AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

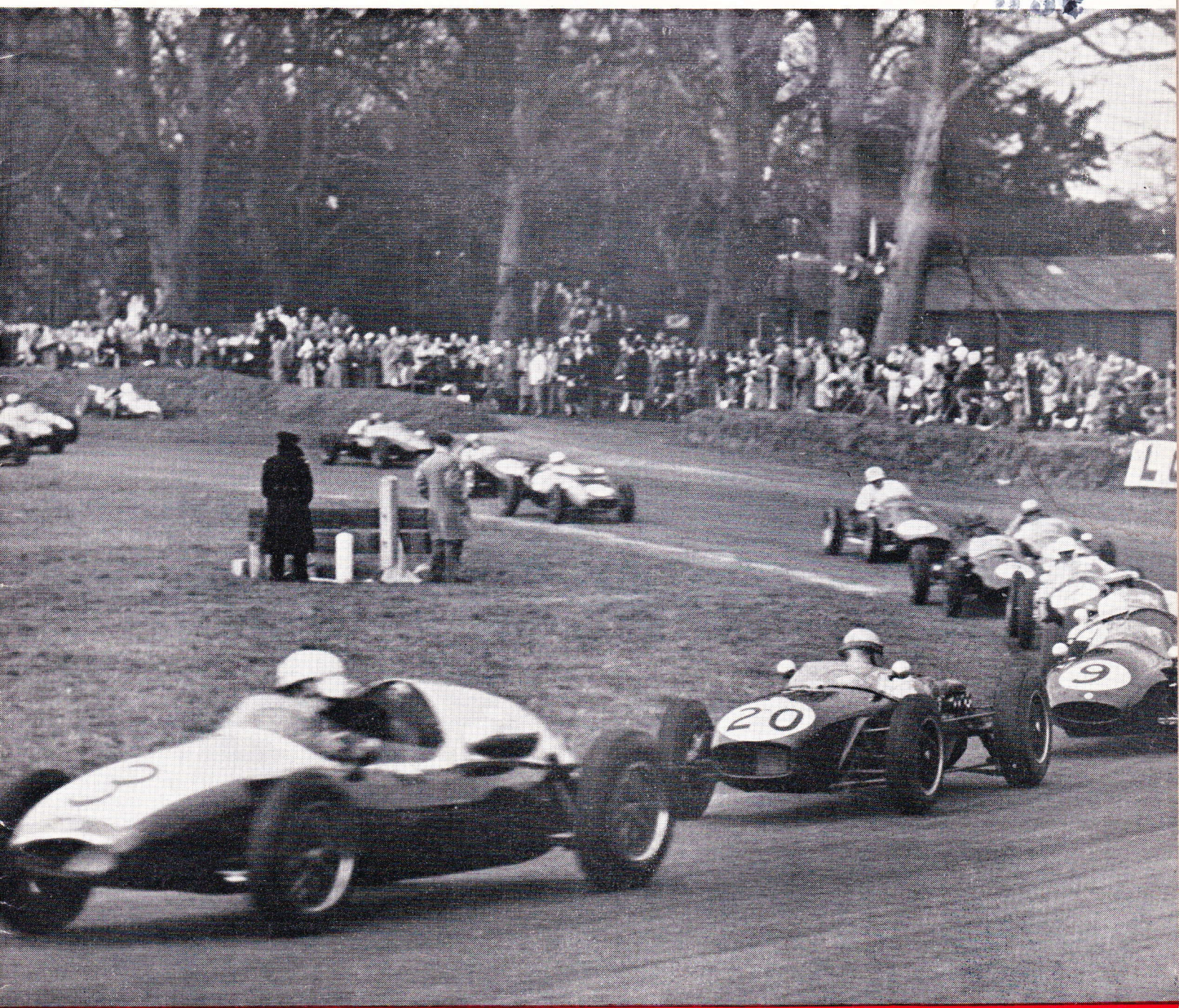
APRIL 8, 1960

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EVERY FRIDAY

Vol. 20 No. 15

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

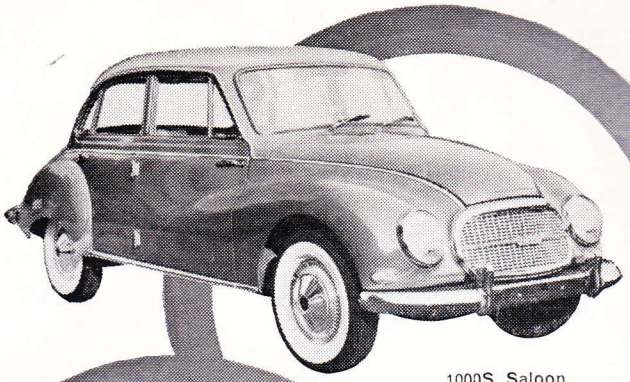


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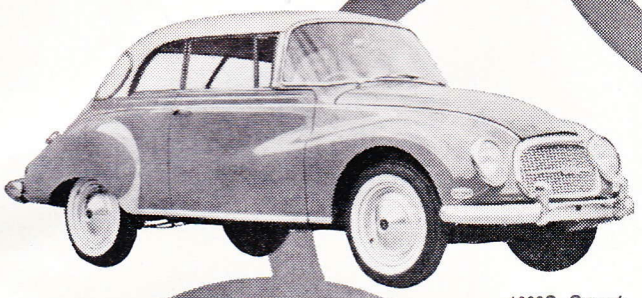
LOTUS DAY AT OULTON PARK — FULL ILLUSTRATED REPORT

JOHN BOLSTER TESTS THE SUPERCHARGED SPRITE : THE LE MANS TRIUMPHS

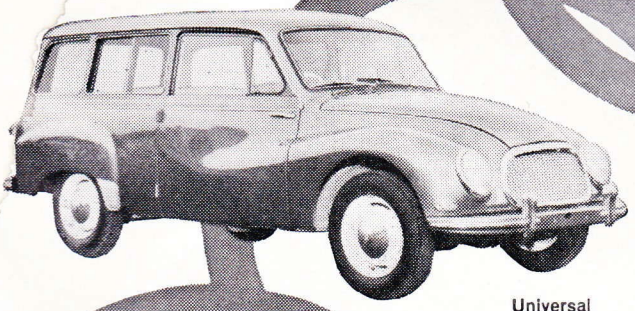
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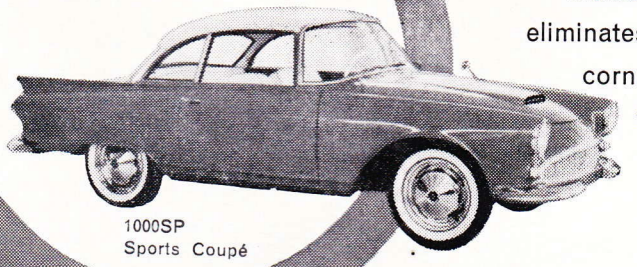
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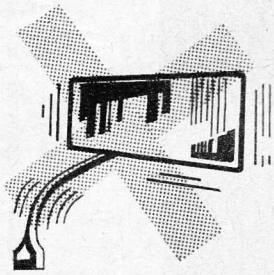
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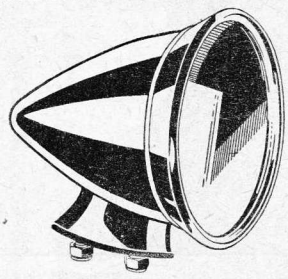
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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 20 No. 15 **April 8, 1960**

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EDITORIAL

LIFT FOR LOTUS

THE results of last Saturday's Oulton Park race will provide a much-needed fillip for Lotus Cars, Ltd.—especially the victory of Innes Ireland and the rear-engined car in the 25-lap Formula 2 event. It was also a very good day for Scottish drivers, as, in addition to Innes Ireland, victories were registered by Tom Dickson (Lotus-Climax) and Jimmy Clark (Lotus-Ford), with Dickson setting a new circuit sports car record. Formula Junior pleased the crowd immensely, and the remarkable handling qualities of the Lotus-Ford augur well for May's important Monaco race, when the field will include the very latest Continental machines. A feature of the meeting was the excellent driving of John Surtees, who has every appearance of being as rapid on four wheels as he is on two. To finish second to an established Grand Prix conductor in his very first F2 race, is a pointer to the future.

DEVELOPMENT THROUGH COMPETITIONS

THE Daimler SP250 has all the makings of a most attractive high-performance machine, and will undoubtedly be raced and rallied by private owners. However, the car has yet to be competitions-proved, and there are no indications that the factory is preparing the very necessary department which must deal with preparation and continual development. One feels that the presence of a Ken Richardson, a Reg Parnell or a Norman Garrad is essential for the future of this promising machine, with its superb V8 engine. It would indeed be a pity were the full potentialities of the Daimler to be left entirely to private owners, without the knowledge that is possessed by experienced competitions team managers being made available at the factory.

C.S.I. OBJECTIONS

THE recent announcement by the S.M.M. & T. that many of its leading members would not support the disputed 1961 Formula 1 for 1½-litre, 500 kgs. cars has annoyed the C.S.I. The President, M. Perouse, hates the idea of having to climb down in the matter, and feels that the British decision is nothing more or less than an ultimatum. However, no one cares whether or not the C.S.I. "loses face" on the subject. It is simply to be hoped that the meeting at Lausanne on 25th April will see the end of the unpopular and unjustified "half-ton" formula. If the decision to abolish it is taken it will be to the great delight of all who are connected with Grand Prix racing, and is additionally the only sensible course of action that the C.S.I. can take—in view of the opposition.

OUR COVER PICTURE

THE PACK streams into Old Hall Corner at Oulton Park after the start of the Oulton Park Trophy Formula 2 race. Leading the field is Mike McKee (Cooper), ahead of Innes Ireland (Lotus), John Surtees (Cooper), Chris Bristow (Cooper), Harry Schell (Cooper) and Bruce Halford (Cooper).

Right from the start



GIRLING DISC BRAKE successes at OULTON PARK

FORMULA II TROPHY

EVERY CAR FITTED GIRLING DISC BRAKES

1ST LOTUS CLIMAX 2ND COOPER 3RD COOPER

SPORTS CAR RACE
OVER 1100 C.C.

1ST LOTUS CLIMAX
2ND LOTUS CLIMAX
3RD ASTON MARTIN
Also 4th, 5th and 6th

CLOSED CAR RACE

1ST LOTUS ELITE
2ND LOTUS ELITE
3RD LOTUS ELITE
4TH A.C. BRISTOL

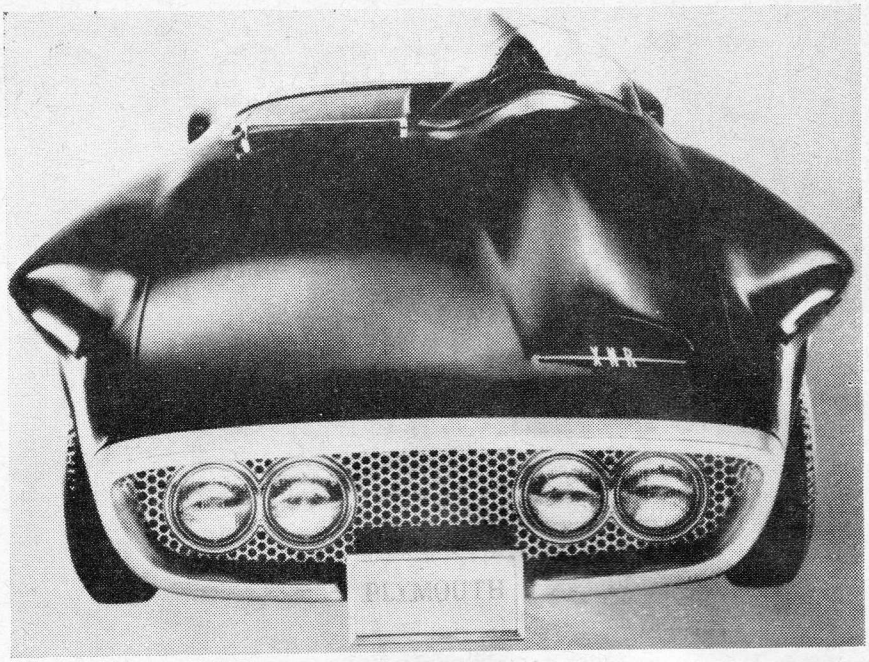
MARQUE SPORTS CAR RACE

1ST A.C. BRISTOL 2ND MORGAN PLUS 4

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DISC OR DRUM—THE BEST BRAKES IN THE WORLD

GIRLING LTD · KINGS ROAD · TYSELEY · BIRMINGHAM 11



EXPERIMENTAL: Head-on view of the XNR Plymouth two-seater. Two pairs of headlamps are set in a mesh grille, while shown alongside the driver's windscreen is the small folding screen for the passenger.

PIT and PADDOCK

O.R.M.A. is to provide a trophy to be awarded each season to the most successful B.R.M. driver.

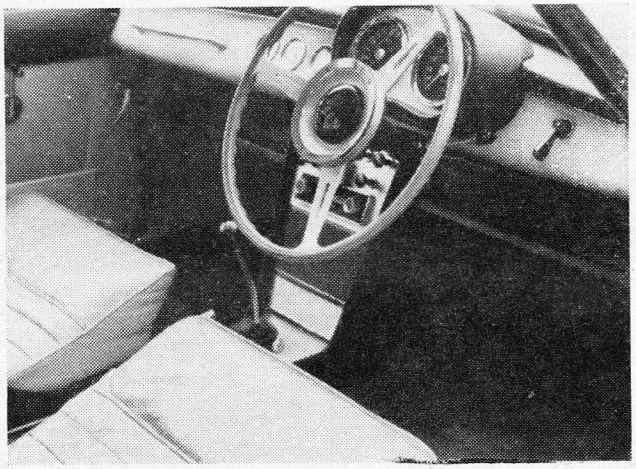
WORLD CHAMPIONSHIP

1.	**Bruce McLaren**	8
2.	**Cliff Allison**	6
3.	Menditeguy	3
4.	von Trips	2
5.	**Ireland**	1

Moss/Trintignant—3rd. No points for shared car.

THE Avon Company has presented a silver trophy to the Aston Martin Owners' Club in memory of Commander Arthur Bryant, U.S.N., who raced DB2 and DB3S Aston Martins. To be known as the "Avon International Trophy", it is offered for competition among all U.S. members of the Aston Martin Owners' Club. The trophy is a perpetual one and will be awarded annually.

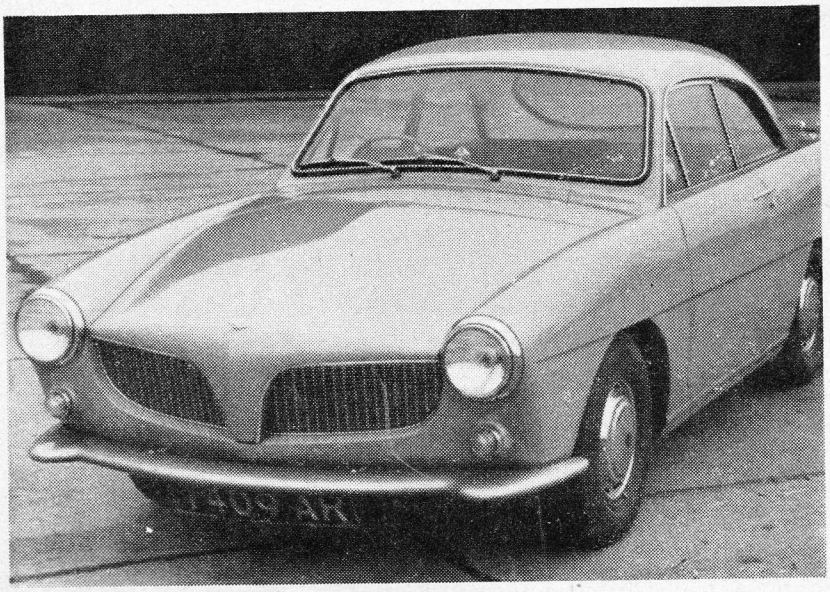
JOHN TURVEY and Lionel Mayman have purchased Kieft Sports Cars, Ltd., and are now producing a new Kieft Formula Junior car. It is understood that John Turvey will drive the car in this season's races.



★

PROTOTYPE of the very pretty G.T. car devised by David Ogle, John Ogier and John Tojeiro. It has a 1.5 Riley engine and "glassfibre" bodywork (below). Left is the cockpit.

★



THE 750 Motor Club is celebrating its 21st birthday with a gathering at the Chateau Impney, Droitwich, Worcestershire, on Sunday, 24th April. Besides its racing activities, particularly in the 750 and 1172 fields designed for the truly amateur and impecunious enthusiast, the club's original aim is to cater for the interests of owners of the Austin Seven in all its forms, and generally to foster continued interest in the car.

With this in view the club wishes to extend an open invitation to all owners of Austin Sevens to attend its birthday party.

The day's events will commence at approximately 2 o'clock, and will include a contest between teams of Austins entered by the various centres of the club. These contests will be of the gymkhana type, and will provide good entertainment to spectators. There will also be an exhibition of the many models of the Austin Seven that were made, covering those manufactured in the early 'twenties, up to the immediately pre-war period. Many other interesting cars, of other makes, ranging from Vintage Grand Prix racing cars to the latest and newest developments in modern sports-racing machinery, will be on display.

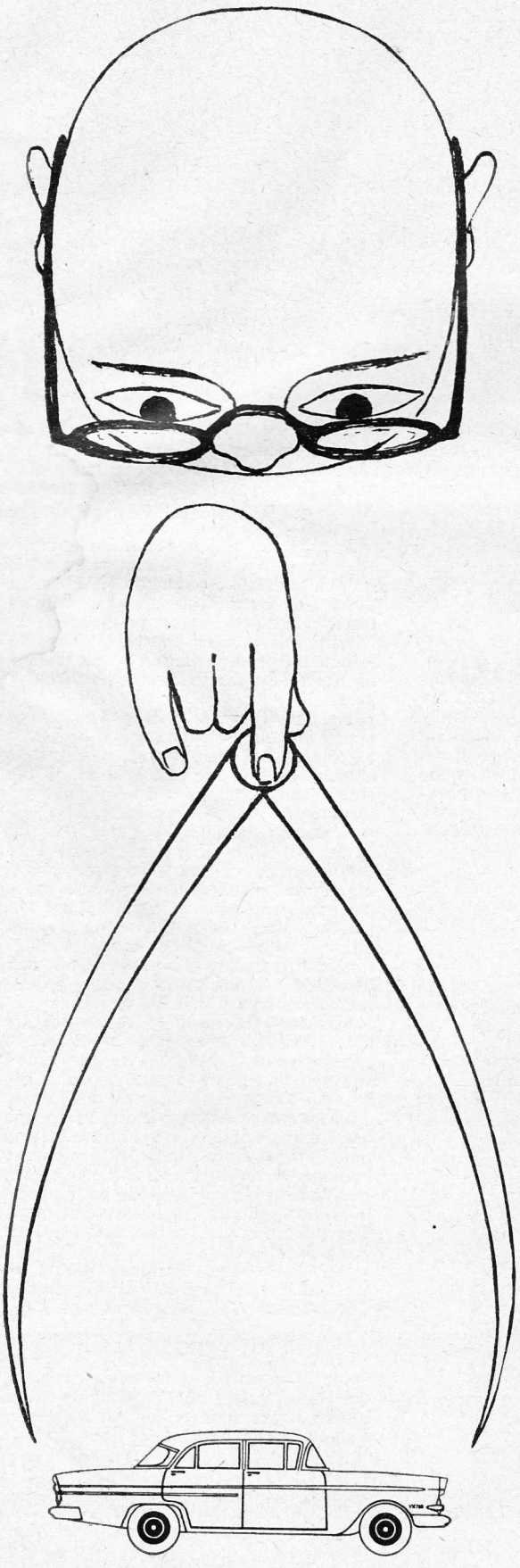
Members travelling to this event are collecting themselves into cavalcades at starting points all over the country, and will run in convoys to the venue. Any non-members who care to join these convoys may obtain details from the organizer. These convoys will arrive in time for lunch, which is obtainable by booking in advance through the organizer, the catering being done by the hotel in whose grounds this event takes place. There is, of course, a bar, and excellent grounds for picnics.

All entries and enquiries should be sent to the organizer, A. W. Butler, 1 Hawkhurst Way, West Wickham, Kent.

THE South-West may soon have their own race track. Plans are being made to construct a 1¼ miles circuit at the United Mines Downs, roughly in the centre of the triangle formed by Truro, Falmouth and Redruth.

MAURICE GATSONIDES (Citroën ID19) won the Caltex performance test in Copenhagen.

PARKONOMICS*



* **PARKONOMICS,** *a branch of* ERGONOMICS: *the science of designing objects with particular reference to the needs and physical characteristics of their users:* 'human engineering'.

". . . over there in that space."

You try it forwards and the back sticks out. There's a gale of horns, and half the cars in town stream by. You try it backwards. The wheel feels like lead . . . you can't see your own tail . . . back a bit, sir, back (how long *is* the car anyway?) . . . *c-r-rump* (that'll take a bit of straightening). This is a common case of Parkomania, a malady which afflicts both sexes.

The remedy is **PARKONOMICS** — the science of providing maximum ease and manœuvrability with minimum loss of time and temper. Ordinary drivers become good, and good drivers better, in a car designed with Parkonomics in mind. And that means in a Vauxhall.

A Vauxhall gives you space. Good leg-room, good head-room. Wide comfortable seats, an enormous boot. You'll be surprised at the manœuvrability it gives you too, helped by the deep panoramic windows, the four wing tips all visible from the driver's seat, the compact overall dimensions, small turning circle and re-circulating ball steering. (Did you know, by the way, that Vauxhall steering is *easier* to turn as the lock increases?).

A boffin's word, **PARKONOMICS,** but it sums up thoughtful engineering . . . a philosophy of design . . . a science that is important to *you.* A tremendous lot of it goes into Vauxhall cars — which is why so much pleasure comes out of them. Why not visit your Vauxhall dealer, get behind the wheel, and go for a trial run? The best way to discover a new world is to drive there.

EVERYONE DRIVES (AND PARKS) BETTER IN A

VAUXHALL

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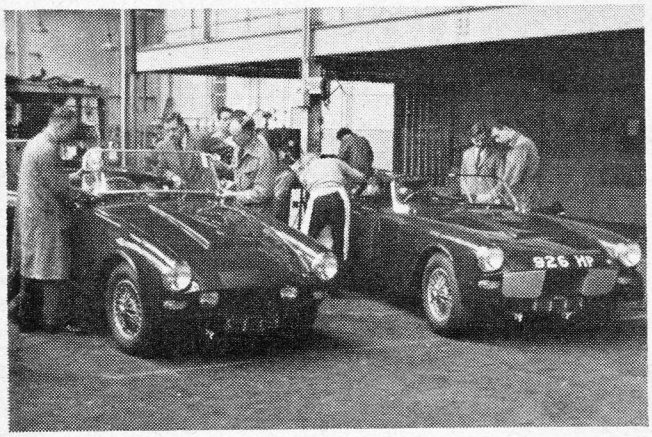
NEW MODEL this week is the Peugeot 403-Sept Berline, which has a restyled front end and, in most respects, remains similar to the other Peugeot models. Power unit is a 1,290 c.c. 54 b.h.p. motor based on the 203 engine.

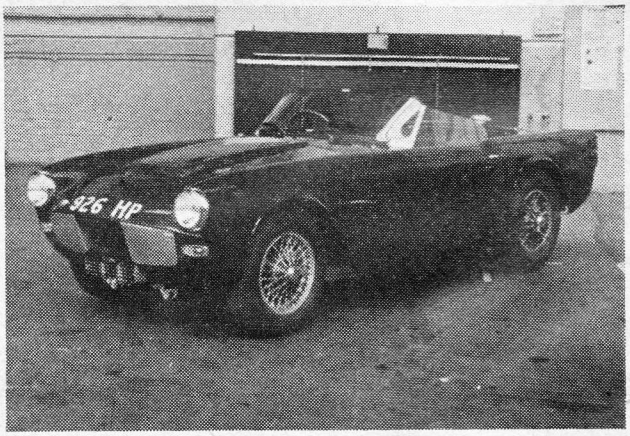


SPORTS NEWS

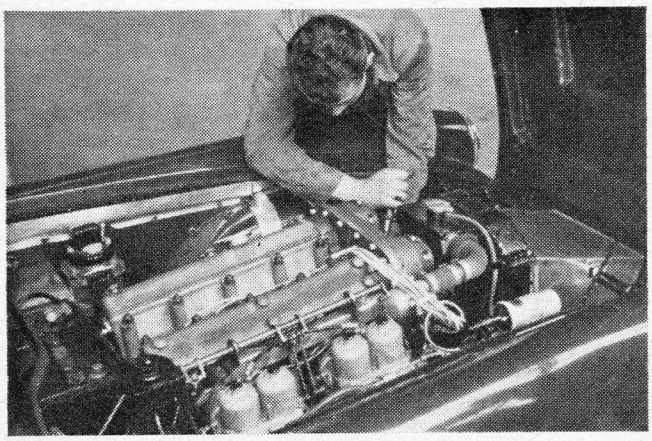
THE LE MANS JAGUAR

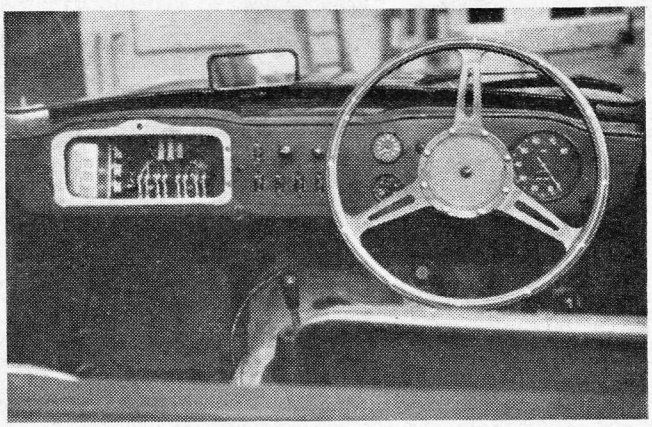
THE 3-litre machine which may run at Le Mans is not an official entry from Jaguar Cars, Ltd., but has been constructed for Jaguar's American corporation, and will be entered by Briggs Cunningham with Walt Hansgen and Ed Crawford as drivers. Whilst the car is a new departure for the Coventry concern, it will still retain a six-cylinder, twin-o.h.c. engine, possibly with Lucas fuel-injection equipment. When the car successfully passes its tests, full details will be released. It is intended to try it out at Le Mans this week-end.





The Twin o.h.c. Triumph for the Le Mans 24 Hours—First Pictures from the Coventry Factory





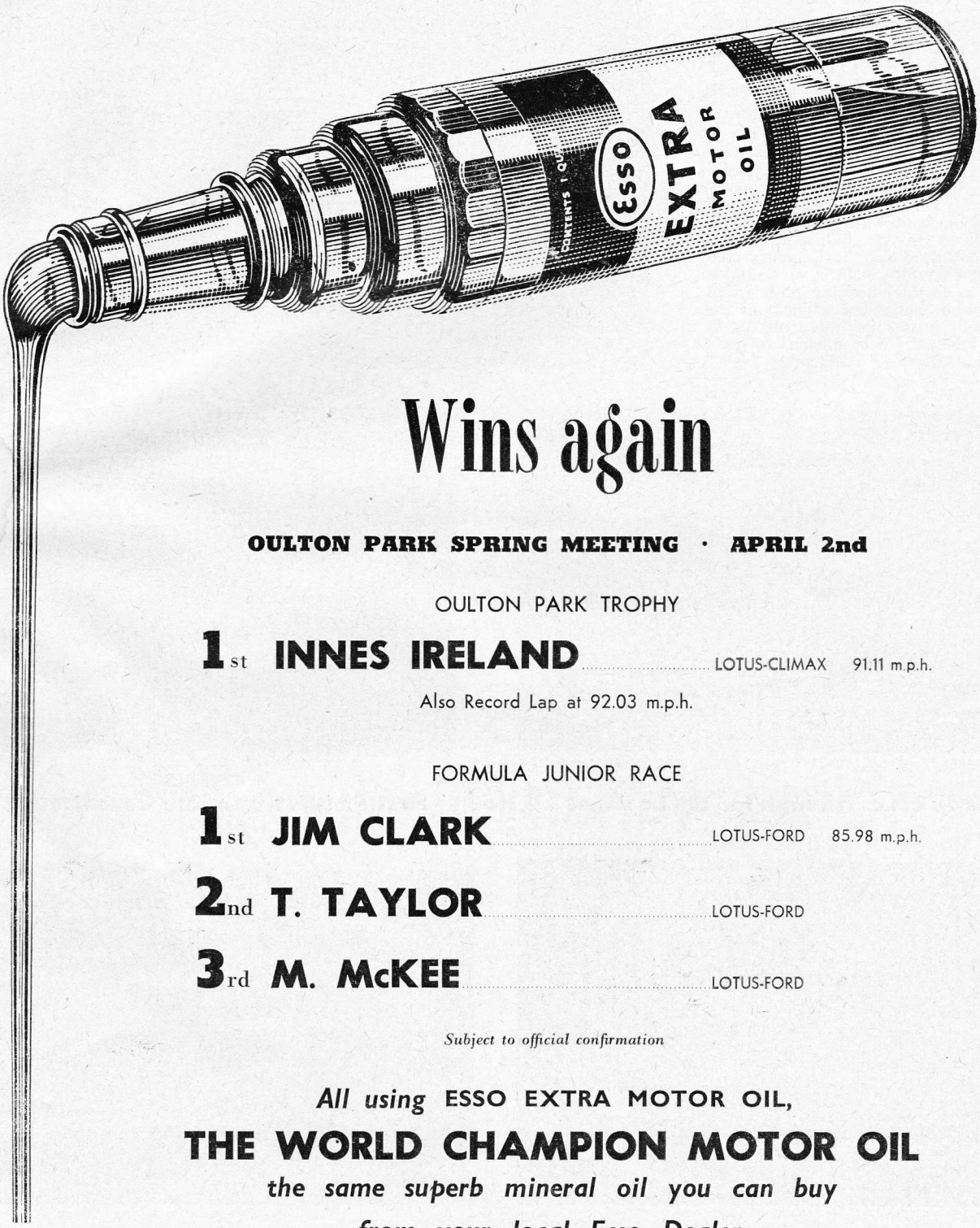
JOSÉ BEHRA (Jaguar) won the first national rally of the Ecurie Val de Loire.

PETER RILEY, and Jack Cotton of Tanganyika, will be driving one of the four B.M.C. Mini-Minors entered in the East African Coronation Safari (15th-18th April). Their progress will be keenly watched after the "Monte".

RESTYLED Triumphs for Le Mans will use the twin o.h.c. engine beneath an attractive new body. UPPER LEFT: Mechanics work on the final stages of assembly. UPPER RIGHT: The blanking round the air intake is an experimental feature, while the oil-cooler is visible beneath it. LOWER LEFT: The twin overhead-camshaft engine. LOWER RIGHT: Cockpit is functional.

STIRLING MOSS has bought a Renault Floride.

GRAHAM WARNER'S Lotus Elite has gained five firsts in its last five events, last success being at the W.E.C.C. Speed Trials when it was driven by Michael Beuttler. Beuttler also won the F.J. class. More details of this meeting will be published next week.



Wins again

OULTON PARK SPRING MEETING · APRIL 2nd

OULTON PARK TROPHY

1st INNES IRELAND ..... LOTUS-CLIMAX 91.11 m.p.h.

Also Record Lap at 92.03 m.p.h.

FORMULA JUNIOR RACE

1st JIM CLARK ..... LOTUS-FORD 85.98 m.p.h.

2nd T. TAYLOR ..... LOTUS-FORD

3rd M. McKEE ..... LOTUS-FORD

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THE WORLD CHAMPION MOTOR OIL

the same superb mineral oil you can buy from your local Esso Dealer.



WINNER AT OLD HALL: Innes Ireland swings through the bend in the F2 Lotus, dominating the Formula 2 race from start to finish and knocking over 5 seconds off the previous F2 lap record.

Lotus Day at Oulton Park

Four Victories and Four Lap Records for Innes Ireland, Jimmy Clark, Tom Dickson and Chris Summers—John Surtees's Fine F2 Debut

BY GREGOR GRANT
Photography by Francis Penn

OVER 30,000 people saw a tremendous day's racing last Saturday at the B.A.R.C.'s Oulton Park meeting. Records went by the board, with Innes Ireland in the rear-engined Lotus knocking 5.2 secs. off Graham Hill's existing F2 record, Tom Dickson (Lotus) shattering the late Benoit Musy's Maserati figures by no less than 6.2 secs., Chris Summers setting 2 mins. 6 secs. (78.89 m.p.h.) with an Elite, and Jimmy Clark (Lotus-Ford) establishing the Formula Junior record with the remarkable time of 1 min. 53.6 secs. (87.50 m.p.h.).

The Formula 2 race, dominated from start to finish by Innes Ireland, proved conclusively that John Surtees has very definitely arrived as a racing driver. The two-wheeler ace, making his first appearance in an F2 machine, finished second in Ken Tyrell's Cooper-Climax.

Formula Junior got off to a superb start in the North, with the new Lotus-Fords headed by Jimmy Clark returning a 1-2-3. Only Henry Taylor (Cooper-Austin) could get near the Cheshunt projectiles, finishing fourth, $\frac{2}{5}$ths of a second behind Mike McKee.

* * *

Practice times indicated that new records would be established. Best F2 time was put up by Yeoman Credit's Harry Schell (Cooper-Climax) with 1 min. 49 secs. (91.19 m.p.h.). Just $\frac{2}{5}$ths of a second slower were Mike McKee in Jim Russell's Cooper-Climax and John Surtees in the Tyrell car. Yet one felt that Innes Ireland could have gone much faster than his 1 min. 50.2 secs. The Lotus displayed phenomenal road-holding and all the signs are there of Cooper F2 supremacy being strongly challenged this season.

The new Laystall-Climax appeared, but Henry Taylor had to work very hard to return 1 min. 53.8 secs. (87.34 m.p.h.). One feels that all is not well in the road-holding department.

Jimmy Clark and Trevor Taylor were fastest in the Formula Junior division, the Scotsman taking the Lotus-Ford round in 1 min. 54 secs. (87.19 m.p.h.), a second quicker than his team-mate. Surtees (Cooper-Austin) and McKee (Lotus-Ford) were next best.

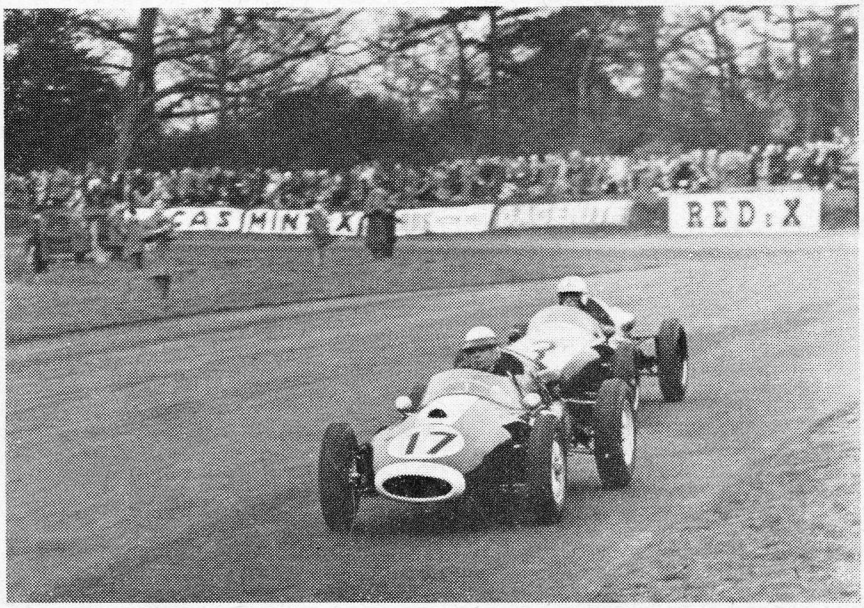
Tom Dickson provided the sensation amongst the sports cars, by returning 1 min. 52.2 secs. (88.59 m.p.h.)—$1\frac{1}{5}$ secs. faster than Jimmy Clark in the ex-works DBR1 Aston Martin.

First event on the programme was a closed-car 10-lap race with Chris Summers, Tom Dickson and John Wagstaff (Elites) sharing the front row of the grid with P. G. Fletcher's Ace-Bristol, and the very fast M.G. Twin-Cams of Dick Jacobs (Bridger and Foster) lined up with Hobbs's XK 140 Jaguar on row two.

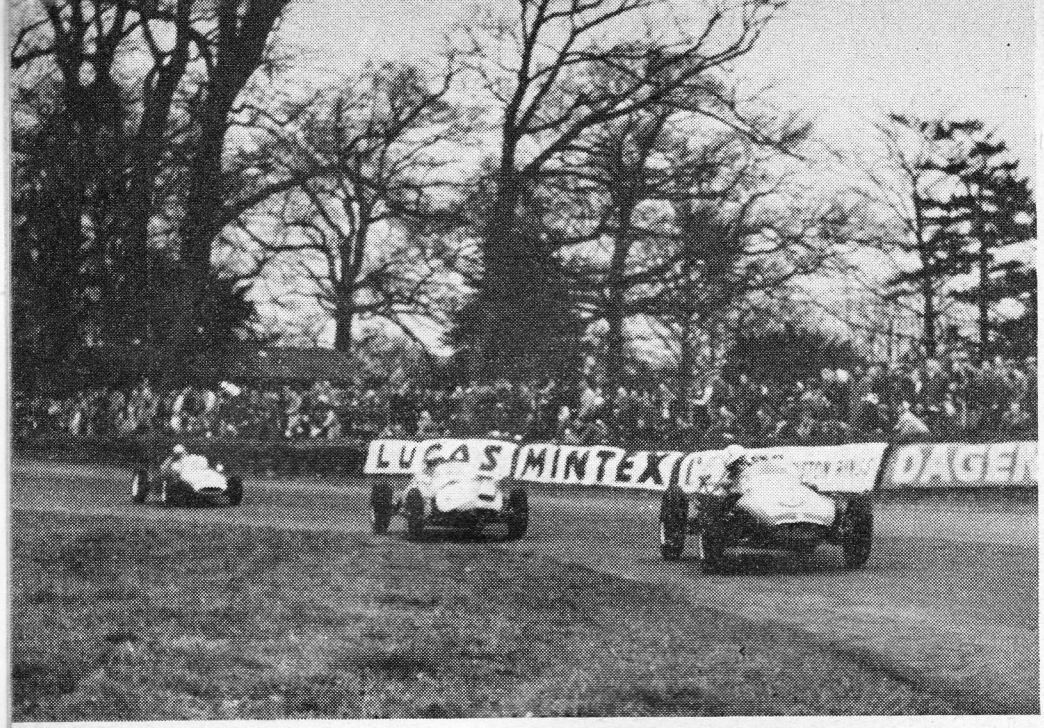
Off went Wagstaff at a tremendous pace, pursued by Fletcher, Dickson and Foster. Staples revolved his Ace-Bristol at Knicker Brook, restarted, but toured slowly into his pit. Elwes's Sprite made funny noises, and came to rest at Lodge Corner.

Fletcher gave way to Summers, and the 2-litre car was being pressed all the way by Tom Dickson's Elite. Wagstaff held his lead for four laps, then ceded it to Summers. Dickson whistled past Fletcher, who was being threatened by Alan Foster. Peter Bolton's pretty Alfa Romeo was in dire rear damper trouble, and could not keep pace with the flying Elites. Venner-Pack had it all his own way in the 1,000 c.c. class, his Speedwell Sprite building up an enormous lead from the Turners and other Sprites.

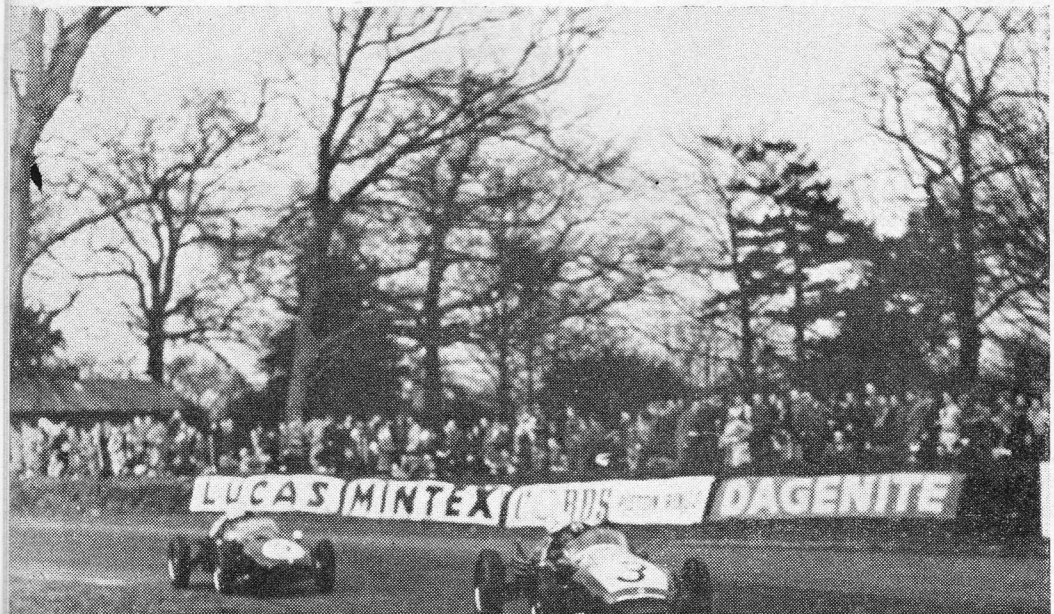
Hobbs slid right round at Lodge Corner and was lucky to stay right side



CLOSE COMPANY: Keith Ballisat (Cooper) leads Mike McKee, similarly mounted, out of Old Hall Corner in steady fashion.







BATTLE for third place (top) was fought out between Mike McKee, Chris Bristow and Roy Salvadori, Mike losing the struggle when the gear-lever came off! CENTRE: A victorious Innes Ireland holds aloft his trophy after a fine exhibition. BOTTOM: Closely following McKee's Cooper in the early stages of the race is John Surtees, who finished second.

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up. On lap seven Dickson took Wagstaff for second place, but could not get to grips with Summers, who won by 3⅖ secs. at 77.54 m.p.h. Hobbs seemed to run out of brakes at Old Hall Corner, hit the bank and overturned his soft-top XK 140. It looked like a nasty accident, but the driver emerged unhurt but badly shaken. Foster just failed by 1 sec. to catch Fletcher for fourth place, and had left his team-mate Tom Bridger far behind.

It was all Tom Dickson in the 10-lap sports car race, the man from Perth leading from start to finish, with a 24 secs. lead at the end from Mike Taylor —also in a Lotus. Jimmy Clark drove the DBR1 brilliantly, but just couldn't get the Border Reivers car in front of Taylor. Farther back, Jimmy Blumer and M. G. D. Graham battled merrily for fourth place, with Blumer pipping his rival by 1⅘ secs. A. B. Rees (Lola) took the 1,100 c.c. class at 83.67 m.p.h., but Peter Ashdown in the team car just managed to hold second place by ⅕th sec. from J. C. Brierley's Elva-Climax.

The stage was set for the main event, the 25-lap Oulton Park Trophy race for F2 cars. A very crowded grid was as follows:—

Schell (Cooper-C)	McKee (Lotus)	Surtees (Cooper-C)	Ireland (Lotus)
Salvadori (Cooper-C)	Bristow (Cooper-C)	J. Lewis (Cooper-C)	
Marsh (Cooper-C)	Halford (Cooper-C)	H. Taylor (Laystall)	Raby (Hume-C)
Ballisat (Cooper-C)	Twisk (Cooper-C)	R. Carter (Cooper-C)	
Wicken (Cooper-C)	Gay (Lotus)	Charles (Cooper-C)	N. Hicks (Lotus)
Ouvaroff (Cooper-C)	Gardner (Lotus)	Graham (Lotus)	
Campbell-Jones (Cooper-C)	Stacey (Lotus)		

With cars so close to each other on the narrow road there was something of a traffic jam as they roared into Old Hall Corner, with McKee in front of Ireland and Surtees. Bristow whipped round ahead of Lewis and the latter had to brake violently. He was shunted smartly from the rear by Taylor's Laystall, and finished up in the ditch.

McKee held his lead from Surtees, Bristow, Ireland, Schell and Salvadori at the end of lap one, but Innes Ireland was putting on the pressure, and forced his way to the front. John Surtees closed on McKee, who was still suffering pain from a shoulder dislocated at Snetterton recently. Lap four and Surtees had taken McKee for second place, but Bristow could not get properly to grips with Jim Russell's man. Halford temporarily displaced Schell for sixth place behind Salvadori.

Henry Taylor stopped at his pit to check his steering, rejoined the race but retired after 10 laps. On lap eight Twisk overdid things at Druid's, and toppled over his black and yellow

FIRST LAP at Esso Bend in the closed car race: Paul Fletcher (A.C.) leads Alan Foster (M.G.), Chris Summers and Tom Dickson (Elites) and Tom Bridger (M.G.A), Wagstaff being already ahead (top). CENTRE: Stern chase in the Formula Junior race was between Henry Taylor (Cooper-Austin) pursuing Mike McKee (Lotus-Ford). BOTTOM: Peter Mould's Lister-Jaguar leads a bunch out of Knicker Brook in the sports car race.

Cooper. He escaped with a few cuts and bruises.

The race had developed into a pattern, set by Innes Ireland. Surtees wisely held his second place without attempting to force the issue, but behind a tremendous tussle developed with McKee, Bristow and Salvadori—the trio leaving Schell and Co. far behind. On the 11th lap Bristow went up into third place, and Salvadori also whipped ahead of McKee: but the battle went on.

Raby packed up with gearbox problems, and Charles gave it up with a sadly overheated engine. Ireland came round like clockwork, lapping at between 1 min. 48 secs. and 1 min. 49 secs. The Lotus was wonderfully steady. Surtees relentlessly pulled away from the struggling Bristow, Salvadori and McKee trio, being deceptively rapid through the bends.

With four laps to go Salvadori and McKee took Bristow, just as Bob Hicks went off-course at Lodge. McKee made a desperate effort to get in front of Salvadori, then found to his dismay that his gear lever had come adrift. Bristow went past as McKee broadsided at Lodge. Then on the very last lap he turned the Cooper upside down at Druids, but was unhurt. Schell took fifth place, the first five cars being the only ones to do the full distance.

Winner Innes Ireland was paraded round the circuit in my own Sunbeam Alpine, with hard-top specially removed for the occasion by Rex Foster's aides.

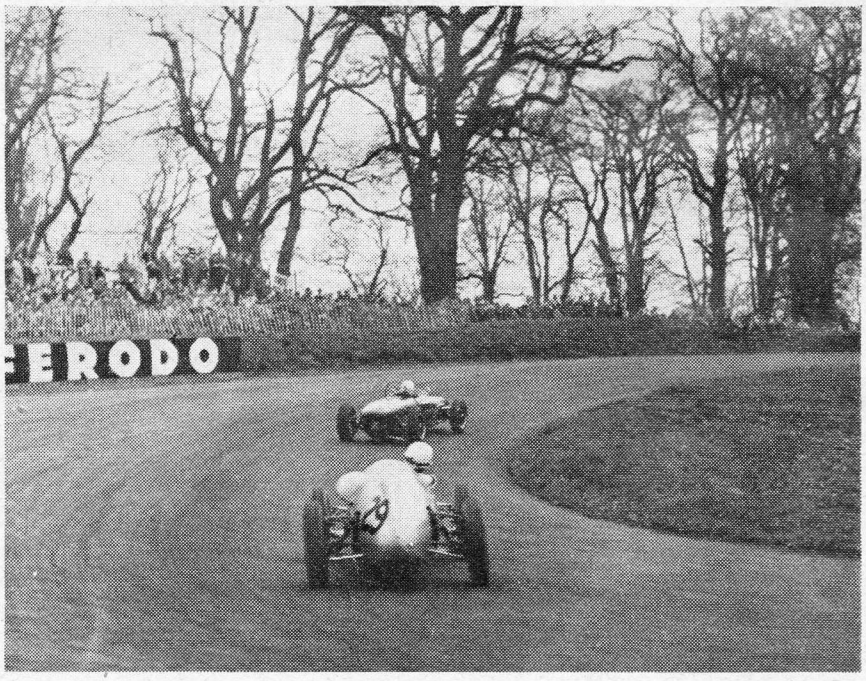
McKee immediately jumped into a Team Lotus car for the Formula Junior event. The Cheshunt machines immediately took command of the 20-car field, with Trevor Taylor, Jimmy Clark and Mike McKee in line ahead. Peter Arundell forced the two-stroke Elva into fourth place from the third row of the grid, harried by Henry Taylor (Cooper-Austin) and Surtees (Cooper-Austin). To the disappointment of the crowd Surtees stopped at the pits with gear selector trouble, rejoined the race but went out a lap later with engine bothers.

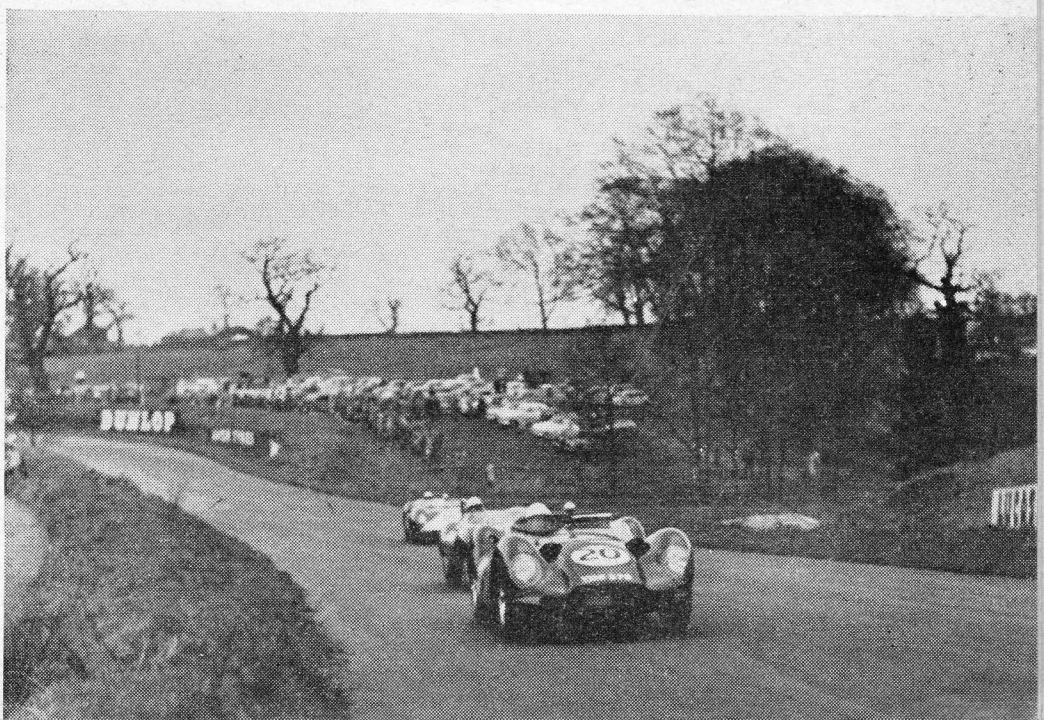
Henry Taylor scorched past Arundell for fourth place, and set off to see what he could do about the flying Lotuses. Chris Threlfall spun his Elva at Lodge Corner and retired a few laps later.

Trevor Taylor was relentlessly stalked by Clark, and it was no surprise on the seventh lap when the Scotsman took the lead. McKee had H. Taylor in his rear mirror, and there was a fairly large gap before R. A. Hudson (Cooper-Austin) and M. H. Spence (Cooper-Austin) appeared. Tim Parnell abandoned with steering troubles after side-swiping the bank at Lodge Corner with his blue Cooper-Austin.

Hudson dropped out of the picture and his place was taken by Venner-Pack in the Speedwell Cooper-Austin. Clark ran out winner from T. Taylor by $\frac{4}{5}$ths of a sec., having averaged a remarkable 85.98 m.p.h., and set the F.J. lap record









FETED: Formula 2 race winner and record-breaker Innes Ireland after being driven round the circuit by Rex Foster in the Editor's Sunbeam Alpine.

Results

Formula 2 (25 laps)

1. Innes Ireland (Lotus-Climax), 45 m. 27.4 s., 91.11 m.p.h.
2. John Surtees (Cooper-Climax), 45 m. 43.4 s.
3. Roy Salvadori (Cooper-Climax), 45 m. 57.6 s.
4. Chris Bristow (Cooper-Climax), 46 m. 15.6 s.
5. Harry Schell (Cooper-Climax), 47 m. 09.0 s.
6. Bruce Halford (Cooper-Climax), 24 laps.

Fastest lap: Ireland, 1 m. 48 s., 92.03 m.p.h. **(F2 record).**

Formula Junior (10 laps)

1. Jimmy Clark (Lotus-Ford), 19 m. 16 s., 85.98 m.p.h.
2. Trevor Taylor (Lotus-Ford), 19 m. 17.2 s.
3. Mike McKee (Lotus-Ford), 19 m. 45.2 s.
4. Henry Taylor (Cooper-Austin), 19 m. 45.6 s.
5. J. Venner-Pack (Cooper-Austin), 20 m. 32.6 s.
6. M. H. Spence (Cooper-Austin), 20 m. 32.8 s.

Fastest lap: Clark, 1 m. 53.6 s., 87.50 m.p.h. **(F.J. record).**

Sports Cars (10 laps)

Over 1,100 c.c.:

1. Tom Dickson (Lotus-Climax), 18 m. 46 s., 88.27 m.p.h.
2. Michael Taylor (Lotus-Climax), 19 m. 10 s.
3. Jimmy Clark (Aston Martin), 19 m. 14.6 s.
4. Jimmy Blumer (Cooper-Monaco), 19 m. 45 s.
5. M. G. D. Graham (Lotus-Climax), 19 m. 46.6 s.
6. Tony Marsh (Cooper-Monaco), 19 m. 51 s.

Fastest lap: Dickson, 1 m. 49.8 s., 90.52 m.p.h. **(Sports Car record).**

Up to 1,100 c.c.:

1. A. B. Rees (Lola-Climax), 19 m. 48 s., 83.67 m.p.h.
2. Peter Ashdown (Lola-Climax), 19 m. 53.2 s.
3. J. C. Brierley (Elva-Climax), 19 m. 53.4 s.

Fastest lap: Ashdown, 1 m. 56.6 s., 85.25 m.p.h. **(Class record).**

Closed Cars (10 laps)

Over 1,000 c.c.:

1. Chris Summers (Lotus Elite), 21 m. 21.8 s. 77.54 m.p.h.
2. Tom Dickson (Lotus Elite), 21 m. 25.2 s.
3. John Wagstaff (Lotus Elite), 21 m. 33.4 s.
4. P. G. Fletcher (Ace-Bristol), 21 m. 43.8 s.
5. Alan Foster (M.G.A "Twin-Cam"), 21 m. 44.8 s.
6. Tom Bridger (M.G.A "Twin-Cam"), 21 m. 58.8 s.

Fastest lap: Summers, 2 m. 6 s., 78.89 m.p.h. **(Class record).**

Up to 1,000 c.c.:

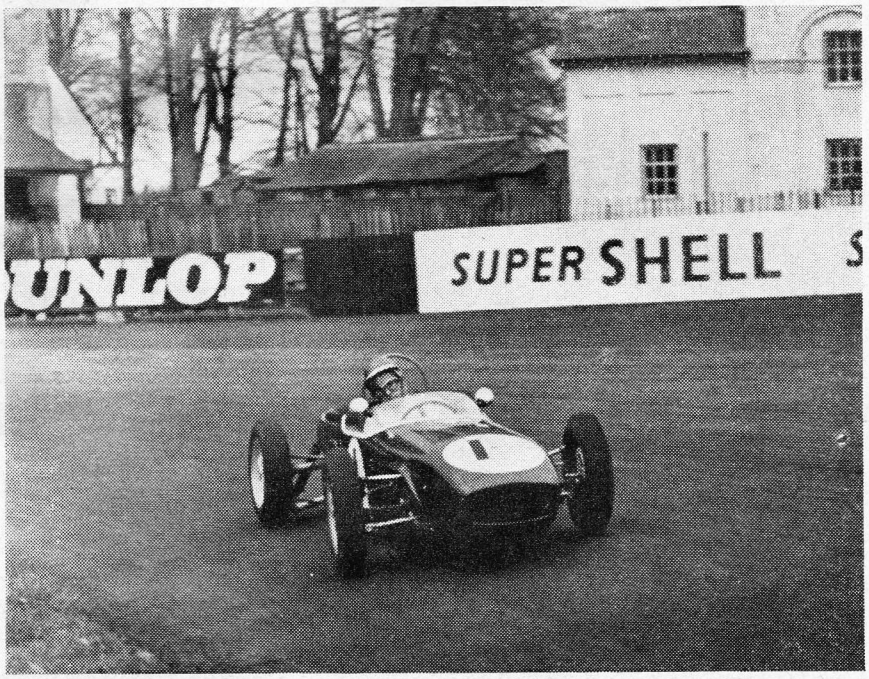
1. J. Venner-Pack (Speedwell-Sprite), 22 m. 47.2 s., 72.70 m.p.h.
2. S. J. Scrimgeour (Turner), 9 laps
3. E. P. Foden (Sprite), 9 laps.

Fastest lap: Venner-Pack, 2 m. 15 s., 73.63 m.p.h.

Marque Race (10 laps)

1. Peter Bolton (Ace-Bristol), 21 m. 25.2 s., 77.34 m.p.h.
2. Chris Lawrence (Morgan), 21 m. 30.6 s.
3. Alan Foster (M.G.A "Twin-Cam"), 21 m. 42 s.
4. L. B. Mayman (Morgan), 21 m. 58.2 s.
5. J. Sutton (Austin-Healey), 21 m. 59.6 s.
6. Tom Bridger (M.G.A "Twin-Cam"), 21 m. 59.8 s.

Fastest lap: Bolton, 2 m. 07 s., 78.26 m.p.h.

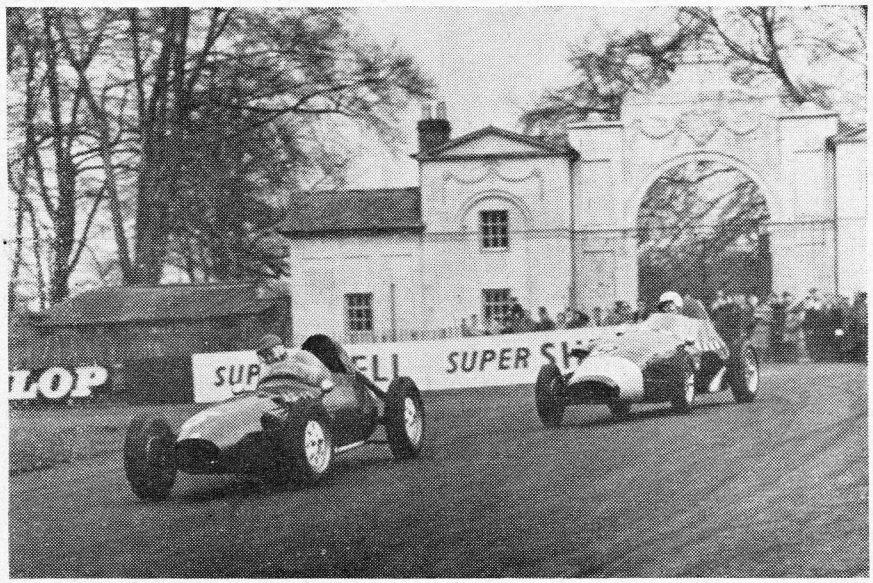


WINNER of the Formula Junior race was Jimmy Clark (Lotus), here cornering hard at Lodge Corner.

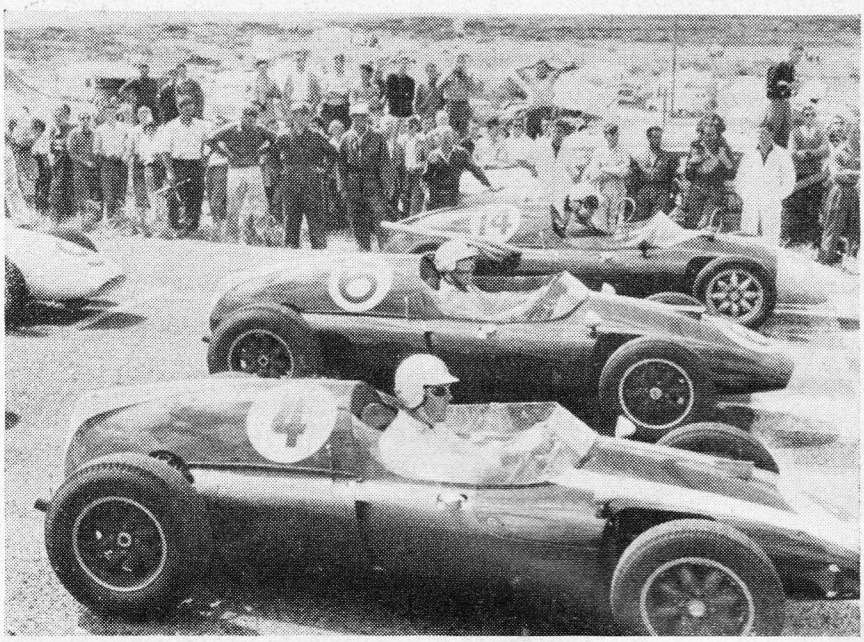
at 87.50 m.p.h. H. Taylor just failed to take McKee to prevent a Lotus 1-2-3.

The 10-lap marque race was dominated from start to finish by Peter Bolton in Ron Atkinson's very fast Ace-Bristol. Lap one was full of incidents: P. G. Fletcher and Bob Staples (Ace-Bristols) became mixed up thoroughly at Knicker Brook, the former overturning and Staples finishing up in the lake. Both emerged unhurt.

Bolton was chased by the fleet Morgans of Chris Lawrence and L. B. Mayman, whilst Foster (M.G. Twin-Cam) soon settled Sutton's Austin-Healey, and then moved up smartly to third place ahead of Mayman. Bolton averaged 77.34 m.p.h., finishing 5.4 secs. ahead of Lawrence.



ACCELERATING out of Lodge is Scott Bloor (Elva-Austin) ahead of the sliding Stanguellini of Ron Carter.



UNDER STARTER'S ORDERS: Brabham, Stillwell and Leighton await the drop of the flag. Note the bandaged nose of Leighton's car, an effort to streamline the contours damaged at practice

COOPER BENEFIT IN AUSTRALIA

Phillip Island Race Meeting

FOLLOWING his Longford (Tasmania) victory, reigning World Champion Jack Brabham returned to the mainland with his Cooper to add to his successes at a two-day meeting at the three-mile Phillip Island (Victoria) circuit. Current lap record holder was Bill Patterson with his 2-litre Cooper at 2 mins. 9.4 secs.

As the best attendance ever assembled at the circuit, two four-lap events were run for "C" and "B" Categories. Then followed the four-lap Phillip Island Trophy for "A" Grade cars, which brought to the grid front Jack Brabham, Bill Patterson, Austin Miller (2.2 Cooper-Climax), Bib Stillwell (2.2 Cooper-Climax), Keith Rilstone from South Australia with his very successful Zephyr-powered special, Doug. Whiteford (2-litre Cooper-Climax), Murray Carter (Corvette Special) and English visitor David Piper, *sans* Lotus, who had accepted the offer of Len Lukey's Cooper-Bristol. Brabham got himself away to a clean lead, pursued by Patterson, Rilstone and Stillwell. These positions held for the first lap, whilst Austin Miller made up for a poor start. By the second tour he had overtaken Stillwell and they both were ahead of Rilstone, whilst Brabham held a lead of three seconds over Patterson, lapping around the 2 mins. 11 secs. mark. Lap 3 and Miller was using the extra power to advantage, gaining on Patterson as they streamed past the pits with a lap to go. Miller was ahead at the bottom of the straight, to hold second spot by a small margin from Patterson and Stillwell. David Piper found the brakes of the Cooper-Bristol lacking, the car inadequate for the opposition, and decided against starting in further events.

By lunch time the flow of inward traffic slackened to a dribble, and the afternoon's activities began with a four-lap scratch race for sedans. Always a crowd-pleaser, this was dominated throughout by Queenslander John French's Holden. The slower saloons grouped in "B" Grade were next, featuring a new Ford Anglia, only released in Australia the same week, here driven by Harry Firth. Eventual winner was Brown's Hillman Minx.

Major event of the day, but still a short race, was the Moomba Park Trophy over 24 miles—eight laps of the circuit. Front grid positions were:—

Stillwell (Cooper)	Leighton (Cooper)	Brabham (Cooper)
Miller (Cooper)		Patterson (Cooper)
French (Cooper-Holden)	Carter (Corvette)	Whitehead (Cooper-Porsche)

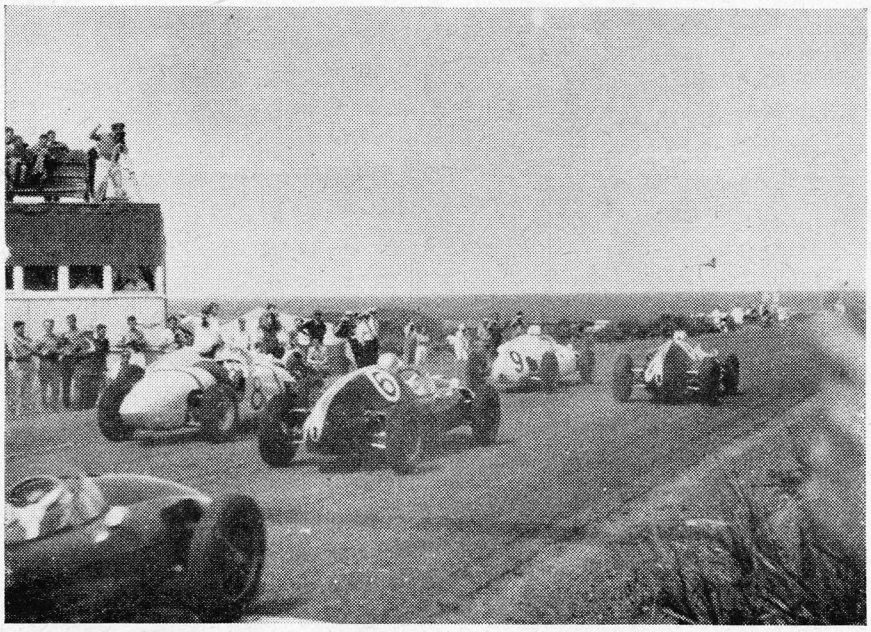
Brabham as always took the lead, Patterson following him through to hang to his tail in second position. A short gap to Stillwell, Miller and Leighton, followed by Carter, Whiteford and Whitehead. By lap 2 Patterson was all out to keep with Brabham some four seconds ahead, whilst Leighton had flown through the field to third spot.

Miller meantime was not to be thwarted, but, in his enthusiasm, had almost spun in the very slow Lanes Corner. Ham's Austin Special was a retirement. With the race half run, Brabham had increased his lead on Patterson by seven seconds, and Miller was closing on Leighton.

Lap 5, and Brabham had lapped tail-ender Reg Smith on his Porsche Spyder. Leighton had been passed by Miller, and with this pressure on behind, Patterson closed to within four seconds of Brabham again. Meantime, Whiteford had retired at Repco Corner with a locked gearbox. Coming into the same corner pursuing fifth man Stillwell, Murray Carter left his braking late in his Corvette Special, climbed up over the back of Stillwell's car, to roll aside, and over several times. Carter, who wears a safety belt, was thrown clear and suffered only shock and bruises.

Whilst this excitement distracted attention from the leaders, Miller had claimed second spot from Patterson. The latter was slowing, and Leighton, having nudged him once, passed him on the back of the course. Over exuberant, Leighton dropped into Lanes Corner at too high a speed and spun out. Patterson regained third spot, and Leighton recovered to follow him in, with Stillwell in fifth position. Brabham's mastery of the circuit was a lesson to all. Coupled with the additional power of his car, and the extra traction he was afforded by the large sized, thin-walled tyres which had been flown out from England for him, it was obvious that none would get to grips with him.

(*Continued on page* 468)



PATTERSON (9) *matches Brabham* (4) *off the grid in the first of sprints. Stillwell* (6) *and Rilstone* (8) *(Zephyr Special) hide from view Miller's Cooper which snaked dangerously*



THE ADDITION of "creature comforts", with the Shorrock supercharger, were the car's only variations from standard, and some accessories slightly increased the weight of the machine.

JOHN BOLSTER TESTS

The Supercharged Sprite

A Popular Small Sports Car Transformed

ONCE upon a time, the majority of manufacturers offered a supercharged sports model. That was some 30 years ago, when the typical mass-produced engine lacked stamina even in standard form. The supercharged versions had immense charm, and it was obvious that the principle was sound, but their lives were generally as short as they were merry. The public became prejudiced, and the charming but temperamental "blown" machines ceased to figure in the catalogues.

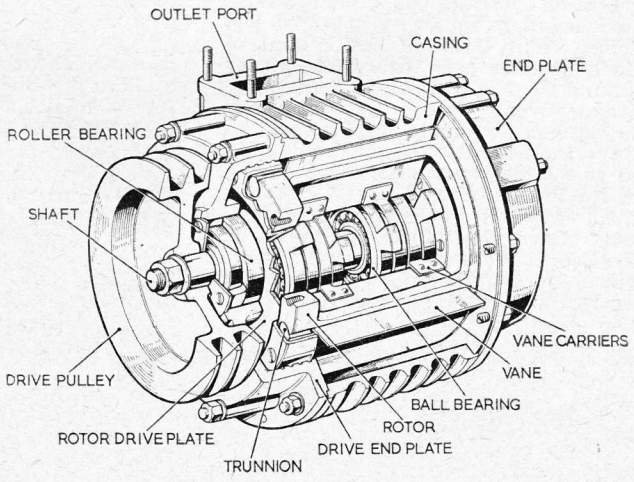
Today, the situation is vastly different. The engine of commerce is a sturdy little animal, and its heat-flow problems have been solved. The gasket remains between the cylinder head and the block, while the exhaust valves laugh at the hardest driving. Best of all, the steel-backed bearing has rendered the "bottom end" a thoroughly rugged piece of mechanism. Fundamentally, the time is now ripe for the re-introduction of the supercharger.

At this point, it should be made perfectly clear that the highly supercharged racing engine and the moderately "blown" touring unit have nothing in common. High-pressure supercharging is only possible with alcohol fuel in great quantities, for internal cooling and a high octane rating are essential. Sodium-cooled valves, forged pistons, and all the ultra-expensive adjuncts of this type of engine can never have a place in the car for sale to the public.

The sane approach to supercharging is entirely different. We are all familiar with the "tuned" engine and its characteristics. We raise the compression ratio, open up the ports, fit bigger carburetters, and replace the camshaft with a high-lift overlap device. By fitting double valve springs and raising the maximum revolutions, we now have an engine which is much faster but at the expense of increased mechanical clatter and a complete lack of low-speed flexibility. Such a power unit is ideal for competition work, but it is a tiring companion on the road and renders the car almost unsaleable secondhand.

In the case of the supercharger, you simply bolt on the installation *and that is all!* The engine is not touched in any way, and when the car is to be sold it can be restored to standard inside an hour. The increased performance is there all right, but the noise level is hardly raised at all and the top-gear flexibility is actually improved. For use with a standard engine on pump fuel, the boost must be strictly limited. Provided that this is done, however, the engine is less highly stressed than the "unblown" version which we have just considered, because it is operating over its normal revolution range with a touring camshaft and valve springs.

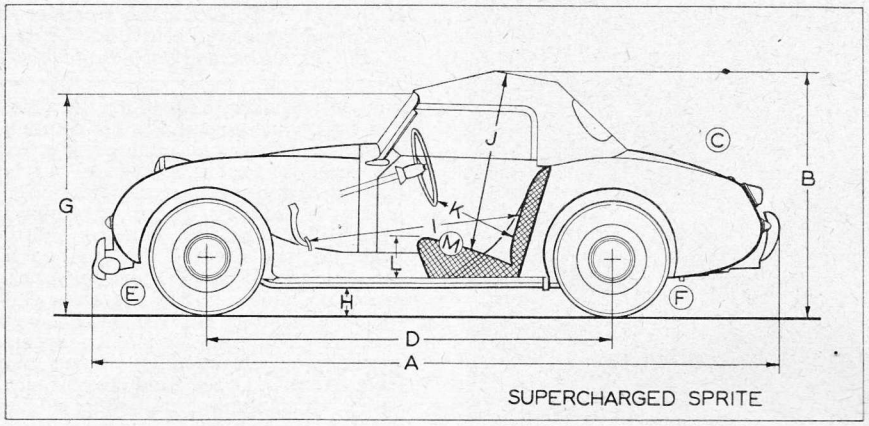
Let's get down to cases. The Donald Healey Motor Co. have been appointed sole distributors for the Shorrock supercharger kits for B.M.C. engines. It was



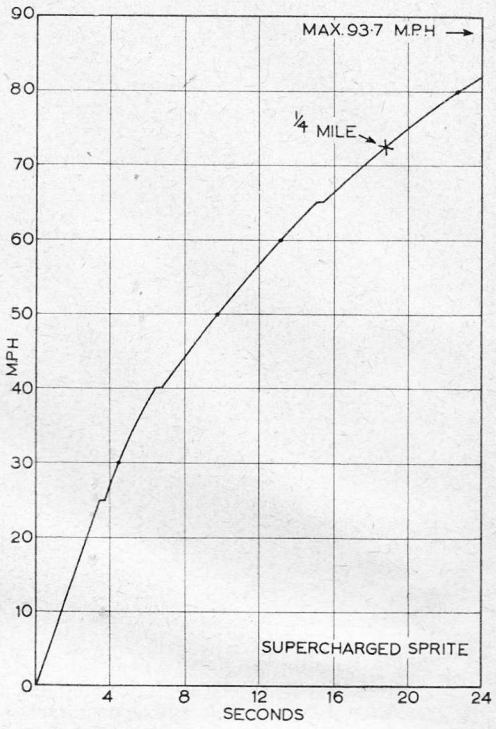
SECTIONED VIEW of the high-efficiency Shorrock vane-type supercharger, which is driven by V-belts on twin - grooved pulleys from the front of the crankshaft.



INSTALLATION of the blower, with its single SU carburetter, is straightforward and no other modifications to the engine are required.



A *Overall length, 11 ft. 5¼ ins.*
B *Overall height, 4 ft. 1¾ ins.*
C *Overall width, 4 ft. 5 ins.*
D *Wheelbase, 6 ft. 8 ins.*
E *Front track, 3 ft. 9¾ ins.*
F *Rear track, 3 ft. 8¾ ins.*
G *Height to top of windscreen, 3 ft. 8⅛ ins.*
H *Ground clearance, 5 ins.*
I *Pedals to seat squab, 3 ft. 3¼ ins. min. 3 ft. 7¼ ins. max.*
J *Seat cushion to roof, 2 ft. 10½ ins.*
K *Steering wheel to seat squab, 1 ft. 2 ins. min. 1 ft. 5 ins. max.*
L *Height of seat cushion, 7¾ ins.*
M *Width of seat, 1 ft. 5 ins.*



ACCELERATION GRAPH

the most natural thing in the world, therefore, to produce a supercharged version of the Austin-Healey Sprite, and I have recently carried out an exhaustive test of this car. As is well known, Healey's supply every sort of "extra" for the Sprite, but "my" car had an absolutely standard engine, clutch, gearbox and back axle. The total cost of the supercharger installation, including fitting, was £82. I repeat that nothing else was altered, even the original sparking plugs being retained.

Now, what is the result of this simple addition? In brief, the 42.5 b.h.p. of the standard twin-carburetter engine jumps to 68 b.h.p., which is delivered at 5,700 r.p.m. It is possible to produce 68 b.h.p. "unblown", but not for £82 and not at only 5,700 r.p.m. Where the supercharged engine cannot be equalled is in the lower accelerating range of revolutions. The torque peak of the standard unit is 52.5 lb./ft. at 3,300 r.p.m., which is increased to 64.8 lb./ft. at 3,000 r.p.m. when the compressor is installed.

The car, as I have said, was mechanically standard. I greatly dislike those "hard" dampers and inoperative springs which some people regard as essential for high-speed work, for reasonable deflection of the suspension is inseparable from good roadholding. Accordingly, I used the standard springing with just a few extra pounds of air in the tyres, and only a torsional anti-roll bar was added to the front-end (£5 17*s.* 6*d.*). The standard drum brakes were regarded as entirely adequate for road work, though discs and wire wheels can be supplied for "racers". I had the hard top, heater and other creature comforts, which are listed in the data panel, and which slightly increased the weight of the car.

When I took over the little white machine I was impressed as always with the useful luggage space in so small a car. It started normally, idled smoothly and behaved with perfect decorum in heavy London traffic. On best-quality petrol, one cannot make the engine pink under any conditions, and the car picks up well from less than 500 r.p.m., running down almost to walking pace on top gear without a trace of snatch. If one drives continuously in London on top gear at speeds between eight and 30 m.p.h., there is never the slightest tendency to wet the sparking plugs. (You may never drive like that but *she* will!)

On the open road the smoothness of the acceleration is at first deceptive; the increase in performance is nevertheless incontestable. If the Shorrock-equipped Sprite started level with a standard model it would be travelling at over 75 m.p.h. when the normal machine achieved 60 m.p.h., and it would be a full three seconds quicker over the standing quarter-mile. The standard Sprite has a timed maximum speed of just over 80 m.p.h., but this is an easy cruising speed for the car *avec compresseur*, up hill and down dale, with 90 m.p.h. available quickly on depressing the accelerator a little farther.

Now we come to the question of maximum speed. Using the standard axle ratio I found that the rev. counter immediately went past the end of the dial

(*Continued on page 474*)

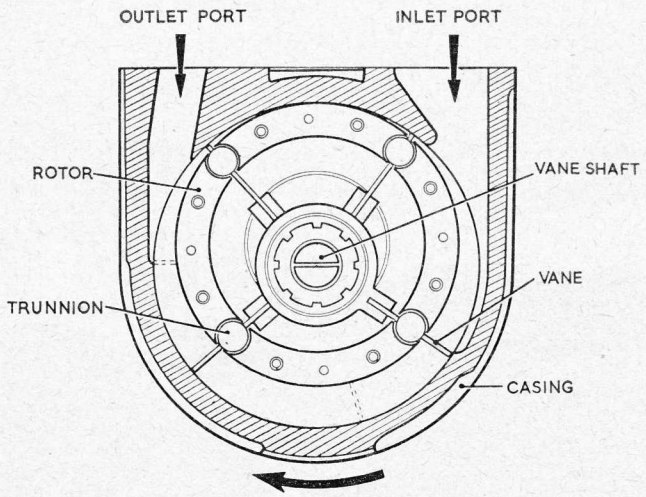


DIAGRAM shows the method of operation of the supercharger, which provides a maximum boost of 7 lb. per sq. in. with the drive ratio supplied.

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Austin-Healey Sprite sports 2-seater. Price, £631 10*s.* 10*d.*, or with de luxe equipment, £672 19*s.* 8*d.* Shorrock supercharger £72, fitting charge £10. Hard top with sliding windows £46 10*s.* Anti-roll bar £5 17*s.* 6*d.*, fitting charge £2. Wooden steering wheel £10, fitting charge 10*s.* (all including P.T.).

Engine: Four-cylinders, 62.9 mm. x 76.2 mm. (948 c.c.). Pushrod-operated overhead valves. Compression ratio 8.3 to 1. 68 b.h.p. at 5,700 r.p.m. Shorrock supercharger with twin-belt drive. SU carburetter. Lucas coil and distributor.

Transmission: Single dry-plate clutch, four-speed gearbox with synchromesh on upper three gears and central remote control; ratios 4.22, 5.96, 10.02 and 15.31 to 1. Open propeller shaft. Hypoid rear axle.

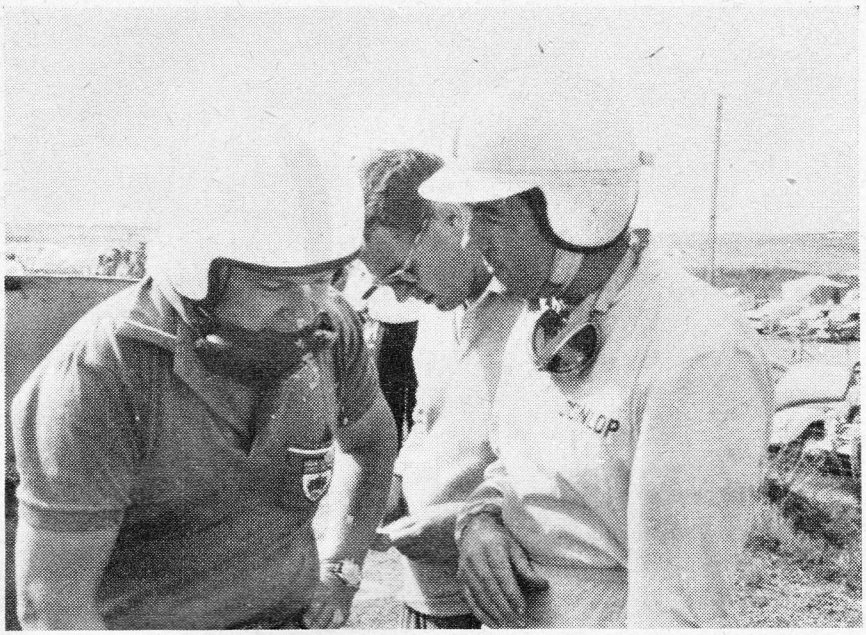
Chassis: Steel chassis-cum-body structure. Independent front suspension with wishbones and helical springs. Rack and pinion steering. Rear axle on quarter-elliptic springs with radius arms. Lever-type dampers all round. Hydraulic brakes, 2 L.S. in front, in 7 ins. x 1¼ ins. drums. Bolt-on pierced disc wheels fitted 5.20-13 ins. tubeless tyres.

Equipment: Twelve-volt lighting and starting. Speedometer, oil pressure, water temperature and fuel gauges. Flashing indicators. Extra (de luxe equipment): Rev. counter, windscreen washer, front bumper, tonneau cover, locking petrol tap and laminated windscreen.

Dimensions: Wheelbase 6 ft. 8 ins. Track (front) 3 ft. 9¾ ins.; (rear) 3 ft. 8¾ ins. Overall length 11 ft. 5¼ ins. Width 4 ft. 5 ins. Weight fully equipped 13½ cwt.

Performance: Maximum speed 93.7 m.p.h. Speeds in gears: 3rd 65 m.p.h., 2nd 39 m.p.h., 1st 25 m.p.h. (at 6,000 r.p.m.). Standing quarter-mile 18.8 secs. Acceleration 0-30 m.p.h. 4.4 secs., 0-50 m.p.h. 9.8 secs., 0-60 m.p.h. 13.2 secs., 0-80 m.p.h. 22.6 secs.

Fuel Consumption: Driven hard, 27 m.p.g.



HOW TO ACQUIRE a 2.5 motor could be the subject of this tête à tête *between Bill Patterson and Jack Brabham*

Phillip Island—*continued*

Three handicap races followed, the first for slower racing and sports cars, the second for saloons and the last race for faster cars. The World Champion sportingly conceded 1 min. 55 secs. to Harry Firth on a Sprite over four laps with a field of 18 cars of all shapes and sizes. From the public's point of view, it was a magnificent spectacle as Jack the "Giant Killer" used his every skill to wend through such a bunch. Despite the hazards of the slower cars, Jack set a new lap record at 2 mins. 4.8 secs. A certain winner looked to be newcomer B. Thomson on the ex-Molina Holden-powered Monza special, but on the last lap the blower belt broke, and three times Round Australia-winner Laurie Whitehead on his Porsche-powered Cooper swept over the line a few seconds ahead of Jack Brabham in a fighting second spot! It was a magnificent contribution to the sport in Australia by the Champion, that he should bother to take the undoubted risks of this race.

Monday, a public holiday in Victoria, produced hot but overcast conditions, and a programme of eight events. The previous day's performances proved to the local Cooper exponents one thing—there were better tyres available than those used by "locals". In 12 laps Bill Patterson had torn off 8 mm. of tread, and the Repco Trophy was to be of 16 laps. The new tyres used by Jack Brabham showed in comparison practically no wear. Possibly his driving technique could add a little more to their life, but not to that extent. Patterson's falling off in speed on Sunday had been due to his lack of traction as the tread disappeared. Overnight Whiteford's mechanic had rebuilt the gearbox of the 2-litre car on loan to him from Bill Patterson. With a standard differential he was handicapped in comparison to the others.

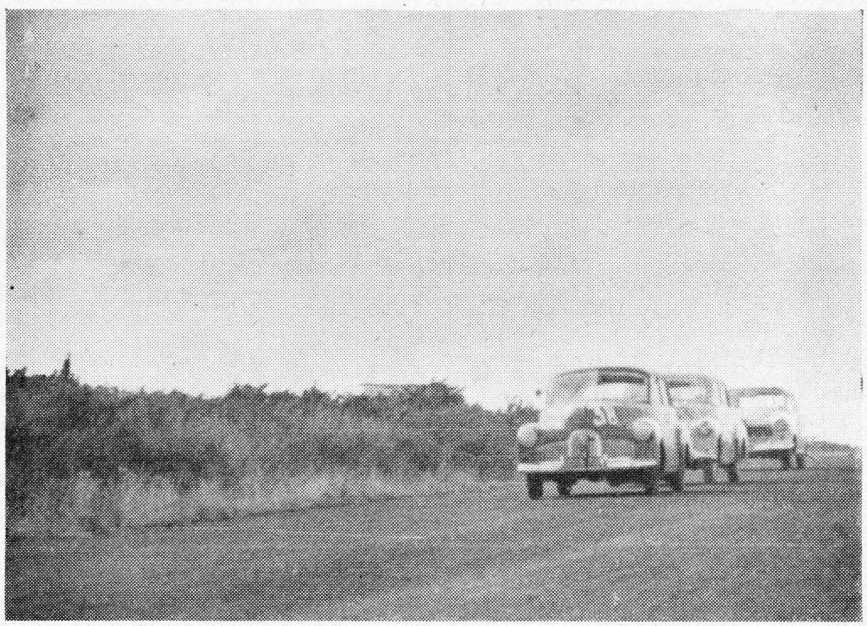
Following a six-lap scratch race for G.T. cars, again dominated by French's Holden, and a similar event for touring cars won by Norman Beechey, also with a Holden, the experts lined up for the four-lap Atlantic-Esso Champions' Race. Brabham, Stillwell and Leighton headed the grid with Patterson, Miller and Whiteford, all Cooper-mounted, and sole individualist, Rilstone, with his Zephyr Special. At the drop of the flag Leighton thrust up his hand and hoped that those behind would get by as his motor spluttered indifference. Brabham streaked away at a speed which was obviously aimed at a new lap record. Behind, Stillwell led Miller and Patterson, whilst by lap 1 Leighton had taken fifth spot. Next lap and Whiteford was forging on; first he overtook the Zephyr, and as they swept from the Copse to the opening of BP Straight, he was ahead of Leighton. Trying too hard, and possibly the geometry was not correct following his encounters of the previous day, John Leighton lost control completely. Failing to take the sweeping left-hander, the car leapt the low bank and ploughed through the short growth to come to rest in a cloud of dust. He, fortunately, was only shaken. Meantime Brabham was having no regard for his comrades behind, and forged ahead at ever-increasing speed to record a new all-out lap time of 2 mins. 2.6 secs. He finished nearly 20 seconds ahead of Stillwell, with Miller third and Patterson fourth. Brabham then checked the tyres on his car, his special stocks, and generously made available a set of rears for Stillwell, and another for Patterson.

Frank Coad with his Holden-powered special won an eight-lap scratch race from Ampt's Decca, and Jack French with a similar power unit squeezed into a Mark VI Cooper chassis beat Laurie Whitehead's Cooper-Porsche in another six-lap race.

The followed the major event of the two-day meet—the Repco Trophy over 16 laps for racing and sports cars. The small field of eight cars awaited starter's orders, the flag fell, and as ever Brabham was away to an impeccable start. Patterson in the second row was slow away, and as they came into view it was Brabham, Stillwell, Miller, Patterson, French, Rilstone, Whitehead and Jack Lanyon with his M.G. Special. On lap 2 Miller pushed Stillwell into Lanes Corner and led out as Stillwell coped with a series of corrections. Lap 2, and it was Patterson's turn to pass Stillwell, this time at Repco Corner. Brabham was holding a three-second lead over Miller, and lap by lap Patterson closed on them. Meantime, at the rear of the field, Lanyon had overtaken Whitehead and so did Brabham, now a lap ahead.

The World Champion kept his considered safe margin of four seconds ahead, whilst the finest battle seen for some time was fought out behind him. Austin Miller had the advantage of the larger engine, but Bill Patterson now had the traction of the larger tyres. Past experience had shown Patterson the master of the twisty Island circuit. Over the back section on the curving approach to Lane's, Patterson was visibly faster than his contemporaries. Nose to tail

(*Continued on page* 474)



SALOONS: T. Roddy's Holden leads a similar model and a later model in a closely-fought saloon car contest



VICTOR: Graham Warner and the Chequered Flag Lotus Elite on the grid at Brands Hatch.

UNDER THE CHEQUERED FLAG

The Second Season's Racing of a Small British Stable

BY MICHAEL BEUTTLER

PART TWO

So on the 3rd, the Elite was driven up to Harwich in company with the very beautifully prepared Twin-Cam M.G.s of Dick Jacobs's team, and after an uneventful crossing (considering all the British Team were aboard) we docked at The Hook. Needless to say the convoy of English competitors, led at a suicidal rate by the Dutch organizers in an Aston Martin, got separated and lost! However, all arrived at Zandvoort at approximately the same time (opening time) having driven half way round Holland and looked at a great many windmills and dykes, but feeling none the worse for it!

Scrutineering was next morning and very rigid it turned out to be too; followed by a fiercely hot day of practising, the sun driving most sensible people to the adjoining beaches.

Practising opened spectacularly as a Dutch competitor drove his borrowed Porsche Carrera off the course and down a particularly steep bank. He wasn't hurt in the least and didn't look at all concerned either! I think he was too busy trying to think up a convincing tale to tell the furious owner. At the end of the day Jimmy Clark and Graham, both in Elites, were by far the quickest, being the only two to break two minutes.

Race day turned out to be even hotter and after a couple of races for local and National drivers, the large field of G.T. cars was pushed out to form up for the Le Mans type start, scheduled for 3 o'clock. It was to be a 60-lap race, run over the fast and tricky curves of the wonderful circuit built among the sand dunes on the coast of Holland. To add to spectator interest each competitor had to make two compulsory pit stops to take on five litres of fuel from sealed cans. Unfortunately the cars sat in the intense heat so long that all the petrol in the float chambers of both Elites evaporated, so that when the flag finally fell at about half past three, they refused to go! Jimmy Clark got away before Graham and both cars sputtered along, agonizingly slowly, for the first quarter of a mile before picking up properly.

First time round the race was led by three Porsches closely followed by Alan Foster in one of Dick Jacobs's Twin-Cams, going like the proverbial clappers. Jimmy Clark was about seventh and we noted that Graham had passed 14 cars on his first lap. Next time round Alan Foster had taken the lead, the German cars snapping at his heels, and the Chequered Flag Lotus Elite was sixth. On the fourth lap the first misfortune struck the British team. Alan Foster's M.G. succumbed to the poor quality fuel, burnt a piston and had to retire. At 10 laps the two Elites led the race and the whole team was very well placed. Pit stops now started fast and furious, the pits looking very much like a filling-station a minute after petrol rationing has been declared!

After twenty or so laps Graham led the race from Jimmy Clark and then at 29 laps things began to happen. Jimmy's Elite came into the pits and was retired with back axle trouble; at 34 laps a Dutch competitor rolled his M.G.A at the corner leading onto the straight; and at 35 laps Gil Baird's Elva was retired with valve trouble.

At 47 laps Graham led, with both pit stops completed, by a clear lap and a half, and we thought that at least there would be a British win—but this was not to be. At about a third of the way round the course, on a 100-mile-an-hour downhill right-hander, a rear hub-casting collapsed. The car spun wildly and rolled three times before coming to rest at the feet of a dozing marshal, who was suitably surprised. Extremely luckily Graham's only injury was when the spare wheel rose up and struck him on the back of the head. Otherwise he was completely unhurt, and had in fact thought it was a puncture, so he popped it into gear and tried to drive off again. The same marshal, now more than wide awake, soon put a stop to that and so our race was run.

The loudspeakers had meanwhile announced that he had had a puncture, which turned out to be very misleading for the mechanics, who grabbed a spare wheel hammer and jack and started to run the two miles over the dunes in the blazing heat to rescue the car, only to find that the damage was, unhappily, irrepairable. As a piece of fairly inconsequential information, Graham's time of 1 min. 53.7 secs., fastest lap of the whole race, equalled Belgian Johnny Claes's practice time in a 2½-litre F1 Ferrari in 1955; and surpassed the average speed of the 1954 G.P. won by Ascari in a 2-litre Ferrari.

But to return. Spare parts were flown out to Amsterdam on Monday for the Elite which on Tuesday was back on all four wheels again. Amazingly enough it still stopped in a straight line, steered properly, and went round corners, the crash not appearing to have caused any major structural damage. Indeed, the car was driven some 300 miles across Europe to Rouen for the Formula 2 race there, and then back to England, behaving perfectly throughout. The results in the World Cup at that date were G.B. 12 points and Holland 66 points.

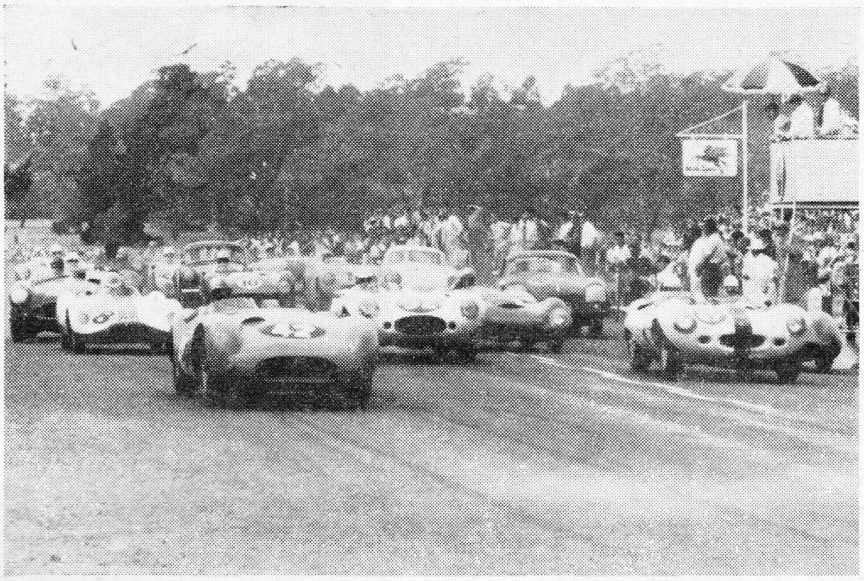
Next meeting for The Chequered Flag Stable was back at Brands for a sprint, held by the Sevenoaks and District Club. For this, two employees were down to drive the Lotus Seven: Dennis St. John, the Company Secretary, and myself. Chief opposition was from Chris Steele in a Lotus Eleven and, once again, Millbank. Luckily for us the latter did not appear, but the former was much too good for us. Dennis's best run was in 2 mins. 19.8 secs.; mine in 2 mins. 15.0 secs.; and Chris Steele was way ahead in 2 mins. 7.0 secs. We still managed a class win though and both enjoyed this.

It was about this time that the first negotiations opened for entering the Formula Junior field by way of the Moorland Junior; and so in the middle of July that and the VII were taken to Brands for a trial.

Graham was driving the Moorland and I the VII, following him round to see what it all looked like from behind —most interesting and instructive. Down the bottom straight we went, when there was a dull bang, a puff of smoke and the clutch disintegrated under my feet, which removed themselves pretty rapidly! Most of the bits went on the road, making it very slippery and the car continued on to the infield, stopping there with a very large and expensive looking hole in its middle!

The Moorland, however, buzzed happily on and turned out to be a great success; everyone was very pleased with it and absolutely livid with me.

To be continued.



START of the Australian Tourist Trophy and the power of R. K. Phillips' 3.8 Cooper-Jaguar takes it away from the 3.8 D-type Jaguars of D. Finch and K. Matich.

BRABHAM "DOWN UNDER"

Fantastic Attendance at Longford Race Meeting

THE enterprise and enthusiasm of Tasmanians for motor sport was well rewarded at the two-day Longford meeting recently. It was an enterprising act by the Longford Motor Racing Association to fly Jack Brabham out to make his first appearance on Australian soil since winning his world title. The enthusiasm of the general public resulted in an attendance over the two days equal approximately to one-tenth of the State's total population—a proportion which would mean a crowd of five million at Goodwood! The reward was a superb exhibition by the champion, who won all three of the racing car events in which he started.

A sizzling 2 mins. 34 secs. lap of the 4½-mile circuit, equalling 105.19 m.p.h., established Longford as Australia's fastest circuit. The figure was nearly 3 m.p.h. higher than Stirling Moss's record for the Albert Park circuit in Melbourne, previously Australia's fastest.

Leading members of the Tasmanian Government are, by conviction, keen supporters of motor racing. The enthusiasm of the public for the sport has confirmed their views. Not one letter was written to editors complaining about the closing of public roads, nor did one citizen raise an indignant voice about expenditure on these roads.

In two years, the circuit has been transformed. The "Flying Mile", widened last year to 24 ft., was this year given a deep pre-mix bitumen seal. The downhill section from the end of the pits straight to the Viaduct was widened to 24 ft. And at the last moment, when it was mentioned that the railway crossing in Longford had proved merciless to transmissions, a big gang and equipment appeared overnight to build up the approaches and so eliminate the leap. Meanwhile, from accumulated funds, the Longford Motor Racing Association had widened the pits straight to about 44 ft.

Before he left the meeting, the Premier (Mr. Eric Reece) mentioned that Tannery Straight would get a deep pre-mix seal before next year's races.

He had been conducted at better than 100 m.p.h. along this straight by the chairman of the association (Mr. R. A. Mackinnon) in Mr. Mackinnon's Mk. II 3.4 Jaguar, and with this practical experience Mr. Reece was fully equipped to understand what Jack Brabham was talking about when Jack spoke of the unpleasantness of the undulations at 150 m.p.h.

Longford's two-day meeting consists of alternating motor-cycle and car races, an arrangement which is far from ideal, but which works surprisingly smoothly.

This meeting had been allotted the Australian Tourist Trophy, the national sports-car title race. Later, when Brabham was signed for the racing car events, the association faced a possible deficit, as its funds had been heavily committed to circuit improvements and prize and appearance money for the meeting.

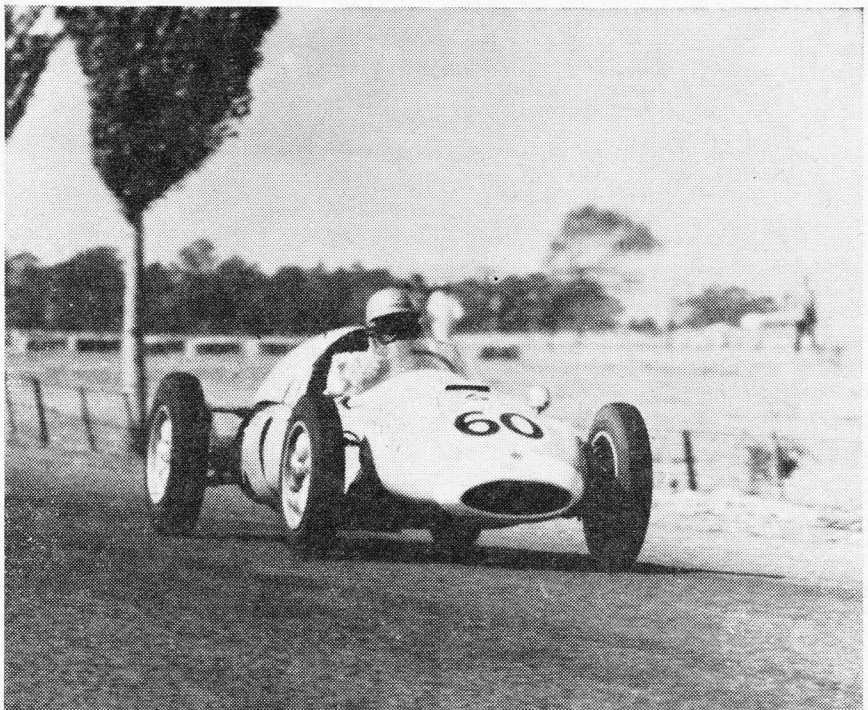
Brabham, at Friday afternoon's practice, cracked Arnold Glass's 2 mins. 47 secs. (97 m.p.h.) lap record with a sizzling 2 mins. 38 secs.

Driving the Cooper-Climax with which he won the New Zealand Grand Prix earlier this year, Brabham circulated rapidly from the start. There was no question about his breaking the record. The query was: By how much? The answer came quickly as he lapped in 3 mins. 3 secs., 2 mins. 49 secs., 2 mins. 49 secs., 3 mins. 2 secs., 2 mins. 39 secs. and then 2 mins. 38 secs.—102.53 m.p.h.! That was better than Moss at Albert Park, but this of course was only a practice lap. Could he do as well in a race? No one doubted it.

Meanwhile, a few anxious eyes ran over the figures in the programme's speed table, which had been (optimistically, it was thought) extended to cover lap speeds to 105.88 m.p.h. But while all this was under discussion, Bib Stillwell had been doing a lot of lappery in his 2.2 Cooper-Climax, the car in which he finished third to Brabham and McLaren in the New Zealand G.P. After a number of laps around the 2 mins. 54 secs.-2 mins. 58 secs. mark, he dropped into the two-forties, and then unwound a brilliant 2 mins. 39 secs.—101.89 m.p.h.

Arnold Glass, the record holder, did not quite equal his best of last year, but he got within a second of it in the big red Maserati 250F.

The first car event was a 22½-miler for production and G.T. models, with David McKay's new factory-prepared Mk. II 3.4 Jaguar and his former 3.4, now in the hands of Ron Hodgson and converted to 3.8 litres and something closely



TIMED at 148 m.p.h. on the straight was Austin Miller in his immaculate canary-yellow 2.2-litre Cooper-Climax.



TIGHT through the hairpin Hector Graham leads the Formule Libre *event in his ex-Michael Christie Lotus-Climax. After spinning he finished second.*

approximating D-type engine specification, as the potential stars.

So it proved. McKay was unlucky to have a tyre on the white line marking the pits apron, and in the flurry of wheelspin he was off the mark badly. Though he recorded laps as fast as Hodgson's best, he could not make up the leeway and Hodgson came home at 83.1 m.p.h.

The crowd had some early thrills in the next race, a 27-mile event for racing cars. Stillwell, on the front row with Brabham, shot off like a bullet and held the lead for a couple of laps. Then the champion took over, ran to the front and stayed there, to win by three seconds at an average of 97.8 m.p.h.—nearly a mile an hour faster than the 1959 *lap* record! On the Flying Mile he was timed at 155, and he did one lap at exactly 100 m.p.h., but Mildren, warming to his new car and in hot pursuit of Stillwell, did the best lap—at 101.25 m.p.h. So now Mildren was the race record holder!

The scratch race for sports cars gave Doug Whiteford a comfortable victory, with everyone enjoying the sight and sound of the 300S Maserati as it swept round in the easy way that is characteristic of the imperturbable Whiteford, triple winner of the Australian Grand Prix and doyen of Australian racing drivers.

Jolly's Lotus was not happy, but it was too good for Ron Phillips's Cooper-Jaguar. Jolly finished 17 secs. behind Whiteford and seven secs. in front of Phillips. Whiteford averaged 92.57 and did one lap at 95.29 m.p.h., exceeding 145 m.p.h. down the straight.

The last race of the day was the main event—the Longford Trophy race, of 76½ miles, counting in the Gold Star series.

This time there was no dispute for leadership. Brabham shot out from the line and completed his standing lap in 2 mins. 47 secs. Next time round he did 2 mins. 41 secs., then in the third he put the result right out of question with a 2 mins. 34 secs.—105.19 m.p.h. Thereafter he had only to average around 2 mins. 40 secs. and keep his car going.

Behind him, the Stillwell-Mildren battle of the earlier race was rejoined. Mildren slipped past Stillwell in the third lap, when he circulated in 2 mins. 40 secs., and continued to gain ground in the straights, where he was fastest man of the day. His best time through the one-eighth mile was 158.4 m.p.h., compared with Brabham's 157.9 and Stillwell's 154.8. Stillwell also did a 2 mins. 40 secs. lap, but he could not overhaul Mildren, who was left to hang on a few seconds behind the leader.

So they came home, with Brabham seven seconds ahead of Mildren and Stillwell, 15 seconds away, third. Arnold Glass motored along comfortably in fourth place, secure from the challenges of some of the younger men in smaller Coopers. It was quite apparent that he could have pulled out another second or two a lap, but the effort would have been pointless while Stillwell's Cooper was still flying around ahead of him.

Monday's first event promised a renewal of the McKay-Hodgson Jaguar duel, but the 3.8 ran hot after a couple of laps and McKay went on to an easy win in the scratch section for production and G.T. cars. His hottest opponent was L. Geoghegan, in a G.T. Holden with engine bored out to 2,595 c.c.

An interlude of motor cycling, with

(*Continued on page* 474)

Results

First Day

Scratch race for series-production and G.T. cars, 22½ miles: 1, R. Hodgson (3.8 Jaguar), 83.1 m.p.h.; 2, D. McKay (3.4 Jaguar); 3, E. B. Perkins (1,587 Porsche). **Fastest laps:** McKay and Hodgson, each 84.7 m.p.h. **Class winners: Production cars up to 1,000 c.c.:** B. Foley (Austin A40). **1,001-1,600 c.c.:** J. Hodgman (1,290 c.c. Simca). **Over 1,600 c.c.:** R. Hodgson. **G.T. cars under 1,600 c.c.:** E. B. Perkins. **G.T. cars over 1,600 c.c.:** L. Geoghegan (Holden).

Scratch race for racing cars, 27 miles: 1, J. Brabham (2½-litre Cooper-Climax), 97.8 m.p.h.; 2, B. S. Stillwell (2.2-litre Cooper-Climax); 3, A. G. Mildren (2½-litre Cooper-Maserati); 4, A. Glass (2½-litre Maserati). **Fastest laps:** Mildren, 101.25 m.p.h. (race lap record); Brabham, 100 m.p.h.; Stillwell, 98.78 m.p.h.

Scratch race for sports cars, 22½ miles: 1, D. Whiteford (300S Maserati), 92.57 m.p.h.; 2, D. E. Jolly (1,975 Lotus), 90.75 m.p.h.; 3, R. Phillips (3.8 Cooper-Jaguar), 90.0 m.p.h. **Fastest laps:** Whiteford, 95.29 m.p.h.; Jolly, 93.10 m.p.h.

Longford Trophy Race (Australian Gold Star event), 76½ miles: 1, J. Brabham (2½-litre Cooper-Climax), 100.6 m.p.h.; 2, A. Mildren (2½-litre Cooper-Maserati), 100.3 m.p.h. 3, B. S. Stillwell (2.2-litre Cooper-Climax), 99.67 m.p.h.; 4, A. Glass (2½-litre 250F Maserati). **Best laps:** Brabham, 2 mins. 34 secs., equals 105.19 m.p.h. (Circuit and Australian record for a lap); Mildren and Stillwell, 2 mins. 40 secs., equals 101.25 m.p.h.

Second Day

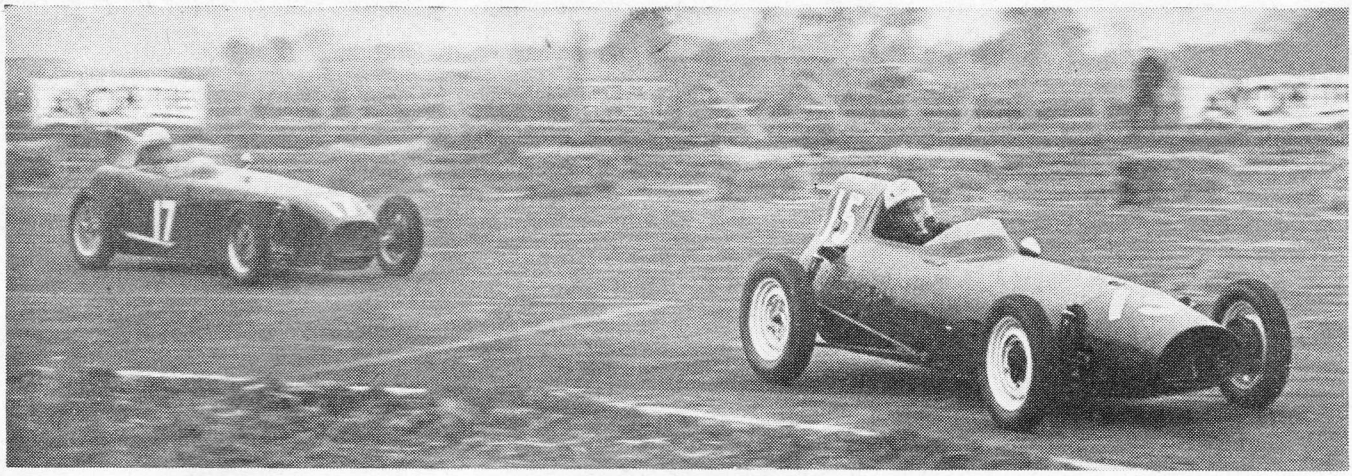
Series-Production and G.T. cars race, 22½ miles: 1, D. McKay (3.4 Jaguar), 81.4 m.p.h. Handicap section: 1, B. Foley (Austin A40); 2, J. Hodgman (Simca); 3, R. G. Brown (Holden). **Fastest laps:** D. McKay, 82.2 m.p.h.; L. Geoghegan (Holden), 81.8 m.p.h.

Australian Tourist Trophy, 108 miles: 1, D. E. Jolly (1,975 c.c. Lotus-Climax), 93.6 m.p.h.; 2, D. Whiteford (2,992 c.c. 300S Maserati), 92.05 m.p.h.; 3, K. Matich (D-type Jaguar), 86.7 m.p.h. **Best laps:** Jolly and Whiteford, 2 mins. 50 secs., equals 95.29 m.p.h. **Up to 1,500 c.c. class:** J. Ampt (Decca Spl.). **Up to 2,000 c.c.:** Jolly. **Over 2,000 c.c.:** Whiteford.

Light Car Club of Tasmania Trophy (racing cars), 67½ miles: 1, J. Brabham (2½-litre Cooper-Climax), 99.37 m.p.h.; 2, B. S. Stillwell (2.2-litre Cooper-Climax), 99.36 m.p.h.; 3, A. Mildren (2½-litre Cooper-Maserati), 98.78 m.p.h. **Best laps:** Stillwell, 2 mins. 36 secs., equals 103.78 m.p.h.; Brabham, 2 mins. 37 secs., equals 103.19 m.p.h.



RIVALS: David McKay, whose 3.4 *Jaguar leads Ron Hodgson's* 3.8 *machine under the Viaduct, won one G.T. event, Hodgson took the other.*



LATEST Crossle-Ford, driven by designer John Crossle, leads Bob Allen's 1959 model.

KIRKISTOWN RACE MEETING

500 M.R.C. of Ireland's Opening Event

BY BRIAN WADDELL

DESPITE appalling weather conditions, the 1960 Irish speed season got off to a fine start on Saturday, 19th March, when the 500 Motor Racing Club of Ireland organized a very comprehensive meeting on its recently acquired Kirkistown airfield circuit in County Down. The day was most notable for some exciting finishes in the several handicap events, the results of a new "system" being experimented with by the handicap committee.

A notable absentee on the starting grid for practice early in the morning was John Pringle whose new Formula 1 Cooper-Climax failed to arrive from England in time for the racing. This is the first time in five years that Pringle has missed a race at Kirkistown. Although on the entry list, the Lotus Elite to be driven by S. A. Ward of Birmingham did not appear, together with the Lotus Seven which Jim McKenna of Belfast, despite burning midnight oil during the previous week, was unable to have completed in time.

The meeting opened with a closed car handicap event, which was led for the first seven laps by Brendan Curran in a Speedwell Austin Seven. On the eighth, however, he was caught by Victor Kerr's Hillman and John Robb in a 5,420 c.c. Allard, who went on in this order to take the chequered flag. After driving 30 miles to Belfast and back between practice and the actual race to fit a new rear hub to his Simca, Norman Conn had to be satisfied with fourth place behind Curran.

The most exciting race of the day was undoubtedly the scratch event for 1,172 c.c. Fords which attracted more than a dozen entries. From the start Norman Henderson streaked into the lead with his Lotus from the second row of the grid, but by the end of the first lap he had fallen back into fifth position with Jackie Black in another Lotus setting a very hot pace. Bob Allen in a Crossle-Ford was in second place and Jackie Davidson's Special third, with only wheel-lengths separating all those leading.

Taking it easy on the opening lap, John Crossle, builder and designer of the Crossle-Fords, slipped into third position on the second lap and was challenging the leader on the third but Black held grimly to his slender lead. On the sixth lap the spectators were right on their tip-toes as the two cars flashed past the pits wheel to wheel but Crossle was forced to give way on the sweeping left-hand bend and Black took the lead again for another two laps.

While this struggle was taking place for first spot Allen and Davidson were locked in conflict only yards behind the leaders, waiting for each other to make the slightest mistake on any of the rain-soaked bends. What a race this really was for the spectators!

Then with victory almost in sight, Black was missing at the end of the eighth lap, the over-strained Ford unit having thrown a rod on the Colonial section of the circuit.

But although in the lead, Crossle was by no means happy for Allen, in Crossle's 1959 car, was right on his tailpipe having shaken off Davidson for the moment. Along the three-quarter mile straight for the last time in the 10-lap race Allen made his final bid and took Crossle with about 200 yards to go. Into the hairpin the two cars screamed nose to tail but it was only Crossle who came out on the other side, Allen having disappeared through the protective straw bales into the undergrowth.

In one of the most thrilling races ever seen at Kirkistown Crossle crossed the line about four seconds ahead of Davidson with Henderson taking third place quite a distance behind.

By this time the crowds had forgotten about the bitterly cold conditions and were ready for another great tussle in the *formule libre* race between Malcolm Templeton in his 1500 sports Lotus-Climax and Hector Graham, making a very welcome return to first-class circuit racing with a 1,500 c.c. single-seater Lotus-Climax, famous on many English hill-climb courses in the hands of Michael Christie.

Through a spray of rain set up by spinning wheels, Graham built up a 20-yard lead before the first tight right-hand bend and led for the first lap but on the second time round the car spun twice on entering the straight, losing about 30 secs. on Templeton, who led the remainder of the event comfortably, with Graham second and S. McCormick (Willment-Ford) in third place a lap behind.

There was a very representative finishing order in the scratch race for Triumphs, Austin-Healeys and "Twin Cams" with cars representing each make finishing in this order respectively. The honours went to T. D. Reid (2,136 c.c. Triumph) with John Pollock's Healey only two seconds behind and D. R. Hunter's M.G.A "Twin Cam" in third place. The single cam M.G.A race was won by Richard Gomes from Stanley Allen and D. Wylie, while Ian Woodside in the ex-Paddy Hopkirk car was best in the Austin-Healey Sprite event.

With his Tommy Graham-built Ford Special still sounding remarkably "clean" after the scratch race dice, Davidson went through to win the first heat of the open handicap with the faster cars of Templeton and Graham finding the weather conditions too much of a drawback for really quick motoring. Hunter's M.G.A was best in the second heat, leading Robb and H. G. Brown's Austin Special over the line.

The handicappers must be very satisfied with their predictions in the final for, except for Davidson who went just that little bit quicker than expected and won the event, the next six cars crossed the finishing line within the same number of seconds—quite a thrill for everyone.

Results

Closed car handicap: 1, E. V. Kerr (Hillman), 56.97 m.p.h.; 2, J. Robb (Allard), 58.89 m.p.h.; 3, B. M. Curran (Austin Seven), 52.50 m.p.h.

1,172 c.c. Ford scratch: 1, J. Crossle (Crossle-Ford), 65.66 m.p.h.; 2, J. Davidson (Ford Special), 65.31 m.p.h.; 3, N. Henderson (Lotus-Ford), 63.92 m.p.h.

Formule Libre: 1, M. Templeton (1500 Sports Lotus-Climax), 70.04 m.p.h.; 2, H. Graham (Lotus-Climax), 67.26 m.p.h.; 3, S. McCormick (Willment-Ford), 60.18 m.p.h.

Triumph, Austin-Healey, M.G.A "Twin Cam" scratch: 1, T. D. Reid (Triumph), 62.32 m.p.h.; 2, J. H. N. Pollock (Austin-Healey), 62.15 m.p.h.; 3, D. R. Hunter (M.G.A "Twin Cam"), 61.72 m.p.h.

M.G.A scratch: 1, R. Gomes, 60.27 m.p.h.; 2, S. C. Allen, 60.06 m.p.h.; 3, D. Wylie, 58.79 m.p.h.

Austin-Healey Sprite scratch: 1, I. Woodside, 58.69 m.p.h.; 2, N. Templeton, 57.11 m.p.h.; 3, S. Lutton, 54.88 m.p.h.

Open handicap, heat 1: 1, J. Davidson (Ford Special), 63.16 m.p.h.; 2, I. D. Turkington (Triumph), 66.54 m.p.h.; 3, E. V. Kerr (Hillman), 56.61 m.p.h.

Open handicap, heat 2: 1, D. R. Hunter (M.G.A "Twin Cam"), 62.62 m.p.h.; 2, J. Robb (Allard), 57.45 m.p.h.; 3, H. G. Brown (Brown-Austin), 63.13 m.p.h.

Final: 1, J. Davidson (Ford Special), 62.78 m.p.h. 2, E. V. Kerr (Hillman), 56.55 m.p.h.; 3, I. D. Turkington (Triumph), 66.12 m.p.h.; 4, J. Robb (Allard), 57.48 m.p.h.; 5, H. G. Brown (Brown-Austin), 58.74 m.p.h.; 6, S. C. Allen (M.G.A), 60.87 m.p.h.

Fastest lap of day: M. Templeton (1500 Sports Lotus-Climax), 1 min. 16.4 secs., 71.97 m.p.h.



SHELL AGAIN!

OULTON PARK

BARC National Open Meeting

SPORTS CAR RACE

1st LOTUS.....T. DICKSON

(Also setting up new sports car lap record at 90.52 m.p.h.)

10 LAP MARQUE SPORTS CAR RACE

1st AC-BRISTOL.....P. BOLTON

(Subject to official confirmation)

Using Shell X-100 Motor Oil and Super Shell with ICA

YOU CAN BE SURE OF SHELL

Sprite—*continued*

at 6,000 r.p.m. Accordingly, I did not take a particularly long run before timing the car at 93.7 m.p.h. A brutal driver could have achieved a little more, or by fitting a "higher" rear-end (£23) one could probably touch 100 m.p.h. For road work in England, though, the liveliness conferred by the standard rear axle ratio would be worth more than the occasional pleasure of beating the century.

This particular Sprite seemed to hold the road better than the many others I have handled, possibly due to the added controllability that is conferred by increased engine torque. The ride was by no means harsh by sports car standards, and the stability on wet or dry roads was well up to the performance which was available. The gear change was delightful, the flexible engine tending to mask the rather wide gap between second and third speeds. The competition clutch and disc brakes might be desirable under racing conditions, but for fast road work I have no complaints about the standard articles.

The supercharged Sprite is a most charming small sports car of many virtues. What are the disadvantages? Curiously enough, the increase in noise is extremely small, although the test car had no air silencer whatsoever. The oil consumption is slightly greater, because the "blower" must be lubricated, but this is practically negligible. The petrol consumption is increased compared with a fast "unblown" Sprite. I averaged 27 m.p.g. including the timed tests and some London work, and would expect to register 30 m.p.g. if I were satisfied with 80 m.p.h. cruising and moderate use of the gears. This cannot be regarded as other than reasonable in view of the performance offered.

The Shorrock supercharger is a vane-type compressor of high efficiency. It has an almost unlimited life, and may be transferred from car to car. The drive is by V belts on twin-grooved pulleys from the front of the crankshaft, and a suitable SU carburetter is supplied with the kit. The maximum boost is 7 lbs. per sq. in. with the drive ratio supplied. For racing, it would be desirable to fit "harder" sparking plugs and to increase the piston clearances, but for fast road work nothing need be changed.

All Sprites are fun, but I got more sheer pleasure out of this supercharged car than from any previous Austin-Healey. Truly, "blowers" are back again!

Phillip Island—*continued*

they circulated, the blue and white car ever harrying the yellow.

On the eighth tour, as Brabham lapped Lanyon, Patterson edged by Miller. Worried that his tyres would not see him through, Miller succumbed to Stillwell on the same section of the following lap.

Patterson was in hot pursuit of Brabham, now free to tour at his own tempo. He improved on his times by 2-3 seconds per lap, and ahead of him Brabham replied with the necessary little extra. Patterson was six seconds ahead of Stillwell, who was determined to show himself to good purpose on a circuit he does not enjoy. Again lapped, Laurie Whitehead ran off at Lanes to allow Stillwell through, but the gaps did not close as the first three roared across the line.

As two other handicaps were run, Brabham's car was loaded, and he made a quick retreat from the thousands of fans. Jack spent that evening in Sydney with his parents before flying the following morning for the Syracuse meeting.

Longford—*continued*

one event drawing more than 50 starters, gave everyone time to settle down for the 108-mile T.T.

This time there was no doubt about the health of Jolly's Lotus, the car which he and Graham Hill drove with a special 2½-litre engine at Le Mans last year.

Off he went like a streak, while Whiteford struggled to disengage himself from a flock of slower surrounding cars.

When Whiteford broke clear he was half a mile behind Jolly, but he settled down to carve off two or three seconds a lap and looked like being in a position to make a heart-stopping battle of it when first his brakes and then his transmission began to give trouble and he had to forget dreams of greatness while grimly concentrating on holding off a possible challenge from K. Matich's D-type Jaguar.

Neither driver looked like making a mistake, but other more enthusiastic types, over-estimating the stopping power of their tiring brakes, made frequent acquaintance with the straw bales.

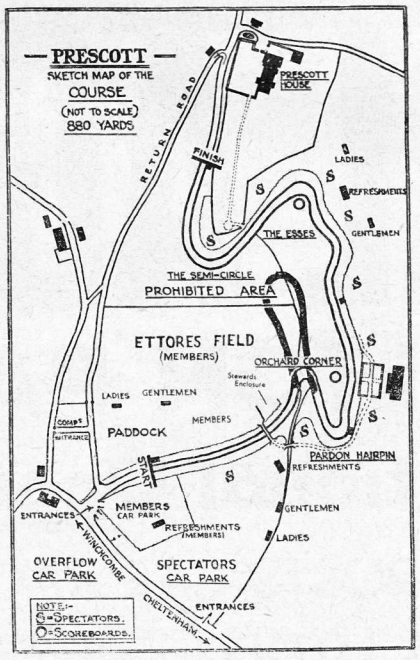
The yellow flag was out eight times at Mountford as cars went into the bales, fortunately without causing injury or structural alterations.

The 60-year-old Tom Sulman was one to follow the fashion, but he calmly backed out and set off on some more 80 m.p.h. lappery in his DB3. He finished fifth to Jolly, Whiteford, Matich and J. Ampt (who drove most effectively in the 1,097 c.c. Decca Special formerly owned by Jolly).

Fresh from the T.T., the crowd turned to the last race, the L.C.C.T. Trophy event of 67½ miles.

Again it was a Brabham-Mildren-Stillwell affair, with two intriguing questions: Would Brabham crack his 2 mins. 34 secs. lap record, and who would take second to decide the private Mildren-Stillwell argument?

Mildren had been up half the night with his mechanics, Glenn Abbey and Jack Cottrell, following their Sunday afternoon discovery that a plate on the gearbox had fractured.



PRESCOTT EXTENSIONS: For this season's events Prescott hill-climb has been extended by a new loop of over 300 yards. Orchard Corner has been cut out and the new part of the course forms a fast left-hand curve to a banked hair-pin turn. The course then returns along the bottom of the valley to rejoin the present road at a point just above the old Orchard Corner. It is hoped that the extension will be inaugurated at the 1st May national meeting.

Brabham led from the start, and quickly turned in a 2 mins. 37 secs. lap, but some oil patches made him wary of travelling faster than the circumstances of the race demanded.

Mildren lay second again, with Stillwell (who made fastest lap time in 2 mins. 36 secs.—the best other than Brabham's record lap of Saturday) frequently slipstreaming him in the 2.2 Cooper, but unable to pass.

Meanwhile, the Cooper-Maserati's clutch began to give trouble, and Stillwell took Mildren, leaving the latter to nurse his car carefully in order to hold off Miller, who was flying in the 2.2 Cooper.

Behind Miller, young David Leighton, in the ex-Lukey, ex-Brabham, 2.2 Cooper was clocking better than 150 m.p.h. down the straight. Keen and seriously dedicated to fast motoring, Leighton was quickly growing in stature as a driver.

Out in front, the master had time to watch the Mildren-Stillwell battle reflected in his mirror, as he preserved a decent couple of seconds' barrier between the G.P. Cooper and the duellists.

So, at 99.37 m.p.h., Brabham ran through to his third chequered flag of the meeting, two seconds ahead of Stillwell. By then Mildren had dropped 17 seconds astern of Stillwell.

All that now remained was the first round of the post-mortems, pleasantly conducted in the 140-year-old Mountford homestead about half a mile from the pits.

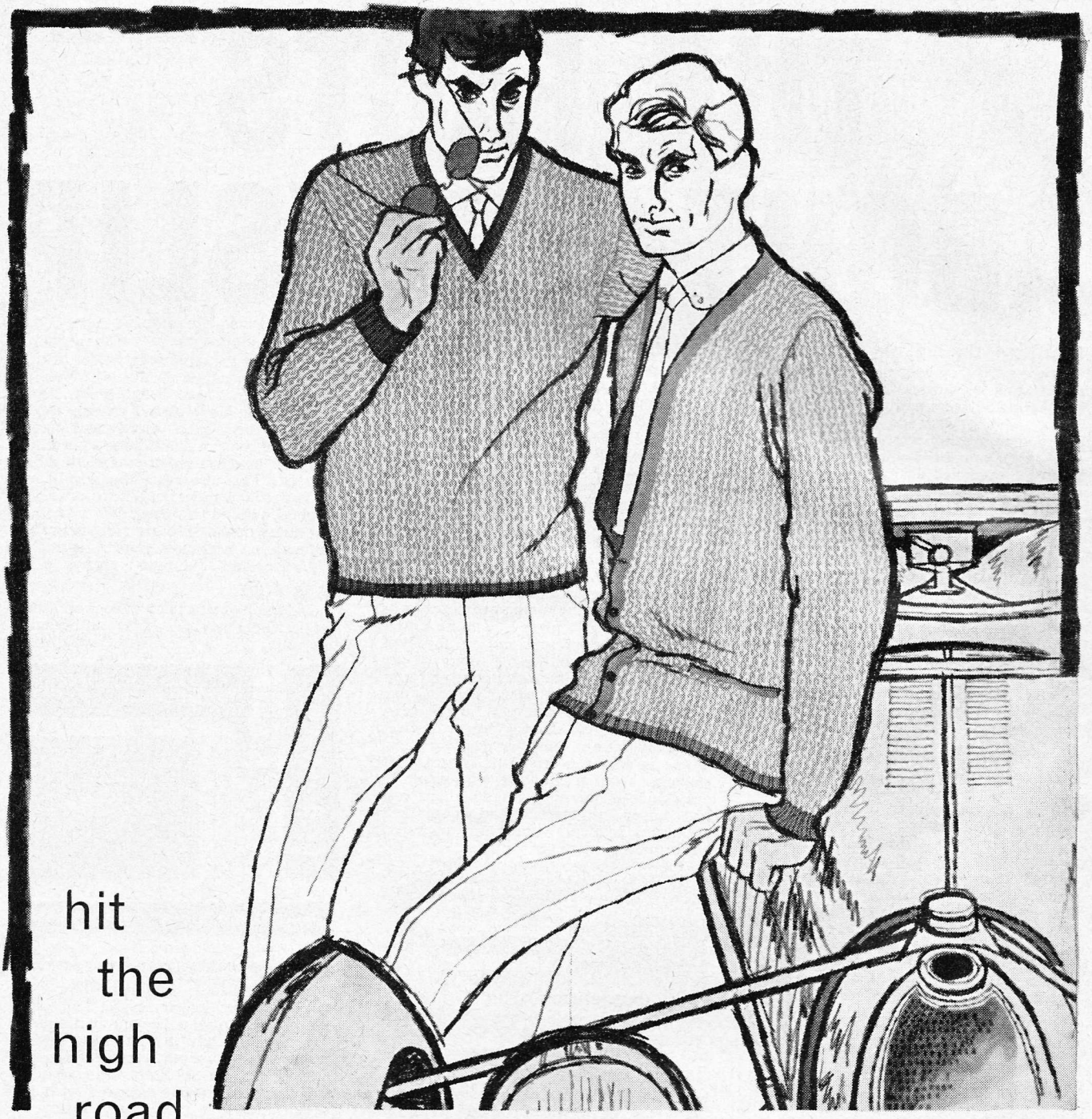
F. G. N. EWENCE.

WORLD CHAMPIONSHIP RACE FOR AINTREE

AN important new international motor sport fixture will open the Aintree season on Saturday, 30th April. It is the first race held in Great Britain to be run exclusively for the World Manufacturers' Championship for Formula 2 racing cars.

This event will be the main feature of the Aintree "200" meeting, but not, as in the past, decided over 200 miles. To conform to the regulations of the Federation International de l'Automobile governing the championship, the race will be run over a distance "of not less than 200 kilometres".

As organizers of the meeting for the Aintree Automobile Racing Company, Limited, the British Automobile Racing Club has set the course over 50 laps of the difficult Liverpool circuit. This equals 150 miles or 241 kilometres.



hit the high road in SABRE style!

The sweaters for go-ahead men

LOOK what's here! Sabre's superbly-styled rack-stitch 'bulkies' . . . in pure high bulk COURTELLE. How's that for a menswear fashion scoop? Hefty good-lookers all, yet incredibly light, with an almost baby softness — but it takes a MAN to wear these buccaneering swagger-sweaters! And here's a thing — dip them at night, they're dry for the morning.

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Win a Morris Mini-Minor. Enter the exciting new SABRE contest. Hurry — free entry forms at your local SABRE stockist now!

Obtainable at your usual outfitters or write for address of nearest stockist to:
SABRE SPORTWEAR, 88-90 Middlesex Street, London, E.1. Telephone: Bishopsgate 9966

THE FACTS ABOUT MOLYSLIP

Friction — the old, old problem

You waste 70% of your petrol overcoming friction and heat losses! Friction is caused by bearing surfaces working together . . . producing heat, wear and drag . . . thereby losing power and wasting petrol. The bearings in your car would seize up if they were not protected against excessive friction by oil. But oil alone cannot do everything; there are certain instances when all oils lose some of their effectiveness due to heat and pressure. If this were not so, there would never be any wear or loss of power. Is there a better answer? There is—MOLYSLIP—a highly refined form of Molybdenum Disulphide (MoS_2), a lubricant supplement developed to reduce friction in precision machinery. MOLYSLIP is one of the purest suspensions of MoS_2 known to science. In addition it is balanced with special additives to enhance its over-all performance and triple-processed, specially for motoring applications.

Here's how Molyslip works

MOLYSLIP consists of atoms of Molybdenum (the toughest metal known to man) sandwiched between atoms of sulphur and suspended in fluid—see dia. (A).
You add MOLYSLIP to the oil in your sump, gearbox, back axle and steering—and the sulphur atoms, having a great affinity for metal, 'plate' the bearing surfaces. The next layer of MOLYSLIP molecules cannot find any metal to 'plate', so they sit on top of the plated layer . . . and so on. There are 40 such layers in a millionth of an inch! See dia. (B). Whilst the sulphur atoms will plate on metal with a tenacious grip, they will slide over each other quite freely. A permanent, gliding cushion of MOLYSLIP molecules is formed between bearing surfaces which resists pressure and heat, cannot drain off (due to the plating action) . . . and creates a phenomenal, anti-friction effect.

Demonstrate it yourself

Rub a pack of cards between your hands. The top and bottom cards will stick to your palms, but the cards in between slide freely. In other words, your hands are the bearing surfaces, the outside cards are the 'plated' layers, and the cards in between are the MOLYSLIP molecular cushion. In this way, MOLYSLIP reduces friction *and* provides a safety film of lubricant which is effective *at all times*.

The benefits of using Molyslip

Reduce friction and you automatically reduce wear. A reduction of friction also gives you easier starting from cold . . . enables your engine to operate closer to its rated B.H.P. . . . gives you more power than you get at present and an improved petrol consumption. Racing motorists use MOLYSLIP to gain this maximum performance. But there are other benefits too. Motorists who use MOLYSLIP in the gearbox, back axle and steering box say it gives an exhilarating 'just-serviced' feeling. There is a reason for this. As MOLYSLIP smooths away friction, it will result in silky-smooth gear changing, a silent rear axle, finger-light steering and so on. Your car seems suddenly 'tuned up' to perfect performance, whatever its age.

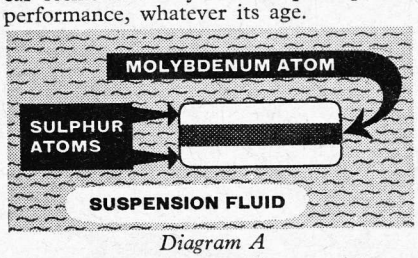


Diagram A

MOLYSLIP MOLECULE *(diagrammatic)*

How to use Molyslip

MOLYSLIP is suitable for all cars and all oils. 'MOLYSLIP FOR ENGINES' you add to the oil in your sump . . . or you can ask for it when you go in for an oil change. A 10 oz. tin costs 15/- and lasts 5,000 miles. Don't worry if you have an oil change in the middle of this period—MOLYSLIP's plating action will remain. For adding to gearbox, back axle and steering, you need MOLYSLIP 'G'. This also costs 15/- for 10 oz., but lasts 10,000 miles. Full instructions are supplied with all containers.
You can get MOLYSLIP from any branch of Halfords . . . and most garages, including all the Lex and Blue Star branches.

To sum up

The addition of MOLYSLIP to your oil brings you a whole new world of anti-friction motoring. You'll feel this exhilarating effect immediately, but more important still, you'll get longer engine life, easier starting, maximum power and better petrol consumption. Only MOLYSLIP can do this for you . . . because only MOLYSLIP is triple-compounded for absolute purity, held in stable suspension and balanced with important additives. *These are the facts.*

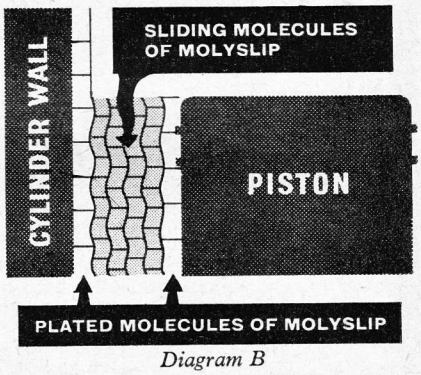


Diagram B

PLATING AND LUBRICATING EFFECT OF MOLYSLIP



MOLYSLIP
adds miles more to your motoring pleasure



THE SLIP GROUP OF COMPANIES, 34, GREAT ST. HELENS, LONDON, E.C.3.

Lubrication technologists for over a quarter of a century

CORRESPONDENCE

The Marcos G.T. Car

FEW who read your article on the Marcos X-Ylon wooden car can fail to have been impressed, one way or the other. The article bristles with interesting features some of which are puzzling as well.

For instance, the statement that this type of construction is employed in the "majority of jet trainers in Europe today". This is indeed news: is the T.33, numerically the chief European jet trainer, wooden after all? In fact, apart from the forward section of the Vampire, built, incidentally, to a different principle to this "car", no wooden jet trainer or fighter in current European use comes readily to mind. Perhaps just as well, too.

Again, we hear that Mr. Costin has "designed and built many successful gliders and light aircraft". These should be interesting. Could we please have a list of these successful light aircraft, if space permits?

Mr. Costin has, not perhaps for the first time, let his sense of humour run away with him and is surely pulling all our legs. He is thus to be congratulated for cheering our dull lives especially as, with a nice sense of timing, he has chosen the 50th anniversary year of Horace de Vere Cole's celebrated dreadnought hoax. This is almost as good and as such, but only as such, deserves to be remembered as long.

KINGSWOOD, SURREY. PETER J. C. CHAPMAN.

—And Frank Costin's Comments

WITH great good humour I bow before the superior knowledge of this young member of the "Aircraft Spotters' League" and am very excited by the news of the numerical superiority of the T.33 in Europe. The Vampire Trainer, of course, is used only in 53 countries of the world.

The structure of the Vampire, by the way, is surprisingly enough also built on aircraft principles and, were it not for the fact that de Havillands found it difficult to manufacture the Ghost engine from timber, the complete fuselage would have been of wood, for I can assure Mr. Chapman that all the basic structure forward of the engine bearers is made of this material (with the exception of the pilot's "leather" knees).

Regarding my little hobby of aircraft design and construction, the word "successful" need not necessarily apply to my ability and, if space permits, the list of aircraft which I have either designed, re-designed, repaired and/or built myself is as follows:—

B.A.C. VII	Scud I	Kirby Cadet	Grunau Baby
B.A.C. IV	Scud II	Comper Swift	Tiger Moth
Westpreussen	Scud III	Costin/Davies Condor	Dagling

plus, I am sure, a few which I cannot at the moment remember. (I've flown 'em all, too!)

As to hoaxes, I think Mr. Chapman will probably admit that this one has a higher strength/weight ratio than most and I sincerely believe that this motor car will be remembered long after our two letters are forgotten.

Regarding his comment that it is "probably just as well" that some jet aircraft are not built of wood, I would invite him further to air his knowledge and let us know precisely why.

Finally, I wonder whether Mr. Chapman was left alone in a forest when he was very young. F. A. COSTIN.

DOLGELLAU, MERIONETH.

P.S.—If Mr. Chapman now wishes to have a private argument regarding the relative qualities of the T.33 and Vampire aircraft, I shall be only too pleased to support Messrs. de Havilland.

Which Driver?

IN reply to the letter of J. W. Fleming as regards to the relative ability of Moss and Brabham, it strikes me that Moss is a faster driver than Brabham but does not finish as often. That makes a big difference, as to win a driver must finish or finish no lower than fourth to earn enough points to help win the Championship. Critics have been saying Moss was second only to Fangio for years but when the Champion retired firstly the late Mike Hawthorn and now Brabham have beaten him for the championship. Why not give the men who have beaten him full credit for their wins and wait until Moss has won a world title before proclaiming him as the champion, official or unofficial?

With regard to the rule permitting only one car per driver, this in my opinion puts a greater strain on the drivers, knowing that if they break their car it will be the end for that race. This stops the number one man from being in a position of having anything up to four cars at his disposal at the expense of his team mates. J. BLANDEN.

MELBOURNE, AUSTRALIA.

Read what they say about

MOLYSLIP

INCREASED M.P.G.

"We have found these (Molyslip and Molyslip 'G') to be quite up to the standards claimed and have credited them with a noticeable improvement in gearbox noise . . . great improvement when used as ordinary lubrication . . . and finally an increase from 34 to 36 miles per gallon"

Yours faithfully,
H. D. Walkers & Sons Ltd.
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"I have put Molyslip and Molyslip 'G' into my car, a Minor 1000 Convertible, and your product seems most successful. The running is much smoother after using it in the engine, gearbox and back axle. . . the acceleration is better and quieter, and the car reaches maximum speed in a much shorter distance than before"

Yours faithfully,
P.B.
Birmingham, 29

PRONOUNCED SILKINESS

"A few days ago my Ford Prefect was serviced, and I asked for MOLYSLIP to be added to engine, gearbox and back axle. I have never written in this manner about any product, but I feel I must comment on the effect of your Molyslip. The engine was so quiet in traffic I had to glance at the oil pressure warning light to assure myself that the engine had not stalled . . . and there is a pronounced silkiness in the running of the car, which has covered since new 53,600 miles". Yours truly,
R.S.H.
Bristol

SAVED ANGLIA IN SPAIN

"I took my Anglia on a 2000 mile trip to Spain with four passengers and too much luggage. Before the trip I fitted a new engine and treated this, the gearbox and back axle with Molyslip . . . On a fast, but rugged section, the radiator boiled dry. I am certain that without Molyslip, I would have had a seized engine and seven hundred miles to go!". Yours truly,
L.G.
Barlow, Essex

AND NOW MOLYSLIP
MULTI-PURPOSE GREASE

Just as Molyslip plates the bearing surfaces in your engine and transmission, so Molyslip Multi-Purpose Grease plates all the vital metal-to-metal surfaces on the rest of your car with anti-friction molecules. Molyslip Multi-Purpose Grease is unaffected by wiping action of moving parts, shock impacts caused by bumpy roads, drenchings from thrown-up water and extremes of heat and cold. You can feel the difference immediately in smoother driving, when Molyslip Multi-Purpose Grease has been used—you can hear the difference, too—squeaks disappear for good!



Ask for Molyslip Multi-Purpose Grease at your garage or accessory dealer. A 1 lb. tin costs **8/6d.** . . . also available in 7 lb. tins.

PROTECT WITH MOLYSLIP MULTI-PURPOSE GREASE

you can *feel* the difference!

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Send me full technical information on the MOLYSLIP range of anti-friction products.

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A54

Lubrication Technologists for over a quarter of a century

Club News

By MICHAEL DURNIN

WEST HANTS AND DORSET C.C. and **Yeovil C.C.** are to hold a closed hill-climb at Wiscombe on 24th April. Entries should reach S. B. Jones, Woodside, Gulliver's Close, Parkstone, Dorset, before 11th April, or up to 14th April at an increased fee. . . . **Lancs A.C.** national Morecambe Rally will be held on 13th, 14 and 15th May. The Club wish to "draw attention to the fact that a sincere effort is being made to put rallying back on a sane footing and to eliminate the all-out dice that has crept into the sport recently to its detriment in respect of public opinion." There will be starting controls at Buxton, Morecambe and Luton. All competitors will converge on a central control at Copster Green, Lancashire, before embarking on a 240-mile special section. Regs. are available from Rally Office, Lancashire A.C., Sudell Cross, Blackburn, and all entries should reach the office by 18th April, although late entries (at an increased fee) may be accepted at the Club's discretion. . . . **Plymouth M.C.** will hold their closed 110-mile Manor Trophy Rally on 23rd April. The start will be from Turnbull's Garage, Breton Side, Plymouth, at 8 p.m. All entries should reach J. M. Horsford, 25 Furneaux Road, Milehouse, Plymouth, by 18th April. . . . **Thames Estuary A.C.** will hold their national "Day of Dicing" driving test meeting at North Weald Aerodrome, Essex, on 24th April. Entries must reach S. L. Offord, 68 Exford Avenue, Westcliff-on-Sea, Essex (who will supply regs.), by 16th April. . . . **Cambridge 50 C.C.** are holding a speed trial at Witchford Aerodrome, near Ely, Cambs, on 24th April. Regs. are available from H. A. F. Jackson, 49 Chesterton Road, Cambridge. . . . All members of the East Midlands Association are invited to participate in the **Spalding C.C.** "Tulip Rally" on 8th May. The event is over 130 miles and starts from Winfrey Avenue Car Park, Spalding, at 10 a.m. Regs. are available from H. Ashley Hall, Dumana, Spalding Road, Pinchbeck, Spalding, Lincs, who should have all completed entries by 2nd May. . . . **B.R.S.C.C. (Northern)** are to have a race meeting at Rufforth, near York, on 16th April. Invited clubs are B.A.R.C., Border M.R.C., Yorkshire S.C.C., M.G.C.C., Huddersfield M.C., Darlington D.M.C., Mid-Cheshire M.C., Lancs and Ches M.C., Nottingham S.C.C. and Ilkley D.M.C. . . . The **Coventry and Warwickshire M.C.'s** Mancetter hill-climb will be on 8th May. Invited clubs are Evesham M.C., Nuneaton M.C., J.A.C.C., Bugatti O.C., Sunbac, B.A.R.C., Godiva M.C., 750 M.C. and Rugby M.C. Secretary of the event is Sqdn. Ldr. E. A. Brittain, 40 Brackley Close, Coudon, Coventry.

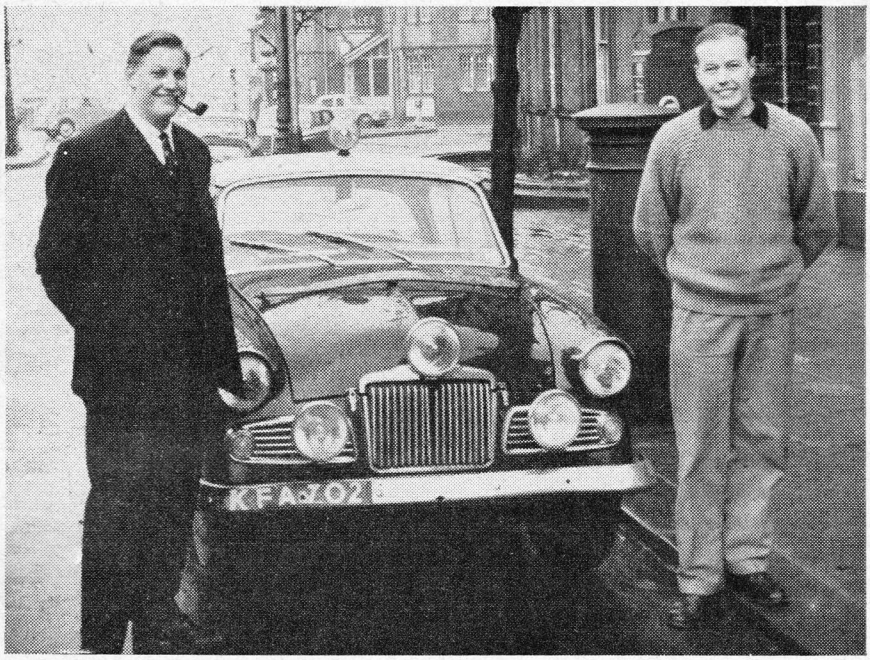
LYDSTEP SPEED HILL-CLIMB

THE Pembrokeshire Motor Club's Lydstep Hill-Climb, of restricted status, held in the usually idyllic surroundings of Lydstep Bay, was marred on 2nd April by exceptionally bad weather conditions.

Fastest practice time was returned by David Boshier-Jones, who climbed the 880 yard course in 34.70 seconds in his immaculate Cooper.

First class to be run off was for sports cars up to 1,000 c.c., which was won by Fred Jones's new Austin-engined Lotus Seven. On its first outing and with less than 200 miles on the clock the car did 38.62 and 38.20 seconds, winning the class and taking the standing class record on both runs. S. B. Williams got into difficulties with his Sprite while actually crossing the finishing line, writing off the car and unfortunately necessitating his removal to hospital with head injuries.

Among the larger sports cars, G. Kent-Griffiths attracted a good deal of attention in his TR2 when, on his first run, his throttle linkage broke and he was obliged to leave the road. Undeterred, he attempted a second run, only to have his door fly open at a tricky moment!



SUCCESS in many recent rallies has fallen to Jim Wood (left) and Donald Wilkinson. The pair won the Yorkshire Rally in February and last month took the premier award in the Lancs and Ches Lakeland Rally in their Sunbeam Rapier.

Coming Attractions

9th-13th April. Hants and Berks International Mobilgas Economy Run. Start, Worthing.
10th April. *Chiltern C.C. Hill-Climb, Harleyford, near Marlow, Bucks. Start, 2 p.m.*
Yorkshire S.C.C. Hill-Climb, Castle Howard, near York. Start, 2 p.m.
Grand Prix de Bruxelles (F2), Brussels, Belgium.
15th-18th April. Circuit of Ireland International Rally.
16th April. *B.R.S.C.C. Race Meeting, Rufforth, near York.*
18th April. Grand Prix de Pau (F2), Pau, France.
B.R.S.C.C. National Race Meeting, Brands Hatch, near Farningham, Kent.
Nottingham S.C.C. National Race Meeting, Mallory Park, near Hinckley, Leics. Start, 11.30 a.m.
B.A.R.C. International Race Meeting (F1), Goodwood, near Chichester, Sussex.
24th April. *Thames Estuary A.C. Day of Dicing driving test meeting, North Weald Aerodrome, Essex. Start, 10.30 a.m.*
Cambridge 50 C.C. Speed Trial, Witchford Aerodrome, near Ely, Cambs.
West Hants and Dorset and Yeovil C.C. Hill-Climb, Wiscombe, north of Seaton-Sidmouth main road.

The Austin Seven of John Handley went extremely quickly, to take both the "up to 1,300 c.c." and "1,301 to 1,600" saloon car classes, despite strong opposition from sundry Rapiers, Simcas, and Renault Gordinis, together with a contingent of modified A35s.

The larger saloon car classes were dominated by the Porsches, that of Haigh sounding agricultural but going very fast, while Tommy Pascoe's mount made less noise but went even faster. J. Burke on his first run "lost it" and left the road while travelling backwards, but the car was damaged only superficially and the second run of this Carrera won the class with a time of 39.68.

The 500 c.c. racing car class went to J. B. Welton in the Mk. 10 Cooper, in 38.04, and the same car took second place, driven by Miss Brock, with 39.12. Among the heavier metal David Boshier-Jones did 34.54 with the 1,100 c.c. Mk. 10 Cooper, taking the class and F.T.D. but falling far short of the hill record set up by the late Ken Wharton, Cooper mounted, at 29.31 seconds in October 1953.

The only serious challenge to Boshier-Jones in the first run came from Ron James with the ex-Peter Cottrell Cooper, in which he did 36.83, including a missed gearchange. On his second run he took to the woods, damaging the suspension of the car; but speculation was rife as to what he *might* have done, given a trouble-free run.

H. M. BILEY.

Results

Racing Cars up to 500 c.c.: J. B. Welton (Cooper), 38.04 s. **500 to 1,100 c.c.:** D. Boshier-Jones (Cooper), 34.54. **Sports Cars up to 1,000 c.c.:** Fred Jones (Lotus 7), 38.20. **1,001 to 1,500 c.c.:** D. Peregrine (Lotus 7), 37.69. **1,501 to 2,000 c.c.:** P. Cottrell (Lotus-Bristol), 37.23. **2,001 to 3,000 c.c.:** P. Cottrell (Lotus-Bristol), 35.43. **Over 3,000 c.c.:** P. Cottrell (Lotus-Bristol), 35.45. **Saloon Cars up to 1,300 c.c.:** J. Handley (Austin Seven), 41.01. **1,301 to 1,600 c.c.:** J. Handley (Austin Seven), 40.50. **1,601 to 2,500 c.c.:** J. Burke (Porsche Carrera), 39.68. **Over 2,500 c.c.:** A. T. Norton (Jaguar XK 150), 38.89.

WATCHING his front wheels, Jim Berry holds his E.R.A. close in on a corner. He took second place in the unlimited racing car class with a run of 1 min. 20 secs.



Results

Best Time of Day: M. Hatton (Cooper), 1 m. 15.8 s.

Sports Cars, up to 1,250 c.c., unsupercharged: 1, C. L. Smith (Austin-Ford), 1 m. 24.2 s.; 2, G. D. Hill (Elva), 1 m. 24.4 s.

Sports Cars, over 1,251 c.c.: 1, J. Randles (Lister-Bristol), 1 m. 20.2 s.; 2, N. C. Taylor (Aston Martin), 1 m. 23.6 s.

Marque Sports Cars: 1, equal, J. R. Austin (Lotus), and G. D. Hill (Elva), 1 m. 24.6 s.

Saloons Cars: 1, G. Hoyle (Austin), 1 m. 37.8 s.; 2, G. Tyrer (M.G.), 1 m. 38.6 s.

Racing Cars, up to 1,250 c.c.: 1, M. Hatton (Cooper), 1 m. 15.8 s.; 2, P. J. Gaskell (Cooper), 1 m. 19 s.

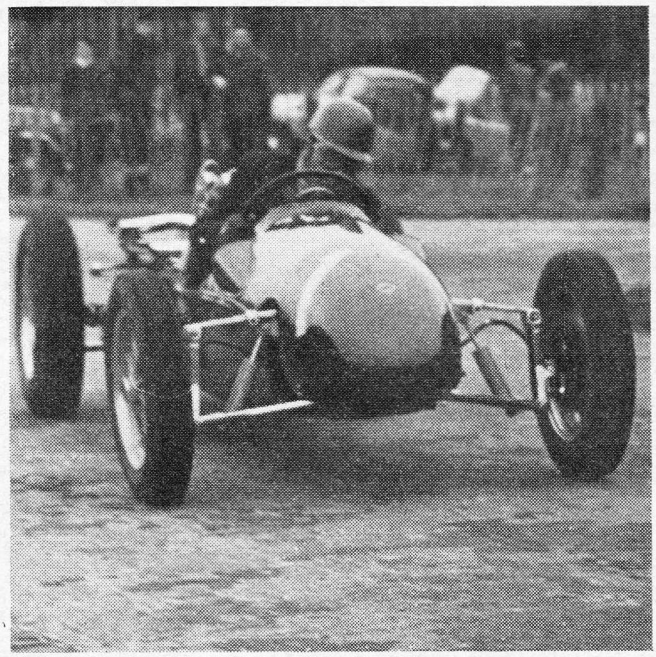
Racing Cars, unlimited: 1, D. Haigh (Cooper), 1 m. 18.3 s.; 2, J. Berry (E.R.A.), 1 m. 20 s.

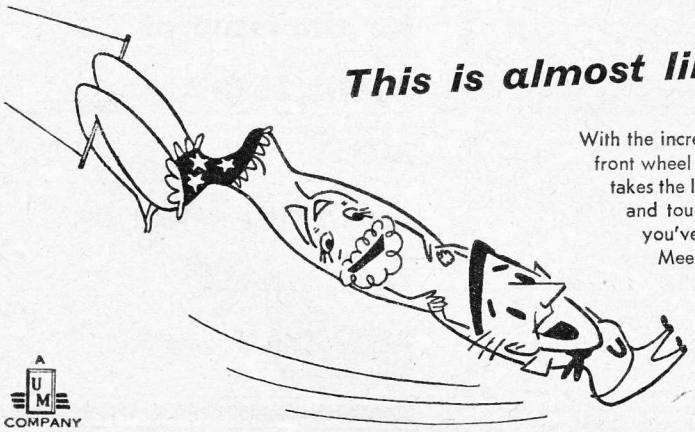
RHYDYMWYN SPRINT

Mike Hatton (Cooper) Makes B.T.D. at Wirral 100 M.C. Event

SECOND place in the saloon class went to Gillie Tyrer (left) in the ex-Gregor Grant "Mille Miglia" M.G. BEST time of the day was made by Mike Hatton (below) in his 1,100 c.c. Cooper-J.A.P.







This is almost like driving an MGA 1600!

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USED CARS FOR SALE

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S. H. RICHARDSON & SONS, LTD.—Wanted, Aceca-Bristol.—Tel.: Colnbrook (CN 8) 2258.

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ALVIS Silver Crest, 1939, excellent engine, new clutch, perfect coachwork, wood/leather interior, mint condition, heater, extras. Ideal towing racer or caravan. £175.—Johnson, 116 Woodsmoor Lane, Stockport. STEpping Hill 5014.

ALVIS TA 14, outstanding—see our advertisement under SPORTS CARS.—Baker & Roger, Ltd.

1948 ALVIS 14 saloon, black with green leather upholstery, 34,000 genuine miles only, by enthusiastic owner. Taxed. Excellent order. £285.—Fairhead & Sawyer, Woodbridge, Suffolk. Tel.: Woodbridge 937-8.

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PRIVATE BARGAIN, 1957 saloon, under 30,000, excellent condition, dark grey and silver with chromed wire wheels, etc. £1,880 for quick sale, no offers.—Box 3454.

AUSTIN

A7. Speedex body, hardtop, insured. £100.—9 Morse Row, Bryncethin, Bridgend, Glamorgan.

A35 1959 SERIES, Speedwell Stage II, 15,363 miles, heater, one owner, perfect condition, blue. £525. H.P. and exchanges.—Jones Garage, Syston 2257.

A35 1958, £100 Alexander engine and suspension conversion plus usual extras, one owner, excellent condition. £525 o.n.o.—Todd, KENsington 8334 office, Upminster 3154 evenings.

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THE CHEQUERED FLAG (LONDON), LTD., offer

3000, 1960. 2/4-seater in ice blue and white, 3,000 miles, one owner only, radio, heater, wire wheels, discs, overdrive, etc. ... **£1,265**
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100/6, 1957. Red with white side panels, fitted radio, heater, X tyres, washers, tonneau **£795**
Sprite, 1958. Two-seater in dark green, fitted radio, heater, spot lamp, screen washers, etc. **£595**
100/4, 1955. Two-seater in red, wire wheels, heater, tonneau, rack, etc. **£565**
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100/6 1958, red with heater, overdrive and wire wheels. 15,000 miles **£845**
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All the above cars carry a three-month guarantee.
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Telephone: MAYfair 2507.

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A/H. 100, Oct. 1955, BN1, 28,863 miles only, red, black interior. A perfect car. £610. H.P. and exchanges.—Jones Garage, Syston 2257.

BN1 1955, one owner from new (four cars in family), mint condition, hard top and soft top, wire wheels, overdrive, heater, etc. Taxed 31st Dec. Delivery new Daimler "Dart" reason for disposal. Price £550.—P. Weaver (Automobiles), Melton Mowbray 2533.

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Sprite, 1958. Two-seater in white with red interior, C.R. gearbox, heater, washers ... **£545**
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Telephone: Nottingham 89282/3.
5-11 Arkwright Street, Nottingham.

HUNDRED 6, Dec. 1957, 2/4-seater, two tone blue, hard top, soft top and heater, wire wheels, overdrive, disc brakes all round, servo assisted, spots, badge-bar and screenwashers, safety belts. Six-port head with Rudd conversion, modified head with sports camshaft and triple SU carbs, 170 b.h.p., Turbo speed tyres. £900 o.n.o.—C. F. White, 77 St. Leonards, East Sheen, S.W.14.

MEDITERRANEAN blue and white BN1 with hardtop, recently resprayed, excellent condition. £475.—Johnson, Spalding Road, Holbeach. Telephone: Holbeach 3063.

100/6 1957 2/4-seater in cream and red, radio, heater, overdrive, wire wheels, spots, reversing lights, screenwashers, "X" tyres. £750 o.n.o.—McLean, Western (Glasgow) 7745, or Box 3464.

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1957 328 c.c. model. Many extras. Well cared for **£295**
1958 492 c.c. model. One owner since new. Very well kept **£440**

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Henlow Garage,
Henlow Camp, Beds.
Tel.: Henlow Camp 233.

BERKELEY, 500 c.c., 1958, immaculate, tonneau, extras. £450 o.n.o.—Bexleyheath 7681.

NEW B95 2-seater sports, 692 c.c., £628, and 328 c.c. three-wheeler, £399 19*s.* 11*d.*, early delivery. 1959 (April), B95 2-seater, £465.—Surrey Distributors, The Surrey Car Co., Ltd., 44 Richmond Road, Kingston-upon-Thames. Phone: KINgston 7660 and 6340. Open all day Saturday.

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B.S.A.

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BUCKLER-FORD, 1953, recon. engine 1958, 1,172 c.c., 23,000 miles, new hood, tyres, battery. Owner gone abroad. £325 o.n.o.—Toll House Garage, Slinfold, Sussex.

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COOPER-CLIMAX 1,100 c.c. sports-racing car, ex-Moss, Stage II top, Stage III bottom end, Empire Trophy winner, excellent condition. £650. —Fallows, 142 Green Lane, Garden Suburbs, Oldham. MAIn 6320.

MK. VIII COOPER, Formula 3, short-stroke Norton engine, magnetic rev. counter, new tyres, ready to race, complete trailer, £265.—Norton, Daryl Road, Heswall, Cheshire. Tel. 1510.

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Douglas 3738.

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DELLOW (1951). Immaculate throughout, tuned, equipped, Bugatti blue. £290.—94 Overslade Crescent, Coundon, Coventry.

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BUTT'S MOTORS, Official sole London distributors of these fabulous sports cars. Electron Minor (Herald powered). Electron (Climax powered). Zeta (R. Mays Conv. Zephyr). Available in kit form, demonstration cars on premises. We are specialists in race and rally preparation and experienced fibreglass repairers. Qualified mechanics with racing experience.—Further details, 9 Pindock Mews, Warwick Avenue, W.9. CUNningham 2843.

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ANGLIA de luxe, 1958 MOL, 19,000 miles, alloy head, twin SUs, four-branch exhaust, close-ratio gears, htr., radio, seat covers, wheel discs. £480 o.n.o.—1 Candlefield Road, Hemel Hempstead, Herts.

1958 ANGLIA, fitted Elva conversion, heater, undersealed, twin spots, screen washers, 17,000, as new, one owner. £495—VALentine 0333.

SPECIAL ANNOUNCEMENT

EARLY PRESS TIME FOR EASTER

All Classified Advertisements for the issue of APRIL 15th MUST reach this office by A.M. MONDAY, APRIL 11th

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FRAZER-NASH OUG 3, much lightened and lowered Le Mans replica two-seater (just). Weather equipment limited to one aero screen. Lately completely rebuilt to highest standards and now possessing performance, handling and braking of a very high order, 140 h.p. engine, de Dion rear axle, limited-slip diff., £750. 1954 Targa Florio (green) open two-seater with all weather equipment. Large luggage boot, B.S.4 engine, one owner, 20,000 miles. Exceptional car in very clean condition, £1,150.—A.F.N., Limited, Falcon Works, London Road, Isleworth, Middlesex. ISLeworth 1011.

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THE CHEQUERED FLAG
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Please refer to our displayed advertisement for our unrivalled selection of G.T. cars.

Telephone: EDGware 6171/2.
Gemini House, High Street, Edgware, Middx.

HEALEY

HEALEY Silverstone, 1950, immaculate in red, modifications include very attractive cycle-type wings fitted, standard wings also, 1¾ ins. carbs., modified exhaust system, h.c. pistons, polished ports, lightened flywheel, four almost new R.5s, or Xs if preferred. Genuine 24/25 m.p.g. A very fast car indeed. Change of plans forces sale. £450.—W. B. Pinckney, Green Acre, Balsall Common, Coventry. Telephone: Berkswell 2122.

2.4 TICKFORD saloon, 1952/3, "F" type chassis, over £200 spent this year, perfect, 100 m.p.h. £495. H.P. and exchanges.—Jones Garage, Syston, Leics. Syston 2257.

1950 HEALEY "Silverstone", E type, v. fast. £295 o.n.o.—MALden 1560 (Surrey).

1950 (Sept.) HEALEY Silverstone sports 2-seater, finished in racing green with fawn trim, enthusiast maintained and is so perfect it is impossible to fault—best we have seen!!! £395. Exchanges, etc.—W. J. Skelly, Ltd., Motherwell. 'Phone: Motherwell 2351.

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XK 140, 1955. Roadster, spotless in black with pigskin brown interior, fitted radio, heater, X tyres, tonneau, washers **£695**

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Chiswick High Road, W.4.

OUTSTANDING XK 140 d/h coupe.—See our advertisement under SPORTS CARS.—Baker & Roger, Ltd.

S. H. RICHARDSON & SONS, LTD.—Jaguar XK 140 fixed head coupé, special equipment, all extras. Offers? Any M.G. welcomed in part exchange. H.P. terms, immediate insurance.—Moor Lane, Staines, Colnbrook (CN 8) 2258.

XK 120, 1954, drophead, B.R.G., exceptional bargain. £495.—Cliff Allison, Frank Allison, Ltd., Appleby, Westmorland. Tel. 85.

XK 120 roadster, 1951 mdl., red, Xs, excellent condition.—97 Langley Way, West Wickham, Kent. SPRingpark 4552.

1954 XK 120, wire wheels, new hood, heater, five almost new tyres, modified unit with twin exhausts, faultless mechanically and bodily, finished in superb ivory. £535.—Greer, Rhonehill, Stoughton, Leics. Tel.: Oadby 3104.

THE CHEQUERED FLAG (MIDLAND), LTD., offer

XK 120, 1954. Fixed head coupé, dark grey and white, high-lift cams, twin exhaust, heater, twin spots, washers, etc. **£595**

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KARTS.—Monkspath Garage, 826 Stratford Road, Shirley. The only Midlands Karting Centre. Sales, service and tuning.—Shirley 1645.

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LAGONDA, 1932, 1680 Special Six, B.R.G. £85. 87 Farnaby Road, Bromley, Kent.

LANCIA

APRILIA, 1938, v.g. condition, resprayed blue, "X" tyres, SU pump. £210.—Ring HAYes 0551 weekdays, 9-5; WORdsworth 9412, weekends.

LANCIA "Aprilia", fast and economical, smart inside and out. £150.—Bradcutts, Cookham Dean, Berks. Bourne End 652.

LOLA

1,100 C.C. Sports LOLA team car. Many track records with special Stage II eng. £1,300 with SUs, £1,400 with Webers, or with tuned Stage III engine, £1,400 with SUs, £1,500 with Webers. One of the fastest 1,100 c.c.s available. Exchange heads for 105E now available.—Peter Gammon, 214 Epsom Road, Guildford.

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also offer

Mk. VI, 1954. Stage II 1100 Climax, M.G. gearbox, superb in primrose yellow ... **£495**

Mk. VII, 1958. Two-seater, alloy finish, tonneau, fully tuned 1172 unit **£495**

Mk. IX, 1955. Two-seater in red, 1100 Climax, wire wheels, de Dion, M.G. gearbox ... **£495**

Mk. VI, 1954. Two-seater in alloy finish, hood, fully tuned 1172 unit, etc. **£395**

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

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TUNING SPECIALISTS,

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LOTUS Mk. XI Le Mans, Stage 3. Race proved.

Rebuilt and ready for the track.

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EXCHANGE immaculate Austin-Healey BN1 for unshunted Lotus Eleven, or sell £560.—Holt, AMBassador 2178 (Monday/Thursday evenings), Tollbar (Coventry) 2156 (weekends/Easter).

LOTUS Formula 2, front engine, single-seater car, ex-Stacey, fitted 1500 Climax power unit with five-speed transmission. Only raced four times in 1959 and not run since close of last season. This car is the only remaining front-engined Team Lotus car available for sale. Price £2,250.—Contact Peter Warr, Lotus Components, Ltd., Delamare Road, Cheshunt, Hertfordshire. Telephone: Waltham Cross 26181.

LOTUS XI, Phase I, Willment 100E, four Amals, c.r. gears, oil cooler, special camshaft and pistons, good tyres, ready to race. £550 o.n.o.—Phone: Hornchurch 43576.

LOTUS Mk. XI, Series II, Stage II Climax, reconditioned engine end of last season. Car ready to start racing immediately. Will take saloon car in part exchange. £695 o.n.o.—Brentwood 1398, evenings 7-8.30 p.m.

(Continued overleaf)

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PHASE I

Two 1¼" SU carburetters manifold, ram pipes and all necessary linkage £27 10
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New M.G. Magnette Mk. III. Two-tone grey, red upholstery. **List**

New M.G.A 1600. White, black upholstery. **List**

For immediate delivery.

1957 M.G.A. Black/red, heater, rad. blind, badge bar, twin spots, chrome discs, screen wash, thoroughbred. **£695**

1956 M.G.A. White/black, heater, tonneau, fitted exhaust boost. As new. **£665**

1955 M.G. TF 1500. Red and beige, mirrors, full length tonneau cover. Superb example of this rare model. **£595**

1954 M.G. TF. Royal blue and red, mirrors, recond. engine, tonneau, luggage carrier, X tyres, distinctive throughout. **£565**

1954 M.G. TF. Green and beige, mirrors, luggage carrier. Immaculate car. **£565**

1954 M.G. TF. Black/green, tonneau, P.V.C. hood, rad. blind. **£540**

1950 M.G. TD. Red, green, distinctive condition. **£400**

1947 M.G. TC. Red and green, first class condition. **£315**

Oct. 1947 M.G. TC. Black and green, mechanically excellent. **£265**

1955 Austin-Healey 100. Red and black, overdrive, radio, heater, screen wash. Absolutely superb. **£625**

66/67 Monarch Parade, Mitcham

Phone: 3392—7188

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Six Great Races including
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Admission 3*s*. 6*d*.-10*s*. 6*d*.
(Children half-price)

Huge Car Park in Stadium Grounds

WEST HAM STADIUM

Nearest Station: Plaistow (District).

Classified Advertisements—*continued*

LOTUS—*continued*

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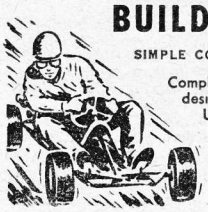
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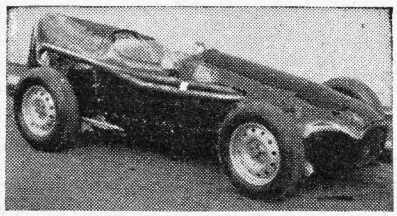
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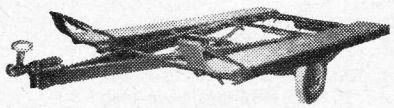
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5-11 Arkwright Street, Nottingham.

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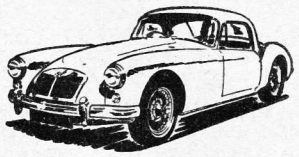
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T.V.R.

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

(Continued overleaf)

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ACE-BRISTOL 1960 red/black 100D.2. Discs. Immediate delivery at list. **£2,100**

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TERMS AND EXCHANGES

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Classified Advertisements—*continued*

T.V.R.—*continued*

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T.V.R. Kit. Ford-engined. B.R.G. Choice of two. Available immediately. **£695**

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ARDEN CONVERSIONS for extra power. Baldwin Brake Boosters, 30 per cent. more brake efficiency. Crypton rev. counters, electronic transistorized, 0-6, 0-8, and 10,000 r.p.m., 10 mins. fitting, from £12.—Arden Conversions, Tanworth-in-Arden, Solihull, Wks. Wythall 3368. 3*d*. stamp for illustrated list.

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R.A.C. Championship Qualifying Event.

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Immediate deliveries of the following used models—on show at

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1959 series XK.150 3.4 litre engine. Drophead coupe. Cornish Grey, Red upholstery and a Blue hood.

1958 XK.150 Jaguar 3.4 litre. Drophead coupe. Black with Red upholstery and a Black hood. Many extras including chrome wire wheels, radio, radiator blind, wing mirrors.

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1958 2.4 litre. Automatic transmission. Disc brakes, Turbodiscs, extras.

1957 2.4 litre. Manual transmission. New engine 7,000 miles ago. New shock absorbers and new tyres just fitted.

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Universal, fits any type of seat. Made from 2-in. wide webbing in olive green or white, with quick-release fastener. Fitted to several cars 1960 Monte Carlo Rally. Average breaking strain 2,000 lb. Price 35*s*. post free. C.W.O., money back guarantee. C.o.d. 2*s*. extra.

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Tel.: Northampton 4246.

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

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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.

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KONI telescopic shock absorbers, fully adjustable for wear, guaranteed for 12 months or 20,000 miles, used by leading rally drivers, fitted as original equipment, BMW, Frazer-Nash, Porsche and Ferrari cars and Douglas 4/4 Pathfinder.—For details write sole concessionaires, Postland Engineering and Trading Co., Ltd., Dept. 14, Crowland, Peterborough, Northants. Phone: Crowland 316-7.

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WHEELS in magnesium, 15 ins. and 13 ins., £12 castings; £17 15*s*. fully machined. Weight 10 lb. and 9 lb. Diff: carrier and rear hub units £4 10*s*. per casting in magnesium. Wood rimmed steering wheels, £5 5*s*. each. Herald close-ratio gears, £23 per set, exchange. 9 ins. magnesium brake drums, £8 10*s*. each, ready to fit.—The Grosvenor Garage, Worplesdon Road, Guildford. Tel.: Worplesdon 2747.

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ONE Arnott supercharger, complete with carb., almost new, type 160H132, suitable for 1,500 c.c. engines, £22 10*s*. or offer. One Wade supercharger, complete with SU carb., pulleys, oil control, etc., for E93A Ford 10, in good order and ready to fit, £17 10*s*.—See advert. "Overton" under "Specials".

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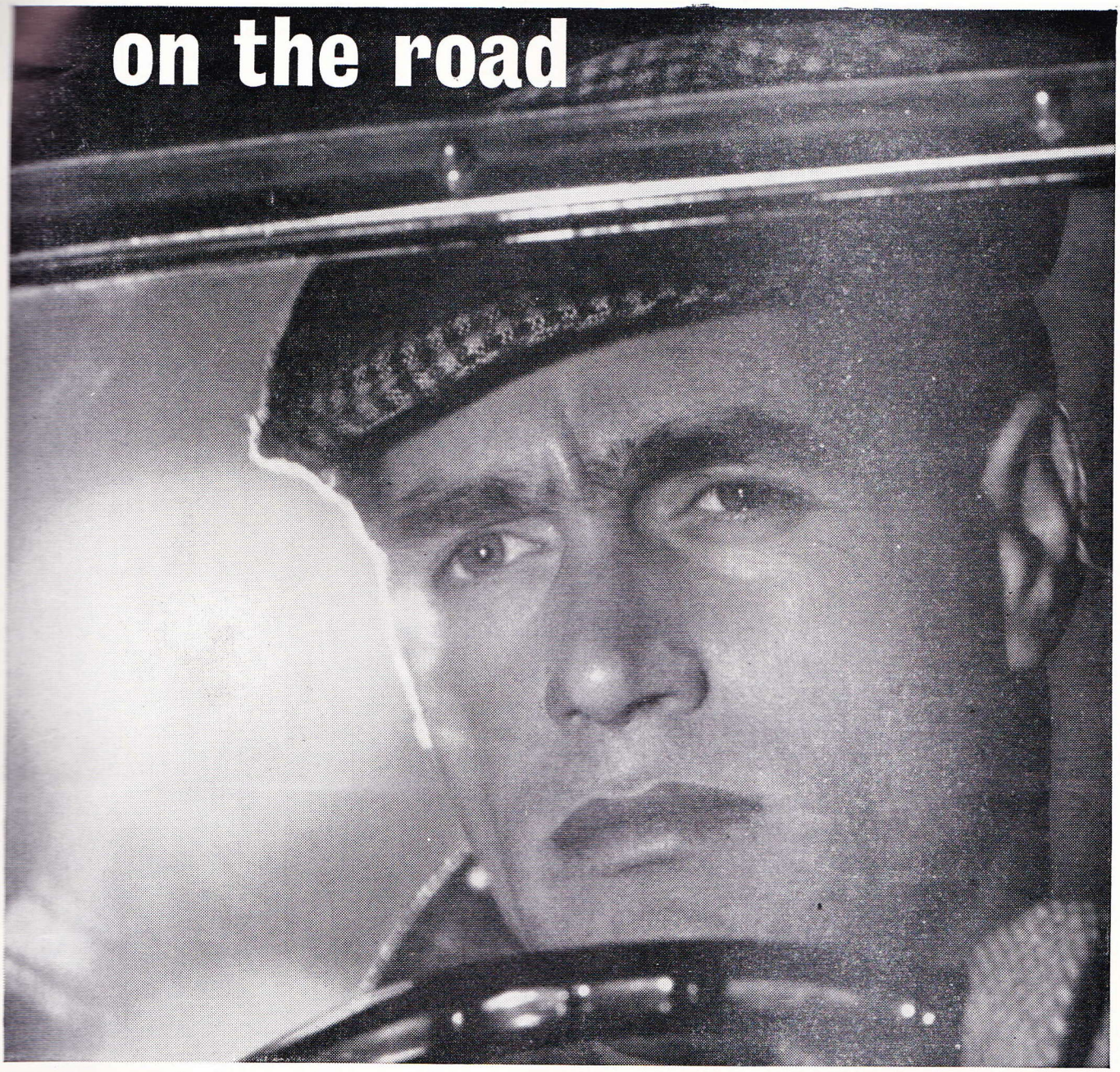
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