

AUTOSPORT

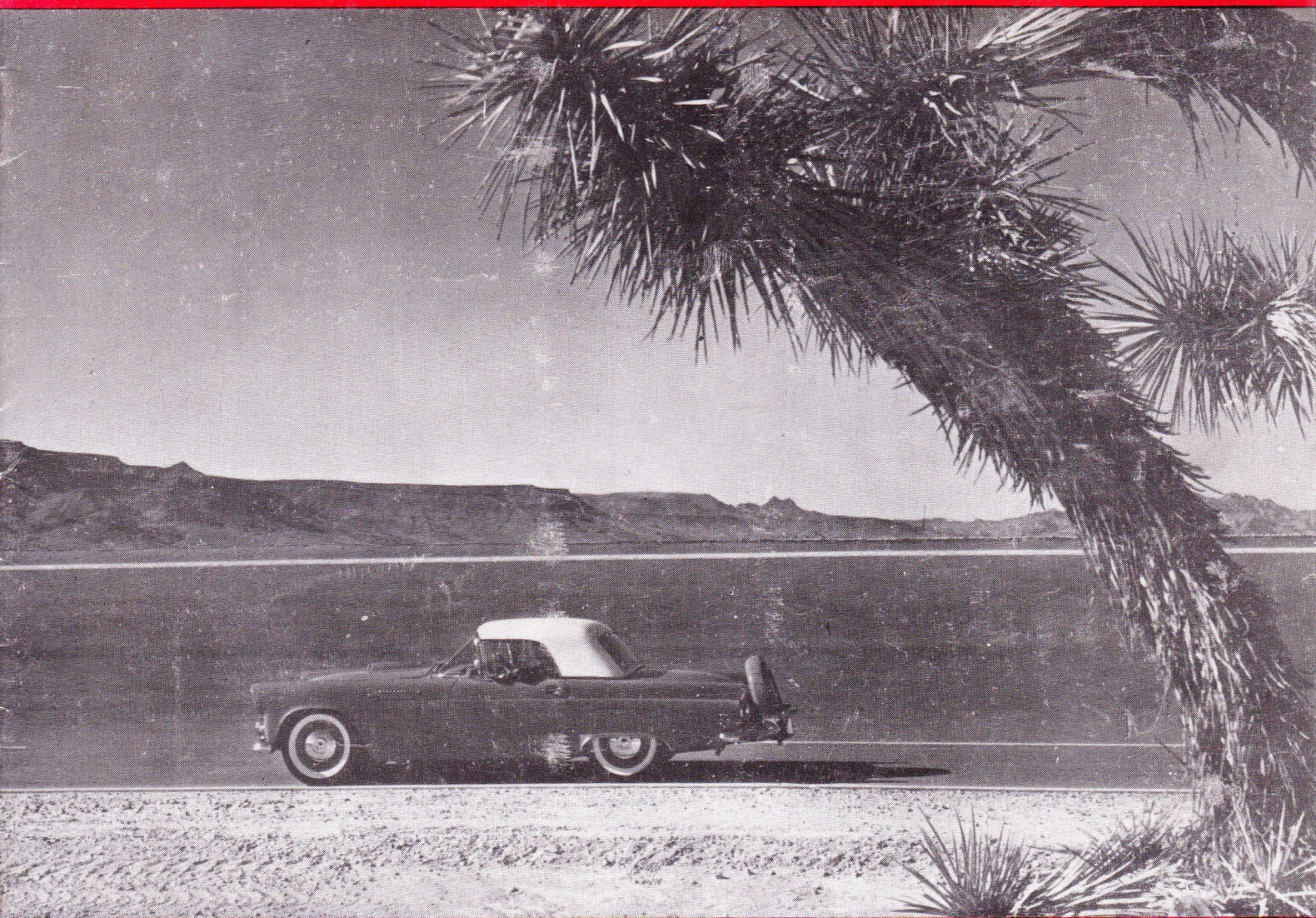
MARCH 16, 1956

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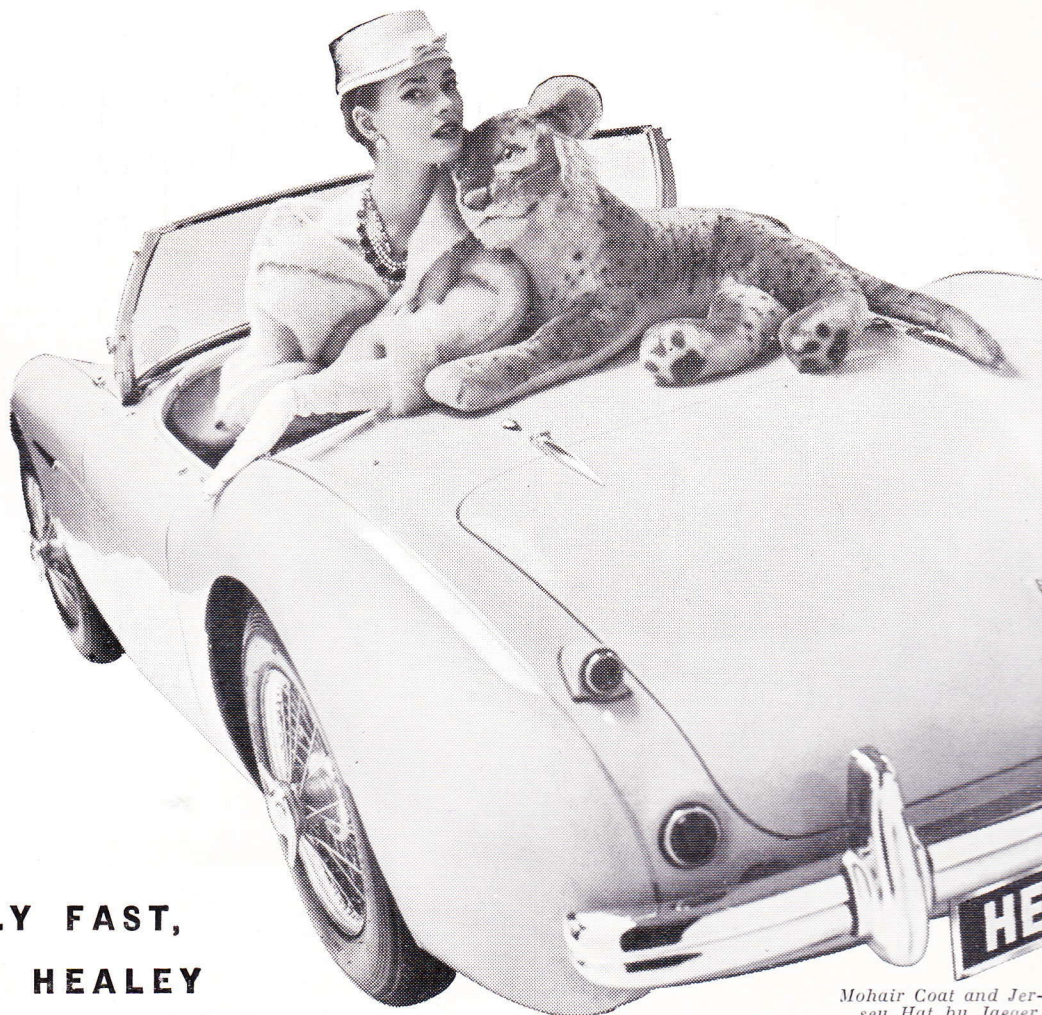
Vol. 12 No. 11

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

TRINTIGNANT (FERRARI) WINS WORLD'S FASTEST SPORTS-CAR RACE AT OVER 123 m.p.h.: VICTORY FOR LYNDON SIMS (ASTON MARTIN) IN R.A.C. RALLY: THE 1956 LISTER-MASERATI SPORTS-RACING CAR: BRITISH CARS FOR EXPORT BY JOHN BOLSTER.

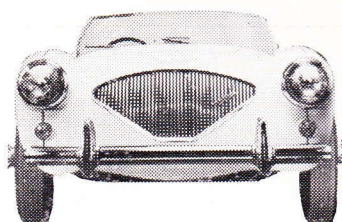


BEAUTIFULLY FAST, THE AUSTIN HEALEY

Mohair Coat and Jersey Hat by Jaeger.

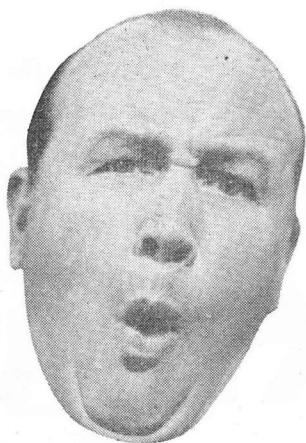
This is an unusual picture. It shows an Austin Healey at rest; and that is one thing this magnificent sports car rarely is. For when you think of an Austin Healey, you think of beauty in action. You think of an immensely powerful sports car going ahead like streak lightning. You think of a speedometer that goes 70 . . . 80 . . . 90 . . . 100 — and more. You think of the sheer excitement and exhilaration of being at the wheel of a record-breaker.

But the Austin Healey is not only beautiful to watch and beautiful to drive. The car itself is a beautiful engineering and design job. Its surging power comes from a superb 2.6 litre O.H.V. engine. Its wonderfully finished body is built on aerodynamic lines for speed. Its controls (one of the results of racing experience) are handily placed for sports driving. Its boot is particularly large for this kind of car. One final word. The upholstery is real leather, the carpeting is luxurious, the accessories are part and parcel of the standard equipment. Considering all this and the class of the car, the price of the Austin Healey is remarkably reasonable: £750 plus £376 7s. P.T.



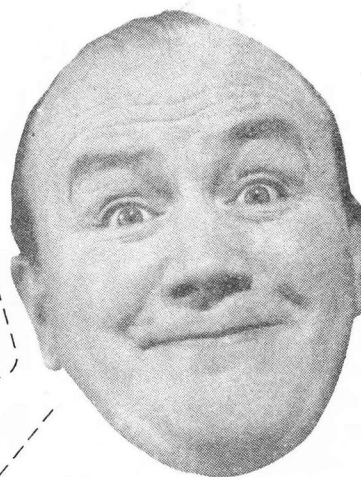
AUSTIN HEALEY

The Austin Motor Company Limited, Longbridge, Birmingham



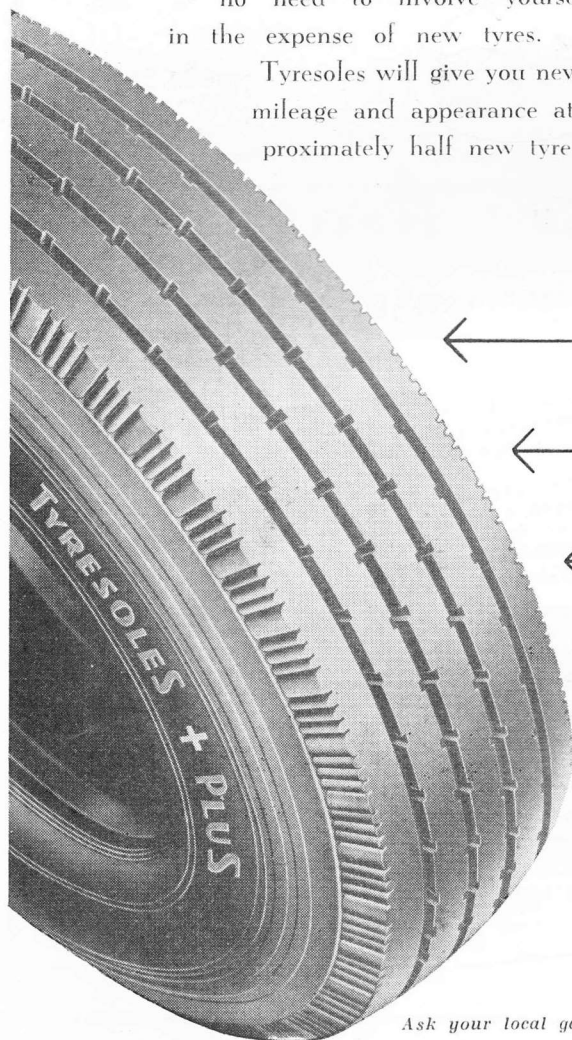
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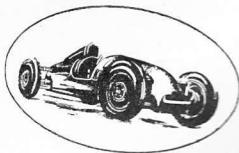
THE COOPER CAR COMPANY LIMITED.

243, EWELL ROAD, SURBITON, SURREY, ENGLAND.

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Your Ref
Our Ref JNC/SGR

R.R. Tanner, Esq.,
Competitions Section,
Esso Petroleum Company Limited.,
36, Queen Anne's Gate
London S.W.1.

Dear Mr. Tanner,

1st November 1955

As you are aware we made a successful attempt at various International Class 'G' World Speed Records with one of our standard production 1100 c.c. Coventry Climax engined Sports Cars last month at Montlhery.

The oil used for engine lubrication was Esso Extra Motor Oil, and a distance in excess of 1000 miles was covered during practice runs and Record attempts. For most of the time the engine was revving at about 7000 r.p.m., and speeds approaching 140 m.p.h. were attained in a continuous run of over six hours.

When the engine was stripped, on our return, at the Coventry Climax works, everything was found to be in perfect condition. To my mind this is an outstanding tribute to the excellent quality of your new Esso Extra Motor Oil.

Yours truly,
THE COOPER CAR COMPANY LIMITED.,

John Cooper

J.N. Cooper
Managing Director.

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 12 No. 11

March 16, 1956

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CONTENTS

	Page
Pit and Paddock	244
World's Fastest Sports Car Race . .	245
Aston Martin win in R.A.C. Rally . .	246
British Cars for Export, by John Bolster	247
The Lister - Maserati	248
American Angle, by Ruth Sands Bentley	249
Orange Occasion	250
News from the Clubs	252

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EDITORIAL

SPEED IN DEVELOPMENT.

ONE of the greatest assets possessed by Continental concerns is the speed at which designs can be conceived and finally developed. This applies not only to smaller firms, but to the majority of the larger manufacturers. In Great Britain, pattern-making is a slow and tedious business: to obtain castings for a new cylinder head, block, gearbox casing and so on may take several months—and even years. On the Continent, especially in Italy and Germany, such work can be carried out at a remarkable speed. In the U.K., the time taken between a projected body design, and the finished article, may mean that the new car, even in prototype form, is already obsolescent. This has happened time and again, and it is now apparent that, with few exceptions, the entire output of British factories is at present concentrated on vehicles which are not regarded in export markets as being completely up-to-date as regards modern requirements. The so-called "recession in the motor industry", partially caused by the Government's squeeze policy, can also be traced to a move on the part of foreign buyers to purchase popular cars produced by other countries. Our high-performance and sports-car market is not, so far, affected, but one must take careful note of the ever-increasing competition from abroad, particularly in cars of Grand Touring type. Already, certain Continental concerns have followed Mercedes-Benz racing practice, and the talk in motoring circles is of desmodromic valves, fuel injection, and practical aerodynamics. It is no secret that Porsche plan to appear with these features, and that the experimental engine for future DS19 Citroëns will be as revolutionary as was the original vehicle. Lancia, extremely busy in the commercial field, may enter the popular car market, and are said to be developing an air-cooled "four" of simple design. In U.S.A. the low cost, for an Alfa Romeo, of the Giuletta Spyder, is an indication of the Italian assault on the most profitable market of all. What it means, in brief, is that in Great Britain, the men who control the Industry should now pay heed to the more enterprising of the younger school of engineers and designers. New cars are urgently required, and development must be speeded up on a par with that obtained in the aircraft industry during the second World War. Competitions provide the shortest of short-cuts to development, and there should be no half-hearted participation in International events.

OUR COVER PICTURE

CAR AND COUNTRY: Framed by the Black Mountains and a "Joshua" tree, a 1956 Thunderbird is put through its paces on the new 5 mile test circuit built in Arizona by the Ford Company. The course is oval in shape, with banked curves permitting speeds of up to 140 m.p.h. or more.

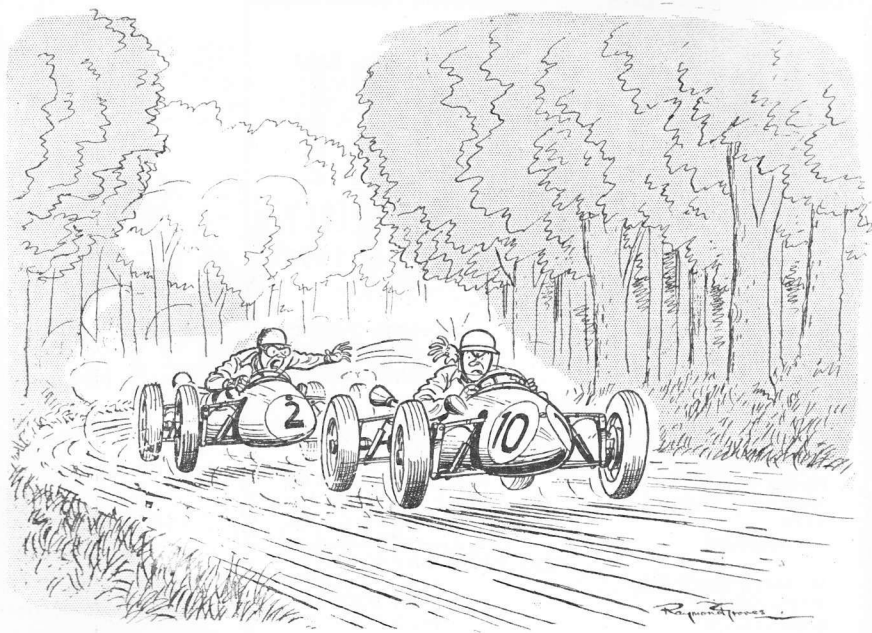
PIT AND PADDOCK

IMPROVEMENTS to the Oulton Park circuit for the British Empire Trophy race on 14th April include easing off of the exit from Deer Leap, just before the pits. Three new grandstands have been erected at Lodge, Old Hall and Knicker Brook corners.

SPECIAL awards are being presented by «Sporting Record» for the Easter Monday Brands Hatch meeting.

MAGLIOLI, recently testing new 1½-litre and 2-litre cars from Osca, may drive them this season.

FRENCH drivers Armagnac and Lau-reau, who won the T.T. together in 1954, are each driving a D.B. at Sebring in the 12 Hours race. The two cars stopped at L'Action Automobile in Paris on their way to U.S.A.—and very attractive indeed they looked.



"Of forests and enchantments drear,
Where more is meant than meets the
ear."
(Milton, *Il "Penseroso"*.)

CARROLL SHELBY (4.9 Ferrari) won the big race at the two days Palm Springs meeting. Jack McAfee (2-litre Ferrari) was second.

JEAN BEHRA hopes to drive a Maserati at the Easter Monday International Goodwood meeting. Cornet is expected to appear with a new 1½-litre model.

B.R.S.C.C. members may now purchase season tickets for 1956 Brands Hatch races. At a cost of £4 per adult, and £2-15-0 per child under 15, advantages include a reserve seat in the new grandstand, use of members bar, and special brooch. Seasonal car park tickets are also offered, at £1-10-0 per car, and seasonal spectators' badges at £1.

BRANDS Hatch meetings for 1956 organized by the B.R.S.C. are scheduled for 2nd April, 29th April, 20th May, 1st July, 6th August, 9th September, 14th October and 26th December.

1955 INDIANAPOLIS 500 Miles Race winner Bob Sweikert is to drive a new car, the D. A. Lubricant Spl., in this year's event.

THE Ulster Automobile Club will hold a special meeting in Belfast on 28th February to decide whether or not the club will undertake the promotion of this year's R.A.C. Tourist Trophy. Finance, of course, is the reason for any doubt on the matter. For the past two years U.A.C. members and friends of the race have been asked to guarantee any loss on the promotion. In 1954 the guarantors were not called upon but rumour has it that it will be necessary to call upon them to meet the 1955 deficit—and that even then there will be a sizeable amount still remaining to be found.



PRESENTATION by Mrs Kemsley of the "Autosport" Monte Carlo Rally Trophy to Ian M. Sutherland was made at the recent dinner of the British Monte Carlo Rally Competitors Club. Seen here, (l. to r.) are T. B. Band, W. R. Sutherland, Mrs Kemsley, the Trophy itself, and Ian Sutherland.

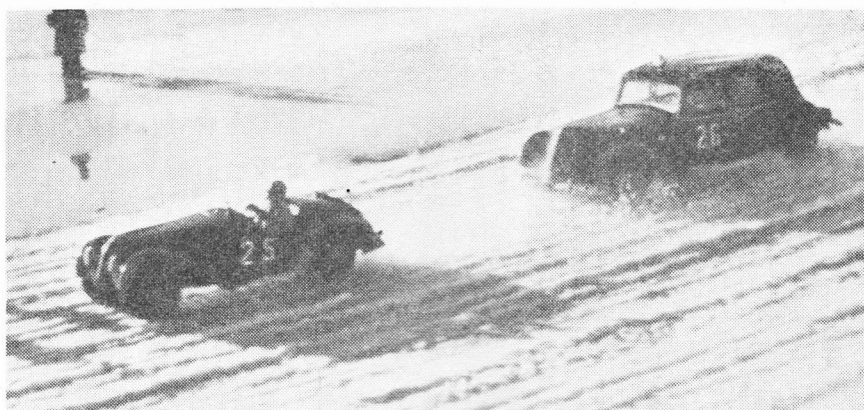


HAPPY GATHERING at the opening by rally driver Georges Houel of his new club-restaurant just off the Champs-Élysées, Paris. (L. to r.): Jean Behra, Gregor Grant and Ken Richardson and, seated, their Royal Highnesses the Duke (Monseigneur Don Jaime) and Duchess of Jelovie, and le propriétaire Georges Houel.

SPORTS NEWS

AUTOSPORT SERIES PRODUCTION SPORTS CAR CHAMPIONSHIP

REGULATIONS are now available for the "Autosport" Series Production Sports Car Championship, and may be obtained on application to 159 Praed Street, London W.2. Unfortunately, owing to various changes in the National calendar, it has not been possible to include the full list of qualifying events, but these will be announced as soon as possible. It has been decided to include speed



WINTER JOYS: Two spectacular ice racing scenes, during a recent meeting on frozen Lake Flaten, near Stockholm in Sweden. (Above) Raymond Sjoquist (BMW) leads a Citroën during a production car event. (Left) Two Formula 3 Effys, with shielded spiked tyres, plough through a water-logged stretch of the course at speed.



hill-climbs at Prescott and Shelsley in the programme. The list of eligible cars has been augmented by the inclusion of 100S Austin Healey, as Le Mans modifications bring the standard model up to "S" specification. The use of De Dion type axles is also permitted on Frazer-Nash entries, as this can be supplied as a modification by the manufacturers. The A.C. Ace and Aceca with Bristol engine is also eligible. First event counting towards the Championship will be at Goodwood on Easter Monday, at the B.A.R.C. International meeting. This will consist of a 13-lap race. Over £250 in awards and prize money is being made available for the Championship.

FANGIO FOR SEBRING

WORLD Champion Juan Manuel Fangio will, after all, have his passport returned by the Argentinian Government to enable him to race at Sebring. He will share a 3.5 litre Ferrari with Eugenio Castellotti. Harry Schell is nominated for a 3-litre car.

PUBLISHERS' NOTE

The printers' dispute still continues and this issue of "Autosport" is, of course, reduced in size and number of pages, owing to certain production and freight difficulties due to printing in France.

WORLD'S FASTEST SPORTS-CAR RACE

**Trintignant and Schell Repeat Agadir 1-2
for Ferrari—Race Average Exceeds 123 m.p.h.**

MAURICE TRINTIGNANT and Harry Schell were involved in a tremendous race-long duel in their Ferraris during last Sunday's Grand Prix of Dakar. Trintignant was in the latest, 6-cylinder, 3.5-litre machine, but even so, had to use all his skill to hold Schell's 4-cylinder, 3-litre model. Jean Behra could not start with the new 3.5-litre Maserati as it was being shipped to Sebring, but put up a grand show with the older 3-litre car. The two D-type Jaguars of Duncan Hamilton were very much in the picture, Graham Whitehead finishing in fifth place close behind Lucas's Ferrari.

The race was over 35 laps of the new, and very fast 10.323 kiloms. circuit (365.225 km), and attracted 23 starters. Schell shot into the lead from the fall of the flag, with Trintignant on his tail. The two Vanwall team drivers brought the crowd to their feet with excitement, as, lap after lap, they came round almost wheel-to-wheel. Gradually they drew away from the rest of the field which was headed by Perdita (Maserati) who was involved with Duncan Hamilton and Graham Whitehead (D-type Jaguars). Behra lay back in 7th place for about 16 laps, then be-

gan to close up fast. Perdita had trouble and fell back. Near the end, Behra hurtled past the Jaguars, and Whitehead duelled with Lucas's 3-litre Ferrari; Hamilton was slowed by some obscure trouble and finally retired.

The finish was so thrilling that the spectators nearly shouted themselves hoarse. Trintignant and Schell, after passing and re-passing, came through on the last lap together. On the long straight, the superior speed of the 3.5-litre car gave Trintignant the advantage, but Schell closed up again and was just four-fifths of a second behind his team-mate as they flashed over the line. A couple of minutes behind came Behra, pursued by Lucas and Whitehead. Graham all but caught the Ferrari on the line, and what appeared to be a dead-heat, turned out to be a fifth of a second lead to Lucas.

The two leaders lapped continually at the magic 200 k.p.h. figure, Trintignant eventually returning 201.923 k.p.h., the fastest lap ever recorded in a sports car event. Indeed, Dakar now hold the honour of organizing the world's fastest sports-car race, Trintignant finishing with an average of over 123 m.p.h.

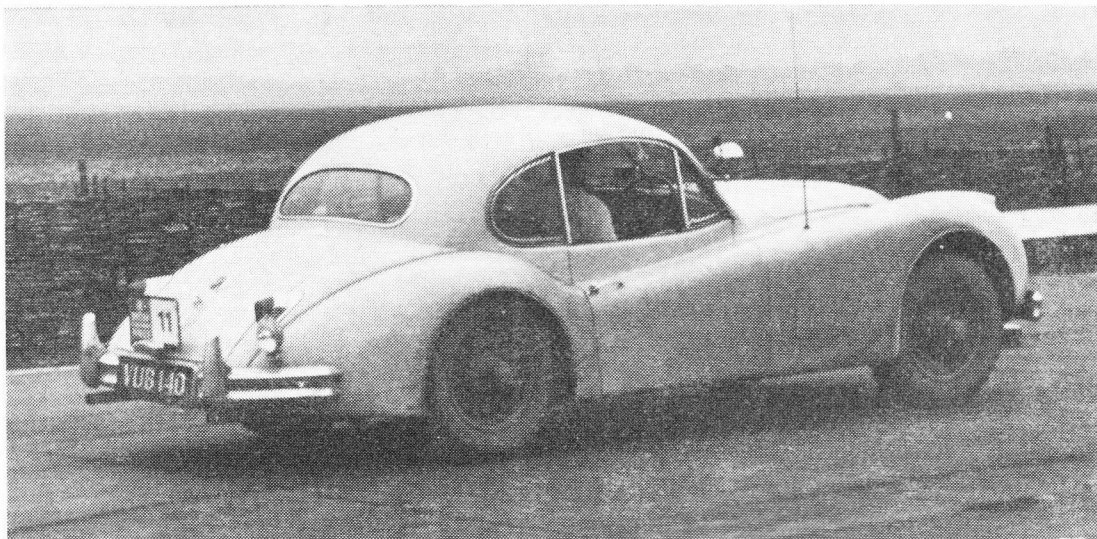
Result.

1, Maurice Trintignant (3.5 Ferrari), 1 hr. 48 mins. 47 secs. 198.902 k.p.h. (123.69 m.p.h.). 2, Harry Schell (3.0 Ferrari), 1 hr. 48 mins. 47.8 secs. 3, Jean Behra (Maserati), 1 hr. 50 mins. 15.2 secs. 4, Jean Lucas (Ferrari), 1 hr. 50 mins. 21.7 secs. 5, Graham Whitehead (D-type Jaguar), 1 hr. 50 mins. 23.2 secs.

Fastest Lap. Trintignant, 3 mins. 4 secs., 201.923 k.p.h. (125.47 m.p.h.).



★
R.A.C. RALLY:
(Above) A. F. Caulkley (M.G. "A"), winner of the up to 1,600 c.c. class, in the Hastings Test. (Right) Runner-up to winner Lyndon Sims was Ian Appleyard seen here with his XK140 Jaguar "VUB 140", at Goodwood.
★



ASTON MARTIN WIN IN R.A.C. RALLY

Lyndon Sims on Top: Class Successes for Standard, M.G., Austin, Volkswagen and Jaguar: Team Prize to Austins.

THE R.A.C. Rally, which concluded at Blackpool on 10th March, was won outright by Lyndon Sims in his privately-owned, DB2/4 Aston Martin. Sims put up a series of faultless performances in the various tests, but nearly did it all wrong by running out of petrol during the Yorkshire night-navigation test. Only by "commandeering" a pump was he able to replenish his tank, and get to the control—just in time.

Runner-up was Ian Appleyard (XK 140 Jaguar), with Dr. J.T. Spare (Morgan) in third place. Fourth was Bill Bleakley in a new 2.4-litre Jaguar, followed by Peter Cooper (Standard Ten) and Joan Johns (Austin). Pat Moss (M.G.) appeared to have the Ladies Cup well in hand, only to lose marks in the final test at Blackpool. The award went to Angela Palfrey (Austin A40 Sports), and second place was gained by Mary Handley-Page/Jo Ashfield, in the former's none-too-new Rover 75. The team prize went to Austins (Joan Johns, Gerry Burgess and Jack Sears).

A feature of the rally was the fluctuating fortunes of the leaders from day to day. Several prominent drivers were penalized heavily for early arrival at controls, apparently overlooking the fact that the one minute grace of former years did not apply for the 1956 event. Among those who lost marks for this were Ronnie Adams (XK140 Jaguar) and Sidney Allard (Allard). A fully-illustrated report of the rally will appear in our next issue.

Provisional Results.

Best Performance: Lyndon Sims/F. I. J. Girling (Aston Martin), 29.2 points. 2. Ian Appleyard/Pat Appleyard (XK.140 Jaguar), 50. 3. J. T. Spare (Morgan), 54.8. 4. W. D. Bleakley (2.4 Jaguar), 65.1. 5. Peter Cooper (Standard Ten). 6. Mrs. Joan Johns (Austin Westminster).

Team Prize: Austin (Joan Johns, Gerry Burgess, Jack Sears).

Coupe des Dames: Angela Palfrey (A40 Sports Austin). 2. Mary Handley-Page (Rover 75). 3. Pat Moss (M.G.).

Class Awards.

Production Touring. Up to 1,000 c.c. Peter Cooper (Standard), 1,001-1,300 c.c.

J. D. O'Leary (Volkswagen). 1,301-2,000 c.c. A. H. Senior (Austin A50). Over 2,000 c.c. W. D. Bleakley (2.4 Jaguar).

Special Touring and Grand Touring. Up to 1,300 c.c. Johnny Wallwork (Standard 10). 1,301-2,600 c.c. Lyndon Sims (Aston Martin). Over 2,600 c.c. Ian Appleyard (Jaguar).

Sports Cars. Up to 1,600 c.c. A. F. Caulkley (M.G. "A"). Over 1,600 c.c. J. T. Spare (Morgan).

REMARKABLE CONNAUGHT SPEEDS

DURING recent trials at Goodwood, the existing circuit and Formula 1 records were unofficially broken by Archie Scott-Brown and Les Leston,

driving the Grand Prix "Syracuse" Connaught. Scott-Brown's 1 m. 31.1s. (94.84 m.p.h.) shattered Mike Hawthorn's existing circuit record put up with the 4.5-litre Thinwall Special, and Leston's 1m. 32.3s, was better than Stirling Moss's time with the 1955 Maserati. At the time of writing, Bob Gerard had been invited to try the car, with a possible view to joining the team for 1956. Archie Scott-Brown is at present on his way to Sebring, where he will share an Austin-Healey with Lance Macklin.

RALLYE

LYON-CHARBONNIERES

TODAY, 16th March, over a hundred cars set off on the 9th Lyon-Charbonnières Rally, organized by the A.C. du Rhône. It will finish on Sunday, 18th March, at Lyons.

The entry list of 112 cars includes many noted Continental rally exponents, in cars ranging from Jaguars and Alfa Romeo to 2CV Citroens. Lucas/d'Ornano drive an Aston Martin, Georges Houel, Boilet, Castelain and others have Alfa Romeo 1900s, Cottelloni drives a DS19 Citroen, Gacon/Arcau a Porsche, Michy-Rambaud a Denzel, Guiraud his very fast Peugeot, and the are several other Peugeots, Renaults, Panhards and Simcas. British entrants include Roy Clarkson/Arthur Tatham (Morgan), Gregor Grant/Kit Heathcote (Standard 10) and Nancy Mitchell/Doreen Reece (M.G. Magnette).

TECHNICAL AND OTHERWISE

by John Bolster

BRITISH CARS FOR EXPORT

IT would be absurd to pretend that all is well with the British motor industry. Reduced hours of working, and the ever growing acreage of unsold cars around the big factories, tell their sorry tale. We know, of course, that certain economic problems, which are not within the control of the industry, are partly responsible. Nevertheless, I do feel that if an entirely new line of cars, more attractive in every way than their predecessors, were produced, there could be a minor selling boom in this country, and a revival of our export market.

Let us, for the moment, consider only the small and medium sized saloons of relatively moderate price. In the first place, it is certain that far too many models are being produced. If each of the great "Groups" would slash their ranges and produce only a couple of cars, vital savings in manufacturing cost could be effected. More important, the overseas agents would be able to carry a much smaller stock of spare parts, and their personnel could be better trained to service the restricted range. Cars must be made which will cover 75,000 hard driven miles without overhaul, and in every area where they are sold, competent and immediate attention must be given to all repairs and adjustments. Our competitors are already giving this service, and we cannot hold our place in world markets unless we do the same.

A realistic approach must be made to the design of the cars. Britain was late in adopting independent front wheel suspension, because our inadequate main roads yet have a very smooth surface. Now, our big manufacturers are clinging to the Edwardian live rear axle mounted on semi-elliptic springs. It is true that this ancient layout has been developed over the years until it gives a reasonable ride on our roads. But, the better independent rear ends of the Continental cars give an incomparably superior performance over rough roads at high speeds.

After one became accustomed to driving cars with independent front suspension, to return to an older machine with a beam axle made one conscious all the time of the inadequacy of the front end. I know a certain medium-sized Continental car which has independent suspension of all four wheels. The ride in the front and back seats is so comfortable, and the roadholding and controllability so good, that to drive a conventional modern car after it is almost as bad as going back to a "cart sprung" front axle.

It is among small, light cars that the evils of the old-fashioned rear end are worst felt. Larger cars have a much more favourable ratio of sprung to unsprung weight, but even so the Americans are likely soon to change over en masse to I.R.S. Per-

haps I was wrong, in the preceding paragraph, to refer to cars with a rear axle on leaf springs as "conventional", for already the best-selling small cars of France, Germany and Italy have independent suspension at all four corners. Let us, then, insist that our new small cars have I.R.S. too.

Those three best-sellers also have rear engines, and that is another matter which must be considered. I think that cost and weight can both be saved if all the mechanical components are in one parcel, and the deletion of the propeller shaft tunnel is advantageous. There is also much to be said for placing all the mechanism at the nose of the car, and driving the front wheels. Certainly, many such designs do handle exceptionally well, but the layout is apt to be a little more costly and to have a few more wearing parts.

Then, there is the question of air cooling, and this is all tied up with the noise problem. Silence is one respect in which British small cars have always excelled over their Continental brethren. Great strides have been made in the silencing of air-cooled engines, but I have yet to drive one that has the degree of quietness that we normally expect. I do think that we should do everything possible to maintain our reputation for building quiet cars, and that we should also strive to regain our fame for quality of construction and finish—a fame that we are in great danger of losing.

Perhaps the most important improvement required is in appearance. It is curious that the Italians, who make the best looking sports coupes in the world, have yet to design a really pretty four-door saloon. I find all French cars attractive, with one honourable exception, but the Germans have not built a really artistic small car, though again their speed models are delightful. Our little cars look too staid and "respectable" to excite a longing for possession in the buying public.

In France, there is an Institute of Industrial Aesthetics, of which the jury gives a label called "Beauté-France" to the best looking product of every industry. Among cars, there was a dead heat between the Simca Aronde Grand Large and the Renault Frégate. Now, these two vehicles are not wildly unconventional in appearance, but they have a beauty in all their proportions that nobody can deny. Yet, they are both roomy family cars. Above all, they both look like motor cars, and not square boxes.

I do not suggest that we should copy the products of another country, but there are some useful lessons to be learned. The very small wheels which are becoming fashionable do seem to pose an insoluble styling problem, and a car balanced upon these pathetic little castors does seem

to have a top heavy look, even if it is reasonably low built.

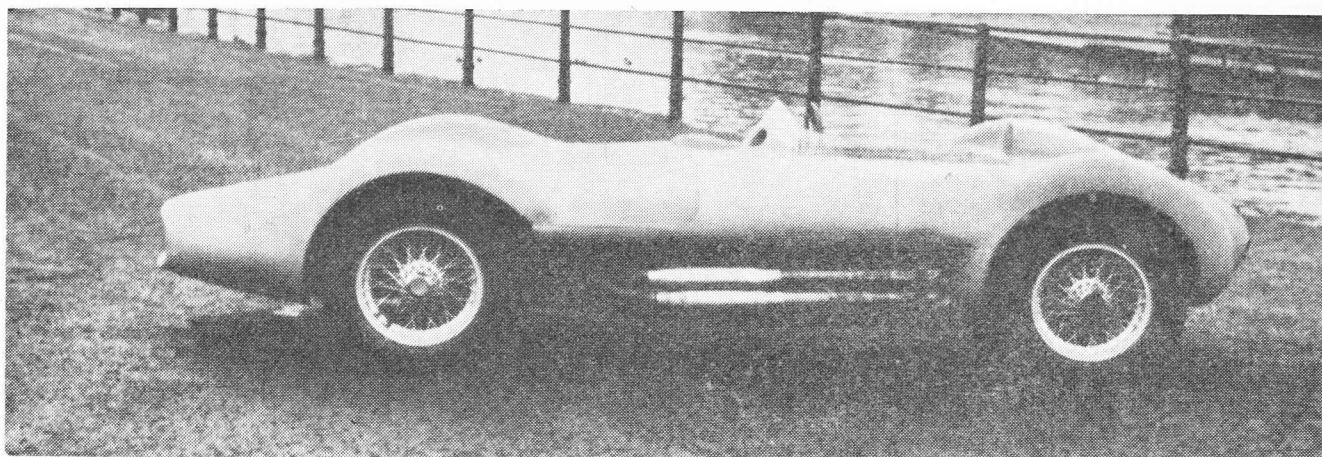
If I have unavoidably criticised some of our native products, I do not wish to be thought unpatriotic. I was lost in admiration of our motor industry when they made their terrific come-back after the war. The new models produced then were a revolution, nothing less, compared with the staid vehicles of the immediate past. Our present cars give extremely satisfactory results, and are certainly the best we have ever made.

Yet, I think it is time for another revolution. In our industry we have the brains, the skill, and the know-how, to produce the finest cars of the most advanced design in the world. Let us, therefore, when tooling up for new models, be unafraid of flouting convention in our search for perfection. Furthermore, let us build just a little more speed and performance into our cars than the equivalent models of any other nation. Let us assume, from the outset, that even our smallest family cars will be driven in rallies and production car races, and let us build them to win. Then, once again, we shall be able to use the slogan, "Britain can make it!"

FETING OF THE "MONTE" WINNERS

SINCE returning home the members of the winning Monte Carlo team have faced an almost unbroken round of social engagements given by personal friends and official bodies anxious to honour their achievement. Among the most important of these was an informal tea-party at Government House, when Ronnie Adams and Derek Johnston, together with their wives, were received by the Governor of Northern Ireland, The Lord Wakehurst and Lady Wakehurst. The Governor was most interested in their experiences and a Private Secretary told how the Governor had followed the progress of the Rally from first to last. On 8th February a civic reception was given Adams and Johnston by the Lisburn Urban Council and silver tankards suitably engraved presented on behalf of the townsfolk. Private parties have been given by, among others, Mr. and Mrs. John Johnstone (J.J. was in Ronnie's crew last year) and Mr. and Mrs. Ted McGuire (both of whom have competed in the Monte Carlo Rally). At the latter party, incidentally, one of the guests was Mrs. Conway, who had taken part, as a member of an all-woman team, in the 1932 Rally. Living, as he does, in Dublin, Frank Bigger has been unable to attend these functions, but he has not been overlooked when honours are being done.

LE MANS in August may see a trio of works-prepared French Talbots, running in the 2½ litre class.

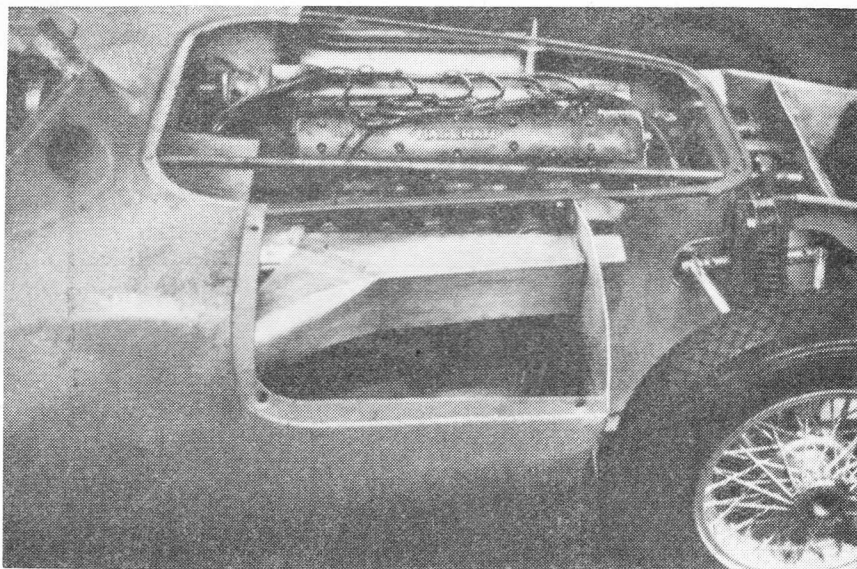


The Lister-Maserati

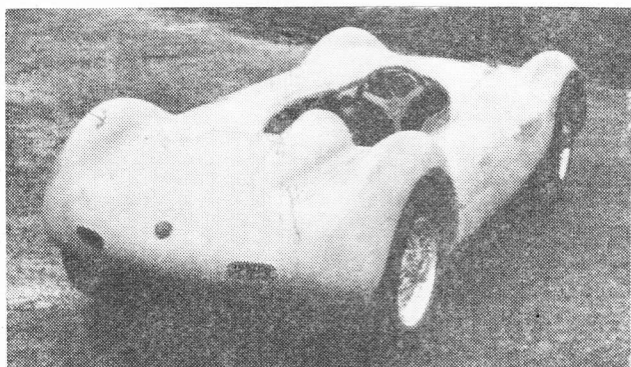
THE basic correctness of the sports car chassis designed by Brian Lister has been established in two years of successful competition work, and it is significant that the newest machine from the Cambridge concern, the Lister-Maserati, is based on the original No. 1 chassis, which used to be fitted with an M.G. power unit.

Detail modifications to this chassis have been incorporated, effecting a considerable saving in weight, notably in the fitting of 10in. Girling disc brakes, which result in a saving of 40lbs. These will be fitted to all 1956 Listers. Greatest change from last year's cars, however, is in the bodywork. Frontal area of Brian Lister's latest design is exceptionally small, an overall width of 4ft. 7ins and a scuttle height of only 2ft. 3ins, meaning a reduction in this vital field of 20%. Weight, too, is commendably low and although the car is not yet quite complete, the all-up, dry weight should not exceed 10½-cwt.

The nose is of stressed skin construction, and performs a three-fold function in that it carries the weight of the radiator, the front body panels and the cooling ducts for the front brakes and radiator. Immediately below the windscreen are two 4in. apertures, which feed cooling air forward to the Weber carburettors and back to the inboard rear brakes and differential unit.

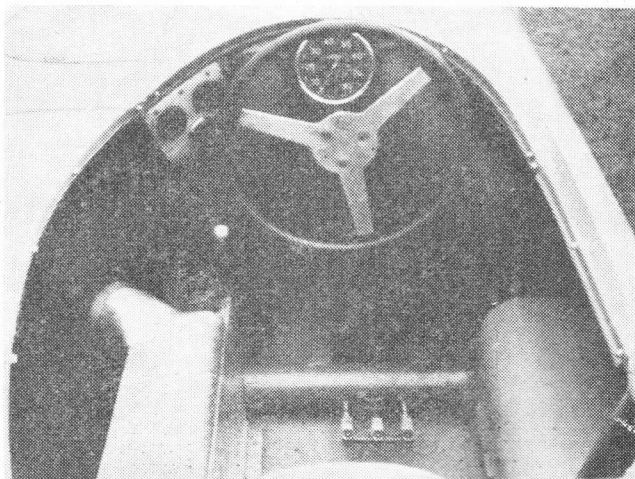


ITALIAN "SIX": The A6GCS 2-litre Maserati engine has been neatly accommodated in the Lister chassis, the scuttle height being only 2ft. 3ins. Note the two air inlets, also the ducting for the Weber carburettors.



AFT VIEW: (Above) The new Lister from behind, showing the stubby but shapely tail and head fairing.

"ARCHIE'S EYE" VIEW: (Right) The Lister cockpit, with flexible air ducts, one leading to the carburettors, the other to the rear brakes. It will be driven by Archie Scott-Brown.



American Angle

By Ruth Sands Bentley

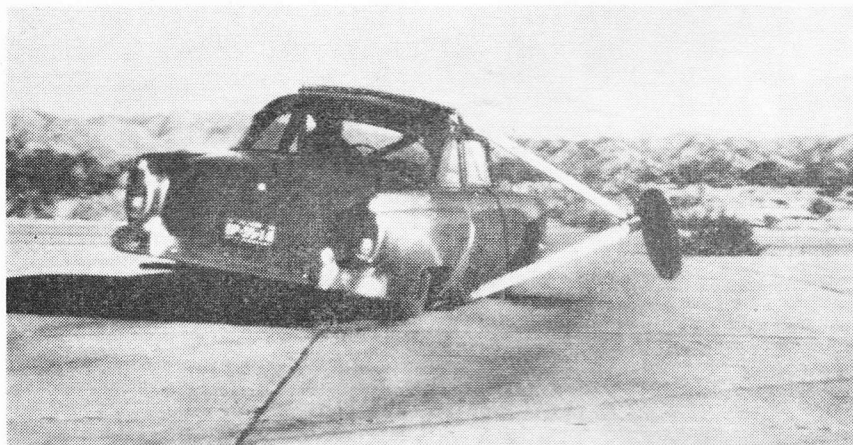
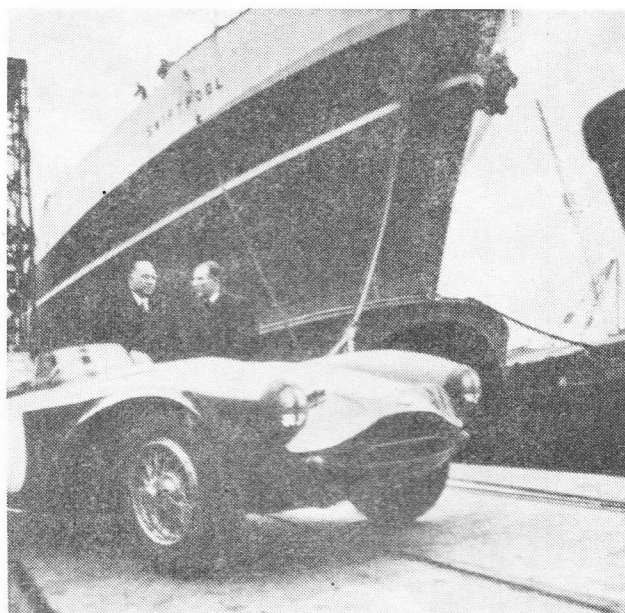
Sebring Score.

No one is attempting to guess the winner of the forthcoming Sebring race, but there's little doubt that the eight D-type Jaguars, ten Ferraris, six Maseratis and three Aston Martins will stage the greatest battle ever seen in a sports car race in the U.S.A. Although official lists have not been released by the organizers, it appears that the final line-up will read like this:

Kurtis 5.5-litre Crawford/X; Ferrari (works entries) 3.5-litre, 12 cyl. Fangio/Castellotti; 3.5-litre 4 cyl. Musso/Gendebien; 4.4-litre 6 cyl. De Portago/Schell. (Private entries) 4.9-litres; Ruttman/Hively; 4.4-litre, Kimberly/Lunken; 3.5 litre, Hill/X; 3.0 litre, Derujinsky/Palmer-Morewood; 2.0-litre, Rubirosa/Pauley, Polo/Munoz, Chinetti/X. Jaguar (works entries): Hawthorn/Bueb, Hamilton/Titter-

FLORIDA-BOUND (Right): The three Aston Martin team cars for the Sebring 12 Hours race sailed aboard the M.V. Swiftpool on 2nd March. Seeing them off safely here are two members of the David Brown team, Reg Parnell and Stirling Moss. First stop will be Miami, then the cars will go overland to Sebring.

★
IDEA FOR RACING? (Below) An outrigger wheel enables brutally sharp turns to be made in this Mercury test car, cornering at high speed on the Ford Company's Arizona testing ground.



roads rising to 7,000 feet, and in an abandoned stretch of old highway pitted with chuck-holes as jolting as any engineer could have devised. In addition to the new proving grounds, Ford has testing grounds in Pennsylvania, Colorado, and two in Michigan. With the addition of the new facilities, Ford's 150 skilled test drivers expect to put Ford-made vehicles (Ford, Lincoln, Mercury, and Continental) through more than 12,500,000 miles of testing during 1956.

O'Shea Outstrips Others.

MERCEDES-BENZ recently honoured Paul O'Shea, 1955 Champion Driver of the S.C.C.A., with a luncheon at the Plaza Hotel in New York City. Director Karl Giese of Stuttgart, Germany, attended the affair and was obviously proud of O'Shea's record in his Mercedes 300SL, with which he acquired 11,750 points in National events. Runner-up to O'Shea was Charles Wallace in a Jaguar XK-140MC (10,750 points). Phil Hill (Ferrari) was third with 9,500 points; and tying for fourth place were Sherwood Johnston (Maserati) and D-type Jaguar) and Bengt Soderstrom (Porsche) with 6,750 points each. O'Shea, who drove extremely well all season, had eleven outright wins.

RALLYE SOLEIL CANCELLED

THE Automobile-Club of Cannes has announced that the IXth. Rallye Soleil, which should have been held from 8th.10th. May, has been cancelled.

The reason is the banning of Sports cars from French rallies, which the Club felt would debar many would-be entrants. Sooner than lower their standards the Club have postponed the rally until 1957, when it is hoped that wiser counsels will prevail in French Government circles.

As more than half of the entry for the "Alpine" has in the past been made up by Sports Cars, this may possibly be a pointer to the attitude of the A.C. of Marseille et Provence?

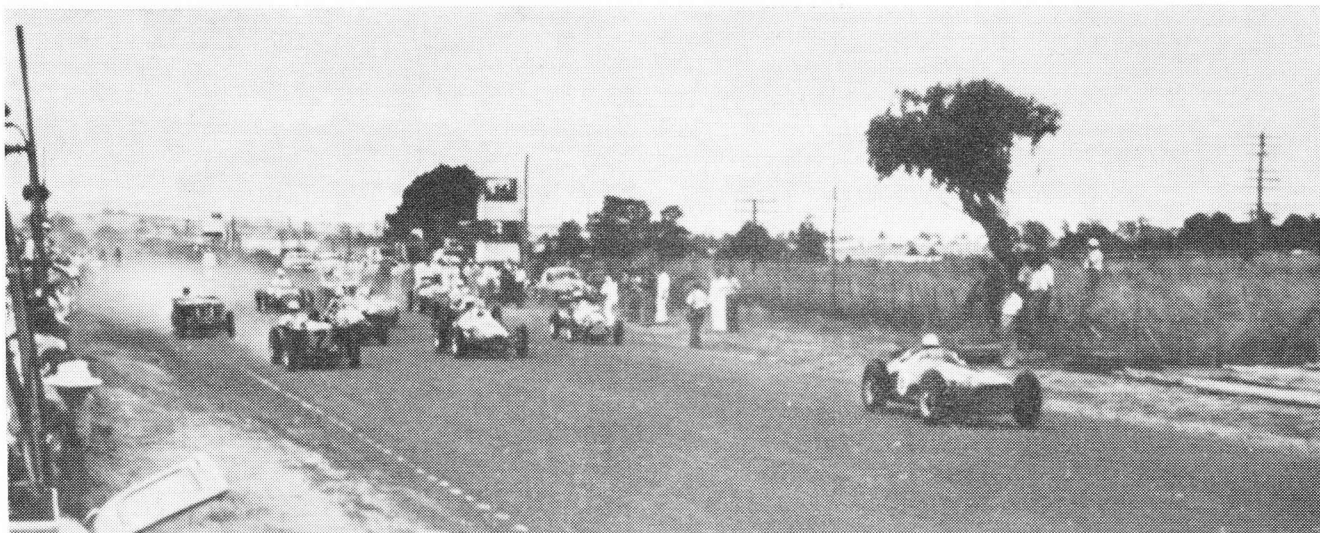
ington, Johnston/Spear; (Private entries) D-types, Cunningham/Bennett, Ensley/Sweikert, MacKensie/Weiss, Mena/Gonzales, Kaplan/Boss. Maserati (works entries): 3.5-litre, Taruffi/Perdisa, 3.0-litre, Behra/Petruzzi, 1.5-litre Menditeguy/Crawford. (Private entries) 1.5-litres, Burns/Scott, Miss Haskell/de Tomaso, Lloyd/X. Aston Martin (works entries), 3-litre DB 3S: Moss/Collins, Parnell/Salvadori, Shelby/Brooks. Austin-Healey (works entries), 100S: Macklin/Scott-Brown, Jackson-Moore/X. (private entry) Stiles/Huntoon. Mercedes-Benz (private entries) 300SL: O'Shea/Thompson, Wallace/Black, Flynn/X. Arnolt-Bristol, 2-litre, Arnolt/Goldich, Ballinger/Ryan, Peterson/X. Morgan 2-litre, Weitz/Rothschild, Hunt/Erickson/Bos. Porsche (works entries), 1.5-litre, Von Hanstein/Herrmann, Von Trips/X. (private entry) MacAfee/Lovely. Osca 1,500 c.c. Makins/Bott. M.G. A type Ash/Ehrmann/Cron; Kincheloe/Spitler/Dahl; Allen/Van Driel. Corvette (J. Fitch entry) Fitch/Hansgen, Erickson and others. A.C. 2-litre Dressel/Woodbury. Cooper-Climax Bentley/Hugus and Cuomo; Craft/Byron. Lotus 1,500 c.c., Chapman/Bastrup; 1100 c.c., Dr/Mrs. Wyllie, Shepherd/Smith. Renault-D.B. Lucas/Norwood. D.B. 750 c.c., Armagnac/Mercader; Laureau/Ulrich.

America's Isabel Haskell, who scored an amazing seventh place over-all in the recent Argentine race, will

be driving the same 1500 cc Maserati at Sebring. She and Peggy Wyllie will be the only two women in the 12-hour race. Two of this year's drivers are former winners of the Indianapolis 500-mile classic: Bob Sweikert, who won last year, and Troy Ruttman, the 1952 winner. The two Thunderbirds have been withdrawn from the race.

Ford Dedicates Proving Ground.

NEXT Wednesday the Ford Motor Company will dedicate its new 3,840-acre proving ground, near Kingman, Arizona, which will provide that company with its first year-round facility for testing passenger cars and trucks under punishing desert conditions. The proving ground itself is situated in a hot, dry basin about 2,000 feet above sea level, where the thermometer sometimes reaches 120 degrees Fahrenheit, and abrasive dust is plentiful. Main feature of the proving ground proper is an oval, high-speed test track which is five miles around and has one-mile straightaways. Further testing can be done in the nearby mountains with their long, steep, rocky



PHENOMENAL was the getaway of Stan Jones's 4½-litre Maybach Special at the start; well behind can be seen Hunt's 2½-litre G. P. Maserati, the eventual winner at Gnoo Blas, and Jack Brabham (Cooper-Bristol), who finished second.

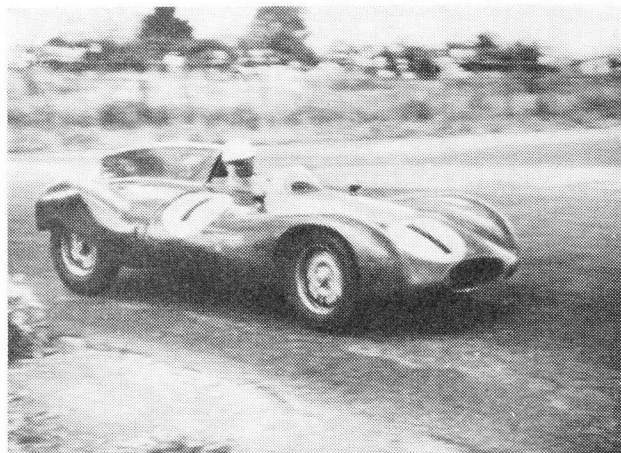
ORANGE OCCASION

Scenes from the Recent Gnoo Blas Race Meeting at Orange, N. S. W.

FINE AND FAST: (Right) Stan Jones's Maybach Spl. in its latest form, with fuel injection, has a handsome appearance reminiscent of the old 1½-litre B.R.M.



LONG-NOSE: E. Ansell improved the streamlining of his TV1100 Fiat by fitting this nose for the saloon car races.



SECOND HOME in his Cooper-Bristol was Jack Brabham, who has improved stability by fitting wishbones at the rear, below the transverse leaf spring.

NEWS FROM THE CLUBS

By Stuart Seager

SEVEN clubs from the Southern half of England are invited down to Cheltenham for the weekend of 14th and 15th April to take part in the **Cheltenham M.C.'s Jubilee Rally**. They are the London, Worcestershire, Stroud, Oxford and Burnham M.C.s, the West Hants and Dorset C.C. and the Midlands Motoring Enthusiasts Club. The road section will be approximately 275 miles in length over metalled roads, the first car starting from Cheltenham on the Saturday evening and finishing there the following morning. Each driver must have a passenger with him (or her), and although the accent is on navigation, there will be two driving tests on the way. Categories are for Touring and Sports cars and Specials, and entries close on Tuesday 3rd April with Miss M.W. Pearson, 79 St. Georges Road, Cheltenham, Glos. . . . Up in the north that same weekend, the **Blackpool and Fylde M.C.** will be holding their Coast to Coast Rally, and they, too, have invited seven clubs to join them—Lancashire A.C., Yorkshire S.C.C., B.A.R.C., Liverpool M.C., Bolton-le-Moors C.C., Knowdale C.C. and the R.A.F.A. Motor Club. The route will be from Blackpool to Scarborough and back to Blackpool again, starting at midnight plus one minute on the night of 13/14th April. On arrival on the east coast there will be driving tests and possibly a sprint round Oliver's Mount during Saturday, followed by a rally dinner and dance in the evening. The return route on Sunday will finish at about 4 p.m. The all-in cost for entry and accommodation will be £6 for one car and two people; regulations from Stuart Murdoch, 270 Newton Drive, Blackpool. . . . the Gosport A.C. have managed to find a new course for their speed trials, the first this season being held on 29th April as a restricted invitation meetin. The course is situated at the extreme end of the Portsmouth and Southsea sea-front, is seven-eighths of a mile long, begins and ends with right-hand bends and is straight in the middle. The road itself is 20 feet wide and spectator facilities are excellent as the surrounding land is above road level.

RECENT RESULTS.

CONNACHT M.C.

Henderson Cup Trial.

Henderson Cup: F. Bradshaw (Ford Spl.); 1st Class Awards: S. Rutledge (Ford Spl.), I. Catherwood (Dellow), T.P. O'Connell (Volkswagen), P. Hopkirk (Triumph TR2); 2nd Class Awards: E. Connell (Ford Spl.), J. O'Donoghue (Fiat 600), G. O'Brien (Volkswagen), R. Mayer (Volkswagen); Saloon Car Award: T. P. O'Connell; Sports Car Award: P. Hopkirk.

TIPPERARY M.C.

Trader's Cup Trial.

Traders Cup: 1, Catherwood (Dellow); Open Car Class: T. P. O'Connell (Ford Spl.), V. Baker (Ford), S. Rutledge (Ford); Saloon Car Class: S. Murphy (Volkswagen), G. Dyer (Ford Anglia), J. O'Donoghue (Fiat 600).

M.G.C.C. (IRISH CENTRE).

Experts Trial, 18th February.

O'Clery Cup: W. Chesney (Hayrake); 1st Class Awards: A. L. Young (Dellow), W. Sloane (McCandless), S. Rutledge (Ford Spl.); 2nd Class Awards: G. Harrison (Dellow), C. H. Manders (Ford Spl.), F. Bradshaw (Ford Spl.).

IRISH M.R.C.

Night Navigation Trial, 26th February.

Premier Award: J. D. O'Leary (Volkswagen); Saloon Class: J. Millard (Fiat 600); Open Class: E. Connell (Ford Spl.); 1st Class Awards: J. O'Donoghue (Fiat 600), K. Sherry (Volkswagen), D. Connolly (Volkswagen); 2nd Class Awards: R. Mayer (Volkswagen), L. Collen (Fiat 600), G. Dyer (Ford Anglia), A. D. Malcolm (Hillman), Miss A. Newell (Fiat), R. H. Graham (Hillman); Novices Award: L. A. Dawes (Volkswagen); Navigators Award: R. H. Tilson.

EDINBURGH UNIVERSITY M.C.

Driving Tests, 26th February.

1st Overall: J. S. McCaig; Class 1: J. S. McCaig; Class 2: M. Gillespie; Best Performance by E.U.M.C. member: W. D. Bertram; Best Performance by a Bentley driver: H. I. T. Gunn; Team prize: J. S. McCaig, M. Gillespie; Best E.U.M.C. Team: A. D. M. Dobbie, A. K. R. Gilchrist.

CIRENCESTER C.C.

Spring Rally, 25/26th February.

Outright Winner: R. Base (Riley); Class 1: H. Braithwaite (Standard 8); Class 2: P. Enoyd (M.G. Magnette); Class A: B. Phipps (Morgan); Class G: M. Davies (Ford Zodiac); Clappen Trophy: J. Loveday; Ladies Trophy: Miss A. Jervis (Morgan); Team Prize: Morgan 4/4 Club.

SHENSTONE AND D.C.C.

V.T. Fellows Memorial Trophy Trial.

Premier Award: R. H. Shrimpton (Austin); Shenstone Trophy: T. R. Wood (Ford); Shenstone Cup: G. R. Baird

(Ford); 1st Class Awards: L. M. Austin (Morris), J. Deeley (Ford); 2nd Class Award: W. A. Scott (Dellow); 3rd Class Awards: R. B. White (Morris), F. D. Woodall (Ford).

U.H.U.L.M.C.

Rosette Rally, 18/19 February.

Premier Award: F. W. Scott (Hillman Minx); Class B: P. H. Flindt (Vauxhall Velox); 1st Class Awards: G. A. Robins (Vanguard), L. Needham (Triumph TR2); Class A: J. N. Eldeen (H.R.G.).

BRITISH RACING AND S.C.C. (NORTHERN CENTRE).

Midnight Social Rally, 18th February. 1st: K. Geddes (Sunbeam-Talbot); 2nd: M. Gunnersall (Standard 8); 3rd: R. Moat (Austin A30).

STAFFORD AND D.C.C.

Ladies Invitation Evening, 29th February.

1st: G. Keys (Anglia); 2nd: D. P. McIntee (Prefect); 3rd: C. W. Maynard (Hillman).

WEST HANTS AND DORSET C.C.

Hartwell Cup Trial, 26th February.

Hartwell Cup: W. B. Croot (Austin 7); Novices Cup: J. Dibben (Austin 7); Closed car class: P. G. Cooper (Ford), R. J. Waters (Ford), C. Q. W. Hawkes (Ford), F. Downs (Sunbeam); Merchant Cup: F. Bruce-White (M.G.); Open car class: G. M. J. Morrish (Ford 10); Best performance by an Army vehicle: Capt. M. H. Goodhart and Capt. W. B. Clapcott (Austins) (tie).

BLACKPOOL AND FYLDE M.C.

Welsh Rally, 18/19th February.

Premier Award: W. K. Blomfield; Stirrup Cup: J. Cuff; 3rd Award: P. D. Lloyd; 1st Class Awards: Radforth, G. P. Crabtree, R. L. Keeley, F. Snaylam; 2nd Class Awards: R. G. H. Allen, J. E. Bullock, J. Summers, J. Broomby, I. Watkins; Ladies Class: V. Taylor.

COMING ATTRACTIONS

MARCH 18TH. London M.C. Lawrence Cup Trial. Start 10.30 a.m. from the "Cunning Man", Birfield, nr. Reading.

MARCH 22nd. Jersey M.C. and L.C.C. Flying 1/4 Mile Sprints. Start 2.30 p.m. at Five Mile Road.

MARCH 23-25TH. INTERNATIONAL S.C.C.E.V. 3rd RALLYE TRI-FELS, GERMANY.

MARCH 24-25TH. Herefordshire M.C. Sixth Welsh Marches Rally. Start 8 p.m. from Lyde, Herefordshire.

MARCH 24-25TH. B.A.R.C. (Yorkshire Centre) "All Fools Rally". Start 11 p.m. from Victoria Hotel, Bradford.

MARCH 24-25TH. Vintage S.C.C. Pomeroy Memorial Trophy Competition. Start, Silverstone circuit, 12 p.m. 24th March.

MARCH 24-25TH. Cemian M.C. Fourth Coronation Rally. Start 9 p.m. from Aerodrome Hotel, Purley Way, Croydon.

MARCH 24TH. Sutton Coalfield A.C. Colmore Trophy Trial. Start 9.30 p.m. from Shipston-on-Stour.

MARCH 24TH. Omagh M.C. Trial, Northern Ireland.

MARCH 24TH. Mourne M.C. Trial, Northern Ireland.

MARCH 24TH. Tunbridge Wells M.C. Speed Event, Brands Hatch.

MARCH 25TH. Buckingham and D.M.C. "Round the Bends with Howes". Start 2.30 p.m. from the Swan Car Park, Buckingham.

MARCH 25TH. Northampton and D.C.C. Spring Road Trial. Start 1.45 p.m. from White Hills Hotel, Harborough Road, Northampton.

MARCH 25TH. Bolton-le-Moors C.C. Sixth Rally Driving Tests, Blackpool.

MARCH 25TH. Thames Estuary A.C. Anniversary Rally.

MARCH 25TH. TWELVE HOUR RACE (SPORTS CARS) SEBRING U.S.A.

MARCH 25TH. Blackburn Welfare M.C. Race Meeting (F.3). Brough Aerodrome. Start 1 p.m.

MARCH 25TH. Mid-Surrey A.C. Grand Cup Trial. Start 2.30 p.m. from Fishers Garage, Ripley, Surrey.

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1938 M.G. TA. Red/Red upholstery.
Excellent condition. £235
1934 M.G. Magnette coupe 4-seater
£105
1949 M.G. TC. Red with beige uphol-
stery. Radio, luggage carrier, plastic
hood. £390
1948 M.G. TC. Black/beige. New
hood, reconditioned engine. £365
1948 Sunbeam Talbot 10 4-seater
sports tourer. Gunmetal, in really
superb condition. £345
1937 Morgan 4/4 red, excellent
chassis. £199
1936 Singer 4-seater sports tourer
Le Mans. £115
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Le Mans. £100

66/67 Monarch Parade, Mitcham
Phone: 3392-7188.

AUTOSPORT

CLASSIFIED ADVERTISEMENTS

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FRIDAY 10 a.m.

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1952 A40 Sports., Alloy Body, fog lamp, heater, washer, taxed, insured. very good condition, one owner. £450. Holmes, 14 Ashleigh Gardens, Upminster 4449, Essex.

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1939 Simca 500 2-4 seater convertible, O.H.V., Siata engine, R.H.D., Red. £195. Bowman, 1, Highdown Road, Hove 37651.

Improved performance with our modified cylinder head for the 600. S.a.e. full particulars. Rudds, 41, High Street, Worthing.

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H. R. G. Engineering Co., Ltd., for maker's spares, repairs and service.—Oakcroft Road, Tolworth, Surbiton, Surrey. Elmbridge 4489.

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1954 Jaguar XK.120 Fixed Head Coupe. 15,000 miles. Immaculate condition throughout. £950. J. Ashall & Son (Engineers) Ltd., Windle City Garage, Moss Bank Road, St. Helens. Phone 4630.

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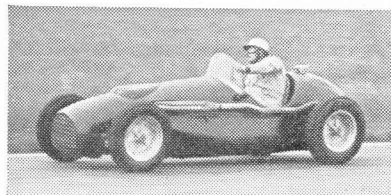
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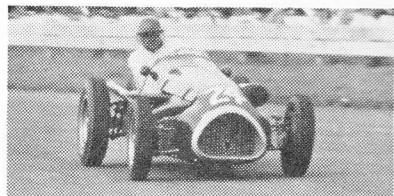
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Telephone: Park 2626.

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Handbooks, Workshop Manuals: list, sixpence; enquiries, stamp. Catalogue 500 motoring books, ninepence. Gray, Hurstpierpoint, Sussex.
21,000 motor instruction Manuals Sale-Exchange. Inquiries, stamped envelope. Manuals bought.—Final, 15 Nashleigh Hill, Chesham, Bucks.

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Wanted: A pair of 13/4" S.U. Carburettors in good condition for Austin-Healey. Bouchier, 3, York Avenue, Hove, Sussex.

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"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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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.

Specialists in Engine tuning, modifications and reconditioning at moderate charges. For details of this unique service ring RAV. 9647.

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Sports Car Tuning Instructions. 60-page comprehensive volume for the amateur enthusiast. Obtainable 5s. 0d. each from Fordina Engineering, One Barn Crescent, Stanmore, Middlesex.

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One spare Double Knocker Norton with Steve Lancefield crankcase mods, in excellent condition. Tuned alcohol. Gift at £135. Rev's Car Sales Ltd., 9-27, New Road, Southampton 22334.

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Ford 10 Engine. Factory reconditioned complete with clutch. Not run. £35 o.n.o. Howard, 145, Brooklands Road, Sale 2862.

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Photographs of each car in the R.A.C. International Rally. Most cars at the Surrey Sporting Sprint Brands Hatch.—Charles Dunn, Greeleaves, Woking, Surrey. Phone: Woking 3737.

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In addition to our Silverstone Badge recently advertised, we now have available a similar badge featuring a Goodwood motif, finished in chrome-plate and enamel.

Price 16/-each. Post 6d extra from

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Selected from our stock of nearly 500 cars

JAGUAR 1½-litre special equipment sports saloon, 1947 model, finished black with brown hide interior, fitted heater, air-conditioning, long-range headlamps, fog and passlights, excellent chassis and in first-class mechanical order throughout, good tyres £345
Choice of two other 1947 Jaguar 1½-litre saloons with standard equipment, one fitted radio.

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

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KK120 brake drums, hubs, bolt ons. Perfect set £10. Riley 2½ cylinder head £15. MG VA 1½ Engine, reconditioned, £35. Two SS 100 18 inch wheels with tyres £10. Several used Supercharger kits. Rudds, 41, High Street, Worthing.

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Bedford converted bus. 1939 £50. 1947 Fordson Luton truck. £150. Jennings, 16, Poyle Road, Guildford 2765.

Bedford Transporter. Rear doors. Fully fitted. New tyres. Ready for use. Nearest for quick sale £95. Nixon's Garage, Newcastle, Staffs. Telephone 69154.

Ivor Bueb's Austin Transporter, mileage 25,000. Take 500 or 1100 c.c. sports. Fitted radio and windtones, 16 m.p.g., get you and your lot there and back. Awards include police conviction 72 m.p.h. Price £00000 too dear, will take £165. Phone: Cheltenham 56041.

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Pneumatic trailer wheels compete with tyre, tube, roller bearings. Brand new. Size 4-25 x 12. £6: 15: 0d. per pair. Leston's, 314, High Holborn, W.C.1. Chancery 8655.

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Allard cars always required. We buy, sell, service exchange or part-exchange againts purchase of new Ford cars.—Adlards 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.

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Cooper Mk. IV or V, with or without engine. Box 2036.

Alan Brown requires sports cars of all descriptions at the Onslow Motor Company Ltd., 28, Onslow Street, Guildford. Tel.: 67227.

Close ratio gearbox wanted for post-war 2½ litre Riley or Healey. Box 2034.

CLUB FIXTURES

MARCH 18TH

Exmouth M.C.—Social Run. Start 2.30 p.m. Exmouth Garage, Exmouth.

MARCH 20TH

Jersey M.C. & L.C.C.—Film Show. Hotel de l'Europe.

Allard O.C.—Annual General Meeting. Club Headquarters.

Coventry & Warwickshire M.C.—Social Meeting. Fletchamstead Hotel.

Sussex C. & M.C.C.—Social Meeting. Southwick and Fishergate Community Centre.

750 M.C. (South London)—Social Meeting. Oxford Arms, Oxford Road, Upper Norwood.

MARCH 21ST

Singer O.C.—Film Show and Presentation of Awards. Ashton's Hotel, Praed Street, W.2. 8 p.m.

Aston Martin O.C.—D.B. Works Party and Film Show. Meltham, nr. Huddersfield.

Southsea M.C.—Social Evening. The Leopard, Southsea, 8 p.m.

Sunbac—Social Meeting. Breendon Cross Hotel, Pershore Road, Cotteridge.

750 M.C. (Southern Centre)—Film Show. Bell Inn, Brook, nr. Cadnam, Hants.

MARCH 22ND

Romford Enthusiasts C.C.—Film Show. The White Hart, Collier Row, 8 p.m.

Singer O.C.—Northern Meeting. Three Cranes, 8 p.m.

Chester M.C.—Film Show. Northgate Arms, Victoria Gate, Chester. 7.30 p.m.

Aston Martin O.C.—Annual General Meeting. Royal Automobile Club, Pall Mall, S.W.1. 6.30 p.m.

NEW CARS FOR SALE

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

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ALAN BROWN

offers

Full range of FIAT and SIMCA models.

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Johnson & Brown, Distributors for Morgan cars.—268-270 High Street, Bromley, Kent. RAVensbourne 8841.

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Lockart's Service Depot, Ltd., for immediate delivery.—Chiltern Road, Dunstable. Telephone 114.

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BERKELEY SQUARE HOUSE GARAGE LTD.,

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EXCLUSIVE STANDARD AND TRIUMPH

Retail Dealers.

With service on the spot.

Berkeley Square, London, W.1. GROsvenor 4343.

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Turner A30 sports cars. Distributors for the North of England.—Graham Peacock (Wirral) Ltd., Three Ways Garage, Clatterbridge. Tel.: Thornton Hough 325.

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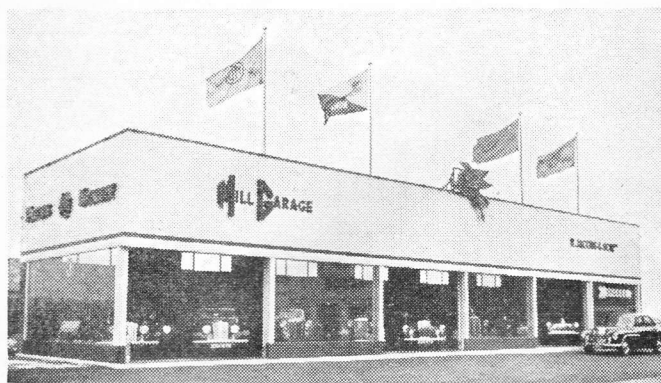
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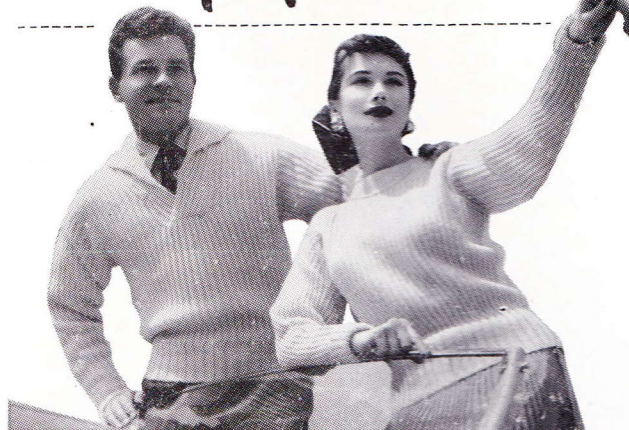
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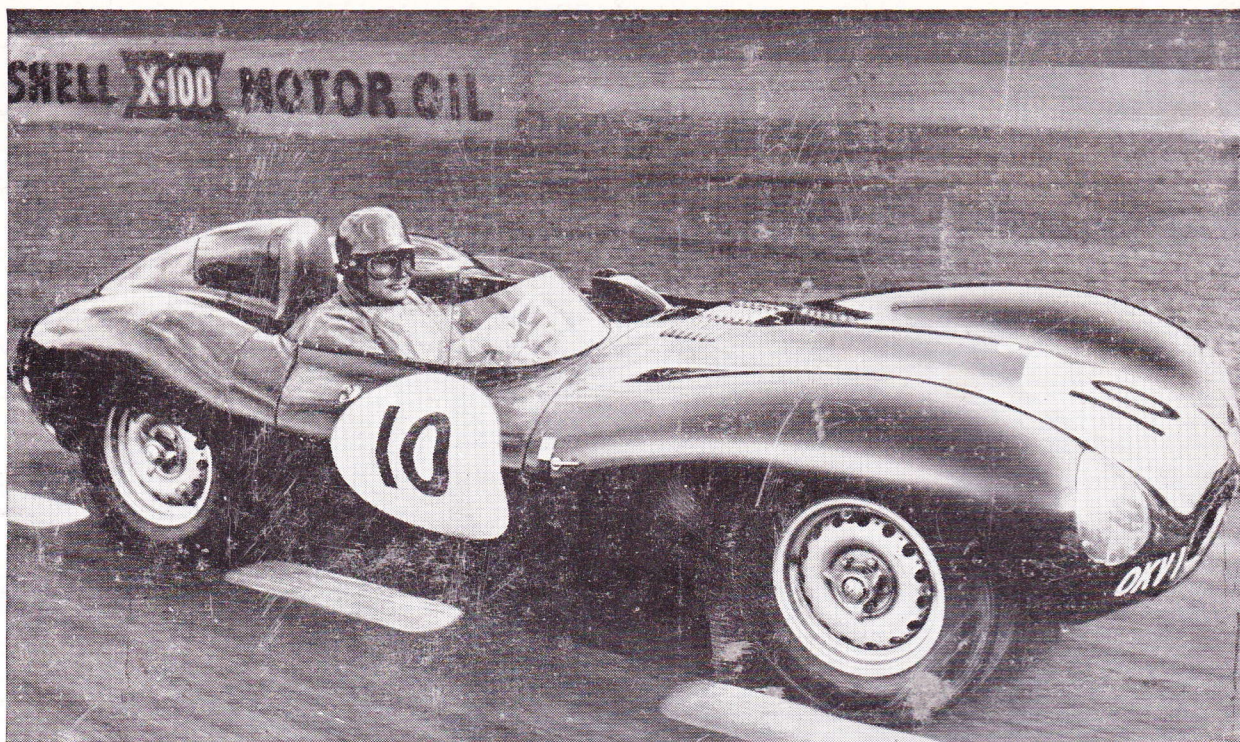
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After the 1954 season, Duncan Hamilton bought OKV 1 for his own use and took her to North Africa to run in the sports car Grand Prix at Dakar. He was reaching a speed of 183 m.p.h. on the straight, but lost ground through having to make a pit-stop and finished 3rd. He then proceeded to win the Coupe de Paris and the Coupe du Salon at Montlhéry and the Johnson Trophy at Goodwood.

He ran third at the G.P. of Portugal in 1955, and has won nearly all of the races he entered in this country during the past two years.

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