

AUTOSPORT

NOVEMBER 23, 1956

1/6

EVERY FRIDAY

Vol. 13 No. 21

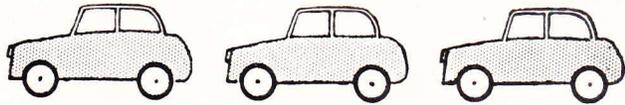
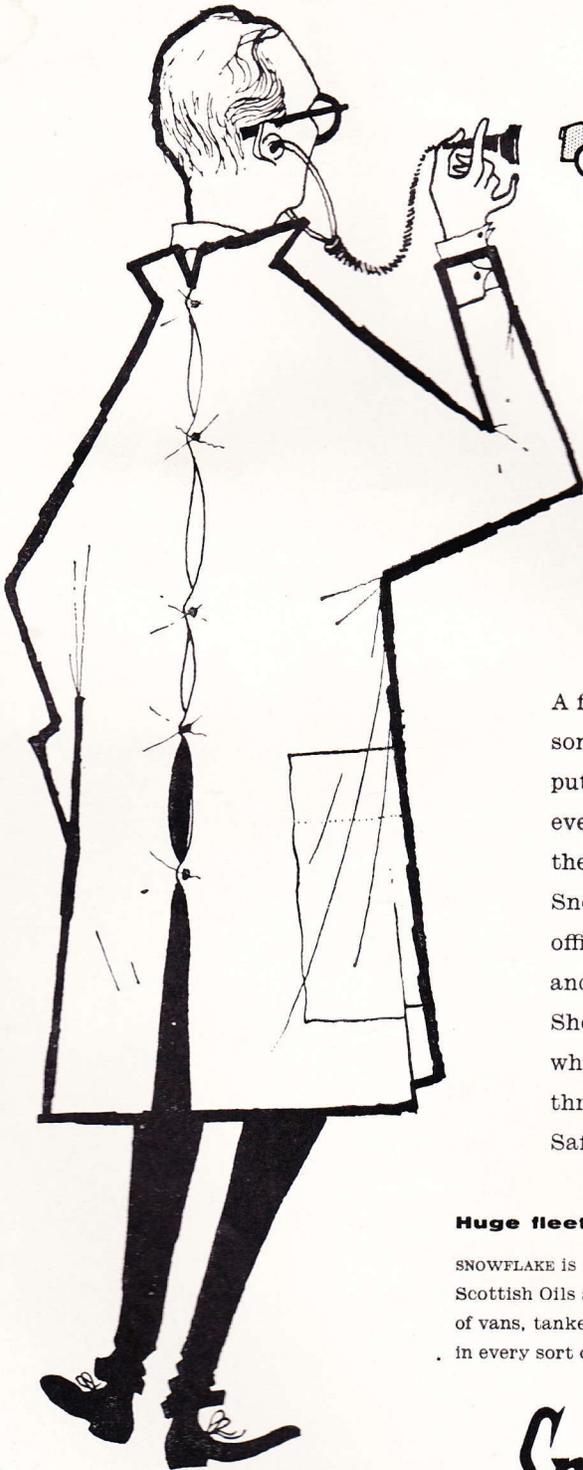
BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

PETROL RATIONING—THE MIDDLE EAST CRISIS HITS AT MOTORING SPORT
ROAD TEST OF THE LOTUS ELEVEN CLUB SPORTS : THE MACAO GRAND PRIX
NON-STOP VARIETY—THE RACING CAREER OF REG PARNELL : AMERICAN ANGLE

Week-end reminder: don't
let
your



car
catch
cold
this
winter!

A freeze-up is no laughing matter. As you know, something like a cracked cylinder block can put your car out of commission for days, even weeks. So take precautions now before the heavy frosts come. Safeguard your car with Snowflake anti-freeze. Snowflake is officially approved by scores of manufacturers, and marketed and guaranteed by Shell-Mex and B.P. Ltd. Very good reasons why you can rely on Snowflake to get you through the winter safely. Don't wait. Safeguard your car with Snowflake this week-end.

Huge fleet uses SNOWFLAKE exclusively

SNOWFLAKE is used in the vehicle fleet of Shell-Mex and B.P. Ltd., and Scottish Oils and Shell-Mex Ltd. This is one of the largest privately owned fleets of vans, tankers and private cars in Britain. The testing of SNOWFLAKE in this fleet in every sort of winter condition is a guarantee of its complete protection.

SAFEGUARD WITH

Snowflake

ANTI-FREEZE



DISTRIBUTED BY SHELL-MEX AND B.P. LTD



AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 13 No. 21

November 23, 1956

Managing Editor GREGOR GRANT

Associate Editor

Assistant Editors

C. POSTHUMUS

STUART SEAGER, MAXWELL BOYD

Road Tests and Technical

Art Editor

JOHN V. BOLSTER

THEO PAGE

Northern Editor FRANCIS N. PENN

CORRESPONDENTS

Northern Ireland

W. A. McMASTER

Eire

JACK O'DONOGHUE

Continental

GERARD CROMBAC

MAURICE GATSONIDES

Western Germany

ALAN BRUCE

Portugal

GUY PHEYSEY

Scandinavia

HANS FRIES

U.S.A.

RUTH SANDS BENTLEY

South America

Dr. VICENTE ALVAREZ

Canada

RODERICK THURGOOD

PHOTOGRAPHIC SECTION

Chief Photographer

GEORGE PHILLIPS

Scotland

W. K. HENDERSON

Continental

MAURICE LOUIS ROSENTHAL

RODOLFO MAILANDER

U.S.A.

OZZIE LYONS

CONTENTS

	Page
Pit and Paddock	658
Sports News	659
Portrait Gallery, No. 58—A. E. Marsh	661
John Bolster Tests the Club Sports Lotus	662
A 190SL Wins at Macao	664
American Angle, by Ruth Sands Bentley	667
Correspondence	668
Book Reviews	670
Non-Stop Variety—the Racing Career of Reg Parnell	671
Personal Choice	678
G.V.B. Cup Trial	680
Club News	682

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

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

General Manager PETER BAYLEY
Advertisement Manager NORMAN H. BIGSBY
Circulation Manager ERIC G. WATSON

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

Direct from the Publishers or all Newsagents

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

EDITORIAL

FUEL ECONOMY AND MOTORING SPORT

WITH the present call for the utmost economy in the use of fuel, it is only natural that motoring sport will be considerably curtailed. Already the majority of clubs have cancelled or postponed their remaining 1956 fixtures, realizing that to use petrol for the purpose of organizing sporting competitions is not compatible with the present serious political situation.

Now, it is learned, the R.A.C. have banned all forms of competitive sport coming under their jurisdiction, and will not issue any further permits until the crisis is over. Looking ahead, they have even postponed the International Rally of Great Britain, due to be held in March next year. However, people who take part in motor sporting activities invariably possess a sense of public duty, and will readily forgo their main relaxation in the country's interest. Their ranks do not include the "petrol pump pirates", who sneak from filling station to filling station, in their contemptible attempts to evade any sort of restriction. These wangers are, in fact, as good as any fifth column to countries seeking to undermine Great Britain's economy. Fortunately, they are in the minority and, with the general public incensed by happenings abroad, they may not find it so easy to "fiddle" as they did in the black market days of the basic fuel ration.

THE MONTE CARLO RALLY

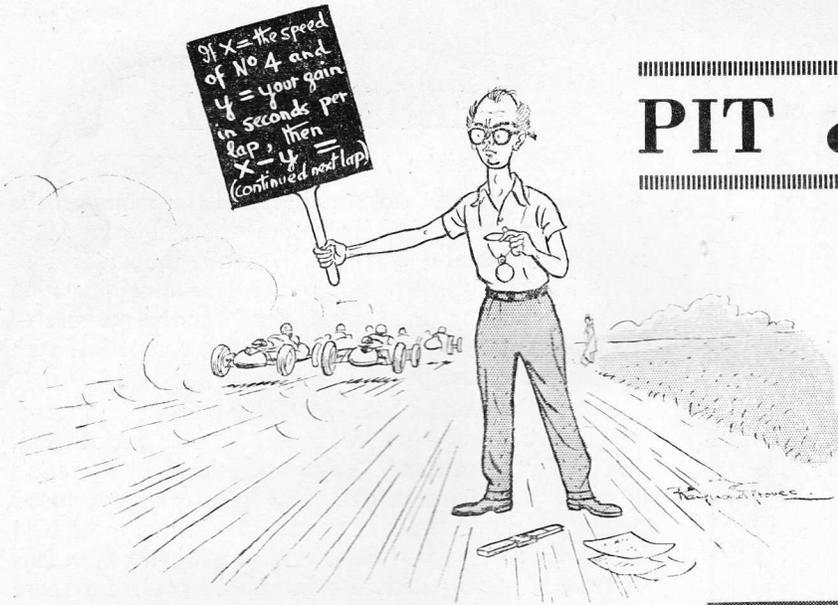
NATURALLY, the fate of the Monte Carlo Rally is in the balance. If regarded as a purely sporting affair, then it must surely become one of the unavoidable casualties of the present situation. On the other hand, the struggle for motor car export markets is becoming so fierce that, for the sake of prestige, the governments of the countries concerned in car production may not willingly recommend its cancellation.

The Rally may, of course, be run in modified form, and the organizers themselves should be prepared to introduce some form of rationing if necessary, demanding a certain target m.p.g. figure, to be reached between predetermined controls, according to engine capacity, causing petrol tanks to be sealed. If the general public realize that the Monte is being run with fuel restrictions, they might accept the event for what it has become, namely, an International competition to boost the relative performance and reliability of production vehicles, and thus encourage sales in export markets. AUTOSPORT feels sure that this would be the best method of overcoming any prejudice on the part of the public, and would justify the running of this very important event.

OUR COVER PICTURE

NO FURTHER: Like all other branches of motoring sport, the Trials Championship comes to a halt—less than a month before the final of the series. In our picture, R. C. Needham is seen at the crest of a climb in the recent Chase Trophy Trial, one of the qualifying events.

PIT & PADDOCK



INTERNATIONAL tolerance was tested severely the other day, when an attaché at the Egyptian embassy applied for membership of the B.R.S.C.C. His application was seconded by the First Secretary at the embassy—himself a member—and the newcomer was enrolled forthwith!

THE 1956 Remington Cup for Sporting Elegance, donated by the electric razor firm, has been won by Louis Chiron.

ALTHOUGH Don Moore is responsible for the tuning and development of Lister's works cars driven by Archie Scott-Brown, he is, of course, operating his own business as automobile engineer and tuning specialist, from premises in Cambridge Place, Hills Road, Cambridge.

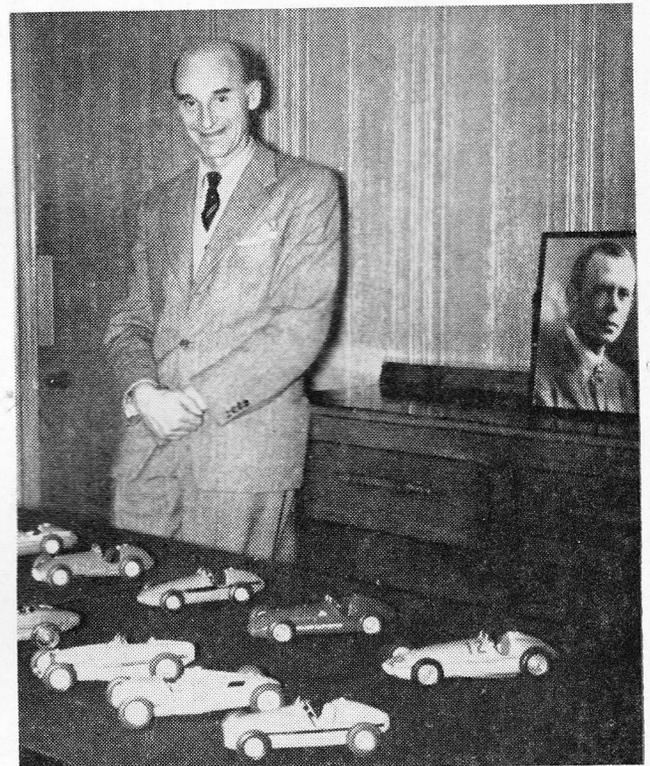
TONY MARSH was presented with the 1956 R.A.C. British Hill-Climb Championship Trophy by Earl Howe on Wednesday, 14th November, at the Club's Pall Mall HQ.

STIRLING MOSS'S victory in the G.P. of Europe at Monza has been finally homologated by the A.C. of Italy, objections that he received outside aid (in being pushed by Piotti after running out of fuel) and therefore infringed regulations being quashed.

MODEL MAN: Rex Hays of Steyning, Sussex, recently gave a motor racing lecture to enthusiasts at the K.L.G. works at Putney, using some of his famous scale models to illustrate the subject three-dimensionally. Behind him here is a photograph of the famous Sunbeam racing driver Kenelm Lee Guinness, who founded the K.L.G. sparking plug concern.

★

BRIGHTENING a dull November day down at Brentford (below) is Miss Patti Morgan, taking delivery of an Austin-Healey from Performance Cars, Ltd. In attendance is Managing Director H. J. Goldsmith.



MIKE MAINWARING-EVANS and John Dalton are looking for a sixth person to complete their private Austin-Healey racing team for next year. He should be ready and willing to put some £700 in the kitty, and should preferably live in London or the Home Counties. Anyone interested, please contact Mainwaring-Evans, c/o Steering Wheel Club, Brick Street, London, W.1.

NSU's star motor-cyclist Werner Haas was killed in a flying crash last week. An acknowledged champion, and rumoured as a potential car racing driver, his loss will be keenly felt in Germany.

THE largest single shipment of cars ever to leave Britain sailed from Ford's jetty at Dagenham recently—over 1,000 Anglias, Prefects, Escorts, Squires, Consuls, Zephyrs and Zodiacs, worth \$2 million, and bound for San Francisco.

SPORTS NEWS

"MONTE" ENTRIES

DESPITE the somewhat uncertain position at present, British firms are going ahead with their "Monte" plans.

B.M.C. have entered six cars, for which the captains will be John Gott, Jack Sears, Joan Johns (Austin 105s), Nancy Mitchell (Magnette), Pat Moss (Minor 1000), and John Bremner (Riley Pathfinder). Mike Couper will again drive an Austin with the Concours prizes as his premier objective.

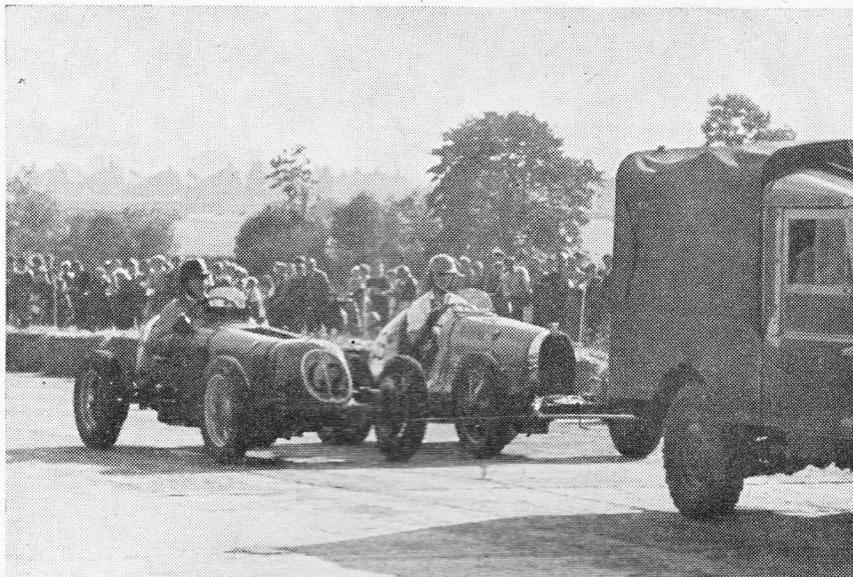
Ford have a strong team with Cuth Harrison, Ted Harrison, Ronnie Adams and Anne Hall.

For Sunbeam Sheila Van Damm is making a comeback, whilst the other team cars will be captained by Peter Harper, Jimmy Ray and Reg Phillips.

Ken Richardson is pinning his faith on the Triumph TR3s which have proved so successful this year, the cars being captained by Gatsonides, Waddington and Jo Ashfield.

Tommy Wisdom is taking an Austin-Healey (possibly having Donald Healey as his co-driver), and Sidney Allard is again taking an Allard.

If the "Monte" is run, the British challenge promises once again to be a strong one.



TOW FOR TWO: J. Stuart's E.R.A. and P. Stubberfield's Bugatti, slipstreaming a Land Rover? No, these two racing cars are being towed after completing their runs at last month's Hagley sprint meeting at Staverton airfield.

GOOD LUCK, REG

DERBY racing motorist Reg Parnell left on 15th November for Australia and New Zealand, where he will drive in the last motor races of his career. Parnell, who competed in his first race 22

years ago, will be driving a Ferrari in six races, including the Australian Grand Prix on 2nd December and the Ardmore Grand Prix on 12th January. At the end of the tour he will retire from driving and become racing manager to Aston Martin. Another British driver, Peter Whitehead, will be driving a Ferrari in the six events in Australia and New Zealand.

MOTORING SPORT BANNED

THE R.A.C., controlling body of motor sport throughout Britain and the Commonwealth, announced on 20th November that all forms of competitive motoring in the United Kingdom will cease because of the European fuel situation.

"No further motor sport permits will be issued by the R.A.C. until the fuel position is clearer," Mr. Wilfrid Andrews, chairman of the R.A.C., stated.

"The new state of affairs means that the R.A.C. Trials Championship, due to take place on 15th December, and the R.A.C. British International Rally which should take place next

March, must both be indefinitely postponed.

"It is now obvious that in the national interest motor sport should be suspended until fuel supplies are re-established on a satisfactory basis. If the Government deem it necessary to introduce petrol rationing, it is hoped that motor sport will be resumed within the limitations of the allowance."

Confirming this policy, the R.A.C. has notified the organizers of the International Monte Carlo Rally that in the event of this rally taking place with a grant of fuel from the French Government, the start in Great Britain should be at Dover and not, as in previous years, at Glasgow.

RAY OF SUNSHINE

THE B.R.S.C.C. announced just as we went to press (Tuesday evening) that they had been advised by the R.A.C. that the Boxing Day race meeting at Brands Hatch could be held as arranged. This welcome decision was made after Ken Gregory had pointed out that the majority of the cars racing would be running on alcohol fuel, of which there is no acute shortage, and as far as the sports cars are concerned, the greatest distance any one car would cover would be some 25 miles, the petrol for which would come out of the entrant's own basic ration.

TURIN MOTOR SHOW

USUALLY held during the Spring, next year's Turin Motor Show will take place from 30th October to 10th November. The change of date is due to a desire expressed by the great majority of exhibitors.

PETROL RATIONING

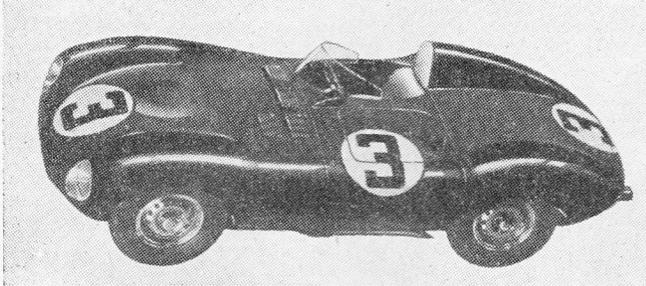
BY the time this issue is in our readers' hands, it will be generally known that petrol rationing is to be introduced in this country on 17th December. Ration books are to be issued on 22nd November and the "basic" ration will be intended to provide 200 miles-worth of motoring a month, with supplementary rations for essential users.

FRESH AIR version of the 300SL Mercedes-Benz will be presented next spring at the Geneva Salon. The 300SL Roadster retains the same mechanical characteristics as the highly successful "gull wing-doored" saloon.



OFF THE LINE (right) comes the first Berkeley sports car, to join the British export drive. At the wheel is Mr. Marsden of Messrs. Peabody's, export managing agents for Europe; the car leaves immediately for a European tour, to clinch numerous orders received at the Motor Show.

(Below) The attractive $\frac{1}{2}$ in. to 1 ft. plastic scale model of the D-type Jaguar, retailing at 7s. 11d. Manufacturers are J. & L. Randall, Ltd. Competition driver Ian Walker was responsible for the prototype.



MODS AND MODELS

ONE of the livelier characters in the current rally scene (and occasionally in club racing too) is Ian Walker, inevitably associated with a certain black and silver Ford Prefect which travels in a manner far transcending anything the makers imagined. In less developed form, this car, driven by Ian, was in the winning team in last year's six-hour relay race at Silverstone, and among its many other successes, it won the 1,300 c.c. grand touring class in the recent M.C.C. rally, an event which is largely won on a set of driving tests in which plenty of urge is a distinct advantage. On catching a glimpse of the "engine room", we gained the erroneous impression that this potent power unit had the Elva o.h.v. head, but we are now assured by Ian Walker that, although the head bears a superficial resemblance to the highly successful Elva product, it is, in fact, the pre-production prototype of a new conversion to be marketed shortly by the Willment Speed Shop. It has been designed by Bob Yates and is claimed to produce more than 60 b.h.p. in brake tests. In the prototype, the head is an aluminium casting, but the production model will be of copperized cast iron; the inlet valves, of course, are overhead, with the (enlarged) exhaust valves remaining in the existing block. We await developments with interest.

Incidentally, Ian Walker's week-day occupation revolves around Walker's Westway Models, a flourishing firm which makes a great many of those super-detailed replicas of civil aircraft that one sees in the offices of airlines and travel agencies. However, they are also concerning themselves with car models now, and were responsible for the prototype of the D-type Jaguar model illustrated above. In the six weeks that these miniatures have been in the shops, some 10,000 have been sold at the attractive price of 7s. 11d. They are actually manufactured by J. & L. Randall, Ltd., Merit House, Cranbourne Road, Potters Bar, Middlesex, to whom enquiries should be made, and are injection moulded in polystyrene to a scale of $\frac{1}{2}$ in. to the foot, the Jag. being about 6 ins. long. A full range of interesting car models is envisaged, the next one being the Grand Prix Mercedes-Benz, W196, and in each case Walker's will make the master prototype.



JAMES RISK

IT is with regret that we record the death, following an operation on 11th November, of James Risk, the well-known rally driver. To those of us who knew Jimmy, his death will always be a great loss. He had friends everywhere, and was a friend of everyone, while no one who asked him for help was ever refused. His hobby was motoring sport, to which he devoted a great deal of time and money. He was an out-and-out amateur, driving solely for the love of the game.

I think it would be impossible to find any other person who had more enthusiasm and keenness than Jimmy. He was a man who would always "have a go" whatever the odds. During the last six years he had been a regular competitor in such events as the "Tulip", the "Monte", the "R.A.C.", and even the "Alpine" of this year.

As he went into hospital his entry was already in for the M.C.C. Rally and he asked me to take over his car. Jimmy was not a great driver, and would have been the first to assure one of that himself, but I have driven with him for

many thousands of miles and I knew him as a good driver and a safe one.

But above all he was a most lovable character and I think that is how all of us interested in motor sport will always remember him.

RALPH SLEIGH.

CURRENT political upsets have caused the cancellation of the 2nd Tour of Europe, due to have been organized by the A.D.A.C. in 1957.

THE 10,000th Karmann-Ghia-bodied Volkswagen was recently completed at the Osnabruck coachbuilding factory.

STRONG American and Canadian Jaguar teams will be rivals in the forthcoming Great American Mountain Rally.

THAT desperate affair, the G.P. of the Republic of Argentina, which lasts a fortnight and covers over 4,400 miles, began last Sunday at Buenos Aires. Cars are largely rugged Americans such as Fords and Chevrolets, suitably fortified; the illustrious Galvez brothers, Juan and Oscar, are again competing.



CHAMPION in Yugoslav rally spheres is DKW driver M. Vukovic, who finished third in the Adriatic Rally, referred to on the opposite page.

IMPROVEMENTS TO THE TURNER SPORTS

SINCE its introduction 18 months ago, the Turner 803 Sports Car has found an increasing market, both in this country and overseas, and the following improvements will be incorporated for 1957. The rear brake operation by slave cylinder and rods has been discontinued and a full hydraulic operation incorporated in each rear wheel, together with an improved and separate hand brake operation. The clutch is now hydraulically operated. Two extra instruments have been added to the dashboard layout, namely, an ammeter and a water temperature gauge. Also it is now being supplied with the B.M.C. 950 c.c. engine and gearbox at no extra cost, this gearbox having much improved gear ratios and an excellent remote control gear lever. Top speed has been increased by 10 m.p.h., giving 90 m.p.h., with an average fuel consumption of 45 m.p.g., 65 to 70 m.p.h. can be attained in third gear, the 0-50 m.p.h. figure now being 13 secs. A large percentage of the present output is destined for the American market. Price for the home market is £525, plus £264 purchase tax. The body construction of steel panels and glass fibre reinforced Cello-bond polyester resins, is being retained unaltered.

REX CHAPPELL WINS THE FEDDEN TRIAL

THE last of the series of R.A.C. Championship trials to be held before the axe fell on competition motoring, took place last Saturday in Gloucestershire. The Roy Fedden Trophy Trial, run by the Bristol M.C. and L.C.C., was won by Rex Chappell, with Mike Lawson runner-up. There were 24 entries and one non-starter. A full report will appear in a later issue.

Results

Best Performance: R. Chappell (S.C.S.), 16 marks lost. **Runner-up:** M. H. Lawson (M. & L.), 11. **Best Performance in Class A:** M. Hazlewood (M.H.S.), 16.

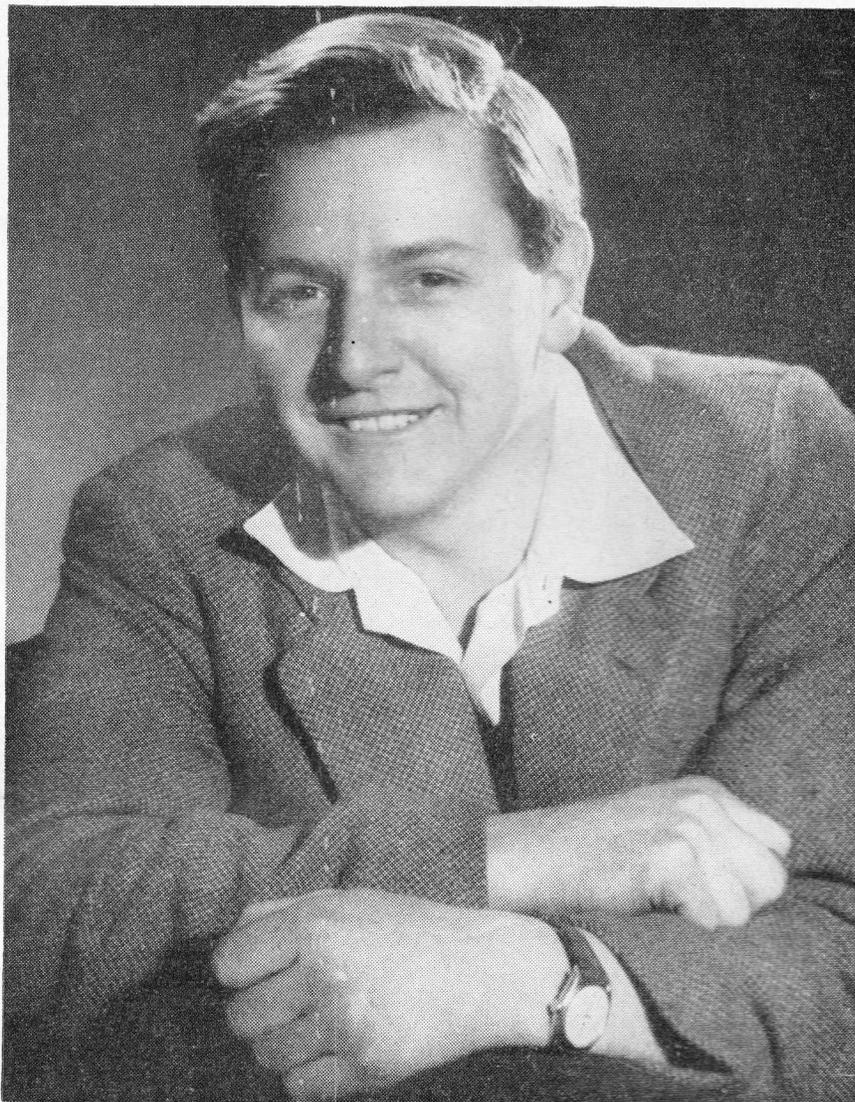
First Class Awards: F. T. Lewis (Squamigerous), 16; P. F. Highwood (Exspence), 17. **Second Class Awards:** J. Deeley (Cranford), 17; B. H. Dees (P.A.B.), 17; E. J. Chandler (Chandler), 21.

FIFTH RALLYE ADRIATIQUE

OWING to the political situation in Eastern Europe, news of the fifth Rallye Adriatique (26th-30th September), has only just come to hand. The event was won by the Germans Strähle and Wencher on their Porsche 1300S, from the DKWs of Eikelmann/Karleusa and of the Yugoslav champions, Vukovic and Protic.

The current Rally champions, Schock and Moll, on their Mercedes 300SL were the only crew to complete the difficult section of Kremna-Titovo Uzice without penalty, but only finished fourth, owing to an unexpected penalty at the Zadar control.

Class prizes were won by the Swiss, Schori/Lier (Citroën 2CV), Eikelmann/Karleusa (DKW), the Czech-crewed Skoda of Landsmann/Kanles, the Mercedes 220A of the Danes, Hansen/Rottböl Orum, the Porsches of Strähle/Wencher and Nathan/Hans and the Mercedes 300SL of Schock and Moll. Only 16 crews finished the 1,100-mile course.



Photograph by Patrick Benjafield

PORTRAIT GALLERY

No. 58—A. E. MARSH

IF Ken Wharton is King of hill-climbing, then the Crown Prince must surely be Tony Marsh, R.A.C. Hill-Climb Champion in 1955.

Born in 1931, Tony Marsh's first competitive event was the Clee Hill Trial in 1952, in which he drove a Dellow. There followed that year trials, rallies, driving tests, a visit to Silverstone, and a visit to Prescott, which whetted his appetite for that particular branch of the sport.

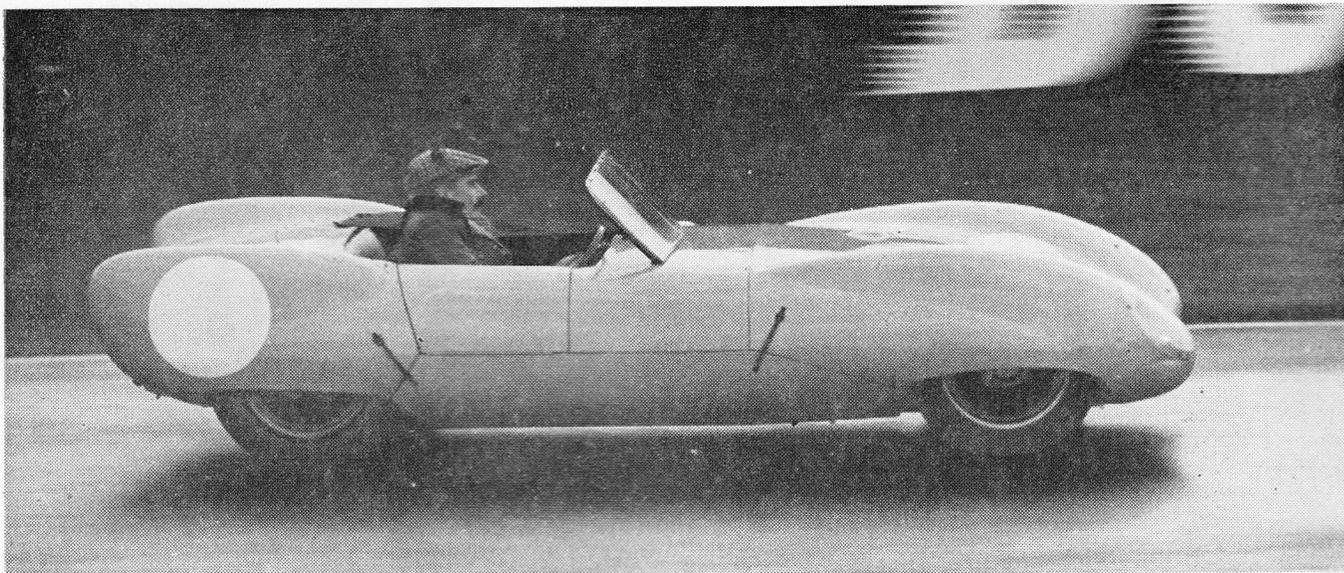
In 1953 he acquired Peter Collins's 1,100 c.c. Cooper, was third in his class at the International Shelsley and broke the record at the Westwood Park speed trial, near Droitwich. Later the same year he collected a new Mk. 8 Cooper, the car he has used ever since, fitted with either a 500 c.c. or 1,100 c.c. engine.

Marsh's Championship year saw "Best Times" at Shelsley (twice), Prescott and Rest-and-be-Thankful, second b.t.d. at Bouley Bay, and course records at Gt. Auclum and Rhydymwyn. The Dellow was used to win the Chase Trophy Trial, and there were various awards in other trials, as well as driving tests and half-litre and *Formule Libre* racing.

The season just past has seen another string of successes for Tony Marsh. Course and sports car records at Blandford, Staverton, Prescott, Rest-and-be-Thankful, Westbrook Hay and Gt. Auclum; first, second or third b.t.d. at Shelsley, Bouley Bay, Prescott and Brighton Speed Trials, not to mention sports car class placings at half-a-dozen circuits.

In private life, Marsh is Bailiff on the farm of Marsh & Baxter, near Stourbridge, Worcs. His favourite cars are Cooper, Dellow and his daily transport Ford Thames van. Favourite circuit—Silverstone; and favourite hill? "I like them all." As he has prepared his own cars up to the present, he has run them on hills rather than circuits because "they do not wear out so quickly." Next year he hopes to race more often, using an F2 Cooper, but he says that hill-climbs will still come first.

M. B.



JOHN BOLSTER

TESTS THE

Club Sports Lotus

Fully equipped for touring, this latest Lotus gives 102.2 m.p.h. and 35 m.p.g. from a Ford 10 engine

WHEN one mentions the latest Lotus "Eleven", most people at once think of the 1,100 c.c. and 1½-litre Coventry-Climax-engined cars, that have been covering themselves with glory in all the more important sports car races. There is, however, a simpler and cheaper version with a Ford engine. It retains many of the features of its more exalted brethren, and may in fact be converted to a full Le Mans model by addition of the necessary components. However, it was as a Ford 10-engined car, with conventional rear axle, that I took over my umpteenth Lotus in London recently.

The chassis frame—a genuine "space" type—is constructed of round and square steel tubes. In front is the well-known Lotus swing axle system, but behind is a proprietary rear axle, instead of the de Dion layout of the more expensive models. Normal drum brakes are used in place of the racing discs. The beautifully streamlined body is identical to that of the "racers".

My car had a full-width screen, with wiper, and a detachable hood. I removed the screen and replaced it with a single perspex deflector when timing the maximum speed, but all the other tests were done with the big screen in place. In the tail was a spare wheel, and there was some useful extra space which could be reinforced for carrying impedimenta. There are two shallow doors, but it is best to unfasten the hood when entering, though it can be done without.

The engine of "my" car was a very ordinary "old-type" Ford 10. It had a Ford 8 cylinder head to raise the compression, and enlarged inlet ports and valves. There were twin S.U. carburetors and the export-type water pump. Apart from that, the unit appeared to be aggressively standard, which makes the speed recorded all the more astonishing. Of course, the Ford three-speed gearbox had Buckler close-ratio gears.

On taking my seat, I found that I had plenty of room, and I liked the driving position. First speed was very high, but the Ford engine simply played with the 7¼ cwt. car. (Yes, I weighed it!) Second was a fine gear for fast overtaking, and on top one cruised easily at 80 m.p.h.

At first I was not happy with the steering. It is very light and phenomenally

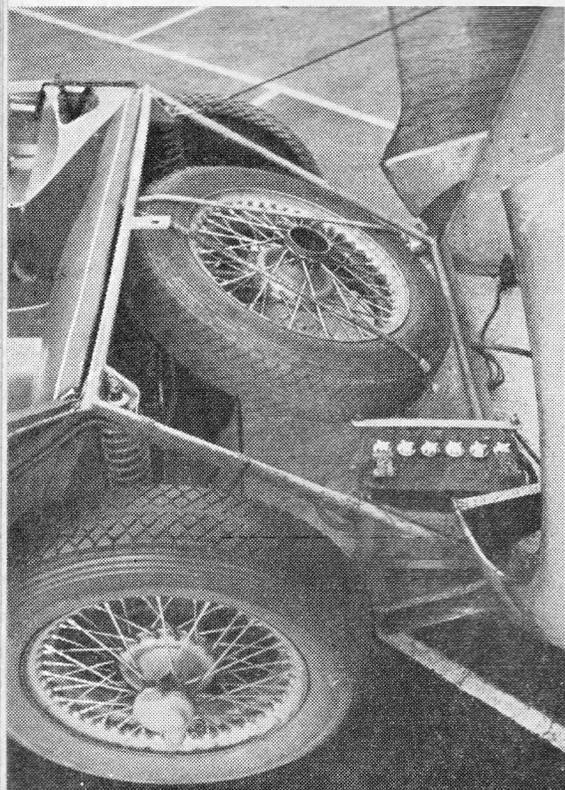
NO DE DION at the back end, but nevertheless the roadholding is very good indeed. Spare wheel stowage is of the simplest kind, and the 12-volt battery is also housed at the rear.

"quick", so that it is all too easy to wobble, especially after hitting a bump. Eventually, I became fully accustomed to it, and was able to see that it has certain charms. Nevertheless, as a purely personal preference, I would like a little more movement on the wheel. The lock is somewhat restricted, as is usually the case with streamlined bodies, but it is perfectly adequate for normal everyday use on the road.

As the last few Lotuses I have driven were equipped with de Dion axles and inboard brakes, I was interested to try a similar car with an orthodox axle and hub-mounted drums. Of course, the unsprung weight is considerably greater, though the type of springing adopted saves many valuable pounds compared with semi-elliptics. Let me say at once that the roadholding is good for so light a car. Compared with the Le Mans Lotus, one notices the rear axle mostly when accelerating hard from a standing start or away from a bumpy corner. Then, there is more wheelspin, as one would expect. The drum brakes seem just as good as the discs, at least for this 102 m.p.h. version of the Lotus.

That 102.2 m.p.h. maximum speed really does need some comment. For a side-valve 1,172 c.c. Ford—and not by any means a "hot" one—it is beyond all praise. The body shape certainly looks right, and this speed proves that the drag must be phenomenally low. I regret that the road never got really dry during my "ownership" of this car, and so the acceleration figures, good as they are, could easily be improved on a summer's day. It is interesting that, in the first-ever Lotus road test in 1953, I recorded a maximum speed of 88 m.p.h. with an identical engine. Thus, the body alone is worth 14 m.p.h.!

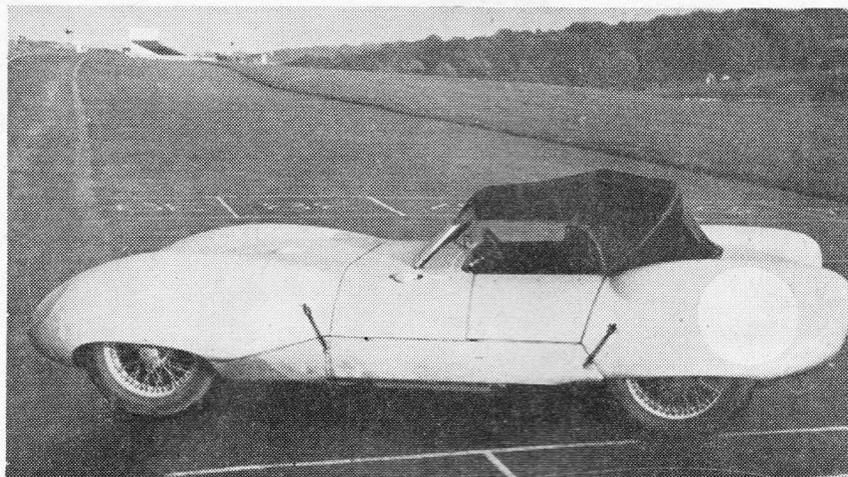
The particular car that I have been driving has often been seen in competition, in the capable hands of Graham



Hill. I, too, drove the little machine at racing speed on Brands Hatch, and found that it was very controllable on a wet track as well as being lots of fun on a relatively dry one. At first, one feels that slight and occasional wandering sensation on the straight, which is typical of front swing axles. One almost forgets this after a few laps, though, and lets the Lotus look after itself.

As a sports touring car, I sampled the vehicle under all conditions in town and country. Colin Chapman advised me to use 18 lb. tyre pressure all round for touring, and 28 lb. (front) and 26 lb. (rear) for racing. Being lazy, I forgot to let the tyres down after a dicing session, and found the ride still quite comfortable at low speeds. The seats are of the competition type, with a minimum of padding, but they are much less tiring on a fast journey than the rock and roll variety.

The headlamps, behind their perspex fairings, are surprisingly powerful, and one can keep up a good speed at night. A very great improvement in the matter of body panel vibration and internal noise in general has been made, compared with the earlier Lotus. The driver and passenger keep warm and dry, even without the hood, and I seldom wore my overcoat during the rigours of a British November. A minor point, easily rectified, concerned the tendency of water off the road to penetrate upwards through the intentional drain holes in the floor. Personally, I would use a couple of corks, but the scientific Mr. Chapman



WEATHER protection includes a full width windscreen with wiper and a neat detachable hood with a large rear window. These pictures and the one opposite were taken at Brands Hatch.

will no doubt design a one-way valve for future models!

It would be no exaggeration to say that the ultra-low streamlined appearance created a real furor. Crowds collected wherever I parked the car, and the interest it aroused was enormous. It has a genuine, functional beauty, absolutely without decoration, and I heard numerous complimentary references from passers-by. I only heard two criticisms. One was from an enormously

(Continued on page 679)

Specification and Performance Data

Car Tested: Lotus Eleven Sports two-seater.

Engine: Four cylinders, 63.5 mm. x 92.5 mm. (1,172 c.c.). Side valves, 40 b.h.p. at 6,000 r.p.m. Twin S.U. carburetters. Coil and distributor ignition.

Transmission: Single dry plate clutch. Three-speed gearbox with remote control, ratios 4.2, 5.6 and 9.9 to 1. Open propeller shaft to hypoid rear axle.

Chassis: Multi-tubular space frame with stressed light alloy shaft tunnel. Independent front suspension by swing axles with rack and pinion steering. Rear axle on parallel trailing arms, of which one is A-shaped for lateral location. Helical springs and telescopic dampers all round. Knock-on wire wheels fitted 4.50 x 15 ins. tyres (front), 5.00 x 15 ins. tyres (rear). Hydraulic

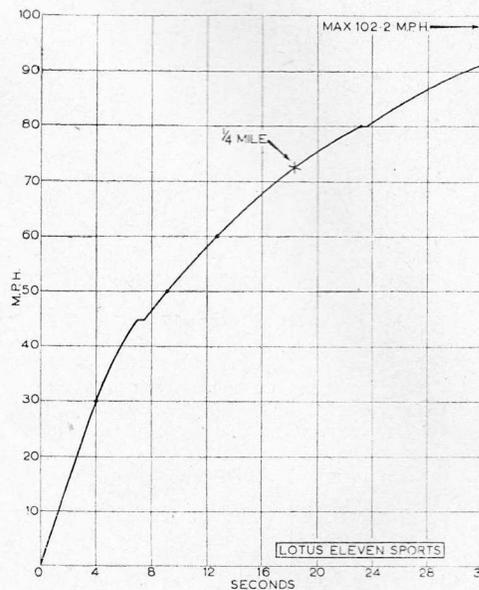
2LS brakes with twin master cylinders, 9 ins. cast iron drums (front), 8 ins. drums (rear).

Equipment: 12-volt lighting and starting. Rev. counter, ammeter, water temperature and oil pressure gauges.

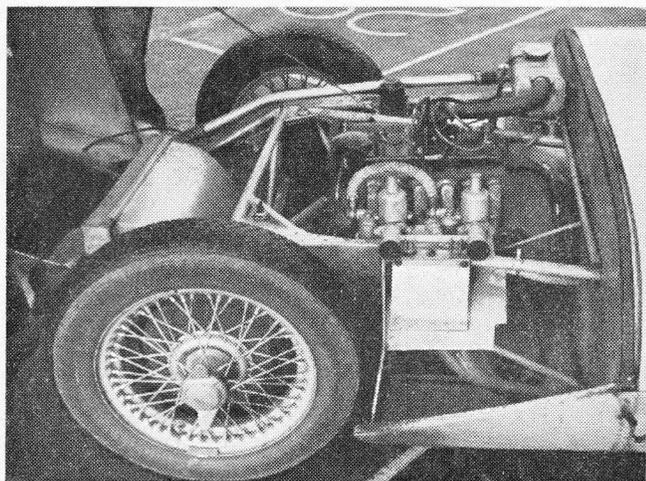
Dimensions: Wheelbase, 7 ft. 1 in. Track (front), 3 ft. 10 ins.; (rear), 3 ft. 11 ins. Overall length, 11 ft. 2 ins.; width, 5 ft.; height to top of scuttle, 2 ft. 3 ins. Ground clearance, 5 ins. Weight, 7¼ cwt.

Performance: (Damp road) Maximum speed, 102.2 m.p.h.. Speeds in gears, 2nd 80 m.p.h., 1st 45 m.p.h.. Standing quarter mile, 18.4 secs. Acceleration: 0-30 m.p.h., 4 secs.; 0-50 m.p.h., 9 secs.; 0-60 m.p.h., 12.6 secs.; 0-80 m.p.h., 23.2 secs.

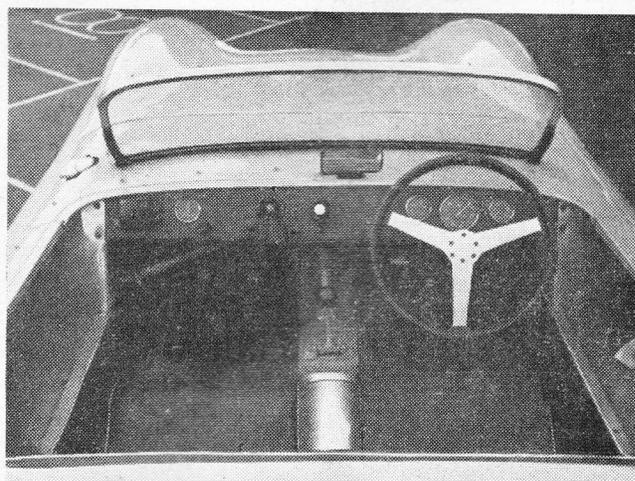
Fuel Consumption: 35 m.p.g. (approx.).



ACCELERATION GRAPH



FULLY ACCESSIBLE, thanks to the completely detachable bodywork, the engine is revealed as that faithful work-horse, the Ford 10, with basic twin-carburettor modifications.



FUNCTIONAL cockpit layout contains all the necessary instruments and a small duralumin steering wheel with sponge-rubber rim, leather covered. The gear-change for the Ford box is of the Dellow type.

UNWORRIED by the rain was the G.P. winner, R.E.M.E. Sergeant Douglas Steane of Hong Kong, taking a fast bend in his 190SL Mercedes-Benz.

sored entries, entering keenly into the spirit of the thing, one managing to secure a Vanguard Sportsman for what must have been its competition debut.

Victory here obviously lay between the DKW of Doug Steane, the Prefects of Mayer and Wing, and six Fiats—600, 1,100 and 1,100 TV—all entered by W. Shea. Despite vigorous driving, the larger cars found themselves handicapped out, and one felt a scratch race might have been more exciting. Nevertheless, the phenomenal handling of the TVs by Bob Ritchie and Alastair Stewart, closely followed by Steane's DKW, kept the crowd on their feet, the Fiats coming home first and second.

The 15-lap relay team race was won by Singapore driver Freddie Pope's entry, comprising I. Grangers (M.G. Magnette), A. J. Winder (Austin-Healey) and Pope himself with his special-bodied Jaguar XK 140. Seven teams competed, and after Pope's team-mates had completed four laps each, Pope set off in his Jaguar, gradually extending the lead to win by well over a mile. Further

A 190SL WINS AT MACAO

Douglas Steane (Mercedes-Benz) of Hong Kong Wins 308-mile Road Race in Far East—Da Costa (Ferrari Mondial) Second—M.G.As Third and Fourth

THE small Portuguese colony of Macao, on the Chinese coast west of Hong Kong, was in *fiesta* mood over the 3rd-4th November week-end for the third *Gran Prémio de Macau*. A varied entry from Hong Kong, Malaya and Macao itself, and the first-class 3.9-mile Guia road circuit, which ranks with Europe's better venues, contributed to a most enjoyable two days' racing for the 40,000 spectators, who came either from Hong Kong or stepped out of their own dwellings to watch this "round the houses" motor racing.

The Guia circuit comprises two distinctly separate parts; first the promenade stretch, made up of four broad straights linked by fast curves, which brings the cars rapidly past the start and finish area before leading them up a hill to the Monaco-style section of the course, passing between the snow-white villas of the prosperous Portuguese merchants; it includes the notorious hairpin around which 20 m.p.h. is fast motoring. This excellent circuit surprises the visitor, and when various parts have been widened will merit a better entry from farther afield.

This year the organizers, the local branch of the A.C. of Portugal, decided to hold five races, four on the Saturday, and the 308-mile Grand Prix on Sunday. At 11 a.m. on Saturday the first event commenced after many days of practice,

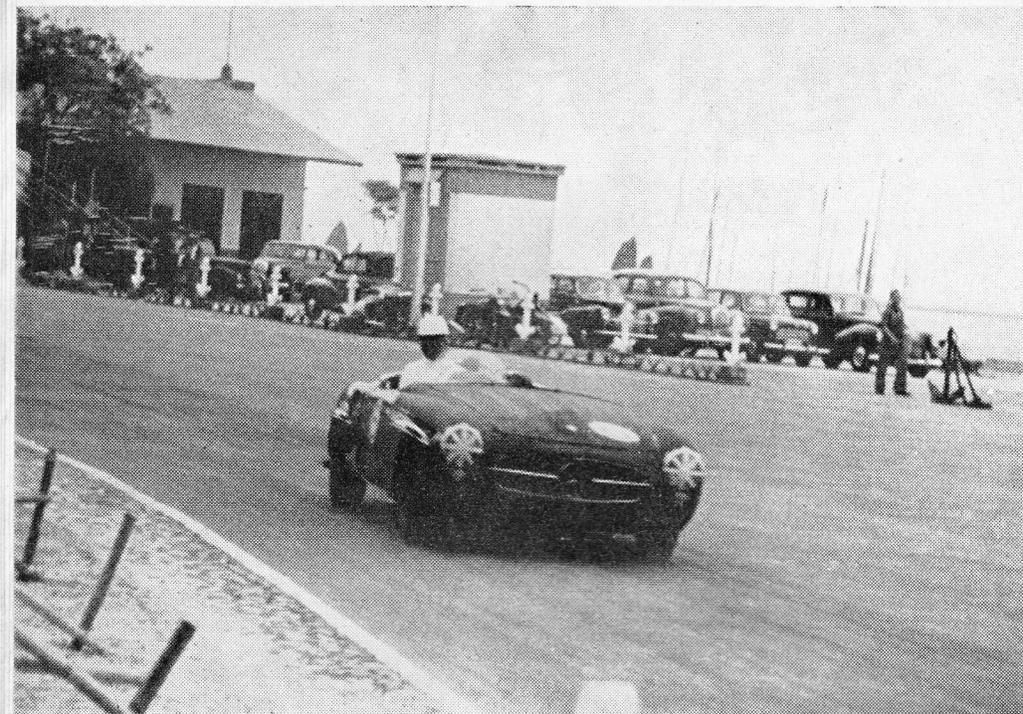
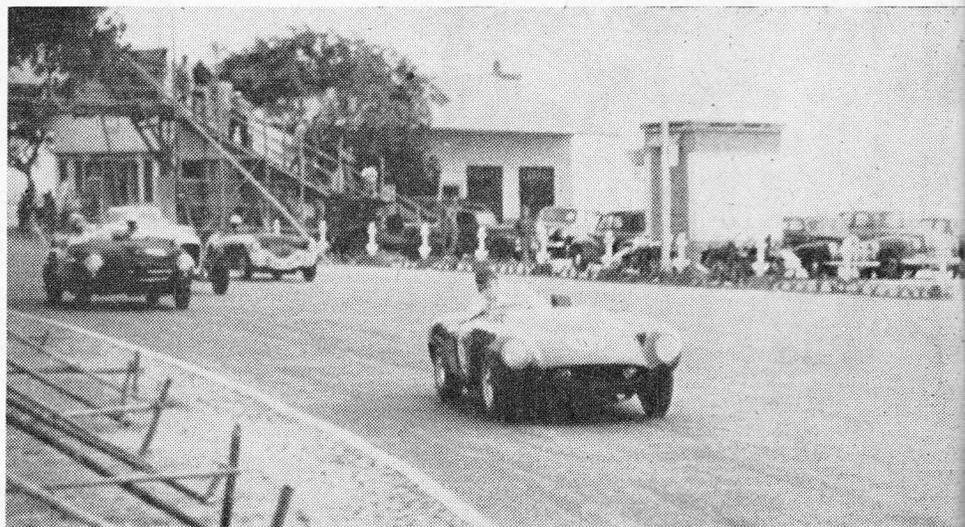
official and unofficial. This was a 10-lap novices' event, with an entry ranging from XK 120s and M.G.As to the ubiquitous Volkswagen. Paul Molyneux won in fine style with a wonderful-sounding M.G.A, in a race where not a car was even scratched—and there was not an inch to spare for novices' mistakes anywhere on the circuit.

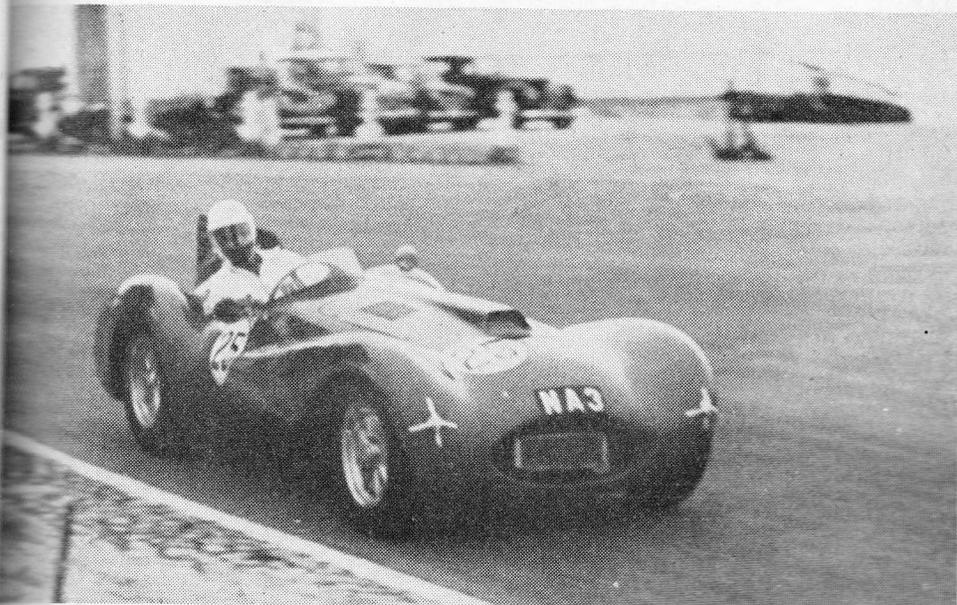
A ladies' race with three starters, and a team event in which everyone nursed their cars for the Grand Prix were other supporting features for the 100-mile production car handicap, in which Fiats, Renaults, DKWs and Volkswagens did battle with British family saloons. Many Hong Kong garages had spon-

practice for the Grand Prix wound up Saturday's activities.

A final early morning practice session sorted out the starting grid for the Grand Prix, and by 11.30 a.m. the cars were wheeled out from the paddock, or from in front of the permanent concrete pits, set back on a separate, marshal-controlled roadway, and were lined up on the grid for the noon start, to be given by the Governor of Macao. The front row was occupied by Douglas Steane's black Mercedes-Benz 190SL, Da Costa's 2-litre Ferrari Mondial and Bob Ritchie's Austin-Healey. Behind were Pope's special XK 140 with high, Brooklands-type, offset racing body and

308 MILES TO GO: Start of the Grand Prix at Macao, with Da Costa's 2-litre Ferrari Mondial leading Steane's Mercedes. The duel between this pair during the first 20 laps kept the crowd on tiptoe.





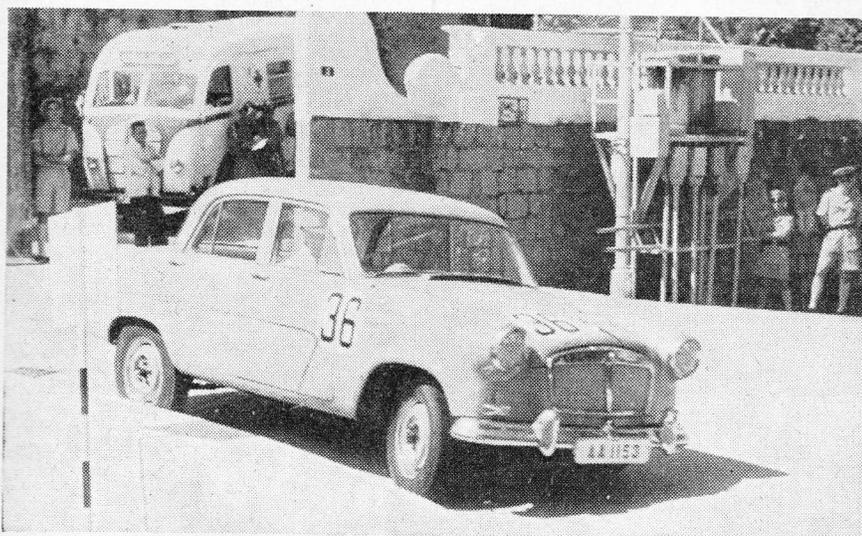
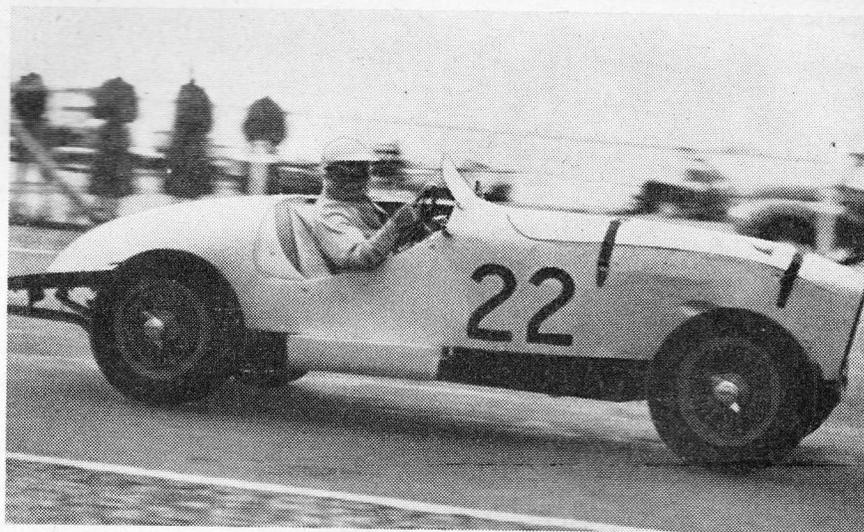
A first-class battle for the lead ensued, steady rainfall adding to the excitement, the crowd craning necks each round to see which would be the first in sight—the black Mercedes or the red Ferrari—with former winner Ritchie's expertly driven Austin-Healey holding third. Pope's Jaguar suffered fuel feed trouble, and retired after 19 laps when lying fourth and picking up time. Pinto and

REMEMBER THIS CAR? (Left) It's the ex-Rod Nuckey, ex-R. D. Biss Bristol Warrior, a familiar performer at Silverstone and elsewhere, and exported to Malaya this year by B. S. Arnold, seen in a nicely controlled four-wheel drift in the curve past the pits. Trouble eventually set the car back, and it finished tenth.

FROM SINGAPORE came Freddie Pope (below) with his well-known modified XK 140 Jaguar. Pope went well, holding fourth place for 19 laps, but fuel feed trouble put him out of the race. His relay team race victory the previous day was some compensation.

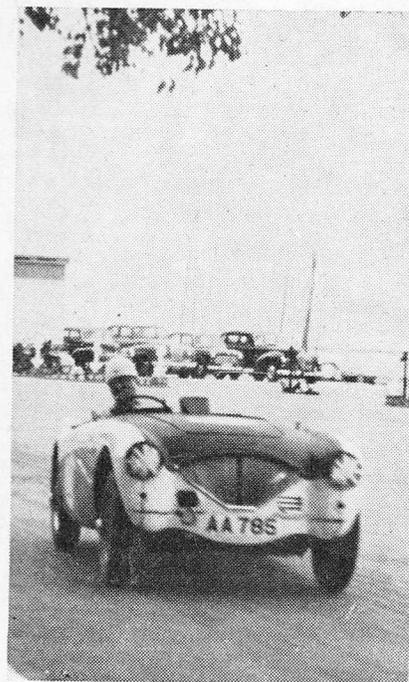
long-range fuel tanks, and Pennels (Austin-Healey), while Row 3 comprised Neville Fulford's rapid TR3, B. S. Arnold from Malaya in his Warrior-Bristol—the ex-Rodney Nuckey-Roger Biss car—and Pan-American pilot George Baker in his Ford Thunderbird. Next came an M.G.A. trio, a pair of XKs and of TR2s, and various specials. These included the beautifully finished Femcar (created by Far Eastern Motors, powered by Sunbeam, suspended by Citroën, and dressed in a superb, all enveloping sports body whose finish was one of the topics of Macao), the odd offset monoposto Helvia, and a Chinese-built and driven Ford "soapbox" special.

From the drop of the Portuguese flag, the Ferrari set off at a great rate, followed initially by Freddie Pope. But the Jaguar exponent from Singapore had to yield place after the first lap to Steane's flying Mercedes, which looked all set to catch the Mondial early in the five-hour race.



NO FAVOUR was shown the larger cars in the 100-mile production saloon handicap race; above is R. Rocha, striving to make up time in one of the new Standard Vanguard Sportsman models, making possibly its competition début.

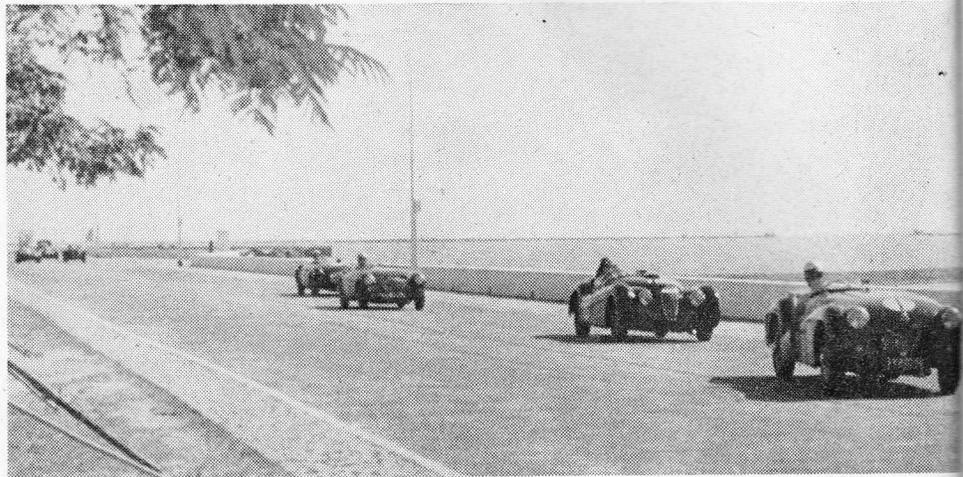
VERY FAST all round the circuit was last year's G.P. winner Bob Ritchie (right), in his Austin-Healey 100M. His luck was out this time, however, for mechanical ennui pulled him down from third to eighth place in the G.P.



Wilson with M.G.As came next, but Molyneux in another M.G.A unfortunately bent himself and his car on lap 16, emerging with superficial injuries.

Trouble also dogged the Bristol-Warrior, driven first by B. S. Arnold, the car being in at the pits on lap 14, having dropped to fifth position. On lap 20 Arnold handed over to Dr. F. C. Marshall, who brought the car up from ninth to fourth place, lapping at great speed before spinning off-course, on lap 49, the car suffering a damaged radiator. Frequent attention was necessary thereafter, and the Warrior finished the race well back, in 10th place.

R.E.M.E. Sergeant Douglas Steane in the remarkably fast Mercedes 190SL drove superbly, and was the only driver not to be worried by the rain. He built up a lead of over a lap on the Ferrari, making only one mistake on round 34,



EXPERT NOVICES: Dodd's TR2 leads McGurk's XK 120, Winder's Austin-Healey and eventual winner Paul Molyneux (M.G.A) at the start of the 10-lap Novices' Race, an event notable for the high standard of driving by all competitors.

FIAT-v.-FORD: (Below) Dr. Marshall's new Zephyr is pursued through a bend by Bob Ritchie's Fiat 1100TV, the car which eventually won the 100 Miles production saloon race. Although well separated on handicap, the pair fought a fine duel, the Fiat eventually getting past.



when he hit a solid wall on the offside, without mishap. Da Costa did his best to use his Ferrari's superior speed, and when the rain stopped he passed the Mercedes (a lap ahead), but in his keenness to make up the extra lap hit an even harder wall and lost another lap restarting.

Bob Ritchie's drive in the Austin-Healey 100M was a very rapid one; he held third place until lap 37, when some sort of power trouble assailed the car,

which gradually dropped back, to finish eighth after two pit stops. Pinto's and Wilson's M.G.As came through to finish third and fourth, while Baker's Thunderbird was driven into a commendable fifth on such a circuit. Carvalho in the Femcar and Du Toit's Helvia Special were amongst the retirements.

The Malayan entrants were much welcomed in Macao, and it is hoped that Pope, Arnold and Marshall, and their two interesting cars, the XK 140 Special

and the Warrior, will be but the first "foreigners" (other than Hong Kong inhabitants) to visit the Guia circuit for the excellent two day's racing programme which culminates each year in the Grand Prix.

J. C. M.

Macao Grand Prix (77 laps, 308 miles): 1, Sgt. D. Steane (Mercedes-Benz 190SL); 2, M. L. da Costa (Ferrari), 75 laps; 3, F. M. Pinto (M.G.A), 75 laps; 4, J. B. Wilson (M.G.A), 75 laps; 5, G. Baker (Ford Thunderbird), 73 laps; 6, Dodd (Triumph TR2), 72 laps; 7, N. Fulford (Triumph TR3), 72 laps; 8, R. Ritchie (Austin-Healey), 70 laps.

100 Miles Production Saloon Car Handicap: 1, R. Ritchie (Fiat 1100TV), 1 h. 47 m. 37.3 s. (54.35 m.p.h.); 2, A. Stewart (Fiat 1100TV), 1 h. 48 m. 42.4 s.; 3, D. Steane (DKW), 1 h. 49 m. 3.1 s.; 4, R. Harper (Ford Prefect), 1 h. 54 m. 50.8 s.

Novices' Race (10 laps): 1, P. Molyneux (M.G.A), 40 m. 55.7 s. (57.18 m.p.h.); 2, McGurk (Jaguar XK 120), 41 m. 6.7 s.; 3, J. B. Wilson (M.G.A), 41 m. 6.9 s.; 4, Carvalho (Femcar); 5, Dodd (Triumph TR2); 6, J. Winder (Austin-Healey).

ALBION PRESENTATION TO KEN WHARTON

JUST before setting off on his winter tour of Australia and New Zealand, Ken Wharton was the central figure in a pleasant ceremony at the Midland Hotel, Birmingham. The occasion was the presentation to him, by W. C. Reid, a director of Albion Motors, Ltd., of Scotstoun, Glasgow, of a painting of Ken at the wheel of the 1901 8 h.p. Albion Dog Cart with which he has just, for the third successive year, gained a silver medal in the London to Brighton Veteran Car Run. The picture shows the Albion just crossing the finishing line, with Ken at the wheel. There were many expressions of good wishes to Wharton for his Australian tour, which embraces a full racing programme with the three cars he is taking, and a visit to the Olympic Games. He left England by air on Wednesday, 14th November.

SATURDAY NIGHT OUT—ON THE CONTINENT

SATURDAY nights out for crisis-weary Britons at one of Europe's gayest Casinos begin this week-end. They will cost less than £10, including air fares, meals and luxury accommodation. And if, at the tables, fortune favours the visitor—his week-end abroad need cost him nothing! Britavia Travel, a London travel agency, has made all arrangements for these "Casino week-ends" with the management of the Kursaal Casino at Ostend. Plans are that British visitors will leave London by coach on Saturday mornings throughout the winter, fly from Ferryfield Airport (Lydd, Kent) to Ostend and spend an evening at the Casino. Dinner, cabaret, and an overnight stay at a top class hotel—all are included in the charge of £9 8s. A flutter at the tables calls for an additional 20s., the normal admission to the gaming rooms.

Passengers return to London on Sunday night, meals *en route* having been provided on both the inward and outward journeys.

* * *

CHANGES AT FERODO: Competitions Manager Alan H. Collinson has been appointed Manager of Sales (Replacement) Dept., succeeding K. A. Appleton who becomes Manager of the company's Liverpool depot. New Competitions Manager will be R. Sydney Henson.



Alan Collinson, former competitions manager.



Sydney Henson, successor to Collinson.

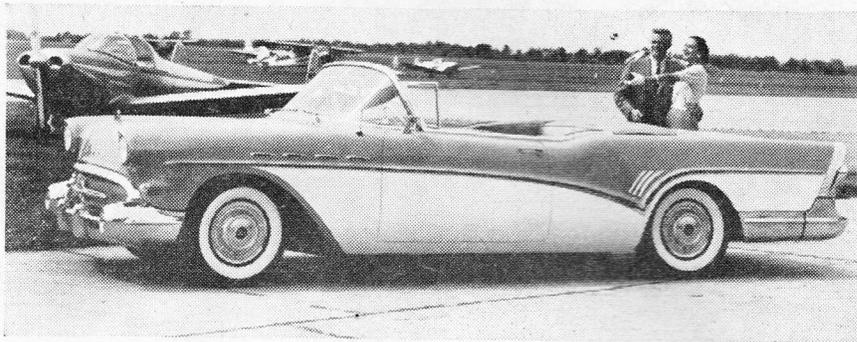
AMERICAN ANGLE

by Ruth Sands Bentley

New York City, 11th November, 1956.

Detroit Debuts

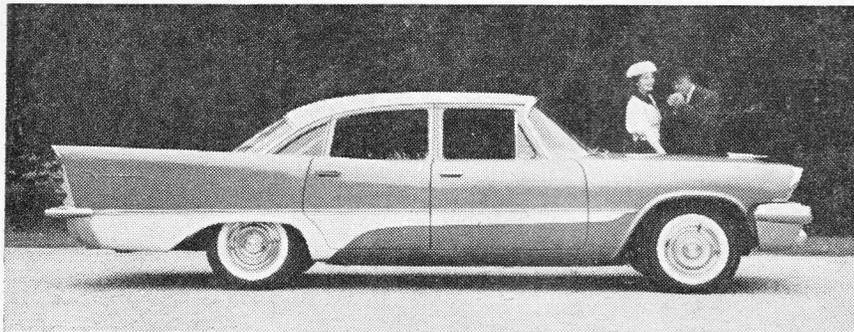
WITH most of the 1957 cars now on display in showrooms, the trend is toward lower, longer and wider lines with more horsepower and 14-inch wheels. But the stress is on fuel economy rather than more horses. Rising sales of foreign-make economy cars point up the growing demand for



AMERICAN ANGLES in body styling are exemplified in these two new models for 1957. Above is the Buick Roadmaster convertible, equipped with power steering and variable-pitch Dynaflow transmission.

★

(Left) DeSoto's newest, the Firesweep, is aimed at a lower price market than this marque has catered for hitherto.



improved gas mileage. Recent tests showed a general decline in fuel economy in 1956 cars. A Chase Manhattan Bank publication predicts a 1957 boom as 10 million persons made final payments on automobile instalment loans last year, 9½ million will do so this year, and 10½ million are estimated to follow suit next year. These, plus the regular cash customers, are all potential buyers for the new models.

Chevrolet is offering a fuel-injection system as optional extra at \$190 in their 1957 car; and the Corvette, which Dr. Dick Thompson will introduce in next month's Nassau races, will have fuel injection. Orchestra leader Paul Whiteman, at Le Chanteclair Restaurant last Wednesday, told about being in Detroit the day before and watching Zora Duntov achieve almost 182 m.p.h. in the new Corvette on the General Motors proving ground.

The Chrysler group—Plymouth, Dodge, DeSoto, Chrysler, Imperial—all feature a new front-wheel suspension by torsion bars instead of helical springs. Aside from the smoother ride, the new suspension aids in lowering the car's overall height. Most of the models are five inches lower than before. Plymouth, in a bid to recapture industry's third place from Buick, is more radically changed in appearance than other makes in the Chrysler group, having cleaner lines and a big-car look. DeSoto is introducing their all-new lower-priced Firesweep series for 1957 with a V-8 power plant rated at 245 h.p., a 325 cubic inch displacement, 8.5 to 1 compression ratio, and new "high intensity" camshaft. The

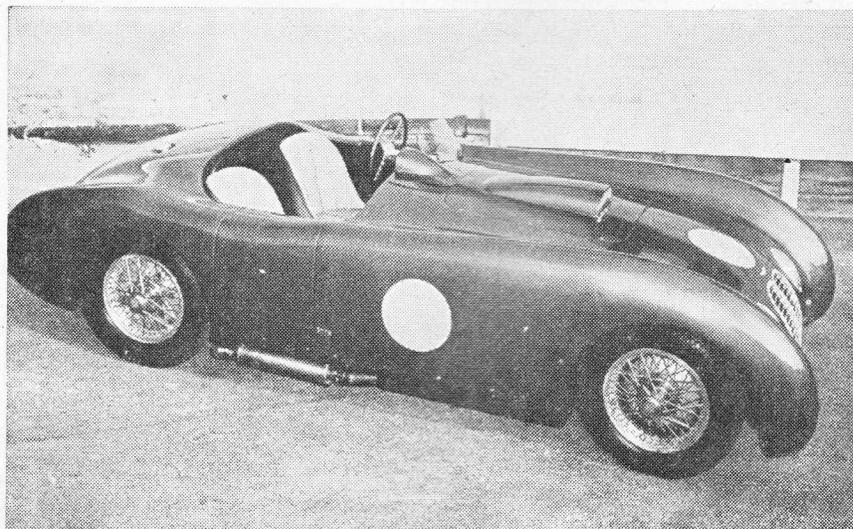
new four-door hardtop will sell for \$86 less than the 1956 Firedome and the two-door hardtop will be \$65 less than last year's Firedome two-door hardtop. The "step-down" chassis helps to account for the Firesweep's unusually low silhouette, measuring barely 4 ft. 7½ ins. from road to roof.

The entirely new Ford, only 56.2 ins. in height, features wrap-around windshield, Thunderbird V-8 engine on its Fairlane and Fairlane 500 models, swept-back ball joint suspension eliminating 33 per cent. of the working parts found on previous models, and rear fins. Lincoln's Landau has power brakes, power windows, power seats and power steering as standard equipment. Mechanical improvements include a higher compression V-8 engine producing 300 b.h.p. at 4,800 r.p.m.

Cadillac models, which go on public viewing tomorrow, have been nicely modified in appearance. The 1957 Cadillac power plant is the most powerful high-performance engine ever offered

by that company. With a 10:1 compression ratio, four-inch bore and a displacement of 365 cubic inches, it develops 300 horsepower. The transmission is an improved controlled-coupling Hydra-Matic. The four-door hardtop Sedan de Ville, introduced last year, is two inches lower and the bonnet and rear deck are below the bumper line. The popular Coupé de Ville, also two inches lower, features the new tubular centre-X frame and forward slanting windshield pillar.

At the press luncheon introducing the new Cadillacs, Mr. James M. Roche, general sales manager, said, "During the 1956 model year we built and sold 154,631 Cadillacs. This surpasses by 10 per cent. our previous best model year performance of 1955." For many years Cadillac has changed its models without losing the "Cadillac look", and they've done it again—a commendable achievement. Instead of going out of style, their cars seem to mellow with age. We were glad to learn at the luncheon that the beautiful El Dorado Brougham, seen at the Waldorf-Astoria last January, will be produced in limited quantity to



CALIFORNIAN-BUILT is this special aluminium-bodied sports car, with Bristol 2-litre engine, built by Foreign Motors, Ltd., of Newport Beach. Total laden weight is 1,580 lb. The tubular chassis has Fiat "1500" front suspension; at the rear, quarter-elliptic springs and radius rods are used.

compete with the other American luxury cars, the Continental and Chrysler 300.

Nash and Hudson for 1957 will be lower not only in height but in price too. With new styling on all models, American Motors have announced the reduction in prices on Nash and Hudson from \$236 to \$378. Their Rambler, which for the first time will feature a V-8 engine developing 190 horsepower, will be slightly increased in price but will have the lowest model-for-model prices in the low-price field. It will also have one of the highest power-to-weight ratios in the automobile industry. The V-8 has a compression ratio of 8 to 1, a displacement of 250 cubic inches and a torque rating of 240 foot-pounds at 2,500 r.p.m. A twin-choke carburettor, plus dual silencers and tail-pipes, are standard equipment.

Rallies and Races

Last week-end Robert Mollman and James Bothwell drove their Corvette-engined Austin-Healey to victory in S.C.C.A.'s national Appalachian Mountain Rally; while out on the Pacific Coast, Phil Hill (3.5-litre Ferrari) tried hard to catch Carroll Shelby (4.9-litre Ferrari). In a stirring duel, Hill overtook Shelby three times on hairpin turns but lost on straights to the Texan who won at an average speed of 78.55 m.p.h.

The Great American Mountain Rallye gets under way Thanksgiving Eve, 21st November, from the 79th Street Yacht Basin in New York City. With 75 cars entered, team groups will represent Renault, VW, Saab, Triumph, and Morris Minor. Maurice Gatsonides has arrived in New York to share a TR3 with Stewart Blodgett, the winner of the initial Great American Mountain Rallye.

Speaking of rallies, the Sports Car Club of America is purchasing 200 unbound copies of Art Peck's and Dave Hebb's book, *Rallies, Trials and Gymkhanas*, for the rallies and gymkhanas section of their official manual which will be sent to each regional office of the Club.

Applications received for the Nassau Trophy Races total 246, with 120 of them accepted and a reserve list of 126. The three-day race programme, beginning 7th December, has attracted all of the top American drivers including former Nassau winners Masten Gregory (Ferrari) and Phil Hill (Ferrari), plus Carroll Shelby (Ferrari), John Fitch (D Jaguar), Richard Thompson (Corvette), Paul O'Shea (Mercedes 300SL), Charles Wallace (Mercedes 300SL), Jack McAfee (Porsche S), William Lloyd (Maserati), James Kimberly (Ferrari) and Ken Miles (Porsche S). From Madrid, to defend the 105-mile Governor's Cup Race, will come the two-time winner, Marquis de Portago. He and Bob Said will be members of the official Ferrari factory team. Britain's Colin Chapman will be driving in his Lotus XI team while Stirling Moss pilots a Maserati. Brazilian Consul to Toronto will bring his Ecurie Volante from Canada, a team comprising a Maserati, a Jaguar M and an Elva Climax. With its predominance of Ferraris, D Jaguars, and Porsches, the entry list for Nassau promises speed at its best.

Last Thursday evening, Jaguar Cars North American Corporation entertained the members of the press at a reception to introduce the Jaguar Mark VIII. The car on display featured automatic transmission with fingertip control, enabling a lower gear to be held indefinitely,



WORLD TRAVELLER: Stirling Moss, currently in Australia for the G.P. at Melbourne, will subsequently compete in the Nassau meeting, then goes south again to Argentina for the January races. This repeats his lengthy 1955 trip, during which he made an interim stop at the Hotel Riviera, in Las Vegas, Nevada. Here he talks with his New Zealand G.P. experiences with hotel publicist Ed Parham.

and a new brake pedal placement, permitting the use of either left or right foot. The handsome car with luxurious interior made an immediate hit with the guests.

Next week, members of the press will be entertained by Hambro Automotive Corporation at the Park Lane Hotel where the Austin-Healey 100-Six will make its initial American appearance.

CORRESPONDENCE

British G.P.—Nationality of Car More Important than Venue

DURING the past few weeks your Correspondence columns have been the scene of an almighty battle between Aintree and Silverstone fans.

Surely the first question about the 1957 British-European Grand Prix should be, "Can a British car win and can a British car crown a British driver with the World Champion's laurels?" Stirling Moss is at present the only British driver, driving British, who has a chance to meet the Continentals on equal terms. I hope during the 1957 season both he and Tony Vandervell will have some of the good luck they richly deserve.

As far as venue for the British-European Grand Prix is concerned, I would be content to see it at Brands Hatch or even Mallory Park *provided* I could see a green car receive the chequered flag.

In concluding, I should like to add a word of praise for Roy Salvadori and the Cooper Car Co. after a most successful season. If the Surbiton firm would design and build a Formula 1 Cooper, I am sure, with Roy at the wheel, we would see a green car take the chequered flag during next season's World Championship competition.

PETER C. MACINTOSH.

ACCRINGTON, LANCs.

Trials and Trials Specials

ON reading AUTOSPORT of 2nd November, 1956, I was appalled by the remarks under "Club News" referring to trials and trials specials. Surely your staff should acquaint themselves with the facts before making such controversial and damaging remarks concerning one of the cheapest and certainly the most sporting side of amateur motor sport.

How can your writer possibly substantiate his statement that trials have "rather lost their popularity". Recently, the

Chase Trophy Trial had 40 entries, with 39 starters, proving the enthusiasm of the competitor, regardless of the distance to the event. From the spectators' point of view, the thousands that arrive at trials locations are proof in themselves. Many clubs organizing rallies cannot raise an entry comparable with this, and with the exception of an odd driving test, there is nothing worth watching by potential spectators.

To state that trials cars are "highly specialized specials" and barely usable on the road is absolute rubbish. Many trials cars, built to comply with the existing R.A.C. formula, are used regularly by their owners for normal motoring, including shopping by the "better half". As evidence that a trials car is a very versatile vehicle, I have competed successfully in trials, autocross, driving test meetings *and* rallies, the car complying with the existing R.A.C. formula.

Despite the introduction of autocross as a possible alternative to trials, there are more and more enthusiasts taking up, or returning to, trials every week, owing to the economy of this form of motor sport, as compared with others, the entertainment value for the competitor combined with the large spectator following, and most of all a really friendly sporting atmosphere between the competitors, completely devoid of "protests", unparalleled in any other type of motor sport—amateur or professional.

NORMAN OVERTON.

LONDON, W.1.

[We cannot let this impassioned defence of trials by such a well-known exponent go unanswered: see "Club News" on page 682.—Ed.]

1,172 Formula Racing

LAST week "Bachelor Enthusiast" stated the same problem as I faced when I decided to continue motor racing in 1955 after two years abroad. I had about as little money (and still have) and my advice is to go for 1,172 Formula racing in a Ford-based car, for which normal and special components are plentiful, interchangeable and readily available. All other types of cars he suggests require out of production and specially made components and spare parts.

While I have found that using a sports-racing car for all

everyday motoring is not entirely practicable (and you have to do a lot of your own work on that money), you can use the car on the road from time to time and it is a great advantage to be able to do so without the feeling that expensively modified components (which are likely to be difficult to replace) are being worn out.

Various experts produce remarkable results from 750, 250 and Vintage cars. However, if you are not a technical expert with considerable resources and talent, the Ford 10 engine, even with very elementary tuning, in a light chassis gives the greatest reward in acceleration, reliability, economy and speed for the limited money available.

The problem of another car is most cheaply solved by the ownership of a Ford 5 cwt. van or 8-10 saloon which will use up all the part-worn ex-racer's spares such as brake linings, pistons, gears, wheels and tyres, batteries, etc., thus giving the nearest approximation to "two living as cheaply as one" as any bachelor is likely to experience!

D. C. GODFREY.

HEATHFIELD, SUSSEX.

Per Ardua Ad Valve-bounce

OH! a wonderful beast is the Offy;
 But let us be perfectly frank,
 The pistons connect with the camshaft
 And not, as you'd think, with the crank.
 They don't do it that way at Acton,
 But they've not won the 500-Mile,
 Which accounts for the hump on the Vanwall
 And the Offy's inscrutable smile.

DOUGLAS W. CLARKE.

RAINHAM, ESSEX.

THE Yanks certainly do things in a big way—the photograph of the "Offy" "camshaft" in 16th November issue was quite astounding! I am now looking forward to seeing a photograph of what must be (with apologies to J. V. B.) a GI-NORMOUS crankshaft, if ever you have the necessary space available in a future issue.

E. M. WERSHAT (MRS.).

ELSTEAD, SURREY.

[Sorry, everyone. Are our faces red! For "camshaft" read "crankshaft" of course, in last week's article "Meet the Offy".—Ed.]

John Tojeiro, Too

I HAVE read with interest recent dissertations on the genius of Colin Chapman. Mr. W. J. Brooke in AUTOSPORT, 16th November, writes that he can think of only a few other geniuses of Chapman's calibre in recent times.

This is the appropriate time to mention the genius of John Tojeiro, whose latest car was tried out by J. Bolster last week. He has not been quite so fortunate as Chapman in results, because he has never laid an assembly line and produced his cars in numbers.

I think you will agree that every car he has produced has had revolutionary ideas, and, in some cases, has been one season in advance of other manufacturers. One example was Cliff Davis's famous Tojeiro-Bristol LOY 500 which was racing for two seasons before A.C. Cars, Ltd., used this basic design for the A.C. and Aceca.

ROLLS BROS.

NEWBURY, BERKS.

Classes in Speed Events

I ASSURE J. W. Higham that my reference to his remarkable achievement was merely to illustrate the points raised in my letter on Classes in Speed Events.

However, I am delighted that he is in full agreement with my views, but I feel that next year Mr. Higham, with the assistance of more carefully drawn up regulations, should put his conscience before his enthusiasm for the sport.

In this way I think he will help to bring about better speed events, which is surely the aim of organizers and competitors alike.

J. H. BROOKS.

MOSSLEY, MANCHESTER.

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

I AM surprised that Mr. Higham should make such an unnecessarily personal reply to Mr. Brooks's letter. Personally, I thought Mr. Brooks was chiefly concerned with the principle involved, and merely gave Mr. Higham as an example, but it seems to have touched a sore spot.

Mr. Higham's letter is rather inconsistent in that he says he is in agreement with Mr. Brooks, i.e., that sports cars should be confined to their own capacity class, and then says that the majority of organizers think otherwise. If Mr. Higham does agree with Mr. Brooks, why does he enter every possible class at Sherburn?

J. B. BRIERLEY.

HUDDERSFIELD, YORKS.

I AM in full agreement with your contributor Mr. Brooks, who deplores the present slap-happy set up in sprint events. I would like to see standard classes for all sprint meetings as follows:—

- Saloons: 850 c.c., 1,200 c.c., 1,800 c.c., Unlimited.
- Standard Sports: 850 c.c., 1,200 c.c., 1,800 c.c., Unlimited.
- Gran Turismo: Under 1,500 c.c., Over 1,500 c.c.
- Sports Racing: Under 1,500 c.c., Over 1,500 c.c.
- Racing: 500 c.c., 1,500 c.c., Unlimited.
- Special prize for fastest 750 and 1,172 formula.

In addition saloons be allowed to enter the corresponding G.T. class, sports cars the equivalent sports racing class and the latter the racing classes. If there are insufficient entries for a G.T. class, put them in the sports classes where they belong. Nothing can be so discouraging to the entrant of a standard car, having a bash for the fun of it, than to find himself pitted against such "saloons" as A.C. "Aceca", DB2-4 Astons, Le Mans Frazer-Nash, XK 140 Jaguar, 300SL Mercedes and Porsche, not to mention hardtop TR3, Healeys and what have you.

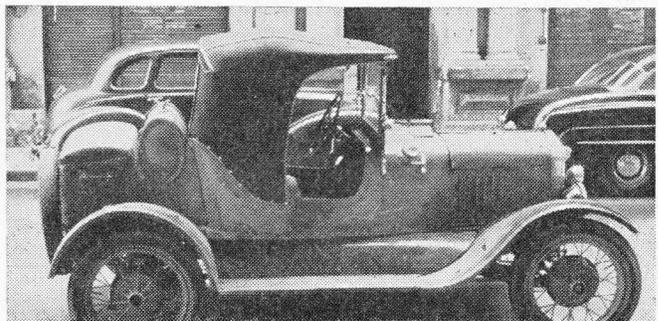
Having the same sub-divisions and capacity limit in all sprints would greatly add to their interest, and it might be possible, at the end of the season, to put on a championship meeting, inviting only those drivers who had scored a certain number of places during the season. In closing, may I express my admiration for a very unassuming sprint exponent, namely, J. R. Rudd. Although competing with a far-from-new car, he always puts up an extremely polished performance in his Frazer-Nash, invariably finishing in the awards lists.

REG. MILES.

POOLE, DORSET.

Seen in Santiago

I RETURNED a few days ago from a trip to South America and, whilst walking down the street one day in Santiago, Chile, I was struck by the appearance of a car standing at the side of the road. I stopped and examined it and found that it was, in fact, a conglomeration of all sorts of parts of different vehicles, but basically still the "T" model Ford. The owner



The modernized Model T Ford, seen by our correspondent in Chile.

had added such things as four-wheel brakes and, as you can see from the photograph, a very modern new hood, a luggage trunk and a petrol tank. Due to the difficulty of importing cars into that country at the present time, there are many instances of the ingenuity shown in modernizing very old cars.

R. B. SNAGGE.

LONDON, S.W.1.

R. P. STOWER, "Three Wents", Ellerslie Lane, Bexhill-on-Sea, Sussex, wishes to contact T. E. Watson, owner of a Lester-M.G., registration number HRO 33, regarding conversion of the brakes from cable to hydraulic operation.

BOOK REVIEWS

Title: The Antique Automobile.

Author: St. John C. Nixon.

Size: 5½ ins. x 8½ ins.; 236 pp.; 80 half-tone illustrations, 17 line drawings.

Publishers: Cassell & Co., Ltd., 37-38 St. Andrew's Hill, Queen Victoria Street, London, E.C.4.

Price: 25s.

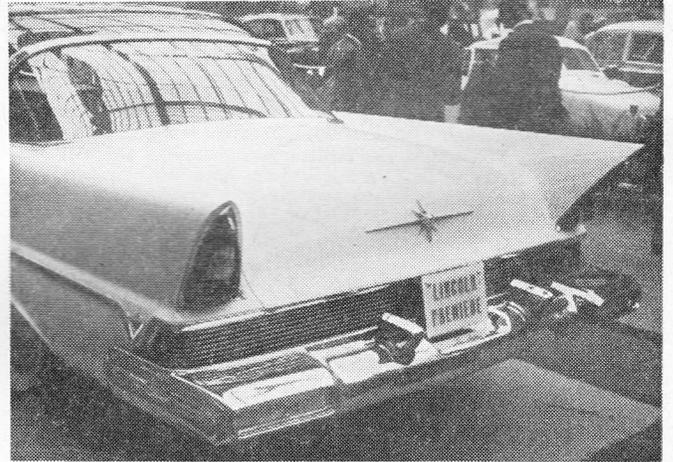
It is a pity that the title of St. John Nixon's new book may perhaps smack of museums, mothballs and mustiness to the British reader, for no impression could be more misleading or unfair. On the contrary, Mr. Nixon has written with authority a comprehensive, detailed, yet most readable book about the earliest days of motoring in Victorian and Edwardian times. These were pioneering days when difficulties in manufacture and troubles on the road were overcome principally by sheer grit and determination, and when many of the men involved could only be described, in modern phraseology, as "absolute characters". After discussing the controversial question of who invented the automobile, the author notes some early attempts, and goes on to write of the founders of automobilism, dealing in turn with 32 men and machines, all well known names, but about whom, with certain exceptions, the ordinary enthusiast probably knows little. He gives much interesting

background information on how firms came to build cars in the first place, and the book is leavened with anecdote throughout, such as the story of the "difficult" Marquis de Dion, who, on one occasion, finding one of his lady friends entertaining another gentleman, became so enraged that he hurled all the lady's sitting-room furniture, including the piano, through the first floor French windows of her flat into the street below.

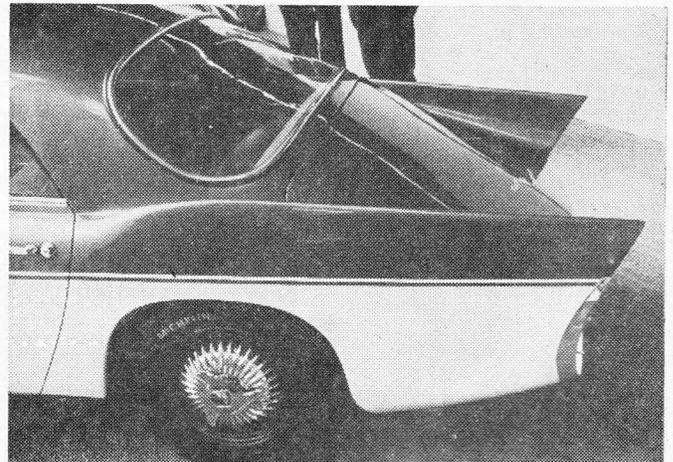
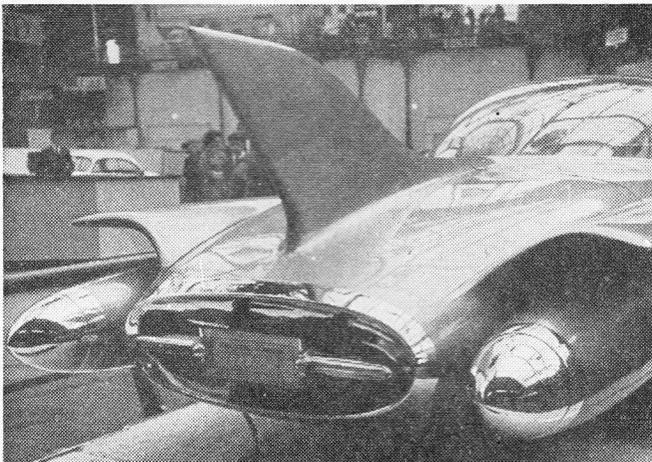
Nixon's sense of humour also pervades his chapter on "A Museum of Horrors", including the extraordinary brain-children of the American E. J. Pennington, and the Victoria Combination, which Nixon himself preferred to stop by putting one leg outside the seat and scraping his foot along the road! The book closes with a long section on early races, telling the story of the great French city-to-city events and the Gordon Bennett series. Altogether a book to while away inactive winter evenings; entertaining throughout, with something new for the veteran enthusiast and an excellent starting-point for the not-so-well-informed.

M. B.

THE SCOTTIE BOOK OF MOTOR RACING, by Stirling Moss, edited by Wayne Mineau, is as interesting and useful a half-crown's worth as we have come across for many a day. Originally published in larger form as *Stirling Moss's Book of Motor Sport*, it packs a tremendous amount of information into 142 4½ ins. x 6½ ins. pages, on motor racing as Moss has seen it. Just the thing to keep by in your pocket for reading during those irksome train journeys the fuel restrictions will oblige us all to make from time to time. If you cannot see one on a bookstall, it is issued by Transworld Publishers, Ltd., Park Royal Road, London, N.W.10.



TAILPIECE: Displaying remarkable flights of fancy from the sublime to the faintly ridiculous, these are the tails of four cars which were on show at the Paris Salon. Above left is the Mercury Montclair with a rear deck, rather than a boot-lid, and almost big enough to play cricket on, while much the same could be said about the Lincoln Premiere (above right); this one might easily be coming, with hooded headlights, instead of going, with triangular tail-lights. Below left, General Motors' experimental Firebird II seems rather undecided whether to look, from the back, like the tail of an aeroplane, a man-eating tropical fish, or a submarine with chromium-plated torpedoes. In contrast, the pointed, cut away fins of the Italian Abarth (below right) seem restrained almost to the point of conservatism.



THE FAMOUS PARNELL GRIN: "Uncle Reg", with garland and goblet, after scoring one of his numerous victories.



The following month Parnell took his Maserati to Albi for the G.P. on 14th July. Accompanying him were David Hampshire in the ex-Seaman Delage with Lory i.f.s., and Leslie Brooke in the ex-Arthur Dobson E.R.A. Hundreds of Frenchmen were entertained to the sight of the Maserati being painted British racing green right on the main road. This G.P. was run in a couple of 16-lap heats, the winner being found on aggregate. It was a slap-happy affair altogether, the start of the first heat being delayed for over an hour while Tazio Nuvolari had an impassioned argument with the organizers as to the eligibility of one of Platé's Maseratis, which he had taken over after bursting the radiator of his own machine.

Raymond Sommer blew up after three tearing laps, leaving Parnell in the lead, vainly pursued by Nuvolari. Reg moved farther and farther away from the little Italian, but packed up after 10 tours with ignition trouble. Brooke managed to finish fifth. Parnell was again plagued by ignition bothers in Heat 2, and lost about three laps fixing the magneto out in the country. Villorresi and Nuvolari had a monumental scrap, but although

NON-STOP VARIETY

Since 1946 Reg Parnell Has Probably Driven More Makes of Car in Races Than Any Other Man—Now He Takes Over as Aston Martin Team Manager

MASERATI, Ferrari, Thinwall, E.R.A., Aston Martin, B.R.M., Cooper, Connaught, Borgward, Mercedes-Benz, Lagonda—how many drivers can claim to have conducted so many different makes in the past decade? Yes, indeed, Reg Parnell has driven them all, and it is a great loss to the circuits that the stocky figure with the blue battle-bowler will be seen no more in the cockpit after the forthcoming Australian and New Zealand events. His decision to retire also breaks one of the last links with the pre-war Brooklands and Donington gang who are still on active service at the present time.

In actual fact, Reg has been crackling round in racing cars since 1934, when he first appeared at Donington Park with an M.G. In the years before the outbreak of war, wherever there was racing in Great Britain you'd find R. Parnell, in that sleek Mulette with the Lancia-type i.f.s. Maybe his driving was a bit forceful in those days—the polish and technique of the G.P. pilot came later—but in all the times I saw him push that fast M.G. around, he could never be accused of doubtful tactics.

There was, of course, that unfortunate incident at Brooklands when his M.G. became mixed up with Kay Petre's single-seater Austin, and poor Kay was seriously injured. Parnell was a victim of circumstance, although the stewards held that he was partly to blame, and temporarily suspended his competitions ticket. Sufficient to say that Kay and

by GREGOR GRANT

Reg are, and always have been, the best of friends. It was just one of these hazards of the game, and somebody had to carry the can, which Reg did like the sportsman he is.

Anyway, it is the post-war years with which we are concerned, and in 1946 R. Parnell reappeared on the racing scene with quite a variety of machines, including E.R.A., ex-Dixon Rileys, the ex-Chula Delages and the 4CL Maserati which had belonged to the late Johnny Wakefield. On 22nd April, 1946, the Vintage S.C.C. held a memorable sprint meeting on Elstree airfield, during which Parnell's nephew, Roy, put up second B.T.D. with the beautiful Delage, and Uncle Reg tied for third place in the Maser., with Bolster's Bloody Mary.

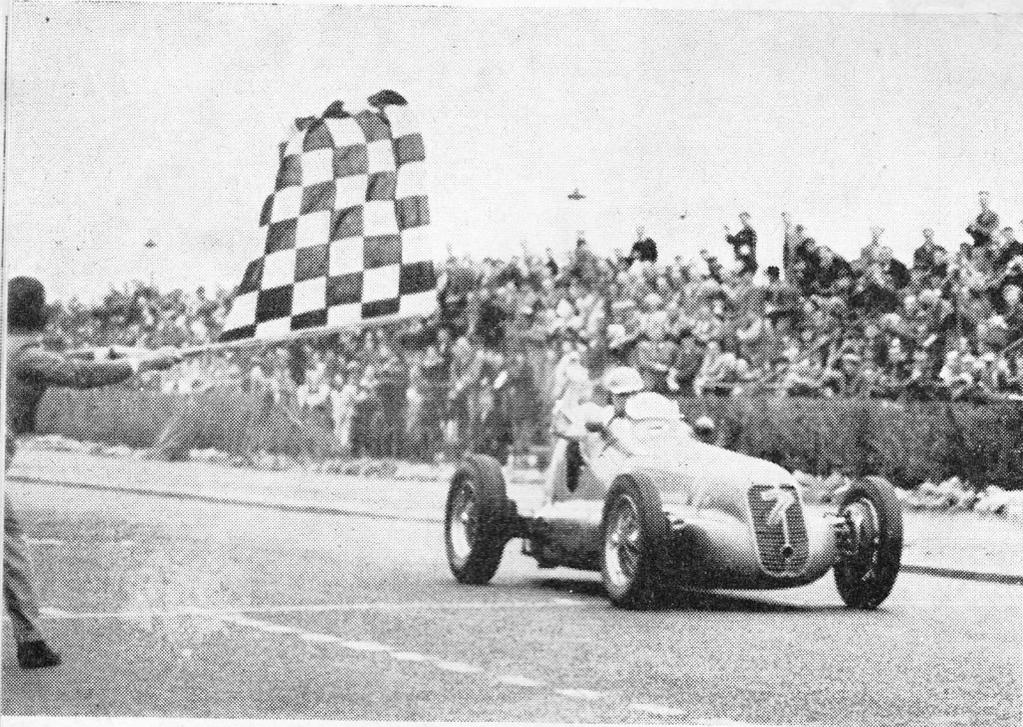
Gransden Lodge, 15th June, organized by the Cambridge U.A.C., was the first post-war British race-meeting, anticipating all other airfield circuits affairs. To this came the Parnell entourage with Maserati, Delage and Riley, Roy Parnell and Cuth Harrison handling the two British machines. Reg won the 1,500 c.c. race and put up fastest lap and average of the day, while Harrison took 2-litre honours. At this meeting there appeared the name of Roy Salvadori, making his racing debut with an R-type M.G. Parnell's old i.f.s. Mulette, driven by Ian Nickols, easily won the 1,100 c.c. event.

the former won, Tazio was awarded the G.P. on aggregate. So terrific was the heat, that Nuvolari collapsed during the prize-giving.

One week later, pukka Grand Prix racing re-started, with the G.P. of the Nations at Geneva, and an entry of four Types 158 Alfa Romeo, to be driven by Farina, Wimille, Trossi and Varzi. The newly formed Scuderia Milano was represented by the Maseratis of Villorresi, Nuvolari and Sommer. G.B. was well to the fore, comprising the E.R.A.s of Peter Whitehead, Ian Connell, Bob Gerard, Raymond Mays, Hugh Bainbridge and Leslie Brooke. Bira also had an E.R.A. and, in addition, there were Parnell (Maserati), Abecassis (Alta) and Hampshire (Delage). De Graffenried's Maserati was entered under the banner of Ecurie Autosport!

Reg had very little sleep that trip, having to strip and reassemble a broken gearbox just before the last day of practice, and put right other troubles on the eve of race-day. Conditions were miserable for the 9 a.m. start of the first heat, and in heavy rain, Wimille anticipated the flag by several seconds, and disappeared in clouds of spray, followed by Varzi. It was obvious that the Alfas were in a class of their own, but Parnell was certainly pushing Villorresi and Bira. The two 158s finished far ahead of the rest, with Reg a good fourth behind Villorresi.

Owing to some peculiar happening in recording practice times, David Hampshire



FIRST BIG WIN for Parnell was in the Jersey Road Race of 1947, when his ex-Wakefield 4CL Maserati led Louis Chiron home.

found himself on the front row of the grid for Heat 2, with Trossi and Farina (Alfas). The start was almost comic opera; Farina nearly knocked his mechanic for six, Trossi tried to take off in top gear, and Hampshire stalled his motor. Nuvolari hurtled into the lead, closely followed by Farina, and with Abecassis ahead of Trossi. The power of the Alfas soon made them 1-2, but Nuvolari never gave Trossi any rest. Thus Reg came to the line for the final with no hope of beating the incredible cars from Milan. Actually, it was Villoresi who put Parnell out of the race, by crashing right in his path against a lamp-post and the wooden barricade. Reg managed to avoid the bent Maser., but stalled his engine and failed to restart.

Wimille and Farina more or less dominated the race, and Wimille seemed a certain winner when, after lapping Nuvolari, he was shunted from behind by the Maserati. Black flags were waved at the Italian, but his vision must have been poor—he failed to see them! So Wimille dropped to third place after stalling his engine, and the race went to Farina, with Trossi runner-up.

Seeing the Alfas in action, Reg decided there and then that so soon as it was practical he would acquire a post-war machine. Although the Milan cars were of 1939 vintage, they were far in advance of any 1,500 c.c. machine in existence at that time, completely outpacing the 16-valve Maserati. Meanwhile, he entered for the Ulster Trophy race on the

RECALCITRANT: Repeated efforts to persuade the E-type E.R.A. to perform as a Grand Prix car should were ill-rewarded. Here is Parnell in action at Lyons during the 1947 French Grand Prix. The car retired with steering failure.

Ballyclare circuit with the Maser., Hampshire driving a six-cylinder model, Roy Parnell the Delage, and Leslie Johnson the one Hampshire had at Geneva. Cuth Harrison was in the Riley, so the Parnell équipe was strongly represented.

In the scratch race Gerard (E.R.A.) made the running, but was eventually taken by both Bira (E.R.A.) and Parnell, who had a really fantastic dice for the last six laps. Reg just failed to take the chequered flag first, but the Maser. put up fastest lap.

Reg acquired the ex-Earl Howe E.R.A. with big Zoller blower, which he entered for the Turin race, in which Peter Whitehead had decided to run his recently purchased E-type E.R.A. Parnell's E.R.A. developed preselector troubles, whilst the E-type went like a bomb till



HARD-WORKED "SAN REMO": Reg in action on the 4CL Maserati in which he scored many successes on the Continent, and

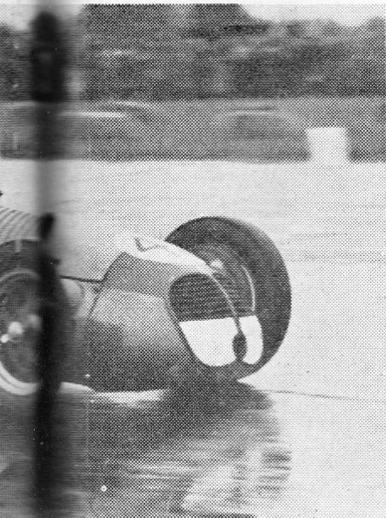
the Zoller blower packed up with a deranged interior. Parnell then took the ex-Howe car to Milan, but broke the rear axle.

For his final race in 1946, Reg decided to take the Maserati. This was the Penya Rhin G.P., on the Pedralbes circuit, Barcelona. It was a free formula affair, with Villoresi in a 3-litre Maserati. Again Parnell had trouble, and packed up with a sick-sounding motor after chasing the bigger car.

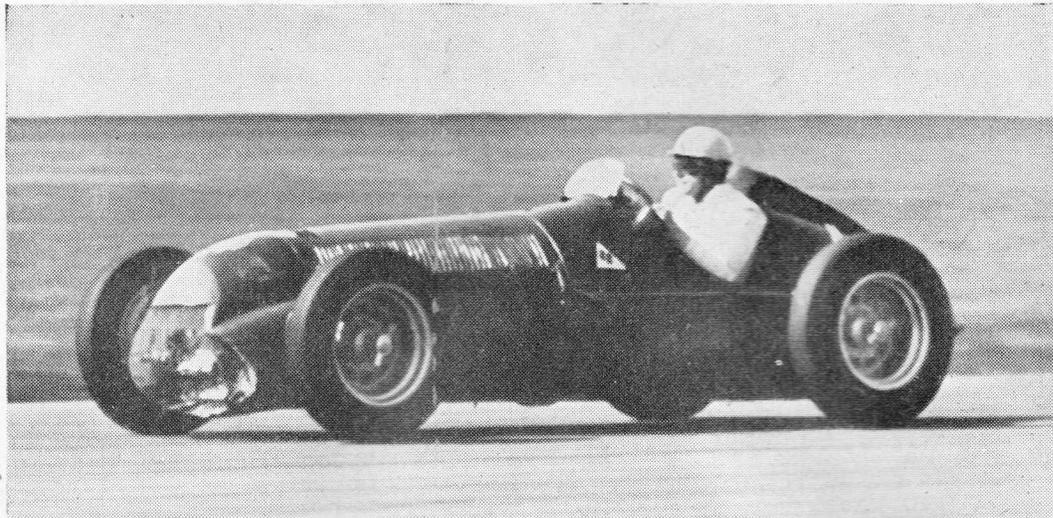
Thus ended Reg Parnell's first post-war season. He had put in a tremendous amount of hard work, travelled thousands of miles, but had been plagued by mechanical trouble on all of his cars. He began to reorganize his motor racing, and in 1947 became associated with Joe and Fred Ashmore, and Wilkie Wilkinson became chief mechanic. Taking the A-type, first-ever E.R.A., to Sweden in February, he won both races, the second one against fairly stiff opposition.

His first big success came on 8th May, when he won the Jersey International race with his pre-war 4CL Maserati, despite the presence of Chiron, Pagani and Sommer in Scuderia Milano

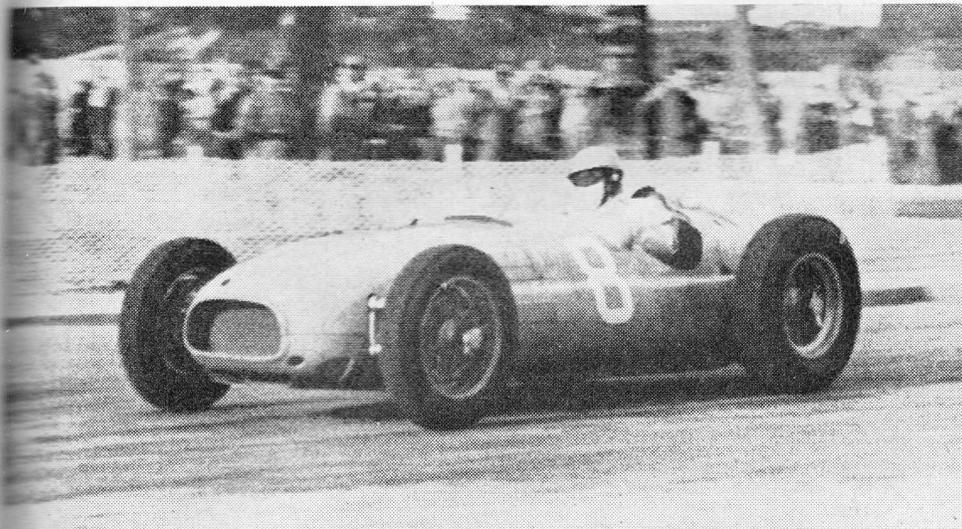




...tion in the rain at Boreham, with the ... at Goodwood and other British ... and South America.



HONOURED: Alfa Romeo invited Reg to drive in their official team at Silverstone in the 1950 Grand Prix of Europe. He accepted with alacrity, finishing third to team mates Farina and Fagioli, despite a high-speed encounter with a hare which battered his Alfa's nose.



machines. It was a good day for the Parnell stable, for Joe Ashmore in the B-type E.R.A. finished fourth. There was scarcely time to prepare the two cars for Marseilles, ten days later. Parnell burnt out a piston, but like Joe at Jersey, brother Fred kept going, and finished fifth!

Next outing for Parnell was Nimes on 1st June, where the Maserati earned third place. Joe Ashmore drove the old A-type E.R.A., but did not have a successful day. Parnell had now acquired Whitehead's E-type E.R.A., and Leslie Brooke had taken another one to Indianapolis where it had transmission bothers. Preoccupied with getting the E-type to motor, Parnell did not go to Berne for the Swiss G.P., nor was he represented at Spa for the Belgian race. However, he and Brooke both turned up at Rheims for the Marne G.P., but beyond qualifying for starting money, they did nothing. Brooke had gearbox troubles, whilst Parnell's supercharger failed.

With the E-type in pieces being mended, Reg took his Maserati to Albi, Fred Ashmore had the A-type, and Brooke the B-type E.R.A. The trio were out of luck, but Brooke actually

FAILURE attended B.R.M.'s efforts at Barcelona in 1950, when both Parnell (seen above at speed down the straight) and Walker retired. But Reg's drive, if brief, was electrifying, for he caught 16 cars on lap 2, to take fourth place—then retired.

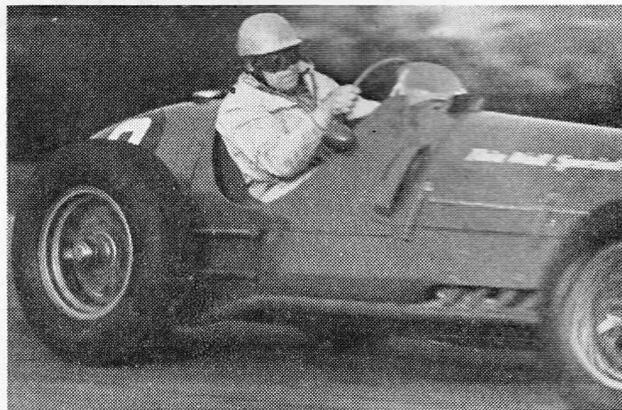
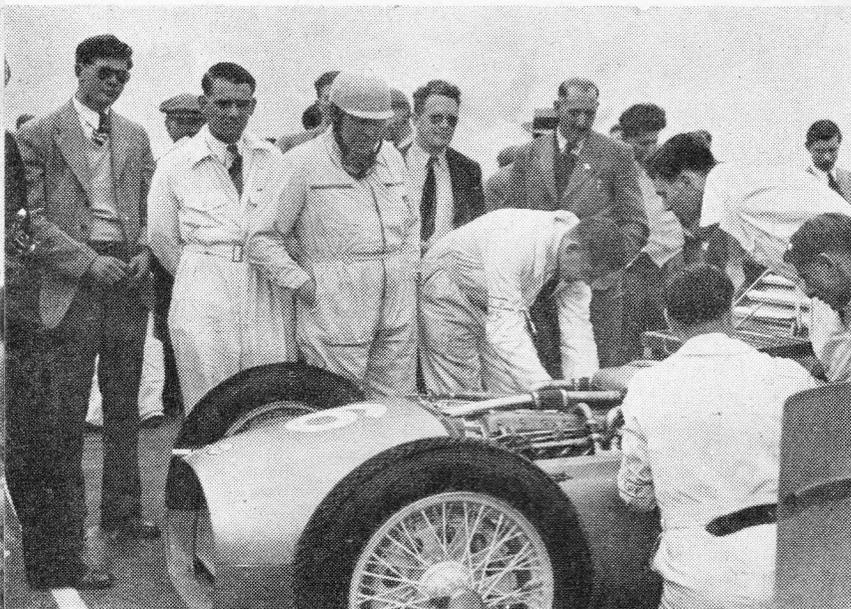
SUCCESS came the way of the unhappy Bourne équipe when Reg Parnell drove the B.R.M. magnificently at Goodwood in September, 1950, winning two events. Here he comes through Woodcote in the pelting rain, with Bir's Maserati taking the spray from his rear tyres.

led the race for three laps before the engine lost its poke, and eventually called it a day with a broken crankshaft. Then the stable set off for Nice, where Brooke installed an 1,100 c.c. engine, and Fred had a new cylinder head fitted to replace the one cracked during the broiling heat at Albi. Reg was well in the running with the Maserati, when he lost time trying to restart at the pits; he finally retired with gearbox failure, but Ashmore was a gallant third in the veteran E.R.A. Brooke also finished, although many, many laps behind.

The Ulster race followed, and here the E-type of Parnell was tipped to win. Gerard's E.R.A. was in the lead when it stopped to have plugs changed, and Parnell went in front. It was short-lived however, for the Bourne gremlins struck again, and Reg had quite a few hectic moments keeping the car on the road after the de Dion tube snapped.

Reg, of course, felt like setting fire to the E-type. He had left himself without





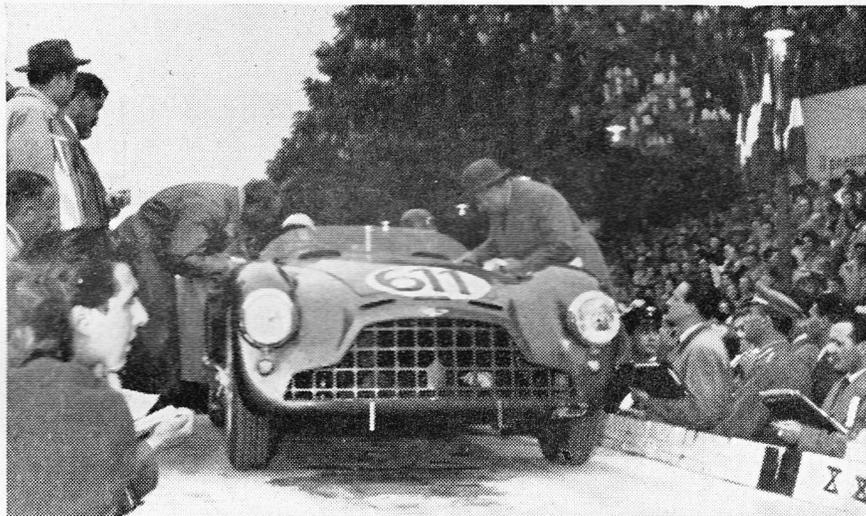
HAPPY at the wheel of Mr. C. A. Vandervell's 4½-litre Thin Wall Ferrari (above), Reg goes through to another Goodwood success.

DUBIOUS while watching mechanics making last-minute preparations to his B.R.M. before the 1951 British G.P., Parnell nonetheless finished fifth and Peter Walker seventh, after epic drives in which they suffered severe leg burns in the oven-like cockpits.

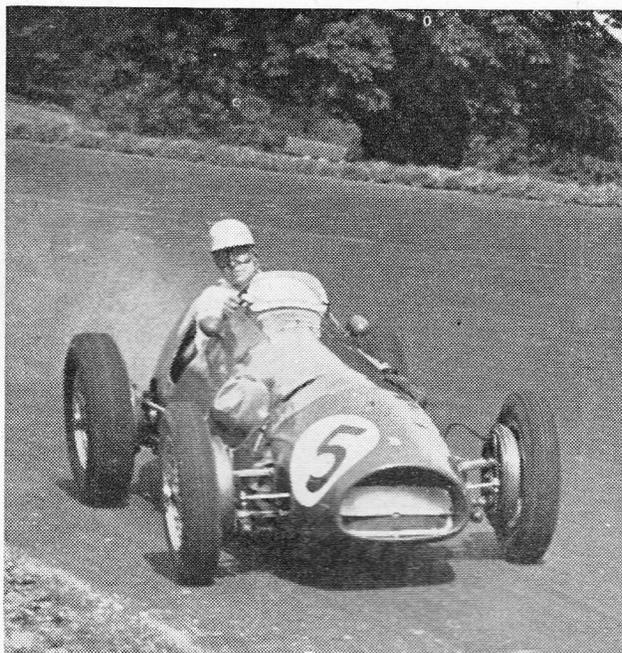
a wheel for Commings on 10th August, for he had entered Joe Ashmore (Maserati) and Fred Ashmore (E.R.A.), with Wilkie in charge of the mechanical side. It was an unlucky expedition; Fred ran off the road and finished up in a ditch, while brother Joe inverted the Maser., and finished up in hospital with a broken rib.

The unlucky Parnell had no cars for the Manx races on 21st August, although David Hampshire turned up with that pre-war Parnell project, the Challenger, now fitted with a Delage engine, experimental air-strut i.f.s., and a de Dion axle. Reg spent most of the time working on other people's cars, including Sheila Darbishire's ex-McLure, E.R.A.-powered Riley, entered by Stanley Blake Reece, and the Challenger. Brooke was running his E-type at about 6 p.s.i. boost—determined to finish, which he did, in fourth place.

The Alfas were at Milan for the Italian G.P., in which no British drivers were



RARIN' TO GO: (Above) Parnell and Klemantaski on the starting ramp for the 1953 Mille Miglia, in which Reg drove the works DB3 Aston Martin into a brilliant fifth place against the Italians on their home ground.



IN CHESHIRE: Reg Parnell driving an Italian car on British soil—his 2.5-litre Ferrari at Oulton Park, 1954.

entered, but the E-types of Parnell and Brooke, and Whitehead's B-type were at Lyons for the French G.P. I well remember helping to push Brooke's five-cylinder edition off the line to complete its one and only lap, and also seeing Sommer's rear axle go on the C.T.A.-Arsenal, just after flag-fall. Parnell's car was far from right, the rear suspension doing all sorts of queer things. Just after mid-distance, he handed over to Wilkie, who had the narrowest escape from disaster I have ever seen, when a steering column pin sheared, and the car charged the tree-lined grass dividing the twin-track road. How it missed the trees no one will ever know, as Wilkie maintained that it was done by sheer will-power.

Anyway, Reg was promised a Scuderia Milano car to drive at Lausanne, complete with two compressors, or so the men said. When it arrived at the last possible moment, it was a single-stage job in the 4CLT chassis. The car was shockingly prepared, and after a heroic struggle, Parnell had to retire with no brakes whatsoever, and uni-directional steering. Hampshire in the E-type burst a tyre and ran over the pavement, chopping off the oil pump on the way.

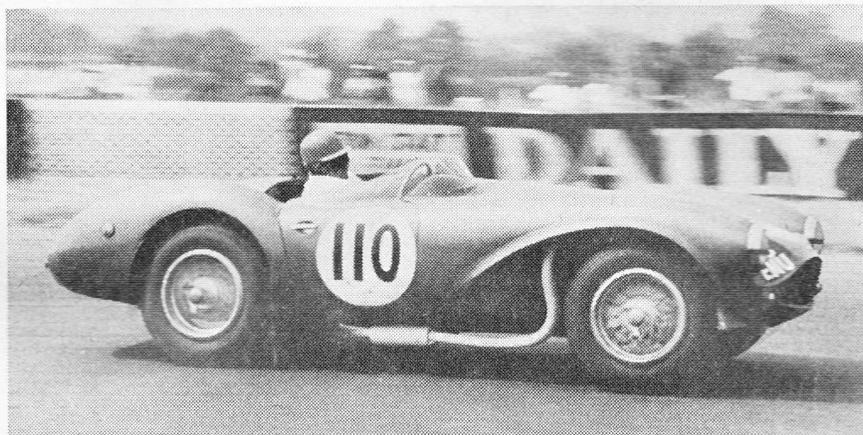


It had been a mixed season for Parnell and Co., starting off with victories in Sweden and Jersey, and then tailing off into a series of mechanical disasters, with mishaps to both Ashmore brothers. The E-type had been an expensive venture, but Reg decided to persevere with it. Brooke, however, agreed to sell back his car to E.R.A., Ltd., of which Leslie Johnson had become chairman. However, the award of the B.R.D.C. Gold Star to R. Parnell was a fitting reward for his efforts during 1947.

During the no-basic winter months, Wilkie Wilkinson did a complete rebuild of the E-type. Hampshire took the Delage motor out of the Challenger and stuck it back in the ex-Seaman car. Nevertheless, for Jersey on 29th April, Parnell took his 1947-winning car, but Johnson failed to appear with the ex-Brooke machine. Reg finished third to Gerard (E.R.A.) and Abecassis (6-cyl. Maserati); Hampshire (Delage) and the Ashmore brothers (E.R.A.s) all retired.

Next, Reg ran the reshaped E-type, now with two-stage Roots-type supercharging, in the Monaco G.P., but retired with a broken piston.

There was some sort of bird of ill omen hanging over the Parnell stable. In the Isle of Man, Reg in his Maserati



looked to be an easy winner when he ran out of fuel on the last lap, and the reserve tank failed. Wilkie drove the E-type but retired with a sheared mag. drive. Only happy man was David Hampshire, who acquired the old A-type from the Ashmores just before the race, and finished second behind Geoffrey Ansell's B-type. Johnson brought the revamped ex-Brooke E-type into fifth place, despite serious steering troubles.

Parnell now felt that it was time to cut his losses with the unpredictable E-type, and to look around for another machine to replace the veteran 4CL Maserati. He ran the Maser. at the opening of Zandvoort on 7th August, finishing in third place behind Bira (Maserati) and Rolt (Dixonised 3.4 Alfa Romeo).

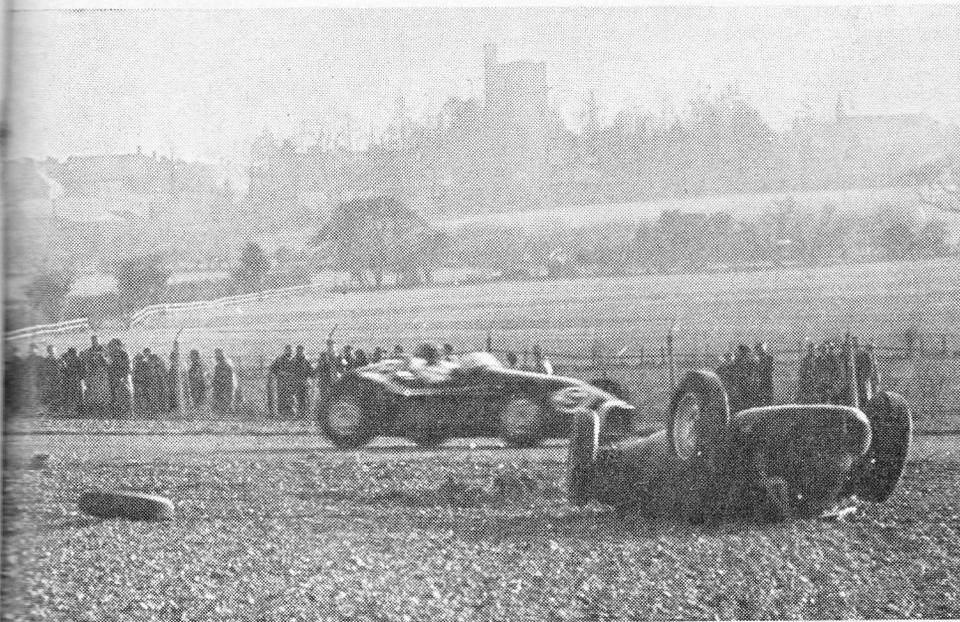
FIRE at Goodwood ends Parnell's chances of victory in the first Goodwood Nine Hours race, in 1952. But Reg took over the team managership from John Wyer, badly burnt in the incident, and saw another Aston Martin safely home to victory.

ON HIS WAY to victory in the later DB3S Aston Martin (below); Parnell in the Feltham car was ever a tough adversary for the Jaguar and Ferrari drivers in sports car races.

Reg eventually acquired one of the 4CLT/48 "San Remo" Maseratis, as did Brooke who ran his at Albi with little success. Both were at Monza for the Italian Grand Prix. Parnell drove a superb race, without a clutch for almost the entire 224 miles, and finished fifth just behind Ascari (Maserati). Brooke lost his oil pressure, and pushed his car for over half-a-mile to be classed 11th.

In the first R.A.C. Grand Prix at Silverstone, Reg went out on the second lap with a split fuel tank. Even so, the privately owned cars were completely outpaced by the works cars of Villoresi and Ascari. Johnson's E-type rocketed into a brief lead, then broke a drive-shaft. Peter Walker's E-type, newly acquired from Reg, was a non-starter having broken a timing chain in practice.

Earlier, Reg had scored a narrow victory with his "San Remo" over Bob Gerard's E.R.A. in a five-lap race at the first Goodwood meeting ever. His final forays for 1948 were to Monza for the G.P. of the Autodrome, where the new Maser. went sick, and to Barcelona, where he scored a glorious second place to Villoresi's works car. During the year Reg also acquired a 2-litre E.R.A. engine which he installed in a B-type and, with Hampshire in the A-type, did a spot of hill-climbing, including a trip to Scotland for the Bo'ness event.



PASSING Mike Hawthorn's inverted B.R.M. at Goodwood is Reg Parnell in Rob Walker's G.P. Connaught—an Easter, 1956, incident.

EMPLANING: Reg with other Aston Martin team members, seen at the airport en route to Sebring early this year. L. to r., Tony Brooks, Peter Collins, Reg, team manager John Wyer and Roy Salvadori. Next season Parnell assumes John Wyer's role as team manager.



For his performances during 1948, Parnell was awarded the B.R.D.C. Gold Star for the second successive year.

This, then, was the background to Reg Parnell's post-war racing. Lots of hard work, the swallowing of many disappointments—but he had become recognized as Great Britain's best driver. His Continental expeditions had convinced organizers that British drivers were well worth having in their events, and it is not too much to claim that the example set by Parnell, Brooke, Abecassis, Whitehead, Hampshire and the immediate post-war pioneers, paved the way for the modern school as represented by Moss, Hawthorn, Collins, Brooks and Co. Without the will to battle against tremendous odds possessed by Parnell and his associates, British representation in International racing might never have been developed to its present-day pitch.

Like many another famous driver, Reg has tried valiantly to drive British whenever possible. He put all his resources into making the E-type E.R.A. go, but what virtually amounted to redesigning and developing a more-or-less untried project was rather more than a private venture could undertake.

He was the first British driver to be invited to drive in a Continental works team in a post-war race. For the British G.P. at Silverstone in 1950, Alfa Romeo made use of his services and, driving strictly to orders, Reg finished third. In the same year he began his association with David Brown and his Aston

Martins, an association which has been of immense benefit to the Feltham concern, resulting in many victories. His new appointment as Aston Martin team manager in succession to John Wyer means that the name of R. Parnell is not lost to motor racing.

Of the many highlights in a career packed with incident, I recall his fantastic drive with the Thin Wall in the famous "Wet Silverstone"; his, and Peter Walker's, courage when driving the "pressure cooker" B.R.M.s at Silverstone in 1951; his immaculate winning drive with Eric Thompson for Aston Martin in the 1953 Goodwood "Nine Hours"; the calm way he took control of the Aston Martin pit in the same race the year before, when his car went up in flames during refueling and John Wyer and two mechanics

were taken to hospital with burns; his indomitable spirit after crashing at Crystal Palace in a Connaught, to make a rapid recovery from injuries which would have put lesser men on their backs for months.

Above all, I can always remember how even the worst misfortune never gets him down and how he has never failed to do his utmost to help others, without a thought of reward, even although on many occasions it has meant working all night on machines belonging to other people.

When Reg Parnell hangs up his crash-hat and exchanges stop-watches for the rev-counter, it is certain that the members of his team will know that there is very little that R. Parnell does not know about the racing game!

CORONATION SAFARI, 1957

East African Rally-type event granted International Status

THE Royal East African Automobile Association announce that the 1957 Coronation Safari has been granted International status by the F.I.A. It is due to be held from 19th-22nd April and it is the first time an East African event has been placed on the International Calendar and is in fact the only International event scheduled to take place anywhere in Africa next year.

It was in October, 1952, that the suggestion was made that the Association should do its best to institute a competition with which to mark the approaching Coronation of H.M. Queen Elizabeth II. The first suggestion was for a race round Lake Victoria, starting and finishing in Nairobi, but it was appreciated that with the number of ferries involved, many of which closed down for long periods and some of which were not even working at all, such a competition would be hard to stage!

Nevertheless the committee worked out a route which took in all three territories, but allowed cars to start at any capital in East Africa, although all cars finished in Nairobi.

The rules of the first Coronation

Safari were extremely brief. You left the starting point, covered a certain route and came back to Nairobi. You obeyed the traffic laws *en route* and first car back won. It was, however, clear that such a competition was in fact a race, and in subsequent years it has not been possible to obtain the permission of the various authorities; thus although the first Coronation Safari was an undoubted success, it was clear that future Coronation Safaris would have to be more adequately controlled until such time as the authorities were prepared to allow racing on public roads.

In succeeding years, the start and finish for ease of control have been in Nairobi, and the competition has become somewhat longer in mileage and certainly more complicated as regards speed *en route*. But it is now probably one of the most severe tests of standard production cars (to which the Safari is limited) in the world. Perhaps the only stiffer test is the Round Australia Trial which is also longer.

The Safari route varies each year but is in the order of 2,500-3,000 miles. With sparsely populated country it is possible

to set average speeds which by European standards are high. The big cars last year averaged 45 m.p.h. throughout, whilst refraining from breaking any of the traffic laws in the three territories.

The Safari is held during the rainy season and is able to test cars and drivers on tarmac, on rough but firm surfaces, on sand and on mud between sea level and 9,000 ft. and between temperatures varying perhaps 50 deg. F. The basic purpose of the Safari is to allow the public to judge the merits of the normal production cars which are available from dealers in East Africa and to relate their performances to their prices. The organizers believe the Coronation Safari is unique in that the classes go by prices only, as they feel that what matters most to the general public is what they can afford to buy, and how it will behave on safari in East Africa.

During the first three years the average number of finishers was 50 per cent. and in 1956, in spite of the weather being unseasonably dry, only 14 out of 90 finished the road section without loss of points.

THE A.A. have opened a new and larger Port Office at Southampton Docks. The address is No. 9 Berth (entrance via No. 5 Gate, Canute Road), and the telephone number has been changed to Southampton 28304.

For my
kind of
motoring -



it must be an **M.G.**



Features include
real leather upholstery,
walnut fascia panel and
interior woodwork, safety
glass all-round.

£693.0.0 EX WORKS
Plus £347.17.0 Purchase Tax

"I'm a keen motorist and I pride myself on driving rather well. I chose my M.G. Magnette not only for its lovely lines, but because it is such a delightfully easy car to handle." Everything about the M.G. Magnette conspires to bring out the best in a driver. Steering is positive and feather-light, braking smooth and sensitive. The comfortable driving position is planned to ensure correct posture, and a large bowed windscreen provides a fine uninterrupted range of vision. Controls too, are ideally placed. The short lever, mounted directly above the gear box, makes gear-shifting smooth and precise. Take the wheel of an M.G. Magnette and you'll be converted at once to "Safety Fast" motoring. See your M.G. dealer!



Safety fast!

Every new B.M.C. car carries a **TWELVE MONTHS' WARRANTY.** In addition the B.M.C. Used-Car Warranty ensures quality and dependability and permits a fair deal when you sell.



THE M.G. CAR COMPANY LIMITED, SALES DIVISION, COWLEY, OXFORD
London Showrooms: Stratton House, 80 Piccadilly, London, W.1
Overseas Business: Nuffield Exports Limited, Cowley, Oxford, and 41 Piccadilly, London, W.1

TECHNICAL & OTHERWISE BY JOHN BOLSTER

Personal Choice

LET'S talk about choosing cars. I don't mean special cars for competition work, but everyday, bread-and-butter vehicles that one uses for business and pleasure. We now have a buyer's market, and at last we can get what we want when we want it. Of course, in an imperfect world, the depth of one's pocket must influence one's choice. Nevertheless, some of the cheaper cars have virtues that much more expensive machines lack, and so the importance of filthy lucre may be exaggerated.

When I write a road test report, I try to be completely impartial. After all, I must put myself in the position of the prospective owner—the chap for whom that particular sort of car is intended. When I test a brightly coloured sports two-seater, I knock 20 years off my age, and when I am sampling a super-de-luxe limousine, I kid myself I'm Lady Docker. You see what I mean?

Just for this one article, though, please may I be me? I am going, quite unashamedly, to talk about my own personal likes and dislikes, which influence me when I buy a car myself. Nevertheless, I don't suppose these ideas of mine differ greatly from those of quite a few readers. I am in the very lucky position of driving more cars than most people, and my annual mileage is slightly colossal. Apart from that, I use the same roads, and motor for similar reasons, as the next man, so the following few remarks may be of some interest.

In the first place, there are certain features of design which definitely and irrevocably stop me from signing on the dotted line. The worst of these is the steering column gear lever.

Now, I know that if you want a bench-type seat, for three people to sit abreast, you must have the column stick. Personally, I don't want a passenger, however attractive, to take up half the space that I would normally use for unobstructed driving. It doesn't matter whether the lever is for the left hand or the right, as long as it is on the floor. I know that this precludes my ownership of a lot of jolly nice cars, but I couldn't live with and love any vehicle which had that horrid, springy, spongy mass of rods and linkages.

By the same token, bench-type seats are out. I want proper bucket seats, which really hold one in place. I do not want soft cushions because, quite apart from the control aspect, it is much more tiring to be rocked and rolled throughout a long journey. I was once asked to diagnose a curious steering malady in a sports-racing car. I discovered that the seat was too soft, and that the driver was therefore unavoidably steadying himself with the steering wheel.

I will not buy another car with an old-type back axle or semi-elliptic springs. I am perfectly well aware that there have been some very bad cars with independent rear ends. However, a really good I.R.S. layout can give a combination of high cornering power and

flat riding over bad roads that the best classical leaf-spring-cum-axle design cannot approach. Although some designers have obtained astonishingly good results with the ancient system, I have become accustomed to the new ride, and would not willingly go back to the old. It is a question of safety as much as of luxury, for superb road-holding may save your life when you have to avoid the other clot.

My last absolute prohibition is an open car. I have owned dozens of them and I have had enough. I love to borrow a really good one on a nice, sunny day. There's no joy equal to it, but how often is the weather like that? Even the best hood and sidescreen equipment is a makeshift. For my everyday transport I want a roof that is always there. The one exception concerns very small cars, when some sort of sunshine roof does prevent claustrophobia on occasion. I have found drophead coupés disappointing. They generally have large blind areas in the rear quarters, and if opened and shut very frequently they usually develop rattles, and the fabric deteriorates. I am going to regret this decision, I know, on about three glorious days out of 365.

Well, those are the things that completely bar ownership, but I have some other fairly strong preferences. For instance, I like four-door bodies. Even when I am alone, I like to be able to open a rear door to get my brief case and other personal belongings off the floor. It's such a bore, too, when a rear passenger has to disturb those in front to get out of the car, and large, heavy doors are not as convenient as two smaller ones. I am very fond of the wrap-around rear window, which is the best thing that America has popularized. I dislike intensely a luggage boot that needs a key to open it every time, though, of course, it must be possible to lock it when necessary. I like to use either front door at will to enter or leave the car, which means no deep shaft tunnel.

I want proper, round, separate instruments, placed so that the steering wheel spokes, or the driver's hand, do not obstruct one's view of them. The controls must be conveniently located, and I do hate these modern, cable-operated throttles. There is always some friction, which makes itself felt during slow driving or manoeuvring. Since all brakes, and most clutches, are now hydraulically operated, it is to be hoped that the accelerator will soon follow suit.

The action of the clutch and the brakes does more than almost anything else to make or mar a car. I loathe a clutch that judders on the take-up. Equally, I deplore the type which slips hopelessly after a fast gear change. Very few big, fast cars have adequate brakes, but most small ones now have excellent anchors.

That brings up the question of size. I have owned a number of really big cars, and the modern ones are certainly most attractive. There is something very delightful about an enormously power-

ful engine that never has to be pushed to its limit, in conjunction with an automatic transmission, power steering, and so much luggage space that everybody can bring what they like. Nevertheless, I now prefer the smallest car I can get.

It is, of course, our overcrowded roads that dictate this choice. For the average journey, a really small car, with a lively performance and superb roadholding, will make better time than a big machine that goes 20 m.p.h. faster on the few clear straights. Most little cars used to give one a very rough ride, but modern suspension technique has overcome that difficulty. For those of us who frequently travel abroad, the smaller car is much cheaper to take on the air ferry, and it saves a lot of foreign currency when the petrol tank has to be refilled.

I definitely envy the owners of expensive cars when it comes to the question of finish. I love a really perfectly turned out job, and there is nothing so nice as the upholstery, instrument panel, and interior trim of the world's best cars. I am keen on having a good-looking machine, too. Those high, square vehicles, with lots of untidy axles, shock absorbers, and silencers showing underneath, are an abomination. Curiously enough, the pretty cars are usually just as roomy and practical as the ugly ones, so there is no good reason to buy one of the "Plain Janes".

Up to now, I have not mentioned engines. I like a unit which gives plenty of torque for acceleration but which will also rev. freely. I am happy with four cylinders if the motor is of less than 1,500 c.c., but over that size I want six, and above three litres, eight cylinders. I prefer a twin overhead camshaft engine, and am sorry that these are not readily available among the smaller cars.

Finally comes the question of performance, and to a large extent I am indifferent to this. I love driving at 150 m.p.h. when opportunity arises, but I have no wish to own a very fast car for normal use. There are some journeys on which a high maximum speed may be used, but in general it is an overrated commodity. On the usual sort of trip, even if one touches 100 m.p.h. quite frequently, the speed cannot be held, and the average is in consequence not raised greatly. The little car may be left standing on the straight, but after negotiating some heavy traffic it will not be so far behind.

I must have superb roadholding and extremely high cornering power; I will settle for nothing less. I want brisk acceleration and absolutely reliable and powerful brakes. Above all, I want to be able to drive really hard all the time and know that the machinery will stand up to it. I am not immensely impressed with stories of phenomenal mileages between overhauls. I think that any really small engine which has been thrashed for 30,000 miles deserves to be lovingly dismantled and to have even

(Continued on opposite page)



REPLYING to the toast of the guests at the Guildford dinner, John Bolster sets his audience laughing.



GUEST of honour was Le Mans co-victor Ron Flockhart, seen here with Hilary Swain (left) and Mrs. Gregor Grant.

GUILDFORD M.C. DINNER-DANCE

WITHIN the short space of three years membership of the Guildford M.C. has grown from the original six founder-members to over 200. Faced with this, and the sale of 350 tickets for their third annual dinner-dance, the committee had to find larger accommodation than was available in the Guildford area. Consequently, the Casino Hotel at Taggs Island, Hampton Court, was chosen, and last Friday's affair proved a resounding success.

Alan Brown, the president, was in the chair, and guest of honour was Le Mans co-winner Ron Flockhart. The guests were welcomed by Maurice Pimm, and the uproarious reply was made by John Bolster. Sammy Davis proposed "the Sport", and Gregor Grant "the Club", the response being undertaken by founder-member Arthur Knight, who was presented with a tray inset with a club badge in recognition of his services. The season's awards were presented by Mrs. Arthur Knight. Amongst the racing drivers seen to be indulging in rock 'n' roll were John Cooper, Roy Salvadori, Ken Rudd, John Young, Ron Flockhart, Alan Brown and John Coombs.



BUNCH of the Boys—Roy Salvadori, John Young, John Coombs and John Cooper enjoy themselves.

Lotus Road Test—continued

fat lady, who announced that "you wouldn't get me to ride in that thing". The other was from a gentleman who tripped over the Lotus outside licensed premises, and was very critical indeed from a prone position.

Curiously enough, the car was particularly suitable for town work, and one seemed able to judge its exact width to a nicety when hurrying through traffic. I must admit that I was very unhappy about parking it in London streets, though, for most motorists nowadays are accustomed to park by actual bumper contact, and the extremities of the Lotus are alarmingly vulnerable. Some sort of rudimentary detachable bumpers might be developed for use in crowded cities.

I feel, though the body looks far better without them.

From a practical point of view, the Ford engine and gearbox can be serviced anywhere, and one can drive at the limit in speed events, secure in the knowledge that a "blow-up" would not be a financial disaster. The Ford 10 is a wonderful engine, and this Lotus at last brings it into the genuine 100 m.p.h. category. Of course, this car is eligible for "1,172 Formula" events.

The Lotus Eleven Sports is spectacular in appearance and performance. It is a perfectly practical means of everyday transport, as well as being entirely suitable for the amateur competition driver. Finally, the fully-opening bonnet and tail must make this about the most accessible car on the market.

Personal Choice—continued

its slightly worn parts replaced. Very large and lightly loaded units are different, and can be allowed to run longer, but for a highly stressed little car that distance is plenty. I like to have a car overhauled while it is still running well, and not wait until the edge has gone off the performance.

Perhaps the most important thing of all is the service which the manufacturers give. The best car may need a spare part one day, and need it urgently. People who carry round a mass of spares usually need just the one thing they haven't got. No, there is no substitute for a proper service organization, and there should be fully stocked branches in all the countries which one is likely to visit.



The G.V.B. Cup Trial

Bill Chesney wins Leinster M.C.'s Dublin mud-plug

OBSERVED section trials are pretty scarce nowadays south of the border in Ireland and, so, for that matter, are trials specials. Clubs find they must pander to the saloon car addicts and we have a spate of rallies and "soft" trials from one end of the season to the other. However, let no one say that observed section events are not popular or that the hard core of enthusiasts who like this type of thing is dying out. On Saturday, 10th November, Leinster Club ran their G.V.B. Cup Trial in the grounds of Rathfarnham Castle, within the limits of Dublin City, and drew specialists from as far as Co. Donegal and Co. Limerick as well as from around Dublin. Of course, a certain gentleman called Chesney came down from Belfast too, and as has happened in every mud trial in these parts for some time back, he walked off with the premier award again. In case anyone thought that this branch of the sport interests only a few, several hundred good-humoured, friendly and knowledgeable people came along to watch the fun.

The "games" consisted of three laps of an ultra short course, wherein there were three tests and six observed sections. Two sections consisted of a down-into and up-out-of a mud hole (there was a river through one of them). The other four were twisting climbs on grass. Sections 1 and 2 caused little trouble after No. 1 had been altered somewhat to avoid the deeper mud, when it became obvious as first man through (Alf Potter in the ex-Kevin Murray MM1) became firmly stuck in it. Of the rest of the sections, No. 4—a steep climb with a sharp right-hand turn at its steepest point—was the only section to remain unconquered during the afternoon, though on one occasion Freddie

Bradshaw got to within a few feet of the top.

Outstanding throughout was a relative newcomer to the game, Brian Hood, who was very consistent and scored 160 out of a possible 180. Bill Chesney was next best with 155, Irwin Catherwood scored 154 and Jack Gibney, driving a very neat new Anglia-engined device, scored 152. Adding to the fun, but by no means outclassed, was Jimmy



MIGHTY MIDGET: Jimmy Millard entered a little Fiat 600 and showed that the rear engine and light weight could provide a much better performance than many of the spectators expected. He is seen tackling the third section.

SATURDAY SPIN—and the winner of the G.V.B. Cup, Bill Chesney, comes to a grip-less standstill on section 4 of the course in the grounds of Rathfarnham Castle.

Millard's little Fiat 600 saloon, complete with heater for warmth, and Dudley Reynolds in the back seat for bouncing. This combination delighted the crowd and if the car had been fitted with deeper treaded tyres it might easily have finished near the top of the list.

Of the three tests, No. 1—a three-lap dice up a very steep grassy slope and a blind down the other side of a large blackberry bush patch—was the highlight of the day and two failures in this cost Brian Hood the premier award. The trouble lay in getting up the hill on the second lap when speed was lost rounding a pylon at the bottom and the muddy grassy surface killed acceleration. However, Bill Chesney made no mistakes in this or the other two tests, and so added the G.V.B. Cup to his mounting collection of Southern trophies.

If this trial proved anything, it was that Irish-style mud-plugging is perhaps the most enjoyable way there is of spending a Saturday afternoon, and at the same time it reminded us that Leinster Club have not lost the art of planning and running such events.

J. O'DONOGHUE.

Results

G.V.B. Cup: 1, W. Chesney (H.R. Spl.), plus 5.5 marks; 2, I. Catherwood (Dellow), minus 10.2; 3, F. Bradshaw (Ford Spl.), minus 21.4.

Greenwood Cup Trial

AN innovation in this year's B.A.R.C. (Yorkshire Centre) standard car trial for the Greenwood Cup—oldest event in the Centre calendar—was the splitting of the entry into two unusual classes. These, owing to the recent successes gained by Volkswagens in similar events, were for rear-engined and forward-engined cars.

The scheme worked very well, giving cars of all types an equal chance, and turned out to be another win for Reg Frolich in a Volkswagen, who has recently done well in this sort of competition. Second place was taken by Norman Coates, better known in sporting car circles, who drove a Ford Popular.

The trial was held in the Pennine Hills around the West Riding towns of Keighley and Halifax. There were altogether 11 observed non-stop climbs and two driving tests to be used in deciding ties. In fact these had to be used, as Frolich and Coates both collected 124 marks, Frolich being faster on the tests by over five seconds.

Between the trial being planned and the event taking place the ground dried considerably, making the sections easier. One section, Waggons Hill, was climbed by every competitor, and another, Sykes, by all but one.

Twenty-three drivers took part.

Provisional Results

Best Performance (Greenwood Cup): R. Frolich (Volkswagen), 124 marks gained, test aggregate, 63.1 s. **Opposite Class Award:** N. H. Coates (Ford Popular), 124, 68.4. **First Class Awards:** R. Strutt (Volkswagen), 123; W. L. T. Winder (1922 Humber), 119; J. P. Boardman (Peugeot 203), 113; H. C. Mason (M.G. 1½-litre saloon), 112.

THIS WINTER

insist on Esso Anti-Freeze

The **ONE-FILL** Anti-Freeze
that lasts all the winter . . .

The **SAFE** Anti-Freeze
that can't corrode the cooling system . . .

The **CONSISTENT** Anti-Freeze
that never loses strength . . .

INSIST ON

Esso

ANTI-FREEZE

Esso
ANTI-FREEZE
FOR RADIATOR

Club News

By STUART SEAGER

So the blow has fallen. Last Tuesday afternoon (20th), the Royal Automobile Club issued the statement which we publish on page 659, formally bringing to an end all competition motoring in this country while the fuel crisis lasts. This was an inevitable step, the only surprising thing about it being its tardiness. Nearly a week earlier, on 14th, a meeting of the Association of Northern Car Clubs, representing a large number of clubs in the North, unanimously decided to advise their members to cease competitions until further notice.

The rest of the motor club fraternity had been waiting patiently for a clear directive from the parent body, the R.A.C.; it was, therefore, rather baffling when a statement was eventually issued to the clubs, suggesting merely that organizers "reduce by at least 20 per cent. the planned mileage" of events: a gesture only, instead of the unpleasant but surely inescapable duty of suspending operations until petrol supplies are normal again.

In practice, the clubs themselves have done just that. We have received this week not one announcement of a forthcoming event, but a whole sheaf of cancellations, generally with the provision that the event concerned will be held as soon as circumstances permit. And now, their action has official backing.

It is to be hoped that when petrol rationing is introduced, it may be possible to run the odd event, even if only of a social nature, just to keep the members from forgetting what each other looks like! Club News, in fact, will have to concern itself mainly with the social side of club life, and trust that "normal service will be resumed as soon as possible".

D'ailleurs—as the French are reputed to say—there has been some reaction to our remarks a week or so ago about trials. We had the temerity to suggest that mud-plugging trials "have rather lost their popularity, involving as they do the construction of a highly specialized special, which is barely usable on the road, if one is to stand any chance of success".

That well-known triallist Norman Overton (see "Correspondence" this week) has disputed this in the strongest terms, but, in his enthusiasm, we fear he has misunderstood us. Before the war, and soon after, trials were the main activity of our motor clubs, and all kinds of standard cars as well as a wide variety of specials took part. Since the establishment of the R.A.C. Trials Formula and the growth in popularity of rallies, we still say that trials are not so universally popular as they were then. And by popular, we refer to the number of competitors, not spectators. The spectators love it; next to racing trials have probably the greatest spectator appeal of all. They are enormous fun and no one enjoys watching one more than we do. Norman Overton mentions



SECTION ENDS—and so does trialling for the nonce, or even longer. The Trials Championship is suspended in mid-season, but there have been excellent preliminary rounds. Here Cuth Harrison is seen nearly at the top of "Old Lees" during the High Peak Trial.

that the Chase Trophy Trial had 40 entries and points out that many clubs organizing rallies cannot raise this number of entries. Perfectly true, but he has overlooked the fact that those 40 entrants comprise most of the sum total of all the trials competitors in the whole country—a tiny fraction of all those who compete in rallies. The same keen nucleus of a dozen or so triallists travel all over the country during the season, to take part in the Championship events.

We have nothing against trials at all—quite the contrary—but fair's fair, and it is a specialized sport, requiring a specialized car. The only point we will concede is that about their suitability for road use. Apparently many competitors *do* use these stark devices on the road for purposes other than merely getting from section to section, although it is a fact that quite a few cars arrive at the start on trailers or on tow, and that nearly all competitors (including Norman Overton) run another, more "civilized" vehicle! We have no wish to "get at" any branch of our beloved sport—"we just want the facts, ma'am!"

THE recently formed **Leicestershire Vintage Club**, which, in fact, caters for veteran and vintage cars and motor-cycles, has now established its headquarters at The Clubhouse, Mallory Park, Kirkby Mallory, Leics. This is, of course, the Mallory Park racing circuit, and would-be members and other interested parties can contact the secretary, P. M. L. Biles, at the address given. . . . The **Surrey Sporting M.C.** now has its headquarters at the Jolliffe Arms, Merstham, Surrey, where the club meets every Thursday evening. . . . The **North London M.C.**, formed as far back as 1920 as a motor-cycle club, has developed over the years into a car club and is now recognized by the R.A.C. as such. Those interested should write to

D. H. Gillingham, 71 Trinity Avenue, Bush Hill Park, Enfield, Middlesex. . . . The **BMW C.C.** are launching a drive to bring Bristol owners into their membership. Prospective members should write to R. J. T. Hewitt, 5 St. Leonard's Court, East Sheen, London, S.W.14. The club are holding their annual dinner-dance at the Dorchester Hotel, London, on 8th December. . . . The **South Essex M.C.** have their annual dance on 14th December, and their annual dinner on 16th February, both at Grays, Essex, details being obtainable from R. H. Malton, 114 Long Lane, Grays, Essex. . . . The **Hagley and D.L.C.C.** will be holding their 21st anniversary dance at the Raven Hotel, Droitwich, on 7th December, and tickets may be obtained from G. I. Tucker, 115 Bewdley Hill, Kidderminster. . . . **Club Lotus** will be running a Grand Winter Dance at the Abbey Hotel, North Circular Road, London, on 11th December. . . . On 7th December the **Hants and Berks M.C.** will hold another of their informal Christmas Parties at the Hawley Hotel, Blackwater. Tickets are obtainable from Mrs. Joan Johns, 48 Reading Road, Woodley, Berks. . . . The first Annual General Meeting of the **Triumph Sports Car Club** will be held on 30th November at the Otter Hotel, Ottershaw, near Chertsey, Surrey. New members will be welcomed. . . . **Sunbac** will be enjoying a film show and a talk by Ron Flockhart at the Swan Hotel, Yardley, on 29th November. . . . The **Alvis O.C.** announce that their membership has now topped the 500 mark and is still increasing. The club was founded in 1950 and has many members overseas as well as in its Southern, Midland, Northern and Scottish centres here. Any interested Alvis owners should write to K. R. Day, 31 Lawrence Avenue, New Malden, Surrey.

A NEW 750 TRIALS FORMULA

The Austin Sevens' Own Trial, the "Walsingham", Would Have Seen the Introduction of a New 750 M.C. Formula

FOR the past two seasons the Walsingham Cup Trial (formerly called the Wrotham Cup Trial) has been restricted to members of the 750 Motor Club driving cars based on the pre-war Austin Seven chassis, classes for open and closed touring and "specials" being included. This policy has been successful in getting a good number of entrants and the Committee are now sponsoring a suggestion that a Trials Formula based on the successful 750 Racing Formula (with variations) be inaugurated. A reasonably finalized scheme has now been produced and a class for cars complying with it was to be included in this year's event (now, of course, cancelled). A further trial run to this formula was also to be held in the New Year and it was hoped that Club Centres with suitable trials ground at hand would follow suit, running at first closed events to encourage suitable cars. Following on from this it is hoped (when conditions permit) to persuade other trials-promoting clubs to include a class for the new Formula in their invitation events for which the 750 M.C. might well provide a Trophy.

The advantages of this new formula are many. Pre-war Austin Seven parts are in good supply and a car suitable for trials and/or road use may be constructed very cheaply. A Chummy Austin 7 fitted with a 1934 or later engine and four-speed gearbox would cost very little and when driven against cars of similar type would provide very good sport for a fraction of the cost of operating an 1,172 trials car. Further advantages are that freak sections are quite unnecessary and therefore many more sections will become available. An important though less obvious advantage is that trials are usually run on private ground under strict control and therefore cannot cause the annoyance to the public that is the present cause of the threat to road rallies. The advantage to competitors who would require only a few gallons of petrol for a day's sport and whose tyres would probably last a whole season, against a road rally where a large petrol bill, the risk of expensive repairs and new tyres, etc., are ever present, is considerable.

The scheme is being looked after by Arthur Butler, 1 Hawkhurst Way, West Wickham, Kent, and the new Formula is reproduced below.

750 TRIALS FORMULA

1. The car must comply with the Road Traffic Acts and must be driven to the meeting under its own power.
2. The bodywork must comply with the 1949 Regulations for cars for trials and rallies and in addition must be not less than 32 ins. wide inside the cockpit. Fibreglass bodies will be accepted. All parts of all occupied seats must be in front of the centre line of the back axle.
3. The following parts must be from the standard range of sports and touring Austin Seven components (pre-1945). "Pattern" parts will be accepted for replaceable items.

SMOKE OF BATTLE: Not pre-war Brooklands, but a 1956 Vintage Sports Car Club meeting at Silverstone. No. 2, Stuart (E.R.A.), won this 10-lap "all-comers" race.

Cylinder block, crankcase, gearbox, rear axle complete and main chassis side members which must be used as such. Rear springs must be quarter elliptic.

4. The engine must have a stroke of 3 ins. and a bore not exceeding 2.26 ins. (i.e., 0.060 ins. oversize). Overhead valves and superchargers are barred. Inlet and exhaust ports must not be reversed in function, nor must the siamezed inlet ports be divided. The oversize inlet valve conversion now generally available is allowed. The wheelbase must be between 6 ft. 3 ins. and 6 ft. 10 ins. inclusive. The engine must be mounted so that its distance from the rear axle is not less than that of the standard 6 ft. 3 ins. wheelbase cars. The radiator must be in front of the engine. Any type of front suspension and steering is permitted subject to safety requirements. One gearbox only may be fitted and used.
5. The car must carry full electrical equipment including starter, battery, dynamo properly mounted, side and tail lamps to new legal requirements and at least one effective headlamp. There must be at least one aero screen of effective size. Hoods and spare wheel need not be carried. (At meetings held by other clubs it may be necessary to vary these items in deference to the Regulations for these meetings.)
6. When competing, one of the standard or premium grade fuels as supplied by roadside pumps must be used.
7. This formula is devised for the benefit of the amateur constructor-tuner with very limited resources. The 750 M.C. Committee reserves the right at all times to reject any car which it considers represents an attempt to defeat the spirit of the Regulations, even though it complies with the letter of them.

NOTE.—Early type of Austin Seven wire wheel hubs with a solid centre (i.e., without a plated hub centre) are only acceptable if they are secured by stout plain washers at least 1 in. in diameter with suitable proprietary lock nuts (such as Simmonds, Pinnacle or Philidas) on the normal wheel studs.

REGAL DRIVING TESTS

HUNDREDS of American Air Force men lined their parade ground on Sunday last, but they were not on parade. They were watching 50 competitors taking part in the Rhyl & District Motor Club's Regal Driving Tests at Sealand.

In previous years the Regal has been a standard car rally, but owing to lack of support, the Committee decided this year to stage tests instead. Divided into six tests, which provided plenty of thrills for the spectators, the fastest time of

Coming Attractions

November 21st-25th. Great American Mountain Rallye.

November 25th. Albert Park Race Meeting (R, S, T), Melbourne, Australia.

Circuit of Gavea (S), Rio de Janeiro, Brazil.

December 2nd. Australian Grand Prix (F. Libre), Albert Park, Melbourne, Australia.

the day was put up by T. Gold, of Stoke-on-Trent, in his TR2, but in one test he hit a drum and incurred a penalty of 10 marks. With this penalty he was unable to beat J. A. Waddington in the final test for the Premier Award.

A. Ashall, in a TR3 came to a halt so fast that he shattered his windscreen, but went on to win a First Class award. Standing by in case of accidents and fire were members of the U.S.A.F. ambulance and fire personnel from the base who worked in two-hourly shifts from 8 a.m. to 4 p.m.

Included in the entry were three airmen from the base, one of whom was Sgt. E. Nygaard, U.S.A.F. driving tests champion of Europe, who put up the best performance of his colleagues and won the Rhyl & District Motor Cup. This is the fourth cup he has won recently, others include Burton Wood, London and Germany.

Mrs. W. Wildrick, wife of Col. W. Wildrick, Base Commander, presented the trophies.

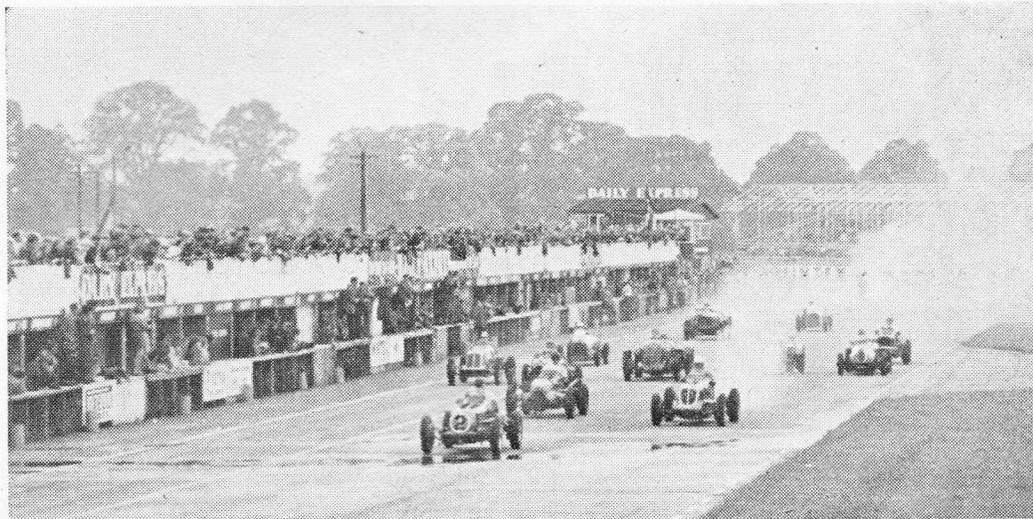
Results

Best Performance: J. A. Waddington (TR2).
Second Best Performance: A. H. Hill (Renault).
Third Best Performance: J. B. Hopton (M.G.).
Fastest Time of Day: T. A. Gold (Ford TR2).
First Class Awards. Class A (Closed up to 1,500 c.c.): R. Mayall (Austin-Healey); R. M. Craig (Renault).
 Class B (Over 1,500 c.c. Closed): W. B. Holland (Triumph).
 Class C (others over 1,500 c.c.): J. A. Ashall (TR3).

WINDSOR C.C.

Thames Valley Rally, 21st September
Best Performance: 1, B. L. Stone (Ford Consul);
 2, J. F. R. Innes (Ford Prefect); 3, D. H. Emerson (1926 Jowett).

More Club News overleaf





JAGUAR DRIVERS' CLUB

JAGUAR owners were recently invited through the columns of AUTOSPORT, to write to the Jaguar Company in the event of their being interested in supporting a proposed Jaguar Drivers' Club. The result has been extremely encouraging to Jaguars, some hundreds of letters having been received. In consequence, the Company has given its official recognition to the Club which is also now officially recognized by the R.A.C.

The address of the Honorary Secretary is: 34 Onslow Gardens, South Kensington, London, S.W.7, to whom all communications regarding membership and club matters generally should be directed.

"GUYS AND DOLLS"

ONE of the most popular club events held in the Merseyside area for some time was the Liverpool M.C.'s "Guys and Dolls" Rally, run over an interesting 120-mile course in Cheshire on the evening of 3rd November. Organized by two very experienced competitors, Ossie and Maureen Stirling, the rally was a comparatively gentle affair, designed expressly to give newcomers a chance of success and yet not be too easy for experts either.

In effect, the event was divided into two main sections, those crews who were competing for the normal rally awards, and those who were competing for the "Guys and Dolls" awards.

Of the 32 crews who took part, eight had disappeared into the night by the time the finish came and only one, Monty Dovener and Iain Broughton, finished clean. One of the most enjoyable parts of the rally was when navigators were left at the half-way halt, while drivers were dispatched on a 20-minute solo section, armed with a straightforward route card. Despite the easy time schedule, however, only five cars finished this section clean, these being J. M. Dovener, I. J. Hall, A. West, J. S. Hawkins and E. Fishwick.

SUCCESSFUL SEASON in driving tests and rallies has been enjoyed by R. A. Gouldbourn, seen nipping between the markers on the Southport sea-front during the Southport L.C.C. driving test meeting, when he won his class.

It was here that Hugh Whiteside gave up all chances of the premier award when he stopped to help a competitor with a jammed starter, and amongst those who got themselves lost was none other than Harry Jacoby!

Navigators were then picked up again and the rally continued on map references once more to a tie-deciding width-judging test, and so on to the finish, where Dovener and Broughton were found to be the outright winners, the best Guy and Doll being Pat and Jeff Dixon.

Results

Premier Award: J. M. Dovener/I. Broughton (Sunbeam-Talbot 90), 0 marks lost. **Second:** A. S. West/G. Dyson (Consult), 10. **Best Guy & Doll:** Mr. and Mrs. J. C. Dixon (Mintx Coupe), 14. **Second Guy & Doll:** M. Robertson/Miss Nanson (Minor), 25. **Best Novice:** R. D. Atherley/K. G. Atherley (Minor), 111. **Best Aggregate Driver's Section and Test:** A. S. West (Consult). **First Class Awards:** H. Whiteside/J. E. Eerton (TR2); Mr. and Mrs. C. Mudie (Standard 10); I. J. Hall/Miss L. R. B. Pollard (A40); Mr. and Mrs. L. C. Windsor (A30); E. Fishwick/A. King (Anglia); B. Whiteway/D. McNought (Minor).

LEEDS UNIVERSITY "FINALE"

THERE was a definite "last fling" air about the start of the Leeds University Motor Club's Night Navigation Rally, held from Harrogate on 10th-11th November, as though the starters knew it would probably be the last rally for some time owing to the petrol restrictions.

From the Grand Hotel start, 53 drivers left on the 300-mile route which covered a great deal of the well-known

MISLEADING!—Not an SLR, but this potent enough 300SL Mercedes-Benz has been seen often at sprints during the season, performing successfully in the hands of famous racing motor-cyclist of pre-war days, C. T. ("Tommy") Atkins. He is seen in action at Gosport, winning the sports car class.

Yorkshire rally country. Damp roads allied with mist sorted them out and only 30 cars finished. The event was run in two sections. The first and longest was a straight series of 19 controls, all time controls, indicated by six-figure map references. In the early stages many were caught out by short, tight sections, but the later stages were longer and easier. However, one piece of road, barely half a mile long, caused a great deal of delay as inexperienced drivers were unable to climb the muddy slope and several cars had to be lifted out of a ditch before others could continue. Twelve drivers retired on this section.

The second part consisted of a modified "Eight Clubs" section. As the competitors were completing this part, the mist and fog became much worse, the drivers got more and more behind schedule and found it easier and cheaper to miss controls rather than build up a mass of marks lost at all controls.

The rally finished at Harrogate, where many of the cars showed signs of conflict with walls and other immovable objects.

Provisional Results

Best Performance: G. S. Oxley (M.G. Magnette), 77 marks lost.

Up to 1,200 c.c.: 1, F. Smith (Fiat 1100), 188; 2, J. K. Downs (Volkswaagen), 192. **1,200-2,000 c.c.:** 1, J. D. Wood (Triumph TR2), 88; 2, R. M. Dobson (M.G.Y saloon), 89. **2,000 c.c. and over:** 1, T. A. Smith (Jaguar 2.4), 315; 2, H. D. Willis (Sunbeam Alpine), 319.

Best L.U.U.M.C. member: Miss Pat Mitchell (Morris Minor), 381.

Team Award: Manchester University M.C., 484 points.

VOLKSWAGEN O.C.

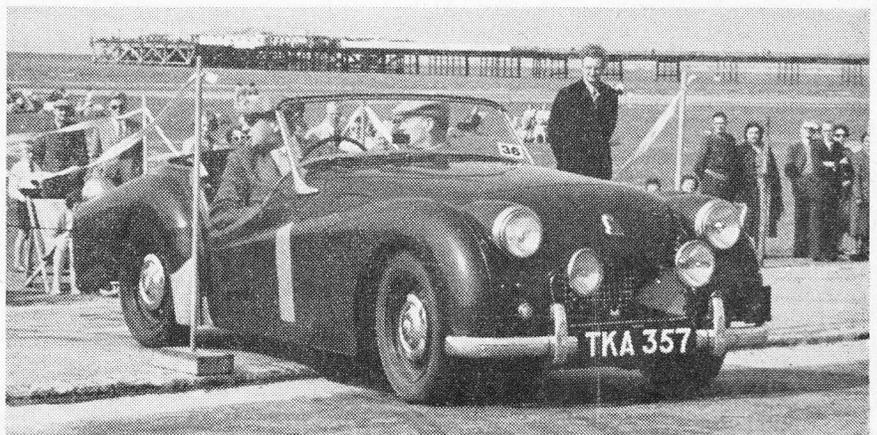
Rocket Rally, 3rd November

1, R. L. Baxendale; 2, A. K. Schweikert; 3, D. K. Ullman; 4, G. W. Carpenter.

B.A.R.C. (S.W. CENTRE)

Night Navigation Rally, 3rd November

1, P. C. Wadham (M.G. Magnette), 495 marks lost (**Navigators' Award:** W. H. Wadham); 2, L. Griffiths (Triumph TR3), 530; 3, F. Downs (Hillman Minx), 735; 4, A. F. Monk (Sunbeam Rapier), 770; 5, R. Chester (M.G. Magnette), 915. **Novices' Award:** R. Chester.



AUTOSPORT CLASSIFIED ADVERTISEMENTS

PRESS TIME:

TUESDAY 10 a.m.

Tel.: PADDington 7671-2

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

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

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

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

JAGUAR

C-TYPE JAGUAR, 1953, ex-works car and Ecurie Ecosse, works and Wilkie modified, disc brakes, D type head, £1,395.—Maurice Charles Motors, Ltd., Cardiff 72000.

XK 120, 1951, immaculate in ivory, untraced, unmodified, about £150 worth of extras, including detachable hardtop, sliding windows, radio, heater, chrome luggage grid, twin spots, Rimblishers, etc. A genuine car at the giveaway price of £495.—Shaw, Phone: Manchester Main 4508 (working hours).

KIEFT

KIEFT Sports, 1954 Show Model, 8,000 miles, red, weather equipment, nearly new Dunlop racing tyres, racing screen. £575, or exchange TR2.—Phone: Brighton 55586 after 7 p.m.

LANCIA

H. & **W.** ENGINEERING CO., LTD., 22-24 Queens Gate Place Mews, S.W.7, Tel.: WESTern 7369. All types Lancia spares. We are specialists in high-class engineering for sports and racing cars.

LOTUS

LOTUS-CLIMAX 1100 Mk. VI, Oct. 1955, built and maintained by expert mechanic, excellent condition, Stage II tuned, complete road and weather equipment including unused hood. Full history available, £650.—Graham, Express & Star, Wolverhampton 22233.

REG BICKNELL'S team LOTUS 1,500 c.c. Mk. XI. Many successes and lap records. In excellent condition, complete to latest specifications. Full range of axle ratios, £1,350.—Revis Car Sales, 9-27 New Road, Southampton 22334.

M.G.

M.G. J2 2-seater, white, over £300 spent reconditioning throughout.—Offer to 238 Walton Road, East Molesey, Surrey.

M.G. MODEL TB Tickford d/head coupé, black with red hide upholstery, perfect mechanical and body condition, five tyres as new, rewired throughout, twin Lucas horns. £275.—Box 2291.

M.G. TC, 1946, another genuine bargain, good all round, black and red. £265.—Underwood, 28 Queensberry Road, Kettering. Phone 3351.

(Continued overleaf)

USED CARS FOR SALE

ALLARD

FACTORY-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).

RICHARDS & CARR, LTD., offer seven Allards, saloons, dropheads, tourers, 1948 to 1952. Prices from £195. Terms. Exchanges.—35 Kinnerton Street, London, S.W.1. BELgravia 3711.

AUSTIN

750 FORMULA 2-seater, large pressure-fed crank, twin SUs, special c.r. four-speed box, 2L.S. hydraulics, little used racing Dunlops, 7 cwt. dry, approximately 90 m.p.h. Silverstone Club 1.30. £125. Terms. Exchanges.—Lockhart's Service Depot, Chiltern Road, Dunstable 114.

AUSTIN-HEALEY

CHOICE OF FOUR AUSTIN-HEALEY Hundred cars from £650. And one special fixed head 100 with 6-cylinder engine at £850. Also choice of three works 100S cars in perfect condition. B.M.C. guarantee on all the above.—Donald Healey Motor Co., Ltd., 42 North Audley Street, London, W.1. Tel.: MAYfair 3507.

1954 AUSTIN-HEALEY 100, deep ivory/blue interior, fitted overdrive and heater, one owner, recorded mileage 11,000. This car handles beautifully and is well worth seeing. £695.—Gordon White & Co., Ltd., Austin House, Gerrards Cross 2077.

ASTON MARTIN

ASTON MARTIN DB2 drophead, 1952, Royal blue, grey leather, Vantage engine completely reconditioned 1,000 miles ago. This car has been John Dalton's personal transport for two years and is in excellent condition. £1,250. No offers. May be viewed at Alan Barton, Ltd., Burton Road Garage, Derby. Phone 46147.

MORRIS · MINOR · COWLEY · OXFORD · ISIS

ENGINE CONVERSIONS AVAILABLE

for the Renowned

MORRIS MINOR

(Series 2, o.h.v.)

THE FINEST SMALL CAR IN THE WORLD

80 m.p.h. with 45/50 m.p.g.
Twin Carburettors—Twin Air Filters—High Axle Ratio—Fully Modified Cylinder Head—Special Burgess Exhaust System—complete Conversions including fitting and change of Axle Ratio, etc. Tuning and Road Test, etc., and 6 months Guarantee £55.

Kit of Parts from £30.

Converted Heads from £15 on exchange.

New and Used Cars Always Available

D. C. PITT

The Conversion Specialist at

THE WICLIFFE MOTOR Co. Ltd.

Stroud · Gloucestershire · England

Phone: Stroud 388-9

THE MORRIS SPECIALISTS

MORRIS DISTRIBUTORS

M.G., RILEY, WOLSELEY AGENTS

MORRIS · MINOR · COWLEY · OXFORD · ISIS

1954 DB2/4, Vantage engine, 16,000 genuine, extremely careful miles, fitted heater, Radiomobile washers, whitewall tyres, Marchal horns, in *conours* condition throughout. Only needs seeing, £1,750.—Evans & Cutler, Ltd., "The Standard People", Totnes, S. Devon. Phone 2340.

1953 DB2, new Vantage engine, 8,000 miles, Alfin brakes. £1,295.—Maurice Charles Motors, Ltd., Cardiff 72000.

BENTLEY

MAGNIFICENT 4½-litre 1929 Van den Plas BENTLEY, restored to original condition regardless of cost. Re-upholstered and the whole car like new. £400.—Car to be seen Watson's (Liverpool), Ltd., Oldham Street, Liverpool.

B.S.A.

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

CITROEN

CITROEN 12 sports saloon, new engine, reconditioned gearbox, transmission, radio. Taxed. Smart. Snip £135.—St. Albans 57771.

£425 1952 CITROEN Big Six, maroon, red leather, showroom condition, low mileage, one owner. Many extras. Perfect example.—Bayshill Cars, 87 St. George's Place, Cheltenham. Phone 54914.

CONNAUGHT

MODEL L.3 2-seater sports, B.R.G., June 1952. £550 o.n.o.—EALing 9551, after 6 p.m.

DELLOW

1952 MARK II DELLOW, B.R.G., well shod, spotlight, luggage grid, spares, £300.—Bates, Keele, Stoke-on-Trent. Tel.: Keele Park 245, ring evenings between 5.0 and 6.0

1951 MK. II DELLOW, second, engine, full Aquaplane mods., good tyres, superb condition all round. £300.—Birmingham, Kings Norton 1565.

ELVA

1956 ELVA, stage 2 Climax, engine just back from works, giving 83 b.h.p. Consistently successful this season, immaculate condition, suitable road car, full lighting, spare, etc. Two new racing Dunlops, mileage about 1,500. Brands 63 secs., Silverstone 1.18 secs., a potent, practical sports car. Sale due to change of plans. £825. £525 less engine. Trial by appointment.—MacKenzie, 35 Bourne End Road, Northwood.

FORD

FORD 10.—Whatmough o.h.i.v. head for pre-100E Ford 10, complete with twin SU carbs, studs, etc., ready to fit, gives 50 b.h.p., in perfect condition, surplus to req'ments. £20.—Mackenzie, 35 Bourne End Road, Northwood.

ZEPHYR saloon, 1955 model, Mays' alloy head and twin SUs, overdrive, radio, heater, and other extras. All standard equipment, unused in competitions. £575.—James McHarrie (Newton Stewart), Ltd., 100 Queen Street, Newton Stewart. Phone 38.

HEALEY

NASH-HEALEY 3-seater convertible, first registered 1956, 2,800 miles only, overdrive, free-wheel, radio, Alpine Mist, red leather, immaculate. Private sale. £950.—Evenings, MOUntview 9313.

H.R.G.

H.R.G. 2-SEATER, twin leading shoe hydraulics, perfect in every respect. Available with or without Bristol engine and gearbox fitted.—Offers, Truscott, Long Meadow, Fontwell, Sussex. Eastergate 117.

OFFICIAL



STOCKIST

PARADE MOTORS (MITCHAM) LIMITED OFFER

M.G.A. Standard specifications. Red/red. List Price

1951 M.G. TD. Red and beige. Radio, twin spot-lamps. In really superb condition. £435

1951 M.G. TD. Green and beige. Fitted full tonneau cover and other extras. Excellent condition throughout. £430

1949 M.G. TC. Green and green. Fitted oversize wheels, luggage carrier, full tonneau, other extras. £385

1947 M.G. TC. Black and green. Fitted many extras, excellent condition. £299

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

BEST CASH OFFERS FOR MG - TF - TD - TC

M.G. SPARES

Engines and boxes for TA and TC models. On Exchange plan. Ex-stock. Other M.G. spares also available.

66/67 Monarch Parade, Mitcham

Phone: 3392-7188

COMPLETE OVERHAUL and SERVICE for your LAMBRETTA.

Spares and accessories available.

32 Monarch Parade, Mitcham

Phone: 5141-2

Classified Advertisements—continued

M.G.—continued

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

PA 4-SEATER sports, exceptionally well maintained, ivory, beige leather, good hood, zip tonneau, excellent tyres and battery, wing mirrors, badge bar, etc. "And goes like the proverbial rocket". £159.—Cresscars, Ltd., 156 High Road, Finchley, N.2. TUDor 9272. (Two mins. East Finchley Station.)

TF 1250, immaculate condition, X tyres, underseal, over 30 m.p.g. Very fast. Reason for sale, purely business. View by appointment.—Phone: Cranleigh 499, after 6 p.m.

1936 M.G. Magnette pillarless saloon, pre-selector gearbox, good condition. Must sell. £95 o.n.o.—Box 2293.

You cannot have

too many Nuts, Bolts,
Screws, Washers, etc.

THESE MIXTURES

will help you

8010 SPECIAL MOTORIST'S MIXTURE. This very special mixture contains 1 gross of Bolts and Screws $\frac{1}{4}$ "— $\frac{3}{8}$ " and $\frac{1}{2}$ " up to 3" long with one nut and 2 washers, 576 parts in all. 22/6 per Parcel Post Paid. No half parcels available.

8009 B.A. HEX. Bolts, Nuts and Washers. 1 Gross each, 432 Parts in all. Mixed 2, 4 and 6 B.A. 7/- per Packet.

8009A B.A. ROUND HEAD Screws, Nuts and Washers. 1 Gross each (432 Parts) mixed 2, 4 and 6 B.A. 7/- per Packet.

8009B B.A. CHEESE HEAD Screws, Nuts and Washers. 1 Gross each (432 Parts) mixed 2, 4 and 6 B.A. 7/- per Packet.

8009C B.A. COUNTERSUNK HEAD Screws, Nuts and Washers. 1 Gross each (432 Parts) mixed 2, 4 and 6 B.A. 7/- per Packet.

8012 SELF-TAPPING SCREWS all sizes. Another popular demand item. Approx. 1 gross $\frac{1}{4}$ ", $\frac{1}{2}$ and 2/6.

8012A SELF-TAPPING SCREWS larger sizes from $\frac{3}{8}$ " long and longer. Approx. 1 gross 4/6.

8012B SELF-TAPPING SCREWS smaller sizes $\frac{1}{8}$ " long and shorter. Approx. 1 gross 3/6.

8019 WOOD SCREWS $\frac{1}{4}$ " to $1\frac{1}{2}$ " long. Chiefly Csk. Steel. 3/- per lb.

8019A WOOD SCREWS $1\frac{1}{2}$ " and over. Chiefly Csk. Steel. 2 lbs. for 3/-.

8019C PLATED WOOD SCREWS (Nickel, Cadmium, Zinc, etc.) up to $1\frac{1}{2}$ " long, 3/6 per lb.

8019D PLATED WOOD SCREWS (Nickel, Cadmium, Zinc, etc.) $1\frac{1}{2}$ " and over. 2 lbs. for 3/6

3007 12 V. STARTER SOLENOID by C.A.V. Super heavy job. Mounting bracket and cable connectors. Only 12/6 each.

LIST FREE OVER 1,000 ITEMS

Including 40 mixtures, Rivets, Screws, Nuts, Bolts, Washers, Flex Drives, Vee Pulleys, Vee Belts, Relays, Switches, Blanket Heating Cord, Micro Switches, Silver Tungsten and Platinum Points, Terminal Blocks, Silver Solder, Aluminium Solder, Insulating Materials, Silver Steel, Shimstock, Copper Tube Screwed Rod (Studding), Allen Screws, Polishing Kits, B.A. Taps and Dies, Rotary Cutters, Ballraces, etc.

CASH WITH ORDER, ALL GOODS ON 28 DAYS APPROVAL AGAINST CASH.

Orders Over 15/- Post Free (Inland).
Under 15/- Please send 1/6 for Postage
Surplus WILL be Refunded.

K. R. WHISTON

(DEPT. AS11)

NEW MILLS, STOCKPORT.

Telephone : New Mills 2028

1932 M.G. Magna 12 h.p. 4-seater saloonette, maroon, in excellent condition throughout. Extras include: twin spots, Windtone horns, twin mirrors. Any examination. £95 o.n.o.—Box 2294.

MORGAN

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

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

MORRIS

MORRIS OXFORD bullnose coupé, nice order, original appearance, three owners. Photo, details.—St. Albans 57771.

RACING CARS

ALAN BROWN offers 1953 Cooper-Alta 2-litre. Easily converted to new Formula 2. Orthodox chassis, four carbs. Very suitable for beginner. £750.—Onslow Motor Co., 28 Onslow Street, Guildford. Tel.: 67227.

BMW—ROVER, conforms Formula 1, completely sound, everything checked, three 1½ ins. SU carbs, 3LS brakes, easily converted to Formula 2 or sports car. Ideal for beginner. £300. Financial assistance can be arranged.—Box 2292.

BOND 500 c.c. racing car, recon'd. J.A.P. engine. Ready to race. What offers?—Birmingham, Kings Norton 1555.

1955 COOPER-NORTON Mk. IX. Featherbed 499 c.c. twin cam engine, just overhauled. Car has never been crashed or damaged and has been raced only at six to eight meetings a season. Perfect condition and ready to race. £575 or £400 less engine. H.P. available.—Below.

1955 Sept. LOTUS-CLIMAX 1,100 Mk. IX, ex-Lumsden's car. Stage II engine just back from works. Car in B.R.G., as new. Faultless condition, never been damaged. Winner of Goodwood Memorial Trophy this year. £950. H.P. available.—Below.

BUYING, SELLING, EXCHANGE.—500s, B sports, engines.—Showrooms, Car Exchange (Brighton), Ltd., 18 Church Road, Hove 38595.

COOPER.—International record-breaking streamliner, overhauled, disc-brake, complete less engine, £295. Also Mk. VI Cooper less most suspension components, £80. Both take available 500 or 1,100 engine.—Sowrey, Westerham, Kent.

LES LESTON AND JOHN WILLMENT wish to sell their most successful 1956 COOPER-CLIMAX sports car. Completely stripped and rebuilt ready to race. Price with 1100 engine £1,150, with 1500 engine £1,350.—Les Leston, 1 Abbey Court, London, N.W.8. Maida Vale 3079.

REG BICKNELL'S team Lotus 1,500 c.c. Mk. XI. Many successes and lap records. In excellent condition, complete to latest specifications. Full range of axle ratios. £1,350.—Revis Car Sales, 9-27 New Road, Southampton 22334.

RILEY

THE RILEY MAN OFFERS:
TUNING, NEW AND USED SPARES.
STANLEY A. BURVILLE,
13 Railway Viaduct, Ealing Road, Alperton, Middx.
Phone: Wembley 3345.

RILEY Sprite, 1938, 85 m.p.h. car, two colours, beautifully maintained. £255.—Frank Grounds, Ltd., 182-8 Lichfield Road, Aston, Birmingham, 6. EAST 1763.

RILEY 9 Merlin saloon, 1936, grey, blue leather, well maintained in very good order. £139.—Cresscars, Ltd., 156 High Road, Finchley, N.2. TUDor 9272 (two mins. East Finchley Station).

RILEY 9 Monaco saloon, 1937, twin SUS, Scintilla magneto, 600 x 16 wheels, etc. Two owners only, 60,000 miles, good condition. £160 o.n.o.—Steels, 37 Bainbrigge Road, Leeds, 6.

SPECIALS

FORD Consul-engined Special, Morris Minor i.f.s. Body requires attention. Suitable for sprints, hill-climbs, autocross, etc. Winner many awards. £250 o.n.o.—E. Harrison, West Riding Motor Co., Ltd., Sheffield Road, Rotherham, Yorks.

KEYSTONE Special. This car, built regardless of cost, winner of numerous awards, is now offered for sale. Specifications: Tuned BMW 2-litre engine, developing 86 b.h.p.; independent front suspension, rack and pinion steering; Girling hydro-mechanical brakes. Attractive red 2-seater body. £250 or nearest offer.—Tel.: Bristol 35356 between 9 a.m. and 6 p.m.

LESTER-M.G. 1,100 c.c. Special, immaculate condition, considerable spares. Quick sale. £450.—PUTney 6799, evenings.

500 C.C. SPRINT SPECIAL, 4-stud J.A.P. motor with Alfin barrel. Run but not been used in competition. Forced to sell. Ideal for the beginner. Price £190, or nearest offer.—Box 2290.

SPORTS CARS

CRESSCARS, LTD., for the best value in sports cars. See M.G. and Riley columns. Best prices paid on the spot for good sports cars.—156 High Road, Finchley, N.2. TUDor 9272. (Two mins. East Finchley Station.)

THE CHEQUERED FLAG
(Sports Car Specialists), Ltd.

669 Fulham Road, S.W.6. RENown 6105.

Please watch these columns for an announcement concerning our imminent move to larger premises.

RILEY "Lynx" 12/4. Good-looking 4-seater tourers, black or red, from £185.

S.S. 100 2½-litre sports 2-seater, white, potent. Cycle wings. £195.

M.G. K3 sports 2-seater. Red. Blown or unblown. 15 ins. brakes. New tyres. £225.

M.G. TA 2-seater with tuned TC unit, 16 ins. wheels, radio, etc. £245.

ASTON MARTIN 1½-litre Le Mans short 2/4, blue. Really superb. 1934. £245.

RILEY 1,089 c.c. Sports Special, red streamlined Mistral body. £245.

ALLARD K1 sports 2-seater, red. Excellent performance. 1948. £245.

M.G. Sports-Racing Special, 1,087 c.c. TC unit. PB chassis, 16 ins. wheels. £265.

BUCKLER streamlined Mk. V 2-seater, red. Speed with economy. 1955. £315.

MORGAN 4/4 1,267 c.c. sports 2-seater. Oxford blue. Sept. 1949. £325.

DELLOW 1,172 c.c. sports 2-seater, red/beige cockpit, overhauled. 1951. £345.

M.G. TC sports 2-seater. Spotless B.R.G., several extras. 1949. £365.

SINGER 4 A.B.S.M. 1500 roadster. Stone-grey. One owner. 1953. £365.

ALTA 2-litre Competition 2-seater, blue. Exciting performance. £395.

M.G. TF 2-seater, immaculate, red. Moderate mileage. 1954. £545.

JAGUAR XK 120 Super sports, pale grey. All C type mods., especially fast. 1951. £555.

MORGAN Plus 4 TR2-engined 2-seater. B.R.G., low mileage. July 1955. £595.

ZEPHYR Convertible. Full R. Mays conversion. O/drive, radio, htr., etc. Blue. 1954. £665.

TR2. Unmarked, in black/blue trim. Overdrive, radio, heater. 1955. £695.

AUSTIN-HEALEY 100. Unblemished, in flame red/black leather. Usual extras. Nov. 1955. £745.

M.G. 1½-litre Aerodynamic sports-racing car, beautifully engineered. £750.

GRAHAM A. WARNER will be pleased to give full particulars of the above; deferred terms, insurance and part exchanges a pleasure. Highest cash prices paid for sports and competition cars.

THE CHEQUERED FLAG (Sports Car Specialists), LTD., 669 Fulham Road, S.W.6. REN 6105.

STANDARD

GEORGE BOYLE (SPORTS CARS), LTD. We have in stock the famous New Standard Family 10 h.p. Saloon, ideal for trials, rally work, and complete with our own twin carburettor conversion, modified engine and anti-roll bar. Price complete: £621 7s. 6d. ex works.

Messrs. **GEORGE BOYLE (SPORTS CARS), LTD.,**

WHEATSHEAF GARAGE,

PARKGATE ROAD,

GT. MOLLINGTON,

NR. CHESTER.

Tel.: Gt. Mollington 353-4-5.

TRANSPORTERS

AUSTIN 25-cwt. Van, as used by David Boshier-Jones. Specially constructed seats, bunk, heater, etc. Suitable for 500, sports, or Formula 2 car. Excellent general condition. Nearest offer £250 to Jones Newport Garage, Ltd., 84-85 Commercial Street, Newport, Mon. Telephone: Newport, Mon. 62263.

TRIUMPH

THE TR CENTRE offer their specially prepared 1956 TR3, which has never exceeded 70 m.p.h. Red with special grey check upholstery, silver wire wheels, just over 4,000 miles, for £875, which saves nearly £200. It carries a full guarantee, normal Part Exchange and H.P. facilities.—L. F. Dove, Ltd., 69 Broadway, Wimbledon. LIBerty 3456.

Performance Cars, Ltd.

Official M.G., Morris, Riley and Wolseley Agents.
Official Renault distributors. All models on show.

Alfo	
1947 Armstrong Siddeley Hurricane ..	£295
1937 Aston Martin 2-litre saloon ..	£245
1954 Austin A30 saloon, heater ..	£395
1954 Austin-Healey, four-speed box ..	£645
1937 Bentley 4½-litre d/h. foursome ..	£395
1935 Bentley 3½-litre saloon ..	£385
1955 (Ret.) Ferrari 212 Inter., ex-Cole ..	£2,195
1953 Jaguar XK 120C, Webbers, Weslake hd.	£1,395
1953 Kieft central seater sports 1500 ..	£435
1955 Morris Minor convertible ..	£465
1954 Sunbeam Alpine coupé, 2 from ..	£745
1954/5 Triumph TR2, 6 from ..	£645
1954 Volkswagen de luxe saloon ..	£475

M.G., choice of 36. All models.

TERMS. EXCHANGES.
GREAT WEST ROAD, BRENTFORD. EAL 8841.

TRIUMPH TR2, reg. 1954, but completely rebuilt with new body and chassis frame (TR3 type), British Racing Green with brown interior and fitted with new latest type soft top and sliding window sidescreens. All major units have been replaced and the car is fitted with wire wheels and overdrive. The whole car being indistinguishable from new, offered at £700.—The Exchange Garage, Chesham, Coventry. Tel.: COV 3580.

TR2/3, 1955, ex-works Le Mans car. Late disc front brakes, Alfins rear, racing wire wheels and Dunlops, alloy sump and diff. casing, H6 carbs, 17-gall. fuel tank, 6 ins. filler, radio, tonneau cover. Overdrive three gears, in short, the lot! Capable approx. 120 m.p.h., has done 10,000 miles and is literally perfect. £885. Also 1955 TR2 overdrive, leather, adjustable steering, 9,800 miles, black. £625. 1946/7 TR1 roadster, original condition, very sound, black, £275. H.P. and exchanges.—Jones Garage, Syston, Leicester. Syston 86257.

1956 TRIUMPH TR2, one owner, mileage 4,011, perfect and unmarked condition. £695.—Zetland Garage (Southport), Ltd., 91 Zetland Street, Southport. Phone: Southport 56148.

Hunts (FRAN) LTD.

BIRMINGHAM SPORTS CAR PEOPLE

A complete service for the enthusiast.

OFFER

- AUSTIN A35**, modified **A50s**, 105s, early delivery **List Price**
- AUSTIN HEALEY 1954**, usual extras, blue/grey **£595**
- FORD POPULAR 1954**, low mileage, modified if required **£300**
- JAGUAR XK 120s**. Choice of modified or unmodified, green or grey, with or without hardtops, etc. **£575**
- MGAs**. Red, unregistered **List Price**
- MORGAN PLUS 4**, TR3 engine, unregistered. Old price **£894**
- MORGAN 4/4 series II**, Ford engine, modified if required **List Price**
- STANDARDS**. New and used 8s and 10s at reduced prices. Modified if required.
- TRIUMPH TR3**. White, red leather, unregistered **List Price**
- TRIUMPH TR2 1956**. White, hardtop, G/T sidescreens, leather, heater, etc., low mileage, demonstration car **£775**
- TRIUMPH TR2 1955**. Green, overdrive, heater, etc. **£695**

49, BROAD STREET, BIRMINGHAM, 1
MIDland 7591-2

PART EXCHANGES • INSURANCE • TERMS

VINTAGE

Clearance Sale

VINTAGE CARS

1934 Speed 20 Alvis saloon ..	£60
1934 Talbot 105 (rebuilt 1954) ..	£75
1928 Bentley 3-litre tourer, good ..	£125
1938 Cadillac V8 sports sedan ..	£125
1935 Bentley 3½-litre P/Ward D/H. coupé in superb condition ..	£385

Delivered Liverpool, £10 extra.

Box 2295.

VOLKSWAGEN

1956 DE LUXE VOLKSWAGEN saloon, dark green, low mileage. £650.—31 Princes Gate, S.W.7. KEN 8891.

BOOKS

AUTO COURSE, bound Volumes I to V. £8 o.n.o. *Road and Track*, 24 copies, 1952 to 1954, offers.—Seal, 33 Ellesmere Drive, Sandstead, Surrey.

AUTOSPORT, all copies to date, Vols I-VIII bound. Offers.—Bryant, 13 Harriescourt, Waltham Abbey, Essex.

AUTOSPORT, complete years 1954, 1955, 1956. *Motor Sport*, 67 numbers, 1951 to date. Offers (post paid) to Jenkins, Cogges Bridge, Witney, Oxon.

HANDBOOKS, Workshop Manuals, Motoring Books; catalogue 1s. 0d.; inquiries, stamp.—Gray, Hurstpierpoint, Sussex.

MOTOR INSTRUCTION BOOKS, Wiring Charts, all makes. Sale/Exchange/Loan. Inquiries stamped envelope.—G. A. Final, Garsyte, Sandpit Lane, Cholesbury, Tring, Herts.

POMEROY'S Grand Prix Car 1905-1939. First Edition. Offers.—Roberts, BAY 1549.

CAR RADIO

J. DAVY, LTD., Car Radio Specialists. H.M.V., Smiths Radiomobile, Philco, Ekco, Philips. Expert installations and service by factory-trained engineers.—Inquiries, 241 North End Road, W.14, Fulham 3321.

1955 12-VOLT H.M.V. Radiomobile. Cost £45. Will accept £20.—Box 2296.

CELLULOSE

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

ENGINEERING SERVICES

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

HUME ENGINEERING COMPANY for all work connected with Racing and Sports Cars. Cooper Specialist.—Proprietor: J. L. C. Hume (late chief mechanic, Cooper Car Company), Browns Road, Surbiton. Elmbridge 1974 (works), Malden 0677.

QUICK-LIFT JACKS and Trailers made for 500 c.c. racing cars, also gas and arc welding, drilling, milling, turning and capstan work.—Don Parker, 1a Sangora Road, S.W.11. Battersea 7327.

SPECIALISTS in sports and high performance cars, complete overhaul, tuning for speed and economy, preparing cars for competition work, normal servicing, Ford 10 conversion. Tubular chassis made to order.—Baldwin Garage and Engineering, 488 London Road, Westcliff-on-Sea, Essex. Tel.: Southend 48097.

ENGINES

ACE ENGINE to Ace racing specification, six-cylinder o.h.v., 1,991 c.c. long stroke 81 to 1 compression ratio, aluminium block, cast iron head, wet liners, three 1½ ins. S.U. carburettors, 90 b.h.p. at 4,500 r.p.m., with Moss type racing close-ratio 4-speed gearbox. Manufacturer's cost today over £400. Accept for quick sale £115.—Holden Automotive and Marine Co., Ltd., Naval Architects, Marine and Electrical Engineers, Barclays Bank Chambers, Godalming, or evenings Guildford 4882.

(Continued overleaf)

ALEXANDER



PETROL RATIONING!

Did you know that for some time past we have marketed a special short range of SUPER ECONOMY conversions?

Originally developed at the request of large fleet users and subsequently enthusiastically adopted by professional and business men, ALEXANDER LAYSTALL "SUPER ECONOMY" conversions cut down fuel consumption to the irreducible minimum without affecting performance. Tack your car, tear out and post off so that we can send printed literature by return.

**AUSTIN A.30 MORRIS MINOR
AUSTIN A.40 MORRIS COWLEY
AUSTIN A.50 MORRIS OXFORD
STANDARD 8**

Name.....

Address.....

(Ref. AS3)

I am interested in a new/used.....also.

Alexander Engineering Co. Ltd.

Haddenham, Bucks

Telephone: Haddenham (Bucks) 345

K. N. RUDD LTD.

offer:

ACs. Choice of 4 from £185. 1954/5 sports roadsters.

BENTLEY 3½ litre sports saloon 1934. Park Ward coachwork, sound condition **£335**

CITROEN Light 15 1948. Reconditioned engine just fitted. **£335**

FIAT 600 1956 convertible, unmarked and as new. Works mileage only. List £650 approx. **£585**

MG MAGNETTE 1955 saloon. Black/maroon, one owner, no competition, unmarked condition **£765**

MG T.F. 1500 sports roadster. Unmarked, red/beige, heater **£565**

TRIUMPH TR3 1956. Unmarked, no competition, several extras. **£815**

HWM JAGUAR sports/racing 1955. No circuit history. Used for sprints, hill-climbs and road work. Full details by return of post.

MG MAGNETTE K3 S/C 2-seater sports racing car **£195**

AC GREYHOUND drophead coupe. Suitable for spares, or rebuilding. To clear **£35**

TERMS, EXCHANGES

AC owners. We are fitting Bristol engines to the Ace chassis this winter for several of our customers. If you are interested in this service, please write for full particulars.

AC Aces and Acecas urgently wanted. Part-exchanges with any make of new car. Distance no object.

K. N. RUDD (Engnrs.) LTD.

41 HIGH STREET, WORTHING,
SUSSEX

Phone: 7773/4

DEMONSTRATORS AVAILABLE

Classified Advertisements—continued

ENGINES—continued

BRISTOL ENGINE and close-ratio gearbox, perfect condition. £250.—Truscott, Long Meadow, Fontwell, Sussex. Eastergate 117.

J.A.P. 500 c.c. engine, unused since recondition and tune by Victor Martin for Cooper Car. Very successful engine. £50.—S. Foreman, Flagstones, Headcorn, Kent. Tel. 256.

LOTUS-FORD 8 engine, needs decoke. £15 o.n.o.—32 Montague Road, W.7. Sunday only.

R. R. JACKSON 500 c.c. Norton engine, twin plug head, Jackson rod, Cooper twin spark mag., Jackson modified carb. Supplied brand new April this year, 240 racing miles only.—Nearest £300.—Fergusson, 32 Queensway, Derby.

TWO Norton Double Knocker engines, one short stroke and one long stroke with many spare parts. Nearest offer to £250.—Tel.: STOckport 4234-6138 "Cheshire".

MISCELLANEOUS

OVERHAUL Ford 10 engine and c.r. gearbox, not run in, £30. New Mistral fibreglass body, £30. New Ford rear axle, 4.7 ratio, £20.—28 Old Stoke Road, Aylesbury, Bucks.

STEEL TUBES, round and square, for all types of construction. List on application.—C. S. Harbour, Ltd., 322a London Road, Isleworth, Middx. Hounslow 6613.

THE NEW PHILIPS tape recorder complete at 39 gns. Your old machine or camera taken in part exchange.—Charles Dunn, The Camera Exchange, 8 and 9 Tunsgate (off High Street), Guildford. Tel.: 4040.

300SL CHASSIS FRAME—complete with all lugs, etc. Requires slight attention. £90.—Windon, Balcombe, Sussex.

PHOTOGRAPHS

PHOTOGRAPHS of every car in the Veteran Car Run.

CHRISTMAS CARDS—The best action photographs of 1956 in Christmas card form. Moss (Maserati); Fangio (Ferrari); Hawthorn (B.R.M.); Schell (Vanwall); Salvadori (F2 Cooper); Brooks (Aston Martin), etc. Six for 15s. 6d., 12 for 25s., complete with envelopes.—Charles Dunn, Greenleaves, Woking, Surrey. Woking 3737.

RADIATORS & FUEL TANKS

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

RALLY EQUIPMENT

ALPINE INDUSTRIES for the new Halda sports-special Speedpilot. 121-90 m.p.h. Order now for earliest delivery.—Details of this and every rally necessity from The Old Forge House, Hook Green, Meopham, Kent. Phone: Meopham 3265.

MONTE CARLO RALLY—Order your Halda Speedpilot or Littlemore Electronic Computer in K.P.H. NOW. Also available—safety belts from 3 gns.—Send for detailed catalogue to Rally Equipment, 279 Edgware Road, London, N.W.9. COL 3840.

THE GARFORD ROMER. Improved model now available. 4s. post free, from Garford Romers, 1 Peterborough Road, Harrow, Middx.

SAFETY GLASS

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

SHOCK ABSORBERS

KONI adjustable telescopic shock absorbers.—For details write sole concessionaires, Postland Engineering & Trading Co., Ltd., Crowland, Peterborough. Crowland 316-7.

SITUATIONS VACANT

A GARAGE, or mechanic, required to maintain and possibly travel with three cars racing in England and abroad.—Box 2287.

SITUATIONS WANTED

YOUNG MAN, 24, good education, able to drive, desires interesting, progressive post in the motor trade. Personal assistant, accountancy and administration. Keen motor sport enthusiast. Will travel and work anywhere.—Replies Box 2288.

SPARES & ACCESSORIES

ALLARD & FORD V8 Scintilla Vertex Mag., complete with angle drive. Cost nearly £40, sell £10.—Truscott, Long Meadow, Fontwell, Sussex. Eastergate 117.

GORDON WHITE & CO., LTD., offer Aston Martin DB3 racing head and cam-shafts suitable 2.9 only. Also crankshafts and main bearing cages, all in first-class condition. Offers.—Austin House, Gerrards Cross 2077.

PAIR of single choke Webers with manifold, fit TR2, as new, £35. Standard carburettor and manifold for Zephyr, £3 10s. 1953 Vanguard gearbox, complete 100 per cent., £20.—Stuart Noel, 1 Thomas Lansdail Street, Coventry. (Phone: Greyfriars 817.)

PLASTIC BODY, complete to finest detail, moulded perspex screen, panelled doors, handles, catches, etc. £96. Photo to genuine inquirers. Ford 10 engine, gearbox, etc. 100E manifolds, just run in, £50. Ford 10 rear axles, 4.7 or 5.5, £20. Ford 10 prop. shaft, torque tube 5 ins. short, £7. 6 and 12 v. batteries, 5s. to £5 10s. Pressurized radiator, 18 ins. x 16 ins., £8. 16 x 6.00 Ford wheels, 30s. 16 x 5.00 tyres, £4 10s. 16 x 5.50 tyres, £5 15s. 16 x 5.00 tubes, 17s. 16 x 5.50 tubes, 13s. 5-gal. petrol tank, £3 10s. Chrome Buckler gear lever, £6.—Lomas's, King Street, Knutsford, Cheshire.

QUANTITY of new and s/h. Norton spares, including barrels, rods, piston, oil pump, valves, etc. Also J.A.P. twin 1,100 c.c., latest type with many spares and Cooper mounts. View London.—Box 2279.

500 J.B.S. chassis components, brakes, unused. Mk. IV Cooper body, fuel lines, tanks, etc. Suit "250" builder.—Phone: Tring 3343.

WANTED

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

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

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

LOTUS-CLIMAX Mk. VI, IX or XI. Must be ready to race. Full history and specification please. Lowest cash price. All letters answered.—Bleasdale, Shireburn Garage, Hurst Green, Blackburn, Lancs.

MARK I COVENTRY-CLIMAX, 1,100 c.c. FWA engine, new or secondhand.—Box 2289.

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

WANTED—Alloy heads or other speed equipment for Ford V8.—Apply J. J. Miles Cudlow, Rustington, Sussex.

WANTED. Hardtop for TR2.—Morrice, 358 Hill Lane, Southampton.

NEW CARS FOR SALE

A.C.

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

BERKELEY

FOR EARLY DELIVERY OF THE NEW WONDER LITTLE SPORTS CAR, demonstration models always available.—Contact Kingscote & Stephens, Ltd., Berkeley Distributors, London Road, Gloucester. Phone 21278.

FORD

ADLARDS MOTORS, LTD., Acre Lane, S.W.2. Main Ford Distributors. Consult us for delivery of all Ford Models. Overseas Residents' inquiries welcomed.—Export Dept., BRI 6431-2-3-4-5-6 (see also Allard used cars).

MORGAN

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

TURNER

TURNER A30 sports cars. Distributors for the North of England.—Graham Peacock (Wirral), Ltd., Three Ways Garage, Clatterbridge. Tel.: Thornton Hough 325.

TURNER A30 sports cars. Distributors for Surrey and Sussex.—Fields Garages, Ltd., 30-32 South Street, Chichester, Sussex. Tel.: Chichester 2605.

V.W. DERRINGTON KINGSTON LTD
5621/2

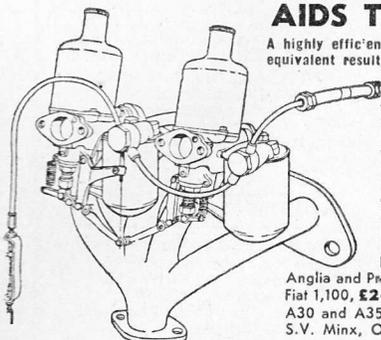
159 & 161 London Road, Kingston-on-Thames
FURTHER AIDS TO ECONOMY

Overdrive Units. BAYCOCK for Consul and Zephyr. HANDA for 100E Ford, A.50, Oxford and Magnette.

High Axle Ratios for certain Ford and B.M.C. models.

S.U. Carburettors. Expert tuning and servicing. "G.M." Modifier. A simple, yet scientific fuel economiser, improving torque, easily fitted, from 20/-.

The H₂O Bomb. Water injection for fuel economy and elimination of pinking increases performance and disperses carbon. £5/7/6.



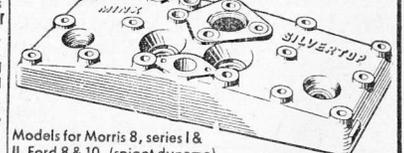
★ Example of our efficient design of manifold used on Ford 8, 10, 100E, Standard 8 and 10.

AIDS TO ECONOMY AND PERFORMANCE

A highly efficient engine is more economical, if only because a smaller throttle opening is used for equivalent results. Even if full performance is used our units give improved consumption, and all items offered have been proved for economy.

S.U. semi down-draught carburettors with large float chambers with linked controls and petrol pipe on efficient manifold. Gives 25% more power and hill climbing, and generally, better petrol consumption. For Morris Minor, Oxford S.V., Renault, 750 and Dauphine, Ford 8, 10, Anglia and Prefect, Standard 8 and 10, Fiat 1,100, £26. Minor O.H.V., 1,000, A30 and A35, £17/10/-. A40, A50, S.V. Minx, Oxford O.H.V., Wolseley 4/44, £22/10/-. Latest O.H.V. Minx and Sunbeam Rapier, £36. Consul £30. Ford Zephyr, Vauxhall, Velox to '53 (Triple Carbs.) '54 onwards (Twin Carbs.), £45.

SILVERTOP, ALTA, ELVA, LAYSTALL-LUCAS & RAYMOND MAYS—Light Alloy Cylinder Heads for maximum performance.



Models for Morris 8, series I & II, Ford 8 & 10, (spigot dynamo) £8/10/-. (platform dynamo), £9. Morris 8, series E, £9/10/-. Minor £10/10/-. Hillman Minx & Husky, Talbot 10, £10/10/-. ALTA, for Austin 7, £6/10/-. LAYSTALL-LUCAS for M.G., X.P.A.G., Wolseley 4/44, £59/10/-. RAYMOND MAYS 100 B.H.P. HEAD for Zephyr, £100. ELVA for 100E, £58/10/-.

MILL GARAGE Chigwell Road, South Woodford
 W. JACOBS & SON LTD. LONDON E.18
OFFER FROM STOCK
M.G. T.C.
 Laystall-balanced engine, completely overhauled approximately 2,000 miles. 1½" carburetters, high compression engine. Fitted 16" rear wheels. All tyres as new. Newton shock absorbers. Wing mirror, badge bar, red leather, new hood and side curtains. Super condition throughout. £345.

 Large selection of good used cars
 Terms, Part Exchanges as with all our Car Sales 

SPECIALISTS **WANSTEAD 7783/4/5** **SPECIALISTS**

SOLELY M.G. CARS — SALES & SERVICE OFFICIAL

  STOCKIST

Hounslow 2238 & 3456
 IMMEDIATE DELIVERY OF M.G.A & Z.A.
 1½-LITRE SPORTS MODELS
 'Demonstration model available'

TOULMIN MOTORS

SPARES SALES REPAIRS

From 1930 all models. Phone or write for the most comprehensive stock of M.G. spares in the Country. Have you tried our speedy C.O.D. service? Engine Exchange Service.

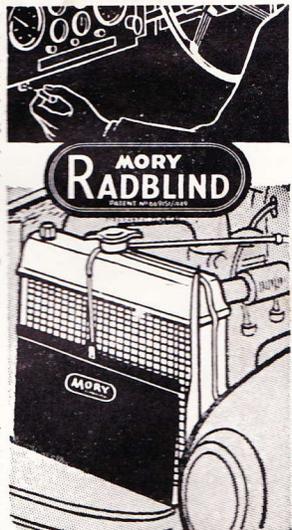
343 Staines Road, Hounslow, Middx.
 7 P.M. WEEKDAYS • ALL DAY SATURDAY • 1 P.M. SUNDAY

Don't muff it! fit a MORY RADBLIND

...instantly adjustable from your driving seat

The MORY RADBLIND makes all external radiator protection as obsolete as cardboard and string. Completely concealed except for its neat dashboard control, it enables you to adjust air-cooling from nil to 100% by a touch of your finger. Here is an accessory that combines practical common sense with labour-saving luxury. It gives you

- * Reduced engine wear
- * Quicker warming-up in winter
- * Economy in petrol
- * Increased power
- * Greater heater efficiency



There is an easily fitted MORY RADBLIND for practically every make and model of motor-car or commercial vehicle. Prices from 50/-, negligible in comparison with the increased comfort and efficiency of your motoring. Why not order one through your garage today? Or write to us for further particulars (stating make and model) and copy of independent technical report.

MORY & COMPANY LTD
 88 Leadenhall Street, London, E.C.3
 Telephone: AVENUE 3434 (20 lines)

ON SALE NOW at all Newsagents & Booksellers



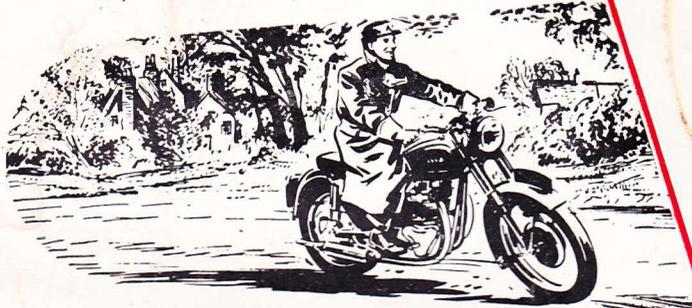
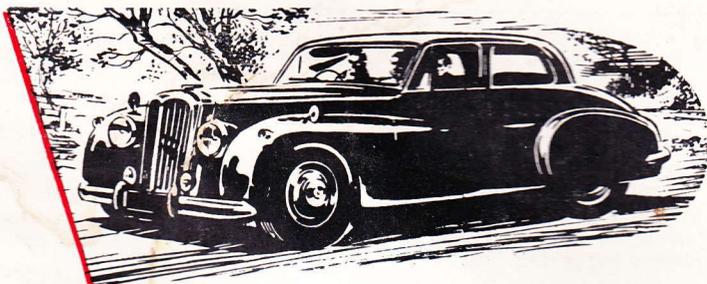
HIGH-PERFORMANCE CARS 1956-57. Size 11" x 8½". 80 pages. Price 5/- net from your local bookseller 5/6 post free. Edited by Gregor Grant and John Bolster. Technical drawings by Theo Page. This annual is now in its third year of publication and is eagerly read by all motoring enthusiasts. In addition to the extensive series of road tests and technical drawings, there is a feature article by Peter Collins entitled "My Year with Ferrari".

LOUD PEDAL by Raymond Groves. Size 8" x 5½". 64 pages. Price 3/6 net from your local bookseller. 3/10 post free. Readers of AUTOSPORT need no introduction to Raymond Groves and his cartoons illustrating incidents on road and track. This is a must for all motoring enthusiasts.



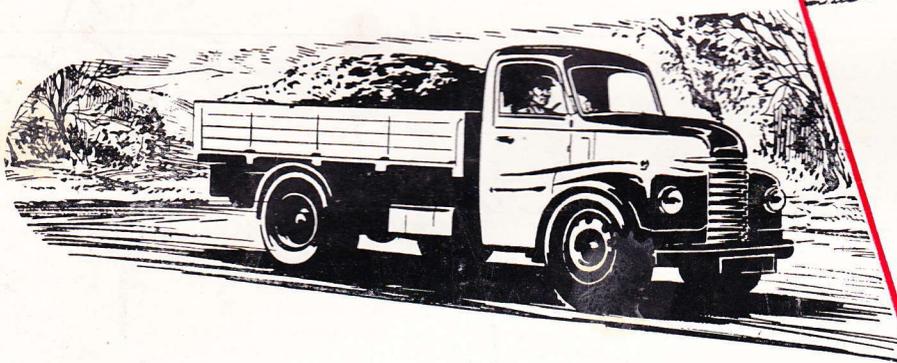
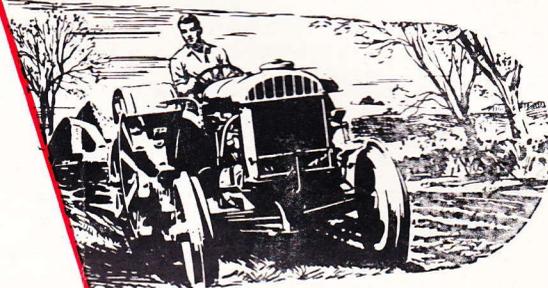
AUTOSPORT, 159 PRAED ST., LONDON, W.2

Whatever you own



... no waiting

for electrical repairs



The Lucas 'B90' Scheme is an exchange scheme by which any item of Lucas Equipment—Magneto—Distributor—Starter—Generator, etc, which has developed a fault through service can be exchanged for a complete factory reconditioned unit at a cost comparable with a normal repair. This means that you get a unit as good as new covered by the full Lucas guarantee, and the time taken to execute a repair is no longer than it takes to obtain and fit the replacement part. Time saved is money saved; Make full use of the Lucas 'B90' Exchange Service Scheme through your nearest Lucas agent—he is ready to help you.

(The 'B90' Exchange Scheme operates in the British Isles only.)

**LUCAS
B90**

**IMMEDIATE EXCHANGE
SERVICE**

JOSEPH LUCAS LTD · BIRMINGHAM · ENGLAND