AUTOSPORT

JULY 17, 1964

EUROPEAN GRAND PRIX REPORT

AUTOSPORT

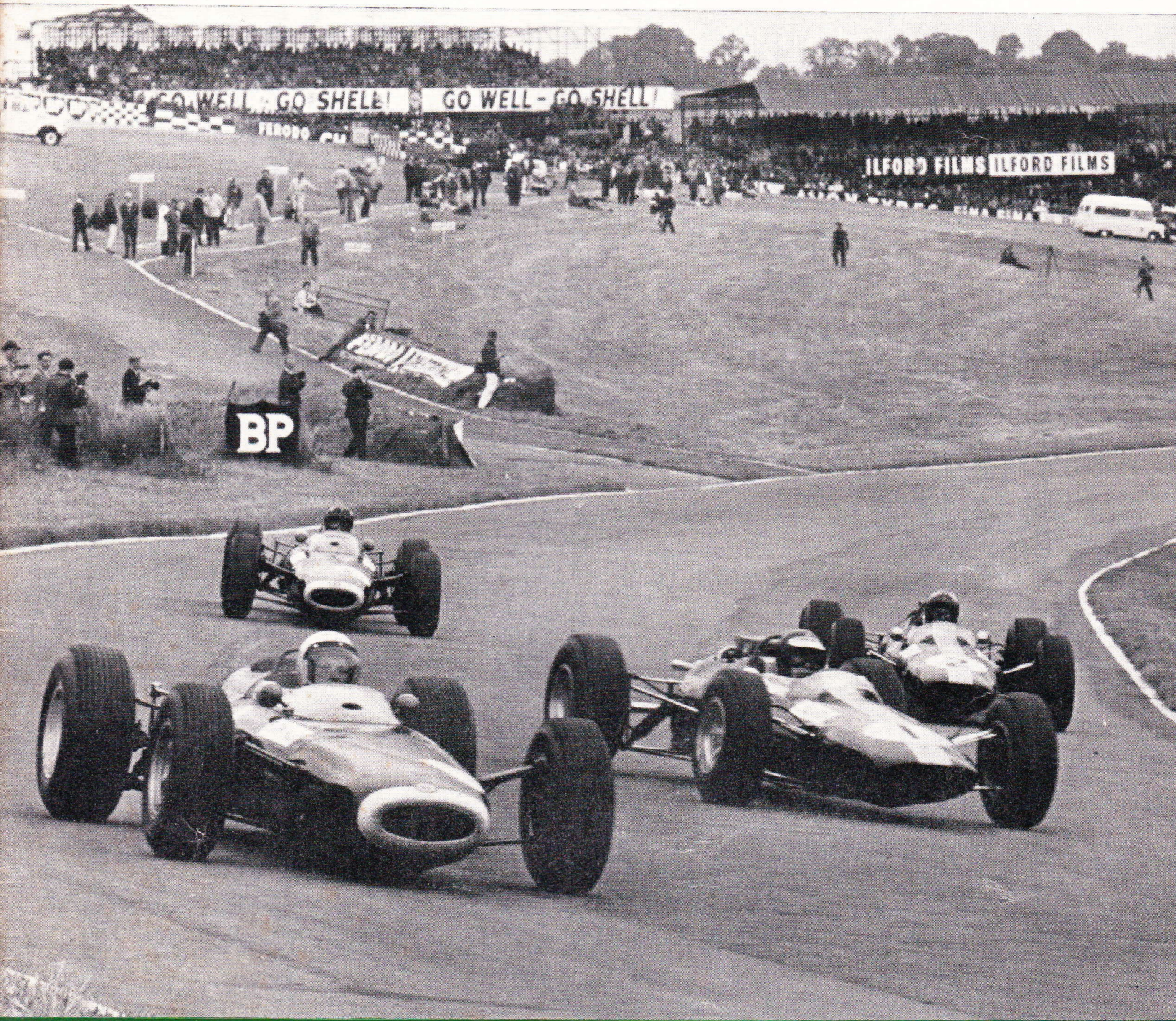
BRITAIN'S MOTOR SPORTING WEEKLY

2/-

EVERY FRIDAY

Vol. 29 No. 3

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

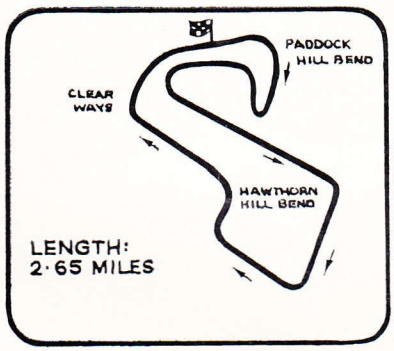


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EUROPEAN GRAND PRIX—FULL REPORT AND PICTURES : CARTOONIST'S IMPRESSION OF BRANDS HATCH

ROAD TEST OF THE RELIANT SABRE SIX : CUTAWAY DRAWING OF TOMMY ATKINS'S COOPER-MASERATI

British & European Grand Prix won on



ARMSTRONG
SHOCK ABSORBERS

1st Jim Clark - - - Lotus-Climax

2nd Graham Hill - - - B.R.M.

4th Jack Brabham - Brabham-Climax

6th Phil Hill - - Cooper-Climax

7th Bob Anderson - Brabham-Climax

8th Richie Ginther - - - B.R.M.

(Results subject to official confirmation)



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ARMSTRONG

1964 GRAND PRIX SUCCESSES

MONACO 10th MAY

1. Graham Hill B.R.M.
2. Richie Ginther B.R.M.
3. Peter Arundell Lotus-Climax
4. Jim Clark Lotus-Climax

DUTCH 24th MAY

1. Jim Clark Lotus-Climax
3. Peter Arundell Lotus-Climax
4. Graham Hill B.R.M.
5. Chris Amon Lotus-B.R.M.

BELGIAN 14th JUNE

1. Jim Clark Lotus-Climax
2. Bruce McLaren Cooper-Climax
3. Jack Brabham Brabham-Climax
4. Richie Ginther B.R.M.

FRENCH 28th JUNE

1. Dan Gurney Brabham-Climax
2. Graham Hill B.R.M.
3. Jack Brabham Brabham-Climax
4. Peter Arundell Lotus-Climax

BRITISH & EUROPEAN 11th JULY

1. Jim Clark Lotus-Climax
2. Graham Hill B.R.M.
4. Jack Brabham Brabham-Climax
6. Phil Hill Cooper-Climax

GERMAN 2nd AUGUST

AUSTRIAN 23rd AUGUST

ITALIAN 6th SEPTEMBER

UNITED STATES 4th OCTOBER

MEXICAN 25th OCTOBER

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July 17 1964 Volume 29 Number 3

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EDITORIAL

A TOUGH TUSSLE

IN winning the Grand Prix of Europe at Brands Hatch last Saturday World Champion Jim Clark had one of the most exhausting races of his career. From start to finish he had to fight off Graham Hill, and spectators were thrilled by the superb driving of the two main contenders for the World Championship. Actually they were never more than 7.5 secs. apart and only 2.8 secs. separated them at the end. It was also a good day for Ferrari, with John Surtees and Lorenzo Bandini taking third and fifth places, split by Jack Brabham. Phil Hill in his Cooper-Coventry Climax managed to take sixth position after a race-long duel with independent entrant Bob Anderson in his Brabham-Coventry Climax. All in all it was a splendid meeting, with the sort of organization usually associated with the more important Continental races, which could be said to have been surpassed. A field of 23 cars made for a most interesting event and a busy circuit. It was also the fastest race in Brands Hatch history, with a new circuit record by Jim Clark in 1 min. 38.8 secs. The championship is still wide open, for with five *grandes épreuves* still to come, Clark leads Hill by just four points.

THE SEARS AFFAIR

ONE felt that the black-flagging of Jack Sears (A.C. Cobra) in the G.T. race at Brands Hatch was somewhat unnecessary. Surely when it was realized that cars were in the wrong places on the grid, the count-down could have been stopped? To bring the driver in merely to point out that he had started from the wrong spot, when he had already been under the starter's orders, seemed to be totally unnecessary. Fortunately for entrant John Willment, Sears managed to win in the end, but the heated argument that occurred in the pits was most unfortunate. It seems to AUTOSPORT that the simple expedient of the Clerk of the Course having a red flag displayed would have enabled the error to have been corrected, thus avoiding an incident which could quite easily have lost the eventual winner the race.

THE BIG BANGERS

IN this issue we feature a Theo Page cutaway drawing of Tommy Atkins's 5-litre Cooper-Maserati sports-racing car—a magnificent motor car in every sense of the word. The next international motor race to be held in this country is the Guards Trophy for big sports and G.T. cars at Brands Hatch on August Bank Holiday Monday. People like A. J. Foyt, Walt Hansgen, Augie Pabst and last year's winner Roger Penske will be coming over from America with their big V8-engined, noisy and fast sports-racing machinery to take on the best from Europe. Excellent entertainment is assured.

OUR COVER PICTURE

LAPPING their team-mates are the two leaders of the anything but dull European Grand Prix at Brands Hatch last Saturday. Throughout the race Graham Hill relentlessly hounded Jim Clark, the B.R.M.'s orange-tipped snout often inches away from the rear of the Lotus-Coventry Climax. The No. 2 drivers of the B.R.M. and Lotus teams, Richie Ginther and Mike Spence, also enjoyed a race-long struggle.

Photo: George Phillips.

FERODO FIRST

EUROPEAN GRAND PRIX 1964

1ST LOTUS / CLIMAX - Jim Clark

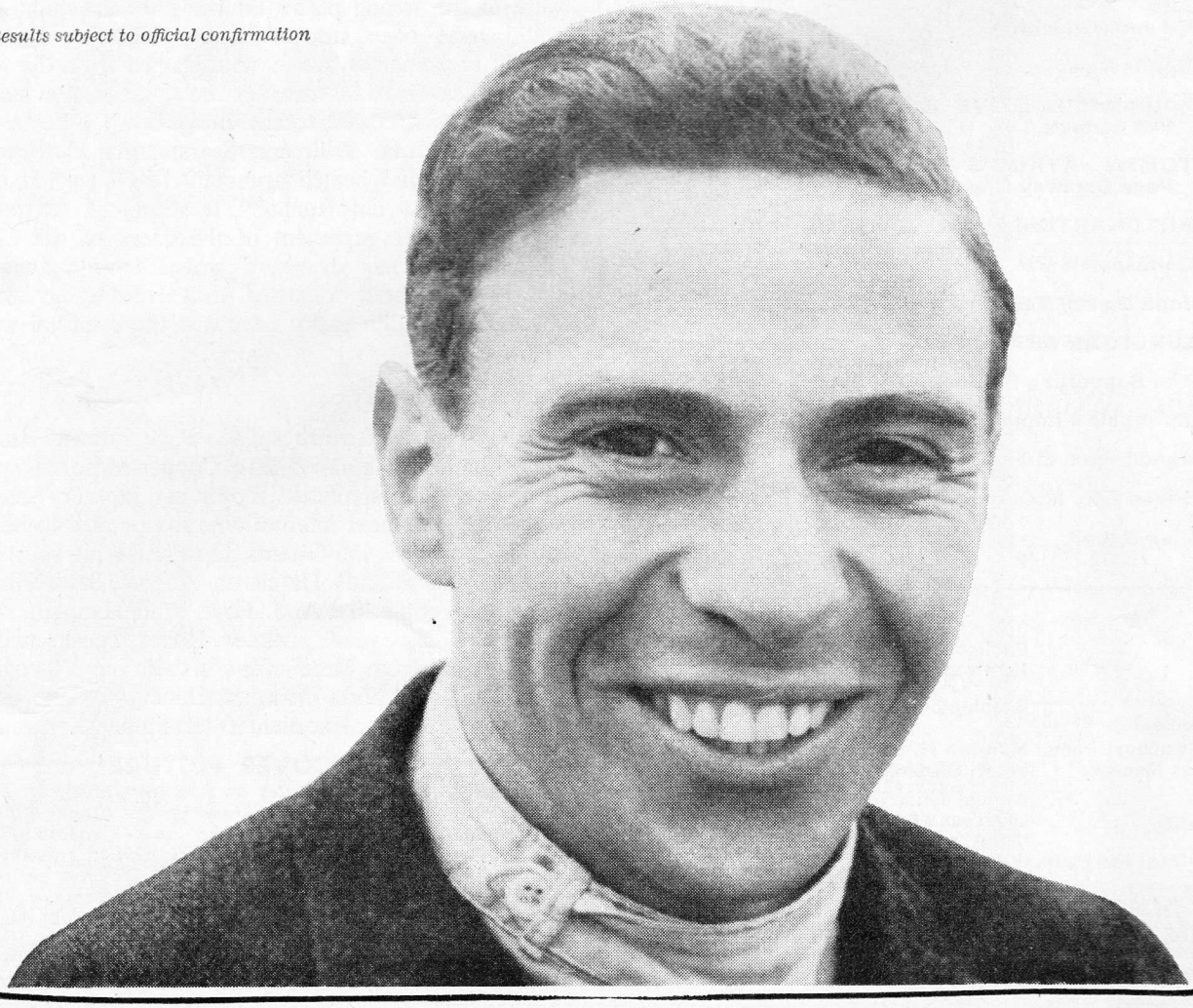
2ND B.R.M. Graham Hill

3RD FERRARI John Surtees

fit race-proved
FERODO Anti-Fade Linings For Drum and Disc Brakes

Ferodo Limited Chapel-en-le-Frith England A Turner & Newall company

Results subject to official confirmation



13/73

DRIVER Ronnie Bucknum states that a Grand Prix Honda is on its way from Japan to take part in the German G.P. at the Nürburgring. We'll see!

JACKIE STEWART had a run round Brands Hatch in the Formula 1 Lotus 33 during an unofficial practice session at the Grand Prix of Europe. A sign of things to come?

GRAHAM HILL will drive a works B.R.M. in the Solitude Grand Prix on Sunday. With Richie Ginther returning temporarily to the United States, Richard Attwood was offered a second car, but was already committed to drive in the Formula 2 race at Clermont-Ferrand.

THE B.R.S.C.C. have received a good entry for their second restricted Longleat hill-climb on 19th July. Those competing will be Tony Marsh, Bill Liddell, Wally Cuff and Ron Fry—and many other interesting combinations. Climbs commence at 2.30 p.m.



"MISS MOTOR RACING"—winner of the contest arranged by the Daily Sketch *on Wednesday. Chief photographer George Phillips was too busy to ask her name!*

A FORD CORTINA G.T. driven by Geoff (son of Sir Patrick) Hennessy, Ken Chambers and ex-racing driver Mike McKee has captured the Commander's Cup award at Snetterton for production cars completing the most laps in 24 hours. The Cortina completed 624 laps at an average of 70.48 m.p.h., three tours more than the previous holder of the award, a Reliant Sabre Six.

THIS Sunday sees the Midland A.C.'s annual classic—the Inter-Club Hill-Climb. Very keen competition is expected between teams representing 22 clubs, while there will also be keen competition in the individual runs. First car climbs at 3 p.m.

WITH a lull in club racing activities last weekend, we have had a chance to see who has been the most successful driver so far. With two cars to utilize—a Formula 3 Brabham and a lightweight Jaguar E-type—Roger Mac has won 11 club races. Nearest rivals are John E. Miles, who has nine victories to his credit, and Boley Pittard with eight. Miles is about to swop his successful 1650 Turner-Ford, which he shares with Mike Lawlor, for a B.M.C.-engined F3 Brabham once the property of someone who won't be able to race for 30 years, we hear.

PIT and PADDOCK

TROBERG AT NORISRING

SWEDISH driver Picko Troberg, in his Brabham-Ford, won the Norisring Formula 3 race on 5th July. American driver John Peterson (Brabham-Ford) had led for 15 of the 26 laps, but broken gear linkage put him out. German "Franz Müller" (Lotus-Ford) was well up at one stage, but he had to stop, so German drivers Dechent and Dorner, both in Brabhams, took second and third places.

It was a poor day for the British contingent. Clutch trouble put out Eddie Fletcher's Brabham-B.M.C. in practice, Frank Williams (Brabham-Ford) had persistent misfiring, while Tony Horsley's old Ausper-Ford was eliminated at the start by a flat battery.

A MARK 2 version of what is claimed to be the most luxurious small car in the world, the Radford Mini de Ville, has been announced by Harold Radford.

THE Women's Motor Racing Associates' Club (the Doghouse Owners) are staging a garden fête at Fort Belvedere, near Sunningdale, on 25th July, opening at 2.30 p.m. Proceeds are for charity and admission is 2*s.* 6*d.* (1*s.* for children). Many motor-racing folk will be there.

AFTER extensive testing by the B.M.C. Engineering Division at Longbridge, it has been announced that all Minis converted to drophead convertible form by Crayford Engineering are now fully covered by the normal B.M.C. 12-month warranty as far as engine, transmission, suspension, steering and all working parts are concerned. Crayford Engineering are responsible for the remaining hood and shell.

ONE YEAR AHEAD

THE R.A.C. of S.A., the controlling body of motor sport in South Africa, recently announced that a new formula, for a period of four years, will be used for South African championship races from 1st December—excluding the Rand and South African Grands Prix.

The formula will follow the new international formula, which comes into force in 1966. The decision to anticipate the F.I.A. formula a year before it comes into international use was taken after the Competitions Committee of the R.A.C. of S.A. had considered questionnaires which had been sent to all affiliated clubs, promoters, leading drivers and teams.

THE largest collection of Austin-Healey and Healey cars ever to race together at one time will be at Castle Combe on Saturday for the first race meeting ever to be organized by the Austin-Healey Club. The meeting is a joint venture with the Seven-Fifty Motor Club and there will be events for 750 and 1172 formula cars. Racing starts at 2 p.m.

PRACTICE days for the Austrian Grand Prix at Zeltweg are 21st and 22nd August. The race is on Sunday, 23rd August, starting at 1.45 p.m. and preceded by a club event at 1 p.m.

VISITORS to Silverstone may be interested in the Crewe Arms Hotel, Hinton-in-the-Hedges, near Brackley. It is several hundred years old, has recently been extended and reopened by Brian and Sybil Needham and boasts a steak bar, limited accommodation and all the usual facilities including excellent car parking arrangements.

CRICKETING RACERS

THE cricket match at Farningham on 12th July between a combined local team and one composed of racing drivers was not only highly entertaining but raised over £250 for Oxfam. The locals won by one wicket and for the drivers Jim Clark hit a resounding 76.

Organized by Les Leston, the team comprised Jim Clark (captain), Paddy Hopkirk, Jackie Stewart, Mike Hailwood, Bruce McLaren, Sir Gawaine Baillie, Sir John Whitmore, John Surtees, Peter Jopp, Les Leston, Innes Ireland, Graham Hill, Jo Bonnier, Richard Attwood and Chris Amon—rather more than the recognized number! Umpires were John Bolster and Robin Richards, scorers David Haynes and Gregor Grant and announcers Anthony Marsh and Nick Syrett. Whitmore kept wicket wearing his crash-hat. Bonnier, who had never played cricket in his life, made a brilliant catch. Stirling Moss sold autographs to help swell the Oxfam funds.

BELGIUM'S Zolder circuit is the scene of the Limbourg Grand Prix races for G.T. and prototype cars this Sunday. Among the British contingent are Graham Warner, Brian Hart, Mark Konig and John Wagstaff (Lotus Elans), Clive Hunt (Lotus Elite), Norman Surtees and John Bloomfield (Divas), Robin Adair (Marcos), Bob Olthoff (A.C. Cobra), Chris Kerrison (Ferrari), Jimmy Blumer (Sunbeam Tiger) and Neil Dangerfield (Triumph SLR).

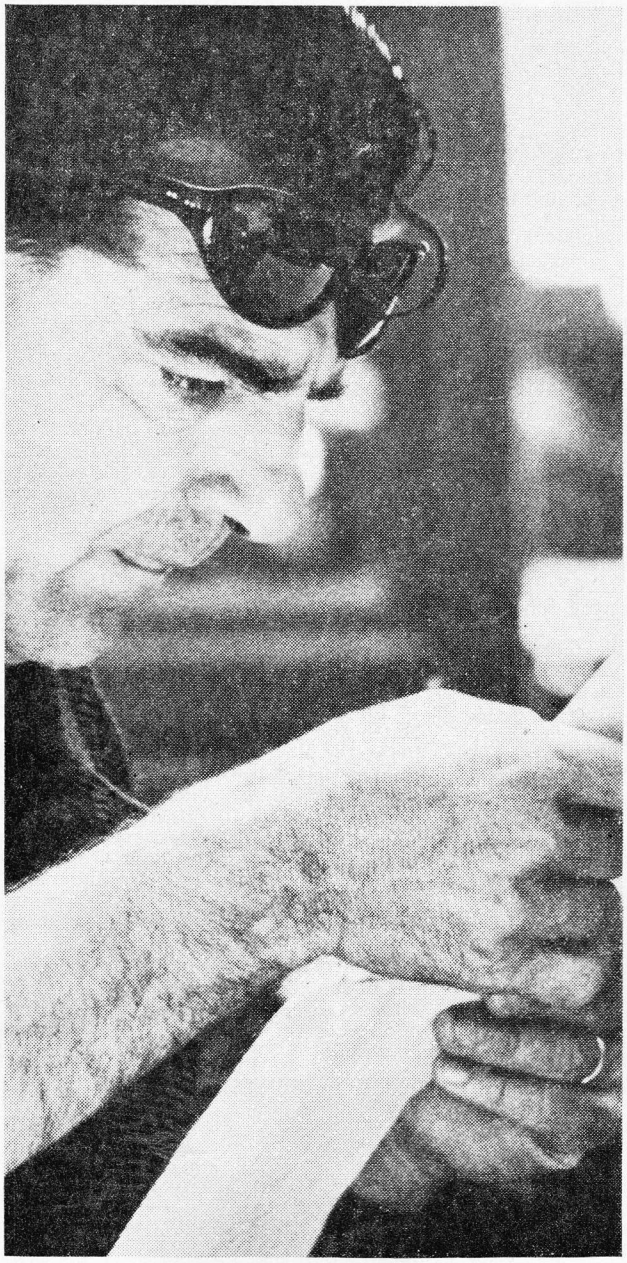
THE 1964 Slip Molyslip Championship, for saloon cars racing at Brands Hatch and Mallory Park, is currently led by Harry Ratcliffe, the 1,370 c.c. Mini-Cooper driver having 15 points. Equal second are Boley Pittard (1650 Ford Anglia) and Bill McGovern (Mini-Cooper S), the latter leading the 1,200 c.c. class. Also in the hunt are Roger Swanton, Norman Abbott and Ken Costello.

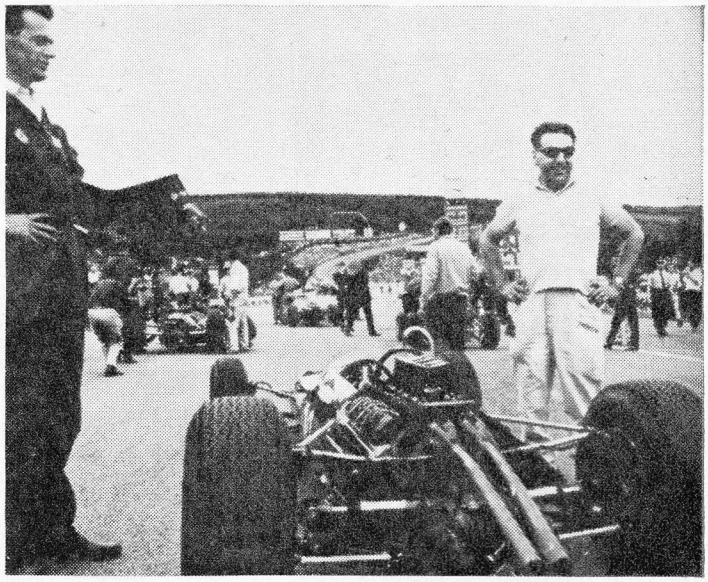
JONATHAN SIEFF, who gave up racing after his 1960 Le Mans crash in the experimental 2-litre Lotus Elite, is now one of the "brains" behind the Chipstead Motor Group. The group is breaking all records for the sale of Alfa Romeos in Britain.



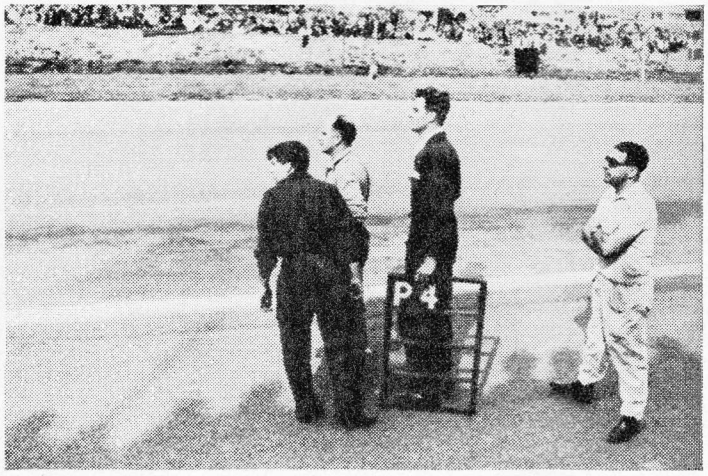
JIM SULLIVAN, a 23-year-old Australian just arrived in this country who won a "Driver to Europe" contest sponsored by K.L.G./Lodge and the Australian Automobile Racing Club. Now looking for a drive, he is working in the Competitions Department of Smiths.

John Cooper has studied the rev graphs. The mechanics have done their bit. Now it's up to McLaren and Phil Hill

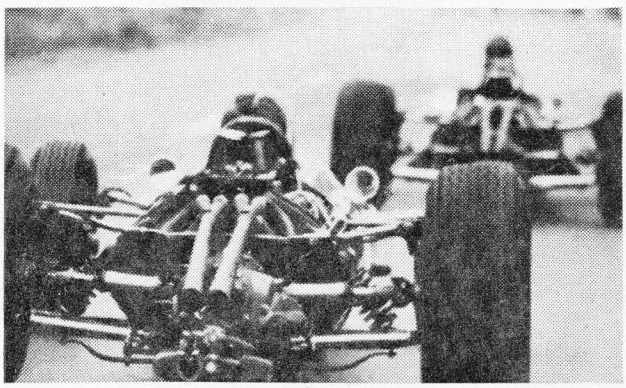




In the pits the sharp tang of burnt fuel gets into the pores. Cooper stands in the midst of it all. McLaren watches the sky for any change in weather. Phil Hill polishes his already scrupulously clean visor. The watches are checked.



Two laps to go and McLaren leads. The engine splutters. He coasts – painfully slowly. Then on the line Jim Clark rips through to win taking everybody's breath away with him.



The two Coopers take off at Francorchamps Spa – less tail sections. Practice showed there was another 2 m.p.h. to be had without them.



Bruce, cut on the head from a flying stone, brings the Cooper in. The Cooper pit is very happy with 2nd. They joke about how they lent water to the Lotus pit – water that Champion Jim needed to win. They didn't mind. That's sportsmanship. That's Cooper. And that's why BP likes working with them.

BP

GRAND PRIX SOCIALITIES . . .

THE *Grand Prix d'Europe* week began on Wednesday with the "Miss Motor Racing" contest arranged by the *Daily Sketch*. . . . The next day the R.A.C. gave a party to celebrate the presentation of three trophies to Jim Clark. . . . On Friday the Guild of Motoring Writers held a cocktail party. . . . On Grand Prix night John and Pat Surtees staged a splendid party at their home near Limpsfield with many motor racing personalities in attendance. . . . Chris Amon had his coming-of-age celebrations on Sunday with everyone possible connected with motor racing about. After a noisy and excellent late supper in the Contented Place Restaurant, Kingston-upon-Thames, the large party crowded into Amon's apartment in Ditton Road.

SNETTERTON NATIONAL

HEADING the list of entries for Sunday's national meeting at Snetterton is Roy Salvadori in the Maranello Concessionaires Ferrari 250LM—the car that won the Rheims 12-hour race. Also in the 37-lap (100-mile) Archie Scott-Brown Memorial Trophy race for G.T. cars are Jackie Stewart (Tojeiro), Mike Salmon (Aston Martin), Jack Sears (A.C. Cobra), David Piper (Ferrari), Peter Sutcliffe (Jaguar), Jack Oliver (Lotus Elan) and Andrew Hedges (M.G. Midget).

There are also races for sports cars, Minis, single-seater and saloon cars. First event starts at 2.30 p.m.

THE American Drivers' Club, having recently changed their name to the Anglo-American Drivers' Club, have acquired a new secretary. After two years John McLaughlin is returning to the States, and his place has been taken by David Kelly, The Millstone, 28 Thornbridge Road, Iver Heath, Bucks.

SPORTS NEWS

STIRLING MOSS has agreed to host for Phoenix Travel, Ltd., London, a group of enthusiasts on a trip to see the American, Riverside and Mexican Grands Prix, Starting on 30th September, the trip will include visits to Las Vegas, the New York World Fair, Hollywood and Acapulco.

SEVENTH INTERNATIONAL TOTAL RALLY

THE sponsors of the seventh international Total Rally are issuing a challenge to an overseas team to participate in the rally, due to start from 12 different points in Africa on 2nd September. No team from overseas has so far approached the Pretoria Motor Club, but it is known that several have shown interest.

A NON-STARTER . . .

ONE of the hard luck stories of the European Grand Prix meeting concerned Bob Burnard. After recording a new class lap record at Silverstone the previous Saturday his 2-litre Abarth-Simca broke its crank and repairs were not completed until practising had finished. In order to qualify Bob arranged to borrow Bobby Buchanan-Michaelson's Vanderbyl Motor Racing Abarth-Simca—the only other racing version in the country—which he drove during Friday's unofficial practising. Bob turned up on Saturday morning with his own car, but was refused permission to start as he had not practised in it. Cruel luck, indeed.

JOHN HINE has sold his incredibly fast 1100 Ford-engined Lotus 23 to Elva driver Brian Hegbourne.

HANDICAP WIN FOR CLIVE PUZEY

CLIVE PUZEY, driving the ex-Gary Hocking Lotus-Climax 18, won the main event at the Ray Amm memorial meeting at Marlborough, near Salisbury, on 28th June. The race, a handicap affair for *Formule Libre* and open sports cars, was run in two 15-lap heats. Puzey won on handicap from John Love in his Cooper-Climax but the scratch event, which was run concurrently, went to Peter de Klerk in his Alfa Special, who also set a new lap record.

THE third of the series of F1 World Championship cars is now available from Auto-Models, 70 Finsbury Pavement, London, E.C.2. It is the 1961 Phil Hill Ferrari, and costs, like its predecessors, the Graham Hill B.R.M. and Jim Clark Lotus 25, 49*s*. 6*d*., plus 2*s*. p. and p.

OUR Continental spies have had wind of a new product from Fordwerke Koln. From the specification available, it seems it will be a four-door saloon, powered by a front-mounted 2-litre engine—presumably developed from the successful 1.2-litre V4 which powers the M12. Output fom the 60 degree V6 unit is said to be 105 b.h.p.

THE B.M.W. 1800 crew, Hahne/Eppelein, won last Sunday's Nürburgring 12-hour saloon car race. Class wins went to N.S.U. Prinz, B.M.W. 700, D.K.W. F11, D.K.W. F12, Glas, Alfa Romeo Giulia and Mercedes-Benz 220SE.

BETTER news of Peter Arundell, who is now sitting up and taking notice in the American Hospital, Paris.

INDIANAPOLIS winner A. J. Foyt, driving a Dodge, gained $13,000 when he won a 400-mile stock car race at Daytona on 4th July. His time was 2 hrs. 38 mins. 28 secs., a record average speed of 151.451 m.p.h.

FOUR WHEELS FOR THE FUTURE

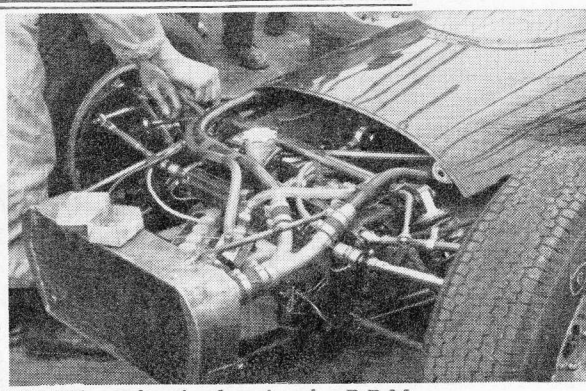
GEORGE PHILLIPS photographs B.R.M.'s four-wheel-drive car for the new Formula

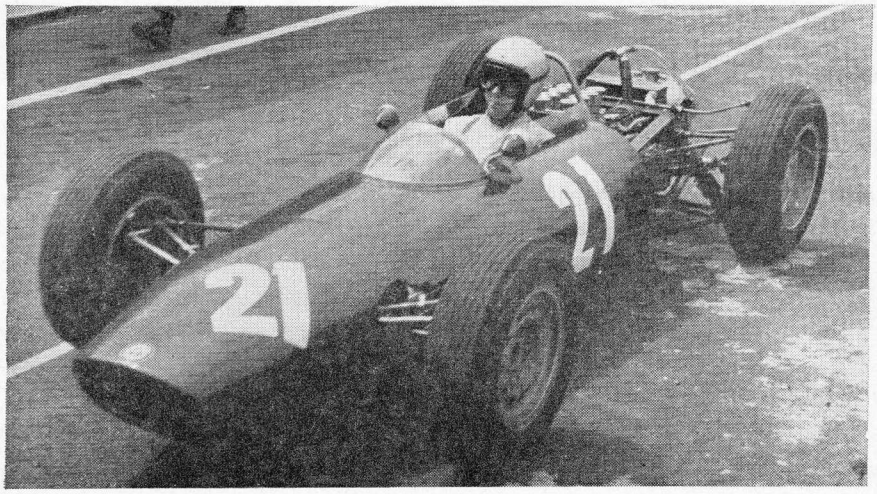
ALTHOUGH practised by Richard Attwood, the four-wheel-drive B.R.M. did not run in last Saturday's Grand Prix. The car did, however, turn in some quite quick times after the official runs, and B.R.M. said they had learned a great deal.

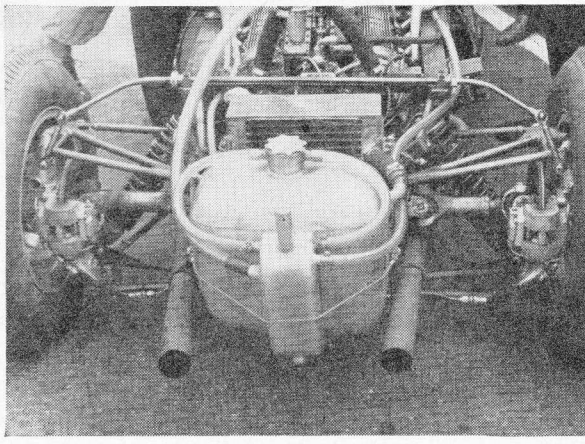
Built under the eye of new Bourne protégé Mike Pilbeam, 27, the car uses the successful 1½-litre V8 engine at the rear, although the whole unit has been reversed so that the clutch is under the driver's seat. Gearing is through a Ferguson-B.R.M. six-speed box.

A space frame is used, constructed of mainly 16-gauge tube. Suspension at the front is by unequal length wishbones, the springs being mounted outboard, and the rear geogetry is practically the same as that used on B.R.M.s before they turned monocoque.

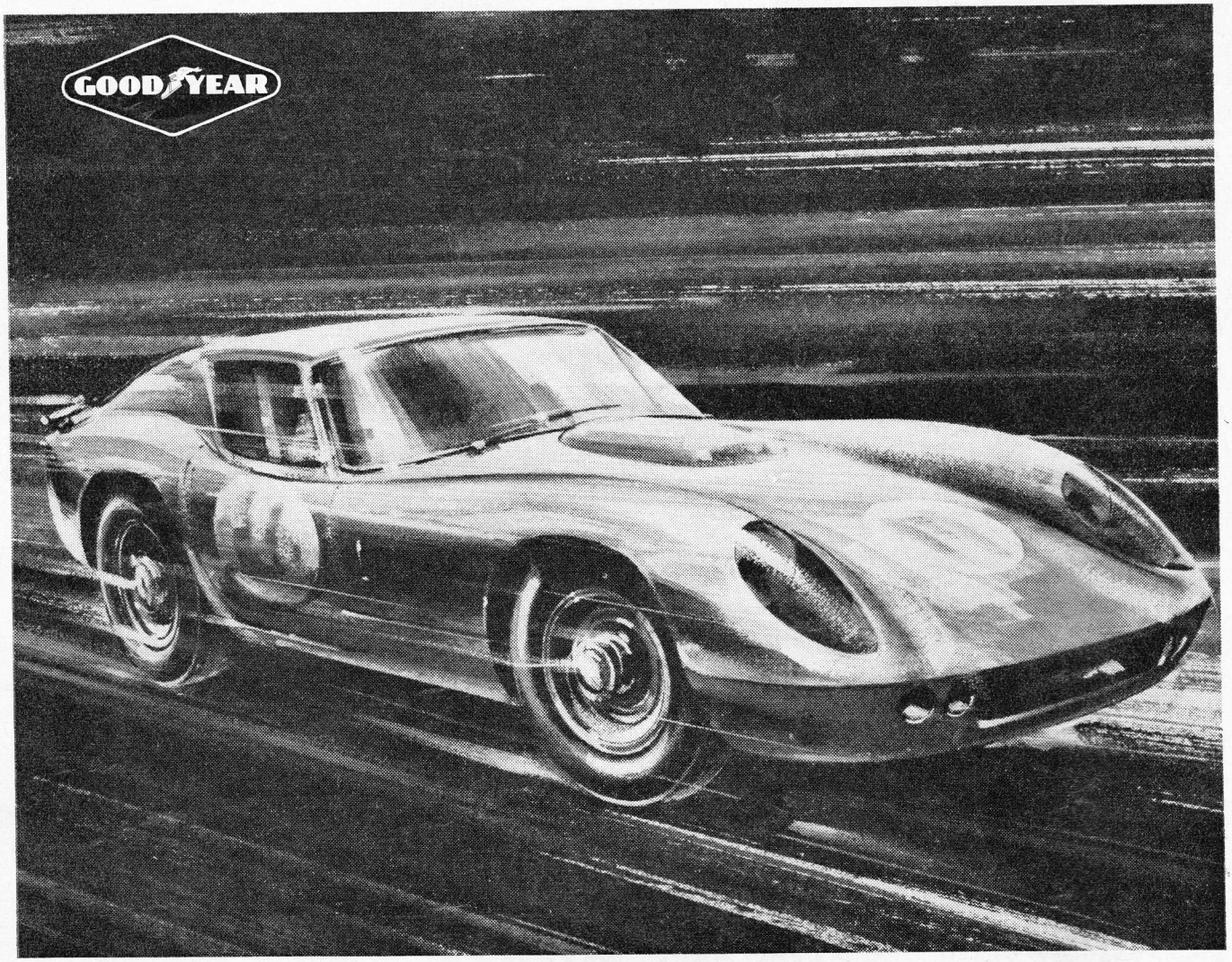
The car will be seen occasionally, but its real purpose is as a testbed for B.R.M. when the new 1966 Formula comes into existence—Bourne steals a valuable march on its rivals!







FRONT end of the 4-w.d. B.R.M. (above) and the rear lay-out (below). On the left Richard Attwood tries the car.



EUROPEAN GRAND PRIX MEETING!

ANOTHER GOODYEAR SUCCESS

NEW LAP RECORD OF 89·66 m.p.h. FOR G.T. CARS

Goodyear Tyres were fitted to the A.C. Cobra Ford driven by Jack Sears, outright winner of the race for cars in the Grand Touring Class.

Another brilliant success for Goodyear. At Brands Hatch, Jack Sears beat all competition, sweeping past the chequered flag on Goodyear tyres, to set a new lap record for G.T. cars over 2,000 c.c. and win the Ilford Films Trophy Race. A sensational success that follows close on the heels of the splendid Goodyear victory at Le Mans, where these rugged tyres were also fitted to the winning car in the G.T. class. Further proof of the performance, safety and endurance Goodyear builds into tyres for racing, rallying and family motoring. And proof of the performance and value you get when you buy Goodyear tyres.

GOODYEAR

—THE COOPER-MASERATI

Tommy Atkins's exciting Anglo-Italian marriage between families from Surbiton, England, and Modena, Italy

RECENTLY there have been several adaptations of stock sports cars being modified to accept powerful V8 engines, mainly of American origin. Successful as these U.S. products may be, the fact is that they were originally intended to power production American saloons and may not always be entirely suitable for the stresses incurred in racing without a little development.

However, Tommy Atkins came up with the idea of installing an Italian Maserati engine—a V8 unit displacing 5 litres—into the eminently successful Cooper Monaco chassis. This engine has been developed for a high power output by the Modena establishment and, although more expensive, may prove to be eventually more superior than its American counterparts.

The 420 b.h.p. engine is coupled to a Colotti Type 37 four-speed gearbox and uses four twin-choke Weber carburetters. The all-round independent suspension follows that of the single-seater, although, of course, there is no need for the front springs to be inboard. The frame is tubular, and carries water and oil to the rear engine. Steering is by rack and pinion and stopping is carried out by Girling discs.

And with that power output to propel 14 cwt. of car, there is quite a bit of performance. With Roy Salvadori driving, the car has chalked up a win at Goodwood, a second at Silverstone and was third at Brands last Saturday. These have been its only outings, and when it finally is sorted out we can expect some real fireworks.



AUTOKARTING

By NICK BRITTAN



CLEVELAND EXECUTIVE Wilf Smolden was on hand to congratulate the British team after their Belgian victory. Seated (left to right) are Bobby Day, Bruno Ferrari, Paul Fletcher, Roger Mills and John-John Ermelli. Standing are Nick Brittan and Brian Ware.

Britain v. Belgium Match

THE international Britain *v.* Belgium match at Braine L'Alleud on 28th June gave the British team their second well-deserved victory this season. Run over five 20-lap heats, the Belgians managed to win only one, leaving the final points score at 158 for Britain and 231 for Belgium.

The 600-yard circuit was fast and bumpy, with two blind corners that were taken flat out and a downhill hairpin that went under a mini-Dunlop bridge.

Timed practice showed the British team to be not only the fastest but the closest and most consistent. Notable was the fact that only 1 sec. covered the entire team. The times for one flying lap were as follows: Paul Fletcher, 39.0 secs.; Bruno Ferrari, 39.2; John-John Ermelli, 39.3; Roger Mills, 39.5; Nick Brittan, 39.5; Bobby Day, 39.9; Brian Ware, 40.0.

The best that the fastest two Belgians—Goldstein and Coolens—could manage was 40 secs. dead.

So things looked bright for the British team and the men were lined up on the grid Indy-style for the first race. Grid positions were so arranged that each driver had one of the "enemy" on his flank and one in front of him. Both captains had elected to place their fastest men on the front of the grid.

Fletcher led off, never to be headed, and Ermelli soon found his way into second spot. By half-distance Mills had dropped out with a holed piston and Ferrari with a seized engine. Despite taking the first two places the first heat went to the Belgians by three points.

Mills was completely out of the running for the rest of the day and Ferrari was still working furiously on his engine when race two came up. So the next race started with the British team one man light. The finishing order was Fletcher, Brittan, Ermelli, then the Belgian Coolens, and Ware in fifth place. Heat two to Britain!

Tempers were a little frayed at the end of this heat for it was apparent to all that the Belgians were indulging in a little baulking game. A fair amount of bumping and boring had been going on and the clerk of the course called all drivers together for a stiff lecture. This was directed in the main at two Belgians who had been circulating two abreast and turning in lap times of 42 secs. and more.

Despite the warning, the Belgians continued their practice—but all to no avail. The British team took the first four places in the next heat, so increasing their lead.

The fourth heat was a real demonstration of how it should be done. British drivers were in the first five places, taking the flag running in line astern. Ware had the misfortune to break a rear axle with only three laps to go, otherwise it could have been six in line!

The fifth and final race ran to a similar pattern. British drivers had taken first and second places all day. Coolens, the best of the Belgians, had managed a couple of thirds, while Goldstein had been bothered with chain-flapping problems in four of his five races.

What a very different result from the England *v.* Belgium match at Spa in 1962 where the Belgians scored a five-nil victory! The questionable driving methods of the Belgians were soon forgotten during the victory dinner which followed. Hospitality-wise, the Belgians excelled themselves—topping the whole thing off with a tour of Brussels by night. And the less the various wives know about that—the better.

Bobby Day Injured at Munich

ONLY two of the British team—Ermelli and Brittan—finished in the gruelling 30-lap final in the first round of the European Championships in Switzerland at the week-end. Fletcher went out with a sheared rear axle and Day was rushed away in an ambulance after a spectacular somersault when his motor seized.

Once again it was the four-man Italian team which emerged victorious, taking first, second, fifth and sixth places in the final. Spearhead of the British team was John-John Ermelli, who split the Italians to take fourth. The British team were sixth out of the ten nations and if a protest is upheld will move up to fifth.

With two rounds of the championship to go the British team, who were runners-up in last year's series, have an enormous points deficit to make up. The Italians are in an almost unassailable position and only a total disaster can take the European title from them.

CORRESPONDENCE

B.B.C. and Motor Racing Coverage

WHILE, as an enthusiast, I naturally would welcome a wider coverage of motoring sport on radio and television, I cannot, as a "broadcaster", allow the remainder of Mr. D. J. M. Blades's letter to pass without comment (AUTOSPORT, 10th July).

Contrary to what seems to be popular belief, I am not a member of the B.B.C. staff, but the Corporation has seen fit during the past 15 years to pay for my services as a commentator both on sound and on television. Failures can occur in any complicated technical set-up, but during a great many hundred hours of broadcasting I can recall only a few isolated instances of breakdowns in sound and/or vision; so if Mr. Blades has never known a period longer than 10 minutes without such failure he must have tuned-in to mighty few broadcasts.

Mr. Blades quotes two specific television broadcasts in which technical difficulties arose. Both these transmissions were dependent on facilities provided by the French television services and it is surely unfair, therefore, to blame the B.B.C. for failures in sound (French G.P. 1964) and picture (Le Mans 1963).

Naturally Mr. Blades cannot be expected to be familiar with the semi-technical jargon of broadcasting. If he were he would know that the "music line" is the popular phrase for the line from an outside broadcast position on which the actual transmissions are made, as opposed to the inferior quality "control line" used purely for communication between the outside broadcast point and the studio. I feel sure that he would not want the "multi-million corporation" to broadcast over their "control lines"!

Mr. Blades also refers to the sound radio coverage of this year's Le Mans. The B.B.C. did a total of 25 radio broadcasts from Le Mans, these including transmissions to the General Overseas Service, North American Service, etc., as well as on the United Kingdom networks. Of these 25 broadcasts I personally contributed either in full or to the major part of 22. During them I frequently referred (as tape-recordings will confirm) to the "Anglo-American" cars competing, namely, British-designed cars using American engines. But if an A.C. Cobra is to be called either British or American, then I would settle for British—a viewpoint apparently also held by Mr. Peter H. Gregg, of U.S.A., whose letter ironically appears on the same page as Mr. Blades's diatribe. Would you call, for instance, a Bristol, a Jensen or a Lotus 30 sports car "American" because they are fitted with American engines? And is an Iso-Rivolta not Italian?

The B.B.C.'s live coverage of the French Grand Prix on 28th June consisted of three Eurovision transmissions, unavailable at Zandvoort and at Spa. Having viewed and listened to all these carefully, I can say with complete certainty that no reference was made to a "Brabham-Cooper" nor to a "Brabham-designed Cooper".

Mr. Blades seems to think the B.B.C. has a monopoly. Has he not heard of ITV, Radio Luxembourg or even Radio Caroline for that matter? But clearly he cannot view or listen often; perhaps he has never tuned-in to the B.B.C.'s sports service on the Third Network each Saturday afternoon throughout the summer, for this wavelength carries the majority of the B.B.C.'s sound radio coverage of motor racing.

WEYBRIDGE, SURREY. ROBIN RICHARDS.

Thoughts on Formula 1

PERIODICALLY one reads letters published in your correspondence columns expressing concern because Formula 1 racing is becoming uninteresting and monotonous, or at least "fings ain't what they use to be!" I think there is justification for this point of view, as Formula 1 is pretty much of a British monopoly nowadays and there is not much variety of cars or engines. To hundreds of potential, non-enthusiast, spectators Formula 1 is a complete bore.

I doubt if affairs will be any different in 1966, with the introduction of the new formula, and I don't think the appetites of manufacturers in Germany, France or the U.S.A. will be whetted.

Therefore I put forward a suggestion for discussion and for criticism. It is that the ruling body might approach the leading manufacturers throughout the world—Ferrari, Alfa Romeo, Lancia, Fiat, Jaguar, Aston Martin, B.M.C., A.C., Ford, General Motors, Honda, Porsche, Mercedes-Benz, and Lotus, B.R.M. and Brabham and Cooper—with the idea of formulating an entirely new Formula 1, more in the spirit of its inception. Even if the new Formula 1 became a type of Grand Touring or sports-racing, it would probably attract the general public more than the green, cigar-shaped cars that dominate our present spectacles.

It seems wrong to have a ruling body consisting of several nations that neither manufacture cars, nor promote any kind of motor sport. We need a commission consisting of practical, interested representatives with vested interests in ensuring the success of the sport, in all its departments. Such a commission would surely promote an extremely interesting and exciting new conception of formulae. It could be done, I feel certain, even if a few die-hards would be shocked.

In the meantime, an easier way of stimulating interest would be merely to scrap the present national colours and to allow each team to paint its cars its own distinctive colour—registered, of course, and exclusive to that particular team. At least that very simple remedy would make the cars more easily recognized and would immediately do away with the rather ludicrous position now when every car on the grid is some shade of green, apart from the red Ferraris.

BURLEY-IN-WHARFEDALE, ILKLEY, YORKS. FRANK AMBLER.

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



Brands Hatch, July 11

EUROPEAN GRAND PRIX

1st JIM CLARK

LOTUS
COVENTRY CLIMAX

TOURING CAR RACE

1st SIR JOHN WHITMORE Ford Lotus Cortina

GRAND TOURING CAR RACE

Up to 2,000 c.c. class

1st PETER PROCTER Lotus Elan

SPORTS CAR RACE

Up to 2,000 c.c. class

1st DENIS HULME Repco-Brabham Climax

(Subject to official confirmation)

Won on Esso oils

THE CHOICE OF CHAMPIONS

RELIANT SABRE SIX

Road-tested by JOHN BOLSTER

ONE is accustomed to meeting Ford engines in small sports cars these days, but these are usually the four-cylinder units. It is, therefore, interesting to try the six-cylinder Zodiac in a light and compact car, for with 109 b.h.p. available some real performance must result. It has been said that a good way to make a fast car is to design it round a small engine and then put a big one into it. As the Sabre used to have a Ford Consul engine to propel it, that design recipe at least has been fulfilled.

The Reliant Sabre Six has a very rugged box-section frame with cruciform bracing. Helical springs and telescopic dampers are fitted all round, with a conventional wishbone system in front and rack-and-pinion steering. At the rear, a rigid axle is employed, located on a pair of Watt's linkages. The arms of these linkages are not parallel, but are angled out towards the hubs with the object of providing some lateral location.

Disc brakes are fitted in front, with drums behind, and the optional knock-on wire wheels were on the test car. The Zodiac engine is in standard single-carburetter form, with its own all-synchromesh four-speed gearbox and overdrive. The transmission is by open propeller shaft to the rear axle.

One feels that the stylist has been allowed to run riot in the body department, but this is a matter of personal taste. Examined closely, the structure in glassfibre is found to be remarkably well made and finished, the interior also being effectively upholstered, with an excellent display of proper round instruments. Unfortunately, some of these tend to be obscured by the steering-wheel spokes. Slim windscreen pillars have been achieved, and though higher windows with a flatter roof are perhaps more fashionable these days, the driver's view has no serious blind spots. I could have done without a demisting device (not standard) which partly obscured the large rear window of the test car.

Although the body is narrow, I did not find that my right elbow was cramped, in fact I remained very comfortable on a long, fast journey. The door in the back only gives access to the spare wheel, but luggage —not too much of it—has to be humped over the seats, the backs of which fold for the purpose. A seat cushion in the tail is intended for the occasional use of infants, but my dog appreciated it.

The Sabre Six is thus strictly a two-seater (plus dog), propelled by 2,553 c.c. of lusty Ford engine. Fundamentally, therefore, it must have very lively acceleration. In fact, as the figures show, this is a car which would take a lot of catching away from the lights, but very little wheelspin is experienced, due to the absence of axle tramp. Indeed, any competent driver could equal or surpass my results, for I did not practise and used no sprint tricks. To have this willing acceleration always under one's foot is very pleasant, and though the big engine tends to be harsh when near maximum revs., it makes a functional sound and seems to be enjoying itself. It is an instant starter, pulls away well from cold, and does not ask for the more costly grades of petrol.

Two defects on the test car, a sticky throttle cable and a rather tired synchromesh on third speed, can perhaps be put down to lack of servicing of an individual vehicle. One should be charitable, for to maintain a Press car between onslaughts by ferocious journalists must be hard work indeed. The angle of the clutch pedal was rather awkward, but this could be rectified very easily.

In addition to the acceleration, by far the best feature of the car is its all-day effortless cruising speed of well over 100 m.p.h. For the motorways, this type of performance is most valuable, and the Sabre is very quiet indeed, exceeding 110 m.p.h. under slightly favourable conditions. The timed maximum of 109.7 m.p.h. only involves 4,000 r.p.m. on the 2.75 to 1 overdrive. The car will exceed 100 m.p.h. on the direct top, too, but this is a noisy proceeding by comparison with none of the ease of the performance in overdrive.

For motorways, the overdrive is worth its weight in gold, but at other times it is best kept locked out of action. Its semi-automatic functioning is not in keeping with a sports car, and the sudden free-wheeling on slowing down can be, to say the least, disconcerting. Presumably it can

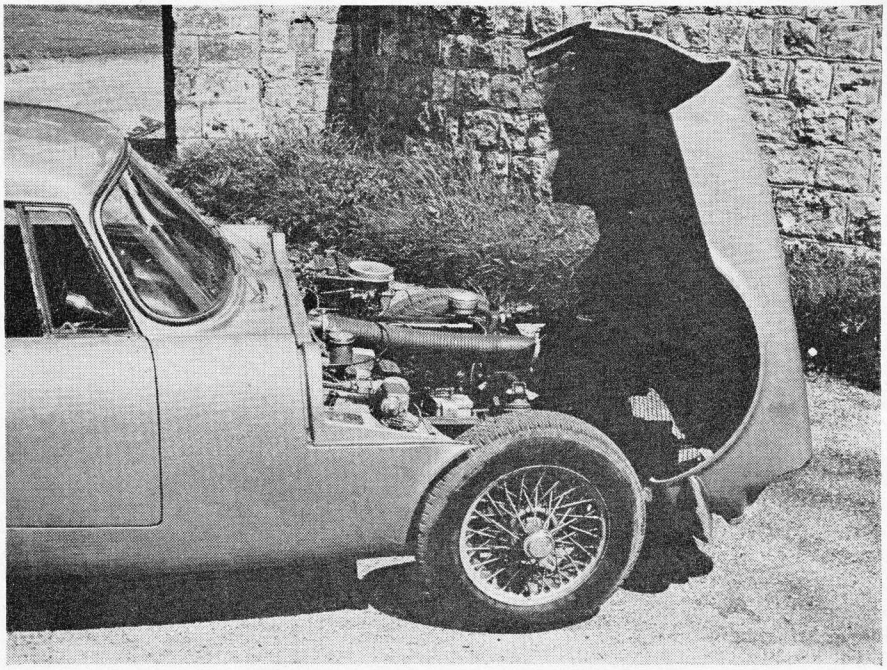


be obtained cheaply, already mounted on the box, but as long as one recognizes its limitations it can save both petrol and engine wear, not to mention noise. If an intermediate ratio, between the present overdrive and direct top, were available, I would expect the timed maximum speed to approach 115 m.p.h., but not in silence, of course.

Hard at low speeds, the suspension gives a very comfortable ride at cruising velocities, with some dipping of the nose when the powerful brakes are applied with force. The car handles well during normal road motoring, apart from a rather violent kick-back of the steering if a front wheel falls into a pothole. Perhaps one of those little hydraulic dampers would eliminate this defect.

To test the handling to the limit, a dice round a racing circuit was indicated. At Brands Hatch it was found that really hard cornering invariably produced very pronounced rear-end breakaway, causing loss of time and necessitating the release of the throttle. This is because the Watt's linkages are unavoidably in torsion when the chassis rolls considerably. If their bearings were replaced by ball joints, and a simple A-bracket or Panhard rod were added for lateral location of the axle, the Reliant would handle as well on corners as it does on the straight.

The Reliant Sabre has made great progress since the Consul-engined machine with swing axles at the front. It has now reached a stage where it has some most likeable features, and needs little further development before it becomes really competitive. To take on the giant combines with one relatively small factory is courageous indeed, and we wish The Reliant Motor Co., Ltd., the best of luck in the coming struggle.







SPECIFICATION AND PERFORMANCE DATA

Car Tested: Reliant Sabre Six two-seater, fixed-head coupé. Price, including wire wheels and overdrive, £1,179 9*s.* 7*d.*

Engine: Six-cylinders 82.6 mm. × 79.5 mm. (2,553 c.c.) Pushrod operated overhead valves. Compression ratio 8.3 to 1. 109 b.h.p. at 4,800 r.p.m. Twin-choke downdraught Zenith carburetter. Lucas coil and distributor.

Transmission: Single dry-plate clutch. Four-speed gearbox with short central lever and synchromesh on all speeds; ratios 2.75 (overdrive), 3.58 (direct top), 5.05, 7.91, and 11.14 to 1. Borg-Warner semi-automatic overdrive (extra). Open propeller shaft. Spiral bevel rear axle.

Chassis: Box-section cruciform frame. Independent front suspension by wishbones with rack and pinion steering. Rear axle on two Watt's linkages. Helical springs and telescopic dampers all round. Hydraulic brakes, discs in front, drums at rear. Knock-on wire wheels (extra) fitted 165 × 15 in. tyres (Pirelli Cinturatos).

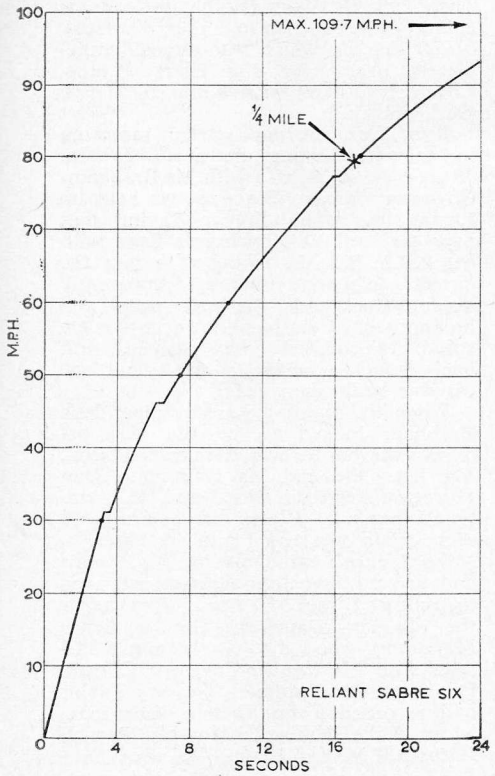
Equipment: 12-volt lighting and starting. Speedometer. Rev. counter. Oil pressure, water temperature and fuel gauges. Ammeter. Clock. Heating and demisting. Two-speed windscreen wipers and washers. Flashing direction indicators.

Dimensions: Wheelbase, 7 ft. 6 ins.; Track, 4 ft. 2 ins.; Overall length, 13 ft. 2 ins.; Width, 5 ft. 1 in.; Weight (dry), 19 cwts. 1 qtr.

Performance: Maximum speed: 109.7 m.p.h. Speeds in gears: Direct top, 105 m.p.h.; third, 77 m.p.h.; second, 46 m.p.h.; first 31 m.p.h. Standing quarter-mile, 17.2 secs. Acceleration: 0-30 m.p.h., 3.2 secs.; 0-50 m.p.h., 7.6 secs.; 0-60 m.p.h., 10.2 secs.; 0-80 m.p.h., 17.4 secs.

Fuel consumption: 17 to 21 m.p.g.

ACCELERATION GRAPH





THE GRAND PRIX OF EUROPE

Jim Clark (Lotus-Coventry Climax) wins at Brands Hatch after exhausting race-long battle with Graham Hill (B.R.M.)—Circuit and race records shattered—John Surtees takes third place with V8 Ferrari—Superb drive by Bob Anderson (Brabham-Coventry Climax)

By GREGOR GRANT

Photography by GEORGE PHILLIPS

WATCHED by about 100,000 spectators, Jim Clark sped to victory at Brands Hatch in his Lotus-Coventry Climax to win the Grand Prix of Europe by just 2.8 secs. from Graham Hill (B.R.M.) at a record speed of 94.14 m.p.h. The World Champion has never had such an exhausting race, for although he led from start to finish, Hill never gave him a moment's peace. Both drivers gave a brilliant demonstration of modern Grand Prix technique, and the "Flying Scotsman" set a new circuit record of 1 min. 38.8 secs., 96.56 m.p.h. (155.40 k.p.h.) seven laps from the end.

Into third place came John Surtees (V8 Ferrari), the only finisher not to be doubled by Clark and Hill. Jack Brabham (Brabham-Coventry Climax) managed to snatch fourth place from Lorenzo Bandini (V6 Ferrari) after losing time at the pits having his suspension checked. Phil Hill (Cooper-Coventry Climax) had to try his hardest to take sixth position from Bob Anderson, who had the older-type carburetter Coventry Climax engine in his Brabham. Anderson drove a magnificent race, finishing a lap ahead of Richie Ginther (B.R.M.) and Mike Spence (Lotus-Coventry Climax).

The R.A.C. and the directors of Brands Hatch Circuit, Ltd., are to be congratulated for staging a highly spectacular meeting, full of pageantry, and with a first-rate supporting programme of races for saloon, G.T. and sports-racing cars, won respectively by John Whitmore (Lotus Cortina), Jack Sears (A.C. Cobra), and Hugh Dibley (Brabham-Climax).

The otherwise impeccable organization was marred by a rather pointless incident in the second lap of the G.T. race when Sears was black-flagged by the R.A.C. steward, merely to point out that he had started on the wrong grid position. This led to a slight altercation between entrant John Willment and the steward, while a furious Jack Sears took off again and managed to catch and pass Jackie Stewart in John Coombs's very rapid E-type Jaguar to win and also set up a new G.T. lap record.

* * *

GRAND PRIX D'EUROPE week started on Wednesday, with scrutineering and a "Miss Motor Racing" competition organized by the *Daily Sketch*. The serious business began on Thursday morning, when the G.P. drivers competed for 100 bottles of "champers", donated by the *Evening News*, for the fastest lap of the session. This led to some very exciting lappery. First to lower the existing circuit record of 1 min. 40.2 secs. (95.20 m.p.h.), set up in 1961 by Bruce McLaren in the Inter-Continental Cooper-Climax, was Graham Hill (B.R.M.) with 1 min. 40 secs. Then Jack Brabham (Brabham-Coventry Climax) lowered this to 1 min. 39.8 secs. (95.60 m.p.h.), which was almost immediately beaten by Jim Clark (Lotus-Coventry Climax) with 1 min. 39.2 secs. (96.17 m.p.h.).

Then Dan Gurney started motoring in earnest, coming down to 1 min. 39 secs. (96.36 m.p.h.) with his Brabham-Coventry Climax. Practice was held up for a time when Trevor Taylor shot over the bank at Hawthorn's Bend with his B.R.P.-B.R.M., taking with him the circuit telephone wires. Apparently his foot stuck under the brake pedal, and he approached the bend at an impossible speed. Fortunately he escaped with bruises and a severe shaking, but the car was badly damaged.

When the training was resumed, Jack Brabham looked to be the best bet to win the booze, with 1 min. 38.8 secs., but near the end his team-mate Dan Gurney collected it, with 1 min. 38.4 secs. (96.95 m.p.h.). Clark did 1 min. 38.8 secs. in his own and 1 min. 39.0 secs. in Mike Spence's car. Only the V6 Ferrari had arrived, but John Surtees managed to return 1 min. 39 secs. Also under the old lap record was holder Bruce McLaren, who did a 1 min. 39.6 secs. with his Cooper-Coventry Climax. Prior to his shunt, Trevor Taylor had recorded a fine 1 min. 40.6 secs., while Mike Hailwood in his Parnell Lotus-B.R.M. did 1 min. 41.4 secs.

THE START. The three fastest men in practice, Jim Clark (Lotus-Coventry Climax), Graham Hill (B.R.M.) and Dan Gurney (Brabham-Coventry Climax) steam towards Paddock. In the background is Frank Gardner (Willment Brabham-Ford), who is facing the opposite direction after his shunt.

The complete list of training times was as follows:

D. Gurney (Brabham-Coventry Climax), 1 m. 38.4 s.
J. Brabham (Brabham-Coventry Climax), 1 m. 38.8 s.
J. Clark (Lotus-Coventry Climax), 1 m. 38.8 s.
G. Hill (B.R.M.), 1 m. 39.0 s.
J. Surtees (Ferrari), 1 m. 39.0 s.
B. McLaren (Cooper-Coventry Climax), 1 m. 39.6 s.
T. Taylor (B.R.P.-B.R.M.), 1 m. 40.6 s.
M. Hailwood (Lotus-B.R.M.), 1 m. 41.4 s.
M. H. Spence (Lotus-Coventry Climax), 1 m. 42.0 s.
R. Ginther (B.R.M.), 1 m. 42.2 s.
I. Ireland (B.R.P.-B.R.M.), 1 m. 42.2 s.
C. Amon (Lotus-B.R.M.), 1 m. 42.4 s.
B. Anderson (Brabham-Coventry Climax), 1 m. 42.8 s.
J. Siffert (Brabham-B.R.M.), 1 m. 43.2 s.
I. Raby (Brabham-B.R.M.), 1 m. 43.4 s.
J. Bonnier (Cooper-Coventry Climax), 1 m. 43.4 s.
J. Taylor (Cooper-Ford), 1 m. 44.0 s.
G. Baghetti (B.R.M.), 1 m. 44.2 s.
A. Maggs (B.R.M.), 1 m. 45.0 s.
P. Revson (Lotus-B.R.M.), 1 m. 48.4 s.
M. Trintignant (B.R.M.), 1 m. 54.4 s.
P. Hill (Cooper-Coventry Climax), 1 m. 57.8 s.

Chief centre of interest on Friday was the B.R.M. pit, where Dickie Attwood appeared with the experimental Ferguson four-wheel-drive B.R.M., but the machine did not come fully up to expectations, and after a best lap of 1 min. 45.2 secs., the Owen people decided not to run it. Surtees's V8 Ferrari had arrived, so Lorenzo Bandini was sent out with the V6.

This time there was £100 to win, and the struggle for pole position continued. Jim Clark soon got down to 1 min. 39.6 secs., while Bandini managed to spin his Ferrari at South Bank, but recovered without hitting anything. Trevor Taylor went out in the B.R.P. team's spare Lotus-B.R.M. 24, doing 1 min. 42.8 secs. Clark knocked off 0.1 sec. from his previous best, then Graham Hill did 1 min. 38.7 secs. Jack Brabham clocked 1 min. 38.5 secs. Hill, really trying, pulled out a 1 min. 38.3 secs., which looked a cert for pole position, till Jim Clark, right at the end of the session, did a 1 min. 38.1 secs. in the Lotus 25, 0.5 sec. better than he could do with the 33.

Dan Gurney equalled his Thursday time and John Surtees did 1 min. 38.7 secs. Bruce McLaren's best was 1 min. 39.8 secs., which was equalled by Bob Anderson in his carburetter Brabham—a splendid performance which put him in the third row of the grid and gave him the honour of being the fastest independent.

Ian Raby qualified his Brabham-B.R.M., as did Frank Gardner in the Ford-powered Willment Brabham. Actually, the only entry not to qualify was Maurice Trintignant, who did not turn up for this session with his blue B.R.M.

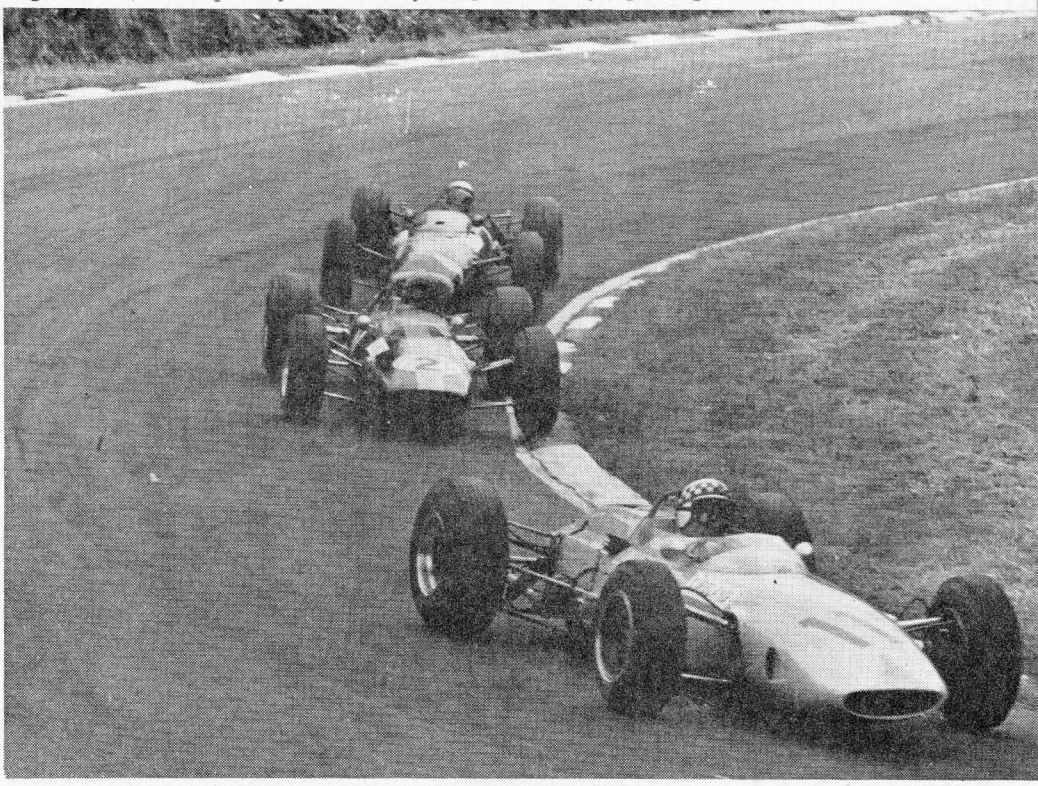
For the record, here is a complete list of Friday's best G.P. times:

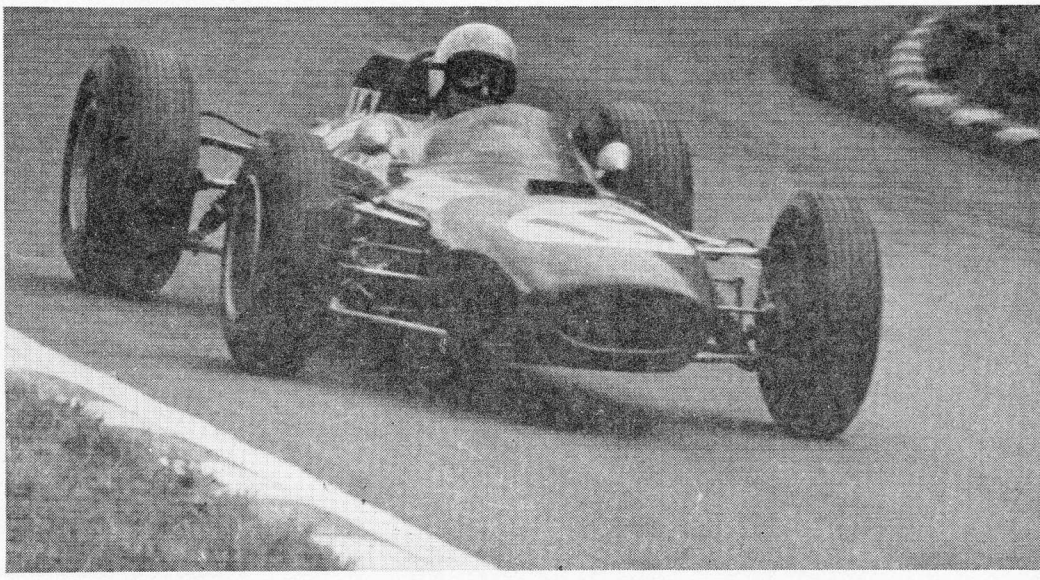
J. Clark (Lotus-Coventry Climax), 1 m. 38.1 s.
G. Hill (B.R.M.), 1 m. 38.3 s.
D. Gurney (Brabham-Coventry Climax), 1 m. 38.4 s.
J. Brabham (Brabham-Coventry Climax), 1 m. 38.5 s.
J. Surtees (Ferrari), 1 m. 38.7 s.
B. McLaren (Cooper-Coventry Climax), 1 m. 39.8 s.
B. Anderson (Brabham-Coventry Climax), 1 m. 39.8 s.
L. Bandini (Ferrari), 1 m. 40.2 s.
J. Bonnier (Brabham-B.R.M.), 1 m. 40.2 s.
I. Ireland (B.R.P.-B.R.M.), 1 m. 40.8 s.
C. Amon (Lotus-B.R.M.), 1 m. 41.2 s.
M. H. Spence (Lotus-Coventry Climax), 1 m. 41.4 s.
R. Ginther (B.R.M.), 1 m. 41.6 s.
M. Hailwood (Lotus-B.R.M.), 1 m. 42.4 s.
P. Hill (Cooper-Coventry Climax), 1 m. 42.6 s.
J. Siffert (Brabham-B.R.M.), 1 m. 42.8 s.
I. Raby (Brabham-B.R.M.), 1 m. 42.8 s.
T. Taylor (Lotus-B.R.M.), 1 m. 42.8 s.
F. Gardner (Brabham-Ford), 1 m. 43.0 s.
J. Taylor (Cooper-Ford), 1 m. 43.2 s.
G. Baghetti (B.R.M.), 1 m. 43.4 s.
P. Revson (Lotus-B.R.M.), 1 m. 43.4 s.
R. Attwood (B.R.M.), 1 m. 45.2 s.
T. Maggs (B.R.M.), 1 m. 45.4 s.

RACE day broke to heavy rain and threatening skies. Thousands of people, not wanting to risk traffic jams, had camped overnight on the circuit, but in point of fact the police did a splendid job of traffic control and hold-ups were few and far between. We had arranged to fly by helicopter from Battersea, but B.E.A. cancelled the flight after trouble developed with the big Sikorsky machine. However, leaving London early, we drove straight to Brands Hatch without a single hold-up.

The stadium had been completely transformed for the Grand Prix, with scores of marquees, stalls, restaurants and so on, and a miniature Dunlop bridge over the road approaching the main tribunes. John Webb and his associates must receive full marks for the organization, and especially for the very fine coloured souvenir programme, which was included with every entrance ticket. The R.A.C. had also gone to town with the Press and information service, under the direction of Phil Drackett.

By 9 a.m., two hours before the kick-off, an estimated crowd of 40,000 had already assembled, and cars were steadily pouring into the circuit at all points. The rain had eased off, but the skies looked anything but promising. After the saloon and G.T. events (the supporting races are reported by Mike Kettlewell elsewhere), the bands of the Royal Dragoons and the 1st Battalion Royal Scots played. Then came a thrilling demonstration of modern battle tactics with armoured cars, helicopters and the troops of Eastern Command. Unprepared folk jumped high in the air when





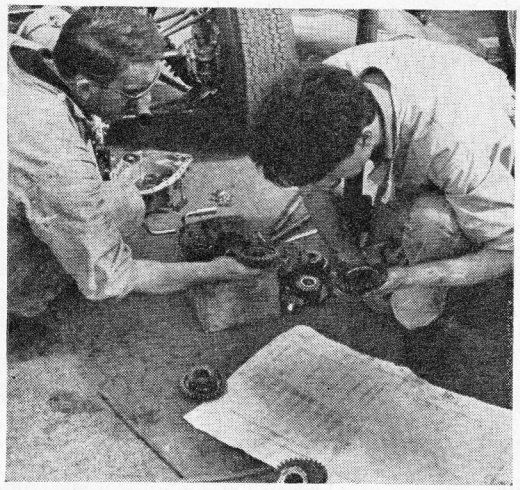
ONE OF THE BEST dices of the day was waged between Innes Ireland (B.R.P.-B.R.M.), Mike Spence (Lotus-Coventry Climax) and Richie Ginther (B.R.M.). The three finished in the opposite order (above). BRILLIANT can surely be the only word to describe Bob Anderson's performance with the carburetter-engined Brabham-Coventry Climax, which was seventh, the first of the private entrants to finish (below).



ALMOST the whole contingent of drivers competing in the European Grand Prix (left). They are, standing, left to right: Tony Maggs, Jim Clark, Giancarlo Baghetti, Jo Bonnier, Dan Gurney, Phil Hill, Jack Brabham, Jo Siffert, Mike Spence, Bruce McLaren, Peter Revson, Chris Amon and Graham Hill. Sitting, left to right: Richie Ginther, Bob Anderson, John Taylor and Mike Hailwood. Missing are John Surtees, Lorenzo Bandini and Ian Raby.

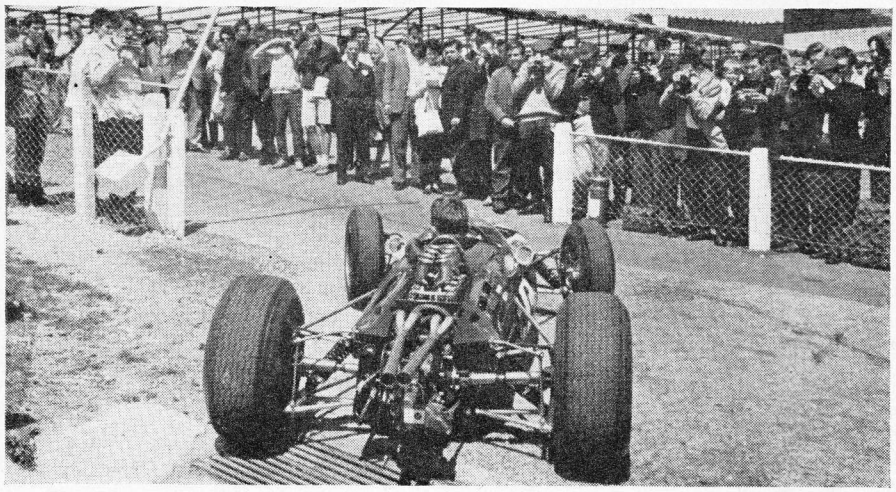
NOT a very impressive power-to-weight ratio (below). Well-known ex-racing driver Bertie Bradnack tries a 50 c.c. Honda in the paddock.







CENTRO-SUD mechanics sort out the cogs from the charts for Tony Maggs's B.R.M. (above left). PRESENTATIONS. Jim Clark received the Hawthorn Memorial Trophy and Colin Chapman the F.I.A. Constructors' World Championship trophy on Thursday evening (above right). DAN GURNEY drives back into the crowded paddock after a practice session (below).



the R.A. gunners suddenly blasted off a 25-pounder near the tunnel. The wind changed direction and people in the tribunes disappeared behind a choking smokescreen! A cavalcade of historic army vehicles was most interesting, especially the famous London omnibus "Ole Bill" and a 1914-18 Great War Rolls-Royce armoured car.

However, all this was merely a preliminary to the Grand Prix. The arrival of the Formula 1 cars was greeted by a fanfare from the trumpeters of the Royal Artillery. At 2 p.m. there was a sort of unrehearsed G.P. when the cars toured the circuit and drivers took the opportunity of doing one or two fast warming-up laps.

After assembling on the dummy grid, the cars were lined up as follows:

STARTING GRID

6	3	1
Dan Gurney	Graham Hill	Jim Clark
(Brabham-C.C.)	(B.R.M.)	(Lotus-C.C.)
1 m. 38.4 s.	1 m. 38.3 s.	1 m. 38.1 s.
7	5	
John Surtees	Jack Brabham	
(Ferrari)	(Brabham-C.C.)	
1 m. 38.7 s.	1 m. 38.5 s.	
8	19	9
Lorenzo Bandini	Bob Anderson	Bruce McLaren
(Ferrari)	(Brabham-C.C.)	(Cooper-C.C.)
1 m. 40.2 s.	1 m. 38.9 s.	1 m. 39.6 s.
11	16	
Innes Ireland	Jo Bonnier	
(B.R.P.-B.R.M.)	(Brabham-B.R.M.)	
1 m. 40.8 s.	1 m. 40.2 s.	
2	14	15
Mike Spence	Mike Hailwood	Chris Amon
(Lotus-C.C.)	(Lotus-B.R.M.)	(Lotus-B.R.M.)
1 m. 41.4 s.	1 m. 41.4 s.	1 m. 41.2 s.
10	4	
Phil Hill	Richie Ginther	
(Cooper-C.C.)	(B.R.M.)	
1 m. 42.6 s.	1 m. 41.6 s.	
12	23	20
Trevor Taylor	Ian Raby	Jo Siffert
(Lotus-B.R.M.)	(Brabham-B.R.M.)	(Brabham-B.R.M.)
1 m. 42.8 s.	1 m. 42.8 s.	1 m. 42.8 s.
22	26	
John Taylor	Frank Gardner	
(Cooper-Ford)	(Brabham-Ford)	
1 m. 43.2 s.	1 m. 43.0 s.	
17	24	18
Tony Maggs	Peter Revson	Giancarlo Baghetti
(B.R.M.)	(Lotus-B.R.M.)	(B.R.M.)
1 m. 45.0 s.	1 m. 43.4 s.	1 m. 43.4 s.

Down went the Union Jack, and there was a right mix-up towards the rear of the grid, as Frank Gardner was hit by Jo Siffert as he braked to avoid Richie Ginther, who made a very hesitant getaway. Frank's Brabham-Ford ended up facing the wrong way and was the first retirement—with damaged suspension. Chris Amon was left on the line with a clutch that refused to clutch.

Jim Clark immediately stormed into the lead, with Dan Gurney and Bandini in hot pursuit. It was a thrilling sight as the field streamed up from Paddock Bend to the hairpin at Druids, and then swept down the left-hander at Bottom Bend to disappear under the bridge at South Bank, with Graham Hill sweeping past Bandini, McLaren, Brabham and Surtees in that order to snatch third spot. Into South Bank, McLaren also took Bandini.

In an amazingly short period of time the cars reappeared at Clearways, and as they hurtled past the crowded main tribunes it was Clark, Gurney, G. Hill, Surtees, Brabham, McLaren, Bandini, P. Hill, Ireland, Bonnier, Anderson, Hailwood and Ginther in that order. Into the pits went the unlucky Amon, to have his clutch seen to, losing a whole lap in the process.

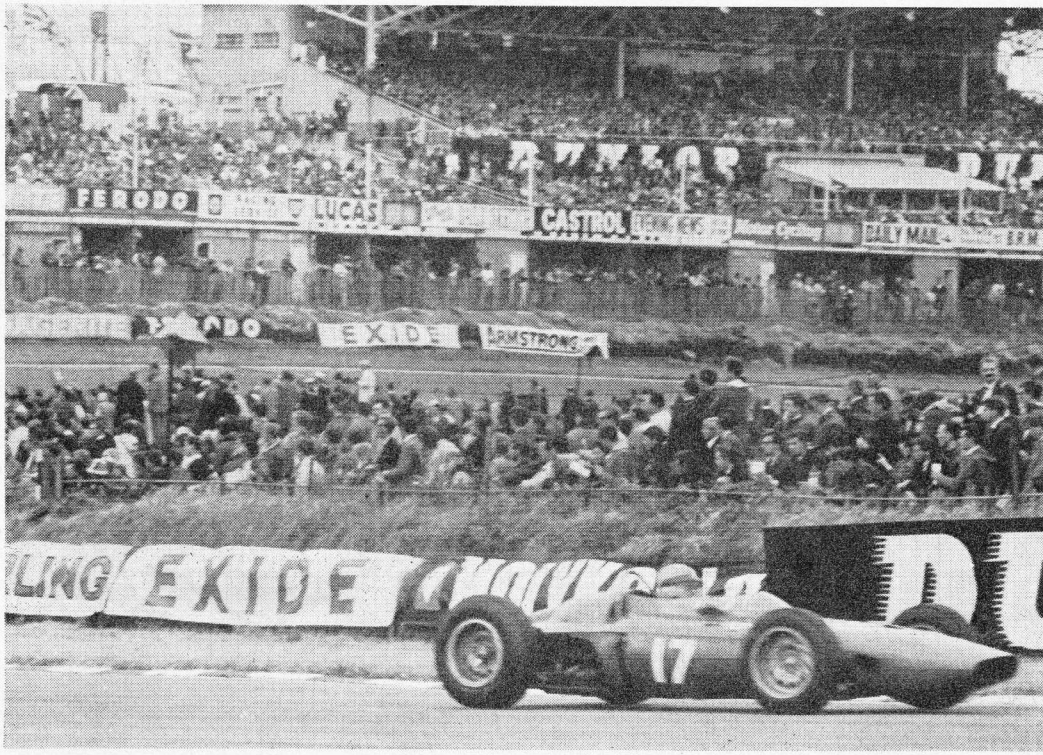
The lap record soon went, for on the second tour Gurney closed up on Clark with a 1 min. 40 secs. (95.0 m.p.h.). However, this was Dan's last bid for the lead; coming up to Druids, his engine spluttered and Graham Hill nipped past to take second place, and at the end of the third lap the Californian made despairing signs to his pit as both Brabham and Surtees overtook his slowing car. Into Paddock Bend, Surtees shot in front of Brabham.

To the disappointment of the crowd, Gurney stopped at his pit. His trouble was an overheating transistor box, and an over-enthusiastic fireman covered everything, including pits B.B.C. commentator John Bolster, in foam. Next to beat the record was Surtees, whose fourth tour was covered in 1 min. 39.6 secs.

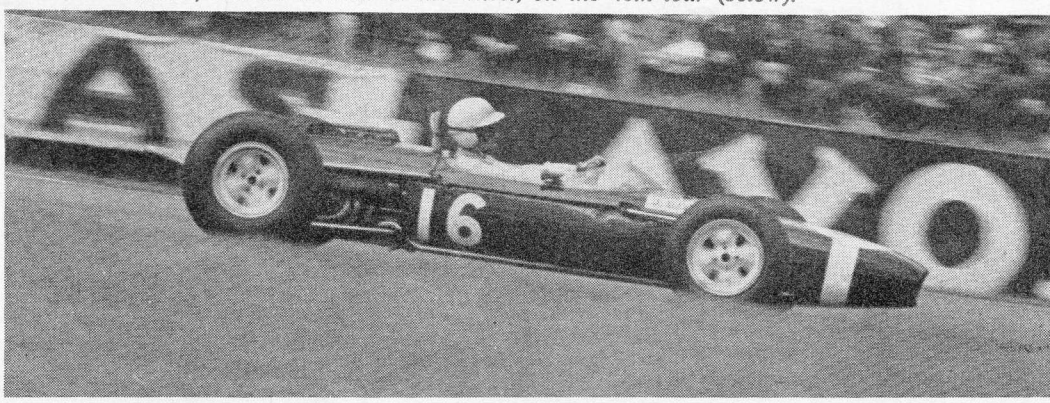
Graham Hill was relentlessly shadowing Jim Clark, looking for any opportunity to take the lead. A few seconds behind Brabham was re-attacking Surtees's Ferrari, and Bruce McLaren was coming into the picture, getting well away from Bandini and Phil Hill.

There was plenty of excitement coming down from Druids, as Mike Hailwood shot on to the grass, at Bottom Bend followed by Innes Ireland who had to take avoiding action as the Lotus-B.R.M. spun sideways in front of him. Hailwood came to rest safely, but it was said that he ran over a pressman's camera. He rejoined the race at the back of the field, while Ireland dropped three places to join up with team-mate Trevor Taylor.

Frank Gardner's damaged Brabham-Ford was pushed sadly away, while pit-stops were made on the seventh lap by Tony Maggs (B.R.M.) and Ian Raby (Brabham-B.R.M.), both to change plugs. Coming into South Bank bend Bruce McLaren had his gearbox break, and abandoned on the grass behind the pits.



WITH the crowds in the background Tony Maggs enters South Bank Bend with the Centro Sud B.R.M. The South African retired with gearbox trouble (above). A FRACTURED brake pipe led to the end of the race for Rob Walker's Brabham-B.R.M., with Jo Bonnier at the wheel, on the 46th tour (below).



Meanwhile the Clark-Hill battle continued unabated, and about 5 secs. behind, Surtees and Brabham were locked in combat, followed by Bandini, Phil Hill, Bonnier and Anderson in that order, with a furious struggle going on behind featuring Ginther, Spence, Taylor and Ireland. Then came John Taylor in his Cooper-Ford, ahead of Baghetti (B.R.M.) and Siffert (Brabham-B.R.M.) who were having a tussle. Next up was Peter Revson (Lotus-B.R.M.).

Dan Gurney was back in the fight, over two laps behind the leaders, while Chris Amon retired after 10 laps with

clutch problems. Hailwood's Lotus was losing fuel, but the stewards decided not to have him black-flagged as it was only momentarily. Bonnier nipped past Phil Hill on lap 11 to take sixth place, and Bob Anderson was also threatening the ex-World Champion, driving a most cool and determined race. Trevor Taylor, looking most distressed, was falling back. He came into the pit, to complain of excessive cockpit heat, and re-started over a lap in arrears. Team-mate Ireland had managed to sort out Ginther and Spence, and was now chasing Anderson.

Jim Clark was having to fight like mad to keep his lead over Graham Hill. This was truly an epic struggle between two superb drivers. John Surtees had managed to pull away from Jack Brabham, but the Australian rapidly closed up again. Bonnier stopped at his pits with braking problems. Jack Brabham spun, and on lap 16 he stopped at his pit to check his rear suspension. The trouble was discovered to be petrol on the rear tyres, so he was soon off again, having lost a place to Bandini. Brabham stopped again for a quick check on lap 19. Up came 20 laps, and the race order was:

1. Jim Clark (Lotus-Coventry Climax), 34 m. 18 s., 92.71 m.p.h.
2. Graham Hill (B.R.M.), 34 m. 18.5 s.
3. John Surtees (Ferrari).
4. Lorenzo Bandini (Ferrari).
5. Phil Hill (Cooper-Coventry Climax).
6. Bob Anderson (Brabham-Coventry Climax).
7. Jack Brabham (Brabham-Coventry Climax).
8. Innes Ireland (B.R.P.-B.R.M.).
9. Richie Ginther (B.R.M.).
10. Mike Spence (Lotus-Coventry Climax).
11. Giancarlo Baghetti (B.R.M.), 19 laps.
12. Jo Siffert (Brabham-B.R.M.), 19.
13. John Taylor (Cooper-Ford), 19.
14. Peter Revson (Lotus-B.R.M.), 19.

Jack Brabham, eager to regain lost ground, hurtled past Anderson, and then Phil Hill to take fifth place behind Bandini. On lap 23 Clark and Hill doubled Ireland, Ginther and Spence. Trevor Taylor came in to the pits and called it a day. He was feeling far from well as a result of his Thursday accident.

Clark and Hill continued to circulate, never more than a second apart, followed at a distance by the Ferraris of Surtees and Bandini. So fast were the leaders going, that Anderson and P. Hill were doubled on the 27th tour, and two laps later Brabham was also added to the list, leaving just four cars on the same lap.

The sun came out on the 35th lap, just as Clark and Hill doubled fourth man Bandini. Ian Raby spun his Brabham at South Bank Bend, and abandoned. John Taylor stopped his Cooper-Ford at the pits with gearbox problems, while on the 38th lap, Tony Maggs retired his Centro-Sud B.R.M. with gearbox failure. Peter Revson came in with a misfiring engine, but a change of plugs didn't effect a cure, and the car was eventually withdrawn.

Graham Hill had dropped back a bit from Clark, but still constituted a major threat. Anderson was still pressing Phil Hill, and the Ireland-Ginther-Spence battle raged fast and furious. Siffert had managed to take Baghetti, so with 40 laps on the board, the race order was:

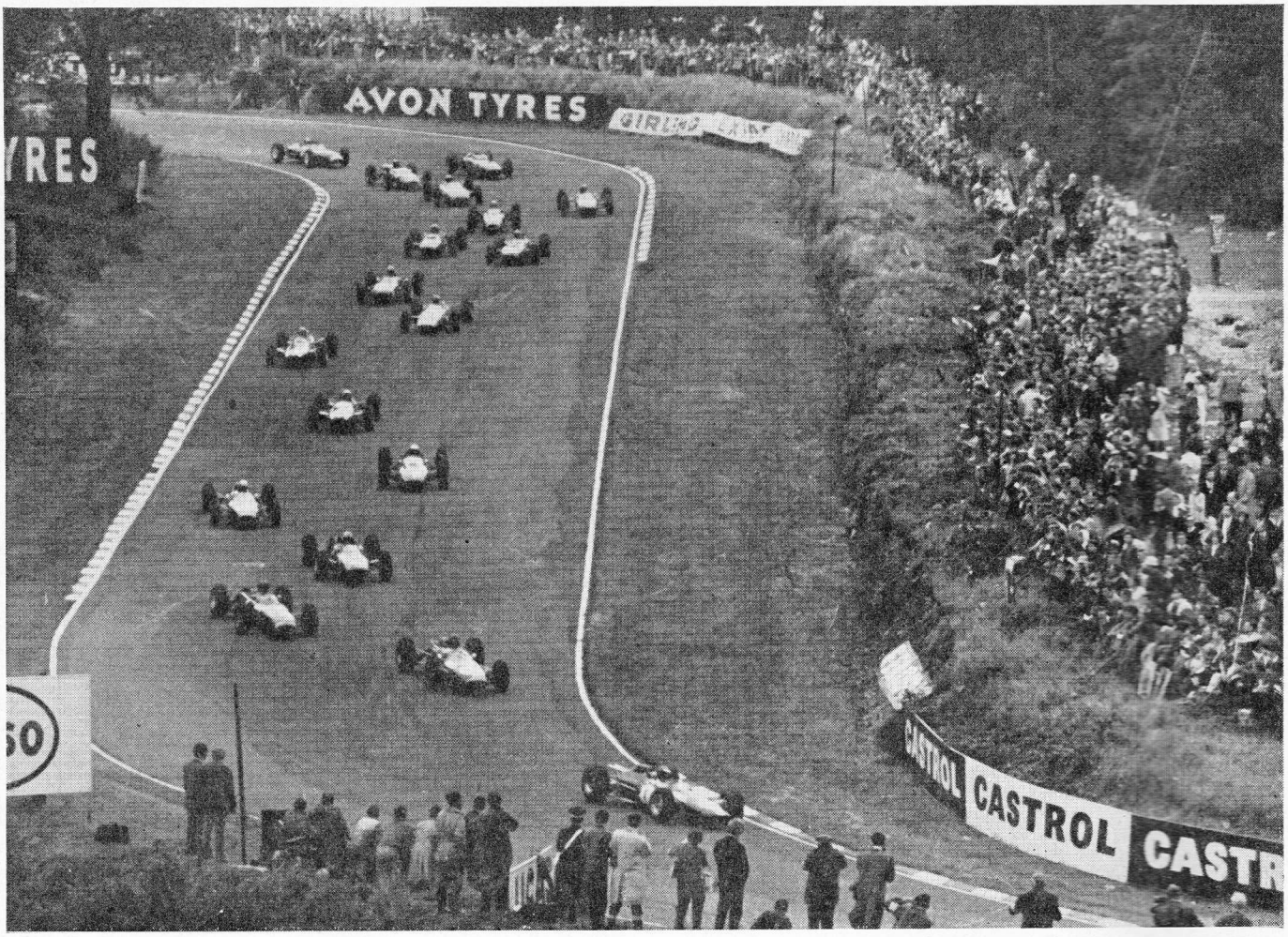
1. Clark, 1 h. 8 m. 21.4 s., 92.98 m.p.h.
2. G. Hill, 1 h. 8 m. 22.7 s.
3. Surtees.
4. Bandini (39 laps); 5, Brabham (39); 6, P. Hill (39); 7, Anderson (39); 8, Ireland (39); 9, Ginther (39); 10, Spence (39); 11, Siffert (38); 12, Baghetti (38); 13, Gurney; 14, Taylor; 15, Bonnier.

Graham Hill was keeping up the pressure and Brabham was steadily coming closer to Bandini. On lap 43 Bob Anderson at last managed to overtake Phil Hill for sixth place. Jo Bonnier, after mechanics had vainly attempted to fix a broken brake pipe, abandoned. John Taylor was again circulating, many laps in arrears, after his gearbox had been repaired.

John Surtees was driving an extremely calculated race, obviously determined to finish and realizing that to try to get up with the leaders might be tempting Providence. He was lapping around the 1 min. 40 secs. mark, closing up on team-mate Bandini. With 48 laps gone he had doubled the Italian.

There seemed to be some oil at Druids, for once or twice Jim Clark tail-wagged his Lotus. Hill's B.R.M. did not appear to be so skittish, and the Londoner closed to under a second from his rival. Innes Ireland's engine began to hit-and-miss occasionally, and on lap 48 he was overtaken by Richie Ginther. Anderson opened up a considerable gap over Phil Hill.

The leading pair had now doubled Ginther and Co. for the second time, Jim Clark picking up a couple of seconds over Hill before they broke loose from the trio. The oil, or whatever it was, had disappeared on the hairpin, and Clark gradually drew away from the B.R.M.



THROUGH Druids on the first lap, Jim Clark already heads the field. In close attendance are Dan Gurney, Graham Hill, John Surtees, Jack Brabham, Lorenzo Bandini and the works Coopers.

With 60 laps chalked up, the order of battle was:

1. Clark, 1 h. 41 m. 45.8 s., 93.75 m.p.h.
2. G. Hill, 1 h. 41 m. 52.8 s.
3. Surtees,
4. Bandini (59); 5, Brabham (59); 6, Anderson (59); 7, P. Hill (59); 8, Ginther (58); 9, Spence (58); 10, Ireland (58); 11, Siffert (57); 12, Baghetti (57); 13, Gurney (56); 14, Taylor.

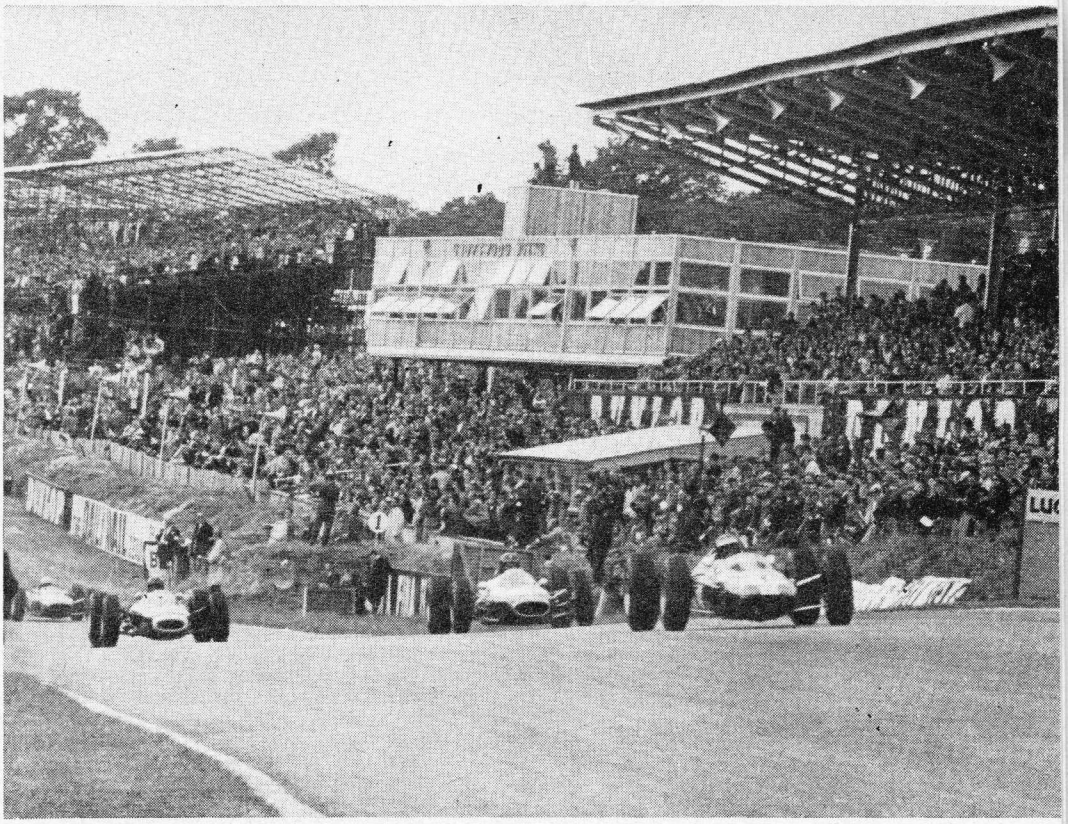
On the very next lap, Jim Clark broke Surtees's record with 1 min. 39.4 secs. (95.98 m.p.h.). Phil Hill had broken the rear anti-roll bar on his Cooper, but seemed to get used to the accompanying oversteer and began to close up on Anderson.

Now Graham Hill applied the pressure again, picking up a second here and a second there, forcing Clark to drive absolutely on the limit. Meanwhile Brabham had caught up on Bandini, finally passing the V6 Ferrari on the 67th lap.

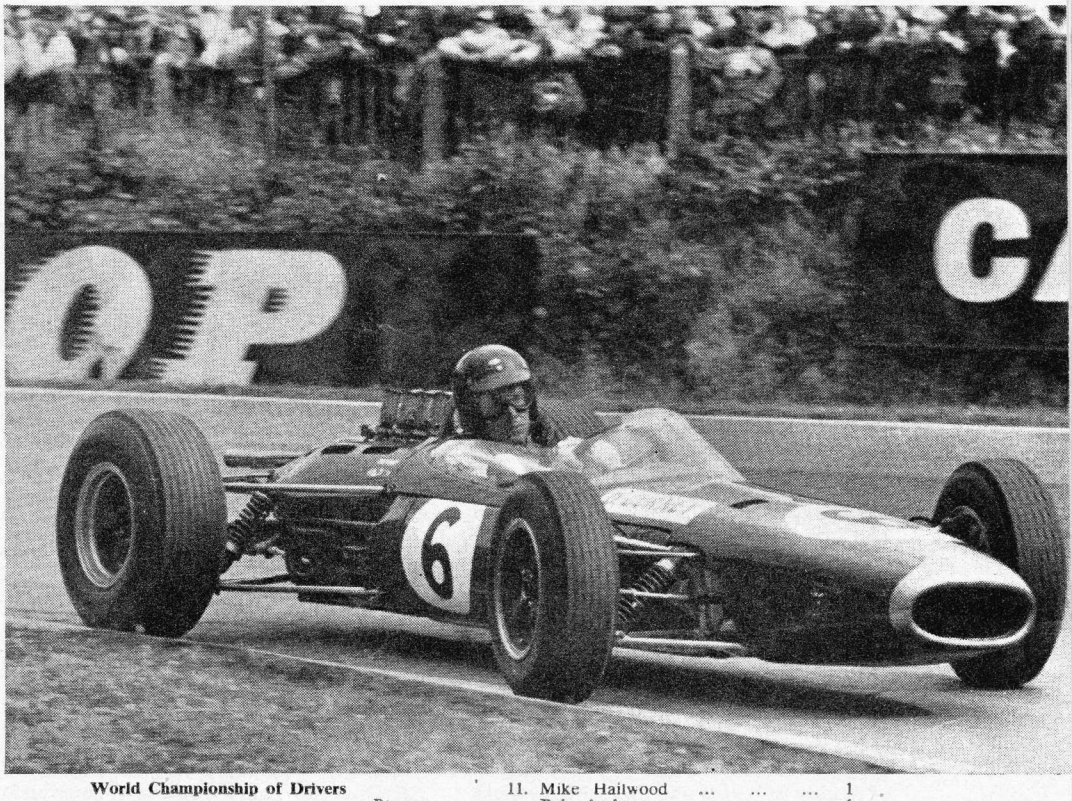
The duel between the title and ex-title holders held the crowd. Every lap out went the boards in the Lotus and B.R.M. pits, and both men were so busy it was problematical whether they had time to read them as they flashed past the main grandstands.

Phil Hill had managed to wrest back sixth place from Bob Anderson, otherwise the race order remained unchanged. Two laps to go, and just 4 secs. split Clark and Hill. One lap left, and it was 3 secs. In his efforts to keep the B.R.M. at bay, Jim had set up another lap record, this time with 1 min. 38.8 secs. (96.56 m.p.h.). This was on the 73rd tour.

That last lap was full of tension. Hill closed the gap noticeably going up the hill to Druids, both cars snaking out of the hairpin and taking Bottom Bend as fast as it has ever been taken. At South Bank Bend, only 2.2 secs. separated them. In the grandstands, everyone stood up to await their reappearance. Then, the green and yellow Lotus swept into view at Clearways, with the dark-green B.R.M. some 3 secs. behind. One last despairing effort on Hill's part brought him closer, but the chequered flag dropped on James Clark, O.B.E., who finally won by 2.8 secs.



JIM CLARK is followed along Top Straight by Dan Gurney, Graham Hill and John Surtees. Also seen is the magnificent Grovewood Suite (above). EVERYONE was sorry when Dan Gurney had to make a pits visit early on with a smoking transistor box—otherwise the dice could have been even more exciting (below).



RESULTS

80 laps—212 miles

1. **Jim Clark (Lotus-Coventry Climax),** 2 h. 15 m. 7s., 94.14 m.p.h. (151.5 k.p.h.).
2. **Graham Hill (B.R.M.),** 2 h. 15 m. 9.8 s.
3. **John Surtees** (Ferrari), 2 h. 16 m. 27.6 s.
4. **Jack Brabham (Brabham-Coventry Climax),** 79 laps.
5. Lorenzo Bandini (Ferrari), 78.
6. Phil Hill **(Cooper-Coventry Climax),** 78.
7. **Bob Anderson (Brabham-Coventry Climax),** 78.
8. Richie Ginther **(B.R.M.),** 77.
9. **Mike Spence (Lotus-Coventry Climax),** 77.
10. **Innes Ireland (B.R.P.-B.R.M.),** 76.
11. Jo Siffert **(Brabham-B.R.M.),** 76.
12. Giancarlo Baghetti **(B.R.M.),** 76.
13. Dan Gurney **(Brabham-Coventry Climax),** 75.
14. **John Taylor (Cooper-Ford),** 56.

Fastest lap: Jim Clark, 1 m. 38.8 s., 96.56 m.p.h. (155.40 k.p.h.). (Record.)

Retirements

Frank Gardner (Brabham-Ford), 0 laps, damaged rear suspension; Bruce McLaren (Cooper-Coventry Climax), 7, gearbox; Chris Amon (Lotus-B.R.M.), 9, clutch; Mike Hailwood (Lotus-B.R.M.), 17, engine; Trevor Taylor (Lotus-B.R.M.), 23, medical reasons; Tony Maggs (B.R.M.), 37, gearbox; Ian Raby (Brabham-B.R.M.), 37, accident; Peter Revson (Lotus-B.R.M.), 43, plugs; Jo Bonnier (Brabham-B.R.M.), 46, fractured brake pipe.

Leading Equipment

Clark (Lotus-Coventry Climax). *Esso* fuel and oil. *Lucas* ignition and fuel injection. *Dunlop* tyres. *Girling* brakes. *Ferodo* linings. *Armstrong* dampers *Champion* plugs.

Hill (B.R.M.). *Shell* fuel and oil. *Lucas* ignition and fuel injection. *Dunlop* brakes, wheels and tyres. *Ferodo* linings. *Armstrong* dampers. *Champion* plugs.

Surtees (Ferrari). *Shell* fuel and oil. *Marelli* ignition. *Bosch* fuel injection. *Dunlop* tyres and brakes. *Ferodo* linings. *Koni* dampers. *Marchal* plugs.

World Championship of Drivers

		Pts.
1.	Jim Clark	30
2.	Graham Hill	26
3.	Richie Ginther	11
	Peter Arundell	11
	Jack Brabham	11
6.	Dan Gurney	10
	John Surtees	10
7.	Bruce McLaren	7
8.	Jo Bonnier	2
	Chris Amon	2
	Lorenzo Bandini	2
11.	Mike Hailwood	1
	Bob Anderson	1
	Phil Hill	1

Constructors' Championship

1.	Lotus-Coventry Climax	34
2.	B.R.M.	27
3.	Brabham-Coventry Climax ...	17
4.	Cooper-Coventry Climax	10
	Ferrari	10
6.	Lotus-B.R.M.	3

Remaining races: Nürburgring; Zeltweg; Monza; Watkins Glen; Mexico. (East London will count for 1965 Championships.)



INTO South Bank Bend goes the Minis v. Anglia battle—with Paddy Hopkirk leading John Handley, Rob Slotemaker and Mike Young. Slotemaker came off best, Handley mysteriously disappearing before the end.

THE SUPPORTING RACES . . .

John Whitmore (Lotus Cortina) Wins Saloon Race—Jack Sears's G.T. Handicap—Hugh Dibley (Brabham-Climax) Gains Sports Car Victory

By MICHAEL KETTLEWELL

As if the fanfare-heralded *Grand Prix d'Europe* was not enough—not to mention the other Battle of Brands Hatch staged by the Military Forces of Eastern Command and demonstrations by *Evening News* newspaper vans, helicopters and varied vehicles of the British Army—there were three supporting motor races, each over 20 laps of the 2.65-mile circuit, for saloon, Grand Touring and sports-racing cars.

Of them all, the Grand Touring car event was the best. After being black-flagged for taking up his wrong grid position and thereby losing valuable time in the pits, Jack Sears hurled his Willment A.C. Cobra around to snatch victory from Jackie Stewart, the Scotsman, who handled John Coombs's lightweight E-type impeccably, being unable to match the speed of the Anglo-American machine. During his determined drive, Sears set a new outright G.T. lap record of 1 min. 46.4 secs., 89.66 m.p.h.

The processional saloon car race—although admittedly quite close—saw victory go to John Whitmore in a works Lotus Cortina, the hotly contested "Mini" class going to John Fitzpatrick, while Hugh Dibley continued his winning ways in Stirling Moss's 2½-litre Brabham-Climax in the AUTOSPORT Championship qualifying sports car race that rounded off the day's racing. Even after racing stopped the festivities continued with Chris Barber and Humphrey Lyttelton giving a jazz concert which went on until 10 p.m.

* * *

PRACTISING on Thursday brought the usual excitements. In the saloon category the Willment team Lotus Cortinas were on top with Jack Sears and Bob Olthoff recording 1 min. 56.4 secs. and 1 min. 57.4 secs. respectively, the latter's time being equalled by the top Team Lotus entry—Jackie Stewart driving. As Mike Spence was deputizing for the injured Peter Arundell in the Grand Prix his car was tried by David Hobbs, who recorded a fine 1 min. 57.6 secs. Spence also had a go, doing 1 min. 59.2 secs. Best of the 1,300 c.c. division were the works Mini-Cooper Ss of Paddy Hopkirk and John Fitzpatrick, both the little bombs being hustled around in 2 mins. 0.6 sec. Ralph Broad went off course in one of the Broadspeed entries, but escaped injury.

Jack Sears gave a sign of what was to come in the G.T. race by circulating Willment's Cobra in 1 min. 48.6 secs., 0.2 sec. better than Jackie Stewart in the Coombs E-type and 0.6 better than Roy Salvadori in Tommy Atkins's new, and as yet unpainted, Cobra. Peter Procter was best of the 2-litre brigade, managing a 1 min. 51.8 secs. tour in a Chequered Flag Elan. Unfortunately Dick Protheroe spun his E-type out of Clearways and hit the bank, damaging the car too badly for it to race.



SHAKING his fist at start-line officials, Jack Sears storms out of the pits in the Willment A.C. Cobra. He won after a superb drive.

Hugh Dibley showed that his recent lap records at Goodwood, Brands Hatch and Castle Combe were no flash in the pan when he lapped S.M.A.R.T.'s Brabham-Climax in 1 min. 43.6 secs.—0.4 sec. inside the lap record. Nearest to him was Denis Hulme in the Team Elite Brabham-Climax—the best of the 2-litre entries—who managed 1 min. 44.6 secs. Roger Nathan's Brabham also recorded a good time, but somehow contrived to lose a wheel, while the engine cover blew off Jackie Stewart's Tojeiro and Roy Pierpoint's Attila broke its oil filter. Tony Lanfranchi could only manage 1 min. 50.2 secs. in the Elva-B.M.W. after his session (photographic-wise) with model June Palmer who "wore" a topless dress. Tony Hegbourne in the still unsorted Ian Walker Lotus 30 was black-flagged for losing oil.

Friday brought more drama. Jack Sears improved to 1 min. 55.8 secs. in the Willment Lotus Cortina, beating Jackie Stewart and John Whitmore (who had been finally chosen for the second Team Lotus entry) by 0.4 sec. and 0.8 sec. respectively. Club driver Roger Swanton really went to town and impressed with a 1 min. 56.8 secs., while Chris Craft abandoned his Lotus Cortina to circulate a Superspeed Anglia in 1 min. 59.2 secs., his time being equalled in the 1,300 c.c. class by team-mate Mike Young.

In the G.T. category, Bob Olthoff and Roy Salvadori battled it out in Cobras. The former, tail-sliding his way around in typical manner, did a fantastic 1 min. 46.8 secs., but then he lost it and the car came to a sudden halt against an unfriendly tree at Stirling's Bend—too badly damaged for the race. Sears's Cobra, meanwhile, had lost a wheel. Salvadori's 1 min. 47.2 secs. came only after a spin at Druids. In the 2-litre division Tony Hegbourne did a brilliant 1 min. 49.8 secs. in an Ian Walker Elan—but, because of an accident in the Lotus 30, was to be another non-starter.

Salvadori was also pipped in the sports car session. The Maserati engine of Tommy Atkins's Cooper had been sent to Italy for attention and only returned early on Friday morning, so much work was necessary for it to be able to practise at Brands. Roy managed 1 min. 43.6 secs.—0.2 sec. slower than Dibley. Tony Hegbourne overturned the Lotus 30 at Dingle Dell, the car being utterly destroyed and debris being scattered all over the track so that practising had to stop for over 20 mins. Luckily Tony got off lightly with rib injuries—it could have been much worse. Before practising restarted the drivers had to be warned that, as well as being a trifle slippery, the track was breaking up at Dingle Dell, having being affected by the contents of the Lotus's fuel tank. Jack Sears tried the Willment team's new Elva-B.M.W. as its original driver, Frank Gardner, was due to start in the Grand Prix.

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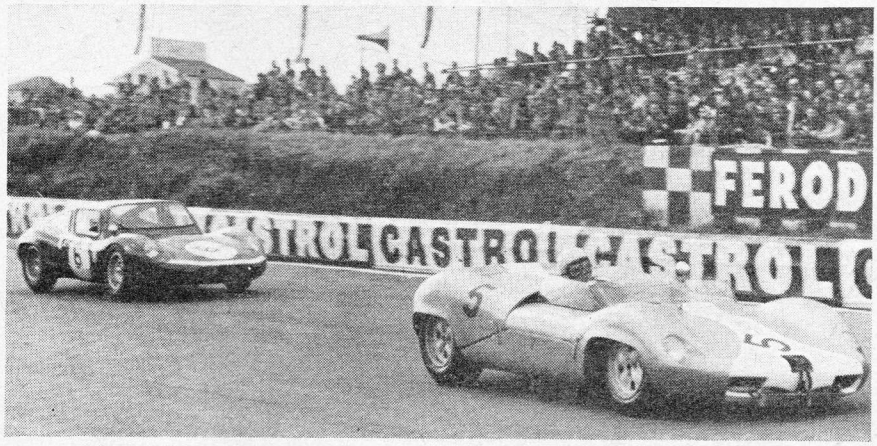
FOLLOWING a fanfare by courtesy of the Herald Trumpeters of the Royal Regiment of Artillery the first event—the Molyslip Trophy race for saloon cars—commenced at 11 o'clock. Light rain fell as the 22 starters left the grid, and this was soon reduced to 21 as Chris Craft's clutch went at the start, his Anglia—fastest in its class in practice—crawling as far as the bottom of Pad-

dock. At the end of the first lap it was Whitmore, Stewart, Sears, Olthoff, Swanton—just like that—with Nicholson and Haynes some way behind and then the always struggling "Mini" class with interloper Mike Young (Anglia) well up with them. The order among the Cortinas remained static, although the first five were fairly close, while John Fitzpatrick soon came through to establish himself at the head of the 1,300 c.c. onslaught, with Ralph Broad and Timo Makinen—representing the Broadspeed and Don Moore tuning establishments respectively—locked in combat behind.

Ralph Broad had to visit the pits, being black-flagged for trailing a loose front bumper—evidence of his duel with Makinen! Then, as the leaders completed four laps, Bob Olthoff halted suddenly when a half-shaft went.

Olthoff's departure left the order Whitmore, Stewart, Sears and Swanton, the last-named now having dropped back from the leading trio. Fitzpatrick and Makinen had the 1,300 c.c. division sewn-up, but a terrific struggle for third place went on between Hopkirk, Handley, Slotemaker and Young.

Jackie Stewart upset the *status quo* by going wide leaving Clearways on the 18th lap; he recovered, found himself heading for the pits, recovered once more, and continued motor racing—but now in third place behind Sears. The Scotsman, however, had the satisfaction of making fastest lap (a class record) of 1 min. 55.6 secs., 82.53 m.p.h.



BIG BANGERS. Roy Pierpoint (Attila) leads Jackie Stewart (Tojeiro).

And so the race finished, with Whitmore leading Sears and Stewart across the line, Swanton finishing a lonely fourth, and Nicholson holding off Haynes for fifth position. Fitzpatrick had the satisfaction of dominating what is usually a needle-match—the 1,300 c.c. class—and of recording the new class lap record of 1 min. 59.8 secs., 79.63 m.p.h., on several occasions; this was also equalled by Rob Slotemaker. Incidentally, the Dutchman's Downton Mini lost a wheel on the slowing-down lap!

An uninspiring race, only enlivened by the Minis *v.* Anglia battle, which, unfortunately, fizzled out towards the end.

RESULTS

1, Sir John Whitmore (Lotus Ford Cortina), 20 laps in 38 m. 53.8 s., 81.75 m.p.h.; 2, Jack Sears (Lotus Ford Cortina); 3, Jackie Stewart (Lotus Ford Cortina); 4, Roger Swanton (Lotus Ford Cortina); 5, John Nicholson (Lotus Ford Cortina); 6, David Haynes (Lotus Ford Cortina); 7, John Fitzpatrick (Mini-Cooper S),* 40 m. 14.6 s., 79.02 m.p.h.; 8, Timo Makinen (Mini-Cooper S)*; 9, Rob Slotemaker (Mini-Cooper S)*; 10, Mike Young (Ford Anglia Super)*; 11, John Coundley (Lotus Ford Cortina); 12, Paddy Hopkirk (Mini-Cooper S)*; 13, Peter Clarke (Mini-Cooper S)*; 14, Anita Taylor (Mini-Cooper S)*; 15, Ralph Broad (Mini-Cooper S)*; 16, David Dunnell (Mini-Cooper S);* 17, Tony Rutt (Mini-Cooper S)*. **Class Fastest Laps:** Stewart, 1 m. 55.6 s., 82.53 m.p.h., and Fitzpatrick and Slotemaker, 1 m. 59.8 s., 79.63 m.p.h.

*1,300 c.c. class.

* * *

THE Ilford Films Trophy race for Grand Touring cars started five minutes late and even then the five-minute signal was given before the cars had assembled on the grid. And when they did Jack Sears was seen to have taken up third position on the front row, whereas, as fourth fastest, he should have been on the second. Presumably he assumed that as his team-mate Bob Olthoff, the fastest in practice, was a non-starter, everyone would move up a place on the grid. This was not so, and, consequently, the third fastest, Jackie Stewart, had to take up pole position—the only available position on the front row! There appeared to be some arguments going on about grid positions, but, with the flag about to drop, nothing was done.

Stewart made the best start, followed by Salvadori, Piper, Sears and Whitmore in the Walker Elan. Piper and Sears got by Salvadori at Druids, the latter taking over second spot along the Bottom Straight and setting his sights on Stewart. The three Elans of Procter, Whitmore and Stewart were next up, going really well and embarrassing Salvadori more than somewhat.

After two laps Sears was mysteriously given the black-flag. He came into the pits, but was soon urged on again for he had been brought in for taking up the wrong position on the start-line! As he rejoined, now in seventh place, Sears shook his fist madly at officials around the start-line—repeating this gesture next time round! The Willment team were justifiably upset about the black-flagging nonsense, and a punch-up enlivened the proceedings.

All eyes were now on Sears, who was driving magnificently in this "handicap" race. The No. 1 Willment driver was fourth after five laps, he took Salvadori out of Clearways next time round in magnificent fashion to be third, and then set about Piper to be placed second with seven laps completed. Sears was putting on a great display, motoring with a vengeance and being urged on by everyone around the circuit. The gap between the red A.C. Cobra and the grey E-type narrowed each time round until, on lap 15, Sears passed Stewart along the Portobello Straight. Sears won by 4.2 secs. and as he crossed the line everyone in the pits cheered him—including John Bolster who waved his renowned deerstalker wildly!

All this overshadowed the rest of the race. Salvadori took third place from Piper at Paddock on the 12th lap, while the Lotus Elans of Procter, Whitmore and Oliver—another club driver who went extremely well at this meeting—spread themselves out in fifth, sixth and seventh places—also 1-2-3 in the 2-litre class. Fastest lap, naturally, went to Jack Sears in 1 min. 46.4 secs., 89.66 m.p.h.—a new class record. Procter's time of 1 min. 49.6 secs. was also a record.

RESULTS

1, Jack Sears (A.C. Cobra-Ford), 20 laps in 36 m. 8.4 s., 87.99 m.p.h.; 2, Jackie Stewart (Jaguar E); 3, Roy Salvadori (A.C. Cobra-Ford); 4, David Piper (Ferrari GTO); 5, Peter Procter (Lotus Elan)*, 36 m. 59.8 s., 85.95 m.p.h.; 6, Sir John Whitmore (Lotus Elan)*; 7, Jack Oliver (Lotus Elan)*; 8, Dickie Stoop (Porsche 904GTS)*; 9, Graham Warner (Lotus Elan)*; 10, Bob Jane (Jaguar E); 11, Mike Beckwith (Lotus Elan)*; 12, Clive Hunt (Lotus Elan)*; 13, Andrew Hedges (M.G. Midget)*; 14, Gordon Spice (Morgan Plus 4 SLR)*; 15, Alan Foster (M.G. Midget)*. **Class Fastest Laps:** Sears, 1 m. 46.4 s., 89.66 m.p.h., and Procter, 1 m. 49.6 s., 87.04 m.p.h.

*2,000 c.c. class.

* * *

FOLLOWING the Grand Prix, and rounding-up the day's racing, came the 20-lap Guards Trophy sports car race—a disappointing event.

Hugh Dibley led from start to finish, emphasizing the effectiveness of a Brabham BT8 sports car, a 2½-litre Coventry Climax motor and the shrewdness of Stirling Moss, under whose banner the car was entered; Hugh also established a sports car lap record of 1 min. 42.6 secs., 92.98 m.p.h. Even Roy Salvadori in the Tommy Atkins 5-litre Cooper-Maserati was unable to do anything about Dibley, though the car has yet to be sorted in the handling department as a spin at Bottom Bend on the 14th lap proved. This dropped "Salvo" to third position behind Denis Hulme, whose 2-litre Brabham-Climax BT8 was losing oil on the start-line and caused some last-minute dramas.

Roy Pierpoint crunched his Attila at Clearways after but one lap, doing the front of his 4.7 Ford-powered beast no good at all; Tony Lanfranchi spun his Elva-B.M.W. at Westfield after a contretemps with Frank Gardner in the Willment Elva-B.M.W., continued, but then had to give up in a cloud of smoke—an oil pump had ceased to function—and Jack Paterson's Lola was black-flagged for dropping oil—it had a holed sump. Peter Deal retired his Merlyn when the windscreen broke and several other cars were forced to retire in this AUTOSPORT Championship qualifier. Jackie Stewart started off well in the Ecurie Ecosse Tojeiro, but, despite its enormous power, it gradually fell back, Jackie obviously finding the ugly car a brute to tame around Brands.

Dibley, Salvadori and Hulme finished well ahead of young Roger Nathan, whose 2-litre Brabham-Climax was a secure fourth. Frank Gardner was fifth (he was allowed to drive in this race as he never *really* started the Grand Prix) and the only other cars not to be lapped were the well-driven Lotus 23s of Chris Williams and David Hobbs.

RESULTS

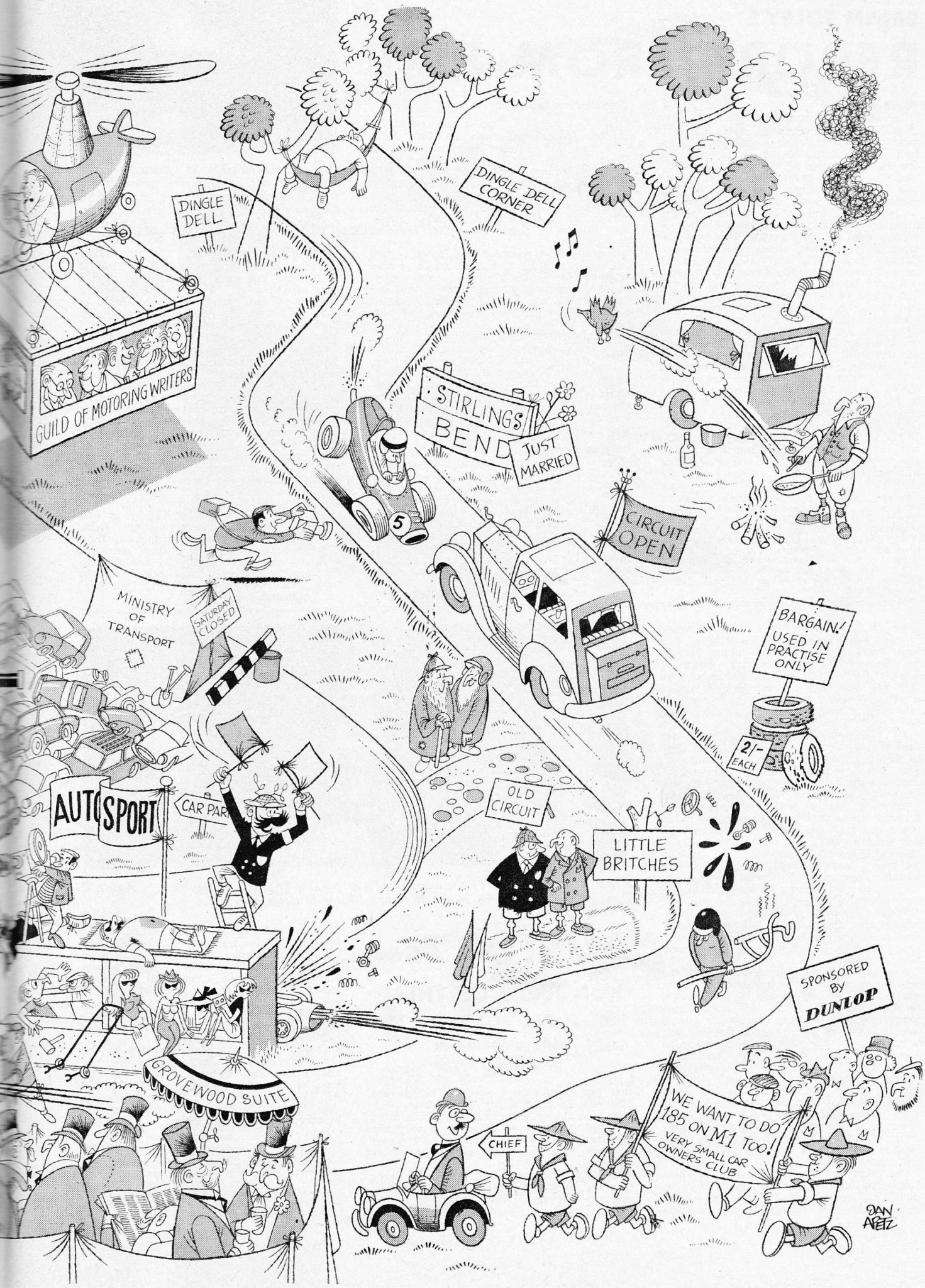
1, Hugh Dibley (Brabham-Climax BT8), 20 laps in 35 m. 24.4 s., 89.81 m.p.h.; 2, Denis Hulme (Brabham-Climax BT8)*, 35 m. 37.8 s., 89.25 m.p.h.; 3, Roy Salvadori (Cooper-Maserati Monaco); 4, Roger Nathan (Brabham-Climax BT8)*; 5, Frank Gardner (Elva-B.M.W. Mk. 7)*; 6, Chris Williams (Lotus-Ford 23)*; 7, David Hobbs (Lotus-Ford 23)*; 8, Jackie Stewart (Tojeiro-Ford EE Mk. 3); 9, Geoff Breakell (Lotus-Ford 23)*; 10, Tommy Reid (Crossle-Ford)*; 11, Paul Hawkins (Lotus-Ford 23)*; 12, Barry Hart (Lotus-Ford 23)*; 13, Jim Morley (Lola-Climax)*; 14, Sid Fox (Lotus-Ford 23)*. **Class Fastest Laps:** Dibley, 1 m. 42.6 s., 92.98 m.p.h., and Hulme, 1 m. 44 s., 91.73 m.p.h.

*2,000 cc. class.

JAN APETZ at the GRAND PRIX

Brands Hatch circuit on Grand Prix of Europe day as seen by noted Dutch cartoonist Jan Apetz. Any similarity in this splendid cartoon to people and institutions is purely coincidental. Incidentally, the Army is missing — having already been captured!




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DAN APETZ

BRIAN FOLEY'S

REPORT FROM EIRE

Tostal Trial

THE Motor Enthusiasts' C. had an entry of 73 for their Tostal Trial on 27th June, and this included a strong Northern Ireland contingent, despite a counter-attraction in Kirkistown on the same day. The trial is a unique event, which includes not only driving tests but a hill-climb and an autocross, with some mild navigation.

Leslie Vard upheld the honour of the south by winning with his Mini-Cooper S. With a total of 490.8 marks, Vard was just short of three marks ahead of Ronnie McCartney in a similar car. Into third place came Robert Woodside in a Volkswagen.

Biggest interest in the event was on the first round of the North *v.* South competition for the AUTOSPORT Trophy. Only marks scored in the 14 driving tests were taken into account and the Southern team of 12 drivers drew first blood. Leslie Vard was top man in the tests with a total of 345.2 marks, followed by Robert Woodside (347.4), W. Elliott (Okrasa-Volkswagen, 355.4), David Glover (Mini-Cooper, 355.8), R. McCartney (Mini-Cooper S, 356.0), John Hayes (Mini-Cooper, 356.8), Larry Mooney (VW, 359.6), Seamus Griffin (Griffin-Ford, 362.2), Dr. Thompson Glass (Hayrake, 363.6) and Johnny Moore (Mini-Cooper S, 363.8). The event was run over a course of 65 miles, with the start and finish at Dun Laoghaire.

RESULTS

Premier Award: L. Vard (Mini-Cooper S), 490.8 marks. **Class winners:** C. Peterson (Mini), 528.6; D. D. Glover (Mini-Cooper), 504.6; R. McCartney (Mini-Cooper S), 493.6; L. Mooney (VW), 504.0; Dr. T. Glass (Hayrake), 517.4; I. Woodside (M.G. Midget), 531.6; B. Faloon (Turner), 551.8. **Visitors' award:** R. Woodside (VW), 495. **Members' award:** J. Hayes (Mini-Cooper), 504.4. **Novice award:** M. Hayes (Mini-Cooper), 543.8.

Ballyvaughan hill-climb

THE Galway M.C. had a new venue for their annual hill-climb on 28th June. This new hill is near Ballyvaughan, Co. Clare, and at just two miles long is the longest hill-climb in the British Isles. The entire hill is bordered by those unforgiving stone walls which the locals literally build everywhere to protect the topsoil from the ravages of the frequent Atlantic storms. The surface is good, but rather loose at the sides.

Tommy Reid recorded B.T.D. at 1 min. 50.2 secs. with his Lotus 22, which is now powered by a 1.6 Ford twin-cam motor. Frank Keane was 7.8 secs. slower with his Lotus-Alfa Romeo 18, and with a time of 1 min. 59.8 secs. Stan Ryan was the only other driver to crack the 2 mins. barrier.

Bob Beattie tells me that his F.J. Elva is *not* B.M.C.-powered, the engine being a 997 c.c. Ford. Jack Fildes now has a 1,240 c.c. Cooper S engine in the Booth/Poole M.G. 1100, and at 2 mins 9.8 secs. he tied with Michael Ivis in a 1,071 c.c. Mini-Cooper. The M.G. 1100 S is a very rapid car, although initial acceleration is not brilliant due to too high gearing.

Ballylaneen hill-climb

THE Carrick-on-Suir M.C. deserved a bigger entry for their very well run Ballylaneen Hill-Climb on the first Sunday in July. Stan Ryan made B.T.D. with his 1½-litre Cooper-Climax at 39.48 secs., and Frank Keane was second fastest at 39.90 secs. These two cars still look anything but correct in the roadholding department. Ryan's Cooper displays front-end giddiness, and Keane's Lotus-Alfa appears to be a little unstable at the back.

The record for this interesting hill stands to the credit of Tommy Reid who clocked 38.27 secs. last year with a 1½-litre Ford-engined Lotus 18. The saloon car record was set up last year by Dean McQuaid at 44.63 secs. with the 1,652 c.c. Ford Anglia.



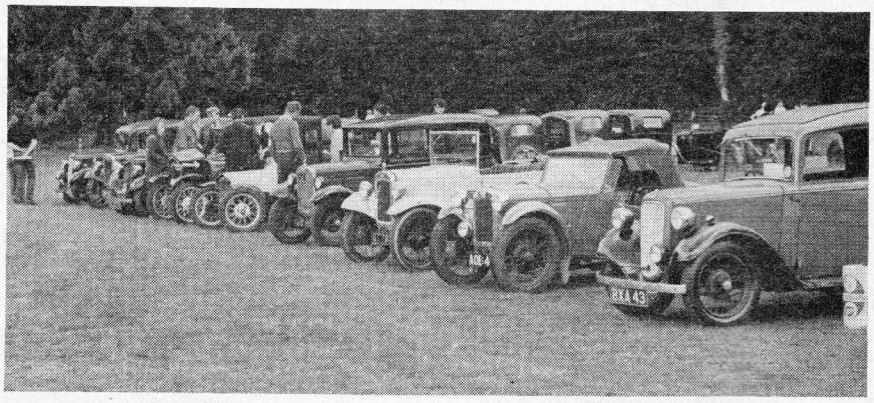
DETERMINATION is written across the face of Stan Ryan, who made B.T.D. at Ballylaneen with the 1½-litre Cooper-Climax, the ex-Anglo-American car raced by Ian Burgess in 1962 Grands Prix.

Big Line-Up For Dunboyne Races

LEINSTER M.C. have an oversubscribed entry list for their annual Leinster Trophy race meeting held over the four miles Dunboyne road circuit on 18th July. The full list is not available at the time of writing but it is known that 27 single-seaters will contest the feature event of the afternoon, the 103 miles Leinster Trophy scratch race—divided into three classes.

The Holmpatrick and Dunboyne Trophy races are *Formule Libre* handicap events over 48 and 72 miles respectively. British entries include Jack Pearce, Rodney Banting, Adam Wyllie, Robert Ashcroft, Dave Rees, Natalie Goodwin, Bill Rigg, Mark Rigg, Tommy Weber, Brian Gubby, as well as all the Irish drivers—Tommy Reid, Gerry Kinnane, Malcolm Templeton, John Pringle, Frank Keane, Stan Ryan, etc.

Roads close at 2 p.m., and racing commences at 2.40 p.m. Roads will be closed from 7.15-9.30 p.m. on 16th and 17th July, for practising.



JUST a small section of the spectators' car park at the Seven-Fifty M.C.'s Austin 7 Rally at the Montagu Motor Museum recently.

AUSTIN 7s—

HUNDREDS OF THEM

Seven-Fifty M.C. Austin 7 Rally at Beaulieu

By MICHAEL WARE

ON 5th July the Montagu Motor Museum was again invaded by hundreds of pre-war Austin 7s which were taking part in the Seven-Fifty Motor Club's Austin 7 Register Rally. This was the second national rally the club have run for these cars, and it attracted even more than last year. At one time it was estimated that there were 360 Austin 7s in the rally field.

By 1.30 p.m., when judging started, the field was nearly full; some cars came from as far as Scotland, Wales and Cornwall. The chief judges for the "showroom" classes were E. C. Gordon England, well known for his special bodied 7s—and others—before the war, as well as being famous as a racing driver, Pat Driscoll, who has in the past raced such Austins as the famous twin-cam single-seater, Leslie Ballamy from Guildford, who has been connected with the club for many years, and his connections with motoring are too well known to mention, and fourth man George Holmes, one of the team of restoration experts from the museum.

What a job these judges had, and all commented that the standard was even higher than at last year's rally. The other classes were judged by senior members of the Seven-Fifty Motor Club.

It would be impossible to mention all the cars that were on show, but one or two are worth special mention. Bill Hodge brought his 1931 W.D. scout car, which has been completely restored over last winter and is now in mint condition; Leslie Ballamy was so taken with this car that he has awarded it a special prize. J. A. Harris from Salisbury entered two cars, his well-known 1923 Chummy, immaculate as usual, and a B.M.W. saloon which he has on loan from Austins and has completely restored. This is an example of the Austin 7 built under licence in Germany. John Thorne, secretary of the Austin 7 Register, entered his 1929 Swallow saloon, and won the prize for the best coachbuilt car.

The Max le Grand Cup for the best Austin-produced two-seater sports 7 went to Mike Eyre with his T.T. Ulster, which has recently been restored to a condition that just cannot be faulted. The spotless 1930 saloon of M. G. E. Marsh from Welwyn won the closed class; this car is fitted with an optional extra of its day in the form of wheel discs which looked very smart but are prone to damage—so the owner told me.

There were examples of practically every type of Austin 7 ever built, Chummies, saloons, Nippies, Ulsters, Rubies, Pearls, Opals, Swallows, commercial vans, etc. Rarities included an Abbey-bodied car, a Bantam, Boyd Carpenter, Gordon England Cup, Stadium and saloon as well as a Boyd Carpenter, Speedy, Mulliner coupé, a production Austin-built coupé and a Taylor Austin. Something to please everyone, in fact. The weather stayed fine for the day, and the only blot on the day was the gigantic traffic jam in and around Beaulieu as the rally cars came to go home!

The many awards were presented by Pat Driscoll and the main award of the day was the Car Components Cup which was won for the second year running by Arnold Albon from Weybridge with his perfect 1927 Chummy. Malcolm Marsh won the Montagu Challenge Trophy for the best saloon.

The main prize-winners were:

Car Components Cup: A. F. Albon (1927 Chummy); **Montagu Challenge Cup:** M. G. E. Marsh (1930 Saloon); **Coachbuilt Cup:** J. Thorne (1929 Swallow); **Max le Grand Cup:** M. R. G. Eyre (1930 T.T. Ulster); **Special Award:** W. F. Hodge (1931 W.D. Scout Car).

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CLUB NEWS

By MICHAEL DURNIN

ON 22nd August the **Sevenoaks & D.M.C.** are to run a closed race meeting at Castle Combe in conjunction with **Jaguar D.C., M.G.C.C.** and **Seven-Fifty M.C.** Entries close on 31st July and all details may be had from the secretary of the meeting, L. J. Francis, 15 Uplands Way, Sevenoaks, Kent. . . . The third Roddy's Rally, a closed event, will be run by **B.A.R.C.** (East Midlands Centre) and **Leicestershire C.C.** on 26th July over a 60-mile route. Entries close on 20th July and should be addressed to G. D. Holland, Rutland and Derby Arms, Millstone Lane, Leicester. . . . **B.R.S.C.C.** (Midlands Centre) are to run a closed race meeting on the mile circuit at Mallory Park on 16th August. Secretary of the meeting is J. A. Watt, 22 Redfern Road, Walton, Stone, Staffordshire. . . . **West Hants & Dorset C.C., Bournemouth M.C.** and **Vickers-Armstrongs (Hurn) C.C.** are to run a closed autocross meeting over a half-mile course at Knighton on 1st August. Entries close on 27th July and details may be had from H. H. White, c/o Coopers Garages Ltd., Fernhill Lane, New Milton. . . . Stock's Farm, Privett, near Alton, Hants, will be the site of a **Southsea M.C.** autocross on 16th August. Invited clubs are B.A.R.C., Cambridge C.C., Chichester M.C., Barclays Bank M.C., Farnborough M.C., Bristol M.C. & L.C.C., Plymouth M.C., Vickers-Armstrongs (Hurn) C.C. and championship contenders of the Central, Southern and South-Western Associations. Secretary of the meeting is Mrs. M. Clear, Overbrook, Van Dieman's Lane, Purbrook, Portsmouth, Hants, who should have all entries by 10th August. . . . Regs. are now available (from Mrs. Paddy Hyde, c/o J.D.C., 75 Baker Street, London, W.1), for the **Jaguar** and **Bentley Drivers' Clubs'** Silverstone race meeting on 1st August. This will be open to A.M.O.C., Lagonda C.C., M.G.C.C. and Austin-Healey Club, when the members are driving the appropriate marques. . . . The **South Wales A.C.** are to run a race meeting at Llandow on 15th August open to Hagley and D.L.C.C., Swansea M.C., Bristol M.C. and L.C.C., B.A.R.C. and B.R.S.C.C. Details from Bryn Davies, 73 Beech House, Coryton, Whitchurch, Glam., who must have all entries by 5th August. . . . **Ulster A.C.'s** national open hill-climb at Craigantlet will be run off on 15th August. Details are available from the Honorary Secretary, Ulster Automobile Club Ltd., 16 Bedford Street, Belfast 2.

COMING ATTRACTIONS

FOREIGN EVENTS

18th July. *LEINSTER M.C. RACE MEETING, Dunboyne, Co. Meath, Eire (F.L.).*
19th July. *SOLITUDE GRAND PRIX, Germany (F1).*
AUVERGNE TROPHIES, Clermont-Ferrand, France (F2, F3).
LIMBOURG GRAND PRIX, Zolder, Belgium (P., G.T.).
25th July. *IRISH M.R.C. RACE MEETING, Phoenix Park, Dublin, Eire. (F.L.).*
25th-26th July. *SPA 24-HOUR RACE, Spa-Francorchamps, Belgium (T.).*
26th July. *PORTUGUESE GRAND PRIX (G.T., T.).*
HOOSIER GRAND PRIX, Indianapolis Raceway, U.S.A. (F.L., S.),
EAST GERMAN GRAND PRIX, Saxonring (F3).
CESANA-SESTRIERES HILL-CLIMB, Italy (S., G.T., T.).
30th July-1st August. *POLISH RALLY.*

BRITISH EVENTS

18th July. *B.R.S.C.C. (N.W. Centre) Race Meeting, Oulton Park, near Tarporley, Cheshire. Starts 2 p.m.*
Seven-Fifty M.C. and Austin-Healey C. (S.W. Centre) Race Meeting, Castle Combe, near Chippenham, Wilts.
Winchester and D.M.C. Driving Tests. Starts Bushfield Camp, M.R. 168/469273, at 12 noon.
18th-19th July. *Bristol M.C. and L.C.C. Summer Rally. Starts Newman Industries Car Park, Yate, Bristol, Somerset, at 10.30 p.m.*
Sporting O.D.C. Rally Dubonnet. Starts Llandrindod Wells, Radnorshire, Wales.
19th July. *Snetterton M.R.C. National Race Meeting, Snetterton, near Thetford, Norfolk. Starts 2.30 p.m.*
B.A.R.C. Race meeting, Mallory Park, near Hinckley, Leics. Starts 2.30 p.m.
B.R.S.C.C. (Northern Centre) Race Meeting Cadwell Park, near Horncastle, Lincs. Starts 2 p.m.
West Essex C.C., Romford E.C.C. and R.A.F.M.S.A. Race Meeting, Debden, near Saffron Walden, Essex. Starts 3 p.m.
B.R.S.C.C. Hill-Climb, Longleat, near Warminster, Wilts. Starts 2.30 p.m.
Midland A.C. Inter-Club Hill-Climb, Shelsley Walsh, near Worcester. Starts 3 p.m.
Plymouth M.C. Hill-Climb, Hemerdon, near Plympton, Devon.
Nottingham S.C.C. Sprint, Barkston Heath R.A.F. Station, near Grantham, Lincs.
Walsall C.C. Sprint, Curborough, near Lichfield, Staffs.
Jaguar D.C. (Midland Branch) Sprint, Church Lawford, near Rugby, Warwickshire.
Vickers-Armstrongs (Hurn) C.C., West Hants and Dorset C.C., Seven-Fifty M.C. (S.W. Centre), Bournemouth M.C. and Plymouth M.C. Slalom. Starts Blandford Camp, Blandford, Dorset.
Sussex C.C. Autocross. Starts Ovingdean, near Brighton, Sussex, at 1.30 p.m.
West Hants and Dorset C.C. Cranbourne Festival Autocross. Starts Pond Park, Wimborne, Dorset, at 2 p.m.
Huddersfield M.C. Driving Tests. Starts St. Paul's Street Drill Hall, Huddersfield, Yorks, at 2 p.m.
Caernarvonshire and Anglesey M.C. Driving Tests. Starts Ty-Croes Camp, Anglesey, at 1.30 p.m.
Mid-Surrey A.C. Driving Tests. Starts Park Road, Banstead, Surrey, at 11 a.m.
Mid-Thames C.C. Bonanza Driving Tests. Starts Brentford Market Place, Middlesex, at 10.30 a.m.
Hampton and D.M.C., Speedbird M.C., E.M.I.M.C., A.P.O.M.C. and Brent Vale M.C. Driving Tests. Starts Blackbushe Airport, near Camberley, Surrey, at 11 a.m.
North Staffs M.C. Driving Tests. Starts R.O.F. East Bus Park, Swynerton, at 2 p.m.
23rd July. *Jersey M.C. and L.C.C. Hill-Climb, Bouley Bay, Jersey, Channel Islands.*



LEN HALL takes it easy off the extremely muddy line in his M.G.A 1600.

M.G.C.C. (SOUTH-EASTERN CENTRE)
B.A.R.C. (SOUTH-EASTERN CENTRE)

FIRLE HILL-CLIMB

WITH weather conditions how they were, no startling times were expected at the M.G.C.C. and B.A.R.C.'s two South-Eastern Centres' hill-climb at Firle last Sunday. The roads were wet, and the mud from the paddock was gradually transferred to the start and initial straight, making quick getaways impossible.

However, B.T.D. was reasonably quick—27.89 secs.—set in the latter part of the day when conditions were drier. It is interesting to note that the course record stands to Gordon Parker, whose 1½-litre supercharged Cooper-Climax ascended in 23.87 secs.

Clive Lacey started matters rolling with 30.50 secs. with the Merlyn G.T., a time which was equalled by Eddie Crocker (A.D. Sportic). But Don Farrell still had his turn to come; and when it did the 6 litres of Cadillac-powered Allard thundered up in 29.77 secs. to head the field. Then, on the second runs, David Beckett, who was third quickest on the first climbs, clinched the matter. Late in the day the grey and misty Firle hill echoed to the Lister-Jaguar for 27.89 secs.—B.T.D.

Among the classes Dick Jones's unusual hill-climb mount, a Chrysler Valiant, was not quick enough against Pierre Rohan (Jaguar 3.8, 32.68 secs.). There was a similar state of affairs in the "Cortina" class, Boardman's Lotus type ousting Tony Kinch's very successful LawrenceTune version. By a mere 0.03 sec. Mike Allison (M.G. NA) beat Geoff Coles (M.G. J4) in the Triple-M Register class, while another hotly contested division was for modified production saloons. Peter Pilsworth was fastest with the beautifully prepared 1,275 S with 32.02 secs. Also in the same bracket, though, were Gordon Cooper (Mini-Cooper S) with 32.18 secs. and Gerry Marshall, whose 998 c.c. Mini's gear-lever knob came off on his 32.36 secs. run.

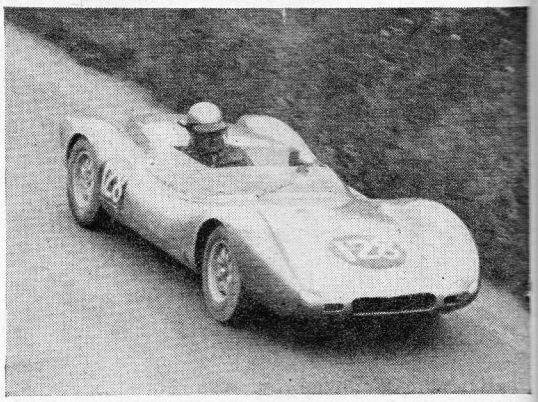
Other incidents involved Tony Saunders, whose 850 Mini ended its run on its side at the top. Given the green light to start, the de Ritter/Mugford Cooper-Norton tried valiantly to get away. Its right rear wheel was spinning madly, but the left one was stuck and sheared off completely.

Of the 97 competitors, 43 were M.G.-mounted, all driven with varying gusto. The older ones, the Triple-M types, were good to watch shaking and shuddering up the hill, but most of the more modern ones did little to fire the imagination of the spectators. The real winner was the weather—muggy, cold, wet. Even the most hardy enthusiast's smile appeared dim through that. Still, one can hardly blame the organizers! RICHARD FEAST.

RESULTS

B.T.D.: D. A. Beckett (Lister-Jaguar), 27.89 s. **Class winners:** J. D. Harling (Mini), 39.84 s.; P. F. Shelton (M.G. 1100), 40.05 s.; M. W. Saunders (Cortina), 37.51 s.; P. A. Rohan (Jaguar 3.8), 32.68 s.; P. J. Thornley (Mini), 38.27 s.; P. Pilsworth (Mini-Cooper S), 32.02 s.; J. E. Rawlings (Renault R8), 36.20 s.; B. Boardman (Lotus Cortina), 33.66 s.; M. F. L. Allison (M.G. NA), 34.05 s.; C. N. Ramus (Sprite), 32.66 s.; C. L. Lacey (Merlyn-Ford Mk. 4 G.T.), 29.49 s.; J. H. Allan (Fairthorpe-Ford), 30.83 s.; M. Knights (Aston Martin DB4GT), 30.36 s.; E. Crocker (A.D. Sportic-Climax), 28.56 s.; D. Beckett (Lister-Jaguar), 27.89 s.; Major P. J. Gold (Cooper-Vincent), 30.61 s.

EDDIE CROCKER put up some very good times with the pretty A.D. Sportic-Climax. He won his class.



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CRABTREE DRIVING TESTS



FEMININE TOUCH. Marlene Wright drove this Cannon—which is driven to events—and showed the men the way round in a most effective manner.

ON 12th July the Kentish Border Car Club again held their grass driving tests in one of Peter Highwood's fields on his farm at Collier Street, a few miles south of Yalding. The event was co-promoted with four other clubs. The organizer-in-chief was Trials Champion Rex Chappell, who laid out eight tests, most of which covered a fair amount of ground, so the competitors had their money's worth, although the tests were only attempted once.

Starting at the proper time of 1.30 p.m., the afternoon's sport began with the usual wiggle-woggle, the grass surface allowing plenty of tail-wobble. Sid Seelly in his Volvo was first away, finishing in 33.2 secs.; Bill Armstrong in his Anglia did well with a time of 26.1 secs., this being equalled by Mullis in Class C and being beaten only by the trials specials.

Buster Slight had bad luck during the first test when the welding on his steering column came unstuck, causing the hand throttle cable to open every time the steering wheel was moved; his mount was a Ford Special (road version).

Test 2 consisted of a long dash to a frog-infested pond, where the competitors had to circle clockwise twice—no extra penalties for falling in, only time taken for getting out.

The minute mark was only broken by C. Taylor (Anglia) and the specials, including the best time by Tony Tickle. Eric Scali (Cortina Estate), Andrew Broad (VW) and Jeff Holdrup (Mini) nearly made it, all finishing in 61.0 secs.

Test 3, the shortest test of the day, required a forward-and-back into a garage, then a reverse and back manoeuvre. Best times went to Tony Tickle and Peter Highwood, with the Minis of Adrian Grinstead and Roger Sawell close behind.

Brian Stratford in a borrowed Anglia did well, even though he had a ciné camera working. Marlene Wright in the family Cannon did a good time, showing the men the way round.

The remaining tests required plenty of go, the specials being all close and, as a result, none of them appeared in the awards list, as performance was judged on class zero.

COLIN TAYLOR.

RESULTS

Best Performance: C. Taylor (Ford Anglia), 332.4 s.; 2, E. Scali (Ford Cortina Estate), 375.1 s.; 3, M. Wright (A.-H. Sprite), 344.3 s.; 4, D. Hadrell (Hillman Imp), 345.3 s.; 5, W. Armstrong (Ford Anglia), 344.2 s.



DOUG WORGAN shows how it is done in his Austin-Healey Sprite. Doug won his class.

BEXLEY L.C.C.

DRIVING TESTS

ON Sunday, 5th July, Brentford Market became the venue of the Bexley Light Car Club's annual club driving tests meeting. The entry included some well known driving tests personalities, including the ever fast Ron Randall, Doug Worgan and Norman Dunton. They, in fact, proved to be the three fastest men of the day. The premier award, the Mercury Trophy, however, went to the well driven Herald 1200 of Tony Puddifoot, who made the greatest improvement over his class, which included the larger machinery over 1,000 c.c.

A total of eight tests was laid out among the decaying vegetation from the previous week's bartering. The tests were tackled twice, both times counting. Test 1, a short tour round three pylons, saw Ken Fairman lead off with his Mini Traveller; shortly after, Ron Randall appeared in his hot Mini-Cooper S to record 17.0 secs., a time which Doug Worgan's Sprite equalled on the first run, lowering it by 0.5 sec. on his second attempt. The Sprite of David Crook got down to the 17.0 secs. mark, with Peter Killick doing a creditable 17.3 secs. in his Herald; both were on their second runs.

Test 2 comprised a tight four-cornered pylon affair with a line in the centre to be crossed before circulating each pylon.

Randall and Worgan made equal best time, with the N.S.U. of Gordon Canning and the Herald of Tony Puddifoot putting in some good times.

The next test, requiring a good deal of reverse and garage shunting, which tended to sort the larger machinery out, Wally Turtle (Renault R8) managed a good time, as did Ron Lavington (Dauphine) and Charles Skinner (VW), but the latter spoilt it by collecting a couple of pylons.

The leading competitors continued to battle for good times. Ron Randall spoilt his chances by hitting two pylons, and Brian Canning did a couple of simple wrong courses. By the end of the day's activities Ron Randall had won his class, as did Colin Taylor, Tony Puddifoot and Doug Worgan, with Puddifoot taking the premier award. Roger Nash (Sprite) moved up to take the class award.

COLIN TAYLOR.

RESULTS

First Overall: A. Puddifoot (Triumph Herald 1200), 446.9 s. **Class Winners:** R. Randall (Mini-Cooper S), 399.0 s.; C. Taylor (Ford Anglia), 466.3 s.; R. Nash (Triumph Herald), 582.9 s.; D. Worgan (A.-H. Sprite), 373.8 s.

C.S.M.A. PODINGTON SPRINT
5th July
RESULTS

B.T.D.: C. Turnbull (Jaguar E), 64.64 s. **Best Mini:** O. Smith (Mini-Cooper S), 65.04 s. **Best Touring Car:** T. J. McNally (Ford Cortina G.T.), 70.28 s. **Best Sports and G.T. Car:** M. P. Wakefield (Austin-Healey 100M), 65.20 s. **Class Winners:** G. Cowie (Mini), 71.30 s.; H. S. Waddington (Mini-Cooper), 69.32 s.; K. H. Soret (Saab 96), 78.18 s.; R. V. Walter (Simca 1000), 72.77 s.; E. A. Jenner (Volkswagen 1200), 72.05 s.; R. Bottomley (Ford Cortina G.T.), 70.79 s.; M. Beak (A.-H. Sprite), 69.63 s.; P. J. Knott (M.G. Midget), 73.17 s.; T. M. Hatfield (M.G.A), 68.43 s.; R. F. Broom (Aston Martin DB4), 65.81 s. **Group Award:** Reading and Oxford Group, 408.00 s. **Team Award:** "Safety Fast", 408.00 s.

BOURNEMOUTH M.C.
VICKERS-ARMSTRONGS (HURN) C.C.
553 M.C.
WEST HANTS & DORSET C.C.
WOOLBRIDGE M.C.

AUTOCROSS

THE Bournemouth Motor Club was fortunate in having fine, though cool, weather for its "Five Club" Autocross, held at East Knoyle, Dorset, on Sunday, 5th July. Although the course did not break up in the way that so many autocross circuits do, it was somewhat "ripply", and the resultant hammering caused some highly interesting mechanical failures.

Peter Vann lost a wheel in practice, giving some spectators a heart-stopping moment before it came to rest. During the event proper he also lost his exhaust system twice! John Frizzell's D.K.W. also came to a sudden halt, with the near-side front wheel continuing on its way for a long distance in very unpleasant fashion before it was stopped in the nick of time by Frank Burton's shins, assisted by Alex Kynoch's foot. J. Bartlett's Ford Special lost a couple of big ends and, strange to relate, the complete battery and carrier after one of the bigger bumps. Frank Hackforth's Sprite lost its main fuel line, and several other people had leads jump off, etc. There was one harmless inversion.

Best time of day went to Ted Crocker's by now famous Mini which did the required five laps in 3 mins. 11.4 secs. Incidentally, five laps per go was just about right for the boys to get acclimatized, and everyone seemed to enjoy themselves.

Despite his multitude of troubles, Peter Vann scored a well-deserved win in class 1, in 3 mins. 32.3 secs. As already mentioned, Ted Crocker cleaned up B.T.D. and class 2, while newcomer Miller drove a Rapier with tremendous verve to take class 3. J. Corner and D. R. Dykes fought a long and hard battle with their Anglias.

In class 3, Keith Ross reversed the Lulworth results of a fortnight ago, this time leading his wife Jean into class spot with 3 mins. 35.6 secs., some 3 secs. ahead, with Frank Burton's VW coming third in 3 mins. 39.4 secs.

Class 6 was a Sprite-Midget benefit, and saw some very close times, best going to A. C. Peatfield's white Midget, in 3 mins. 28.1 secs., with A. Shaw's Midget next.

The final class went to Peter Durrant's Lilfo, after fading out on its first run with ignition troubles.

TONY HOLLISTER.

RESULTS

B.T.D.: E. Crocker (Mini-Cooper), 3 m. 11.4 s. **Class Winners:** P. Vann (Mini), 3 m. 32.3 s.; E. Crocker (Mini-Cooper), 3 m. 11.4 s.; J. Coundly (Mini-Cooper S), 3 m. 21.8 s.; J. Miller (Rapier), 3 m. 27.6 s.; K. Ross (Imp), 3 m. 35.6 s.; A. C. Peatfield (Midget), 3 m. 28.1 s.; P. M. Durrant (Lilfo), 3 m. 17.6 s.

FIVE CLUBS AUTOCROSS proved a tough event for many motor cars, not to mention their enthusiastic conductors. This vehicle is not a three-wheeled Sprite, but Eric Lardner's suspension taking a bit of punishment on the somewhat "ripply" course.



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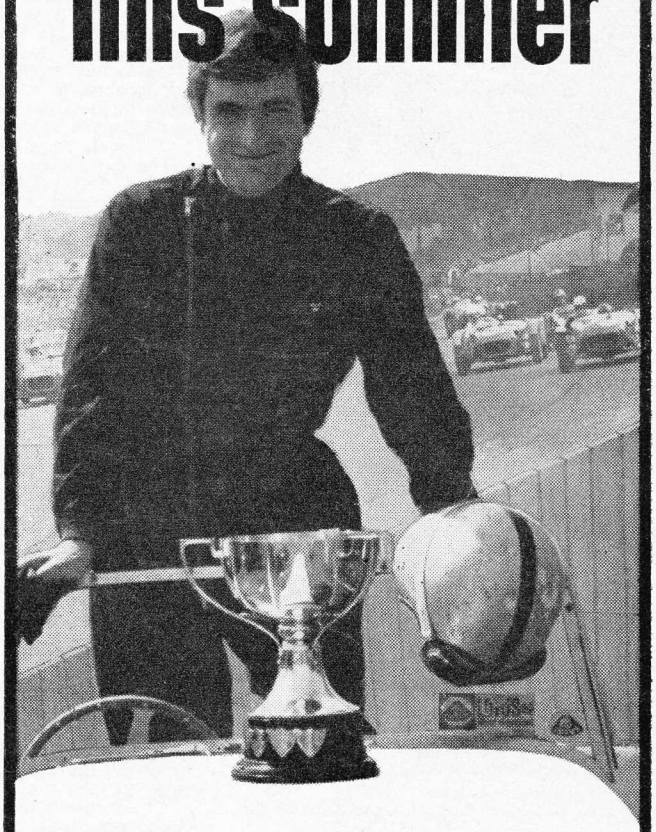
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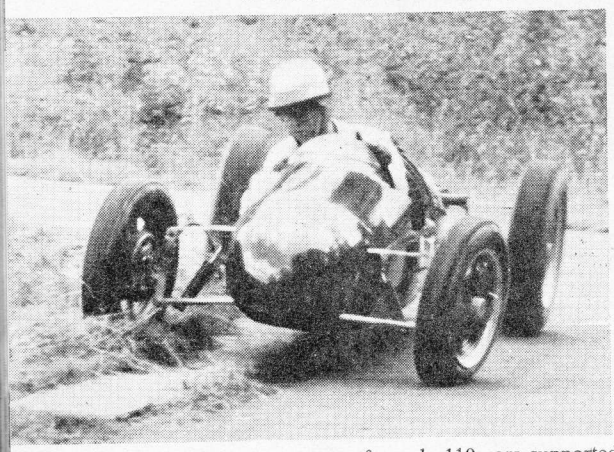
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Bugatti Owners' Club PRESCOTT HILL-CLIMB



LEAVING the Esses in a determined fashion is the Fairley-Mercury driver P. Bevis (above). N. ELTON tries to take a short cut at Ettore's in his Cooper 500 (below). His grass-cutting manoeuvres did not, however, pay off.



A HUGE entry of nearly 110 cars supported the "opportunity knocks" meeting, or July "Special" Hill-Climb held at Prescott by the Bugatti O.C. on Sunday. This meeting is put on specifically for non-previous winners at Prescott—or those who have been pushed out of the placings by Marsh, Westbury, Good and the like. Times were naturally on a lower plane, but this did not mean that competition was any less keen, and there were the usual split-second battles in most of the classes.

This did not apply to those contending for outright B.T.D. for nobody was a match for the speed of Bill Brown's ex-Gaskell Kieft-Ford. He followed up a recent run of successes in the Midlands with two smooth and quick assaults on the famous Gloucestershire hill, the first in 59.113 secs. when he became the first competitor of the day to break 60 seconds and the second in 54.505 secs. on a bone dry track.

The early classes had to contend with a soaking and very slippery track, although conditions had vastly improved by lunch-time.

First runs were opened by Mason in one of the rare Royal Enfield-engined Berkeleys in the up to 1,000 c.c. sports, saloons and G.T. class. Winner of the class, however, was the Ginetta G4 of R. W. Byrne in 67.853 secs.

The small sports-racing car class, up to 1,600 c.c., was comfortably in the charge of the Mike Crabtree Lotus 7 with 1,216 c.c. Climax engine, although his 61.262 came later in the proceedings and when the track was drying, after his first attempt was not timed. The racing-car class for Cooper twins, 500s, etc., was well supported, this type of vehicle having completed a full circle by once again providing really cheap single-seater racing for the chap who counts in coppers and not pounds. The wet track provided some interesting situations and typical hairy motoring. Fastest by far was Tom Elton's immaculate 1100 twin, which did a stirring 62.727 secs.

On the second runs in these three classes, now with the track completely dry, Byrne improved to 63.012 secs. with the Ginetta, but Crabtree lost his first run advantage when he took to the grass round the Semi-circle and the initial third place man, Firkins's Lotus 7 pulled out some extra stops to take the class in 57.380 secs.

A particularly fine drive by Peter Williams (Cooper-Norton) in 57.299 secs. offered a strong challenge to Tom Elton, but the power of the J.A.P. twin had the edge and he held on for a class victory in 56.177 secs.

John Kennard's smart all-red Sebring Sprite held off all comers both in the wet and the dry in the heavily supported sports, saloons and G.T. class 1,001-1,600 c.c. The up to 1,100 c.c. racing-car class attracted an Evad Special, a Cooper-Ariel and Rollason's front-engined Gemini, which was stormed up in 57.938 secs.

The big sports-racing class was a gift to Farquharson's well-known 5.4-litre Allard.

There was a bigger turnout in class 7 for big sports and saloons, etc., in which Morgan took on E-type Jaguar and won by the narrowest of margins. Of the racing cars 1,101-2,000 c.c., P. A. Blankstone, taking the first after-lunch run, broke 60 secs. and took second place in 59.095 secs., with David Blankstone third fastest in 59.752 secs. in the same car. Winner, of course, was B.T.D. man, Brown.

The Bugatti Handicap brought out the usual splendid examples of this revered marque, the notables including Doc Taylor's glorious Type 59 which managed 58.524 secs. on scratch.

Ballard and Bevis, almost mastering the Fairley-Mercury, were the only challenge to Mike Wright who had two fighting drives in the ex-Major Lambton Jaguar-engined H.W.M. finally turning in a splendid 58.406 secs. to gain the big racing class. Bevis got down to 59.740 secs., but journeyed into the sand at Pardon on his second attempt. The specials handicap, a single ascent event for all and sundry, saw victory go by three seconds to John White in the Petty-J.A.P.

The meeting was brought to an exciting climax when drivers were allowed a third run each. During this session R. C. Bettinson had the brake pedal snap on the Evad Special as he rushed up to Pardon. The car shot over the sand and flew, by some miracle, between two solid uprights forming part of the wooden barrier, over the head of a woman spectator and then between two trees. The car was damaged about the front suspension and nose, but the driver climbed out undamaged although a little thoughtful.

TONY BEX.

RESULTS

B.T.D.: B. W. Brown (Kieft-Ford), 54.505 s. **Class Winners:** R. W. Byrne (Ginetta-Ford G4), 63.012 s.; D. Firkins (Lotus-B.M.C. 7), 57.380 s.; T. Elton (Cooper-J.A.P.), 56.177 s.; J. Kennard (Sebring Sprite), 62.995 s.; G. C. Rollason (Gemini Mk. I), 57.938 s.; P. Farquharson (Allard J2X), 59.901 s.; R. H. Bonsall (Morgan Plus 4), 62.056 s.; B. W. Brown (Kieft-Ford), 54.505 s.; Mrs. J. Zeuner (Bugatti Type 23); M. S. Wright (H.W.M.-Jaguar), 58.406 s.; B. A. Marshall (Mini-Cooper); H. J. Parsons (Aston Martin DB5); J. White (Petty-J.A.P.).

M.G.C.C. (SCOTTISH CENTRE)
LOTHIAN C.C.
BENTLEY D.C.

GRASS HILL-CLIMB

ON Saturday, 11th July, the Scottish Centre of the M.G.C.C. in conjunction with the Lothian C.C. and Bentley D.C., scorned the excitement of Brands Hatch to stage their annual grass hill-climb on the eastern slopes of the Pentland Hills overlooking Edinburgh. The weather remained ideal throughout the meeting, to enable the 44 competitors to be run on a knock-out basis up a course of reversed-S form over the shoulder of a hill.

Class 1 for production touring cars was notable for the slick performance of J. H. Duncan in a blue D.K.W., who beat Gray Mickel (Hillman Husky), then J. A. W. MacKinnon (Herald Estate) before giving best in the final to Douglas Miller, who drove his Triumph 2000 expertly.

The open cars found Bob Hamilton spin his XK 120 completely round on the brow of the hill to be beaten, second round, by Jim Hall (Midget). Meanwhile David Hall joined his brother in the final with two no-question contests with Morton Bryce (Midget) and E. D. Lowe (M.G.B). The class eventually went to David.

All B.M.C. front-wheel-drive cars were lumped together for class 3 with Jim McCaig heading straight for the final via contests with Agnes Mickel (Mini-Cooper S) and Iain Fraser (Mini-Cooper S), but needing three runs to beat Margaret Mackenzie (Mini-Cooper). Former trials exponents Ernie Herrald (M.G. 1100) and Nigel Kennedy (Riley Elf) also required three before the former ran out winner, only to be trounced by Margaret Mackenzie, who was really on form. Robin Johnston benefited from a first-round bye, to reach the final with his Minivan, despite a hard struggle with R. M. C. Somerville (Mini). However, Jim McCaig gave him short shrift, requiring only two of the allotted three climbs to take the class.

The thunder of Bentley motors announced the next class, with the four grey 3-litre cars of P. T. Laidlaw, J. A. W. MacKinnon, W. Paterson and R. M. de C. Stewart out to do battle, the more sporty version of Stewart emerging victorious.

Class 6, for all comers, found R. P. Craik's Herald Coupé drawn against Stewart's Bentley; the former made a fine start, but the power of the big cylinders counted on the slope. However, the Bentley could not cope with Iain Fraser, who now had the measure of his Mini-Cooper S, putting on full right lock leaving the start line. This got him to a semi-final battle of nerves with Margaret Mackenzie, which went to three runs before she took the honours. A. I. Thomson (M.G.B) had a similar squabble with Bob Hamilton (XK 120) before the modern car won, while Douglas Miller (Triumph 2000) dead-heated with Gray Mickel (Mini-Cooper S).

Jim McCaig started off this class beating the open class winner David Hall, then next round had A. I. Thomson trying so hard that his M.G.B sent course markers flying as be swung on to the hill. The final was a no quarter battle with Margaret Mackenzie, whom he beat after a third run, declaring that he found the top lane of the course to be the faster.

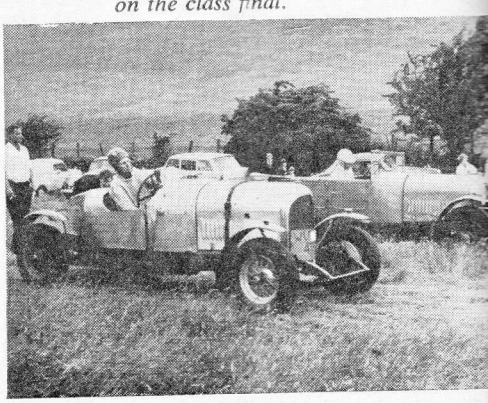
A fine meeting run with the usual M.G. efficiency and friendliness.

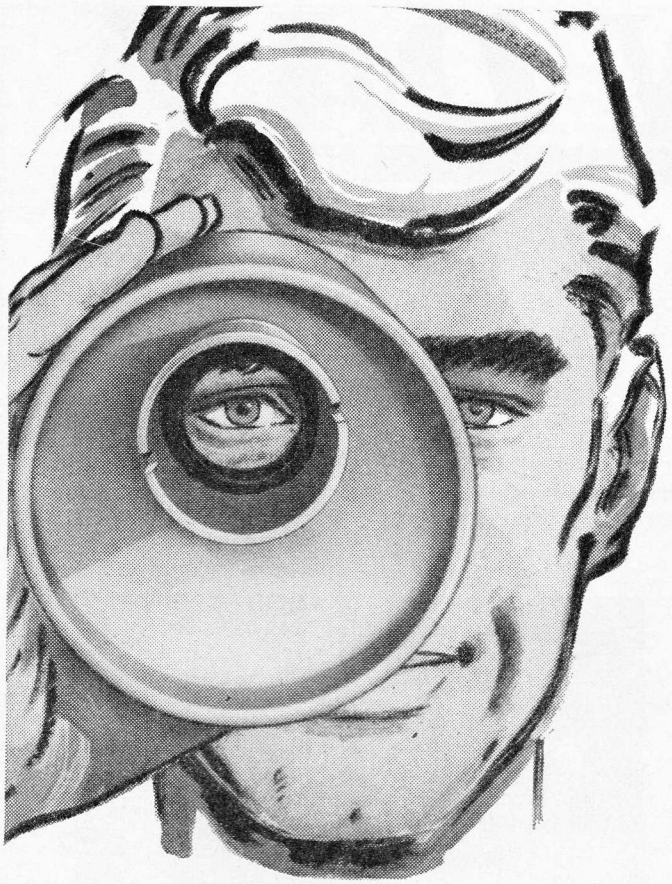
BILL HENDERSON.

RESULTS

Production Touring Cars: 1, D. Miller (Triumph 2000); 2, J. H. Duncan (D.K.W.). **Improved & G.T. Cars:** 1, D. Hall (Midget); 2, J. Hall (Midget). **B.M.C. f.w.d. Cars:** 1, J. S. McCaig (Mini-Cooper S); 2, R. L. Johnston (Minivan). **Bentley Class:** 1, R. M. de C. Stewart (Bentley 3-litre); 2, J. A. W. MacKinnon (Bentley 3-litre). **Open Class:** 1, J. S. McCaig (Mini-Cooper S); 2, Miss M. Mackenzie (Mini-Cooper).

FIRST and second in the Bentley class were the 3-litres of R. M. de C. Stewart and J. A. W. MacKinnon, seen setting off on the class final.



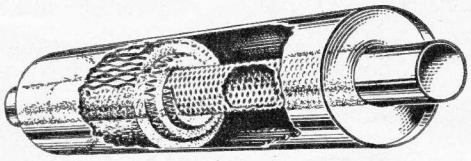


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ALSO: Deep Sanderson "Twini." This is a twin-engined hill-climb car built at considerable expense. (Two fully modified Downton 1137 c.c. engines alone cost £700.) Best offer over £1,100 will be accepted.

Mark VII Jaguar (white). Good condition. Ideal towing car. Best offer over £100 will be accepted.

Deep Sanderson 301 Coupe. 1964 Le Mans car less engine. Best offer over £700 will be accepted.

Austin Truck converted to transporter. Mechanically good, body in fair condition. Offers invited.

All the above on view

Saturday, 18th July, 1964 (9 a.m. to 5 p.m.) Sunday, 19th July, 1964 (9 a.m. to 6 p.m.)

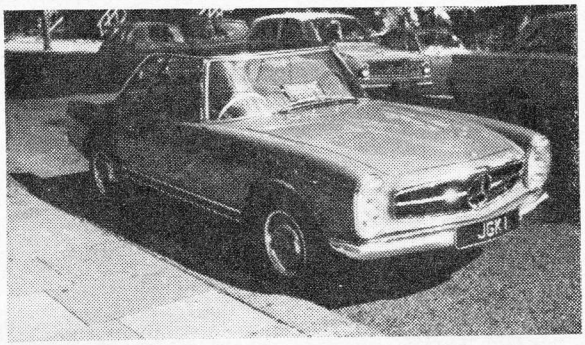
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ALAN DAY Limited

OFFER FROM THEIR STOCK OF HIGH PERFORMANCE CARS:



MERCEDES-BENZ 230SL Roadster. Finished in Carmen Red with Black Hide interior. Black Hardtop. First registered April, 1964. One owner. 3,500 miles. **£3375**



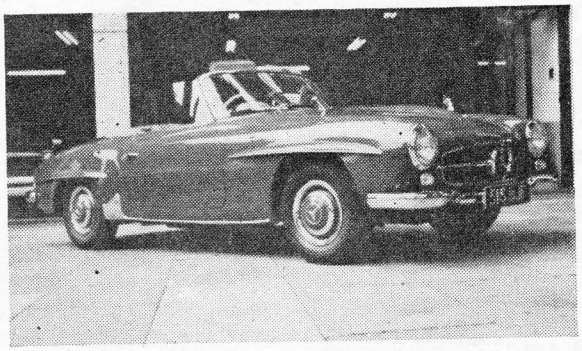
FERRARI 250 G. T. 2 + 2 Fixed Head Coupe. Body by Pininfarina. Finished in Royal Blue with Light Grey hide interior. First registered August, 1963. One owner. 10,000 miles. £4750

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ALFA ROMEO MILANO — *Alfa Romeo* — MERCEDES-BENZ

NEW ALFA ROMEO CARS for IMMEDIATE DELIVERY.

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EARLY DELIVERY ALL MODELS



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SERVICE

PADdington 8313

Whenever you telephone us, day or night, you may be answered by ANSAFONE.

This system has been installed to increase the efficiency of our organisation and we hope that you will use it to the best advantage.

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A.C.

A.C. ACE, 1954. Red, recent £150 overhaul, clean. Offers.—Douglas-Hughes, Spaynes Hall, Great Yeldham 215, Essex.

DAVID PLUMSTEAD of Purley offers: A.C. Ace Bristol, one owner, metallic silver grey. £795.—Foxley Hill Road, Purley. BYWood 1117.

DAVID PLUMSTEAD of Purley offers: A.C. Aceca Bristol 100, D2 engine, disc brakes, c/r box, finished in metallic maroon. £695.—Foxley Hill Road, Purley. BYWood 1117.

1960 A.C. Aceca. Fitted Bristol BS4 engine with oil cooler, overdrive, disc brakes, wire wheels, dual fuel pumps and coils, 15,000 miles only from new. Finished in B.R.G. A one-owner car. Although registered in December 1960 it was not used until June 1961. In absolutely as new condition. £995.—Epps Brothers, Farnborough 55551.

1955 A.C. Ace. White, radio, heater. £400 o.n.o.—Tel.: Ashford (Middx.) 52822.

ALFA ROMEO

ALFA ROMEO 2600, 1963, right hand drive, fitted push button radio, electric windows. This car is finished in white with brown leather interior and has only covered 7,000 miles from new. £2,150.—Epps Brothers, Green Street Green, Orpington, Kent. Farnborough (FN) 55551.

GIULIA Sprint, 1963, one owner, 16,000 miles, blue. £1,050.—Broad Oak Garage, Heathfield, Sussex. Tel.: 3198.

GIULIETTA Sprint, 1960. Impeccable, unmarked car in white. New Cinturatos, mechanically A1. Only £675.—Phone: ACOrn 6120.

1900 SUPER, L.H.D., fitted with two 42 DCOE Webers. Engine stabilizer, 4 new X tyres, brakes relined. Lucas light units, new clutch. Immaculate in Alfa Red. Good value at £275.—Liddle, Branch End Garage, Stocksfield 2124, Northumberland.

ASTON MARTIN

ASTON MARTIN, 1935, short chassis Mk. II. Fitted speed model 2-litre engine. £200 overhaul six months ago. All history available. £345. —Broad Oak Garage, Heathfield, Sussex. Tel.: 3198.

1957 DB 2/4 maroon/grey, very clean car. £650.—A. & R. Thomas, Kempston 2207.

AUSTIN

A40 RACING saloon fully modified and ready to race, new Barwell 1,100 c.c. engine, c/r gears, Konis, power brakes, lightened body, Perspex windows, 10 wheels with Cinturas and Dunlop D9s. Complete with Vanguard Saloon and trailer. £445. H.P. and P.Ex.—Chris Marshall, 28 St. Julians Lane, Shoreham, Hove 39373 (Bus. hours).

AUSTIN-HEALEY

AUSTIN-HEALEY SEBRING SPRITE

This car must be amongst the fastest in the country. Full F.J. engine, overhauled and completely rebuilt 30 miles ago, after which it achieved —one 1st, two 2nds and one 3rd at the last Snetterton Sprint. Third fastest of the day against a large and varied field. The ultimate enthusiast's car, ready to race. Nearly everything but a spare body.

Mr. Halsall, Holden Developments, Thoro'fare, Halesworth, Suffolk.

AUSTIN-HEALEY 3000, 1961, 15,000 miles, one owner, blue, immaculate. £525. H.P. and part exchange arranged.—The Butchers Arms, Sonning Common, Nr. Reading, Berks. Kidmore End 3101.

THE HEALEY CENTRE
offer

1961 (Oct.) 3000 Mk. II, 4-seater, overdrive, wire wheels, immaculate in blue, one owner, 20,000 miles **£695**
1959 100/6, very clean **£395**
1962 Sprite, one owner, 20,000 miles, white **£415**

OPEN ALL DAY SATURDAY
THE HEALEY CENTRE,
31 Hockliffe Street, Leighton Buzzard.
Phone: 3574.

AUSTIN-HEALEY Sprite, Ashley hard top, G.T. and soft top, 1959. £245. H.P., part-exchanges. —Tel.: TREvelyan 8439.

AUSTIN-HEALEY 100/S. First registered 1959. To full Sebring specification. Duo-tone white and blue. Wire wheels, heater. £285.—Tel.: Wellington (Shropshire) 4109.

DAVID PLUMSTEAD of Purley offers: Austin-Healey 3000, 1962 Mk. II, one owner, finished in Rolls-Royce grey with white hard top, o/d, wire wheels, heater, etc., quite immaculate, extremely fast 2/4-seater. £785.—Foxley Hill Road, Purley, Surrey. BYWood 117.

DAVID PLUMSTEAD of Purley offers: Austin-Healey Sprite Mk. I, 1959, absolutely perfect, tuned, balanced, etc., c/r gears, comp. clutch, Ashley fibreglass bonnet, wire wheels and power brakes. £395.—Foxley Hill Road, Purley. BYWood 1117.

DAVID PLUMSTEAD of Purley offers: Austin-Healey Sprite Mk. I, 1960, absolutely perfect condition. £345.—Foxley Hill Road, Purley. BYWood 1117.

DAVID PLUMSTEAD of Purley offers: Austin-Healey 3000 Mk. II, 1962. One company director has kept this car in immaculate condition. Fitted radio, o/d, etc., finished in white, 2/4-seater. £745.—Foxley Hill Road, Purley. BYWood 1117.

DAVID PLUMSTEAD of Purley offers: Austin-Healey Sprite Mk. II, 1961, radio, etc. £375. —Foxley Hill Road, Purley, Surrey. BYWood 1117.

FEB. 1963 Austin-Healey 3000 convertible, blue/white. Full de luxe, immaculate. £865.—Donald Healey. Warwick 41235.

GOING Bust! Must sell 3000 2/4-seater, 1960. 36,000 miles genuine. I must ask £468 for this excellent machine. Wire wheels, etc.—Croft, Chithurst, Petersfield, Hants.

SPRITE Mk. II, 1961 de luxe. Excellent condition. Extras. £360.—STAmford Hill 4919 (9-5).

3000 1960. Blue, overdrive, heater, wire wheels, hard/soft tops, one owner, immaculate. £455.—Reigate 44179.

1963 Mk. II, 1,098 c.c. Austin-Healey Sprite. Discs, tonneau cover, heater, screen washers, rev. counter. 13,000 miles, one owner, red. As new. £499.—John Bryant Cars Ltd., 270 High Street, Watford, Herts. Tel.: Watford 29152.

1960 SPRITE, 997 c.c. balanced unit, h/l cam, h/comp. pistons, competition clutch, Shorrock supercharged, 2,000 miles only. Discs, anti-roll, Ashley GT. H/top, s/top, tonneau, radio, heater, s/belts, fitted carpets, w/washers. £365 o.n.o.—Hodge. HUNter 0942.

1959 100/6, all extras. Two owners, genuine 33 000. Absolutely immaculate, far above average. £425.—C. P. Williams, COLindale 4031, 6-8 p.m.

BENTLEY

BENTLEY Mk. 6 sports saloon, truly faultless specimen. £495. Consider exchange.—18 Sparrow Road, Yeovil, Somerset.

BERKELEY

COMPREHENSIVE SALES SERVICE
Used Berkeley available from time to time.
Mantles Garages, Ltd.,
Biggleswade, Beds. Tel.: 2056.

BORGWARD

CONVERSIONS from £20. Do-it-yourself specifications from £2.—W. B. Blydenstein, Therfield, Royston, Herts. Kelshall 219.

BRISTOL

DAVID PLUMSTEAD of Purley offers: Bristol 406, two owners, full service history, factory overhaul and report just completed, radio, overdrive, reclining seats. Quite immaculate in silver grey and silver blue. £1,495.—Foxley Hill Road, Purley. BYWood 1117.

400 SPORTS saloon, three SUs, Xs. Bargain, £160.—82 Kings Road, Richmond, Surrey. RIChmond 7684.

COOPER

1962 COOPER, engine balanced by Brabhams, 15,000 miles, twin tanks, SP tyres. £445. —Appleyard of Bradford Ltd., 33488.

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

WANTED.—Elva. Cash or sold on owner's behalf. Generous exchange—all new/used makes supplied.—Panhard Centre, 286 Old Brompton Road, S.W.5. FREmantle 9479.

Continued overleaf

AUSTIN MG **AUSTIN-HEALEY**

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(MITCHAM) LIMITED

New Cars in Stock

M.G.B. Choice of 3 from stock **List**
Austin-Healey 3000 Mk. III, overdrive, wire wheels, etc. **List**
Austin Mini-Cooper, Green/White **List**
Austin-Mini shooting brake. Green. **List**
M.G.B. Green/black, wire wheels **List**

M.G.s

1960 M.G.A. Grey/red, competition seats, heater, tonneau cover. **£435**
1954 M.G. TF 1,250 c.c. Cream and red, heater, tonneau cover. **£325**
1953 M.G. TD Black/green, absolutely superb. **£275**

Austin-Healey Sprites

1963 Austin-Healey Sprite. Red. Radio. **£550**
1962 Austin-Healey Sprite. White/black, heater, tonneau cover. **£425**

Mini-Cooper

1962 Mini-Cooper. White/black. **£420**

1955 Jaguar XK140. White/red, wire wheels, 'C'-type engine, special equipment high axle ratio. **£275**
1962 Sunbeam Alpine. Black/black, wire wheels, overdrive. **£625**

Phone MITcham 3392-7188

66/67 Monarch Parade, Mitcham

Classified Advertisements—*continued*

FERRARI

FERRARI 250GT Scaglietti lightweight competition Berlinetta, 18,000 miles. £2,250.—D. Margulies Ltd., 36 Queens Gate Place Mews, S.W.7. KNIghtsbridge 7332.

G.T. 250, V12, Reg. 1960. Completely overhauled cost of £300. Top speed 160 m.p.h. Offers around £1,500.—K. Gomm Holdings, 29-33 Lower Kings Road, Berkhamsted, Herts.

FIAT

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

FIAT 1800 saloon, 1961. Pale blue and black. £440.—23 Little Bornes, Alleyn Park, S.E.21.

FORD

ANGLIA 1,340 c.c., Superspeed sprint kit, twin 1½ in. SUs, lowered, modified brakes, 0-60 12 secs. £350 o.n.o.—Wells, Luptons Cottage, South Weald, Brentwood, Essex.

CORTINA G.T. Oct. 1963, blue 2-door, radio, heater, seat belts, SP tyres, 15,000 miles. Immaculate. £665.—Donald Healey. Warwick 41235.

DAVID PLUMSTEAD of Purley offers: Ford-Lotus Cortina.—See under Lotus.

JAGUAR

CARS OF DISTINCTION

'E' Type

1964 Jaguar 'E' Type Roadster, finished in Carmen red with red upholstery and fitted with black hood and black hard top. Numerous other extras including close ratio gearbox. Only 3,900 miles. **£1,865**

1964 Jaguar 'E' Type Fixed Head Coupe, finished in gunmetal grey and red upholstery and fitted with push button radio and seat belts. Only 5,000 miles. **£1,775**

1964 Jaguar 'E' Type Fixed Head Coupe, finished in golden sand with red upholstery. Only 800 miles. **£1,865**

1963 (July) Jaguar 'E' Type Roadster, finished in gunmetal grey with dark blue upholstery and beige hood. Fitted with push button radio. Only 7,000 miles. **£1,575**

Mark X

1964 Series Jaguar Mark X Automatic Saloon, finished in white with red upholstery. Webasto sun roof white-wall tyres, heated rear window. Only 12,000 miles. **£1,845**

1963 Jaguar Mark X Overdrive Saloon, finished in opalescent dark blue with grey upholstery. Only 12,000 miles. **£1,545**

Mark II

1964 Series Jaguar Mark II 3.8 litre Saloon, finished in opalescent dark green with tan upholstery, and fitted with automatic transmission, push button radio, reclining seats and safety belts. Only 5,000 miles. **£1,525**

1964 Series Jaguar Mark II 3.4 Saloon, finished in gunmetal grey with beige upholstery and fitted with overdrive transmission. Only 2,200 miles. **£1,445**

1963 Jaguar 3.8 Overdrive Saloon, finished in opalescent dark green with suede green upholstery, fitted with radio and reclining seats. **£1,195**

1962 Jaguar Mark II 3.4 Overdrive, finished in pearl grey with red upholstery. Only 5,100 miles. **£1,095**

1961 Jaguar Mark II 3.8 Automatic, finished in Sherwood green with suede green upholstery. **£895**

Daimler

1964 Daimler 2½-litre V.8 Saloon, finished in opalescent dark green and fitted with the latest D1/D2 gearbox. Only 5,900 miles. **£1,545**

1963 (December) **Daimler 2½-litre V.8 Saloon,** finished in opalescent silver grey with dark blue upholstery and fitted with power assisted steering and radio. Only 7,000 miles. Attractively priced at **£1,495**

1963 (November) **Daimler 2½-litre V.8 Saloon,** finished in opalescent silver blue with dark blue upholstery and fitted with radio. Only 5,300 miles. **£1,465**

Please telephone KNIghtsbridge 8451 for a demonstration on any of the above cars either at your home or office.

The Jaguar Division of
H. R. Owen Ltd.
Melton Court,
South Kensington
London, S.W.7.

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

Both Proud Members of the Swain Group.

THE ex-Peco 997 c.c. Cosworth Anglia, Webers, c/r gears, axle taking B.M.C. ratios, powerstops, lightened and lowered, Konis, etc. £365 for quick sale or £35 for engine less 40DCOEs, £65 with.—Liverpool, GREat Crosby 3697. Sunday morning.

ZEPHYR Six cylinder head, brand new, complete with valves, springs, rocker gear, inlet manifold and carb, £30 the lot.—Staines 52006.

1963 CORTINA G.T. Radio, heater, belts, spots, white, rim trims, spare Town and Country wheels. I will exchange any interesting vehicle. £675.—Robinson, 51 Camhill Road, Nuneaton, Warwickshire. Chapel End 220.

1960 MARK II Ford Zephyr. This outstanding and famous car is now for sale. 190 b.h.p. engine, capable of 130 m.p.h., just completely rebuilt (not yet run in). Raymond Mays head with twin SUs, new block, bored out with new oversize piston and special high lift cam. Extra fuel tanks with additional SU pump (30 galls.). Power assisted brakes, all new. Five new SP tyres. Speedometer to 150 m.p.h. with additional oil pressure, oil temp., water, ammeter and tachometer gauges fitted. Fabulous Pye 9-wave band, short wave, transistor radio with twin aerials. Clock, new carpet, seat covers, roof rack, fuel tanks, entire suspension reinforced and refitted. In absolutely perfect running condition. Many extras too numerous to mention. For real enthusiast only. A gift at £950 o.n.o.—REGent 6541.

FRAZER-NASH

FRAZER-NASH Targa Florio. Beautiful car in immaculate order, 130 b.h.p. Bristol engine, new Xs, new front suspension, etc. £615.—Forbes, RAVensbourne 1139 (Kent) or Aldeburgh 249 (Suffolk).

HEALEY

HEALEY Silverstone, 1950 D type, recellulosed, retrimmed and in outstanding condition bodily and mechanically. Genuine 100 m.p.h. with moderate fuel consumption. £285. Part exchange considered.—R. E. Segal, 5 Beach Court, Shoreham-by-Sea, Sussex. Tel.: 4403.

HILLMAN

IMP. Quick. Available standard or "Minnowized".—Wallington 1189.

H.R.G.

H.R.G. 1500, 1948. Special aerodynamic aluminium body. M.o.T. tested. £95 o.n.o.—Tel.: Wordsworth 4066.

JAGUAR

A UNIQUE "E"-TYPE PREPARED REGARDLESS OF COST

1964 Series Jaguar "E"-Type Roadster finished in Carmen red with black interior, 9,700 miles. One owner. Extras include 9.6:1 compression gas-flowed cylinder head. D-Type camshafts, Mk. X distributor. UO needles, trumpets and special breathers. Mechanical oil-pressure gauge. Lightweight flywheel, close-ratio gearbox. Stiffened suspension, offset competition wheels giving 3 ins. wider track front and rear, 3.07 axle ratio giving 150 m.p.h. at 5,500 r.p.m. All work has been carried out at the Jaguar factory including decarbonizing, complete checkover at 7,000 miles and fitting special exhaust system. Other extras include special seats, radio, hard and soft tops. The car is in showroom condition and has not been used in any form of competition or involved in any accident.

This car has been regularly driven in heavy traffic and is perfectly tractable.

Price £1,925.
Pembury Car Sales Ltd.,
Pembury, Kent.
Tel. Pembury 2294/5.

DAVID PLUMSTEAD of Purley offers: XK 150, S-type F.H.C., finished in maroon. 1960 model, offered for immediate sale at £745.—Foxley Hill Road, Purley, Surrey. BYWood 1117.

DAVID PLUMSTEAD of Purley offers: XK 150, S-type, 1960 model. Engine modifications and extras, £695.—Foxley Hill Road, Purley, Surrey. BYWood 1117.

DAVID PLUMSTEAD of Purley offers: Jaguar Mk. I 3.4 rally prepared model. Coombs engine and exhaust, fitted with overdrive, wire wheels, new clutch. Finished in red. Completely checked through in our works. £575.—Foxley Hill Road, Purley. BYWood 1117.

DAVID PLUMSTEAD of Purley offers: Jaguar XK 150 S type, 3.8 engine, etc., two owners, full service history, radio, Webasto roof, seat belts, etc. £795.—Foxley Hill Road, Purley. BYWood 1117.

DAVID PLUMSTEAD of Purley offers: Jaguar XK 150 Special equipment model D/H/C, radio, o/d, etc., in very good order, £100 of recent bills. £545.—Foxley Hill Road, Purley. BYWood 1117.

DAVID PLUMSTEAD of Purley offers: Jaguar XK 150 F/H/C, finished in gunmetal silver grey, o/d, radio, etc. £545.—Foxley Hill Road, Purley. BYWood 1117.

DAVID PLUMSTEAD of Purley offers: Jaguar XK 150 Special equipment model fitted new Motorola radio, Carmen red, rebuilt wire wheels and brand new Dunlop R5 tyres. £495.—Foxley Hill Road, Purley. BYWood 1117.

E-TYPE bonnets now available in fibreglass, saving 70 lb. in weight.—Ravensbourne 8301. F.G.R., Shortlands, Kent.

HERBERT SHEPHERD'S 3.8 Jaguar Saloon. Fully trimmed and comprehensively equipped. Full details of tune, etc., on application. £1,000 approximately.—Market Square, Stafford 51194, 51005.

JAGUAR 2.4, fitted with XK "S" engine, recently completely overhauled by Jaguars, bills available, bodywork faultless, royal blue, Konis, overdrive and radio. £500 o.n.o.—Toddington 600 (Beds).

JAGUAR 2.4 Mk. I, immaculate car, recently overhauled and modified. Very smart red and black. £350 o.n.o.—Phone, evenings after 7: AMHerst 2940.

JAGUAR 3.4 Mk. 2, 1961. O/drive and radio. Finished in maroon. This vehicle has recently had a thorough mechanical overhaul and is in excellent condition in all respects. £895, H.P. available.—Gowrings, Ltd., 160 Basingstoke Road, Reading. Tel. 82771.

JAGUAR 3.8 Mk. II, 1961, ex-Bracknell Motors, full Group II specification, exceedingly fast and yet tractable on the road. Offered at the bargain price of £595 owing to rear body damage. Hire purchase or part exchanges.—Apply Royston Carpenter, Carpenters Autos, Ltd., The Green, Hampton Court. Tel.: Molesey 255.

JAGUAR XK 120 Roadster. Two owners from new, completely original. £235.—Broad Oak Garage, Heathfield, Sussex. Tel.: 3198.

JAGUAR XK 150 drophead coupé 1959, immaculate throughout, new hood. £525. H.P. and part exchange arranged.—The Butchers Arms, Sonning Common, Nr. Reading, Berks. Kidmore End 3101.

JAGUAR XK 150, f.h.c., recently fitted clutch, silencers, Cinturas. £410 for quick sale.—BARnet 1429.

MK. I 3.4 Engine, complete, £27 10*s*.; gearbox, overdrive unit, £20; auto gearbox for parts, £7; overdrive unit, £10; set Mk. II hubs, £6; set Mk. II shock absorbers, £6; two new front seats with Reutter controls for Mk. II saloon, £20 each, £35 the pair. Pair new Mk. II saloon rear wheel spats, £6; complete set new brake calipers and pads for Mk. I saloon, £18; new Mk. II distributors, 35*s*. each; pair new Mk. II carbs with ram pipes, £8; new Mk. I air cleaner, £1; new Mk. II air cleaner, complete, £3; Mk. I steering wheel, 30*s*.; Mk. II steering wheel, £3; Mk. I and II speedos, 30*s*.; New Mk. II disc brake pads, set of eight, £4; set four Mk. II Konis, £17 10*s*.; new Mk. I rear lights, 40*s*.; new Mk. II rear lights, 50*s*.—Staines 52006.

MK. IX, 1959, power steering, discs, s/belts, B.R.G., specimen, 34,000 miles. Bargain. £300.—North 7643 (mornings)/Port Talbot 3840.

WALTHAM CROSS SERVICE STATION. See column advertisement on page 125.

XK 120 C-type engine, white, ex works car with history, engine and body good, new hood, sidescreens, battery, wire wheels, disc brakes front, twin racing exhausts.—Tel.: Preston 56573 evenings.

XK 150 D.H.C. 59 model, B.R.G., chrome wire wheels, excellent hood, trim and mechanics. £375.—UPLands 9780.

XK 150 F/H coupé, 29,000 from new, one owner. Used and maintained by us only. Perfect throughout. £575.—Bob Foster Motors, 472-6 Ashley Road, Parkstone, Dorset. Phone 3500.

XK 150 "S"-type Roadster. Overdrive, grey with red leather trim. Extras: fitted radio, wire wheels, wooden steering wheel, special Armstrong adjustable suspension. This is a beautiful unmarked example. Meticulously maintained by Managing Director's own mechanic. Offered at £745.—Ring Radford, RIVerside 8284.

XK 140 Drop-head coupé (off-white), wireless, heater, wire wheels, Cinturatos, O/D. Most attractive sports car. Immaculate. Taxed. Insured. £375. 3 car private owner. Small mileage. —Box 9836.

XK 140, f.h.c., red, wire wheels, good tyres, heater, spot, good condition. £250. Part exchange and H.P. available.—J. T. Leavesley, Ltd., Alrewas, Staffs. Tel.: Alrewas 354-5-6.

THIS SATURDAY

at

Castle Combe

Austin-Healey Club

750 Motor Club

Race Meeting

First Race 2 p.m. Car Parking 10/-

WALTHAM CROSS SERVICE STATION

Offer the following performance cars, all thoroughly inspected and tested and in exceptional condition.

1963 (August) Lotus Elan, one very careful owner, who has maintained the car in spotless condition. Fitted with Motorola radio, seat belts, tonneau, Turbospeeds, 6,000 miles, finished in red. **£1,135**

Super 95 Elite, plus stage III engine. Weber seat belts. Fully tractable for road use due to engine balancing and fitment of diaphragm clutch. Genuine 16,000 miles only. One owner. Finished white with black interior. **£1,145**

Racing Elite Series II, original Le Mans body, now de-tuned for road use. ZF gearbox, wing tank, extra-large capacity boot, competition suspension, racing seats. Reg. 1964. **£765**

OPEN SATURDAY AND SUNDAY
Demonstrations by Appointment

1962 3.8 Jaguar Automatic, fitted with transistor radio, seat belts, chrome wire wheels, power steering, SP tyres. Taxed. Finished in opalescent dark green with tan interior. **£1,145**

1962 3.4 Jaguar. Extras include reclining seats, push-button radio, anti-thief device, Pirelli tyres, Ace discs. Finished in opalescent silver blue with light blue interior. One owner, impeccably maintained throughout. **£1,065**

1962 Alfa Romeo Giulietta Sprint. Fitted with Motorola radio, new tyres, one titled lady owner. 32,000 miles. Finished in Alfa red. **£1,045**

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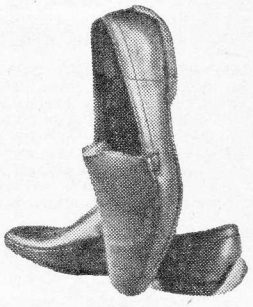
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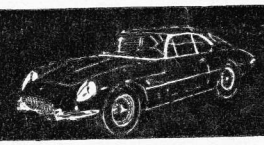
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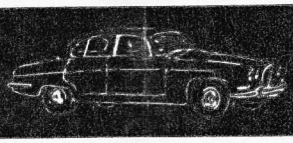
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£455 **M.G.A FIXED HEAD COUPE, 1,600 c.c., 1959.** Power brakes, heater, extras. Finished in Monza red. Cintura tyres.
£445 **JAGUAR XK150 DROP HEAD COUPE, 1958.** Wire wheels, overdrive, radio. Finished in dove grey with contrasting interior.
£425 **LANCIA AURELIA G.T., 1955.** Radio, spots. In metallic silver grey. Most desirable car. Left-hand drive.
£395 **M.G.A TWIN CAM ROADSTER.** A very fast car, finished in opalescent burgundy.
£395 **TRIUMPH TR3A, 1958.** Hurrell tuned engine. Finished in ivory with red trim.
£365 **M.G.A FIXED HEAD COUPE, 1958.** Finished in ivory. A well maintained car.
£345 **LESTER M.G.** This car was built by TOULMIN MOTORS, fitted with an M.G. 1,500 c.c. engine, very highly tuned. G.T. body in aluminium. Very fast, full history, finished in British Racing Green.
£315 **AUSTIN-HEALEY SPRITE, 1959.** Hard top, heater, finished in green with white top.
£295 **CHEETA M.G.** fitted with M.G.A engine and gearbox, fully enveloping aluminium body, a pretty car with fantastic specification, a joy to drive. Sprayed in carmen red.
£295 **AUSTIN-HEALEY SPRITE, 1959.** Finished in cherry red. Fitted with matching Ashley G.T., hard top.
£295 **TRIUMPH TR3, 1956.** Finished in black with hard top and heater.
£295 **AUSTIN-HEALEY SPRITE, 1959.** Fitted with Pema bonnet, with radio, tonneau cover. Finished in white with red interior.
£275 **AUSTIN-HEALEY BN2, 1957.** Wire wheels, overdrive, four-speed box, heater. In white, excellent value.
£265 **JAGUAR XK140 FIXED HEAD COUPE, 1955.** Fitted with radio, finished in grey.
£235 **TRIUMPH TR2, 1955.** An average motor car in red.
£225 **AUSTIN-HEALEY BN1, 1955.** Overdrive, wire wheels, a genuine motor car with hard top in red.
£215 **TRIUMPH TR2, 1955.** Finished in red. An average example.
£195 **BERKELEY, 1959, 105.** Fitted Royal Enfield Constellation engine. Finished in white with black interior.
£165 **TRIUMPH TR2.** Fitted with TR3A front. Needs some attention—tidying and respray.
£135 **FORD SPECIAL.** 100E engine, 13 inch wheels, hydraulic brakes, very pretty fibreglass model, finished in yellow.
£70 **M.G. 'M' TYPE, 1929.** This car is not fully original, but has original shape. Numerous spares.
Offers **TORNADO TYPHOON,** green, black top, beige trim. 1,172 c.c. engine, built from new or recon. parts.

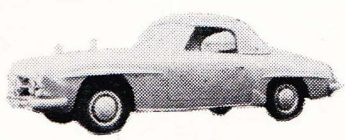
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£375 **AUSTIN A40, 1962.** Finished in dove grey with white roof.
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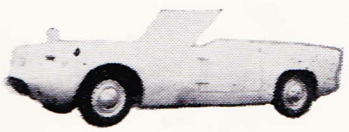
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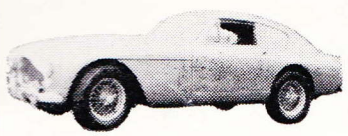
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