

# AUTOSPORT

OCTOBER 21, 1955

1/6

EVERY FRIDAY  
Vol. 11 No. 16

BRITAIN'S MOTOR SPORTING

WEEKLY



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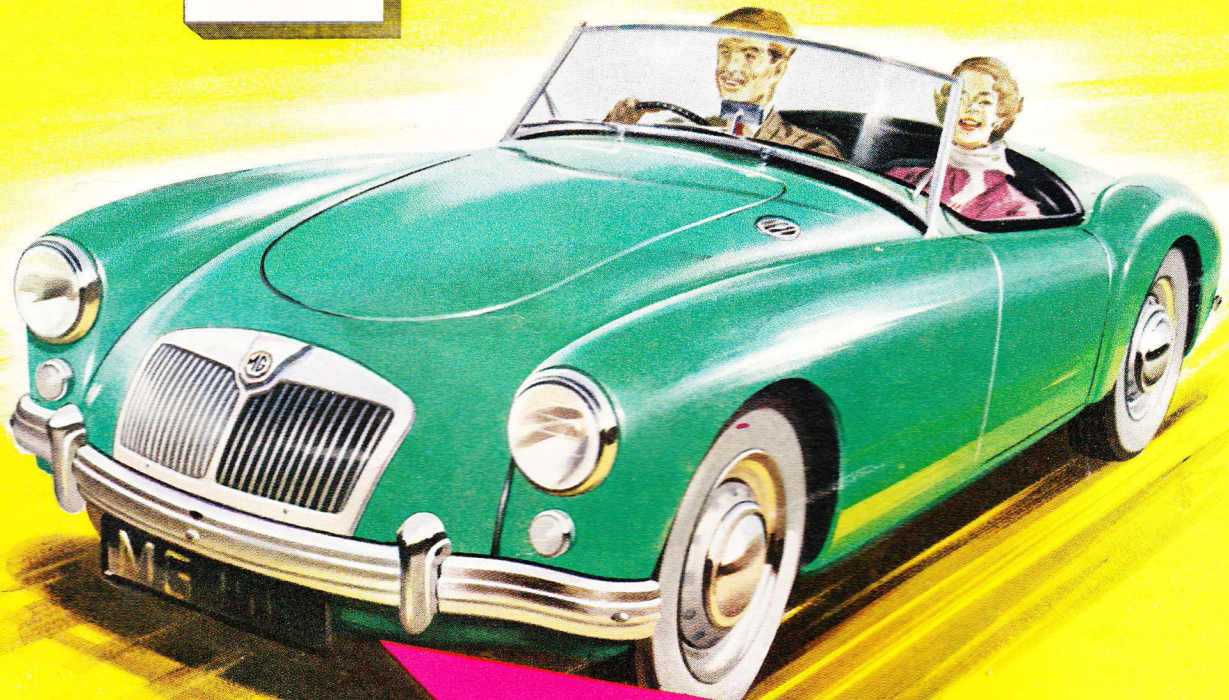
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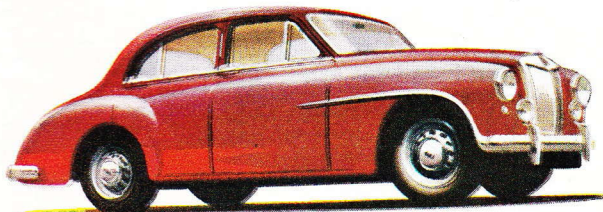


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# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 11 No. 16

October 21, 1955

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Published every Friday by AUTOSPORT

159 Praed Street, London, W.2

Editorial and General Office

PADdington 7673

Advertisement Department

PADdington 7671-2

General Manager PETER BAYLEY

Advertisement Manager NORMAN H. BIGSBY

Annual Subscription £4 4s. 6d.

(U.S.A. and Canada \$12.00)

Direct from the Publishers or all Newsagents

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## EDITORIAL

### TARGA FLORIO

THE prestige of British drivers has never been higher. In winning the 39th Targa Florio with a Mercedes-Benz, Stirling Moss and Peter Collins put up a display of sheer driving ability that has probably never been seen in Sicily before—or anywhere else for that matter. Even World Champion Juan Manuel Fangio could not match the pace of the British boys who appeared to be able to break the circuit record as and when they pleased. Ireland's Desmond Titterton drove a fine race, he and co-driver John Fitch being content to back up their team-mates. Castellotti alone provided the threat to Mercedes, and it was only poor pre-race planning that prevented his Ferrari from taking second place, and so retaining the sports car World Championship for the Modena concern. This Sicilian circuit is tremendously difficult and soon sorts out the men from the boys. As a test of machines it is superb, and only perfectly prepared cars can hope to last a few laps of the mountainous route, with its over 830 corners. Driving round it, one wonders how anyone could manage to average 30 m.p.h., far less the 60 m.p.h. and over achieved by Moss, Collins and Co. The fame of the race is spread all over the world, and to win Count Florio's unique event is the ambition of nearly everyone who has any thoughts of going down in motoring history as a true exponent of the art of mountain-racing.

### BRAVO SURBITON

ON the eve of the Earls Court Motor Show, the small Cooper concern of Surbiton put up a remarkable achievement by breaking the International Class G One Hour Record with a sports-racing car running on pump fuel. The little Coventry-Climax-powered machine covered over 125 miles in the hour, lapping the Montlhéry circuit at over 132 m.p.h. while so doing. Yet Coopers are not at Earls Court, and the thousands of visitors to this great exhibition are denied the opportunity to see an example of a vehicle which has brought welcome prestige to this country. Surely in the future, the organizers might consider inviting concerns, whether or not members of the S.M.M. & T., who can be said to have contributed something to making the rest of the world British car-conscious. As we go to press we learn that the Cooper has broken a whole batch of class records. Congratulations to Jim Russell, Bill Knight and Arthur Owen for this noteworthy performance!

### ON WITH THE SHOW

THE stage is set and Earls Court opens its doors to yet another brilliant display, with British high-performance and sports cars occupying a great deal of the limelight. Machines capable of 100 m.p.h. and over are now the rule rather than the exception, the battle for the export market being on with a vengeance. All that is necessary now is for the cast to be dressed up with more care, and to ensure that our body designers fully realize the importance of good looks when competing with some of the very beautiful machines being produced on the Continent.



**BATTERED:** Stirling Moss crossing the line with the Mercedes, just as darkness falls, to score his great victory with Peter Collins in the Targa Florio.

**I**NSPIRED driving by Stirling Moss and Peter Collins gave Mercedes-Benz victory in the 39th Targa Florio last Sunday. Fangio and Kling took second place to bring the World's Sports Car Championship to Mercedes. Castellotti did his best to split the Merces., and so retain the Championship for the "Prancing Horse", but was eventually third. Fourth were Desmond Titterington/John Fitch, the former playing his part in the sweeping Mercedes victory.

Moss had a narrow escape when his car left the road and landed in a field, but he managed to drive back on the circuit; Collins took over a very battered car, and he too made violent contact with solid objects. Fitch altered the shape of the Mercedes' tail when he crashed backwards into a rock.

It was a superb race, the Mercedes-Ferrari struggle keeping the crowd interested for over 10 hours of racing.



## 39<sup>th</sup> TARGA FLORIO

Great Victory for Mercedes by Stirling Moss and Peter Collins—  
All Records Broken—Fangio/Kling Runners-up—Castellotti's  
Spirited Fight for Ferrari—Desmond Titterington's Fine Drive  
*from Gregor Grant*

*Palermo, Sunday.*

**V**INCENZO FLORIO'S famous race is a survival from the past, when thundering giants roared round the Grande Circuito delle Madonie and Cagno's Italia won in 1906 at 46.800 k.p.h. for the three laps (446.469 kilometres) distance.

The 1955 event is much longer—nearly 1,000 kilometres, and the shortened Madonie circuit measures 72 kilometres per lap, to put the "Targa" in the World's Sports Car Championship. It is frightfully difficult, the longest "straight" being 4 kilometres. Sudden storms, landslides of mud and rock, parts of the road which disintegrate—these are only some of the

hazards which this unique race offers.

Britain's contingent is the strongest ever. In the Mercedes-Benz team are Stirling Moss, Peter Collins and Desmond Titterington. Mike Young has driven his Lotus from Dunkirk via Naples and has Geoff "R.R.A." Richardson as co-driver. This car has a 2-litre Connaught engine. Of the Italian cars, one of the most interesting is a new 2-litre, four-cylinder Maserati (Bracco/Bordoni). Bracco pranged it good and properly in practice, but a local Sicilian garage repaired the carrosserie. Villorosi has made a reappearance, and is sharing a 3-litre Maserati with Luigi Musso, whose younger brother, Giuseppe, has a 2-litre Maserati. Sole British cars, in addi-

tion to the Lotus, are a Jaguar XK 120 and a Kieft-Climax (Finke/Kornekauer).

Mercedes-Benz have gone in deep, and each driver has covered dozens of laps. Another hard worker is Carroll Shelby (3.0 Ferrari) who goes to bed with the hundreds of corners imprinted in his mind. The earlier heavy rains have given way to brilliant sunshine. Palermo is packed full, hotel space being at a premium.

It is up in the morning early on race-day—4 a.m.!—for the organizers have advanced the start by two hours, the first car being due off at 7 a.m. It is quite dark when I set off for the Cerda starting point with Dennis (B.P.) Druitt. Hundreds of cars are on the road—no one in Sicily is going to miss the Targa Florio.

Somehow or other traffic sorts itself out, cars being parked on the very edge of the circuit. Sicily has not yet been educated to proper safety precautions—and couldn't care less! Confusion exists in the pits area, the scenes being reminiscent of the Marx Brothers in their famous ship's cabin affair.

However, promptly at 7 a.m., Musmeci's T.I. Alfa Romeo crackles off, almost hemmed in by the huge crowds, the rest following at 30 secs. intervals. Stirling Moss is wearing a large "Elastoplast" pad on his forehead—to guard against flying stones. He makes a perfect start, as does Desmond Titterington who refuses to be put off by the press of people. Behind come Fangio, then Carroll Shelby in Tony Parravano's 750S Ferrari, Castellotti (3.5 Ferrari), Luigi Musso (3.0 Maserati) and, last of all, Maglioli (3.0 Ferrari).

We then settle down for the fairly lengthy wait till the first car comes round. The maroon sounds, and it is Sarzana's 8V Fiat—second man away. Zampieri's 300SL Mercedes has shot up several places, and Cagianca's Osca has already overtaken a dozen cars, his standing lap being 48 mins. 46 secs.!

Stirling Moss shakes the peasants. In one lap he has hurtled past 16 cars, and achieved the remarkable time of 44 mins.—easily a record. Titterington



★  
**N O T A N  
AWARD!** Count  
Florio (left) looks  
on while Peter  
Collins and Stir-  
ling Moss are  
welcomed by  
"Miss Targa  
Florio".  
★



takes 46 mins. 53 secs., Shelby, 47 mins. 44 secs., Musso, 46 mins. 42 secs., and Castellotti, 45 mins. 15 secs., which is 50 secs. faster than Fangio.

Scarlatti (Maserati), Bellucci (Maserati) and Young (Lotus) stop at the pits, the last-named to check falling oil-pressure. "Madero" hands over his grey Maserati to his co-driver.

Race position is:—

1. Moss (Mercedes), 44 mins., 98.182 k.p.h. (61.00 m.p.h.); 2. Castellotti (Ferrari), 45 mins. 15 secs.; 3. Fangio (Mercedes), 46 mins. 05 secs.; 4. Musso (Maserati); 5. Titterington (Mercedes); 6. Shelby (Ferrari); 7. Piotti (Ferrari); 8. Maglioli (Ferrari); 9. Cabianna (Osca); 10. Mancini (Maserati).

Moss's driving is fantastic. Nothing like it has ever been seen in Sicily. The Mercedes comes up the tricky turn under the B.P. Energol bridge to the "tribuna" far faster than anything else. His time? 43 mins. 7 secs., the first time 100 k.p.h. has been exceeded on any Targa Florio circuit!!

Castellotti is wild in comparison; Titterington relaxed and fast; Shelby clean as a whistle; Fangio indecisive; Musso very rapid; Maglioli strangely subdued.

The sun is now very hot, even at this early hour, and tar is forming on the approach road to the pits. Somewhere in the mountains Bracco crashes, but is unhurt. Mike Young charges a bank with his Lotus, damaging a wheel too badly to continue.

About half-way round, mud from recent rainstorms is making the circuit difficult. Arena's very hot Lancia makes violent contact with marker posts but carries on. Moss has pulled out 2 mins. 8 secs. over Castellotti, and 3 mins. 2 secs. over Fangio! The last-named has to brake hard when Castellotti nearly forces Cabianna into the tribune wall.

Shelby hands over to Munaron on lap 3. The Lancias of Tramontana and Boffa have a fight to be first in and first out of the pits—both win—bang! Ricci's Gordini overshoots, and is calmly reversed back up the ramp road: Marx Brothers again!

Moss is overdue. Castellotti is holding Fangio but the red car slips into the pits to be refuelled. Stirling eventually appears, his car looking sadly battered. Apparently he slid on mud, narrowly missed going over a precipice, wallowed a wall, then shot over a three-foot bank into a field. It was some time before folk stopped taking photographs to assist. He had about a dozen attempts to clear the bank, finally succeeding with most of the water boiled away. His crash-hat blew off as he accelerated away, and he stopped to retrieve it.

Peter Collins takes over the mangled machine after mechanics have given it the once-over. Manzoni is now in Castellotti's car.

The 3 laps placings are:—

1. Moss/Collins (Mercedes), 2 hrs. 10 mins. 46 secs.  
2. Castellotti/Manzon (Ferrari), 2 hrs. 14 mins. 49 secs.  
3. Fangio/Kling (Mercedes), 2 hrs. 15 mins. 49 secs.  
4. Titterington/Fitch (Mercedes), 2 hrs. 17 mins. 47 secs.  
5. Musso/Villoresi (Maserati),  
6. Shelby/Munaron (Ferrari).

Moss's prang has cost about 12 mins., but Pete is rising to the occasion. His

**PETE:** Peter Collins sweeps past the pits and tribuna area after completing his first lap with the very mangled Mercedes. Collins lapped faster than anyone except Moss.

first tour is 47 mins. 50 secs.—allowing for the pit stop. Already he is closing up fast on Fangio. The Castellotti/Manzon car now leads the Fangio/Kling Mercedes by 58 secs., with the Titterington/Fitch car in fourth place.

Comic opera prevails in the pits. An Alfa has its wheels changed, mechanics putting the worn covers on the rear in error. The 300SL Mercedes stops in the middle of the road to change drivers, causing a major panic.

Kling takes over from Fangio, and gets away as Collins appears. Pete shakes the populace. His second lap is in 43 mins. 28 secs.—another 100 k.p.h. tour! Titterington hands his well-placed Mercedes over to John Fitch.

After five laps of the most gruelling circuit in the world, the position is:—

1. Fangio/Kling (Mercedes), 3 hrs. 44 mins. 3 secs.  
2. Castellotti/Manzon (Ferrari), 3 hrs. 46 mins. 33.8 secs.  
3. Moss/Collins (Mercedes), 3 hrs. 48 mins. 6.2 secs.  
4. Titterington/Fitch (Mercedes), 3 hrs. 51 mins. 11.2 secs.  
5. Shelby/Munaron (Ferrari), 3 hrs. 56 mins. 8.2 secs.  
6. Maglioli/Sighinolfi (Ferrari), 3 hrs. 56 mins. 21 secs.

Villoresi has packed up with the 3-litre Maserati with a broken rear axle. Benny Musy retires with a broken oil-pipe in Paravano's 2-litre Maserati after taking over from Mancini.

Collins is getting farther and farther away from Kling on road position, despite hitting a wall and further mangling the Merc. Fitch wallops the tail of his car again a rock, both spare wheels now being in full view. But he still holds Manzon!

With seven laps left to go, Ferrari bring in Manzon, and Castellotti takes over to scenes of wild excitement. He cannot drive for more than six laps, so this is either a tactical blunder or else the 3.5-litre car is very thirsty for fuel.

However, the Ferrari drops farther and farther back. Collins has put his car into a winning position, and Stirling gets ready to take over for the last half-dozen laps. Fitch has played his part manfully, and Titterington dons his battle array. Kling has also driven well but Collins has dominated the Merces, completely. Munaron crashes the Shelby car. Cabianna is miles ahead of any other in his class, but Finke's Kieft-Climax is still circulating.

At the end of seven laps, Kling leads Manzon by 8 secs., and Collins by 36 secs., with Fitch securely in fourth place. First drivers take over, and the heat is on. Moss, even counting the pit stop, does an unbelievable 43 mins. 41 secs., to whip his Mercedes back into first place, to lead Fangio by 1 min. 4 secs., and Castellotti by 1 min. 8 secs. Titterington's bashed bolide is 5 mins. 10 secs. behind.

Castellotti is taking risks all over the place, but will have to stop and hand over to Manzon in any case. Nine laps gone, and the Italian is in second place, only 1 min. 34 secs. behind Moss, and nearly 2 mins. ahead of Fangio.

In comes Castellotti, as all three Mercedes go by non-stop. Fangio nearly has a terrible accident when a Maserati leaves the pit-ramp as he goes round. He avoids the red car, while Neubauer curses the pit officials up and down the alphabet.

To frenzied cries of "Castellotti—Castellotti", the Italian takes over from Manzon for the last two laps. His task is hopeless, but he never gives up trying: after all even Mercedes have been known to pack up! Moss, still master of the circuit, comes home to a clear-cut victory 4 mins. 41.4 secs. ahead of the World Champion. Castellotti keeps ahead of the very consistent Titterington to take third place, but not high enough to retain the World Championship for Ferrari. Maglioli retires with one lap to go.

A truly wonderful race, of which more anon!

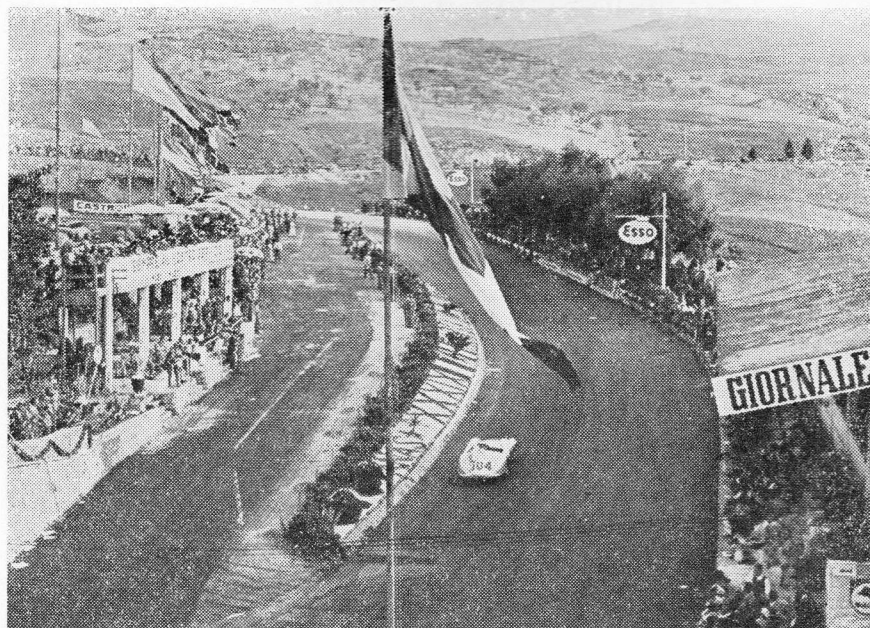
#### Results

1. Stirling Moss/Peter Collins (Mercedes-Benz), 9 hrs. 43 mins. 14 secs., 96.290 k.p.h. (60.83 m.p.h.).
2. Juan Manuel Fangio/Karl Kling (Mercedes-Benz), 9 hrs. 47 mins. 55.4 secs.
3. Eugenio Castellotti/Robert Manzon (Ferrari), 9 hrs. 53 mins. 20.8 secs.
4. Desmond Titterington/John Fitch (Mercedes-Benz), 9 hrs. 54 mins. 53.4 secs.
5. \*Giardini/Manzini (2.0 Maserati), 10 hrs. 41 mins. 15 secs.
6. G. Musso/Rossi (2.0 Maserati), 10 hrs. 48 mins. 53.2 secs.
7. †Cabianna/Carini (1.5 Osca), 10 hrs. 51 mins. 37.4 secs.
8. Scarlatti/Lippi (2.0 Maserati).
9. Bellucci/Sra. de Filippis (2.0 Maserati).
10. Rotolo/Sirchia (2.0 Osca).

\*2-litre class winner.

†1.5-litre class winner.

Fastest lap: Stirling Moss, 43 mins. 7 secs., 100.186 k.p.h. (62.25 m.p.h.).





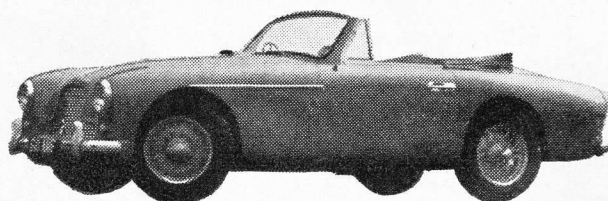


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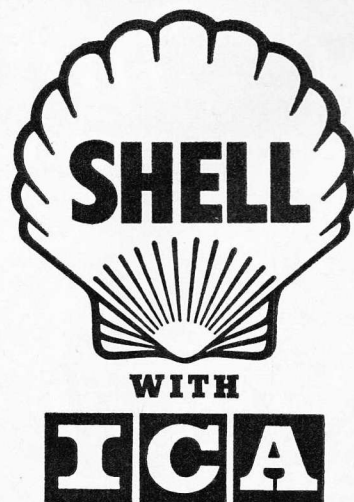


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*We must see*

*the* **V** *cars*



*on Stand 123*

MOTOR SHOW EARLS COURT

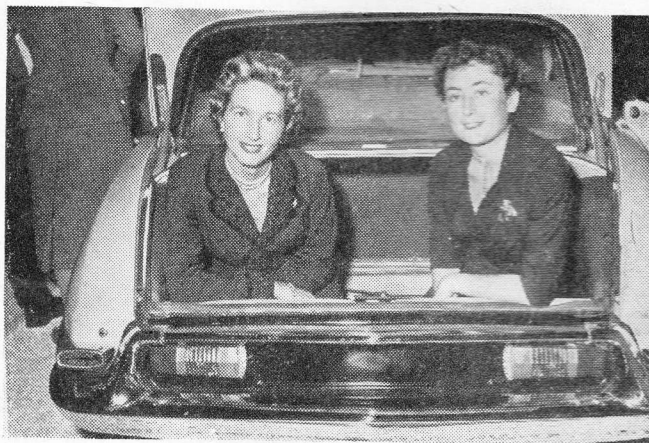
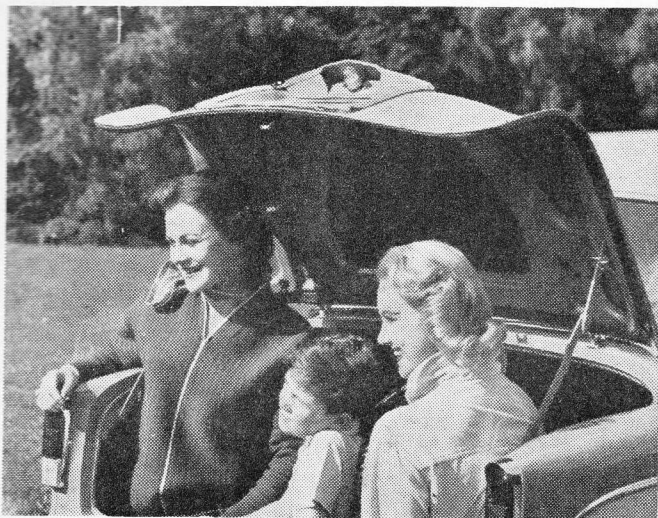
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**EVERYBODY'S DOING IT:** Loading the luggage boot attractively is a popular method of demonstrating its capacity. Above is the Citroën DS19; on the left, the Sunbeam Rapier.

**HIGHLIGHT** of the Australian G.P. race, results of which were briefly recorded last week, was the duel for the lead between Jack Brabham (Cooper-Bristol) and Reg Hunt (Maserati), during the last 40 miles. After a nose to tail scrap Brabham eluded Hunt at the finish by 3.11 secs. His winning time was 1 hr. 26 mins. 44.43 secs., an average of 72.5 m.p.h. Third place man Doug Whiteford was in a 4½-litre G.P. Talbot.

## PIT and PADDOCK

**GOOD** news from Belfast is that Jean Behra is now responding to treatment and may be allowed to leave hospital within a week or so.

**CARROLL SHELBY** and Masten Gregory will be in the Parravano stable next season. Shelby will also be seen in Grand Prix racing—probably with a Maserati.

**"THEY SAY"** department: That Stirling Moss may join Peter Collins in the B.R.M. team for World Championship events next season. That Geoff Duke will drive in the M.G. sports car team for 1956.

**OLD** racing engines, even if in poor condition or beyond repair, are required for a museum display in Paris. Naturally, historic examples are especially welcome, but even the less successful types would be appreciated. Offers should be sent to Serge Pozzoli, 134 Avenue Jean Jaures, Paris XIX<sup>e</sup>.

**TRIO**, seen at the West Essex C.C.'s Stapleford Hill-Climb on Sunday, comprised Syd Greene, Dick Jacobs (convalescing from his Le Mans accident) and Jim Bareham, the first Hon. Sec. of the W.E.C.C.

**CROWD MARSHALS** (below) at the meeting had to control an enthusiastic brood of chickens which threatened to encroach on to the course.

**TWO** Gordinis, one driven by Robert Manzoni, are due to take part in the Syracuse G.P. this week-end. So are the works Maserati and Ferrari teams.

**CONTRACT** conditions with Aston Martin were generously waived by Mr. David Brown to enable Peter Collins to drive with Stirling Moss in the Targa Florio-winning Mercedes-Benz. Neubauer sent "D.B." a personal telegram of appreciation for this concession.

**KING HUSSEIN** of Jordan topped 150 m.p.h. in his Mercedes-Benz 300SL at Mafrak, Jordan, on 28th September. A great enthusiast for motor racing, His Highness is now forming the Royal Jordanian sports car team with the aim of encouraging the sport in the Middle East. A 1,000 km. trans-desert race in April 1956, is mooted, with Amman, Jordan's capital, as the finishing point.

**PROTESTS** lodged by von Hanstein and von Frankenberg at their disqualification from the Coppa Inter-Europa race at Monza in September have been upheld. Results, therefore, are: 1, von Hanstein (Porsche), 142.119 k.p.h.; 2, von Frankenberg (Porsche); 3, E. Gorza (Alfa Romeo Giulietta).

**THE** Porsche Spyder with which von Frankenberg won the Berlin G.P. was taken to the Jabbeke Highway in Belgium, where Nicolai de Gorhez clocked 151.17 m.p.h. over the flying mile. Very fast, but not quite so fast as our speed for the car in the Avus results would seem to indicate—they falsely gave 197.6 m.p.h. average, instead of k.p.h., which sent many readers' eyebrows higher than the Avus banking.

**RIGHT** car, wrong man—Jimmy Ebdon was not occupying MacDowel's Lotus when it won Heat A of the sports car handicap at the N. Staffs M.C. Silverstone meeting, as per last week's report. The "tremendous effort" was MacDowel's himself, for Ebdon was in fact indisposed and in bed.

**NOTABLE** amongst class winners at the W.E.C.C. Stapleford Hill-Climb last Sunday, was Keith Greene, son of Gilby Engineering's Syd Greene. Keith creditably won the 1,100 c.c. sports class in Ivor Bueb's Cooper-Climax, loaned by the works. He awaits delivery of a similar car with 1,500 c.c. Coventry Climax engine.





# SPORTS NEWS

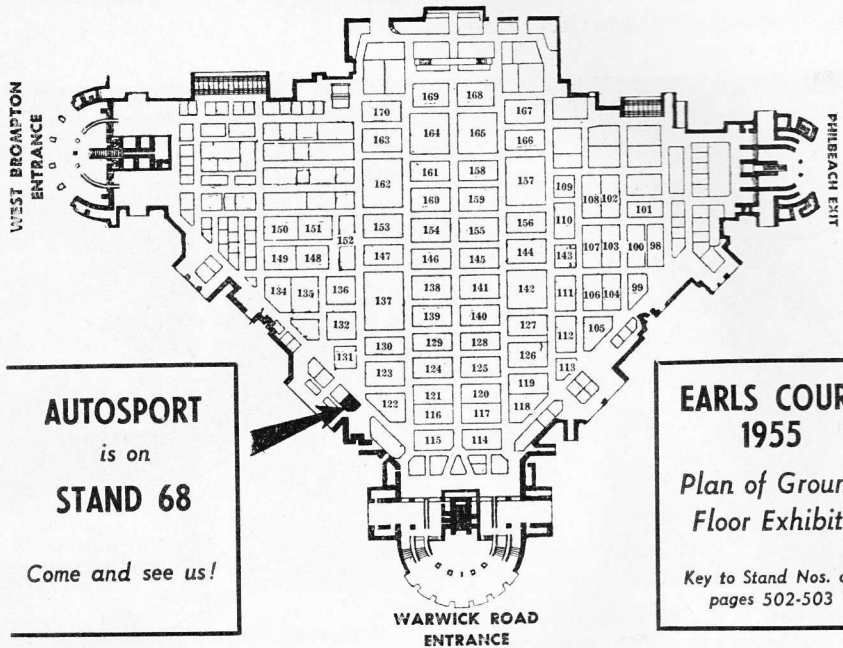
## TWO NEW ARMSTRONG SIDDELEYS

THE two new Armstrong Siddeleys, although both of 2.3-litre capacity, are revealed as excitingly different motor cars. The general lines are similar, but under the bonnet of the "234" is a four-cylinder engine of the same dimensions as the earlier "Sapphire" (90 mm. x 90 mm. = 2,290 c.c.), which gives 120 b.h.p. at 5,000 r.p.m. Enthusiasts will approve of the central gear lever, tachometer, twin SU carburettors and hydraulic clutch, and 100 m.p.h. is expected from this model.

The other new model, the "236", is subtly different in character. Its engine is a six-cylinder unit of 70 mm. x 100 mm. (2,309 c.c.), and the output is 85 b.h.p. at 4,500 r.p.m. This car, too, has a central gear lever, but a Manumatic clutch is fitted and the carburation is by a single Stromberg. Both models have an excellent power/weight ratio, their bodies being Hiduminium-panelled, and over 30 m.p.g. is anticipated. Servo-assisted brakes are a standard feature, and an overdrive may be fitted to either model.

### Specifications

"Sapphire 234". Engine: 4-cyl., o.h.v. (pushrod), 90 x 90 mm. (2,290 c.c.). Twin 30 deg. SU H.D.6 carburettors. 120 b.h.p. at 5,000 r.p.m. 7.5 to 1 comp. ratio. Coil ignition. Transmission: 4-speed gearbox, ratios 4.545, 6.450, 9.703 and 15.692 to 1. Overdrive top (optional), 3.536 to 1. Borg and Beck 9 ins. clutch,



## AUTOSPORT

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Top gear speed at 1,000 r.p.m.: 17 m.p.h.

Prices: £1,065 basic, £1,510 with P.T.

"Sapphire 236". Engine: 6-cyl., o.h.v. (pushrod), 70 x 100 mm. (2,309 c.c.). Single Stromberg D.I.36 carburettor. 85 b.h.p. at 4,500 r.p.m. 7.5 to 1 comp. ratio. Coil ignition. Clutch: Borg and Beck Manumatic. Prices: £1,104 basic, £1,565 with P.T. All other details as for Model "234".

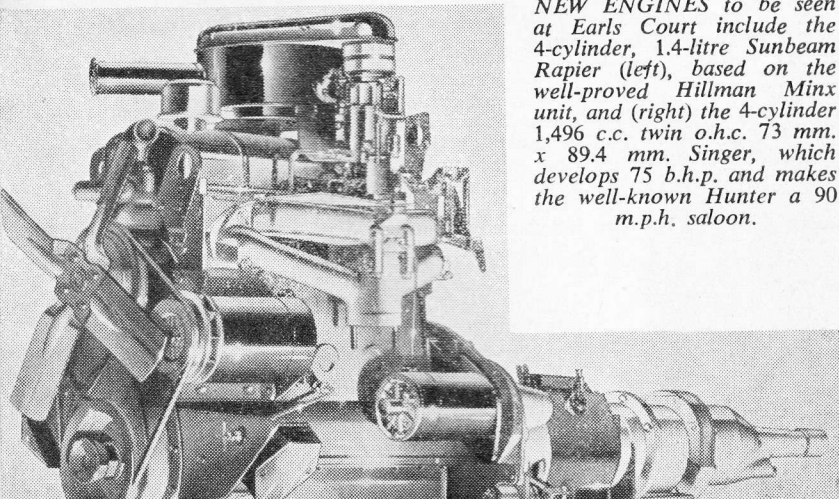
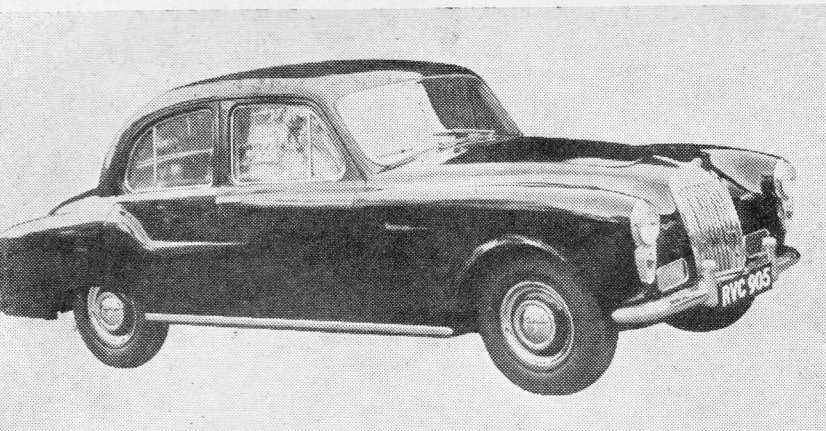
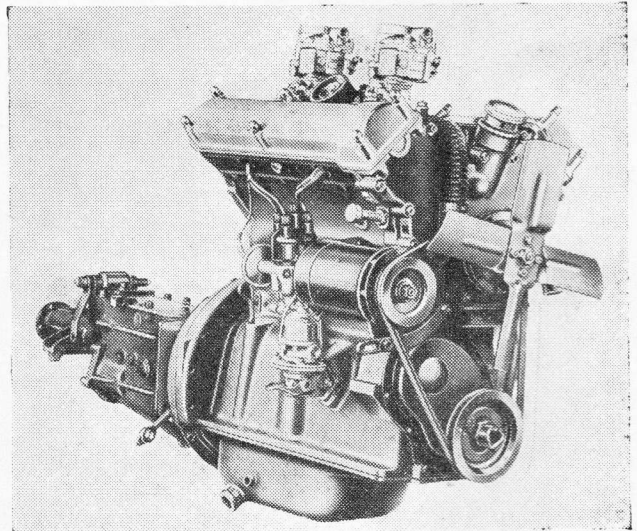
## THE RAPIER—A NEW WEAPON FOR RALLY DRIVERS?

UNLESS we are very much mistaken, rally entry lists—and, maybe, awards lists—will soon bristle with the name "Rapier", for the new Sunbeam two-door saloon might have been designed specifically for rallying. The 1.4-litre engine, based on the Hillman Minx power unit, has an output in excess of 60 b.h.p., while the weight of the car is just over one ton. Monocoque construction ensures a sturdy body and a low floor line helps to achieve an overall height of only 58 ins., while the ground clearance is still good at 7 ins. A Laycock de Normanville overdrive unit (standard equipment) operates on top and third gears, and it is expected that the maximum speed will be in the region of 90 m.p.h.

Occupants of the "Rapier" should be comfortable both in body and mind. Visibility is excellent, and the bucket-type front seats are fully adjustable. The range of instruments is outstanding—speedometer, tachometer, oil and petrol gauges, ammeter and radiator thermometer—and two-speed wipers are another standard fitting. A specification of the "Rapier" is included in the table on page 507.

**S P A R K - L I N G** new Sapphire models (left) are the 234 and 236 saloons, similar externally but with 4-cylinder, 2,290 c.c., and 6-cylinder, 2,309 c.c. engines respectively.

**NEW ENGINES** to be seen at Earls Court include the 4-cylinder, 1.4-litre Sunbeam Rapier (left), based on the well-proved Hillman Minx unit, and (right) the 4-cylinder 1,496 c.c. twin o.h.c. 73 mm. x 89.4 mm. Singer, which develops 75 b.h.p. and makes the well-known Hunter a 90 m.p.h. saloon.





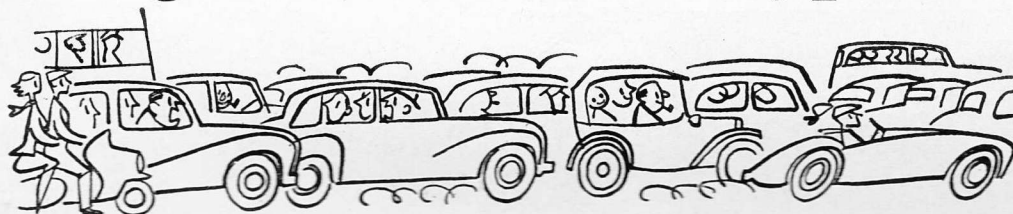
**This week, thousands of people**



**will be getting into their Austins,**



**driving to Earls Court, parking**



**among thousands of other Austins**



**and going into the Show to see**



**the Austins**



**AF**  
**STAND**  
**162**



*...there must be something about  
these Austins—you can depend on 'em!*

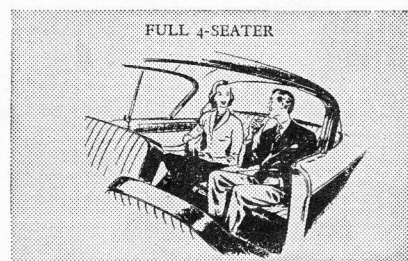




*From Bonnet  
to Boot...*

## A SUPERB NEW CAR

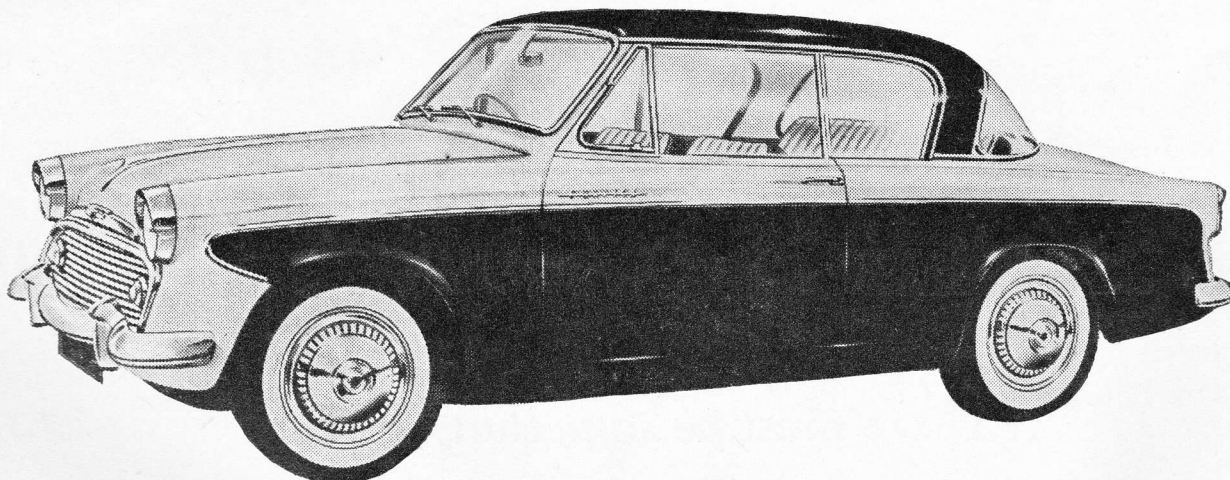
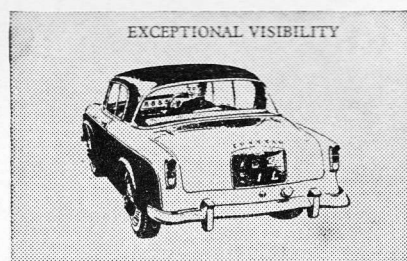
*The exhilarating*



*Limpet-like road holding, flashing acceleration to around 90 m.p.h., overdrive on top and third gears, superb styling and comfort . . . From every angle this newest addition to a famous family of Rally Champions is the most exciting car for years.*

**£695** (P.T. £290.14.2)

(White-wall tyres and overriders available as extras)



1.4 LITRES • OVERDRIVE STANDARD • TWO-TONE STYLING • LUXURIOUS REFINEMENTS

SUNBEAM-TALBOT LIMITED, COVENTRY. LONDON SHOWROOMS AND EXPORT DIVISION: ROOTES LIMITED, DEVONSHIRE HOUSE, PICCADILLY, LONDON, W.1.

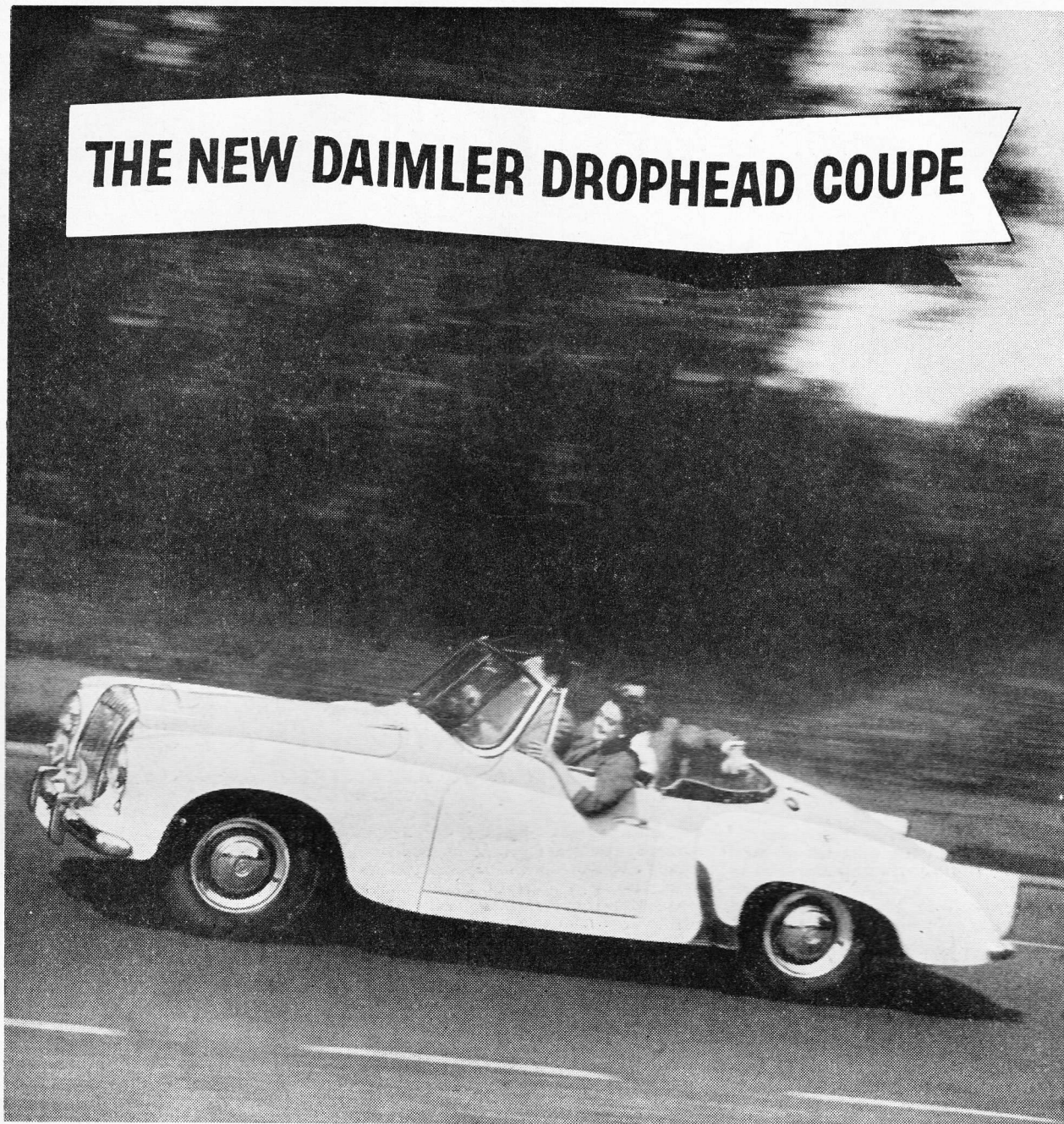
A PRODUCT OF THE ROOTES GROUP





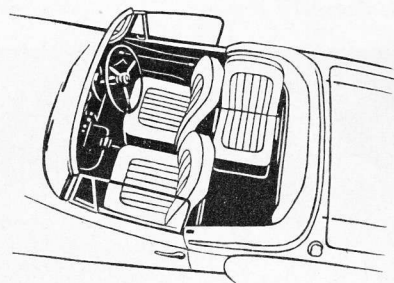
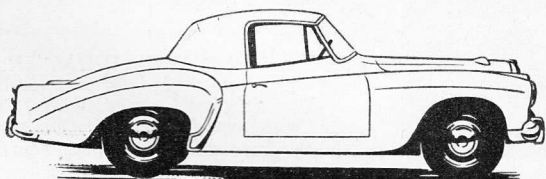


## THE NEW DAIMLER DROPHEAD COUPE



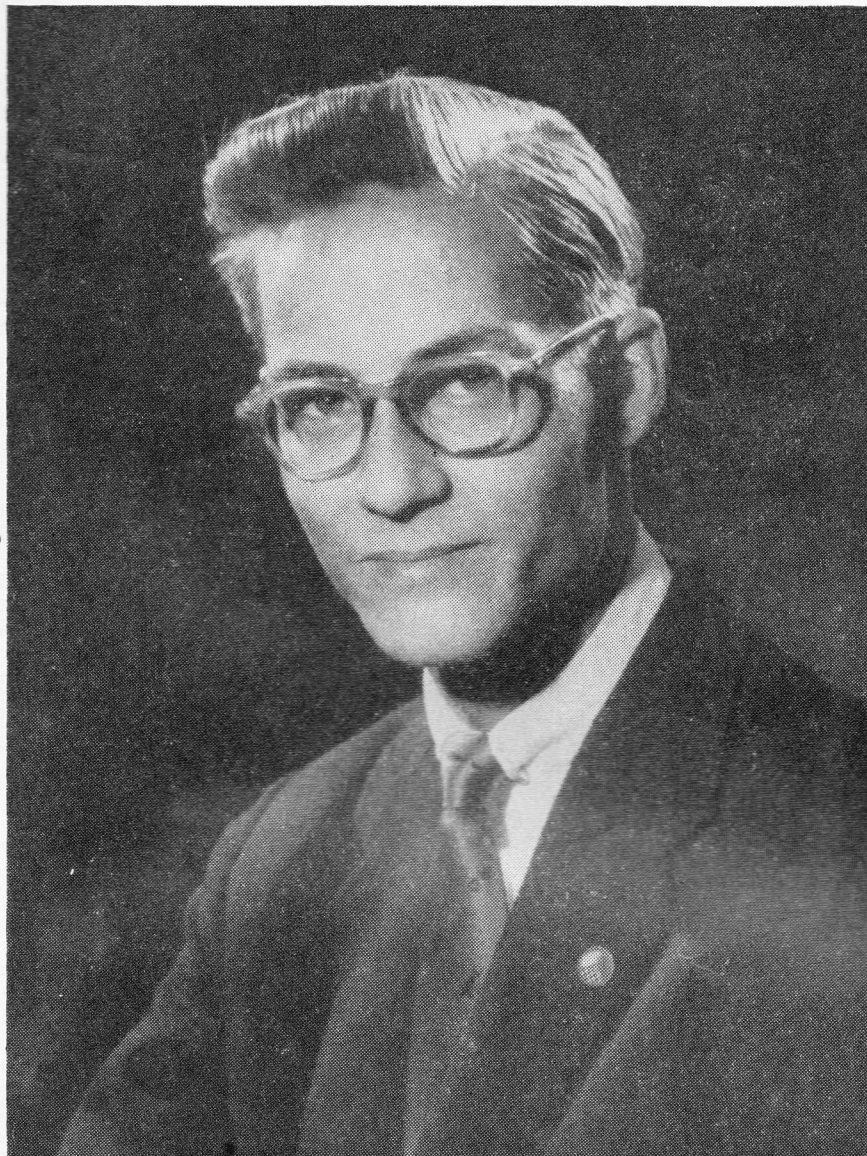
### 100 MPH AND ALL THIS GREATER COMFORT

- ★ *Curve-backed seats for fast-cornering comfort.*
- ★ *Transverse seat behind driver, easily detachable.*
- ★ *New washable drophead-type hood with washable lining gives maximum headroom. The flexible rear window can be zipped down.*
- ★ *Snugly-fitting wind-up windows.*
- ★ *Heating equipment as standard.*
- ★ *Higher roof and wider doors give very easy entry.*



The vivid performance of the New Drophead Coupé is matched perfectly by sure, powerful braking, beautifully responsive steering and outstanding road holding. £1927.15.10 including purchase tax.





Photograph by Patrick Benjafield

## PORTRAIT GALLERY

### No. 33—MASTEN GREGORY

It's a long, long time since an American driver won an important European Grand Prix—34 years, in fact. It was in 1921 that Jimmy Murphy won the French G.P. at Le Mans in a Duesenberg, and in 1955 that 23-year-old Masten Gregory took a Ferrari to Portugal and won the Lisbon G.P., by one-fifth of a second after a dramatic duel with de Graffenried's Maserati. But the chequered flag by then was no novelty to this slightly-built, studious-looking young man from Kansas City. It was Dale Duncan, his brother-in-law (Masten married at 19), who urged him on the road to fame, first in an Allard, with which he scored his first win at Stillwater, Oklahoma, in 1953, then in an XK 120C Jaguar in which he won at Golden Gate and Offutt AFB. This car was burnt out at Floyd Bennett field, but he purchased another on the spot, to gain further laurels at Thompson, Conn., before switching to a 4.5 Ferrari and crossing the Atlantic for some European racing.

His début was brilliant, with third place in the Rheims 12 Hours. Then he competed at Oporto and in the T.T., then went to Prescott—his first hill-climb, and dealt the sports car record a shrewd but unofficial 1.5 secs. blow in practice. Rain spoilt his climb on the day, but he made up for it at Aintree with outright victory at the expense of the Aston Martin team. "Horsepower" was his laconic comment on being congratulated! Then he scored second at Montlhéry to Behra, and won the 210-mile Nassau race in the Bahamas.

This year, in a 750S Ferrari, he scored "thirds" at Bari and in the Eifelrennen (ahead of Kling and Farina), second at Oporto, and that brilliant Lisbon victory—all in rapid succession. Then he switched to a Porsche with Carroll Shelby for the T.T., sharing first place in the 1½-litre class. Good enough? Many of his countrymen would like to see this talented son of America in a Formula 1 Grand Prix car. So would we.

C. P.

## 1956 INTERNATIONAL CALENDAR

THE International Sporting Commission of the F.I.A. have approved the following dates for major International motoring events for the 1956 season:—

### WORLD DRIVERS' CHAMPIONSHIP (F1) EVENTS

22nd January, Argentine G.P.; 13th May, Monaco G.P.; 30th May, Indianapolis 500 Miles; 3rd June, Belgian G.P.; 17th June, Dutch G.P.; 1st July, French G.P.; 14th July, British G.P.; 29th July, German G.P.; 19th August, Swiss G.P.; 2nd September, Italian G.P.; 28th October, Spanish G.P.

### EUROPEAN TOURING CHAMPIONSHIP

15th/23rd January, Monte Carlo Rally; 24th/28th February, Sestriere Rally, Italy; 6th/12th March, British Rally; 5th/8th April, Iberian Rally; 6th/12th May, Tulip Rally, Holland; 23rd/26th May, Geneva Rally, Switzerland; 28th May/3rd June, Midnight Sun Rally, Sweden; 21st/24th June, Wiesbaden Rally, Germany; 6th/12th July, Alpine Rally; 5th/9th September, Liège-Rome-Liège, Belgium; 17th September, Viking Rally, Norway; 26th/30th September, Adriatic Rally, Jugo-Slavia.

**OTHER DATES:** 15th January, Buenos Aires 1,000 km. (S), Argentina; 25th March, Sebring 12 hours (S), U.S.A.; Pau G.P. (F1), France; 15th April, Targa Florio (S), Sicily; 28th/29th April, Mille Miglia (S), Italy; 27th May, Nürburgring 1,000 km. (S), Germany; 27th May, Comminges G.P. (F1) or Albi G.P. (F1), France; 9th/10th June, Le Mans 24 Hours (S), France; 8th July, Rouen G.P. (F1), France; 28th August, Eifelrennen (F1, S), Germany; 9th September, Rome G.P. (F1); 15th September, Tourist Trophy (S); 23rd September, Avus G.P. (F1), Germany; 19th/23rd November, Carrera Panamericana (S), Mexico.

### WEST ESSEX C.C. SPEED HILL-CLIMB Stapleford, 16th October

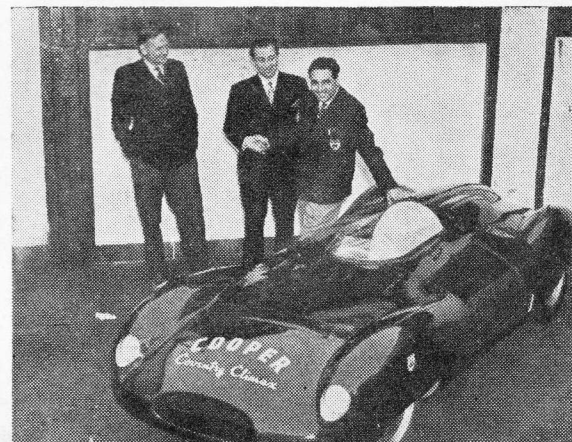
**B.T.D.:** P. R. Emery (2,448 c.c. Emeryson), 45.87 secs.

**Closed Cars, up to 1,100 c.c.:** 1, Dr. C. D. McCarthy (DKW), 63.44; 2, R. Wotton (DKW), 66.40. **1,101-1,500 c.c.:** 1, K. S. Richardson (Porsche), 59.00; 2, Hon. Mrs. K. S. Richardson (Porsche), 63.99; 3, B. Henry (Wolseley), 64.32. **1,501-3,000 c.c.:** 1, W. Atkins (Mercedes-Benz 300SL), 54.50; 2, N. W. Graham (Ferrari), 58.84; 3, P. G. M. Hutchinson (Ferrari).

**Open Cars, 1,101-1,500 c.c.:** 1, W. P. U. Constable (M.G.), 56.19; 2, K. P. Tomei (M.G.), 59.50. **1,501-3,000 c.c.:** 1, K. Rudd (Aston Martin DB3S), 51.18; 2, K. Rudd (A.C. Ace), 52.18; 3, H. M. Denton (Frazer-Nash), 52.48.

**Sports Cars, up to 1,100 c.c.:** 1, K. A. Greene (Cooper-Climax), 50.70; 2, P. Ashdown (Lotus), 51.25. **1,101-1,500 c.c.:** 1, J. Coombs (Lotus-Connaught), 51.15; 2, P. Riley (Lotus Mk. VI), 52.03; **1,501-3,000 c.c.:** 1, K. Rudd (A.C. Ace), 52.20; 2, J. R. Rudd (Frazer-Nash), 53.07; 3, A. F. F. Dennis (Austin-Healey), 53.67. **Over 3,000 c.c.:** 1, J. A. Young (Jaguar), 49.57; 2, (Not available at time of going to press), 50.00; 3, C. Donnelly (Jaguar), 50.84. **Racing Cars, up to 500 c.c.:** 1, C. M. Lund (Cooper), 48.29; 2, D. Parker (Kieft), 48.38; 3, H. C. Taylor (Cooper), 48.80. **501-1,100 c.c.:** 1, A. F. Rivers-Fletcher (Cooper), 47.79; 2, F. B. Sowrey (Cooper), 48.06. **1,101-1,500 c.c.:** P. Riley (Lotus), 50.79. **1,501-3,000 c.c.:** P. R. Emery (Emeryson), 45.87 (B.T.D.); 2, J. Young (Connaught), 47.52.

*OFF for International Glass G records with a sports Cooper-Climax to Montlhéry this week went Jerseyman Bill Knight and Arthur Owen, seen below with chef d'équipe John Cooper. Third driver was Jim Russell. Subject to the usual confirmation, they had already broken 12 records, including the Hour at 125.34 m.p.h., at time of going to press.*







★

*SVELTE: Gone are the "square" lines of the traditional M.G. In its place is the new "A", the aerodynamic shape of which brings the Abingdon product completely up to date. It is shown in completely standard form, but knock-on wire wheels can be had if specified.*

★

## JOHN BOLSTER TESTS THE M.G.A.

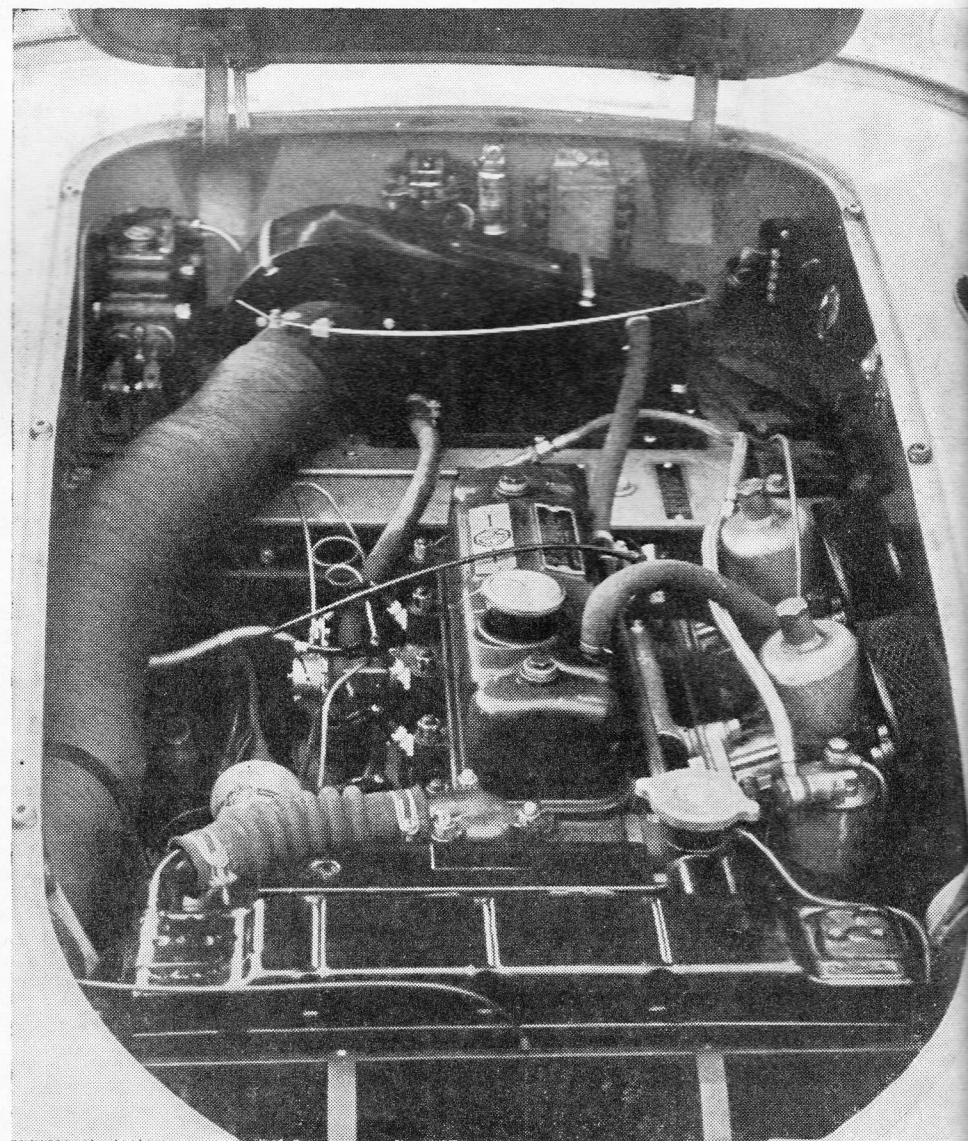
"THE racing car of today is the touring car of tomorrow". How true are those oft-quoted words when applied to the new M.G.! We first saw the prototype chassis in August, 1954, when George Eyston broke eight International Class F records in a car called Ex 179. The next appearance included the body as we now know it, and, under the number Ex 182, the team performed marvels at Le Mans. Now, fully fledged as the M.G.A., the new model is on the market, and I have recently done a week's hard motoring in one of the first production cars.

When I tested Ex 182 in July, I described the chassis briefly, and I had already given a more detailed account in the issue of 3rd June. Suffice it, therefore, to say that the frame is of box section, and wide enough for the driver and passenger to sit within its members. The independent front suspension is by helical springs and wish-bones, while at the rear the semi-elliptic springs locate the hypoid axle on the Hotchkiss principle.

The engine is a well-known model of the B.M.C. range, but developed in this case to the point where it produces 68 b.h.p. at 5,500 r.p.m. This is a sturdy design, with twin carburettors and push-rod-operated overhead valves. It is assembled in unit with a four-speed gearbox, synchronized on the upper three ratios, and with a traditional M.G. central remote control. Also traditional is the fly-off hand brake—why don't all cars have them?

The body follows the lines of the Le Mans cars, but is more elaborately appointed. The grille preserves memories of the old M.G. radiator, but the octagon motif has, thank goodness, gone from the instrument panel, appearing only unobtrusively on the steering wheel boss. The instruments are indeed round, plain, and functional, and the test car's speedometer was completely accurate.

Abingdon's new 1½-litre two-seater a fast, smooth performer  
—80 m.p.h. cruising speed, over 95 m.p.h. maximum



**POWER-PLANT:** The 1½-litre, push-rod engine is accessible enough for all normal maintenance. Large "trunk" on the left is the heater air-intake. The 1½ ins. SU carburettors have separate air-cleaners.





*RECOGNITION is made easy (above) by retaining the typical Abingdon shape for the "radiator" motif.*

*ANTI-CRASH arrangements (right) for the neat tail include a substantial bumper with over-riders.*

The upholstery, trim, and finish are most attractive. At the rear, the luggage boot has a moderate capacity, because the spare wheel, in a soft cover, takes up a good deal of the space. The hood gives plenty of head room, good rearward vision, and folds neatly out of sight. The excellent sidescreens, with spring-loaded hinged bottom panels, have their own compartment in the flap which covers the hood. The backs of the seats fold forward, providing easy access to the all-weather equipment.

The driving position gives a good sense of control. I would perhaps prefer the steering wheel to be a little farther away, and my own preference is for a rather more reclining seat back with a cushion giving better support to the legs. However, these slight changes could easily be made by the owner if desired, and an adjustable wheel is available. The forward vision is excellent, thanks to a falling bonnet line.

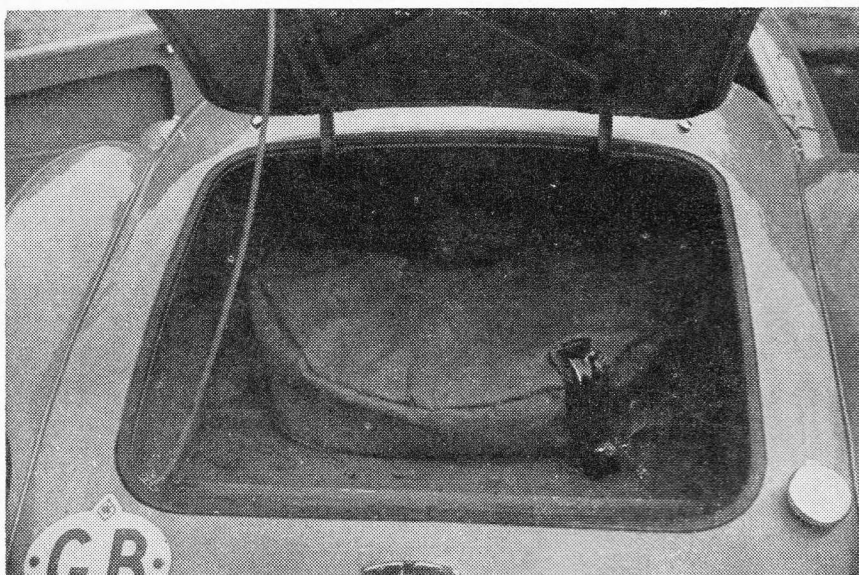
On driving off, one is at once impressed with the gearbox. It is as nearly crash-proof as anything I have driven outside the automatic class. The changes go through beautifully, and third gear is high enough for frequent use on the open road. After being baulked by a slow vehicle, one takes a *coup de troisième* and the speedometer is soon climbing into the seventies again. The clutch is smooth in action, but can be made to slip if fast changes are attempted. As the hydraulic operation gives agreeably light control, it would be easy to fit stronger springs for competition work.

The makers suggest 80 m.p.h. as a cruising speed, which seems to suit the car admirably. I had the speedometer on the 100 mark a score of times, under favourable conditions on the road. One tends to drive fast because the riding comfort is so good. The first impression is that the suspension is fairly hard, but this soon disappears, and at the higher speeds the comfort is most marked.

There is none of that continuous up-and-down movement that mars so many modern cars. The stability is exceptional, and the M.G. corners fast under perfect control.

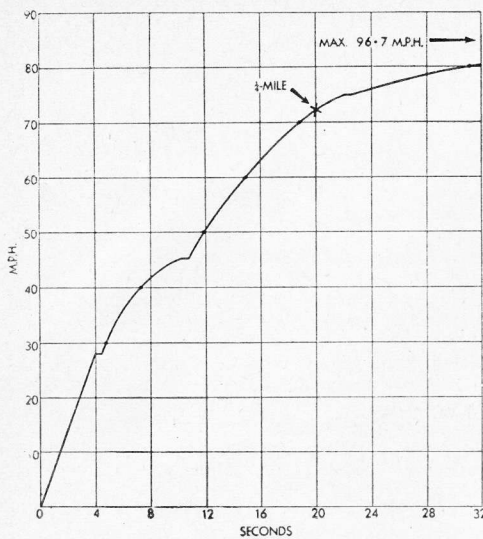
This is a car of very definite character. It is obviously a sports model, but it remains at all times practical. With the hood and sidescreens erect, the heater turned on, and the radio playing, it can serve very well as a town carriage. Milady's dress will not be soiled if she is going to a dance, and though the low build exacts a certain technique of entry and exit, that is soon acquired. This is as good a shopping car as any other, and the latent performance can temporarily be forgotten.

As befits a genuine sports car, it is better without the hood for long, fast journeys. With the top folded away, there is no wind noise, and the engine revs, willingly as the miles or kilometres pass quickly by. At the slightest check, the left hand has found a lower gear almost before the driver realizes it, and



*FIRST sports two-seater M.G. ever to have a separate luggage compartment is the "A". The spare wheel is covered by a fabric envelope, and anchored by grips to the locker floor.*





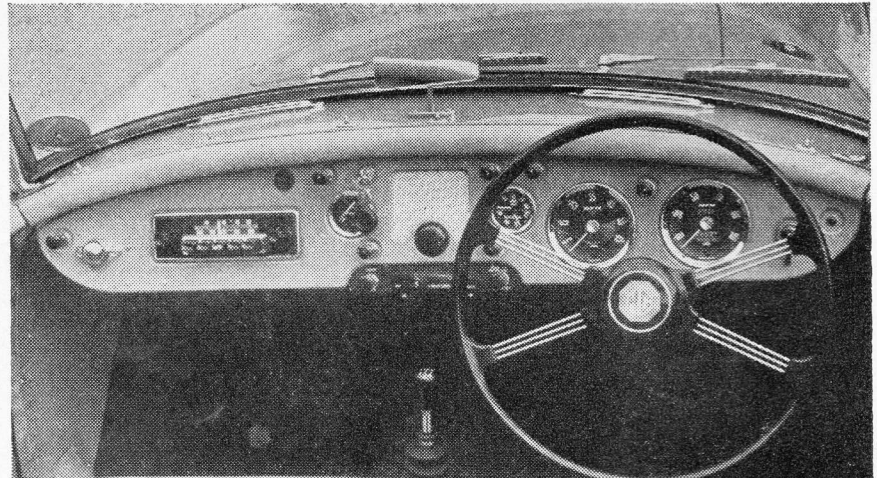
ACCELERATION GRAPH

the car is accelerating away without any excessive exhaust noise.

The acceleration is not of the kick-in-the-back variety, but the well-chosen gear ratios allow the best use to be made of the available performance. This is really quite a big, roomy car, and nobody would guess that it had only a 1½-litre engine. Large enough to be comfortable but small enough to be nippy in traffic, it is an ideal size of vehicle for many purposes. Thanks to its road-holding and brakes, it can put up a better average in safety than certain sports cars with considerably larger engines.

Very powerful brakes are a valuable safety feature. They can be used hard and often without the slightest sign of fading, and the usual increase in pedal travel does not manifest itself. In fact, the brakes are more than adequate to the speed and weight of the car. The lights are sufficiently effective for 60 m.p.h. cruising, but I would prefer to add a spotlight before driving at maximum speed in the dark, except on roads I know particularly well.

For those requiring additional performance, perhaps with competition work in mind, the makers can supply all the necessary parts and information.



*FACIA PANEL* is well thought out, and purists will note the provision of a tachometer. Provision is also made for H.M.V. radio (shown) and the shape of the spring-spoked steering wheel allows the instruments to be read easily.

Wire wheels with knock-off hub caps are another extra that will appeal to many. In its standard form as tested, however, the M.G. A is a most attractive car. It is fast and a delight to drive, but it is comfortable and practical as well. Its appearance excited universal admiration wherever I went, and the more discerning were quick to remark that it was beautifully made. Above all, at a basic price of £595 it represents remarkable value.

Having driven the competition model, Ex 182, from which this car was derived, I can say that little has been lost and a great deal gained in grooming the machine for production. The excellent roadholding and steering of the prototype are fully retained, and the loss in performance is less than I expected. The sound and heat insulation make a big difference, and the hot driving compartment of the "racer" has been eliminated. This is a jolly good little sports car; if you want one, hurry up and get in the queue!

## SPECIFICATION AND PERFORMANCE DATA

**Car Tested:** M.G. A Sports 2-seater. Price £595 (£844 0s. 10d. including P.T.).

**Engine:** Four cylinders 73.025 mm. x 89 mm. (1,489 c.c.). Pushrod-operated overhead valves. 8.15 to 1 compression ratio. 68 b.h.p. at 5,500 r.p.m. Twin S.U. carburettors. Lucas coil and distributor.

**Transmission:** Borg and Beck 8 ins. single dry plate clutch with hydraulic operation. Four-speed gearbox with short central remote control lever. Ratios, 4.3, 5.908, 9.520, and 15.625 to 1. Open propeller shaft. Hypoid rear axle.

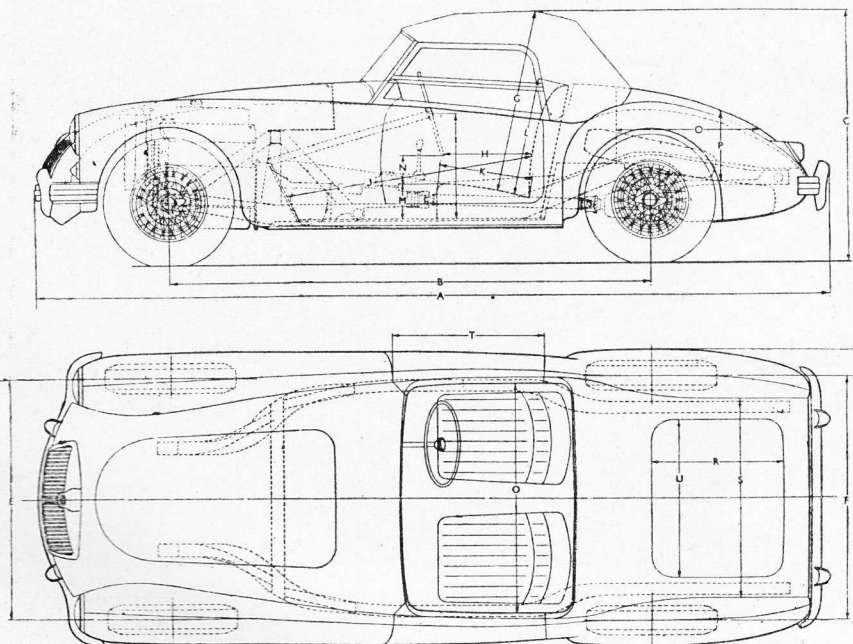
**Chassis:** Box section frame swept out to full width of body and passing above rear axle. Independent front suspension by wishbones and helical springs with rack and pinion steering. Rear axle on underslung semi-elliptic springs. Twin-piston hydraulic dampers all round. Bolt-on pierced disc wheels, fitted 5.50 x 15 ins. tyres. Lockheed hydraulic brakes, 2 L.S. in front, in 10 ins. x 1½ ins. drums.

**Equipment:** 12-volt lighting and starting, speedometer, rev.-counter, ammeter, water temperature, oil pressure and fuel gauges. Radiator blind, heater and demister, radio, flashing direction indicators, self-parking wipers.

**Turning circle,** 28 ft. **Weight,** 17 cwt. **Ground clearance,** 6 ins.

**Performance:** Maximum speed, 96.7 m.p.h. Speeds in gears: 3rd, 75 m.p.h.; 2nd, 45 m.p.h.; 1st, 28 m.p.h. Standing quarter-mile, 20 secs. Acceleration: 0-30 m.p.h., 4.8 secs.; 0-40 m.p.h., 7.2 secs.; 0-50 m.p.h., 11.8 secs.; 0-60 m.p.h., 15 secs.; 0-70 m.p.h., 18.8 secs.; 0-80 m.p.h., 31.2 secs.

**Fuel Consumption:** Driven hard, 29 m.p.g.



## Dimensions

- A Overall length, 13 ft. 0 in.
- B Wheelbase, 7 ft. 10 ins.
- C Overall height, 4 ft. 2 ins.
- D Overall width, 4 ft. 10 ins.
- E Front track, 3 ft. 11½ ins.
- F Rear track, 4 ft. 0½ in.
- G Seat to roof, 3 ft. 1 in.
- H Steering wheel to seat back, 1 ft. 5 ins. max., 11 ins. min.
- I Floor to centre of steering wheel, 1 ft. 9 ins.
- J Seat back to front floor board, 3 ft. 11 ins. max., 3 ft. 5 ins. min.
- K Length of seat, 1 ft. 6½ ins.
- L Height of seat, 1 ft. 9 ins.
- M Floor to edge of seat, 7 ins.
- O Length of boot, 2 ft. 6 ins.
- P Height of boot, 1 ft. 2 ins.
- Q Width at elbows, 3 ft. 8½ ins.
- R Length of boot door, 2 ft. 2 ins.
- S Width of boot, 3 ft. 3½ ins.
- T Width of door opening, 2 ft. 4½ ins.
- U Width of boot door, 2 ft. 6 ins.



On all roads to the show  
*you can rely on*

**MINTEX** BRAKE LINERS



INTERNATIONAL  
MOTOR  
EXHIBITION

*See us on  
stand  
no. 268*

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# EARLS COURT — 1955

**Many High-Performance Models and Other Exhibits of Interest to the Enthusiast in 40th International Motor Show**

its unusual rear suspension, makes its first public appearance at Earls Court. It is accompanied on Stand 154 by fixed and drophead versions of the well-proved XK 140, but no D-type is shown this year—or, for that matter, listed among the current models. Stand 123 reveals the latest changes to that most popular rally vehicle, the Triumph TR2, which as the TR3 possesses a modified front grille and more powerful engine, and is now available with a very useful occasional seat at the rear.

One new model which is sure to arouse great interest is the Morgan 10 Series II, with Ford engine (Stand 117), for apart from the Dellow this is the cheapest British sports car on the market. There is nothing experimental or uncertain about the chassis, which has already proved its qualities on the Plus Four. The latter, with Standard Vanguard or Triumph TR2 engine, is still in production and well known for its excellent roadholding. New, too, is the 1.4-litre Sunbeam "Rapier", which the future may reveal to be a successful

"**S**ORRY, sir, you can't leave it there. Yes, sir, I know the official car park is full. No, sir, I'm afraid I can't move the 'No Waiting' sign over just 11 ft. 6½ ins. Yes, sir, I know there's a big saloon over there, but it won't be, just as soon as we can find the right key for the door..."

But let us assume that you have cleared this and all the other hurdles, bought your ticket, and are now ready to see what Earls Court, 1955, has to offer you. If you are an *enthusiast*, as distinct from the man next door who thinks Brands Hatch is a poultry farm, then you will not be ambling round the stands with open mouth and glassy eyes, gazing with indiscriminating bewilderment at all that is on show. You will not, we suspect, experience a sudden rise in blood pressure at the realization that the Purgatory "Poodle" is now fitted with twin wipers and a pneumatic cigarette lighter.

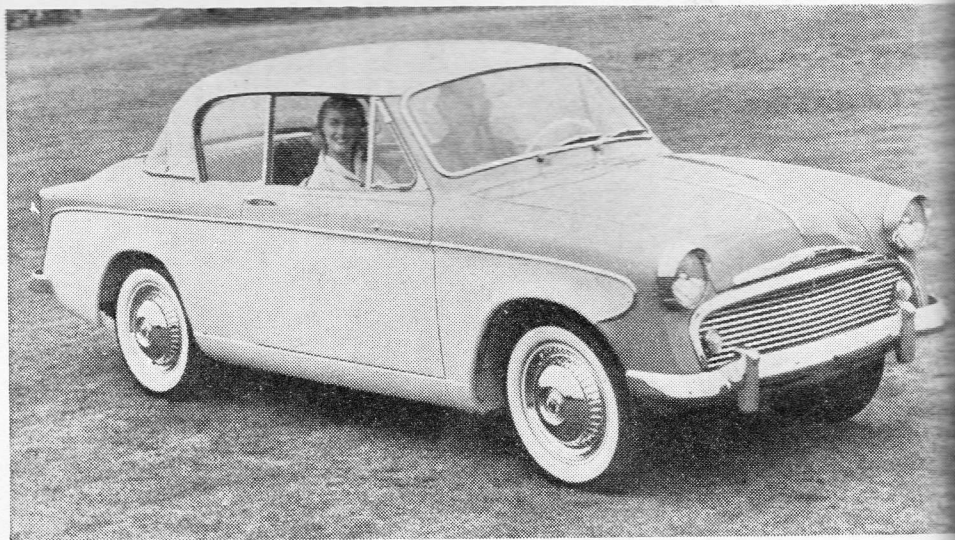
You will, in fact, have made your way to Earls Court with a definite purpose in mind. Appreciating that it is utterly impossible to examine *all* the exhibits in one visit (appalling prospect!), you will wish to make a selection of those which are of particular interest from the point of view of high performance, so that they may be sought out and viewed with the minimum of delay. Perhaps we may be able to help you do this.

The economic situation being what it is, not many entirely new models have been announced by British manufacturers this year. However, "the few" are

of definite interest, and the sporting motorist will assuredly make his way to Stand 153, for instance. Here he will find the M.G. A displayed in chassis form, along with two others in different colour schemes. For many, this will be the first sight of the new Abingdon product which has already brought forth approving comments at Frankfurt and Paris.

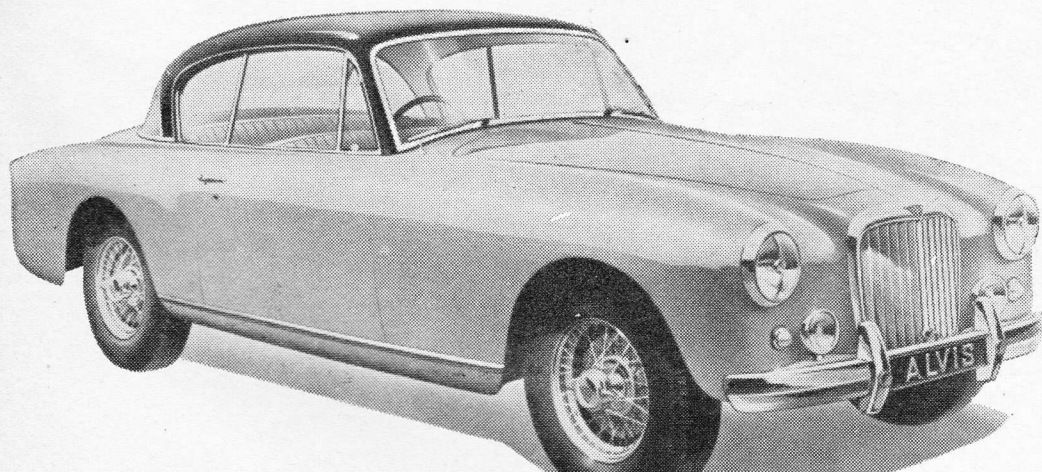
The new 2.4-litre Jaguar saloon, with

*See them at the Show...*



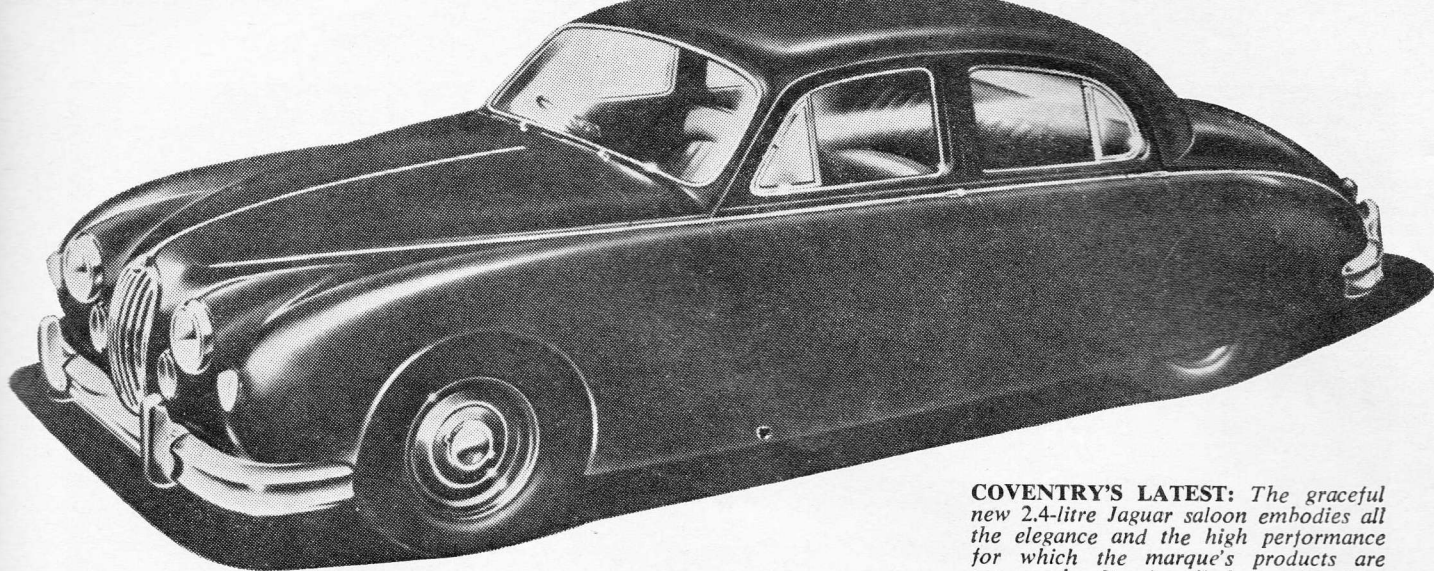
**ATTRACTIVE NEWCOMERS:** (Above) Sunbeam's latest, the attractive Rapier luxury saloon, with 1.4-litre, four-cylinder o.h.v. engine, should prove a brisk performer. An overdrive on third and top gears is a standard fitment.

★

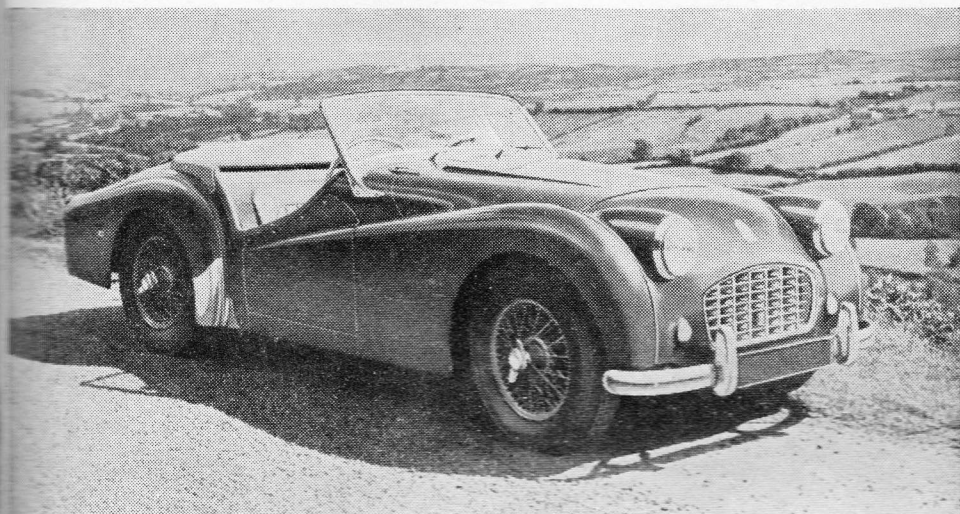


(Left) The Alvis TC108/G, a new 3-litre Gran Turismo model with elegant two-door coupé coachwork by the Swiss firm of Graber, has a chassis developed from

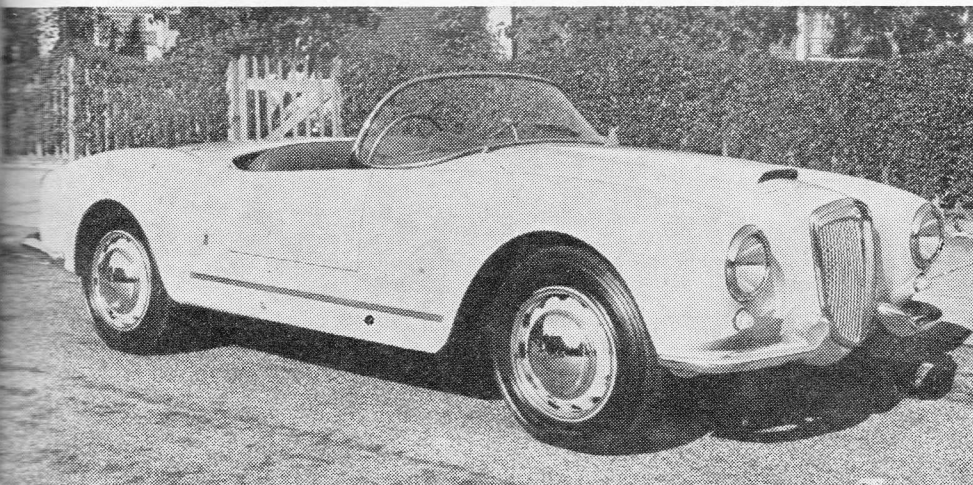




**COVENTRY'S LATEST:** The graceful new 2.4-litre Jaguar saloon embodies all the elegance and the high performance for which the marque's products are renowned. Its six-cylinder engine is a development of the well-known XK unit.



(Left) The ever-popular Triumph sports will be at the Show in its latest form as the TR3, with new radiator grille, various body refinements including an occasional rear seat as optional fitting, and, beneath its bonnet, a 2-litre, four-cylinder o.h.v. engine of still further enhanced output.



**NEW FROM ABROAD** at Earls Court will be the Lancia Spyder (above), the first open car produced by the famous Italian concern for 25 years. It has the famous 2.5-litre Aurelia power unit, modified to propel the Farina-bodied machine at speeds of around 120 m.p.h.

(Right) A formidable 2-litre sports car from Germany, the 190SL Mercedes-Benz, with twin carburetter, four-cylinder engine in a chassis of Type 180 derivation.

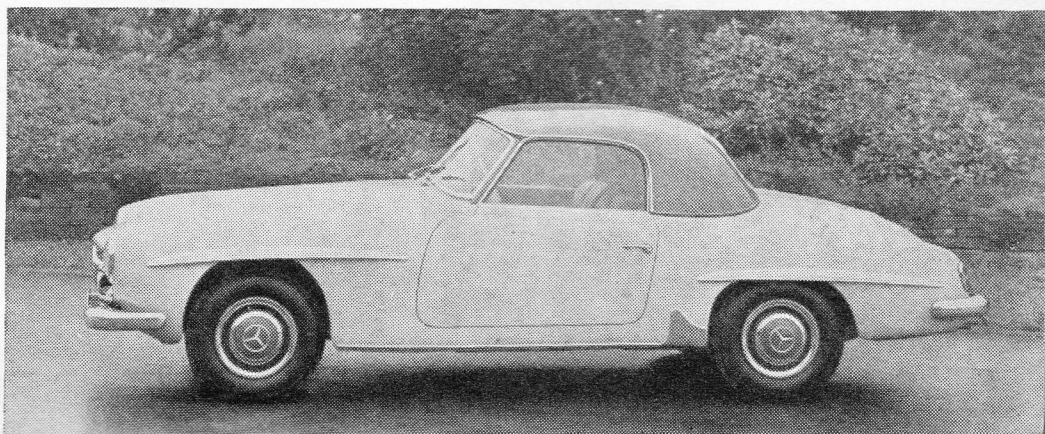
rally car as well as a pleasing family model, and the two 2.3-litre Armstrong Siddeleys which now accompany the fast and luxurious "Sapphire".

On Stand 131 will be found the Allard J2R, which may be obtained with the powerful V8 5½-litre Cadillac engine. Beside it, on Stand 132, is the "hard-top" Aston Martin DB2-4 Mark II, new features of which include a stronger rear axle, a fly-off handbrake, and special heating and ventilating equipment. Also nearby, on Stand 130, are the A.C. "Ace" and "Aceca". These delectable machines are now more expensive, but the blow is softened by an increase in the standard equipment, the heater, etc., now being included in the price.

The Bristol range (Stand 170) continues unchanged, apart from the addition of bumper overriders, and there are detail changes only in that very handsome, fibreglass-bodied car, the Jensen 541 (Stand 140). Le Mans models of the Austin-Healey and Frazer-Nash, together with other desirable sporting machinery, may be seen on Stands 149 and 119, respectively.

The Singer Hunter, on Stand 144, is supplemented by two new models with an interesting new cylinder head, featuring twin overhead camshafts, and the Singer "Roadster" is still in production—one of the few four-seater sports cars obtainable in these isles.

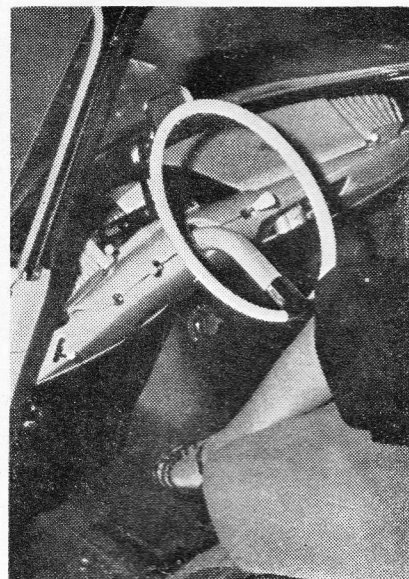
Lotus has previously been a name to conjure with on the racing circuits, but designer Colin Chapman has come a







**SENSATION OF PARIS:** And to be seen at Earls Court on Stand 155, is the highly unconventional Citroën DS19, with 2-litre, front-drive engine, hydro-pneumatic suspension, automatic clutch, front disc brakes and other novelties.



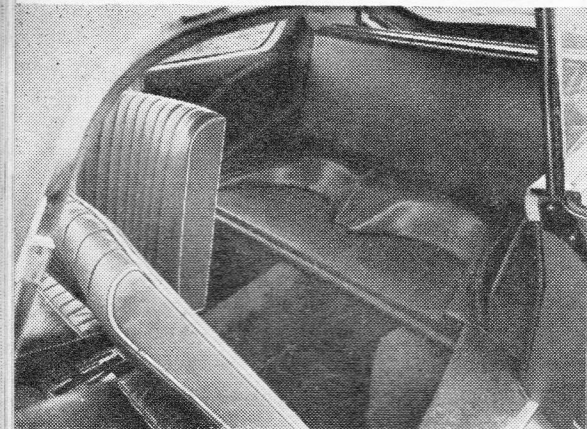
**TWO PEDAL CONTROL** seen close-up, shows the substantial accelerator pedal and the diminutive "button" for the hydraulically operated braking system.

long way since the day he made an early Austin Seven special quite unbeatable at Silverstone or anywhere else. At present, the most successful Lotus is the 1,100 c.c. machine with the amazing little Coventry Climax engine, which came so near to depriving France of the Index of Performance award in this year's Tourist Trophy race. This year, for the first time, a Lotus may be seen at Earls Court, and it is the "eleven hundred" which is exhibited in chassis form. Don't waste time looking for it downstairs, however, for Colin and his men are up among the accessories, on Stand 61. And while you are upstairs, don't forget to have a look at such worthwhile exhibits as the special cylinder heads, designed specifically to improve the performance of standard cars, which Laystall show on Stand 232.

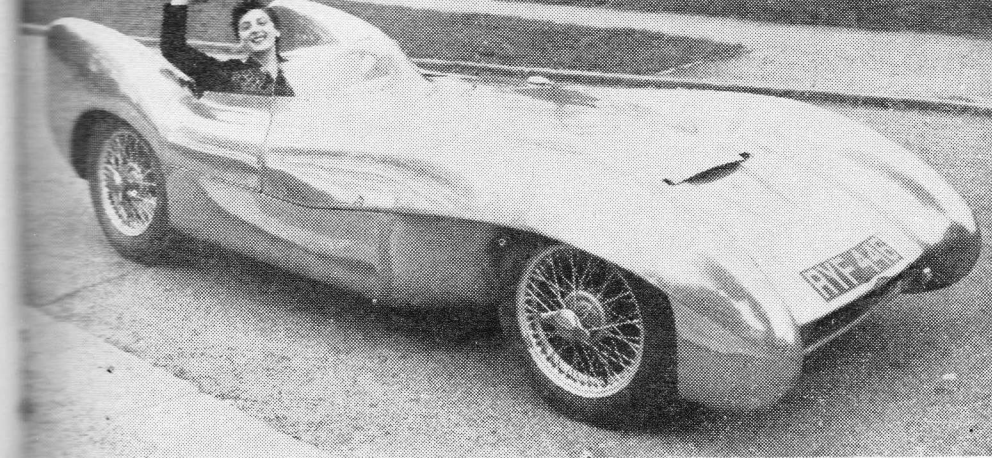
Each year, the British International

**HANDSOME HARDTOPS:** (Right) The 2-litre A.C. Aceca, a highlight of last year's show, will again be on exhibition, together with the open two-seater "Ace".

(Right, below) The Mark II edition of a renowned British high performer, the Aston Martin DB2/4 (Stand 132); and (below) a peep into the rear part of the body, showing the occasional rear seats.



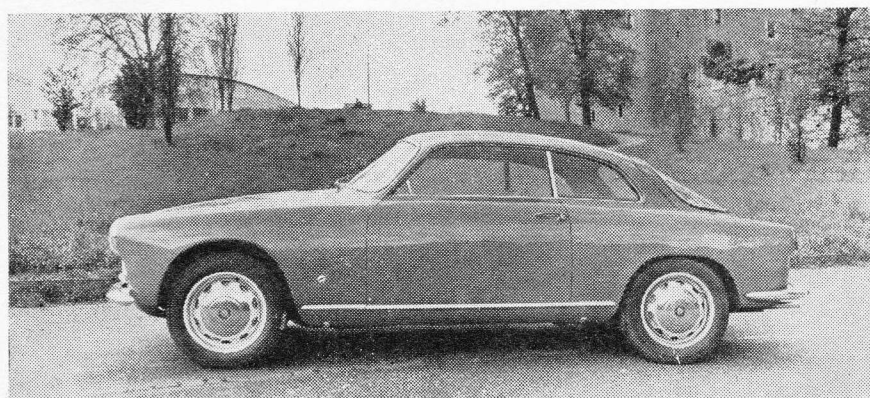
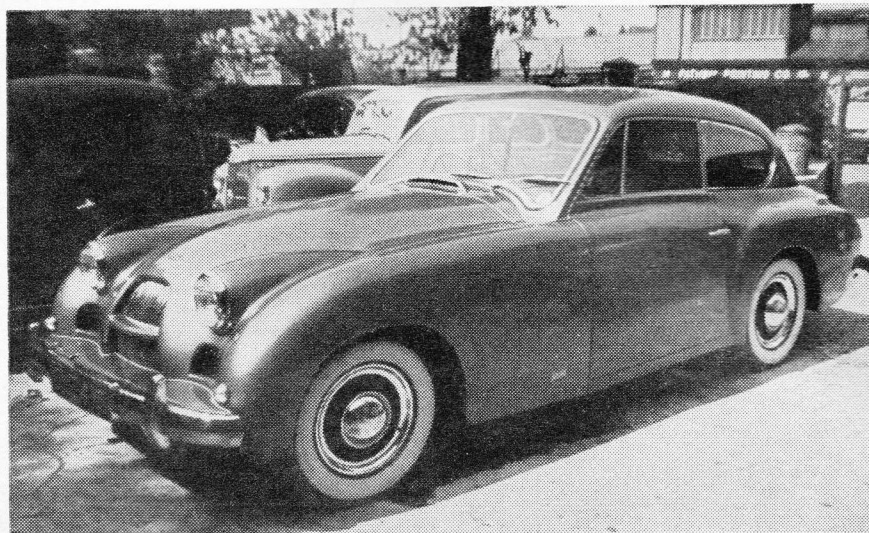




**WELCOME!** A marque which has sprung to the forefront within a very few years, Lotus will be exhibiting their 1,100 c.c. Coventry-Climax-engined Mk. 9 on Stand 61 in the Gallery.

★

**TWO FAST 'NASHES:** Frazer-Nash 1956 exhibits on Stand 119 will include examples of the Sebring open model, and the Le Mans coupé, both on the 2-litre Competition chassis.



Motor Show is preceded by the Paris Salon, which is considered in some circles to be the most important show of all. The Paris Salon is renowned as the place where coachbuilders run riot, and proudly display their more astonishing eccentricities to an innocent public. But it is also the place where the more serious-minded designers first exhibit their most important new cars, and many British enthusiasts, having read of these interesting designs, look forward to Earls Court as an opportunity to see them in the flesh. So you may be sure to find the knowledgeable crowded round the Citroën DS19, for on Stand 155 will be found the exhibit which is,

from the technical point of view, the most exciting in the entire show.

Exciting, too, is the word for the lovely Type 507 BMW, the sleek 3.2-litre V8 coupé on Stand 119, and we are all familiar with the competition successes of Mercedes-Benz, whose products

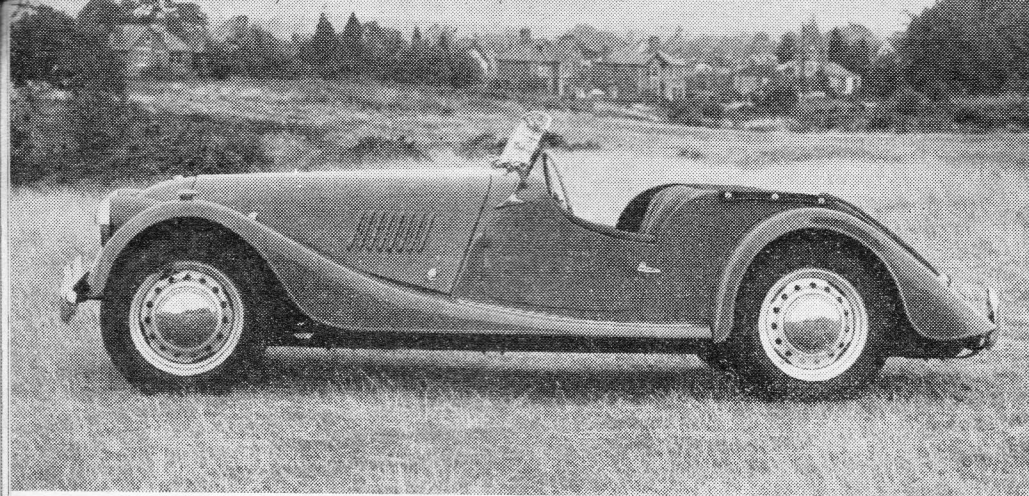
**BIG SALOON:** (Left) Besides the J2R and Safari models, Allard exhibits at Earls Court will feature the Monte Carlo 5/6-seater coachbuilt saloon, with alternative Jaguar or Cadillac power units.

**SMALL SALOON:** (Below, left) The handsome Alfa Romeo 1300 Giulietta Sprint, with twin o.h.c., four-cylinder engine, should draw an appreciative crowd to Stand 121.

(Below) Sleek frontal treatment on the open "Spyder" model by Pinin Farina.







**ATTRACTIVE PROPOSITION** is the latest Morgan, the 4/4 10 h.p., Series II, a sports car in the classic tradition, fitted with that energetic power unit, the Ford Anglia, and retailing at £450 basic.

are shown on Stand 114. The Volkswagen—now roomier and quieter—is on Stand 135, and its derivative, the Porsche, on Stand 151. As in the Paris Salon, at Earls Court the appeal of the "Spyder" may be judged, for open two-seaters of this type are shown by Lancia (Stand 116) and Alfa Romeo (Stand 121). The Lancia "Spyder" is that concern's first open car for 25 years, and the Alfa Romeo one is based on the "Giulietta".

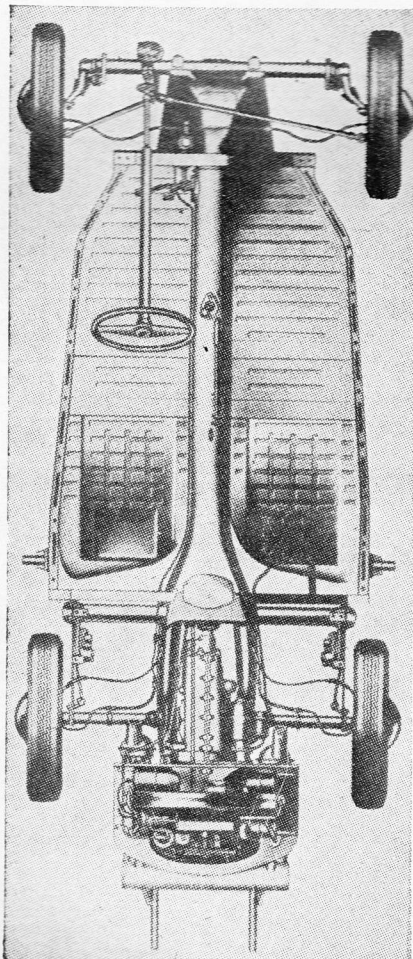
It is not possible to detail every exhibit of sporting interest in a brief survey of this kind. But we believe you will find much to interest the enthusiast at Earls Court this year, and consider your visit well worth while. If, as a sporting-minded motorist, you would like

assistance in some way, then why not do as so many other enthusiasts will do? Come to Stand 68, where we of AUTOSPORT will do all that we can to help you.  
F. W. McC.

#### WHERE TO FIND THEM

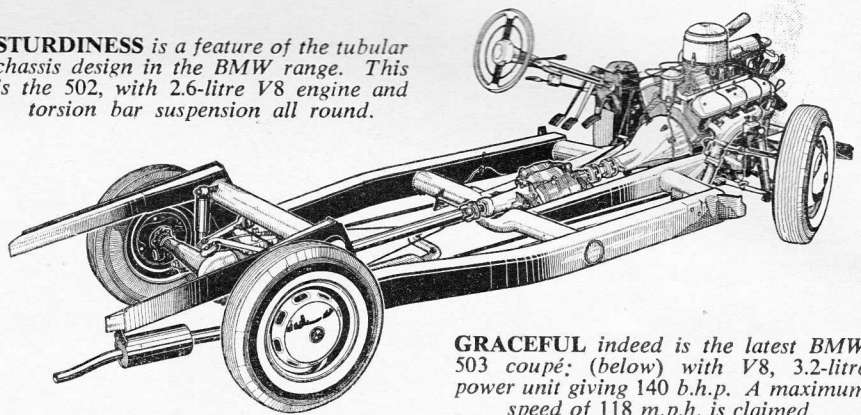
Make	Stand No.
A.C.	130
A.F.N. (Frazer-Nash, BMW)	119
Alfa Romeo	121
Allard	131
Alvis	128
Armstrong Siddeley	141
Aston Martin	132
Austin	162
Auto Union (DKW)	134
Bentley	126
Borgward	150
Bristol	170
Buick	125
Chrysler	158
Citroën	155
Daimler	167

Dodge	161
Fiat	124
Ford	137
General Motors	122
General Motors (Canada)	146
Healey	149
Hillman	164
Hudson	147
Humber	163
Jaguar	154
Jensen	140
Lagonda	139
Lanchester	166
Lancia	116
Lincoln	136
Lotus (in Gallery)	61
Mercedes-Benz	114
M.G.	153
Morgan	117
Morris	157
Nash	118
Packard	127
Panhard	143
Peugeot	129
Porsche	151
Renault	145
Riley	169
Rolls-Royce	168
Rover	160
Simca (England)	115
Simca (France)	148

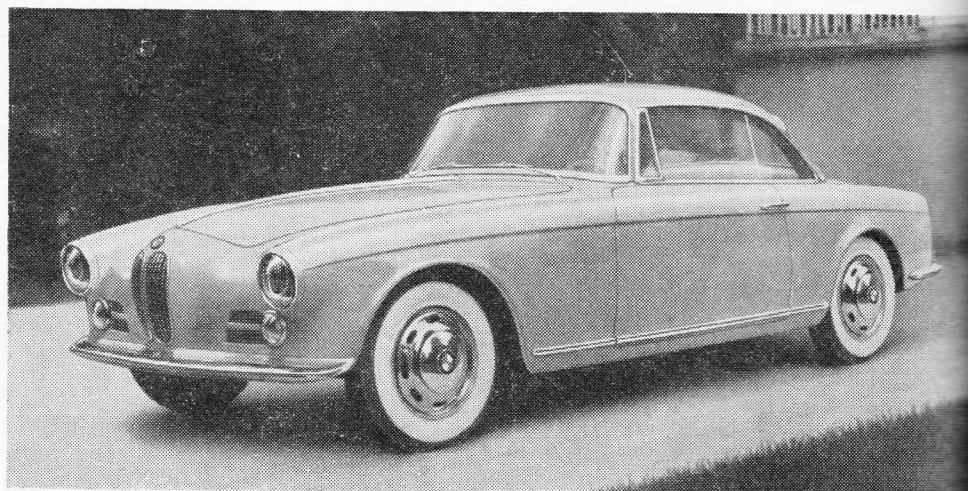


**BASIS** of a markedly successful design from Germany, the Volkswagen, showing the rear-engine layout, the trailing link independent front suspension and steel platform floor to the chassis.

**STURDINESS** is a feature of the tubular chassis design in the BMW range. This is the 502, with 2.6-litre V8 engine and torsion bar suspension all round.



**GRACEFUL** indeed is the latest BMW 503 coupé; (below) with V8, 3.2-litre power unit giving 140 b.h.p. A maximum speed of 118 m.p.h. is claimed.







**BRITISH ELEGANCE:** (Above) The superb Bentley Series S four-door saloon, with 4.89-litre six-cylinder engine. (Left) Latest in a long line of highest quality cars, the Rolls-Royce "Silver Cloud" saloon.

★

(Below) A new, fast and luxurious Daimler model for 1956, the "One-O-Four" 3½-litre six, has aluminium cylinder head, twin carburettors, and a brisk 100 m.p.h. performance.

★

(Bottom) The David Brown Lagonda two-door drophead coupé, a rapid and superbly comfortable car with 2,922 c.c., twin o.h.c. six-cylinder engine giving 140 b.h.p.

Singer	-	-	-	-	-	144
Standard	-	-	-	-	-	142
Studebaker	-	-	-	-	-	127
Sunbeam	-	-	-	-	-	159
Triumph	-	-	-	-	-	123
Vauxhall	-	-	-	-	-	165
Volkswagen	-	-	-	-	-	135
Wolseley	-	-	-	-	-	138

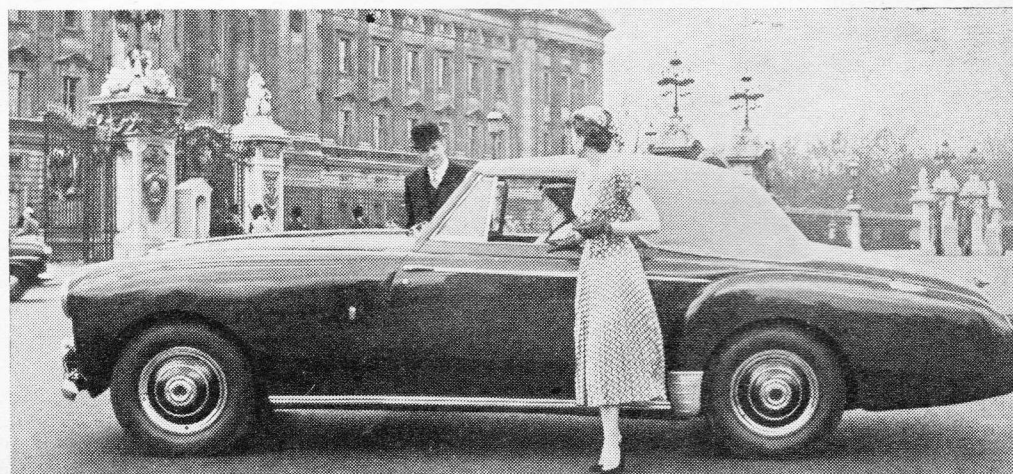
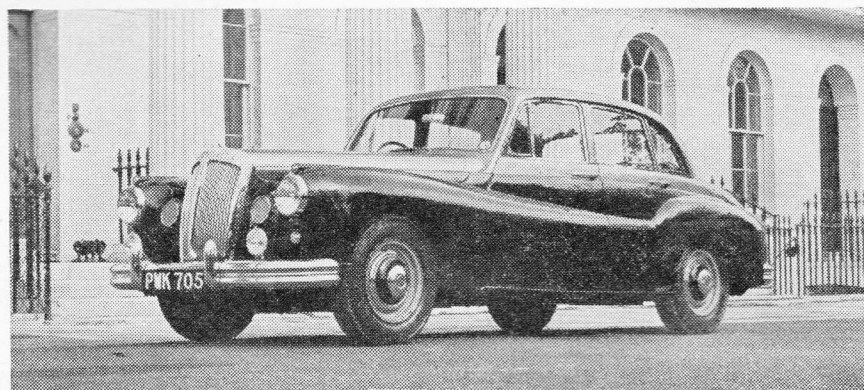
## COACHBUILDERS

Abbott	-	-	-	-	-	100
Briggs	-	-	-	-	-	98
British Light Steel	-	-	-	-	-	113
Carbodies	-	-	-	-	-	110
Fisher and Ludlow	-	-	-	-	-	101
Freestone and Webb	-	-	-	-	-	104
Harold Radford	-	-	-	-	-	109
Hooper	-	-	-	-	-	106
James Young	-	-	-	-	-	105
H. J. Mulliner	-	-	-	-	-	108
Mulliners, Ltd.	-	-	-	-	-	112
Park, Ward	-	-	-	-	-	107
Pressed Steel	-	-	-	-	-	111
Thrupp and Maberly	-	-	-	-	-	103
Tickford	-	-	-	-	-	99
Vanden Plas	-	-	-	-	-	102

## SHOW DATES AND HOURS

The Earls Court Motor Exhibition is open daily, Sunday excepted, from Wednesday, 19th October to Saturday, 29th October, between the hours of 10 a.m. and 9 p.m.

GROUND FLOOR PLAN OF STANDS ON PAGE 488.



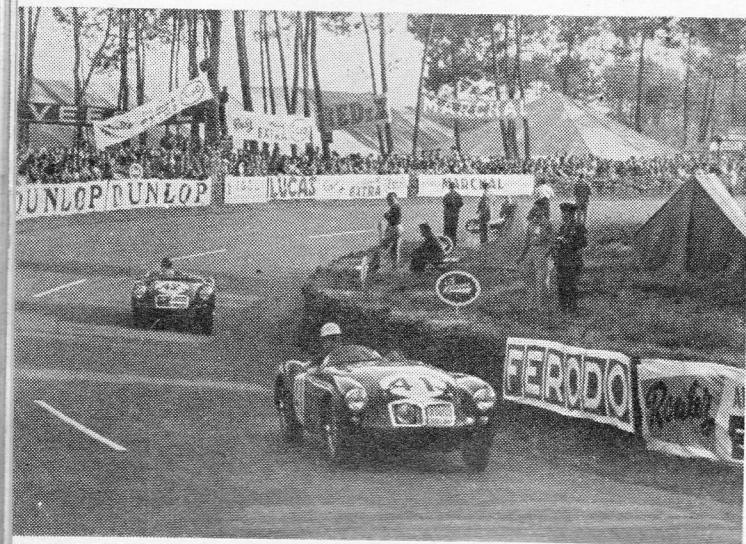


# RACE-BRED AND PROVED



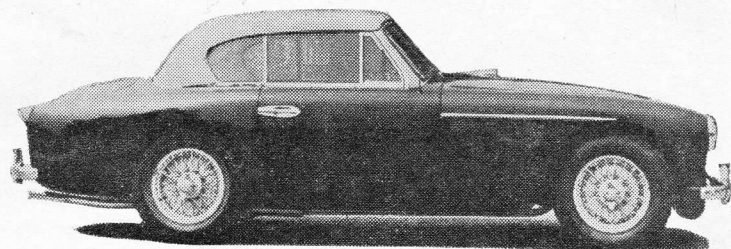
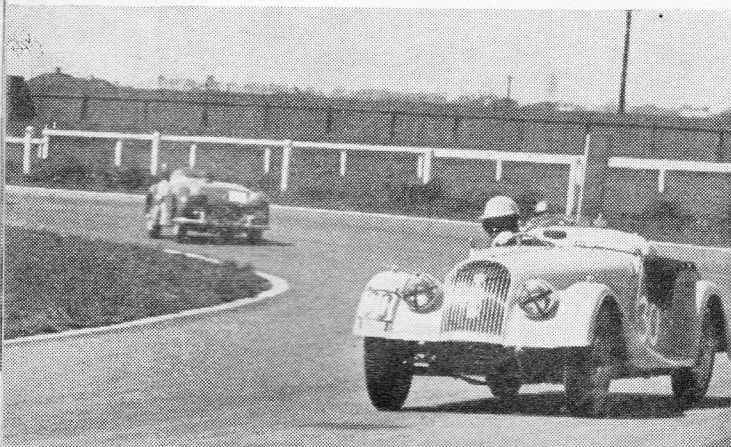
M.G. ▼

▲ JAGUAR

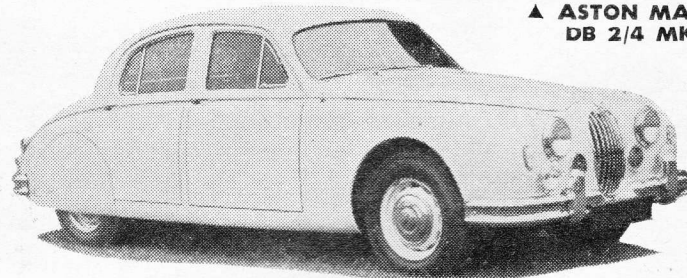


AUSTIN-HEALEY ▲

MORGAN ▼



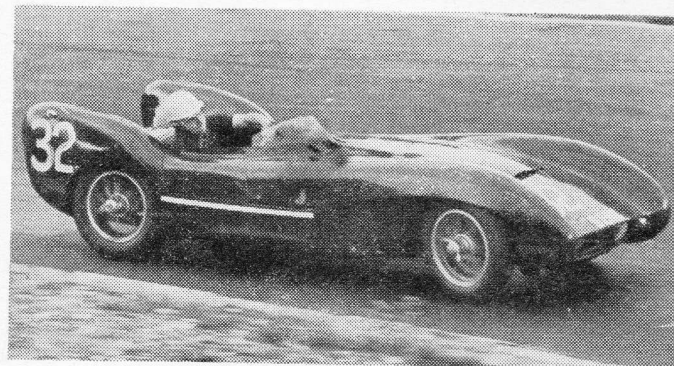
▲ ASTON MARTIN  
DB 2/4 MK. II



▲ JAGUAR  
2.4-LITRE



▲ M.G.A.

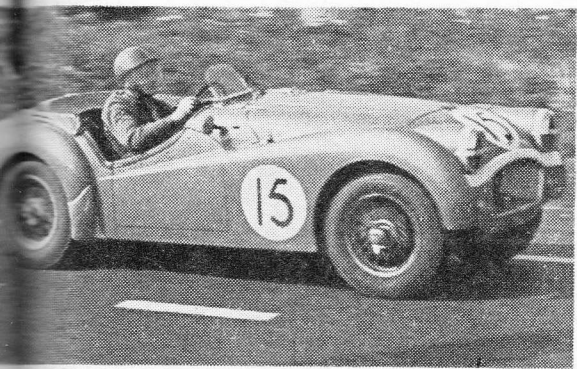
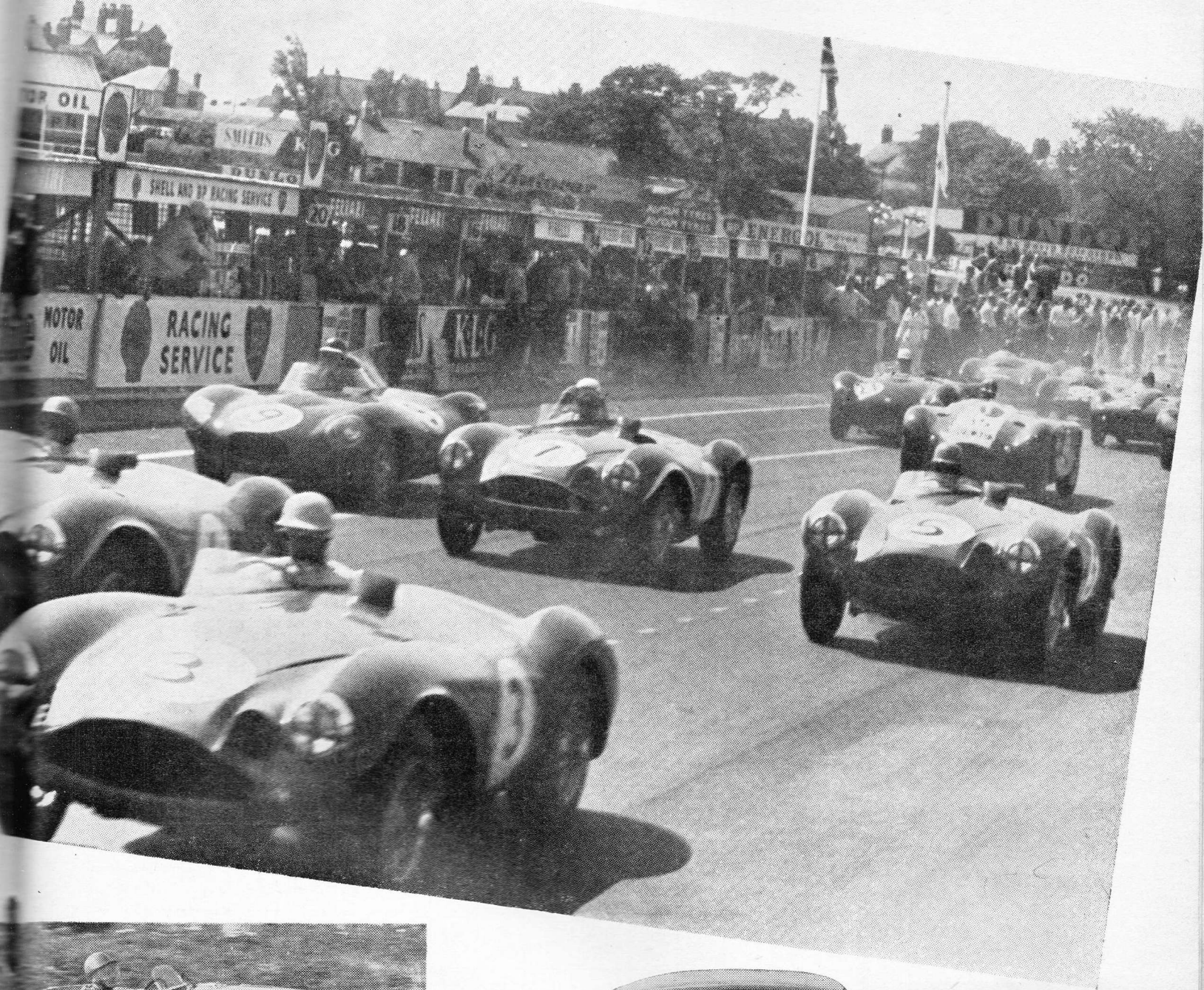


LOTUS ▲

FRAZER-NASH and JAGUAR ▼

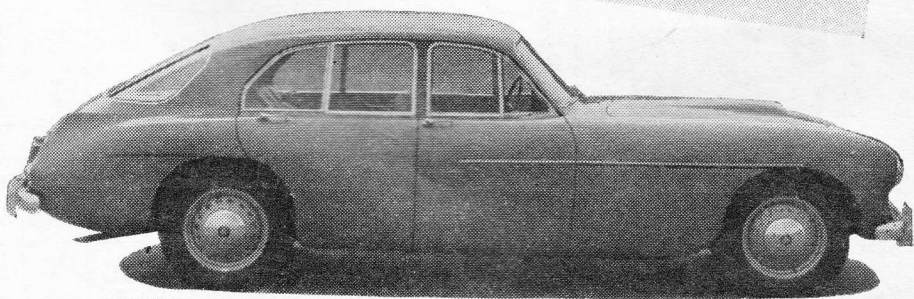
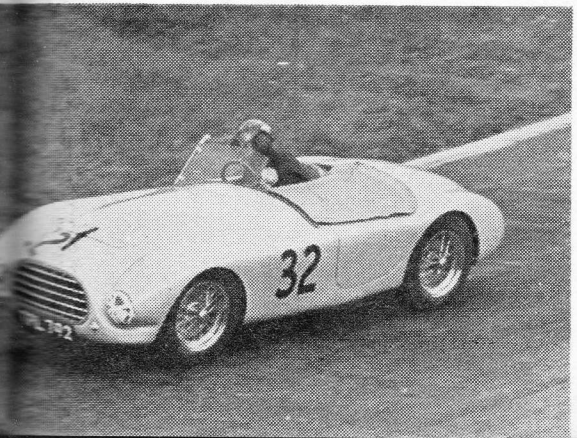




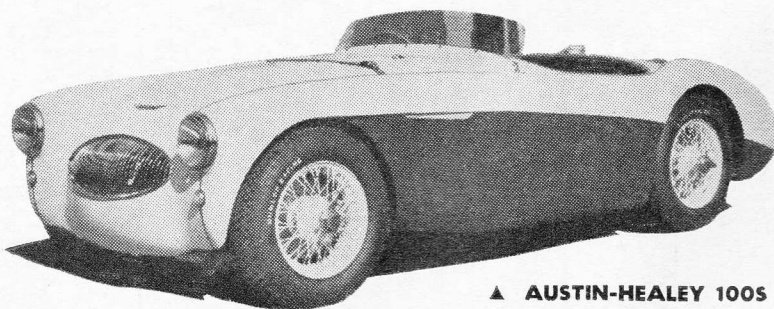


TRIUMPH TR2 ▲

A.C. ACE ▼



BRISTOL 405 ▲



▲ AUSTIN-HEALEY 100S



# SPECIFICATIONS

## of High Performance Models for 1956

**KEY TO ABBREVIATIONS.** Cyls.: L, in line; V, vee; H, horizontally opposed. Valves: OHV, overhead valves; SV, side valves; OHV, overhead inlet, side exhaust; OHC, overhead camshaft; 2OHC, twin overhead camshafts. Cooling: W, water; A, air; Carburettors: SU, SU; SX, Solex; ST, Stromberg; W, Weber; Z, Zenith; H, Holley; F, F. Inj., Fuel Injection. Suspension (Suspension media): T, transverse leaf springs; H, helical springs; S, semi-elliptic leaf springs; B, torsion bars; P, hydro-pneumatic. (linkage): W, wishbones; V, vertical slides; T, trailing links or arms; S, split or swing axle; D, de Dion axle; R, rigid (live) axle.

Make	Stand No.	Type	Power Unit								Gear Ratios (to 1)			Suspension		Dimensions (ins.)					Price (£)					
			Cyls.	Bore (mm.)	Stroke (mm.)	Capacity (c.c.)	Compression ratio (to 1)	Valves	Cooling	B.H.P.	R.P.M.	Carburettor(s)	Front	Rear	Tyre size	Overall length	Overall width	Ground clearance	Wheelbase	Weight (lbs.)	Basic	Including P. Tax				
A.C.	130	Ace Aceca	L6 L6	65 65	100 100	1991 1991	8 8	OHC OHC	W W	90 90	4500 4500	33U 33U	4 3	3 2	3-64 3-96	TW TW	TW TW	16×550 16×550	151½ 183½	59½ 61	6 6	90 90	1685 1848	1,100 1,375	1,689 9 2 1,949 0 10	
Alfa-Romeo	121	Giulietta* 1900 Super Sprint	L4 L4	74 84.5	75 88	1290 1975	8 8	2OHC 2OHC	W W	65 115	6000 5500	15X 25X	4.5 4.5	6.1 7.2	5.7 5.7	HW HW	HR HR	HR HR	155-15 16×600	156 175	60 63	5½ 5	94 99	1763 2090	1,595 2,500	2,160 14 2 3,542 15 10
Allard	131	T2R K3 Monte Carlo	V8 L6 L6	96.8 83 83	92 106 106	5420 3442 3442	9 8 8	OHV 2OHC 2OHC	W W W	280 190 190	5000 5500 5500	43X 23U 23U	— — —	— — —	— — —	HS HS HS	HD HD HD	HD HD HD	16×650 16×625 16×625	150 177 192	59 66 71	5 8 8	96 100 112	2200 2580 3248	1,722 1,537 1,782	2,440 12 6 2,178 10 10 2,525 12 6
Alvis	128	TC-108G*	L6	84	90	2993	8	OHV	W	104	4000	23U	3.77	5.01	7.28	HW	SR	SR	15×600	182½	66	7½	111½	3085	—	—
Armstrong-Siddeley	141	Sapphire 346	L6	90	90	3435	7	OHV	W	125	4700	18T	4.1	6.8	8.6	HW	SR	SR	16×670	193	72	8	114	3708	1,215	1,722 7 6
Aston Martin	132	DB2.4 Mk. II DB3S	L6 L6	83 83	90 90	2922 2922	8.2 8.68	2OHC 2OHC	W W	140 180	5000 5500	23U 35X	3.73 6.97	4.96 4.69	7.33	HT BT	HR BD	HR BD	16×600 16×600	171½ 154	65 62	8½	99 87	2436 2303	2,050 2,600	2,905 5 10 3,694 9 2
Austin-Healey	149	"100"*	L4	87.3	111.1	2660	7.5	OHV	W	90	4000	23U	—	4.125	6.46	HW	SR	SR	15×590	151½	60½	5½	90	2176	750	1,063 12 6
Bentley	126	"S"*	L6	95.25	114.3	4887	6.6	OHV	W	—	—	23U	3.42	4.96	9.0	HW	SR	SR	15×820	212	78½	7	123	4145	3,295	4,669 0 10
B.M.W.	119	507 503	V8 V8	82 82	75 75	3168 3168	7.5 7.5	OHV OHV	W W	140 140	4800 4800	23X 23X	4.45 5.42	5.65 8.6	3.9	BW BW	BR BR	BR BR	16×600 16×640	173 186½	65 67	—	97½ 111½	2579 3219	—	—
Bristol	170	405	L6	66	96	1971	8.5	OHV	W	105	5000	35X	4.22	5.46	7.71	TW	BR	BR	16×575	189½	68	6½	114	2712	2,390	3,386 0 0
Citroen	155	DS19	L4	78	100	1911	7.5	OHV	W	75	4500	1W	—	—	—	PW	PT	PT	16×650	189	70½	—	123	2464	990	1,403 12 6
Daimler	167	Conquest Roadster*	L6	76.2	88.9	2433	—	OHV	W	100	4500	25U	3.73	5.48	8.24	BW	SR	SR	15×600	178	—	—	104	2856	1,180	1,672 15 10
Dellow	—	Mk. IIB* Mk. V	L4 L4	92.5 92.5	63.5 63.5	1172 1172	6.16 7	SV SV	W W	30 36	4200 4400	1Z 15X	—	5.5 8.3	4.7	TR HR	HR HR	HR HR	16×475 16×475	138 132	54 55	9	82½ 84	1288 1116	448 542	635 15 10 788 19 2



Fiat	124	1100 TV	L4	68	75	1089	—	OHV	W	50	5200	1 W	16-6	10-2	6-8	4-3	HW	SR	14×520	148½	57½	5	92	1904	750	1,063 12 6
Ford (G.B.)	137	Zodiac	L6	79-4	76-2	2262	7-5	OHV	W	71	4200	1 Z	12-6	7-3	4-4	—	HW	SR	13×640	172	64	7	104	2522	600	851 2 6
Ford (U.S.A.)	136	Thunderbird	V8	95-25	83-82	4785	8-5	OHV	W	198	4400	1 H	9-0	5-8	3-9	—	HW	SR	16×670	179½	70½	6½	102	3160	1,639	2,323 0 10
Frazer-Nash	119	Le Mans*	L6	66	96	1971	9	OHV	W	140	5750	3SX	—	—	—	—	TW	TD	16×550	156	—	—	—	1848	2,500	3,542 15 10
H.R.G.	—	1½-litre	L4	73	89-6	1496	8-8	2OHC	W	108	5750	2SX	12-3	7-7	5-0	4-0	TW	TW	16×525	—	—	7	96	—	895	1,269 0 10
Jaguar	154	XK140 Mk. VII 2-4-litre	L6 L6 L6	83 106 83	106 83-5 76-5	3442 2442 2451	8 8 8	2OHC 2OHC 2OHC	W W W	190 190 112	5500 5500 5750	2SU 2SU 2SU	12-0 14-4 10-36	7-0 0-0 0-01	4-8 5-8 6-21	3-5 4-3 4-85	HW HW HW	SR SR SR	16×600 16×670 15×640	176 196½ 180½	64½ 73 66½	7 7½ 7	102 120 107½	2770 3780 2800	1,127 1,440 395	1,598 8 4 1,616 2 6 1,269 0 10
Jensen	140	541	L6	87	111	3993	6-86	OHV	W	130	3700	3SU	9-0	0-0	4-2	2-9	HW	SR	16×550	178	63	7	105	2968	1,285	1,821 10 10
Lagonda	139	3-litre	L6	83	90	2922	8-2	2OHC	W	140	5000	2SU	13-3	9-0	6-1	4-6	HW	BW	16×600	196	69½	7	113½	3696	2,600	3,684 9 2
Lancia	116	Aurelia II G.T. 2500 Spyder	V8 V8 V6	75 78 78	85-5 85-5 85-5	2286 2451 2451	7-4 8 8	OHV OHV OHV	W W W	87 118 118	4300 5000 5000	1SX 1W 1W	12-7 13-3 13-3	0-2 7-9 7-9	5-6 5-3 5-3	3-8 3-7 3-7	HW HW HW	SR SR SR	16×550 16×550 16×550	176½ 172 166	61½ 61 61½	6 6 6	112½ 104½ 96½	2632 2848 2352	1,550 2,115 2,115	2,196 19 2 2,937 7 6 2,937 7 6
Lotus	61	Mk. IX	L4	72-39	66-6	1097	—	OHV	W	76	6400	2SU	13-0	8-04	5-56	4-125	HS	HD	15×450	108	—	—	87½	1028	1,150	—
Mercedes-Benz	114	190 SL 300SL	L4 L6	85 85	53-6 88	1897 2996	8-5 8-4	OHC OHC	W W	105 240	5700 6100	1SX F100	13-7 12-16	9-0 7-16	5-0 4-73	3-9 3-64	HW HW	HS HS	13×640 15×650	165 175	68 70	6 5	94 94	2390 2560	1,900 3,100	2,632 15 10 4,329 15 10
M.G.	153	MGA Magneite	L4 L4	73 73	89 89	1489 1489	8-15 7-15	OHV OHV	W W	68 60	5500 4600	2SU 2SU	15-05 17-7	9-52 10-8	5-91 6-7	4-3 4-9	HW HW	SR SR	15×560 15×550	156 169	58 63	6 6½	94 102	1904 2404	595 645	844 0 0 914 17 6
Morgan	117	4-4 Series II Plus 4 (TR2)*	L4 L4	62-5 83	92-5 92	1172 1991	7 8-5	SV OHV	W W	36 90	4400 4800	1SX 2SU	15-07 12-8	8-25 7-4	4-4 5-2	— 3-7	HV HV	SR SR	16×500 16×525	144 144	56 56	7 7	96 96	1428 1876	450 595	638 12 6 844 0 10
Panhard	143	Dyna Junior	H2 H2	85 85	75 75	850 850	7-25 7-25	OHV OHV	A A	42 42	5000 5000	1SX 1SX	16-3 16-3	9-2 9-2	6-2 6-2	4-7 4-7	TW TW	BR BR	145-400 145-400	180 145	62 59	7½ 84	102½ 84	1456 1385	701 771	965 0 0 1,100 0 0
Porsche	151	1500 Super* Carrera*	H4 H4	80 85	74 66	1488 1498	8-2 8-7	OHV 2OHC	A A	70 100	5000 6200	2SX 2SX	13-92 13-92	7-72 7-72	4-94 4-94	3-56 3-56	BT BT	BS BS	16×500 16×500	155½ 155½	65½ 65½	6½ 6½	83 83	1764	1,390 1,868	1,966 2 6
Riley	169	Pathfinder	L4	80-5	120	2443	7-25	OHV	W	110	4400	2SU	13-6	8-4	5-9	4-1	BW	HR	16×600	183	67	7	113½	3333	875	1,240 14 2
Singer	144	SM Roadster	L4	73	89-4	1497	7	OHC	W	48	4200	1SX	14-5	9-5	6-1	4-9	HW	SR	16×500	153	58	6½	91	1736	510	723 12 6
Sunbeam	159	Mk. III Rapier	L4 L4	81 76-2	110 76-2	2267 1390	7-5 8	OHV OHV	W W	85 62	4400 5000	1ST 1ST	12-43 16-62	9-63 12-90	5-81 7-78	3-9 5-22	HW HW	SR SR	16×550 15×560	168 160½	62½ 60½	6½ 7	97½ 96	2924 2290	835 695	1,184 0 10 985 14 2
Triumph	123	TR3	L4	83	92	1991	8-5	OHV	W	95	4800	2SU	12-5	7-4	4-9	3-7	HW	SR	15×550	151	55½	6	88	1988	650	921 19 2

\* Other models available, based on specification detailed.

Allard: 12R fitted with Cadillac engine. Monte Carlo and K3 available with Cadillac or Jaguar engine.

Choice of axle ratios available. Alvis: Price to be announced. TC21/100 Grey Lady still in production.

Aston Martin: Hard-top detailed. Saloon and convertible also available. B.M.W.: U.K. prices not available.

Bristol: Saloon and Convertible available.

H.R.G.: Chassis details only available.

Lotus: Coventry Climax engine detailed.

Mk. VI chassis still in production.

Frazer-Nash: Choice of axle ratios.

Lotus: Coventry Climax engine detailed.

Porsche: Carrera

Saloon uses competition engine as in 550 Spyder.



# BRAEMAR GATHERING

Innes (TR2) Wins Scottish  
S.C.C.'s Heather Rally

THIS year the Scottish Sporting Car Club's Heather Rally was based on Braemar and although not an arduous event, it was an enjoyable occasion. Spread over three days—24th to 26th September—it enjoyed mixed weather, but the Sunday was a magnificent day and we have seldom seen Deeside look lovelier. Organization was good, results were produced with highly commendable rapidity and it was fine to see the premier award go to John and George Innes, whose Triumph TR2 had come down from Aberdeen to take part in an S.S.C.C. event for the first time. Although the brothers lost marks on the road they were consistently on the mark in the driving tests, and recorded the best time of the entry in two out of the six tests that were involved.

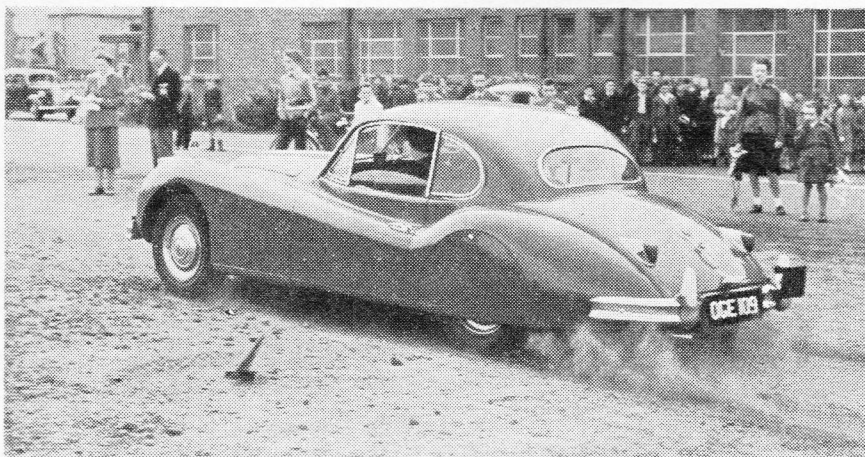
Saturday's sport commenced with a starting test in the grounds of Falkirk ice rink, and it was remarkable just how many cars did not get off their mark at the first pressure on the button. Even such keen types as Bob Macpherson (BMW) and Dr. J. Watson (Ford) were found wanting.

## The Farmer and the Crossroads

From Falkirk the entry went by Kincardine Bridge and covered eight assorted road sections to reach Cairn o' Mount. Marks were lost on the way there, and John Mitchell (Austin Atlantic) was hard put to it to find alibis for navigators who piled up 65 lost marks. Best story of the sections came from Neil Armour (Austin A50). Looking for a crossroads above Monifieth station, Neil found himself at the entrance to a farm and decided that the crossroads was immediately above the steading. The farmer conducted him carefully through the farm to its back entrance, whereupon Neil discovered that he was still bound for the wrong crossroads. What the farmer said about gormless rallyists isn't recorded.

The second test was a timed climb of Cairn o' Mount. In the small saloon class this was accomplished very smartly by Ian Scott Watson (DKW), while Bob Macpherson's BMW was among the best of the large saloons. A. C. Godhino's Jowett Jupiter proved to be a very temperamental motor car and took three attacks of starter trouble, which resulted in its withdrawal from the starting line on two occasions before the crew got things sorted out. Jack Hally's Jaguar made a fine climb in 31.1 seconds, but the best time of the entry was the 30.5 seconds of Ian MacDonald (Triumph TR2).

In the classes where competition looked like being serious the leaders were Ian Scott Watson (DKW), D. N. Campbell (Ford Anglia), G. Parker (Austin A90), Ninian Paterson (M.G.) and D. Buchanan (TR2) on Saturday night. But the position was to change greatly on Sunday. Some fairly tight road sections over short stretches, to points indicated as map references, did their share in sorting things. Perhaps



UP GOES THE DUST as F. D. Kerr's XK 140 Jaguar negotiates the first test in the Scottish S.C.C.'s Heather Rally. He was second in the class for modified saloons over 1,600 c.c.

the most interesting item was a test requiring a clean entrance and exit to and from four garages strategically placed in a field. We have seldom seen so many methods of doing the same set of manoeuvres, and the unrhythmic bouncing of Jimmie Murray and Dan Worton—who, together, weigh something in the region of 28 stones—spoke volumes for how much an M.G. TD will stand (and also indicated that we are forgetting our trials technique in Scotland). Ninian Paterson was not so lucky in his TD for, just when he was going really well, a brake pipe fractured and put an end to his chances. The test was performed very neatly by Dr. Watson (Ford) and by R. C. Carmichael in his oddish looking Alfa Romeo Special, but S. A. Anderson in his Allard shooting brake seemed to run amok and demolished most of the garages during his evolutions. Best time was made by John Innes (Triumph TR2), who was a treat to watch in this test.

## Aberdonians in Charge

Before leaving Sunday's rallying, we must mention that all the check points and the test were manned by officials from the Aberdeen and District M.C., who combined efficiency with friendliness. They saw that Ninian Paterson was on his way before closing the test and they also made arrangements for the repairing of G. Parker's Austin Atlantic, which had broken a half-shaft during the test.

After the lovely weather on Sunday it was a bit disappointing to have intermittent showers during Monday. The road sections could perhaps have been made a little bit more difficult, but this was compensated for by three quite interesting driving tests. In the first of these—a forward and reverse test around a triangle of road—the Innes TR2 was again at the peak of its form, but Jim Ferns was unlucky enough to overshoot a line, and then had his engine stall ere he could get his little Renault to beat a fast retreat. Herbert Meikle gave a good performance in his Jaguar and G. C. Ross (Hillman) was very tidy.

South of Tummel Bridge the fifth test of the rally combined forward and reverse movements with three astride stops. Ian Scott Watson (DKW) was unlucky enough to be penalized and lose

his chance of winning his class, but D. N. Campbell continued to motor his Ford Anglia with quite remarkable consistency, as did Jimmie Murray (M.G.). David Jack's Sunbeam was giving Bob Macpherson's BMW a run for its money, and the competition was still keen among the TR2s, with R. Crawford setting the best time for the test.

By Crieff, Aberfoyle, Port of Menteith and Fintry the entry continued the road sections to the final driving test near Lennoxton. Here, a quick turnabout within an enclosed space was the drill and J. Hughan in his Morgan was quite without peer. And so to Milton of Campsie, and the end of a closed-invitation event which had satisfied both members and visitors.

"AENEAS".

## Results

**Premier Award:** J. McMi, Innes (Triumph TR2), 158.4 marks lost.

**Production saloons, up to 1,000 c.c.:** 1. J. I. Ferns (Renault), 210.2; 2. I. Scott Watson (DKW), 216.6. **1,000 to 1,600 c.c.:** 1. D. N. Campbell (Ford Anglia), 191.6; 2. G. C. Ross (Hillman), 210.6. **Over 1,600 c.c.:** 1. R. D. Macpherson (BMW), 179.7; 2. D. Jack (Sunbeam), 199.2.

**Modified saloons, 1,000 to 1,600 c.c.:** 1. J. Watson (Ford), 173.6. **Over 1,600 c.c.:** 1. H. A. G. Meikle (Jaguar XK 120), 178.0; 2. F. D. Kerr (Jaguar XK 140), 194.4.

**Production sports cars, 1,000 to 1,600 c.c.:** 1. J. L. Murray (M.G. TD), 172.6; 2. Mrs. A. Mickel (M.G. TF), 178.5. **Over 1,600 c.c.:** 1. D. MacDonald (Triumph TR2), 165.2; 2. J. C. Bain (Triumph TR2), 169.5; 3. D. Buchanan (Triumph TR2), 178.8.

**Specials, over 1,600 c.c.:** R. C. C. Carmichael (Alfa Romeo), 214.1.

**Team Award:** R. D. Macpherson, J. C. Bain and Mrs. A. Mickel.

## M.G.C.C. WESTON RALLY

PROVISIONAL results of the M.G.C.C.'s Weston Rally (8th/9th October) to be reported in a subsequent issue, are as follows:—

**Nuffield Trophy:** S. Moore (M.G. TF).

**Jubilee Trophy:** R. A. G. Foster (M.G. 1½-litre).

**Class I:** G. N. Dear (M.G. TD). **Class II:** A. L. Hallpike (Ford Prefect). **Class III:** H. E. Rumsey (Triumph TR2). **Class IV:** J. J. Bott (Riley 2½-litre). **Class V:** Mrs. Joan Johns (Austin A50).

**Navigator's Award:** Miss Chesterton. **Ladies' Award:** Not awarded. **Novice Award:** A. L. Hallpike. **Team Award:** S. Moore and Mrs. Johns. **Special Tests:** G. N. Dear.

**Centre Awards, S.W. Centre:** B. J. Lovell (Austin A30). **Midlands:** M. D. F. Smith (Triumph TR2). **S.E. Centre:** S/Ldr. D. Giles (Triumph TR2).

**Starting Control Awards, London:** P. G. Fletcher (Frazer-Nash Le Mans). **Birmingham:** W. H. Morgan (Jaguar XK 120). **Cardiff:** E. H. Sullivan (Ford Anglia). **Bristol:** I. D. L. Lewis (Morgan Plus Four).



# WELL DONE



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**INTERNATIONAL TROPHY MEETINGS SILVERSTONE**  
MAY 7, 1955  
SPORTS CAR RACE

**1st 2nd 3rd**  
MANUFACTURERS' TEAM PRIZE

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**GOODWOOD 9 HR. RACE**  
INTERNATIONAL SPORTS CAR RACE 20.8.55

**1st 3rd**

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**LE MANS 24 HOURS**  
**1st**  
3 litre class

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**BELGIAN INTERNATIONAL SPORTS CAR RACE**  
**1st**

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**INTERNATIONAL RACE MEETING OULTON PARK**  
AUGUST 27, 1955  
INTERNATIONAL TROPHY RACE

**1st 3rd**

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# NEWS FROM THE CLUBS

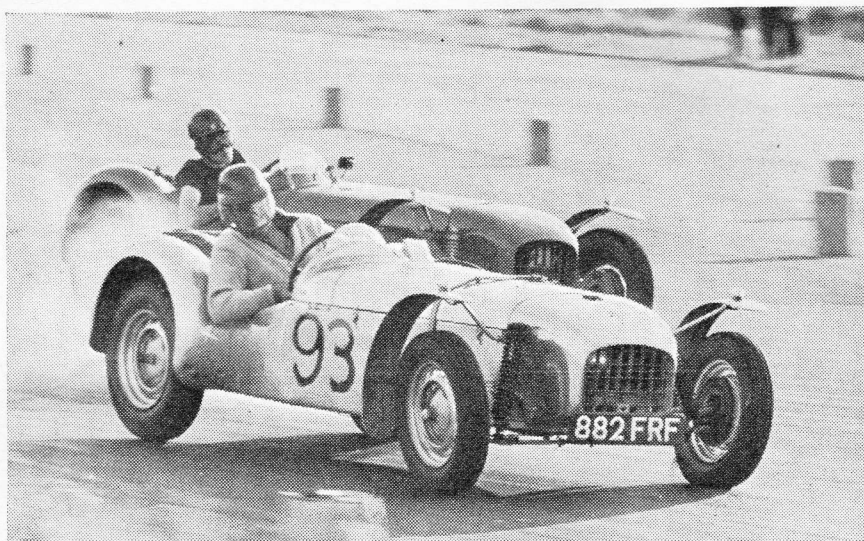
By Wilson McComb

Box 13, Fordham Station, New York, 58, is the address of the VW Auto Club of U.S., a recently formed association of American Volkswagen owners. BOX 13 is also the registration number of a 1952 Volkswagen which belongs to Webber H. Glidden of New York—and Web Glidden is the president of the VW Auto Club! It is hard to believe, but he got the registration number two years before the club got its mailing address!

Incidentally, the club is open not only to American VW owners; in fact, they have written to me with an invitation to European Volkswagen enthusiasts to join the club if they are interested. There are already over 200 members, and the club issues a nicely produced monthly bulletin which includes many useful hints for VW owners.

★ ★ ★

**WATCH** out for fireworks—a Pyrotechnic Rally will be held by the **Liverpool M.C.** on 5th/6th November, and what more appropriate night for it could there be? Naturally, the 250-mile event will include a halt for a bonfire and other junketings, but full details are included in the regulations, obtainable from R. I. Taylor, 43 Spellow Lane, Liverpool, 4. . . . A shorter event, with a route of only 90 miles, is the Eighth Annual Goathland Rally of the **M.G.C.C. (N.E. Centre)** on 4th December. Secretary of the Rally is H. S. Marks, 225 Stainbeck Lane, Leeds, 7. . . . Sunday, 6th November, will mark the first competitive essay of the fairly new **Healey Drivers' Club**. It will be known as the Scorpion Rally, because it seems that the 150-mile route carries a sting in the tail, and the entry list will be closed on 24th



*THE JOY OF CLUB RACING: Up, up go the revs. of their sidevalve Ford engines as the Lotuses of O. J. Silk and J. W. Anstice-Brown fight it out at the Peterborough M.C.'s annual Silverstone race meeting.*

October by J. E. McManus, 42 North Audley Street, London, W.1. . . . Most regretfully, the **Bristol M.C. and L.C.C.** announce that Mrs. K. R. Maurice has had to resign from her position as Race Secretary, owing to illness. Enquiries regarding the Castle Combe circuit will be handled for the time being by R. Gee, 44 Reedley Road, Bristol, 9. . . . Next event of the **Cemian M.C.** is the 100-mile Chiltern Rally on 30th October, which will be followed by a social get-together at "The Crown", Amersham, where non-members will be welcome. Details of the event may be had from Bruce D. Frost, 1 Godstone Road, Purley, Surrey. . . . The lads of the **Harrow C.C.** are going to trespass over the county boundary on 13th November, with the 90-mile Surrey Sporting Rally. This event, which takes the place of the Cottingham Memorial Trial, is suited to novices as well as the more experienced, and entries should be sent to Mrs. L. M. Still, 279 Edgware

Road, Colindale, N.W.9. . . . The next **750 M.C.** event is the Autumn Night Rally on 19th/20th November, which is also open to members of the Hants and Berks M.C., Tunbridge Wells M.C., Windsor C.C., Lloyds M.C., Surrey S.M.C., Horsham and D.M.C. and Sevenoaks and D.M.C. Details from Ken Welfare, 56 Harrow Road, Bedfont, Middx. . . . "Boanerges", it seems, means "Sons of Thunder" (and, of course, we should have known that without being told). Anyhow, 5th/6th November will see the Boanerges Rally of the **Oxford M.C.**, which used to be called the Boanerges M.C.C. Invited clubs are the Cheltenham M.C., Hants and Berks M.C., Riley M.C., Cirencester C.C., London M.C., Hagley and D.L.C.C. and Northampton and D.C.C. The regs. are now available from K. S. Spooner, 50 Coverley Road, Headington, Oxford.

More News from the Clubs on page 515

## BOLTON-LE-MOORS C.C. CALIFORNIA AWARD RALLY

25th September

**California Award:** 1. F. Snaylam/T. H. Warburton (TR2); 2. D. T. Barker/B. Harrocks (Riley); 3. R. Hebden/Mrs. Hebden (M.G.).  
**Apollo Trophy (Concours d'Elegance):** 1. C. L. Kinns (H.R.G.); 2. A. Edmundson (Volkswagen).

## VINTAGE S.C.C. PRESTEIGNE WELSH RALLY

1st/2nd October

**Class 1. Edwardian. Special Award:** S. J. Skinner (1910 Rolls-Royce). **First Class Award:** B. M. Clarke (1913 Austin).

**Class 2. Vintage Regularity Trial. Special Award:** Capt. A. J. Ayres (1927 Jowett). **First Class Award:** H. Humphries (1927 Alvis). **Second Class Award:** Miss J. Crowther (1924 Talbot), G. G. Duce (1929 Alvis), G. E. Ellis (1924 Vauxhall).

**Class 3. Vintage Reliability Trial. Special Award:** H. Spence (1930 Lea-Francis). **First Class Award:** F. E. Day (1929 Bentley), L. J. Wickham (1929 Alvis). **Second Class Award:** C. D. M. Johnson (1928 Alvis). **Third Class Award:** C. W. Morgan (1930 Austin), F. R. Waine (1929 Rhode), W. L. T. Winder (1924 Humber), R. E. B. Noble (1930 Alvis).

**Inter-Section Team Competition:** 1. North, 678 points; 2. South, 611; 3. Midlands, 470.

## THAMES ESTUARY A.C. AUTUMN RALLY

2nd October

1. J. Moncrieff (Ford Analia), 20 marks lost; 2. R. Troughton (Triumph TR2), 95; 3. P. Smith (Sunbeam), 110; 4. F. C. Holmes (Sunbeam), 110; 5. P. A. Diggins (Triumph TR2), 115.

## RESULTS OF RECENT EVENTS

### M.G.C.C. NORTHERN RALLY

30th September/1st October

**Jubilee Trophy:** J. W. Waddington (Triumph TR2), 39 marks lost.

**Lloyd Trophy:** J. K. Wood.

**Corbett Trophy:** N.E. Centre (K. N. Lee, J. K. Armstrong and D. Butterwick), 1,281. **North-Eastern Challenge Trophy:** Miss Beaumont, A. Newsham and J. W. Waddington, 498. **Northern Challenge Trophy:** K. N. Lee, 411.

**Class I:** E. Ainsworth (Morris Minor), 78. **Class II:** J. R. Williamson (Morris Oxford), 198. **Class III:** J. K. Armstrong (M.G. TC), 444. **Class IV:** J. B. MacWilliam (Ford Zodiac), 571. **Class V:** E. S. Sneath (Morgan), 108. **Class VI:** R. C. Dymock (Austin A90), 366. **Class VII:** W. J. Wood (Austin-Healey), 396.

**Ladies' Award:** Not awarded.

### B.A.R.C. (N.W.) RALLY DRIVING TESTS

New Brighton, Cheshire, 2nd October

**Premier Award:** B. C. Harrocks (Renault 750), 58 marks gained.

**Opposite Class Award:** W. Holland (Triumph TR2), + 53.

**First Class Awards, Open:** A. Ker (Triumph TR2), — 312. **Closed:** C. L. Kinns (Ford Popular), — 328. **Specials:** L. Oram (Dellow), — 306.

**Second Class Awards, Open:** R. A. Gouldbourne (Triumph TR2), — 312. **Closed:** D. Steiner (Ford Anglia), — 381.

**Novice Award:** S. E. Mather (Triumph TR2), — 370. **Team Award:** C. L. Kinns, A. Ashall and W. Holland, — 953.

### LEICESTERSHIRE C.C. LONSDALE TROPHY TRIAL

2nd October

**Lonsdale Trophy:** K. M. Law (M.G.)

**Passenger's Award:** E. D. Beaumont.

**Ladies' Award:** Miss G. Hercock (Vauxhall).

**Novice Award:** E. G. Creese (Triumph Renown). **First Class Award:** A. Payne (Ford Prefect). **Second Class Award:** W. B. Hercock (M.G.). **Class C:** K. Gayton (M.G.). **Class D:** J. Thorne (M.G.).

### LONDON M.C./SPORTING O.D.C. AUTOCROSS

Dunstable, 2nd October

**B.T.D.:** (Tie) R. Blake (G.B. Spl.) and H. W. Tucker-Peake (Tucker-M.G.), 48.0 secs.

**Class 1:** P. L. Easton (Fiat), 55.2. **Class 2:** J. C. Smith (Ford Consul), 53.8. **Class 3:** 1. D. Burke-Collis (Allard), 50.0; 2. G. H. Grace (Riley), 51.0. **Class 4:** A. C. Westwood (Fiat), 50.0. **Classes 5 and 6:** W. Slocombe (Triumph TR2), 48.8. **Class 7:** R. N. Richards (Robroy), 49.4.

### ROMFORD E.C.C. DRIVING TESTS

Stapleford Aerodrome, 9th October

**General Classification:** 1. J. Ellingworth (M.G. TA), 142 mks. lost; 2. J. Templeton (Dellow), 151; 3. S. Scotchbrook (M.G. TA), 159; 4. S. Wilcox (Triumph TR2), 183.

**Open, up to 1,100 c.c.:** 1. L. Turtle (M.G. J2); 2. D. MacCarthy (DKW). **1,100 to 1,500 c.c.:** 1. J. Ellingworth (M.G. TA); 2. J. Templeton (Dellow). **Over 1,500 c.c.:** 1. S. Wilcox (Triumph TR2); 2. J. Catterall (Jaguar SS100).

**Closed, over 1,500 c.c.:** 1. J. Hill (Sunbeam-Talbot); 2. S. Greenfield (Triumph Gloria).





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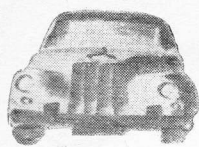


These car manufacturers use

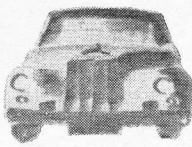
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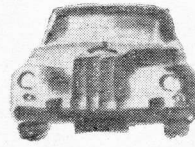
A.C.



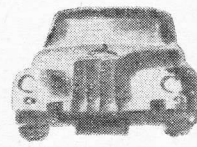
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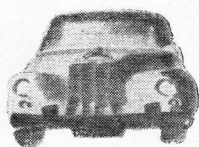
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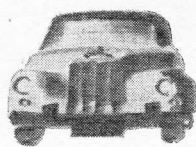
ARMSTRONG SIDDELEY



ASTON MARTIN



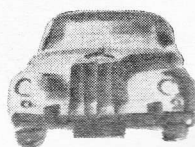
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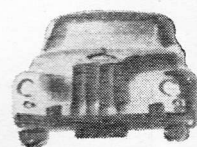
AUSTIN-HEALEY



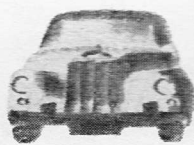
RILEY



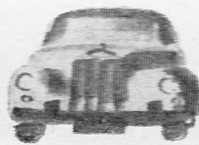
BRISTOL



CHRYSLER &amp; DODGE



DAIMLER



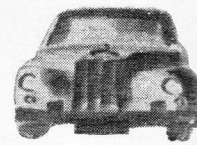
FORD



FRAZER-NASH



HEALEY



HILLMAN



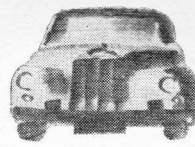
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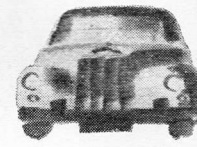
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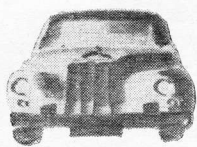
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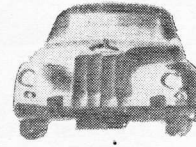
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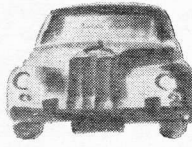
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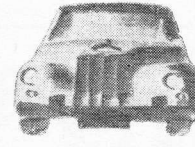
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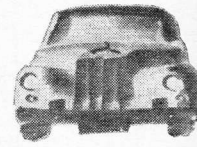
LEA FRANCIS



M.G.



MORGAN



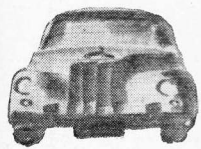
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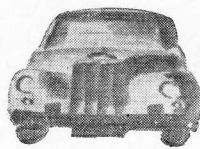
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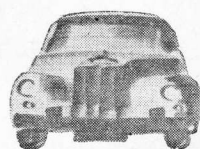
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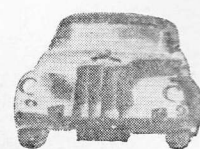
SUNBEAM



TRIUMPH



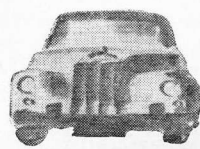
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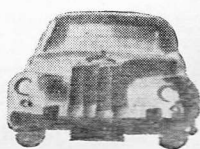
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VOLVO



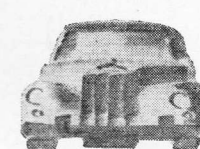
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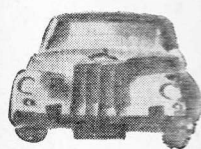
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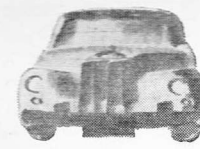
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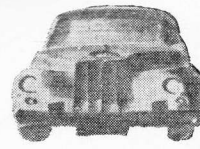
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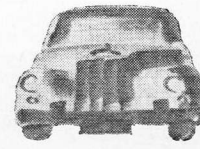
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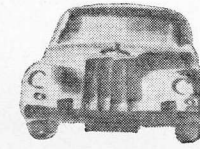
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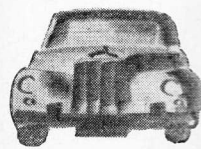
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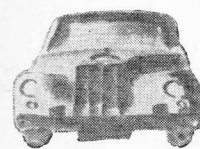
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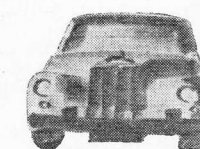
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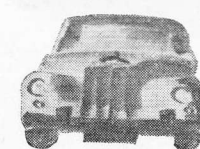
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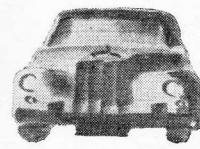
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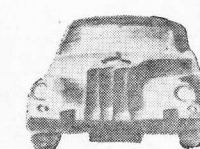
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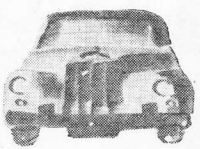
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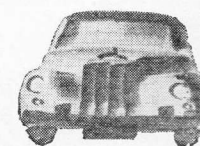


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**COLIN CHAPMAN** (Lotus-M.G.) won the 1500 c.c. Sports Car Race at Goodwood on Whit Monday 1955 and 1500 c.c. Sports Car Race at the **BRITISH GRAND PRIX** meeting at AINTREE July 16, 1955 equipped with a Laystall-Lucas alloy head.

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## News from the Clubs—continued

## NOTTINGHAM SPRINT

UNDETERRED by the rain and snow which greeted their earlier sprint meeting this year, the Nottingham Sports Car Club returned to Alton Towers (Staffs) on 9th October to be rewarded by a warm day and a dry circuit.

There was an interesting entry, including an E.R.A.-Jaguar, a fine 2.3-litre supercharged Bugatti—which was to meet an untimely end—and a select band of Cooper specialists. The E.R.A.-Jaguar, a monster based on an E-type E.R.A. chassis and a Jaguar engine tuned to produce something like 200 b.h.p., not unnaturally proved something of a handful on the narrow, twisting three-quarter mile circuit. Nevertheless, driven alternately by V. Edwards and K. Flint and entered in two classes, it had plenty of time to learn its way round, and its eventual best time of 55.88 secs. (in the hands of Flint) was very creditable indeed.

Disaster overtook the desirable Bugatti of Jim Berry while it was making its second run. Braking for Waterworks Corner, Berry had his offside front brake grab, the car spun off-course, hit a low stone parapet and somersaulted into an ornamental lake. Berry was pinned for a fraction of a second in the cockpit as the car landed wheels uppermost in the water, but freed himself and waded ashore.

C. A. N. May, in his J.A.P.-engined Cooper, again set up the best time of the day with an impeccable run in 55 secs., but only just held off the challenge of the E.R.A.-Jaguar. G. E. H.

## Results

Racing cars up to 500 c.c.: C. A. N. May (Cooper), 55.00 secs. Up to 1,500 c.c.: R. W. Phillips (Cooper 1,000), 55.90. Unlimited: K. Flint (E.R.A.-Jaguar), 56.75.

Sports cars up to 1,250 c.c.: D. Rees (Austin-Rees), 62.37. Up to 2,000 c.c.: D. C. Truman (Lister-Bristol), 60.22. Unlimited: K. Flint (E.R.A.-Jaguar), 55.88.

Production saloons up to 1,500 c.c.: W. E. Needham (M.G. Magnette), 66.50. Unlimited: J. Coplin (Jaguar Mk. VII), 69.76.

## STONE TROUGH TRIAL

THE Yorkshire Sports Car Club's Stone Trough Trial was won in pleasant weather on Sunday, 9th October, by Norman Carr (Ford Special). He gained a total of 102 marks—only two more than second man Norman Coates; an indication of how close the competition was is afforded by the fact that only five points covered the first three men.

The trial started from the Tennant's Arms Hotel, Kilnsey, Upper Wharfedale, and the course of about 30 miles lay on the moors above Wharfedale, Littondale and Malhamdale—much the same area as that for the Ilkley club's sporting

## Coming Attractions

October 21st/22nd. *Worcestershire M.C. Autumn Rally.*

October 22nd. *Brighton and Hove M.C. Night Navigation Trial. Start, Madeira Drive Arches, Brighton, 7.30 p.m.*

*Armagh and D.M.C. and C.C. Trial, N. Ireland.*

October 22nd/23rd. *West Hants and Dorset C.C. Bournemouth Rally. Start, Undercliff Drive, Bournemouth, 3 p.m.*

*Marconi A.C. Autumn Rally. Start, White Horse Inn, Hatfield Heath, Essex.*

*Bolton-le-Moors C.C. Night Navigation Trial. Start, Ye Jolly Crofters, Horwich, 12 midnight.*

*Northampton and D.C.C. Fifth Annual Night Trial.*

*Allard O.C. Night Navigation Rally.*

*Munster M.C. 20-Hour Navigation Trial, Eire.*

October 23rd. *Syracuse Grand Prix, Sicily.*

*Maidstone and Mid-Kent M.C. Bossom Trophy Trial. Start, Rootes Car Park, Maidstone, 10.30 a.m.*

*Fairey Aviation M.C. and C.C. Speed Trials, Brands Hatch, near Fawkham, Kent. Start, 1 p.m.*

*North London E.C.C. Novices' Rally. Start, Elstree Way Hotel, 1 p.m.*

*B.A.R.C. (Yorks) Greenwood Cup Trial. Start, White Hart, Pool-in-Wharfedale, 12.30 p.m.*

trial the previous week-end. There was a total of 13 sections to be tackled, two of which, near Horsehead Pass, had been used the previous Sunday. A driving test was also included, and B.T.D. was put up by R. J. Wilson (Ford Special) in 24.9 secs. Wilson also did well on the last hill, being the only competitor who climbed it completely.

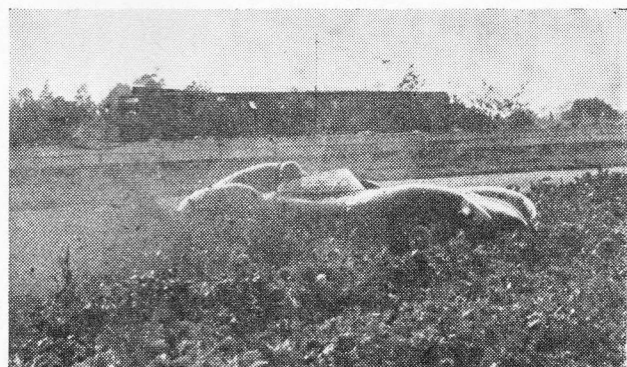
Out of 17 entries there were three non-starters, including Stan Jenkins. Retirements en route included George Wood (electrics) and B. A. R. Noble (bearing trouble).

P. M. C.

## Provisional Results

Stone Trough Trophy: N. Carr (Ford Spl.), 102 marks gained.

First-class awards: N. H. Coates (N.H.C.), 100; G. Gartside (Garford), 97. Opposite class award: R. Holroyd (BMW Spl.), 64. Team award: N. Carr, N. H. Coates and R. Needham.



D-TYPE IN THE ROUGH: (Left) This is not a new Jaguar trials special, but I. B. Baillie's new D-type, trying conclusions with the crops at Madgwick after a spin in the last Goodwood Members' Meeting of the season.

## LECTURE ON CARBURATION

LEONARD J. SPENCER, deputy general manager of the Zenith Carburettor Company, will give a lecture on "Carburation" at St. Margaret's Hall, Ripple Road, Barking, at 7.30 p.m. on Tuesday, 29th November. All enthusiasts are welcome, and free tickets are obtainable from A. E. Curtis, Barking Garage, Wakering Road, Barking, Essex.

## BARDEN AND CANNON SHARE STAFFORD CLARK CUP

THE Stafford Clark Cup trial, for members of the Kentish Border Car Club, was held near Tunbridge Wells on 9th October and attracted an entry of 16.

The morning sections, which were dry and bracken-covered, presented little difficulty to the experts. An exception was "Horseshoe", where the only clean climbs were made by Percy Barden, a member of the winning TV Trophy team, and David Cannon, the winner of last month's Cannon Trophy Trial. At lunch time these two were in the lead, each having scored maximum points.

In the afternoon a really muddy section was met and the entire entry was bogged down in "The Swamp", where the best score was made by Geoff Newman. Barden and Cannon continued to peg exactly level scores on the rest of the hills right up to the last, a steeply-rutted section which they both climbed clean, encouraged by the large crowd of spectators enjoying the autumn sunshine.

## Provisional Results

Joint winners of Stafford Clark Cup: P. A. Barden (P.A.B.) and D. L. B. Cannon (Cannon 5). Best performance in opposite class: R. E. Rushbrook (Rushbrook). First-class awards: R. F. Chappell (Cannon) and F. D. Garton (Ford Spl.). Second-class award: G. J. Newman (Cannon 7).

## Club Fixtures

Chard M.C.—Autumn dance, 21st October, Corn Exchange, Chard, Somerset, 8.30 p.m.

Mid-Surrey A.C.—Meeting, 21st October, Queen Adelaide Hotel, Kingston Road, Ewell.

Cambridge '50 C.C.—Meeting, 21st October, Ancient Shepherds, Fenditton.

Romford E.C.C.—Talk and film show, 22nd October.

Bentley D.C.—Annual dinner and dance, 22nd October, Dorchester Hotel, London, W.1, 7 p.m. Meetings: 25th October, Hautboy Hotel, Ockham, Surrey; 27th October, Bull's Head, Shenstone, Staffs.

750 M.C.—Meetings: 24th October, Sheer House Hotel, Byfleet, Surrey; 27th October, Windmill Inn, Shelf, near Bradford.

Sussex C. and M.C.C.—Meeting, 25th October, Community Centre, Southwick.

Eastern Counties M.C.—Meeting, 25th October, Red Lion, Martlesham, near Woodbridge.

London M.C.—Meeting, 25th October, Paviour's Arms, Page Street, Westminster.

Leicestershire C.C.—Film show, 25th October, White Horse Hotel, Birstall, 7.45 p.m.

Lagonda Club (Northern)—Meeting, 25th October, Red Lion, Holme-on-Spalding-Moor.

B.A.R.C. (S.W.)—Film show, 26th October, Little Testwood Club, Totton, Southampton.

A.C.O.C.—Informal supper, 26th October, Silver Cup, Harpenden, 7.30 p.m.

North London M.C.—Meeting, 26th October, Rising Sun, Chaseside, Southgate.

Chiltern C.C.—Meeting, 26th October, George Hotel, Beaconsfield.

Surrey S.M.C.—Meeting, 27th October, Warwick Hotel, Redhill.

Vintage S.C.C.—Meetings, 27th October: Jolly Farmers, Enfield Road, Enfield; Crescent Hotel, Ilkley, Yorks; Golden Pheasant, Plumley, Cheshire.

Buckingham and D.M.C.—Meeting, 27th October, Swan Inn, Great Horwood, Bucks.

Sunbae—Meetings, 27th October: George Hotel, Solihull; Royal Oak, Loxells Road, Birmingham. 6.





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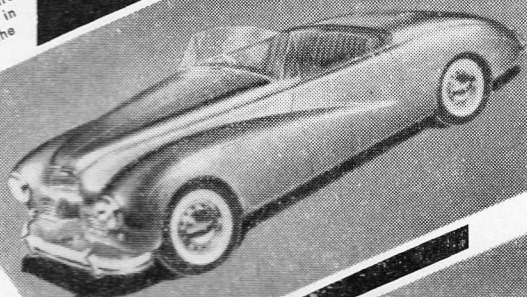




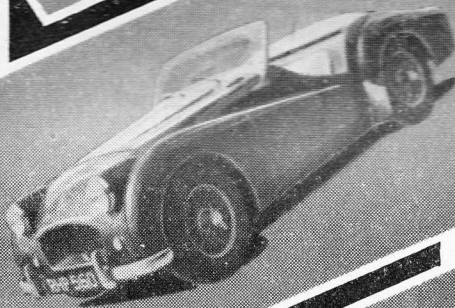
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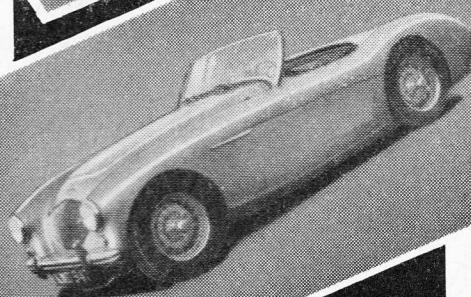
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**AUSTIN HEALEY 100.** At 90 m.p.h. in Overdrive the r.p.m. dial shows 3910. Control is by a switch on fascia.



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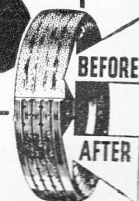
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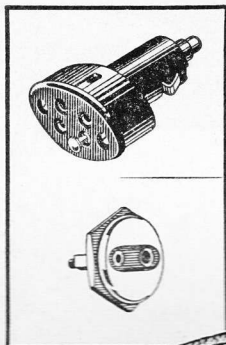
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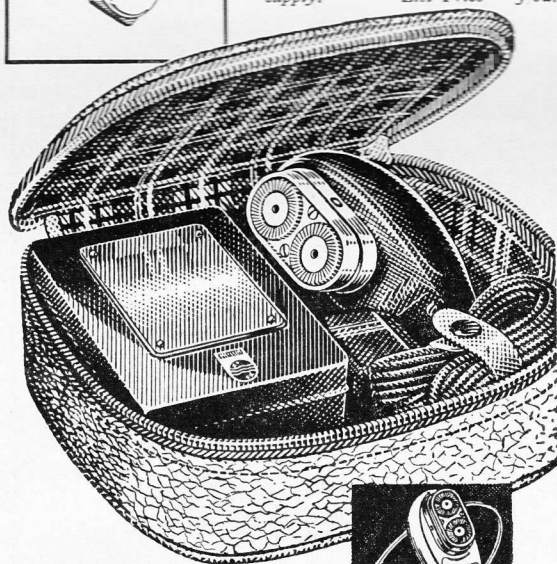
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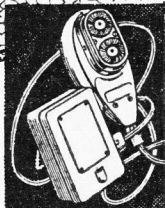


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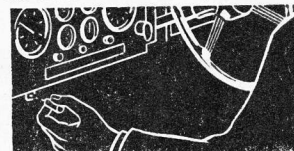
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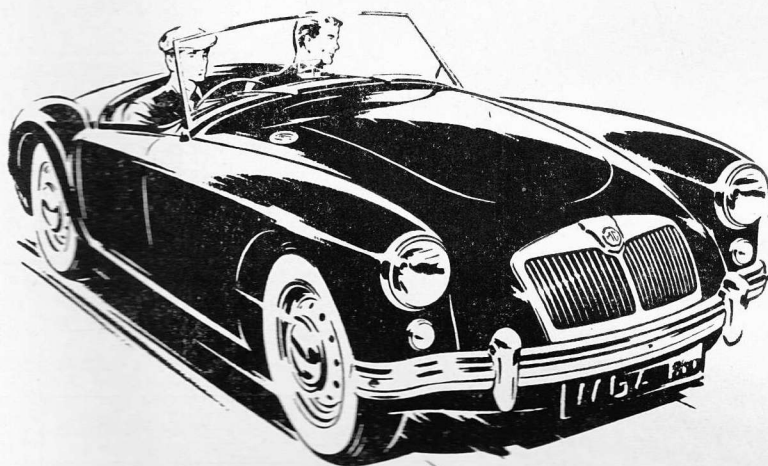
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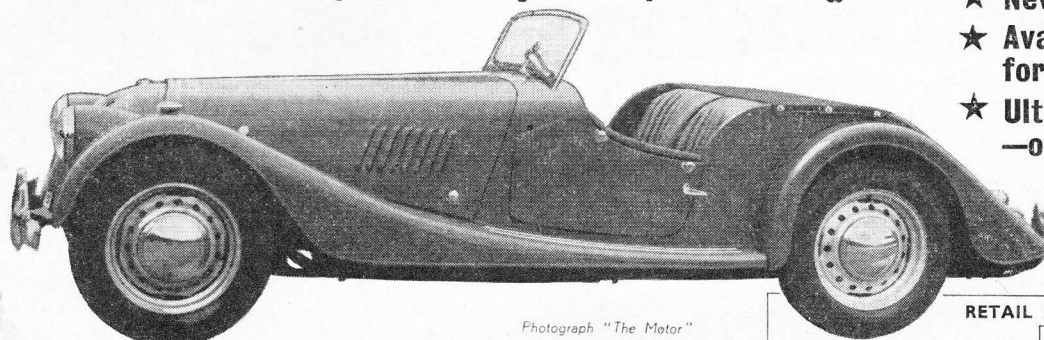
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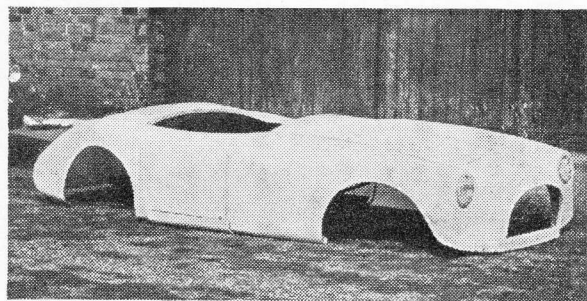
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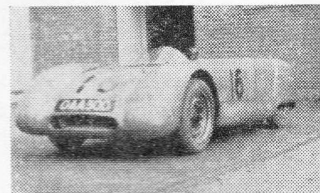
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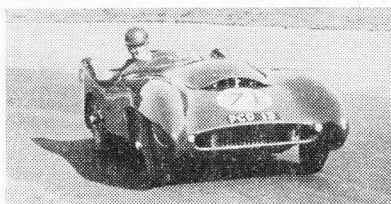
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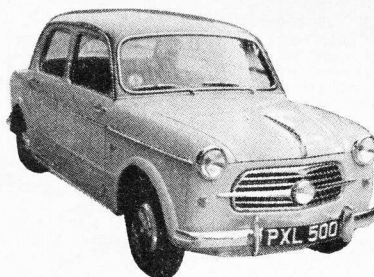
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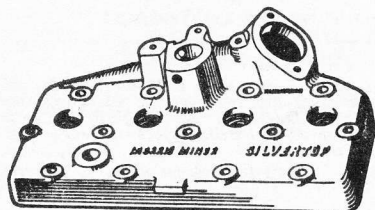
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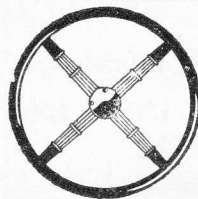


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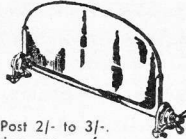
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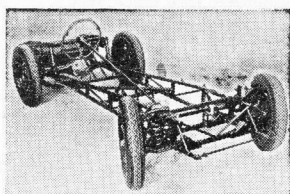
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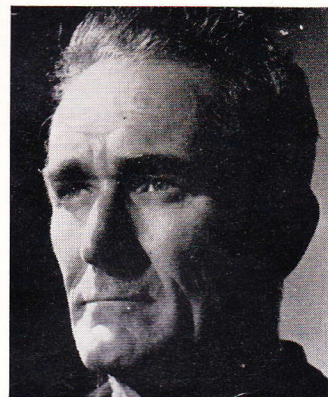
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