

NÜRBURGRING 1000 Km. RACE—Full Report and Pictures

AUTOSPORT

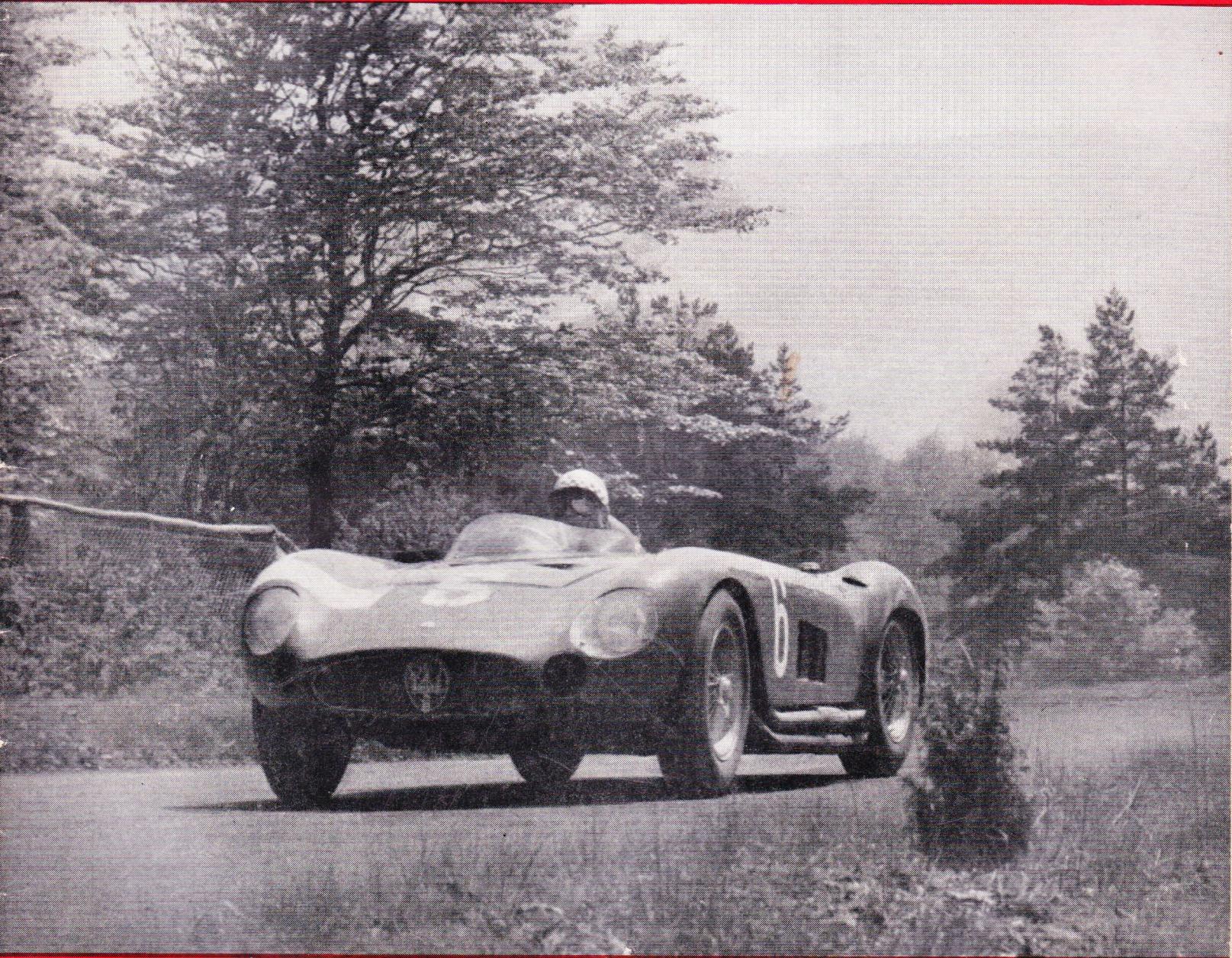
JUNE 1, 1956

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EVERY FRIDAY

Vol. 12 No. 22

BRITAIN'S MOTOR SPORTING WEEKLY



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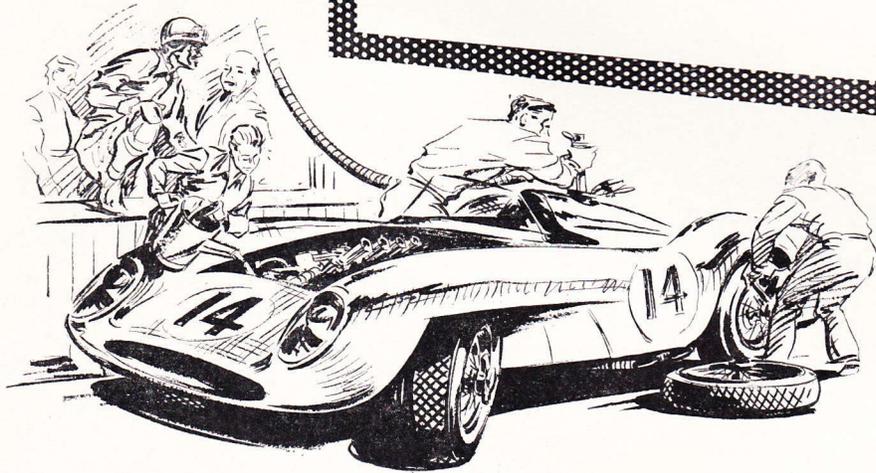
JOHN BOLSTER TESTS THE SUNBEAM RAPIER : FIRST RACE MEETING AT MALLORY PARK

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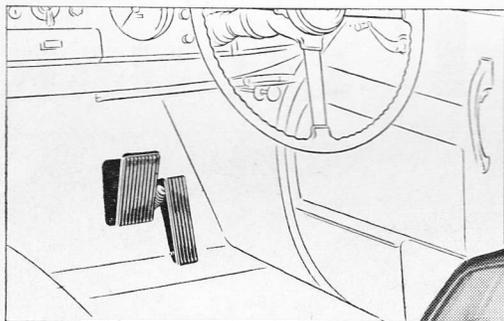
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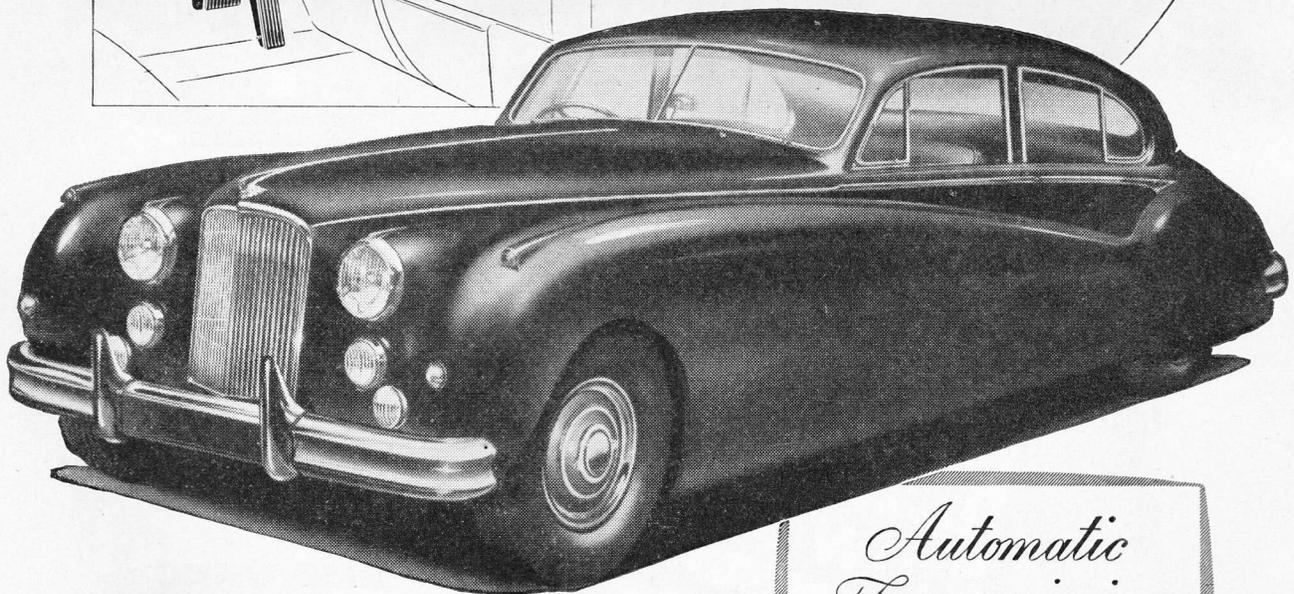
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BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 12 No. 22

June 1, 1956

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

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

General Manager PETER BAYLEY
Advertisement Manager NORMAN H. BIGSBY

Annual Subscription £4 9s. 0d.
(U.S.A. and Canada \$13.00)

Direct from the Publishers or all Newsagents

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EDITORIAL

THE FINANCE BILL

THE provisions in the proposed Finance (No. 2) Bill, Clause 6, are both ridiculous and entirely unnecessary. To penalize amateur constructors by demanding purchase tax on home-built, and even reconverted, machines savours of petty despotism and reveals a small-minded attitude on the part of the official mind. By all means close loopholes whereby people avoid taxes by a simple conversion of a delivery van to a vehicle intended mainly for private usage, but do not discourage amateur engineers from pursuing a hobby which is perfectly harmless in all its aspects. The benefit to the Treasury of this iniquitous proposition would be so small as to be almost negligible. Moreover, in order to enforce it, the usual small army of officials would be required; this despite the Government's avowed intention to practise economy in all its branches, particularly where Civil Service staffs are concerned. However, if this Bill is passed in its present form, the blow to British motoring sport in general will be considerable, as a great many of the people who take part in club events do so in more or less home-constructed vehicles. AUTOSPORT appeals to all readers who have the interest of motoring sport at heart to write to their M.P. immediately, objecting to the inclusion of such a clause in the new Bill. It could be argued that this sort of thing might be carried even further in the future. For example, what is to prevent Purchase Tax being levied on amateur radio-builders, carpenters, potters, and so on. They make articles as a hobby, just as the man who constructs his own motor vehicle from various bits and pieces—purely for his own amusement!

THE DEEDS OF STIRLING MOSS

TO win three major races in the same month is a superb achievement, and that is what Stirling Moss has done. What is more to the point, each event has been hotly contested by the reigning World Champion, Juan Manuel Fangio. To say that the great Argentinian was rattled at Monaco is an under-statement. In actual fact, in order to try to get to grips with his last season's team-mate, Fangio threw caution to the winds and drove with a fury that might have called for severe censure if it had been attempted by a not-so-famous personage. The calling-in of Peter Collins has been criticized—quite rightly so, in AUTOSPORT'S opinion. Anyway, during all this, Stirling Moss sailed serenely on, displaying a technique and mastery over machine which surely is the stamp of a World Champion of tomorrow. Nürburgring saw a further vindication of this opinion, when Moss's superb driving snatched victory for Maserati from the "Prancing Horse".

OUR COVER PICTURE

TRIUMPH FOR THE "TRIDENT". Maserati scored a fine win from two Ferraris in last Sunday's Nürburgring 1,000 Kms. race, qualifying for the World Sports Car Championship. Drivers were Stirling Moss and Jean Behra (seen here approaching the Hohe Acht), who took over the car from Taruffi and Schell when their own was forced out with rear suspension failure.

PIT & Paddock

DEAN DELAMONT, Competitions Manager of the R.A.C., has left for a three-week visit to Canada and America, where he will have discussions about the organization of motoring sport in the Dominion and the interchange of competitors in sporting events between Canada and America. He was also due to attend the Indianapolis "500" on 30th May.

THERE will be a race for the new Formula 2 (1,500 c.c.) category at Silverstone on British Grand Prix day, 14th July.

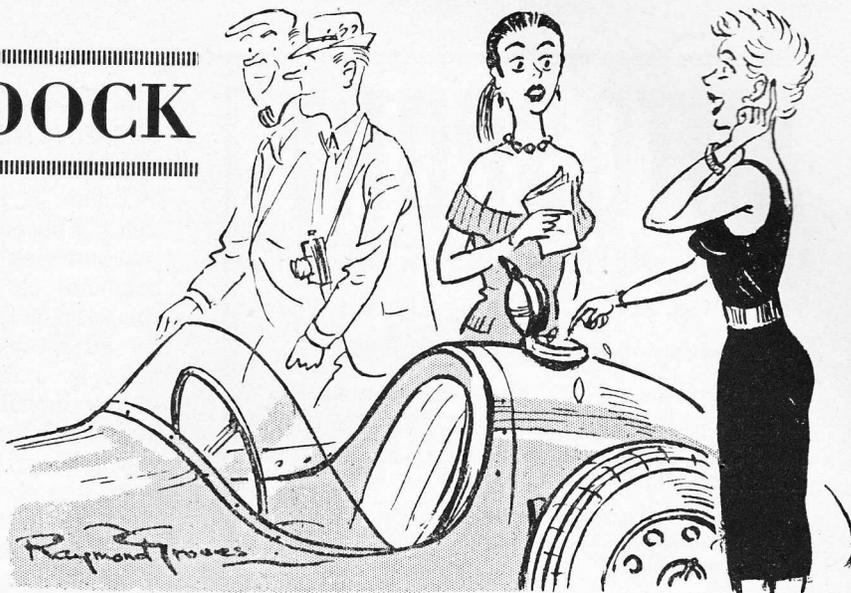
HOPES are high that the Spanish Grand Prix at Barcelona in October will be held. There is also talk of an International sports-car race.

JOAKIM BONNIER and McKay Fraser, celebrated their new racing partnership by winning the 1,300 c.c. Grand Touring class at Nürburgring with an Alfa Romeo Giulietta Sprint Veloce.

TAKING part in the Swedish Rally to the Midnight Sun, which started on Tuesday last and finishes on Sunday, are a team of three Sunbeam Rapiers, making their International rally debut. The drivers are Peter Harper/David Humphrey, Gunnar Fadum/Knut Solberg and Aker Tedvik/Nils Werner.

THE 1957 Lady Wigram Trophy race, at Christchurch, New Zealand, will be run on 26th January, over a distance of 150 miles. The organizers, the Motor Racing Club, are again seeking an International permit for this *Formule Libre* event, and they hope to secure the appearance of drivers from the United Kingdom.

PADDOCK FOURSOME (Below): Wearing the sunglasses, at a recent Goodwood meeting, is Irene Moore; mirrored in them, Peter Jopp, a Jaguar XK 140 drophead coupé and the photographer.



"A dab of this stuff behind the ears and you're positively inflammable with these types!"

THE Light Car Club of Australia and the Albert Park Trust are finalizing the programme for the Australian G.P., to be held in Melbourne on 25th November during the Olympic Games. It is probable that the G.P. will be for *Formule Libre* machines over a distance of 250 miles. Negotiations have been going on with the Maserati factory, whom it is expected will field a team.

W. G. HARRIS'S 500 which took two second places at Cadwell Park at Whitsun was Denis Flather's Flather Steel Spl., and not a Cooper as our report stated.

THE latest Castrol lubrication chart, for the Triumph TR2 and TR3, is available free of charge from C. C. Wakefield & Co., Ltd., 46 Grosvenor Street, London, W.1.

APOLOGIES DEPT. In the report of the Djurgard Park, Helsinki, races, in our 18th May issue, we reported that Andre Loens (Maserati) was second to Eric Brandon in the under 2-litre sports car event. In point of fact, second place was taken by the Jersey driver Arthur Owen (Cooper-Climax 1100), with Loens third.

THE Silver City Stranraer-Belfast air ferry is doing a roaring trade, with over 1,600 cars already booked for summer travel, compared with 580 at the same time last year. The increase is attributed to lower fares for small family cars.

UNLESS suitable shipping can be arranged, Peter Whitehead may not be able to go from New Zealand to compete in the South African races later this year.

ALASTAIR CORMACK, pre-war Alta racing driver, drove a Sunbeam Rapier in the Scottish Rally last week-end.

BOB BERRY, at present in Chichester Hospital, is progressing favourably after his Goodwood accident. Peter Scott-Russell, who suffered burns when his Lotus crashed at Silverstone, is also on the mend.

VISITED by AUTOSPORT at Beckenham Hospital last Friday, Reg Parnell was in cheerful mood and has since returned to Derby, to continue a remarkable recovery from his Whit Monday crash at Crystal Palace. He reckons that he will be fully "repaired" before Rob Walker's Connaught!

THE idea of the Guild of Motoring Writers' Goodwood Test Day has crossed the Atlantic, where the S.M.M.T. are organizing a similar function at Thompson Raceway, Connecticut, on 2nd June, to demonstrate British cars to American motoring journalists.

AT present touring Britain and Europe, the Hollywood Motor Rodeo, composed of men who perform stunts in films and television and double for stars, are competing among themselves for the International Stuntmen's Association annual "Mr. Daredevil" championship. The Association has agreed to admit to membership any daredevils who might develop among Europeans during the tour and thus bear out its international scope.

OWING to a change of driver not being notified by the organizers, second place in the final of the "Double Twelve" Trophy race, at Snetterton, on Whit Saturday, was credited in our report to David Piper (Lotus). We learn that the driver was, in fact, Peter Taylor, co-owner of the car with Piper, the latter being originally entered to drive it.

IN Chicago, S. H. Arnolt Inc. have been appointed sole dealers for Jaguar.

"AUTOSPORT" URGES ALL READERS TO WRITE TO THEIR M.P., OBJECTING TO THE FINANCE (No. 2) BILL, CLAUSE 6

IN PROGRESS as we went to press was the gruelling 2,666-mile Coronation Safari in East Africa. Here is Dutch rally expert Maurice Gatsonides with the Phase III Standard Vanguard he is driving in the event.

SPORTS NEWS

BRITISH GRAND PRIX, 1956

RETURNING to its traditional home at Silverstone, this year's British Grand Prix, on 14th July, will be organized by the B.R.D.C., on behalf of the R.A.C., and sponsored by the *Daily Express*. The day's programme of racing, lasting 7½ hours, will include a 75-mile sports car race for cars of over 1,500 c.c., and a 17-lap (51 miles) Formula 3 event. The ninth British Grand Prix for Formula 1 cars, will be run over 105 laps of the three-mile circuit, making a total distance of 315 miles. The fact that the G.P. counts towards the World Drivers' Championship, and must, therefore, be run over a distance of at least 500 km., or have a minimum duration of three hours, coupled with the 100.47 m.p.h. average speed of Stirling Moss's winning Vanwall at the *Daily Express* meeting in May, has caused the B.R.D.C. to increase the race distance accordingly.

The G.P. meeting will also see the first race to be run under the new Formula 2, due to come into force internationally next year. The Formula is for racing cars of under 1,500 c.c., using 100 octane petrol, and the event will be over 75 miles. Admittance charges for the meeting are: Pits Grandstand, 30s.; South Grandstand, Abbey Grandstand or "All-in" Car Ticket (admitting car and all occupants to the circuit), 25s. Ticket applications should be made to: Race Office, *Daily Express*, Fleet Street, London, E.C.4.

GERMAN G.P.—FORMULA 1

THE Automobile Club of Germany have restored the German Grand Prix on 5th August at Nürburgring, to Formula 1 status, in place of the proposed International sports-car event. It



is understood that the C.S.I. of the F.I.A. did not agree with the substitution, and recommended that the date should be for full-scale Grand Prix cars. This means that Nürburgring will once again be included in the World Championship series.

THE TARGA FLORIO

THIS year's Targa Florio, the 40th of the series, will be held on 10th June over 10 laps of the famous Sicilian *Piccolo Circuito delle Madonie*, the 45 miles of which have some 850 corners—nearly 20 to each mile. The race is open to sports racing cars, in Classes A to H, Special Series Touring cars and Gran Turismo cars, with classes for 750 c.c. machines in both the latter categories. Entries close at 10 p.m. tomorrow, 2nd June, at 33 via Principe Belmonte, Palermo, Sicily.

NO B.R.M.s FOR SPA

RAYMOND MAYS informs AUTOSPORT that, owing to the need for more testing after troubles which developed in practice at Monaco, no B.R.M.s will appear at Spa on Sunday for the Belgian Grand Prix. The Owen Racing Organization have therefore released Mike Hawthorn on this date, should he wish to drive another make of car. It is the intention to enter cars for both the French and British Grands Prix and, it is hoped, other major Formula 1 races this season.

BELGIAN GRAND PRIX

THE withdrawal of B.R.M. from next Sunday's Belgian Grand Prix is disappointing, and leaves two Vanwalls and a privately owned Connaught as the sole British-built contenders. The Connaught will be driven by the Italian, Scotti, and the Vanwalls by Schell and Trintignant. There is a strong possibility that Mike Hawthorn, deprived of a wheel with B.R.M., will drive a works Maserati.

Ferrari, still smarting under the Monaco defeat, will field a most powerful team, led by Juan Manuel Fangio. The latter, defeated in three important races by Stirling Moss, will be all out to demonstrate his uncanny skill on very fast circuits. It is anticipated that the Fangio-Moss duel will provide the highlight of this third race counting towards the Championship of the World.

At the time of going to press, the invited entries were as follows:—

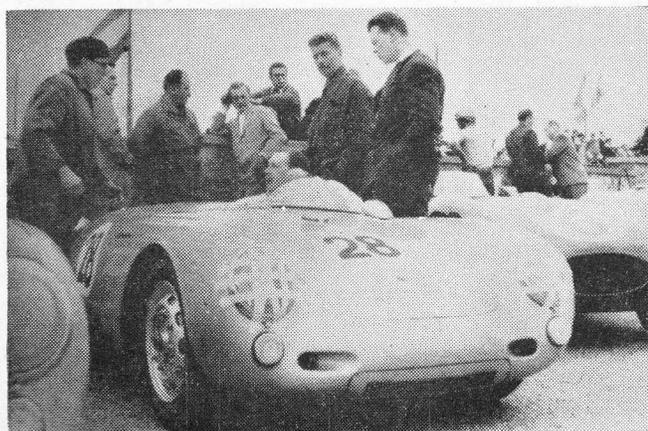
Scuderia Ferrari (V8 Ferrari-Lancia): Juan Manuel Fangio; Eugenio Castellotti; Luigi Musso; Peter Collins (or Olivier Gendebien).

Officine Maserati: Stirling Moss; Jean Behra; Cesare Perdisa and/or Mike Hawthorn. Godia Sales (semi-independent).

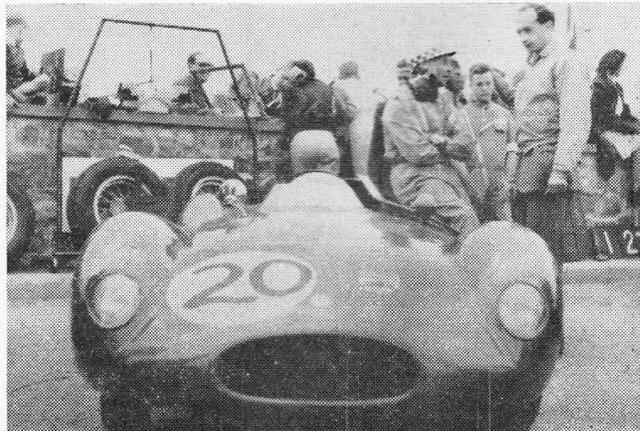
C. A. Vandervell (Vanwall): Harry Schell; Maurice Trintignant.

Equipe Nationale Belge (Ferrari): André Pilette.

Independent: Scotti (Connaught); Gould (Maserati); Rosier (Maserati); Villoresi (Maserati).



NEW HOPE in Belgian motor racing is Goethals, seen here at Chimay in the Porsche Spyder with which he won the 2-litre class of the Frontières G.P.



NEWCOMER to Belgian soil was George Nixon's Cooper Climax, fourth in the 2-litre class at Chimay, ahead of Herzet's Ferrari. With Nixon here is André Pilette.

MOBILGAS ECONOMY RUN

ENTRIES close on 11th June for the Mobilgas Economy Run, organized for the second year by the Hants and Berks M.C., and taking place on 16th/17th June. This year the event has been granted International status by the R.A.C., and is open to all Series Production Touring cars manufactured since 1st January, 1945. In addition, there is an "All-Comers" class for sports, Gran Turismo, and pre-war cars and specials, modified and experimental vehicles. As the event is primarily for ordinary production cars, which have not been significantly modified from normal specification, each car in the first-named classes will carry a neutral observer who will see that normal driving methods are used (no coasting, for instance). No observers will be carried in the "All-Comers" class. The course will be over 650 miles of varying types of road in the south and west of England and will include an hour's fast touring on the Goodwood circuit, averaging about 50 m.p.h. Entries will be selected by the organizers and are limited to 50. Regulations, full details and entry forms from Holland Birkett, 228 Fleet Road, Fleet, Hants.

LEWIS-EVANS OFF TO RACE IN ITALY

STUART LEWIS-EVANS, with his Cooper, left England last Monday by Silver City air ferry, on his fourth annual pilgrimage to Terano, Italy. There he will take part in this week-end's International race over the twisting, two-mile circuit through the town and hills of Terano, in a bid to win the event for the fourth year in succession, against Italy's 750 c.c. Giaurs and Stanguellinis.

THE WIESBADEN RALLY

THE 18th International Rally of Wiesbaden, counting for the Touring Championship of Europe, takes place between 21st and 24th June. A novel aspect of this event is that in the classification tests, several must be performed by the two named drivers of each car separately. There will be no rigid itineraries between controls, and no penalties on the road. Average speeds between the classification tests are set at 50 k.p.h., with an allowance of one whole hour, plus or minus 30 mins. at the controls.

Starting points are Berne, Brussels,

Copenhagen, Lyons, Milan, Paris, Prague, The Hague, Vienna, Hanover, Munich and Wiesbaden. Inquiries concerning the Wiesbaden Rally should be made with Ing. Schmitz, Sports Secretary, A.V.D., Wiesenhutenstrasse 2, Frankfurt-on-Main, Germany. There will be a special reduction of 25 per cent. in entry fee for more than three participants, and of 33 per cent. for more than five participants, from any one ecurie.

DKW WINS GENEVA RALLY Class Win for Jack Sears/Ken Best (Austin A50)

LAST week's Geneva Rally, Switzerland's qualifying event for the Touring Championship of Europe, was won by Brugger and Carrer in a three-cylinder, two-stroke DKW, from a Porsche, an Alfa Romeo 1900, and a Ford Taunus. Georges Houel was fifth with his Alfa Romeo, and won his class. The rally began on 25th May from Geneva, competitors heading into France for a mountain test at La Chamba, then passing through St. Etienne for a hill-climb at Planfoy. Through Die and Gap, the route then led south into Italy and Monza for the speed tests. Here the Schock/Moll and Basilus Mercedes 300SLs went well, as did Houel/Bertramier (Alfa) and Jack Sears/Ken Best (Austin A50).

Turning northwards, the route led via Simplon to Sierra-Montana for another hill-climb test, where Schock/Moll, Houel and Sears all shone. Regularity tests near Oron-la-Ville and between Orbe and Brassus followed, after which came the "slalom" on the Cointrin aerodrome circuit on Sunday, 27th May, prior to the conclusion of the rally in Geneva. The Sears/Best Austin won the special series touring class (1,000-1,600 c.c.) and Gott/Shepherd (A90) was second in the special series over 2-litre class. A full report by John Gott of the Geneva Rally will be published next week.

Provisional Results

General Classification: 1. Brugger/Carrer (DKW); 2. Seyer/Perrot (Porsche); 3. Martignoni/Vanini (Alfa Romeo); 4. Frau Laidmann/Temul (Ford Taunus); 5. Houel/Bertramier (Alfa Romeo); 6. Codrik/Calam (Alfa Romeo); 7. Wicky/Bornan (Triumph); 8. Steffen/Gorgen (Peugeot); 9. Dubuet/Dupré (Peugeot); 10. Schock/Moll (Mercedes-Benz).

EXCURSIONS TO LE MANS

TWO excursions to and from Le Mans for the 24-hour race this year, have been devised by H. Clarkson (Air and

Shipping Services), Ltd., 9-10 Fenchurch Street, London, E.C.3. The first, at an inclusive cost of £22 10s., includes air transport as far as Paris and coach transport to Le Mans, while the second, at £13 10s., is by the rail and sea route from London, via Paris. Further details, brochures and booking forms may be obtained from the agents.

NEW MERCEDES-BENZ PRICES

MERCEDES-BENZ (Great Britain), Ltd., announce the following British prices for their cars following the introduction of the new medium-class range earlier this month (basic prices in brackets):—

180: £1,718 17s. (£1,145); 180D: £1,816 7s. (£1,210); 190: £1,793 17s. (£1,195); 220S: £2,251 7s. (£1,500); 300c De Luxe: £4,013 17s. (£2,675); 190SL: £2,776 7s. (£1,850); 300SL: £4,671 7s. (£3,100); 300SC: £6,166 7s. (£4,110).

AUTOSPORT SERIES-PRODUCTION SPORTS CAR CHAMPIONSHIP

Programme for June: Oulton Park, Shelsley Walsh and Aintree—Mallory Park on 7th July

SECOND event for the AUTOSPORT Series-Production Sports Car Championship will take place at Oulton Park on 9th June, over a distance of 10 laps, at the National meeting organized by the North Staffs Motor Club, Ltd. The club point out that all entrants must have an F.I.A. licence, with the "not valid" clause on the back cancelled. Entries must be sent to J. H. Greenwood, Minster Mills, Ltd., Walley Street, Biddulph, Staffs. It should be noted that entrants are also eligible for other events on the programme.

Shelsley Walsh will enable sprint exponents to collect bonus points. The meeting will now be held on 16th June, in place of the original 17th June date. Entries must be sent to Leslie Wilson, Midland Automobile Club, Temple House, 184 Bath Row, Birmingham, 15.

In both events there are classes for all categories.

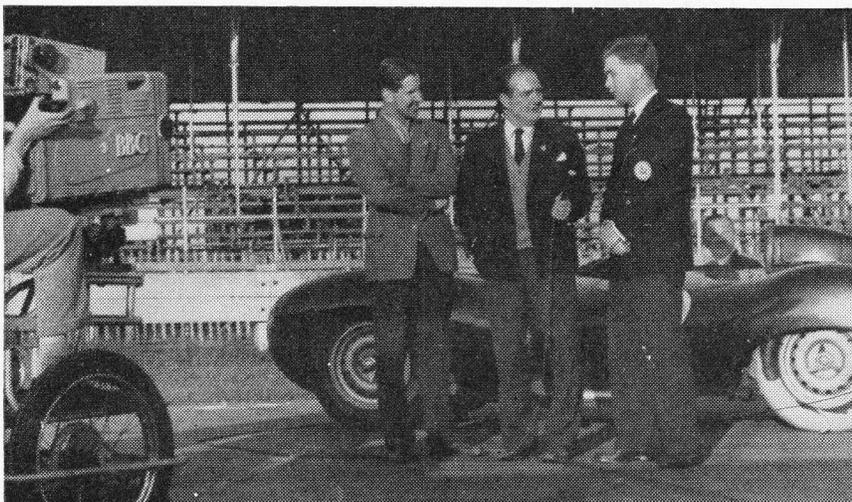
At Aintree on 23rd June the Championship event is for cars of over 1,200 c.c., owing to the restriction on the number of cars permitted to compete. Entries must be sent to John Morgan, Secretary, B.A.R.C., 55 Park Lane, London, W.1. In order to balance this, cars of up to 1,200 c.c. will have an additional event at another venue—probably Brands Hatch.

On 7th July, the B.R. and S.C.C. stage a National meeting at Mallory Park, which includes a Championship race. Entry forms can be obtained from Ken Gregory, 35 Strand, London, W.C.2. The race will be of 25 laps duration of this very interesting circuit.

FORMULA 2—OFFICIAL

THE new Formula 2, for unsupercharged machines up to 1,500 c.c., will come into effect from 1st January, 1957. This was decided by delegates of the Sporting Commission of the F.I.A. at its recent congress at Baden-Baden.

AT GOODWOOD, Robin Richards interviews Desmond Titterton and Ron Flockhart for B.B.C. TV, after the former had won the Whitsun Hundreds, and the latter had retired with a thrown tread. In the background is "Wilkie" in Flockhart's Jaguar, showing the bare rear tyre.



NORMAL by Monte Carlo Rally standards are these desirable arrays of extra lighting equipment, but can a standard generating system be expected to carry this heavy load?

Conditions are a little better, but not much. If use of the two SFT lamps and the one SLR lamp is avoided, saving 12 amps., the load will be 26½ amps. The overload of 3½ amps. is nearly 15 per cent. of the dynamo output.

The case of car C is the worst of the three, for the possible load is about 42 amps. and to meet it there was the dynamo rated at 19 amps. together with the 60 amp.-hour battery. If use of the first three items is avoided the load will still amount to 25½ amps., or more when any of the intermittent items are needed. The overload of 6½ amps. is 33 per cent. of dynamo output.

It would be easy to install larger generators and batteries, of course, if regulations allowed. It is done on wireless-equipped police cars. But as standard equipment is *de rigueur* the only thing is for the driver and crew of a car with equipment as listed to be just as mindful of the amps. they are consuming as they are of timekeeping and navigation. Some of them were not! Of 118 British cars only three actually retired owing to electrical troubles, but 15 others experienced such troubles, 10 of them from flat batteries owing to the load during the night sections exceeding generator output.

British cars were not alone in having electrical trouble, however, and the Lucas Competitions Service staff at Rheims had a number of French and German crews seeking their assistance because of flat batteries.

It will be noted that in each of the three cars, A, B and C, three defrosters were fitted, consuming 9 amps. in all, *i.e.*, more than the headlamps or the two long-range or the two fog lamps. In fact, the defroster load alone is nearly 50 per cent. of generator output. Now it may be highly desirable to have three defrosters and to use them all, but obviously they should be used as sparingly as possible. How often were they left consuming current unnecessarily because tired crews forgot to switch them off?

INDIANAPOLIS

TAKING place on Wednesday, 30th May, the Indianapolis 500 Miles race was run a day after this issue went to press, so that results cannot be published until next week. Main interest to Europeans centred on Farina, who was reported to have stood down with the Ferrari-Bardahl, but subsequently decided on a last effort to qualify the disappointingly slow car. Whether he succeeded is not known, but his chances are thought to be slender. The later training periods have been marred by cold and rainy conditions. Fastest practice time was put up by Pat Flaherty at 234.27 k.p.h., 145.57 m.p.h.!

DENMARK held a race meeting recently on a new course, the Roskilde Ring, only .65 km. round. Arthur Owen of Jersey went there with his Cooper-Climax, winning the Special class from Porsche Carreras, Nellemann's Cooper and other opposition. Eric Brandon (Cooper) was an entrant but not a starter.

Operation "Overload"

An analysis of the causes of electrical trouble experienced by competitors on the Monte Carlo Rally

By A. G. Douglas Cleese, B.Sc., A.M.I.Mech.E.

SOME months have passed since the magic name of Monte Carlo and its famous Rally made motoring headlines. There were then many references to electrical troubles and undoubtedly some competitors had to retire because of them. But to those with some technical knowledge of electricity it was plain where the real trouble lay—in one word, overloading.

For the benefit of those who enter for the 1957 Monte in a few months' time, I asked the Lucas backroom boys if they would provide facts and figures on "Operation Overload", a process which has taken time, but here they are in some detail. Let me emphasize that they are authentic, because every complainant of electrical trouble has been contacted individually by members of the Lucas competition staff.

First, here are three examples* of the electrical equipment actually fitted, and the current taken by the various units:—

Car A.	
2 SLR lamps	8 amps.
2 SFT lamps	8 "
2 F700 lamps	8 "
3 Defrosters	9 "
Heater motor	2 "
Side and tail lamps	2 "
Coil	1½ "

To this list must be added items of equipment used intermittently, such as stop lamp, map light, flasher lights, horns, radio, electric razor.

Car B.	
2 SFT lamps	8 amps.
1 SLR lamp	4 "
2 F700 lamps	8 "
3 Defrosters	9 "
Heater motor	2 "
Side and tail lamps	2 "
Wiper motor	4 "
Coil	1½ "

with the same list of intermittently used items, plus petrol pump.

* Not the cars illustrated above!

Car C.

1 SLR lamp	4 amps.
1 SFT lamp	4 "
2 Fog lamps	8 "
3 PF770 lamps	8 "
3 Defrosters	9 "
Heater motor	2 "
Side and tail lamps	2 "
Wiper motor	3 "
Coil	1½ "

plus the intermittently used items, including petrol pump.

Now example A gives a possible total load of about 40 amps., supposing that the driver is so foolish as to apply it. To meet that load the dynamo fitted had a rated output of 19 amps., which would increase to, say, 25 amps. under flat battery conditions, and a battery of approximately 60 amp.-hour capacity. The battery could be expected to be flat in about four or five hours. Furthermore, when dynamo output increased to 25 amps. as the battery became discharged the machine would overheat and regulator trouble would be likely to develop.

It may be objected that no driver would need all lamps at once and that the load would accordingly be lighter. Very well, let us take it that only one at a time of the first three items in the list will be used, plus the remaining items. The load will still amount to a constant 22½ amps., plus another three or four amps. intermittently. This is 3½ amps. more than the rated dynamo output, an overload of approximately 18 per cent. constantly, and even higher intermittently, and the battery must supply it. Accordingly trouble will only be delayed, not avoided.

In case B the total load will approximate 41 amps. and the dynamo has a rated output of 23 amps., the battery again being of 60 amp.-hour capacity.

Mallory Park Overture



Successful First Race Meeting at New 1¼-mile Leicestershire Road Circuit

UNDER glorious weather conditions, the first car meeting, well organized by the Nottingham Sports Car Club, took place on Whit Monday at Mallory Park, the new Midland road circuit near Leicester.

This track, measuring some 1.4 miles of new-laid tarmac, is practically oval-shaped with an ancillary rising loop to a rather acute hairpin. Racing was watched by a very large crowd of spectators who, aided by a natural bank opposite the main straight, could follow the cars some two-thirds of the way round.

It is obvious that a great deal of thought and money has been put into this project. The course is smooth, level and perfectly marked with permanent buildings which include a most elaborate, raised Press box, situated above and opposite the start area. It is understood that grandstands will be erected in time for the August meeting.

Spectator control was excellent; in fact, the only suggestion for improvement would be to widen the rather acute rising hairpin at Shaw's Corner which rather penalizes any car which has not too generous a lock.

The meeting started with a combined seven-lap scratch race for the 750 c.c. and 1,172 c.c. formula sports cars, the former being won by D. Rees (Austin) at 64.7 m.p.h., with Anstice Brown (Lotus) taking the larger class at 70.08 m.p.h. What might have been a nasty incident

occurred on lap seven, when Jack French's Austin, driven by Arthur Mallock, appeared to turn into the pit area, momentarily unsighting P. A. Cross, who demolished the pits entrance sign—luckily without injury.

Next came two heats of seven laps with a 12-lap final for 500s. Heat 1 was taken by Jack Moor (Wasp) from R. H. Hett and A. Eccles on Coopers.

Heat 2 was won by D. H. Phillips (Cooper) from R. F. Hatherwood's similar car and R. E. Plummer (Iota).

Moor won the final by 5 secs. from Hett and P. R. Proctor on Coopers at the creditable speed of 74.29 m.p.h. In this race E. de Vadder (Iota) left the road at high speed, fortunately escaping without serious injury.

Two races for 1,200 c.c. and 1,500 c.c. cars saw a grand duel between Syd Greene's son on his 1,100 c.c. Cooper-Climax, P. Jackson's similar car driven by one Lane and L. I. Bramley on a Mk. 9 Lotus. Greene led for half-way when, due to fading brakes, he was passed by Lane with Bramley finishing a good third.

In the second race Bramley turned the tables, winning from Lane by 2 secs. with P. Bailey's Tojeiro a good third.

The "Toj" had previously won a scratch race for 1½-litre sports cars though headed for five out of the seven laps by Brian Naylor in a Lotus Mk. XI chassis powered by his 1,500 c.c. Maserati

THE FLAG FALLS—and the first race at this new and attractive venue is under way.

engine. This car showed marked acceleration but failed through lack of oil pressure after making the fastest lap. J. Higham and T. G. Cunane on Lotus machines took second and third positions.

The bigger car classes brought faster speeds; the up to 2,700 c.c. sports car category was won by A. J. Nurse (Lister-Bristol) from John Dalton's Austin-Healey 100S; the over 2,700 c.c. class produced the best time of day, also the best race, when Allison on a C-type Jaguar led all the way, closely followed by M. L. Mees (Cooper-Jaguar) at the fine average speed of 77.6 m.p.h.

This position was reversed in the *Formule Libre* event over 15 laps, Mees taking this in no uncertain manner from Nurse with Allison third and K. Flint (E.R.A.-Jaguar) in fourth spot.

The meeting concluded with a scratch race for named production sports cars which apparently did not include the winner, J. Dalton, who, driving a Healey "S", won easily from normal and more easily purchased ones driven by M. L. Bailey, M. Kellett and J. Stuart Hall in that order.

FRANCIS PENN.

Results

Event 1. 7 lap Scratch Race for Sports Cars, 750 c.c. Formula and 1,172 c.c. Formula

750 c.c.: 1, D. Rees (Austin), 8 mins, 45.6 secs. (64.72 m.p.h.); 2, D. E. Baldock (Austin), 9 mins, 28.4 secs.; 3, R. D. Lee (LRM), 9 mins, 32.00 secs.

1,172 c.c.: 1, Anstice Brown (Lotus Mk. IX), 8 mins, 5.4 secs. (70.08 m.p.h.); 2, K. D. Laverton (Lotus Mk. VI), 8 mins, 6.00 secs.; 3, J. Bekaert (Lotus Mk. VI), 8 mins, 12.00 secs.

Event 3. 7 lap Scratch Race for Sports Cars up to 1,200 c.c.

1, — Lane (Cooper-Climax), 7 mins, 39.6 secs. (74.02 m.p.h.); 2, K. A. Greene (Cooper-Climax), 7 mins, 50.00 secs.; 3, L. I. Bramley (Lotus Mk. IX), 7 mins, 52.8 secs.; 4, A. McMillan (Elva-Climax); 5, Anstice Brown (Lotus Mk. IX); 6, K. D. Laverton (Lotus Mk. VI).

Fastest lap: Lane, 1 min. 02.6 secs.

Event 5. 7 lap Scratch Race for Sports Cars, 1,201-1,500 c.c.

1, P. Bailey (Tojeiro), 7 mins, 40.2 secs. (73.92 m.p.h.); 2, J. Higham (Lotus-M.G.), 8 mins, 5.6 secs.; 3, T. G. Cunane (Lotus-M.G.), 8 mins, 13.2 secs.; 4, P. J. Simpson (M.G.A.), 5, Mrs. R. Bluebelle Gibbs (H.R.G.).

Fastest lap: B. Naylor and P. Bailey, 1 min. 03.6 secs.

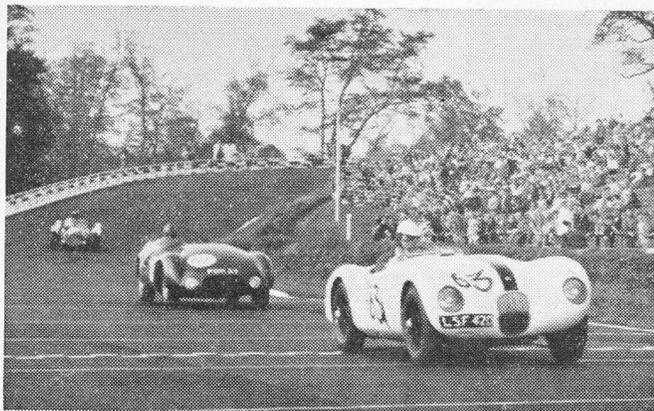
Event 6. 7 lap Scratch Race for Sports Cars 1,501-2,700 c.c.

1, A. J. Nurse (Lister-Bristol), 7 mins, 31 secs. (75.56 m.p.h.); 2, J. F. Dalton (Austin-Healey 100S), 7 mins, 34.6 secs.; 3, N. Campbell-Blair (Cooper-Bristol), 7 mins, 38.4 secs.; 4, C. Murray

THROUGH THE ESSES go a stream of sports cars, led by the TR2 of J. Maitland-Easton. The race was won by Austen Nurse in a Lister-Bristol.



DEVIL'S ELBOW—and J. P. Allison's Jaguar XK 120C leads M. L. Mees's winning Cooper-Jaguar in the Formule Libre race.



(Frazer-Nash); 5, P. A. Everard (Cooper-Aston Martin); 6, A. J. Churchley (Lister-Bristol).
Fastest lap: A. J. Nurse, 1 min. 1.8 secs.

Event 7. 15 lap Formule Libre

1, M. L. Mees (Cooper), 15 mins. 55.4 secs. (76.30 m.p.h.); 2, A. J. Nurse (Lister-Bristol), 16 mins. 01.00 secs.; 3, J. P. Allison (Jaguar XK 120C), 16 mins. 05.2 secs.; 4, K. Flint (E.R.A.-Jaguar); 5, J. F. Dalton (Austin-Healey); 6, C. Murray (Frazer-Nash).

Fastest lap: M. L. Mees, 1 min. 2.00 sec.

Events 8 and 9. 500 c.c. Racing Cars—Final—12 laps

1, E. J. Moor (Wasp), 13 mins. 5.00 secs. (74.29 m.p.h.); 2, R. H. R. Hett (Cooper), 13 mins. 10.6 secs.; 3, P. R. Proctor (Cooper-Norton Mk. X),

13 mins. 17.2 secs.; 4, I. J. Williams (Emeryson); 5, R. Jacques (Ettorne); 6, D. H. Phillips (Cooper).

Fastest lap: E. J. Moor, 1 min. 3.8 secs.

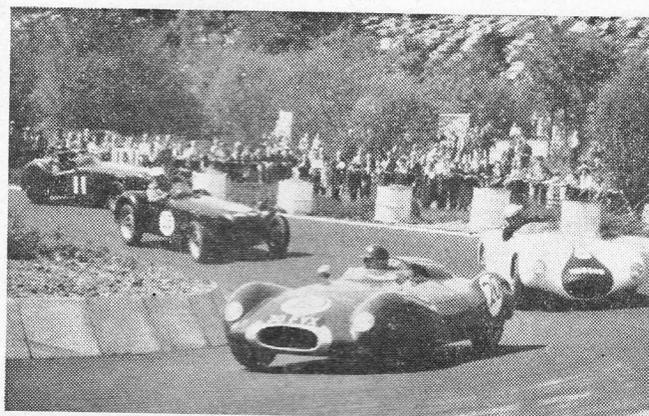
Event 10. 10 lap Scratch Race for Sports/Racing Cars up to 1,500 c.c.

1, L. I. Bramley (Lotus Mk. IX), 10 mins. 40.2 secs. (75.91 m.p.h.); 2, — Lane (Cooper-Climax), 10 mins. 42.00 secs.; 3, P. Bailey (Tojeiro), 10 mins. 43.00 secs.; 4, J. Higham (Lotus-M.G.); 5, K. A. Greene (Cooper-Climax); 6, A. McMillan (Elva-Climax).

Fastest lap: P. Bailey, 1 min. 01.8 secs.

Event 11. 7 lap Scratch Race for Sports Cars over 2,700 c.c.

1, J. P. Allison (Jaguar XK 120C/D), 7 mins.



SHAW'S CORNER—and Keith Greene is seen in a Cooper-Climax, leading A. McMillan's Elva-Climax.

18.00 secs. (77.67 m.p.h.); 2, M. L. Mees (Cooper), 7 mins. 19.00 secs.; 3, P. J. Sargent (Jaguar XK 120), 8 mins. 2.6 secs.; 4, Graham Maude (Jaguar XK 120C); 5, A. F. Davenport (Jaguar XK 120).

Fastest lap: J. P. Allison, 1 min. 01.2 secs.

Event 12. 7 lap Scratch Race for Production Sports Cars of specified make and type

(Austin-Healey 100s, Triumph TR2s, M.G.A. Morgan.)

1, J. F. Dalton (Austin-Healey 100S), 8 mins. 01.4 secs. (70.66 m.p.h.); 2, M. L. Bailey (Austin-Healey 100), 8 mins. 13.2 secs.; 3, M. Kellett (Austin-Healey 100M), 8 mins. 15.4 secs.; 4, J. Stuart Hall (Austin-Healey 100); 5, J. B. Wasstaff (Triumph TR2); 6, W. A. W. Bemrose (Austin-Healey 100).

Fastest lap: J. F. Dalton, 1 min. 03.8 secs.

The 14th Scottish Rally

More than 100 Entries in R.S.A.C. International Event

OUT of 106 entrants there were 101 competitors who took to the roads of Scotland on the morning of 21st May. The occasion was the 14th Scottish Rally, organized by the Royal Scottish Automobile Club and, in their five days of competitive motoring the entrants covered 1,220 miles in the road sections and took part in 14 driving tests. As ever, the Scottish Rally was a well-organized event and R.A.C. steward, Maurice Toulmin, remarked on the fact that A. K. Stevenson and his officials had the virtue of combining efficiency with friendliness so that the event became a thoroughly enjoyable one and the air was singularly free from the wailing cries of the "Protest Bird" whose discordant shrieks have marred so many of our International rallies.

Classes were keenly contested and among the small cars up to 1,000 c.c. Bill Fursdon's Renault was hotly pursued by the DKWs of Denmark's Robert Glad and of the young Scottish competitor Ian Scott Watson. Pamela Read, in a very fast Ford Anglia, handled her car very well in the road sections while her father took care of the driving tests in such stylish fashion that they managed to beat John Melvin's Sunbeam Rapier in the class up to 1,600 c.c. H. W. Underhill, driving a Mark VI Bentley, tried very gallantly in his big car but was no match for Jimmy Gibbon, who made no errors in a braking test and a speed hill-climb on

Rest-and-be-Thankful in his Rover; these tests were the undoing of the big Bentley.

In the class for touring cars up to 1,300 c.c. there was very hot competition. G. M. Smellie and D. N. Campbell matched their Ford Anglias against each other throughout the event in most interesting manner and, at the final reckoning made a sandwich in which S. D. Silverstone's Renault separated

them from their first and third positions. In class six, modified touring cars up to 2,600 c.c., Peter Hughes had little opposition. This did not prevent him from driving his Porsche in stylish and immaculate fashion and he was always a pleasure to watch in the driving tests—going up Rest-and-be-Thankful with the minimum of effort and performing in the driving tests with intelligent precision. Had there been a Premier Award there is no doubt that the Hughes name would have adorned it but, as it was, he collected his class prize for the fifth year in succession, won the award for the

(Continued on page 546)



SUNBEAM being taken neatly through the test at Logie is that of Arnold Rayner, who finished second in Class 3.



best performance by a native driver, took the Scottish Sporting Car Club's member's prize and, with Tom Christie (Triumph TR2) and Ninian Paterson (M.G.A.), shared the team award. A notable performance also was that of Norman Lithgow in the class for sports cars up to 1,600 c.c. Despite the fact that he has been making only occasional appearances in recent rally events and although he was driving an H.R.G. that has seen at least four years of competitive motoring, Lithgow was neat and consistent and after a slow start he gradually reached his form and in the three final tests of the rally made the best time of his class.

The tests had all the necessary qualities to make the event interesting. The first one was a sprint on the old Turnberry circuit and here Andrew McCracken was to make the best time of the entry in his Jaguar XK 120. It was unfortunate that, on the Wednesday, he and Neil Brown (Triumph TR2) were to run out of road at almost the same spot—between Dufftown and Torphins—and, without badly damaging themselves, put their motor cars out of the running. Next best time in the sprint test was by Hartley Whyte, and his XK 120 was followed by that of Bob Haddow. There was a speedy performance by Dennis O'Mara Taylor (TR2) but the modified Anglias were beaten by Dr. R. M. E. Smith in his Standard 10. Also at Turnberry, in the grounds of the hotel, were a parking test and a manoeuvring test. In the parking test cars had to be placed alongside the kerb with their near wheels not more than 7 ins. from it. This gave competitors full marks but, if only one wheel was not more than 7 ins. away the marks dropped to 2 and, of course, if both wheels were over the 7 ins. no marks were scored. A simple test? Out of 101 starters 54 of them did not get a credit mark including, unexpectedly, such people as Rex Neate (Renault), Agnes Mickel (M.G.A.) and Peter Hughes (Porsche).

Then came a double garaging test which was done very neatly by these same competitors mentioned but both H. R. Vincent (Ford Consul) and Charles

Sleigh (TR2) were not quite so neat. The entry then made its way to Logie Kirk Hill where a forward, reverse test with the added hazard of pylons at the trickiest bit saw Hugh Galt get his TR2 among the pylons and Jimmy Gibbon (Rover) collected some of his very few penalties. Best time was made by Lew Tracy (TR2) but he banged a pylon and so the best unpenalized time was that of J. L. Murray (M.G.A.).



These ended the first day's tests and the second day opened with a forward and reverse event amid two garages at Gleneagles. This was beautifully and swiftly performed by S. Colman and W. H. Wadham in their TR2s and by F. M. Marsh in a Standard 10. After this came a regularity test in which the Neil sisters found every timepiece, from stop watch to wrist watches and the one affixed to the Morgan, had suddenly ceased to function. However they man-

KNOCKING ONE OVER is Jimmy Gibbon's Rover—but in spite of this error at the Logie test, he won his class.

aged to work things out and only lost two marks out the 20 for the section. From Tyndrum it was back to Gleneagles and the famous braking test which causes more tyre marks on the road and more discussion among competitors than any test we have come across. Certainly it sorts them out! Actually 61 out of 101 competitors failed to average 30-35 m.p.h. before braking!

Wednesday morning began with a speed test around pylons at Gask Aerodrome. Best time here was made by Dr. J. T. Spare (Morgan) but the most stylish performance was that of Peter Hughes (Porsche) and the most exciting one by Hugh Galt who, at one moment, looked as though he was going to mow down a photographer in his TR2. A forward and reverse test involving two watersplashes was set out in Glen Drumtochty and again Dr. Spare took things very much in his stride; Rex Neate was most unfortunate to have his offside wheel just fail to finish astride the final line. A very long forward and reverse test downhill near the village of Dunning was performed to perfection by Oswald Brewis (TR2) and was also the subject of some very neat motoring by George Gibson (M.G.A.). It made a grand finale to a very long day's motoring and it was good preparation for Thursday's rallying which had four tests on Rest-and-be-Thankful.

The first of these was a simple "start your motor from dead and within 5 secs. get moving without rolling back" affair. Norman Lithgow (H.R.G.) got away clean in 2 secs. but Bill Fursdon allowed his Renault to run back and ring the bell. Valerie Williams not only rolled back but took more than 5 secs. to get away and Hartley Whyte's dismay was comical to behold as his Jaguar rung the bell. The famous "Rest" course was then used for a speed hill-climb. Best time of the day was made by G. H. F. Parkes (XK 120) and there was a smart climb by D. M. Bertram (TR2). Ninian Paterson's M.G.A. was seen flicking its tail in exciting fashion but Bob Haddow showed fine control of his Jaguar.

A forward-reverse test on the hairpin

(Continued on page 564)



WATERSPLASH on the Cairn O'Mounth section of the rally is taken by the TR2 of Ronnie Dalglish, who finished third in his class.



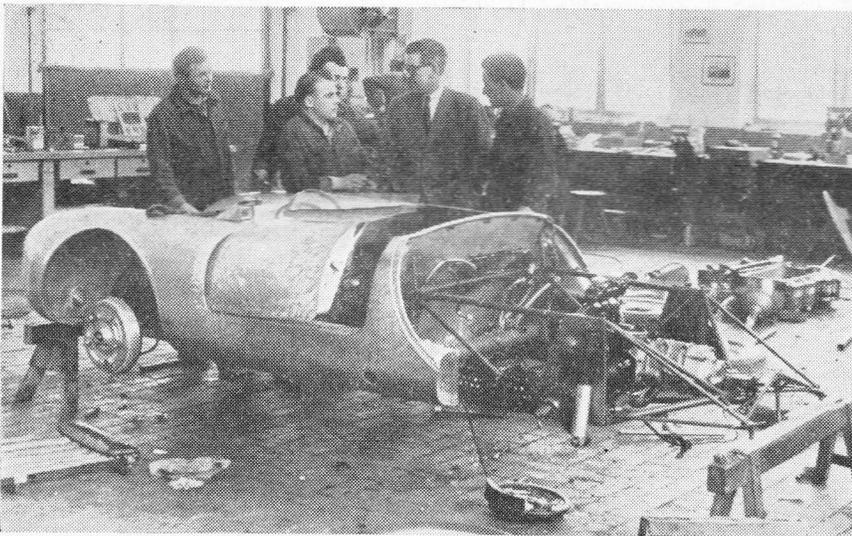
HEAD MAN of Porsche is Dr. Ing. Ferry Porsche, son of the famed Auto Union and Volkswagen designer, Dr. Ferdinand Porsche.



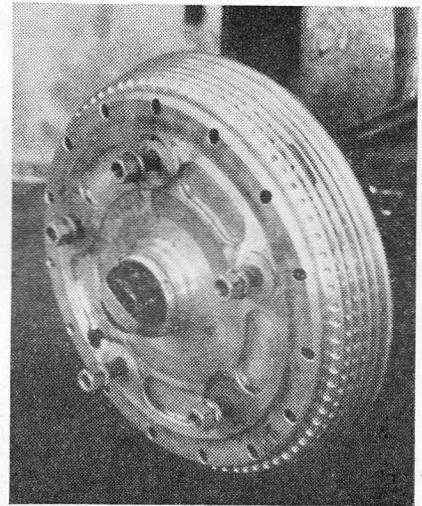
COMPETITION DEPARTMENT of Porsche is in the main office block, a building only recently de-requisitioned by the U.S. Army. In the foreground are two of the "works" team of Type 550 1,500 c.c. Spyderys. They put up a remarkable show in last Sunday's Nürburgring 1,000 kms. race.

CHEZ PORSCHE

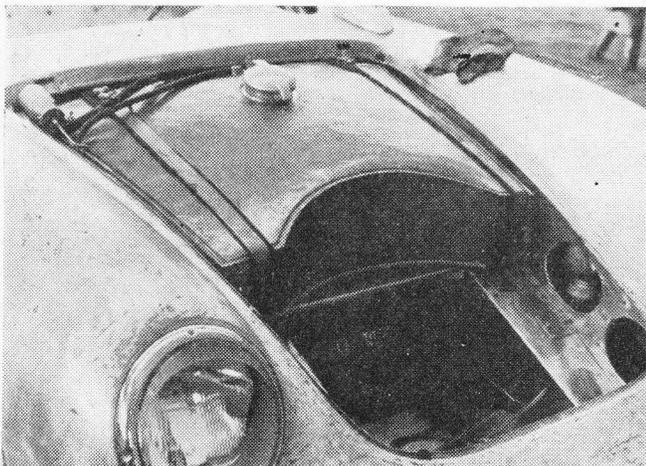
On a Recent Visit to Stuttgart, Maxwell Boyd took these Photographs in the Competition Department of the Porsche Factory



COMPETITION MANAGER, and highly successful Porsche driver, Baron H. van Hanstein, conferring with some of his mechanics about a Spyder being prepared for a forthcoming long-distance race.

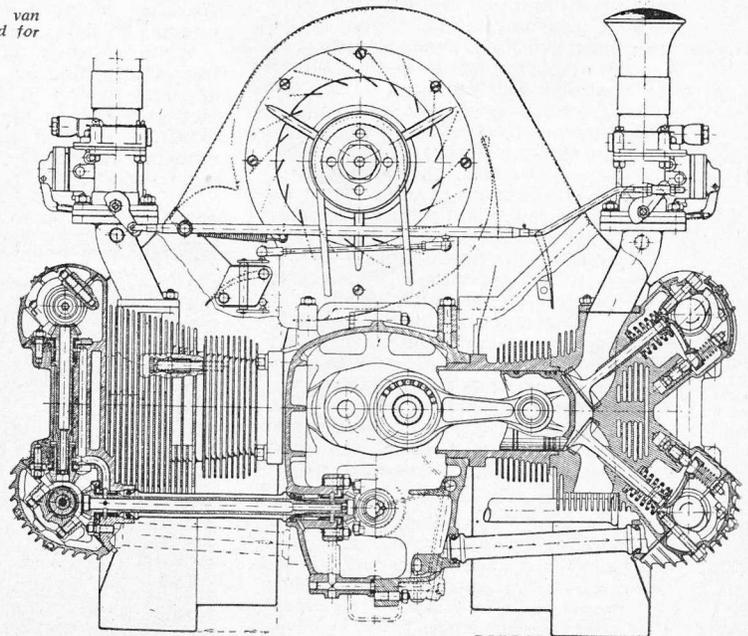


FINELY MACHINED is this Spyder brake drum, with each fin drilled for cooling and weight-saving. The dark patch between the fins is a balance weight.



FUEL TANK (above) of the Spyder is mounted in front of the driver and has a "cutaway" to accommodate the spare wheel.

HIGHLY SUCCESSFUL (right) in racing all over the world is the 4-cyl., 4-o.h.c., 1,500 c.c. Type 550 engine, which is also fitted to the Carrera model.



PALACE PROFILE: Pictured outside Buckingham Palace, the new Rapier is of striking appearance.

against the watch (96 m.p.h. on the rather "fast" speedometer). High cruising speeds may be maintained on the overdrive, and a touch of the switch brings in the direct drive for a spot of acceleration or hill-climbing.

First and second speeds are too low to be used a great deal, but third is a good gear because its range may be increased by using the overdrive. For a quick piece of passing, one can run up to 50 m.p.h. and then engage the overdrive on full throttle, when the acceleration will continue up to 70 m.p.h. Overdrive third and direct top are not normally employed in sequence, however, as their ratios are of the same order. The intelligent use of the over-

JOHN BOLSTER TESTS THE

Sunbeam Rapier

A Luxury Small Car with a Sporting Flavour

FOR many years, there has been a demand for a relatively small car, built on the same luxurious lines as the large cars *de luxe* for which this country has always been renowned. One has only to read the correspondence columns of ancient motoring journals to realize for how long this need has been felt. For the man without a chauffeur, a really big machine is a constant handi-cap in town, in fact for most purposes the smaller car is a more practical proposition.

It is in pursuit of this market that the Rootes Group have produced the Sunbeam Rapier. First and foremost, it is a quality car. It has the lines and finish that one associates with the cars of film stars, but reduced in size to fit your garage. Yet, no sacrifice has been made to beauty. The body is roomy, easy to enter, and has plenty of luggage space. This is as useful a conveyance as any staid and respectable family saloon, yet it has that *concours d'élégance* style.

The very full equipment is all in keeping with this air of quality. In particular, the round and easily readable separate instruments make one of the most attractive fascia panels I have seen. The driving position is good, and all the controls well arranged. Only the steering column gear lever may cause a little surprise to those accustomed to the floor-mounted levers of the world's best cars. However, the proper hand brake lever makes up to some extent for this, and its power and precise action are exceptional these days.

Technically, the new Sunbeam follows current British practice. The chassis and body are in one unit, which is of sturdy construction and extreme rigidity. The front suspension arms have a considerable degree of trail, and strategic use of rubber avoids the transmission of road noises to the body structure. Helical springs embracing telescopic dampers form the suspension medium, and a torsional anti-roll bar is attached to the

lower links. At the rear, one finds a conventional axle and semi-elliptic springs.

The engine has a piston swept volume of only 1,390 c.c. It resembles the famous unit of the larger Sunbeam, and is distinguished by having separate inlet ports and an induction tract which exploits the benefits of this feature. As a result, a praiseworthy 62 b.h.p. is developed in spite of notable fuel economy.

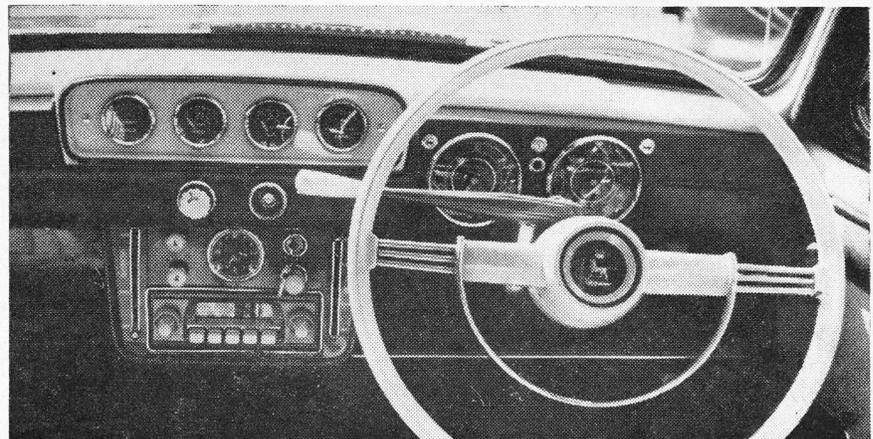
The transmission is specifically designed to take full advantage of the Laycock de Normanville overdrive. An axle ratio of 5.22 to 1 ensures a lively performance, and the 3.95 overdrive provides effortless running at fast cruising speeds. Accessibility of the mechanical organs is quite good, though the bonnet is a little crowded. It is necessary to remove the distributor cap before one can apply a spanner to the two rear sparking plugs, but normal servicing presents no difficulties.

When I drove the car, I was most interested to find out whether or not the apparent quality in the showroom is in fact sustained on the road. To a large extent, I think it is. In spite of the moderate engine size, the excellent maximum speed of 88.2 m.p.h. was recorded

drive adds interest to handling the car, especially as the engine is happiest if it is kept above 2,000 r.p.m. It inherits the capacity for smooth revs. that one has grown to associate with the larger Sunbeam.

In general, the riding and handling of the Rapier is in keeping with its character, at medium to fast cruising speeds on British roads. Certainly it will satisfy the majority of prospective purchasers. Handled in a more spirited manner, or under more arduous conditions, the car becomes less happy. Thus, there is more tyre scream on corners than seems altogether justified, and bumpy roads are felt more than would be expected. The steering is exceptionally "quick", which makes for controllability, but the very strong caster return action tends to render it heavy when locking over suddenly. It is possible that alternative tyre equipment would be preferable for the very fast driver, particularly for hurrying on wet roads. I feel that the courageous competition programme, in which the makers engage, will soon iron out these few imperfections, as indeed occurred with the previous model.

The brakes, with their well-finned drums, are powerful and progressive. They showed no tendency to fade during



RARE TREAT nowadays, to find such a comprehensive and practical instrument lay-out. Gauges for water, fuel, oil and amps. are in the centre, with rev-counter and speedometer in front of the driver. The steering column gear lever, however, seems a strange choice for such a car.

TWO-TONE colour scheme is standard, and the detail specification includes many "luxury" items.

fast driving. Although the acceleration is not of the kick-in-the-back variety, the car gathers speed deceptively quickly. The brakes, therefore, have quite a busy life if the driver exploits the full performance.

An important virtue, particularly for Continental touring, is the fuel economy. I averaged 29 m.p.g., including the speed and acceleration tests, so the normal driver should be able to get about 35 m.p.g. For a luxuriously appointed and roomy car weighing over a ton, this is no mean achievement. The fuel gauge reads in litres as well as gallons, and the speedometer in kilometres per hour in addition to miles—two further useful features for the Continent. Incidentally, the rev. counter dial is marked in red from 5,500 to 6,000 r.p.m.

The equipment of the Rapier is very lavish indeed, as the data panel shows. There is plenty of space for odds and ends, both open and under lock and key. The optional heater and radio are neatly installed, the latter having an additional speaker in the back of the car with a separate control. There is plenty of padding in strategic places to protect the passengers during a sudden stop.



The Sunbeam Rapier is a quality car of spectacular appearance and moderate size. In developed form, it has already made an auspicious debut in the Mille Miglia, and it has many features which are likely to render it a useful rally car. Its looks and luxury are sure to appeal to ladies, and the various two-colour schemes available will add to the attraction for them.

Specification and Performance Data

Car Tested: Sunbeam Rapier 2-door, 4-seater saloon, price £695 (£1,043 17s. with P.T.). Extras, radio £33 0s. 6d., heater £21 1s.

Engine: Four cylinders, 76.2 mm. x 76.2 mm. (1,390 c.c.). Pushrod operated overhead valves. 62 b.h.p. at 5,000 r.p.m., 8 to 1 compression ratio. Stromberg downdraught carburetter. Lucas coil and distributor.

Transmission: 8 ins. Borg & Beck single dry plate clutch. Four-speed gearbox with steering column control, synchromesh on upper three gears, and Laycock de Normanville overdrive. Ratios: O/D 3.95, top 5.22, O/D third 5.891, third 7.788, second 12.905, first 16.642 to 1. Hardy Spicer propeller shaft spiral bevel rear axle.

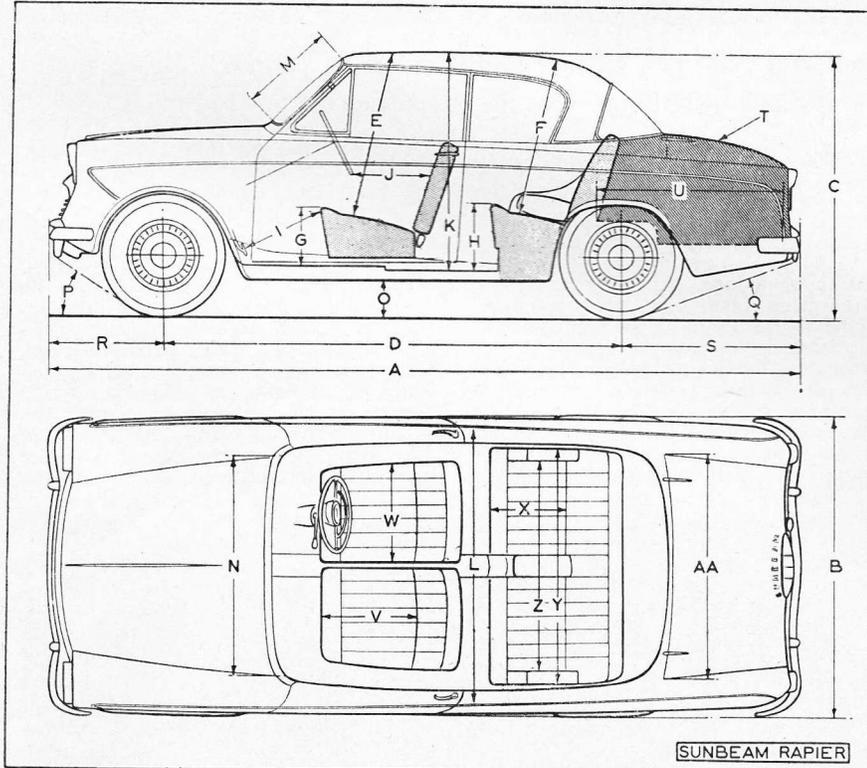
Chassis: Combined body and chassis. Independent front suspension by wishbones with rearward inclination and helical springs with telescopic dampers. Torsional anti-roll bar. Burman worm and nut steering. Rear axle on semi-elliptic springs with Girling telescopic dampers. Lockheed hydraulic brakes in 9 ins. x 1½ ins. finned drums. Pressed steel bolt-on wheels, fitted 5.60-15 ins. Dunlop tubeless tyres.

Equipment: 12-volt lighting and starting. Speedometer, rev. counter, ammeter, water temperature, oil pressure, and fuel gauges. Clock, cigarette lighter and ash trays. Two-speed self-parking wiper and screen washer. Flashing direction indicators. Heater and radio (extras).

Dimensions: Wheelbase 8 ft. Track front 4 ft. 1 in., rear 4 ft. 0½ in. Overall length 13 ft. 3½ ins. Width 5 ft. 1 in. Turning circle 34 ft. Weight 1 ton 1 cwt.

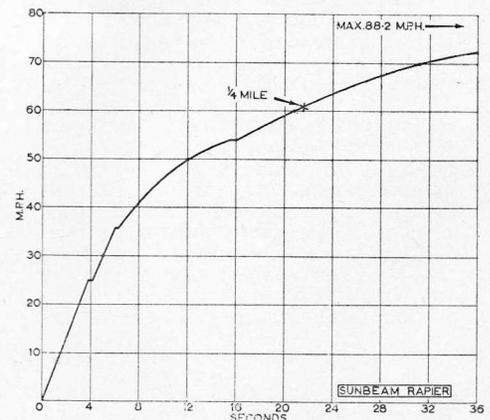
Performance: Maximum speed 88.2 m.p.h. Speeds in gears, direct top 80 m.p.h.; O/D third 75 m.p.h.; third 54 m.p.h.; second 36 m.p.h.; first 25 m.p.h. Standing quarter-mile 21.6 secs. Acceleration: 0-30 m.p.h. 5 secs.; 0-50 m.p.h. 12 secs.; 0-60 m.p.h. 20.8 secs.; 0-70 m.p.h. 31.2 secs.

Fuel Consumption: Driven hard 29 m.p.g.



Dimensions

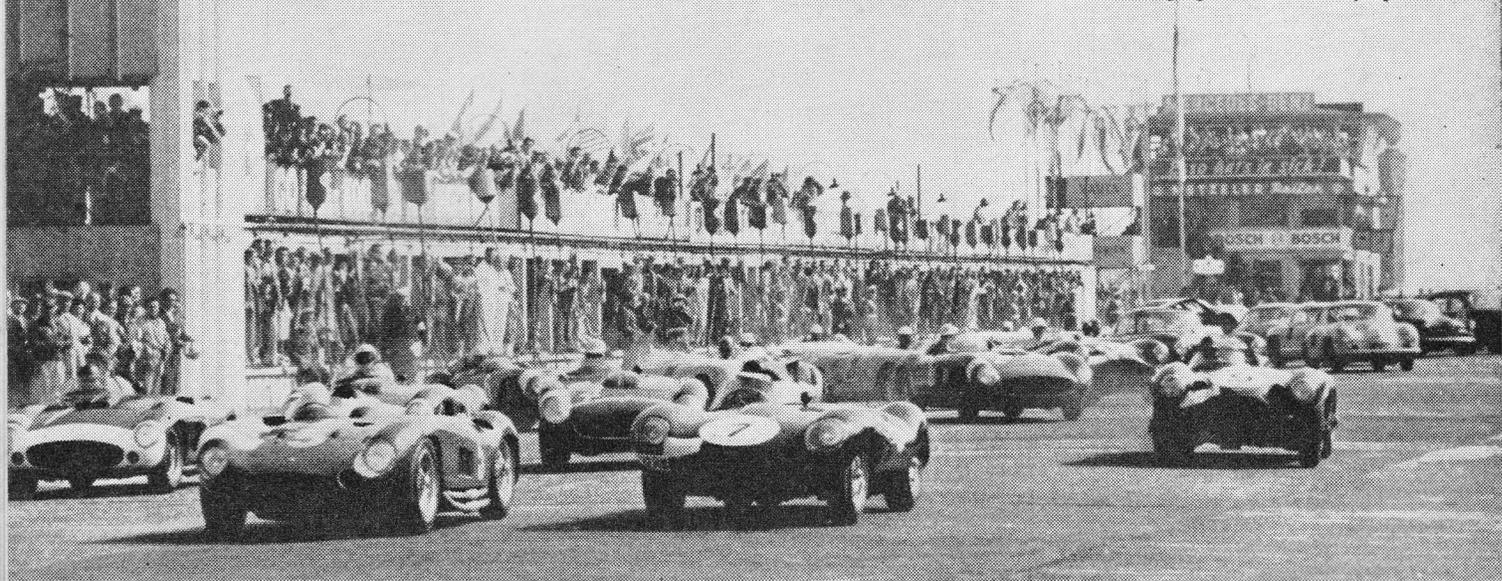
- A Overall length, 13 ft. 4½ ins.
- B Overall width, 5 ft. 0½ in.
- C Overall height, 4 ft. 10 ins.
- D Wheelbase, 8 ft. 0 in.
- E Front head room, 3 ft. 0 in.
- F Rear head room, 2 ft. 9 ins.
- G Height of front cushion from floor, 1 ft. 2½ ins.
- H Height of rear cushion from floor, 1 ft. 2½ ins.
- I Pedals to seat cushion, max. 1 ft. 3½ ins., min. 10½ ins.
- J Steering wheel to front squab, max. 1 ft. 4½ ins., min. 11½ ins.
- K Maximum interior height, 3 ft. 11½ ins.
- L Maximum interior width, 4 ft. 2½ ins.
- M Windscreen depth, 1 ft. 3½ ins.
- N Windscreen width, 3 ft. 7½ ins.
- O Ground clearance, 7 ins.
- P Front clearance angle, 28½°.
- Q Rear clearance angle, 21°.
- R Front overhang, 2 ft. 11½ ins.
- S Rear overhang, 3 ft. 3 ins.
- T Luggage compartment capacity, 13½ cu. ft.
- U Luggage compartment max. depth, 3ft. 0 in.
- V Front seat depth, 1 ft. 6½ ins.
- W Front seat width, 1 ft. 9 ins.
- X Rear seat depth, 1 ft. 6½ ins.
- Y Rear seat width over arm rests, 4 ft. 1 in.
- Z Rear seat width between arm rests, 3 ft. 6½ ins.
- AA Width of luggage compartment opening, 3 ft. 6½ ins.



Acceleration Graph



1000 Kilometres of Nürburgring



Moss/Behra/Taruffi/Schell Foursome with Maserati Head Fangio/Castellotti (Ferrari) Home in Gruelling German Race—Jaguar's Ill-Luck—Brilliant Porsche Performance in 1½-litre Class

STIRLING MOSS must be getting very familiar with the chequered flag and the victor's laurels in this happy 1956 season of his. Last Sunday, in the Nürburgring 1,000 kilometres sports car race, he brought a works 3-litre Maserati across the line to win by 26.2 secs. from two 3½-litre Ferraris. Once again, the man who followed him home was Juan Manuel Fangio, whose hold on the race finally broke two laps from the end, when he had to make a hasty pit stop for fuel. Moss passed, to win in a car which, during its 7¼ hours run around the serpentine 14-mile Nürburg circuit, had been in the hands of three other drivers—Taruffi, Schell and Behra. The confusing switch-over of drivers, made possible by the regulations, was also exploited by Ferrari, who put De Portago and Gendebien in the car first nominated for Phil Hill and Ken Wharton, and which eventually finished third.

The amazing works Porsches of Count Von Trips/Umberto Maglioli and Hans Herrmann/Richard Von Frankenberg dominated the 1½-litre class, and took fourth and sixth places in general order. The sole surviving British car, the Collins/Brooks Aston Martin DB3S was fifth overall. Jaguar had the poorest of luck, one car being badly damaged in practice, while a replacement, sent out in haste from Coventry, retired early. Finally, the Hawthorn/Titterington fuel-injection machine was forced out of the race when a half-shaft sheared within a quarter-lap of finishing. The Salvadori/Walker Aston Martin also gave out on

By **CYRIL POSTHUMUS**

PHOTOGRAPHY BY **GEORGE PHILLIPS**

the final round when its De Dion axle broke.

Although a long, hard race, the 1956 Nürburgring 1,000 kms. race, counting for the World Sports Car Championship, was dramatic in many ways, and the crowd of 70,000—a modest figure by Nürburg standards—were enthralled throughout the day by the struggle between the leaders. The weather could not have been better, the sun coming out on lap 1, and shining strongly from

a cloudless blue sky throughout the race.

Practice sessions, run in both wet and dry conditions, established the eminent suitability of the Italian Ferraris and Maseratis to the unending corners and acclivities of the 14-mile Nürburgring, and the relative limitations of the Le Mans-bred D-type Jaguars with rigid back-ends, and the now basically four-year-old DB3S Aston Martin design. Best time of all was put up by the Fangio/Castellotti four-cylinder 3½-litre Ferrari in 10 mins. 3.6 secs., with the Musso/Trintignant and Hill/Wharton 12-cylinder cars next best, 4.2 and 5.7 secs. slower respectively. Next came the



SOUTH CURVE: Peter Walker's DB3S Aston Martin leads the Riess/Rolff Mercedes-Benz 300SL into the loop past the start of the second lap.

INVERSION: Luigi Musso's Ferrari, upside down after going off-course at the South Curve. The driver was lucky to escape with a broken arm.

Moss/Behra 3-litre six-cylinder Maserati with 10 mins. 10.8 secs. The best Jaguar time was 10 mins. 16.7 secs. by the Hawthorn/Titterington fuel-injection car, while Paul Frère crashed his during practice, considerably bending it. Norman Dewis hastily drove another down from Coventry but the car arrived too late for practice and took a back seat in the starting positions.

The Collins/Brooks Aston Martin clocked 10 mins. 29.3 secs., best of the marque, with Walker/Salvadori 8 secs. slower; in contrast, the Herrmann/Frankenberg 1½-litre Porsche did 10 mins. 26.1 secs., and its fellow, that of Von Trips/Maglioli, clocked 10 mins. 28.3 secs., wonderful speeds indeed even if the marque obviously knows every inch of the circuit. The similar capacity AWEs, which are the very shapely EMWs from the Eastern Zone of Germany under new initials denoting *AutomobilWerk Eisenach*, were somewhat slower, but superior nonetheless to most of the 1,500 c.c. Maseratis competing, best of which was the Giardini/Pilette works car in 10 mins. 48.8 secs. In marked contrast to these (the noisiest cars on the course) were the beautiful little Alfa Romeo Giuliettas, all "Sprint Veloce" models, led by the Bonnier/McKay Fraser car with 10 mins. 52.6 secs.

The race was over 44 laps, in six classes. These were: Class 1, sports-racing cars over 2-litres; i.e. the Ferrari-Maserati-Jaguar-Aston Martin battleground; Class 2, 1,101-1,500 c.c. sports-racing cars, disputed by Porsche, Maserati, AWE and a lone Osca; Class 3, for series-built sports cars, 1,101-1,500 c.c., an all-Porsche Spyder affair save for the lone, plucky entry of an M.G.A. by R. W. Fitzwilliam and Robin Carnegie; Class 4, for series-built Grand Touring and special touring cars over 2-litres, which drew four 300SL Mercedes, two 220S and a German-entered Ford Thunderbird; Class 5, the 1,301-2,000 c.c. section of this class, a Porsche certainty with no other make entered; and lastly, Class 6, for the 1,001-1,300 c.c. cars, where the Porsche home defence was menaced by the inspiring array of nine Giulietta Alfa Romeos. Original entries totalled 58; starters totalled 57, only the Belgian-entered Porsche of Chimay class winner Goethals and Rouselle defaulting.

Colour photographers must have drooled with pleasure when beholding the starting line scene. It was magnificent. At the head were the formidable big Ferraris in blazing red, each with distinctive coloured nose for identification; next came the compatriot Maseratis, the impudent silver Porsches of Herrmann and Von Trips; the welcome green of the British Aston Martins and Hawthorn's Jaguar, Riess's grey 300SL, a white and red Porsche, then blue ones, silver ones, the bright orange 1½-litre Maserati of the Dutch Beels stable, the beautiful crimson Giuliettas, another flash of green from the M.G.A. and, at the tail, the green reserve Jaguar and Perdiss's red Maserati, neither of which had practised; 57 cars in all, representing the cream of Europe's competition sports cars, save for the notable absence of French entries. No Gordinis were there to



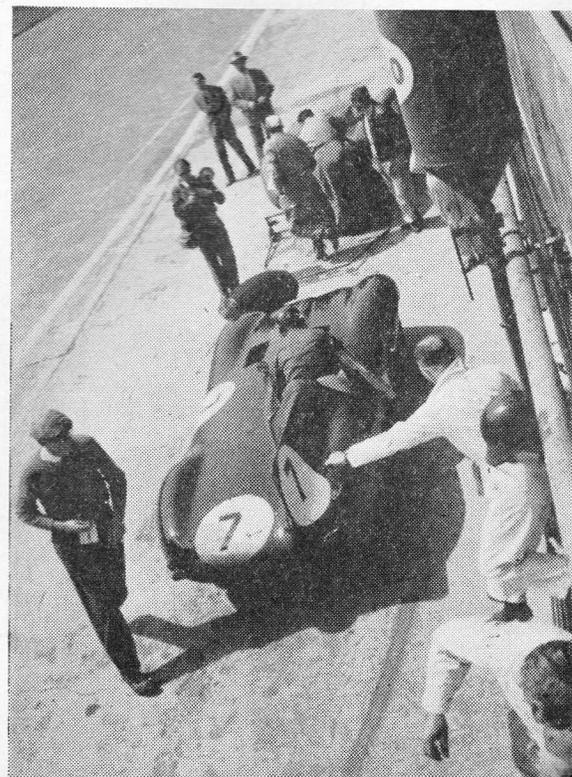
brave the transmission-taxing Ring, nor was there a 750 c.c. class or an Index of Performance to draw the D.B.s, Renaults or Panhards.

Nine a.m. seemed a horribly early starting time to choose, but 1,000 kms. on the Nürburgring take a long time to cover, and E.T.A. was no earlier than 5.30 p.m.—a hard day's racing, and a hard day's spectating. Gripping indeed were the last few minutes before the Le Mans-type start, with that long, long line of cars backing on the pits, and the long line of drivers standing opposite, each on his own ringed number. The loudspeakers with their eternal "Achtung! Achtung!" worked up the maximum tension with the crowd, whose excited buzzing abated notably as the moment drew nearer.

One spectator shinned nimbly up a flagpole, the better to view the getaway, while another perilously straddled a wire fence. Stirling Moss and Mike Hawthorn cheerily exchanged badinage, Fangio leaned against the fence, while Louis Chiron, ostensibly bored by the whole thing, sat down on the road until the speakers brayed the "Ein Minute". Then all stood, and braced themselves for flag-fall, Moss adopting his usual purposeful crouch. At last it came, "Funf, vier, drei, zwei, ein", and down went the flag, drivers rushed, starters whirred and, almost inevitably, star sprinter Moss was first away, followed by Hawthorn and Collins—three Britons—heading de Portago, Fangio, Musso and the horde behind. And as they tore away down to the South Curve, the flagpole climber and the fence-top straddler found the excitement too much and tumbled simultaneously to earth. Chiron's Osca was slow away, so was Thiel's sleek AWE, while Von Frankenberg's Porsche stubbornly refused to start. Agonized stabblings at the starter button at last brought it to life, and Von Frankenberg roared away, many precious seconds to the bad.

DESMOND TAKES OVER: The Hawthorn/Titterington Jaguar at the pits for the first driver change-over. Their fine efforts on a difficult course were ill-rewarded with retirement on the last lap for the over 2-litre class cars.

Down the return road behind the pits, it was Hawthorn leading, with Moss, Fangio and Collins at his high, finned tail like hounds in the hunt. Then, as they disappeared beyond the left-hand North Curve and plunged away to Hoch-eichen, Fangio thrust his wieldier Ferrari past the Jaguar, while soon Moss did likewise. The silence when they had all gone was uncanny, but the loudspeakers soon broke it as they followed the leaders around the long Ring. At Bergwerk it was Fangio, Moss, Hawthorn, Collins; at the famous Karussel (the "Merry-go-round") Moss and Hawthorn had closed up on Fangio; then, after some 10½ mins., the speakers blared, the crowd's chatter mounted, and with a crash of exhaust, Stirling Moss stormed past the start, several seconds up on Hawthorn, Fangio, Collins and Musso. Next came the Ferraris of Phil Hill and Taruffi, Von Trips in the Porsche, Walker's Aston, Riess's 300SL, Frère in the Jaguar, and the rest . . . 46 of them, out of which one, Helm Felder's Alfa





KEEPING OVER for Fangio to pass are the lone M.G.A. of R. W. Fitzwilliam/Robin Carnegie and Martenson's class-winning 300SL Mercedes. The M.G. was disqualified for receiving driver-aid on the circuit after a valve broke.

Romeo Giulietta, detached itself from the ruck, and stopped at its pit.

One Ferrari was missing. Hasty checking showed it was de Portago's No. 2, and sure enough he came in, very late, with a badly mauled front after running out of road and becoming embedded in a hedge. Off came the bonnet, to unleash a cloud of steam, while mechanics set to with hammers and tinsnips to remove obstructive metal and repair the damage. Meantime, Fangio had displaced Hawthorn again for second, and the lap 2 order past the stands was now Moss, Fangio, Hawthorn, Musso, Collins, Hill and Taruffi—all big cars, but with that indecently fast 1½-litre Porsche of Von Trips hard on their heels. One longed to see a Lotus or Cooper-Climax team to show that we, too, can make fast 1,500s.

Luigi Musso was now going after Mike Hawthorn, and on lap 3 was only a few yards behind the Jaguar. Alas, going into the South Turn, Musso "lost it", the Ferrari spun off on to the verge, into the ditch, and turned over; a horrifying sequence enacted in split seconds. Musso, trapped in the cockpit, was saved by the ditch and by his crash helmet, and was retrieved, soaked in petrol, by several hefty marshals who lifted the Ferrari bodily off him. An ambulance sped to the scene and took him away, with a broken arm reported as his main injury.

So now Collins's Aston Martin was fourth, chased by Hill, Taruffi and Von Trips. But the second works Porsche of Herrmann/Von Frankenberg, already a late starter, was next afflicted with brake trouble which forced another pit stop, letting Barth's Eastern Zone AWE past in the 1,500 c.c. class. Wolfgang Seidel (Porsche) had already retired with engine trouble, and on lap 5 the Collins/Brooks Aston came in with a blocked jet, clearance of which cost the car over a lap.

Lap 7 brought another blow to British chances when Paul Frère brought No. 8 Jaguar in with transmission trouble, mechanics working in vain to remedy matters, so that all too soon came the melancholy sight of a green car being pushed away to the dead park. Giardini in one of the aggressive-noted 1½-litre

Maseratis also went out early, while Giuseppe Musso handed his similar car over to his co-driver in order to visit his injured brother Luigi in hospital.

By 10 laps, Moss had 20 secs. lead over Fangio, while Mike Hawthorn, lying third, was called to the pits, there to receive a quick official warning not to overtake on the inside. He then dashed away again, still heading Phil Hill's Ferrari. De Portago had resumed racing his battered Ferrari, but soon was flagged in; disqualified, it seemed, for receiving more help than permitted—i.e., from the 12 policemen who lifted his Ferrari from the hedge! That left two Ferraris. Next it was Maserati's turn, when a dispirited Perdica came in for a lengthy halt with rear suspension trouble, eventually to retire.

If the fabulous Mercedes-Benz team were out of racing officially this year, the team personnel were much in evidence, and when Fritz Reiss brought in his 300SL, the vast Neubauer and the greying Kling went into action, Neubauer dispersing would-be onlookers with determined brandishing of a sizeable baton. Rear tyres were changed, oil checked, screen wiped, then off went the 300SL in a quiet rush, with co-driver Rolff now at the wheel. The pits now saw a great onrush of activity, Hawthorn, Hill, Martenson (300SL), and Bonnier in the class-leading Giulietta being amongst the many callers. The Jaguar D soon left again, Desmond Titterton now driving, while de Portago took over Hill's Ferrari, depriving poor Ken Wharton of his drive for the Scuderia.

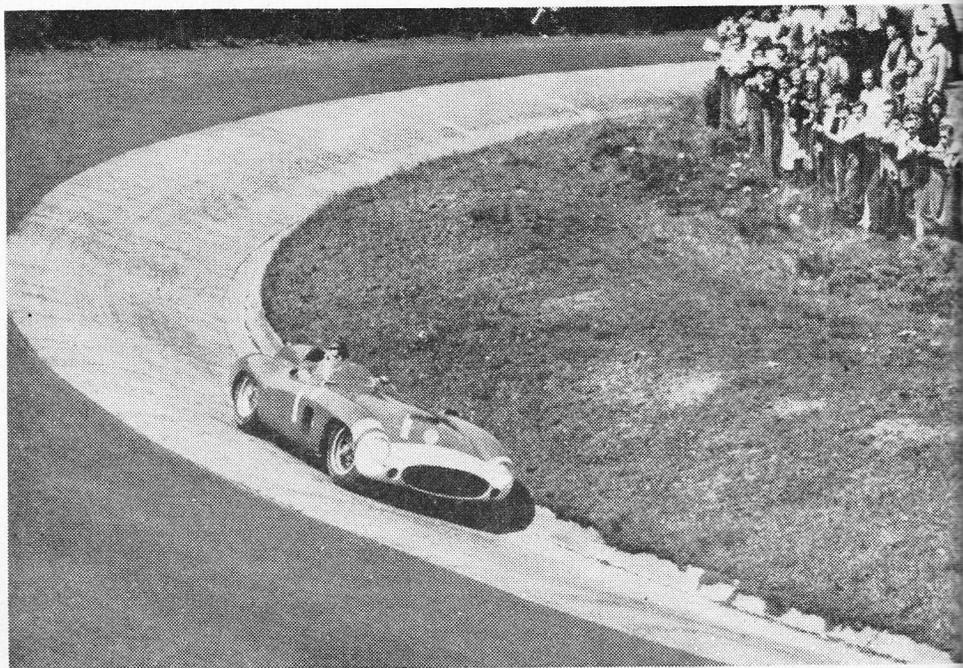
Moss was leading in real Moss style, smoothly, calmly, and now over 1 min. ahead of Fangio. But with the field now well spread out, the leaders must have had a tense job around Nürburg's never-ending curves, corners, rises and falls, in getting past the smaller, slower cars. Fangio came in after 14 laps, oil and fuel being replenished, and Castelletti taking over. Meanwhile, the little M.G.A. of Fitzwilliam/Carnegie was posted missing after eight laps. It transpired that, as in practice, an exhaust valve had broken, whereupon the car



NÉE EMW—but now AWE; one of the Eastern Zone 1½-litre cars from Eisenach, driven by Paul Thiel/Binner, briefly leads Fangio's Ferrari on the approach to the Hohe Acht.

halted near the last long straight before the start, eventually to be restored to action as a three-cylinder. Two further laps were run, the car still holding second place in Class 3, then unfortunately to be flagged in and disqualified on the grounds that the driver had received assistance on the course, whereas the rules insist he does the work himself if not at the pits.

Now the familiar yellow Dayglo signals of the Aston Martin equipe went out to Collins. In he came; mechanics rushed to jack up the rear, and hammers clacked as the rear wheels were changed. The impassive John Wyer, directing operations from the pit counter, then gave the "away" signal, in hopped Tony Brooks, and off went the Aston with a hearty blare.



PROVISIONAL RESULTS

General Classification: 1, S. Moss/J. Behra (3.0 Maserati), 7 hrs. 43 mins. 54.5 secs. (80.59 m.p.h.); 2, J. M. Fangio/E. Castellotti (3.5 Ferrari), 7 hrs. 44 mins. 20.7 secs.; 3, A. de Portago/O. Gendebien (3.5 Ferrari), 7 hrs. 53 mins. 55.9 secs.; 4, Graf Von Trips/V. Maglioli (1.5 Porsche), 8 hrs. 1 min. 45.9 secs.; 5, P. J. Collins/C. A. S. Brooks (3.0 Aston Martin), 43 laps in 7 hrs. 52 mins. 50.5 secs.; 6, H. Herrmann/R. Von Frankenberg (1.5 Porsche), 8 hrs. 6 mins. 10.2 secs.; 7, E. Barth/A. Rosenhammer (AWE), 43 laps in 8 hrs. 5 mins. 54.2 secs.

Over 2-litre Sports/Racing Cars: 1, Moss/Behra (Maserati); 2, Fangio/Castellotti (Ferrari); 3, de Portago/Gendebien (Ferrari); 4, Collins/Brooks (Aston Martin).

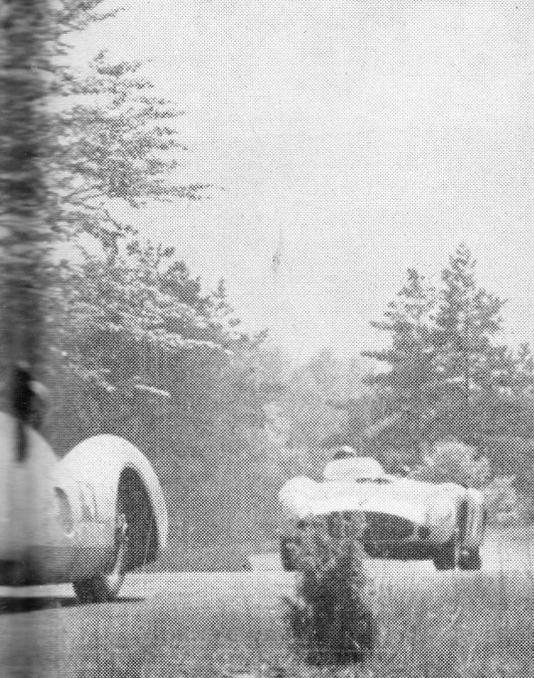
Up to 1½-litre Sports/Racing Cars: 1, Graf Von Trips/Maglioli (Porsche), 8 hrs. 1 min. 45.9 secs. (77.67 m.p.h.); 2, Herrmann/Von Frankenberg (Porsche); 3, Barth/Rosenhammer (AWE).

Up to 1½-litre Production Sports Cars: 1, Kretschmann/Liebl (Porsche Spyder), 8 hrs. 50 mins. 37.6 secs. (68.85 m.p.h.); 2, Hezemans/Graf Godin (Porsche Spyder).

Grand Touring Car Class, over 2,000 c.c.: 1, Martenson/Graf Einsiedel (Mercedes-Benz 300SL), 8 hrs. 47 mins. 51 secs. (70.90 m.p.h.); 2, Gunzler/Retter (Mercedes-Benz 220A), 42 laps in 8 hrs. 50 mins. 9 secs. **1,301-2,000 c.c.:** 1, Nathan/

Kaiser (Porsche Carrera), 8 hrs. 54 mins. 36.9 secs. (69.96 m.p.h.); 2, Shulze/Nogueira (Porsche Carrera), 8 hrs. 55 mins. 23.8 secs.; 3, Zick/Plant (Porsche Carrera), 42 laps in 8 hrs. 47 mins. 45 secs.; 4, Wittmann/Hampel (Porsche 1600S), 40 laps in 8 hrs. 45 mins. 14.3 secs. **Up to 1,300 c.c.:** 1, Bonnier/McKay Fraser (Alfa Romeo Giulietta), 43 laps in 8 hrs. 44 mins. 19.9 secs. (69.72 m.p.h.); 2, Ringenberg/Walter (Alfa Romeo Giulietta), 43 laps in 8 hrs. 47 mins. 27.1 secs.; 3, Carini/Bordoni (Alfa Romeo Giulietta), 42 laps in 8 hrs. 46 mins. 27 secs.; 4, Mlle. G. Thirion/Sra. Pace (Alfa Romeo Giulietta), 42 laps in 8 hrs. 50 mins. 31.8 secs.; 5, A. W. Lang/Kuhnke (Alfa Romeo Giulietta), 41 laps; 6, Zeller/Bieling (Alfa Romeo Giulietta), 40 laps; 7, Busch/Boes (Porsche), 40 laps; 8, Greer/Von Sancken (Porsche), 40 laps; 9, Oesterle/Günther (Porsche), 40 laps; 10, Deutenberg/Jäser (Porsche), 39 laps; 11, Falk/Joeh (Porsche), 39 laps.

Fastest lap: Fangio (Ferrari), 10 mins. 5.3 secs. (84.26 m.p.h.); **Up to 1½-litre Sports/Racing Class,** Trips/Maglioli (Porsche), 10 mins. 23.1 secs. (81.83 m.p.h.); **Production Sports, up to 1½-litre:** Kretschmann/Liebl (Porsche), 11 mins. 38.7 secs. (73.01 m.p.h.); **Grand Touring, over 2-litre,** Martenson/Einsiedel (Mercedes-Benz 300SL), 11 mins. 23.6 secs. (74.56 m.p.h.); **1,301-2,000 c.c.:** Nathan/Kaiser (Porsche), 11 mins. 26.2 secs. (74.31 m.p.h.); **Up to 1,300 c.c.,** Bonnier/McKay Fraser (Alfa Romeo), 11 mins. 48 secs. (72.08 m.p.h.).



MERRY - GO - ROUND: Competitors taking the famous banked Karussell turn; (above) Peter Collins in the Aston Martin which finished fifth, and (left) Juan Manuel Fangio, who drove his 3½-litre Ferrari "four" into second place with Castellotti.

The Fangio/Castellotti change-over gave Moss a 2½ min. lead by lap 15, but a lap later he brought the Maserati in for new rear tyres, Behra getting away after a brisk 1 min. 30 secs. work, the car still leading. Then Taruffi came in with No. 6 Maserati after 16 laps, and Harry Schell took over after a very rapid stop. Chiron brought the Equipe Monte Carlo Osca in, leaping out with marked agility for a veteran to top the oil and water up before that other veteran, Gigi Villorosi, took over.

If anyone found things a little bit dull as the second drivers settled down, they were rapidly jolted to attention when leader Behra came in, revved

SENSATIONAL was the speed revealed by the 1½-litre works Porsches. Here is the class-winning car of Count Von Trips and Umberto Maglioli, which finished fourth overall, behind the Maserati and two Ferraris.

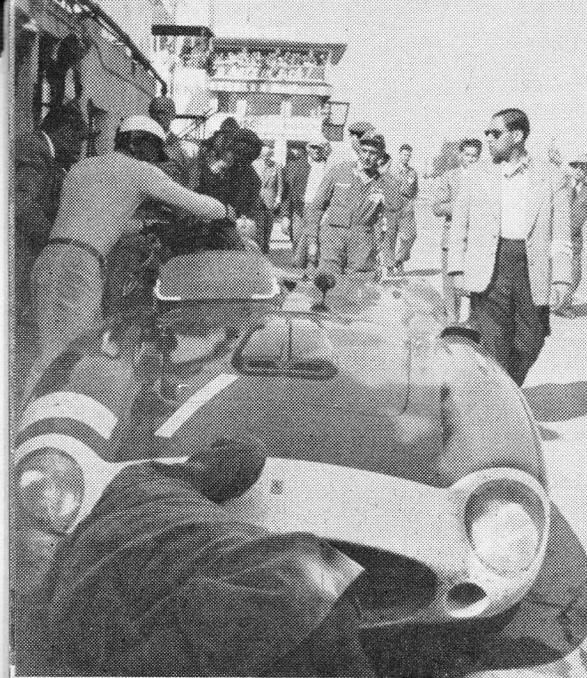
his motor, cut, and without hesitation climbed out and removed his crash helmet. Rapid words with Ugolini followed, then the back end was jacked up, brief inspection revealed broken suspension and Ugolini made rueful "take it away" gestures. The leader since lap 1 was out, and now Castellotti in Fangio's car was ahead, the de Portago/Gendebien Ferrari second, and the Hawthorn/Titterington Jaguar, still battling strongly round, third.

Ugolini worked fast. Signals went out to Schell, who brought No. 6 Maserati in after a mere three rounds; Behra leapt in and was away, now third. Roy Salvadori had "music while he worked", changing the front wheels on his and Walker's car just as the loudspeakers churned out a penetrating trumpet solo. The next tune which came over was more lively, prompting spare drivers Collins and Moss to execute spontaneous little dances before the pits, to the approval of the crowd.

At half-distance (22 laps), the order was: 1, Fangio/Castellotti (Ferrari); 2, de Portago/Gendebien (Ferrari); 3, Behra/Schell (Maserati); 4, Hawthorn/Titterington (Jaguar); 5, Von Trips/Maglioli (Porsche); 6, Walker/Salvadori (Aston Martin); 7, Herrmann/Von Frankenberg (Porsche); 8, Collins/Brooks (Aston Martin); 9, Barth/Rosenhammer (AWE); 10, Chiron/Villorosi (Osca). Behind, the Martenson/Einsiedel 300SL Merc. led the over 2-litre series class, and Bonnier/McKay Fraser headed the long line of Giuliettas in the 1,300 c.c. section. Nathan/Kaiser (Porsche) and Kretschmann/Liebl (Porsche) also led their classes.

While Castellotti was on his 23rd round, Collins took over from Brooks, de Portago relieved Gendebien, and the noisy 1½-litre Maserati of Tomasi/de Tomaso pulled in and overshot, owing to Nürburg-fatigued brakes, the driver getting highly excited and waving fists at all and sundry. Then Castellotti pulled





THE STOP which possibly cost Fangio the race. With four laps to go, the Ferrari tore to its pit for a few gallons of fuel. Here Castellotti slips his clean goggles on to Fangio in the brief halt during which Moss's Maserati went by to win.

in, Fangio taking over after a 1 min. 33 secs. halt for fuel and brakes, which brought Behra's Maserati considerably nearer and took the crowd's mind off its open air lunch of *leberwurst* and whatnot.

Yes, Behra was closing. Lap 28, and the gap was 23.5 secs.; lap 29, 20.2 secs.; lap 30, 18 secs.; and on lap 31, it was down to 10 secs., Behra lapping in 10 mins. 17 secs. Moss readied himself to take over—now in blue instead of white overalls. Lap 32, and Behra brought the Maser. in, rear tyres were changed, and Moss leapt in—the car's fourth change of driver—to tear away, now over 1 min. in arrears of the Ferrari.

So began another stern race between Moss and Fangio. By the 37th lap, with seven to go, Fangio had 54 secs. advantage. But Stirling was cutting it ruthlessly. Lap 38, and the gap was 42 secs. Lap 39, and it was 35 secs. This was going to be close indeed. Meantime, there was drama elsewhere, when Hawthorn brought his Jaguar in with a damaged front—apparently the result of contact with the Nathan/Kaiser Porsche—and, more important, a badly leaking fuel tank. Fuel gushed out on to the track, and an official made resigned "Kaput" gestures. Was this the end of Mike's and Desmond's valiant efforts? But no, mechanics worked desperately on the car, eventually to plug the leaks into submission with the aid of two rubber grommets, so that at last the car was pushed clear of the pool of fuel, push-started, and away roared Tittering-ton.

There was more excitement yet. Just after the Jaguar left, the speakers brayed out "Achtung, achtung—Fangio kommt!" and the big Ferrari shot into its pit. A few litres of fuel were frantically decanted into its tank, while Castellotti stood by to take over but, finding he was not wanted, swiftly put his clean goggles on Fangio and leapt back as the World Champion tore away again. It was too late. Moss had burst past into the lead while the Ferrari was yet stationary. The stands went wild with excitement, and worked it off by cheering and



TROUBLE for Hawthorn's Jaguar came eight laps before the end with a damaged nose and leaking fuel tank. It got away again two laps later, but retired on the final round.



VICTORY FOURSOME: The four drivers of the winning 3-litre Maserati, Behra, Moss, Taruffi and Schell, with their wreaths. On the left is A.D.A.C. Sports-President Jules Kother; on the right Maserati team manager Ugolini.

whistling the passage of the imposing Neubauer as he walked from one end of the pits to the other, the great man being persuaded by pit No. 21 to give an exuberant "Class leading" signal to the Von Trips/Maglioli Porsche as it fled past.

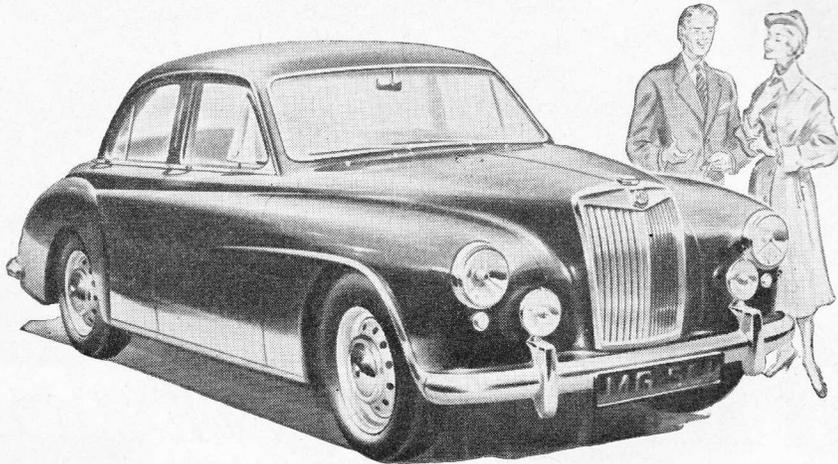
Three laps to go, and Fangio was 25.5 secs. behind Moss. Two to go, and he had lost three more seconds; one lap to go, and there were 30 secs. between them. Moss had another race in the bag, and once again Fangio had to give him best. The last lap . . . Moss at the Karussel . . . Moss coming through the Swallow-tail . . . Moss now in sight . . . and Stirling Moss took the winner's flag in a motor race for the ninth time this season, to the clapping and cheering of the multitude. Round the back leg he drove and into "victory lane", there to celebrate with his co-drivers in victory, Schell, Taruffi and Behra.

But there was drama yet to come in the final act of this race, and Fate selected two British cars as victims. During that last exciting round, Titterington was missing—and so was Salvadori! The Jaguar and Aston Martin pit crews watched anxiously for them, but they never came. At last, agonizingly late, news came that both drivers were safe but that both cars had lost wheels, the Jaguar through a half-shaft breaking, the Aston through a break-up of the de Dion axle; over 40 laps around the Nürburgring, and then that. Could luck be worse?

Von Trips and the Italian Maglioli carried off the 1½-litre class brilliantly with their Porsche, despite loss of second

gear early on; the exuberant Joakim Bonnier and McKay Fraser won Class 6 with one of the Giulietta Alfas, to be followed home by five more, ahead of all the Porsches in the category—a convincing demonstration, following on that of the Mille Miglia; other class winners were Nathan/Kaiser (Porsche Carrera) and Martenson/Einsiedel (300SL). When first results were issued, they showed the sole surviving British car, the Collins/Brooks Aston Martin, in sixth place, behind the Porsche of Herrmann/Von Frankenberg, but this was subsequently remedied so that the Feltham firm were fifth in general order and fourth in their class, with the only British car to finish.

NÜRBURG NOTES: Although Maserati have now won two Sports Car Championship events—the Argentine and Nürburgring 1,000 kms. events—provisional placings after last Sunday still show Ferrari in the lead with 28 pts. to Maserati's 18, with Jaguar, Aston Martin and Porsche equal third with 4. . . . Swedish drivers did well, Bonnier, Kaiser and Martenson all sharing class wins. . . . Lady drivers Gilberte Thirion and Ada Pace (Giulietta) gained a creditable fourth in class. . . . Seldom was a race more International so far as drivers went. There were Britons, French, Germans, Italians, Americans, Argentinians, Spaniards, Swiss, Belgians, Dutch, Swedes and Portuguese. . . . Moss wasn't too happy about the rear end of his first Maserati when handing over to Behra, and the additional load of a full tank was the suspected cause of the suspension failure two laps later. . . .



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CAPE GRAND PRIX: Start of the 156-mile race on the new Gunner's Circle circuit, on 3rd March. (L. to r.) de Villiers (Cooper-Alta), Lindsay (Cooper-Bristol), E. Hoal (Riley No. 6), Bill Holt (Connaught No. 2) and Bill Jennings (Riley No. 5). Looming in the background is the Table Mountain.

THERE has always been a hard core of enthusiasm for motor racing in the Union of South Africa, and this year was no exception, when a series of three International events were held in March and April, at Capetown, Johannesburg and Durban. Some readers will remember that in pre-war days Auto Union and Maserati sent teams to race there, a number of British drivers, including Lord Howe, made occasional visits, and the



SOUTH AFRICAN SURVEY, 1956

Diverse Fields bring exciting Handicap Events—Successes for Peter Whitehead (Ferrari) and Bill Holt (Connaught)

country itself produced drivers of the calibre of Pat Fairfield.

Today, the importation of genuine racing cars is strictly forbidden, but the enthusiasm and ingenuity of the local drivers has produced some remarkably fast adaptations of what were once standard Austin-Healeys, Triumph TR2s and M.G.s of various types. There are also a number of interesting "specials", mostly with large American power units, while several Cooper 500s and 1100s, together with one or two Cooper-Bristols, have found their way into the country.

It is for this reason that race organizers find it necessary to divide their races into both scratch and handicap events, run concurrently, and the result is that the policy of local drivers is "flat to the boards" from the fall of the flag.

There is no doubt that this policy produces excitement for the spectators (and some of the drivers!) and, now that records of the performance and capabilities of cars and drivers have been built up, some remarkably accurate handicapping can be forecast.

It is difficult for those who have not been to South Africa to appreciate the great distances involved between one meeting and the next. Johannesburg to Capetown is 1,000 miles by road and competitors readily drive this distance (with racing cars on trailers) for a week-end event, the journey usually taking some 24 hours non-stop. Others have come from Salisbury, Rhodesia, no less than 1,620 miles away.

So to a brief review of the three International races which have just been completed—and to which P. N. Whitehead (3-litre Ferrari), M. Young (2.4-litre Connaught) and E. W. Holt (2-litre Connaught) were invited.

Capetown

The Cape Grand Prix, held on the new "Gunnery Circle" Circuit, 3rd March, 1956. This was a public road circuit, which the organizers, the Tex Kingon Joint Committee, had been able to secure on one or two previous occasions. The road encircled a new trading estate, the main straight being tarmac and the back leg concreted. Two interconnecting strips had not been really finished, one of

which contained a most uneven "level" crossing which caused a number of the faster cars to leap like mountain goats and spelt trouble for the two Connaughts with their soft suspension. The lap distance was $3\frac{1}{4}$ miles and the race distance 156 miles, or 46 laps.

Due to the problem of closing public roads no practice was available until race day, and then only for a period of 45 minutes before the race was due to commence at 3 p.m. Consequently everyone got a hustle on when practice started which resulted in yellow flags out all round the circuit, with two or three intending competitors off the road in a big way. Michael Young had the misfortune to strip the timing gears on his Connaught which made him a non-starter, and Holt was in trouble with strained fuel tanks due to "bottoming" on the railway crossing. (Peter Whitehead had not been able to get his Ferrari over from Australia in time for the race and had had to decline the invitation to run at Capetown.)

Twenty-six cars faced the starter, the weather was sunny, but with a cooling wind, and a crowd of approximately 25,000 lined the course.

Holt led on the first three laps, closely followed by Vic Procter, on his rapid Kieft with Vincent 998 c.c. engine, Bill Jennings, 1955 South African champion in a 2-litre Riley, and the field rapidly stringing out. The leading cars were lapping around 92 m.p.h. when the situation suddenly changed. Bill Holt came in to the pits with one fuel tank punctured, Procter's Kieft blew up its motor, and Jennings's Riley threw its front tyre tread.

Into the lead then went Jimmy de Villiers (Cooper-Bristol) and a tussle for the next few places took place between Gordon Lindsay (Cooper-Bristol), Edgar Hoal (2.5-litre Riley Special), W. Meissner (L.R.X. Special) and others. Farther back in the field R. Humphreys (Consul Special) and H. Pierce (M.G.) were slipstreaming each other and this individual battle was to last the length of the race.

By half distance many cars were in the pits with various troubles. Holt had restarted, using one side fuel tank only, and was proceeding to lap faster and faster, setting the new lap record at 96

m.p.h. but with little hope of catching the leaders.

De Villiers's run came to an end when something burst in the engine and he spun at 130 m.p.h. on the very fast back-leg sweep, leaving some of the longest and blackest tyre marks ever seen on any circuit.

Into the picture now came Gordon Phillips, who had been lapping fast and consistently in his single-seater M.G. at around 86 m.p.h., Edgar Hoal with the Riley and the Humphreys-Pierce combination, still battling it out and changing places lap after lap. Holt's Connaught was making up ground but his run ended on lap 42 when the Connaught broke its final drive shaft after making a "two point" landing on the rail crossing, and so the race ran to its conclusion with Gordon Phillips (a Capetown electrical engineer) bringing his M.G. into first place on both scratch and handicap, a popular and well deserved win.

CAPE GRAND PRIX (156 Miles)

Scratch Race: 1, Gordon Phillips (M.G.).

Handicap Race: 1, Gordon Phillips (M.G.); 2, Edgar Hoal (Riley); 3, Roy Humphreys (Consul Special).

Johannesburg

The Rand Grand Prix was probably the most important race of the recent series and was held on 24th March on the Palmeitfontein Aerodrome circuit some 16 miles from the city centre. Aply organized by the Sports Car Club of South Africa and in particular Chris and Tony Fergusson (who will be remembered at the wheel of a Mk. IX Cooper in British events last year) it was the main race in a day of motor sport including a 500 c.c. race, one-hour production and touring car race and a motor cycle event.

The circuit consisted of two runways connected by a wiggly section of tarmac road, the runways being divided down the centre, giving a lap distance of 3.84 miles to be covered 40 times making a race distance of 154 miles.

Many of the same competitors from Capetown assembled for practice, plus new contingents from Rhodesia and Portuguese East Africa. Tuning of

(Continued on page 558)



ANOTHER SUCCESS ON **ENERGOL**

(SPECIAL RACING BLEND)

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1,000 KM. SPORTS CAR RACE

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CAR CLASS OVER 2 LITRES)

GRAND TOURISM CLASS OVER 2 LITRES

1ST MERCEDES
MARTENSON AND GRAF EINSEIDEL

GRAND TOURISM CLASS UNDER 1.3 LITRES

1ST ALFA ROMEO — J. BONNIER

(Subject to Official Confirmation)



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South African Survey, 1956—continued

carburation and ignition was the primary concern of all, as the altitude of the city is over 6,000 feet. Whitehead's Ferrari had now joined the other two "overseas" cars, and was a hot favourite for the race, although from the handicap side Peter did not view it so favourably. A block of Austin-Healeys seemed to be favourably considered by the handicap committee and most entrants seemed satisfied with the lap speeds set for them to do.

Practice produced no startling incidents or excursions, and race day dawned fine and clear. A crowd of 30,000 motored its way out to the circuit on the one and only approach road, Young's and Holt's Connaughts arriving under their own steam with a motor cycle and police siren escort!

When the starter's flag released the field of over 40 cars, Whitehead's Ferrari jumped into the lead as was expected. The pack streamed after him into the first corner, much crowding and jostling taking place during the first lap. Young's Connaught had stalled on the line, but was now streaking through the field, and in three laps was back into fifth position. Lying well placed were Bill Jennings and Edgar Hoal in Rileys, and H. L. Peirce and A. Shiers in a pair of very special single-seater M.G.s.

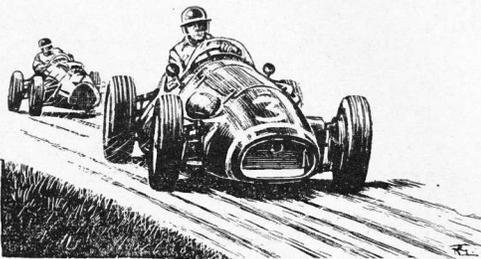
But on the handicap side, the two Austin-Healeys of the Portuguese East African drivers A. V. Pinheiro and H. Nicolau were lapping well within their scheduled speeds, and had only 32 laps to complete against the scratch man's 40 laps. Whitehead was lapping at an average of 84 m.p.h. and was clocked at 151.3 m.p.h. on the main straight, Holt lying second, Jennings third, and then a bunch of cars fighting for the next places. Young had pit-stopped with some oil troubles, and the crowd were being thrilled by the spectacular driving of South African Tony Woodley, who was throwing a modified TR2 around in no uncertain manner.

More excitement was caused by a large dog of uncertain breeding which had the temerity to wander down the back straight amongst cars which were doing upwards of "the ton". Perhaps it was used to the speeds on the normal main roads, for it did not get as frightened as some drivers who only just managed to miss it.

W. Meissner, in his fantastic Ford special, had now pulled up to fourth place. Whitehead was slowing after half-distance and seemed to have trouble with failing brakes. Three hairpin corners per lap necessitated full braking 120 times during the race and full use of the gearbox, 840 gear changes being needed in the 40 laps.

Bill Holt suddenly pulled into the pits. Four gallons of fuel were thrown in and he was away in 14 seconds, still in second place. But the engine had not been cut and the chief pit marshal had to report to the stewards.

A few laps later the chequered flag



was out and Peter Whitehead's Ferrari crossed the line, winner of the Rand Grand Prix. Holt's Connaught followed into the next place, but was quite rightly disqualified for contravening an International regulation, therefore letting Bill Jennings's Riley and W. Meissner into second and third places.

On handicap, nobody caught the Austin-Healeys from Portuguese East Africa, which were followed home by A. Shiers's M.G.

Tony Woodley's TR2 staggered over the line with terrible noises coming from engine and transmission, while Gordon McPherson pushed his Austin-Healey a quarter of a mile to finish, completely collapsing on arrival.

And so the large crowds dispersed, some taking 2½ hours for the 16-mile journey back to the city, during which time drivers and officials were being refreshed at a "barbecue" party, given by a well-known tyre manufacturer.

RAND GRAND PRIX (154 Miles)

Scratch Race: 1, Peter Whitehead (Ferrari).

Handicap Race: 1, A. V. Pinheiro (Austin-Healey); 2, H. Nicolau (Austin-Healey); 3, A. Shiers (M.G.).

Pietermaritzburg

The final race in this year's International series was held on Easter Monday, 2nd April, on the Roy Hesketh Memorial Circuit, three miles out of the town of Pietermaritzburg, some 60 miles from Durban. The organizers, the Natal Motor Car and Cycle Club, are fortunate in having available a permanent circuit on land leased to them by the local council, and this circuit has been built up and developed, partly from their own resources and partly from the generosity of the father of the late Roy Hesketh, a driver of great distinction, who gave his life during the war.

Responsible for design and layout was Dr. Merrick, local citizen and great enthusiast, and although the present course now measures 1.6 miles, more land is available and extensions are planned when finances permit. The circuit is at the moment somewhat short and twisty, but is graced with permanent control buildings, timing and broadcasting huts, while Messrs. Dunlop and Castrol have buildings (where other comforts to drivers were available besides tyres and oil).

A full weekend of motor sport had been planned, and after motor cycle races on the Saturday the club, under its energetic secretary Charles Young, had risked the promotion of a six-hour production car race, starting at 2.30 p.m. and finishing at 8.30 p.m. giving approximately two hours of racing in the dark.

This innovation to Natal motor sport was vouched a great success, there being 15 finishers out of a field of 18 starters, and the club are to be congratulated on their enterprise. The race was dominated by a team of three Austin-Healeys, one being driven by Bud Hudson who showed great promise as a future "ace", and others handled by Chris and Tony Fergusson, and co-drivers. A pair of M.G. A-types made a good showing and as the results were divided into classes nearly all the finishers were "in the money".

Following more motor cycle races and a Formula 3 event on the Monday came the main event of the day, a 56-lap, 90-mile contest once again divided into scratch and handicap. Whitehead's Ferrari was not suited to the course and

suffered from an excess of power on some of the corners, which by now were thoroughly slippery from oil and rubber after the preceding events, and the happiest men were those with 1,100 c.c. Coopers and the like.

The cars were started individually against handicap times, John Hanning with an Aston-Nash going off as limit man with a start of approximately six laps. Within 10 minutes all 26 starters were running and lap scorers had to work hard to sort the field out on such a short circuit so full of cars.

Tony Fergusson and Arthur Mackenzie, both in Cooper 1100s, were going great guns in the early stages, but both started visiting the pits at quarter distance, and subsequently retired. Hanning naturally led on handicap, but was being rapidly caught up by T. Bremner (M.G.) and G. Beal (Cooper-J.A.P.). Farther back in the field Van de Vyvers, driving what was described as a B.R.M.-Norton (but looked like a Cooper 500), was streaking through the opposition, and behind him came Bill Holt, also making up ground fast, and actually lapping at the same speed as Whitehead's Ferrari. The course was by now extremely slippery, and much oil had been dropped at the hairpin. Several drivers took to the grass at the end of the main straight, and one or two left their cars there, but there was no personal damage. As the field thinned out, the speeds rose, and the faster cars were getting 120 m.p.h. on the downhill straight, with Van de Vyvers coming through into first place on handicap at three-quarter distance. Young was in trouble with his Connaught, which was throwing out a lot of smoke and some oil, Holt was maintaining a 30-second lead over Whitehead, and Jennings and Hoal in their two fast Rileys were struggling for position.

As the last laps ran out, no one could catch Van de Vyvers's "500" on handicap, although Bill Holt's Connaught came through to second place, and at the same time into first place on scratch, Whitehead's Ferrari only 17 seconds behind.

INTERNATIONAL CORONATION RACE (90 Miles)

Scratch Race: 1, Bill Holt (Connaught).

Handicap Race: 1, Van de Vyvers (B.R.M.-Norton); 2, Bill Holt (Connaught); 3, C. V. Mitchell (G.M.).

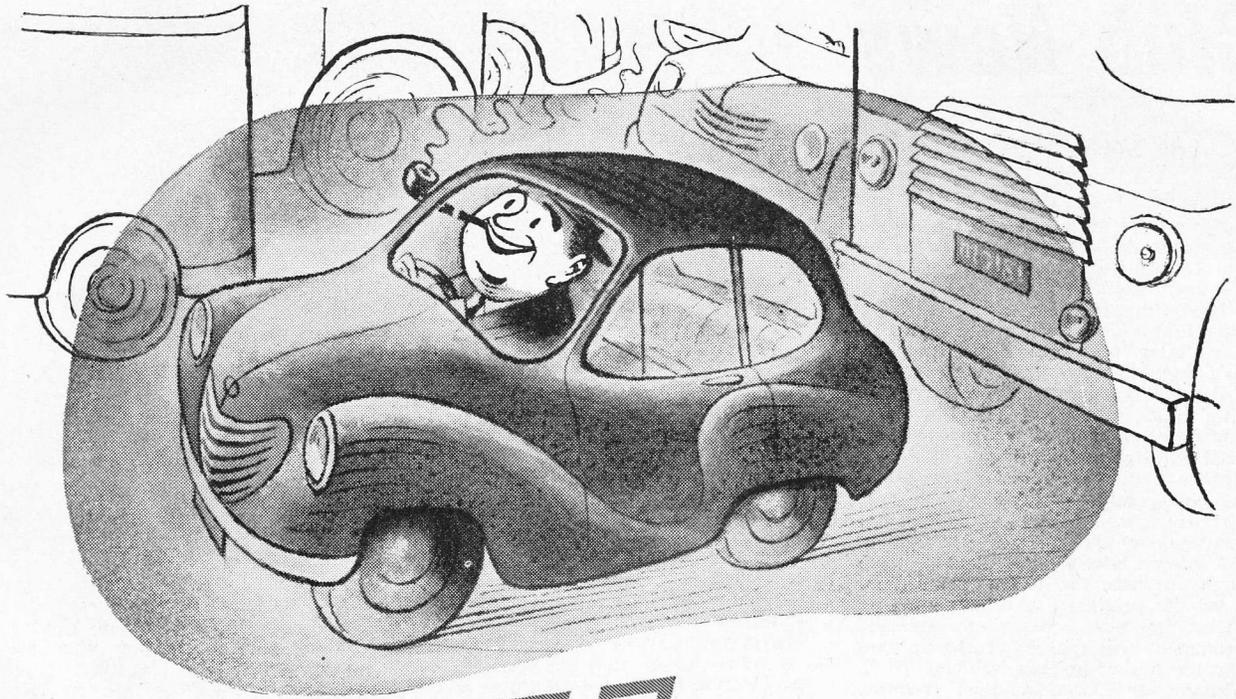
A MINX MARATHON

DISABLED, paralysed from the chest downwards, 23-year-old South African Neville Cohen has just completed a 12,000-mile journey overland from Johannesburg to London, at the wheel of a hand-controlled Hillman Minx. Cohen's partner on his three-month marathon was 25-year-old Danny Weiner, a motor mechanic who is blind in one eye. Their route lay past Victoria Falls to Kenya, through Uganda, Belgian Congo, French Equatorial Africa, across the Sahara Desert, Morocco, Marseilles, Paris and Dover.

RALLYE LORRAINE-ALSACE**General Classification**

1. M. and Mme. Thaon (Renault Alpine).
2. Gacon/Arcan (Porsche Carrera).
3. Veuillet/Tacone (Porsche Carrera).
4. Leroux/Sabine (Porsche 1300).
5. George/Guyot (Alfa Romeo Zagato).
6. Graubner/Muller (Porsche Carrera).

Class Winners: Cotton/Leclere (Salmson); Gacon/Arcan (Porsche); Leroux/Sabine (Porsche); Simon/Spillman (DB); M. and Mme. Thaon (Renault);
Coupe des Dames: Mmes. Carey de Boni/Malo (DB).



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I'm getting **AVON** **H**igher **M**ileage

Club News

By STUART SEAGER

No doubt at all about a subject for this week's introduction: the subject goes under the name of "The Finance (No. 2) Bill, Clause 6". The details have been well discussed already, both by John Bolster last week, and in this week's Editorial; however it is, of course, the clubman who is worst hit by this unfair legislation. In its present form the Bill will virtually put a stop to club racing and trials, for it is in these branches of our sport that the amateur special-builder gets his fun. Now he will face a crippling tax on his handiwork, apparently to be imposed in quite an arbitrary manner; not only this, but if, say, an enthusiast converts an old Ford saloon into a trials special—even though purchase tax had been paid on the vehicle originally and may also be paid on any new components—still the Government will require tax to be paid *again* on the completed vehicle.

Already the Special Builders' Association have circularized all club secretaries with a view to stimulating those affected to write their M.P. before it is too late. We can do no more than support them wholeheartedly. Only don't write in vitriol—you've a perfectly sound argument!

* * *

REGULATIONS are now available for the first race meeting of the year at the Crimond circuit, near Peterhead, to be run by the **Aberdeen and D.M.C.** on 16th June. Apart from motor-cycle events there will be races for sports, production and *Formule Libre* cars. Car entries are invited from the Scottish Sporting, Lothian, Berwick, M.G., 55, Highland and Riley clubs, and further details may be obtained from Miss N. M. Garvie, 23 Springbank Terrace, Aberdeen. . . . Looking ahead—to the 1st/2nd September—one of the oldest-established motoring events in the North of England, the **Liverpool M.C. Jeans Gold Cup Rally**, will have as Clerk of the Course this year one Jimmy Ray; the route should, therefore, be well up to standard. Regulations for this Lake District event will shortly be available from R. I. Taylor, 66 Heathfield Road, Liverpool, 13. . . . On 23rd/24th June, the **Veteran C.C.** will be holding their Norwich-Southwold-Yarmouth Rally and driving tests, concerning which A. John B. Bailey will be glad to supply details. . . . The **Riley M.C.** are holding their fourth night navigation rally, a 150-mile event open only to members driving Rileys, on 16th/17th June. Details from A. P. Warren, 37 Sheen Road, Richmond, Surrey. . . . The **Newport C.C.** has just been granted R.A.C. recognition, and to celebrate, the club will be holding a full-size rally, also on 16th/17th June, starting from Llantrissant. Anyone in the area who would like to join and participate is invited to write to Tudor W. Edwards, 2 Eveswell Park Road, Newport, Mon. . . . On the same week-end, the **Warrington and D.M.C.** will be holding their June night rally, over a 180-mile route. Members only, but any-



FUN AND GAMES being enjoyed by Bob Yeats at the recent 750 M.C. Autocross held near Salisbury. He made best "closed" car time in his Yeats Special—but the new Bill could put a stop to such fun.

one interested should write to R. J. Mann, 2 Waverley Avenue, Appleton, Warrington, Lancs. . . . Yet another on the week-end of the 16th/17th June is the Festival Rally of the **Furness D.M.C.** On a more ambitious scale, this will cover some 380 miles in the Northern Counties, starting from High Newton and Garstang. Invited clubs are the Blackpool and Fylde, Cumberland Sporting, Knowdale, Lancashire, Liverpool, M.G. and Morecambe. This is a B.T.D.A. Silver Star event and regs. may be obtained from G. Thomas, "Gaywood", Springfield Road, Ulverston, Lancs. . . .

On Sunday, 10th June, the **Chiltern C.C.** are running their 14th Annual Touring Rally and have invited the Circle, Cemian, Falcon, M.G., London and B.A.R.C. The event will start and finish on the London-Oxford road, it is route-carded and the course is about 120-150 miles in length. Secretary of the Meeting is R. C. Goodearl, Elm Croft, Picts Lane, Princes Risborough, Bucks. . . . Regulations are now available for the **B.R.S.C.C.'s** National race meeting at Mallory Park on 7th July. The programme will include events for F3, sports and racing cars, with a 12-lap sports car race qualifying for the AUTOSPORT production sports car championship. Entries close on 18th June and details are obtainable from Ken Gregory, 35 Strand, London, W.C.2. . . . The **Northampton & D.C.C.** will be running a sprint meeting at Silverstone on 16th June and have invited the 750, M.G., Morgan 4/4, B.A.R.C., Falcon and London clubs. Full particulars and entry forms may be had from H. Denton, 325 Wellingborough Road, Rushden, Northants.

FORWARD, CONCOURS ORGANIZERS!

KENNETH BOURKE, secretary of the Concours Competitors' Association, 19 Seymour Street, London, W.1, would be glad to hear from anyone who is organizing a concours d'élégance this year, so that the Association's members, prospective entrants, may be informed.

ANGLIA AND PREFECT OWNERS' CLUB

THE response to the announcement of the formation of the Anglia and Prefect O.C. has been so great that two

distinct classes of membership have been formed—one for those interested in racing their cars, the other for those keen on rallies. Negotiations to secure R.A.C. recognition are in hand, car badges have been designed and produced, the Club has held its introductory competitive meeting, and favourable insurance rates and discounts for members on special equipment are being arranged. New members are welcome and details can be obtained from P. J. Fletcher, 8 Queensway, Sunbury-on-Thames, Middlesex.

B.T.D.A. PLACINGS

THE following are the first 10 positions in the B.T.D.A. Gold Star and Silver Star Rally and Gold Star Trials Competitions, also the leading three in the Ladies' Silver Garter.

Gold Star Rally: Dr. J. T. Spare, 43; P. G. Cooper, 35; J. W. Waddington, 33; L. Sims, 25; G. H. F. Parkes, 23; F. Snaylam and W. D. Bleakley, 22; Mrs. R. Beaumont, 18; J. C. Wallwork, 17; T. A. Gold, 15. **Silver Star Rally:** J. W. Waddington, 60; T. A. Gold, 53; A. Newsham, 35; L. Windsor, 33; A. Stross, 26; A. C. Whatmough, 25; J. C. Wallwork, 24; Mrs. R. Beaumont and C. M. Watson-Smyth, 20; F. Snaylam, 15. **Gold Star Trials:** R. Kemp, 80; J. C. Broadhead, 57; F. T. Lewis and J. S. Jenkins, 49; R. C. Needham, 40; G. Newman, 37; J. Deeley, 36; B. H. Dees, 32; W. Howarth, 20; P. A. Barden, 16. **Ladies' Silver Garter:** Miss A. Palfrey, 20; Miss P. A. Ozanne, 11; Mrs. E. R. Einhorn, 9.

250 M.R.C. STAPLEFORD SPRINT

20th May

1, J. Watson (Birsay), 23.0 secs; 2, R. Stone and J. Kimber (Kimston Spl.), 23.4; 4, F. McArdell (Birsay), 23.8; 5, D. Haldenby (Scorpion), 25.0; 6, K. Harris (Smith Spl.), 25.6.

BRISTOL M.C. AND L.C.C. SPEED TRIALS, CASTLE COMBE

26th May

B.t.d.: J. Buncombe (Tojeiro-Bristol), 16.3 secs.

Saloon Cars, Up to 1,000 c.c.: 1, S. E. Naish (DKW), 23.4 secs.; 2, H. J. Liddon (Standard), 23.6. **1,001-1,300 c.c.:** 1, I. D. Lewis (Standard), 21.6.; 2, A. H. Butler (Morris), 22.0. **1,301-1,800 c.c.:** 1, H. J. Liddon (M.G.), 21.8.; 2, P. Gallagher (M.G.), 22.2. **1,801-3,000 c.c.:** 1, P. Scott (Bristol), 20.5.; 2, N. Thorne (Austin), 20.6. **Over 3,000 c.c.:** 1, J. Brewer (Jaguar), 20.7.; 2, P. Scott (Bristol), 21.0.

Sports Cars, Up to 1,200 c.c.: 1, W. A. Cleave (Morris), 17.9.; 2, G. E. Bath (Ford), 19.6. **1,201-1,500 c.c.:** 1, E. G. Willmott (Lotus-M.G.), 17.2.; 2, W. A. Cleave (Morris), 17.8. **1,501-2,500 c.c.:** 1, J. Buncombe (Tojeiro-Bristol), 16.3.; 2, E. G. Willmott (Lotus-M.G.), 17.1. **Over 2,500 c.c.:** 1, J. Buncombe (Tojeiro-Bristol), 16.3.; 2, M. Parker (Jaguar), 17.0.

More Club News on page 563

NÜRBURGRING

1,000 Km. RACE

1st

MASERATI

(subject to official confirmation)

used

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***INSIST** that
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CRYSTAL PALACE
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**THE OIL AND FUEL ADDITIVE
FIRST—ALWAYS**

Coming Attractions

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.
 Circuit of Castello-di-Terano (750 c.c. R), Italy.
 Thames Estuary A.C. Speed Trial, Snetterton, near Theiford, 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.
June 9th. North Staffs M.C. National Race Meeting, Oulton Park, near Tarporley, Cheshire. Start 1 p.m.
June 10th. Club Lotus/750 M.C. Race Meeting, Brands Hatch, near Farningham, Kent. Start, 1 p.m.
 Sporting Owner D.C. Autocross, London Gliding Club, Dunstable, Beds.
 Veteran C.C. Birmingham-Coventry Run. Assemble, Civic Centre, Birmingham, 8-9 a.m. Arrive Spencer Park, Coventry, by 2 p.m.

Recent Results

VINTAGE S.C.C. PRESCOTT HILL-CLIMB

13th May

Class 1A and 2A: 1, W. L. T. Winder (1924/8 Humber), 65.98 secs.; 2, H. L. Halkyard (1929 Austin), 67.21. **Class 3A:** 1, B. E. Brown (1930 Frazer-Nash), 53.20; 2, M. S. Geoghagan (1928 Frazer-Nash), 54.00; 3, R. W. Ashley (1930 Frazer-Nash), 55.92. **Class 4A and 5A:** 1, A. K. Haworth (1928 Bugatti), 51.00; 2, A. R. M. Hopton (1928 Alfa Romeo), 55.44; 3, M. D. Hollis (1923 Bentley), 56.65. **Class 6A:** 1, G. H. G. Burton (1927 Bentley), 52.62; 2, W. P. S. Melville (1924 Vauxhall), 52.84; 3, J. A. E. Marsh (1930 Invicta), 53.37. **Edwardian:** 1, C. J. Bendall (1912 Sunbeam), 74.06 (handicap time, 80 secs.); 2, B. M. Clarke (1912 Clement Talbot), 70.65 (handicap time, 75 secs.); Fastest climb: K. Neve (1914 Humber), 62.40. **Class 1B and 2B:** 1, P. J. E. Binns (1929 Riley), 51.84. **Class 3B and 4B:** 1, J. W. Broad (1936 E.R.A.), 45.37; 2, J. Stuart (1937 E.R.A.), 46.32; 1st Vintage: Dr. W. A. Taylor (1930 Caesar Spl.), 47.52; 2nd Vintage: A. F. Eminson (1927 Bugatti), 49.72. **Class 5B:** 1, P. J. Stubberfield (1926 Bugatti), 45.71; 2, T. Robins (1931 Bugatti), 49.18; 1st Vintage: P. J. Stubberfield. **Class 6B:** G. H. G. Burton (1927 Bentley), 52.62.

BIRMINGHAM Y.C.M.C. SYCON RALLY

13th May

Best Performance: 1, A. J. Prescott (Ford Squire), 36 marks lost; 2, De R. A. Chesterfield (Jowett Javelin), 44; 3, G. Sharpin (Austin A50), 52.

BMW C.C. HESTON GYMKHANA

1, J. B. Morley, 55; 2, L. T. S. Shiner, 45; 3, C. S. Gray, 326. **Member coming greatest distance to compete:** R. A. Hutchings (328), from Bath.

SHENSTONE AND D.C.C. LITTLE RALLY

12th May

Lawrence Trophy: R. B. Scoffam. **First Class Award:** D. H. Holland. **Second Class Award:** L. M. Austin, R. B. White. **Third Class Award:** R. Collins-Jones. **Navigator's Award:** Miss Christine Holland. **Newcomer's Award:** P. T. R. Maskall.

HUDDERSFIELD M.C. DUSK TILL DAWN RALLY

Best Performance: A. Birkett (Triumph TR2). **Class 1:** E. J. B. Mitchell (Ford Anglia). **Class 2:** B. Hirst (Austin-Healey). **First Class Awards:** T. W. Kirk, Mrs. Ann Hall, A. Rayner, J. R. Hall, K. N. Lee. **Best Navigator:** E. Horsfall. **Best Navigator, Class 1:** W. Turner. **Best Navigator, Class 2:** J. Sykes. **Team Award:** A. Birkett, R. J. Dack, K. N. Lee.

OXFORD M.C. WALTER RALLY

Norman Jones Trophy: H. D. Chapman. **Class A:** D. J. Pedder. **Class B:** C. Tyrrell. **Class C:** J. Stewart-Wood. **Navigator's Award:** L. Tubbs. **Team Prize:** G. Northwood, D. J. Pedder, J. Gartside.

BOLTON-LE-MOORS C.C. MIDNIGHT RALLY

19th May

Class 1 (Experts): 1, A. Newsham (Ford), 7 penalties; 2, A. Birkett (Triumph TR2), 10; 3, S. E. Mather (Standard), 16. **Class 2 (Novices):** 1, B. Morgan (Austin A30), 376; 2, J. Browne (Austin A90), 490; 3, N. Wilde (Standard), 524. **Team Award:** A. Newsham (Ford), S. E. Mather (Standard), D. J. Steiner (Ford). **First Class Awards (Experts):** S. E. Mather, G. P. Crabtree, K. Cunliffe; **Novices:** N. Wilde, L. Banks, A. Turner.

LEICESTERSHIRE C.C. STURGESS TROPHY RALLY

13th May

Sturgess Trophy: E. D. Beaumont. **Navigator's Award:** L. Pole. **Opposite Class Award:** K. Gayton. **First Class Awards:** R. Creese, C. N. T. Trotter. **Second Class Awards:** A. Payne, B. H. Herbert. **Novice Awards:** J. M. Toone.

LINDSEY A.C. PEAK AND DALES RALLY

13th May

1, J. C. Robinson (Ford Anglia); 2, E. Harrison (Humber); 3, N. S. Huntley (Standard); 4, C. G. Gray (M.G.).

ASSOCIATION OF N.E. AND CUMBERLAND C.C. CATERICK HILL-CLIMB

B.T.D.: R. W. Phillips (Cooper), 38.2 secs. **Class A:** A. Stross (Fiat 1100), 50.5. **Class B:** G. A. Percival (Ford), 49.0. **Class C:** E. B. Wadsworth (Porsche), 45.3. **Class D:** P. B. Buckley (Bristol), 46.6. **Class E/F:** J. G. Allison (Jaguar), 40.6. **Class F:** J. W. Higham (Lotus), 43.1. **Class G:** J. H. Brooks (Cooper-M.G.), 42.3. **Class H:** M. L. Bailey (Austin-Healey), 43.0. **Class K:** R. W. Phillips (Cooper), 38.2. **Team Award:** Newcastle.

NORTH LONDON ENTHUSIASTS' C.C. RADCAP RALLY

12th/13th May

Best Performance: R. E. Roberts (Ford Consul). **Best Closed Car:** A. M. B. Piggott (Volkswagen). **Best Open Car:** P. Angus (M.G. TF). **First Class Awards:** D. R. J. Emmett (Ford Anglia); A. K. Hirst (Standard 8); G. J. Harde (Austin 12). **Navigator's Awards:** B. A. Whateley, A. A. Mitchener, P. Angus. No team finished intact.

MIDLAND MOTORING E.C. HONEYBOURNE SPRINT

20th May

Class 1: 1/4-mile course, M. J. Eaves (Dellow), 52.1 secs. **1/4-mile course,** M. J. Eaves, 20.0. **Class 2:** 1/4-mile, J. R. Axon (Jaguar XK 120), 44.65; 1/4-mile, J. R. Axon, 16.85. **Class 3:** 1/4-mile, P. W. Griffiths (Morris), 53.7; 1/4-mile, P. W. Griffiths, 21.2. **Class 4:** 1/4-mile, L. Hill (Ford Zephyr), 54.50; 1/4-mile, L. Hill, 21.4. **Formule Libre:** 1/4-mile, E. G. Guest (E.G.S.), 43.3; 1/4-mile, E. G. Guest, 16.9.

WESTMORLAND MOTOR CLUB

THE two-year-old record of 34.07 secs. set up by I. E. Davidson in a 1,496 c.c. Cooper-M.G. at Barbon Speed Hill-climb was broken on Saturday by C. A. N. May of Solihull. Driving a 500 c.c. Cooper-J.A.P., he knocked nearly two seconds off the old record with a well-judged run of 32.18 secs.

Three other 500 c.c. racing cars broke the old record—P. R. Procter of Bradford, 33.21 secs.; H. C. Allison, of Brough, 33.92 secs.; and R. A. Anderson, of Wilmslow, 33.80 secs.

Provisional Results

B.T.D.: C. A. N. May (Cooper-J.A.P.), 32.18 secs. **Best Opposite Class:** P. Jackson (Cooper-Climax), 35.38. **Best Time of the day by a Westmorland M.C. member resident within 25 miles of the Club H.Q.:** H. C. Allison (Cooper-Norton), 33.92. **Second B.T.D.:** P. R. Procter (Cooper-J.A.P.), 33.21. **Aston Martin Trophy:** W. Burton (Aston Martin), 42.24. **Best Westmorland M.C. member in a Closed Car:** E. B. Wadsworth (Porsche), 38.85. **Class 1:** E. B. Wadsworth (Porsche), 38.85. **Special Award for Car under 1,500 c.c.:** E. B. Wadsworth (Porsche), 38.85. **Class 2:** M. G. D. Graham (Lotus), 35.39. **Class 3:** J. H. Brooks (Cooper-M.G.), 36.34. **Class 4:** F. Crossley (Healey), 37.16. **Class 5:** G. B. Corser (Jaguar), 35.43. **Class 6:** J. A. R. Grice (G.N. Spl.), 39.81. **Class 7:** M. D. Hollis (Bentley), 39.55. **Class 8:** B. Crabtree (M.G.), 37.23. **Class 9:** R. A. Anderson (Starline-Norton), 33.80.

Yes, but it's quicker in an M.G.A. from UNIVERSITY MOTORS!

Profiled for performance . . . powered for speed . . . built for safety . . . the magnificent M.G.A. is the first of a new line in the great M.G. tradition. To drive it is sheer exhilaration as it takes you where you want to go — quickly, smoothly, surely. All the room you need for kit and luggage; all the style and finish you expect of this famous name. See the M.G.A. today at University!

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Hire Purchase and Part Exchange

CORRESPONDENCE

The Finance (No. 2) Bill, Clause 6

How much longer is the British enthusiast to be subjected to gross victimization simply because his pleasure is derived from motoring?

Not satisfied with robbing him of the majority of the money he pays for the maintenance and improvement(?) of the already totally inadequate road system, the colossal tax receipts enjoyed from the sale of new cars, replacement parts, accessories and every gallon of petrol consumed, the amateur constructor will, if this aoristic Bill is passed, be confronted with the Government's demand for Purchase Tax, regardless of whether he has constructed his vehicle, or has reconstructed, converted or adapted an existing car. To the impecunious enthusiast this will not only be the bitterest of blows, but will probably mean the end of his activities. A heartbreaking cessation indeed, especially to those of us with vehicles nearing completion.

The iniquity of the proposed Bill is appalling, for it affects, in the majority, those of us who build on the basis of a non-profit-making hobby. It is even more appalling when one is reminded that, on the vast quantity of new parts one purchases in the construction of a "special", one pays Purchase Tax. One meaning of the Bill is, therefore, that our donations to the exchequer will be two-fold. But why?

Why is there this enmity by the Government towards the motoring enthusiasts? Does a man pay Purchase Tax because he loves horses or designs his own camera? Does he pay tax because he makes his own fishing rod or builds his own house or furniture? No, of course, he doesn't and rightly so. So why should we—or is this the thin end of a tyrannical wedge?

By all means prohibit the conversion of commercial vans to private estate cars, but do so by restricting their sale to trade organizations or by licence classification, and not by the steam-roller-to-crush-a-mole-hill method.

To record that I am thoroughly disgusted that such a Bill has been drawn up, let alone placed before Parliament, would be the understatement of my life.

If the Bill is passed there is not a lot we can do about it. Obviously then, we must do our utmost to get the Bill rejected, so put pen to paper and bring your comments to the attention of your M.P. What about club secretaries organizing petitions? And what of the future? If the Bill is passed, I think we can say good-bye to a great number of club events.

Recently, a man was successfully prosecuted for petrol tax evasion because he ran his car on paraffin. Does this mean that the not-so-distant gas-turbine car will be prohibited, or will an additional tax be levied?

D. A. SNOAD.

MILFORD, SURREY.

Brooklands

It was with interest that I read the letter from Mr. Boddy published in your issue of 25th May requesting me, as author of the recent "Pilgrimage to Brooklands" article, to state how I fix 17th June this year as the 50th anniversary of the motor course.

The answer to Mr. Boddy, or anyone else for that matter,

is that *I don't!* A reference to paragraph two of my article will reveal the following statement: "The 50th year commences on 17th June, terminating on the official opening day of the same date next year".

In other words, if one wishes to be more explicit, a luncheon was held officially to open the place on 17th June, 1907. This being so, the track commences its 50th year after lunch time on its 49th birthday. (The anniversary of the official day being as we have both stated, 17th June, 1957.)

Mr. Boddy is quite right when he says that he has never seen a date quoted as that on which the work was started; it would be most interesting to know it! Whilst it would appear that he has misinterpreted my statement, I would like to take this opportunity of congratulating him on his three published volumes of the history of the track which he mentions; anyone requiring extensive and highly detailed research on the subject would do well to read them.

My article was merely an attempt to relate the experience of my visit to the remains of Brooklands, in the hope that it might in some small way revive interest in that irreplaceable "Mecca of the Sport" among those who remember it, and perhaps create a new interest for those who were too young to have witnessed racing there. If that has been attained I am more than grateful.

ORPINGTON.

PETER CAVANAGH.

Competition Licences

I WAS very surprised that you published Mr. Abbott's letter on the subject of racing driver's licences without any comment and would like to use your columns to point out that the R.A.C. Competitions Committee are already operating a similar scheme. I quote: "The F.I.A. licence is valid for all events held under an R.A.C. Restricted, National or International Permit, or any event inscribed on the International Calendar of the F.I.A., but to be eligible for *races*, in the above categories, a driver must have previous racing experience. Drivers without such experience will be issued with a licence endorsed as follows, 'This licence is not valid for National or International races.'" (I have one myself.) "In order to have this endorsement cancelled a driver must submit to the R.A.C. a card provided by the R.A.C. on which his performance at six race meetings has been certified by the R.A.C. Steward at these meetings."

It follows that these six meetings must be "Restricted" or "Closed" meetings at which he is unlikely to be competing with such top-liners as Moss, Hawthorn, etc.

It is also interesting to note that under new regulations issued by the B.A.R.C. for their members' meetings at Goodwood—"Members who have not previously raced will henceforth be required to complete a minimum of 15 laps during one of the Goodwood general practice days, as a preliminary to actual competition work. Such practising will be observed and the car with which it is intended to race (or one of a similar performance) must be used.

"Furthermore, evidence of a member's age, previous driving experience, medical fitness and suitability of the car may also be required".

It is obvious from the foregoing that much thought has already been given to this problem of inexperienced drivers, and it is to be hoped that these steps will help to reduce the accidents which we all deplore so heartily, and which could prove a very serious threat to the sport.

M. D. O. MAYNE.

BECCLES, SUFFOLK.

Scottish Rally—continued from page 546 resulted in Hay MacKenzie losing a few gears on his Sunbeam-Talbot and in a fast bit of motoring by E. P. Foden in his A.C. Ace. It also revealed the ability of Douglas Baird as a trials bouncer for he hit the seat at the exact moment that permitted Douglas Campbell to reverse his Anglia with no wheel-spin whatsoever. Final test of the "Scottish" was a downhill dash to stop within a prescribed area. Underhill's Bentley did not manage to stop, nor did John Melvin's Rapier and surely the most spectacular of all the attempts was that of Sammy Colman, who took a week's wear off the tyres of his TR2 in one fell swoop. Even Ian Scott Watson took his DKW through the braking area

but we must commend a very good, fast test by R. L. McKendrick in an old-style Ford Anglia.

The final day's motoring was free from tests but, as did every other day, it took in some of Scotland's loveliest country and made a fitting conclusion to a Scottish Rally that brought forth much praise for the efforts of the Royal Scottish Automobile Club and for the Scottish weather clerk, who had added to the enjoyment by providing really fine weather for four-fifths of the event.

"AENEAS."

Results

Class 1: 1, B. W. Fursdon (Renault); 2, R. Glad (DKW). **Class 2:** 1, Miss P. Read (Ford Anglia); 2, J. D. L. Melvin (Sunbeam Rapier). **Class 3:** 1, R. S. Taylor (Riley); 2, A. Raynor (Sunbeam). **Class 4:** 1, J. F. Gibbon (Rover 90);

2, H. W. Underhill (Bentley). **Class 5:** 1, G. M. Smellie (Ford Anglia); 2, S. D. Silverthorne (Renault). **Class 6:** 1, P. S. Hughes (Porsche); 2, P. Latham (Ford Zodiac). **Class 7:** 1, J. Hally (Jaguar XK 140); 2, G. H. F. Parkes (Jaguar XK 140). **Class 8:** 1, N. T. Lithgow (H.R.G.); 2, N. L. Paterson (M.G.A.). **Class 9:** 1, T. B. D. Christie (Triumph TR2); 2, Dr. J. T. Spare (Triumph TR3). **Class 10:** 1, W. Potts (Austin-Healey); 2, R. T. Haddow (Jaguar XK 120).

Ladies' Awards. **Touring:** Miss C. V. Woodburne (Jaguar XK 140). **Sports:** Miss A. I. C. Neil (Morran). **Members' Prizes, Ladies:** Mrs. A. Mickel (M.G.). **Gentlemen:** J. F. Gibbon (Rover 90). **"Furth of Scotland" Award:** Dr. J. T. Spare (Triumph TR3). **"Native" Award:** P. S. Hughes (Porsche). **"Pre-War" Award:** A. J. Cormack (Sunbeam Rapier). **"Novice" Award:** M. R. Green (Jaguar). **"Husband and Wife" Award:** Mr. and Mrs. N. T. Lithgow (H.R.G.). **S.S.C.C. Members' Awards, Ladies:** Mrs. A. Mickel (M.G.). **Gentlemen:** P. S. Hughes (Porsche). **Term Award:** P. S. Hughes, M. L. Paterson, T. B. D. Christie.

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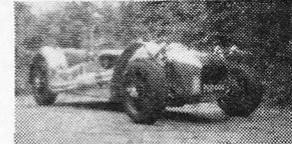
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LEA-FRANCIS

RICHARDS OF BOREHAM offer very special 1949 LEA-FRANCIS 1½-litre 2-seater sports. Only two of this model made. I.f.s., c.l. wire wheels, 10:1 compression, Connaught cams, etc. new vynide hood. Really good condition throughout. One owner since new. £435.—Robin N. Richards, Pegasus Garage, Boreham, Nr. Chelmsford. Phone: Boreham 271. (Open 8 a.m. to 10 p.m. every day.)

LOTUS



1,500 c.c. very special Laystall/M.G. Mark VI in absolutely immaculate condition. Completed June 1955, and has done under 4,000 miles. Full weather equipment, turbo-finned 11 ins. hydraulic brakes, etc., etc. Has been used in a few Hill-Climbs and Sprints with outstanding success.

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M.G.

ALEXANDER LAYSTALL.—See our displayed advertisement in this issue.

FOR SALE.—1931 M.G. 1880. £65.—Phone: MAYfair 3987.

M.G. MAGNA. Fast, reliable, £110.—John Hedges, VALEntine 0720 (after 6 p.m.).

M.G. TA. good condition, recent bills include: new steering box, starter motor, new front tyres, new hood, king pins, brakes relined, engine overhauled, crank ground, new big ends, new mains, bored and sleeved standard, new timing chain, side screens recovered, 16 ins. rear wheels and Andre telecontrols. Marchal spot. Sound, clean car. £215.—Castle, 360 Holcombe Road, Greenmount, Bury, Lancs. Tel.: Toit 8330.

(Continued overleaf)

USED CARS FOR SALE

A.C.

A.C. ACE 2-seater 1938. An unusually good specimen with many competition modifications. Expert maintained throughout. Apply owner's agents.—High Speed Tuning (Brighton), Ltd., 52 Grosvenor Street, off Edward Street, Brighton.

ACE, immaculate, 1954, fitted Michelin X, etc., 26,000 miles. £1,050.—64 Headingley Lane, Leeds, 6. Tel. 51193.

ALLARD

FACTORY SERVICED used ALLARD cars are your wisest buy. Always a good selection at competitive prices.—(BRixton 6431), 24-28 Clapham High Street, London, S.W.4.

1951 P1 SALOON, £315, and 1949 K1 two-seater, £265. Both excellent.—Richards & Carr, Ltd., 35 Kinnerton Street, London, S.W.1. BELgravia 3711.

ALVIS

ALVIS SPEED 20 Sportsman's saloon, mechanically sound, new radiator, springs, brakes, etc. Good bodywork, no boiling. Any trial. £125.—Dove, 118 Wednesfield Road, Wolverhampton. Phone 25305.

1939 ALVIS 12/70 sports saloon, excellent condition. £195. Terms.—Newbery Cars, Muswell Hill, N.10. TUDor 3394.

ASTON MARTIN

ASTON MARTIN Int./Le Mans 2/4-seater; 1932 Bestilli, 87 m.p.h., 27 m.p.g., very good condition. £185.—Sharp, 126 Ulverley Green Road, Birmingham 27.

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

FOR SALE.—An opportunity for racing enthusiasts to purchase an ASTON MARTIN DB3/S, one of the six production models sold by Aston Martin, Ltd. Tip-top condition. Done under 500 miles only. Price £2,600. Singapore.—Apply to The Eastern Auto Co., Ltd., 77-79 Orehard Road, Singapore, 9.

AUSTIN

ALEXANDER LAYSTALL.—See our displayed advertisement in this issue.

AUSTIN, 1938 Big Seven, sun saloon, excellent condition. £95.—Mayfair Garages, Ltd., Balderton Street, W.1. MAYfair 3104/5.

750 AUSTIN Special, in excellent condition, usual modifications. £120 o.n.o.—61 Malden Avenue, South Norwood, S.E.25 (evenings).

AUSTIN-HEALEY

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

BENTLEY

1950 (APRIL) BENTLEY Mark VI saloon. Genuine mileage 39,000. One owner, quite immaculate. Metallic grey/black, red leather. Exchange Bristol DB2/4, etc.—Nixon's Garage, Newcastle, Staffs, 69154.

B.S.A.

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

BUCKLER

BUCKLER Mk. XI, March 1955, 5,000 miles only, alloy aerodynamic body, B.R.G., 4.7:1 axle, Buckler i.f.s., twin SU carbs, four-branch exhaust manifold, Aquaplane super head, full weather equipment. A very handsome car indeed. £420 o.n.o.—3 Coudson Road, Caterham. Caterham 2554.

CITROEN

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

COOPER

1955 1½-litre rear engine Cooper-Connaught, body similar to 1,100 c.c., engine overhauled and tuned by makers. Car ready for racing.—Elm Works, Summerstown, S.W.17. WIMbleton 5046.

DAIMLER

DAIMLER, 1938 model, light-15, green, very smart car, outstanding condition. £185.—Mayfair Garages, Ltd., Balderton Street, W.1. MAYfair 3104/5.

FIAT

FIAT 600 wanted, cash waiting for good low mileage, early 1956 model. Genuine private buyer.—Telephone: Southport 88326.

FIAT 1955, 600 saloon, dark blue, as brand new. £525.—Mayfair Garages, Ltd., Balderton Street, W.1. MAYfair 3104/5.

1956 ONE WEEK OLD FIAT 600, delivery mileage, special bargain, £575.—Nixon's Garage, Newcastle Staffs, 69154.

1938 FIAT "500" cabriolet, in excellent condition throughout, 50 m.p.g., any trial. Sell for £50, or exchange something bigger, M.G., Singer, etc.—CHiswick 6658.

FORD

ALEXANDER LAYSTALL.—See our displayed advertisement in this issue.

FORD Ten Special, reconditioned engine, dynamo, tyres all below 5,000 miles, taxed year. Enthusiast's dream. Must sell, owner broke. £75 o.n.o.—Watson, 94 Splott Road, Cardiff.

1953 SMASHED FORD CONSUL, all spares for sale, engine, gearbox, axle, wheels, etc.—Coronation Garage, Wells, Norfolk.

H.R.G.

1951 JUST REBUILT, new hood, four new tyres, twin spares, fog lamp, one owner since new, ivory with red wings, red leather, in immaculate condition. £450.—G. Farrell, Beau Voir Hotel, The Marina, Boscombe, Hants. Tel. 36605.

JAGUAR

JAGUAR XK 120, full "C" type mods., B.R.G., not raced, exceptional. £665.—Silsbury Motor Co., Fisherton Street, Salisbury 6025.

JAGUAR 1951 Mk. V coupé, grey, grey leather hood, heater, completely overhauled, first-class condition throughout. £565 or exchange small car.—33 Old Sneed Avenue, Bristol, 9.

S.S. 100, £170 overhauls chassis, etc. Offers.—71 Carlton Hill, N.W.8.

1956 2.4-LITRE saloon, 1,400 miles only, available for immediate delivery. £1,395.—Offord, 154 Gloucester Road, S.W.7. FREemantle 3388.

1946 1½-LITRE saloon, heater, etc., very sound car. Taxed. £295. H.P. and exchanges.—Jones' Garage, Syston, Leics. Syston 86257.

KIEFT

1953 KIEFT, 4 stud J.A.P., Norton Featherbed gearbox, Borrani wheels, ex-D. Parker, entirely rebuilt, nose extended, new bodywork and upholstery. £295.—Phone evenings Brookwood 3531, Brown, Queens Road, Bisley, Surrey.

LANCIA

H. AND W. ENGINEERING CO. (Lancia Specialists). Augusta saloon, first-class condition, reupholstered, new tyres, £225. 1938 Aprilia, resprayed, £195. All classes Lancia spares available.—22-24 Queens Gate Place Mews, S.W.7. WESTern 7369.

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M.G.—continued

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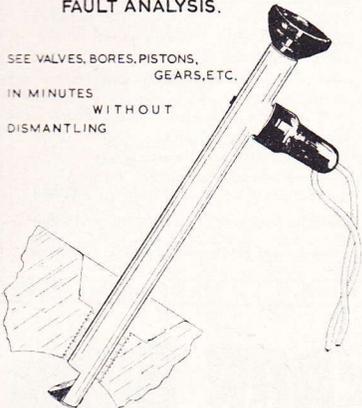
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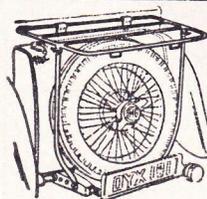
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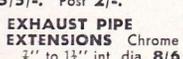
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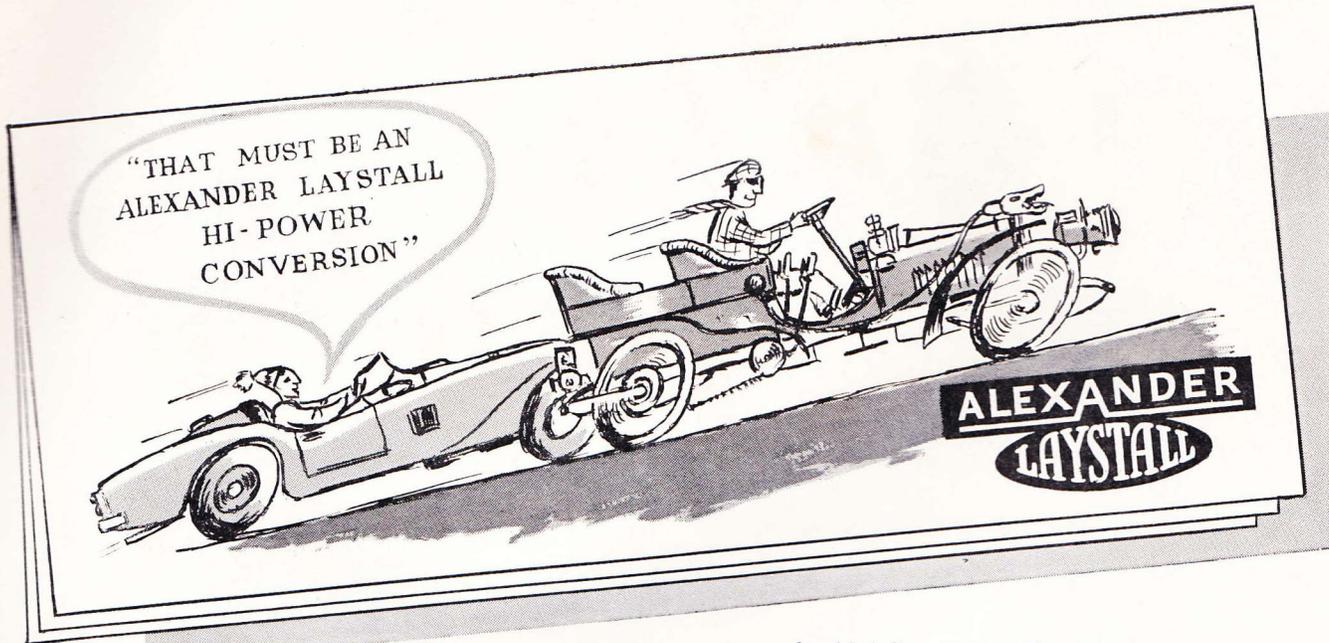
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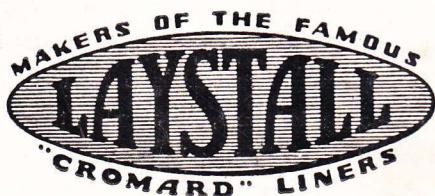
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