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BRITAIN'S MOTOR SPORTING WEEKLY

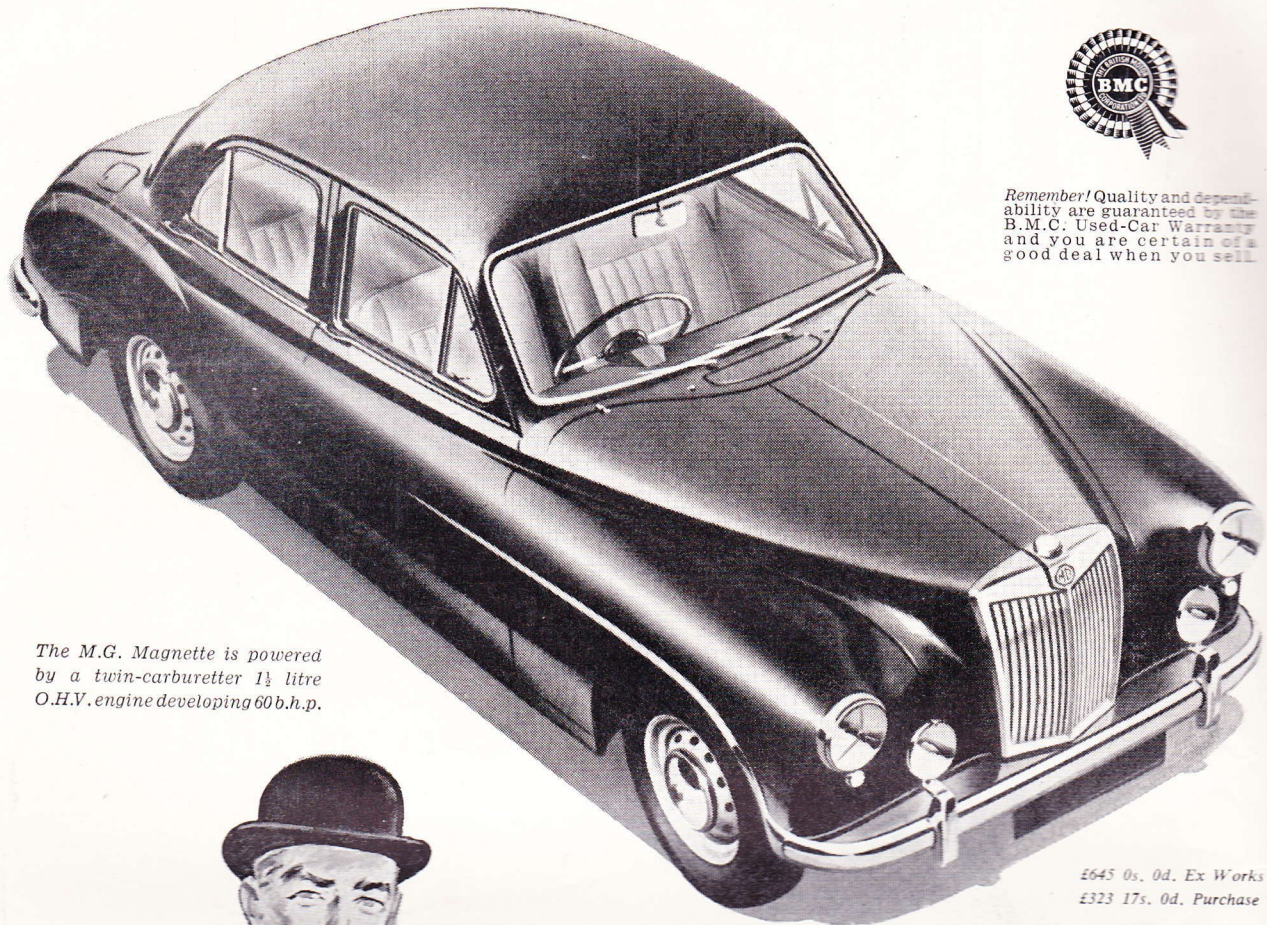


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BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 12 No. 1

January 6, 1956

Managing Editor GREGOR GRANT

Associate Editor

C. POSTHUMUS

Road Tests and Technical

JOHN V. BOLSTER

Assistant Editor

STUART SEAGER

Art Editor

THEO PAGE

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EDITORIAL

RETROSPECT

WITH three major championships to their credit, Mercedes-Benz can look back on a highly successful year. In both Grand Prix and sports car racing, the possession of Juan Manuel Fangio and Stirling Moss as team-members gave the Germans supremacy which would have been difficult of achievement without their services, despite the excellence of the machines. The entire approach of Untertürkheim to motor racing has surely shown that only by complete ruthlessness, perfect organization and the application of a proved system, can the Sport be made to serve its purpose from a commercial point of view. Behind modern International racing is the necessity to establish national prestige, and it is most revealing that in order to do this, the Germans called in drivers from Argentina, Great Britain, France, Italy and U.S.A. In other words, although the glory of victory may go to the drivers, the real success is reflected in the enormous prestige which goes to the country producing the winning machines. Naturally expense is no object; although Untertürkheim runs its racing department as a business proposition, results are the things which count, and there is no question of making profit directly through motoring sport. Every increase in production is traced back to the source, and it is admitted that the racing programme has been fully justified. It is a sad reflection on Great Britain's effort that, lacking a sum which would be a drop in the ocean to any commercial manufacturer, Connaughts are unable to accept the invitation to send cars to the Argentine G.P.

THOROUGHLY DESERVED

THE world of motoring sport will welcome the appearance of the name William Lyons in the New Year Honours List. As chief of Jaguars he has contributed immeasurably to British automobile engineering prestige, and, of course, to the nation's economy by virtue of exports. In the development of his wonderful machines, "Bill" Lyons has shown an uncanny appreciation of what the public wants. Even from the very first he broke away from convention in adapting good-looking bodies to standard chassis. The appearance of his SS cars, in an age of "mechanized boxes", proved that artistry could be applied to car manufacture, resulting eventually in the range of handsome Jaguar vehicles. With a couple of Le Mans victories behind him, Sir William Lyons, as he will soon be known, has ushered in a new era of prosperity for Britain's high-performance vehicles. It is indeed heartening to learn that he believes in motor racing as a necessary adjunct to the development of his cars, and that once again the immaculate green Jaguars will be seen in action against the best that the rest of the world can produce.

OUR COVER PICTURE

FAREWELL APPEARANCE: Holder of the Ladies' Touring Championship of Europe for the last two years, Sheila Van Damm will be making her last appearance as a member of the Sunbeam team in this year's Monte Carlo Rally before her retirement from competition motoring. In the picture she is seen in the 1955 event, when she won the Coupe des Dames.

PIT & Paddock

B.M.C. GROUP seen during preparation for the "Monte".—In the bonnet of the A90 is D. Watts. Behind, l. to r., are Peter Wilsson, Arthur Warren, Mrs. Nancy Mitchell, Mrs. Joan Johns, Ken Wharton, Pat Moss and John Gott.

JOHN WEBB PRESS SERVICES, LTD., have ordered a new Elva-Climax "1,100" for racing next year; men in the cockpit will be John Webb and John Rowe, and racing colours will be chrome yellow with a mauve central band.

LAST year's Indianapolis winner, Bob Sweikert, is to drive a D-type Jaguar with Jack Ensley in the Sebring 12 Hours race in March.

It is now certain that the fourth works G.P. Maserati for the Argentine G.P. will be driven by Froilan Gonzalez. Moss, Behra and "Gonzo" all in the same team sounds formidable!

ARGENTINE G.P. entries look like being virtually all-Italian. Lack of funds has made a Connaught appearance impossible, while Amedée Gordini has been compelled to scratch his entry of three cars. A second eight-cylinder G.P. Gordini has now been built, and tests of both cars will be conducted at Monthéry, in preparation for the French G.P. at Rheims.

AT Modena currently is the Kurtis-Kraft which Giuseppe Farina plans to drive in the 1956 Indianapolis 500 Miles Race. It is having a 4.4-litre six-cylinder Ferrari engine installed, set to the nearside of the chassis, together with two-speed gearbox and special transmission. Fuel injection will probably be used.

BRUCE ELLS and Norman Robertson will once again drive the A.E.C. "Pyjama Express" coach along the Monte Carlo Rally route, carrying competitors' baggage. Another A.E.C. coach, "the Wives' Special", has been chartered by the British Monte Carlo Rally Competitors' Club to bring wives and friends of competitors along to "Monte".

KEITH HALL has now left the Border Reivers stable, and will be driving a Mk. 9 Lotus with 1,100 or 1,500 c.c. Coventry Climax engine this coming season. He may also drive a works car on occasions.

THE Sakhnoffsky car prints referred to in last week's issue are unfortunately not available to British customers, owing to import difficulties, so our announcement will be of interest only to American readers.

RAYMOND FLOWER reports from Cairo that the Egyptians are still keen to hold a large-scale race meeting. They've got the money and the date in January, 1957, but can't find an experienced No. 1 organizer.

A FILM of the Monte Carlo Rally, produced by Danny Carter, will be featured on Associated Rediffusion television in the "Cavalcade of Sport" feature on the evening of 10th January.

TWO new Formula 3 cars are being designed and built by the Ecurie Flandre, a Continental group formed by Jean Langagne, André and Albert Loens, Bastien, Noreille and associates. Norton engines will be used. Drivers will be André Loens and Pierre Bastien.

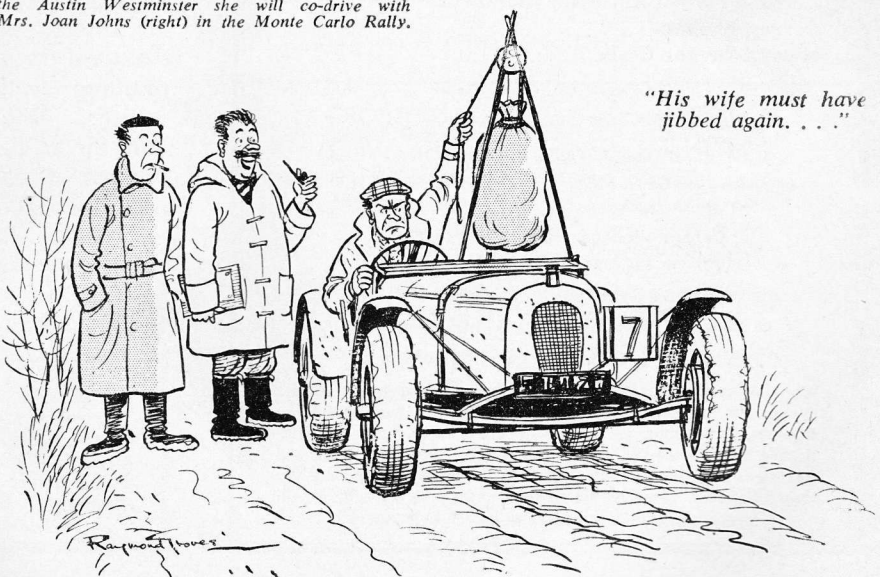


TEAM MANAGER Marcus Chambers discusses Rally points with Ken Wharton, John Dorsett and Alec Hounslow. The latter once rode with Nuvolari in an M.G. in the Ulster T.T.



PAT MOSS, sister of Stirling, trying the seat of the Austin Westminster she will co-drive with Mrs. Joan Johns (right) in the Monte Carlo Rally.

"AUTOSPORT" STAFF CHANGES
FOLLOWING Wilson McComb's departure to an oil concern, Stuart Seager has been appointed Assistant Editor. Maxwell Boyd, formerly AUTOSPORT correspondent in Eire, has also joined the Editorial staff.



"His wife must have gibbed again. . ."

SPORTS NEWS

THE 750 c.c. OSCA

NEWEST product of the Osca concern, run by the Maserati brothers, is a 750 c.c. competition sports car. Its engine follows the pattern of the well-known 1½-litre unit, with four cylinders and twin o.h.c., producing about 70 b.h.p. at 7,500 r.p.m. The chassis of the new Tipo S, as the machine is called, is of tubular construction, but differs markedly from the design of the larger models. Weight of the car is approx. 430 kg., and a speed of over 110 m.p.h. is expected. This should make the new Osca a strong challenger to the Stanguellini, Giaur and other Italian "750s", while the fitting of a single-seater body would render it even more formidable in racing car events of that class, as have been run in Italy since last season.



HONOURED: Mr. William Lyons of Jaguar Cars, Ltd., upon whom a knighthood has been conferred in the New Year Honours List.



CROWD SCENE at the Ford/Lincoln establishment on the Great West Road, where the Ford works entries for the Monte Carlo Rally are being prepared. Prominent in the foreground, with its battery of spotlights on the roof, is the Zephyr which Danny Carter will use when filming the great Winter classic.

OFF TO ARGENTINA

A LARGE and valuable cargo of Italian racing machinery left Genoa at the close of the year in the "Giulio Cesare", bound for Buenos Aires and the Argentine races. It comprised six six-cylinder G.P. Maseratis, three 3-litre sports, and one 2-litre and one 1½-litre sports Maseratis and no less than 11 Ferraris of various kinds, including four- and eight-cylinder G.P. machines, and 4.9, 4.5 and 3-litre sports cars.

TWO IMPROVED DAIMLERS

THE Daimler Co., Ltd., of Coventry have announced two new, improved models in the Conquest Mk. 2 75 b.h.p. saloon, and the Century Mk. 2 100 b.h.p. saloon. Modifications have been incorporated to improve considerably the practical value of these cars in severe winter conditions, and at the same time

the frontal appearance has been greatly enhanced. New spread beam fog lamps and penetrating beam lamps, both fully adjustable, and new heating, ventilating and demisting systems are included in the changes. U.K. retail prices are: Conquest Mk. 2, £1,156 plus £579 7s. P.T.; Century Mk. 2, £1,264 plus £633 7s. P.T.

THE "EOLITE"

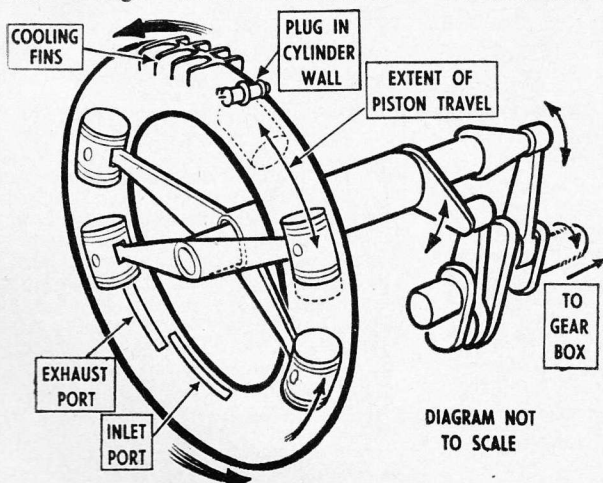
MARKETED by Rally Maps, Ltd., Bracknell, the "Eolite" map-reading magnifier gives a 2x enlargement, and incorporates a shielded, rheostat-controlled internal lamp. The bottom of the instrument is a clear Perspex disc, engraved with a "Romer" and ¼-mile scale for use with 1-inch Ordnance Survey maps. The "Eolite" is intended to be laid on the map, and in this position no light is cast upward to cause reflections in the windscreen. The price is £3 15s.

"OMEGA" THE ULTIMATE ?

CONSIDERABLE interest has been aroused recently by the premature release of information on the highly unconventional "Omega" internal combustion

engine, designed by Mr. Granville Bradshaw, O.B.E. Whether the very considerable technical problems of construction will be overcome effectively enough for an engine of this type ever to be a commercial proposition is a matter for speculation, but certainly the design is most ingenious.

As can be seen from the drawing



PRINCIPLE of Granville Bradshaw's highly unconventional Omega engine is shown in this sketch. It has been announced that a prototype unit would be installed in a Formula 1 car.

there is a single "cylinder", in the form of a continuous ring, and geared to rotate at half crankshaft speed. Four pistons are fitted into this cylinder, with a common connecting rod joining each pair. The con-rods are connected by cranks, so the pairs of pistons oscillate in opposition to each other, and the single sparking plug in the wall of the cylinder is arranged to fire four times in each revolution, between each opposing pair of pistons, when they are closest together; thus the explosion forces them apart. Mixture inlet and exhaust outlet are effected via ports, two-stroke fashion, although the operating cycle is in fact four-stroke. Petroil is used for fuel-cum-cylinder lubrication, with a separate crankcase lubrication system.

The cylinder is finned on the outside and rotates within a stationary casing to provide its own forced cooling, and is made in two halves, spigoted and bolted together; it is the machining of this, and the "curved" pistons and rings, that presents the greatest manufacturing problems. However, a 1,000 c.c. prototype has apparently worked successfully, so we can only "wait and see".

Le Mans Regulations

Detail Revisions Imminent?

By Gerard Crombac

SINCE the disclosure of proposed new regulations for the Le Mans 24 Hours race in 1956, there has been considerable stir amongst official French circles. As already announced, a decision was taken at the last meeting of the C.S.I. sub-committee to ask the C.S.I. to approach the A.C. de l'Ouest with a view to modifying some clauses in their proposed regulations. Should these stand as at present drafted, manufacturers intending to compete for the World Sports Car Championship would be obliged, if competing at Le Mans, to build different cars, or face the handicap, in other Championship events, of carrying the larger bodywork, etc., as required for Le Mans. The C.S.I. intend, therefore, to warn the A.G.O. that, should the official sports car regulations of Appendix J not be applied, then Le Mans could not retain its Championship status.

The opinion of A.C.O. executives is not yet clearly known, but there is strong feeling in France that Le Mans itself is more important commercially to a manufacturer than the entire World Sports Car Championship, and that the A.C.O. should ignore the G.S.I.'s message and continue with their proposed scheme, especially as it is hoped that, by 1957, the Appendix J may be modified on the lines already proposed for Le Mans.

Although no official decision has yet been made, it can now be disclosed that the A.C. de l'Ouest will probably arrive at a compromise between the two opinions, in that cars entered would be required to comply, either with the new regulations, or with the existing Appendix J, but accepting, in the latter case, a handicap to give entries complying with the new regulations an equal chance in the race despite their larger bodies and other limitations.

Entrants this year are required to submit the names of their drivers, complete with full record of each, on entry forms, and one wonders whether the maximum of 60 drivers can be found who are ready to satisfy the very severe examinations of the Le Mans entry committee. The rule that 100 examples of cars running in the over 2,500 c.c. class must be produced is to be enforced, but this simply means that the organizers require the maker's word that he intends to build the cars within the following year, and this is a point left to the discretion of the scrutineers.

Further detail modifications to body dimensions required, *subject to confirmation*, are as follows:—

Both seats must have same dimensions and trimming.

The driver and passenger must have at least 30 cm. of body width for their feet (instead of 25 cm. as last year).

The three dimensions of seat and leg room combined must total 120 cm. instead of 110 cm.

The two doors required must be large enough to cover a rectangle of 40 cm. horizontally and 20 cm. vertically (i.e., with a plumb bob); at the top it must not be smaller than 50 cm. (this distinction being made for cars with doors shaped to clear the rear wheels). The bottom of the door must not be higher from the ground than 60 cm.

A modification in the windscreen regulations already published is that the screen must now have 100 cm. of width, and be placed centrally on the car, i.e., with 50 cm. on each side of the central axis of the body.

On closed cars, the side windows must measure 50 cm. horizontally and 20 cm. vertically, and the back window 50 cm. and 25 cm. respectively, although it is not known as yet whether this latter measurement will be taken as with plumb bob or not.

No "hack" car may practice, but entrants will be allowed to have one spare engine scrutineered.

Reserve drivers will be obliged to practise in order to be allowed to drive in the race.

No one driver will be allowed to drive for more than 14 hours in all, or 68 laps consecutively, during the race.

Drivers will be requested to wear fireproofed overalls.

Other than on these points, the modifications, as published in AUTOSPORT on 18th November, 1955, will be enforced. The proposed chicane near White House Corner has apparently been abandoned, so that, with the faster "Dunlop Bridge" curve near the new pits, one can expect an average speed as high, if not higher, than before, despite bodywork modifications and engine capacity limitations.

ROOTES TAKE OVER SINGERS

ONE of the oldest and best-known firms in the British motor industry, the Singer Motor Co., has become a member of the Rootes Group, which already controls Humber, Hillman, Sunbeam, Commer and Karrier products. Announcing the acceptance by Singer shareholders of his offer, Sir William Rootes, Chairman of the Group, said, "I am naturally pleased to be associated again with the Company with which I first started work as a pupil. . . . At this stage I cannot say what our plans will be, but you can rest assured that we will continue to make Singer cars."

LAYSTALL'S LONDON REPAIR SECTION CLOSES

AFTER more than 50 years of activity, the Repair Department of the Laystall Engineering Co. in Southwark, London, is being closed down. This decision has been reluctantly taken to make way for considerable expansion in Laystall's manufacturing activities covering both crankshafts and Cromard cylinder liners. Furthermore, Laystall are operating a general machine shop in London covering many activities outside the motor trade, and these too are expanding.

Henceforth, no more cars or engines will be handled, but it should be noted that Laystall facilities for crankshaft grinding, crack detecting and dynamic balancing are still available to the motor trade, with the usual prompt service. Laystall engine reconditioning activities in Liverpool are in no way affected by this change, and will continue as before.

The last vehicle to leave the Southwark depot was an historic one, the 16-valve, twin o.h.c., 1½-litre racing Aston Martin, built in 1925 to the order of



ROUSING FINISH to a successful racing season for Masten Gregory came at Palm Springs, California, in December, when he won the day's big race in this 3-litre Maserati by a length from Ernie McAfee's Ferrari.

LAST OUT: (Left) Laystall's London repair department is closing down owing to pressure of other business. Here is the last car to leave the Southwark shops, the historic 1925 16-valve, 1½-litre Aston Martin, with owner Dudley Coram (A.M.O.C. Chairman) at the wheel. Behind, l. to r., are W. Fullerton, A. J. Gurney and Basil de Mattos of Laystall's.

Mr. Humphrey Cook, who drove it in the 200 Miles race at Brooklands that year. The car reposed for many years in the museum of a recluse, and subsequently came on to the market, eventually to be discovered at a Marylebone garage by Norman H. Bigsby of AUTOSPORT, and Dudley Coram, of the Aston Martin O.C. Lord Charnwood purchased the car, and raced it in a number of vintage events between 1952 and 1953. It was then sent to Laystall for an engine rebuild, and Dudley Coram, its new owner on the decease of Lord Charnwood, took delivery on 30th December.



PALM SPRINGS DOZEN

Ernie McAfee, Masten Gregory and Ken Miles Shine at Californian Road Race Meeting

TWELVE races made up the busy programme at Palm Springs, California, in the 3rd/4th December two-day meeting over the 2.2-mile road circuit there. With a total of 11 corners, a 4,000 ft. back straight, and a 3,000 ft. pits stretch, this course was a testing one for cars and drivers. Highlights of the week-end included the double wins by Ernie McAfee and Ken Miles, and Masten Gregory's victory with the Scuderia Parravano 3-litre Maserati in the last race of the programme. In this 38-lap, 83.6-mile event, Ernie McAfee took the lead at first with his Monza Ferrari, followed by Bill Murphy's remarkably fast Buick-Kurtis and Gregory in the new Maserati. At around the halfway point Gregory pulled into the lead, but won by only 6 ft. from McAfee. Rain fell during the latter part of the race. Carroll Shelby drove a D-type Jaguar but retired at half-distance. Ken Miles, supporting the Maserati "Trident" instead of the M.G. "Octagon" for once, drove a neat little 1,500 c.c. car, of the type with which Behra won the Nürburgring 500 kms. race, into first in Class F. Earlier he had won races No. 5 and 10 with this fleet little machine.

In the first race, for up to 1½-litre production saloons, Frank Aldhous in a Renault beat Ron Pearson's Swedish Volvo and D. Smith's Borgward, while an M.G. Magnette was fourth. Race 2 fell to Ed. Barker's Porsche, followed by no less than seven more Porsches, two M.G.A.s and a TD. No less than 54 cars turned out for the next event, for production sports cars over 1,500 c.c.—300SLs, XK 120s, XK 140s, TR2s, 100Ss, etc., but none sustained damage during the excitingly busy six laps around the 2.2-mile course. Jim Peterson in an XK 120M Jaguar won from Cleye, Visel and Hall, all in 300SL Mercedes cars.

Ernie McAfee kept Masten Gregory's Maserati at bay throughout the sixth event, for 1,500-3,000 c.c. *Formule Libre* machines, while Sterling Edwards in another Ferrari was third. It was McAfee first again in Race 7, for over 3,000 c.c. modified sports cars. This time at the wheel of a 4.4-litre Ferrari, he won from Murphy's Buick-Kurtis. Carroll Shelby drove Tony Parravano's 4.9-litre Ferrari from a rearward starting position, and in an attempt to make up ground in the getaway, Shelby passed about 15 cars before the first bend, a 90 degree left-hander. He arrived there at around 110 m.p.h., sent a straw bale flying some 50 ft. into the air and skidded nearly 200 yards before stopping, emerging unhurt, though the car was damaged.

A consolation race for under 1,500s was won by Rex Huddleston in a Mark IX Lotus from an M.G. Special and a Porsche, while the over 1,500 c.c. consolation 10-lapper brought a win for Alex Budurin in a Kurtis-Ford, with Stuart Dane (Dane Triumph) winning a poorly supported subsidiary 500 c.c. race. A much modified TR2 Triumph driven by Pat Sawyer won the ladies' race from Jane Wells (Austin-Healey) a Jaguar and three more TR2s.

ERIC HAUSER.



Photograph by Patrick Benjafield

PORTRAIT GALLERY

No. 44—DAVID BOSHIER-JONES

NEWEST star to shine in the Formula 3 firmament is David Boshier-Jones of

Newport, Wales, whose impeccably prepared, pale green Mk. 9 Cooper has shown a clean pair of wheels to more than one established F3 expert on British circuits during 1955. David began racing in 1952 with a Kieft, then bought the Cooper early last year. Small and light, he is just the wear for 500 c.c. racing, and with the aid of a Jackson twin-plug head on his Norton "double-knocker" he gained a fine victory at the big Oulton Park Gold Cup meeting; won on the same course earlier in the season; notched up "firsts" at Cadwell Park and Silverstone, and scored a rousing B.T.D. at the International Prescott hill-climb in the September rain. He was second at Aintree in September, second again at the close-of-season Castle Combe, and had the Silverstone 100 Miles race in his pocket when a drive shaft sheared.

Not unnaturally, Welsh enthusiasts are very proud of their "Bosh", as he is known to intimates, and look forward to the coming season, when he should be seen racing a sports car as well as the Cooper. He doesn't look it, but is 24, is married and has a two-year-old daughter. When not occupied with business as a director in a big Newport garage, or with racing, David Boshier-Jones likes wielding a camera as a hobby. His name hasn't appeared so far in the AUTOSPORT Camera Contest results, but who knows—this year, perhaps?

C. P.

DEEP SNOW was encountered along most of the 1926 route by the winners. Here is the A.C. in a world of white in the heights behind Monte Carlo.

How times change! The forthcoming Monte Carlo Rally of 1956, the 25th of the series, has attracted another great entry of over 300 cars. Thirty years back, in 1926, there were 45 entries and only 24 reached Monte Carlo, after a run through shocking weather and over bad roads, which has seldom been equalled.

It was around November of 1925 that the late S. F. Edge paid me the honour of asking me to be co-driver with the Hon. Victor Bruce in a 1,990 c.c. six-cylinder A.C. two seater in the 1926 Monte Carlo Rally, the sixth of the series. We were to start from John o' Groats—the sole British entry to do so. Well indeed do I remember the struggle Bruce and I had to reach our very starting point, let alone the Rally itself. The A.C. was the first car to have a mechanical screen wiper fitted, and it took Smiths of Cricklewood so long to install the device, which was still experimental, that we left London hours later than arranged. Then it snowed—and how it snowed! But we got along fairly well to Carlisle, although the wiper had packed up several times already, because of driven snow jamming it. The drive came via a speedometer cable and an open pulley driven off the propeller shaft. The pulley kept clogging, the belt would come off, and we had to keep halting to replace it. At last, very fed up, we abandoned the wiper and relied on the opened screen for vision, with our



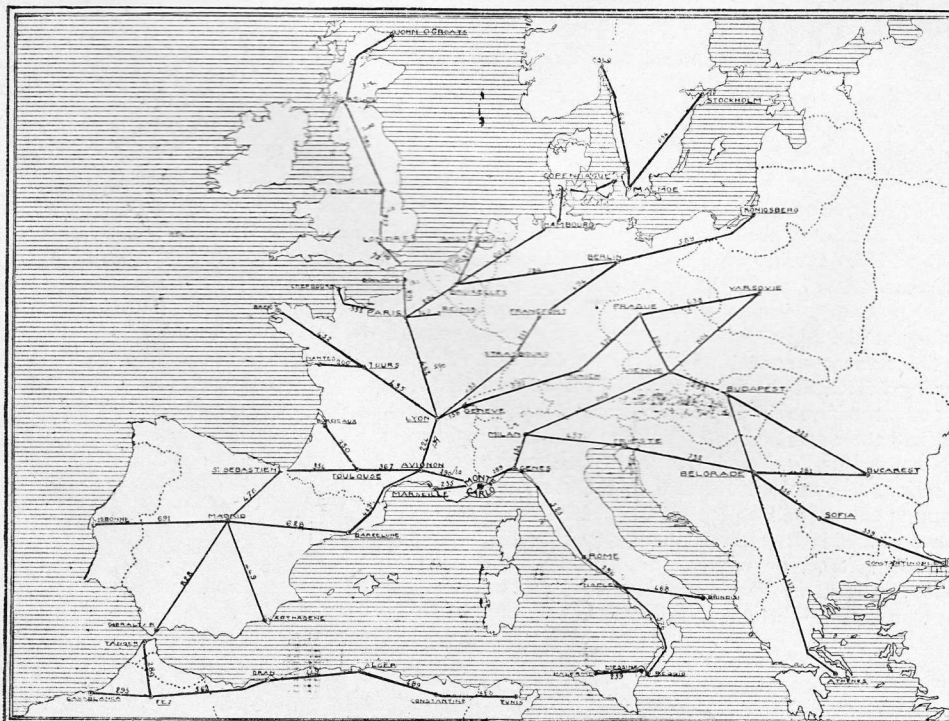
WHEN BRITAIN FIRST WON THE "MONTE"

exposed heads wound around with scarves.

Arriving in Glasgow we had to call on A. K. Stevenson, then Competitions Manager of the Royal Scottish Automobile Club (and now, of course, General Manager). "A.K." was the British representative for the organizers

*The Co-Winner with the Hon. Victor Bruce
in 1926 Recalls Incidents in that Epic Event*

By W. J. BRUNELL



of the Rally, the International Sporting Club of Monte Carlo, and as such was responsible for sealing our car and starting us off from John o' Groats. He reported that conditions farther North were so bad that, his presence being vital, he dared not risk tackling them in his own car, so the only way was for us to get him there in the A.C. two-seater—and take him back to Glasgow on our route through. In other words, we had another passenger, in a two-seater car, for over 600 miles.

Curiously, John o' Groats turned out to be much warmer, but less than 25 miles after being officially started by "A.K." we ran into a blizzard, and ice-covered roads. We will all remember that trip for a very long while. I have been through many trials and other Monte Carlo Rallies, but that 1926 journey was the worst ever. The road over the Grampians in those days was very narrow and up and down all the way, but when we reached it, it was

THE ROUTES to Monte Carlo were more numerous in the 1926 Rally. Competitors started from John o' Groats, London, Amsterdam, Brest, Cherbourg, Brussels, Vienna, Paris, Boulogne, Nantes, Rheims, San Sebastian, Strasbourg, Geneva, Budapest, Rome—and from Gibraltar and Tunis!

hard to say where the road was, so heavy was the snow, and so deep the drifts. We called a halt near Dalnespidal for me to take some photographs to record the conditions, and when I struggled out I was so cold I could barely manipulate the camera. Getting the car going again was very tricky, especially with three big people packed into a two-seater.

At last we reached Glasgow, dropping Mr. Stevenson at the Club. The officials there did all they could for Bruce and me, making us royally welcome. A great Club, the R.S.A.C., as innumerable rallyists through the years will confirm. While on the subject, why cut out the John o' Groats section? It is a splendid run, and the roads nowadays are vastly improved from the old days.

Reluctantly we left Glasgow and started south. Progress was fair as far as Appleby, though we were well behind schedule, but then we came in for a



BRINGING THEIR OWN STARTER:
The Hon. Victor Bruce with A. K. Stevenson of the Royal Scottish A.C., who had to squeeze in the A.C. to get to John o' Groats and start Bruce and Brunell off—then return with them to Glasgow. This snowbound scene, recorded by the author's camera, was on the road across the Grampians.



THE CO-WINNERS: (Left) The Hon. Victor Bruce in 1926, and (right) W. J. Brunell as he is today, still going strong at 77 years of age.



really bad time. The journey to Scotch Corner via Brough and Bowes Moor was a long succession of running into and digging-out of snowdrifts. On that high road were scattered farm buildings, and each meant another big drift, for the wind blew the snow around them and piled up a huge wall of snow across our road. Tempers became somewhat frayed under these exhausting conditions and several times we were nearly ditched by snow concealing hazards, but thoughts of food and shelter at Doncaster cheered us up. Alas for our hopes in that direction; we arrived at the official check in Doncaster in the early hours of the morning, to find everything at the control locked up. Rushing around on foot, we managed to find the checker, and then, without food or rest, began the dash for London.

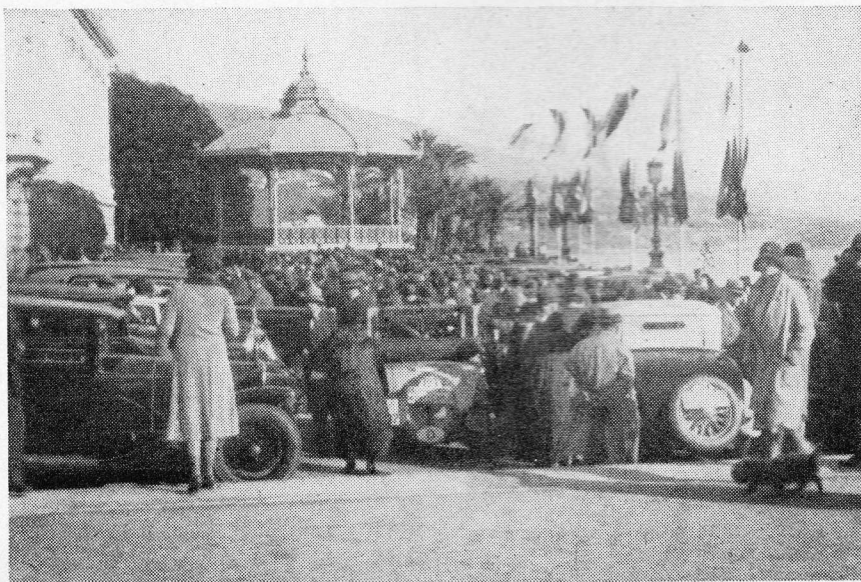
Still it snowed. In fact we had snow all the way to the French Alps. The roads to London were difficult enough, but beyond, through Kent to the coast, they were very, very bad, and such traffic as was out in such conditions did not help. I can remember getting on to the boat, but that's about all; I was so utterly exhausted that I fell right off to sleep, knowing little until we reached Boulogne. But the rest while crossing

the Channel did us both a world of good, and we set off on French soil in good heart.

The route passed through Paris, Lyons and Avignon, and it was snow and ice for most of the way. We lost our way more than once on the long road to Monte Carlo, but we got there, and were well rewarded for our efforts. After the road section came the Epreuve

de Régularité, over 83.5 km. of mountainous roads, taking in La Turbie, La Pointe, the Col de Nice, l'Escarène, the Col de Braus, Sospel, Castillon and Menton. Can you imagine how we felt when it emerged that we had won the Monte Carlo Rally outright—the first British car and crew to do so? Furthermore, Bruce won the 2-litre class of the Mont des Mules hill-climb the following day!

Our rivals that year included J. A. Gregoire (Majola), P. Bussienne (Sizaire), the racing driver W. Williams (Hispano-Suiza), F. Poli (Lancia), C. Billard (Peugeot) and many other Continental rally experts, and the cars represented included Citroën, Delage, Salmson, Panhard, Chenard-Walcker, Ballot, Talbot, Hotchkiss, Minerva and Darracq—all Continental road-bred. Our winning A.C. covered a total distance of 2,461 km. in 69 hrs. 20 mins. Second was Bussienne's Sizaire, third Mme. Marika (Citroën), fourth a Chrysler, and fifth Williams in his Hispano.



GOAL AT LAST: Monte Carlo in sunshine, with Rally cars lined up after their gruelling run south.



Archie Scott-Brown
(Austin A50)



Les Leston
(Aston Martin)



Past winners—Maurice Gatsonides (Vanguard, for 1956) and Sydney Allard (Allard).



A Sunbeam trio (l. to r.), Sheila Van Damm, Norman Garrad and Peter Harper.



Ninian Sanderson
(Standard 10)



Ken Richardson
(Vanguard)



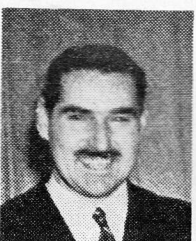
Reg Phillips
(Austin A90)



John Gott
(Austin A90)



Cuth Harrison
(Ford Zephyr)



Ronnie Adams
(Jaguar)



Jimmy Ray
(Sunbeam)



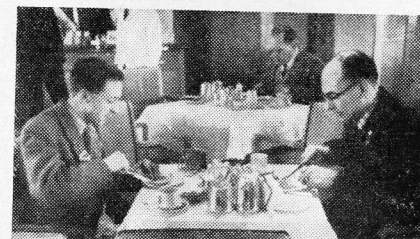
Kit Heathcote
(Vanguard)



Jack Sears
(Austin A50)



Cliff Davis
(M.G. Magnette)



First to exploit the possibilities of the Standard "8" in modified form, Denis O'M. Taylor and Lew Tracey drive a "Ten" in the 1956 event.



Peter Easton
(A.C. Aceca)



Wilbert Todd
(Ford Prefect)



Stan Asbury
(Ford Anglia)



Cecil Vard
(Jaguar)



P. Fotheringham-Parker
(Ford Zephyr)



Peter Bolton
(Vanguard)

MONTE—HERE WE COME!

All Set for the Great Adventure—British Cars and Crews Offer Strong Challenge in Winter Classic

ONCE again Great Britain has the largest percentage of cars and crews in the Monte Carlo Rally, and three past winners will be in British-made cars; these are Maurice Gatsonides and Marcel Becquart (Vanguard), and Sydney Allard (Allard). The Vanguard team is a strong one, and No. 1 has Peter Bolton and Peter Cooper in addition to Gatso and Becquart. Johnny Claes, twice winner of the Liège-Rome-Liège, has had to withdraw owing to illness. No. 2 includes this country's most successful crew in 1955, Ken Richardson and Kit Heathcote, in addition to Cherry Osborne/Lola Grounds, and H. Rumsey, runner-up in the R.A.C. Rally. Jo Ashfield is also Standard-mounted, whilst Leslie Brooke/Charlie Hardman/Ninian Sanderson are in a modified "Ten", as is Tommy Wisdom. B.M.C. have no less than four teams: Austin Westminster No. 1 comprises John Gott, Gerry Burgess and Joan Johns. The second team (all modified) is: Ken Wharton, Raymond Baxter and Mike Couper. Riley Pathfinders have John Bremner, A. P. Warren and Lyndon Syms, while the author is with Cliff Davis in a modified M.G. Magnette, Nancy Mitchell (unmodified) and a private entry from Charles Vivian and Eric Haddon. The late Peter Reece's A50 will be crewed by Jack Sears, Archie Scott-Brown and Ken Best.

As an A.C. won in 1926, enthusiasts

for the marque will be delighted to know that there will be an A.C. Aceca team. This comprises Peter Easton, Tom Clarke and the Frenchman Jacky Pollet. Privately entered Aston Martins will be run by Ken Carter and Les Leston, and Bristols by A. Meredith-Owens, Bill Banks and Jack Utley.

The Ford Motor Co., Ltd., as past winners, are putting in very strong teams. Cars will be driven by Cuth Harrison, Edward Harrison, Jack Hemsley/Philip Fotheringham-Parker, Denis Scott/Stam Asbury, Arnold Pownall, Jack Reece, Joy Cooke, the Dutchman J. Kat, and Ralph Sleigh. Racing driver John Young is in a Zephyr.

Sunbeam, a privately owned example of which scored a surprise win in 1955, is represented by Jimmy Ray, Peter Harper and Sheila Van Damm. Ray won the 1955 R.A.C. event, the deeds of Sheila Van Damm have made motoring history, while Peter Harper is one of this country's best rally drivers.

Denis O'Mara Taylor and Lew Tracey, pioneers of modified Standards in the "Monte", are taking a perfectly standard "Ten" in 1956. The Neil sisters are also in a Standard, as is J. Stoddart from Berwick.

One misses seeing the name "Appleyard" in the list, but privately entered Jaguars will be in the hands of Frank Grounds, J. R. Mansbridge, R. D. Mattock, C. B. Pilgrim, T. E. S. White,

Reg Harris, Peter Jopp, Lord Avebury, Ronnie Adams, and from Eire, Cecil Vard. Desmond Rendall is in an XK 140 coupé. Other well-known folk include Bill Whitehouse (Ford), Len Potter (Sunbeam), Ray Merrick (Sunbeam), Ken Brierley (Jowett), Eric Brinkman (Ford), R. T. Hadow (Ford), Cliff Tyrer (Ford), R. H. Wilkins (Magnetite), P. G. Walton (Ford), J. C. Nairn (Magnetite), Ian Sutherland (Riley), and

C. F. Bartlett (Ford). The army officer team (Standards) from Munich comprises Lieut.-Col. Crosby, Capt. McGregor and Lieut. Bassett.

Yes, indeed, a thoroughly representative entry, proving once again that the Monte Carlo Rally has lost none of its glamour as the most important of all winter events, and acknowledged as the premier rally for touring cars.

GREGOR GRANT.

COMPLETE MONTE CARLO RALLY ENTRY LIST

FROM ATHENS

1, Moser/Berger (VW) S; 2, Papadopoulos/Battler (DKW) G; 3, Laroche/Radix (Alfa Romeo) F; 4, Teienes/Alexiou (Siata) G; 5, Patthey/Renaud (VW) S; 6, Mme. Chrysafides/X (Ford) G; 7, Catapodis/Aperghis (Peugeot) G; 8, Canaroglou/Yannicosta (Sunbeam) G; 9, Mourtzopoulos/Antonopoulos (Fiat) G; 10, Georgiadis/Danon (Fiat) G; 11, Pasmazoglou/Salkanik (Opel) G; 12, Chronides/Margaritis (Ford) G; 14, Termentziz/Lycouris (Alfa Romeo) G; 15, Pretre/Berard (VW) S; 16, Beblio/Myrogianio (Fiat) G; 17, Michos/Stamatidis (DKW) G; 18, Canellopoulos/Rapacoulis (Peugeot) G; 19, Pericles/Mme. Spiliotakis (DKW) G; 20, Papamichael/Nicolopoulos (Simca) G; 21, Filinis/Chrysikolopoulos (DKW) G.

FROM ROME

22, Marchand/Colucci (Simca) F; 23, Coulibeuf/Aumaitre (Alfa Romeo) F; 24, Peignaux/Legrand (Jaguar) F; 25, Lier/Mesnitz (Lancia) S; 26, Fabregas Bas/Basadonna (Mercedes-Benz 300SL) S; 27, Raimondi/Coll (Simca) S; 28, Berger/Albizi (Simca) M; 29, Humet/Sala (Alfa Romeo) S; 30, Valerio/Bonini (Alfa Romeo) E; 31, Ray Merrick/Alan Grant (Sunbeam) GB; 32, Louis Chiron/Longo (Lancia) M; 33, Jaminon/Billard (Simca) M; 34, Gregor Grant/Cliff Davis (M.G. Magnetite) GB; 35, Arrezzo/Dagnino (Lancia) I.

FROM PARIS

36, Langlois/Mme. Langlois (Salmson) F; 37, Canis/Perodeau (Renault) M; 38, "Sarayas"/Buchet (Salmson) F; 39, Fasnacht/de Meyer (Simca) F; 40, Meignen/Cousten (Peugeot) F; 41, Escarras/Jean (Renault) F; 42, Cauchy/Cauchy (Simca) F; 43, "Capravesses"/Alexandre (Citroën DS19) F; 44, Dunoa/Basille (Fiat) F; 45, Laurent/Darnat (Fiat) F; 46, Ringoir/Harris (Alfa Romeo) B; 47, Kissler/Molino (Citroën) F; 48, Roze/Dubessay (Citroën DS19) F; 49, Cuchet/Spilmann (Porsche) F; 50, Garcia/Garra (Alfa Romeo) S; 51, Boilet/X (Alfa Romeo) S; 52, Gasau/Tarol (Dyna-Panhard) S; 53, Courtios/de Cordouze (Renault) F; 54, Prince Paul Metternich/von Kekebusch (BMW) G; 55, Joseph Bewley/Ivan Webb (Zodiac) E; 56, Merlin/Merlin (Peugeot) F; 57, Leclercq/X (Panhard) F; 58, Vincent/Serve (Peugeot) F; 59, de Fursac/Dupuy (DKW) F; 60, Sipahi/Bahceli (Peugeot) T; 61, Marang/Manoukian (Citroën DS19) F; 63, Ken Carter/Robert Ropner (Aston Martin) GB; 64, Haquin/X (Renault) B; 65, Rousson/Fernandez (Renault) F; 66, Parucci/Martin (Panhard) F; 67, Chardin/Martin (Renault) F; 68, Jean Lucas/Mayeras (Citroën DS19) F; 69, Gery/Lesage (Peugeot) F; 70, Aumas/Brandt (Alfa Romeo) S; 71, René Colton/Leclerc (Panhard) F; 72, Bertoglio/X (Fiat) I; 73, Junot/X (Mercedes 190SL) F; 74, Requero/Gato (Panhard) S; 75, Cyril Pilgrim/John Hunbridge (Jaguar) GB; 76, Faure/Leroy (Stanguellini) F; 77, Tom Clarke/X (A.C. Aceca) GB; 78, Pollet/Lereque (A.C. Aceca) F; 79, George/Cola (Alfa Romeo) F; 80, Levy/Levy (Simca) F; 81, "Russel"/Gautron (Panhard) F; 82, Kat/Kat (Zephyr) H.

FROM LISBON

83, Mme. Blanchoud/Mme. de Roq (Porsche) F; 84, Grail/Auriche (Simca) F; 85, Brauche/Lambeaux (Simca) F; 86, Gacon/Arcaen (Porsche) F; 87, Bahr/Esteller (Borgward) S; 88, Mme. Bagarry/Mme. Rossetti (Renault) F; 89, Merkle/Pottier (Studebaker) F; 90, Redele/X (Renault) F; 91, Mme. de Loisy/X (Renault) F; 92, Do Rego/Aguilar (Lancia) P; 93, Andres/Soler (Lancia) S; 94, Lecat/X (Renault) F; 95, Chierogato/Pina (Fiat) S; 96, Ziegler/Murger (Renault) S; 97, Mme. Cherrec/Meuneron (Peugeot) F; 98, Marion/Pegrot (Citroën DS19) F; 99, Jack Sears/Archie Scott-Brown (Austin A50) GB; 100, Peter Easton/Peter Garnier (A.C. Aceca) GB; 101, Nunes/X (Alfa Romeo) P; 102, Delliere/Robin (Salmson) F; 103, Daragnier/Pizaro (Peugeot) F; 104, Delaruelle/X (Simca) F; 105, Gerry Burgess/Sam Croft-Pearson (Austin A90) GB; 106, Mlle. Thirion/Mme. Renaud (Renault) B; 107, Baboin/Thomas (Peugeot) F; 108, Guiraud/Beau (Peugeot) F; 109, Jack Kemsley/Philip Fotheringham-Parker (Zephyr) GB; 110, Condillier/Cazon (Renault) F; 111, Galtier/Michy (Renault) F; 112, Auiacombe/X (Panhard) F; 113, Tommy Wisdom/X (Standard) GB; 114, John Gott/Bill Shepherd (Austin A90) GB; 115, Courtes/

Payen (Citroën DS19) F; 116, Canello/Lucas (Renault) F; 117, Mme. Dregi/Mlle. Galland-Scottie (Simca) F; 118, Saiz/X (Simca) S; 119, Lord Avebury/Richard Croft (Jaguar) GB; 120, Arthur Warren/Peter Wilson (Riley) GB; 121, Dove/Meneau (Panhard) F; 122, Romero/Romero (Simca) S; 123, Roque/Sanglio (Lancia) S; 124, Lesur/X (Renault) F; 125, Clarou/Johny (Renault) F; 126, Neil Walmsley/William Genole (Standard) GB; 127, Ernest Brady/Guy Riton (Simca) GB; 128, "Berty"/"Danyl" (Simca) F; 129, Domingo/Foret (Panhard) S; 130, David/Mettin (Peugeot) F; 131, Tortarolo/X (Panhard) F; 132, Trigano/Movillon (Simca) F; 133, Fradin/Mothe (Simca) F; 134, Souchon/Gerakis (Peugeot) F; 135, Bornard/Flury (Alfa Romeo) S; 136, Monraisse/Feret (Renault) F; 137, Rollard/Delage (Peugeot) F; 138, Bercut/Lamarque (Renault) F; 139, Mrs. Joan Johns/Miss Pat Moss (Austin A90) GB; 140, Cattieu/Bonavero (Peugeot) F; 141, Vial/Parnel (Renault) F; 142, John Bremner/Anthony Oldworth (Riley) GB; 143, Penon/Girier (DKW) F; 144, Gesniuer/Queffelec (Renault) F; 145, Maurice Gatsonides/Marcel Beccart (Standard) H.

FROM GLASGOW

146, Len Potter/Mike Lawson (Sunbeam); 147, Miss A. Neil/Miss C. Neil (Standard); 148, Robert Hadow/James Pearson (Zephyr); 149, John Young/John Coombs (Anglia); 150, Frederick Vivian/Mrs. Vivian (M.G.); 151, Wilbert Todd/Brian McCaldin (Zephyr); 152, Sydney Allard/T. L. Allard (Allard); 153, Charles Key/John Key (Daimler); 154, Richard Davis/Ian Lewis (Sunbeam); 155, John Ashworth/Jeff Sparrowe (Jaguar); 156, Reg Harris/Basil Cade (Jaguar); 157, Mrs. Jo. Ashfield/Mrs. Wilson Clark (Standard); 158, Thomas White/John McAdam (Jaguar); 160, Cecil Bartlett/Chas Armstrong (Zephyr); 161, Cecil Vard/Arthur Jolley (Jaguar) E; 162, Peter Bolton/Arthur Slater (Vanguard); 163, Douglas Uren/Jeffrey Uren (Anglia); 164, Ronnie Adams/Frank Bigger (Jaguar); 165, Thomas Skuse/Harris Adams (Zodiac); 166, Lynden Sims/Ralph Stokes (Riley); 167, Winston Heun/L. Henderson-Cameron (Rover); 168, Robert Hooper/Pat Nelson (Sunbeam); 169, Arnold Pownall/Derek Strange (Zodiac); 170, Jack Uley/John Boardman (Bristol); 171, Laurence Handley/Nigel West (Zephyr); 172, Philip Walton/John Stafford (Anglia); 173, Leslie Brooke/Charlie Hardman (Standard); 174, Bill Whitehouse/John Percy (Zodiac); 175, George Whiteaway/Holland Birkett (M.G.); 176, Peter Jopp/George Jopp (Jaguar); 177, Miss E. Culen/Kenneth Grave (Austin); 178, John Mausbridge/Mrs. Mausbridge (Jaguar); 179, Gordon Shatto/Thos Parkes (Austin); 180, W. Humphries/L. Enion (Sunbeam); 181, Bill Banks/Mike Porter (Bristol); 182, Frank Grounds/W. Johnson (Jaguar); 183, Jas Kenyon/Gordon Clark (Zephyr); 184, Mike Couper/Pat Fillingham (Austin A90); 185, Richard Gibson/Keith Ballist (Austin); 186, Herbert Harper/A. Wright (M.G.); 187, Leslie Griffiths/Thos. Underhill (M.G.); 188, Dennis O'M. Taylor/Lew Tracey (Standard); 189, Jack Reece/X (Anglia); 190, Denis Warwick/F. Warwick (Austin); 191, M. Davies/N. Taylor (Zodiac); 192, Karl Richardson/Mrs. Richardson (Zephyr); 193, Edgar Ross/Horace Elliott (Vauxhall); 194, Lionel Taylor/Jas. Laing (Standard); 195, Robert Harris/R. Woolaway (Austin); 196, Vernon Cooper/W. Holland (Jaguar); 197, Charles Vivian/Eric Haddon (M.G.); 198, Mario Tozzi-Condini/John Bassett (Borgward) I; 199, J. McLaughlin/L. McLaughlin (Riley); 200, Peter Cooper/Charles Kimber (Standard); 201, John Cuff/W. Fleuriot (Anglia); 202, Ken Brierley/Anthony Hartnell (Jowett); 203, Edwin Lambert/Norman Milligan (M.G.); 204, Les Leston/Prince de Palitana (Aston Martin); 205, Ken Richardson/Kit Heathcote (Standard); 206, Alex Mitchell/Harry Hastie (Wolseley); 207, Eric Brinkman/Desmond Silverthorn (Zodiac); 208, Frank Baker/H. Appleby (Austin); 209, Walter Burnett/Ronnie Dalglish (Vauxhall); 210, A. Meredith-Owens/Alick Pitts (Bristol); 211, H. Shillabeer/C. Carruthers (Humber); 212, John Shand/Mrs. Shand (Anglia); 213, Roy Evans/Eddie Stephens (Sunbeam); 214, John Stoddart/William Stoddart (Standard); 215, Ralph Sleight/James Risk (Zodiac); 216, Ian Sutherland/W. Sutherland (Riley); 217, John Nairn/Frank Dundas (M.G.); 218, Mrs. Cherry Osborn/Mrs. Lola Grounds (Standard); 219, J. Dalhoff/X (Zephyr); 220, C. Tyrer/F. Curtis (Anglia).

FROM MUNICH

221, Becker/X (Mercedes-Benz 300SL) G; 222, Estager/Carpentier (Zephyr) F; 223, Dobler/Tietach (Porsche) G; 224, Dejoie/Michel (Salmson) F; 225, Ubezzi/Dollin-About (Alfa Romeo) F; 226, A. Nuthall/W. Albrecht (Jaguar) USA; 227, Menz/X (DKW) G; 228, Col. Crosby/C. Banham (Standard) GB; 229, Fousek/Cizkorsky (Skoda) C; 230, Georges Houel/X (Alfa Romeo) F; 231, Schwind/Gutbrod (BMW) G; 232, Glockler/Erner (Renault) G; 233, Mariage/Berthier (Peugeot) M; 234, D. Delling/Ken Shorter (Jaguar) USA; 235, M. Worms/E. Mouche (Peugeot) F; 236, Baumer/Brochet (DKW) F; 237, Alan Frazer/R. Holmes (Sunbeam) GB; 238, Hampel/Tausendpfund (VW) G; 239, Dugat/Gillard (Panhard) F; 240, Sauerbrei/Powell (Mercedes-Benz) S; 241, Schock/Moll (Mercedes-Benz) G; 242, Nout/Daniels (Opel) H; 243, Vorfell/Bender (Fiat) G; 244, Mme. Rouault/Mme. Texier-Soisbault (Simca) F; 245, Hopfen/Badsche (DKW) G; 246, Quinlin/Behra (Simca) F; 247, Meier/Geiss (DKW) G; 248, Rambaux/Segrestain (Panhard) F; 250, Hangkover/X (Alfa Romeo) G; 251, "Robero"/Meunier (Citroën) F; 252, Bryan Bassett/Lord Boyne (Standard) GB; 253, Zimmer/Jacobi (BMW) G; 254, Maasland/Slotemaker (Alfa Romeo) H; 255, Blanchard/Jouanneaux (Panhard) F; 256, Greger/Bieling (Porsche) GB; 257, Barthelemy/Derr (Simca) F; 258, Netusil/Krupicka (Skoda) C; 259, Levy/Kokott (VW) G; 260, Lespiat/Pialoux (Salmson) F; 261, Mme. Meinecke/Mme. Thourout (Fiat) G; 262, Gerdum/Kuhling (Mercedes-Benz) G; 263, Thos. Johnson/W. Taylor (M.G.) GB; 264, Walter Schluter/S. Ekelmann (DKW) G; 265, Merck/Erner (Mercedes-Benz) G; 266, de Mumm/Bazata (Mercedes-Benz) G; 267, Masson/Laurent (Panhard) F; 268, Hocquard/Frolich (Panhard) F; 269, Noix/Thivillier (Peugeot) F; 270, von Zedlitz/Diemer (Mercedes-Benz) G; 271, Macchi/Macchi (Skoda) S; 272, Capt. Gregor MacGregor/Count de Salis (Standard) GB; 273, Seidel/X (Mercedes-Benz) G; 274, Frederick Grantham/Frank Brown (Zodiac) GB; 275, Aury/Giraud-Cabantous (Aston Martin) F; 276, Dudley Bacher/E. Spuscher (Anglia) GB.

FROM STOCKHOLM

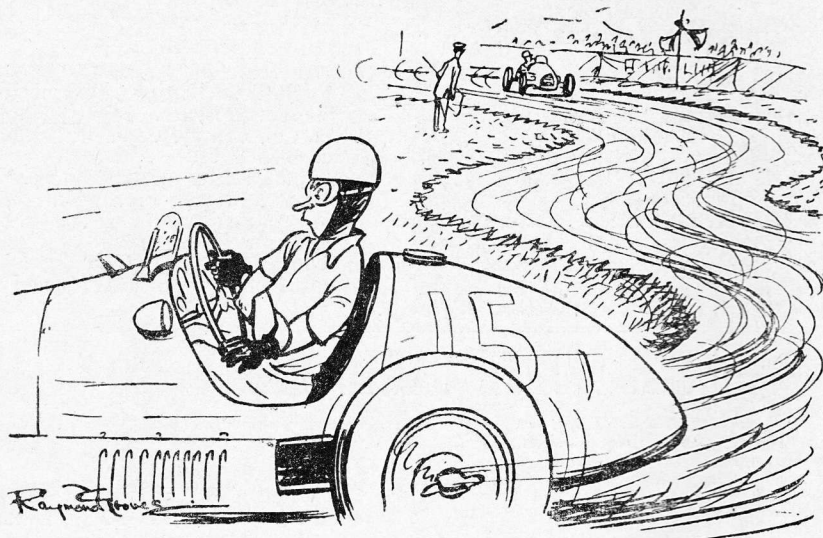
277, Paavola/Kanerva (Peugeot) Fin; 278, Sjöström/Bohm (VW) Sw; 279, Lundsteen/Jorgensen (Chevrolet) D; 280, Versijl/Bergh (Fiat) H; 281, Nysten/Nysten (DKW) Fin; 282, Prydz/Rindal (Borgward) N; 283, Peter Harper/David Humphrey (Sunbeam) GB; 284, Sheila Van Damme/Anne Hall (Sunbeam) GB; 285, van Dongen/Schroder (Goggomobil) H; 286, Thraner/Tiedeman (DKW) N; 287, Denis Scott/Stian Asbury (Anglia) GB; 288, Heidenhain/Bochout (Peugeot) H; 289, Haarla/Geisel (Alfa Romeo) Fin; 290, Joy Cooke/Marion Hamilton (Zephyr) GB; 291, Vold/Karlen (DKW) N; 292, Eikrem/Borch (Sunbeam) N; 293, Jsenbugel/X (Mercedes-Benz 300SL) G; 294, Kolbeck/Repholz (Opel) D; 295, Koks/Gorria (VW) H; 296, Tak/van der Klugt (Mercedes-Benz 300SL) H; 297, Grimm/Krim (Lloyd) G; 298, Nellesmann/Skarring (Taunus) D; 299, Ken Wharton/Gordon Shanley (Austin A90) GB; 300, Madsen/Jensen (Lloyd) D; 301, Wagberg/Zaine (DKW) Sw; 302, Heliop/Aalto (Skoda) Fin; 303, Hartley/Karlsson (Ford V8) Sw; 304, Sjöström/Goetze (Mercedes-Benz) Sw; 305, Von Sperling/X (Fiat) D; 306, Van Lammeren/van Voorden (Lancia) H; 307, Edward Harrison/Jas. Furse (Anglia) GB; 308, "Vitron"/Chevrolet (Porsche) F; 309, Viazzi/Roux (Renault) F; 310, Van Zijl/Bleeker (Opel) H; 311, Weile/Nielsen (Consul) D; 312, Eklundh/Eklundh (Goliath) Fin; 313, Ingier/Ekkornes (Skoda) N; 314, Lumme/Zelings (Skoda) Fin; 315, Lindqvist/Flink (Opel) Fin; 316, Ewald/Knudsen (Ford) D; 317, Persson/X (Porsche) Sw; 318, Gunnar Fadum/Solberg (Sunbeam) N; 319, Samsing/Hall Torgersen (DKW) N; 320, Kruse/X (Porsche) D; 321, Mme. Terrag/Mme. Gordine (Peugeot) F; 322, Nystrom/Torell (Porsche) Sw; 323, Borgert/Hoff/van der Laan (Sunbeam) H; 324, Bengtson/Lohmander (Alfa Romeo) Sw; 325, Kvamstrom/Daxrup (Ford) Sw; 326, Jimmy Ray/John Waddington (Sunbeam) GB; 327, Mrs. Nancy Mitchell/Mrs. Doreen Reece (M.G. Magnetite) GB; 328, Dick Mattock/Stanley Barber (Jaguar) GB; 329, Kronegard/Peiveif (Saab) N; 330, Per Malling/Jensen-Lund (Panhard) N; 331, Grossgont/Blagini (DKW) F; 332, Moberg/Moberg (Saab) Sw; 333, Dassen/Hertzahd (Porsche) H; 334, Raymond Baxter/Reg Phillips (Austin A90) GB; 335, Busch/Busch (Fiat) N; 336, Mrs. Greta Molander/Mrs. Lundberg (Mercedes-Benz) N; 337, Krohn/X (Lloyd) D; 338, Weikkola/Puustinen (Peugeot) Fin; 339, Spiuth/Ohlgstrom (Mercedes-Benz) Sw; 340, Christensen/Wang (Sunbeam) N; 341, Kaiser/Nathan (VW) Sw; 342, Matinkari/Hameenaho (Skoda) Fin; 343, Cuth Harrison/Dick Habershon (Zodiac) GB; 344, Johansson/Hagen (Skoda) N; 345, Grenli/Grondahl (Volvo) N; 346, Gordine/X (Sunbeam) F; 347, Swenson/Berge (Jaguar) Sw; 348, Ingier/Askersrud (Skoda) N; 349, Hulsker/Dugzines (Fiat) H; 350, Loffler/Rathjen (BMW) G; 351, Ericsson/Andersson (Volvo) Sw; 352, Wollert/X (VW) Sw.

B—Belgium, Cz—Czechoslovakia, D—Denmark, Fin—Finland, E—Eire, F—France, G—Germany, GB—Great Britain, H—Holland, I—Italy, M—Monaco, N—Norway, S—Switzerland, Sa—Saar, Sw—Sweden, T—Turkey, USA—United States.

THE average sports car owner knows his axle and gearbox ratios off by heart. He knows his tyre size, revs. per mile, and his m.p.h. per 1,000 r.p.m. He may even have worked out his piston speed, though he probably wishes he hadn't. Altogether, he has a very fair picture of what his engine is doing at any road speed.

Steering gear ratios are another story. Tell most chaps that your steering ratio is 15 to 1 and they will have no idea whether this is "quick" or "slow", "high-geared" or "low-geared". They know the number of turns from lock to lock, and that is good enough for them.

Actually, this "lock-to-lock" business often means just nothing. For instance, I have a modern Renault and an Edwardian Rolls-Royce. In round figures, the



JOHN BOLSTER

DISCUSSES

STEERING GEAR RATIOS

small car has double the number of steering turns that the big one has. Therefore, one might reason, the Rolls has "quick" steering and its little stable mate has "twirly-whirly" steering. This happens to be a fallacy.

Because the turning circle of the large vehicle is double that of the Renault, the two cars have, in fact, an identical steering response. In other words, if a lovesick pedestrian, dreaming of whatever such people dream, walks suddenly into the road, approximately the same amount of steering wheel movement will save his life whichever of these cars one is conducting.

When you get down to the choice of steering gear ratio, you once again become involved with suspension characteristics. At this point, you probably expect understeer and oversteer to rear their ugly heads, and sure enough they do. So does the polar moment of inertia, a fact that steering ratio is just another gimmick in the controllability story.

May I digress for a moment? Many cars have, in the past, been fitted with dangerously low-geared steering to give easy low speed manoeuvring. (I use "low-geared" in the popular way, meaning a lot of steering wheel turns for a small angular change of direction.) Forward engine mounting and large tyre sections have rendered this necessary, but such vehicles are potential killers, since they cannot take sudden avoiding action. For them, power-assisted steering is not a luxury but a necessity, because it permits the employment of a high enough ratio to give controlled swerving in an emergency.

Competition cars, of course, have their ratio chosen without regard to ease of parking. To begin at the beginning, let us take an early Vintage example, such as the Brescia Bugatti or the 16-valve Aston Martin. These cars had a low polar moment of inertia and oversteered in a big way. Their steering gear ratio was such that full lock could be put on with a flick of the wrist, and their bicycle-section high pressure tyres demanded very little effort in doing so. Such vehicles were fundamentally unstable, and had to be steered down a

straight road by the driver—"balanced" might be a better word. Yet, they were delightful to drive.

Such steering characteristics cannot be translated into a modern idiom. At today's speeds, those early cars would be terrifying to handle. The drivers of those days used to talk about "holding" a car. "She's a devil to hold on the straight" or, worse still, "I'm using the full width of the road at maximum speed", were typical comments that drivers made in the pits.

I have explained in previous articles why an understeering characteristic is essential for stability. An understeering car will tend to run straight, but with Vintage steering it would be impossible for the driver to avoid interfering. He would once again be holding the car. By lowering the gear ratio, an appreciable movement of the wheel rim would be required to put the machine off course. Thus, whereas the early car needed "quick" steering on the straight, the stable vehicle, within limits, becomes easier to handle as the steering is made "slower".

The exact ratio is chosen on the car's cornering behaviour. In simple terms, if the steering is too high-geared, accuracy of control will be lost, plus a tendency to "over-correct". On the other hand, low-gearing, carried to excess, will hinder rapid skid correction. Then there is the car with a sudden rear-end breakaway, which might seem to demand a much quicker steering gear. The answer to that one is to find the reason for the breakaway and cure it, with all due respect to those constructors who have taken the easier way out.

Particularly in America, it is possible to buy longer steering drop arms (or pitman arms) to give quicker steering. In many cases, the installation of these accessories merely results in heavy handling, with no improvement in controllability. The reason is not far to seek. If the car is one of those vast machines with a V8 engine between the front wheels and an immense rear overhang, nothing can alter it. It has a built-in understeer of gigantic proportions, and a high polar moment of inertia. It will be desperately slow in response, whatever the steering gear

ratio, and so something much more radical than the mere purchase of a drop arm is required to make such a device less dangerous.

Quite apart from the actual ratio of the steering, there are many other factors that affect its response. The rigidity of the arms and connections is one, and the mechanical efficiency of the box is another. Even the diameter of the steering wheel and its location relative to the seat are deeply concerned, but these things must wait till another time.

The choice of the steering gear ratio is just another of the many desiderata which are decided, more than anything else, by the front and rear slip angles. Once again, it is the behaviour of those four small areas of rubber against the road that counts.

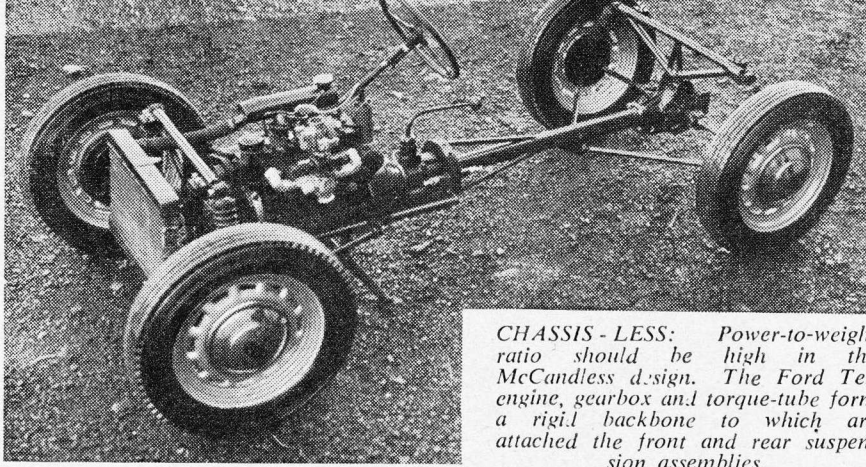
THE EXETER TRIAL

THIS week-end sees another performance of the M.C.C.'s winter classic, the Exeter Trial, first held in 1910. This ever-popular event, as has been customary since 1936, has three starting points, and this year they are Launceston, Kenilworth (Queen & Castle Hotel) and Feltham, Middlesex (Hatton Cross Garage, Great South-West Road). As usual the motorcycle entrants go on their way first, and the first car leaves Launceston at 12.28 a.m. on Saturday (7th), Kenilworth at 12.24 and Feltham at 1.03.

After the night drive, the first car should reach Pin Hill (Honiton) at 6.04 a.m., Tillerton (Teddington St. Mary) at 9.04, Fing'e Bridge (Drewsteignton) at 9.26, Sims (Ilminster) at 10.11, Stretes (Ottery St. Mary) at 11.41, Waterloo (Colyford) at 12.08 p.m., Meerhay (Beaminster) at 1.24, Batcombe (Maiden Newton) at 1.58, and Lutton Gwyle (Wareham) at 3.31. The finish is at the Grand Hotel, Bournemouth.

"REDEX" WINNER FOR EUROPE

L AURIE WHITEHEAD, final winner of the highly controversial Redex Round Australia Trial, is leaving Sydney, N.S.W., by air on 9th January, to collect an Australian-built Holden car which has been shipped to Genoa, Italy. Whitehead will tour the Continent and Britain with the car for about three months before returning to Melbourne.



CHASSIS - LESS: Power-to-weight ratio should be high in the McCandless design. The Ford Ten engine, gearbox and torque-tube form a rigid backbone to which are attached the front and rear suspension assemblies.

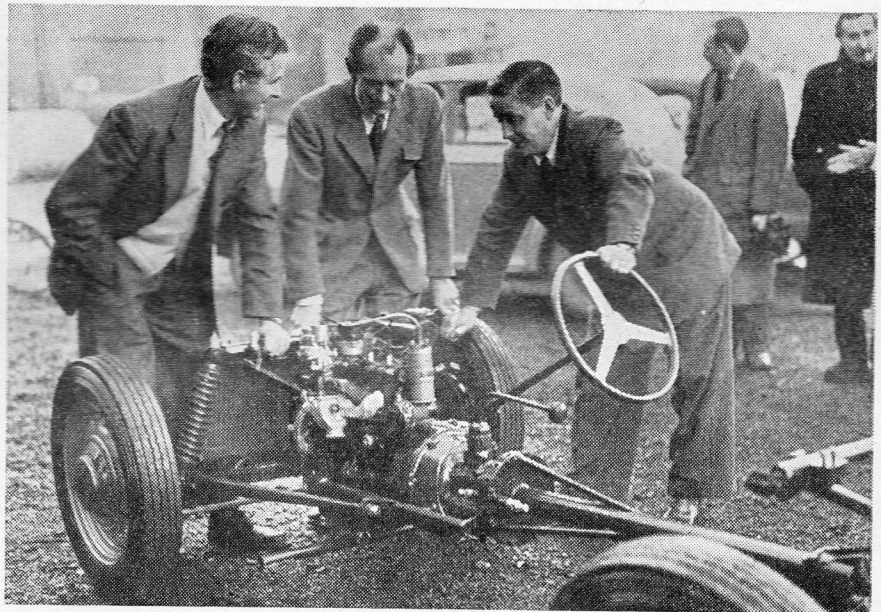
ULSTER'S NEW SPORTS CAR

*Rex McCandless to produce in quantity
all-independent, chassisless Ford-powered
road two-seater at new Belfast factory*

At a Press interview in Belfast on 29th December, Ulster's technical non-conformist, Rex McCandless, unveiled what is hoped will be the first product of a new motor industry in Northern Ireland. This is the production prototype of the McCandless sports car, which Rex, in association with his brother Cromie and J. L. McGladery, is planning to produce in quantity in an extension of his Belfast engineering works.

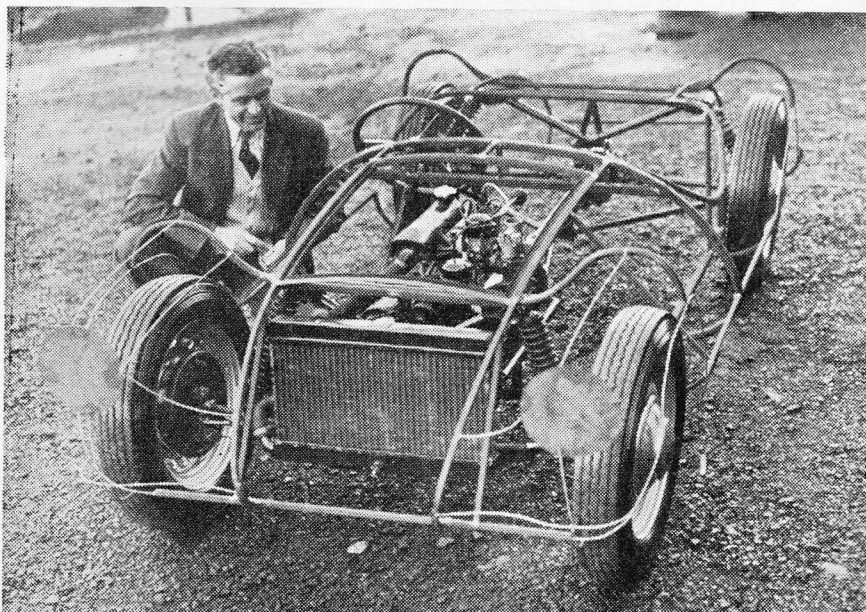
The first prototype of the new car was built with trials bodywork about 18 months ago, and handed over to Desmond Sloane to "bash around" in Irish Trials. So successful was the design that Desmond Titterington, who, apart from his racing activities, is trials champion of Ulster, asked for one himself. It was delivered on Christmas Eve, and two days later Des. finished third in the U.A.C. Boxing Day Trial (see p. 32).

This then is the final design that embodies the lessons of more than a year's hard competition testing. Titterington's car is fitted with a fairly stark two-seater trials-type body, but the production model is intended to wear a



ASSOCIATES (above) in this bold Ulster venture with designer Rex McCandless (on the left) are his brother Cromie (on the right) and J. Laurie McGladery, who has successfully raced the McCandless 500.

ROAD CAR (left) now under construction will have full-width bodywork, as the light tubular framework shows. Total weight should be little more than 9 cwt.



COLOMBIAN CALENDAR, 1956

THE Automovil Club de Colombia has listed the following events in its 1956 motor racing calendar. It is anticipated that other events, organized by the Tortugas and M.G. Clubs, will also be included.

25th March.—Chirique-Bogota Road Race.

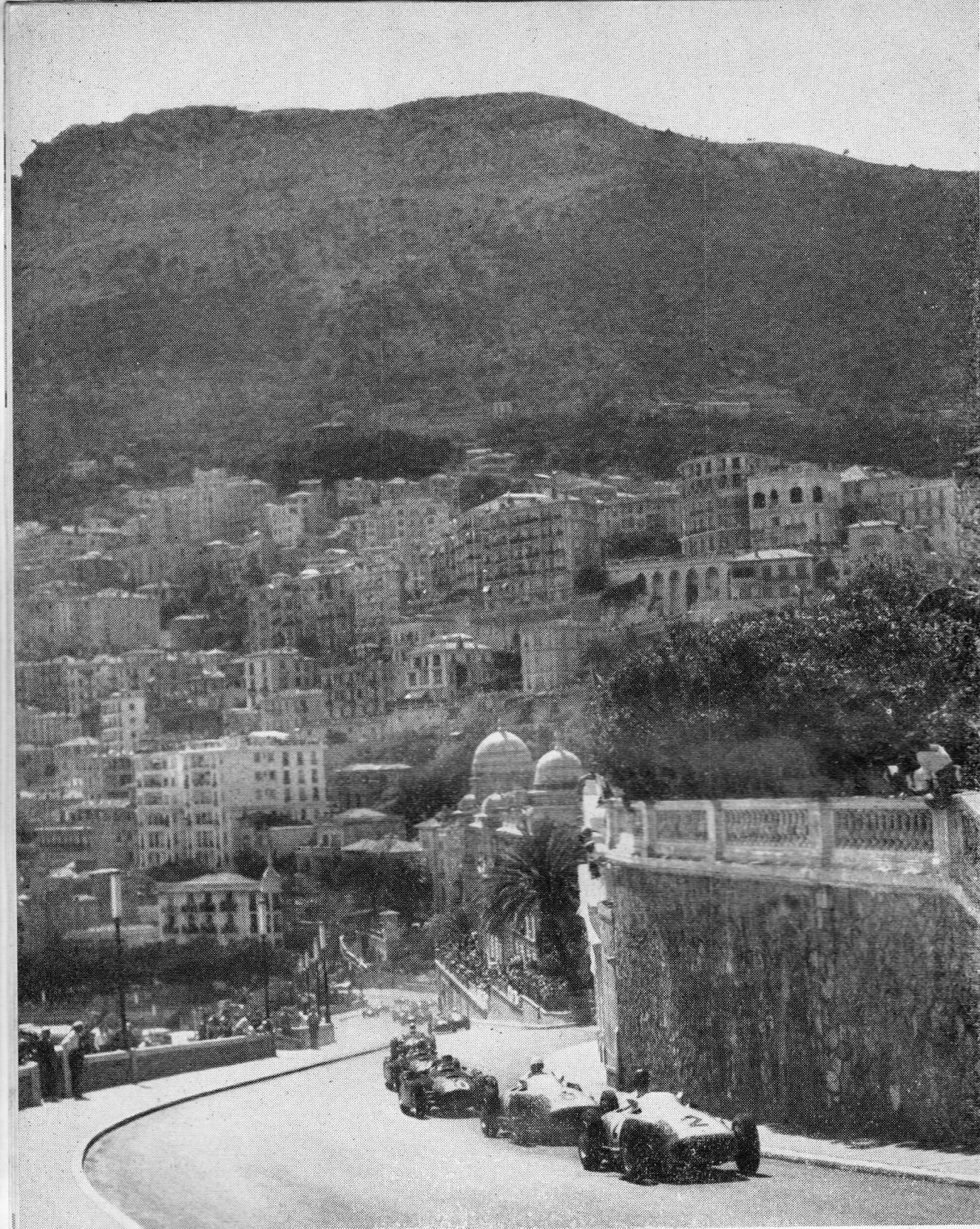
20th May.—500 Kilometres Road Race.

20th July.—Circuit of Colombia (over Andes) Road Race.

19th August.—San Diego-Tequendama Closed Circuit Race, Bogota.

23rd September.—Double Melgar-Bogota-Melgar Road Race.

18th November.—"El Campin" Closed Circuit Race.



SEASONAL SURVEY

PART I

Formula 1 Racing

Mercedes-Benz Dominate Grands Prix—Third World Championship for Fangio—Moss Runner-up—Lancia Withdraw Following Ascari's Tragic Accident—New Italian Stars Arise

By GREGOR GRANT

SETTING A PATTERN for the season: (Right) The Mercedes of Fangio and Moss running first and second in tandem during the Argentine G.P. which opened the 1955 World Championship.

(Left) In the G.P. of Europe at Monaco the German cars led in the early stages as usual, but in this case both retired, the race going to Trintignant's Ferrari.

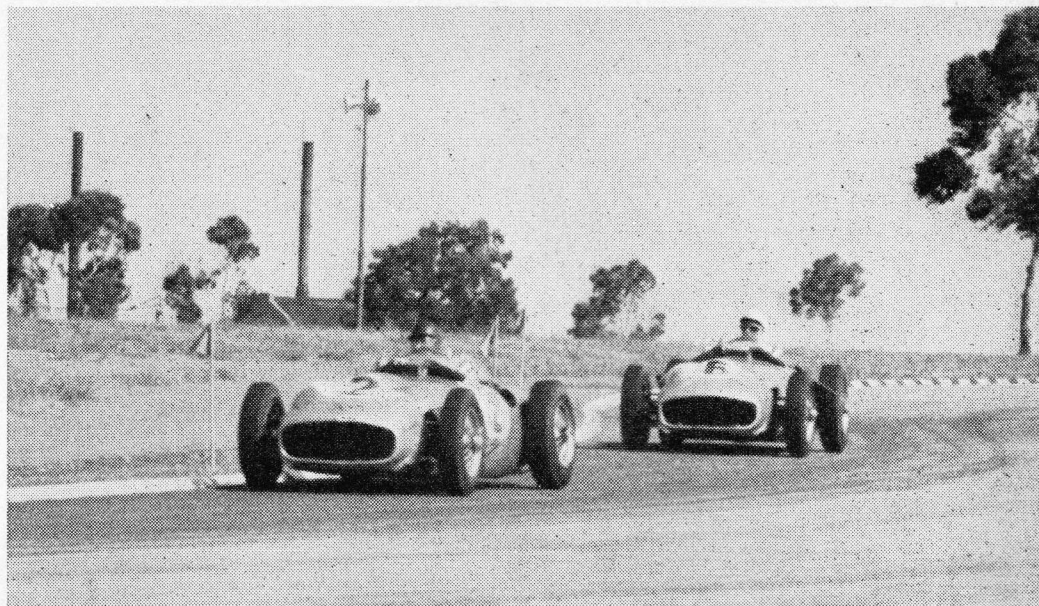
THE year 1955 was a Mercedes-Benz one. Apart from the slip-up at Monaco, the "Silver Arrows" won all the Grands Prix to Formula 1 which were staged in the Championship of the World series. The German, French, Swiss and Spanish G.P.s were not run, an aftermath of the Le Mans tragedy. Juan Manuel Fangio, Champion of the World for the second successive year, won the Grand Prix of Argentina, Belgium, Holland and Italy, while to Stirling Moss went the British G.P. Sole Italian success was Ferrari's unexpected victory at Monte Carlo, with the Frenchman Maurice Trintignant at the wheel.

Officine Maserati, led by the fiery Jean Behra, had a disappointing year. Crowning blow for the Modena concern was the resounding defeat of the works team by Tony Brooks (Connaught) at Syracuse. This in some measure compensated for the lack of success by green-painted cars in other events, although Jack Fairman's effort with the aerodynamic Connaught at Silverstone should not be overlooked; he was, in fact, the first driver of a British car to break the circuit record in an F1 event.

The fatal accident at Monza in a sports-racing car to Alberto Ascari, caused the withdrawal of Lancia from the Grand Prix scene. Later, the cars were handed over to Scuderia Ferrari, but were not raced with anything like seriousness. However, two cars, in the hands of Hawthorn and Castellotti, made a surprise appearance at Oulton Park, but were outpaced by Moss and Musso in works Maseratis. At the same meeting, the new B.R.M. went extremely rapidly for 10 laps, driven by Peter Collins; until it was eliminated by a minor oil pressure gauge fault, the Bourne car certainly could match the speed of the Italian machines. The two Vanwalls also went fast, Titterington managing to finish in fourth place behind Hawthorn's Lancia.

First Round at Buenos Aires

Argentina's G.P. on the "Ottobre 17" circuit at Buenos Aires opened the



World Championship series. A crowd said to number quarter-of-a-million, including ex-President Peron, watched a race run under conditions of extreme heat. A blazing sun took a heavy toll of drivers, who had to make frequent pit-stops, some for medical attention. Such was the fatigue experienced, that in several cases, no less than three drivers were used. This created a precedent, in that Farina and Trintignant actually figured in both second and third places.

Of the 20 pilots who took the depart, only Fangio and Roberto Mieres drove their cars throughout—a remarkable feat of endurance when one realizes that the temperature exceeded 104 deg. F.

Mercedes-Benz, Ferrari, Lancia, Maserati and Gordini were all officially represented. Gonzalez (Ferrari) made fastest practice lap with 1 min. 43.1 secs., Ascari (Lancia) and Fangio (Mercedes) being half-a-second slower. In the race, all three Lancias were retired, Ascari leading briefly. Gonzalez and Fangio duelled for about an hour, but the former had to pack up owing to sheer exhaustion. Moss (Mercedes) was involved in a comedy, when he was treated in error for sunstroke after abandoning his car on the course. Eventually he took over Herrmann's car, which was also driven by Kling, the trio finishing in fourth place.

After Gonzalez's exit, Fangio won as he pleased, and during his victorious progress, set up fastest lap of 1 min. 48.3 secs. Moss, until his initial retirement, had come up into second place, and his driving delighted the crowd. Highest-placed Maserati was that of Roberto Mieres, which finished in fifth place, five laps behind his compatriot.

The G.P. Lancia's First Win

The European season opened in Italy with the Turin G.P. in Valentino Park, and there, in their home-town, Lancia scored a 1-3-4 victory over the Maseratis and Ferraris. Alberto Ascari was the winner, though Luigi Musso had the lead until he spun off, letting Farina and Mieres through—then Ascari went full out and won by a quarter of a minute. Mieres's Maserati followed in, and third and fourth came Ascari's team-mates Villoresi and Castellotti. It was in practice for this race that Sergio Mantovani crashed his Maserati, sustaining injuries which meant the amputation of a leg.

On Easter Monday, France's opening G.P. took place at Pau. This attracted full teams from Lancia and Maserati, with Gordini, D.B. and Volpini also represented. The Volpini's debut was an unhappy one, its inexperienced driver, Mario Alberghetti, losing his life when the car crashed amongst the crowd.

Behra (Maserati) and Ascari (Lancia) had a wonderful scrap from the start; for 11 laps the Frenchman held the Lancia, but Ascari was at the top of his form, and forced the side-tanked machine in front. For 80 laps the ex-World Champion stayed ahead, then fell victim to brake troubles when a hydraulic lead fractured. He lost much time at the pits, but got going again to finish fifth. Behra finally won at 62.335 m.p.h., a fair distance in front of Castellotti (Lancia). Mieres (Maserati) was third, ahead of Villoresi's Lancia—all three of the Turin cars finishing. The supercharged D.B.s were distressingly



WAY BEHIND THE MERCS.: First lap scene at Zandvoort during the Dutch G.P. Moss, Fangio and Kling are already out of the picture.



for the lead when he crashed his Maserati, and broke a wheel. He lost about five laps fitting a replacement, and almost immediately set up a new lap record in 2 mins. 9.4 secs. Sole British entry, Whiteaway (H.W.M.) retired after 18 laps.

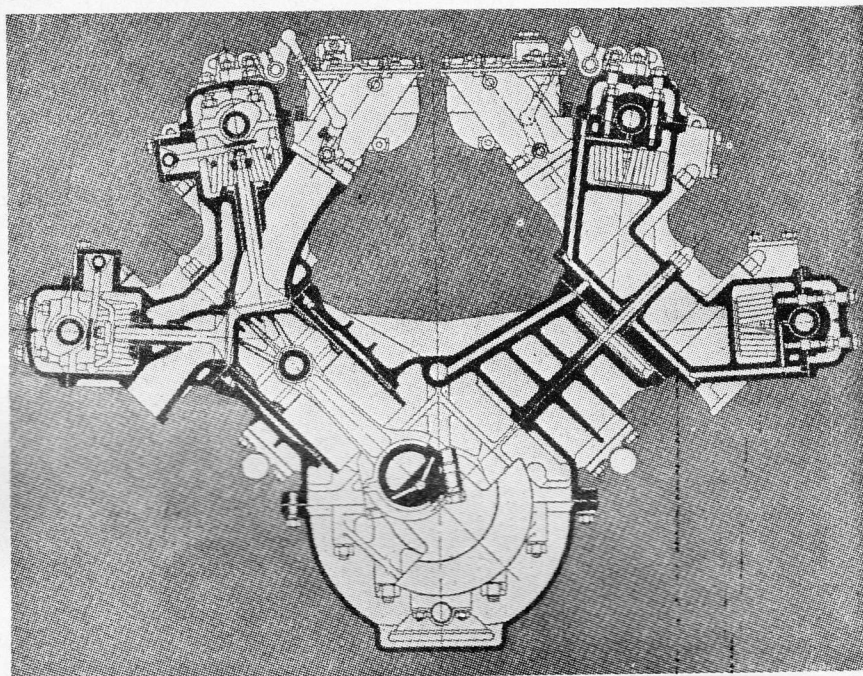
The "Daily Express" Silverstone

The Naples race took away Lancia and Maserati team cars from Silverstone, foreign opposition in the *Daily Express* International Trophy being supplied by Simon (Maserati), Rosier (Maserati), Bira (Maserati), Manzoni (Gordini) and de Portago (Ferrari). The last-named crashed in practice and fractured a leg.

The training sessions were dominated by Roy Salvadori (Maserati) and Mike Hawthorn (Vanwall), who shared fastest lap with 1 min. 48 secs. Stirling Moss, in his privately entered Maser was 2 secs. slower, and next best was Jack Fairman in the new aerodynamic Connaught.

GRIEVOUS LOSS to motor racing came in late May, when Alberto Ascari crashed at Monza in a sports Ferrari and was killed. Here is the great Italian champion in his Lancia, with which he won the G.P.s of Turin and Naples.

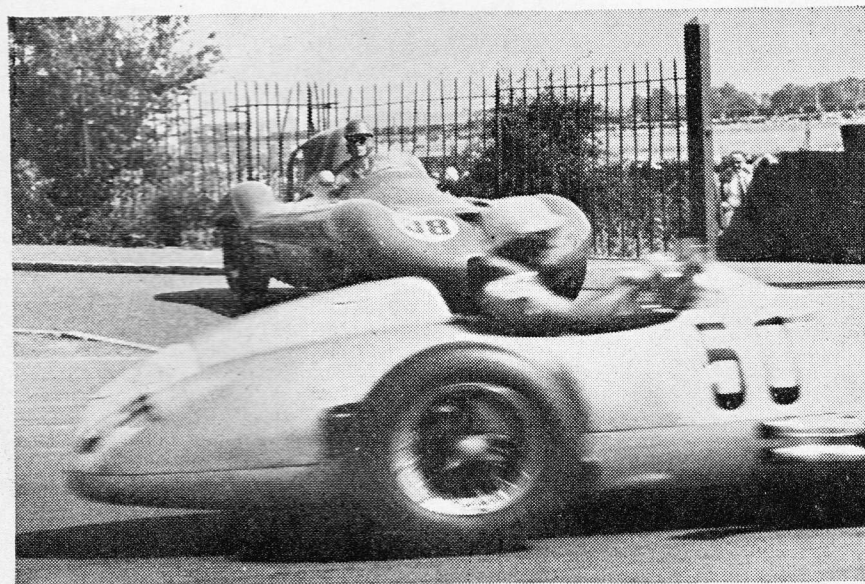
(Right) A section of the D50 Lancia V8 twin o.h.c. engine. Bore and stroke are 76 mm. x 68.5 mm. The team cars were withdrawn from racing after the death of Ascari, but were later handed over to the Scuderia Ferrari.



slow, and the Gordinis all failed to last the course.

In Great Britain, a 21-lap event for the Glover Trophy was staged at Goodwood on the same day as Pau. Moss (Maserati) led initially, with Salvadori (Maserati) in hot pursuit. The latter spun at the chicane, and fell back to sixth place. He soon began to pick up place after place; Moss had fuel injection bothers, and eventually retired, leaving Salvadori a clear victory over Bob Gerard (Cooper-Bristol).

On 8th May Ascari had his revenge for Pau by winning the Naples G.P. from Maserati. Behra was again prominent, and was just about to challenge Ascari



Salvadori took the lead, closely followed by Peter Collins in the Owen Maserati, with Jack Fairman and Mike Hawthorn in close attendance. Fairman was driving magnificently, and turned in a new F1 record lap of 96.67 m.p.h. A couple of tours later he pushed this up to 97.57 m.p.h.

Meanwhile, Wharton's Vanwall stopped with throttle troubles; Gerard was delayed by chronic misfiring. Moss abandoned his Maserati after 10 laps. Hawthorn, in fourth place, halted with brake bothers, and later retired altogether. Wharton's car had to have its throttle linkage rebuilt.

Fairman, a continual threat to the leading Maseratis, had the cruel luck to have his throttle come adrift. Collins began to close right up on Salvadori, and

AINTREE INCIDENT: Piero Taruffi (Mercedes-Benz) shoots past Leslie Marr's aerodynamic Connaught, which has spun round at Anchor Crossing and reversed off-course during the British G.P.

passed him on lap 23. Roy repassed, was taken again, and once more slipped in front to stay there for half a dozen laps. Fairman's record went for a Burton, Salvadori in the Gilby Maserati pushing it up to 98.48 m.p.h. Collins went ahead again, the disc-braked car now beginning to have the advantage over the drum-braked machine. It was Maserati 1-2-3-4, with Bira and Simon in third and fourth places, Don Beauman being next up—with a 2-litre Connaught.

Ken Wharton restarted, but after four laps, crashed going into Copse. The Vanwall burst into flames, and Wharton had a miraculous escape, although he suffered severe burns to his arms. Collins went on to win, the race order remaining unchanged for the first four places. He had the satisfaction of equaling Salvadori's lap record.

A Dramatic G.P. of Europe

Came May 22 and that fascinating "Round-the-Houses" event, the Monaco G.P. Maserati, Ferrari and Lancia all had four-car teams, Mercedes having four cars and three drivers; there were three Gordinis, Hawthorn's Vanwall, Macklin in Moss's Maserati, Whiteaway (H.W.M.), Rosier (Maserati) and Simon (Maserati). Only 20 cars were permitted to start, both Macklin and Whiteaway failing to qualify, although Macklin did the same

★
NEW B.R.M., with 2½-litre, 4-cylinder engine, in a small, light chassis, showed promise in Peter Collins's hands in the Oulton Park Gold Cup race, and should achieve full race-worthiness in time for the 1956 season when, it is hoped, a full team will be ready. Picture shows Ron Flockhart and the B.R.M. mechanics during tests at Oulton Park.



FIRST-LINE FRENCHMEN: (Above) Jean Behra proved a brilliant No. 1 for the Maserati team, winning Formula 1 races at Pau and Bordeaux, and many sports car events.

(Right) Maurice Trintignant caused a big surprise at Monaco by winning the G.P. of Europe in a Ferrari.

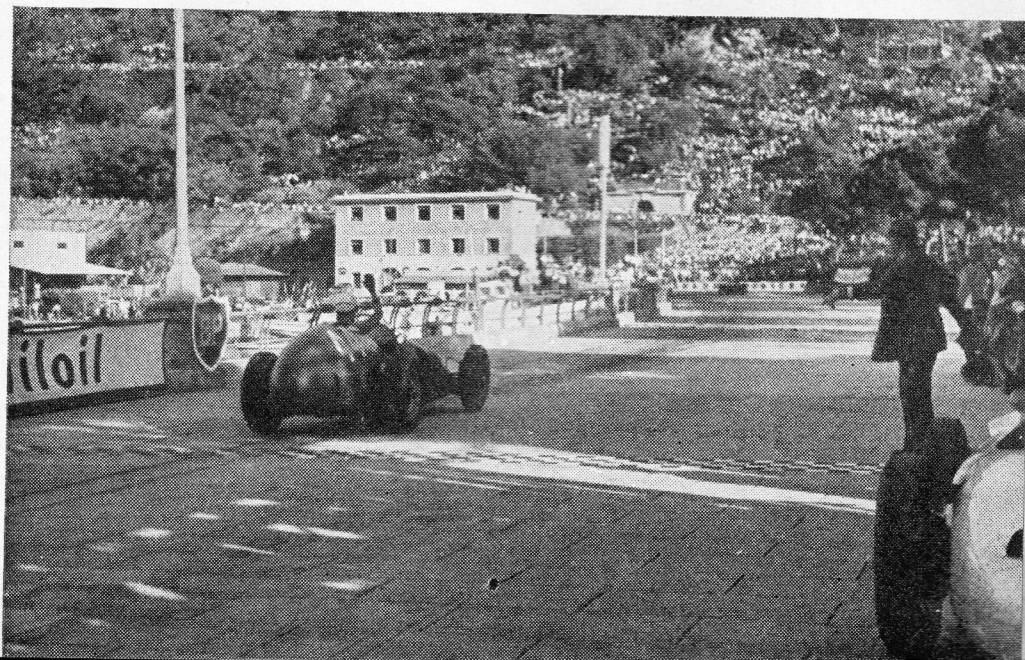
lap time as Pollet (Gordini). As this was done in an earlier session, the Frenchman received preference.

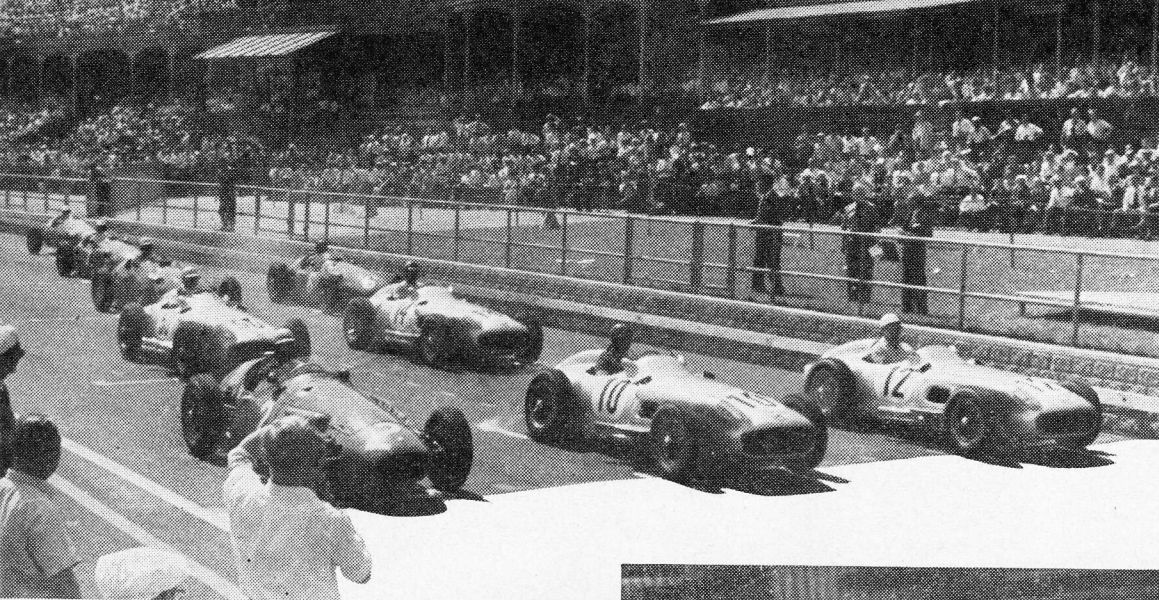
Practice saw some tremendous lap times, with 14 drivers all getting under Caracciola's existing record. Top of the list were Fangio (Mercedes) and Ascari (Lancia)—1 min. 41.1 secs., with Moss (Mercedes) only a tenth of a second behind. Castellotti (Lancia) did 1 min. 42 secs., and Behra (Maserati), 1 min. 42.6 secs. On the first day of practice, Hans Herrmann crashed badly

going up towards the Casino, and was seriously injured. André Simon was brought in as replacement. Moss and Fangio had very special short-chassis cars, Simon being in an earlier type. Farina's rumoured two-cylinder Ferrari failed to materialize, and he appeared in a Super-Squalo, as did Schell and Taruffi/Frère; Trintignant was in one of the older cars. Lancia's quartet was Ascari, Villorosi, Castellotti and Chiron, while Maserati were represented by Behra, Musso, Mieres and Perdisa.

The start was hectic enough; Fangio, Ascari, Moss and Castellotti all arrived at the hairpin at one and the same time, Moss having to do a rapid avoiding act after being crowded out by Castellotti. Someone shunted Farina's Ferrari, and Rosier clouted the tobacconist's kiosk on the quayside, doing the tail of his Maserati no good.

Fangio went out in front, with Castellotti, Moss and Ascari battling behind. On lap 5, Moss slipped in front of the Lancias, which were later joined by Behra's Maserati. The two Mercedes





BIG DAY for Aintree. The line-up on the grid for the British Grand Prix, won by Stirling Moss from Fangio, Kling and Taruffi, all in Mercedes machines.

★

began to pull away from the red cars, with Moss playing follow-my-leader to Fangio. Simon was most unhappy in the third car, his engine sounding out of puff.

Moss, coming up even closer to Fangio, set a new lap record of 1 min. 42.6 secs. With 23 laps gone Hawthorn (Vanwall) went out with a broken throttle linkage, and two laps later Simon's Mercedes packed up altogether. Behra eventually passed the two leading Lancias; Castellotti lost a lap changing a wheel, then Behra came in with some engine fault, dropping at least a couple of tours.

Fangio clipped a fifth of a second off Moss's new record, but broke his rear axle at the station turn on his 50th lap. Behra switched cars with Perdica. All Mercedes hopes rested on Moss; the British driver had over a minute in hand from Ascari. Trintignant had moved up to third place with Mieres close on his tail. The Argentinian went in front, and then went out with rear axle trouble.

Moss was driving so brilliantly and consistently that by 70 laps, he was on the point of lapping Ascari. Harry Schell had the father and mother of blow-ups in his Super-Squalo; Taruffi had continual gear-selector trouble, and handed over to Paul Frère.

With 80 laps gone, Ascari was driving desperately to avoid being lapped by Moss. The Mercedes then appeared out of the tunnel with smoke billowing from the engine; Moss stopped at the pits, and mechanics had a quick look-see before pushing the car away. Now all eyes looked for Ascari. The Lancia should be in the lead. However, there happened one of the most extraordinary accidents in the whole history of motor-racing. Ascari skidded wildly at the chicane, the car bounced off a stone bollard, and disappeared in a great cloud of steam into the harbour. Ascari surfaced, and was dragged to safety by frogmen.

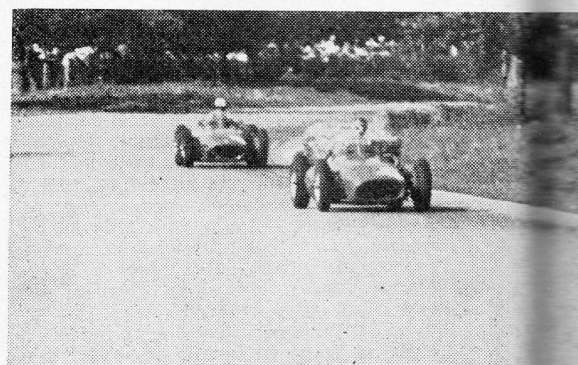
Moss's exit, followed by the Lancia's aquatic adventures, put Trintignant's Ferrari in the lead. In actual fact, Ascari was still in second place when he went out, not having completed his 81st lap. Castellotti's Lancia now had the job of overhauling Trintignant's Ferrari to win the race. Faster and faster went the young Italian. At 91 laps he was just 11 secs. behind, but his brakes were going! Sure enough, he overdid things at the hairpin, and lost all chance of getting to grips with the Frenchman.

Thus Maurice Trintignant won this astonishing G.P. for Ferrari, and Mer-



cedes-Benz went back to Untertürkheim without a light! The team tactics of both Mercedes and Lancia appeared to be faulty; Moss was kept going too hard when he had nearly a lap lead over Ascari, and the latter should not have been forced to go faster to avoid being "doubled".

A few days later, the motor-racing world was shocked to learn that Alberto Ascari had lost his life in a 750S Ferrari at Monza. The great Italian borrowed the car for some practice laps. As to what actually happened, no one is quite certain. Some say that he was not fully



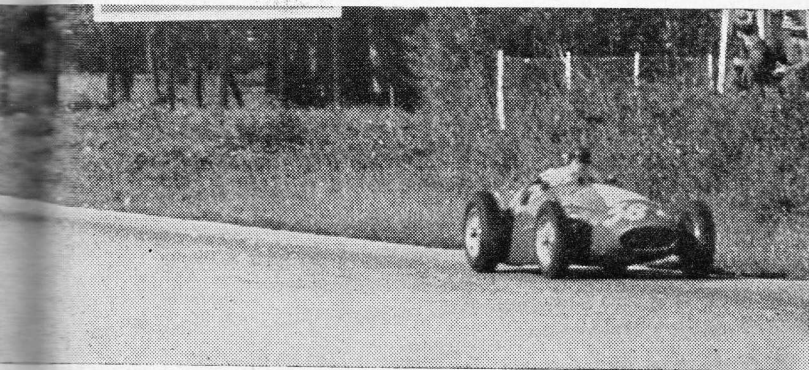
*THE BRITISH GRAND PRIX
Moss's Mercedes*

recovered from his Monaco accident, and this may have contributed to his losing control of the car. All Italy mourned the passing of her finest driver and national hero.

On Whit Saturday there was a short-distance event at Snetterton, Roy Salvadori (Maserati) winning the Curtis Trophy from a mixed field of sports and racing cars. On Sunday, André Simon (Maserati) scored at Albi from Louis Rosier and Horace Gould—also in Maseratis. Lance Macklin in Moss's Maserati challenged Simon until eliminated by a broken water-hose.



BRITONS (above) of the front rank in Grand Prix racing seen at Monaco in the G.P. of Europe. **Hawthorn** (Vanwall) heads **Stirling Moss** (Mercedes) around the tight Station hairpin.



Spa and the "Belgian"

Now all was set for the Belgian Grand Prix at Spa-Francorchamps. Lancia, officially withdrawn from Grand Prix racing following Ascari's death, acceded to a request by the organizers, and sent an "unofficial" entry in the form of Castellotti—with a couple of cars. The young Italian certainly set the Ardennes on fire. He turned in fastest lap during training in 4 mins. 18.1 secs. (196.946 k.p.h.)—fastest ever on the circuit. Next best were Fangio and Moss (Mercedes) with 4 mins. 18.6 secs. and 4 mins. 19.2 secs. respectively. Farina and Behra were fastest for Ferrari and Maserati.

Fangio and Moss completely dominated the race, drawing well away from Castellotti's Lancia on the first lap. The Italian was having to work hard to keep in front of Farina's Ferrari, the "Doctor" showing a return to his old form. Behra's race was short-lived: the Frenchman's Maserati crashed at Stavelot. When he returned to the pits on foot, he took over Roberto Mieres's car.

Paul Frère (Ferrari) was driving surprisingly well, heading Musso (Maserati) and Kling (Mercedes). On his ninth lap, the Belgian set up fastest lap so far, with 4 mins. 22.9 secs. Mike Hawthorn retired the Vanwall on lap 9 with oil leaking from the gearbox.

In front, the two Mercedes steadily increased their lead. Fangio broke his own lap record on the 14th tour with 4 mins. 20.8 secs. (194.9 k.p.h.), and Moss was just fractionally slower. On lap 18, the World Champion brought this down to 4 mins. 20.6 secs. (195.057 k.p.h.), just as Castellotti's gearbox packed up at Malmédy, leaving Farina in third place—69 secs. behind Fangio!

Kling's engine blew up when an oil-pipe fractured. This put Frère in fourth place—to the delight of the crowd. Fangio eventually crossed the line 8 secs. ahead of Moss, who continued to

keep the regulation distance behind, as decreed by Neubauer. Actually, Stirling was fortunate to finish. His engine was rapidly losing oil, and shortly after crossing the finishing line, a tyre deflated! Both Farina and Frère received a tumultuous reception from the huge crowd. Of the 13 starters, four retired.

The Dutch G.P.

As everyone knows, the disaster at Le Mans caused a panic amongst race organizers. However, the Dutch Grand Prix at Zandvoort on 19th June was run as planned—before the largest crowd that has ever besieged the circuit amid the sand dunes.

Castellotti was in the Ferrari team, as was Hawthorn, who had severed his connection with the Vanwall organization. From Great Britain came Peter Walker (Maserati) and Horace Gould (Maserati). Practice sessions saw all three Mercedes fastest, the times being Fangio 1 min. 40 secs., Moss 1 min. 40.4 secs. and Kling 1 min. 41.1 secs. Next best were Musso (Maserati) 1 min. 41.2 secs. and Hawthorn (Ferrari) 1 min. 41.5 secs. In all, 16 cars lined up on the starting grid.

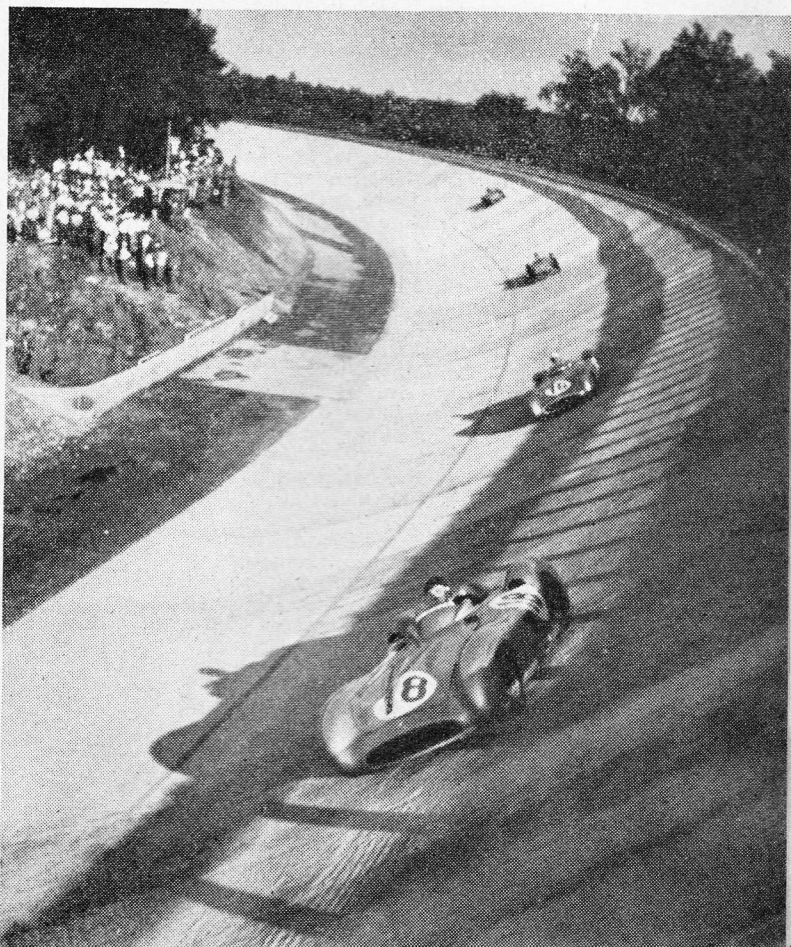
Fangio, as usual, made a lightning start, but young Musso's red Maserati split up the silver cars—although Moss went by on the second lap. Peter Walker, coming up among the leaders, lost a wheel owing to the breaking-up of a hub.

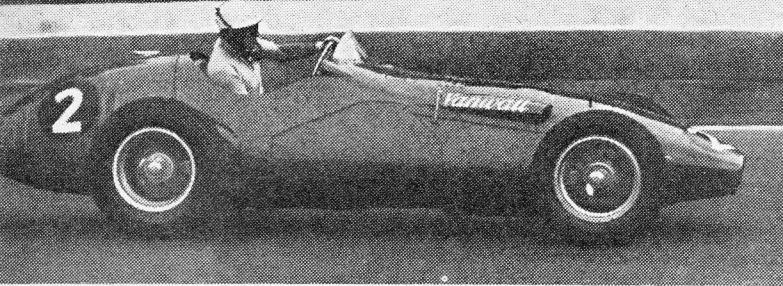
Relentlessly the Mercedes pair continued to draw away from the rest, with Musso firmly in third place, followed by Behra, Kling and Mieres. The last-named covered his second lap in 1 min. 40.9 secs. (92.96 m.p.h.), which eventually stood as fastest of the day.

Ferrari's challenge faded, as Hawthorn began to experience gearbox trouble. Kling's Mercedes ran off the road and into the sand, being unable to restart.

MONZA'S NEW LOOK: (Right) The famous Italian circuit acquired a new, banked section and a lap length increased to over six miles for the Italian G.P. Here Fangio leads an impressive quartet of Mercedes during the early part of the race.

(Below, left) Maseratis and Ferraris fight it out in the road section during the same classic event.





OUT OF LUCK in Continental events, the British Vanwall Spl. nonetheless scored F1 home wins at Snetterton and Castle Combe, driven in both cases by Harry Schell.

Gould was involved in a comedy when his Maserati shot off-course, and he had to do several reversing manoeuvres in the face of oncoming traffic. Eventually he packed up with axle troubles.

It began to rain, but Fangio and Moss still circulated in the lead, with Musso not so far behind. The Italian spun at the Hunzerug, but did not lose his place. Fangio took the chequered flag, with Moss a few yards behind—but the loudest cheers were for Musso and his Maserati!

The reaction of Le Mans resulted in the cancellation of the French Grand Prix, and eventually the Swiss, German and Spanish G.P.s. Consequently the next event for the World Championship was held at Aintree on 16th July—the British Grand Prix.

The British G.P.

There were 23 cars on the starting grid, headed by Moss (Mercedes), Fangio (Mercedes) and Behra (Maserati) with practice laps of 2 mins. 0.4 sec., 2 mins. 0.6 sec. and 2 mins. 1.4 secs. respectively. Fangio, Moss and Kling shot off in line ahead, but Behra soon inserted his Maserati into third place. Taruffi in the fourth Mercedes was close behind Kling. Peter Collins (Owen Maserati) passed no less than eight cars on his first lap!

On lap 3 Moss went past Fangio. Two laps later both began to lap the rest of the field, beginning with Brabham's rear-engined Cooper-Bristol. Mieres (Maserati), having overtaken Taruffi, was on the tail of Kling's Mercedes. Harry Schell's Vanwall began to be motored in earnest, after having stalled on the starting line. Behra's Maserati went out with a broken piston on the ninth lap.

Castellotti (Ferrari) had plug trouble and Rolt (Connaught) had a sticking throttle. Manzon's Gordini blew up at Bechers. Collins (Maserati) passed Hawthorn (Ferrari) the latter appearing to suffer from the intense heat. Musso had now taken Taruffi to hold fifth place behind Mieres.

Fangio took the lead from Moss in lap 15. Schell's Vanwall broke its accelerator, and Castellotti's Ferrari its rear axle. On lap 26 Moss repassed Fangio; Kling relentlessly held on to his third place. Collins, on the point of getting amongst the leaders, broke his rear axle. One by one the British cars fell out—mostly with minor but irreparable troubles. Later, Schell rejoined the race, and Castellotti took over from Hawthorn. Macklin slid off-course at Tatts, but later restarted.

Apart from a Taruffi-Musso duel, Mieres having retired, the race settled down to a rather monotonous Mercedes procession. Moss still led, but Fangio spurred towards the end, and it was

nearly a photo-finish, although some say that the Argentinian eased off in sight of the chequered flag, in order to make sure that Stirling Moss would win his first major Grand Prix.

As a demonstration of Mercedes speed and reliability, the British G.P. could hardly have been bettered, as the cars from Untertürkheim finished 1-2-3-4, in front of a crowd well in excess of 100,000.

With European events drastically curtailed, there was plenty of competition among Continental drivers to take part in British meetings. Harry Schell came over to Crystal Palace on August Bank Holiday week-end to drive a Vanwall. His chief rival was Mike Hawthorn in Moss's Maserati, who, in winning the International Trophy, shattered Parnell's existing lap record by 2.6 secs. The race was run in two heats and a final. Heat 1 went to Hawthorn, followed by Salvadori (Maserati) and Gould (Maserati). Heat 2 was a comfortable win for Schell over Paul Emery's surprisingly fast Emeryson. In the final, Hawthorn led all the way from the Vanwall.

The following week Moss's Maserati, this time in the hands of Bob Gerard, won the *Daily Record* International Trophy race at Charterhall, from Gould and Rosier, also in Maseratis. Gerard set up a new circuit record in 1 min. 23.5 secs (85.92 m.p.h.).

Snetterton, a week later, proved to be a Vanwall day, Harry Schell and Ken Wharton scoring a 1-2 in the 25-lap F1 race, from Stirling Moss (Maserati) and Jack Brabham (Cooper-Bristol).

On September 3 the *Daily Telegraph* Trophy race at Aintree attracted a good entry, including Peter Collins in the new B.R.M., which unfortunately was a non-starter after a crash in practice. Reg Parnell made the running with an aerodynamic Connaught, pursued by Stirling

Moss (Maserati). Roy Salvadori (Maserati) took Jack Fairman (Connaught) for third place; the latter subsequently crashed. Moss just could not get ahead of Parnell, and on lap 13 retired with smoke pouring from his engine. It looked as though Parnell had the race in his pocket, but the Connaught faltered and finally packed up with two laps to go, leaving Salvadori a surprised winner, with Bob Gerard (Cooper-Bristol) in second spot.

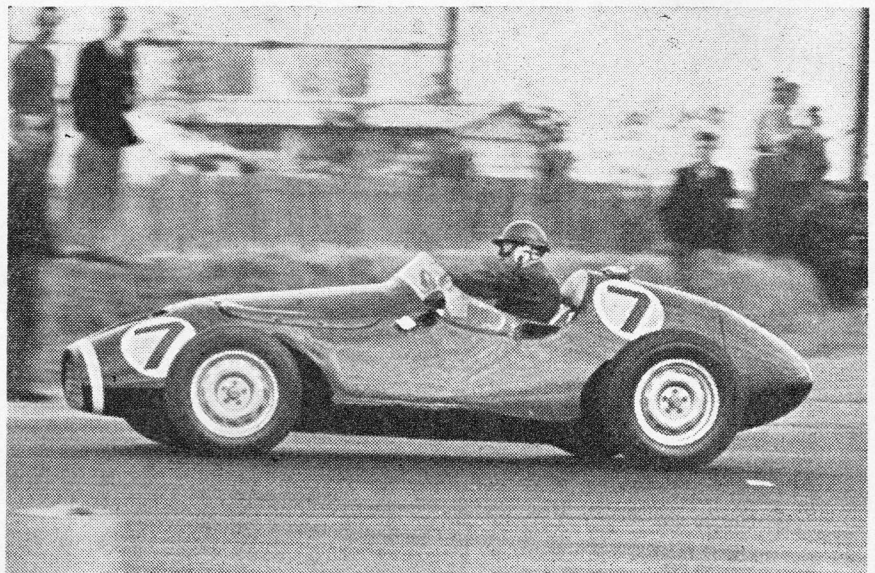
The "Italian" at Monza

Now came the Italian Grand Prix at Monza, on the revised circuit with its banked addition. For the first time Lancias appeared under the aegis of Scuderia Ferrari, but were withdrawn following tyre troubles. Farina threw a tread on the banking and was lucky to get away without a bad crash. Castellotti was transferred to a Ferrari, but still kept his second row starting position achieved in the Lancia. As usual, Fangio and Moss made best times in practice, with 2 mins. 46.5 secs. and 2 mins. 46.8 secs. respectively. Both were in aerodynamic cars, Kling and Taruffi driving the "open" versions.

From the start it was Fangio, Taruffi, Moss and Kling, tailed by Castellotti and Hawthorn (Ferrari). Wharton (Vanwall) was an early casualty with transmission failure. Moss soon moved up to his customary place in Fangio's slipstream. The new eight-cylinder Gordini (Lucas) was woefully slow, and both Collins and Gould (Maserati) could keep up with Behra's streamlined Maserati.

Moss altered the 1-2-3-4 Mercedes pattern by stopping with a shattered windscreen. Musso, taxing his Maserati to the limit, edged past Castellotti, who made no effort to repass. When Moss rejoined the race he immediately began a series of record laps—actually passing his three team-mates *en route*! His 21st tour was in 2 mins. 46.9 secs.—134.04 m.p.h.

Musso was a casualty on lap 27, restarted only to retire with gearbox failure. Moss also packed up with the same trouble. Neubauer was worried when Kling fell victim to transmission breakage. However, Fangio was still circulating at high speed, with Taruffi in Moss's role of shadow. The World



END-OF-SEASON SHOCK for the Italians was provided by Tony Brooks in an Alfa-engined Connaught, similar to the one illustrated, when he won the Syracuse G.P. in Sicily.

Champion finally crossed the line to win at 128.5 m.p.h., with Taruffi close behind and Castellotti a gallant third. Behra's Maserati broke a piston on the last lap, but struggled across the line to take fourth place ahead of Menditeguy's Maserati.

The new B.R.M. actually did appear at Oulton Park for the *Daily Dispatch* International Gold Cup meeting. So did Hawthorn and Castellotti (Lancias) and Moss and Musso in works Maseratis. Hawthorn did best practice lap with 1 min. 52.4 secs., 0.2 sec. better than Moss.

Although the works Maseratis and Lancias fought for the lead with Moss leading Castellotti, it was Collins in the B.R.M. who caused most excitement. The little car came right through from the fourth row to take fifth place behind Musso. Hawthorn jumped ahead of Castellotti, who was also taken by both Musso and Collins. Musso went into second place, and Hawthorn had a shock when the B.R.M. hurtled past his Lancia.

Just as Collins was going into second place his oil pressure zeroed—and he coasted into the pits to re-ire. Moss was on his own, gradually outstripping his team-mate Musso. Castellotti stopped to examine his suspension. Schell (Vanwall) moved up to fourth place, challenged by Parnell (Connaught). Titterington (Vanwall) came into the picture when Parnell's car lost one of its magnetos. Schell went out with a broken U.J.

Musso retired at 49 laps with a split gearbox; Hawthorn was then 60 secs. behind Moss, and came home comfortably in second place, with Titterington

and Parnell third and fourth respectively. During his immaculate drive Moss set up a new circuit record of 1 min. 53.2 secs. (87.81 m.p.h.).

Harry Schell (Vanwall) won the Avon Trophy race at Castle Combe from Horace Gould (Maserati) and Bob Gerard (Cooper-Bristol). He set up a new circuit record of 1 min. 13.6 secs. (90 m.p.h.). Collins (Maserati) went out with a broken de Dion tube, and Rosier's Maserati fell victim to damper troubles.

Thus ended a highly successful British International season, but the most important event of all was still to occur—Syracuse.

How Tony Brooks (Connaught) defeated the Maserati works team is now history. It was no fluke. Brooks not only outdrove Musso, Villoresi and Co., but outwitted them in tactics. He saved his brakes during the early stages and never allowed his r.p.m. needle to get into the "red". Involved in 100 m.p.h. laps with Musso, "Cas" broke the circuit record several times, finally in 2 mins. 0.2 sec. (102.3 m.p.h.). His winning speed was 99.05 m.p.h., and he finished over 50 secs. ahead of his rival. Les Leston (Connaught) finished ninth; Roy Salvadori (Maserati) retired, but Horace Gould (Maserati) was fourth, not far behind Villoresi (Maserati) and ahead of Schell (Maserati).

This all-British victory received world acclaim, and even Italian motoring journalists admitted that Maserati's fastest cars had been beaten fair and square by a complete and utter "dark horse".

Table of Formula 1 Race Results on Page 22.

WORLD CHAMPION, 1955



JUAN MANUEL FANGIO

No. 1 driver in the Mercedes-Benz team, the great Argentinian won the Dutch, Belgian, Argentine and Italian Grands Prix, was second in the British G.P., and made fastest lap at Buenos Aires, Monaco and Spa.

1955 WORLD CHAMPIONSHIP SCORE SHEET

DRIVER AND CAR	QUALIFYING EVENTS							TOTAL POINTS	FINAL POSITION
	ARGENTINE G.P.	G.P. OF EUROPE	INDIA-NAPOLIS 500 MILES	BELGIAN G.P.	DUTCH G.P.	BRITISH G.P.	ITALIAN G.P.		
J. M. FANGIO (Mercedes-Benz) ...	9	1	—	9	8	6	8	41	1st
S. MOSS (Mercedes-Benz) ...	1	—	—	6	6	9	1	23	2nd
B. CASTELLOTTI (Lancia / Ferrari) ...	—	6	—	—	2	—	4	12	3rd
M. TRINTIGNANT (Ferrari) ...	3½	8	—	—	—	—	—	11½	4th
G. FARINA (Ferrari) ...	3½	3	—	4	—	—	—	10½	5th
P. TARUFFI (Mercedes-Benz) ...	—	—	—	—	—	3	6	9	6th
B. SWEIKERT (Zink Spl.) ...	—	—	8	—	—	—	—	8	7th
R. MIERES (Maserati) ...	2	—	—	1	4	—	—	7	8th
J. BEHRA (Maserati) ...	—	2	—	1	—	—	3	6	} Equal 9th
T. BETTENHAUSEN (Chapman Spl.)	—	—	6	—	—	—	—	6	
L. MUSSO (Maserati) ...	—	—	—	—	4	2	—	6	
K. KLING (Mercedes-Benz) ...	1	—	—	—	—	4	—	5	10th
J. DAVIES (Bardahl Spl.) ...	—	—	4	—	—	—	—	4	11th
P. FRÈRE (Ferrari) ...	—	—	—	3	—	—	—	3	} Equal 12th
J. THOMPSON (Schmidt Spl.) ...	—	—	3	—	—	—	—	3	
W. FAULKNER (Merz Spl.) ...	—	—	2	—	—	—	—	2	} Equal 13th
J. F. GONZALEZ (Ferrari) ...	2	—	—	—	—	—	—	2	
C. MENDITEGUY (Maserati) ...	—	—	—	—	—	—	2	2	
C. PERDISA (Maserati)	—	2	—	—	—	—	—	2	
L. VILLORESI (Lancia) ...	—	2	—	—	—	—	—	2	} Equal 14th
U. MAGLIOLI (Ferrari) ...	1½	—	—	—	—	—	—	1½	
H. HERRMANN (Mercedes-Benz) ...	1	—	—	—	—	—	—	1	} Equal 15th
W. VUKOVICH (Hopkins Spl.)	—	—	1	—	—	—	—	1	

SCORING: 1st 8 pts., 2nd 6 pts., 3rd 4 pts., 4th 3 pts., 5th 2 pts., Fastest Lap 1 pt.
NOTE: Where cars are driven by more than one driver, points are divided.

VANDERVELL 1955

Auckland Grand Prix	Le Mans 24-hour Race
Argentine Grand Prix	Buenos Aires 1,000 kms. Race
Buenos Aires City Grand Prix	Agadir Circuit (Morocco)
Sebring, Florida International 12-hour Grand Prix	Oulton Park British Empire Trophy
Bari Grand Prix (Italy)	Goodwood Lavant Cup
Grand Prix of Europe (Monaco)	Goodwood Chichester Cup
Supercortemaggiore Grand Prix (Italy)	Goodwood Glover Trophy
Imola Grand Prix (Italy)	Goodwood Easter Handicap
Portuguese Grand Prix	Silverstone International Trophy Race
Australian Grand Prix	Hyères 12-hour Race (France)
Syracuse Grand Prix	Eifel Race Meeting (Germany)
Venezuela Grand Prix	Leinster Trophy Race
	Dolomite Gold Cup Race (Italy)
	Messina 10-hour Race (Italy)
	Oulton Park International Gold Cup

All used

VANDERVELL

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Monte Carlo Rally

Sestriere Rally (Italy)

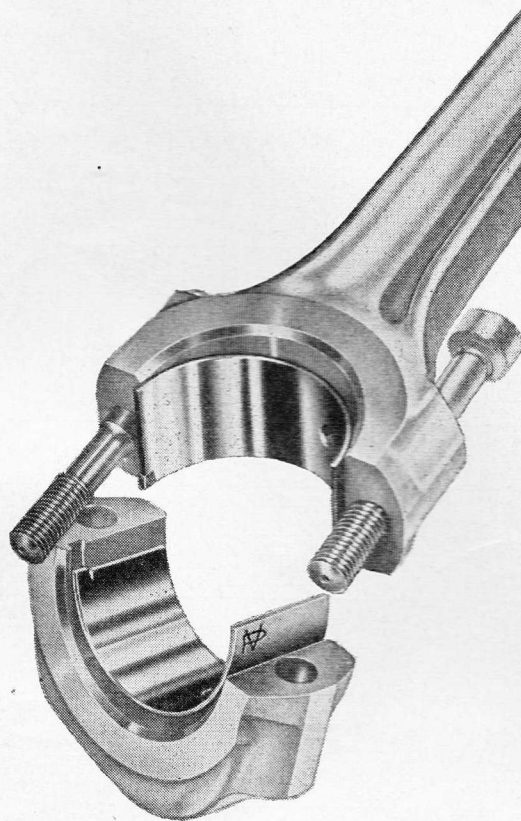
Lyon—Charbonnières Rally (France)

Soleil—Cannes Rally (France)

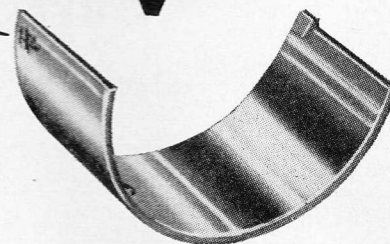
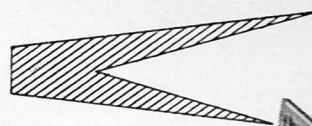
Pau Grand Prix (France)

Liège—Rome—Liège Rally (Belgium)

Round-Portugal Rally



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1955 FORMULA 1 RACE RESULTS

WORLD CHAMPIONSHIP EVENTS IN BOLD TYPE

Date	Event	Circuit, Number of Laps and Distance	First	Second	Third	Winner's Speed	Fastest Lap
16th January ...	ARGENTINE G.P.	"October 17," Buenos Aires; 3 hours Duration.	J. M. Fangio (Mercedes-Benz)	J. F. Gonzalez/ G. Farina (Ferrari)	G. Farina/ M. Trintignant/ U. Maglioli (Ferrari)	77.47 m.p.h.	Fangio 80.70 m.p.h.
27th March ...	Turin G.P.	Valentino Park; 90 laps, 234 miles	A. Ascari (Lancia)	R. Mieres (Maserati)	L. Villoresi (Lancia)	87.86 m.p.h.	J. Behra (Maserati) 90.24 m.p.h.
10th April ...	Pau G.P., France	Pau Street circuit; 110 laps, 193.27 miles	J. Behra (Maserati)	E. Castellotti (Lancia)	R. Mieres (Maserati)	62.335 m.p.h.	A. Ascari (Lancia) 64.99 m.p.h.
24th April ...	Bordeaux G.P., France	Quinconces, Bordeaux; 123 laps, 188 miles	J. Behra (Maserati)	L. Musso (Maserati)	R. Mieres (Maserati)	64.65 m.p.h.	S. Moss (Maserati) 67.67 m.p.h.
7th May ...	B.R.D.C. D'ily Express International Trophy	Silverstone; 60 laps, 180 miles	P. J. Collins (Maserati)	R. F. Salvadori (Maserati)	B. Bira (Maserati)	90.94 m.p.h.	Collins/Salvadori 98.48 m.p.h.
8th May ...	Naples G.P., Italy	Posillipo; 60 laps, 151 miles	A. Ascari (Lancia)	L. Musso (Maserati)	L. Villoresi (Lancia)	68.89 m.p.h.	J. Behra (Maserati) 70.83 m.p.h.
22nd May ...	G.P. OF EUROPE, MONACO	Monte Carlo Street circuit; 100 laps, 195 miles.	M. Trintignant (Ferrari)	E. Castellotti (Lancia)	J. Behra/C. Perdida (Maserati)	65.19 m.p.h.	J. M. Fangio (Mercedes-Benz) 68.70 m.p.h.
29th May ...	Albi G.P., France	Albi; 105 laps, 195.11 miles	A. Simon (Maserati)	L. Rosier (Maserati)	H. H. Gould (Maserati)	81.66 m.p.h.	Simon 86.75 m.p.h.
5th June ...	BELGIAN G.P.	Spa-Francorchamps 36 laps, 315 miles	J. M. Fangio (Mercedes-Benz)	S. Moss (Mercedes-Benz)	G. Farina (Ferrari)	118.76 m.p.h.	Fangio 121.13 m.p.h.
19th June ...	DUTCH G.P.	Zandvoort; 100 laps, 260.5 miles	J. M. Fangio (Mercedes-Benz)	S. Moss (Mercedes-Benz)	L. Musso (Maserati)	89.64 m.p.h.	R. Mieres (Maserati) 92.96 m.p.h.
6th July ...	BRITISH G.P.	Aintree; 90 laps, 270 miles	S. Moss (Mercedes-Benz)	J. M. Fangio (Mercedes-Benz)	K. Kling (Mercedes-Benz)	86.47 m.p.h.	Moss 89.70 m.p.h.
11th September	ITALIAN G.P.	Monza; 50 laps, 310.7 miles	J. M. Fangio (Mercedes-Benz)	P. Taruffi (Mercedes-Benz)	E. Castellotti (Ferrari)	128.51 m.p.h.	Moss (Mercedes-Benz) 134.04 m.p.h.
23rd October ...	Syracuse G.P., Sicily	Syracuse; 70 laps, 238 miles	C. A. S. Brooks (Connaught)	L. Musso (Maserati)	L. Villoresi (Maserati)	99.05 m.p.h.	Brooks 102.3 m.p.h.

Note: French, Swiss, German and Spanish Grands Prix cancelled.

BRITISH FORMULA 1 EVENTS

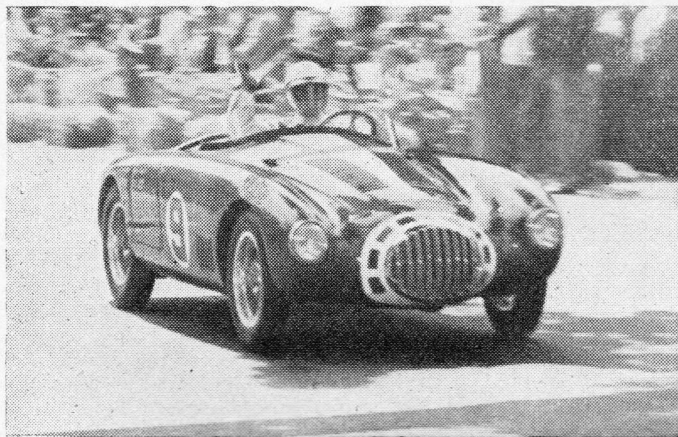
(OTHER THAN THE BRITISH G.P.)

Date	Event	Circuit, Number of Laps and Distance	First	Second	Third	Winner's Speed	Fastest Lap
10th April ...	Glover Trophy	Goodwood; 21 laps, 50.4 miles	R. F. Salvadori (Maserati)	F. R. Gerard (Cooper-Bristol)	D. B. Beauman (Connaught)	89.26 m.p.h.	Salvadori 92.11 m.p.h.
28th May ...	Curtis Trophy	Snetterton; 10 laps, 27 miles	R. F. Salvadori (Maserati)	A. Scott-Brown (Lister)	J. Somervail (Cooper)	89.03 m.p.h.	Salvadori 90.00 m.p.h.
30th May ...	Formula 1 Race	Davidstow; 20 laps, 37 miles	L. L. Marr (Connaught)	C. D. Boulton (Connaught)	T. T. Kyffin (Cooper-Bristol)	85.54 m.p.h.	Marr 88.21 m.p.h.
31st July ...	International Trophy	Crystal Palace; Two 10 lap heats and 15 lap, 20.8 mile Final	J. M. Hawthorn (Maserati)	H. Schell (Vanwall)	R. F. Salvadori (Maserati)	77.30 m.p.h.	Hawthorn 78.93 m.p.h.
6th August ...	<i>Daily Record</i> Inter- national Trophy	Charterhall, Scot- land; Two 30 mile heats and 20 lap, 40 mile Final	F. R. Gerard (Maserati)	H. H. Gould (Maserati)	L. Rosier (Maserati)	83.29 m.p.h.	Gerard/Rosier 85.92 m.p.h.
13th August ...	Redex International Trophy	Snetterton; 25 laps, 67.5 miles	H. Schell (Vanwall)	K. Wharton (Vanwall)	S. Moss (Maserati)	80.80 m.p.h.	Moss 83.79 m.p.h.
3rd September ...	<i>Daily Telegraph</i> International Trophy	Aintree; 17 laps, 51 miles	R. F. Salvadori (Maserati)	F. R. Gerard (Cooper-Bristol)	H. H. Gould (Maserati)	83.72 m.p.h.	Salvadori 86.26 m.p.h.
24th September ...	<i>Daily Dispatch</i> Inter- national Gold Cup	Oulton Park; 54 laps, 150 miles	S. Moss (Maserati)	J. M. Hawthorn (Lancia)	J. D. Titterton (Vanwall)	85.94 m.p.h.	Moss 87.81 m.p.h.
1st October ...	Avon International Trophy	Castle Combe; 55 laps, 101.2 miles	H. Schell (Vanwall)	H. H. Gould (Maserati)	F. R. Gerard (Cooper-Bristol)	86.07 m.p.h.	Schell 90.00 m.p.h.

TODAY'S SPORTS-RACING "1500s"

Tomorrow's Formula 2?

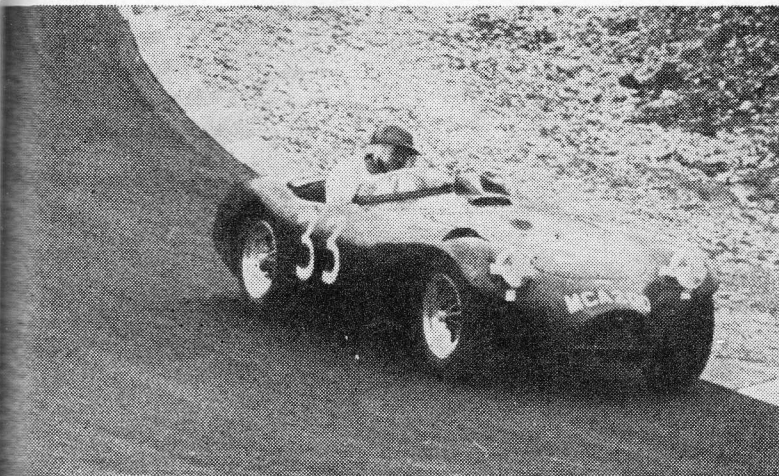
The ever-growing breed of small-capacity, high performance Sports-racing cars may well provide the basis of the new 1½-litre Formula 2, which comes into being in 1957



OSCA—One of Italy's fleetest small sports-racing cars, produced by the Maserati brothers. Besides numerous home successes, it has performed notably in America.



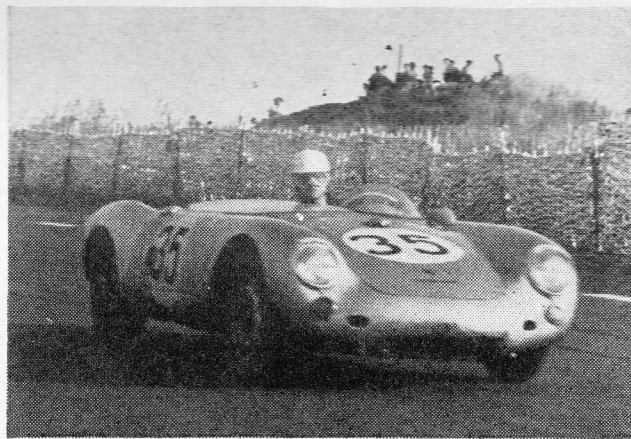
LOTUS—The success of Colin Chapman's design has spread beyond the British Isles, to Europe and America. This ingenious, ultra-lightweight chassis is an obvious foundation for monoposto bodywork.



CONNAUGHT—Les Leston, Stirling Moss, Archie Scott-Brown, Tony Brooks, Alan Brown and Ken McAlpine have all performed notably in British sports car races with examples of this beautifully made 1½-litre car, the engine of which was developed from a Lea-Francis unit.



COOPER—Powered by the 1,100 c.c. Coventry Climax unit, this tiny vehicle has frequently triumphed over 1½-litre machines. With the new 1,500 c.c. Climax, due to appear for the coming season, its potency will be even greater.



PORSCHE—An outstanding yet unconventional design that has scored sweeping class victories at Le Mans, Nürburgring, the Carrera Panamericana and race meetings all over the world.



MASERATI—A formidable representative of a famous Italian racing marque, this new four-cylinder twin-cam car has already proved its power and endurance, by Jean Behra's victory over strong German opposition in the Nürburgring 500 km. race.

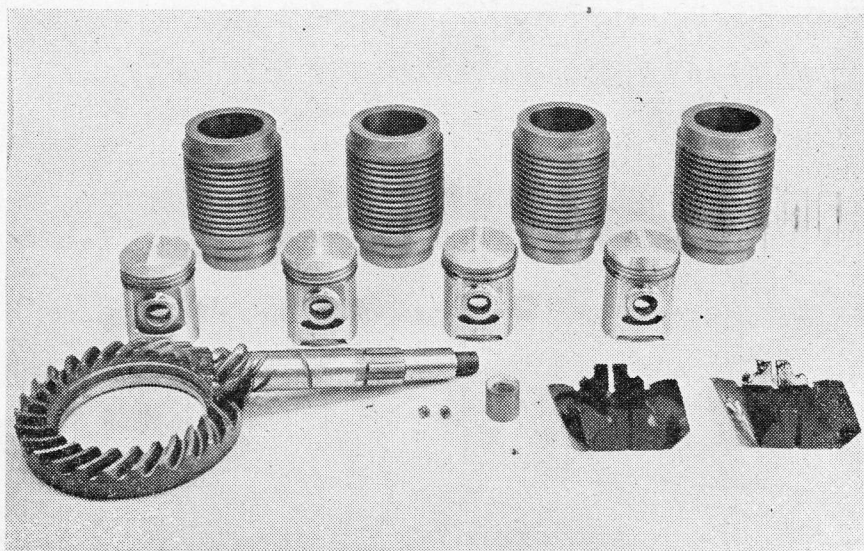
GERMAN NEWSLETTER

from ALAN BRUCE

A 700 c.c. Volkswagen

ONE of the most interesting and practical of the many accessories produced in Germany to cater for motorists is a conversion set for the engine of the Volkswagen. This set reduces the capacity to 699 c.c., with benefits in the way of proportionate reductions in fuel consumption, road tax and third party insurance costs.

The set comprises a crown wheel and pinion, one set of four cylinders, one set of four .59 mm. dia. pistons complete, and one choke and two jets for the carburetter. The reduced capacity brings converted VWs into the same German tax category as the DKW Meisterklasse, Goliath, etc. The list price for the complete set is DM 345, which is about £29. The manufacturer is Heinz Pollmann, Uffeln 332, Post Vlotho, and I understand that he is negotiating for an agency in Ireland. Potential agents in England may care to contact me, at Romerturm 15, Köln, Germany.

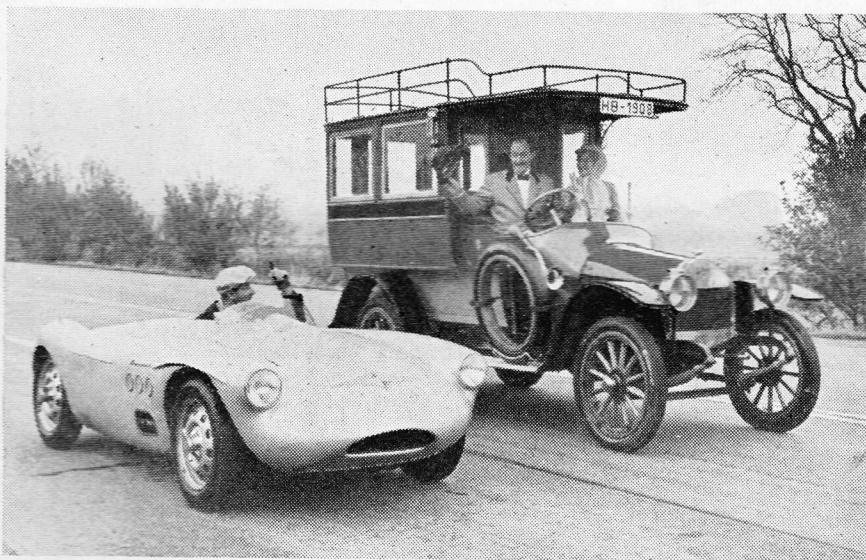


ECONOMY KIT: The conversion set for the Volkswagen engine, which reduces it to 699 c.c. It is marketed in Germany at a price of approx. £29.

heim factory when Carl Joerns celebrated his 80th birthday as perhaps the oldest living racing driver in the world.

Herr Joerns started his career as a racing cyclist, and between 1893 and 1903 became Champion of Germany and

Europe, achieving in all some 300 first places in bicycle races. From 1903 to 1926 he was chief racing driver for the Opel marque, gaining a total of 288 successes at the wheel of their racing and touring cars. In 1923 he established a speed of 226 k.p.h., best of the day, in the International speed trials on the Danish Island of Fanoe. Joerns retired from active racing in 1926.



(Above) An interesting contrast in cars, showing a 1908 German Lloyd and the Borgward 1½-litre rennsportwagen with Heinz Hugo Hartmann at the wheel.

Bigger Engine for the BMW Isetta

IN response to many requests from export customers, BMW of Munich, makers of the Italian-designed Isetta, will supply a 300 c.c. engined model in place of the standard 250 c.c., at an extra cost of DM 140 (approx. £12). While speed is not materially increased, the larger unit gives a better torque, and fuel consumption is only very slightly affected. Since the German concern began production in May, over 11,000 Isettass have been produced and delivered.

Veteran Racing Driver Honoured

ONE does not usually associate the name of Opel with motor racing, but there was a time when Adam Opel was a great supporter of the sport, and this was emphasized recently at the Russels-

(Right) Old-time Opel racing driver Carl Joerns receiving 80th birthday greetings from E. W. Zdunek, general director of the Opel concern at Russelsheim.

Restricted German Road Racing in 1956?

INCLUDED in a Traffic Bill due to come before the Bonn Parliament are recommendations that public roads shall not be closed for car or motor-cycle speed events in 1956, other than those incorporated in the Solitude circuit near Stuttgart, and the Autobahn outside Berlin, forming part of the Avus track. If this recommendation is adopted then the only other road racing venue available in Germany would be the Nürburgring. Such a step would not seriously affect big car racing, which is in the main confined to Nürburg and the Avus, but it would kill financially most of the clubs in Germany who have traditionally been running an annual motor-cycle or car race in various parts of the Bundesrepublik.



CORRESPONDENCE

The Boxing Day Brands Hatch

EVERYONE who was at Brands Hatch on Boxing Day will wish to join in your editorial toast to the marshals and officials (not to mention the uniformed police and the uninformed, un-armleted men of goodwill) who helped to get spectators in and out of the enclosures, helping and manhandling heavily loaded family conveyances through mud and up slopes that might, in such weather, have daunted expert trials drivers.

A special toast to the oilskin hero who, in streaming rain and thickening gloom, directed the unexpected crush of spectators' cars off the circuit and out through the paddock gate.

And no toast at all to whatever part of the organization caused him to be landed with this task at so late an hour. I happen personally to be responsible for the opening of the circuit gate by the ambulance hut, but since two queues of cars had by that time been stationary on the slopes opposite the stands for nearly half an hour, some other desperate spectator would certainly have taken this elementary step if I hadn't.

But in view of the condition of the mud-slide by Clearways and up to the exits, surely this gate should have been officially opened as soon as the circuit was clear at the end of racing, and traffic drawn off by the only hard-surfaced route—i.e., the circuit—which serves the enclosures on that side of the track. The exercise of a little imagination at an administrative level would have seen many spectators that much more contented by having reached home half an hour earlier and considerably cleaner.

One trembles to think what conditions in the Clearways bottleneck might have been like by the time a couple of thousand cars had floundered their way through it in total darkness and in pouring rain. . . .

But no other complaints at all!—an excellent meeting, in spite of the rain.

REYNER BANHAM.

PUTNEY, S.W.3.

The Morecambe Illuminations Rally

AS navigator/co-driver to Mr. E. R. V. Walker in the recent Morecambe C.C. "Illuminations Rally", I wish to point out an error in Wilson Rogers' report of the event.

Contrary to the statement that we did not complete the morning tests due to a half-shaft failure, we did in fact improve on the evening times and completed the rally, being third in our class and a member of the team which finished second in the team contest. At the first timed test during the night we were delayed by electrical trouble, but later completed the whole of the course and also all the tests.

JOHN S. LEE.

NORTHWICH, CHES.

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

BOOK REVIEW

It's a little late to recommend *The Motor Racing Diary* as a Christmas gift now, but this handy little "pocket-size", issued by Motor Racing Publications, Ltd., will be equally appreciated in the New Year. It contains major race results of 1955, many circuit diagrams, useful time/speed tables and other "gen" on racing fuels, flag signals, racing colours, etc., together with two excellent two-page racing paintings in colour by G. M. Turner, on the inside covers and adjacent pages. Specifications of current Formula 1 racing cars, and spare pages for memoranda, telephone numbers and so on add to its usefulness.

Apart from next year's sporting calendar, which must always be taken as provisional, one wonders why the precautionary line "The Publishers can take no responsibility for any inaccuracies in this diary" is necessary in this authoritative little book. Costing 5s., it is obtainable from the publishers at 13 Conway Street, London, W.1.

C. P.

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You need that!

*Because it refreshes
—deliciously*

You need that!

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the appetite*

You need that!



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LUCOZADE the sparkling glucose drink
REPLACES LOST ENERGY

royds 166/5

NEWS FROM THE CLUBS

By Stuart Seager

GREETINGS—and best wishes for 1956!

Wilson McComb could scarcely have picked a tidier time to hand over the Club News department, than at the beginning of a brand-new year, and I trust that with the continued support of "the cheery band of voluntary officials" that he mentioned last week, the transition period will be a fairly smooth one. If any readers of these columns have any ideas or suggestions for improving the information service that we try to give, I shall be glad to hear from them. I have one or two schemes of my own, but after all, it is the clubs who provide—and eventually use—the material.

Changing the subject to more active matters, I have often wondered whether it is a Good Thing to run rallies in the daytime, and this doubt was confirmed recently, when I was driving innocently down a narrow country lane on a Sunday afternoon, and was suddenly "set upon" by a rally coming the other way. Now as a rally enthusiast myself, I am well aware that however much of a "social run" the event is, and however easy the time schedule is (and it's not much fun if there isn't one) sooner or later someone is going to find himself behind time—and there is no more irresistible force than a rally driver behind time!

Surely the answer is to confine sporting events to the hours of darkness, when (a) there are relatively few immovable objects, and (b) headlights give ample warning to those that do venture off the main roads.

* * *

"OPERATION ICICLE"

No icicles, but plenty of mud, were the conditions prevailing for the Caernarvonshire and Anglesey Motor Club's annual Boxing Day "Operation Icicle". Twenty-five drivers forsook the festive hearth and, mainly with lady passengers (for there was a special time allowance for female navigators), spread out along the lesser-known cart tracks of Anglesey and Caernarvonshire. Special tests abounded, of the re-start, fastest lap and average speed variety, and it added up to a glorious *pot-pourri* of driving skill. A final twist was a large and deep watersplash near the Bangor cricket ground, which several of the fainter hearts thought was not quite cricket, and turned round. An all-important symbol was floating in mid-stream.

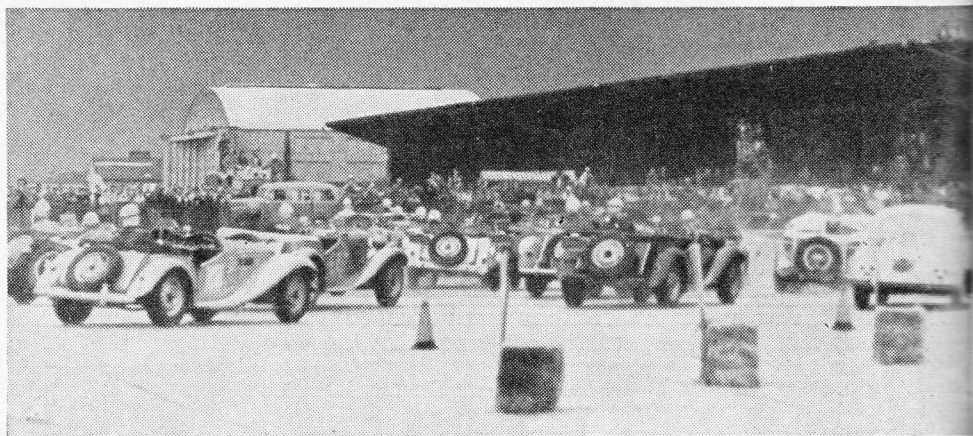
After such a gruelling 94 miles, it was not surprising that all drivers mis-navigated to the finish, missing the secret symbol for which the lady navigators had been straining their pretty eyes on the second half of the course.

Results

President's Trophy and Navigator's Award: J. D. Williams/W. Matthews (Sunbeam-Talbot), 90 mks. lost.

First Class Awards: M. Hinde/Miss J. Prytherch (Lincoln Zephyr), 94; A. McDermid/Mrs. M. McDermid (Volkswagen), 111. Second Class Awards: D. J. Roberts/D. C. Mills (Ford Anglia), 183½; Llew Jones/D. Bretherton (Daimler), 241.

Best pre-war car: M. Hinde.



TRAFFIC JAM of M.G. TDs at the start of the second race at the Palm Springs meeting reported on page 5. However, the first eight places were taken by Porsches

ALL CHANGE

NEW address for the Secretariat of the Lagonda Club is First Floor, 9 Southampton Place, London, W.C.1. Pending the A.G.M. on 7th February, the secretaryship of the Aberdeen & D.M.C. has been taken over by R. L. Thomson, 19 Stanley Street, Aberdeen. The Romford Enthusiasts C.C. now hold their social meetings at the White Hart, Collier Row, every Thursday.

KIMBER TROPHY TRIAL

TWENTY-SEVEN entrants started in fine weather from Coles Quarry, Backwell, Somerset, to compete in the M.G. Car Club Annual Kimber Trophy Trial on Boxing Day.

First there were four tests and amongst those who did well was A. W. Morrish driving a supercharged M.G. of antique vintage—just the sort of car to survive the bumping and wet surface. Also prominent at this stage was F. Bruce-White driving an M.G. "M" who also did well. Unfortunately, both the M.G.s were completely outclassed by their elder brethren, largely due to their unsuitability for this type of event, as were the TR2s which were present.

From the quarry, the trial moved to Naish Hill where the rain and mud had contrived to make it virtually impossible to reach the last two observed sections and final test at all.

Results

Cecil Kimber Trophy: T. D. Warren (Morgan), 77 marks. Spencer Trophy: G. W. Best (Ford Saloon), 59. Welch Trophy: F. Bruce-White (M.G. "M" Type), 53. Special Award (standard-type saloon): J. M. Bowles (Renault), 53. First Class Awards: G. N. Dean (M.G. TD), 47; P. G. Cooper (Ford Popular), 58; F. Downes (Sunbeam-Talbot), 52. Second Class Awards: D. T. F. Gooding (TR2), 42; H. Gould (Ford Anglia), 36; S. A. Seward (M.G. 14 Saloon), 35.

LEICESTERSHIRE C.C.

THE next sporting event on the calendar of the Leicestershire C.C. is the Silver Starting Handle Trial, to be held on 22nd January. Not an event for Daimlers only, it is in fact for "specials", starting and finishing at Hinckley. Regulations are obtainable from W. B. Hercock, 21 Spencefield Lane, Leicester.

ALLENDALE RALLY

KING'S COLLEGE (Newcastle) M.C. will be running their annual Allendale Rally on 14th-15th January. It will also be open to members of the Newcastle,

Durham, Cumberland, Combined Universities, Berwick, Hartlepoons, Darlington and Northumbrian clubs, and is in two parts: a 120-mile road section in Northumberland on the Saturday and another 60 miles plus driving tests on the Sunday. Entrants can in fact enter for one day only if they jib at the full treatment. Entries close on Wednesday (11th) with M. M. Walker, Union Society, King's College, Newcastle-on-Tyne.

NORTH LONDON E.C.C.

AT the A.G.M. of the North London Enthusiasts' C.C., held at Hatfield on 18th December, the following Officers and Committee were elected: *Hon. Sec.*: G. Bance, Flat One, 11 Bath Road, Reading, Berks; *Hon. Treasurer*: C. H. Ford; *Competitions Chairman*: F. E. Owen; *Committee Chairman*: F. H. Arthur; *Hon. Auditor*: W. A. Collins; *Committee members*: T. G. Dickinson, A. C. Hobbs, H. A. Meacock, H. Polakoff, H. S. Rae, W. G. Render, I. F. Walker, E. W. Yelland.

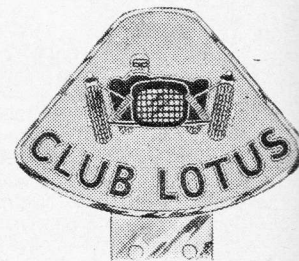
At the annual dinner-dance of the club, on 6th January, the guest of honour will be Raymond Mays.

CLUB LOTUS

NEW Chairman of the recently formed Club Lotus is Ken Smith. Ken has taken over from John Eason Gibson following the latter's withdrawal from the post on his new appointment with the B.R.D.C.

Some 80 members turned up at Enfield recently to hear Mike Anthony speak on racing his Lotus-Bristol in Italy last year.

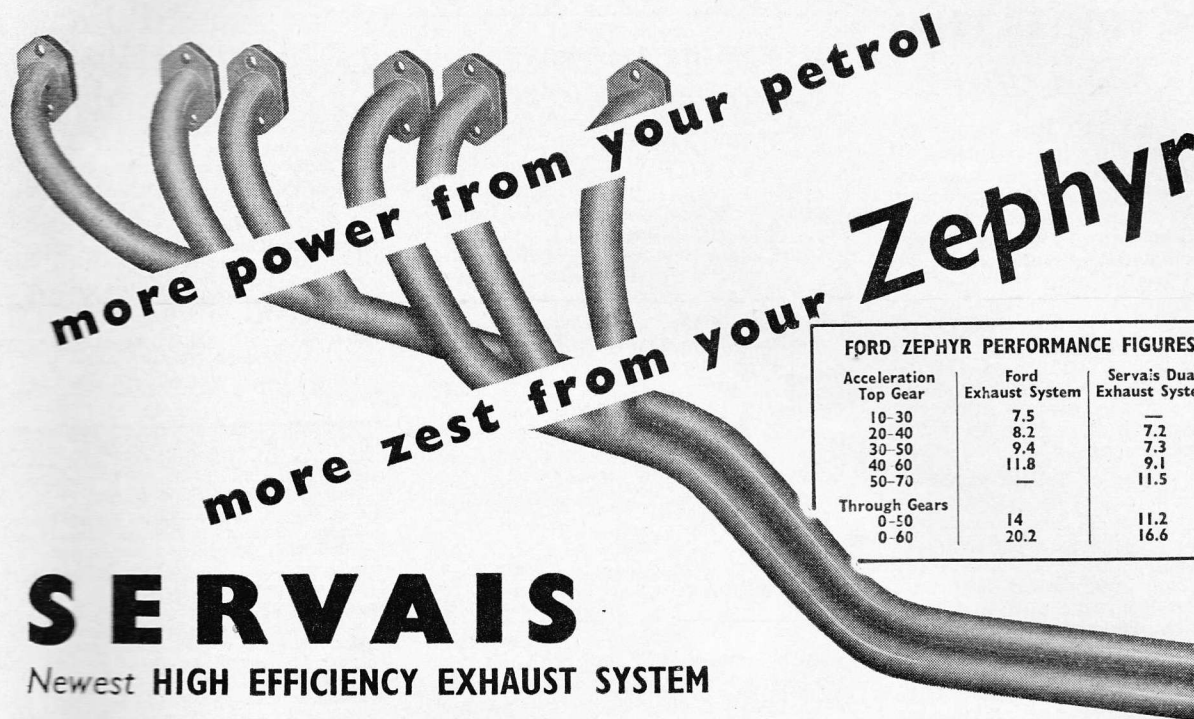
BADGE of the Club Lotus will be to this design. The car is green on a yellow ground.



ROMFORD ENTHUSIASTS' C.C. "YE OLDE CHRISTMAS RALLYE"

27th December

1, G. Herd (Ford Prefect), 32 points lost; 2, E. Woolley (Porsche), 37; 3, J. Ellingworth (Singer 1500), 41; 4, B. Boyce (Ford Anglia), 82.



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Newest HIGH EFFICIENCY EXHAUST SYSTEM

Price: Pair of Manifolds £18.18s. od. Dual silencers 66/-, Twin tail pipes 27/6d. each, or with auxiliary silencers, 38/6d. each.

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FORD ZEPHYR PERFORMANCE FIGURES

Acceleration Top Gear	Ford Exhaust System	Servais Dual Exhaust System
10-30	7.5	—
20-40	8.2	7.2
30-50	9.4	7.3
40-60	11.8	9.1
50-70	—	11.5
Through Gears		
0-50	14	11.2
0-60	20.2	16.6

NOTE! Every car runs better with a Servais Straight-Through Silencer. Ask your Garage.

'Ribena fights off nervous strain'

says

Ivor Bueb

Ivor Bueb, like many other successful drivers, takes Ribena every day to fight off fatigue and nervous tension. Ribena contains not less than 45% actual blackcurrant juice, one of the richest sources of natural Vitamin C, with natural glucose and fruit sugar, sweetened with cane sugar. Because the body does not store Vitamin 'C', a daily intake of this vital vitamin is essential. Follow Ivor Bueb's example. Start taking Ribena today — it'll give you extra drive... extra zest.



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today

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DAR/5574S

M.G.C.C. WINTER TRIAL

Hewison Victory for O'Leary

THE M.G. Car Club's Irish Centre got a record entry for their Winter Trial this year, and everyone who is anyone in the race for Hewison Championship points was there. Declan O'Leary followed up his win at Sligo by winning again, an outstanding feat because his Volkswagen was matched again the best of our present drivers in specials, yet Declan figured in the first three places in nine out of 12 tests. As we write, this Cork driver has an average of 11½ out of a possible 12 points in Hewison events and with over half the competition run, it looks now as if he cannot be beaten for the championship.

This trial started at Eadestown, about 12 miles south of Dublin, and consisted of two laps of a 14-mile course with the same six driving tests on each lap. As ever, the spirit of good humour and fun was present and the six tests were outstanding. The regs. said that these tests would be rather more difficult than those usually encountered in less serious M.G. events—a delightful understatement, and the "big five" who pick M.G. tests deserve every congratulation: nowhere was there a rough surface, nowhere an inch of mud; brilliant placing of pylons accomplished more than this writer thought it possible to accomplish on cross-roads.

Descriptions of all six tests would not be possible here, but it would be unfair not to make some reference to three of them, at least. The first test, near Eadestown House, caused many heartaches. Viewed from the starting line it looked a wide, open manoeuvre wherein after a dash forward down one leg of a "Y", a short reverse was followed by a wiggle-wobble through two pylons, then about-face and back through the pylons to finish down the other leg of the "Y". A pile of fine, loose chip at the top of the wiggle-wobble had many visitations before the games were over. The joke about the whole affair was, of course, that there was sufficient room for everyone to turn about in one lock if the turning-about was done quietly. Declan O'Leary managed 36.6 secs. on lap 1, but the hero was undoubtedly Jimmy Millard, who tied for second place in a little Fiat 600 with Hillock and Connell in Ford Specials (37.6 secs.). This was a remarkable feat, because the test was a long one. On the second lap, Jack Toohey got down to O'Leary's 36.6 secs.

Near a place called the Six Roads was sited the only mediocre test of the day; these accelerate/brake/accelerate/brake affairs up a hill prove very little, and are downright hard on transmissions. In a test that was surely a specials' benefit, Declan O'Leary showed his prowess by beating the lot of them on both laps, getting slightly under 20 secs. each time. Test 4, was a "You'll find out" type of affair. The start on a twisting, greasy hill hid the main part of the manoeuvre from view, and so on the first lap the thing was approached "cold". It consisted of a dash around a pylon to cross a line, followed by a short reverse back to the pylon and up again, to finish across the aforementioned line. On both laps Vincent Hartigan broke 29 secs. with his M.G., and once again Jimmy Millard accomplished the impos-

Coming Attractions

January 6th/7th. 32nd M.C.C. Exeter Trial. Start from Feltham, Middx., Kenilworth and Launceston, from 10 p.m. (See page 10.)

January 7th. New Zealand Grand Prix (F. Libre, S, T), Ardmore Circuit, Auckland, New Zealand.

January 8th. West Essex C.C. Capricorn Rally. Start from Three Jolly Wheelers, Woodford Bridge, Essex, 9 a.m.

Jersey M.C. & L.C.C. New Year Trial.

Southsea M.C. Arnold Trophy Trial. Start, Portsdown Hill, 2.30 p.m.

Kilmarnock C.C. "Hangover Rally".

sible by returning 29 secs. with the Fiat. By the time this test was reached by the early numbers on their second lap, they were running with the late starters still on their first lap, and most people got a chance to see how the other fellow was performing, all of which added to the fun, without interfering with the smooth running of the trial.

A test at Glenmore required the individual circumnavigation of two pylons placed on a wide hill, and en route from the first pylon to the second one, there was a wiggle-wobble through two more. Again there was room aplenty to drive around the first pylon, if it was done slowly, and again a surprising number had to do a reverse because they either took the wrong line or took the right line too fast. Charlie Manders climbed the bank at both sides of the road with his special, but continued unperturbed to score B.T.D. on his first lap. Stan Rutledge and Bill Young were other fleet performers in their specials, and once again O'Leary's Volkswagen was quickest saloon, a split second behind the specials. George Harrison found his Dellow going sick, and by the time he reached this test on his second lap, the thing was too ill to continue and George retired. Ronnie Edwards had petrol pump trouble on his Ford-engined Balilla Fiat and eventually had to retire, much to everyone's regret, because the Balilla was excluding a gloriously "racy" smell of castor-based oil.

The last test, as darkness fell, was a dicy affair involving, amongst other things, a reverse around a grass triangle on a narrow "Y" junction. Some were very adept at this game, and others were anything but. W. Kilroy won one round in his TR2 and Elmer Connell and Declan O'Leary tied for first place on another round, their 37.2 secs. being 0.2 sec. better than Kilroy's winning round.

Anita Newell had the misfortune to break a half-shaft in the M.G.-Ford at the very first test of the day. Apart from Anita, and perhaps Harrison and Edwards, everyone went home very pleased with a wonderful evening's amusement. If some of the specialists feel a mite shamefaced at being beaten handsomely by O'Leary's Volkswagen,

they may take solace in the thought that he cannot enter the thing for the coming mudtrials scheduled for Hewison rating.

JACK O'DONOGHUE.

Results

Premier Award: J. D. O'Leary (Volkswagen), 389.8 marks lost (Young-Valentine Cup).

Saloon Class: 1, W. J. O'Donoghue (Fiat 600), 403.8; 2, S. H. M. Logan (Volkswagen), 414.4; 3, J. C. Millard (Fiat 600), 418.8.

Open Car Class: 1, V. Hartigan (M.G. TD), 398.8; 2, P. B. Hopkirk (Triumph TR2), 401.2.

Specials Class: 1, I. Catherwood (Dellow), 397.8; 2, R. L. Young (Dellow), 398.8; 3, S. Rutledge (Ford Spl.), 401.4.

Best M.G.: N. Higgins (Magnetite), 474 (Flynn Cup).

Best Newcomer: W. Kilroy (Triumph TR2), 407.6 (Sunbury Cup).

Club Fixtures

North London E.C.C.—Annual Dinner-Dance, 6th January, Hendon Hall Hotel, Mill Hill.

Bristol M.C. & L.C.C.—Annual Dinner-Dance, 6th January, Grand Spa Ballroom; Social meeting, 10th January, Mauretania, Park Street.

Forces M.C.—Social meeting, 6th January, The Crown, Brewer Street, London, W.1.

Vintage S.C.C.—Social meetings: 6th January, Manor Barn Hotel, Burley, Ringwood, Hants; 12th January, Red Lion, Church Street, Birmingham; Greyhound Inn, Fenny Bridges, Devon; The Bell, Seend, near Devizes, Wilts.

Cambridge C.C.—Social meeting, 6th January, Ancient Shepherds, Fenditton.

Triumph Sports O.C.—Social meeting, 6th January, Otter Hotel, Ottershaw, near Chertsey, Surrey.

Mid-Surrey A.C.—Social meeting, 6th January, Queen Adelaide, Kingston Road, Ewell.

Cheltenham M.C.—Children's party, 7th January, Priory Lawn, High Street, Cheltenham.

Rover Sports Register.—Social meeting, 8th January, The Crown, Amersham. Lunch, 12.30 p.m.; Tea, 4.30 p.m.

Leicestershire C.C.—Social run, 8th January, Start, 2.30 p.m. from Lee Street Car Park, Leicester.

Bentley D.C.—Social meetings: 9th January, Shipley Bridge Inn, Bunsow, Surrey; 11th January, Ragbalds Inn, Queensbury, Yorks; King's Head, Old Bexley, Kent; 12th January, Corner House, Canons Park, Edgware, Middx.

Thames Estuary A.C.—Supper and prizegiving, 9th January, Regency Room, Queens Hotel, Westcliff-on-Sea, 8 p.m.

Glossop & D.C.C.—Club Supper, 9th January, Royal Oak, Sheffield Road, Glossop.

Bexley L.C.C.—Social meeting, 9th January, Traveller's Home, Long Lane, Bexleyheath.

750 M.C.—Social meetings: 9th January, Royal Thorne Hotel, Wythenshawe, Manchester; Abbey Hotel, N. Circular Road, Stonebridge Park, London; 10th January, Railway Inn, Patchway, Bristol; 11th January, Neville Arms, Kinoulton, Notts.

Aberavon M.C.—Social meeting, 10th January, Welcome to Town Hotel, Aberavon.

Lea-Francis O.C.—Social meeting, 10th January, Albert Hotel, Kingston Hill, Surrey.

Sussex C. & M.C.C.—Social meeting, 10th January, Southwick & Fishersgate Community Centre, Southwick.

Billerica M.C.—A.G.M., 10th January, Duke's Head, Laindon Common, Billericay, 8 p.m.

Northampton & D.C.C.—Film show, 10th January, White Hills Hotel, 8 p.m.

Club Lotus—Film show, 10th January, Jolly Farmers, Enfield Road, Enfield.

Guildford M.C.—Extraordinary G.M., 11th January, Wooden Bridge Hotel, Guildford.

Liverpool M.C.—Social meeting, 11th January, Hare & Hounds, Tarbock, Liverpool.

North London M.C.—Social meeting, 11th January, Rising Sun, Chase Side, Southgate.

Surrey Sporting M.C.—A.G.M., 12th January, Warwick Hotel, Redhill.

West Hants & Dorset C.C.—Social meeting, 12th January, Westbourne Hotel, Bournemouth.

Sunbac.—Social meetings: 12th January, Royal Oak, Lozells Road, Birmingham, 6; Boat Hotel, Catherine-de-Barnes (all visitors welcome).

Buckingham & D.M.C.—Social meeting, 12th January, Swan Inn, Great Horwood, Bucks.

B.A.R.C. (Yorks).—Film show, 12th January, Liberal Club, Hough Lane, Bramley, Leeds, 13, 7.30 p.m.

More News from the Clubs on page 32

AUTOSPORT

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1937 APRILIA, good all-round condition, body requires little attention. £160 o.n.o.—Wood, 30 Eaton Mews North, S.W.1. SLOane 9346.

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1955 LOTUS-BRISTOL for immediate sale. Fastest Lotus yet made, winner unlimited sports cars race on Boxing Day. £1,650.—Apply Anthony, 15 Selborne Road, Hove, Sussex.

M.G.

M.G. SPARES, most parts in stock for all models, 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, road springs, wheels, hubs, vertical drive assemblies, prompt postal service, c.o.d., and guaranteed workmanship in all our repairs.—A. A. Witham, Queen's Garage, Queens Road, Wimbledon, S.W.19. LIBerty 3083.

M.G. TD required by enthusiast 1950-52. No fancy prices. Replies answered.—Myers, 8 Kerwin Road, Dore, Sheffield. Phone 70270.

1949 M.G. TC, cream. Reconditioned throughout. Stage 11 tuned. Superb performance. Many extras. £400.—Reid, 32 Mill Road, Christchurch, Hants. Tel.: 3.

1948 M.G. 1-litre, recently overhauled at a cost of over £300 by the works. £450.—Mervyn's Motors, 25a St. Mark's Street, Wolverhampton. Phone 25062.

MORGAN

MORGAN PLUS 4 and 4/4 Official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161 Gt. Portland Street, W.1. LANGham 7733.

MORGAN PLUS 4 cars. Prompt delivery of these cars. Spares for same, huge stocks of 4/4 and 3-wheeler spares.—F. H. Douglass, Morgan Specialists, 1a South Ealing Road, Ealing, W.5. EALing 0570.

TRADITIONALLY YOURS. New and used Morgans from the Distributor.—Ron McKenzie, 961 Chester Road, Stretford, Manchester. Tel.: LONGford 2100.

1947 MORGAN 4/4 2-seater, quite outstandingly good condition throughout, heater. £295.—Richards and Carr, Ltd., 35 Kinnerton Street, London, S.W.1. SLOane 5424.

(Continued overleaf)

USED CARS FOR SALE

ALLARD

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

ALVIS

ALVIS Speed 20, 1934, open tourer, recent £135 overhaul, now in excellent all-round condition, five new tyres, 24 m.p.g., 70 m.p.h. cruising, P.100s, etc. Matrimony forces sale at £130.—Wilson, 91 Chudleigh Road, London, S.E.4. LEE 8002.

1934 ALVIS Speed Twenty, excellent tyres, etc., good condition throughout. £130 o.n.o.—Clark, Blackmans, Addington, Kent.

AUSTIN

1931 AUSTIN 7 saloon, dismantled, reconditioned engine. £25 the lot, or would separate.—Knight, Godstone 364 (Surrey).

AUSTIN-HEALEY

OCTOBER 1954, 16,700, cream/red, fully modified, extras, excellent condition throughout. £725 o.n.o.—131 Rugby Road, Leamington Spa.

1955 RED AUSTIN-HEALEY 100. Only 30, repeat 30 genuine miles. Fitted high compression pistons, Cromard cylinder liners, heater, zip tonneau cover, overdrive, etc. Never used, delivery mileage only. Unmarked and just as new. Original pre-Budget price £1,108 and would now cost £1,171. Car offered now for £900 as advertiser buying a Frazer-Nash.—Box 1968.

1953 ICE BLUE AUSTIN-HEALEY 100. Tuned by Healeys, full Le Mans modifications, plus extras, extremely fast. Real enthusiast's car. £730 or offer.—Richardson, 37 Malvern Avenue, Highams Park, E.4. Evenings or weekend.

B.S.A.

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

DELAGE

1925 BOAT-BODIED D.I. DELAGE 2-seater, engine recon. 1955, genuine 70 m.p.h., 18 months spent in reconditioning from chassis frame up. £140 o.n.o.—J. Heath, ENF 7009.

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DELLOW.—Selection 2-seater sports, £285-£425.—Dellow Motors, Ltd., Alvechurch, Birmingham. Phone: Hillside 1879.

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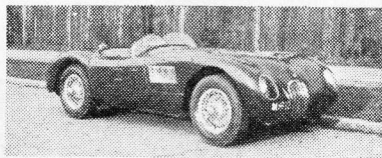
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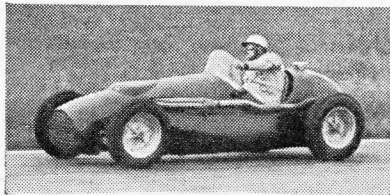
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Boxing Day in Ulster

Billy Chesney wins U.A.C. Boxing Day Trial—New McCandless car appears

THE Ulster A.C.'s annual Boxing Day Trial developed into a fiercely fought foursome involving Mervyn Glover and Sammy Moore in their Dellow, Billy Chesney in his Austin Special (now rechristened "H.R." for no apparent reason) and Desmond Titterington in a new 1,172 c.c. McCandless, delivery of which was effected only on Christmas Eve. There were 34 other runners in the trial, but in the battle which raged for leadership, the others were left behind.

Except, of course, that in U.A.C. events one must always lend an eye to the performers in closed cars, since they dispute the Haughton Trophy amongst themselves. During the past season or two there has been a pronounced swing by the leading Ulster "dicers" to closed cars, but on Boxing Day the veterans had to make way for that progressive tyro, Ronnie Martin who, since becoming owner of a 750 Renault, has manoeuvred his way rapidly past the novice stage until, in this event, he cleaned out the opposition.

In keeping with tradition, the Boxing Day "do" is the one "rough" event countenanced by the U.A.C. From year to year it alternates between Counties Antrim and Down. This year it was the Antrim area, with such old hazards as Paddy's Brae (observed hill) included in the run of about 60 miles. At least that was the official distance, but some speedometers read distances of over 80 miles by the conclusion, which, despite an 11 a.m. start, was in virtual darkness of a late winter afternoon.

Most of the delay arose from the failure of some cars to climb the observed hills, all of which were tackled twice. Paddy's Brae bore evidence that earlier in the morning a deluge of rain had descended and the early climbers had quite a bit of trouble. After the Brae, a driving test at the Dump, Maghera-morne, was next tackled, involving the negotiation of four pylons on an atrocious surface and when this was over



CENTRE OF INTEREST at the start was Desmond Titterington's new vehicle, the production prototype in trials trim of the new McCandless car described on page 11. Here Wilbert Todd and Sammy Moore take a close look, while the crew check their route.

Chesney led from Glover and Titterington.

A second observed hill at Maghera-morne was conquered by nine drivers, including the leaders, now joined by Sammy Moore. Then the cavalcade swept on to Kilwaughter, for yet another intricate manoeuvre. Here Titterington knocked the smile off the faces of the other leaders by completing the move in 31 secs., as compared with Glover's 33.6 secs. and Chesney's astronomical 40.8 secs., but Sammy Moore clipped Titterington's figure to 30.2 secs. and, in the next test at Tildarg, by recording 40 secs., Moore took over the lead, Chesney achieving 41.4 secs. and Titterington 47.4 secs.

Still at Tildarg, the next test, a straightforward "see-saw", gave Titterington best of the four in 10.8 secs. as compared with Chesney's 11 secs. It also brought the maximum penalty of 60 marks to a round dozen of the others, including Billy Chambers (MGA), Dick Robinson (M.G. TD), Robin McKinney (Triumph TR2) and John Davidson (Ford Prefect).

All of the tests as above had to be repeated on the second lap, but before embarking upon this the entry streamed to North Carn, where awaited them a frightful manoeuvre with pylons all over the place. This time Chesney's 34.2

secs. was by far the best of the lot, the next best being Titterington's 36.2 secs. Worse, this test brought a penalty of 75 marks to 15 competitors, once more including poor McKinney, who was having an off day, to Bob Nesbitt, who had been motoring steadily, and (oh dear!) to Wilbert Todd (Ford Prefect) and Brian Emerson (Ford Utility).

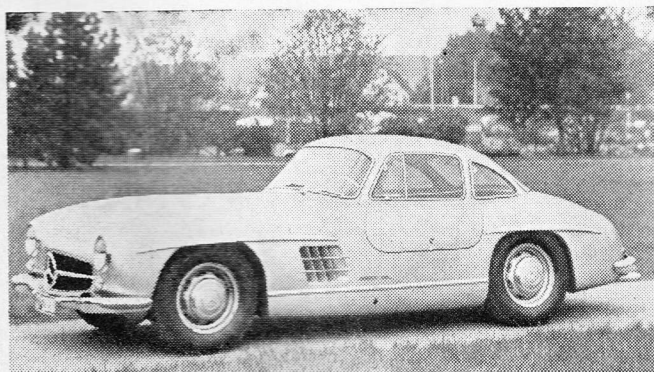
So that, on the turn round, the order was Chesney, 153.4; 2, Moore, 154; 3, Titterington, 154.4; and 4, Glover 155.4.

Back again to Paddy's Brae and this time it was Chesney who baulked on the last section, to hand the lead to Moore for the time being. The Brae was in easier mood this time, most of the climbers reaching the last section before stopping. At the Dump Titterington put in a shattering 24.4 secs. and took over from Moore, still holding that when all four climbed the hill at the Quarry, but, in the remaining tests Chesney had best time and ran out the winner by four marks from Glover, who made a great recovery in the final tests.

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Results

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