

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

35¢
OCTOBER 14, 1960

1/6

EVERY FRIDAY
Vol. 21 No. 16

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



IN THIS ISSUE

THE PARIS MOTOR SHOW—FULL REPORT AND PICTURES
EARLS COURT PREVIEW : THE 10th ANNIVERSARY LONDON RALLY



So this is the M.1



First time you've been on it?

Yes, looks impressive. It's so smooth yet we're doing about 80, aren't we?

87. Mind you these tyres have a lot to do with a smooth, quiet ride.

Really? What are they?

Firestone Sports Nylon. Made for M.1 type motoring. You know—high speeds, long runs—Firestone seem to have solved the heat build-up problem too. Gives me that little bit more confidence in the car—and in myself.

Those words ring a bell. Don't Firestone have a slogan that says something like that?

That's right 'Feel safer—be safer on Firestone Tyres'. Means what it says too.

See Firestone on Stand 168 at the Motor Show

Firestone

SPORTS Nylon

BE A BETTER DRIVER. You owe it to your family, you owe it to others, you owe it to yourself to **BE SAFE ON THE ROAD.**



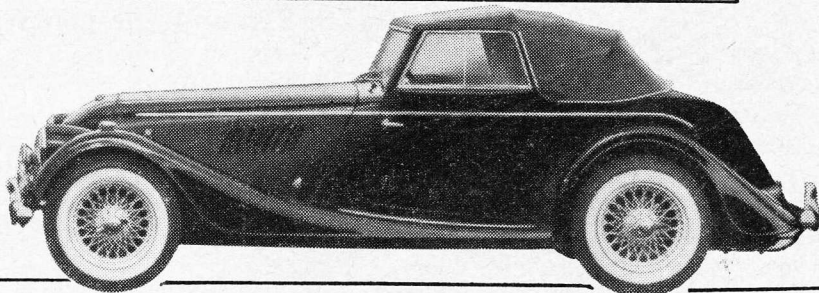
Firestone TYRES — consistently good


FIFTY YEARS OF *Morgan* MOTORING

SEE THE EXCITING MORGANS ON STAND
NO. 118 · EARLS COURT MOTOR SHOW

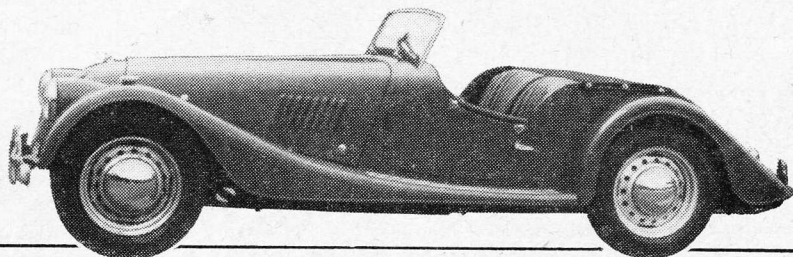
the 1961 Morgan plus four

A vivid 100 m.p.h. sports car with superb road holding to match its power. Girling Disc brakes now fitted as standard. Available as an open two-seater or four-seater and as a two-seater D/H coupe.



the 1961 Morgan four-four
Series III

Now fitted with the FORD 105E O.H.V. engine and four-speed gear box, the 'Four-Four' is a delightful sports touring car with an economical and good performance.



THE MORGAN MOTOR CO., LTD. · MALVERN LINK · WORCESTERSHIRE
 London Distributor : Messrs. **BASIL ROY LTD.**, 161 Gt. Portland Street, London, W.1
 Midland Distributor : **HUNTS (BIRMINGHAM) LTD.**, 49 Broad Street, Birmingham, 1

Rally Tops — Improve your navigation in the comfort of your Home!

Complete table-top Rallies including Map, Route Card and answers.

169N for novices (requires only a Romer).

122E for experts (requires Compasses, Protractor, Romer, etc.) **6'6** each

RALLY EQUIPMENT LTD.

**Twin
Carburettor
Conversions**

VOLKSWAGEN EXPRESS KIT
Complete, ready to bolt on
£38. 10. 0d.

FORD 105E ANGLIA
Twin S.U. Manifold complete
£27. 10. 0d.

Rally Master Kit complete, including
Carburettors, Manifold, Modified Head,
Suspension Links, etc.
£55. 10. 0d.

Rear Suspension Kit only
£8. 15. 0d.

Aids to Rallying

- Garford Romer 4' - Rally Navigation Book 4' -
- Stop Watch Holder 3'6 Blackwell Calculator Mk. I 14'6
- Halda Speed Pilot Average Speed Indicator 19 gns.
- Map Eye Navigation Light 37'6 Reids Average Speed Tables 12'6
- Protractor 6' - Pencil Clip 2'6

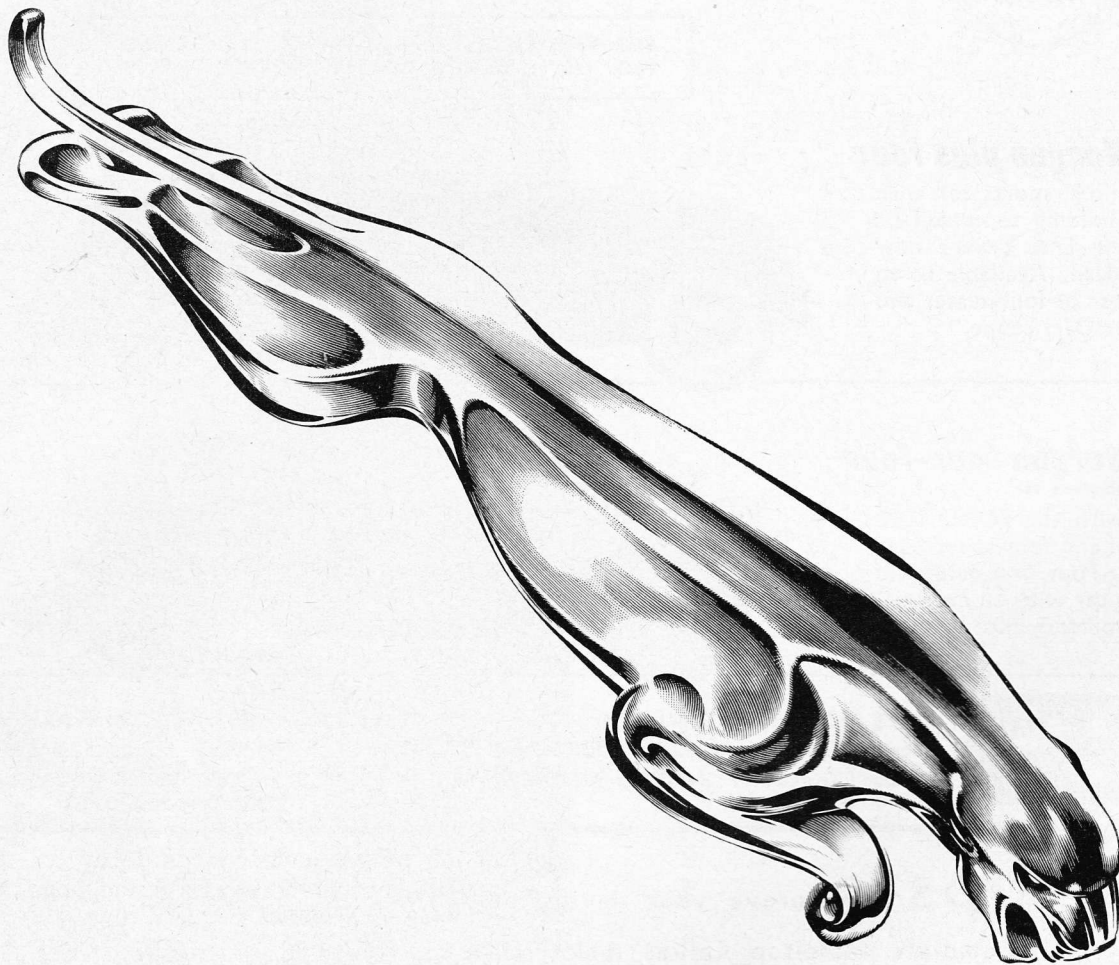
NEW ENLARGAMAP

ILLUMINATED MAP MAGNIFIER 45' -

Send 6d. stamp for detailed catalogue of all rally aids to:

RALLY EQUIPMENT LIMITED

295 Edgware Road, Colindale, N.W.9 TEL: COL 3633/3480



*A special kind of motoring which no
other car in the world can offer*

JAGUAR

Grace . . . Space . . . Pace

THE ENTIRE JAGUAR RANGE OF MARK IX, MARK 2 AND XK150 MODELS CONTINUES FOR 1961. *Optional extras available will be power-assisted steering on the 3.4 and 3.8 litre Mark 2 models and an additional range of metallic colours for all models.*

STAND 127 EARLS COURT · LONDON SHOWROOMS 88 PICCADILLY W.1.

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 21 No. 16

October 14, 1960

Managing Editor GREGOR GRANT

Assistant Editor MARTYN WATKINS

Technical Editor
JOHN V. BOLSTER

Art Editor
THEO PAGE

Northern Editor FRANCIS N. PENN

CORRESPONDENTS

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

PHOTOGRAPHIC SECTION

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

CONTENTS

	Page
Sports News	525
The Modena Grand Prix	527
Show-Time Once More—An Earls Court Preview	528
The 47th Paris Salon	530
John Bolster Discusses Safety and the Racing Driver	534
Lancs and Ches C.C. Oulton Park Race Meeting	535
Brabham Wins At Home	536
Tenth Anniversary London Rally	538
Club News	540
Correspondence	542
Swansea M.C. Llandow Sprint	544
Aintree C.C. Race Meeting	552

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

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

General Manager PETER BAYLEY

Advertisement Manager NORMAN H. BIGSBY

Annual Subscription £4 9s. 0d.

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

Direct from the Publishers or all Newsagents

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

EDITORIAL

THREAT FROM THE U.S.A.

WHICHEVER way one looks at it, the Paris Salon emphasized the growing threat to European car manufacturers from the "compacts". Taking it by and large, it was the U.S.A.'s show, for the only new and important car was Pontiac's Tempest, the unorthodox "rope-drive" and curved torque tube of which would seem to give front-engine, rear drive, a new lease of life. In addition, it is the second of General Motors' productions to appear with all-independent suspension, and, although the Chevrolet Corvair has been an outstanding success, G.M. realize that all potential purchasers are not completely sold on a rear-located, air-cooled engine—hence the Tempest. At the moment, Detroit has concentrated on "compacts" with engines which are in the medium-capacity range, but this is not to say that much smaller units are not in either the development or pre-production stages. The fact that economy, not previously a leading requirement of car-buyers, has suddenly become a leading selling-point in the U.S.A., has undoubtedly led to the remarkable demand for "compacts", which has tipped the scales in their favour over the traditional big automobile. Naturally there will always be a steady market for the large cars, but one can foresee that much higher performance from the new ranges will be quickly evolved. To put it even more strongly, the characteristics which created such a demand for European cars are now fully understood by Detroit, and the U.S.A. will not, in the future, build cars primarily for the American market, but for world-wide consumption. To combat this very real threat, European factories must turn out vehicles which, size for size, must be superior to the cars from U.S.A. With large resources all over the world, the Americans can, and probably will, produce automobiles styled and constructed to appeal to buyers in the immediate areas concerned. So far, apart from the Corvette, the sporting market has not been attacked, yet some of the new "compacts" could quite easily be built to the exacting standards required for that highly specialized and European-dominated sphere. With Italian coachbuilders taking an active interest in creating eye-attractive versions, it will not be long before concentrated efforts are made to bring steering, braking and road-holding on a par with the acknowledged European marques. This must lead eventually to organized competitions, and the tearing-up of the so-called Detroit agreement. The time for manufacturers in the Western hemisphere to worry about the future of the sporting and high-performance markets will be when American-built cars begin to win International races and rallies.

OUR COVER PICTURE

CAR OF THE SHOW in Paris was the Pontiac Tempest, a splendid example of the new engineering leadership of the Americans. The Tempest provides a front-engined, rear-wheel drive car with an independent rear end by means of a remarkable new type of prop-shaft of which the outer casing is actually bent below the floor.



BP 'Visco-static' recommended by Rolls-Royce

UNDERNEATH THE BONNET of this Silver Cloud II is the remarkable new Rolls-Royce engine. It is remarkable because it is made of aluminium. This means that, though it weighs considerably less than the conventional engine, it gives even greater power. It is a very good engine indeed.

Development work on this unit went on for over five years before the engine was introduced in September 1959. There were also extensive

road tests both in this country and on the continent.

Following these tests Rolls-Royce extended to this engine the recommendation already given to BP 'Visco-static' for all their post-war cars.

BP 'Visco-static' is an oil suitable for modern 4-stroke car engines. It is a *multi-grade* oil, ideal for use all the year round. It has been proved to give significant reduction in engine wear. It is a very good oil indeed.



**visco-static
motor oil**

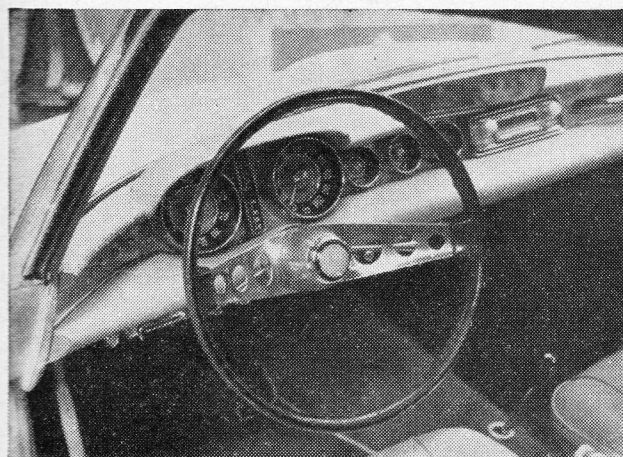
SMART fibreglass hard top from the Alexander Engineering Co. can now be had for the 1½-litre Rootes Group range of convertibles. Cost is £69 10s.

SPORTS NEWS

COOPER SENSATION AT INDIANAPOLIS

JACK BRABHAM, driving a Formula 1 Cooper-Climax, has lapped the Indianapolis circuit at 144.8 m.p.h. This is less than 5 m.p.h. below the lap record (149.6 m.p.h.) and faster than the average speed of the last Indianapolis winner (138.8 m.p.h.), a remarkable achievement when the 2½-litre Cooper is compared with specially designed Indianapolis cars with their big 4.2-litre engines and special tyres.

According to a cable received by Dick



★
CHIC: That is almost the only way to describe adequately the well-planned, efficient cockpit of the new Volvo sports car, the 1.7-litre P1800.

Jeffrey, Dunlop's Racing Division Sales Manager, from Indianapolis, the speed created a sensation there, and John Cooper, who is with the team, is very pleased with the performance.

The Cooper-Climax is fitted with normal Dunlop R5 racing tyres.

PAT MOSS and Ann Wisdom have been elected "Drivers of the Year" by the Guild of Motoring Writers.

BORG-WARNER'S annual lunch in The George V Hotel, Paris, was once again admirably arranged by Desmond Scannell.

DURING the Paris Salon, Standard-Triumph hit on the novel idea of sailing guests on the Seine in the vedette *G. Borde Frétiqny*.

THE retail price of the special sports car wallpaper produced by John Webb and Alan Foster has been reduced from 12s. 6d. (plus postage) per normal size roll to 10s. per roll, inclusive of postage.

The wallpaper, which is mushroom in colour, features a design incorporating six popular sports cars depicted in wine coloured outline. It is mainly suitable for single wall decoration of bars and studies and for motor showrooms and club houses.

The paper is obtainable by post only from John Webb Press Services, Ltd., 62 Brompton Road, London, S.W.3.

DUNLOP competitions man David Hiam became a father during the week-end when his wife, Judy, gave birth to a daughter. David, instead of pacing the floor, had been competing in the London Rally.

★
NOT OFTEN that a president opens a Motor Show, but President de Gaulle did so at the Paris Salon. Here he chats with the Hon. Geoffrey Rootes (centre), while on the left is Mr. M. F. Bannerman, director and general manager of Rootes Motors S.A., Paris.

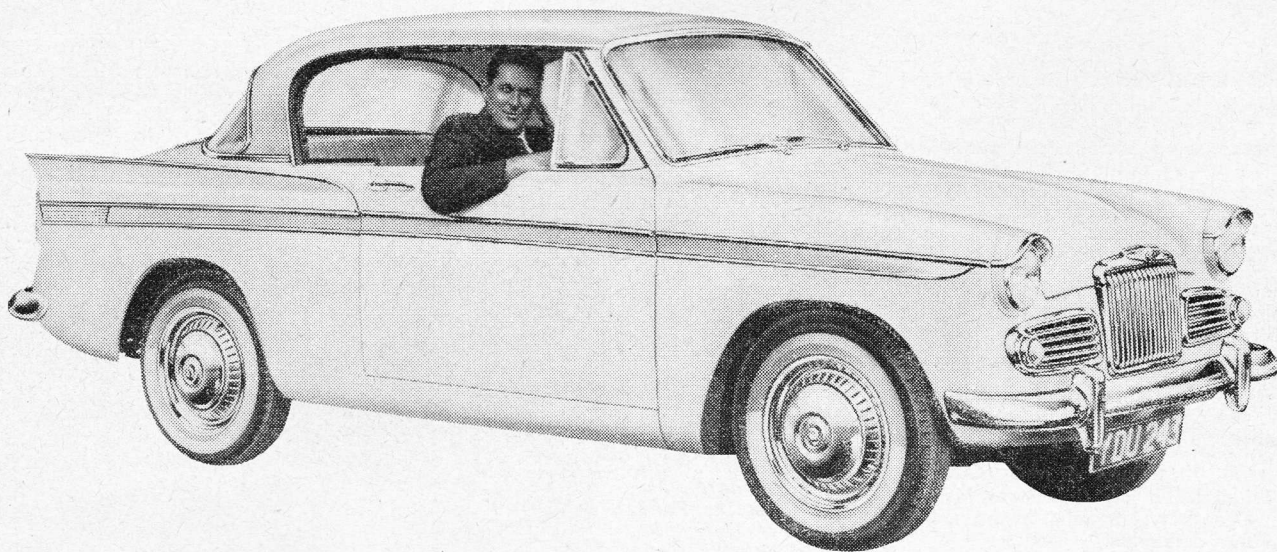


SUNBEAM RAPIER

'IT PAYS
TO
BUY
A WINNER'

SAYS **JACK BRABHAM**

WORLD CHAMPION RACING DRIVER 1959 AND 1960



'THERE'S nothing succeeds like success' says Jack Brabham. 'That's why you can have every confidence in the Rally-bred Sunbeam Rapier. I own one and it's a great car. Lively performance. Good looks. Luxurious comfort. And absolutely dependable. That terrific record of Rally achievements under the most gruelling conditions proves what a magnificent engineering job it is. A winner in every way.'

FRONT DISC BRAKES Just touch the brake pedal and let the big disc brakes bring you to a safe, sure stop.

POWERFUL ENGINE Lively sports car acceleration with the high compression engine developing 78 b.h.p.

LUXURIOUS INTERIOR Inspect the polished wood facia and magnificently styled interior: relax in soft, comfortable seats.

SALOON £695 (Plus P.T. £290 . 14 . 2).

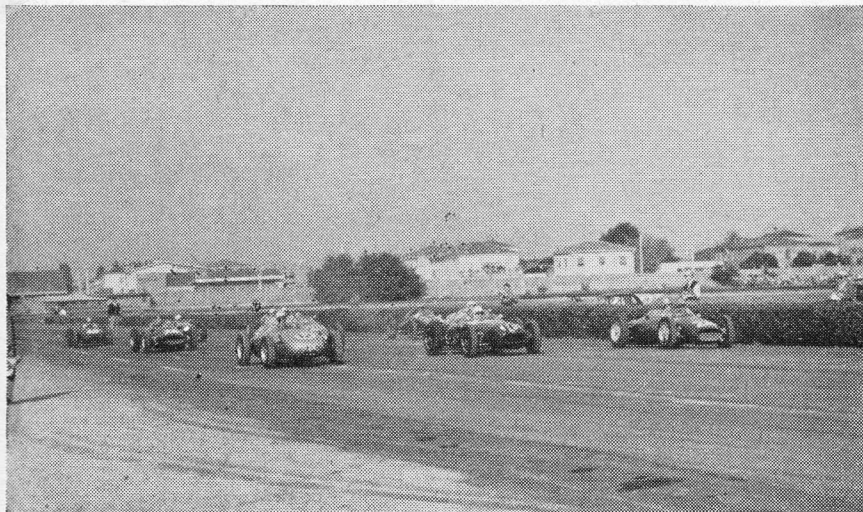
CONVERTIBLE £735 (Plus P.T. £307 . 7 . 6). Whitewall tyres, overdrive on 3rd and 4th gears, available as extras.



By Appointment
to Her Majesty The Queen
Motor Vehicle Manufacturers
Rootes Motors Limited

A product of **ROOTES MOTORS LTD**

Sunbeam-Talbot Limited, Coventry. London Showrooms and Export Div. Rootes Limited, Devonshire House, Piccadilly, London, W.1



Grand Prix of Modena

Joe Bonnier (Porsche) Wins from Ritchie Ginther (Ferrari)

THE 6th Grand Prix of Modena (run this year for Formula 2 cars) was remarkable in three ways. Firstly, it was a race, as such, and not a procession. Secondly, it was almost certainly the last time we shall see a front-engined G.P. car in action in a European G.P., and thirdly, for 11 laps the front-engined car in question, Ritchie Ginther's Ferrari, led the race and made the rear-engined machines look decidedly silly!

Scuderia Ferrari entered two cars for the race, the relatively new rear-engined one for Taffy von Trips and the now unconventional front-engined machine for Ritchie Ginther. Porsche appeared with three cars for Joe Bonnier (the eventual winner), Edgar Barth and Hans Herrmann. Stirling Moss appeared with Reg Parnell's Lotus and Reg was on hand to look after both. Scuderia Centro-Sud entered two cars, the new Lotus-Maserati and a Cooper-Maserati. The Lotus has definite possibilities it would seem but there are a few bugs to be ironed out yet. Also the Maserati engine is a very long one and it encroached into the driving department, giving poor Ian Burgess a very cramped ride. Other entries were the Lotus of Tony Marsh and the Coopers of John Campbell-Jones, Maurice Trintignant, Mario Cabral, Tim Parnell and Wolfgang Seidel and the new De Tomaso F2 car which was in the hands of one Roberto Bussinello.

The Ferrari team had been out practising a lot during the week before the race, obviously determined to win the race on their home ground. The only official practice session was on Saturday and ended with Joe Bonnier holding pole position on the grid with a time of 59.2 secs. Then came Moss (59.3), von Trips (59.4), Herrmann (60.1), Barth (60.1), Ginther (60.5) and Burgess (60.6).

The session was enlivened by two incidents. First, Bussinello left his braking

CHASING after the front-engined Ferrari is von Trips closely pursued by Joe Bonnier (the winner) and Stirling Moss (Lotus) who later retired.

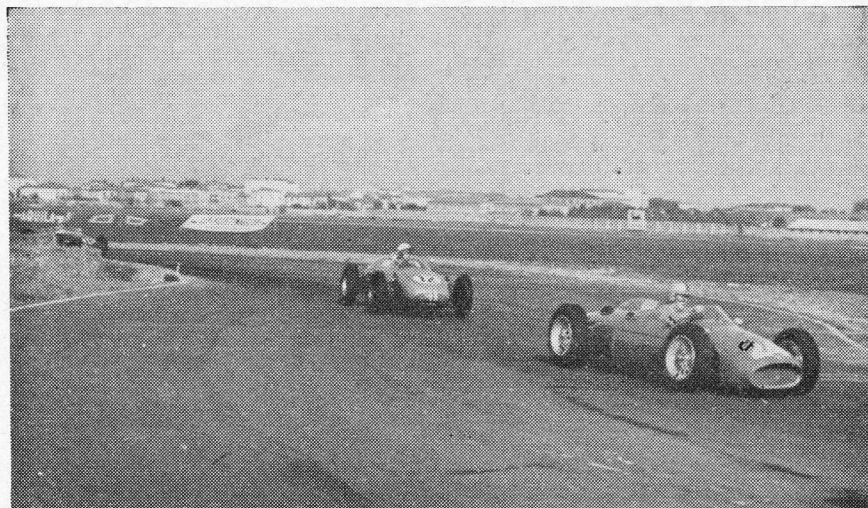
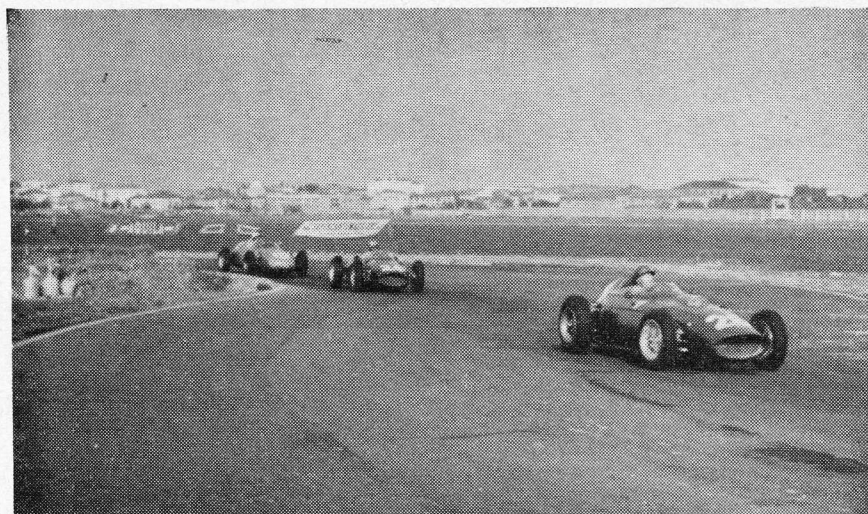
THE START: In pole position on the grid is Joe Bonnier (Porsche), next to him Stirling Moss (Lotus), and Taffy von Trips (Ferrari).

THE FRONT-ENGINED Ferrari driven by Ritchie Ginther leads the field ahead of team-mate von Trips and Joe Bonnier (Porsche).

impossibly late at the Esses, flung out every anchor in sight, spun through a hedge and collected a couple of Fiats that were parked behind same. Bussinello was unhurt but De Tomaso's pretty, new car was somewhat bent. So were the Fiats. Then Moss had the brakes fail on the Lotus as he went into the bend before the pits. He bounced over the kerb, scattering marshals all over the place, retained control of the car and drove into the pits, where it was found that a brake pipe union had broken.

Although the weather had been unsettled during the week, race-day was warm and sunny. At the drop of the flag Edgar Barth shot into the lead, followed by Bonnier, Moss, von Trips, Campbell-Jones, Ginther and Burgess. On the second lap von Trips passed Moss, and Barth dropped right back. Then—what's this? Ginther is in second place! Something is wrong somewhere, he should be way back in the field.

(Continued on page 529)





Show Time Once More

**Wide Variety
But Little New at
Earls Court Next Week**

IT is October, and for motoring enthusiasts, motor manufacturers and traders almost throughout the world October means the International Motor Show at Earls Court. As usual, the huge exhibition hall will be packed with deep-gloss cars for all purposes, of all sizes and pretty nearly all shapes—and packed with thousands of people from just about every country in the world which possesses roads on which cars can be used. And they will all be there to see the most important motor exhibition of them all.

Now, what are they going to be able to see? There is not, in 1960, going to be a great deal that is new, for many of the big manufacturers are continuing their range unchanged, or with only small modifications, for the coming year, while some factories are withholding announcements of their new models until the spring. The Russian cars which caused so much comment at last year's Show will be there again, exhibited by Messrs. Thompson and Taylor (Brooklands), Ltd., on Stand 150. This year three cars will be on display, the 2,445 c.c. Volga M21K 5/6-seater saloon, the Moskvitch 407 1,360 c.c. four-seater saloon, and the four-seater, five-door Moskvitch 423H station wagon, a new model. The 407 now has a four-speed gearbox, and costs a total of £759 0s. 10d., a price which includes a great many items normally listed as extras.

Stand 152, also a Thompson and Taylor outfit, will display the Alfa Romeos, and here the Alfa Giulietta Zagato Speciale, which has had such a successful competition season, will be making its first appearance in the United Kingdom. A total of five cars will be on show, the others being the Giulietta Sprint coupé, the Veloce, and Spyder and the 2000 Spyder, to all of which minor improvements have been made since last year.

The Swedish SAAB is now being produced in the United Kingdom for the first time, and on Stand 152 the British motorist can get acquainted with right-hand drive versions of the SAAB 96, the 4/5-seater saloon which took the first three places and the team prize in the Rally of the Thousand Lakes, and the bigger 5/7-seater SAAB 95 station wagon. Both cars are powered by the lively 841 c.c., three-cylinder, two-stroke engine and have front-wheel drive.

The Bertone-styled NSU Sport Prinz makes its first Earls Court appearance on Stand 145, where this remarkable and attractive 583 c.c. twin-cylinder G.T. car, with a maximum speed in excess of 80 m.p.h., will form the centre-piece of the display along with examples of the normal Prinz saloon. On the Aston Martin stand, No. 129, two "normal" DB4 models and the extremely high-performance DB4 G.T. will be displayed, while, since we are talking about high-

performance cars, the Jaguar range consisting of the Mark IX, the Mark 2 series and the XK 150 models will continue, with the new feature of power-assisted steering now available on all Mark 2 models.

New from the British Motor Corporation will be the Morris Mini Traveller based on the resoundingly successful Mini-Minor, while in the same field are the new Farina-styled 1½-litre range of Travellers. The existing Mini-Minor range continues with enormously improved interior trim, together with redesigned window catches, while the Minor 1000 range, the Rileys, Wolseleys and Austins will all be there with many minor improvements and modifications. On Stand 139 will be the full Rover range, comprising a 3-litre, a "100" and an "80". Centrepiece will be a 3-litre with clear perspex doors and mounted on a raised plinth, in front of which will be a sectioned working engine unit. Nearby, on Stand 130, are the Vauxhalls, including cars fitted with the new fully automatic Hydramatic transmission recently announced for the six-cylinder Velox and Cresta.

The Daimler range continues unchanged for 1961, consisting of the V-8, 2½-litre SP.250 sports car and the Majestic and Majestic Major saloons. Examples of all three will be on show. From Bristols there will be two examples of the 406 saloon, which made its début

STAND No. 59 on the ground floor will be AUTOSPORT'S headquarters from 19th-29th October, where members of our staff will be on duty throughout the Show. 750 M.C. officials will also be at the Stand.

in 1958 and was the first of the Bristols to have a power unit in excess of 2 litres.

From abroad comes the full range of Fiat cars, including four which will be seen by the British public for the first time: these are the 600D, a development of the popular 600 (which continues to be available) and has a 767 c.c. engine as well as other more minor changes. Then there is the 500 Giardiniera, one of those little cars into which you can cram an amazing amount of luggage and people in comfort, and which has its 499 c.c. air-cooled twin-cylinder in line engine mounted on its side under the rear luggage compartment. Third newcomer to the range is the 500D sun-roof saloon, which has the large engine of the Giardiniera, this time, however, mounted more normally, while the new car No. 4 is a sliding-roof version of the six-cylinder 2100. The Auto Union exhibits will be on Stand 143, and will include a DKW Junior, the 1000S Coupé de luxe, the 1000S four-door saloon and the 1000SP sports coupé, the Junior being available for the first time with right-hand drive. Panhard, makers of the amazing front-wheel drive, air-cooled twin-cylinder six-seater saloon, will be exhibiting three cars, and are continuing with the PL.17 model introduced last year. The price has now been reduced to a total, including tax, of £897 17s. 6d.

Continuing this Continental galaxy,



Citroëns remain unchanged. A new type of safety harness has now been fitted to these cars, and the display will include a DS19 on a revolving turntable, a Bijou, Safari, and the ID saloon. Prices of these cars also remain unchanged, ranging from a total of £695 5s. 10d. for the Bijou to £1,854 2s. 6d. for the Safari. On Stand 111 Renault, Ltd., will be showing the Dauphine, Dauphine-Gordini and the Floride, all of which have undergone slight improvements and modifications since last they came to Earls Court.

This, of course, is but a small part of the tremendous number of cars from all over Europe and from the other side of the Atlantic as well which are to be on show from the 19th-29th October. As usual, AUTOSPORT will be represented with its own stand, where we shall, as ever, be delighted to welcome readers, and once again members of the Seventy-Five M.C. will be on duty at our stand (No. 59 on the ground floor) to help with enthusiasts' problems and to welcome members, or prospective members!

MARTYN WATKINS.

Grand Prix of Modena—continued

But no, the heavy out-dated Ferrari was going like a bomb and Ritchie was driving superbly.

Positions remained unchanged for the next five laps and then suddenly the Californian was in the lead! The front-engined Ferrari, seemingly realizing that this was probably its swan-song, forged ahead of the Porsche to the sympathetic roar of the crowd. Then von Trips passed Bonnier also, and Moss was only 50 yards behind. Then, on lap 20, he passed the German car and went after the Ferraris. The next lap, however, he pulled into the pits and retired with a broken tappet, and two laps later Ginther braked early at the end of the back straight and let von Trips through into the lead.

For the next 24 laps the leading cars maintained positions, the order being von Trips, Ginther, Bonnier and Herrmann. Then Bonnier began his attack, passed Ginther and went after von Trips, beginning the battle for the lead that was to last until the last eight laps of the 100-lap race.

On lap 60 he took the lead, only to be repassed immediately by the Ferrari. And so it went on, the lead changing every two or three laps. At the end of the back straight von Trips would take a tighter line through the corner and pass Bonnier on the inside only to be repassed on acceleration out of the bend. Then it would be the other way around. The spectators loved it and paid no attention to any other cars.

Then, eight laps from the end, von Trips suddenly slowed, and Bonnier had

the race in his pocket. Ritchie Ginther, who had been lapping almost as fast as the leaders, although some way behind, caught and passed the rear-engined car on the 97th lap and brought the obsolescent Ferrari home to a well-deserved second place after a truly wonderful drive.

Bonnier and von Trips received a great ovation from the crowd, and rightly so. They had driven a very fine race and given the spectators their money's worth (this being to the tune of 5,000 lire for a grandstand seat!).

It had been a truly wonderful race, and if this is any indication of the sort of racing we are to see in 1961, then we shall have no cause to grumble at the new formula.

CHRIS NIXON.

Results

1. Joe Bonnier (Porsche), 140.902 k.p.h.
 2. Ritchie Ginther (Ferrari)
 3. Taffy von Trips (Ferrari)
 4. Hans Herrmann (Porsche)
 5. Edgar Barth (Porsche)
 6. Maurice Trintignant (Cooper)
 7. Tony Marsh (Lotus)
 8. Mario Cabral (Cooper).
- Fastest lap: Bonnier, 59 s. (144.365 k.p.h.).

MODENA MUSINGS

Ferrari have quite a problem on their hands now. Should they retain the front-engine design for next year or continue to develop the rear-engined car? . . . Cliff Allison turned up a few days before the race, now back to full strength. It is really good to see him back. He was far more badly hurt at Monaco than most people realize. He will not be driving Ferraris next season, however. Enzo Ferrari told him that he

would only be entering two and maybe three cars in the 1961 G.P.s, and so Cliff returned to England the day after the race. He won't go short of drives next year though. He has already had four offers from various teams. . . . Taffy von Trips is trying to decide whether to drive for Ferrari or Porsche next year. . . . Scuderia Centro Sud gave a very pleasant cocktail party at their superb headquarters just outside the Modena Autodrome the night before the race. A certain famous British driver was heard trying to persuade Husche von Hanstein to install a Porsche engine in a Lotus chassis. . . . At the moment it seems doubtful whether Ferrari will go to Riverside for the American G.P.

JACK LEWIS WINS AT MONTLHERY

IN terrible weather conditions on a very slippery track, Jack Lewis (Cooper-Climax) won the International F2 race for the 16th Coupe de Salon at Montlhéry on Sunday. He averaged 69.04 m.p.h. Into second place came Lucien Bianchi (Cooper-Climax) and third, four laps behind, was R. J. Utley (Lotus). Six laps behind came Dick Gibson (Cooper-Climax) driving his first race since his serious accident many months ago.

Gerard Laureau (Cooper) was injured when his car overturned during practice. He is the well-known Le Mans Panhard driver.

The national FJ race was won by Dussault (Ferry Renault) at 58.17 m.p.h. and the Grand Touring race went to Schwartz (Porsche Carrera) at 67.80 m.p.h. while Allen (Lotus Elite) was fourth and won the 1,300 c.c. class.

SHOW ATMOSPHERE surrounds the new D.B. Panhard coupé, which, while it must be one of the finest examples of fibreglass construction, is very expensive.

is to keep only the engine in front and to assemble the transmission aggregate with the independent rear end.

Thus, a suspension improvement is allied with better weight distribution, but the General Motors engineers have gone much further than this. They have invented a new kind of propeller shaft which can be bent round a corner. The power is transmitted through what, loosely, one might liken to a Bowden cable, and the outer casing is actually bowed beneath the car, the flexible inner shaft following its curvature. This permits a low floor level with only a shallow shaft tunnel. When an automatic transmission is specified, the shaft is attached directly to the flywheel, but there is a normal clutch for the hand-

The 47th Paris Salon

First Show of the Autumn Demonstrates American Skill

THE 47th Paris Salon brings home to us forcibly the new engineering leadership of the Americans. During the present prosperity it is fashionable in Europe to belittle the U.S.A. as a decadent giant about to suffer its decline and fall. The cars shown at the Salon certainly give the lie to any such ideas.

Once upon a time the American car was a medium-sized machine of sensible and practical design. For tough work on undeveloped terrain it was unsurpassed, and it sold in its millions all over the world. More recently the cars from across the Atlantic have become vast, impractical and vulgarly over-decorated, so that not only have they been the slowest method of getting from point A to point B but they have reduced Detroit's exports to a mere trickle. Indeed, many Americans have shown their good taste by importing the better European products.

Now, an astonishing change has taken place. The U.S.A. has produced the so-called "compact" cars, and not only has the foreign car lost its foothold but

Detroit has started to sell to Europe again—a new, prosperous Europe which can afford to shop around for the best. The Paris Salon, instead of being a shop window for the French industry, has be-

By JOHN BOLSTER

Photography by George Phillips

come an exciting display of the new American novelties.

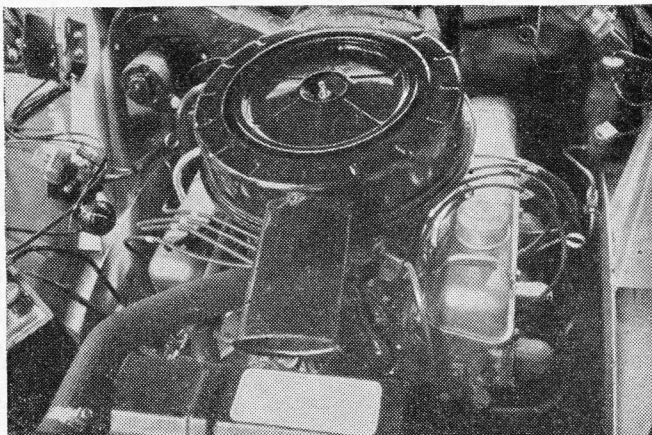
Nobody would deny that the "car of the show" is the Pontiac Tempest. It has for some time been known that the American cars of the near future will not have a back axle among them. We already have the Chevrolet Corvair, which is like a big Volkswagen, but the Tempest is the first real example of the new American trend. For some reason, the Americans are not particularly enamoured of front drive but they do like the front engine. This has resulted in nose-heavy cars which will spin to a standstill after the first snowfall. The solution, as exemplified by the Tempest,

change model, though the gearbox is at the rear.

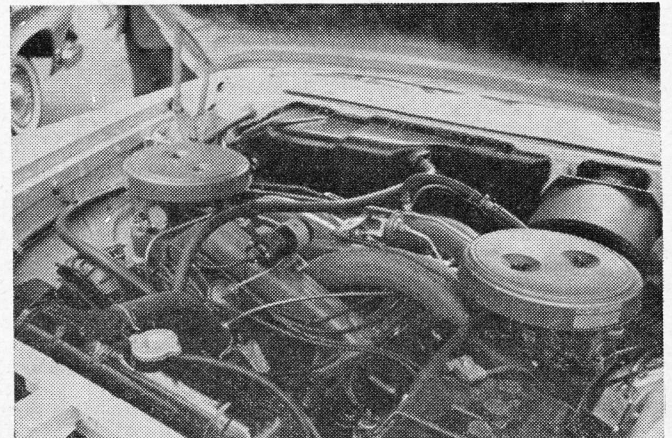
Another advantage of the new shaft is its torsional flexibility. This has permitted General Motors to use by far the largest four-cylinder engine at present found in a car, and the uneven torque is ironed right out until the big "four" runs like an "eight". It is inclined at 45 deg., as is the current fashion, and so the 3.2-litre unit may be covered by a delightfully low bonnet.

Of approximately similar size, but with eight cylinders, the new light-alloy engine of the Buick "Special" deserves close study. It is an orthodox Vee 8 of which the aluminium castings are a joy to behold. The original idea was to use aluminium cylinder bores, and these have in fact been so far developed that they may soon be ready for the public. At present, the "Special" has cast-in liners, which can be rebored a number of times before the block must be replaced.

The Chrysler 300 has the vast ram-induction system that formed the



ALL-ALLOY engine of the Buick Special is an orthodox Vee 8, but the castings are a joy to behold, and the engine merits close study.

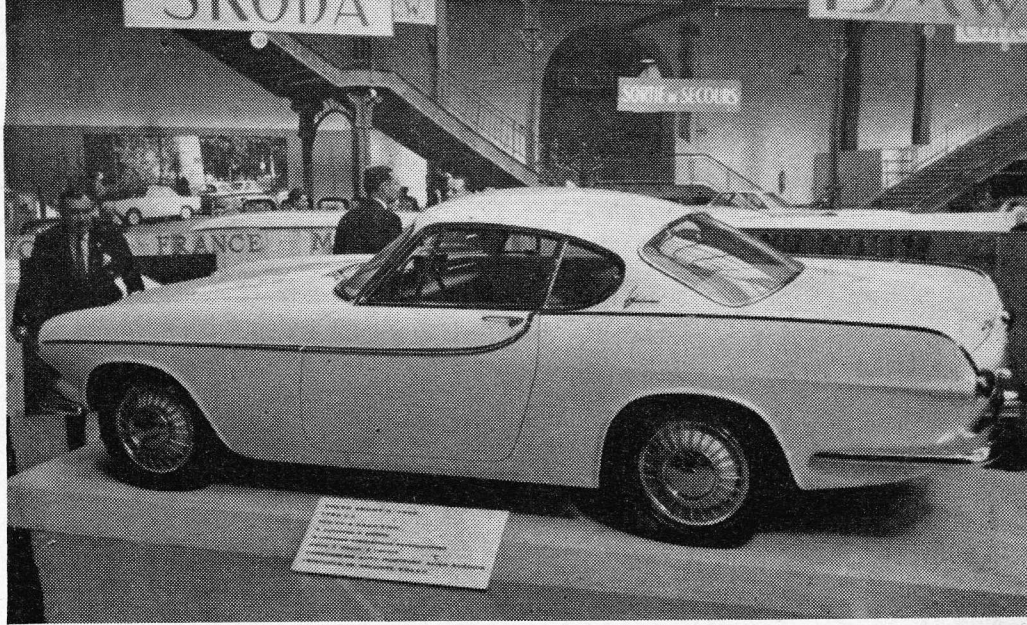


FEATURE of the Chrysler 300's power unit is the vast ram-induction system, discussed by Bolster earlier this year in a technical article.

EXCITING is the new P1800 sports car from the Volvo company. Over 100 b.h.p. is claimed for the 1,780 c.c. power unit, which has five main bearings.

basis of one of my technical articles. A Corvair appears with a Pinfarina sports coupé body, but though this car is low and effective, it perhaps lacks the superb artistry of this master's greatest works. The Imperial has the first exposed headlamps that we have seen for a long time, mounted in pairs in little alcoves.

By far the most important development on this side of the Atlantic is the new five-bearing engine for Simcas. The cast crankshaft has so many advantages, especially as regards cost and wear, that it is becoming all but universal. Yet, it is less elastic than a forged shaft. This weakness has been overcome by using short-throw cranks, but the trend away from over-square engines prohibits the employment of this expedient. The answer is to support the shaft on as many bearings as possible, and the Simca is the first cheap small car to embrace five bearings for four throws.



BELOW: One of the several technically advanced American cars is the Buick Special, and in appearance this has a clean line that is quite attractive.

Renault improvement is a carburetter with a separate float chamber to avoid difficult starting when the engine is very hot. The 4 CV Renault (750 c.c.) is now 12 years old and can be had with simplified equipment for £331.

Immensely attractive is the drophead version of the DS19 Citroën. The hood disappears completely and this must be rated as an exceptionally good looking car. The Vedette, Simca's side-valve Vee 8, has had the number of its models reduced, the Beaulieu having been dropped. The little Vespa has acquired a four-speed gearbox, and Facel Vega's Facellia is now in full production.

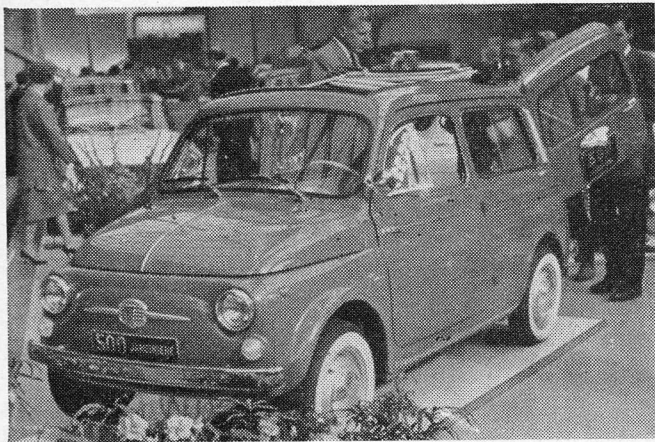
Of delightful appearance and superb finish, the new D.B. Panhard Le Mans coupé must be one of the finest examples of fibreglass construction extant. The price, however, is very steep for a small car, being three times that of a Dauphine for example. The Peugeot 404 is shown in "chassis" form, and one can study the helical spring suspension and Panhard rod of the worm-drive rear axle, or the new engine which is inclined at 45 deg. and has, of course, the Peugeot patent clutch for the fan, which Ferrari use under licence.

The Italians are well represented. Ferrari show the new 2 plus 2 four-seater saloon on the 250 GT. The white open two-seater makes one realize how wonderful it must be to be rich! The Maserati GT 3500 has three twin-choke

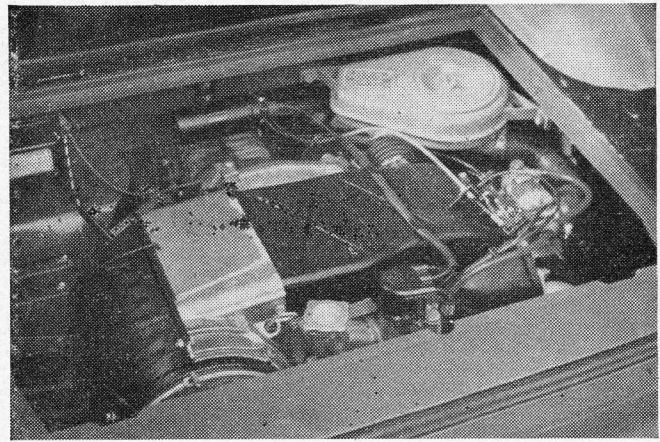


It can be forecast as certain that all small "fours" in the future will follow the Simca lead. It is rumoured that Renault have a five-bearing unit ready, influenced no doubt by their close association with Alfa Romeo. The new

Renault model this year is the Ondine, a super-de-luxe version of the Dauphine, with four speeds, adjustable seat backs and Floride-type equipment and finish. The increase in price over the Dauphine is a mere £42 10s. in France. A recent



NEW from Fiat is the compact little Jardiniere, based on the popular 500 and with the increased capacity of a station wagon.



POWER UNIT of the Jardiniere has to be looked for, and one eventually finds it under the floor where, nevertheless, it is still accessible for maintenance purposes.

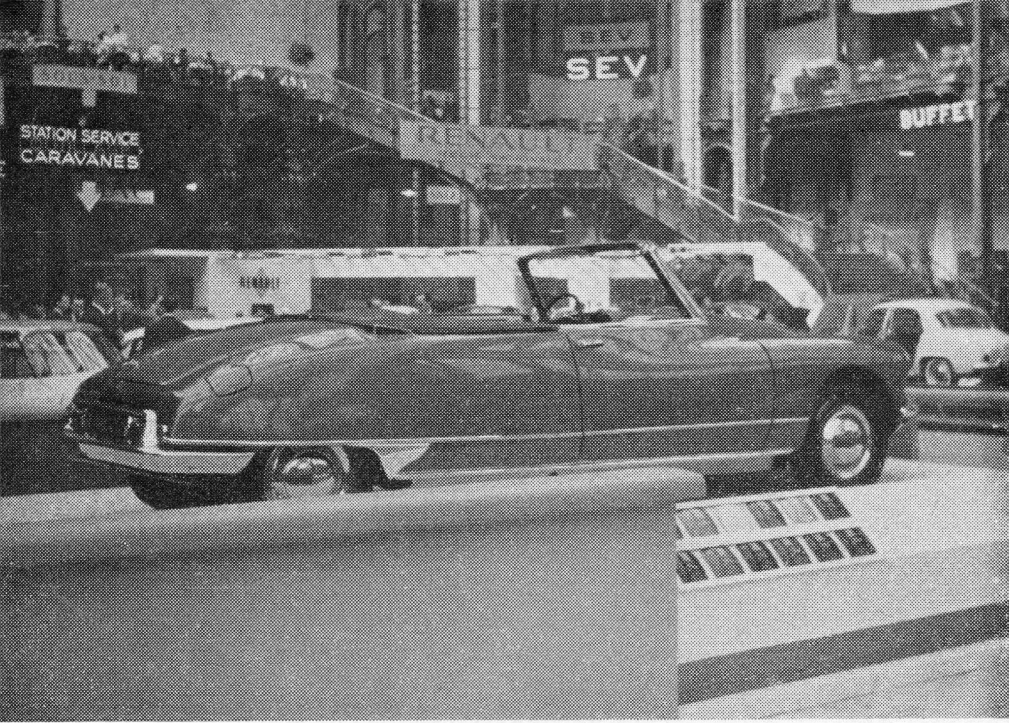
EXCEPTIONALLY ATTRACTIVE is the drophead version of the Citroën DS19, a very handsome car on which the hood disappears completely when in the lowered position, leaving a clean, unhurried line.

cylinder Fiat 2100, develops 135 b.h.p. with three twin-choke Weber carburettors. There is also a 1,000 c.c. engine which is available for the smaller cars. Disc brakes are now standardized on these very fast machines, by Girling on the small models and Dunlop for the 2200. The Autobianchi is a de luxe derivative of the smallest Fiat, with a very pretty drophead body. It is disappointing that Lancia do not show the flat-four 1½-litre front-wheel-drive Flavia, but this car is to be unveiled at Turin next month.

German cars are well to the fore and the Mercedes range is impressively displayed. The rumoured Vee 8 luxury car is not, however, with us. The N.S.U. Sport-Prinz now develops 34 b.h.p. from its air-cooled twin-cylinder engine, which must give it some very real performance. Another twin, the BMW 700, has had a brilliant rally season with many successes, and the name "Isard" hides the identity of our old friend the Goggomobil. The Lloyd Arabella is almost unknown in England, but it is a nice little front-wheel-driven saloon with a flat-four engine, water-cooled in this case. If the appearance of the Porsche begins to date, the performance certainly does not. The VW chassis is very well presented, the new all-synchromesh gearbox being sectioned. In this show, there is rather a shortage of stripped chassis.

The very exciting Volvo Sport 1800 is seen, and 100 b.h.p. is claimed for the 1,780 c.c. engine, which has five main bearings. The belt-drive transmission of the D.A.F. is shown, though one might expect that the makers would prefer to keep it hidden.

There is no point in describing the British exhibits too carefully, for we shall be dealing with them at Earls Court. The station wagon version of the B.M.C. baby makes its first show appearance. As I had thoroughly enjoyed driving to Paris in this new model, I was able to confirm that Alec Issigonis has produced another winner. B.M.C.

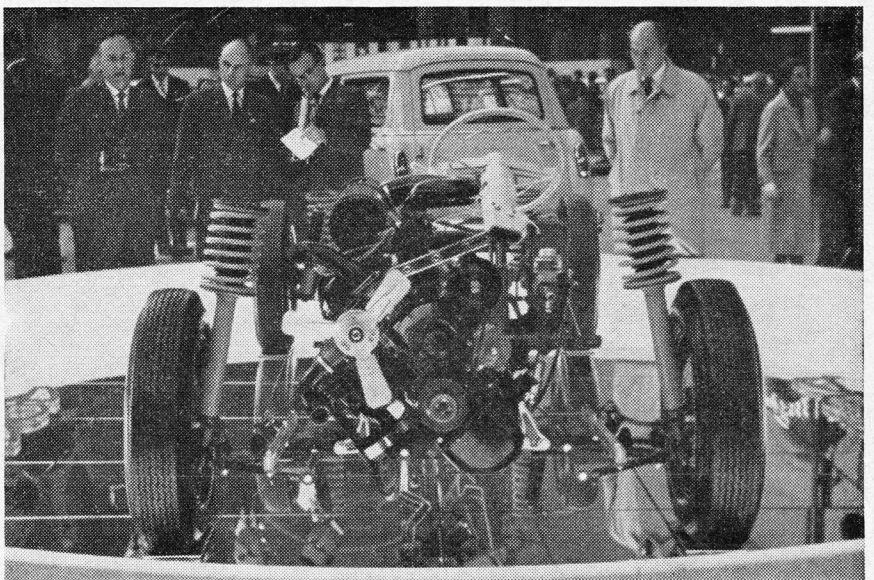


Weber carburettors and is shown as an attractive coupé by Touring and a fiery red open Vignale two-seater. The whole Alfa Romeo range is shown, of which the Bertone Sprint Speciale, with very raked screen, is the most spectacular.

The most important Italian development is the new Fiat 600D engine. With dimensions of 62 mm. x 63.5 mm. (767 c.c.), it develops 29 b.h.p. (32 s.a.e.) which will render the small car a pretty spritely performer. The downdraught Weber carburettor has a cast-in induction manifold as part of the light-alloy cross-flow head, but the nicely proportioned four-branch exhaust manifold is detachable.

The Abarth 2200, which is Carlo Abarth's version of the excellent six-

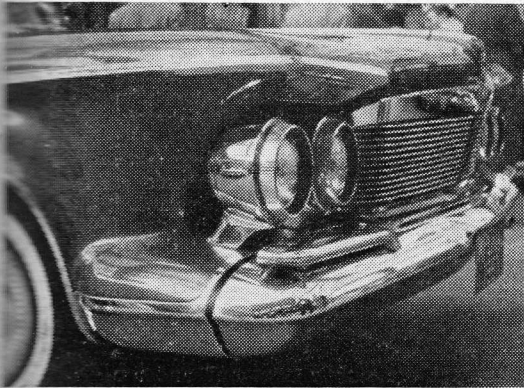
ABOVE: Pinin Farina (left) discusses his very beautiful version of the American compact, the rear-engined Corvair. RIGHT: The Peugeot 404 is shown in chassis form, making readily apparent the engine, inclined at an angle of 45 degrees and fitted with the Peugeot patent clutch. At the back the helical spring suspension and Panhard rod are visible.



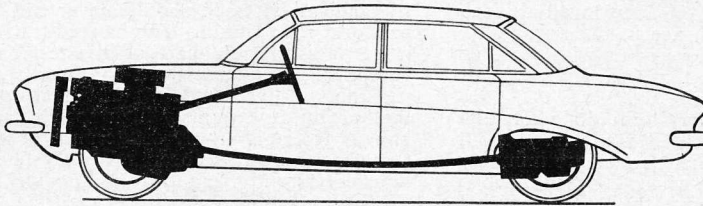
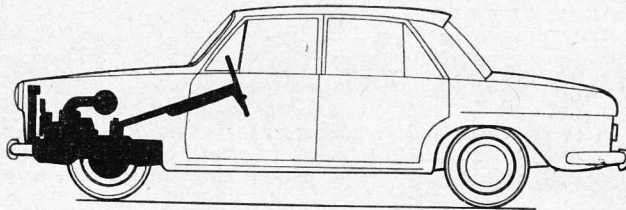
NOW in full production (right) is the Facellia. BELOW (right): Theo Page detail drawings of the Lancia Flavia and (lower) the Pontiac Tempest.

also present the 3-litre Princess, a de luxe version of the six-cylinder model with a division for chauffeur-driven occasions. The only chauffeur-driven car with real room in the back, however, is the Rolls-Royce Phantom V.

The Mark II Jaguar appears with its new power steering, and the Sunbeam Alpine looks really elegant, the sectioned engine having an excellent show finish. The Lotus Elite looks rather dull and needs some spit and polish for a great international exhibition. Quite rightly,



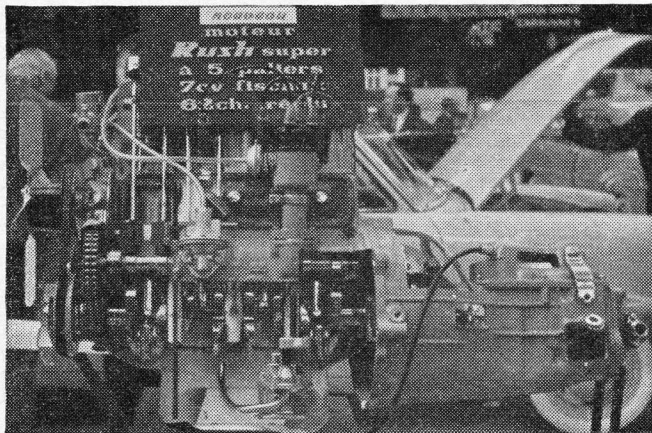
TOP: Unusual are the separate headlights on the Chrysler Imperial.
ABOVE: The Loewy Lancia—no comment!



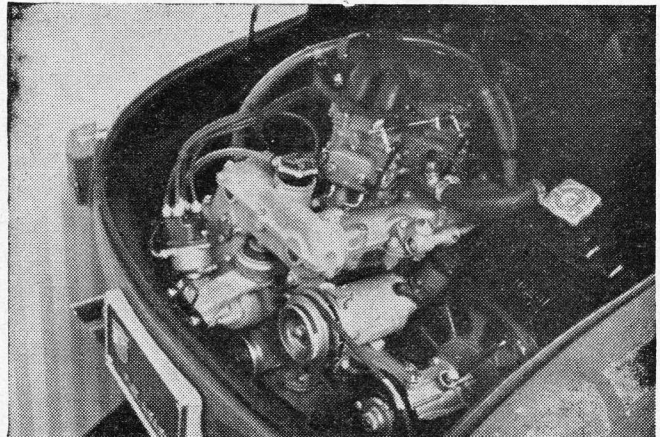
Austin-Healey are making much of the Liège-Rome-Liège victory, and Jaguar show the actual Tour de France car. A cut-in-halves Triumph Herald shows the working parts of this cleverly designed car. The A.C. is exhibited in both its basic forms, the four-seater saloon having now become a very pretty car by virtue of a few slight alterations. The Aston Martins look really potent, though one feels that the lines are a little marred by the rather large air scoops on the bonnet tops.

It would be idle to pretend that the Paris Salon is full of excitement this year, for I have never seen fewer novelties at the French show, apart from the dramatic American developments.

As always, however, there is something really hideous, and in this case it is a poor, inoffensive Lancia Flaminia which has been forced to carry a body designed by Raymond Loewy. Apart from being ugly and impractical, it does seem a waste of a particularly good car.



REMARKABLE five-bearing crankshaft Rush engine, of which a Theo Page drawing will be published next week.



ABARTH EXCELLENCE is seen in this neat but powerful engine developed by Carlo Abarth for use in the smaller cars.

ONLY a few years ago the motor racing public had little protection, and they relied on the skill of the drivers to keep their cars out of the enclosures. I have driven in races—not in England I hasten to add—where the road was literally lined with unprotected spectators and a trivial miscalculation must have led to a major tragedy. In this country we have always realized our responsibility towards the spectators, and such accidents as have happened could be blamed simply on lack of experience. We now know exactly what defences are necessary to arrest the flight of a car which has become an unguided missile, and if we still write "Motor Racing is Dangerous" on the tickets, we do know that nowadays the spectators are virtually immune from danger.

This is a very great achievement. The antics of a rogue motor car are difficult to foresee, but it is literally true that the experts can decide what safety precau-

comfortably placed behind the safety barriers, but such people are too contemptible to be worth consideration.

Having established the right of the driver to do everything within reason to ensure his return to his wife and family after the race, let us consider the ultra-fast circuit. There has been a rather childish tendency to modify circuits to make them faster and faster, and it has gone too far. This is not for the benefit of the spectators, for the slower and more tortuous courses always give them better value. It is simply so that the promoters can advertise fantastic lap speeds.

Most of us, from a driving point of view, prefer a fairly fast circuit, and very slow corners are certainly tedious. Yet, to attain these immense speeds on fairly narrow roads is surely to fly in the face of providence. The penalty for the most minute misjudgment is so very grave, whereas at lower speeds the man who "over-cooks it" can walk away to

justifiably annoyed. "I'm a better driver than that old fool ever was," he would think, which is perfectly true. Nevertheless, one has, over the years, made hardly any mistakes in this respect.

Would it be possible to have a board of observers, with absolutely no powers, who could tactfully whisper in the driver's ear? Frankly, I'm not sure that it would work, because nobody ever thinks that he is a dangerous driver. For that matter, the things that he is doing would be child's play to Fangio, but our hypothetical driver is very good while not being an all-time great. As it is, one sits back, says nothing, and feels an overwhelming sense of guilt when the bad accident happens.

The standard of driving today is higher than ever before. The handling characteristics of the modern car allow the best conductors to take corners at speeds which would have been incredible 10 years ago. Yet there have been accidents caused by mechanical breakages, and some disquiet has been felt as a result. If a dangerous failure takes place in a race, there should be a court of enquiry whether an accident is caused or not. Its findings should be made public, for this is something that should never be hushed up. If a car is too lightly built, we want to know what steps are being taken to redesign it before it races again. Engine and transmission failures are all in the game, but chassis breakages are simply "not on" and are the most unfair hazard to which the driver can be subjected.

Once upon a time, the problem of spectator safety appeared likely to bring motor racing to an end. This will always be, to some extent, a dangerous sport for the driver, but I am convinced that the safety factor can be improved. We now have almost 100 per cent. spectator safety, and this should encourage us to work even harder on the problem as it affects the racing driver himself.

JOHN BOLSTER DISCUSSES

Safety and the Racing Driver

tions are desirable on every corner and straight of a circuit, and it isn't just guesswork either. Having assured the safety of the spectators, it is now necessary to delve very deeply into the tragic loss of some of our best-loved drivers. These young men accept the risks gaily, but it is up to those of us with years of experience to see that their lives are not thrown away needlessly.

A great deal has been done already. The flag marshals, who may hold drivers' lives in their hands, are infinitely better now than when I was an active "dicer"; furthermore, the British marshal is head and shoulders above his Continental counterpart. The modern scrutineer is such an expert that he can foresee dangerous failures or leakage of oil. There has been a real all-round improvement, and those responsible deserve our heartfelt thanks.

Yet serious accidents continue and I am sure that they can be reduced. I am aware that what I am going to say may to some extent oppose what has previously been written in this and other journals, but the Editor allows me to state my own opinions, which have been formed as the result of much practical experience and, let's face it, many sleepless nights of pondering on the loss of close friends.

The first essential to realize is that, in certain countries, circuits may exist which are dangerous to the driver. Now there is no reason whatever why a driver should not "scratch" if he feels—either before or during practice—that undue risks are necessary to lap a course at racing speed. Freddie Dixon, the toughest driver I have ever known, always reserved the right to withdraw if he was unhappy about the conditions, and he earnestly advised young drivers to do the same.

I am afraid that nowadays some drivers start in certain races with very real misgivings, which is all wrong. If ever the drivers, either individually or in a body, decide that the danger is too great, they should ask for changes to be made or withdraw, and be applauded for having the courage to do so. Criticism may come from men who are

race another day. Motor racing is a contest of speed, but it is dangerous, at the present stage of the art, to go too far in that direction.

It is necessary, it appears, to explain why a banked track should never form part of a road circuit. The banked track is an indispensable part of the tester's equipment, and I use them continuously for this purpose myself. Yet I insist that racing at extremely high speeds on banked tracks is utterly dangerous. It is true that there have been relatively few disasters recently, but this is pure luck. The point is that everything is all right when it is all right, but there is literally no "dicing margin".

This means that a little oil on the track may destroy the whole field. When a car dropped oil at Monza, three of the world's greatest drivers were killed outright. Campari, Borzacchini, and Count Czaykowski had vast track racing experience between them, but even their great skill was not enough. It has always been recognized that track racing in the rain is impossible, and Brooklands meetings were always postponed for wet weather. An attempt to run the 500 Miles Race in the rain resulted in everybody having to tour till the rain stopped. The same practice has been adopted in America.

I have "lost" a car on the banking through foolishly trying to continue at speed during the rain, and I only survived by sheer chance. Under similar conditions, I have seen a friend go over the top and be dashed to pieces. Let's face the fact that if we are going to race in the rain, banked tracks are out, and that as our sport is supposed to be road racing, such artificial circuits can have no part in it.

There remains the problem of the driver who is certainly going to "buy it". He may be relatively new at the game, or may be quite an experienced man who suddenly seems to hit his form. The point is that, by some curious telepathy, one can sense that the chap is on the ragged edge, though there is nothing one can put into words. If I were to approach such a driver and advise him to take it easy, he would be

M.G.C.C. NORTHERN RALLY

A 250-MILE night navigation rally decided by only 2.4 seconds! That was the M.G. Car Club's "Northern Rally" held on 30th September/1st October jointly by the North Western Centre, the Scottish Centre, and the North Eastern Centre, whose turn it was this year to promote the event.

The rally consisted of a simple run from starting points at Leeds, Bury and Moffat to a common meeting point at Brough and then a 200-mile route through the Yorkshire Dales and Hambleton Hills to the finish at Harrogate and then a set of driving tests at Harrogate after breakfast.

At breakfast it was learnt that two crews had finished with the loss of only one minute—Bobby Parkes in his 3.8 Jaguar and Mike Pickersgill in his M.G.A 1600 coupé, assisted by respective navigators Vic Elford and Mike Kempley.

The result depended on the tests, which everyone thought would favour the sports car.

But Bobby Parkes put on a simply wonderful copybook display of big car handling and never put a wheel wrong to record 94 seconds aggregate for the three tests. Pickersgill tried his hardest, but the best he could do was 96.4 seconds, giving the Jubilee Trophy for the best performance to Parkes.

There were 51 entries in the event, of which 38 were classified as finishers.



LANCS AND CHES

"Ring Down the Curtain" at Oulton Park

**K. M. Nutter (Lister-Bristol) Wins
"Marque Event" and "Mirror" Trophy**

THE Lancashire and Cheshire Car Club staged the last meeting of the season at Oulton Park on Saturday, 1st October, where an entry of 120 plus, cars and drivers, somewhat denuded by scratchings and non-arrivals, filled a programme consisting of two half-hour "high" speed trials and six scratch races over varying distances.

Unfortunately, the weather god was not friendly, rain and drizzle being the order of the day, indeed, so much so, that by the time cars for the main event, the *Daily Mirror* Trophy race, reached the grid, viz., 5.45 p.m., visibility was poor and the track in no condition for fast motoring, except perhaps for the "Star" of the day, K. M. Nutter, who, driving a Lister-Bristol, first won the "marque event" then the *Mirror* Trophy race and in so doing made a good many drivers of much faster cars look very sick!

Starting with the "half-hour blinds" which were run under fine but cloudy conditions and on a slightly damp track, the following were qualifiers: (A) K. R. Bailey, A. Staniforth, R. Attwood, J. Anziani, R. W. Toft, W. G. Lomas, J. Carden, J. A. Bracegirdle, H. W. Ratcliffe and C. A. Fish. (B) W. J. Morgans, K. M. Nutter, E. C. Booth, J. W. Anstice-Brown and J. Raythorne.

The first event proper was over 10 laps for cars up to 1,000 c.c. o.h.v. u./s. and those engined by 1,172 Ford, and was a gift to J. A. Murrell (D.R.W.), who after a six-lap battle with C. Escott (Marcos) won as he liked after the latter had retired minus a fan belt. Second came A. Leonard (Lotus VII) and third J. J. Cottrell, driving a similar car.

Just before the start of the second

event a mild consternation was caused by the arrival of S. J. Diggory's big Aston Martin 4.2 from Silverstone, where it had already raced that day! A fine effort to keep faith with the organizing club, to say nothing of some rather quick motoring by Mike Lord, taking just over two hours from Silverstone to Oulton!

Event No. 3 was over 10 laps for sports cars up to 1,100 c.c. and Formula Juniors. Up to lap four J. R. Pearce (Elva-Austin) was in front on the road but, in fact, had been penalized 60 secs. for flag-jumping. When he retired the lead was taken up by D. A. Rees (Terrier F.J.) who then won by some 24 secs. from R. Wren's Lotus XVII, with the Hon. E. G. Greenall (Lola) third.

Next came a race for saloon cars over a similar distance for (A) up to 1,600 c.c. and (B) those over and including G.T. cars. As the flag descended so did the rain; for the first six laps it was J. C. Thurner (T.V.R.) who then, believe it or not, ran out of petrol! Then R. Attwood, driving a very noisy TR3, who had been in second place some 13 secs. down, took over, winning from J. Carden (Austin-Healey) with J. A. Bracegirdle (T.V.R.) third. In the smaller class, H. W. Ratcliffe (Morris Minor) was an easy winner, in fact he finished fourth overall! His two place men were E. B. Wooley (A35) and A. Stainforth (Mini-Minor).

The next race was for *Formule Libre* over 10 laps, which allowed an easy win to C. Escott driving the Diggory Lister-Jaguar, which at half-distance was some 58 secs. in front of the second man home, A. Osbiston (Cooper Monaco).

FAMILIAR FACES: M. R. Shill (Lotus) leads John Anstice-Brown (Halselec) and Derek Mason (Elva) as the bunch goes through Old Hall in the Grant Trophy race.

Third was P. D. Anders (Gemini).

Event six was for "marque" sports cars over a similar distance, which gave K. M. Nutter (Lister-Bristol) his first win of the day. He led E. C. Booth's Frazer-Nash over the line by some 44 secs. The other place man was K. N. Aitchison (T.V.R.).

Next was a race for formula cars, (A) up to 750 c.c. and (B) for 1,172 c.c. over a shortened distance of seven laps. This event provided the best racing of the day. First it was J. J. Cottrell (Lotus) then A. R. Wershat (Lolita) who led, always with G. A. Goodwin (Goodwin Special) at their heels, the three cars crossing the line almost together! Unfortunately Wershat had incurred a start penalty and so was relegated to sixth place. This allowed W. G. Lomas (Lomas Special) an unexpected third place. The 750 class was taken by D. E. Boorer (D.E.B.) from J. Anziani (Austin 750) and D. J. Limbach.

Last came the *Daily Mirror* Trophy for *Formule Libre* cars over 15 laps, and with it "the shades of night". On a very wet track the "big stuff" was loosed, and for seven laps the order was C. Escott (Lister-Jaguar), K. M. Nutter (Lister-Bristol), A. Osbiston (Cooper Monaco), S. J. Diggory (Aston Martin) and R. Wren (Lotus XVII). On lap eight Nutter took Escott and Wren passed Diggory. This order remained in vogue to the flag, but Nutter proceeded to carve off some 4 secs. a lap from Escott to cross the line 30 secs. in front, with the third man, Osbiston, no less than 1 min. 53 secs. in arrears! In the course of his great drive Nutter lapped all but the place men!

Thus ended northern racing for 1960, a meeting well organized and devoid of incident, but marred by inclement weather.

FRANCIS PENN.

Results

10-lap Scratch Race for Sports Cars, up to 1,000 c.c. o.h.v. and 1172 Ford: 1, J. A. Murrell (D.R.W. 997), 76.93 m.p.h.; 2, A. Leonard (Lotus VII 948); 3, J. J. Cottrell (Lotus VII 1172). **Fastest lap:** Murrell, 78.89 m.p.h.

10-lap Scratch Race for Sports Cars, up to 1,100 c.c. and Formula Junior Cars: 1, D. A. T. Rees (Terrier F.J. 997), 79.83 m.p.h.; 2, R. Wren (Lotus XVII 1097); 3, Hon. E. G. Greenall (Lola 1098). **Fastest lap:** Rees, 82.83 m.p.h.

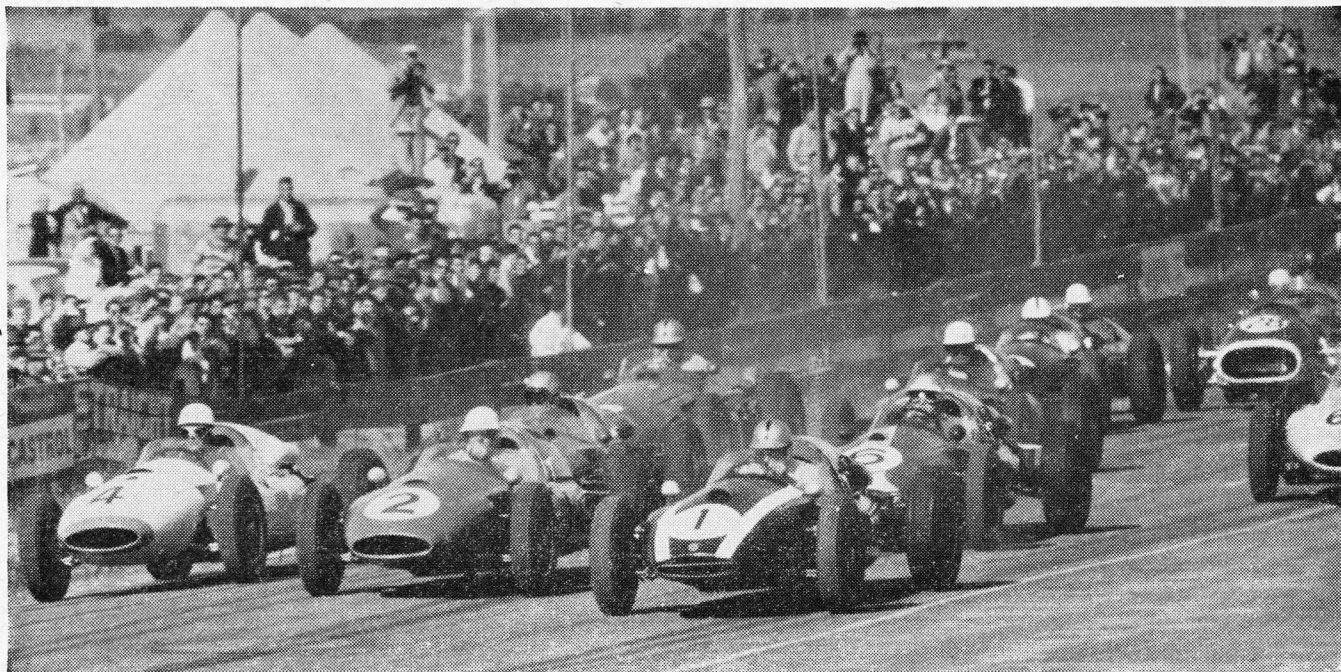
10-lap Scratch Race for Saloon Cars, up to 1,600 c.c.: 1, H. W. Ratcliffe (Minor 950), 67.96 m.p.h.; 2, E. B. H. Woolley (Austin A35 978); 3, A. Staniforth (Mini-Minor 950). **Fastest lap:** Ratcliffe, 70.39 m.p.h. **Over 1,601 c.c. and G.T. Cars:** 1, R. Attwood (Triumph TR3 2136), 70.51 m.p.h.; 2, J. Carden (Austin-Healey 2660); 3, J. A. Bracegirdle (T.V.R. 1172 (S)). **Fastest lap:** J. C. Thurner, 74.18 m.p.h.

10-lap Scratch Race for Formule Libre: 1, C. Escott (Lister-Jaguar 3800), 72.32 m.p.h.; 2, A. Osbiston (Cooper 1098); 3, P. D. Anders (Gemini F.J. 997). **Fastest lap:** D. A. T. Rees, 73.85 m.p.h.

10-lap Scratch Race for Sports Cars, up to 2,000 c.c.: 1, K. M. Nutter (Lister-Bristol 1971), 71.30 m.p.h.; 2, E. C. Booth (Frazer-Nash 1971); 3, K. M. Aitchison (T.V.R. 1488). **Fastest lap:** Nutter, 73.19 m.p.h.

7-lap Scratch Race for 750 Formula Cars: 1, D. E. Boorer (DEB 747), 62.40 m.p.h.; 2, J. Anziani (Austin 750); 3, D. J. Limbach (Austin 747). **Fastest lap:** Boorer, 64.46 m.p.h. **1172 Formula Cars:** 1, J. J. Cottrell (Lotus 1172), 67.96 m.p.h.; 2, G. A. Goodwin (Goodwin 1172); 3, W. G. Lomas (Lomas 1172). **Fastest lap:** Goodwin, 69.70 m.p.h.

15-lap Scratch Race for Sports Cars: 1, K. M. Nutter (Lister-Bristol), 73.51 m.p.h.; 2, C. Escott (Lister-Jaguar); 3, A. Osbiston (Cooper). **Fastest lap:** Nutter, 75.07 m.p.h.



Brabham Wins at Home

Victory at Bathurst International for World Champion

AUSTRALIAN Jack Brabham showed compatriot rivals, friends and well-wishers the form that made him world champion in what amounted to a 100-mile exhibition drive at Bathurst, New South Wales, early in October. J.B. led eight other Cooper-Climaxes, a Cooper-Maserati, a lone Maserati 250F and a flock of local specials through all 26 laps of the Bathurst International on precipitous, tree-lined, 3.8-mile Mount Panorama circuit. In perfect spring weather, Brabham set new lap record and distance times unpaced. Non-appearance of Lex Davison's ex-works G.P. Aston Martin, malfunction of C.A.M.S. Gold Star leader Alec Mildren's 2,489 c.c. four-cylinder Cooper-Maserati, and an eye-popping first corner prang that eliminated nearly half the Cooper entry in one swoop stole some of the drama from a Brabham-versus-the-rest contest that promised to be one-sided anyway. Even so, scrapping for places was as fierce and dramatic as it always is in Australia and more than one surprise shocked the 50,000 watchers from their awe-struck contemplation of the master's winning technique.

NEW to the grid were two more 2.2-litre Cooper-Climaxes, both production models without the mods. featured on 1960 works cars. Stan Jones, celebrated throughout Australia for his ruthless ways at the wheel and known everywhere for his defeat of the old 16-cylinder B.R.M. in New Zealand back in the infancy of the present Formula 1, had graduated to one from his much-raced and now outclassed 250F Maserati—with which, incidentally, he won the Australian G.P. less than two years ago! The other belonged to Tasmanian John Youl, runner-up in the island's State

championships last year and a young man not only of means but of courage as well (he made the jump from a blown rear-engine Jowett Javelin special). Jones chose duck-egg blue for his new car, Youl a businesslike blue-black.

BY DOUG BLAIN

Photography by Peter Burden

Another interesting starter was Victorian Bill Patterson's white Cooper-Climax, appearing for the first time at Bathurst with a 2.2-litre engine in place of the 1,960 c.c. unit that seemed so sadly to cramp Patterson's promising style at Easter. Bib Stillwell, too, had a 2.2-litre Climax in his late-type Cooper, having failed to get his hands on one of the elusive 2.5s during a recent flying trip to Europe. Arnold Glass, a partner in the shopping expedition, was back with the glamorous but somewhat eclipsed ex-Hunt 250F. Glass had hoped to debut this time with a new toy, the ex-Gilby Engineering 2,460 c.c. Cooper-Maserati, but the car failed to arrive in time.

Regulars made up the rest of the Cooper entry. John Roxburgh managed (just) to get his 1,960 c.c. car to the line after pulling it apart in search of an oil leak from gearbox to clutch. Jon Leighton's Cooper-Climax appeared

FLAGFALL (above): On the left is Jones (2.2-litre Cooper) whose race lasted only a few hundred yards. Next is Mildren (Cooper-Maserati), with Leighton (2.2 Cooper) and Jones (Maserati 250F) behind him. Behind Brabham (centre) is Stillwell, with Hall and Youl (Coopers) beyond. On the right is Miller (2.2 Cooper). Car 28 is the DalRo Jaguar, fastest of the local specials.

after surviving a high-speed roll with a difference (i.e., complete with trailer) on the way up from Melbourne. Austin Miller was there in the bright yellow 2.2 which he operates in a kind of liaison with Stan Jones. Miller's first car, a 1,496 c.c. Climax-engined Cooper-type machine with a Porsche gearbox, showed up in the hands of one D. J. Kelley. Country boy Noel Hall was ready, too, to join in with his bright green 2-litre Cooper-Climax, veteran of a mighty battle at Lowood, Queensland, recently with Jon Leighton's then-similar car. Interesting oddment entries included N. B. Wiltshire's 4C Maserati, in the hands of former owner Tom Sulman, Barry Collerson's lovely old G.P. Lago Talbot (a non-starter), and Mulligan's immaculate H.W.M.-Jaguar monoposto. Jack Myers, down to start with the fearfully fast Holden-engined twin camshaft W.M.-Cooper, failed to appear after bending the car badly in practice the day before.

Brabham's Cooper-Climax was not one of this year's cars. It was the leaf-back-end 2.5 works machine he drove last season, obviously in Australia to be sold. Fuel condensation bothers plagued it in practice, and hundreds fought to gawk as Jack fixed the trouble himself the night before the race. Because of the fuel line, Brabham practised in Bib Stillwell's 2.2. His own car sounded fine on the big day.

Front-row grid positions went, on performances put up in earlier heats, to Brabham, Mildren and Jones. Stillwell and Leighton were next, with Miller, Hall and Glass (Maserati 250F) back from them. The start was a beauty. Brabham and Jones shot away together down the short pits straight, the bigger car slightly ahead on acceleration, but Mildren hung back. Stillwell swung the

maroon Cooper out from the second row right on flagfall and held it close to Jones's tail. Youl, Patterson and Roxburgh from the fourth and fifth rows were well in among the fumes and the smoke.

Then at the very first corner came trouble. Brabham got through the slow, 90-degree left-hander and away, but in the melée of braking and turning newcomer Youl somehow rammed his Cooper into the tail of Jones's car and pushed poor Stanley J. sideways into the path of Roxburgh (Cooper). Coopers went everywhere. Youl finished up in the escape route, Jones in the middle of the track, and Roxburgh part way up the road beyond. All three drivers retired, two of them meekly, and Jones, after invoking his mechanics to prod and tap the car on the offchance it would be fit to go on. But no.

Meanwhile Brabham had opened up six seconds over Stillwell (2.2 Cooper-Climax). Austin Miller's yellow Cooper lay close behind in third, Patterson's white ditto fourth. Mildren was back in fifth, his Cooper-Maserati having developed gearbox trouble at the start. Leighton (2.2 Cooper-Climax) was next, then Hall (2.0 Cooper-Climax), then Glass (Maserati), then a big gap to Kelley (Miller-Cooper), Alwyn Rose in a big Jaguar special called the DalRo, Mulligan (H.W.M.-Jaguar) and the stragglers.

By lap three Austin Miller had almost caught second-stringer Stillwell, despite a misjudgment at Hell Corner just after the short Pit Straight. Patterson in turn was right up with Miller. Mildren was on his own in fourth, Hall was sparring happily with Leighton, renewing the old rivalry. Glass was next in the Maserati, the five-years-old red classic roaring like a healthy circus lion. Rose in the DalRo had got past Kelley, who spun the Miller-Cooper completely at Hell and got going again.

Stillwell was still second on lap four, but Patterson had passed Miller and seemed all ready to do battle with his fellow Victorian for second place. Brabham looked blissful right out there in front, obviously enjoying his quiet Sunday drive. Mildren in fifth was already lapping the tail-enders. By lap five Stillwell looked to be having trouble holding off Patterson's trim white Cooper, and Miller was making it increasingly plain he resented being left right back in fourth.

Next time around Patterson made it into second, seven seconds behind Brabham. He proceeded to pour on the coal, quickly closing the gap between himself and the champion to a shade over two seconds. Miller (Cooper-Climax 2.2) transferred his attentions to Stillwell, now banished to third spot. Hall was teetering on the ragged edge most of the time in his dauntless pursuit of Englishman-turned-Australian Jon Leighton's beautifully driven (and newly bored) machine. A lap later Leighton showed his lack of concern by wedging the gap just a shade wider, while Brabham spurted a little out in front and put another half-second between himself and Patterson. Miller all but took Stillwell on the short, steep mountain straight before the treacherous Cutting, which leads to Bathurst's tortuous, tree-lined upper level. On lap eight Brabham took out an extra 1½ seconds' insurance against chubby Bill Patterson's advances, just in case. The next time he

made it five seconds in all. Patterson in turn had 12 seconds over Stillwell, who was still staving off Miller. Mildren was fifth and much closer, having averted disaster in a horrifying incident on ConRod Straight, which plunges the cars headlong down from the mountain into left-hand Murray's Corner and the pit area. A tail-ender balked poor Mildren at full cry, forcing him into a heart-stopping slide at around 140 m.p.h. that took all four wheels into the dirt on both sides of the road successively. Why the Cooper-Maserati didn't flip no one will ever know.

Lap 10 saw yet another incident at Hell, scene of the first-lap fracas. Stillwell and Miller, still at each other hammer and tongs, mixed it with Kelley in the Miller Cooper—one lap behind. Miller almost lost his Cooper-Climax in an effort both to outbrake Kelley and to take advantage of Stillwell's fractionally earlier hesitation behind the slower car. The two Cooper-Climaxes emerged almost on top of one another, then hurtled side by side up Mountain Straight. Just at the entrance to the Cutting Miller managed to bluff his way ahead, and from there the track looked clear to second place. A lap later Miller had already chopped a half-second from his disadvantage to Patterson, who still sat snugly installed five seconds behind Brabham. By lap 12 he had opened up six seconds on Stillwell, who now had Mildren to contend with at long range. Leighton, driving his mid-green Cooper very neatly indeed, was still sixth, 32 seconds ahead of Hall, whose exuberant driving was holding him out of reach of the Glass Maserati's snapping jaws.

On lap 16 Brabham lapped eighth man Glass. The champion was then six seconds, or the length of Pit Straight, ahead of Patterson and taking things quietly. Miller's car, in third place but obviously tired of being driven so close to the limit, was beginning to misfire. By lap 17 it was distinctly rough, and Patterson's similar car had begun to blow smoke through the breather. Mildren drove into the dead car park the same lap, his gearbox finally gone.

The race was then more than half over. Miller was third, conceivably within reach of Patterson, but his Cooper's engine had gone sour. Stillwell was fourth, driving neatly and well. (Would fourth man Stillwell catch third man Miller?) Leighton, because of Mildren's retirement in the Cooper-Maserati, was now fifth all on his own. Hall lay sixth, with Glass's faithful Maserati well back from him.

Laps 20 to 23 saw Stillwell recover his long-lost third place, but not through any extra effort of his. Miller's car, 35 seconds behind second man Patterson on lap 20, began to flag noticeably with falling oil pressure. A lap later Stillwell's maroon Cooper was only four seconds away, then on the 23rd tour the two were neck and neck. Finally Miller stressed his flagging engine just a little too far and the obvious happened right at the entrance to the Cutting—a thrown rod. That, of course, made coproprietor Stan Jones's day complete!

Patterson now began to haul up again on Brabham, but with only three laps to go his effort came too late. Driving all he knew, the fleshy Victorian managed to carve nearly 10 seconds off his disadvantage in only five laps, but it was no use. He finished where he had re-

mained for 80 of the International's 100 miles—second to the master. And that, in the circumstances, was no disgrace.

Stillwell got his third place, and Jon Leighton a well-earned fourth. Noel Hall made fifth money, Arnold Glass brought the leonine Maserati into sixth, and the pack filled in behind. A race of little incident but of great interest, and one which no Australian can have regretted attending. Brabham throughout the meeting showed his tremendous maturity, blending it with the traditional no-nonsense air the world has learned to love so well. Just to see him gassing with old mates, poking at rival cars and playing with the innards of his own was to realize that success will never spoil the Quiet Australian. . . .

* * *

A SOBERING incident or two marked the rest of the weekend's racing.

In a Gran Turismo race as intense and as hotly contested as any the country has seen under this newly introduced code, Victorian driver Reg Smith met death at well over 100 m.p.h. Smith's Porsche Super 90 left the road on the second of two humps in the braking area towards the end of Bathurst's very fast, downhill ConRod Straight. The car flipped end over end and smashed roof-on into a tree, which then fell across more than half of the road. The Porsche caught fire. Smith was strapped in, but his safety belt broke and he died of a broken neck.

The incidents didn't end there. In a later touring car race, a Holden blew a tyre at speed in the same spot and plunged into the dirt. The driver managed to control it, but in the excitement a marshal at the crest of the hump waved his yellow flag. Third placeman Bill Burns in one of two works-prepared 3.4 Jaguars currently racing in Australia saw the signal and, his mind full of the earlier tree tragedy, hit the brakes while his car was still partly airborne at the crest. The Jaguar spun four times at tremendous speed and smashed into the safety fence. Burns escaped unhurt, but the car was a write-off. A similar Jaguar won the race in the hands of Queensland Bill Pitt, and another (Ian Geoghegan) was second.

The 50-mile championship race ended with Geoghegan (Lotus Elite) winning narrowly from Youl (Porsche) after a race-long struggle that never quite got close enough after the first few laps to qualify as a dog-fight. Leo's brother Ian was third in a Repco Holden saloon modified almost to the point of no resemblance. Bill Buckle (Buckle) retired on lap four with overheating troubles, but not before his painstakingly prepared machine had shown tremendous promise in this, its first race. A more normal Buckle retired after a spin, and a third with understandable driver fright, the result of Smith's accident.

Frank Matich (2½-litre Lotus Fifteen) drove fast and consistently to win the 50-mile sports car race, after leading from the first lap, from Leaton Motors Racing Team team-mate Doug Chivas (3.8-litre D-type Jaguar). Chivas lay a very close third until Doug Whiteford (Maserati 300S) obligingly spun off on lap four and let him into second spot. John Ampt was third in the very rapid 1955 Cooper-Jaguar formerly raced by John Phillips and once owned by Peter Whitehead. Bob Jane was fourth in another Maserati 300S.



Tenth Anniversary London Rally

**Tough Event Won by "Fogmasters"
J. R. Kirkham and H. Beighton (Sprite)**

THE London Motor Club's tenth anniversary London Rally was a gruelling event run for the most part in fog and heavy rain. These trying conditions and a searching and difficult route made it seem almost impossible that any crew could finish with a clean sheet a rally on which about three-quarters of the entrants failed to complete the route. It was, therefore, an atmosphere almost of awe that greeted the announcement that J. R. Kirkham and H. Beighton in their Austin-Healey Sprite had won the London with a loss of only one mark. Runners up were J. M. Easten and A. A. G. Robson (Sunbeam Rapier), who lost 13 marks, and another particularly fine performance was that of W. Jones and P. C. Dix (Sunbeam), the only novice crew to complete the course.

From starting points near London, Birmingham, Leeds and Taunton the 240 competitors converged on a central control at Llandrindod Wells and almost every crew arrived without loss of marks. One exception was the Sprite of B. R. Greaves and T. Weaver which suffered persistent electrical trouble almost from the moment it left Taunton and eventually burnt out its dynamo but the car, when repaired, arrived only five minutes late in Wales. Potential winners Pat Moss and Stuart Turner were already out, their Sprite having suffered mechanical derangements minutes before they were due to leave the Birmingham start.

The rally was guided on three marked maps and five "Tulip Rally-style" route

cards. Soon after the converging point the route card led to the first test at Cwmhir and consisted of a run up a steep hill to a left hand hairpin and a flying finish. This was shortly followed by the second test, a straightforward "stop, reverse over line" and again the flying finish. The first marked map was issued at the sixth time control and promptly led through a succession of

OFF THEY GO: Paul Steiner with Brian Cumbers navigating, being signalled away from the start in their extremely hot A.40.

gates across the road which had to be opened and closed again. At this point occurred the first unmanned control, a coloured marker board on a stake. Many crews overshot the check and lost time retracing the road to find it, while John Sprinzel and Peter Garnier (Austin-Healey) later retired having spent too much time looking for a similar check point, and Anne Hall and Val Domleo (Ford) were excluded for missing one. This was the first time that such check points have been used on the London Rallies and, although unable to argue about the fairness of unmanned controls, many crews thought it a pity to use them on an event of such stature.

The route was now mainly over narrow "white" roads, often with a slippery coating of thin mud, and the going was complicated by very heavy rain. It was proving to be a varied and tricky route and, especially near Newtown, several crews lost time when "obvious" roads simply didn't go through. Just after the second marked map was issued a few miles from Montgomery the wisps of fog which had slightly slowed the rally grew quite dense and reduced speeds drastically. In the fog the Lloyd Roberts/Peter Noad/Michael Durnin Renault Gordini (now fitted with a Fish carburetter) became stuck in a muddy rut while being turned in a "wrong road" and some time was lost in pushing it out. Shortly after we freed the Dauphine we were passed by the J. S. F. Poulton/N. J. B. Church Auto Union, which was going extremely fast in the difficult conditions but any advantage we might have derived from following it was negated by its absence of tail lights, which made the grey Auto Union almost invisible in the fog.

After a brief petrol stop near Welsh-

(Continued on page 543)



LOOKING CONFIDENT as they accelerate away in their Sunbeam Rapier are G. A. Bainbridge and J. R. Sutcliffe. J. M. Easten/A. A. Robson, also in a Rapier, finished second overall.

All anti-freezes
are not alike...



CASTROL anti-freeze

gives you complete frost protection

and reduces corrosion to the lowest point ever!

Don't just ask your garage for—"anti-freeze". Brands differ widely, some are better than others. So make sure you ask for Castrol Anti-freeze by name. Only then can you be certain of complete frost protection *plus the lowest level of corrosion ever reached!* Added to your cooling system in the proportion of 1 to 4 parts of water, Castrol Anti-freeze will give

you peace of mind throughout the coldest weather because your engine will be safe even in 47 degrees of frost—a temperature never reached in this country.

Now that the cold weather is just round the corner, take your car to your garage man, today, for Castrol Anti-freeze.

Club News

By MICHAEL DURNIN

UNAUTHORIZED COMPETITIONS

CLUBS are requested to remind their members of R.A.C. General Competition Rule 61 concerning unauthorized competitions. This rule reads as follows:—

"UNAUTHORIZED COMPETITIONS.—The organization or holding:

- (i) Within the territory of the R.A.C. of any automobile competition otherwise than in accordance with these rules or
- (ii) Within the territorial jurisdiction of the A.C.U. of any motor cycle competition otherwise than in accordance with the General Competition Rules for the time being of the A.C.U.

shall render every person connected therewith or taking part therein, whether as promoters, organizing committee, competitor, driver, official, or otherwise, liable to the consequences and penalties provided by No. 161 of these Rules. If such a competition is included in a meeting for which an organizing permit has been granted, the permit shall be null and void, and the promoters shall return to the entrants all entry fees received from any competitor at such meeting."

The R.A.C. will not hesitate to take appropriate action in respect of any person or persons who contravene this regulation.

R.A.C. INTERNATIONAL RALLY

THE attention of all Club Secretaries is drawn to the R.A.C.'s 9th International Rally of Great Britain which will take place this year from 21st November to 26th November, starting in Blackpool and finishing in London. There will again be awards for club teams and it is hoped that as many clubs as possible will enter for these awards. The entry fee for a club team is only 10s. Copies of the regulations may be obtained by application to the Competitions Department of the R.A.C. Individual entries closed on 10th October but nomination of teams will then be accepted up to 24th October, each team to consist of three cars of which no car may be in more than one team.

HARLEYFORD

PENDING improvements to the safety precautions at this sprint course no further permits will be issued by the R.A.C. for meetings at this venue.

THE second "Flarepath Rally" of the **Forces M.C.** will be held on 26th-27th November. This 300-mile event will start from a point near the Hog's Back, Surrey, and is open to American D.C., B.A.R.C., F.A.N.Y.M.C., Guildford M.C., Hants and Berks M.C., Jaguar M.C., London M.C., Southsea M.C., U.H. and U.L.M.C. and West Essex M.C. Regs. are available from V. F. Sharp, c/o Farmoid, Givons Grove Service Station, Leatherhead, Surrey, and all entries must reach him by 18th November. . . . **M.M.E.C.** and **Leicester C.C.** will run a closed production car trial at Kings Hill, Uppingham, Leics, on 23rd October. Regs. are available from



VISITORS TO BRITAIN: Intrepid Dutch competitors in the London Rally, Coenen and Butter, sit in their D.A.F. awaiting the order to start from the timekeeper. They must have had enormous fun with some of the Welsh place-names! However, they had done the event before, so they might have been used to them.

Coming Attractions

- 15th October.** Wirral 100 M.C. Sprint, Rhwydymwyn, near Mold, Flintshire, Shenstone and D.C.C. Buxton Rally. Starts, Buxton and Lichfield, 8 a.m.
West Hants and Dorset and Yeovil C.C. Bournemouth Rally. Starts, Bournemouth, Bristol and Camberley.
- 16th October.** B.R.S.C.C. Race Meeting, Brands Hatch, near Farningham, Kent, 750 M.C. Hill-Climb, Blandford, Dorset. Maidstone and Mid-Kent M.C. Trial. Start, Mote Cricket Pavilion, Mote Park, Maidstone, at 10.30 a.m.
Yorkshire S.C.C. Production Car Trial. Start, White Cross, Guiseley, near Leeds, 1 p.m.
- 19th-29th October.** London Motor Show, Earls Court, S.W.5.
- 23rd October.** 1,000 Kilometres of Paris (G.T.).

A. E. Thompson, 1018 Chester Road, Birmingham 24, and closing date for entries is 19th October. . . . The long-promised R.A.C. Kart Regulations are now available from R.A.C. Competitions Department, Pall Mall, London, S.W.1. . . . The **Falcon M.C.** Guy Fawkes 200 Trial is a 12-hour long-distance reliability event suited to sports, saloon and special cars. To meet the wishes of competitors with more modest experience and vehicles there is the Guido Vase event. There will be starts for the events, which take place on 5th-6th November, near London, Taunton, Southampton, Cambridge and Gloucester and the final control will be at Cirencester. Regs. for this interesting event may be had from Mrs. G. Warren, "Jesmond Dene", Sish Lane, Stevenage, who must have all entries by 22nd October. The events are open to Bristol M.C. and L.C.C., Camel Vale M.C., Stroud and D.M.C., Cambridge 50 C.C., London M.C., Harrow C.C., 750 M.C., M.C.C., West Hants and Dorset C.C., and B.A.M.A. . . . **Tunbridge Wells M.C.** 10th annual night navigation rally is scheduled for 29th-30th October and will be open to B.A.R.C., Bexley L.C.C.,

Hants and Berks M.C., Maidstone and Mid-Kent M.C., 750 M.C., Forces M.C., and Surrey S.M.C. Secretary of the event is G. W. Law, 8 Culverden Park, Tunbridge Wells, Kent, and entries close on 24th October. . . . **B.A.R.C.** (S.W.) are to have a night navigation rally on 5th-6th November. This 300-mile event is open to member clubs of the Central Southern Association and regs. are available from Miss J. Horner, Cedar Tiles, Red Rice Road, Upper Clatford, Andover, Hants, and entries close 29th October. . . . Also on 5th-6th November is the **Stockport M.C.** Regent Rally which is open to B.A.R.C., B.A.M.A., Cavendish C.C., Chester M.C., De Lacy M.C., Glossop and D.C.C., Knowdale C.C., Lancs and Cheshire C.C., Liverpool M.C. and North Staffs M.C. Secretary of the event is R. C. Goodchild, 26 Dean Lane, Hazel Grove, Cheshire, who must have all entries by 24th October. . . . **Berwick and D.M.C.** ninth Border Rally, 29th-30th October, will be open to Cumberland S.C.C., Durham A.C., Hawick and Border C.C., Lanarkshire C.C., Lothian C.C., M.G.C.C., Newcastle and D.M.C., Northumbrian M.C., Scottish S.C.C. and Tynemouth and D.M.C. The 200-mile event will start from Berwick-on-Tweed. Regs. from R. J. Henry, 32 Osborne Road, Tweedmouth, Berwick-on-Tweed, who must have all entries by 21st October.

THE 1961 Formula Junior Cooper, with helical-spring suspension, was on view at the Esso Competitions Exhibition on the Champs Élysées.

APPARENTLY the team of Ford Anglias which successfully completed the seven-day trial at Goodwood used B.P. Viscostatic oil and not Castrol, as we stated last week.

A.T.V.'s Silverstone commentator John Bryant has been presented by his wife, Margaret, with a son.

PECO — TUNING THE EASY WAY!



PECO RESEARCH PROVIDES THE ANSWER TO SPEED TUNING WITH GREATER ECONOMY AND NO EXTRA ENGINE WEAR

At Earls Court 1960 PECO will show Research Electronic Equipment using Cathode Ray Oscilloscopes together with potentiometric high speed recorders manufactured by the electronics division of the engineering group of which PECO is a member, to demonstrate pulse techniques and the power increase obtained by the PECO tuning unit. All are cordially invited to Stand No. 368 upstairs, and our engineers will be pleased to discuss any problems. If you have an interest in modern techniques and developments you ought to know more about our PECO Tuning Systems.

PECO is Britain's largest manufacturer and exporter of Speed Tuning Equipment. Current Order Book for overseas markets alone is nearly £2,000,000—proof that PECO Tuning is universally acclaimed as the best way to performance increase without engine damage.

PECO bolt-on tuning equipment does not depend on air flow to give an "extractor" effect—air is introduced into the mixing chamber merely to deal with pulse effects as described in our technical literature. DO NOT DISMISS PECO AS "JUST AN EXTRACTOR".

PECO Tuning methods are protected by world-wide patents and cannot be copied. Regardless of claims to the contrary, no other device does, or can incorporate the PECO patent tuning method. The more up to date your engineering knowledge, the more you will appreciate PECO's methods of dealing with what has previously been a major exhaust system design problem.

PECO equipment is fully guaranteed and has been developed within our own engineering group by our own staff after many years' research work using the latest electronic equipment.



PERFORMANCE EQUIPMENT COMPANY LTD.

Tower Building, Liverpool, 3

Tel: CEN 9626 (4 lines)



BRAKE LININGS and DISC BRAKE PADS

APPROVED for
and fitted as
standard equipment
on these famous
makes of car.

Disc Brake Pads

MGA 1600

SUNBEAM ALPINE

SUNBEAM RAPIER

Brake Linings

AUSTIN PRINCESS

AUSTIN GIPSY

RILEY 2.6

MGA 1600

WOLSELEY 6/99

AUSTIN A99

SUNBEAM ALPINE

Small & Parkes Ltd

Manchester 9

London Office: 251 Kingston Road, SW19
and a nationwide chain of Service Depots

CORRESPONDENCE

One up on a Fiat 2100

MR. BOLSTER'S impression that the Fiat 2100 is a superb car is undoubtedly correct, but when compared with the Austin A99 it is out of date.

For instance, compare the five forward speed box of the Austin with the four forward speed box of the Fiat; compare the Austin 16-gallon tank, which is essential for long-distance motoring, with that on the Fiat; compare the roominess inside the Austin with that of the Fiat; compare the big boot of the Fiat with the bigger boot of the Austin; and compare the extremely comfortable and almost Bentley luxury-type seats of the Austin with those of the Fiat, and you will find that the Fiat really cannot hold a candle to the Austin.

Petrol consumption of the English car is superior to that of the Italian one, but the *pièce de résistance* in comparison must surely be the braking system. How Mr. Bolster can enthuse about a modern saloon car of that size with drum brakes is surprising. Once you have disc brakes, which the Austin has, then you will be like the man who first invented braces for trousers: you will wonder how you managed without them before.

As regards steering ability, I would match the Austin any day with the Fiat.

Finally, the proof of the pudding lies in the eating, and if you would care to take your A99 to Italy you will find, as the writer did, that you will "eat" Fiats, and probably "eat" a number of standard Alfa Romeo saloons as well.

BIRMINGHAM, 17.

F. T. LEWIS.

Oulton Park

I FOUND your report of the Oulton Park Gold Cup meeting surprising, because of the interpretation you put on the main race of the day.

The outstanding feature of Moss's victory was that it was so unhurried and effortless. In the early stages, when you say he was duelling with Brabham, he was obviously quite content to hold fourth place, and await developments. Then when Ireland spun, losing the lead, Moss waved him past again, simply because he was not ready to make his effort so early. Remember that when Moss did take the lead, it was only half-distance, and though your report states otherwise, he could not have been much closer to Ireland than he was at the time. The final proof that Moss was never hurried would seem to lie in the fact that his fastest race lap was no less than four seconds slower than his best time in practice.

BOURNEMOUTH.

J. J. R. LORD.

Sportsmanship

YOUR issue of 7th October contains two letters, both relating to sportsmanship.

A Mr. Sadler accuses David Brown, who has done as much as anybody for British prestige, through the Aston Martin Company, of being unsporting because he withdrew from Grand Prix racing. We all regret that the nicely designed G.P. Aston was developed possibly a year too late. But nobody can agree that David Brown should be forced to go on shovelling money away, with no return, purely to satisfy Mr. Sadler. Next he wishes bankruptcy on the luckless B.A.R.C., for following the F.I.A.'s lead in the matter of G.T. Cars. The hairy sports-racing car of yore has died by common consent, because it is too expensive, too dangerous and too far removed from production vehicles. Next year, the public will watch cars racing which are rigidly tied to cars they could buy themselves. Quaintly enough, they like it.

Then a Mr. Segelman is desperately upset because, rightly or wrongly, he got pushed up into the stiffer class in a hill-climb. It has happened to me so often in 26 years that I have lost count, and it still does. However irritating it may be at the time, it is always best forgotten rapidly and, despite the fact that I drive for business reasons, as well as pleasure, I haven't put in a protest, or squawked in public, yet. The mispronunciation of Mr. Segelman's name was, naturally, extremely distressing. I haven't the remotest idea of how to pronounce it myself and wonder whether the announcer, faced with a large entry, found that he simply hadn't sufficient time to canvass each individual competitor for precise instructions.

BRIGHTON, SUSSEX.

JAMES BOOTHBY.

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

WEST TO WALES: C. Kirkaldie and I. F. Farrell (Volvo) on the road to Wales. Perhaps it was better that they shouldn't know only 64 were to finish out of 240.

London Rally—continued

pool it was easier going along better—but still fogbound—roads to the supper stop at Dinas-Mawddy. Here the discourteous and downright rude way in which many crews were greeted at the supper stop made them decide to forgo supper and stay in their cars during the halt. At this stage of the event it appeared that the only clean sheet was possessed by Roy Kirkham and H. Beighton.

From the halt a fairly short "Tulip card" led to T.C. 52, where navigators received their third marked map, just before the famous Bwlch-y-Groes, where the route retraced the Bolton Rally route, but in reverse and with the added complication of dense fog. Bob "Mintex" Aston and G. Cooper were seen ruefully examining the front suspension of their Goggomobil after arguing with a wall and, although they told Club President Raymond Baxter that they were determined to finish, they were not seen again. For the first time in nine years of rallying mechanical trouble struck Gordon Proctor, and deficient wipers spoiled the chances of the Riley he was sharing with C. F. Key.

Through Ennant and round Lake Vyrnwy the fog became thicker and thicker and it was here that Roy Kirkham dropped his single minute. Others were not so fortunate and almost the entire field dropped at least several minutes on the stage while many crews took the shortest route across Rhialgwn and landed themselves with five miles of muddy "autocross" which did nothing to improve average speeds. Soon after Rhialgwn, Peggy and Ron Witheyman, who had been making very good time in their supercharged Herald, went from control 58 to 60 and then had to go back to visit control 59, which delayed them considerably, while a few miles farther on, Paul Steiner and Brian Cumbers' very hot A40 spent several minutes investigating a sea of mud on the way up to Moelfre.

Approaching daylight and the possibilities of traffic indicated that the really strenuous work was over and from T.C. 66, near Llangollen, "Tulip cards" (following about 225 miles on marked maps, with additional route cards since the converging point) led for 125 miles back to the final control at Llandrindod Wells.



The route went by way of Bala, Llanidloes and Llanbister and on this stage lost time could be made up and from control to control overall lateness allowances were reduced although three widely spaced secret checks were waiting to trap any crews unwary enough to exceed the maximum permitted average speed of 40 m.p.h.

As was to be expected the Kirkham/Beighton Sprite (running at No. 4) was first to arrive at the Llandrindod finish after a brilliant drive which very nearly confounded the organizers, who were confident that there would be no clean sheets. G. H. F. Parkes and G. W. Howarth (Austin-Healey 3000) were next to arrive and then cars began to trickle in for the next seven hours. Among the last to finish were Wim Coenen and Jan Butter who had come from Holland to compete in their tiny 600 c.c. Daf, a contrast from last year's London which they did in a vast American Ford. Although they failed to qualify they did wonderfully well to visit every control, a feat which proved too much for many crews who know just about every "white road" in Wales. In fact, only 64 crews finished from an entry of 240.

There can be no doubt that the 1960 event has enhanced the already enviable

reputation which the London M.C. have built up for their premier event and that Clerk of the Course Nancy Mitchell (making her début "on the other side of the fence") and her assistants John Suter, Ian Mackenzie and Colin Hoile have much to be proud of in the results of many months of hard work. The manner in which they arrived at a truly searching route but avoided centres of population was little short of miraculous. Chief Marshal Ian Lewis and his scores of assistants provided what must have been quite the finest marshalling ever encountered on any British rally (marshals at many controls wiped competitors' lights and windscreens and some even provided refreshments free of charge) while Ron Carradine and his crew produced the results with remarkable speed. Later arrivals were even issued, on checking in, with a souvenir booklet, *London Rally News*, which described the event up to the time of the first few finishers' arrival!

It was a really splendid event from start to finish; the London M.C. can be justifiably proud of their national rally and Messrs. Kirkham and Beighton of their well-earned victory.

MICHAEL DURNIN.

This is almost



like driving an MGA 1600!

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

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

UNIVERSITY MOTORS LIMITED

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

Hire purchase and part exchange
Sole London MG Distributors



SWANSEA M.C. LLANDOW SPRINT

THE Swansea M.C.'s second annual closed sprint, held at Llandow Airfield recently, was this year run over an entirely new course. In 1959 the meeting was run as a speed trial over a straight quarter-mile, but the new sprint, approximately 1,000 yards in length, consisted of a short straight, then a hard left-hand bend followed by fast curves to an extremely tight right-hand hairpin and a fast left-hand curve to the finish. The organizers were fortunate in having a fine, sunny day which drew a "gate" of over 6,000 spectators and, as an added attraction, local enthusiasts staged a demonstration kart race meeting during the intervals and at the end of the sprint meeting proper.

The maximum entry of 80 cars was easily reached, though the programme tended to be dominated by production sports and touring cars, a trend which was reflected in the official opening of the new course by reigning hill-climb champion David Boshier-Jones, mounted on this occasion on his Austin Seven, the familiar Cooper being absent.

Pashley (Cooper-Norton) won the 500 c.c. racing car class with ease, the only other entry in the class being Priddey's Mark I Kieft which returned poor times due to mechanical difficulties, this being its first outing since coming out of a prolonged retirement. The larger racing cars saw a battle between Maurice Charles (Formula II Cooper) and George Keylock on his similar, but blown, car, Charles eventually taking the class with a time of 33.87 seconds. Third fastest in this class was Anthony David, with a truly remarkable drive in

the Lotus Seven Climax, entered as a racing car, which vanquished a number of far more potent machines.

The class for smaller sports-racing cars turned out to be a Lotus benefit, the only intruders being Winston's Fairthorpe Climax and Sloman's H.R.G. Lea-Francis, both of which non-started. The presence of the invincible Peter Bailey (1,460 c.c. Lotus) meant that the issue was never really in doubt, and he eventually took the class by a margin of almost a second; however, at the end of the first runs, only tenths of a second separated David Evans (Lotus Eleven), Reardon-Smith (Lotus Seven-Climax) and Peregrine, driving the same car, the latter clinching second fastest time when he found four-tenths of a second on his final run. The B.M.C.-engined Lotus Sevens of Fred Jones and G. M. Hopkinson were outclassed, and Ron Rumble (Seven Climax), not unexpectedly, revolved at the hairpin and traversed a good deal of the course sideways, subsequently making a very fast run on his second attempt and finishing third in the class with a time of 36.24.

Among the heavier machines, the 5½-litre Cadillac engine of John Williams's J2X Allard told, the nearest challenger to his recorded time of 33.32 being Maurice Charles with the "D"-type Jaguar, almost two seconds slower! Neither Peter Cottrell (Lotus-Bristol) nor Sgonina (Aston Martin DB3S) made much impression on the class times and, by coincidence, Williams's run also set up best time of day, which had been taken in the 1959 event by the Jaguar.

The classes for touring cars were heavily subscribed, though the entry was fairly diverse; seven B.M.C. "Minis" in

various stages of tune fought out their battles for the awards for smaller cars, the up to 1,000 c.c. going to R. J. Taylor's Mini-Minor with a time of 47.74, while the 1,001 c.c. to 1,300 c.c. went to Fred Jones's "hot" Austin Seven with 42.52 from Farley's similar car with 44.06. Maestro David Boshier-Jones (Austin Seven) was on this occasion unable to better 44.44 for third place. Owen's old type Ford Popular, heavily modified, and on its first outing in this type of event, looked frightening.

Meanwhile, the Ladies were quietly having a go for their own award; Miss Grace Hunt (Derrington Wolseley 1500), driving with considerable verve and challenging, but proving unable to beat the superior power of Mrs. R. Atkinson's Humber Hawk which won the class with a time of 50.93 seconds.

H. M. BILEY.

Results

Racing Cars, up to 500 c.c.: G. Pashley (Cooper-Norton), 34.42 s. **Over 500 c.c.:** M. Charles (Cooper F2), 33.87.

Sports-Racing Cars, up to 1,500 c.c.: P. Bailey (Lotus XI), 34.99. **Over 1,500 c.c.:** J. Williams (Allard J2X), 33.32.

Sports and G.T. Cars, up to 1,000 c.c.: B. Jenkins (Berkeley), 40.01. **1,001 to 1,600 c.c.:** G. Hopkinson (Lotus Elite), 39.77. **1,601 to 2,700 c.c.:** M. Owen (Triumph TR3), 40.28. **Over 2,700 c.c.:** J. Williams (Allard J2X), 36.19.

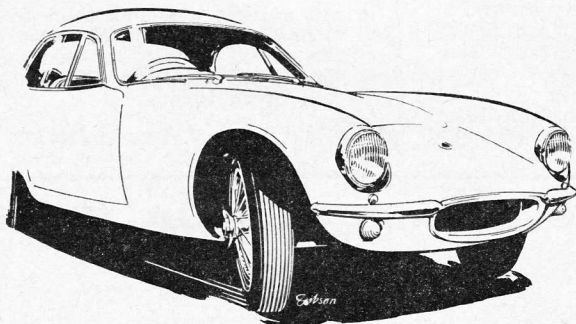
Touring Cars, up to 1,000 c.c.: R. Taylor (Mini-Minor), 47.74. **1,001 to 1,300 c.c.:** F. Jones (Austin Seven), 42.52. **1,301 to 1,600 c.c.:** D. Williams (Hillman), 47.15. **Over 1,600 c.c.:** G. Keylock (Jaguar), 43.26.

Best Time of Day: J. Williams (Allard J2X), 33.32.

Ladies' Award: Mrs. Atkinson (Humber Hawk), 50.93.

LOTUS and T.V.R. DISTRIBUTORS

LOTUS ELITE. Finished in Lotus blue, with red interior trim. This car has covered less than 4,500 miles since supplied by ourselves in mid July of this year, is unmarked and as new throughout. Has never been raced or rallied, fitted with screen washers, and "Firestone" nylon "Sport" tyres. Offered fully guaranteed at **£1,845**



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

LOTUS SEVEN KIT. Slightly shop soiled but brand new. **£425**

LOTUS SEVEN Mk. II. New Ford and B.M.C. "A", also "Climax" kits in stock for immediate delivery, all tuning mods. carried in stock. Show and demonstration cars available.

David Buxton Limited

Telephone Derby 40526/7/8

MASERATI 3,500 G.T. First registered November 24th, 1959, finished in dark grey with white leather interior, fitted leopard seat covers, radio, heater, screen washers, etc., this fabulous car, both in design and performance is offered guaranteed at **£4,250**. Demonstrations by appointment.

ASTON MARTIN D.B.2/4. First registered May, 1954, fitted with 2.6 litre Vantage engine, just completely overhauled, £300 spent on same, also fitted with radio, heater, screen washers, all new Michelin "X" tyres, leopard seat covers and white interior, finished in unmarked black with silver grey top. Two owners only, offered guaranteed at **£1,095**

RENAULT "FLORIDE". "Brand New". Finished in lime green with black and green interior trim. Fitted black hard top, and soft top, four speed gearbox, heater, screen washers, white wall tyres. The car has covered only 25 miles, originally cost £1,342, available for immediate delivery, fully guaranteed at **£1,295**

T.V.R. We are distributors for this amazing all independently sprung Grantura sports car. Available with Ford 100E, 105E, M.G. "A" 1,600. Terms from 20% deposit and four years. Exchanges arranged, demonstrations and show cars available. Prices from **£770**

TRIUMPH T.R.3. We have three T.R.'s in stock, finished in two-tone green, and two in red. Fitted hardtops, all have heaters, most overdrive, and disc brakes, spot lights, etc. Prices from **£575**

JAGUAR XK 120 SPORTS. Finished in white with black interior, fitted Michelin "X" tyres, heater, screen washers, twin exhausts, etc., only two owners. **£395**

AUSTIN-HEALEY EX WORKS CAR. Completely rebuilt to near 100 S specification. Light alloy body, four speed gearbox, with close ratio manual overdrive, modified suspension, front and rear, works tuned engine balanced with fully modified head, twin side exhausts. 9.1 compression, high lift camshaft, H.6 carbs., ram box, wet weather Dunlop R.5's, Perspex sliding screens, removable rear window. **£575**

59-61 London Road Derby

AUTOSPORT

CLASSIFIED ADVERTISEMENTS

PRESS TIME: Tuesday 12 noon

Telephone: PADDington 7671-2

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

RATES: 7d. per word, 4s. 6d. per line. Semi-displayed setting £2 10s. per single column inch. Minimum charge 7s. Display setting £24 per column and *pro rata*, minimum size quarter column.

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

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

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

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

USED CARS FOR SALE

A.C.

ACECA-BRISTOL, 1955, dark blue with beige leather, radio, chrome wire wheels, immaculate throughout. £965.—Woodyatts of Malvern, Worcestershire. Tel. 390.

S. H. RICHARDSON & SONS, LTD.—Wanted A.C. Ace-Bristol/Aceca-Bristol.—Tel.: Colnbrook (CN8) 2258.

1955 ACECA, Polychromatic blue, recent complete overhaul, bargain. £750. Telephone: Langham 1456.

1938 A.C. 2-litre drophead coupé. £65, quick sale.—12 Penn Road, Stevenage, Herts.

ALFA ROMEO

BARTLETT ALFA ROMEO vintage 1750 super-charged drophead coupé, one owner since new. £250.—27 Pembridge Villas, W.11. BAYswater 0523.

AUSTIN

AUSTIN Caravette, 1959 series. An excellent example in blue and white, low mileage and in first-class mechanical condition, every fixture including Dunlopillo mattresses, Calor gas cooker, curtains, interior lights, tables, lockers, etc., wash basin, heater, etc. Sleeps two/three or seats eight. £495 o.n.o.—Chequered Flag (Competition Cars), Ltd., Gemini House, High Street, Edgware 6171-2.

A40 1959, green, radio, fog and reverse lamps, unmarked.—Baker, 16 Church Row, Chislehurst, Kent.

REBUILT 1959 at cost of £400, A7 fibreglass special, 800 miles since "as new", just run in, synchro. box, special wheels, tubular chassis. Must be the best A7 special in the country. £225. H.P. arranged.—Jones' Garage, Syston, Leics. Syston 2257.

119 KMH, ex-John Sprinzel red Speedwell A35, resprayed, carefully maintained, ocelot seat covers, heater. £450.—Longfield (Kent) 3445.

750 C.C. Hamblin Cadet body, Speedex head, manifolds, water pipes, cross flow radiator, water pump, new crank, bearings, pistons, valves, clutch, dynamo, 15 ins. wheels and tyres, Bowdenex axle, brakes, telescopic shockers, 4.9 axle, four-speed box, rewired, Marchal lights, T.I. £145.—87 Broughton Lane, Crewe. Tel. 2466.

£465 SPEEDWELL A55 (see 23rd Sept.), carefully used for touring only and in first class condition. All enquiries answered.—J. M. Smith, Box 3702

AUSTIN-HEALEY

S.E. SPRITE CENTRE.

Everything for the Sprite including speed modification overhauls, tuning, hard tops, roll bars, etc. Come and see us at

THE SPORTS CAR GARAGE,

50 Quarry Road,
Tunbridge Wells.
Phone 21000.

DONALD HEALEY MOTOR COMPANY

offer

1960, April, SPRITE. Red. Used only by Sales Manager and equipped with supercharger, comp. clutch, roll bar, close ratio gears, wooden steering wheel, heater, rev., tonneau, etc. Absolutely immaculate. Cost new £800 and offered now at £675.

1960, May, SPRITE. Red. Wire wheels, twin exhaust, wooden steering wheel, headlight flashes, heater, tonneau, rev., washers, bumper, etc. Unmarked. £645.

1959, May, SPRITE. White. Extras include heater, tonneau, rev., washers, fog, soft and hard tops, radio, etc., 15,000 miles by one lady owner. We require a quick sale and offer this very clean car at £545.

We guarantee all our used cars, including labour.

New Sprites and 3000s to Any Specification, for Early Delivery.

64 Grosvenor Street, London, W.1. MAYfair 3507

THE LONDON HEALEY CENTRE.

AUSTIN-HEALEY Sprite, 1959, heater, rev. counter, tonneau, etc., low mileage, very good condition. Never raced or rallied. £495 o.n.o.—Box 3706.

CHERIE Sprite (April 1960), inc. £100 extras, immaculate condition, not raced or rallied. Quick sale necessitated by change of employment, with company car supplied. £585 o.n.o.—Day, 83 Rickmansworth Road, Pinner, Middx.

HEALEY Sprite, 1959, Yimkin Stage II, high-lift cam, many extras. £520 o.n.o.—SLOane 3872, evenings weekdays.

1960 AUSTIN-HEALEY Sprite (reg. 21.12.59), finished in white with hardtop, 9,000 miles, extras, in excellent condition, demonstration any time, anywhere. £545.—Eastern Automobiles (Colchester), Ltd., Colchester 6281.

1959 SPRITE, Yimkin Stage III engine, with extras cost over £900. Will sell £550.—Phone: FLAxman 5452.

1959 SPRITE. £485. All extras, low mileage, specialist tuned and maintained. H.P. if required.—Box 3705, BAYswater 7086 evenings.

BERKELEY

SPECIAL ANNOUNCEMENT!

BERKELEY SPORTS CAR CENTRE

at Henlow

captures the first batch of

BANDITS

George Catt will be on the Berkeley Stand every day to discuss details of this and all other models—or contact our tuning and racing specialists at:

MANTLES GARAGES, LTD.,

Henlow Garage, Henlow Camp, Beds.

Tel.: Henlow Camp 233.

(Continued on page 547)

COPY FOR OCTOBER 21st
LAATEST TIME —
A.M. MONDAY 17th
SO TO BE
SAFE AND SURE OF
INCLUSION IN
FRIDAY'S MOTOR SHOW
ISSUE —
EARLY COPY TIME —
DON'T LEAVE IT TILL 17th

AUSTIN  AUSTIN HEALEY

OFFICIAL STOCKISTS

PARADE MOTORS (MITCHAM) LIMITED OFFER

New Cars for immediate delivery:—

M.G. Magnette III. Duo-tone green. £575
M.G.A 1600. Dove grey/red upholstery. £485
Austin A55. Grey/horizon blue. £415
Austin A40. Black/red upholstery. £285
Austin-Healey Sprite. Leaf green.

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

1958 M.G.A. Blue/grey, low mileage. A real specimen, sold and maintained by us from new. £625
1957 M.G.A. Red/red, all extras. £575
1954 M.G. TF. Black. £485
1952 M.G. TD. Black/beige. £415
1947 (Oct.) M.G. TC. Red. Immaculate. £285

Part exchanges welcomed. Hire purchase and insurance facilities available.

Self drive hire—late models.

66/67 Monarch Parade, Mitcham

Phone: 3392-7188

BASIL ROY LTD
 Morgan Distributors—PERSONAL EXPORT FACILITIES
 AVAILABLE. NEW MODELS—IMMEDIATE DELIVERY

1958 Morgan 4/4. Two-seater. Red, with black interior, fitted Aquaplane head, Buckler gears. A car for the specialist ... £475

1956 Morgan Plus 4. Two-seater. Red with black interior, fitted full length tonneau cover, heater, flashers, luggage grid. Excellent condition throughout £525

1954 Morgan Plus 4. Four-seater. White with green leather interior, fitted heater, full length tonneau cover, rad. blind. The sports car for the family ... £455

All vehicles have been passed through our works and are now guaranteed for 3 months.
 USED MORGANS FROM 1950 URGENTLY REQUIRED
 161 GT. PORTLAND ST., W.1 LAN. 7733/4/5

GOLD SEAL CAR CO. LTD.

253, NEW CROSS ROAD, S.E.14
 Telephone New Cross 7433 and 3980
 South London's Leading Sports Car Specialists

£1,175 Aston Martin DB2/4 sports saloon, 1954. Maroon/natural, tan interior. A superb motor car throughout.

£995 Jaguar XK150 D/H coupe, special equipment, disc brakes, ivory, blue interior.

£865 Aston Martin DB2 drophead coupe. Vantage engine completely reconditioned. Ivory with blue hide interior. Another F/H coupe at £795.

£525 Austin-Healey Sprite, 1959. All extras incl. h/top, one owner, small mileage, converted 2/4 seats.

£495 Jaguar 120/140 roadster, 1955. Grey with red leather, detachable hard top.

£475 Austin-Healey, 1955. BNI. Extras include overdrive, wire wheels, heater, extra instruments, wood rimmed steering wheel.

£445 1959 Berkeley B95. Tuned to B105 standard, 100 m.p.h. with 45 m.p.g.

£425 Lotus VII, 1959 tuned 100E, wire wheels, X tyres, fully road equipped.

£395 Morgan Plus Four, Vanguard unit, 4-seater, excellent condition.

£345 Turner 1956. Standard 10 engine twin Marchals, heater, ivory fast and economical.

£295 Jowett Jupiter. Phase III crankshaft, radio, heater, detachable hard top, exceptional.

£245 Morgan 4/4, 1950. Completely rebuilt.

£245 Sunbeam Talbot 90 D/H coupe, 1950, bronze, immaculate example, radio and heater.

£225 1948 M.G. TC. 16-inch rear wheels, new hood, unmarked.

£195 Healey-Elliott 1947, 4-seater roadster, 100 m.p.h. plus, very economical.

£175 Bentley 1934 3½ litre close coupled saloon.

£65 1935 Singer Le Mans, 2-seater, very original motor car.

GOOD SPORTS CARS WANTED FOR CASH
 Hire purchase as low as 1/5th deposit.
 Special low insurance rates available. Motor Cycles, 3-wheelers and all cars taken in part exchange.

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

JARVIS OF WIMBLEDON

DEALERS FOR 33 YEARS

OFFER USED

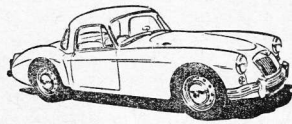
M.G.A. 1957 (July) White with Black upholstery, heater, radio, luggage grid, 21,175 miles, one careful owner, £625

NEW

AUSTIN HEALEY—Sprites—any colour with variety of extras also '3000' Two and Four-seaters available.
 M.G.A. 1600 Coupe in Iris Blue. (All at list prices)

MORDEN RD., S.W.19 57, HILL RD., S.W.19
 LIBERTY 8221/8 WIMBLEDON 2526

Grand Touring Cars



R U D D S

AC ACECA-BRISTOL 1960. Low mileage, overdrive, disc brakes. No competitors. £2,150

ACECA-BRISTOL 1958 100d, beautifully maintained, no accidents or competitors. £1,485

ACE-BRISTOL 1960 100d2. 3.9 axle. Heater. £2,050

Aces and Acecas wanted.

ASTON MARTIN. Mark III overdrive saloon in silver grey/blue. Beautifully preserved two-owner car. £2,150

AUSTIN-HEALEY. RUDDSPED. Choice of two excellent 1960 specimens from £1,150. Extras include suspension mods, triple carburetors, 'X' tyres, overdrives, heaters, etc. Cost over £1,400. 3,000 standard except for lots of comforts such as heater, radio, overdrive, etc. Opportunity at £890.

SPRITE with lots of mods but no racing history. 1959. Large brakes, close ratio box, etc. £585

M.G.A type hardtop roadster with wire wheels, 'X' tyres, radio, heater, luggage rack, etc. Very clean indeed. £665

PORSCHE. 1600 1960 unmarked low mileage hardtop coupe. New models of all Porsche range on rotational deliveries on application. £1,799

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

TERMS AND EXCHANGES

41 HIGH ST., WORTHING 7773/4

THE FIRST AND ONLY JAGUAR XK CENTRE
 OF GREAT BRITAIN

FIELDS OF CRAWLEY

offer a selection of cars from their stock of used Sports and Performance cars.

1960 (February) JAGUAR Mark II. 3.8 litre, overdrive. Mist grey, red upholstery. Absolutely faultless. Extras include Motorola push button radio, seat covers and others. Car cost new £1,950. Genuine saving at £1,725

1956 series JAGUAR XK 140. Special equipment model. Fitted drop head coupe bodywork. Finished in British Racing Green with suede green upholstery. Several extras. Immaculate condition. £665

1958 (November) JAGUAR XK 150. Fixed head coupe. British racing green with red upholstery. New Avon Turbo speed tyres. One owner. Low mileage. Immaculate condition. £995

1959 JAGUAR XK 150 3.4 litre engine. Both 'S' types and non 'S' type specifications. Fixed head coupe and drop head coupe cars. Three available.

1958 (November) VOLKSWAGEN saloon. De luxe model. Finished in blue. Supplied new by us and serviced by us throughout. Complete history available. 18,000 miles. Genuine reduction. £545

JAGUAR Mark VIII saloons. Choice of two. Both one owner vehicles, nominal mileages, and both in immaculate condition.

1960 series AUSTIN-HEALEY SPRITE. Colour cream, with red upholstery. Many extras. £565

FIELDS ENGINEERING COMPANY (CRAWLEY) LIMITED

First in the Field with XK

86-92, HIGH STREET, CRAWLEY, SUSSEX
 Telephone 25533 (Five lines)

See separate advertisement for new car availability

BASIL ROY LTD
 STANDARD TRIUMPH

Triumph Herald coupé, duo tone black/white, red vynide. £730 14s. 2d.

Triumph Herald saloon, grey with red vynide. £702 7s. 6d.

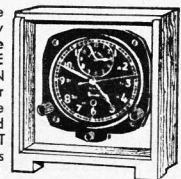
Standard Companion, powder blue, grey P.V.C. £741 6s. 8d.

Standard 6 cwt. van, grey, passenger seat, heater £437 10s.

Self-drive Herald saloons, £10 per week.
 161 GT. PORTLAND ST., W.1 LAN. 7733/4/5

SPECIAL NOTICE TO RALLY ORGANISERS

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



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

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

Write for catalogue
LES LESTON LTD.

314 High Holborn, London, W.C.1. CHAncery 8655

Continental SUPER RECORD TYRES

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

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

Official Distributors:—

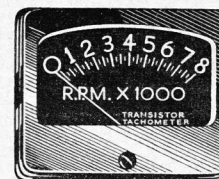
CONTINENTAL TYRE SALES

West London

2 CHESTER CLOSE, CHESTER STREET, S.W.1. SLOane 8943

North London

306 SEVEN SISTERS RD., FINSBURY PARK, N.4. CANbury 1131



A REV.
 COUNTER

for only
 £8 10s. Od.!

P. & P. 1/6 U.K.

THE AUTO-COMP.

Will fit any car in 5 minutes. Electronic and fully transistorised. Money back guarantee. State voltage and number of cylinders when ordering.

ESHER AUTO COMPONENTS
 HILL HOUSE FARM, PORTSMOUTH ROAD,
 ESHER, SURREY Esher 4864

LONGBACON ENGINEERING

Lotus 17. 1,100 c.c. Climax Stage III, c./r. gears, fibreglass coachwork, moulded screen, cast wheels, 1960 suspension mods. One owner, three meetings. Completely rebuilt. **£1,250**

T.V.R. Ex-Tec. Mec. Class winner Coupe de Paris. Fitted 1,100 c.c. Stage III Climax. Latest suspension. **£975**

Lotus 7A. Series II. Fibreglass coachwork. Tonneau, hood, screen, etc. **£550**

WOODS GARAGE,
Gale Road, Kirkby Estate,
Liverpool.
Simmonswood 3371.

**COPY FOR OCTOBER 21st
LATEST TIME—
A.M. MONDAY 17th
So TO BE
SAFE AND SURE OF
INCLUSION IN
FRIDAY'S MOTOR SHOW
ISSUE—
EARLY COPY TIME—
DON'T LEAVE IT TILL 17th**

Win another 100 Gallons of Free Petrol in this year's NORWESTER RALLY

organised by The London Motor Club

This popular 300-mile restricted event will be run on **Nov. 12th/13th**. Start Controls at Basingstoke and nr. Worcester.

These clubs have been invited: B.A.R.C., Cemian Motor Club, Circle Car Club, Forces Motoring Club, Hagley & District Light C.C., Hants & Berks C.C., Herts County Auto & Aero Club, Lancashire Motor

Club, Liverpool Motor Club, Thames Estuary Auto Club.

*Entries limited to 120 (closing date Oct. 24th).
So write for Regs. today to:*

**M. Kraike, Esq., 20 Shakespeare
Gardens, London, N.2.**



Julian Easten proudly offers the following new and used cars

NEW Alpines and Rapiers. Immediate delivery.

1956 Jensen 541. Overdrive, wire wheels, two owners from new, finished ivory with maroon leather. Perfect mechanically and bodily. **£1,095**

1956 Sunbeam Mark III Saloon. Overdrive, low mileage. **£325**

Hire Purchase, Part Exchanges and Insurance effected

1950 Jaguar Mark V. Exceptionally well maintained. Black. **£155**

1960 Lotus VIIa, fully modified, unraced, virtually unused and as new full modifications, very fast car indeed. Price on request.

Lotus Elites and VII delivery at short notice.

Demonstrations anywhere.

SCOTT & EAYRS LTD. OAKHAM, RUTLAND

DIRECTORS: GEO. M. EASTEN, F.M.I., M.I.M.I. JULIAN M. EASTEN (SALES)

Telephone: Oakham 28 (Day) Oakham 504 (Evening)

LOTUS DISTRIBUTORS
(Elite and VII Models)

LEICESTERSHIRE and RUTLAND

**ROOTES GROUP and
VAUXHALL AGENTS**

The Firm with a Personal Service and National Connections. Specialists in Tuning and Rally Preparation.

WEYBRIDGE automobiles

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

1959 AUSTIN-HEALEY SPRITE. Maroon. Red interior. Fitted hard and soft tops. Tonneau cover, special side screens, wheel discs, heater and wing mirrors. One owner. Immaculate. **£575**

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

1959 PEUGEOT 403 SALOON. Grey. Fitted heater, radio, overdrive. Immaculate condition. **£795**

NEW CARS

ALVIS 3-litre SALOON: immediate delivery.

WEYBRIDGE AUTOMOBILES, LTD.,
Queen's Road, Weybridge.
Phone: Weybridge 2233, Ext. 18.

COLIN MURRAY LIMITED

Sole
IMPORTERS & CONCESSIONAIRES

FOR THE NEW

Maserati

3500 G.T.

STAND



No. 132

**BEACH ROAD
FLEETWOOD
LANCASHIRE**

TEL: 2752

FIELDS OF CRAWLEY

THE FIRST AND ONLY JAGUAR XK CENTRE

It is generally appreciated that all XK models are in very short supply and deliveries are extending well into the future. Enquiries are invited for the following cars upon which a better delivery can be given as the result of our advance order position.

XX.150 3.8 litre "S" type. Fixed head coupe. Grey with Dark Blue upholstery.

XX.150 3.8 litre. Pippin Red with Black upholstery. Fixed head coupe.

XX.150 3.4 litre "S" type. Fixed head coupe. Cream with Red upholstery.

XX.150 3.8 litre "S" type. Drop head coupe. Carmen Red with Black upholstery.

Mark II. 3.4 litre saloon. Claret Red with Red upholstery. Automatic transmission.

Mark IX. Automatic transmission. Black over Sherwood Green.

Mark IX. Automatic transmission. Finished in duo tone Blue with Biscuit upholstery.

**The staff of the XK CENTRE will be delighted to meet past, present and future JAGUAR owners at the Motor Show
OCTOBER 19th-29th, 1960**

Demonstrations without obligation anywhere in Great Britain with the following car: 1960 XX.150 "S" type. 3.8 litre. Fixed head coupe.

FIELDS ENGINEERING COMPANY (CRAWLEY) LTD.

"First in the FIELD with XK"

86-92 HIGH STREET, CRAWLEY, SUSSEX

Telephone: 25533-7

SECRETARY

Efficient shorthand typist/secretary, preferably with some publicity experience, required by Public Relations Consultancy specializing in the Motoring field. Apply to:

(Personal) **P. R. EASTON,**
PETER RODERICK, LIMITED,
10 Fitzroy Street, London, W.1.

BRITISH Automobile Racing Club requires young lady to assist in Competitions Department. Accurate typist. Write for appointment: B.A.R.C., 55 Park Lane, W.1.

ENTHUSIAST wanted for assembly of specialist components. Bench experience preferred. Trainee considered.—Write, stating experience and salary required, Esher Auto Components, Hill House Farm, Portsmouth Road, Esher, Surrey.

LEADING S. London sports and racing car specialists require experienced man (or woman) to take over their accessory sales division. Applicants should have knowledge of speed conversion equip., be of pleasing personality and not afraid of long hours. Salary and commission.—Box 3691.

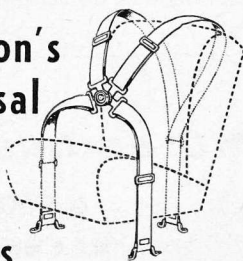
RACING MANAGER WANTED.—To arrange Continental and British events. Must have previous knowledge. Commission basis.—Box 3690.

RECEPTION ENGINEER "Motor Trade". Leading Manufacturers' Agents, North-West London area, dealing with quality cars, have a vacancy for a young man of good education and sound knowledge of the Motor Trade on the staff of their Reception Department. Applicants should be thoroughly conversant with all aspects of Service Station routine and be of pleasing personality and adaptable to hard work; an outstanding opportunity for those with drive and initiative.—Apply in writing, stating salary required, to Box 3694.

SPARES & ACCESSORIES

AUSTIN, Fiat, Standard, Triumph spares sent c.o.d.—Premier Motors, 295 Lewisham High Street, S.E.13. LEE Green 1051.

**Alderson's
Universal
Car
Safety
Harness**



Fit any type of seat, made from 2" wide webbing with quick release fastener.
2,000 lb. breaking strain model in Brown, Olive Green or White. 35/- each.
4,000 lb. breaking strain model in Silver Grey only. 75/- each.

Available from your local garage,
accessory shop or direct post free.

ALDERSON'S
34 Kingswell St., Northampton
Tel: Northampton 4246 Trade inquiries invited

PAIR of HD8 2 ins. SUs, suitable Jaguar, 2,000 mis. only, £22. Wanted, Jaguar 3.8 block or complete engine.—Wright, Marlow, Leintwardine, 226 Craven Arms.

TR2 GEARBOX (will fit Vanguard), Derrington induction manifold, road wheels.—Boulton, Fairfield, Bar Hill, Madeley, Crewe.

UNUSED space frame, similar to Mk. VI Lotus, only requires mounting brackets to complete, £30 o.n.o. Four new Armstrong spring damper units, to suit above, £12. Many other bits and pieces.—Clark, 16 Kenilworth Road, Luton, Phone: 6119.

SUPERCHARGERS

CREAMER for Shorrock Superchargers and Healey Speed Equipment. Sales, service and tuning.—R. A. Creamer and Sons, Drayson Mews, Holland Street, Kensington, W.8.

SHORROCK Superchargers for Fords.—Full details from sole distributors: Allard Motor Co., 26 High Street, Clapham, London, S.W.4. MACaulay 3201.

TUNING SERVICE

ROLLER DYNAMOMETER TESTING FACILITIES.

Engine Power Curves. £3
Trade enquiries welcomed.

Phone: VAentine 8307.

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

CATERHAM CAR SERVICES, LTD., Distributors for Speedwell, G.N., etc., offer unrivalled fitting and Crypton tuning service.—36-40 Town End, Caterham Hill, Surrey. Telephone CA4 4276.

SPEED CONVERSIONS announce a new conversion for Mini-Minor and all B.M.C. Also repairs and complete overhauls. Collection and delivery to all parts of London.—32A Lancaster Mews, W.2. Tel.: PAdddington 2108.

SUPERTUNE, LTD. Tuning, race and rally preparations, service, repairs, performance conversions.—2a Pindock Mews, Warwick Avenue, London, W.9. CUNningham 9040-8314.

WITH a little attention from us your Mini-Minor or Austin Seven would go better than a Sprite. Let us whet your appetite by sending you our new tuning leaflet.—Competition Motors, Ltd., West End, Woking. Phone: Brookwood 3124.

WANTED

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

LOTUS XI "Le Mans" wanted, with or without engine and gearbox. Must be in immaculate condition throughout.—Equipe Woodyatt, Portland Road, Malvern. Tel. 390.

M.G.A 1600 open or F/H., low mileage, wanted for cash.—Box 3692.

TR2 OR TR3 hardtop and sliding screens.—Marten, FREmantle 5832.

SELF-ADHESIVE NUMBERS AND LETTERS

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

Write for free catalogue of Racing and Rally Kit
LES LESTON LTD. 314 HIGH HOLBORN, LONDON, W.C.1 CHA 8655

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

URGENTLY REQUIRED, Rotax electric starter type MT 84, number 579.—Carmichael, 57 Kirkintilloch Road, Bishopbriggs, near Glasgow.

2-LITRE Climax twin-cam racing car, engine only wanted.—Box 3693.

1172 SPECIAL or Dellow, maximum £120.—Waller, 47 Burlington Avenue, West Kirby.

WANTED.—Cooper-J.A.P. Mk. IV rear drive sprocket and shaft or Z.F. diff. parts. Also any spares for car or engine.—43 Springfield Crescent, West Bromwich.

NEW CARS FOR SALE

FORD

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

GOGGOMOBIL

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

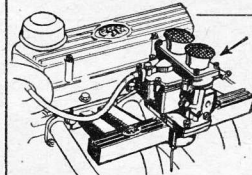
RENAULT

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

TRIUMPH

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

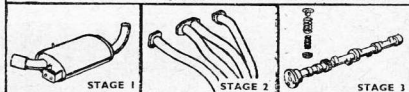
SPEED EQUIPMENT FOR THE FORD 105 E (ANGLIA) ENGINE



FROM THE RACE WINNING STABLES OF THE G.S.M. DELTA SPORTS CAR COMES THIS EQUIPMENT

- STAGE 1. WEBER DOUBLE CHOKE CARBURETTORS AND G.S.M. MANIFOLD. ALSO STRAIGHT THROUGH EXHAUST SILENCER AS ILLUSTRATION 1.
- STAGE 2. AS ABOVE WITH ADDITION OF 4 BRANCH BANANA TYPE EXHAUST AS ILLUSTRATION 2.
- STAGE 3. AS ABOVE WITH ADDITION OF MODIFIED CAMSHAFT AND VALVE SPRINGS AS ILLUSTRATION 3.

distributed by **SHEPARD'S FORGE LTD**
WINSOR GARAGE, LONDON ROAD,
WEST MALLING, KENT
Telephone: WEST MALLING 2206



SPORTS MOTORS (MANCHESTER) LTD.

SPEEDWELL & LOTUS DISTRIBUTORS FOR THE NORTH WEST

ON DISPLAY

We can offer the finest speed equipment facilities in the North West, with a complete range of all items for rallying and racing, they include:

Complete engine conversion, anti-roll bars and rear shock absorbers, superstone silencers and 3 branch manifolds, safety belts, Halda speed pilots. Rev. counters and oil/water gauges. Close ratio gears, oil coolers. Leston gloves and racing overalls, rally horns.

Our postal service is unrivalled, same day service C.O.D.

FOR SALE

1960 Lotus Formula Junior, with very special Speedwell B.M.C. engine. This car is almost new and perfect in every way, fitted with Amals, special crank, Bosch distributor and many spares. Full details on application, £1,150. Will sell without engine.

1960 Brand New Mini-Minor De Luxe, Speedwell Clubman 60 engine, anti-roll bars, 3 branch manifold, rev. counter, oil/water gauges, Amal or S.U. carbs. to choice. (New Minis can be supplied with conversions to choice.)

1960 Lotus 7 fitted with Ford/Willment engine, Racing tyres, c/r gears, tonneau cover. Excellent order throughout, £595.

ON DISPLAY

The new Series II Lotus 7 in kit form—easy to build, easy to maintain—easy to drive. The complete kit can be built in 24 hours with complete ease. Order now for quick delivery.

Lotus Formula Junior Racing Car. The most successful of all Juniors. We have a complete car on show. Now is not too early to order for next season. We can supply the above kits on almost immediate delivery.

Send for catalogues or pay us a visit.

We have all the above in stock and can arrange a demonstration at any suitable time. Call, telephone or write:

126 RUSHOLME ROAD, ALL SAINTS, MANCHESTER, 13

Tel: ARDwick 3015 & 3470

THE SEASON'S FINAL MEETING AT AINTREE

THE last meeting of the Aintree season was recently staged on the Club circuit, the "show" being presented by the Aintree Circuit Club.

Eight events were run with clockwork precision—the first race starting to time at 1.30 p.m. The first event was a seven-lapper for saloon cars up to 1,300 c.c. and as the flag dropped, Eric Fishwick in his featherweight and extremely potent A40 immediately headed the pack into Country corner—and rapidly pulled away from them all—to win the event by a very comfortable 22 seconds from A. R. Minshaw in the Mini-Minor—the third man home being R. McElroy in his very fast M.G. TD.

In the second event, which was for saloons up to 1,700 c.c., and sports cars to 1,000 c.c., Eric repeated his performance—but this time it was no easy win, for he was pushed home all the way by A. Palmer in the T.V.R. Grantura. With Palmer hard on his heels, Eric did the seven laps in the time of 9 mins. 41.2 secs. or, for those who don't know the Club circuit, 71.11 m.p.h., which is going some for an A40. The third man home, 11 seconds behind the T.V.R., was J. M. Anderson in a Fairthorpe Minor.

Quite a shambles was created at race control during the first lap of this event, for McElroy in an M.G. TD lost the lot on his way out of Club corner—and somehow managed to collect the main telephone cable on his way—which put race control off the air for a brief period until a little splicing was arranged.

McElroy had to stay where he landed, for in the process he also managed to dislodge his exhaust system.

The third race—for sports cars up to 1,300 c.c., and saloons over 2,100 c.c.—was won by Don Hill in the Elva Mk. II Ford, with M. Ellis (Lotus VIIA) 1.2 seconds behind—followed some six seconds later by J. R. Kennerley's TR3A. Eric Fishwick had to be content with fourth place in this, as the opposition was a little stiffer!

At 3 p.m., still on time, the flag dropped for the fourth race of the day—7 laps for sports cars up to 2,100 c.c., and as there were four non-starters, only four cars were on the line—Don Hill in the Elva, A. Palmer (T.V.R. Grantura), W. Warner (TR2) and McCoombe's Alpine. Don Hill made one of his usual immaculate starts and led the other three into Country with the T.V.R. trying to get by. Hill managed to keep his lead and at the end of the seventh lap took the flag some 4 seconds ahead of the T.V.R. with the TR2 half a lap in arrears.

The next event, a seven-lapper for sports cars over 2,100 c.c., brought five cars to the line with J. Nicholson's E.R.A.-Jaguar in pole position; the position being justified by his win—although S. H. Newton's very well-driven TR2 was only 2 seconds down over the line, with the third man Kennerley (TR3A) arriving five seconds later. On the last lap K. W. Greene's XK 120 spun at Club corner.

The first of the 10-lap events was for *formule libre*—with a couple of Formula Juniors in first and second places on

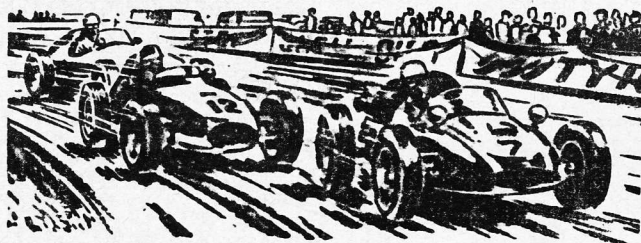
the grid. These were Peter Doyle's Lotus-Ford (newly acquired from Steve Ouvaroff) and a Jim Russell driving school entry driven by E. Harris.

Although once again there were a couple of non-starters, seven cars were on the line waiting for Graham Peacock to drop the flag—and at this Peter Doyle headed the bunch with the Jim Russell Lotus not far behind. Although in this event the opposition cannot be said to be very stiff, on this showing it would appear that Peter Doyle will be a force to be reckoned with in club circles next season.

The last two events, of 10 laps each, were for 750 and 1172 formulae combined, and the other for sports-racing cars unlimited. The former was sadly depleted by non-starters as only four cars came to the line, two of which fell by the wayside leaving M. F. Goodwin's Lotus 7 to win his class and the event, followed by E. A. McElroy's Austin Speedex to take the 750 c.c. class.

Rain began to fall at the start of the final event and in this Don Hill (Elva Mk. II), in the lead from the start, had quite a job holding off Hough's Cooper-Bristol and this he managed to do until he overdid it a trifle on the fourth lap coming out of Club when Hough went by while he sorted himself out. The next six laps saw Hill making up lost ground at a decent rate in the wet—but it couldn't quite be done in the time. At the flag he was 0.2 second behind the Cooper-Bristol, with Paul Kelly's Lotus Elite following 10 seconds later.

S. J. BURTON.



FORMULA II LEWIS-EVANS TROPHY MEETING

ORGANISED BY THE BRITISH RACING AND SPORTS CAR CLUB

Admission free
(Reserved enclosures
12/6, 8/-, 5/-)

Car Park - - - 5/-
Motor Cycles - - 2/6

BRANDS HATCH CIRCUIT,
FAWKHAM, KENT
Tel: WEST ASH 331

BRANDS HATCH

A20 ROUTE
Nr. FARNINGHAM, KENT

SUNDAY
OCTOBER 16th
12.30 p.m.



MG enthusiasts!

IN STOCK NOW
M.G.A 1600 COUPES
AND 2-SEATERS
M.G. MAGNETTE MK. III

SPECIALISTS

MILL GARAGE
CHIGWELL ROAD,
LONDON, E.18

ALSO A SELECTION OF
EXCELLENT MAGNETTES

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

BUBBLE BUBBLE OIL and TROUBLE

- A LLOYD ROACH OIL COOLER
- REDUCES RUNNING COSTS
- INCREASES ENGINE EFFICIENCY
- AND PROLONGS ENGINE LIFE



£12 · 10 · 0

Including 10 ft. Oil Hose with 4 End Fittings

LLOYD ROACH ENGINEERING
75 GREENFIELD ROAD, HARBORNE, BIRMINGHAM 17 Telephone: HARBORNE 1475

THE CHEQUERED FLAG

The largest specialists in the country today and unrivalled in the field of Sports, G.T. and Competition Cars

(SPORTS CAR SPECIALISTS) LTD.

Austin-Healey 100/6. 1957/58/59. A superbly chosen and unblemished selection of three cars, in dual red and black, ice blue and white, or dual black and white. All are equipped with various sensible extras and are very attractively priced. **From £665**

Jaguar XK 140. 1955 2-seaters. Choice of two exceptional roadsters in pure white or midnight blue. Both with tonneau, wire wheels, heater, twin spots, washers, etc. **From £565**

MGA Twin Cam. 2-seater. This far-above-average example has been owned and maintained by the M.G. works since new. Finished in red with black interior and fitted with new engine, disc brakes, heater, washers, oil cooler, etc. **£665**

Triumph TR3A. 1959 2-seater. Spotless condition in signal red with black interior. One owner and 14,000 miles only since new, and equipped with disc brakes, washers, tonneau, wing mirrors, etc. **£795**

Elva Courier Spyder. 1959. A first class example in dual Racing Green and red, and fitted with magnesium wheels, Alfin brakes, close-ratio gearbox, and highly tuned MGA engine. **£775**

Lotus Mk. VII. 1960 2-seaters. Choice of two literally unmarked cars, in bright red or polished alloy. The first with highly tuned BMC A series and the second with wire wheels and 1100 Climax unit. Both one owner and nominal mileage only. **From £565**

Austin-Healey 100/4. 1954/55. A selection of some four examples in dove grey, bright red, or ice blue. All with wire wheels, heater, overdrive, twin spots, tonneau, etc. Competitively priced. **From £465**

MG TC. 1947/49 2-seaters. Choice of two well-above-average cars, both in dark red and equipped with spot lamp, rack, flashers, etc. Attractively priced. **From £285**

Jaguar XK 140. 1955/56. Choice of two excellent examples, a fixed head in black, or a drop head in grey. Both cars are particularly attractive and fitted with heater, twin spots, washers, etc. **£595**

Triumph TR2/3. A hand-picked selection of some six cars. Colours range from red, powder blue, white, BRG, or black. All are equipped with many desirable extras and are offered with every confidence. **TR2s from £445, and TR3s from £565**

Austin-Healey Sprite. 1958/9 2-seaters. Three examples in pale blue, cherry red, or Old English White. All with every listed extra, and including an ex-Works Sebring Sprite, with disc brakes, wire wheels, hard top, tuned and balanced engine, etc. **From £465**

MG TD/TF. 1952 to 1954. Two TDs and two TFs, in dark red, silver grey, or BRG. These cars are far above average and all equipped with many extras. Competitively priced. **TDs from £385, and TFs from £425**

Jaguar XK 120. 1952/53. Choice of two cars, a fixed head and a roadster, finished in pillar box red and dark blue respectively. Both with wire wheels, X tyres, heater, etc. **Both £465**

MGA. 1956 to 1960. An unrivalled selection of six superb cars, in white, red, blue, pale green, cream or pale blue. All fitted various extras and, as a result of careful buying, attractively priced. **From £495**

Austin-Healey 3000. 1960 series 2/4-seater. Spotless in red with matching interior, and fitted disc brakes, overdrive, heater, washers, wire wheels, twin spots, tonneau, wing mirrors, etc. **£965. Another blue**

HIGH ROAD, CHISWICK, W.4

Tel: CHI 7871/2/3

THE CHEQUERED FLAG

(MIDLAND) LTD.

Turner. 1957 2-seater. An exceptional one owner car finished in turquoise, 17,000 miles only, and fitted with X tyres, BMC A series, etc. This car is in mint condition throughout. **£525**

MGA. 1958 series 2-seater in flame red with matching interior. Equipped with radio, heater, wire wheels, luggage rack, washers, tonneau, etc. Two owners only since new, and 22,000 miles. **£695**

Lotus Mk. VII. 1958 2-seater in pillar box red. Full weather equipment, twin SUs, four branch exhaust, Willment OHV conversion, etc. A fast and tractable car. **£525**

Triumph TR3. 1957 2-seaters. Choice of two superb cars in olive green or in beige. Both with disc brakes, spots, washers, tonneau; and the latter also with overdrive. **From £635**

Austin-Healey 100/4. 1955 2-seater in Arctic blue, fitted with overdrive, heater, wire wheels, X tyres, etc. A very attractive example. **£515**

Sunbeam Alpine. Sept. 1960. Literally as brand new, in moonstone white, 200 miles only, and fitted with disc brakes, heater, washers, overdrive, wire wheels, etc. **£1,075**

Jowett Jupiter. 1953 2/3-seater in British Racing Green, fitted with Series III unit and crank. Recent engine overhaul, heater, rack, etc. **£275**

Austin-Healey Sprite. 1958/59. Choice of two cars in cherry red or pale blue. Both equipped with every listed extra, both one owner and very low mileage. **From £495**

MG TC. 1946 2-seater in black. A particularly neat example of this popular marque, and fitted with wing mirrors, flashing indicators, etc. **£235**

TR3. 1956 2-seaters. Choice of two cars in bright red or BRG. The former with hard top, heater, X tyres, spots, etc.; and the latter with overdrive, mirrors, washers, tonneau, X tyres. **From £565**

MGA 1600. 1960 series 2-seater Fixed Head Coupe. Unmarked in birch grey with red leather interior, and fitted disc brakes, heater, washers, etc. One owner and 8,000 miles only since new. **£865**

MGA. 1956 series 2-seater in pale green. Fitted with wire wheels, X tyres, tonneau, washers, sliding screens. **Choice of two. £495**

Triumph TR2. 1954/55 2-seaters. Choice of two cars in red, with wire wheels, X tyres, radio, washers, one owner, etc., or in black with matching hard top, X tyres, mirrors, spots, washers. **From £425**

MG TF. 1954 2-seater in dark red with matching interior trim. Equipped with radio, heater, washers and full length tonneau cover. **£485**

Morgan 4/4. 1957 2-seater in dark red. Fitted modified 1,172 c.c. Ford unit, with Elva OHV conversion. A very attractive example. Spots, heater, etc. **£465**

ARKWRIGHT ST., NOTTINGHAM

Tel: 89282/3

THE CHEQUERED FLAG

(COMPETITION CARS) LTD.

Mercedes-Benz 300SL Roadster. This superbly fast car is in incomparable condition both bodily and mechanically. Finished in dove grey with red leather interior; fuel injection 3-litre engine, etc. This car must be regarded as the ultimate in high speed transport. **£3,485**

Lotus Elite G.T. Always a selection of some four or more superb cars, in colours ranging from lilac blue, red, white or BRG. One or two owners only, and nominal mileages. Very attractively priced. **From £1,395**

Jaguar XK 150. In mint condition, this Fixed Head Coupe is finished in dove grey, with dark blue leather interior. Equipment includes wire wheels, disc brakes, overdrive, radio, heater, twin spots, washers, etc. **£1,085**

Alfa Romeo Giulietta Sprint and Sprint Veloce. Choice of two examples in Italian red, with matching interior. Both floor change, heater, etc. Two very attractive and distinctive cars. **From £1,165**

Lancia 2500 GT Aurelia. Unblemished in red with black interior, this must be one of the best examples available. Highly polished unit, floor change, X tyres, heater, washers, etc. **£1,285**

C-type Jaguar. Choice of two original and meticulously maintained cars, in red or dark blue. Both have Borrani wire wheels, Webers, tonneau, RSs, and full screen. **From £745**

Peerless Phase I GT Saloon. Finished in Pacific blue with off-white interior trim; one owner and 14,000 miles only, and fitted overdrive, disc brakes, heater, etc. **£1,095**

Alfa Romeo 1900 Super Sprint. An incomparable car in sky blue with white leather interior. Chrome Borrani wire wheels, 5-speed gearbox, radio, heater, X tyres. **£1,285**

Lancia 2500 GT Spyder. A really striking example of this very desirable car, finished in Italian red with black interior. Also X tyres, floor change, washers. **£1,185**

Lotus Elite GT. Brand new examples of this fabulous car in red, white, or lilac blue. Tuning for ultra-high performance also available (Stage II or III) at attractive rates. **List £1,949**

MGA 1600 1960 Fixed Head Coupe. Spotless in birch grey with red leather interior trim. One owner only, and fitted disc brakes, heater, etc. **£865**

Aston Martin DB3S. An original and unmarked car, 7,500 miles only, Webers, etc. Finished in Aston green, and faultless throughout. Now offered at the very competitive price of **£1,165**

GEMINI HOUSE, HIGH ST., EDGWARE, MIDDX.

Tel: EDG 6171/2

**For your
ten year
TEST...**

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

FIT

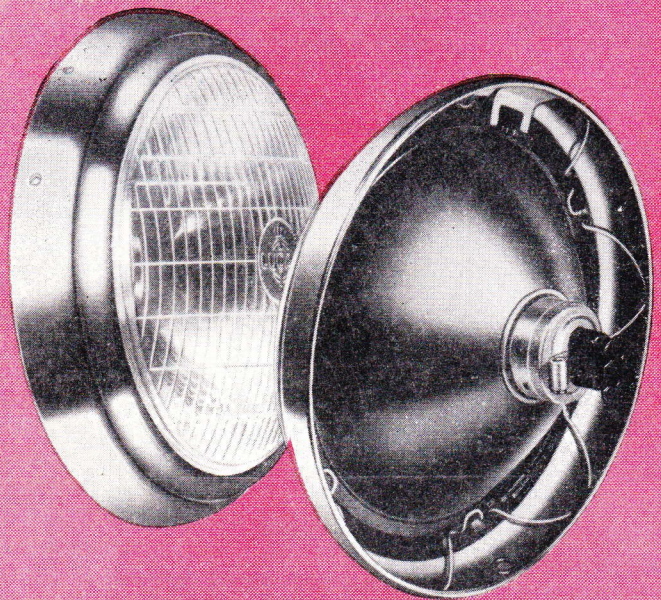
LUCAS

Quality
LIGHTING EQUIPMENT

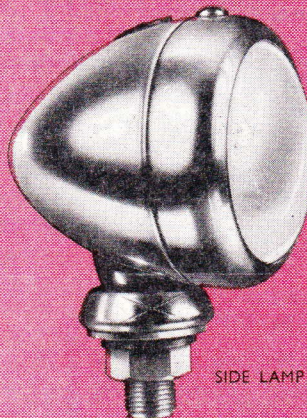
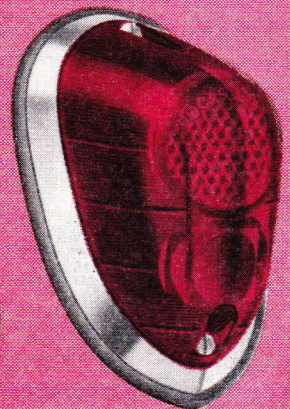
GUARANTEED TO CONFORM WITH THE NEW REGULATIONS

JOSEPH LUCAS LTD . BIRMINGHAM 19

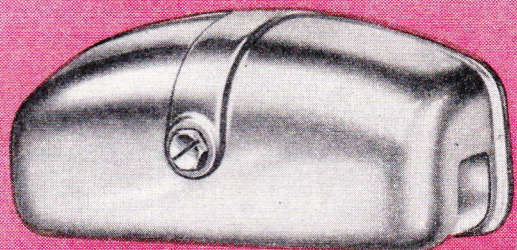
CONVERSION SETS from 85/-



STOP TAIL LAMP Model 549 22/6



SIDE LAMP Model LD 109 (Chrome) 17/6



NUMBER PLATE ILLUMINATION LAMP
Model 467 (Chrome) 22/-

