

THE 1955 PARIS SALON-FULL REPORT

AUTOSPORT

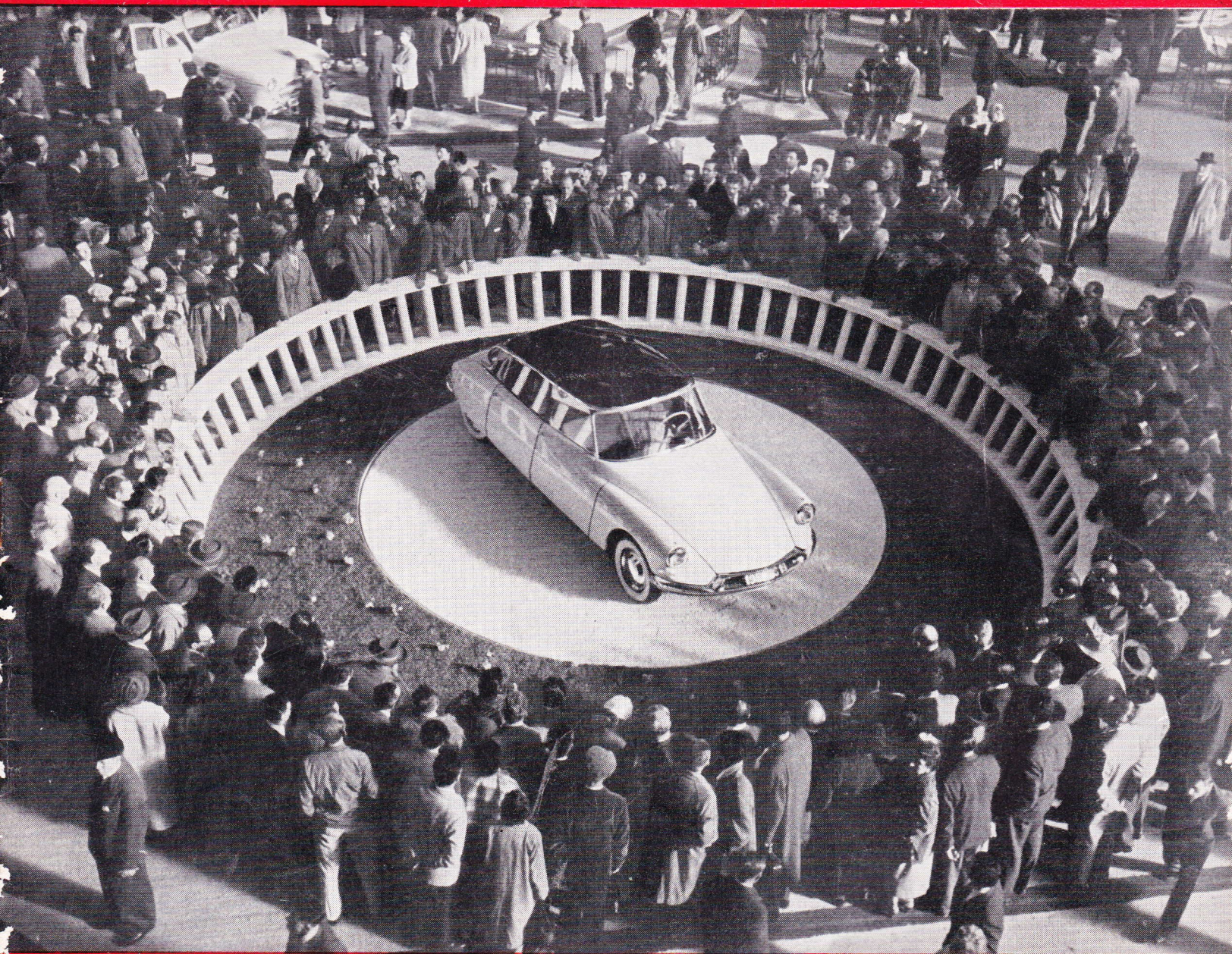
OCTOBER 14, 1955

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EVERY FRIDAY

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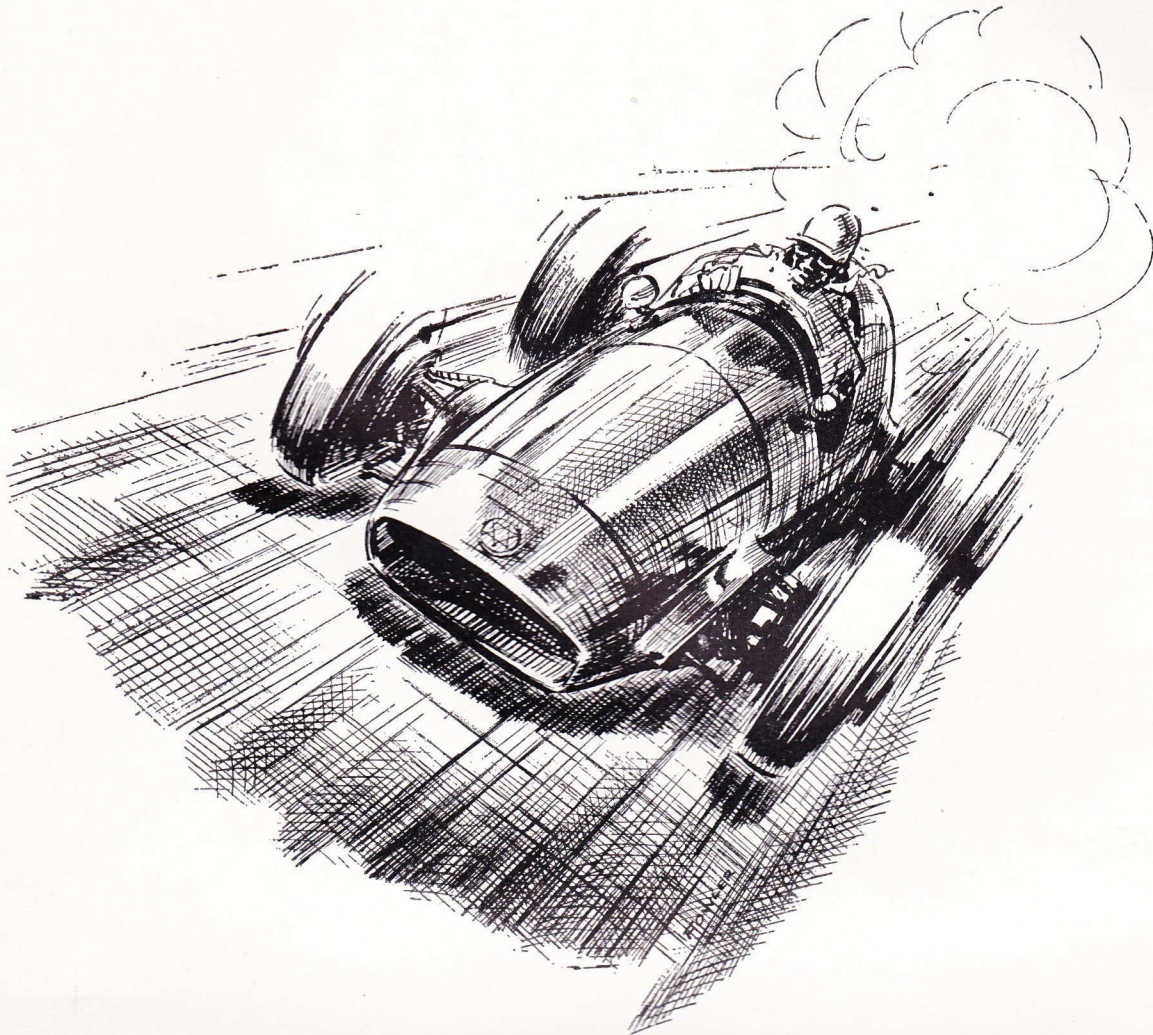
BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

JOHN BOLSTER TESTS THE LANCIA AURELIA "GRAN TURISMO" : SALON SKETCHBOOK, BY THEO PAGE

SILVERSTONE AND BRANDS HATCH RACE MEETINGS : PIKES PEAK HILL-CLIMB : RHYDYMWYN SPRINT



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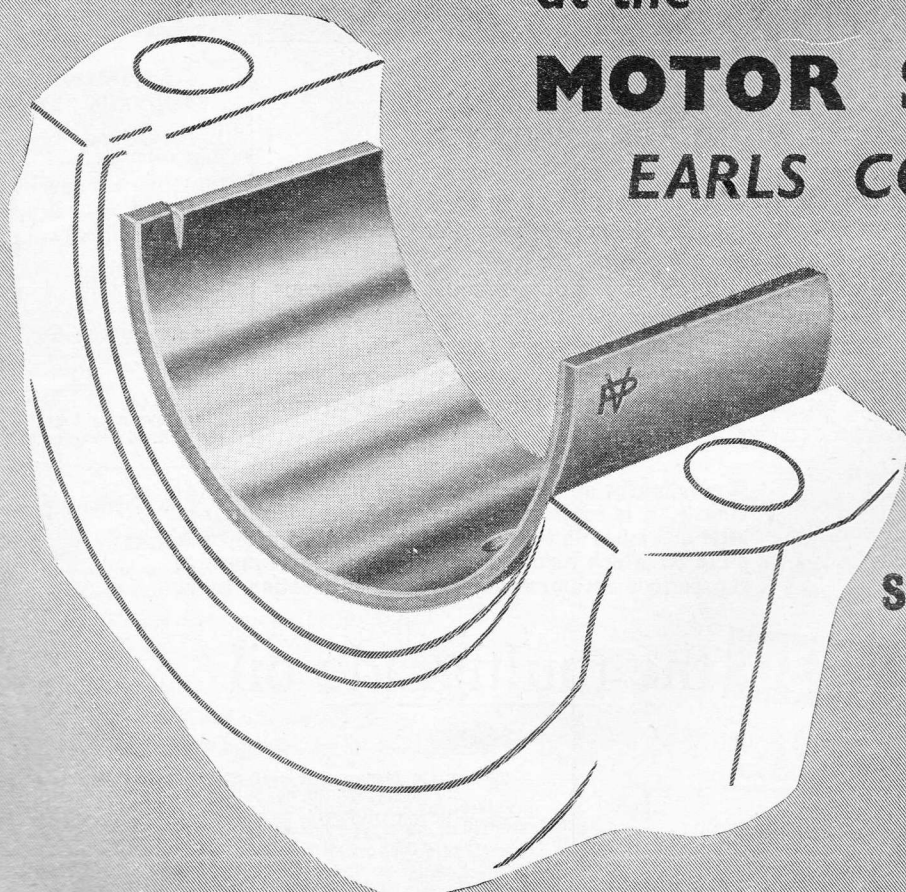
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at the

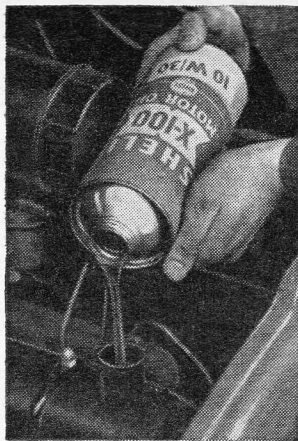
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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. II No. 15

October 14, 1955

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CONTENTS

	Page
Pit and Paddock	452
Sports News	453
Brands Hatch Meeting	455
N. Staffs M.C. Silverstone Meeting	457
John Bolster Tests the Gran Turismo Lancia Aurelia	458
The 42nd Paris Salon	460
Salon Sketchbook, by Theo. Page	466
Pikes Peak Hill-Climb	468
Knockagh Hill-Climb	472
Correspondence	473
News from the Clubs	474

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EDITORIAL

VOGUE OF THE "SPYDER"

AT the Paris Salon, it was evident that manufacturers of high-performance machines have had their eye on a market created by British sports cars, namely, that for open two-seaters. Having already established their "Grand Touring" models, Lancia, Alfa Romeo, Fiat, Mercedes-Benz and Porsche are producing attractive open sports cars of a most modern appearance, obviously designed to catch the eyes of overseas buyers. Of these, only the Porsche 550 can be said to be of the true sports racing type, but the concern is already producing its "Speedster" in order to compete as regards price, particularly in the all-important American market. Alfa Romeo "Giulietta" and Lancia are typical examples of the new look in sports cars, which is bound to have an immediate effect on the appearance of the products of other manufacturers, and may make an important contribution to series-production sports car racing, a branch of motoring sport which is almost bound to increase in popularity within the next year or two. Since the war, the design of Italian closed cars has had a strong influence on the products of other nations. The "Spyder", as envisaged by Milano and Torino may well do likewise, and there is little doubt that good looks will be a strong selling-point in the future where all high-performance and sports cars are concerned. No manufacturer can afford to be complacent. As AUTOSPORT has pointed out many times, Continental makers mean business, and that market established several years ago in U.S.A. by the marque M.G. is a highly coveted one.

THE NEW CITROËN

ONE of the most important things that has happened in the world of motoring for many years is the announcement of the new Citroën. Like the Marx Brothers, one either loves it or loathes it, but none can deny that it is a most advanced vehicle in every way. Gone are the heavy door pillars of the typical family saloon; up goes the power of the 2-litre engine to ensure high-performance; down goes all-up weight by blending integral chassis construction with a light "hard-top". With its other features, including disc brakes, automatic transmission and pneumatic suspension, the Citroën is very definitely a family saloon with a difference. One aspect of the engine design should be carefully noted; Citroën engineers did not bother to play around with altered porting, modifying cylinder heads and so on, but produced an entirely new power-unit with hemispherical combustion spaces. There is a lesson in this somewhere for manufacturers who, year after year, continue to turn out engines, the inefficiency of which requires them to be considerably modified "ex-catalogue" before they can be regarded as being suitable for use in high-performance machines!

OUR COVER PICTURE

UNTRAMMELED by convention, Citroën designers have after two decades again produced a revolutionary car, the 2-litre DS19. Its appearance at the Paris Salon aroused world-wide interest.

PIT & PADDOCK

THE Guild of Motoring Writers have elected Frenchman Jean Behra, No. 1 in the Maserati team, as their "Driver of the Year" for 1955.

ARCHIE SCOTT-BROWN has been testing the new 2-litre Maserati-engined, disc-braked Lister at Snetterton, and without a body on the car he lapped at 1 min. 51 secs., which is 1 sec. faster than the sports car lap record, held at one time by the Lister-Bristol.

AS we mentioned recently, Mervyn Kearon has been in hospital for some time. He is now making a good recovery, and would like us to thank all the AUTOSPORT readers who visited or wrote to him.

THE new 300C and 190SL Mercedes-Benz models will be on show at Earls Court. The former is a Type 300 saloon with automatic transmission.

MICHAEL YOUNG'S 2½-litre Connaught-Alta finished in eighth place, behind Castellotti's Lancia, in the Oulton Park Gold Cup race, and not R. Gibson's 2-litre model, as we stated.

OVER 100 British motor dealers flew out to Turin last week from London Airport to visit the Fiat works. Travelling in two charter aircraft, they made the trip there and back in 36 hours!

LANCS A.C.'s Davis Trophy Trial, due to be held last Saturday, had to be cancelled (or postponed). Apparently part of the course is on private ground, and the club only learnt at the last moment that they could not use the land.

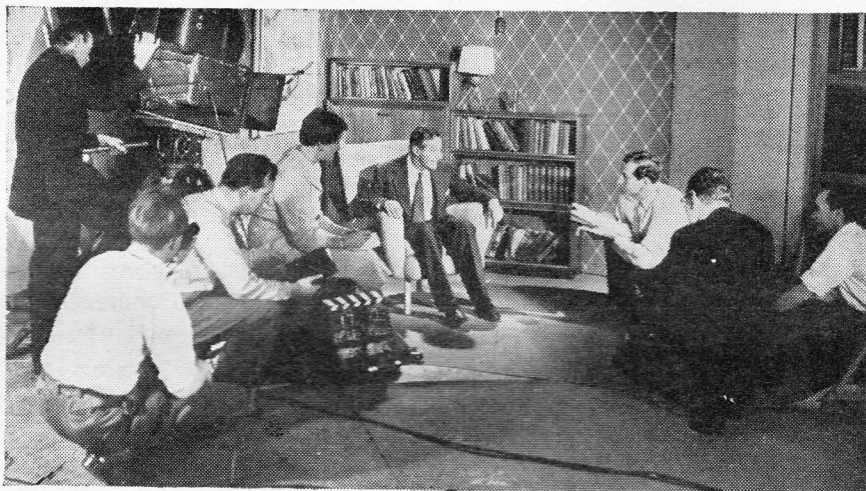
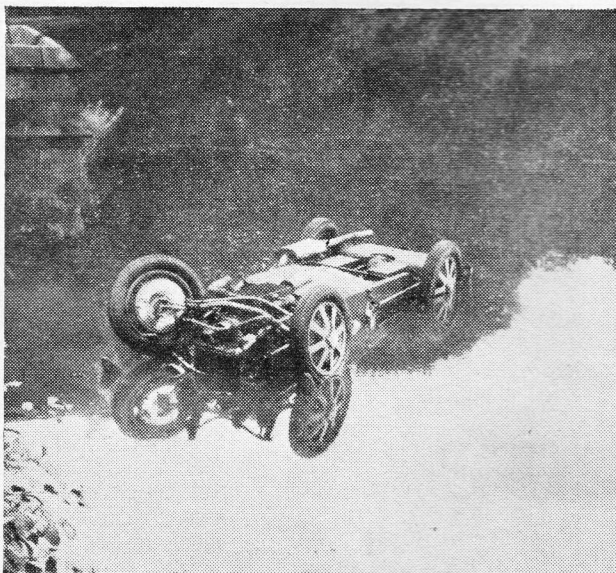
CONGRATULATIONS to Kenneth McAlpine of Connaughts on his engagement to Patricia Jeans, daughter of Capt. F. W. H. Jeans, C.V.O., R.N.

LATEST products of the Kieft concern of Wolverhampton are a motorized bicycle, or "moped", and a 200 c.c. scooter, both of German design assembled under licence.

THOUGH the Spanish G.P. at Barcelona was cancelled, the Spaniards will still have some motor sport on the week-end of 15th/16th October, in the form of the 650-mile Barcelona Rally, run over a gruelling course in Catalonia.

WATER BUG: The dire effect of brake grab! Jim Berry's 2.3-litre blown Bugatti in the ornamental lake at Alton Towers after crashing through a stone parapet during last Sunday's sprint meeting of the Nottingham S.C.C. The driver extricated himself and waded ashore, unhurt.

BRIEFING (below) for Pat Gregory, P.R.O. of the R.A.C., by the Commercial Television camera unit, in preparation for the R.A.C.'s motoring feature, "The World on Wheels", now televised regularly every fortnight.



BERLIN G.P. organizers stated that Louis Chiron's drive with an Osca in that event would be his final race before retiring. It wasn't, for he didn't start, but now, it seems, he is due to race a Mercedes-Benz 300SL in the Targa Florio.

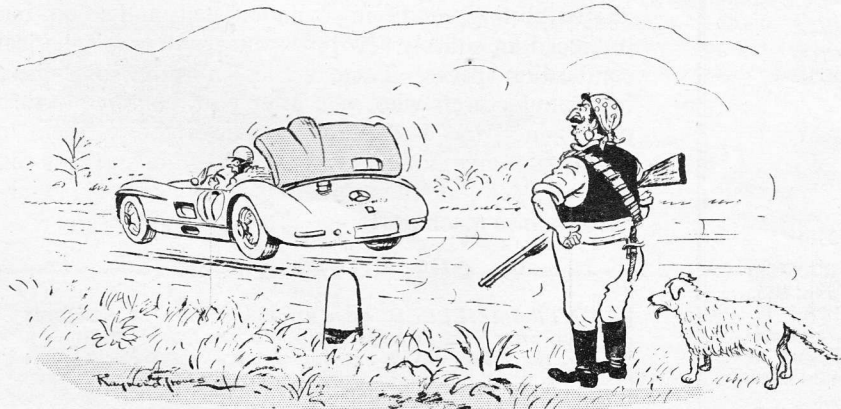
LUIGI MUSSO was out at Modena recently, testing a Formula 1 Maserati with new fuel injection power unit installed. Brake readings of 280 h.p. at 8,100 r.p.m. have been achieved with this unit, an increase of 16-20 b.h.p. over their carburettor-equipped engines.

"A START FOR FINISHERS" is the title of a clever little booklet produced and published by the B.R.D.C. in an effort to assist newcomers to the sport of motor racing. Written in pleasantly humorous vein, it should help the cadet driver considerably in those questions which pride often prevents one from voicing. It has been produced with the aid of several prominent B.R.D.C. members and financial support from many allied interests, including AUTOSPORT.

It is available to bona fide racing drivers free of charge, from the B.R.D.C., 9 Down Street, London, W.1, on receipt of a stamped addressed envelope, of 8 ins. x 5 ins. minimum size.

FIRST AID FOR THE SNOWBOUND

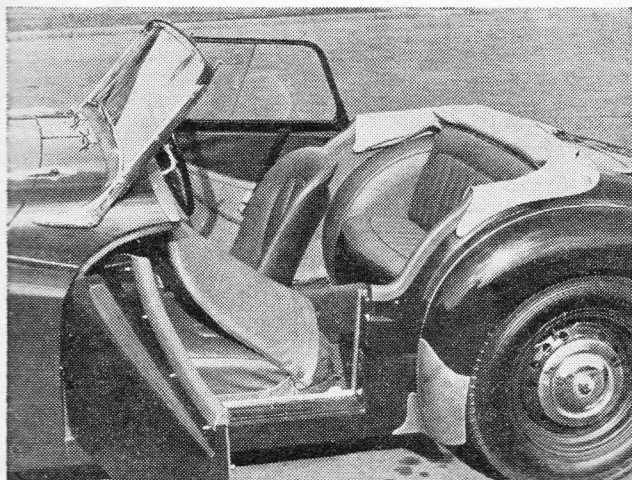
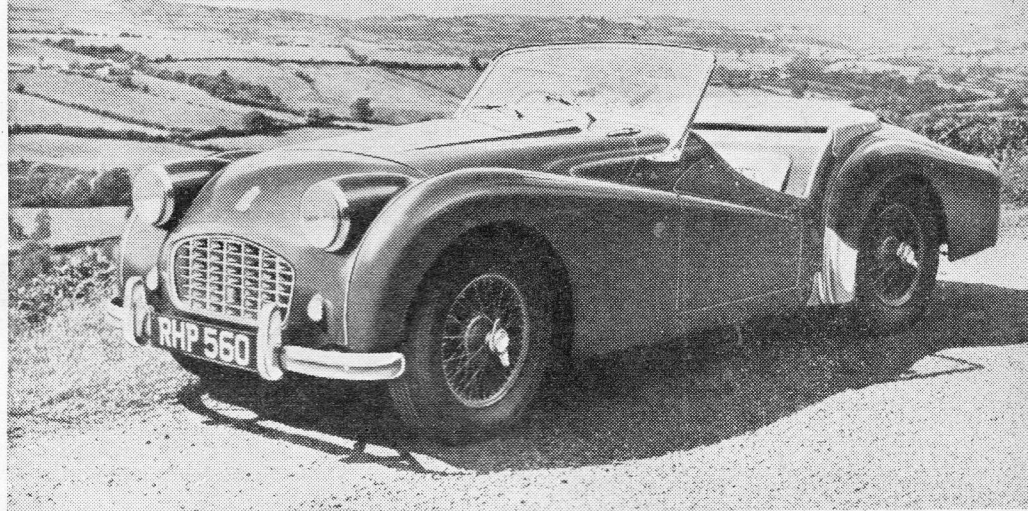
NO longer need the motorist fear being caught out by a sudden snow shower or other loose-surface conditions. Last Tuesday, Messrs. Toledo Woodhead (Sheffield), Ltd., announced their new "Snow-Shoes", a useful accessory which is now available in a range of sizes to fit most popular cars. Taking the form of a high-carbon steel "clip", they are fitted to the tyres by driving the car over them, and easily removed with the special tool provided. The price is 35s. per pair, including the removal tool.



SPORTS NEWS

COOPER WINS AUSTRALIAN G.P.

DRIVING his works-entered rear-engined Cooper-Bristol single-seater, Jack Brabham won last Monday's Australian Grand Prix at Port Wakefield at an average speed of 72.5 m.p.h. The race was over 80 laps of a short 1.3-mile road circuit, total distance being 104 miles. Second to Brabham was Reg Hunt in the ex-Fangio 1953 G.P. Maserati fitted with a 2½-litre engine; Doug Whiteford was third. Further news of this race will be published shortly.



TR2 + 5 = TR3: An increase of 5 b.h.p. has been achieved for the 1956 edition of Triumph's famous 2-litre sports car (above). Other changes include a grille over the radiator intake and stainless steel wing beading.

OPTIONAL EXTRA seat (left) will be available on the TR3, the front seats hinging forward for access.

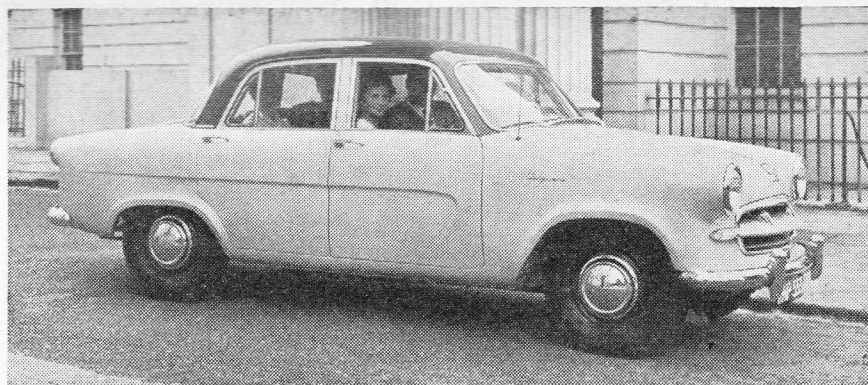
VANGUARD III: (Below) Much improved by modified styling and increased length is the 1956 Standard Vanguard.

THE TRIUMPH TR3

FOR 1956, that outstandingly successful 2-litre sports car, the Triumph TR2, appears in improved form as the TR3. The ever-willing four-cylinder 1,991 c.c. engine has been improved to give 95 b.h.p. at 4,800 r.p.m., this raising the maximum speed of the car in touring trim to 108 m.p.h. and improving speeds through the gears. External changes include the fitting of a neat grille to the radiator inlet, and stainless steel wing beading. Bolt-on steel wheels are standard, but wire wheels with "knock-on" hubs are available as an extra. Other optional fitments include over-drive giving seven ratios, rear wing spats, telescopic steering wheel, cast aluminium sump, and, new for 1956, the provision of an occasional rear seat, which is made readily accessible by the hinging forward of the front seats. Basic price of the Triumph TR3 is £650, plus £271 19s. 2d. Purchase Tax; the hardtop version, with sliding windows, will cost £695, plus £290 14s. 2d. P.T.

Specification

Triumph TR3. Engine: 4 cyl., 83 mm. x 92, 1,991 c.c., pushrod o.h.v., twin SU carburettors, coil ignition, 8.5:1 compression ratio, 95 b.h.p. at 4,800 r.p.m. **Chassis:** Channel steel pressings, cruciform-braced. **Suspension:** Front, independent by helical springs and wishbones; rear, semi-elliptic leaf, piston-type hydraulic dampers. **Transmission:** Borg and Beck 9 ins. single dry-plate clutch, four-speed gearbox, ratios 3.7, 4.9, 7.4, and 12.5 to 1, Hardy Spicer prop. shaft, hypoid rear drive, ratio 3.7 to 1. **Wheels:** Pressed steel or wire (extra), 5.50 x 15 ins. tyres, Lockheed 10 ins. hydraulic brakes. **Dimensions:** Wheelbase 7 ft. 4 ins.; track, front, 3 ft. 9 ins., rear, 3 ft. 9½ ins., ground clearance 6 ins. Length 12 ft. 7 ins., width 4 ft. 7½ ins., height, unladen, 3 ft. 10 ins. (top of screen), 4 ft. 7½ ins., hood erect.



THE TARGA FLORIO

THIS Sunday, 16th October, the international motor racing scene shifts to a classic and notoriously gruelling setting, the 72 km. Sicilian mountain circuit of Madonie, over 13 laps of which Mercedes, Maserati, Ferrari, etc., are due to fight out the Targa Florio and the final round of the World Sports Car Championship of 1955. The running in this is extremely close, with only three points between the leaders, Ferrari (19 pts.) and Mercedes-Benz and Jaguar, equal second (16 pts.). The issue will rest between Ferrari and Mercedes, however, as Jaguar will not be represented in Sunday's race. The German cars will be 300 SLRs, with a rare fund of driver talent in Fangio, Moss, Kling, Von Trips, Fitch, Collins and Titterton. The Ferrari men will include Taruffi, Castellotti and Maglioli,

500 c.c. CHAMPIONSHIP TROPHIES

AS a result of last Sunday's meeting at Brands Hatch, where Jim Russell won the main race of the day, the works Cooper driver now has a two-point lead over his team-mate, Ivor Bueb, for the AUTOSPORT National Championship Trophy. Some of the other trophy placings are, as yet, provisional, and it has not yet been announced whether the National placings may be affected by the results of this year's Boxing Day meeting. At present the positions are as follows:

"Autosport" National Championship Trophy: 1, J. Russell, 31 points; 2, I. L. Bueb, 29; 3, S. Lewis-Evans, 12.

"Autosport" Clubman's Trophy: 1, H. C. Taylor, 56; 2, J. W. Higham, 18; 3, D. F. Iszatt and G. M. Jones, 13.

J.A.P. Trophy: 1, H. C. Taylor, 28; 2, D. F. Iszatt, 12; 3, B. A. Manning, 9.

"Sporting Record" Trophy: 1, I. L. Bueb and G. Wicken, 13; 2, J. Russell and S. Lewis-Evans, 7; 3, D. Parker, 5.

"Light Car" Trophy: 1, D. Parker, 17; 2, D. Boshier-Jones and J. Russell, 13; 3, I. L. Bueb, 11.

also probably Mike Hawthorn. Mike Young has entered his Lotus, and de Cortanze of France drives a Peugeot. In the interests of safety, the organizers have decided to delete the 750 c.c. and 1,300 c.c. Special Touring classes. A full "on the spot" report of the Targa Florio will be published next week.

WEST ESSEX HILL-CLIMB

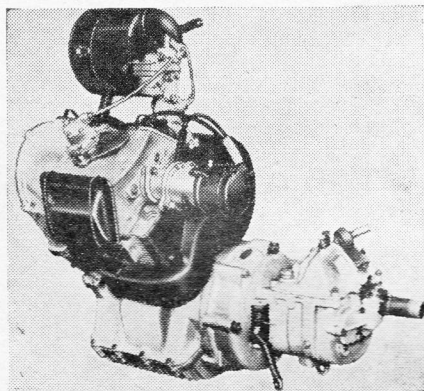
THIS Sunday, the West Essex C.C.'s speed hill-climb takes place at Stapleford airfield, near Abridge, Essex, beginning at 11.30 a.m. To date 97 entries have been received, and these are certain to top the 100 mark. Peeping out from the maze of names, one notes Rivers Fletcher (Cooper), Don Parker (Kieft), Ken Rudd (A.C. Ace), F. Sowrey (Cooper), and a special surprise, H.R.H. King Hussein II of Jordan, driving an Austin-Healey.

GERMAN NEWSLETTER

By Alan Bruce

I PAID a quick visit to the Frankfurt Show last week, principally to try to form an opinion where the main interest was centred as regards new sports models. Without any doubt the M.G.A. on the stand of the Nuffield Group agent was attracting tremendous attention and most favourable comment. Two examples, one blue, one red, were displayed, and prominent amongst on-lookers were officers of the American Services stationed in Germany. With its basic price, including import duty and taxes, given as DM. 8,850, less than the smallest of the Porsches, M.G.A.s should soon be seen in good numbers on the German autobahnen.

Large crowds also gathered at the BMW stand, to inspect the new and very interesting 507 3.2-litre sports with V8 engine. Stand space was lamentably restricted for such a technically important model, whereas Mercedes-Benz had an entire separate hall, magnificently laid out and decorated. The



"... this little unit could be made to perform very well indeed. . . ."—The 596 c.c. all-aluminium, o.h.c., twin-cylinder Lloyd engine which in production form gives 19 b.h.p. at 4,500 r.p.m.

centre section of the floor was dropped by some 3 feet, and the "terraced" outer sections each bore a different model. The cost of all this, I was given as around 1 million marks. Naturally the Stuttgart firm emphasised their racing achievements, and vast photographs of the Formula 1 and 300SLR sports-racing cars attracted much interest.

The Porsche Carrera drew much attention from well-to-do visitors, and also from overseas agents present at Frankfurt. And naturally quite a few existing Porsche owners want to know if they can get the new Carrera engine fitted in their present car.

Of the non-sporting cars, two which struck me as receiving the greatest public attention were the Skoda 440 export model, and the Lloyd 600. The Skoda has a 4-stroke, 4-cylinder o.h.v. engine of 1,089 c.c., giving 40 b.h.p., in a car weighing 950 kg. kerb weight, and selling at DM. 4,650. This was so extraordinarily low that I suspected a trick of some kind, and on further inquiries established that the heater fitted cost an extra DM. 150, and there was a delivery charge of DM. 150, and, oddest of all, hydraulic shock absorbers for the rear suspension were also an extra, but at what price I could not find out! None-

"AUTOSPORT" PRODUCTION SPORTS CAR CHAMPIONSHIP

New Competition for the 1956 Racing Season

As is known, AUTOSPORT encouraged 500 c.c. racing by establishing National Championships which led to a general pattern being adopted for Formula 3 racing. Now, in order to encourage and develop series-production sports car racing, the proprietors of AUTOSPORT are establishing an annual competition with substantial prize money and trophies. This will be known as the AUTOSPORT Production Sports Car Championship, and will be open to all owners of standard series-built sports cars.

Briefly, the Championship will be organized on a class basis, embracing four categories of machine. A list of events will be published in AUTOSPORT, races in which will qualify for the Championship proper. Class winners will be the entrants who amass the greatest total of points in their category, but the Championship Trophy will be awarded for a separate event, run on a handicap basis, which will be organized towards the end of the season at a venue to be specified.

AUTOSPORT will be responsible for publishing a list of eligible machines. Certain modifications will be permitted, and these will be specified in the regulations for the competition. While the

Championship is for sports cars, vehicles of "Grand Touring" type will be eligible.

Strict scrutineering will be maintained for all events, and all entrants will be required to state in their entry forms the complete list of modifications completed on their machines. Any entrant found to have omitted mention of any modification, no matter how minor, will be instantly excluded from the competition. A technical advisory committee will be set up which will decide whether or not entrants' vehicles satisfy the regulations.

While no guarantee can be made that entrants will be accepted in all events listed in this competition, it is hoped to obtain the co-operation of all race promoters and organizers to ensure the maximum number of starters in each event.

Vehicles of out-and-out sports-racing specification will not be accepted. No variation from the list of eligible cars to be published in AUTOSPORT will be effected. The primary object of the Championship is to encourage series-production car racing, and to give owners of normal sports cars the opportunity to compete for a worthwhile object.

Full details of this very interesting annual competition will be published in a forthcoming issue of AUTOSPORT.

theless, taking into account extras up to DM. 500, that Skoda is still extraordinary good value in Germany. The car is full-sized and roomy, has a good appearance by Continental standards, and a general finish which is quite acceptable.

The Lloyd 600 invited comparisons with the Fiat 600 shown on the N.S.U. stand. Its engine looks a most interesting piece of design and production. Crankcase and sump are robust in aluminium, as are the cylinder block and head. With its chain-driven overhead camshaft, I feel this little 19 b.h.p. unit could be made to perform very well indeed.

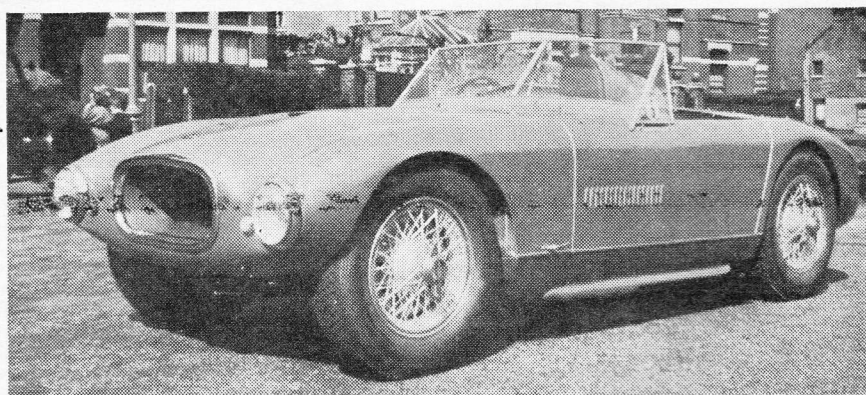
RALLY OF THE DAMS

A FINE entry, totalling 173 cars, has been received by the Sheffield and Hallamshire Club for their National event, the Rally of the Dams, taking place tomorrow and Sunday, 15th/16th October. Starting controls are at Harrogate (E. Nash & Co.'s garage, Oaklands);

Manchester (J. H. Brown's garage, Upper Brook Street); Bristol (White Tree Garage, Westbury Park) and Hendon (Lex Garage, Northway). Rallying point is the Peveril of the Peak Hotel, near Ashbourne in Derbyshire, where competitors have a supper halt. At Ilkley the following morning there is a breakfast halt. The only two tests take place at the College of Arts and Crafts, Psalter Lane, Sheffield, which is also the finishing point of the Rally.

M.C.C. NATIONAL RALLY

TROPHIES to be awarded in this year's National Rally of the M.C.C. (10th/12th November) include a trophy and £100 for the outright winner, a trophy and £50 for second place winner, and a trophy and £25 for third. Class-winners—there will be 15 of them—each gain a trophy and £10, while the all-feminine crew losing least marks win the Ladies' Trophy and £25.



POWER-PACKED—with 3½-litre Jaguar or 5½-litre Cadillac unit to customer's choice, this purposeful competition sports car is the 1956 Allard J2R.

RUSSELL OF AUTUMN!

Magnificent End-of-Season Meeting at Brands Hatch—
Jim Russell Wins Fastest-ever Race on Kent Circuit—
Ivor Bueb Raises Course Record to 74.65 m.p.h.

THE last Brands Hatch meeting of 1955 (apart from that Revival Meeting now held each Boxing Day) was perhaps the best of the many which have been held on the popular 1½-mile circuit. Competitors went there with two tasks before them: to decide the fate of five trophies and, if possible, to win back from motor-cyclist John Surtees the absolute record for the course. As a result, those who were present last Sunday watched a demonstration of superb racing by the cream of 500 drivers, with works Cooper pilots Jim Russell and Ivor Bueb, in particular, at their very best. Russell won the fastest race ever held at Brands to gain the National Championship Trophy, and Bueb whittled one-fifth of a second off the even one-minute record of Surtees, setting the new figure at 74.65 m.p.h.

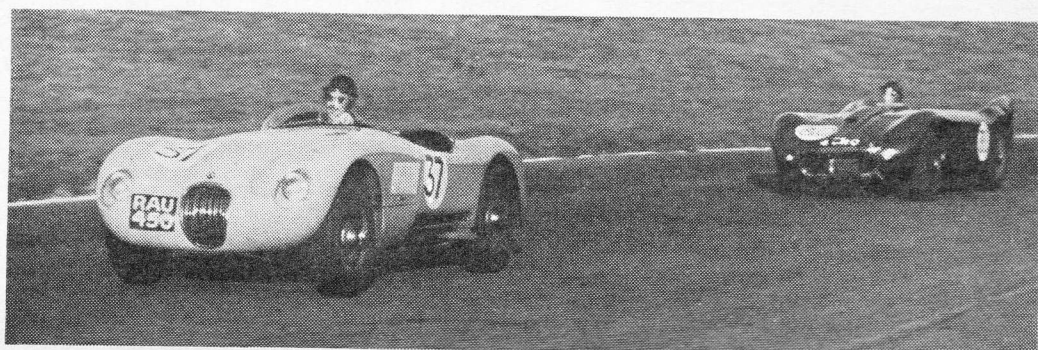
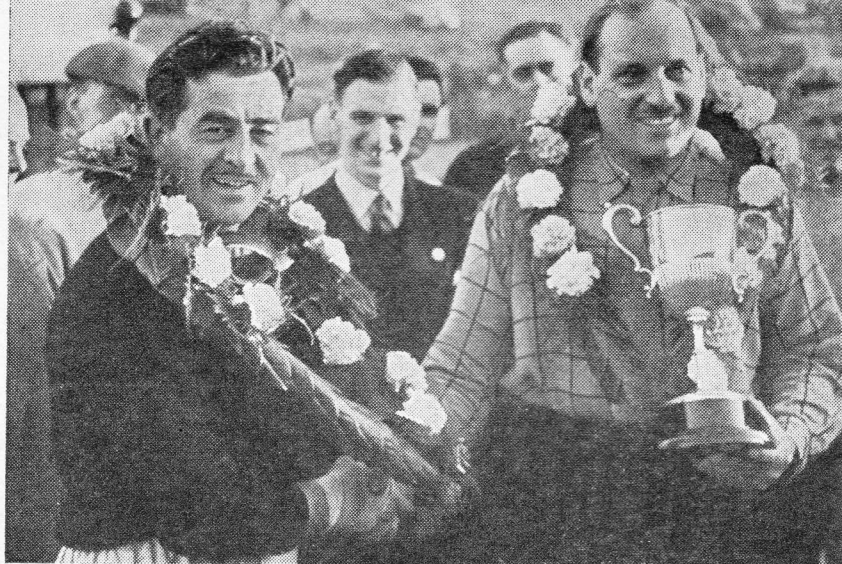
What a pity it was that this final meeting of the season, so enjoyable in every other respect, should follow the tragic fashion of 1955 by becoming the occasion of yet another fatal accident. Michael Klein, a motor-cyclist who drove an Austin-Healey in one of the sports car events, was seriously injured when his car hit a concrete barrier, and later died in hospital.

The day's racing opened with Heat 1 of the *Sporting Record* Trophy Race, and in this Jim Russell was stupendous. Stuart Lewis-Evans got his Jackson Cooper off to a good start, but after two laps Russell caught him and went on to equal the Surtees record of 60 secs. (74.4 m.p.h.). So fast was the Cooper works driver that he lapped the entire field with the exception of Lewis-Evans and David Boshier-Jones (Cooper), who were second and third.

Reg Bicknell (Revis) won the second heat at lower speed from Dennis Taylor (Cooper), while the rest of the entry fought a race-long battle with positions changing constantly. Hobart (Martin) was unlucky to lose third place to R. Barrett (Cooper) when his car developed trouble two laps from the finish.

Ivor Bueb's works Cooper was in pole position for Heat 3, and it was obvious from the start what Ivor wanted—that lap record from Russell! He led all the way, followed by a grimly determined Wicken (Cooper) and, farther back, Don Parker (Kieft), but his race

★
MUTUAL CONGRATULATIONS (Right) between teammates Jim Russell and Ivor Bueb, after their Brands Hatch successes.



STRANGE SIGHT (Above) in the race for sports cars over 1,900 c.c.—Archie Scott-Brown leading a Lister-Bristol! He was first in Manduca's C-type Jaguar, and Jack Sears was second.

average was a fraction under that of Russell. The fastest lap, which Bueb shared with Wicken, was also a shade slower than Russell's best.

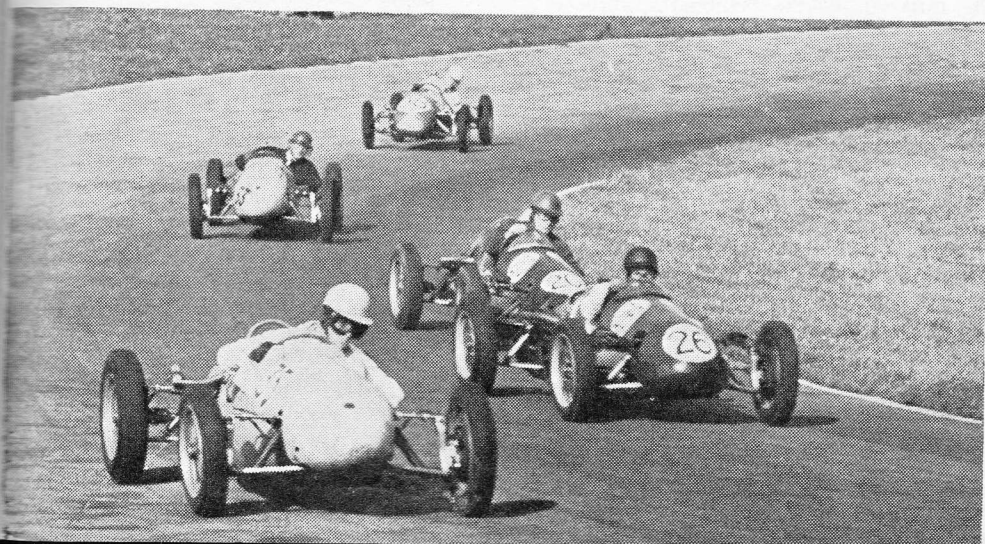
So, for the final, it was Russell's Cooper which occupied the inside of the front row of the grid, sharing it with those of Bueb, Wicken and Lewis-Evans; in the second row were Boshier-Jones, Bicknell and Parker. George Wicken took the initiative at flagfall, but was quickly caught by Russell, and at the end of the first lap these two were followed by Bueb, Bicknell, Boshier-Jones and Parker. Lap 2, and the order was Russell, Bueb, Wicken, Boshier-Jones and Bicknell. Lap 4, and Parker had displaced Bicknell's Revis. The pace was tremendous; the leaders were flinging their cars into a drift several lengths before the sharper bends, and their speed through these corners was so unfamiliar that they actually looked faintly absurd—rather like cars in a speeded-up cine film.

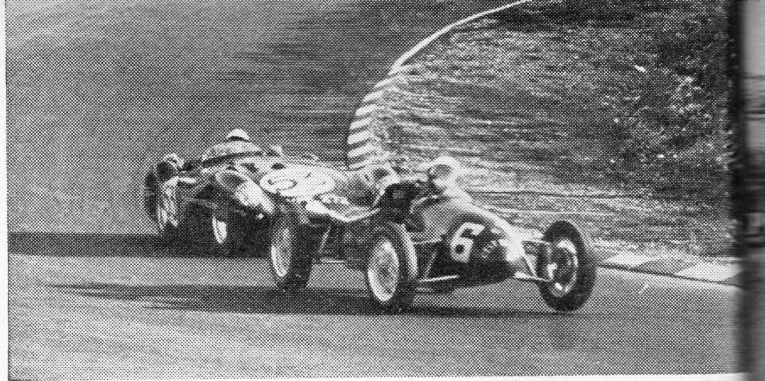
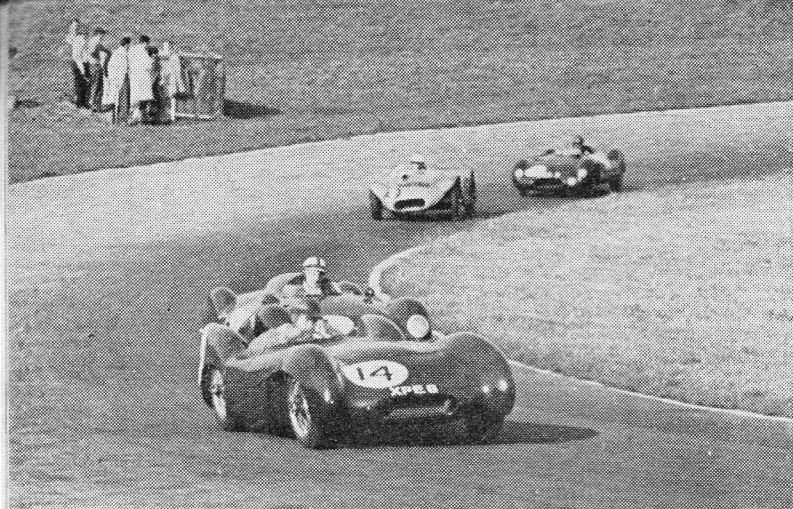
Wicken was following Bueb so closely as to make a nonsense of all the old clichés about invisible tow-ropes; it was at one time virtually impossible to see daylight between the two Coopers, but on the fifth lap Wicken just managed a narrow advantage. Parker, still lying fifth, was now tailed by Lewis-Evans, who had started slowly, and three laps later Lewis-Evans passed the ex-champion to make Coopers 1-2-3-4-5. At the same time, Bueb suddenly spurted to take Wicken and draw closer to the leader. Faster and faster he flew round the tiny circuit, coming ever closer to Russell and chopping the lap time to a new record of 59.8 secs., while even the ranks of Tuscany (in the press box) could scarce forbear to cheer. Alas! at Clearways on the last lap there came a puff of smoke from the Cooper—an oil-pipe had broken—and Bueb fell back to third place behind Wicken, while Jim Russell went on to win Brands Hatch's fastest-ever race.

The J.A.P. Race saw H. C. Taylor (Cooper) make a tremendous last-lap sprint to pass C. M. Lund's Cooper, but Lund gave him no chance to repeat this manoeuvre in the "second final". The Consolation Race was a good scrap between evenly matched cars, everyone breathing everyone else's exhaust fumes until the flag fell on Koring, Green and Hobart. R. H. Ham (Arnott) went well at first, then dropped back to fourth place.

In winning the first sports car race,

H. C. TAYLOR (Left), winner of the J.A.P. and Clubman's Trophies, defends seventh place from Foreman, Douglas, Howlett and Tawse on the first lap of the "Sporting Record" Race, Heat 2.





DUEL (Left) at Kidney Bend between Colin Chapman (Lotus) and Ivor Bueb (Cooper) in the 1,200 c.c. sports car race.

DUEL (Above) at Bottom Bend between George Wicken (Cooper) and Les Leston (Connaught) in the handicap Fibreglass Trophy Race.

Colin Chapman (Lotus-Climax) set up another record with a lap in 61.6 secs. (72.47 m.p.h.), faster than any sports car—let alone an 1,100 c.c. one—has lapped Brands before. Otherwise, the race was of little interest. The over 1,900 c.c. sports event started well, late entrant Cliff Davis (Lotus-Bristol) shooting into the lead from the second row of the grid, but on the second lap he fell back to third place behind Archie Scott-Brown, in Manduca's C-type Jaguar, and Jack Sears (Lister-Bristol). It was also on the second lap that Klein crashed his Austin-Healey, hitting a concrete protection barrier on the inside of Paddock Bend.

The tenth race was for cars with glass fibre bodies, and proved that if the use of this exciting new medium can produce some attractive motor cars, it can also result in some of the most ill-conceived shapes ever seen outside the

realms of experimental art. However, it was extremely well handicapped, so that George Wicken's 500 c.c. Cooper and Les Leston's 1,500 c.c. sports Connaught—both of which, strangely, made the same sort of noise—were able to fight their way through the mixed field to take first and second places respectively, albeit in an atmosphere of protest and counter-protest which rather detracted from the fun of their duel.

F. W. McC.

Results

"Sporting Record" Trophy Race

Heat 1 (10 laps): 1, J. Russell (Cooper), 72.57 m.p.h.; 2, S. Lewis-Evans (Cooper); 3, D. Boshier-Jones (Cooper). Fastest lap: Russell, 60.0 secs. (74.4 m.p.h.).

Heat 2 (10 laps): 1, R. G. Bicknell (Revis), 71.18 m.p.h.; 2, D. Taylor (Cooper); 3, R. Barrett (Cooper). Fastest lap: Bicknell, 61.8 secs. (72.23 m.p.h.).

Heat 3 (10 laps): 1, I. L. Bueb (Cooper), 72.54; 2, G. Wicken (Cooper); 3, D. Parker (Kieft). Fastest lap: Bueb and Wicken, 60.2 secs. (74.15 m.p.h.).

Final (12 laps): 1, J. Russell (Cooper), 73.18 m.p.h.; 2, G. Wicken (Cooper); 3, I. L. Bueb (Cooper); 4, D. Boshier-Jones (Cooper); 5, D. Parker (Kieft); 6, R. G. Bicknell (Revis). Fastest lap: Bueb, 59.8 secs. (74.65 m.p.h.) (Course record).

Second Final (10 laps): 1, C. M. Lund (Cooper), 69.4 m.p.h.; 2, H. C. Taylor (Cooper); 3, D. W. Heath (Cooper). Fastest lap: Lund, 62.8 secs. (71.08 m.p.h.).

Consolation Race (8 laps): 1, E. V. Koring (Smith 500), 66.93 m.p.h.; 2, P. R. Green (Staride); 3, F. Hobart (Martin). Fastest lap: Green, 64.0 secs. (69.75 m.p.h.).

J.A.P. Race (8 laps): 1, H. C. Taylor (Cooper), 68.63 m.p.h.; 2, C. M. Lund (Cooper); 3, G. F. Meharey (Cooper). Fastest lap: Lund, 63.2 secs. (70.63 m.p.h.).

Fibreglass Trophy Race (10 laps, h/cap): 1, G. Wicken (Cooper 500), 71.70 m.p.h.; 2, L. Leston (1½-litre Connaught); 3, N. Berrow-Johnson (Martin 500). Fastest lap: Wicken, 60.8 secs. (73.42 m.p.h.).

Sports cars up to 1,200 c.c. (10 laps): 1, A. C. B. Chapman (Lotus-Climax), 70.81 m.p.h.; 2, I. L. Bueb (Cooper-Climax); 3, P. D. Gammon (Cooper-Climax). Fastest lap: Chapman, 61.6 secs. (72.47 m.p.h.) (Sports car record.).

Sports cars over 1,900 c.c. (10 laps): 1, W. A. Scott-Brown (Jaguar C-type), 69.4 m.p.h.; 2, J. G. Sears (Lister-Bristol); 3, F. C. Davis (Lotus-Bristol). Fastest lap: Scott-Brown, 63.4 secs. (70.41 m.p.h.).

ALLEN TROPHY TRIAL

ANOTHER WIN FOR RON FAULKNER

FOLLOWING his success in the Television Trial on Saturday, 1st October, when he won the premier award, R. W. Faulkner, competing in the Taunton Motor Club's Allen Trophy Trial on Sunday, 2nd October, maintained his form and won the premier award for the second year in succession. Driving brilliantly, he lost only eight marks on the 13 hills.

The clerk of the course, E. A. Jauncey, had plotted a mixed grill on the Quantock Hills and had even managed to find some mud after the prolonged dry spell. Starting from Purchase's Market Garage, Priory Bridge Road, Taunton, at 11.30 a.m., competitors were directed straight to the Quantock Hills. The morning circuit provided several sections with sharp bends and a really steep gradient named "The Attic", which claimed only one victim, H. Illingworth (998 c.c. Basinett). The next section, Hillside I, proved very difficult; it started with a sharp bend round the trees, followed by a steep gradient. Only R. W. Faulkner (Paul Special I), G. J. Newman (Cannon 7) (who later retired with engine trouble) and B. H. Dees (P.A.B. Special) made clean climbs.

Then followed Lodge Hollow, which failed the whole entry, although R. W. Faulkner stopped in the last section and E. J. Chandler and B. H. Dees managed to get to sub-section 2 before coming to a halt. In the afternoon River Road and Copse II proved unclimbable.

The last hill of the day, Heath Steep, gave Faulkner a real chance to demon-

strate his expert throttle control. All other competitors failed to pass the first card except J. H. Appleton (Cannon 8) who stopped in section 7, but Faulkner, with tyre pressures at a minimum and a very gentle take-off, beat the slippery grass and made a perfectly judged ascent on a section of the Quantock Hills that, to the knowledge of the local inhabitants, had never been climbed by a four-wheeler.

All competitors voted the trial a complete success; the weather was ideal, the route varied and the marking excellent. Provisional results were worked out within an hour of the last man finishing and were as in the adjacent column.

Results

Allen Trophy: R. W. Faulkner (Paul Spl. I), 8 marks lost.

Bonner Trophy: R. Kemp (Kemp Spl.), 21. Alan Small Trophy: J. H. Appleton (Cannon VIII), 28. Charles Allen Trophy (members' award): B. Fitzwater (Ford Spl.), 67.

First Class Award: E. J. Chandler (Ford Spl.), 30. Second Class Award: B. H. Dees (P.A.B. Spl.), 36.

Team Award: London No. 2 (F. P. Faulkner, R. W. Faulkner and B. H. Dees), 85.

SPECIAL CLACTON RALLY AWARD

IAN MACKENZIE, navigator of W. C. Slocombe's Triumph TR2 in the East Anglian M.C.'s recent Clacton Rally, was the only navigator other than R. W. Rash, the winning one, to complete the road section without loss of marks. In view of this, the organizers have decided to present him with a special award.

Redex Trial—A Volkswagen Victory

A TRIBUNAL of the National Control Council of the Confederation of Australian Motor Sports (C.A.M.S.) sat recently in Melbourne to consider appeals against loss of points in the Redex Around Australia Reliability car trial. Appeals by Laurie Whitehead and Eddie Perkins against being penalized 500 points each for alleged structural damage to their Volkswagens were upheld, as also an appeal by Bill Hayes (Ford Customline), who had been penalized 900 points for allegedly repairing his car while at a control point at Carnarvon, W. Australia.

The final placings are now therefore as in the next column.

General Classification

1, Laurie Whitehead (Volkswagen), 21 points lost; 2, Eddie Perkins (Volkswagen), 27; 3, Malcolm Brooks (Standard Vanguard), 45; 4, W. Hayes (Ford Customline), 161; 5, Carl Kennedy (Peugeot), 236; 6, G. and L. Kook (Standard Vanguard), 399; 7, Bill McLachlan (Ford Customline), 506.

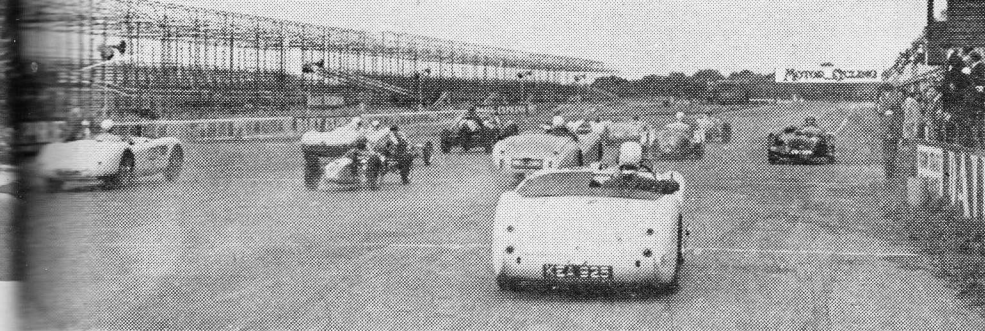
Under 1,100 c.c.: 1, Major Warwick (Skoda).

1,101-1,500 c.c.: 1, L. Whitehead (Volkswagen); 2, E. Perkins (Volkswagen); 3, C. Kennedy (Peugeot); 4, Advanx Motor Service (Peugeot).

1,501-2,500 c.c.: 1, M. Brooks (Standard Vanguard); 2, G. and L. Kook (Standard Vanguard); 3, B. Edmonds (Standard Vanguard).

Over 2,500 c.c.: 1, W. Hayes (Ford Customline); 2, Bill McLachlan (Ford Customline); 3, F. McMahon (Ford Mercury).

Team Prize: M. Brooks, G. and L. Kook, B. Edmonds (Standard Vanguards).



round in the van of the next sports car handicap, Millard and Rees looking quite uncatchable from the limit, until J. Ebdon made a tremendous effort with MacDowel's Lotus and pipped Rees on the finishing line, with Millard a bare two seconds behind; a piece of handicapping much appreciated by the onlookers.

The penultimate race was another fratricidal Lotus affair, with W. A. Liddell's Buckler-Climax energetically dis-

AND SO TO BED

North Staffs M.C. End 1955 Silverstone Season

ON Saturday last the North Staffs Motor Club wrote "Finis" to the Silverstone season with a grand day's sport in which, whoever won or lost, the handicappers scored some notable successes with very diverse material.

Chief interest in the 7-lap 750 and 1,172 Formulae scratch race was focused on the struggle for the final points of the Goodacre Trophy between the Austins of Rees and D. Taylor, in which the former staved off his rival, but was in turn led over the line by E. Millard's very rapid special at a satisfying 63.13 m.p.h. In the 1,172 class, M. G. H. MacDowel added another point to the Lotus's imposing total.

Viewed from Becketts, the up to 1,500 c.c. sports car race was a cut-and-thrust affair in which the marker tubs took more than their share of punishment, even so skilful an exponent as E. Lewis, apparently troubled by lack of brakes, taking to the outback. G. B. Hewitt (Lotus-Climax) held a short-lived lead from J. B. Naylor, whose Lotus-M.G. forged ahead on lap 3. R. A. Page (Lotus) took Hewitt after confusion at Woodcote when R. F. Bloxam's Lotus went astray, and three seconds covered the leaders as they finished.

Peter Stubberfield got the 10-lap half-litre race away to a truly model start, from which T. Bridger's Kieft forged into a lead he never lost after disposing of H. Taylor's Cooper on the second lap. Jack Moor (Wasp) and Fenning (Staride) joined battle with the Cooper, the Staride holding second place for three laps until a spin-out at Woodcote let Taylor through. In a heart-stopping finish, Moor made an all-out bid to take the Cooper on the outside, overdid it, and all but scraped along the grandstand into third place, a length to the bad.

A 7-lap scratch race for sports cars up to 2,500 c.c. was the setting for another convincing win by Naylor, who built up a useful lead from C. Goldfader in J. W. Brierley's Frazer-Nash and Baxter's Kieft; R. A. Page (Lotus) won the 1,100 c.c. class. After this, a mixed field assembled for the *Formule Libre* 10 lap event. A semi-rolling start took several drivers unawares, catching Lord Ebury (E.R.A.) with an oiled plug, and Horace Richards led the pack on round one, the H.A.R. sounding in excellent fettle. By lap 2, McMillan's D-type had taken its expected place at the head of affairs, with Richards in a secure second place; H. G. Monk's Cheetah and Baird's Clairemonte retired and Brierley's Frazer-Nash left the road at Copse. Moor's Wasp broke an oil-pipe and seized its cam gears, and Lord Ebury came in for a rapid plug-change, going well thereafter.

McMillan was quite uncatchable, and went on to win at 76.39 m.p.h., but Richards's H.A.R. petered out as he approached Woodcote, and he was lucky to coast over the line a mere three seconds ahead of Naylor's threatening Lotus.

In the unlimited sports car event, McMillan had to contend with J. E. G. Stevens in the Vermin Stable's Aston Martin DB3S, which led on the opening lap and continued to harry the Jaguar after McMillan took the lead.

The production touring and sports car race was won by J. B. Naylor's Porsche in great style and by three seconds from M. J. Wayne's TR2. The DB2-4 Austons of Angela Brown and A. H. Bryant fought a well-matched duel, finally won by the latter, and the cornering of Needham's M.G. Magnette was quite awe-inspiring to watch.

Molsheim devotees were given a real treat in the 10-lap handicap for vintage and "post-vintage thoroughbred" cars, for A. F. Eminson's beautifully turned-out Type 37 Bugatti went as well as it looked, tearing off the laps from the 20-second mark to overtake a covey of long-handicap Austins and the quaintly bodied but gallant Vernon-Crossley of V. C. Freedman, while Walker's Bentley thundered up astern to catch French's limit Austin and take second spot.

In the racing car handicap which followed, the D-type Jaguar of McMillan shared the scratch mark with Stevens's DB3S and Lord Ebury's E.R.A., now fully restored to form. By lap 2 Naylor had his Lotus out in front, but by half distance the Jaguar had overcome its handicap and held a useful lead. Meanwhile Stevens forced the Aston Martin through to second place, until a spin at Becketts in the closing stages gave Lord Ebury's determined driving the chance it deserved, and with the old E.R.A. sounding magnificent he caught Bridger's Kieft to take second place.

A cluster of 750 Austins buzzed busily

putting the issue; Liddell, driving beautifully, held his lead till the last lap, when Ashdown, owing the Buckler 10 secs., succeeded in getting the Lotus bonnet in front to win by $\frac{1}{8}$ sec., with Bloxam's Lotus-M.G. in third spot.

Handicappers can't always be right, however, a fact neatly underlined in the last race of the day by P. J. Nunn and his venerable Meadows Frazer-Nash. The old chain-ganger fairly galloped away from the limit mark to score a runaway win at 63.17 m.p.h., a gait which proved too much even for the McMillan-Jaguar alliance.

G. H. DEASON.

Results

750 and 1,172 Formula (7 laps, scratch): 750 c.c., 1. E. Millard (Austin), 63.13 m.p.h.; 2. D. Rees (Austin); 3. P. Taylor (Austin); 1,172 c.c., 1. M. G. H. MacDowel (Lotus), 63.63 m.p.h.; 2. F. V. Lambert (Lotus); 3. O. J. Silk (Lotus).

Sports cars up to 1,500 c.c. (7 laps, scratch): 1. J. B. Naylor (Lotus 1,488 c.c.), 73.25 m.p.h.; 2. R. A. Page (Lotus 1,098 c.c.); 3. G. B. Hewitt (Lotus 1,098 c.c.).

Formula 3 (10 laps, scratch): 1. T. Bridger (Kieft), 73.39 m.p.h.; 2. H. C. Taylor (Cooper); 3. E. J. Moor (Wasp).

Sports cars up to 2,500 c.c. (7 laps, scratch): 1,100 c.c., 1. R. A. Page (Lotus), 72.36 m.p.h.; 2. E. Lewis (Lotus); 3. P. H. Ashdown (Lotus); 2,000 c.c., 1. J. B. Naylor (Lotus-M.G.), 72.72 m.p.h.; 2. C. Goldfader (Frazer-Nash); 3. B. Baxter (Kieft).

Formule Libre (10 laps, scratch): 1. A. McMillan (Jaguar D-type), 76.39 m.p.h.; 2. H. A. Richards (H.A.R.); 3. J. B. Naylor (Lotus-M.G.).

Sports cars, unlimited (7 laps, scratch): 1. A. McMillan (Jaguar D-type), 76.26 m.p.h.; 2. J. E. G. Stevens (Aston Martin DB3S); 3. J. B. Naylor (Lotus-M.G.).

Production Sports and Touring (7 laps, h'cap.): 1. J. B. Naylor (Porsche), 64.34 m.p.h.; 2. M. J. Wayne (Triumph TR2); 3. Miss M. Morton (Austin-Healey).

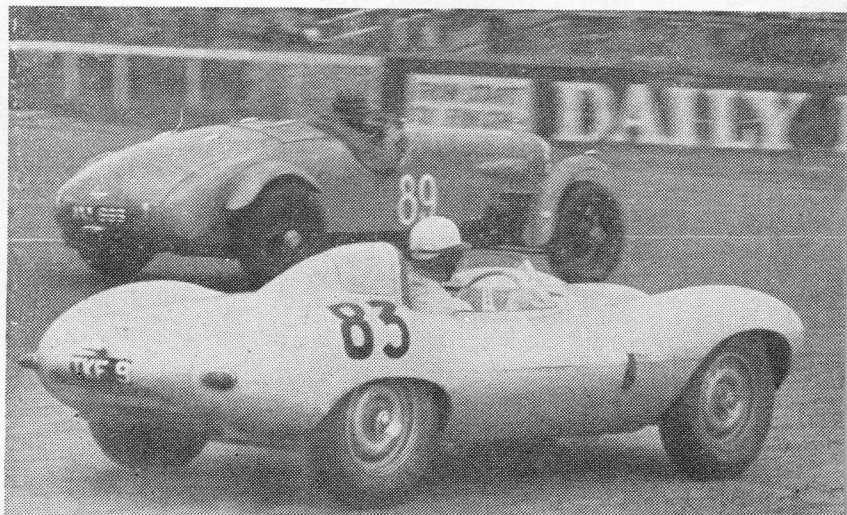
Vintage and Post-Vintage Thoroughbreds (10 laps, h'cap.): 1. A. F. Eminson (Bugatti Type 37), 69.33 m.p.h.; 2. J. Walker (4½-litre Bentley); 3. J. S. French (Austin 7).

Racing Car Handicap (10 laps): 1. A. McMillan (Jaguar D-type), 76.37 m.p.h.; 2. Lord Ebury (E.R.A.); 3. T. Bridger (Kieft 500).

Sports Car Handicap (7 laps), Heat "A": 1. J. Ebdon (Lotus 1,172), 61.64 m.p.h.; 2. D. Rees (Austin 7); 3. E. Millard (Austin 7). **Heat "B":** 1. P. H. Ashdown (Lotus), 73.33 m.p.h.; 2. W. A. Liddell (Buckler); 3. R. F. Bloxam (Lotus-M.G.).

Sports Car Handicap (7 laps): 1. P. J. Nunn (Frazer-Nash), 63.91 m.p.h.; 2. A. McMillan (Jaguar D-type); 3. J. M. Trimble (Austin-Healey).

WHEELSPIN!: Alex McMillan's new D-type Jaguar, which had its first outing at Silverstone last Saturday, burns up the rubber as it passes Lord Ebury's Bentley at Woodcote.



"THAT FITNESS FOR PURPOSE which is more attractive than any decoration" (left) is displayed in every line of the Lancia Aurelia Gran Turismo.

gives light, direct operation, and is spring loaded into the third and top gear axis. The clutch pedal requires fairly firm pressure, denoting strong springs.

As one drives off, the engine is found really to "take hold" at around 3,500 r.p.m. It is about as far from the "soft", touring type of power unit as it is possible to imagine, responding instantly to the throttle and making all the right kind of noises. Yet, the volume of sound is by no means excessive, and the slight

John Bolster tests a LANCIA AURELIA GRAN TURISMO

Maximum Speed of 115 m.p.h. from New Model with 2,415 c.c. Engine and de Dion Rear Suspension

PERHAPS no other car has had quite so much influence on current sports car fashions as the Lancia Gran Turismo. It has been the inspiration behind most of the Continental high speed coupés, and a reflection of its lines can still be discerned in many of them.

When the Gran Turismo first came out, its breathtaking beauty blinded many people to its mechanical novelty. Of course, it had the traditional Lancia front suspension in which, in effect, the hubs slide up and down their own king pins against helical springs. It also had, at that time, independent rear suspension on a trailing-arm-cum-swing-axle layout, as was also used on the four-door saloon version of the Aurelia.

What was utterly new was the Aurelia engine. The Gran Turismo had at first a two-litre, with six-cylinders in a 60 deg. Vee. The valves were inclined in a fore and aft direction, and operated by push-rods from a single camshaft in the centre of the crank case. Then, even more novel, the clutch and gearbox were combined with the chassis-mounted final drive, the rear brakes also being fitted to the same unit. The engine at the front of the car, and the transmission aggregate at the rear, gave a high polar moment of inertia, and a long, divided propeller shaft united the two. All this was mounted in the aforementioned delectable coupé body, which was of stressed skin construction.

The latest model differs in two important respects from the above. First, the independent rear suspension has been deleted in favour of a de Dion axle. In this case, the de Dion tube is mounted on semi-elliptic springs, and located laterally by a very long Panhard rod.

Secondly, a larger engine of nearly 2.5 litres capacity has been fitted. This follows the previous design, with light alloy block and heads. A downdraught Weber carburetter serves one bank with each of its twin chokes. This unit has a compression ratio of 8 to 1, and develops 118 b.h.p. at 5,000 r.p.m., 5,300 r.p.m. being recommended as a suitable maximum by the makers.

The body is really intended as a two-seater with vast luggage space, but the fairly small rear seats are, in fact, quite practical. Three people may be carried on the front seat at a pinch, in which case the central arm rest is folded away. The finish and upholstery are superb, being plain and in perfect taste. Every-

thing about the car unobtrusively underlines its high quality.

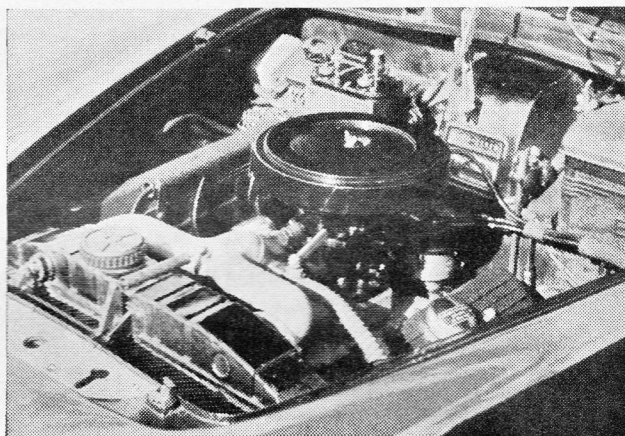
On taking one's seat, the driving position at once gives a feeling of command, and the all-round view is excellent. The roof is rather close to the head of a tall driver, but actual contact never occurs. It is something of a surprise that a steering column gear lever is found, but this

roughness is also entirely in keeping with the character of the unit. There is something fierce and intensely satisfying about the whole thing, and the hum of the all-indirect gearbox is also pleasant rather than otherwise.

The body is astonishingly quiet for a monocoque construction, road noises being most effectively insulated. There

LARGER ENGINE (Right) of 2,415 c.c. capacity but similar in design to its predecessor, is now fitted to the Lancia. Each of the two banks of cylinders is served by one choke of the Weber carburetter, and the engine develops 118 b.h.p. at 5,000 r.p.m.

PURPOSEFUL, too, is the frontal aspect of this fast, long-distance touring car, with its powerful headlamps and built-in spotlamps (below).





SHAPELY TAIL (Above), although it houses a 17-gallon fuel tank, opens up to reveal (right) a most capacious luggage boot.



is never the slightest rattle over any surface, and the whole construction is intensely rigid. The acceleration is quite obviously exceptional, and the relatively small overall dimensions render this a most lively car in traffic. The gear change works very well for a column arrangement, though whether the occasional carriage of a central passenger merits the banishment of the lever from the floor is open to doubt. Third speed is used a great deal, being almost another top gear for winding roads.

On fast roads, 90 m.p.h. is an easy cruising speed, 110 m.p.h. is available after not too long a straight, but the ultimate 115 m.p.h. is equivalent to a rev-counter reading just above the red line. The car rides comfortably at all speeds, and the suspension is well damped.

The steering of the Lancia is unusual, having very little self-centring action. The main characteristic is an understeering one, and the rear end never breaks away under any circumstances. Traction is very good, and no wheelspin was experienced during the acceleration tests. This is because there is no torque reaction tending to wrap up the semi-elliptic springs, as with a normal axle. At its absolute maximum speed, the Gran Turismo shows a slight tendency to wander fractionally on hitting a bump suddenly. There is no "kick" at the steering wheel, as with earlier Lancias, though a track rod is still used.

The brakes are very powerful indeed. When used mercilessly from three-figure velocities, the front shoes tend to judder a little as the speed drops. The drums are somewhat masked by the wheel rims,

but the back, inboard drums are right in the air flow. Fading is not experienced, nor would one expect it with an Alps-bred car.

The Gran Turismo is clearly intended for fast, long distance touring. There is a 17-gallon fuel tank in the tail, which should suffice for about 350 miles at a stretch. The seats are comfortable and give just the right support, and the angle of the squabs may be adjusted in addition to the normal fore and aft setting. The lights are powerful, and the two built-in spotlamps combine to give a tremendous beam. As is usual with Italian cars, the heater is potent and rapid in action.

Even though the appearance does not differ greatly from that of the earlier 2-litre model, the Lancia is still an extremely handsome car. It has that functional look, that fitness for purpose, which is more attractive than any decoration. From an owner's point of view, there is the great pleasure to be obtained from having something that is really beautifully made. It is sometimes argued that the design is needlessly complex, but all the components appear to be laid out for easy servicing. In fact, engine removal should be much easier without a unit gearbox installation. There are, in any case, good sound engineering reasons for all the departures from conventional practice.

The Lancia Gran Turismo is a famous car. On test, it more than lives up to its great reputation. It is a pity that import duties and purchase tax add so much to its price, but it remains one of the most desirable cars of its size in the world.

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Lancia Aurelia Gran Turismo coupé. Price, £2,997 7s. 6d. (including import duty and P.T.).

Engine: Six cylinders in 60 deg. Vee, 78 mm. x 85.5 mm. (2,451 c.c.). Pushrod-operated inclined overhead valves, 8 to 1 compression ratio, 118 b.h.p. at 5,000 r.p.m. Double downdraught Weber carburetter. Marelli coil and distributor.

Transmission: Duplex propeller shaft with central steady bearing. Single dry-plate clutch mounted in unit with gearbox and final drive at rear of car. Four-speed all-indirect gearbox with steering column lever and synchromesh on upper three speeds, ratios 3.68, 5.34, 7.85, and 12.2 to 1. Spiral bevel final drive. Articulated half-shafts.

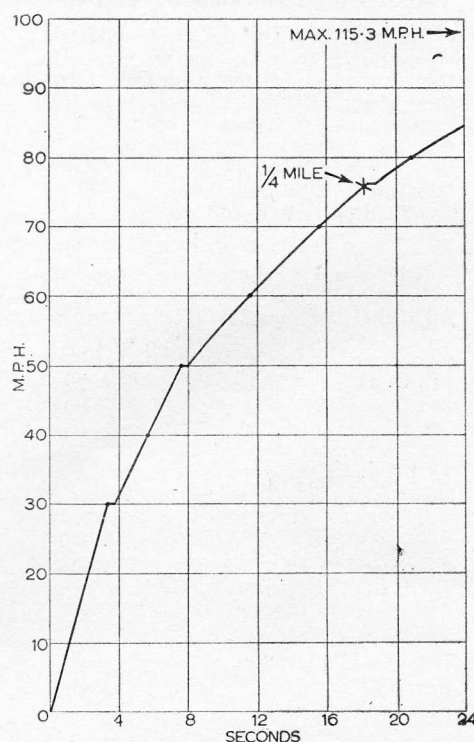
Chassis: Monocoque chassis-cum-body. Independent front suspension by helical springs on Lancia sliding plunger principle. De Dion rear axle on semi-elliptic springs with Panhard rod. Telescopic dampers all round. Worm and wheel steering box. Hydraulic brakes in ribbed drums, 11½ ins. x 2½ ins. front, 11 ins. x 2½ ins. rear (inboard). 165-400 mm. tyres on bolt-on pierced disc wheels.

Equipment: 12-volt lighting and starting. Speedometer, rev. counter, fuel and oil pressure gauges, spotlamps, self-parking wipers, flashing indicators.

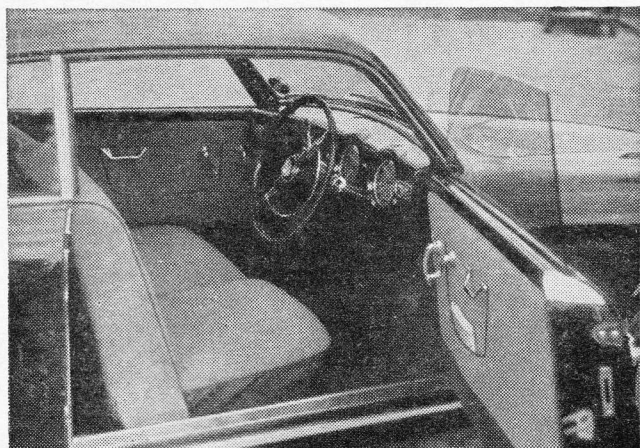
Dimensions: Wheelbase, 8 ft. 8⅝ ins.; track front 4 ft. 2½ ins., rear 4 ft. 3⅝ ins.; overall length, 14 ft. 4⅞ ins.; width, 5 ft. 1 in. Weight, 23 cwt.

Performance: Maximum speed, 115.3 m.p.h. Speeds in gears, 3rd 77 m.p.h., 2nd 50 m.p.h., 1st 30 m.p.h. Standing quarter-mile 18.2 secs. Acceleration, 0-30 m.p.h. 3.4 secs., 0-40 m.p.h. 5.6 secs., 0-50 m.p.h. 7.6 secs., 0-60 m.p.h. 11.6 secs., 0-70 m.p.h. 15.4 secs., 0-80 m.p.h. 20.8 secs.

Fuel Consumption: 20 m.p.g. (approx.).



ACCELERATION GRAPH (right) of the G.T. Aurelia accentuates the remarkable performance of the 2½-litre saloon car.



DRIVING POSITION (left) gives "a feeling of command" and excellent visibility. Surprisingly, for a car of the Lancia's character, a steering column gear lever is fitted.

42nd PARIS SALON

The Citroën engine is a 2-litre "four", as was its predecessor. It has inclined, pushrod-operated valves in a light alloy head, and the sump is also of aluminium. The carburetter is a twin-choke Weber, of which the throttles open consecutively, and 75 b.h.p. is produced at 4,500 r.p.m.

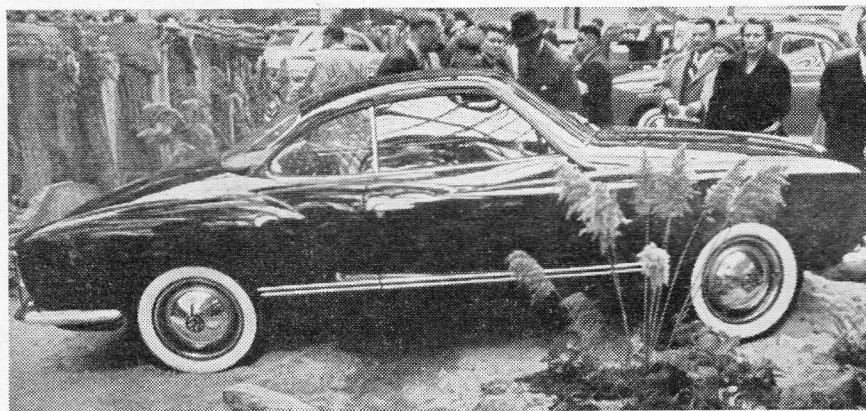
Mass Hydraulics

The engine drives a seven-cylinder hydraulic pump, which operates in conjunction with a pressure accumulator. This pump motivates five different services. These are the suspension, the automatic clutch, the gear change, the brakes, and the steering. The suspension is hydro-pneumatic, and carries the front wheels on pairs of equal length lateral arms; the rear wheels are on long single trailing arms. Novel universal joints allow the driven front wheels as sharp a steering lock as on a conventional rear-drive car. The rack and pinion steering is servo-assisted.

The front disc brakes are inboard. They are servo-operated from a tiny

JOHN BOLSTER reviews France's 1955 Motor Show—and finds Europe's car industry is as active as ever. First appearance of a futuristic new Citroën and a peak in the production of "Spyders".

PHOTOGRAPHY BY GEORGE PHILLIPS



THE Paris Salon is the most important motor show in the world. By tradition, it is here that the great firms introduce their new models, and here that fashions are set, trends are started. It is not the biggest show commercially, if one values exhibitions on actual orders taken, but from the point of view of sheer prestige, it stands alone.

The New Citroën

Even more brilliant than usual, the tone of this year's show is set by the incredible new Citroën DS19. Futuristic but entirely functional, this startling machine at once renders half the cars of the world out of date. Although it has been designed from first principles,

it is yet a lineal descendant of the model it will eventually replace. It is indeed an exciting addition to the ranks of high performance cars.

pedal about the size of a dip switch, which also controls the rear drum brakes on a separate circuit. There is no hand brake, a pedal for the left foot taking its place, and applying additional plungers to the front discs through a mechanical hook up. It can be locked on. The wheels have single central securing nuts, an excellent feature of racing origin.

There is no clutch pedal, but a gear lever selects the four ratios by hydraulic means. It is situated under the curious, single-spoked wheel. The chassis pan of the car is of welded steel construction. Plastic panels are used for the upper part of the body, and a translucent roof is an optional fitting. The car is light in weight and has superb visibility, while its appearance is daring but artistically sound. Strikingly displayed on a revolving dais, the DS19 attracts a constant flow of enthralled visitors.



VW!—The sleek new Volkswagen coupé (above), with two-seater body by Karmann, gains in performance over the orthodox model which it supplements.

SENSATION of the Show was the new DS19 Citroën (right), the first really new 2-litre model introduced by the firm since the year 1934.



Nest of "Spymers"

This year's Salon contains an exceptional number of immensely desirable cars. In the recent past, sports cars have nearly all been hard-top coupés. Now, although the enclosed speed models remain, there is a sudden revival of interest in the open car. The reason for this is plain. Earlier sports cars exposed the driver and his date to the full vigour of the elements. The modern type of Spyder thoroughly shields the bodies of the occupants, and concealed weather protection can give saloon comfort at will.

Perhaps the most perfect little Spyder is the Alfa Romeo. The white one at the Salon looks absolutely tiny, but it is as beautifully proportioned as the Sprint coupé. Curiously enough, the four-door version lacks the grace of the other two. They share the twin-cam engine, helical springs all round, normal back axle, and vast, turbo-finned brakes. Lancia have a 2.5-litre of rather similar conception, which is an extremely fast car. It is odd that both these machines have steering column gear levers. The tremendously successful 1½-litre Maserati, with 2-o.h.c., four-cylinder engine, is shown—possibly the most powerful vehicle in its category!

German Designs

Rather different in character is the Mercedes-Benz 190SL. It is a fairly large and most elaborately appointed two-seater, being really more of a drop-head coupé than a sports car. However, the appearance is superb, and the very highly tuned engine has two twin-choke carburettors. The Porsche Spyder, with its wonderful competition history, is too famous to need description, but its four-camshaft engine can now be had in other models of the line. This is most dramatic news, for until very recently it was only employed in the works competition cars.

Another open sports car is the Denzel, which has covered itself with glory in Continental rallies. It is a very short wheelbase machine, but has many practical features, including exceptional luggage accommodation. The air-cooled rear engine was originally developed from the Volkswagen unit, but is now practically a new make in its own right. This car repays the closest scrutiny, from

NON-STANDARD version of the 2CV Citroën features an incredibly low two-seater body of similar aspect at front and rear. This machine has an engine bored out to 500 c.c.

M A S E R A T I.—*Among the competition cars on show was the new 1½-litre sports-racing machine from Modena. This twin-o.h.c. car, driven by Jean Behra, defeated the formidable 4-o.h.c. Porsches in the 500 kilometres race at Nürburgring recently.*

★

GORDINI.—*Great interest was taken in the relatively new, and sleek, Grand Prix Gordini. This was the only Formula 1 single-seater to be on view at the Salon. It has a twin-o.h.c., eight-cylinder "in-line" engine, reputed to develop 230-240 b.h.p.*

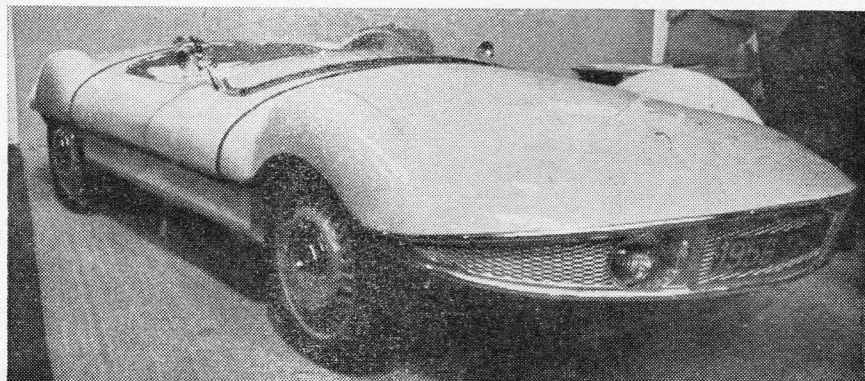


its tubular frame upwards, for it is a real engineering job.

The Aston Martin is regarded in France as being one of the world's finest fast cars. Therefore, the usual admiring crowd surround the DB2/4 coupés, both in hard-top and drop-head form. However, once again an open car is the spectacular attraction. In this case, it is a DB3S in standard competition trim, and as it is finished in the American racing colours, it is presumably expected to find an owner who has dollars.

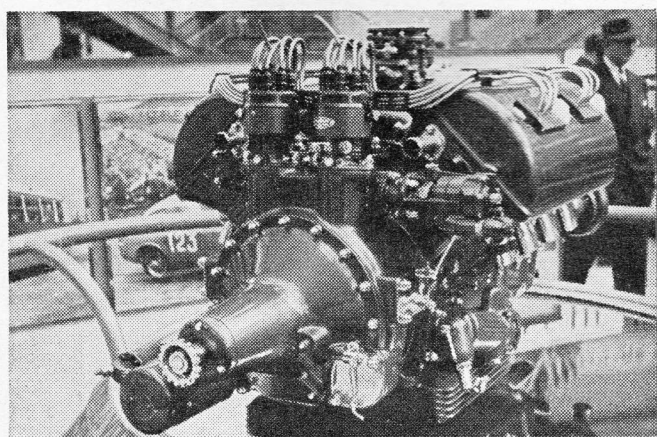
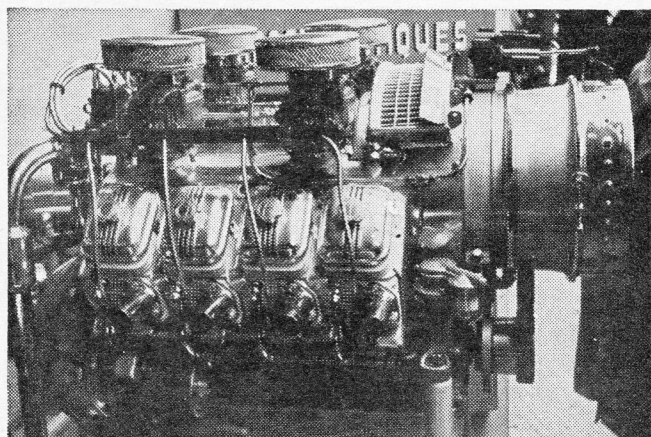
Strange Devices

At the Salon there are always attempts at originality which go too far and affront good taste, of which the American Gaylord is one, and the Boano-bodied Jaguar of Raymond Loewy another. Nevertheless, these efforts do show that American thought is very active in the sports car sphere. One of the most impressive features of the Salon this year is the improvement, from a European point of view, in the better American cars. One of the best

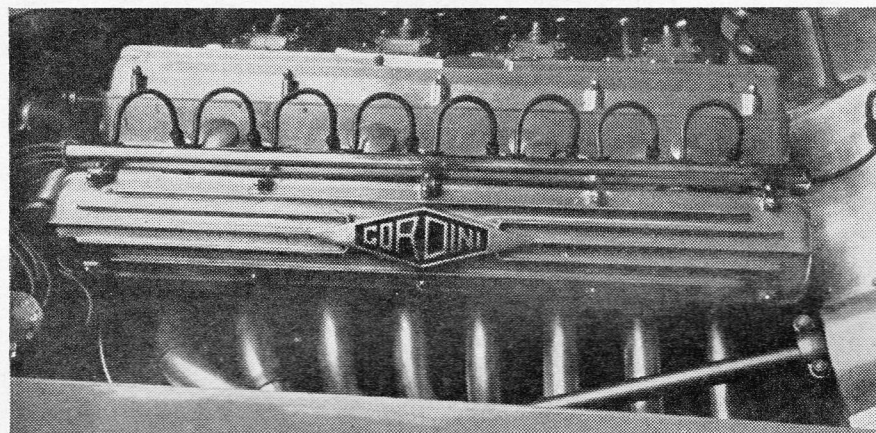


A Salmson "1½"

The Salmson is shown with a new open two-seater body. It is a pretty car, with proper knock-on wire wheels, though of fairly massive build. The 2-o.h.c. engine and Cotal gearbox are as in the existing coupé model. A 1½-litre engine is also shown on the stand. This has the 2.3-litre light alloy block, but with smaller liners and the short-throw crankshaft. It is mounted in unit with a ZF gearbox, and is at present developing 85 b.h.p. at 5,000 r.p.m. As this company have recently been absorbed by Renault, it is not yet known what the future policy will be. The open Fiat TV is a roomy, coupé-style sports two-seater. It gains full marks for a very large luggage boot, but once again one queries a steering column gear lever in a car with separate bucket seats.



TWO VEE-EIGHTS: On the left, the unconventional all-alloy, air-cooled 3-litre I.A.M.E. unit built by Industria Argentina. On the right, the latest from Pegaso of Spain, is a 4.5-litre pushrod o.h.v. engine, a marked change from their previous complex twin-o.h.c. design.



STRAIGHT-8 (left) is the 2½-litre twin-o.h.c. power unit of the latest Grand Prix Gordini.

transatlantic dimensions for their grand touring models. The Ferrari is a single camshaft (per head) 5-litre 12-cylinder, but Pegaso have swung from the ultra-advanced to the conservative with a pushrod and rocker 4½-litre V8. The Spanish firm retain their five-speed gearbox at the rear, and de Dion axle, but the Ferrari has a conventional axle and half-elliptic springs at the rear of its ladder-type tubular frame.

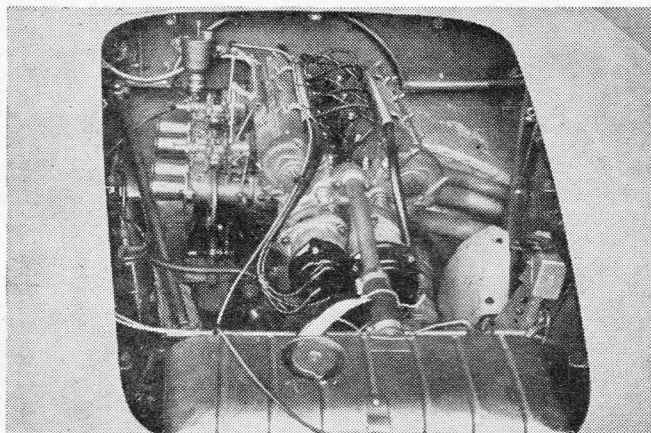
More Power

In the French industry, almost every manufacturer has found more power this year. Simca have their new "Flash" engine, and Renault have bored out the Frégate by 3 mm. It now has a square measurement of 88 mm., and very wisely great attention has been given to increased torque in the accelerating ranges, rather than to ultimate maximum speed. The little Renault has a new Solex carburetter, with automatic starting. It also has an ignition key operated starter motor. Thus, the two controls on the floor, that we have known for so long, have been eliminated. The gearbox has better synchromesh, and the front end is largely redesigned. An automatic clutch may be had on this

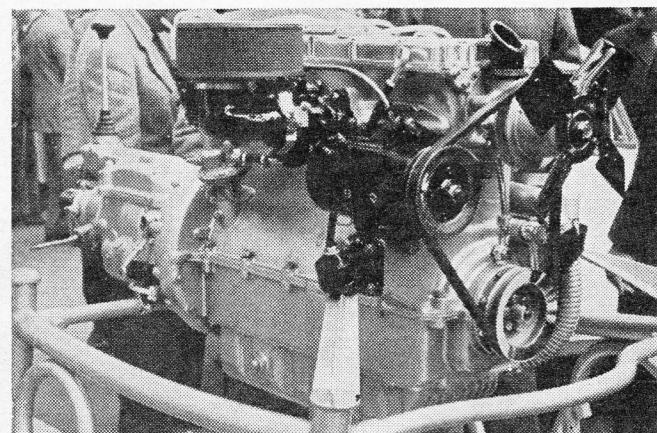
looking cars in the show is the new Lincoln Continental. This is a two-door four-seater coupé, and is immensely attractive. There are no chromium flashes along the sides, and the front end is neat and restrained but very well proportioned. There are proper round instruments, and tradition is allowed to have its say in the almost buried but still discernible "Continental" spare wheel mounting. More radical than the Lincoln, but still agreeable, is the Cadillac Eldorado. Its four small headlamps and tail fins are notable styling

features, but the treatment of the four doors in a coupé type of body certainly breaks new ground. The Packards are fabulous in their luxury, and the De Soto has a new long, low look. The Ford Thunderbird gives American-style performance in a European-sized package.

The influence of these American cars, and their success on overseas markets, is reflected in many new Continental models. Mercedes-Benz have an American-type automatic transmission installed in their 300 limousine, and Ferrari and Pegaso now have engines of



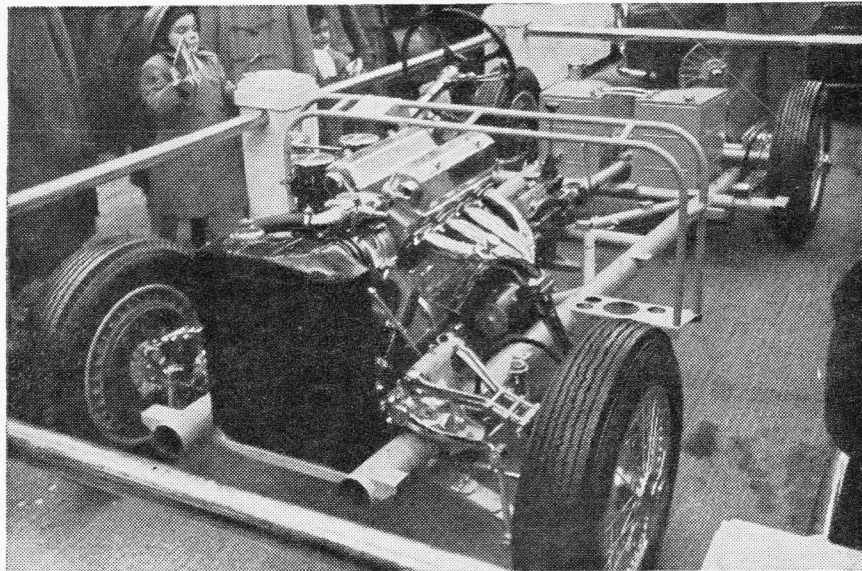
1½-LITRES of Maserati engine, complete with twin overhead cams, twin double-choke Webers and 130 b.h.p.



1½-LITRES of 2-o.h.c. Salmson power unit seen in touring trim (85 b.h.p.). Competition version gives 115 b.h.p.

car, at £28 extra, when it becomes a two pedal job.

An automatic clutch can also be supplied for the 2 c.v. Citroën. In both cases, this means that the most careless driver cannot stall the engine in traffic. It is, of course, a step towards the eventual adoption of automatic transmissions. However, quite apart from the cost, "automatics" are not yet ideal for the very low powered car, and it is felt that an automatic clutch, in conjunction with a well-synchronized manual shift, is as far as we can go at present. Panhard offer the same system, and they now have an ingenious hydraulic valve adjustment, acting at the fulcrum point of the rocker; they have also found another 3 b.h.p. Since the Citroën merger, the price of the Dyna has been slashed by £135. The Panhard-based D.B., of racing fame, appears as a very desirable plastic coupé, with ingenious retractable headlamps. The 2.5-litre Talbot coupé is a fast and beautiful car, though it costs over £2,000, and the



"GRAND SPORT" version of the 2½-litre Lago-Talbot, in chassis form (above).



GRAND TOURISME: The new D.B. "750" with beautifully clean plastic body incorporating retractable headlamps.

Formula 1 Gordini brings Grand Prix glamour.

In the coachwork section, it is refreshing to find that France is fighting to regain her once unquestioned leadership of style. In particular, there is a limousine on the big six-cylinder Citroën chassis which all luxury car manufacturers should see. Built by Franay for the President of the Republic, it achieves the difficult task of getting a modern line into this type of body; it is immensely attractive. Then, there are various specialist bodies on popular chassis, of which two Renault-based examples stand out. One is the Auto-bleu, an occasional four two-door coupé that only an expert would recognize as a "4 c.v." The Alpine is a strictly two-seater competition-type coupé, built in plastic on the Renault steel bottom. It costs £825, and can be had with various

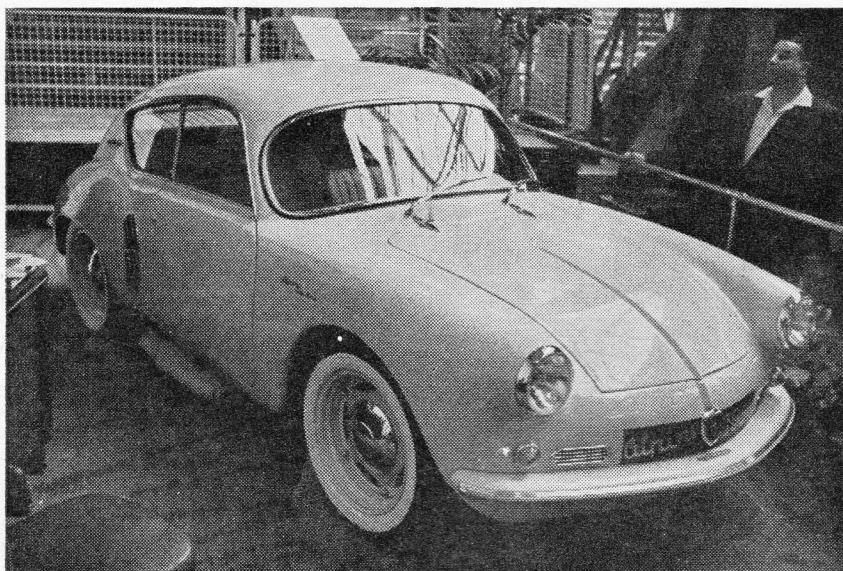
degrees of engine tune up to the full "1,063" with five-speed gearbox.

The German industry exhibits several interesting and typically well finished cars. Mercedes-Benz show something for all tastes, from the 300SL to the lowly diesel. The remarkable DKW two-stroke is on view, with a separate coil for each cylinder, and a most compact front-drive layout. The engine and transmission aggregate also powers a remarkably large bus, and is even found, surprisingly, hidden under the bonnet of the French Claveau, which is suspended on rubber bags.

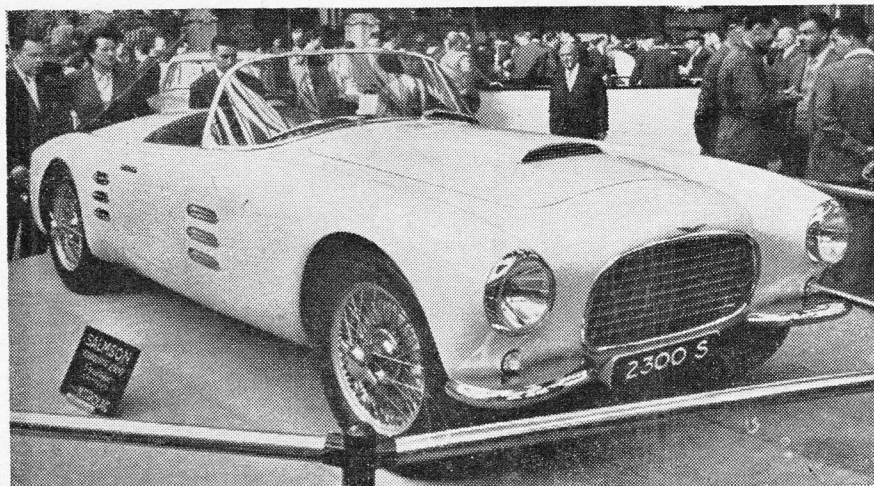
A Sleek VW

The new Volkswagen coupé is an exceedingly well proportioned little car. It is a two-seater with much luggage space, with body by Karmann. The lighter weight and better aerodynamic

(Continued on page 467)



RACE BRED: The sleek "Alpine Mille Miles" version of the ever-popular rear-engined 4CV Renault.



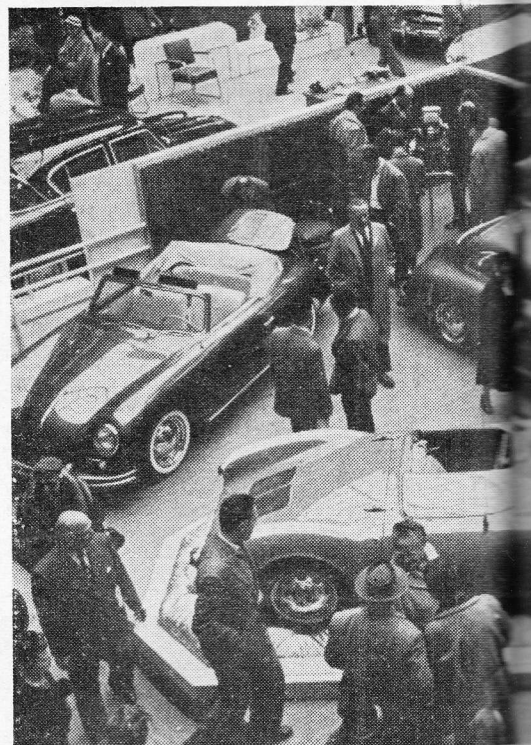
SALMSON 2.3-litre two-seater has a twin-o.h.c. engine and Cotal gearbox.



FIAT 1100 TV also appears in Spyder form, although, strangely, it retains the steering column gear-change.



MERCEDES-BENZ 190SL is more a fully-appointed sports coupé of substantial appearance. Two twin-choke carburettors are fitted.



The Cult of

The European trend is now sports-tourer—and the Paris

PORSCHE (top) are now making their race-proved 4-o.h.c. Spyder engine available for the other models in their range.





BMW have a beautiful machine in the Type 507. Powered by a new 3.2-litre V8 engine, it has a detachable hard-top.

the "Spyder"

towards the two-seater open
on produced these examples:

LANCIA (below) have a two-seater open version of the 2.5-litre Aurelia sports saloon.



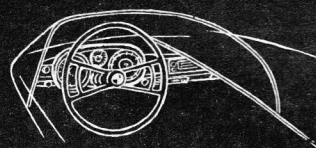
ALFA ROMEO are making a very shapely Spyder version of the Giulietta Sprint—with equal artistic success.



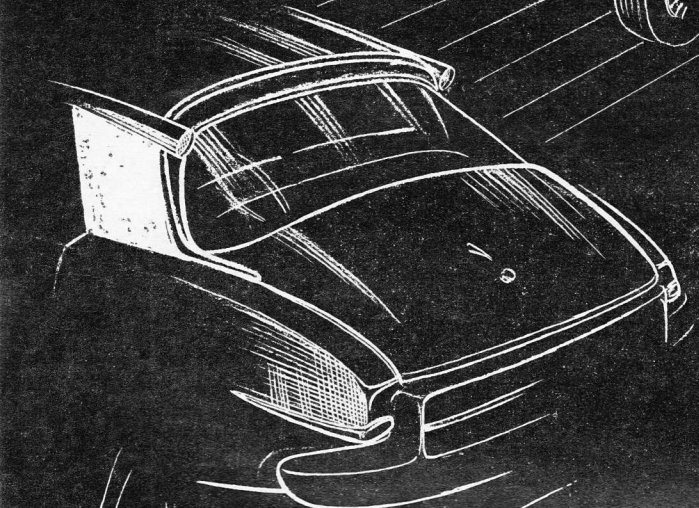
DENZEL, the Austrian marque that has achieved considerable success in competitions, developed their design from the Volkswagen.

Salon Sketchbook

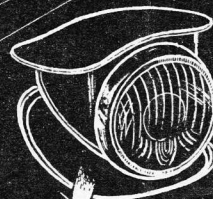
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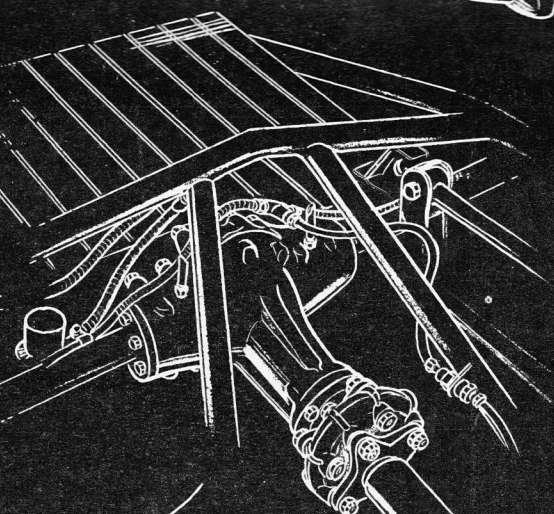
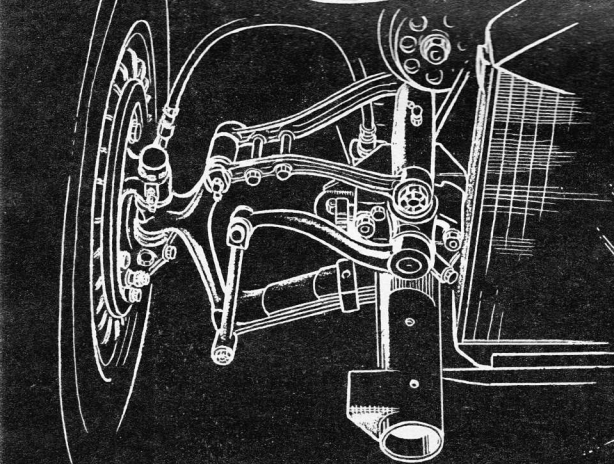
BMW 507. After removing the detachable hard-top, a wrap-around racing screen can be fitted, with a cover over the passenger's seat.



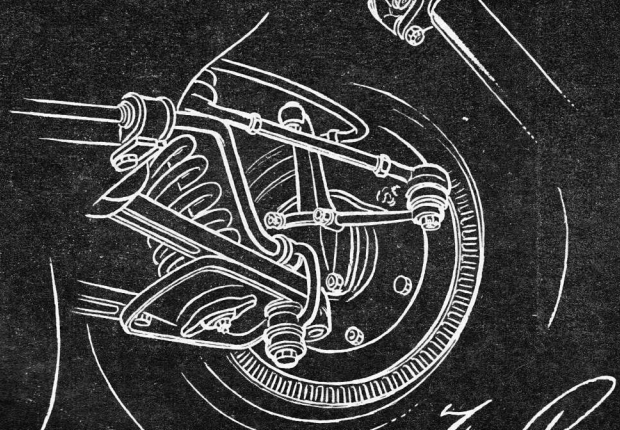
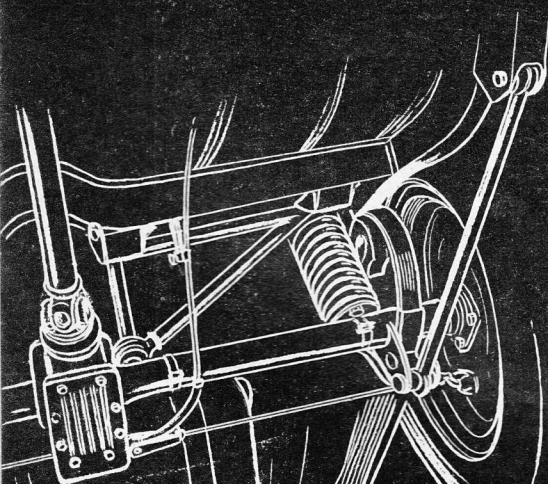
Citroën DS19. At far left is seen the "one-spoke" wheel and a rear view of the car.



DB Grande Tourisme. The headlights emerge from hatches when switched on.



Lago-Talbot front suspension (far left) and **Ferrari** rear suspension.

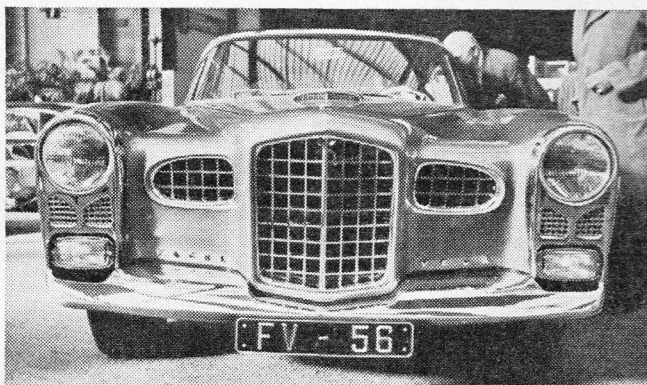
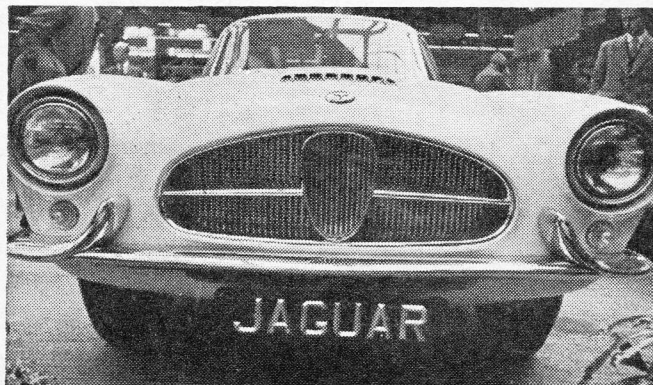


Alfa Romeo Giulietta Sprint rear and front suspension.

STOP ME and buy one!—The eye-catching Cadillac "Eldorado" has a shapely pillarless body (left) and a new and successful line in cast alloy wheels.

CURVACEOUS are the lines of the Jaguar XK 140 with special body by Ghia, while—

ANGULAR is the form of the French Facel-Vega, a new conception of a high-performance vehicle, capable of transporting the family—and the luggage!



42nd Paris Salon—continued

shape give a useful increase in performance. One of the most delectable cars in the Grand Palais is the BMW. The sports coupé version has a 3.2-litre V8 engine, and is a high-performance machine of compact dimensions. The oval tube frame is similar to the other cars of this make, though with shorter wheelbase, but the separate gearbox is replaced by an orthodox unit-mounted one.

British Contingent

It is difficult not to be disappointed with the British display. Certain new models, due to make their bow at Earls Court, certainly ought to have appeared first at the Salon. By deliberately missing the Paris show for a whole year, the makers concerned have done themselves irreparable harm in export markets. One deeply regrets that these last-minute surprises did not arrive to serve our national prestige. Furthermore, American service personnel, loaded with dollars, were crowding round the Continental Spyders.

As the British cars will be fully

described in our Earls Court issues, they will not be discussed in detail here. However, it is good to see the 3-litre Alvis, with the Graber-designed body which will be standardized. This is a modern conception, but there is still a suggestion of the old Alvis radiator. The M.G.A. is also on view, having already been to Frankfurt in its brief life. There is no waiting for Earls Court with this go-ahead firm.

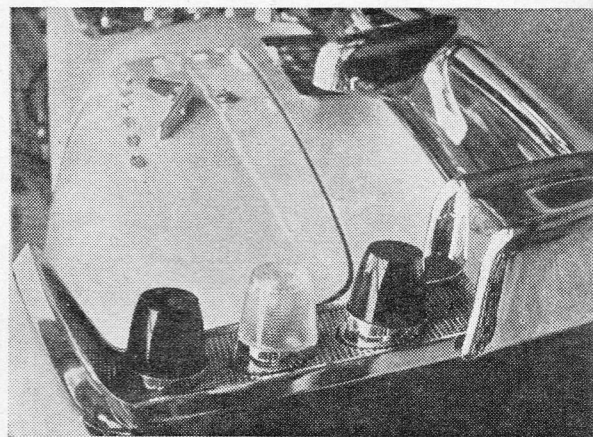
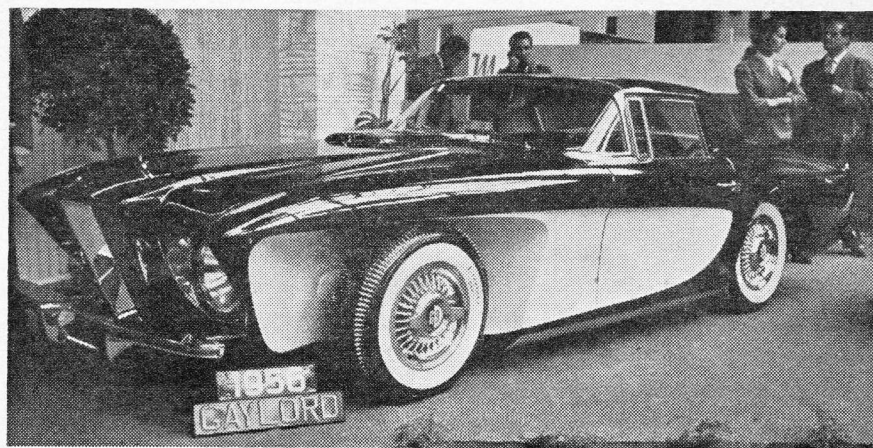
One cannot conclude without mentioning the unusual, even weird, designs that always enliven this exhibition. There is the I.A.M.E., for instance, a 3-litre V8-engined car of South American origin, that has air cooling by the biggest blower ever. Then there are the tiny machines with engines as small as 125 c.c. Of these, the Mochet is best known, and now has a minute closed body. The brakes are contracting bands, cable operated, and the rear axle is a straight bar with a chain sprocket on it. Such

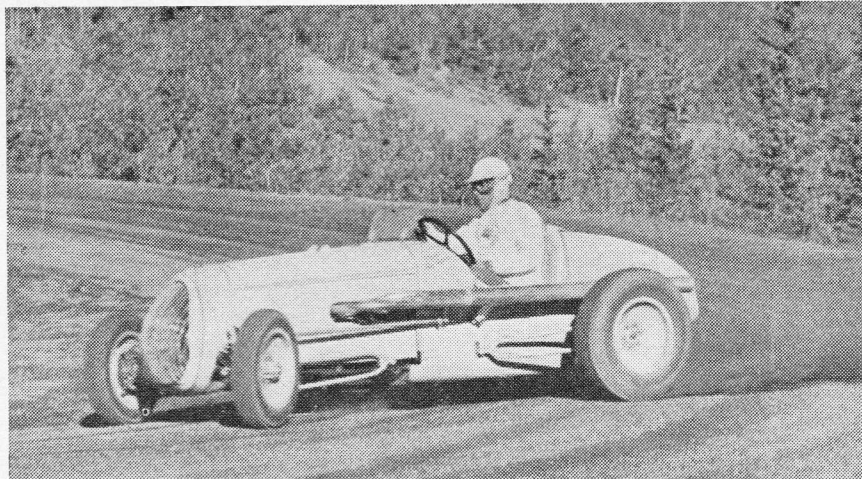
NO COMMENT (bottom, left) could do justice to this "distinctive" Gaylord from America!

little machines are legion, though their combined output must be very small. Surely only a very brave man would dare to drive any of them in the fierce traffic of the French capital!

The Paris Salon of 1955 is one of the most interesting motor shows that has ever taken place. To describe all the technical innovations fully would be utterly impossible in the present compass. Suffice it to say that here are assembled more really lovely looking cars than ever before. One only regrets that stripped chassis are now so seldom exhibited, but where the body acts as the frame of the car this is virtually impossible. German manufacturers, however, seem to realize that potential purchasers like to see the "innards" of the machines displayed—Porsche, for example, go to the trouble of showing a sectioned view of their fabulous 4-o.h.c. power unit.

TAIL-PIECE (below): Thermos flask rack? Cocktail cabinet? No, just the tail-light assembly of the De Soto Sportsman (taken lying down!).





HIGHWAY TO THE SKY

An American Classic, the Pikes Peak Hill-Climb

ONE of the greatest racing events of the American calendar, second only to the Indianapolis race in age and tradition, the Pikes Peak Hill-Climb stands unique in the game. Since its inception in 1916, a most enthusiastic crowd has been drawn, year after year, to the fabulous peak. This year's climb, on Labour Day, brought a most thrilling contest, plus a new record, as reward for the thousands of race fans who clustered along the 12 miles of winding gravel road. The hill-climb constitutes the pride and joy of all residents of Colorado Springs; it is sponsored by many local institutions, commercial and individual, and conducted by the indefatigable Mr. Lloyd Faddis, chairman of the Pikes Peak Racing Association, with the supervision of the American Automobile Association.

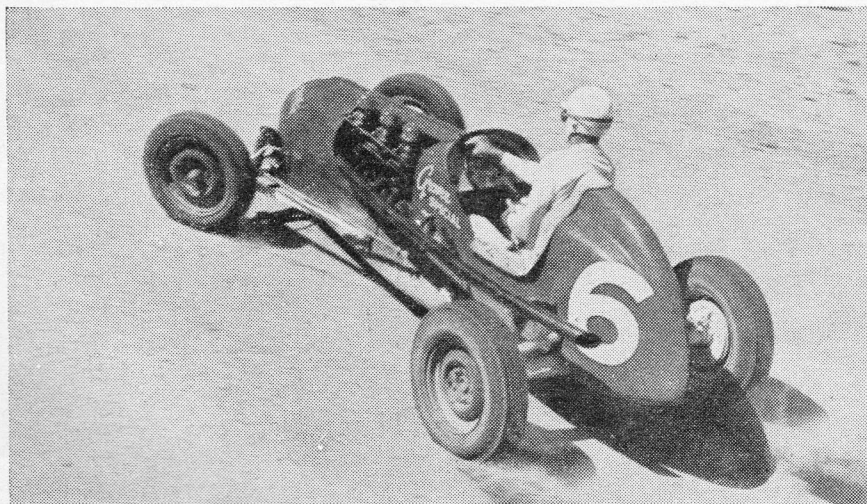
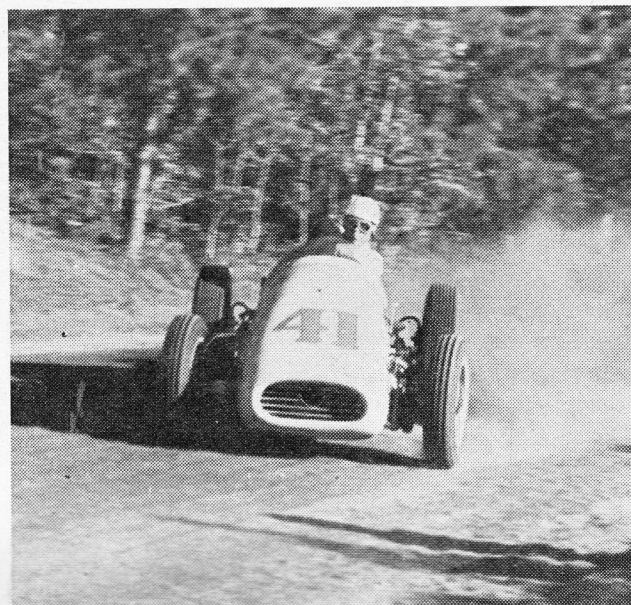
The stage for the 33rd hill-climb was, with minor alterations, the traditional 12.42-mile-long road between the 7-mile post and the summit of the peak; rather loose gravel surface, hair-raising cliffs instead of an outside fence, curves by the hundreds (as sharp as 146 degrees in some cases) and a vertical rise of over 4,700 feet. Weather did not seem too interested in the success of the climb; lack of rain had rendered the road extremely dusty, minimizing the available traction to such an extent that no records were to be expected.

RECORD BREAKER
Bob Finney (top), who stormed up the 12.4-mile hill in 14 mins. 27.2 secs., seen on full left lock on the right-hand Brown Bush bend.

OLD MAN OF THE MOUNTAIN: (Right) *Louis Unser, nine times the Pikes Peak winner, slides his Chrysler-engined car through a turn.*

ACCELERATING
out of a switch-back at the 16th mile post is Loren Roberts (below), who set second B.T.D.

A continuous stream of automobiles covered the road to the summit of the peak before dawn on race day. The natural parking lots were crowded very early in the morning, and spectators had to resort to more precarious accommodations for their cars. Well above timberline, any little space among the rocks, in spite of the 45-degree inclination, was good for parking. The road was closed to traffic at 10 a.m. and, admirable curtain-



raiser, a girl riding a motor-cycle carried the American flag to the summit.

Then the climbs began. The Dodge pace-car, driven by Lloyd Faddis, set a new record for stock cars: 19 mins. 39.4 secs., clipping 10 secs. off his 1954 mark. Shelby Hill went promisingly in the early miles, but his spinning out of the road dropped him to the bottom of the finish list, with a time of 16 mins. 17.6 secs. Loren Roberts reached the top of the peak in 14 mins. 39.5 secs. (new record) and sat down to see the rest of the field try. The young Unser brothers: Louis, Jerry Jr. and Bobby, driving for their first time, got to the summit in 14 mins. 48.2 secs., 14 mins. 50.6 secs. and 14 mins. 53.5 secs., respectively, which was, in the end, good enough to grab third, fourth and fifth places. Their

uncle, Louis ("Old Man of the Mountain") could not do better than 15 mins. 24.4 secs. (11th place)—but he has won the climb no less than nine times before.

Five cars were forced out with mechanical troubles, and it was the last driver of the day, Bob Finney, in a Lincoln-powered car, who broke Roberts's new record, with a wonderful climb in 14 mins. 27.2 secs. Then, hill-climb over, the competitors paraded down at Glen Cove, where the "Winners Circle" had been rigged up. A horde of photographers, cine and TV operators recorded Finney's victory kiss (actually, several kisses) from the "Princess Power". That the 33rd Pikes Peak hill climb was a real success, in every respect; was the unanimous reaction. To the writer, an enthusiastic follower of this event for 20 years, it was an unforgettable spectacle, and a fascinating exhibition of bravery and skill over one of the toughest mountain roads in the world, steep and twisty to perilous excess.

DR. VICENTE ALVAREZ.

Results

1, Bob Finney (Frenzel Spl.), 14 mins. 27.2 secs. (new record*); 2, Loren Roberts (Grover Spl.), 14 mins. 39.5 secs.; 3, Louis J. Unser (Jerry Unser Spl.), 14 mins. 48.2 secs.; 4, Jerry Unser Jr. (Coniff Spl.), 14 mins. 50.6 secs.; 5, Bobby Unser (Jerry Unser Spl.), 14 mins. 53.5 secs.; 6, Keith Andrews (Hunt Magneto Spl.); 7, C. Lowderman (Raybestos Spl.); 8, Pete Woods (Stiner Spl.); 9, P. Kleinschmidt (McDowell Spl.); 10, George Hammond (Dobry Spl.).

*Previous record: Keith Andrews (1954), 14 mins. 39.7 secs.



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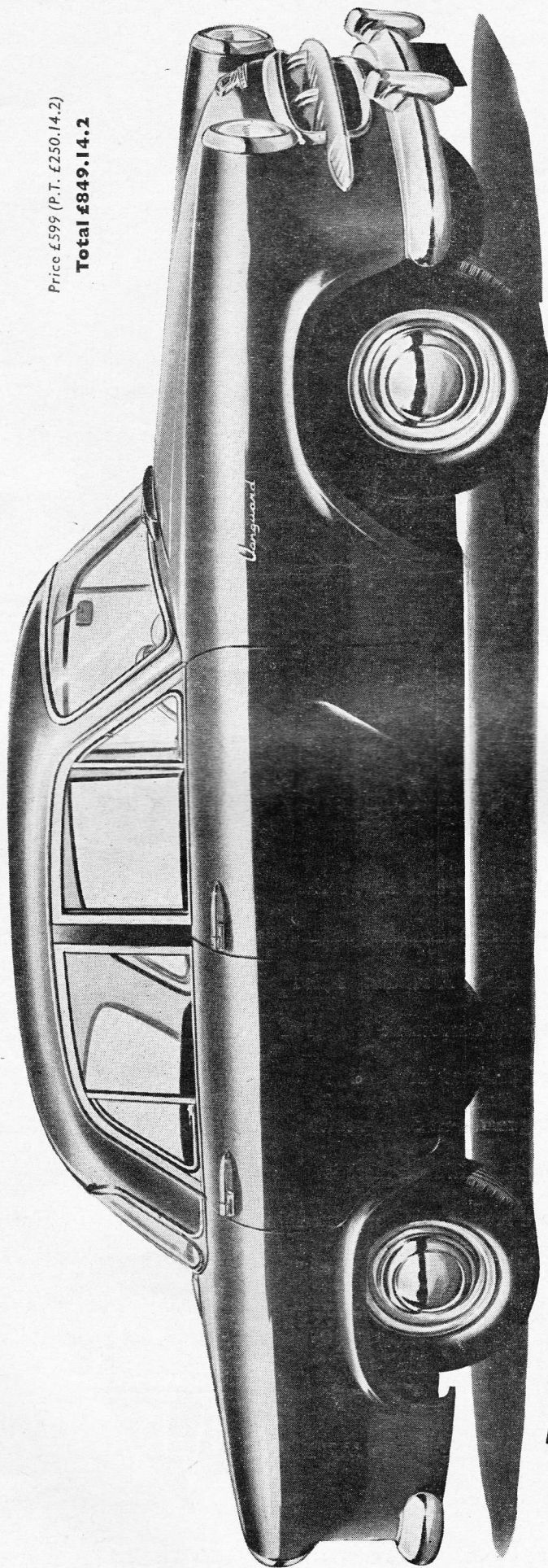
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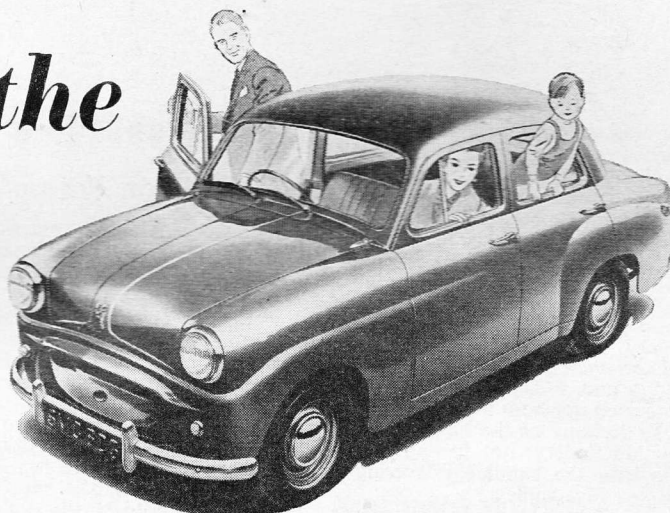


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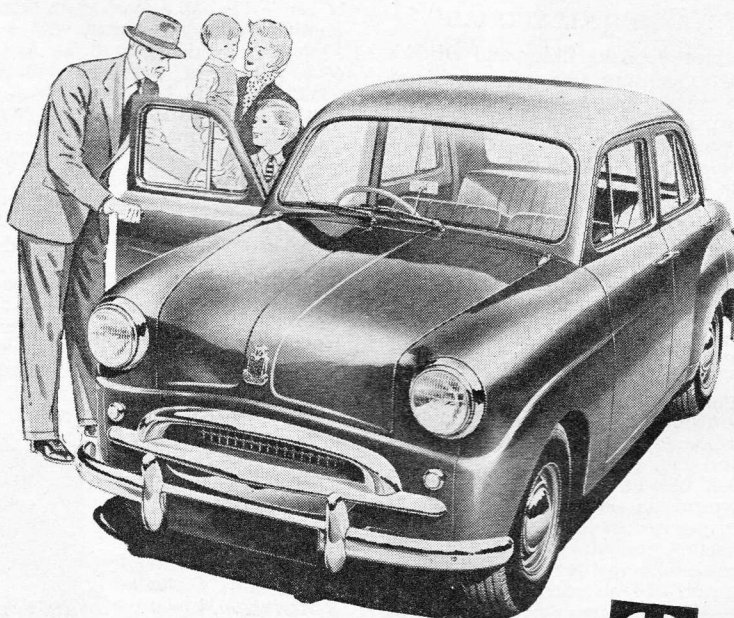


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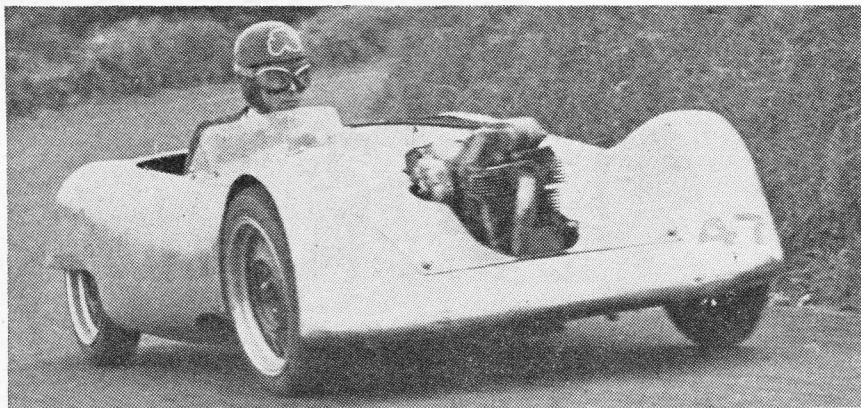
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RECORD-BREAKING CLIMB (left) is made by Rex McCandless, designer of the Norton "featherbed" frame and the unconventional McCandless 500.

THERE was an all-round improvement on existing times in the Ulster A.C.'s Knockagh Hill-Climb on Saturday, 1st October, culminating in the existing hill record of 57.6 secs. (made last year by Sydney Durbidge (Maserati)) being broken six times.

Five of these record climbs were made by two Norton-engined McCandless cars, shared between Rex McCandless, Laurie McGladery and Desmond Titterington. It was Desmond's initiation into Formula 3 motoring and, a day or two before the climb, he tried out both McCandless cars, eventually deciding on the Mark 2 version used by McGladery, not feeling exactly at home with the handlebar steering as used by Rex McCandless.

The sixth climb was made during practice by Drew Jamieson in his 1097 Cooper, and the timekeepers announced that this had taken less than 55 secs. Obviously, there was to be a great scrap between this car and the McCandless machines. Alas, secondary driver Brian

A TOUGH ILKLEY TRIAL

COMPETITORS in the Ilkley and District M.C.'s Sporting Car Trial, held on 2nd October, found conditions most deceptive. After the very dry summer, the hills and dales of Yorkshire appeared at first glance to be bone-dry, and excellent grip was expected. However, recent rain had been unable to penetrate the hard earth and provided very slimy conditions, if not thick mud.

Only eight cars started in the trial, perhaps because Northern trials specialists have not yet prepared their new cars for the season. The starting point was the Tennant Arms Hotel, Kilnsey, in Upper Wharfedale, and from there the route lay over about 40 miles of the roughest country around the head of Malhamdale, Wharfedale and Littondale, with 12 sections and two special tests. Following the lunch stop at Litton, the route went over Horsehead Pass to the finish at Kilnsey, where just before clocking in a free-wheeling and braking test was held.

Unluckiest competitor was John Pemberton, who had his rear axle lock solid after breaking a drive-shaft, making his car quite untowable. A new special was Gordon Gartside's "Garford", which has a tubular chassis, helical springs at the rear, and a very neat fibreglass body in a semi-enveloping style with a small boot at the back.

P. M. C.

Results

Best Performance: J. F. H. Walker (Harford), 41 marks lost.

Best Novice: C. G. Cordingley (Ford), 94.

First Class Award: N. H. Coates (N.H.C.), 43.

RECORDS FALL AT KNOCKAGH

Rex McCandless Best in Final Ulster Hill-Climb

Thomas, making a practice run, overturned the Cooper and severely damaged his shoulder as well as putting the Cooper out of action.

In the class for small saloons, the Renaults of David Archibald and Ronnie Martin took on a host of Austin A30s and whipped them soundly. Archibald's best climb was in 76.24 secs. while Cecil Molyneux, having climbed in 87.91 secs. in his A30, took over Archibald's car in a secondary run to record 76.24 secs. and finish as runner-up. Only George Hurst's A30 could hold Martin out of third place.

When the up to 1,500 c.c. saloons came to the line, the crackle from Wilbert Todd's almost Formula 1 Prefect sent the trophy engraver off right away to start work. Sure enough, Wilbert's second run in 74.93 secs. was to justify this.

Ten TR2s had a class all to themselves. Robin McKinney opened with a run in 62.96 secs., which beat Brian McCaldin's 63.46 secs. and Desmond Titterington's 63.80 secs. and left Robin best on the first runs. Next time up, McKinney clipped his time to 62.49 secs. while McCaldin was fractionally slower, but Titterington improved to 63.32 secs. Then, much later, among the secondary runs, Ernest McMillen took his TR2 up in 62.79 secs. to finish runner-up in the class.

Billy Morton's Morton-Ford had Class 6 nicely sewn up with a second climb in 59.99 secs. until Jim Meikle, running as a secondary in his 1097 Kieft, and after a rather slow and bothersome initial climb, rocketed his way up in 59.69 secs. Meikle, who spent the afternoon either dashing

up the hill or changing engines in his Kieft, had earlier collected Class 7 using a 1,339 c.c. power unit and climbing in 60.34 secs. David Archibald made two brisk secondary runs in his 1,343 Nufor to finish in second place to Meikle in this class.

Apart from Morton, no one had broken the even minute when Laurie McGladery brought his Mark 2 McCandless to the line. Laurie set off in a business-like manner and it was no surprise to hear that his time was 58.11 secs.

He was followed by Rex McCandless in the handlebar-steered McCandless. Rex climbed effortlessly and faultlessly to set the new lowest—55.83 secs.

On the second runs, McGladery got down to 57 secs. despite symptoms of gear-slip, while Rex was fractionally slower than before in 55.97 secs. Then Desmond Titterington took over McGladery's car, to find that he had to both steer and hold the car in gear. His first climb was his best, in 56.93 secs., as compared with 57.49 secs. on his second run.

The open handicap went to Marshall Watson, who drove Tom Allen's M.G. and who deserved the award as much for his driving as for his support of Ulster meetings, irrespective of the results.

W. A. McMASTER.

Results

B.T.D.: Rex McCandless (499 McCandless), 55.83 secs. **Record.**

Closed cars, up to 850 c.c.: 1, David Archibald (750 Renault), 76.24 secs.; 2, Cecil Molyneux (750 Renault), 76.91 secs. **851-1,500 c.c.:** 1, Wilbert Todd (Ford Prefect), 74.93 secs.; 2, Ronnie Martin (1,486 Jowett), 75.20 secs. **Over 1,500 c.c.:** Stanley Porter (1,991 A.C. Aceca), 64.50 secs.

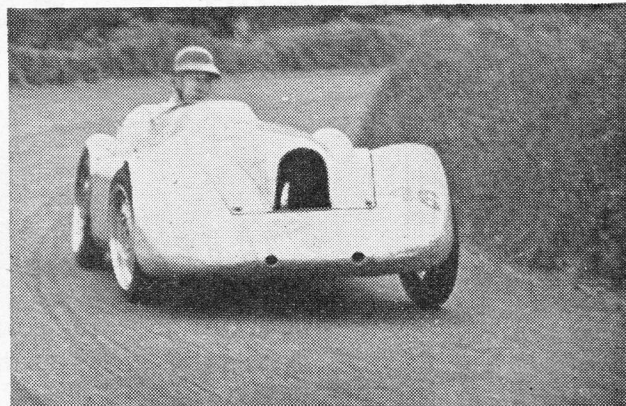
Open cars, up to 1,300 c.c.: Miss Jean McKee (M.G. TC), 77.77 secs. **Over 1,300 c.c.:** 1, Robin McKinney (Triumph TR2), 62.49 secs.; 2, Ernest McMillen (Triumph TR2), 62.79 secs.

Non-racing, up to 1,300 c.c.: 1, Jim Meikle (1,097 Kieft), 59.69 secs.; 2, Billy Morton (1,172 Morton-Ford), 59.99 secs. **Over 1,300 c.c.:** 1, J. Meikle (1,339 Kieft), 60.34 secs.; 2, David Archibald (1,343 Nufor), 61.37 secs.

Open to all: 1, Rex McCandless (499 McCandless), 55.83 secs.; 2, Desmond Titterington (499 McCandless), 56.93 secs.

General handicap: 1, Marshall Watson (1,250 M.G.), net time 49.32 secs.; 2, R. M. D. MacGregor (1,426 M.G.), net time 49.5 secs.

★
NEW EXPERIENCE (right) for Desmond Titterington, who is named as a Mercedes driver for Sunday's Targa Florio, was to try the other McCandless car in the Knockagh hill-climb.



★

CORRESPONDENCE

Autocross Antics

I LEFT a recent autocross meeting disgusted beyond words by the ostentatious antics of so-called officials. Any newcomer to motor sport would have been convinced that young men in queer headgear, and their beauties in queer legwear, are in need of psychoanalysis.

It was the first autocross I have attended. So far as this club is concerned it will be the last. Thank God I wasn't competing!

A number of officials continually drove around and across the circuit, pausing to chat with their friends or shout instructions to marshals, or smile at the ladies.

During the day one young man—who was competing as well as officiating—drove around the track at least a dozen times. Twice he carried passengers. On one occasion he took with him a young lady in order to have photographs taken on a bend. Bad enough. But worse—it was while competitors were still completing their lap! An insult to them and to the sport.

On other occasions this "sportsman" was to be seen driving with a bottle of lemonade in one hand, or with a giant megaphone. The crowd around me thought it amusing—it confirmed their impression, or created the impression, that motoring enthusiasts are immature morons. On this showing I could agree with them.

As I enter this club's events on other occasions I must content myself by signing off

SO-CROSS.

LONDON, W.2

Nostalgia G.P.?

ENGLISHMEN are known the world over for their peculiarities. Not least of these is the fanatical interest they take in obsolete racing machinery. Perhaps it is sentimentality which prompts us to maintain these creations in immaculate condition, long after the countries of their origin have forgotten that they ever existed.

Whatever it is, one never does hear of events on the Continent designed to cater for old or obsolescent machinery. In England (and parts of the Commonwealth), however, free formula races are regular features of many of our National meetings, and the V.S.C.C.'s Seaman Trophy is a classic.

Bearing this national characteristic in mind, couldn't something in the way of a major national event be arranged for all racing machinery other than present F1 and F3 cars? What about making the British Empire Trophy a special event for such motor cars. I envisage this as a handicap race so that such interesting machines as the V16 B.R.M. can be seen along with the many beautiful pre-war specimens in the same race. Good starting money should be offered to help the owners to cover the great effort needed to keep these proud old motors active, and prizes at least comparable with big F1 meetings today. One thing is certain—there would be no trouble about finding the spectators. Just note the attendance of any V.S.C.C. meeting.

Any newspaper interested?

NEWTON, CHESTER.

D. E. TILLEY.

P.S.—I have no connection with either B.R.M. or V.S.C.C.

Marshal Aid for an American

MAY I, through the medium of your paper, pay tribute to the kindness shown to my wife and sons by the bespectacled and much-moustached paddock marshal at Castle Combe, who, between spells of gate duty, found time to give explanations of technical terms, lines through bends, etc., to us and, on the whole, made our afternoon more enjoyable and the excellent racing more interesting.

He also went out of his way to help an invalid's car into a good position in the paddock for viewing and frequently returned to ask if there was anything else he could do. His courtesy and kindness will remain as a pleasant memory when we return home to America this week.

Back home we look forward each week to your publishing day and spend many hours poring over old editions.

T. A. BOSTOCK.

BRISTOL. (HOME ADDRESS: LOUISVILLE, OHIO.)

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

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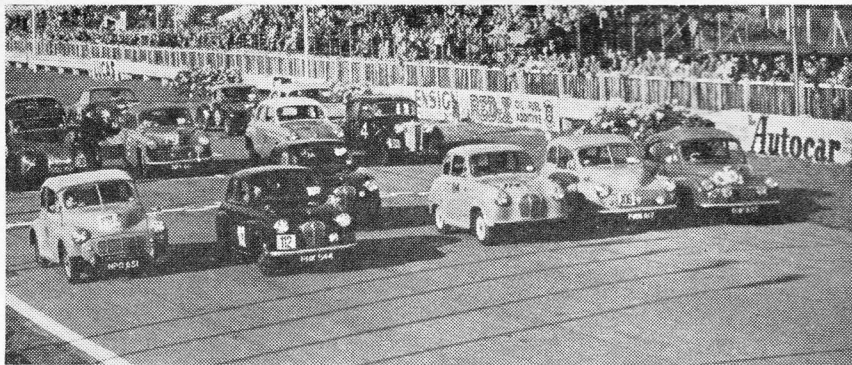
NEWS FROM THE CLUBS

By Wilson McComb

SOMEWHAT to my surprise, I find that nearly two and a half years have elapsed since I gave over this column to a hearty welcome for glass fibre reinforced plastics, and enthused over the possibilities of this exciting new material. "There is no reason", I wrote enthusiastically, "why the home-built special should not sport a body as handsome as that of any Ferrari."

That this was wishful thinking was brought home to me last Sunday at Brands Hatch, where a special *concours d'élégance* and race for cars of this type brought forth a riotous discord of ill-matched curves and rectangular, Jeep-like windcreens. No names, no libel actions, and one or two of the constructors had achieved something worthy of pride, but the rest should bear in mind that the use of a more "flexible" body material (without appreciation of the artistic principles involved) merely increases the chances of going horribly wrong.

THE speed season is drawing to a close, but it hasn't quite got there yet. One of the meetings still to take place is the sprint at Tarrant Rushton, near Blandford, which the 750 M.C. and West Hants and Dorset C.C. will hold on Sunday, 30th October. So if you want some post-Motor Show motoring, and are a member of the B.A.R.C., Hants and Berks M.C., Gosport A.C., B.R.S.C.C., M.G.C.C. or Vintage S.C.C., write for regs. to Mrs. M. D. Morris, 4 Deans Road, West Southbourne, Bournemouth, Hants. Sunbac's popular "double", the Airline Rally and the Annual Trial for the Vesey and Sutton Cups, will occupy the same weekend, 29th/30th October. The rally will



B.M.C. BRIGADE: Three Morris Minors and three Austin A30s set off together in a recent handicap race at Goodwood.

cover not more than 240 Airline miles; if you don't know what Airline miles are, you can find out from Jack Woodhouse, 106 Jockey Road, Sutton Coldfield. . . . Yet another new club is the Chard M.C., 'way down in Zummerzet; details of their activities may be had from Mrs. P. Weeks, 8a Holyrood Street, or P. C. Stoodley, 30 Bondfield Way, Chard. . . . John Eason Gibson will act as quiz master next Tuesday, 18th October, when the North London Enthusiasts' C.C. do battle with the Herts County A. and A.C. at the Red Lion, Hatfield. The Enthusiasts also plan a novices' rally for 23rd October, Secretary of the Meeting being G. Bance, 11 Bath Road, Reading. . . . Another social function is the film show which the Edinburgh University M.C. are having tonight, 14th October, at the Usher Institute, and the same club will round off the week-end with a 100-mile navigational rally this Sunday, 16th October. It starts from the Star Arms, Pathhead, Midlothian, at 2.15 p.m. . . . Navigation, this time after dark, is also the theme of the Bolton-le-Moors C.C.'s trial on 22nd/23rd October. Entries for this 250-mile event must reach J. M. McCartney, "Rathmell", Chapeltown Road, Turton, near Bolton, by next Tuesday, 18th October. . . . Entries close on 24th October for the fifth Inter-Varsity Rally of the Combined

Universities M.C., a 450-mile affair starting from Buxton, St. Neots and Virginia Water on 29th October and finishing the following day at Craven Arms, Shropshire. This event is open to members of any recognized university motor club, and regs. may be had from R. N. Crispe, Great Martins, Shurlock Row, Reading, Berks. . . . Another new club is the Billericay M.C., whose meeting place is the Duke's Head, Laindon Common, Billericay, on the second Tuesday of each month. Secretary of the club is Derek Greenfield, "Delcie", Berry Lane, Laindon, Essex. . . . Date of the Cheltenham M.C.'s classic Cheltenham Trial is 5th November; further details later, we hope. . . . Annual dinner and dance of the Guildford M.C. will be held in the Lion Hotel, Guildford, on 18th November. . . . J. Tyrrell, 3 The Elms, Stoke, Devonport, has regs. for the Annual Mancunian Night Navigational Rally, to be run by the Plymouth M.C. on 19th/20th November. . . . An event of a similar nature will be staged by the B.A.R.C. (East Sussex Branch) on 29th October. Secretary of the Meeting is G. W. Wright, 79 Pashley Road, Eastbourne. . . . New date for the Renault O.C.'s postponed Autumn Rally is 20th November. One week later, on 27th November, the club will hold their A.G.M. in the Denmark Hotel, South Kensington.



COMPETITORS in the Hants and Berks M.C.'s night trial found one control carefully remodelled as "The Birkett Arms".

BALLOONS, BEACHCOMBING AND BRANCH LINES

AT the start of the Hants and Berks M.C.'s Experts' Night Trial on 1st October, route cards were given out to 40 competitors. To avoid bunching with this mass start, the first control required much accurate bonnet-top plotting. Information was given that a balloon coming in from the Isle of Wight at a steady rate of descent would land in a roadside tree and had to be found. It was also advisable, before starting, to plot all the other controls in order to decide upon the best route.

There were 12 more controls—seven code figures yielding the final control and the rest straightforward manned ones. These took competitors across the South Downs and to the Sussex coast at two or three places. The western side of Pagham harbour was a tricky point, because the harbour mouth has shifted since the maps were made. Some early competitors found the road near Bosham flooded by the high tide—rather awe-inspiring to see the road disappearing into uncharted sea. Several controls were situated on high ground

and, if one had time to admire them, the moonlit views were impressive.

One control, manned by Pat Stark, was in the classic Hants and Berks night trial tradition, being a derelict cottage elaborately converted into "The Birkett Arms"—complete with old beams, brasses, cups, pin-ups, darts, and a merry party of yokels, not to mention its stock-in-trade.

Two controls were in disused railway tunnels—a neat way of making a pinpoint ambiguous. One was a code figure, but the other revealed a poor marshal crouched in a niche. Finding him involved a scramble down the very steep cutting near the tunnel mouth, and many people used climbing ropes, brought with them as recommended in the regulations. At one busy period the scene resembled a mountaineering school rather than a night trial.

GORDON MADGWICK.

Provisional Results

1, M. Ness (Ford Zephyr), 37 marks lost; 2, K. J. S. Walker (Morris), 42; 3, W. T. Robins (Jowett Javelin), 47; 4, B. R. Hardcastle (Hillman), 60.

TONY MARSH made sure that the final Rhydymwyn sprint meeting of 1955 would not go unnoticed last Saturday. This half-mile circuit, some three miles from Mold in North Wales, has seen many fine performances during its post-war years of existence, but none quite so outstanding as Marsh's efforts. Tony axed the sports car record, held by Peter Hughes's Tojeiro, by 1.4 secs. and Austen May's Cooper record by no less than 2.2 secs.

He led off the runs with a shattering time of 1 min. 19.6 secs. in the Coventry Climax-engined Cooper, with the result that the rest of the small sports cars looked almost slow. Of the bigger sports cars, the Triumph TR2s' times were mostly over 1 min. 30 secs. and J. Fielding's 1 min. 32.4 secs. was the best. The A.C. Aces were more lively, with R. D. Jennings giving a smart 1 min. 27.8 secs. Phil Chapman got his

IT'S THAT MAN MARSH AGAIN!

Hill-Climb Champion Outstanding at Rhydymwyn

Chapman-Mercury cracking well enough to record 1 min. 23 secs., but this was still one second outside his own class record.

The Wirral "100" M.C. have a regular supporter in Austen May (Cooper), who is also regular in the good times that he returns. This day was no exception, and he won the class comfortably with 1 min. 18.8 secs.

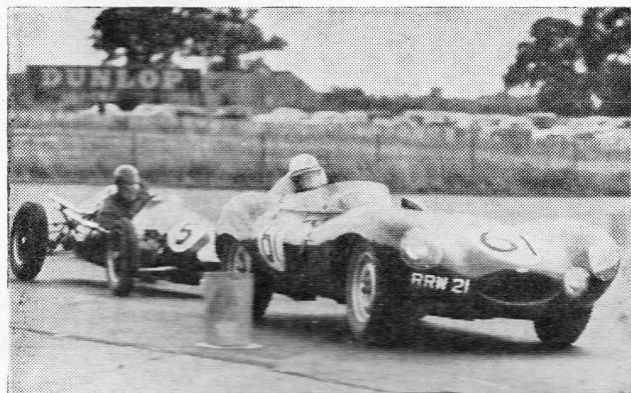
The 1½-litre racers were introduced by Tony Marsh's Cooper "thousand" which returned a course record time of 1 min. 15.4 secs., and there were no others to cope. Amongst the larger cars, Jim Berry's E.R.A. Special went away in resounding fashion, only to have suspension trouble on the first lap.

As usual, the cars had their second runs in the reverse order, so Chapman was quick in annexing the over 1½-litre racing class after a first-attempt spin. Marsh then made an absolute out-and-out record with the J.A.P. engine of 1 min. 15 secs., and Austen May, not to be outdone, also improved on his first time.

Chapman did not go so quickly on his next run, feeling, probably, that the unlimited sports car class was his, anyway. Tony Barrett Greene had been improving all afternoon, and in a delightful last run took the Jaguar around in 1 min. 26.4 secs.

Three times during the afternoon Basil Davenport demonstrated his 1½-litre G.N., but on the third occasion the Spider dropped its steering arm and went off-course, fortunately without injury to anyone.

WILSON ROGERS.



★
TYPICAL of Marsh's irrepressible spirit was his performance in a recent Silverstone formule libre race, when he chased Michael Head's D-type Jaguar relentlessly and finally passed it.
★

Results

Best Time of the Day: A. E. Marsh (Cooper), 1 min. 15 secs.

Sports cars, up to 1,500 c.c.: 1, A. E. Marsh (Cooper-Climax), 1 min. 19.6 secs.; 2, J. H. Brooks (Cooper-M.G.), 1 min. 24 secs. **Over 1,500 c.c.:** 1, J. P. Chapman (Chapman Mercury), 1 min. 23 secs.; 2, A. Barrett Greene (Jaguar), 1 min. 26.4 secs.

Racing cars, up to 500 c.c.: 1, C. A. N. May (Cooper), 1 min. 18.8 secs. **Up to 1,500 c.c.:** 1, A. E. Marsh (Cooper), 1 min. 15 secs. **Over 1,500 c.c.:** 1, J. P. Chapman (Chapman Mercury), 1 min. 25.4 secs.

First Pursuit Race: A. E. Marsh (Cooper), 2 mins. 26.2 secs. **Second Pursuit Race:** A. E. Marsh (Cooper), 2 mins. 41.2 secs.

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says
Ivor Bueb



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B.A.R.C. SPEED TRIALS

THE S.W. Centre of the B.A.R.C. ran their third annual speed trials at Goodwood on 1st October. The course consisted of part of Lavant Straight, Woodcote, and the Chicane, finishing opposite the timing box.

This event also marked the third time that the evergreen Cripps Special has recorded B.T.D. On his first run, W. L. Cripps returned to the starting line to turn on the petrol, but, having another go, got down to 41.71 secs. On the second attempt, a gasket blew after crossing the finishing line, but the National Benzole Trophy was already in the bag!

Miss Patsy Burt drove with considerable determination to take the cup for best lady, the DB2 rounding Woodcote in excellent style. D. A. Aldington's DKW carved a huge chunk off the Class I record, beating the previous best by nearly 6 secs., and being extremely fast through the Chicane. J. R. Rudd's Frazer-Nash won a fierce battle with a couple of Aces, while R. Truscott beat a couple of Austin Healeys, driving in forceful fashion and having a mighty dice at Woodcote on his second run. W. E. Parkin's car led the numerous TR2s, with 44.63 secs. J. Patten's Porsche was transferred into the next class, but won just the same, with 45.94 secs.

The only untoward incidents occurred when C. D. Bouchier's Austin-Healey went mildly astray at the Chicane, without hitting anything, and when certain higher officials discovered that the bar was not open at lunch-time!

A. HOLLISTER.

Results

Saloon cars, up to 950 c.c.: 1, D. A. Aldington (896 DKW), 51.46 secs. (new record). **951-1,300 c.c.:** 1, W. B. G. Leith (1172 Ford), 51.66 (new record); 2, R. Nichols (1085 Fiat), 55.96. **1,301-1,800 c.c.:** Cancelled. **1,801-3,000 c.c.:** 1, E. J. K. Patten (1488 Porsche), 45.95; 2, F. E. Oldham (2262 Ford), 46.01. **Over 3,000 c.c.:** 1, R. W. Fitzwilliam (3,300 Bugatti), 49.14.

Open cars, up to 750 c.c.: 1, G. V. Coles (746 M.G.), 48.95. **751-1,100 c.c.:** 1, R. M. Smith (1,002 M.G.), 45.29. **1,101-1,500 c.c.:** 1, I. H. Smith (1,467 Lotus), 43.10. **1,501-2,000 c.c.:** 1, J. R. Rudd (1,971 Frazer-Nash), 42.44; 2, R. D. Jennings (1,991 A.C. Ace), 42.60. **2,001-3,000 c.c.:** 1, R. Truscott (2,496 Frazer-Nash), 42.40 (new record); 2, C. D. Bouchier (2,660 Austin-Healey), 46.09. **Over 3,000 c.c.:** 1, R. P. Heatley (4,000 Grenfell Spl.), 42.45.

Best Time of Day (National Benzole Trophy): W. L. Cripps (5,300 Cripps S), 41.71 secs.

Best Lady: Miss P. Burt (2,922 Aston Martin), 44.36.

Best time by S.W. Centre member: A. M. Park, (1,991 A.C. Ace), 42.94.

UNHAPPY BIRTHDAY IN WALES

AT the end of the fifth Birthday Rally of the South Caernarvonshire M.C., which finished at Criccieth on 2nd October, a semi-exhausted driver cracked "Some rallies are won on the road. This was won on the rocks". For it had certainly been one of the toughest-ever all-night events staged by a North Wales club. After Rhyl and Dolgelley starters converged on Druid, it was virtually a grass, rock and soil rally, with a minimum of macadam, and no A or B road was used if an "unclassified" could be found running in the same direction.

Of the 29 competing cars, seven were TR2s and five Volkswagens, and there was a trio of Army Land Rovers. Baptism of fire came with the long-disused track from Llandrille to the "Milltir Cerrig" road, and a network

Coming Attractions

October 15th. Knock M.C.C. Trial, N. Ireland.

October 15th/16th. Sheffield and Hallamshire M.C. National Rally of the Dams. Start, London, Manchester, Bristol and Harrogate.

Circle C.C. Night Navigational Rally. Start, Fort Tea Rooms, Box Hill, Surrey, 9 p.m.

Per Ardua M.C. Debden Rally. Start, Officers' Mess, R.A.F. Debden, Essex, 8.30 p.m.

Lindsey A.C. Goathland Rally. Start, Mallyan Hotel, Goathland, Yorks, 8 p.m.

Guildford M.C. October Rally. S.C.C. of Norfolk Ten Test Rally. Coventry and Warwicks M.C. "M.C.C. Cup" Night Rally.

Cambridge '50 C.C./Falcon M.C. Night Trial.

October 16th. 39th Targa Florio (S), Sicily.

West Essex C.C. Speed Hill-climb, Stapleford Airfield, near Abridge, Essex. Start, 11.30 a.m.

Berwick and D.M.C. Fourth Border Rally. Start, Berwick-on-Tweed, 8.30 a.m.

Warrington and D.M.C. Autumn Rally. Start, Tall Trees Garage, Lower Whitley, near Warrington, Lancs, 9.30 a.m.

Southsea M.C. President's Trial, Longmoor Camp, Liphook, Hants.

Loughborough College M.C. Concours and Driving Tests, Measham Car Sales, Measham, Staffs. Start, 2 p.m.

Hagley and D.L.C.C. Worcestershire Trial. Start, Lyttelton Arms Hotel, Hagley, Worcs.

Edinburgh University M.C. Autumn Rally. Start, Star Arms, near Pathhead, Midlothian, 2.15 p.m.

Birmingham Y.C.M.C. Economy Run. Start, Brettell Lane Garage, Brierley Hill, near Stourbridge, 10.30 a.m.

Forces M.C. West Country Rally. Start, Shrivenham.

Peterborough M.C. Main Road Trial.

Plymouth M.C. 7th Marina Trophy Rally.

October 19th. Dublin University M.C. Night Trial, Eire.

October 19th/29th. 40th International Motor Show, Earls Court, London.

of lanes and farm roads followed for 100 miles through Montgomeryshire, Shropshire and Merionethshire to Dinas Mawddwy, where there was a driving test in pouring rain.

The cars then wound their way through a new and very lumpy Forestry road to the coast at Tonfannau, with numerous hilly excursions into the hinterland, a resource probably never tapped for rally purposes previously.

A secret check on the Trawsfynydd firing range provided a touch of irony.

The correct route, although no instructions had been given, lay over a hump-backed civilian bridge, rather than a two-lane concrete military affair by its side. The marshals, wreathed in smiles, stood on the new bridge and greeted each car with a 400-mark "wrong-direction" cross on their route cards; all except one, the ultimate winner, who took his Army vehicle over the civilian bridge.

Results

Myers Cup (S. Caerns M.C. Member): J. A. Hall/J. G. Jones (Triumph TR2), 455 mks. lost.

Red Garage Cup (Non-member): Capt. M. O. Tasker/Lieut. Reynolds (Land Rover), 75.

Hibbs Trophy (Driving Test): S. G. Dyke (Triumph TR2).

First Class Awards: E. A. Vernon/B. Kendall-Jackson (Morris), 2,895; D. C. Mills/W. M. Matthews (Volkswagen), 515; H. C. Rogers/Fletcher (Triumph TR2), 800; B. Whiteway/McNaught (Sunbeam), 1,080. **Team Award:** Caerns and Anglesey M.C. (Volkswagens)—Mills/ Matthews, McDermid/Blunt (535) and Kiff/Hinde (910).

750 M.C. NEWS

WITH Colin Chapman as their new president, the 750 M.C. have now formed themselves into a limited company, and announce a membership in the region of 1,600. The secretary is still Ken Welfare, 56 Harrow Road, Bedford, Middx.

Special-builders should note that the 750 Formula for 1956 calls for the use of quarter-elliptic rear springs in conjunction with Austin 7 longitudinal frame members. There is no change in the requirements of the 1,172 Formula.

Club Fixtures

Fairey Aviation M.C. and C.C.—Dance, 14th October, Byron Hotel, Greenford, Middx.

Bolton-le-Moors C.C.—Annual dinner/dance, 14th October, Pack Horse Hotel, Bolton, 7.30 p.m.

Cambridge '50 C.C.—Meeting, 14th October, Ancient Shepherds, Fenditton.

Edinburgh University M.C.—Film show, 14th October, Usher Institute, Warrender Park Road, Edinburgh, 7.30 p.m.

Bentley D.C.—Meeting, 15th October, Jolly Gardener, Winkfield, Berks, 8 p.m.; West Region Gymkhana, 16th October, Exeter Airport, 2 p.m.; Meetings, 20th October, King's Head, Roehampton, and Mill Arms, Dunbridge, Hants.

Aston Martin O.C. (Southern)—Concours d'Elegance, 16th October, White Hart, Bletchingley, Surrey, 2.30 p.m.

B.A.R.C. (S.W.)—Treasure hunt, 16th October.

North London Enthusiasts' C.C.—Quiz versus Herts County A. and A.C., 18th October, Red Lion, Hatfield, 8 p.m.

Sussex C. and M.C.C.—Meeting, 18th October, Southwick Community Centre.

Northampton and D.C.C.—Film show, 18th October, Queen Eleanor Hotel, Northampton, 8 p.m.

Lancashire and Cheshire C.C.—Film show, 19th October, Waggon and Horses, Wilmslow Road, Handforth, 7.30 p.m.

750 M.C. (Southern)—Meeting, 19th October, The Bell, Brook, near Cadnam, Hants.

North London M.C.—Meeting, 19th October, Rising Sun, Chaseside, Southgate.

Liverpool M.C.—Meeting, 19th October, Fiddlers' Ferry Hotel, near Warrington, Lancs.

Sunbac—Meetings: 19th October, Bredon Cross Hotel, Pershore Road South, Cotteridge; 20th October, Royal Oak, Lozells Road, Birmingham, 6.

Singer O.C.—Meetings: 19th October, Ashton's Hotel, Praed Street, London, W.2; 20th October, Prince of Wales, Ecclestone Road South, Sheffield.

Lagonda Club—Meeting, 20th October, Coach and Horses, Avery Row, Grosvenor Street, London, W.1.

Vintage S.C.C.—Meetings, 20th October: White Lion, Cobham, Surrey; Mill Inn, Withington, near Cheltenham; Cavisham Arms, Brindle, near Preston.

Buckingham and D.M.C.—Meeting, 20th October, Folly Inn, Adstock.

Surrey S.M.C.—Meeting, 20th October, Warwick Hotel, Redhill.

AUTOSPORT

CLASSIFIED ADVERTISEMENTS

PRESS TIME:
TUESDAY 10 a.m.

Tel.: PADdington 7671-2

USED CARS FOR SALE

ALFA ROMEO

1954 ALFA ROMEO 1900 saloon, in excellent condition having been well maintained by experienced mechanics. £1,600.—R.J.C. Motors, Ltd., Saltdean, Brighton, Sussex. Phone: Rottingdean 2261.

ALLARD

FACTORY SERVICED used Allard cars are your wisest buy. Always a good selection at competitive prices.—(BR1Xton 6431) 24-28 Clapham High Street, London, S.W.4.

1949 ALLARD drophead, new Mercury engine, radio, screenwashers, etc. £320 o.n.o.—1624 Bristol Road South, Rednal, Birmingham.

ALVIS

1939 ALVIS Speed 25 maroon saloon. This must be seen. Very few in this condition, a wonderful example of this model. Offers over £300. H.P. terms and exchanges. HAYES 3280.

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1927 AMILCAR "CGS" Surbaisse, engine, g/box, transmission and rear end completely rebuilt. This "tool" has a fabulous name, drives itself on corners and does, in real sporting lick and B.R.G. Engine spares. £105.—WANstead 8036.

ASTON MARTIN

1954 (Sept.) ASTON MARTIN DB2/4. Under 10,000 miles. Blue haze. New Michelin X tyres. Al-fin brakes. H.M.V. radio. Outstanding car. Any exchange, including Porsche or Bentley, considered.—Nixon's Garage (N'cle) Ltd., Hassell Street, Newcastle, Staffs. Tel.: 69154 and 64367.

1953 ASTON MARTIN DB2 saloon, olive green, Alfin drums, 2.9 engine. This car has been maintained by racing mechanics and has a phenomenal performance. £1,500.—R.J.C. Motors, Ltd., Saltdean, Brighton, Sussex. Phone: Rottingdean 2261.

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AUSTIN

AUSTIN Nippy, fitted genuine Ulster engine just reconditioned, d/draught Solex, SU pumps. Tyres as new, new battery, king pins, track rods, etc. B.R.G. Urgent sale required at £155 o.n.o. H.P. can be arranged.—LADbroke 0532.

AUSTIN "750" Special Cambridge, lowered suspension and alloy body, recent engine and clutch overhaul, four new tyres, battery and hood. Built 1953. Taxed. Insured August 1956. £85.—6 Berkeley Avenue, Bexleyheath, Kent. Bexleyheath 5880.

AUSTIN-HEALEY

AUSTIN-HEALEY, 1954, red, black leather, showroom condition, heater, overdrive, extra lamps, balanced wheels. £860.—LAB 4579, after 7 p.m.

BMW

BMW 1937 Type 40 sports 4-seater. £205.—Royal 5452 office, Woking 2384 home.

B.S.A.

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

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BUGATTI chassis shortened, fitted £100 fibreglass B.R.G. body, Vauxhall 14, new gearbox, hydraulic brakes, harness, battery, lights. Taxed July, 2,000 miles, trouble free. Two years' work free! £350.—c/o. Alderton, Westfield Avenue, Harpenden 284.

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DELLOW Mk. I, '51, Brough head, double valve springs, SU pump, spotlights, radio, special sidescrims, twin spares, oversize wheels. Exchange Lotus, Buckler or similar, no cash adjustment, or sell outright, £330 o.n.o.—A. Jack, Kibworth 233, Leics.

DELLOW Special 1948. Rebuilt 1952. Four-branched exhaust, new tonneau cover, twin Zenith one new, twin Windtones, twin spare wheels, reverse lamp, driving lamp and one hand lamp. Best offer over £250.—Nurse, "Gybside", Newton Road, Gt. Barr, Birmingham. Gt. Barr 1262.

£145 FOR SALE owing to change of plans. 1954 DELLOW Mk. II chassis complete with rear coil suspensions and tank, fitted with new, fully finished and cellulosed Rochdale Mk. VI Fibreglass body.—Box 1898 (Devon).

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DORETTI 1955. 8,000 miles only. Green-fawn, leopardskin covers. Best offer over £800. Telephone: Shepherds Bush 3551.

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FORD

1954 FORD ANGLIA, 12,000 miles, heater, screen wash, rad. blind, twin tanks, etc. £525.—Beaumaris, 37 Culver Lane, Earley, Reading.

1944 FORD V8 50 cwt. Suitable Formula 3 transporter. Ex New Zealand T.T. team. Good engine, etc., seven new tyres. £75.—Write, Culiff, 1 Mascfield Road, Grays, Essex.

FRAZER-NASH/BMW

F-N./BMW TYPE 329 cabriolet, good condition, engine completely overhauled, cost £45, not yet run. £200 o.n.o.—"Grenston", Firs Lane, Appleton, Near Warrington. Stockton Heath 582.

HEALEY

HEALEY Silverstone, Sep. '50, mechanically perfect, bodywork exceptionally good, red. £495.—Dale, Burleigh Cottage, Burleigh, Nr. Stroud, Glos. (Brimcombe 3264.)

1949 HEALEY-ELLIOT saloon, B chassis, sliding roof, heater, Roadspeed tyres, Le Mans lights, wing mirrors. £625.—Tel.: Oxford 56171, after 6 p.m.

1948 HEALEY-ELLIOT saloon, B-type chassis. Blue with blue leather interior, 27 m.p.g. £495.—Talbot Road Garage, 231 Talbot Road, Blackpool 24486.

HILLMAN

AERO Minx March Special 3-seater. £80.—"Grenston", Firs Lane, Appleton, Near Warrington. Stockton Heath 582.

(Continued overleaf)

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1949 M.G. TC. Green with green upholstery. Fitted radio, luggage carrier, windscreen washer. This car has a recently reconditioned engine fitted. In beautiful condition. **£399**

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H.R.G. ENGINEERING CO., LTD., for makers' spares, repairs and service.—Oakcroft Road, Tolworth, Surbiton, Surrey. Elmbridge 4489.

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1938 LANCIA Aprilia saloon, dark green, grey leather, exceptional performance, well maintained. £270.—Jenkins, 20 First Avenue, Hove 38094.

LOTUS

LOTUS Mark VI, 1954, 1,172 Formula, cheap, streamlined, guaranteed 90 m.p.h., perfect. Silverstone 1 min, 23 secs. (equivalent to 70 m.p.h.).—Beardsell, Burnlee Garage, Holmfirth 273.

MARX VI LOTUS-CLIMAX, knock-ons, special hydraulic brakes, new spare, tonneau, hood, windscreen, ready to race. £825.—Burnard, 11 Lower Belgrave Street, S.W.1. WIMBLEDON 5046 (day).

M.G.

HUGE STOCKS guaranteed 43 x 8 crown wheels and pinions suitable for M.G. J and P series, and Morris 8. £4 16s. 6d., c.w.o. Also ball and roller races.—K.B.C., 44 London Road, Kingston, Surrey.

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TA 1938. IMMACULATE. Windtones, spot, luggage grid. £250.—Tel.: TOT 9487.

1939 M.G. TA, superb condition throughout. Private sale, any trial. £285.—ELMbridge 3668.

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ENGINE, clutch, gearbox, all reconditioned, complete with all accessories. Fit Morris 8 h.p. 1935/38. Seen running on test bed to genuine enquirers. Offers.—Perivale 1723.

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LOTUS-CLIMAX Mk. VI, completed September, under 500 miles, unraced, no accidents. All components for racing. £900.—Ring BAY 4296, or write Box 1899 (Oxford).

SPEEDWAY MIDGET, 1955, Beardsell Special, J.A.P. 500 c.c., Fastest in country. First in last three races Odsal and Belle Vue. Complete. £185. Let me build you rolling chassis (less engine) with sprockets and counter shaft, £135 each.—Beardsell, Burnlee Garage, Holmfirth 273.

THE FABULOUS BERRY JAGUAR, one of the fastest Jaguars in private hands. "C" type pump, "D" type head, triple Weber carburetors, full "D" type mods. £1,450. H.P. and terms arranged. One-third deposit.—Box 1888 (Cheshire).

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1953 KIEFT-BRISTOL 2-litre sports racing car. This is maintained by ex-works mechanic. Beautiful car in first-class condition. Engine has had a £160 overhaul. Won the 2-litre class at Brighton and finished the T.T. fastest lap 78 m.p.h., 2nd fastest 2-litre. Further details. Terms and exchanges considered. £850.—John Fisher, 201/5 New Road, Portsmouth 73395.

£275 EMERYSON-J.A.P., de Dion rear axle model with two J.A.P. engines, one spare H.R.D. T.T. replica engine and g/box, c/w. all mounting plates, carb. mag., etc., and one spare complete H.R.D. engine in parts. New rev. counter, m/cyls, overhauled, brakes relined, new cables, etc. First J.A.P.-engined car to finish Silverstone 100 mile race (8th). Uncracked body panels. New professionally-built trailer with new tyres.—J. P. Fergusson, 32 Queensway, Derby.

RENAULT

OFFORD & SONS, LTD. (London Distributors)—1954 750 saloon, one owner, complete Autobleu conversion, new pistons and liners, £500. 1953 750 saloon, one owner roof rack, new pistons and liners, £470. 1950 760 saloon, bronze, good general condition, £325.—154 Gloucester Road, S.W.7. FREMANTLE 3388.

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Ex-Raymond Mays White Riley 11-litre 2-seater, fully road equipped. Perfectly docile on two SUS, giving 30 m.p.g. Six Amal carb layout available. Complete engine and chassis overhaul carried out by T.T. Garage, Farnham (Mike Hawthorn and E. D. Abbott of Farnham) last year costing £300. Immaculate in ivory with red leather. An opportunity to acquire a world-famous car at bargain price. £335.

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159 GUINEAS, 1935 RILEY 12/4 Falcon saloon, just resprayed two-tone grey, red leather, v.g. mechanical condition. £56 deposit, balance H.P.

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RAYMOND WAY, 773 High Road, Seven Kings. Tel.: Seven Kings 4066.

RILEY Imp required privately.—Full details to 23 Sleaford Road, Birmingham, 28.

RILEY NINE, 1934, fair general condition, mech. good. £65, H.P. terms.—Write or call 100 Burnt Ash Hill, Lee, S.E.12.

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All copy for Classified advertisements **MUST** reach this office by Monday a.m., 17th October, for insertion in the issue dated 21st October.

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(Continued overleaf)

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BOANERGES Invitation Rally**
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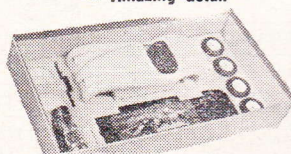


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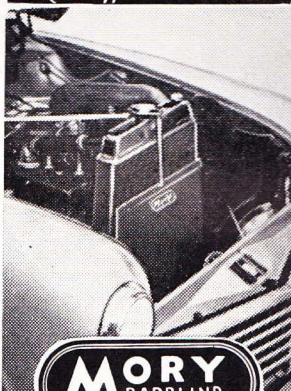
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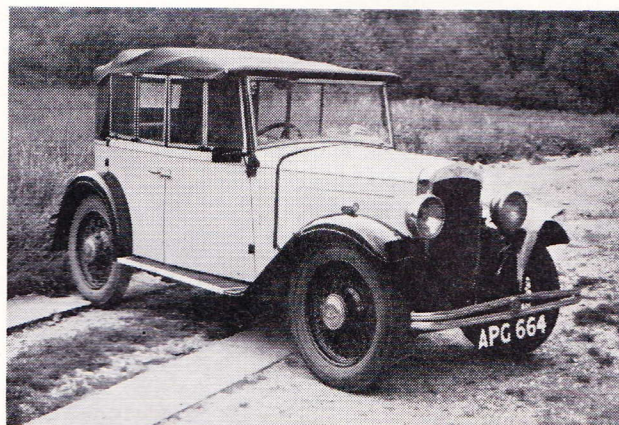
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