

AUTOSPORT

FEBRUARY 24, 1956

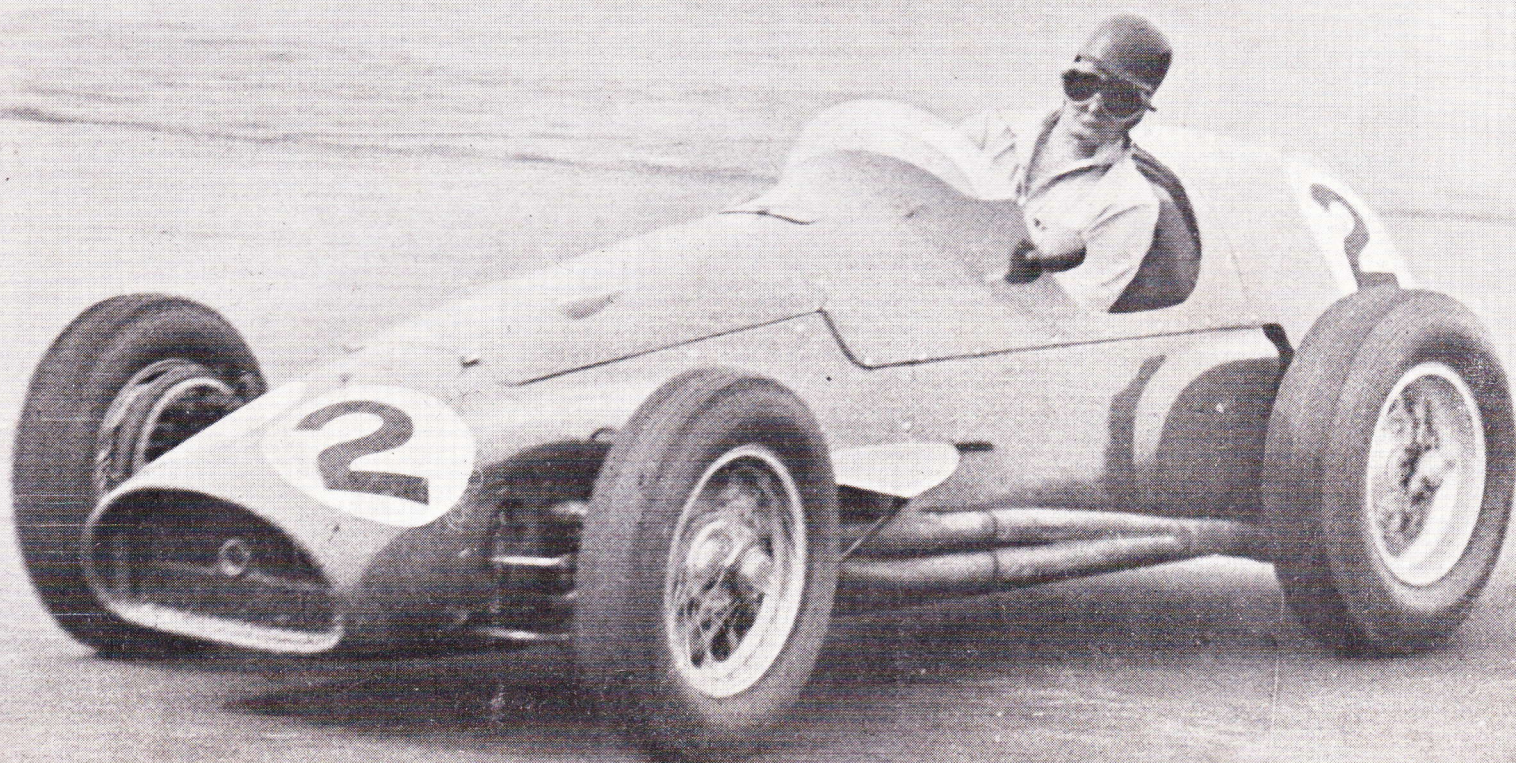
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EVERY FRIDAY

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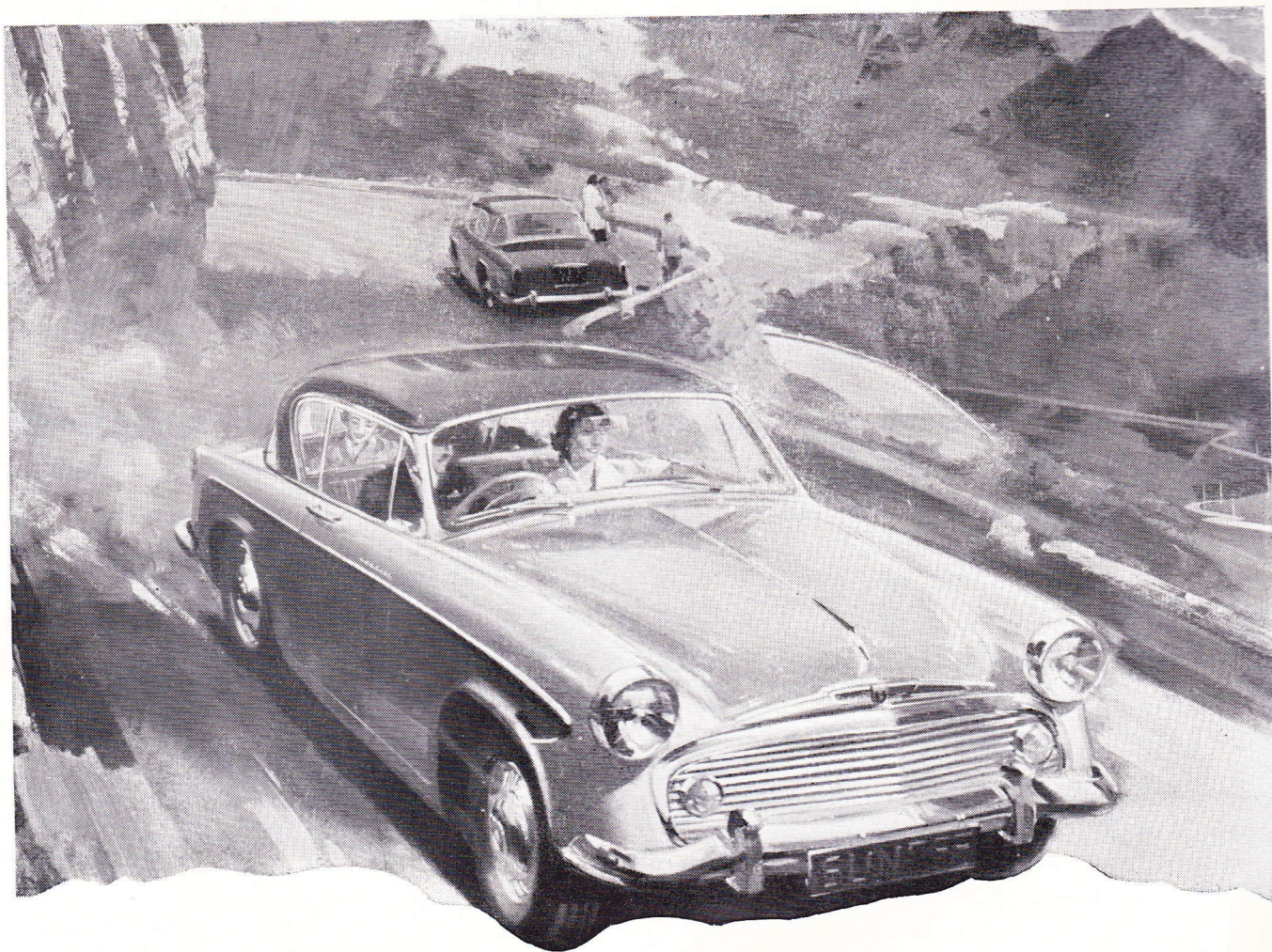
No. 8

BRITAIN'S MOTOR SPORTING WEEKLY

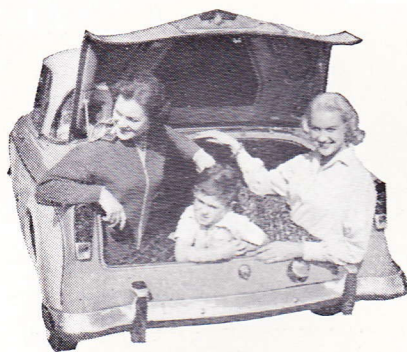


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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 12 No. 8

February 24, 1956

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EDITORIAL

A WELL-MERITED TRIBUTE. . .

THE award of the important Ferodo Gold Trophy to Connaught Engineering Ltd., will be appreciated by all who realize the considerable prestige gained for Great Britain by Tony Brooks's win at Syracuse last October. For years, the efforts of green-painted cars in Grands Prix have not been taken seriously on the Continent. Since the original onslaught by H.W.M. in Formula 2, which met with a certain measure of success, followers of G.P. racing abroad have not been convinced that the U.K. could design and construct a machine capable of keeping up with, far less defeating, Continental-built vehicles. In truth, the result of Syracuse confounded the critics. Built by a small concern by any standards, and driven by a then completely unknown driver, the Connaught faced the strongest team that Maserati could, at that time, put on the starting grid. In point of fact, both Connaughts were regarded by the organizers purely and simply as "make-weights". After the training period, the organizers—and the Italian press—were not so sure. The result of the race is now history, and "Autosport" joins all British motor racing enthusiasts in congratulating the recipients of this magnificent trophy, namely Connaughts, coupled with the names of Kenneth McAlpine and Rodney Clarke, an able and loyal group of mechanics, engine designer Geoffrey Taylor of the Alta Engineering Co., Ltd., the makers of the various components used, and, of course, that unassuming young man, C.A.S. Brooks, who made this great achievement possible.

THE OPEN CAR CONTROVERSY. . .

At the moment, the French still stick by the decision to ban the use of open cars in rallies run on French soil. The entry of Grand Touring machines is encouraged, but it seems that at least 100 similar models must have been constructed up to the end of January, 1956, to qualify them for entry in rallies held in France. Sports cars, even those made with hard tops, are not permissible unless they satisfy strict requirements as to wind-up (or possibly sliding) windows, and so on. However, the 300 SL Mercedes-Benz, T1 Alfa Romeo, Porsche Carrera, and other vehicles which can only be regarded as closed sports cars, are readily admitted. As this ruling is bound to have an effect on all Continental rallies, it would seem that Great Britain must concentrate on producing vehicles built to G. T. specifications, without delay.

OUR COVER PICTURE

DOWN UNDER: Peter Whitehead, winner of the Wigram Trophy Race, hurtles past the pits with his bright red 3-litre Ferrari, which is based on the early 1954 G. P. car.

PIT & PADDOCK

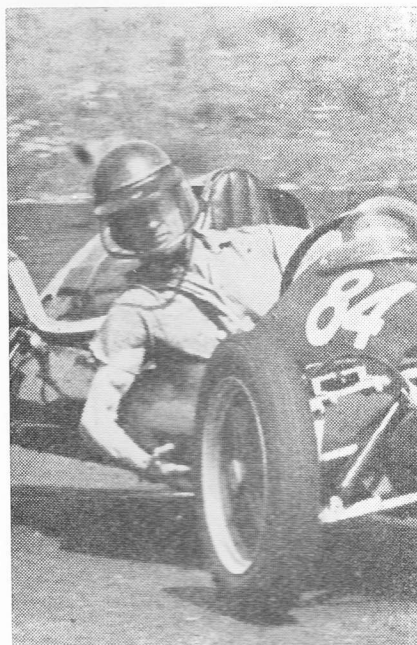
ALFA-ROMEO are producing a sports-racing version of the Giulietta. It will have a five-speed gearbox, and first appearance will probably be in the Mille Miglia.

THE Nuffield Organization will be exhibiting full ranges of car products at three Continental Motor Shows in the near future. These are at Amsterdam (23rd February-4th March), Copenhagen (24th February-4th March) and Geneva (8th-18th March).

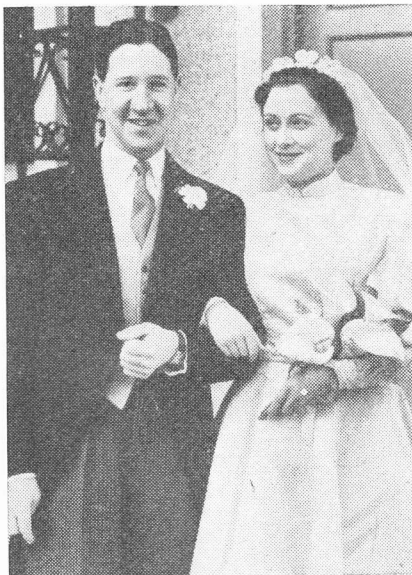
IT is now generally known that the chassis for the 1956 Grand Prix Vanwall, is the work of Colin Chapman. They are talking of as much as 290 b.h.p. for the revised power-plant which will be installed in the new frame, with its de Dion axle.

IF everything goes according to plan, M.G. will go out about August to attack International Class records at Utah with the re-engined Eyston car. Driver will probably be Johnny Lockett, and it is not unlikely that a new type engine will be used.

STANDARD works entry for the R. A. C.'s British Rally (6th-11th March) total four modified Standard Tens, running in Class 5 (up to 1300 c.c.). Crews will be P. B. Hopkirk/J. A. Garvey, J. C. Wallwork/W. Cave, H. E. Rumsey/P. P. Roberts and Mrs. D. M. Osborn/Mrs. S. Hurley.



IN THE NEWS: This Silverstone picture features 500 c.c. Cooper driver H. A. Frow, who was recently awarded the British Empire Medal, together with two Lincolnshire P.C.'s, for gallantry in attacking a Grimsby gunman at his garage at Barnetby, Lincs. in November last.



UNDER NEW MANAGEMENT: Mr. and Mrs. Desmond Titterington (née Paddy Davies) leaving St. Columba Parish Church, Belfast after their wedding.



PARIS OCCASION: Seen at the annual dinner-gala of AGACI at the George V Hotel last Friday (L to R), Autosport's editor, Jabby Crombac, Stirling Moss, M. de Peyerimhof, President of the F.F.S.A., M. Jacques Rousseau and Henri Vachon.

COMMISERATIONS to Cuth Harrison, who called in on Switzerland after the "Monte" for some winter sports, but unfortunately broke a leg and an ankle. Cuth is still determined to drive in the R.A.C. Rally and, of course the Tulip.

CASTROL Achievements, 1955' just issued, is available free on application to C.C. Wakefield & Co. Ltd., 46, Grosvenor St., London, W.1. As Mercedes-Benz used Castrol oil last season, the "Silver Arrows" naturally feature largely in the 48 pages of photographs. The highly successful Aston Martins, too, are prominent, while there are separate Rally and motorcycle sections in this well-produced booklet.

STIRLING MOSS was guest of honour last week at the annual dinner-gala of AGACI (France's equivalent of the B.R.D.C.), held last Friday at the George V Hotel, Paris, under the presidency of M. Mestivier. Also present were the Editor of "Autosport", and Gerard Crombac.

A SWISS Mountain Grand Prix on the Susten Pass is being proposed as a substitute for the cancelled Swiss G.P.

LYON - CHARBONNIERES

WITH the question of open cars still undecided, the A.C. du Rhône are scrapping the original categories and grouping all entries together. That is to say, all cars, irrespective of whether or not they are series-production modified, Grand Tourisme, or G.T. modified, will compete for the same awards. Classes still remain, but are now sub-divided into 5, namely:— up to 500 c.c., 501-1,000 c.c., 1,001-1,300 c.c., 1,301-2,000 c.c., and over 2,000 c.c.

If the entry of hard-top sports cars is approved, the organizers have left a loophole by quoting in their regulations "Any other type of vehicle authorized." However it is considered unlikely that the French Government will allow the Commission Sportif of the Automobile Club of France to sanction other than approved Grand

Touring vehicles, despite a move to form new categories to include recommended series-built open cars.

The A.C. du Rhône state that the reason for the merging of categories is not entirely due to the uncertainty regarding open cars, but also to the introduction of the modified G. T. section. As maximum average speeds in rallies are now strictly controlled, unless some form of handicap were to be introduced, this new category would have a very decided advantage over all others. The handicap system in the "Lyon-Charbonnières" was abandoned several years ago, and is not likely to return. Apart from the different average speeds, for various classes, the timed hill-climbs are run on a scratch basis.

SPORTS NEWS

CONNAUGHT CARRIES ON

AT the presentation last week of the Ferodo Gold Trophy to the makers of the Connaught G. P. racing car for the best British motor racing performance of 1955, Rodney Clarke, the car's designer, said that although they had not been able to negotiate adequate finance for a full-scale Grand Prix racing team, Connaught have every intention of carrying out a racing programme this year. Therefore they hope to compete in possibly three Continental Grands Prix and all major British races. Tests to select a small team of British drivers will take place shortly.

PUBLISHERS' NOTE

THE continued dispute in the printing trade has, of course, resulted in considerable difficulty in producing "Autosport". Delay in publication is almost unavoidable, and, for the present, the magazine must appear reduced in size. Every effort is being made to keep faith with readers, and, unless there are insurmountable difficulties, "Autosport" will continue to appear.

BELGIAN GRAND PRIX, 3rd JUNE

DOUBTS regarding the Belgian Grand Prix have been dispelled by the R.A.C.B. who have announced that the race on the Spa-Francorchamps circuit will be held as planned. It is expected that the new Bugatti may be ready to run, in addition to Ferrari, Maserati, Vanwall and B.R.M. However, the organizers may yet decide to substitute a sports-car event of 1,000 kilometres in the belief that this would be more attractive to the Belgian public.



NUMBER ONE FIRST: The Heyndrickx/Godfernaux T.I. Alfa Romeo, winner of the "Rallye des Lions" last week-end. No competitor finished without loss of marks, and only the hill-climb, seen here, was free of snow.

ASTONS FOR SEBRING

THE first engagement of 1956 for the Aston Martin factory team of three 3-litre DB3S cars will be the Sebring 12-Hour race on 24th March. For this third Aston Martin visit to Sebring the drivers will be Stirling Moss and Peter Collins, Reg Parnell and Roy Salvadori and Carroll Shelby with Louis Brero. Shelby will be remembered for his season-long visit to Britain and the Continent in 1954, when he raced a DB3S, winning the sports car race at the first Aintree meeting, while at Sebring last year he and Phil Hill were placed second, driving a Ferrari. Louis Brero, though little known in Europe, races in the U. S. and was 4th in the recent Governor's Cup race at Nassau.

RALLY FOR LIONS

INCLUDED for the first time in the list of events qualifying for the French Touring Championship, the Rallye des Lions was held under the most rigorous conditions over the roads of Normandy. Snow and ice throughout the 200 miles of secondary lanes resulted in everyone being penalized, and victory went to local boys Heyndrickx/Godfernaux in a T. I. Alfa Romeo. The favourites were unlucky, for Claude Storez, who still leads the French Touring Championship, ditched his Porsche, while Georges Houel had to give up after colliding with another Zagato Alfa Romeo. Best time in the hill-climb of Domfront was put up by Storez and Georges Houel. Jacques Vidilles in a 4 CV Renault, won the 750 c.c. class, while the 1,300 c.c. went to Buriat/Dourdon.

STIRLING MOSS AT INDIANAPOLIS?

STIRLING MOSS has been invited to drive at Indianapolis by John Zink, whose car won last year's event, driven by Bob Zweikert. Stirling is most interested in this proposition, the 500 miles race being indeed a magnet for the best drivers and one remembers that his father drove several times at Indianapolis, on Fronty Ford and Miller cars.



GOLD CUP FOR CONNAUGHT: The Hon. Gerald Lascelles presenting the Ferodo Gold Trophy to Rodney Clarke; the award was given to Connaught Engineering Ltd., in recognition of Tony Brooks's Syracuse victory, regarded by the Gold Cup panel as the most meritorious British performance during 1955. Also seen are Mr. G. S. Sutcliffe, Managing Director, Ferodo Ltd., and Dr. Llewellyn-Smith, President of the S.M.M.T., and Managing Director of Rolls-Royce Ltd.

MENDOZA INTERNATIONAL GRAND PRIX

THE Mendoza race which rounded off the 1956 Argentine Season was decidedly a *rara avis* in the jurisdictional sense. In the first place it was organized by the Municipality of the City of Buenos Aires and not the Automóvil Club Argentino, which is the only institution affiliated to the F.I.A. (although in this respect the Mendoza event was no different from the others). In the second place, the Municipality organized a race far away from its own jurisdiction, in Mendoza, which is 650 miles away, right across the breadth of the country. In the third place, in spite of its venue, it was referred to as the "Gran Premio Ciudad de Buenos Aires". This raised a certain amount of ribald comment in the Argentine Press, which suggested in one instance that the Argentine Grand Prix might be held at Silverstone or the Nürburgring, and not inconsiderable resentment among the Mendocinos, who were faced with the alternative of accepting the Municipality's conditions or not having a race at all.

As the Mendoza Automobile Club had built the Mendoza Autodrome by private finance, raising the sum of 600,000 pesos (£6,000) to do so, it was perhaps understandable that they wanted to have the race at all costs. Thus it was run off, and, in actual fact, proved a great success. Over sixty thousand people went to see the event, which represents some 30% of the static population, although this figure includes many visitors from nearby provinces.

The circuit employed is very pretty, nestling among the foothills of the Andes, at a height of about 2,200 feet, an altitude which caused great bother in the carburation department of most of the Grand Prix cars which

A RARE RACE

"Buenos Aires City G. P." Held 650 Miles West of Argentine Capital!

showed up, Maserati being particularly hard hit. Ferraris seemed less vulnerable, and both Lancia and Ferrari engines performed well. The three Lancias, two modified and one standard, were easily fastest in practice, and although in the Argentine Grand Prix the Maseratis had given, the lie to a poor practice showing, in Mendoza such was not the case, and the Lancias tore off to lead easily from the very start, with Stirling Moss (Maserati) following at a very respectful distance until he spun and let Behra up into fourth. Fangio, Castellotti and Musso led in that order, in line ahead, until suddenly Musso catapulted over the banking at the first left-hander near the start, and the car smashed through a wooden barrier and made a one-point landing on the rocky ground below. The driver was very lucky to escape completely unhurt. Then, a few laps later, Castellotti retired when a flinty stone flung up by Fangio's car punctured his oil radiator, to Castellotti's unconcealed chagrin—the Argentine season has not been kind to him.

By this time Carlos Menditeguy (Maserati) had passed Behra and thus lay second when Castellotti dropped out, but Stirling Moss was going all out after his spin, and soon forged his way through to second place, where he attempted to chase Fangio home, but without any success. Mike Hawthorn drove very well with his ORMA Maserati but was delayed with front-end trouble and finished in pen-

ultimate place, while Peter Collins put up a highly consistent drive with the Squalo Ferrari which is not a front-rank racing car any more, as 1955 as these first races of 1956 have clearly shown.

A local driver, Pablo Gullé, handled a team Maserati in place of Jose Froilán Gonzalez, not being particularly good at what to him was an unknown quantity, never having driven a G.P. car before. At that, however, he was not quite as tardy as Luigi Piotti from Italy, who lapped seven seconds slower than even Gullé and was lapped eight times (in 60) by the winner!

PIERRE VILBERQUIN.

Results.

Gran premio de la Ciudad de Buenos-Aires
Mendoza Autodrome
60 laps of 2.6 miles each

1, Fangio (Lancia), 1 hr. 52 mins. 38.9 secs (83.10 m.p.h.); 2, Moss (Maserati), 1 hr. 53 mins. 17.5 secs; 3, Behra (Maserati), 1 hr. 54 mins. 24.6 secs; 4, Menditeguy (Maserati), 1 lap behind; 5, Collins (Ferrari), 2 laps behind; 6, Gendebien (Lancia-Ferrari), 3 laps behind; 7, Landi (Maserati), 3 laps behind; 8, Gullé (Maserati), 5 laps behind; 9, Hawthorn (Maserati), 6 laps behind; 10, Piotti (Maserati), 8 laps behind.

PRODUCTION AT MASERATI'S

WHILE the current racing activities of the famous firm of Maserati are fully publicized, the Modena works, under the presidency of Count Orsi, are occupied with many things other than the sleek 2½-litre G.P. and the various competition sports models which are so familiar on the circuits of the world. The well-proven 2-litre chassis, type 2,000/S, is being built and sold in *Gran Turismo* form with a variety of open and closed bodywork, produced by such Italian coach-builders as Zagato, Ghia, Frua and Allemano. The new 1½-litre 150/S, the prototype of which carried off the 1955 Nürburgring 500 kms. race so impressively, is now in limited production, in cleaned up and even more attractive form. With its 130 b.h.p. four-cylinder, twin o.h.c. engine, this is a genuine 140 m.p.h. sports car of very attractive appearance and specification.

Bigger brothers to the 150/S are the new 2-litre, four-cylinder sports machine, Tipo 200/S, a 180 b.h.p. car for competition work, and the 300/S, with 3-litre six-cylinder power unit giving 245 b.h.p. Some examples of this potent machine have already been sold in U.S.A., and already have scored successes in races out there. Apart from the manufacture of cars, other branches of the Maserati concern produce electrical equipment, such as batteries and sparking plugs, while the latest Maserati motor-cycle, fitted with disc brakes, aroused great interest at the recent Turin Show.



LOCAL TALENT: Pablo Gullé of Mendoza City drove a works Maserati to finish 8th. Following him are Landi (Maserati) and Castellotti (Lancia).

IN REPLY TO YOURS...

by John Bolster

MY correspondence again threatens to overwhelm me, and so I hasten to answer some of it in bulk. Easily the heaviest post bag has been occasioned by that "Noise" article. The ancient sport of "having a bash at Bolster" has been proceeding full swing in the correspondence columns, and the letters addressed directly to me have been even less restrained. However, once again my head is bloody but unbowed!

First of all, let's take single-seater racing cars. Now, although an open exhaust is traditional on these machines, I still deprecate the practice of paying extra starting money for a loud noise, thus forcing entrants to fit heavier and less efficient systems. Furthermore, some extremely noisy cars have been proved to tire the driver excessively quickly. Provided the noise is "genuine", though, and has not been artificially increased at the behest of the race organizers, I suppose we had better let the public have it, if that's what they want.

In the case of sports cars, however, I am adamant. I can't see the point of these competition sports cars that are utterly undriveable on the road. The virtually single-seater sports car, with an undisguised Grand Prix engine, is a fabulously expensive white elephant that teaches nobody anything. If competition sports cars had to be reasonably silenced, many valuable lessons would be learned which could at once be applied to the machines that you and I are going to buy. The use of ramming pipes and exhaust pipes of "tuned" length can certainly be extended to road sports cars. The spur of racing development would soon make these things available on the fully silenced engine, and this would be of direct benefit to the production sports car. It has already been proved, at laboratory level, that the megaphone exhaust of a racing motorcycle can be silenced without introducing back pressure. This is a fascinating field for research.

Noise and Sports Cars

Of more direct interest to the casual spectator is the news that the noise of "sports-racers" has deprived him of that magnificent spectacle—night racing. In this tight little island, we have no circuit that is far from human habitation. One could race XK 140's and 300 SL's round Hyde Park without disturbing the aristocratic sleepers in the Dorchester and Grosvenor House. Take a 750 S and a 300 SLR round the same "circuit", however, and you'll break every glass and bottle in the bar of the Steering Wheel! Noisy sports cars have killed the "Nine Hour", and in the States a sports car race has been banned for a similar reason. Really fast sports cars fascinate me, but the quieter they are the more impressive is their performance. Now for another spate of angry letters!

Then there is the question of road tests, and most of my correspondents have been fairly kind about these. I

can assure them that all their remarks have been noted, and will be kept very much in mind when I am carrying out this work. I have a long and most helpful letter from John Hugenholtz, the Director of the Zandvoort circuit. He is also the motoring editor of a Dutch paper, and his methods seem very similar to mine. It is of interest that he is considering the possibility of recording standing quarter-mile times, to make his articles directly comparable with those in British papers.

The weather has recently made road testing impossible, for I have no wish to drive at 140 m.p.h., on ice, and acceleration figures lose their value when taken in a blizzard. There are several interesting British cars which I hope to "do" when the weather clears, and the Continent fairly bristles with exciting new models. I am not one of those warped individuals who see good only in foreign cars, but I do think that road tests of them can be extremely valuable, even if only to show our own manufacturers what they are up against on the export market.

Continental Cars

A good deal of nonsense is written about Continental cars, some of it being mere wild surmise. It is thus necessary to test these machines exhaustively, recording all performance figures accurately, if only to counteract exaggerated claims. It is also of interest to find out the reactions of Continental experts to our cars. Speaking very generally, they greatly admire our less expensive sports cars, regarding them as being attractively finished and remarkable value for money. In detail, though, they criticise all British cars for poor suspension on bad roads, and they question the reliability of our electrical equipment. Our popular small saloons are considered to look too high, square, and ugly; a view with which I reluctantly agree.

I shall try to test Continental and American cars regularly, to keep a sense of proportion and to act as a yardstick for British products. The Editor is trying to persuade me to go to Paris in the Spring, and if he twists my arm enough he might even succeed! There, I shall have the assistance of the invaluable Jabby Crombac in tracking down the most exciting models, and we hope to send back some good stories—about the cars, I mean!

I have had a surprising number of letters as a result of my article on the 1063 Renault. These are from people who want to "hot up" their own little cars. First of all, let me make it quite clear that the engines of the French "Quatre Chevaux" and of the British built Renault 750 are identical, though the body furnishings differ considerably. Thus, any of the proprietary French speed equipment fits straight on.

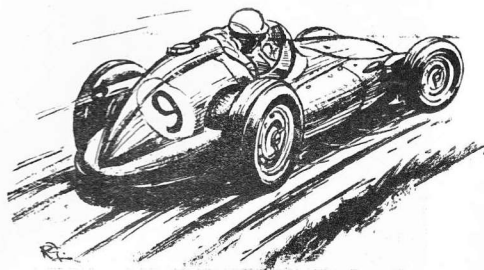
Like most small four-cylinder units

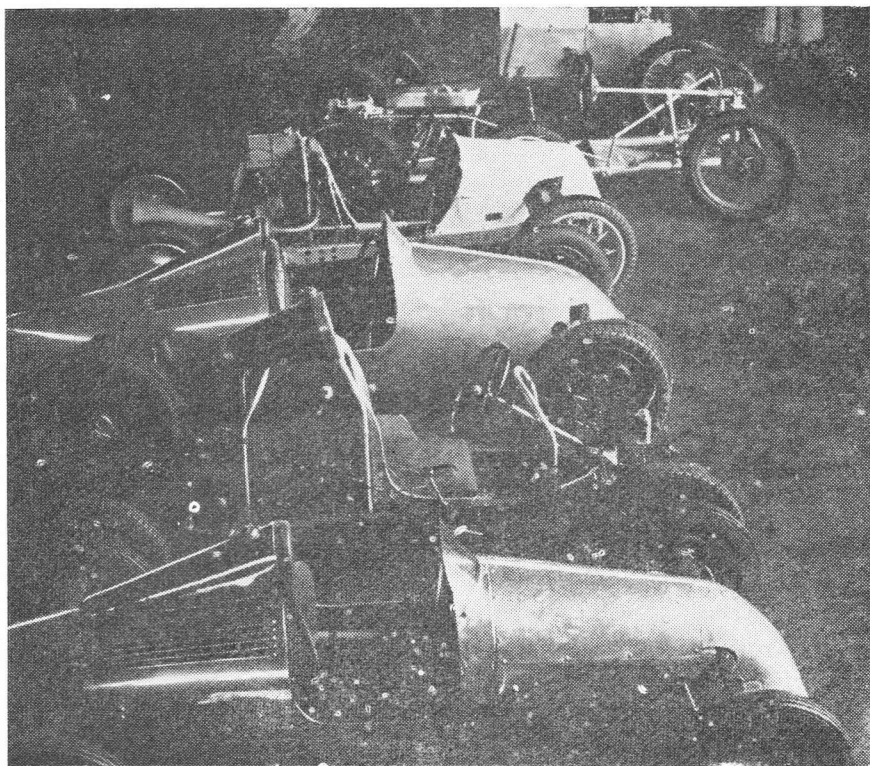
with siamesed ports, the moderately tuned Renault seems to go best with a single big downdraught carburettor, rather than twins. I have a 32 m.m. Solex on mine instead of the normal 22 m.m. article, with an "Autoblen" combined inlet manifold and "bunch of bananas" exhaust. I have retained the standard inlet and exhaust silencers, as I dislike noisy cars (surprise!) I also have stronger valve springs and a fractionally thinner gasket.

Now, even this rudimentary little bit of tuning makes a great deal of difference. I did not test the car against the watch for maximum speed in standard tune, but most road testers achieve about 62 m.p.h. Mine was timed to lap Montherly at a steady 68 m.p.h., and on a road it produces an honest 72 m.p.h., which is about what one would expect. As we know that the 1063 will lap at 85 m.p.h., one is tempted to go further, since special heads, camshafts, and so forth are tantalisingly easy to obtain. Nevertheless, I do feel that one should try to resist the temptation, unless one is willing to go the whole hog and have the competition crankshaft and connecting rods, though I know that some people have got away with it. After all, a genuine "seventy" is pretty remarkable from a 750 c.c. four-door saloon that lucky Frenchmen buy for £399.

My final batch of letters comes from chaps who want to become racing drivers—at somebody else's expense. I must admit that I just don't know the answer to that one. Obviously nobody who has a Grand Prix car can afford to try out every youth who thinks he is a budding Stirling. Furthermore, experience, and lots of it, is essential before a man can be accepted as a Grand Prix driver. There is a mistaken idea that some young drivers have stepped straight into the cockpit of a Formula 1 bolide and traded punches with Fangio. Don't you believe it.

All these chaps have driven sports cars, 500's, or what have you, as "unknowns". Nobody spotted Richard Seaman at first when he trundled around in a rather slow 2-litre Bugatti, and nobody noticed Whitney Straight while he was teaching himself the game in an ancient Brooklands Riley. Nor did one spot the driver of a 328 B.M.W. at the 1947 Brighton Speed Trials, as being better than the rest of us; his name in the programme was S. C. Moss. It's a long, long way to the top, and I know of no short cuts.





HISTORIC PICTURE: Two Coopers, the Aikens, the Strang, Bacon's Rudge-engined Austin and an Iota-Douglas, seen at the very first get-together of the 500 Club.

However, without the enthusiasm and knowledge of the Bristol brigade, modern F3 racing would not have arrived as quickly as it did. It was the original Iota plan which encouraged 500 c.c. racing's two pioneers to go ahead and build their own machines, which caused a minor sensation when they made their first appearance at Prescott, in May 1946. These two pioneers were Colin Strang and Clive Lones, and there is no doubt whatsoever, that Strang's wonderful little car provided the inspiration for the majority of subsequent half-litre vehicles.

Meanwhile Charles Cooper, John Cooper and Eric Brandon were fabricating the prototype Cooper, which consisted mainly of a couple of Fiat 500 front-ends joined together to provide an all-independently-sprung chassis. Fitted with a Speedway J.A.P. engine, the little car soon made its mark in sprints and hill-climbs. So successful did it become in the hands of John Cooper and Brandon, that plans were formed to put it into series-production. Its consistent performances convinced organizers of the

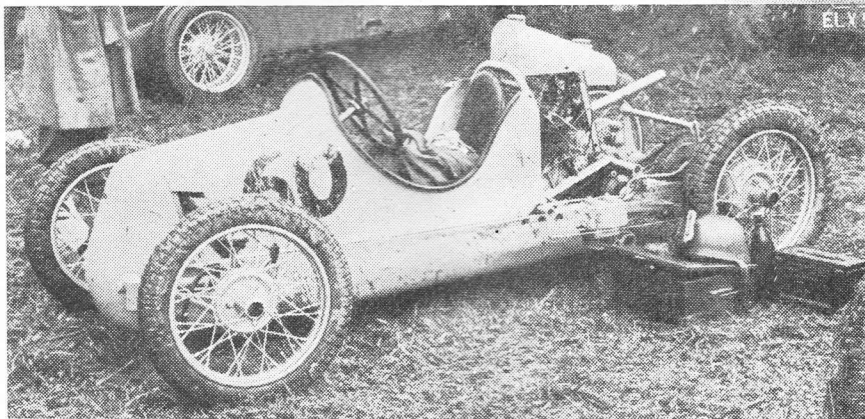
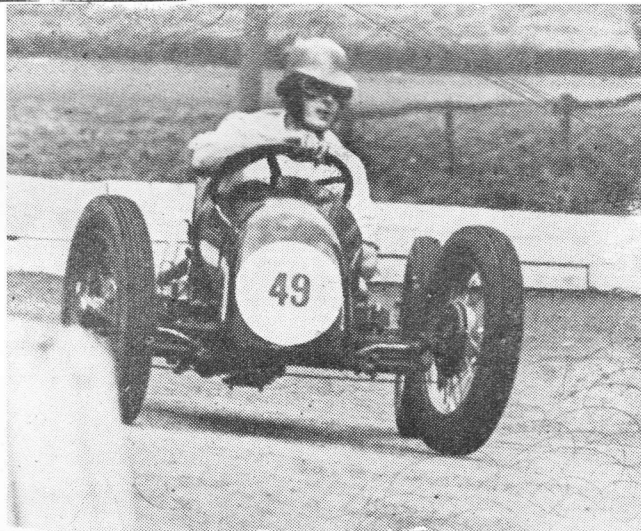
A DECADE OF F 3

THIS year, the B.R. and S.C.C. (née 500 Club), celebrates its 10th anniversary. Indeed, Formula 3 racing has come a long way since the early days, when the original intention was to produce motorcycle-engined machines at the lowest possible cost. This was the aim of the Bristol group, headed by Dick Caesar, whose endeavours brought about 500 c.c. car racing, but, alas, not in the way they visualized. It was the coming of series-built cars, and the twin-o.h.c. Norton engine, that sounded the death knell of the purely amateur builder, paving the way for the highly-organized Formula 3 racing we know to-day.

★
(Right) A typical, early, amateur-built "500", the F. H. B.

(Below) The car that began it all, Colin Strang's famous H. R. D.—powered machine seen at Prescott, 1946.

★



worth of 500 c.c. races at their meetings, and although challenged time and again by various marques, it can truthfully be said that only the Stirling Moss and Don Parker Kiefts have ever seriously troubled the Cooper supremacy.

I well remember the first get-together of the newly-formed 500 Club, with John Siddall as secretary. This took place at an anonymous airfield—so anonymous that half of us spent hours trying to find it—with Wing Commander Frank Aikens in charge of operations. Naturally interest was centred on the cars. These comprised Colin Strang's H.R.D.-powered projectile, the J.A.P.-engined Coopers of John Cooper and Eric Brandon,

Aikens's scarcely-completed Triumph-powered car with an ex-B.M.W. mechanic still working on it, Frank Bacon's Rudge-engine Austin, and the tubular frame Iota with its dirt-track Douglas motor. This was by no means a race meeting, but many fast laps were covered in heavy rain, while the party afterwards in the R.A.F. mess will long be remembered.

The 500 Club also sought to use Silverstone, but were unceremoniously chucked out by the local constabulary. Lord Hesketh came to the rescue, and members were able to hold an impromptu sprint meeting on Towcester race-course. The first actual 500 c.c. event at Gransden Lodge was a bit of a fiasco, only Brandon's Cooper-J.A.P. managing to stay in one piece till the end. Still, reliability came later on. Colin Strang shook the populace by making B.T.D. at Prescott, and eventually Clive Lones broke 50 secs. with his Tiger Kitten., which was more than many of the multi-cylinder racers could do!

I believe that George Hartwell was the first to make use of an o.h.c. Norton engine in a 500—a single-cam type in his beautifully-engineered Monaco, a grand little sprint car. The late Curly Dryden was also a Norton pioneer, and Peter Collins must have been one of the earliest to instal a pukka "double-knocker" in his Cooper. However that is mere surmise. We shall probably find that Serge Kobolski used a twin-o.h.c. Norton in his Hammersickle 500 in the Moscow 1946 races.

With increasing interest in 500 c.c. racing, the club went from strength to strength. In 1949, Formula 3 was officially recognized by the C.S.I. The following year, the 500 Club became closely associated with Brands Hatch, which eventually became known as the HQ of F3 racing. In 1951, with Ken Gregory as secretary, and renamed the Half-Litre Club, no less than eight meetings were organized plus one at Silverstone. With increased interest on the part of members in other spheres of racing, the club widened its scope by re-christening itself the British Racing and Sports Car Club Ltd, organizing events for sports and formule libre cars in addition to 500 c.c. races.

So now ten years have passed since Strang and Co. brought home to the general public the possibilities of this new type of racing. Some of the pioneers have gone from our midst, such as Curly Dryden, Alf Bottoms, Raymond Sommer, Johnnie Claes, Peter Braid, men who made International Formula 3 racing possible. The class has produced world-famous drivers such as Stirling Moss, Peter Collins, Alan Brown, Les Leston, Ivor Bueb, to name the best-known.

I for one, am pleased to have been associated with the movement from its very beginning. It may not have realized the intentions of its sponsors to provide racing for the impecunious, but one must admit that Formula 3 has been the most successful form of mechanized sport with which Great Britain has ever been associated.

GREGOR GRANT.

★

LOSS TO THE SPORT: The death of C.D. Wilson, father of Mike Wilson and "G.O.M." of northern trials, is a sad loss to the motoring movement in the North of England. He was a prominent B. A. R. C. member.

★



YORKSHIRE RALLY

140 Entries in Y. S. C. C. Event—Whiteley/Hopps (Morgan) make Best Performance

IF the 7th Yorkshire Rally, organized by the Y.S.C.C., was easier this year, it was entirely due to the weather, which, for a change, remained consistent throughout, instead of blowing gales, snowing blizzards, raining torrents and all the variations Yorkshiremen have come to associate with this event. However, by rally standards, this was no easy affair. The degree of toughness was there, and as one competitor so typically put it: "I'd much rather gain a first-class award in the Yorkshire, than a premier in my own club event."

Outstanding performance was by C.W. Whiteley (Morgan), who finished 8 marks ahead of the runner-up, J.G. Tooth (Dellow). There were six non-starters, producing a record field of 140 cars, the first of which left the Crescent Hotel, Ilkley on the start of the 580 miles day-and-night journey. Over 40 controls lay ahead, so there was no question of relaxation—especially with an average speed of 30 m.p.h. to maintain.

From Ilkley the route went west, to a point south of Lothersdale, over Rylstone Fell, and then through the Forest of Knaresborough. Although it was fairly hard going up till then, it was after the 5th time control at Fadmoor that things began to happen. On this moorland terrain was a control, later to cause many grumbles from competitors. Already G. Wood (Zephyr) had gone astray, losing many marks at Fadmoor, but it was Little Blakey which caused minor havoc.

Just before the control itself, competitors found a steep hill covered with snow. The more knowledgeable were pressing on, with Whiteley and Tooth only 2 marks down by the 4th control. However, cars were scattered all over the hillside on this snow-covered approach road. Fortunately for them, they were comparatively early numbers, and the chaos was not quite so great as it became later. Tooth managed to get through by adopting trials tactics, and Whiteley

did well to drop only 5 marks. An excellent performance was that of T.A. Smith (M.G. Magnette), who lost 9 marks.

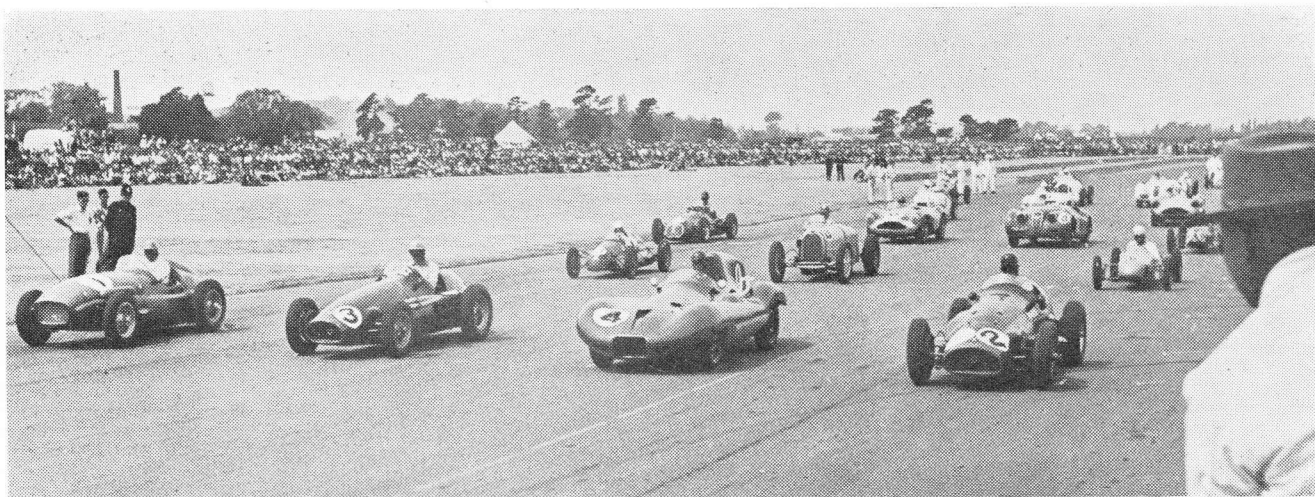
The only snow encountered during the event put paid to many hopes, including those of Tom Gold, who had motored his TR2 to this spot, with a solitary debit mark on his sheet, only to lose 29 attempting to get to Little Blakey.

Owing to what the organizers termed "inclement weather", one of the special stages was omitted, and another substituted after Little Blakey. Some quick stock-taking at Pickering, where a refreshment halt was called, gave some indication of how things were progressing. In the picture, were Whiteley, Tooth, Johnny Wallwork (TR2) and John Waddington (Anglia), the two last-named with 19 marks lost.

After Pickering came more moorland work, in the Goathland and Glaisdale areas, followed by sections north of Ilkley. In the Goathland district, the Ellers House control claimed its fair share of victims, but Tom Gold got there without dropping a single mark.

There was an hour's halt for breakfast at Croft, and then the cavalcade were off for more moor-bashing. Wallwork was navigated by Bill Cave, and no further marks were dropped. Mike Wood also did valiantly for Waddington, and only 2 minutes were lost at Hardraw. Nevertheless, neither could overcome their initial losses, particularly as both Whiteley and Tooth were going well, although the latter was reported to have run out of brakes. He at least was honest, for by this time most of the others were suffering from a similar complaint, but did not announce it. With commendable promptitude, the Yorkshire boffins produced the results—none too easy with than 40 controls, and 140 entrants.

WILSON ROGERS.
(Results on page 203.)



★
VISITORS in the front row—the grid start of the Wigram Trophy race, with (l. to r.) Reg Parnell (Aston Martin), Tony Gaze (Ferrari), Leslie Marr (Connaught) and Peter Whitehead (Ferrari).

★
(Left) Peter Whitehead receives the victor's laurels from Mr. J. Matheson, M.P., patron of the Christchurch Racing Club. On the left is Mr. C. H. Croft, President of the Racing Club.

THE WIGRAM RACES

New Zealand Visitors Whitehead, Gaze, Marr and Parnell finish 1-2-3-4 at Christchurch.

HISTORY was repeated when two British drivers, globe-trotting Peter Whitehead and Tony Gaze gave another lesson in consistency over an 150 miles course of 71 laps on the aerodrome tarmac, and finished first and second. This was a repetition of their 1954 performance and once again both drivers gave flawless exhibitions—the pair battling closely throughout the race while Leslie Marr in his streamlined Connaught was their only threat.—A spin in the tenth lap lost Marr his handy position. The fourth man, Reg Parnell, (Aston Martin) was lapped, first by the two leaders, and then by Marr, on his fifty-sixth lap. The placings, Whitehead, Gaze, Marr and Parnell were maintained throughout the 150 miles except when Gaze took the lead in the 3rd, 6th and 7th laps. On his 18th lap Gaze did the fastest time, 1 min. 26.7 seconds. The crowd thrilled to the polished driving of these English drivers but their personal interest began to centre around the minor placings.

In the first laps local Ronnie Moore (ex-world speedway champion) in his Cooper-HRD was leading the field behind the English drivers but a disappointed Ronnie retired early with a broken oil pipe.

Two Coopers driven by Syd Jensen (Cooper-Norton) and Ron Frost both of New Zealand fought for fifth place throughout and at once stage even threatened Parnell. Frost pulled in to refuel after 50 laps and Jensen soon afterwards. Towards the end, main interest centred around these two. Frost's pit crew's jubilation as he led Jensen with only 3 laps to go was short-lived, as he broke a chain. Smart work by his crew produced a new chain and a creditable 8th place.

These Cooper Nortons are renowned for their cornering but the two Ferrari drivers, White and Gaze passed and repassed them in fast and slow bends alike.

Drifting in and driving out of bends the pair impressed by their cool, relaxed style, "Just driving to a picnic" as one spectator remarked. Compa-

rable, was the performance of Ray Archibald in his Jaguar XK (C-type conversion). Steady and cool always, Ray has a splendid reputation as a safe driver.

Pat Hoare's fast 4 CLT Maserati was driven by the owner. After a bad start—he had worked hard and fast to catch the field after three laps—Pat withdrew with a broken oil return-pipe.

In sixth place came Frank Shuter in his New Zealand built Special. A well known car and driver in New Zealand, Frank Shuter won a prize for the first New Zealand—built Special to finish.

The seventh man, Ron Roycroft of Auckland driving a Bugatti-Jaguar has previously won this event with a Alfa-Romeo.

The Australian drivers left their lucky black cat at home.

Tom Sulman (Aston-Martin) had trouble with crown wheel and pinion, while David McKay (Aston-Martin) lost ground through stops for tyre checks and was later forced out with transmission trouble.

From the time it was put on show in a large department store until it eased up in fourth place, Leslie Marr's Connaught was admired by all—the first aerodynamic machine of its type seen in New Zealand, it will well be remembered.

The Grand Prix drivers add glamour and prestige to New Zealand racing while New Zealand drivers in comparison would appear to be lacking in one thing—good fast cars. In receiving the Lady Wigram Trophy (Lady Wigram is over 90 years old now and one of the first lady drivers of motor cars in New Zealand), Peter Whitehead paid tribute to his mechanic, Elsworth, for the tremendous amount of work done on his car without which he said "I could do nothing".

Results.

Lady Wigram Trophy Race (71 laps, 150 miles): 1. P. N. Whitehead, England (Ferrari); 2. F. O. A. Gaze, England (Ferrari); 3. L. L. Marr, England (Connaught); 4. R. Parnell, England (Aston-Martin); 5. S. Jensen, Palmerston North (Cooper); 6. F. Shuter, Christchurch (Special); 7. R. Roycroft, Auckland (Bugatti-Jaguar).
Time: 108 mins. 0.3 sec.

FAR FROM HOME—and doing fine. Peter Whitehead, Reg Parnell, Leslie Marr, Stan Ellsworth (Whitehead's mechanic) and Tony Gaze chatting in the paddock before the start.

JAGUAR-POWERED: (Centre) Leslie Marr corners in the D type-Jaguar-engined Connaught in which he finished third.

CHASING THE LEADER (Bottom) Tony Gaze (Ferrari) kept on Whitehead's heels throughout the race, and took the lead three times.

SPORTS CAR RACE

FOR the Redex sports car race, the Le Mans start was extremely exciting. First and second to finish were both late in getting away at the start. Running to his car Tony Gaze jumped in and shot off to a quick getaway—in reverse! Stopping quickly, he was smartly away, this time in the proper gear, leaving behind Ray Archibald in his XK120 whose engine was slow to fire but who finished the race second to Gaze. The latter took several laps to pass the field catching the leader Jensen, on the sixth lap and thereafter was unchallenged, his H.W.M. Jaguar purring round the airfield as smooth as the three Vampire Jets which flew overhead during the race.

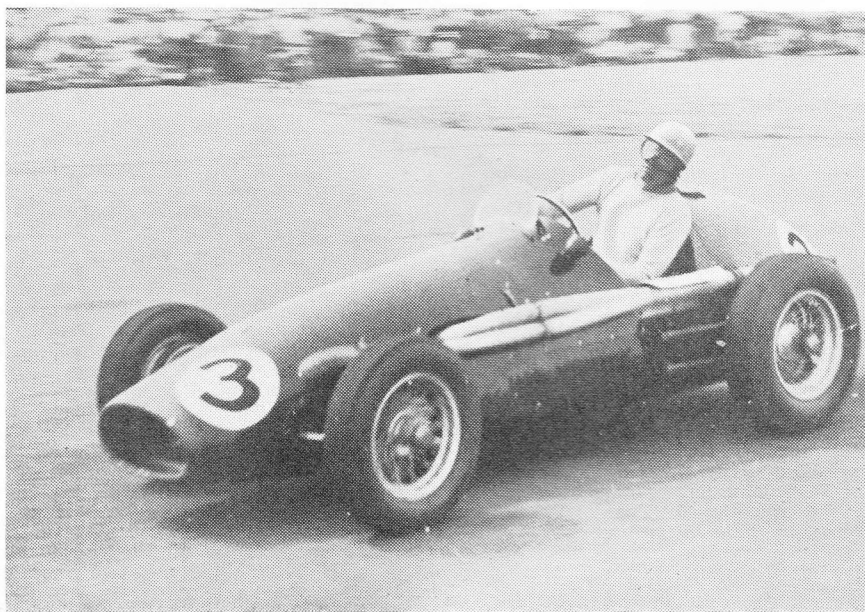
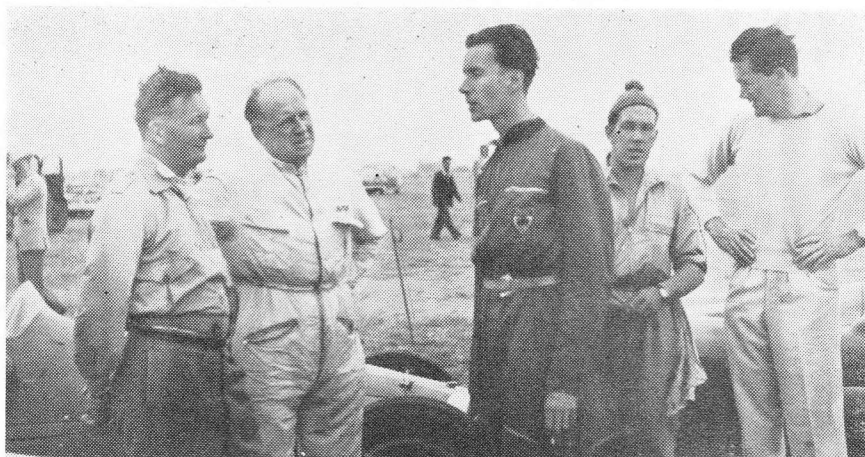
Behind Gaze an exciting fight was taking place. Ross Jensen (sometimes referred to as New Zealand's Stirling Moss) in his Austin Healey (100S), repeatedly held off challenges by the two Australians David McKay and Tom Sulman in their Aston Martins. Time and again the Aussies, faster cars passed Ross but the Austin Healey's disc brakes enabled him to whip past them as they braked for the S bend. Watching and waiting behind this bunch was Ray Archibald in his Jaguar. Unfortunately Jensen spun backwards into the straw bales and Archibald was on the attack. Also challenged by the faster cars he likewise passed inside them at the S bend and held on to take second place to Gaze.

Results.

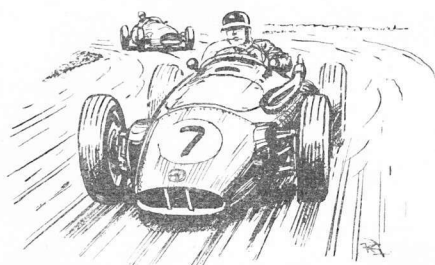
Sports Car race (24 laps, 50.7 miles): 1, F. O. A. Gaze (Great Britain) H. W. M. Jaguar; 2, R. J. N. Archibald (Christchurch), XK-120; 3, A. Moffatt (Ashburton) XK-120 Jaguar; Time: 39 mins. 58 secs.

THE SCOTTISH RALLY

PRELIMINARY regulations are available for the 14th International Scottish Rally to be held in five daily stages during Whit Week (21st to 25th May), over a distance of some 1,200 miles. There will be no night section, overnight halts being made each evening at the Gleneagles Hotel, while the route will cover the Border country, the Lowlands and the Highlands, starting at Dumfries and finishing at Glasgow, with a variety of tests *en route*. All unsupercharged four-wheeled touring and sports cars are eligible and further particulars and regulations are available from A. K. Stevenson, Royal Scottish Automobile Club, Blythswood Square, Glasgow, C.2.



CORRESPONDENCE



*

Is Moss a Master? — The Controversy Rages On

UMBERTO PERELLI is not alone in his belief that Mr. Hawthorn is better qualified as a champion than Stirling Moss. Not only is Moss efficient at altering his car's bodywork, but he finds his car without an engine regularly.

Hawthorn, on the other hand, is more prone to ending the race with the car as the designer planned it. The Moss Maserati seemed to fare better in Hawthorn's hands at the Crystal Palace than ever it did in its owner's last season. Unfortunately, there were only two opportunities when we could compare the driving of the pair; at Le Mans and at Dundrod. The withdrawal of Mercedes at Le Mans spoilt the chance of comparing them fairly. However, Hawthorn did gain the lap record.

At Dundrod, Jaguars attempted to uphold their rightful place in sports car racing with one car, against a full team of not inferior Mercedes. That Hawthorn only failed by one lap to split the force of a team is proof that he can coax a car into positions which are only obtained by the forcing of other drivers.

IAIN A. MACKAY.

SEDBERGH, YORKS.

MR. Perelli has left himself wide open when questioning your reference to Moss as the "sports car driver of the year", and then goes on to list races... which are contested by G.P. cars... Regarding the assistance he received in Sicily, surely the bystanders would have pushed any other car back on the road, too, and no rules were invoked. The question is not one that can be answered by the usual hypothetical "ifs and buts"... the only answer is the results of the sports car races of 1956...

E. HUPPERT.

LONDON, N.W.2.

I, for one, heartily agree with Mr. Perelli. Now that Moss has had to leave the moneyed and well-organized stable of Daimler-Benz, we see that in his efforts to keep up with the superior driving of J. M. Fangio (I refer, of course, to the recent Argentine G.P.) he has returned to his old habit of engine wrecking. Even painting the Moss Maserati grey last year did not seem to dispel the legendary gremlins that the Moss fans continually blame for mechanical failures. These gremlins, however, did not exist when Hawthorn and Gerard drove the car so brilliantly at Crystal Palace and Charterhall.

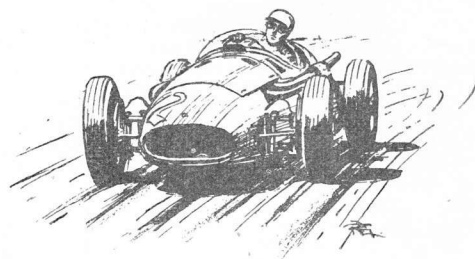
D. M. D. PROPHET.

UMBERLEIGH, DEVON.

SIGNOR Perelli makes two statements—that he is not a racing driver, but that he reads a lot about the sport. The first is indisputable, but the second would seem to indicate that he does not digest all he reads. His rating of the skill and general capability of drivers appears to be relative to the numbers of mishaps they have had. His compatriots have produced drivers whose skill and courage are unsurpassed. I will take only three Italians:— Nuvolari, Ascari and Farina—and I do not think that anyone would deny that they were all in the highest class. Perhaps if Signor Perelli would like to read a little more and make sure of the numbers of crashes these drivers had, he would revise his standards of what makes a Master Driver.

FREDDIE CLIFFORD.

LONG CRENDON, BUCKS.



*

MAY I express my wholehearted agreement with Umberto Perelli? With all due respect to S. Moss, I'm afraid the tendency has been, of recent months, to give him more than his rightful share of the limelight. From my observations of events and in the press, I am of the firm opinion that (given the right machinery) Mr. Hawthorn is second to none—yes, Fangio included!

I should be most interested to see the racing records of Moss and Hawthorn (in major events) published side by side, with a few remarks on the severity of the competition encountered in each event... I am certain that a comparison would delight a great many of your readers—and might even enlighten some!

W. CLEGG.

BOLTON, LANCs.

I would support the author of Seasonal Survey in nominating Stirling Moss "sports car driver of the year"... His win in the Mille Miglia was a magnificent achievement and the margin by which he beat second man Fangio and Marzotto's 1953 record surely suggests that, although he had the best car, Moss must also possess superlative driving skill. His successes in the Tourist Trophy and Targa Florio bear out this opinion, and to those who emphasize his good fortune in these events, I would tentatively suggest that this is balanced by his misfortunes in 1954, when he was deprived of certain victory at Monza and high places elsewhere, through minor mechanical troubles.

ALAN ELLIOTT.

TRINITY COLLEGE, DUBLIN.

TO my mind it is high time that every motor racing enthusiast realized that Stirling Moss has proved himself to be one of the greatest racing drivers. The Mille Miglia, Mr. Perelli admits, was a "marvellous achievement": I would go further and, in company with another English motor racing journal, say that by his victory Moss proved himself to be the greatest British racing driver of all time. Mike Hawthorn won the Sebring 12 Hours, but Stirling Moss finished a brilliant sixth in a standard Austin-Healey 100S. At Le Mans... again Hawthorn won, but not until the Fangio/Moss Mercedes had been withdrawn when leading by a clear two laps. However, to the Tourist Trophy: Perelli claims that Moss crashed, but I understand that this was caused by a burst tyre, and not vice-versa. I also seem to recall that Hawthorn slid wide at the Hairpin and stalled at one stage of the race, or perhaps that is one of the things I am supposed to forget... Before leaving this race I would point out that Moss was never challenged by Hawthorn until their co-drivers had reversed the positions, but the great master Fangio had the greatest difficulty in keeping up with Hawthorn. Unless Perelli has a low opinion of Fangio's driving skill he will have difficulty in explaining away this fact. The Targa Florio saw another victory for Moss and Mercedes-Benz. Unlike Perelli every motoring magazine I have read on the subject considers that Stirling's performance was brilliant. The accident he mentions was caused by mud which collected on a rear tyre, and not by a driving mistake. Again Moss completely outpaced Fangio as he did on every occasion when he was not held back by team orders. However that is another argument. The points in question are that Stirling Moss proved himself to be a master driver, and to be a better one than Mike Hawthorn.

J. J. R. LORD.

MALVERN, WORCS.



Photo by courtesy of 'Motor Racing'

The fastest T.T. of all time!

Stirling Moss comes first in the R.A.C. International T.T. at Dundrod — with an average speed of 88.32 m.p.h. Stirling Moss used BP Super in his Mercedes — as did the rest of the Mercedes sports car team.

Brilliant driving by Wharton.

With BP Super in the tank of his Ford Zephyr, Ken Wharton was placed first in the 2001 to 3000 c.c. class in the Production Touring Car race at the Daily Express Trophy Meeting at Silverstone.

A YEAR OF VICTORIES FOR BP SUPER

From Silverstone to Sweden, this outstanding petrol had a remarkable winning record in the year's big races

The perfectly-tuned engine that every driver needs to stand a chance of winning a major race or rally makes extraordinarily heavy demands on the fuel. Quality and specification must never vary. Lap after lap, or day after day, the fuel must live up to the high performance capacity of the specially-tuned engine which it powers.

The outstanding record of BP Super on race track and road circuit during 1955 shows how successfully this petrol has fulfilled these exacting requirements.

Even the ordinary motorist, in everyday driving in towns and countryside, can notice the freedom from engine-knock and the smooth, swift acceleration. He appreciates, too, something about which the racing motorist does not have to worry — that is, a considerable economy in fuel consumption when driving on BP Super.

Some of the big wins on BP Super during the 1955 season

Ulster T.T. 1st, Stirling Moss; 2nd and 3rd, J. M. Fangio and G. von Tripps. All driving Mercedes cars.

R.A.C. Rally of Great Britain 1st, J. Ray and B. Horrocks — Standard; 3rd, K. Richardson and J. Heathcote — Standard. Team Award — Standard team. And three class wins.

Tulip Rally 1st, W. J. J. Tak in a Mercedes.

British Empire Trophy 1st, W. A. Scott-Brown in a Lister-Bristol.

Swedish Grand Prix 1st, J. M. Fangio; 2nd, Stirling Moss. Both driving Mercedes cars.

Lyons-Charbonnières Rally Outright winner — Houel, in an Alfa-Romeo. First four places in general classification. Five firsts out of six other class events.

Silverstone Production Touring Car Race 2001-3000 c.c. class 1st, Ken Wharton in a Ford Zephyr.



Photo by courtesy of 'The Autocar'

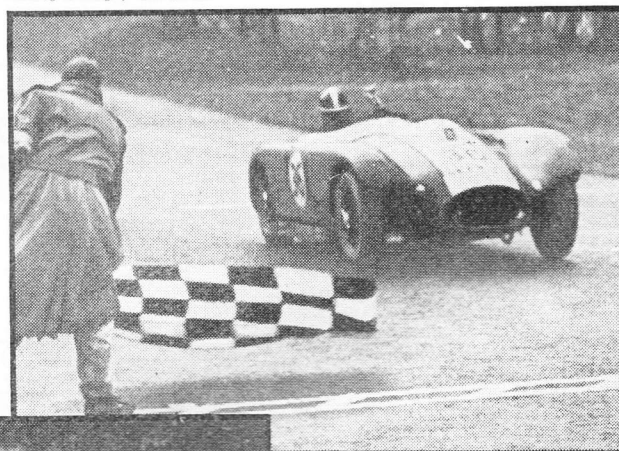
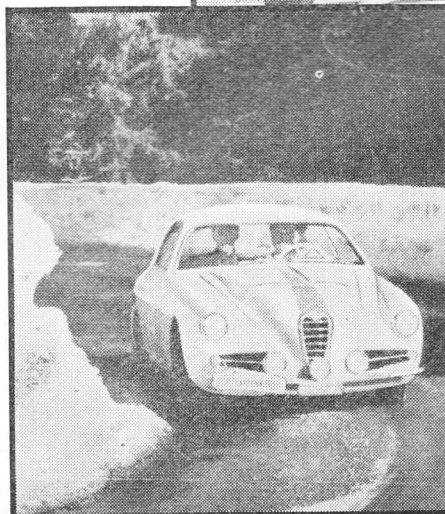


Photo by courtesy of 'The Autocar'

Here comes another BP Super-man! Unknown in the racing world before 1951, W. A. Scott-Brown had many successes last year. Here he is, using BP Super in his two-litre Lister-Bristol to win the British Empire Trophy for sports cars.

First four places on BP Super.

In the Lyons-Charbonnières Rally the first four places in the general classification were won on BP Super. So were five firsts out of six other class events. Houel, the outright winner, used both BP Super petrol and BP Energol motor oil in his Alfa-Romeo.



NEWS FROM THE CLUBS

By Stuart Seager

IT is not often that we hear of a rally being postponed because of weather conditions, since rally drivers are supposed to revel in snow and ice; however, conditions on the route of the **West Essex C.C.**, Clover Leaf Rally, which was to have been held on 11th-12th, were so bad that the organizers feared that perhaps no-one would arrive at the finish at all! Thus it was postponed and will now be organized on 25th-26th February, starting from Lamb's of Woodford Green from 9 p.m. : The 3rd Targa Rusticana is to be held the same weekend, run as usual by the **Oxford University M.D.C.**, and we note that the Chief Marshal is a certain P.G.R. Somerset Fry. . . . **Sunbac** are holding the Colmore Trophy Trial once again, on 24th March. The invited clubs are the Bristol, Hagley, Hants & Berks, Leicestershire, Lancs & Cheshire, London, and Sheffield & Hallamshire M.C. It is of course a qualifier for the R.A.C. Trials Championship and regulations are available from Jack Woodhouse, 106 Jockey Road, Sutton, Coldfield. Entries close on 14th March. . . . Looking a little further ahead, we see that the **B.A.R.C.** (South-West Centre) will be running their Brunton Hill-Climb on 15th April. Regulations will be available soon from W. R. Short, 5 Brownhill Road, Chandler's Ford, Eastleigh, Hants, and the invited clubs are the West



ILKLEY CLUB WINNERS of the Y. S. C. C. Yorkshire Rally, run over 500 miles of ice and snow, were C. W. Whiteley and L. Hopps with this "Plus Four" Morgan. They lost only 16 marks overall.

Hants & Dorset, B.R.S.C.C., Bugatti Owners, Bristol, Aston Martin Owners and Brighton & Hove M.C. . . . The latest set of National rally regs. to arrive is for the **Midland A.C. Birmingham Post National Rally** on 27th-28th April. This is a full-scale B.T.D.A. Gold Star event and will run over a route of some 400 miles

in the Midlands and Wales. Cars in Categories 1, 2, 3 and 4 are eligible, the event starts at Birmingham and finishes near Droitwich, and entries close on 7th April with the Secretary of the Meeting, M.A.C., Temple House, Bath Row, Birmingham 15, . . . The **Herts County A. & A.C.** are pleased to announce that their annual hill-climb at Westbrook Hay has been granted National status for 1956. The date is 21st July and regs. will be sent out automatically to those who took part last year at this Hertfordshire venue, for which Tony Marsh holds the hill record. Enquiries should be directed to D. A. Wilcocks, The Cottage, Faircross Way, St. Albans, Herts. . . . While on the subject of speed events, the **Combined Universities M.C.** will be running their annual Inter-Varsity Speed Trial at Great Dunmow, Essex, on 11th March. It has a 3/4-mile course with right and left hand bends, and there are classes for sports, saloon and racing cars plus a Vintage award. Entries close on 6th March and regs. are available from J.A. Howard, 18 Portugal Street, Cambridge. . . . The **Glossop & D.C.C.** are happy to announce that they have now been granted R.A.C. recognition, and to celebrate they are running a closed night rally on 25th-26th February. Enquirers should write to H. Mather, 5 Jones Street, Hadfield, Derbyshire. . . . The **Bolton-le-Moors C.C.** sixth Rally Driving Tests are to be held on 25th March at Blackpool. This event qualifies for the B.T.D.A. Silver Star and is open to members of the Lancs & Cheshire, Yorkshire S.C.C., Blackpool & Fylde, M.G., Lancashire, Sheffield & Hallamshire and B.A.R.C. Entries close on 12th March and should be sent to P.L. Glaister, 759 Belmont Road, Bolton, Lancs.

COMING ATTRACTIONS

February 25th. **Lindsey A.C. Night Trial.** Start, 7.15 p.m. from Scotter Green.

Beasley L.C.C. Rally. Start, 9 p.m. from Townley Road Car Park, Beasleyheath.

February 25th-26th. **Oxford University M. D. C. "Targa Rusticana".** Start, 9 p.m. from The Chop House, Burford, Oxon.

West Essex C.C. Clover Leaf Rally. Start, 9 p.m. from Lamb's Garage, Woodford Green.

Cirencester C.C. Spring Rally. Glossop & D.C.C. Night Rally. Telegraphic start; finish from 8 a.m. at Glossop Stn.

Fairey Aviation M.C. & C.C./E.M.I.M.C. & C.C./Per Ardua M.C. "Fill Dyke" Rally. Start, 8 p.m. from Byron Hotel, Greenford, Middx.

February 26th. **Plymouth M.C. "200" Trial.** Start, 10.30 a.m. from Wrangaton Garage, South Brent, S.Devon.

Edinburgh University M.C. Driving Tests, Drem Airfield, E. Lothian. Start, 11.30 a.m.

Chiltern Car Club Committee Cup Competition. Start, 11 a.m. from Griffin Hotel, Amersham, Bucks.

Birmingham Y.C.M.C. Welford-on-Avon Rally. Start, 10 a.m.

from Bell Inn, Welford-on-Avon.

Eastern Counties M.C. Experts & Novices Touring Trial. Start, 1.30 p.m. from West End Road, Ipswich.

Chester M.C. Martini Rally. Start, 10 a.m. from Anchor Motors, Sandiway, near Northwich.

Malden & D. M. C. Production Car Trial, Slough Farm, Telegraph Lane, Claygate, Surrey. Start, 2 p.m.

March 3rd-4th. **Burnham-on-Sea Wessex Rally.** Start, 9 p.m. from Bristol, Taunton and Burnham-on-Sea.

750 M.C. Night Rally. Telegraphic start.

March 4th. **Southsea M.C. Inter-Club Team Trial.** Start, 11 a.m. from Deers Hut Hotel, Longmoor, near Liphook, Hants.

Surrey Sporting M. C. Sprint Meeting, Brands Hatch, near Farningham, Kent.

Shenstone & D.C.C. Fellows Memorial Trophy Trial. Start, 10 a.m. from "Happy Hour" Café, Bassett's Pole, near Sutton Coldfield.

Triumph Sports O.A. Trial. Start, 2 p.m. from Otter Hotel, Ottershaw, Surrey.

AUTOSPORT

CLASSIFIED ADVERTISEMENTS

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USED CARS FOR SALE

A. C.

1955 unmarked immaculate specimen with several extras. Unraced. Low mileage. £1,185. Terms. 1955 Aceca with radio, htr., etc. Details on request.—Rudds, Sussex Distributors, Showrooms adj. Central Station, Worthing 7773/4.

Ace, late 1954, immaculate throughout, dark green. £985.—40 Market Street, Watford 6703 after 7 p.m.

A.C. Sports Tourer 1935. Excellent condition. Engine completely overhauled. Perfect running order. Recently re-sprayed. £225 o.n.o. Phone Wimbledon 6650 evenings or. Box No. 2010.

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1750 c.c. supercharged Zagato Concours specimen restored for exhibition purposes and absolutely perfect. £525. Photo.—Rudds, Adj. Central Station, Worthing 7773/4.

ALLARD

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

1950 P.I. Saloon. Full history known. Reconditioned engine 8,400 miles ago. Excellent throughout. £335. Also 1949 saloon. Two owners. Genuine bargain. £245.—Richards & Carr, Ltd., 35, Kinnerton Street, London, S.W.1. SLOane 5424.

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1935 Nippy. Engine 4,500 m. Body very good. New Tonneau. £110.—COL. 2073.

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1955 Aust'n Healey 100. Finished in 2 tone red and cream. Whole condition of vehicle in keeping with a genuine mileage slightly in excess of 5000. 2 Lucas driving lamps. Guaranteed. For full details ring Henley on Thames 1115, City Motors (Oxford) Ltd., 20, Reading Road, Henley on Thames.

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Basil Roy, Ltd., B.S.A. (Scout Models) spares. Comprehensive stock, wholesale and retail.—161 Gt. Portland Street, W.1. LANgham 7733.

BUCKLER

Buckler (Ford engine) Ex J. N. Dobbs. Extras include full road equipment including brand new hood and side screens, set o/s rear wheels and tyres. Undoubtedly one of the fastest in the country, it is also a very reliable road vehicle. £300 o.n.o. Private owner. Bristol area. Box 2006.

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For sale Cooper/Jaguar 3442 c.c. Sports/Racing car, Dunlop Disc Brakes. Weber Carburettors. 4 extra wheels and tyres, 3.2, 3.6 & 4.5. Differential Units. £1,600.—B. E. Bradnack, Flat 1, Mellich Rd., Walsall, or business hours 5454/5.

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Improved performance from your 600 with the exchange cylinder head available from Rudds, 41, High Street, Worthing.

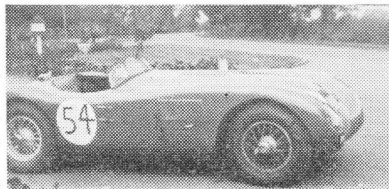
FORD

1953 Registered Ford 10. Buckler frame. Aquaplane mods. or part exchange for T.F. or T.D. M.G.—Noble, Kelleythorpe, Driffild, E. Yorks.

JAGUAR

XK120 1954 special equipment drophead coupe B.R.G. Immaculate. Several extras inc. Michelin X. Taxed. £945. Terms. Exchanges.—Rudds, Adj. Central Station, Worthing 7773/4.

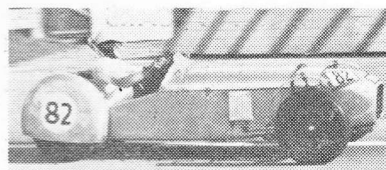
Jaguar 1938. 2½-litre. Chassis, engine, gearbox, front and rear axles, etc., good for spares. Price £20.—R. C. Fawdington, Stagshaw, Corbridge-on-Tyne.



C Type Jaguar. D Type Head. Weber carbs., etc. Many successes last season. Completely checked over and in excellent condition. Owner getting F.I. car. No reasonable offer refused. Box 2008.

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Lotus/M.G. Mark VI. 1098 c.c. Sports/racing car. 3,500 miles only. Best offer to Brooks, High Mill, Ludham, Gt. Yarmouth.



Winner of the International Leinster Trophy. 10 Firsts this season out of 15 Events entered. This outstanding Sports Racing Car complete with Hood, Tonneau, full width screen, is in excellent condition.

Spec. includes leather upholstery, matched instruments, lightweight 20 gauge chassis. Special steering arms, etc. Total weight 9½-cwts, 78 b.h.p., capable of further developments. Spare Laystall crank and rods, cylinder heads, carburettors for running unblown.

Photos and lap times available on request. £495.

DAVID PIPER. Phone TRING 3206

MERCEDES - BENZ

220A. Saloon. New. One only. Pre-budget price.—Nixon's Garage, Newcastle, Staffs. Telephone 69154.

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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. E. Witham, Queen's Garage, Queens Road, Wimbledon, S.W.19. LIBerty 3083.

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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.

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1952 (June) Morris Minor 4 door saloon. Grey. Heater. Alta OHV head. 4 tubeless tyres. 26,000 miles. Licensed. £465.—Parkway Garages Ltd., Sandbanks Road, Poole, Dorset. Tel: No. Canford Cliffs 78278.

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Wicliffe.—100 per cent. Morris Distributors and Nuffield Agents for ever a quarter of a century. Conversion kit service throughout the world.—The Wicliffe Motor Co., Ltd., Stroud, Gloucestershire, England. Telephone: Stroud 388/9.

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Riley Brooklands special, less engine. Cheap for quick sale.—Brigham, Wood Lane, Bardsey, Leeds.

RACING CARS

Two 1½-litre Maseratis, suitable for "Formule Libre" or Hill-Climbs, with large quantity spares.—Box 2004.

RACING CARS

Wanted. Cooper Mark VI or VII with or without motor. Ecurie Dauphin, 15, Park Court, Preston Park Avenue, Brighton 6. Tel. 52911.

499 c.c. Norton double O.H.C. engine. Perfect, will strip. £125. New spares extra. Box 2007.

Buying, Selling, Exchange.—500 s, sports, engines.—Snowrooms, Car Exchange (Brighton) Ltd., 18, Church Road, Hove 3895.

Cooper Mk. 6, sound condition, £225 o.n.o., or with well tuned D/N Norton, £390. Trial at Brands if required. Also Morris 30 cwt, transporter 1951, fitted ramps, bunks, etc. Guaranteed. £150. Hall, Church Hill, Newhaven. Tel: 217.

Alta-Special 2 litre. A very fast and reliable sprint car, winner of many awards. Supercharged 2 litre Alta engine, ex Geoffrey Taylor and always maintained exclusively by works. Standing $\frac{1}{4}$ mile 13.3 secs., kilom. under 25 secs.—Complete with special lightweight trailer, single and twin wheels, electric starter and portable battery and fuel. Price £500 or reasonable offer.—Norris, Farnley, Vineyards Road, Northaw, Herts. Tel.: evenings Cuffley 2840.

SPECIALS

1953 Ford 10 trials, hillclimb special. Twin S.U.'s, H.C. head, other mads. £120 o.n.o.—Raistrick, 21, Springfield Road, Baildon, Shipley. Shipley 53852.

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M.G. Magnette Saloon. Grey.
Triumph TR.3. Sports. Red.
1955 Triumph TR.2. B.R.G. £695.
Phone: Waterloo 2484/5
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Litherland Motors (Liverpool), Ltd.,
Hawthorne Road, Liverpool, 21.

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1954 (Nov) Standard 10. Grey/Red, with Alexander engine conversion. 9,700 miles. Fitted, heater, screen-wash, reversing lamp, windtone horns, undersealed. Taxed. £495.—W. R. A. Ltd., Newport Road, Barnstaple, N. Devon. Tel: 3048.

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George Hartwell, Limited The Sunbeam Sales & Service Specialists. Offer a comprehensive selection of guaranteed used Sunbeam, Sunbeam-Talbot and Alpine from £695. Detailed list on request. Write for our booklet The Technical Specification of the Sunbeam Rapier.—35-41 Holdenhurst Road, Bournemouth. Phone: Bournemouth 4161.

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T.R.2. Hard Top. One only. Pre-budget price.—Nixon's Garage, Newcastle, Staffs. Telephone: 69154.

1955 Triumph T.R.2. First registered September. 2,000 miles£725

1954 Triumph T.R.2. Back Heater £625

1952 T.D. M.G. 18,000 miles£375

J. Ashall & Son (Engineers) Ltd.,
Windle City Garage, Moss Bank Road,
St. Helens. Phone 4630.

BOOKS

Handbooks, workshop Manuals 1908-56; list, sixpence; inquiries, stamp please. Catalogue 500 automobile publications, ninepence.—Gray, Hurstpierpoint, Sussex.

21,000 motor instruction Manuals Sale-Exchange. Inquiries, stamped envelope. Manuals bought.—Final, 15 Nashleigh Hill, Chesham, Bucks.

CELLULOSE

"Paint Spraying Handbook" covers car paint spraying, brushing, touching in, etc., 3d. 6d. post free. Catalogue of cellulose, carriage paints and all allied material for brush and spray, free. Complete spray plant and polishers hired on daily basis.—Leonard Brooks, Ltd., 70 Oak Road, Harold Wood, Romford. Ingrebourne 2560.

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Ford 10 H.P. factory reconditioned engine and brand new gear box. Under 1,000 miles. £50. Starter, dynamo distributor, petrol pump, manifold and carburetter, £10. Can be tested in vehicle to which they are now fitted.

Phone 9 a.m. to 6.30 p.m. GIP. 3100
72, Pope Road,
Bromley, Common, Bromley, Kent.

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Automenders have very comprehensive facilities for the machining and repair of all automobile parts and units. Whatever your problem we shall be pleased to assist in any possible way.—Automenders Ltd., Lowther Garage, Perry Road, Barnes, S.W.13. RIVERSIDE 6496.

Connaught Engineering are pleased to announce that they can now offer limited facilities for first class work on competition vehicles. The Design and development staff are also available for consulting work under contract. Enquiries to General Manager.—Portsmouth Road, Send Near Woking, Surrey.

Knock-on hubs respined. Brake drums machined. Starter rings fitted. 24-hour service.—Don Parker, la Sangora Road, S.W.11. Battersea 7327.

MISCELLANEOUS

Duffel Coats, best selection and value, Camel, grey, navy, £4 10 s. 0 d. to £6 10s. 0d. Ladies' unbeatable quality and style (Continental type), most colours, £4 4s. 0d.—The specialists, Ax-fords (Est. 1880), 304-6 Vauxhall Bridge Road, London, S.W.1 VIC 1934.

Solid Drawn, exhaust and flexible steel tubes, steel bars, light alloys, etc., from Stockists C.S. Harbour, Ltd., Syon Hill Garage, Great West Road, Isleworth, Middx. Tel: HOU 6613.

Molybdenum Disulphide, the miracle lubricant, allowing 50 per cent. overloads on bearings, available from Rudds, 41, High Street, Worthing. Full details by return.

M.G. Cylinder Head & Wheels. T-Type Head, 8.6:1 polished, coppered, large valves and springs. Pair T.D./T.F. Wheels with tubes, Goodyear tyres, 500 miles. First reasonable offer.—Hopkinson, 44, Greenbank Drive, Chesterfield. Phone 3615.

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Advertiser has £50 credit against any new Standard 8 or 10 car which he cannot use. Would accept £25 to transfer.—Box 2003.

Navigator required R.A.C. Rally March 6 to 10. Phone WHL 3633.

Co-Driver/Navigator available for R.A.C. Rally. Experience includes 1955 M.C.C. Rally, etc. Blackpool start. Box 2005.

RADIATORS AND FUEL TANKS

Gallay, Ltd., give immediate service in repair and rebuilding of radiators, oil coolers, fuel tanks and wings, etc.—103-109 Scrubs Lane, Willesden, London, N.W.10 Phone: Ladbroke 3644.

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British and Continental maps for rallies and tours available promptly by post. Also navigational aids. Details and free advice from "Rally Maps", Bay Road, Bracknell, Berks (Telephone: Bracknell 304.)

Map Reading lamps, dash fitting, 25s.; map markers' "adhesive arrows", 5s. per packet; average speed charts, including 18.5 m.p.h. to 29.5 m.p.h., 7s. 6d.; Enlargemap illuminated map magnifier, £3 3s. Send for catalogue to: Rally Equipment, 279 Edgware Road, Colindale, N.W.9. Telephone: COLindale 3840.

Rally to Les Leston's Accessory Store. Map Lamps 8/6d: Dimmer Switches 1/6d: "Magna-lite" Illuminated Magnifiers 55/-: "Helphos" Windscreen Lamps 69/6d: Combined Compass/Map Measurers 10/6d: Nylon Tow Ropes 25/-: Outside Air-Temp Thermometers 25/-: Eolopress Inflator/Extinguishers 84/-: G. P. Driving Gloves 19/6 pr.

Open till 1 o'clock Saturdays.
Lestons, 314, High Holborn,
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Safety Glass fitted to any car while you wait, including curved windcreens.—D. W. Price, 490 Neasden Lane, London, N.W.10. Gladstone 7811.

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MONKEY STABLE SALE.

Alloy Bucket Seats.
Balanced prop shafts 36".
3 tuned M.G. Engines. 1,500 & 1,100 c.c.
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2 Chassis frames.
Light alloy suspension parts.
Alfin brake drums 11".
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Lengths of chassis tube.
Brake parts, etc.
72 M.M. pistons.

These items are available at reasonable prices; enquiries to:—

J.T.K. Line, 93/95 Derby Road,
Nott.ingham. Tel: 47711.

For sale, Jaguar Mark VII 1951 Spares. Back Axle, complete brakes, etc. Front Suspension and brakes. High Geared Steering and most spare parts other than engine. Bradnack, Flat 1, Mellish Rd., Walsall.—Business hours Walsall 5454/5.

SPEED EQUIPMENT

Used superchargers and other speed equipment for sale and wanted.—Speed Equipment dept., Rudds, 65-69 Victoria Road, Worthing 7773/4.

TRAILERS

Brand new trailer. Suitable racing or sports car. Professionally constructed. Dropped axle. Brakes. Ball hitch, etc. Cost. £65. Accept £50.—Nixon's Garage, Newcastle, Staffs. Telephone: 69154.

TRANSPORTERS

Bedford coach. Rear Doors. Fully fitted. New Tyres. Ready for use. Nearest £125.—Nixon's Garage, Newcastle, Staffs. Telephone: 69154.

Racing Transporter offered: Bedford 2 ton. Reconditioned engine fitted 1,500 miles ago ditto gearbox. Tyres prac. new. Fitted ramps, roller shutters back, professionally painted with lucrative advts. Fully licensed for year and ready to start season.—Seen Essex. £165 or offer. Box 2009.

WANTED

Allard cars always required. We buy, sell, service, exchange or part-exchange against purchase of new Ford cars.—Adiards Motors, Ltd. (Allard Main Distributors), 43 Acre Lane, S.W.2. Brixton 6431.

Basil Roy, Ltd., require Morgan Plus Four models for cash, or part exchange for any make.—161 Gt Portland Street, W.1. LAngham 7733.

Rowland Smith, The Car Buyer. Highest cash prices for all makes. Open 9-7 weekdays and Saturdays.—High Street, Hampstead (Tube), N.W.3. HAM 6041.

Sound radiator for 3 litre Bentley. Will collect within 50 miles.—G. F. Wedgbury, 49, Plymouth Road, Redditch, Worcs.

Austin 7 special, complete. Must be good mechanically with smart body. Details, photo appreciated.—J. R. Brown, 10, Clifton Rd, Southampton.

Formula III car. Complete, any condition.—D. Coode, St. Anthony, Oundle, Northants.

Aerodynamic Buckler or similar. Up to £350. Details to Bainbridge, 5, Farm Grove, Rugby.

Cooper, Mk. VI, VII, VIII, less engine. Details, price.—Hunt, 119 Colin Crescent, Hendon, N.W.9. Colindale 5119.

MISCELLANEOUS

1956 Turner A.30. £713. 17. Od Ex works.

1955 A.C. ACE, £1,195, o.n.o.

1956 Standard Super 8. £565 o.n.o.

1952 Triumph 2,000 Renown. £495. o.n.o.

1948 Rebuilt 1955 Ford V.8 Sports. £175. o.n.o.

Graham Peacock (Wirral) Ltd., Sports Car Specialists, Clatterbridge, Wirral.

Thornton Hough 325.

NEW CARS FOR SALE**A. C.**

Johnson & Brown, Distributors for A.C. ACE and ACECA.—268-270 High Street, Bromley, Kent. RAVensbourne 8841.

A.C. Distributors, South-West Lancashire, Wirral and North Wales, Graham Peacock (Wirral), Ltd., Three-ways Garage, Clatterbridge. Tel.: Thornton Hough 325. Demonstrations with A.C. Ace and Aceca. Trade inquiries invited.

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Full range of FIAT and SIMCA models.

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BERKELEY SQUARE HOUSE GARAGE LTD.,

offer immediate delivery of TRIUMPH TR3

EXCLUSIVE STANDARD AND TRIUMPH

Retail Dealers.

With service on the spot.

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GROsvenor 4343.

UNCLASSIFIED

1935 Mercedes 500K, 540 modifications. £250 o.n.o. 1937 Lancia Aprilia, £285. All classes Lancia spares available.—H. and W. Engineering Co. (Lancia Specialists) 22-24 Queens Gate Place News, S.W.7. WEStern 7369.

RENAULT

Offord & Sons, Ltd. (Est. over 160 yards), London distributors, present: 1954 750 Saloon, 12,000 miles, gray and blue £465 1955 Model 2 litre Fregate Saloon, 6,000 miles £875

NEW MODELS FOR IMMEDIATE DELIVERY

154 Gloucester Road, S.W.7. FREmantle 3388.

FIAT

Mayfair Garages, Ltd.—Fiat "600" saloon, 1955, dark blue, extras, one owner, almost new condition, guaranteed. £545. Twentyone Fiats in stock. Any make in part exchange.—Lists on request to Mayfair Garages Ltd., Balderton Stree, W.1. Mayfair 3104-5.

ENGINEERING SERVICE

Specialists in the repair, re-conditioning and tuning of Sports Cars. Unobtainable parts machined to specification at short notice. Speedy service for the repair or re-conditioning of worn or broken parts.

Quotations and estimates supplied free. Johnson's (Churchtown) Ltd, Sports Car Specialists & Precision Engineers, 114, Cambridge Road (opp. Churchtown B.R. Station), Southport, Lanes.

ASTON MARTIN

1939 2 litre 2/4s. sport chassis wet sump 15/98 engine; special alum wings. Box 2013.

1954 Aston-Martin DB2-4 Sports Saloon. Black with cream leather upholstery. Fitted H.M.V. radio, heater, screen washers, spot lamps and 4 new Dunlop Speed tyres. In immaculate condition. Maintained regardless of cost. Would consider suitable car in exchange. £1,725 Rolls, Hermitage House, Hermitage, Newbury, Berks. Hermitage 282 or Newbury 2003 during business hours.

ALVIS

Alvis 4.3 V.D.P. saloon, 1948. Probably the finest example in the country. Passed by M.O.T. at Hendon, many extras. Over 100 m.p.h. with ease. Any test. £275. Or part exchange Vintage.—Johns, 14 Wakegreen Road, Moseley, Birmingham. South 2056.

M.G.

M.G. 2-litre saloon. Excellent condition throughout. £115. ARChway 6170.

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THE RILEY MAN OFFERS: Service Tuning, and used spares.

And a Selection of cars at Present undergoing overhaul.

STANLEY A. BURVILLE, 13 Railway Viaduct, Ealing Road, Alperton, Middx. Phone: Wembley 3345

MORRIS MINOR

1950 Morris Minor 2-door, immaculate condition throughout. £385. H.P. terms.—Underwood-Rusling Sports Cars, Ltd., Queensberry Road, Kettering. Phone: 3351.

1938 Riley Victor saloon. All new tyres. Manual gearbox with freewheel. £120 o.n.o. Peatfield, Stone Stafford 152.

BUCKLER

1952 Buckler, manx fibreglass body, B.R.G. Hood and sidescreens, aquaplane Ford 10 engine. £240 o.n.o. Peatfield, Stone Road, Stafford 152.

ENGINES

BS4 Bristol Engine highly tuned, with brand new gearbox, hydraulic clutch, Delco ignition, ready for immediate installation in suitable sports/racing car, £350 or near offer. Box 2011.

PHOTOGRAPHS

Photographs of each car in the H and B. Riverside Rally.—Charles Dunn, Greenleaves, Woking, Surrey. Phone: Woking 3737.

WANTED

Weber Carburettors no. 38DC03 with 33 m.m. chokes. Two required Box 2012.

For T.R.2. Racing Screens. (One or two). "Sandene", Kinnel Bay, Rhyl 1728.

CLUB FIXTURES

Bentley D.C.—Social Meetings, 25th February, Elcot Park Hotel, Newbury, Berks; Halfway House Hotel, Aylesbeare, Devon; 26th February, Fauconberg Arms, Coxwold, near Thirsk, Yorks; 27th February, The Hogsmill, Worcester Park, Surrey; 28th February, Hautboy Hotel, Ockham, Surrey; 29th February, Raggalds Inn, Queensbury, Yorks.

Welsh Counties C.C.—Film Show; 27th February, St. Mellons County Club.

Fairey Aviation M.C. & C.C.—Annual Dinner-Dance; 28th February, Red Lion Hotel, Hounslow, 6.30 p.m.

Coventry & Warwicks M.C.—Social Meeting; 28th February, Fletchamstead Hotel, Fletchamstead Highway.

Jersey M.C. & L.C.C.—Film Show; 28th February, Hotel de l'Europe.

London M.C.—Social Meeting; 28th February, Paviour's Arms, Page Street, Westminster.

Eastern Counties M.C.—Social Meeting; 28th February, Red Lion, Martlesham.

Lagonda Club—Social Meeting; 28th February, Red Lion, Holme-on-Spalding-Moor.

A.C.O.C.—Social Meeting; 29th February, Marlborough Head, N. Audley St., London.

Knowdale C.C.—Social Meeting; 29th February, Pack Horse Hotel, Edenfield.

West Essex C.C.—Social Meeting; 29th February, Three Jolly Wheelers, Woodford Bridge, Essex.

B.A.R.C. (S.W.)—Social Meeting; 29th February, Little Testwood Country Club, Totton, Southampton.

750 M.C.—Social Meetings; 1st March, Red Lion, Knowle, Warwicks; 2nd March, The Malt Shovel, Carlisle.

Buckingham & D.M.C.—Social Meeting; 1st March, Swan Inn, Great Horwood, Bucks.

Singer O.C.—Social Meeting; 1st March, Three Cranes, Queen Street, Sheffield.

Nottingham S.C.C.—Social Meeting; 1st March, Travellers Rest, Plains Road, Mapperly.

Vintage S.C.C.—Social Meeting; 1st March, Rose & Crown, Elham, near Folkestone, Kent, Phoenix Hotel, Hartley, Wintney, Hants; Scott's, Rose Street, Edinburgh; 2nd March, Manor Barn Hotel, Burley, Ringwood, Hants.

Harrow C.C.—Social Meeting; 1st March, Battle Axes, Aldenham.

Wolseley Hornet S.C.—Social Meeting; 1st March, Bull's Head; Horse Fair, Birmingham.

King's College M.C.—Social Meeting; 1st March, Union Society, King's College, Newcastle-on-Tyne, 1.

Yorkshire S.C.C. & B.A.R.C. (Yorks)—Film Show, 1st March, Liberal Club, Hough Lane, Bramley, Leeds 13. 7.30 p.m.

Romford E.C.C.—Social Meeting; 1st March, White Hart, Collier Row.

Mid-Thames C.C.—Annual Dinner-Dance, 1st March, Wimbledon Hill Hotel.

Surrey Sporting M.C.—Social Meeting; 1st March, Warwick Hotel, Redhill.

Bristol M.C. & L.C.C.—Film Show; 2nd March, Mauretania, Park St.

Sheffield & Hallamshire M.C.A.G.M.—2nd March, Beauchief Hotel, Sheffield, 7.30 p.m.

Hayley & D.L.C.C.—Annual Dinner-Dance, 2nd March, Raven Hotel, Droitwich, 7.30 p.m.

Triumph Sports O.A.—Social Meeting; 2nd March, Otter Hotel Ottershaw, near Chertsey, Surrey.

Mid-Surrey A.C.—Social Meeting; 2nd March, Queen Adelaide, Kingston Road, Ewell.

Birmingham Y.C.M.C.—Annual Dinner-Dance, 3rd March, Foxlydiate Hotel, Redditch.

Monte Carlo Rally C.C.—Film Show and Prizegiving; 3rd March, Paviour's Arms, Page Street, Westminster, 6.30 p.m.

BMW. C.C.—Annual Dinner-Dance, 3rd March, Orchid Suite, Dorchester Hotel, Park Lane, London, 7 p.m.

M.C.C.—Opening Run; 4th March, Start, Elstree Way Hotel, Boreham Wood 2 p.m.; Tea and Film Show, 4 p.m. Bell House, Beaconsfield.

Y.S.C.C. YORKSHIRE RALLY

Provisional Results.

Best Performance: C. W. Whiteley/L. Hopps (Morgan), 16 marks lost.

Best Performance in opposite class: J. D. Tooth/B. Best (Dellow), 24 marks lost.

Second in Class 1: J. M. Waddington/J. M. Wood (Ford Anglia); **Second in Class 2:** J. C. Wallwork/W. Cave (Triumph TR2), 25; **Novice Award:** A.R.S. Turner (Ford Consul), 90; **Ladies Award:** Miss Y. B. Jackson (Morgan); **Team Award:** (B.T.D.A.) Wallwork, Snaylam, Boardman, 132. **First Class Awards:** T. A. Gould (TR2), E. J. B. Mitchell (Ford Anglia), T. A. Smith (M.G. Magnette), D. Butterwick (M.G. YB), J. P. Boardman (Peugeot), A. Slater (Ford Anglia), F. Snaylam (Triumph TR2), W. A. R. Crowther (Morgan), D. L. Strawson (Sunbeam-Talbot), J. D. Scott (Triumph TR2), Dr. F. Townsend (Morgan), R. E. Godsmark (Standard), M. Whalley (M.G. Magnette), M. H. Mather (Ford Anglia), D. A. Bradley (Land Rover).

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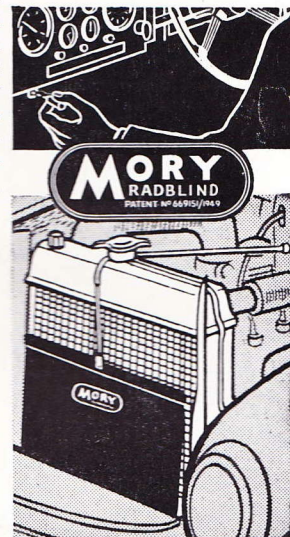
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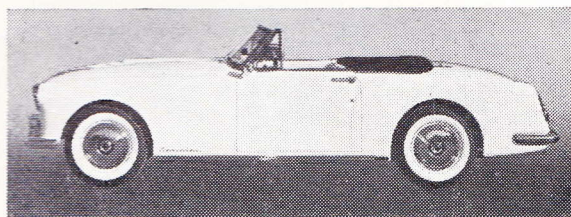
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