

AUTOSPORT

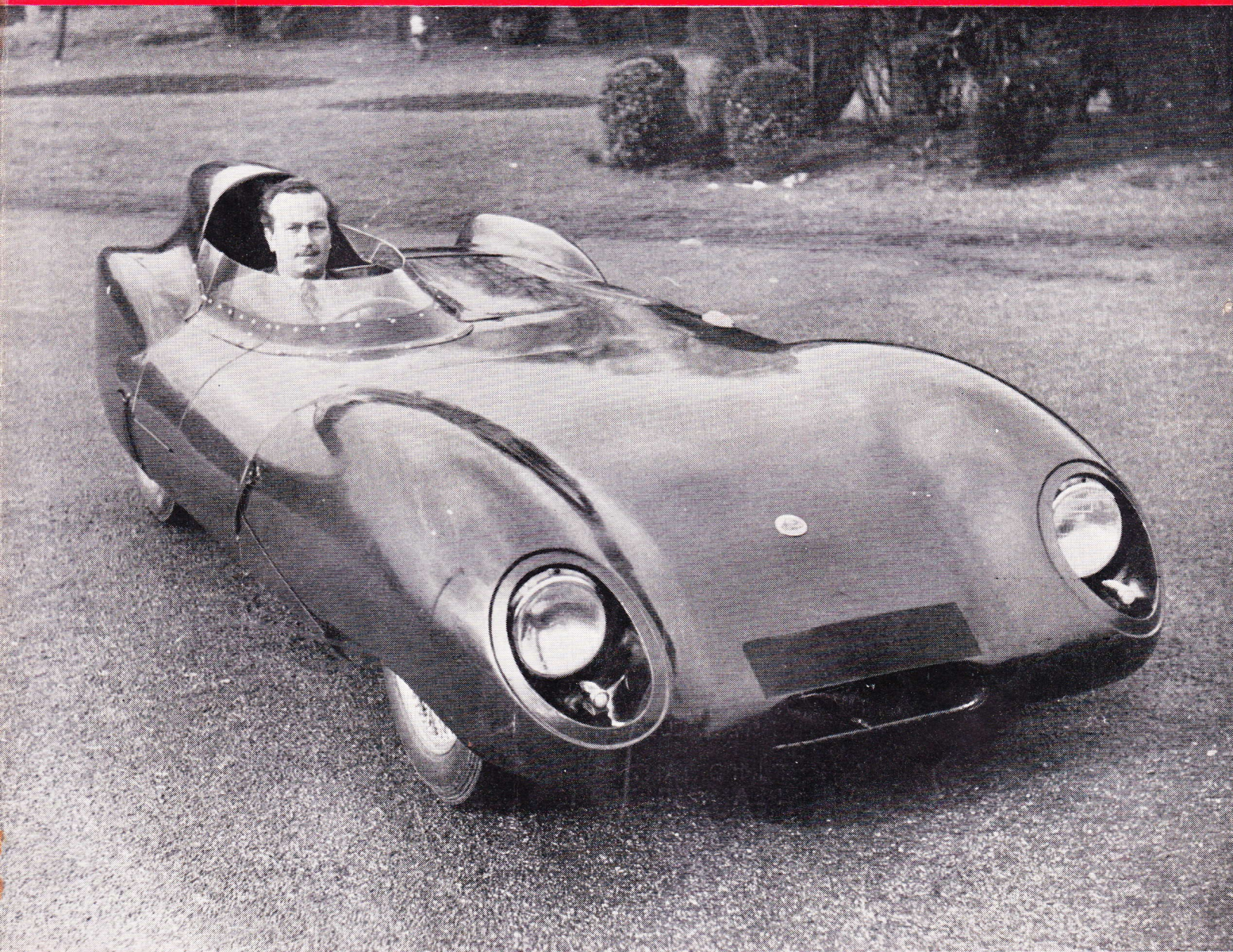
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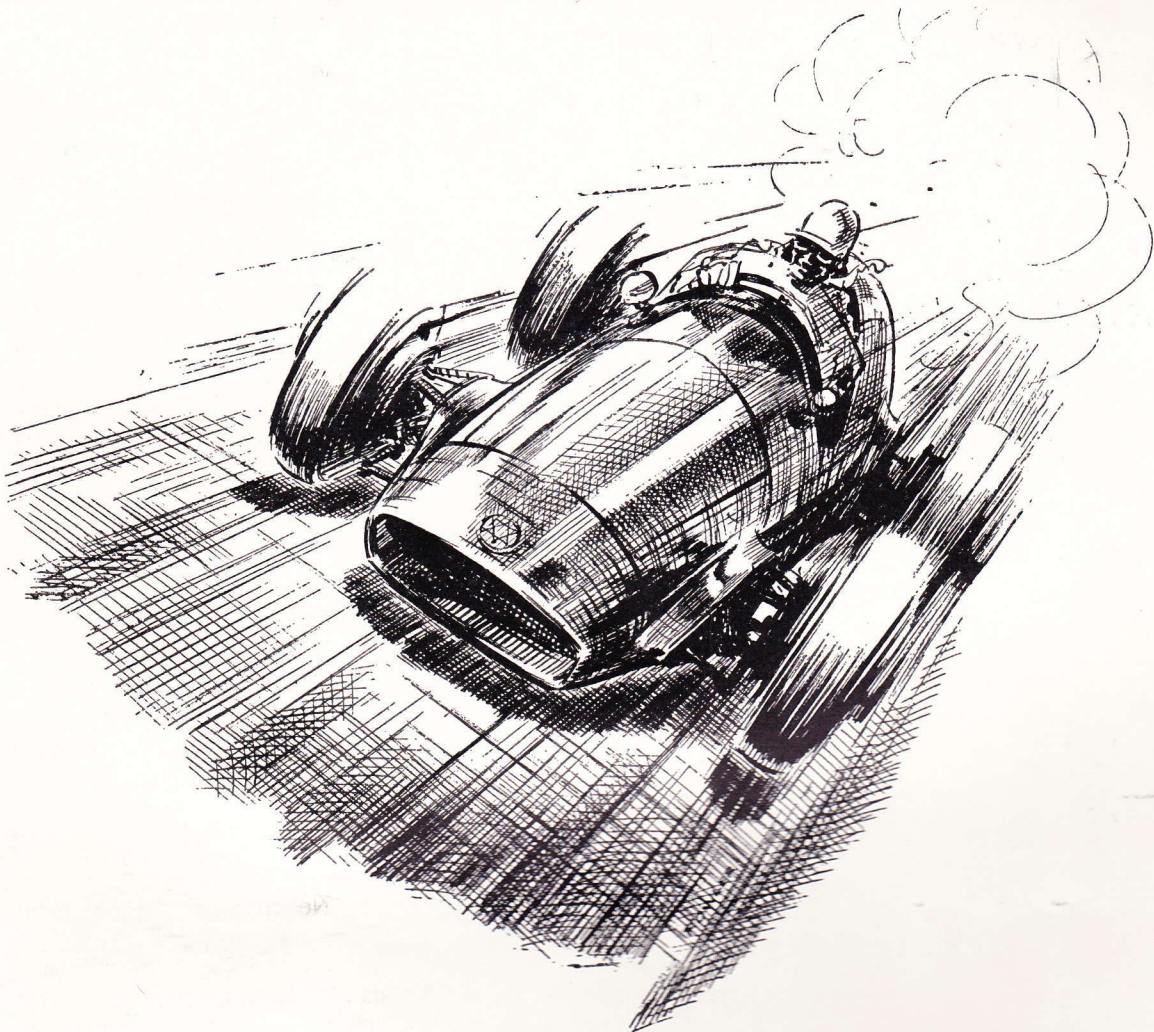
Vol. 12 No. 6

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

THE NEW LOTUS-CLIMAX MARK XI—FIRST PICTURES : ROAD TEST BY JOHN BOLSTER OF THE
PRODUCTION ASTON MARTIN DB3S WITH A NEW DRAWING BY THEO PAGE OF THE COMPETITION MODEL



HOW FAST IS FAST....?

THERE IS, OF COURSE, NO ANSWER TO THAT QUESTION BUT **GIRLING** ARE CONSISTENTLY ANSWERING THE BRAKING PROBLEMS THAT BECOME APPARENT AS RACING SPEEDS CONSTANTLY INCREASE — PROVIDING FRESH INFORMATION THAT IS CONVERTED TO IMPROVE STILL FURTHER THE EFFICIENCY OF **GIRLING BRAKES** IN WIDER —IF LESS SPECTACULAR—FIELDS.

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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 12 No. 6

February 10, 1956

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EDITORIAL

SWITZERLAND AND MOTOR RACING

THE decision of the Swiss canton of Berne to ban road racing was not unexpected. Indeed, safety precautions on the Bremgarten circuit were not even begun, and the excuse of the Le Mans disaster merely accelerated a ban which was proposed by local government officials several years ago. The A.C. of Switzerland has invariably come up against opposition when organizing the annual Grand Prix meeting, for Berne is a holiday centre during the summer months, and it was felt that full-scale motor racing tended to interfere with normal tourist traffic. Nevertheless, local hotel-keepers and certain private residents may feel aggrieved, for, during the motor-cycle and motor races, accommodation was at a premium, and several people reaped a rich harvest. Anyway the Berne decision does not necessarily mean the total abandonment of International racing in Switzerland. The A.C. de Suisse will not readily lose the prestige which goes with the staging of annual Grand Prix races. There are other cantons and other local governments which would gladly co-operate in assuring that an event which brings a large influx of visitors would find a suitable venue—a completely closed circuit if necessary!

LE MANS—1956

ABANDONMENT of the Swiss G.P. may provide the A.C.O. with dates denied them by the clashing with the Swedish races. Nevertheless it may not be possible for the far-reaching proposals as to the types of car acceptable to be approved for the 1956 24 Hours Race. To count towards the World Sports Car Championship, Le Mans must fall into line with the general regulations, and it is difficult to visualize France's premier sports car *épreuve* being run without the prestige which must go with a world series event. AUTOSPORT ventures to prophesy that the more radical changes will be shelved for at least another year.

THE CHALLENGE OF FERRARI

CURRENT struggles in Formula 1 racing appear to indicate that Scuderia Ferrari, led by Juan Manuel Fangio, may return to the glory it formerly possessed in the days of the late Alberto Ascari. Although not quite *au point*, the Ferrari-Lancia V8 may prove to be the fastest of all 1956 G.P. cars. It was a wise decision to concentrate on further development of the eight-cylinder machine, rather than to design and build a completely new vehicle, which might have been as disappointing as was the 1955 "Super Squalo". With the financial aid of Fiat of Turin, and the possession of Lancia technicians, the "Flying Horse" is in a far stronger position than it has ever been.

OUR COVER PICTURE

LOTUS FLOWERS AGAIN: The latest version of the highly successful Lotus sports-racing car—now the Mark XI and once more fitted with the amazing Coventry-Climax engine—is seen here with designer-driver Colin Chapman in the cockpit, though the lamp covers are still to be fitted. More pictures on page 164.

SPORTS NEWS

NO SWISS G.P.

DESPITE previous announcements which indicated that the 1956 Swiss G.P. for Formula 1 cars would be held again on the Bremgarten circuit outside Berne, the authorities of that city now announce that, owing to strong opposition in the Bernese canton, the race will not take place.

GENERAL MOTORS ENTER COMPETITIONS

Race Programme for Chevrolet Corvette—Official Entry for Sebring—Application to be made for Le Mans

FOR the first time, U.S.A.'s giant General Motors combine is officially taking part in International motor-racing. Chevrolet chief engineer Edward N. Cole and designer Zora Duntov have developed a very fast version of the Corvette. Duntov, in an experimental model, exceeded 150 m.p.h. at Daytona Beach recently.

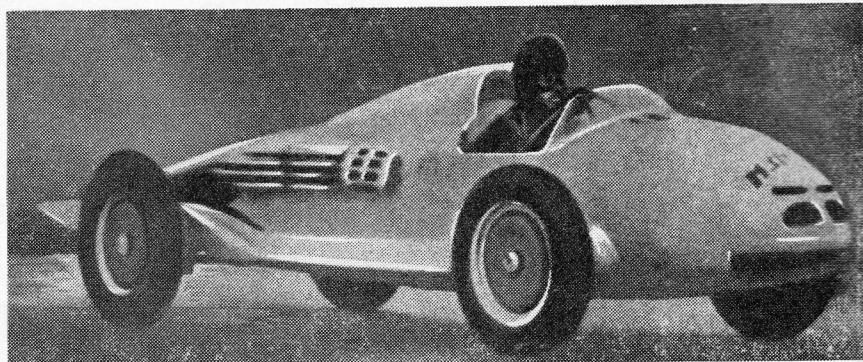
First appearance of the sports-racing Corvettes will be at Sebring for the 12 hours race. It is interesting that a couple of privately owned Ford Thunderbirds will also take part.

For full-scale racing, the Corvette will have more streamlined bodywork, special high-lift camshaft, new-type brakes and cast magnesium knock-off wheels of "Indianapolis" pattern.

Chevrolet mean business, and intend to use racing as a means of developing and publicizing the Corvette, and to challenge the domination of European cars in the rapidly expanding high-performance and sports car market. In the American weekly *Sports Illustrated*, Edward N. Cole is quoted as saying "We are in the sports car business—and we are in it to stay!"

A full team is visualized for Le Mans, not necessarily comprised entirely of American drivers. The Chevrolet decision is directly due to the efforts of Briggs Cunningham in the past, and Detroit now realizes the tremendous prestige value of regular participation in International motoring sport.

A total of 100 Corvettes will be produced during February, and thereafter production will be stepped up to 1,000 per month.



CIRCUIT OF AGADIR

ENTRIES for the Circuit of Agadir sports car race meeting in Morocco on 26th February give promise of a keenly contested race. Jean Behra is to drive a 3-litre Maserati, Jean Kergun has entered a new DB3S Aston Martin, and Maurice Trintignant, who recently signed up with Vanwall for Formula 1 racing, will appear with a Ferrari. Da Silva Ramos, Rinen and local star André Guelfi are entered with three works Gordinis.

PROMISING SEBRING ENTRY

THE organizers of the Sebring 12 Hours race, the Sebring Firemen Inc., have received large numbers of requests for entry in their annual sports car classic on 24th March. Aston Martin, Ferrari, Cooper, Austin-Healey, Maserati, Arnolt-Bristol, Osca and Porsche official cars

RUSSIAN "1,100": A speed of 118.61 m.p.h. over a timed 50 kms. was achieved on the Simferopol-Djankai motor road in Russia by Ivan Tchirov in this rear-engined 1,100 c.c. car embodying production car parts. The International Class G (1,100 c.c.) 50 kms. record is held by Jim Russell (Cooper-Climax) at 128.27 m.p.h.

are promised, Briggs Cunningham will enter one or more D-type Jaguars and other cars, Lotus cars should also be present, while amongst drivers nominated are Schell, Maglioli, Moss, Macklin, Von Hanstein and de Portago.

The airfield course measures 5.2 miles, and the race runs from 10 a.m. to 10 p.m. Entries are restricted to 60, and with the lists over-subscribed, the organizers are faced with the problem of selection.

FANGIO WINS FOR FERRARI

G.P. of Mendoza marks Second 1956 Victory for World Champion—Moss (Maserati) Second

DRIVING A Scuderia Ferrari-entered V8 Lancia, Juan Manuel Fangio won last Sunday's Grand Prix of Mendoza on the 4.184 kilometres Mendoza autodrome circuit, by 37 secs. from Stirling Moss (Maserati). Jean Behra (Maserati) was third.

Fangio set fastest lap in practice with 1 min. 45.6 secs. Next best were Musso (Ferrari), Castellotti (Ferrari) and Moss (Maserati). Owing to intense heat, the start of the race was postponed for an hour. Uria (Maserati) was a non-starter, and Gonzalez's place in the Maserati team was taken by Pablo Gulle, the former being indisposed.

At the start of the 60-lap (251 kiloms.) race, Castellotti (Ferrari-Lancia) took the lead, but was soon passed by Fangio. Musso was right on the tail of Castellotti's car, so Scuderia Ferrari machines were 1-2-3. For several laps the three leading positions remained unchanged.

On the 11th lap Musso retired with engine trouble, and on lap 16, Castellotti burst an oil pipe. This left Fangio, Collins and Gendebien to challenge half-a-dozen Maseratis in the hands of Moss, Behra, Menditeguy, Landi, Gulle and Piotti, together with Hawthorn in the Owen car.

Menditeguy, driving magnificently, held second place ahead of Moss, but on lap 23 the British driver swept ahead to challenge Fangio. Meanwhile, Hawthorn lost 5 mins. with gearbox trouble. At half-distance Fangio led Moss by 37 secs., followed by Menditeguy and

Behra, with Collins and Gendebien a lap behind.

The Maserati pit hung out the "faster" signal to Moss, and Stirling immediately began to pick up a second a lap from Fangio. At 40 laps the position was: 1, Fangio (Ferrari), 1 hr. 14 mins. 24 secs.; 2, Moss (Maserati), 1 hr. 15 mins. 53 secs.; 3, Menditeguy (Maserati), 1 hr. 16 mins. 5 secs.; 4, Behra (Maserati), 1 hr. 16 mins. 13 secs., followed by Collins, 1 lap behind, and Gendebien, Landi, Gulle, Hawthorn, Piotti.

On the 43rd lap Menditeguy stopped with failing oil pressure, letting Behra into third place, followed by Peter Collins. Stirling Moss was still gaining on Fangio, and with 11 laps to go, was only 25 secs. in arrears.

However, towards the end, Fangio speeded up again, and never looked like conceding his lead. The World Champion crossed the line 37 secs. ahead of Moss, with Behra and Menditeguy in third and fourth places respectively.

Result

1. Juan Manuel Fangio (Ferrari), 1 hr. 52 mins. 38.9 secs., 133.729 k.p.h. (83.09 m.p.h.).
2. Stirling Moss (Maserati), 1 hr. 53 mins. 17 secs.
3. Jean Behra (Maserati), 1 hr. 54 mins. 24.6 secs.
4. Carlos Menditeguy (Maserati), 59 laps.
5. Peter Collins (Ferrari), 58 laps.
6. Olivier Gendebien (Ferrari), 58 laps.
7. Francesco Landi (Maserati), 57 laps.
8. P. Gulle (Maserati), 57 laps.
9. Mike Hawthorn (Owen-Maserati), 55 laps.
10. L. Piotti (Maserati), 52 laps.

Fastest lap: Fangio, 1 min. 49.6 secs., 137.955 k.p.h. (85.72 m.p.h.).

TRINTIGNANT JOINS VANWALL

ALTHOUGH rumour had already signed Maurice Trintignant as No. 1 in the Bugatti team-to-be, the French driver, formerly of the Scuderia Ferrari and winner of the G.P. of Europe last May, has signed with Mr. Tony Vandervell to drive British Vanwall cars in Formula 1 events this season. With him will be Harry Schell, the Franco-American driver. But Trintignant has reserved the right to drive the new Type 251 Bugatti Grand Prix car when it is ready, and will also take the wheel of works Ferraris in sports car races.

S.C.C.A. CHAMPIONSHIP PLACINGS

THE official placings for the 1955 Championship of the Sports Car Club of America are as follows: **Class B Modified:** Charles Moran, Jr. (Cunningham); **Class C Modified:** Sherwood Johnston (Ferrari and Jaguar D); **Class C Production:** Charles Wallace (Jaguar); **Class D Modified:** Phil Hill (Ferrari); **Class D Production:** Paul O'Shea (Mercedes 300SL); **Class E Modified:** James Lowe (Frazer-Nash); **Class E Production:** Gaston Andrey (Morgan TR2); **Class F Modified:** Pete Lovely (Porsche and Cooper); **Class F Production:** Bengt Soderstrom (Porsche); **Class G Modified:** Skip Swartley (Osca Special); **Class G Production:** George Valentine (M.G. TC); **Class H Modified:** Dolph Vilardi (Bandini); **Formula 3:** Harry Morrow (Cooper and JBS); **Unrestricted:** Jack Meyer (Meyer Spl.).

GREECE'S CHAMPIONSHIP RALLY

QUALIFYING for the first time for the Touring Championship of Europe, the Automobile and Touring Club of Greece's Acropolis Rally will take place from 26th to 29th April, under the patronage of H.M. the King of Greece. Total distance will be approx. 1,600 miles, with Athens as the starting and finishing point.

The club have obtained the co-operation of Athens hotels in granting special terms for rally participants, while the various Greek shipping lines are offering 50 per cent. discount on normal fares for conveyance of cars and competitors. Foreign entrants will also be supplied with free fuel by oil companies represented in Greece.

The time of the rally, April, is one when Greece is at its best for visitors, and the rally route will afford opportunities to enjoy some of the country's finest scenery, besides taking them through such historic places as Olympia, Delphi, Mycene, etc. Regulations and details of the Acropolis Rally can be obtained from A. Nicolaides, General Secretary, A. and T.C. of Greece, 7 Rue Karytsi, Athens.

STANDARD'S MANAGING DIRECTOR'S VIEWS ON COMPETITION

MR. ALICK S. DICK, Managing Director of the Standard Motor Co., Ltd., had some petinent, but good natured, things to say about the present state of the British Motor Industry when he was questioned by the writer, in company with other correspondents, after he had opened Messrs. Dunns (Garages), Ltd.'s, fine and extensive new premises in Roker Avenue, Sunderland, on 31st January.

Discussing the present state of the

market, in which new cars are piling up in the showrooms, Mr. Dick said that he was of the opinion that this was just a temporary recession, not confined to this country, but general throughout the world. He looked forward to a period of expansion during the next two or three years.

Asked whether the Standard Motor Co. would be prepared to support a British racing car, Mr. Dick said that it was an expensive business to run a racing team, and his company were not interested in this. They were, however, actively supporting sports cars in the racing and rallying spheres. Whilst Mr. Dick was personally interested in the sporting world, he felt that it was the job of his company to sell motor cars, and the support of sports car activities saw to this, whereas running a racing car team would not. He emphasized that such events as his company took part in were of great interest and importance in the continued development of their models. The recent Monte Carlo Rally had taught them much. When pressed to expand the lessons learnt, he said that if one looked at the faults of another large manufacturer brought to light by the recent "Monte", he felt that one would be near the root of the problem.

D. EDKINS.

PUBLISHER'S NOTE

THIS issue of "Autosport" has been considerably reduced in size, in an attempt to keep faith with our readers, and to cut delay in publication to a minimum. The continued dispute in the printing industry, over which we have no control, has forced us to take this step. Readers may be assured that, pending the conclusion of the dispute, certain future issues will be enlarged to make up for the smaller number of pages. We very much regret that, for the first time, "Autosport" has had to be reduced in size.

"NINE HOURS TO MIDNIGHT"

AT last Friday's B.A.R.C. Midnight Film Matinée there was a surprise premiere of Danny Carter's "Nine Hours to Midnight", a Christine Bruce production. The film tells the story of the 1955 B.A.R.C. Goodwood Nine Hours Race, which was won by Peter Walker/Dennis Poore (Aston Martin) from the "Ecurie Ecosse" Jaguar driven by Ninian Sanderson/Desmond Titterton. The night shots are particularly thrilling, and following the cars around by the light of their headlamps is a technical achievement which must be seen to be believed. The film, suitably edited, with commentary by Nevil Lloyd, will shortly be released for general showing in cinemas all over Great Britain.

THIS year's Syracuse G.P. comes much earlier in the Calendar than the 1955 event won by Brooks's Connaught. It will be run in March, and Maserati and Ferrari works entries are already promised.

NEW Volkswagen distribution centre and service station has been opened by V.W. Motors, Ltd., at 233, Plaistow Road, London, E.15.



JOHNNIE CLAES

An Appreciation

IN the death of Johnnie Claes at the age of 39, after a long illness, motor-sport has lost one of its most popular personalities. No one could help liking Johnnie; he made friends wherever he went, and his sportsmanship and generous nature made him a fine ambassador for Belgium. Although born in London, he was of Belgian nationality.

I first met him at Lyons in 1947, at the French Grand Prix, and was largely instrumental in getting him interested in motor racing. After gaining experience with an M.G. and then a Veritas, he acquired a Lago-Talbot in which he took part in many F1 races. It will be recalled that he broke the Silverstone lap record in 1950, during practice for the International Trophy Race.

Johnnie scored the first success in a formula event for H.W.M., when he won the Grand Prix de Frontières at Chimay in 1950. He became Belgian champion that year, and gained worldwide fame by winning the extremely difficult Liège-Rome-Liège Rally in 1951 with a private XK 120 Jaguar—the only time this event has ever been won without loss of marks. A couple of years later he won again, this time in a Lancia. This was indeed an epic of courage and stamina, for his co-driver fell ill at the start and Johnnie Claes drove without relief for 53 hours. Such was the admiration of the Turin concern for this feat, that Gianni Lancia presented him with a Grand Touring Lancia.

At Le Mans he was invariably prominent. In 1954 he won the 1,500 c.c. class with a Porsche, and, with Jacques Swaters, finished fourth in 1955 with the "Ecurie Belge" D-type Jaguar.

Johnnie's last event was the 1955 "Liège-Rome-Liège". Despite illness, he drove his Lancia into third place. He was invited to drive for Standard in the 1956 Monte Carlo Rally, but became too seriously ill to accept.

He will be sadly missed. The writer was probably his closest friend; another was World Champion Juan Manuel Fangio.

GREGOR GRANT.

SMILING—and well Colin Chapman might, if his latest Lotus performs as well as it looks here, in its racing form with head fairing and wrap-around screen.

an inclination to the nearside, but the engine is also inclined in this direction to the extent of 10 degrees. This permits a lower bonnet line and a straight induction pipe from the horizontal twin S.U. carburetters. The carburetters are flexibly mounted on rubber induction stubs, and the float chamber is secured on rubber to the frame, with flexible

THE NEW LOTUS-CLIMAX "ELEVEN"

Exciting New Coventry-Climax-engined car in "Le Mans" and "Club" forms—Dry Weight of 7 $\frac{5}{8}$ cwt

IN view of the phenomenally successful season that the Lotus enjoyed in 1955, particularly in the hands of its designer, Colin Chapman, one might be excused for anticipating that the current model would continue in production unchanged. Yet the indefatigable Colin has produced a new type which is an improvement in almost every important respect. The new model is called the "Eleven", meaning that it is both Mark XI and 1,100 c.c. in capacity. It comes in two versions.

One of these, the "Le Mans", has disc brakes and a de Dion rear axle. The other, the "Club", is considerably cheaper, and has a normal rear axle and drum brakes. But the chassis, body, suspension units and propelling machinery are identical for both models. Thus, the owner of a "Club" can convert it to a "Le Mans" as soon as he has saved up enough money. The exact prices, incidentally, had not been worked out at the time of writing.

The new chassis frame follows the general principles of the old one, having main steel tubes of 1 in. diameter and subsidiary ones of $\frac{3}{4}$ in. size, in 18 or 20 gauge section according to their work. The transmission tunnel is now a stressed member, and is made from 20 gauge strong aircraft alloy sheet. It takes the final drive torque reaction, part of the floor load, and supports the rear engine mounting.

The front suspension follows tradition, being by modified swing axles. It has a lower pivot than previously to give less front roll stiffness and consequently a shade less understeer. There is a new rack and pinion steering unit, with a short rack to bring the ball joints into the correct position for the suspension geometry. The Girling helical spring units, embracing hydraulic telescopic dampers, are shorter than before and have less travel, due to being mounted nearer the centre pivots. The disc brakes are also of Girling manufacture.

At the rear, a new de Dion axle saves 10 valuable unsprung pounds. The tube is pierced to allow the articulated half-shafts to pass through, giving them considerably greater length and less deflection for the universal joints. The short

tubular shafts are still extensions from the Rudge-type hubs, but are now carried on a pair of taper roller races in a light alloy housing. Two pairs of radius arms locate the axle either side, and one of these is triangulated into an A-frame to absorb lateral forces, rubber bushes avoiding binding in roll. Both the propeller shaft and the half-shafts are of Hardy Spicer manufacture.

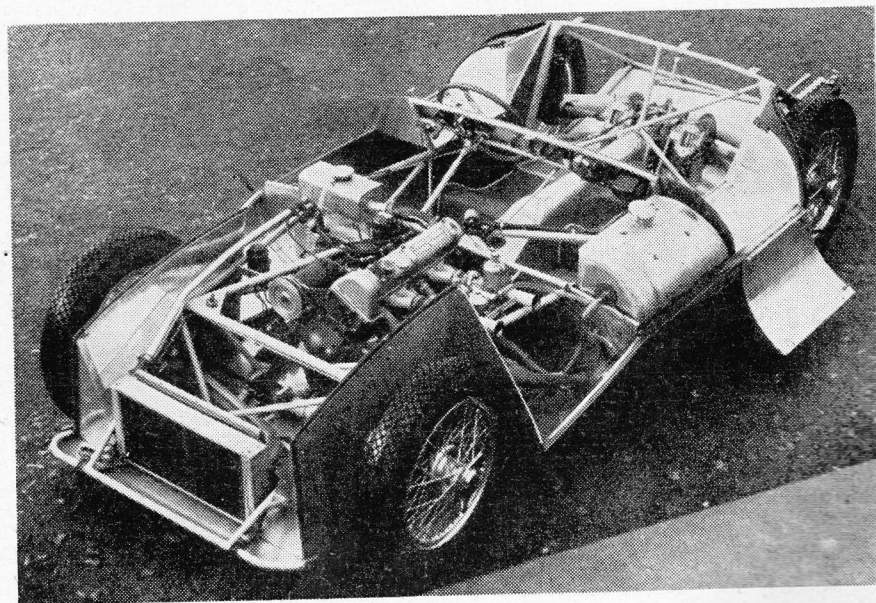
The disc brakes are inboard on the "Le Mans" car, but the drum brakes are mounted normally on the "Club" model. The axle of this car is a proprietary component built up from various B.M.C. parts, and takes the same nose piece, crown wheel and pinion as the de Dion final drive. The alternative ratios available are 5.1, 4.9, 4.5, 4.2, and 3.9 to 1. Thus, all circuits from the slowest to the fastest are suitably accommodated. Similar helical spring and damper assemblies are employed for both types of axle.

The Coventry-Climax engine is built up in unit with a new gearbox having an Austin A30 case, with Lotus close ratio gears included in the "Le Mans" specification. The reductions are 1.23, 1.67, and 2.5 to 1. Two rubber mountings support the engine low down in front, and a third holds the gearbox in the transmission tunnel. The cylinder head of the Climax engine already has

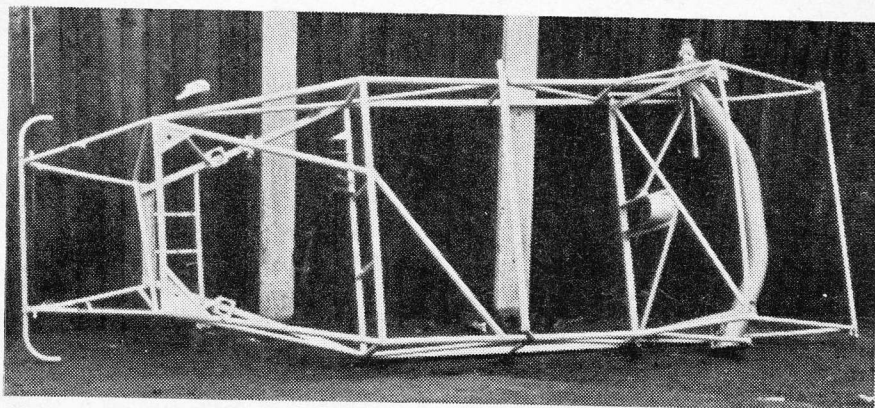
tubes to the carburetters. This is to avoid frothing of the fuel, due to vibration. The well-known single overhead camshaft, over-square, light alloy Climax engine is too well known to require detailed description. For the Lotus, it has a modified sump and oil intake to allow for the inclined mounting.

The body is even better streamlined than last year's model. The scuttle is of the same height, but the bonnet and tail slope down more steeply. They both open on pivots at the extreme front and rear of the frame, but the pivots are ingeniously contrived so that, by a cam action, they unlock on being opened to their limit and allow the two body sections to be taken right off. The consequent accessibility could scarcely be bettered.

Much development work has resulted in a lighter and completely ducted radiator, fed from a smaller air entry, being entirely adequate for the engine. Cooling drag has been reduced, and the piping to the scuttle-mounted header tank has been simplified. Full-sized lamps are now sunk into the front wheel fairings, and covered by profiled transparent plastic shields. For racing, the passenger's seat is covered and a wrap-around screen and head fairing are used. The typical stabilizing fins have been all but deleted, the head fairing

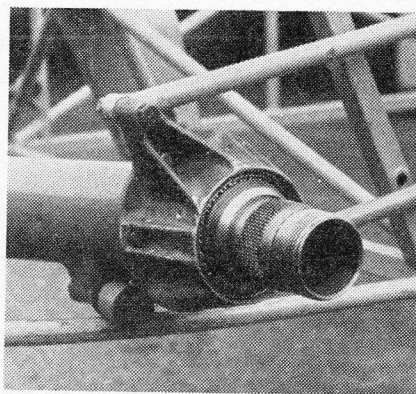


BODY REMOVAL is a simple and speedy business, revealing "the works". The 4 cyl., o.h.c. "over-square" Coventry-Climax engine is inclined at 10 deg. to keep the bonnet line low.



DRY WEIGHT of only $7\frac{5}{8}$ cwt. owes much to the chassis structure (above), built up of 1 in. and $\frac{3}{4}$ in. steel tubes.

HUB DETAIL: (Right) Drive shaft roller bearings are housed in this light alloy casting, to which are attached the de Dion tube and the double radius arms.



having sufficient depth to ensure the necessary stability. For short races, a $9\frac{1}{2}$ gallon fuel tank in the nearside of the body is used, but an extra 11 gallon tank can be installed in the offside outer body panel. There is no rear tank in the tail, only the battery and spare wheel occupying that space.

The body has two doors containing map pockets, which are horizontally hinged and open downwards. Both seats are identical, the light alloy pans resting on the floor with $\frac{1}{2}$ in. Dunlopillo padding beneath the upholstery. The seat squabs have rubberized hair padding. The steering wheel is of duralumin with three spokes, and a leather covered rim. It is attached to a column which turns in rubber-mounted nylon bearings, and has two Hooke's joints running at fairly

considerable angles. The throttle linkage is extremely sturdy, and the brake pedal has a compensating bar pivoting directly upon it through a small ball race, and operating two master cylinders with a divided supply tank for safety. The hand brake lever is horizontally mounted under the nearside of the scuttle. A new type of rev. counter is driven at one-third engine speed from

the dynamo, which is larger and slower running than before.

Some dimensions of this most exciting new 1,100 c.c. sports car are: Wheel-base, 7 ft. 2 ins.; track, 3 ft. $10\frac{1}{2}$ ins. (front), 3 ft. 11 ins. (rear); overall length, 11 ft. 2 ins. (reduced 6 ins.); width, 5 ft.; height to top of scuttle, 2 ft. 3 ins.; height of front roll centre, $5\frac{1}{2}$ ins., rear $9\frac{1}{2}$ ins.; tyres, 4.50 ins. (front), 5.00 ins. (rear) on 15 ins. knock-on racing wire wheels. The car has been weighed dry, and without a spare wheel, at $7\frac{5}{8}$ cwt.

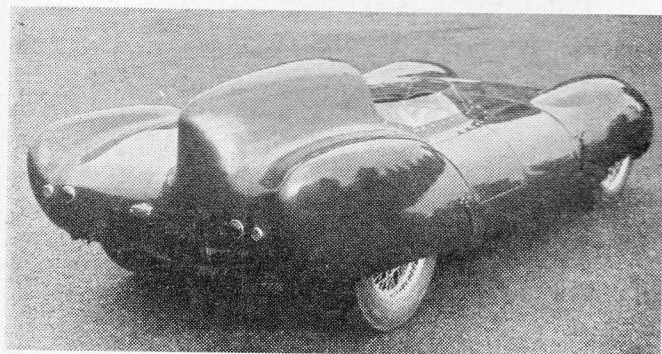
In addition, the Lotus XI will be supplied as a road sports car. This model will be fitted with the Ford 100D 1,172 c.c. engine and gearbox. It will have a full-width curved glass screen with windscreen wipers, and will also be available with a hard top.

Most certainly, the new Lotus will be most formidable as a competition car, and the lap records held by the 1955 model should certainly be beaten. It is in all ways a more attractive car than its predecessor, and Colin Chapman is to be congratulated on a most remarkable design.

JOHN V. BOLSTER.

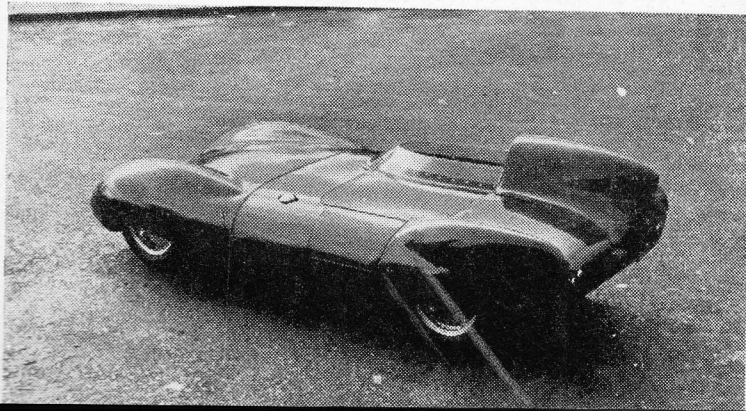
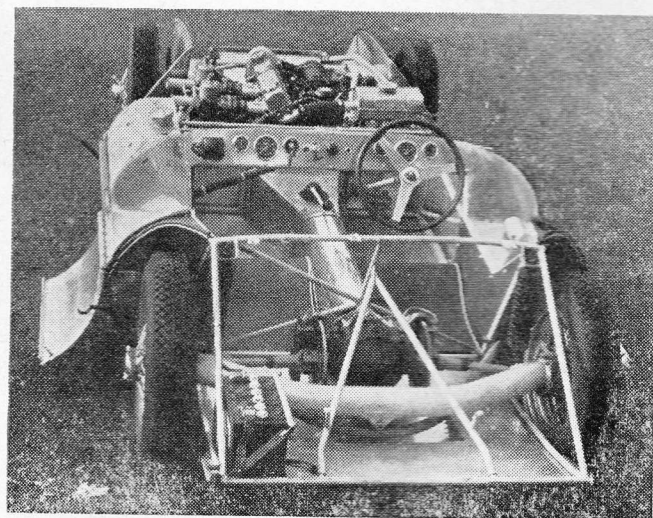
BRISTOL ENGINES FOR A.C.

AN agreement has been reached between A.C. Cars, Ltd., and Bristol Cars, Ltd., whereby the well-known and race-proved Bristol 2-litre engine will be made available as an alternative power unit in the A.C. Ace and Aceca models. Performance of these cars should thus be augmented considerably, making them suitable for competition work; speeds approaching 130 m.p.h. will be possible, and the new A.C.-Bristol should prove one of the fastest of 2-litre series production sports cars in the world. The normal Ace and Aceca models, with the well-known six-cylinder single o.h.c. A.C. engine, will still be available.



TAIL END (above) of the Lotus body is blunt in profile but, unlike the "snow plough" Cooper-Climax, has rounded edges. **DE DION** back-end (right) is lighter by some 10 valuable lbs.; this type of axle features on the "Le Mans" car, which also has inboard disc brakes.

WITH AND WITHOUT: (Below) The Lotus "Eleven" in competition form with head fairing and wrap-around screen in place and (right) without these accoutrements to speed.



NEWS FROM THE CLUBS

By Stuart Seager

I HEREBY apologize to anyone whose sense of order has been upset by finding Club News in the middle of the book; when he reaches page 172 this sensitive character may fear for his reason, for Coming Attractions and Club Fixtures are of an unprecedented length. Upon closer inspection, however, he will observe that these calendar features cover two week-ends instead of the customary one. Due to the prevailing dispute in the printing industry, even this drastically diminished issue is unlikely to reach many readers before the week-end of the 11th-12th, and the following issue may be similarly affected; hence an extra week's notice of forthcoming events. In any case it seems that a full week's prior notice would be generally appreciated, so in future our calendars will cover the period from the Monday following publication date round to the following Sunday. This week's double ration is thus a transition one.

I hope conditions will be back to normal soon; meanwhile a number of reports have regretfully had to be held over, although we have published the results of as many events as possible.

ONCE more the ever-popular Land's End Trial is approaching. Run for the 36th time by the **Motor Cycling Club**, this Easter event will take place this year on 30th-31st March. Full details, as usual, from Jackie Masters, at 76 Kinnerton Street, London, S.W.1. . . . The **Leicestershire C.C.** are running their Winter Rally on 19th February over a 140-mile route finishing near Leicester. Regulations for this closed event are obtainable from W. B. Hercock, 21 Spencefield Lane, Leicester. . . . Another closed event is the **Eastern Counties M.C.** "Experts & Novices" Touring Trial, to take place on 26th February. This is a 150-mile route-carded run, and further information may be obtained from W. T. Harris, 9 Constitution Hill, Ipswich. . . . The **Burnham-on-Sea M.C.** are holding their second Wessex Rally on 3rd-4th March and have also invited the Bristol, Cheltenham, M.G., North Devon, Taunton, Torbay, and Yeovil clubs. There will be three starting points: Bristol, Burnham and Taunton, and the 300-mile route finishes at Burnham. Entries close on 23rd February, with John Buncombe, 2 Grove Road, Burnham-on-Sea. . . . The **Aston Martin O.C.** and the **Healey Drivers Club** are jointly promoting the "Ups and Downs" Rally on 31st March. This is a 160-mile daylight affair finishing at Hungerford, Berks, and those interested should write to P. J. D. Langrishe, 1 Oakwood Avenue, Beckenham, Kent. . . . The date of the **North Devon M.C.** Ilfracombe Rally, which

was previously announced as 20th/21st April, has been changed to 21st/22nd. This qualifying event for the B.T.D.A. Silver Star is open also to members of the Bristol, Burnham, M.C.C., Plymouth, Taunton, Torbay and West Hants & Dorset clubs. Starting points will be Salisbury, Bristol, Plymouth and Ilfracombe, and regs. will be available shortly from G. Hopkinson, N. Devon M.C., New Inn, Muddiford, near Barnstaple, Devon. . . . "Wootton's Wangle" is the name of a 150-mile closed-to-club night rally to be run on 3rd-4th March by the **750 M.C.** in the Banbury area. Details from J. W. Wootton, Sulgrave, Banbury, Oxon. . . . The **Southsea M.C.** are holding their third Inter-Club Team Trial on 4th March at Longmoor Testing Grounds, Hants. A team of not more than four cars may be entered by any R.A.C.-recognized club and full details may be obtained from T. C. Juniper, Pemberley House, Langstone Road, Havant, Hants. . . . The **Cemian M.C.** are holding their fourth Coronation Rally on 24th/25th March. Invited clubs are the Brighton & Hove, Hants & Berks, Harrow, Kentish Border, London, U.H.U.L.M.C. and B.A.R.C. The route is about 250 miles long, with driving tests at Brands Hatch.

CAT'S EYES RALLY

APPELLING weather conditions, which included large quantities of rain, snow, ice and fog, made this year's "Cat's Eyes" Night Navigation Rally, held on 4th-5th February, a really tough event for navigators, drivers and cars. The organization, by the Thames Estuary A.C., was first class and the 500-mile route, almost entirely in Kent, was a most testing one. A full report and pictures will be published in our next issue.

Provisional Results

Premier Award: A. G. Davis/V. M. Prior (Ford Zephyr), 155 marks lost.
Class Awards—Production Touring Cars up to 1,300 c.c.: 1. G. E. Todd/A. R. K. Hardcastle (Ford Anglia), 195; 2. M. W. Baker/T. F. Smith (Ford Anglia), 255; 3. C. V. Swanson/S. F. Wilder (Volkswagen), 265. **1,301-1,600 c.c.:** 1. D. C. Bull/A. H. Jones (M.G. Magnette), 370; 2. F. W. Scott/G. S. Sutcliffe (Hillman Minx), 615; 3. D. Underwood/V. W. T. Sanders (Singer Hunter), 615. **1,601-2,500 c.c.:** 1. G. F. Faulkner/R. J. Wheeler (Ford Zodiac), 240; 2. F. A. York/W. R. J. Barnard (Sunbeam-Talbot 90), 335; 3. H. C. Terry/D. Emmett (Ford Zephyr), 360. **Over 2,500 c.c.:** 1. J. Pocock/M. J. L. Sykes (Jaguar Mark VII), 225; 2. R. W. Parker/D. J. H. Donovan (Austin A90), 600; 3. R. W. Russell/P. H. Treadgold (Jaguar Mark VII), 750. **Production Sports Cars up to 1,300 c.c.:** 1. R. J. Randall/Mrs. F. Randall (Austin A40 Sports), 465; 2. D. G. Miles/J. M. Cox (Austin A40 Sports), 495; 3. R. G. Forster/Mrs. P. Forster (M.G. TD), 1,095. **1,301-1,600 c.c.:** 1. S. Moore/Mrs. J. Chesterton (M.G. MGA), 160; 2. C. Shove/P. W. Smith (M.G. MGA), 475; 3. J. M. Readings/D. W. Elldred (M.G.), 1,150. **1,601-2,500 c.c.:** 1. C. M. Seward/A. C. Harmer (Triumph TR2), 325; 2. B. Clarke/I. Mackenzie (A.C. Ace), 485; 3. R. Michalkiewicz/E. Clarke (Morgan), 515. **Over 2,500 c.c.:** 1. S. P. A. Freeman/L. C. Eversden (Jaguar XK 140), 545; 2. E. B. Ross/J. E. McManus (Austin-Healey), 560; 3. T. N. Blockley/P. F. Seiner (Austin-Healey), 840. **Specials:** 1. D. Johns/J. Hiezin-on (Austin A50), 245; 2. K. W. Barrow/R. Butcher (Ford Anglia), 395; 3. D. R. Milton/D. R. Milton (Austin A30), 440. **Team Award:** H. C. Terry/D. Emmett (Ford Zephyr), M. W. Baker/T. F. Smith (Ford Anglia), A. G. Davis/V. M. Prior (Ford Zephyr), total 775 marks lost.

CLEE HILL TRIAL

THE Hagley & D.L.C.C. Clee Hill Trial took place on 5th February. A sudden change in the weather caused the hills, which the night before had been overlaid with ice, to become hills of glutinous mud. Although there was

an entry of 39, most of whom could be classed as experts, the event was won on the hills and the tie-deciding test was not required.

Results

Premier Award: E. J. Chandler.
Bromgrove Trophy: R. Kemp. **Bell Trophy:** M. H. Lawson. **Hagley Cup:** E. S. P. Reynolds.
First Class Award: J. Dealey. **Second Class Award:** F. T. Lewis, B. H. Dees, J. S. Jenkins.
Team Award: Dealey, Bodenham, Lewis.

B.A.R.C. EAST SUSSEX CENTRE

Seaford Rally, 21st January

Best Performance: K. Strudwick (Ford Zephyr).
First class awards: R. G. Clayton (Vauxhall), Dr. R. L. McGhie (Simca), A. B. L. Miles (Austin A30).
Second class awards: J. C. Checkley (Ford Zephyr), G. F. Faulkner (Ford Zephyr).
Second class awards: J. D. Rumble (M.G.); R. C. Matthews (Morris Oxford ID), C. H. Dudley May (Riley), M. A. Hutton (Vauxhall); **Fastest in driving test:** D. R. Milton (Austin A30).

BURNHAM-ON-SEA M.C.

New Year Navigational Rally, 22nd January

Best Performance Class A: J. R. Greenland/R. H. Scully; **Best Performance Class E:** A. C. Harmer/R. W. G. Long; **First class awards:** P. Bradley/P. Stephen, D. Flower/R. D. Phillips, H. W. J. Oram/G. B. Hingley, M. J. Kelly/M. Johnson; **Ladies' award:** Mrs. P. Rose/A. Rose.

LEICESTERSHIRE C.C.

Silver Starting Handle Trial, 22nd January

Silver Starting Handle: M. Hazlewood; **1st Class Award:** J. L. Thompson; **2nd Class Award:** W. H. Green.

MID-THAMES C.C.

Essence of Brands Driving Tests, 22nd January

Best overall: L. J. Cornish (Triumph TR2).
Best club member: A. B. Bailey (Triumph TR2).
Class 1: J. Gamble (Renault 750); **Class 2:** J. Bakart (Ford Anglia); **Class 3:** K. W. Barrow (Ford Anglia); **Class 4:** L. J. Cornish (Triumph TR2).

CIRENCESTER C.C.

Closed Rally, 22nd January

Under 1,200 c.c.: C. Houry (Ford Prefect); **1,200-2,000 c.c.:** J. Loveday (Simca Aronde); **Over 2,000 c.c.:** S. A. Stallard (Ford Zephyr).

EASTERN COUNTIES M.C.

"Wintercross", 22nd January

General classification: A. C. Westwood (Dellow); **Specials class:** A. C. Westwood; **Open class:** P. S. Clapham (M.G.); **Closed class:** D. Morley.

BRITISH RACING AND S.C.C.

Nocturnal Tankard Rally, 28th January

Best Performance: J. Dorgan; **Awards of Merit:** H. F. Day, W. Norman, S. Lewis-Evans, R. A. C. Harris, M. B. Greenberg.

KENTISH BORDER C.C.

"Best Cup" Trial, 29th January

"Best Cup": M. Lawson; **Best overall Class B:** D. F. Bailey; **1st class awards:** P. A. Barden, K. E. Dadsell; **Team award:** M. Lawson, K. E. Dadsell.

STAFFORD AND D.C.C.

Winter Rally, 29th January

1st: G. Keys (Fiat 600); **2nd:** J. R. Brandon (Ford Consul); **3rd:** A. L. Burcham (Hillman); **Best navigator:** S. Turner; **Ladies' prize:** Miss M. E. Bridgewater (Ford).

PETERBOROUGH M.C.

Warco Cup Trial, 29th January

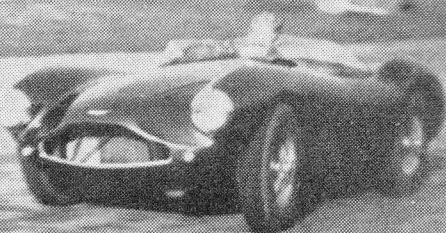
Warco Cup: R. Kemp; **First class awards:** J. Dealey, F. T. Lewis; **Second class awards:** A. E. Marsh, A. G. Imhof; **Peterborough M.C. Trophy:** J. L. Thompson.

RHYL AND D.M.C.

Braid Rally, 4th/5th February

Braid Trophy: K. Blomfield; **Brookes Parry Trophy:** T. A. Gold/Mrs. J. Gold; **Moss Trophy:** W. Rowlands/B. K. Jackson; **Novice award:** L. Jones/J. Glyn Jones; **First class awards:** M. P. Rutt/D. Benoy, I. Watkins/W. Rogers, Capt. M. O. Tasker/Lt. Carr, J. D. Romain/T. Williams; **Team award:** M. P. Rutt, J. Fielding, K. Blomfield.

More News from the Clubs on page 172



Perhaps my biggest surprise was the remarkable tractability of the car, and I cannot lay too much emphasis on this point. The DB3S makes a glorious sports car, and I would not hesitate to buy one even if I had no intention of racing. The exhaust is by no means noisy, and the gearbox and final drive are literally inaudible. Curiously enough, the engine is smooth and mechanically quieter than that of any of the previous Aston Martins I have driven, though I cannot imagine why. Its rubber mountings are as flexible as those of a touring car, and no vibration is transmitted into the cockpit.

I had occasion to do a lot of town driving, but the car behaved perfectly in the heaviest traffic. Purely as a precaution, which I was assured was un-

JOHN BOLSTER ROAD-TESTS THE ASTON MARTIN DB3S

DURING the past racing season, the Aston Martin team of DB3S sports cars have achieved a remarkable series of victories. Against extremely heavy opposition, they have triumphed again and again. Furthermore, it has been apparent to the knowledgeable onlooker that these results have been secured by superior roadholding and controllability, rather than by maximum speed.

The DB3S is certainly the most desired sports car in the country at the moment. Consequently, I was overjoyed when a telephone call from Aston Martin, Ltd., informed me that one of these delectable vehicles was awaiting my collection. "My" car was the production version, which differed in two particulars from the works team machines. Its engine lacked the 12-plug head of the racers, and it had Girling drum brakes instead of discs.

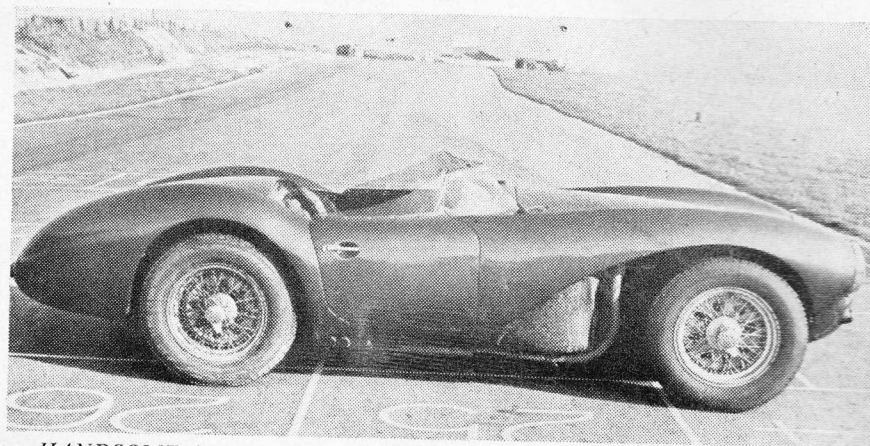
Although this is primarily a road test article, the technical details of the car are certainly worthy of some space. The engine is typically Aston Martin, with wet liners in a combined block and crankcase, of barrel type. The crankshaft has four steel backed lead-bronze bearings in detachable light alloy housings. The big ends are similar, in polished and balanced steel connecting rods with integral bolts, and the pistons are of die-cast aluminium alloy.

The detachable head has inclined valves, operated by inverted pistons directly beneath twin high-lift camshafts. These are driven by duplex chain with hydraulic tensioners. A remote header tank permits the radiator block to be mounted low, and it incorporates a section of oil radiator. 10 mm. sparking plugs are centrally situated in the hemispherical heads.

The racing clutch drives a David Brown four-speed gearbox, with blocking synchromesh on the upper three ratios. It is connected by a short shaft to the chassis-mounted spiral bevel final drive unit, which is cooled by an air duct from a scoop in the scuttle. Transverse torsion bars look after the suspension front and rear, and naturally the very successful trailing arm i.f.s. is retained, the de Dion axle also being secured by twin trailing arms. All the brakes are now conventionally mounted on the wheel hubs. The chassis is a comparatively simple structure with few tubes of large diameter.

Entirely functional in shape, the body

—And Achieves 100 m.p.h. in a Standing Quarter Mile and a maximum of over 140 m.p.h. with a completely tractable production sports model.



HANDSOME in appearance, as it is in performance, the DB3S Aston Martin is most attractively functional in external form.

yet achieves a marked individuality of outline. It entirely avoids the slab-sided look, and the lines are very fine indeed. In spite of the short wheelbase, the car has a long, low appearance. When working as a radio commentator, I have often blessed the easy recognition which this characteristic form provides.

On taking one's seat, the controls are at once found to be in all the right places, as one expects with race-bred cars. I sometimes tend to get cramp in my arms on long, fast journeys if the wheel is too close to me, and so I was glad that the DB3S allows a straight-arm driving position. The central gear lever is ideally situated, and only the fly-off hand brake is perhaps somewhat masked by the flexible air duct from the scuttle ventilator.

As one moves off, the clutch is found to have that slight harshness that one expects in a competition machine. It is, in fact, perfect for its job, gripping instantly after the quickest gear changes and freeing completely at the first touch. The gear lever is light and sensitive to operate, and the synchromesh does not prevent the most rapid movements. Third speed is very close to top, but second is a little more widely spaced than on some competition cars. Yet, the acceleration figures prove the ratios to be particularly well chosen.

necessary, I fitted a set of really "hot" racing plugs before the speed tests. Being lazy, I left them in place for the rest of my "ownership", but never "lost" one during even the slowest driving. It would be difficult to imagine a greater contrast than the DB3S and a typical Continental sports-racing car.

No Fuss—But . . . !

Naturally, the engine seems fairly "flat" at the lowest revs, but once there is a bit of air velocity through the Webers, things begin to happen in a very big way indeed. Because of the lack of sound and fury, the performance does not feel as good as it is. Suffice it to say that the Aston Martin returned the best set of acceleration figures ever recorded by AUTOSPORT. I only used 5,500 r.p.m. on the gears, but I achieved a standing quarter mile, two up and with a full-width screen, in 14.4 secs. at my first attempt. The speed at the end of the 440 yds. was exactly 100 m.p.h.

I'm afraid I was rather naughty when I tested the maximum speed, and I don't know whether John Wyer will ever speak to me again! I was told at the works that, with screen, passenger, and fully open cockpit, the car should be capable of about 133 m.p.h., which corresponds to peak revs. The Aston

was so steady during the timed runs that I got no real impression of very high speed, and began to doubt whether we were going as fast as expected. When I found that we had beaten 140 m.p.h., you could have knocked me down with a Rudge hammer! Luckily the rev. counter finishes at 6,000, so I had some excuse for my small spot of over-revving.

I had already formed a high opinion of the car's roadholding during ordinary

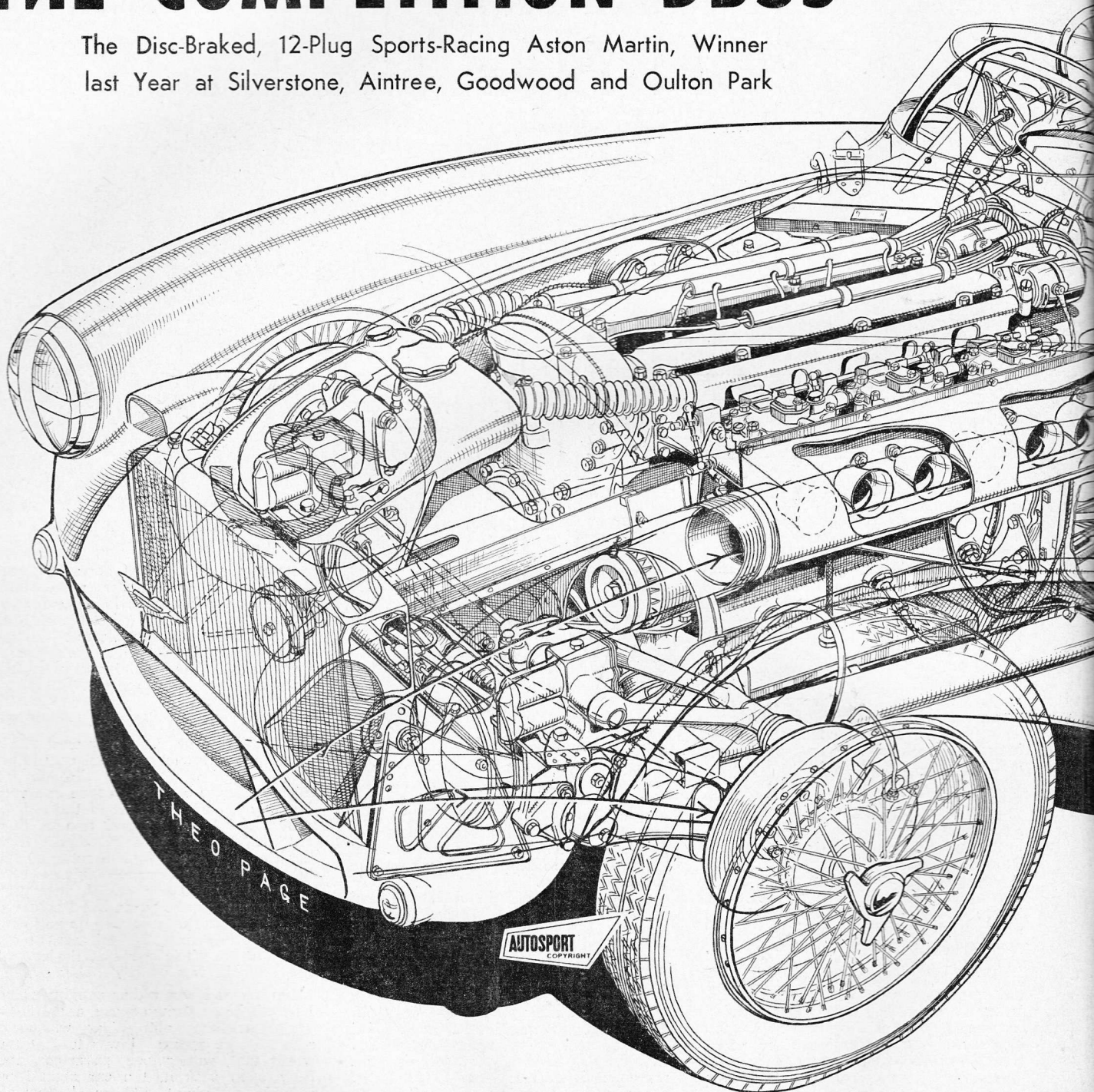
fast driving, but a visit to a road circuit was obviously indicated if it were to be driven to its limit. This was the most enjoyable part of the test, for the DB3S combines high cornering power with remarkable ease of handling in a manner that is, to say the least, unusual among the faster sports-racing machines. It is, in fact, impossible to refrain from using superlatives when dealing with this side of the car's character.

The remarkably good lap times which

the Aston Martin achieves are due especially to two virtues. One of these is the very considerable amount of power that can be applied while the car is still on lock in a corner. Thus, it comes out of the bend with the engine already on full song, passing lesser cars which refuse to accept such forceful driving methods. The other outstanding virtue is the extreme consistency of its behaviour, for the response to the steering never varies right up to, and

THE COMPETITION DB3S

The Disc-Braked, 12-Plug Sports-Racing Aston Martin, Winner last Year at Silverstone, Aintree, Goodwood and Oulton Park



beyond, the limits of tyre adhesion. When I first drove the DB3S, I was somewhat disconcerted by the brakes. In an age of power-assisted brakes and ultra-light pedal pressures, they did seem to need a pretty heavy right foot. Subsequently, I found that they were very powerful, and that the harder they were used, the better they worked. They are entirely immune from fading at racing speeds, and they can be relied on not to pull, grab, or lock the wheels. In

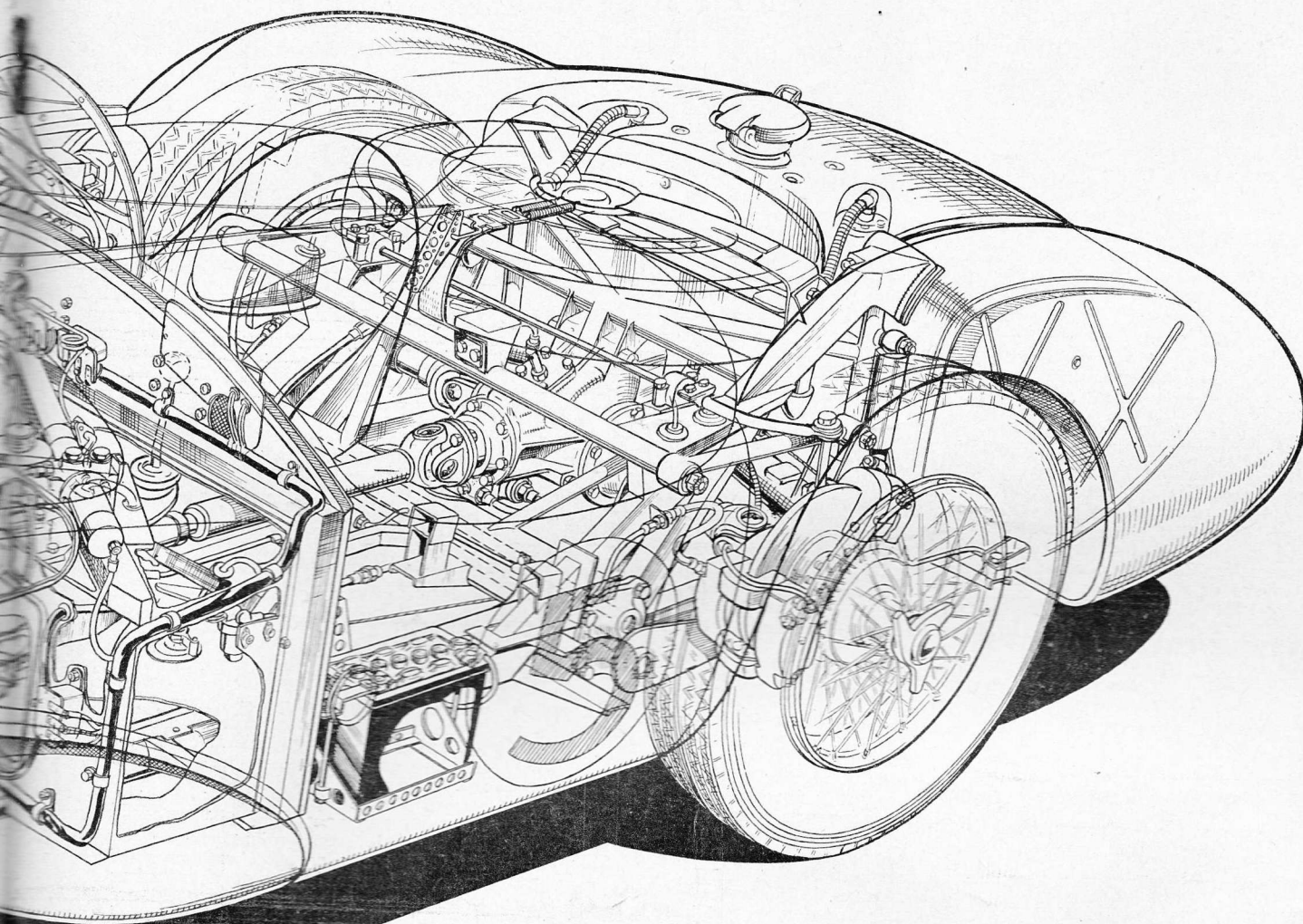
fact, it is only in low speed traffic driving that one has consciously to press hard on the pedal.

The ride is fairly firm at low speeds, but is quite remarkably comfortable at more normal velocities. Given suitable roads, 100 m.p.h. is as good a cruising speed as any other. I can imagine nothing more delectable than this car, with a little hardtop added to give protection against the icy blast; and the

roads of the Continent before me. One would have the mastery of virtually anything on wheels, and a reserve of controllability that would get one out of even the most dramatic situations.

This Aston Martin does underline one thing. Of recent years, many moderately priced sports cars have been produced which, by intensive development work, have shown surprisingly good roadholding; this, in spite of

(Continued overleaf)



Another Exclusive AUTOSPORT Cutaway Drawing by Theo Page

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DEPARTING from the production-type Aston Martin DB3S in two major features only—the fitting of Girling disc brakes and a 12-plug cylinder head—the competition DB3S, as entered by David Brown and driven by Parnell, Collins, Salvadori, Walker, Poore and Brooks during the 1955 season, scored an enviable string of racing successes in International events.

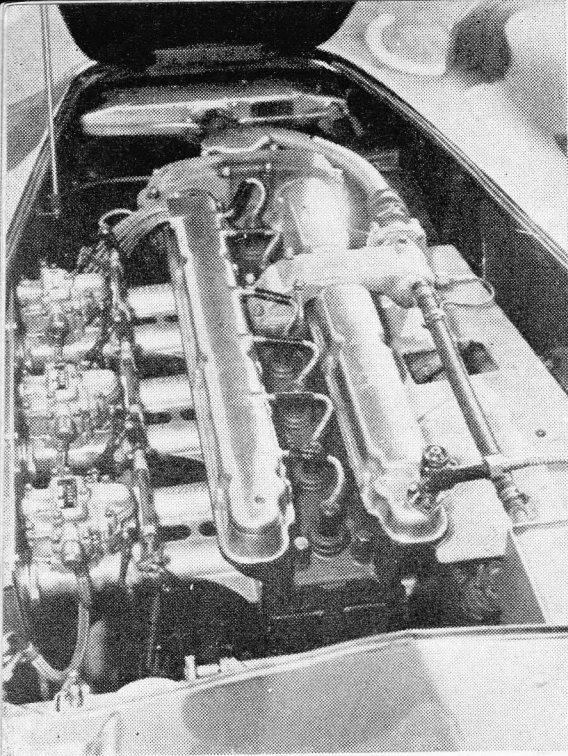
Reg Parnell won the 120-mile sports car race at the B.R.D.C./Daily Express Silverstone meeting, followed by Salvadori. At Le Mans Collins and Frère took second place and won the 3-litre class, and in the British G.P. meeting at

Aintree, the team swept the board in the sports car event, Salvadori, Collins, Parnell and Walker running line astern to finish first, second, third and fourth. Then Salvadori won with a works car at Crystal Palace, and at Goodwood the marque scored its third Nine Hours race victory, Walker and Poore being the winning drivers. In the *Daily Herald* 221-mile Trophy race at Oulton Park, Reg Parnell with the lone works car outpaced the Ferraris, and led from start to finish. In addition, Paul Frère drove a production DB3S, of the type road tested by John Bolster, to win the Spa Production Car race in Belgium.

The six-cylinder, 83 mm. x 90 mm.,

2,922 c.c. engine uses three twin-choke Weber carburettors, as does the production model, but a large air intake in the nose leads to a carburettor air box, while the unit in racing trim produces a power output appreciably above that of the production model's already commendable 210 b.h.p. The disc brakes, first introduced on Parnell's car at the British Empire Trophy meeting in April, were produced by Girling, in conjunction with the Ferodo experimental department.

The team, so ably managed by John Wyer, will be augmented in strength by the talents of Stirling Moss this coming season.

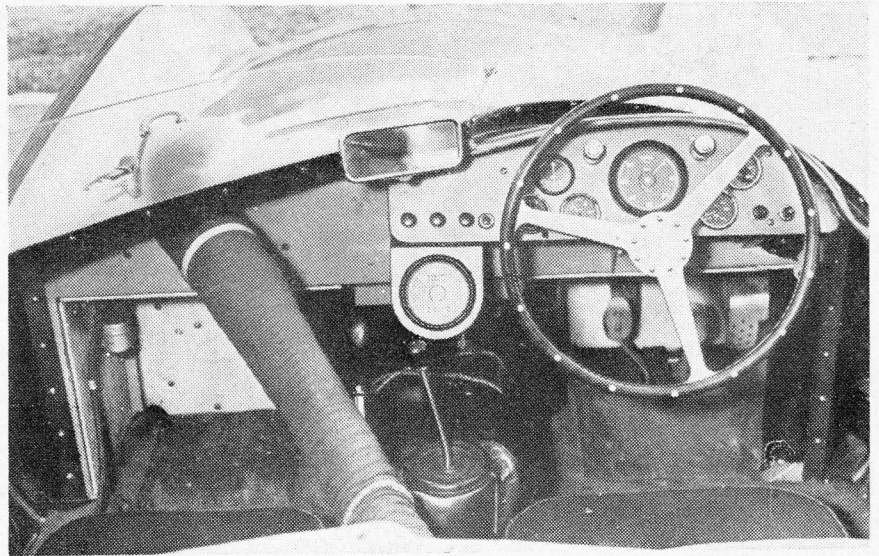
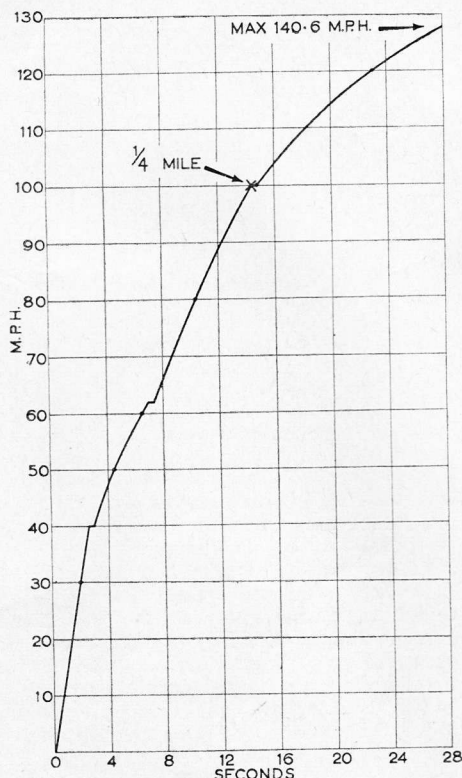


PUNCH DEPT.: (Above) The 2,922 c.c., twin o.h.c. six-cylinder, six-plug engine of the production DB3S presents an imposing sight beneath the bonnet.

TO EVERYTHING ITS PLACE: (Right) Controls all fall precisely to hand, the gear lever to the driver's left, and instruments in clear view before him; steering of the DB3S is precise and effortless.

having conventional rear axles on homely semi-elliptic springs. But, one has only to drive a thoroughbred such as this to realize that, where a low selling price is not the main objective, a more advanced chassis design can give a standard of roadholding and controllability which is beyond comparison.

ACCELERATION GRAPH



SPECIFICATION AND PERFORMANCE DATA

Car Tested: Aston Martin DB3S Competition Sports 2-seater. Price £3,901 7s. 0d., including P.T.

Engine: Six cylinders, 83 mm. x 90 mm. (2,922 c.c.). Twin overhead camshafts with chain drive. 8.68 to 1 compression ratio. 210 b.h.p. at 6,000 r.p.m. Three twin-choke Weber carburettors. High-voltage coil and distributor.

Transmission: 9 ins. single-plate racing clutch with hydraulic operation. Light alloy four-speed (upper three synchro) gearbox, mounted in unit with engine, short central lever, ratios 3.73, 4.69, 6.97, and 10.88 to 1. Balanced open shaft to David Brown spiral bevel final drive. Open articulated half-shafts.

Chassis: Frame fabricated of large diameter round steel tubes. Front suspension by trailing arms incorporating piston-type dampers, with transverse torsion bars plus anti-roll bar. Worm and roller steering box. Rear suspension by de Dion tube and transverse torsion bars with telescopic dampers. Racing-type wire wheels

with knock-off hub caps, fitted 6.00-16 ins. Avon tyres. Girling hydraulic brakes, 13 ins. x 2½ ins. front, 12 ins. x 2½ ins. rear, in Al-fin bimetal drums.

Equipment: 12-volt lighting and starting. Speedometer, rev-counter, ammeter, oil pressure and temperature and water temperature gauges.

Dimensions: Wheelbase, 7 ft. 3 ins.; track, 4 ft. 1 in.; overall length, 12 ft. 10 ins.; overall width, 4 ft. 11 ins. Ground clearance, 6 ins. Weight, 19 cwt. 2 qrs.

Performance: Maximum speed, 140.6 m.p.h.; speeds in gears, 3rd 100 m.p.h., 2nd 62 m.p.h., 1st 40 m.p.h.; standing quarter-mile, 14.4 secs. Acceleration: 0-30 m.p.h., 2 secs.; 0-50 m.p.h., 4.6 secs.; 0-60 m.p.h., 6.6 secs.; 0-80 m.p.h., 10.4 secs.; 0-100 m.p.h., 14.4 secs.; 0-120 m.p.h., 23 secs.

Fuel Consumption: Approx. 10 m.p.g. at racing speed.

RALLIES—New Categories in the Offing

THE decision of the French Government to ban sports cars from participating in rallies on French soil has not proved popular with organizers. However, it is now known that the original intention was to discourage vehicles of sports/racing type, and not the normal production machines such as Salmson, Panhard Junior, Jaguar, Triumph TR2, Morgan, M.G., Lancia Spyder and so on.

It would seem that there is a possible solution to the problem. Prominent French rally-drivers and officials believe that the introduction of new series-production categories might be acceptable to those in authority. The suggestion is that classes would comprise (a) closed cars, normal series-production; (b) closed cars, special series-production and Grande Tourisme; (c) open cars, series-production. In order to prevent the ingress of disguised sports/racing cars, it would be necessary to compile a list of eligible cars, putting the qualification as to the actual number built rather higher than applies even to G.T. vehicles. In any case, full touring equipment would be specified. In no case would a machine, designated by the manufacturers as a "sports" car, be eligible.

These proposals are, of course, merely in the formulating stage, but the general opinion is that by creating a separate open car category, as opposed to the

present series-production sports car, and International sports car classes, the intentions of the French Government might be more acceptable to both competitors and organizers alike.

With these proposals in mind, AUTOSPORT suggests that the following list of eligible cars might provide the basis of the new open car category. Some, of course, have been described as sports cars by the makers, but all are intended first and foremost for normal fast-touring use.

France

Panhard Junior; Salmson 2.3-litre "Spyder"; Peugeot 203 Convertible.

Italy

Fiat TV "Spyder"; Lancia Aurelia "Spyder"; Alfa Romeo Guilietta "Spyder".

Germany

Porsche "Speedster"; DKW Cabriolet; Mercedes-Benz 190SL.

U.S.A.

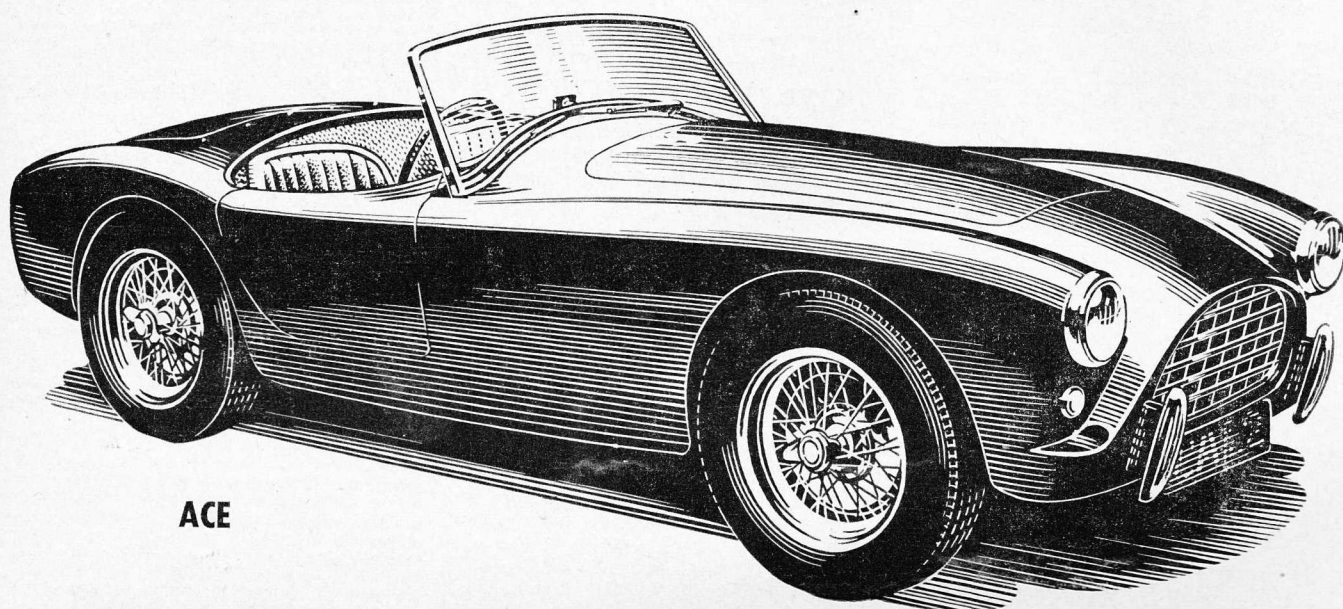
Ford Thunderbird; Chevrolet Corvette.

Great Britain

A.C. Ace (A.C. engine); Austin-Healey; Jaguar XK 120 and XK 140; Morgan; Sunbeam Alpine; Triumph TR2/TR3; M.G. TC, TD, TF, A.



ACE now available with BRISTOL ENGINE



ACE

ACE

with A.C. Engine	£1,100	0	0
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	£1,651	7	0

with Bristol Engine	£1,308	0	0
Purchase Tax	655	7	0
	£1,963	7	0

ACECA

with A.C. Engine	£1,375	0	0
Purchase Tax	688	17	0
	£2,063	17	0

with Bristol Engine	£1,585	0	0
Purchase Tax	793	17	0
	£2,378	17	0

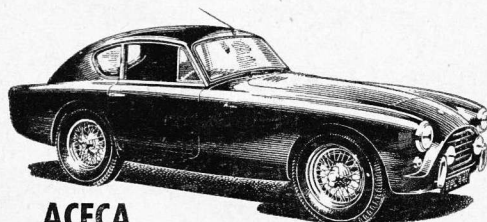
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Coming Attractions

February 10th. Oxford M.C. "Candle-light Rallyette". Start, 7 p.m. from Barley Mow, Clifton Hampden, Oxon.

February 10th/11th. Yorkshire S.C.C. Yorkshire Rally. Start, 10 p.m. from Municipal Car Park, Brook Street, Ilkley.

February 11th. Southland Centennial Meeting (F. Libre, S), New Zealand.

Newry & D.M.C. Spring Trial. Start, 3 p.m. from Carlingford, Co. Louth.

February 11th/12th. Fisherman's Bend Meeting (F. Libre, S).

Hants & Berks M.C. Riverside Rally. Start, 7 p.m. from Phyllis Court Club, Henley-on-Thames.

West Essex C.C. Clover Leaf Rally. Start, 9 p.m. from Lambs, Ltd., Woodford, Essex.

February 12th. London M.C. Coventry Cup Trial. Start, 10.30 a.m., from King's Arms, Stokenchurch, Bucks.

Coventry & Warwicks M.C. "Coventry Evening Telegraph" Cup Rally. Start, 10 a.m. from Sportsman's Arms, Birmingham Road, Allesley, Coventry.

Burnham-on-Sea M.C. "Rallye Femina". Start, 2 p.m. from Royal Clarence Hotel, Burnham-on-Sea.

February 17th/18th. Maidstone & Mid-Kent M.C. Hastings Rally. Start, 8 p.m. from Swan Hotel, Charing, Kent.

February 18th. Riley M.C. Winter Rally. Start, 2 p.m. from Brands

Hatch Stadium, near Farningham, Kent.

February 18th/19th. U.H.U.L.M.C. Rosette Rally. Start, Wilton, Wilts.

South Wales A.C. Welsh Rally. Start, 4 p.m. from Cardiff, Gloucester and Swansea.

Blackpool & Fylde M.C. Welsh Rally. Start, midnight, from the Barracks, Chester.

February 19th. Warrington & D.M.C. Daffodil Rally. Start, 9.30 a.m., from Bank Street Car Park, Warrington.

Birmingham University M.C. Welsh Rally. Start from Stewponney Hotel, near Stourbridge.

North London Enthusiasts C.C. Jacobean Trophy Trial. Start, 10 a.m. from Byron Hotel, Ruislip Road, Greenford, Middx.

Romford Enthusiasts C.C. February Rally. Start, 10 a.m. from Romford Town Hall.

A.C.O.C. Novices Point-to-Point. Start, 11 a.m. from Wee Waif Café, near Twyford, Berks.

Windsor C.C. Winter Touring Trial. Start from Sunninghill Motor Services, Sunninghill, Berks.

Mid-Thames C.C. Winter Rally. Start, 9 a.m. from Marquis of Granby, Kingston Bypass, Surrey.

Leicestershire C.C. Winter Rally. Start, 10 a.m. from Trocadero Cinema Car Park, Humberstone Road, Leicester.

Morgan 4/4 Club Photographic Rally. Start, 11.30 a.m. from Crowle, near Worcester.

chester; 14th February, Railway Inn, Patchway, Bristol; Film show, 15th February, Bell Inn, Brook, near Cadnam, Hants.

Lea-Francis O.C.—Social meeting, 14th February, Albert Hotel, Kingston Hill, Surrey.

Aberavon M.C. & L.C.C.—Social meeting, 14th February, Welcome to Town Hotel, Aberavon.

Billerica M.C.—Social meeting, 14th February, Duke's Head, Laindon Common, Billericay.

Sussex C. & M.C.C.—Social meeting, 14th February, Southwick & Fishergate Community Centre, Southwick.

Bristol M.C. & L.C.C.—Social meeting, 14th February, Mauretania, Park Street, Bristol.

Sunbac—Question forum: 15th February, Breedon Cross Hotel, King's Norton, Birmingham, 8 p.m.; 16th February, Royal Oak, Loxells Road, Birmingham, 6.

Aston Martin O.C.—Film show, 15th February, Burton Lazards Hall, near Melton Mowbray, Leics, 7 p.m.; Northern Party, 17th February, Rowton Hall Hotel, Whitchurch Road, Chester, 7.30 p.m.

Hagley & D.L.C.C.—A.G.M., 15th February, Lyttelton Arms Hotel, Hagley, 7.30 p.m.

Liverpool M.C.—A.G.M., 15th February, Hare & Hounds, Tarbock, near Liverpool.

West Essex C.C.—Talk, 15th February, Three Jolly Wheelers, Woodford Bridge, Essex.

Singer O.C.—Social meetings: 15th February, Ashton's Hotel, Praed Street, London, W.2; 16th February, Three Cranes, Queen Street, Sheffield.

North London M.C.—Social meeting, 15th February, Rising Sun, Chase Side, Enfield.

Cornwall Vintage C.C.—A.G.M., 16th February, Hotel Bristol, Newquay, 8 p.m.

Yorkshire S.C.C.—Film show, 16th February, Liberal Club, Hough Lane, Bramley, Leeds, 13, 7.30 p.m.

King's College M.C.—Annual dinner, 16th February, Union Society, King's College, Newcastle-upon-Tyne, 7 p.m.

Harrow C.C.—A.G.M. and film show, 16th February, Sudbury Arms Hotel.

Lancia M.C.—Film show, 16th February, Grosvenor House Hotel, Caversham, near Reading, 8 p.m.

B.A.R.C. (Yorks)—Film show, 16th February (with Yorkshire S.C.C.).

Vintage S.C.C.—Social meetings: 16th February, White Lion Hotel, Cobham, Surrey; Mill Inn, Withington, near Cheltenham; Cavisham Arms, Brindle, near Preston, Lancs.

Buckingham & D.M.C.—Social meeting, 16th February, Swan Inn, Great Horwood, Bucks.

Lagonda Club—Social meeting, 16th February, Coach & Horses, Avery Row, Grosvenor Street, London, W.1.

Romford E.C.C.—Social meeting, 16th February, White Hart, Collier Row.

Surrey Sporting M.C.—Social meeting, 16th February, Warwick Hotel, Redhill.

Mid-Surrey A.C.—Annual dinner/dance, 17th February, Surbiton Assembly Rooms, near Kingston.

B.A.R.C. (East Sussex)—Supper and midnight film matinee, 17th February. Supper, 8 p.m., at Cavendish Hotel, Eastbourne; film show, 10.45 p.m., Picturedrome Cinema, Langney, Eastbourne.

Coventry & Warwicks M.C.—Annual dinner/dance, 17th February, Hotel Leofric.

Guildford M.C.—Dance, 17th February, Stoke Hotel, Guildford, 8 p.m.

Southsea M.C.—Annual dinner/dance, 17th February, Clifton Ballroom, Kimbell's, Osborne Road, Southsea.

Club Fixtures

South of Scotland C.C.—Annual dance, 10th February, County Hotel, Dumfries, 9 p.m.

O.R.M.A.—Annual dance, 10th February, Feathers Hotel, Ealing Broadway, London, W.5, 8 p.m.

Falcon M.C.—Annual dinner/dance, 10th February, Homestead Court Hotel, Welwyn Garden City, 7.30 p.m.

Allard O.C.—Annual dinner/dance, 10th February, Criterion Restaurant, Piccadilly, London, W.1.

B.A.R.C.—Midnight film matinees, 10th and 15th February, Curzon Cinema, Curzon Street, London, W.1, 11.15 p.m.

Lloyds M.C.—Dinner/dance, 10th February, Café Royal, London.

Bentley D.C.—Social meetings: 11th February, Rock Inn, Chiddingstone, Kent; 12th February, King's Arms, Amersham, Bucks; 13th February, Shipley Bridge Inn, Bunstow, Surrey; 16th February, King's Head, Roehampton, London; 18th February, Ye Olde Rose Inn, Wokingham, Berks; 19th February, Bankfield Hotel, Nab Wood, Saltaire, Yorks.

Bexley L.C.C.—Film show, 13th February, Traveller's Home, Long Lane, Bexleyheath, 8 p.m.

Welsh Counties C.C.—A.G.M., 13th February, St. Mellons Golf Club.

750 M.C.—Social meetings: 13th February, Abbey Hotel, North Circular Road, Stonebridge Park, London, N.W.10; Maybush Inn, Standlake, Oxon; Royal Thorne Hotel, Wythenshawe, Man-

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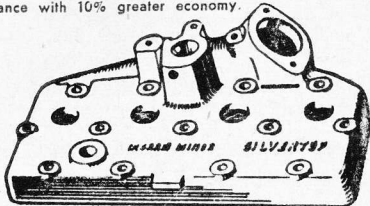
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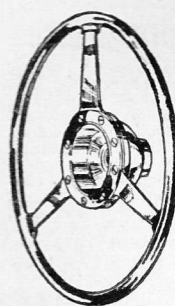
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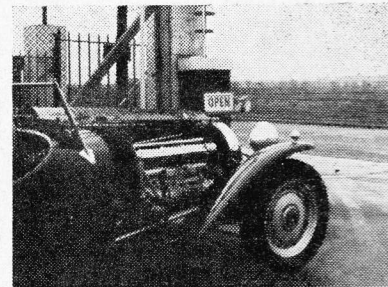
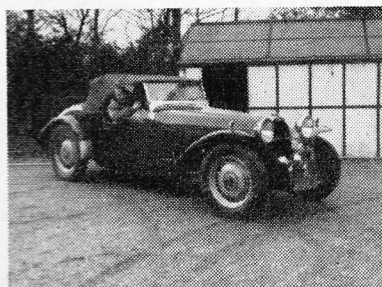
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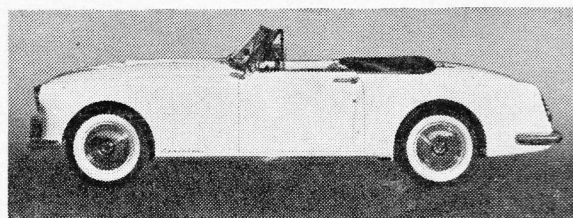
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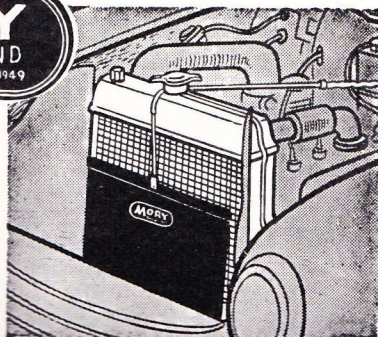
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