

# AUTOSPORT

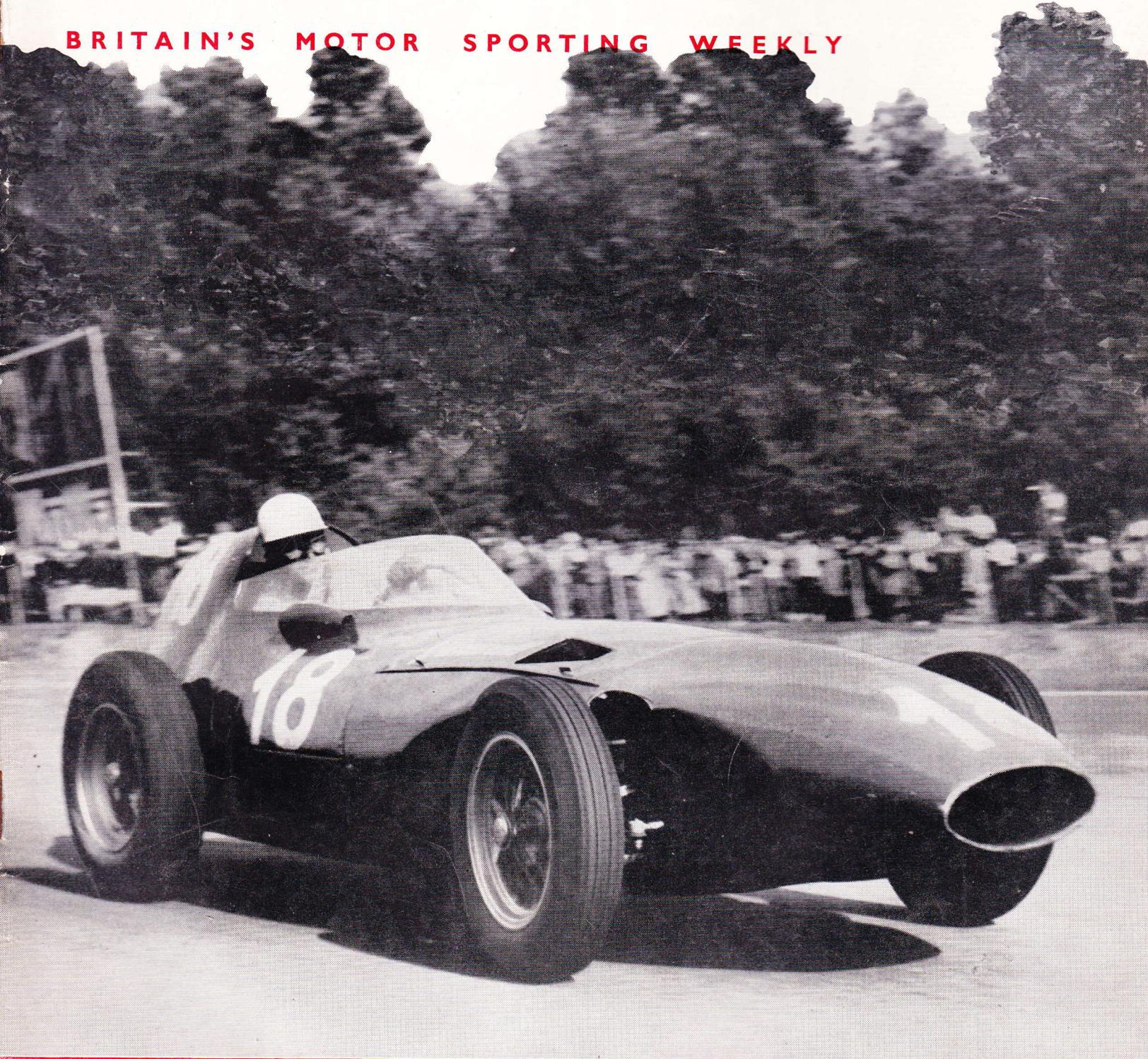
SEPTEMBER 14, 1956

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EVERY FRIDAY

Vol. 13 No. 11

BRITAIN'S MOTOR SPORTING WEEKLY



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THE LISTER-MASERATI—EXCLUSIVE CUTAWAY DRAWING BY THEO PAGE : LIEGE — ROME — LIEGE RALLY  
JOHN BOLSTER TESTS THE FORD ZODIAC : WEEKEND SPORT AT GOODWOOD, PRESCOTT AND BRANDS HATCH

**CASTROL WINS**

**GOODWOOD  
TROPHY**

DAVID BROWN  
**1<sup>ST</sup> ASTON MARTIN**  
(C. A. S. BROOKS)

**2<sup>ND</sup> ASTON MARTIN**  
(R. SALVADORI)

*(Subject to official confirmation)*

**FOLLOW THE EXPERTS AND  
ASK FOR CASTROL BY NAME**



**THE MASTERPIECE IN OILS**

# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 13 No. 11

September 14, 1956

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Road Tests and Technical

JOHN V. BOLSTER

Art Editor

THEO PAGE

Northern Editor FRANCIS N. PENN

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## EDITORIAL

### WHAT OF 1957?

Now that the two leading Championships of the World have been decided, plans are being laid for next season. Who will drive which?—that is the question. Juan Manuel Fangio is almost certain to rejoin Scuderia Ferrari, but will concentrate entirely on Grand Prix racing during 1957, with the possible exception of the highly remunerative G.P. of Super-cortemaggiore at Monza. Peter Collins will probably remain as he has been extremely happy with the Maranello concern, who have treated him admirably. Eugenio Castellotti is also an almost certain Ferrari member for next season. Officine Maserati cannot count on either Moss or Behra so far, as neither have made up their minds. If the Bugatti was to be treated seriously, then the Frenchman might throw in his lot with Molsheim. Moss is known to wish to drive a British car, but his Monza victory may persuade him to remain with Maserati. Harry Schell's exploits should make him a definite Vanwall team member for 1957, but Tony Vandervell would also like a top-line British driver, preferably Moss, Hawthorn or Collins. B.R.M. will also be in the market, as will Connaught. Although British drivers such as Flockhart, Fairman, Brooks, Scott-Brown, Leston, Salvadori and others come to mind, it is possible that one or two foreign-born conductors may be approached, particularly Alfonse de Portago and the Texan Carroll Shelby. The Spaniard has come on by leaps and bounds, and is now definitely in the Top Ten.

### FORMULA 2

REACTIONS to the new 1,500 c.c. Formula 2 are mixed. In 1957 it will depend on how many marques are ready before organizers begin to promote full-scale events for the category. It is unlikely that any of the *grandes épreuves* will be organized to F2 standards, but it is expected that events of lesser International status will attract the smaller-capacity machines. It is to be hoped that no attempt will be made to substitute F2 racing for pukka Grands Prix. The latter is the most important form of motoring sport, and should be left completely alone. Some say that heavy expenses for starting money and so on make it unprofitable, but the fact remains that from an International prestige point of view, there is nothing to compete with it. As a spectacle, Grand Prix racing is in a class by itself, and during the past few years has produced drivers and machines of the highest possible class. Some may sigh for the days of the big supercharged cars, but when one sees the tremendous speed at which these unsupercharged 2½-litre cars are taken round circuits, it is difficult to discover any reason why larger-engined machines should be encouraged, even although several modern sports-racing cars are said to be quicker than G.P. vehicles—at least on a straight line.

### OUR COVER PICTURE

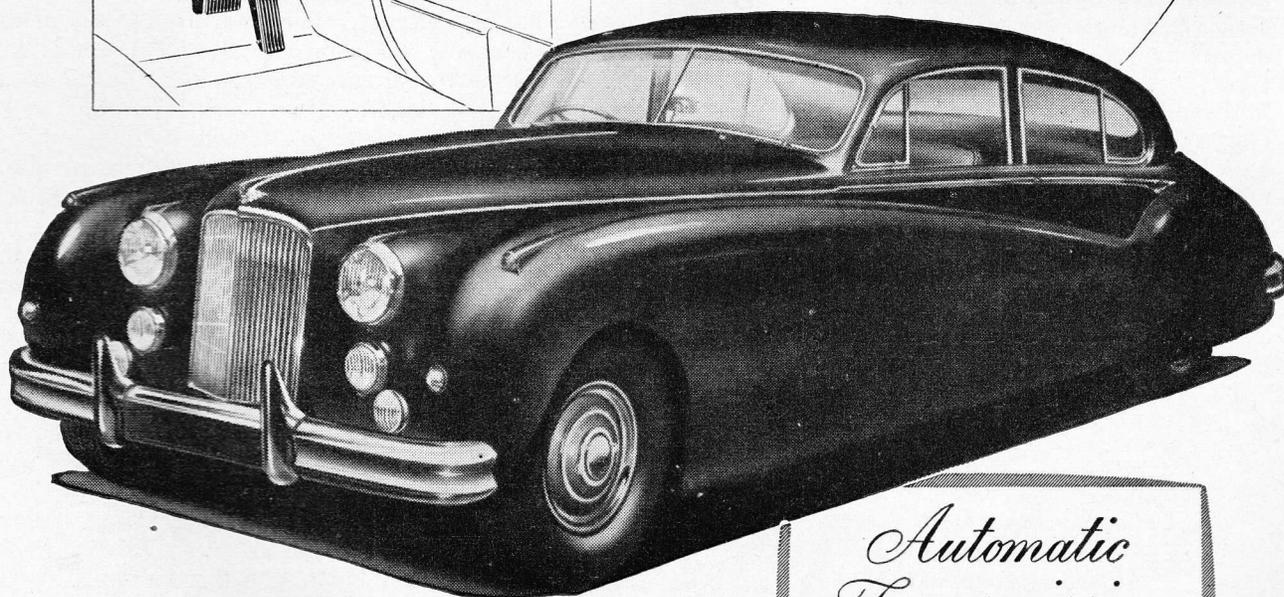
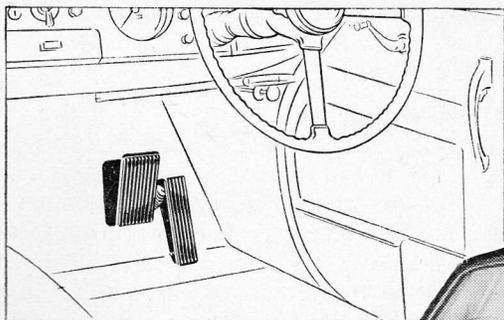
*SPLITTING THE RED: Franco-American driver Harry Schell hurtles through the Curva Grande at Monza in his British Vanwall, while leading the Ferraris and Maseratis in the Grand Prix of Europe. He was forced out with mechanical troubles after 32 brilliant laps.*

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# SPORTS NEWS

## NEW LISTER FOR OULTON

PROMINENT entries so far announced for the *Daily Herald* Gold Cup race for F2/1,500 c.c. sports cars on 22nd September include Roy Salvadori in the works F2 Cooper, Jack Brabham and Keith MacDowel in other works Coopers, Ken Wharton in another new F2 Cooper, and Tony Brooks in yet another, entered by Rob Walker. Colin Chapman, Cliff Allison and Reg Bicknell drive works Lotuses, and Archie Scott-Brown the new Lister-Climax F2 machine, now being completed at the Cambridge works. Da Silva Ramos may drive the new disc-braked, all-independent F2 Gordini.

## STAR-STUDDED TOUR

MANY well-known racing drivers are taking part in the Tour de France Rally, which starts next Monday, 17th September, and lasts until the 23rd, by which time the cars will have encircled France, taken part in speed tests on practically every racing circuit in the country and made two forbidding hill-climbs. The famous names include:

Stirling Moss (Mercedes 300SL), Mlle. Gilberte Thirion (Porsche), Jean Lucas (Renault Dauphine), Louis Rosier (Ferrari), Maurice Trintignant (Ferrari), Alfonso de Portago (Ferrari), Olivier Gendebien (Ferrari), Jacques Pollet (Mercedes 300SL), Harry Schell (Alfa Giulietta), Paul Frère (Alfa Giulietta), Robert Manzon (X), Jean Behra (Porsche), Claude Storz (Porsche), André Simon (Maserati), Hernano da Silva Ramos (Alfa Giulietta) and André Guelfi (Alfa Giulietta).

## SERGIO SIGHINOLFI

WE regret to report the death of Sergio Sighinolfi, chief test driver to Automobili Ferrari, when his 3-litre Ferrari collided with a lorry near Modena, last week. Sighinolfi was formerly prominent in Italian small-capacity racing, and was recommended by the late Alberto Ascari as a possible Ferrari team member. Unfortunately a series of crashes prevented this, but his technical knowledge made him a useful acquisition to the firm, and he was eventually appointed chief of the testing staff, covering many thousands of kilometres on all new Ferrari projects.

**FLOWERING IN ITALY:** Two 1,100 c.c. Lotuses, driven by D. Piper and R. Hicks, took first two places in the Sila Cup race at Cosenza. (Above) The start, with Piper's Lotus in the second row. (Right) Piper leads two Italian cars during the 154 km. street race.

## LOTUS 1-2 AT COSENZA

ASSAULTED periodically and successfully by British Formula 3 machines, Italy's pocket 750-1,100 c.c. sports/racing class of racing is now receiving the attention of our sports cars. The recent Sila Cup race at Cosenza, for 1,100 c.c. sports machines, was neatly carried off by the Lotus Climaxes of David Piper and Bob Hicks, who finished first and second ahead of various Italian machines, such as Stanguellini and Osca, with Giulio Cabianca and Siracusa amongst their drivers. The race was over 70 laps of a picturesque 2.2 kms. street circuit through Cosenza, making a total distance of 154 kms. Piper and Hicks, who race as a team, and scored a 1-2 at Sables d'Olonne in July, hope next to take their Lotuses to the Catania-Etna Hill-Climb in Sicily on 23rd September, after which they will race in the Rome G.P.

## A CHANCE FOR LOTUS AND COOPER

THE R.A.C. Comps. Dept. has received Regs. and entry forms for the third Shell G.P., to be run on the fast Imola circuit on 23rd/24th September. The race is open to sports cars of over 1,100 c.c. and up to 1,500 c.c. Closing date for entries is 15th September—tomorrow!—and they should be with the organizers, the A.C. di Bologna, Via Garibaldi 2, Bologna, Italy, before 8 p.m. Works Maseratis will be entered. Last year's race at Imola, for up to 2-litre cars, was won by Cesare Perdisa (Maserati) from Maglioli and Schell in Ferraris.

## "SHOOTING STAR" AT UTAH

DRIVING the turbine-powered Renault "Etoile Filante" in high speed tests on the Bonneville salt flats at Utah, U.S.A., Renault test driver Jean Hebert achieved a speed of 190.7 m.p.h. over a measured kilometre, 191.3 m.p.h. over a mile, and 191.85 m.p.h. over 5 kms., all with a flying start.

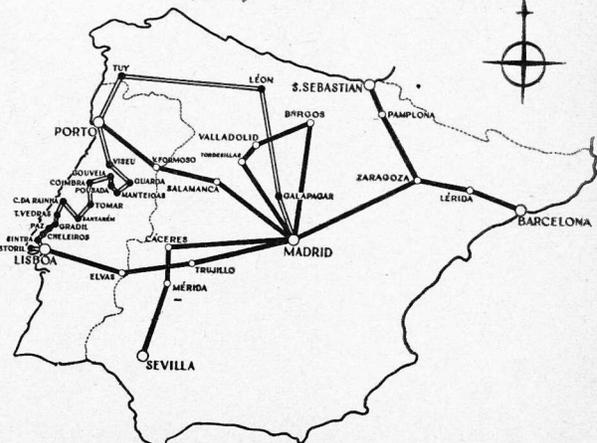
## PORTUGAL'S TOURING CHAMPIONSHIP FINALE

THE First International Iberian Rally, organized by the Automóvel Club de Portugal, in co-operation with the Real Automóvil Club de España, and co-sponsorship of several national newspapers, takes place between 1st and 4th November. It will be the final round in the 1956 European Touring Championship.

Competitors will start from one of the following towns: Barcelona, Madrid, Lisbon, Porto, San Sebastian or Seville, all routes converging on Madrid (starters from there taking a route to Valladolid and Burgos, and back). A driving skill test takes place at Madrid, cars then proceeding to Galapagar, where there will be a hill-climb test, Porto (1 km. standing start test) and Lisbon (acceleration and braking test) to the final control at Estoril, where a regularity/speed test will be run over the Estoril 3 kms. road racing circuit. An average speed of 50 k.p.h. will be maintained on all itineraries, save in the Madrid-Tuy section, where secret checks will be imposed, and set average speeds must be maintained of 62 k.p.h. for over 2-litre cars, 55 k.p.h. for 1,300-2,000 c.c. cars, and 50 k.p.h. for up to 1,300 c.c. cars.

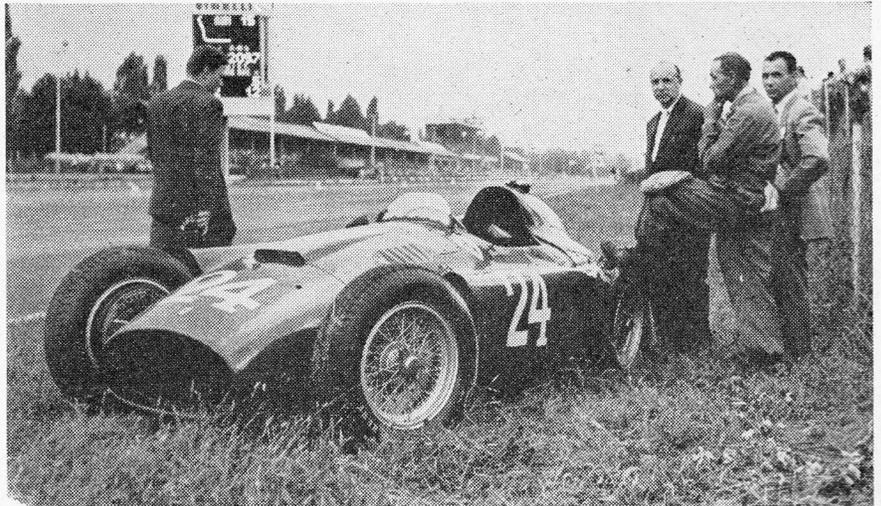
Cars will be admitted in four main groups, Series Production Touring, Series Grand Touring, Series Special Touring and Series Sports cars, subdivided into various capacity classes. Entries will be accepted up to 30th September, and in the case of British competitors should be lodged with the R.A.C.

(Below) The routes for the 1st Iberian Rally.



*OVERSTRESS on the high speed banking did this to one of Castellotti's Ferrari's tyres early in the G.P. of Europe. Other cars in the team subsequently met worse trouble with steering breakage.*

UNDOUBTEDLY the Grand Prix of Europe at Monza on 2nd September was a killing race. Of the 24 starters, 11 finished; not an unusual percentage of casualties on such a high-speed circuit, but nevertheless an exposure of chassis weaknesses and the risk of tyre failure. Scuderia Ferrari experienced both of these, both Fangio and Musso being eliminated by steering breakage, the latter when in the lead and with an almost certain chance of winning, after Stirling Moss ran out of fuel. This rather vindicates Von Trips; the young German crashed during practice, completely wrecking his Ferrari. He was fortunate to escape serious injury, and



## MONZA EXPOSES CHASSIS WEAKNESSES

*Steering Failures Vindicate Von Trips — Ferrari Tyre Problems  
Remarkable Pace of the Vanwall — Bright Prospects for Connaught*

By GREGOR GRANT

maintained that something happened to the steering. Unhappily the Ferrari technicians were inclined to take this as merely an excuse, but as matters so turned out, it seems likely that steering breakage did cause the accident.

Tyre failures were more prevalent than was anticipated, and there is little doubt that forcing tactics on the banked portion provoked them, tending to tear off treads as drivers fought against centrifugal forces. Castellotti and Musso were cases in point. Right from the start the two Italians started duelling, much to the chagrin of the Ferrari pit staff. Their driving was definitely of the wild variety, and it was to be noted that Fangio, Moss and Collins refused to get mixed up in the somewhat foolish exhibition of the Italian drivers. It was hardly surprising that both threw tyre treads after four laps; the manner in which they hurled their cars off the banking must have placed a tremendous strain on the covers.

The banked portion is bumpy—extremely bumpy. In practice, Harry Schell broke the de Dion tube on his Vanwall, and Trintignant complained of the tremendous bucketing his car received. In the race, all three Vanwalls had rear suspension failure. This was particularly unfortunate as regards Harry Schell,

whose car was the fastest in the race, reaching 177 m.p.h. on the straight, as compared with the best Ferrari speed of about 174 m.p.h. Schell put up a great fight, and it was thrilling to see a green-painted car in front, against the most powerful opposition that Ferrari and Maserati could supply.

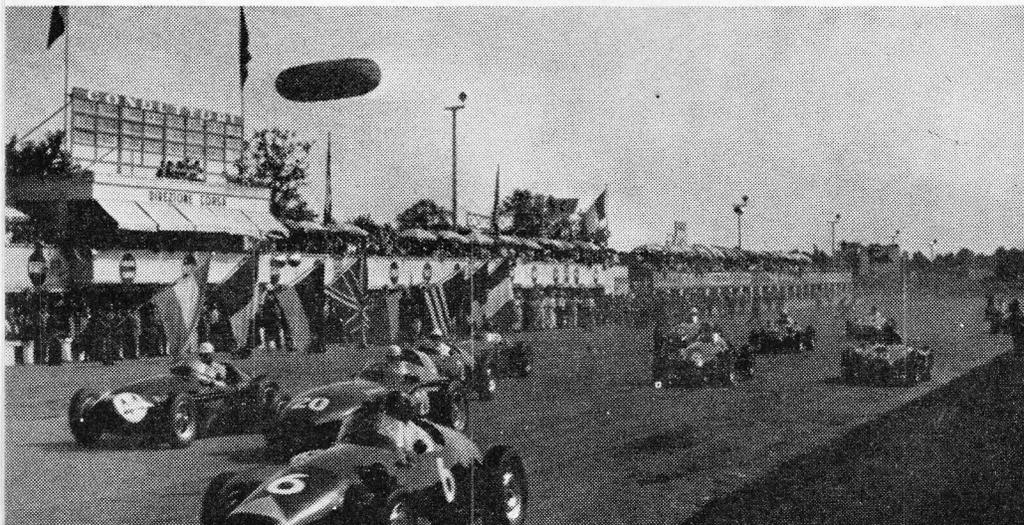
The revised Maserati was surprisingly successful, although the increased power nearly lost Moss the race owing to an increased thirst for fuel. The Maserati was probably the thirstiest car in the race, using up fuel at the rate of about 6 m.p.g. Ferrari did around 8 m.p.g., and the surviving Gordini as little as 10 m.p.g. Moss's smooth driving technique saved the day for the Modena concern. During the last few laps, his nearside rear tyre tread had virtually disappeared, and it was touch and go whether or not it would last. It must have called on all of his iron discipline to hold his car back, knowing that Fangio was pulling back seconds at an alarming rate. Umberto Maglioli drove extremely well, and when Jean Behra blew up his new-type machine, the Frenchman was able to take over with a reasonable chance of adding to his World Cham-

pionship points score. However, he fell victim to steering failure, and had a lucky escape from going over the top of the banking; actually, only instantaneous reaction on the part of Ron Flockhart prevented a collision between the Connaught and the Maserati.

Connaughts have established a fine reputation in Italy, and to take third and fifth places in the world's most important race must have ensured their future as a racing stable. Leston's car went out early with rear torsion bar failure, and Jack Fairman was very unlucky to experience the comparative rarity of throwing a tread on a front wheel. On the whole, the hastily-prepared Avon tyres sent over from England just before the race, stood up extremely well, and one might prophesy that Connaught will follow the example of Aston Martin, and the motor-cycle folk, and make use of these all-British products. Flockhart drove a well-planned race. Realizing that his car was outpaced by Ferrari, Maserati and Vanwall, he kept his engine well within its r.p.m. range. Although involved in a lengthy duel with Godia's Maserati, he was never tempted to mix it, and eventually overtook the Spaniard. The same occurred when Behra passed him, driving Maglioli's car; he kept within striking distance, without attempting to re-take the Frenchman. Fairman was roughly in the same position; it would have been so tempting to try to retrieve the delay suffered after his tyre failure, but Jack plodded on, and was rewarded with fifth place, to give the Send concern a 66½ percentage success—best result of all equipes.

The incident when Moss was shunted by Piotti seems to have been magnified more than somewhat. It was, of course, a coincidence that Stirling should have run out of fuel, and may have received a welcome extra impetus. However, with

*BEHIND the leaders initially, but fifth at the end was Jack Fairman's Connaught (No. 6 in this start picture). With him are Salvadori (No. 44, Maserati), Trintignant (No. 20, Vanwall) and Leston (No. 2, Connaught) all of whom retired.*



modern high-compression engines, sudden stoppage of the power-unit is almost like applying the brakes, and what the TV viewers may have seen was a genuine, unavoidable bump on the part of Piotti. Which is rather like the case of someone bending down to tie his shoelace, and someone else hits him a kick on the posterior—it is hardly the fault of the lace-tie!

The sportsmanship of Peter Collins has been acclaimed all over Europe. He and Alfonso de Portago have been completely unselfish throughout the season, putting Scuderia Ferrari above all personal wishes. In handing his car over to Juan Manuel Fangio, thought of

the World Championship was far from Peter's mind. He believed that the great Argentinian had a much better chance of catching Stirling Moss, and when asked to vacate his seat by the Ferrari team chief, did so willingly. Nevertheless this act will do much more to cement International relations than any amount of behind-the-scenes diplomatic work. This was in direct contrast to the foolishness of Musso, who completely disregarded orders and refused to hand over his car to the Champion of the World. He did come very near to winning, but one wonders whether Fangio, with over 25 seconds lead, would have continued to thrash his car

round, with a few laps to go. There is a bit of a mystery as to why Musso's steering should fail at the critical moment, and there are suggestions that he left the road temporarily just before the actual breakage occurred, and he nearly crashed into the pits. Castellotti's exit with his original car was entirely due to a burst tyre. A series of remarkable pictures taken by a Publifoto operator show the tyre actually bursting, and the Ferrari slewing round as the cover rapidly disintegrates. The Italian had a very lucky escape, for his car shot down the banking, and dashed across the inner circuit, almost in the path of several other cars.

**"AUTOSPORT" SERIES-PRODUCTION SPORTS CAR CHAMPIONSHIP**

LAST Saturday's Prescott Hill-Climb brings several changes in Championship placings, although Ken Rudd (A.C. Ace-Bristol) is still well in the overall lead, his class "first" at Prescott adding five points to his 46. John Dalton (Austin-Healey) also picked up five for being highest placed Championship competitor in the over 2,500 c.c. section. Graham Hill ("Club" Lotus) has closed a point on John Lawry (Lotus Mk. VI), their scores now standing at 28 to 34.

Of Class 2 qualifiers, D. J. Calvert (H.R.G.) adds five to his 38 point lead, while David Dixon (M.G.A) now has 10 points, moving up to fifth place. J. K. McKechnie (Morgan), third best qualifier in Class 3, now lies fifth with 12 points. P. M. Salmon (XK 120) goes into third place, ahead of D. S. Shale, in the over 2,500 c.c. class, in which he was second best to Dalton amongst Championship runners. Provisional placings, prior to the Three Hours final at Oulton Park on 22nd September, are therefore:

**Up to 1,200 c.c.**

1. J. Lawry (Lotus VD), 34 points; 2. G. Hill (Lotus XD), 28; 3. J. Mitchell (Ford Anglia), 11; 4. J. Hollingsworth (Lotus VD), 7; 5. J. Bekaert (Lotus VD), 4.

**1,201-1,500 c.c.**

1. D. J. Calvert (H.R.G.), 43; 2. A. T. Foster (M.G.A), 28; 3. R. W. Fitzwilliam/R. Carnegie (M.G.A), 19; 4. S. F. Wilder (Porsche), 11; 5. D. Dixon (M.G.A), 8; 6. P. Simpson/A. Asquith (M.G.A), 7; 7. W. P. U. Constable (M.G.A) and C. Shove (M.G. TD), 3.

**1,501-2,500 c.c.**

1. K. N. Rudd (A.C. Ace-Bristol), 51; 2. S. A. Hurrell (TR2), 27; 3. R. N. Robinson (A.C. Ace), 14; 4. R. A. Hudson (A.C. Ace), 13; 5. J. K. McKechnie (Morgan), 12; 6. R. J. W. Utley (Frazer-Nash), 10; 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), 44; 2. R. C. Green (Austin-Healey), 23; 3. P. M. Salmon (Jaguar XK 120), 20; 4. D. S. Shale (Austin-Healey), 16; 5. A. G. M. Kellett (Austin-Healey), 7; 6. Earl of Northesk (Jaguar XK 120), 4.



TO THE WINNER of the AUTOSPORT Series-Production Sports Car Championship goes this graceful silver trophy. To second, third and fourth finishers will go AUTOSPORT plaques.

**OULTON PARK "THREE HOURS"**

APART from the Daily Herald Gold Cup race at Oulton Park on 22nd September for 1,500 c.c. cars, with £1,000 for the winner, big attraction will be the final of the AUTOSPORT Series-Production Sports Car Championship for 1956, taking the form of a three-hour handicap race, on the "credit lap" system. This will find the winner in general classification, but the classes will be contested as though separate scratch races, taking into the score the points accumulated in the other Championship events during the season. Full details will be given next week. The provisional list of entrants in this event is as follows:

- Austin-Healey: R. C. Green, P. C. Scriven, D. S. Shale, A. G. M. Kellett, J. Dalton, M.G.: R. Carnegie, D. G. Dixon, A. T. Foster, W. P. V. Constable, P. J. Simpson, A.C.: W. D. Mainwaring-Evans, R. A. Hudson, K. N. Rudd, R. Nevill, Robinson, Triumph: S. A. Hurrell, K. Ralphs, Jaguar: P. M. Salmon, G. Maude, Lotus: G. Hill, J. Lawry, Morgan: J. McKechnie, Porsche: S. F. Wilder, Frazer-Nash: R. J. W. Utley, H.R.G.: D. J. Calvert, Ford: E. J. B. Mitchell.

**Advance Bookings:** For the convenience of readers planning to attend the Daily Herald meeting at Oulton Park, an Order Form for advance bookings will be found on page 352 of this issue. There are three main car parks within the Park, Blue being between Lodge Corner and the pits and starting area, Red within the track itself, and Green outside the course, alongside the fastest stretch, opposite the Lake. Admission on race day will cost 6s., car parking inside the course 10s., and transfer to paddock 10s.

**TIMEKEEPER'S slip** in the 1,300-2,000 c.c. class of the Coppa Inter-Europa event at Monza gave Toselli's Fiat 8V second place, ahead of C. Leto di Priolo's similar car. Their placings should be reversed.

**MASERATI** will be represented officially in the Formule Libre Australian G.P. on 2nd December, also in the G.P. of Melbourne for sports cars, to be held the previous week-end—drivers Moss and Behra. Two F1 and two sports cars are going by boat.

**VETERAN** and vintage car enthusiasts will be interested in the sale, on 20th September, of many early spares items, including beaded-edge tyres, road wheels, lamps, carburetters, horns, etc., when the bulk of stock at Bradford's oldest garage, the Grange Motor Co., in Woodhead Road, is to be disposed of by the new owners, A.B.C. Garages (Bradford), Ltd.

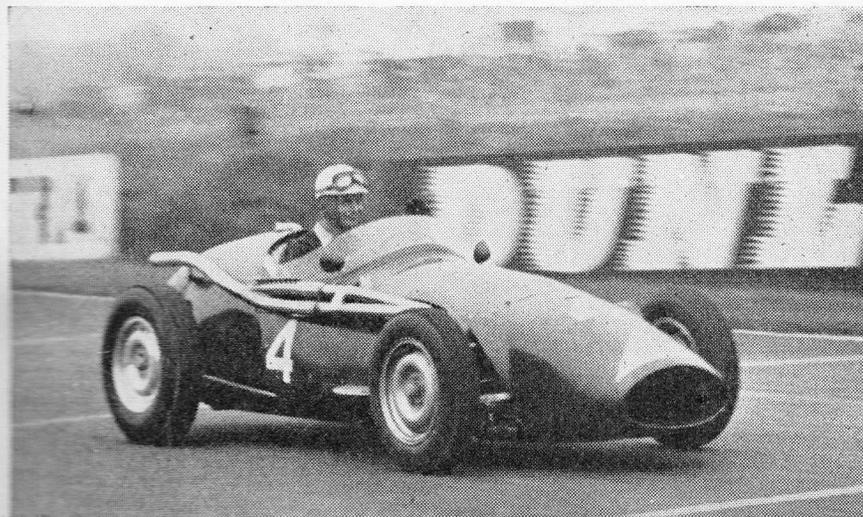
**VENEZUELAN** G.P. for sports cars at Caracas (4th November) should see Moss, Collins and Behra amongst the runners. Also Fangio (3.5 Ferrari).

**PROPOSED:** a Formula 1 race at Brands Hatch, to be run by the B.R.S.C.C. in October.

**BETTY HAIG'S** time for the Firlie hill-climb, given in our 7th September issue as 29.58 secs., should have read 29.20 secs. Our apologies.

**PIERO TARUFFI** is reported to be undertaking high speed tests of the Formula 1 B.R.M. on the Monza circuit.

**HERE THEY ARE:** The combination which took third place in the G.P. of Europe at Monza, Ron Flockhart and the Formula 1 Connaught, giving two demonstration laps at Brands Hatch last Sunday.



**B.A.R.C. SEPTEMBER GOODWOOD****Big Race  
for Brooks**

Salvadori Wins Twice with Formula 2 Cooper, but is Beaten in Main Event by Aston Martin Team Colleague—Astonishing Speed of Small Capacity Cars

*PURSUED* by Roy Salvadori for almost the whole of the Goodwood Trophy race, but still in the lead at the end, was Tony Brooks, driving the older type of Aston Martin. He is seen here drifting the curve before St. Mary's.

Jaguar D class record. Moreover, it is only .57 sec. slower than the present outright sports car record, held by Hawthorn (Ferrari), 3.14 secs. slower than the 1½-litre racing car class record (Fangio, B.R.M.), and 5.2 secs. slower than the outright circuit record (Moss, F1 Maserati). All this in a 1,500 c.c. car, not yet "in date" and on its first appearance at Goodwood. To say "it makes you think" would almost be a gross understatement. In addition, the 1,100 c.c. Cooper-Climax of Michael MacDowel was faster in practice than 52 other cars of all classes, including some of three times its cubic capacity; then during their race, Keith Hall (Lotus) knocked 2 secs. off MacDowel's time to set a new 1,100 c.c. class record.

★

*PURSUER* of Tony Brooks, Roy Salvadori, cuts the same bend as fine as possible in his unavailing effort to regain the lead of the Goodwood Trophy race. He is driving the new Aston Martin with head-faring and restyled body, which first appeared at Le Mans.

It was this event, the Madgwick Cup for sports cars under 1,100 c.c., that opened the afternoon's proceedings, though just before, the Auster and Triumph TR3, which are vying with each other over petrol consumption between Land's End and John o' Groats, made a tour of honour. MacDowel led from pole position on the grid, making a standing start lap in 1 min. 46 secs. But soon Keith Hall was on his tail, the Lotus engaging the Cooper in a first-class scrap, with Cliff Allison and A. Stacey, both Lotus also, close behind. Hall slipped into the lead, setting the new class record in the process, and managed to hold off a hard-pressing MacDowel for the rest of the five laps. Allison also held off Stacey, but only just.

In Formula 3 practice Colin Davis managed to equal the 500 c.c. lap record in the Beart-Cooper. This gave him pole position on the grid, but in the event he could not manage better than the third place in which he finished. Meanwhile, Jim Russell (Cooper) led for the last four of the five laps, having taken Don Parker's Robin Jackson-tuned Cooper on the second, and set a new 500 c.c. record by going round at 84.87 m.p.h. Stuart Lewis-Evans was, for once, never really in the running; nor

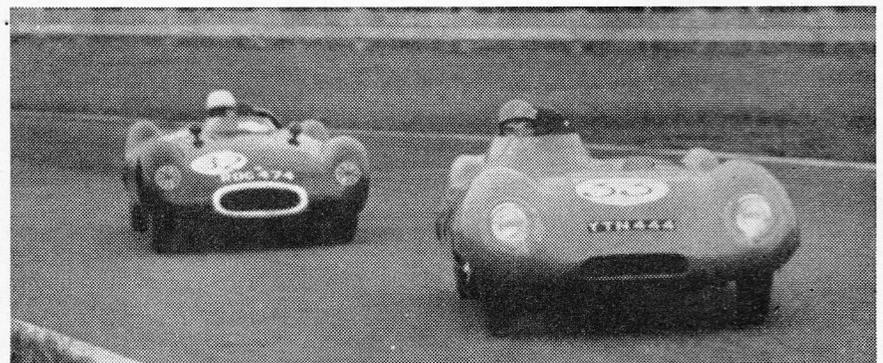
THE kind of weather we have been having recently gives people little incentive to go motor racing, which is probably the reason why the crowd was below average at Goodwood last Saturday for the B.A.R.C.'s National September meeting. But whatever it did over the rest of the country, it stayed fine on the Sussex Downs, and although the clouds threatened at times, they brought no rain. The grandstands were only comfortably full, but the paddock was comfortably empty, and instead of the usual fairground-like throng, there was room to work, to stroll and, of course, to drink in peace.

Despite the fact that the meeting was virtually for sports cars only, some good racing was seen, including Tony Brooks's first win for the marque Aston Martin. However, the eye-opening feature of the day was the speeds at which modern small-capacity cars are travelling, a feature which deserves a

few moments' end-of-season digression.

The fastest practice lap of all 68 cars of all classes was made by the 1½-litre Formula 2 Cooper, driven by Roy Salvadori, in 1 min. 36.8 secs. This same car also put in the fastest lap of race-day, in 1 min. 35.4 secs., 90.57 m.p.h., which is quicker than either Parnell or Wharton could get around in the V16 B.R.M. two or three years ago. It is also quicker than Gonzalez in the Ferrari Thin Wall Special, and Titterington's current

**CLASS RECORD** maker Keith Hall (Lotus) leading Michael MacDowel (Cooper) to win the Madgwick Cup for sports cars under 1,100 c.c.

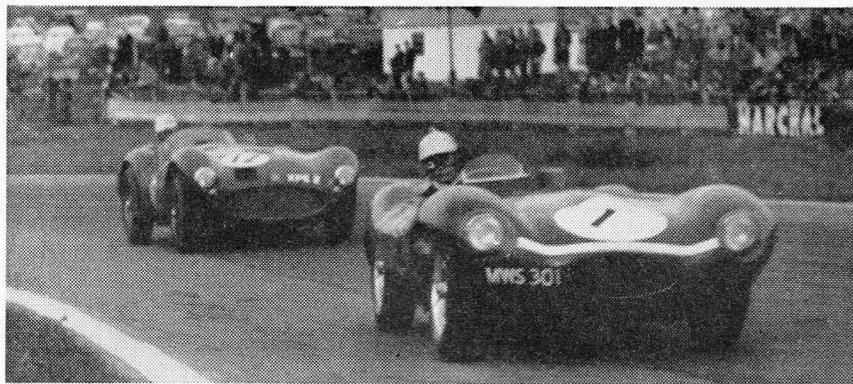


*RUNNERS-UP to the Aston Martins in the Goodwood Trophy were Ron Flockhart, in the Le Mans-winning Ecurie Ecosse Jaguar, and Noel Cunningham-Reid (H.W.M.).*

was Ivor Bueb, though both finished in front of Tom Bridger, the latter having, at one stage, held fourth place before dropping back.

Over 10 laps, Roy Salvadori led the Woodcote Cup from the outset, and though he hung on the line for an instant with spinning wheels when the flag fell, his standing start lap took only 1 min. 40 secs. By half-distance the Formula 2 Cooper had a 9 secs. lead, which increased to 15 secs. at the end. Second and third places were much in demand by Reg Bicknell (Lotus), Les Leston (Cooper) and Colin Chapman (Lotus), with fourth spot as a sort of consolation prize in front of Bill Holt (2-litre Connaught) and MacDowel's Cooper. After two laps at the end of the queue, Chapman passed Leston at Woodcote into third place, whereupon the order remained constant. On lap 8 one of Leston's front brakes locked entering the chicane, causing him to clip the wattle fencing. Then, after much slipstreaming, Chapman nipped past Bicknell, and a few moments later, the second Lotus driver becoming involved in trying to lap a Lister-Bristol, gave Leston his chance. So among these three, the first was last and the last first.

Salvadori saw them all off again over 10 laps in the Sussex Trophy, winning by 12 secs. from Colin Chapman and putting in his 90.57 m.p.h. lap *en route*. But as there is virtually nothing one can say about a race in which none of the



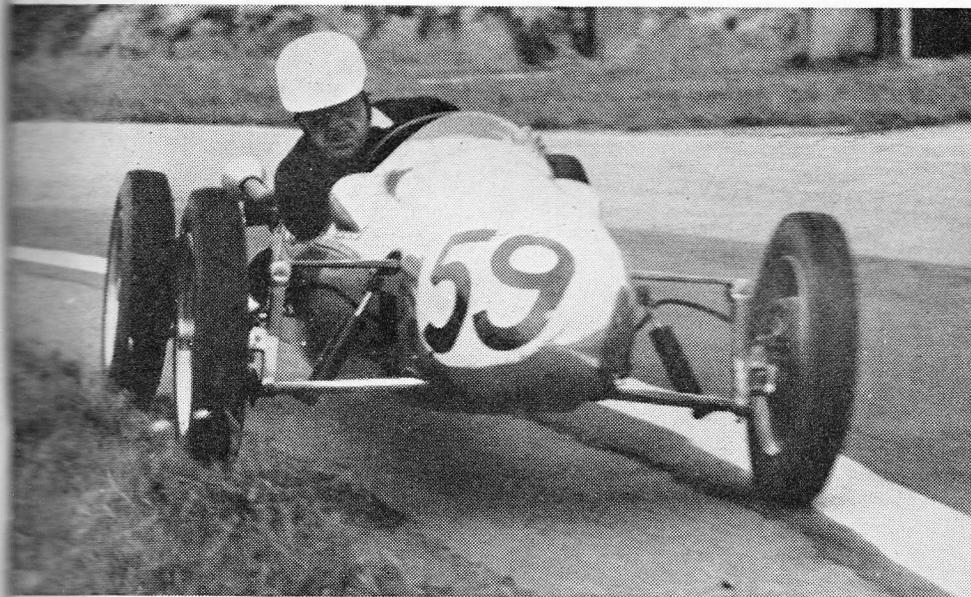
to be for No. 2 works Aston (last year's Nine-Hour race winner) had Tony Brooks at the wheel. Salvadori led from the start and for the first lap, but at Madgwick on the second, Brooks took him and immediately gained a 100-yard lead. From that moment on, by sheer good driving on the North-countryman's part, Salvadori never got another real look in, although the latter never let him get far away, and at times closed on him temporarily. So Brooks chalked up a well-earned and well-deserved win—his first for the marque he has supported so steadily for so long.

In third place at the beginning lay Noel Cunningham-Reid, driving the very fast H.W.M. with which he made best practice time of all the larger machinery. But he was unable to hold off the constant threat behind him of Le Mans co-winner, Ron Flockhart, in the Le Mans-winning Ecurie Ecosse Jaguar, which had passed him by quarter-distance. Among

the six leaders, this was the last place-change of the event, the two Astones, the Jaguar and H.W.M. being followed round closely by the other couple of Ecurie Ecosse cars, driven by Ninian Sanderson and John Lawrence. Meanwhile, G. N. Richardson retired Bob Dennis's Aston Martin-Jaguar with oil splashing all over the engine, and John Ogier's Tojeiro-Jaguar packed up out on the circuit with undisclosed bothers. The Aston Martins of both Graham Whitehead and Tom Kyffin went out, the latter after a highly spectacular, full-bore spin into the ploughed field on the far side of Madgwick, caused by a thrown rod and seized engine.

It had been decided earlier in the day to present a special trophy for the 2-litre class, and after the exit to the paddock of Mark Lund's engine-on-its-side Lotus-Bristol, with loss of oil pressure, his leading place in the class was taken over by Cliff Davis's normal 1955 Lotus-Bristol, Cliff collecting the prize at the end. Incidentally, although Archie Scott-Brown was down to drive the Lister-Maserati, Brian Lister had received a wire from him the day before saying that the weather was so much better in the South of France . . . ! This race also marked the welcome return of Bob Berry after his crash at the Easter Goodwood meeting. He drove John Broadhead's Jaguar as before, but seemed to be playing his hand in again and taking it easy. Apropos of Fordwater, which is where Berry went adrift and crashed, the course there has since been slightly modified, eased during realignment and the camber on the outside lessened. This has made it faster, but somewhat safer, though, as with almost all circuit modifications, drivers' comments were mixed. Some concern was caused by the big cars tending to break up the new surface, this not having been able to set properly, due to the constant wet weather.

Two handicap events completed the afternoon's programme. In the first, M. Zervudachi, driving his attractively  
(Continued on page 330)

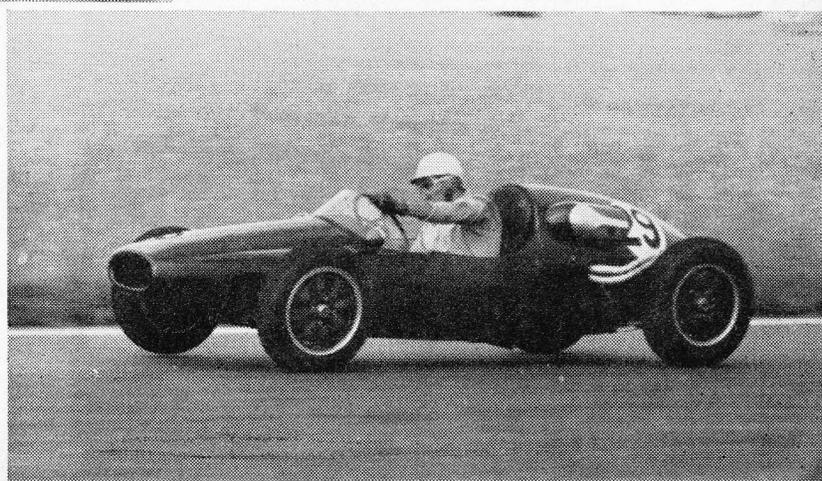


first six placemen change position throughout, the story of this event is told in the results.

Being very much in winning mood, and in view of his record (a) in Aston Martins and (b) at Goodwood, it might have been safely presumed that Roy Salvadori would add the principal event, the 21-lap Goodwood Trophy, to his day's haul, driving a works DB3S—the new model with head-faring, re-styled bodywork and a strident exhaust note. However, as it turned out, this was not

*ESSENCE OF FORMULA 3 (above) is demonstrated by Jim Russell winning the 500 c.c. race.*

*VERY FAST (right) is the Formula 2 Cooper, which, driven by Roy Salvadori, easily won its two events.*



AMIDST THE APPLE TREES: Last Saturday's busy scene in the paddock, picturesquely set in one of Prescott's orchards.

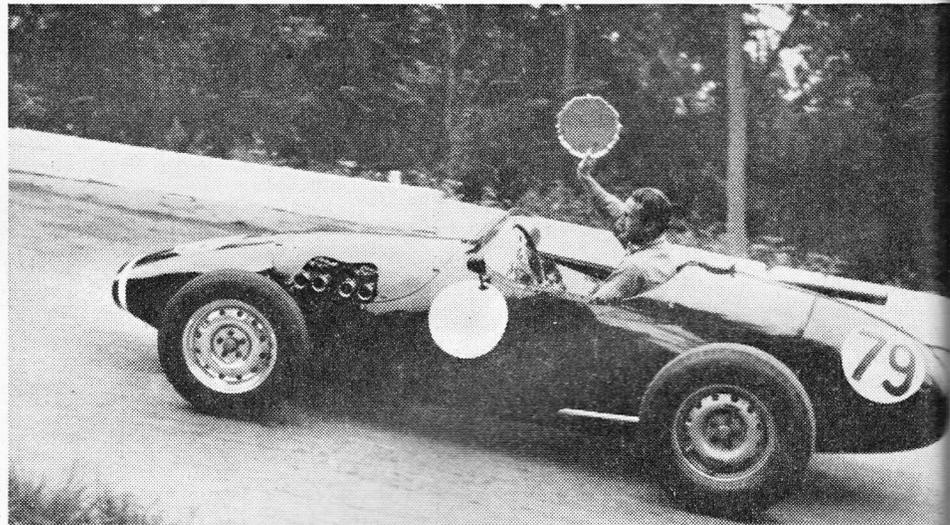
**BUGATTI O.C.'s  
INTERNATIONAL  
PRESCOTT  
HILL-CLIMB . . .**

**MICHAEL CHRISTIE'S DAY**

Best Time of Day with 1,100 c.c. Cooper, Third with G.P. Connaught

PETTIFOGGING interference with innocent public pleasures by the Lord's Day Observance Society had its effect on the Bugatti Owners' Club's 13th Annual International Hill-Climb at Prescott, held on Saturday last instead of Sunday, as originally booked. The B.A.R.C.'s Goodwood meeting was undoubtedly a counter-attraction, but many would-be watchers at Prescott were tied to their Saturday jobs, enclosures packed in past years were half empty, and the "gate" was considerably down on previous "Internationals".

But those who got there beheld a fine day's hill-climbing, actually starting in sunshine which only degenerated into slight rainfall during the second runs of two classes only. Early morning moisture left the top corners a mite treacherous, however, and Tony Marsh's June record of 43.32 secs. came through the day unscathed. But although Marsh himself was there, neither he nor Ken Wharton clocked best time of the day, which fell instead to Michael Christie (Cooper 1,100) with a superb climb in 44.45 secs. Mike, moreover, also brought a Formula 1 road racing car into the first three, taking Rob Walker's 2½-litre Connaught up the sinuous Gloucestershire grade in 45.55 secs., a time beaten only by Marsh's 44.98 in another 1,100 c.c. Cooper. A fine fourth was Rivers Fletcher (Cooper), heading Ken Wharton's similar car by a vital fraction.

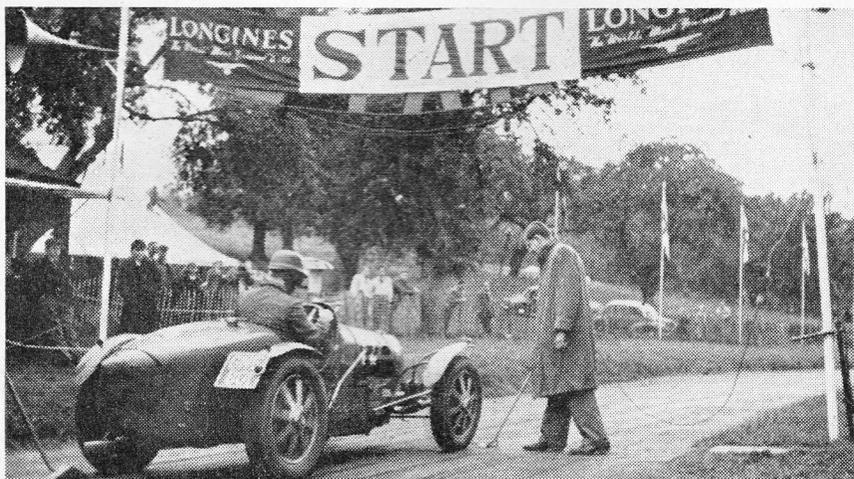


ASCENT D'HONNEUR by Michael Christie, in Rob Walker's G.P. Connaught with which he set third best time of day. He made the winning climb in 44.45 secs. with his 1,100 c.c. Cooper-J.A.P. The silverware carried aloft is the Staniland Trophy, awarded by Mr. and Mrs. J. B. Emmott for the fastest racing car with four or more cylinders.

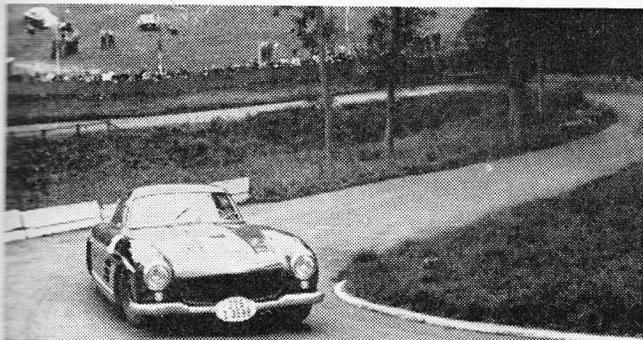
Subject to R.A.C. confirmation, Tony Marsh's second place should secure his tenure of the 1956 R.A.C. Hill-Climb Championship.

Six classes were listed in the official programme—an austere production at 2s.—the entries totalling over 100, out of which seven were foreigners. Of these, only two turned up to give the climb its International touch. They were Jon Fast from Sweden with a crimson Mercedes-Benz 300SL, and C. G. Renaud of Switzerland, with a striking black and yellow Type 57SC Bugatti coupé, which attracted a steady whirl of "Bug" worshippers. Considering the difficulties of the narrow, winding Prescott hill, both visitors did very well, but it would be nice to have a Daetwyler or Maglioli over here as well, to give the climb a quality on par with its "Wimille year", back in 1939. Yet today's Continental stars would probably be beaten by our home experts!—as was Wimille by Mays in the same 2-litre E.R.A. which Ken Wharton used last Saturday.

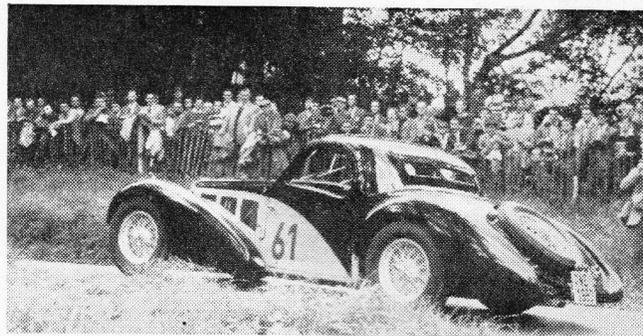
In fact, watching the British hill-climb stars at work with their 1,100 c.c.



EPITOMIZING the Bugatti Club's famous hill-climb venue (left), a classic Bugatti—A. K. Haworth's 1928 Type 35C—leaves the line with spinning rear wheels.



FROM SWEDEN came Jon Fast with this 300SL Mercedes-Benz, which he raced at Karlskoga a fortnight ago. His best climb was in 51.65 secs.



FROM SWITZERLAND came C. G. Renaud, bringing this immaculate Type 57SC Bugatti coupé 55.48 secs. was his best time up the tricky Prescott slopes.

Coopers, one wonders how anyone ever could be faster! The combination of low, well-disposed weight, the punch of the J.A.P. vee-twin o.h.v. engine despite its archaic design concept, and the dexterity of a Wharton, a Christie or a Marsh at the wheel, seems unbeatable. To see all three, together with many other experts, striving to best each other at Prescott amounted to an excellent afternoon's sport.

Tony Marsh kicked off well by leading the 1,100 c.c. sports class with his green Cooper-Climax, comfortably heading the Hon. E. G. Greenall's Lotus in both runs. The up to 1,600 c.c. class was firm Lotus territory, R. F. Bloxam's defined ex-Chapman 1,500 c.c. car carrying off the honours after Tommy Sopwith's newer model broke a drive shaft before the first corner—a galling experience, especially when Tommy's retirement was later listed as "running out of road". T. G. Cunane's smart white "1½" was next best, while AUTOSPORT Championship class contenders John Lawry and Graham Hill in 1,100

ship aspirant, John Dalton (Austin-Healey), eventually found himself fourth, despite a fine climb in 50.94 secs., being honourably pipped by Tony Everard's 3-litre Cooper-Aston Martin by  $\frac{1}{8}$  sec. and Ken Wharton in a works-entered Austin-Healey 100S by a mere 7/100th sec. Though listed as J. Fask, Swedish driver Fast lived bravely up to his real name with a best climb of 51.65 secs. in his 300SL coupé.

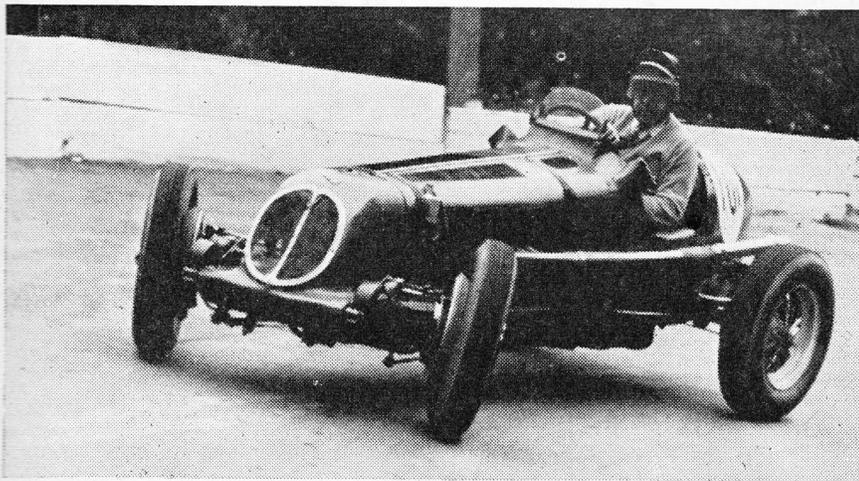
The over 3-litre sports class proved a nice little family affair for the Fieldings, Raymond and Doreen, and their ex-works H.W.M.-Jaguar. Husband's best run in 49.40 netted him the class, while Mrs. Fielding's run was bettered only by E. P. Scragg's single climb in his smart Alta-Jaguar, based on the ex-Abecassis Grand Prix Alta frame and suspension. Swiss Bugattist C. G. Renaud persuaded quite a few hundred-weights of Type 57SC up Prescott's 880 snaking yards in a best time of 55.75 secs.

So to the racing classes, with the Formula 1 section as the curtain raiser.

Only two cars justly merited such categorizing, Rob Walker's G.P. Connaught, driven by Christie, which was easily fastest in 45.20 (third best of the day) and Dudley Gahagan's long-snouted 2½-litre H.W.M., handicapped by too high a gearing into becoming the slowest of the class. In between came that ever remarkable Caesar Spl., celebrating the 20th anniversary of its assembly from even older components of A.C. and G.N. origin. In "Doc" Taylor's capable hands it returned second best in class.

Spectacular as ever were the 500s, and though it looked as if Boshier-Jones's 47.72 secs. ascent in a Cooper was unbeatable, Austen May soon proved otherwise, clocking 47.01 on his winning first run. R. B. James showed he can go fast up a hill as well as in a Brighton sprint by notching third best in 48.09, while Tony Marsh, his back against a Norton single instead of a roaring J.A.P. twin, could only manage 48.37, fifth best, behind Chris Summers.

Those long in memory and lengthening in tooth will have been carried back to pre-war days on hearing the field gathering for the *Formule Libre* class (four cylinders or over), with sundry 1935-1938 E.R.A.s having their warming-up blare, rivalled by barking vintage Bugattis, Frank Norris's throaty Alta, and other machinery, not forgetting Tom Dryver's ungainly De Havilland aero-engined device. Ken Wharton occupied a polished 45.85 secs. in the quicker of his two climbs, to win the class. His second run was spoilt when a plug cut out high up the hill. John Broad's best was 48.59 in a 1,500 c.c. E.R.A.—which won him his own John Broad Trophy, for lowest 1½-litre aggregate of times in two meetings, so he sportingly passed it on to the runner-up, David Good. J. Stuart, in the ex-Gerard car, now with 2 litres underbonnet, managed 48.20 for a first go, then tried too hard on his second, and described a full circle at the Semi-Circle.



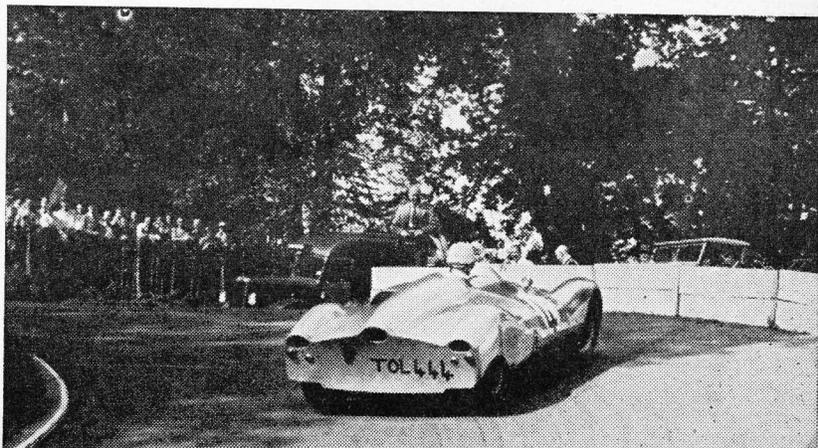
c.c. machines had a tense scrap. Lawry with the Mk. VI won round 1 in 53.52 to Hill's 53.94 in the latest "Club" model, but the latter reversed things on their second go, clocking 52.20 to his rival's 54.12. This gained Hill third in the class, giving promise of an exciting 1,100 c.c. struggle in the forthcoming three hours final at Oulton Park.

Of the up to 3-litre sports cars, that other AUTOSPORT Championship contender, Ken Rudd, made the best climb on both runs (50.51 and 45.29), but so close was this class that another Champion-

**GETTING ROUND PARDON:** (Above) J. Stuart bringing the ex-Bob Gerard 2-litre E.R.A. around the tight left-hander.

★

**NOT GETTING ROUND PARDON:** (Right) Bill Bradley goes astray in his Cooper-Climax.



Peter Stubberfield was . . . well, just Stubberfield—wonderful value all the way up, storming through the bends with all the authentic "Bug" noises echoing through the trees; his second run in 46.80 gained him second place, heading Jim Berry's all-independent E.R.A.-engined Special.

Class 5 was for *Formule Libre* (two cylinders), irreverently called the "big bangers", but as yet again it supplied most of the quickest times, it clearly demands respect. Tony Marsh (Cooper) was quickest of the first runs with 44.98, Mike Christie (Cooper) being just 3/100th sec. tardier. Wharton (Cooper) did 45.77, then reduced it to 45.67. Marsh's second effort produced 45.05, which Christie easily outdid with a splendid 44.45—a time which remained unbeaten. Rivers Fletcher did an excellent 45.55 on his first climb, but braked late in the terrifying rush up to Orchard during his second effort, snaking nastily and dropping to 47.94.

Class 6 brought a magnificent concentration of *pur sang* noises, being the Bugatti handicap, contested by types 35, 37, 51, 44, and Renault's lone 57SC. M. Hatton's Type 35A emerged the victor on Formula from the Hon. J. Somers's 37A and Dr. Vickers-Jones's 35A, but the great thing about the class was that

it brought out Peter Stubberfield and his single-seater Type 51 to add two to his already countless climbs of Prescott, and enabling him to chop his *Formule Libre* class time down to 46.59 secs.

Altogether a "gradely do", as one Huddersfield visitor remarked. Chris Tooley gave a demonstration climb in the Liège-Rome-Liège M.G.A. with which he and John Gott were the highest-placed British *équipe*, Peter Scott-Russell kept the public well informed on the P.A., and Longines timing apparatus kept everyone meticulously informed on the times. And as Mike Christie took his Trophy for a good day's work, just before the bigger sports cars and Bugattis had their last runs, the first drops of rain were falling. Three-quarters of an hour later it was pelting down—far too late to spoil an excellent 1956 International Prescott.

#### C. POSTHUMUS.

##### Results

**Best Time of Day:** 1, M. A. H. Christie (1,098 Cooper), 44.45 s.; 2, A. E. Marsh (1,100 Cooper), 44.98; 3, M. A. H. Christie (2,472 Connaught), 45.20; 4, A. F. Rivers Fletcher (1,098 Cooper), 45.55.

##### Class Placings

**Class 1A, Sports cars up to 1,100 c.c.:** 1, A. E. Marsh (Cooper-Climax), 47.67; 2, Hon. E. G. Greenhill (Lotus), 48.44; 3, P. Lane (Cooper-Climax), 49.52; 4, M. R. G. Llewellyn (Lotus-Climax), 49.64.

##### Results

**Event 1. Madgwick Cup (5 laps scratch, sports cars up to 1,100 c.c.):** 1, J. K. Hall (Lotus), 84.62 m.p.h.; 2, M. G. H. MacDowel (Cooper); 3, C. Allison (Lotus); 4, A. Stacey (Lotus); 5, P. D. Gammon (Cooper); 6, R. Mackenzie Low (Cooper). **Fastest lap:** Hall, 1 m. 39.6 s., 86.75 m.p.h. (New class record.)

**Event 2. Formula 3 (5 laps):** 1, J. Russell (Cooper), 83.33 m.p.h.; 2, D. Parker (Cooper); 3, C. H. Davis (Cooper); 4, S. Lewis-Evans (Cooper); 5, I. Bueb (Cooper); 6, T. Bridger (Cooper). **Fastest lap:** Russell, 1 m. 41.8 s., 84.87 m.p.h. (New Formula 3 record.)

**Event 3. Woodcote Cup (10 laps scratch, cars up to 2,000 c.c.):** 1, R. Salvadori (F2 Cooper), 88.34 m.p.h.; 2, C. Chapman (Lotus); 3, L. Leston (Cooper); 4, R. Bicknell (Lotus); 5, E. W. Holt (Connaught); 6, M. G. H. MacDowel (Cooper). **Fastest lap:** Salvadori, 1 m. 36.2 s., 89.81 m.p.h.

**Event 4. First September Handicap (5 laps):** 1, A. Stacey (Lotus), 82.76 m.p.h.; 2, M. Zervudachi (Lotus); 3, R. Mackenzie Low (Cooper); 4, F. W. Marriott (Lotus); 5, C. Chapman (Lotus); 6, L. Leston (Cooper). **Fastest lap:** Chapman, 1 m. 37.4 s., 88.71 m.p.h.

**Event 5. Sussex Trophy (10 laps scratch, cars up to 1,500 c.c.):** 1, R. Salvadori (F2 Cooper), 89.07 m.p.h.; 2, C. Chapman (Lotus); 3, L. Leston (Cooper); 4, J. Brabham (Cooper); 5, J. K. Hall (Lotus); 6, C. Allison (Lotus). **Fastest lap:** Salvadori, 1 m. 35.4 s., 90.57 m.p.h.

**Event 6. Goodwood Trophy (21 laps scratch, sports cars over 1,500 c.c.):** 1, C. A. S. Brooks (Aston Martin), 88.19 m.p.h.; 2, R. Salvadori (Aston Martin); 3, R. Flockhart (Jaguar); 4, N.

MAXWELL BOYD.

#### Goodwood—continued

bright blue Lotus from the limit mark, managed to keep his lead for four laps, and then only dropped one place by 3 secs. to Stacey's Lotus. Both Chapman and Leston found themselves on scratch, but managed to climb through the field until they were fifth and sixth.

The second handicap five-lapper, the last race of the day, and for the larger cars, saw one surprising incident right at the start. Starting from the 18 secs. mark, about half-way down the grid, Colin Davis, in C. T. Atkins's Connaught, jumped the flag and knocked starter A. L. Ebblewhite for a six. Luckily "Ebby" was unhurt and the race got under way without delay. Once again the Jaguars were pitted against the Astons, and the Astons against each other, but the Ecosse cars had the more favourable handicap, coming in first (Lawrence) and fifth (Sanderson), with the Feltham cars nowhere on the leader board, despite some very hard driving. Maxwell Trimble, from the limit mark in his ex-works, ex Ecosse C-type, held his lead for four laps, but was displaced on the last by Lawrence, Cunningham-Reid (H.W.M.) and Paul Emery (Emeryson).



★  
TRIUMPH v. AUSTER. At Goodwood last Saturday, Lord Essendon (left) and Lord Selsdon (right), both pre-war racing drivers, chatted with Harold Best-Devereux. The two first-named are to drive the TR3 in a petrol economy run, against the Auster J4 piloted by Mr. Best-Devereux, from Land's End to John O'Groats.

**Class 1B, 1,101-1,600 c.c.:** 1, R. F. Bloxam (Lotus), 51.15; 2, T. G. Cunane (Lotus), 51.59; 3, G. Hill (Lotus), 52.20; 4, P. H. G. Cottrell (Lester), 53.00.

**Class 1C, 1,601-3,000 c.c.:** 1, K. Rudd (A.C.-Bristol), 49.29; 2, P. A. Everard (Cooper-Aston Martin), 50.13; 3, K. Wharton (Austin-Healey), 50.87; 4, J. F. Dalton (Austin-Healey), 50.94.

**Class 1D, over 3,000 c.c.:** 1, R. Fielding (H.W.M.-Jaguar), 49.40; 2, E. P. Scragg (Alta-Jaguar), 50.51; 3, Mrs. D. Fielding (H.W.M.-Jaguar), 51.90; 4, A. K. Haworth (Bugatti), 52.08.

**Class 2, Formula 1 racing car:** (Up to 750 c.c. S, 2,500 c.c. U/s): 1, M. A. H. Christie (Connaught), 45.20 (New Class Record); 2, W. A. Taylor (Caesar Spl.), 49.24; 3, G. D. Pick (H.R.G. Spl.), 49.97; 4, D. A. Gahagan (H.W.M.) 51.93.

**Class 3, Formula 3 racing cars:** 1, C. A. N. May (Cooper), 47.01; 2, D. Boshier-Jones (Cooper), 47.72; 3, R. B. James (Cooper), 48.09; 4, C. G. Summers (Cooper), 48.27.

**Class 4, Formule Libre racing cars (four or more cylinders):** 1, K. Wharton (E.R.A.), 45.85; 2, P. J. Stubberfield (Bugatti), 46.80; 3, J. Berry (E.R.A. Spl.), 47.81; 4, J. Stuart (E.R.A.), 48.20.

**Class 5, Formule Libre racing car (two cylinders):** 1, M. A. H. Christie (Cooper), 44.45; 2, A. E. Marsh (Cooper), 44.98; 3, A. F. Rivers Fletcher (Cooper), 45.55; 4, K. Wharton (Cooper), 45.67.

**Class 6, Bugatti Handicap:** 1, M. Hatton (1927 Type 35A), 55.16; 2, Hon. F. J. Somers (1928 Type 37A), 51.16; 3, D. Vickers-Jones (1927 Type 35A), 57.15.

**Staniland Trophy (racing cars, four or more cylinders):** M. A. H. Christie (Connaught).

**500 c.c. Trophy (lowest aggregate times, two meetings):** C. A. N. May.

Cunningham-Reid (H.W.M.); 5, N. Sanderson (Jaguar); 6, J. Lawrence (Jaguar). **2-litre class:** F. C. Davis (Lotus-Bristol), (20 laps). **Fastest lap:** Sanderson, 1 m. 37.0 s., 89.07 m.p.h.

**Event 7. Second September Handicap (5 laps):** 1, J. Lawrence (Jaguar), 84.44 m.p.h.; 2, N. Cunningham-Reid (H.W.M.); 3, P. Emery (Emeryson); 4, J. M. Trimble (Jaguar); 5, N. Sanderson (Jaguar); 6, M. W. Head (Cooper-Jaguar). **Fastest lap:** R. Flockhart (Jaguar) and C. A. S. Brooks (Aston Martin), 1 m. 37.2 s., 88.89 m.p.h.

#### SCOTTISH AUTUMN NATIONAL

ON Saturday, 29th September, the Winfield Joint Committee will hold a National Open race meeting on the Charterhall circuit in Berwickshire. The programme will comprise events for sports cars up to 1,200 c.c., 1,201-1,500 c.c., up to 2,000 c.c., 1,501-2,700 c.c., and over 2,000 c.c. U/s, and any super-charged and vintage cars, plus a 26-lap Formula 3 race.

The entry list will close on 18th September; they should be sent to W. A. Martin (Secretary of the Organizing Committee), Bleachfield, Ayton, Berwickshire.

ENVISAGING increased production and to bring their models into closer competition in the field of high quality cars, the Daimler Co. have announced the following price reductions:—

**Conquest Saloon:** New total, £1,295 (£862 8s. 8d. basic, plus £432 11s. 4d. P.T.), reduction on present total of £254 7s.

**Century Saloon:** £1,495 (£995 15s. 4d., plus £499 4s. 8d. P.T.), reduction, £204 7s.

**2½-litre d/h Coupé:** £1,895 (£1,252 8s. 8d., plus £632 11s. 4d. P.T.), reduction, £146 7s.

**"One-O-Four" Saloon:** £2,395 (£1,595 15s. 4d., plus £799 4s. 8d. P.T.), reduction, £433 17s.

**"One-O-Four" Ladies' Model:** £2,595 (£1,729 2s., plus £865 18s. P.T.), reduction, £481 7s.

THE last Snetterton meeting of the season will be run on Sunday, 7th October, organized by the Snetterton M.R.C. There will be events for sports cars, Formula 3 and an "all comers" handicap for cars not fitted with Coventry-Climax engines. Regulations are available from Oliver Sear, Little Rowley, East Harling, Norwich, Norfolk.

*TWO-WAY TRAFFIC at Druids during the first heat of the Formula 3 race. A spinning car faces the pack led by J. Forster (Parker) and I. E. Raby (Cooper).*

Tom Bridger displaced Raby, while Stuart Lewis-Evans hurtled into the infield with his Cooper's bodywork adrift, as the result of violent evasive action when Ellis spun in front of him at the bottom of Druid's. He tried to rejoin the race but was promptly black-flagged, and then suddenly it was over and Jim Russell was shaking George Wicken by the hand and congratulating him on a fine win.

The J.A.P. boys had their usual race while the track was still wet. E. V. Koring showed the considerable paces of the Smith 500 and led for half distance, but this car is a bit of a handful and he lost it at Druids, finally finishing third. Meanwhile, Henry Taylor, who had converted his car to J.A.P. power, went on to win when Koring spun off.

After this race we saw Ron Flockhart do two laps of honour in the Connaught, with which he did so magnificently at Monza the previous week, and he, Rodney Clarke and the car were greeted with unbounded enthusiasm and appreciation. To underline the difference between the two circuits, John Bolster explained that *second* gear on the Monza car is higher than top gear on the one which Archie Scott-Brown drives at Brands, and is good for speeds of over 120 m.p.h.!

In the Farningham Trophy race for sports cars up to 1,200 c.c. unblown, the entire field was Climax-powered, but Peter Gammon left the others miles behind and won by 22.6 secs. Coopers finished 1-2-3 with Lotuses 4-5-6, led home by A. Stacey, a man to watch.

In the Kingsland Trophy race (for 1½-litre sports cars), Peter Gammon again shot into the lead, but after three laps was overwhelmed by the heavier metal of Reg Bicknell's works Lotus, but towards the end his rear suspension took umbrage, and he dropped to fifth place. This race gave Lotus their revenge, and they scored 1-2-6 to Cooper's 3-4-5; the track dried out almost completely while it was in progress, and let Bicknell and Dennis Taylor use the extra power of their 1,500 c.c. engines.

Battle was joined again in the Formula 2 race, but this time Colin Chapman took the wheel and won comfortably once he had got past Allison and Taylor. Roy Salvadori's pukka Formula 2 Cooper was a regretted non-starter and Ian Burgess's Beart-Rodger is a most imposing little car, but its Osa engine appears to lack the punch of the Climax.

The last race was a handicap, won by Keith Greene (Lotus), with one minute start over 10 laps. However, Dennis Taylor all but caught him on the line, as a fitting finish to a grand day's sport.

DAVID PRITCHARD.

(Results on page 338)

## SEPTEMBER BRANDS

George Wicken Beats Jim Russell in Main Event of B.R.S.C.C. Meeting

THE torrential rain which fell at Brands Hatch last Sunday morning was considerable enough to stop just before the B.R.S.C.C.'s meeting opened and a highly entertaining programme was carried through on a drying track, lap speeds increasing by a full 10 m.p.h. during the afternoon. A number of the stars had been racing at Goodwood on the Saturday and had no recorded practice times in consequence; this, of course, put them to the back of the grid and made them work extremely hard for their laurels. They may not have been entirely happy about this, but it produced some very spectacular racing.

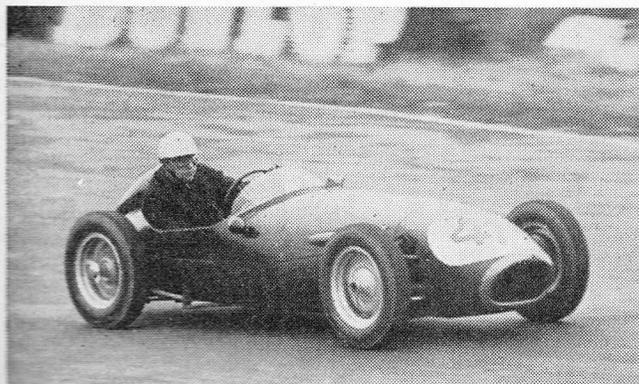
The all-comers race for half-litre cars was run in three heats and a final, with a second final for the not-so-fast. Heat 1 saw Stuart Lewis-Evans carve his way through the field from the back row of the grid; he lay second at the end of the first lap and forced through into the lead at Paddock Bend on lap 3. J. Brown jumped the start and accordingly led the pack until displaced by Lewis-Evans; two laps later he was also taken by I. E. Raby, but he was motoring to such purpose that he retained his third place despite a penalty of 15 secs.

Heat 2 was the best race of the day, and left everyone gasping for breath. The cast included Jim Russell, Ivor Bueb, Henry Taylor and Tom Bridger, which was a pretty good guarantee of fireworks in the offing, but the man of the hour was A. V. Cowley, who made a splendid start and warded off all attacks on his lead until after half distance. He was then passed by Russell, who had made a slowish start, and two laps later had to give best to Bueb. However, Cowley wasn't letting these two get away with anything, and

hung right on to their tails to the end; he had the great misfortune to have his motor go sick on him in the final after another faultless drive.

Heat 3 was a gift for George Wicken, who won as he pleased after his toughest opposition was eliminated. Eugene Hall had the very bad luck to have his steering wrecked by M. Trackman's J.B.S., which charged back into the pack after going on to the grass, and Don Parker's engine went temperamental. Parker, therefore, appeared in the second final on the back of the grid, but by now he had got the thing really going, and stormed through the field in fine style to reach the front at half distance. However, G. M. Jones (Kieft) and D. F. Iszatt (Cooper-J.A.P.) stuck to him like leeches and there was another grand finish, Iszatt having displaced Jones at Paddock three laps from the end.

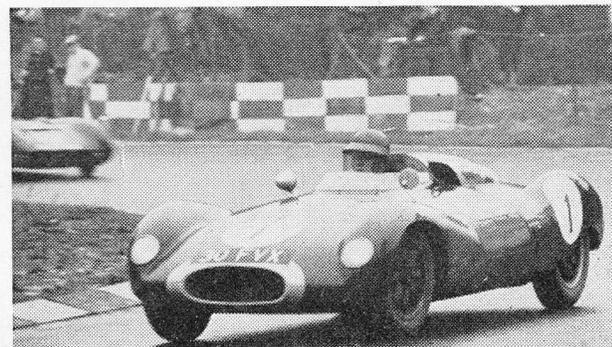
The first final was the fastest race of the day, and again left the brain a trifle bruised. The start was meteoric, the whole pack hurtling into Paddock Bend in a solid bunch; then by lap 3 three pairs of cars had detached themselves and were racing like mad. The order read: Lewis-Evans and Wicken, Bueb and Russell, Cowley and Raby. Then the second man in each pair passed his adversary; then the new leader of pairs two and three moved up to challenge the second man of the pair in front, while Bridger and Brown lay seventh and eighth. Cowley dropped out; Jim Russell passed Lewis-Evans, immediately dropped right back to fourth, then gathered himself together and a lap later had repassed Bueb and Lewis-Evans to lie second to George Wicken once more. Then Henry Taylor displaced Brown and



*NEW FOR FORMULA 2 (left) is the Beart-Rodger with an Osa engine, and driven by Ian Burgess. It first appeared at Silverstone in July.*

★

*ON THE WAY (right) to winning the handicap race at the end of the day is Keith Greene (Cooper-Climax).*



*NO ROCK 'N ROLL tendencies are encountered in the Zodiac, which handles well, and has understeering characteristics. A central arm rest would add to the comfort of front seat occupants when cornering fast.*

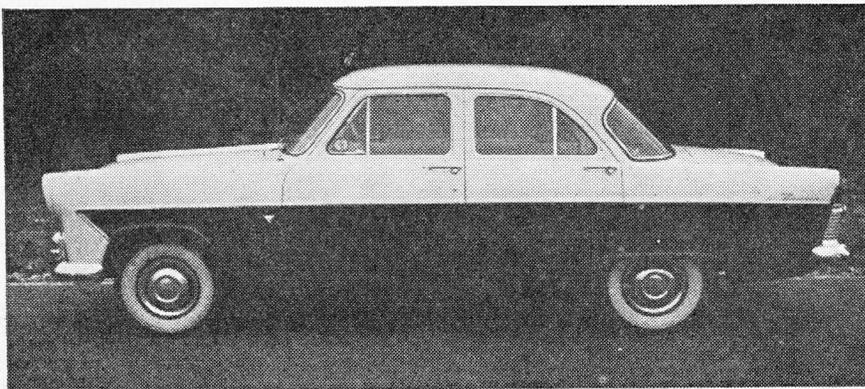
THE Ford Zephyr and its companion de luxe model, the Zodiac, have made for themselves a splendid reputation. Equally suitable for the business man in a hurry, the competition driver in a tough rally or, on the other hand, for madame to take the children to school, this has proved to be an all round car *par excellence*.

It is thus with great pleasure that one can honestly report that the latest version is a big step forward in almost every important respect. Although a much faster car, to the tune of a full 10 m.p.h., the fuel consumption is about the same as before. The body is larger, to the extent that it literally dwarfs its predecessor, and the roadholding and general handling show a considerable improvement, particularly on wet roads.

Having built many thousands of cars on the modern body-cum-chassis principle, the Ford Motor Company are now able to produce a much larger vehicle with a trivial increase in weight. Although this is a brand new model, it is an obvious descendant of last year's car, and thus all the lessons already learned have been directly applied. The independent front suspension is still by high-mounted helical springs on upward extensions of the king pins, and at the rear the hypoid axle is on semi-elliptic leaf springs.

The over-square six-cylinder engine now has a capacity of over 2½ litres. It is also more efficient than its predecessor, developing 86 b.h.p. at 4,200 r.p.m., and a torque of 136 lb./ft. at 2,000 r.p.m. A lively performance is therefore ensured. As before, a three-speed gearbox with column control is employed, but this is reinforced with an overdrive, of which more anon.

On taking one's seat, one notices the excellent all-round visibility, which is greatly assisted by the really large wrap-around rear window. One also discovers the only really bad feature of the car, for the driving position leaves much to be desired, at least for a man of my size. The biggest fault is the position of the brake pedal, which is far too high off the floor. It is not a natural movement to raise the foot considerably whenever the brake is needed, and in my case this entailed bumping my knee on the steering wheel.



## JOHN BOLSTER TESTS *The FORN*

The bench-type seat has too little adjustment, and it is impossible to obtain the desirable straight-arm driving position. As there is no central arm rest, the driver and passenger become the playthings of natural forces during fast cornering, and George Phillips and I spent most of a lap of Brands Hatch sitting alternately on each others' laps! I do hope that Fords will attend to these points, for they rather spoil my enjoyment of an otherwise excellent car.

When the car moves off, it is at once obvious that the new engine has lots of "steam". The acceleration is really vivid, and the change to second speed may be quickly put through. As is commonly the case, this three-speed column shift is far more positive than is generally the case with four-speed layouts. Second gear can be used to fling the car past more sedate carriages, and this ratio gives a full 60 m.p.h. as an ultimate maximum. As a matter of interest, something like 80 m.p.h. may be achieved if the overdrive is used with second gear, though the change up is fairly deliberate.

The change from second to top may be made quickly, and these two gears have good synchromesh. When timing the car for maximum speed, I made

four runs in alternate directions—two in direct top and two using the overdrive. Curiously enough, the time for all four runs was identical, equivalent to a speed of exactly 90 m.p.h. The road I use is precisely level, and there was not a breath of wind, but even so this consistency is truly noteworthy.

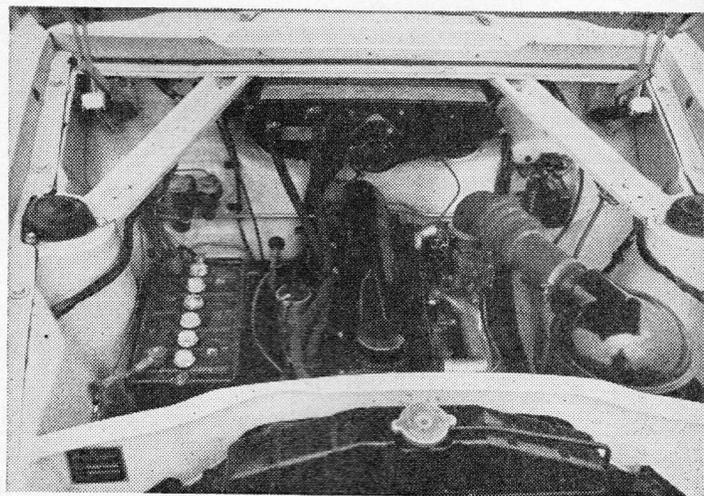
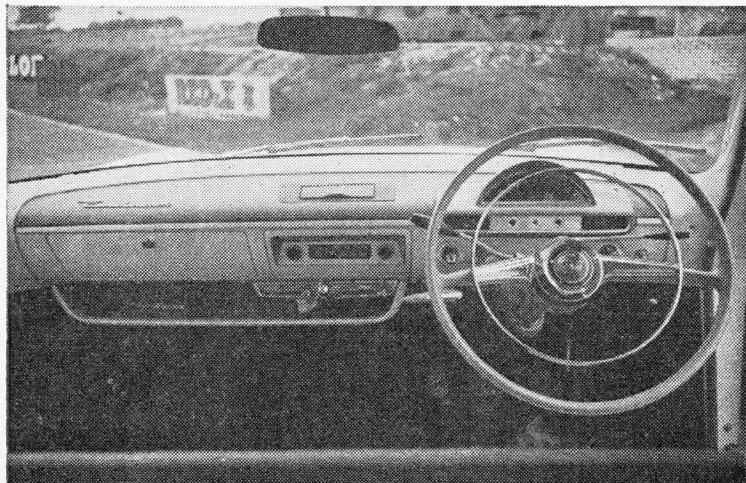
On the direct top gear, the engine sounded somewhat "busy" at this high speed, but on the overdrive it was commendably quiet. Although the engine is perfectly happy at high revolutions, it is much smoother and quieter in the middle ranges. The overdrive is, therefore, most valuable for fast cruising, and the swift and silent progress is luxury indeed.

The general handling characteristic is an understeering one. The angle of roll is not excessive for this type of car, and the general controllability is good. The adhesion of the rear wheels is far better than was that of the previous model, particularly on wet roads. As is often the case with semi-elliptic springs, it is possible to induce some rear axle tramp by accelerating fiercely up a bumpy hill. The ride is quite good, with a little up and down movement on occasion, and the steering does not become heavy, even if one flings the car about. The new larger brakes work well.

At first the Zodiac feels a big, wide car to drive, which, of course, it is. The overall length is not excessive, though, and the machine is certainly not too large to be handled in town by a lady. Inside, the body is very spacious, and six people may easily be carried. There is a big luggage boot, too, while a lockable glove box and large parcel shelf look after the smaller impedimenta.

*PROFILE of the new Zodiac, like that of the Zephyr and Consul Ford series, is larger than on earlier models; the body is spacious, seating six people with ease. The two-tone finish is striking and well effected.*

*DRIVER'S EYE VIEW (below) is of a clean and simple dash treatment, although the Zodiac is particularly well equipped. The speedometer is forward of the two-spoked steering wheel; a column change for the three-speed gearbox is employed.*

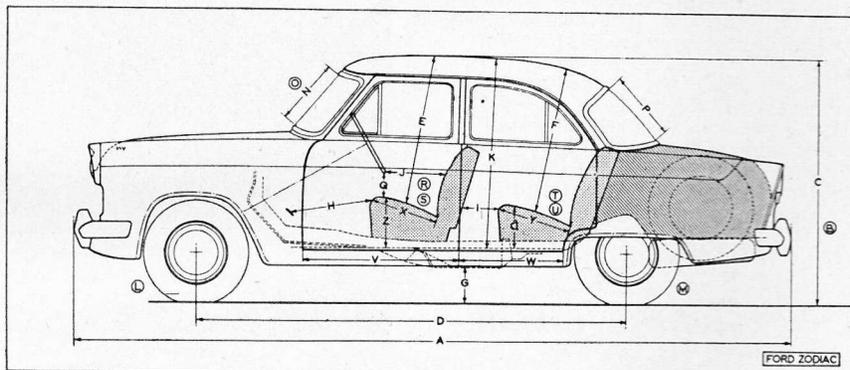


**FULLY OCCUPIED:** (Above) The 2.6-litre, six-cylinder, overhead valve engine and auxiliaries, the large air cleaner and 12-volt battery are accommodated compactly under the short bonnet. 86 b.h.p. gives a maximum speed of 90 m.p.h., both on overdrive and direct drive.

# ZODIAC

The Zodiac is particularly well equipped, having many luxury items that are normally regarded as "extras". The general styling shows American influence, but not to an excessive degree. From remarks overhead, it would seem that the general public were impressed with the appearance. It is a big, bold-looking car, and will appeal to business executives who like their transport to give an air of prestige. Yet, it is not too flashy for social occasions in the country. Naturally, one doesn't expect hand-sewn pigskin upholstery at the price, but by clever use of ordinary materials the car has been given a certain distinction.

In assessing the worth of the Zodiac, it is necessary to remember that it is backed by the Ford service. For the man who covers long distances and cannot afford to be delayed, this constitutes a most valuable insurance that he will never be without transport. Though it is large and luxurious, this is just as practical and hard working a vehicle as the homely "Popular". To sum up in five words:—"Ford has done it again!"



### Dimensions of the Zodiac

- A Overall length, 15 ft. 0½ in.
- B Overall width, 5 ft. 7 ins.
- C Overall height, 4 ft. 11½ ins.
- D Wheelbase, 8 ft. 11 ins.
- E Front head room, 3 ft. 5 ins.
- F Rear head room, 3 ft. 1 in.
- G Ground clearance, 6½ ins.
- H Pedals to seat cushion, max., 1 ft. 6 ins.; min., 1 ft. 2½ ins.
- I Rear seat clearance, max., 1 ft. 2 ins.; min., 9½ ins.
- J Steering wheel to front squab, max., 1 ft. 1½ ins.; min., 9½ ins.
- K Maximum interior height, 4 ft. 2 ins.
- L Front track, 4 ft. 5 ins.
- M Rear track, 4 ft. 4 ins.
- N Depth of windscreen, 1 ft. 4 ins.
- O Overall width of windscreen, 4 ft. 1½ ins.
- P Depth of rear window, 1 ft. 5 ins.
- Q Steering wheel to seat cushion, 5½ ins.
- R Maximum front seat width, 4 ft. 8½ ins.
- S Front seat width between arm rests, 4 ft. 1 in.
- T Maximum rear seat width, 4 ft. 8 ins.
- U Rear seat width between arm rests, 4 ft. 2 ins.
- V Front door opening, 2 ft. 10 ins.
- W Rear door opening, 1 ft. 9½ ins.
- X Depth of front seat cushion, 1 ft. 6½ ins.
- Y Depth of rear seat cushion, 1 ft. 6½ ins.
- Z Height of front seat cushion, 11 ins.
- a Height of rear seat cushion, 1 ft. 1½ ins.

### SPECIFICATION AND PERFORMANCE DATA

**Car Tested:** Ford Zodiac saloon, price £645 (plus £323 17s. 0d. P.T.). Extra: Overdrive, £42 10s 0d. (plus £21 5s. 0d. P.T.). Total £1,032 12s. 0d.

**Engine:** Six cylinders 82.55 mm. x 79.5 mm. (2,553 c.c.). Pushrod operated overhead valves. 86 b.h.p. at 4,200 r.p.m. 7.8 to 1 compression ratio. Zenith downdraught carburetter. Oil filled coil and distributor.

**Transmission:** Single dry plate clutch. Three-speed gearbox with synchromesh on 2nd and top, steering column control. Ratios: 2.73 (overdrive), 3.90 (direct top), 4.48 (overdrive 2nd), 6.40 and 11.08 to 1. Open propeller shaft. Hypoid rear axle.

**Chassis:** Combined body and chassis. Independent front suspension by bottom wishbones and telescopic king pin extensions, incorporating telescopic dampers and helical springs, with anti-roll bar. Worm and peg steering. Semi-elliptic rear springs with telescopic dampers. Hydraulic brakes, 2L.S. in front. Lining area 147 sq. ins. 6.40-13 ins. tyres on bolt-on disc wheels.

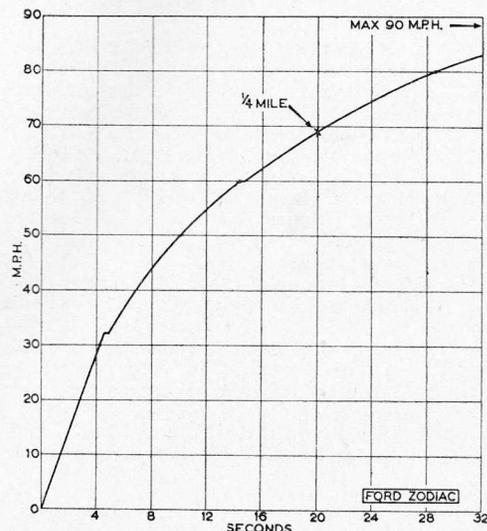
**Equipment:** 12-volt lighting and starting. Speedometer, temperature and fuel gauges, clock, heater, flashing indicators, windscreen wipers and washers. Cigar lighter. Radio (extra).

**Dimensions:** Wheelbase, 8 ft. 11 ins.; track, front 4 ft. 5 ins., rear 4 ft. 2 ins.; length, 15 ft. 0½ in.; width, 5 ft. 7 ins. Weight, 24½ cwt.

**Performance:** Maximum speed 90 m.p.h. (overdrive or direct top). Speeds in gears, overdrive 2nd 80 m.p.h., 2nd 60 m.p.h., 1st 32 m.p.h. Standing quarter-mile 20 secs. Acceleration, 0-30 m.p.h., 4.2 secs.; 0-50 m.p.h., 10 secs.; 0-60 m.p.h., 14.4 secs.; 0-80 m.p.h., 28.6 secs.

**Fuel Consumption:** Driven hard, 20.6 m.p.g.

### Acceleration Graph ➔



**BEST BRITISH COMBINATION:** John Gott/Chris Tooley with their M.G.A. in the Dolomites. They finished 13th out of 86 starters.

**L**IÈGE-ROME (which this year should be Zagreb) Liège, "the Marathon de la Route", is without doubt the hardest rally in Europe, and the 1956 version was possibly the toughest of the post-war series. No one who has not actually run in it can appreciate the strain which wears down man and machine until the one succumbs to all types of mechanical malaise and the other gives up through sheer physical exhaustion, but some idea may be gained from the fact that it is almost 24 hours longer on the road than the "Monte" and run over "Alpine" country at higher than "Alpine" speeds, but without any night stops.

All credit must, therefore, go to the 35 cars and their crews which survived this trial from amongst 86 starters and no words of praise can be high enough for Mairesse/Genin (Mercedes 300SL) and Mmes. Terray/Gordine (Peugeot 203C), who outdrove and outlasted the pick of Europe's long-distance rally drivers, decisively to win their categories.

Of British cars, Triumph TR3s, although not quite repeating their wonderful showing of 1955, placed three cars in the first 20, the highest in fifth place, and M.G.A.s, the only British "works" team, were rewarded with finishing three out of four cars (two in the first 20), and being runners-up for the Coupe des Dames and the Team Prize, which went to three brilliantly

## LIEGE-ROME-LIEGE—



# THE TOUGHEST OF THE YEAR

*Decisive Victories by Mairesse/Genin (Mercedes 300SL) and Mmes. Terray/Gordine (Peugeot 203C)—Good Showing by Triumphs and M.G.A.s*

driven Volvo 444s, entered by the Belgian agents.

The Newcomers' Prize was won by Milne/Bensted Smith (M.G.A.).

### The Opening Phase

Spa to Ortisei, 904 km./565 miles. (11 p.m., Wednesday, 29th, to 2.30 p.m., Thursday, 30th August.)

When the 86 starters left the Palace of the Prince Bishops at Liège, the red-hot favourites were Gendebien/Stasse ("works" Ferrari Europa), the victors of 1955, Nathan/Linge (Porsche Carrera), Cotton/Leclerc (Mercedes 300SL), Laroche/Radix (Alfa Romeo), Herzet/Meunier (Jaguar XK 120) and Nancy Mitchell/Anne Hall (M.G.A.)—but the "Marathon" is a bad event in which to be a favourite!

By the time that the crews had threaded their way through the Eifel and the Black Forest and thankfully started on the long run down the Autobahn to Munich, the field had been reduced to 83 and no less than 17 crews had been penalized.

The unfortunate M. and Mme. Langlois (Salmson) had not left Spa on

By JOHN GOTT

account of family illness, the DKW of Boucquey/Tassiaux had retired with a cracked block, and Crocci/Pasqualini (Alfa Giulietta) got lost in the Black Forest byways and were outside time. In the rain and the mist navigation was difficult and amongst the leading crews Nancy Mitchell/Anne Hall were 7 mins. adrift and the Renault team suffered a blow when Estager/Pebrel, winners of a Coupe des Alpes in the "Alpine", were 3 mins. late at Landau. Harper and Wright on their M.G.A. just escaped disqualification by a bare 4 mins. The run through Austria was neutralized at 45 k.p.h., but even so by Ortisei another three cars had gone, the Renaults of Laurent/Masson and Lachaux/Sagnier with mechanical disorders and the Porsche of the Remaels with incurable plug and ignition bothers.

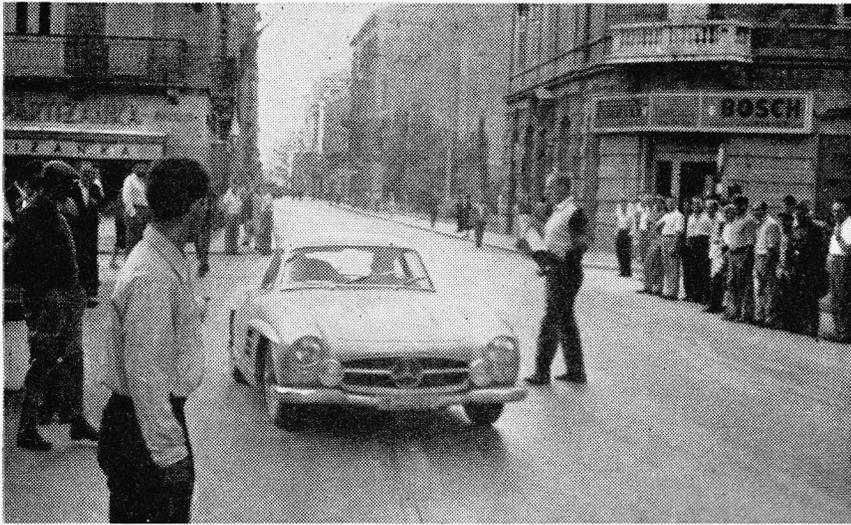
For an allegedly easy opening run, this promised trouble ahead—and trouble there was, in a big way!

### The Heat is On—Yugoslavian Style

Ortisei to Gorizia, 1,134 km./710 miles. (2.30 p.m., Thursday, 30th, to 10.15 a.m., Friday, 31st August.)

The run down to the Yugoslav border over the passes of Sella, Pordoi, Falzarego, Tre Croce and Mauria seemed tough enough, but was nothing to the rigours of the second night in Yugoslavia. However, the Italian Dolomites caused the retirement of Lauga/de Malasset (Denzel), Paquis/Dupont (Panhard) and Estager/Pebrel (Renault Dauphine), whilst only 65 crews remained unpenalized.

The control at Predil was operated by a priest, but the section to Kranjska Gora over the Passo Moistrococa was far from blessed, for it penalized the whole field except for Mairesse and Genin on the 300SL. And so it went on all night; Kranj to Cerkno, everyone penalized except for 11 cars; Cerkno to Zolla, everyone penalized except the amazing Mairesse. The difficulty was not only that of trying to average 60 k.p.h. over dust roads by night, but also the distances were suspect, being much longer than stated which, although the



**DECISIVE VICTORS:** Mairesse/Genin (Mercedes 300SL) entering the Rijeka control in Yugoslavia.

same for everyone, gave a distinct "edge" to the really fast cars. Even the main road from Ljubljana to Zagreb, which seemed a good one on the maps, turned out to be over 100 miles through choking dust, which still further decimated the crews.

But, by the time that Zagreb was reached, only 61 cars were still running, and many had been eliminated by accidents. The Kats' TR2 lost a wheel; the Göttgens/Goffart TR3 crashed and blocked the road until lifted clear by a posse of following crews headed by Gott/Tooley, after which the posse indulged in a mad, but vain, "dice" to make up the time lost. On almost every bend there seemed to be a crashed car and it was fortunate that no one was seriously hurt, but there was, of course, no other traffic about.

However, dawn found the survivors running along the lovely sea road down the peninsula to Pula with every promise of a glorious day ahead, which raised their spirits and enabled them to cope with difficulties of the tight little section from Pazin to Kozina. By the border, in high sun, it was possible to assess the ravages of Yugoslavia.

Only 58 cars were still running and Mairesse/Genin alone were unpenalized, the next best being Storez/Buchet (Porsche Carrera), 3 mins. late, Cotton/Leclerc (Mercedes 300SL), 4 mins. late, Harris/Jacquemin (Volvo) and Leidgens/Rousselle ("works" Triumph TR3), 6 mins. late, and Bessey/Pichon (Triumph TR3) and Gendebien/Stasse (Ferrari), 7 mins. late. Lyndon Sims/Tony Ambrose (Aston Martin) were the best Britishers in ninth position, but the M.G.A.s of Milne/Bensted Smith and Gott/Tooley were well up in 10th and 14th positions, although the M.G. team had suffered a sad blow with the retirement of Burgess/Croft-Pearson who had been unable to avoid a rock and damaged their sump. Mmes. Terray and Gordine were fairly comfortably leading Nancy Mitchell/Anne Hall, but there was a long way to go yet. Of the favourites, Nathan had retired and Laroche/Radix and Meunier/

Herzet had dropped right back. Harper/Wright (M.G.A.) and Harris/Shaw (Borgward) were also missing.

Definitely the shock of the night, except to the cognoscenti, was the wonderful showing of Mairesse/Genin and Harris/Jacquemin. The cognoscenti remembered that Mairesse had been one of the four élite to do the Vivione on time in 1955, and that in a Peugeot 403, whilst both crews had spent profitable weeks carefully recce-ing the Yugoslavian section. Nevertheless, Harris/Jacquemin were driving the Volvo with almost desperate skill and courage, whilst Willy Mairesse was keeping the Mercedes always on the edge.

**The Heat Continues—Italian Style**

Gorizia to Brescia, 870 km./500 miles, (10.15 a.m., Friday, 31st August, to 2.15 a.m., Saturday, 1st September.)

In the sunny afternoon the crews tackled the passes of Staulanza, Cereda, Brocon, Robbera and Mendola, "entrées" to the terrible loop of the Stelvio, Gavia and Vivione, to be covered at night after more than 48 continuous hard hours on the road.

By the time that Brescia was reached,

only 51 crews were still running and still Mairesse/Genin alone were unpenalized. Only nine crews managed the Stelvio "clean", a particularly good effort being that of Sims/Ambrose whose Aston Martin, after fracturing an engine bearer, had damaged the radiator so that the crew had to stop every ten minutes for water. However, in spite of temporary repairs, the head gasket eventually wilted from over-heating and the R.A.C. team was now two cars short (the Kats had gone earlier) and out of the hunt. Only four crews, Metternicht/Friederichs (BMW), Storez/Buchet (Porsche Carrera), Bessey/Pichon (TR3) and the inevitable Mairesse/Genin (300SL), managed the Gavia "clean" although Cotton/Leclerc (300SL) might also have managed it if not blocked by the crashed Porsche of Niedermeyer and Brunner, which also delayed the M.G.A. of Milne and Bensted Smith.

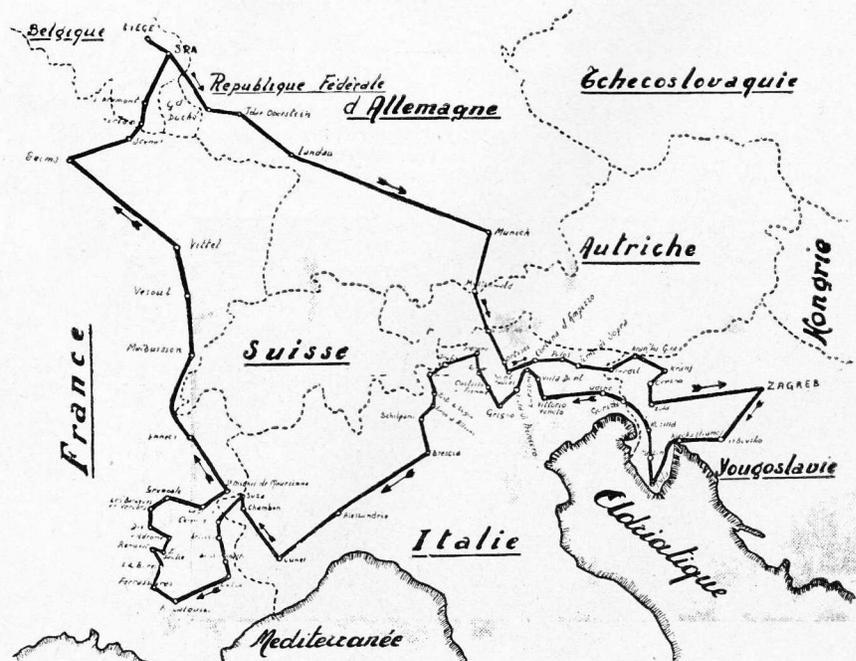
Only Mairesse/Genin managed the Vivione without penalty and that by the narrow margin of 12 secs.

However, despite the accumulated lateness of that terrible loop, all the crews remaining were back on schedule by Brescia, where the Club des Mille Milles ran the control with their usual efficiency.

At this stage the unpenalized Mairesse/Genin led Storez/Buchet by 320 points, with the TR2 of Bessey/Pichon next with 465 points, followed by Gendebien/Stasse, 565 points, Leidgens/Rousselle, 610 points, Harris/Jacquemin, 910 points and Strahle/Wencher (Porsche 1300), 982 points. In a well-deserved ninth place was the Peugeot of De Lageneste/Nicol which, after a crash in Yugoslavia, was pressing on with a wooden offside and a damaged passenger who, nevertheless, drove with the utmost gallantry, despite a broken collar-bone.

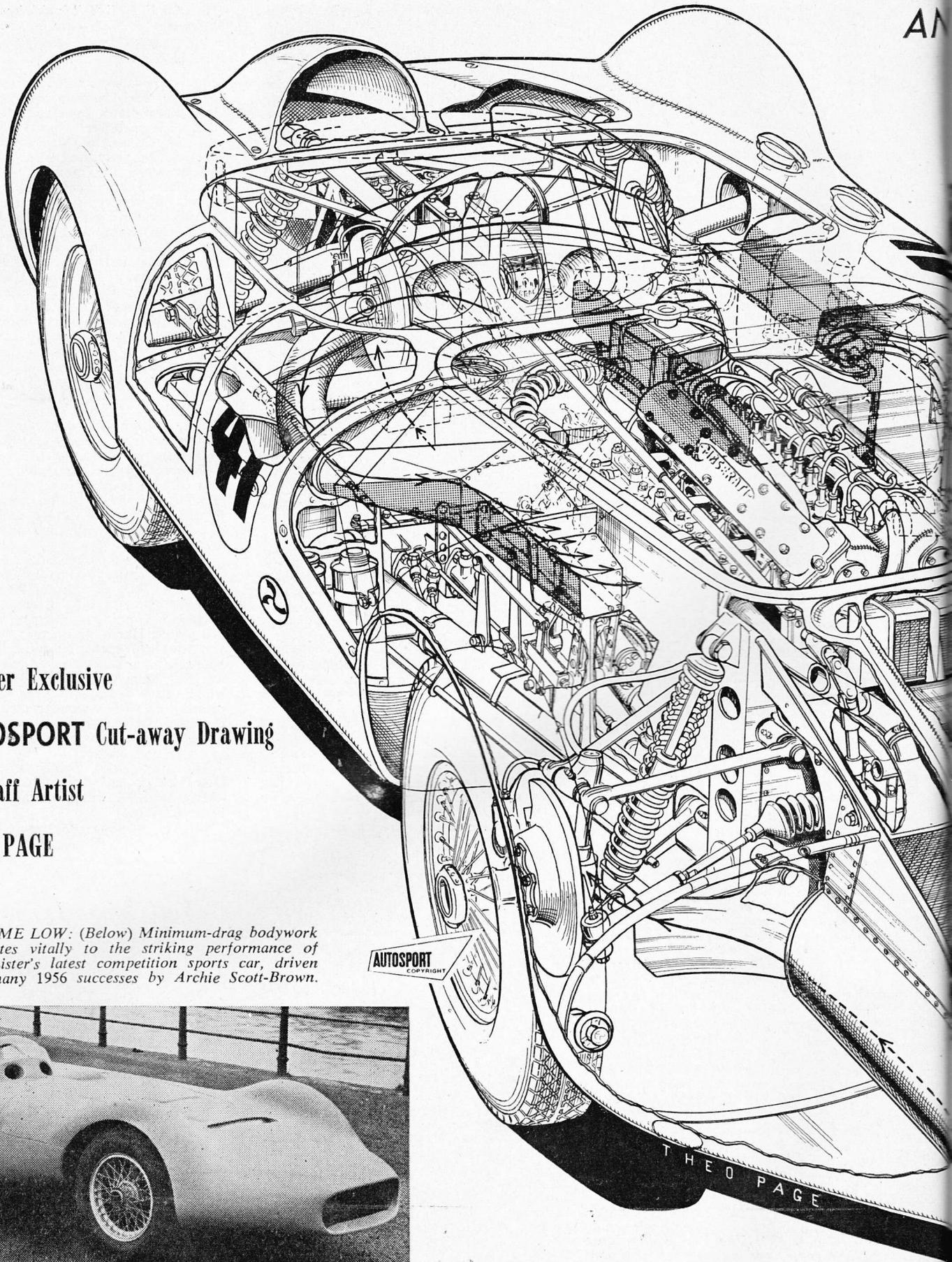
The best-placed British crews were Gott/Tooley and Milne/Bensted Smith whose M.G.A.s were holding 17th and 18th positions.

(Continued on page 340)



**FORBIDDING:** The 1956 Liège-Rome-Liège route, passing through—Belgium, Germany, Austria, Yugoslavia, Italy and France.

AM



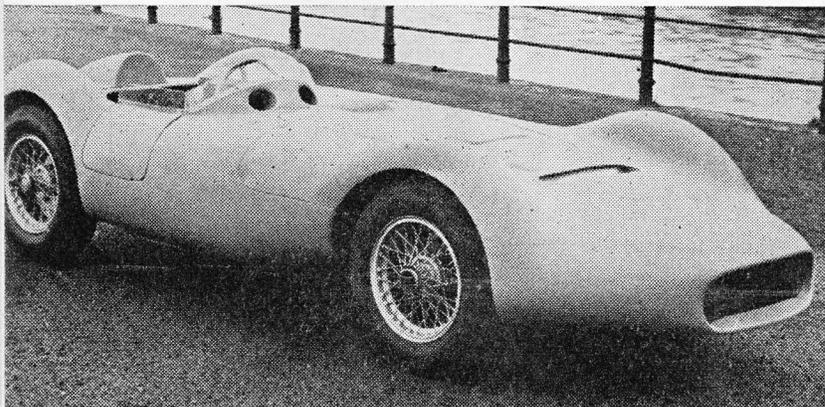
Another Exclusive

**AUTOSPORT** Cut-away Drawing

by Staff Artist

**THEO PAGE**

*ALL TIME LOW: (Below) Minimum-drag bodywork contributes vitally to the striking performance of Brian Lister's latest competition sports car, driven to so many 1956 successes by Archie Scott-Brown.*



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THEO PAGE

## OUTSTANDING SPORTS-RACING CAR—

**THE 2-LITRE LISTER-MASERATI**

Successful adaptation of Italian A6GCS Power Unit to British chassis of well-proven Road Holding

IN the AUTOSPORT report of the sports car race at the British Grand Prix meeting of 1954, there appeared a photograph of a new sports car, driven by one who was just beginning to make his presence felt on the circuits of Britain.

The caption to this picture read, "Archie Scott-Brown, who scored a surprise win in the 2-litre class with the latest Lister-Bristol", and the report itself recorded "a resounding triumph"

for both driver and car, "out for the first time ever." Since that day, which, after all, was only just over two years ago, we all know what the combination of Scott-Brown and Lister-Bristol have achieved together. Wins here, wins there, wins everywhere, until the phrase "swept the board" became a literal truth as far as the 2-litre class was concerned. But, not content with just winning classes, this fantastic partnership more often than not finished their races well up among the more powerful machinery, cocking a cheerful, cheeky snook at even Jaguar and Aston Martin. Their most impressive victory was, without doubt, in the 1955 British Empire Trophy race at Oulton Park, when Scott-Brown and the Lister won on a soaking wet track, conquering amongst others, a full Feltham works team, a trio of Jaguars and a Ferrari. At the end of last year, however, with the Bristol engine developed to its ex-

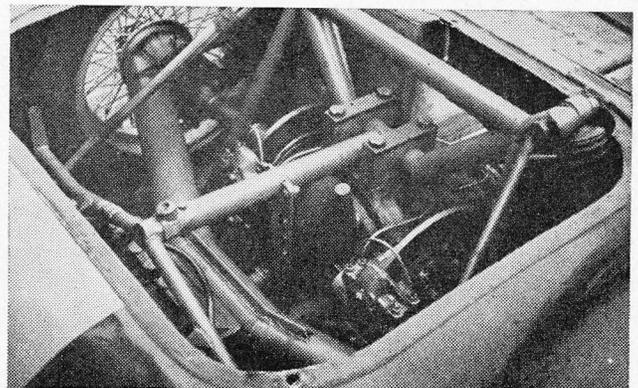
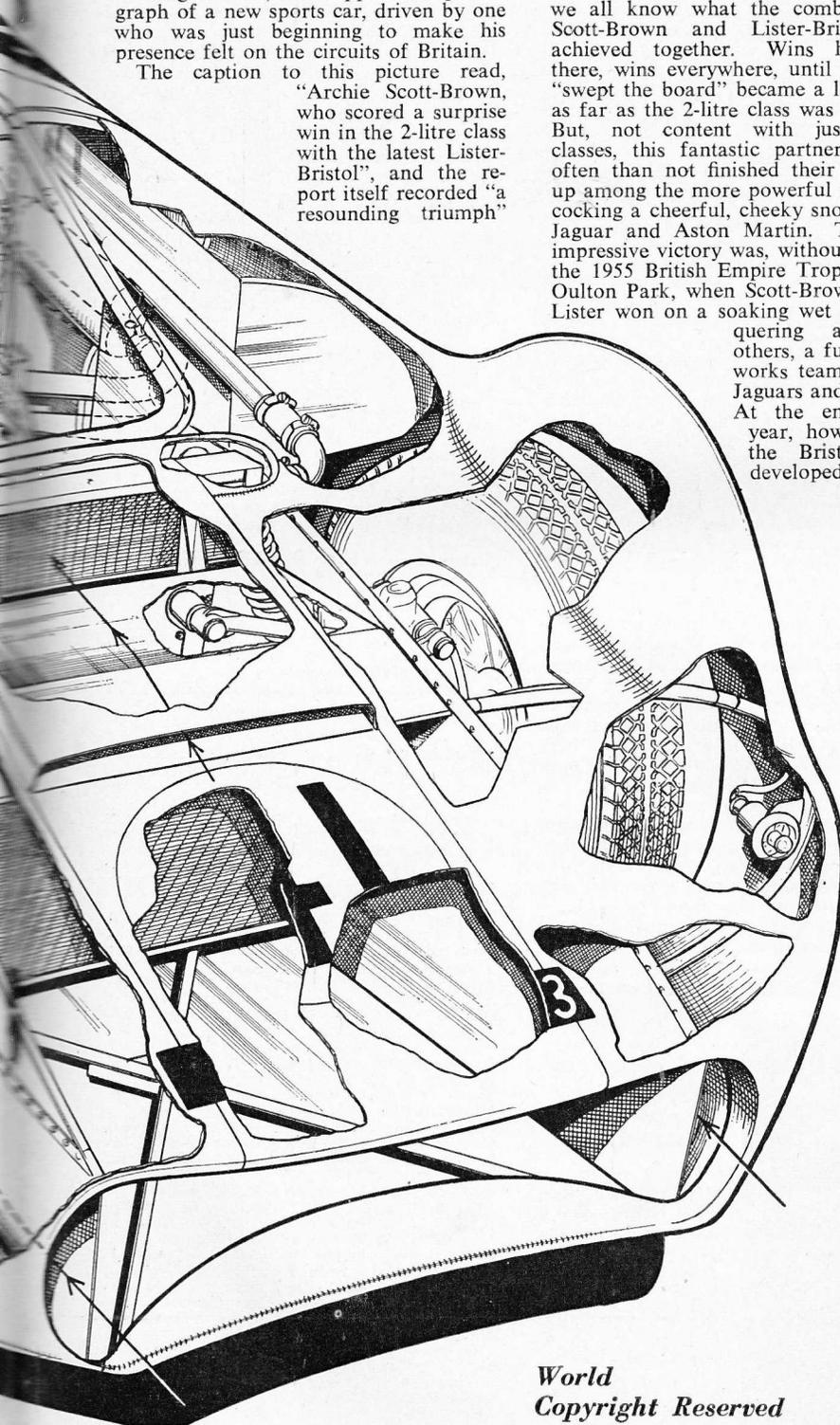
tremity, something new was required, and Brian Lister's choice fell on the 2-litre Maserati engine, derived from the 1953 Formula 2 unit, and later used in the fast, but somewhat over-heavy A6G sports car. A significant choice, perhaps, for immediately below the photograph mentioned already, was a picture of this very model in the process of being beaten by the Lister-Bristol in the latter's first race! So, at the beginning of the 1956 season, there appeared the Lister-Maserati, the subject of this latest Theo Page cut-away drawing.

Manners maketh man, perhaps, but as any good engineer will tell you, the chassis maketh the car, and makyth it well-mannered, too. And this is where Brian Lister scored heavily, for the outstanding virtue of his Bristol-engined vehicle was its glued-to-the-track road-holding, its complete imperturbability on any corner, under any conditions. Made of 3 in. tube, of 17 gauge wall thickness, with a front suspension of equal length wishbones and coil springs, and a de Dion rear unit, having central slide and parallel radius rods and helical springs, the chassis has not been altered basically since it was first designed in 1953. The steering is rack and pinion, and the brakes, 10 ins. single-pad Girling discs. The final drive, a Salisbury unit in a light alloy case with a Z.F. differential incorporated, has a choice of three ratios available to suit all conditions of circuit. The four-speed gearbox is of Maserati manufacture and the power is transmitted via a Maserati single-dry-plate clutch and a Hardy Spicer propeller shaft.

The engine itself, the Maserati A6GCS, has six cylinders with a bore and stroke of 76.5 x 72 mm., giving a swept volume of 1,985 c.c. The compression ratio is 8.80 to 1. Both the ignition and carburation systems are, naturally, of Italian manufacture, the former being by Marelli and the latter by Weber—triple double-choke.

This season, Archie Scott-Brown and  
(Continued overleaf)

ROAD HOLDING DEPT., rear end (below). The de Dion axle on the Lister-Maserati, with suspension by helical springs and twin parallel radius arms, and 10 ins. single-pad Girling disc brakes, mounted inboard.



World  
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**The Lister-Maserati—continued**

this latest Lister have continued their winning ways—the Curtis Trophy at Snetterton, the 2-litre sports class at both the Aintree Midsummer and *Daily Express* Silverstone meetings (where on each occasion, incidentally, Listers were 1-2-3 in their class), an outright win at the Brands Hatch International in August, and first again in the 2½-litre class of the *Daily Herald* Trophy race at Oulton Park. In the latter event the fantastic partnership finished fifth overall, with only the works Aston Martins in front, on not just a wet, but flooded track.

In passing, it is interesting to note that Scott-Brown's fastest lap in practice at

Silverstone with the Lister-Maserati was 1 min. 52 secs., whereas Fangio's fastest, with the then Formula 2 single-seater Maserati, at the 1953 British Grand Prix, using the same engine, but presumably alcohol fuel, was 1 min. 50 secs. In Brian Lister's own words, it "just goes to show how sports cars have developed".

However, Lister Engineering up at Cambridge are not content to let development rest where it is. Something new is on the stocks, almost ready indeed, for next week's Oulton Park meeting will see the first appearance of the Formula 2 Lister, Coventry Climax-engined. But, for the time being, the technical mysteries of this particular car must remain another story. . . .

MAXWELL BOYD.

## LIVERPOOL MOTOR CLUB'S "JEANS" GOLD CUP RALLY WON BY .3 SEC.

THIS well-known Northern event drew an entry of 62 well-known competitors, and with starts at Doncaster and Liverpool, it took place on 1st-2nd September.

The club had decided to include in the route a series of six tests, which were to serve a dual purpose; firstly to find, in the event of a tie, the outright winner; secondly, to offer to competitors a chance to gain an extremely handsome award for the best performance in the tests themselves. This was devised to commemorate the names of Peter Reece and Barry Davies, who until their untimely death last November, were responsible for the organization of the Jeans.

The route joined up at Pie Cross in the Lake District and thence led over to Lower Houses, where A. H. Hill (Renault Dauphine) retired with only first gear left. On to Stoops Moss and Kingdale Head, which saw the following incidents. Miss Shirley Ryder (Austin A30) slid into a ditch and was delayed too long to continue. J. C. Wallwork nearly overdid things on a fast bend; in fact, he made the tramlines for E. S. Mather to really go over the top, diving down a boggy bank to come to rest some 30 ft. below on a river bed. Surveying things in the early hours of the morning, he was amazed to be set upon by some 30 very happy "pot-holders" who, obviously under the influence of good cheer, seized the TR2 and bodily carried it and the unfortunate competitors up the bank, placed the car on the road, did

a war dance round Mather—and disappeared. The car being little damaged, Mather carried on and finished!

On went the route via Barbon Moor (scene of many hill-climbs), Jordan Wood and Lower Borrowbridge to Rawhead control. Here the check was entered by a concealed gate which fooled many. Late here were Pownall, Thorman, Whiteway, Harrison, Parsons, Marsh, Cooper, Hayman, Smith, Hodson, Morgan (who, it appeared, had lost a wheel), Sinclair, Stirling (who spent the night on a mountain top), Fishwick, Gold and Dr. Harrington. In fact, only 13 were on time. Those were Waddington, Jacoby, Snaylam, Broomby, Newsham, Wallwork, Bloomfield, Gouldbourn, Marshall, Parkes, Wood, Monkman and Rumsey; those few and the rally not yet at the halfway mark!

After a passage control came Glen, where competitors were handed a marked map on which were plotted in alphabetical order the next 13 controls. This did it completely: total arrival numbers were down to 31 and of these only two were "clean"—J. W. Waddington and R. A. Gouldbourn, both TR2 mounted.

The rally continued by way of Hardnott, Bracelet and Kendals Ground to the one hour compulsory stop at the Farmers' Arms at Lowick. From here to the finish—some 90 miles—it was easy going except for the six tests. At one of these Gouldbourn won the "Jeans". He was fastest by 2½ secs. and appeared to accomplish the impossible by rounding a pylon and effecting a reverse turn without use of the gear lever, spinning and reversing on the hand-brake alone.

Later, on a downhill one-in-four with a bad left-hander, both A. Newsham and G. H. Parkes visited ditches, while the finish at Chorley checked in only 38

**Specification**  
**Engine:** Maserati A6GCS unit; 76.5 x 72 mm. (1.985 c.c.); compression ratio, 8.80 to 1; inlet valves diameter, 42 mm.; exhaust valves diameter, 38 mm.; connecting rod bearings and main bearings, Vandervell; Marelli ignition; three dual-choke Weber carburettors.  
**Transmission:** Four-speed Maserati gearbox; ratios, 9.96, 6.38, 5.38 and 4.56 to 1; Maserati single-dry-plate clutch; Hardy Spicer propeller shaft; Salisbury final drive unit in light alloy case with Z.F. differential incorporated; choice of three ratios.  
**Suspension:** Front: equal length wishbones; helical springs enclosing Armstrong telescopic shock-absorbers. Rear: de Dion axle with central slide and parallel radius rods; helical springs enclosing Armstrong telescopic shock-absorbers.  
**Frame:** Three-inch main tube of 17 gauge wall thickness; rack and pinion steering; Girling 10-in. single-pad disc brakes, with light alloy callipers; Dunlop light alloy-rimmed knock-on wheels, with Dunlop racing tyres.  
**Dimension:** Wheelbase, 7 ft. 4½ ins.; track, 4 ft. 0½ in.; approx. weight (dry), 11½ cwt.

cars, not all of which had completed the course. Results were available during the morning, which showed Gouldbourn to have won the Jeans from Waddington by the narrow margin of .3 sec.

It was very obvious that a great deal of sweat and toil had gone into the making of a magnificent event. Great credit must be given to Messrs. Dixon, Taylor, Horrocks, Keely and others, with a special mark to Jimmy Ray who was Clerk of the Course this year.

FRANCIS PENN.

**Results**

**Best Performance:** 1, R. A. Gouldbourn (Triumph TR2); 2, J. W. Waddington (Triumph TR2).

**Class Awards; Production Touring Cars up to 1,101 c.c.:** 1, R. Whitely (Renault); 2, A. T. Fisher (Austin A30), 1,001-2,000 c.c.: A. C. Crowther (Ford). **Over 2,000 c.c.:** C. C. Bethel (Vauxhall).

**Grand Touring Cars:** 1, G. H. Parkes (Jaguar XK 140); 2, E. Vanner (Ford).

**Sports Cars over 1,600 c.c.:** Mrs. R. Beaumont (TR2).

**Team Award:** 1, G. H. Parkes (XK 140) and J. W. Waddington (TR2); 2, Mrs. R. Beaumont (TR2) and F. Snaylam (TR2). **Ladies' Award:** Mrs. R. Beaumont (TR2).

**Driving Test:** 1, R. A. Gouldbourn (TR2); 2, J. W. Waddington (TR2); 3, J. C. Wallwork (TR2); 4, A. T. Fisher (Austin A30); 5, H. E. Rumsey (M.G. Magnette).

**September Brands—continued****Results**

**Formula 3. Heat 1 (10 laps):** 1, S. Lewis-Evans (Cooper), 61.49 m.p.h.; 2, I. E. Raby (Cooper); 3, J. Brown (Cooper). **Fastest lap:** Lewis-Evans, 63.05 m.p.h.

**Heat 2 (10 laps):** 1, J. Russell (Cooper), 61.72 m.p.h.; 2, I. Bueb (Cooper); 3, A. V. Cowley (Cooper). **Fastest lap:** Bueb, 64.32 m.p.h.

**Heat 3 (10 laps):** 1, G. Wicken (Cooper), 62.52 m.p.h.; 2, W. A. Towse (Cooper); 3, E. Harrison (Cooper). **Fastest lap:** Wicken, 63.49 m.p.h.

**Second Final (10 laps):** 1, D. Parker (Cooper), 67.27 m.p.h.; 2, D. F. Iszatt (Cooper); 3, G. M. Jones (Kieft). **Fastest lap:** Parker, 69.75 m.p.h.

**Final (15 laps):** 1, G. Wicken (Cooper), 71.61 m.p.h.; 2, J. Russell (Cooper); 3, I. Bueb (Cooper); 4, T. Bridger (Cooper); 5, I. E. Raby (Cooper); 6, H. Taylor (Cooper). **Fastest lap:** Wicken and Bueb, 73.18 m.p.h.

**Sports cars under 1,200 c.c. (15 laps):** 1, P. Gammon (Cooper), 63.69 m.p.h.; 2, I. Bueb (Cooper); 3, R. Mackenzie-Low (Cooper); 4, A. Stacey (Lotus). **Fastest lap:** Gammon and Mackenzie-Low, 64.51 m.p.h.

**J.A.P. Race (10 laps):** 1, H. Taylor (Cooper), 62.33 m.p.h.; 2, P. Green (Staride); 3, E. V. Koring (Smith 500). **Fastest lap:** Koring and Taylor, 64.14 m.p.h.

**Sports cars under 1,500 c.c. (15 laps):** 1, R. Bicknell (Lotus), 68.24 m.p.h.; 2, C. Allison (Lotus); 3, D. Taylor (Cooper); 4, R. Mackenzie-Low (Cooper); 5, P. Gammon (Cooper); 6, A. Stacey (Lotus). **Fastest lap:** Bicknell, 70.63 m.p.h.

**Formula 2 (15 laps):** 1, C. Chapman (Lotus), 70.40 m.p.h.; 2, D. Taylor (Cooper); 3, C. Allison (Lotus); 4, R. Mackenzie-Low (Cooper); 5, I. Burgess (Beart-Rodger); 6, J. Richards (Lotus). **Fastest lap:** Chapman, 71.77 m.p.h.

**Handicap (10 laps):** 1, K. Greene (Cooper), 65.17 m.p.h.; 2, D. Taylor (Cooper); 3, G. Towse (Cooper); 4, J. Fisher (Revis-Borsward); 5, R. Mackenzie-Low (Cooper); 6, C. Allison (Lotus). **Fastest lap:** C. Chapman (Lotus), 72.70 m.p.h.



**FIRST MAN** away from the Liverpool control in the Jeans Gold Cup Rally, was Dennis Scott, seen in his M.G.A., receiving the road-book from Ron Taylor.



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### Engine much livelier, writes motorist

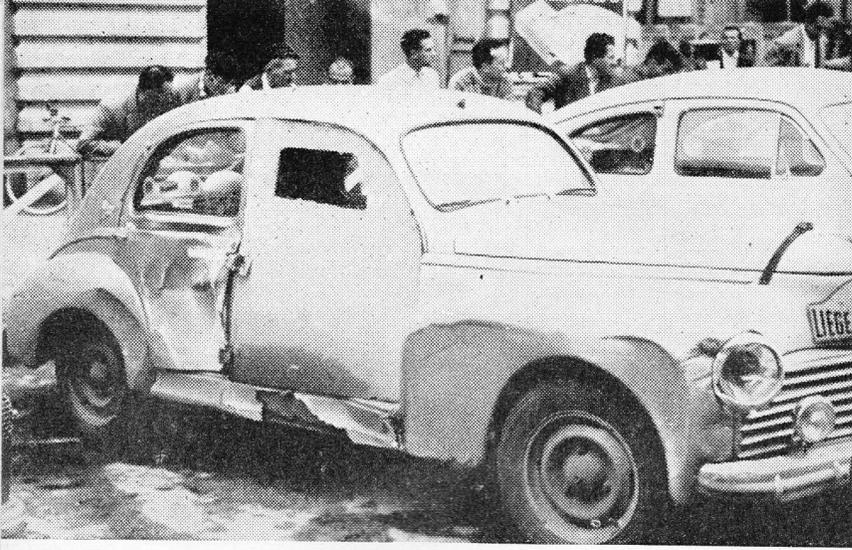
*"With BP Energol 'Visco-static' in the sump my 1½ litre Jaguar starts as easily after standing out in winter as in summer weather. The engine is much livelier on the oil than it was before."*

S. R. Wilson, Gt. Yarmouth.



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### Liège-Rome-Liège—continued

The Heat is stepped up in the French, or Subtle, Style

Brescia to St. Michel de Maurienne, 2,264 km./1,415 miles. (2.15 a.m., Saturday, 1st, to 12.25 a.m., Sunday, 2nd September.)

After the desperate rush over the Italian Alps, the crews looked forward to some 300 miles of easy motoring across the Italian plains to the start of the tricky French stage at Cervieres, half-way up the Col d'Izoard. However, the M.G. Magnette of Valentyn/Godsmark and the Alfa Romeos of Sarayac/De Teysseras and Franssen/Moineau succumbed after the strains of the night, the former with broken springs and the latter with mechanical derangements, on the run across northern Italy, whilst the Triumph TR3 of Heaps/Jones and the Mercedes 300SL of Couliboeuf/Aumaitre failed to clock in at the French control.

The difficulties of the French stages were their shortness, plus some under-reckoning of distances by the Club, plus the accumulated tiredness of crews battling with their third day and fourth night on the road. The 20 km. over the Izoard, still in a shocking state of disrepair, penalized everyone, even Mairesse missing out by a minute, a penalty shared by Storez/Buchet, Bessey/Pichon and Gendebien/Stasse. Mairesse/Genin, however, were the only crew to manage the climb over the Col d'Allos on time. Then came a series of short, sharp sections, some as short as 15 km., in the mountains around Forcalquier. The 15 km. from the Col de Soubeyrand to Remuzat again penalized every crew, the best performance being the 3 mins.' lateness of Storez/Buchet, the first time that they had headed the redoubtable 300SL crew. In this area Tommy Clarke and Tony Oldsworth retired their Acca-Bristol.

But, if the Porsche hope reckoned that they would overtake their rivals, the section from La Grave to St. Michel de Maurienne, over the Lautaret and the Galibier, was to undecieve them. Covered at a time when crews were struggling against maximum tiredness, the section provided the maximum of unpleasantness, with a violent storm, fog, hail and vicious rain. Pulling out all stops, with a run which was possibly unnecessarily risky in view of his lead, Mairesse was only 3 mins. late, the next best performance being that of Cotton/Leclerc with 5 mins.' lateness, whilst Gendebien/Stasse, no laggards, were 9 mins. late. Putting this run in its right perspective, one British driver who had won a Coupe des Alpes was very pleased to be only 17 mins. late, after a run which he said left anything he had done

to win his coupe completely in the shade. Nor were penalties the only result of the stage. Zimmer/Jacobi and Reip/Bovens had to retire their Mercedes, as did Cedric/Piret their Giulietta and Poirot/Bastien their Porsche.

As ever, the Galibier had had a decisive say in the final placings.

### The Long Drag Home

St. Michel to Spa, 884 km./550 miles. (12.25 a.m. to 5.40 p.m., Sunday, 2nd September.)

Normally, once the Alps are passed, all the crews have to do is to avoid the dangers of relaxation and to keep steadily pressing on. This year, however, the weather continued frightful and the passage of the Jura again became a hazard. Guiraud/Chevron (Peugeot), then lying eighth, went out in an accident near Besancon, Jamar/Uenten (Renault Dauphine), the sole survivors of the small car class, packed up with mechanical troubles at Malbuisson, and even the Harris/Jacquemin Volvo lost precious minutes attending to a broken throttle spring, whilst other highly placed cars lost marks due to lateness after trying in vain to keep schedule over the fog-wrapped Col de la Faucille.

But once the French plains were reached both crews and cars took heart and the final 300 miles saw no change in either the finishing order or the number of finishers, which represented only 41 per cent. of the crews which had left Liège with such high hopes 90 hours before.

### The Summing-up

Unheard of before the start, the names of Willy Mairesse/Genin were on everyone's lips at Spa, and rightly so as they had outridden their field by a clear 8 mins., and only lost 9 mins., most of which went when they had to carry on in France with an improvised petrol tin in place of the proper tank, pierced by a stone. Equally decisively Mmes. Terray/Gordine headed the ladies and took as

★  
G U T S ! : De Lageneste and Nicol, the latter with a broken collar-bone, took this battered Peugeot through another 2,000 miles into seventh place.

well a wonderful 12th place. Their record in this event is matchless; Mme. Terray won the Coupe des Dames in 1952, 1953 and 1954, Mme. Gordine being her partner in the latter two years, and the British girls did well to hold them as closely as they did.

Amongst the highly placed cars the Swedish Volvo was an unexpected name in eighth position, but that high placing was well earned by a skilful and daring drive. Outwardly a rather ordinary looking saloon, the car had a well-tuned engine developing around 80 b.h.p. and its braking, roadholding and dustproofing, developed in a country of dirt roads, proved outstanding in Yugoslavia where it sprang on to the leader board. The Harris/Jacquemin car was deliberately driven "flat" to try and get a high placing whilst three more normal cars finished 21st, 23rd and 24th, backing up their leader admirably and carrying off the team prize from the M.G.A.s. The Volvo was the only marque starting more than one car to score 100 per cent. finishers, an outstanding achievement. The split-up amongst the finishing marques was actually as follows (figures in brackets represent starters):—

Volvo 4 (4); Peugeot 6 (8); Mercedes 4 (7); M.G. 3 (6); Ford Taunus 2 (3); Triumph 4 (10); Porsche 5 (16); Alfa Romeo 3 (9); Ferrari and Jaguar 1 (1); Salmson 1 (3); Fiat 1 (5).

The following marques started one or more cars but finished none: A.C., Aston Martin, BMW, Borgward, Denzel, DKW, Panhard and Renault.

The failure of the eight Renaults was extremely surprising in view of their wonderful record previously, and seems to indicate that they have not yet solved the secret of sealing against the dust of Yugoslavia, which also eliminated them from the Alpine.

As in the Alpine, the Volkswagens were conspicuous by their absence.

Only four British crews finished out of 11 starters, three on M.G.A.s—Gott/Tooley, 13th, Milne/Bensted-Smith, 14th, and Nancy Mitchell/Anne Hall, 26th, and one on a TR3, Griffiths/Blockley, 19th. All these crews were using cars which they had run in the Alpine, which says much for the toughness of their mounts.

The arrangements of the Royal Motor-Union were again magnificent and many experienced competitors consider that their organization is the best of any rally. It is, however, inaccurate to call Liège-Rome-Liège a "rally"; it is truly the "Marathon de la Route", the supreme test of car and crew in the motoring calendar. One day—may it be won by a British combination!

## RESULTS

### General Classification

1, Mairesse/Genin (Mercedes 300SL), 9 m. lost; 2, Storez/Buchet (Porsche Carrera), 17 m. 20 s.; 3, Gendebien/Stasse (Ferrari), 25 m. 25 s.; 4, Cotton/Leclerc (Mercedes 300SL), 31 m. 53 s.; 5, Leidgens/Rousselle (Triumph TR3), 37 m. 10 s.; 6, Strahle/Wencher (Porsche), 40 m. 22 s.; 7, de Lageneste/Nicol (Peugeot), 41 m. 58 s.; 8, Harris/Jacquemin (Volvo), 44 m. 50 s.; 9, de Chaney/Bianchi (Alfa Giulietta), 45 m. 11 s.; 10, Bessey/Pichon (Triumph TR3), 46 m. 55 s.; 11, Laroche/Radix (Alfa Romeo 1900), 12, Mmes. Terray/Gordine (Peugeot 203); 13, Gott/Tooley (M.G.A.), 1 h. 17 m. 56 s.; 14, Milne/Bensted-Smith (M.G.A.), 1 h. 19 m. 24 s.; 15, George/Bertrand (Alfa Romeo); 16, Pizarro/Davagnier (Peugeot 403); 17, Escoffier/Vinatier (Salmson 2300); 18, Sauterbrei/Schumacher (Mercedes-Benz 220S); 19, Griffiths/Blockley (Triumph TR3), 1 h. 34 m. 29 s.; 20, Meunier/Herzet (Jaguar XK 120);

21, Hacquin/Landeau (Volvo PV444), 22, Thomas/Deliere (Peugeot 403); 23, Buttjens/Samain (Volvo PV444); 24, Blondau/Liekens (Volvo PV444); 25, Springer/Ostermann (Ford Taunus); 26, Mrs. Mitchell/Mrs. Hall (M.G.A.), 1 h. 53 m. 33 s.; 27, Scheube/Lorenz (Ford Taunus); 28, Koks/Gorris (Porsche 1300); 29, Lindner/Delling (Triumph TR3); 30, Dassen/Hertz Dahl (Porsche 1600); 31, Von Zebitz/Diemer (Mercedes-Benz 220); 32, Colinet/Jamint (Peugeot 203); 33, Van de Smissen/Rubbrecht (Porsche 1600); 34, Hauruz/Collard (Peugeot 203); 35, Grisafi/Fabiano (Fiat 1100 TV).

Classes, 1,300 to 2,000 c.c.: 1, Storez/Buchet; 2, Leidgens/Rousselle; 3, Harris/Jacquemin. 1,000 to 1,300 c.c.: 1, Strahle/Wencher; 2, de Lageneste/Nicol; 3, de Chaney/Bianchi. Coupe des Dames: Mmes. Terray/Gordine (Peugeot 203). Ladies' Gold Cup (for 3 victories): Mme. Gordine. Team Award: Volvo. International Trophy: 1, Belgium; 2, France.

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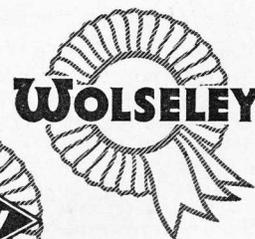
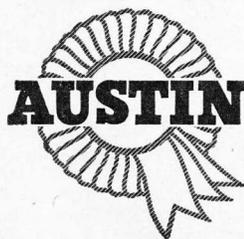
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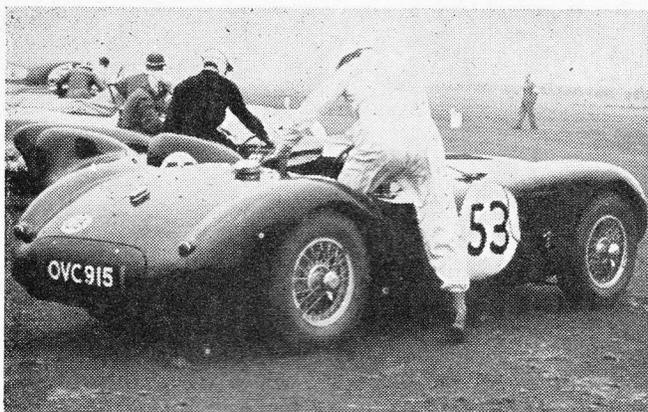
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ON THE HOP—at the Le Mans start of the "big car" trial, Gillie Tyrer leaps into his C-type Jaguar without using the door.



ON THE ROCKS at the edge of the track, J. Blumer nearly loses his Austin-Healey, coming out of the hairpin.

## Dicing at Darlington

Exciting Speed Trials at Croft Aerodrome

MANY competitors in "high-speed trials" have been slightly shaken to find out just how quickly one has to motor to successfully maintain a set average speed for 30 mins.

To prove this, the Darlington Motor Club utilized 1.2 miles of the old Croft Racing Circuit on 9th September. The course was in the form of a long L, with two hairpins and two fast bends, and the following table shows just what had to be done:—

Up to 1,000 c.c.,	20 laps at 48 m.p.h.	
1,300	21	50.4
1,600	22	52.8
2,600	23	55.2
Unlimited	24	57.6
Racing cars	25	60.0

So tight was the handicapping that out of an entry of 63 assorted cars, only eight drivers were able to exceed their figures.

On the day the weather was dull and cold, but a large crowd of some 5,000 lined the long straight to witness some fantastic dicing; in fact, it would have done credit to a real race meeting. Event 1 brought out all the babies, with one or two Anglias from the next class to make weight. Down the straight they thundered, miles too fast for the hairpin and then chaos happened, R. Pickering (Austin Special) went wide picked up a drum between the front

dumbirons and slid to a stop, the rest dodging as best they could. G. Percival (Ford Anglia), heeling well over on the bends, led for some time, then was passed by J. Dowson (Ford Special), who found speed enough to lap the back markers at the halfway stage. On the straight he was timed over ¼th of a mile at 63 m.p.h. and eventually qualified at 48.8 m.p.h.

In event 2, the Ford-engined Lotuses of B. Harpin and J. McAdam led easily from the start from P. Walton's amazing Anglia, which battled hard with W. M. Barrow's TD. Timed speed for the leader reached 74 m.p.h. and both Lotuses qualified. Harpin averaged 54.8 m.p.h., McAdam crossing the line with the flag: exactly 50.4 m.p.h.

Event 3 again saw Harpin to the fore; amazingly he led two Porsche Carreras in the hands of G. Durham and E. Wadsworth. The Lotus spun, lost ground but again overhauled the Porsches, this time accompanied by G. Gartside's very fast and beautifully made trials special. Towards the end Harpin retired with engine trouble, Gartside stopped for water, and the Porsches went slower so no one qualified. Durham failed by some 40 secs.

Event 4 showed the best scrap of the

day, between J. Higham (1,466 c.c. Lotus) and F. Elliott on a Le Mans Frazer-Nash. J. Randall (Healey Silverstone) was third, some distance back. In this event an old friend appeared, one E. Hodson who can get a Zodiac more nearly on its roof, and then stay upright, than anyone yet seen. The leading car was timed at 84 m.p.h. and the qualifiers were J. Higham 56.8 m.p.h. and F. Elliott 56.7.

Event 5 brought out the heavier metal. G. Tyrer with a disc braked C-type Jaguar led from start to finish, touching 106 m.p.h. in the process. In the rear two good dices were in progress: L. Bramley (1,098 Lotus) was holding Higham in the bigger car until the latter's retirement. G. Yeoman (XK 120) battled with J. Blumer (Austin-Healey). M. Marsh in a Mark 7 Jaguar wrestled with himself, getting over to impossible angles and once visiting a cornfield. Tyrer qualified at 60.2 m.p.h. and Bramley at 57.7 m.p.h.

Then to event 6, for the racing cars. With Tyrer and Bramley came two Cooper 500s in the hands of P. Proctor and G. Chippingdale, plus F. H. Harrison's blown special. All these latter faded away and left only Tyrer to qualify. At the 20-min. mark he was down on average, but, on being signalled, increased speed and just pulled it off, touching 110 on the way. This ended a really good day's sport with fine handicapping and magnificent organization.

FRANCIS PENN.

## CORRESPONDENCE

Brighton, and Dr. Bayley

IN case no other member of the "weaker sex" has put pen to paper in our defence, may I refer to Dr. J. Bayley's letter (17th August). With the Brighton & Hove Motor Club's Speed Trial results in front of me, may I point out the wonderful show put up by Mr. Bayley's so-called "clueless cuties"?

Miss Patricia Burt's new Ladies' Record is only two seconds behind the car record for the course. Also Mrs. Park drove the Tojeiro-Bristol beautifully into second place in sports car class No. 5, only Mike Anthony being able to beat her. Incidentally, this time was credited to Mr. A. M. Park in the printed results issued.

Isn't it about time this music hall joke about lady drivers was buried for all time? And why can't the motor-cyclists run their own exclusive speed trials?

The Burnham-on-Sea Motor Club ran the first ever all-lady

drivers' Rally last February receiving 39 entries and we shall run our second "Rallye Femina" next year.

MARJORY BUNCOMBE.

BURNHAM-ON-SEA, SOMERSET.

Formula 1

I HEARTILY support the sentiments expressed in your Editorial today (7th September), and in the preview of the end of season meeting at Goodwood, regarding the lack of provision for Formula 1 races. It is very disappointing to me as spectator, and owners of G.P. cars must feel similarly. The type of programme announced for both Goodwood and Oulton Park would be very interesting as supporting events, but surely motor racing is primarily for real racing cars, always excepting the marathon events for sports cars, such as Le Mans, the T.T., etc. If G.P. team managers, and individual drivers of such cars, are now asking too much in the way of starting money, then in the long run, they will not be doing themselves or the sport any good, as the events will not be there for them to run in.

In fairness, one of the difficulties of the B.A.R.C. was, I

(Continued on page 348)

# Unbeatable!

## GOLDEN

### ESSO EXTRA

*Finest Petrol in the World*



#### GOODWOOD MOTOR RACES

SEPTEMBER 8, 1956

#### ALL the winners

##### GOODWOOD TROPHY

1st **TONY BROOKS**      Aston Martin      88'19 m.p.h.

##### THE WOODCOTE CUP

1st **ROY SALVADORI**      Cooper-Climax      88'39 m.p.h.

##### THE SUSSEX TROPHY

1st **ROY SALVADORI**      Cooper-Climax      89'07 m.p.h.

##### THE MADGWICK CUP

1st **J. K. HALL**      Lotus-Climax      84'62 m.p.h.

##### FIRST SEPTEMBER HANDICAP

1st **A. STACEY**      Lotus-Climax      82'76 m.p.h.

##### SECOND SEPTEMBER HANDICAP

1st **JOHN LAWRENCE**      Jaguar D      84'44 m.p.h.

*(Subject to official confirmation)*

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you can buy from your local Esso Dealer

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# 1st

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**ALFA ROMEO**

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Over 2,000 c.c.

**MERCEDES-BENZ 300SL**

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# VANDERVELL

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WITH**



REGD. TRADE MARK

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# BEARINGS

# Club News

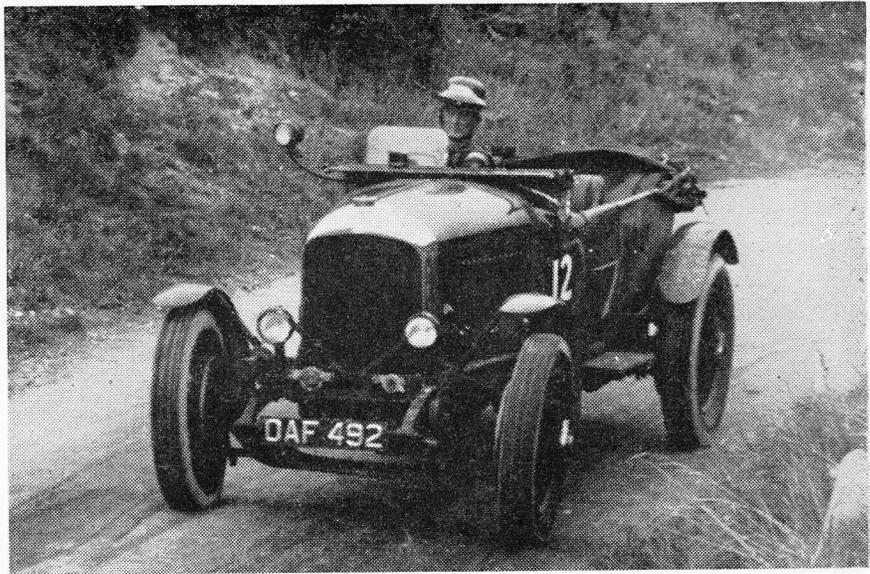
By **STUART SEAGER**

THE racing season is already drawing to a close, and many all-the-year-round enthusiasts, from having stripped their cars to the minimum for dicing around circuits in daylight, will soon be loading them up again with equipment for dicing around country lanes at night. Yes, the rally season is with us once more. For how many more seasons the rallyists will be permitted to enjoy this popular pastime, will depend on themselves—and perhaps to an even greater extent on the organizers of the events. Last winter there was a steadily increasing level of opposition from the unfortunate inhabitants of "interesting" terrain, which has led to the R.A.C. introducing their monitoring system for avoiding the over-use of any one area. Some parts of Yorkshire have even been put "out of bounds" for the time being. Organizers can help considerably by intelligent routing and siting of controls, so that no competitors will be accelerating hard in the vicinity of houses, but we cannot help feeling that one of the greatest single sources of annoyance to the sleeping public, is the quite ridiculous amount of exhaust noise generated by a Certain Popular Sports Car: a strident boom that can be heard for miles—quite unnecessary and easily curable.

There will also be continued hostility if clubs persist in running "30 m.p.h. average" rallies on week-end afternoons—as many do. Several level-headed committees (at least in the over-crowded south) have already realized that Sunday picnickers do not appreciate being carved-up by "Junior Fangios"—for the most (normally) considerate driver becomes transfixed when set against the clock—and have decided that they will run no events on a time schedule except during the hours of darkness, when the roads are clear and headlights give warning of approach. And when clocks are used, penalties will not be cumulative from one section to the next, i.e., if you goof on one section, you don't have to get back on schedule by driving like a maniac on the next and making a mockery of the 30 m.p.h. average. "This rally is not a race. . . ."

\* \* \*

REGULATIONS for rallies are beginning to flood into this office, the most prominent at the moment being the M.C.C. National Rally, which takes place from the 8th-10th November, and for which regs. are now ready. As we have already announced, the total mileage is about 1,200, and as usual, fully route-carded—except (and this is new this year) for a short navigation section dropped in after the initial routes converge at Harrogate, from the seven starting points at Manchester, Kenilworth, London, Bathpool (near Taunton), Norwich, Cardiff and Glasgow. There are cash awards totalling over £500 and full details are available from 76 Kinnerton Street, London, S.W.1. . . . Of an entirely different nature, is that annual classic, the **Hants and Berks M.C.** "Experts" Night Navigation Rally, which is to be held on 29th-30th September in the



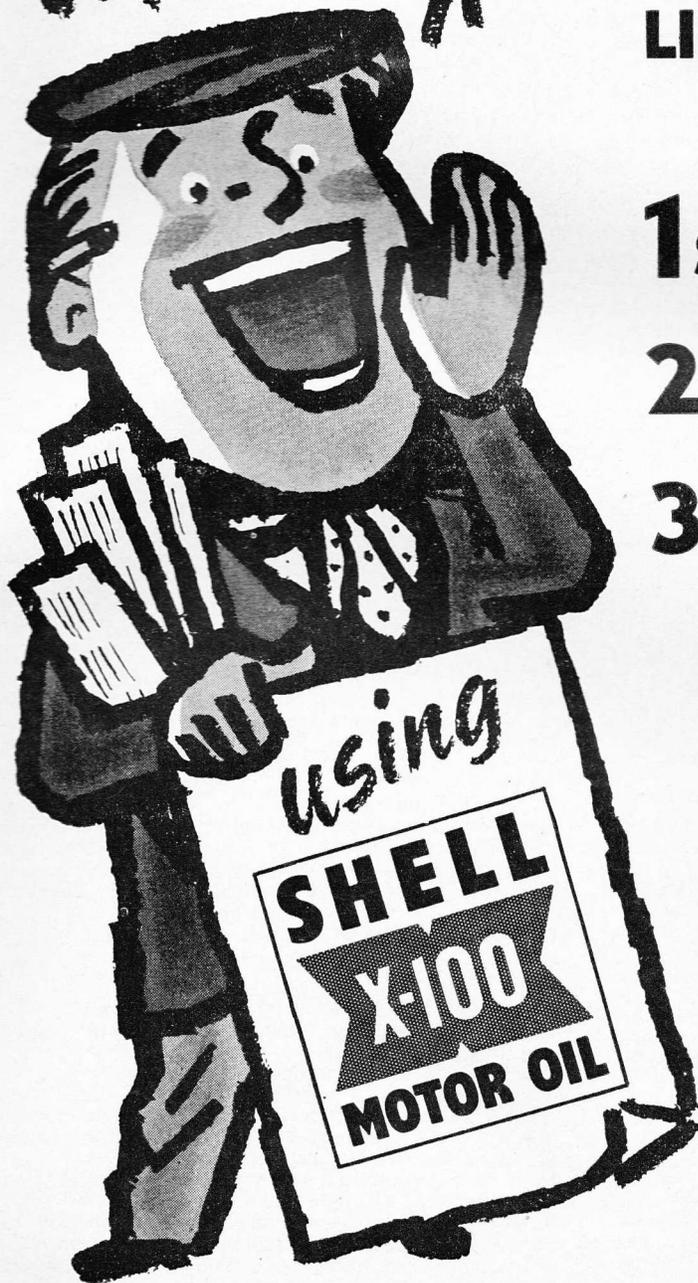
*FANCY having to go through life with a registration number like this one! However, H. P. Holden was no OAF in winning the Bentley Handicap at the recent B.D.C. Firlie Hill-Climb.*

Chilterns area. For those who revel in precision map-reading and intriguing navigational problems, with the actual motoring secondary, this is a "must". Last year, climbing ropes and waders were called for, but this time we are informed that there will be less "field-work". Invited clubs are the 750, Herts County, Tunbridge Wells, Guildford, London, Cemian and A.C.O.C. Start and finish are at Stokenchurch, mileage is about 120 and the secretary of the meeting is Holland Birkett, 228 Fleet Road, Fleet, Hants. . . . On 13th-14th October will be held the M.G.C.C. Weston Rally. This is open to members of the London, West Hants and Dorset, Burnham-on-Sea, Herefordshire, Bristol, Plymouth and Bugatti Owners, and is mainly of a navigational nature. Starting points are at Virginia Water (Surrey), Birmingham, Exeter and Bristol, mileage is about 450 and the finish is, of course, at Weston-super-Mare. Late entries close on 1st October, but earlier entry may save you money. The secretary is M. D. King, Fosse Way, Stow-on-the-Wold, Glos.—and the event is a qualifier for the B.T.D.A. Silver Star. . . . Going farther north, we have the **Shenstone and D.C.C.** Buxton Rally on 6th October, also a B.T.D.A. Silver Star rally. In fact, this is a daytime event, with a cumulative time-schedule—but presumably the organizers know what they are doing and have no doubt routed the competitors into the remotest parts of the Pennines. There is to be a regularity test on the Oulton Park circuit, the event starts from Shenstone and Buxton, finishing at Buxton, and entries close on 24th September with M. F. Finemore, 122 Colmore Row, Birmingham, 3. . . . On 13th-14th October we have another National rally—the **Sheffield and Hallamshire M.C.** "Rally of the Dams", which is being sponsored by the Regent Oil Company. This is a 450-mile event, starting from London, Bristol, Manchester and Harrogate and finishing at Sheffield, and further details are obtainable from A. Scott, 4 Mount View Avenue, Sheffield, 8. . . . On the same week-end (13th-14th October), the **Marconi A.C.** are running their third

Autumn Rally and have invited the Romford, Billericay, West Essex, Thames Estuary, Ford Sports, Harlow and Riley M.C. It takes place over some 200 miles in East Anglia and details may be obtained from R. M. Carroll, 78 Dorset Avenue, Great Baddow, Chelmsford, Essex. . . . The **Thames Estuary A.C.** are running a 175-mile daytime rally for members only on 23rd September, details of which are obtainable from P. E. Austin, 19 Clarence Road, Southend-on-Sea. . . . Quite a busy week-end, that second one in October. Another National event, on the 14th, is the **West Essex C.C.** National Hill-Climb at Stapleford Aerodrome over a 1-in-12 stretch of the perimeter track. There is a full range of classes for saloon, sports and racing cars, plus a Bentley handicap, and full details are available from J. M. A. Edmondson, 29 High Bridge Street, Waltham Abbey, Essex. . . . On 6th October the **North Staffs M.C.** are holding their Silverstone race meeting, and have invited the Bugatti Owners, Hants and Berks, B.A.R.C., 750, Lancashire and Cheshire, B.R.S.C.C. and Nottingham S.C.C. There is the usual varied programme of scratch and handicap races and entries should be made before 26th September, to J. H. Greenwood, Minster Mills, Ltd., Walley Street, Bidulph, Staffs. . . . The **Liverpool M.C.** are running an autocross on 7th October at Helsby, Cheshire, and have invited the B.A.R.C., Wirral 100, Bolton-le-Moors, Lincs and Ches, Southport, Mid-Cheshire and Lancashire A.C. Details are obtainable from D. Vernon, 146 Roe Lane, Southport, Lincs. . . . The **Stafford and D.C.C.** are running their Autumn Rally on 7th October. The invited clubs are the Bridgnorth, English Electric (Stafford), Mid-Cheshire, Walsall, Congleton, Wolverhampton and South Staffs. Regulations are available from D. Montgomery, 193 Tixall Road, Stafford. . . . The 750 M.C. are holding a speed trial at Tarrant Rushton Airfield, near Blandford, Dorset, on 21st October, and have invited the B.A.R.C., B.R.S.C.C., Club Lotus, Gosport, Hants and Berks, London and Vintage S.C.C.

(Continued on page 348)

# SHELL All the Winners!



## LIÈGE-ROME-LIÈGE RALLY

### GENERAL CLASSIFICATION

**1st** MERCEDES 300SL  
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**2nd** PORSCHE "CARRERA"  
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**3rd** FERRARI  
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**1st** PORSCHE "CARRERA"  
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OVER 2,000 c.c.

**1st** MERCEDES 300SL  
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COUPE DES DAMES

**1st** PEUGEOT 203  
*(Mmes. Perray & Gordine)*

COUPE D'OR DES DAMES

**1st** PEUGEOT 203  
*(Mme. Gordine)*

Three finishes in Liege-Rome-Liege Rally

*(Subject to Official Confirmation)*

Also using **SHELL PLUS I.C.A.**

**Club News—continued**

Entries close on 12th October with Phyllis Hood, High Noon, Petersfinger, Salisbury, Wilts. . . . The South-East Centre of the M.G.C.C. will meet at the Sports Car Club, Oldbury Place, London, W.1, on 20th September.

**SANDTOFT SPRINT**

THE Sheffield and Hallamshire M.C. announce that their sprint meeting at Sandtoft Aerodrome, originally arranged for Sunday, 23rd September, will now be held instead on Saturday, 22nd. Timed runs will begin at 3 p.m.

**CIRCLE C.C.****Driving Tests, 19th August**

**Best Performance:** K. W. Barrow (Ford Anglia). **Best in opposite class:** D. A. Searle (Triumph TR2). **First Class Awards:** J. F. C. Waters (Austin A30), L. N. Needham (Triumph TR2). **Team Award:** K. W. Barrow (Ford Anglia), R. C. Boucher (M.G. Magnette), T. F. Leeper (Ford Consul).

**EAST ANGLIAN M.C.****Autocross, 19th August**

**B.T.D.:** F. Biggs (Ford Special), 73.2 s. **Classes 1 and 2:** 1, L. C. Manifold (VW), 79.6; 2, B. R. Zielins (VW), 82.0. **Classes 3 and 4:** 1, K. Truscott (Allard), 83.2. **Class 5:** 1, A. C. Westwood (Fiat), 82.4. **Classes 6 and 7:** 1, A. E. Cleghorn (Morgan), 77.6. **Class 8 (Modified Production Cars):** 1, A. Ponder (Phoenix Falcon), 78.4; 2, M. J. Kingham (VW), 80.8.

**SOUTHPORT M.C. & L.C.C.****Driving Tests, 8th September**

**Open cars, up to 1,500 c.c.:** L. G. Oram (Dellow), 597.6 marks; **Closed:** J. Cuff (Ford), 596.8; **Open cars, over 1,500 c.c.:** R. A. Gouldbourn (TR2), 567.9; **Clo-ed:** C. Marshall (Jaguar), 673.6; **Modified Production cars, up to 1,500 c.c.:** J. Turner (Buckler Spl.), 555.0; **Over 1,500 c.c.:** No awards.

**Team Award:** H. Jacoby, J. A. Ashall, R. A. Gouldbourn (TR2s), 1,740.6 aggregate. **Scarlsbrick Trophy** (for members of the organizing club): J. E. Moon (Morris Spl.), 688.6.

**Coming Attractions**

**September 14th/17th. Viking Rally,** Norway.

**September 15th. Peterborough M.C. Race Meeting, Silverstone.** Start, 12.30 p.m.

**Aston Martin O.C. Martini Speed Match, Brands Hatch, near Farningham, Kent.** Start, 12 noon.

**Bristol M.C. and L.C.C. Naish Hill-climb, Naish House, Clapton-in-Gordano, near Portishead, Somerset.** Start, 2 p.m.

**September 16th. Avus Races (S),** Berlin.

**Nottingham S.C.C. Race Meeting, Mallory Park, near Nottingham.**

**B.A.R.C. (S.W. Centre) Brunton Hill-climb, near Collingbourne Ducis, Wilts.** Start, 2.30 p.m.

**South Wales A.C. Castel Hill-climb, Castel Hill, near Bridgend, Glam.** Start, 2 p.m.

**A.C. Owners' Club, Sprint Meeting, Brands Hatch, near Farningham, Kent.** Start, 12 noon.

**Cemian M.C. Gymkhana, Forty Acres, Billet Lane, Iver Heath, Bucks.** Start, 2 p.m.

**North London E.C.C. Driving Test Meeting, Heston Aerodrome, Cranbrook Road, Great West Road.** Start, 11.30 a.m.

**Midlands M.E.C. Sprint Meeting,**

**Honeybourne Aerodrome, near Evesham, Worcs.** Start, 2.30 p.m.

**Brighton and Hove M.C. Driving Tests, Ovingdean, Sussex.** Start, 2 p.m.

**Chiltern C.C. Driving Tests, Training Ground, Slough Trading Estate, Slough, Bucks.** Start, 2.30 p.m.

**September 17th/23rd. Tour of France Rally (S, T).**

**September 21st/22nd. London M.C. London Rally. Finish, Queen's Hotel, Farnborough, Surrey.**

**September 22nd. Mid-Cheshire M.C. Daily Herald Gold Cup meeting, Oulton Park, near Tarporley, Cheshire.** Start, 11 a.m.

**Sheffield and Hallamshire M.C. Sprint Meeting, Sandtoft Aerodrome.** Start, 3 p.m.

**September 23rd. Yorkshire S.C.C. Gunter Trophy Sprint Meeting, Croft Airfield, near Darlington, N. Yorkshire.** Start, 2 p.m.

**West Hants and Dorset C.C. Knott Cup Trial, Wool Heath, Bovington Camp, near Wareham, Dorset.** Start, 12 noon.

**Kentish Border C.C. and Sevenoaks and D.M.C. Inter-Club Driving Tests, Detling Airfield, near Maidstone, Kent.** Start, 11 a.m.

**Correspondence—continued**

gather, that it was thought that with the G.P. of Europe being only six days before, some of the principal contestants would be a little "breathless". Also, they would have a rush to get back from Italy in time.

We did well for F1 races in this country for the first half of this season, but have fallen down since the British G.P. However, the trouble is not confined to this country, for on the Continent a number of races, which have been run as F1 events in the past, have been sports car races this season, if not abandoned altogether.

There are more Formula 1 cars in this country now, British and foreign, than at any time, and it is to be regretted that there is no further outing of major importance for them this year.

K. J. BLYTHE.

HEMEL HEMPSTEAD, HERTS.

**On my Left . . .**

THANK goodness someone as knowledgeable as Ken Carter has put a stop to the rumour that Formula 3 is on the decline. Despite a fifth column, which would have us all buying foreign cars and writing off the 500 movement as finished, most race followers keenly anticipate the 500 c.c. race at mixed meetings, and journey many miles to watch them perform at circuits where they form about 70 per cent. of the entry. Now let's have a stop to these ridiculous allegations that no one wants to watch the 500s any more. Research will, and I believe has, prove this to be rubbish.

B. HEYWARD.

EPPING, ESSEX.

**. . . And on my Right . . .**

I CAN only suggest to Mr. Carter (Correspondence, 7th September) that he relinquishes his official pass and that he tries standing with the Brands Hatch "tip-toe" squad. No meeting there (surely the battalion H.Q. of the crackle boys?)

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

has seen thrown treads, or even been given the thrill of a mediocre Vintage car race.

Could he please explain the "rush for the gates" after Moss had won at Silverstone? I doubt it. The only amazement to the public is how the drivers can stand all that row going on behind them.

ANDREW C. FERGUSON.

LONDON, S.E.23.

**The World Championship**

THE World Champion has been proclaimed and the Sports Car Championship has gone to Ferrari. From the Championship point of view, in the G.P. class, Ferrari got nothing—Fangio could, but for his contract, have used any car for the job.

Could we not have a sports car and G.P. car championship for the manufacturers, and a world driver's championship, with points awarded for places in the foremost sports and G.P. fixtures? There is no question of the drivers being overworked, because the world's best are racing in all the classics anyway.

R. J. HACK.

HANDSWORTH, BIRMINGHAM, 21.

**Sunday Sport**

I THINK the recent decision of the Lord's Day Observance Society not to allow "chargeable" motor racing on Sundays is rather steep. With all respect to the L.D.O.S., I think they are being narrow minded.

I, myself, am a regular churchgoer (three times each Sunday), and have often heard the subject of recreation on a Sunday preached from the pulpit and more informally to Guilds and Youth Clubs, and most ministers that I've heard from the opinion that a Sunday off now and then doesn't really matter. This is a difficult subject, but I think it should be borne in mind that many people can only seek recreation on a Sunday. It is not as though we would be at race meetings every Sunday; we would have plenty of time to attend church, and very few ministers or parsons are going to grudge members of their "flock" being off for a Sunday once in a while.

DAVID A. JONES.

TOTLEY RISE, SHEFFIELD.

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

**1949** ALLARD Trials Special, V8 Mercury, good tyres, engine, brakes. £150.—Mellish, Hansdown Farm, Masbury, Wells, Somerset. Oakhill 247.

**1948** CONVERTIBLE, just overhauled stem to stern, reconditioned engine 7 miles ago, gearbox and suspension overhauled. Recellulosed. Unique opportunity. £285. Terms, exchanges.—Richards and Carr, Ltd., 35 Kinnerton Street, London, S.W.1. BELgravia 3711.

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**A**LVIS Speed 20 sports saloon by Charlesworth, 1935, black/cream, exceptional condition throughout, excellent performance and very smart. £170.—Woodlands Lodge, Woodlands, Southampton.

#### ASTON MARTIN

**M**R. MAX AITKEN wishes to dispose of his 1954 ASTON MARTIN DB2-4 saloon. At 15,000 miles this car is in magnificent condition, is fitted with twin exhausts, and Alfin brakedrums, has been used solely for touring, and has been maintained exclusively by the manufacturers since new. Finished in black with black leather upholstery, it is offered at £1,800.—Tel.: FLE 8000.

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**A**USTIN A30, 1954, 4-door, heater, Derrington twin carb. conversion, modified, hd., etc., four new tyres, recent reconditioned engine. £400.—Ring MUScum 6561 during day, PADdington 6485 after 6.

**1951** A90 "Atlantic" saloon, colour grey, one owner, genuine mileage 29,000 only, heater and radio. Cost £1,400. Exchange for open sports car in first-class order, or sell, £450.—Tel.: Melton Mowbray 533.

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**1955** Mk. V DELLOW, complete with all-weather equipment, twin SUs, four-branch exhaust. All in immaculate condition.—Offers to Spence, Windy Harbour Lane, Bromley Cross, Nr. Bolton, Lancs.

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**1932** CHAIN-DRIVEN T.T. REPLICa. De-flector head, Meadows engine, hydraulic brakes. Almost complete. Spare engine and other spares.—Mogador (Surrey) 2158.

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**H**EALEY Silverstone, red, excellent condition, modified engine, hard top.—Bartram, Barbican Road, York. Tel. 24608.

**S**ILVERSTONE HEALEY (late 1950), type D6, 2,443 c.c. Riley engine, new tyres and batteries, very fast. £425 o.n.o. View by appointment.—S. C. Jull, 46 Broadwater Road, Tooting, S.W.17.

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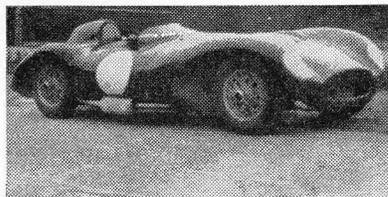
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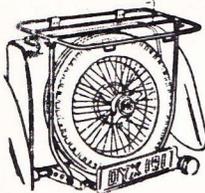
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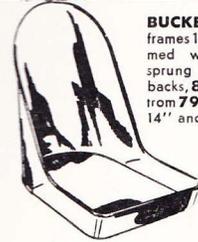
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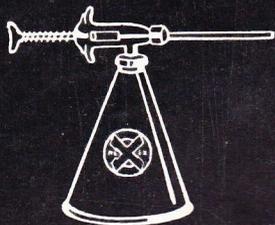
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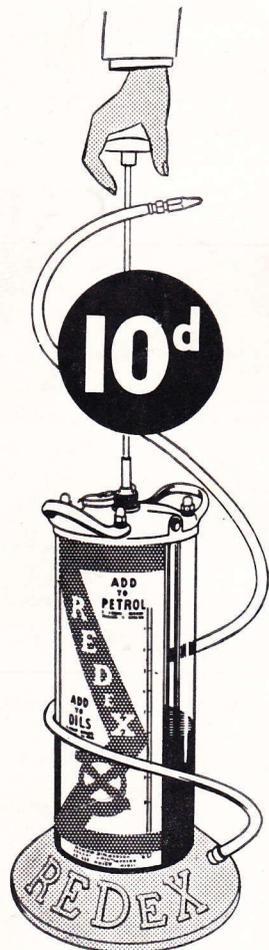
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