

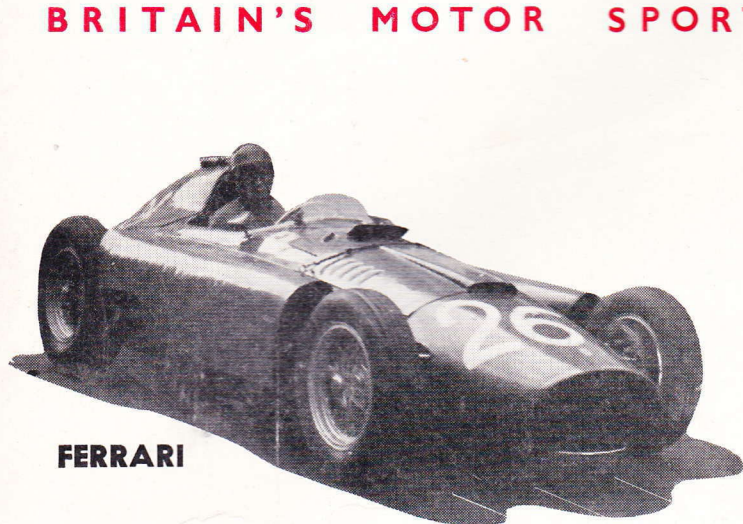
AUTOSPORT

JULY 13, 1956

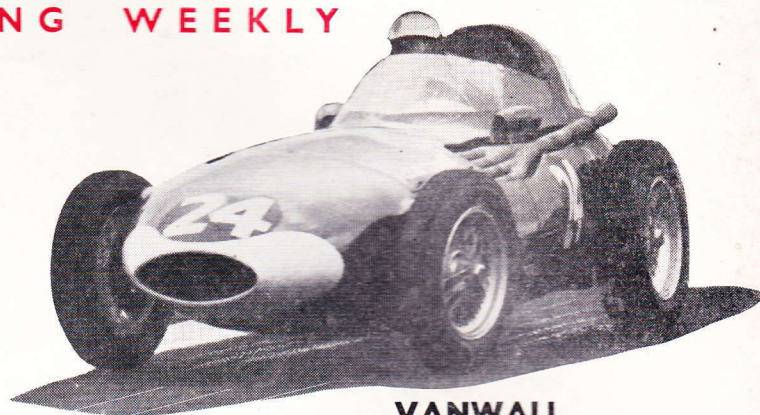
1/6

EVERY FRIDAY
Vol. 13 No. 2

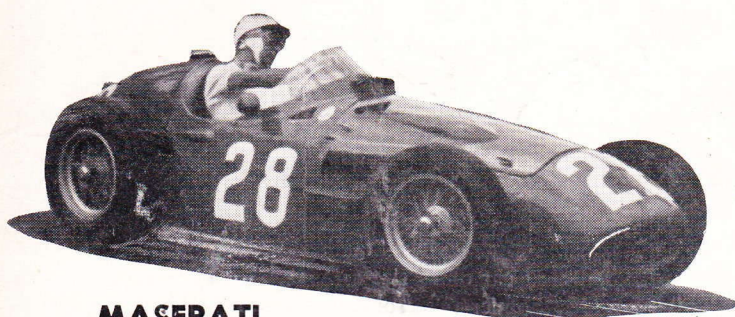
BRITAIN'S MOTOR SPORTING WEEKLY



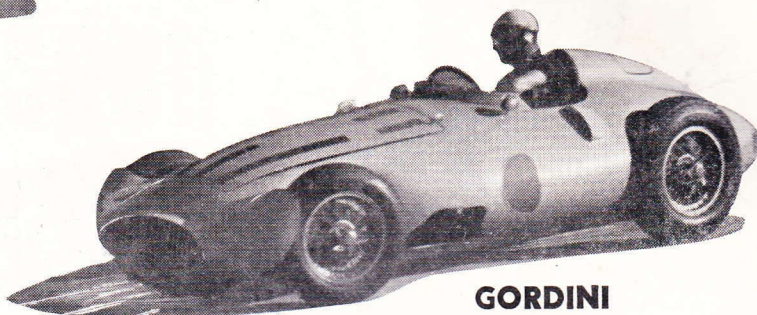
FERRARI



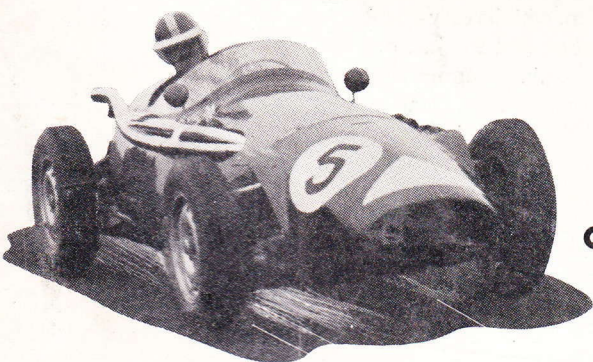
VANWALL



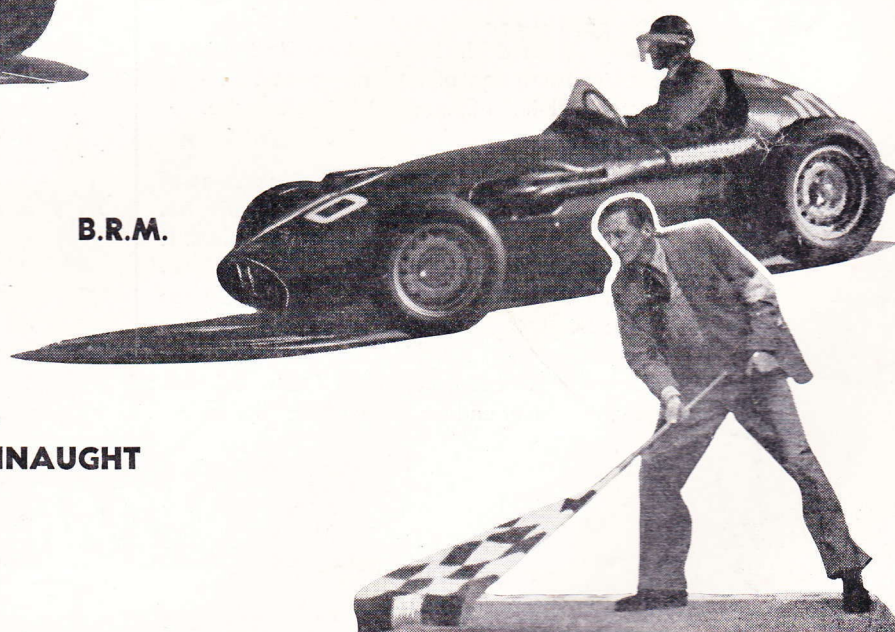
MASERATI



GORDINI

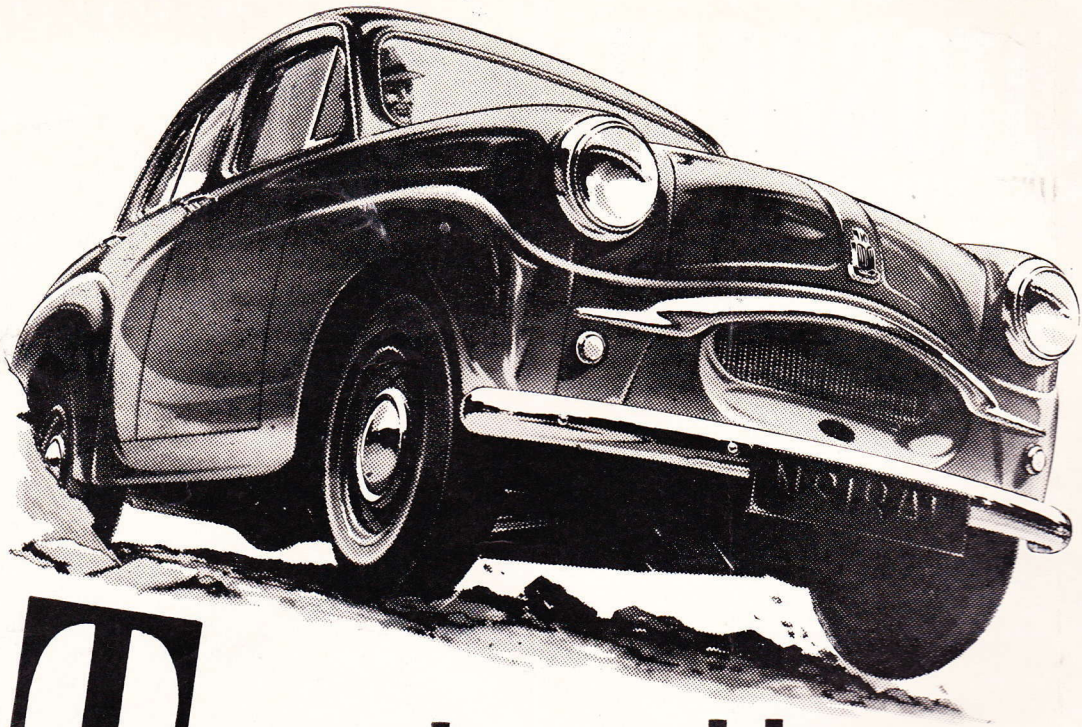


CONNAUGHT



B.R.M.

THE BRITISH GRAND PRIX AT SILVERSTONE



V's unbeatable- for

★ **ECONOMY** The Standard Family Ten has a petrol consumption of 50.5 m.p.g. at 30 m.p.h. average and 46.5 m.p.g. at 40 m.p.h. average.

★ **RELIABILITY** The list of successes of the Standard Ten in major international rallies has seldom been equalled by other cars of its class. It was 1st in the R.A.C. Round-England Rally of 1955, 1st and 2nd in the 1955 Australian Golden Jubilee Small Car Trial and 1st in Class One in the 1956 Round-England Rally—plus 50 other successes. What better evidence of the toughness, safety, durability and efficiency of this fine car?

★ **ROOMINESS** The Standard Family Ten is the roomiest car of its size and class to-day—in fact, it is roomier than some very much larger cars. Prove it for yourself at your local stockist's showrooms to-day.

★ **PERFORMANCE** The Standard Family Ten, with its easy-change, four-speed, close ratio gearbox and 948 c.c. overhead valve engine giving 70 m.p.h. maximum speed and superb acceleration, is unbeatable. Road-holding, especially on greasy roads in rain, makes for foolproof driving. Designed specifically for safety, manoeuvrability and ease of parking.

STANDARD Family Ten

You will be surprised how little it will cost you if you

SEE YOUR LOCAL STANDARD STOCKIST

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 13 No. 2

July 13, 1956

Managing Editor GREGOR GRANT

Associate Editor

C. POSTHUMUS

Assistant Editors

STUART SEAGER, MAXWELL BOYD

Road Tests and Technical

JOHN V. BOLSTER

Art Editor

THEO PAGE

Northern Editor FRANCIS N. PENN

CORRESPONDENTS

Northern Ireland

W. A. McMASTER

Eire

JACK O'DONOGHUE

Continental

GERARD CROMBAC

MAURICE GATSONIDES

Western Germany

ALAN BRUCE

Portugal

GUY PHEYSEY

Scandinavia

HANS FRIES

U.S.A.

RUTH SANDS BENTLEY

South America

Dr. VICENTE ALVAREZ

Canada

RODERICK THURGOOD

PHOTOGRAPHIC SECTION

Chief Photographer

GEORGE PHILLIPS

Scotland

W. K. HENDERSON

Continental

MAURICE LOUIS ROSENTHAL

RODOLFO MAILANDER

U.S.A.

OZZIE LYONS

CONTENTS

	Page
Pit and Paddock	35
Sports News	36
Close Racing at Mallory Park	38
That Bill Again! by John Bolster	41
Almost a British "Double" at Rouen	42
Marsh the Maestro	46
British Challenge at Silverstone	48
23rd Members' Goodwood	50
Uliczny Wycig Samochodowy—Racing in Poland, by Alan Dakers	51
M.C.C. Silverstone Meeting	52
Giant Killers at Thompson, by Ruth Sands Bentley	54
Getting Weaving at Burton's	55
Correspondence	56
Club News	58

Published every Friday by AUTOSPORT

159 Praed Street, London, W.2

Editorial and General Office

PADdington 7673

Advertisement Department

PADdington 7671-2

General Manager PETER BAYLEY

Advertisement Manager NORMAN H. BIGSBY

Annual Subscription £4 9s. 0d.

(U.S.A. and Canada \$13.00)

Direct from the Publishers or all Newsagents

Reprinting in whole or part, of any matter appearing in AUTOSPORT is forbidden, except by permission of the publishers. Unsolicited MSS., drawings, photographs, etc., should be addressed to the Editor. Unsuitable contributions will be returned if accompanied by a stamped addressed envelope, but the publishers accept no responsibility for their safe return. Payment for contributions will be made the month following publication, unless by special arrangement.

EDITORIAL

VICTORY FOR COMMONSENSE

IT is with great pleasure that AUTOSPORT announces the decision of the Government to modify the proposed Clause 6 of the Finance Bill, in such a way, that no purchase tax will be claimed for genuine home-built motor cars. The tax will now apply only to vans converted to private vehicles, and similar formerly exempt-from-P.T. machines. Since John Bolster's original open letter to Sir Robert Boothby, and our readers' wonderful response to the "write to your M.P." request, negotiations had been going on to try to persuade the Government to alter its decision, before the Bill arrived at the final report stage. AUTOSPORT headed a delegation to the Board of H.M. Customs and Revenue, which had most courteous and considerate treatment from Mr. Roberts and his personal advisers. As a result of this meeting, Mr. Roberts was able to give certain information to the Financial Secretary to the Treasury, on whose advice the Chancellor of the Exchequer acted immediately. The meeting was held on the 4th July, and the decision was announced to members of the delegation on the 6th July. Commonsense had prevailed, and the Government had acknowledged that the imposition of a tax on ingenuity is not in keeping with the ideals of a true democracy.

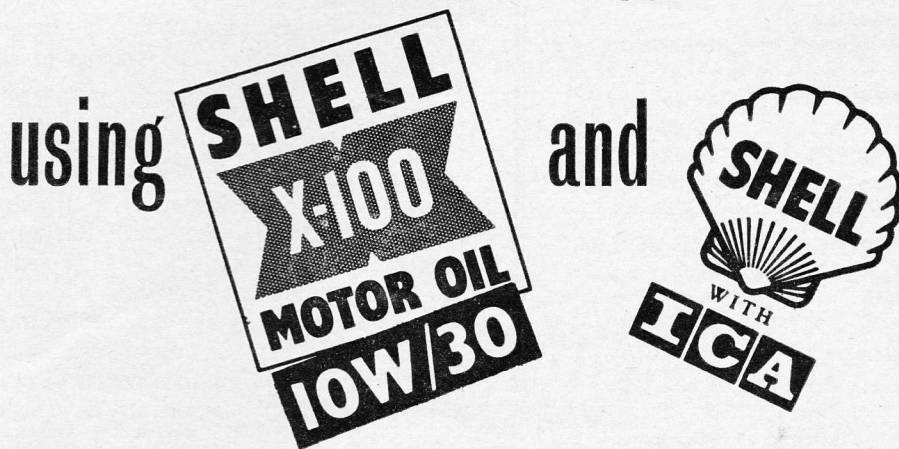
GREAT BRITAIN'S PREMIER MOTOR RACE

ON Saturday will be held the 11th R.A.C. International Grand Prix, organized by the B.R.D.C. and the *Daily Express* at Silverstone. In the eight races held since the war, and the two earlier events at Brooklands, a British-built car has yet to score victory. This year the green-painted machines have possibly their finest opportunity to alter this rather unhappy state of affairs, and the British motor racing public will look to Vanwall, Connaught and B.R.M. to dispute the issue with the red cars of Italy and the blue of France. Ferrari's leading trio, Fangio, Collins and Castellotti, are all potential winners; the V8 Lancia-engined machine has proved to be the fastest and most reliable of the 1956 G.P. cars, with victories at Buenos Aires, Spa-Francorchamps and Rheims to its credit, against Maserati's solitary success at Monaco. The last-named, with Stirling Moss and Jean Behra in the team, is Ferrari's chief challenger, although the men of Maranello cannot overlook the threat of Vanwall after Harry Schell's stirring effort at Rheims. B.R.M., as always, remain the big puzzle, but it remains to be seen whether or not Bourne have solved the problem of obtaining reliability consistent with the speed of which the car is undoubtedly capable. Connaught also have problems to overcome, and Gordini's eight-cylinder cars have stamina, without the power of most of their rivals. On paper, it looks very much as if Scuderia Ferrari will make the running as they did at Rheims, but their great speed may be balanced out by the excellence of Maserati on tricky circuits backed by the skill of Moss and Behra, with Tony Vandervell's cars playing a leading role in the attempt to displace the red machines. Still and all, anything can happen in a Grand Prix—especially at Silverstone!

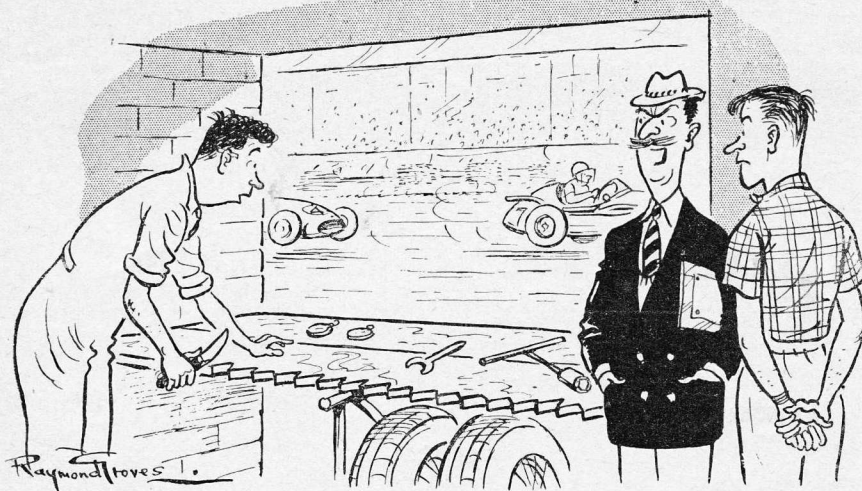
Congratulations
to
Mr. Siegle - Morris
FORD ZODIAC Mk II
and
Borg - Warner Ltd.

for an outstanding demonstration of speed with economy

Elstree to Durham via Southampton, Launceston,
Wisbech, Loughborough, Monmouth, Penrith and
Hexham—a distance of over 1100 miles at an
average speed of 35.9 m.p.h. and an average petrol
consumption of 31.03 m.p.g.



This test was officially observed by the R.A.C.
and took place between 7 p.m. on the 26th June and 3 a.m. on the 28th June



"Well, I think it's a damned crazy way to keep a lap chart."

PIT & PADDOCK

STIRLING MOSS lapped Silverstone last Tuesday, during unofficial practice with a Maserati, in 1 min. 40.4 secs. (105 m.p.h.).

COLIN CHAPMAN and **Mackay Fraser** will share a Lotus "1500" at Le Mans. The "1100" will be driven by **Cliff Allison** and **Peter Jopp**.

BOTH Shelsley and Prescott International hill-climbs will count towards bonus marks in the **AUTOSPORT Series-Production Sports Car Championship**. There may be two races at Brands Hatch on August Bank Holiday—up to 1,500 c.c. and over 1,500 c.c.

THE "Gold Cup" race at Oulton Park on 22nd September, organized by the Mid-Cheshire M.C. and the *Daily Herald*, is regarded as the Grand Prix of 1,500 c.c. sports-racing cars. First prize will be £1,000. Preceding this is, of course, the **AUTOSPORT Three Hours Race for Series-Production Sports Cars**.

AMEDÉE GORDINI is planning an all-independently-sprung F2 car for 1956, using the new four-cylinder, twin-o.h.c. engine. Eastern Germany's **AWE** is being re-designed as a single-seater, and may be equipped with fuel-injection and a five-speed gearbox. D.B. are said to be thinking in terms of a crosswise-placed Coventry-Climax engine for a new front-drive machine.

COLOMBO may re-design the Type 251 Bugatti for 1956 Grand Prix racing. Present car is too heavy and road-holding is far from satisfactory.

ALFA ROMEO will shortly announce a new 1½-litre car, based on the Giulietta Sprint Veloce. The engine has also been developed with F2 racing in mind. Abarth have also a "1,500" on the stocks—a dual-purpose machine!

IT is expected that the French Grand Prix next year will be run over the new, extended Rouen-les-Essarts circuit. The race was last held there in 1952, when it was won by **Ascari** (Ferrari).

ROBERTO SGORBATI, Mille Miglia class winner with an Alfa Romeo Giulietta and a former Osca driver, has contracted to drive Maseratis for the rest of this season.



HAPPY PICTURE featuring rally driver **Sheila Van Damm** and two **Barnardo** children. *Sheila opened the fête at Montgomery House, Long Melford, Suffolk, on National Barnardo Day.*

THE Circuit of Chieti meeting, due to have been held on 26th August, has been cancelled.

MOOTED for 20th November is a new event, the Tour of Corsica, starting from Bastia and finishing at Ajaccio, a distance of just over 1,000 kms. There would be classes for 750 c.c., 1,000 c.c., 1,600 c.c. and 2,600 c.c. cars.

CARROLL SHELBY is doing well in American racing this season. His victory at Fort Worth in a Ferrari last month marked his eighth victory in nine meetings. He now leads the S.C.C.A. National Championship.

THE Emu Wine Company are presenting a cup, which will be filled with appropriate liquor, for the fastest Aston Martin at the A.M.O.C.'s St. John Horsfall Trophy meeting at Silverstone on 21st July.

TOUR DE FRANCE? *Stirling Moss and Peter Collins chose a quieter form of locomotion when in Rouen last week. The circuit featured in the Tour de France cycle race on the morning of the sports car Grand Prix.*

A FAMOUS 1½-litre E.R.A., the ex-Dick Seaman, ex-Billy Cotton 1935 car, is nowadays being raced by 23-year-old, one-armed enthusiast **David R. Good**, of Holyport, Berks. He gained a second with it in the recent Gosport sprints, and a third at Prescott.

JOHN BENTLEY, recently out of hospital, is coming to Europe, and hopes to drive a Cooper at Le Mans with **Ed Hagus**.

CABIN SCOOTERS, LTD., 17 Great Cumberland Place, London, W.1, have been appointed sole U.K. concessionaires for the Messerschmitt Cabin Scooter.

WORK is to be started next month at Fawley, Southampton, on a synthetic rubber plant, costing £5,000,000, which, in about two years, will be producing 50,000 tons of synthetic rubber a year. Behind the project are Dunlop, Good-year, Firestone and Michelin.

"Autosport" Series-Production Sports Car Championship

Provisional Placings

(Events held: Goodwood (B.A.R.C.), Oulton Park (North Staffs M.C.), Shelsley Walsh (M.A.C.), Aintree (B.A.R.C.), Mallory Park (B.R.S.C.C.))

Up to 1,200 c.c.

1. **Graham Hill** (Lotus XI Club) 18*
2. **J. Lawry** (Lotus VI) 17
3. **E. J. B. Mitchell** (Ford Anglia) 5*
4. **J. D. Hollingsworth** (Lotus VI) 4
- J. Baekert** (Lotus VI) 4

1,201-1,500 c.c.

1. **A. T. Foster** (M.G.) 26*
2. **D. J. Calvert** (H.R.G.) 24*
3. **F. S. Wilder** (Porsche) 11
4. **R. W. Fitzwilliam/R. Carnegie** (M.G.) .. 10
5. **W. P. U. Constable** (M.G.) 3
6. **P. Simpson/A. Asquith** (M.G.) 1

1,501-2,500 c.c.

1. **K. N. Rudd** (A.C. Ace) 32*
2. **S. A. Hurrell** (Triumph TR2) 15*
3. **R. A. Hudson** (A.C. Ace) 12
4. **R. N. Robinson** (A.C. Ace) 6
- R. J. W. Utley** (Frazer-Nash) 6
- J. K. McKechnie** (Morgan) 6
7. **D. F. Sidnell** (Swallow Doretto) 3
8. **M. D. Mainwaring-Evans** (A.C. Ace) 2
9. **R. P. Standbridge** (A.C. Ace) 1

Over 2,500 c.c.

1. **J. F. Dalton** (Austin-Healey) 36*
2. **R. C. Green** (Austin-Healey) 16
3. **P. M. Salmon** (Jaguar XK 120) 12
4. **A. G. M. Kellett** (Austin-Healey) 7
- D. S. Shale** (Austin-Healey) 7*
6. **Earl of Northesk** (Jaguar XK 120) 4

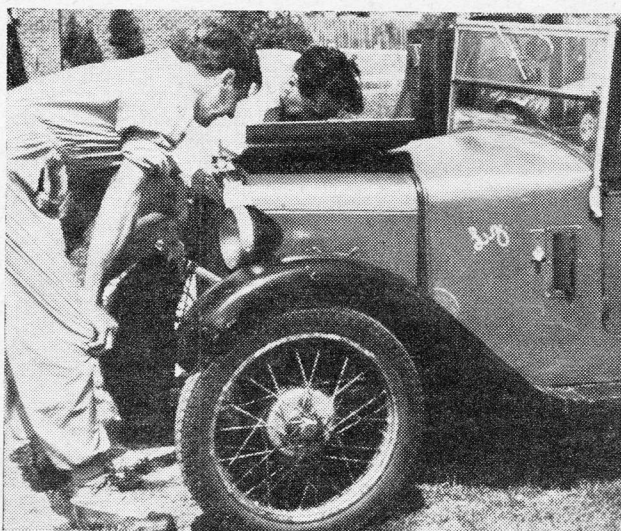
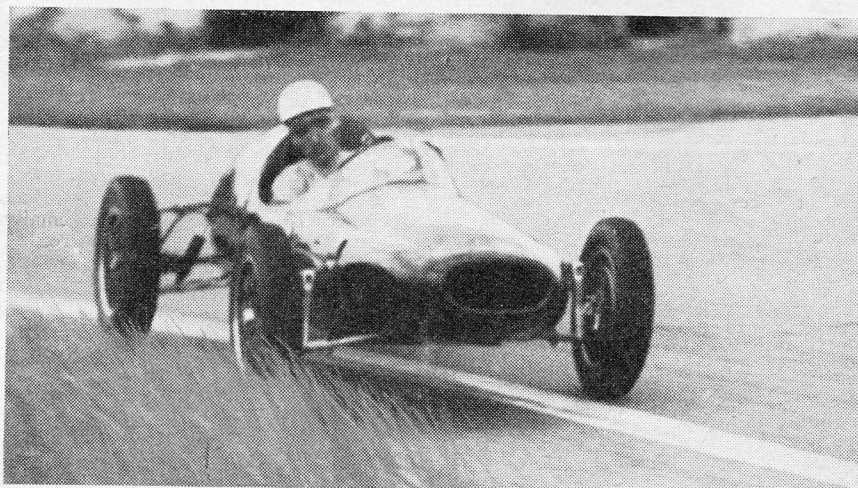
*Includes points for fastest laps.



SPORTS NEWS

SPEEDS AT RHEIMS

THE speed quoted for Vanwall at Rheims in last week's issue (168 m.p.h.) was taken over the last kilometre up to the braking point (300 metres) at Thillois. Naturally cars are travelling at nothing like the speed which they were doing on the slightly downhill stretch, having already reached the cut-off point before applying the brakes. In any case, timing was completely unofficial. It now transpires that more accurate timing was done on the fastest part of the circuit, some figures being quoted in the French press. It can now



PRE-VIEW of the new Formula 2 Cooper-Climax, due to make its debut at Silverstone tomorrow: Roy Salvadori testing the car at Goodwood.

BUT WHAT GOES ON? (Left) It's John Cooper and Roy Salvadori, "filching" a coil from a 1929 Austin 7, when they needed one in a hurry for their F2 car!

be accepted that Ferrari and Vanwall exceeded three miles a minute; in actual fact, during his record-breaking last lap, Fangio was timed to do a flying kilometre at 293 k.p.h. (182 m.p.h.). This may, or may not, be the highest speed ever recorded during a road race with an unsupercharged car, but, as it has not been confirmed by the organizing club, it can only remain as hearsay. It is to be hoped that the A.C. of Milano can arrange for some accurate maximum speed timing at the forthcoming Italian G.P. at Monza, particularly where cars swoop down from the artificial banking to rejoin the road circuit. It is highly probable that speeds of up to 200 m.p.h. will be recorded.

AN ADRIATIC GRAND PRIX

STAGED quietly, without any advance publicity, last month, was the Grand Prix of the Adriatic at Abbazia, in Jugoslavia. It was a shortish race for sports cars, and drew an entry which included examples of Ferrari, Maserati, Porsche, Mercedes-Benz 300SL and a single Aston Martin of unspecified type. It also drew a colossal crowd, estimated at 130,000, suggesting that motor racing is popular in Communist countries as well as in democracies.

The winner was Franco Cortese of Italy, driving one of the very fast new 2-litre "Testa Rossa" Ferraris. He averaged 125.25 k.p.h., and completed the course in 34 mins. 2.3 secs. Second

was a Porsche handled by Vagel, who managed to beat Zeller's large 300SL Mercedes. Pozzato's Maserati and another Ferrari driven by "Madero". The Aston Martin lay third initially, then became embroiled in a ferocious duel with the two Porsches. Cortese moved up rapidly from fourth place, and had taken the lead when the Aston Martin crashed, being too damaged to continue. Zeller avenged his defeat in the G.P. by winning the up to 1,300 c.c. sports car event in his Alfa Romeo Giulietta, beating the Porsches of Guenther and Maleric.

Organization of the race and general circuit conditions seem to have made a favourable impression on the visitors, albeit the roads were rather narrow, and it is hoped that a major Grand Prix can be staged at Abbazia next year, with the various works teams of sports-racing cars represented.

THE OULTON PARK "THREE HOURS"

"Autosport" Series-Production Sports Car Event at "Daily Herald" Gold Cup Meeting on 22nd September

THE fact that there will be no Tourist Trophy or Goodwood Nine Hours races this year, meant that no fairly long-distance event for sports cars would be held in Great Britain. In organizing a three-hours race for series-production sports cars in the AUTOSPORT Championship, the Mid-Cheshire M.C. is staging an

event which is a contest in the true Tourist Trophy idea. The cars eligible are strictly production vehicles, with a limited number of modifications covered by the AUTOSPORT Championship regulations. This race will be held in close collaboration with the *Daily Herald*, who are sponsoring the Gold Cup Race for sports and sports-racing cars up to 1,500 c.c. on the same day.

Briefly, the race will be of three hours duration, starting at 11 a.m. One driver may do the entire distance, but co-drivers are permitted. All co-drivers must practise. Only driver, co-driver and one mechanic may work on cars in the pits during the race. Regulations will be issued shortly by the Mid-Cheshire M.C. Secretary of the meeting is Dr. A. W. Lilley, Hunter's Moon, Dunham House, Charcoal Road, Bowdon, Altrincham, Cheshire.

This event will be the final of the Championship, the general classification being on a credit lap handicap system. Classes will be regarded as being on a scratch basis, with the total points gained added to those obtained in previous qualifying events to determine the placings. The proposed 100-mile race on 29th September will not affect the AUTOSPORT Championship positions. For the three hours race, a modified form of point-scoring will be adopted.

500s AT CADWELL, 6th AUGUST

ON Bank Holiday Monday, 6th August, the B.R.S.C.C., in conjunction with the Louth and Dist. C.C., will stage a Formula 3 race meeting on the 1.25-mile Cadwell Park circuit in Lincolnshire. The programme will comprise the Cadwell Championship Trophy race, contested in two six-lap Heats and an eight-lap Final, and an eight-lap Handicap. This will be the last 1956 car meeting at this picturesque and popular "natural" road circuit.

VANWALL TROPHY MEETING

OLIVER SEAR announces that organization is well in hand for the Vanwall Trophy meeting at Snetterton on 22nd July. Amongst entries received for the F1 race are Gould, Salvadori and Halford (Maseratis), and a Vanwall will probably be there. Stanley Sears is offering a trophy for the Vintage Car race. John Cooper's F2 machine will also be amongst those present, as will Reg Parnell in Sopwith's Cooper. Entries closed on 10th July.

AN HISTORIC PARADE

SILVERSTONE will present a unique and nostalgic sight on Saturday, 21st July, when the Aston Martin O.C.'s seventh St. John Horsfall Memorial Trophy meeting takes place. In celebration of the Club's 21st Anniversary a special parade is to be staged of Aston Martins of all ages, ranging from historic machines of the early 1920s to the svelt David Brown models of today.

David Brown himself, together with the Marquess of Camden, will head the cavalcade in one of the latest DB3S hardtops. Behind will come Lt.-Col. Clive Gallop in a 1922 1½-litre "Strasbourg" car of the type he drove in the French G.P. that year, "Sammy" Davis in "Razor Blade", whose bodywork was originally designed to accommodate his own, and E. R. Hall in the ex-Humphrey Cook 16-valve car built in 1925.

Next, switching from the Bamford and Martin to the Bertelli era of Astons, will come A. C. Bertelli himself in LM2, one of the early 1½-litre Le Mans cars, with A.M.O.C. Chairman, Dudley Coram, in the passenger seat, followed by many other 1½-litre models, driven by T. S. Fotheringham, Pat Driscoll, Mrs. "Bill" Wisdom, Tom Clarke, Reggie Tongue, Charles Brackenbury and R. C. Murton-Neale, all of whom raced these cars in pre-war days. Two of the later

M.G.'s UTAH BID

Ex. 179, the beautifully streamlined M.G. which set International Class records at Utah in 1954, is returning in modified form to the scene of her successes for further record attempts on the famous salt flats. Targets this time include International Class F standing start records up to 12 hours, the Class F flying 10 miles, and, incidentally, American National flying start records up to 12 hours.

Drivers will be the ex-Norton racing motor-cyclist Johnny Lockett and either Ken Miles or David Ash, and the expedition will be under the expert management of that most accomplished Utah record campaigner, George Eyston. He will be accompanied by Phillip B. Mayne as timekeeper, and Alec Hounslow, J. Law and others of the Abingdon works staff.

Basic difference in Ex. 179 for the forthcoming attempts is in the power unit, which is now the experimental twin o.h.c. engine as used in the M.G.A. driven by Ron Flockhart and John Lockett in the 1955 T.T., and which has now undergone some further development. The chassis is basically a right-hand drive M.G.A., with 7 ft. 11 ins. wheelbase, and special streamlined two-seater body having cowled-in cockpit, and the passenger space occupied

SWEDISH 1,000 KMS. G.P.

As this year's Swedish Grand Prix (11th/12th August) is included in the series counting towards the World Sports Car Championship, it will certainly be the most important race so far held in Scandinavia. The course will be the same as used last year, at Råbelov, Kristianstad, though much improved at vital points, permitting overtaking everywhere.

Following current fashion, the Grand Prix will be over a distance of 1,000 kms. (153 laps of the 6.5 km. circuit), and there will be four classes, for sports-racing cars of up to, and over 1,500 c.c., and series-production sports cars up to, and over 2 litres. Two drivers per car must be entered, and no driver may be at the wheel for more than three hours without a halt and rest.

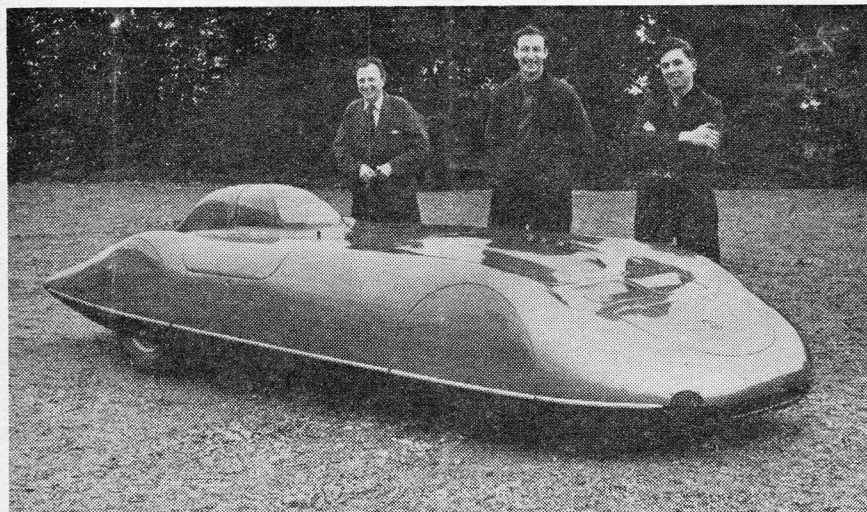
All the leading marques will be represented: Ferrari, Maserati, Gordini, Osca, and, it is hoped, Aston Martin and Jaguar. Fangio and Castellotti will probably share one Ferrari, and Collins will have another. Moss and Behra are nominated for one Maserati, Taruffi/X, for another. This should ensure that last year's Fangio/Moss "parade" will this year constitute a real battle for Championship points and the chequered flag.

A 4½-litre Ferrari has been promised to the home drivers A. Borgefors and O. Persson, while S. Nottorp and T. Anderssen will share a brand new 12-cyl. Ferrari "Super-America Competizione". Joakim Bonnier will probably use his ex-Disco Volante Alfa Romeo.

Eastern Germany will probably send two of the fast AWE 1½ litres, while Hansa-Borgward has announced the probable entry of their new 1½-litre Bosch fuel injection car. The familiar bulk of Alfred Neubauer will not be absent, despite Mercedes-Benz abstinence from racing, for he will supervise a team of independent 300SLs, running in the Grand Touring class.

Rumour has it that the Soviet goodwill export drive has now reached the field of motor competition, with the result that Russian cars and drivers may be seen at Kristianstad. Although not a member of the F.I.A. as yet, the U.S.S.R. entry is said to have obtained sanction for this event.

HANS FRIES.



2-litre models will be driven by "Mort" Morris-Goodall and Jim Elwes, and then will come Gordon Sutherland and Claude Hill in the first of the Claude Hill-designed cars, and Ian Connell and Dudley Folland, either in the "Red Dragon" 2-litre, or a sister car.

Several DB2s will usher in the "modern" era, driven by Peter Clark, George and Angela Abecassis, Tommy Wisdom, Eric Thompson, Brian Shawe-Taylor, David Hampshire and John Riseley-Prichard, and finally will come a long, long string of other Aston Martins, many of them pre-war 1½-litre models, all meticulously kept by proud A.M.O.C. members. The resultant spectacle should gladden the hearts of all vintage sports car enthusiasts.

For the race meeting itself, the A.M.O.C. have received an entry of 122 cars. Big race of the day is the St. John Horsfall Trophy handicap for Aston Martins. Reg Parnell is expected to be amongst the starters.

EX 179, M.G.'s streamlined record car designed by Sidney Enever, seen with Abingdon experimental department staff Henry Stone, H. Riddell and Cliff Bray.

EN FRANCE: Ecurie Ecosse personnel seen at Rheims, where their D-type completed a 1-2-3-4 Jaguar success. L. to r.: Mrs. Olga Stringfellow, Mrs. Jennie Murray, David (The Chieftain) Murray and Mrs. Jean Stewart.

by a long-range fuel tank. Standard M.G.A. suspension and brakes, and wire wheels with 16 x 6.00 Dunlop racing tyres are fitted.

The unsupercharged twin o.h.c. 4-cylinder, 1,489 c.c. engine (73 mm. x 89 mm.) has two twin-choke carburettors, nourished by normal premium grade fuel. On a 9.3 to 1 compression ratio, an output of approx. 100 b.h.p. is realized at around 5,300 r.p.m. A choice of back axle ratios, 2.88, 3.125 or 3.33 to 1, will be available.





AUTOSPORT, JULY 13, 1956

GRID START of first race with (l. to r.) on front row, Russell, Parker, Lewis-Evans, Hett (Coopers), and behind, Strange, Truman and Howlett (Coopers).

nipped into second spot behind the enterprising Raby, just before Wicken rejoined the race.

It was Peter Gammon (Cooper-Climax) who made the running in the up to 1,200 c.c. 10-lapper for sports cars, but Keith Hall pushed his light green Lotus-Climax round to such purpose, that he was soon on the tail of the silver car, and took the lead on the fifth lap. For three tours he kept in front of Gammon, but was retaken on the eighth round, when he had to drive all he knew to hold off the resourceful George Wicken in Eric Brandon's Halsylec. Eric, in a similar car, became involved in a duel with Moore's Cooper, with

CLOSE RACING AT MALLORY PARK

Bob Gerard (Cooper-Bristol) and Bruce Halford (Maserati) Break Lap Record—John Dalton (Austin-Healey) Wins Autosport Championship Event—Dead-Heat Between Jim Russell and Stuart Lewis-Evans in 500 c.c. Race

TAKE an attractive circuit, add evenly matched cars and drivers, include a sparkling commentary by John Bolster, and you have all the ingredients of a first-rate motor race meeting. At the Mallory Park event, organized by the B.R.S.C.C. last Saturday, races ran strictly to a timetable; there was scarcely a lull, and practically every event was fought out to the finish, with the crowd seething with excitement throughout. Informality was the keynote, and the nearest approach to "bull" was the one quietly grazing in a nearby farmer's field.

Event 1, for F3 machinery, saw a tremendous battle featuring Don Parker, Jim Russell and Stuart Lewis-Evans (Coopers). This trio went at it hammer-and-tongs right from the start. Parker kept ahead, but only just, for three laps, and was then taken by Russell. Lewis-Evans was more than often level with both of them, but was invariably outpaced by Parker from the tricky hairpin at Shaw's Corner. All three drove magnificently, and only 1.8 secs. separated them at the end of the eight

laps, with Russell pipping Parker by a tyre tread as they flashed over the line. Russell set up a new circuit record for the 1½ miles in 58.4 secs. (83.22 m.p.h.). Impressive behind the three pacemakers were I. J. Williams (Emeryson), R. H. R. Hett (Cooper) and Derek Strange in John Broadhead's Cooper.

BY GREGOR GRANT

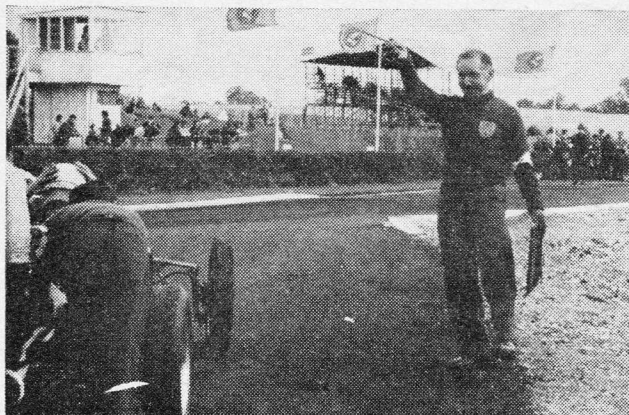
Photography by George Phillips

Event 2 was almost a repeat of the opener, with I. E. (Puddle-Jumper) Raby, George Wicken and Tom Bridger (Coopers) taking the initiative in front of T. Taylor and A. Eccles (Coopers). Raby and Wicken battled grimly, often wheel to wheel, with the Maidstone man generally a couple of inches ahead as they streaked past the timing box. On lap 6, they scared the living daylights out of one of the backmarkers, as they took him on either side in the starting grid area. However, on the last lap, Wicken spun at Shaw's, and Bridger

Mackenzie-Low's red Elva on their heels. On the penultimate lap, Wicken surged past Hall, and closed right up on Gammon. As the trio hurtled downhill from Shaw's, Gammon just managed to keep in front of Wicken, who, in turn, beat Hall to it by one second.

A smallish field came out for the unlimited sports and racing car event (12 laps), with the busiest man of the day George Wicken taking over Alan Brown's Cooper-Alta. This was local man Bob Gerard's race. His Cooper-Bristol led from start to finish, and during its progress cracked the circuit record no less than three times, setting it at 57.4 secs. (84.67 m.p.h.). So rapidly did Bob drive that his speed for the 12 laps was almost as fast as Russell's existing lap record!

Behind the flying Cooper-Bristol there developed a rare tussle between Reg Bicknell (Lotus), Bruce Halford (Maserati) and Les Leston (Cooper), pursued by George Wicken (Cooper-Bristol) and R. Gibson (Connaught). For half the distance, Bicknell fought off the Grand Prix car, driving better than I have seen



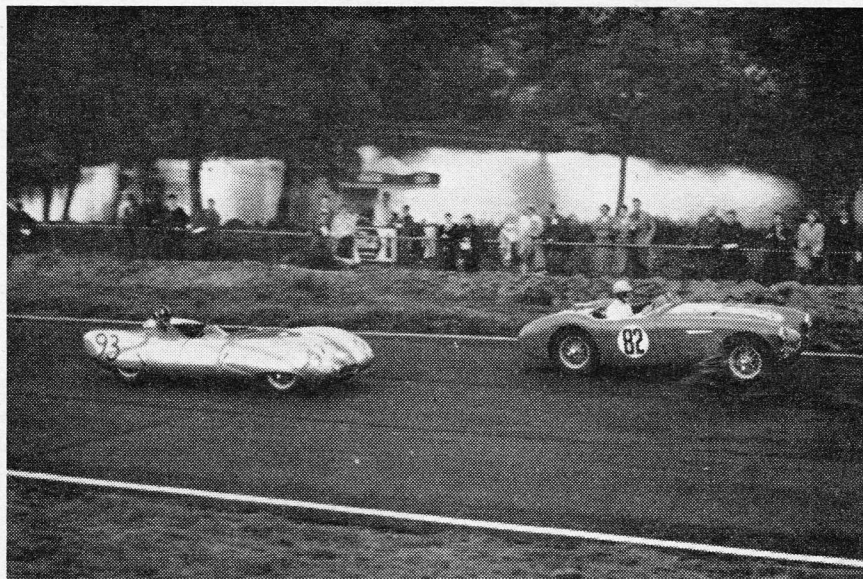
ASSET: (Above) B.R.S.C.C.'s super-efficient Chief Paddock Marshal, Bert Lamkin, in action. (Right) JOINT RECORD-HOLDER: Bob Gerard (Cooper-Bristol) who jointly holds the Mallory Park lap record with Bruce Halford (Maserati).



him do for some time. Then the sheer power of the Maser told, and Halford went ahead, to begin closing on Gerard. Pressed by Bicknell, the red Maserati went faster and faster, and, during his last lap, Halford equalled Gerard's new circuit record, crossing the line just 4.4 secs. behind the Cooper, which at one time had over 10 secs. lead. Wicken closed right up on Leston, but had to be content with fifth place.

Now came another stern 500 c.c. battle, this time featuring W. A. Jones (Kieft) and A. Zains (Cooper), with the issue in doubt right up until the last moment. The finish was heart-stopping. As both cars came down the hill side by side, Zains had a bolt shear on his steering, and after crossing the finishing line, the Cooper crashed into a stationary ambulance. The crowd kept very quiet, as it looked to be a particularly nasty accident. However, Zains was taken to the adjacent ambulance tent, and, after examination, was pronounced to be not seriously injured, with probable broken ribs. A young St. John ambulance man was slightly injured on the leg as he jumped to avoid being knocked down by the runaway car.

The full permissible field of 14 starters came to the grid for the 24-lap race in the AUTOSPORT Series-Production Sports



BY THE LAKE: (Above) David Shale (Austin-Healey) chased by Graham Hill (Club Lotus); their race-long duel was one of the highlights of the fiercely disputed AUTOSPORT Championship race.

going like a train until the last lap but one when it disappeared, a fate which also befell P. Simpson's M.G.A., leaving Alan Foster's similar car to uphold the prestige of Abingdon, as Robin Carnegie toured slowly round on three cylinders. At the tail end, Kellett (Austin-Healey), Baekert (Lotus) and Lawry (Lotus) dined merrily, Baekert's car doing some extraordinary things in the bends.

The Shale-Hill duel kept the crowd on its toes; everyone loves a David and Goliath act, and the 1,172 c.c. of the trim little Club Lotus was more than a match for the 2.6 litres of Shale's S-type Austin-Healey, even in speed coming along the back straight. Dalton must have had quite a shock to see the pair coming closer and closer in his mirror. On the last lap, all three became mixed up with the backmarkers, and Dalton

CLOSE ORDER: John Dalton and David Shale, in their Austin-Healeys, fight for the lead during the opening lap of the AUTOSPORT Championship event. This is at Shaw's Corner.

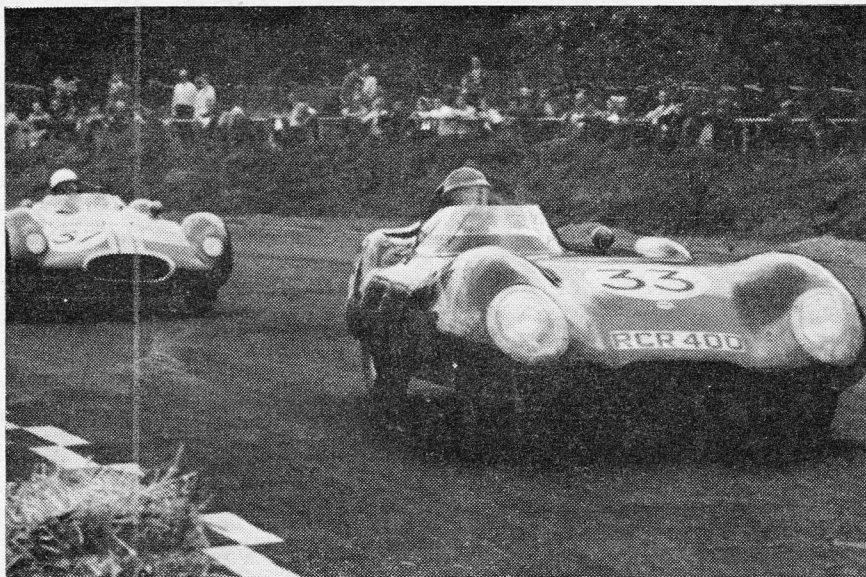
★

TRAFFIC JAM: (Below) Behind the leaders, P. C. Scriven (Austin-Healey), P. J. Simpson (M.G.), M. Kellett (Austin-Healey) and S. A. Hurrell (Triumph TR2), queue up for the hairpin.

Car Championship. This turned out to be a thriller from start to finish, with places chopping and changing all the time behind John Dalton's fleet Austin-Healey. Dalton himself had to press on regardless, being challenged during the final stages by David Shale (Austin-Healey) and Graham Hill's astonishingly fast Club model Lotus, with side-valve Ford engine. These two scrapped for the entire distance, with Hill edging in front on more than one occasion. The little Lotus actually made fastest lap, in 63.8 secs. (76.18 m.p.h.).

Close behind the leaders many stern struggles developed. R. C. Green (Austin-Healey) had to go like mad to hold fourth place ahead of D. J. Calvert's very rapid twin-o.h.c. H.R.G., while R. A. Hudson (A.C. Ace) had the Dickens of a job to keep S. A. Hurrell's TR2 at bay, the cream-coloured Triumph





BICKNELL BEATS BOGY: (Above) Reg Bicknell (Lotus) ended a run of misfortune with a fine win from Les Leston (Cooper) in the 1,500 c.c. sports car race.

★

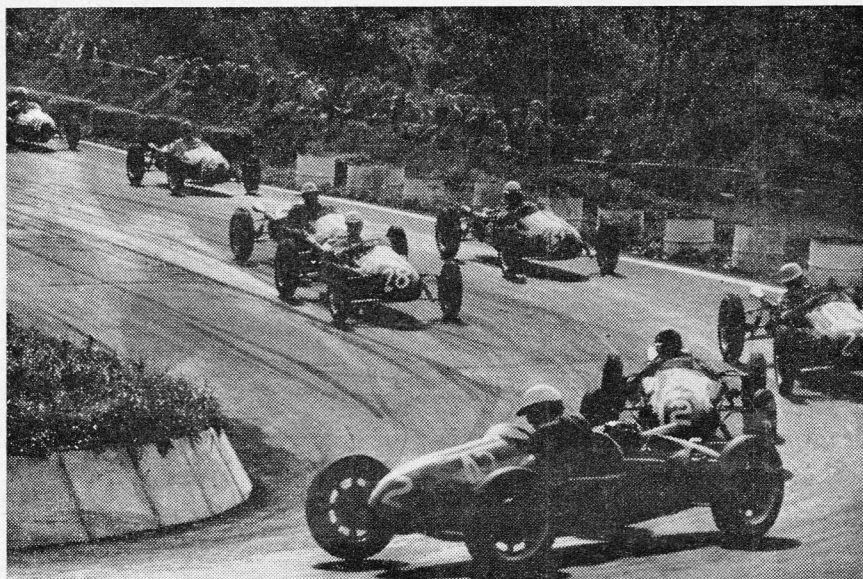
FAST AND FURIOUS: (Right) Russell, Parker and Raby (Coopers) lead Lewis-Evans, Bridger, Wicken and Strange into Shaw's Corner during the 500 c.c. final, in which Russell and Lewis-Evans dead-heated.

only just managed to force his car through to take first place, 0.8 sec. ahead of Shale's similar car, which had managed to fight off the gallant Hill and his Lotus. Behind came Green, Hudson and Calvert in that order, the six leaders being the only ones to cover the full 24 laps.

This was production car racing at its best, and everyone is agreed that on the trickier type of circuit, there is little to choose between the cars. The standard of driving was, on the whole, extremely high, although one or two of the tail-enders might give way more quickly to the faster brigade—after all, they do possess rear-view mirrors!

The final of the 500 c.c. races (12 laps) turned out to be yet another "guess who'll win" type of event. Right from the start, Lewis-Evans, Parker and Russell slammed at each other, with Raby and Wicken doing a repeat performance of their earlier act. Jim Russell kept the advantage for 11 out of the 12 laps—by less than a car's length from his rivals. Then Stuart Lewis-Evans made a tremendous last-minute effort, drew away from Parker, and as the chequered flag went down, came through absolutely level with Russell. It was that comparative rarity in motor racing, a dead-heat. That last lap spurt by Lewis-Evans resulted in a new Formula 3 record for the circuit in 58 secs. (83.79 m.p.h.).

For the final race (sports cars up to 1,500 c.c.) fortune at last smiled on Reg Bicknell, who led the 10-lapper from start to finish, fighting off Les Leston (Cooper) all the way. Behind these two, Gammon (Cooper 1,100), Hall (Cooper 1,100) and Naylor (Lotus-Maserati) had a race all on their own, with Hall eventually taking third place ahead of



Gammon and the red Lotus-Maser. Bicknell drove an extremely skilful race, his victory making up for the many misfortunes he has suffered this season, and for once Leston's Willment-tuned car was outpaced.

Altogether a very pleasant and exciting meeting, with a great deal of the atmosphere that used to be possessed by Donington Park. The threat of rain undoubtedly kept the gate down, but the thousands who were there will tell their friends, and the next Mallory Park affair will almost certainly be a success.

Results Formula 3

Heat 1 (8 laps): 1, Jim Russell (Cooper), 8 mins. 5 secs. (80.16 m.p.h.); 2, Don Parker (Cooper); 3, S. Lewis-Evans (Cooper); 4, I. J. Williams (Emeryson). **Fastest lap:** Russell, 58.4 secs. (83.22 m.p.h.).

Heat 2 (8 laps): 1, I. E. Raby (Cooper), 8 mins. 4.4 secs. (80.93 m.p.h.); 2, T. Bridger (Cooper); 3, George Wicken (Cooper); 4, T. Taylor (Cooper). **Fastest lap:** Wicken and Raby, 58.8 secs. (82.65 m.p.h.).

Second Final (10 laps): 1, W. A. Jones (Kieft), 10 mins. 41.2 secs. (75.80 m.p.h.); 2, A. Zains (Cooper); 3, G. Meharey (Cooper); 4, S. Foreman (Cooper).

Final (10 laps): 1, (dead heat), Russell (Cooper)/Lewis-Evans (Cooper), 11 mins. 54.2 secs.; 3, Parker (Cooper); 4, Raby (Cooper); 5, Wicken (Cooper);

6, Strange (Cooper). **Fastest lap:** Lewis-Evans, 58 secs. (83.79 m.p.h.). F3 record.

Sports Cars

Up to 1,100 c.c. (10 laps): 1, Peter Gammon (Cooper-Climax), 10 mins. 22.4 secs. (78.09 m.p.h.); 2, George Wicken (Halsy'ec); 3, J. K. Hall (Lotus); 4, R. Moore (Cooper). **Fastest lap:** Gammon, 59.8 secs. (81.27 m.p.h.).

Up to 1,500 c.c. (10 laps): 1, Reg Bicknell (Lotus), 9 mins. 55.2 secs. (81.65 m.p.h.); 2, Les Leston (Cooper); 3, J. K. Hall (Lotus); 4, Peter Gammon (Cooper). **Fastest lap:** Bicknell, 58.4 secs. (83.16 m.p.h.). Sports car record.

Unlimited (sports and racing) (12 laps): 1, Bob Gerard (Cooper-Bristol), 11 mins. 42.4 secs. (83.04 m.p.h.); 2, Bruce Halford (Maserati); 3, R. Bicknell (Lotus); 4, Les Leston (Cooper); 5, George Wicken (Cooper); 6, R. Gibson (Connaught). **Fastest lap:** Gerard and Halford, 57.4 secs. (84.67 m.p.h.). **Circuit Record.**

"Autosport" Series Production Sports Car Championship

(24 laps)

Up to 1,200 c.c.: 1, Graham Hill (Lotus), 26 mins. 9.2 secs.; 2, J. Bickert (Lotus), 23 laps; 3, J. Lawry (Lotus). **Fastest lap:** Hill, 63.8 secs. (76.18 m.p.h.).

1,201-1,500 c.c.: 1, D. J. Calvert (H.R.G.), 27 mins. 16.4 secs.; 2, A. T. Foster (M.G.), 23 laps. **Fastest lap:** Calvert, 64.4 secs.

1,501-2,500 c.c.: 1, R. C. Hudson (A.C. Ace),

27 mins. 16.4 secs. **Fastest lap:** S. A. Hurrell (Triumph TR2), 64.8 secs.

Over 2,500 c.c.: 1, John Dalton (Austin-Healey), 26 mins. 7 secs. (74.44 m.p.h.); 2, D. S. Shale (Austin-Healey); 3, R. C. Green (Austin-Healey); 4, M. Kellett (Austin-Healey), 23 laps. **Fastest lap:** Shale and Dalton, 64 secs. (75.94 m.p.h.).

Non-finishers: S. A. Hurrell (Triumph TR2), P. C. Scriven (Austin-Healey), R. Carnegie (M.G.), P. J. Simpson (M.G.).

A NEW 32-page motoring monthly, *The Veteran and Vintage Magazine* is being launched on 15th August, with Charles Fothergill as Managing Editor. Publishers are Pioneer Publications, Ltd., of which concern Lord Montagu of Beaulieu is Chairman. It will incorporate *The Vintage and Thoroughbred Car*, which ceased publication in April. Editorial offices are at 88/92 Rochester Row, Westminster, S.W.1.

"THE TRIPLE CROWN" is a most interesting and well-illustrated 38-page book, with paper cover, recording Britain's attainment of speed supremacy on land, water and in the air. Priced at 3s. 6d., it is published by Temple Press, Ltd., Bowling Green Lane, London, E.C.1.

THAT BILL AGAIN!

Highly Successful Meeting with the Board of Customs and Excise

By JOHN BOLSTER

As regular readers are aware, a Bill has been before Parliament which threatened to limit drastically the activities of amateur car builders. This was the Finance (No. 2) Bill, and numerous letters to M.P.s, petitions, and articles in the papers have been written to halt its progress.

I recently applied for permission to lead a deputation to the Financial Secretary of the Treasury, Mr. Brooke. He arranged instead that we should be received by Mr. F. N. Roberts of H.M. Customs and Excise. In spite of very short notice, a representative deputation was assembled on July 4. It consisted of Gregor Grant (Editor, AUTOSPORT), Colin Chapman and Derek Buckler (manufacturers of chassis, frames, etc.), Messrs. Kennedy and Hubert (Special Builders Car Club), Connelly (750 Club), Bostock (Light Car), and myself.

Let me say, straightaway, that Mr. Roberts and his officers received us with great courtesy, and were extremely helpful. We made it clear at the outset that nothing would really satisfy us but the alteration of the offending clause in the Bill. However, we also asked many questions on how the Bill would be interpreted should it unfortunately become law. We were agreeably surprised at the humane manner in which the clause, as it stood would have been administered.

First of all, Mr. Roberts emphasized Mr. Brooke's speech in the House, in connection with the modification of existing cars. Mr. Brooke quoted the case of the man who buys an old car and then, by stripping it down and re-assembling it with parts obtained from elsewhere, makes a very much better car than the one he had previously. "That man is not liable to Purchase Tax," said Mr. Brooke, and Mr. Roberts assured us that the promise would be honoured.

This would have covered the cases of many special builders. "If they started with a car, we're not going to be pernickety," said Mr. Roberts. (Of course, the original car must have paid tax, or be so old that it was built in the days before P.T.) The delegates then asked various questions, all of which eventually led up to the former habit of some customs officers, who insisted that the chassis frame was the soul of the car. If you changed your frame you were regarded as having a new car, even if you used your old engine, transmission, and wheels.

Derek Buckler pointed out that many cars nowadays had only a token chassis frame or no frame at all, because the saloon body took its place. If you wanted to convert one of these to an open car, you had to buy a new frame whether you wanted to or not. Colin Chapman very rightly stressed the safety angle of using a new frame under these conditions.

Mr. Roberts then stated that the frame would not be regarded as sacred. He agreed that a man could buy a crashed

Ford and rebuild it with a Lotus or Buckler frame. The resulting car would definitely not be regarded as a new vehicle, and no tax would be levied, nor would it suddenly become a new vehicle if modified further from time to time.

That was a most important pronouncement, but another one followed. Supposing a man had built an entirely new car, and had it assessed for tax. We all know that specials fetch very little money on the open market, compared with the cost of building them. People just don't want a nameless "one-off" sports car with no factory behind it. Anyway, it is on the market value that the tax would be assessed, and not on the untold gold which the fond owner had probably wasted in building it.

Thus, the deputation obtained a great deal of very useful information. It is certain that the Bill would have had a much less disastrous effect than some of us had imagined, because the Customs and Excise officers had shown such an intelligent appreciation of the problem. After Sir Robert Boothby's "hate" speech, we had almost feared that we

were to be exterminated like rats!

In my summing up, I detailed those points on which progress had definitely been made. I thanked Mr. Roberts and his officers for all their help, but emphasized that we still did not like the clause, and hoped that they would use their influence to get it altered.

Two days later, I received a telephone call from Mr. G. Imms, the Assistant Secretary to the Board of Customs and Excise. He said that our representation had been duly reported to the Government, and that an amendment had that morning been put on the order paper. It was in the name of the Chancellor of the Exchequer, so its passage was virtually certain. It confined the tax to the conversion of vans and similar exempt vehicles, so the special builder goes scot-free.

This is the finest possible news! By the time you read this, the new Bill should be law, and for quite a few people the worry and sleepless nights will at last be at an end. For all those who have worked so hard to prevent this injustice, it is a fitting reward.

The successful outcome of these negotiations must in part be due to the high esteem in which the amateur car constructor and those who serve him are held. It is thus most important that nobody should try to "fiddle". We have worked and fought to change the Bill, but once it is law it must be obeyed. AUTOSPORT will not condone any sharp practice, and such dishonesty would certainly do harm to our cause.

A FINE OLD TANGLE

AN effort by the Government to insert a new clause in the Road Traffic Bill to restrict the use of footpaths and bridleways for motor trials came to nothing after a debate in the House of Lords. The reason for the withdrawal of the proposal was not that their lordships were opposed to restricting the use of footpaths and bridleways for this purpose but that they thought the clause would, for the first time, make legal something which had never hitherto been legal. In fact the Government—and their lordships—seem to have got themselves into a fine old tangle in their efforts to strike another blow at motor sport.

The idea was first put forward in the House of Commons by Mr. Chuter Ede, the 74-year-old Labour Home Secretary, who wanted to protect rambling parties who found their favourite footpath being used for a motor-cycle scramble. This, he said, was not a form of excitement that appealed much to him. The Government promised to do something about it, and in the House of Lords the Earl of Selkirk, Chancellor of the Duchy of Lancaster, submitted the new clause which would have made anyone who promotes or takes part in a race or trial of speed between motor vehicles on a footpath or bridleway liable to a maximum fine of £50 unless the event had been authorized by the highway authority. There was to be right of appeal to the Minister against the refusal of a highway authority to give their permission.

The clause was bitterly opposed by Lord Conesford, who claimed that the use of bridleways and footpaths for racing was already prohibited by the

Act prohibiting the use of the public highway for this purpose. Earl Howe pointed out that there was no intention or desire on the part of any motoring organization to stage motor races in the way Lord Conesford described—and Lord Waleran added that if Lord Conesford could produce one case over the past 50 years of motor-cycle racing having taken place on footpaths, he would be greatly astonished. But Lord Conesford was not to be shaken. He maintained that the Government were in fact legalizing—subject to the consent of the highway authority—motor racing on footpaths.

The subsequent debate was full of demands for the withdrawal of the clause, which appeared to satisfy neither the motor-cycle clubs who organize the scrambles, nor the ramblers whom it was intended to protect. The Government bowed to the storm, and withdrew the clause with a promise that they would look at the matter again.

A few minutes later another new clause was moved by the Government and added to the Bill without a division. This was for the "regulation of cycle racing on the highways". In fact, it legalizes cycle racing on the public roads provided it is authorized by the Minister of Transport and it abides by conditions laid down by the Minister. It also provided that the chief officer of police may re-route traffic and even close a road during a race or trial.

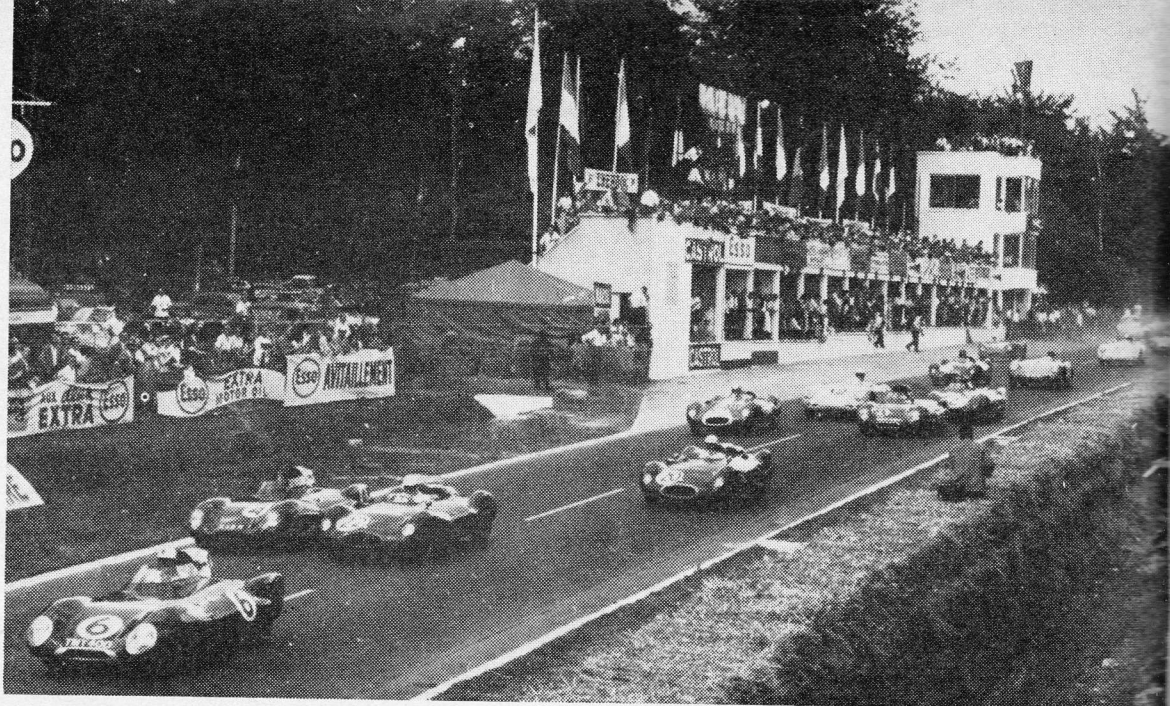
The maximum penalty for holding an unauthorized race is to be £10—compared with the £50 fine which the Government intended to impose on the

(Continued on page 47)

★

BRITISH CARS dominated the 1,500 c.c. race from the start, when Harry Schell (Lotus) led from the grid, followed by Colin Chapman (Lotus) and the Coopers of Michael MacDowel and Phil Hill.

★



ALMOST A BRITISH "DOUBLE" AT ROUEN

Castellotti (Ferrari) Wins Grand Prix of Rouen—Stirling Moss (Aston Martin)
Close Second—Colin Chapman Victor of 1,500 c.c. Race, with Lotus 1-2-3

By MAXWELL BOYD

Photography by Maurice Rosenthal

THE green cars of Britain so nearly brought off a "double" at the Rouen Grand Prix meeting last Sunday, that it was all the more unfortunate that Stirling Moss, driving on this occasion as team-leader of Aston Martin, could not quite catch Castellotti's flying Ferrari in the closing stages of the race. As it was, though, Moss never dropped lower than fourth place throughout the entire race, while the Aston Martins of Tony Brooks and Roy Salvadori finished fourth and fifth respectively, immediately behind the Maserati of Jean Behra, who had led for no less than 37 of the 50 laps. The record lap for the circuit fell eventually to Cesare Perdisa, at 95.46 m.p.h., before his Maserati retired 13 laps before the end. The one-and-a-quarter-hour event for cars of up to 1,500 c.c., the *Coupe Delamare-Debouteville*, was won most convincingly by Colin Chapman, driving a 1½-litre Coventry-Climax-powered Lotus. Cliff Allison took second place in an 1,100 c.c. Lotus, he being followed by Harry Schell with another Lotus of 1,500 c.c. All three finished well ahead of the Porsche Spyders of De Changy and Helfrich, which occupied fourth and fifth places, and Berger's 1½-litre Maserati, sixth. In the classes of this race, British drivers and cars took first and second places in Class F (Chapman and Schell), and the first three in Class G (Allison, Towse (Cooper) and Piper (Lotus)). Class H (under 750 c.c.) was dominated, as always, by Panhard and D.B.

The ancient city of Rouen, home of Jeanne d'Arc, was *en fête* during the week-end of 7th/8th July. Not only had the vast cathedral been reopened, not only was the Grand Prix to be run on the new, extended Les Essarts circuit, but the Tour de France was in town. This quite fantastic bicycle race, which monopolizes the entire conversation of France for a whole month each summer, took over the Les Essarts circuit on the morning of race day and helped considerably to build up that indefinable air of festivity and excitement, peculiar

to French race meetings, and without which none would be the same.

The cyclists left *en masse* on the next stage of their hard journey, followed by their caravan of tender cars and advertising lorries, nearly all with music blaring out and multiple klaxons playing the opening bars of popular tunes. Above all the noise, the P.A. commentator fought a losing battle to make himself heard, describing the cars arriving at the paddock. De Portago, the professional amateur, drove up in his works Ferrari, a cigarette hanging from the corner of his mouth. Mechanics drove in the other works Ferraris and two works Maseratis. Ecurie Ecosse gave their Jaguar D a final polish and draped it with the flag of St. Andrew. Aston Martin arrived in convoy; four cars, a transporter, John Wyer's Lagonda station-wagon, and at the head of the column, Roy Salvadori with David Brown at the wheel of a beautiful two-seater DB2/4, with bodywork by Carrosserie Touring.

At 2 p.m., as the sun grew hotter and the pits and grandstand, lying in a hollow in the Les Essarts forest, grew more, dustily airless, the cars came out for the 1½-hour event for sports cars under 1,500 c.c. This was to be decided, principally, in classes, on distance covered within the time allowed, and although the first placemen in General Classification would receive no prize, unless they were also placed in their respective classes, theirs would still, of course, be the glory. British cars were represented in force, 11 cars out of an entry of 25, and it was particularly heartening to see the two front rows of the grid entirely British. In pole position was Colin Chapman (Lotus), with a practice speed of 151.163 k.p.h. Next to him came Michael MacDowel (Cooper), 146.827

k.p.h., and Harry Schell, driving Tom Sopwith's Lotus, 146.280 k.p.h. In the second row were American Phil Hill (Cooper) and Cliff Allison, whose works Lotus had only 1,100 c.c. Mike Hawthorn's Lotus was in the third row and Peter Jopp, with Stirling Moss's Cooper, in the fourth.

As they waited, the commentator on the grid interviewed Peter Collins, who said a polite little, Schell, who said a verbose much, and Chapman, who would much rather have had to say nothing at all. Da Silva Ramos's 1½-litre Gordini failed to appear from the paddock. The flag was raised. The starter ticked off five seconds on his fingers, and as the Tricolour fell with a flourishing sweep, the entire field leapt off the line and, headed by Schell, accelerated downhill into the first bend of the newly extended 6.54 km. circuit. Round fast, sweeping, downhill curves to the Nouveau Monde hairpin; then uphill, through more curves, to the straight leading to the very fast Virage du Gresil and the back straight, finishing in the sharp right-hand Virage des Essarts, which brings the cars back to the pit area, along a third straight, this containing a flat-out right-hand "kink".

They flashed through—Schell—Chapman—Hill—MacDowel—Allison—and Schell, already with a 2 secs. lead, had made a standing start lap in 2 mins. 50 secs. (138.535 k.p.h.). The second time round the order was the same, and the third, when Schell cut his lap time to 2 mins. 44 secs. (143.604 k.p.h.). Harry was well in form with his new car. Too much so, perhaps, for he overdid things on the fourth lap, dropped a couple of places, and let Chapman into the lead, while Hill, instead of taking over second spot, retired his Cooper, and Veuillet his Porsche. Now word came through that Peter Jopp had crashed and overturned the Moss Cooper on the first lap, but that luckily the driver's injuries were lighter than might have been expected—bruises and a very sore shoulder.

On the sixth circuit, Chapman cut his lap time to 2 mins. 48 secs. (140.185 k.p.h.), and had an 8 secs. lead over MacDowel, followed by Schell, Allison and Hawthorn. But the latter's car was not to last for long, for Hawthorn coasted it into the pits a lap later, its gearbox broken; and no sooner had he retired than MacDowel, too, visited his pit for the space of a lap, dropping to 14th place. Lane stopped for some minutes, then his Cooper limped back into the race, only to return and retire later. Nixon's Cooper also fell by the wayside. The pace was hot and this was not Cooper's lucky day. At 10 laps, the three Lotuses, Chapman, Allison and Schell, each separated by half a minute, led the Porsche Spyders of De Changy and Helfrich. Then, for five circuits at half-distance, Schell was displaced by Helfrich, while Chapman, although he



A PICTURE that tells its own story!

had such a considerable lead, continued to reduce his lap times to 2 mins. 45 secs. Allison, driving brilliantly behind "the boss", was taking his much smaller car round in 2 mins. 52 secs.

From the 18th lap, when Schell regained his place behind Allison, to the end of the race, by which time the leaders had covered 28 circuits, no one among the first five—three Lotuses and two Porsches—changed position. Berger held on to sixth spot in his Maserati, while Towse, driving for second position in the 1,100 c.c. class with his Cooper, headed Hemard's class-winning Panhard. Second to Hemard, Blache's Fe ry-Renault looked well, made a most impressive noise and went very fast considering its run-of-the-mill power unit; but something went wrong with the electrics, for its headlights flashed on and off quite uncontrollably.

It was only minutes before the end of the race that Chapman reduced his lap times to play for safety, and after it was all over it was evident that the French

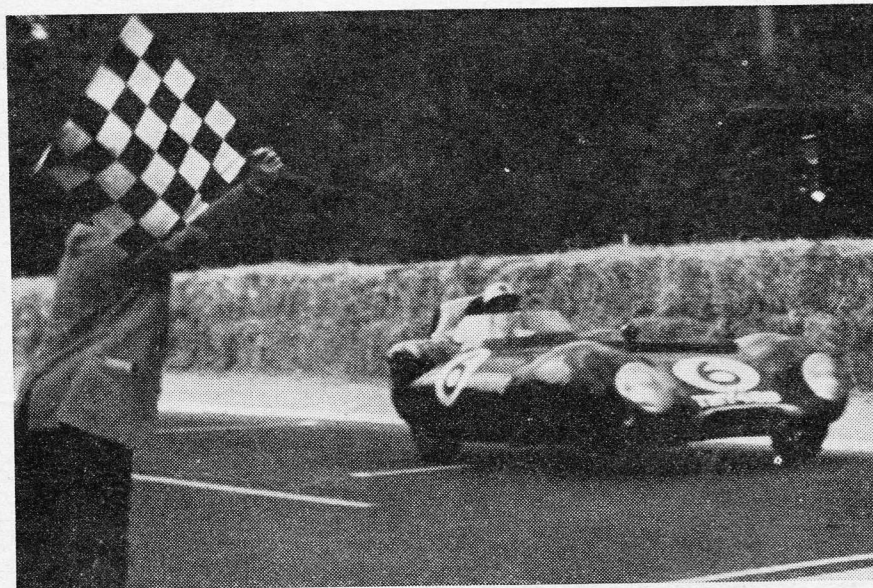
crowd were greatly impressed by the show of speed and reliability given by the three Tottenham-built cars. Lotus had won their first major Continental race, and they had done it in the grand manner.

As they were very busy indeed taking countless pictures of Colin Chapman with the Lotus, a huge bunch of flowers and the local beauty queen, it took a considerable time to remove the photographers from the grid. When this had eventually been achieved, the cars came out from the paddock to take their places on the grid for the start of the fifth Grand Prix of Rouen. Run in previous years for Formula 2 and *Formule Libre* cars, this year's event followed the fashionable trend of being a sports car race, although limited to 3 litres, and was scheduled to cover 50 laps, or some 200 miles. Works entries from Modena were achieved, three Ferraris and two Maseratis, while to offset this, Aston Martin arrived from Feltham with four cars. Fangio's place in a Ferrari was taken over by Castellotti, the maestro himself taking a pre-Silverstone holiday. Phil Hill took a second Ferrari in place of Harry Schell, who drove another privately owned, but similar car, while the third Scuderia entry went to De Portago. This had a new 3-litre, 12-cylinder engine, about which the driver was not very happy, complaining before the race that "there is nothing under 5,000 r.p.m." Maserati fielded their works' drivers Behra and Perdisa, who, with Castellotti, made the best times in practice.

Despite this powerful Italian threat, however, the Aston Martin challenge was strong. With Stirling Moss at the head, came Peter Collins, ably backed up by Tony Brooks and Roy Salvadori. The first three were set in triangular formation on the grid behind the Italian cars. The Astons driven by Brooks and Moss were of the old type, but those of Collins and Salvadori had the "new look", although, mechanically, they were basically similar. Ecurie Ecosse had a single entry, the Jaguar D with the "Wilkie"-modified, 3-litre engine, and driven by Desmond Titterton. The remainder of the field of 21 cars was made up of a variety of private entries driving Ferraris and Maseratis, Da Silva Ramos's Gordini and a couple of completely outclassed Mercedes 300SLs, driven by Walter Seidel and Hans Tak.

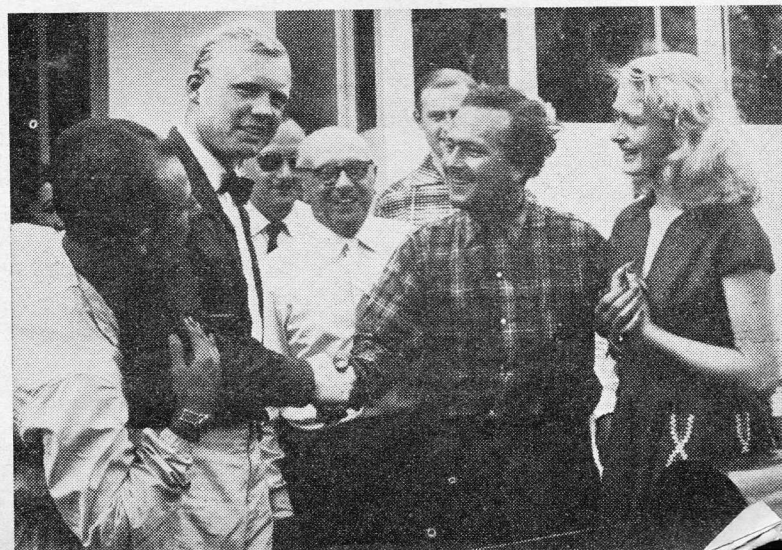
Starting Grid

Perdisa (Maserati)	Castellotti (Ferrari)	Behra (Maserati)
Collins (Aston Martin)		Moss (Aston Martin)
Schell (Ferrari)	Brooks (Aston Martin)	Hill (Ferrari)
De Portago (Ferrari)		Salvadori (Aston Martin)
Godia (Maserati)	Titterton (Jaguar)	Musy (Maserati)
Whitehead (Maserati)		Da Silva Ramos (Gordini)
Picard (Ferrari)	Lucas (Ferrari)	Rosier (Ferrari)
Seidel (Mercedes 300SL)		Rouselle (Ferrari)
	Tak (Mercedes 300SL)	



FIRST TIME OUT: (Above) Harry Schell appeared to enjoy himself thoroughly with Tom Sopwith's Lotus and took the flag for third place in the 1,500 c.c. event.

CONGRATULATIONS (right) to Colin Chapman for winning the race come from Mike Hawthorn, while Stirling Moss and a local Rouen beauty look on.





NEW ASTON. Destined for "Le Mans", the new Aston Martin DB3S has re-styled bodywork, the principal features of which are the head-faring and narrower frontal intake. This is the car driven at Rouen by Roy Salvadori.

At the "off"—an impressive start in the wooded and enclosed pit area—Perdisa shot into the lead through the first bend, closely followed by Collins and Moss, who had jockeyed for position inside the yellow pit demarcation line. This was to be officially frowned upon later. The noise of the engines disappeared through the trees, was replaced by the man on the P.A., who commentated as only French commentators can, and was heard again at the top of the Tribunes straight. Full bore they swept through, changing down as they passed under the bridge at the end of the pits. Perdisa-Collins-Hill-Moss-Castellotti-Behra, and Perdisa's standing start lap took 2 mins. 46 secs. Three laps later and Perdisa was down to 2 mins. 37 secs., but Moss was third behind Collins, with Behra fourth. Then Behra passed Moss as they all went into lap 5 nose-to-tail. But, at the end of the sixth tour, it was Collins who led them all, although Behra's Maserati was close behind, and Perdisa had fallen back to third, in front of Moss and Castellotti. Tony Brooks lay sixth, but Salvadori spun and dropped from eighth to 13th.

Determined to take the lead as soon as possible in a Grand Prix in his own country, Behra turned in a lap in 2 mins. 34 secs. (152.92 k.p.h.), took Collins, and began a 37-lap domination of the race. At 10 laps, Rosier brought his Ferrari into the pits, the gaps between the leaders started to widen, and, halfway down the field, Musy (Maserati) took on the job of trying to pass De Portago,

something that the Spaniard determined was not going to happen. The order was now Behra, Perdisa, Collins, Moss and Castellotti. Peter Whitehead toured his Maserati into the pits and retired. Harry Schell arrived on foot, hot, tired and despairing, having left his practice-dented Ferrari somewhere at the back of the circuit. Behra turned in a record lap at 152 k.p.h. and led Perdisa by 10 secs.

Then, on lap 16, Collins failed to appear in fifth place, only to cruise into his pit a few minutes later. Without a word, without even lifting the bonnet, the "new look" Aston was pushed away, the rev. counter stop needle stuck on 7,300 r.p.m. Behra pushed the lap record up to 153.03 k.p.h. and put the length of the pits straight between himself and Perdisa. Musy took De Portago for the space of a single lap, while Titterington circulated steadily behind the dogfight, content to hold the Ecosse Jaguar in 10th place. Then it appeared that there was an argument going on in official circles about disqualifying Moss for trespassing over the pits demarcation line at the start, but no black flags were seen.

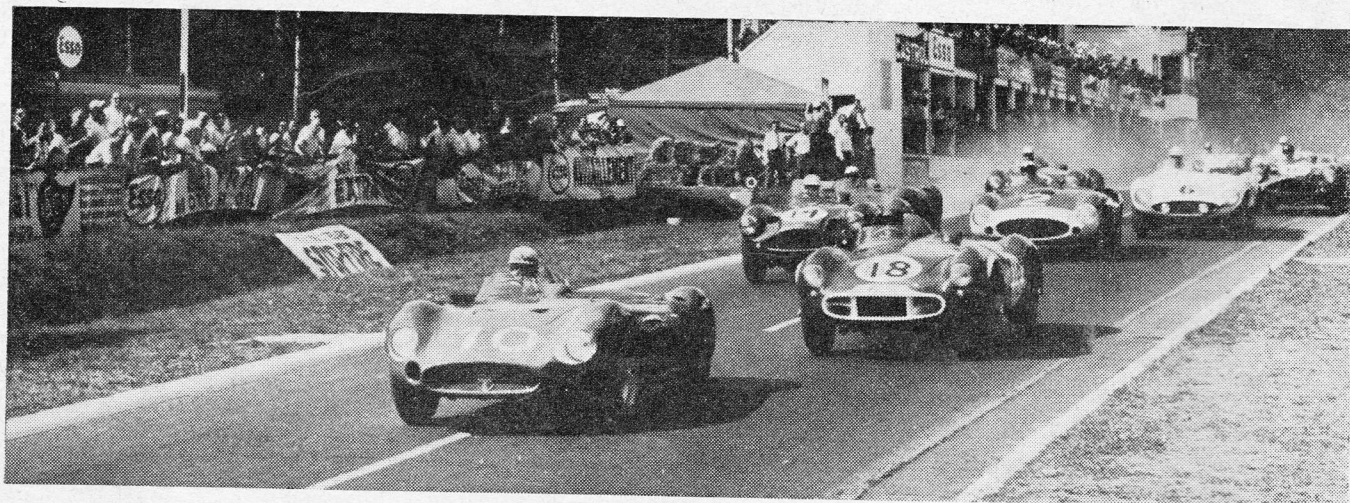
At half-distance, positions among the first seven cars were the same as they had been 10 laps earlier (Behra, Perdisa, Moss, Castellotti, Brooks, Hill, Salva-

WHEN THE FLAG FELL for the start of the Grand Prix, Perdisa (Maserati) led Collins's Aston Martin (No. 18), Moss's older DB3S (No. 14) and Castellotti's Ferrari (No. 2).

dori) and it looked as though the Grand Prix had, perhaps, settled down to run itself to an end. Then, suddenly, Castellotti pulled something out of the bag, caught Moss and passed him, while the argument about the British driver and the yellow line still, apparently, raged on. De Portago, having retaken Musy, decided the V12 was not behaving itself and came into his pit. In a half-hearted manner, the car took on a couple of cans of oil, the driver a bottle of orange juice, and both set off again, a lap in arrears.

On the 29th tour, Perdisa made an effort to shorten the gap between himself and Behra, and consequently knocked .6 sec. off the Frenchman's fastest lap, to put the record up to 153.628 k.p.h., where it stayed for the rest of the day. Titterington closed up to Musy, then edged the Jaguar in front. Da Silva Ramos appeared pushing his Gordini, and stopped short of the line so he could qualify as a finisher in the final count. Then, just as the race started to get that processional look again, with gaps of nearly half a minute between the three leaders, the whole aspect altered drastically. As Behra finished lap 37, Perdisa came down the entry road to the pits, waving his hands in the air. The second Maserati was out, though not for good, and Castellotti took over its place, which brought Moss up to third, followed by Brooks and Hill. Perdisa restarted on the last lap to qualify as a finisher.

This was not the end of Maserati's misfortune, though, for at the same moment as Perdisa stopped, Behra slowed with suspension trouble. He lost 4 secs. a lap to Castellotti for three circuits, then 2 secs. The crowd grew concerned. On lap 40, the Italian was 11 secs. behind the Frenchman, then 5½ secs., then they were nose to tail, and after that Moss, too, came within striking distance of second place, which he took with little effort. With five laps to go, things were getting really interesting. Hill dropped back, owing to a groggy rear suspension, Titterington took over seventh place, and among the first seven there were four British cars.

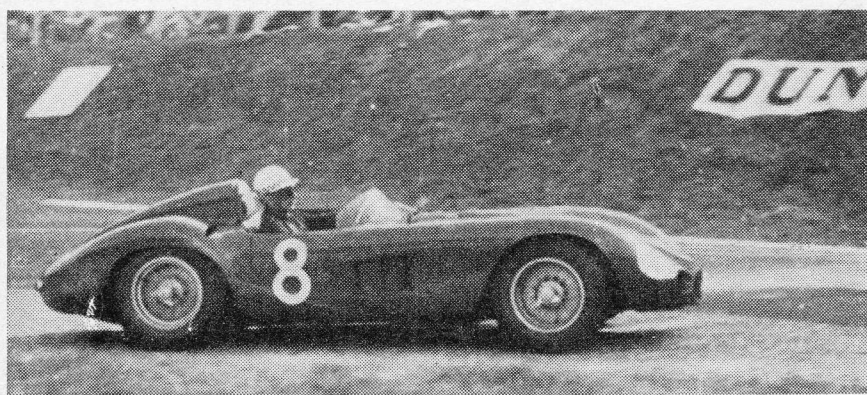
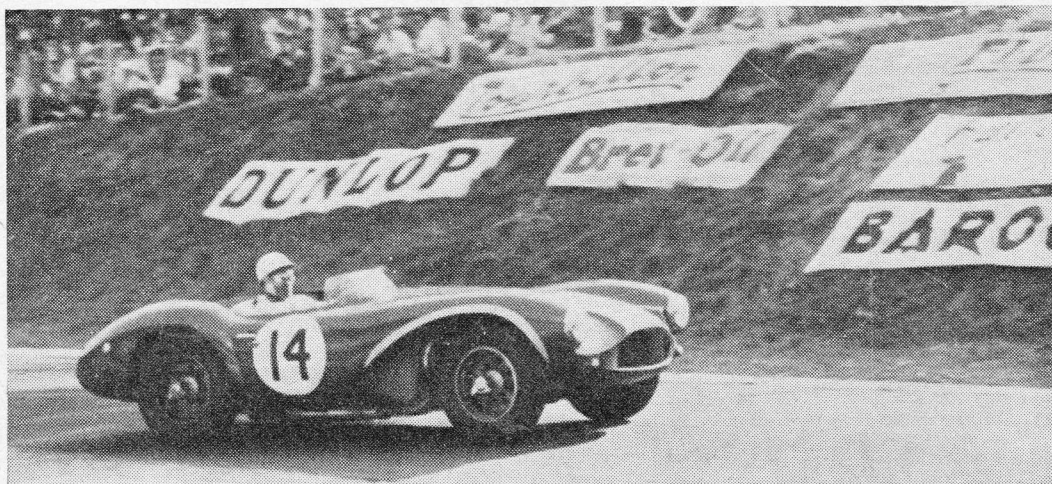




IN SECOND PLACE (above) and hurrying to overtake Behra, Castellotti neatly holds his sliding Ferrari.

SECOND AT THE FINISH (right), and so very nearly the winner, was Stirling Moss, driving the older type Aston Martin.

LEADER (below) for 37 laps, until suspension trouble intervened, was French Champion Jean Behra (Maserati).



Astons hung out the "faster" signal to all concerned. Moss was possibly just in a position to win, 10 secs. behind Castellotti on lap 45, and Brooks was pulling up on Behra, the latter now third, with Salvadori immediately behind. On lap 46 Moss cut the gap to 7½ secs., but it remained the same the next time round. On 48 it was 5 secs. and on 49 only 4½ secs. The atmospheric temperature was nothing to that in the Aston Martin pit. Only one circuit to go—could he do it? And Castellotti had to lap Salvadori at this critical moment. Would this provide the golden oppor-

tunity Moss needed? As the cars disappeared under the Dunlop bridge, towards the hairpin and the back of the circuit, every Briton in the grandstand and pits crossed his fingers, and hardly dared breathe. A British "double" was so near it hardly bore thinking about. That last lap seemed to last for an eternity, as heads craned towards the bend half a mile above the pits. A red car, or a green one? Then suddenly it was plain that Astons don't hold up Ferraris when there is a Grand Prix to be won, and Castellotti rocketed towards the pits and past the chequered flag,

with Moss in close pursuit, now only 4 secs. behind. Behra held off Brooks, but Aston Martin had run an excellent race to finish second, fourth and fifth. And they did not disqualify Moss after all!

Rouen Notes. The Les Essarts circuit has been completely resurfaced, and must be one of the safest in Europe for spectators, as, for a great deal of its length, the road is sunk between high banks.

The racing was policed with efficiency, but without the infuriating "gendarme" trouble experienced at Rheims. On the other hand, getting out of the car park reminded one of Silverstone in its earliest and worst days.

Apart from De Portago's machine, all the other Ferraris in the Grand Prix had four cylinders.

As we went to press, Peter Jopp arrived back in London, little the worse for his spectacular crash, and determined to take his place in the Lotus team at Le Mans.

Moss swapped cars with Collins before the race, preferring the older type of Aston Martin.

RESULTS

ROUEN GRAND PRIX (Sports cars under 3 litres, 50 laps, 200 miles)

1. E. Castellotti (Ferrari), 2 hrs. 10 mins. 31.1 secs., 150.37 k.p.h. (93.44 m.p.h.).
2. S. Moss (Aston Martin), 2 hrs. 10 mins. 35 secs.
3. J. Behra (Maserati), 2 hrs. 11 mins. 23.6 secs.
4. C. A. S. Brooks (Aston Martin), 2 hrs. 11 mins. 33.9 secs.
5. Roy Salvadori (Aston Martin), 2 hrs. 10 mins. 39.7 secs., 1 lap behind; 6. P. Hill (Ferrari), 1 lap; 7. J. D. Titterton (Jaguar), 1 lap; 8. B. Musy (Maserati), 1 lap; 9. A. De Portago (Ferrari), 2 laps; 10. Rouselle (Ferrari), 5 laps; 11. Tavano (Ferrari), 6 laps; 12. Seidel (Mercedes), 7 laps; 13. Picard (Ferrari), 8 laps; 14. Perdisa (Maserati), 13 laps; 15. Godia (Maserati), 17 laps; 16. Da Silva Ramos (Gordini), 19 laps.

Fastest lap (record for new circuit): Perdisa, 153.628 k.p.h. (95.464 m.p.h.).

COUPE DELAMARE DEBOUEVILLE (cars under 1,500 c.c., 1½ hrs. duration)

1. C. Chapman (Lotus), distance covered, 176.88 km., 141.502 k.p.h. (87.93 m.p.h.).
2. C. Allison (Lotus), 174.37 km., 139.496 k.p.h.
3. H. Schell (Lotus), 165.62 km., 132.496 k.p.h.
4. De Changy (Porsche), 163.38 km., 130.705 k.p.h.
5. Helfrich (Porsche); 6. Berger (Maserati); 7. Towse (Cooper); 8. Hemard (Panhard); 9. Blache (Ferry-Renault); 10. Laureau (D.B.); 11. MacDowel (Cooper); 12. Lang (Alfa Romeo); 13. Piper (Lotus); 14. Hechard (D.B.); 15. Carpentier (D.B.); 16. Masson (D.B.).

Classes, 1,100-1,500 c.c.: 1. Chapman; 2. Schell; 3. De Changy; 4. Helfrich; 5. Berger; 6. MacDowel; 7. Lang. 750-1,100 c.c.: 1. Allison; 2. Towse; 3. Piper; 4. Carpentier; 5. Masson. Under 750 c.c.: 1. Hemard; 2. Blache; 3. Laureau; 4. Hechard.

MARSH THE MAESTRO

Stourbridge Driver Breaks Rest-and-be-Thankful
Hill-Climb Record with 1,100 c.c. Cooper-J.A.P., and
Makes Best Sports Car Time with Cooper-Climax

By "Aeneas"

★

NEATLY through the final hairpin goes Tony Marsh (Cooper-J.A.P.) to set a new Rest-and-be - Thankful hill record in 53.75 secs.

son made two jolly good tries in his blown Cooper but the extra power of the blower seemed to put him off a bit in the bends and tended to be more of a hindrance than a help. Mike Christie was very much in the groove with his Cooper but took the final hairpin just a little bit wide although, if the track had been wet, we imagine he would have given Marsh an even better run for his money than a best time of 55.37 secs.

Ken Wharton, working hard at the wheel of his Cooper in his own inimitable fashion, made a storming first climb in 56.31 secs. and there were bated breaths as he took the Cooper very smartly off the line for its second attempt. Ken motored particularly well and really looked like taking the wind out of Marsh's sails when, bang in the middle of Cobbler Bend, the Cooper's gearbox split and that was that.

In the class for sports cars up to 1,500 c.c. no one could live with Tony Marsh's Cooper-Climax. Nearest approach to his best time of 58.88 secs. was S. D. Nicoll's handling of a Lotus-Climax XI in 64.91 but as Nicoll is very much a new boy on the hill he should be worth keeping an eye on in future. Archie Craig made a couple of nice runs in his Bongazoo, that offspring derived from an M.G. P.B. of 1935 vintage which has been up the Rest so often that it almost knows its way in the dark. Agnes Mickel was tidy and neat in her M.G.A. and quite a bit faster than G. A. D. Hammond's Hammond Gordon special which climbed very cannily in 83.84 secs.

In the racing car class over 1,500 and

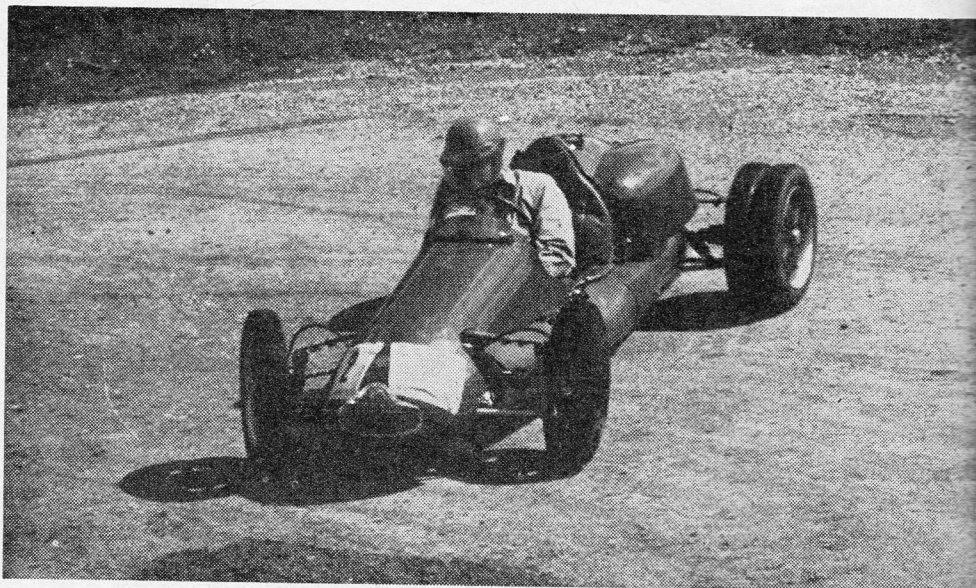
HILL-CLIMB champion Tony Marsh showed his mettle last Saturday on the testing slopes of Rest-and-be-Thankful at the Royal Scottish Automobile Club's International speed hill-climb in Glen Croe. Despite stern opposition from Ken Wharton and Mike Christie, the young Stourbridge driver made two impeccable climbs in his 1,100 c.c. Cooper, breaking the Wharton record that has stood since 1952 in both cases while, with his 1,100 c.c. Cooper-Climax, he also made the best time of the sports car entry. Conditions were ideal for the assaults when, after early morning rain, the weather cleared and there was bright sunshine and pretty girls in cotton frocks to add to what must be the most attractive surrounding scenery of any hill-climb in Britain. The crowd, like the entry, was not a big one but, just as the driving was of high standard so the spectators were enthusiasts and Marsh's record breaking climbs were lauded to the summer sky.

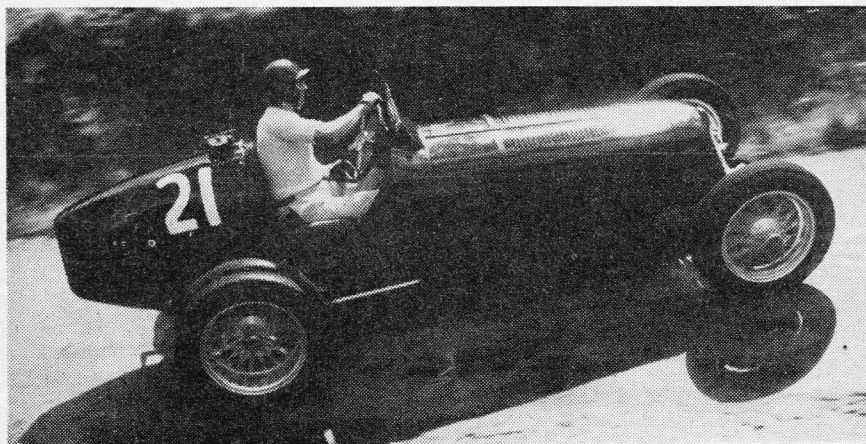
Practice set the pattern of the event for, on the drying track, Marsh made the best time of 56.19 secs. in a very polished climb with his Cooper. Practice was also responsible for the day's incidents and we watched James Berry have a slight altercation with the railings at Cobbler Bend in the blown E.R.A. which has the ex-Bradnack chassis and the ex-Richardson engine and which the present owner admits to finding just a little bit rapid for his talents. However, neither he nor the car suffered damage and the bending of motor cars was left to Alistair Kerr, who took what looked like a very gentle slide into the same railings but which turned out to be detrimental to the motor car; it went into the ditch, but fortunately without damage to its driver.

Dick Henderson spun right round coming into this very tricky bend and beat a rapid retreat downhill, but lived to have a real go in the event. W. J. Turnbull was inclined to be a little wild at Stone Bridge bend in his 1,172 Lotus, and Jimmy Gibbon had the odd spot of trouble with his gears in the Rover Special.

The event itself opened with the class for racing cars over 500 c.c. and up to 1,100 c.c. First man on the line was Tony Marsh in his Cooper and, with the smoothest of take-offs plus the maximum of style through Stone Bridge, and the taxing hairpin at the top of the 1,425 yards of the "Rest", he broke the Wharton record of 54.23 secs. with an ascent in 54.17. And just to prove he wasn't kidding about the business Tony beat this time in his second run with a 53.75 secs. which we think should stand for a year or two. Dick Hender-

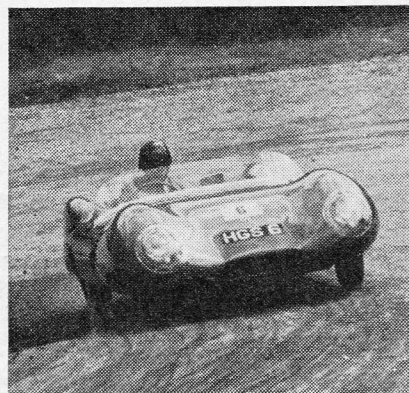
CRABWISE: Dick Henderson finds his blown 1,100 c.c. Cooper a bit of a handful on the last bend at "The Rest".





TRYING HARD (above) at Stone Bridge with the famous ex-Mays 2-litre E.R.A. is Ken Wharton, who made third B.T.D. His Cooper-J.A.P. split its gearbox.

(Right): Promising newcomer at Rest-and-be-Thankful was S. D. Nicoll (Lotus-Climax), who was second to Marsh in the 1½-litre sports car class.



up to 2,000 c.c. we had two 1,980 c.c. blown E.R.A.s. One of them, as already remarked, was a bit of a handful for James Berry but the other was a car well known in Scotland, Ken Wharton's E.R.A., which had been very successful in the hands of Ron Flockhart. Wharton drove this car well, producing a classic climb in 55.86 secs. which gave him a share of the prize money for the third fastest time of the day.

In the class for sports cars over 1,500 and up to 2,000 c.c. the Scottish Triumph exponents Tom Knight and James Cameron were on form, but we missed the fireworks of Neil Brown who was among the non-starters. The racing cars over 2,000 c.c. saw Tom Dryver's fero-

cious De Havilland A.T.N. making its second appearance on Rest-and-be-Thankful. With its 6½-litre De Havilland Gipsy Major engine on a Q-type M.G. chassis this is very much in the tradition of famous Shelsley Walsh specials, but it is undoubtedly a real handful on a steep and twisting hill like the Rest and we doubt if Dryver was overly perturbed when it broke its back axle just before

starting its second climb. Jimmy Gibbon with gearbox bothers in his Rover Special made quite a good ascent in his first climb but, in the second, he fluffed a gear in Cobbler Bend and was one of the few who did not improve their times on the second go.

The class for sports cars over 2,000 c.c. included Pat Melville's vintage Vauxhall and the Jaguar engined H.W.M. driven by Doreen and Raymond Fielding. Pat was very much on form and his big car came sailing up the hill like a battleship with full steam up, clocking a time that was a good few seconds better than several of the moderns. The Fielding équipe was beautifully turned out—car immaculate as usual and Doreen with a Persil-washed shirt and crash helmet. Raymond made the best time for the class and Doreen was completely unperturbed by the large number of horses under the H.W.M.'s bonnet, and richly deserved the Frew Cup for the best time by a woman driver. All this contributed to a jolly good day's sport and made us forget all the soakings that we have had at Rest-and-be-Thankful on so many occasions. So, until next year we will picture the fine Scottish venue in sunshine and remember the virtuosity of Tony Marsh, a worthy hill-climb champion.

"AENEAS".

Results

B.T.D.: Tony Marsh (1,100 c.c. Cooper), 53.75 secs.

Second B.T.D.: Michael Christie (1,098 Cooper), 55.37 secs. **Third:** Ken Wharton (1,980 E.R.A.), 55.86 secs.

Ladies' Award (Frew Cup): Mrs. Doreen Fielding (H.W.M.-Jaguar), 68.92 secs.

Albion Cup (Best time by R.S.A.C. member) and **Hutchison Cup** (Best time by resident Scot): J. F. Gibbon (2,696 Rover Spl.), 62.63 secs.

Class Awards. Racing Cars, 501-1,100 c.c.: Tony Marsh (1,100 Cooper), 53.75 secs. **1,500-2,000 c.c.:** Ken Wharton (E.R.A.), 55.86 secs. **Over 2,000 c.c.:** J. F. Gibbon (Rover Spl.), 62.63 secs. **Sports Cars, up to 1,500 c.c.:** A. E. Marsh (Cooper-Climax 1,100 c.c.), 58.88 secs. **1,501-2,000 c.c.:** T. A. Knight (Triumph TR2), 67.74 secs. **Over 2,000 c.c.:** R. Fielding (H.W.M.-Jaguar), 62.74 secs. **Best Vintage Car:** W. P. S. Melville (4,224 Vauxhall), 67.61 secs.

A Fine Old Tangle—continued

motorist who used a footpath or bridleway for a trial without permission.

Their lordships had some doubts about this clause because some of them felt the holding of a cycle race on the public highway might lead to more accidents. One of them, Viscount Hailsham, who described himself as a "keen racing cyclist", expressed the concern of our French friends that the British proved such poor cyclists in mass start racing. There was no word of protest at the proposal to close a public road for a cycle race—and one remembers the cries of horror which went up in the House of Lords, and in the country, when Lord Brabazon put forward a new clause to the abortive Road Traffic Bill last session, proposing that power should be given to close public roads for motor racing. Although we are far advanced in the age of the motor car, and our antiquated roads are already overloaded with traffic, it is apparently laudable to encourage cycle racing on the public road and quite beyond the pale to encourage motor sport.

JOHN DUDLEY.

SEPTEMBER PRESCOTT

SUPPLEMENTARY regulations have already been issued by the Bugatti O.C. for their 13th International Hill-Climb at Prescott on 8th September, which date, readers please note, is a Saturday, not a Sunday, the event having been brought forward a day.

Following usual Prescott form, the event includes classes for sports and racing cars in various categories, plus a Bugatti handicap. It also constitutes a "decider" for several Championship contests, being the final round for the R.A.C. British Hill-Climb Championship, the John Broad 1,500 c.c. Trophy and the B.O.C. 500 c.c. British Hill-Climb Championship, and also counting for the AUTOSPORT Series Production Sports Car contest and the Junior Hill-Climb Sprint Championship.

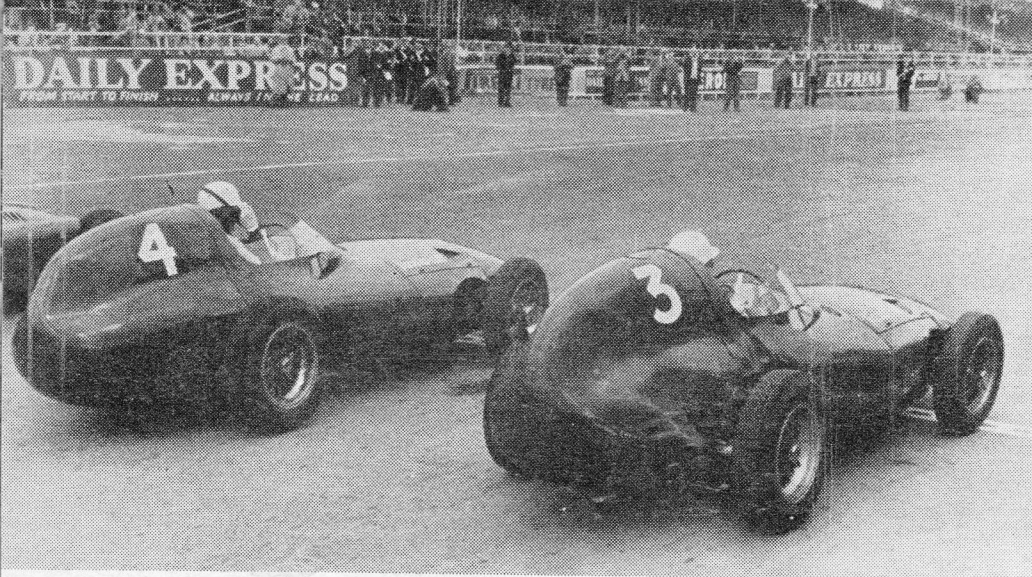
Amongst other awards offered are the Staniland Trophy for B.T.D. by a racing car of any capacity and four or more cylinders, and the Rivers Fletcher E.R.A. Trophy for best time by an E.R.A. in the *Formule Libre* class. What will obviously be a very busy day's hill-climbing begins at 12 noon. Secretary of the Meeting is L. J. Roy Taylor, Cherrytree, Aston, Market Drayton, Salop, to whom entries should be sent by Tuesday, 28th August.

RIVIERA MOTEL

NEWLY opened between Cannes and Nice, and three kilometres from Antibes, is the Motel Côte d'Azur, built to cater for the needs of the touring motorist, whether he wants a room for the night, or for a longer period. Accommodation is in rooms, with private bath, for one, two or three people, and details and rates can be obtained from Thos. Cook & Son, Ltd., Berkeley Street, Piccadilly, London, W.1.

NEW ZEALAND G.P., 1957

THE first Grand Prix of 1957 will be the New Zealand event, timed to start at 12.45 p.m. on 12th January, over the 2.1-mile Ardmore airfield circuit, Auckland. This *Formule Libre* event will have a duration of three hours and be confined to the fastest 18 cars to qualify during practice, although the field may be increased to 24. Prize money for the winner is £500 and the lap leader will be paid £5 each time round. The day's supporting programme will be made up of two handicap events, a saloon car race and a veteran parade. Regulations and entry forms are available from the Secretary, New Zealand International Grand Prix Inc., P.O. Box 3483, Auckland, N.Z.



AUTOSPORT, JULY 13, 1956

HOME-BASED (left) and on a circuit where they have already beaten the Continentals, the fuel injection Vanwalls are worthy opposition for the Ferraris and Maseratis.

RIVALS FRATERS (Right) Peter Collins, Juan Fangio, team members of the chief Tony Vanwall.

THE 11th British Grand Prix at Silverstone tomorrow has attracted the largest number of entries of any major Formula 1 event this season. What is more to the point, some of them are the fastest unsupercharged machines ever built, and the race bids fair to being a stern struggle for supremacy between the green cars of Great Britain and the red machines of Italy, with France's blue cars not entirely outpaced, but hardly rapid enough to challenge the topline teams.

Silverstone is rather a peculiar circuit in its way; sheer speed does not count so much as it does on the ultra-fast venues such as Spa-Francorchamps, Rheims and Monza. Here, acceleration and roadholding are the leading factors, allied to the skill of the drivers. At no point will cars achieve the speeds of up to 200 m.p.h. reputed to be attainable at Rheims; possibly 150-160 m.p.h. will be reached down Hangar Straight, but this cannot be held for long, owing to the tricky turns at Stowe and Club corners. From the last-named, sheer acceleration gains seconds up Abbey Curve, a highly spectacular section of the course, where only the cleverest and most courageous drivers can judge the fractions which make all the difference for being well-placed for the difficult and fast Woodcote Corner. Beckett's is also extremely tricky, requiring split-second timing and perfect braking.

Anyway, Silverstone can certainly sort out the men from the boys; it brings out the best in G.P. drivers, and gives cars

a merciless caning. It is undeniably one of the best airfield-based venues in the world, and possesses many of the features of a road-course.

Now let us examine the cars and their drivers. From Maranello come the formidable Ferraris, with their V-8 Lancia engines developing 285 b.h.p. These machines have proved faster than the 1955 Mercedes-Benz—after all, progress goes on all the time! Much-improved

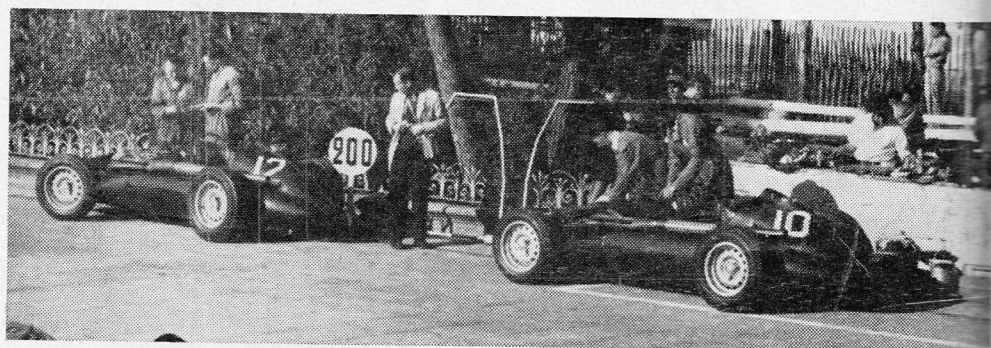
suspension has enabled these cars to be driven as fast as any G.P. machines have ever been driven on circuits. With drivers of the calibre of World Champion Juan Manuel Fangio, Peter Collins, Eugenio Castellotti and Alfonso de Portago, the cars which carry the insignia of the "Prancing Horse" have won three out of the four Grands Prix counting for the Championship of the World. The marque must start favourite for the G.P., and one can expect Fangio and Collins to be in the front line of the starting grid.

As for Maserati, the "Trident" will have as its first-line strength, Stirling Moss, Jean Behra and Cesare Perdisa. Moss, formidable on any circuit, will be more than ever so at Silverstone, scene of many of his triumphs. Behra, driving better and faster than ever, will ably back up his team-mate. Perdisa's role appears to be the unenviable one of trundling his car round, ready to hand



BRITISH CHALLENGE AT

Vanwall, Connaught and B.R.M. versus Ferrari, Maserati and Gordini—Record Formula



THEY LOOK RIGHT—Will they be right? A trio of these sleek B.R.M.s, absentees from racing since May with valve trouble, have been entered for the British Grand Prix.

THE ENTRY LIST

British Grand Prix, 101 laps, 303 miles

Vanwall: Harry Schell, Maurice Trintignant, X. Connaught: Archie Scott-Brown, Desmond Titterton, Jack Fairman, X. **B.R.M.:** Mike Hawthorn, Tony Brooks, X. **Ferrari:** Juan Fangio, Peter Collins, Eugenio Castellotti, Alfonso de Portago, Olivier Gendebien. **Maserati:** Stirling Moss, Jean Behra, Cesare Perdisa, Francisco Godia. **Gordini:** Robert Manzon, Hernando Da Silva Ramos.

Non-works entries. **Maserati:** Roy Salvadori, Horace Gould, Bruce Halford, Ottorino Volontario, Luigi Villorosi, Umberto Maglioli, Louis Rosier, Jack Brabham. **Cooper-Bristol:** Bob Gerard. **Emeryson:** Paul Emery.

International Formula 2 Race, 25 laps, 75 miles

Cooper: Roy Salvadori, M. G. H. McDowell, Jack Brabham (works entries); independent: Reg Parnell, Ivor Bueb, Dennis Taylor, Tony Marsh, C. G. Summers. **Cooper-Stanguellini:** A. McMillan. **Willment:** Les Leston. **Lotus:** Colin Chapman, Reg Bicknell, Cliff Allison (Team Lotus entries); independent: Mike Hawthorn, Keith Hall, W. S. Frost, Graham Hill, Alistair Birrell. **Lotus-Connaught:** Tony Brooks. **Lotus-Maserati:** Brian Naylor. **Elva-Maserati:** G. G. Smith. **Gordini:** X. **H.A.R.:** Horace Richards. **Maserati:** Joakim Bonnier.

International Sports Car Race, Over 1½-litres, 25 laps, 75 miles

Alfa Romeo: Joakim Bonnier. **Maserati:** Stirling Moss. **Jaguar:** Desmond Titterton, Ninian Sanderson, X (Ecurie Ecosse entries), Duncan Hamilton, J. M. Trimble. **Aston Martin:** Roy Salvadori, Berwyn Bixter, Tom Kyffin, Graham Whitehead, X (David Brown entry). **Cooper-Jaguar:** Richard Steed, Michael Head. **Lister-Bristol:** Allan Moore, Austen Nursc. **Lister-Maserati:** Archie Scott-Brown. **Tojeiro:** E. R. Protheroe, P. R. Crabbe.

Formula 3 Race, 17 laps, 51 miles

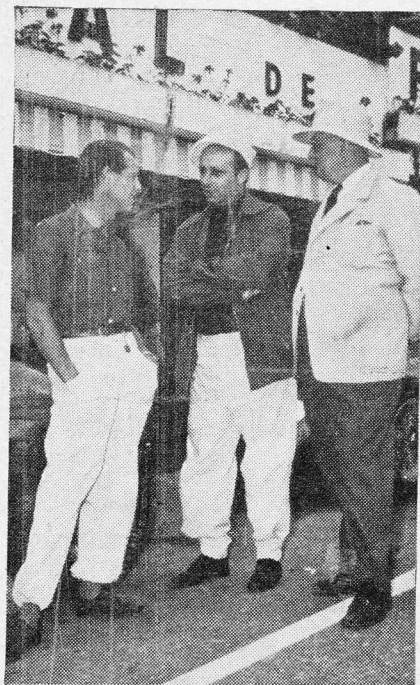
Cooper: D. Parker, T. Bridger, H. S. Howlett, D. Truman, D. J. Strange, Sir Thos. Beevor, J. F. Denley, I. E. Raby, J. Russell, R. F. Mayne, G. H. Symonds, R. H. R. Hett, T. Andersen, P. R. Procter, I. Bueb, C. Allison, D. Boshier-Jones, G. H. Wicken, S. Lewis-Evans, C. C. H. Davis, E. Hall, R. J. Barrett, H. C. Taylor, A. Eccles, C. G. Summers, R. K. Tyrrell, A. Zains, T. Dickson. **Petty:** A. V. Cowley. **Martin:** F. Hobart. **Staride:** E. Fenning. **Reserve:** P. Robinson.

over if anything happens to the two World Championship contenders.

Vanwall, sensation of the French Grand Prix, have the cars, but only Harry Schell can be reckoned as being capable of conducting it quickly enough. Trintignant, a competent G.P. pilot, lacks the dash of the flamboyant Franco-American. Then there is that mysterious character "Mr. X", who could be anyone, but will more than likely be Colin Chapman, who does know his way around Silverstone. Tony Vandervell would dearly have liked to utilize the services of Moss and Hawthorn, to say nothing of Collins, but, of course, all three are committed to contracts.

B.R.M. remain enigmatic as ever; their little car is fantastically quick, but has run into serious valve problems which may, or may not, be solved in time for 14th July. Headed by Mike Hawthorn and Tony Brooks, the Bourne make does not lack lightning conductors, and all Britain would dearly love to see the cars on the starting line. The same

ERNIZE:
...and
...Ferrari
...Warwall
...intervell.



CONNAUGHT MEN: (Left) Archie Scott-Brown, (centre) Desmond Titterton, (right) Jack Fairman.



FOR FERRARI: (Left) The fiery Eugenio Castellotti; (centre) the Marquis de Portago from Spain; (right) the rising young Belgian, Olivier Gendebien.

SILVERSTONE

Entry of 31 Cars—Promising Formula 2 Race



STIRLING MOSS, here "talking shop" with Fangio, heads the Maserati team, and will be out to wrest the World Championship lead from Peter Collins.

applies to Connaught, whose piston bothers should have been overcome. Led by the mercurial Archie Scott-Brown, supported by Jack Fairman and Desmond Titterton, the Send outfit will carry the best wishes of thousands of supporters.

Of the independents, Roy Salvadori (Maserati) is sure to be up amongst the team boys. He is extremely rapid, and possesses true G.P. temperament. Maglioli, Villoresi, Gould, Brabham, Godia-Sales and others who use the products of the "Trident" can only race in the hope that something happens to the pace-makers—which is not unlikely, when one recalls Silverstone's reputation for surprises!

As regards Gordini, his eight-cylinder cars have shown reliability, but not outstanding pace. Robert Manzon and Da Silva Ramos are skilful drivers, but like the independents, can only come on to the leader board if the dog-fight in front results in retirements.

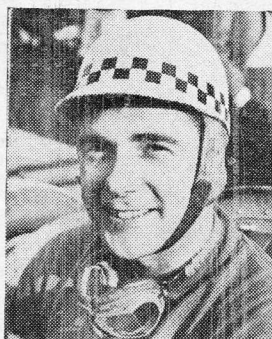
It is, therefore, most likely that the

(Continued overleaf)



FOR VANWALL: (Left) Harry Schell, (right) Maurice Trintignant.

MANZON of France drives an 8-cylinder Gordini.



WITH MOSS in the Maserati team are (left) Jean Behra, and (right) Cesare Perdisa.



"NANO" Da Silva Ramos of the Gordini team.



ONCE TEAM-MATES now rivals, are (left) Umberto Maglioli (Scuderia Guastalla Maserati) and Mike Hawthorn, B.R.M. No. 1 driver.



No. 2 for B.R.M. is Tony Brooks.

Silverstone—continued

front row position on the starting grid will be disputed among Fangio, Collins and Castellotti (Ferrari), Moss, Behra (Maserati), Schell (Vanwall), Hawthorn (B.R.M.) and Scott-Brown (Connaught).

In addition to the G.P., there are races for F2, 500 c.c. and sports cars. The Formula 2 event, first to be organized to the 1956 formula, sees the debut of the new single-seater Cooper-Climax, to be driven by Roy Salvadori. Most of the others, at this stage, are modified versions of fast Lotus, Cooper and Elva sports-racing machines, but Gordini will appear with a single-seater F2 car and Joakim Bonnier is running his 1,500 c.c. Maserati. Given fine weather, laps of around 100 m.p.h. can be expected from this category.

The sports car race has attracted Maserati, Ferrari, Aston Martin, Jaguar, Lister, Tojeiro and Alfa Romeo with Aston Martin and the "Ecurie Ecosse" Jaguars favourites. All the well-known F3 conductors take part in the 500 c.c. race, including Parker, Bridger, Russell, Bueb, Lewis-Evans, Wicken and Boshier-Jones. Apart from single Martin, Petty and Staride entries, the list is predominantly Cooper. Amongst their drivers is a newcomer to British racing, Swedish expert Tord Anderssen, who has gained many successes in Scandinavian Formula 3 events.

SILVERSTONE TIMETABLE

Formula 2 Race: Start 10.30 a.m.

British G.P.: Start 12.30 p.m.

Over 1,500 c.c. Sports Car Race: Start 4.15 p.m.

Formula 3 Race: Start 5.25 p.m.

BROADCASTS FROM SILVERSTONE**B.B.C. Light Programme, 14th July**

Commentary by Robin Richards, Eric Tobitt and John Bolster

1.0 -1.10 p.m. Opening Stages of the Grand Prix.

1.35-1.40 p.m. Progress Report.

2.30-2.40 p.m. Further commentary.

3.20-3.35 p.m. The Finish.

4.15-4.25 p.m. Opening stages of the Sports Car Race.

4.55-5.10 p.m. The Finish.

Between 6.15-6.30 p.m. Report on the Grand Prix by Raymond Baxter, included in Sport programme.

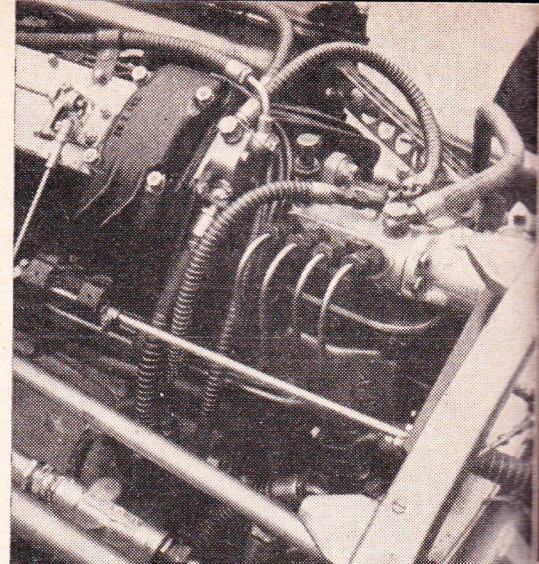
ON B.B.C. TELEVISION

Commentary by Raymond Baxter and John Bolster.

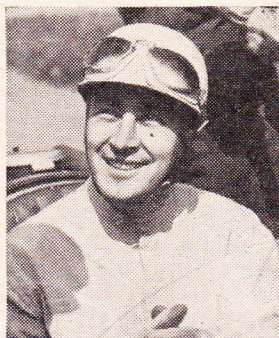
12.15-1.0 p.m. Opening stages of the Grand Prix.

2.15-2.40 p.m. Progress View.

2.50-3.30 p.m. Final Stages.



VANWALL VITALS: A close-up of the Bosch fuel-injection pump on the four-cylinder Vanwalls, major British hope in the Grand Prix after their previous performances at Silverstone and abroad.



INDEPENDENTS: (Left) Roy Salvadori, and (right) Jack Brabham of Australia. Both drive Maseratis.



OLD HAND at racing, Luigi Villorelli drives an independent Maserati.

23rd MEMBERS' GOODWOOD

EIGHT brisk races were run off with customary B.A.R.C. briskness at their Members' meeting at Goodwood last Saturday, when a new "Deviation from course" rule was applied, resulting in the disqualification from race 3 of P. H. Ashdown (Lotus) after he spun at St. Mary's on the last lap. This ruling stipulates that, if during a race a competitor leaves the course with all four wheels off the road, or spins to the extent that the rear wheels are in advance of the front, he will be excluded from the race, unless the Stewards are satisfied that he went off-course or spun to avoid an accident, or encountered oil on the course, or similar unavoidable circumstance. Ashdown actually resumed the race to cross the line in third place. As compensation, however, he had already won the first race of the day.

Results

Event 1, Up to 1,250 c.c. u/s. (5 laps): 1, P. H. Ashdown (Lotus-Climax), 8 mins. 47.8 secs. (81.97 m.p.h.); 2, W. S. Frost (Lotus-Climax), 8 mins. 48.8 secs.; 3, G. B. Hewitt (Lotus-Climax), 8 mins. 57.4 secs.; 4, P. J. S. Lumsden (Lotus-Climax).

Fastest lap: Ashdown, 1 min. 43.4 secs. (83.56 m.p.h.).

Event 2, Ladies' 5-lap Handicap: 1, Miss Gillian Spooner (Triumph), 11 mins. 12.6 secs. (66.21 m.p.h.); 2, Mrs. J. Howard (Triumph), 11 mins. 26.6 secs.; 3, Miss Dorothy Champ (Triumph); 4, Miss Hazel Dunham (M.G.A.).

Fastest lap: Mrs. Jean Bloxam (Aston Martin DB2), 2 mins. 0.6 sec. (71.64 m.p.h.).

Event 3, Up to 1,500 c.c. u/s. (5 laps): 1, W. S. Frost (Lotus-Climax), 8 mins. 50.8 secs. (81.38 m.p.h.); 2, P. J. S. Lumsden (Lotus-Climax), 8 mins. 59.0 secs.; 3, R. F. Bloxam (Lotus-M.G.), 9 mins. 23.8 secs.; 4, M. R. G. Llewellyn (Lotus-Climax).

Fastest lap: P. H. Ashdown (Lotus-Climax), 1 min. 43.6 secs. (83.40 m.p.h.).

Event 4, Handicap A (5 laps): 1, C. J. Freeman (Aston Martin), 10 mins. 45.0 secs. (71.40 m.p.h.); 2, Miss Hazel Dunham (M.G.A.), 11 mins. 6.8 secs.; 3, W. B. Conn (Austin-Healey), 11 mins. 7.8 secs.; 4, N. V. L. Barclay (Triumph).

Fastest lap: H. J. Fredman (Jaguar XK 120), 1 min. 56.8 secs. (73.97 m.p.h.).

Event 5, 1,501-3,500 c.c. u/s. (10 laps): 1, M. W. Head (Cooper-Jaguar), 17 mins. 28.6 secs. (82.36 m.p.h.); 2, F. C. Davis (Lotus-Bristol), 17 mins. 32.4 secs.; 3, B. Baxter (Aston Martin DB3S), 17 mins. 46.0 secs.; 4, P. J. Sargent (Jaguar XK 120).

Fastest lap: M. W. Head, 1 min. 42.2 secs. (84.54 m.p.h.).

Event 6, Closed Car Handicap (5 laps): 1, E. W. Cuff Miller (Ford), 12 mins. 25.0 secs. (64.00 m.p.h.); 2, I. Walker (Ford), 12 mins. 26.0 secs.; 3, N. Ward (Ford), 12 mins. 38.8 secs.; 4, J. K. Bell (Morris).

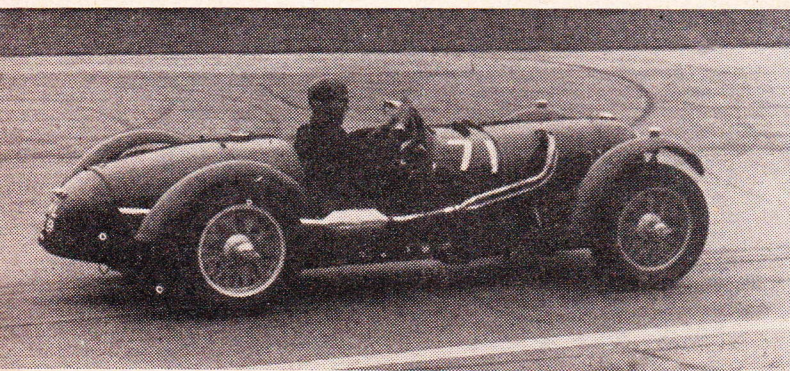
Fastest lap: G. Livanos (Aston Martin DB2/4), 1 min. 55 secs. (75.13 m.p.h.).

Event 7, Handicap (5 laps): 1, P. L. Farquharson (Allard), 10 mins. 7.2 secs. (75.52 m.p.h.); 2, M. R. G. Llewellyn (Lotus-Climax), 10 mins. 7.8 secs.; 3, J. Fisher (Kieft-Climax), 10 mins. 12.8 secs.; 4, F. W. Marriott (Lotus-Climax).

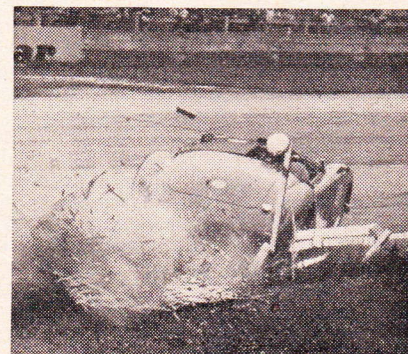
Fastest lap: M. W. Head (Cooper-Jaguar), 1 min. 43.6 secs. (83.40 m.p.h.).

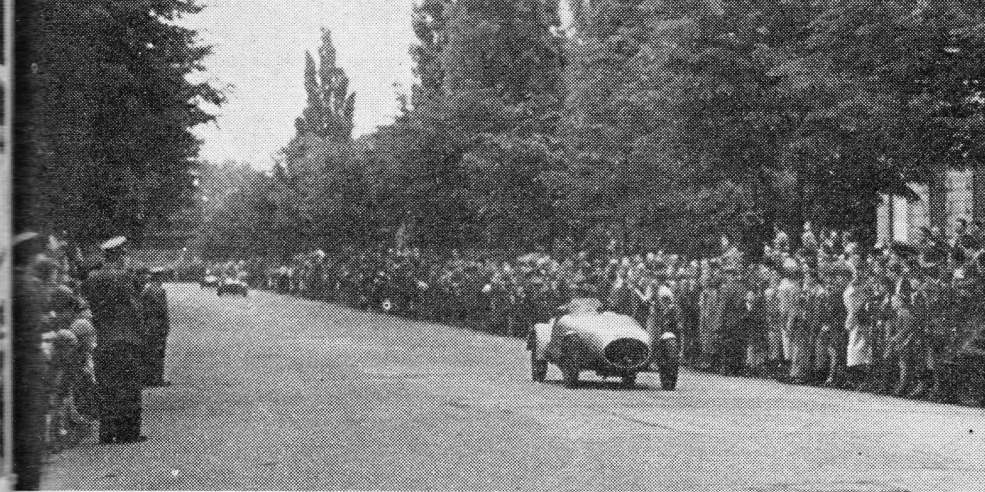
Event 8, Handicap (5 laps): 1, R. S. Benson (Morgan), 10 mins. 55.4 secs. (73.16 m.p.h.); 2, C. H. Davis (Lotus-Climax), 11 mins. 8.4 secs.; 3, R. B. Watson (Lester-M.G.), 11 mins. 16.6 secs.; 4, R. J. R. Simpson (Healey).

Fastest lap: C. H. Davies (Lotus-Climax), 1 min. 51 secs. (77.84 m.p.h.).



CAUSE AND EFFECT: (Left) C. J. Freeman in his well-prepared ex-Stapleton Aston Martin wins the fourth race at Goodwood—a handicap—while Miss Hazel Dunham (right) tries too hard to catch him and overdoes things at the Chicane. She still finished second.





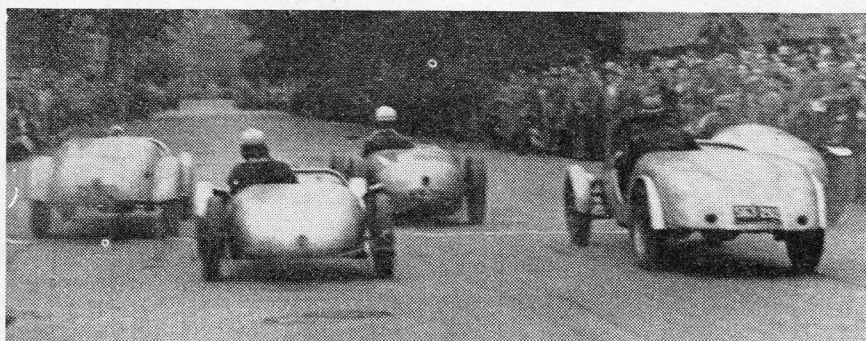
ULICZNY WYSCIG SAMOCHODOWY...

... Or "Round the Houses Grand Prix," Polish Style

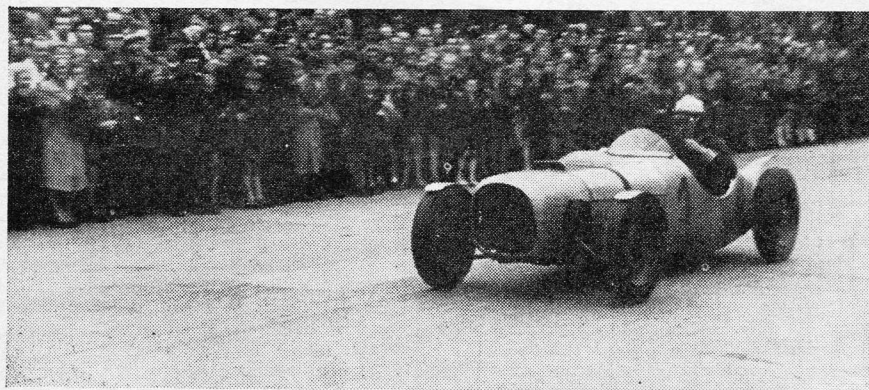
By ALAN DAKERS

Is there a country within 700 miles of Britain where few people have ever heard of Collins, Moss or Fangio, but where the names of Nuvolari and Caracciola recall memories to the older generations of the great Grands Prix of the '30s? The answer is Poland, and on 24th June, while present in Poznan representing the David Brown Tractor Division at the XXV International Fair, I watched the first round of the 1956 Polish Car Racing Championship—Uliczny Wycig Samochodowy—or "The Round the Houses Grand Prix", organized by the Auto-Moto-Club of Poznan.

Twelve of Poland's best drivers competed round the circuit of 1½ miles through closed streets, where apart from



MIXTURE: (Above) Lancia, DKW, Fiat, BMW and Skoda-based cars leaving the line at Poznan.

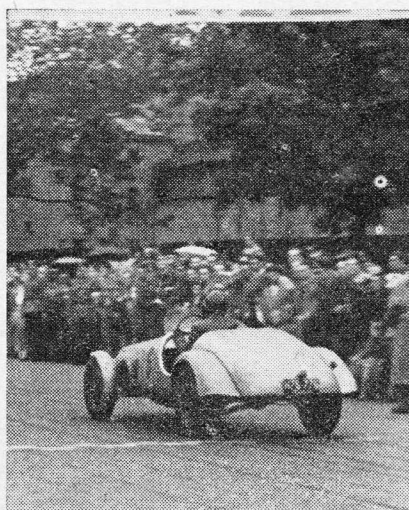


RACE 1 WINNER (above) was Kolecki in this unpretentious DKW Special.

TYPICAL of the somewhat aged machinery racing at Poznan was this BMW (right) with three-carburettor, 90 b.h.p. six-cylinder engine.

one short stretch of metalled road, the surface was rough pavé, with numerous corners and two short hills. The safety precautions for spectators were nil (see pictures) but drivers did wear crash helmets. All very alarming to one used to Silverstone and other European circuits where spectators' safety is paramount.

In Poland there are very few cars, and practically none are privately owned, so it was not surprising that only about 12 machines lined up for the three races. The only post-war car was a bright red TR2, which had spent the last year running on Polish roads and petrol (approximately 65 octane) and was not in the pink of condition. The rest were



"specials" made in conjunction with pre-war Fiat, Lancia, BMW, Skoda and DKWs. The fact that these cars were running at all was remarkable, and all credit is due to the ingenuity of the mechanics—for it is many years since spares have been available. A special supply of race fuel (85 octane) was provided for the race.

The first event was over 10 laps for cars up to 1,300 c.c., and in pole position (could it be that in the first ever "grid" start a Polish driver made best time in practice?) was a DKW, next Skoda and Fiat—three starters—and the winner was Mr. Kolecki from Stalinograd, in the DKW.

Next came the up to 1,600 c.c. race, this time over 15 laps—22 miles—with five cars lined up, the three from the first race, a Lancia and a BMW. Two of Poland's aces, Bielak and Tarczynski, took part, but it was Cichowski in the 1,500 c.c. Lancia who won at an average of 42 m.p.h.

The big race of the day was over 20 laps—unlimited. Here is a little "gen" on the starting list, as given in the programme:—

BMW Special, 1½-litre, weighing 882 lbs., driver Tymoszek; Lancia, 2-litre, 1,312 lbs., Cichowski; Triumph TR2, 2-litre, 1,984 lbs., Mazurek; Bugatti 1926, weight not known, Tabendzkim; "Samie", Tarczynski (the reigning champion); and a Fiat, driver unannounced.

A. Mazurek, who was driving the TR2, was a great pre-war driver, and to this day is still a great favourite with the crowd. In 1939 driving a 3,543 c.c. Chevrolet he finished sixth in the Liège-Rome-Liège.

The race was held up while the Bugatti was persuaded to start and at last they were away, with the TR2 making a good start to take the lead, but before long the additional weight and rather sick motor had their effect, and first the BMW and then the Lancia passed it and at the finish it was third with the Bugatti fourth. The other two had retired after their engines had caught fire. Oh, yes—the chequered flag was not the traditional colour, it was red and white, for this was behind the Iron Curtain!



ALL TOGETHER AGAIN

Two-, Three- and Four-wheelers at Motor Cycling Club's Silverstone Race Meeting

THERE were 12 events on the programme for the M.C.C. Silverstone race meeting on 30th June, seven for cars and five for motor-cycles and three-wheelers of all kinds; although, in fact, there were a few more of the "open air" vehicles entered than there were cars. However, the programme of high-speed trials and handicap and scratch races, went off smoothly in fine weather, with few untoward incidents.

After the first two "one-hour blinds"—ostensibly merely to qualify for awards at set average speeds, but in fact a wonderful opportunity for a long-distance "dice"—there was the first five-lap handicap for cars. A very varied field presented themselves, with K. P. Tomei's M.G. TC as the limit car, while very much on scratch, in fact, 35 secs. behind anyone else, was J. B. Naylor's red Lotus with the 1½-litre Maserati engine. Screaming at the leash, it was eventually released and hurtled off in pursuit of the field. By the end of the second lap, M. Reid in an M.G.A., who had started 1 min. 25 secs. ahead of Naylor, was leading, but by the fourth lap, was overtaken by D. H. Wilson-Spratt in a TR2 and then by D. J. T. Randall in a very rapid Lotus Mk. VI powered by a near-Vintage, blown, M.G. Midget engine of 746 c.c. Naylor lay 20th on the second lap, 15th on the third, 10th on the fourth and came tearing through on the last lap to just catch Reid and finish third—but some little way behind Wilson-Spratt and Randall.

The next race, a 10-lap handicap, had the limit man, A. P. H. Vincent, in a Ford Anglia, no less than 3 mins. 20 secs. ahead of Patsy Burt, on scratch in her powder blue DB2-4. This race had rather less place-swapping than the last, and established D. V. Greaves, in a Vintage 1½-litre Aston, in the lead quite early, with J. M. Uren in a surprisingly fast Anglia in second place. Behind

him, having started nearly a minute later came Ian Walker's incredibly fast Prefect, which has an overhead valve conversion and is *Très Grande Tourisme*. However, he appeared on lap 8, trailing ominous smoke, although at scarcely diminished velocity, but the smoke thickened and through it came Miss Burt to finish third, and P. C. Scriven in an Austin-Healey, fourth. The smoke turned out to be merely due to an oil leak in the pipe to the overhead rocker gear.

The next car event was a five-lap scratch race. Naylor was there with the Lotus-Maser, and that was that. He was leading by some 10 secs. by the end of the first lap, then eased up a little to win by nearly 30 secs. from Standbridge's A.C. Ace and Marriott's Mk. VI Lotus-Climax.

The next five-lap race was another triumph for Charles Bulmer, the handicapper, who had an assortment of six cars all over the line in a bunch. After a slow start, D. V. Greaves worked right through the field to win again, and this time Walker—with pipe brazed up once more—beat Uren after a spirited battle.

There followed another 10-lap handicap in which there was a certain amount of excitement. At the start, Mrs. Blue-

TRAFFIC JAM—or so it seems, with an infinite variety of cars on the grid for a handicap race.

belle Gibbs's H.R.G. refused to, and Coaker's Mk. VII Jaguar dropped its exhaust pipe on the ground. Then, quite early on, the Lotus-Maserati came in with brake trouble, which put Naylor out of the running. So the lead was taken on the seventh lap by Randall's blown Lotus-M.G. Reid's M.G.A. lay second until lap 9, when he was deposed by Standbridge's Ace, who in turn was taken by Wilcocks's TR2 and then Banks's Lester-M.G. which scrambled into second place.

The last event of the day was the five-lap *Motor Sport Trophy Handicap*, the field of which was composed of the winners from previous events. Naylor, with brakes again, was, of course, on scratch, and really motored, weaving in and out through the slower cars as he gobbled up the distance. He was so handicapped that he was still lying last after three laps, having started a lap behind, and yet he stormed over the line to win comfortably two laps later. Wilcocks worked hard in the TR2 and finished second, Reid was third in the M.G.A. and Ian Walker just beat Randall's Lotus in a photo-finish. Hardest luck went to Patsy Burt, who was storming down the straight in second place on the last lap, when the Aston put a rod through the side and erupted in clouds of smoke. It is to Patsy's credit that she pulled the car off the track by the paddock entrance, had the bonnet up and put the fire out with her own extinguisher, before anyone else had time to reach the car.

STUART SEAGER.

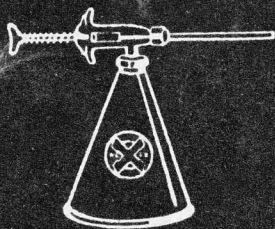
Full results were published last week.

FIRLE HILL-CLIMB

THE Bentley Drivers' Club are again promoting their Firle Hill-climb, near Eastbourne, Sussex, which will be held this year on 2nd September. Invited clubs are the Aston Martin Owners', Brighton & Hove, Bugatti Owners', Lagonda Club, 20 Ghost Club and the B.A.R.C. (East Sussex). Details of the event, for which entries close on 13th August, may be obtained from Lt.-Col. C. H. D. Berthon, Madges, Long Crenodon, Aylesbury, Bucks.



KNEES BEND: Ian Walker's Prefect has an o.h.v. converted engine that produces phenomenal b.h.p. Moreover, he knows how to use it and generally negotiated corners in this manner.



THE RED_EX QUICK SERVICE

Next time you want an oil change — ask for the RED_EX QUICK SERVICE. It costs you very little extra and will really improve the running of your engine. Here is what happens.

Price for 4-pint sump capacity

15/6*

inclusive of normal oils and RED_EX.

- 1 Old oil drained off and engine flushed with straight RED_EX drawn from Agent's RED_EX Filter Tank.
- 2 New Oil Change with 1 part RED_EX to 3 of Oil.
- 3 RED_EX 4-oz. air intake Injection through carburettor with engine running.
- 4 A 5-oz. RED_EX REFRESHER in the petrol tank.
- 5 A preliminary check for wear and faults as RED_EX deserves a sound engine.

TRANSFORMS PERFORMANCE

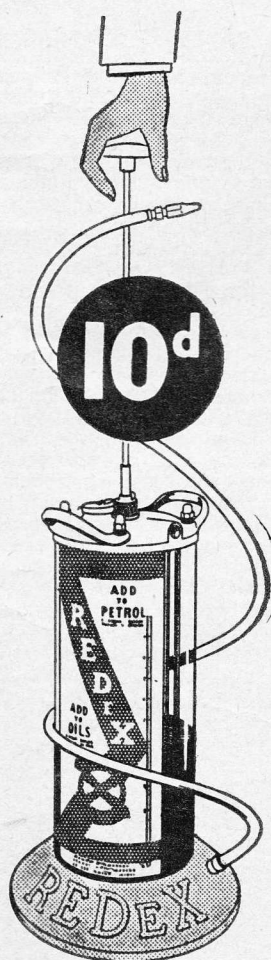
ONE MILE IN 7 FREE as saving averages 15% more M.P.G. **MORE POWER.** Hill climb from standing start is usually 4 to 5 M.P.H. faster at crest of long hills.

FEWER REPAIRS. Because the Extreme Pressure Lubricant in RED_EX strengthens Oil Film, reduces friction and frictional heat.

If desired, proof of these improvements, on your car can be precision checked with instruments, at moderate charge by any RED_EX Premier Agent. (List supplied on request.)

*for larger sump capacities add cost of additional oil and RED_EX.

A RED_EX



REFRESHER

will boost
performance
immediately

A long stroke (approx. 5oz.) in your petrol from the RED_EX dispenser gives a valve and cylinder bath that ACTS AT ONCE—reducing wear and boosting performance.

Always ask for a
RED_EX REFRESHER
when you buy petrol

RED_EX INTERNATIONAL CAR CLUB

Write to the Secretary for details of the RED_EX Car Club. Facilities include 10% hotel discount, free car badge, car key ring and free tuning voucher.

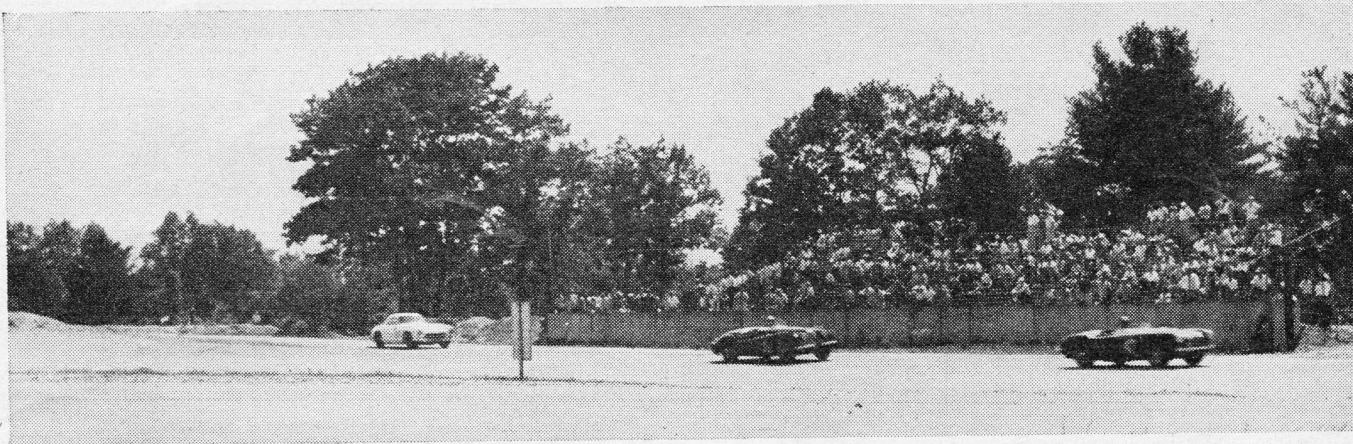
Post coupon to:—

RED_EX INTERNATIONAL CAR CLUB,
365 Chiswick High Road,
LONDON, W.4

Name.....

Address.....

AS.7



GIANT KILLERS

SATURDAY, 30th June, will long be remembered at Thompson Raceway in Connecticut for two things: the day Dave Michaels's little Bandini-Offy slaughtered Goliaths, and the day that the New York Region of the Sports Car Club of America instigated three one-hour races on the 1½-mile course which is accustomed only to 10- and 15-lap events.

Of those three extremely successful races, the last was far and away the most exciting. Thirteen over-1,500 c.c. modified cars roared away at the drop of the flag with Dick Perrin's Corvette leading after a standing-start lap of 1 min. 23 secs.; but bunched closely behind were King (Allard J2X), Procter (Maserati), Michaels (Bandini-Offy), Morewood (Ferrari Mondial), Plaisted (Cheetah), Meyer (Meyer Special), Kinsolving (Cisitalia monopoisto), Wonder (Frazer-Nash), Giubardo (Austin-Healey Special), and Grossman (Jaguar 140 MC). The Bandini was moving fast, overtaking Procter next lap, while Meyer was displacing Plaisted. Lap 3 saw the small red Bandini whiz past King and Perrin to reach first position and never again relinquish it. A mere 15 secs. blanketed the first 10 speeding vehicles.

The two Johns, Meyer and Plaisted,

staged a duel of the Specials, with the Meyer Special taking the lead coming out of turns and the snarling Cheetah proving faster on straights. Lap after lap the two fought, until overheating bothers retired the Meyer Special, newly equipped with fuel injection. But in the meanwhile the battle of the giant killers had begun. Procter's two-litre Maserati had taken on King's Allard, and after several exciting laps went by, he began working on Perrin's Corvette in second place.

By half time the leaders were Michaels, Perrin, Procter, King, Morewood, Plaisted and Meyer. Then Morewood (Ferrari) began battling King (Allard). For 31 laps they circled almost as one car, the Ferrari's nose practically touching the Allard's bumper. Britain's Morewood finally moved into fourth place behind Procter, whose Maserati was still harassing the Corvette, almost pas-

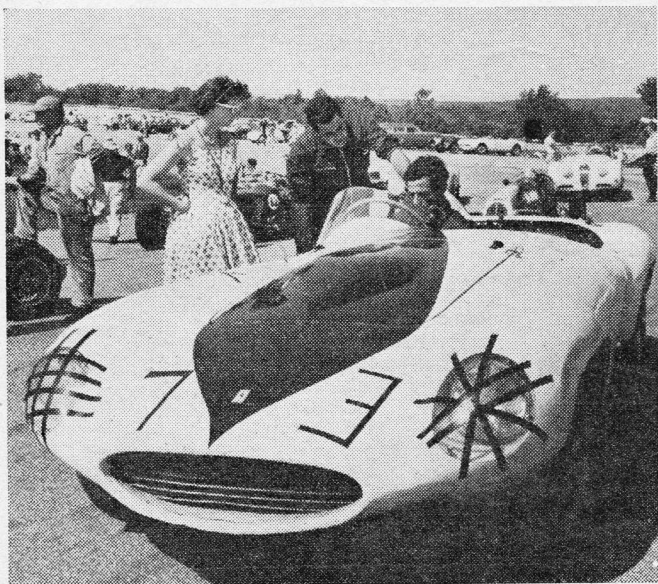
MASTERING THE MALES: Evelyn Mull (A.C.-Bristol) won race 3 on the second day of the Thompson meeting, and gained a "fourth" on the first day, against 16 men. Here she leads a Jaguar and a Mercedes-Benz.

AT THOMPSON

Dave Michaels (Bandini-Offy) Beats Corvette, Maserati and Ferrari at S.C.C.A. Two-Day Road Race Meeting

Report and Photographs by RUTH SANDS BENTLEY

sing it in the banked turn, slipstreaming it on straights, but falling back on the hill where the Corvette's torque paid off. The Corvette was rock-steady on turns, and Perrin's driving was excellent. The young driver from Putnam (practically in Thompson's backyard) is well-known for his many Jaguar wins at Thompson in the past, and his handling of the Corvette was spectacular. On Lap 37 the Maserati inched by, only to spin into the sand embankment on Clubhouse Turn and watch the Corvette not only regain second place but an unassailable lead. Procter turned on steam, completing his next lap in 1 min. 16.3 secs. with Morewood right behind him. Then on the last lap, while Michaels and Perrin were receiving the victor's flag from Race Chairman Henryk Szamota, Procter again spun in Clubhouse Turn and Tony Palmer Morewood executed the most phenomenal



FEELING GOOD (above) after his fine drive in a Chevrolet Corvette, is Dick Perrin.

SAID SAYS: (Left) Pit manager Bob Said explains things to driver Tony Palmer Morewood in a bizarrely finished Ferrari.

avoidance of the day, zigzagging alongside the gyrating Maserati without touching it.

Result

Dave Michaels (Bandini-Offy), 46 laps; Dick Perrin (Corvette), 46 laps; Bill Procter (Maserati), 46 laps; Anthony Morewood (Ferrari), 45 laps. (The first three cars won their classes: Unlimited, C Modified, and B Modified.)

The opening race of the day drew 22 modified and production cars of under 1,500 c.c. Bastrup (Lotus Mk. IX) and Sagan (Porsche Spyder) battled for the lead until Sagan spun out, moving back to sixth position. Klink (Lotus Mk. VI) reached first place on his second lap by scalding the road; and Grossman's foot slipped off his Porsche 550's brake, putting him off the road in a shower of sand. Much digging ensued before his return to the race in last place from a pre-slip fourth spot. Allenburg's Abarth, sailing snappily in second place behind Klink's Lotus, pulled into the pits on Lap 12 and Saidel's Jomar began challenging the lead in Class G Modified, which he ultimately won. (The small, potent all-aluminium Jomar was built in Mr. Saidel's garage in Manchester, Vermont, and is composed of a four-cylinder Ford Prefect engine in a Dellow Mark V chassis.) On Lap 16 Sagan regained the lead position and had lapped all but Klink and Bastrup, both in Lotuses; Bastrup's mount was sounding sick, however, and retired while two laps ahead of Clapp (Porsche); Saidel (Jomar) and Grier (Porsche) moved into fourth and fifth places; the VW's of Findley and Fennelly duelled the whole hour, usually not more than four lengths apart with the former emerging the victor;

and Kerr's Alfa-Romeo nosed out the fastest M.G.s of Schade and Holbert to win Production Class G. Sagan won by a wide margin.

Result

Paul Sagan (Porsche Spyder), 45 laps; Bill Klink (Mark VI Lotus); John Clapp (Porsche Spyder); Ray Saidel (Jomar).

Simmons (Mercedes-Benz 300SL) got off to a fast start in the second race, which featured 18 production cars over 1,500 c.c., and led Sardi (Jaguar XK 140MC) by 7.5 secs. at the end of the first lap. Droesch (Jaguar XK 120M) was third; and the only distaff driver of the whole meet—pretty Evelyn Mull—was wheeling her new A.C.-Bristol around the tricky course with dexterity in fourth place. She overtook Droesch, but both cars saw Fleming (Mercedes 300SL) storm by to second spot.

Andrey (Morgan TR3) was on the move, picking off Sardi, Droesch, Mull, and Fleming and gaining second place within 15 minutes of the race's start. A formation of jet planes flew overhead, leaving a trail of white smoke, while Mrs. Mull passed Fleming at the start-and-finish line, Fleming's Mercedes uttering a peculiar fuel-injection sputter; and Andrey, with a certain second-place win in his grasp, pulled into the pits to let the Morgan's owner, Woody Young, drive the second half of the race. Fleming and Droesch repassed Mrs. Mull; Fleming started hounding the leader; Mrs. Mull harried Droesch, nearly catching him; Constantine, driving an Aston Martin in which he had not sat until minutes before the start of the race, secured fifth spot; and the winners flashed across the line not more

than 100 feet apart while Mrs. Mull trailed third-place Droesch by only half that distance.

Result

Arthur Simmons (Mercedes-Benz 300SL), 43 laps; Bill Fleming (Mercedes-Benz 300SL); Ed Droesch (Jaguar XK 120M); Evelyn Mull (A.C.-Bristol).

Sunday's programme included eight races, seven of which were 10 laps each and one was 15. Again the sun shone strongly. The day was notable for Tony Palmer Morewood's being "always a bridesmaid"—with three second places to his credit; for Evelyn Mull's winning the third race in her A.C.-Bristol; and for George Constantine's win of Race No. 4 in his second time out in the Aston Martin. In the 15-lap sixth race, Morewood (Ferrari) and Sagan (Porsche) played to standing-room-only with their ding-dong battle to end all battles. The Ferrari led from the third lap to Lap 13 with the little Porsche clinging every inch of the way and finally passing right in front of the race officials. Sagan set a blistering pace despite a shattered windscreen and cut hand from a flying rock; however, strong acceleration of the Ferrari brought Morewood almost to a photo-finish as Sagan got the flag.

In the seventh race the Mondial took an immediate lead, but Perrin's Corvette passed quickly. Again Morewood played tag, chasing the Chevrolet all the way and reaching its rear mudguard as the flag fell on the fastest race of the day.

In the final race for unlimited machinery, Morewood again decided to have a try at it and moved out on the grid in last position just as the starter dropped his flag. He moved past all of the big stuff but was unable to catch Michaels' Bandini-Offy.

GETTING WEAVING AT BURTONS

THE sound of highly-tuned sports car engines mingled with the sound of rattling Leeds tramcars as, within sight of Leeds Town Hall, the B.A.R.C. (Yorks Centre) held their "Midsummer Sprint" on the network of roads surrounding the Leeds clothing factory of Montague Burton, Ltd., on Sunday, 1st July.

The meeting attracted an entry of 51 drivers, who brought along some very varied sports and touring machinery. Racing cars were barred from the meeting as it was thought that excessive noise would disturb the local residents—there were rows of houses less than 200 yards from the course.

The course itself consisted of a slightly uphill straight of almost a quarter of a mile from the start. Then came a left-hand right-angle bend and two right-handed corners in quick succession, followed by a left-hand turn and a short run in to the finish—a total distance of about half a mile. The road surfaces were all good, but widths varied and were down to 12 feet in one place. In spite of this the worst damage anyone did on this part was to hit a straw bale.

Fastest time of day was made by C. W. Schellenberg in his Jaguar XK 120. He handled the car with great dash on every run and as soon as the P.A. announced that he was on the start line

all the marshals took three smart paces to the rear.

The class which held keenest competition was that for touring cars between 921 and 1,300 c.c. On the first run Alan Stross (Fiat) was fastest with 57.73 secs. Ford Anglia drivers Eric Batte, E. J. B. Mitchell, J. H. Mather and Peter Bolton all tried very hard on their second and third runs—Bolton going round the last bend on two wheels. On his last run Stross got down to 54.88 secs., to win the class by nearly two seconds from Bolton.

Brian Harpin (Mark VI Lotus) clouted the wall near the last corner on his second run and bent the coachwork of his car. He was able to sort this out and return to win his class.

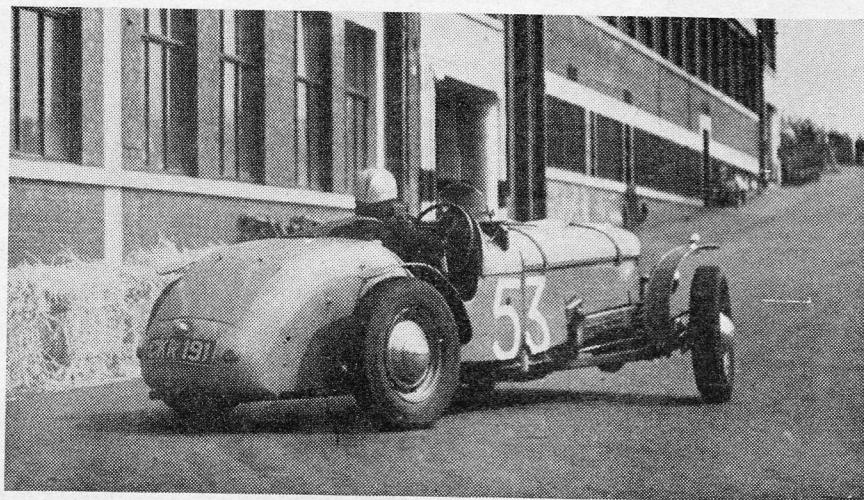
PETER CRAVEN,

Provisional Results

Touring cars, up to 920 c.c.: H. O. Holliday (Morris Minor), 58.15 secs. **921 to 1,300 c.c.:** A. Stross (Fiat 1100 TV), 54.88 secs. **1,301 to 1,900 c.c.:** C. W. Buckley (M.G. Magnette), 56.83 secs. **1,901 c.c. and over:** A. J. Burton (Jensen 541), 51.06 secs.

Sports cars, up to 1,510 c.c.: R. J. Dack (M.G.A.), 52.10 secs. **1,511 to 2,700 c.c.:** F. Elliott (Frazer-Nash), 48.14 secs. **2,701 c.c. and over:** C. W. Schellenberg (XK 120), 47.25 secs.

Non-series produced cars: B. Harpin (Lotus), 50.45 secs.



COMING OUT of the chicane at a decided angle is W. J. Netherwood's Ford V8-engined Batten Special.

CORRESPONDENCE

The World Championship

IN view of the uncertainties and contradictory reports surrounding the award of points for the World Championship of Drivers this season, I feel it might be of interest to fellow readers of your excellent magazine to put on paper some thoughts about this matter.

Apparently controversy has arisen from the Monaco G.P., the points awarded to J. M. Fangio and E. Castellotti being $5\frac{1}{2}$ and $1\frac{1}{2}$ by some and 4 and 3, respectively, by others. One tends to search for a precedent and the unique case of the 1955 Argentine G.P. comes readily to mind. If I may be permitted to repeat part of the results, they were as follows: 1, Mercedes, J. M. Fangio (also fastest lap), 8 pts plus 1; 2, Ferrari, Gonzalez/Trintignant/Farina, 6 pts.; 3, Ferrari, Farina/Maglioli/Trintignant, 4 pts.; and, if I remember rightly, points were awarded thus: Fangio, 8 plus 1 equals 9; Farina, 2 plus $1\frac{1}{2}$ equals $3\frac{1}{2}$ equals 3; Trintignant, 2 plus $1\frac{1}{2}$ equals $3\frac{1}{2}$ equals 3; Gonzalez, 2; Maglioli, $1\frac{1}{2}$ equals 1.

Today I have read a report in a Sunday newspaper stating that according to a recent ruling of the F.I.A., points will be awarded for one drive in one car only. Thus Fangio should be awarded 3 pts. (omitting the fastest lap) for his share in driving the Ferrari which eventually took second place in the Monaco G.P. but not $1\frac{1}{2}$ for his efforts with the car which Castellotti brought in in fourth place. The latter, however, should be given all the 3 pts. awarded for fourth place. The fact that a driver, taking over a car sometime during the race, will be awarded half the points if the original driver withdraws altogether and all the points if the latter continues in another car, strikes me as rather unfair, especially as his contribution to final success remains unchanged in both cases.

It seems to me that we shall have to put up with more contradictory reports until a detailed and final ruling is issued by an official source—presumably the F.I.A.

A. L. GOULANDRIS.

EDINBURGH, 9.

Merged Classes in Rallies

THE Executive Committee and Rally Sub-Committee of the B.T.D.A. have recently been considering the problems which arise when one class is merged with another class in a rally, due to the small numbers of entries received in any one particular class.

In particular where a small number of entries is received in large capacity classes and such classes merged with a small capacity class, entrants in this latter class are nearly always unfairly handicapped before the start of a rally. This situation arises particularly in rallies where marks lost or gained for performances in tests count equally with marks lost on the road section, and are not merely used to decide ties. Even where tests are only used to decide ties the same situation can arise when a number of competitors have lost no marks on the road section.

It has been suggested by the Rally Sub-Committee and Executive Committee that where a larger capacity class is merged with a smaller capacity class, such merger should only count in working out the results of the larger capacity class. In other words, a smaller capacity class should still be marked as a class on its own.

This situation arose in the R.A.C. Rally of this year when sports cars of class 10 (2,601 c.c. and over) were merged with sports cars of class 9 (1,601 c.c. up to 2,600 c.c.). Competitors in class 9 were obviously unfairly handicapped particularly having regard to the longer type of tests used in this rally. The suggestion is, therefore, that class 10 should only have been merged with class 9 insofar as it affected class 10 results. Class 9 would on the suggested system have still been marked as a class on its own.

I would point out that in this particular rally competitors lost a mark for every second slower than the fastest time in their class.

J. A. BEAUMONT,
HON. SECRETARY,

BRITISH TRIALS DRIVERS' ASSOCIATION.

PRESTON, LANCs.

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

That P.T. Business

YOUR correspondent Mr. D. Newcombe (AUTOSPORT, 22nd June) suggested that the builder of a car can claim exemption from the purchase tax imposed by Clause 6 (now Clause 7) of the Finance (No. 2) Bill, provided that 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.

Mr. Newcombe probably had in mind the £500 purchase tax registration limit when he wrote his letter. This does not, however, apply, and I am afraid that Mr. Newcombe's statement is incorrect.

MAURICE NOCKLES,
PRESS AND INFORMATION OFFICER,
H.M. CUSTOMS AND EXCISE.

LONDON, E.C.3.

I VERY much regret to have to tell you that Mr. D. Newcombe's letter in your issue of 22nd June is incorrect. By Customs and Excise Note No. 77B of December, 1953, "motor vehicles" are one of the items expressly exempted from the £500 rule.

S. M. LAWRY.

LONDON, S.W.18.

On "Geniuses"

GORDINI a genius? Well, what about Colin Chapman? He started in trials, progressed to "750 Formula" where he proved invincible, then went on to 1,172 c.c.s, lined to 1,100. May I quote J. Bolster:

"During a sports car race in which some of the hottest $1\frac{1}{2}$ -litre machines in the country were engaged, a vehicle propelled by a side-valve Ford 10 engine, lined down to 1,100 c.c., proved itself capable of fighting it out with the best."

That was the Mk. VI in '53. Now he has progressed through Mk. VIII, IX and X to the Mk. XI, driving them all to success after success. Not only this—the concern now produces production cars or parts at comparatively low prices.

Is this enough? No, not for Chapman, who personally drives all his cars (Gordini, too, has admittedly driven) and has now designed the Vanwall chassis which is giving even Maserati and Ferrari headaches.

Why did Maserati come to Lotus for a car to fit their engine in, and not to our French genius, Gordini?

R. G. F. SWANTON.

KELMSCOTT, GLOS.

LAST year, after winning the Syracuse Grand Prix, Connaughts were right down in the depths, as they were penniless. This season they showed a crowd at Goodwood that although they can't afford to go to Spa, Monaco and Rheims, they can produce a car that can meet the Italian Maserati and keep up with it. Surely, considering their resources and their successes, Rodney Clarke is just as much a genius as Gordini, if not more, judging by the difference of performance of the Connaught and Gordini at Goodwood.

M. J. BISCOMBE.

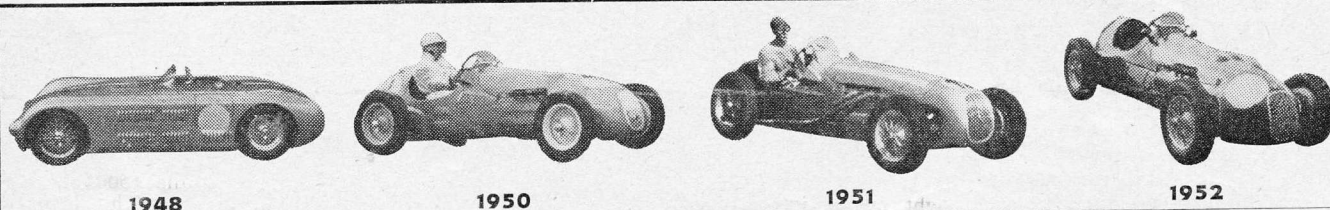
TRURO, CORNWALL.

BOOK REVIEW

THE B.A.R.C. YEAR BOOK

THAT handy annual, the British Automobile Racing Club's Year Book, has just been published in its 1956 edition, and is available from the B.A.R.C., 55 Park Lane, London, W.1, at 5s. per copy. Its 116 pages contain much useful information to followers of motor racing, particularly on those circuits where the B.A.R.C. have staged so many excellent meetings, i.e., Goodwood, Aintree and Crystal Palace. Routes to foreign circuits, hotel data, the international and Club calendars, racing driver insurance and competition licence details are included. There is also a very interesting article on Grand Prix Formulae by Colin Campbell, M.Sc., A.M.I.Mech.E., who would like to see a fuel limitation formula when gas turbine units come into use in Formula 1, and is dubious of the forthcoming Formula 2; another informative article by R. D. Teire, B.Eng., on Automobile Gas Turbines; and contributions on Mike Hawthorn and Stirling Moss which have appeared in past B.A.R.C. race programmes. A good five bobs' worth.

C. P.



From next Monday, July 16th

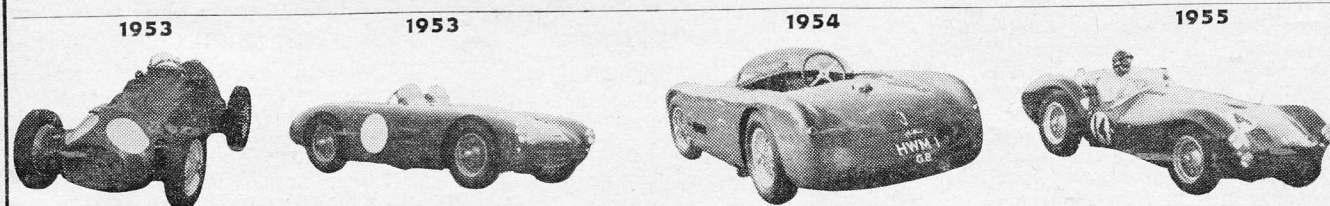
H. W. MOTORS LIMITED

*are putting at YOUR disposal
the facilities of their unrivalled*

COMPETITION DEPARTMENT

Write or phone:
GEORGE ABECASSIS
Walton-on-Thames 2404-6

H. W. MOTORS LTD.
Bridge Motor Works, New Zealand Avenue
Walton-on-Thames, Surrey



West Hants & Dorset Car Club

with the co-operation of
The Bournemouth Corporation

Present their

2nd Bournemouth Rally

on October 20-21st 1956

4 Starting Points

**LONDON, OXFORD, BRISTOL
& BOURNEMOUTH** on Saturday

Route approximately 500 miles with
Driving Tests en route and a series of
Tests on Bournemouth Undercliff Drive
on Sunday

**Substantial cash awards and trophies
for best performances and class winners**

*Invited Clubs:—B.A.R.C., Bristol Motor Club
Cheltenham Car Club, Hants & Berks Motor Club
Isle of Wight Car Club, London Motor Club
Vintage Sports Car Club*

Make a note of the date 20-21st OCTOBER

Bournemouth hotel list and colour folder free; guide book 9d.
(P.O.'s please) from:
D. C. Birtwistle, Official Information Bureau, Bournemouth

Star performance



Whether you are a modern 'sports' man or the proud owner of a 'vintage', you'll be happy to know that the famous Pigswisker, the sweater with the unequalled performance for smartness, comfort, and wear, is now more freely available. And here's news for lady enthusiasts - of motoring or of Pigswiskers! - Allen Solly are styling them for you, too!

FOR MEN in black, breton red,
canary, off white, grey, fawn, navy,
romany green.

FOR WOMEN in black, canary, off
white, grey, navy, romany green,
light blue, strawberry.

With crew neck or collar, they cost from £5-5-0 to £5-19-6

Make sure it is a genuine Pigswisker look for this mark



ALLEN SOLLY

stocked by the better shops—
if you have difficulty write to:

ALLEN SOLLY & COMPANY LIMITED, ARNOLD, NOTTINGHAM

Club News

By STUART SEAGER

OUT of the usual run of club race meetings, the one promoted each year by the old-established Motor Cycling Club is, as one might expect, a little different, for there are events for motor-cycles as well as the customary sports cars. We understand that nowadays there are more car members in the club than those using motor-cycles, but on 30th June there were, in fact, about 80 of the latter and about 70 cars on the programme. While the two types did not, of course, run together, it was most interesting in successive races to compare the two techniques around the same corners. The fundamental difference seems to be that when a bike passes the limit of adhesion, control is virtually lost, but, of course, this is not generally the case with four wheels. Consequently, although the experts on both types corner on the limit the less expert motorists go *beyond* it, while the less expert motor-cyclists keep *within* it. Prudently, because after all, the possible consequences are rather more drastic. The result is that the two-wheeler events are rather less entertaining for the spectators. Undoubtedly they demand a much higher degree of courage, but we feel there is rather more skill in controlling a car under racing conditions—although that opinion will most likely be shot down by those that know!

The less said about the sidecar outfit the better; we have always felt it a crime to hobble a motor-cycle with a "chair", rather like making a racehorse pull a milk cart; but to *race* such a mechanical monstrosity. . . !

* * *

TRENGWAINTON HILL-CLIMB

ON 6th August, Bank Holiday, the West Cornwall M.C. will be holding another hill-climb at Trengwainton, near Penzance, starting at 2 p.m. The event is closed to members of the club and will count towards the Midland A.C.'s Junior Hill-climb and Sprint Championship. There are four classes for sports cars, up to 750 c.c., up to 1,300 c.c., up to 2,000 c.c. and over 2,000 c.c. The two racing car classes are up to and over 1,100 c.c., and in addition there is a vintage car class. Regulations have been published and are available from the Secretary of the Meeting, B. L. Ellis, 7 Merlin Place, Mousehole, Cornwall.

MIDLANDS MOTORING ENTHUSIASTS CLUB

A SPORTING Half-Day closed to club members will be held at Honeybourne aerodrome, near Evesham, Worcs., on Sunday 15th July, at 2.30 p.m. This will consist of a series of driving tests, and the shortest aggregate time for all tests will decide the winner of each class. There will be open and closed classes, under and over 1,500 c.c. An excellent afternoon's motoring and entertainment was had by both competitors and spectators on the two previous similar meetings, and is expected again.



WHAT'S THIS? Seven pretty girls and only two men? It appears that the others were busy driving cars around pylons at a Falkirk M.C./Dunfermline M.C. Gymkhana at Kinross. No comment!

FIAT REGISTER

ON behalf of the Fiat Register, Michael Sedgewick is compiling a list of all pre-war Fiat cars in the country—excluding the 500s, which are catered for by their own club. Any readers who own such cars are asked to write to him at 9 South Drive, Felpham, Bognor Regis, Sussex, stating year of model, type number, date of original registration, chassis and engine numbers, type of body, any known history and any modifications from standard. He would also like to hear any information on the rarer models, e.g., the 40/50 of 1920, the V-12 of 1921 or the Straight-eight of 1930.

SHENSTONE-HAGLEY CHALLENGE

ENTRIES close on Monday (16th) for the inter-club driving test meeting between the Shenstone & D.C.C. and the Hagley & D.L.C.C., which takes place on 22nd July in the Sutton Coldfield-Shenstone area. Details are obtainable from M. F. Finnemore, 122 Colmore Row, Birmingham 3.

CIRCLE C.C.

THE Circle C.C. are holding a driving test meeting at Holly Hill Farm, The Ridgeway, Enfield, Middx., on Sunday, 29th July. Entries will be accepted for open and closed cars, at 12s. 6d. each, and regulations are available from Mrs. M. A. Paul, Flat 2, 14 Hardwick Road, Eastbourne.

GUILDFORD DRIVING TESTS

ENTRIES for the Guildford M.C./Citroën M.C. driving test meeting at R.A.F. Station, Odiham, on 22nd July, are also invited from the Hants & Berks, Surrey Sporting, V.S.C.C., M.G.C.C. (S.W. Centre), U.H.U.L.M.C. and 750 M.C. Entries close on 19th July with D. S. Morgan, "Friars Oak", Abbotswood, Guildford, Surrey.

REG PHILLIPS

WHENEVER Reg. Phillips brings his Cooper to Catterick he seems to run into trouble. Last time it was a universal joint, but he went and got it repaired and returned to make B.T.D. At the Darlington & D.M.C.'s speed hill-climb last Sunday (8th July) he had trouble with an exhaust pipe. He was able to rectify this without leaving the paddock and once more rasped to the top of the climb to record B.T.D., and this time a new course record.

The meeting was held on the same course as the meeting held previously this year by the Association of North Eastern and Cumberland Car Clubs. It consists of half a mile of concrete road with a hairpin bend and several other bends.

The surface is very smooth, owing to the fact that it is regularly polished by the tracks of tanks on their way to the moors from Catterick Camp. Many drivers found that because of this, power was an embarrassment, and they had wheelspin for most of the climb in spite of the dry track.

One of these was R. Ropner, of Darlington, who appeared in a "D" type Jaguar. Although the car took the hairpin very well, excessive power hampered it and the time was not outstanding.

Fifty-two drivers took part in the meeting, driving cars in touring, sports and racing categories. Everything went off very smoothly with only one spin throughout the day.

PETER CRAVEN.

Provisional Results

B.T.D. R. W. Phillips (Cooper 996 c.c.), 37.65 secs.

Touring Cars, up to 1,300 c.c.: A. Stross (Fiat T.V.), 49.88; Up to 1,300 modified, and up to 1,600 c.c. standard: G. A. Percival (Ford Anglia), 48.85; 1,601-2,700 c.c.: G. Durham (Porsche Carrera), 44.06. Grand and Special Series Touring Cars, over 2,700 c.c.: R. B. Ropner (Jaguar XK 140 hardtop), 42.46.

Sports Cars, up to 1,300 c.c.: B. Harpin (Lotus Mk. VI), 43.01; 1,301-2,000 c.c.: J. Higham (Lotus Mk. VIII), 40.86; 2,001-2,700 c.c.: G. Burgess (Austin-Healey), 42.03; Over 2,700 c.c.: C. K. Schellenberg (Jaguar XK 120M), 41.03.

Coming Attractions

July 14th. British Grand Prix (F1),
Silverstone, near Towcester,
Northants.

**Munster M.C. & C.C. "Munster
100" Race Meeting,** Carrigrohane,
Co. Cork, Eire.

Burnham-on-Sea M.C./Veteran C.C.
Veteran Car Rally. Assemble,
Fox and Goose, Brent Knoll,
near Bridgwater, Som., 2 p.m.

**Southsea M.C. Concours d'Ele-
gance,** Castle Field, Southsea,
Hants. Start, 2 p.m.

**West Essex C.C. Concours d'Ele-
gance,** Central Park, Becontree
Heath, Dagenham, Essex. Start,
3 p.m.

July 21st. Herts County A. & Ae.C.
National Hill-climb, Westbrook
Hay, near Hemel Hempstead,
Herts. Start, 2 p.m.

**Aston Martin O.C. St. John Hors-
fall Race Meeting,** Silverstone,
near Towcester, Northants.

**Leinster M.C. Leinster Trophy
Races,** Wicklow, Eire.

**Veteran C.C. Hastings Rally and
Speed Trials,** Hastings, Sussex.
Assemble, Park Cross Road,
10.30 a.m. Speed Trials, Robert-
son Terrace, starting 2.30 p.m.

**July 22nd. Grand Prix of Portugal
(S), Lisbon.**

**Snetterton M.R.C. Vanwall Trophy
Race Meeting,** Snetterton, near
Thetford, Norfolk. Start, 2 p.m.

250 M.R.C. Sprint Meeting, Staple-
ford Aerodrome, near Abridge,
Essex.

**B.A.R.C. (East Sussex Centre)
Driving Test Meeting,** Ovingdean,
near Brighton, Sussex. Start,
11.30 a.m.

**Guildford M.C./Citroën C.C.
Driving Test Meeting,** R.A.F.
Station, Odiham. Start 2.30 p.m.

**Forces M.C. Driving Tests and
Gymkhana,** Army Mech. Trans-
port School, Bordon, Hants.
Start, 2 p.m.

Sunbeam Register Rally, Goldthorn
Park, Wolverhampton. Parade
starts, 2 p.m.

NEWCASTLE & D.M.C. ST. ANDREWS RALLY 23rd/24th June

Best Performance: S. E. Bird (Ford).
First Class Awards: P. G. Walton (Ford); R. S.
Alexander (Austin); R. Allman-Smith (Ford);
D. C. Absalom (M.G.). **Team Award:** S. E. Bird,
P. G. Walton, R. Allman-Smith (Fords).
Navigators' Awards: R. G. Chaytor, M. H. Martin,
P. Foskett. **Driving Test Awards:** Closed Cars, R.
Allman-Smith (Ford); Open Cars, D. C. Absalom
(M.G.).

SHEFFIELD & HALLAMSHIRE M.C. TEAM DRIVING TESTS

24th June

Best Team: (North Midland M.C.) D. Carter
(M.G.), E. Hooper (M.G.), D. Transfield (TR2),
E. S. Sneath (Morgan), Dr. T. L. Pilkington (Austin),
K. Scales, T. C. Harrison, J. Harrison (Ford
Anglias).

Runners-up: Lancashire & Cheshire C.C.

EXPERIMENT AT BRUNTON

ON Sunday, 24th June, the South-
Western Centre of B.A.R.C. held a
new experiment at Brunton. This took
the form of an inter-club hill-climb,
between teams of three cars each. The
method of scoring was the use of exist-
ing class records as a basis of marking.
Drivers gained a plus, or minus score,
according to the number of "hundredths"
by which they either improved, or other-
wise, upon the records. There were
one or two quite startling "minus"
individual scores!

A. HOLLISTER.

Results

1, 750 Club "A" Team—J. S. French (750
Simplicity), V. N. Hood (750 Austin), M. J.
Concannon (750 Austin), plus 425 pts.; 2, B.A.R.C.
(S.W.) "A"—W. L. Cripps (5300 Cripps), J. M.
Sparrowe (1,098 M.G.), W. R. Short (1,971 Lotus),
plus 307; 3, B.A.R.C. (S.W.) "B"—F. Downs
(2,267 Sunbeam-Talbot), P. S. Bailey (1,467 Tojeiro),
J. F. Looker (1,098 Morgan), minus 2; 4, B.A.R.C.
Ladies—Mrs. E. Havard (748 Renault), Mrs.
M. A. A. Ashby (1,247 Leeco-M.G.), Miss P. Burt
(2,922 Aston Martin), minus 159; 5, Club Lotus—
I. H. Smith (1,496 Lotus), P. Gresham (1,172
Lotus), J. Derisley (1,172 Lotus), minus 229; 6,
Hants & Berks M.C.—T. E. Sopwith (2,996 Mer-
cedes), D. C. Johns (2,669 Austin), D. H. Small
(1,172 D.H.S.), minus 409.
Best Time of Day: T. E. Sopwith, 25.92 secs.

CHICHESTER M.C. DRIVING TESTS 23rd June

Premier Award: W. H. Wadham (TR2).
Up to 1,500 c.c., open: 1, A. E. Kilvington
(M.G. TD); 2, K. Lane (M.G. TD). **Up to 1,500
c.c., closed:** 1, T. Sprake (Renault); 2, D. Grayson
(Ford). **Over 1,500 c.c., open:** 1, W. H. Wadham
(TR2); 2, D. Glennie (TR2). **Over 1,500 c.c.,
closed:** 1, R. Faulkner (Aston Martin DB2/4); 2,
P. Wadham (2.4 Jaguar).
Team Award: W. H. Wadham (TR2), R. Mason
(TR2), K. Lane (M.G. TD).

Ladies' Award: Miss Manley (TR2).

SERVICE



SPARES

MAIN LONDON DISTRIBUTORS

**SEE AND TRY THE MORGAN MODELS INCLUDING
THE NEW 4/4 SERIES II at £676 7s. (incl. P.T.)**

STOCKING AGENTS FOR
FORD • STANDARD • MORRIS • RILEY • TRIUMPH
PYE RADIO supplied and fitted

BASIL ROY LTD

ESTABLISHED OVER 35 YEARS

161 GT. PORTLAND STREET, W.1. LAN. 7733

look at it like this!
COSMIC STYLED TR2/3

**GRILLE
CHROME SURROUND**

Silver Centre Section
COMPLETE

£10.10.0

centre section chromed

30/- extra

P. & P. FREE

Send for illustrated

3 DIMENSIONAL LEAFLET

COSMIC CAR ACCESSORIES LTD.

BESCOT STREET • WALSALL • STAFFS



MILL GARAGE

W. JACOBS & SON LTD.

Chigwell Road, South Woodford
LONDON E.18

OFFER FROM STOCK

M.G. A Type, blue	-	-	-	List Price
M.G. A Type, white	-	-	-	List Price
M.G. Magnette, black	-	-	-	List Price
M.G. Magnette, green	-	-	-	List Price
Morris Oxford Traveller, beige	-	-	-	List Price
Morris 1/2-ton van	-	-	-	List Price
Wolseley 4/44, 1954, maroon	-	-	-	£650
Wolseley 6/90, 1955, 9,000 miles only	-	-	-	£875

LARGE SELECTION OF GOOD USED CARS

Terms, Part Exchanges as with all our Car Sales.



SPECIALISTS

WANSTEAD 7783/4/5



SPECIALISTS



INTO PADDOCK BEND together go J. S. Slater (Lotus Mk. XI) and R. D. McCutcheon, during one of the races at Charterhall.

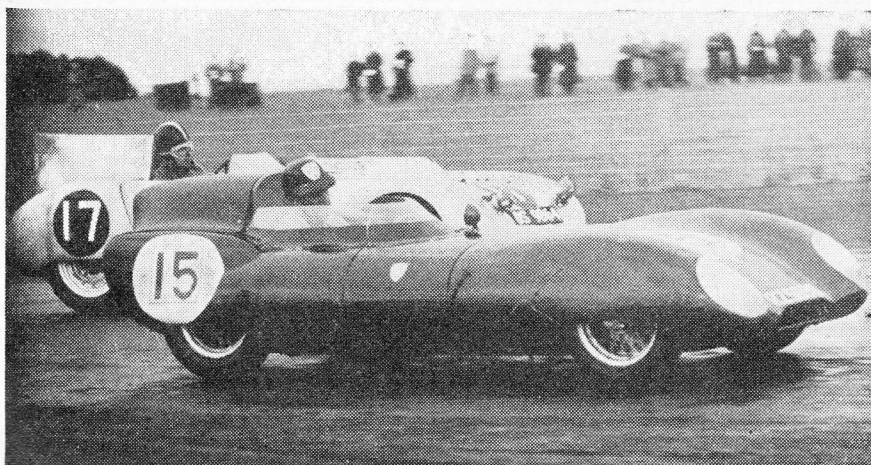
A GOOD DAY AT CHARTERHALL

THE Winfield Joint Committee provided an interesting day's sport on the Charterhall circuit on 1st July. The programme, like the weather, was mixed and we had four good car races, four interesting two-wheeler events and a most indifferent sidecar race that made us sigh for a sight of Denis Jenkinson in his heyday.

First of the car races was a 10-lapper for sports cars in which classes up to 1,200 c.c. and up to 1,500 c.c. were run concurrently, leading to a field of 19 vehicles. In the opening mêlée at Lodge Corner L. I. Bramley's Mk. XI Lotus scraped through into the lead by the thickness of the paintwork and the dexterity of other competitors. By the time the first lap was completed Brian Naylor's Lotus-Maserati was in the lead and though Keith Hall harassed him throughout, the Stockport driver's red car just wouldn't be shifted from the premier place.

In the body of the race J. L. Fraser (Lotus-Climax) and Peter Jackson (Cooper-Climax) were scrapping merrily in an exchange where the experience of Jackson paid dividends. J. S. Slater and J. Mackay, both Lotus mounted, also indulged in passing and re-passing while, at Kames Curve and Lodge Corner, G. Durham (Porsche Carrera) was inclined to be wild and came within a hair's breadth of using marker drums as coconut shies. Ian Scott Watson was fascinating to watch in the little D.K.W. and it was seldom he came through any bend with other than three wheels on the track. James Somervail drove the Border Reivers' Lotus-Climax very well and kept it ahead of A. McMillan's Cooper-Climax in a race that was never without interest.

Second car race was for the vintage merchants and cars over 2,000 c.c. Ray



Fielding's Jaguar-engined H.W.M. never put a tyre tread wrong all the way and Jimmy Gibbon's well-known Rover Special was never a match for it. The big 30/98 Vauxhalls driven by Pat Melville and Ronnie Miller were grand to look at as they came round the top bend of Tofts and, amid the heavy rain that started to fall in the fifth lap, they appeared to loom up like a couple of battleships. B. Clements burned a lot of rubber at Lodge Corner and Paddock Bend in his Mk. 7 Jaguar, but his cornering was no match for the Vauxhalls, which led him all the way. The Jaguars of J. Brodie and B. Allan boiled furiously and were forced to seek solace in the paddock; Allan disappearing from the scene in the fifth lap, Brodie giving up the struggle in the ninth lap. Pat Melville took the vintage award and race honours fell to Ray Fielding.

Third of the day's races was a free for all up to 2,000 c.c., over 10 laps. This time Keith Hall had his revenge. After four laps in which Naylor's Lotus-Maserati led the way, Hall used his Lotus-Climax very deftly coming out of Kames Curve and took the lead. In trying to get back in front, the unassuming Naylor was unfortunate enough to spin his Maserati, but recovered quickly to take second place. A. Burman also did a spot of revolving at Kames in the fifth lap in his Morgan Plus 4 but Peter Jackson (Cooper-Climax), whom we had expected to give A. McMillan (Cooper-Climax) a tussle for third place fell back to finish third from the end.

Final car event was a 10-lapper for

cars from 1,501 to 2,700 c.c. and resulted in the only incident of the day. This occurred in the first lap when M. J. Wayne spun his TR2 at the rather nasty bump at Kames Curve. After a double revolve the Triumph went through the fencing to bump the Jaguar saloon of a marshal and do its nearside front wing no good at all. The TR2 was also somewhat bent but Wayne was able to walk away uninjured. While this was going on Campbell Blair's Cooper-Bristol was being needled by Jimmy Gibbon's Rover Special, and Peter Hughes's Porsche 1,600 was jousting gently with R. T. Fawcington's TR2 with over 30 passings and re-passings, and Fawcington just ahead at the finish. Campbell Blair won the event, Jimmy Gibbon took second place and a quiet drive took Ted Evans's Austin-Healey into third place to end a pleasant day's sport.

"AENEAS."

Results

Up to 1,200 c.c.—10 laps: 1, J. K. Hall (Lotus 1098); 2, Jas. Somervail (Lotus 1100); 3, A. McMillan (Cooper-Climax 1100). Winner's Speed: 76.3 m.p.h.

Up to 1,500 c.c.—10 laps: 1, B. Naylor (Lotus-Maserati 1484); 2, J. K. Hall (Lotus 1098); 3, Jas. Somervail (Lotus 1100). Winner's Speed: 77.6 m.p.h.

Over 2,000 c.c. and Vintage Cars—10 laps: 1, R. Fielding (H.W.M.-Jaguar); 2, J. F. Gibbon (Rover Special); 3, R. E. Evans (Austin-Healey). Winner's Speed: 71.5 m.p.h. First Vintage Car: W. P. S. Melville (30/98 Vauxhall), 68.0 m.p.h.

Up to 2,000 c.c.—10 laps: 1, J. K. Hall (Lotus 1098); 2, B. Naylor (Lotus-Maserati 1484); 3, A. McMillan (Cooper-Climax 1100). Winner's Speed: 71.0 m.p.h.

1,501 c.c. to 2,700 c.c.—10 laps: 1, N. C. Blair (Cooper-Bristol); 2, J. F. Gibbon (Rover Special); 3, R. E. Evans (Austin-Healey). Winner's Speed: 72.0 m.p.h.



Yes, but it's quicker in an M.G.A.

from UNIVERSITY MOTORS!



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

Hire Purchase and Part Exchange

UNIVERSITY MOTORS LIMITED

Sole London M.G. Distributors
 Sales: Stratton House, 80 Piccadilly, W.1
 Service: 7 Hertford Street, London, W.1.
 Telephone: GROsvenor 4141.

★ A USED CAR? Always a good selection — all UNIVERSITY guaranteed — at LONDON'S MOST INTERESTING SHOWROOMS.



AUTOSPORT

CLASSIFIED ADVERTISEMENTS

PRESS TIME:

TUESDAY 10 a.m.

Tel.: PADdington 7671-2

RATES: 6d. per word, 3s. 6d. per line, 40/- per single column inch. Minimum charge 6/-. not including Box Number. Particulars of Series Discounts may be obtained on application.

All advertisements must be prepaid and should be addressed to "Autosport", Classified Advertisement Department, 159 Praed Street, London, W.2.

BOX NUMBERS: Facilities are available to advertisers at an additional charge of 1/- to defray cost of booking and postage. The words "Box 000" must be included in the advertisement and paid for.

The publishers reserve the right to refuse advertisements, and do not accept liability for printers' or clerical errors, although every care is taken to ensure accuracy.

USED CARS FOR SALE

ALLARD

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

1951 P1 SALOON, radio, heater, blue, reconditioned engine, £295. 1948 drophead foursome, high axle ratio, £245. Terms. Exchanges.—Richards & Carr, Ltd., 35 Kinnerton Street, London, S.W.1. BELgravia 3711.

ALVIS

1933 ALVIS Firefly open 4-seater tourer, re-cellulosed B.R.G., brand new hood and tonneau, good tyres, good all round condition. £125.—Automo, Ltd., 229 West End Lane, N.W.6. HAMpstead 3430.

ASTON MARTIN

1954 (June) DB2/4, black, H.M.V. radio, low mileage, one owner. A car so fresh it is impossible to fault. Guaranteed. Part Exchanges, etc. £1,675.—Skellys of Motherwell, Ltd. Phone 1560.

AUSTIN

AUSTIN Special, B.R.G., excellent tyres, lights and engine, very fast. £105.—Ring Ruislip 2814 after 6.30.

1952 AUSTIN Atlantic sports saloon. £400.—Metropolitan Motors, ACOrn 5064.

AUSTIN-HEALEY

AUSTIN-HEALEY, red, 800 miles only. £110 below list price.—Bouwer, FREmantle 0154.

1955 AUSTIN-HEALEY 100 sports, fitted over-drive, low mileage, heater, screenwashers, exterior mirrors, mechanically excellent. Taxed end of year. Terms, exchanges. £755.—Lennox Motor Co., Ltd. (Main Ford Dealers), Grove Road South, Southsea. Tel.: Portsmouth 74137 (3 lines).

B.S.A.

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

BENTLEY

BENTLEY 4½-litre, 1929, open 2-seater, slab tank and twin spares, chrome radiator, original screen, new hood and tonneau, Alfin drums, 19 ins. wheels, excellent mechanical condition. Taxed year. £265. Also 3-litre Red Label Speed model. A very recent Concours winner. £325.—Automo, Ltd., 229 West End Lane, N.W.6. HAMpstead 3430.

1931 BENTLEY 8-litre sports saloon by Mulliner, superb example.—Arthur Moore and Sons, Great Witley 202, Worcs.

BROUGH

ORIGINAL drop-head coupé by George Brough, 1936, 8-cyl., 29 h.p. A masterpiece of motor engineering with an appearance and performance that still bears comparison with present-day standards. Maintained in first-class condition regardless of cost. Property of author/war-time escapist, photos and articles concerning this vehicle have appeared in the press from time to time. £300.—Box 2135.

CITROEN

1936 CITROEN 12 F.W.D. Good condition, licensed and insured, ready to drive away. £140 o.n.o.—12 Dedworth Drive, Windsor, Berks.

CONNAUGHT

CONNAUGHT 1953 S/R 2-seater, 110 m.p.h., excellent condition, £450.—Gerrards Cross 3881 daytime, 3673 evenings.

COOPER

COOPER Mk. VI, recent new suspension and gearbox with D/K Norton engine, £360. Less engine, £225. View London.—WIMbledon 0857.

DELAGE

HENLYS offer 1939 (Feb.) Delage D6-75, 3-litre, 2-doors, drophead coupé de luxe. Red with grey interior, beige hood. A most attractive car. £365.—Henlys Corner, North Circular Road, N.W.11.

DELLOW

DELLOW, 1952, recellulosed red, new engine 5,000 miles ago. £330.—Wiggett, 43 Walton Road, Sale, Cheshire. Sale 5594.

DELLOW, 1951, recon. engine, twin spares, etc., excellent condition throughout. £300.—Phone: BAYswater 2933.

1955 FIBREGLASS body on '53 Mk. II, Aquaplane conversion, twin Zeniths on 1,172, excellent performance, hood, good tyres, silver grey, fast, economical. £310.—ARNold 2080.

FORD

1956 MODEL FORD Anglia de luxe saloon. Special Dorchester grey/Bristol fawn bodywork, Aquaplane twin SU carburettors and manifold, four-branch exhaust system, Burgess silencer, Scintilla magneto. Fitted H.M.V. radio, heater, temperature gauge, oil pressure gauge, trip speedometer, loose covers, Rimbellishers, spot and reversing light, 9,000 miles only, as new throughout. £625.—M. J. Hughes, Ltd., Beaconsfield. Tel. 644.

FORD Special, 1954, black, fibreglass body, Buckler chassis, first-class condition. £250 or near offer.—DERwent 4029.

FRAZER-NASH

1935 FRAZER-NASH, Shelsley body, twin camshaft, Blackburne engine, immaculate appearance, typical Nash performance. Photos available, trial anywhere within 150-mile radius. £220.—A. O. Crosse, Teddington Aircraft Controls, Ltd., Merthyr Tydfil. Merthyr 666, or 546 evenings.

HEALEY

1952 HEALEY-ALVIS 3-seater convertible, radio, heater, one owner, 24,700 miles, exceptional. £745. Also 1952 Tickford saloon, F type, and 1949 Elliott saloon. Terms. Exchanges.—Richards and Carr, Ltd., 35 Kinnerton Street, London, S.W.1. BELgravia 3711.

JAGUAR

L. MANDUCA, LTD., offer their C type JAGUAR, chassis No. XKC 049, fitted special head and Weber carburettors. A unique car with great performance, fuel consumption 20 m.p.g., this car has also full road equipment. Your car in part exchange.—Write 56 Lancaster Mews, London, W.2, or phone AMBassador 5938.

1954 XK 120 d/h, coupé, ivory with red hood, red upholstery, low mileage, one owner from new. Extras include H.M.V. radio, heater, screen washers, Rimbellishers, chrome luggage rack and loose carpet cover. Most attractive and well maintained vehicle. £950.—Central Newbury Car Auctions, Ltd., Newbury, Berks. Telephone 2003.

1936 JAGUAR 2½-litre saloon, engine recently reconditioned at cost of £98, but body needs some attention. 1933 S.S.1, good running order. £20.—Cuff's Garage, Frome 2511.

JOWETT

AVAILABLE SHORTLY, 1953 JOWETT Javein de luxe, metallic beige, heater, radio, balanced tubeless wheels, mileage 16,000, except, condition throughout. Price £550 o.n.o.—Westbury, Wilts, 201.

JOWETT JUPITER Type S.C., June 1953, B.R.G., 18,000 miles only, tonneau cover, racing screen, heater, screenwashers, brakes relined within racing linings, engine and gearbox recently overhauled. In first-class condition throughout. £600 o.n.o.—12 Wheelers Lane, Birmingham, 14. HIG 3955.

KIEFT

D. PARKER'S 1953 KIEFT-J.A.P. This famous record-holding car, immaculate condition with new bodywork, etc., sold at sacrifice. Numerous spares. £235.—Brown, Queens Road, Bisley, Surrey. Phone: Brookwood 3531.

LANCIA

H. & W. ENGINEERING CO., LTD., 22-24 Queens Gate Place Mews, S.W.7. Tel.: WEStern 7369. March 1936 LANCIA Augusta, in excellent condition. £195, any trial. All Lancia spares—Aprilia—Augusta—Lambda, etc. Roller and ball bearings and Aprilia couplings, Italian and British, can be obtained from the above at reasonable prices. Good Aprilia wanted.

LISTER

1957 LISTER Formula 2 racing cars, announcement shortly.—Brian Lister, Ltd., Abbey Road, Cambridge. Phone 55601-2.

MERCEDES-BENZ

1956 JANUARY, low mileage MERCEDES-BENZ 220A, H.M.V. radio. £1,875.—Nixon's Garage, Newcastle, Staffs, 69154.

M.G.

LEONARD-M.G., TD engine, gearbox, Laystall head, Scintilla mag., fibreglass body, complete instruments and electrics. Everything fitted new. Genuine reason for sale. First reasonable offer.—Lee Green 4570 (London).

MAGNETTE Special, complete chassis with re-conditioned, raised comp. engine, alloy tanks, spare axle and cwp. Best offer (Leeds)—Box 2124.

MAGNETTE 2-seater sports, pre-war but post-war condition, new hood, dynamo, crown wheel pinion, universals, oil sealed head, chrome lamps, spot, Windtones. Terms arranged. £160.—Sargent, 67 Middle Lane, Hornsey, N.8.

M.G. SPARES.—Most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, road springs, wheels, hubs, vertical drive assemblies, prompt postal service c.o.d., and guaranteed workmanship in all our repairs.—A. E. Witham, Queen's Garage, Queen's Road, Wimbledon, S.W.19. LEBerty 3983.

(Continued overleaf)

OFFICIAL  STOCKIST

PARADE MOTORS (MITCHAM) LIMITED OFFER

1956 M.G. A. Black, green upholstery, very low mileage. Unmarked.	£875
1953 M.G. TD. Black, red upholstery. A real specimen.	£495
1949 M.G. TC. Red, beige upholstery, excellent condition.	£375
1948 M.G. TC. Red, red upholstery. Beautiful condition.	£365
1947 M.G. TC. Red, red upholstery.	£355
1946 M.G. TC. Green, green upholstery, in excellent condition.	£315
1938 M.G. TA. Blue with blue upholstery. Superb condition. Reconditioned engine.	£260
1938 M.G. TA. Grey and red.	£245

LARGE SELECTION OF SECONDHAND LAMBRETTAS IN STOCK.

ALL CARS FULLY GUARANTEED. SPARES AND SERVICE. H.P. INSURANCE AND PART EXCHANGES EFFECTED.

66/67 Monarch Parade, Mitcham
Phone: 3392-7188

LAMBRETTAS

SELF RIDE HIRE—Daily—Weekly
—Monthly, or Continental
touring — from 18/6 per day.
HIRE PURCHASE AND INSURANCE EFFECTED.
PART EXCHANGES.

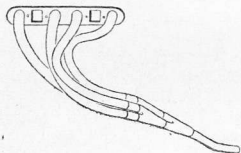
32 Monarch Parade, Mitcham
Phone: 5141-2

V.W. DERRINGTON LTD KINGSTON 5621/2

159 & 161 LONDON RD., KINGSTON-on-THAMES

MAKERS OF SCIENTIFICALLY DESIGNED MANIFOLDS

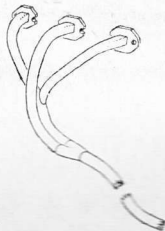
to ALTA, COOPER, CONNAUGHT, ELVA, H.W.M., LOTUS, STANDARD, TRIUMPH, VANDERVELL and many others. A properly designed and made inlet or exhaust manifold, can give an increase of power from 5 B.H.P. (standard engines) to over 40 B.H.P. (racing engines) resulting in higher speeds and better acceleration.



PACKING
AND
CARRIAGE
EXTRA

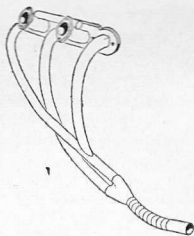
MORRIS MINOR S.V. model fitted with the Alta O.H.V. Conversion (single carburettor) £17/10/-. With inlets for twin carburetters, £20, or C/W 2, S.U. carburetters, £30. Available also for standard S.U. models at same prices. Straight through exhaust system with S/A silencer, £3/15/-.

M.G.A. model, fits with standard carburetters, £17/10/-.



PACKING
AND
CARRIAGE
EXTRA

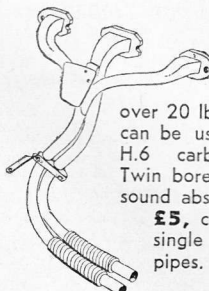
ZA MAGNETTE with inlet manifold, for standard carburetters, £25, or with H.4 (1½") S.U. carburetters, £40. Straight through exhaust system with S/A silencer, £4/5/-.



PACKING AND
CARRIAGE EXTRA

AUSTIN HEALEY

Replaces standard cast iron manifold, saving over 20 lbs. in weight and can be used with H.4 or H.6 carburetters, £25. Twin bore straight through sound absorption silencers, £5, can be used with single or double tail pipes.



PACKING AND CARRIAGE EXTRA

Open 9 a.m.—6 p.m.

Sunday 9.30 a.m.—12.30 p.m.

Classified Advertisements—continued

M.G.—continued

M.G. SPECIAL, tubular chassis. New: Ford front suspension; battery; electric; instruments. 2L.S. 10 ins. Lockheeds, 4.3 axle, alloy body. No reasonable offer refused.—Bexleyheath 1609.

M.G. J2, excellent condition, four new tyres. £110 o.n.o.—North 1414 (day).

M.G. TA, excellent condition, new hood and side screens, half tonneau, many extras. Paintwork immaculate. Engine in perfect running order. Genuine reason for selling. Price, £230 o.n.o.—Ring Park 9641 or write Box 2134.

M.G. 1938, Cream Cracker type with 1½-litre engine. Marvellous performance. £160. Terms. Exchange.—112 Meadow Street, Sheffield 20282.

NA MAGNETTE 4-str., 1934, grey, blue hood and interior. Unusually good condition, well maintained. £150 o.n.o.—Lindsay, UPLands 4050

XPAG 1,250 ENGINE complete, never raced, ideal special or spares. Best offer.—Box 2136.

1955 M.G. Magnette saloon, black, red leather, 8,000 miles only, chauffeur kept, immaculate. £835.—Alexander Engineering Co., Ltd., The M.G. Experts, Haddenham, Bucks. Tel.: Haddenham (Bucks) 345-6.

MORGAN

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

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

MORRIS MINOR

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

MORRIS MINOR convertible G.T., September 1953, o.h.v. engine with conversion, polished high-compression (8.3) head with twin carburetters, KE 965 valves, etc., high (4.55) rear axle ratio, corrected speedometer with trip, ammeter, Vybak rear window, twin Lucas spotlamps, heater, etc. Excellent condition, always meticulously maintained. Cruise at 60 with 38 m.p.g. and the usual Minor roadholding and steering. £475.—R. Aylieff, The Green, Edlesborough, Dunstable, Beds. Eaton Bray 279.

RACING CARS



THE FAMOUS LOY 500 TOJEIRO-BRISTOL One of the most successful 2-litre Sports/Racing cars built. Latest type BS4 Bristol engine. Standing Quarter-Mile 15 secs. Immaculate condition. All new tyres. Numerous spares. Taxed. £860.

JOHN BUNCOMBE,
2 Grove Road, Burnham-on-Sea, Somerset.
Phone: Burnham-on-Sea 3071.

Phone: Puriton (Somerset) 252 up to 26th July.

1½-LITRE B TYPE E.R.A. R9B. Ex-Shawe Taylor. Probably the finest example of this historic marque, noted for its reliability. Maintained regardless of cost by original E.R.A. mechanic. Placed in almost every event in present owner's hands. Price, including spares, twin rear wheels, quick-lift jacks, trailer, etc. £595.

For further details and photographs,

T. T. CARSON,
Shornhill Farm, Withington, Cheltenham, Glos.
Coberly 200.

ALTA 1½-litre, single seater, ex-George Abecassis, fully independent suspension, spare blower, twin wheels, ideal hill-climb car, cheap. Write.—P. S. Nicholson (Forres), Ltd., Forres, Morayshire.

ARNOTT-J.A.P. Ready to race. £165.—36 Somerset Avenue, Raynes Park, S.W.20.

COOPER Mk. IV, 4-stud J.A.P., lightweight body, cost £40. Trailer and spares. £200.—Preston, Papplewick Lido, Nr. Nottingham.

Performance Cars, Ltd.

OFFER 150 GUARANTEED CARS

1949/50/51 Allard slns. Choice of 4 from..	£245
1954/5 Austin-Healeys, 3 from ..	£695
1928 Bentley 4½ Van den Plas tourer ..	£365
1949 Citroën Light 15 saloon, black ..	£375
1939 Daimler 8 2½-litre touring saloon..	£295
1950 Healey Silverstone E type, red ..	£395
1949 H.R.G. 1100, blue ..	£395
1937/8/9 Jaguars, SS100, 2½ and 3½, 4 from	£295
M.G.A. to J2, 37 in stock. All models. All prices.	
1955 Morgan Plus 4, TR2 engine ..	£595
1938 Morris 8 2-str., exceptional ..	£145
1936 Riley Lynx 1½ tourers, 2 from ..	£195
1954/5 Triumph TR2s. Choice 5 from ..	£675
1947/8 Triumph 1800 roadsters. 2 from..	£365

IMMEDIATE HIRE PURCHASE AND PART EXCHANGES.

Gt. West Rd., Brentford, Middx. EALING 8841-2-3.

3 minutes from Northfields Tube Station

(Piccadilly or District Lines).

Buses 91, 97 and Green Lines pass our showroom.

ARNOTT 500 c.c. racing car, little used, complete less engine and gearbox, in perfect condition. Price £150.—Arnott Racing Cars, Whitechurch Lane, Edgware. Phone 0046.

COOPER-JAGUAR "D" type, 1,000 miles since new, unraced, Z.F. differential.—Box 2129.

GRIFFITHS M.G., streamlined body, resprayed green, 1,467 c.c. M.G. racing engine. One of the fastest of the "Specials". Photographs and lap-times available. £650 o.n.o.—Tim Hodges, Stones Old House, Standlake, Nr. Witney, Oxon. (Tel.: Oxford 48021, 9 a.m. to 5.30 p.m.)

H.W.M. SPORTS 2-seater, fitted with 2.9 Aston Martin engine and C.R. gearbox, spares include cylinder head valves, springs, 2 and 6 carburettor layout or three twin-choke Solex.—P. S. Nicholson (Forres), Ltd., Forres, Morayshire.

J.B.S. 500 c.c., complete D/K Norton, car used once only, almost as new. Rack and pinion steering, wire wheels, Alfin drums, Girling 2L.S. brakes, new racing Dunlops. £250 o.n.o.—2 Canford Cliffs Road, Bournemouth West.

500 C.C. Norton-engined Formula 3 racing cars, choice of two, one with streamlined coachwork. No reasonable deal or part exchange refused.—Revis Car Sales, 9-27 New Road, Southampton 22334.

RILEY

THE RILEY MAN OFFERS:

Imp 9 h.p. 2-seaters, choice of two specimen cars, £295 and £325. 1937 Lynx 1½-litre 4-seater, completely overhauled, showroom condition, £245. 1938 Kestrel 16/4, gearbox and axle rebuilt by us, Ace discs, new tyres, first-class bodywork, £245. 1933 March special, 2/4-seater, good order, £65. Others available. Service, Tuning and used spares.

STANLEY A. BURVILLE,
13 Railway Viaduct, Ealing Road, Alperton, Midx.
Phone: Wembley 3345.

RILEY Kestrel, 1938, condition fair, fast and safe, one owner. £150.—Clifffield Rawlings, 50 Parkgate Road, Wallington 2568.

RILEY NINE LYNX, 2,000 miles since rebuild throughout, £150.—Mayer, Axbridge, Somerset.

STOCK CAR

RACING

★ ★ ★

WEST HAM STADIUM

Saturday, JULY 14—7.45 p.m.

WEST HAM SWEEPSTAKE

★ ★ ★

Admission Prices: 3/-, 4/6, 6/-, 7/6

Children half-price.

Special Reserved Enclosure 10/-

Extensive covered accommodation. Huge car park. Direct trolleybus service 699 to Stadium. Nearest station Plaistow.

K. N. RUDD LTD.

offer

AC ACECA 1955 (May). Streamlined coupe in Mettallence Blue with Blue/Cream leather and Dark Blue carpets. Just completely stripped for inspection and passed 100%. Fitted Radio, Heater and other extras. Taxed for the year. Genuine mileage under 12,000. **£1,399**

AC ACE Late 1954. Spotless sports 2-seater in Ferrari Red with Beige leather and Blue carpets. Maintained by us from new and now completely stripped for inspection and renewals where required. Offered taxed for the year at **£950**

AUSTIN-HEALEY 100 1954. Heater. Overdrive. One owner from new, very carefully maintained. **£655**

AUSTIN-HEALEY 100 1955. Unmarked throughout. **£715**

A90 Hardtop 1951. Fast and reliable. **£385**

TRIUMPH TR2. Choice of three 1955 and one 1954 from **£685**

Sports Racing M.G. MAGNETTE, ex-Derek Davis. Streamlined coachwork. Supercharged, pre-selector box. Standing 1/16 secs. **£195**

1914 ROLLS-ROYCE tourer. Museum piece condition. Two owners from new. Full details on application.

RILEY 2½-litre Roadster. Genuine low mileage. 1950. **£520**

Used speed equipment, superchargers, etc., bought and sold.

Showrooms:

ADJACENT CENTRAL STATION

Service:

41 HIGH STREET, WORTHING

Worthing 7773/4

CARR BROS GARAGES LTD

Leaders in Automobile Services since 1921

HIGH ST. PURLEY SURREY

End of Croydon by-pass UPlands 4811-7

SPORTS CAR DEPT.

GRAHAM A. WARNER Selects:—

TR2. White/blue uph. Every conceivable extra. Perfect rally car, one owner. June 1955. **£815**

AUSTIN-HEALEY 100. Ice blue/dark blue lthr., low mileage. O/D. heater. 1955. **£785**

TR2. Black/beige upholstery. Very carefully used. O'drive. 1954. **£655**

TR2. White/red uph. Unmarked. Low mileage. Fitted o'drive. **£750**

LOTUS-M.G. Aerodynamic Mk. VIII, B.R.G. Very special new 1,496 c.c. unit. **£665**

LOTUS-M.G. 1,467 c.c. Mk. VI, B.R.G. Ex. Mike Anthony. 1954. **£515**

LOTUS-M.G. 1,467 c.c. Mk. VI. Fully road equipped and unraced. 1954. **£465**

LOTUS-CLIMAX Mk. VI. TC box, etc. Ready to race. Very light. 1955. Only **£645**

LEA-FRANCIS special sports/racing car. Similar Le Mans 'Nash'. **£425**

TURNER 1,496 c.c. spts./racing. 1952. **£395**

ALLARD J2 3,917 c.c. super sports. B.R.G. Ex Sidney Allard. 1951. **£365**

MORGAN 4/4 1,267 c.c. 2-str. Silver blue, first class order. 1949. **£355**

M.G. TC 2-str., blk. Very smart. Radio. **£355**

M.G. TC 2-str., sea green/beige lthr. 1947. **£345**

M.G. TB 2-seater, green. Many extras, including radio. 1939. **£285**

BUCKLER Mk. V 1,172 c.c. 2-str. special. Red. Cycle wings. 1955. **£275**

ALLARD 71K 2-str., red. Sept. 1947. **£245**

M.G. TA 2-str. White. Fitted TC unit. Enthusiast car. 1938. **£255**

ALFA-ROMEO 1,750 c.c. (unblown) D/H foursome, mint condition. **£165**

Please contact GRAHAM A. WARNER

RILEY—continued

RILEY 1½-litre Special, professionally-built body, good looker, recently cellulosed, rechromed, new crank etc., 84 m.p.h., 33 m.p.g. £120.—Hunt, 142 Westbourne Grove, W.11.

1950 RILEY 2½-litre sports roadster, fine example of this model. £425. Hire purchase or exchange.—Phone: HAYes 3280.

1946 RILEY Special competition 2-seater, fitted h.c. pistons, racing cams, hydraulic brakes, finned alloy drums, light alloy shell body, four new tyres. Entire car rebuilt 1955 and still being run in. £185. This car is re-offered for sale owing to original purchaser failing to fulfil his contract.—Underwood-Rusling Sports Cars, Ltd., 28 Queensbury Road, Kettering 3351.

ROVER

1936 ROVER sports saloon. Nearest £75.—Lloyd, Day ACorn 5064, Evg. Weybridge 2476.

SPECIALS

FORD 10 Special, beautifully designed, fibreglass body needs finishing. Bargain. £95.—ILF 0894.

M.G. /FORD, neat car in excellent condition, fast, hood and tonneau. £175 o.n.o.—PAL 9797, evenings.

RILEY 9 Special, owner bought new car. £55, offers.—23 Darley Drive, New Malden, Surrey.

SPECIAL, almost complete, fibreglass body, 8 h.p. engine. Numerous new parts.—63 Green Lane, Selby (after Saturday). Tel. 619. Offers.

TREEN-RILEY, 1,087 c.c., four Amals, Martlets, alloy body. £110.—Stokes, Finchdean Road, Rowlands Castle, Hants.

SPORTS CARS

JONES GARAGE, SYSTON, LEICS.
Syston 86257.

1954 (Feb.) DB2/4 AM, 14,080 miles, one owner, new "X" tyres. A beauty. **£1,625**

1950 Standard steel Bentley, one owner, moderate mileage, H.M.V., etc. **£1,450**

1954 TR2 hardtop, o'drive, tonneau, aero screens, flamethrower, screenwash. **£665**

1951 (Apr.) Riley 1½ saloon, maroon, radio, heater, Rimblishers, screenwash, badge bar, Marchals, immaculate. **£495**

H.P. and Exchanges.

Syston 86257.

FAIRSMITH SPORTS CARS, LTD.

1937 M.G. 1½ saloon, model VA, 100 per cent, engine spot on. **£165**

1953 M.G. TD Double Swift, good mech., good looker. **£485**

1947 Jaguar 3½ saloon, black. **£275**

Unfortunately, these are the only cars we have at the moment—Due to great demand.

Sports Cars Urgently Wanted, and sold on commission.

Motor-cycles gladly taken in part exchange. Over 70 machines in stock.

762 Romford Road, Manor Park, London, E.12.
ILF 1402.

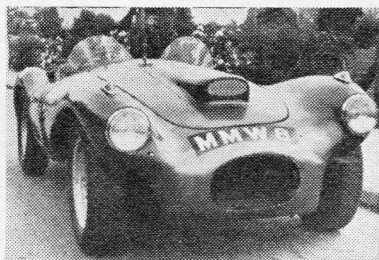
1,500 RENNSPORT Borgward-engined, swing axle, 2-seater sports car. No reasonable deal or part exchange refused.—Revis Car Sales, 9-27 New Road, Southampton 22334.

SUNBEAM-TALBOT

SUNBEAM-TALBOT Mk. I, radio, heater, screen washers, new battery, brakes relined. £385, or would exchange sports car, TR2 or similar, cash adjustment.—Stacey, Partridge Green, Broomfield, Chelmsford. Phone: Lt. Waltham 284.

TURNER

TURNER ARDUN



Chassis similar to Cooper-Bristol, fitted with Ardun O.H.V. V8 Mercury engine developing some 200 b.h.p. Weight 15 cwt. Modern fibreglass body in B.R.G. New throughout. Capable of very high speeds in racing form or for touring with standard Ford V8 engine.

Offers around £450.

Exchanges, etc.

SALISBURY MOTOR COMPANY,
Fisherton Street,
Salisbury.
Tel. 6025.

(Continued overleaf)

WINNER LE MANS 1951-53-55

HENLYS LIMITED

ENGLAND'S LEADING MOTOR AGENTS
GREAT WEST ROAD, BRENTFORD
MIDDLESEX

Telephone: EALing 3477

JAGUAR SERVICE DEPARTMENT



1956 Mk. VII Borg-Warner fully automatic transmission saloon. Battleship grey/red. **£1,645**

1955 Mk. VII Borg-Warner Saloon. Duo-green, loose covers, radio. **£1,375**

1955 Mk. VII 'M' type Saloon. Overdrive. Birch grey with grey leather. **£1,345**

1955 Mk. VII 'M' type Saloon. Overdrive. Black with red leather. **£1,345**

1955 Mk. VII 'M' type Saloon. Overdrive. Pearl grey with red leather interior. **£1,275**

1955 Mk. VII 'M' type Saloon. Blue with blue leather upholstery. **£1,275**

1954 Mk. VII Saloon. Black with tan leather upholstery. **£1,025**

1953 Mk. VII Saloon. Black with tan leather upholstery. **£825**

All these cars carry our 4 months' guarantee

ORDERS TAKEN FOR ALL NEW JAGUARS

WINNER LE MANS 1951-53-55

ALEXANDER



IT'S A PLEASURE

to handle a car fitted with an ALEXANDER LAYSTALL 'Hi-Power' conversion. Although maximum speed and acceleration is so greatly improved the petrol consumption is invariably reduced, in some cases by as much as 10 m.p.g. (see 'Motor' tests), and the car remains as docile as before.

Such technical superiority is no accident and although an ALEXANDER LAYSTALL conversion costs no more than others, it is designed, tested and produced by the most experienced team in the business. If your car is one of the following do not fail to write for details.

Austin A.30, A.40, A.50, A.90; Morris Minor, Oxford, Cowley, Isis; Standard 8 and 10; M.G. Magnette, TB, TC, TD, TF, Y; Ford Anglia, Prefect, Consul, Zephyr and Zodiac; Wolseley 4/44, Wolseley 6/90, M.G. "A", Nash Metropolitan.

We can supply the car as well if you wish

Send for new catalogue and data sheets

Alexander Engineering Co. Ltd.
Haddenham, Bucks

Telephone: Haddenham (Bucks) 345/6

Classified Advertisements—continued

TRIUMPH

TR2 May, 1955, B.R.G. with red fitted overdrive and new Michelin X tyres. Country car exceptionally well cared for by enthusiast, £710 cash or exchange offer.—Write Box 2133.

1955 TR2, B.R.G., wire wheels, fawn upholstery, heater, adjustable steering, perfect condition, 8,000 miles. £720.—Tremlett, "Kingswood", Braywick Road, Maidenhead. Phone 2971.

BOOKS

750 MAKERS' HANDBOOKS, Workshop Manuals, Motoring Books; catalogue 1s. 0d. Inquiries, stamp please.—Gray, Hurstpierpoint, Sussex.

21,000 MOTOR INSTRUCTION Manuals sale-exchange. Inquiries stamped envelope. Manuals bought.—Final, 15 Nashleigh Hill, Chesham, Bucks.

CAR RADIO

PHILIPS MOTOR RADIO London Distributors. Supplied and installed. Set price 22 gns. Distributors for Philco car radio.—J. Davy, Ltd., 241 North End Road, W.14. Fulham 3321.

CELLULOSE

"PAINT SPRAYING HANDBOOK" covers car paint spraying, brushing, touching in, etc., 3s. 6d. post free. Catalogue of cellulose, carriage paints and all allied material for brush and spray, free. Complete spray plant and polishers hired on daily basis.—Leonard Brooks, Ltd., 70 Oak Road, Harold Wood, Romford. Ingrebourne 2560.

ENGINEERING SERVICES

AUTOMENDERS have very comprehensive facilities for the machining and repair of all automobile parts and units. Whatever your problem we shall be pleased to assist in any possible way.—Automenders, Ltd., Lowther Garage, Ferry Road, Barnes, S.W.13. RIVerside 6496.

KNOCK-ON HUBS resplined. Brake drums machined. Starter rings fitted, 24-hour service.—Don Parker, 1a Sangora Road, S.W.11. Battersea 7327.

ENGINES

FEATHERBED NORTON, ready to race, 60 miles since new. £150.—Mitcham 3121.

ONE complete reconditioned Standard Vanguard engine.—Yeomans Garage, Clifton-on-Teme, near Worcester.

WOLSELEY Hornet 12/6, whole or parts.—Howell, St. Vincents, Buckwell, Somerset.

1,100 J.A.P., alloy twin, unused since complete overhaul and latest modifications by makers. Can be tried in chassis. £100 complete. Middx.—Box 2137.

HOLIDAY ACCOMMODATION

TOURING HOLIDAYS.—"Bed and Breakfast in South-West England"—1956. Superb Illustrated Guide describing recommended Inns, Farms, Guest Houses, Hotels; Places of Historical Interest; Suggested Routes, etc. 2s. 9d. post free.—Herald Services (A), 3 Teevan Road, Croydon.

HOTELS

LITTLE GUIDE TO VILLAGE INNS, HOTELS AND FARMHOUSES on and off the beaten track, round Britain's coast and countryside. 5s. post free, from Victor Hilton (AS), Harbourside, Torquay.

PERSONAL

LE MANS. Seat vacant in M.G.A crossing 25th (to watch practice and race). Return date open. Young enthusiastic type preferred, male or female. Share costs.—Box 2140.

PHOTOGRAPHS

PHOTOGRAPHS of every car at Mallory Park. Members' meeting Goodwood, Veteran run at Abingdon.—Charles Dunn, Greenleaves, Woking, Surrey. Phone: Woking 3737.

AUTOSPORT
BOUND VOLUMES

VOLUME 11 READY NOW

Orders can now be taken for binding readers' copies of Volume 11 at £1 each (including index). Full instructions and labels will be sent to readers upon receipt of order and remittance.

Already bound, Volume 10 *AUTOSPORT* is now available, price £2 17s. 6d. per copy.

AUTOSPORT (Binding Dept.)

159 PRAED STREET, LONDON, W.2

LOOSE BINDERS

Readers wishing to bind their own copies of *AUTOSPORT* may obtain special *AUTOSPORT* binders made by the Easibind Co., together with full instructions for use, by sending 14s. 6d. for each binder required. (Index 2s. extra.)

Please state volume number to be bound if you wish volume number and year to be blocked on binder in addition to the title *AUTOSPORT*.

Orders and remittance to:

AUTOSPORT (Binding Dept.)

159 PRAED STREET, LONDON, W.2

NEW 10 x 50 coated binoculars. Ideal for Silverstone. £24 10s. 0d., or 9 equal payments of £3.—Charles Dunn, The Camera Exchange, 8 and 9 Tunsgate, Guildford, Surrey. Tel.: 4040. (Car park opposite.)

RACING KIT

LES LESTON'S famous accessory store now has in stock a full range of "Grand Prix" racing kit including: finest quality silk poplin overalls, £4 10s. 6d.; trousers, £2 15s. 6d.; crash helmets, £4 19s. 6d.; visors, £2 12s. 6d.; net-backed Sure-Grip gloves, 19s. 6d. pair.—Leston's, 314 High Holborn, London, W.C.1. CHANcery 8655.

RADIATORS & FUEL TANKS

GALLAY, LTD., give immediate service in repair and rebuilding of radiators, oil coolers, fuel tanks and wings, etc.—103-109 Scrubs Lane, Willesden, London, N.W.10. Phone: Ladbroke 3644.

RALLY EQUIPMENT

ALPINE INDUSTRIES for all rally necessities. Blackwells, Garford, Halda, Aquaplane. Write or phone.—The Old Forge House, Hook Green, Meopham, Kent. Phone: Meopham 3265.

BRITISH AND CONTINENTAL maps for rallies and tours available promptly by post. Also navigational aids. Details and free advice from "Rally Maps", Bay Road, Bracknell, Berks. Telephone: Bracknell 304.

RALLY NAVIGATION.—The book every navigator should have, 4s. Halda Speedplot (m.p.h. or k.p.h.), 19 gns. Send for complete catalogue of all rally necessities.—Rally Equipment, 279 Edgware Road, Colindale, N.W.9. COL 3840.

SAFETY GLASS

SAFETY GLASS fitted to any car while you wait, including curved windcreens.—D. W. Price, 490 Neasden Lane, London, N.W.10. Gladstone 7811.

SPARES & ACCESSORIES

M.G. SPARES, J2 crankshaft, cylinder block head, gearbox, axles, springs, wheels, tyres, oil pump, chassis frame, etc. Also very good sports Singer Nine body, will fit to J2 chassis.—Uxbridge 2062, weekends or after 7.0 p.m.

XK 120 COMPLETE HEAD with SU carburetors, also set of 8:1 pistons and con. rods.—Emil Machining Co., Ltd., Brinsworth Street, Rotherham. Tel. 2656.

WATERSPORT

ACE MARINE, LTD., builders of the world-famous "FLYING FISH" racing hydroplanes. Complete ex-works, £90. Stockists of British, American and Continental outboard engines.—176 Heath Road, Twickenham, Middx. POPesgrove 5970.

WHEELS

FOUR 16 ins. wire knock-ons, M.G./Riley, fitted virtually unused racing Dunlops. Cost £53. Offers, please.—Box 2139.

WANTED

ALLARD CARS always required. We buy, sell, service, exchange or part-exchange against purchase of new Ford cars.—Adlards Motors, Ltd., (Allard Main Distributors), 43 Acre Lane, S.W.2. BRIXton 6431.

BASIL ROY, LTD., require Morgan Plus Four models for cash or part-exchange for any make.—161 Gt. Portland Street, W.1. LANGham 7733.

CAMERAS, binoculars, tape recorders, cine equipment in first-class condition always required.—Charles Dunn, The Camera Exchange, 8 and 9 Tunsgate (off High Street), Guildford. Tel.: 4040.

COOPER wheels and front hubs required, one pair.—Whitehouse, Penn Lane Garage, Tanworth-in-Arden Works, Wythall 3368.

DELOW Mark III 4-seater tourer. Reasonable cash price.—P. Weaver, Burton Road, Melton Mowbray. Tel. 533.

FORD ENGINE 100E, complete with accessories except clutch and carb.—Box 2138.

REQUIRE Jaguar C type cylinder head with Weber 38 or 45 mm. double-choke carbs or equivalent head and manifold with 14 ins. SU carbs.—Collins, O.M.Q. 105, R.A.F. Lakenheath, Suffolk.

ROWLAND SMITH, The Car Buyer. Highest cash prices for all makes. Open 9-7 weekdays and Saturdays.—High Street, Hampstead (Tube), N.W.3. HAM 6041.

THOROUGHbred pre-war sports car. Good condition essential. Wanted.—Box 2088.

WANTED.—Sports car, open or closed, any age, h.p. or condition. Under £100.—54 Morecombe Close, Elm Park, Hornchurch 5615.

WANTED.—Wireless, suitable sports car, good condition. Must be cheap.—Box 2141.

NEW CARS FOR SALE

A.C.

A.C. DISTRIBUTORS, South-West Lancashire, Wirral and North Wales.—Graham Peacock (Wirral), Ltd., Threeways Garage, Clatterbridge. Tel.: Thornton Hough 325. Demonstrations with A.C. Ace and Aceca. Trade inquiries invited.

JOHNSON AND BROWN are pleased to accept orders for early delivery of the Ace and Aceca, with A.C. or Bristol engine. Current market price given for your present car.—268-270 High Street, Bromley, Kent. RAVensbourne 8841.

MESSERSCHMITT

LOCKHART'S SERVICE DEPOT, LTD., for sales and service.—Chiltern Road, Dunstable. Telephone 114.

MORGAN

JOHNSON AND BROWN. Distributors for Morgan cars.—268-270 High Street, Bromley, Kent. RAVensbourne 8841.

PEUGEOT

LOCKHART'S SERVICE DEPOT, LTD., for immediate delivery.—Chiltern Road, Dunstable. Telephone 114.

VOLKSWAGEN

PRESTWICH (HOVE), LTD., Volkswagen Distributors for Sussex. Demonstrations. Spares Service.—26-28 St. Johns Road, Hove, 3. Tel.: 34037.

JULY 13, 1956

AUTOSPORT

COME AND SEE THE ASTON MARTINS



at **SILVERSTONE**
SATURDAY, JULY 21, at 11.30 a.m.

**ADMISSION
IS FREE
to "Autosport"
readers**

—just bring this advertise-
ment with you and show
it at the gate.
For bulk requirements
please send S.A.E. stating
tickets required to:
A.M.O.C., 4 Kirchen Road,
London, W.13

The St. John Horsfall Race Meeting of the Aston Martin Owners' Club will consist of eleven exciting races, commencing at 11.30 a.m., including: The Elwell Smith Trophy; The St. John Horsfall Trophy for Aston Martins; The David Brown Team Relay Race and the United States Air Force Trophy.

In addition, the Twenty-first Anniversary of the Club will be celebrated by a huge Parade of scores of Aston Martins from 1921 to 1956.

There will be very many famous Racing Drivers at the wheels of their original cars.

FULLY LICENSED BUFFET BARS OPEN ALL DAY

RHEIMS 12 HR.

(SPORTS CAR RACE)

1ST JAGUAR

D. Hamilton and I. Bueb
(1,332 miles at an average speed of 111 m.p.h.)

also

New Record Lap
118.13 m.p.h.

2ND

M. Hawthorn
P. Frère

JAGUAR

3RD

D. Titterton
J. Fairman

JAGUAR

4TH

R. Flockhart
N. Sanderson

JAGUAR

ALL RELIED ON

LUCAS
IGNITION
& ELECTRICAL
EQUIPMENT

RESULTS SUBJECT TO OFFICIAL CONFIRMATION

JOSEPH LUCAS LTD BIRMINGHAM ENGLAND

