BRITAIN'S MOTOR SPORTING WEEKLY

JUNE 22, 1956

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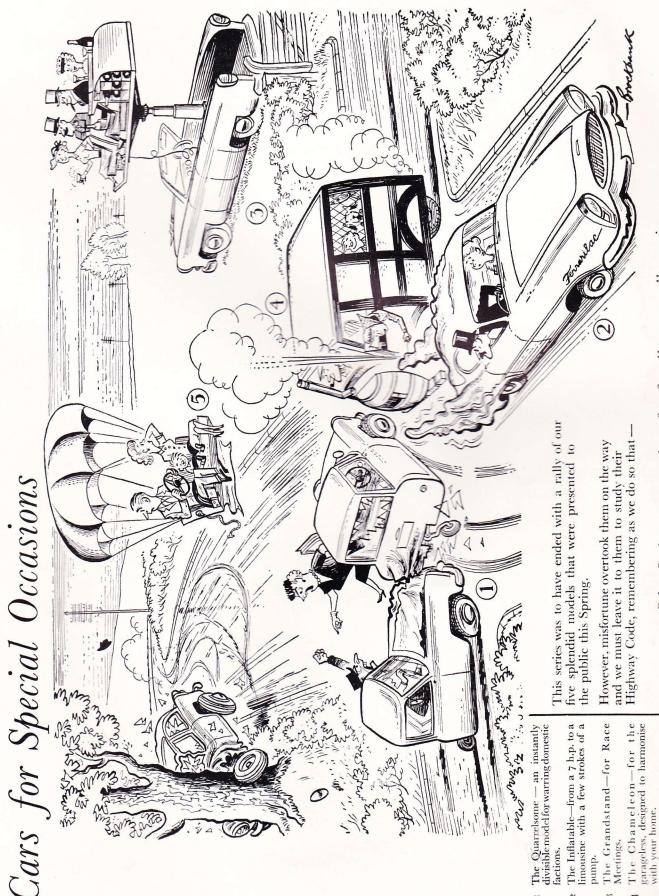
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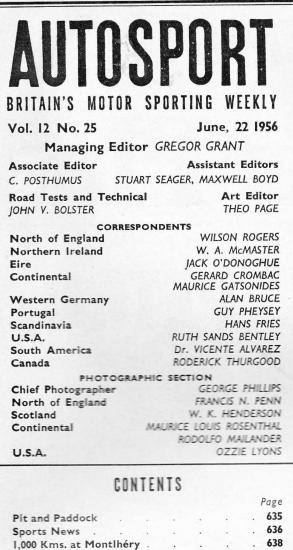
EXCLUSIVE CUTAWAY DRAWING BY THEO PAGE OF THE LOTUS MK. XI 'LE MANS' GORDINI, 'THE SORCERER' : SHELSLEY WALSH HILL-CLIMB : COOPER SUCCESS IN PORTUGAL クメラト

The Inflatable—from a 7 h.p. to a limousine with a few strokes of a The Quarrelsome — an instantly divisible model for warring domestic factions. R -

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Solex Carburettors are the safest for all cars on all occasions.





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EDITORIAL

WANTED-STABILIZATION OF SPORTS CAR REGULATIONS

 $T_{\mbox{ is to be admitted, the result of a great deal of discussion}$ sion. By limiting engine capacity in the case of prototypes to 2,500 c.c., it is believed that there will be a partial check to the ever-increasing speeds of cars in the unlimited category. Also, to discourage the purely sports-racing class of machine, certain dimensions have been drawn up for seating and so on, which, in the case of small-capacity vehicles, tend to err on the generous side, and almost guarantee that full-width frames and bodies will be generally adopted. In order to accommodate seats of 120 centimetres (each of 50 cms., if separate), several successful modern sports cars may have to be considerably redesigned. Lotus and Cooper, for example, intended competing with their existing production models, but the new dimensional regulations may make this difficult; it may mean the building of prototypes if the 1956 types cannot be modified. Even if this were to be done, there is no certainty that the cars would be eligible for 1957, notwithstanding the fact that the F.I.A. have adopted the 1956 Le Mans regulations for International sports car racing as from 1st January, 1957. As AUTOSPORT has often remarked: "Le Mans sets the pattern for the sports cars of tomorrow". By following the lead of the A.C.O., the International body appears to have acknowledged the experience of the French in organizing 24 hour racesbut they do not go far enough. In order to protect manufacturers and entrants from drastic changes in regulations, formulae for International sports car racing should be on a long-term basis. The regulations which come into force next January, should be operative for a period of at least three years, with no alteration whatsoever. After all, the F.I.A. is the "boss organization" of motoring sport-not the French clubs; and the sooner this is realized, the better for all concerned. No one can deny that the A.C.O. have had an unenviable task, a task which they have tackled extremely efficiently. Nevertheless all manufacturers do not fully agree with the new regulations, and AUTOSPORT respectfully suggests that the C.S.I. of the F.I.A. should invite every interested manufacturer to send a delegate to a conference specially convened to draw up hard and fast regulations for sports car racing. These gentlemen should be permitted to give their views on the proposed adoption of the Le Mans regulations, which, after all, do affect their future plans to a great extent. If general agreement is reached on all points, then no one can possibly have any grumble whatsoever.

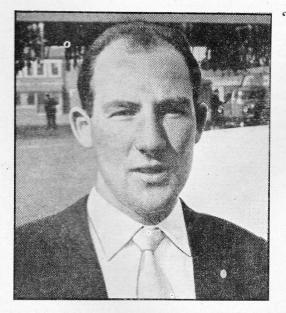
OUR COVER PICTURE

TRIPLE TRIUMPH: Already world renowned in Grand Prix spheres, the marque Maserati have this year also come to the forefront in major sports car racing, winning three 1,000-kilometre events in succession, at Buenos Aires, Nürburgring and Montlhéry, with their very fast six-cylinder, 3-litre car. Seen at Nürburgring is Piero Taruffi, who shared victory with Moss, Behra and Schell.

IT'S COMING! BP Super Plus 100-0CTANE PETROL

to give you a range of three BP petrols to cover every motoring need

LET STIRLING MOSS EXPLAIN



"THIS IS FIRST-RATE NEWS for British motoring! There's going to be an *entirely new* petrol, BP Super Plus, which will be 100-octane. It will meet the special needs of today's highcompression engines and will no doubt influence the design of engines in the future. I wouldn't honestly recommend buying it for ordinary cars, as you would not get enough benefit for the extra cost. But in the engines for which it is intended the difference will be really something!

"The ordinary motorist would be wise to stick to BP Super. It really is a super petrol, and has always done me jolly well. In fact, I've had some of my best racing successes on this petrol and I use it in my own 1954 Standard."







THE BRITISH PETROLEUM COMPANY LIMITED

& PADDO

SEEN at Monza on trial runs, a streamlined Formula 1 Ferrari. For the French Grand Prix at Rheims?

DAVID MARTIN, former assistant competitions manager of Ferodo, Ltd., is now "mine host" of the Church House Inn, Torbryan, near Newton Abbot, Devon. All motor sporting enthusiasts are welcome.

ECURIE ECOSSE will field a D-type Jaguar with engine reduced to 2,954 c.c. in he Rouen G.P. for 3-litre cars. Driver will be J. D. Titterington.

A FAMOUS Grand Prix Maserati, the A pre-war 2.9-litre two-seater, with which the late Sir Henry Birkin finished third at Tripoli in 1933, has left England for the U.S.A., its new owner being Henry Uhle of New York.

Two B.R.M.s have been entered for the British Grand Prix on 14th July. Drivers will be Mike Hawthorn and Tony Brooks. B.R.M. hope to install one or more O.R.M.A. information tents in the public enclosures.

FANGIO/CASTELLOTTI, Collins/Gendebien and Trintignant/de Portago form the Ferrari threesome in the 1,000 kms. Supercortemaggiore G.P. at Monza on 24th June.

THE award of the Grand Prix d'Honneur to J. D. L. Melvin's new Hillman Minx, in the R.S.A.C.'s Concours d'Elegance at Turnberry, marks the first award in a competitive motoring event gained by the new model since its introduction on 17th May.

IT is understood the I.T.A. have secured the British television rights for Le Mans. However, Raymond Baxter will do a B.B.C. broadcast on "steam radio".

THE M.A.C.'s International Shelsley event in September will also contain classes for AUTOSPORT Series-Production sports car championship entries.

REF. that Formula 2 race at Silverstone on 14th July, the B.R.D.C.'s regulations stipulate 100 octane fuel but, owing to a printer's error, omit to mention the method of determination; this will be by research.



MIKE LLEWELLYN has acquired an 1,100 c.c. Lotus-Climax.

ALREADY entered for the R.S.A.C.'s A LREADY entered for the R.S.A.C.'s Rest-and-be-Thankful hill-climb, on 7th July, are Tony Marsh, the reigning King of Prescott, with an 1,100 c.c. Cooper and a Cooper-Climax, Ken Wharton (1,100 Cooper and E.R.A.) and Michael Christie (1,100 c.c. Cooper). The battle for B.t.d. should be exciting.

PRODUCTION of both the Dellow Mk. II two-seater and the Mk. V Sports will in future be carried out by a newly formed company, The Dellow Engineer-ing Co., Ltd., Albert Street, Oldbury, Worcestershire, the managing director of which is Mr. Neville Nightingale.

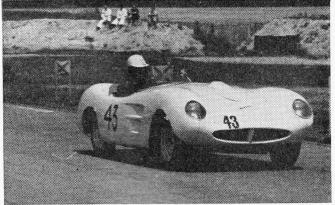
FOUR Sunbeam Rapiers are down to compete in the Alpine Rally—the 18th of the series. Peter Harper will drive the car he shared with Sheila Van Damm in the Mille Miglia, and David Humphrey will be his co-driver. Other team crews will be George Murray Frame/John Pearman, Jimmy Ray/John Waddington and Raymond Parter Waddington and Raymond Baxter/ Leonard Miller. Private Sunbeam entries include George Hartwell/Francis Scott and Dr. E. W. Deane/Jeff Sparrowe. There is also a privately entered Rapier with a French driver.

THAT RIDICULOUS PURCHASE TAX

READERS of AUTOSPORT rallied magnificently to the request to "write to your M.P. about Clause 6 of the Finance



"Gran Premio di Supercontareliremaggiore."



Bill". We would like to thank the many correspondents who sent us copies of their letters.

The results of the campaign have been highly gratifying, and John Bolster's open letter to Sir Robert Boothby has been the subject of intense interest. Also, John Bolster's letter in the London Evening Standard produced a reply from that car-minded M.P., Mr. Denis Howell (Socialist member, Birmingham—All Saints Division), who stated that pressure of opinion against the imposition of this tax had been so great, that the Financial Secretary admitted that the Chancellor had agreed to go into the matter closely, before the Bill reached its report stage.

Yes, this homebuilt car tax may go

M. JOHN V. BOLSTER [Evening Standard, June 11] may like to know that the Government's pro-

June 11] may like to know that the Government's pro-posal to put purchase tax on cars built by amateur enthusiasts in their spare time did not pass without vigorous protest. Although it was very late one evening last week. I was able to initiate a debate on the matter in the Commons and, I am glad to report, to receive support from both sides of the House. The arguments mentioned by Mr. Bolster, showing that this is a tax upon ingenuity and enter-prise were fully deployed as were others demonstrating that it would be impossible for Customs and Excise to fix the value of such efforts for deciding the level of taxation. Following this pressure the Financial Secretary said that the Chancellor had listened to the debate and would examine the matter again before the report stage of the Bill.-Demis Howell, MP. House of Commons. Denis Howell, 32-year-old Socialist MP for Birmingham (All Saints Divi-sion) since May last year, is a keen sportsman. May last year, is a keen sportsman. May last sear in a keen sportsman. A so the and in marche referend an Amateur Cup semi-mateur tootbalt matters and in March referend an Amateur Cup semi-mateur for the socies of the second second for the second second second second second second second second second he acts as incesman for amateur footbalt matters and in March referend an Amateur Cup semi-mark referend an Amateur Cup semi-

From -the Evening Standard, Friday, 15th June.

AUTOSPORT, JUNE 22, 1956



LOTUS FOR MONZA

Two British Lotuses will be competing in the 1,000 kms. sports car Super-cortemaggiore Grand Prix at Monza on 24th June. One will be the experimental Mike Anthony machine which has its engine mounted at an angle in the frame. The other, the Bueb-owned 1,500 c.c. Climax-engined car, will be shared by Mike Hawthorn and Duncan Hamilton.

This will be a severe test of the British machines which will be competing against strong teams from Ferrari and Maserati. Owing to concentration on the 12 Hours of kneims, there will be no "works" Cooper-Climax or Lotus-Climax entries in the 1,500 c.c. category-a pity-for one would like to have seen these machines in action against the works-entered 1,500s from Maserati, Osca and Porsche.

RECORDS FOR "NIBBIO"

DRIVING his 350 c.c. Guzzi-engined "Nibbio" II at Monza recently, Count "Johnny" Lurani succeeded in breaking the Three Hour Class J (350 c.c.) international record formerly held by Adolf Brudes with a Lloyd. His speed was 131.193 k.p.h. (81.52 m.p.h.) and he covered a distance of 393.579 kilometres (244.6 miles). Brudes's speed was 120 k.p.h. (74.56 m.p.h.). Lurani's Nibbio II, the modern version of the little machine which came into existence before the war, is fitted with a streamlined body built by Ghia; the chassis is the work of the Volpini concern.

B.P. CUP FOR GRAND PRIX

THE winner of the most points in the Formula 1 French Grand Prix at Rheims during the next four years will be presented with the B.P. Energol Challenge Cup. This new award has been announced as the result of an agreement between the Association Sportive de

SEASIDE CIRCUIT: The 4.6-mile Boavista course at Oporto, where the British Cooper-Climax driven by Roy Salvadori scored a

notable victory. **OPORTO GRAND PRIX** SALVADORI and DE PORTAGO

START

Cooper-Climax Beats Porsche and Maserati Opposition in 11-litre Race

AST weekend in Portugal, the ancient L wine city of Oporto, on the mouth of the Douro, beheld its annual *festa* of motor racing, when the G.P. of Oporto sports car meeting was run over the 4.6 mile Boavista road circuit on Saturday and Sunday. There were two races, the and Sunday. There were two races, the first being the Porto City Cup, for up to 1,500 c.c. cars over 20 laps. This proved a rapid and comfortable victory for Roy Salvadori in a works Cooper-Climax, who took the lead on the opening lap, and never yielded it to the Porsches or Maseratis. A strong cross wind made handling of the ultra-light cars tricky on the straights. J. F. Nogueira of on the straights. J. F. Nogueira ot Portugal, in a works-prepared Porsche, got into second place, and Reg Bicknell finished third in a Lotus-Climax. An-other Porsche and two 1,500 c.c. Maseratis followed in. Jack Brabham (works Cooper) retired when lying second owing to gear-change troubles. Cliff Allison's Lotus was in fourth place when it caught fire and was forced out. On the following day came the Grand

Prix for the over $1\frac{1}{2}$ litres, contested over 40 laps. It drew a formidable field of Ferraris and Maseratis, with amongst drivers Phil Hill, their Schell, de



Portago, Pilette, Mascarenhas, Nogueira, Godia Sales, Musy and Baron de Graffenried. From Britain were Graham Whitehead (Aston Martin DB3S), Peter Whitehead in his new 3-litre Maserati, and the Jaguar of Lord Louth of Jersey (referred to diversely abroad as Lord Loftus and Lord Lotus!). There was also a Spanish-driven Jaguar and two Spanish Pegaso entries.

Harry Schell led the first five laps in his Ferrari, but was then caught by José-Filipe Nogueira, driving sensationally. Schell retired with steering trouble, and then de Portago closed on Nogueira. soon to pass him. Nogueira repassed, at which the pair waged a tremendous duel for lap after lap.

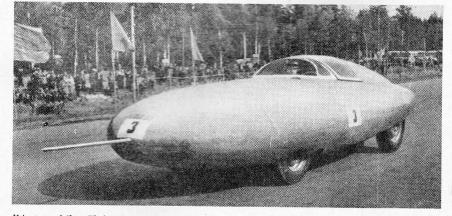
This Spanish-Portuguese struggle was eventually broken when Nogueira's Ferrari touched a kerb and overturned, its driver being seriously injured. There-after it was de Portago's race by a fair margin from Phil Hill of California, both in Ferraris. Benoit Musy of Switzerland was third in his 3-litre Maserati, Borges Barreto (Ferrari) of Portugal was fourth, and his compatriot Godia Sales (Maserati) fifth. Seventh, behind Pilette's Ferrari, came Graham Whitehead's Aston Martin, Rodolphe Bay's Jaguar was eighth, and that of Lord Louth ninth. Mascarenhas overturned his 3-litre Maserati during the race.

Results

Results City Cup (up to 1.500 c.c.), 20 laps (91.96 miles): 1, Roy Salvadori (Cooper-Climax), 59 mins, 23 secs., 92.96 m.p.h.; 2, J. F. Nogueira (Porsche), 1 hr. 0 mins, 34 secs.; 3, Reg Bicknell (Lotus-Climax), 1 hr. 2 mins, 7 secs.; 4, J. M. Simoes (Porsche), 1 lap behind; 5, F. Mascarenhas (Mascrati), 1 lap behind; 6, L. Cornet (Mascrati), 1 lap behind. 1 lap behind.

Grand Prix of Oporto (Over 1,500 c.c.), 40 laps (183.9 miles): 1, A. de Portago (Ferrari), 1 br. 54 mins, 40 secs., 96.31 m.p.h.; 2, P. Hill (Ferrari), 1 hr. 55 mins, 14.9 secs.; 3, B. Musy (Maserati), 1 hr. 57 mins, 3.9 secs.; 4, B. Barreto (Ferrari), 1 kap behind; 5, F. Godia Sales (Maserati), 1 lap behind; 6, A. Pilette (Ferrari), 2 laps behind; 7, Graham Whitehead (Aston Martín), 2 laps behind; 8, R. Bay (Jaguar), 3 laps behind; 9, Lord Leuth (Jaguar), 4 laps behind; 10, Nogueira Pinto (Ferrari), 6 laps behind.

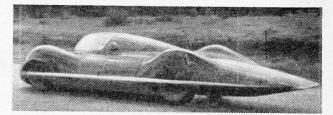
Fastest lap: De Portago, 99.56 m.p.h.



l'Automobile Club de Champagne and B.P.'s French associate, the Societé Francaise des Petroles B.P.

Trancaise des Petroles B.P. The Cup will be in solid gold. In addition, seven other cups will be awarded, in silver and bronze. Apart from these awards, the winner of each year's race, starting this year, will receive £10,000. A further eight money prizes will also be awarded, and the winner of the B.P. Energol Cup after the four races will also receive £3,000.

AERODYNAMICS. Russian style. Two interesting examples of streamlining on Pobieda stock-based chassis, seen at timed speed trials on an auto-road in the Soviet Union.



636

FERRARI FAVOURITES FOR RHEIMS

SCUDERIA FERRARI will start favourites for the French Grand Prix at Rheims on 1st July. The team, comprising Juan Manuel Fangio, Eugenio Castellotti and Peter Collins, have the fastest Grand Prix machines of the present time. It is also expected that a fourth car will be handled by Paul Frère, after his magnificent showing at Spa-Francorchamps, Musso still being on the injured list.

Officine Maserati are not too happy with the fuel-injection car, but as Moss's new Spa record showed, the normal Weber machine is not lacking in speed. The team will be Stirling Moss, Jean Behra and Cesare Perdisa, with probably Piero Taruffi in a fourth car, and also Villoresi.

With the new Bugatti due to appear, Vanwall are faced with driver problems. Part of the agreement was that Molsheim would have first call on the services of Maurice Trintignant. So far Harry Schell is nominated driver, but there are rumours that Farina has been approached. Mike Hawthorn and Tony Brooks are due to start with the B.R.M.s, which have had several modifications to the valves and valve gear since the Monaco practice troubles.

Monaco practice troubles. Unlike Spa, Gordini has had no trouble in having his cars accepted. There are likely to be three of the blue machines, with Robert Manzon in the eight-cylinder, and Da Silva Ramos and Jacques Pollet in the "sixes". No works Connaughts will appear, the Send concern having decided to concentrate on the British Grand Prix. It is likely that Scotti's entry will be accepted as an independent, as will the Maseratis of Horace Gould, Louis Rosier and Godia-

Real shared 7

Sales, and the Ferrari of Pilette. Anticipating the appearance of Bugatti, the line-up should be:—

Ferrari: Fangio, Castelotti, Collins, Frère, Pilette. Maserati: Moss, Behra, Perdisa, Taruffi, Villoresi, Gould, Rocier, Godia-Sales.

Vanwall: Schell, X.

B.R.M.: Hawthorn, Brooks.

Gordini: Manzon, Da Silva Ramos, Pollet,

Bugatti: Trintignant.

Connaught: Scotti.

OPENING OF LOS ANGELES CIRCUIT DEFERRED

THERE will be no American Grand Prix this autumn, as mooted by the Los Angeles International Motor Raceway, owing to delays in building of the access roads, and other constructional factors. Instead, the new circuit, situated 32 miles east of Los Angeles, will be opened early in the spring of 1957. A new date will be granted for the Grand Prix, which is to be organized by the United States Auto Club, and also for the National Amateur Sports Car meeting of the S.C.C.A. The Grand Prix is expected to attract entries from Ferrari, Maserati and other European racing marques; the first race was intended to be *Formule Libre*, switching to current Formula rulings, with hoped-for World Championship status, in subsequent years.

pionship status, in subsequent years. The circuit will occupy an area of 470 acres, and four different layouts are planned, ranging from a 5.5-mile circuit length to one of 1.75 miles; a test course, two 1½-mile oval tracks, and two "drag" strips for ¼ mile acceleration tests will also be included.



BOB SWEIKERT

WE regret to report the death of Bob Sweikert, following a crash during a National Championship event at Salem, Indiana, last Sunday. Sweikert, who won the 500 Miles Race at Indianapolis in 1955 and the A.A.A. Championship title, was keen to take up road-racing and, indeed, competed with success at Sebring with a Jaguar. He intended coming to Europe for the 1957 season.

OULTON PARK—18th AUGUST

THE Daily Herald International Trophy for sports cars will be held at Oulton Park on 18th August, in place of 11th August as originally announced. Organized by the B.R.S.C.C., the event will be over a distance of 250 kilometres, divided into two classes, 1,900-2,500 c.c., and over 2,500 c.c. There will also be a Formula 3 race, and a 110 kilometres event for 1,100 c.c. and 1,500 c.c. sports cars.

MOTOR RACING AT ASSEN

Quiet Meeting for Sports and Production Cars on Northern Holland's Famous Motorcycle Racing Circuit

CIRCUIT VAN DRENTHE: The Assen course as used for car racing for the first time is shorter than the Dutch motorcycle T.T. layout. MOTOR racing came to Northern Holland for the first time on Saturday, 2nd June, when an association of the R.A.C. Noord, the Motor Club Assen Omstreken, and the Stichting Circuit van Drenthe organized a series of races over a simplified version of the famous Assen motor-cycle circuit. This circuit, extensively reconstructed last year, is currently notorious in the motor-



OPEL v. VOLVO: G. Timmer and Vroom duel for fourth place in race B at Assen.

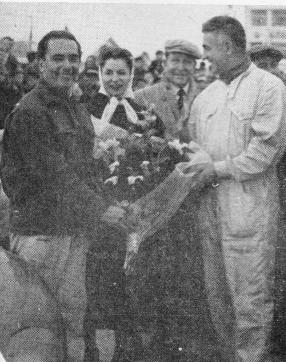
cycle world as being the scene of the rider strikes which precipitated the suspension of a number of well-known two-wheeler stars, including Geoff Duke. No such incidents marred the first car meeting, which was a comparatively mild National affair, with events for sports and production cars in various capacities. Race 1, Class A1, was an all-DKW affair in which H. J. te Siepe emerged the winner by over 3 secs. from Van Salinge and Jan (jet-pilot) Flinterman, all in Sonderklasse saloons. Race 1, Class A2, brought out several Renault Dauphines, an older Renault 1062, and a Volkswagen. The Dauphines had the legs of the rest, W. A. Gerlach and A. Kreisel running a very close race to finish .8 secs. apart in the 10-lap race, with Piet Nortier of the F.M.I. third in a similar car.

Opels, Peugeots, Simcas, Fiats and Volvos got together next, for the 12-lap race Class B, and G. J. Bouma in his Aronde saloon headed Timmer's Opel by 3 sees., with Martens (Fiat) third. The sports car race, Class C, was over 14 laps, and was contested by a very mixed collection of vehicles. Rally man Rob Slotemaker won in his fast Volkswagen Special, from W. Schorr and J. W. Bootz in Porsches, while J. H. Gottgens, an ex-Formula 3 driver, was fourth in a Triumph TR3. Another Triumph was fifth, followed in by an M.G. and a Peugeot. Slotemaker's fastest lap in 2 mins. 14 secs. (66.61 m.p.h.) was easily the day's best. EARNING ITS KEEP: Jean Behra, co-winner with Louis Rosier, high on the banking at Montlhéry with the 3-litre sports Maserati which has already won two 1,000 km. races this season—those of Buenos Aires and Nürburgring.

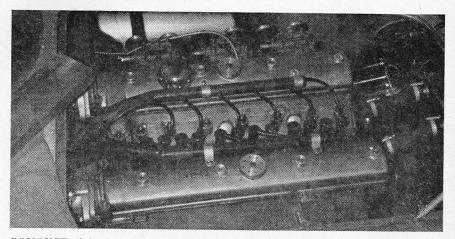


Photography by Maurice Rosenthal





129 LAPS TO GO: Miserably wet conditions prevailed as the field got away at the start. Here are the Ferraris of Trintignant (No. 5) and Munaron, followed by Manzon's Gordini. Behra has already gone ahead.



BOUQUET (left) for the winners, Jean Behra and Louis Rosier after their race of over $6\frac{1}{2}$ hours.

FAST "1,500": The twin o.h.c., 12-plug, six-cylinder engine of one of the AWE cars from Germany's Eastern Zone.

AINTREE "NATIONAL" TOMORROW

THE two principal entries for the For-¹ mula 1 race at the B.A.R.C.'s Mid-Summer National Meeting at Aintree tomorrow, will be the works Connaught, to be driven by Archie Scott-Brown and the R.P.M. of Tom Provide Brown, and the B.R.M. of Tony Brooks. Roy Salvadori is entered in the Gilby Engineering Maserati, both of them re-paired and fit after their Silverstone crash, and other $2\frac{1}{2}$ -litre Maseratis will be driven by Horace Gould who was second in the Naples G.P. the other week, and Bruce Halford. The Connaughts of Atkins, Holt, Young and Gibson are older models. Paul Emery is to drive the Emeryson, and Bob Gerard his Cooper-Bristol, which never seems to wear out, and, on the contrary, seems to go faster with every race driven by Horace Gould who was second to go faster with every race.

Ecurie Ecosse have entered two Jaguar Ds for the big sports car race, with Desmond Titterington and Ninian Sanderson driving, and Salvadori has his DB3S Aston Martin. Other D-types will be in the capable hands of Ivor Bueb and Peter Blond, while Dick Steed will be out again with the ex-Wick Cooper-Jaguar, and Michael Head will have his newer, similar model. In the 2-litre class, Archie Scott-Brown will be battling to retain his superiority with the Lister-Maserati.

The smaller sports car event will be contested almost entirely between the marques Cooper and Lotus, the works team of the former consisting of Salvadori, Jack Brabham and Michael Mac-Dowel, and the latter of Colin Chapman, Reg Bicknell and Cliff Allison. Other fast cars will be those of Bueb, Leston, Marsh and Gammon.

Principal entries in the next round of the AUTOSPORT Production Sports Car Championship are Ken Rudd (A.C. Ace-Bristol), Reg Parnell (Borgward), John

LE MANS EXCURSIONS

Quo vADIS TOURS, LTD., 21 Maddox Street, London, W.1, are arranging an excursion to Le Mans for the 24-Hour race which leaves London Airport early on Saturday, 28th July, flies to Paris and continues by special train direct to Le Mans circuit. The return journey will be made immediately after the race, arriving in London before midnight on the Sunday, and the inclusive price is 16 gns. per person. An alternative plan caters for a night in Paris on the way to Le Mans, with bed and breakfast at a good second-class hotel, at 18 gns. inclusive. Further details from the agents concerned.

The Epping Forest Motorsport Association is also running an air/rail tour to Le Mans, departing from London on Friday evening, 27th July and returning early on Monday morning, 30th July. The inclusive return fare, London/Le Mans, including admission to the circuit, is £14 10s. per person. Fuller details and timetable will be published later, and bookings (plus £2 deposit per seat) should be sent immediately to: The Secretary,

Epping Forest Motorsport Association, 203 High Road, Loughton, Essex. Cooks Autotravel Service, Berkeley Street, Piccadilly, London, W.1, are running two excursions, one by air and coach, the other by rail and coach. The first, at 27 gns. inclusive, leaves London

Dalton (Austin-Healey), Alan Foster (M.G.A.) and Robin Carnegie (M.G.A.).

The Formula 3 event, dominated again by Cooper, is bound to be a hard-fought race, with such names as Ivor Bueb, Stuart Lewis-Evans, Don Parker, Colin Davis, Tom Bridger, Cliff Allison and Henry Taylor among the field of 30.

AINTREE ENTRIES

Racing Cars, B.R.M.: C. A. S. Brooks. Con-naught: W. A. Scott-Brown, C. T. Atkins, E. W. Holt, J. Young, R. Gibson, Maserati: R. Salvadori, H. Gould, B. Halford, Cooper-Bristol: F. *R. Gerard, Emeryson: P. R. Emery.

Sports Cars up to 1,500 c.c. Lotus-Climax: C. Chapman, R. Bicknell, R. Parnell or J. Crawley, C. Allison, Hon, E. G. Greenall, J. Somervail, J. K. Hall, G. M. Jones, P. H. Ashdown, Cooper-Climax: R. Salvadori, J. Brabham, L. Leston, D. Taylor, M. G. H. MacDowel, I. Bucb, P. Gammon, A. E. Marsh, G. Nixon, G. Towse, R. A. Moore. Kieft-Climax: H. Finke, Lotus-Maserati: J. B. Naylor, Elva-Maserati: G, G. Smith.

Sports Cars over 1,500 c.c. Aston Martin DB3S: R. Salvadori, T. T. Kyffin, Jaguar D: D. Titterington, N. Sandersson, I. Bueb, P. Blond, I. B. Baillie, Jaguar C: M. Charles. Cooper-Jaguar: M. W. Head, R. Steed, M. L. Mees, Tojeiro-Jaguar: To be nominated. E.R.A. Jaguar: V. Edwards. H.W.M.: N. Cunningham-Reid, Austin-Healey: J. F. Dalton, P. C. Scriven, Lister-Maserati: W. A. Scott-Brown, Lister-Bristol: A. Moore, Cooper-Bristol: N. C. Blair, Tojeiro-Bristol: R. Vincent, P. R. Crabb.

Formula 3. Cooper: S. Lewis-Evans, I. Bueb, D. Truman, C. Allison, H. C. Taylor, D. Boshier-Jones, L. A. Schofield, J. Somervail, T. Dickson, D. Parker, W. A. Towse, R. H. R. Hett, H. S. Howlett, P. Robinson, T. Bridger, W. A. Jones, D. J. Strange, P. R. Procter, E. Dawson, To be nominated. Beart-Cooper: C. C. H. Davis, Kieft: J. Middlehurst, G. M. Jones, Flather: W. G. Harris, R.G.W.: R. G. Brain, Staride: T. Taylor. Arnott: T. J. H. Bennett.

"Autosport" Production Sports Car Race, Jaguar XK 140: M. Charles. Jaguar XK 120: J. G. Maude, A. C. O'Hara, P. M. Salmon, Aston Martin DB2/4: G. Livanos, Austin-Healey: J. F. Dalton, A. G. M. Kellett, P. C. Scriven, Triumph TR2: S. A. Hurrell, A.C. Ace: K. Rudd, R. A. Hudson, M.G.A: A. Foster, R. Fitzwilliom or R. Carnegie, Borgward: R. Parnell, Lotus-Ford: G. Hill.

(Waterloo Air Terminal) at about 7.30 p.m. on 27th July, provides for an overnight stop in Paris, leaving the city at 8 a.m. for Le Mans on the day of the race. The return trip, with a further overnight stop, reaches London at about 11 a.m. on the Monday. The rail tour, at 23 gns. inclusive, leaves Victoria Station at 1.30 p.m. on 27th July, arriving back in London at about 4 p.m. on Monday. There will be two overnight stops in Paris, and the coach details, Paris/Le Mans, are similar to those of the air tour. Full details are available from the organizers.

CABIANCA DISQUALIFIED Targa Florio Decision

CABIANCA, who was announced as gaining second place in the 40th Targa Florio with his 1,500 c.c. Osca, has been disqualified. Apparently Villoresi was nominated as co-driver, but actually started with the 750 c.c. car, before taking over from Cabianca. contravened race regulations. This As a result, Taruffi (Maserati) and Gende-bien (Ferrari) move up to second and third places.

Results

Results 1. Umberto Maelioli (Porsche 1500), 7 hrs. 54 mins, 52.3 secs. (56.52 m.p.h.); 2. Piero Taruffi (Maserati 3-litre), 8 hrs, 9 mins, 37.2 secs.; 3. Olivier Gendebien/Hans Herrmann (Ferrari 3.5-litre), 8 hrs, 15 mins, 36.3 secs.; 4. Scarlatti (Maserati 2-litre), 8 hrs, 37 mins, 58 secs.; 5. Zampierro/ Sacchiero (Mercedes-Benz 300SL), 8 hrs, 50 mins.

24.6 secs. Fastest lap: E. Castellotti (Ferrari 3.5-litre), 59.82 m.p.h.

Sports Cars, up to 1,500 c.c. (10 laps): 1, Maglioli (Porsche). Up to 2 litres (10 laps) 1, Scarlatti/Manzini (Maserati).

Grand Touring Cars, up to 1,300 c.c. (8 laps): 1, Garufi/Antonovito (Alfa Romeo): 2, Scaletta/ Ghitti. Up to 2,000 c.c. (8 laps): 1, Arezzo/ Alterio (Fiat 8V): 2, Maggiorelli/Maggiorelli (Fiat 8V). Over 2,000 c.c. (8 laps): 1, Zampierro/ Sacchiero (Mercedes-Benz 300SL).

Special Production Cars, up to 1,300 c.c. (8 laps): 1. Avolio/Avolio (Alfa Romeo).

Production Touring Cars (8 laps): 1, Querci/ Pelloni (Alfa Romeo).

BUGATTI FOR RHEIMS

THE Grand Prix Bugatti was given a further test at Rheims last Monday, and was driven fast for several laps by Maurice Trintignant. It is now virtually certain that the car will make its début at Rheims in the French G.P. on 1st July. Beginning with lap speeds of 110-112 m.p.h., Trintignant eventually recorded two laps of 114.8 m.p.h., and 115.3 m.p.h. Fuel consumption tests were also undertaken. Detail changes in appearance include a modified tail and exhaust now discharging through two tail pipes only. If the performance is satis-factory, it is quite possible that the car may be entered for the British Grand Prix at Silverstone on 14th July.

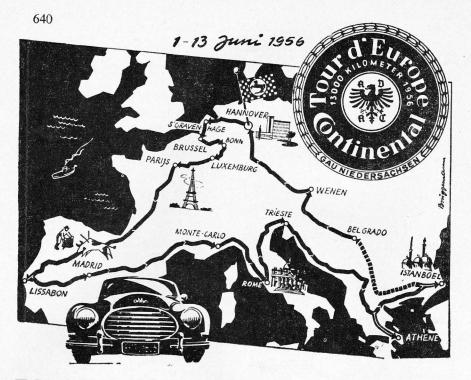
MOSS ON SUPERCORTEMAGGIORE

BACK from Monza after trying out his Maserati for next Sunday's Supercortemaggiore G.P., Stirling Moss reports that the car is a new 2-litre, with a five-speed gearbox. The other cars of the Maserati team will have only four-speed boxes. The circuit, and particularly the bankings, are still very bumpy indeed, and at high speed at some points the cars can get near the point of no control. Moss found that his Maserati bottomed so much on landing from some of the bumps, that he could smell the rubber coming off the tyres, and the ground clearance had to be increased. He reckons that the race will be run at a very high average speed indeed for 2-litre cars, probably about 120 m.p.h., and that the deciding factor will be mechanical reliability—the Maserati laps at about 1 min. 58 secs., and of this, 1 min. 32 secs. are flat-out running.

ROUEN, 8th JULY

THE sports car Grand Prix meeting at Rouen on 8th July has drawn a formidable entry of Europe's fastest cars and drivers, with Ferrari, Maserati, Gordini and Aston Martin all represented. Ferrari have nominated Fangio and Castellotti, with a third driver yet to be decided; Maserati have Behra, Taruffi and Perdisa, Manzon and Da Silva Ramos will drive the Gordinis, and Moss, Collins, Salvadori and Brooks are the Aston Martin drivers. Further entries are expected.

MR. A. E. POSTLETHWAITE has retired from the position of works manager of the Treforest ceramics factory of K.L.G., after 36 years with the company. His departure severs a direct link with Kenelm Lee Guinness, who at the time of Mr. Postlethwaite joining the firm, was planning what became the Robin Hood Engineering Works, which undertook the part-manufacture and assembly of both Sir Henry Segrave's "Golden Arrow" and Sir Malcolm Campbell's "Bluebird".



TAUNUS WINS TOUR OF EUROPE

Eleven Finishers out of 40 Starters in 13-day Event through 13 Countries

AFTER initially announcing that the 13-day Tour of Europe had been won by a Simca Aronde driven by the Danes Andersen, Rottboel and Soerum, the organizers, the A.D.A.C., conducted laborious checks in response to protests from competitors, and established that, in fact, the Danes had taken an easier road through part of Jugoslavia than that stipulated on the itinerary, and thereby forfeited 50 points. This thereby forfeited 50 points. This dropped them down to third place behind a German-driven Taunus 15M, and a Swedish SAAB.

The official winners, therefore, are Erwin von Regius and Joachim Springer for the Cologne marque Taunus, losing only 3 marks in an event of 8,125 miles, a remarkable performance. Mercedes-Benz cars were fourth and fifth, the latter driven by the Portuguese F. Stock and the Briton Henry Charles Rugerony. Forty cars started off from Hanover

on 1st June, the route taking them through 13 countries and 12 capital cities, and going as far east as Istanbul. then returning via Jugoslavia and Austria to Hanover by the 13th June. On the opening stage to the Hague and Bonn, a Volkswagen dropped out; by the time Spain was reached, two further cars had retired; and en route to Madrid the Hahn/Hahn Volkswagen retired, but another VW, that of von Haza Radlitz/ Heydolph, was in the lead, followed by a Goliath. Near Salamanca the Danes Berje Melander and Edward Rasmussen crashed in their Volkswagen, Melander unfortunately suffering fatal injuries.

The route continued to Rome and Trieste into Jugoslavia, and near Dubrovnik the Maurer/Dierssen DKW, already suffering engine trouble at Monaco, finally retired after a valiant struggle. As the cavalcade crossed Greece and neared Istanbul, capital of

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Turkey, the surviving crews encountered extremely hot weather, which stressed their cars to the utmost. Of the 27 cars which clocked in at Athens, only 18 reached Istanbul, and the Andersen/ Rottboel/Soerum Simca Aronde was leading.

The return via Belgrade and Vienna rapidly reduced the remaining field, and when at last Hanover was reached, 11 cars only signed in, testimony indeed to the toughness of an event which the A.D.A.C. hope to make an annual classic.

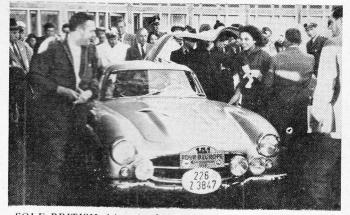
Results

Results 1, E. Von Regius/J. Springer (Taunus 15M), 3 points lost; 2. Mellder/S erker/Benson (SAAB 93), 50; 3. Andersen/Rottboel/Soerum (Simca Aronde), 50; 4. Prihl/Elmenhorst (Mercedes-Benz 200), 50; 5. Stock/Rugerony (Mercedes-Benz 200SL), 53; 6. Scheube/Roettrer (Taunus 15M), 58; 7. Bokeloh/ Hanking (Volkswagen), 125; 8. Lotz/Limberker (Taunus 12M), 138; 9. Nellemann/Suhr (Taunus 15M), 198; 10. Krauthahn/Ei elt (Goliath), 224; 11, Von Haza Radlitz/Heydolph (Volkswagen), 234. No other finishers.

INTRODUCING THE GOGGOMOBIL

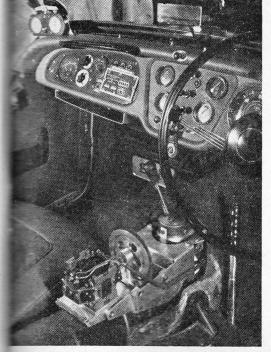
NEWLY arrived in Britain is the minute German four-seater car, the Goggomobil, which has already gained several notable competition successes on the Continent. Designed as a family vehicle for those who could not in the past afford a car, the Goggomobil's rear-mounted parallel twin, two-stroke engine of 293 c.c. develops 17 b.h.p. at 4,800 r.p.m., giving it a top speed of some 60 m.p.b. with an overall langth of only With an overall length of only m.p.h. 9 ft. 6 ins., and height of 4 ft. $3\frac{1}{2}$ ins., the interior is remarkably roomy, par-ticularly in the front seats, while, being a proper saloon car in miniature, it has certain inherent advantages over threewheelers and similar vehicles. Suspension is independent all-round, by swing axles and helical springs, steering is by rack and pinion, the four-wheel brakes are hydraulically operated, and the gearbox has four speeds and reverse. The average fuel consumption reverse. The average fuel consumption figure is given as 61.4 m.p.g. The Goggomobil's sole concessionaires in Great Britain are Mansell and Fisher, 20 Cadogan Lane, London, S.W.1, who will commence delivery of the car during July, at a total price, including purchase tax, of £505 7s. (basic, £336), or with roll-back sunshine roof, at £515 12s. 5d. (basic, £342 17s.) (basic, £342 17s.).

SMALLEST CAR in the Tour of Europe was the Goggomobil driven by Madelaine Jay of Munich. This tiny vehicle has just arrived on the British market.



SOLE BRITISH driver in the Tour of Europe was H. Charles Rugerony who, co-driving a Mercedes 300SL with the Portuguese Fernando Stock, finished fifth.





IN THE COCKPIT of the TR2 test car are seen the extra instruments installed in the glove locker, the supplementary battery at the passenger's feet and the generator mounted behind the gear lever.

THE pages of AUTOSPORT contain many race reports, but today I am writing of a different sort of contest. This is the extremely tough race between the car manufacturers and the makers of brake linings. Every time the brake boys look like getting ahead. Coventry comes across with a new model that puts them right back where they were.

This can be done in a variety of ways. Speed is increasing all the time, for instance, but smaller wheels prohibit the employment of bigger drums. As body design approaches closer to the ideal aerodynamic form, less and less air flow is available to carry away the heat, yet the brakes must be used more. The demand all the time is for smaller, lighter, but more powerful brakes, and ultimately this must mean better and better linings.

I recently visited the Ferodo works at

HIGH SPEED BRAKING RESEARCH

Chapel-en-le-Frith, Derbyshire, to see how they were coping with this problem. Let me say, straight away, that I was enormously impressed with their 24 hours-a-day development programme. In brief, a large department is entirely devoted to the continuous testing of linings, and the special machinery for this purpose can put them through the equivalent of millions of miles of road work during quite a short period.

Technical and Otherwise

The details of these machines are of only specialized interest, but what they do makes a fascinating study for anyone concerned with cars. Everything can be set according to a premeditated plan. Having mounted the brake to be tested in the machine, a sort of "gramophone record" is prepared which will decide the number of stops, the time to elapse between them, the violence of the deceleration, and so forth. As the motive power is electrical, full control is easy, and all the results, including the braking torque developed, are automatically plotted on a graph.

Cooling air, if any, can be applied to choice, and the whole test can be run under controlled conditions. In parenthesis, such things as enormous lorry and industrial brakes, clutches, and vibration dampers are also dealt with here, and I even saw the tiny brake of an autocycle getting the treatment. The equivalent of any road, speed, and load may be simulated, and the machine shuts off at the end of the prescribed run. Thus, one technician may operate several simultaneous research programmes.

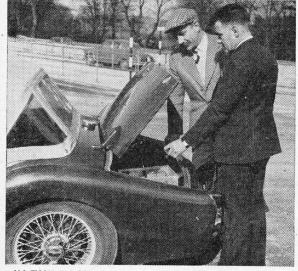
In order to make full use of these laboratory tests, it is necessary to carry out a parallel road investigation. For this purpose, cars have been equipped with elaborate electronic apparatus which records, on a long strip of sensitized paper, the amount of work the brakes do. There are four pens, and they write an exact analysis of any journey undertaken. The speed, force, and duration of braking appear, and even the use of the engine as a brake, by changing down, is shown.

All sorts of drivers, professional and amateur, have been used, to get a wide cross section of results. Incidentally, the tell-tale pens have been known to record an unauthorized stop at licensed premises! Continental trips have been undertaken, and an Alpine programme gave valuable results. Any of these journeys can now be minutely reproduced in the laboratory, and a quick dice through the Alps, for instance, can be undertaken at a moment's notice.

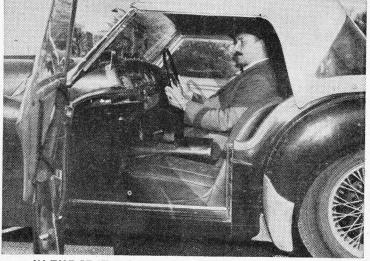
I was able to take part in this test driving, covering a 40-mile circuit of the Derbyshire hills. The car was a Triumph TR2, and except that it was without the thermo-couples sometimes used to give direct heat measurement, it was literally equipped as a mobile laboratory. To give a continuous speed recording, a generator was mounted under a cover between the seats, and driven by the propeller shaft. An extra battery ahead of the passenger, and some dials, completed the visible installation, but much electronic apparatus resided under the bonnet and in the boot.

I drove fairly fast round the mountainous circuit, and deliberately braked hard and late for the corners. I managed to touch a brief 100 m.p.h. coming down the Snake Pass, for I had a secret desire to make "Mr. Ferodo's" linings fade, in which I was not successful. The apparatus was not sufficiently heavy to slow the car appreciably, and I had a most enjoyable run.

Afterwards, an analysis of the strip confirmed the driving style I had em-(Continued on page 643)

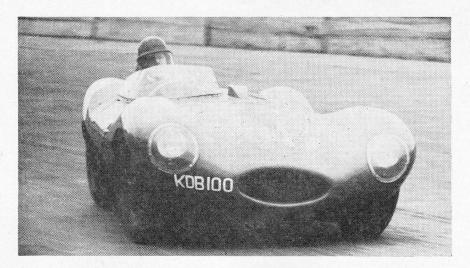


IN THE BOOT is a considerable amount of electronic recording gear, here being explained to Bolster by Mr. A. D. M. Frood.



IN THE SEAT and ready for the test run is Bolster himself. The generator seen in the heading picture is covered by an extension to the gearbox tunnel.

by JOHN BOLSTER



EASTERN COUNTIES M.C. SNETTERTON

Leston (1,500 Cooper-Climax) Wins Eastern Counties "100" After Duel With Cunningham-Reid (H.W.M.)

RAIN, rain and still more rain characterized last week-end, but by the time the Eastern Counties M.C. National race meeting at Snetterton on Sunday afternoon was due to begin, the weather had eased to a spasmodic drizzle, while a bitter wind substantially dried the track. Not the conditions normally to attract a vast crowd, but, in fact, there was an excellent turnout of mackintoshed enthusiasts, who had come to see the main event of the day—the Eastern Counties "100" sports car race. They witnessed a stirring battle between Les Leston and Cunningham-Reid, which resulted in victory for Leston in a 1,500 Cooper-Climax, after the big H.W.M. had spun off at the half-distance. A well-organized programme of supporting events completed a day's good racing that made up for the cold and cheerless weather.

weather. The "Hundred-Miler" was dominated from the start by the duel between Noel Cunningham-Reid in the big, burly Jaguar-engined H.W.M., and Les Leston in the cheeky little 1,500 Cooper-Climax. At the drop of the flag, Leston shot away into the lead, and when they came round the first time the order of the leaders was Leston, Cunningham-Reid, Peter Blond in a scarlet Jaguar D and John Ogier in a Tojeiro-Jaguar. This quartet was comfortably ahead of the rest of the field; with an extremely assorted entry, cars were distributed all round the circuit within a very few rounds.

cunt within a very lew rounds. However, not far behind, a tussle was developing between Alan Moore (Lister-Bristol), Capt. I. B. Baillie (Jaguar D) and Keith Hall in a 1,100 Lotus Mk. XI. They swapped places briskly a few times until on lap 4, Hall retired with engine trouble.

Cunningham-Reid was pursuing Leston very closely indeed, the little Cooper

FIRST LAP of the second five-lap scratch race, as the complete field comes through the Esses. Ogier leads, followed by Shale, Patsy Burt, Peter Woozley and Dr. Shepherd. scuttling ahead as though it were afraid of being trodden on by the big car. Then there was great excitement, as already, on the sixth lap, Leston caught up with the hindmost of the tailenders, and in the resultant involved situation (which occurred at the Esses), the H.W.M. got in front. This undoubtedly suited Leston not at all, because apart from the fact that the big car was more of an obstacle to get round, when travelling about three feet behind it he could hardly see a thing! However, Les had to content himself to stay there and slipstream him, making harrying expeditions around the side of the H.W.M., just to jolly things along, although never quite managing to take the lead for more than a few yards.

Meanwhile, Baillie in the black D-type had managed to get well ahead of Moore's Lister-Bristol, which later was also overtaken first by Ashdown's Lotus and then by Crawley's. Having found themselves a space without any close opposition, these two set to in a private dice of their own, and on the ninth lap

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BALANCE OF POWER: Peter Blond controls a slide in his red D-type Jaguar. He finished in second place very close behind Leston.

Crawley moved ahead into sixth place. By the end of 10 laps the order was Cunningham-Reid, Leston, Blond, Ogier, Baillie, Crawley and Ashdown. The H.W.M. was just half a second ahead, had averaged 84.36 m.p.h. and had turned in a lap of 86.02 m.p.h. It was just after this that the real excitement began. On the 12th lap, Baillie's D-type snaked as he braked for the Esses the car spun want off broad

It was just after this that the real excitement began. On the 12th lap, Baillie's D-type snaked as he braked for the Esses, the car spun, went off broadside on to the inside of the first lefthander, dug itself into the soft earth and flipped over, crashing down, wheels in the air, with the unfortunate driver still in the cockpit. In an instant, the yellow flags were out, a horde of marshals appeared from nowhere and lifted the car bodily, the stretcher party galloped up—and found that apart from a few bruises and shock, Baillie was quite undamaged, having employed the approved technique of lying flat across the seat. Fortunately there was no metal cockpit cover fitted, or the story might have been less happy.

Next man to disappear from the leader-board was Ogier, who left the circuit abruptly when a steering arm broke on lap 13, and next time round it was the leader himself who was missing. Cunningham-Reid, constantly pressed by Leston, had overdone it and spun off at the hairpin, smiting the bank tail-first, which did the car no good at all. So, at 15 laps, the leaders were Leston, Blond and Crawley, with Alan Moore in the Lister-Bristol leading the 3-litre class. Another absentee by this time was D. S. Shale, who had been lying second in that class, driving extremely well an Austin-Healey 100S, certainly the nearest thing to a "production car" in the whole field. His engine seized on lap 14 and that was that.

So the pattern was set for the rest of the 37 laps, few significant changes happening after the excitement had died down. However, Leston was not allowed to take things too easily and his race average steadily increased, from 84.40 m.p.h. at 20 laps, to 84.81 m.p.h. at 35. In his efforts to close the gap of 12 secs.



or so behind Leston, Peter Blond took the red D-type round at 86.94 m.p.h., which stood as fastest lap in the race and reduced the gap to 5.8 secs. at the finish.

Innish. Thus it was after 100 miles of rapid motoring: a 1,500 c.c. Cooper-Climax narrowly beating a 3,442 c.c. D-type Jaguar, with a 1,500 c.c. Lotus-Climax next man home. Ashdown was third in the $1\frac{1}{2}$ -litre class; Moore won the 3-litre class with Dickie Stoop in the Frazer-Nash second, while Trimble, who had been driving very neatly in a blue C-type Jaguar entered by Kiefts, was second in the unlimited category.

There were four other races to make up the "supporting programme". The first was a five-lap combined scratch race for 1,300 c.c. and 2-litre classes, providing what would have been a runaway win for Dickie Stoop in the Frazer-Nash if he hadn't somehow mistaken the off-white "ambulance on course" flag for the chequered flag, and stopped after the fourth lap! This let R. F. North (TR2) through to win, while L. J. Coe (TR2) just pipped Alan Moore in an Alfa Romeo 1900 saloon into second place on the last lap. In the 1,300 c.c. class, W. Beedie drove very well indeed in an M.G. TC to win from Hennessy and Rope, both in Ford-engined Mark VI Lotuses. Incidentally, the ambulance to which the flag referred was bringing in a slightly concussed E. T. Davies, who had inverted his TR2 at the left-hander entering the Norwich Straight.

A similar combined race for 2/3-litres and over 3-litres had a total of five starters, out of which John Ogier (XK 120) had the big car class to himself, but still put up fastest lap, after dicing vigorously with Shale's 100S, the latter winning the 3-litre class from Dr. G. C. Shepherd's gently-driven

5-lap Scratch Race (a), up to 1,300 c.c.: 1. W. Beedie (M.G. TC), 12 mins. 59.4 secs. (62.36 m.p.h.); 2, G. N. Hennessy (Lotus Mk, VI); 3, J. H. Rope (Lotus Mk, VI). Fastest lap: Beedie, 2 mins. 31.2 secs. (64.29 m.p.h.). (b) 1,301-2,000 c.c.: 1, R. F. North (Triumph TR2), 12 mins. 4.6 secs. (67.07 m.p.h.); 2, L. J. Coe (Triumph TR2); 3, A. Moore (Alfa Romeo). Fastest lap: Miss Flockton (Triumph TR2), 2 mins. 13.8 secs. (72.65 m.p.h.).

m.p.n.).
5-lap Scratch Race (a) 2,001-3,000 c.c.: 1,
D. S. Shule (Austin-Healey 100S), 10 mins, 58.4
secs. (73.82 m.p.h.); 2, Dr. G. C. Shepkerd (Mercedes-Benz 300SL); 3, Miss P. Burt (Aston Martin DB2/4). Fastest lap: Shale, 2 mins, 8.6
secs. (75.58 m.p.h.), (b) over 3,000 c.c.: 1, J. Ogier (Iaguar XK 120, 10 mins, 58.2 secs, (73.84 m.p.h.). Fastest lap: Ogier, 2 mins, 8.4 secs.
10 Ion Sartch Pace for TD2 and TD2 and 55.4

10-lap Scratch Race for TR2s and TR3s: 1, S. A. Hurrell (TR2), 22 mins, 42.2 secs, (71.34 m.p.h.);
2, M. P. Rowley (TR2): 3, R. F. North (TR2). Fastest lap: Rowley, 2 mins, 13 secs. (73.08 m.p.h.).
Eastern Counties "100" (37 laps). General

Braking Research-continued

ployed. Compared with the performance of a professional driver, who knew the circuit intimately, it also demonstrated that I sometimes braked unnecessarily because I did not know what was coming next. (No unauthorized stops were recorded because "they" were not open, by the way!) If it were of any interest, a machine could now be set up to reproduce my journey from a braking point of view.

It will be understood that all this research is not only for the purpose of improving current model cars that have run into braking troubles. The ideal is that the Ferodo technicians should be featured a vigorous scrap between Hurrell, North and Rowley in which order they covered nine laps with the rest nowhere, only for Rowley to snatch second place on the last lap when North did something at Sears Corner. The last race of the day was a rather

300SL and Patsy Burt's DB2-4 after

Peter Woozley (DB2-4) had retired in a

The 10-lap race for TR2s and 3s

disappointing handicap, for apart from there being only five starters out of the 12 entrants, the limit man had the mortification of being passed by everyone, while the next-to-the-limit man led

Provisional Results

cornfield.

Classification: 1, L. Leston (1,500 c.c. Cooper-Climax), 1 hr. 10 mins, 47.6 secs. (84.67 m.p.h.); 2, P. Blond (Jaguar D); 3, J. Crawley (1,500 c.c. Lotus Mk, XI). Fastest lap: Leston, 1 min, 52.6 secs. (86.33 m.p.h.).

Class A, up to 1,500 c.c.: 1, L. Leston; 2, J. Crawley; 3, P. Ashdown (Lotus Mk, XI).

Class B, 1,501-3,000 c.e.: 1, A, Moore (Lister-Bristol), 1 hr, 12 mins, 17.2 secs, (76.20 m.p.h.); 2, R, Stoop (Frazer-Nash), Fastest lap: Moore, 2 mins, 3.2 secs, 200

Class C, over 3,000 c.c.: 1, P. Blond (Jaguar D), 1 hr. 10 mins, 53.4 secs, (84,54 m,p,h.); 2, J, Trimble (Jaguar C), Fastest lap, Blond, 1 min, 54.8 secs, (86.94 m,p,h.).

Team Prize: S. S. Richards (Lotus Mk, XI), K. Hall (Lotus Mk, XI) and Sir G, Baillie (Lotus Mk VI).

Mik VD.
5-lap Handicap Race: 1, W. Beedie (M.G. TC), 66.50 m.p.h.; 2, R. F. North (TR2); 3, L, J. Coe (TR2); 4, Miss P. Burt (Aston Martin DB2/4).
Fastest lap: Miss Burt, 2 mins, 9.2 secs. (75.23 m.p.h.).

called in at the early drawing board stage. So much information is already available that a lot of headaches may be avoided later on. Then, as the car approaches the prototype period, an actual brake may be put through its paces to confirm the theoretical analysis. Thus, the bugs can pretty well be eliminated from the braking system before the new model has even turned a wheel.

With a few honourable exceptions, manufacturers have, in the past, tended to regard the braking system as a regrettable but necessary evil. Yet, the pleasure of owning a car may be made or marred by the brakes, and many of us have avoided certain otherwise desirable from the second lap—nevertheless, a well-deserved win by Beedie in the M.G. TC.

STUART SEAGER.

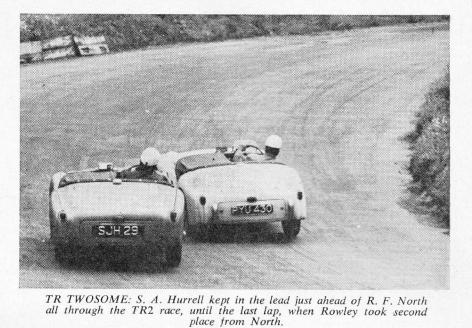
"AUTOSPORT" SERIES-PRODUCTION SPORTS CAR CHAMPIONSHIP

3.	E, J. B. Mitchell (Ford Anglia)			1*	
	1 301 1 500				
	1,201-1,500 c.c.				
1.	D. J. Calvert (H.R.G.)			15*	
2.	Alan Foster (M.G.A)			11*	
	S. F. Wilder (Porsche)				
4.				4	
5.	W. P. U. Constable (M.G.A)			3	
5.	P. Simpson (M.G. TD)			1	
	1,501-2,500 c.c.				
1.	K. N. Rudd (A.C. Ace)				
2.	S. A. Hurrell (Triumph TR2)	••	• •	23*	
3.			• •	8	
5.		••	••	6	
	R. J. W. Utley (Frazer-Nash)			6.	
e	J. K. McKechnie (Morgan)			6.	
0.	D. F. Sidnell (Swallow Doretti)			3	
1.	M. D. Mainwaring-Evans (A.C.	Ace)		2	
8.	R. P. Standbridge (A.C.)			1	
	Over 2,500 c.c.				
1.	John Dalton (Austin-Healey)			18*	
2.	R. C. Green (Austin-Healey)				
3.	Earl of Northesk (Jaguar XK 12)	n			
	P. M. Salmon (Jaguar XK 120)		••	4	
* 1			•••	+	
	Includes points for fastest laps.				
	Six nointe gained by I S Monda (I		SZTZ	1001	

Six points gained by J. S. Maude (Jaguar XK 120) have been declared forfeit owing to infringement of regulations.

models because of a weakness in this department. The brakes of any fast car take an unmerciful beating on the overcrowded and inadequate roads of this country. The research now being carried out by Ferodo Ltd., will certainly improve the safety and the average speed capabilities of the cars that are to come.

My visit to Chapel-en-le-Frith was a most interesting one and I am grateful to Mr. Wilfred Howard, who organized the show, and to Dr. Carpenter, who took a lot of trouble to put me in the picture technically. I am also grateful to Mr. Frood, who bravely operated the vast array of electrical gear while I was driving the TR2.



GORDINI "THE SORCERER"

The Story of a Talented Italian Engineer/Driver, of how he came to France, and how his Cars have upheld the French Colours these Past Twenty Years

> Part 5–1952 to date (Conclusion)

By Gérard Crombac and Jean Bernardet

This is the fifth, and concluding instalment in the series of articles covering the life and achievements of Amedée Gordini. We are indebted to the French monthly review, "L'Auto nobile", for supplying technical information, drawings and photographs, and to M. Gordini himself for his co-operation in the search for accuracy in the history of his achievements.—G. Crombac.

PART IV of this series, which was published in the 25th November, 1955, issue of AUTOSPORT, brought the Gordini story up to the close of the 1951 season. That year was marked for the small Parisian concern by successes at Albi, Chimay, Mettet, Sables d'Olonne and Cadours, by failures elsewhere due largely to over-fragility of the design, and lastly, by the breakaway from the Simca concern. Amedée Gordini thus found himself operating his team independently, but sufficient finance was forthcoming for him to continue an active racing programme, and to produce a new six cylinder, 2 litre machine for Formula 2 racing in the 1952 season.

Nineteen-fifty-two, of course, brought the demise of the old Formula 1, for 4½litre unsupercharged cars, and 1½-litre blown ones. Instantly the Formula 2 fourcylinder Ferraris, Britain's H.W.M.s and the new Gordini sixes were elevated to Grand Paix status. And Gordini's latest design looked a very promising one.

Broadly, it was based on the 1,500 c.c. four-cylinder unit but with "square" dimensions, 75 mm. x 75 mm., giving a capacity of 1,987.6 c.c. New valve timing was employed, giving an overlap of 60°; the valves were bigger, but the lift was not increased. Three 38 mm. double choke Weber carburetters were fitted, and with a compression ratio of 11.5 to 1, the power was 175 b.h.p. Dry sump lubrication again featured, two pumps being used, and oil capacity was 16 litres. The six-cylinder engine scaled 110 kg.

It was fitted into a new tubular chassis, and this time torsion bars were used at the front as well as on the rear axle, with piston-type dampers throughout. The whole car weighed 580 kg. only, carrying a 145-litre fuel tank. 16 in. tyres were used, and the brake drums, although of the same diameter as before, were increased in width to 50 mm.

although of the same diameter as before, were increased in width to 50 mm. The first appearance of the 2-litre Gordini "six" was at Marseilles in Manzon's hands, but it wasn't very successful. Then the Gordini team lost two drivers, both Trintignant and Simon signing up with Ferrari. However, Jean Behra became an official member of the team, and Harry Schell also drove for them. At Silverstone in the Daily Express meeting. Manzon won his heat very nicely, while Behra was second in his. Neither survived the final.

Berne next, and Behra scored a third to two Fer.aris; at Aix-les-Bains he won the "six" its first victory, and at Spa Manzon was third. Then came Rheims, where Gordini scored one of their greatest victories ever, Jean Behra outstripping the works Ferraris despite all that Ascari, Villoresi and Farina could do, and winning by a mile in the threehours race. Behra, Gordini and the equipe were the heroes of the day! Then Trintignant, returning to a Gordini wheel, won the race at Caen, with Behra second, and second place and fastest lap at Cadours fell to Harry Schell.

The same basic six-cylinder unit was adapted for sports car events, either as a 2-litre or a 2.3 litre. It proved a most successful performer, although Behra/ Manzon retired from Le Mans, 1952, when in the lead. But at Monaco in the famous street race, run that year for sports cars, Manzon ($1\frac{1}{2}$ -litre) won the up to 2-litre class brilliantly. At Rheims, Roger Loyer carried off the 2-litre class after Manzon's steering had failed when leading, the errant car felling a large telegraph standard. Manzon won the Coupe du Salon at Montlhéry, however, but perhaps the car's finest performance was Jean Behra's victory in the first stage of the Pan-American road race in Mexico. Unluckily, Behra crashed in the second stage—and most spectacularly he did it, ending up with the car way down a ravine.

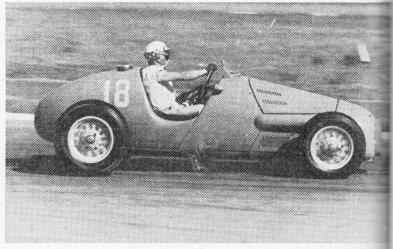
Older Gordinis were still in circulation, and the "berlinette" won the Roubaix handicap race and the Circuit of Agen. As to the old central-seater sports of 1948, one was in Germany, while the other was touring on the Côte d'Azur in the hands of Emperor Bao Dai of Indo China! In hill-climbs, Manzon scored his usual success at Mont Ventoux, setting absolute records in sports and racing classes.

1953

Nineteen-fifty-three was the last season of the 2 litre Formula, and no major successes in this class fell to Gordini. Finance was the snag, and it was



HITTING IT UP: (Left) Maurice Trintignant accelerating hard out of a turn at Rouen with the 2.5-litre Gordini. (Below) Jean Behra in action. This ex-motorcyclist from Nice made many fine performances on behalf of Gordini, including winning the 1952 G.P. de France at Rheims, when he outstripped the entire Ferrari team.





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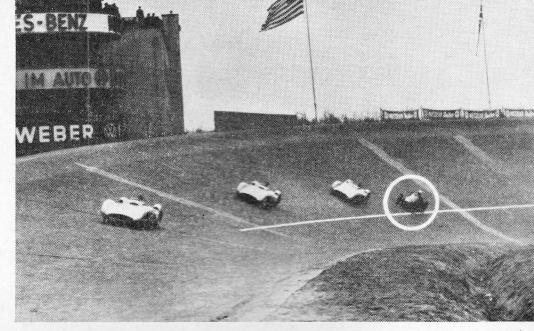


AMIENS: (Above) Jacques Pollet takes the sports Gordini round Doullens hairpin during his winning drive in the 1954 Picardy race.

AVUS: (Right) Jean Behra hanging heroically on to the three aerodynamic Mercedes-Benz during the 1954 G.P. of Berlin. He eventually had to retire.

miracle enough that he kept his workshop running, with up to 50 employees on the payroll, leave alone renew, or redesign, the components most stressed on his cars. Thus valve gears and back axles, whose safe life was about 500 miles, were still in use on their second season. Small wonder that Gordinis were rarely to be seen finishing a long race.

Despite the grave financial handicap, a new 3-litre straight-eight sports car was designed and built, with Le Mans and the Rheims 12 Hours races in view. Its engine still used the well-proven combustion chamber and camshaft design. The camshafts were again driven from the nose of the crankshaft, running in 10 bearings. Dimensions were 78 mm. x 78 mm. (2,982 c.c.), and on a 10.8 to 1 compression some 235 b.h.p. was realized. Four Weber double-choke car-



buretters were used, and lubrication was of the dry sump pattern. This time Gordini used a five-speed gearbox, and the whole car scaled 780 kg., dry. Detail suspension changes centred round the front shock absorber mountings, and the use of Messier dampers. The bodywork reverted to Gordini's 1948 practice in having a central seating position.

This car was definitely not a success initially, and the drivers had their work cut out keeping it on a straight line. Primary reason was that so many new things were being tried at the same time, and none could find which were good and which not. Experimentalist Gordini even tried steering with no castor angle at all.

Then Maurice Trintignant, back in the Gordini fold, won at Chimay and Cadours with the 2-litre Formula 2 car, Harry Schell scored a third at Pau, and at Bordeaux Juan Fangio made a brief return to Gordini, finishing third. In sports car spheres, a pleasing success was that of Trintignant/Schell with a newly bodied 2.5-litre at Le Mans, where they won their class, breaking the 3-litre class record. At Nimes "Trint" won with a 2.3-litre, while the Italian Franco Bordoni did very well with his own, vivid red, 2.3-litre Gordini. His inaugural win with this acquisition was at Montlhéry in the Coupe de Vitesse, ahead of the late Pierre Pagnibon's 3-litre Ferrariquite a feat.

On his home ground, he won the Tuscany Cup and the Trullo d'Oro, was second at Senigallia and in the Sicilian Gold Cup race, and won the Italian Championship in his class. French driver Rinen acquired a 2-litre sports Gordini, with which he won the Bressuire race, while Loyer drove the same car to victory at Agen and in the Coupe du Salon, when a 2.3-litre engine was installed. Another 2 litre car was sold to Andrá Guelfi of Morocco, who scored victories at Agadir and Marrakech with it, and a class win in the Coupe du Salon.

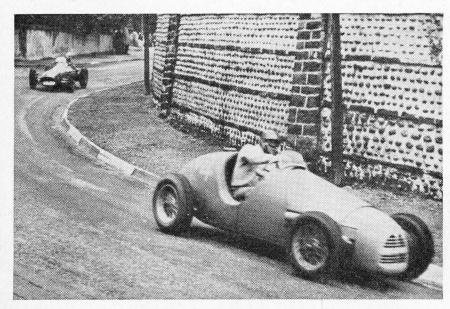
An old "berlinette" was sold to Bourrely, who won the 1,500 c.c. class events at Nimes, Montlhéry, in the Algiers 3 Hours and the Trophée de Savoie. The other "berlinette" was acquired by northerner Dieu, who won the 1,500 c.c. Coupe de Vitesse at Montlhéry, while a 1,500 c.c. two-seater crossed to Britain, to Irishman Redmond Gallagher, who won the 13-litre class of the Dundrod T.T. with it. Finally, in the Tour de France rally type event, Behra and Barraquet had the big 3-litre "eight" really going, after suspension modifications, won eight out of nine speed contests, and netted the speed trophy.

1954

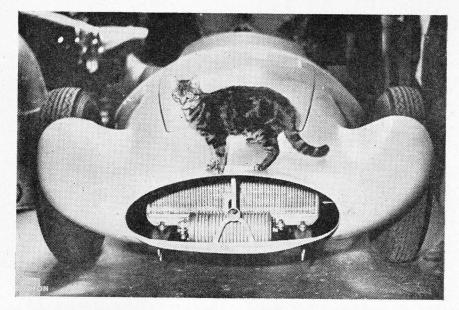
During the 1953-54 winter, there was much activity in the Gordini workshops, and when the season began, Behra was sent with the 3-litre to Morocco. There he proved the car's performance by finishing second, not very far behind Farina's 4.9-litre Ferrari, at Agadir. Meantime another car, a 75 mm. x 62 mm., 1,095.4 c.c. sports car, was developed for Mme. Annie Bousquet and Mlle. Thirion. Similar basically to the 1,500 c.c. unit, it gave 80 b.h.p., and with a weight of 550 kg. was good for 115 m.p.h. The girls drove it in Morocco, and in the Mille Miglia, while the car also ran at Le Mans, but was never very successful.

Nineteen fifty-four brought in the new Grand Prix Formula, for 2½-litre unsuper-

CHASED BY ASCARI during the 1953 Pau Grand Prix is that forceful driver Harry Schell. He finished third.



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PUSSY POSES on the aerodynamic front of the 1955-56 eight-cylinder Gordini, perhaps to accentuate its feline grace.

charged cars and 750 c.c. supercharged ones. Gordini had already successfully tried out his $2\frac{1}{2}$ -litre unit in sports car racing at Le Mans, and so the Formula I Gordini came early on the scene, at Pau on Easter Monday. The engine gave 212 b.h.p., and was set in a modified chassis, following the lines of the 3-litre sports car. The whole machine weighed only 620 kg., certainly the lightest of the current G.P. cars.

Only one car was built, initially, for Behra to drive, as the team was suffering from driver shortage. Behra being backed by Elie Bayol and Eugene Martin, and later by Argentinian drivers and the promising young Frenchman Jacques Pollet.

To the joy of all, Jean Behra scored a runaway win at Pau, beating the Ferrari of Trintignant after a fine race. But at Bordeaux, Ferrari had their revenge, and Bayol got the sack from Ecurie Gordini for refusing to hand his car over to Behra, whose own had retired with broken transmission. At Silverstone in the *Daily Express* meeting, Behra and Simon were second and third in the Final. At Bari Behra was third; at Chimay Pilette was second; at Caen Behra was third; at Cadours he and Pilette were first and second, and in the Berlin G.P. at Avus, Behra slipstreamed the Mercedes-Benz team until transmission trouble put his game little car out of the running when fourth.

Sports car placings for the marque included Agadir, 2-litre class, Guelfi second; Dakar, 1,500 c.c. class, Bourrely second; Mille Miglia, 1,100 c.c. class, Bousquet/Thirion second; Spa, 1,300 c.c. class, Thirion second; Amiens, Pollet first. For Le Mans the 3-litre had undergone further development, and now had Messier disc brakes, although nobody knew then that no servo motor had been fitted, owing to lack of time. The result was disastrous, the car retiring when a long, long way behind the leaders. Fortunately Pollet and Guelfi made up for it by winning the 3-litre class with their 2}-litre car. At Rheims came more trouble when the 3-litre rammed the back of the Rolt/Hamilton Jaguar in the 12 Hours race, retiring with leaking radiator and damaged steering. In the same event the 1,100 c.c. car, now fitted with a 1½-litre power unit, was driven by Max Thirion and Olivier Gendebien into third place in the 1,600 c.c. class.

Further south, in Italy, Franco Bordoni had now acquired a 3-litre with which he had an impressively successful season, winning events at Trieste-Opicina, Trullo d'Oro, Enna, Castellacio, Naples and Syracuse, and being well-placed elsewhere. In the Tour de France rally, the 3-litre performed brilliantly, but the crew lost their way, and sundry other troubles gave victory to another Gordini, the 2.5 of "Jacky" Pollet. The season ended in a final blaze of glory with Jean Behra's victory in the Coupe du Salon at Montlhéry.

1955

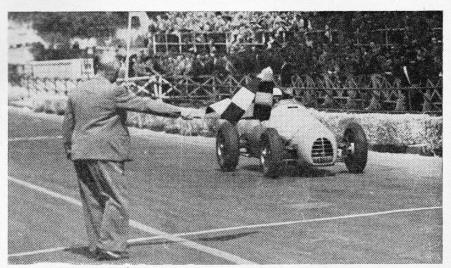
All too soon the winter period was over again, and to Gordini's ever-present financial problems was added that of driver shortage. Jean Behra, who had stuck staunchly to the marque for so long, at last left to join Maserati, for whom he has driven with equal brilliance. Robert Manzon signed again with Gordini, and hopes centred on a new Grand Prix car, the 2.5-litre straighteight with an initial power output of approx. 245 b.h.p. The car was wider, and more streamlined, with a broad nose partly covering the wheels at the front.

Entirely new suspension, featuring fore and aft links permitting no side movement, was used, the geometry being similar to that of the unsuccessful C.T.A.-Arsenal G.P. car of 1947. Messier-type disc brakes and dampers were used all round. Engine dimensions were 75 mm. x 70 mm. (2,498 c.c.), twin o.h.c., four double-choke Solex carburetters, and a five-speed gearbox featuring. A light but rigid tubular frame was used, and dry weight was 650 kg. The car was due to make its début at Rheims, but the tragedy at Le Mans caused the cancellation of the French Grand Prix and many subsequent events. It was thus not until the Italian G.P. at Monza that the new Gordini "eight" made its first appearance, when it proved disappointingly slow. Indeed, right up to the present time, this car has failed to reveal true Grand Prix form, and while Gordini persevered with the design, the old cars continued to perform valiantly against overwhelmingly superior odds.

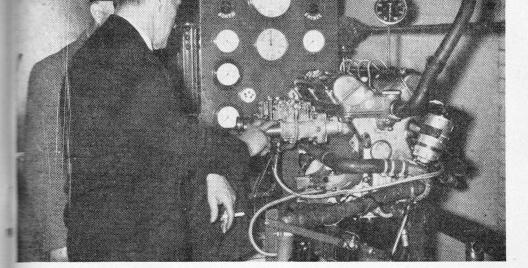
It was not a happy season for Ecurie Gordini, with a minor win only at Monthéry, when Pilette's Formula 1 car headed a string of sports cars plus a few money-producing places. Time after time, transmission trouble put Manzon out—at Silverstone, Monaco, Zandvoort, Aintree, etc., but Pollet managed a seventh at Monaco in élite company, and Mike Sparken a seventh in the British G.P. at Aintree. In sports car events, their luck was little better. The Paris 24 Hours at Monthéry saw Da Silva Ramos and Pollet leading for nine hours, only to be forced back to fourth place through trouble, although Ramos managed the fastest lap. At Agadir, Morocco, Gordinis ran second to Ferraris in both the up to, and over, 2-litre classes, and in the Coupe de Paris meeting at Monthéry, Rinen carried off the 2-litre category.

1956

The present season opened in a similarly dispiriting manner, as had 1955, for what was becoming known as the "Ecurie Shoestring". At Syracuse



TONIC for the Équipe Gordini came this year at Naples, when Robert Manzon won the Grand Prix with an old-type six-cylinder Gordini.



Manzon gained a modest sixth place, then he brought the streamlined "eight" to Goodwood for the Easter Monday meeting, again finishing sixth. But the year has so far made one concession to Gordini, in the unexpected Naples G.P. victory, which fell into Manzon's lap when the Ferraris failed. His performance was no less creditable for that. He drove the old-type "six" with skill

and verve, and despite the winding nature of the Posillipo circuit, the transmission held together this time, bringing a much-needed tonic to the little Parisian stable.

At Monaco the same driver, reinvigorated by success, went brilliantly and was lying fourth, ahead of Castellotti, when the old hoodoo struck, and the axle As to the future, while packed up.

SPORTS CAR FROM EGYPT

Details of Raymond Flower's 2-litre Phoenix,

due to make its Competition Debut at Rheims

 $E_{2-litre}^{GYPT's new high-performance car, the 2-litre Phoenix, Type 2SR6, which will race under Egyptian colours on the$ Continent and in Britain this season, was recently introduced at a Press reception in Cairo

The Phoenix 2SR6, sponsored by and built under the direction of Raymond Flower, is a development of the 150SR announced earlier, having an improved suspension with stronger front and rear coil springs, a de Dion rear axle and 12 ins. Girling inboard rear brakes. The power unit is a 4-cyl., 1,960 c.c., twin o.h.c. Turner with dual ignition and twin double-choke Solex carburetters, in place do the original fuel injection system, giving 140 b.h.p. at 5,800 r.p.m. The chassis incorporates tubular side and cross-members, and the body is constructed of aluminium panelling on a tubular frame, and features twin stabilizing fins at the rear. The passenger door, bench-

type seat and wrap-around windscreen, which conform to the 1956 Le Mans regulations, can be replaced by a smaller screen and tonneau cover when regulations permit.

The car, which is the personal property of Raymond Flower and will be raced by him as a private venture, was de-signed in England and, apart from the engine, was constructed in Egypt by the Flower Organization. The power unit was built to racing specification in England and flown out to Cairo to be installed in the chassis.

The Phoenix 2SR6 will make its initial appearance in the 12-Hour race at Rheims on 30th June, when the drivers will be Flower and Ernest McMillen, or the well-known 500 c.c. driver, Colin Davis. A month later it will appear at Le Mans, where the team will be joined by M. G. R. Llewellyn. Thus, for the first time the racing colours of Egypt,

LOOKING AHEAD: Amedée Gordini with his latest, the 13-litre four-cylinder Formula 2 engine, already tried out in an old sports chassis during the 1,000 Kilometres of Paris.

Gordini will doubtless plug on with the Grand Prix straight-eight, the engine of which has never been fully developed, his real hopes perhaps lie in the forthcoming Formula 2-that class of racing in which the name Gordini first attained real prominence. To pit his ability against the financially well-backed major teams is a valiant but virtually hopeless task, but to build simpler, cheaper 11litre racing machines should be more within the financial ability of "The Sorcerer", who has so ardently borne France's racing colours in the inter-national field since 1946. The Formula 2 Gordini engine has already been on the test bed; the chassis will follow soon. Given the necessary finance, who knows?-Gordini may be on the threshold of a new era of success. And all who know of his gallant endeavours of the past, be they British, Italian, German or what-have-you, will wish Le Sorcier his fair measure of success.

THE END

pale violet, will be seen in International motoring competitions on an Egyptianbuilt car, no record of any previous appearance being held by the A.C. of Egypt.

Specification

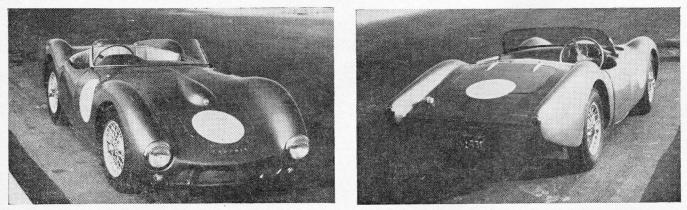
Engine: Four cyl., 79 x 100 mm, (1,960 c.c.); twin double-choke Solex carburetters; 140 b.h.p. at 5,800 r.p.m.

Transmission: Salisbury hypoid differential unit.

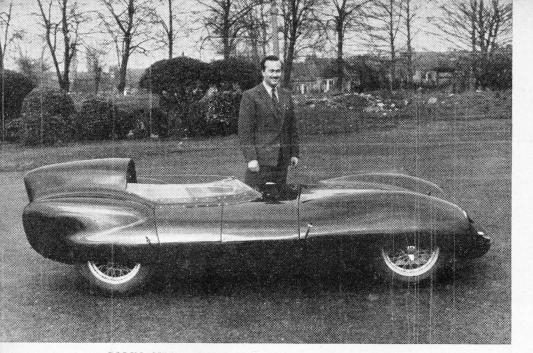
Transmission: Salisbury hypoid differential unit.
Chassis: 3 ins, round tubular side- and cross-members, with rectangular tubular uprights and differential. I.f.s. by equal-length wishbones and helical springs, enclosing direct acting Woodhead-Monroe shock absorbers. De Dion rear sus-pension with twin parallel radius rods and helical springs, also enclosing shock absorbers. Forward-mounted rack and pinion steering. 12 ins, Girling brakes, 2L.S. at front, inboard single L.S at rear. Aluminium alloy, all-enveloping 2-seater body, with twin tail-fins, on light tubular chasis. Dunlop racing tyres, 5.50-15 ins. Lucas electrical equipment.

HORROR JOURNALISM

GERMAN motor and motor-cycle sport-ing circles have been greatly upset by a series of photographs appearing in the *Frankfurter Illustrierte*. Under the heading "Wahnsinn ohne Ende" (Madness without end) the illustrations depict recent racing crashes, exploited solely from the sensational angle.



TO CARRY THE VIOLET: Purposeful fore and aft aspects of the Phoenix 2SR6, which is due to bear Egypt's racing colours on the Continent, at Rheims and Le Mans. It has a modified 2-litre Turner engine, originally constructed for Formula 2 racing.



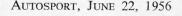
COLIN CHAPMAN, designer and presiding genius of Lotus Engineering, stands beside the Mk. XI "Le Mans". The wheelbase of this car is 7 ft. 2 ins.; widest track, 3 ft. 11 ins.; overall length, 11 ft. 2 ins.; width, 5 ft.; height, 2 ft. 3 ins., and weight, $7\frac{5}{5}$ cwt.

WHEN Colin Chapman built his first special out of an old Austin Seven, at a time when he was still in the R.A.F., he could hardly have guessed that, within 10 years, cars designed by himself, and built by his own firm, would have become famous throughout the entire motor racing world. And would be driven from success to success, with power supplied by an engine originally designed to satisfy a Gove nment specification requiring a light fire pump to be carried by two men, and capable of delivering 350 gallons of water per minute! However, so quick and so successful has been the development of the Lotus sports car, that each year has seen the introduction of at least one new model, until now, in 1956, we have the Mark Eleven, the subject of this new Theo Page drawing.

The family tree of the Mk. XI car can be traced back to 1952 and the Mk. VI, the first Lotus to be Chapman-framed, instead of Austin Seven-based, and still winning races four years later. 1954 saw the Mk. VIII, with an aerodynamic body, designed by Frank Costin, and 1955 the first use of the Coventry Climax engine, in the Mk. IX. Put all three together—frame, body, power unit—add the experience of four years' racing all over Britain and on the Continent, and the result is the Mark XI.

The basis of this latest Lotus is a space-frame, constructed from 1 in. and $\frac{3}{4}$ in. steel tubing in 18 or 20 gauge section. The transmission tunnel, of 20 gauge alloy sheet, is also a stressed member, taking the torque reaction of the final drive, part of the floor load and supporting the rear engine mounting. The aerodynamic, low-drag bodywork is of stressed alloy sheet, the entire front hinging forward to reveal the engine and fort suspension, and having a detachable head faring, in place of the prominent fins of the Mks. VIII and IX. The rear body section also hinges, revealing the back axle, while both halves unlock and become detachable automatically, by means of cam action, when they are opened to their limit. The entire car weighs only $7\frac{1}{5}$ cwt.

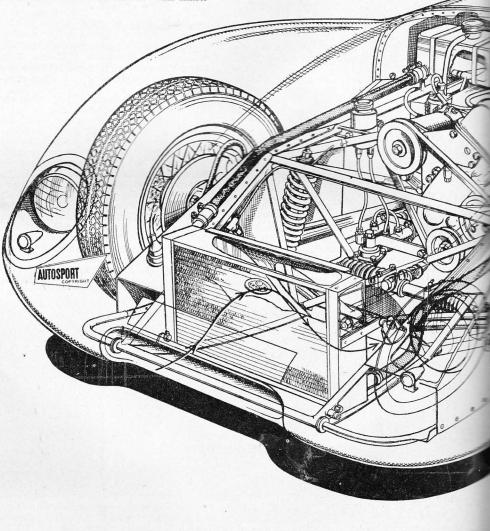
The front suspension is independent, by swing axles and Girling helical spring units, incorporating hydraulic telescopic dampers. The steering is rack and pinion, and the braking system by Girling discs, mounted inboard at the rear. The de Dion tube of the rear suspension has a diameter of $3\frac{1}{4}$ ins., the ends of the articulated half-shafts



THE Latest of the which has alread

piercing the tube, and being attached within it to the outboard universal joints. The rear axle is located on either side by a pair of parallel radius arms.

The fear axie is located on either side by a pair of parallel radius arms. Although the Lotus Mk. XI "Le Mans" is now being built, and raced by Team Lotus, with the $1\frac{1}{2}$ -litre Coventry Climax engine, the 1,100 c.c. unit was originally installed, and inclined towards the nearside at an angle of 10 degrees to permit a lower bonnet line; this required modification to both the sump and oil intake. Having a single overhead camshaft and twin horizontal SU carburetters, the 1,100 c.c. engine gives 72 b.h.p. at 6,000 r.p.m. in Stage 1 tune, and 83 b.h.p. at 6,800 r.p.m. tuned to Stage 2. The power is transmitted to the final drive, for which a wide range of ratios are available, by means of a





Line of Fast Sports-Racing Cars, powered by Coventry-Climax, proved itself extremely successful in 1,100 c.c. and 1,500 c.c. events

Another Exclusive AUTOSPORT Cut-away Drawing by Staff Artist THEO PAGE

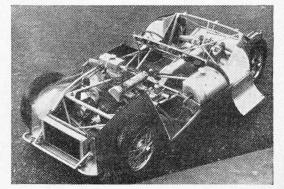
WELL-FILLED FRAME of the Lotus Mk. XI shows that no space is wasted, from the crossflow radiator, low down in front, to the disc-brakes and de Dion rear axle assembly. Prominent are the bulkhead-mounted header-tank and side-mounted fuel tank.

Hardy-Spicer propeller shaft, and a gear-box with an Austin A30 case and Lotus close ratio gears. The gear ratios are 2.5, 1.67, 1.23 and 1 to 1. The car-buretters and float chamber are flexibly mounted and are connected by flexible tubes to avoid frothing of the fuel, while water cooling is effected by means of a ducted cross flow radiator, the header tank being attached to the bulkhead.

The Mk. XI brings the Lotus story up to date; but future models are planned, using the new twin o.h.c. 1,500 c.c. Coventry Climax engine, and, of course, Formula 2 is on the way. The Lotus tale is far from told.

MAXWELL BOYD.

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ONE must sympathize with the Midland Automobile Club, whose Shelsley Walsh hill-climb was run under dreadful weather conditions. Owing to the activities of the L.D.O.S. kill-joys, the event was staged on Saturday instead of Sunday as originally planned, resulting in considerable financial loss to the club. Nevertheless, those who braved the appalling conditions were rewarded with thrilling climbs, and a day-long struggle for best time of the day, featuring Ken Wharton (Cooper and E.R.A.), Michael Christie (Cooper), Tony Marsh (Cooper) and Dick Henderson (Cooper) who all broke 44 secs., during one of the slippiest Shelsley hill-climbs in living memory. Victory eventually went to Ken Wharton, whose effort with the 2-litre E.R.A. was masterly in every way, resulting in a time of 40.91 secs., which, I am convinced, has never been beaten or equalled on a wet course. Using twin rear wheels, Wharton drove the very powerful supercharged car in brilliant fashion, proving that he undoubtedly is one of the greatest speed hill-climb exponents of all time.

Leaden skies and an incessant downpour made conditions miserable for competitors and spectators alike. The paddock area was a sea of mud, rainsodden figures squelching around, sacrificing waterproofs for the sake of keeping engines and cockpits dry. A welcome stranger was 500 c.c. pioneer Colin Strang, making his first visit to Shelsley for six years, and renewing acquaintance with old buddies Clive Lones, Rupert Instone, Jack Moor and other Shelsley specialists. George and Angela Abecassis were also present, the former competing with his H.W.M.

Angela Abecassis were also present, the former competing with his H.W.M. First away was Miss P. Brock (Cooper), who had the bad luck to invert her machine. She emerged unscathed, and gallantly appeared later for her second run.

The Lord Ebury takes his E.R.A. through the middle S at Shelsley, overlooked by a virtually empty stand. AUTOSPORT, JUNE 22, 1956

WHARTON WINS

2-litre E.R.A. Triumphant in Battle with the Coopers at Henderson Chief Challengers—Ken Rudd (A.C. Ace) Fastest

> > Photography by Francis Penn

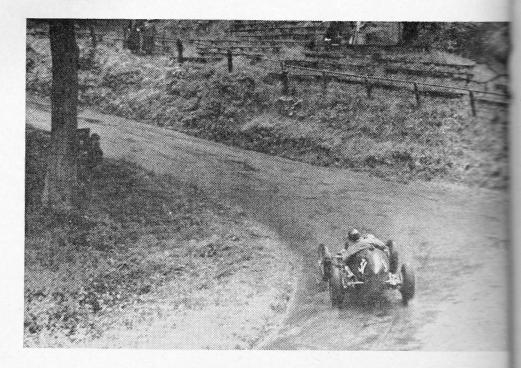
BEST OF THE DAY, nearly 1 sec. faster than the runner-up, was Ken Wharton in R4D, the famous ex-Mays blown 2-litre E.R.A., in 40.91 secs.

Summers's Cooper stalled on the line, and Catherwood's Cooper stuttered slowly up, apparently suffering from a waterlogged magneto. Shaddock's Viper (strangely Cooper-like) serpentined its way up in 52.33 secs. Clive Lones got the ex-Leston Special, now modified to Tiger Kitten standards, up in 51.41 secs.; Austen May produced a superb climb, without a sign of side-slip, crossing the finishing line in 47.74 secs., with his J.A.P.-powered Cooper, but this was beaten by Don Parker with a beautifully judged 47.27 secs., and then by Henry Taylor, who got away with an admirably held power-slide coming out of the Esses, and rocketed his way to the finish in 46.80 secs.

John Broad opened the 501-1,500 c.c. racing category with 48.24 secs. in the

ex-Bradnack, supercharged Cooper. Tony Marsh didn't look too happy with the Prescott record-holding Cooper, but slid his way to the top in 44.93 secs. fastest so far. G. H. Keylock had a fine time, doing a cross-hands boogie in his (successful) efforts to keep his Cooper straight—47.58 secs. Dick Henderson, plastered from head to feet with mud, produced a fine 47.17 secs. first outing for the Cooper with new supercharger mounted on the nearside of the J.A.P. engine. The old Becke Powerplus, conducted by Alan Southon, brought back memories of earlier Shelsleys; Reg Phillips, cheery grin as always, registered a satisfactory 47.91 secs. with his Cooper. Then came Michael Christie; without a trace of fireworks, and perfect judgment in coming out of the Esses, he went his stylish way in the Cooper in 43.44 secs., to snatch the leadership from Tony Marsh.

The familiar snarl of E.R.A.s was heard; a quartet of these magnificent old machines doing battle, with James Stuart in the ex-Gerard car getting the better of John Broad (Remus), D. R. Good in the ex-Seaman, ex-Cotton machine, and Lord Ebury, who surely won the title of "King of Wheelspin". Rupert Instone's red Djinn was slightly off-colour, and had a hiccuping session going up to the finish, suddenly going back on all two and giving Rupert an uncomfortable time keeping it on the straight and narrow. Jerseyman Bill Knight was deceptively fast with Arthur Owen's Cooper-Climax (46.97 secs.);



AUTOSPORT, JUNE 22, 1956

IN THE WET Shelsley Walsh-Christie, Marsh and " "Autosport" Championship Section

J. D. Farley bust a chain in the Esses with the fleet Farley Special. Ken Wharton (Cooper), after a mighty broad-side coming into the Esses, just failed to beat Christie's figures by 0.48 sec., and Alick Pitts thoroughly enjoyed himself with Broad's E.R.A. The up to 1,500 c.c. sports car category contained several aspirants for the AUTOSPORT Series-Production Sports Car Championship, with the American forces driver S. F. Wilder taking maximum points in the 14-litre category with his well-handled black Porsche Super, and J. Lawry doing the same with his Ford-powered Mk. VI Lotus in the 1,200 c.c. section. D. A. Hosking opened the class





OLD SHELSLEY FAITHFUL: Alan Southon takes the Becke Powerplus up the famous Worcestershire hill for its umpteenth climb there since pre-war days.

with 51.44 secs. in the ex-Tyrer Fiat-BMW (née Supermotor), and E. Lewis did 51.77 secs. with his Mk. XI Lotus-Climax. P. H. G. Cotterell was quite quick with the ex-Monkey Stable M.G. coupé, as was Julian Threlfall (Lotus Eleven). J. D. Hollingsworth's side-valve Ford engine had a satisfying bark in his Mk. VI Lotus; D. J. Calvert was strangely restrained with the twin-o.h.c. H.R.G. Tony Marsh hurled the green Cooper-Climax up in 45.48 secs. to lead the class, while J. Handley's Leaf-powered Turner came to a full stop in a cloud of expensive-looking blue smoke. cloud of expensive-looking blue smoke. Averil Scott-Moncrieff was, not sur-prisingly, quicker with the 1,500 c.c. Lotus, than husband Bunty with the 750 c.c. version, complete with peculiar

SECOND BEST, and fastest of the Coopers (above), was Michael Christie, who won the unsupercharged class with a clumb in 4187 with a climb in 41.87 secs.

FASTEST VINTAGE FASTEST VINTAGE (right)—and it looks it, in this fine picture of Peter Stubberfield leav-ing the S in his single-seater bodied 2.3-litre Bugatti.



AUTOSPORT, JUNE 22, 1956

"schnorkel". Mrs. J. P. Beilby looked to be possible ladies' award winner with an excellent 53.30 secs. in her husand's Lester-M.G.

Back to the racing cars again, with Peter Stubberfield setting the ball rolling with a crisp 47.32 secs. in his famous two-three Bugatti. However, this cate-gory was completely dominated by Ken Wharton, whose 43.22 secs., put him in the lead for B.T.D.

Ken Rudd's A.C.-Bristol was quickest in the 1,501-2,500 c.c. sports class, with 46.51 secs., followed by R. D. Jennings's similar car and Harry Sutcliffe's neat, coupé Frazer-Nash. Dick James was the fastest of the TR2/TR3 brigade with a good run of 49.73 secs., and J. F. Brown was easily quickest of the Morgans. In the unlimited racing class, K. Flint conducted the E.R.A.-Jaguar extremely well, but was beaten by David Willcocks (Steyr-Allard). "T. Dryver" made a (Steyr-Allard). "T. Dryver" made a jerky take-off with the De Havilland-A.T.N. (6.3 litres of Gipsy Moth aero engine in sundry chassis pieces provided mainly by M.G.), but perhaps he stayed in coarse pitch, for his 52.76 secs. was not as quick as it looked. Chris Tooley made a magnificent climb in the Steyr-Allard, easily to win the class.

The big sports car category saw George Abecassis unapproachable with the Jaguar-powered H.W.M. (46.56 secs.). R. C. Green went very rapidly with a very standard-looking, but not standardsounding, Austin-Healey, Peter Everard's Cooper-Aston Martin (ex-Alan Brown, ex-Hawthorn F2 machine) developed a misfire, and, after Flint had registered an excellent 47.62 secs. with the E.R.A.-Jaguar, his partner Verdun Edwards smacked the bank into the Esses good and proper, bending the front-end somewhat.

The rain went off-for about 20 secs.; The rain went off—for about 20 secs.; but practically everyone bettered their first times on their second attempts. Henry Taylor consolidated his victory in the 500 c.c. class with 45.23 secs., against the 45.79 secs. of Austen May, and the 45.93 secs. of Don Parker. Tony Marsh improved his figures to 43.08 secs, with the Cooper-J.A.P. to take the lead from Wharton, but Mike Christie went one better with a superb 41.87 secs. Dick Henderson returned 43.71 secs. to put him up with the fast boys, and Wharton did 42.55 secs. to make him second to Christie. Tony Marsh shot up in 43.59 secs. with the Cooper-Climax, and Wilder's Porsche improved by over a second.

With the rain still pelting down, Ken Wharton trotted out the black, mud-besplattered E.R.A., while Christie kept his fingers crossed and looked around for a spare prayer mat. However, as already recorded, Wharton did the needful and that was that!

Rudd kept ahead in the 1,501-2,500 c.c. sports car class; John Broad pranged his E.R.A. and got away with bruises. Apparently Jack Moor had a lucky escape with the twin-cylinder Wasp, when it was noted that his rear brake mounting had snapped, just as he was about to take off. It would not have been amusing trying to stop with only front brakes operative!

Altogether a most interesting meeting. Speed hill-climbing is a fascinating sport, and one hopes that, with the coming of the new Fo mula 2, some of the G.P. boys will take a hand in disputing the issue with the Wharton-Christie-Marsh-Henderson quartet. Full marks to the

WAITING FOR THE "GO": Don Parker, nowadays in a Cooper 500 in place of a Kieft, on the starting line. He took third place in t'e Formula 3 class.

M.A.C. for slick organization, and to pioneer broadcaster Findon for the P.A. work. As one drove away from the muddy battlefield, one could not fail to admire the staunch officials who stuck to their posts manfully, while it rainedand rained-and rained!

Results

Best Time of the Day: Ken Wharton (2-litre E.R.A. S), 40.91 secs.

Runner-up: Michael Christie (1,098 Cooper-J.A.P.), 41.87 secs.

Third: Ken Wharton (1,099 Cooper-J.A.P. S), 42.55 secs.

Fastest Shelsley Special: C. Summers (Farley Spl.), 45.79 secs.

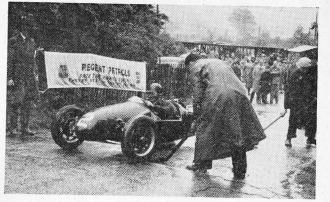
Fastest non-supercharged Car: Michael Christie (Cooper-J.A.P.).

Shelsley Ladies' Challenge Trophy: Mrs. J. Beilby (Lester-M.G.), 52.01 secs. Fastest E.R.A .: Ken Wharton.

Fastest Vintage Car: Peter Stubber-field (Bugatti S), 45.58 secs.

Fastest Junior Championship Entrant: J. Stuart (E.R.A. S), 45.71 secs.

Fastest "Autosport" Series-Production R. C. Green (Austin-Healey), 48.67 secs.



Racing Cars

Up to 500 c.c.: 1, Henry Taylor (Cooper), 45.23 secs.; 2, Austen May (Cooper), 45.78; 3, Don Parker (Cooper), 45.93; 4, Chris Summers (Cooper), 47.55; 5, L. Schöfield (Cooper), 48.91; 6, R. F. E. Catherwood (Cooper), 49.55.

S01-1520 C.c. 1. Tony Marsh (Cooper), **43.08**; **2**, Dick Lienderson (Cooper S), **43.71**; **3**, John Broad (Cooper), **44.14**; **4**, keg Phillips (Cooper), **45.35**; **5**, Janes Stuart (E.R.A. S), **45.71**; **6**. Chris Summers (Farley Spl.), **45.79**. (Note.—Christie and Wharton actually 1st and 2nd, but appear in general awards list.)

1,501-2,500 c.c.: 1, Peter Stubberfield (Bugatti S), 45.58; 2, F A. Norris (Alta Spl. S), 46.75; 3, James Berry (E.R.A. Spl. S), 47.59; 4, J. M. Ferkins (Bugatti S), 50.41.

Over 2,500 cc.: 1, Chris Tooley (Steyr-Allard), 46.14; 2, D. A. Wilcocks (Steyr-Allard), 47.72; 3, K. Flint (E.R.A.-Jaguar), 48.18; 4, Verdun Edwards (E.R.A.-Jaguar), 48.37; 5, "T. Dryser" (De Havil-land-A.T.N.), 52.76.

Sports Cars Up to 1,500 e.e.: 1. Tony Marsh (Cooper-Climax), 43.59; 2. W. D. W. Knight (Cooper-Clim.x), 46.93; 3. E. Lewis (Lotus-Climax), 47.66; 4, S. F. Wilder (Porscle), 48.26; 5. D. A. Hosking (Fiat-BNW), 49.61; 6. R. J. Thref.Ill (Lotus-Climax), 50.22.

49.61; 6. R. J. Threlf.II (Lotus-Climax), 50.22.
1.501-3.500 c.c.: 1, K. N. Rudd (A.C. Ace), 45.92; 2 R. D. Jennings (A.C. Ace), 47.11; 3, H. Sutcliffe (Frazer-Nash), 47.72; 4, J. R. Rudd (Frazer-Nash), 47.91; 5, Ted Robins (Bugaeti), 48.59; 6, Sir Clive Edwards (Cooper-Bristol), 48.86, Over 2,500 c.c.: 1, George Abec ssis (II.W.M.), 46.48; 2, K. Flint (E.R.A.-Jaguar), 47.62; 3, R. C. Green (Austin-Healey), 48.67; 4, John Clark (H.W.M.-Alta-Jaguar), 49.02; 5, W. A. Benrose (Austin-Ile lev), 49.26; 6, A, C. Barrett-Green (Jaguar XK 120), 49.54.
Team Award: Bugatti (Robins, Berry and

Team Award: Bugatti (Robins, Berry and Haworth), aggregate 147.38 secs.

WESTMINSTER ECONOMIZES

H. G. W. Kendrick (Austin A90) Wins International Mobilgas Economy Run: TR2 Records 55.06 m.p.g.

AN Austin A90 Westminster, driven by H. G. W. Kendrick, won the 1956 Mobilgas Economy run, which finished at Henley-on-Thames on Sunday. The car, which was fitted with a Borg-Warner overdrive, averaged 29.74 m.p.g. over the arduous 640 mile course in south and west England, including an hour's lap-ping of Goodwood at 53 m.p.h., the consumption figure representing the best improvement made by any competitor

over the average for his class. The competitors had anything but an easy journey, for the route included most of the hilliest districts in the West Country, and heavy rain fell almost continuously for the whole 26 hours of the run.

The event was organized this year by the Hants & Berks M.C. and granted International status for the first time. Although there were in fact no entries from abroad, the first three places in both the 1,000 c.c. and 1,600 c.c. classes were taken by foreign cars. All but 10 of the 54 entries were

standard production touring cars, carrying an observer to see that coasting or

other "freak" driving methods were not employed, but there was an "all-comers' class where no holds-or cars-were barred to use the least fuel, while still maintaining a 30 m.p.h. average. Triumph TR2s were first and third in this class, while second place was taken by an 1,100 c.c. Lotus-Climax which recorded 48.49 m.p.g.

Provisional Results

Mobilgas Economy Run Trophy: H. G. W. Kendrick/Miss P. L. Wright (Austin A90 West-minster), 29,74 m.p.g.

Kehorick/Miss P. L. Wright (Austin A90 West-minster), 29,74 m.p.g.
Up to 1,000 c.c.: 1, B. J. Cumbers/Ruth Cumbers (Renault 750), 63.62 m.p.g.; 2, R. D. Gotts/J. A. Ambrose (Fiat 600), 48.37; 3. A. H. Hill/R. L. Ward (Renault Dauphine), 46.78. 1,001-1,600 c.e.; 1, A. E. Bengry/C. W. F. McKean (Volkswagen), 40.69; 3, D. H. Watkin/P. F. Steiner (Volkswagen), 40.69; 3, D. H. Watkin/P. F. Steiner (Volkswagen), 40.601-2,600 c.e.; 1, D. W. Ell/erel/J. M. Reading (Armstrong Siddekey 234), 29.14; 2 G. A. Robin/V. S. Martin (Stand rd Vanuard), 28.29; 3. C. C. A. A. Gowthorpe/D. M. Roberts (Vauxhalt Velox), 25.62. Over 2,609 c.e.; 1, H. G. W. Kendrick/Miss P. L. Wright (Austin Westminster), 29.74; 2, R. Parker/D. J. H. Donovan (Austin A90 Atlantic), 26.91. "All-compre" class: 1, G. Heaps/A. C. S'ade (Triumph TR2), 55.06; 2. C. H. Bulmer/Mrs. H. M. Bulmer (Lotus-Cl'imax), 48.49; 3, N. N. Bentley/C. Samartzopoulos (Triumph TR2).

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AUTOSPORT, JUNE 22, 1956

CORRESPONDENC

That P.T. Business

CONGRATULATIONS to John Bolster on having his protest on purchase tax on home-built cars published in the evening Press, but I suggest that it should be brought to the notice of the public that, providing the value of the finished vehicle does not exceed £500, and that total work to that figure is the maximum over any 12 consecutive calendar months, the builder can claim exemption from tax.

LONDON, N.W.1.

D. NEWCOMBE.

G.P. Driver Merit

ALTHOUGH your correspondent Mr. H. J. ten Bruggen Cate has a series of excellent points in his letter (AUTOSPORT, 15th June), I think that he has deliberately overlooked some extremely relevant facts.

I read that Fangio spun early in the Monaco race and immediately caused chaos by turning round in a wide loop, causing Musso to break his steering and Schell to spin, hit a wall and bent the Vanwall's suspension. Meanwhile, Moss was taking it easy largeing at 1 min 48 sage with Fornie trainer a wall and bent the Vanwall's suspension. Meanwhile, Moss was taking it easy, lapping at 1 min. 48 secs. with Fangio trying hard at 1 min. 46.2 secs.—2 secs. slower than his fastest practice lap (admittedly on an empty course). On lap 40 Fangio brought a very sick car into the pits and had a rest for 14 laps, finally taking over Collins's car. At Spa, Fangio was 6 secs. behind Moss at the end of the first lap. On lap 24 Fangio was out at Stavelot with a reported damaged transmission. A report also adds that he had a ventilated crankcase after consistently over-revving. Moss had taken over a car lying ninth, eighth, or sixth, according to

taken over a car lying ninth, eighth, or sixth, according to three reports and pulled up 2 mins. in 27 laps—4 secs. a lap.

Peter Collins drove a fine, well-judged race, being 25 secs. behind Fangio on lap 13. His lead at the finish was 1 min. 51.3 secs. after easing up on lap 25.

Echoing your correspondent's last sentiment, I hope British cars will soon be in the lead.

ILMINSTER, SOMERSET.

A. J. SLATER.

I was very glad indeed to read Mr. H. J. Cate's letter. I hope that those people who very politely suggested that I should digest facts and not to be so obvious in admitting my ignorance about motor racing, have also read Mr. Cate's letter and realized that, after all, not all motor racing reports agree with one another.

I entirely agree with Mr. Cate's views. I would like to add that you and, for that matter England, has to be proud to have such a number of first class drivers. However, from some of your editorials and reports, I have a feeling that your quite understandable patriotism is leading you not only to "wonder" and to include "ifs" in motor racing, but to overlook facts as pointed out by Mr. Cate facts as pointed out by Mr. Cate.

By the way, in your provisional scoreboard of the World Championship, J. Fangio is placed fourth with 9 pts. and E. Castellotti eighth with 3 pts., but if we consider that at Monaco Castellotti finished fourth in Fangio's car, this gives Fangio an extra $1\frac{1}{2}$ pts.* and therefore third place with $10\frac{1}{2}$ pts. I do realize that this is rather cunning, but Fangio is not the only one "in search for points", or the Belgian G.P. was a different affair?

In closing, I want to stress that I admire all the drivers, from Moss and the big boys down to Frère, Perdisa, Villoresi, Salvadori, etc., but what I cannot understand is why some get all the honours and glory, and some are lucky enough to be mentioned as they finished or retired, in the "Results". By the way, am I right in saying that E. Bugatti was an Italian born in Milan, who went to France and therefore became a naturalized Frenchman?

UMBERTO PERELLI.

LONDON, S.W.9.

[* Only Fangio's highest position, *i.e.*, 2nd, at Monaco, can qualify for points in the World Championship. Yes, Bugatti was born in Milan, and became a naturalized Frenchman when he settled at Molsheim.—Ed.]

Swopping Drivers

HAVING successfully prevented further research on forced induction and now seemingly bent upon handing over the running, with the inevitable ruination of Grand Prix racing to the dollar-wasting petrol barons, I would have thought that the dignitaries of the F.I.A. could have occupied their time to

better advantage at their recent pow-wow by putting a stop to the ridiculous practices of permitting (a) more than one driver per car in a formula race, and (b) pushing in a car no longer able to proceed under its own power in order to finish the race or for some other purpose.

(a) Here the example of the motor-cycle boys can well be followed. If Tom breaks down he has had it; there is no calling in of Dick or Harry, who may not be so hot round the corners, but at least know how not to blow up or bend the model and, too, are given their chance at Championship honours

(b) This is quite the most stupid spectacle in both car and motor-cycle racing and, given a strong man, savours more of athletics than a race for mechanically-propelled vehicles. Amid hysterical squeals, some muscle-bound superman pushes And hysterical squears, some muscle-bound superman pushes in his completely blown up vehicle for over a mile and both he and the car are officially awarded a place among the final positions, while a less fortunate rival with biceps like sparrows? knee caps is forced to give up the unequal struggle when he runs out of fuel at the same spot.

Whatever the reason, whether it be for more fuel, repairs, or in order to finish, no car should be allowed to continue or complete a race if its driver has to push it in. JOSEPH BAYLEY.

CHARLTON, S.E.7.

Oulton Park

I PERSONALLY, and on behalf of this Club, would like to thank you, and your representative, Mr. F. Penn, for the very excellent and accurate report of our race meeting held at Oulton Park on 2nd June, 1956, as published in your issue dated 8th June. I am sure it is very much appreciated by all who were there, and possibly more by many who were unable to be present unable to be present.

LANCS. & CHESHIRE C.C. LTD.

BRAMLEY, ROTHERHAM.

IN your report of the racing on 2nd June at Oulton Park, your reference to J. Taylor (Staride) should have been to T. (Trevor) Taylor.

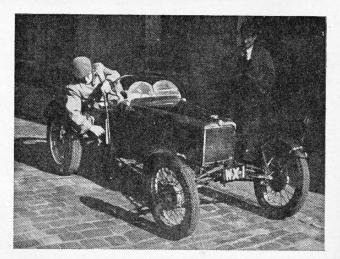
As a matter of interest, at the 9th June meeting at Oulton, the same driver in a Staride-Norton was coming through the field to a nice position when his axle shaft sheared at the Esso bend. After managing to get the car off the course he finished up on an electric fence from which he was getting shocks, much to his surprise, thinking they were coming from

his own magneto! Trevor Taylor has just purchased Stuart Lewis-Evans's Mark VIII Cooper, and will be racing this car at Aintree on 23rd June.

R. TAYLOR.

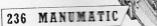
N. H. MAY, of 18 Thurloe Place, London, S.W.7 (phone KENsington 6216), would like to contact two other 750 Formula drivers willing to form a team to contest the David Brown Challenge Cup race at the Aston Martin O.C. Silverstone meeting on 21st July.

More Correspondence on page 656



NOW DOWN SOUTH: Noted trials special builder F. H. Hambling, whose latest creation for Bert Cryer, the Trident IV, is seen here, has moved from Leeds to 88a Rugby Avenue, Sudbury, Middlesex, where he is continuing his specialist work on sports and competition cars.

E. N. BLOOR.



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Correspondence--continued

Brooklands Badge

IN reply to the query of Mr. L. G. Denton re the badge he In reply to the query of Min. L. O. Benford for the badge he has uncarthed, this is undoubtedly a B.A.R.C. Member's badge for the year 1909. I have a complete set of these Brooklands badges and ladies' brooches from 1907 to 1939. Later badges we e made for the club by W. J. Lewis (Badges), Ltd., of Birmingham. The club was formed to promote racing at the Track, its first committee meeting being held on 12th December, 1906, and its original headquarters being at Carlton House, Regent Street, W.1. The President was Lord Lonsdale, and Lord Montagu of Beaulieu was Vice-President. The first badge to be issued went to Mr. G. J. O. Montagu. The club is now the British Automation Decime Club is now the British Automobile Racing Club that we know so well.

Incidentally, I am always glad to hear of any Brooklands relics and photographs which may come to light.

FLEET, HAMPSHIRE.

W. BODDY.

The Air Mail Supplement

As an overseas subscriber to your excellent magazine, may I say how much your free airmail supplements are appre-ciated in this part of the world, where ordinary mail takes almost a month to reach us (by which time the information contained therain has of course lost much of its appeal) contained therein has, of course, lost much of its appeal). You are to be congratulated on recognizing this fact and overcoming it in so enterprising a manner. Full marks!

WESTVILLE, DURBAN, S.A.

R. M. TOPMAN.

E. D. WOOLLEY.

Rally Navigators

THE letter from Messrs. McManus and Blockley is, if anything, an understatement. As a driver I have no hesitation in saying that, in my opinion, the navigator is becoming more important than the driver and should have at least equal credit. I am fairly confident that if any decent driver had a perfect navigator, who never made a mistake, he could win most rallies on a scooter, but unfortunately all navigators are human.

I would take this opportunity of airing another relevant matter concerning navigators. I feel most strongly that rally crews should be limited to two people. Crews of three, and sometimes four or more, have a most unfair advantage over crews of two to which most sports cars are limited, and unless this ban is imposed, we shall soon be at the stage where rallies are won only by converted buses fitted out as navigation rooms and drawing offices. Penalties are not sufficient-I have just had regs. for a rally where the organizers have the same views, but say that 10 per cent. will be added to marks lost on the road where crew is more than two. The principle is good, but with a large enough crew one shouldn't lose marks on the road, and 10 per cent. of nothing is not much of a penalty.

NORTHAMPTON.

Recent Results

LEICESTERS!'IRE C.C. WELSH RALLY 9th/10th June

Best Performance: E. D. Beaumont/L. H. Pole. Best in Opposite Class: J. Wheeler/G, D. Carrenter (M.G. TC). First Class Awards: A E. Cleshorn (Morgan); D. J. Herbert (Sunbeam); D. S. Mason (Ford Prefect). Novice Award: B, Keeler (Jowett Javelin).

SEVENOAKS & D.M.C. KENT RALLY 9th/10th June

Best Performance: J. Ground (Morris Minor). Open Car:: E. Mason (M.G. TC). Closed Cars up to 1,300 c.c.: D. S'ater (Morris Minor). Over 1,309 c.c.: P. A. Barden (2.4 Jacuar). Best Invited Club Member: J. Liddell (Morris Minor). Best S. & D.M.C. Member: D. W. Sutch (Austin A30). Team Awardt E. Mason, R. Bourne (Standard 10), W. Strudwick (Consul).

BILLERICAY M.C. RALLY

10th June

Best Performance: S. L. Greenfield/D. Greenfield (Ford Zodiac). nil marks lost: 2, W. Dixon/ R. Westlake (Rover 12), 70 marks lost; 3, O. S. Whitehead (Morris Minor), 80. Team Award: Greenfield, Whitehead, Kelsey.

ALLARD O.C. CONCOURS 12th June

Best Allard: J. S. Davies (V2 Special). Best Allard Soloon: L. Todd. Best 'Other Make'': R. Leather (Jaguar Mk, 7). Special Award: R. Marsh (Singer Sports). Consolation Prize: C. Newbury (Ford Zephyr),

> LINDSEY A.C. DRIVING TESTS . 10th June

Best Performance: P. B. W. Pumfrey (TR2). Open Cars: I, G C, Gray (M.G. TF); 2, R. S. Loucks (M G. TF). Closed Cars: I, N. S. Huntley (Standard 8); 2, N. Drury (A30).

LIVERPOOL M.C. DRIVING TESTS

Best Performance: 1, L, G, Oram (Dellow), total time 217 secs.; 2, J, A, Ashall (TR2), 218.8, Class A: L, G, Oram, Class B: J, A, Ashall, Class C: C, L, Bold (Ford Popular).

RHYL & D.M.C. MIDSUMMER RALLY

9th/10th June

Best Performance: J. Edwards, 120 marks lost. Experience⁴: 1. A. McDermid, 700; 2. J. D. Romain, 770; 3. T. J. C. Davies, 880. Novires: J. G. E. Foulkes, 1.2°0; 2. Miss V. B. P. Smith, 2.765. Bert Pre-War Car: F. Roden, 930. Team Award: J. Edwards, T. J. C. Davies, B. Foulkes.

AUTOSPORT, JUNE 22, 1956

PHYLLIS HAVARD.

WE were interested to read the letter from J. E. McManus and T. N. Blockley in your issue of 15th June, regarding the increasingly important part played by the navigator in rallies.

This is due, of course, as we all know, to the fact that organizers of rallies in this country are forced, owing to the congested and inadequate roads, to include tight navigation rather than a high average speed in the road section, in the

rather than a high average speed in the role of the interests of public safety. The B.A.R.C. South-Western Centre has for some time felt that more appreciation should be shown of the hard work put in by the navigator, and we award, accordingly, a Navigator's Challenge Trophy in our Annual Rally. PHYLLIS HAVARD.

HON. SEC., B.A.R.C. S/W CENTRE.

BOOK REVIEW

Title: Auto 1956.

Editor: Carlo Biscaretti di Ruffia.

Size: 10³/₄ ins. x 8¹/₂ ins. 145 pp. Fully illustrated.

Price: 30s.

Publishers: Alfieri Editore, Venezia, Milan, Italy. Sole U.K. agents: Motor Racing Publications, Ltd., 13 Conway Street, Fitzroy Square, London, W.1.

IT is pleasantly surprising to find a book where a rise in quality is accompanied by a drop in price. Such a book is *Auto* 1956, the international annual of automobiles, pub-lished in Italy, which, this year, is a better produced work than before, although its price has been lowered by as much as 12 shillings on the last edition. *Auto* 1956 is a most useful book of reference to have on one's shelves, giving, as it does, technical specifications and, in all but a very few cases, photographs of more than 150 cars built throughout the world. which are in production during the present year. The editorial matter, printed in both Italian and English, has no more than its quota of typographical errors, most of them in the section on the early history of the automobile industry, with which the book opens. The main content of the volume is very comprehensive, giving details of a wide variety of cars, from the tiny Continental two-strokes to the largest and most from the tiny Continental two-strokes to the largest and most opulent products of Detroit, including those of production sports cars, such as Ferrari, Maserati, and Osca. It is odd, though, that while a whole page is devoted to the "one-off" supercharged Bugatti 101, the A.C. Accca is not even mentioned and the Ace incorrectly dismissed as a sports two-seater version of the ordinary A.C. 2-litre saloon. However, the short-comings of *Auto* 1956 do not detract greatly from its value as a work of reference for between no other two covers is as a work of reference, for between no other two covers is the same amount of information available, in so permanent a form.

M.B.

PETERBOROUGH M.C. RALLY 9th/10th June

Best Performance: 1, T. Stevenson/I. Allen (Ford Prefect), 75 marks lost; 2, G. Adams/H. Lyall (Ford Thames), 95: 3, D. K. Firman/K, I, Firman (Standard 10). Novice Award: K. Hind/P/0 A. Dearden (Morris Minor).

WELSH COUNTIES C.C. HALEWOOD RALLY 27th May

Best Performance: G. Heaps (TR2), 300 marks lost. Best W.C.C.C. Member: T. Gold (TR2), 470. B.T.D.A. Placue: G. F'e ps. Closed Cars up to 1,390 e.c.: D. E. Lawrence (Stendard). Over 1,390 e.c.: J. Monk (M.G.). Oven Cars up to 1,300 e.c.: D. We'b (Dellow). Over 1,300 e.c.; Mrs. R. Beaumont (TR2). Teom Award: J. Monk, J. Yeandle, A. G. King, Navientors' Awards: Dr. J. Turner, C. Paul, J. Lock, W. D. Jones.

FORCES M.C. DRIVING TESTS

Shrivenham, 9th June Best Performance: Lt. J. D. N. Rooke (M.G .-Ford).

Closed Cars: 1. Lt-Col. P. J. M. Pellereau (Hillman Husky) 2. Lt. M. Hartnett (Standard 10), Open Cars: 1. 2/7 t. J. Thomas (Austin 7 Spl.); 2, Lt. T. M. Pulverman (Morris 8).



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(Subject to official confirmation)

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Club News

By STUART SEAGER

How's this for enthusiasm? Recently John Langrishe, Hon. Secretary of the still-young Healey Drivers' Club, received a cable from the owner of an Austin-Healey 100S in Hollywood, California, asking for a club badge to be sent to him. He particularly requested that it should be sent as soon as possible, as he had entered the car in a competition and would like to have it wearing the badge of the new club. Wishing to prove that we, too, could hustle when required, John sent off the badge immediately, by air mail. A few nights later he was sitting at home in London when the telephone rang. It was the American enthusiast calling from California just to acknowledge the prompt delivery! While greatly appreciating this kind of gesture, John regrets that he cannot guarantee to be at home at all times!

NATIONAL status has been granted this year to the Westbrook Hay Hill-Climb, which the Herts County A. & Ae.C. will be holding on 21st July, near Hemel Hempstead. The event qualifies for the Junior Hill-Climb and Sprint Championship and is over a 650yard course with a left- and a right-hand bend, neither of them severe. The present holder of the course record is Tony Marsh, who will be there again this year. Entries must be in by 11th July to Miss I. Sweet, 72 Alexandra Road, Hemel Hempstead, Herts. . . . The Cemian M.C. will run their Knowland Trophy Driving Test meeting at Heston Aerodrome, Middlesex, on 1st July. Apart from the normal run of round-the-pylon work, there is to be a regularity test thrown in. Invited clubs are the Forces M.C., Harrow, Kentish Border, Hants & Berks, London, West Essex and East Surrey M.C. Enquiries should go to F. L. A. Rourke, 26 Soho Square, London, W.1. . . On 15th July, the Southsea M.C. have a Concours d'Élégance in the Castle Field, Southsea, with classes for pre- and post-war cars, the latter being classified by price. The event is open to anyone and details are obtainable from A. E. Symonds, 6, Queen Anne's Drive, Bedhampton, Hants. . . . The 23rd Members' Meeting at Goodwood is to be run by the B.A.R.C.

Goodwood is to be run by the **B.A.R.C.** on 7th July. As usual, sports cars only, and regs. available from 55 Park Lane, London, W.1. Entries close on Monday (25th). . . . The **Sheffield & Hallamshire M.C.** are looking ahead to the 1956 Rally of the Dams, which will be held on 13th/14th October, with a 650-mile route finishing at Sheffield. . . Also in the distance is the **Hants & Berks M.C.** National Hill-Climb at Great Auclum, near Reading, which will be held on 4th August. The course is 440 yards long, with the two well-known banked corners. Regulations are available now from A. H. S. Fountain, 51 Matlock Road, Caversham, Reading, Berks. It is also a Junior Championship event. Entries



SLIGHTLY OFF-COURSE during the AUTOSPORT Trophy Race at Oulton Park on 9th June, is Barthill's 300SL Mercedes-Benz, looking very sorry for itself. The driver fared rather better than the car.

close on 21st July. . . The Wolseley Hornet Special Club are holding their 100-mile "Tour de Hants" navigation rally on 1st July; anyone interested should contact the club at 2 Longmead Road, Barton Stacey, near Winchester, Hants. Entries close on 27th June. . . . Entries also close on 27th June for the **B.A.R.C.** (N.W.) North Wales Rally on 30th June/1st July. Further gen on this 275-mile event from R. J. Keeley, 642 Prescot Road, Liverpool, 13. . . . The Sevenoaks & D.M.C. are holding a sprint Sevenoaks & D.M.C. are nolding a sprint meeting at Brands Hatch on 8th July, and have invited the A.C.O.C., Healey D.C., Club Lotus, Maidstone & Mid-Kent, M.G., Surrey Sporting and Thames Estuary A.C. Entry forms and regs. from A. T. Burgess, 103 Wickham Way: Bockenham Kent The Bir-Way, Beckenham, Kent. . . . The Bir-mingham Y.C.M.C. are holding their The Birmingham Y.C.M.C. are holding their 180-mile closed-to-club Midland Rally on 8th July. Enquiries to Miss N. Restall, 7 Norfolk Court, Hagley Road, Edgbas-ton, Birmingham, 16. . . The Veteran C.C. will be holding their Hastings Rally and Speed Trials on Saturday, 21st July. Details from Miss J. E. Nagle, 46 North Row, Oxford Street, London, W.1. . . . An evening trial (road type) for members An evening trial (road type) for members of Sunbac is to take place on 11th July. Looks interesting and details may be obtained from 106 Jockey Road, Sutton Coldfield. . . . Another event for the V.C.C. is a Veteran rally which they are running in co-operation with the Burnham-on-Sea M.C. on 15th July. Entry is open to members of either club, driving vehicles dated up to 1916, and closes on 9th July. Secretary of the Meeting is Mrs. J. Buncombe, 2 Grove Road, Burnham-on-Sea. . . . Concours enthusiasts will be interested in one to be run by the Southsea M.C. on 15th July. Anyone may enter and further details are obtainable from the Southsea Concours Committee, 6 Queen Anne's Drive, Bedhampton, Hants. Entries close on On 28th July the S.E. Centre 9th. . . of the M.G.C.C. will be meeting at the King's Head, Shepperton, Middlesex, and at the King's Head, Romford, Essex.

MIDSUMMER IN WALES

JOHN ELLIE EDWARDS, a "novice" rally driver, won the Premier Award in the Rhyl and District Motor Club's Fourth Midsummer Rally, staged this week-end over a route of 250 miles. With his navigator, Freddie Harrison, Mr. Edwards, in a Ford Zephyr, only lost 120 marks and won the Blomfield Challenge Trophy for the best performance. Competing against experts, he was 580 marks ahead of his nearest rival who lost 700 marks.

Thought to be the toughest rally ever staged by the Club, not one of the 14 competitors completed the course without loss of marks, and these varied from 120 to 5,240 marks lost per car. There were five retirements. Divided into two sections with time controls, secret and time checks, drivers left at two minute intervals from the Central Garage, Rhyl, at 10-2 p.m. on Saturday, for the most gruelling run in the club's history, and after a route over some of the worst roads in North Wales, finally checked in at Prestatyn on Sunday after some eight hours of hard driving.

The route proved to be a navigator's nightmare, for in addition to mapping and keeping on route, they had, during the night, to open and shut 40 gates, and at one stage had to navigate over a river ford and through mist which hugged the valleys and moors.

On one tricky navigational section, a private car parked in the centre of a moorland road, locked and without lights, had to be moved to one side by two competitors before they could proceed on their journey.

NORMAN STEWART.

Results Best Performance: J. E. Edwards/F. Harrison (Ford Zephyr), 120 marks lost. Experts: 1 McDermid/W. H. Blunt (VW), 700; 2 J. D. Romain/T. Williams (Wolseley), 770; 3 J. Davies/J. Matthews (Triumph), 880. Noviews B. E. Foulkes/D. G. Wright (Morris Minor, 1200) Sinclair (Austin), 930.

More Club News on page that

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SEVEN DALES RALLY

As the first invitation event organized by the De Lacy Motor Club of Pontefract, their "Seven Dales Rally", held on Sunday, 27th May, turned out very well, attracting a total of 63 entries. The club had found their annual spring rallies to be very popular and had so been encouraged to apply for a restricted permit for this year's event, which had a 218-mile route.

For the benefit of those southerners who did not know there were so many dales, or those navigators who were too busy with their maps to look at the scenery, the seven dales were Wharfe-dale, Washburndale, Nidderdale, Wens-leydale, Swaledale, Arkengarthdale and Airedale.

PETER CRAVEN.

Results

Results Best Performance (Seven Dales Perpetual Chal-lenge Trophy): K. C. Walker (Triumph TR2), 2 points lost. Novice's Cup: E, J. S. Evans (Ford Anglia), 3. Best D.L.M.C. member: J. D. Sutcliffe (Ford Zenhyr), 5. First Clars Awards: B. R. Waddilove (M.G. TF), 2; T. B. Lynam (Ford Zodiac), 7; R. Frolich (Porsche), 9; T. P. Hubbard (Ford Zephyr), 10; N. Robinson (Austin-Healey), 11; A. L. Marshall (Fiat 600), 11; E. Harris (Humber Snine), 14. Team Award: Lancashire A.C., H. Whalley (Triumph TR2), G. Hebden (Javelin), J. H. Wright (Ford Esquire), 54 points lost.

SUNBAC HONEYBOURNE DRIVING TESTS 10th June

Best Performance: S. Cracknell (1,172 h.p. Spl.), 192.0 secs.

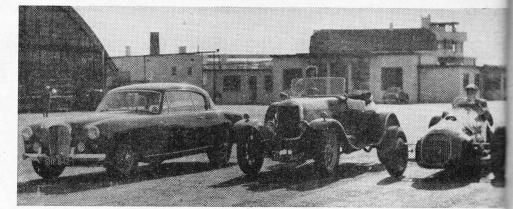
Class Awards: Production Sports Cars, 1, P. Pollitt (1 991 Triumph), 217 secs.; 2 D. O'M. Taylor (1.991 Triumph), 230; Grand Touring Cars, 1, J. Rollason (803 Austin), 209; Production Touring Cars, 1, B. Williams (948 Standard), 228; 2, W. Machin (803 Morris), 240.

Ladies' Award: Miss P. White (1,991 Triumph), 259.

Novice's Award: R. Winwood (1,172 Cannon IX), 245.

HAGLEY & D.L.C.C WELSH 12 HOURS RALLY 2nd-3rd June

Best Performance: J. Casewell/A. T. Amos (Austin A90), 8 marks lost, Best Saloon: J. J. Bott/J. R. Thom's (Riley 24-litre), 27. Best Sports Car: W. H. Morg'n/J. P. Taylor (TR2), 36. Ladies' Award: Miss D. Hubner (TR2), 119. Novice Award: M. B. Cresswell (TR2), 248. Team Award: Hereford M.C., J. J. Bott, W. H. Morg'n, W. G. E. Mackintosh. First Class Award: H.



NEWEST, OLDEST and FASTEST Alvis cars at a recent Alvis O.C. Concours were this trio: the latest Graber-bodied 3-litre, a 1920 10/30 and a blown 4.3-litre special of apparent H.W.M. origin.

Foster (Ford 10). Second Class Awards: J. F. Livingston (Standard 8); W. G. E. Mackintosh (VW); M. J. Eaves (Dellow).

AIREDALE & PENNINE M.C.C. RIBBLE RALLY

Best Performance: D. H. Winstanley (Standard 10), 9 marks lost; 2, A. Birkett (TR2), 18; 3 (tie), D. Mitchell (M.G. TB) and J. B. Smith (Morris Minor), 29. Tean Award: J. F. Watson, D. Mitchell and

W. G. Galling.

ROLLS-ROYCE M.C.

ROLLS-ROYCE M.C. The 5th Annual Dorey Trophy 1, A. N. Holland/P. G. Jones (Ford Anglia), 11 marks lost; 2, L, J. Isaac/C. Tideswell (Riley), 13: 3, J. E. Fox/W. G. Sexton (Austin A30). Class Awards: D. G. C. Jackson/P. K. Hickman (Austin A30), 65; V. J. Masefield/ J. G. E. Jones (Standard 8), 69; P. K. Brock/ R. E. T. Hock (Morris Oxford), 96; P. T. G. Hutton-Wilson/F. R. Berry (Sunbeam-Talbot), 45. Team Award; A. N. Holland/P. G. Jones (Ford Anglia), J. E. Fox/W. G. Sexton (Austin A30), D. Wood/A. Jobson (Standard 10).

SCARBOROUGH RALLY

SURELY no more varied a set of motor cars has ever been included in a Mark VI and a Mercedes-Benz 300SL, but those, with a Jaguar and a Morgan thrown in for good measure, featured in the results of the "Scarborough Rally", organized on the week-end of 9th/10th organized on the week-end of 9th/10th

Coming Attractions

- June 23rd. B.A.R.C. National Race Meeting, Aintree.
 - Midlands M.E.C. Race Meeting, Silverstone. near Towcester, Silverstone, near Towce Northants. Start, 12 noon.
 - Vintage S.C.C. Race Meeting, Oulton Park, near Tarporley, Cheshire. Start, 12.30 p.m.
 - Bristol M.C. & L.C.C. "Petit Prix" Meeting, Castle Combe, near Chippenham, Wilts. Start, 2 p.m.
 - Plymouth M.C. National Rally. Driving Tests, Plymouth Hoe, 2 p.m.
 - Brighton & Hove M.C. Rally. Driving Tests, Brighton Sea Driving Tests, Front, 2.30 p.m.
- June 23rd-24th. Veteran C.C. Rally. Assemble, Chapel Field Gardens, Norwich, 4 p.m., 23rd. Driving Tests, Southwold, from 10.30 a.m., 24th.
- June 24th. Supercortemaggiore Grand Prix (S), Monza, Italy.

Lancia M.C. "Inter-one-make-clubs"

Driving Test Meeting, Heston Aerodrome, Middlesex. Start, 10.30 a.m.

- B.A.R.C. (S.W. Centre) Hill-climb, Brunton, near Collingbourne Ducis, Wilts. Start, 2.20 p.m.
- A.C.O.C. Concours and Gymkhana, Burghfield, near Reading, Berks. Start, 2.15 p.m.
- June 30th. M.C.C. Race Meeting, Silverstone, near Towcester, Silverstone, near Towce. Northants. Start, 10.30 a.m.

Chester M.C. Sprint Meeting, Summers Drive, Queensferry. Start, 2 p.m.

- June 30th-July 1st. Rheims 12 Hours Races (S) and French G.P. (F1), Rheims, France.
- July 1st. Winfield Joint Committee Race Meeting, Charterhall, Ber-wickshire. Start, 2.45 p.m.
 - Hagley & D.L.C.C. / Sunbac Driving Test Meeting, Honeybourne Aerodrome, near Welford-on-Avon. Start, 11.30 a.m.

June by the Yorkshire Centre of the B.A.R.Ć.

This year the event was run once more as a driving test rally, but both on the Saturday and the Sunday—the sporting trial usually held on the Sunday being eliminated. The week-end's proceedings started at noon on Saturday when nearly 70 drivers left the two starting points at Poole-in-Wharfedale, near Leeds, and Scarborough. They followed a simple route card to a converging point at Kil-burn in North Yorkshire where the first test was held. Between here and Scar-borough there were a further six tests joined again by a route carded road section. Although the average speeds varied between eight m.p.h. and 30 m.p.h. with generous allowances, some people lost marks on time, spoiling otherwise good performances.

Among the class winners in this part of the rally, it was learned later, were Denis Butterwick, driving a Simca after inverting his Y.B.M.G. a fortnight ago, Arnold Burton in his big Bentley, and Arthur Slater, who controlled the power of his 300SL better than he was able to on the Sunday, when he did not do nearly as well.

During the Saturday, a dance was held at the St. Nicholas Hotel, which competitors and drivers enjoyed and resulted in many being thankful that the Sunday start was not until noon.

This was from Seamer, near Scarborough and on the 60 miles road section there were 10 tests. The two parts were entirely separate with separate awards for each day's tests, but only those competitors who took part in both sec-tions were eligible for the main awards. Actually the majority of the entry took part in both. PETER CRAVEN.

Provisional Results

Provisional Results General Classification, Best Performance: 1, D. A. Walker (Morgan Plus Four), figure of merit, 97.36; A. Newsham (Ford Annelia), 97.09; 3, A. J. Burton (Bentley), 95.69. Novice Award: R. M. Burton (Jaguar XK 140), 88.47. Team Award: The Lancastriens (A. Newsham, F. M. Marsh (Standard 8), J. W. Waddington (Triumph TR3)). Tas Results (Standray). Class 1 (touring cars. short wheelbase): E. L. Yardley (Standard 8); Class 2 (short medium wheelbase): P. R. Bolton (Ford Anglia); Class 3 (medium wheelbase): D. Butterwick (Simea Aronde); Class 4 (long wheelbase): A. J. Burton (Bentley); Class 5 (sports cars, short and long wheelbase): D. A. Walker (Morgan); Class 6 (sports cars, medium wheelbase): A. Slater (Mercedes-Benz 2008L). Class Results (Sunday). Classes as for Saturday). Class IS, H. Newton (Austin A30); Class 2: A. Newsham; Class 3: R. W. Bates (M.G. Magnetter Class 6: J. M. Rafferty (M.G.A). More Recent Results on page 656

More Recent Results on page 656



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A LEXANDER LAYSTALL "Hi-Power" Con-A LEARNER LATSTALL "HEPORE" Con-cersions for A30, A40, A50, A90 (Six), Amazingly improved performance and economy, Send for data and road tests,—Alexander Engineer-ing Co., Ltd., Haddenham, Bucks, Tel. 345.

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(Continued overleaf)



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Classified Advertisements-continued

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1956 MK. VII Borg-Warner fully automatic transmission saloon, black, red leather. f1,725.—Below.
1955 MK. VII Type M saloon, overdrive, birch grey, grey leather. f1,345.—Below.
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A LL GOOD LANCIAS may be disposed of for cash at H. & W. Engineering. All classes Lancia spares available.—22-24, Queen's Gate Place Mews, S.W.7. WEStern 7369.

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M.G.

M.G. SPECIAL PB Supercharged engine. Just completed, every-thing new. Stiletto fibreglass body, cellulosed black. Height to scuttle, 32 ins. Engine rebored, etc., by Brooklands. Boost 7 lbs, (can be in-creased). C.R. is 8,2 to 1. Strengthened and shortened chassis, improved steering and suspension, new wheels and tyres (16 ins. rear, 15 ins. front). Mileage so far is 55. Not yet run in or fully tuned, but following figures recorded: 0-40 in 5 sccs., 0-60 in 10, 0-70 in 17. Taxed year. Private reason for sale will be communicated to genuine enquirers. Private F275. Fuller details from: G. REID, Church Cottage, Fleet, nr. Weymouth.

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 1056 (APRIL) M.G.A. Black red, wire wheels.

Telephone: 951. **1956** (APRIL) M.G.A. Black/red, wire wheels, column, special sliding windows, 3,500 miles care-fully. Unmarked. 2535.—Flexther, 47 Queens Gate Mews, S.W.7. WES 1084, evenings. **1955** M.G. Magnette saloon, black, red leather, 8,000 miles only, chauffeur kept, immacu-late. £865.—Alexander Engineering Co., Ltd., The M.G. Experts, Haddenham, Bucks, Tel.; Hadden-ham (Bucks) 345-6. **10750** M.G. TD. Excellently maintained, £475.—

1953 R.G. TD. Excellently maintained, £475.— Rudds of Worthing, Central Station, 41 High Street, Worthing 7773'4.

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M.G. TC 2-str., B.R.G./beige Ithr. 1957. f445
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M.G.A to J2, 30 in stock. All models, All price	es.
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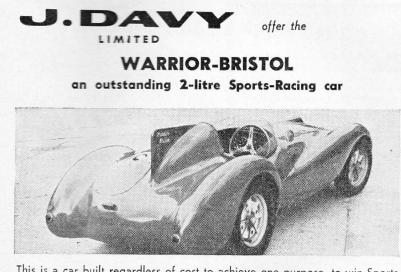
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(Continued overleaf)

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Classified Advertisements-continued

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VIC 1934.
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Kent.

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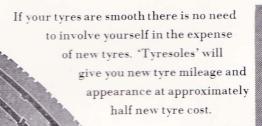


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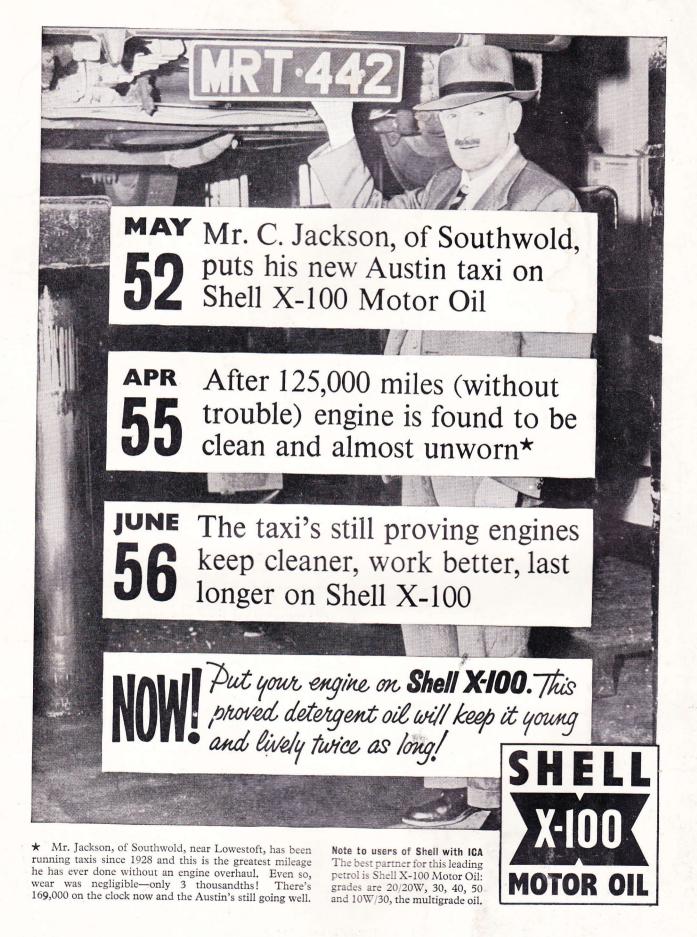




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