

**THE GENEVA SHOW**

# AUTOSPORT

MARCH 23, 1956

**1/6**

EVERY FRIDAY

Vol. 12 No. 12

BRITAIN'S MOTOR SPORTING WEEKLY



## THE R.A.C. BRITISH RALLY

Full Report and Pictures



# Another outright win for **MINTEX**

**MINTEX** Brake Liners—used by the  
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## **R. A. C. BRITISH INTERNATIONAL RALLY**

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driving a **DAVID BROWN**

**ASTON MARTIN DB 2**

relied on **K. L. G. Sparking Plugs**

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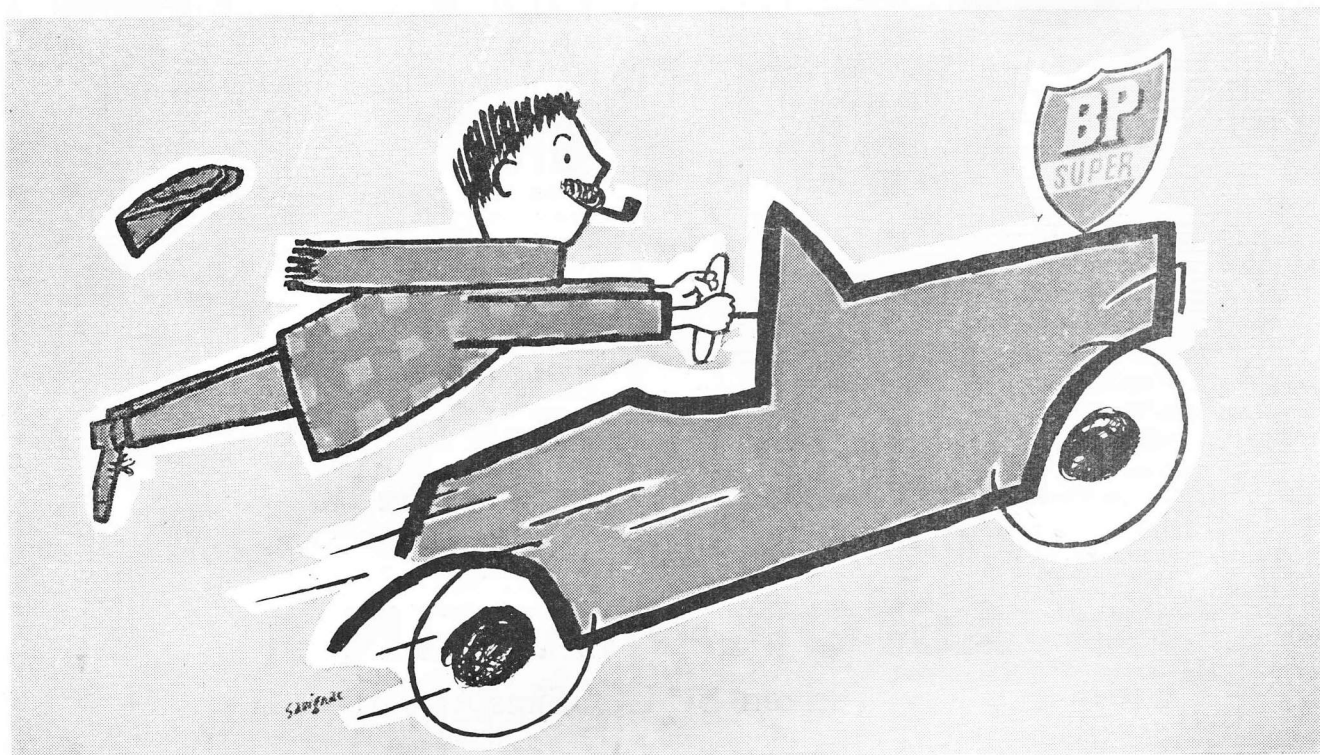
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# **CASTROL WINS**

## **R.A.C. RALLY**

OUTRIGHT WINNER

**ASTON-MARTIN**

(driven by L.O. Sims)

**Ladies Cup - Angela Palfrey (AUSTIN)**

**TEAM AWARD - AUSTIN**

also 6 out of 9  
Class wins

**THE MASTERPIECE  
IN OILS**





# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 12 No. 12

March 23, 1956

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## EDITORIAL

### THE R.A.C. RALLY.

CONGRATULATIONS to Lyndon Sims and his crew for their superb performance in the R.A.C. International Rally of Great Britain. This victory by a privately-owned and maintained Aston Martin DB2/4 is a sure demonstration that this Feltham-built, David Brown product, is among the finest cars in the world of its type. British vehicles of Grand Touring specification are remarkably few and far between, and in concentrating on this class of vehicle, in addition to out-and-out sports cars, Aston Martin have achieved a world-wide reputation as builders of top-class high-performance machines. It is a fact, that in France, the more moneyed class of buyer has an overwhelming desire to own a *Grand Tourisme* car. In this market, Aston Martin holds its own with any of the Continental products, and there are a surprising number of these sleek machines to be seen in Paris. The same is true of Jaguar, and as both marques have gained considerable publicity by reason of racing and rallying successes, it would seem to indicate that competitions really do influence overseas sales to a greater extent than is generally realized by the more conservative-minded members of the motor industry. The R.A.C. Rally itself was a gruelling affair, involving as it did, hundreds of miles of difficult navigation, many tests, and a road section exceeding 2,000 miles. B.M.C., after a disappointing experience in the Monte Carlo Rally, obviously benefitted by the mishaps which befell their entries in the Continental event, successes going to Austin and M.G., including the team award for the former, and the "Coupe des Dames" to Miss Angela Palfrey, driving her privately-owned A40 Sports—a vehicle which is no longer in production. Jaguar also did well, with the Appleyards runners-up, a couple of class wins, including that of W. D. Bleakley in the new 2.4-litre saloon, making its competition debut. The efficiency of the Standard Ten was once again demonstrated in no uncertain manner, the marque completely dominating the small-capacity touring category, and carrying off the modified class as well. Best foreign entry was from Eire, J. D. O'Leary, a prominent Irish trials driver, carrying off his class with a Volkswagen, a popular competition machine in the Emerald Isle. Among the successes, one must also note that of Dr. J. T. Spare, whose Morgan is produced in one of the smallest factories in Great Britain which turns out series-production sports cars.

### OUR COVER PICTURE

**WORTHY WINNER:** Lyndon Sims takes his privately-owned Aston Martin DB2/4 through the last tests of the 1956 R.A.C. British Rally, at Blackpool. With co-driver J. Ambrose, he won the Peall Trophy for outright victory, losing only 29.2 marks.



## PIT AND PADDOCK

JAGUAR were busy at Silverstone recently, testing out two experimental D types, one fitted with Lucas direct fuel injection, the other with a De Dion rear axle. Paul Frère and Jack Fairman were amongst the drivers, and it is probable that one, or both, will be included in the Jaguar team for Le Mans.

CHARLES DEAN, designer of the famous Maybach Spl., has visited Europe on a purchasing expedition on behalf of Stan Jones, and a suitable vehicle has been secured. This is understood to be a G.P. Maserati, "even more 1956" than Reg Hunt's.

STUART LEWIS-EVANS has taken delivery of his new Cooper Mk. X, which is a special plastic-bodied version of the latest half-litre car to come from the Surbiton works. In anticipation of higher speeds than ever the new Cooper has a stronger frame and better brakes, while the Lewis-Evans car has the first hydraulic clutch ever fitted to a 500 c.c. racing car.

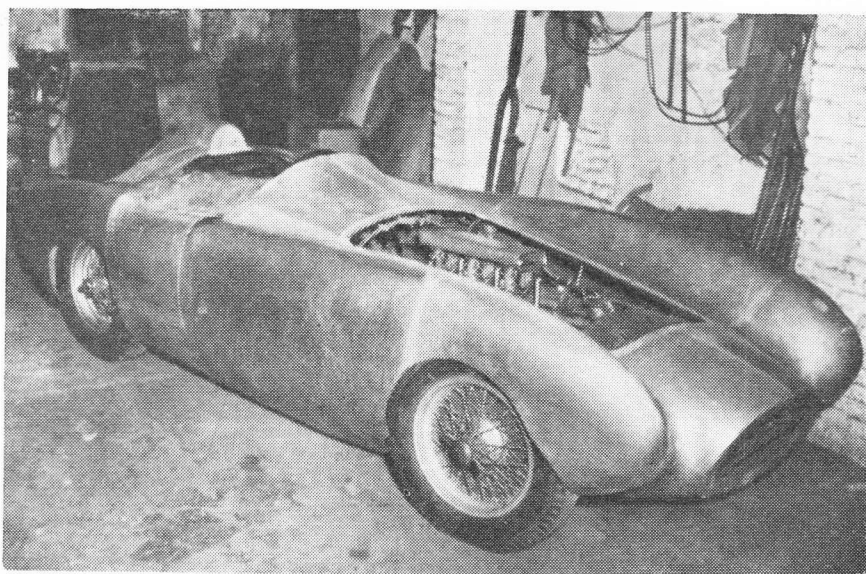
CROSVILLE Motor Services are running coach excursions to the British Empire Trophy race at Oulton Park, on 14th April. These will leave from Liverpool, Runcorn, Heswall, Hoylake, Chester, Crewe, Warrington, Birkenhead, West Kirby, Wrexham and Nantwich. Full details from Crosville Motor Services, or Cheshire Car Circuit Ltd., 29 Eastgate Row, Chester.

ERNST LOOF, who was with BMW for many years, and who was responsible for the success of that marque in the 1940 Mille Miglia, has died in Germany at the age of 48, after a long and severe illness.

THE date of the Syracuse Grand Prix has been fixed for 15th April, the original Targa Florio date.

THE following drivers have been listed by the C.S.I. as being eligible to take part only in events on the International Calendar or in their own country: Behra, Castellotti, Collins, Fangio, Farina, Frère, Gonzalez, de Graffenried, Hawthorn, Herrmann, Kling, Lang, Maglioli, Manzon, Menditeguy, Mieres, Musso, Moss, Perdusa, Pilette, Rosier, Schell, Simon, Taruffi, Trintignant, Villoresi, Wharton. Others drivers will be able to compete outside their own country in the newly created subsidiary category of races known as National events open to foreign participation.

RESULTS of the races at Lake Flaten, Sweden, on 2nd March were: Over 2,000 c.c. sports cars, 1, J. Bonnier (Alfa Romeo); up to 2-litres sports, 1, K. Erikson (Alfa Romeo Zagato), 2, S. Gillberg (Frazer-Nash); Formula 3, 1, T. Andersson (Cooper), 2, J. Andersson (Effyh). The course measured 1 mile, the bigger cars racing over 15 laps, and the F3 cars over ten.



THE A.C. de l'Ouest have now fixed 28th and 29th July for the Le Mans 24 Hours race.

WEEKEND "workers"—Ninian Sanderson and Ron Flockhart (Ecosse D type Jaguars), Jim Russell (Cooper), G. Abecassis (H.W.M.) and Colin Chapman (Lotus) are amongst the many entries for the National Spring meeting at Snetterton this weekend... In the F3 races at Brough the 25 entries include Don Parker, Cliff Allison and others.

### TRINTIGNANT AND THE 251 BUGATTI

"FORMIDABLE... this Bugatti is sensational, and to judge from the rapidity with which the corners came up at Entzheim, it is quick... I am astonished by its good handling, considering the engine is at the back, and by the good road holding..." So said Maurice Trintignant, it is reported, after trying out the new Type 251 Bugatti near Molsheim. He reached 161 m.p.h. with the prototype, and hopes for over 185 m.p.h. when the lighter chassis and magnesium alloy engine are complete. There is a big "but", however: the new car is strictly budgeted, and funds are already running low, says Pierre Marco.

### HIGH SPEEDS AT DAYTONA

JOHN FITCH clocked 154.972 m.p.h. in a stock Chevrolet Corvette in one direction of the flying mile, during the Nascar Speed Weeks events at Daytona, Florida. His average over two-ways was 145.543 m.p.h. Other interesting mean speeds are 148.087 m.p.h. by Bill Holland in a 4½-litre G. P. Ferrari, as raced at Indianapolis in 1952; 147.3 m.p.h. by Zorra Duntov (modified Chevrolet Corvette); Tim Flock (Chrysler 300B saloon) 139.373 m.p.h.; D. Eames (Dodge saloon) 130.577 m.p.h.; Mrs. Vicki Wood (Chrysler) 136.081 m.p.h.; H. J. Meeker (XK.140 Jaguar) 134.078 m.p.h., and W. Chandler (Studebaker Golden Hawk) 122.407 m.p.h.

**SPORTS-RACER:** Jacques Peron's unique central-seat 4.5-litre Osca, which has a VI2 engine developing 290bhp at 5,800rpm. Conforming to International sports car body regulations, the car is capable of over 175mph. It has a 24-plug cylinder head.

### LYON-CHARBONNIERES RALLY Provisional Results

**General Classification:** 1, Gacon/Arcan (1.5 Porsche); 2, Storez/Mlle Thirion (1.5 Porsche); 3, Cotton/Leclère (2.3 Salmson); 4, Boilet/Dollin (1.9 Alfa Romeo); 5, Veulley/Buchet (1.5 Porsche); 6, Michy/Rambaud (1.3 Denzel); 7, Aumas/Schid (1.9 Alfa-Romeo); 8, Lauga/de Malasset (1.3 Porsche).

**Best foreign équipe:** 1, Aumas/Schid (Alfa Romeo), Switzerland; 2, Gregor Grant/Kit Heathcote (Standard 10) G.B. (9th in Class 4, 40th overall). **Coupe des Dames:** Mrs. Nancy Mitchell/Mrs. Doreen Reece (M.G. Magnette) (14th in Class 2, 47th overall).

**AUTOSPORT Peter Reece Memorial Trophy:** Kit Heathcote (Standard).

**Col du Rousset hill-climb:** Best Ladies time, Mrs. Mitchell (M.G. Magnette).

**Class Winner: Over 2-litres,** Cotton/Leclère (Salmson); 1,300-2,000 c.c.: Gacon/Arcan (Porsche); 1,000-1,300 c.c.: Michy/Rambaud (Denzel); 500-1,000 c.c.: Torarolo/Petiaud (Panhard). Up to 500 c.c.: Bernheim/Marang (Citroën 2cv).

**No. of Starters:** 113.  
**Retirements:** 59 (including Roy Clarkson/A. Tatham (Morgan) lubrication trouble).

**Disqualified:** 1 (Monnoyeur, Jaguar). (Report on the Lyon-Charbonnières Rally will be published next week.)

### 500 c.c. CHAMPIONSHIP OF IRELAND

Kirkistown Circuit, Co. Down  
Provisional Results

1, J. Russell (Cooper) 72.74 m.p.h.; 2, D. Boshier-Jones (Cooper); 3, D. Parker (Kieft). 1,172 c.c. Ford Race: 1, N. Henderson, 61.96 m.p.h.; 2, J. Magee; 3, R. B. Bleakley.

**Scratch Race (Triumph - Austin Healey):** 1, W. Morton (Triumph), 63.93 m.p.h.; 2, I. Titterton (Triumph); 3, P. Hopkirk (Triumph).



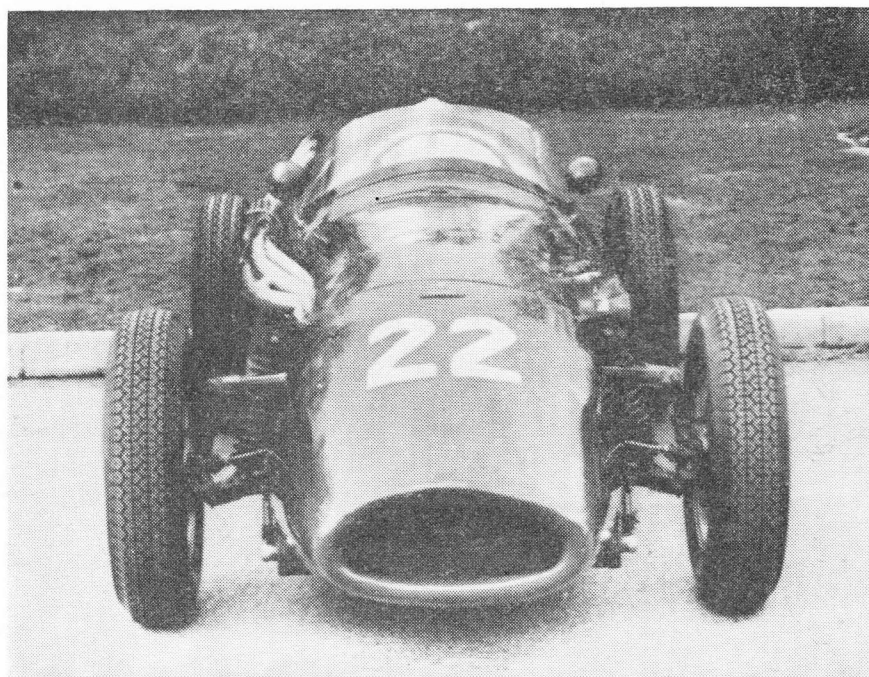
# SPORTS NEWS

## GORDINIS FOR GOODWOOD

**S**UBJECT to final confirmation, two of the latest eight-cylinder 2½-litre Grand Prix Gordinis will be competing at the Goodwood Easter Monday International meeting. Drivers will be Robert Manzon and Elie Bayol, with Amedée Gordini as *chef d'équipe*.

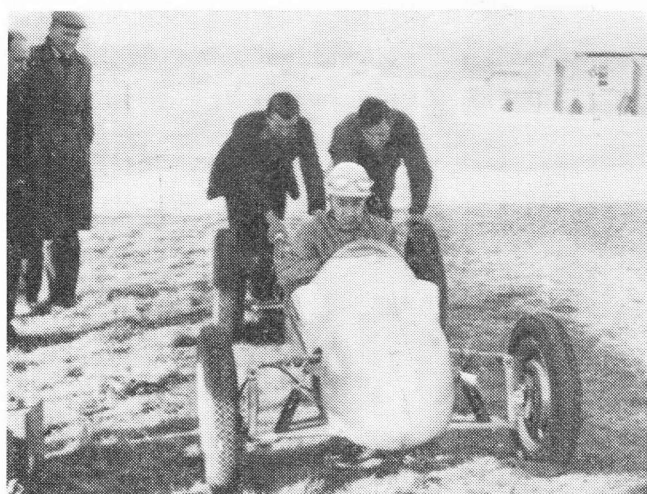
## TRINTIGNANT AND SCHELL SHARE HONOUR

**I**T has now been revealed that the fastest lap in the Grand Prix of Dakar, was put up jointly by both Maurice Trintignant and Harry Schell, with a speed of 201.923 k.p.h., the fastest lap ever recorded in an International sports-car race on a road circuit. It also appears that Trintignant was driving the 4-cylinder 3.5-litre Ferrari, and not a "six" as originally stated. It is expected that the V12 3.5-litre car will first be raced at Sebring, by Juan Manuel Fangio.



**THE 'SYRACUSE':** Impressive front of the Connaught BI Formula 1 prototype car, which is to be known as the "Syracuse" after Tony Brooks's fine victory there.

★  
**WELL, WELL—** it's Roy Salvadori (left) sampling a Formula 3 Cooper at Goodwood, and, by all accounts, enjoying it despite the cold.



## 118 M.P.H. BY RUSSIAN "1,100"

**S**OVIET driver Youri Tchvirov recently set a new Russian 50km. record (standing start) for under 1,100 c.c. cars at 118.61 m.p.h., on a highway near Moscow. Tchvirov drove an experimental rear-engined car, similar to that illustrated recently in "Autosport", fitted with a Vee-4 engine and four carburetters. It is said to be the prototype of a new Moskvich production model, the "402-425". The record car was developed by the M.Z.M.A. experimental organisation in Moscow, the power output being augmented from 35 b.h.p. to about 70.

## THE "ALPINE"

**P**RELIMINARY details of this year's International Alpine Rally, due to be run from 6th to 12th July, have been released by the organizers, the A.C. de Marseille et Provence. It will comprise six stages, as follows: Marseille-Cortina d'Ampezzo, 1,143km;

Cortina-Cortina (Dolomites circuit) 303km.; Cortina-Zagreb, 771km.; Zagreb-Cortina, 542km.; Cortina-Megève, 761km.; and Megève-Monte Carlo, 772km. Total distance amounts to 4092 kilometres, and for the first time the itinerary takes in part of Jugoslavia.

Cars eligible will comprise normal production, grand touring and modified production types. This year, also, the Club are putting up a Coupe des Alpes for manufacturers as well as to unpenalized competitors.

## CIRCUIT OF IRELAND RALLY

**E**NTRIES for the Ulster A.C.'s Circuit of Ireland Rally (30th March to 3rd April) have closed with a total of 163 cars. Apart from six entries, all are from Ireland, and chief interest should centre on the battle between two Triumph teams, entered by J. Johnstone of Belfast, and two M.G. A. teams entered by Ernie Wilkinson,

Ford, Fiat 600, Hillman, Volkswagen and Dellow teams are also competing. The Rally starts from Belfast and Dublin on Good Friday evening. The speed test will take place at Kirkistown airfield on Tuesday. British entries include "Goff" Imhof with his 5.4 litre Allard.

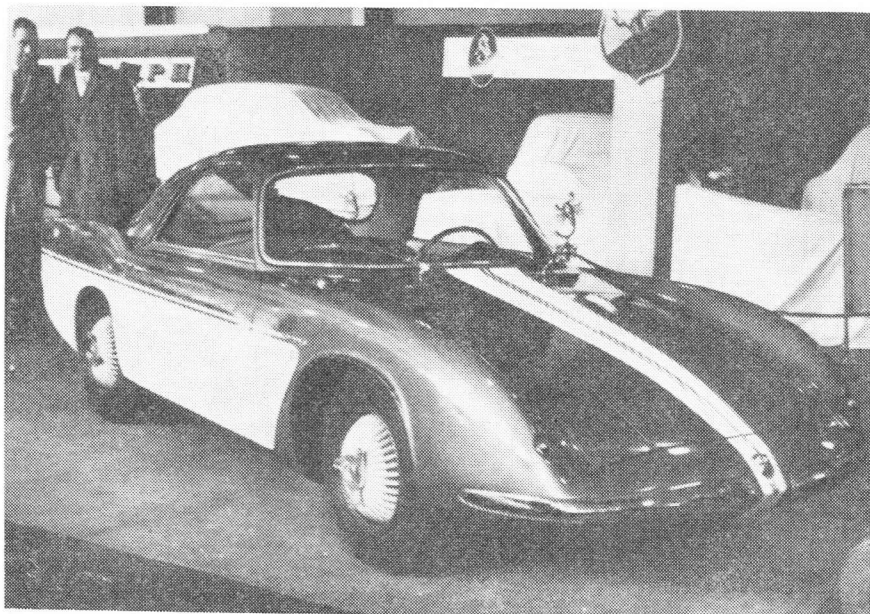
## SCOTT-BROWN JOINS CONNAUGHT

**A**s a result of the recent Connaught tests at Goodwood, during which Archie Scott-Brown unofficially broke the all-out circuit record held by Mike Hawthorn, and Scott-Brown, Les Leston and Bob Gerard exceeded Stirling Moss's Formula 1 record speed in a Maserati, the first-named has joined Desmond Titterton in the Connaught team, and it is likely that Gerard and Leston will also drive works cars in 1956. Five F.1 Connaughts are now ready to race in 1956 events, three of the latest "Syracuse" models forming the official team, while the initial racing programme will include entry of two or three cars at Goodwood (2nd April), Aintree (21st April) and Silverstone (5th May).

Scott-Brown will also, of course, drive the new Lister-Maserati in sports car events, in between Connaught engagements.

## EASTER HATCHINGS

**T**HE first B.R.S.C.C. Brands Hatch meeting of 1956 takes place on Easter Monday, when the principal event will be the *Sporting Record* Trophy race for 500 c.c. cars, run in three heats and two finals. In addition, there will be sports car races, under 1200 c.c., under 1500 c.c. and over 1900 c.c. and the customary J.A.P. race. Practising will be on Easter Saturday and Monday morning, the meeting proper starting at 2.0 p.m.



*John Bolster at the*

## GENEVA SHOW

THE Swiss Motor Show of 1956 is not notable for many technical novelties, nor does it indicate any important mechanical trends. From the point of view of the general public, the big news is that this exhibition has been chosen for the introduction of the Renault "Dauphine". Of even more interest to the readers of "Autosport", however, is a superb display of specialized coachwork such as has never before been seen.

Let us deal first with the new Renault. To understand its impact on the Swiss market, it may be helpful to consider it in relation to the existing best-sellers. These are the 4CV Renault, and the Fiat 600, both priced at 4,950 Swiss francs, the Volkswagen at fr. 6,450 and the Morris Minor at fr. 6,660. The Dauphine sells at fr. 6,650, and has greater seating and luggage space than any of its competitors. It is also slightly the fastest of the bunch.

Of broadly similar design to the existing Baby Renault, the Dauphine is a much bigger car, the leg room in the rear compartment being unusual these days, and the luggage boot quite remarkably large, especially for a rear-engined machine. Yet, it weighs less than 1 cwt. more than its smaller brother. The 845 c.c. engine develops 30 b.h.p. on a 7.25 to 1 compression ratio, and pulls a 4.37 to 1 final drive. The maximum speed is 71 m.p.h., and one can obtain 43 m.p.g. at a 40 m.p.h. average on French roads.

It excels the 4CV in mechanical silence, stability in a side wind, and in the effectiveness of its heater. It is bound to make a tremendous impression on the Swiss market, and

may well give the Germans furiously to think in many Continental countries.

The coachwork section of this Show is of absorbing interest. The Italians, after almost losing the knack, are right back on form, and the constructors of Helvetia maintain their traditional excellence, particularly in the convertible field. In a glorious display like this, it is hard to pick the winner, but perhaps one should award the palm to Ghia of Turin, for a heavenly, blue drophead body on a Dodge chassis. This long, low 4-seater is shown in open form, and recaptures the beauty of line that used to characterize the best open tourers. To show that this is no fluke, the same concern also has a very pretty little Spyder on the Fiat 600 chassis.

In passing, it is amusing that this, and most of the other special Fiat and Volkswagen designs, try to pretend that the engine is in front. On the other hand, the Americans, who actually, place their big V8 motors as far forward as they can get them, attempt to kid us, with various dummy plated air scoops and louvers, that they have hidden them in their luggage boots. It's a strange world!

To revert to Fiats, Vignale show a hard-top coupé and Allemans a drophead, which must vie for the distinction of being the prettiest 600 yet. Both firms also show delectable coupés on the 1,100TV, the former a 2-seater with wrap-around screen and rear window, the latter a 2-door, 4-seater of impeccable shape. The Abarth, basically a Fiat 600 enlarged to 750 c.c. is shown with three different ultra-sporting coupé bodies.

*The striking 750 c.c. Abarth "Gran Turismo" is based on the Fiat "600".*

Farina show four cars of entirely different style, but each one is a masterpiece. There is a very roomy 2-door saloon on a big Jaguar, with typically Italian shape or radiator grille. There is also a most attractive Lancia pillarless 2-door saloon, with highly individual rear treatment, and windscreen wipers on the rear window. The Farina Mercedes-Benz is completely new, retaining the traditional radiator, but gaining an air of lightness from exceptional window area. Of course there is the inevitable Fiat, in this case a nice 1,100TV hard-top, with a steeply inclined, wrap-around rear window. One regrets that the TV on Fiat's own stand is ruined by the sort of chromium decoration that used to be a Transatlantic monopoly. Their standard 600 saloon can now be obtained with an opening roof.

Graber, of course, show their lovely Alvis, and Bentler exhibit two delectable luxury cars that turn out to be based on the humble Volkswagen. Ghia (Suisse) have a Jaguar coupé that looks more like a Ferrari, and only Worblangen, with two Alfa Romeos and a B.M.W., inject a slightly stodgy note into this dazzling display of *carrosserie*. There is a Ferrari, with odd, sharp-edged fins, that does not quite "come off".

To examine the high-performance cars on the stands of their makers, one cannot help being attracted first by the Chevrolet Corvette. It is impossible to fault the lines of this beautiful hard-top, and with all that engine it must have a notable performance. If it handles half as well as it looks, it will be a most desirable possession. By comparison, the Ford Thunderbird is more typically American, and is spoilt, to European eyes at any rate, by having an ugly external spare wheel.

The Mercedes-Benz stand is a joy, with two superbly-finished 190SLs, and a 300SL on view. The Jaguars attract a great deal of attention, being phenomenally cheap for cars of this class. The pearl-grey XK140 drophead, in particular, gains universal admiration. It is pleasant to record that in Switzerland, the Triumph TR3 and the M.G. "A" are regarded as being remarkable value for money. The British high-performance cars do us great credit, and the sectioned "running" Aston Martin engine is constantly surrounded by a crowd. This is traditionally a Rolls-Royce and Bentley market, and the new "S" models are bound to appeal to the more wealthy buyers at Geneva.

All the big American cars are on view. Their excellent all-round visibility is to be applauded, and they somehow achieve an appearance of sheer luxury that makes one long to sink into their soft upholstery. Automatic controls and gadgets are featured in all of them, and of course there is horse-power galore. Packard for instance, have a 6½-litre engine, with a 10 to 1 compression ratio and a ZF-type differential is used to keep wheelspin under control.



(Top): Chevrolet's bid for sports-car markets, the sleek Corvette.

(Centre): Maserati's very fast "1,500" sports-racing machine.

(Bottom): A sectioned model of the Renault "Dauphine".

Right at the other end of the scale is a tiny Swiss-built three-wheeler called the Belcar, with a "Fibreglass" body and a 200 c.c. two-stroke engine. It has a remarkable 4-speed, electrically-controlled gearbox. Easily the ugliest car on view is the Soletta 750, with razor-edge styling—and how! It has a novel rear suspension which works partly as a beam and partly as a swing-axle lay-out. Most appealing of these tiny machines is the Goggomobil-Isard 300. It is a beautifully-engined miniature saloon that deserves to succeed because it is not only cleverly designed, but extremely well made.

The glamour exhibit of the show is a "space ship" motor coach by Viberti. A plastic upper section, super streamlining with a huge tail fin, television and radio-telephone are among its features. As if that were not enough, the thing is powered by a Fiat gas turbine motor! It attracts an open-mouthed crowd, but to the really discerning, the 1½-litre Maserati is the most exciting vehicle to be seen.

As a matter of interest, here are the retail prices of some high-performance cars in Switzerland:—

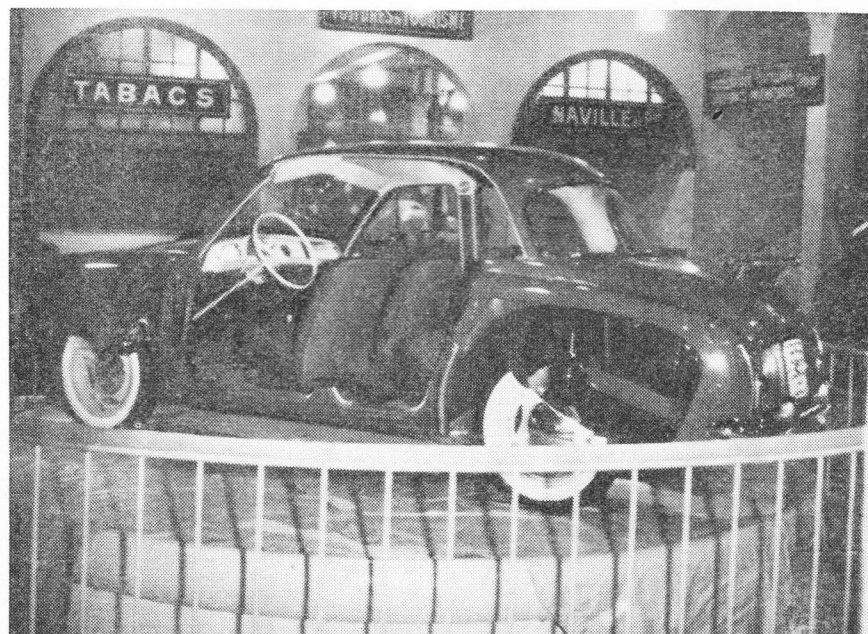
Bentley "S", fr. 49,500. Aston Martin DB2/4, fr. 34,950. Mercedes-Benz 300SL, fr. 33,500. Chevrolet Corvette, fr. 29,500. Ford Thunderbird, fr. 28,900. Jaguar XK140, fr. 20,500. Alfa Romeo Giulietta Sprint, fr. 16,000. Porsche 1600, fr. 15,950. Austin Healey, fr. 14,500. Triumph TR3, 12,250. M.G. "A", fr. 10,800.

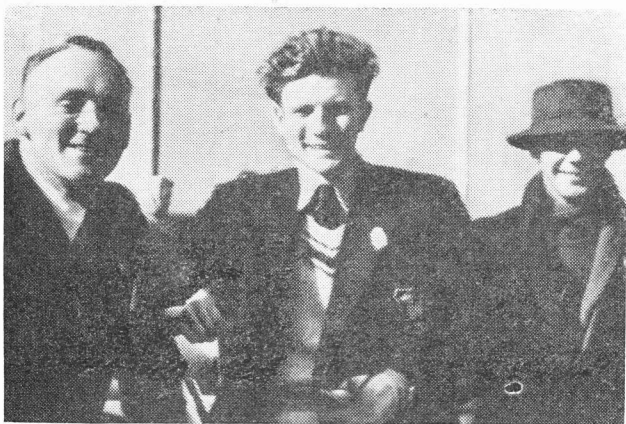
### THE LOSS OF DAVIDSTOW

UNCERTAINTY of weather conditions in the area was the primary factor which has defeated the plucky efforts to put motor racing on the map in Devon and Cornwall. The Davidstow circuit on Bodmin Moor was opened in 1952 when two clubs, the Cornwall Vintage C.C. and the Plymouth M.C. got together and formed Cornwall Motor Racing Ltd.

Organisation of the meetings was praised by the R.A.C. and by drivers, and racing was successful, but all too often fog or rain would intervene, seriously affecting the gates. Profits made at one meeting would be lost at the next owing to weather conditions, and maintenance of the circuit was a heavy expense. While circumstances conspired against the success of this venture, it is to be hoped that other outlets for local motor racing enthusiasm can be found at more suitable venues.

THE A.A. has opened a new office to meet the increasing demand for service from members in the City of London. This office, which can deal with the whole range of A.A. activities, is at Regis House, King William Street, E.C.4, telephone MANSion House 9993.





**HAPPY SMILES—**  
from Lyndon Sims  
and his crew after  
winning the R.A.C.  
Rally of Great Brit-  
tain with their  
Aston-Martin.

ON every hand, at the conclusion of this year's R.A.C. Rally, which finished at Blackpool on 10th March, competitors could be heard saying what a first-class event it was. The weather was ideal, the navigation stages were tough on both driver and navigator, the numerous tests were fair and the whole organisation ran smoothly. Whereas last year there was a great moan about baulking, this year there was a (much smaller) moan about the lack of petrol supplies on the night stages, quite a number of cars being caught out with dry tanks. However, those that did cope enjoyed it enormously, and the writer was glad he signed on as navigator to Bill Slocombe in M.G. Magnette No. 64, with Norman Davis as "third man". We were due to leave from Hastings on Tuesday morning, 6th March, so we travelled down on Monday night to have a good night's sleep before the long, long, journey. More than 2,000 miles of tough motor-ing and exacting tests were ahead of the 213 cars entered—and 48 of them were to retire before the finish.

From the window of the Queen's Hotel at 8 o'clock next morning, we watched the pantomime of dispatching the first car from Hastings. This was the baby Renault of Mesdames Neate and Fraser, and the camera-men kept them going back and forth over the starting line to the point of slapstick comedy. However they were away to time and we went back to breakfast, for we were not due out until 0904 hrs. Immediately after the

start at both Blackpool and Hastings, each competitor went through test 1, the familiar "forward on one side of the pylon, reverse on the other, then forward again on the first side". Best class performances here were made by Peter Cooper (Standard 10), Declan O'Leary (Volkswagen), A. H. Senior (Austin), A. C. Whatmough (Sunbeam), Johnny Wallwork and Paddy Hopkirk (Standard 10s), Lyndon Sims (Aston Martin), Mrs Joan Johns (Austin A90), K. N. Lee and S. G. Cobban (MGAs), and A. L. Yarranton (Morgan).

Off then, for a straightforward run to Prescott. On clocking out, we had been handed the control card that was to last us until the Wednesday night back at Hastings, and this year it included the references of all the controls on the West Country Special Stage on Tuesday night. Thus we had all day to plot them and mark the route, while travelling on an easy main road itinerary.

On the way to Prescott, the sky had darkened, and a steady drizzle greeted most of the Hastings crews as they arrived at the hockey stick although the Blackpool boys had started in rain. Best climbs in the classes were made by W. C. Johnson (Austin A30), J. W. Waddington (Fiat 1100TV), Jack

(Below, left): Yeates o.h.v. conversion on Ian Walker's Ford Anglia.

(Right): Considerably bent TR2 of Neville Jarrett's after inversion at Brands Hatch.

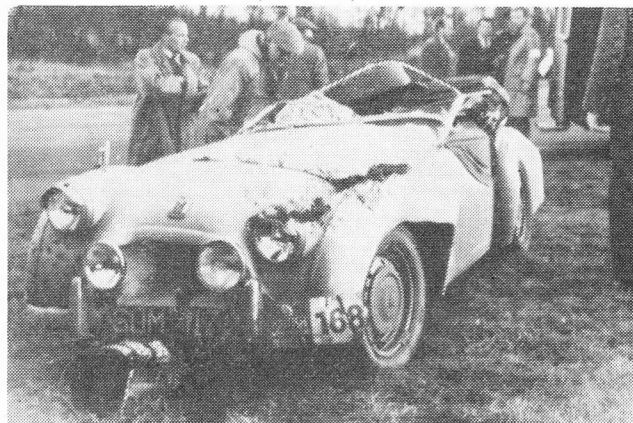
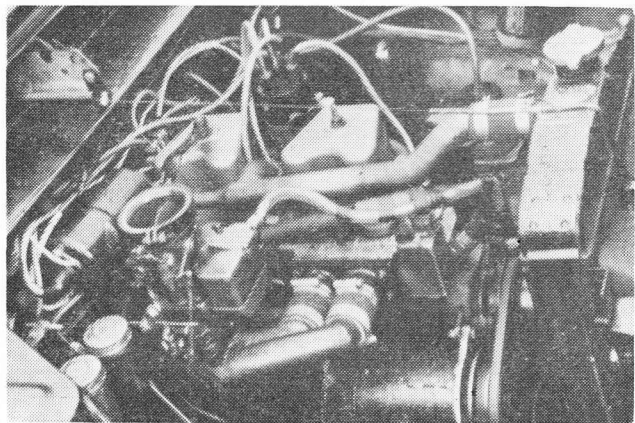
## The R.A.C. RALLY

R.A.C. International British Rally voted "Best Yet". Lyndon Sims (Aston Martin) wins Premier Award, Angela Palfrey wins Ladies' Award and Austins win the Team Prize.

Boardman (Borgward Isabella), M. Tozzi - Condivi (Mercedes-Benz 220), Paddy Hopkirk (Standard 10), Lyndon Sims, R. Harris (M.G.), and R. Whiteley (TR2) and Yarranton. We had had sufficient time in hand to lunch in Cheltenham before the test, and now set off for Bridgwater and the start of the first night section. At Prescott, the two initial routes had converged, but for the Special Stages, they were once more divided, odds and evens covering different loops simultaneously.

It was fully dark now, as we left Bridgwater after an hour's break and plunged south into Devon. The score of controls had been plotted, the four 1-inch maps were ready to hand, the Eolite magnifier was glowing and the crew and car in good form. Let battle commence! However, it didn't for a while, for the organisers had given us some fairly easy miles to begin with, to let us all get into the swing of it. Through Taunton and Exeter first, to Peamore, just south of the city, then back towards Honiton to control 2 at Fenny Bridges. Then we were off on the yellow roads. North, to Control 3 near Wellington, Control 4 near Wiveliscombe and then west (on the main road, to get our breath back) to Molland. So far, so good, but to Control 6 there appeared to be only a track over the moors—and no alternative road—but it proved to be usable and we eventually arrived, on time at Control 9, at Hunter's Inn near Parracombe for a half-hour break for bacon and eggs.

Our well-being was shared by most of the other crews, few of whom had lost marks. Control 10 was up on the top of Fullabrook Down, but 11 at Atherington, 12 at Stibb Cross, 13 near Torrington and 14 near Wink-leight gave no difficulty. Distances were generally 10-15 miles between controls, on reasonable roads, and most people found themselves with





anything up to 15 minutes to spare when they arrived. The latest Longines printing clocks were in use and there were no complaints about them this time. However, Ronnie Adams was in trouble, for he had overlooked a subtle change in wording from last year's regulations. Last year one could clock in up to 59 seconds early or late, but this year there was no early margin, but up to 1 min. 59 secs. of lateness were allowed. Ronnie clocked in at the first twelve controls early and thus lost 100 marks before the penny dropped!

Arriving at Control 15 in Drewsteignton, we were somewhat shaken to find that the route to the next point almost went over Fingle Bridge, of Exeter Trial fame, and fearing the worst of that road, we elected to go round via Moreton Hampstead. A moment's clear thought would have shown that there was not sufficient time for such luxury, but clear thought was beginning to run out by this time and we checked in 7 mins. late at Doddiscombe. Confidence disturbed, we lost a further two minutes in the maze of lanes back to Peamore again, whence there was a straight run back to Bridgwater, as dawn was breaking.

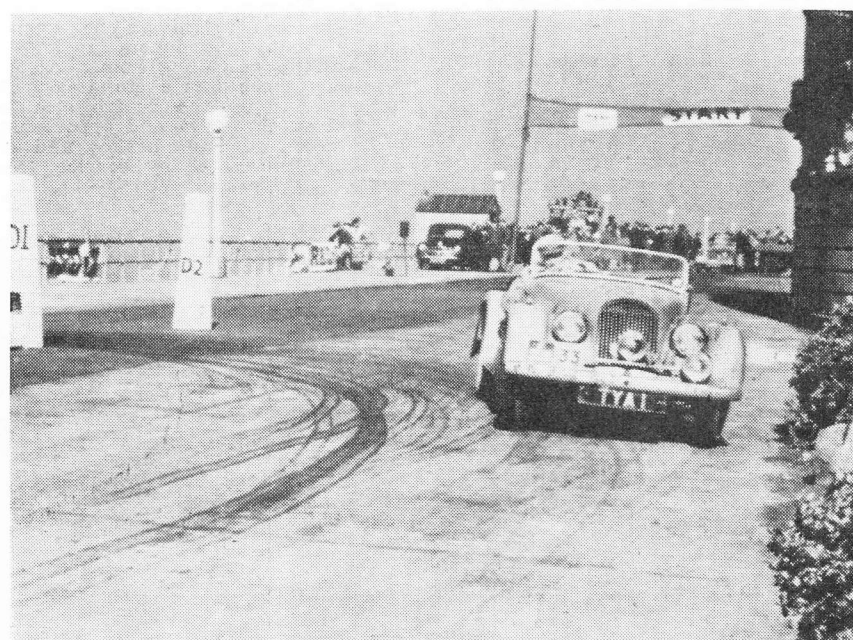
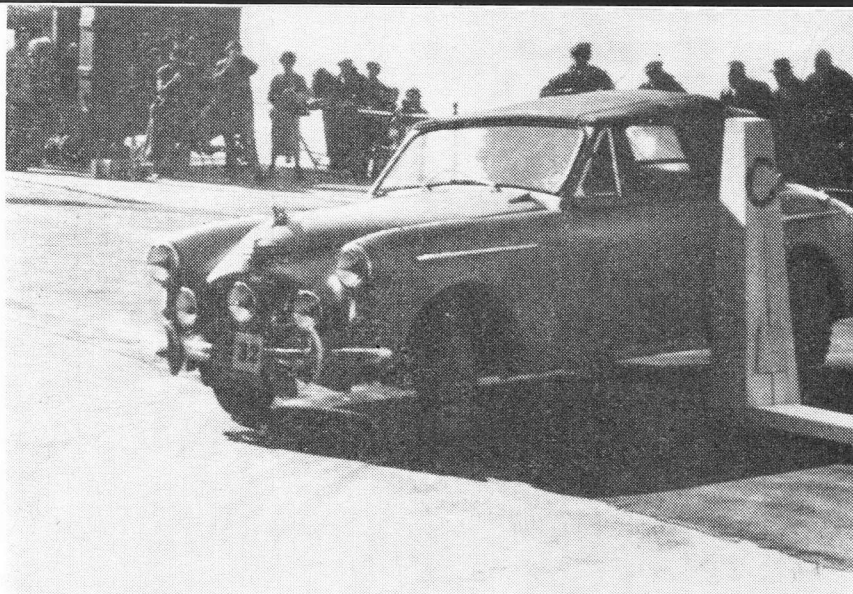
Wednesday was spent in a series of tests spread across the south of England and joined by routine main road motoring. At Castle Combe there was a timed lap of the circuit, varied by having an "all four wheels over, all four back, then forward again" line at two points on the way round. Into glorious Hampshire scenery under a clear blue sky, we next called at Matcham's Park, near Ringwood, for a lap of a speedway stadium. This had a concrete base with a loose shale top dressing—and the runs were quite spectacular! Then on to Goodwood, at which a lap of the circuit in the reverse direction to normal racing was punctuated at the beginning of Lavant straight by a box. One had to drive in, and then reverse out of a gap in the side and drive on round to Fordwater, where one had to circle a pylon in the middle of the track. The last port of call that afternoon was Brands Hatch, where a timed lap of the circuit was indulged in—again in the opposite direction to normal, although it may have been familiar to any F3 driver who raced there in the early days when racing went anticlockwise. Lastly the weary procession headed for Hastings for Test 7, a straight sprint on the front—and then, a welcome 12-hour break! However, some of those hours were spent by many competitors in swapping experiences and finding out how the others had fared.

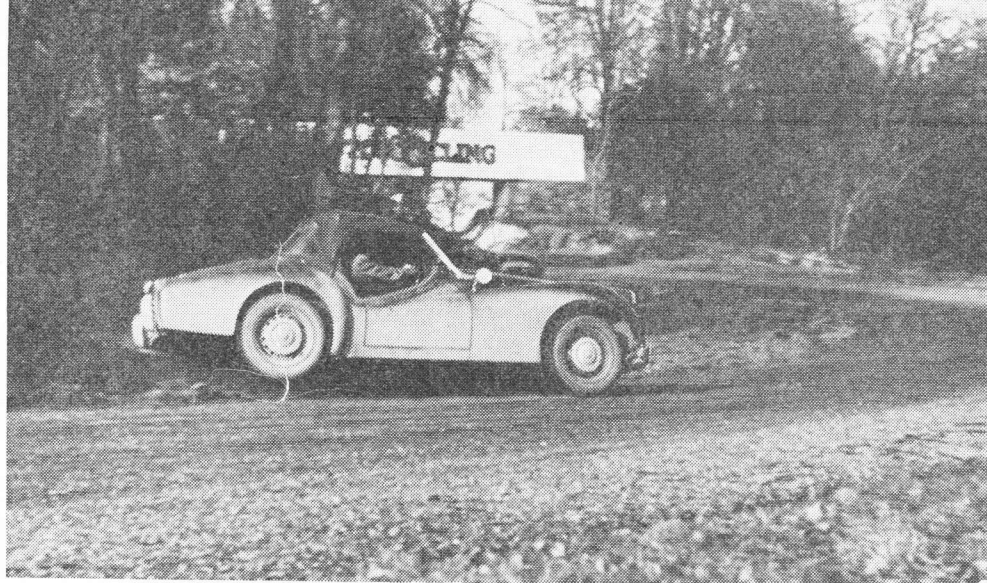
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**BEST LADY:** Angela Palfrey (Austin) in the Blackpool final test.

(Centre): **FIRST "FOREIGNER"** Declan O'Leary (Volkswagen) at Cadwell Park.

(Below) **THIRD BEST:** Dr J. T. Spare (Morgan) in the "Monte-Blackpool".





(Above): Dennis Taylor (TR2) lifts his rear wheels at Cadwell.  
(Right): First appearance of the new 2.4-litre Jaguar in competitions—Frank Grounds at Prescott.



A quite incredible performance had been put up by J. Patten in a 1500 Porsche, for he had lost only 2.9 marks up to then. He had lost no time on the Special Stage and had put up best time in his class in five out of the seven tests. Johnny Wallwork was second, with 7 marks lost, and Sims third with 9.7, no less than 45 crews looking smug at having lost no marks on the navigation stage—but there was a long way to go yet. 20 crews had already retired from the rally. Class winners in the tests were as follows:—

**Castle Combe:** Walter Schluter (DKW), J. D. O'Leary (Volkswagen), J. P. Boardman (Borgward), Cecil Vard (Jaguar), J. C. Wallwork (Standard), J. Patten (Porsche), Ian Appleyard (Jaguar), R. N. Richards (M.G.), R. J. Adams (Jaguar).

**Matchams Park:** W. Schluter (DKW), J. W. Waddington (Fiat), J. H. Brooks (M.G.), M. Tozzi-Condivi (Mercedes), H. E. Rumsey (Standard), J. Patten (Porsche), G. H. F. Parkes and I. Appleyard (Jaguars), G. N. Dear (M.G.), J. C. Winby (Austin-Healey).

**Goodwood:** B. W. Fursdon (Renault), and P. G. Cooper (Standard), J. W. Waddington (Fiat), J. P. Boardman (Borgward), P. Harper (Sunbeam), I. F. Walker (Ford), J. Patten (Porsche), I. Appleyard (Jaguar), R. N. Richards (M.G.), R. J. Adams (Jaguar).

**Brands Hatch:** W. Schluter (DKW), J. W. Waddington (Fiat), J. P. Boardman (Borgward), M. Tozzi-Condivi (Mercedes), I. F. Walker (Ford), J. Patten (Porsche) and K. Wharton (Riley), R. Walshaw (Jaguar), R. N. Richards (M.G.), A. G. Imhof (Allard).

**Hastings:** P. G. Cooper (Standard), A. Newsham (Ford), W. C. Slocombe (M.G.), P. Harper (Sunbeam), I. F. Walker (Ford), J. Patten (Porsche), R. Walshaw (Jaguar), R. N. Richards (M.G.), P. C. Wadham (Triumph).

Heads had scarcely touched pillows, it seemed, when they were dragged off again to face Thursday's itinerary. From now on there was to be hardly any break until the finish at Blackpool in the early hours of Saturday morning. Once more a control card was issued which gave the details of the Yorkshire Special Stage that night, the excursion to Scotland on Friday and the Lake District Special Stage on Friday night. However, before then, there was the run to Silverstone, during which many Londoners took the opportunity of calling home. At Silverstone there was a standing half-mile sprint up the centre straight (uphill all the way) and opportunity was taken to have brakes and oil checked by the many service vans

that had accumulated in the improvised paddock.

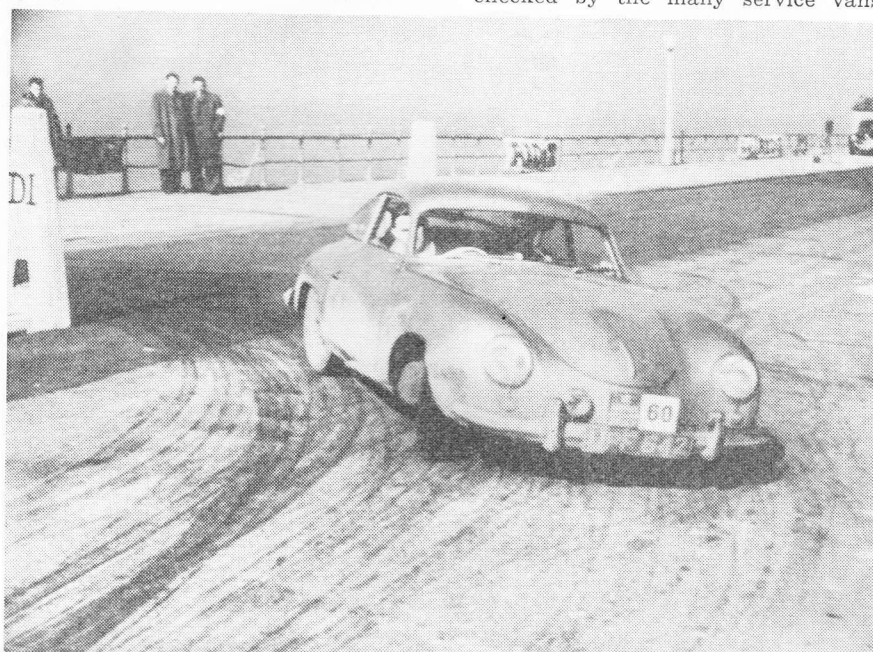
Then north to Cadwell Park in Lincolnshire for a lap of that intriguing circuit. This time competitors were at least allowed to do an inspection lap first, but even so J.R. Dobson went off-course and wrapped his Sunbeam round a tree, the only serious accident of the whole rally. Westwards, then, to Gamston Aerodrome near Retford for the only "tiddly" driving test of the event. This was not shown to the entrants until a few minutes before they attempted it, but involved a great deal of back-and-forth shunting in among a forest of pylons. Many obviously realised that a poor time was better than knocking any of them down, and also the owners of the more expensive cars seemed to treat their gearboxes with some respect. Class performances were as follows:—

**Silverstone:** W. Schluter (DKW), J. W. Waddington (Fiat), J. P. Boardman (Borgward), R. W. Russell (Jaguar), J. C. Wallwork (Standard), L. O. Sims (Aston Martin), R. Walshaw (Jaguar), R. N. Richards (M. G.), A. G. Imhof (Allard).

**Cadwell Park:** W. Schluter, J. W. Waddington (Fiat), J. P. Boardman (Borgward), C. Vard (Jaguar), I. F. Walker (Ford), L. O. Sims (Aston Martin), R. Walshaw (Jaguar), R. N. Richards (M.G.), R. J. Adams (Jaguar).

**Gamston:** P. G. Cooper (Standard), J. D. O'Leary (Volkswagen), A. H. Senior (Austin), P. Harper (Sunbeam), E. Harrison (Ford), K. Wharton (Riley), L. S. Stross (Jaguar), G. N. Dear (M.G.), J. T. Spare (Morgan).

Soon after leaving Gamston, the procession divided again, odd numbers going to Harrogate and evens to York, for the next Special Stage. We did the east Yorks loop first, and were soon in a maze of little roads with controls ingeniously sited so that there was no direct route to any of them. Here, too, the writer found an unfortunate snag in that he mistook east from west and approached Control 3 from a forbidden direction, thus losing 100 marks in one go. However, we pressed on, and had great fun approaching Control 9, on the



(Left): J. Patten (Porsche), who led the Rally in the early stages, in the final test at Blackpool.





edge of an airfield down an unmade muddy lane; we were glad of the Weathermasters on the rear wheels!

We were still on time and relaxed for a 50-mile linking run to the west Yorks loop—where the fun really began! The area is fully mountainous and in many cases the time allowed was not sufficient to go round by any kind of reasonable road, so the only thing was to take an un-reasonable one—and go up and over! This was real trials country; sometimes there was tarmac, but often there was not; we ploughed up and down tracks and in and out of gates and gaps in the drystone walls—including one gap that we didn't go through, although the bumper took it very well. The headlights would swing out into space and reveal steep drops while the car was going half sideways on the muddy surface. Real motoring! We finally emerged from it all, near Harrogate, with an almost empty tank, and with many miles to go to the rest stop at Scotch Corner. Finally, with pump ticking like mad, we knocked up a garage proprietor at about 4 a.m. and went on our way. Others were in the same trouble for there was just not a garage open for miles at the end of this long section. Nancy Mitchell diverted to York and had to wait two hours for petrol—a fatal delay—while Lyndon Sims, the eventual winner, raided a garage and helped himself, leaving the money behind. This was the one hitch in an otherwise excellent organisation.

The Yorkshire stages were a different story from the West Country. This time the terrain—and fatigue—took their toll, and only 14 cars lost no marks. At this point Sims was already in the lead, with Appleyard, Spare, Bleakley, Joan Johns and Peter Cooper as runners-up, a pattern that was not to change greatly. Among the ladies, Pat Moss was nearly 150 marks ahead of Miss Handley Page and Angela Palfrey—a placing that was change later.

Leaving Scotch Corner early on Friday morning, the procession embarked on the most enjoyable part



(Above): Robin N. Richards swings his A-type M.G. round the pylons during the Goodwood tests.

of the event—the daytime run in glorious weather north into the Border country. The only complaints were in reference to the route-card, which gave the points that must be passed through, but with no positive fixing of their location. This meant a great deal of irritating hunting for a needle in a haystack to find some of the route checks. The run took in a Scottish excursion to Charterhall for a standing kilometre sprint in which the best performances in the classes were as follows:—J.G. Cooper (Standard), J.W. Waddington (Fiat), J.P. Boardman (Borgward), C. Vard (Jaguar), J.C. Wallwork (Standard), L.O. Sims (Aston Martin), R. Walshaw (Jaguar), R.N. Richards (M.G.), R.J. Adams (Jaguar).

There was also a special test section over a military road near the border. Cars were timed over three separate stretches of varying nature and the times aggregated. Class winners again: P.G. Cooper (Standard), J.W. Waddington (Fiat), J.P. Boardman (Borgward), C. Vard (Jaguar), J.C. Wallwork (Standard), L.O. Sims (Aston Martin), R. Walshaw (Jaguar), R.N. Richards (M.G.), R.J. Adams (Jaguar).

After a run south in the evening sunshine, there was an hour's stop at

Penrith. We were somewhat worried, because some of the previous night's terrain had given the sump a belting, and the drain plug seating leaked quite badly. However, we took aboard plenty of oil and embarked on the final night section in the Lake District. Things were looking a little black for us at this stage. We were losing oil, we were already down a little on time, and our concern for the sump had caused us to miss getting tanked up after checking out again; also the writer had found himself incapable of navigation or even staying awake any longer and third man Norman Davis was an unknown quantity although willing enough to take over.

However, we need not have worried. The writer did not, anyway; he passed out cold in the back of the car and was awakened five hours later when we arrived without further loss of time at Spark Bridge, the end of the section. The worst roads in the Lakes had been conquered and Hart Knott Pass stormed; all that remained was the downhill braking test on a steep twisting lane near High Newton, and then the last run in to the finish at Blackpool. Best class times in the downhill test were made by: P.G.



(Right): J. R. Dobson's Sunbeam, after hitting a tree during the practice lap at Cadwell Park.



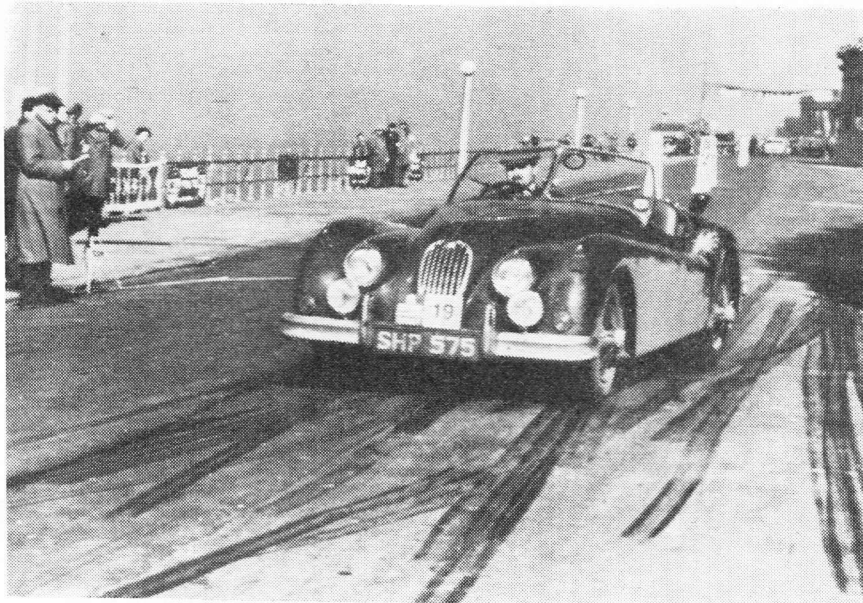
(Above): John Johns in the Austin she shared with her husband Doug. Johns, during the final test. They were sixth in general classification, and members of the winning team.

(Right): Monte Carlo winner, Ronnie Adams, in his XK.140 Jaguar, in the "Monte-Blackpool".

Cooper (Standard), J.W. Waddington (Fiat), J.P. Boardman (Borgward), J.H. Ray (Sunbeam), E. Harrison and J.C. Wallwork (Standard), J. Sears (Austin), I. Appleyard (Jaguar), Miss P. Moss (M.G.), D.O.M. Taylor (Triumph).

What remained of that night was given over to intensive sleep, but after not nearly enough of it we were out on the sea-front again for the three big tests that formed the finale of the event, culminating in the traditional "Monte-Blackpool" test. It was here that the final reshuffle of places occurred, some changes being quite sensational. Harold Rumsey, who had been lying sixth in his class with the Standard running perfectly, suddenly encountered plug and carburation trouble as he was due on the line, and subsequently lost marks heavily. Sidney Allard's navigator came up to him after the test to tell him that a 100 mark penalty incurred on the road had been revoked, only to hear that Sidney had lost them again by overshooting the foul line. Pat Moss had the greatest disappointment, for she had the Ladies' Award easily in her grasp, and only needed to tour through the tests—but she went round a pylon the wrong way and lost 100 marks and the trophy. However Angela Palfrey was a worthy winner over this arduous course.

So came to an end what was unanimously agreed to be the best R.A.C. British Rally yet, if not one of the finest of all. Admittedly the weather could not have been more favourable, but the conception, preparation and organisation were of the highest order. Let us hope that this good news will draw more entries from



## PROVISIONAL RESULTS

### R.A.C. RALLY

1. The Peall Trophy, £250 and Souvenir. Best Performance: L. O. Sims/J. Ambrose (Aston Martin DB2), 29.2 marks lost.
2. £200 and Souvenir: I. Appleyard/Mrs. P. Appleyard (Jaguar), 50.0.
3. £100 and Souvenir: J. T. Spare/M. H. Meredith (Morgan), 54.8.
4. £50 and Souvenir: W. D. Bleakley/I. J. Hall (Jaguar), 65.1.
- Ladies Award. £50 and Souvenir: Angela Palfrey/Aileen Jervis (Austin).
- Blackpool Starting Award: L. O. Sims (Aston Martin).
- Hastings Starting Award: P. G. Cooper (Standard).
- Best "Foreign" Entry: J. D. O'Leary (Volkswagen).
- Team Award: Austin (Mrs. J. Johns, G. N. Burgess, J. Sears). Aggregate, 568.7.

### Class Awards

- Production Touring Cars up to 1,000 c.c.:**  
1. P. G. Cooper/G. Holland (Standard), 81.1 marks lost; 2. Mrs. B. Neate/J. Fraser (Renault), 1.202.3; 3. B. W. Fursdon (Renault), 2.348.3.
- 1,001-1,300 c.c.:** 1. J. D. O'Leary/A. M. Canty (Volkswagen), 91.9; 2. J. W. Waddington/J. M. Wood (Fiat), 189.6; 3. W. G. E. Mackintosh/G. S. Turner (Volkswagen), 203.5.

overseas in the future to make the event truly International. Apart from the Eire contingent, there were only two foreign entries. Mario Tozzi-Condivi (Mercedes 220), who finished 28th in general classification, and Walter Schluter, who lost 14 minutes on the Yorkshire special stage, lost heart, and retired!

**Tailpiece.** At the start of the Yorkshire Special Stage, Goff Imhof's huge open Cadillac-Allard broke its gearbox. As it happened, Goff's Anglia was in Harrogate, so just for a lark, as they had the maps all marked, Goff and Ian Mackenzie transferred to the little saloon and without rally plates went round the West Yorks loop clean before "giving themselves up" checking in at each control—and nobody noticed!

STUART SEAGER.

**1,301/2,000 c.c.:** 1. A. H. Senior/C. Hall (Austin), 90.0; 2. D. G. Scott/S. Asbury (Ford), 322.8; 3. W. C. Slocombe/S. P. Seager (M.G.), 499.7.

**Over 2,000 c.c.:** 1. W. D. Bleakley/I. J. Hall (Jaguar), 65.1; 2. P. Harper/(Sunbeam), 114.4; 3. H. J. Pocock/M. J. L. Sykes (Jaguar), 154.4.

**Grand Touring and Modified Touring Cars up to 1,300 c.c.:** 1. J. C. Wallwork/W. Cave (Standard), 112.6; 2. T. A. Gold/Mrs. J. Gold (Standard), 126.9; 3. H. E. Rumsey/P. P. Roberts (Standard), 191.4.

**1,301-2,600 c.c.:** 1. L. O. Sims/J. Ambrose (Aston Martin), 29.2; 2. J. Patten/M. Carson (Porsche), 154.1; 3. J. Sears/K. W. Best (Austin), 271.8.

**Over 2,600 c.c.:** 1. I. Appleyard/Mrs. P. Appleyard (Jaguar), 50.0; 2. Mrs. J. Johns/D. Johns (Austin), 82.9; 3. I. A. Maiden/B. C. Pritchard (Jaguar), 229.5.

**Production Sports Cars up to 1,600 c.c.:**  
1. A. F. Cawkley/J. Noble (M.G.), 225.4; 2. D. C. Absolom/G. F. Brown (M.G.), 247.7; 3. J. N. M. Hills/J. K. Morris (M.G.), 247.9.

**Over 1,600 c.c.:** 1. J. T. Spare/M. H. Meredith (Morgan), 54.8; 2. L. Griffiths/T. W. Underhill (Austin-Healey), 170.8; 3. A. L. Yarranton/D. Thompson (Morgan), 179.2.



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0-60 "	23.1 "	18 "
0-70 "	38.1 "	24.8 "

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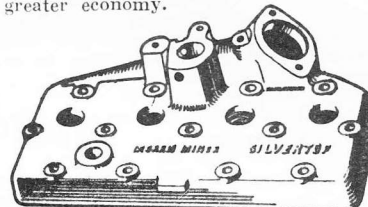
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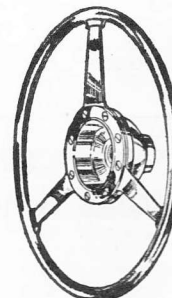


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TWIN CARBURETER UNITS... A.30, Minor O.H.V., £17/10/-; A.40, 1½-litre M.G., Riley 1½-litre, Wolseley 4/44, £21; Oxford O.H.V., A.50, £22/10/-, with redesigned or multi-branch exhaust manifold for Minor S.V., Oxford S.V., Ford 8 & 10, New Anglia and Prefect, Standard 8 & 10, 750 Renault, £26.

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# NEWS FROM THE CLUBS

by Stuart Seager

ALTHOUGH the official closing date for entries in the **London M.C.** Little Rally (to be held on 21st April) is 3rd April, the organisers would greatly appreciate having all entries in by 27th March if at all possible. The entry figure for this popular event is already around 160, and Nina Imhof, Robin Hill, Coombe Hill Road, Kingston-on-Thames, Surrey, can deal with plenty more. The club also announce their closed sprint meeting at Brands Hatch on 8th April, the secretary of this meeting being Cyril Audrey, 12 Strawberry Hill Road, Twickenham, Middlesex. ... Speed events are here again, and the **West Cornwall M.C.** will be adding to the Easter fare with their annual Trengwainton Hill-climb at Madron, near Penzance, on Easter Monday, 2nd April. Apart from the motor-cycle classes, there will be categories for all capacities of sports cars, plus racing cars up to 1100 c.c. Entries close on 27th March with B.L. Ellis, 7 Merlin Place, Mousehole, Penzance, Cornwall. ... On 14th-15th April, the Midland Centre of the **M.G.C.C.** will be holding their **Welsh Rally**, which starts from Bromsgrove and finishes at Barmouth, Merionethshire. This is a closed event over a course of some 200 miles and the secretary of the meeting is W. Hale, 29 Victoria Street, West Bromwich, Staffs. ... Over the same weekend (14th-15th), the **Southsea M.C.** will be holding their **Hunt Trophy Rally**, starting from Southampton, covering 450 miles and taking competitors around the West Country. Invited clubs are the London, Hants & Berks, Isle of Wight, Brighton & Hove, West Hants & Dorset, Maidstone & Mid-Kent and **B.A.R.C.** Entries close on 5th April with Mrs. B. Greaves, 59 Hulbert Road, Bedhampton, Hants. ... On 22nd April, the **Veteran C.C.** will hold their **Woburn Park Rally**. This is of course a non-competitive event for members only, and details may be obtained from Miss J.E. Nagle, 46 North Row, Oxford Street, London, W.1.

## CLUB FIXTURES

**Bexley L.C.C.**—Social Meeting, 26th March, Travellers Home, Long Lane, Bexleyheath.  
**B.A.R.C. (Yorks)**—A.G.M. 26th March, Great Northern Hotel, Wellington Street, Leeds 1, 8 p.m.  
**Sunbeam Register**—Talbot Social Rally, 26th March, Toby Jug, Kingston Bypass, Surrey, 8 p.m.  
**Bentley D.C.**—Social Meetings, 26th March, Hogsmill, Worcester Park, Surrey; 27th March, Hautboy, Ockham, Surrey; 28th March, Raggalds Inn, Queensbury, Staffs; 29th March, Bulls Head, Shenstone, Staffs; 31st March, Halfway House, Aylesbeare, Devon.

**Welsh Counties M.C.**—Film Show, 26th March, St. Mellons Golf Club.  
**Aberavon M.C.**—Social Meeting, 27th March, Welcome to Town Hotel, Aberavon.  
**Eastern Counties M.C.**—Social Meeting, 27th March, Red Lion, Martlesham.  
**London M.C.**—Social Meeting, 27th March, Paviour's Arms, Page Street, Westminster, London, S.W.1.  
**Sussex C. & M.C.C.**—Social Meeting, 27th March, Southwick & Fishergate Community Centre, Southwick.  
**Lagonda Club**—Social Meeting, 27th March, Red Lion, Holme-on-Spalding-Moor.  
**A.C.O.C.**—Social Meeting, 28th March, Marlborough Head, North Audley Street, London, W.1.  
**B.A.R.C. (S.W.)**—Social Meeting, 28th March, Little Testwood Country Club, Totton, Southampton.  
**North London M.C.**—Social Meeting, 28th March, Rising Sun, Chase Side, Southgate.  
**Surrey Sporting M.C.**—Social Meeting, 29th March, Warwick Hotel, Redhill.  
**Yorkshire S.C.C. and B.A.R.C. (Yorks)**—Film Show, 29th March, Liberal Club, Hough Lane, Bramley, Leeds 13, 7.30 p.m.  
**Vintage S.C.C.**—Social Meetings, 29th March, Jolly Farmers, Enfield Road, Enfield; Crescent Hotel, Ilkley, Yorks; Golden Pheasant, Plumley, Ches.  
**Buckingham & D.M.C.**—Social Meeting, 29th March, Swan Inn, Great Horwood, Bucks.  
**750 M.C.**—Social Meeting, 29th March, Windmill Inn, Shelf, Yorks.  
**Romford E.C.C.**—Social Meeting, 29th March, White Hart, Collier Row.  
**Cambridge 750 C.C.**—Social Meeting, 30th March, Ancient Shepherds, Fenditton.  
**Dolomite Association**—A.G.M., 1st April, Rouncil Towers Hotel, Kenilworth, Warwick.  
**Glossop & D.C.C.**—Social Meeting, 2nd April, Royal Oak, Sheffield Road, Glossop.  
**Oxford M.C.**—Social Meeting, 2nd April, George Restaurant, Oxford.  
**Singer O.C.**—Social Meeting, 2nd April, Horse & Groom, Lincoln.

## COMING ATTRACTIONS

**MARCH 30TH-31ST. M.C.C. Exeter Trial.** First car leaves **Peggy Bedford Hotel, Bath Road, Langford, Middx., 10.29 p.m.**; **Guildhall Car Park, Launceston, Cornwall, 12.15 a.m. (31st)**; **Queen & Castle Hotel, Kenilworth, Warwick, 12.56 a.m.**

**MARCH 30TH-APRIL 2ND. Scottish Sporting C.C. "Scottish Daily Express" Highland Rally.** Start, 8 p.m. from Glasgow and Carlisle.

**MARCH 30TH-APRIL 3RD. Ulster A.C. Circuit of Ireland Rally.** Start from Belfast and Dublin.

**MARCH 31ST. Pembrokeshire M.C. Lydstep Hillclimb, Lydstep, near Tenby, Pems. Start, 1 p.m.**

**Mid-Cheshire M.C. Wilshire Trophy Trial.** Start, 11 a.m. from **Egerton Arms Hotel Broxton, near Chester.**  
**Healey Drivers Club / Aston Martin O.C. "Ups and Downs" Rally.** Start 10.30 a.m. from **Hog's Back Café, near Farnham, Surrey, and Crown Hotel, Banbury, Oxon.**

**APRIL 2ND. B.A.R.C. International Race Meeting, Goodwood (F1, F Libre, S); near Chichester, Sussex. Start, 1.30 p.m.**  
**B.R.S.C.C. National Race Meeting, Brands Hatch, near Farnham, Kent. Start, 2 p.m.**  
**West Cornwall M.C. Hillclimb, Trengwainton, Madron, near Penzance, Cornwall. Start, 1.30 p.m.**

## B.A.R.C. MEMBERS' MEETING Goodwood, 17th March

### Provisional Results

Up to 1,250 c.c., 5 laps, scratch: 1, R. D. Steed (Lotus-Climax) 80.30 m.p.h. Up to 1,500 c.c.: 1, P. J. Lumsden (Lotus-Climax), 1,500-3,500 c.c., 10 laps, scratch: 1, G. E. Abecassis (H.W.M.) 84.26 m.p.h. Novice Handicaps: 1, K. A. Greene (Cooper-Climax) 75.42 m.p.h.; R. Dore (Morris) 65.15 m.p.h. Ladies' Handicap 5 laps: 1, B. Baxter (Aston Martin DB3S) 81.2 m.p.h. Closed cars: 1, J. M. Sparrowe (M.G.) 69.3 m.p.h.

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FIRST of a new line... profiled for performance... the magnificent MGA opens the most brilliant chapter yet in a record of unique achievement. Such power, such responsiveness, such speed allied with safety as motoring dreams are made of! Come in today and see the new MGA at UNIVERSITY MOTORS.

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Alfa Romeo Zagato 2-seater for sale. 6 cylinder 1750 c.c. supercharged engine. FLAXman 2035.

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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.

ALLARD P.I. sports saloon 1952, another immaculate post-war car, fully reconditioned mechanically since when the car has done a road-test of 50 miles only, faultless order throughout, numerous extras, £445. CAMDEN MOTORS LEIGHTON BUZZARD. 2041.

1951 P.I. saloon. Radio, heater, reconditioned engine. First class throughout. £295. Terms. Exchanges. Richards & Carr, Ltd., 35, Kinnerton Street, London, S.W.1. BEL-gravia 3711.

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ALVIS 14 h.p. sports saloon 1949, P.A. series, in beautiful and immaculate condition, has had little use since new, one previous owner, "under-sealed", £465. CAMDEN MOTORS LEIGHTON BUZZARD. 2041.

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ARMSTRONG-SIDDELEY Hurricane sports coupe 1947, choice of three models all fitted heater, one fitted works' replacement engine, all in excellent condition and guaranteed in writing for three months from £285. CAMDEN MOTORS LEIGHTON BUZZARD. 2041.

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AUSTIN 7 two-seater 1936, a car taken in part-exchange but in quite unique condition, rebuilt and overhauled mechanically with engine rebore last year, very fast, £85. CAMDEN MOTORS LEIGHTON BUZZARD. 2041.

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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.

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Type 50 Bugatti—rebuilt as new to original specification as in Bugatti book. 4840 c.c. engine develops 200 b.h.p., at 4,000 r.p.m., with Roots supercharger. Performance—1st 47; 2nd 85; top 120 m.p.h. Green, two seater body with new hood and side screens, incredible performance. Chas. Motor Co. Ltd., 620, Great Cambridge Road, Enfield, Middlesex. Bugatti, Type 40. Good condition, beautiful runner with 55-60 cruising

speed. Described as "decently original". £160. Barnard, Orchard, Rep-ton, Derby.

Bugatti. Type 35, two-litre Grand Prix Concours condition, black with all running gear chrome plated. Engine overhauled and perfect. Road-equipped, insured until Oct. Ex-Dick Seaman. £400. Pictures to genuine enquirers. Rose, The Quaker Barn, Whitechurch, Bucks.

### COOPER

Ex Lewis Evans Cooper Mark V, Lancefield tuned D/K Norton, 14: 1 compression ratio, modified body, complete with Cooper Trailer, also Short Stroke D/K Norton engine, spare gear box and host of other spares. £475 o.n.o. Nicholson, Davidson's Garage, Scotland Road, Penrith. Phone 2456.

Cooper-M.G. First ref. 1955. 1½ litres, Laystall Cyl. Head with special valves and bronze guides, pistons for petrol and methanol, large S.U. racing carbs. on special manifold, lightweight battery, T.C. gearbox with special racing clutch, lightweight steel flywheel, alloy radiator, new Dunlop Racing Tyres on Elektron wheels, etc. Offers. H. Porteous, "Beechwalk", Bodelwyddan, Nr. Abergelge. Phone St. Asaph 3187.

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Mayfair Garages Ltd. Fiat "600" 1955 Saloon, one owner, small mileage, almost new condition, 3 months guarantee. £545. Below.

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Mayfair Garages Ltd. Fiat "500" 1939 de luxe 4-seater convertible saloon, reconditioned engine. Smart car with excellent and economical performance. Three months guarantee. £225. Below.

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

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1952 Healey Alvis convertible. Grey/red. Immaculate car. Heater, radio, etc. £750. Brown, 45, Norfolk Square, London, W.2.

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JK.120 1951 Cream, Michelin X tyres. Many extras. £600. GIPsy Hill 3772. JAGUAR 2½-litre drophead foursome coupe 1939, in equally good condition to above, smart suede green finish, fitted discs, Vynide hood and five good tyres, £195. CAMDEN MOTORS LEIGHTON BUZZARD. 2041.

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1952 Jowett Jupiter coupe. Red. New R type engine fitted. £525. A & R. Thomas, Central Garage, Kempston, Bedford. Phone Kempston 2207.

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M.G. T.D. 1952 model. Excellent condition. Many extras. Only 1,200 miles since complete overhaul. Phone Nelson (Lancs) 2181. Evenings 2429.

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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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Wicliffe.—100 per cent. Morris Distributors and Nuffield Agents for over a quarter of a century. Conversion kit service throughout the world. Complete kit of parts, prices from £29-10s.—The Wicliffe Motor Co., Ltd., Stroud, Gloucestershire, England. Telephone: Stroud 388/9.

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

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1500 Super, one owner, overhauled, respray, l.h.d. £1,195. 30, Manor Close, Hertford.

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1955 Cooper Mark IX 500 ex-Boshier Jones. Condition as new. £475 less engine. Below.

1954 Arnott 500, Norton gearbox. Perfect condition. £185, less engine. Below.

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Lotus Climax 1100, aerodynamic fibreglass body, modified to Mark IX, details on request. £850. Below.

M.G. K.3.12 h.p. supercharged, Lyds-tepp hill class record. Reconditioning cost £400 October last year. Bargain. £285. Below.

1954 October Brooks 2-seater sports, Ford 8 h.p. engine. Attractive runabout. £150. Below.

1951 XK120 modified C-type head and exhaust, dual colours, specimen condition. £595. Below.

1948 Healey 2½-litre saloon, one owner, heater, cream body with red interior, perfect condition. £425. Below.

Urgently wanted J.A.P. 500 engines and trailers; also 2-ton low load Bedford or Austin transporters. Below.

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Cooper-Alta 2-litre fully modified, extra large brakes, fuel injection. Ready to race. £1250. The Onslow Motor Company Ltd., 28, Onslow Street, Guildford. Tel: 67227.

Cooper-Jaguar, late 1954, very little raced and in first-class condition throughout. Many unused spares, 260 b.h.p., disc brakes, with road holding and steering of exceptionally high order. One of the fastest cars in the country. Complete history available. Further details, Wick, Hatfield, Herts, 3066.

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Riley 2½ roadster June 1950. Genuine mileage 32,300. Green with green hide. Plastic hood, H.M.V., radio, heater, twin spotlights, Lifeguard tubes. £100 engine overhaul at 15,000 miles. 100 m.p.h. Car £500. Putsmán, 2, Hampton Court, George Road, Birmingham. EDG.2105 or CEN.6826.

Riley Monaco completely rebuilt, requires body; suit enthusiast. £40 o.n.o. 49B, Bridge Road, Maidenhead.

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ROVER 12 sports saloon 1938, four-door model, similar shape to post-war, understood rebored and thoroughly overhauled less than 12 months ago, £195. CAMDEN MOTORS LEIGHTON BUZZARD. 2041.

Rover 12 Tourer 1947. Exclusive model, only 27 in this country, only 100 built. First class condition, 6,000 miles since re-engined. 52,000 miles in all. Cruises at 65 m.p.h. without a murmur, 28 m.p.g., more with free wheel in use. Three spare tyres.

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1951 Allard Sln. P.1. grey	£375
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1950 Cooper Rover 1,500 2-str.	£445
1950 Ford Pilot one owner	£325
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And of course we have in stock over 30 M.G.'s—All Models.

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Trouble free motoring combined with great personality. £450 o.n.o. Alington, King Street, Emsworth, Hants. ROVER sports saloon July 1938/9, very scarce 10 h.p. model, with four-light bodywork, knock-on wire-wheels and many special features, smart suede green finish, the whole car in extremely good order for its year, £245. CAMDEN MOTORS LEIGHTON BUZZARD. 2041.

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Being independent of the air temperature inside vehicle, as well as of the temperature of the engine, it introduces new standards of comfort to all motorists generally, and sports car users in particular. If you use an electric blanket—you WILL use CAMBRAY MOTORIST'S PERSONAL HEATER.

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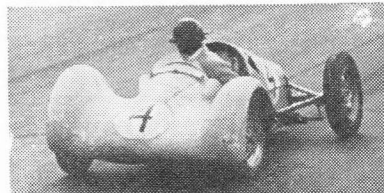
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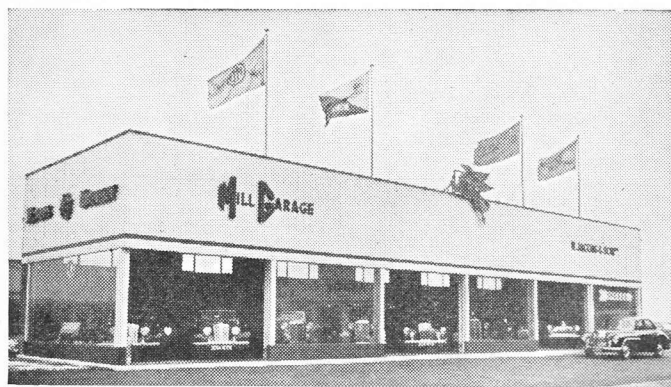
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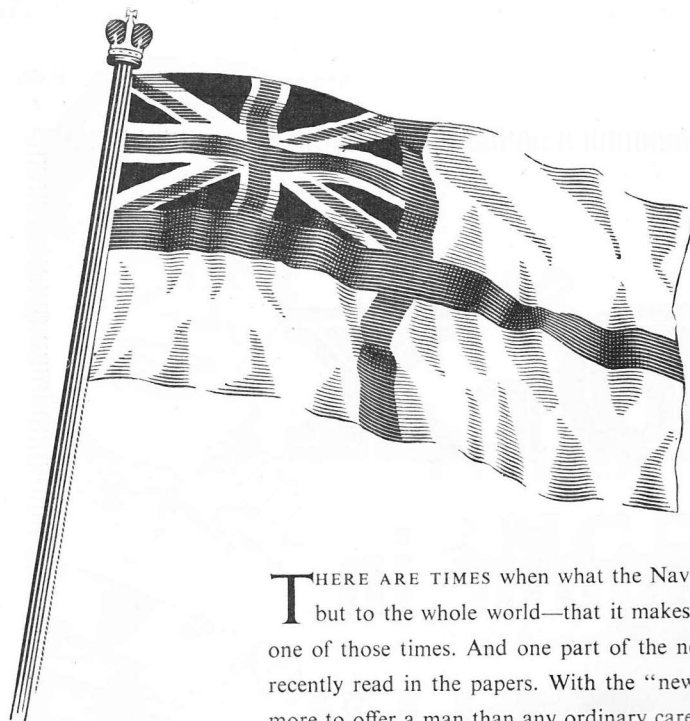


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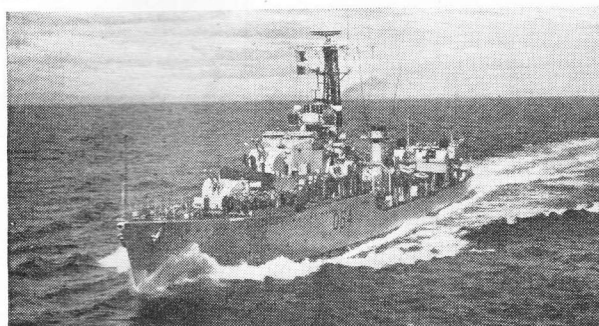
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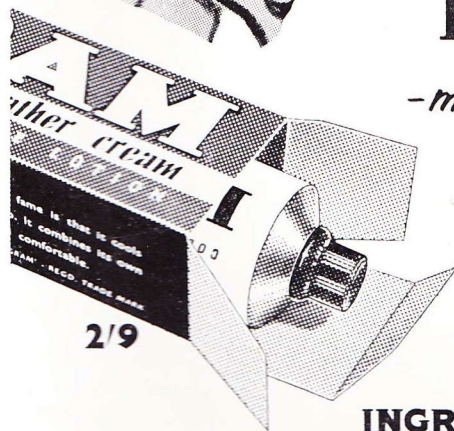


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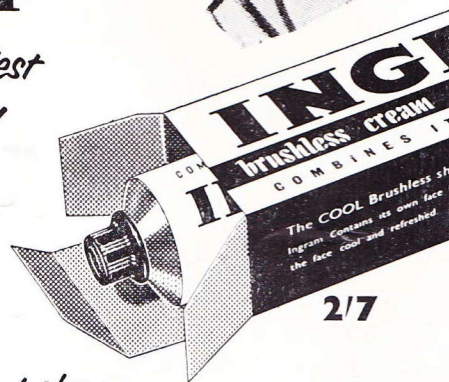
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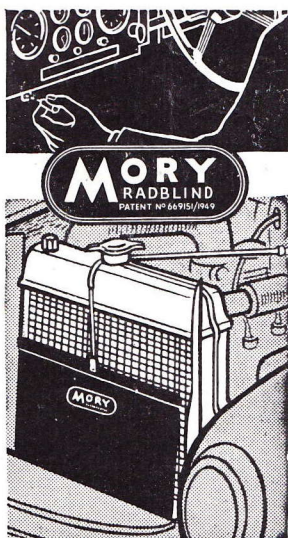
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