SEBRING 12 HOURS RACE-FULL. ILLUSTRATED REPORT

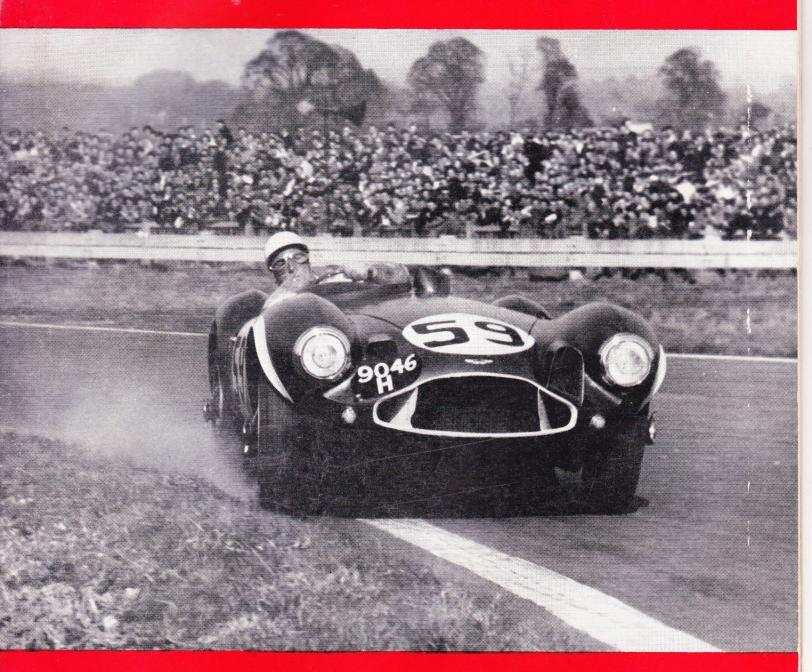
AUTOSPORT

APRIL 13, 1956

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EVERY FRIDAY Yol. 12 No. 15

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

JOHN BOLSTER TRIES THE CITROEN DS19 : PETER COLLINS WINS THE CIRCUIT OF SICILY OULTON OVERTURE : IRISH 500 c.c. CHAMPIONSHIP : OPERATION PARIS : PORTRAIT GALLERY RUTH SANDS BENTLEY • W. A. McMASTER • JOHN MARTIN LEWIS • 'AENEAS'

CASTROL WINS

AT SEBRING

12-HOUR RACE

TEAM AWARD



THREE SERIES M.G.A. CARS

CLASS 'D' (3-litre)

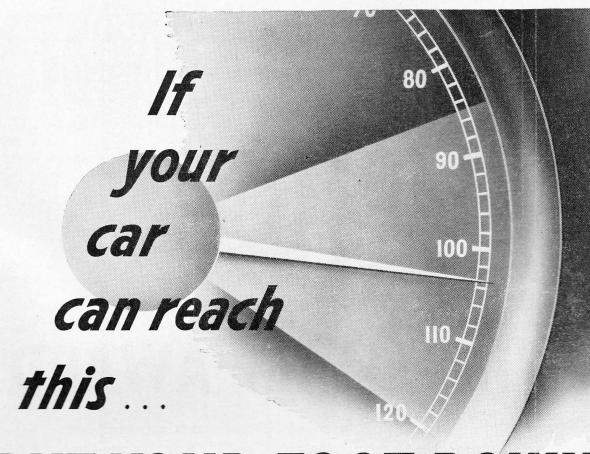
DAVID BROWN

ASTON MARTIN

(Subject to official confirmation)

WAKEFIELD POST OF THE POST OF

THE MASTERPIECE IN OILS



PUT YOUR FOOT DOWN INSIST ON

RELL

Speed TYRES

Years of motor racing experience have gone into the construction of this tyre—the kind of experience that's made *Pirelli* a famous name in the motoring world. It's built to stand the strain of rapid acceleration. The tread is patterned for road holding, for fast cornering and really *fast* driving. It is designed expressly for use on the road. It is built to resist effects of centrifugal force and rising temperature. It is made for speeds of 85—120 m.p.h. It's the Pirelli *Speed* tyre.

INTERNATIONAL 12-HOUR GRAND PRIX OF ENDURANCE

SEBRING, FLORIDA



WINS TEAM AWARD

Out of fifty-nine of the world's fastest sports cars competing in this gruelling International event, only twenty-three competitors finished. The M.G. team of three Series M.G.A. sports cars completed the course and won the team award.

THE LYONS CHARBONNIÈRES RALLY

MRS. N. MITCHELL

M.G. MAGNETTE

won the Coupe des Dames. The only woman driver to finish.

(Subject to official confirmation)

Safety Fast!



AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY Vol. 12 No. 15 April 13, 1956

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Published every Friday by AUTOSPORT 159 Praed Street, London, W.2

Editorial and General Office PADdington 7673
Advertisement Department PADdington 7671-2

General Manager PETER BAYLEY
Advertisement Manager NORMAN H. BIGSBY
Annual Subscription £4 9s. 0d.
(U.S.A. and Canada \$13.00)

Direct from the Publishers or all Newsagents

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EDITORIAL

A STAR CONFIRMED

The wonderful victory by Peter Collins (Ferrari) in the Tour of Sicily has confirmed the view that this young man is one of the finest exponents of mountain racing in the world. Few will forget his epic drive with Stirling Moss in the 1955 Targa Florio, nor his achievements with Aston Martin. It seems fitting that much of the credit for the brilliance of Stirling Moss and Peter Collins should go to George Abecassis and John Heath, whose early efforts in Formula 2 racing with H.W.M. provided these two drivers with the opportunity to take part in full-scale International road racing. Truly, the present renaissance of British Grand Prix cars can be traced directly to the original Continental team that emanated from the small Walton-on-Thames concern. In Moss, Collins and Mike Hawthorn, this country possesses three of the brightest stars in the motor racing constellation, and it should also be remembered that the two first-named were reared in the nursery of Formula 3.

GRAND TOURING

The curious position whereby modified sports cars were not permitted to run as Grand Touring machines has been partially cleared up by the decision of the C.S.I. regarding the Triumph TR2 and TR3. Although the specification of both cars remains unchanged, the provision of fixed door-windows and exterior handles has apparently brought the machines up to Grand Touring requirements. This means that the door is open to other sports car manufacturers to modify their products, and within a few months the ban on sports cars in French rallies can more or less be forgotten so long as entrants have their machines modified to G.T. standards. It is all very peculiar, but one should be grateful that the F.I.A. have discovered a fairly simple remedy for the sports car ban which has caused a great deal of dissent among all regular rally drivers. One awaits the decision on the proposed modified Grand Touring category which would presumably admit the very type of sports-racing machine which the French so desire to ban!

ABINGDON RECONSIDERS

Recently it was announced that the M.G. Car Co., Ltd., would withdraw from racing. However, an entry of two A-type machines in the forthcoming Mille Miglia, competing in the limited-price category, tends to indicate that Abingdon has reversed its decision. Anyway, the Italians will be pleased to welcome back the famous octagon, and will no doubt appreciate the fact that the cars will be painted red!

OUR COVER PICTURE

ON THE LIMIT: A fine photograph of Stirling Moss, drifting the Gilby Engineering Co.-entered DB3S Aston Martin closely through Madgwick Corner, while winning the unlimited sports car race at the Goodwood International meeting on Easter Monday.

Photo by Patrick Benjafield

Unbeatable!





LAVANT CUP

1st COOPER-CLIMAX* cooper car co. Ltd.

SPORTS CAR RACE

1 st ASTON MARTIN DB3S ... GILBEY ENGINEERING CO. LTD.

EASTER HANDICAP

1st JAGUAR D* ECURIE ECOSSE

SPORTS CAR RACE (B)

1st COOPER-CLIMAX* cooper car co. Ltd.

(Subject to official confirmation)

*Also using New Esso Extra Motor Oil

Exactly the same fine petrol and motor oil you can buy from your local Esso Dealer

PADDOCK

ARCHIE SCOTT-BROWN'S Connaught broke a piston, not the crankshaft as originally believed, during the Rich-mond Formula 1 race at Goodwood on Easter Monday—and he kept 100 r.p.m. below the fixed revs. limit. Bob Gerard's car suffered plug wetting during the final stages, as a result of carburetter flooding. All three Connaughts were virtually minus front brakes after five laps.

MIKE HAWTHORN'S high speed inversion at Fordwater in the B.R.M. was apparently due to the failing of a rubber seal which allowed one of the universal joints to seize. As a result, one wheel tightened up, throwing the car off its line. The wheel that broke away in The wheel that broke away in the ensuing crash was the nearside front.

THE colour film of last year's G.P. of Europe at Monaco, which was shown at the B.A.R.C. Midnight Matinee, is available on loan to motoring clubs from the man who made it, D. A. Clarke, Greystones, Markfield, Leicester.

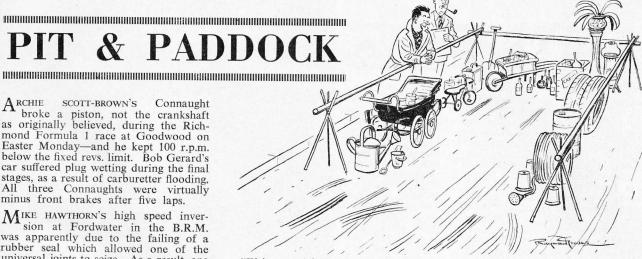
EX-ROOTES Group dealer Ian Ford-Young, welcomes all enthusiasts to his West Country hostelry, the Copper Beech Hotel, Glastonbury.

WOULD-BE competitors in the International Hill-Climb at Prescott on 6th May should note that, owing to a printer's error in the Regs. and entry forms, the address of Pat Osmond, Section 1. retary of the Meeting, is given as 21 South East Road, Linsdale, Leighton Buzzard. It should, in fact, be 21 Southcourt Road, Linsdale, Leighton Buzzard.

THE Équipe Nationale Belge had a busy day out at Zandvoort circuit recently. Paul Frère, Jacques Swaters, Pierre Stasse and several potential recruits drove a wide assortment of cars, including Ferraris, Jaguars, Triumphs, Alfas and Porsches. As a result five drivers were selected to join the équipe.

In the 1,000 km. International Rallve Trifels, held in Germany on 23rd/24th March, the first three places in the class for Production sports cars over 1,600 c.c. were taken by Triumph TR3s, driven by American servicemen, the winner being Russ Bailey.

SILVERSTONE, 5th May—Reg Parnell will drive Rob Walker's Connaught in the Formula 1 race, in which Scott-Brown and Titterington drive works Connaughts. Ferrari, Maserati, Vanwall, B.R.M. and Gordini are also provisional entries. Parnell also drives a works Aston Martin in the sports car event, and a Borgward in the production car event.



"We've modified the garaging test to make them feel really at home."

GENEVA INTERNATIONAL RALLY organizers have already received over 100 entries, including several Porsche Carrera, Alfa Romeo, Mercedes, etc. The Rally starts on 25th May and finishes on 27th May; it includes two hill-climbs, an open slalom, 60 kms. round Monza circuit and mountain and regularity tests in the 1,500 km. route.

In the anxiety after A. P. O. Rogers's accident at Goodwood on Easter Monday, Tojeiro driver Percy R. Crabb lost a box camera in the paddock area. Should anybody have found it, would they contact him at 9 Winchester Park, Bromley, Kent.



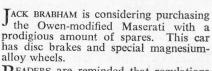
NEWLY APPOINTED as Jaguar Service Direc-tor, in addition to his duties as Competition
Manager, is Raymond
("Lofty") England, a
familiar figure wherever
the famous Coventry
cars are raced.

FERODO'S Birmingham depot has been moved from John Bright Street to new premises at 111/119, New Town Row, Birmingham, 6.

ONNAUGHTS have a works entry for the Monaco G.P. in May.

SOPHIA SIGNS: (Right) Italian film star Sophia Loren signs autographs for the crowd before start of the Italian Rome to San Remo Cinema Rally.

FIRST - HAND: (Left) On practice day at Sebring, Des-Titterington mond shows Duncan Hamilton the copy of AUTOSPORT with the account of the Dakar race in which Hamilton drove.



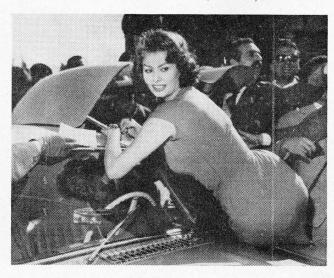
READERS are reminded that regulations for the AUTOSPORT Series-Production Sports Car Championship are available on application to 159 Praed Street.

SPORTS-RACER to high-speed tourer: Cyril Wick, to disprove theories that road racing cars are unsuitable for touring, equipped his Cooper-Jaguar for Continental travel and covered hundreds of trouble-free miles!

NEXT week—exclusive track test report by John Bolster of the new Grand Prix B.R.M.; also a full report of the British Empire Trophy race at Oulton Park.

TED LAMBERT, the Liverpool motor trader and rally driver, has won a silver "Oscar" for his safety first film "Rode Safely". These "Oscars" are awarded to the 10 best amateur films of the year. Mr. Lambert's documentary, which he wrote, produced and filmed, is his first effort at film making and lasts 40 minutes. It has been shown to many motoring clubs and road safety organizations and will shortly be seen on B.B.C. television.

CASTROL lubrication chart for the M.G.A. is now available, free, from C. C. Wakefield & Co., Ltd., 46 Grosvenor Street, London, W.1.





BRIGHT AINTREE "200" PROSPECTS

CONNAUGHT, B.R.M. and Vanwall have entered for the International 200-mile Formula 1 race, taking place at Aintree on Saturday, 21st April. Scott-Brown and Titterington will drive Connaughts, Hawthorn and Brooks B.R.M.s, and Schell one of the two Vanwalls. A works Maserati will be in Moss's hands, and it is hoped that Peter Collins will compete with a Ferrari entry. Other entries are Salvadori, Wharton, Gould, Brabham and Halford in Maseratis, Gerard (Cooper-Bristol), Parnell (Consequence) naught) and Emery (Emeryson). Manzon may come over to drive an eight-cylinder Gordini.

Two sports car events and a Formula 3 race are also included in the programme. Stirling Moss will appear at the wheel of his new 1,500 c.c. Cooper-Climax.

SEGRAVE TROPHY TO CAMPBELL

THE Segrave Trophy for 1956 has been awarded by the R.A.C. to Donald Campbell for his achievement in setting a new world water speed record in his jet-powered Bluebird at 216.2 m.p.h. The Trophy has twice been held by his father. Sir Malcolm Avanded to the father, Sir Malcolm. Awarded to the British subject adjudged to have accomplished the most outstanding demonstration of the possibilities of transport by land, air or water during the current year, the Segrave Trophy has also been held in the past by John Cobb, Geoff Duke, Geoffrey de Havilland and Neville

NÜRBURGRING 1,000 KM. RACE

THE A.D.A.C. have announced that THE A.D.A.C. have announced that their 1,000 km. sports car race at the Nürburgring will be held on Sunday, 27th May, and will be the third round of the World Sports Car Championship. The event will take place over 44 laps of the 14-mile circuit and will start in the early morning. Each car must have two nominated drivers as a change of driver is required not less frequently than every four hours. Further par-

than every four hours. Further particulars from the A.D.A.C., Koniginstrasse 11a, Munich 22, Germany.

Britain will seemingly be strongly represented, since Mike Hawthorn, Desmond Titterington, Duncan Hamilton, Ivor Bueb and Jack Fairman are nominated as drivers in a provisional nominated as drivers in a provisional

TRY-OUT of the Ferrari - Bardahl Special for the Indianapolis 500 Miles race was made recently by Giuseppe Farina. at Monza. The car comprises a 4.4.-litre Ferrari six - cylinder engine, offset in a Kurtis - Kraft chassis.

Jaguar team entry. Aston Martin works team pilots are given as Peter Collins, Tony Brooks, Reg Parnell, Roy Salvadori, Carroll Shelby, Peter Walker and Paul Frere. European entries include Fangio, Castellotti, Musso and Gende-bien for Ferrari, and Behra, Taruffi, Perdisa, Menditeguy, Bellucci, Giardini and, it is hoped, Stirling Moss.

MILLE MIGLIA

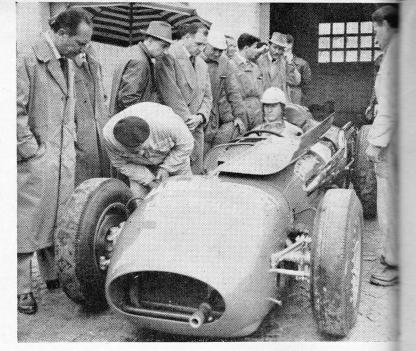
Among the British entries for the Mille Miglia are John Heath (H.W.M.), Ronnie Adams (Triumph TR3), Leslie Brooke (Austin-Healey), Berwyn Baxter (Kieft), Gregor Grant (M.G. Magnette) and Sheila Van Damm/Peter Harper (Sunbeam Rapier). A couple of Bristolengined A.C. Aces will run, entered by Prince Caracciolo and Nano da Silva Ramos; Annie Bousquet will be driving Triumph TR3, and there are two M.G.A entries, with Nancy Mitchell/ Doreen Reece and Peter Scott-Russell/ Tom Haig to drive them.

Heading the "big stuff" are Stirling Moss/Dennis Jenkinson, Jean Behra, Piero Taruffi (Maseratis) and Juan

DRIVING BRITISH in the Mille Miglia will be Porsche exponent Mlle, Annie Bousquet, at the wheel of a Triumph TR3.







Manuel Fangio, Eugenio Castellotti, Peter Collins/Louis Klemantaski, Luigi Musso, Harry Schell (Ferrari). Moss will probably drive the new 3.5-litre Maserati, and Juan Fangio the latest Ferrari. Sanesi will appear with the Alfa Romeo "Sportiva", while there are several variations on the Giulietta theme, notably the new "Super Sprint". Trintignant, Rosier, Redelé, Pons and Mlle. Thirion will give the Renault "Dauphine" its competition début. its competition début.

This year the roads are closed, but entries have been restricted to 400.

BRITISH ENTRIES

MASERATI 3.5: Stirling Moss/Denis Jenkinson.
Ferrari 3.5: Peter Collins/Louis Klemantaski.
M.G.A.: Nancy Mitchell/Doreen Reece; Peter ScottRussell/Tom Haig. M.G. Magnette (modified):
Gregor Grant. Triumph TR3 (G.T.): Ronnie
Adams/Ernest McMillen, X/X. Austin-Healey
1005: Leslie Brooke/Stan Asbury. Kieft: Berwyn
Baxter. H.W.M.: John Heath, Lotus: Michael
Young. Sunbeam Rapier: Sheila Van Damm/Peter
Harper.

INTERNATIONAL PRESCOTT 6th MAY

REMOVAL of many trees on Prescott Hill will give spectators a much improved view at the International Hill-Climb of the Bugatti O.C. on Sunday, 6th May. Supplementary regulations have now been issued, and are available from Wing Commander Pat Osmond, 21 Southcourt Road, Linsdale, Leighton Buzzard. As is customary, there will be classes for sports and racing cars, the former for up to 1,100 c.c., 1,500 c.c., 3,000 c.c. and over 3,000 c.c., the latter for Formula 1, Formula 3, and Formule Libre, this class being sub-divided for cars with two or three cylinders, and cars with four or more cylinders. A Bugatti handicap will also feature. John Broad has presented a special trophy for 1,500 c.c. racing cars, with four or more cylinders, which will go to the competitor making best aggregate times at the two major Spring and Autumn meetings.

Entry closing date is Friday, 20th April, unless lists are fully subscribed before then. The meeting starts at 11 a.m., and admission charge is 7s. 6d.; car park costs 7s. 6d., motor-cycles 2s. 6d.

FOR PRINCE CHARLES: This superb scale model of the D-type Le Mans Jaguar was made at very short notice by Rex Hays for presentation by the Coventry City Council to Her Majesty The Queen, on the occasion of her recent visit to the Jaguar factory.

CIRCUIT OF SICILY

PETER COLLINS WINS

Ferrari Heads Maserati in 671-mile Island Road Race

BRITISH prestige in Sicily, where our drivers have already won the Targa Florio and the Syracuse G.P., gained a further considerable fillip last Sunday, when Peter Collins in a works $3\frac{1}{2}$ -litre Ferrari carried off the Circuit of Sicily sports car race at record speed, heading last year's winner Piero Taruffi (3.0 Maserati) by 53 secs. Luigi Villoresi emerged from his announced retirement to drive one of the new 1,500 c.c. Oscas into third place. Collins's team-mate Olivier Gendebien was fourth in a Gran Turismo Ferrari, and Umberto Maglioli brought another of the little Oscas home

The race comprises one vast and gruelling 671-mile lap, following the rugged Sicilian coast for much of its distance. From the start at Palermo, a tremendous pace was set by Eugenio Castellotti (3.5 Ferrari), who pulled out

a lead of over 2 mins. from Taruffi, Collins, Maglioli and Villoresi by the time Enna, on the only inland leg, was reached. Luigi Musso in the third big Ferrari retired early with electrical troubles. Through Syracuse, just over half-distance, Castellotti had a 6 mins. advantage over Taruffi, while Collins was still third, now 5 mins. in arrears.

Then the unlucky Castellotti was

forced out with rear axle trouble, and soon Taruffi began to lose ground through ailing brakes and Peter Collins brought his Ferrari closer to the Maserati. A brilliant duel ensued, but Collins succeeded in passing the Italian, and led him home to Palermo and the finish by 53 secs. The performance of the Oscas was most impressive, Villoresi and Maglioli lying well up throughout. French driver René Cotton won the 750 c.c. Touring class with a Dyna-Panhard, and other category "firsts" fell to an Alfa Romeo Giulietta, Gendebien's Ferrari, a Stanguellini, the Osca and, of course, Peter Collins's Ferrari-a fine victory by one of Britain's best drivers

> TWIN-CAM 4CV: An ingenious conversion to twin overhead camshafts on the Renault 4CV has been designed and produced by Emile Petit, old-time Salmson designer, and Roger Boudot. This drawing from Inter-Auto shows the new gear train and the twin Solex carinstallation. buretter All the pinions are from the standard 4CV unit and the crankshaft is of "1063" type. Power output is 55 b.h.p.





Provisional Results

Provisional Results

1, P. J. Collins (3.5 Ferrari), 671 miles in 9 hrs.
59 mins. 53.2 secs., 65.86 m.p.h. (new record);
2, P. Taruffi (3.0 Mascrati), 10 hrs. 0 mins. 46.2
secs.; 3, L. Villoresi (1.5 Osca), 10 hrs. 28 mins.
39 secs.; 4, O. Gendebien (2.0 Ferrari), 10 hrs.
31 mins. 24.2 secs.; 5, U. Maglioli (1.5 Osca),
10 hrs. 59 mins. 47.8 secs.; 6, A. Vella (Fiat Zagato); 7, A. Zampiero (Mercedes-Benz 300SL);
8, G. Rossi (Osca); 9, A. Pedini (Mascrati); 10, F. Arrezzo (Fiat 8V).

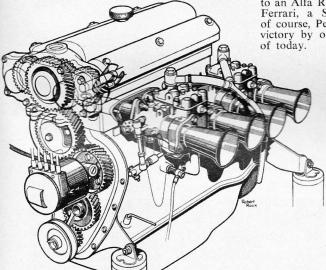
Class Winners: Up to 750 c.c. Touring: R. Cotton (Panhard): 1,300 c.c.: S. Ciolfi (Alfa Romeo Giulietta); Grand Touring, up to 2 litres: A. Vella (Fiat): Over 2 litres: O. Gendebien (Ferrari); Up to 750 c.c. Sports: Cecchini (Stanguellini); Up to 1,100 c.c.: Rossi (Osca); Up to 2 litres: L. Villoresi (Osca); Over 2 litres: P. J. Collins (Ferrari).

NO MASERATIS FOR SYRACUSE

Tr is announced that the Maserati team for Sunday's Formula 1 Syracuse G.P. (the race Connaught won so convincingly last year) has been withdrawn. As a result Stirling Moss has found himself free to compete in the British Empire Trophy race. He will drive a 1½-litre Cooper-Climax in the same class in which Mike Hawthorn is due to handle a Lotus-Climax a Lotus-Climax.

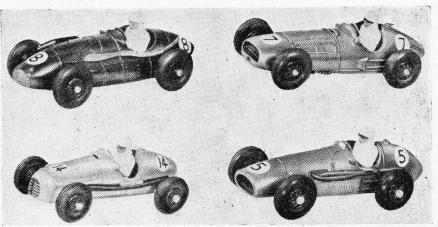
LEX DAVISON (Ferrari) won the "Bathurst 100" over the Mount Panorama circuit on 2nd April. A handicap event, Reg Hunt (Maserati) had to concede him 3 secs. per lap of the 3.8mile circuit, but was unable to make it up. Hunt covered the 26 laps in only 18 secs. less than Davison and both broke the existing lap record.

It is regretted that the price which appeared in the M.G. advertisement in our issue of 6th April was printed incorrectly. This price should have read £693 ex-works, plus £347 17s. Purchase Tax.



RACING CAR MODELS

THE attraction of scale model cars, not always easy to define to non-enthusing fellow adults, is nonetheless strong within many, and collectors will be interested in a range of six which are manufactured by the Crescent Toy Co., These are lead alloy miniatures, between 3 ins. and 4 ins. in length, of the F2 Connaught and Cooper-Bristol, the F1 Ferrari and Gordini, the aero-dynamic-bodied G.P. Mercedes-Benz and the 1½-litre 16-cylinder B.R.M. All are most realistic, authentically coloured, and offering those who can wield a paint-scraping tool or handle a small paintbrush the opportunity for picking out detail features such as exhaust pipes. Prices are a modest 2s. 9d. each (Mercedes 3s. 6d.), and these desirable Crescent models can be obtained from retail toyshops, or through the post from John Webb, Grand Buildings, Trafalgar Street, London, W.C.2, at 5d. each extra for postage, or 19s. a set, post free.



COLLECTORS of car miniatures will be instantly attracted by the range of six racing car models manufactured by the Crescent Toy Co., Ltd. Here are four of them: the 2-litre Connaught, B.R.M. 16-cylinder and G.P. Gordini and Ferrari. The range will be periodically augmented.

VEST-POCKET TELESCOPE

A TELESCOPE a little over an inch long and weighing less than half an ounce is available at opticians throughout the United Kingdom. Made by Zeiss, the magnification is x24 and the definition exceptionally sharp. Tested at Goodwood at Easter, this instrument, the Telupan, was found to be extremely useful for obtaining a closer view of individual cars from the public enclosures and convenient for those who do not want to carry binoculars. The object glass unscrews to provide a powerful magnifying glass. The price of the Telupan, including leather case, is £3 13s. 6d.

HUNT AND GAZE WIN AT ALBERT PARK

THE public attendance on the first day of the Moomba Motor Races at Albert Park, Melbourne, on 11th March was so great that the first race was delayed for 45 minutes while the overdelayed for 45 minutes while the over-flow from enclosures was cleared from prohibited areas. The Albert Park Trophy over 50 miles for racing cars, formule libre, was won by Reg Hunt (Maserati), followed by Lex Davison in Tony Gaze's Ferrari, which he has pur-chased. Davison's H.W.M.-Jaguar was driven by its new owner Arthur Griffiths driven by its new owner, Arthur Griffiths from Queensland. The 150-mile Moomba T.T. for sports cars was won by Tony Gaze (H.W.M.-Jaguar), followed by Bob Stillwell ("D" type Jaguar). Stan Jones retired, having run the bearings in in Cartella III. Jaguar). Stall Johes Tetricu, having Itali the bearings in his Cooper-Jaguar. The B.M.C. British Press party were entertained as official guests for the day, and were much impressed by the circuit.

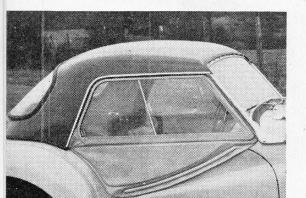
VAN-MAN-VAN RALLY

THE third Van-Man-Van Rally, run by the S.C.C. of British Columbia, Canada, was held on 18th/19th February over some 350 snowbound and rainswept miles in the Vancouver and Fraser Valley districts. Of the 11 check points on the course, only four were known to the competitors, whose cars included a Ford Thunderbird, two VW panel-trucks and a Ford pick-up truck! The overall winner was Gordon McMillan (Standard 10) 10), who was the originator of the rally two years ago.

Results

1, G. McMillan (Standard 10); 2, R. Constarbaris (Austin-Healey); 3, W. Sheriff. Class A: G. Sear (Volkswagen). Class B: F. Lawrence (M.G. TF). Class C: D. Ferguson (Ford Thunderbird). Team Prize: Volkswagen (D. Leitch, K. G. McLean and J. Taylor).

COMPLIANCE with F.I.A. Grand Touring regulations has been effected on the Triumph TR2 and TR3 hardtop models by the fitting of fixed sliding windows and outside door handles, as shown below.





Photograph by Patrick Benjafield

PORTRAIT GALLERY

No. 48 – ANGELA BROWN

MANY people have fathers in the family business, but few are lucky enough to have as that business the manufacture of successful, high-powered sports cars—the ultimate ideal when one grows interested in motor racing. But such is the good fortune of Angela Brown, daughter of (one might almost say) the David Brown Corporation, for her tireless father and the vast engineering concern that bears his name are virtually indivisible.

Starting her motor racing career in 1953, her 21st year, it was, of course, natural and logical that Angela Brown should drive an Aston Martin DB2 for her first event, the 750 M.C.'s Six Hour Relay race at Silverstone. The following year, her principal the 750 M.C.'s Six Hour Relay race at Silverstone. The following year, her principal and most successful meeting was the Aston Martin Owners' Club Silverstone in July, where, joined by Reg Parnell, driving a DB3S, and Tony Everard in his DB3, she played her part in winning the David Brown Challenge Cup Relay race for the A.M.O.C. team. She was, moreover, second to Parnell in the St. John Horsfall Trophy race. At the beginning of the 1955 season Angela Brown and the DB2 started successfully by winning the Production Car event at Castle Combe; then came a fourth place in the Ladies' Race at the first Goodwood Members' Meeting. For the Brighton Speed Trials she borrowed George Abecassis's H.W.M. and made B.t.d. in the ladies' class and, driving a newly acquired DB3, the ex-Tom Meyer coupé, won her class at the Eastern M.C.'s Snetterton meeting. She also took part in the Six Hour Relay race (in a Morris Minor this time) and drove her first hill-climb, at Shelsley.

For this coming season Angela Brown hopes to drive an Aston Martin DB3S in National events, club meetings and hill-climbs, and if the opportunity occurs, take part in one or two Continental races. All the same, racing will remain purely and simply her hobby, although another Kay Petre would certainly add variety to the 1956 scene, and she has no ambition of trying to qualify to drive with the Aston Martin factory team. Whatever happens, though, she will drive with her usual steady but unspectacular speed, will uphold the name of David Brown, and will probably prove a good deal faster on the circuit than many mere males.

M. B. M. B.

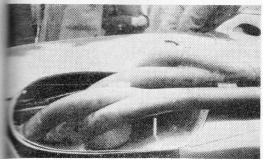


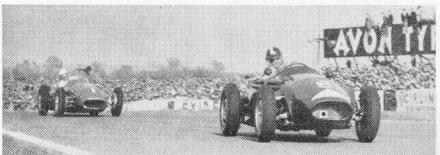
HOME-BUILT FRONT-LINE: (Left) Awaiting the "off" for the Richmond F1 race are the Connaughts of Scott-Brown and Gerard; between them Hawthorn's B.R.M. and, just visible on the left, the only foreigner, Moss's Maserati.

NEST OF SERPENTS: (Below, left) These writhing tentacles are the exhaust pipes of the B.R.M.

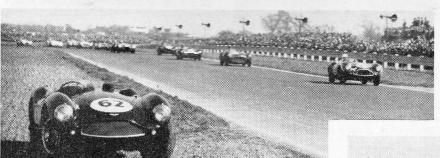
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CHASE: (Below) In the early stages of the Richmond F1 race Archie Scott-Brown (Connaught) led Stirling Moss's Maserati and Moss admitted later that he was very hard-pressed indeed.





GOODWOOD INTERNATIONAL



MAXWELL BOYD'S CAMERA RECALLS THE EASTER MONDAY MEETING

NON-RUNNER: (Left) Having failed on the warming-up lap, Berwyn Baxter's Aston Martin stands forlornly as the rest of the field of the big sports car race passes by.



WINNER (above) of the Production Car race, Round 1 of the Autosport Championship, was Ken Rudd (A.C.-Bristol), seen here entering Woodcote on the last lap.

BACK OF THE GRID (right) for the 500 c.c. race was G. Messervey's new Jason, which has a Triumph twin engine and fuel injection.



"OPERATION PARIS"

How "Autosport" Tackled the Printing Problem during the Dispute

By GREGOR GRANT

FIRST intimation I had of the printers' dispute was at Monte Carlo, just after the finish of the rally. Telegrams from the London office hinted that there might be a complete stoppage, and all copy had to be rushed in case work ceased before the journal could be "put to bed".

Anyway, when I returned to London, the situation had become really serious and it was only a question of time before all members of the unions involved in the dispute stopped work pending a settlement. The politics of the dispute do not concern us, as the reasons were widely publicized in the daily Press.

The main problem was: how to continue publication. It was impossible to arrange to print in the provinces because (a) there was no guarantee that the dispute would not spread, (b) few firms would undertake the job of turning out a weekly without a long-term contract, (c) there might be repercussions in

PROPRIETRESS AND MANAGER: Mlle. Fabre and M. Jean Delohen of Imprimerie Fabre, who tackled the task of printing AUTO-SPORT in Paris with every will.

the distributing branches with closely allied trade organizations.

Suggestions were made to print in Holland, Belgium, Germany, Eire or France. Fortunately Serge Pozzoli is connected with the printing machine industry in France, as well as being a racing driver, journalist and motoring historian. Through Gérard Crombac, Pozzoli was approached and he agreed to try to place the printing of Autosport with a private concern.

Eventually we received an estimate from the old-established family business

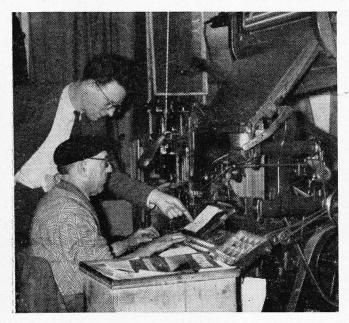
of Fabre et Cie., of Montparnasse. There followed many telephone calls and when work finally ceased, preparations had already been completed to switch to Paris. Consequently the M.G. Magnette was loaded to capacity with essential material, and driven to Paris via the Dover-Boulogne ferry on Thursday, 16th February. H.Q. for "Operation Paris" was set up in the Hotel Miami, well-known motor-racing fraternity hostelry near l'Etoile. Harry Schell also offered facilities in his French equivalent of the "Steering Wheel", at "L'Action Automobile".

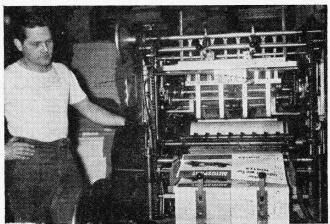
The Fabre people had never produced a weekly of Autosport's type before. Mlle. Fabre showed me round the small premises. Both flat-bed presses were of an obsolete pattern, as were the linotype machines: however, the Italian-built machine which was to print covers was practically brand new, and capable of turning out over 5,000 an hour. "Chef de l'Usine" was M. Delohen, a cheery motor-racing enthusiast from Morocco: in charge of the case-room was Ivan Nusswitz who hailed from Alsace-Lorraine, and chief linotype operator Alleau was known to us as "Pop". None of the staff knew more than a few words of English, but it was remarkable how quickly Ivan picked it up.

During the week-end Cyril Posthumus and Norman Bigsby arrived. Apart from the invaluable "Jabby" Crombac, this



COMPOSING ROOM: Paul Brissonnet and Ivan Nusswitz ("our" compositor in Paris) with Gregor Grant and Norman H. Bigsby of AUTOSPORT.





COVER MAN (above) operating the Italian machine which turned out over 5,000 Autosport covers per hour. IMPRIMERIE FRANCAISE: (Left) Linotype operator Marcel Alleau, known to us as "Pop", and Cyril Pothumus of Autosport. Knowing no English, Marcel worked over 30 hours without sleep, setting material for the first issue printed in France.

was the sum total of AUTOSPORT'S Paris Originally we had production staff. intended to transport copies to England by Les Leston's racing car transporter, but customs and freight difficulties prevented this. Fortunately Trans-air came to the rescue, and we were able to fly issues from Le Bourget to Croydon.

At first, preparation was painfully ow. The magazine had to be reduced slow. in size to match up with the French format, and all sorts of peculiar type faces had to be adopted to replace the Ludlow pattern normally used in Auto-Majority of the blocks were made by a new plastic process. Despite language difficulties, it never failed to amaze us that there were so few typographical errors. Apart from taking a ton or so off the weight of a Standard Ten—a last-minute alteration—there were never any major clangers.

We all made many friends in Paris: Maurice-Louis Rosenthal and Henri Vachon gave first-class photographic service, and John Bolster came over to do a series of important road-tests as

well as the Geneva show.

Naturally there were many difficulties. It was not possible to produce 32-page issues owing to the time factor, and also to transport problems. Nevertheless. Fabre et Cie. co-operated magnificently and even Works Manager M. Delohen was not averse to sitting down at a linotype to help out. In England, Peter Bayley & Co. had to stay up all night to ensure distribution each week.

However, AUTOSPORT prides itself that it never missed an issue. Costly although the operation was, we feel that it was well worth while and gave readers an uninterrupted service of motor sporting

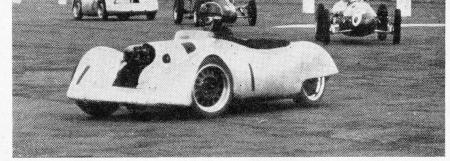
GORDINI WINS AT MONTLHÉRY

Two sports-racing Gordinis, driven by Hernano Da Silva Ramos and André Guelfi, dominated last Sunday's race meeting at Montlhéry, organized by the Union Sportive Automobile. Three events, with sub-classes, made up the afternoon's programme, and Ramos and Guelfi set an unbeatable pace in the International sports car event, finishing first and second, followed at a respec-table distance by Dutoit (1.5 Porsche) and Guyot (2.0 Maserati). Dutoit drove a fine race, keeping Guelfi in sight, and winning the 1,100-1,500 c.c. class. Chancel's Panhard scored in the up to 750 c.c. section.

In the modified and grand touring event for over "1,300s", Pertin's Ferrari headed Parsy's Jaguar and Curie's Delahaye home, while Dutoit again shone with his Porsche, gaining the 1,300-2,000 c.c. class from three Alfa Romeos. Another Porsche, driven by Sabine, took the 1,300 c.c. class of the special produc-

tion touring car race.





IRISH SANDWICH: Stuart Lewis-Evans and Don Parker find themselves between Irishmen McCandless and McGladery during the Championship

Russell is Irish F3 Champion

JIM RUSSELL is the new Formula 3 champion of Ireland, a title held during 1955 by Ivor Bueb. Russell won his title at the 500 Motor Racing Club of Ireland's meeting at Kirkistown on Saturday, 17th March. He used a Mark X Cooper entered by the works and led from start to finish. Bueb did not take

part in the meeting.

Despite a chilling and strong breeze, a good crowd attended this opening meeting of the Ulster season and the promoters put on an attractive programme, which included races for Ford Specials and Triumphs v. Austin-Healeys, for which event a new trophy, the Clarence Trophy, has been presented by Mr. Jasper Johnstone and which will be determined on a points basis over the

The title race, however, was the main event and brought to the line Russell (Cooper), Allison (Cooper), Taylor (Cooper), Denley (Cooper), Boshier-Jones (Cooper), Lewis-Evans (Cooper), Hett (Cooper), Parker (Kieft), Edwards (J.P.) and a brace of McCandless Norton-engined cars driven by McCandless and Laurie McGladery. Russell got away in magnificent style, the field in pursuit (excepting Edwards, who stalled). At the end of the opening lap Russell had a lead of 10 yards over Boshier-Jones, with Allison not far away.

The order was unchanged next time round, except that McCandless was now challenging Lewis-Evans for fourth place and that Don Parker was preventing McGladery from closing to support McCandless. McCandless got past Evans on the fourth lap, Parker and McGladery followed on the next lap and Taylor stopped to investigate misfiring.

There was, however, still a long way between these placemen and Russell and, to make matters more certain, Russell put in one lap in 1 min. 14 secs. (74.30) to equal the two-year-old record held by McCandless. As McGladery passed the start on his ninth circuit, his engine gave unmistakable indications of fuel starvation and he failed to complete the lap. Next time round, still chasing Allison hard, McCandless dropped out when his nearside front suspension member collapsed, having been damaged in a pre-race excursion on to the grass. That left Russell even more securely

THE CHAMP: Jim Russell receives the Trophy from Mrs. G. McCrea, wife of the President of the 500 M.R.C. of Ireland.

in the lead, with Boshier-Jones slowing slightly in the interests of a finish, but with a wary eye on Don Parker, now storming lustily in pursuit. Taylor had got going again, but was umpteen laps behind, while Lewis-Evans, having behind, while Lewis-Evans, having stopped, had pushed to the finish line there to await, in Stirling Moss tradition, the finish of the race, which gave the order Russell, Boshier-Jones and Parker with the rest nowhere.

The race for Ford Specials was dominated completely by an ex-Freddy Smyth model handled with skill by N. Henderson. The rest of the field just couldn't do anything about this fleet little bus, which maintained a predetermined lead no matter what went on behind. What did go on was that J. C. M. Magee and R. B. Bleakley jostled the piece out, with a fine effort by Jim Meikle's Slug until a blown gasket ended his interference, leaving the

order Henderson, Magee, Bleakley.
The most exciting race of the day was the Triumph-v.-Austin-Healey event.
Three TR2s, driven by Ian Titterington, Billy Morton and Paddy Hopkirk, swept aside the other opposition and engaged in a threesome, with Morton eventually getting ahead of Titterington, leaving Ian the formidable task of keeping Hopkirk astern and Ted MaGuire carrying the Austin-Healey banner not

far behind.

MaGuire showed to better advantage in the final of the open handicap. This, after a few laps, resolved itself into Rollo McKinney's XK 140 seizing the lead and MaGuire's Austin-Healey doing what he could to overtake. The battle was still in full blast when the race ended, with the stopping marshal caught napping and, during the "extra time" scrap, MaGuire caught the Jaguar on the straight but arrived at the hairpin with too much steam and sought the straw bales.

W. A. MCMASTER.

W. A. MCMASTER.

Results

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To treland: 1, Jim Russell (Cooper), 25 mins, 11.8 secs., 72.74 m.p.h.; 2, D. Boshier-Jones (Cooper), 25 mins, 38 secs.; 3, Don Parker (Kieft), 25 mins, 56 secs. Fastest lap: Russell, 1 min, 14 secs., 74.30 m.p.h.

Ford Special race: 1, N. Henderson, 22 mins, 11 secs., 61.96 m.p.h.; 2, I. M. C. Magee, 22 mins, 19 secs.; 3, R. B. Bleakley, 22 mins, 46 secs.

Triumph. y.-Austin-Healey race: 1, Billy Morton (Triumph), 14 mins, 20 secs., 63.93 m.p.h.; 2, Ian Titterington (Triumph), 14 mins, 21 secs.; 3, Paddy Hopkirk (Triumph), 14 mins, 21 secs.; 3, Paddy Hopkirk (Triumph), 14 mins, 21.4 secs.

Open Handicap, First Heat: 1, N. Murdy (1,172 Ford); 2, E. D. MaGuire (Austin-Healey); 3, Brian Emerson (1,172 Ford). Second Heat: 1, G. Kinnane (499 Iota); 2, R. McKinney (Jaguar XK 140); 3, M. Watson (1,980 Alta), Final: 1, McKinney (h'cap 1 lap), 12 mins, 28 secs. (66.16); 2, MaGuire (1 lap), 12 mins, 29 secs. (66.07); 3, Murdy (1 lap plus 50 secs.), 13 mins, 28 secs. (61.24).

OULTON OVERTURE

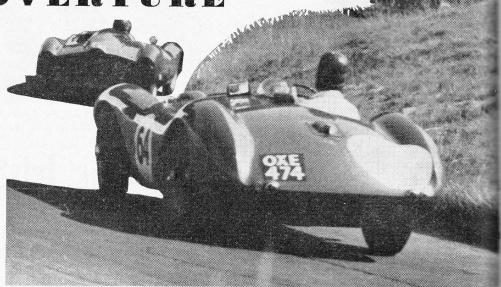
First Class Field for B.R.D.C.'s British Empire Trophy Race

REMAINING at its fourth venue for the second year in succession, the British Empire Trophy race, now 18 seasons old, will take place tomorrow at the popular North country circuit, Oulton Park, near Chester.

Run in three heats of 16 laps (44.17 miles) and a final of 25 laps (70 miles), the race has attracted an excellent entry of British sports cars, plus several over-seas entries to add an international flavour. Two past winners, Reg Parnell and Archie Scott-Brown, will again be taking part, the former in a works-entered 2½-litre Aston Martin DB3S, and the latter in the Lister-Maserati, the 1956 version of the Cambridge-built car which won last year. Almost every British driver of note will take part in this classic event, organized by the British Racing Drivers' Club, among them Stirling Moss (Cooper-Climax) and Mike Haw-thorn, who is expected to have recovered

from his accident at Goodwood on Easter Monday in time to drive the 1½-litre Lotus entered for him by Ivor Bueb.

Bueb himself will drive a 1½-litre Cooper-Climax, as will Roy Salvadori, Jim Russell and Dennis Taylor, the last three being works entries. three being works entries. Also in the under 1,500 c.c. class will be three factory entered Lotuses, to be driven by Colin Chapman, Reg Bicknell and Cliff Allison, and two Maseratis, in the hands of Brian Naylor and the Swedish driver Joakim Bonnier. Other foreign entries are those of Belgian Jacques Swaters (2-litre Ferrari), ex-Swiss motor-cyclist Benoit Musy (3-litre Maserati), and the Americans, A. H. Bryant and MacKay Fraser, Aston Martin DB3S and 3-litre Ferrari respectively. Two Ecurie Ecosse D-type Jaguars will be driven by Ninian Sanderson and Desmond Titterington; Bob Berry and Duncan Hamilton will have similar cars and Ken Wharton will drive a 3½-litre Alfa Romeo, entered by Bonnier. The first heat starts at 1 p.m., the second at 2.10 p.m. and the third at 3.20 p.m.



The Entry List

Heat 1 (1,500 c.c.): Cooper: S. Moss, R. Salvadori, J. Russell, D. Taylor, P. Gammon, L. Leston, I. Bueb, A. E. Marsh, R. L. Moore, G. Nixon; C. Chapman, R. Bicknell, C. Allison, M. Hawthorn, D. Piper, D. J. Hayles, P. H. Ashdown, T. P. Barnard; Maserati: B. Naylor, J. Bonnier; Connaught: C. A. S. Brooks; Halseylee: E. Brandon

Brandon,

Heat 2 (1,501-2,700 c.c.): Lister-Bristol: J.

Horridge, A. Nurse, A. Moore; Austin-Healey: J.

Deeley, J. Dalton; Lotus-Bristol: D. Kasterine, P.

Scott-Russell; Tojeiro-Bristol: C. H. Threlfall;

Cooper-Bristol: C. Murray; Ferrari: J. Swaters;

Lister-Maserati: W. A. Scott-Brown; Lotus: M.

Anthony; Lotus-Connaught M. Young. Aston

Martin R. Parnell.

Heat 2 (1,501-2,708 c.c.); Iaguar; N. Sanderson.

Martin R. Parnell.

Heat 3 (over 2,700 c.c.): Jaguar: N. Sanderson,
D. Titterington, D. Hamilton, R. E. Berry, D.

Margulies; Aston Martin: R. Baxter, A. H. Bryant,
A. G. Whitchead; Maserati: B. Musy; Ferrari: H.

MacKay Fraser; Alfa Romeo: K. Whatton;
H.W.M.: N. Cunningham-Reid; Tojeiro-Jaguar:
P. Blond/J. L. Ogier.

BRITISH EMPIRE TROPHY

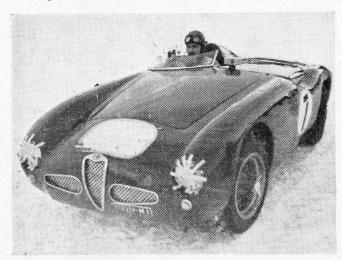
BRITISH EMPIRE TROPHY

Past Winners: 1932, J. R. Cobb (Delage); 1933,
Count Czaykowski (Bugatti); 1934, G. E. T. Eyston
(M.G. Magnette); 1935, F. W. Dixon (Riley);
1936, R. J. B. Seaman (Maserati); 1937, R. Mays
(E.R.A.); 1938, C. J. P. Dodson (Austin); 1939,
A. P. R. Rolt (E.R.A.); 1947, F. R. Gerard
(E.R.A.); 1948, G. E. Ansell (E.R.A.); 1949,
F. R. Gerard (E.R.A.); 1950, F. R. Gerard
(E.R.A.); 1951, S. Moss (Frazer-Nash); 1952, P.
Griffith (Lester-M.G.); 1953, R. Parnell (Aston
Martin); 1954, A. E. Brown (Cooper-Bristol); 1955,
A. Scott-Brown (Lister-Bristol).

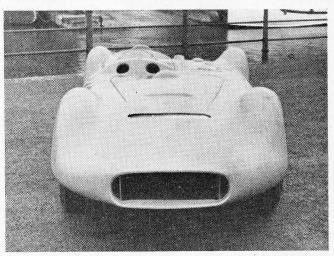
THE date for the G.P. de l'Ile de France has been switched from 20th May to 10th June. The race will be similar to last year's Montlhéry 24 Hours, but over 1,000 kms. only, in daylight. Forty cars, of 750 c.c., 1,500 c.c., 2- and 3-litre international sports car classes will be permitted, with two drivers per car, each having to drive at least 150 car, each having to drive at least 150 miles consecutively. Regs. will be available soon, from the Association Sportive de l'A.C. de l'Ile de France, 8 Place Vendome, Paris 1er. Ecurie Bullfrog will supply would-be British competitors with regulations in English.

JAMES WATT, formerly sales manager of the Bristol car concern, has joined the Export Division of the Rootes Group as overseas sales representative. This makes Mr. Watt's seventh change of marque in a long and distinguished career with the motor industry, he having formerly been with Triumph, S.S., Healey, Austin, David Brown and, for the past four years, Bristol.

THE 38th International Turin Motor Show is to be in the Salone dell'Automobile, from 21st April to 2nd May.



CHALLENGING the British runners will be Joakim Bonnier of Sweden in a Maserati, while he is also bringing the Alfa Romeo illustrated here for Ken Wharton to drive.



DEFENDING his first place honours, won last year, will be Archie Scott-Brown in the latest Lister, fitted with A6GCS 2-litre six-cylinder Maserati engine.



"THE GODDESS": Citroën's latest model is as futuristic externally as it is within. The specification includes hydraulic operation of clutch, gear change, steering, brakes and suspension.

capped by having wide-ratio three-speed gearboxes. The Goddess has four nicely-spaced ratios, giving 25 m.p.h. on first speed, 50 m.p.h. on second, 72 m.p.h. on third, and about 90 m.p.h. on top. It pays to use the box, though the engine is quite flexible, aided by the auxiliary ignition control on the dashboard. The synchromesh is powerful, and the gears always change silently. It is, however, possible to produce a pretty considerable jerk when the clutch goes in, if the driver makes no effort to synchronize his engine speed.

The suspension is simply beyond belief, ironing out the bumps in a manner that can only be described as miraculous. The car can be cornered very fast, but although there is some roll it is by no

JOHN BOLSTER TRIES THE CITROEN DS19

PERHAPS no car has ever created quite such an impact as "the Goddess", by which title the New Citroën is now universally known in France. (DS=Déesse=Goddess). I suppose everybody is now reasonably familiar with the exciting specification, and to give it in full would fill my allotted space several times over. In brief, the main feature of the car is the hydraulic system, which operates the suspension, brakes, automatic clutch, gear change and steering.

gear change, and steering.

The hydraulic energy for all this comes from an engine-driven 7-cylinder pump, backed up by an hydraulic accumulator. Although this is a servo system, it goes a stage further than any previous "power-assisted" application, since in every case the whole force involved is taken from the high pressure line, and the driver only controls the flow as required. Let us take the services one by one.

In the case of the clutch, there is no pedal. The conventional dry single plate clutch is automatically withdrawn whenever the gear lever is moved, and whenever the engine revolutions fall below a predetermined level. The gear lever, above the steering column, merely "turns on the taps", to cause various pistons to move the selectors of a normal four-speed synchromesh box. The brakes are inboard discs in front, and drum type behind. They are incorporated in the front drive, and on the hubs of the independent trailing wheels respectively.

The total braking force is taken from the hydraulic system, the pedal progressively regulating the application. There is no hand brake, but the left foot applies another brake mechanically to the front discs. This brake has a secure locking arrangement for parking, but it is also a very powerful emergency stopper, for use from the highest speeds.

The steering again is fully hydraulic, the driver merely giving the signal. However, a complete rack and pinion system floats all the time, and full direct control would at once be secured in the event of the fluid pressure failing. The hydraulic suspension embodies spherical containers which hold gas under pressure. The gas is compressed by the intermediary of the hydraulic fluid, and is separated from it by rubber membranes. There is an automatic levelling arrange-

ment as weight is put into the car, and this also adjusts the fore-and-after brake compensation.

The rear wheels are carried on single trailing arms, and the front on parallelogram arrangements, of which the lateral arms also have a few degrees of trail. Most of the strength of the body-chassis structure is gained from the floor pressings, which incorporate, in effect, a pair of boxed side members. The roof is plastic.

The engine is a 2-litre four-cylinder, with pushrod operated valves inclined at 60 degrees in a light alloy head. In all other respects, it is of traditional Citroen design. A twin-choke Weber carburetter operates on only one throttle at the lower speeds, the second one opening consecutively. There are two ignition coils, and the units develop 75 b.h.p. at 4,500 r.p.m. on a 7.5 to 1 compression ratio.

Inside, the seats are extremely soft. The rear floor mat has a thick Dunlopillo cushion beneath it, and there is considerable leg room. All round visibility is superb, and the car feels almost as roomy as a big American machine. Yet, on moving off, it is soon apparent that the relatively small engine has enough power to produce brisk acceleration.

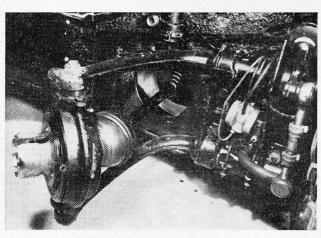
In the past, Citroëns have been handi-

means excessive. The combination of phenomenally soft springing with exceptionally good road holding sets entirely new standards which no other car can approach. The steering, through the novel single-spoked wheel, is light, direct, and accurate. In spite of the front wheel drive, the turning circle is ridiculously small for so long a car. An ingenious spring-loaded cam gives artificial castor return to the steering column.

Perhaps the brakes are the most spectacular feature. One can stop from high speeds in distances that would appear to be impossibly short, and it is difficult to understand why the tyres do not skid. I was so interested in the riding qualities of the car that I travelled for some distance in the rear seat. During this period, the test driver deliberately left the road at around 90 m.p.h. and motored happily along the grass at the side. The violent bumps could neither be felt, nor were they audible.

This is a very quiet car, a virtue which, without wishing to be unkind, has not previously been a Citroën feature. The engine mountings are effectively damped, and the bonnet is elaborately blanketed acoustically. Road noise is not heard, and even wind noise is at a low level. This must certainly be the quietest French car. As regards details, the DS19 is well equipped and furnished. It has an

HYDRAULIC suspension, in which gas in spherical containers is compressed by the hydraulic fluid, and inboard disc brakes incorporated in the front drive are a mongst technical novelties on the amazing DS19.



elaborate heating system which is notable for rapid action from cold. The internal door handles are arranged as grab handles, being well placed for the passengers to steady themselves. The starter is operated by putting the gear lever in neutral and pressing it right over to the left; thus, one cannot accidentally start in gear. Under the dashboard there is a small hand control to engage the clutch. This would be used for a tow start or when using the starting handle, which operates through the gearbox.

Rubber buffers are placed at strategic points to protect the passengers in the event of an accident. The luggage is unconventionally placed in the nose, ahead of the radiator. It appears to mask that component pretty thoroughly, but overheating does not in fact occur. A warning lights glows at once if the pressure in the braking system falls for any reason.

Finally, there is the question of appearance, which, although admittedly "advanced", I find wholly delightful. The car is functional and therefore beautiful; it looks right and it is right. I have

been of this opinion from the first, but now even my more conservative friends are beginning to agree that the Goddess

is a pretty car.

The new Citroën combines many hitherto incompatible features. It has most of the space and all the comfort of a big American car. It has the cornering power and brakes of a Grand Prix single-seater. Above all, it has the 30 m.p.g. economy that is essential if a car is to be successful in Europe. It is as far ahead of current practice as its predecessor was in 1934.

CORRESPONDENC

Operation Paris

As an original subscriber to your Journal, I would like to extend my congratulations to you and your staff for producing the journal weekly during the recent printers'

Very few of the other journals, I see, were able to continue production, and I think your efforts have been very creditable. P. M. RAMBAUT.

BRAMPTON, CUMBERLAND.

Now that my favourite weekly journal has returned to normal I feel it to be only an act of basic courtesy to write to congratulate all concerned on the maintenance of

production throughout the recent printing dispute.

Knowing something, if only a little, of what is involved in the production of printed material in general and a journal in particular, I can only salute the *Radio Times* and certain other publications for their enterprise. But that Autosport should make so brilliant a success of it, with its limited resources (I mean no disrespect), and at the same time contrive to retain so much of its accustomed appearance and style is little short of miraculous: it must have entailed a frightening degree of concentrated hard work in many directions.

Would it not be possible to give your readers a précis of the "inside story"?

GEORGE GRIGS.

LONDON, S.W.10.

(We thank the above, and many other readers, for letters in similar vein. For the "inside story", see page 322 of this issue.—Ed.)

Sports Cars—American View

SOME little time ago Tony Rolt made the startling suggestion that what defined a sports car was the engine, and went on to say that the Jaguar "D" Type was a "true sports car", whilst the Ferraris and Mercedes-Benz having Grand Prix type engines were not.

I am sorry to see that John Bolster is apparently of the same opinion, and I would like to offer the opposite point of view. It must be appreciated that there are two sorts of sports cars; true competition machines and "boulevard sports cars", and an attempt to compare the two types will inevitably result in confusion.

Ferrari, Maserati, Porsche, Cooper and Lotus build outright competition machines (even if the engine in the Cooper and Lotus is an industrial unit), and these machines are not expected to have the amenities of a touring car. The "D" Jag. represents an attempt to make a competition machine out of a boulevard sports car, and it is noteworthy that in the latest version of the "D" there is very little of the engine, transmission, suspension, chassis or body that is interchangeable with the regular street model.

Let us make a direct comparison between Mr. Rolt's "True Sports Car" and Mr. Bolster's "extremely expensive white elephant", the Ferrari. Price for price there is little to choose between the two cars, the "D" type delivering for approximately \$10,000 and the Ferrari Monza for \$12,000. From the point of view of production quantity, far more Monzas are in active service than "D" type.

Performance-wise, the situation is confused by the fact that, like Bugatti before him, what Ferrari races he sells and what he sells he races, whilst the "D" types that have been sold to the unsuspecting public are, I suggest, so far removed from the cars the factory races as to constitute a serious indictment of integrity of the British motor industry.

In the give-and-take conditions of a season's racing, as opposed to the specialized atmosphere of Le Mans, the Ferrari has proved to be a far more successful and less temperamental machine than the "D" type, which has already acquired a reputation for indifferent handling and mechanical unreliability.

A comparison of the general appearance and body style of the two cars suggests that the Ferrari is a much more practical and conventional piece of transportation than the "D" type. I know of several people in this town who use Ferraris for their daily transportation, including a Monza, and a 4.5-litre used by a lady for her trips down to the market. I don't know of anybody who would consider using the "D" type on the streets. How do the engines differ? They are both twin o.h.c. engines fitted with Weber carburetters. The Ferrari engine differs from the Jag. in being a more modern design, but is essentially completely conventional.

If the sports car is known by its engine, what is the Porsche Carrera coupe? Here is a motor car luxuriously appointed, fitted with every modern convenience. Quiet and docile in traffic, softly sprung and capable of running tremendous distances with no more than normal maintenance, yet this car is by Mr. Rolt's definition not a true sports car, since the engine was developed specifically for racing and only after several years of competition development was it fitted to a passenger car.

The Mercedes 300SL was originally introduced as a pure competition car, yet nobody can claim that it is not a true sports car, fuel injection notwithstanding.

KEN MILES.

HOLLYWOOD 38, CALIFORNIA, U.S.A.

Protest Against Protests

WE feel that we are expressing the opinion of the majority of competitors in the R.A.C. Rally in writing to register very strong disapproval of the unsuccessful protests lodged at the end of this event. These protests alleged inadequate marking by the organizers of the foul line at the end of the braking area in the test at Cadwell Park and of the finishing line on the front at Blackpool.

In each case a competitor, having overshot the foul line and thereby having received a penalty of 100 marks, then tried to prove that the organizers were at fault in the marking of the lines, instead of accepting the fact that he himself had made a mistake. In neither case had the complainant reasonable grounds for a protest. At Cadwell Park every competitor was given a practice run which enabled him to note exactly the position and marking of the various lines. At Blackpool, anybody who got up early enough had only to walk on to the promenade to see the layout of the test at close quarters, and in addition the regulations included a clearly dimensioned diagram of this last test.

The hearing of the protests involved the R.A.C. Stewards being up half the night, and caused considerable delay in issuing provisional results, but worst of all, provided the popular Press once again with a golden opportunity for headlines on their favourite subject of "Rally ends with squabble".

May we appeal to all competitors in British and Continental events to think very carefully before lodging any protests of this nature in future, and instead to consider and preserve the good name of motoring sport

good name of motoring sport.

IAN AND PAT APPLEYARD.

LEEDS. 7.

Somerset reader P. Redman is building a Ford special, and is seeking a suitable radiator, such as that from a Morgan 3-wheeler. He would appreciate news on the whereabouts of breakers' yards in the Plymouth area and any other useful information. His address is Downside, Stratton-on-the-Fosse, near Bath, Somerset.

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



SIZZLING SEBRING

British Jaguars and Aston Martins Shine, but Fangio and Castellotti win for Ferrari 6 the finish line minus brakes.

Crossing the finish line minus brakes, Eugenio Castellotti received the victor's flag while co-driver Juan Manuel Fangio grinned from the sidelines. The happy pair not only broke 1,000 miles at Sebring for an average speed of 84.066 m.p.h. by driving their 3.5-litre Ferrari a total of 1,008 miles against last year's record 946.4, but gave over 25,000 spectators an exhibition of superb driving in a race notoriously hard on brakes, tyres and drivers. In second place, two laps behind, Luigi Musso and Harry Schell in a similar Ferrari helped move Maranello into the lead on its climb toward World Championship. Third were Indianapolis winner Bob Sweikert and Jack Ensley in a D Jaguar.

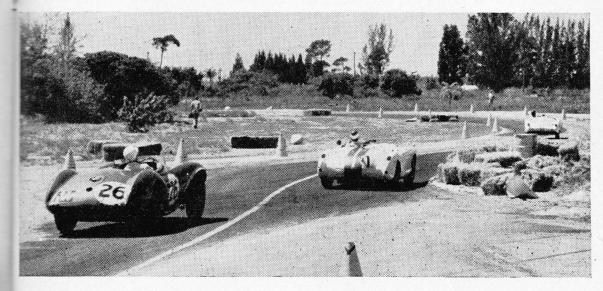
by Ruth Sands Bentley
Photography by Ozzie Lyons

Sweikert, who is used to turning his car in only one direction and is not used to shifting gears on a racecourse, learned quickly from "Instructor" Ensley.

Fangio was so impressed with Sweikert's handling of his Jaguar that he is urging him to enter European competition this year; but the modest Sweikert has signed for some 40 races in the U.S.A., including the Indianapolis "500", and has no time left for travelling abroad. However, he did say he will be

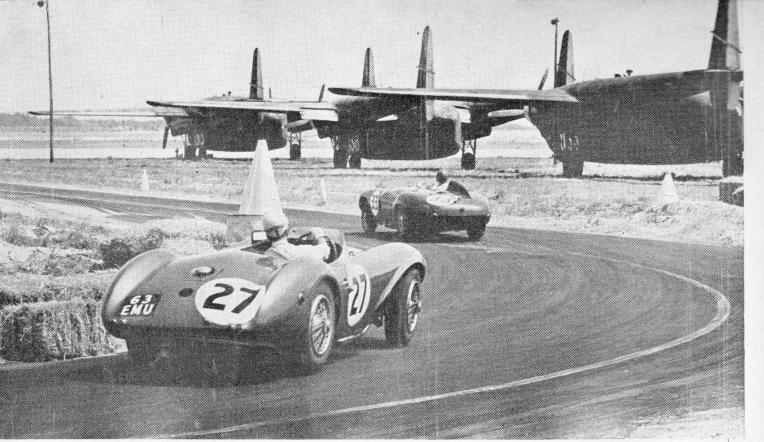
back at Sebring next year; and he, in turn, invited Fangio to drive at Indy—but Fangio also has commitments.

A strong sun pounded the course as opera star James Melton dropped the starting flag at 10 a.m. for the Le Mans line-up. Sprinting rapidly, Moss (Aston Martin) was first to pull out of the line, and from a 25th starting position was seventh behind Fitch (Corvette), Duncan (Corvette), Hawthorn (Jaguar), Crawford (Corvette), Sweikert (Jaguar) and Hill (Ferrari) when he crossed the starting line. Stiles (Austin-Healey) stalled briefly and was last to leave. The standing start lap pace was torrid, Hawthorn circling the 5.2-mile course in 3 mins. 49.3 secs., and leading Sweikert by



THE GETAWAY: (Top picture) John Fitch in the new competition Chevrolet Corvette heads Duncan (Corvette), Hawthorn (Jaguar No. 8), Crawford (Corvette), Hively (Ferrari), Hamilton (Jaguar) and others as the Sebring 12 Hours of 1956 gets under way.

THE ESSES: (Left) Stirling Moss (Aston Martin) chases John Fitch's Corvette through the S bend, about an hour after the start. Already several cars have stirred up the hay, while an hour later Menditeguy crashed seriously here.



TWO CLASS WINNERS: Porfirio Rubirosa (2-litre Ferrari) leads Roy Salvadori (3-litre Aston Martin) through the zig-zag turn, with its background of huge transport aircraft.

6 secs. Moss had now reached third spot and Hill fourth, with Fitch and Duncan Hamilton (Jaguar) next. Hawthorn's second lap was a fast 3 mins. 35 secs. and his lead was widening over Moss, who had reached second place.

Increasing his speed even more, Hawthorn's fuel-injection D Jaguar breezed through lap 3 in 3 mins. 33 secs., to widen the gap between Moss, who was pulling away from Sweikert. Hamilton and Fangio both overtook Hill and staged a private duel in the process, Fangio going ahead. The car-killing pace continued, and by round 4 the leaders were lapping other cars and Hawthorn was 16 secs. ahead of Moss; but Moss wasn't letting up and cut the gap down to 9 secs. by lap 7.

Lucas's D.B.-Kenault, with transmission bothers, was the first car to retire; Duncan (Chevrolet Corvette) went out on the last turn with a broken axle, and 1954 Sebring co-winner, Bill Lloyd, retired Cunningham's Maserati with a stripped drive shaft.

The weather was hottening and so was the speed. Hawthorn's average for his first 10 laps was 86.3 m.p.h. Fangio was moving up quickly, being within 5.4 secs. of second place Moss and 33.8 secs. ahead of fourth place Hamilton. Watching Fangio go through the hardright-and-hard-left dog-leg, made narrow by course markers almost into a chicane, suggested that the course was made to order for a Ferrari. Moss and Behra (Maserati) also made the dog-leg look easy, while lesser skilled pilots slowed to a walk before entering it.

At the end of the first hour the order was Hawthorn, Moss, Fangio, Musso, Hamilton, Behra, de Portago (Ferrari), Brero (Jaguar), Hill and Kaplan (Jaguar).

Sporting gestures by foreign visitors were many, one of the nicest occurring during practice on Friday when the Maserati representatives gave a complete transmission and brake parts to Allen Guiberson to repair his privately entered

Maserati driven by Burns and Scott. This was Maserati's *last* spare transmission and they were running works cars!

By lap 20 the three leaders were way out in front; Hawthorn circled in 3 mins. 31.8 secs. for a sizzling 88.3 m.p.h.; Behra (Maserati) was pushing Hamilton (Jaguar) for fifth place; and Hamilton was obviously holding back according to prearranged strategy. The surface in the esses was breaking up, and a sizeable hole in the road slowed most cars; however, the leaders went right through it, saving precious seconds but jolting themselves and their cars unmercifully. Attaway (Cooper), running second in Class G, made his first pit stop and handed over to Parkinson; a fast-spreading grass fire drew crowds of spectators and hindered fire-engine work; Moss lapped team-mate Parnell on lap 26; Duncan Hamilton (Jaguar) stopped for Bueb to take over; the Erickson Corvette retired with a blown head gasket; and the Arnolt-Bristol trio were running nicely in formation.

On lap 36 Moss, still in second place with a 3.25 secs. lead over Fangio, stopped for Collins to take over. The 2 mins. 48 secs. stop proved costly, moving the Aston Martin back to eighth place. World Champion Fangio now went into second place and on lap 40 took the lead when Hawthorn handed over to Titterington, their very fast pit stop losing only one place for the fuelinjection Jaguar.

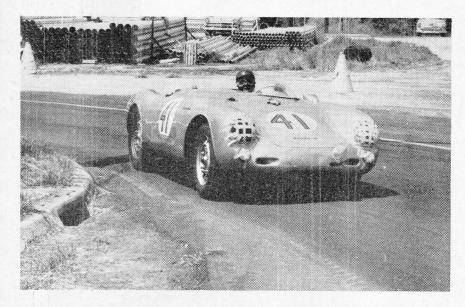
Shortly after midday Carlos Menditeguy (Maserati) going through the esses at great speed flipped twice, the driver falling out on to the road. Drivers avoided hitting the Argentinian until the ambulance arrived. Menditeguy suffered two fractures of the skull, but the doctors are hopeful—as are his many friends—that he will recover speedily. Fangio remained at Sebring with his friend until he was out of danger.

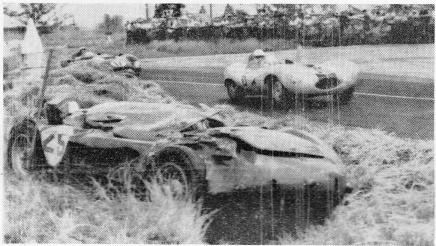
At 1 p.m. Fangio stopped for Castellotti to take over, losing two positions

while refuelling. The order then became Hawthorn/Titterington (Jaguar), Behra/Taruffi (Maserati), Fangio/Castellotti (Ferrari), Collins/Moss (Aston Martin), de Portago/Kimberly (Ferrari), Hill/Gregory (Ferrari), Musso/Schell (Ferrari), Spear/Johnston (Jaguar), Hamilton/Bueb (Jaguar) and Sweikert/Ensley (Jaguar). And the Class F Porsches of Herrmann/von Trips and McAfee/Lovely were putting up a magnificent performance, being well driven and sounding extremely healthy.

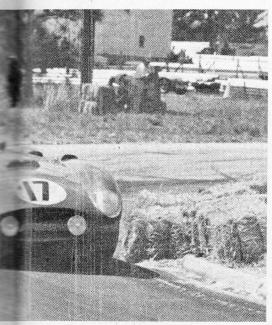


WINNER goes through. Eugenio Castellotti sweeps through the Esses in the 3½-litre Ferrari with which he and Juan Manuel Fangio won the 1956 Sebring 12 Hours race.





(Above) The wreck of Carlos Menditeguy's Maserati, which crashed at the Esses. The injured Argentinian is reported to be making good progress towards recovery.



AFTER FANGIO AGAIN (right) was Mike Hawthorn (Jaguar), who led at various stages but eventually had to retire after a valiant race, with Desmond Titterington as co-driver.

(Top picture) Hans Herrmann, late of the Mercedes-Benz team, cornering in the 1,500 c.c. Porsche with which he and Graf von Trips won the Index of Performance classification.

No. 26 (Moss and Collins) came to an end when the engine seized as Collins was leaving the dog-leg. Collins got a ride back to his pits by a sheriff. The car's departure was much regretted. Everyone admired the Aston Martins' beauty and smart turn-out, their healthy sound and excellent roadholding.

At 1.10 p.m. Colin Chapman, over from England co-driving Joe Sheppard's 1,098 c.c. Lotus and leading in Class G, made to get away from a pit stop and found the starter motor burned out. To start the car the mechanic hand-spun the rear wheel, starting the Lotus but, alas, disqualifying it. Chapman also had bad luck before the race. He was to have co-driven Briggs Cunningham's brand new Lotus, with 1,490 c.c. single o.h.c. Coventry-Climax motor, with Len Bastrup. The car was outstandingly fast in practice, but unfortunately Len Bastrup left the road and damaged the car too badly for repair by race time. Fortunately, Bastrup received only minor burns when the car caught fire.

Bastrup left the road and damaged the car too badly for repair by race time. Fortunately, Bastrup received only minor burns when the car caught fire.

During the rest of the race most of the changes in position were caused by retirements or pit stops, and the 2 p.m. leading order was Hawthorn/Titterington, Fangio/Castellotti, Musso/Schell, Spear/Johnston, de Portago/Kimberly, Behra/Taruffi and Hamilton/Bueb. But the Hamilton/Bueb Jaguar retired minutes later with a broken brake pipe, while their team-mates, Johnston and Spear, had lost second gear right at the start, slowing them considerably on a course where second and top are probably the most important gears. Allen (M.G. Type A), waiting in his pits to take over, had to wait longer when Dahl went into the sand at the hairpin; Gregory's Ferrari threw a connecting rod on the back stretch; Kimberly negotiated a double spin on the first turn, missing three cars in his gyration; the Katskee Jaguar retired with a bashed front from hitting a barrel; and the Goldman/Crawford Corvette was still circulating despite the fact that it lost all but high gear at 11 a.m.

A long pit stop for the leading Jaguar



SEBRING PROVISIONAL RESULTS

General Classification 1, Fangio/Castellotti (3.5 Ferrari), 194 laps, 1,008.77 miles in 12 hrs., 84.06 m.p.h.; 2, Musso/Schell (3.5 Ferrari), 192 laps; 3, Sweikert/Ensley (3.5 Jaguar), 188; 4, Salvadori/Shelby (3.0 Aston Martin), 186; 5, Behra/Taruffi (3.0 Maserati), 186; 6, Herrmann/von Trips (1.5 Porsche), 182; 7, McAfee/Lovely (1.5 Porsche), 179; 8, Mena/Gonzales (3.5 Jaguar), 176; 9, Fitch/Hansgen (4.4 Chevrolet), 176; 10, Rubirosa/Pauley (2.0 Ferrari), 172; 11, Stiles/Huntoon (2.6 Austin-Healey), 168; 12, Cunningham/Benett (3.5 Jaguar), 168; 13, Ballinger/Stewart (2.0 Arnolt-Bristol), 158; 14, Marshall/Brundage/von Hanstein (1.5 Porsche), 158; 15, Crawford/Goldman (4.4 Chevrolet), 158; 16, Mercader/Armagnac (750 c.c. D.B.-Panhard), 155; 17, Boynton/Peterson (2.0 Arnolt-Bristol), 154; 18, Dressel/Woodbury (2.0 A.C.), 154; 19, Kinchloe/Spitler (1.5 M.G. MGA), 151; 20, Ash/Ehrman (1.5 M.G. MGA); 21, Craeraft/Myron (1.1 Cooper); 22, Allen/Van Driel (1.5 M.G. MGA); 23, Davis/Gatz (4.4 Chevrolet); 24, Wyllie/Wyllie (Lotus).

Fastest lap: Behra (Maserati), 3 mins. 29.8 secs. Index of Performance: 1, Herrmann/von Trips (Porsche); 2, McAfee/Lovely (Porsche); 3, Fangio/Castellotti (Ferrari); 4, Armagnac/Mercader (D.B.-Panhard); 5, Musso/Schell (Ferrari); 6, Salvadori/Shelby (Aston Martin); 7, Sweikert/Ensley (Jaguar); 8, Behra/Taruffi (Maserati); 9, Rubirosa/Pauley (Ferrari).

Over 4 litres: 1, Fitch/Hansgen (Chevrolet

Corvette).
3-4 litres: 3-4 litres: 1, Fangio/Castellotti (Ferrari); 2, Musso/Schell (Ferrari); 3, Sweikert/Ensley (Jaguar). 2-3 litres: 1, Salvadori/Shelby (Aston Martin); 2, Behra/Taruffi (Maserati); 3, Stiles/Huntoon (Austin-Healey). 1.5-2 litres: 1, Rubirosa/Pauley (Ferrari); 2, Ballinger/Stewart (Arnolt-Bristol); 3, Boynton/Peterson (Arnolt-Bristol). 1,100-1,500 c.c.: 1, Herrmann/von Trips (Porsche); 2, McAfee/Lovely (Porsche); 3, Marshall/Brundage/von Hanstein (Porsche). Up to 1,100 c.c.: 1, Cracraft/Byron (Cooper); 2, Wyllie/Wyllie (Lotus). Up to 750 c.c.: 1, Armagnac/Mercader (D.B.-Panhard). 1, Fangio/Castellotti (Ferrari); 2,

Series Production
Series 10: 1, Goldman/Crawford (Chevrolet); 2,
Davis/Gatz (Chevrolet),
Series 9: 1, Sweikert/Ensley (Jaguar); 2, Mena/
Gonzales (Jaguar); 3, Stiles/Huntoon (Austin-

Boynton/Peterson (Arnolt-Bristol); 3, Dressel/

Woodbury (A.C.).
Series 6: 1, Herrmann/von Trips (Porsche); 2, McAfee/Lovely (Porsche); 3, Marshall/Brundage/von Hanstein (Porsche).

in the fifth hour put Fangio's Ferrari back into first place, the order at the end of the hour being Fangio/Castellotti, Hawthorn/Titterington, Musso/Schell, Parnell/Brooks, Sweikert/Ensley, John-ton/Spear, Shelby/Salvadori, Behra/ ston/Spear, Shelby/Salvadori, Behra/ Taruffi and Kaplan/Boss. Then a pit stop by the leading Ferrari put the Jaguar of Hawthorn and Titterington back into first place.

Disc brakes, which have been responsible for winning so many races, had bad luck at Sebring. Main reason was the drivers' over-confidence in the brakes, and resultant lack of fear to use them

constantly.

By 4 p.m. 22 cars had retired. Burns (Maserati), with only third and fourth gears left, went too deep into the hairpin and ended up in the sand pile. The car was full of fuel, still ran well, had good tyres, and a fresh driver-but there was no reverse gear for getting out of the sand. Carroll Shelby/Roy Salvadori (Aston Martin) had been driving for four hours with only first and fourth gear, yet were fifth overall, while their team-mates, Reg Parnell and Brooks, were going strong and holding fourth place. Musso/Schell were third; Fangio/Castellotti second; and Hawthorn/Titterington were leading. On Index of Performance at the half-way mark the order was: Armagnac/Mer-(D.B.), Hawthorn/Titterington (Jaguar), Fangio/Castellotti (Ferrari), Herrmann/von Trips (Porsche), and McAfee/Lovely (Porsche). The little D.B. was destined to run out of gas in its eighth hour and forfeit the handicap victory. The two Porsches, driven by Herrmann/von Trips and McAfee/ McAfee/ Lovely, were burning the road, passing even some of the D Jaguars and Ferraris; and at the pace they were going, we were sure they would soon be challenging the top spots on handicap.

While disc brakes were causing retirements, they probably prevented an accident for Phil Stiles (Austin-Healey). Right in front of the Ferrari pits, his 100S lost a wheel and rim, causing a speedy exodus of pit crews as spokes flew in all directions and the tyre came to rest against a hay bale—but the car rode to a stop on its disc brake without

overturning. A huge ball of fire on the horizon formed a spectacular sunset in the west just as a large moon appeared in the east, and the temperature dropped quickly. Everyone began bundling up in coats.

The Spear/Johnston Jaguar, in sixth position, dropped a valve and retired. Quite early in the race, a long pit stop for steering wheel trouble had moved the Cunningham/Benett Jaguar behind the The steering wheel, which first ten. cracked in the boss and became loose on the column, was repaired with a hose clamp, wire and tape. The makeshift job lasted throughout the race, but right after Benett finished, he pulled on the wheel at the garage and it slid off in his hands! Now, at 6.30 p.m., the car was acting up again. Just before Cunningham was scheduled to refuel, the engine died on the Warehouse stretch, farthest point from the pits. seemed to be out of gas. Cunningham pushed until exhausted, rested in the car, then tried the starter, whereupon the engine fired. He got the Jaguar going for a few seconds, then it died again, but luckily he had enough speed to coast back to the pits, where he found he had about 20 gallons of fuel still in the tank. Nothing seemed wrong with the ignition wires or anything and Benett jumped in, started up, and continued to the finish, running perfectly! Spear had exactly the same trouble in the 3-litre Maserati at Sebring last year. At 7 p.m. the

class leaders were: Class B, Fitch/ Hansgen (Corvette); Class C, Hawthorn/ Titterington (Jaguar); Class D, Parnell Brooks (Aston Martin); Class E, Ballinger/Stewart (Arnolt-Bristol); Class F. Herrmann/von Trips (Porsche), and Class G, Wyllie/Wyllie (Lotus).

In the seventh hour Fangio and Castellotti took over the lead for good, and were never seriously challenged again. As night progressed, Fangio continued speeding around the circuit despite his non-existent brakes; and Behra (Maserati), who scored the fastest lap of the race at 3 mins. 29.8 secs., was still lapping in good time in the darkness. The Wyllie Lotus got a big hole in its crankcase, but co-drivers Doc and Peggy decided to let the car rest in its pit and try one last lap just before the finish at 10 p.m. This put Bentley/ Hugus (Cooper) in the Class G lead. Hawthorn (Jaguar) made a very long pit stop for brake adjustment, letting Musso/Schell into second place with their Ferrari; the Hugus/Bentley Cooper retired with starter trouble; the Kimberly/de Portago Ferrari retired with undetermined trouble; and team manager von Hanstein of the Porsche group got into the sick-sounding Porsche of Marshall and Brundage to keep it running until 10 p.m.

The excellent driving of Hawthorn and Titterington came to a halt when their brakes seized at 8.15 p.m., and those who saw Hawthorn win Sebring a year ago felt sorry to see his Jaguar stop.

At 9.17 p.m. Fangio, in true champion-ship fashion, pulled into his pits so that Castellotti could take the chequered flag. Rubirosa and Pauley were still keeping their sad-sounding Ferrari rolling; Tony Brooks (Aston Martin) reached his pits after being long overdue, and his car was retired by team manager John Wyer; Flynn pushed the only Mercedes-Benz in the race around the last bend to its pit to retire with a broken timing chain just 20 minutes before the race's end; the three Corvettes still in the race sounded healthy, and General Motors are to be congratulated for entering their American sports car in International competition; cars were too spread out for position changes; the M.G. A-types lined up to cross the finish line in team formation and to capture the team prize; and Wyllie got his little Lotus, with the holed crankcase, going on its final lap -which it completed.

CIRCUIT OF IRELAND RALLY

For the second year running, Mr. and Mrs. Robin McKinney won the Ulster A.C.'s Circuit of Ireland (30th March/3rd April). They drove the same Triumph TR2 as last year. Triumphs were also second and third, Volkswagen won the production car team prize, and M.G.A. the sports team prize. report will shortly be published. Results are as follows:

General Classification

General Classing Clas wagen), 383.95.

Team Awards

Production Touring Cars: The Munster Volkswagens (M. J. O'Mahoney/R. H. Tilson, A. G.

Ryan/—, J. D. O'Leary/A. M. Canty. Production Sports Cars: E. J. Wilkinson's "A" team of M.G. MGAs (W. R. Chambers/D. H. McWhir, P. H. S. Newel/C. R. Hannigan, D. G. Johnston/G. N. Bryson).

Castlereagh Trophy (best visiting driver): M. D. D. Heather (Iriumph).

Ladies' Award: Mrs. C. Fitzgerald/Miss M. Leonard (Ford), 709.90. Novice Award: C. G. C. Whaley (Austin A30), 420.50,

Class Awards

Class Awards

Production Touring Cars, up to 1,000 c.c.: 1, Raymond Noble/R, Graham (896 DKW), 402.25; 2. C. Molyneaux/K, H. Allen (Austin A30), 402.80; 3, J. C. Millard/D, C. Reynolds (Fiat 633), 404.70. Production Touring Cars, 1,001 c.c. to 1,300 c.c.: 1, M. J. O'Mahoney/R. H. Tilson (Volkswagen), 383.95; 2, A. G. Ryan/—, 387.90; 3, N. Quick (1,172 Ford), drivers A. H. Hill/R. L. Ward, 400.20. Production Touring Cars, over 1,300 c.c.: 1, J. G. Peile/R. Bell (1,390 Hillman), 493.60; 3, Dr. G. W. Houston/I. N. Lamont (1,390 Hillman), 429.95. Production Sports Cars, any capacity: 1, R. C. McKinney/Sally McKinney (1,991 Triumph TR2), 359.95; 2, E. T. McMillen/Alma McMillen (1,991 Triumph TR3), 360.15; 3, M. D. D. Heather/B, F. Geary (1,991 Triumph TR3), 372.35.



SEBRING
FLORIDA INTERNATIONAL 12-HOUR

GRAND PRIX
DAVID BROWN

IST Class D (3-LITRE)

ROY SALVADORI & CARROLL SHELBY

NEW 3-LITRE RECORD 80.6 m.p.h. average for 967.2 miles

4-TH GENERAL CLASSIFICATION



DAVID BROWN CORPORATION (SALES) LTD. ASTON MARTIN DIVISION, 96/97 Piccadilly, London W.I.

RECORD FALLS AT TRENGWAINTON

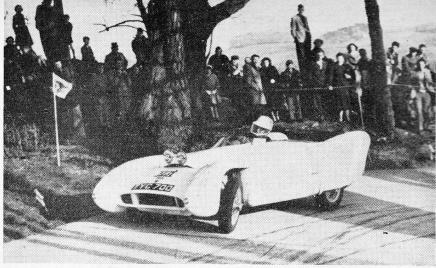
Easter Monday proved once again that the weather in this remote part of England can be kind both to competitors and spectators alike, for conditions were ideal. Certain repairs to the Hill have been carried out since the last meeting, and, generally speaking, times were much faster than previously. T. G. Cunane, driving his very fleet Lotus-M.G., proved once again that it does not require unlimited horses under the bonnet to break records. His first run in the Open Championship was one of the neatest seen here for many a day, and his time of 25.19 secs. bettered the old record of Gerry Scali by three-tenths of a second. Prior to this J. T. Skinner in his M.G.-engined Dellow had climbed in 25.35 secs., a new time that most of us thought to be unassailable.

Ashley Cleave started a spate of fast times by going up in 26.34 secs. on his first run in the 1,300 c.c. Sports Car class, and was closely followed by S. C. Gray in a very neatly turned-out Grayford Special. Reg Roberts, a local driver, was making very good time, but had the misfortune to run out of road at the first hairpin, fortunately without damage to car or driver. Another good per-formance came from Bob Kirkland in a Ford Special, his cornering being particularly neat and fast. These three drivers were way ahead of any of the rest in their class, and it was unfortunate that several of the entries here were a little below the standard one has come to expect at this event, an observation one hopes that the organizers will take in the spirit in which it is givennamely-to keep the very high level

previously seen here.

The Sports Car class up to 2,000 c.c. attracted some good entries, notable among them being Barry Folwell's M.G.A. This type of car was making its initial appearance at the Hill, and was driven by Barry Hercock, who was very fast up to the first hairpin, but marred a good climb by sorting out the wrong "cog" at a crucial moment. Skinner in the Dellow fairly rocketed up to return 25.65 secs. It was noticeable that this driver never managed to lift a wheel on the corners, a remarkable performance on this type of car with its short wheelbase. Banbury in a Morgan Plus Four was neat, but suffered excess wheelspin on the bends, a common occurrence with some of the Willmott in a Lotus-M.G., who did a very fast climb in 25.75 secs. to take second place behind Skinner. Ken Law, second place behind Skinner. Ken Law, driving a TR2, appeared fast up to the bends, but could not better 28 secs. D. B. Farrell, in a J2 Allard, did some frantic snaking all the way up, but recorded a good time of 26 secs. to win the over 2,000 c.c. class. It was nice to see Dennis Scobey back in harness again after his very severe illness, and his handling of the Austin-Healey M was a lesson to some of the younger drivers. lesson to some of the younger drivers on how to take the corners with right foot hard down.

JOHN MARTIN LEWIS.



RECORD climb was made by T. G. Cunane (Lotus-M.G.).

TRENGWAINTON RESULTS

TRENGWAINTON RESULTS

Sports Cars, up to 750 c.c.: 1, J. Maron (Austin),
30.35 secs.; 2, M. H. MacGregor (Austin), 32.25;
3, E. Moore (Austin), 32.92. Sports Cars, up to
1,300 c.c.: 1, W. A. Clea e (Morris Spl.), 26.34;
2, S. C. Gray (Ford), 26.80; 3, R. Kirkland (Ford),
5pl.), 26.83. Sports Cars, up to 2,000 c.c.: 1,
J. T. Skinner (Dellow), 25.65; 2, E. Willmott (LotusM.G.), 25.75; 3, J. V. Banbury (Morgan Plus 4),
26.20. Sports Cars over 2,000 c.c.: 1, D. B.
Farrell (Allard), 26.00; 2, K. Crutch (Austin-

Healey), 28.62; 3, L. Newey (Allard Spl.), 28.72. Open Championship: 1, T, G, Cunane (Lotus-M.G.), 25.19; 2, J. T. Skinner (Dellow), 25.35; 3, J. V. Banbury (Morgan Plus 4), 26.21; 4, R. E. Wright (Frazer-Nash), 26.25.

(Frazer-Nasn), 20.25.

Best Time of the Day: T. G. Cunane (Lotus-M.G.), 25.19 (new Hill Record), Ladies Award: 1, Mrs. F. L. Park (A.C. Ace), 26,74; 2, Mrs. F. M. Farrell (Allard), 28.29; 3, Mrs. N. Parsons (Dellow), 29.00. M.G. Cup (Best Performance by M.G. Car): J. M. Sparrowe, 27.3 secs.

HARDY HIGHLAND RALLY

THIS year the Scottish Sporting Car Club toughened up their "Highland Three Days" by adding an all night section and by including special stages Three Days' in which everything in the book was used on the competitors, from the diversities that can be found on ordnance maps to such roads as that stony, stony pathway from Amulree to Kenmore. And they sorted things out well enough. Only one competitor was "clean" on the road and this, remarkably, was the young English competitor Tom Threlfall who, operating in largely unfamiliar territory and greatly assisted by navigator Andrew Mackay, sent his little modified Standard Ten around the country with a deal of rapidity and was consistently steady in the 10 driving tests which added a great deal of interesting sport to the event. Runner-up was Ronnie Dalglish (TR2) who was capably navigated by Ian Calderwood and who made the best time of the entry in three out of the 10 driving tests.

The organizers were fortunate in the weather for, from the double starting places at Glasgow and Carlisle until the finish at Gleneagles, not a drop of rain fell and throughout the daylight hours of this Easter week-end the sun shone warmly out of a blue sky. It was good to see Sidney Allard back in Scotland again, as we have memories of him in trials and on Bo'ness; but it was unfortunate that his large blue Allard contained an ordnance map that was numbered as specified by the organizers but turned out to be for areas in Cornwall! This was hardly helpful in the highly involved night navigation stages but Sidney kept going, cut his losses where he could and appeared on the awards list.

The event was sponsored by the Scottish Daily Express and, in addition to the awards for the classes, there were awards for the best performers in the driving tests who were not class winners. This led to keen competition and was amply provided for by the 10 diverse driving tests of the event—five of which were spaciously laid out on the runways of Errol aerodrome and made a first class contribution to Sunday's sport.

The event was remarkably free from incident. Despite the roughness of some of the road sections only James Stevenson was involved in a prang when he inverted his Standard Vanguard between Braemar and Potarch but walked away unscathed. R. Hillman (Hillman) ran a big-end on Deeside but, still being keen to see how everyone was doing, took a bus to Meigle and was at the next control before the competitors arrived. Sandy Muir was unlucky enough to bounce off the banking in a downhill dash to finish within a prescribed braking area. He burst the sump of his Sunbeam Rapier but got it fixed up and managed to get to the final control. The odd thing about all these incidents was the fact that they all occurred on the Easter Monday which was the last day of an interesting and enjoyable Highland Rally.

"AENEAS."

Results

Premier Award: T. J. Threlfall (Standard 946 c.c.), 66.0 marks lost.

c.c.), 66.0 marks lost,

Class Awards. Normal Series Production Touring
Cars, up to 1,000 c.c.: R. D. Macpherson (Ford
933 c.c.), 96.5; R. C. C. Carmichael (Standard
948 c.c.), 134.0. Best in Terts: G. Horrocks
(Austin 803 c.c.), 195.0. 1,001-1,600 c.c.: A.
Mackenzie (Ford Anglia 1,172 c.c.), 102.0; D. N.
Campbell (Ford Anglia 1,172 c.c.), 106.5. Best in
Tests: S. E. L. de Casembroot (Ford Anglia 1,172
c.c.), 111.0. 1,601 c.c. and over: D. Jack (Sunbeam
2,167 c.c.) 92.0; R. C. Dymock (Austin 2,639 c.c.),
123.0. Best in Tests: R. S. Taylor (Riley 2,443
c.c.), 127.5.

c.c.), 127.5.

Grand Touring Cars and Special Series Touring, up to 1,600 c.c.; T. J. Threlfall (Standard 946 c.c.), 66.0; J. R. Williamson (Morris Oxford 1,489 c.c.), 97.5. Best in Tests: G. M. Smellie (Ford Anglia 1,172 c.c.), 165.5. 1,601 c.c., and over: H. A. G. Meikle (Jaguar 3,442 c.c.), 124.0; S. H. Allard (Allard 4375 c.c.), 141.5. Best in Tests: F. D. Kerr (Jaguar XK 140 3,442 c.c.), 176.5.

Kerr (Jaguar XK 140 3,442 c.c.), 176.5.

Special Production Sports Cars, up to 1,600 c.c.;
L. S. Cordingley (M.G. TF 1.250 c.c.), 112.5;
N. L. Paterson (M.G.A. 1,489 c.c.), 170. Best in Tests: G. T. Gibson (M.G.A. 1,489 c.c.), 259.0.

Series Production Sports Cars, 1,601 c.c. and over: R. W. Dalglish (Triumph TR2 1,991 c.c.), 79.0; W. Shepherd (Triumph TR2 1,991 c.c.), 58. Best in Tests: R. Grant (Morgan 1,991 c.c.), 133.5.

feroco

GOODWOOD INTERNATIONAL MEETING

Lavant Cup COOPER-CLIMAX St R. Salvadori

Sports Car Race (A) Stirling Moss

2nd H.W.M. G. Abecassis

Sports Car Race (B) st COOPER-CLIMAX R. Salvadori 2nd | COOPER-CLIMAX J. Russell 3rd | COOPER-CLIMAX L. Leston

Fit race-proved

FERODO

Anti-Fade BRAKE LININGS



NEWS THE

by Stuart Seager

Among the many important points raised during the recent R.A.C. "Conference of the Clubs" was the problem of the considerable number of road competitions being run by clubs not recognized by the R.A.C., and concern was expressed as to their effect on public opinion towards rallies, for, of course, these events are rarely run according to the R.A.C.'s General Competition Regulations.

These "outlaw" clubs are liable to do the sport—and themselves—a considerable amount of harm. The R.A.C. able amount of harm. The R.A.C. Competitions Department has gone to a great deal of trouble to frame stan-dardized regulations, gain the co-operation of the police, arrange insurance, co-ordinate dates to avoid clashing, and generally to keep an eye on the clubs running events, and the competitors, to see that they don't make a nuisance of themselves. The Great British Public is anti-motoring enough as it is, without trying its old-fashioned patience any further.

While some of these "outlaw" events may be well-run, I have heard tell of rallies held without benefit of the G.C.R. of the R.A.C., that were no less than road-races for novice drivers! This kind of thing is doing the sport no good at all, and our only course is to decline to publicise unauthorized competitions from now on. Intending competitors would also be well advised, before entering any event, to make sure that it has an R.A.C. Permit, for if the holder of an R.A.C. competition licence takes part in an unauthorized event, his licence will immediately be suspended.

A NEW twist for rally regulations is being tried out by the Harrow C.C. for their annual Walton and Frinton Rally on 11th-12th May (announced recently). The regs. are supplied incorporated in the road book for the event—perhaps with the idea that if people perhaps with the idea that if people have the road book beforehand, it will



HIGHLAND GAMES: Lord Bruce is seen putting his TR2 round the pylons in the Highland Three-Day Rally.

make up their minds to enter! combined effort is obtainable from L. Loveday, "Weirfield", Ducks Hill Road, Northwood, Middlesex. . . . The Maidstone & Mid-Kent M.C. will be holding their race meeting at Silverstone on 12th May and have invited the London, Peterborough, M.G., Sunbac, 750, B.R.S.C.C. and B.A.R.C. There will be events for racing cars and sports cars of all capacities as well as 750 and 1,172 of all capacities as well as 750 and 1,172 formula races. Entries close on 30th April with L. G. Riley, The Rilco Glass Co., P.O. Box No. 27, Maidstone, Kent. . . . Details are obtainable from R. W. Avey, 5 Cardinal Avenue, Kingston-on-Thames, Surrey, of the Brands Hatch sprint meeting to be held on 6th May jointly by the Mid-Thames C.C. and the Malden & D.M.C. . . . The Circle C.C. annual night rally is to be held on 5th/6th May; it is a 250-mile event starting and finishing at South Mimms starting and finishing at South Mimms and open to members of the Chiltern, Hants & Berks, Harrow, Herts County, North London Enthusiasts, M.G. and C.U.A.C. Closing date is 28th April and entries should be sent to G. S. R. Dewsnap, Caer Glow, Rickmansworth Road, Northwood, Middlesex. . . . Now that the Ibsley circuit is not available, the West Hants & Dorset C.C. are reverting temporarily to sprints, and are holding one at Blandford on 12th May. Invited clubs are the Bugatti Owners, Gosport, Hants & Berks, 750, B.A.R.C., B.R.S.C.C. and V.S.C.C. and the secretary is R. R. Mountford, 6 Orchard Avenue, Parkstone, Poole, Dorset. There are classes for saloon, sports and racing cars and entries close on 28th April. . .

The Torbay Rally, to be run on 28th April by the Torbay M.C., is a daytime event open to members of the Burnham, M.G., N. Cornwall, N. Devon, Plymouth, Taunton and Yeovil clubs. Late entries are still acceptable until tomorrow if you contact F. H. Gibbons, c/o J. Gibbons & Sons, Ltd., Market Place, Newton Abbot. . . . The **London M.C.** are once more at work on their annual "Annecy Party". This is a slightly competitive, highly continental motoring holiday which is due to take place from 10th-17th June in and around Annecy in the Mont Blanc area of France, and it appears that usually the competition is of secondary importance to the junketing and general holiday enjoyment that goes on. Anyone interested should write to Dave Price, Braemar Works, Neasden Lane, London, N.W.10. . . . The East Sussex Centre of the B.A.R.C. are promoting their third annual rally on 29th April. It involves some 220 miles of daylight navigational motoring in Sussex and Hampshire, and regs. for this closed event may be obtained from R. L. J. Ticehurst, c/o Information Bureau, Railway Station, Eastbourne, Sussex. . . . The Forces M.C. are holding their Spring Cup Rally on 27th May, and have invited the Cemian, C.U.A.C., Guildford, East Surrey, Bentley Drivers, C.S.M.A., and V.S.C.C. The course is of 150 miles in daylight, starting from Croydon, and entries close on 22nd May with A. V. Matthison, 93 Fairlands Avenue, Thornton Heath, Surrey. . . The Thames Estuary A.C. are once more holding their "Day of Dicing", on 22nd April. This annual driving test meeting will be held at Matching Green Aerodrome, near Brentwood, Essex, and is open to members of the London, East Anglian, way Station, Eastbourne, Sussex. . . . bers of the London, East Anglian, Eastern Counties, Falcon, West Essex, Maidstone and Mid-Kent and M.G.C.C. Details are obtainable from S. L. Offord, 68 Exford Avenue, Westcliff-on-Sea, Essex, and entries close on 18th April. Essex, and entries close on loui April.

On 22nd April, the Coventry & Warwickshire M.C. will be running the "National Benzole Trophy" Rally, starta daylight event of around 135 miles and Leicestershire, Bugatti Owners and Mid-

is open to the Northampton, M.G., land A.C. Entries close tomorrow (14th), with L. K. Lord, 270 Broad Lane, Coventry, Warwicks.

More News from the Clubs on page 336



DEBUT of the new Sunbeam Rapier in John Melvin in the Falkirk Two-Day Rally.



MOTOR OIL

Earl of March Trophy

st COOPER-NORTON

Ivor Bueb

Also new lap record Formula III at 84.37 m.p.h.

2nd COOPER-NORTON

C. C. H. Davis

Production Sports Car Scratch Race

st A.C.

K. N. Rudd

Subject to official confirmation)

ALSO USING SHELL FUEL

Coming Attractions

April 14th. B.R.D.C. British Empire Trophy Race Meeting, Oulton Park, near Tarporley, Cheshire. Start, 1 p.m.

Twenty-Second B.A.R.C. Members' Race Meeting, Goodwood, near Chichester, Sussex. Start, 2 p.m.

April 15th. Grand Prix of Syracuse (F1), Syracuse, Sicily.

Eastern Counties M.C. Race Meeting, Snetterton. Start 2 p.m.

B.A.R.C. Hill-climb, Brunton, near Ducis, Collingbourne Start, 2 p.m.

North London Enthusiasts' C.C. Driving Test Meeting, Heston Aerodrome.

M.R.C.Race Meeting. Brands Hatch, near Farningham, Kent. Start, 12.30 p.m.

Morecambe C.C. Driving Test Rally, Morecambe Promenade, Lancs. Start, 11 a.m.

Northampton and D.C.C. Auto-cross, Wakefield Lawn, near Paulersbury (on A5). Start, 12.30 p.m. (Practice 10.30 a.m.).

B.A.R.C. International April 21st. Race Meeting (F1, F3, S, T), Aintree. Start, 11 a.m.

Vintage S.C.C. Race Meeting, Silverstone. Start, 12.15 p.m.

April 22nd. Lancashire and Cheshire C.C. 15th Derbyshire Trial. Start, 11 a.m. from New Inns Hotel, Alsop-en-le-Dale, near Ashbourne, Derbys.

Veteran C.C. Woburn Park Rally, Woburn Park, Beds. Arrive, 10-11.30 a.m.

Thames Estuary A.C. "Day of Dicing" (Driving Tests), Matching Green Airfield, near Brentwood, Essex. Start, 10.30 a.m.

Brent Vale M.C. Driving Test Meeting, Heston Aerodrome. Start, 2 p.m.

B.T.D.A. "STAR" RALLIES

As the "Cat's Eyes" Rally of the Thames Estuary A.C. is being included in the B.T.D.A.'s Gold Star Rally Competition for 1956, the events eligible are now as follows: "Cat's Eyes" Rally; R.A.C. British Rally; Morecambe Rally; Birmingham Post Rally; London Rally; Rally of the Dams; Circuit of Ireland Rally; Plymouth Presidential Rally; M.C.C. Rally. There will be no disqualification now for drivers of works cars in this contest.

No less than 18 events are eligible for the B.T.D.A. Silver Star Rally contest: these are C.U.A.C. Miniature Monte; Y.S.C.C. Yorkshire Rally; Bolton-le-Moors Rally; North Wales Rally; Ilfracombe Rally; Torquay and Torbay Rally; Welsh Counties Rally; M.C.C. Whitsun Rally; B.A.R.C. Scarborough Rally; M. and M.K. Margate Rally; Furness Festival Rally; Brighton Rally; Clacton Rally; Lakeland Rally; M.G. Centre Rally; Buxton Rally; M.G. Weston Rally and L.A.C. Night Rally.

MID-SURREY A.C. GRAND CUP TRIAL 25th March

Best Performance: 1, A, F, Erkine (Ford Spl.); 2, P, Major (Frazer-Nash). Class C; W, W, Wood (Vanguard). Class D: K, W, Monk (Sunbeam-Talbot), Best Novice: A, Sandys (M.G.).

Club Fixtures

Morgan 4/4 Club.—A.G.M., 14th April, Noel Arms, Chipping Campden, Glos., 7 p.m.

Bentley D.C.—Mid-West Region A.G.M., 14th April, Eloci Park Hotel, Newbury, Berks; Social Meetings: 15th April, Eloci Park Hotel, Nawbury, Berks; Social Meetings: 15th April, Bankfield Hotel, Nab Wood, Bingley, Yorks, 11.30 a.m.; 18th April, Seven Stars, Wool, Dorset; 19th April, King's Head, Roehampton, London; 21st April, Three-Legged Cross, Warfield, near Bracknell, Berks.

Bexley L.C.C.—Film Show, 16th April, Traveller's Home, Long Lane, Bexleyheath, 8 p.m.

Bristol M.C. & L.C.C.—Social Meeting, 17th April,

Bristol M.C. & L.C.C.—Social Meeting, 17th April, Mauretania, Park Street, Bristol.

Aberavon M.C.—Social Meeting, 17th April, Welcome to Town Hotel, Aberavon.

Coventry & Warwicks M.C.—Social Meeting, 17th April, Fletchampstead Hotel, Fletchampstead Highway, Coventry.

Sussex C. & M.C.C.—Social Meeting, 17th April, Southwick & Fishersgate Community Centre, Southwick,

750 M.C.—Social Meeting, 17th April, Oxford Arms, Oxford Road, Upper Norwood, London; Film show, 18th April, Bell Inn, Brook, near Cadnam, Hants.

North London M.C.—Social Meeting, 18th April, Rising Sun, Chase Side, Southgate.

Singer O.C.—Social Meeting, 18th April, Ashton's
Hotel Praed Street, London, W.2; Sheffield Hotel, Praed Street, London, W.2; Sheffield Centre A.G.M., 19th April, Three Cranes, Sheffield, 8 p.m.

Hagley & D.L.C.—Social Meeting, 18th April, Lyttelton Arms Hotel, Hagley.

Sunbac—Film show, 18th April, Breedon Cross Hotel, Pershore Road, Birmingham, 8 p.m.

Vintage S.C.C.—Social Meetings: 19th April, White-Lion Hotel, Cobham, Surrey; Mill Inn, Withing-ton, near Cheltenham.

Buckingham & D.M.C.—Social Meeting, 19th April, Swan Inn, Great Horwood, Bucks,

Lagonda Club—Social Meeting, 19th April, Coach & Horses Avery Row, Grosvenor Street, London, W.1. Social Run, 22nd April. Start, 2.15 p.m. from King's Head, Holtspur, near Beaconsfield, Bucks.

Romford E.C.C .- Social Meeting, 19th April, White

Surrey Sporting M.C.—Social Meeting, 19th April, Warwick Hotel, Redhill.

Epping Forest M.A.—Film Show, 19th April, St. Mary's Hall, High Road, Loughton, Essex, Mary's F 7.45 p.m.

Nottingham S.C.C.—Spring dance, 20th April, Elm Tree Hotel, Hoveringham, 8 p.m.

Mid-Surrey A.C.—Social Meeting, 20th April, Queen Adelaide, Kingston Road, Ewell.

Cambridge '50 C.C.—Social Meeting, 20th April, Ancient Shepherds, Fenditton.

More News from the Clubs on page 338

JUNIOR HILL-CLIMB AND SPRINT CHAMPIONSHIP, 1956

SPONSORED by the Midland Automobile Club, this championship has been inaugurated to encourage the younger "less wealthy" driver who cannot afford to travel long distances, to encourage "accurate" driving as a preparation for racing and to act as a supply of drivers for the R.A.C. Hill-Climb championship. The only drivers eligible are those who have never won a race or taken B.T.D., or have never been first in their class in a race meeting, speed hill-climb or sprint meeting, run under an F.I.A. Delegated Licence, above the category of a closedto-club event.

To enter for the championship, competitors must FIRST register their entry with the M.A.C., 184 Bath Row, Birmingham, 15, enclosing 5s. registration fee, after which clubs organizing the qualifying events will be notified of their eligibility. A dispensation has been granted by the R.A.C. whereby registered entrants may enter any of the invitation events in a similar way to B.T.D.A. entries in Trials and Rallies.



FENCED IN on one of the many tests during the Bolton-le-Moors C.C. Blackpool Driving Test Rally, is N. R. Marsham's Singer.



HEELING OVER as he rounds the pylons at the end of the Rhyl and D.M.C. "Rali Gogledd Cymru" is J. Rowlands in a Zephyr.



The car that gives you more-



For sheer value for money there is nothing to beat the Triumph T.R.3. Consider these facts: a top speed of over 100 m.p.h. in touring trim; a petrol consumption of 32 miles to the gallon; a large rear boot to take your luggage when touring; adjustable bucket seats providing maximum comfort, while a collapsible hood and sidescreens give snug protection in winter. An occasional seat for additional accommodation and a hard top are available as optional extras. No other car in its class combines such an outstanding performance with economy and comfort at such a moderate price.



Price £650 (P.T. £326.7.0) TOTAL £976.7.0

Laycock Overdrive can be fitted on 2nd, 3rd and top gears as optional extra.

-the Triumph T.R.3 Sports

Triumph Motor Co. (1945) Ltd., Coventry, England A subsidiary of The Standard Motor Co. Ltd.

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News from the Clubs-continued A.G.M. OF THE O.R.M.A.

THE second Annual General Meeting of the Owen Racing Motor Association will be held on Monday, 7th May, at 7 p.m., at the Waldorf Hotel, Aldwych, London, W.C.1.

NORTH STAFFS OULTON DATE

THE North Staffs M.C. announce that the National Open Meeting which was to have been held on 28th April will now be held on 9th June. Enquiries should be made to J. H. Greenwood, Minster Mills, Walley Street, Biddulph, Staffs.

RECENT RESULTS

CAMBRIDGE UNIVERSITY A.C. Inter-Varsity Speed Trial, 11th March

B.T.D.: H. C. Taylor (Cooper-Norton), 48.94

Class 1: W. A. Scott-Brown (DKW), 60.70; Class 2: K. Taskent (Lotus-Climax), 53.60; Class 3: P. Riley (Lotus-M.G.), 53.90; Class 4: K. Taskent (Lancia G.T.), 58.51; Class 5: E. G. Kemp (A.C. Ace), 53.20; Class 6: A. Burton (Jaguar XK 140), 56.30; Class 7: C. Wick (Allard-Cadillac), 54.40; Class 8: H. C. Taylor (Cooper-Norton), 48.94.

Best Sports Car: E. G. Kemp (A.C. Ace). Best Lady Driver: Miss E, A. Neale (Cooper-J.A.P.), 50.6.

A.C.O.C. NIGHT RALLY 10th March

Best Performance: 1, M. D. Tooley/C. Tooley (Citroën); 2, F. E. Still (Standard 8); 3, D. A. Searle (TR2).

First Class Awards: A. K. Hirst (Standard), C. P. Rogers (Triumph), P. B. Jones (Fiat 1100 TV), E. R. Sturt (Vanguard), Second Class Awards: R. P. Mills (Standard), R. G. Henderson (A.C.), M. W. Taylor (Ford Pilot), D. A. Jackson (Standard), N. Sutcliffe (Zephyr), R. H. Porter (ZW)

Ladies' Award: Miss J. Axtell (TR2).

BOLTON-LE-MOORS C.C. 6th RALLY DRIVING TESTS

25th March

Best Performance by standard car: J. P. Baldam (TR2). Best Performance by modified car: J. W. Waddington (TR2). King William Trophy: R. A. Dando (TR2). Index of Performance Trophy: A. C. Whatmough (Sunbeam).

Class Awards. Class A: J. S. Nightingale (Dellow). Class B: J. F. Livingston (Standard). Class C: M. L. Livingston (TR2). Class D: A. C. Whatmough (Sunbeam). Class E: S. Hitchen (Dellow). Class F: G. Greaves (Jaguar). Ladies' Award: Mrs. J. A. Beaumont (TR2). B.T.D.A. Award: A. C. Whatmough (Sunbeam).

Team Award: P. W. D. Smith (TR2), A. C. Whatmough (Sunbeam), C. M. Watson-Smyth (M.G.).

NORTH DEVON M.C. "HALF-PINT TRIAL" 18th March

First Class Awards: W. Knill (Ford Spl.), I. Bale (Vauxhall), D. Isaac (Ford), Mrs. C. J. Napper (TR2), G. Hopkinson (Ford), D. W. Bruce (Ford Spl.), J. Oliver (Ford), 1. Cruickshank (W.). Second Class Awards: Mrs. W. Little (Doretti), R. Aston (Austin), D. Fewings (Ford), F. Vickery (Ford Spl.), C. M. Ray (Vauxhall).



WINNER of the car event in the recent Brough Aerodrome races was Don Parker, in the familiar red Kieft.

DARLINGTON M.C. "GRINTON PICNIC" 17th March

Trophy: P. G. Walton/J. Dalkin Grinton (Anglia), 13 marks lost.

C. U. Peat Trophy: L. S. Stross (Jaguar XK 140), 15. Northern Goldsmith's Trophy: J. D. Stuart (Anglia), 35. First Class Awards: A. Birkett (TR3), 33; S. E. Bird (Standard 10), 55; G. R. Lane (Austin), 66; G. R. Roddam (Prefect), 72; A. Raynor (Austin), 82.

Team Award: J. D. Stoddard, W. Stoddard, S. E. Bird (Standards).

THAMES ESTUARY A.C. ANNIVERSARY RALLY

25th March

Premier Award: A, R. Wheeler (Triumph TR2), Class A.I: 1, C. F. Webb (Standard 10); 2, J. G. Yannaghas (M.G. Magnette); 3, P. S. R. Smyth (Hillman Minx). Class A.2: 1, A. E. H. Parsons (Dellow); 2, I. Mantle (M.G.A); 3, A. E. Cleghorn (Dellow). Class B.1: 1, H. F. Watson (Ford Consul. Class B.2: 1, D. P. Davis (Triumph TR2); 2, B, A. Page (Triumph TR2). Class C.1: 1, H. Ferry (Ford Zephyr); 2, W. J. F. Tillyard (Mercedes-Benz 300); 3, G. C. Wilsdon (Sunbeam), Class C.2: 1, J. P. D. Terry (Austin-Healey). Class D.2: 1, N. Dunton (M.G.), Team Award: J. G. Yannaghas, J. C. Georgiades. J. W. Yannaghas. Yannaghas.

R,A,F.A.M.C./B.A.R.C. NIGHT RALLY 24th/25th March

R.A.F.A. Premier Award: O. Stirling/B. Harracks (Sunbeam-Talbot). R.A.F.A. Runner-up and Class Winner: N. Dearley/D. A. N. Osborne (Sunbeam Alpine). B.A.R.C. Winner: H. Synge/J. Cawson (Austin Westminster). Class Winners: B. Wood (Ford Zephyr). D. Williams (Ford Anglia). Team Award: Dearnley and Taylor.

HEREFORDSHIRE M.C. SIXTH WELSH MARCHES RALLY

24th/25th March

24th/25th March

Premier Award: A. Hancorn/H. E. Rumsey
(Volkswagen), Best H.M.C. Member: J. K. Morris/
P. P. Roberts (Morris Minor), Best Class 1, G.
Green/D. Ursell (Dellow), Best Class 2: M. A. C.
Rogers/P. Braun (Volkswagen), Best Class 3:
A. L. Yarranton/D. Thompson (Morgan), Best
Class 4: J. Casewell/J. T. W. Amos (Austin A90),
Best Ladies' Crew: Miss Jervis/Miss Freeman
(Morgan), Best Mixed Crew: B. Phipps/Miss A.
Palfrey (Morgan), Best Ford Car: Miss D. Moore/
P. Felton (Consul), Team Award: A. L. Yarranton
and B. Phipps (Morgans), Best H.M.C. Team:
A. Hancorn and W. Bengry (Volkswagens), Class
2: 2. W. Bengry; 3, L. J. Stretton, Class 3: 2,
M. D. F. Smith, Class 4: 2, J. J. Bott.

HEALEY D.C./ASTON MARTIN O.C. "UPS AND DOWNS" RALLY

31st March

Best H.D.C. Member: C. L. Cadbury (Healey Tickford), 8 marks lost,

Best A.M.O.C. Members 1, P. Blair (Ford Consul), 13; 2, N. J. Connolly (A.H.100), 13; 3, R. F. Brookes (Healey-Alvis), 14.

R. F. Brookes (Healey-Alvis), 14.

Ladies' Award: Miss H. S. Drane (A.H.100), 32.

Novice Award: R. W. Hall (A.H.100), 21.

First Class Awards: R. Stokes (Aston Martin DB2/4), P. R. M. Williams (Lea-Francis), L. S. Michael (Healey Elliott). Second Class Awards: D. E. Chandler (VW), J. B. Enticknap (Healey Abbott), D. A. Blundell (A.H.100), M. H. Barker (Aston Martin DB2), M. D. J. Hurn (TR2), E. L. Hollis (A.H.100). (A.H.100).

NORTH DEVON M.C. AUTOCROSS 2nd April

2nd April

Sports cars, up to 1,500 c.c.: 1, D. J. Parsons (Frazer-Nash): 2, P. Scott (H.R.G.): 3, S. H. Newham (M.G.). Saloons, up to 1,500 c.c.: 1, R. J. Harris (DKW): 2, J. Oliver (Ford Anglia): 3, J. Cruickshank (Volkswagen). Sports cars, over 1,500 c.c.: 1, T. D. Warren (Morgan): 2, P. Scott (H.R.G.): 3, D. J. Parsons (Frazer-Nash). Handicap, saloon over 1,500 c.c.: 1, R. Woolaway (Austin A90): 2, G. Hopkinson (Ford Zephyr): 3, Dr. K. Melville (Vauxhall Velox): A Handicap, saloon, unlimited: 1, Dr. K. Melville (Vauxhall Velox): 2, R. J. Harris (DKW): 3, G. Hopkinson (Ford Zephyr). Specials: 1, R. Woolaway (Dellow): 2, D. Bruce (Ford Spl.): 3, R. J. Harris (Ford Spl.). Saloons, over 1,500 c.c.: 1, R. Woolaway (Austin A90): 2, I. Bale (Vauxhall Velox): 3, Dr. K. Melville (Vauxhall Velox). Handicap, saloons up to 1,500 c.c.: 1, W. Bray (Singer Spl.): 2, J. Oliver (Ford Anglia): 3, R. J. Harris (DKW). Handicap, sports cars and specials: 1, P. Scott (H.R.G.): 2, D. J. Parsons (Frazer-Nash): 3, T. D. Warren (Morgan). "One of each" handicap: 1, D. Bruce (Ford Spl.): 2, J. Oliver (Ford Anglia); 3, S. H. Newman (M.G.).

RHYL & D.M.C.

"Y Rally Gogledd Cymru", 7th/8th April, 1956

Rhyl Motor Traders' Trophy: J. Waddington/ J. M. Wood (Triumph TR2), 0 marks lost. Rhyl Motor Traders' Challenge Trophies: T. A. Gold (Triumph TR3), 15; L. Windsor (M.G. TF), 30; C. L. Bold (Ford Popular), 15.

Glynne Edwards Trophy (Best Rhyl M.C. Member): K. Blomfield, 60.

First Class Awards: G. E. Mackintosh (Volkswagen), 25; A. C. Crowther (Ford), 30; F. Marsh (Autsin A40), 49; Capt. M. O. Tasker (Land Rover), 65; Mrs. Rosemary Beaumont (Triumph Rover), 6 TR2), 50.

LONDON M.C. BRANDS HATCH SPRINT 8th April

B.T.D.: Miss P. M. Burt (Aston Martin DB2/4).

60.24 m.p.h,
Group 1: C. J. Girling (Sunbeam-Talbot), 52.89,
Group 2: J. R. Waller (M.G., Magnette), 54.31,
Group 3: A. S. Lusty (TR2), 59.60.

HAGLEY & D.L.C.C. HAGLEY-LUDLOW HANDICAP RALLY

8th April

Best Performance: J. F. Livingston, 0 marks lost; 2, H. L. Livingston, 9. First Class Awards: R. A. G. Foster, S. A. Cracknell, B. J. Smith. Ladies' Award: Mrs. P. Livingston. Team Award: J. H. Dorsett, B. J. Smith, P. J. Anton.

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JUNE 1951 DELLOW 2-seater, very good condition. Brand new 1.172 engine. Aquaplane conversion, twin carburetter, aluminium head. Not yet run in. New hood, curtains and tonneau eover. £325. H.P. facilities, exchange.—Sibley's Garage, Edward Road, Birmingham, 12.

FIAT

PIAT 1100 TV sports saloon, colour grey with panchromatic blue roof and blue leather upholstery, first registered September 1955, mileage 5,823, one owner, fitted screen sprayer, £750. Fiat 1100 saloon, colour green with green leather, first registered May, 1955, mileage 3,634, one owner, taxed, £600.—R. H. Collier and Co., Ltd., 42 Easy Row, Birmingham, 1. MIDland 2317.

F^{IAT} 1100 1955, 14,000 miles. £665.—H. and W. Engineering Co., 22-24 Queens Gate Place Mews, S.W.7. WEStern 7369.

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LAGONDA

1934 3-LITRE LAGONDA saloon, new clutch linings and centre plate, body and engine sound, good tyres. £80 o.n.o.—RIV 4666, after 6 p.m.

LANCIA

H. AND W. ENGINEERING CO. (Lancia Special body, perfect condition, £225. Augusta sports 1934, £125. Augusta drophead, 1936, £150. WANTED URGENTLY fifth series Lambda chassis in good condition, All classes Lancia spares available.—22-24 Queens Gate Place Mews, S.W.7. WEStern 7369.

LOTUS

TOTUS-M.G. Mk. VI, 1955, Laystall crank, racing Dunlops, weather equipment, £575 o.n.o.— Baillie, 139 Argyle Road, Saltcoats.

Baillie, 139 Argyle Road, Salicoats.

LOTUS Mark VI sports/racing 2-seater, reg. 1954, modified twin carb, Ford motor, h.c. head, water pump, four-branch exhaust, etc., close-ratio gears, polished alloy body, upholstered Dunlopillo double tonneau covers, detrch ble hood, five r cling Dunlops, engine approx. 5.000. Originally owned McDowell. This car in first-class order, is regretfully offered for sale at £425.—Pe'er Weaver, Melton Mowbray. Tel. 533 (evenings).

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 $M_{\bullet}G_{\bullet}$ PA, 1936, eng. sleeved, crank ground, ± 160 o.n.o.—Sanderstead 4698.

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(Continued overleaf)

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Classified Advertisements-continued

M.G.-continued

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Classified Advertisements-continued

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