

# AUTOSPORT

OCTOBER 12, 1956

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EVERY FRIDAY

Vol. 13 No. 15

BRITAIN'S MOTOR SPORTING WEEKLY



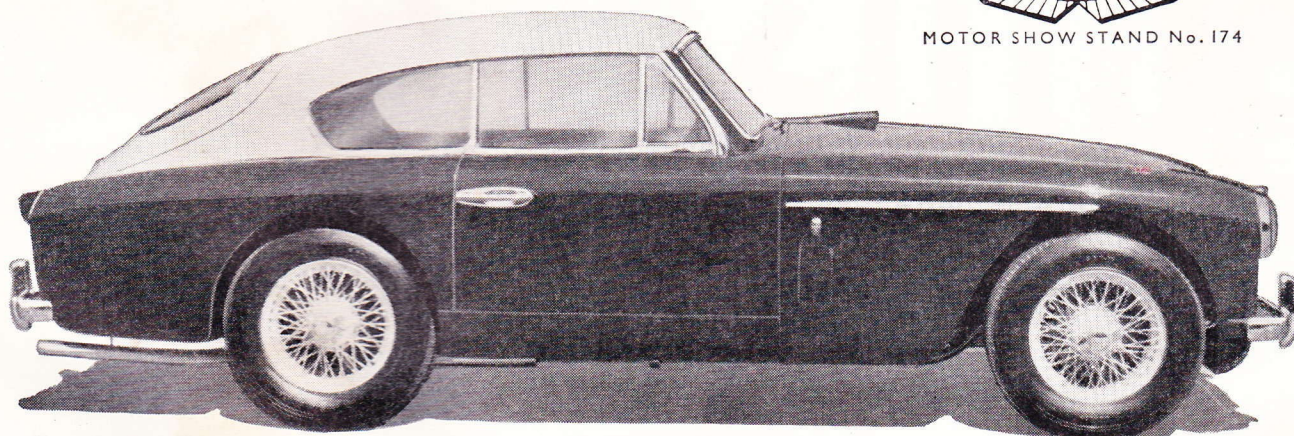
## IN THIS ISSUE

JOHN BOLSTER REPORTS ON THE PARIS SALON : RACING AT SNETTERTON, BROUGH AND SILVERSTONE  
ROAD TEST OF THE NEW AUSTIN-HEALEY 100-SIX : THE G.P. DU SALON : NEW NUFFIELD MODELS





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# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 13 No. 15

October 12, 1956

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## EDITORIAL

### WHY THE CLOAK AND DAGGER?

THE people who are mainly concerned with Formula racing are those who are responsible for building and racing the cars. Yet, whenever changes are suggested, or even carried out, they are the last to be told. In point of fact, as Mr. Rodney Clarke has remarked to AUTOSPORT, Connaught Engineering have learned things directly affecting the future design of their cars, only by hearsay. For instance, the concern has had no direct communication from anyone in authority of the probability that fuel regulations may be changed for 1957. Presumably B.R.M. and Vanwall are equally kept in the dark. Their technicians may spend months on the development of racing engines to run on special fuels, then suddenly discover that the work has been more or less wasted, with the announcement that a definite octane limit has been approved, or even that certain types of composite fuels have been banned. Why there should be so much secrecy in such matters passes comprehension. So soon as decisions are made by the C.S.I. of the F.I.A., information relating to any proposals which may affect design should be communicated as speedily as possible to all those concerned. It is most maddening to discover vitally important paragraphs in the columns of Continental newspapers, to have them officially denied, and then discover that they were factual after all. AUTOSPORT suggests that a representative from each concern supporting International motor racing should be present at all meetings of the C.S.I., not, of course, to possess any voting powers, but to hold a watching brief on behalf of the manufacturers. As things are at the moment, it is extremely difficult to plan a full racing programme at least a year ahead. Makers of sports-racing cars are very much affected, as, after the regulations which were in force for the 1956 Le Mans race, they cannot be absolutely certain which set of rules will finally be adopted for International events in general. This uncertainty also applies to normal road cars where participation is planned in International rallies! A case in point is the World's Sports Car Championship. AUTOSPORT has learned from fairly authoritative circles that points in this competition in 1957 can be claimed only by official manufacturers' teams. Although this remains unconfirmed, it stands as a distinct possibility, and would, of course, affect organizations such as Ecurie Ecosse who would dearly like to compete in the series. The crux of the matter is that there are far too many changes made in regulations without consulting the people most affected, which seems to be a curious way of protecting the interests of actual competitors.

### OUR COVER PICTURE

*PRIX DE LA PRESSE: On the occasion of the recent Paris Salon—France's "Earls Court Motor Show"—visiting journalists were able to try out the latest models on the road circuit at Montlhéry. In the picture, taken by George Phillips from a Renault Dauphine on the course, can be seen another Dauphine, a Talbot and, in the distance, a Simca Versailles.*





# Unbeatable!

## GOLDEN

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### DAILY HERALD GOLD CUP MEETING

OULTON PARK, SEPT. 22nd

#### GOLD CUP RACE

- |                       |                                    |               |              |
|-----------------------|------------------------------------|---------------|--------------|
| <b>1<sup>st</sup></b> | <b>ROY SALVADORI</b>               | Cooper-Climax | 83.85 m.p.h. |
|                       | <i>Entered by Cooper Cars Ltd.</i> |               |              |
| <b>2<sup>nd</sup></b> | <b>TONY BROOKS</b>                 | Cooper-Climax |              |
|                       | <i>Entered by R. R. C. Walker</i>  |               |              |
| <b>3<sup>rd</sup></b> | <b>RON FLOCKHART</b>               | Lotus-Climax  |              |
|                       | <i>Entered by John Coombes</i>     |               |              |

**TEAM PRIZE won by Cooper Cars Ltd.**

#### SPORTS CAR CLASSIFICATION

- |                       |                      |              |
|-----------------------|----------------------|--------------|
| <b>1<sup>st</sup></b> | <b>RON FLOCKHART</b> | Lotus-Climax |
|-----------------------|----------------------|--------------|

#### 1100 c.c. CLASS

- |                       |                              |              |
|-----------------------|------------------------------|--------------|
| <b>1<sup>st</sup></b> | <b>CLIFF ALLISON</b>         | Lotus-Climax |
|                       | <i>Entered by Team-Lotus</i> |              |

#### GRAND TURISSIMO RACE

- |                       |                                   |          |
|-----------------------|-----------------------------------|----------|
| <b>1<sup>st</sup></b> | <b>TONY BROOKS</b>                | Mercedes |
|                       | <i>Entered by R. R. C. Walker</i> |          |

*(Subject to official confirmation)*

**All using GOLDEN ESSO EXTRA and ESSO EXTRA MOTOR OIL, exactly the same superb petrol and motor oil you can buy from your local Esso Dealer**



**WT A HUNDRED TRACTORS AN' A AN' A!** It's Mike Hawthorn in the lead again, this time heading, not Fangio and Co. but the grand parade of pipers and vehicles at the Fordson Tractor Drivers' Club Annual Gymkhana, held recently in Scotland.

**VISITORS** to the Paris Salon included Alec Ulmann, of Sebring fame, and Mr. and Mrs. Bob Said. Ulmann plans to make the Sebring 12 Hours even more International than before.

**PETER COLLINS** was elected "Driver of the Year" by the Guild of Motoring Writers at their annual dinner at the Automobile Club of France in Paris. Mr. W. F. Bradley was in the chair, and guests included Lord Montague of Beaulieu, Sir William and Lady Lyons, and Mr. and Mrs. David Brown.

**IT** is almost certain that next year's Grand Prix de l'A.C.F. will be held on the Rouen-Essats circuit. Le Mans may have a Formula 1 event, in addition to the 24 hours race, as part of the A.C.O.'s Jubilee celebration.

**BRITISH Grand Prix**, which is also the 1957 Grand Prix of Europe, will be held at Aintree, and organized by the B.A.R.C.

**COLIN CHAPMAN'S** Formula 2 Lotus will be exhibited at Earls Court, along with the road-equipped Club Sports model.

**LOOMING** ahead—the 1957 Monte Carlo Rally; dates 22nd/29th January, starting points Glasgow, Athens, Lisbon, Munich, Oslo, Rome and Monte Carlo.

**TWO** Talbot-Maseratis, as driven by Jean Behra last Sunday at Monthéry, may run in the Venezuelan G.P. at Caracas in November.

**COMING UP**—the G.P. of Rome, on the Castelfusano circuit on 20th/21st October. Sports car entries include Luigi Musso (Osca 750 and 1,500), Villorosi and Behra (2-litre Maseratis), Taraschi (Giaur), two East German AWEs and Mackay Fraser, Cliff Allison and our old friend "A. N. Other", with a trio of works Lotuses.

**AN** ALFA ROMEO Giulietta driven by Fabregas and Fernandez won the second Pyrenees Rally in Spain from a DKW and a Panhard. Soler's Jaguar XK 120 was sixth.



## PIT and PADDOCK

**FERRARI** signings to date for 1957 are Peter Collins and Alfonso de Portago; Castellotti is expected to sign within the next week or so.

**CONNAUGHT** have definitely signed up Archie Scott-Brown and Jack Fairman for next year.

**FOLLOWING** the Watkins Glen Grand Prix, on 14th September, and in view of the hazardous condition of the Watkins Glen circuit, the Sports Car Club of America has banned to its members all races held at that venue, or sponsored by the Grand Prix Corporation.

**SEEN AT THE SALON:** Porsche man Henschke Von Hanstein, Frazer-Nash man H. J. Aldington, and Facel-Vega man Lance Macklin, chat together on the Facel stand at the Paris Show.

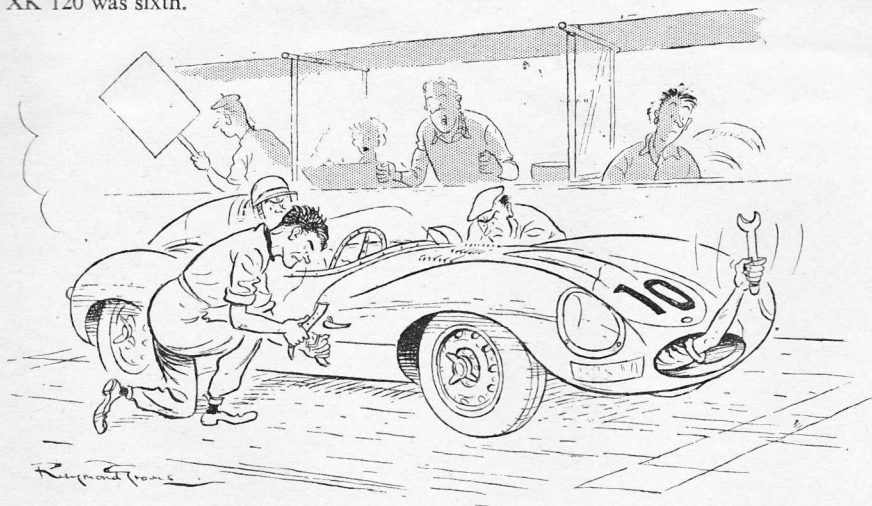


## MORE LOTUS RECORDS

**DRIVING** a 1,100 c.c. Stage II Coventry Climax-engined Lotus at Monza last Tuesday, 9th October, Herbert Mackay Fraser set up seven new International Class G records at speeds of well over 130 m.p.h. Using the same car he handled at Imola, but with 1,100 c.c. power unit and a "bubble" cockpit fitted, and running on ordinary Esso Extra pump fuel purchased from a garage outside the circuit, Fraser broke the 50 km. record at approx. 138 m.p.h., the 50 miles at 138 m.p.h., the 100 km. at 137.2 m.p.h., the 100 miles at 137.5 m.p.h., the 200 km. at 137.5 m.p.h. and the 1 hour record at approx. 137.5 m.p.h., all these figures being subject, of course, to confirmation. His fastest lap around the banked circuit was made in 1 min. 6.4 secs., a speed of 143 m.p.h.

## THE MARK VIII JAGUAR

**THE** Jaguar range of models for 1957 is being augmented by a new, super luxury version of the Mk. VII saloon, to be known as the Mk. VIII. This will have an engine with new cylinder head and induction system, type HD6 SU carburettors, and twin exhausts. A new radiator grille is fitted, and duo-tone finishes in a wide range of colours enhance the already graceful Mk. VII lines. The Mk. VIII will be offered (a) with normal gearbox, (b) with overdrive, or (c) with automatic transmission, the latter having fingertip control which enables the driver to retain the intermediate gear as long as he wishes, a great advantage in difficult motoring country, or in overtaking. Prices are £1,219 plus £610 17s. P.T. with normal gearbox, £1,264 plus £633 7s. P.T. with overdrive, and £1,331 plus £666 17s. with automatic transmission. The Mk. VII model will continue without change.





**HIGH SPEED TESTS** of three B.R.M. Formula 1 racing cars have been in progress at Monza during the past fortnight, with Tony Brooks and Ron Flockhart driving. Here is Tony Brooks in action with the newest version of the car, with high, Vanwall-style cockpit treatment.

them are Leon Bollées. One, known as "Grandpa", belongs to Cdr. Claude Woollard, R.N., of Parkstone, Dorset, and the other to Captain I. Benbough, of Reading.

The quartet of really old veterans is completed by a 4-seater Lutzmann, entered by E. S. Berry, of Southport, which is believed to be the first car ever to appear on the streets of Manchester.

#### OCTOBER OCTET AT BRANDS

**ENTRIES** for the Formula 1 race at Brands Hatch this Sunday, 14th October, now include a Connaught works foursome comprising Archie Scott-Brown, Jack Fairman, Les Leston and Stuart Lewis-Evans, with Bob Gerard (Cooper-Bristol), Bruce Halford (Maserati) and Paul Emery (Emeryson) amongst the opposition. Rob Walker's new Cooper-Climax is entered for the Formula 2 race, driver to be nominated, while Bueb, Leston and Dennis Taylor also drive Coopers. The eight-race programme also includes events for 1,200 c.c. sports cars, F3 racing cars, and the Fibreglass Trophy race for plastic-bodied sports and racing cars. Entered for this event are Bob Gerard (Turner sports), Archie Scott-Brown (Elva), George Wicken (Cooper), John Horridge (Lotus-Bristol) and the Lewis-Evanses, father and son, with Coopers. Others featuring in the race lists include Peter Gammon, Graham Hill, Eric Brandon, Peter Jopp and R. Mackenzie-Low. First race starts at 1 p.m., and the last at 4.30 p.m. Admission to the circuit is free; enclosure admission charges are 15s., 10s. and 5s., and car parking 7s. 6d., motorcycle parking 2s. 6d.

#### BRIAN LISTER'S OWN MOTOR SHOW

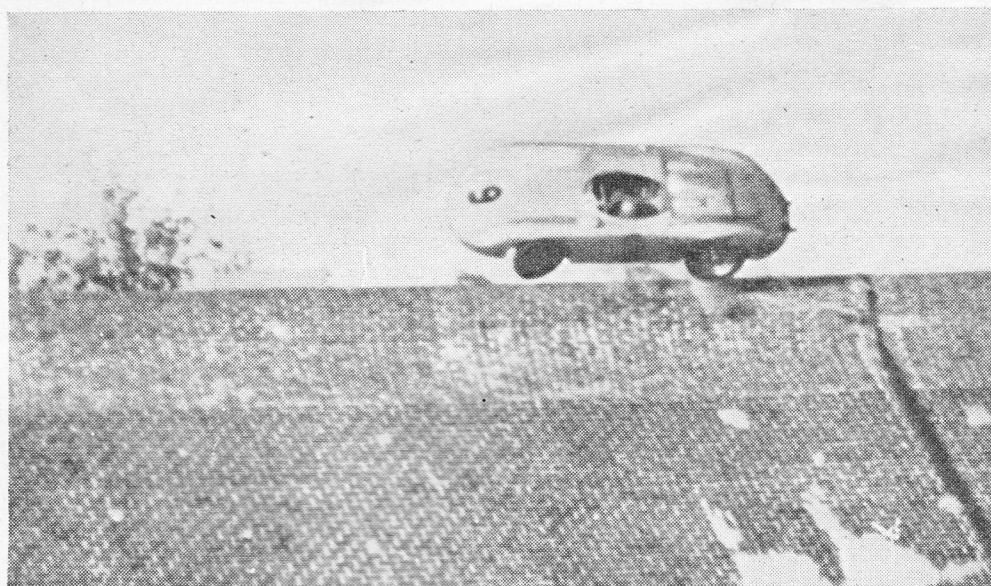
**DURING** the period of the Motor Show, the new Formula 2 Lister will be on view at the showrooms of Philip Rickard, Ltd., Brick Street, London, W.1, next to the Steering Wheel. By then, it is hoped to have incorporated on the chassis, the modifications found necessary to combat the wheelspin already experienced during the testing of this exceptionally light car. These include a rear-mounted gearbox, instead of the normally placed one, which allows a much lower seating position; this is now only 6 ins. from the ground. Approximately six cars with the twin-o.h.c. Climax engine will be available between 1st March and 30th April next year, and delivery will be in strict rotation, in accordance with the chassis number allocated to each customer on receipt of his deposit.

## SPORTS NEWS

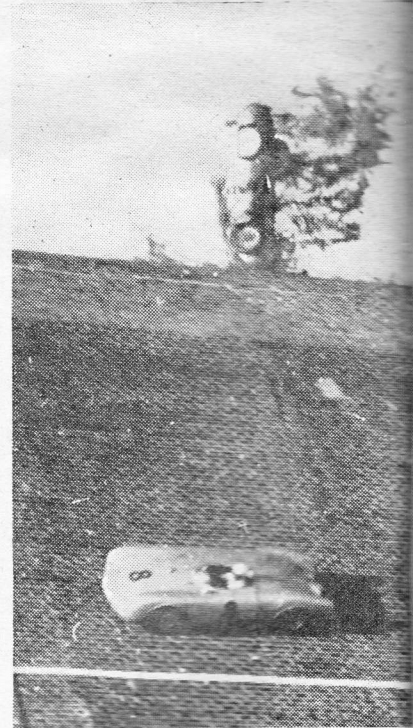
#### BIG PARADE OF VETERANS FOR R.A.C. LONDON-BRIGHTON RUN

**OUTSTANDING** personalities in both men and machines will be participating in the R.A.C. Commemoration Run from London to Brighton, which takes place this year on Sunday, 4th November, and is the Diamond Jubilee of the original Emancipation Day run of 1896. Among the oldest cars is an 1896 Benz dogcart which is to be driven by the famous father-and-son racing combination of Lewis and Stuart Lewis-Evans. This old car has successfully completed the run on six previous occasions.

Three other cars of 1896 vintage are also taking part in the Run. Two of



**DRAMA AT AVUS:** These amazing photographs, taken by Cpl. J. Pattison, B.A.O.R., show Richard Von Frankenberg's works Porsche going over the lip of the North Curve at Avus, Germany, on the second lap of last month's Berlin G.P. for sports cars. The car plunged down behind the banking into the paddock below, and caught fire. Von Frankenberg was fortunately thrown clear, his injuries including a fractured skull. The race was won by another works Porsche, that of Graf Berghé Von Trips.





# GODIA (MASERATI) WINS THE COUPE DU SALON

*Victory for Spanish Driver from Hamilton (Jaguar) and Behra (Talbot-Maserati)—  
Class Success for Piper (Lotus-Climax)—Racing Marred by Serious Accidents*

THE Spanish driver Francisco Godia scored his first victory outside his own country when he won last Sunday's Coupe du Salon at Montlhéry in a 3-litre Maserati. Tragedy marred the race, held in pouring rain, when the popular Swiss driver Benoit Musy, leading in a new 2-litre Maserati, went over the high banking and crashed down some 80 feet, to meet instant death. Louis Rosier suffered serious injuries when he overturned his 3-litre Ferrari on the first lap, and is now in Arpajon hospital.

First race, over 16 laps of the combined road-track circuit, was for special series and grand touring cars up to 1,300 c.c. This was the perfect Giulietta category, and sure enough three of the beautiful little Alfa Romeos took first three places, Roger Loyer leading comfortably from Nicol and Dutoit. Lauga's Denzel was fourth, and the first French car, Picart's 850 c.c. D.B.-Panhard, was fifth.

The over 1,300 c.c. event, also over 16 laps (62½ miles) brought another success to "Fon" de Portago in a 250 Europa Ferrari. Jacques Peron in a similar car led at first, but had to yield place to the popular Spaniard, while Jean Behra (1,500 c.c. Porsche) mixed things valiantly with the bigger cars, eventually taking fourth place behind Georges Houel's 300SL Mercedes.

When starting time for the big race, the Coupe du Salon over 24 laps (95 miles), drew near, the rain was falling as implacably as ever, but a substantial crowd huddled in the tribunes to watch. Benoit Musy had been fastest in practice with his very new four cylinder 2-litre Maserati, clearly a very rapid car although trouble was encountered with the rear suspension bottoming, necessitating the provision of extra wheel clearance by hammering the wings upwards. There were 31 starters, ranging in capacity from the 3½-litre Jaguars of Hamilton and Pilette to numerous French "750"s, and including David Piper and Peter Ashdown with 1,100 c.c. Lotuses and Alan McKay's Cooper-Climax.

Alex Ulmann, Sebring race organizer,

gave the start signal, and Da Silva Ramos in the latest 3-litre Gordini shot into the lead, pursued by Pilette, Musy, Godia and Behra. Behind, Louis Rosier sped into the Ascari curve (where the father of Alberto was killed in 1925 in an Alfa Romeo) and spun twice on braking. The blue Ferrari struck a bank, bounced high and overturned, just as Duncan Hamilton's Jaguar shot underneath. The popular driver from Clermont Ferrand was seriously injured.

Pilette passed Da Silva on lap 2, then was caught by Musy, while Hamilton passed Behra and came up behind Godia. The Gordini made a pit stop after five laps, and retired soon after. Musy seemed to have the race well in hand when, on lap 7, he appeared to be in difficulties, wrestling with the steering of his car. Then, as he ran high up the steep banking, the Maserati took control, shooting straight over the top and plunging sickeningly to the ground, striking first a wall, then Rosier's racing tender, finally coming to rest, totally wrecked, against a Renault Dauphine. One tyre was burst, but whether this occurred before, or as a result of, the accident is not known. Poor Musy died instantly.

Francisco Godia in his 3-litre Maserati then led the race to the end, with André Pilette's Jaguar dropping back. Hamilton soon moved past into second position, followed by Behra. Fifth, behind Pilette,

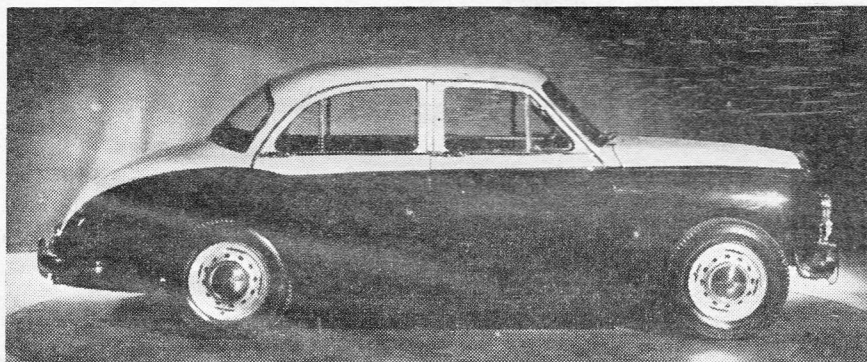
was the astonishing Goethals from Belgium in his Porsche, winning the 1½-litre class. Amongst the 1,100s, David Piper came through to lead with his Mk. XI Lotus, while Peter Ashdown essayed to pass in his older Mk. IX. At La Ferme he "lost it", leaving the circuit and overturning, fortunately without personal injury. Alan McKay (Cooper-Climax) then took second place. Gerard Crombac's Lotus retired with carburation bothers, and Power's Cooper-Climax went out with ignition faults.

## Provisional Results

Coupe du Salon (24 laps, 150.8 km.): 1. F. Godia (3.0 Maserati), 1 h. 0 m. 54.9 s., 148.5 k.p.h.; 2. J. Duncan Hamilton (3.5 Jaguar), 1 h. 1 m. 30.7 s.; 3. J. Behra (2.5 Talbot-Maserati), 1 h. 1 m. 47.2 s.; 4. A. Pilette (3.5 Jaguar), 1 h. 1 m. 58.7 s.; 5. Goethals (1.5 Porsche); 6. L. Cornet (1.5 Maserati); 7. L. Chiron (1.5 Osa); 8. Veuillet (1.5 Porsche); 9. A. Loens (2.0 Maserati); 10. Dutoit (1.5 Porsche); 11. D. Piper (1.1 Lotus); 12. A. McKay (1.1 Cooper); 13. Gerbout (2.0 Veritas); 14. Blache (.75 Renault); 15. P. Chancel (.75 Panhard).

Class Winners: Over 2 litres: Godia (Maserati); 2 litres: Loens (Maserati); 1½-litres: Goethals (Porsche); 1,100 c.c.: D. Piper (Lotus); 750 c.c.: Blache (Renault).

Special Series and Grand Touring Cars: Up to 1,300 c.c. (16 laps, 109.5 km.): 1. R. Loyer (Alfa Romeo), 45 m. 40.5 s., 132.06 k.p.h.; 2. Nicol (Alfa Romeo); 3. Dutoit (Alfa Romeo). Up to 850 c.c.: 1. Picart (D.B.-Panhard). Over 1,300 c.c. (16 lap): 1. A. de Portago (Ferrari), 42 m. 46.7 s., 141 k.p.h.; 2. J. Peron (Ferrari); 3. G. Houel (Mercedes-Benz); 4. J. Behra (Porsche); 5. Boulan (Alfa Romeo). Up to 1,500 c.c.: 1. Behra (Porsche).



**PHASE TWO:** (Above) The popular M.G. Magnette saloon has been improved for 1957 by the use of a wrap-around rear window and two-tone colour scheme. An A-type engine giving 72 b.h.p. is fitted.

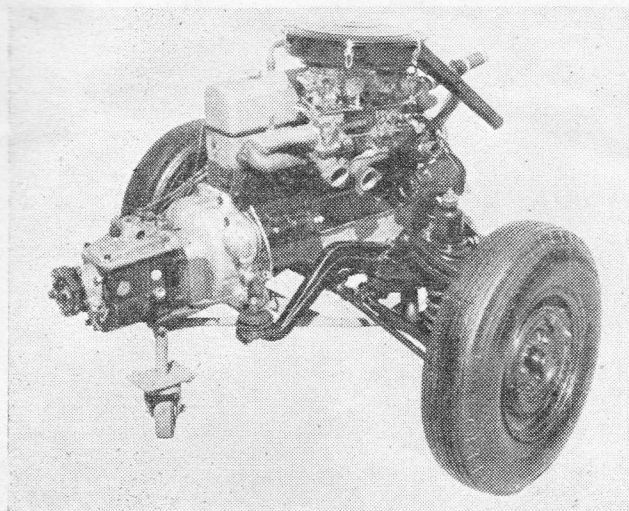
NOT a new three-wheeler with ultra-high power-to-weight ratio, but the engine-gearbox - suspension unit of the Mercedes-Benz 220S, which can conveniently be wheeled away from the rest of the car for servicing.

## NEW NORTHERN TEAM

THREE prominent Northern racing drivers, Alex McMillan, Johnnie Higham and Neil Campbell-Blair, are teaming up for next year. McMillan's cars will be his Lotus-Stanguellini and probably an F2 Lister-Climax; Higham's a sports Cooper-Climax purchased from McMillan, and an F3 Cooper-Norton, and Campbell-Blair's a sports Cooper-Bristol and possibly a Formula 2 machine.

## DUTCH HILL-CLIMB

THE Royal Dutch Motor Club (K.N.A.C.) held their fourth annual hill-climb on one of Holland's few hills, at Vaals recently. B.T.D. went to W. L. Poll, with his Porsche-engined Poll Spl., and second was a British driver, J. Harwood, with a BMW-Veritas. Smulders (Jaguar), Van Ramshorst (Bugatti) and Slotemaker (VW Spl.) were next best.





*EXTERNALLY, the new Austin-Healey 100-Six shows few changes, but grille and bonnet are modified, while the windscreen is no longer collapsible, a feature of the earlier model that was only partly successful.*

WHEN the original Healey "100" prototype was produced in 1952, I was the first journalist ever to try it. I drove the car at Jabbeke in Belgium, and AUTOSPORT published my test results in time for the Motor Show. It is history that this four-cylinder model created such a furore that Donald Healey's small factory could not cope, and the Austin Motor Co. took over the manufacture.

Having been in at the beginning, as

JOHN BOLSTER  
TESTS THE

## AUSTIN-HEALEY 100-SIX

Six Cylinders, Four Gears and a Power Increase of 12  
b.h.p., Bring New Life to a Popular 100 m.p.h. Sports Car

it were, I was delighted to take part in a most ambitious test programme, just prior to the announcement of the latest six-cylinder version. Appropriately, the party started at Ostend again, where ten lucky journalists were handed a new Six apiece. Mine was a white one, and I examined it with much interest in conjunction with the printed specification.

The new Austin-Healey is a logical development of the previous model. It has an Austin A105 engine of 2,639 c.c., which develops 102 b.h.p. against the 90 b.h.p. of the four-cylinder. More important, it has a much greater useful revolution range, and I was able to "beat up", with some ease, several "fours" which challenged me on occasion. The engine is in unit with a four-speed gearbox controlled by a short, central lever, and my car was fitted with the optional overdrive.

The chassis frame, though 2 ins. longer in the wheelbase, is very similar to the previous one. It has helical springs and wishbones in front, plus an anti-roll torsion bar. Behind, the axle is on semi-elliptic springs with lateral location by a Panhard rod.

The greatest difference is in the body, as it is now of the "occasional four"

variety. This should greatly increase the sales appeal of the car, for many young couples have to forswear sports cars when their family begins to arrive. The extra seats are normally hidden by a tonneau cover, and the body then has the appearance of being a two-seater. The hood can be persuaded into a small space behind these seats, and there is room in the boot for a moderate amount of luggage. Most people agree that this is an even better looking car than its predecessor.

Although my car had only just over 1,000 miles on the "clock", it seemed fairly free. Accordingly, I got my toe well down and was soon on my way to Brussels, via the Jabbeke road. I kept up a steady 103 m.p.h. for most of the way, 110 m.p.h. being indicated on one occasion. The machine was very easy to handle at such speeds, running dead straight hands-off.

Next day, a long journey into Germany was undertaken, including many miles of the most atrocious cobblestones in the

industrial areas. The suspension was quite outstandingly good under these conditions, and the new Austin-Healey must be one of the most comfortable sports cars ever built. The gear change works well, with powerful synchromesh on the upper three ratios. The lever tended to be slightly stiff in action on my car, but would probably become free with use.

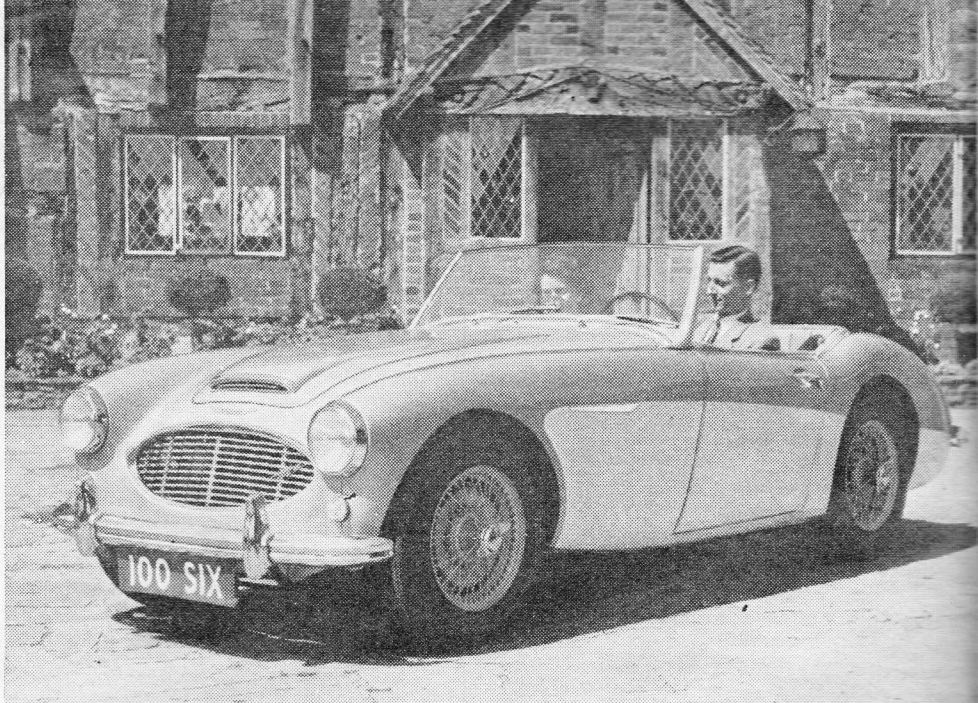
As the engine is carried well back in the frame, there is plenty of weight on the rear wheels. This allows full power to be applied on wet roads without excessive wheelspin. Since the steering is fairly light, it might be worth while to list an alternative drop arm for those who prefer an extra quick response under slippery conditions. In general, however, the steering merits high praise.

It is in smoothness and silence that the new Austin-Healey excels its predecessor. The indirect gears are quiet, and the axle inaudible, while the flexibility is most marked. As a stunt, it is possible to start from a standstill in top gear without touching the clutch, merely by switching on the ignition and pressing the starter!

However, such performances are not in the curriculum of the sports car driver, but the next test I carried out would make any enthusiast's mouth water. This was nothing less than three hours uninhibited driving round the Nürburgring. The famous Ring is easily the finest circuit in the world from the driver's point of view, and I made the very fullest use of my opportunities.

Eventually, I found it best to use third and overdrive third all round the circuit, except for the run down the undulating

*ELEGANCE of line has always been one of the attractions of the Austin-Healey. It has the rare virtue of looking well from every angle. The wire-spoked wheels are now an optional extra.*





### Specification and Performance Data

**Car Tested:** Austin-Healey 100-Six occasional four-seater sports, price £762 (£1,144 7s. 0d. with P.T.) Extras on test car: Overdrive, wire wheels, heater.

**Engine:** Six cylinders 79.4 mm. x 89 mm. (2,639 c.c.). Pushrod-operated overhead valves. 102 b.h.p. at 4,600 r.p.m. Compression ratio 8.25 to 1. Twin SU carburettors. Lucas coil and distributor.

**Transmission:** Single dry plate 9 ins. clutch. Four-speed gearbox with short central lever, plus Laycock de Normanville overdrive, ratios 3.19 (O.D.), 4.1, 4.25 (O.D. 3rd), 5.47, 7.84, and 12.6 to 1. Open propeller shaft. Spiral bevel rear axle.

**Chassis:** Box section frame. Independent front suspension by wishbones and helical springs. Cam and peg steering gear. Semi-elliptic rear springs plus Panhard rod. Girling hydraulic brakes,

21.5 in. in front, in 11 ins. x 2½ ins. drums. 5.90-15 ins. tyres on racing-type wire wheels (extra).

**Equipment:** 12-volt lighting and starting. Speedometer, rev. counter, ammeter, water temperature, oil pressure, and fuel gauges. Flashing direction indicators. Warning lights. Windscreen wipers and washers. Heater (extra).

**Dimensions:** Wheelbase, 7 ft. 8 ins.; track (front), 4 ft. 8 ins., (rear) 4 ft. 2 ins.; overall length, 13 ft. 1½ ins.; width, 5 ft. 0½ in. Turning circle, 35 ft. Weight, 21½ cwt.

**Performance:** Maximum speed (overdrive) 104 m.p.h. Speeds in gears: direct top, 100 m.p.h.; overdrive 3rd, 96 m.p.h.; 3rd 74 m.p.h.; 2nd 52 m.p.h.; 1st 32 m.p.h. Acceleration: 0-30 m.p.h. 3.8 secs.; 0-50 m.p.h. 9.2 secs.; 0-60 m.p.h. 13.2 secs.; 0-80 m.p.h. 23.4 secs.

**Fuel Consumption:** Driven hard, 23 m.p.g.

straight, where I attained 5,500 r.p.m. in direct top. The machine stood up perfectly to its ordeal, and no brake fade was experienced, though naturally the travel of the pedal increased somewhat towards the end. As regards handling, the car behaved exceptionally well, considering that it was in touring trim. If I were racing it seriously, I would certainly specify higher tyre pressures and a harder suspension setting, at the expense of spoiling that superb ride over bumps and cobblestones. For everyday use, however, the makers have chosen the right compromise.

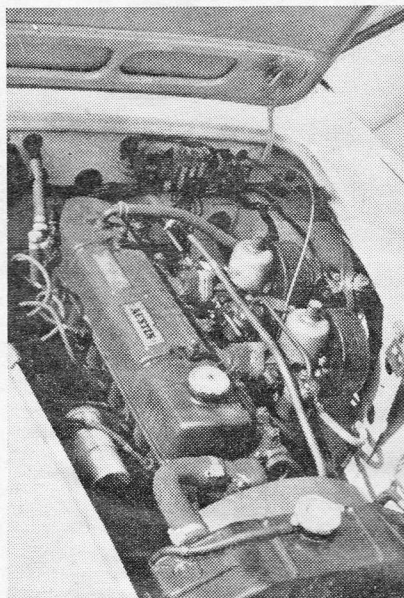
Speaking of competition work, naturally the necessary equipment will soon be available to increase the performance for that purpose. The six-cylinder engine, with its higher capacity for r.p.m., is fundamentally capable of standing much more tuning than the "four"; Donald Healey's recent successful record attempts give abundant proof of this. The absolutely untuned unit which I used could not be made to pink under any conditions, so an increase in compression ratio would certainly be feasible.

The Austin-Healey is a fairly large sports car, well finished and lavishly equipped. It is thus extremely moderately priced at a basic figure of £762, and in fact represents really outstanding value. Yet, it somehow has an expensive look about it, and whether one is examining it or driving it, one tends to compare it with cars at twice the price.

For the one-car man, this is a perfectly practical proposition. The large doors allow easy entry, in spite of the low seats. The hood gives good protection, once one has mastered the drill for raising and lowering it. The sidescreens—often the Achilles heel of the open car—are of neat appearance, and there is a full length tonneau cover for protecting the seats when the hood is down.

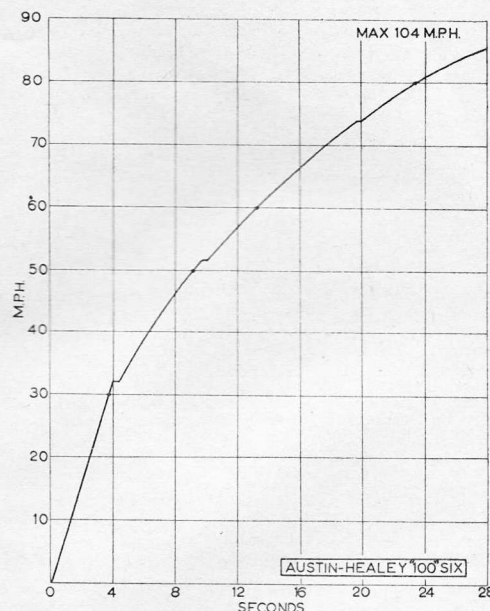
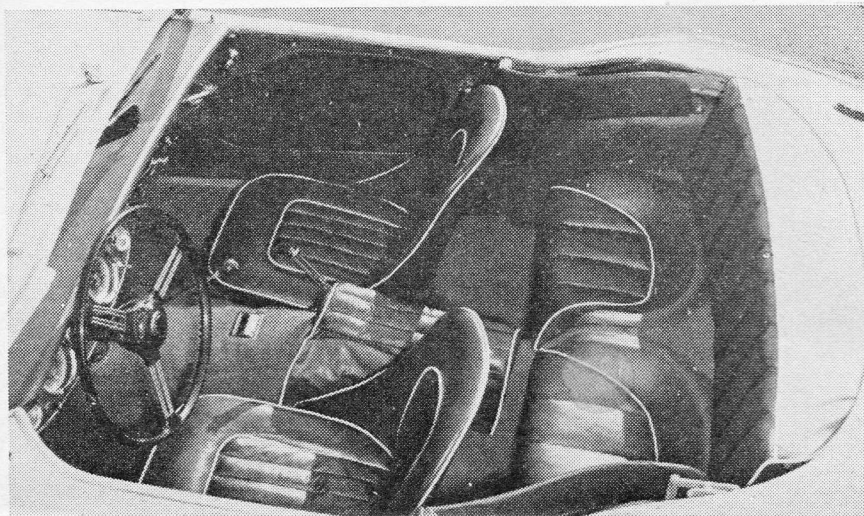
After a really gruelling road test, I can say that this new sports model is

ideal for Continental touring. It also stood up to lap after lap of the Nürburgring at racing speeds, without complaint, and that must be equivalent to a vast mileage under more humane conditions. Finally, it has the kind of appearance that will make many prospective buyers reach for their cheque books. It is a worthy successor to its "ancestor" which I drove in Belgium in 1952.



POWER from the 2,639 c.c., six-cylinder B.M.C. unit is rated at 102 b.h.p., compared with 90 b.h.p. of the four-cylinder engine.

ACCOMMODATION (below) has been increased to include two extra "occasional" seats. The front seats are particularly well-shaped whilst the high cockpit sides and large screen give good wind protection.



**Acceleration Graph**

## THE R.A.C. AND SUNDAY SPORT

As the controlling body of motor sport throughout Britain, the Royal Automobile Club is actively exploring methods to amend the law relating to Sunday Observance. In recent months an Act which has been on the Statute Book since 1780 has been invoked to prevent motor or motor-cycle race meetings, rallies, scrambles and kindred competitive events from being held on Sundays.

In a statement on the position, Mr. Wilfred Andrews, chairman of the R.A.C., said on Monday:—

"Whilst the R.A.C. would not be a party to any processes which impaired the traditional character of the Sabbath, the existing legislation with regard to Sunday Observance is archaic and anomalous. Because it is out of accord with present-day habits it is apt to be frequently disregarded and its enforcement is often haphazard and capricious."

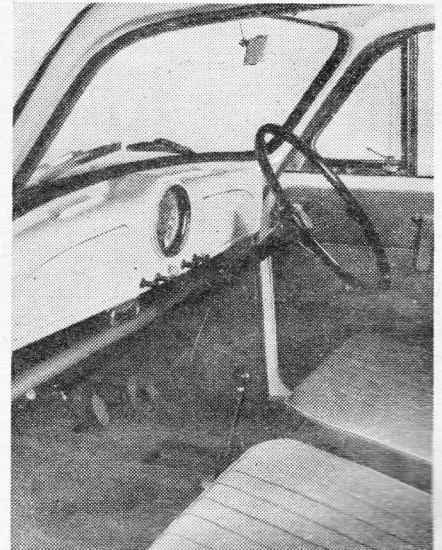
"Frankly, it seems utterly ludicrous that thousands of people are free to flock to the cinema every Sunday, while others are debarred from foregathering in the open air to enjoy the sport and pastime they favour."

"Competitive motoring and motor-cycling is being drastically curbed and curtailed—quite unnecessarily in my opinion—by the operation of this Act. As the pioneer of British motoring and motor sport, the R.A.C. is seeking ways which will allow a growing number of motor sport enthusiasts to pursue the recreation of their choice unhindered."

"It is not an easy or a quick matter to alter legislation of this nature. As recently as 1953, a Private Member's Bill to amend drastically the Sunday Observance laws was rejected by Parliament but the R.A.C. believes that efforts to secure a limited amendment would have the backing of a large section of the public and the club is working to this end."



**MIGHTY MINOR** should result from the installation of the new 950 c.c. o.h.v. engine illustrated here. The new gearbox brings a short vertical lever right back in a "sports car" position as shown below. The "dished" safety steering wheel is standard on the whole Nuffield range.



## News from Nuffields

**New 950 c.c. Engine for the Morris Minor — A New M.G.A Coupe — General Switch to Floor Gear Changes on Morris-Wolseley Range — More Power for all Models**

LET it not be said that British motor manufacturers do not listen to criticism of their products. The Morris Minor, at least in its original form, was one of the most successful of British post-war designs, but of late there has been a steadily increasing chorus of voices saying in effect, "It's a lovely little motor-car and it handles superbly; if only it had more power and had a gearbox more suited to the keener driver." Rumours have been flying about recently suggesting that something on these lines was, in fact, on the stocks, but the new Morris Minor "1000", in saloon, convertible and "Traveller" versions, is perhaps even better than was hoped for. And there is no increase in price.

A completely new engine-gearbox unit has been produced and fitted into a Minor that differs externally from the old one only in a one-piece curved windscreen and (on the saloon) a con-

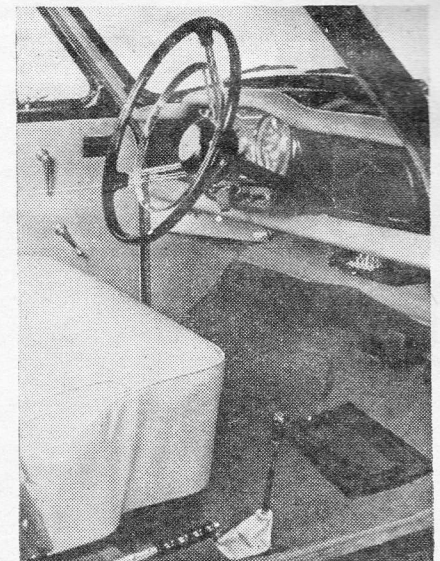
siderably larger rear window. However, the o.h.v. engine is of 950 c.c. capacity (instead of only 803 c.c.), with a raised compression ratio of 8.3:1 as compared to 7.2:1, and it produces 37 b.h.p., a power increase of 30 per cent. In addition the axle ratio has been raised from 4.875:1 to 4.55:1. A maximum speed of 75 m.p.h. is now claimed, with a negligible increase in petrol consumption. A most welcome surprise is that the new gearbox is of the remote-control type, with a short vertical "stick" between the front seats, and instead of the awkward lifting action to engage reverse, it is now merely necessary to press against a spring. This last modification is now, incidentally, incorporated in all the Nuffield gearboxes.

With a claimed maximum of 60 m.p.h. in third gear, the Minor seems to be transformed into a real "enthusiast's car" and we will watch with interest its pro-

gress in the "up to 1,000 c.c." class.

The second most interesting piece of news is that after the Earls Court Show, the Morris Cowley and Oxford will be the only Nuffield products to retain the steering-column gear change. The Wolseley 15/50, announced recently, replaces the smaller engined 4/44 and has a central floor lever, similar to the Magnette's, and now both the Morris Isis and the Wolseley 6/90 are to have a right-hand floor change, on the pattern set by the Riley Pathfinder.

Another attractive new model is a fixed-



**GEARSTICK** is now on the floor in the Wolseley 6/90 and Morris Isis (illustrated above). On the Isis, Oxford and Cowley, the dash is built-out for easier access. **COUPÉ** version of the M.G.A (left) should find a ready market. Winding windows and outside door handles are incorporated.





**ALSO FROM B.M.C.:** The new Austin A95 Westminster saloon, with new frontal treatment and finish, and a 2.6-litre, six-cylinder engine with raised compression ratio, giving 92 b.h.p. Borg-Warner automatic transmission is available.

head coupé version of the M.G.A. Wind-up windows and exterior door-handles are incorporated, while a "wrap-round" rear window should give excellent visibility. As with the whole Nuffield range, the compression ratio has been increased to 8.3:1, the 1½-litre engine now producing 72 b.h.p.

The Morris Cowley now has the same 1½-litre "B" series engine as the Oxford, the latter now being in effect a *de luxe* version of the former. In addition the layout of the instruments and minor controls has been revised to make them very much more accessible. The M.G. Magnette is now obtainable in a variety of two-tone colour combinations, has an "A-type" engine and also has a larger rear window.

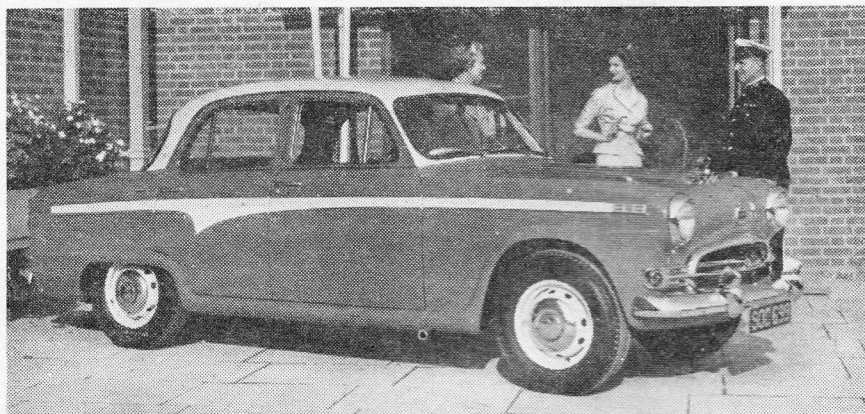
Apart from the changes to the standard synchromesh gearboxes, Borg-Warner automatic transmission is now available as an optional extra on the Morris Isis and the Wolseley 6/90, while Manumatic (no pedal) clutch operation is available on the Morris Oxford, Wolseley 15/50 and M.G. Magnette.

S.P.S.

### IMOLA ECHOES

THE British Coopers and Lotuses seem to have made a profound impression on the Italians after their performances in the third Shell G.P. at Imola. While rejoicing in Castellotti's victory with the new and solid-looking Italian Osca, they spoke with much respect of Allison's initial pace with his "bottle green Lotus" *mocchinetta*, of Salvadori's Cooper, which lay third until its retirement, and of Jack Brabham's drive into second place. The Australian's name seems to have become garbled into "Bradhamann", perhaps excusably in view of another Australian's talents on the cricket field.

Runners included Allison, Mackay Fraser and Chapman with works Lotuses, Salvadori, Brabham and Leston with Coopers, Bonnier (Maserati), Brian Naylor (Lotus-Maserati) and Da Silva



Ramos (Gordini). Castellotti's *belle vettura bolognese* won by grace of its fine pilot, its durability and speed, leading 42 of the 50 laps, says one paper, but "only after a hard fight with the green cars from England. These lost because of a certain fragility, their strength being sacrificed for lightness and speed, but they depart, leaving behind a good and formidable promise for the future." Cliff Allison's car actually broke a drive shaft after 12 laps, releasing a wheel, but Mackay Fraser's car finished fifth, while Colin Chapman lost all his gears bar top after four rounds, getting home in eighth position. The cars were achieving 138 m.p.h. along the fastest sections of the course.

Complete results, amplifying those published last week, show Sgorbati (Osca) seventh, Colin Chapman (Lotus) eighth, Berger (Maserati) ninth, Barreto (Porsche) 10th, Bourillot (Maserati) 11th, Leston (Cooper-Climax) 12th and Garavaglia (Maserati) 13th. The race at Imola has undoubtedly stimulated the already wide interest in Italy for 1½-litre racing.

### BENOIT MUSY

SWITZERLAND lost one of her finest amateur drivers ever last Sunday, when 39-year-old Benoit Musy was killed in a Maserati during the Coupe du Salon meeting at Monthéry. Musy was renowned as a racing motor-cyclist with Guzzi machines, winning the Swiss Championship no less than six times between 1947 and 1954. In the latter year he took up car racing with a 2-litre sports Maserati. Twice he won the Frontières G.P. at Chimay, Belgium, in 1955 and 1956, while he also scored successes at Karlskoga, Sweden, and drove on occa-

sions for the Maserati works équipe, coming to Dundrod for the 1954 T.T. Co-driving with Perdisa, he was lying second in his class when the car was disqualified for a technical offence at the pits.

Although Musy was highly skilled at the wheel, as well as being an accomplished pilot, he raced for amusement, and never took risks. It was his desire, he said, to "die when he had a long beard", and it is certain that his tragic, but mercifully quick death at Monthéry was not due to any error on his part.

### FORDS FOR '57

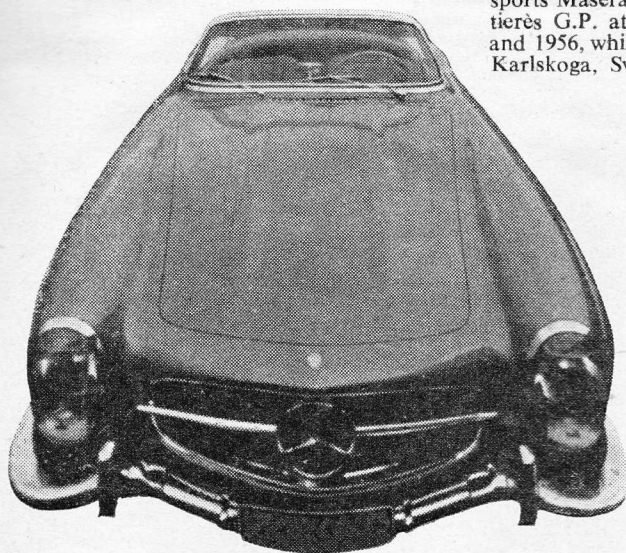
APART from a new Zodiac Convertible with power-operated hood and three new "Farnham" estate cars based on the Consul, Zephyr and Zodiac saloons, the Dagenham Ford range for 1957 features the now well-established Popular, Anglia, Prefect, Consul, Zephyr and Zodiac models. A new, fully automatic transmission has been introduced, however, for the Zephyr and Zodiac at the additional cost of £125 plus £62 10s. purchase tax. With this fitment it is necessary merely to set a selector to the forward or reverse position, and press the accelerator, the rest being automatic, there being no gear lever or clutch pedal.

### THE VIKING RALLY

MRS. GRETA MOLANDER'S victory in the Ladies' class of Norway's Viking Rally with a Peugeot has clinched her hold on the Ladies' category in the 1956 Touring Championship of Europe. With her co-driver Helga Lundberg she finished 12th in the "Viking". Swedish drivers occupied the first four places, Carl-Magnus Skogh and Rolf Skogh being the winners with a Swedish-built Saab, as already announced. Of the 100 entrants about 20 retired, amongst them being the 1953-54 winner, Carsten Johansson. All timed sections in the event were covered during night time, in order to avoid heavy day time traffic.

### NAMUR HILL-CLIMB

DRIVING his Formula 3 Cooper, Paul Swaelens won the National Hill-Climb of the Citadel at Namur, Belgium, on 30th September, with a climb in 1 min. 41.6 secs., easily heading second man Denonch's similar car. Third and fourth were Georges Dardenne (aerodynamic-bodied Kieft-Norton) and Bariat (Cooper). Class winners include Streng (Triumph TR2), Otten (Ford Thunderbird), Ganshoff (Porsche Carrera) and Harris (Fiat Abarth).

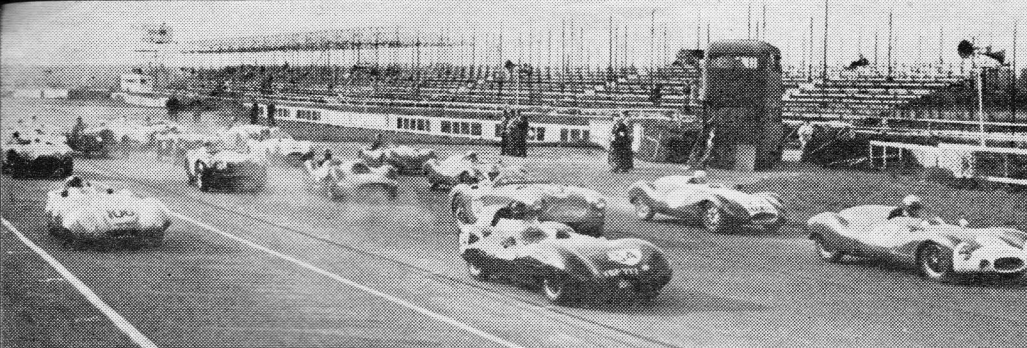


**NOT AT THE SALON!** This Mercedes-Benz is unique—so far. It is a prototype open model, designated the 300SLs, with 240 b.h.p. engine (could it be a straight-eight, derived from the G.P. unit?) and destined, it is said, for production some time next year.



**THEY'RE OFF!**—At the start of the unlimited sports car race in which Horridge and Campbell-Blair damaged their cars when someone stalled on the line.

**BATTERED BARB** (below) is that of Campbell-Blair, which needed extensive fibreglass repairs.



## North Staffs in Northants

*End of the Club Racing Season at Silverstone*

ONCE again the sun shone at Silverstone and once again a large band of enthusiasts converged on the circuit to do battle, this time under the auspices of the North Staffs Motor Club; once again the racing was for the most part keen and enjoyable but once again there was an altogether excessive amount of bent and battered bodywork in evidence by the end of the day. There are, unfortunately, still some among the vast number competing regularly in club events who exhibit a reckless disregard for the safety of their own necks and vehicles but are, of course, a greater danger to others than to themselves. Their driving manners are better suited to the fairground or the stock-car track, and the situation is by no means eased by the curious trend amongst organizers nowadays towards placing cars on the starting grid in a solid phalanx instead of staggering the rows so that each car has a stretch of vacant track before it. Even in the absence of boors the present arrangement is inherently dangerous, and particularly so when the field is composed of widely differing cars and positions are decided by ballot; if one car near the front is slow off the mark, or completely fails to move for any reason at flag-fall, a traffic jam is certain and a collision is likely. This was amply demonstrated last Saturday when eight of the 13 events were scratch races; there were several heart-stopping incidents and two multiple accidents, one in the first race being attributable to rank bad driving by another competitor and a later one, involving Neil Campbell-Blair and John Horridge, being just sheer bad luck.

The first race was won by W. S. Frost, whose Lotus was really motoring and was never headed, despite a magnificent effort by J. J. Richards in a similar car

who worked up through the field and almost caught Frost on the line. R. E. D. Harrison shot backwards into the ditch at Woodcote and a section of the hoarding fell about his ears.

The Austins and Fords had separate races on this occasion. E. Millard led the Austins all the way, but there was a fine scrap for the places between D. Rees and P. E. Stanley, who finished in that order after several changes. Ken Laverton found himself at the back of the gaggle of 1,172s on the grid, and really used his loaf; he let the pack tear away and mix it while he hung back and watched points, but this did not prevent him leading at the end of the first lap and thereafter. J. Anstice Brown seemed all set in second place until mysterious fuel starvation set in and put him out of the running; G. L. F. Waddup then just held off the challenge of M. J. Buckingham after a race-long scrap, and R. W. Wickson just coasted in fourth when his Buckler's motor gave up coming out of Woodcote.

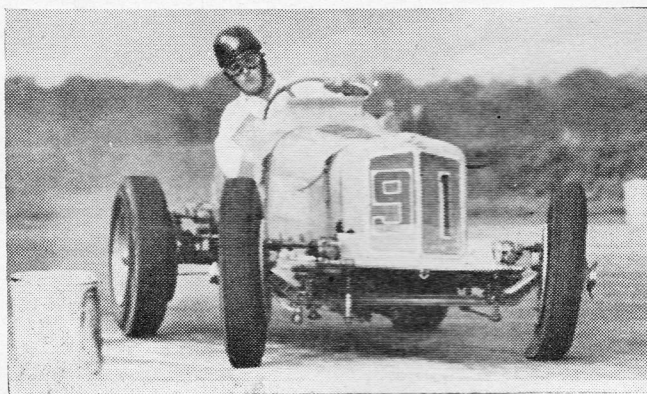
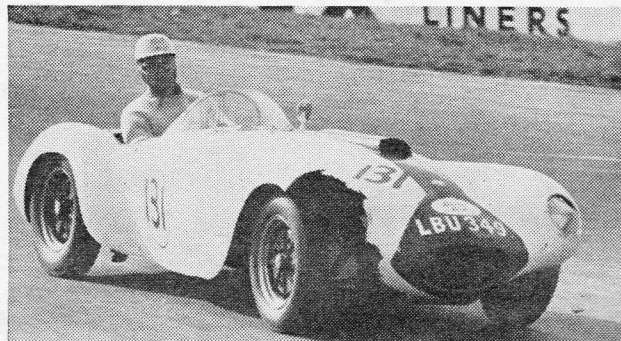
The 1,500 c.c. race started the winning run of Brian Naylor, who now has a works-tuned Maserati engine in his Lotus, and goes fantastically quickly; in fact, it is possible that he will be shown to have established a new record for the short club circuit when Major-General Loughborough has sorted out all the lap times. Nevertheless, Frost gave him a good run for his money, and Richards shone once more to finish third; G. Towse made a

surprise appearance in fourth place at the last moment.

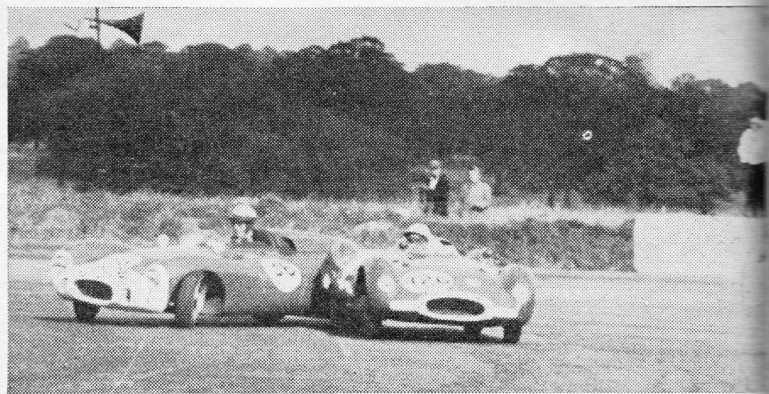
The race of the day came next, and if the critics of 500 c.c. racing could all have seen it, their tongues must surely have been stilled. Ian Raby, Henry Taylor and Trevor Taylor fought the hardest and the cleanest battle imaginable throughout the 10 laps, with the order changing continually and the proverbial pocket handkerchief being more than adequate to cover them nearly all the time. Henry Taylor's car was perhaps slightly faster up the straight, Ian Raby was at his most forceful and appeared hardly to brake for Woodcote at all, while Trevor Taylor hung on to the pair of them by consistently safe fast driving and on occasions put it across them both. This man will certainly bear watching next season. Ian Raby finally got the decision in spite of a supreme effort by Henry Taylor on the last lap, with Trevor Taylor a very creditable third.

The 2,700 c.c. race gave Brian Naylor his second win, after Allan Moore in the Lister-Bristol had headed him for the first lap; Austen Nurse in the other Lister-Bristol was going great guns until an exhaust pipe fractured, when he eased up to lead home John Horridge, George Nixon and John Dalton a comfortable distance behind the two leaders.

Brian Naylor's hat-trick was completed with the *Formule Libre* race which followed, while Tom Kyffin worked his way



**STRAINING** the tyres to the limit, W. F. Moss (E.R.A.) indulges in some high speed cornering in Race 8.



**BOOMPS-A-DAISY!** Alex McMillan and George Nixon have a brief encounter in their Cooper-Climaxes at Becketts.



up to second place ahead of Michael Head, Alan Moore and Henry Taylor, who was now learning his way around the D-type Jaguar; Frost brought his Lotus into sixth place. The same six filled the frame for the Unlimited Sports Car race, but Naylor did a nonsense on the first lap and could reach only fourth after letting the field go by despite, as aforesaid, a possible record lap; Tom Kyffin was lucky to miss the mix-up on the grid when Bill Bradley's Cooper-Climax refused to move and the boys behind pranged, and he made sure of his win on the first lap.

Then came the handicaps, which were more confusing than usual as credit laps were involved. L. B. Mayman drove his TR2 well to win the first from H. G. Cutler's Healey Silverstone, with A. Thomas's rare R4 Jupiter motoring very fast in third place. The second was a 10-lapper for racing cars, and W. F. Moss had the time of his life in Remus to score a resounding victory from Alan Moore; the old car never missed a beat (the imagination boggles at the thought of the outcome if she had!) and Moss drove extremely capably right on the limit. Henry Taylor with the D-type held off the challenge of Michael Head for third place and Neil Campbell-Blair's battered Bristol Barb led home Ian Raby's half-litre.

The next race was for small sports cars, and fell to the pretty little Riley 9 of O. W. Thomas. The one which followed produced a rude shock for the handicapper in the form of Jeff Sparrowe's plastic-bodied M.G.; entered

as a saloon, it was given a considerable start *plus* a credit lap, and absolutely romped home. The last item brought out the heavy metal once more, and Michael Head turned the tables on Henry Taylor by squeezing past at Beckett's on the last lap to win by a short . . . well, a narrow margin, with Brian Naylor from the scratch mark in third place. Jean Bloxam was given too much to do, but had the great satisfaction of lapping faster than any other DB2 on record.

DAVID PRITCHARD.

#### Results

**6-lap Scratch Race, up to 1,250 c.c.:** 1, W. S. Frost (Lotus-Climax), 76.61 m.p.h.; 2, J. J. Richards (Lotus-Climax); 3, A. McMillan (Cooper-Climax); 4, G. Nixon (Cooper-Climax); 5, C. P. Kerr-Moller (Cooper-Climax); 6, L. Gibbs (Lotus-Climax).

**6-lap Scratch Race, 750 Formula:** 1, E. Millard (Austin), 62.18 m.p.h.; 2, D. Rees (Austin); 3, P. E. Stanley (Austin); 4, W. G. Boulton (Austin); 5, J. G. Weston-Marsh (Marshall Spl.); 6, J. W. Newstadt (Austin).

**6-lap Scratch Race, 1,172 Formula:** 1, K. D. Laverton (Lotus), 65.56 m.p.h.; 2, G. L. F. Waddup (Waddup Spl.); 3, M. J. Buckingham (Lotus); 4, R. W. Wickson (Buckler 90); 5, O. J. Silk (Lotus); 6, Major A. M. R. Mallock (Ford).

**6-lap Scratch Race, Sports cars up to 1,500 c.c.:** 1, J. B. Naylor (Lotus-Maserati), 77.77 m.p.h.; 2, W. S. Frost (Lotus-Climax); 3, J. J. Richards (Lotus-Climax); 4, G. Towse (Cooper-Climax); 5, G. Nixon (Cooper-Climax); 6, R. E. D. Harrison (Lotus-Climax).

**10-lap Scratch Race, Formula 3:** 1, I. E. Raby (Cooper), 75.71 m.p.h.; 2, H. C. Taylor (Cooper); 3, T. Taylor (Cooper); 4, H. S. Howlett (Cooper); 5, R. E. D. Harrison (Cooper); 6, R. H. R. Hett (Cooper).

**6-lap Scratch Race, up to 2,700 c.c.:** 1, J. B. Naylor (Lotus-Maserati), 78.90 m.p.h.; 2, A. Moore (Lister-Bristol); 3, A. J. Nurse (Lister-Bristol); 4, J. Horridge (Lister-Bristol); 5, G. Nixon (Cooper-Climax); 6, J. Dalton (Austin-Healey 100S).

**10-lap Scratch Race, Formule Libre:** 1, J. B. Naylor (Lotus-Maserati), 78.53 m.p.h.; 2, T. T. Kyffin (Aston Martin DB3S); 3, M. W. Head (Cooper-Jaguar); 4, A. Moore (Lister-Bristol); 5, H. C. Taylor (Jaguar "D" Type); 6, W. S. Frost (Lotus-Climax).

**6-lap Scratch Race, Sports cars, unlimited:** 1, T. T. Kyffin (Aston Martin DB3S), 78.12 m.p.h.; 2, A. Moore (Lister-Bristol); 3, M. W. Head (Cooper-Jaguar); 4, J. B. Naylor (Lotus-Maserati); 5, H. C. Taylor (Jaguar "D" Type); 6, W. S. Frost (Lotus-Climax).

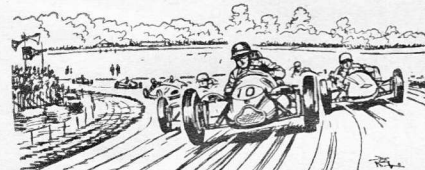
**5-lap Handicap, Production Saloon and Sports cars:** 1, L. B. Mayman (Triumph TR2), 67.31 m.p.h.; 2, H. G. Cutler (Healey Silverstone); 3, A. Thomas (Jowett Jupiter R4); 4, J. Dalton (Austin-Healey 100S); 5, E. B. Wadsworth (Healey Elliott); 6, D. S. Shale (Austin-Healey 100S).

**10-lap Handicap, Racing cars:** 1, W. F. Moss (E.R.A.), 79.10 m.p.h.; 2, A. Moore (Lister-Bristol); 3, H. C. Taylor (Jaguar "D" Type); 4, M. W. Head (Cooper-Jaguar); 5, N. Campbell-Blair (Cooper-Bristol); 6, I. E. Raby (Cooper-Norton).

**5-lap Handicap, Sports cars:** 1, O. W. Thomas (Riley 9), 64.32 m.p.h.; 2, R. W. Wickson (Buckler 90); 3, J. P. McNaughton (Elva); 4, M. J. Buckingham (Lotus); 5, A. Thomas (Jowett Jupiter R4); 6, P. E. Stanley (Austin).

**5-lap Handicap, Sports cars:** 1, J. M. Sparrowe (M.G.), 62.55 m.p.h.; 2, W. S. Frost (Lotus-Climax); 3, R. F. Bloxam (Lotus-M.G.); 4, E. B. Wadsworth (Healey Elliott); 5, F. Hillyer (Haltontoiro); 6, P. M. Sims (BMW Spl.).

**5-lap Handicap, Sports cars:** 1, M. W. Head (Cooper-Jaguar), 77.85 m.p.h.; 2, H. C. Taylor (Jaguar "D" Type); 3, J. B. Naylor (Lotus-Maserati); 4, J. Dalton (Austin-Healey 100S); 5, J. M. Trimble (Jaguar "C" Type); 6, J. Horridge (Lister-Bristol).



## Snetterton Sunday

Noel Cunningham-Reid (H.W.M.) Wins Redex

Trophy 15-lap Sports Car Race at Norfolk Circuit

**B**ETTER weather has seen far duller racing than the first day of winter brought to Snetterton last Sunday. In spite of a cold, damp atmosphere, which brought overcoats out of the hall cupboard again, occasional drizzling rain, and the knowledge that it would be dark by six o'clock, the few brave souls who withstood the rigours of the Norfolk circuit saw an extremely interesting afternoon's racing, in which speeds were rather higher than might have been expected, and the Cooper-Lotus brigade caused a few more eyebrows to be raised.

The first of the four events concerned all-comers, so long as they had not got a Climax engine under the bonnet—these were *verboten* to give the not-so-lucky ones a chance. Up in front, on the limit mark (for this was a five-lap handicap) were various Fords and M.G.s, and at the back, J. B. Naylor's Lotus-Maserati, which, with the header-tank cap visible through a hole in the bodywork, was literally bursting with engine. About halfway down, lined up with two M.G.s and a Healey Silverstone, came Ralph Sleight's Zephyr Mk. 2, the largest car on the grid, and looking rather like a double-decker bus in such low-built company of small saloons and open sports cars.

For the first three laps, R. Gregory-Brain and Pat Ozanne, in an Anglia and Prefect respectively, led the field from

their limit positions, with M. G. Hofman's Morris Minor and then G. N. Hennessy's Lotus-Ford behind them. Following, at a most remarkable speed, came the Elva-modified Prefect van, which Peter Gammon was keeping nicely in front of Sleight's Zephyr. Campbell-Jones gave up at the back of the circuit and pulled his Healey Silverstone off the course. G. G. Smith had trouble with his Elva-Maserati but managed to get it back to the paddock at a walking pace, and W. Beedie contrived to overturn his M.G. TC, though, luckily, without damaging himself.

Meanwhile, motoring very quickly indeed to make up for his lack of handicap, came Naylor, the Maserati-engined Lotus going as it sounded—beautifully. He charged into the lead on lap 4, sweeping past four cars in the process, and took the chequered flag at the end with no one else in sight between Coram Curve and the pits. Eventually, Keith Laverton hove into view to take second place with that almost unbelievably fast Ford-engined Lotus of his, followed by John Horridge, whose Lister-Bristol had also started from scratch. Incidentally, the Sleight-Gammon duel was won by the former, who "did" the Elva van by some six places after it seemed to slow considerably.

After winning the handicap, Naylor drove straight round to the starting

enclosure to line up for the sports car 10-lapper, while Gammon hopped out of the van and into his Cooper. They were joined by 10 Mk. XI Lotuses, four more Coopers and various others, and everybody left the line in a most impressive start, in, for a change, rather weak sunshine. After lap 1, Ivor Bueb (Cooper) led both the pack and Gammon and Naylor, who were split by Keith Hall (Lotus), while Graham Hill brought Tom Sopwith's Lotus in to retire with a bent steering arm, after being bumped off the circuit by Alan Stacey's revolving Lotus. Stacey went on with the race, but had to retire two laps from the end.

By half-distance, the leading quartet had changed order twice, Naylor now leading Bueb, Hall and Gammon, and had put about half a mile between themselves and the Lotuses of Stacey and Frost. The class winners, too, were a matter for the quartet to settle, for Naylor and Bueb had 1,500s, and Gammon and Hall, 1,100s.

So, as the rain started again, battle was joined in earnest. Bueb tried his hardest to get past Naylor, but failed by inches. Then, a lap later, he managed it, but failed to get the lead because Gammon promptly jumped from fourth to first, where he stayed to the end. But Naylor was not content to stay where he was, and retook Bueb, as did Hall too. This annoyed Bueb, of course, and the Cooper driver managed to retake Hall, but what with the wet track and being mixed up with the tail-enders, he had to be content with third place behind Naylor at the finish.

With Jim Russell in the running for  
(Continued on page 468)



*EXOTIC angle on the International Salon, as supplied by General Motors in their fabulous "Oiseau de Feu"—the Firebird II gas-turbine-powered prototype car*

THE character of Motor Shows is altering; that is obvious to anyone who attends most of them. Furthermore, the Paris Salon is changing its character more completely than any other exhibition.

In the past, Paris has always been the exciting Show, where all the latest novelties and futuristic designs have made their appearance. Manufacturers would "try on" a new model in the French capital, and if its reception were not encouraging it would be quietly dropped. After all, the designer only had to make a few new drawings and the workmen would turn out something else.

Nowadays, the immense complexity of the modern car and the astronomical cost of tooling up a factory for its production render such experiments impossible. A current example is the Renault Dauphine, which appeared originally at Geneva and is now making its first Paris bow. The Dauphine is the product of one of the world's most efficiently automated factories, and it took five years to develop and produce. Its little brother, the 4CV, was first pressed out of inanimate steel in 1947, and has only been altered in detail since. Citroën and Peugeot have also had phenomenally long "runs" with single designs, while the smaller French makers have, year by year, become fewer and fewer.

Thus, Paris is—regrettably perhaps—taking on more of the commercial character of the London show. Renault, Simca and Citroën dominate the local

JOHN BOLSTER  
REPORTS ON

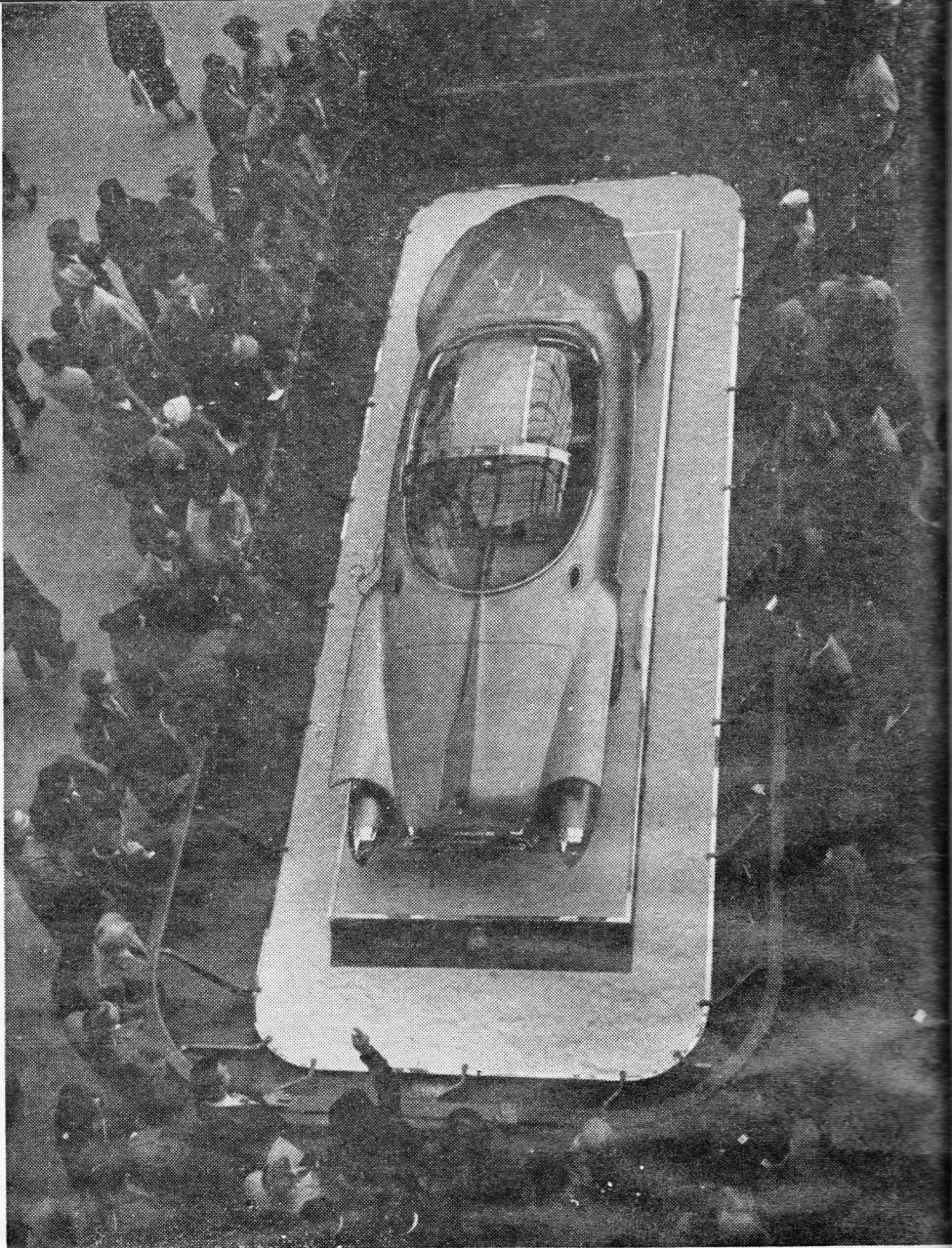
## THE 43rd PARIS SALON



scene, and most of the foreign exhibitors represent great combines. As Baron Petiet pointed out to me, interest is shifting from design novelties to methods of manufacture. Nevertheless, Paris is still the most important Show of all, and the latest trends were, as usual, made visible.

In the first place, the lessons of the Italian specialist coachbuilders have now been learnt by America, France and, to a lesser extent, Germany. The application is individual, but the Italian line is there. Studebaker, Chrysler, Simca, Renault, BMW and Porsche all show traces of it, for instance, and here we meet a curious paradox, for whereas the masters from Italy have for years led the world in sports coupé design, their pupils have now excelled them in making beautiful four-door saloons.

*BEAUTY, as achieved on an Aston Martin DB2/4 chassis by Carrozzeria Touring of Milan. Performance of this new Superleggera Spyder export model should equal its appearance.*







**DEPARTURE** from long-established Lancia practice (above), the new Flaminia saloon with V6, 2½-litre engine, has wishbone and helical spring independent front suspension in place of the traditional vertical pillar type, and de Dion rear axle with semi-elliptic springs.

**BLOWN FOUR:** (Right) The Gregoire Sport has a four-cylinder, 2.1-litre engine, giving 80 b.h.p. with Constantin supercharger fitted. The 1934-period wire wheels with big hubcaps are currently very popular abroad.

Pinin Farina has produced probably more spectacularly beautiful bodies than any other constructor. At this year's Salon he has done it again with an Alfa Romeo of dazzling appearance. This is a super-sporting coupé in which the whole of the rear part of the upper body is in effect a greatly elongated wrap-around rear window. The central section is formed by the door windows, which are curved round to form all but a small central section of the roof, and open like the upper half of the well-known gull-wing doors. The front is completed by a bulbous wrap-around screen. Thus, virtually the whole of the top of the car is transparent, and one



imagines that some sort of a sun blind would be essential in hot weather. For continuous sunshine, another Farina exhibit would perhaps be preferable, for this is an open Fiat Multipla which looks exactly like a boat. The illusion is heightened by the slatted wooden seats curving round the rear of the car, and

wooden external décor. The third machine, a Nash, has a coupé with the round Farina nose and "conning tower" window section.

Nevertheless, the body of the Show, though Italian, does not come from Farina this year but Bertone. This is a super-streamlined coupé on an Abarth-modified Fiat chassis, and it proves, once and for all, that a rear engine is no disadvantage in producing superb carosserie. It is difficult to put into words the sheer beauty of this little gem, but as it allows 750 c.c. to generate an amazing 100 m.p.h., it must be as efficient as it is attractive. In spite of being phenomenally low it is also surprisingly roomy.

There are many French special bodies, mostly variations on the Renault theme. Thus, Henri Chapron shows the well-known Autobreu 4CV coupé, and a new two-door hard top on the Dauphine, with novel treatment of the rear air exit. His two-door version of the Frégate is pleasant but more conservative, and Letourneur et Marchand have a pair of

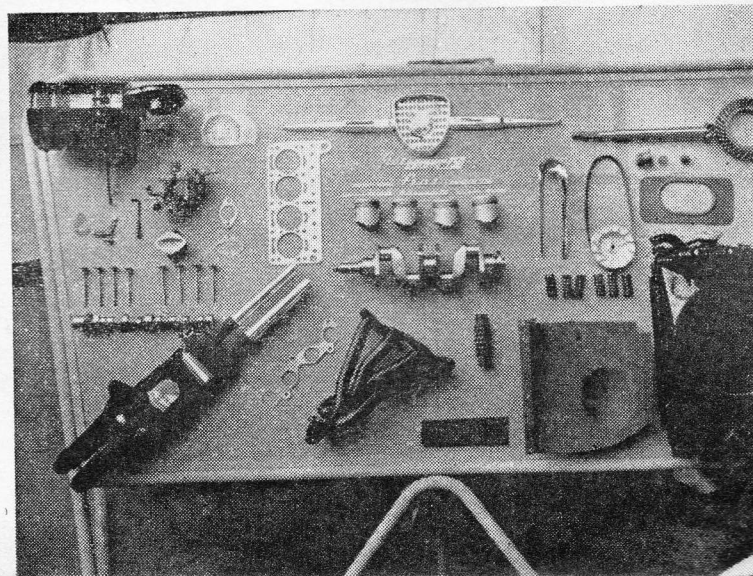
dropheads on the same chassis, with rather blind rear quarters.

Successful in competitions, the Alpine "Mille Miles" coupé is one of the best made plastic-bodied cars yet seen, and something on these lines is badly needed in England. Finally, yet another Renault is the plain but effective



**THE LITTLE MORE**—and how much it means. (Left) The modified Fiat "600" engine occupies modest space in the tail of the beautiful little Bertone-bodied Abarth coupé, capable of 100 m.p.h. from 750 c.c.

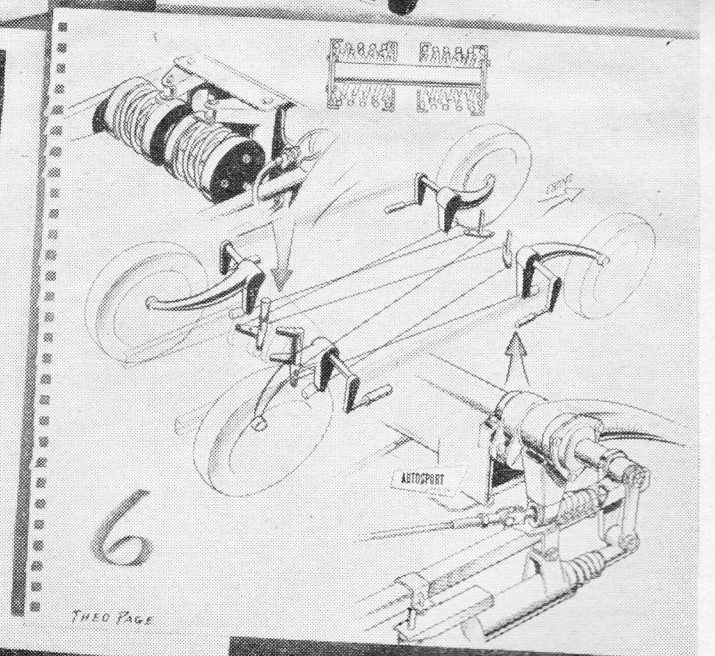
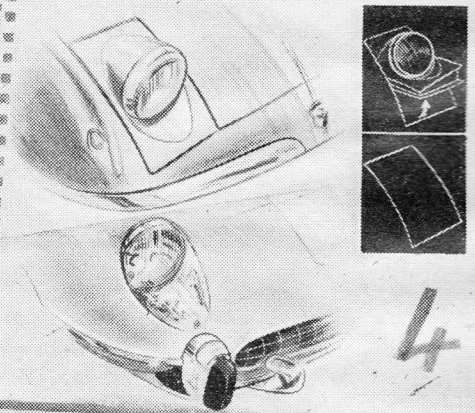
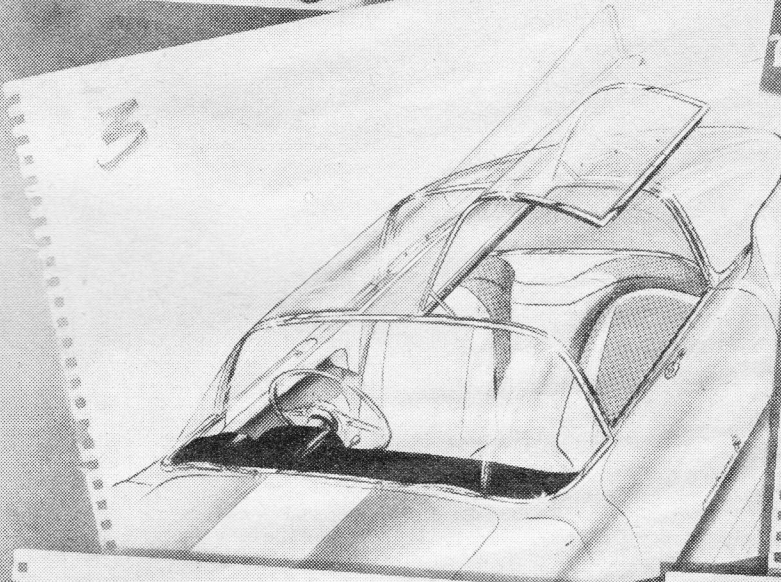
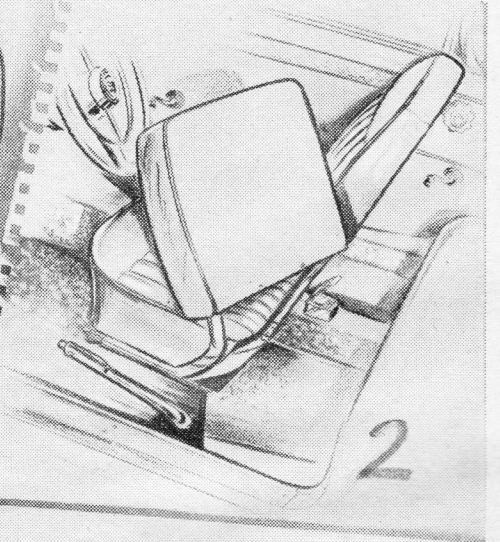
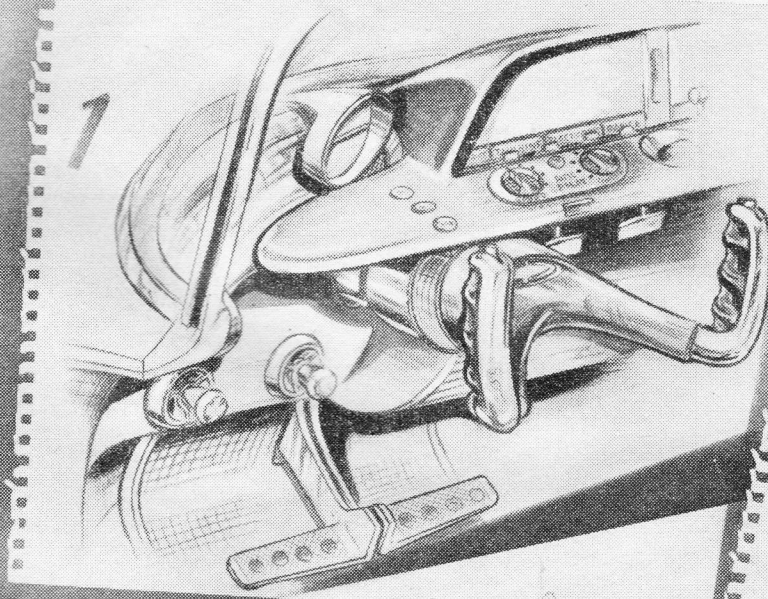
(Below) Complete Abarth kit of components for "hotting up" the Fiat "600" engine is available to lucky Continentals.





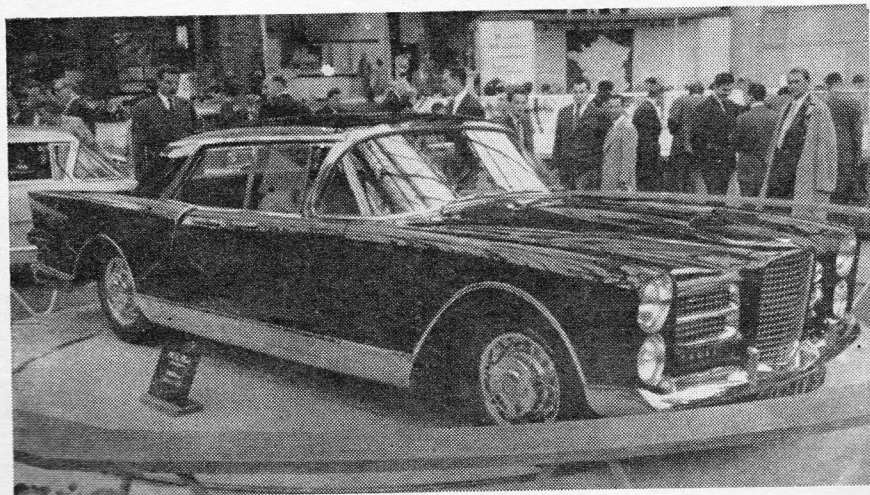
# Page in the Palais...

A 1956 Paris Salon  
Sketchbook by  
THEO PAGE



THEO PAGE





**BOLD FRONT:** The 5.4-litre Chrysler V8-engined Facel Vega "Excellence" pillarless saloon embodies both American and French styling characteristics.

Farina body with small, and probably only ornamental, tail fins, plus a literally pillarless screen. The engine has a single overhead camshaft per block, and twin plug heads. There are three twin-choke Weber downdraught carburettors. All the mechanical details were shown to me by the Marquis de Portago, who was taking a change from the racing circuits. What a car!

One seldom, if ever, sees a Pegaso on the road, but these fabulously expensive cars still appear at the Salon. The current V8, with pushrod operated valves, comes in 3.9- or 4.5-litre form. It retains the rear-mounted five-speed gearbox and de Dion axle that first appeared

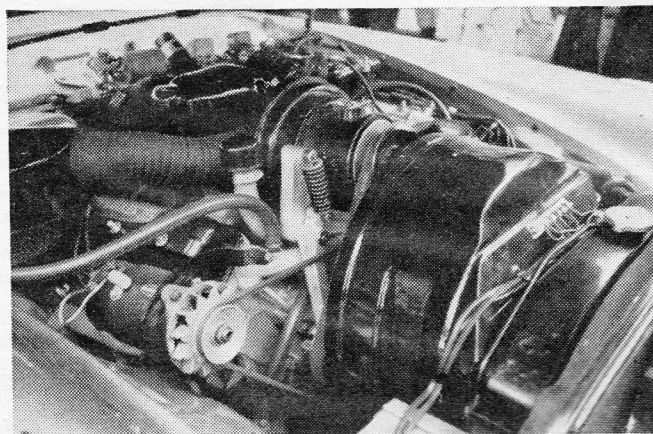
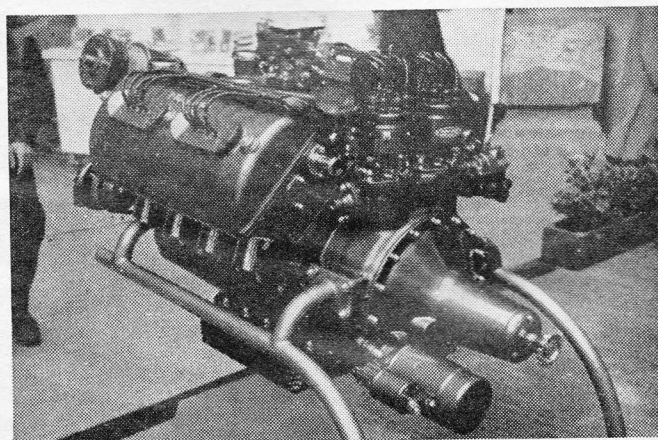
Brissonneau et Lotz two-seater, each of which has the signature of Louis Rosier in chrome on its tail.

Pichon Parat show a small and very aerodynamic coupé on a Simca, with little tail fins, but rather spoilt by those somewhat unattractive French bolt-on wire wheels. Facel's body department has produced two new Simca coupés, which are really last year's cars with different grilles and inclined wrap-around screens. The hardtop is called "Plein Ciel" and the drophead, "Oceane".

Facel, of course, now manufacture their own car, the immensely powerful Facel Vega. The frontal treatment of these machines has been refined in detail which, with the optional Rudge-type wheels, gives them that thoroughbred sports car air. There is a new model, a four-door pillarless saloon on a long chassis, and they all have the big Chrysler V8 engine.

Among the larger-engined speed models the Ferraris stand out. Only 12-cylinder cars are now listed, and on the stand are three very desirable coupés, two 3-litres and the staggeringly potent 5-litre "bomb". The latter has a Pinin

★  
*CLEAN design (right) of the Spanish-built o.h.c. V8 Pegaso engine.*

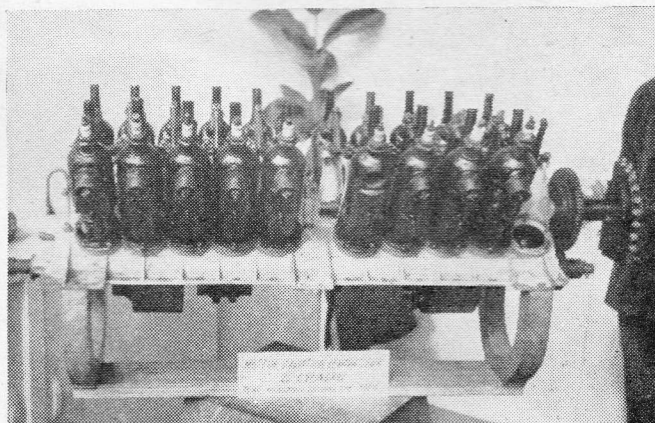


★  
*CONFUSION of components (left) on the V8 Studebaker "Golden Hawk" fitted with a McCulloch centrifugal supercharger. This car is said to achieve 135 m.p.h.*

#### ← Key to Theo Page's Drawings

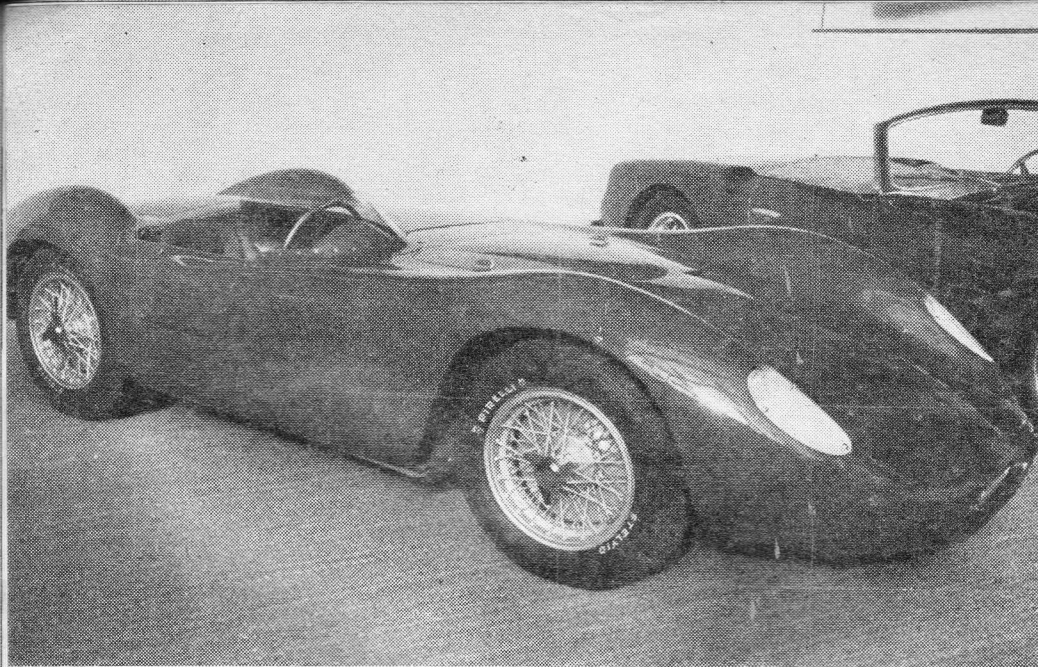
1. The futuristic control layout of the General Motors' "dream car"—the Firebird II. Note the two-pedal foot controls and the aircraft-type steering "wheel".
2. The front seats on the new Singer Gazelle fold forwards and inwards, to facilitate entry to the rear seats.
3. On the Pinin Farina-bodied Alfa Romeo, the whole of the "cockpit canopy" is transparent. The doors open normally, but the upper portion lifts. Even the tail fins are of Perspex.
4. The upper sketch shows how the headlamps are fully retractable on the Abarth-converted Fiat 600 with super-streamlined Bertone body. In the lower drawing is shown the lamp installation on the Ferrari "Superfast". There are also rubber inserts on the over-riders.
5. On the Renault Dauphine, the rear swing axles are located fore-and-aft by pairs of substantial needle roller bearings.
6. The French De Pontac uses a 2CV Citroën engine, but has a unique suspension system in which the independently suspended wheels are coupled by rods to a pair of double helical springs at the rear of the chassis. They are also interconnected to provide a form of automatic levelling.

★  
*CONTRAST to both the above—and to any engines at the Salon!—the 1906 Herálé Bruneau aero engine, with 20 cylinders disposed in a vee, and a three-bearing crankshaft. It was built for use in a pioneer Antoinette monoplane.*





## THE 43rd PARIS

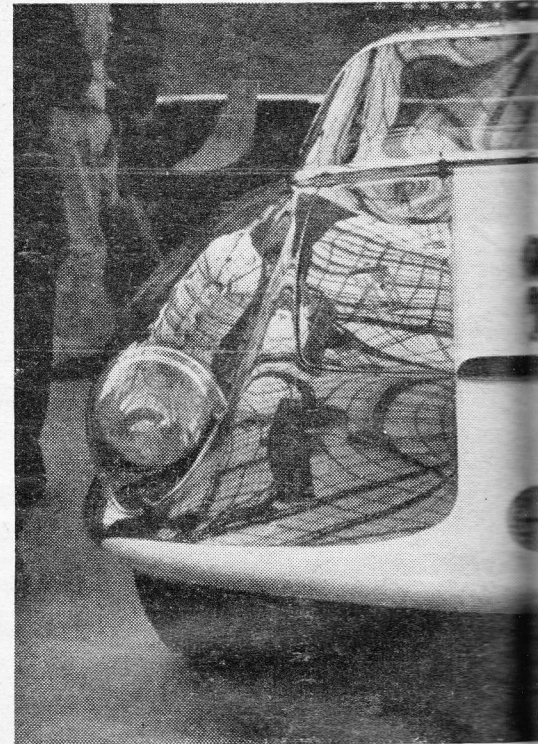


*DOMINANT on the Maserati stand was the very successful 2-litre sports-racing machine, with de Dion rear axle. Behind it can be seen a "Spyder" with a similar engine.*



*FAMOUS NAMES in French competition circles: Mme. Jean-Pierre Wimille (above), widow of the racing ace, poses with the latest Talbot 2½-litre coupé.*

*FRENCH WAY of selling cars: (Below) On the Simca stand, three charming young ladies demonstrated the fully reclining seats of the latest model.*



*ALLURING ALFA: This dazzling exhibit on the Romeo on which the coupé top*

on the earlier twin-cam 2½-litre. The twin-choke Weber carburetter appears small for so massive a power unit.

Another five-speed gearbox is found on the BMW 507. This also is a V8, of 3,168 c.c. It is by no means a highly tuned unit, but should propel the light two-seater very adequately. It is one of the now rather rare Continental open cars, and achieves a line that is both individual and beautiful.

A highly exciting car is the Studebaker Golden Hawk, shown in supercharged form. The centrifugal blower draws air from a big silencer and delivers it under pressure to the carburetter, which has to be enclosed in a pressurized box to ensure proper float chamber operation. The two-door four-seater coupé is compact, and as the engine has a swept volume of 4,736 c.c. the claimed speed of 135 m.p.h. is not impossible.

Curiously enough, Mercedes-Benz are not showing the 300SL, though the 190SL appears. There is a new coupé on the 220S, but this is of rather old-fashioned appearance, though its vast luggage space is a practical feature.

There are not many sports cars among the smaller Continental machines, but those rivals, Alfa Romeo and Porsche, are very much in evidence. The former show the Giulietta as a red Sprint coupé, of the type we have previously seen and admired. They also exhibit a Spyder open two-seater with an extra short wheelbase and a central gear lever, which is an extremely sporting car but has winding windows nevertheless. The 1900 Super appears as a very ordinary looking four-door saloon, but the Super Sprint is a delectable coupé costing over £3,000 in France, and is the only Alfa to be shown with wire wheels.



# SALON—continued



On the Pinin Farina stand is a super sports Alfa Romeo which is almost completely transparent.

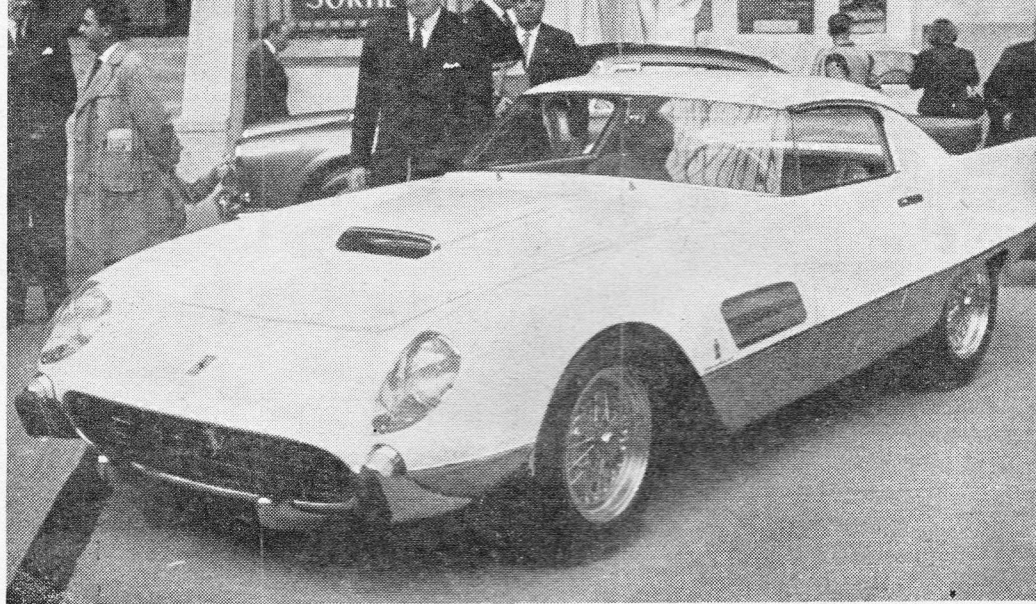
Porsche show the 1,600 as a fixed head coupé, a convertible, and in open Speedster form. The centre of interest on this stand, however, is a beautifully sectioned Carrera engine, showing the drive to the four camshafts.

As always, the Maseratis are beautiful. The three cars shown all have the 2-litre engine, and this display is dominated by a red sports-racing machine, with a de Dion rear end. There is also an open Spyder, which has the earlier quarter-elliptic springs and rear axle, and a similarly equipped and very pretty coupé.

The smaller producers are represented by Talbot and Salmson. All the Talbots are sports coupés and are fitted with the firm's own four-cylinder high-camshaft engines, the Maserati power units not being available until early next year. The 2.3-litre Salmson is exhibited in two-door and four-door form, and may now be had with knock-off wire wheels.

The Lancia Gran Turismo coupé does not date, though it is many years since it first appeared. The newer open Spyder version is shown with the optional floor-mounted gear lever. An entirely new model is the Flaminia, which departs from sliding pillar-type i.f.s.—the first Lancia model to do so for 35 years. It has a conventional front end with wishbones and helical springs, and a de Dion axle on semi-elliptic springs. It is a spacious 2½-litre saloon, and the body shows definite Farina influence.

The Salon always inspires intense competition among the bigger French manufacturers, and the most elaborate display this year must surely be on the large stand of the Simca V8 Vedette. However, Citroën are attracting the greatest crowds with the new I.D.19, a simplified version of the "Goddess". Costing

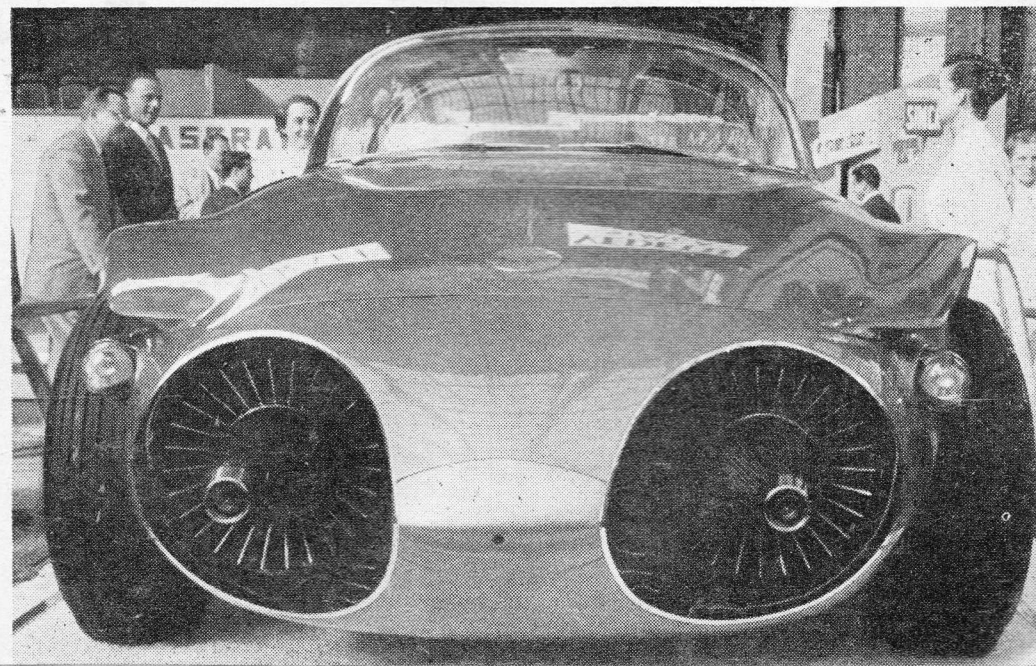


FABULOUS FERRARI: The Marquis de Portago poses with a Pinin Farina coupé on a Ferrari chassis with highly potent 5-litre V-12 engine.



MIDGET—but capable of over 100 m.p.h. is this super-streamlined Bertone coupé (above) on the Abarth-modified Fiat 600 (750) chassis.

MONSTER (below) is the futuristic Chevrolet "dream car", the gas turbine-powered "Firebird II". Irreverent on-lookers dubbed it the "hair-drier special"!





about £200 less, this car has the same suspension as the D.S.19, but no servo for steering or brakes and a normal four-speed gearbox and foot clutch. It also has the earlier type of vertical-valve cylinder head, the engine being similar to that of the old 11D Citroën. Renault have produced a new gearbox for the Frégate, with a direct top gear and a normal movement of the steering column lever.

There is a new drophead version of the Peugeot 403, with a close-coupled two-door four-seater body and a very large luggage boot. The two-cylinder Panhard also appears as a convertible, but whereas the Peugeot is a well finished car, the Panhard is not. Panhard have the actual "racer" on the stand which won the Index of Performance at Le Mans.

The French can never entirely forswear novelties, and the De Pontac is certainly one. It has a tubular backbone chassis and a 2CV Citroën engine, but the novelty lies in the suspension. All four wheels are independently sprung, and their suspension arms are all connected by long rods and bell cranks to a large pair of springs behind the rear cross-member. Obviously, it is intended to do by mechanical means what the D.S.19 suspension does hydraulically. However, the French cars are dominated by the Grand Prix racing Gordini, which was tested by AUTOSPORT earlier this year.

There is a representative display of big American cars, including Chevrolet's

Austin Princess. This is a big 4-litre limousine, and is claimed to be faster, better sprung, and better braked than its predecessor. Vanden Plas have made a beautiful job of the body, but one cannot applaud its square shape. The rest of the B.M.C. line are as before, including the popular M.G.A and a revised Magnette with "A" engine.

Aston Martin have a new open two-seater by Superleggera, and one of the XK 140 Jaguars has fully automatic transmission. The Standard Ten is shown in two-pedal form, and is the first small British car to be so equipped,

though all the French small cars have for a long time been available with automatic clutches. The Vanguard Sportsman also makes its bow, standing beside a Triumph TR3, which has a glittering array of "Alpine" trophies on its bonnet.

The A.C. makes its Paris début in Ace and Aceca form, and is much admired. Rootes launch the new Singer Gazelle, with a single overhead camshaft engine in a Minx-style body shell. Rolls-Royce, Bentley and Bristol show British craftsmanship at its best, and there is an unusual Daimler drophead body with a single rear seat set sideways.



**FRENCH:** (Above)  
The 2.3-litre four-cylinder Salmson in well-proportioned Grand Touring form.



**SWEDISH:** (Left)  
The 1½-litre Volvo Sport, with open plastic bodywork.

**GERMAN:** (Below)  
The latest Mercedes-Benz, the 220S coupé, follows classic styling.



dream car, Firebird II. This is a turbine-powered machine of futuristic appearance. Renault show their experimental "Etoile Filante", which achieved 190 m.p.h. at Bonneville recently. An odd mixture is the Cadillac Eldorado Town Car. This has a wrap-around screen and tail fins, but the body is reminiscent of a 1925 coupé de ville, with the chauffeur out in the cold, a black leather top at the rear, and a tiny little back window to make reversing the lengthy car a nightmare.

The British exhibits are extremely numerous, and all of them are very well finished, comparing more than favourably with their Continental competitors. There is no need to deal with them fully, though, with the London Show just round the corner.

B.M.C. show all their products and introduce two new models. These are the Austin-Healey "100" Six, described elsewhere in this issue, and a new

One only wishes that British manufacturers would give the small coupé some consideration, for it is a type that we could make very well. The Simca "Plein Ciel" and the Karmann-bodied Volkswagen are examples of the kind of car that can be extremely attractive.

Finally, the Salon usually contains an historic exhibit, and this year is no exception. This is a small Heralé Bruneau aero engine with no less than 20 cylinders! They are mounted in a V, and operate on a three-bearing crankshaft. The inlet valves are automatic, the exhausts work from a single external camshaft, and the date of manufacture was 1906. A curious feature is that the cylinders are steadied by a series of bicycle-spoke-like wires.





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AL70



**Sunday at Snetterton—continued**

the Formula 3 race, it would have been somewhat surprising if anybody else had won. However, his eventual victory was not without incident, for the King of Snetterton went off the track at one point on the third lap, dropping from second to fourth, behind Don Parker, Eugene Hall and Ivor Bueb. On the still wet track, Raby charged the bank sideways, but emerged unscathed, while Russell went after his long lost lead. Bueb lost his place to Bridger, who then took Hall, and on lap 6 Russell came round leading Parker. Then, on lap 8, the order settled down and, although Russell continued to increase his lead, there was no passing or re-passing. John Brown (Cooper) passed the pits on lap 9 with something hanging from his offside front suspension, so the stewards ordered the black flag to be hung out; however, he stopped out on the circuit, instead of coming round to the pits, so nobody found out exactly what the matter was. And, after 15 laps, Jim Russell won yet again at Snetterton, being followed home by Parker, Bridger, Hall and Bueb.

The main event of the day, the 15-lap Redex Trophy race, came last on the programme, and was hotly contested by a very wide variety of sports cars. Fastest

in practice was Peter Blond (Jaguar D), but also greatly fancied was Noel Cunningham-Reid in the H.W.M. he has been driving so quickly and so well this season, and Archie Scott-Brown, having a first drive in Bob Dennis's Aston-Jaguar, which Geoff Richardson seems to have made to go very quickly. But the extraordinary speed of the small cars was well illustrated by the front row of the grid, made up of Blond, Cunningham-Reid, Bueb (Cooper), Gammon (Cooper) and Stacey (Lotus). One of the small-fry could easily win, especially if it rained. Scott-Brown shared the second row with Bob Berry (Jaguar D) and W. S. Frost (Lotus).

However, from the moment the flag dropped, Cunningham-Reid went out in front, never to be headed, his H.W.M. whistling (literally!) past the pits, never missing a beat. For two-thirds of the race, Scott-Brown managed to hold second place, but was always hard-pressed by Gammon's diminutive Cooper. Eventually, Archie had to give best, for the Aston-Jaguar's brakes were not up to the task, and the circuit's sharp corners beat him. But, no sooner had Gammon taken Scott-Brown, than he seemed to slow too, and after closing for a couple of laps, Bueb got past both

of them on the last time round to take a rather unexpected second place overall, and first place in his class. In the middle class, 1,501 c.c. to 2,700 c.c., contested by a couple of TR2s, a Healey Silverstone and an Austin-Healey, the latter car won, driven by D. Shale, after lying behind L. Taylor, in a Triumph, for most of the distance.

MAXWELL BOYD.

**Results**

**Event 1. 5-lap Handicap, under 2,500 c.c.:** 1, J. B. Naylor (Lotus-Maserati), h'cap 2 m. 50 s.; 2, K. D. Laverton (Lotus), h'cap 2 m. 10 s.; 3, J. Horridge (Lister-Bristol), h'cap 2 m. 50 s. **Fastest lap:** Naylor, 82.79 m.p.h.

**Event 2. 10-lap Scratch, sports cars up to 1,500 c.c. Class A, up to 1,100 c.c.:** 1, P. Gammon (Cooper); 2, K. Hall (Lotus); 3, Hon. E. Greenall (Lotus). **Class B, 1,101-1,500 c.c.:** 1, B. Naylor (Lotus-Maserati); 2, I. Bueb (Cooper). **Overall:** 1, Gammon; 2, Naylor; 3, Bueb; 4, Hall. **Fastest lap:** Naylor, 87.25 m.p.h.

**Event 3. 10-lap Formula 3:** 1, J. Russell (Cooper); 2, D. Parker (Cooper); 3, T. Bridger (Cooper). **Fastest lap:** Parker, 81.14 m.p.h.

**Event 4. Redex Trophy for sports cars. Overall:** 1, N. Cunningham-Reid (H.W.M.); 2, I. Bueb (Cooper); 3, P. Gammon (Cooper); 4, W. A. Scott-Brown (Aston-Jaguar); 5, R. E. Berry (Jaguar D); 6, K. Hall (Lotus). **Fastest lap:** Bueb, 84.1 m.p.h. **Class A, up to 1,500 c.c.:** 1, Bueb; 2, Gammon; 3, Hall. **Class B, 1,501-2,700 c.c.:** 1, D. Shale (Austin-Healey); 2, L. Taylor (TR2); 3, T. Lynch (Austin-Healey). **Class C, over 2,700 c.c.:** 1, Cunningham-Reid; 2, Scott-Brown; 3, Berry.

## Formula Three at Brough

*Lively 500 c.c. Car Events at Blackburn Welfare M.C. Race Meeting for Two- and Four-Wheelers*

WHAT may possibly be the last Formula 3 car meeting at Brough was held by the Blackburn Welfare Motor Club on Saturday, 29th September.

Because of pressure from the Lord's Day Observance Society the meeting was held on a Saturday when usually it has been held on a Sunday. This resulted in a much smaller crowd than was usual at the Sunday meetings with the attendant question of whether the meeting would pay. The organizers announced before the meeting closed that it was not possible to say whether or not the meetings would be continued at that time, and that a press release would be issued later.

Swan-song or not, the meeting—a mixed car and motor-cycle one—pro-

duced some excellent racing in all classes with the prime honours in Formula 3 being taken by Phillip Robinson who won both handicap and scratch races in fine style. In the scratch race he did his fastest lap at 64.60 m.p.h. which compares very favourably with Cliff Allison's F3 lap record set up in April 1955 at 65.81 m.p.h.

First race was the scratch event. From the grid, Robinson went straight into the lead, closely followed by J. Middlehurst (Kieft-Norton). At the end of the first lap it was still Robinson from Middlehurst, with R. T. Spreckley in third place and these three settled down to hold these positions through the 10 laps of the 1.17-mile Brough aerodrome circuit. Farther back there was quite a

bit of dicing between R. H. Preston and D. H. Phillips (both Cooper-J.A.P.s). Phillips led on the second lap but on the third was passed by Preston but pressed him closely. They held this order to the finish when they were fifth and sixth. Meanwhile G. Chippindale (Cooper-J.A.P.) fell back from fourth place with a misfiring engine to drop out on the eighth lap and M. E. Wyatt worked his way up from ninth place on the third lap to take fourth place from Preston on the last lap. Robinson was not hard-pressed and his race average was 61.02 with a fastest lap at 63.62.

An hour or so later the cars lined up again for the handicap race. First away was H. Stillborn (Cooper Special) who held the lead until relieved of it on the third lap by Phillips. Meanwhile Robinson had started to work his way up the field and after being sixth on the second lap, was fifth on the third lap, third on the fourth lap and took his winning lead on the fifth. After a third lap spin at the Welton Bend Wyatt came through the field to take third place behind Middlehurst who held on to second place for the last four laps. In spite of being delayed by the field, Robinson's average was 63.57 m.p.h.

PETER CRAVEN.

**Results**

**500 c.c. Scratch Race:** 1, P. Robinson (Cooper); 2, J. Middlehurst (Kieft-Norton); 3, R. T. Spreckley (Cooper); 4, M. E. Wyatt (Cooper). **500 c.c. Handicap:** 1, P. Robinson (Cooper); 2, J. Middlehurst (Kieft); 3, M. E. Wyatt (Cooper); 4, R. Preston (Cooper-J.A.P.).

**BOLTON-LE-MOORS C.C.**

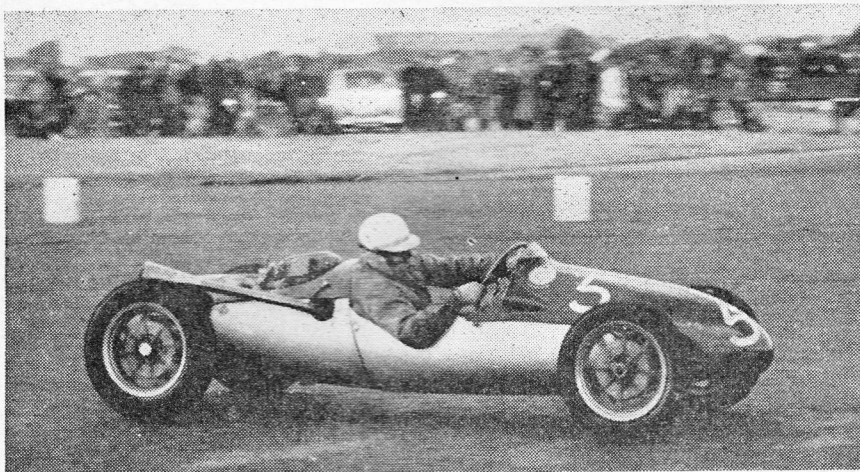
**September Rally, 23rd September**

**Experts open cars:** H. Whalley/Mrs. Whalley (TR2), 25 marks lost. **Closed cars:** Mrs. Woolley/S. Woolley (Austin A50), 29. **Novices' Award:** Miss M. Halsall/J. R. Stuart (Ford Prefect), 124.

**WINDSOR C.C./750 M.C.**

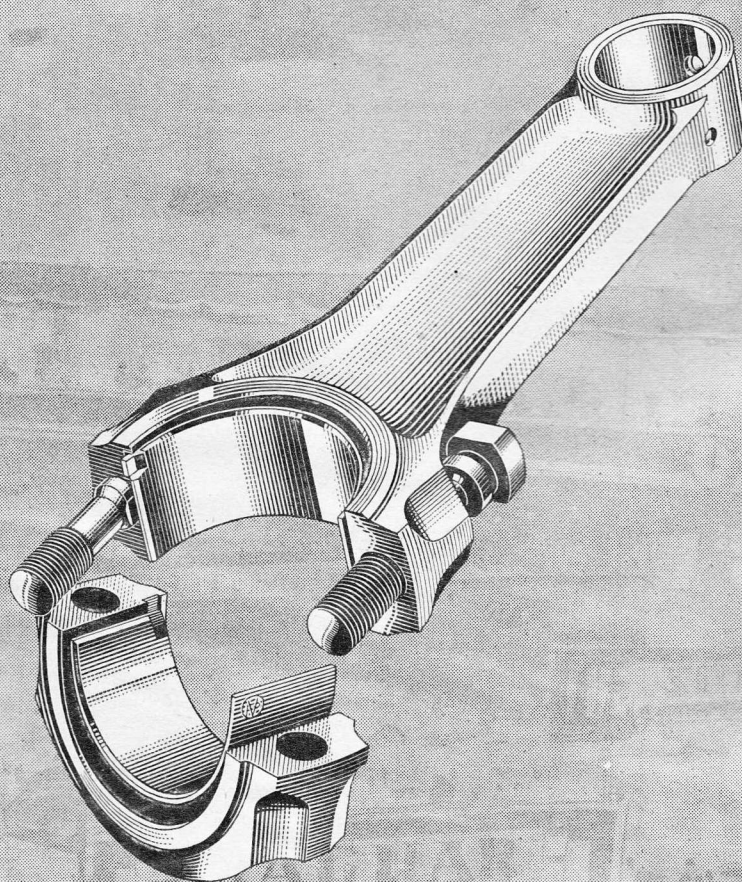
**Night Trial, 22nd-23rd September**

**Best Performance:** R. North/B. Pickford (TR2). **Best in opposite class:** B. W. J. Hindes/R. F. Shay (Anglia). **First Class Awards:** N. Crane, D. Hall, B. Stone, E. Kelvin-Lawrence. **Second Class Awards:** A. Beaumont-Dirles, J. Taylor, J. Weil, G. Stacey.



VICTOR in both the scratch and handicap F3 races at Brough, was P. Robinson (Cooper) seen taking Paddock Bend.





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## BOOK REVIEWS

THOSE able to read German may be interested to hear of a book published in Germany, by Paul Pattloch Verlag, Aschaffenburg, entitled *Vom Autschlosser zum Rennfahrer*. In the course of a long career connected with aircraft, the author, C. Walther Vogelsang, has written several technical volumes and a novel on that subject, but for this second novel has turned his attention to the motor and motor-cycle racing scene. *Vom Autschlosser zum Rennfahrer* is written principally for more youthful readers, to whom the romance of motor racing would appeal, and the author has drawn freely on German motor-cycle and car racing up to recent times to tell his story. The characters are modelled upon some of Germany's pre- and post-war motor racing heroes, in particular Bernd Rosemeyer and Karl Kling, and the story makes use of the resemblance in career between Max and Bernd Rose-

meyer, in the former's early days as a motor-cyclist, which resemblance changes later, to become similar to the career of Kling.

ALAN BRUCE.

THE first printing of that Bentley "Bible", *The Technical Facts of the Vintage Bentley* having sold out within a few weeks of its publication, a second edition, incorporating various improvements and corrections, plus an invaluable index, has just been issued by the Bentley Drivers' Club, Ltd., "Madges", Long Crendon, near Aylesbury, Bucks. If you own and maintain any type of Bentley of pre-Rolls-Royce genre—i.e., built between 1922 and 1931, and you missed the No. 1 edition, this is your second chance. Don't miss it. Price is 30s., for a collection of data which must have taken years to accumulate, and many, many hard hours to present in book form.

C. P.

### Two-Wheelers at Brighton

ON reading your Correspondence columns, 17th and 24th August, we would like to point out that it has always been our wish to have the motor-cycles compete at the Brighton Speed Trials, and we hope that circumstances will allow this to be the case in forthcoming Brighton Speed Trials.

E. W. QUERO,

HON. SECRETARY, BRIGHTON AND HOVE M.C., LTD.

BRIGHTON 7, SUSSEX.

### The "Autosport" Championship

ADDING to the controversy of the AUTOSPORT Series-Production Sports Car Championship, I do feel as a private owner that it is ludicrous to hope to compete against manufacturers and garage-owned cars who have the means and unlimited resources to spend on their cars knowing that if they are successful, it will certainly bring in sales for them of their particular car, therefore boosting their profits, whereas the private owner will not have this financial reward to come from the money spent on tuning and modifications.

I feel that if the works and garage-owned cars were excluded, the championship would lead to much closer racing thereby greatly increasing the spectator appeal; remember, if it were not for onlookers there would be no motor racing at all. If the works and garage owners want to race let them compete against the D types, DB3S, Listers and Lotus, and leave this Championship for the boys who race for the fun of it and not for what they can get out of it.

It is a great pity Ken Rudd had not, apparently, read the regulations for the Championship before he entered; as I exclaimed when I received them that it all depended on one race irrespective of the results of the qualifying events, so I cannot see that he has anything about which to complain if he had read the regs.

R. P. STANDBRIDGE.

PARKSTONE, DORSET.

SURELY Mr. Rudd is looking at the AUTOSPORT Sports Car Championship through a rather "commercially minded" pair of glasses. The whole, and in my opinion, highly successful aim of the sponsors was to enable private owners of everyday sports cars to race their machines without having to compete with the more specialized sports racing cars. Of course Mr. Rudd won his class—and so he should have—his main opposition coming from Hurrell's TR2, a car costing less than half as much as the A.C.

It was obvious that the only way to arrive at the overall Champion was on a handicap basis, and anyway Mr. Rudd came a very creditable second.

In conclusion, this is a sport; let's all enjoy it as such.

ALAN T. FOSTER.

LONDON, W.1.

I WAS very interested to note in your recent report of the AUTOSPORT Championship meeting at Oulton Park, that a certain element of the spectating public deemed it amusing to make fun of the gallant effort put up by Mitchell in his Ford Anglia.

This recalls to mind a further example of extreme bad taste shown during the last B.A.R.C. Members' meeting at Good-

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

## CORRESPONDENCE

wood. Unfortunately one of the competitors, no doubt due to an earlier incident, was not circulating in a fast enough manner for the crowd, and a section of the Member Stand proceeded to "slow clap" this car as it passed the stands.

This distasteful mannerism of some sections of the viewing public is deplorable, and I trust that these incidents are isolated examples, and will not prevail during next season. I can only suggest that the persons concerned attend stock car racing to continue these habits and leave racing to the enthusiast, who at least appreciates the efforts put up by all competitors whether bad or good.

KEITH G. THORNBURROW.

EAST TWICKENHAM, MIDDX.

### Bodywork

WITH regard to the Editorial in last week's AUTOSPORT, I must say how pleased I am that the point has been raised. For years now we have had the same old shapes of the Morris Minor, Austin and Standard. The manufacturers think that they can get away with it. What a difference it would make to the sales if the bodies were re-styled on Continental lines.

I can only think of two or three British makes that have anything to compare with Continental styling.

G. K. DAVIES.

CHEADLE HUME, CHESHIRE.

YOUR Editorial of 5th October headed "Where are the Specialists?" can be answered under two headings, namely: "Lack of Chassis" and "Purchase Tax".

My firm have been Coachbuilders since 1901, and quite naturally have seen many changes.

We receive enquiries from time to time for special bodies of either the saloon or open two-seater type built on the more popular chassis including sports cars. Unfortunately the manufacturers always give the same answer, that chassis are not available. Only recently I contacted the manufacturer of one of the most popular two-seater sports cars and was told that nothing could be supplied owing to the fact that all their production was either being exported or sold in this country. The only type of chassis available are those in the luxury class.

Another important factor is the high figure of Purchase Tax which has to be paid. Obviously coachbuilders cannot hope to compete with the manufacturers with regard to the mass production of bodies, consequently Purchase Tax is higher than on the production body.

I heartily endorse your views, and if manufacturers would take a keener interest in special bodywork we should see many more pleasing and individual examples of coach work design.

GERARD B. FLEWITT,  
MANAGING DIRECTOR, FLEWITT LIMITED.

BIRMINGHAM.

### On Fangio

I FEEL that I cannot let "Viva Fangio's" letter go by without some comment. I think that he is rather "laying himself open" when he says that Fangio is the greatest G.P. driver of all time.

Many considered Nuvolari the greatest of them all. Although

(Continued on page 473)





# There's no mistaking the easier running

*and you get 80% less engine wear with*

## *BP Energol 'Visco-static' Motor Oil*

**Y**OU CAN TELL the difference right away when you change to BP Energol 'Visco-static' motor oil. Your engine starts with ease and runs as freely as if it had warmed up already.

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These are just the first signs that BP Energol 'Visco-static' is a very different kind of oil. But the biggest benefit of all is the saving in engine wear. Tests with the new atomic-wear detector have proved that BP Energol 'Visco-static' reduces engine wear by 80%. Under normal driving conditions you can expect at least double the mileage from your engine before an overhaul is necessary.

### **A different kind of oil**

Just think! Easier starting, smoother

running, up to 12% less petrol and 80% less engine wear. How can an oil do all this? The answer is that BP Energol 'Visco-static' is a multigrade oil covering the range from SAE 10W to SAE 40. Its thickness varies far less with changing engine temperatures than that of conventional oils. This means it is free flowing when you start from cold so that oil circulation begins at once. And when the engine warms up, this oil has the same full body as a thick summer oil has in these hot conditions.

BP Energol 'Visco-static' gives you better and cheaper motoring and it is for use all the year round. Decide to to change now. Ask at garages where you see the BP Shield. BP Energol 'Visco-static' is obtainable in pint, quart and 1 gallon sealed containers.

### **Do's and Don'ts with BP Energol 'Visco-static'**

Don't mix it with other oils.

Drain and refill with BP Energol 'Visco-static'. If you have been using a non-detergent oil you should run 500 miles, then drain and refill again.

Don't change to BP Energol 'Visco-static' if your engine will shortly need an overhaul. In such cases you should continue to use the normal grades of BP Energol, until it has been overhauled.

### **Engine more lively, writes user**

"On the run to London, a distance of 135 miles, with BP Energol 'Visco-static' in the sump, the engine was noticeably freer all the time, not only when warming up from cold. My wife and I both noticed how much more lively the car was. Acceleration too is improved."

Lt.-Col. J.N., R.A.



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# Club News

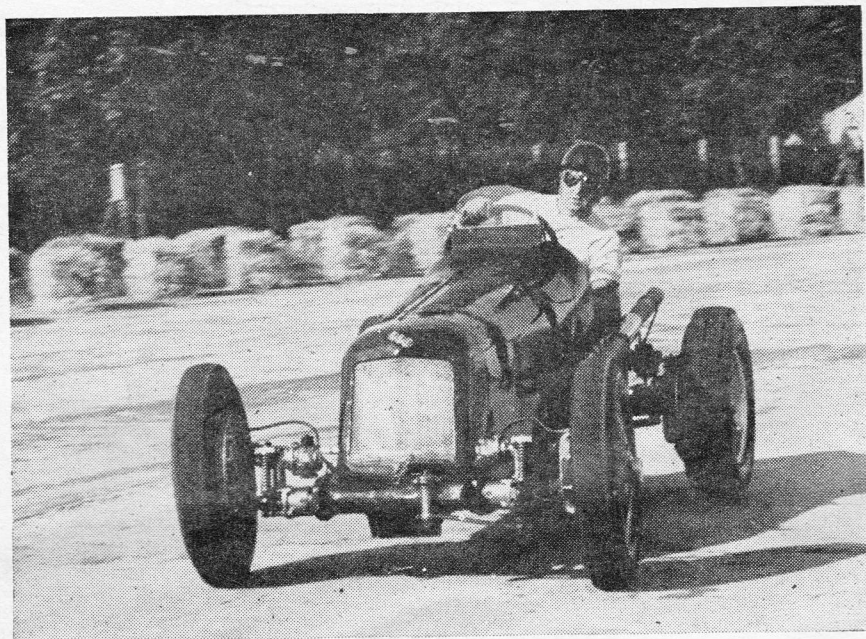
By STUART SEAGER

ONE of the most intriguing news items to appear this week is that floor gear changes seem to be on the way back. Three Nuffield models now have "stick shifts" where steering column levers lurked before, and this trend towards mechanical sanity seems to us to be worthy of jubilation. Could it be that at last, after years of exasperated wrestling with what must surely be the craziest sales gimmick ever to be inflicted on the long-suffering motor-car, we may soon be liberated from this web of rickety rods and once again be permitted to engage what gear we want, at the instant we want it, with smoothness, simplicity and precision? Originally it was a case of one evil giving rise to another, for some genius found he could sell motor-cars by fitting a bench front seat, enabling the lucky owner, twice a year, to carry three people in front. Of course, this gear lever thing got in the way, and another genius (a sad one, we feel) had to devise a way whereby it was possible, for those who insisted upon changing gear, to do so with a lever tucked away behind the steering wheel. It was manifestly impossible, with the inevitably complex linkage involved, for gear-changing to be the simple thing that it had been, and so the less persevering drivers avoided the operation as far as possible. Thus "top-gear acceleration from 10 m.p.h." became an important consideration to these customers. For their sakes, axle ratios were lowered, and we arrived at the car of today, which does nearly everything in top gear, and is screaming its head off at 50 m.p.h. By stirring around with an almost inaccessible lever, one may from time to time encounter three speeds and under-drive.

We feel that the phenomenal success of the Volkswagen is perhaps not unconnected with the fact that it has a separate seat to sit in, and a gear lever that selects with ridiculous ease any of four gears: one for starting off, one for initial acceleration, one to reach cruising speed and one to maintain it at minimum engine revs.

But maybe the light is dawning, and we will soon be able really to use a gearbox again in a (not too expensive) British car. Those of us who don't care for automatic transmission, that is!

ANOTHER flourishing crop of night rally announcements this week, but first, there is the **Huddersfield M.C.** standard car trial on 21st October. This is open only to production cars, Dellows excepted, in two classes, open and closed, and the invited clubs are the Ilkley, Lancs and Ches., M.G., North Midland, Sheffield and Hallamshire and Yorkshire S.C.C. Entries close tomorrow (13th) with J. B. Brierley, Thorpe House, Almondbury, Huddersfield. . . . On, then, to the night life. The **B.A.R.C. (S.W.)** are holding a night rally on 3rd-4th November and have invited the Gosport, Hants and Berks, London, M.G., Thames Estuary, Southsea and West



*FAMOUS CAR: E.R.A. No. R4D and its present master, Ken Wharton, in effective action at the Hagley and D.L.C.C. sprint meeting at Staverton, where the combination made B.T.D.*

Hants and Dorset clubs. The route is of about 275 miles, the start and finish are at Winchester and entries close on 29th October with W. R. Short, 5 Brownhill Road, Chandler's Ford, Eastleigh, Hants. . . . The **Tunbridge Wells M.C.** have a night event on 27th-28th October, starting and finishing a 180-mile route at Nutley, Surrey. This one is open to members of the Hants and Berks, Sevenoaks, Maidstone and Mid-Kent, B.A.R.C., 750, Surrey Sporting and U.H.U.L.M.C. Entries close on 23rd October with G. W. Law, 8 Culverdon Park, Tunbridge Wells. . . . On 20th-21st October, the **Sevenoaks and D.M.C.** have a 150-mile night rally which is open to the Maidstone and Mid-Kent, 750, Tunbridge Wells, Thames Estuary, Surrey Sporting, Mid-Surrey and B.A.R.C. Regulations are obtainable from C. White, Linden Lodge, Linden Square, Riverhead, near Sevenoaks, Kent. . . . Going north, we have the **Bolton-le-Moors C.C.** night rally, also on 20th-21st October. This is a 250-mile event in Lancashire, Cheshire and North Wales, open to the B.A.R.C., Knowldale, Lancashire, Liverpool, Lytham St. Annes and M.G.C.C. Timing will be on the excellent sealed watch system, much favoured

in the north, and entries close on Monday (15th), with J. M. McCartney, "The Woodlands", Chorley Old Road, Horwich, near Bolton, Lancs. . . . There are also a few closed-to-club events of a similar nature. The **Forces M.C.** have one of 100 miles on 20th October, with details obtainable from K. J. Sinkins, 237 Sydenham Road, Croydon, Surrey. The start is from Croydon Aerodrome. . . . On the same night (20th), the **Brighton and Hove M.C.** have one over some 80 miles, starting from Brighton, for which details are available from the club at 296-7-8 Madeira Drive Arches, Brighton. . . . On 18th November there is the **Newquay M.C.** rally of 150 miles, for which details may be obtained from I. A. Start, The Garth Hotel, Newquay, Cornwall. . . . Changing the tune a little, the **Blackpool and Fylde M.C.** have a driving test meeting on 28th October. Details from E. B. Stott, 48 Corporation Street, Blackpool. . . . The **Sheffield and Hallamshire M.C.** will be holding their classic High Peak Trial on 28th October, regulations being obtainable from Stan Fox, 16 Haddon Close, Dronfield, Derbyshire.

More Club News on page 474

## Coming Attractions

**October 13th.** Lancs and Cheshire C.C. Race Meeting, Oulton Park, near Tarporley, Cheshire. Start, 11.30 a.m.

Eight Clubs Eastbourne Rally. Driving Tests on Sea Front, Eastbourne.

**October 14th.** West Essex C.C. National Hill-Climb, Stapleford Airfield, near Abridge, Essex. Start, 10.30 a.m.

British Racing and S.C.C. Race Meeting, Brands Hatch, near Farnham, Kent. Start 1 p.m.  
Southsea M.C. President's Trophy Trial. Start, Deer's Hut Hotel,

Longmoor, near Liphook, Hants, 10.30 a.m.

Hants and Berks M.C. Driving Test Meeting, California-in-England, near Wokingham, Berks. Start, 11 a.m.

**October 17th-27th.** International Motor Show, Earls Court, London.

**October 21st.** 750 M.C. Speed Trial, Tarrant Rushton Airfield, near Blandford, Dorset.

West Hants and Dorset C.C. Bournemouth Rally. Driving Tests on Promenade, Bournemouth.



**Correspondence—continued**

his driving was somewhat erratic he proved that he could do things with a car that no other driver in the history of motor racing could do. The 1936 Coppa Ciano is an example. After his own car blew up he took over Carlo Pintacuda's Alfa, which was in tenth place. By sheer driving he brought it through the field, which included three Auto Unions, to a brilliant victory.

Caracciola is another favourite considered by many as the "perfectionist". His handling of the powerful Mercedes was magnificent.

Rosemeyer is "the ace" to others, breaking into G.P. racing in 1935 and becoming European champion in 1936, making many records, some of which are still unbroken.

Then, of course, we have Ascari, the greatest driver since the war and the one man who could master Fangio in his heyday.

Of course, I must admit that Fangio has an impressive record with twenty-one *Grandes Epreuves* in six years, nineteen of them outright and two shared. This compares well with Caracciola's 15 *G.E.s* in 13 years and Ascari's 15 in four years. Nuvolari only scored seven in seven years and Rosemeyer three in one year.

But, as good as Fangio is, I think he must rank below Nuvolari, Caracciola, Rosemeyer and Ascari.

FRATTON, PORTSMOUTH.

G. H. BELL.

WITH due respect to Mr. I. F. Ferguson and "Viva Fangio"

I think it is very difficult to assert definitely that Fangio or anyone else is the greatest driver of all time. Conditions of racing and cars have changed so much since the days of Nuvolari, Caracciola, etc., just as they did between the days of Szisz, Lauteschlager and Louis Renault.

I feel that it is rather difficult to assess accurately the driving merits of drivers in such different circumstances, and that probably the nearest one can get is to list perhaps the greatest driver of each era.

We can, after all, never know, unfortunately, what would be the result of a race between, say, Fangio, Nuvolari, Moss, Caracciola, Lang, Seaman, Hawthorn and Rosemeyer, for instance, intriguing though the thought is.

One thing that does seem rather puzzling is why Fangio should appear to be a better driver than Moss in a Grand Prix car, but is usually beaten by the latter in a sports racing car, despite the similarity of performance. Moss, of course, seems equally at home in either or any machine, but several excellent sports car drivers have not always been so successful in Grand Prix cars.

To conclude, my personal belief is that Nuvolari and Fangio should be bracketed together as the finest two drivers to date. It should also be borne in mind that the finest drive in a race is not always put up by the winner.

ROATH, CARDIFF.

J. H. PATERSON.

**On Moss**

AFTER reading letters in praise of Archie Scott-Brown, Juan Manuel Fangio and C. A. S. Brooks in AUTOSPORT dated 21st September, 1956, I am prompted to add my appreciation of Stirling Moss in your columns.

For years Stirling has been dogged by cruel misfortune and 1956 was no exception. Moss won numerous important sports car races during the season and chalked up two more Grands Prix to his credit, one at Monaco (a driver's circuit if ever there was one) and the other Monza, fastest circuit in Europe. Second spot at Nürburgring and a third in the Belgian G.P. complete his tally for the season.

He led for the best part of the British G.P. and also for a lengthy period in the Argentine G.P. (with crushed foot), before retiring.

Outside of racing, too, Stirling is a credit to the sport. Whilst completing my National Service at Aldershot, I wrote to Stirling asking him for an article for the camp magazine, of which I was motor racing correspondent. At his first opportunity he wrote me an article which was published in the "rag" and which was a great success.

I have had the pleasure of meeting him at one or two race meetings, and always he managed to be pleasant to the fans. Truly a great man of motoring.

A round of applause, too, for Harry Schell for his magnificent efforts in the Vanwall.

READING, BERKS.

DAVID GOLDER.

More Correspondence on page 480

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# Record Round-up at Rhydymwyn

**Tony Marsh Breaks Course Records for Racing and Sports Cars**

THE Wirral Hundred Motor Club's end of season Rhydymwyn Sprint Trial took place on Saturday, 6th October. Rhydymwyn circuit, for the benefit of the uninitiated, is rather like Prescott on the flat, with the start and finish joined by a dogleg straight. Competitors are timed over a standing and a flying lap. It is too narrow for more than one car, though a series of pursuit races are run between the faster cars starting at 20 secs. intervals.

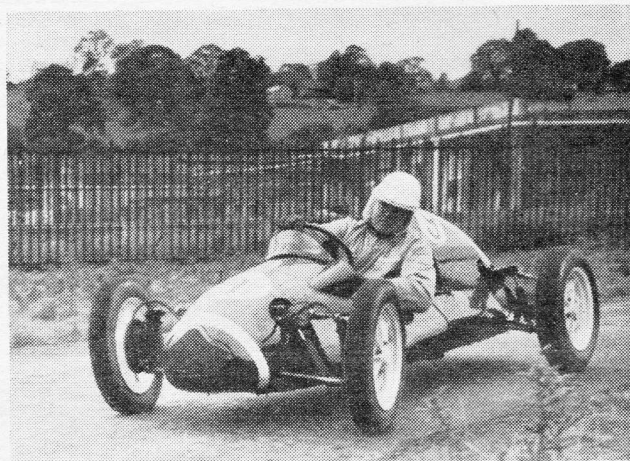
Bitterly cold wind with occasional rain storms did not make this little Welsh circuit an attractive place for spectators, but the handful of extremely hardy supporters obtained good value for their entrance fee: spins, revolvings, and runnings out of road were the order of the day, interspersed with some few examples of magnificent sprint driving.

The class for sports cars up to 1,250 c.c. starred Tony Marsh (Cooper-Climax), who on his first run took 1 min. 24.6 secs. His second, made just before the event finished, smashed the sports car record with an astonishing time of 1 min. 19 secs. and that on a track by no means dry. The remainder of the class, comprising M.G., Ford, and Dellow cars, were naturally overshadowed by this performance.

J. H. Brooks (Cooper-M.G.) with 1 min. 25.6 secs. won the 1,500 c.c. class from G. L. Corlett (Fiat-BMW) by 2 secs. D. H. Hoskins (Lester-M.G.) which might have made the running here, suffered a monumental blow up in practice when a con-rod came through the side, then hit the starter motor, disintegrating the entire clutch housing assembly.

E. P. Scragg, former record holder, led the over 1,500 c.c. class with 1 min. 30.8 secs. but A. C. Barrett-Greene (Jaguar), on his second run, bettered this

★  
*STALWART of Northern events is Reg Phillips, seen here taking Coppice Bend at Rhydymwyn, where he finished third in the combined class for racing cars up to 1,500 c.c. and won the second pursuit race.*  
★



with 1 min. 30.2 secs. As the Alta-Jaguar did not appear for its second run, this time stood. G. Hoyle (F.N.-BMW) was third with 1 min. 31.4 secs.

R. W. Colton (Cooper) was first among the Formula 3 entries with 1 min. 24.8 secs., being nearly two secs. faster than C. A. N. May (Cooper), with J. Middlehurst (Kieft), third. The others in this class were slow and appeared nervous of Coppice Bend.

In Class 5 and 6, for racing cars up to 1,500 c.c., Tony Marsh in the Cooper twin, with a magnificent run of 1 min. 17.4 secs., smashed the outright course record and won the 1,500 c.c. racing car class. D. Haigh (Cooper twin (S)) was second with 1 min. 22.2 secs. but after passing the finish line, lost control and in trying to get out of trouble, overcorrected, and spun through the guard rails of the inner enclosure, luckily without any damage to car or driver. Reg Phillips was a good third in 1 min. 24 secs.

Class 7 was for unlimited racing cars, but the wet track was not encouraging to the very potent machinery. J. Stewart (2-litre E.R.A.), spun off at the hairpin and did not complete his second lap. F. B. Williams (Norris Spl.), did likewise, though to be fair, both made good times on their second runs. E. P. Scragg (Alta-Jaguar) suffered mechanical trouble and did not reappear. Jim Berry (E.R.A. Spl.) made two beautiful runs in 1 min. 25 secs., and 1 min. 23 secs. taking the class easily.

Finally came the pursuit races, run over four laps, drivers starting at 20 secs. intervals. Tony Marsh (Cooper twin),

with the advantage of the smaller car, won from Jim Berry (E.R.A.) by 2 mins. 30.8 secs. to 2 mins. 41.6 secs. both cars being impeccably driven. Reg Phillips (Cooper twin), won the second event with 2 mins. 41.6 secs., from Haigh's similar blown car, who after a spin and a stalled engine at Coppice Bend returned 2 mins. 52.2 secs.

FRANCIS PENN.

## MID-SURREY A.C.

SOCIAL meetings of the Mid-Surrey A.C. will in future be held at the club's new headquarters, The Sugar Bowl, Burgh Heath, Surrey, on the first and third Thursday in the month.

## APOLOGIA

TWO caption errors have crept into reports of club events recently. In last week's London Rally report, we referred to Jimmy Ray's navigator as J. M. Wood, when he really was Jeff Dixon, who has navigated Jimmy to the Premier Award three times and this time brought him the opposite class award. J. M. Wood is, of course, John Waddington's navigator and the co-winner of this year's P.A.

The previous week, in our Knott Cup Trial report, we captioned a picture as being of Col. Davis, when it was actually of Sgt. Holland, winner of the Army vehicle category. The error was due to a last-minute programme change, so that two Jeeps instead of only one took part, and confused the issue! Our apologies all round.

## LANCASHIRE AND CHESHIRE C.C.

Lakeland Rally, 28th-29th September

Rally: Best Performance: 1. R. Gouldbourn/S. Turner (Triumph TR2); 2. W. K. Blomfield (Austin-Healey). Ladies' Award: Mrs. Murdock (Ford). Novice Award: J. W. Smith (Triumph TR2).

Class Awards; Closed Cars up to 1,300 c.c.: P. Simister (Ford). Over 1,300 c.c.: C. Bethell (Vauxhall). Sports Cars over 1,600 c.c.: K. Walker (Triumph TR3). First Class Awards: A. C. Whatmough (Sunbeam); J. Waddington (TR2); A. Newsham (Morgan); S. E. Mather (TR2). Team Award: R. Whitley (Renault), J. Waddington, R. Gouldbourn.

Driving Tests; Best Performance: R. Gouldbourn (TR2). Best in Closed Car Classes: W. Reeks (Ford).

Class Awards; Closed Cars up to 1,000 c.c.: H. Jacoby (Standard). Up to 1,300 c.c.: D. Irlam (Ford). Up to 2,000 c.c.: J. Lauder (Sunbeam Rapier). Over 2,000 c.c.: A. C. Whatmough (Sunbeam). Open Cars over 1,600 c.c.: A. Newsham (Morgan).

SMOKING TYRES as A. C. Whatmough's Sunbeam slides to a halt in the driving tests at Llandudno, at the end of the Lakeland Rally. He gained a first class award in the rally and won his class in the tests.







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# AUTOSPORT

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**A.C.** ACE, June 1955, 6,000 miles, red/beige, fitted oil cooler. The only Ace in existence with a beautiful fibreglass hardtop. Spare alternative axle ratio. Perfect condition and maintained regardless of cost. Sensible offers only, please. Reason for selling, new car on the way.—Mike Mainwaring Evans, 65 Pelham Court, S.W.3.

### ALLARD

**F**ACTORY-SERVICED used ALLARD cars are your wisest buy. Always a good selection at competitive prices.—VAN 2333, 51 Upper Richmond Road, S.W.15 (see also New Fords).

**R**ICHARDS AND CARR, LTD., offer six Allards: 1950 PI saloon, £265; 1949 saloon, exceptional, £265; 1949 drophead fourseater, £245; 1948 drophead fourseater, reconditioned engine 3,000 miles ago, £245 (choice of two); 1949 tourer, £225. Terms. Exchanges.—35 Kinnerton Street, London, S.W.1. BELgravia 3711.

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**A**STON MARTIN Le Mans 2½ short chassis, dynamo, ma-neto recently overhauled, new mains and big-ends, Friary pattern rods. Nearest offer to £230.—Box 2243.

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### AUSTIN

**A**USTIN Big Seven, immaculate, new tyres, etc. Complete with another for spares, £48 or exchange for anything interesting.—Hart, Rothwell Road, Desborough, Northants.

**A**USTIN Seven 1937 Cabriolet 4-seater body, ex-student, no time to tinker, must sell. Reconditioned engine part fitted, also former engine, useful only for spares, insured. £20 o.n.o.—Evenings, PRIMrose 1803.

### BRISTOL

**1954** BRISTOL 403 saloon, grey with red leather, recent overhaul, engine modified to 100B. Radio, two Marchal lamps. Property of enthusiastic owner. £1,450.—H. A. Fox & Co., Ltd., Official Bristol Agents, 3-5 Burlington Gardens, Old Bond Street, London, W.1.

### BRITISH SALMON

**1½** LITRE 4-seater sports, 1936. A quality sports car, built to stringent aircraft standards. Sparkling performance, plus a fuel consumption of around 30 m.p.g. and the impeccable handling qualities one associates with this thoroughbred marque. Will appeal to the genuine enthusiast. Four almost new tyres. New Exide battery, good hood and screens. Well maintained, in very good all round condition. Blue. £119.—Cresscars, Ltd., 156 High Road, Finchley, N.2. TUDor 9272. (2 mins. E. Finchley Station.)

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

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**E**LVIA-FORD 1,100 c.c., with hood. Many recent successes. Owner returning Kenya, must sell. £475.—45 Bromley Common. Tel.: RAVensbourne 2355.

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**1954** WORKS' Anglia Team car, ex-Mackenzie Low, fitted Elva cylinder head, new set c.r. gears, 5.60 x 13 tyres, and laminated screen. Very fast and equally suitable for racing, touring or shopping. Excellent condition throughout. £525.—Elva Engineering Co., London Road, Bexhill-on-Sea, Sussex. Phone 203.

### FRAZER-NASH/BMW

**F**RAZER-NASH, Oct. 1937, Type 329/1, 16.2 h.p., 4-str. cabriolet, excellent condition, maroon. Price £195.—Criterion Garages, Ltd., 69-70 St. Mary's Road, Southampton. Tel. 22310.

### HEALEY

**1952** HEALEY Abbott drophead coupé, bronze, red leather. Condition and appearance as new. Original cost £2,600. Now £650. Deposit £325.—Bayshill Ctrs, 87 St. George's Place, Cheltenham, Glos. Tel. 54914.

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**C**TYPE JAGUAR, 1953 works' Le Mans car, special lightweight body, alloy radiator and oil cooler, disc brakes, 50-gal. plastic tank, special 60-spoke alloy wheels, D type head, 45 mm. bore Webers, full road equipment. Car in perfect, plus mechanical, condition. Recognized as fastest C type in the country. £1,395. Part exchange and terms, or would exchange with cash adjustment for D type.—Maurice Charles Motors, Ltd., 633 Cowbridge Road East, Cardiff. Phone 72000.

**J**AGUAR XK 120, 1951, low mileage, white, leopard skin upholstery, H.M.V. radio, many other extras. £700 or offers.—G. Stratton, White House, Plough Lane, Christleton, Chester. Phone: Chester 35720.

## SPECIAL ANNOUNCEMENT

All copy for Classified advertisements **MUST** reach this office by **MONDAY a.m.**, 15th October, for insertion in the issue dated 19th October.

**J**AGUAR XK 120, regd. Sept. 1952, Remfry conversion to occasional 4-seater as XK 140, new hood, and tonneau cover in Vynide. Many XK 140 mods., including high-lift cams, h.c. pistons, 8:1 ratio, lightened clutch and flywheel, 1 in. torsion bars, twin exhausts. Recellulosed in B.R.G. Ace chrome wheel trims, new "X" tyres, £650.—Maghull Motor Co., Ltd., Northway, Maghull, Nr. Liverpool. Phone: 2085.

**J**AGUAR 1951 Mk. V coupé, heater, leather hood. Well above average condition throughout. Offers around £530.—33 Old Sneed Avenue, Bristol, 9.

**XK** 120. Looks almost new, 37,000 miles, all mods. Only needs seeing. Best offer over £600.—Box 2237.

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**L**AGONDA 2-litre tourer, 1930. Proud owner reluctantly selling a fine specimen in good order. Fully 25 m.p.g. and 74 m.p.h. when warm. Details of last major overhaul.—Ring Windsor 189.

**V12** SALOON, 1938, immaculate throughout, £1600 spent in last two years. Fitted water injection giving vast improvement in economy. £315.—John Ewer Motors, Hampstead. SW15 Cottage 2020.

**£110** 4-SEAT, 1932, 16/80 Special, in good condition except curtains.—Tremlett, St. Richard's, Little Malvern, Worcs. Telephone: Malvern 309.

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**M.G.** SPARES.—Most parts in stock for all models 1930 onwards, including valves, gaskets, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, road springs, wheels, hubs, vertical drive assemblies, prompt postal service c.o.d., and guaranteed workmanship in all our repairs.—A. E. Witham, Queen's Garage, Queen's Road, Wimbledon, S.W.19. L1Berry 3083.

**M.G.** PB, 1936, red, spots, windtones, heater, twin spares, excellent. £195.—34 Four-ways Street, Gooch, Yorks.

**M.G.** TD, red, Laystall head, 4.5 r. axle, extra S.A.S., heater, fine and reverse lamps, luggage rack, Rimbofishers, excellent condition. £440 o.n.o.—Fitch, Flat 2, 33 Kempton Road, Bedford.

**TA**, 1938, excellent example both mechanically and appearance. Good tyres. £195.—John Ewer Motors, Hampstead. SW18 Cottage 2020.

**1947 TC**, very good condition, heater, spot, luggage rack, etc. £325.—Tel. Brett, Staines 5030, evenins.

**1947 2-SEATER**, reconditioned engine, brakes, king pins and bushes, steering box, etc. Finished in immaculate red, five new tyres. £318.—John Ewer Motors, Hampstead. SW18 Cottage 2020.

**1946 M.G. TC**, good condition allround. £285.—Underwood-Rusling Sports Cars, Ltd., Queensberry Road, Kettering. Phone 3351.

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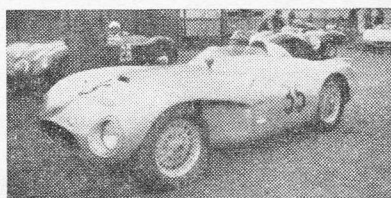
**MORGAN 4/4 sports coupé**, B.R.G., late 1947, engine overhauled, new carb, etc. £275.—24 Bournemouth Road, S.S. Blackpool.

**1950 (Oct.) MORGAN 4/4 4-seater**, excellent condition. £325.—Basil Roy, Ltd., 161 Gt. Portland Street, W.1. LAngham 7733.

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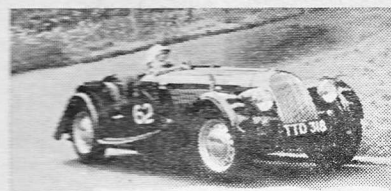
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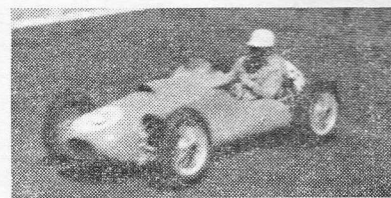
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**H.W.M.** 1952 2-litre, less engine, gearbox, seven Borrani wheels, racing Dunlops, two axles 4.45 and 4.86. £350.—Brooke, Thorn Hill, Ramsgill, Nr. Harrogate.

(Continued overleaf)

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**COMPLETE OVERHAUL and SERVICE for your LAMBRETTA. Spares and accessories available.**

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## Classified Advertisements—continued

## RACING CARS—continued

**LOTUS** F3 car, perfect condition. £110 less engine. Seen at Brands, 14th October.—R. Plummer, 13 Homefield Rise, Orpington, Kent. Orpington 20393.

**LOTUS** Mk. VI, first registered January '56, 4,000 miles only, all new parts, Ford 10 engine, never bent. £500.—J. D. Hollingworth, 24 Wentworth Road, Harbourne, Birmingham.

**MARK VIII COOPER**—J.A.P., immaculate. Seen Brands Sunday. £385.—Meharey, 23 Northwood Avenue, Purley.

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## 1953. Works Le Mans Car (Moss)

first registered 12/12/53. Special lightweight body, works cylinder head and camshafts, disc brakes, largest type triple d.c. Weber, oil radiator, Panhard rod. Car recently overhauled and ready to race. Numerous spares including two B.A. complete, ratios available 3.3, 3.5, 3.7 and 4.1, also three wheels complete. Probably fastest C type produced. Entered for four meetings this season and obtained five firsts, including Lyons Trophy at Snetterton. Car has been used for racing only. £1,400 o.n.o. Prepared to take sports car in part exchange.

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**IVOR BUEB'S COOPER-CLIMAX.**

**IVOR BUEB'S COOPER-NORTON** 500 c.c. Mark IX.

**THESE THREE CARS**, well known to many, are in excellent condition and ready to race.

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**JAGUAR X.K.120** two-seater 1951, finished in metallic grey with red hide interior, fitted heater, wire wheels, twin exhausts, bills are available for recent overhaul and general maintenance since the car was new, this X.K.120 has been very carefully used... .. £595

**JAGUAR Mark V** drophead foursome coupe 1952 rather a scarce model, a beautiful car finished in metallic grey with pale grey hide interior, dark blue hood (brand new), Michelin tyres, heater, etc... .. £495

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## Correspondence—continued

## On Harry Schell

WE have, recently, heard a great deal concerning the respective merits of our several great drivers. Although, perhaps, his skill is not equal to that of a Fangio, Harry Schell is, in my opinion, the outstanding driver and personality of the season. His win at Caen came, I suppose, as a welcome break to this great-hearted trier. His presence, for the past two years, in the Vanwall team has given the team that extra life, so lacking in British F1 racing.

Three times this season Harry has warmed the hearts of many enthusiasts: (i) At Spa, where driving well within his limits, he proved that a Vanwall can finish a *Grande Epreuve*. (ii) At Rheims, where he brought panic to the Ferrari team in a couple of laps. (iii) At Monza, where he traded places with Fangio and Moss for many thrilling laps.

But, at least, he can console himself with a "victory" in the 1,000 km. race at Nürburgring and his second place to Fangio at Sebring.

So, Lady Luck, please be less hard on Harry in 1957; after all he does deserve a good break.

J. BREEN.

LIVERPOOL, 23.

## And on Connaughts

AT the same time as posting this to you, I am sending to Rodney Clarke a small cheque in the hope that he may find use for the money. There has been too little fuss made over the fine efforts of Connaught Engineering and the results they have achieved, and I feel that we should show our appreciation in the most useful manner possible.

There have been widespread appeals in the past for support for British racing projects, all of which has achieved, alas, nothing.

This is not an appeal. It is a demonstration of gratitude and if only a few of us send what we can afford it will be appreciated, I am sure, and put to good use.

P. MITCHELL VASEY.

FINDON, SUSSEX.

## The British Grand Prix

ACCORDING to reports in the national Press, the R.A.C. are once again considering holding the British Grand Prix at Aintree. Surely, in view of the storm of protest made over this move last year, it is running entirely contrary to the views of the majority of the supporters of motor sport to hold this important event at that circuit again.

Having attended the event in 1955, I am in entire agreement with most of your correspondents who complained both before and after the event. The surroundings are depressing, the spectator facilities are deplorable and, above all, most of the racing takes place in the distance, causing it to lose spectacle and appeal. To confirm this, the attendance figures at the circuit for events held this year tell their own tale of the unpopularity of the venue.

I think that a strong protest is called for by all enthusiasts to prevent this move taking place.

SOLIHULL, WARWICKSHIRE.

T. R. GOMM.

[The R.A.C. is the deciding factor when it comes to a choice of venue for a National Grand Prix.—ED.]

## Of Shoes and Ships . . .

MAY I, as an ardent enthusiast of the greatest sport, for some time, voice my opinion on a few of the subjects that have appeared in the Correspondence column of your magazine.

Firstly, I enjoy F3 very much, but would be neither upset nor stay away if it were not run. There is nothing to touch F1 for "spectacle" and crowd "draw".

Secondly, I think with the talents of Cooper and Chapman and Lister pitted against each other F2 will prove not only exciting to watch, but will be the finest training ground for Grand Prix drivers we have yet had.

Thirdly, as we now have no long-distance sports car race in this country, and the public seem disinclined to watch racing at night, I wonder if it would be a practicable idea to suggest a 1,000 kms. event to be run at either Goodwood or Silverstone.

This distance seems very popular with the Continentals and a good entry ought to be forthcoming.

Lastly, in my opinion, both Hawthorn and Moss are brilliant. Collins can give the best a good race, and both Salvadori and Scott-Brown have proved themselves to be among the fastest and most consistent drivers we have.

READING, BERKS.

MARTIN BARRINGTON-MAXWELL.

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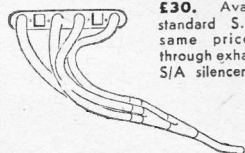
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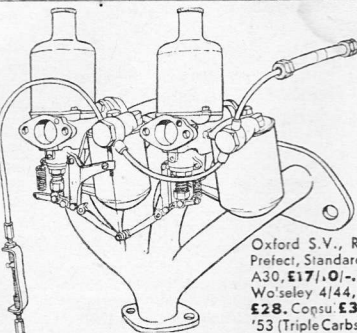
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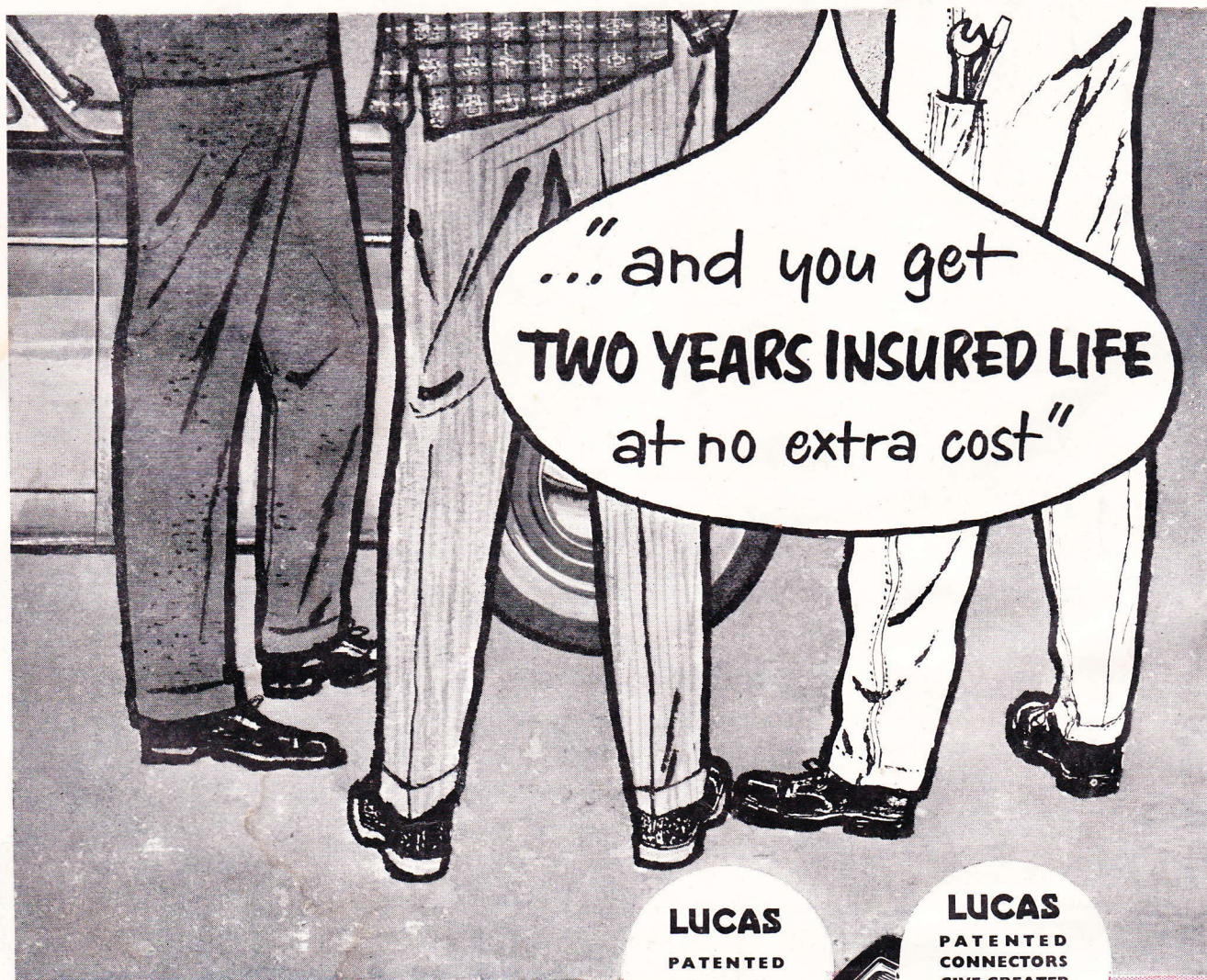
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