

WHIT WEEK-END SPORT-FULL REPORTS

AUTOSPORT

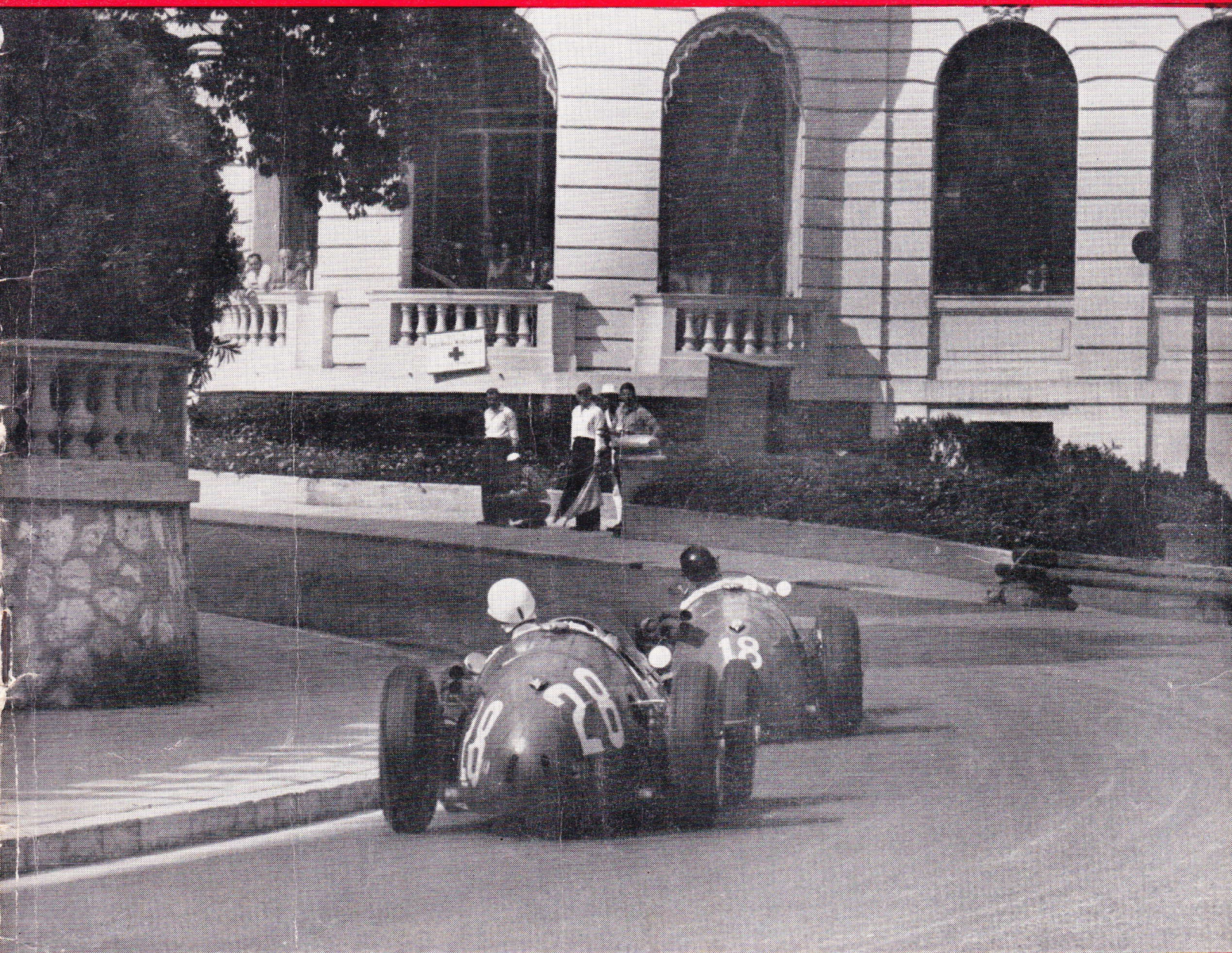
MAY 25, 1956

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EVERY FRIDAY

Vol. 12 No. 21

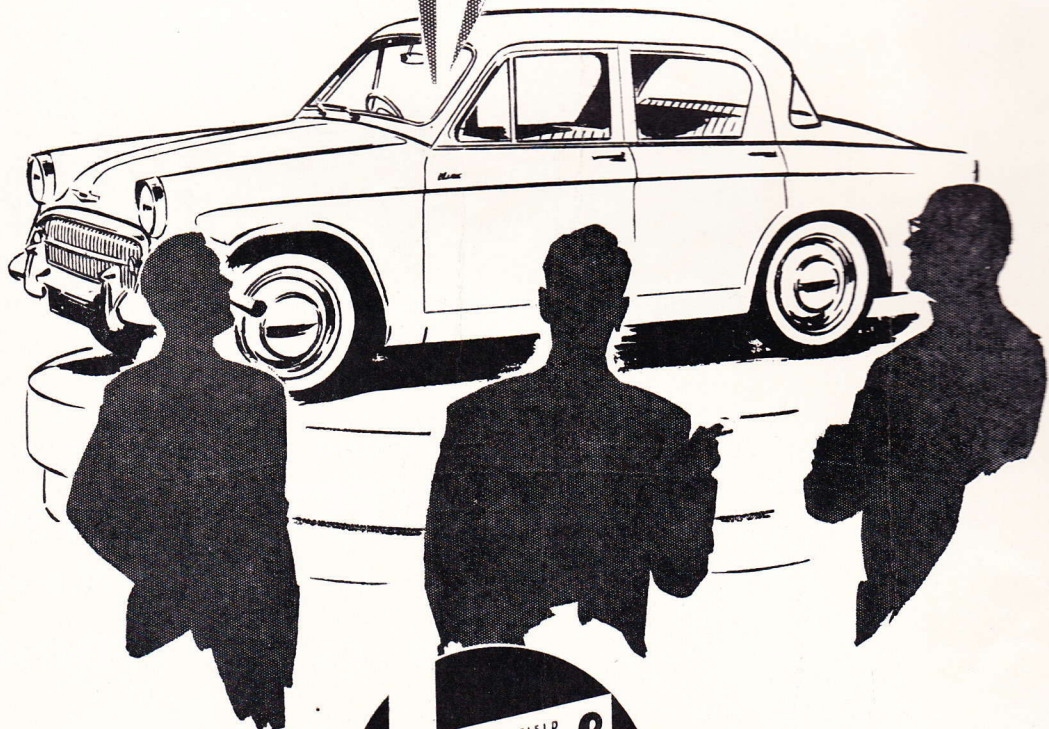
BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

HOLIDAY RACING AT SNETTERTON, BRANDS HATCH, CRYSTAL PALACE, GOODWOOD AND ELSEWHERE
JOHN BOLSTER TESTS THE BMW ISETTA : MONACO—"LA COURSE DANS LA CITÉ"
A THREAT TO SPECIAL BUILDERS : THE FABULOUS INDIANAPOLIS NOVI SPECIALS

**"In my new
HILLMAN MINX
give me Castrol
every time"**



THE MASTERPIECE IN OILS

Ferodo First

IN THE TULIP RALLY...



1st — and outright winner

AUSTIN A30

R. E. C. Brookes and E. W. H. Brookes

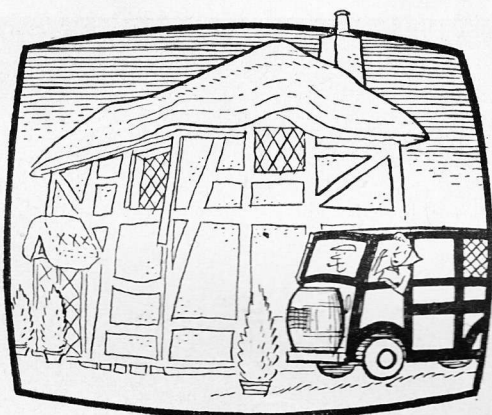
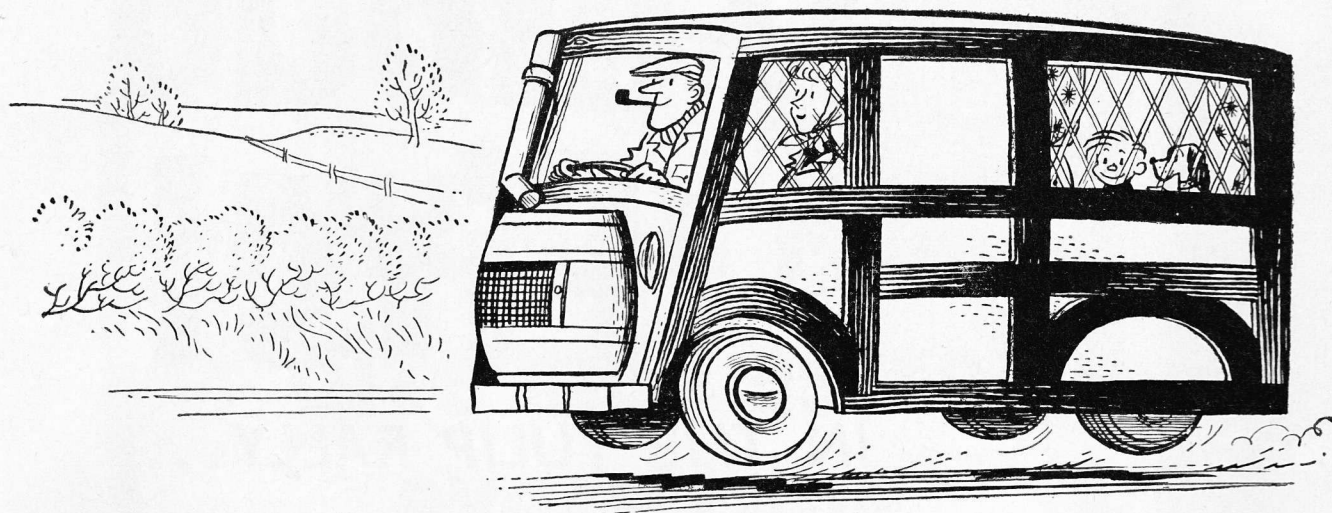
and 9 CLASS WINNERS

FIT

FERODO

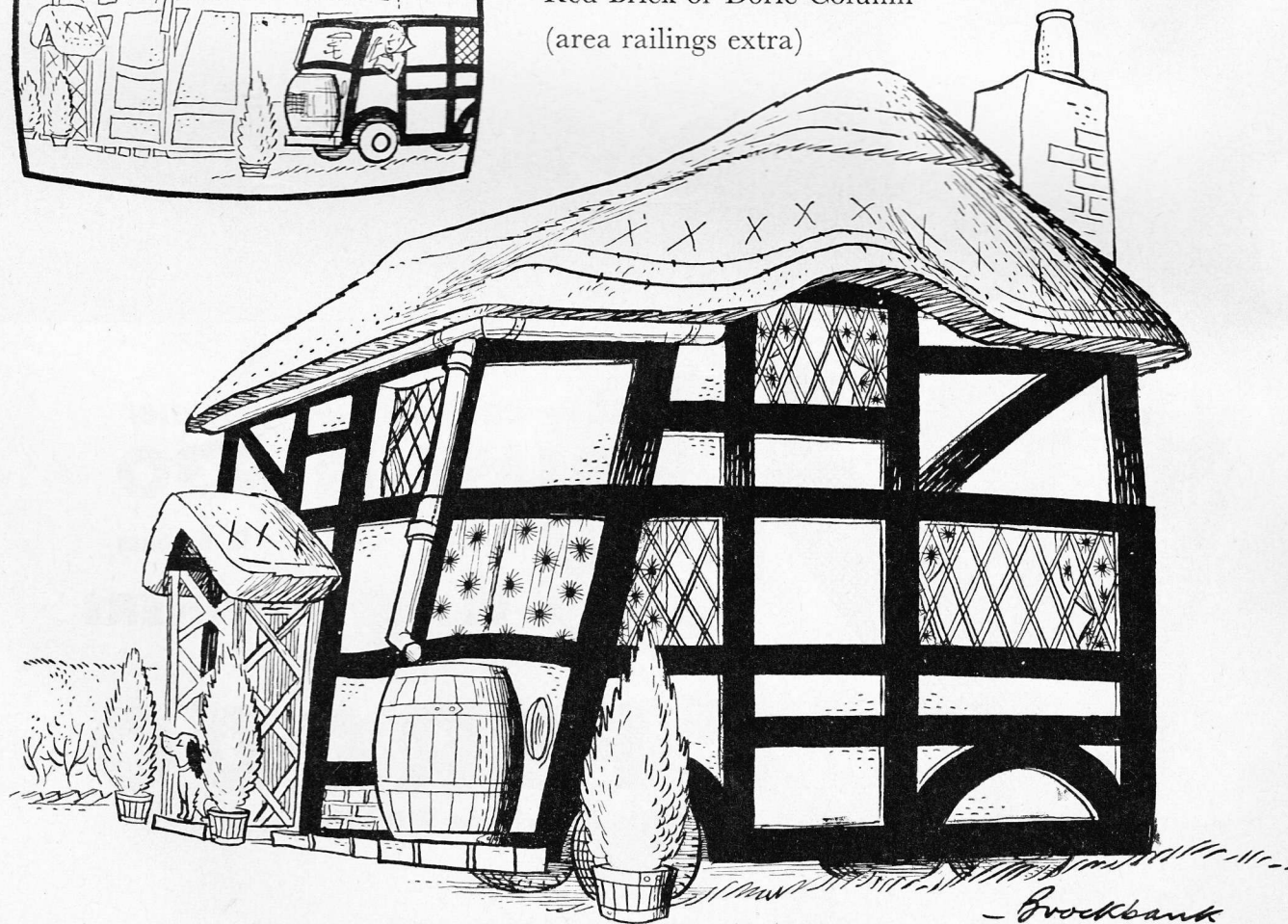
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Red Brick or Doric Column
(area railings extra)



But the SOLEX Carburettor fits all cars for all occasions

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 12 No. 21

May 25, 1956

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EDITORIAL

CHALLENGE TO PORSCHE

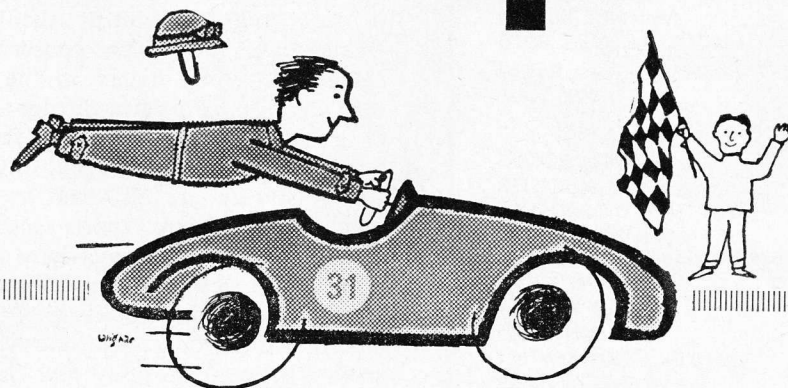
FOR several years the marque Porsche has been dominant in the 1,500 c.c. category in both sports car racing and International rallies. To meet this, Maserati produced a new 1½-litre car with which Jean Behra defeated the German cars at Nürburgring last year in the 500 kilometres race. In the Mille Miglia, Alfa Romeo brought out the new Sportiva with the same aim in view, but undoubtedly the G.T. Giulietta Sprint Veloce was the Milan concern's big surprise, this machine finishing higher in the general classification than any of the Porsches, Spyder and otherwise. Hansa-Borgward are re-entering the fray with a brand-new twin-o.h.c. *Rennsportwagen*, and the East German EMW concern are also said to have prototypes of a twin o.h.c. 1½-litre sports-racing car. However in Britain, Lotus and Cooper have made tremendous progress in the design and development of extremely fast 1,500 c.c. machines powered, at the moment, by the efficient single-o.h.c. Coventry-Climax engine. The rivalry between Hornsey and Surbiton has been productive of really superb racing, and without a doubt, these little cars must be regarded as a serious challenge to the German hold on this class of vehicle.

It is also no secret that Climax are developing a twin-o.h.c. engine, which should be available for 1957, both for sports car and the new Formula 2 class of racing. The manufacturers have gained considerable prestige for themselves by modifying their well-known fire-pump unit, and making it suitable for racing. In so doing, the opportunity has been provided for clever British designers to produce small capacity sports racing machines, having a performance which, a few years ago, would have been considered impossible. Both concerns are perfectly capable of turning out vehicles to Grand Touring specification, but here again, the insistence on 100 similar models being produced in a 12-month period makes it difficult to achieve without a great deal of expansion and added financial outlay. The more powerful concerns also realize the need to produce Grand Touring vehicles, to compete with the products of Porsche, Alfa Romeo and others. A.C., for example, based the Ace on the sports racing Tojeiro, resulting eventually in the attractive Aceca G.T. coupé. It seems to AUTOSPORT that certain manufacturers might do well to study the possibilities of utilizing the ingenuity of Colin Chapman and the Coopers in the production of small capacity high-performance cars, instead of expending large sums of money in the development of prototypes which may take considerable time before they are sufficiently advanced to reach the assembly line stage.

OUR COVER PICTURE

TWO BRITONS with two Maseratis in the recent Monaco Grand Prix. Stirling Moss, race winner, tails Horace Gould, eighth finisher, through the left-hand corner preceding the Casino, preparatory to sweeping past.

MORE SUCCESSES FOR
BP Super!



**GRAND PRIX
DES FRONTIERES**

1st Maserati

B. MUSY

Also using BP Energol Special Racing Blend

UP TO 2 LITRES CLASS

1st PORSCHE — GOETHALS

Also using BP Energol 'Visco-static' Motor Oil

(Subject to Official Confirmation)

Change up to BP Super

THE PETROL WITH MORE ENERGY PER GALLON

THE BP SHIELD IS THE TRADE-MARK OF THE



BRITISH PETROLEUM COMPANY LIMITED

PIT & Paddock

ECURIE ECOSSE's invitation to compete at Le Mans with one D-type Jaguar is a fine tribute to the Scottish stable. Drivers will probably be Ninian Sanderson and Ron Flockhart.

THE three Talbot 2½-litre cars entered for Le Mans will have Maserati engines. With Maserati's withdrawal from the race on grounds of its not qualifying for the Sports Car Championship, it may well be that Jean Behra will drive one of these Talbots, together with Louis Rosier, and Jean Lucas/Zehender.

JOHN BOLSTER, after rereading his own road test, decided that he just couldn't afford not to order a Renault Dauphine. He is now awaiting delivery of a right-hand drive model.

A TEAM of Triumph TR3 Gran Turismo hardtops will take part in the Swedish Rally to the Midnight Sun, starting on 29th May. The drivers will be Ken Richardson/Kit Heathcote, P. B. Hopkirk/W. Cave and Mme. A. Bousquet/Mrs. L. F. Ashfield.

MACKAY FRASER is selling his Ferrari Monza and has joined Joakim Bonnier's Swedish racing team, Scuderia Bonnier. There he will race the team's Alfa Romeos, Maseratis and Ferraris, and is taking part in the Nürburg 1,000 Km. race, co-driving an Alfa Romeo Giulietta Sprint Veloce.

NEW category in the Targa Florio is for up to 750 c.c. sports cars. Nice for the latest Oscas, Stanguellinis, etc.

SUNBEAM's third, and outright, win of the manufacturers' team prize, the Charles Faroux Trophy, in this year's Monte Carlo Rally, is the subject of a new Stanley Schofield colour film, *Team Champions*.

ARMSTRONG SIDDELEY announce that the prices (inc. P.T.) of their Model 234 and Model 236 with Manumatic gearbox have been reduced to £1,411 7s. and £1,469 17s. respectively—a reduction of £187 10s. in each case. The 236 is now available with a synchromesh gearbox, if required, at £1,439 17s.

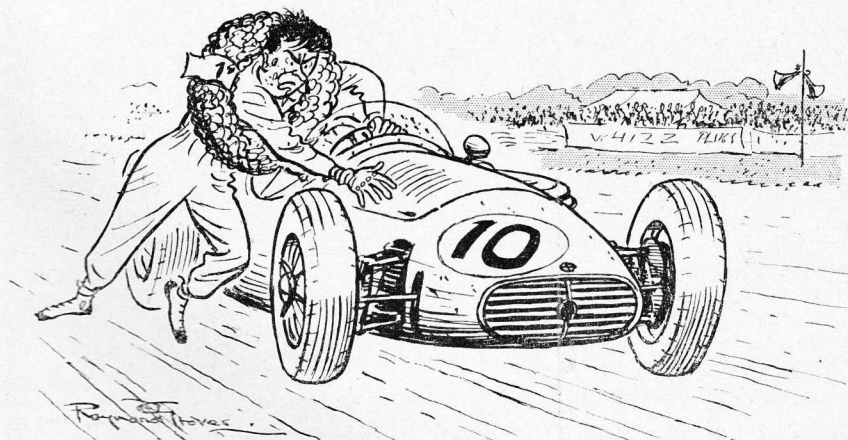
ENOUGH to make any home mechanic's mouth water—the wonderfully laid-out tool kit of the Vanwall racing equipe, seen at Monaco.

CONTAINING over 500 pages of up-to-date information about every aspect of motoring in Scotland, a few copies of the R.S.A.C. Year Book, 1956, just published, are available to the general public at 6s. each.

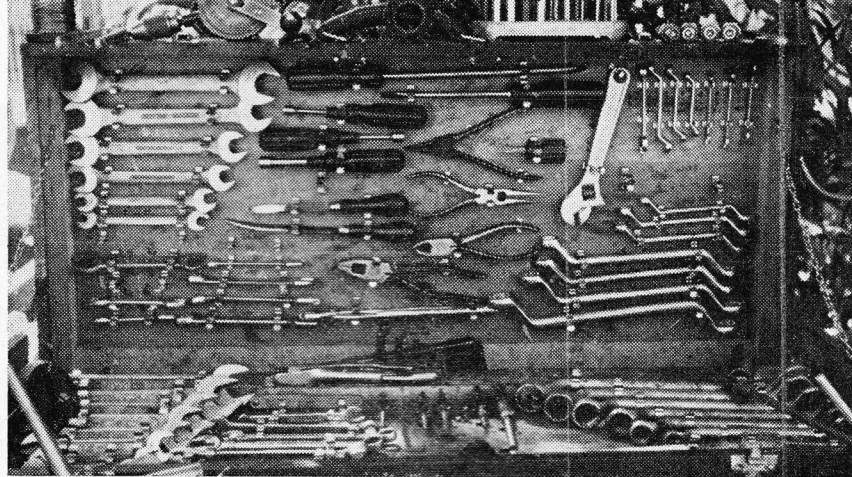
DENNIS TAYLOR's Cooper-Climax, which crashed in practice at Crystal Palace, is not so badly damaged as was first believed. It should be ready for racing again within a few days.



"LOOK AT MY CUP!": Proud little Jane England, 8-year-old daughter of "Lofty", with the Silverstone Production Car race Trophy which Ivor Bueb won for Jaguars.



"Damned laps of honour—ought to be abolished!"



GIUSEPPE FARINA has already covered over 40 laps at Indianapolis with the Ferrari-Bardahl Special in qualifying trials. Russo in one of the revamped Novi Specials, described in this issue, is said to have broken McGrath's old circuit record at approx. 146 m.p.h.!

A LEATHER wallet containing papers of importance to its owner, J. Joss, was lost at Brands Hatch on Sunday last, between 12 and 1.30 p.m. Anyone able to supply information is asked to contact Mr. Joss at 1 Old Manor Yard, London, S.W.5 (VIC 4444).

THEY SAY that two Russian cars are to take part in the Swedish G.P. on 5th August, and in a subsequent Danish fixture.

ALL races on the Mar del Plata road circuit in South America have been cancelled following accidents there on 29th April in which six people were killed.

THAT race in Louis Rosier's home town, Clermont Ferrand, due to be held on 10th June, has been cancelled owing to the usual difficulties of complying with safety regulations.

THE Shell Grand Prix on the Imola circuit, due to be held on 3rd June, has been postponed until 23rd September.

THAT all-ladies' contest at Como in Italy, which included the Como-Lieto Colle hill-climb, was won by Gilberte Thirion in a 300SL Mercedes-Benz. Miss Gilberte also won the hill-climb with a time of 4 mins. 41.6 secs., beating Anna-Maria Peduzzi's best with a Zagato V8 Fiat in 5 mins. 3.2 secs.

JACK BRABHAM is expected to take delivery of the first F2 Cooper-Climax. The popular Australian hopes to race it "down under" towards the end of the year.

ROY CLARKSON, busy sailing his recently acquired fishing smack, is going to dispose of his very rapid, Ferrari-like Morgan, which shook the French at Montlhéry last year.

A PROMINENT British manufacturer has approached Amedée Gordini with a view to assisting in the development of a new high-performance machine. "The Sorcerer" may adopt the role of consulting engineer to the project.

STAN JONES's newly acquired G.P. Maserati was landed in Melbourne on 12th May. It is not yet known when it will appear at its first meeting, but his duels with Hunt are awaited with interest.

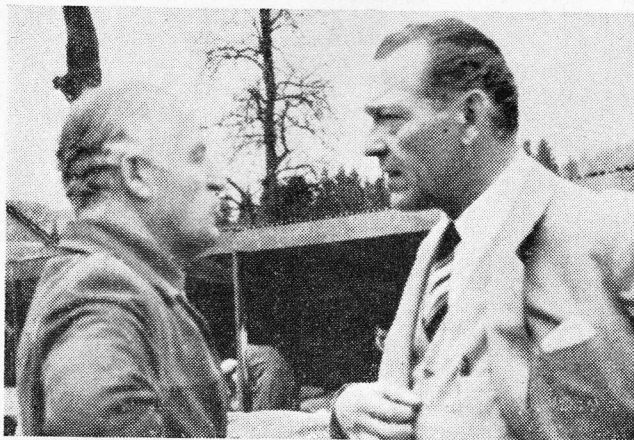
SPORTS NEWS

AUSTRALIAN MOTOR SPORT RIFT

FOLLOWING the establishment in Australia of the New South Wales Council of Combined Motor Clubs, a "break-away" body from the Confederation of Australian Motor Sport, the country's central authority, the R.A.C. has appealed to both organizations to heal their differences. The R.A.C. "believes that the interests of Australian motor sport are best served by one authority and does not find a case for a separate organization in New South Wales".



LEADING FOR SCOTLAND: (Above) Desmond Titterton and Ninian Sanderson well ahead in the recent Spa Production Sports Car race with their Ecurie Ecosse D-type Jaguars. Sanderson won, while Titterton broke Farina's old sports car lap record for the famous Belgian circuit.



(Left) 1954-1955 Mercedes G.P. driver Karl Kling (left) was at Spa, watching over the Mercedes private runners. With him is Max Thirion, father of Belgian woman driver Gilberte Thirion.

CASTLE COMBE

THE following statement was recently issued by the Castle Combe Committee of the Bristol M.C. and L.C.C.

"It was decided at the club General Meeting on 17th April to ratify the recommendation of the Castle Combe Committee to cancel the race meeting at the circuit on 6th October.

"The main cause of this decision was the very high cost of the provision of the safety precautions required by the R.A.C., and the fact that the club lost a considerable sum of money on the International meeting last October.

"We are fully aware that spectator safety precautions are advisable, but at the same time, recent events on other circuits have suggested that in their present form they may endanger the safety of drivers, and if this should prove to be so, the existing requirements may have to come under review again at a later date. In this event it may well be ill advised to spend a large sum of money at present.

"The Committee have spent a great deal of time, and a lot of work has been done by its members, in an effort to explore every avenue before coming to the decision to cancel the event, but unless some sponsorship or other means of raising capital can be found, it is not possible to proceed with plans for future large scale meetings for the present. In the meantime we hope to use the circuit for some of our closed to club events."

SURPRISES were sprung in the recent Naples G.P., when the Ferraris retired, Manzon (Gordini) coming through to win, with British driver Horace Gould (here leading) second in his Maserati.

BELGIAN GRAND PRIX

FANGIO and Moss are due to meet each other again in the Belgian G.P. on the very fast Spa-Francorchamps circuit on 3rd June. A Formula 1 race counting for the World Drivers' Championship, it has attracted full entries from Officine Maserati and the Scuderia Ferrari, while Vanwall and B.R.M. are expected to represent Britain. Ferrari

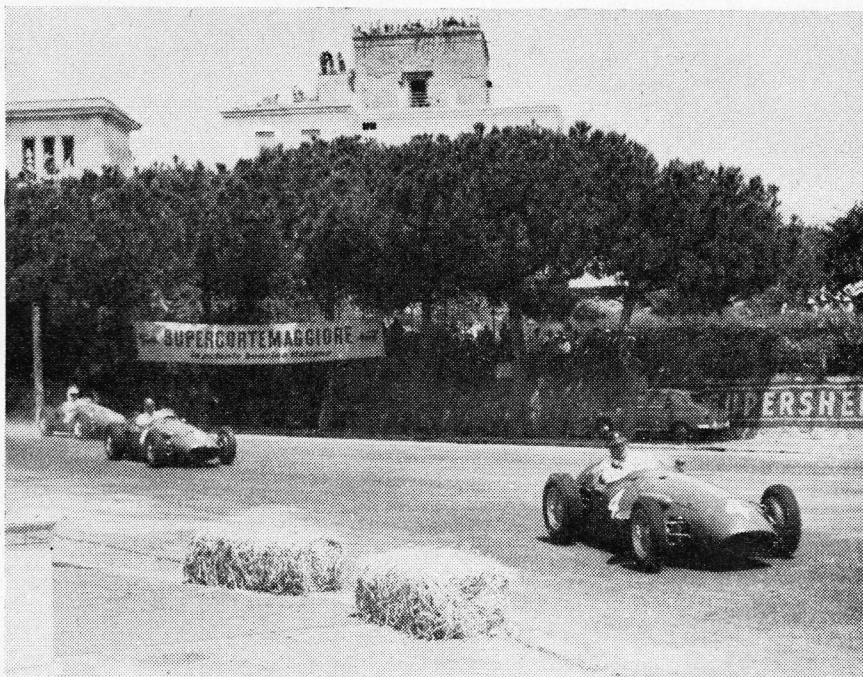
drivers will be Fangio, Castellotti, Collins and Musso, although Olivier Gendebien, Belgian member of the team, may be given a drive on his home soil, while Moss, Behra and Perdisa are down to drive the works Maseratis.

MELBOURNE MOTOR SHOW

THE 1956 Melbourne International Motor Show was held in April, this being the first Australian exhibition of the Citroën DS19 Goddess, the 2.4-litre Jaguar and the Simca Versailles Vedette. M.G. did not exhibit this year, there being practically a non-existent quota for Australia due to dollar demands. Australian-built General Motors Holden continued with the same model, although a change is expected later in the year. Reg Hunt's G.P. Maserati was an outstanding exhibit, being completely enclosed in a plate glass case on the K.L.G. sparking plug stand.

JAGUARS AT RHEIMS

PAUL FRÈRE, Ivor Bueb and Lofty England were busy out at Rheims last week, making preliminary tests with two D-types in readiness for the Rheims 12 Hours and Le Mans. Two cars, one with fuel injection, the other with carburettors, were used, and Frère in the latter lapped at just over 124 m.p.h.



1,000 KMS. AT NÜRBURGRING

THE big International sports car race to be run over 44 laps of the 22.81 kms. Nürburgring this Sunday, 27th May, has attracted an excellent International entry, with strong Italian, British and German representation. It is the second 1,000 km. race to be organized by the A.D.A.C. and counts for the World Sports Car Championship. There are classes for sports/racing cars of 1,101-1,500 c.c., and over 2,000 c.c., Production sports cars between 1,101-1,500 c.c., and Grand Touring production and special production touring cars of 1,001-1,300 c.c., 1,301-2,000 c.c., and over 2,000 c.c. categories.

Ferrari and Maserati teams are representing Italy, with Fangio, Castellotti, Collins, Musso, Trintignant and Gendebien as drivers of the former, and Moss, Behra, Taruffi, Perdisa, Schell, Manzoni and Pilette amongst drivers of the latter. Jaguar and Aston Martin are there with

CHANGES at Nürburgring in the interests of safety include these at the Schwedenkreuz, which is being altered to give sharper definition to the corner, in time for Sunday's 1,000 kms. race.

two cars each on behalf of Britain although the Aston team is considerably weakened in the absence of Reg Parnell. Roy Salvadori is reserve driver.

ENTRY LIST

Grand Touring Production and Special Series Touring Cars up to 1,300 c.c.: Porsche: Trenkel/X; Hofmann/von Saucken; Deutenberg/Jager; Jeser/Elmenhorst; Falk/Joch; Kling/Graf; Busch/Boes; Greger/X; Oesterle/X; Gunther/X. **Alfa Romeo Giulietta Sprint:** Felder/Endemann; Bonnier/

Mackay-Fraser; Stern/Noverraz; Ringgenberg/Walter; Pagani/Cagnana; K. Zeller/W. Zeller; Lang/Kuhnke; Carini/X.

Grand Touring Production and Special Series Touring Cars up to 2,000 c.c.: Porsche Carrera: Goetze/Sauter; Nathan/Kaiser; Brendl/X; Plaut/Zick; Shulze/X; Sailer/Wirtz; Persson/Kronegard. **Porsche 1500S:** Schiller/X. **Porsche 1600S:** Wittmann/Hampel. **Over 2,000 c.c.:** Mercedes-Benz 300SL: Riess/X; Zimmer/Jacobi; Zampiero/X; Martenson/Engvall. **Mercedes-Benz 220S:** Bauer/Hecks; Rainer/X. **Ford Thunderbird:** Isenbugel/Rathjen.

Production Sports Cars up to 1,500 c.c.: Porsche Spyder: Helfrich/Nocker; Seidel/Glockler; Lautenschlager/Fischer; Kretschmann/X; Kochert/Vogel; **Equipe Nationale Belge:** Buff/X. **M.G.A.:** Fitzwilliam/Carnegie.

Sports Racing Cars up to 1,500 c.c.: Porsche: von Frankenberg/Hermann; von Trips/X; M. May/P. May; Busch/Schwaneberg. **Maserati:** Schell/Manzon; Giardini/Pilette; Beels/Tak. **Kieft:** Trouis/X. **Oscar:** Cabianca/Maglioli.

Sports Racing Cars over 2,000 c.c.: Ferrari: Fangio/Castellotti; Trintignant/Gendebien; Musso/Collins; Wharton/X. **Maserati:** Moss/Behra; Taruffi/Perdisa; de Graffenried/X. **Jaguar:** Hawthorn/Titterton; Hamilton/Frère. **Aston Martin:** Brooks/X; Walker/X.

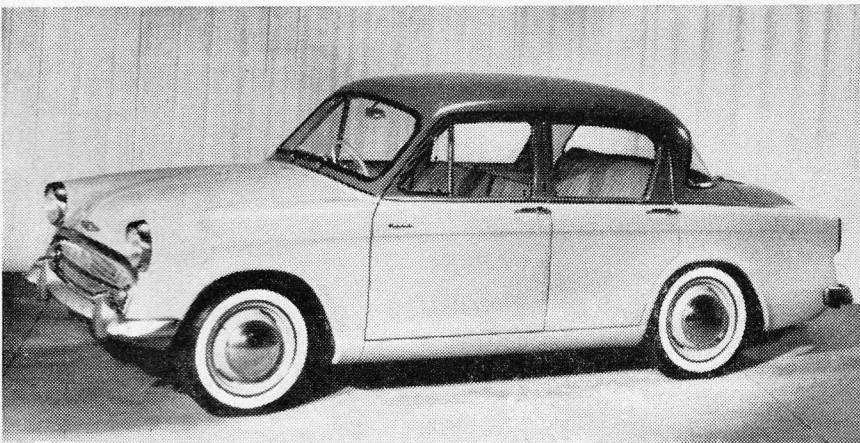
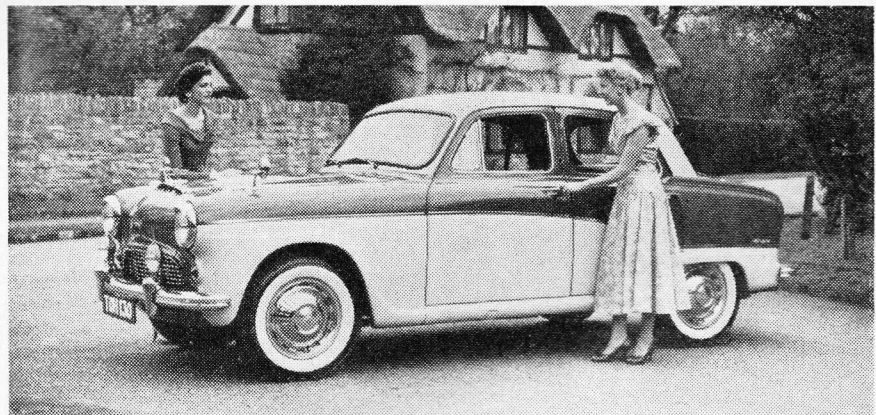
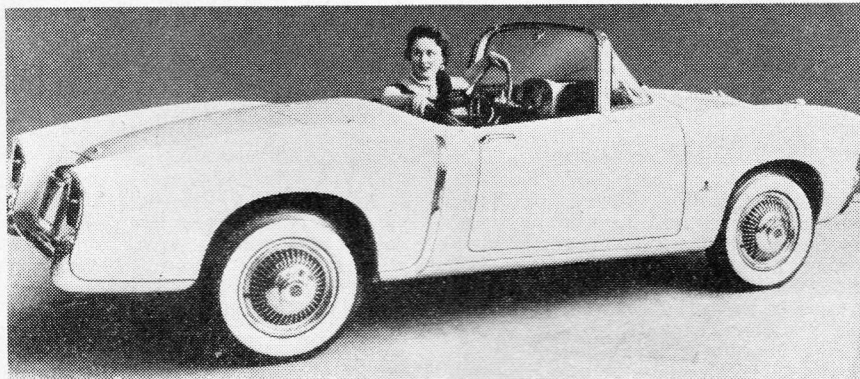
LIGHTWEIGHT OVERDRIVE

THAT the new Sunbeam Rapier scored notable successes in the Mille Miglia and the Tulip Rally is now well known. It is of interest that the successful cars were fitted with the latest Laycock type

NEW MODELS from home and abroad. Above is the first Fiat 1100 TV Spyder to arrive in this country, its contented new owner having just taken delivery from Fiat distributors J. Davy, Ltd., of Kensington.

(Right) This is the new high-performance Austin "A105" luxury saloon, a 102 b.h.p. car capable of close on 100 m.p.h. It has a 2.6-litre, 6-cylinder o.h.v. engine, and costs £739, plus £370 17s. P.T., in Britain, with two-tone finish.

(Below) And this is the latest from Rootes, the new Hillman Minx, available in three versions. The 1,390 c.c. four-cylinder o.h.v. engine gives 51 b.h.p. Prices are De Luxe saloon, £515 plus £258 17s. P.T.; Convertible, £565 plus £283 17s. P.T.; Special Saloon, £498 plus £250 7s. P.T.



"D" positive overdrive. With this fitment, operating on top gear, all changes are fully power-sustained, giving positive engine braking at all times, an important factor in competition use. The entire unit weighs 19 lbs., and has been developed for use with cars in the 8 to 12 h.p. ranges.

TURIN G.P. OFF

Too late for last week's issue came the announcement that the Turin G.P. in Valentino Park, due to be run last Sunday, was indefinitely postponed owing to the late withdrawal of both the Maserati and Ferrari teams.

BASIL DE MATTOS has been elected to the Board of Directors of Laystall Engineering, Ltd.

● WHIT WEEK-END SPORT

Saturday at Snetterton

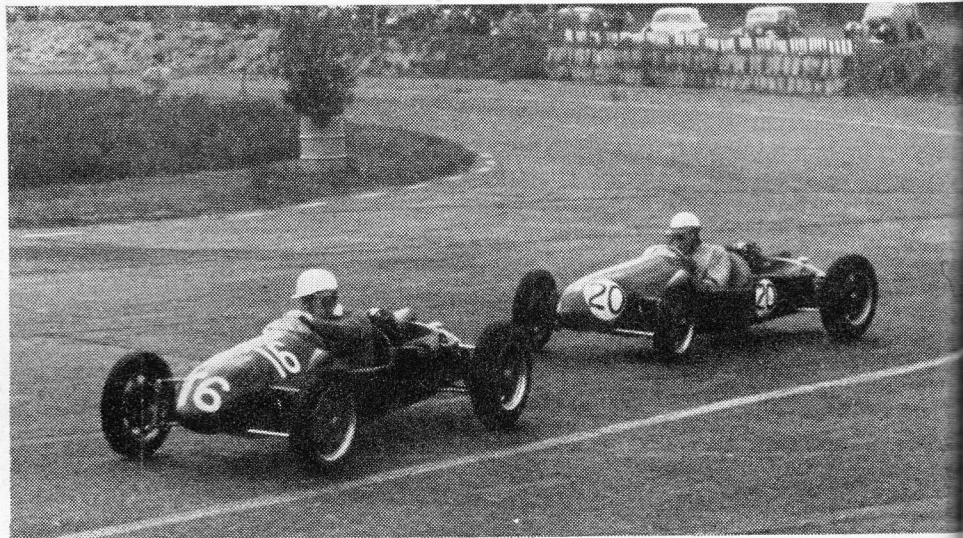
John Dalton (Austin-Healey) Wins "Double Twelve" Trophy

THAT the National meeting at Snetterton on Whit Saturday was not particularly exciting was hardly the fault of the organizers, the West Essex C.C. Indeed, it was unfortunate that they had been given this date in the calendar, since, with three other meetings over Whit week-end in the more immediate vicinity of London, and practice for two of them taking place on the Saturday, entries were bound to be low. The organization itself, however, was of a high standard, and the programme was run through and finished on time.

The "Double Twelve" Trophy, the main event of the day, was run in two heats and a final. This was a revival, on a somewhat different basis, of the "Double Twelve" race run at Brooklands in the late 'twenties and early 'thirties. At Snetterton, however, the "Twelve" were laps and not hours, the best performers in each handicap heat going on to the final of equal distance. It was a sports car race, everybody welcome, and with only two non-starters in the first heat, there were scarcely two cars alike from the smallest, M. G. Hofman's 847 c.c. M.G. PB-Lester, to the largest, S. J. Lawrence's 4.3-litre Bentley. From near the limit mark, Jack Sears, driving the wooden-bodied F.C.B., led for most of the time, but was eventually caught by the fast blue and white Austin-Healey of John Dalton, who led Sears home by some 10 secs.

The larger machinery appeared for Heat 2—Baillie's Jaguar D, Peter Whitehead's interesting new 3-litre Maserati and John Lawrence's ex-Ecurie Ecosse Jaguar C, although the last two were not entirely happy about the state of their brakes, Ogier's Tojeiro-Jaguar and the Cooper-Jaguars of Head and Mees, the latter ex-Bradnock.

Missing, though, were Woosley's Aston Martin DB2/4 and the Gilby Engineering DB3S, Roy Salvadori still being under doctor's orders. But, despite all these, the hottest tip at the shortest odds was for Archie Scott-Brown, who had with him the 2-litre Lister-Maserati. The same thought had obviously occurred to the timekeepers, for he started not far short of scratch.



Nevertheless, little things like that don't worry Archie, and from 14th place on lap 1, he flashed round at anything from 1 min. 52 secs. to 1 min. 49 secs., and climbed in meteoric manner past 13 cars in six laps before he had to start chasing the leading limit-man, W. S. Frost (Lotus-Climax). Meanwhile, Brian Naylor's 1½-litre Maserati had given up at the pits, and the radiator hose of Kyffin's Aston Martin DB3S burst at the Hairpin, the car coming to an abrupt halt giving a very fair imitation of an Icelandic geyser. It took Scott-Brown four laps to catch Frost and by the end of lap 10 he had two more in which to increase his winning lead to 16 secs., while Baillie had to be content to bring his D-type in third, half a minute behind the Lotus.

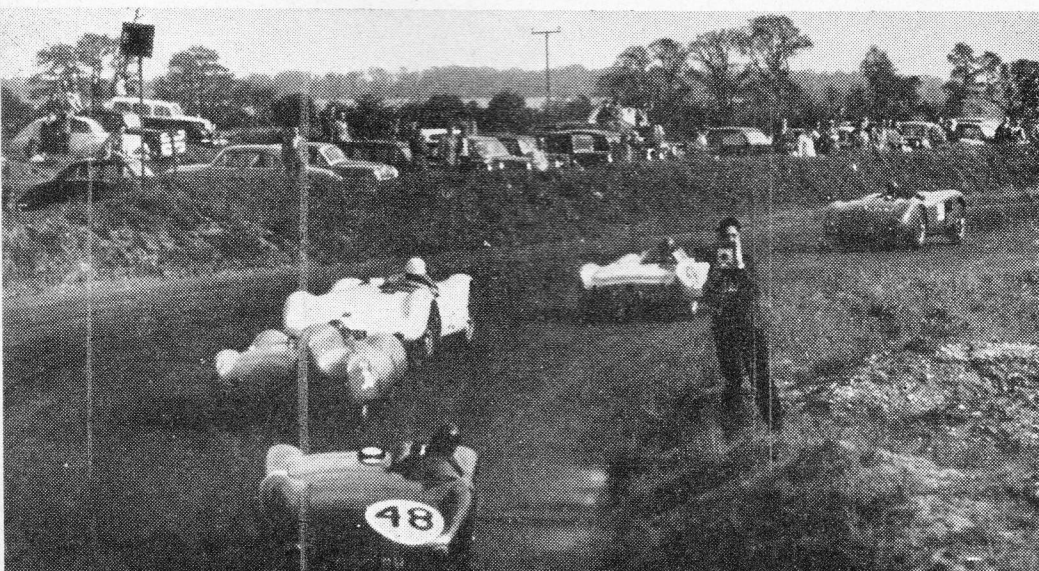
If one sat down for an hour and tried hard it would be difficult to list a more violently varied collection of cars than that which graced the grid for the "Double Twelve" final. Up in front, Beedie's M.G. TC and Sears's F.C.B.; at the back Baillie and Whitehead. But

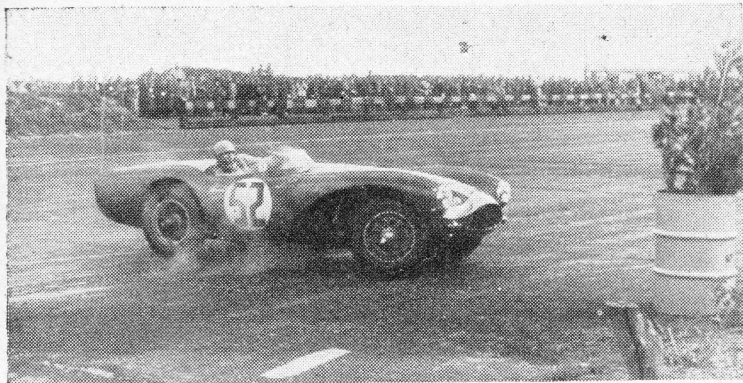
SURPRISE of the Formula 3 race was the way Tom Bridger led Jim Russell during the opening laps, but in this picture they are shown in their final order, at the Hairpin, with the 500 c.c. champion leading.

behind these two was yet another car, all on its own. The timekeepers had paid Scott-Brown an almost overwhelming compliment. They put him on scratch, 5½ mins. behind, 2½ laps in other words; behind C-types, D-types, Maseratis and Cooper-Jaguars! Well, let's face it, he didn't have much chance of winning from there over a dozen laps. But it certainly wasn't from lack of effort, and in spite of everything the Lister-Maserati finished in a very creditable 14th place, having caught 10 cars in the process. Among those unable to stand the strain were the Lotuses of Hall and Ashdown and Coe's TR2, while with such a varied field, with everybody running at such different speeds and cars up to 2½ laps behind others, nobody apart from the timekeepers quite seemed to know who was leading who. This included the commentators and, it appeared, the winner, for when John Dalton was flagged home and garlanded (and kissed!) no one seemed more surprised. However, having started on the same lap as the limit man, he steadily caught and passed 10 cars and, in fact, built a lead of 16 secs. over David Piper, who brought his Lotus in second, while Peter Whitehead managed a very speedy third place, conquering a stiff handicap in the process.

Of the two "one make" races, for Jaguars and Lotuses, the most interesting

THROUGH THE ESSES, in the second heat of the "Double Twelve" Trophy race, John Lawrence (Jaguar C-type) leads D. Parker (Lotus), Michael Head (Cooper-Jaguar), Keith Hall (Lotus) and Peter Whitehead (Maserati).





WHOOOPS! (left) Tom Kyffin's Aston Martin sliding broadside before retiring with a burst radiator hose. **WINNER** (above) of the "Double Twelve" Trophy race, John Dalton (Austin-Healey) leading R. J. W. Utley (Frazer-Nash) through the Esses.

was probably the former, despite the fact that there were but five starters and four finishers. The field was depleted by the non-appearance of Ogier, Esson-Scott and Peter Blond, who crashed his D-type on the way to the circuit, but luckily without injury to himself. Archie Scott-Brown, driving Manduca's C-type, was again favourite and, indeed, he started in fine form to climb to second place at half distance. Then, just as he was getting set to catch Playford's ex-Moss coupé, a plug lead came adrift, and that was that, which left the race to a somewhat astonished Lawrence (C-type), with Baillie (D-type) second and Playford third.

On the limit mark for the five-lap Lotus race were the Mk VI cars of R. N. Prior (M.G. engine) and J. Derisley (Ford engine) and following behind a collection of Mk. VIIIs, IXs and XIs. Prior, however, went rather faster than the handicappers expected, and led from start to finish, while Keith Hall (Mark XI Climax) drove extremely well and unexpectedly passed Lumsden (Mk IX Climax) into second place at the back of the circuit on the last lap.

The Formula 3 event was notable for the fact that Snetterton's own Jim

Russell, driving a works-entered Cooper, had to be content with second place behind Tom Bridger for the opening laps. But by half-distance the British 500 c.c. Champion had gained a lead which he never relinquished. Running concurrently, the race for J.A.P.-engined cars was won by Sir T. Beevor, Bt., after Don Iszatt had slid wide on a corner and dropped several places, and the award for the best home-built car went to Jack Moor's Wasp.

The day closed with a saloon car handicap over 10 laps, in which J. K. Bell's Morris Minor, with Alta o.h.v. head, went indecently fast and cornered terrifyingly quickly on its door handles, to win from G. H. Grace's renowned Riley. Grace started a lap behind the seven cars he had to catch and he passed them without fuss or undue effort at a rough average of one per lap. Dr. G. C. Shepherd had his Mercedes 300SL, but he also had a handicap of 6 mins., which meant that the limit cars were well into their third circuit by the time he left the line, so his final sixth place was quite good going. The one and only lady driver of the meeting, Miss Patsy Burt, drove her Aston Martin DB2/4 to good effect and climbed

steadily through the field to take fourth place behind Hales's Anglia.

MAXWELL BOYD.

Results

"Double Twelve" Trophy Race. Heat 1 (12 laps): 1, J. F. Dalton (Austin-Healey), 75.76 m.p.h.; 2, J. W. N. Bunbury (F.C.B. Mk. D); 3, J. Lowery (Lotus-Ford).

Heat 2 (12 laps): 1, W. A. Scott-Brown (Lister-Maserati), 87.25 m.p.h.; 2, W. S. Frost (Lotus-Climax); 3, I. B. Baillie (Jaguar D).

Final (12 laps): 1, J. F. Dalton (Austin-Healey), 78.83 m.p.h.; 2, D. R. Piper (Lotus-Climax); 3, P. N. Whitehead (Maserati). **Fastest lap:** W. A. Scott-Brown (Lister-Maserati), 1 min. 49 secs. (89.17 m.p.h.).

Formula 3 and J.A.P. engines (10 laps). Formula 3: 1, J. Russell (Cooper), 81.96 m.p.h.; 2, T. Bridger (Cooper); 3, P. Robinson (Cooper). **J.A.P. engines:** 1, Sir T. Beevor, Bt. (Cooper), 77.06 m.p.h.; 2, A. E. R. Beck (Cooper); 3, R. T. Spreckley (Cooper Spl.).

Jaguar Handicap (10 laps): 1, J. Lawrence (XK 120C), 83.84 m.p.h.; 2, I. B. Baillie (D-type); 3, R. Playford (XK 120 Hardtop). **Fastest lap:** W. A. Scott-Brown (XK 120C), 1 min. 53 secs. (86.02 m.p.h.).

Lotus Handicap (5 laps): 1, R. N. Prior (Mk. VI M.G.), 73.21 m.p.h.; 2, K. Hall (Mk. XI Climax); 3, P. S. Lumsden (Mk. IX Climax). **Fastest lap:** K. Hall, 1 min. 54 secs. (85.26 m.p.h.).

Saloon Car Race (10 laps): 1, J. K. Bell (Morris Minor), 61.02 m.p.h.; 2, G. H. Grace (Riley); 3, D. J. Hales (Ford Anglia). **Fastest lap:** Dr. G. C. Shepherd (Mercedes 300SL), 2 mins. 4.0 secs. (78.39 m.p.h.).

MUSY (MASERATI) WINS AT CHIMAY

*Duncan Hamilton (Jaguar) Runner-up—
Graham Whitehead (Aston Martin) Third*

DRIVING his 3-litre Maserati, the Swiss driver Benoit Musy won the Grand Prix des Frontières at Chimay last Sunday, from Duncan Hamilton (D-type Jaguar) and Graham Whitehead (DB3S Aston Martin). The Belgian, Goethals (Porsche Spyder) won the under 2,000 c.c. category from his compatriot Roger Laurent (Ferrari).

Unhappily there occurred a tragic accident, when Chris Threlfall (Tojeiro-Bristol) and Caillet (Maserati) collided, after the last-named lost control of his car at a corner. The Maserati hurtled over the safety ditch, and, landing amongst the spectators, caught fire. In all, four persons lost their lives, and 13 were injured. Despite the possibility of panic, spectators managed to drag the injured Swiss driver from his blazing car. He was taken to hospital with minor burns, and Threlfall was treated for cuts and bruises. It was stated later that the spectators involved were in a non-permitted area.

At the start of the race, Hamilton took the lead, but was overtaken by

Musy on the second lap. These two continued to dominate the race, although the Maserati never lost its advantage. Musy, driving at a fantastic pace, lowered the lap record on several occasions, finally returning 3 mins. 51 secs. (169.402 k.p.h., 105.26 m.p.h.). Former record-holder was Jacques Pollet (2.5 Gordini), at 164.4 k.p.h. (102.17 m.p.h.).

The Swiss eventually won by 2 mins. 2.7 secs. from the Jaguar driver, both lapping the entire field. Graham Whitehead, in third place, was over a lap ahead of the fourth man, Meunier (Jaguar), who just pipped Lord Louth (Jaguar).

Goethals (Porsche Spyder) took the under 2-litre class after a battle with Roger Laurent (Ferrari). Laurent, setting fastest lap with 4 mins. 8.1 secs., forged ahead of the German car on lap 15, but had to stop at his pit after hitting the grass verge. Thereafter Goethals was never challenged. The John Claes Trophy was awarded to Legat (Veritas-Meteor), veteran of 25 races at Chimay.

Provisional Results

Over 2 litres: 1, B. Musy (Maserati), 22 laps (240 km.) in 1 hr. 26 mins. 36.7 secs., 102.9 m.p.h.; 2, J. D. Hamilton (Jaguar), 1 hr. 29 mins. 39.4 secs.; 3, A. G. Whitehead (Aston Martin), 1 lap behind; 4, Meunier (Jaguar), 2 laps behind; 5, Lord Louth (Jaguar), 2 laps behind; 6, K. Ahrens (Mercedes-Benz), 3 laps behind; 7, Marquariz (Ferrari), 6 laps behind.

Fastest lap: Musy, 3 mins. 51 secs., 105.26 m.p.h. **New Circuit Record.**

Under 2 litres: 1, Goethals (Porsche), 21 laps in 1 hr. 29 mins. 19 secs., 95.28 m.p.h.; 2, R. Laurent (Ferrari), 1 lap behind; 3, W. Seidel (Porsche), 1 lap behind; 4, G. Nixon (Cooper-Climax), 1 lap behind; 5, Herzet (Ferrari), 1 lap behind; 6, Legat (Veritas-Meteor), 2 laps behind; 7, Bianchi (Ferrari), 5 laps behind.

Fastest lap: Laurent, 4 mins. 8.1 secs., 98.00 m.p.h.

NO EVIAN!

MARCEL BECQUART tells us that owing to the attitude of various local authorities it will be difficult to stage the Evian-Mont Blanc rally. Consequently the Association Sportive de l'A.C. Mont Blanc have decided not to hold the event this year, as a reorganized rally would not be in keeping with the general character of this very sporting event.

THE membership of the B.A.R.C. reached 10,346 at the end of April, making it the largest motor sporting club in Britain and, it is believed, the world.

● WHIT WEEK-END SPORT

SUNDAY at BRANDS

*Formula 3, Sports Car and Racing Car Records
Broken — Wicken Sets New Course Record*

SUNSHINE, extremely close racing and records galore—that sums up Brands Hatch on Whit Sunday. The first record to fall was the figure for 500 c.c. cars, which was also the out-and-out course record. The new Brands Hatch champion is local boy George Wicken, and he got the scarlet Cooper round in the all but incredible time of 59.4 secs. (75.15 m.p.h.). It was a terrific performance, and looked as fast as it was.

It caused no surprise when Colin Chapman circulated faster than a sports car has ever done before. His Lotus registered 60.8 secs. (73.42 m.p.h.), which was attained in the race for 1,500 c.c. sports cars, and his record therefore applies to that category only. Then Archie Scott-Brown went almost as fast as Colin in the Lister-Maserati, which dealt a shrewd blow to the unlimited class record.

It may be imagined from the above that it was a day of dramatic racing. The programme started with the *Sporting Record Trophy*, an event for Formula 3 cars, in three heats and two finals. Heat 1 was led for the first three laps by Cliff Allison, who was then passed by Jim Russell. Jim led to the end, but a feature of the heat was the very fast driving of Harrison, who worked his way from the back of the grid to finish third. It was in the second heat that "Our George" did his stuff. Once he had dealt with Stuart Lewis-Evans, nobody could hold him, and he won as he liked. Don Parker, unfamiliar in a new white Cooper, was third. Tom Bridger had a glorious drive to win the third heat, after a monumental dice with I. E. Raby, and Ivor Bueb was third, saving his engine for the final.

The Farningham Trophy, for 1,200 c.c. sports cars, was led throughout by Cliff Allison, driving for Team Lotus. A. Stacey, also Lotus mounted, drove well in hot company, to come second, after Peter Gammon had been black flagged

CROSS - COUNTRY: Favourite training ground for F3 drivers, Brands Hatch has plenty of margin for error.

★

for a suspected suspension derangement, brought on by a grass cutting episode. Graham Hill, driving an unfamiliar car sensibly, was third in Equipe Endeavour's Cooper.

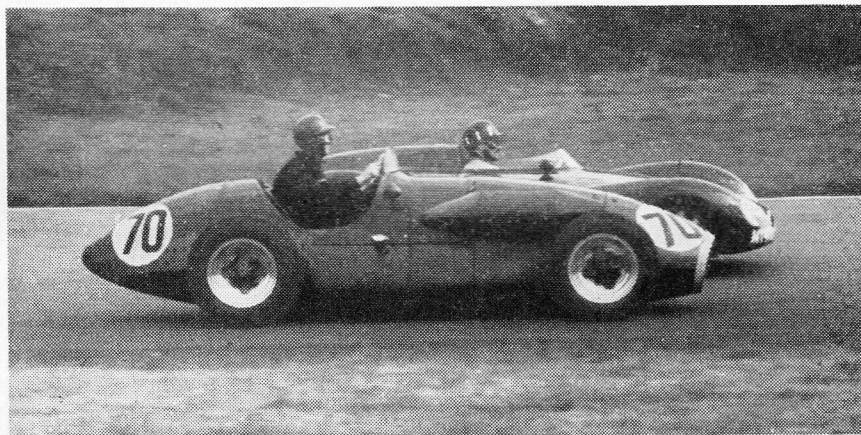
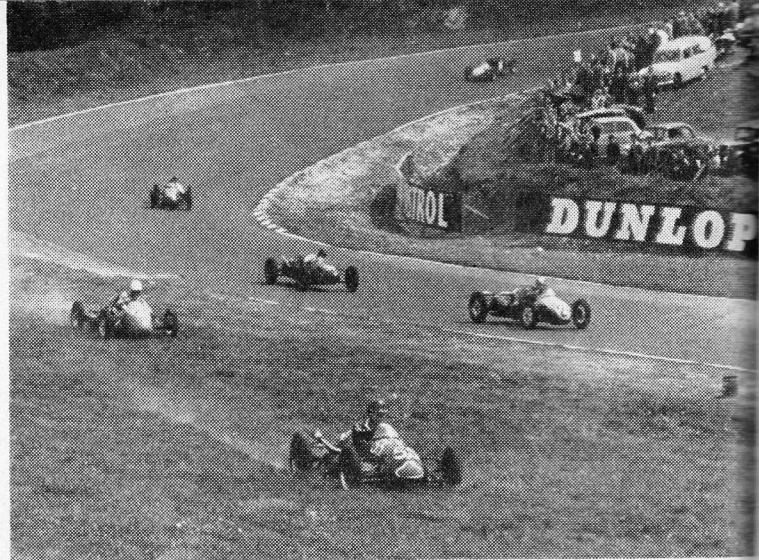
The "J.A.P. Race" was rather a procession this time. Henry Taylor led from start to finish, and over half the field fell by the wayside.

The 1,500 c.c. sports car race was, of course, a Colin Chapman benefit. Les Leston made the best start of the day, but was displaced first by Colin and then by Jack Brabham, who handled his Cooper impeccably. Archie Scott-Brown was fourth, in a Lotus that appeared to be short of brakes.

Then came the second final for the

500 c.c. cars, which was not particularly exciting. A. V. Cowley, in the new de Dion-axed Petty, had this one in his pocket with Jones's Kieft and Hobart's Martin behind him. Not a Cooper in the first three!

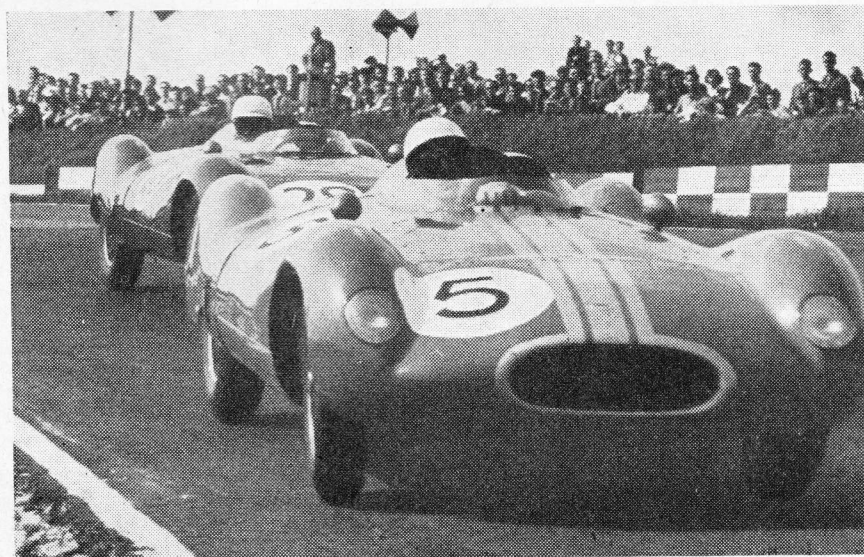
The Wrotham Cup Race, a handicap, was tremendously hard fought, and the crowd loved it. D. Shale, in a very fast Austin-Healey, led until the last lap from the limit mark, when he was passed by the scratch men, Les Leston (Cooper) and Archie Scott-Brown (Lister). Archie then took Les brilliantly on Clearways bend, but his engine faltered due to fuel surge a few yards from the chequered flag and Leston seized his opportunity. Last of all was the big Formula 3



TIMES CHANGE! Gibson in the old Formula 2 Connaught 2-litre racing car, finds himself passed by the current trend in sports cars—Graham Hill's 1,500 c.c. Cooper-Climax.

★

CLIMAX: (Left) Jack Brabham drove brilliantly in the 1,500 c.c. sports car race, and is seen about to take Leston and move into second place.



final. Stuart Lewis-Evans led for 13 of the 15 laps, when Jim Russell somehow scraped past at Druid's. Behind, George Wicken worked his way up to third place, after a lovely dice with Ivor Bueb and Don Parker. George's chassis was coming apart at the seams, however, and he was lucky to finish at all.

Good motor racing, and the inimitable Brands Hatch atmosphere, made this a most enjoyable meeting.

JOHN V. BOLSTER.

Results

"Sporting Record" Trophy Race. Heat 1 (10 laps): 1, J. Russell (Cooper), 71.54 m.p.h.; 2, C. Allison (Cooper); 3, R. E. D. Harrison (Cooper).

Heat 2 (10 laps): 1, G. Wicken (Cooper), 72.52 m.p.h.; 2, S. Lewis-Evans (Cooper); 3, D. Parker (Cooper). **Fastest lap:** Wicken, 59.4 secs. (75.15 m.p.h.). **New record.**

Heat 3 (10 laps): 1, T. Bridger (Cooper), 71.13 m.p.h.; 2, I. E. Raby (Cooper); 3, I. Bueb (Cooper).

Second Final (10 laps): 1, A. V. Cowley (Petty), 68.66 m.p.h.; 2, G. M. Jones (Kieft); 3, F. Hobart (Martin); 4, S. Foreman (Cooper); 5, C. G. Summers (Cooper); 6, H. D. King (Cooper). **Fastest lap:** Cowley, 62.2 secs. (71.77 m.p.h.).

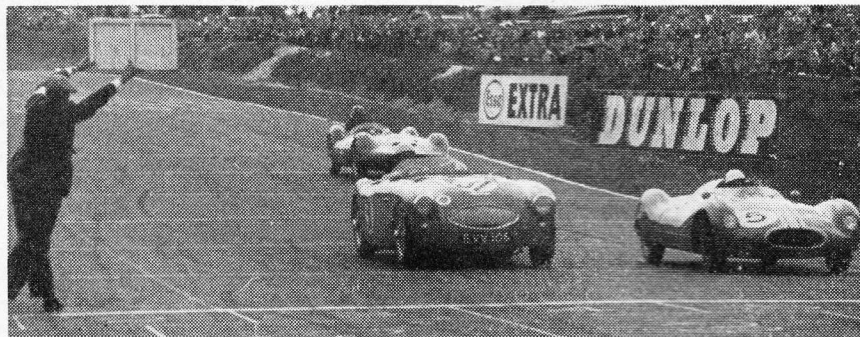
First Final (15 laps): 1, J. Russell (Cooper), 72.71 m.p.h.; 2, S. Lewis-Evans (Cooper); 3, G. Wicken (Cooper); 4, I. Bueb (Cooper); 5, R. H. Ham (Cooper); 6, D. Parker (Cooper). **Fastest lap:** Russell, 60.4 secs. (73.91 m.p.h.).

Sports Cars, under 1,200 c.c. (12 laps): 1, C. Allison (Lotus), 69.92 m.p.h.; 2, A. Stacey (Lotus); 3, G. Hill (Cooper); 4, R. Thackwell (Cooper); 5, R. Mackenzie-Low (Elva); 6, K. Hall (Lotus). **Fastest lap:** Allison, 63.0 secs. (70.86 m.p.h.).

J.A.P. Race (10 laps): 1, H. C. Taylor (Cooper), 68.36 m.p.h.; 2, S. Foreman (Cooper); 3, D. F. Iszatt (Cooper). **Fastest lap:** E. V. Koring (Smith 500), 64.0 secs. (69.75 m.p.h.).

Sports Cars, under 1,500 c.c. (12 laps): 1, C. Chapman (Lotus), 71.56 m.p.h.; 2, J. Brabham (Cooper); 3, L. Leston (Cooper); 4, W. A. Scott-Brown (Lotus); 5, A. Stacey (Lotus); 6, K. Hall (Lotus). **Fastest lap:** Chapman, 60.8 secs. (73.42 m.p.h.). **New Record.**

Sports and Racing Car Handicap Race (12 laps): 1, L. Leston (Cooper), 70.16 m.p.h.; 2, W. A. Scott-Brown (Lister-Maserati); 3, D. Shale (Austin-Healey); 4, P. R. Emery (Emeryson); 5, R. Mackenzie-Low (Elva); 6, G. Hill (Cooper). **Fastest lap:** Scott-Brown, 61.6 secs. (72.47 m.p.h.).



LAST LAP board goes out in the handicap race, just as Leston (Cooper) and Scott-Brown (Lister) catch Shale's Austin-Healey.

MONTLHERY 1,000 KMS.

JEAN BEHRA and André Simon will probably share a works Maserati in the 1,000 kms. de Paris sports car race at Montlhéry on 10th June. The Scuderia Centro-Sud are entering three Maseratis for this race, probably with Maria Teresa de Fillipis/Tomasi in a 1,500 c.c., José Behra/Scarlati in a 2-litre, and Sgorbati/Pucci in a 3-litre;

the drivers of the two latter cars may be shuffled around, however. Those two excellent Continental women drivers, Gilberte Thirion and Anna-Maria Peduzzi will also be there, sharing a new "Testa Rossa" 2-litre Ferrari.

GACON and Arcan, that Porsche pair who won the Lyon-Charbonnières Rally, repeated their success in the new 1,800 km. Rallye des Sept Provinces. Mmes. Blanchard/Chanal (Porsche) won the Coupe des Dames. This very sporting event included no less than 10 eliminating tests.

JOHN BOLSTER draws attention to A Threat to Special-Builders

ON 1st June, a Bill will be placed before Parliament which, if it goes through without amendment, will virtually put a stop to amateur car construction. The title, "The Finance (No. 2) Bill", sounds harmless enough, but in it is hidden a section which is dynamite.

In effect, and shorn of legal verbiage, it says that anyone who makes a car shall pay purchase tax on its wholesale value. Producing a car by assembling or completing the assembly of the parts, or constructing or completing the construction of the body, counts as "making" it. So does turning some other sort of vehicle into a car. The only amateur activity which is excepted is the reconstruction, conversion or adaptation of an existing car.

Another exception is "... unless he makes it in the course of a business which ordinarily includes the manufacture of cars". That, as I see it, could be a get-out for British Grand Prix racing teams, but it would not, one imagines, avail anybody who, although employed in the motor industry, built a "Special" in his spare time.

The legal complications are endless, for who is to decide at what point the reconstruction of an existing car becomes the making of a new one? Supposing one's Ford "Popular" suddenly sprouts a Lotus or Buckler frame, and then, in due course, appears with a Climax engine. At just what point does it become another vehicle? Furthermore, who is going to decide on its wholesale value, and can they slap another load of tax on it if they suddenly notice, when it overturns at Brands Hatch, that a de Dion rear end has subsequently been fitted?

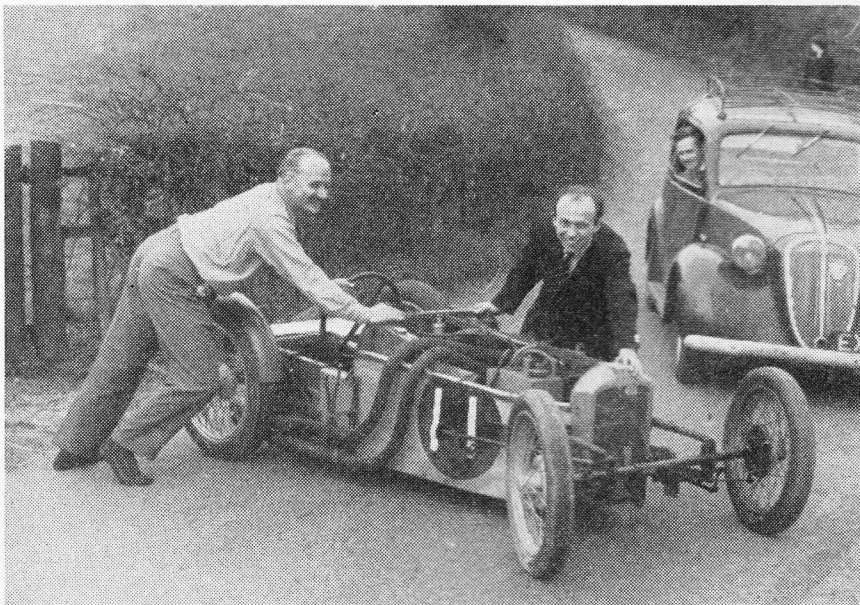
I would advise anybody who has, or is ever likely to have, the slightest interest in amateur car building or conversion, to buy a copy of the Bill. The

Finance (No. 2) Bill comes from H.M. Stationery Office, price 2s. 6d., and Clause 6 is the one that concerns us. I also think that it is most necessary to write to as many M.P.s as possible. If you write to your M.P. in a straightforward and reasoned manner, he is bound to take notice of the views of a constituent. So few people bother to write to their M.P.s that a useful shower of letters would make quite an impression.

This Bill is a dangerous one, because any keen young man who plays about with cars may accidentally go too far and be regarded as a constructor. It

encourages Gestapo methods, anonymous letters, and the "copper's nark", and heaven knows that we have enough of this already. How the wholesale value of a "Special" can be determined, I do not know, but who can risk building one under the shadow of this tax? The benefit to the Treasury will be negligible, and will probably be swallowed up in administrative charges. The lawyers must already be gleefully anticipating some lucrative test cases.

It was ever thus. Our legislators delight in destroying the sport of the young man with a mechanical bent. It is only when his skill in a Hurricane or Spitfire assures their survival that they appreciate him for a little while. I advise the Government to delete this ill-considered clause from their Bill.



AMATEUR special-builder of great renown himself, John Bolster recently brought his famous "Bloody Mary" out of retirement for a picture. Will the new Bill stifle the fun of building one's own car?

HIGH SPOT of the day was the tense duel fought by Colin Chapman and Mike Hawthorn in similar 1½-litre Lotuses in the first race.

WHILE no crowd records were broken at the B.A.R.C.'s Whit Monday Goodwood meeting, a gathering of some 20,000 at the ever-pleasant Sussex circuit saw lap records broken in two classes by Mike Hawthorn (Lotus-Climax) and Desmond Titterton (Jaguar) during the "Whitsun Hundreds" Trophy race, won by Titterton, after the Jaguar of his Ecurie Ecosse team-mate Ron Flockhart threw a tread on the last lap.

● WHIT WEEK-END SPORT

MONDAY AT GOODWOOD

Five races made up the programme, the sun being out well in time for Event 1, and shining strongly throughout the afternoon, to the pleasure of the public, whose proportion can best be described, in pre-war Brooklands parlance, as "the right crowd, and no crowding". They got the bulk of their thrills in the tigerish Hawthorn-Chapman inter-Lotus duel in Race 1, a 26-lapper for up to 1½-litre unblown sports cars. Both had 1,470 c.c. Climax-engined Lotuses, and both manifested an urgent desire for the lead. The result was racing at its best. Mike Hawthorn and Reg Bicknell (Lotus) were quickest away at the start, but Mike passed Bicknell on the inside at St. Mary's to lead, while Chapman lay third for a lap. Then he got going, caught Bicknell on lap 2, then whipped past Hawthorn on lap 3. Mike tried one side, he tried the other, and on lap 4, in the rush down the Lavant Straight to Woodcote, he took Chapman on the inside, the pair now amongst the tail-enders in the race.

Lap 5, and they whistled past "Pathfinder" Bennett's neat white Fairthorpe-Climax, one to his left, the other to his right, at Fordwater. And at Woodcote Chapman turned the tables on Hawthorn by taking him on the inside. Lap 6 and Mike repassed "out back", but Chapman swiftly retaliated, and this time his opponent tried to pass on the outside at Woodcote. Lap 8 and Hawthorn led. Lap 9 and it was Chapman. Lap

Desmond Titterton Wins the "Whitsun Hundreds" Trophy for Ecurie Ecosse—Exciting Hawthorn-Chapman Duel in 1½-litre Event — Bad Luck for Bob Berry

11, Hawthorn, and on lap 12 Chapman again. Just then Reg Bicknell, who had been holding third, dropped out, letting Brabham's Cooper up, followed by Cliff Allison's Lotus, the leading "1,100". And just then, also, Chapman and Hawthorn executed a joint waltz at Madgwick with military precision, contacted briefly, and shot off again.

Lap 14 and Chapman led, and Hawthorn slowed, stopped at the pits for a hasty examination of his car, then tore away again, now with Jack Brabham of Australia close behind. Meanwhile, A. J. Mackay's Cooper-Climax had turned over at Lavant, but fortunately without serious injury to the driver.

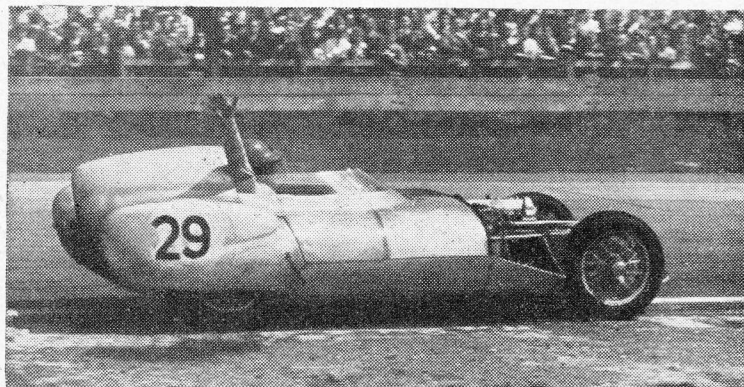
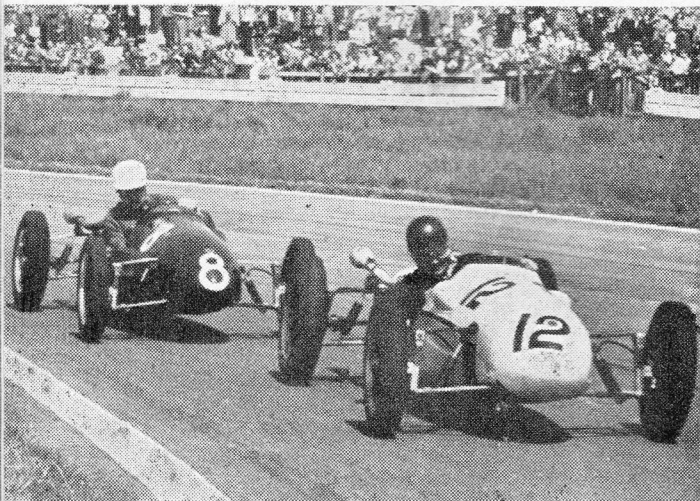
That Hawthorn/Chapman *pas de deux* at Madgwick broke up a magnificent fight, and from then on Chapman was unchallenged, winning at 85.88 m.p.h. from Hawthorn, Brabham and Allison, who won the 1,100 c.c. class. To drive home just how close in performance the duellists were, both shared fastest lap at 88.71 m.p.h.—a new class record.

After all that, Event 2, for 500s over 12 laps, was a comparatively poor affair, though not for want of effort by Jim Russell. After winning at Snetterton on Saturday, and at Brands Hatch on Sunday, he had no opportunity for practice

at Goodwood, so had to take a back row starting position. He soon remedied that little handicap, by eeling through the field into the lead before the chicane was reached on the first lap! He then steadily pulled away from his pursuers, Cliff Allison, Don Parker (driving a Jackson-entered Cooper), and Colin Davis in a not very happy Beart-Cooper.

On lap 4 Allison retired. On lap 6 Davis did likewise. Then on lap 7 Russell broke the monotony by performing the most elegant of spins at Lavant, letting Parker through into an unexpected lead. Rapidly resuming the race, Russell tore after him, got his lead back before the ninth round was run, and thereafter ran out an unassailable winner—for the third time this Whitsun. Meantime Eric Fenning and Reg Bicknell waged a stern battle in Staride and Revis respectively, the old Staride certainly earning its keep by getting into third place, and then having second unexpectedly drop in its lap when poor Don Parker stopped with a round yet to go.

The big sports cars came out next, for their 26-lap 100 km. "heat" of the "Whitsun Hundreds". Ron Flockhart in one of the Ecurie Ecosse D-type Jaguars sent up a strong rubbery aroma on his getaway, letting Bob Berry in



GOING IN: (Above) Reg Bicknell retires from the first race after holding third place, his Lotus in a "state of undress" at the front end. BRIEF LEAD (left) for Don Parker in Robin Jackson's Cooper in the F3 race, with Jim Russell at his tail after spinning at Lavant.

Johnny Broadhead's D-type into a fine lead. And nothing could displace Berry from that lead thereafter. Flockhart got up to second place and stayed there, despite a 21st lap alarum when he and Dicky Steed (Cooper-Jaguar) spun in unison at Madgwick. Jack Fairman in the H.W.M. which Mike Hawthorn was to have driven lay third initially, then yielded to the spirited attacks of Archie Scott-Brown in the 2-litre Lister-Maserati, and became embroiled in a scrap with Steed's Cooper-Jaguar. Desmond Titterington then interceded in this affair by passing both, and Fairman got past Steed again. Just when Scott-Brown had the 2-litre class, and third place in his pocket, a piston went in the Lister-Maserati, with two laps only remaining to be covered, so that Titterington, Fairman, Steed and Head (Cooper) all found themselves promoted a place in the final stages, while Cliff Davis (Lotus) took the 2-litre category.

To the Whitsun Trophy then, another 26-lap event, and the final for the up to and over 1,500 c.c. sports car disputants, with three *Formule Libre* cars—Bill Holt's Connaught, Birrell's Cooper-Bristol, and Horace Richards's H.A.R., as makeweights. Not so very long ago the idea of 1½-litre cars worrying the big stuff, such as Jaguar Ds, was laughable, but now design of the smaller cars has progressed to such a degree that really keen racing between the types results, without any resort to handicaps. Row 1 of the starting grid demonstrated that

laps, the latter got past Mike into second place.

All looked well for the Ecurie Ecosse until the final round, when leader Flockhart's car flung a tread from its nearside rear tyre. Easing up, Flockhart was passed, first by Titterington, then by Hawthorn, and had to rest content with third position. Hawthorn gave the 1,500 c.c. sports record another jolt by lapping at 89.26 m.p.h., while winner Titterington lapped at 89.44 m.p.h.—a new 3.5-litre class record. Cliff Davis's race had an exciting ending when excessive clutch slip deprived his engine of braking power at a crucial moment, sending the Lotus-Bristol straight through the chicane fencing.

The day's finale was fun, being a five-lap handicap for Vintage cars, which brought forth delicious variety in contestants, with Morin Scott's enormous white 8-litre Hispano-Suiza in marked contrast to two 1,100 c.c. Amilcars, two lofty Bentleys, Sir Francis Samuelson's 1914 T.T. Sunbeam, and a 1931 Le Mans Alfa Romeo. The Sunbeam, on the limit mark with Leo's 2-litre Lagonda, soon left it behind, the Alfa disappeared, and Scott's Hispano slewing excitingly, chased B. R. Eastick's Bentley vainly. The two healthy sounding Amilcars of Tozer and R. G. H. Clutton ran together for a while, bringing memories of old 200-mile races at Brooklands, when they were wont to dominate the 1,100 c.c. class. Many hoped to see Samuelson in the oldest car in the race evade his pur-

suers, but there was no denying Eastick's Bentley, which came through on the last lap to win by 2.8 secs. from the now smoking Sunbeam. The Amilcars managed third and sixth from late starting positions, G. H. G. Burton's well-known Bentley was fourth, and the vast Hispano fifth, in a popular race which sent everyone off in a good mood, to face the Whitsun traffic crush on Great Britain's 1956 roads.

C. POSTHUMUS.

Provisional Results

Event 1. Sports Car Race A, Unsupercharged cars up to 1,500 c.c. (26 laps): 1, C. Chapman (Lotus-Climax), 43 mins. 35.6 secs. (85.88 m.p.h.); 2, J. M. Hawthorn (Lotus-Climax), 43 mins. 53.2 secs.; 3, J. Brabham (Cooper-Climax), 44 mins. 35.2 secs.; 4, C. Allison (Lotus-Climax), 45 mins. 0.2 secs.; 5, M. G. H. MacDowel (Cooper-Climax); 6, A. E. Marsh (Cooper-Climax).

1,100 c.c. Class: 1, C. Allison (Lotus-Climax); 2, M. G. H. MacDowel (Cooper-Climax).

Fastest lap: Chapman and Hawthorn, 1 min. 37.4 secs. (88.71 m.p.h.). **New Class Record.**

Event 2. Formula 3 Cars (12 laps): 1, J. Russell (Cooper), 21 mins. 2.2 secs. (82.14 m.p.h.); 2, E. Fenning (Staride), 21 mins. 36.6 secs.; 3, R. G. Bicknell (Revis), 22 mins. 4.2 secs.; 4, D. Truman (Cooper), 22 mins. 4.6 secs.; 5, J. Somervail (Cooper); 6, M. G. Brackenbury (Cooper).

Highest Placed J.A.P.-engined car: M. C. Brackenbury (Cooper).

Fastest lap: J. Russell, 1 min. 42.6 secs. (84.21 m.p.h.).

Event 3. Sports Car Race B, Unsupercharged cars over 1,500 c.c. (26 laps): 1, R. Berry (Jaguar), 42 mins. 37.0 secs. (87.85 m.p.h.); 2, R. Flockhart (Jaguar), 42 mins. 57.0 secs.; 3, J. D. Titterington (Jaguar), 43 mins. 49.2 secs.; 4, J. E. G. Fairman (H.W.M.), 42 mins. 56.8 secs.; 5, R. D. Steed (Cooper-Jaguar); 6, M. W. Head (Cooper-Jaguar).

1,500-2,000 c.c. Class: 1, F. C. Davis (Lotus-Bristol), 44 mins. 5.0 secs.; 2, A. Moore (Lister-Bristol).

Fastest lap: R. Flockhart, 1 min. 36.8 secs. (89.26 m.p.h.).

Event 4. The Whitsun Trophy (Formule Libre) (26 laps): 1, J. D. Titterington (Jaguar), 42 mins. 43.0 secs. (87.65 m.p.h.); 2, J. M. Hawthorn (Lotus-Climax), 42 mins. 44.8 secs.; 3, R. Flockhart (Jaguar), 42 mins. 48.0 secs.; 4, E. W. Holt (Connaught), 44 mins. 5.2 secs.; 5, J. Brabham (Cooper-Climax); 6, R. D. Steed (Cooper-Jaguar).

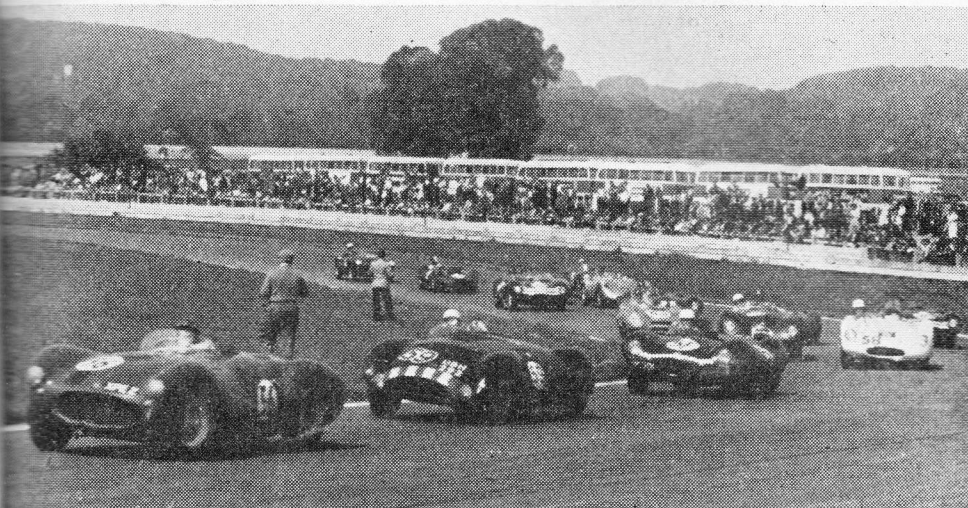
2,000 c.c. Class: 1, J. M. Hawthorn (Lotus-Climax), 87.59 m.p.h.; 2, E. W. Holt (Connaught).

Fastest lap: Titterington, 1 min. 36.6 secs. (89.44 m.p.h.). **New Class Record.**

Note: Hawthorn set new 1,500 c.c. sports car record in 1 min. 36.8 secs. (89.26 m.p.h.).

Event 5. Vintage Car Handicap (5 laps): 1, B. R. Eastick (1930 4½-litre Bentley), 11 mins. 22.8 secs. (67.21 m.p.h.); 2, Sir F. Samuelson (1914 3.3-litre Sunbeam), 11 mins. 25.6 secs.; 3, J. C. Tozer (1927 1.1-litre Amilcar), 11 mins. 41.0 secs.; 4, G. H. G. Burton (1927 4½-litre Bentley) 11 mins. 42.0 secs.; 5, H. F. Morin Scott (1924 8-litre Hispano-Suiza); 6, R. G. H. Clutton (1927 1.1-litre Amilcar).

Fastest lap: J. C. Tozer, 1 min. 52.8 secs. (76.60 m.p.h.).



well enough, with two Lotus-Climaxes—Chapman's and Hawthorn's, there in company with Berry's D-type and Holt's racing Connaught.

Berry made another fine start, while Chapman's equally brisk getaway terminated suddenly with a stripped second gear before the first corner was reached. That let Ron Flockhart and Mike Hawthorn up behind Berry, who was going beautifully until, alas, on round 2, the green Jaguar shot off the course at Fordwater, charged through a wire-mesh fence into a field, then burst through more fencing, turning end over end in the process. Bob Berry, fortunately, was thrown out, but suffered a broken ankle and other injuries—a poor end to a promising day's racing for him. Flockhart now went on to lead securely from Hawthorn's smaller Lotus, and Titterington's Jaguar, and after seven

BIG STUFF: (Above) Jack Fairman (H.W.M.) in pursuit of Bob Berry in the opening stages of the 26-lap race for over 1,500 c.c. sports cars. Behind are Dick Steed (Cooper-Jaguar) and Ron Flockhart (Jaguar).

DACHSHUND SPL.: (Right) Mike Anthony's new high speed racing car transporter, in Mercedes-Benz style, with elongated Vanguard chassis and TR3 engine.



● WHIT WEEK-END SPORT

MONDAY at CRYSTAL PALACE

Moss Wins F. Libre and Sports Car Races,
but Loses Anerley Trophy to Leston

THE Whit Monday sunshine even penetrated London's haze and blazed down on more than 30,000 people at the Crystal Palace circuit, enjoying an afternoon of record-breaking motoring. The Formula 3 lap record was broken twice, as was the sports car record, and Stirling Moss set up a new absolute lap record for the circuit in his own Maserati, the same car in which Mike Hawthorn established the existing record on 30th July last year.

The first heat for the F3 Redex Challenge Trophy Race was a runaway win for Stuart Lewis-Evans in the Beartuned Cooper. Westcott at first held second place, but spun at South Tower on the second lap and dropped to fifth place, finishing fourth. D. J. Strange in Johnny Broadhead's Cooper drove spiritedly to finish second, with Henry Taylor a close third. It was in this heat that Stuart Lewis-Evans first cracked the F3 record, with a lap at 75.36 m.p.h., compared to the existing record held jointly by Cliff Allison and Don Parker at 74.69 m.p.h.

Heat 2 was won by Ivor Bueb, also by a comfortable margin, from Eugene Hall, G. M. Jones, R. Barrett and S. Foreman, who kept fairly close company as they crossed the line. J. Brown (Staride) originally held third place, until his motor went sick on the third lap and he dropped right back.

There was fierce scrapping among the leaders in Heat 3, although the order remained from start to finish: Wicken Bridger, Raby. Wicken had recorded the best F3 practice time of all, in 65.8 secs. (76.08 m.p.h.), but Bridger held on to win all the way in the heat, crossing the line only one-fifth of a second behind, with Raby galloping in only 1.4 secs. later. No. 13, Iszatt, held fourth place at first, but he, too, had engine trouble, although he managed to nurse the car into fifth place behind C. W. A. Heyward.

With Lewis-Evans, Bueb and Wicken on the front row of the grid, the final could not be anything but exciting and a

FIRST AGAIN:
Stirling Moss continued his brilliantly successful season by winning the London Trophy in his G.P. Maserati.

battle royal raged from the flag fall between Lewis-Evans and Bueb. The latter was not just fighting for this one race but for permanent retention of the Redex Trophy, for this would be his third successive win. However, at Ramp Bend on the first lap, Lewis-Evans was just in front, but Bueb wrenched the lead from him before the end of the round, and kept it—just. All the 10 laps, Lewis-Evans tried to take him, but never quite managed it, and Bueb crossed the line less than a length in front. Wicken drove a good race and finished third, although never within striking distance of the leaders, while Raby, who had been driving consistently well, finished fourth. In their efforts, both Bueb and Lewis-Evans, shattered the lap record again in 66 secs. (75.82 m.p.h.).

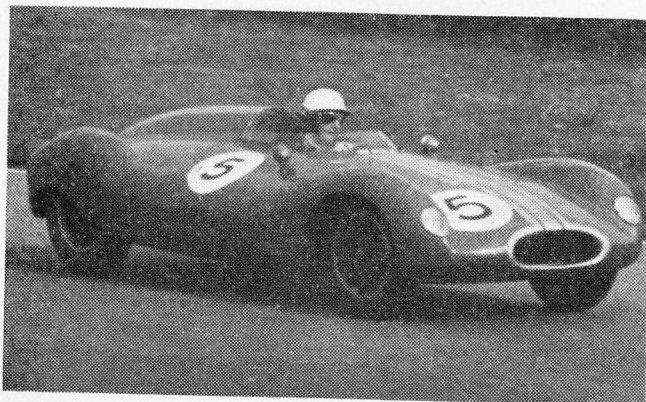
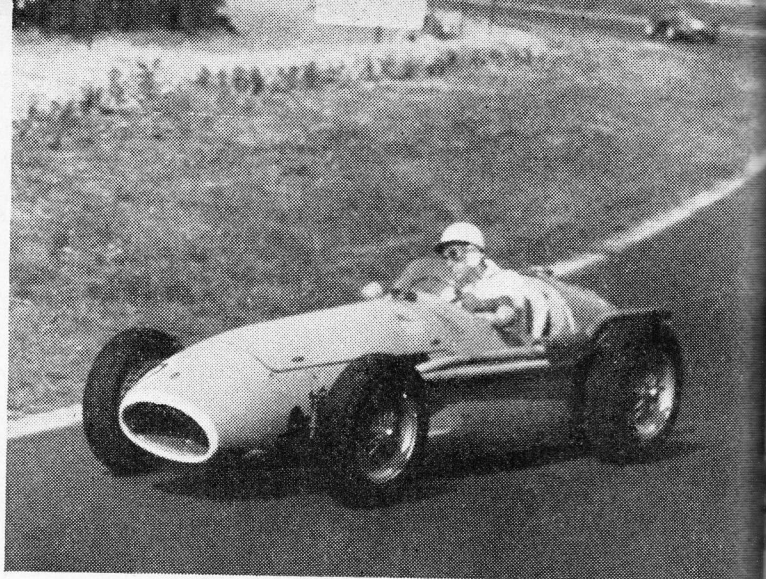
In the "Petit Prix" (to console those who failed to qualify for the final), Zains led initially, but dropped back to finish third, while victory went to P. R. Green (Staride) with Gerry Meharey second.

There were two races for sports cars up to 1,500 c.c., with an identical entry list for each. The Anerley Trophy race brought the first appearance of Stirling Moss, who after his Monaco G.P. victory was hot favourite. However, the amateur tipsters had not reckoned with one Les Leston in an identical Cooper-Climax, and it was Les who nipped saucily in front of Stirling at the first corner and stayed in front for the rest of the race. Try as Stirling might (and he did try hard), Les won by one-fifth of a second, and the two of them shared fastest lap in 66.4 secs. (75.36 m.p.h.), which effectively broke the sports car record set up last year by Roy Salvadori in a DB3S Aston Martin at 74.69 m.p.h.—and these were

1500s! Third place was unobtrusively taken by Graham Hill, driving deceptively fast in Tommy Sopwith's Mk. XI Lotus-Climax, with Peter Gammon fourth in another Cooper.

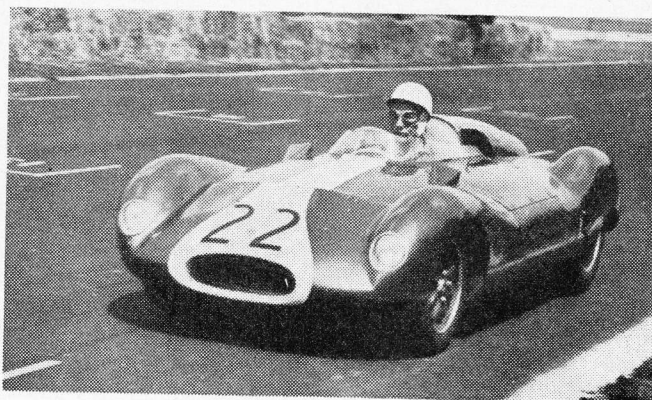
However, in the Norbury Trophy race a little later, Moss made sure that he was into the first corner first and it was Leston who never quite got past him. In fact, Stirling pulled out something of a lead, and was nearly three seconds ahead by the seventh lap, although actually winning by only 1.2 secs. Again Hill was third, comfortably ahead of Ronnie Moore, K. Hall and Peter Gammon. The latter had held fourth place for six laps, but seemed to lose power and dropped back. Moss's tiny car had upped the record still further in this race, to no less than 77.22 m.p.h.

The big race, for unlimited racing cars, looked to be a "Moss Benefit" and in fact was, although not such a walkover as many people had expected. Here was Moss with his own grey Maserati, almost the latest thing in Italian G.P. machinery, opposed by a group of obsolescent British Connaughts and Coopers, plus the odd "home-made" special such as Emery's Alta-engined Emeryson. And yet although Moss took the lead immediately, there was the closest harrying from the Emeryson and Bob Gerard's venerable Cooper-Bristol. So close, in fact, that Emery took the lead on the fourth lap, bringing the crowd to their feet with excitement. Stirling fought it back only to lose it again on lap 7 and briefly on lap 8, to take the flag just three seconds ahead of Emery, Bob Gerard being only another 3.8 secs. behind him. While this excitement had been going on, there was drama at North



ANERLEY TROPHY went to Les Leston in the Willment Speed Shop 1,500 c.c. Cooper-Climax, with Moss a very close second.

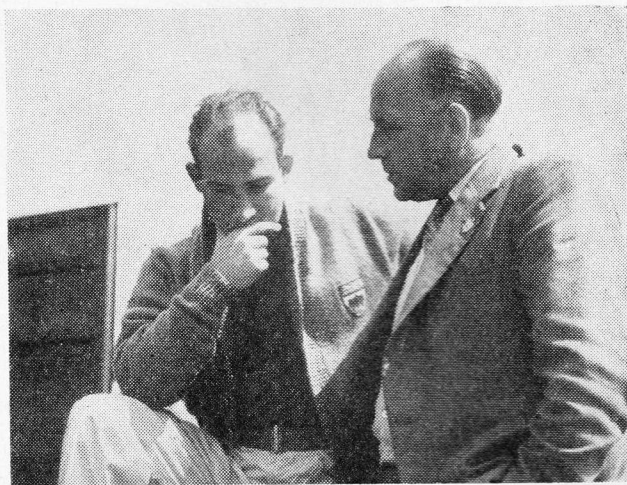
NORBURY TROPHY race, also for 1,500 c.c. sports cars, went this time to Moss (below), while Leston had to take second spot.



Tower Bend, where Reg Parnell, in Rob Walker's Connaught, had had a brake lock, slid, hit the retaining bank and turned over, spraying the spectators in fuel from a burst tank in a manner so spectacular as to evoke an un-Walkerley exclamation over the loudspeakers from the commentator at that point. Parnell, unfortunately, was taken to hospital with a broken shoulder, but although several spectators were treated for shock and one or two for fuel splashes in the eyes, no one else was seriously hurt.

Moss's win was only the half-way point in this race, for it was run in two parts, the aggregate time in the two races counting for the London Trophy. The second time, Emery and Gerard both led Moss into the first bend, only to be passed by the grey Maserati before the end of the lap. Moss led fairly comfortably for four laps, and then the Maser seemed to lose speed, while Moss glanced anxiously down into the cockpit. Emery took the chance and took the lead and the battle was on in earnest. Moss's car seemed to be back to normal again, but Emery was going great guns and led for two more laps to the delight of the crowd. On lap 9, Moss was leading again, but as he set off on his last lap, he was badly baulked at Ramp Bend by one of the tail-enders, and Emery managed to snatch a 50-yard lead out of the incident. So Stirling *really* had to get going and by pulling out all the stops, streaked after Emery, caught and passed him to win by just three-fifths of a second! But how that Emeryson motored! Bob Gerard had again been holding third place, but retired on the second lap with engine trouble, and George Wicken, in Alan Brown's Cooper-Alta, took a well-deserved third. Most creditably in fourth place, was W. F. Moss, in the famous near-vintage E.R.A., the ex-Raymond Mays R1A, which sounded in fine fettle after more than 20 years' service. When the times were

★
LUCK of the game: Moss and Parnell seen before the meeting, which ended in victory for Stirling and a broken shoulder for Reg.
★



analysed, it was found that Moss had raised the Crystal Palace lap record to 79.94 m.p.h. from Hawthorn's effort in the same car last year at 78.93 m.p.h.

STUART SEAGER.

Results

Redex Challenge Trophy (F3)

Heat 1: 1, S. Lewis-Evans (Cooper), 73.66 m.p.h.; 2, D. J. Strange (Cooper); 3, H. C. Taylor (Cooper); 4, J. F. Westcott (Cooper); 5, P. J. Mutton (Iota); 6, M. G. Thomas (Mackson).

Heat 2: 1, I. Bueb (Cooper), 72.76 m.p.h.; 2, E. Hall (Cooper); 3, G. M. Jones (Kieft); 4, R. Barrett (Cooper); 5, S. Foreman (Cooper); 6, P. A. Luke (Cooper).

Heat 3: 1, G. Wicken (Cooper), 71.63 m.p.h.; 2, T. Bridger (Cooper); 3, I. E. Raby (Cooper); 4, C. W. A. Heywood (C.H.S.); 5, D. F. Iszatt (Cooper); 6, A. V. Cowley (Petty).

Petit Prix: 1, P. R. Green (Staride), 67.13 m.p.h.; 2, G. F. Meharay (Cooper); 3, A. Zains (Cooper); 4, L. Lewis-Evans (Cooper); 5, R. Ham (Cooper); 6, T. H. Shaddick (Shaddick).

Final: 1, I. Bueb (Cooper), 74.65 m.p.h.; 2, S. Lewis-Evans (Cooper); 3, G. Wicken (Cooper); 4, I. E. Raby (Cooper); 5, E. Hall (Cooper); 6, D. J. Strange (Cooper).

New F3 Lap Record: I. Bueb and S. Lewis-Evans, 66.0 secs. (75.82 m.p.h.).

Sports Car Races

Anerley Trophy: 1, L. Leston (Cooper-Climax), 74.15 m.p.h.; 2, S. Moss (Cooper-Climax); 3, G. Hill (Lotus-Climax); 4, P. D. Gammon (Cooper-Climax); 5, R. Moore (Cooper-Climax); 6, K. Hall (Lotus-Climax).

Norbury Trophy: 1, S. Moss (Cooper-Climax), 75.55 m.p.h.; 2, L. Leston (Cooper-Climax); 3, G. Hill (Lotus-Climax); 4, R. Moore (Cooper-Climax); 5, K. Hall (Lotus-Climax); 6, P. D. Gammon (Cooper-Climax).

New Sports Car Lap Record: S. Moss, 64.8 secs. (77.22 m.p.h.).

London Trophy Race (Racing Cars, Formule Libre)

Part 1: 1, S. Moss (Maserati), 73.91 m.p.h.; 2, P. R. Emery (Emeryson); 3, F. R. Gerard (Cooper-Bristol); 4, G. Wicken (Cooper-Alta); 5, W. F. Moss (E.R.A.); 6, R. Gibson (Connaught).

Part 2: 1, S. Moss (Maserati), 74.31 m.p.h.; 2, P. R. Emery (Emeryson); 3, G. Wicken (Cooper-Alta); 4, W. F. Moss (E.R.A.); 5, R. Gibson (Connaught); 6, R. A. Searles (Cooper-Aston).

London Trophy (based on aggregate times): 1, S. Moss; 2, P. R. Emery; 3, G. Wicken; 4, W. F. Moss; 5, R. Gibson; 6, F. Head (BMW-Rover).

New Course Lap Record: S. Moss, 62.6 secs., 79.94 m.p.h.

● WHIT WEEK-END SPORT

Monday at Cadwell Park

CADWELL PARK in Lincolnshire is one of those small circuits where the weather either produces its best or worst—and Whit Monday, 1956, was favoured with the former for the mixed meeting of motor cycles and half-litre cars.

Finalists for the *Sheffield Telegraph* Trophy Race from scratch were decided in two heats. The first of these looked like being an interesting affair when at the start H. S. Howlett and E. T. Dawson leapt into the lead, with Sir Thomas Beevor appearing from the third row of the grid to take third position into the first turn. As the leaders appeared again along the top straight, he was challenging for second place with T. Taylor's Staride right on his heels. Alas, going into the back straight "esses" Beevor slid wide and the nose of the Staride met the side of the Cooper with an 'orrid crash. Both cars disappeared rapidly off the road, Beevor ending on the doorstep of the first aid tent and the unfortunate Taylor up the bank on the opposite side of the track, where the Staride remained poised on the edge of a miniature precipice for the rest of the

race, prevented from falling back on to the road only by the driver's toe beneath the wheel. After this excitement the remainder of the heat developed into a procession with the Coopers of Howlett and Dawson lapping steadily in first and second place.

In the second heat Pauline Brock's race ended early when her Norton engine refused to start after stalling on the line and J. R. S. Parker retired into the paddock on the second lap with an ailing J.A.P. Meanwhile, P. Robinson of the Ecurie White Rose was sitting happily in first place with his Cooper-Norton, with W. G. Harris's similar car in an equally happy second place, the gap between these cars hardly altering throughout the six laps.

In the final the question was whether Robinson could get to the front from a none-too-good grid position. Lap one ended with Howlett holding a precarious lead from Harris with Robinson trying hard in third place some way behind. Lap two and the leaders had changed positions and the gap between second and third man had decreased, while on the third lap Robinson had come up

into second place and Harris was back in fourth letting Dawson into the money. A lap later and Robinson was once again in the lead where he remained till the end of the race.

The handicap was well up to the usual Cadwell standard. Pauline Brock had fitted her J.A.P. engine into the Cooper and was started as limit "man" with the rapid Robinson on scratch. For three laps Pauline kept her lead despite the efforts of the mere men behind her, but on lap 4 she found herself behind Dawson and Howlett and a lap later the irrepressible Robinson was in third place. For the remaining four laps the order did not change, for in spite of all his efforts, Phil could not find the extra steam to gain second place and the little lady kept the other men at bay.

J. RICHARD ALEY.

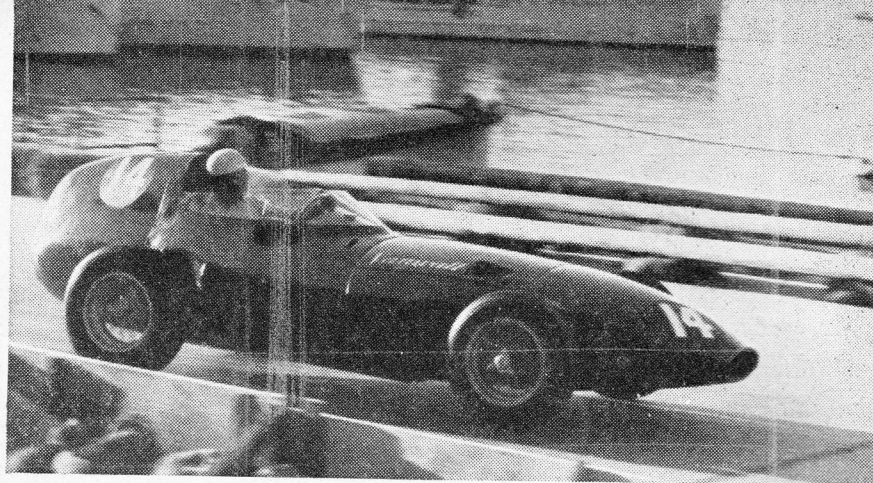
Results

"Sheffield Telegraph" Silver Trophy Race. Heat 1: 1, H. S. Howlett (Cooper), 7 mins. 46.8 secs.; 2, E. T. Dawson (Cooper); 3, S. Bloor (Cooper).

Heat 2: 1, P. Robinson (Cooper), 7 mins. 35.4 secs.; 2, W. G. Harris (Cooper); 3, J. Denley (Cooper).

Final: 1, P. Robinson (Cooper), 10 mins. 03.2 secs.; 2, W. G. Harris (Cooper); 3, E. T. Dawson (Cooper).

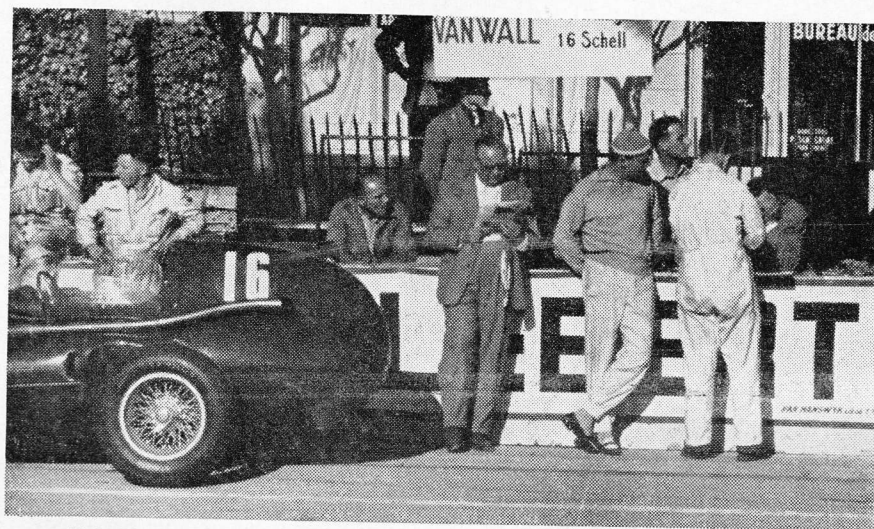
Handicap: 1, E. T. Dawson (Cooper); 2, H. S. Howlett (Cooper); 3, P. Robinson (Cooper).



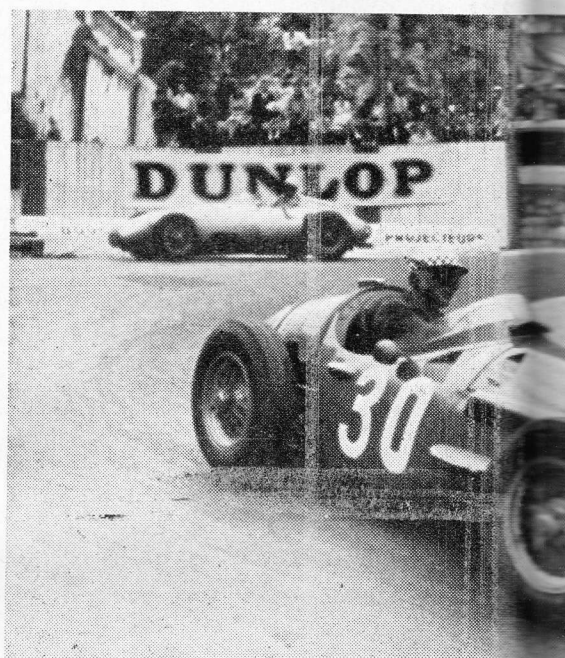
HAT

REBUFF to British hopes in last week's Grand Prix of Monaco came early when B.R.M. withdrew before the start, and both Vanwalls were eliminated before six laps were run. Above is Maurice Trintignant, last year's winner, in practice with one of the fuel injection Vanwalls.

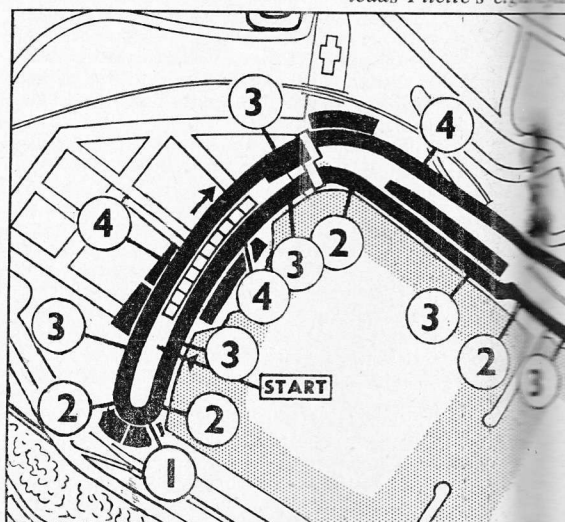
(Left) An early morning practice picture of Mike Hawthorn in his B.R.M., coming down from the Chicane to the tobacconist's shop corner by the harbour.



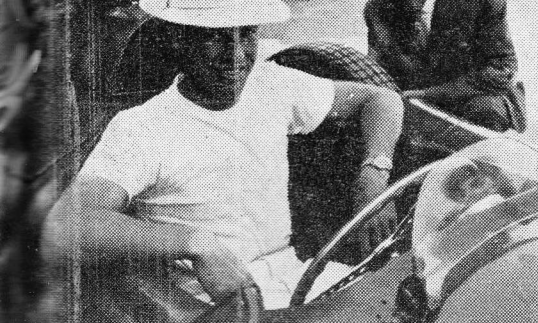
ALL IS PEACE at the Vanwall pit in this practice shot, showing Harry Schell's car, Tony Vandervell (busy reading AUTOSPORT's account of the Vanwall victory at Silverstone the week before), Harry Schell and others.



TROISIÈME: Jean Behra of France drove a none-too-... behind Moss and Fangio, despite a none-too-... leads Pilette's ei...



HIS FINEST HOUR in Formula 1 race came to Stirling Moss (left) when he led the Monaco G.P. from start to finish in a works Maserati. Here he takes a perfect line through a corner.



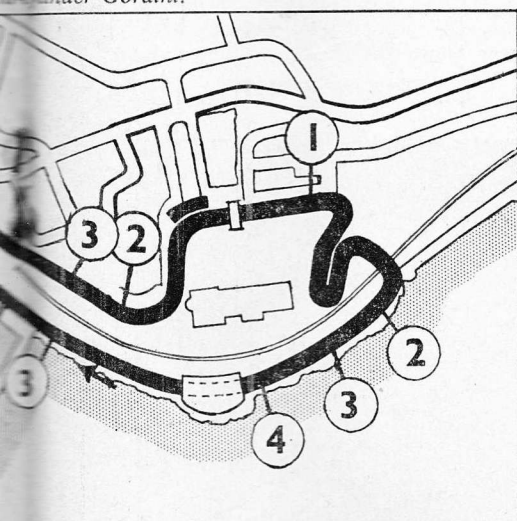
PETER COLLINS, FOR THE USE OF: A cheerful Collins in his Ferrari before the race.

dans la Cité"

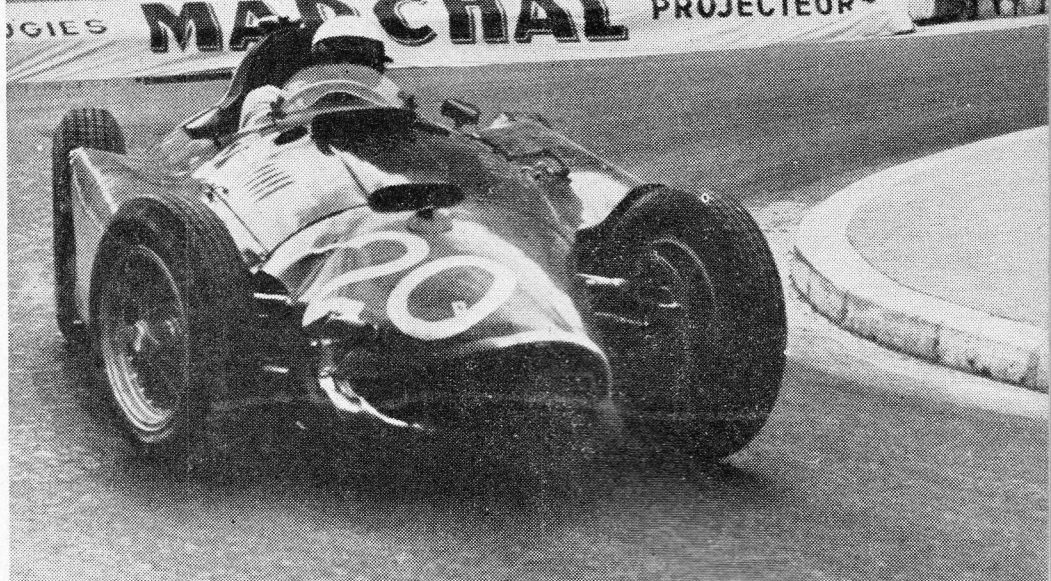
"Circuit with George Phillips's Camera



Excellent race without "exaggerations", to finish with a healthy engine in his works Maserati. Here he is in his Gordini.



(Above) Where Stirling Moss changed gear on the Monaco street circuit; ten changes per lap were made on his Maserati, which had four speeds only, to the other works cars' five.

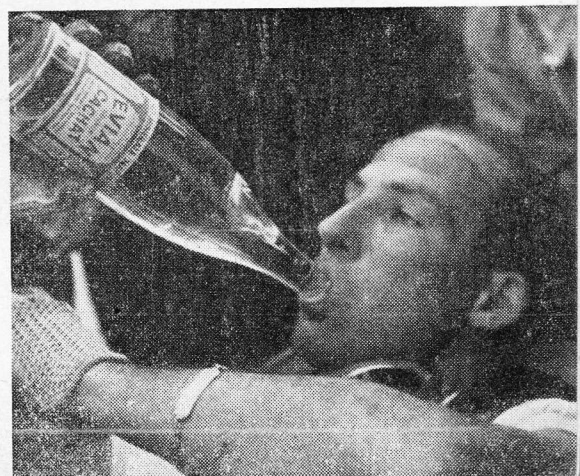


CAST-OFF: (Above) Despite clutch trouble, Eugenio Castellotti strives to keep going with the slightly shop-soiled Ferrari No. 20, after Fangio has finished with it, while (below) Fangio has taken on Peter Collins's nice undented one, to bring it through to the finish in second place.



PUZZLE — FIND THE WINNER: Stirling Moss and a few friends, two minutes after the race.

ON THE WAGON: (Right) Thirst quenching by S. Moss, Esq., while still in his race-winning Maserati.



Ready for Indianapolis:

THE FABULOUS NOVI_s

By Dr. VICENTE ALVAREZ



THE MEN BEHIND the 1956 Novi venture; Jean Marcenac (left), and Frank Kurtis.

A VISIT to Frank Kurtis's plant in Glendale, California, invariably proves interesting; there is always some iron on the fire in this renowned racing-chassis emporium and if you set the date for your call this time in the year—with the 500 Mile Race due in a few days—it's a safe bet that the iron will be a particularly "hot" one.

Frank Kurtis, the outstanding racing-chassis designer-builder of the United States, talks of his constructions with such an affection and—perfectly justifiable—pride that the fact transpires he is, first of all, a 100 per cent. race enthusiast. Kurtis's latest project consists of two offset "roadster" rear-drive chassis for the fabulous Novi motors. These three-litre, supercharged powerplants still stand as the fastest ever entered in the "500". However, the original front-drive chassis has been long since pronounced obsolete on account of excessive weight and poor acceleration.

The new Novi—complete—is estimated to weigh 200 pounds less than its predecessor. On the other hand, weight-transfer acting upon the rear-drive will considerably increase the rate of traction and, consequently, improve acceleration off the curves, which is an essential factor for speed in present-times Indianapolis. Lap-speeds of 145 m.p.h. might

be just commonplace in 1956. To attain such a mark, in spite of the unbeatable speed-limit at the four bends, pick-up characteristics must range in the "terrific" category. The conventional front-drive is not the ideal car for Indianapolis any more (though it was "the" car not so many years ago) and none of the few still running could qualify for the recent races.

The decision of putting the Novi motor on a rear-drive should perhaps have been made a few years ago, but it isn't late yet. The Novi is decidedly still ahead of the field in power output; in fact, chief-mechanic Jean Marcenac claims it has never been so "sharp" before, having passed all tests for fitness to satisfaction. To it is credited a horsepower well in excess of 600, and when Marcenac calls the Novi "the best racing engine ever built", he surely means something. A native Frenchman, Marcenac has been one of America's top race mechanics for the last 35 years; the Novi could not be in better hands. . . .

Evolution of the Novi

Generally considered the most glamorous racing outfit of present times in America, the Novis have earned a reputation for being the costliest cars ever, both in construction and maintenance. Expenses were no consideration in their development and, as a result, two cars were completed which summed up all standards of mechanical perfection, equalled only by the most disheartening spell of hard luck on the speedway through the last 10 years.

The Novi history can easily be traced back to 1946, when the late Ralph Hepburn drove the sleek, low-slung machine to a new lap record in the Indianapolis time-trials. Later in the race, Hepburn outsped the entire field hands down until he was forced out, with valve trouble, at 121 laps. This was the first appearance of the "Novi Governor Special" but, actually, the Novi engine had entered the picture five years earlier, in the 1941 "500". For this event, the brand-new three-litre motor,

designed by Leo Goossen, had been installed in one of the front-drive chassis which Harry Miller had built for Ford in 1935. It was a V8, with a centrifugal supercharger, fed by three Winfield carburettors and a flat intercooler placed on top of the motor. The original Novi gave a good account of itself: fourth place at the finish, driven by Hepburn.

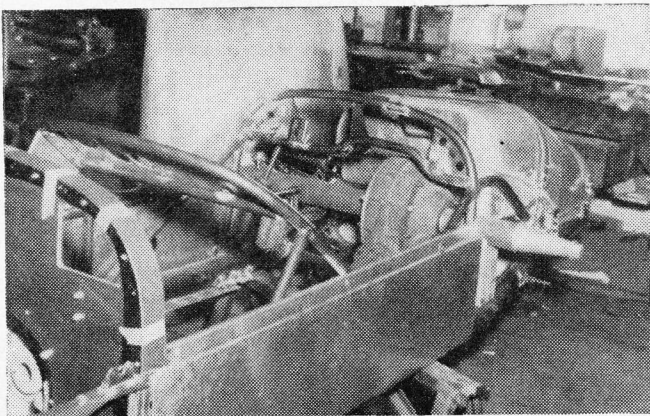
Work on this engine continued during the war, under the supervision of Bud Winfield, and for the 1946 "500" the Novi was given its own chassis and body. Wheelbase was 106 inches, body length 176 and height 36. Although only an also-ran, the soundness of design and performance of the Novi had been demonstrated. Owner Lou Welch ordered a twin car for the 1947 race. Cliff Bergere and Herb Ardinger were the drivers. Bergere spun off a turn in practice, ending up with a dented tail, in a ditch, while in the race he was forced out at 63 laps; taking Ardinger's car he finished the race in fourth position. One of Indianapolis' best experts, Bergere then pronounced the Novi extremely tricky to handle—and dangerous—and a bitter argument followed.

Ralph Hepburn was killed during practice in 1948, when the Novi spun off a turn; the other car, driven by Duke Nalon, should have won the "500", but an unnecessary pit-stop, near the end of the race, dropped it back to third place. It had run out of fuel as during an earlier stop—expected to be the last one—a mechanic had failed to fill the tank to the due capacity.

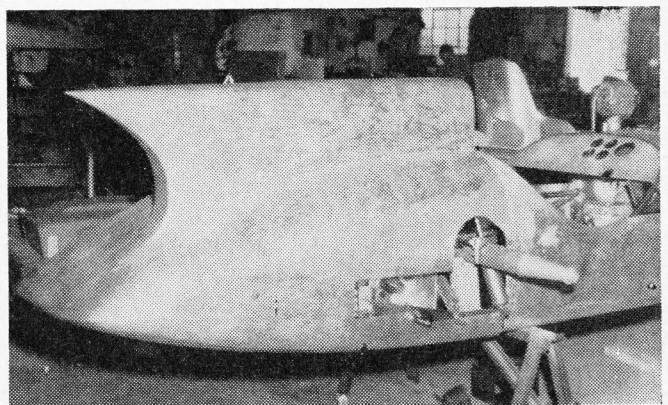
1949: The two Novis in the lead, driven by Duke Nelson Nalon and Rex Mays, were literally flying away from the field, when Nalon lost a wheel on his 23rd lap. The Novi spun and crashed into the retaining wall, catching fire. Nalon suffered serious burns. Mays took the lead but was forced out 20 laps later.

Considerable work was done on the engines for the 1951 race, and supercharger boost was raised to 38 pounds.

(Continued on page 526)



NOTHING FRAGILE is to be found in the Novi, as this rugged rear-end view shows. The drive is offset to the left.



ORNAMENT: While the new Novi tail can hardly be described as "pointless", its bizarre shape serves little purpose.



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WHIT-MONDAY

WHITSUN TROPHY

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CAR ENTERED BY ECURIE ECOSSE

SPORTS CAR RACE (A)

1500 c.c. CLASS

1st COLIN CHAPMAN *Lotus-Climax* 85.88 m.p.h.

1100 c.c. CLASS

1st CLIFF ALLISON *Lotus-Climax*

(Subject to official confirmation)

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mineral oil you can buy from your local Esso Dealer

THE Isetta is a most intriguing little car. Originally built in Milan, it is now also constructed under licence by Velam in France and BMW in Germany. It is the latter version that I have recently been using, and it differs from the other two in several respects, particularly in having a four-stroke engine.

The whole design has been dictated by practical considerations, notably ease of parking. Thus, the car is so short that its overall length is little more than the width of a Cadillac. It can, therefore, be parked at right angles to the pavement, whereupon the whole front panel, including the screen, opens to permit easy entry and exit. The steering wheel swings out of the way with the door, having a universally-jointed column.

The basis of the Isetta is a box and tubular section frame, to which the tubular body structure is directly secured for extra strength. In front, the steering gearbox is attached to the left corner, and is coupled to the stub axle just behind it by a short link. A plain track rod commands the offside stub axle. This



JOHN BOLSTER TESTS THE

BMW Isetta

ultra-simple layout is feasible because the independent front suspension is on the Dubonnet system. The suspension units, containing helical springs and hydraulic dampers, turn with the steering and carry the wheels on swinging arms, unsprung weight being thus at a minimum.

Flat and unencumbered, the floor leads back to a comfortable bench-type seat. The engine lives behind this on the right side of the car, and is in unit with a four-speed gearbox. The drive then goes through a very short universally jointed shaft, the engine, box and shaft lying "across" the car, so to speak. The power is transmitted to the back axle by a duplex chain, which is enclosed in a light alloy housing. The axle itself is solid, without a differential, which is rendered superfluous by the narrow rear track of only 1 ft. 8½ ins. This axle is sprung on a pair of quarter-elliptic springs, and attached to vertical telescopic dampers.

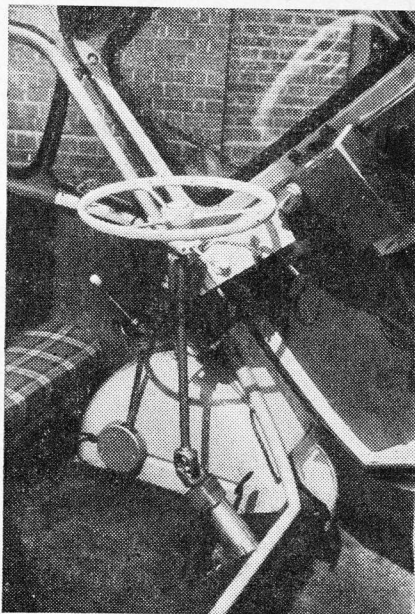
The engine is a single-cylinder unit, cooled by a blower and ducting, and at first sight is of motor-cycle appearance. In fact, however, it is of typical car construction, with an external flywheel, counterbalanced crankshaft, and normal wet sump pressure lubrication. The dynamo-starter is in unit with the fan, and spins the engine rapidly without the aid of a compression release.

On taking one's seat, the driving position at once appeals. One somehow does not notice the absence of a bonnet, and heavy traffic is not at all frightening. Only the front small windows pivot, the remaining large, curved, transparent area being fixed. In bright sunshine, it tends to become a bit cosy, but a flick of the hand has the sunshine roof folded back.

The clutch is rather on the fierce side, and needs practice. The gear lever, on the side of the body, allows instantaneous changes up or down on full throttle, but is slightly stiff when used in a leisurely manner. The gear ratios are very well chosen, and, of course, so small an

engine requires the intelligent use of the lever, which somewhat confusingly has all its positions "back to front".

Perhaps the actual performance needs putting in the right perspective. If one simply takes the acceleration graph and compares it with that of any full-sized new car, it certainly makes the Isetta seem sluggish. Yet, on a typical journey, a large percentage of the vehicles encountered are elderly, and the Isetta can swish past the average pre-war "seven", "eight", or "ten". For instance, I had a run down to the seaside in it, with two children and a good deal of impedimenta. I cruised easily at 40 to 50 m.p.h., and passed more cars than passed me. It is



INGENIOUS in the extreme, the steering wheel is mounted on the door, and opens with it. The gear lever and handbrake are on the left.

COURSE of instruction before taking over the Isetta Motocoupé. The unique entrance and compact dimensions are well shown.

true that every real hill needed a change of gear, but who begrudges this to a 245 c.c. engine?

Quite the most remarkable feature is the comparative silence. Most air-cooled cars are noisy, but this little machine is quite reasonable in this respect. I have indeed, driven a great many water-cooled cars that made more row. If one keeps the revs. down a little, the radio can be enjoyed without disturbance.

The steering of the Isetta is superb. Very light, it is completely accurate, and there is no conscious effort in keeping straight, even at maximum speed. There is a slight understeering tendency, which ensures stability, and it is literally true that one can completely ignore the shortness of the car. It would, however, be a miracle if really comfortable suspension could be achieved with a wheelbase of only 4 ft. 10 ins. The ride is, in fact, more than praiseworthy for so tiny a vehicle, but some types of rippled surface can produce a noticeable pitching sensation, though this never becomes unpleasant.

The brakes are very large, having regard to the light weight and fairly moderate speed. As would be expected, they have complete mastery of any situation. These are properly engineered, with full hydraulic operation, and no adjustment was required during a strenuous testing period. I stress this point, for reasons that will be abundantly clear to those who have experienced certain baby-car brakes, of the "string and wire" variety! At low speeds, some "winding up" of the front suspension can be felt under abrupt braking.

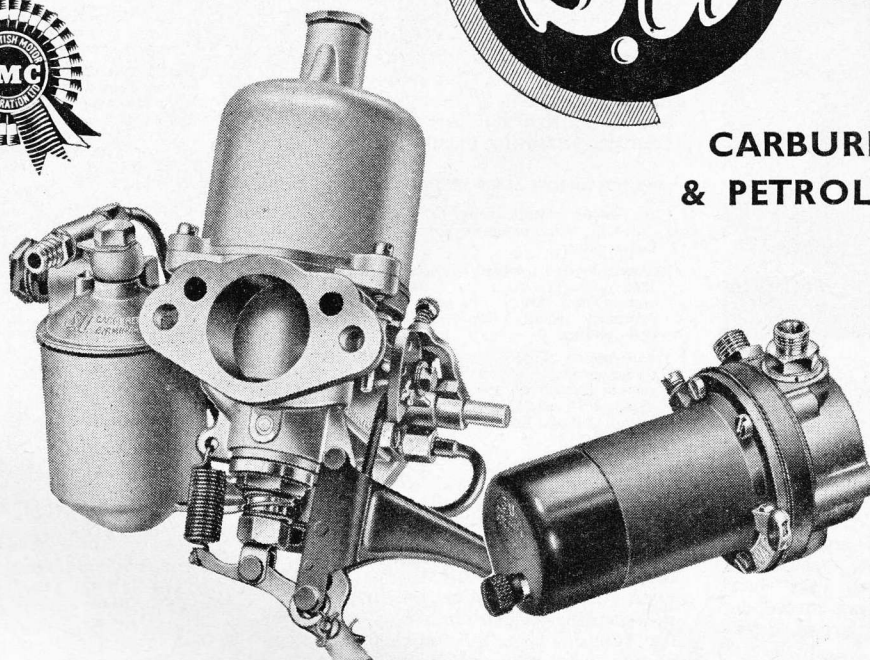
Unlike some small cars, the Isetta seems to be running well within itself, even at a steady 50 m.p.h. cruising speed. The engine characteristics are such that it does its best work in the medium and upper ranges, but the power curve then falls off very rapidly, and the slightest over-revving slows the acceleration markedly; albeit the quoted maxima on the gears can be considerably exceeded without mechanical danger.

(Continued on page 526)

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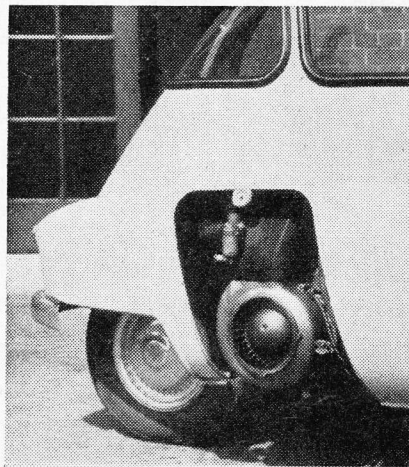
S.U. Carburetter Co. Ltd.,
Wood Lane, Erdington,
BIRMINGHAM, 24.



you do not know the whereabouts of your local S.U. Service Agent your nearest Distributor will gladly advise you.

BMW Isetta—continued

Anybody who buys an Isetta must be prepared to be the centre of attraction wherever he stops. I am lucky enough to drive many of the world's glamour-cars, but this little machine collected a bigger crowd than any of them. Even



ACCESS to the 250 c.c. o.h.v. engine is afforded by removal of a single body panel on the offside.

the police stopped me, with many apologies, because they simply had to have a better look! In my family circle, the tiny vehicle was immediately adopted with affection, and my schoolboy son christened it "Egbert", a name which it retained throughout my "ownership".

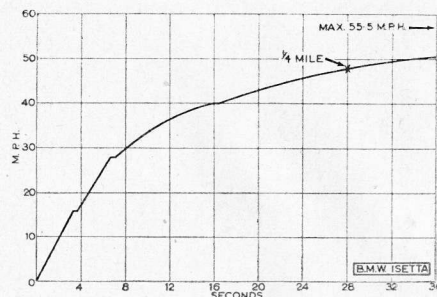
I do not think that the Isetta competes with our low-priced three-wheel minicars. Having four wheels, it pays the full car tax, and its price rather puts it out of their class. I think it will sell largely to people who already have a Mercedes-Benz, a Jaguar, or a Bentley in the garage. For them, the three-wheelers are too crude, and the typical small family car lacks distinction. The Isetta is just as well built as any big car—the name BMW guarantees that. Its finish and appearance make it a second car that will appeal to the man or woman with an educated motoring palate.

SPECIFICATION AND PERFORMANCE DATA

Car Tested: BMW Isetta Motocoupe, price £292 (£439 7s. 6d., including P.T.). Wheel discs and radio extra.

Engine: Single air-cooled cylinder 68 mm. x 68 mm. (245 c.c.), 12 b.h.p. at 5,800 r.p.m. 6.8 to 1 compression ratio. Pushrod operated inclined overhead valves. Motor-cycle-type carburetter, coil ignition.

Transmission: Single dry-plate clutch. Four-speed constant-mesh gearbox in unit with engine, with remote control on left side of body, ratios 6.24, 8.18, 11.94, and 23.22 to 1. Final drive by enclosed chain to solid rear axle.

**ACCELERATION GRAPH**

Chassis: Box section and tubular frame with superimposed tubular body frame and stressed panels, Dubonnet-type independent front suspension incorporating helical springs and hydraulic dampers. Rear suspension by quarter-elliptic springs and telescopic dampers. Bolt-on split rim disc wheels, fitted 4.80-10 ins. tyres. Hydraulic brakes in 7 ins. drums.

Equipment: 12-volt lighting and starting. Speedometer. Flashing direction indicators. Heater. Reserve fuel tap. Electric wiper. Radio (extra).

Dimensions: Wheelbase 4 ft. 10 ins.; track, front 3 ft. 11½ ins., rear 1 ft. 8½ ins.; overall length, 7 ft. 6 ins.; width, 4 ft. 6½ ins. Turning circle, 29 ft. Weight, 6½ cwt.

Performance: Maximum speed, 55.5 m.p.h. Speeds in gears, 3rd 40 m.p.h., 2nd 28 m.p.h., 1st 16 m.p.h. Standing quarter-mile, 28 secs. Acceleration, 0-30 m.p.h. 8.2 secs., 0-40 m.p.h. 16.2 secs., 0-50 m.p.h. 34.6 secs.

Fuel Consumption: 62 m.p.g.

The Fabulous Novis—continued

A slow pace-lap (for a flying start) fouled the sparking plugs before the race was on. Later, both cars overheated and, finally, both were forced out after shearing the supercharged drive-shaft.

The south turn of the speedway was the scene of Chet Miller's fatal accident while driving the Novi in practice in 1953. Duke Nalon drove the other Novi in the race, finishing in 11th position, after making nine pit-stops on account of excessive tyre wear.

In 1954, the Novi could not qualify for the race. However, after the "500" had been run, this car beat Jack McGrath's lap record of 141 m.p.h. in an unofficial trial.

The "new-look" Novi of 1955 featured some changes from the previous year's machine. Disc brakes and magnesium wheels had been substituted for the conventional brakes and wire wheels. Very fast in practice runs, it suffered the same fate of quite a few of the fastest entries. Weather conditions were not the best for performance in the first days of qualifying, and cars were held in the garages, waiting. In the last minutes of the last days, the weather was no better, but a group of slow cars had qualified in the meantime. So the Novi went out with some other "favourites" to make their trial runs, regardless of the crosswinds, but a minor mechanical trouble kept it from making the grade. Ironically enough, some of the laps made by the car in routine practice would have given it a berth on the starting grid. But this applied to several other top-rank entries as well, and disappointed car-owners and drivers were quite

numerous at the end of the qualifying period.

Bad luck, in all its manifestations, has haunted the Novis for 10 years. However, their mechanical superiority has not seemingly been challenged yet. Due for "Victory Lane", America's best racing engine ever, now duly supplemented for a full-extent rendering of its terrific potential, will undoubtedly constitute the outstanding feature of the coming Indianapolis classic.

SPECIFICATION OF THE NOVI**Engine**

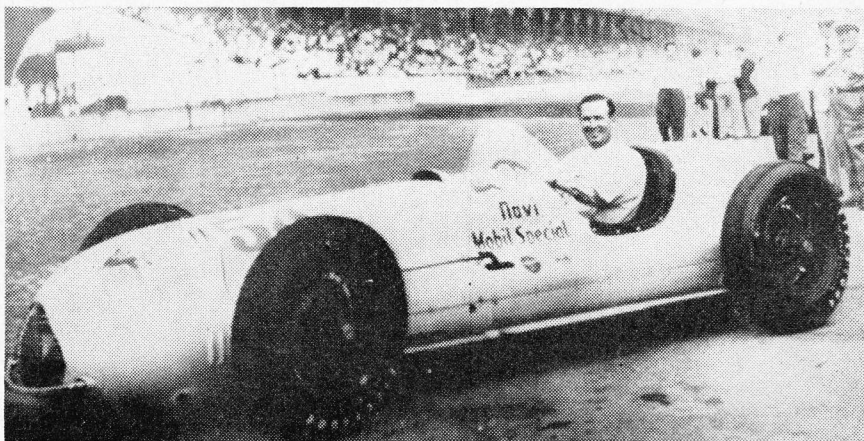
Cylinders: Eight in V at 90°; **Bore:** 3.187 in.; **Stroke:** 2.840 in.; **Compression ratio:** 8 to 1; **Valves per cylinder:** Two; **Combustion chamber:** Spherical; **Camshafts:** Four overhead; **Carburation:** Single Holly aircraft carburetter; **Supercharger:** 10 ins. diam. centrifugal, turning at 5½ engine speed; **Supercharger boost pressure:** 35 lb.; **Magneto:** Bosch; **Fuel pumps:** Pesco (aircraft); **Oil Pumps:** Gear type; **Total weight of engine:** 610 lb.; **Maximum torque:** 465 f.p.; **Output:** 675 h.p. at 7,500 r.p.m.; **Maximum r.p.m.:** 7,500; **Cruising r.p.m. (normal race speed):** from 6,000 to 7,500; **Transmission:** Two-speed gearbox; **Rear end:** locked; **Tyre size:** Front 6.00 x 16, rear 6.00 x 18,

Chassis and Body		Old (1946-1955)	New (1956)
	Wheelbase	106 in.	98 in.
	Front Tread	62 in.	54 in.
	Rear Tread	58 in.	52 in.
	Height	34½ in.	28½ in.
	Overall weight of car (empty)	2,200 lb.	1,900 lb.

The new Novi has a 15 per cent. smaller frontal area.

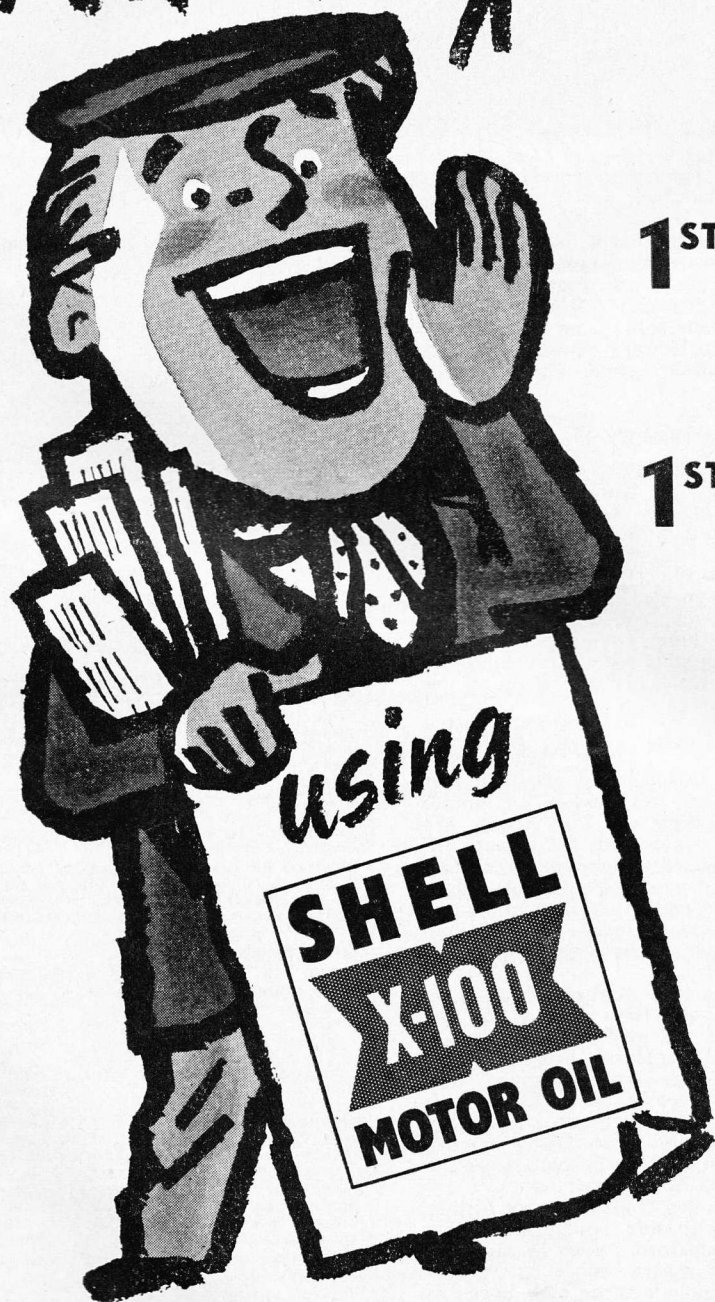
A WARDROBE valued at over \$1,000 will be presented to the winner of the Indianapolis 500 on 30th May. It will consist of three suits, overcoat, sports coat, three hats, four pairs of shoes, seven pairs of slacks, 12 sets of underwear, 12 shirts, 36 ties, 36 pairs of socks, alligator belt, sportswear, swimwear, luggage, key case and wallet!

THAT popular American figure in International racing, Briggs Cunningham, will not, alas, be seen in European events this summer.



AS IT WAS: The tremendously fast V8 Novi Special in its 1949 form, when Duke Nalon drove it at Indianapolis.

SHELL All the Winners!



GOODWOOD

*Sports Car Race for
cars over 1500 c.c.*

1ST JAGUAR
R. E. BERRY*

*Whitsun Trophy Race
(2000 c.c. class)*

1ST LOTUS-CLIMAX
MIKE HAWTHORN*
(Mike Hawthorn set up new joint lap record
for 1500 c.c. cars at 88.71 m.p.h.)

COUPE DE PARIS

1ST JAGUAR
J. DUNCAN HAMILTON*

*SPA PRODUCTION CAR
GRAND PRIX*

Touring Car Race

1ST JAGUAR 2.4 saloon
P. FRERE

(Subject to official confirmation)

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Club News

By STUART SEAGER

WHEN the B.A.R.C. Yorkshire Centre decided to abandon their Wilson Trophy Sporting Trial as a part of their "Scarborough Weekend", they were conscious of the fact that this left a gap in the list of events open to those wishing to qualify for the R.A.C. Trials Championship and/or the B.T.D.A. Trials Gold Star. Now the B.A.R.C. and the Yorkshire S.C.C. have arranged for the latter club's Stone Trough Trial on 7th October to be a joint promotion and to carry the same championship qualifications as the Wilson Trophy. As it takes place on the day after the Davis Trophy Trial in Lancashire, distant competitors will be able to compete in two "Star" events in one trip "up North".

Regulations are available for the Scarborough Rally which now spreads in two parts over a weekend, for which the Wilson Trophy is now awarded and which qualifies for the B.T.D.A. Silver Star. Secretary of the meeting is G. A. M. Baxter, 1 Park View Road, Heaton, Bradford 9, and entries close on 4th June.

VINTAGE enthusiasts will be flocking to

Oulton Park on 23rd June for the Vintage S.C.C. Race Meeting, at which the principal event of the day will be the 100 kilometres race for the Richard Seaman Memorial Trophies, open to Vintage and Historic racing cars built before 31st December, 1940. This is a well-established annual event, which in previous years has been held at Silverstone, and is a fine opportunity for owners of pre-war racing cars to enjoy a first-class long-distance race. It will be run as a combined scratch and handicap event, with a mass start, but the Seaman Trophies will be awarded to the fastest cars in their classes. In addition to cash awards for those placed, all starters in this event will be assisted with their expenses. All owners of eligible cars are invited to write to the secretary, T. W. Carson, Brook Cottage, Bishops Green, Newbury, Berks. . . . On 16th and 17th June, the B.A.R.C. will be holding their 10th annual rally, followed by a Ball, a midnight Concours d'Élégance and a Concours de Confort. Details of this lavish production, the rally portion of which is open to members only, may be obtained from 55 Park Lane, London, W.1. Entries close on 4th June. . . . The Yorkshire S.C.C. are holding a standard car trial for their members on 17th June, for which details may be obtained from H. Gordon Iveson, North Lane Garage, Ltd., Leeds 6. . . . The North London Enthusiasts' C.C. are holding a sprint meeting on 8th July at Tempsford Aerodrome, near Biggleswade, in which there will be classes for saloon, sports and racing cars. This is a closed meeting, but members of recognized clubs may become temporary members of the N.L.E.C.C. for the sum of 2s. 6d., if they apply before 16th June, to G. Bance, 11 Bath Road, Reading, Berks, who will send them all the details. . . . On 17th June, the Eastern Counties M.C. hold their National Race Meeting at Snetterton



LITTLE CAR—LITTLE RALLY: The London M.C.'s popular event brought forth such vehicles as Mrs. Vaughan's 2 c.v. Citroën, seen hard at work on one of the tests.

when the events will include a 100 miles race for sports-racing and sports cars, and a 10-lap scratch race for Triumph TR2s and TR3s only. Full details are obtainable from M. H. Baker-Munton, c/o Edward Fison, Ltd., Stowmarket, Suffolk; entries close on 11th June.

SHELSLEY DATE

THE following statement has just been issued by the Midland A.C. "The Committee of the Midland Automobile Club has, as a policy matter, decided to change the date of the National Hill-Climb at Shelsley Walsh, which was to have been run on 17th June, to Saturday, 16th June, and Practice Day on Friday, 15th June.

"The Committee regrets any confusion which may occur as the result of this change".

250s AT BRANDS AGAIN

THE 250 M.R.C. held its first race meeting of this season at Brands Hatch on Sunday, the 15th April. The programmes advertised eight races, of which one was for home-built machines and another for works built ones. It is interesting to note that throughout the racing the average speeds of the home-built cars were a shade faster than the works built.

During practice Arthur Owen, who had come over from Jersey for the meeting, had the misfortune to drop a cotter, and Ken Harris broke the distributor on his Anzani-engined 250, which unfortunately put paid to their activities for the afternoon. It is also interesting to note that during practice Arthur Owen did the fastest lap of the day at nearly 53 miles per hour.

This year the club has two further meetings at Brands Hatch and three sprints at Stapleford. With 17 cars now finished and several more at various stages of completion, the club hopes to put on some interesting meetings. If any reader would like to obtain a specification for building a 250 c.c. racing car and also a membership form, would they please contact I. A.

Betteridge, 19 Beverley Court, Wellesley Road, Chiswick, W.4.

Results

Race 1 (5 laps): H. Pickett (J.M.B.), 48 m.p.h.
Race 2 (5 laps) (Home-built Cars Only): F. McArdell (Birsay), 48 m.p.h. Race 3 (5 laps) (Works-built Cars Only): H. Pickett (J.M.B.), 49.60 m.p.h. Race 4 (7 laps): E. W. Bennett (Bennett Spl.), 49.60 m.p.h. Race 5 (5 laps): D. Haldenby (Scorpion), 50.16 m.p.h. Race 6 (5 laps): R. Harris (Arnott), 49.60 m.p.h. Race 7 (15 laps): M. Gomm (Cooper), 50.73 m.p.h. Race 8 (5 laps) F. McArdell (Birsay), 50.16 m.p.h.

NORTH DEVON M.C. SIXTH ILFRACOMBE RALLY 21st-22nd April

Winner: C. M. Seward (Triumph TR2), 108 marks lost. Best Saloon: I. D. L. Lewis (Standard 10), 115. Second Best Open Car: L. Griffiths (Triumph TR3), 252. Second Best Saloon: G. W. Best (Ford Anglia), 175.

Best Performance by B.T.D.A. member: I. D. L. Lewis.

"One-Make" Awards: Austin, C. P. Hicks; Sunbeam-Talbot, N. O. P. Taylor; Triumph, C. M. Seward; M.G., G. N. Dear; Ford, G. W. Best; Morgan, Dr. J. T. Spare; Vauxhall, E. R. Shillabeer.

Class Awards. Class A: G. N. Dear (M.G.A.); B: Dr. J. T. Spare (Morgan Plus 4). C: J. Mabbs (Standard 8). D: M. R. Davies (Ford Zephyr). Specials: H. Davy (Ford Prefect).

Starting Point Awards: Ilfracombe, C. P. Hicks (Austin A50); Plymouth, L. B. Fredman (Morgan Plus 4); Salisbury, E. R. Shillabeer (Vauxhall Velox); Bristol, N. O. P. Taylor (Sunbeam-Talbot 90).

Best Navigator: A. C. Harmeer.

Special Test Trophy: H. Davy (Ford Prefect).

Team Award: Yeovil Car Club (E. R. Shillabeer, R. Southcombe and C. P. Hicks).

BRISTOL M.C. & L.C.C. NAISH HOUSE SPEED HILL-CLIMB 12th May

Production Saloon Cars, up to 1,300 c.c.: E. P. Harris (Volkswagen), 54.2 secs. 1,300-2,000 c.c.: H. Liddon (M.G.), 56.2. Over 2,000 c.c.: E. Thorne (Austin A90), 55.2.

Sports Car, up to 1,300 c.c.: J. F. Marshall (Buckler), 54.4. 1,300-2,000 c.c.: P. Hubner (Morgan), 48.6. Over 2,000 c.c.: P. Hubner (Morgan), 49.0.

Racing Cars, up to 1,100 c.c.: W. Cuff (Hells Hammers V), 45.0.

Specials, up to 1,500 c.c.: W. Cuff (Hells Hammers V), 45.4.

Vintage Sports Cars, over 1,500 c.c.: R. Bickerton (Frazer-Nash), 49.8.

Best Time of the Day: W. Cuff.

More Club News on page 532

BOOK REVIEWS

Title: Annual Automobile Review—1956 Edition.

Editor: Ami Guichard.

Size: 9½ ins. x 14¼ ins. 262 pp. Numerous illustrations, half-tone, colour and line.

Publishers: Edità, S.A., Lausanne. (English edition) G. T. Foulis & Co., Ltd., London.

Price: 42s. net.

THIS is surely the finest of all motoring books from a production point of view. The colour plates are exquisite, and the illustrations carefully chosen to make the entire volume one to cherish on the bookshelf. Motoring sport is prominently featured, all the major events of 1955 being meticulously presented. "Cars of the Year" are described by Gordon Wilkins, and there is a most interesting article by Mario Revelli de Beaumont on "The Impact of Styling on Motor Car Design". Other contributors include Jos Jobé, Robert Auzelle, Count Lurani, A. Guichard, Paul Frère, F. B. Kirbus, Dion Bartley and Denis Jenkinson, whose account of the Mille Miglia with Stirling Moss makes thrilling reading. Bound in hard board covers, the *Annual Automobile Review* sets a new standard of perfection for this type of work, showing clearly the improvement that can be made with each succeeding issue, when an ever-increasing market is ensured.

E. B.

Title: From Veteran to Vintage.

Authors: Kent Karslake and Laurence Pomeroy.

Size: 7½ ins. x 10 ins. 353 pp. 130 illustrations.

Publishers: Temple Press, Ltd., Bowling Green Lane, London, E.C.2.

Price: 42s. net.

"OH—just another vintage car book" people will say—but this is one with a difference. *From Veteran to Vintage* covers the years 1884 to 1914, and traces the development of the motor vehicle from the earliest petrol-driven carriages, to the elegant and superbly engineered aristocrats of the Edwardian era. The book is in three parts: (1) Birth and Transfiguration, (2) The Historical Factors, (3) The Mechanical Product. Naturally the marque Vauxhall is given a prominent place, as L. J. Pomeroy, Snr., was designer of the very famous vehicles which came from Luton from 1910—a line which came to an abrupt halt when the concern was "General Motorized"!

Most interesting are the accounts of those monsters of the early Edwardian period in the chapter "The Days of the Giants". The colossal-engined machine culminated in 1912

with the 14-litre Fiats—same capacity as the Panhards of 10 years earlier. In 1906 both Lorraine-Dietrich and Panhard appeared with engines of over 18 litres. It is interesting to note that in 1912 the big Fiats were defeated in the French Grand Prix at Dieppe by Peugeot, the "small" engine of which was of only 7.7 litres! This machine had twin overhead camshafts, four valves per cylinder and shaft drive.

Steam cars are also mentioned, with Serpollet given pride of place as the "Prophet of a Losing Cause". With him, in 1907, died the hope of many people that the steam car would eventually reign supreme over its noisier, petrol-driven counterpart.

Both Karslake and Pomeroy have done a fine job in producing a work which is eminently readable, and, if placing Edwardian automobile engineering on a lofty pedestal, at least justifies all the assertions made—as well as providing fruit for argument wherever motoring enthusiasts foregather.

G.

Title: Mind Over Motor.

Author: W. H. Charnock.

Size: 5½ ins. x 8¼ ins. 116 pp. 32 half-tone illustrations.

Publishers: G. T. Foulis & Co., Ltd., 7 Milford Lane, Strand, London, W.C.2.

Price: 15s. net.

W. H. CHARNOCK is known as the author of several books of verses, with the motor car as their subject. In *Mind Over Motor* he assaults the realm of prose, and wields a particularly vigorous pen. A self-confessed vintage addict, Mr. Charnock will not exactly have the red carpet out for him at V.S.C.C. affairs, for he dares to list the faults of certain vehicles of allegedly hallowed name. In direct contrast, he praises the virtues of the early 2½-litre S.S., a vehicle which is beneath the notice of all vintagists. What is more, this reviewer is inclined to agree with W.H.C.; these early S.S. machines were far more reliable and pleasant than is generally believed by the worshippers of more "whirr and bang" machinery. This reviewer also had several of the types of car which Charnock possessed, and has never ceased to wonder why some of them are quoted as being "real motor cars". Perhaps we who had them in their youth, spent so much time and money on them to get some semblance of reliability, that those which have survived are in far better "nick" than when they broke down on their way to the dealers from the factory. However, all of Mr. Charnock's cars were not like that, and quite a number appear to have given him infinite pleasure, year after year. It does one good to read this sort of book, for one can get a far better slant on vintage car motoring from one such as he, than from dyed-in-the-wool enthusiasts.

G.

CORRESPONDENCE

Make New Drivers Earn Their Racing Licences

THE Le Mans disaster burst on the motor sporting world like a bomb. Panic action was taken, race meetings cancelled, serious criticism was levelled at sponsors by people who knew little of the sport. The National papers took up the cry "... callous, irresponsible, lack of organization, bad spectator protection. ..."

And what is the outcome of it all? Wider tracks, better spectator protection—both commendable—limit of engine size, minimum measurements for passenger seats, prototype restrictions, fuel restrictions, etc. But what bearing have they on what surely should be the main aim—to make racing safer for all concerned? The answer is—none.

Accidents are the worst possible publicity for the sport and although we all realize that they can never be completely eradicated, there is much that could be done to minimize the risks taken in racing.

The mere fact that anyone who has passed his driving test can apply for an International racing licence and compete in a 180 mile per hour sports car in his first race against such drivers as Moss, Hawthorn and Parnell is just sheer madness. Let us not fool ourselves—it can and has happened, and as things stand today it will go on happening. In a world full of restrictions—most of them unnecessary—surely here is something that merits a stricter measure of control. This must be the basic and most important problem motor racing has to face.

Over 80 per cent. of today's accidents occur through driver's error. The more experienced the driver the less chance of an error—it is as simple as that.

How can this problem be overcome? The answer is simple—the International racing permit must be won—not bought.

A newcomer to motor racing should have held an ordinary driving licence for at least a year before he is allowed to apply for his club racing licence. During his first race, and in practice, he should be watched by three independently appointed R.A.C. officials placed at strategic points on the circuit. If he is all at sea and a potential danger to other competitors, he should then be withdrawn from the race and his racing permit suspended for three months. This, one might argue, would encourage him to do his practising on the public roads, but for a modest sum he could hire a racing circuit and do all the practising that he finds necessary.

Let us now imagine that our up-and-coming driver still shows promise and ability. After his first year as a club driver he could then be considered for an International licence. He should inform the organizers of his next race of his intention and again the three officials would observe him. This time the standard the driver must reach would be higher; such things as line through corners, consistency of lap times, ability to deal with difficult situations, should be taken into account and the driver should be marked out of 10 possible points. The observers should meet after the race in question and add together the points they have awarded to the driver. Over 20 points in all would mean a pass and under 20 points a fail. In the case of a pass, the driver's name and address would be forwarded to the R.A.C. who would automatically issue an International licence in his name.

By this relatively simple procedure International racing would be safeguarded against incompetent drivers. There

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royds 166/5

Correspondence—continued

would be everything to gain and nothing to lose—in fact International racing would be more exciting—each driver being able to give his best in the company of other drivers whose ability and technique are unquestionable.

The whole scheme could be put into operation at a few weeks' notice. There are obviously scores of drivers who would immediately qualify for their International licence. Sooner or later something on these lines will have to be done—and there is no time like the present.

JAMES W. ABBOTT.

GILLINGHAM, KENT.

Brooklands

I READ with interest the article about Brooklands in your issue of 4th May and would like to ask the author, Peter Cavanagh, how he fixes 17th June this year as the 50th anniversary of the Motor Course?

It is well known that construction commenced in the summer of 1906 but I have never before seen a date quoted as that on which the work was started. The official opening took place on 17th June, 1907.

I am interested to note that Mr. Cavanagh quotes some of the sentiments about the demise of Brooklands which the late John Cobb penned when he was kind enough to write a Foreword to each of my three volumes on the Track, and that Vickers-Armstrongs are to erect a memorial on the site. There already exists a memorial to the Track, of course, in the form of the *Motor Sport* Brooklands Memorial Trophy Contest, which is contested at Goodwood each season during the B.A.R.C. Members' Race Meetings.

W. BODDY.

FLEET, HAMPSHIRE.

Ferrari or Jaguar for Shopping?

I REFER to your 27th April issue containing your article on "Production Sports-Racing Cars".

Allow me to agree with you in general, but to be even more emphatic as regards the particular question of using a Monza Ferrari for touring purposes. You see, I was the proud owner of a C-type Jaguar and am the present proprietor of a 750 Monza. Believe me if I drove the former to 14 races in 1954, I could experience a great deal of difficulty in bringing the Monza from its trailer to the pits area. I know I do not drive as well as the average American but I still do not understand how Mr. Miles can make such a statement. Unless of course the American Monzas are fitted with "super-synchro-hydromatic-flow-power-transmissions".

For the rest many thanks on a very fine racing publication.

JACQUES JONNETER.

GENEVA, SWITZERLAND.

Revive the Isle of Man T.T.?

I AM certain that the cancellation of this year's Tourist Trophy comes as a great shock to all supporters of the Sport, both in this country and on the Continent.

Not only was it the only British event counting towards the 1956 Sports Car Championship, but the T.T. is one of the oldest, if not the oldest, classic events to be held in the British Isles.

In spite of the tragedies attending last year's race, it was still the most magnificent event held this side of the English Channel during 1955, Formulas 1 and 3 included.

In short, it is nothing less than tragic that this race should be allowed to lapse, even if only for one year.

Has it not been suggested that this event should be staged in the Isle of Man, on the Mountain Circuit? It would naturally be run on the lines of a little "Mille Miglia", with cars started at time-intervals, and not as at Le Mans. Apart from being a magnificent spectacle, in superb surroundings and on a fabulous and historic circuit, this method would to some extent cancel the danger to competitors caused by the speed differential of cars of widely differing types and capacities. The course itself would apparently need no alteration except to the pit area, and not a great deal at that.

If the race was run on a date fairly close to the Manx G.P. motor-cycle races, that is to say in September, it would, without doubt, bring vastly increased tourist traffic to the Island to boost the end-of-season trade.

J. MARSH-LYONS.

HESWALL, CHESHIRE.

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

MILLE MIGLIA AND TULIP RALLY SUCCESES PROVE DEPENDABILITY OF THE NEW LIGHTWEIGHT Laycock DE NORMANVILLE *Positive* Overdrive

MILLE MIGLIA

2nd

SUNBEAM RAPIER

(Drivers—Sheila Van Dam and Peter Harper)

3rd

SUNBEAM RAPIER

(Drivers—W. Wisniewski and F. Boesmuller)

1300–1600 c.c. CLASS

TULIP RALLY

1st

SUNBEAM RAPIER

(Drivers—J.D.L. Melvin and J. N. Marshall)

3rd

SUNBEAM RAPIER

(Drivers—D. Rawson and E. Elliott)

1300–1600 c.c. CLASS

The LAYCOCK POSITIVE OVERDRIVE has been manufactured hitherto for cars in the 2-3½-litre range and is now available on more than 30 British cars. The new type "D" lightweight version extends the advantages of this all-British overdrive to cars in the 8-12 h.p. class, for which it was especially designed and developed.

Coming Attractions

May 26th. Westmorland M.C. Hill-climb, Barbon Manor, near Kirkby Lonsdale.

Bristol M.C. and L.C.C./Burnham-on-Sea M.C./M.G.C.C. Speed Trials, Castle Combe, near Chippenham, Wilts. Start, 2 p.m.

Veteran C.C. Manchester Rally and Run. Arrive Portland Street, Manchester, from 11 a.m. Arrive Buxton from 3.30 p.m.

May 27th. Nürburgring 1,000 km. Race (S), Germany.

Southsea M.C. Speed Trials R.A.F. Station, Thorney Island, near Emsworth, Sussex. Start, 2 p.m.

Falcon M.C. Sprint Meeting, Tempsford Aerodrome, Beds.

B.A.R.C. (East Sussex) Hill-Climb, Bopeep Hill, near Selveston, Sussex. Start, 1.30 p.m.

Romford E.C.C. Hill-Climb, Stapleford Aerodrome, Abridge, Essex. Start, 2.15 p.m.

Wolsley Horner S.C. Driving Test Meeting, Honeybourne Aerodrome, near Evesham, Worcs. Start, 2.30 p.m.

B.A.R.C./E. Yorks C.C./Yorkshire S.C.C. Autocross, Wakingham Wold Farm, near Market Weighton, Yorks. Start, 1 p.m.

Alvis O.C./Alvis Register display of Alvis cars, Heston Aerodrome, Middlesex, 10.30 a.m.

Fiat 500 Club/Fiat Register Concours d'Élégance, Kensington Gardens, London, 2.30 p.m.

May 30th. Indianapolis 500 Miles Race (4½-litre U/s, 3-litre S), U.S.A.

June 2nd. "Eight Clubs" Race Meeting, Silverstone, near Towcester, Northants. Start, 11.30 a.m.

Lancashire & Cheshire C.C. Race Meeting, Oulton Park, near Tarporley, Cheshire. Start, 11.30 a.m.

B.A.R.C. Members' Race Meeting, Aintree. Start, 2 p.m.

Bristol M.C. & L.C.C. Veteran and Edwardian Rally and Trial. Start, Welch's Garage, Bristol.

June 3rd. Belgian Grand Prix (F1), Spa-Francorchamps, Belgium.

Thames Estuary A.C. Speed Trial, Snetterton, near Thetford, Norfolk. Start, 11 a.m.

Windsor C.C. Driving Test Meeting, Heston Aerodrome, Middlesex. Start, 2 p.m.

Liverpool M.C. Driving Test Meeting, Speke Airport.

Recent Results

GOSPORT A.C. GOSPORT SPEED TRIALS 29th April

B.T.D.: C. R. Instone (Djinn), 14.00 secs.
Second B.T.D. (tie): A. E. Marsh (Cooper) and R. D. James (Djinn), 14.14.

B.T.D. by U/S Sports Car: E. P. J. Alexander (Allard), 15.07.

B.T.D. by Gosport A.C. Member: P. A. Everard (Cooper-Aston), 15.34.

Saloons, up to 1,200 c.c.: 1, J. M. Sparrowe (M.G.), 19.02; 2, Dr. R. V. Havard (Renault), 19.52. **1,201-2,400 c.c.:** J. Burke (Porsche), 18.93. **Over 2,400 c.c.:** 1, R. W. Faulkner (Aston Martin), 16.94; 2, Miss P. Burt (Aston Martin), 16.95.

750 Formula: V. N. Hood (Austin 7), 20.35.

Sports Cars, up to 1,100 c.c.: 1, — Graham (Lotus-Climax), 17.54; 2, J. Fisher (Kieft-Climax), 17.89; 3, R. M. Smith (M.G.), 17.94. **1,101-1,500 c.c.:** 1, T. Cunane (Lotus), 16.22; 2, I. Smith (Lotus), 16.78; 3, Miss R. Henderson (Lotus), 18.09.

Sports Cars, 1,172 Formula: 1, Mrs. F. Laverton (Lotus), 18.85; 2, J. Derisly (Lotus), 19.10; 3, M. A. Beard (Denmark Spl.), 19.14.

Sports Cars, 1,501-2,700 c.c.: 1, W. R. Short (Lotus-Bristol), 15.51; 2, J. Buncombe (Tojeiro), 15.70; 3, Dr. V. Havard (Lotus-Bristol), 15.71. **Over 2,700 c.c.:** 1, R. P. Heatley (Grenfell Spl.), 16.03; 2, J. A. F. Cripps (Cripps Spl.), 16.45; 3, W. L. Cripps (Cripps Spl.), 16.48.

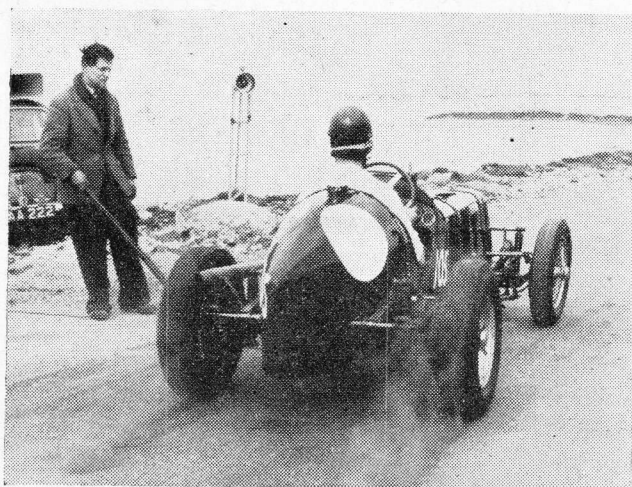
Racing Cars up to 500 c.c.: 1, C. A. N. May (Cooper-J.A.P.), 16.00; 2, F. J. Mays (G.M.), 16.36. **501-1,500 c.c.:** 1, D. Henderson (Cooper), 14.23; 2, D. R. Good (E.R.A.), 14.54; 3, W. F. Moss (E.R.A.), 15.98. **Over 1,500 c.c.:** S. H. Allard (Allard), 14.74.

LONDON M.C.

Hill-Climb, Harleyford, 29th April

Closed Production Cars up to 1,500 c.c.: 1, A. Court (Ford Anglia), 28.2 secs.; 2, G. P. Dale (Fiat), 28.5; 3, W. C. Slocumbe (M.G. Magnette), 28.9. **1,501-2,500 c.c.:** 1, J. V. Lewis (Healey), 26.4; 2, R. A. Watkinson (F.N.-BMW), 26.7; 3, K. Monk (Sunbeam-Talbot), 27.7. **Over 2,500 c.c.:** 1, R. W. May (Allard P1), 26.8; 2, S. C. Norman (Austin Westminster), 27.8; 3, J. Coplin (Jaguar Mk. 7), 27.9.

Modified Closed Cars up to 1,500 c.c.: 1, A. B. Callum (Ford Anglia), 27.4; 2, G. E. Chappell (Ford Anglia), 27.7; 3, J. M. Uren (Ford Anglia), 28.0.



HISTORIC E.R.A. seen at the Gosport A.C. Speed Trials is R.1A, now owned by W. F. Moss. He was placed second in his class and more recently gave a fine performance in the car at the Whit Monday Crystal Palace meeting.

Sports Cars up to 1,500 c.c.: 1, C. D. F. Buckler (Buckler), 25.0; 2, R. A. Wilton (M.G. NE), 25.2; 3, K. P. Tomei (M.G.), 26.8. **Unlimited:** 1, A. G. Imhof (J2 Allard), 21.8; 2, W. Freed (Jaguar XK 120S), 23.2; 3, A. W. MacDonald (Austin-Healey), 23.4.

B.T.D.: A. G. Imhof (J2 Allard), 21.8 secs.

LINDSEY AUTO CLUB ISLE OF AXHOLME RALLY

28th April

1, J. C. Robinson (Prefect); 2, N. S. Huntley (Standard); 3, C. G. Gray (M.G. TF); 4, A. H. Philippe (Standard).

SPORTING OWNERS DRIVERS' CLUB AUTOCROSS

Dunstable, 6th May

Non-Series-Production Cars: R. Blake (Ford Spl.). **Production Sports Cars:** A. J. Blair (Morgan). **Best Ladies' Performance:** Mrs. Maynam (Morgan).

Up to 750 c.c.: A. E. Thompson (Renault). **1,200 c.c.:** R. E. Owen (Ford). **1,600 c.c.:** J. C. Smith (Ford). **Unlimited, closed:** J. C. Smith (Jaguar). **Open Cars, up to 1,300 c.c.:** G. L. Brind (M.G.). **Open, up to 2,000 c.c.:** J. Looker (Morgan). **Unlimited, open:** B. Kay (Jaguar). — Kirby (Allard).

CIRCLE C.C. NIGHT RALLY

5th/6th May

Best Performance: E. C. Pearson (Ford Anglia), 130 marks lost.

Best Invited Entrant: A. K. Hirst (Standard), 370. **Class A:** 1, E. J. Buxton (Ford), 400; 2, R. N. Crispe; 3, R. J. Randall. **Class B:** 1, W. W. Paul (Ford Zephyr), 140; 2, P. S. Ford; 3, J. R. Paul.

Team Award: E. C. Pearson, T. R. Giles, P. S. Ford.

ISLE OF WIGHT M.C. RALLY

4th/5th May

Best Performance: 1, H. E. Rumsey/R. M. Jones (M.G. Magnette); 2, G. N. Dear/D. M. Williams (M.G.A.); 3, W. H. Morgan/J. P. Taylor (TR3). **Best Island Entry:** J. Allen/G. H. Allen (Humber Hawk). **Best Mainland Entry:** H. E. Rumsey. **Ladies' Award:** Miss M. Wilkins (Allard). **Class Awards:** D. G. Wuyts (Morris Minor); G. K. Farmer (Ford Consul); A. B. M. Ward (Morris Oxford). **Team Award:** P. Hearn (Hillman), W. Chick (Ford Prefect); J. Allen (Humber). **Best Test Performance:** B. Channing (M.G.).

HARROW C.C. WALTON & FRINTON RALLY

11th/12th May

Best Performance: A. M. Piggott/A. A. Mitchener (Volkswagen), 128 marks lost.

Best Visitor: J. P. Hellings (M.G. TD), 424. **Best H.C.C. Navigator:** N. Denison. **First Class Awards:** V. Lovett (A30), 160; D. A. Atherton (TR2), 438; R. S. Pawsey (Hillman), 459; T. A. M. Piggott (Anglia), 498; D. B. Farrell (Zephyr), 1,060. **Second Class Awards:** P. B. Jones (Fiat 1100TV), 610; S. P. Seager (Standard 8), 619; F. L. Rourke (A.C. Aceca), 567. **Team Award:** (Harrow C.C.) A. M. Piggott, V. Lovett, P. B. Jones.

NORTH LONDON E.C.C. RADCAP RALLY

12th/13th May

Best Performance: R. E. Roberts (Ford Consul), 153 marks lost.

Best Closed Car: A. M. Piggott (Volkswagen), 214. **Best Open Car:** P. Angus (M.G. TF), 415. **First Class Awards:** D. R. J. Emmett (Ford Anglia), 316; A. K. Hirst (Standard 8), 367; G. J. Hardest (Austin 12), 837.

CAERNARVONSHIRE & ANGLESEY M.C. PALFERMAN RALLY

13th May

Palferman Trophy: H. C. Rogers (XK 140), nil marks lost.

Premier Class Awards. Up to 1,300 c.c.: W. G. Williams (Standard 10), 100. **1,301-1,600 c.c.:** Miss E. Eatock (Javelin), 585. **Over 1,601 c.c.:** W. K. Blomfield (Austin-Healey), 5 marks lost.

First Class Awards. Under 1,300 c.c.: W. N. Owen (Volkswagen), 515 marks lost. **1,301-1,600 c.c.:** Lt. A. Robinson (M.G.A.), 1,340 marks lost. **Over 1,601 c.c.:** J. D. Williams (Sunbeam-Talbot), 40 marks lost.

Second Class Awards. Under 1,300 c.c.: G. P. Evans (Morris Minor), 1,025. **Over 1,601 c.c.:** D. R. Cooke (Land Rover), 600.

Best pre-war car: R. E. Roberts (Singer), 1,080. **Team Award:** A. Bennison (Simca), H. Tyldesley (Austin A90) and W. K. Blomfield.

Navigation Awards: Trophy, R. Fletcher; **Classes,** I. Roberts, W. T. Williams and F. V. Harrison.

AUTOSPORT

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1949 ALLARD K1 2-seater, heater, recent re-conditioned engine and gearbox. Outstanding example. £265.—Richards and Carr, Ltd., 35 Kinnerton Street, London, W.1. BELgravia 3711.

ALVIS

ALVIS Speed Twenty drophead coupé, rebuilt, re-registered in 1949, and maintained in first-class condition, lightened flywheel, Borg and Beck clutch, new crown-wheel and pinion, i.f.s., Newton's front, telecontrols rear, brakes Mintex-lined, excellent tyres. All new instruments, twin wiper motors, wing mirrors, P100s and spotlights. One of the best and fastest 20s in the country which, aided by the usual excellent Alvis roadholding, achieves very satisfactory averages for long journeys with a genuine 21 m.p.g. £200—30 Little Paddocks, Ferring, Sussex.

TG ALVIS, dismantling. Components include differential, perfect.—Duncan, Station House, Duffield, Derbys.

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ASTON MARTIN Le Mans, 1933, engine rebuild, respray, new hood, good tyres. £250.—Bays, TEM 6491.

ASTON MARTIN (Sept. 1938) 39 Series, 2-litre 2/4-seater, colour green, a perfect example mechanically and paintwork. £425. Any make car or motor-cycle taken in exchange.—Eric Williams, Ltd., Pierpoint Street, Worcester. Phone 3349.

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

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AUSTIN 7 Spl., very rapid, economical, utterly reliable. Stark, but most attractive to enthusiast. Bags of spares (manifolds, alloy head, block, bearings, etc.), B.R.G., aero screens, alloy guards, etc. Full details to genuine enquiries. £90 o.n.o. Must sell.—Box 2080.

AUSTIN 750 c.c., very potent, attractive alloy body, four excellent tyres, fold-flat screen.—Phone: RAVensbourne 7611, after 6 p.m.

AUSTIN-HEALEY

1954 (August) AUSTIN-HEALEY, 14,000 miles, heater, spot, etc., metallic blue, red wheels, new hood fitted this week. Not used for 10 months. Any trial. Hire purchase or exchange. £725.—Hayes 3280.

BENTLEY

BENTLEY 1925 Red Label 2-seater, fair condition, numerous spares, £110, no offers.—Oxford 48145.

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BASIL ROY, LTD., B.S.A. (Scout Models) spares. Comprehensive stock, wholesale and retail.—161 Gt. Portland Street, W.1. LAMham 7733.

CITROEN

1955 CITROEN Big 15 saloon, beautiful condition throughout, sliding roof. Cost nearly £1,200. £765.—Pantiles Service Garage, London Road, Guildford, Surrey. Tel.: Guildford 5326.

DELLOW

DELLOW/FORD, 7,000 miles, fibreglass body, excellent condition. £300.—47 Goldieslie Road, Sutton Coldfield, Warks.

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MAYFAIR GARAGES, LTD. July 1955 "1100" saloon, Mediterranean blue, one owner, 5,000 miles only, indistinguishable from new. Guaranteed. £685. Twelve Fiats in stock from £135. Illustrated literature on request.—Mayfair Garages, Ltd., Balderton Street, W.1. Mayfair 3104-5.

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H.R.G. ENGINEERING CO., LTD., for maker's spares, repairs and service.—Oakcroft Road, Tolworth, Surbiton, Surrey. Elmbridge 4489.

JAGUAR

GILLIE TYRER OFFERS "D" Type. See under Sports Cars.

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RAYMOND WAY, East London Branch.

399 GUINEAS, 1949 Mk. V saloon, grey with red leather, fitted heater, Ace Mercury discs, wing mirrors, etc. etc. One owner. Six months' written guarantee. £210 deposit, balance 24 months.

RAYMOND WAY, 773 High Road, Seven Kings, Tel.: Seven Kings 4066.

£945 MK. VII automatic transmission saloon, ex-works car, radio, convertible for sleeping, speedometer reading 23,000 miles.—Offord, 154 Gloucester Road, S.W.7. FREmantle 3388.

LANCIA

H. AND W. ENGINEERING CO. (Lancia Specialists). LANCIA Astura, 1935 March, special body, perfect condition, £265. Black drophead coupé, 1935, £85. Augusta saloon, first-class condition, reupholstered, new tyres, £225. 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.

APRILIA, 1937, recellulosed, chromed and wired, new Michelins. £285.—34, Beechwood Avenue, Ruislip, Middx.

LEA-FRANCIS

1950 14 H.P. sports 2/4-seater LEA-FRANCIS, 10-100 m.p.h., ivory, special design new red hood. Car for enthusiast. Absolutely immaculate. Taxed, any trial. £485. Terms.—62 Wellington Avenue, Chingford, E.4. Silverthorne 6529.

M.G.

ALEXANDER LAYSTALL "Hi-Power" Conversions for M.G. T types, Y types and Magnette. Amazingly improved performance and economy. Send for data and road tests.—Alexander Engineering Co., Ltd., Haddenham, Bucks. Tel. 345.

M.G. 9 4-seater sports tourer, red, with new hood. £75.—FLA 5950.

RAYMOND WAY.

RAYMOND WAY, East London Branch.

439 GUINEAS, 1951 (late) 1½ saloon, black with green leather. Extras include: twin Marchal spots, Rimblishers, wing mirrors, mascot, etc. etc. Super condition throughout. Six months' written guarantee. £231 deposit, balance 24 months.

RAYMOND WAY, 773 High Road, Seven Kings, Tel.: Seven Kings 4066.

RED M.G. NA, enthusiast maintained at considerable expense, engine reconditioned 1955, new diff., rear springs, shockers, wheels respoked, brakes relined. Excellent performance. £225 o.n.o.—Rich, Cowfold Cottage, Hollist Lane, Midhurst. Tel.: Haslemere 17 day, Midhurst 669 evenings.

MORGAN

MORGAN PLUS 4 and 4/4 Official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161 Gt. Portland Street, W.1. LAMham 7733.

MORGAN PLUS 4 cars. Prompt delivery of these cars. Spares for same, huge stocks of 4/4 and 3-wheeler spares.—F. H. Douglass, Morgan Specialists, 1a South Ealing Road, Ealing, W.5. EALing 0570.

1955 MORGAN Plus Four, the rare 4-seater drophead coupé, five good Dunlops (spare unused), extras, heater, screen washer, fog lamp and two Firestone "Town and Country". Mileage 10,000. £625.—Box 2081.

(Continued overleaf)

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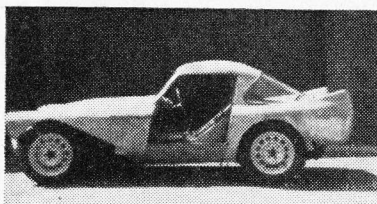
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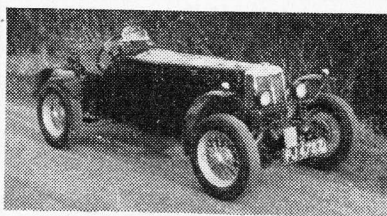
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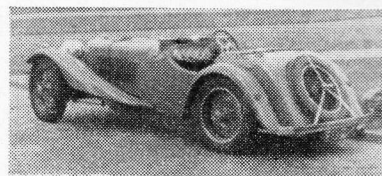
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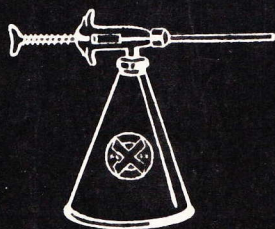
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