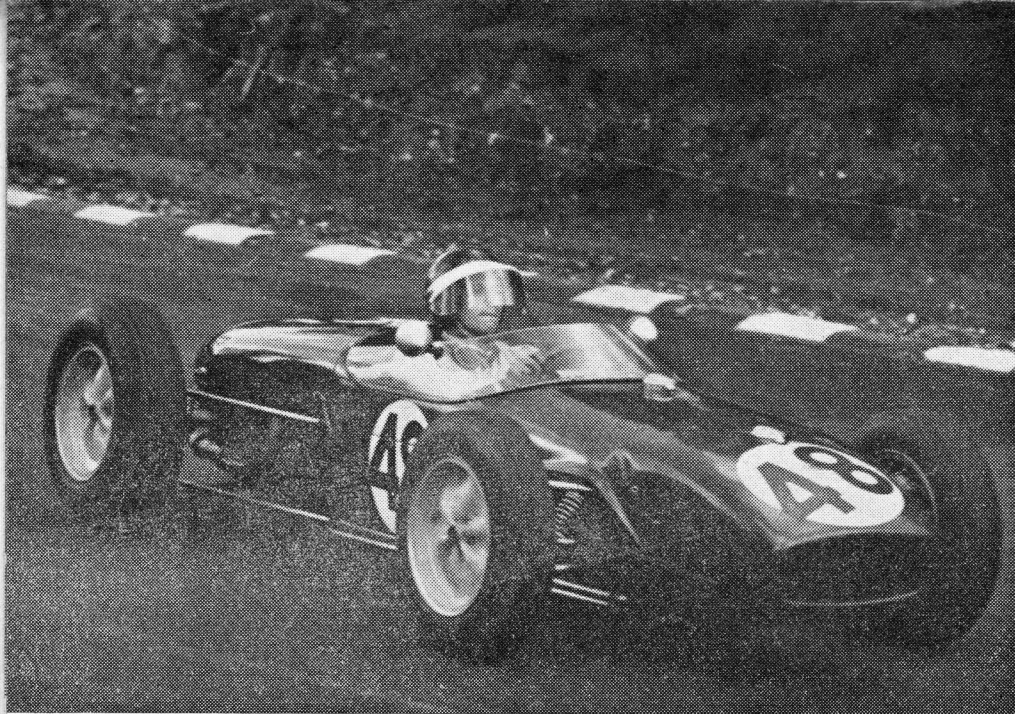
Taylor took the chequered flag 10.2 seconds ahead of Clark, and on his last lap set up a new F.J. record of 1 min. 48 secs. (88.33 m.p.h.). Surtees broke up the Lotus formation with a well-deserved third place, and Ian Walker came fourth after one of his best-ever drives in a single-seater.

It was all Stirling Moss in the G.T. event. The strangely quiet and superbly prepared 250 GT Ferrari simply glided round, gaining all the time from Jack Sears in the very noisy Aston Martin DB4. Moss made it look oh so easy, setting up new Grand Touring lap records each time round. In third place came Mike Parkes in Sir Gawaine Baillie's rapid Lotus Elite, and behind, a desperate struggle resolved featuring Chris Summers (Elite), B. McCowen (A.C. Ace) and Graham Warner (Elite), with Alan Foster (M.G. Twin-Cam) wisely keeping out of the battle, but always up with the trio.

Dibley's A.C. Acea was black-flagged with something trailing underneath. Warner and Co. were having a real go, and it was only a matter of time before something happened—and happen it did, on lap seven, with McCowen going off course just after the bridge at South Bank Bend. Summers emerged unscathed, but Warner dropped back to

GOING THROUGH Paddock Bend is the fighting bunch comprised of Joe Bonnier (Porsche), Innes Ireland (Lotus) and Dan Gurney (Lotus).

THE WINNER: On the road to victory in the Kentish "100" goes Jim Clark (Lotus), a look of fierce determination on his face as he leaves Stirling's Bend.



ninth place. Foster, anticipating something of the sort, managed to keep out of the accident and came through behind Summers.

McCowen's exit gave Simon Hill's Peerless the lead in the 2-litre category. In the smallest class, Paddy Gaston and Len Adams were having a tremendous tussle with their Sprites, leaving Bryant's Turner far behind.

Moss eventually sailed home at 80.35 m.p.h., having established a new G.T. lap record of 1 min. 56.2 secs. (82.09 m.p.h.). To the skilful Parkes also went a class record of 2 mins. 04.6 secs. (77.94 m.p.h.). Gaston held off Adams to win the 1,000 c.c. category by 1.6 secs.

Front row for the Kentish "100" was occupied by Dan Gurney in Mrs. Brydon-Brown's Lotus, Stirling Moss in the Walker Porsche, Jim Clark (Lotus) and Joe Bonnier (Porsche). Row two comprised Graham Hill (Porsche) and Team Lotus drivers John Surtees and Innes Ireland.

Innes Ireland was several yards in front as the flag fell, and officials were quick to announce that he had been penalized one minute. Anyway, it was Bonnier who seized the lead, pressed by Ireland, Gurney, Clark, Hill and Surtees. Moss stopped right away with a punctured carburettor float, and lost over a lap.

Bonnier was now being crowded by both Ireland and Clark, with Gurney trying to come through. Behind, Hill and Surtees were battling, with Tony Marsh in seventh place with his new Lotus, just in front of another struggle featuring Salvadori, McKee and Hulme—all in Cooper-Climaxes. After a good start, Gendebien dropped back with a rough-sounding engine. With a second pit stop, Moss fell right out of the reckoning, but certainly did not give up trying.

The battle for the lead had the crowd yelling with excitement. Ireland, now aware of his penalty, still kept plugging on, and both he and Clark swept past Bonnier on the third lap. Next time round, and Gurney had also overtaken the silver Porsche, and Graham Hill could do nothing about the brilliant

Surtees, who suddenly began to advance on the leaders. Lap six, and Dan Gurney coolly nipped in front of Clark, just as Surtees started to threaten Bonnier.

Gurney was having a difficult time, for the Team Lotus boys had forced him to be the middle of a sandwich, and all the time Surtees and Bonnier were there to take advantage of any errors.

Salvadori appeared with the nose of his Cooper bashed in, and had fallen behind McKee and Hulme who were having a wheel-to-wheel dispute. Then, on the 10th lap, Salvadori got between them. George Wicken had retired with a broken con. rod on his Cooper-Climax, whilst Ron Flockhart pulled on to the grass with the interesting new Emeryson, after a petrol pipe had fractured. Tim Parnell's Cooper had fuel pump trouble, whilst Masten Gregory stopped with deranged rear suspension on his Centro-Sud Cooper-Maserati.

Lap 12, and Jim Clark stormed in front, whilst Surtees smartly took Ireland and Bonnier for third place behind

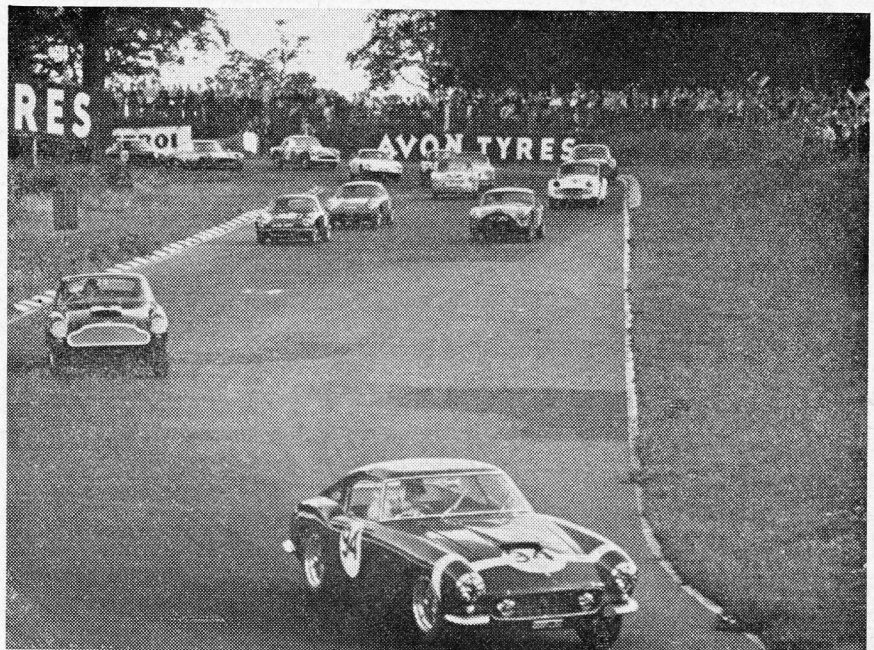
Gurney. Two laps later and the amazing Mr. Surtees had captured Gurney's second place and steadily began to close up on team-mate Clark. Ireland's engine started to misfire, and he dropped back between the two Porsches. With a full minute to make up, he must have realized that his efforts would come to no avail, and, in any case, Surtees and Clark were out in front for Team Lotus.

The driving was absolutely superb; the three leaders never put a wheel wrong, and had the crowd yelling themselves hoarse with sheer excitement. Salvadori retired with serious overheating, whilst some adventures up at Druids dropped Marsh right back to 17th place. Meanwhile Moss was tearing round, treating the spectators to a perfect display of driving, and incidentally nudging the lap record once or twice.

Gendebien's engine went on to two cylinders, and he stopped to have it put right. After a slowish lap, he retired with distributor trouble. Clark, Surtees and Gurney still went at it, and Ireland suddenly went in front of the two works Porsches. McKee and Hulme were locked in combat, followed by the Coopers of Lawton and Jack Lewis.

Surtees now started to make his bid for the lead, and Jim Clark was ready to wave him through. Then, as the leaders were about to "double" Geoff Duke (Lotus), the latter spun sideways, and collided with the unfortunate Surtees. This was a coincidence with a vengeance—two World Champion motorcyclists knocking each other out. Surtees motored slowly to his pit, to retire with a badly bent track rod.

Team Lotus hopes now fell completely on Clark, and the young Scotsman began to pull away from Gurney, in the attractive and beautifully prepared white and blue Lotus. The Porsches trundled along with Bonnier leading Hill by a few yards. Ireland stopped for a quick check on his engine, and restarted still safely in fifth place. However, McKee



GRAN TURISMO: Stirling Moss (Ferrari) leads the field out of Druids at the start of the 10-lap race.

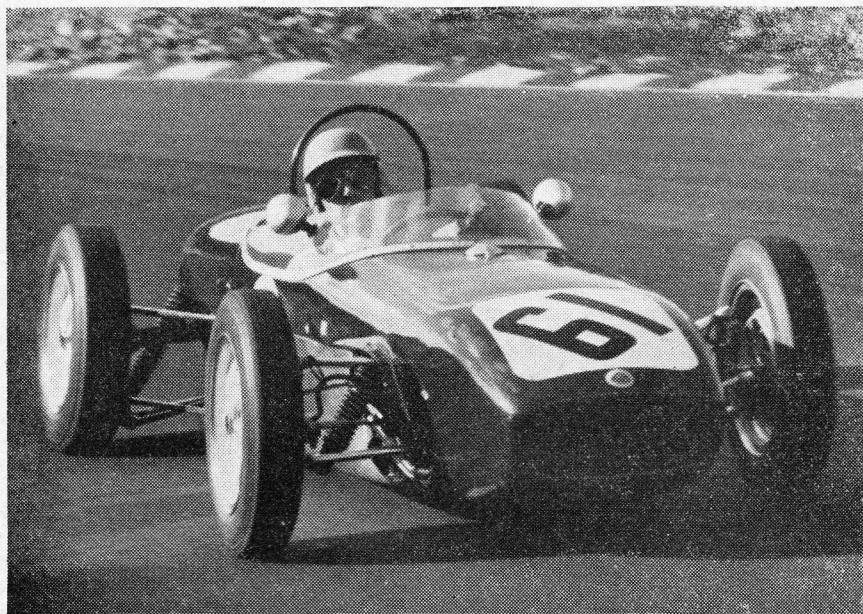
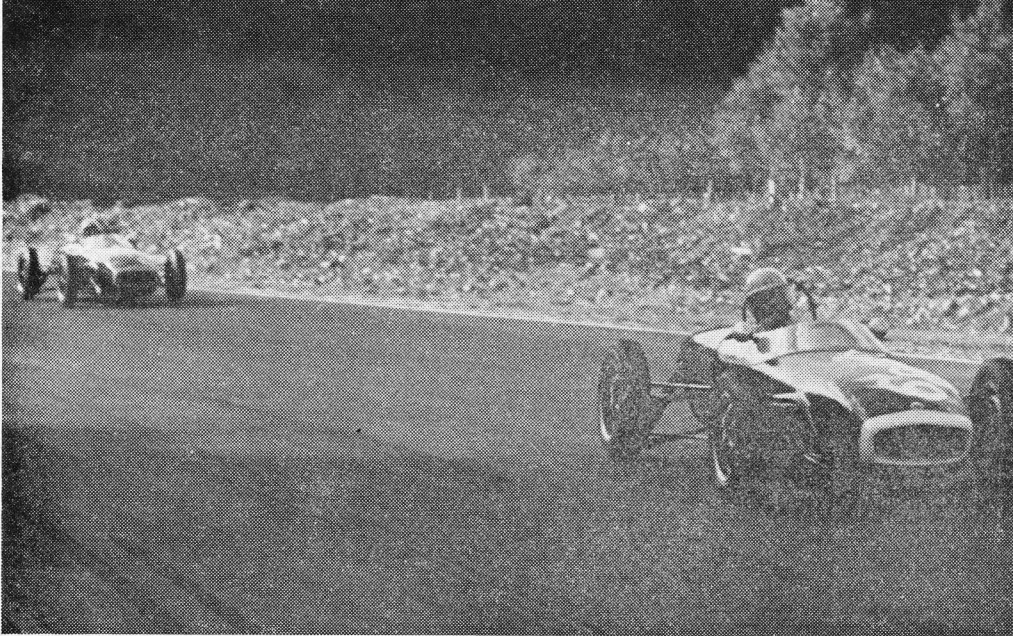
FORMULA JUNIOR—Tim Parnell and John Brown, both in Lotuses, line themselves up for Hawthorn's Bend, at the top of the rise.

and Hulme were closing up rapidly, and Ireland just toured round.

By the 30th lap, Clark, Gurney, Bonnier and Hill had "doubled" the entire field, whilst Moss had managed to catch Raby (Hume Cooper) and Burgess (Cooper-Maserati). The desperate struggle between McKee and Hulme ended spectacularly at Paddock Bend, when both cars collided on lap 26, and McKee's car overturned. Fortunately both drivers escaped unhurt, but naturally badly shaken. It says a lot for the courage of McKee that he went out again afterwards and so nearly won the Formula Junior race!

(Continued in column three)

ANOTHER Junior victory for Trevor Taylor (Lotus-Ford), who won comfortably from Jim Clark and set up a Junior lap record for the circuit.



Results

The Kentish "100" (40 laps), Formula 2: 1, Jim Clark (Lotus-Climax), 1 h. 09 m. 47.8 s., 91.12 m.p.h.; 2, Dan Gurney (Lotus-Climax), 1 h. 09 m. 48.2 s.; 3, Joe Bonnier (Porsche), 1 h. 09 m. 58.4 s.; 4, Graham Hill (Porsche), 1 h. 09 m. 58.6 s.; 5, D. Lawton (Cooper-Climax), 39 laps; 6, Tony Marsh (Lotus-Climax), 39 laps; 7, Jack Lewis (Cooper-Climax), 39 laps; 8, S. Hart (Cooper-Climax), 39 laps. **Fastest lap:** Gurney, 1 m. 42.6 s., 92.98 m.p.h. (Formula 2 record).

The John Davy Trophy (20 laps), Formula Junior: 1, Trevor Taylor (Lotus-Ford), 37 m. 01.4 s., 85.89 m.p.h.; 2, Jim Clark (Lotus-Ford), 37 m. 11.6 s.; 3, John Surtees (Cooper-Austin), 37 m. 27.8 s.; 4, Ian Walker (Lotus-Ford), 37 m. 43.6 s.; 5, Dennis Taylor (Lola-Austin), 38 m. 10.2 s.; 6, Peter Ellis (Lotus-Ford), 38 m. 19.8 s.; 7, John Brown (Lotus-Ford), 38 m. 37 s.; 8, Tim Parnell (Lotus-Ford), 38 m. 37.8 s. **Fastest lap:** Taylor, 1 m. 48 s., 88.33 m.p.h. (Formula Junior record).

The Farningham Trophy (10 laps), Touring Cars: Over 1,600 c.c.: 1, Jack Sears (3.8 Jaguar), 21 m. 28.4 s., 74.05 m.p.h.; 2, Albert Powell (3.4 Jaguar), 21 m. 36.2 s.; 3, Bill Aston (3.4 Jaguar), 21 m. 38 s. **Fastest lap:** Sears, 2 m. 06 s., 75.71 m.p.h. **1,001-1,600 c.c.:** 1, Peter Harper (Sunbeam), 22 m. 18 s., 71.30 m.p.h.; 2, Peter Pilsworth (Riley 1.5), 23 m. 15.8 s.; 3, Les Leston (Volvo), 9 laps. **Fastest lap:** Harper, 2 m. 11.6 s., 72.49 m.p.h. **Up to 1,000 c.c.:** 1, Dr. G. C. Shepherd (Austin A40), 21 m. 33 s., 73.78 m.p.h.; 2, John Young (Anglia), 22 m. 14.8 s.; 3, A. P. Hedges (Austin A40), 22 m. 19 s. **Fastest lap:** Shepherd, 2 m. 06 s., 75.71 m.p.h. (Class record).

The Redex Trophy (10 laps), Grand Touring: Over 2,600 c.c.: 1, Stirling Moss (Ferrari), 19 m. 47.4 s., 80.35 m.p.h.; 2, Jack Sears (Aston Martin), 20 m. 05.4 s. **Fastest lap:** Moss, 1 m. 56.2 s., 82.09 m.p.h. (G.T. record). **1,601-2,000 c.c.:** 1, Simon Hill (Peerless), 72.05 m.p.h.; 2, T. S. Peterson (Triumph TR3). **Fastest lap:** B. McCowen (A.C. Ace), 2 m. 04.6 s., 76.56 m.p.h. **1,001-1,600 c.c.:** 1, Michael Parkes (Lotus Elite), 20 m. 38 s., 77.06 m.p.h.; 2, Chris Summers (Lotus Elite), 20 m. 58.2 s.; 3, Alan Foster (M.G. Twin-Cam), 21 m. 03 s. **Fastest lap:** Parkes, 2 m. 04.6 s., 77.94 m.p.h. (Class record). **Up to 1,000 c.c.:** 1, Paddy Gaston (Sprite), 21 m. 20 s., 71.19 m.p.h.; 2, Len Adams (Sprite), 21 m. 21.6 s.; 3, R. Bryant (Turner), 9 laps. **Fastest lap:** Gaston and Adams, 2 m. 05.6 s., 75.95 m.p.h.

Marsh, showing excellent form, passed car after car, and by the 35th lap was in seventh place just ahead of the enterprising Jack Lewis in the Alan Brown Cooper-Climax.

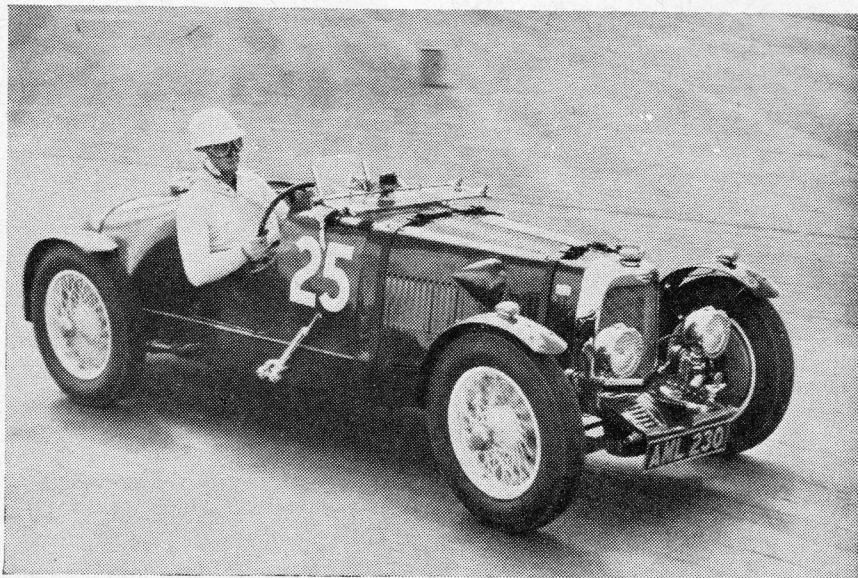
Clark and Moss both returned a new F2 lap record of 1 min. 42.8 secs. Then to the dismay of his supporters, Clark's engine began to sound a trifle off-tune. Out went the "faster" signals to Gurney and also to the Porsches. Jim Clark pressed on, knowing full well that Dan Gurney was coming up fast. That last
(Continued on page 338)

SECOND WAVE in the touring car race coming down from Druid's. Leading the bunch is Peter Pilsworth (Riley), ahead of Bob Jankel (Anglia) and Peter Jopp (Volvo).

BEAUTIFUL 1935 Aston Martin Ulster of P. E. L. Carmichael in the St. John Horsfall Trophy race.

THE opening laps of the Aston Martin Owners' Club race meeting at Silverstone were greeted by lightning, thunder and torrential rain. Some spirited and exciting racing soon compensated for this inauspicious beginning and lived up to the A.M.O.C.'s proud claim that they provide the very finest in club racing.

Two half-hour regularity trials were first on the programme and the competitors in these had the misfortune to encounter the worst furies of the elements, having either to drive into extremely heavy rain or on an almost submerged track, depending on whether they were in the first or second trial. These entertainments were followed by the first race of the day, a five-lap handicap event for vintage and venerable sports cars built prior to 1940. E. J. Lisle's well-known 1929 Austin Ulster and M. H. Jones's neat 1933 M.G. J2 were first away, and the Austin soon forged ahead to take a



ASTON MARTIN O.C. AT SILVERSTONE

Bob Staples (A.C.) and R. H. Burke (C-type Jaguar) in Spirited Duel

lead which it was to keep for three and a half laps. At the end of the first lap Jones had a nasty moment at Woodcote, sliding on to the grass and being bumped nearly out of his car's cockpit while, behind him, C. B. L. Harding cornered very neatly in his 1927 Alvis 12/50. In fourth place C. W. Minchin's unusual German-bodied Mk. II Aston was quick and steady while, in 11th position overall, F. W. W. Banks was going very rapidly in the 1938 Frazer-Nash/BMW in which Tony Brooks began his racing career. Limit man A. S. R. Charnock in his immense 4.3-litre Alvis was also lapping very swiftly and, from the manner in which they were both catching slower cars, it soon became apparent that either Charnock or Banks would probably be first home. On the second lap Banks had moved up to sixth place and Charnock, although still well back, was making up his handicap deficit at a great pace. On the third lap Banks had made up four places, passing W. Burton (who spun his Mk. II Aston

spectacularly at Woodcote), Minchin and Harding and the big Alvis had come up to eighth. Lap four saw Banks in the lead and Charnock coming through at a tremendous speed to sweep past Minchin out of Cope Corner, while, in seventh place, S. J. Lawrence was whipping through the field in his 1928 4½ Bentley. Banks managed to keep his lead until the flag fell, finishing a scant 10 seconds ahead of Charnock who was, in his turn, almost 10 seconds in front of Lawrence who pipped Minchin for a third. It was an excellent race, and something of a triumph for the handicappers.

The second race was a five-lapper for sports cars up to 1,300 c.c. and 750 Formula cars. It was remarkable for the number of spins which took place and for the fact that on four out of the five laps D. J. Limbach ran out of road at Woodcote and pressed on along the grass, a manoeuvre which, to judge from the hard work he was putting in at the wheel of his 750, was certainly unrehearsed. Just before the start, the engine

of V. De Coene's Lotus Seven stalled and refused to restart. The unfortunate De Coene was too late to get help and sat in his car with his hand up to signal his predicament and a look of apprehension on his face. Everyone avoided him and the others from the front row, John Woolfe (Lola), D. C. Alderson (Elva) and P. L. Hovenden (Lotus) swept away in magnificent fashion, far outdistancing all opposition. Woolfe came through with a good lead at the end of the first tour with Alderson second despite two off-course excursions en route and Hovenden hard on the Elva's tail. This order remained unchanged for the rest of the race, the three leaders spreading well out on the way and lapping the slower 750s before two laps had been completed. The fastest 750 was that of B. A. M. Small, which finished first in its class and some 19 seconds ahead of D. E. Boorer's D.E.B.

Cars of up to 1,500 c.c. and 1172 Formula cars shared the third five-lap race and without doubt the hero of the piece was T. Goodwin, whose brainchild the 1172 Goodwin humbled several more ostensibly potent machines. At the start, the entire front row anticipated the drop of the flag, hesitated and then got away in a more or less chaotic fashion. The peculiar eyes which now decorate the light fairings of John Woolfe's Lola were evidently a little bleary after his win in the previous race as, although he was first to arrive at Woodcote on the first tour, he was last through it, due to a spin which he stopped on the edge of a water-filled ditch. A. B. Bennett's Mk. V Elva went past first, closely followed by J. G. Bloore's Mk. IV and Goodwin's impressive machine. At the end of the second lap Alan Wershat's Lolita was pushing the Goodwin and Woolfe was beginning to carve his way back towards the lead. At the front Bennett drew slowly away from Bloore whose Climax unit was outdistancing the Ford-powered Goodwin which was only a few yards ahead of Woolfe's Lola on the fourth tour and succumbed to it on the fifth. Wershat nearly lost his fifth place with a spin at Beckett's on the last



THREE-WHEELER? George Catt celebrated his birthday with a sparkling display.



lap but he made a magnificent recovery and pressed on quickly enough to keep it. It was most noticeable that Lolita, although its declared year of construction is 1955, was able to "see off" over a dozen cars built to the same formula during the last couple of years, only the 1959 Goodwin being able to keep it at bay.

Two famous DB3S Aston Martins—62 EMU (Mike Bond's) and 63 EMU (Brian Hetreed's)—shared the front row of the grid with D. W. A. Chamberlain's Cooper-Jaguar and R. H. Burke's rather tatty ex-John Woolfe C-type Jaguar for the 10-lap scratch race for sports cars of over 1,500 c.c. and it was the 3.8 Jaguar-powered Cooper which streaked off into a lead which it never lost. Chamberlain drove beautifully and although Bond tried hard to catch him and set up fastest lap in the process the issue was never really in doubt. The two leaders soon put quite a distance between themselves and Hetreed who held third place for the duration with a steady and unflurried drive. Behind Hetreed there raged a most exciting battle for fourth place between Burke and Bob Staples's Ace-Bristol. On eight of the 10 laps Staples passed Burke's C-type on Woodcote, Copse and Beckett's and every time, as regularly as clockwork, the superior power of the Jaguar allowed Burke to pass Staples on the straights. The cars were matched to a hair, the superb suspension of the Ace allowing Staples to go round the C-type on each twist and the Jaguar's greater power pushing it past again on the straights. Both drivers were obviously giving of their best and this stirring dice had the rather sparse crowd as excited as the damp and generally unpleasant conditions would allow while the commentators managed to pass on the flavour of the battle in masterly fashion. This went on solidly until the last lap and it seemed that Staples would finish fourth behind the leaders (whose fine efforts his struggle with Burke was tending to overshadow) with his extra speed out of Woodcote to the nearby finishing line. However, he slid wide at Beckett's on the ninth lap and that was that; Burke, who never put a wheel wrong throughout, gained about 20 yards and Staples was unable to do his customary overtaking at Woodcote. Even if every other race had been

boring (and they weren't) this event would have been more than sufficient justification for the meeting, from a spectator's point of view.

The St. John Horsfall Trophy race, a 10-lap handicap event for Aston Martins made prior to 1940 was, visually, rather an anticlimax after the excitements of the previous race. A system of handicap times and credit laps was in operation and although Minchin's smart Mk. II led all the way on the road, the handicap placed him fourth. D. Edwards's 1,500 c.c. side valve model took first place with its two credit laps from W. B. Fowler's 1½-litre Le Mans (with a lap and 30 seconds credit) and M. Ward's similar car.

The Arthur Bryant Memorial Trophy race, also a 10-lapper with handicaps and credit laps, was a much more satisfactory affair; not merely because it was for David Brown Astons but because it produced better, closer racing. I. M. Gillett's delightful DB4 was first off and proceeded to circulate in splendid fashion from its 50 seconds start. At the end of the first lap the DB4 was followed by W. Eaves's enterprisingly driven 2/4 (which had an undisclosed handicap), B. K. Joscelyne's immaculate DB3 (one lap and 20 seconds credit) which eventually won, the DB3S cars of Hetreed (10 seconds), Bond (scratch) and W. Pile's DB Mk. III (one lap and 10 seconds). Joscelyne drove very fast and steadily and although Bond and Hetreed both passed him he kept them in his sights to such

PASSING L. Ainsley's Austin-Healey is the Fairthorpe Zeta of R. G. Linwood.

effect that he won on handicap while they finished second and third respectively. Although there were only half a dozen competitors the first-rate driving and, of course, the splendour of machinery on view, made the whole thing a fine spectacle.

Winding up an enjoyable day was the 21-lap David Brown Challenge Cup relay race. The handicapping of this race was perhaps not quite as acute as that in the other events and the race, in itself, was not as close as one could have hoped. For the first third the race was led by the Alvis team of C. B. L. Harding (1927, 1,996 c.c.), B. J. Simpson (1930, 2-litre) and P. T. Beazley (1927, 1,496 c.c.) who were then supplanted by the Berkeley B105 team of R. G. E. Catt, R. J. Oliver and M. J. Donegan. At two-thirds distance the Fairthorpes of G. D. Golding, P. E. Butt and C. J. Green moved up to the lead, never to lose it and the Austin-Healey Sprites of M. White, J. Sparrow and A. Tester came up to lie third but unable to catch the Berkeleys before the end.

MICHAEL DURBIN

Results

Vintage and Venerable Sports Cars, 5-lap Handicap: 1, F. W. W. Banks (Frazer-Nash/BMW), 68.72 m.p.h.; 2, A. S. R. Charnock (4.3 Alvis); 3, S. J. Lawrence (4½ Bentley). **Fastest lap:** Charnock, 71.64 m.p.h.

Cars up to 1,300 c.c. and 750 Formula: 1, J. Woolfe (Lola), 78.52 m.p.h.; 2, D. C. Alderson (Elva); 3, P. L. Hovenden (Lotus). **Fastest lap:** Woolfe, 81.08 m.p.h. **750 Formula:** 1, B. A. M. Small (Austin), 66.14 m.p.h.; 2, D. Boorer (DEB).

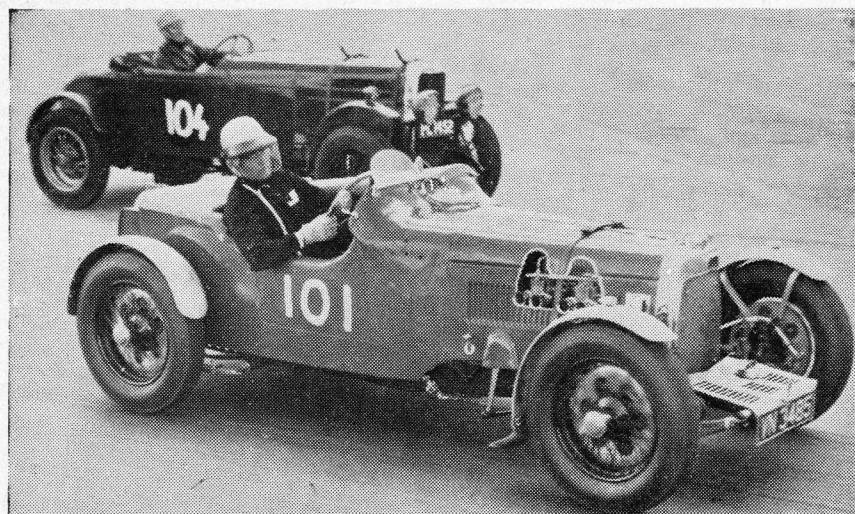
Cars up to 1,500 c.c. and 1172 Formula: 1, A. B. Bennett (Elva), 80.31 m.p.h.; 2, J. G. Bloore (Elva); 3, T. Goodwin (Goodwin Spl.). **Fastest lap:** Bennett and J. Woolfe (Lola), 82.32 m.p.h. **1172 Formula:** 1, T. Goodwin (Goodwin Spl.), 73.50 m.p.h.; 2, J. Y. Cottrell (Lotus VD).

Sports Cars over 1,500 c.c.: 1, D. W. A. Chamberlain (Cooper-Jaguar), 79.96 m.p.h.; 2, M. Bond (Aston Martin DB3S); 3, B. Hetreed (Aston Martin DB3S). **Fastest lap:** Bond, 81.53 m.p.h.

St. John Horsfall Trophy for pre-1940 Aston Martins: 1, D. Edwards (S.V.), 65.04 m.p.h.; 2, W. B. Fowler (Le Mans); 3, M. Ward (Le Mans). **Fastest lap:** G. C. Bishop (Speed Model), 69.91 m.p.h.

Arthur Bryant Memorial Trophy for DB Aston Martins: 1, B. K. Joscelyne (DB3), 70.65 m.p.h.; 2, M. Bond (DB3S); 3, B. Hetreed (DB3S). **Fastest lap:** Bond, 81.53 m.p.h.

David Brown Challenge Cup Relay Race: 1, Fairthorpe Team (G. D. Golding, P. E. Butt and C. J. Green); 2, Berkeley B105 Team (R. G. Catt, R. J. Oliver and M. J. Donegan); 3, Austin-Healey Sprite Team (M. White, A. Tester and J. Sparrow).



LEADING B. J. Simpson's Alvis Silver Eagle is the 1931 Aston Inter of A. E. Riseley.



B.A.R.C. AT OULTON PARK

A Double for Chris Lawrence Despite Fearful Weather Conditions

THE British Automobile Club staged their second members' meeting of 1960 at Oulton Park on Saturday, 27th August, where some 130-plus cars and drivers took part in a series of eight races each run over a distance of seven laps.

A terrific rainstorm left great pools of water on the course, particularly at Old Hall Corner where Rex Foster, Hugh Clapp and many others, all armed with vast brooms, were trying in vain to clear the apex. However, prompt to time the cars in race one, a sports car handicap, were loosed and after a few limit men had passed looking rather like speed boats, the main pack hit the splash. As they did so, marshals, M.O.s and yours truly dived for cover as cars were spinning in all directions leaving T. Wren (Austin) in a ditch well infield where he remained, and G. W. John (Morgan), not quite so far in, recovered and resumed. Lap three saw V. I. Thompson hit the building at the top of Clay Hill, damaging both his car and himself. Just how this feat was accomplished passeth all understanding! The race itself was won by R. H. Barneby (TR3A) by some 10 seconds from E. C. Booth (Frazer-Nash) who was closely followed over the line by C. J. Parkinson (Yimkin-Austin).

A further sports car handicap event was enlivened on the warming-up lap by the shedding of a wheel by A. Maher's vast Chevy Corvette at Esso, a feat which held up the start for quite some time! Lap one and P. Brayshaw (Elva Courier) lost the lot at Druid's, and on the next tour R. Ross Will (Healey 100S) did the same thing at Old Hall, spinning like a top at least three times, remained on the road, recovered and pressed on unabated. The winner, K. M. Nutter

(Lister-Bristol) won as he liked, his handicap, two minutes start on G. Pitt (Cooper Monaco) being absurd, as at the fifth tour Nutter led Pitt by 1 min. 25 secs. and Pitt is no sluggard and gives of his best, even in a handicap event! Second was Booth again and third K. B. Le Riche (Lotus-M.G.).

Next came saloon cars and again the handicapper boobed badly: how C. Escott (T.V.R.) off scratch was expected to give 2 mins. 25 secs. to B. Verney's Ford Prefect and 1 min. 55 secs. to M. H. Cave's A35 no one knows—he didn't! and to give these two cars who were first and second by a full minute over the third man D. P. Merfield (Ford Anglia) (1 min. 25 secs.), 45 secs. and 15 secs. start over Minis and Austin 7s was plain daft! If handicap events are to be in-

TYPICAL of the conditions at Oulton last Saturday. B. L. Bennett is seen here sending up a "high bow wave" as he goes through the "lake" at Old Hall.

cluded in a programme, well, let the scratch man have an even chance of being placed!

On to more sensible racing with event four, a marque scratch race in which C. J. Lawrence's well known Morgan Plus 4 was much too fast (14 secs. to be precise) for the opposition. However, for second place a grand scrap was in progress for the first four laps between J. Heppenstall (M.G.A) and S. H. Newton (TR2) after which distance the former had it all his own way. The rest of the field could not stand the pace and finished well back.

Next on the programme was a race for N/S cars to 1,000 c.c. o.h.v. and 1,200 c.c. s.v. For once this was not a K. D. Jones benefit as he disappeared on the first lap and was seen no more. C. J. Parkinson (Yimkin-Austin) won from E. P. Foden's Sprite with a similar car, in the hands of S. J. Scrimgeour, third. Spins, etc., occurred to J. Scott Davies (Sprite) at Old Hall; R. Wickson (Sprite) overshot Cascades and R. A. Eccleston revolved at the same place.

Following this came a scratch race for saloon cars complying with the Cibie Cup regulations in which W. B. Blydenstein's Borgward had just too many c.c.s for the Peco Ford Anglia driven by K. M. Francis (incidentally, I am fervently assured by both owner and driver that, contrary to AUTOSPORT of last week, this car is not, repeat not, equipped in any way, shape or form by Messrs. Brockholes; so there!) who in turn only just pipped third man H. W. Ratcliffe (Minor 1000). Following this was performed, G. Gardner (Renault), at Druids.

Just before the Formula Junior cars came to the line it actually stopped raining, but the track was very, very wet. C. J. Lawrence notched up his second win of the day, this time in a Deep Sanderson-Ford, in which he put it across a couple of Lotuses in the hands of J. L. Romanes and J. Fenning the place men. Fourth was Major A. M. Mallock in yet another of his own creations, this



CONTENTED SMILE on the face of the Hon. Edward Greenall as he leads the pack into Old Hall Corner. On his tail are S. J. Diggery (Aston Martin), George Pitt (Cooper Monaco) and Shane Summers (Lotus).

A **SECOND VICTORY** in the day went to Chris Lawrence (Deep Sanderson) who won the Formula Junior event from J. L. Romanes and J. Fenning (Lotus-Ford).

time a very pretty little U.2 Ford; perhaps he would be well advised to alter the position of the fuel tank lest it suffers the fate of its more famous predecessor!

Last, but certainly not least, came a free for all for sports car subdivided into 1,100 c.c. and over. Taking the race overall, the arrival of the pack at Old Hall was rather like Piccadilly at the rush hour but not half so well conducted as there was much more bumping and boring than necessary, in the course of which J. Ewer's Lola was propelled into the bank and stayed put! Rather hard lines; with no blame attached to the driver. For the first four laps K. M. Francis kept his small Lotus-Climax in front but then, as expected, was taken first by A. Osbiston and then by G. Pitt, both driving Cooper-Climaxes. Pitt waited till the last lap before passing to win and in so doing showed perfect race control. Third in the big class was S. Summers (Lotus-Climax) whilst the place men after Francis in the 1100s were D. Mason (Elva-Climax) and J. Nicholson (Lotus-Climax).

Thus ended a very, very wet day but with never a dull moment in it!

FRANCIS PENN

Results

Sports Car Handicap (A): 1, R. H. H. Barneby (TR3A), 66.69 m.p.h.; 2, E. C. Booth (Frazer-Nash); 3, C. J. Parkinson (Yimkin-Austin). **Fastest lap:** Booth, 70.39 m.p.h.

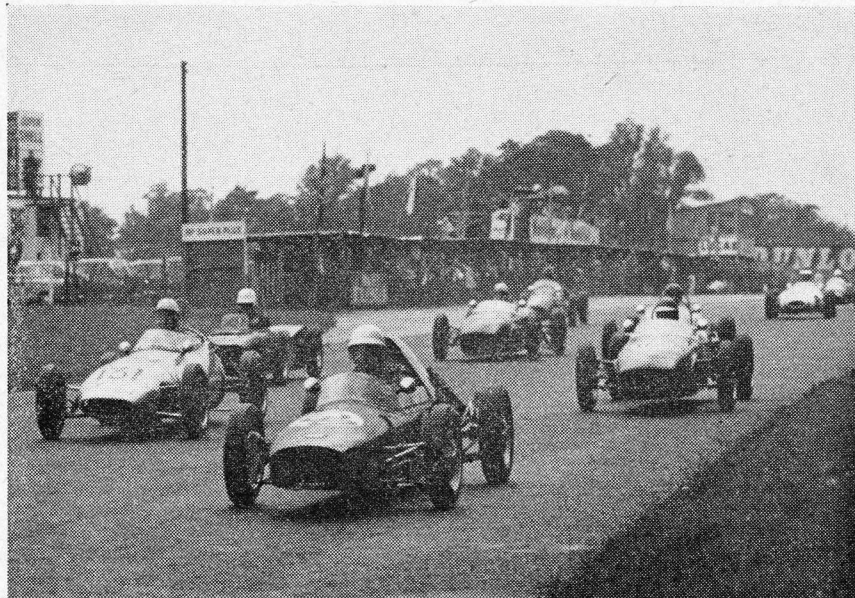
Sports Car Handicap (B): 1, K. M. Natler (Lister-Bristol), 70.08 m.p.h.; 2, E. C. Booth (Frazer-Nash); 3, K. B. Le Riche (Lotus-M.G.). **Fastest lap:** G. Pitt (Cooper Monaco), 76.34 m.p.h.

Closed Car Handicap: 1, B. Verney (Ford Prefect), 66.39 m.p.h.; 2, M. H. Cave (Austin A35); 3, D. P. Merfield (Ford Anglia). **Fastest lap:** C. G. Escott (T.V.R.-Climax), 72.55 m.p.h.

Marque Scratch Race: 1, C. J. Lawrence (Morgan Plus 4), 71.83 m.p.h.; 2, J. Heppenstall ("Twin-Cam"); 3, S. H. Newton (TR2). **Fastest lap:** Lawrence, 72.87 m.p.h.

N/s Sports Cars, up to 1,000 c.c. o.h.v. and 1,200 c.c. s.v.: 1, C. J. Parkinson (Yimkin-Austin), 64.67 m.p.h.; 2, E. P. Foden (A.-H. Sprite); 3, S. J. Scrimgeour (Turner-Austin). **Fastest lap:** A. Leonard (Lotus), 67.71 m.p.h.

Saloon Scratch Race: 1, W. B. Blydenstein (Borgward), 65.87 m.p.h.; 2, K. M. Francis (Ford



Anglia); 3, H. W. Ratcliffe (Morris 1000). **Fastest lap:** Francis, 67.07 m.p.h.

Formula Junior: 1, C. J. Lawrence (Deep Sanderson-Ford), 70.15 m.p.h.; 2, J. L. Romanes (Lotus-Ford); 3, J. Fenning (Lotus-Ford). **Fastest lap:** A. Mallock (U.2.-Ford), 71.92 m.p.h.

Up to 1,100 c.c. and unlimited Sports Cars: 1,100 c.c.: 1, K. M. Francis (Lotus-Climax), 73.81 m.p.h.; 2, D. Mason (Elva); 3, J. Nicholson (Lotus). **Fastest lap:** Francis, 74.62 m.p.h. **Unlimited:** 1, G. Pitt (Cooper Monaco), 74.42 m.p.h.; 2, A. Osbiston (Cooper Monaco); 3, S. Summers (Lotus). **Fastest lap:** Pitt, 76.69 m.p.h.

AN NSU Prinz won the 700 c.c. class in the Tour de Europe 1960.

Alleged to be one of the most difficult European rallies, it is run over 10,000 km. The rally starts at Nuremberg and proceeds through Germany, Austria, Hungary, Yugoslavia, Bulgaria, Turkey, Syria and Lebanon, turning back at Beirut and returning through Lebanon, Syria, Turkey, Greece, Yugoslavia, Italy, Austria and Germany to the finish at Travemunde. Drivers reported unimaginably bad roads, potholes, dust, rubble, temperatures up to 140° F. and always at top speed. Of the 51 cars that started only 29 finished.

THE advance bookings of stands for the second annual Racing Car Show indicate that it will be an even greater success than the first. With over four months to go before the opening date over 60 of the 72 stands available have already been reserved by exhibitors. It is likely that the rest of the stands will be taken by early September.

The central exhibit will again be the Grand Prix Cooper in which World Champion Jack Brabham has virtually won the 1960 Championship for Drivers and the World Championship for Constructors.

In addition to the exhibits previously announced there will be a special "Kart Korner" to enable kart manufacturers to display their machines. This will occupy the space originally allocated for a cinema in the old Horticultural Hall. The cinema will now be on the first floor of the New Hall.

It is hoped that negotiations will soon be completed to have at least two Ferraris on show in addition to the many British racing and sports cars that have raced so successfully during the 1960 season.

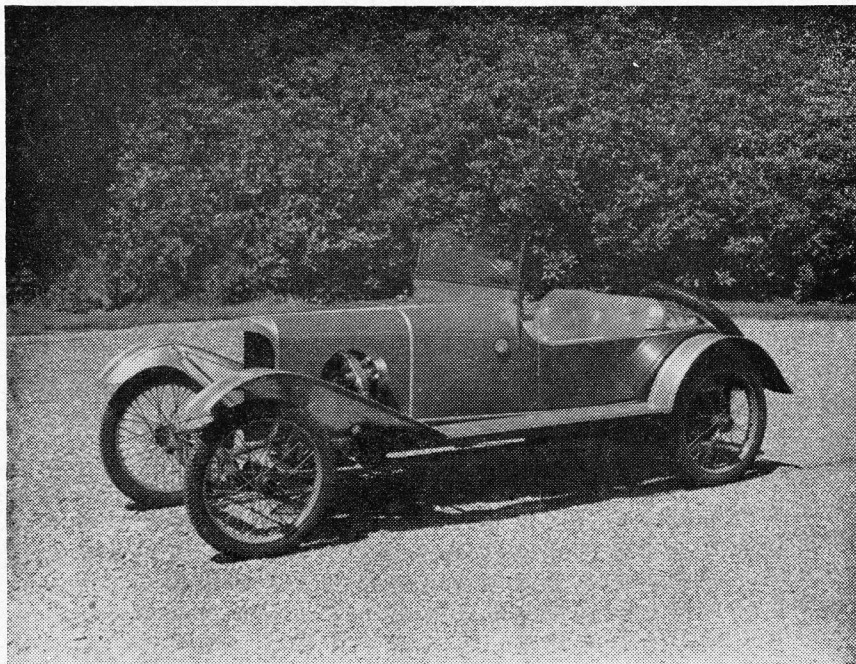
FRANK LANCHESTER

FRANK LANCHESTER, whose death occurred recently, was born on 22nd July, 1870. He founded the Lanchester Motor Co. in 1899 with his two brothers, who looked after the engineering side while Frank was business manager and sales director. He continued to sell Dr. George Lanchester's brilliant designs until the B.S.A. Co. took over the concern, where he remained as a director and sales consultant, though his brothers then left the firm.

He had an enormously active career, founding the Midland Automobile Club in 1901, and was the first honorary secretary. He had been on the committees of the S.M.M. & T. since 1903 and the R.A.C. since 1920, and had held high office in both these organizations.

HARD HANDICAPPING didn't give George Pitt (Cooper Monaco) a chance. to win the handicap event. Here he is seen taking J. Nicholson (Lotus) to make fastest lap of 76.34 m.p.h.





JOHN BOLSTER DISCOVERS A

G.N. VITESSE

THE G.N. car was built by H. R. Godfrey and Archie Frazer-Nash as a simple and very cheap two-seater for the impecunious motorist. The very earliest G.N.s of the pre-first war era were belt driven, but the design settled down in the immediate post-war period with chain transmission.

In brief, the G.N. had a straight, channel-section chassis with front and rear suspension by quarter-elliptic springs and radius arms. The front axle was tubular and carried no brakes, while at the rear a bar of steel formed the axle, which had no differential. On this solid rear axle were four sprockets of different sizes, which were used for the three forward speeds and reverse, very hefty chains ($\frac{3}{4}$ in. x $\frac{7}{16}$ in.) coupling them to corresponding sprockets on a countershaft. The forward speeds were engaged at will by simple sliding dogs, while reverse was applied through the intermediary of a couple of exposed spur gears. The control of this simple and effective change was by a right-hand lever.

As the countershaft was parallel with the back axle, it was driven from the tubular propeller shaft by a pair of straight bevel gears in an aluminium housing. The single plate clutch was so arranged that it imposed no end thrust on the engine, either when engaged or withdrawn. The wire wheels had centre-locking hubs, and the two rear brake drums were of generous size.

All G.N.s had air-cooled two-cylinder engines of 84 mm. x 98 mm. bore and stroke. These big 1,100 c.c. "twins" had

IN COMPETITION: The late Richard Bolster at speed in his G.N. during a pre-war hill-climb. He met with considerable success in sprints and short races.

their "pots" spaced at an angle of 90 deg., and the crankshafts were of the overhung variety, with a plain and a forked connecting rod on the single crank pin. An extension of the crank pin drove the timing gears, but obtained no support from this end of the engine. It is true that different types of engines were tried after the company was reconstructed in the middle 1920s, but all "real" G.N.s were 1,100 c.c. "twins".

The standard G.N. engine had plain bearings and inlet-over-exhaust valves.

THIS COMPLETELY accurate replica of the 1921 G.N. Vitesse was built by Edward Riddle—who was lucky enough to find a genuine Vitesse unit, the actual engine J.V.B.'s brother had used to race 25 years ago.

For competition work, a more elaborate engine was evolved with a single overhead camshaft for each cylinder and a ball and roller bearing "bottom end". G.N. cars with this engine went under the type name of "Vitesse". The valves were inclined in hemispherical heads, and the camshafts were driven by a long and spectacular exposed chain.

It is necessary here to inject a short personal note, for my brother owned and raced a G.N. Vitesse many years ago. His car was a single-seater short-wheelbase model, but the chassis was otherwise identical with that of the standard cars. My brother was very successful in sprints and short races with this car, which was fast, reliable, and handled superbly.

We now come to my friend Edward Riddle, who decided to reconstruct a G.N. to absolutely perfect original condition. He made a splendid job of the chassis, and built the body himself as a completely accurate replica of the 1921 model. Looking around for a G.N. engine, he had the incredible luck to find a genuine Vitesse unit. Furthermore, by an amazing coincidence the unit turned out to be the actual one which my brother used to race more than 25 years ago! For normal road work, the compression ratio was lowered and a single carburettor was installed, but otherwise the big twin was assembled as it was in its racing prime. A G.N. owner may choose his own gear ratios, and Edward decided on a bottom gear of 8 to 1, a second of 5.7 to 1, and a top of 3.3 to 1. He installed two hand pumps to look after the "total loss" oiling system.

Naturally, when the car was completed I was extremely keen to try it. The proud owner delivered it to me at Horsham, and I at once admired the superb finish and authentic appearance.



700 mm. x 80 mm. beaded-edge tyres are no longer readily available, but the 3 ins. motor-cycle covers on 20 ins. wellbase rims are of almost exactly the same size.

The G.N. starting handle operates on the bevel shaft, and it is therefore inserted through the side of the car just ahead of the right rear wheel. Starting is easy and instantaneous when performed by Riddle, but Bolster took a complete somersault and landed flat on his back, whereupon "that word" was used! The tremendous bark of the twin exhausts has been completely tamed by the use of two small Ford silencers.

As this 1,100 c.c. car weighs only 8 cwt., it accelerates very strongly. The engine gives tremendous torque at low speeds, and really thumps out the power at anything over 1,500 r.p.m. The sheer exhilaration of driving this responsive little machine was something that I had almost forgotten, and memories came crowding as I heard all the familiar noises again. It took me a few miles to remember how to steer a G.N., for the steering is only one-third of a turn from lock to lock. It is wonderfully light, however, and gives instant correction when a skid occurs.

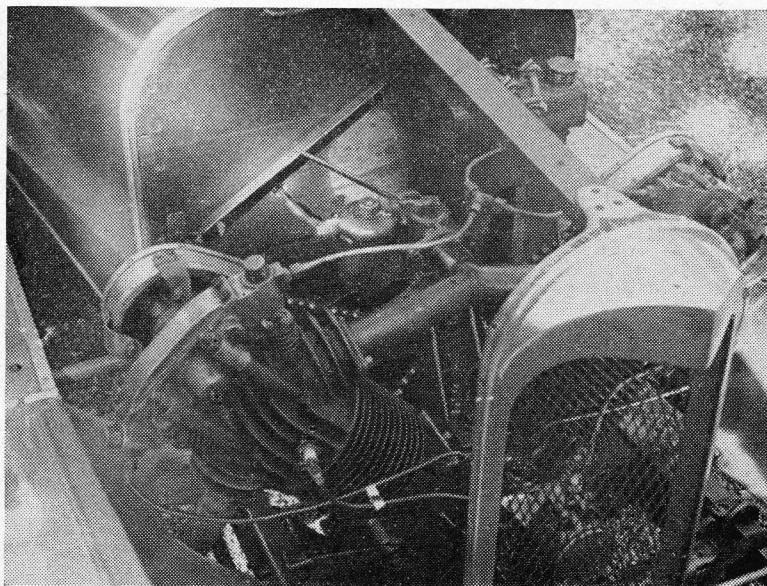
The roadholding is very good indeed, and in spite of the absence of shock absorbers the ride is remarkably comfortable, even on bad roads. All three "gears" are equally quiet and the change is easy, in marked contrast to the noisy and "difficult" boxes that were common among contemporary small cars. Naturally, the lack of front wheel brakes demands some discretion in heavy traffic.

When my brother used to race the G.N., it had a maximum speed of 84 m.p.h. Fully equipped and detuned, it is no longer capable of that sort of velocity, but it runs along at 60 m.p.h. or so with the engine turning over comparatively slowly. Out of respect to its age, the present owner has no intention of taking his engine up to the revs. that it could once encompass. In its heyday it probably peaked at about 4,500 r.p.m., but it is now kept below 3,500 r.p.m., and a 50 m.p.h. cruising speed represents only 2,200 r.p.m. Thus, there is every chance that this historic machine will give years of useful service.

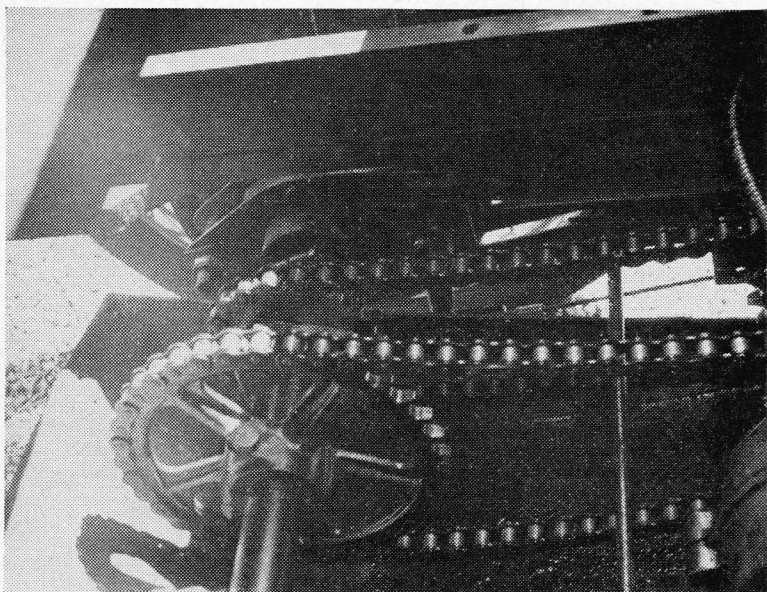
The G.N. Vitesse is a thoroughly practical touring car, for which purpose its fuel consumption of 50 m.p.g. is much appreciated. An exact replica of a G.N. hood is to be constructed, and a lighting system is also to be installed. A single, central headlamp used to be a G.N. feature, and this will be reproduced, though with regulation dipping arrangements.

My trial of the Vitesse was, in effect, a sentimental journey back through the years. Times have changed, and the simple cyclecar of the early twenties is a type of vehicle that can never return. Yet there is something so fascinating about driving this machine that I handed it back to its lucky owner with real regret.

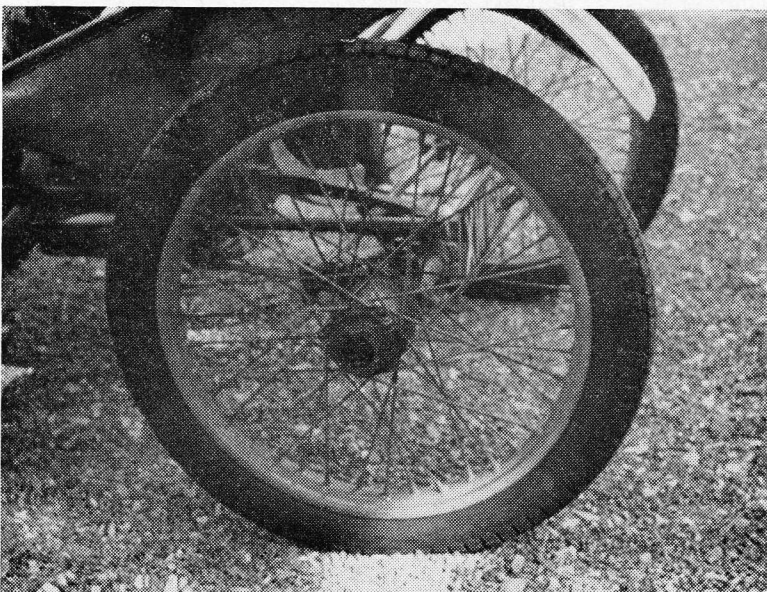
All G.N.s had air-cooled two-cylinder 1,100 c.c. engines with their "pots" spaced at an angle of 90 deg.



Chain gang—a much-loved feature of G.N. and early Frazer-Nash cars.



Roadholding is excellent—but lack of front wheel brakes demands discretion in traffic.



BEST TIME of the day was made by Phil Scragg in his extremely powerful Lister-Jaguar. His time of 1 min. 16 secs. was more than three seconds faster than his nearest rival.

Results

Best Time of Day: Phil Scragg (Lister-Jaguar), 1 m. 16 s.

Saloon Cars up to 1,000 c.c. (u.m.): 1, A. B. Shinell (Austin 7), 1 m. 38.6 s.; 2, B. Lewis (Austin 7); 3, Miss J. Breakell (Austin 7).

Saloon Cars up to 1,000 c.c. (m.): 1, B. H. T. Redman (Mini-Minor), 1 m. 33 s.; 2, P. J. Cox (Triumph Herald); 3, R. G. Ordway (A.40).

Saloon Cars up to 1,500 c.c.: 1, E. B. Wadsworth (VW), 1 m. 35 s.; 2, S. L. Courts (Ford Escort).

Saloon Cars Over 1,500 c.c.: 1, J. P. Hacking (Porsche Super 90), 1 m. 28.4 s.; 2, E. B. Wadsworth (Healey-Elliott).

Sports Cars up to 1,500 c.c.: 1, K. D. Jones (Lotus 7A), 1 m. 19.6 s.; 2, G. R. Austin (Lotus 7A); 3, J. D. Robertshaw (Austin-Healey Sprite).

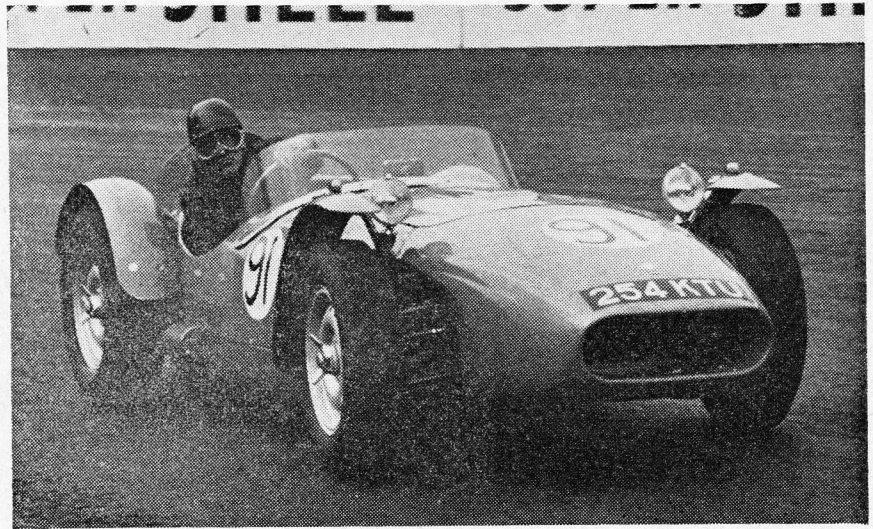
Triumph Sports Cars: 1, G. S. H. Ward (TR3A), 1 m. 30 s.; 2, A. Lambe (TR2); 3, D. J. Lloyd (TR2).

Sports Cars Over 1,500 c.c.: 1, R. B. Beck (Jaguar XK 150S), 1 m. 24.8 s.; 2, R. Soanes (Austin-Healey 100S); 3, J. Carden (Austin-Healey 100).

Sports-Racing Cars up to 1,500 c.c.: 1, J. T. Butterworth (Lotus-Climax), 1 m. 22.8 s.; 2, C. Jugglar (Lotus XI).

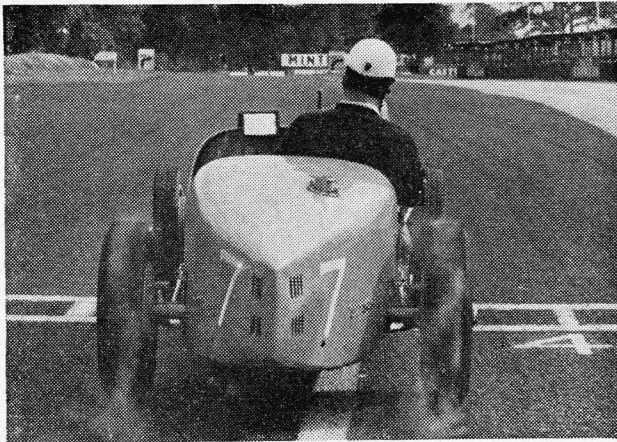
Sports Racing Cars Over 1,500 c.c.: 1, E. P. Scragg (Lister-Jaguar), 1 m. 16 s.; 2, N. C. F. Taylor (Jaguar D Type).

Racing Cars: 1, A. B. Bell (M.G. O Type), 1 m. 21.8 s.; 2, J. Horton (Connaught); 3, P. Bryan (Cooper-J.A.P.).

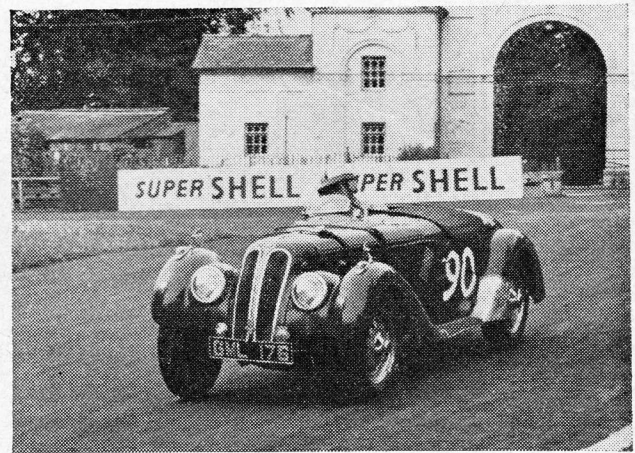


Liverpool M.C.'s Oulton Sprint

Phil Scragg (Lister-Jaguar) makes B.T.D.



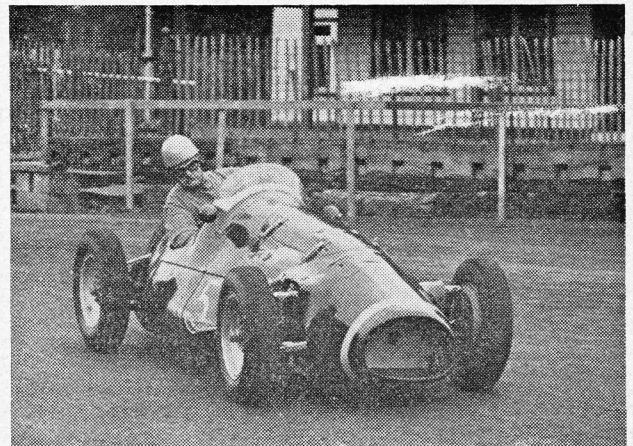
WHEELSPIN causes clouds of expensive rubber smoke as K. Neve's delightful Type 35 B Bugatti hesitates on the starting line.



WELL-PRESERVED pre-war B.M.W. of R. A. Hutchings showed the way to many more modern cars. The car has many points of similarity to Bristol and Frazer-Nash.



WINNER of the production sports car class was R. B. Beck in his very fast Jaguar XK 150S fixed head coupé, surely one of the most desirable of British cars.



PURPOSEFUL look on J. Horton's face as he comes at full bore in his 2-litre Connaught. He was pipped for a class win by A. B. Bell's Q-type M.G.

CASTROL WINS

at
BRANDS HATCH

GRAND TOURING CAR RACE

Up to 1000 c.c. Class

1st J. H. GASTON (*Austin-Healey Sprite*)

2nd L. ADAMS (*Austin-Healey Sprite*)

TOURING CAR RACE

Up to 1000 c.c. Class

1st G. C. SHEPHERD (*Austin A.40*)

(Subject to official confirmation)

*Follow the experts -
always ask for*
CASTROL BY NAME



CORRESPONDENCE

The 1961 Formula

WHEN the new 1½-litre Formula 1 was first announced, I was one of the first to cry out against it. Taking stock of the present position, I feel that the situation has changed somewhat, however.

It is very nice to know that British cars are now almost completely invincible in grand prix racing, but is the situation as healthy as it really seems? If Ferraris were to withdraw from racing now, our victories would be hollow. The most important thing in motor racing, in my opinion, is international competition, and surely from this point of view the present formula has run its race. Let us look back over the past seven years:—

Ferrari. Best years, 1956 and 1958. At present their 1½-litre cars are more successful than the 2½s.

Maserati. Official works team abandoned racing in 1957.

Mercedes. Only raced in 1954/5.

Lancia. All cars, etc., handed over to Ferrari in 1955.

Gordini. Also-rans.

Vanwall. Never quite been the same since 1958.

B.R.M. Not as successful as they deserve.

Cooper. Invincible at present.

Lotus. Still going strong.

Connaught. Forced to give up racing.

If all these firms were still going strong I feel that there would be a strong case for the retention of the present rulings. I have left out the American challenge and also the Aston Martin efforts because they were never serious threats at all.

On the other hand, in our present Formula 2 we see Cooper, Lotus, Ferrari and Porsche cars, whilst the Laystall is still being developed. B.R.M. have been reported to have had thoughts on the subject and there are rumours (justified, I hope) of Camoradi-sponsored Maseratis. In other words, the stage seems set for the F.I.A. decision to become effective. I saw the Aintree 200 this year and I think that the 1500s will be just as interesting as the present formula, if they are given a chance.

It seems that if there are going to be races for both the new Formula 1 and also the inter-continental rules, then neither will really succeed. It will involve so much red tape that there will be one long string of upsets. Race organizers have been, in some cases, difficult to follow with only one formula to play about with—I shudder to think what will happen when there are two.

May I also make a few remarks about this year's racing. I feel that the British are right in insisting that they will only enter at Monza if the road circuit is used. I am sorry that Aston Martins have achieved so little in grand prix racing, but the thing that has annoyed me has been the fact that they secured first rights this season for Roy Salvadori and Maurice Trintignant. What a sheer waste of talent. They have had to drive almost "second rate" cars and I quote "It isn't much fun is it?" On the brighter side, Astons lack of activity has allowed Jimmy Clark to make a name for himself. Finally, I am sure that all British fans will join me in hoping that Graham Hill will win a *grande épreuve* in a B.R.M. this year: if ever a man deserved it he does.

Whatever happens next year, I hope I shall be able to follow some first-class racing.

GRINDON VILLAGE, SUNDERLAND.

K. HAMMERTON.

Prescott Timing

YOUR recent report of the inter-club Prescott meeting does not make it clear that the first car of a team crossing the finish breaks the finish ray and automatically turns the start light to green, as does the second car, while the third stops the watches when it crosses the finishing line. It is apparent that the timing of a team is completely automatic and any delay which occurs is in the operating mechanism. There must be a slight delay but what was not constant was drivers' reaction times—in several instances as much as one-half second, and they were not racing car drivers.

The fault that occurred at the beginning of the second runs was a burnt-out contact in the counting device which controlled the light changer. This piece of equipment is not part of our normal testing set and therefore such aggravating delays both to drivers and spectators should not occur again. The Allard team who suffered most from this delay were, of course, allowed to re-run later in the programme.

G. HARTLEY-SMITH,
Chief Timekeeper, B.O.C., Prescott.

Bonnet Straps for Touring Car Racing?

IN these enlightened days when more and more emphasis is being laid on the safety aspect of motor racing, I am amazed that a safety factor, which to my mind is most important, has been overlooked by the R.A.C. in their list of safety requirements—namely, bonnet straps for touring cars.

At Silverstone in the July Touring Car Race, there was a minor "panic" in the pits when an astute observer noticed that my bonnet had come open and was apparently relying on the safety catch only.

Quite rightly consideration was being given to my being black flagged, until it was pointed out that, fortunately, the bonnet was a lot safer than it looked due to the fact that, following an unfortunate experience two seasons ago, I fitted bonnet straps. To have been black flagged when, for once, I was leading my old friend and adversary Jeff Uren, would, under those circumstances, have been pretty galling.

Why not, therefore, make bonnet straps compulsory, thereby introducing an additional inexpensive safety regulation, obviating any necessity for observers to concern themselves if they see an open bonnet.

DAVID HAYNES.

MAIDSTONE.

The Monza Affair

I AM very sorry indeed to see that the entrants of British racing cars have decided to boycott the Italian Grand Prix as they disapprove of the circuit chosen. This action, following closely upon British condemnation of the new Formula 1, and outspoken disagreement with the new sports car regulations, is bound to have an unfortunate effect abroad. Many foreigners and even some of us at home are bound to suspect, wrongly no doubt, that recent Grand Prix successes have rather clouded the judgment of those who control British motor racing. International success and acclaim especially after years of frustration and failure is an intoxicating mixture and it is difficult for us to remember in these exciting days that in the whole picture of over half a century of Grand Prix racing, we are still not only comparative newcomers but comparative failures!

Italy is one of the great cradles of motor racing and it seems to me tactless, to say the least, that in the hour of our triumph and of Italian eclipse we should refuse to play on their ground. We should, no doubt, be very incensed if, for example, the West Indian cricketers refused to play a test match at Old Trafford because they disapproved of the ground.

On the technical side of the question I am not qualified to judge. The banked part of the Monza track is no doubt bumpy and hard on chassis and suspension; however, the Ferraris and Cooper-chassis Italian-engined cars are apparently running, and our refusal to participate is bound to lend credence to the no doubt untrue suggestions made recently in the press and elsewhere that our racing cars are too flimsily constructed.

If I may refer back a moment to the British outcry against the new Formula 1 and the sports car regulations, our main complaint concerning the latter was the question of windscreen height. After the Le Mans race this year, which was run for a considerable time in rain and which turned out to be one of the most accident-free in recent years, the F.I.A. would appear to be vindicated.

With regard to the new formula, the British actions after its announcement culminating in the S.M.M. and T.'s so-called ultimatum (I could never understand how that body who in the past have shown practically no interest in motor racing came into the picture anyway) must inevitably have struck many observers as a case of the current top-dog trying to bulldoze acceptance of a continuation of the rules under which he had reached his temporary pre-eminence.

We are, after all, voluntary members of the Fédération and after our duly appointed representative has put forward the British viewpoint with all the force and eloquence at his command, which no doubt he did, then surely we should accept the majority vote with as good a grace as possible.

I am not unaware of the very great deal of time, effort and money which those who run our racing teams put into the sport which gives us all so much pleasure, but in view of the world-wide interest in international motor racing, I feel it is most unfortunate that recent actions and pronouncements should have been so open to misinterpretation.

BRIAN KEMP.

BILLINGSHURST, SUSSEX.

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



M.G.A. CHOOSE



**DISC
BRAKE
PADS***

-SAFER STOPPING...TO BE SURE!

* Approved and fitted as original equipment

Small & Parkes Ltd., Hendham Vale Works, Manchester 9
London Office: 251 Kingston Road, SW19

SOONER OR LATER YOU'LL FIT A MASCO **G** BELT IN YOUR CAR —MAKE IT SOONER AND BE SAFER

- 1** The MASCO G-Belt provides the best protection for your friends and family, for all who travel in your car. At least fit one in the front passenger seat where 70% of all accidents occur.
- 2** Every 12 months, in Britain alone 700 lives could be saved and 50,000 injuries prevented if motorists fitted safety belts. In Sweden, where the percentage of vehicles fitted with safety harness is highest, the accident rate is lowest.
- 3** MASCO G-Belts consist of a lap strap and two shoulder straps made of Courtaulds High Tenacity Yarn, a quick release buckle and the necessary adjusters and fittings. They conform to the specification of the British Safety Council.
- 4** Garages, accessory dealers and department stores stock MASCO G-Belts. The complete harness costs £6. 12. 6, less than 1% of the price of a new car. The lap strap can be bought separately for £4. 4. 0.
- 5** If you would like a MASCO G-Belt leaflet and the name of your nearest stockist, please send the coupon to the address below.

**BRADVILLE LIMITED
6 STRATTON STREET
LONDON, W.1**

AI

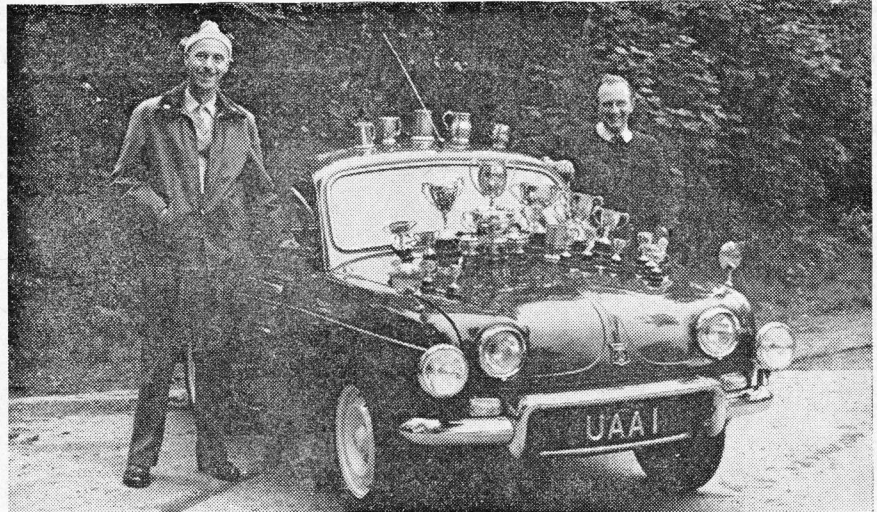
NAME

ADDRESS

Club News

By MICHAEL DURNIN

HARROW C.C. are to run their Cottingham Memorial autocross meeting at Denham, Bucks, on 2nd October. Invited clubs are Hants and Berks M.C., M.C.C., London M.C., M.G.C.C. (S.E.), American D.C., Falcon M.C., Sporting O.D.C., Cemian M.C., Circle C.C. and Kodak C.C. Regs. are available from L. N. Needham, 259 Edgware Road, London, N.W.9, and entries should be sent to G. J. Butcher, 178 The Mall, Kenton, Harrow, Middx, before 28th September. . . . **Circle C.C.** are to have their Sussex Rally (a closed event) on 9th October. Secretary of this 150-mile event (which starts at London and Wych Cross, Sussex) is Mrs. M. Paul, 44 Elm Park Court, Pinner, Middx. . . . **Eastbourne and D.M.C.**, in co-promotion with the **Sussex C.C.** and **Brighton and Hove M.C.**, are to run their closed annual Bonnie Rally on 24th-25th September. Regs. for this 150-mile event (with starts near Brighton and Eastbourne) are to be had from J. Mace, 20 Ashburnham Gardens, Eastbourne, and entries close 20th September. . . . A standard car trial counting toward the B.T.R.D.A. star will be run by the **Lancs and Cheshire C.C.** on 25th September starting from St. Ann's Hotel, Buxton, Derbyshire. Open to competitors for the B.T.R.D.A. standard car Star, Shenstone and D.C.C., Liverpool M.C., Sunbac, Knowdale C.C., Yorkshire S.C.C., Rhyl and D.M.C., Simon-Carves M.C., Bolton-le-Moors C.C., North Midland M.C. and Cavendish C.C., the event will cover some 50 non-damaging miles. Regs. from J. A. Sivey, 10 Woodhall Close, Moor Lane, Woodford, Cheshire, who must have all entries by 19th September. . . . **750 M.C.** and **Windsor C.C.** are to promote a closed rally on 10th-11th September. Regs. for this 135-mile night event from Betty Emerson, Merry Meeting Cottage, Pinkneys Green, Maidenhead. Entries close 7th September. . . . **Chiltern, Circle and Harrow C.C.s** are having a closed sprint at Brands Hatch on 25th September. Secretary of the event is J. W. Criford, Elmdon, Lytton Road, Hatch End, Pinner, Middx. . . . On the 29th-30th October the **B.P. A.C.** will hold the Stardust Rally. There will be starts at Epps Garage, Green Street Green, Kent, and at Bracknell Service Station, Bracknell. Invited clubs are Blackfriars M.C., Cemian M.C., Forces M.C., Hants and Berks M.C., London M.C., Maidstone and Mid-Kent M.C., Sevenoaks and D.M.C., 750 M.C. and T.E.A.C. Regs. from P. W. Neighbour, B.P. A.C., Britannic House, Finsbury Circus, London, E.C.2. . . . Four clubs, **750 M.C., Hants and Berks M.C., U.H. & U.L.M.C.** and **Club Lotus**, are to co-promote a closed hill-climb at Wiscombe on 18th September. Further information and regs. from D. Proctor, Braeside, How Lane, Chipstead, Surrey, who must have all entries by 13th September. . . . **Blackfriars M.C.'s** Autumn Rally is scheduled for 17th-18th September. This 200-mile event is open to Advertising M.C., B.A.R.C., Chelmsford M.C., C.S.M.A., Ford S.M.C., Kodak M.C., Sevenoaks and D.M.C., Shell M.C. and Volkswagen O.C., and will start at about 9.30 p.m. at Lambs



SILVERWARE: This impressive array of trophies has been won during the past season or two by Lloyd Roberts and John Rogers in "Robbie's" well-rallied series of Dauphines.

Garage (Woodford), Ltd., Woodford, Essex. Secretary of the rally is E. Pennells, 21 Avondale Drive, Loughton, Essex, and all entries must be received by 6th September. . . . **North Staffs M.C.** are to have a race meeting at Silverstone on 24th September. The event is open to Bugatti O.C., Austin-Healey D.C., Peterborough M.C., B.A.R.C., Nottingham S.C.C., Maidstone and Mid-Kent M.C., 750 M.C. and B.R.S.C.C., and secretary of the meeting is J. H. Greenwood, Walley Street, Biddulph, Staffs, who must have all entries by 10th September.

As a result of Doc Shepherd's astonishing performance in the touring car race, the A40 was stripped for examination—and found to be completely in accordance with the regulations.

B.A.R.C., Y.S.C.C. AND EAST YORKSHIRE C.C. SHARE SPRINT AT MESSRS. BURTON'S

FACED with the lack of a course for the usual Yorkshire summer autocross meeting, the promoters, the autocross sub-committee of the B.A.R.C. (Yorks), the Yorkshire Sports Car Club and the East Yorkshire Car Club, had to think up another event to fill the vacant date in the calendar.

The substitute event—a sprint meeting—was a definite success, attracting some 70 competitors, and turned out to be far less car damaging than even a "non-damaging" autocross, in spite of a greasy road which led to a number of spins.

The sprint was held at the big Leeds factory of Montague Burton, Ltd., on the roads surrounding the clothing factory, the same venue used for the popular B.A.R.C. sprints, but using a different course which had a longer straight and fewer corners. The result was that the faster cars had more of a chance to show their worth and cornering power, although indispensable on the three 90-degree bends, was not at such a premium as on the usual course.

Setting B.T.D. with a display of skilful and fearless driving was Reg Phillips, the hill-climb expert, with his Climax-engined Fairley Special which has the 1,500 c.c. engine across the frame "à la Issigonis" and now boasts a radiator. He rocketed up the half-mile course in 30.82 secs. to set a record for the new course which is likely to stand for a long time.

Rain made times for the first run slow, and several cars had wild slides or spins.

Miss Vikki Lincoln, handling more power than she is used to in Tony Lanfranchi's Frazer-Nash, had a spin as she crossed the finishing line but later improved and finished a creditable sixth in a class full of men. Sid Newton, in his immaculately prepared big-bore TR2, took the class from P. Cresswell's new Daimler Dart. The smaller sports class was a surprise win for Malcolm Wayne's

(Continued on page 340)

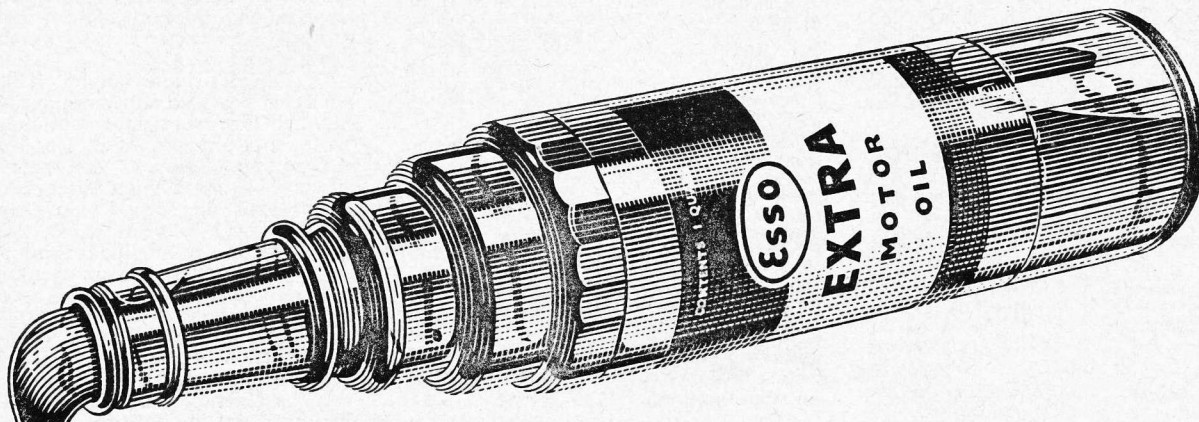
Coming Attractions

- 3rd September.** Sunbac Race Meeting, Silverstone.
Brighton and Hove M.C. Speed Trials, Brighton. Start, 9.15 a.m.
- 4th September.** European Grand Prix, Monza.
M.G.C.C. Sprint, Brands Hatch. Start, 1 p.m.
Cambridge 50 C.C. Sprint, Witchford Airfield, near Ely. Start, 10 a.m.
- 8th-12th September.** Viking Rally.
- 10th September.** Jaguar D.C., Bentley D.C. Race Meeting, Silverstone, near Towcester, Northants. Start, 12.30 p.m.
B.A.R.C. Race Meeting, Goodwood, near Chichester, Sussex. Start, 2 p.m.
B.R.S.C.C. Race Meeting, Rufforth, near York.
- 11th September.** Bugatti O.C. Hill-Climb, Prescott, near Cheltenham, Glos.
Sunbeam-Talbot O.C. Sprint, North Weald, near Epping, Essex. Start, 1.30 p.m.
- 17th September.** Peterborough M.C. Race Meeting, Silverstone, near Towcester, Northants. Start, 1 p.m.
S.M.R.C. Race Meeting and AUTOSPORT Three Hours, Snetterton, near Thetford, Norfolk.
- 18th September.** Four Clubs Hill-Climb, Harleyford, near Marlow, Bucks.
B.A.R.C. Hill-Climb, Brinton, near Collingbourne Ducis, Wilts. Start, 2.30 p.m.

Brands Hatch—continued

lap was a real sizzler. As Clark hurtled out on to Clearways, the Californian was on his tail. The Scotsman gave it everything he had, and as the green car crossed the line, Gurney was only a few yards behind. During that last-minute bid, Dan set up a new Formula 2 record of 1 min. 42.6 secs. (92.98 m.p.h.).

Over 10 seconds behind came the well-driven Porsches of Bonnier and Hill, not quite quick enough to catch the products of Chapman and Lotus Engineering. Into fifth place came New Zealander Dennis Lawton, just ahead of Tony Marsh.



Wins again

INTERNATIONAL RACE MEETING, BRANDS HATCH

AUGUST 27

KENTISH '100' TROPHY RACE (Formula II Cars)

1st JIM CLARK

LOTUS-CLIMAX 91.12 m.p.h.

JOHN DAVY TROPHY (Formula Junior Cars)

***1st TREVOR TAYLOR**

LOTUS-FORD 85.89 m.p.h.

***2nd JIM CLARK**

LOTUS-FORD

(Subject to official confirmation)

All using ESSO EXTRA MOTOR OIL
THE WORLD CHAMPION MOTOR OIL
exactly the same superb mineral oil
you can buy from your local Esso Dealer

*Also using Esso Golden—finest petrol you can buy

Club News—continued

new T.V.R. Grantura which beat Gordon Durham's Porsche and John Heppenstall's under-geared M.G. Twin-Cam. Second was C. L. Smith's Ford Special which touched a tree on the first run but did little damage.

The smallest sports class was, as usual, full of Sprites but the award winners were split by J. C. Thompson's Fairthorpe.

The saloon classes were as hard-fought as usual, in particular the Zephyr class in which Tommy Wise made a return to the speed variety of motor sport after a too long absence. He finished fourth in a class won by E. B. Booth, with Derek Clark taking second after completely spinning his disc-braked Zodiac on his second run.

Derek Scott (Riley 1.5) was the only driver to crack 40 secs. in the medium class, winning by a clear 2 secs. Ian Broadbent, trying too hard to keep up with the modified cars in his standard Riley, slid too wide on the second corner and as a result his 1.5 adopted a very non-standard toe-in and castor angle which led to his retirement.

Ken Lee won the smallest saloon class in his Mini-Minor from two up-and-coming drivers, Noel Hodkin (A35) and Ian Grassick (Mini-Minor).

Most interesting car at the meeting was Alan Hill's Mercury-Anglia, a Ford Anglia (100E) with a 3,800 c.c. Mercury engine and fitted with I.R.S. to keep it on the road and a four-speed gearbox. Although with a maximum of over 100 m.p.h. this real "Q car" is not suitable in its present form for an event of this type and recorded 41.06 secs.

While a successful and enjoyable meeting, the sprint did not somehow fill the gap left in the calendar by the autocross and many enthusiasts and spectators hope that by next year the joint committee will have found a suitable autocross venue.

Results

Touring Cars, up to 1,000 c.c.: 1, K. N. Lee (Speedwell Mini-Minor), 39.41 s.; 2, N. L. Hodkin (A35), 40.46 s.; 3, I. Grassick (Mini-Minor), 41.62 s. **Up to 1,900 c.c.:** 1, I. D. Scott (Riley 1.5), 38.71 s.; 2, B. W. Moss (Riley 1.5), 40.72 s.; 3, E. B. Wadsworth (Volkswagen), 41.24 s. **Up to 2,700 c.c.:** 1, E. B. Booth (Zodiac), 38.37 s.; 2, E. D. Clark (Zodiac), 38.82 s.; 3, A. Richardson (Zodiac), 38.99 s. **Over 2,700 c.c.:** 1, K. Oldham (Jaguar 3.4), 38.74 s.; 2, D. S. Rayner (Jaguar 3.4), 39.38 s.; 3, T. A. Hill (Mercury-Anglia), 41.06 s.

Sports Cars, up to 950 c.c.: 1, P. J. Smith (Sprite), 37.14 s.; 2, J. C. Thompson (Fairthorpe), 37.69 s.; 3, H. O. Holliday (Sprite), 38.16 s.

Up to 1,500 c.c.: 1, M. J. Wayne (T.V.R.), 34.83 s.; 2, C. L. Smith (Ford Spl.), 35.05 s.; 3, J. Heppenstall (M.G. Twin-Cam), 35.60 s. **Up to 2,700 c.c.:** 1, S. H. Newton (TR2), 34.96 s.; 2, P. Cresswell (Daimler S.P. 250), 35.16 s.; 3, M. A. Lanfranchi (Healey 100S), 36.05 s. **Over 2,700 c.c.:** 1, D. A. Harrison (Frazer-Nash), 33.39 s.; 2, R. M. Bateman (R.M.B. ID), 37.38 s.

Sports-racing Cars, up to 1,500 c.c.: 1, K. D. Jones (Lotus VIIA), 32.80 s.; 2, T. A. Fallows (Cooper-Climax), 34.69 s.; 3, R. Dawson (Lotus ID), 34.52 s. **Over 1,500 c.c.:** 1, R. W. Phillips (Fairley), 30.82 s.; 2, N. C. F. Taylor (Jaguar D-type), 33.07 s.; 3, J. H. Parkin (Lotus 2,700 c.c. Cannonball), 34.48 s.

AIREDALE AND PENNINE M.C.C. AUTOCROSS

As in previous years the Airedale and Pennine M.C.C. were fortunate in having glorious weather for their annual autocross meeting, this year co-promoted with the De Lacy M.C. of Pontefract for the first time. The course at East Bierley, Bradford, kindly loaned to the club by Mr. H. Rhodes, was 700 yards in length, part of it being covered twice on each run. The surface, although undulating slightly, was fairly smooth, but a 180 degree bend on adverse camber, which had to be traversed twice, caused competitors some trouble.

From the start of practice it was obvious that competition was going to be very fierce in all classes, and even after only one run some drivers were beginning to look quite hairy in their efforts to slice off the seconds. Fastest at this stage was Gordon Chippindale in a very hot Jaguar XK 120 in 1 min. 9.9 secs.

The class for sports cars under 1,000 c.c. surprisingly only had two entries, the Austin-Healey Sprites of R. Sutherland and C. B. Law-Green. R. Sutherland was consistently the faster of the two, recording a time of 1 min. 6.3 secs. on his last run, at that time B.T.D.

Class 2 (sports cars over 1,000 c.c.) provided the biggest battle of the day. After two runs the honours went to Gordon Chippindale with a time of 1 min. 6.8 secs. When this was beaten by R. Sutherland in the Sprite the boys really set to work. First Brian Chippindale (XK 120) went round in 1 min. 5.5 secs. This was then beaten by J. Rhodes (M.G.A 1600) with 1 min. 5.3 secs. By now the excitement was terrific, with Gordon Chippindale on the line for his last run. He literally tore round, but was a little slow on the adverse camber bend the second time, recording the same time as his brother, 1 min. 5.5 secs. By far the diciest-looking run of the afternoon was seen in this class when J. Jagger in a Shor-

rock supercharged Triumph Herald coupé had his last run. He tore round at astronomical revs., the car swinging wildly, to record a very creditable 1 min. 9.6 secs.

The small saloons (under 1,300 c.c.) in class 3 provided still more excitement, although they were rather overshadowed by the performance of J. Rhodes in a perfectly standard and very new Mini-Minor who did 1 min. 8.0 secs. on his second run. For second place there was a battle royal between W. O. Ackroyd in a very much modified Ford Anglia and J. G. Stead (Volkswagen) which eventually resolved itself in a victory for the Anglia. Breathing hard down their necks was P. J. Finney (Gordini Dauphine), who created some excitement when he spun on his first run.

In the class for saloon cars over 1,300 c.c. there was a battle between B. W. Moss (Riley 1.5) and B. Crossley-Smith (Singer Gazelle), which was eventually won by the Riley, despite an excursion into the hawthorn hedge whilst trying hard on the adverse camber bend on his second run. Close behind them were T. Shelton (Hillman Minx), J. Anderton (Ford Zodiac) and C. Rogerson (Jaguar 3.4), who finished in that order.

Throughout the day the many spectators were kept well informed by a large time clock. The timing apparatus never faltered, keeping things moving very quickly so that some 175 runs were completed.

Provisional Results

Best Time of the Day: J. N. Rhodes (M.G.A 1600), 1 m. 5.3 s.

Sports Cars under 1,000 c.c.: 1, R. Sutherland (Austin-Healey Sprite), 1 m. 6.3 s.; 2, C. B. Law-Green (Austin-Healey Sprite), 1 m. 11.2 s.

Sports Cars over 1,000 c.c.: 1, J. N. Rhodes (M.G.A 1600), 1 m. 5.3 s.; 2, B. M. Chippindale (Jaguar XK 120) and G. F. Chippindale (Jaguar XK 120), 1 m. 5.5 s.; 4, E. V. Illingworth (M.G.A), 1 m. 8.6 s.

Saloon Cars under 1,300 c.c.: 1, J. N. Rhodes (Mini-Minor), 1 m. 8.0 s.; 2, W. O. Ackroyd (Ford Anglia), 1 m. 9.1 s.; 3, J. G. Stead (Volkswagen), 1 m. 9.4 s.

Saloon Cars over 1,300 c.c.: 1, B. W. Moss (Riley 1.5), 1 m. 12.5 s.; 2, B. Crossley-Smith (Singer Gazelle), 1 m. 12.8 s.; 3, T. Shelton (Hillman Minx), 1 m. 14.2 s.

Team Award: B. M. Chippindale and G. F. Chippindale.

RALLY SERVICE

LES NEEDHAM and Fred Still, of Rally Equipment, Ltd., 295 Edgware Road, Colindale, N.W.9, are providing a full international rally service for the R.A.C. Rally from 21st-26th November. Overseas competitors will be interested to know that full details of the service will be available from all the major continental automobile clubs.

This is almost



like driving an MGA 1600!

Speed combined with safety rewards your wisdom in choosing the incomparable MGA 1600. Traditional MG flexibility and toughness... plus the vividly heightened performance of a 1,588 c.c. engine giving 79.5 b.h.p. at 5,600 r.p.m.... plus

front wheel disc brakes and improved rear wheel braking make the MGA 1600 supreme among sports cars. Crisp new colours—open and coupe models. Meet the MGA 1600 at University Motors now!

UNIVERSITY MOTORS LIMITED

Showrooms: Stratton House, 80 Piccadilly, W.1
Service: 7 Hertford Street, Mayfair, London, W.1
Telephone: GROsvenor 4141

Hire purchase and part exchange
Sole London MG Distributors



AUTOSPORT

CLASSIFIED ADVERTISEMENTS

PRESS TIME: Tuesday 12 noon

Telephone: PADDINGTON 7671-2

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

RATES: 7d. per word, 4s. 6d. per line. Semi-displayed setting £2 10s. per single column inch. Minimum charge 7s. 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.

A.C. ACE. Numerous extras, factory maintained (£200 spent this year). £775. Consider Lotus VII in part exchange.—"Valkyrie", Burns Road, W.13.

S. H. RICHARDSON & SONS, LTD.—Wanted S. A.C. Ace-Bristol/Aceca-Bristol.—Tel.: Colbrook (CN 8) 2258.

1954 ACE, red, engine, suspension, steering rebuilt, resprayed, extras, immaculate, two owners. £625.—Sheffield 62308.

ALFA ROMEO

GIULIETTA DROPHHEAD COUPÉ "SPYDER"

Six weeks old.

This car has covered less than 1,000 miles, unmarked and as new throughout. Finished in Alfa red with black interior, fitted with all extras.

Cost over £2,200 new, offered guaranteed at £1,945.

Part exchanges and deferred terms, demonstrations by appointment.

DAVID BUXTON LIMITED,

59-61 London Road,

Derby.

Tel. 40526-7-8.

ALVIS

2.4 ALVIS Silver Eagle, 1935, rebuilt post-war, good running order. £65.—Harvey, 14 Dudley Road, N.3. FINchley 5166.

ASTON MARTIN

DB3S COUPÉ

Ex-David Brown.

Finished in unmarked Grey with Red interior trim, has covered only 18,000 miles from new, and just completely overhauled, fitted with "Weber" carburetters, "Borrani" wire wheels, "Avon" racing tyres, sliding roof. Has genuine top speed of 150 m.p.h. plus, with excellent road manners. Originally cost over £6,000, offered guaranteed at

£2,150.

Part exchanges and deferred terms, demonstrations by appointment.

DAVID BUXTON LIMITED,

59-61 London Road,

Derby.

Tel. 40526-7-8.

AUSTIN

1958 A35 de luxe saloon with special Speedwell sports conversion, entailing engine, gearbox, back axle and with Alexander twin carburetters fitted. Also numerous added expensive extras. Terrific performance, magnificent appearance, NOT raced. An enthusiast's car. Taxed. £485. Terms.—R.L.H. Motors, Ltd., 599 Kings Road, S.W.6. RENown 4492.

AUSTIN-HEALEY

THE CHEQUERED FLAG (LONDON), LTD., proudly offer

Some 12 hand picked examples of this attractive marque, including the Sprite, 100/4, 100S, 100/6 and the 3000. All equipped with every desirable extra; colours range from flame red, ice blue, racing green, white and black. Prices are competitively low. £465.

Here is the only place in England where you can be sure of finding the sports car of your colour, choice and price.

The best terms, service, insurance, part exchanges, etc., with pleasure.

Telephone: CHISwick 7871/2/3.
Chiswick High Road, W.4.

THE SPRITE CENTRE IN THE S.E.

The Sprite's cocky little grin can be seen in every street in Britain—but in the past there has been no Sprite specialist in the S.E.

Realizing the need for such a specialist service, we are now available for *everything* associated with the Sprite. Repairs, Tuning, Chassis and Body Modifications, Race Preparation, etc.

Let us help you give your Sprite even more to smile about.

THE SPORTS CAR GARAGE,

50 Quarry Road,

TUNBRIDGE WELLS.

Phone: Tunbridge Wells 21000.

AUSTIN-HEALEY 100/6 BN4.

Ice-blue/ivory, radio, heater, wrws, washers, tonneau, spot, o/d. After 18,000 miles was rebuilt with complete new engine unit, chassis, steering, suspension and body, all are under guarantee. It is offered for any inspection, trial, or even on approval to genuine enquirers.

Arranged in any part of the country without obligation. This as new car is offered for £700.

Further details available by telephoning Dinas Powis 2134 (Glamorgan). Cost will be refunded on effecting sale. Or write or call,

24 Millbrook Road, Dinas Powis, Glamorgan.

HEALEY Sprite. Turbo Fin alloy brake drums, £4 19s. 6d. each. Anti-roll bars, £7 15s., plus fitting.—Emeryson Cars, Ltd. Telephone: Ripley 2169 (Surrey).

SPRITE, Sept. 1959, 9,000 miles, extras, must sell. Bargain, £510. H.P. available.—Tel.: Camberley 531.

SPRITE, 1959, blue, whitewalled tyres, 11,000 miles, heater, bumpers, overrides, rev. counter. Very attractive car. £550.—Forster Prowse, By Pass Road, East Ham, E.6. ALBert Dock 2091.

1959 AUSTIN-HEALEY Sprite, leaf green, Swiss fibreglass bonnet, Downton engine conversion, X tyres, Carlotti steering wheel, many other extras, excellent condition. Offers.—Ruston, Mary Tavy, Tavistock, Devon.

1959 AUSTIN-HEALEY 3000 2/4-scater, in Healey blue, 15,000 miles only, fitted many extras. Property of well-known local celebrity and exceptional reasons for sale. Well worth enquiry. £975.—Dickinson & Adams (Harpenden), Ltd., High Street, Harpenden, Herts. Harpenden 4545.

1954 AUSTIN-HEALEY 100, ice blue, immaculate condition, engine reconditioned, X tyres, radio, etc. Well maintained. £450 or nearest offer.—Baker, 8 Castlecroft Gardens, Finchfield, Wolverhampton. Tel. 62127.

BERKELEY

BERKELEY SPORTS CAR CENTRE TUNING and RACING SPECIALISTS

The new B/95 and B/105 models with the Royal Enfield 692 c.c. four-stroke engine available for early delivery. See and try our demonstration car. Spares, etc., in stock for all models.

1957 Berkeley 328 c.c., four-speed box and other modifications. £290.

MANTLES GARAGES, LTD.,
Henlow Garage, Henlow Camp, Beds.
Tel.: Henlow Camp 233.

SUSSEX DISTRIBUTORS. Sales, Tuning and Service.—St. James' Motors, Brighton, 37-38 Upper St. James' Street, Brighton, Sussex. Telephone: Brighton 61414-5.

THE MIDLANDS AND SOUTH-WEST BERKELEY CENTRE offer all Berkeley models for early delivery. Demonstration cars available. Very competitive insurance terms available.—Kingscote & Stephens, Ltd., London Road, Gloucester. Phone 21278-9.

328 C.C. three-wheeler, £399 19s. 11d., immediate delivery.—Surrey Distributors, The Surrey Car Co., Ltd., 44 Richmond Road, Kingston-upon-Thames. Phone: KINGston 7660 and 6340. Open all day Saturday.

BMW

BMW 327/80 cabriolet, white respray, OZ head, crankshaft reground, balanced. Numerous extras. Tyres as new. £275 o.n.o.—Miles, Phone: Bicester 260, Ext. 80, weekdays; Andover 3125, weekends.

(Continued overleaf)

AUSTIN  **AUSTIN HEALEY**

OFFICIAL STOCKISTS

PARADE MOTORS

(MITCHAM) LIMITED OFFER

New Cars for immediate delivery:—
M.G. Magnette III. Duo-tone green. £535
M.G.A 1600. Dove grey/red upholstery.
Austin A55. Grey/horizon blue. £445
Austin A40. Black/red upholstery.
Austin-Healey Sprite. Leaf green.

After sales service, repairs and spares. B.M.C. exchange engines, gearboxes, etc. High-pressure lubrication at our new Service Station.

1959 M.G.A 1600. Blue/black, heater, luggage carrier, screen wash, tonneau, one owner, superb. £785
1959 A40 de luxe, Duo green/black. £535
1954 M.G. TF. Red/red, heater. £515
1953 M.G. TD. Red/beige. £445
1952 M.G. TD. Black/beige. £415
1949 M.G. TC. Red. £305
1947 (Oct.) M.G. TC. Red. Immaculate. £285

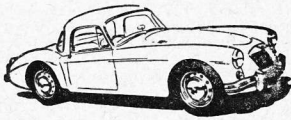
Part exchanges welcomed. Hire purchase and insurance facilities available.

Self drive hire—late models.

66/67 Monarch Parade, Mitcham

Phone: 3392-7188

Grand Touring Cars



RUDDS

PORSCHE Super 1500. Well maintained car. £795

PORSCHE 1600 1960. Nominal mileage unmarked car in silver/red. £1,785

AUSTIN-HEALEY 3000 RUDDSPED 130 m.p.h. conversion with all the extras. Wire wheels, overdrive, heater, modified suspension, etc. Cost £1,400. Offered taxed and delivered at £1,285

AUSTIN-HEALEY 3000 1960. Nominal mileage, standard equipment with disc wheels. Opportunity to obtain unmarked car at well below list. £985

DAUPHINES. RUDDSPED conversion cars with lowered suspension, high ratio steering, 42 h.p. large valve head, etc. Complete at £747 10s.

DAUPHINES. Choice of colour, for immediate delivery from stock. £689

DAUPHINES. Choice of two very small mileage 1960 cars offered through special circumstances after only a few weeks' use. £599

AC-GREYHOUND. Demonstrations arranged by appointment. Incredible roadholding. Four sensible seats. Hand-made tailored finish. 110 m.p.h., 25 m.p.g. Deliveries for later this year in rotation. Approx. £2,950.

ACE-BRISTOL 1957 in silver/red with several extras. Nicely maintained two-owner car with an excellent non-accident history. Taxed and carrying the RUDD conditioned car guarantee.

Distributors and appointed agents for:
Aston Martin, AC, Austin-Healey, MG, Triumph, Porsche, Volvo, Renault

TERMS AND EXCHANGES
41 HIGH ST., WORTHING 7773/4

Classified Advertisements—continued

BRISTOL

1951 BRISTOL 401, one owner from new, works engine approx. 11,000 miles, radio, heater, etc. Rare opportunity to obtain specimen. £650.—Drayton Motors, Wallasey, Cheshire, Wallasey 1880.

B.S.A.

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

CONTINENTAL CARS

RICHARDS AND CARR, LTD., for new and used Renault, Simca, Peugeot, Fiat, Citroën.—132 Sloane Street, S.W.1. SLOane 6165.

COOPER

COOPER-BRISTOL. The most famous of all these cars made. £500.—Wayside Garage, Rusper, Sussex. Rusper 218.

DKW

1960 DKW Sonderklasse, L.h.d., new engine, "X" tyres, very clean and fast. £485.—David Plumstead, 53 Kendall Avenue South, Sanderstead, Surrey. Phone: UPLands 6116.

1956 SONDERKLASSE coupé, metallic grey/cream, 28,000 miles, immaculate. £475.—Hornchurch 46932.

ELVA

DAVID PROPHET'S immaculate 1960 Courier, specially finished in empress blue with matching trim, engine and close-ratio gearbox, 1,000 miles only, curved screen, tonneau. Seen Lincoln Street Motors, Sparkhill, Birmingham. H.P. arranged. Nearest £725, or part exchange Lotus F.J. or similar.

ELVA-CLIMAX, Stage II/III, Appendix C, ex-Bristow, fully road equipped. Ideal club racing or road use. £625 or offers.—Bayliss, Welwyn 774.

ELVA Courier Spyder, 7,000 miles, immaculate and perfect, highly tuned, July 1959. Not used winter, fully guaranteed. Best offer.—Dobson Bros., Truro Works, Matilda Street, Sheffield. See Lotus column.

ELVA Formula Junior, ex-Simon Ames, latest suspension modifications, superb condition. Downton power unit. Probably the fastest and most successful Elva this season. Ready to race. Offers.—Holbay Sports Cars, Hollesley, Woodbridge, Suffolk. Tel.: Shottisham 687.

FAIRTHORPE

BUTT'S MOTORS, Fairthorpe representatives of the Electron Minor (Herald powered) sports car. Available in easy-to-assemble kit form, demonstration and second-hand cars on premises. Specialists in fibreglass repairs, overhauls on all leading makes of sports cars.—Apply, 9 Pindock Mews, Warwick Avenue, W.9. CUNningham 2843.

FAIRTHORPE Electron Minor, fitted Herald coupé engine, gearbox, etc., bodywork, paintwork, trimming as new. Whole car in exceptional condition, with a low mileage. Complete with spare wheel, tools, etc., priced at £425 for quick sale.—For further details of this 90 m.p.h. plus sports car, apply Fairthorpe Specialists, Butt's Motors, 9 Pindock Mews, Warwick Avenue, W.9. CUNningham 2843.

FIAT

1100 1957 (reg. Oct. 1956), pale blue, cream wheels, 30,000 miles. £465.—Bugden, 137 Chislehurst Road, Orpington, Kent. Tel. 22690.

FORD

FORD 100E Popular, 1960 de luxe, 6,000 miles, Stage II twin-carburettor Elva, Servais exhaust, oil cooler, overdrive, modified suspension, full instruments, electric wipers, racing linings, laminated screen, Marchals. Cost £1,000, accept £750.—Paisley, c/o 22 Viewforth, Edinburgh.

FRAZER-NASH

FRAZER-NASH Mille Miglia BS1, 26,500 miles, immaculate, mechanically perfect. £900.—Broadwell 1145.

GOGGOMOBIL

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

H.R.G.

1949 H.R.G. 1500, immaculate condition, fitted detachable aluminium hardtop, many extras. Offers.—Winship, 71 Norfolk Road, South Shields, Co. Durham.

£238 H.R.G. 1,500 c.c. aerodynamic sports, 1947. Exceptional in B.R.G., new hood, tyres, etc., outstanding example of this comprehensively equipped thoroughbred. Terms, exchanges.—Baker & Roger, Ltd., Hudson's Garage, Darkes Lane (opp. Ritz), Potters Bar, Middlesex. Potters Bar 6181, or Hatfield 3861 evenings and week-ends.

JAGUAR

THE CHEQUERED FLAG (LONDON), LTD., proudly offer

Three sleek Jaguars, an XK 140 roadster in midnight blue, and two XK 120s, a spotless fixed head coupé in Italian red, and a roadster in metallic dark blue. All three are fitted with many sensible extras (wire wheels, X tyres, radio, heater, etc.) and are offered at attractively low prices, from £465.

The best terms, service, insurance, part exchanges, etc., with pleasure.

Telephone: CHiswick 7871/2/3.
Chiswick High Road, W.4.

JAGUAR XK 120, 1951, very fast, pleasing condition, extras. £325.—EDMonton 7815.

JAGUAR S.S. 100, 1938. Has been thoroughly overhauled, reconditioned engine, cellulosed reformed, with new tonneau and hood, excellent condition, £185 o.n.o., or consider part exchange Ford Thames 5 cwt. van suitable for business.—Tel.: G. Turner, GERrand 9641, weekdays 10-12, 2.30-5 p.m.

XK 150 F/H, coupé in grey, 1958, S.E. model, wire wheels, disc brakes, overdrive, H.M.V., low mileage. Exceptionally clean. £1,095.—Huxham's (Cars), Ltd., Penn Hill Garage, Parkstone, Dorset. Tel.: Parkstone 2 or 3644.

XK 120, 1953, 9:1, 2 ins. SUs, modified C head, Servo discs all round, Konis, anti-roll bar, Powr-Lok, X tyres. Spare set wheels with R.5s. £545.—GRAngewood 2495.

1959 (April) XK 150 D/H, Coupé. Ivory/red interior, black hood, overdrive, disc brakes. This car in every respect as new. Nominal mileage. No competition. One fastidious owner. Guaranteed. £1,295.—Apply H. E. Griffin Motors, Ltd., Haywards Heath 395.

1959 XK 150 drophead coupé, grey, red leather, overdrive, radio. £1,345.—Kingscote & Stephens, Ltd., London Road, Gloucester. Phone 21278-9.

1958 (April) XK 150 F/H Coupé. Automatic, disc brakes, Cotswold blue/blue. One owner. Supplied and maintained by us. Nominal mileage. No competition. First class in every respect. Guarantee. £995.—Apply H. E. Griffin Motors, Ltd., Haywards Heath 395.

1956 XK 140, continental roof, h/c head, overdrive, Michelin "X", stone brown. £585.—MAIda Vale 3827.

THE CHEQUERED FLAG

Open 9.30 to 7.30

Tel: Nottingham 8928/2/3

(MIDLANDS) LTD.

The Midlands only 100% Sports Car Specialists proudly offer a selection of their hand picked stock of over fifty sports cars

TVR Grantura, 1959. Fixed head 2-seater, unmarked in deep maroon, one owner only and fitted M.G.A. 1600 engine and gearbox. Radio, heater, wire wheels, comp. suspensions, etc. £895

Triumph TR3, 1957. 2-seater. Unblemished in beige with matching hood and interior. Equipped with disc brakes, overdrive, radio, heater, X tyres, tonneau, wing mirrors, etc. £665

Austin-Healey 100-6, 1957. 2-4 seater. A first class example in ice blue with dark blue side panels and interior. Fitted heater, washers, wing mirrors, etc. £655

Lotus VII, 1958. 2-seater. Eminently suitable for road or track use, finished in bright red with black wings, hood and tonneau. Fitted with Wilment c.h.v. conversion, twin carbs, four-branch exhaust, etc. £545

Austin-Healey Sprite, 1958/59. 2-seaters. Choice of two exceptional cars in cherry red (one owner only) or pale blue, both equipped with all the standard extras, and many others. Prices from £525

M.G. 1946/55/56/57. Four hand-chosen cars, TC, TD, TF, 1500 and MG.A, all in well above average condition, all with various extras. Colours are black, white, maroon, or pale green. Prices are very competitive: from £255

Triumph TR3, 1956/57. 2-seaters. Choice of two really excellent examples in olive green, with discs, heater, tonneau, spots, etc., or in white with heater, tonneau, washers, etc. from £535

Frazer-Nash "Mille Miglia," 1952. 2-seater. A superb road car, spotlessly finished in pale Arctic green. Fitted with F.N.S. unit, twin exhausts, all-weather equipment, etc. £695

ARKWRIGHT STREET, NOTTINGHAM

1951 XK 120, heater, radio, immaculate, just renovated regardless of cost by engineering director enthusiast. Personal reasons for sale. Any trial at works, Ashford, Kent. Reg. No. AJK 906. £500 or nearest offer.—Box 3637.

KARTS

THE U.2.K. is one of the fastest 197s in the country (Welwyn lap 61.5 m.p.h.). Completely reconditioned as new, fully tuned. Race-winning proposition at £75 o.n.o. U.2 can beat the works teams.—Arthur Mallock, The Grove, Roade, Northants. Roade 416.

LANCIA

APRILIA, 1938, v.g.c., blue. Offers.—Ring HAYes 0551 daytime. WORDsworth 9412 evenings, weekends.

LANCIA Aurelia Gran Turismo, first registered this country Dec. 1958. In first-class condition, radio, heater, etc. Exchange considered.—R. Vincent, Cranberry Lodge, Bryn, Wigan. Tel. 44963.

LOTUS

THE CHEQUERED FLAG (COMPETITION CARS), LTD.
LONDON LOTUS DISTRIBUTORS
For the incomparable
ELITE.

All models of the marque available. Demonstrations, sales, service, terms and insurance arranged with pleasure.

Telephone: EDGware 6171/2.

Gemini House, High Street, Edgware, Middx.

LOTUS SUPER SEVEN

Peter Warr offers his own personal Lotus Seven. Genuinely one of the three fastest in existence. Ex-Graham Hill. Club Silverstone. 1 min. 12 secs.; Old Brands, 61 secs.; Oulton Park, 2 mins 3 secs. Specification includes Stage II Cosworth-Climax, M.G. c.r. gearbox, ZF differential. Discs on front, R5s and host of spares. Tractable road car with full weather equipment.

NEVER OUT OF WORKS CARE SINCE BUILT

Only reason for sale—buying Lotus Junior. £875 o.n.o.

Contact Peter Warr, Lotus Components, Ltd., Delamare Road, Cheshunt, Herts. Waltham Cross 26181.

CONNAUGHT CARS (1959), LIMITED, Lotus Distributors for Surrey, offer for immediate delivery Lotus Elite (choice of colours), Lotus Junior, Lotus 7 from stock.—Portsmouth Road, Send. Telephone: RIPLEY 3122.

EQUIPE WOODYATT for your LOTUS Seven, Elite or Formula Junior. Distributors for the South Midlands and South Wales. Demonstrators available.—Portland Road, Malvern. Tel. 391.

LOTUS VII, fully tuned 100E, close-ratio gears, full tonneau, excellent condition. £520 o.n.o. Exchange Sprite or small saloon.—Ball, 8 Prior's Close, Friar's Cliff, Christchurch. Highcliffe 2157.

LOTUS VII, modified 100E, September 1959. Good condition road car in daily use. £540.—M. Baylis, 22 Parliament Square, Hertford.

1960 LOTUS ELITE

5,000 miles; fully modified to Stage III; finished in Midnight Blue with Red interior. Spares include: extra wheels; complete rear suspension assembly; alternative axle ratios.

This is the very quick Elite owned by Sir Gawaine Baillie and driven by Michael Parkes.

Current Racing Season Class Achievements include: Holder of Lap Record at Brands (New Circuit); Fastest Laps at Nürburgring, Le Mans and T.T. Winner at Brands Bank Holiday Meeting and The Kentish Hundred.

£1,699.

All enquiries to:

WOKING MOTORS (MAYBURY HILL), LTD.,

Maybury Hill,

Woking, Surrey.

Telephone: Woking 4277-8-9.

Lotus VII "F".

Damaged N.S. front. Complete and new car, with new 100E engine, twin SU carbs and manifold, hood and windscreen wipers. 12 miles only on test. Licensed and registered July this year. Requires £30 new parts and some skilled tube work to re-finish. £290.

Lotus XI Series I.

Climax Stage II, discs and de Dion rear. Clean and sound, excellent beginner's car. £475.

Lotus VII "F" 1958.

B.R.G. with red leather upholstery. All weather equipment and tonneau in Vynide. Modified 100E unit, Buckler gears. Immaculate condition. £450.

Elite, June 1960.

Red with tan trim. Stage II engine, close-ratio gears. Pirelli "Cinturas". Meticulously run in and maintained on Auto Moly, unmarked and faultless in every respect. Full manufacturers' Warranty. £1,795.

EQUIPE WOODYATT,

Malvern.

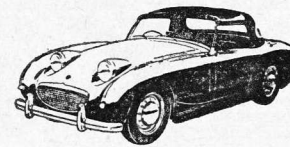
Telephone 390.

LOTUS VII, tuned 1172. Standing quarter 17 secs., Brands 1 min. 4 secs. Comprehensively road equipped, immaculate. £550.—Eastwick Coach House, Park Street, Camberley.

LOTUS VII, 1172 Formula. One of the fastest raced. Professionally tuned and beautifully finished in yellow/black, racing Dunlops, oil cooler, etc. Silverstone 78 secs., Brands 66 secs., six places in five meetings this season. £525 o.n.o.—Benton, 32 Park Street, Luton 3002.

JOHN SPRINZEL

for
AUSTIN-HEALEY SPRITES



SALES — SERVICE — TUNING ACCESSORIES

Official Healey Speed Equipment and Shorrock Superchargers. Preparation for Touring and Competition. Credit Terms and Insurance. For **ANYTHING** to do with Sprites—write to

JOHN SPRINZEL

64 GROSVENOR STREET, LONDON, W.1
MAYFAIR 3507

TOM DICKSON

Offers his very successful 1960 Lotus Sports with 2-litre twin-cam Coventry-Climax engine. M.G. gearbox, Z.F. differential, magnesium wheels, Webers, full Appendix C, with hood and spare wheel, etc. Guaranteed the fastest 2-litre Sports in the country. Ready to race and also guaranteed to be in brand-new condition. Many spares including twin-choke SU carburettors and Z.F. differential. Genuine reason for disposal, now team driver for Ecurie Ecosse.

Successes as advertised in the AUTOSPORT: 1st and lap record, 1 min. 49 secs., Oulton Park, April, 1960; 1st and lap record, 56.8 secs., Oulton, June, 1960; 1st and lap record, 1 min. 20.6 secs., Charterhall, April, 1960. Silverstone, Goodwood and Aintree. Always second to Salvadori who was using a 2½-litre engine.

DICKSON MOTORS (PERTH), LTD.,
Crieff Road, Perth.

Telephone: 3892/3.

Lotus Mk. XI Series I Le Mans, Stage III engine, M.G.A gearbox, high tail, Le Mans wrap around screen. A very fast, well maintained car. £645.
Box 3613.

LOTUS XI, 1957, Climax Stage II, B.R.G., discs, de Dion, immaculate condition, first £625 secures.—Phone: West Calder 436.

(Continued overleaf)

David Buxton Limited

LOTUS DISTRIBUTORS

THE MIDLANDS SPORTS CAR SPECIALISTS

T.V.R. DISTRIBUTORS

LOTUS ELITE. Latest new and used models or immediate delivery. Your present car taken in part exchange. All tuning and servicing facilities available. Most optional equipment in stock. Our workshops can provide stage I, II or III at competitive cost.

LOTUS SEVENTEEN. 1960 series ex-works fitted 1,100 c.c. Climax engine, wishbone rear suspension, lightweight body, mag wheels with Dunlop R.5s, brand new condition throughout, complete with many spares. £1,045

LOTUS NINE. Fitted with "Connaught" 1½ litre engine. De Dion and in-board brakes at rear, swing axles at front, first class condition throughout. £595

LOTUS SEVEN. Unregistered. Latest 1960 specification B.M.C. "A" type engine with complete "Speedwell" modification, racing screen, mirror and number discs. Ideal for racing or road use. £695

LOTUS FIFTEEN. 1959. Finished in unmarked British Racing Green, fitted latest series twin cam 1,500 c.c. unit, fully overhauled, five speed gearbox, latest brakes, wheels, "Webers", whole car ready to race. £1,265

LOTUS ELEVEN Mk. II. ("Wishbone"). Fitted Climax 1,100 c.c. engine, disc brakes, De Dion, back axle twin plate clutch, close ratio gearbox, mag wheels. Finished in British Racing Green. £795

MASERATI 3500 GT. Registered 1960, right-hand drive. Finished in ivory with black interior. This unblemished example has covered less than 4,000 miles, one owner, fitted with all extras. Cost £5,800 new, offered fully guaranteed at £4,800

ASTON MARTIN D.B. 2.4. First registered May, 1954. Fitted with 2.6 lt. Vantage engine, just completely overhauled, £300 spent on same; also fitted radio, heater, screen washers, all new Michelin "X" tyres, leopard seat covers, also white leather interior. Finished in unmarked black with silver grey top. Only two owners. £1,095

JAGUAR XK 150 "S" type FIXED HEAD. Reg. 1960. 3.8 lt. One owner, fitted overdrive, radio, heater, etc. Finished in red with black leather interior, low mileage. £1,795

ALFA ROMEO GIULIETTA drophead coupe "Spyder". Six weeks old. This car has covered less than 1,000 miles, unmarked and as new throughout. Finished in Alfa red with black interior, fitted with all extras. Cost over £2,200 new, offered guaranteed at £1,945

The above cars, which are all subject to our written guarantee covering labour and materials, are only a representative selection of our stock of over 30 sports and performance cars. Exchanges are welcome; terms and insurance are available on all models. Please write, phone or call for details, or see classified list.

T.V.R. We are distributors for this amazing all independently sprung Grantura sports car. Available with Ford 100E, 105E, M.G. "A" 1,600. Terms from 20% deposit and four years. Exchanges arranged, demonstration and show car available.

T.V.R. 100E. Reg. November, 1959. Finished in Alfa Red with black and grey interior, fitted heater. Only 5,000 miles. As new throughout. Available with Ford 105E engine or supercharger extra.

TRIUMPH T.R.3 and T.R.2. Several mint examples, all fitted heaters, some with radios, hard tops, 'X' tyres, etc. Prices from £545 to £795.

AUSTIN HEALEY 100 and SPRITES. Prices from £595, all fitted heaters, etc.

M.G.A. 1,500 and 1,600. Sports and fixed head coupes. Choice of several from £595, all fitted radios, heaters, etc.

RILEY I.5. 1959. Fitted heater, screen washers, "Peco" tuning unit, wheel trims. One owner, low mileage, seat covers. Finished in green with green interior. £795

JAGUAR 3.4 Registered 1958. Special equipment model, finished in pearl grey with red interior, 15,000 miles only. Fitted with wire wheels, disc brakes, overdrive, new Avon Turbospeeds, radio, heater, etc. One owner from new. £1,045

Offices & Showrooms: 59-61 LONDON RD. DERBY Telephone: 40526/7/8

BASIL ROY LTD

Morgan Distributors

PERSONAL EXPORT FACILITIES AVAILABLE
NEW MODELS—IMMEDIATE DELIVERY

- 1954 Plus 4 4-seater. Vanguard engine. Cream, leather, heater, taxed. £475
 1956 Plus 4 2-seater. Red, Vanguard engine, tonneau, luggage grid, heater, flashers, small mileage. £525
 1957 Plus 4. TR3 engine, 2-seater. Colour blue. £595
 1959 2-seater. July registration, green, immaculate condition. £725

All vehicles have been passed through our works and are now guaranteed for 3 months.

USED MORGANS FROM 1950 URGENTLY REQUIRED

161 GT. PORTLAND STREET, W.1
LAN. 7733/4/5**Continental****SUPER RECORD TYRES**

Original equipment on Mercedes-Benz, Porsche. A high speed SPORTS TYRE for use on high performance cars. Safe at all speeds up to 160 m.p.h. Sizes from stock for most cars.

Full particulars sent on request.

'MONZA' RACING TYRES—from stock.
FITTING and BALANCING.

Official Distributors:—

CONTINENTAL TYRE SALES, WEST LONDON
2, Chester Close, Chester St., S.W.1. SLOane 8943
NORTH LONDON—306, Seven Sisters Road,
Finsbury Park, N.4. CANonbury 1131**MOONS**

MOTORS LIMITED

Sports CarsON VIEW AT
GREAT WESTMINSTER HOUSE
HORSEFERRY ROAD, S.W.1
TELEPHONE: VICToria 5225—8331**Six Month Guaranteed Cars****ELITE G.T. COUPE 1960** Specification. Finished in Green with Black interior. This car is in mint condition throughout having only been used on high days and holidays. Less than 6,000 miles covered. Available by way of Part Exchange, Hire Purchase, Rental or £1799 cash.**JAGUAR XK 150.** Hardtop coupe, finished in Grey with Grey interior, seat covers. Special equipment, discs, wire wheels, radio, special horns, etc. Full history known. Probably the finest specimen in the country today, and certainly the cheapest at £1,150. Available by way of Special Terms, Rental and Part Exchange.**AUSTIN HEALEY SPRITE 1959.** Finished in White. Fitted with radio, tonneau cover and all weather equipment. Available with Special Terms or Cash £575.**M.G.A. SPORTS 1958.** In Green with Black interior. This vehicle has been completely rebuilt in our own workshops by experts on a new chassis this year and is now virtually a new car. This can't be wrong at £675. Hire Purchase. Part Exchange.**MORRIS MINOR CONVERTIBLE.** Sept. 1955. In Black with Red interior. Just fitted new Grey Vynide hood, heater, twin carburettors, speed conversion with high lift camshaft. Overhauled in our own workshops, including new pistons, reground crankshaft. Brakes relined, new clutch. Highly recommended at £375.**STANDARD 8.** Alexander Saloon in Black. Fitted Alexander conversion twin carburettors, etc. Engine completely overhauled in our own workshops. Flashing performance and outstanding condition. Must be driven to be appreciated. First 500 miles most carefully please. This car has not been run in. £385.

PHONE. WRITE. CALL.

DEMONSTRATION WITHOUT OBLIGATION

HIRE PURCHASE. PART EXCHANGE.

Classified Advertisements—continued**LOTUS—continued****LOTUS XI**, 1956, Climax fitted 1958, Stage II, discs, de Dion, immaculate condition. £675 o.n.o. H.P. available.—Write Box 3631.**LOTUS 7F**, 1959, immaculate. £500 or exchange small saloon.—Romford 49271.**LOTUS 7.** The Official Centre for Greater Birmingham area. Components for home construction, engines and gearboxes in stock or on early delivery.—Monkspath Garage, Ltd., 824-826 Stratford Road, Shirley, Solihull, Warwicks. Telephone: Shirlev 1645.**THE FABULOUS LOTUS Elites** (Cosworth tuned) of Dobson Bros, are for sale. Winners of many races, Mallory 61 secs., Snetterton 1.54. They are impeccably maintained mechanically and have had "the lot" done. Offers—Truro Works, Matilda Street, Sheffield. Tel. 28094.**1959 LOTUS XI Mk. II** ex-works car (Peter Ashdown). Certainly the fastest XI. Full details would be supplied upon request as specification far too long to be included here.—Wayside Garage, Ruspur, Sussex. Ruspur 218.**1959 LOTUS VII Ford 100E**, fully balanced by Brabham, Xs, wire wheels, full weather equipment, electronic tachometer, twin 1½ ins. SUS. Spare, balanced engine available with Fish carburettors. Eight awards this season. £525 o.n.o. Consider exchange marque sports car.—Peter Marten, 17 Collingham Road, S.W.5. FREmantle 5832.**THE CHEQUERED FLAG (MIDLAND), LTD.,
MIDLAND LOTUS DISTRIBUTORS**

For the incomparable

ELITE.

All models of the marque available.

Demonstrations, sales, service, terms and insurance arranged with pleasure.

Arkwright Street, Nottingham 89282/3.

MASERATI**MASERATI 3500GT**

Registered 1960. Right-hand drive. Finished in ivory with black interior. This unblemished example has covered less than 4,000 miles. One owner. Fitted with all extras. Cost £5,800 new. Offered fully guaranteed at

£4,800.

Part exchanges and deferred terms.

Demonstrations by appointment.

DAVID BUXTON LIMITED,

59-61 London Road,

Derby.

Tel.: 40526-7-8.

PARSON-MASERATI space frame chassis with independent suspension all round, fully aerodynamic body, 150 s. 1,500 c.c. Maserati engine with gearbox. Girling disc brakes, inboard at rear. Ready to race. Offers to:—S. G. Young, Weldangrind, Ltd., Peterborough Road, S.W.6. RENown 1121.**M.G.****U.M.** HAVE the largest stock of M.G. spares factory.—University Motors, Ltd., 7 Hertford Street, London, W.1. GROsvenor 4141.**THE CHEQUERED FLAG (LONDON), LTD.,
proudly offer**

Some 15 hand-chosen examples of this popular car, five TDs, two TFs, seven M.G.As, and an 1100 fixed head coupé. Possibly the largest selection of M.G.s in one showroom. All fitted various extras, colours include racing green, red, silver, pale green, white, birch grey and Pacific blue.

Prices from £315.

The best terms, service, insurance, part exchanges,

etc., with pleasure.

Telephone: CHISwick 7871/2/3.
Chiswick High Road, W.4.**S. H. RICHARDSON & SONS, LTD.,**

The M.G. Specialist offer:—

1958 M.G.A fixed-head coupé, ivory ... £695
1958 Series M.G.A Roadster ... £610
M.G.As 1956-60. Choice of 10 from ... £551
M.G.s 1930-60. Choice of over 100 from £75

M.G.s all models wanted. Part exchanges.

H.P. terms. Immediate insurance.

Moor Lane, Colnbrook.

Tel. (CN8) 2258.

M.G.A. (1956). Red. Low mileage. Heater, luggage rack, wing mirrors. Very smart. Well maintained. £550. Below. (1947). Low mileage. Red. Scaled beams. **TC** New hood, windtones. Immaculate. £265.—Forster Process, By Pass Road, East Ham, E.6. ALBert Dock 2091.**COLIN MURRAY
LIMITED**Sole
IMPORTERS & CONCESSIONAIRES

FOR THE NEW

Maserati

3500 G.T.

**BEACH ROAD
FLEETWOOD
LANCASHIRE**

TEL: 2752

M.G. SPARES.—Most parts in stock for all models 1930 onwards, including valves, guides, springs, rockers, dynamos, road springs, wheels, hubs, vertical drive assemblies, prompt postal service, c.o.d., and guaranteed workmanship in all our repairs.—A. E. Witham, 3 Kingston Road, Wimbledon, S.W.19. LIBerty 3083.**M.G.** TA, red, reconditioned engine. Spot-lamp, luggage rack. £150 o.n.o.—Moore, Barking Park, Barking. RIPpleway 1519, evenings.**M.G.** TC, red, many extras, beautiful condition, brand new Vynide hood and side-screens. £285.—Telephone: Loughton 77355.**M.G.** TC, 1948, repainted dark cherry, mechanically good, good tyres, very attractive car, fast and reliable. For urgent sale. £205.—LADbroke 0532.**M.G.** TD, 1952, Stage I, respray red/red, recent engine overhaul, new hood, twin spots, good condition. £390 o.n.o.—CLIssold 5899.**M.G.** TD, 1951, damask red, reconditioned engine (3,500), very nice. £380 o.n.o.—Foyer, 8 Park Road, Solihull, Warwicks. Solihull 2080.**M.G.** TC, 1946. Clean. One owner past 10 years. Open reasonable offer.—Sevenoaks 61689. Box 3639.**NA**, 1935. Second owner since 1936. Host of spares. Full details.—Phone LAD-broke 2944.**THOMSON'S** hard surface rockers, 6s. each exchange, other exchange spares, new bushes, shafts, valves, guides, springs, gaskets, timing chains, brake and clutch linings, wheels, springs, carburettors, half-shafts, crown-pinion sets and many other spares. Excellent c.o.d. service.—106 Kingston Road, Wimbledon, S.W.19. LIBerty 8498.**TOULMIN MOTORS.**—The most comprehensive range of M.G. spares in the country for every model M.G. Order your new car or spares from the Specialist.—343 Staines Road, Hounslow, Middx. HOUNslow 2238-3456.**1960** M.G.A 1600, in dove grey with red leather upholstery, bang up-to-date with disc brakes, sliding screens, etc., fitted heater, telescopic steering wheel, 2,309 recorded miles only, originally sold by us when new and now offered at £825.—Dickinson & Adams (Harpenden), Ltd., High Street, Harpenden, Herts. Harpenden 4545.**1953** M.G. 1½ YB sports saloon, XPAG engine, heater, taxed, condition as brand new, 34,000 miles. £345. H.P. can be arranged.—Telephone: Shepshead 3279, Leicestershire.**1949** M.G. TC, completely o/hauled, new tyres and hood, heater, screen washers, etc. £325 o.n.o.—Sanderstead 2410.**1949** M.G. TC, nice condition, recon, engine and gearbox, many extras. £325.—P. O'Donovan, 25 Rainford Road, St. Helens, Lancs. Tel. 3300.**£385!!!** M.G. TD sports (November) 1951, in luggage rack, wing mirrors. Very attractive appearance, superlative performance, excellent equipment and tyres throughout. A previous fastidious owner. Inspection and trial will convince. Terms.—R.L.H. Motors, Ltd., 599 Kings Road, S.W.6. RENown 4492.

£50 M.G. PB sports 4-seater, sound, in red.—Baker & Roger, Ltd., see below.

£275 TC, 1947. Beauty in B.R.G. Laystall-Lucas head, new hood, telescopic dampers, Marchal headlights, extensively overhauled. Terms, exchanges.—Baker & Roger, Ltd., Hudson's Garage, Darkes Lane (opp. Ritz), Potters Bar, Middlesex. Potters Bar 6181, or Hatfield 3861 evenings and weekends.

MORGAN

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

EAST AND MID SUSSEX DISTRIBUTORS. Sales, Tuning and Service.—St. James' Motors, Brighton, 37-38 Upper St. James' Street, Brighton, Sussex. Telephone: Brighton 61414-5.

MORGAN PLUS 4 cars. Prompt delivery of these cars. Spares for the same, huge stocks of 4/4 and three-wheeler spares.—F. H. Douglass, Morgan Specialists, 1A South Ealing Road, Ealing, W.5. EALing 0570.

1959 MORGAN 4/4. 100E unit, modified Aquaplane Stage VI. Overdrive (all gears), 12,000 miles. Recent concours winner. £569 o.n.o. H.P. arranged—Haslam, 15 Honeyfields, Hungerford, Berks.

MORRIS

MINOR Convertible, 1955-56. Alexander conversion, P.700s, spot, windtones, screenwashers, heater, wing mirrors, undersealed. Excellent condition. £365.—Forster Prowse, By Pass Road, East Ham, E.6. ALBert Dock 2091.

1960 MINI-MINOR, two SUs, h.c. polished head, etc., Durabands, undersealed, unmarked. £510.—24 Park Avenue, Kidsgrove, Stoke-on-Trent. Tel.: Kidsgrove 2141, Ext. 80 (office).

1929 MORRIS Cowley tourer, 22,000 miles from new, in really beautiful condition throughout, lately in daily use and 100 per cent. reliable. £90.—Aberg Engineering Co., Fair Oak, Hants. Tel. 224.

RACING CARS

BEART-RODGER sports-racing, ex-Stirling Moss, just fitted 100E 1172 with copperized cylinder head, special camshaft, balanced crankshaft and rods, aluminium flywheel, special manifold with flowed ports, SUs and ram pipes. Specification includes close-ratio gearbox, Borrani alloy wheels, de Dion axle with locked differential, racing tyres, low mileage. With trailer, £495 or exchange.—Bowman, 1 Highdown Road, Hove 37651.

COOPER Mk. 8. Winner every B.R.S.C.C. I.A.P. race (seven races, seven firsts) plus two seconds, four thirds, two fourths in open 500 c.c. events in last 12 months at Brands, Mallory, etc. Superb condition. With two very fast engines. £385.—Meharey, 23 Northwood Avenue, Purley, Surrey. Office: CHAncery 4411 (Ext. 387).

D.M.G. 950 c.c. Sports/racing. Designed and built by Don Moore.—Full details from 92 Arbury Road, Cambridge.

FOR SALE.—Elva-Austin Formula Junior, completely modified suspension, little raced. Cheap.—Ring Ashford, Middlesex, 4947.

MONOPOSTO Formula car, rear engine, all independent suspension. Must be sold. £250 o.n.o.—Ellice, 30 Cooks Spinney, Harlow, Essex. Harlow 24442.

1960 F.J. YIMKIN B.R.G.. Suitable for 1,000 c.c. sports car. Price £600 o.n.o.—C. R. Puzey, 55 Leinster Square, London, W.2. Phone: BAYswater 3704

1956 (Regd.) COOPER-CLIMAX 1100 E.W.A., front engine, 2-seater sports road and racing car. £350.

1958 LISTER-CLIMAX 1500 F.P.F., F2 racing car, hardly used, nearly new. Spares. Bargain, £1,000.

1959 (Oct.) LOTUS Elite G.T. saloon, 6,000 miles only, pastel blue, condition as new. Never raced, carefully used. £1,500.

1960 HUME COOPER-CLIMAX F2 racing car. Opportunity to acquire this thoroughbred, race-winning car at fraction of cost, engine, gearbox completely reconditioned, spares, etc. Details to genuine enquiries.

AUSTIN A35 engine, completely modified, Barwell head, used only once in F.J. car. £200.

IAN RABY supplies all makes of racing, sports cars. F.J., F2, F1—1100, 1500, 2-litre. Hire purchase. Exporting.—Empire Cars (Brighton), Ltd., 85 Preston Road, Brighton 21713.

RENAULT

RENAULT Dauphine "Ruddspeed". Immaculate condition throughout, taxed year, excellent tyres. Bargain at £525.—Wright, 4 Hartfield Road, Bexhill. Tel.: Cooden 2150.

RUDDSPEEDED RENAULT 750, twin SUs, four-branch, polished head, etc., blue/blue, grey upholstery, reconditioned engine 2,000 miles ago, Michelin X tyres, twin Lucas spots, Cibie headlamps. Regularly serviced and maintained by Renault enthusiast. Standard equipment available. Nearest £375.—T. H. Durrant, 36 Kinson Road, Wallisdown, Bournemouth.

1959 "GORDINI", Capri blue, 12,000 miles, £50 extras include Parkin lowered suspension, Koni S/As. No competitions. Meticulously maintained, fast, economical. £595.—Poyser, Old Rectory Court, Marks Tey (484), Colchester.

1955 RENAULT 750 saloon, in excellent condition with extras and performance modified engine. Fast and very economical, carefully maintained.—Box 3460.

RILEY

RILEY, 1952, 2½-litre, red, heater, new radiator and starter, excellent condition. £325.—Box 3636.

1958 RILEY 1.5, £200 mods. to engine and suspension. Sell or exchange with cash adj., T.V.R. or similar.—Ellice, 30 Cooks Spinney, Harlow, Essex. Harlow 24442.

ROCHDALE

GRAN TURISMO, 1960. B.R.G. V.W. lamps, 6 Buckler gears, 4.7 back axle, 15-inch wheels, five new Michelin "X"s. Unused since built. £295.—Forster Prowse, By Pass Road, East Ham, E.6. ALBert Dock 2091.

SINGER

1958 SINGER Gazelle, two-tone, 14,000 miles, one owner, taxed year, fitted heater, radio, link mats, screen washers, seat covers, servo assisted brakes, Reuter tilting seat, demisters, fog lamps, "X" tyres. Delightful car in superb condition. £695.—Box 3632.

SPECIALS

FORD-ENGINED M.G. SPECIAL. Fully aerodynamic body in B.R.G., K.O. wheels, Twin SUs, etc. Phone: Beckenham 1536

"BRAND X"—Space frame, 100E, 1172 Special. Brands Hatch 1.7, Silverstone 1.21, Snetterton 2.7. £295 o.n.o.—R. A. Hoyt, Gt. Bardfield 217.

FORD "Continental" fibreglass, self-coloured body (red), professionally trimmed, 15 ins. wheels, Michelin "X"s, full instruments, high efficiency manifolds, h.c. head, sports coil, cross-flow rad., extremely pretty, 150 miles only. £335 o.v.n.o.—Pinner 7250, or Harrow 1282.

MORRIS 8. Similar Lotus 7. Body needs attention. £35 o.n.o.—Taffs, 2 Hyde Valley, Welwyn Garden City. Phone: GROsvenor 3434.

(Continued overleaf)

WEYBRIDGE
automobiles

1956 ASTON MARTIN DB 2-4 Mk. II. Dual tone Silver and Dark Grey with Red interior. Mint condition and must be seen to be appreciated. **£1,750**

1959 JAGUAR 3.4 SALOON. Pearl Grey with Red interior. Special equipment model with overdrive and disc brakes. **£1,295**

1958 M.G.A. FIXED HEAD COUPE. Ivory with Black interior. Fitted radio, heater, chrome luggage rack, etc. 13,000 miles only and in immaculate order. One careful owner. **£745**

NEW CARS

1960 JAGUAR XK 150.S. Karman Red with Black leather upholstery. Immediate delivery at list price.

WEYBRIDGE AUTOMOBILES, LTD.,
Queen's Road, Weybridge.
Phone: Weybridge 2233, Ext. 19.

SPECIAL NOTICE TO RALLY ORGANISERS

★ We are pleased to announce that we can now supply **Jaeger-le-Coulter** ACCURACY TESTED TIME CONTROL CLOCKS ON HIRE @ 15/- per clock per event. These clocks can be synchronised to the second and will maintain EXACT TIME over long periods (8 days).

★ CLUB SECRETARIES are invited to write for full particulars of this long awaited scheme.

★ Reserve clocks NOW for your next event. All types of STOP WATCHES also available.

Write for catalogue

LES LESTON LTD.
314 High Holborn, London, W.C.1. CHAncery 8655





GOLD SEAL CAR CO. LTD.

SPECIAL ANNOUNCEMENT

For a limited period only we are offering our customers 1 YEAR'S FREE COMPREHENSIVE INSURANCE (on all Sports Cars over £300) and 1 year Third Party Cover on cars under £300.

Subject to acceptance by Insurance Co.

Usual H.P. and part exchange facilities available.

Written Guarantee on all cars over £300

253, NEW CROSS ROAD, S.E.14

Telephone: New Cross 7433 and 3980

Open weekdays 10 a.m. to 9 p.m.
Saturdays 9 a.m. to 7 p.m.
Sundays 10 a.m. to 1 p.m. (for inspection).

VANDERBYL MOTOR RACING INSTRUCTIONAL SCHOOL

This school is now successfully operating at our private circuit near Evesham. There are still some vacancies in the near future if application is made now.

TRIAL LESSON IN RACING/SPORTS RACING CARS £4-4-0

With instruction by experienced racing drivers. Pupils entered in events.

Apply for Brochure giving full details of courses to:

Instructional School, Vanderbilt Motor Racing Ltd.
160 HIGHLEVER ROAD, LONDON, W.10 **Tel.: LADbroke 0532**

S. MORRIS & COMPANY

Sports Cars for immediate delivery.

NEW

Alfa Romeo Giulietta sprint coupé, red or tornado blue ...	£2,196
Alfa Romeo Giulietta Spider. Celeste blue ...	£2,090
Triumph TR3 hardtop, yellow/black ...	£1,040
Austin-Healey Sprite, iris blue or beige	£631

USED

1951 Bentley Mark VI, grey/black, red uph., radio, 38,000 miles approx.	£1,195
1956 Aston Martin DB2/4 saloon, gun-metal, special tyres, 25,000 miles ...	£1,125
1959 Renault "Gordini", Rudd conversion, sun roof, white, 15,000 miles ...	£615
1956 (Aug.) Jaguar Mk. VII automatic sln., grey, covers, 24,000 miles approx. ...	£525

40 CONDUIT STREET, W.1
REGENT 0424 (6 LINES)

DOVE'S

OF WIMBLEDON
LIBerty 3456-8

THE FIRST OFFICIAL TR Centre

NEW SELECTION at NEW PRICES

- 1960 TR3A. This car is practically new. Silverstone grey with red inside. Overdrive, wire wheels, heater, tonneau, Dunlop Durobands, 5,500 miles only. Cost £1,150 ... £850
- 1959 TR3A. Finished red with stone inside. Also fitted with all the extras. Overdrive, wire wheels, heater, washers, X tyres, badge bar, extra lights, etc. ... £790
- 1958 TR3A. B.R.G. with red leather. Overdrive, wire wheels, spare seat, heater, etc., etc. This car is far above average, all in beautiful condition ... £765
- 1959 TR3A. B.R.G. with red upholstery. Overdrive, X tyres, guaranteed only 9,000 miles since new. One very careful owner. This can be described as almost new ... £800
- 1958 TR3A. Black with stone leather. Wire wheels, tonneau, heater, one owner only. X tyres all in excellent condition £725
- 1958 TR3. Red with stone leather. Beige hood and screens. Heater, tonneau, new tyres, whole car very clean indeed £695
- 1957 TR3. White with red inside. Overdrive, heater, X tyres, lights, etc. This really is a beauty in every respect ... £650
- 1957 TR3. Red with grey inside. Overdrive, wire wheels, X tyres, heater. Fitted with everything possible ... £595
- 1957 TR3. Red with red hardtop. Also fitted with the lot. Overdrive, wire wheels, heater, X tyres ... £610
- 1956 TR3. B.R.G. with stone leather—always looks right. Beige hood and tonneau, X tyres, heater, extra lights ... £550
- 1954 TR2. B.R.G. with beige. Fawn hood and tonneau, overdrive, radio, heater, X tyres—all in 1959 condition ... £375

THREE MONTHS' GUARANTEE WITH EACH CAR.

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

Write for full details.

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

Classified Advertisements—continued

SPECIALS—continued

NEW FORD 1172. Ashley body, complete except for steering column. Must sell. Telephone: BUCKhurst 9044 (Essex area).

SUPERCHARGED Ford 10 in Singer Le Mans chassis, four-speed box, fibreglass body requiring trimming and wiring. £100.—Harvey, 14 Dudley Road, N.3. FINchley 5166.

TOUCAN, fastest B.M.C. "B" series-engined car in the country. Ideal for club racing, sprints, etc.—Full details, Wilson, 126 Yardley Wood Road, Birmingham, 13.

SPORTS CARS

THE CHEQUERED FLAG (LONDON), LTD., offer

- Sunbeam Alpine, 1959. 2/4-seater in white with red interior, 6,000 miles only, with disc brakes, radio, heater, overdrive, etc. ... £935
- Lotus Mk. VIIA, 1960. Two-seater, finished in polished alloy, 600 miles only, one owner from new. Highly tuned B.M.C. O type engine and gearbox, twin carbs, three-branch exhaust, etc. ... £545
- Lotus Mk. VI, 1954. Two-seater, exceptional condition, in alloy finish with highly tuned Consul unit, M.G. gearbox, etc. ... £385
- Jowett Jupiter, 1952. Two-seater in red. Series III unit, wing mirrors, etc. ... £365
- Lea-Francis, 1950. 2/4-seater in ice blue with off-white interior and tonneau, 2½-litre and fitted twin spots, washers ... £295
- Telephone: CHISwick 7871/2/3.
Chiswick High Road, W.4.

CITAX.

ERNEST A. HEANEY, LIMITED,

Southgate, off North Road, Preston, Lanes.

Telephone: Preston 3838.

- 1958 M.G.A. red, all extras, one owner, very carefully used, low mileage ... £710
- 1958 A35. Very much modified, 11-1 compression, racing camshaft, very fast, in first class order ... £550
- 1956 M.G.A. Black, new hood, four new tyres, one owner, in first class order £570
- 1951 Jaguar XK 120. Ivory, "C" Type engine, very fast ... £385

EXCHANGES. HIRE PURCHASE. INSURANCE

LISTER-BRISTOL, 1955, 2-seater sports, tuned engine by Don Moore, disc brakes, de Dion rear end, R.5 tyres, three spare wheels, spare cyl. head, brand new Arnott supercharger, numerous other spares. Complete with trailer which cost over £125. Accept £1,000 for the lot. Elva Junior, 1960, fitted A35 tuned engine, very little used. Bargain, £925 o.n.o. Austin-Healey, 1956, 100S, very fast and reliable, fitted reconditioned engine, R.5 tyres, disc brakes. £850—Ashmores, Ltd., 30-50 High Street, West Bromwich. Phone 0766.

M.G. TD, 1950, red, radio, £325. Aston condition, £175. TR2, 1955, hardtop, overdrive, white, £435. Special-bodied Fiat 508 Sports, less engine and box, £25. Austin 7 Special, Speedex body, requires finishing, drivable, £45.—Lido Garage, Papplewick, Notts. Hucknall 184.

STAGE III Climax-engined sports car. All independent suspension, weight 8½ cwt., magnesium wheels, R.5 tyres. £625.—David Lewis, Mirroware, Birmingham Street, Halesowen, near Birmingham. Telephone: Halesowen 1622.

TURNER, 1957, 1000 Series engine, newly overhauled. £395.—Antrobus, Levenot, Charcoal Road, Bowdon, Cheshire.

1952 (Oct.) ASTON MARTIN DB2, blue, fitted with radio, etc. £750. 1956 (Nov.) M.G.A., fitted with wire wheels, sliding side screens, luggage rack, etc., £560. 1946 M.G. TC, recent complete engine and gearbox o/haul, very good condition throughout, £260.—Cornwall Garage (Finchley), Ltd., Cornwall Avenue, Finchley, N.3. FINchley 4255.

STANDARD

RARE and very attractive 2½-litre 1936 Standard Avon saloon. Good condition. £70 or nearest offer.—Tel.: Brookwood (Surrey) 2356.

SWALLOW DORETTI

DORETTI, 1955, one owner, nominal mileage, heater, radio, silver grey, excellent throughout. £545.—HYDe Park 0706 (business hours).

TRAILERS

RACING CAR TRAILERS, £39.



HALSON TRADING CO., NEWHAVEN 237.

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

TRANSPORTERS

BEDFORD converted coach transporter, sound mechanically, with excellent ramps and winch. Must sell, any offer considered.—Bayliss, Welwyn 774.

TRIUMPH

THE CHEQUERED FLAG (LONDON), LTD., proudly offer

Twelve or so superb cars, every model available, TR2, TR3, TR3A, in practically any colour, any year, and all equipped with various extras, at very attractive prices. Possibly the best selection today of this strong, economical and very fast sports car.

Please write or call for details. The best terms, service, insurance, part exchanges, etc., with pleasure.

Telephone: CHISwick 7871/2/3.
Chiswick High Road, W.4.

ROSE & YOUNG offer 1959 TRIUMPH Herald coupé, Laystall rebuilt engine, 9.2:1 compression, low axle ratio, twin tanks and pumps, Koni dampers, special brake linings. Exceptional condition. £555.—Rose & Young, Ltd., 65-69 Sternhold Avenue, Streatham Hill, S.W.2. TULse Hill 6464 or 8182 or 0166.

TRIUMPH HERALD saloon, blue/white, one owner, taxed year, mileage 8,000, engine just rebuilt to Stage III for rallying, unused since. Fitted Koni dampers, Lockheed servo brakes. Many extras. £725.—Gordon and Glyn, 79 Cadogan Lane, S.W.1. SL.Oane 4017/8326.

TR3A, MARCH 1959. Pale blue, wire wheels, overdrive, heater, Durobands, 12,000 miles, perfect condition throughout. £825.—Grant, 1 Clabon Mews, Cadogan Square, S.W.1. KNightsbridge 9401.

"1800" ROADSTER, mint condition, maintained above average, new hood, re-sprayed, heater, spots, etc. Must sell, best offer secures.—Tillet, 37 Clark Road, Wolverhampton.

T.V.R.

EAST HAMPSHIRE. Main Dealers: John Fisher (Ramp Agent), Ltd., 231/233 Kingston Road, Portsmouth 62999.

SUSSEX AND KENT DISTRIBUTORS. Sales, Tuning and Service.—St. James' Motors, Brighton, 37-38 Upper St. James' Street, Brighton, Sussex. Telephone: Brighton 61414-5.

T.V.R. M.G.A 1600 (May 1960), B.R.G., 3,600 miles, pristine condition, extras. £775.—Woodland, 42 Bath Street, Leamington Spa.

VOLVO

VOLVO. The fastest 1,600 c.c. saloon car in the world. The Oxfordshire distributors are Dorchester Service Station, Robert Bodle, Ltd., Dorchester-on-Thames, Oxon, for demonstrations and immediate delivery of this super car. Also all racing modifications undertaken.—Tel.: Warborough 353 or 285.

JARVIS
OF WIMBLEDON

DEALERS FOR 33 YEARS

OFFER USED

- HEALEY SPRITE 1958 (June) in Speedwell Blue, Heater, rev. counter, 18,000 miles, £520
- M.G.A 1957 (July) White with black upholstery, heater, radio, luggage grid, 21,175 miles, one careful owner, £625
- 1956 (July) in Island Green with black upholstery, heater, radio, luggage grid, tonneau cover, 30,000 miles, outstanding value, £485
- 1956 White, hard top, 16,000 miles on new engine, £665
- NEW M.G.A. 1600 Coupe in iris blue. List price MORDEN RD., S.W.19 | 57, HILL RD., S.W.19
LIBERTY 8221/8 | WIMBLEDON 2526

BOOKS

WORKSHOP MANUALS, Maintenance Handbooks, Books on Motoring.—Autobooks, 104 Islingwood Road, Brighton.

CONVERSION UNITS**S. A. H. ACCESSORIES
TR2/3 SPECIALISTS**

Complete range of Speed Equipment including Oil Cooler Kits, High-Lift Camshafts, Torsion Anti-Roll Bar Kits, Fibreglass Body Parts, etc., etc. *4d. for catalogue.*

Large Stocks of TR Spares.

Complete servicing, repair and tuning, etc., undertaken.

Vimy Drive, Leighton Buzzard 3022.

SUPERSPEED (Conversions), LTD.

Engine and suspension conversions for Anglias, Prefects and Populars, 1953/60. Road camshafts £8 10s. exchange.

Also FORD 105E RACING ENGINES.

Four Amal large valve heads and racing camshafts as used by John Young

482 Ley Street,

Ilford, Essex.

VALentine 8307.

A.C.V. VOLKSWAGEN conversion kits. The world's best. Single carb., 65s. Twin carbs., £35 15s. We are exclusively VW and carry the full range of accessories. Details.—Adams Conversions, Ltd., 379 Milkwood Road, S.E.24. Brixton 9891.

ALEXANDER conversions supplied and fitted to all popular makes 48-hour service.—Halls (Finchley), Ltd., 314 Regent's Park Road, N.3. Tel.: FINchley 5908.

ARDEN CONVERSIONS for Extra Power. Most types inlet and exhaust manifolds for single or twin carbs. Harmodern straight thro' silencers. Terry's Aero Valve Springs and sports camshafts. Anti-roll bars. Torque arms, etc.—Arden Conversions, Tanworth-in-Arden, Solihull, Wks. 3d. stamp for illustrated list.—Wytshall 3368.

RUDDSPED HEALEY SIX Triple inlet manifold, gas flowed, hand finished. Complete with linkages, balance pipes and one additional carburettor as required. £36.

RUDDSPED HEALEY SIX Exchange gas flowed, modified, high compression cylinder head to bench tested pattern for the 185 h.p. conversion. With gaskets. £25.

RUDDSPED HEALEY SIX camshafts. £25.

RUDDSPED HEALEY SIX demonstrations daily at Worthing.

RUDDSPED, 41 High Street, Worthing 7773-4.

ENGINEERING SERVICES**FORMULA JUNIOR**

H.G.M. Speed Equipment for B.M.C. "A" Series. Special high quality oversize racing valves, valve springs, camshafts. Lightweight push rods and cam followers. Cylinder heads gas flowed and polished. Balancing.

84a Fellows Road, London, N.W.3.

Tel. PRIMrose 8594.

JACK BRABHAM (MOTORS), LTD.,

now offer

**COMPLETE ELECTRONIC CRANKSHAFT
BALANCING SERVICE**

All types of crankshaft, clutch and flywheel assemblies, tail shafts, con rods and pistons can now be balanced to perfection.

248 Hook Road,
Chessington, Surrey.
ELMbridge 4808.

NOTICE.**B.M.C. "A" SERIES ENGINES**

tuned and modified for maximum performance by

PADDY GASTON

Currently leading the AUTOSPORT Championship.

43-45 and 215 Richmond Road, Kingston, Surrey.

KINGston 0777 or 3288.

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

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

ENGINES

SPORTS tuned 100E engine and close ratio gearbox, using oil, £45. Marshall supercharger to suit E93A Ford, complete ready to fit, £25. Derrington 3 SU Conversion for Ford Zephyr Mk. I, 25 m.p.g., £20.—Lido Garage, Papplewick, Notts. Hucknall 184.

100E ENGINE and gearbox, fully prepared for this season but unused, Aquaplane head, twin SUs, Lotus four-branch, balanced, etc., unused c.r. gears with r/c. £100.—G. Jones, 208 Manor Way, Aldwick, Sussex. Pagham 250.

MISCELLANEOUS

ARNOTT blower, suitable 1,500 c.c. Breaking Fiat 1938 1100. Engine complete, overhauled.—MAIda Vale 3827.

BUCKLER close-ratio gears for new Popular and 100E. Type "T" suits untuned engine (tuned—Type 54/D). Light 100E specials 54/C (tuned—E93A Type "C"), £13 15s. (or exchange plan: £4 allowance for sound gears returned).—Buckler Cars, Heath Hill Road, Crowthorne, Berks. Phone: 2231.

HIGHEST OFFER accepted for the following crashed but repairable vehicles:—Mk. VII Jaguar, fair condition, n/s wing, suspension, rad. damaged. Ford Pilot, front end well pranged. Chevrolet 6, o.h.v., 1953, de luxe, bonnet, rad., etc., only damaged.—Auto-Sales, Inner Road, Millbrook. Phone: Jersey Central 21210 during business hours.

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., Bridgewater Street, Knott Mill, Manchester, 3. Tel.: BLAckfriars 6455.

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

TR2/3 VYNIDE tonneau cover, centre zip. Also Derrington wheel and boss. All as new. Offers. Wanted: M.G.A tonneau.—Phone: Southport 67235.

(Continued overleaf)

**BOUND
VOLUMES**

We are able to undertake the binding of readers' copies of AUTOSPORT, Volume 19 (July to December 1959). Volumes will be attractively bound in red cloth with gold lettering, and the charge for binding, inclusive of postage, is 25s. Orders for binding readers' copies of all other volumes, prior to Volume 18, at 25s., can be taken at any time. Certain already bound volumes of AUTOSPORT are still available price £2 17s. 6d.

AUTOSPORT

159 PRAED ST., LONDON, W.2

SELF-ADHESIVE NUMBERS AND LETTERS

White index Reg. Letters and Numbers 8d. each. Black backgrounds (oblong or square) 1/3 each. Complete set of front and rear 10/6. Racing numbers 11" x 2", Black or White 1/6 each. Background circles 3/6 each.

Write for free catalogue of Racing and Rally Kit
314 HIGH HOLBORN,
LES LESTON LTD. LONDON, W.C.1 CHA 8555

**B.R.S.C.C. INTERNATIONAL BRANDS HATCH
PADDY GASTON (THE SPRITE CENTRE) KINGSTON**

Once again proves his superiority by winning The Grand Touring (App. J. Group 3) Race 76 m.p.h. and creating a lap record of 2 m. 5 secs. (he used Auto-Moly Molybdenum Disulphide; of course)

Write to

THE SPRITE CENTRE (Paddy Gaston), 215 Richmond Road, Kingston-on-Thames

(KIN 3288)

for full details of Sprite and A.40 Tuning—and for Auto-Moly to

CHARHAM PRODUCTS LTD., 5a Market Place, Acton, London, W.3

(ACO 5263)

Classified Advertisements—continued**MISCELLANEOUS—continued**

WALLPAPER for the enthusiast. Six different Grand Prix cars faithfully reproduced in attractive design, 16s. per roll plus 1s. 6d. p. and p. or send for free sample to S.P.M. (5), 205 Hook Road, Chessington, Surrey. Tel.: ELMbridge 0044.

NOTICES**CHESTER MOTOR CLUB****BERNIE RALLY 1960**

17th/18th September, 1960.

Start: At A. Bernie (Motor Auction), Queensferry, Nr. Chester, 11 p.m. (about 180 miles).

Regs. from:

Mr. H. W. PEARSON,
Linden, Church Lane,
Farndon, Cheshire.

PERSONAL

FLATMATE required. Share luxury flat. All mod. con., T.V., etc. Operational interests: motor sport, flying, sailing, women. Total outgoings £4 10s. p.w. Phone, write or appear.—Hatton, 53 Howitt Road, N.W.3. Telephone: Primrose 4832.

PHOTOGRAPHS

ACTION PHOTOGRAPHS some cars A.M.O.C. Silverstone, V.S.C.C. Prescott.—Michael E. Ware, Studio 750, 46d Surbiton Road, Kingston. KINGston 0604.

RADIATORS AND FUEL TANKS

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

RALLY EQUIPMENT**ONLY JUST OVER A MONTH**

to the L.M.C.'s London Rally. Please don't leave your orders right to the last moment. Send 6d. for our catalogue now and check over your equipment.

¼ in. Maps—Birmingham starters 11s. 6d., all other starting points 17s. post paid.

RALLY EQUIPMENT, LTD. (As),
295 Edgware Road, Colindale, N.W.9.
COLindale 3633-3840.

HALDA Speed Pilot, competition, practically new. £15 or nearest offer.—Sheahan, 25 Gorridge Road, Salisbury.

MOTOQUIP: The enthusiasts' shop. Lists free.—88 Coventry Street, Kidderminster. Telephone 5140.

NAVIGATORS.—For "spot-on" navigation the GARFORD TRIPLITE is essential—it gives extra illumination to speedo-mileage counter for clear reading of distance travelled in miles and tenths. Price 10s. post free . . . and, incidentally, the GARFORD ROMER is still only 4s.—From Garford Romers, 1 Peterborough Road, Harrow, Middx.

ROADSPORT EQUIPMENT can supply all your Rally Kit, by return of post: Blackwell Calculators Mk. I, 14s. 6d.; Garford Romers, 4s.; Navvies' Mate Romer, 6s.; Pocket size Average Speed Computers, 5s. 3d.; Helphos Lamps, 69s. 6d.; Butlers Navigator Lamps, 42s.; Speedgrip Driving Gloves, 25s. per pair.

ROADSPORT EQUIPMENT. The only Midlands Rally Accessory Specialists. Write for free illustrated catalogue.—Roadsport Equipment, Old Dalby, Melton Mowbray, Grid Ref. 122/654222.

SAFETY GLASS

SAFETY GLASS fitted to any car while you wait including curved windscreens.—D. W. Price, 490 Neasden Lane, London, N.W.10. Dollis Hill 7222.

SHOCK ABSORBERS

DO YOU KNOW Telflo are the best Dampers in the World? Obtainable at most Garages.—In case of difficulty write to Telflo, Ltd., Radway Road, Solihull, Warwickshire.

KONI shock absorbers for all cars, longer life. Adjustable for comfort. Standard equipment on Porsche, Ferrari, Frazer-Nash, etc.—Department 14, Postland Engineering & Trading Company, Ltd., Crowland, near Peterborough, Northants. Telephone: Crowland 316.

SPARES & ACCESSORIES

COOPER Mk. IX parts, springs, tanks, etc., write list. Vincent twin two-stroke, 198 c.c. engine, new, £16. Cooper Mk. IV chassis, £5. 500 chassis and odd parts, £12. Alloy steering wheel, 25s.—4 Cuttys Lane, Stevenage.

SINGLE-SEATER chassis, part suspension, etc. An aluminium body. What offers? Illness prevents any further progress. Professionally built.—Charles-Batson, 46 Woodside, Wimbledon. S.W.19.

SPARES FOR SALE, suitable for Austin-Healey 100 and 100/6; Spares for 100 BN1, one hardtop sprayed in black, one bonnet; one new three-speed gearbox; two bumper blades. Spares for 100/6; one used block complete with pistons and camshaft; one new crankshaft; one new camshaft; two 1½ diaphragm type carburetters. All these spares are in 100 per cent. order, any offers considered.—Enquiries to Mickleton Garages, Mickleton 214.

WEBERS 38DCO3, with manifold, for Climax, also flanges for Lotus Elite, £60. Four-branch exhaust manifold for Lotus Elite, £12. Five-bearing camshaft, complete, £15.—John Russell, Mansfield, West Calder. Phone: West Calder 436.

SUPERCHARGERS

CREAMER for Shorrocks Superchargers and Healey Speed Equipment. Sales, service and tuning.—R. A. Creamer and Son, Drayson Mews, Holland Street, Kensington. WEStern 1275.

TUNING SERVICE**ROLLER DYNAMOMETER TESTING FACILITIES.**

Engine Power Courses, £3.
Trade inquiries welcomed.
Phone: VALEntine 8307.

SUPER SPEED (Conversions), LTD.,
482 Ley Street, Ilford, Essex.
(Adjoining Youngs Garage.)

SPEED CONVERSIONS. Specialists in tuning Triumph Herald, and all B.M.C. cars. General service and repairs at low cost. 32a Lancaster Mews, W.2. Tel.: PADDington 2108.
SUPERTUNE, LTD. Tuning, race and rally preparations, service, repairs, performance conversions.—2A Pindock Mews, Warwick Avenue, London, W.9. CUNningham 9040-8314.

WANTED

BASIL ROY, LTD., require Morgan Plus Four models for cash or part-exchange for any make.—161 Gt. Portland Street, W.1. LANgham 7733.
BLOWER, supercharger, Shorrocks for Sprite, secondhand and cheap.—Rosenberg, 17 Penyern Road, S.W.5.

BULL-NOSED MORRIS, in good condition, required. Please furnish photograph.—Barker & Shenton (Checkley), Ltd., Checkley, Nr. Tean, Staffs.

M.G.A 1600 engine and crossflow head for same. State lowest cash prices.—Box 3638.

ROWLAND SMITH'S the car buyers. Highest cash prices for all makes. Open Monday/Saturdays 9-8, Sundays (for viewing) 10-1.—Hampstead High Street (Hampstead Tube), N.W.3. HAMpstead 6041.

TWIN-CARB CONVERSION, free flow exhaust or w.h.y. for E93A.—Salmon, The Flat, King's Head, Maldon, Essex.

WANTED.—Aston Martin 1½-litre, any condition.—Phone MALden 6681.

NEW CARS FOR SALE**AUSTIN-HEALEY**

AUSTIN-HEALEY Sprite, finished iris blue, extras, immediate delivery.—Fairhead & Sawyer, Woodbridge, Suffolk. Tel.: Woodbridge 937-8.

FORD

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

GOGGOMOBIL

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

RENAULT

TRY the amazing DAUPHINE, Gordon King Motors, Ltd., Renault Distributors. South London's Centre for Renault. Floride and Dauphine demonstrations without obligation. Most models in stock. Alexander twin carburettor conversions and Mangletsi manifolds supplied from stock.—Gordon King Motors, Ltd., Mitcham Lane, Streatham, S.W.16. STReamtham 3133-5.

ROVER

ROVER 3-litre saloon, duo-grey, bucket seats, overdrive. A truly beautiful car. Available now.—Huxham's (Cars), Ltd., Penn Hill Garage, Parkstone, Dorset. Tel.: Parkstone 2 or 3644.

TRIUMPH

TRIUMPH TR3. Berkeley Square Garages, Ltd., London area dealers. TR3 specialists, cash or H.P. Special repurchase terms for overseas visitors.—Berkeley Square, London, W.1. GROsvenor 4343.

VOLVO

ACLAND & TABOR, LTD., Welwyn By-Pass, Herts. Telephone: Welwyn 481-2-3. Distributors for Hertfordshire of the sensational new VOLVO 122S. Demonstrations with pleasure, delivery from stock. Our showrooms are open seven days a week.



MG enthusiasts!

IN STOCK NOW

M.G.A 1600 COUPES

AND 2-SEATERS

M.G. MAGNETTE MK. III

ALSO A SELECTION OF

EXCELLENT MAGNETTES

SPECIALISTS

MILL GARAGE
CHIGWELL ROAD,
LONDON, E.18

W. JACOBS & SON LTD. TELE.: WAN 7783 4 5

AUTOSPORT

Souvenir Photographs

The AUTOSPORT souvenir set of photographs depicting the British Grand Prix is now available, price one guinea.

BRITISH GRAND PRIX, 16th July. This set consists of eight photographs (8 in. x 6 in.) including: Roy Salvadori (Aston Martin); John Surtees (Lotus); Jack Brabham (Cooper), the winner; Graham Hill (B.R.M.); Joe Bonnier (B.R.M.) and Lucien Bianchi (Cooper); Tony Brooks (Yeoman Credit Cooper).

The following sets of AUTOSPORT souvenir photographs are also available, each set consisting of eight photographs (8 in. x 6 in.), price one guinea per set:

DUTCH GRAND PRIX (Zandvoort)
BELGIUM GRAND PRIX (Spa)

MONACO GRAND PRIX
FRENCH GRAND PRIX (Rheims)

NEW BOOKS (COMING SHORTLY)

DESIGNING AND BUILDING A SPORTS CAR
BY N. LOCKWOOD 21/-

FORD SPECIALS
BY P. J. STEPHENS 25/-

PERFORMANCE CONVERSION EQUIPMENT
BY P. H. SMITH, A.M.I.Mech.E. 21/-

RALLYING:
PREPARATION — NAVIGATION — ORGANISATION
BY STUART TURNER 21/-

THE TWO-STROKE ENGINE: ITS DESIGN & TUNING
BY K. G. DRAPER, A.M.I.M.I. 18/6

OTHER TITLES

FERRARI
BY HANS TANNER 21/-

BRITISH SPORTS CARS
BY GREGOR GRANT 21/-

FORD 10 COMPETITION ENGINE
BY PHILIP H. SMITH 18/6

TUNING FOR SPEED AND ECONOMY
BY PHILIP H. SMITH 15/-

BUILDING AND RACING MY 750
BY P. J. STEPHENS 12/-

500 c.c. RACING
BY GREGOR GRANT 10/6

THE AUTOMOBILE YEAR

(Published every February)

Price 50/- net.

The Editor of AUTOSPORT says of this book:
"This is surely the finest of all motoring books"



G. T. FOULIS & Co. Ltd.
1-5 PORTPOOL LANE, LONDON, E.C.1

AUTOSPORT BOOKS

ON SALE NOW

BRITAIN'S MOTOR SPORTING WEEKLY

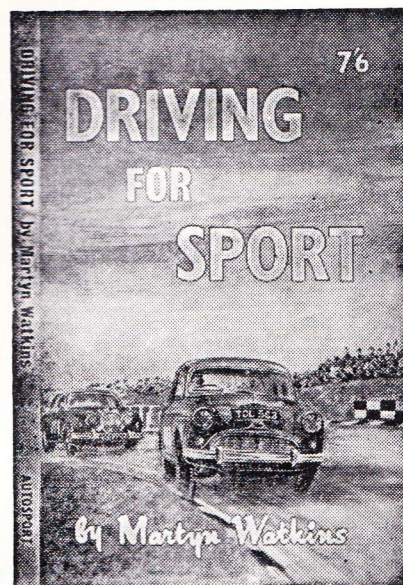


DRIVING FOR SPORT
By Martyn Watkins 80 pp plus
24 pp illustrations
7s. 6d. (8s. 3d. by post)

This book is intended to give the newcomer an indication of what motoring competition is all about. The contents include chapters on Club Racing, British Circuits, Rallying, Trials, Vintage and Veteran, Sprints and Hill-Climbs, Autocross and Driving Tests and Organization of club events

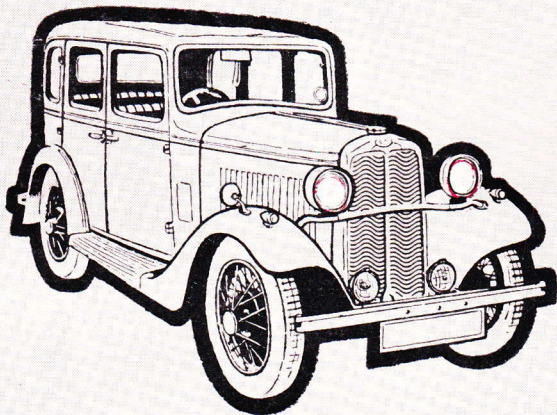
CASE HISTORY
By Norman Smith
66 illustrations
30s. Cloth (31s. 6d. by post)

This is the story of famous racing marques such as E.R.A., Auto Union, H.W.M., Mercedes-Benz, Maserati, Ferrari, etc. Many new facts are brought to light and each chapter provides a complete record in itself of these world-famous marques



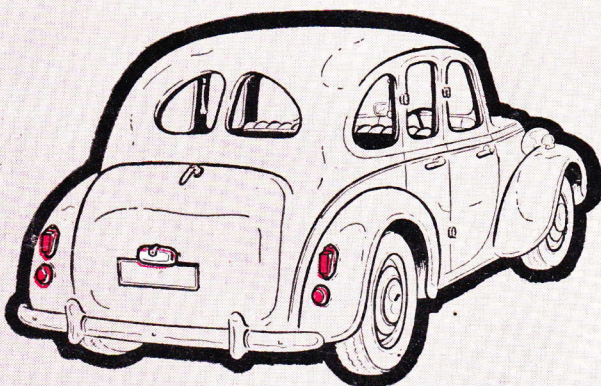
Obtainable through all booksellers or direct from the publishers

AUTOSPORT (BOOK DEPT.) • 159 Praed Street • London • W.2



The Road Traffic Act, directed solely towards safer motoring, calls for headlight testing and also stipulates that obligatory side and rear lights and reflectors must work efficiently, and must conform to Regulations relating to size, position, etc. If you need to bring your lighting up to the required standard, insist on LUCAS Lighting Equipment, which is guaranteed to conform with the new Regulations.

Compulsory Vehicle Testing



There is a Lucas conversion set or replacement to meet all your requirements, including **Headlamp Conversion Sets, Headlamp Rims and Glasses, Rear, Side and Number Plate illumination Lamps, Reflex Reflectors, Bulbs, Reflectors and Lamp Bodies, Cables, Dipper Switches, etc.**

Ask for full details at your garage, or write for illustrated literature

LUCAS

LIGHTING EQUIPMENT

JOSEPH LUCAS LTD . BIRMINGHAM 19