

# AUTOSPORT

DECEMBER 21, 1956

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EVERY FRIDAY  
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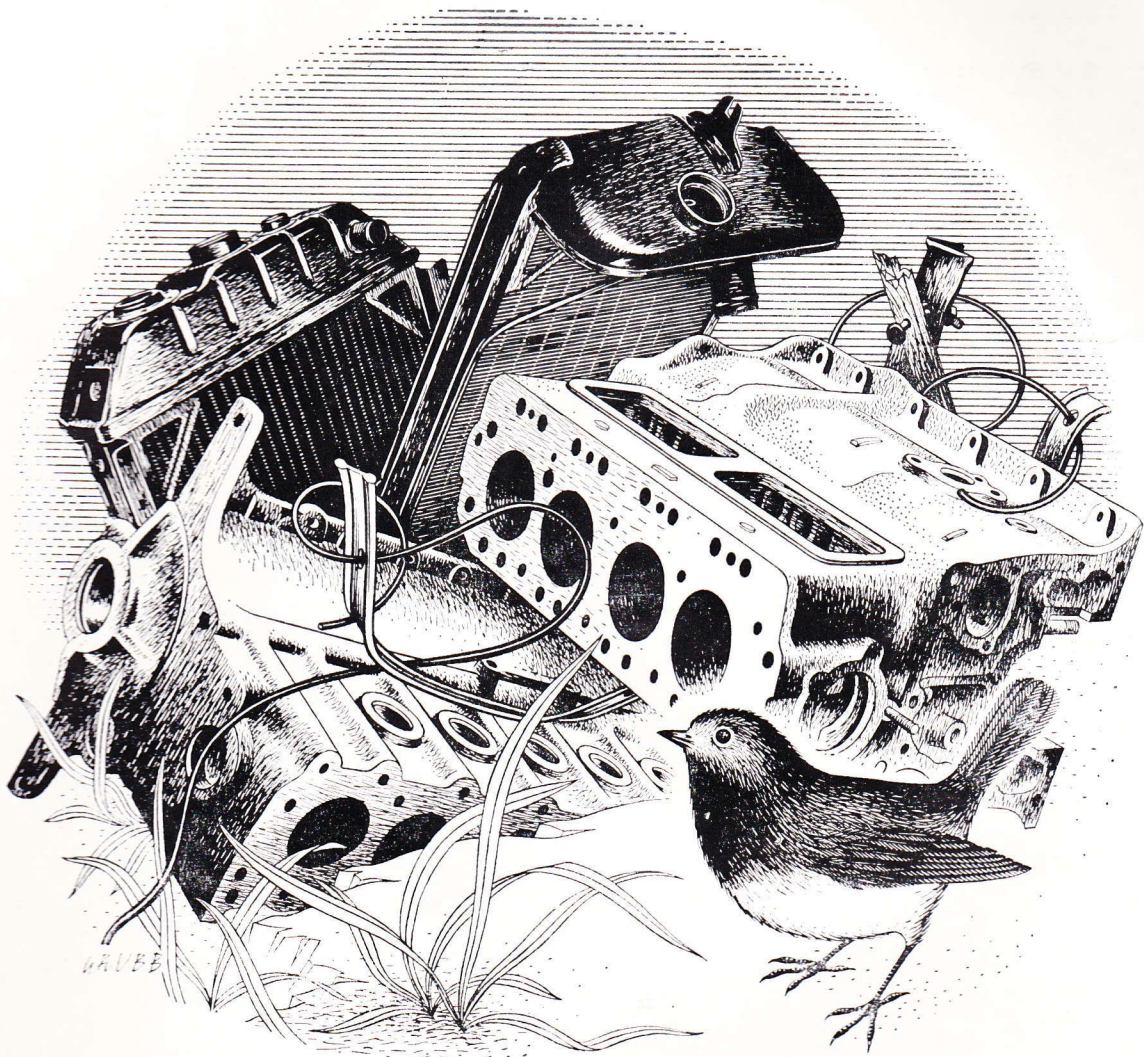
BRITAIN'S MOTOR SPORTING WEEKLY



The *2.4* JAGUAR  
LITRE

London Showrooms 88 PICCADILLY W.1





*1st February '56* —a date that many motorists will remember with a shudder; as garages dismantled frost-cracked cylinder blocks and radiators, motorists once more realized that a British winter is completely unpredictable.

However mild the weather seems, remember—the menace of frost remains; and at the moment, shortage of petrol is causing many cars—including yours, probably—to stand idle for longer periods, and so becoming the more vulnerable to cold. All the more reason why you should fill up at once with Bluecol, unless you have already done so. For Bluecol, the

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# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 13 No. 25

December 21, 1956

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Associate Editor

C. POSTHUMUS

Assistant Editors

STUART SEAGER, MAXWELL BOYD

Road Tests and Technical

JOHN V. BOLSTER

Art Editor

THEO PAGE

Northern Editor FRANCIS N. PENN

## CORRESPONDENTS

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W. A. McMASTER

Eire

JACK O'DONOGHUE

Continental

GERARD CROMBAC

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U.S.A.

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South America

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Canada

RODERICK THURGOOD

## PHOTOGRAPHIC SECTION

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Scotland

W. K. HENDERSON

Continental

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RODOLFO MAILANDER

U.S.A.

OZZIE LYONS

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Advertisement Manager NORMAN H. BIGSBY

Circulation Manager ERIC G. WATSON

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## EDITORIAL

### THE "MONTE"—CANCELLATION THE ONLY POSSIBLE SOLUTION

WHILST the organizers hoped to run the 1957 Monte Carlo Rally as originally planned, but with a certain amount of rerouteing, it was reluctantly decided by the A.C. de Monaco that cancellation was the wisest move. Although ways and means had been found to obtain sufficient fuel for the needs of competitors without affecting available supplies, it was decided to bow to public opinion in France. As representatives of the French Government pointed out, the staging of a long-distance motor-sporting event on French roads, whilst their own nationals were subjected to severe rationing, might have led to hostile incidents. The Police were also of the opinion that resentment and possible anti-rally demonstrations might make it extremely difficult to guarantee the safe passage of competitors and their vehicles. Another point was the provision of fuel for purely organizational and policing purposes. The scale laid down for foreign tourists could not possibly justify the issue of coupons for French-registered cars, nor could additional fuel be made available for purposes connected with the general organization, and, of course, for the large number of mobile police crews which would be required *en route*. Naturally the announcement has come as a blow, not only to intending competitors, but to the section of the motor industry which annually invests large sums of money in the event, for the purposes of publicity and development. However, with the uncertainty as to how long the present fuel crisis will last, to have run it might have done irreparable harm to motoring sport. AUTOSPORT, in common with other motoring periodicals, felt that the rally should be staged, if it were possible to do so without disrupting any national arrangements for fuel allocation and distribution. Apparently it has not been possible to do this, even with the promise of "free" petrol from certain sources, and in any case, the position of the French entrants was rather an invidious one. After due consideration, it must be admitted that the advice of the French Government is sound, and that the passage of several hundred cars through a fuel-rationed country might have led to all sorts of unpleasant incidents, and would certainly have been used as a weapon by subversive sections of various communities. All we can hope now is that the political situation will be resolved as speedily as possible, and vehicle owners in Europe will be once more in a position to use their cars and motorcycles, free from the present, undoubtedly essential, restrictions. Prophecies as to when motoring sport will return to normal are futile. However, race promoters are taking it for granted that the present restrictions are temporary, and are going ahead with plans for their 1957 circuit events. The position regarding rallies is more obscure, as they cannot be organized as long as any fuel restrictions remain in force. In the U.K., one can foresee several events of a driving-test nature taking place.



# PIT AND PADDOCK

**W**ILD rumours of a new Formula 1 car being built by a famous Coventry manufacturer are merely wishful thinking. The concern has no intention of committing itself to a Grand Prix programme.

**T**ONY BROOKS has been appointed a house surgeon and will be kept busy until about May, when he may be able to relax more and take part in motor racing, at home and abroad.

**A**PPARENTLY objections by Signora Nuvolari have caused the Italian film on Tazio's life to be shelved meantime; this does not affect the publication of the English edition of the Count Lurani/John Eason Gibson book on the great Nuvolari.

**B**RITISH RACING AND SPORTS CAR CLUB is considering a repeat performance of its successful London film show, in either Glasgow or Edinburgh.

**C**OLIN CHAPMAN apparently can be in two places at once, as French motoring writers say he was at Nassau, and Colin maintains that he has not left London for several weeks. Maybe he has a double!

**T**HERE is a strong possibility of a six hours International sports car race taking place on a British circuit, in place of the Dundrod T.T.

**A**FTER more than 30 years active participation in motor and motorcycle racing, Pirelli have announced that they are to cease production of racing tyres. They say racing cars and racing circuits are now so divorced from production cars and everyday roads, that research into ordinary tyres and racing tyres are now two completely different problems. The firm have decided to concentrate on the development of normal, industrial and aircraft covers.

**C**UBA is interested in organizing an International sports-car race, the idea being to tie up with the South American season. Possible that a race will be run in February.

**C**ARLOS MENDITEGUY has fully recovered from his distressing accident last spring in the Sebring 12 Hours, and is being tipped to join Fangio with Officine Maserati.

**O**RGANIZERS of the Tour de France would like to see this event alternate with the "Alpine" as a European Touring Championship rally, in order to attract more entries from outside France. This is highly unlikely to happen, as the "Alpine" is firmly established.

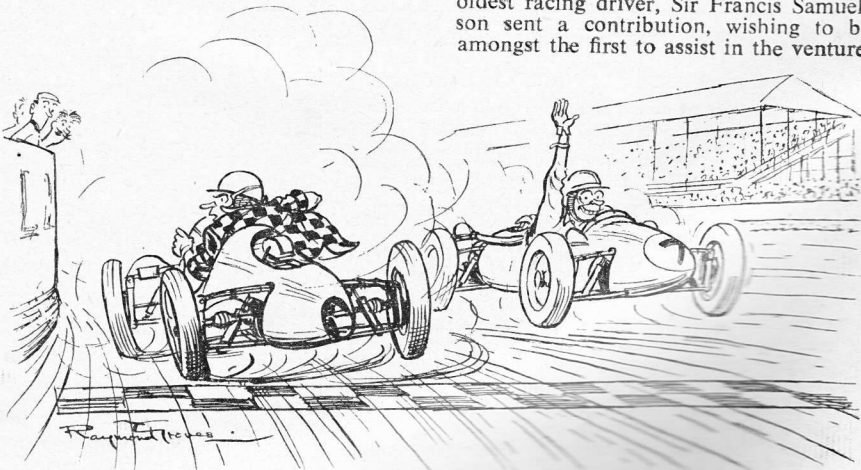
**W**ARWICK WRIGHT, LTD., closed their used car showrooms at 150 New Bond Street on 15th December and have transferred their activities to new showrooms at 30 St. John's Wood Road, London, N.W.8. The new telephone number is CUNningham 4491.

**T**HE BMW Isetta economy vehicle is to be produced in England next year, at a factory near Brighton.

**M**OTORING enthusiasts are well-known for their cheerfulness in the face of adversity, so, despite fuel rationing, petrol at its highest-ever price and the somewhat clouded prospects for next year's sport, we at AUTOSPORT still have no hesitation in raising our glasses to you, our readers, and wishing each of you the happiest of Christmases. May the New Year be your brightest and, within the limits set by the powers-that-be, may your motoring in 1957 be both wholly enjoyable and trouble-free.



**JUST DANDY**, says John Bolster, taking delivery of a new B.S.A. Dandy scooter from Angus Motor Cycles of Sevenoaks.



**A**UTOSPORT Sports Car Championship regulations may result in the appearance of a world-famous competition and sports-racing machine in full road trim. Its eligibility for the Championship series is being given full consideration, and an announcement will be made within the next week or two.

**"ON DIT"** DEPARTMENT . . . Mike Hawthorn is to drive a Ferrari in the Argentine 1,000 kms. race. . . . A B.R.M. and two Connaughts have been entered for the Argentine G.P., with Tony Brooks to drive the Bourne car, and Flockhart and A. N. Other to drive the Send cars. . . . Neither marque is at all likely to make the journey, in actual fact. . . .

**P**ROBABILITY that the 1957 Mille Miglia will be restricted to sports and grand touring machines, as entries are being limited to 100.

**S**CUDERIA CENTRO-SUD have entered Piero Taruffi, Giorgio Scarlatti and A. de Tomasi with F1 Maseratis for the Argentine races. Da Silva Ramos (Gordini) is another runner. A 1½-litre Osca will take part in the 1,000 kms. event.

**R**ACING motor-cyclist Reg Armstrong is retiring from two-wheeler work. 'Tis said he hankers after a spot of car racing.

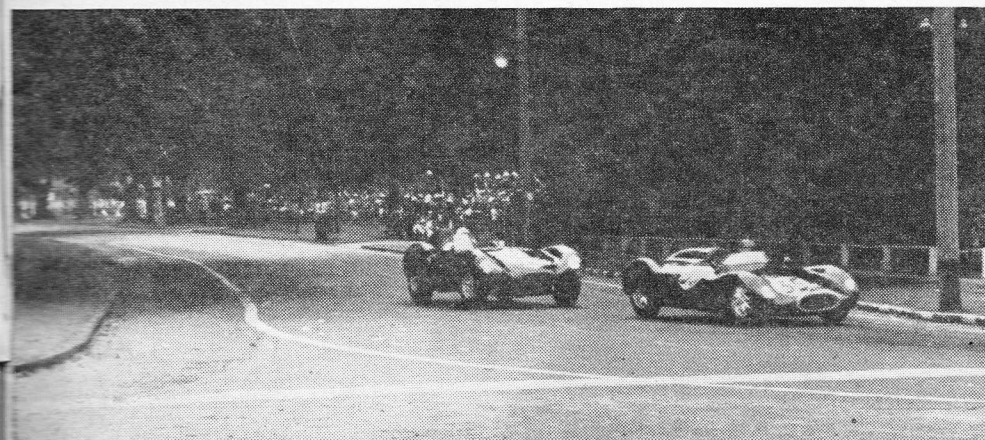
**N**EW American marque, the "Edsel", built by Ford, is aimed at the Buick class of market. The name, of course, derives from Edsel, son of Henry Ford.

**A**STON MARTINI, organized by the A.M.O.C. at the Rubens Hotel last Saturday, was very well attended. The season's awards, including the "Avon" Arthur Bryant Trophy, and the Bryant Memorial Trophy (presented by Mrs. Bryant), were presented by the Marquess Camden.

**A**MONGST F2 Cooper drivers next season should be Les Leston, Bill Whitehouse, Tony Marsh, George Wicken, Jack Westcott and Brian Naylor. Others who have ordered the 1957 model include Ken Wharton, Rob Walker, Francis Beart and Alan Brown.

**A**T time of going to press, John Webb had received over 600 letters in support of his Connaught club project—and only one against. He expects 1,000 by Christmas. Provision of a sum of around £2,000 is assured. As Britain's oldest racing driver, Sir Francis Samuelson sent a contribution, wishing to be amongst the first to assist in the venture.





*Formule Libre* 60-miler, winning both races outright. A full report of the meeting will be published shortly.

### THE GORDINI-RENAULT

FOLLOWING the "unofficial" announcement of the Gordini-Renault agreement, which was "officially not denied", but not "officially confirmed", by the Regie Renault, French enthusiasts went crazy about the project, and going to l'Action Automobile, the Parisian Steering Wheel Club, one could hear the scratching of pens upon cheque books as though everyone was ordering one.

The idea is to have a more sporting version of the Dauphine, not really for competition, but merely for everyday motoring, just like the TV version of the

## SPORTS NEWS

### UGOLINI ON ALBERT PARK

NELLO UGOLINI, in a statement to the Press before the departure of the Maserati team from Melbourne for Argentina, said: "There is a great future for road racing in Australia. You proved that by attracting a crowd more than twice the size of our average crowds at world championship meetings like Monza. But much depends on the quality of cars your local drivers can obtain. The men themselves impressed me greatly—their times, with what are really third-rate cars, were excellent."

He said that improvements to the rough sections of the Albert Park circuit would bring it into world class. He hoped that Maserati would be back next year, or in 1958. Greater prize money and financial inducement would have to be offered, however.

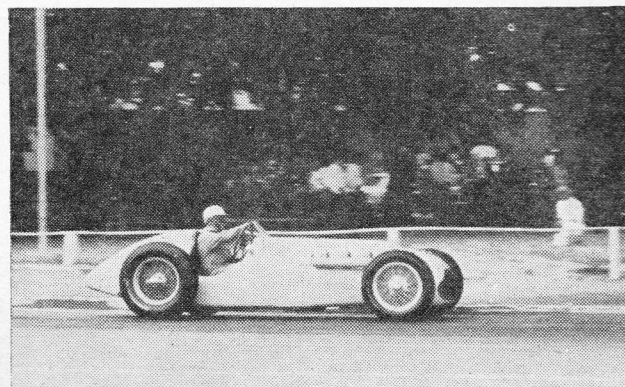
### BRABHAM (COOPER) WINS AT NEW AUSTRALIAN CIRCUIT

SATURDAY, 15th December, saw the opening of a new circuit for Australia, that of the Phillip Island Auto Racing Club. Before the war, the Australian Grand Prix and other events were run annually over roads on the island, the

**GIANT KILLER:** (Above) Jack Brabham leading Stillwell's D-type Jaguar at Albert Park during the Argus Trophy race. The 1½-litre Cooper-Climax went on to an unassailable victory. He won again last Saturday, at Phillip Island.

★

**VETERAN** of the circuits (right) performing in the Australian Grand Prix in French blue colours, is Doug Whiteford's ex-Levegh 4½-litre Talbot single-seater, a past winner of the race, and placed eighth this year.



roads being closed for the purpose. The surfaces having deteriorated, the island saw no post-war competition, besides the fact that it was impossible to obtain permission to close public roads.

A band of enthusiasts were determined to regain the popularity of the island, and formed P.I.A.R.C. Membership was by contribution of £10, which entitled the holder to ten years free entry. Land was purchased, and after years of perseverance, a sealed circuit of three miles materialized, with permanent pits for 30 entries. The opening meeting comprised events for sports cars, F3, and *Formule Libre* racing cars. Jack Brabham drove his works Cooper-Climax 1½-litre sports in two events—the 16-lap, 48-mile unlimited sports car race, and the 20-lap,

1,100 c.c. Fiat. Obviously the fact that such cars would be classified as ordinary production touring cars, and, therefore, give them more chances of a rally victory in this class, did not pass unnoticed at Renault, but it is certainly not their main idea in producing it.

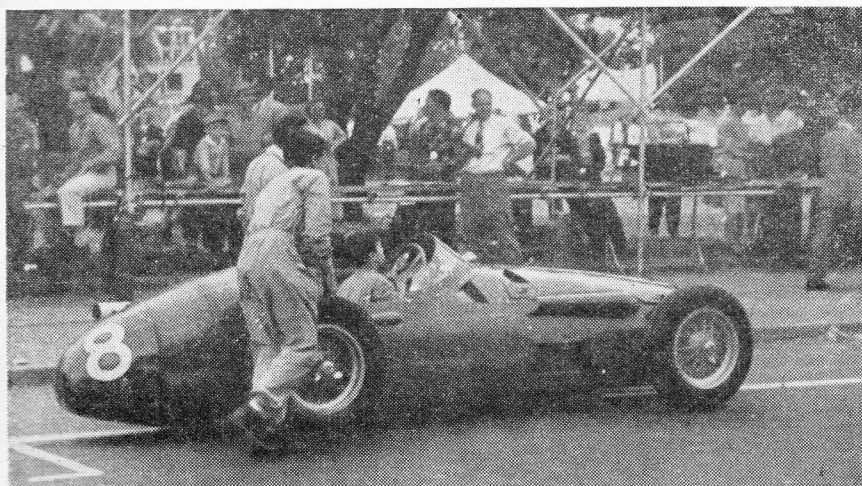
At the moment a car and full co-operation has been given to Gordini to play with, and in a few months' time they expect him to send it back to them, modified to his liking. Only then will the price, and the rate of production, etc., be decided; but the plans are for a four-speed gearbox, 35 b.h.p. instead of 26, 80 m.p.h. instead of 72—and a rate of production of about 10,000 cars in all. In addition to a high maximum speed, high averages are expected, thanks to the excellent road holding and greater braking power.

The bodywork will not be modified, but several coachbuilders have been asked to submit a prototype of a little coupé, something like the Alpine, that Renault could build on a fairly large scale. Quite obviously, if such a car went into production it would also be fitted with the Gordini-prepared engine.

GÉRARD CROMBAC.

### WHITEFORD ACQUIRES 3-LITRE WORKS MASERATI

DOUG WHITEFORD, triple Australian Grand Prix winner, has bought the 300S Maserati sports which Jean Behra drove in the Australian T.T. Whiteford, a Melbourne engineer, is renowned for his preparation of cars for competition. In the T.T. he drove an Austin Healey 100S, and for *Formule Libre* racing he used the ex-Levegh Lago-Talbot. With this new car he is expected to easily match the performance of Stillwell's "D" Type and Coffey's 750A Ferrari.



**JONES JUNIOR** at the wheel: Stan Jones's son steers dad's Maserati to the line for the Grand Prix at Albert Park.





### NASSAU RACES

**A**PART from the Nassau Trophy race, won by Stirling Moss (Maserati), the three-day Nassau meeting at the Bahamas 3.5-mile Windsor circuit saw many other interesting events, among them the Governor's Cup race.

This was run in two sections of 20 laps, or 70 miles, each. The first for cars in Classes E, F, G and H, and the second for the bigger machinery in Classes B, C and D, the winner being the driver putting up the fastest overall time. From the start, the first section was led by Masten Gregory driving his Testa Rossa Ferrari, with Hively, in a

similar car, not far behind, and Ken Miles's Porsche-Cooper third. On the 17th lap, however, Gregory had to visit his pit after becoming involved in a five-car collision, leaving Hively to go on to win at just over 92 m.p.h., with Miles's extremely fast "Pooper" in second place.

The second phase of the Governor's Cup suffered somewhat from being run in partial darkness at the end of the day. The race was a duel at a blistering pace between Carroll Shelby and the Marquis de Portago, both driving Ferraris. Shelby led away from the flag, with John Fitch (Jaguar D) on his heels, and de Portago third. By lap 4, the Spaniard had taken Fitch and was chasing Shelby through the twilight at an average of over 99 m.p.h. Both of them drove lap 7 at 100 m.p.h. and at three-quarter distance, de Portago passed the Texan. But a lap later Shelby was back in the lead once again, to take the flag at 99.095 m.p.h., and win the Governor's Cup.

Shelby also won a five-lap event earlier on the first day, during which Bill Lloyd crashed his Maserati trying to avoid a spinning car in a cloud of dust. This was the Maserati Stirling Moss was due to drive in the Nassau Trophy race two days later, and its much-damaged front was only just straightened out in time by the burning of a great deal of mid-night oil. A second five-lapper was won by Chamberlain (Lotus Mk. XI) from Sheppard (Lotus Mk. XI), with Selavi (Cooper-Climax) third, and Baptista and Fleming, also Lotus-mounted, fourth and fifth. The third race of this trio went to Masten Gregory, who had little or no trouble in outpacing the rest of a large field of 45 cars with his Ferrari.

John Fitch took the Jaguar race on Sunday, and Marshall the Porsche event, while Gregory staved off threats from de Portago and Boynton to win the five-lapper for Ferraris. A full report of the Nassau meeting by Ruth Sands Bentley will appear next week.

### ASTON MARTIN WINS IN CALIFORNIA

**T**OWARDS the end of the American season, the California S.C.C. held a two-day race meeting at Pomona. The main event, on the second day, was for

**GOVERNOR'S CUP RACE** at Nassau, during the three-day meeting on the Windsor circuit, was won by Howard Hively (No. 18, 2-litre Ferrari in picture), after Masten Gregory (No. 2 Ferrari) was eliminated through a collision.

*Photo by National Speed Sport News*

cars of over 1,500 c.c., and the field featured Bill Murphy (Buick-Kurtis), Masten Gregory (Ferrari Monza), Ken Miles (Porsche-Cooper), John Von Neumann (Ferrari Testa Rossa) and Bob Drake (Aston Martin DB3S). For the opening laps, Murphy, the favourite, led Eric Hauser (Morganson Special), Miles, Gregory and Drake, with only brief seconds between first and last. Then Murphy retired with engine trouble, leaving Hauser leading from Miles, though only just. At less than half-distance, Drake passed Miles into second spot, and then took Hauser after slipstreaming him for several laps. The Aston Martin went on unchallenged to build up a considerable lead, while Miles continued to press Hauser, the latter finally waving the Porsche-Cooper into a second place which he held to the end. Fourth and fifth places were taken by Evans and Von Neumann. The driving of both Drake and Miles was commented upon as being "brilliant", and the performance of the Aston Martin was stated to have been the best to date in California.

### MOBILGAS ROUND AUSTRALIA

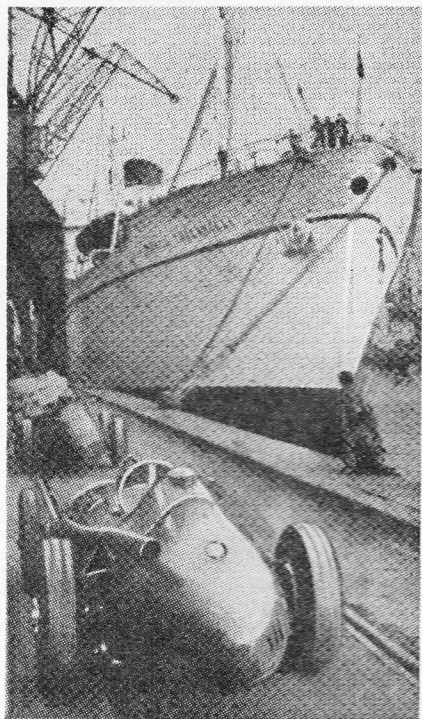
**T**HE Vacuum Oil Co. have announced plans to help build their annual round Australia motoring marathon into a classic event. Next year the trial will have a new name, the Mobilgas Rally (All Australia); a new start and finish point, Melbourne, instead of Sydney, and a new and longer time-period, 19 days as against 15 days in 1956. The dates of the rally will be 21st August to 8th September, and the distance to be covered will be between 8,500 and 9,000 miles. In addition to all the usual (and to European eyes, quite horrifying) hazards of the road section through all the states of the country, contestants may also have to undertake acceleration, manoeuvring, hill-climb and other tests in capital cities around the route. The organizers also hope this time to attract entries from other countries where Mobilgas economy runs are held, Britain, France, the United States, South Africa, Malaya and New Zealand.

### NASCAR-SCODA CHAMPIONSHIPS

**W**ARREN JACOBS, 28-year-old car mechanic from Providence, R.I., and Fred Pfisterer, bearded nursing home administrator of Mount Vernon, N.Y., have won the NASCAR-SCODA (Sports Car Owners' and Drivers' Association) Championships in the United States. Jacobs, driving a Jaguar, topped the field in the over 1,500 c.c. class and Pfisterer, in a Porsche, won honours in the under 1,500 c.c. group. There were 13 race programmes held, an increase from the nine in 1954 and 11 last year. Jacobs won eight of the 13 feature races and 11 of 15 qualifying heats. Pfisterer, who will be 48 years old New Year's Day, won eight of 11 features and 10 of 14 heats in which he competed.

*Nascar-Scoda Final 1956 Placings (overall)*

1, Warren Jacobs, 916 points; 2, Fred Pfisterer, 736; 3, Bill Paul, 714; 4, Eric Mourad, 674; 5, Leroy Gane, 668; 6, Nick Cavi, 645.



**DESTINATION—BUENOS AIRES:** Embarking at Genoa on the "Paolo Toscanelli" last week were seven Ferraris and seven Maseratis, bound for the Argentine Formula 1 and sports car races. Seen here are two of the latest G.P. Maseratis.



## RANK'S NEW RACING FILM

THE Rank Organization's film "Check-point" had its première last Thursday at London's Leicester Square Theatre, attended by a large number of prominent motor racing personalities, as well as cinema people. Motor racing provides the theme, the plot being centred on the efforts of a famous millionaire motor manufacturer to smuggle a wanted man out of Italy, as co-driver in one of his own team cars. The hero is played by Anthony Steel, who gives quite a reasonable performance as a racing driver, the love interest being provided by attractive Odile Versois. Stanley Baker plays the villainous O'Donovan, and James Robertson Justice gives a fine portrayal of the ruthless tycoon, Warren V. Ingram. Most authentic is Maurice



LE MANS-STYLE—PLUS! Driver and mechanic leap in at the start of the "Florence-Locarno" road race.

Denham (complete with B.R.D.C. badge on blazer) as the team manager, probably given factual tuition by John Wyer who, with his wife, makes a brief appearance in a control scene.

An imaginary Florence-Locarno road race provides the exciting motor racing sequence, interspersed with shots from the 1956 Mille Miglia, and a couple of near-accident incidents for which Cliff Davis and Roy Salvadori doubled, the former scattering chickens galore in a farmyard, and the latter providing a spectacular slide off course. The David Brown concern supplied the cars for the feature players, the foremost ones being thinly disguised Le Mans V12 Lagondas, and the team all wore Avon overalls.

The colour photography is superb, giving some really beautiful scenes of the Italian countryside, and the city of Florence. The Le Mans-type start, with both drivers and co-drivers rushing to their cars is well done, as is the thrilling out-of-town dash, with Alfas, Oscas, Astons, Maseratis, Mercedes, Porsches and so on fighting wheel to wheel along the tramlines.

Naturally there are inaccuracies; for example, the hero's pseudo-Lagonda suddenly changes into a recognizable DB3S, and then changes its wire wheels for Ford Ten disc pattern before plunging to a watery grave. Also, although Anthony Steel does look like a real racing driver most of the time, his car appears to have tremendous understeer to judge by the wheel movement long before a corner is reached. However, these are only quibbles; one liked the authentic look of terror on co-driver John Coombs's face when his car is passed in a dangerous spot by the hero's. John Young is also seen briefly, and a glimpse is caught of several Aston Martin folk, including Roy Parnell.

G.



Photograph by Patrick Benjafield

## PORTRAIT GALLERY

### No. 62—RAYMOND MAYS

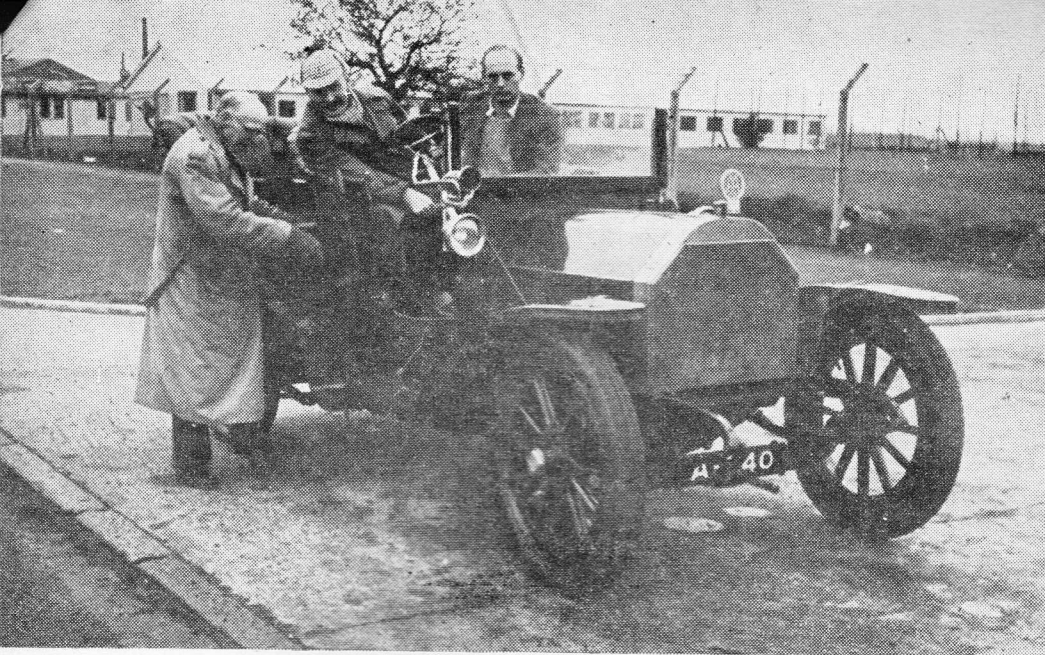
HERE is a man who has lived motor racing all his life, who has had more than his share of Fate's buffets, yet still comes back for more. Now a youthful 57, Raymond Mays began racing with a Hillman "Speed Model"; the year was 1921, the event the first Cambridge University A.C.'s hill-climb. Green to the game as young Ray was, he made fastest time, an auspicious start to a 20-year racing career simply studded with B.T.D.s. Shelsley Walsh, Prescott, Bouley Bay, Rest-and-be-Thankful, Craigantlet, all have been conquered by *Bergmeister* Mays universally acknowledged as one of Britain's finest hill-climbers and sprint exponents of all time. That he has made B.T.D. at Shelsley no less than 19 times between 1923 and 1949 is sufficient substantiation of his prowess.

But Mays has done more, much more, than this. Driving E.R.A.s, which highly successful marque he co-launched with Humphrey Cook and Peter Berthon in 1934, his race victories are almost numberless—Nuffield Trophy, 1934; Eifelrennen, 1935; Mountain Championship, 1936 and 1938; International Trophy, 1937; Empire Trophy, 1937; Crystal Palace Cup, 1939; Picardy G.P., 1937 and 1938; Albi G.P., 1937; Phoenix Park, 1937... these are but some of the major ones.

Then there's the B.R.M., that unhappily famous—to some, infamous—machine, with which Mays has been deeply connected from its ambitious start in 1947. If we, the public, have been disappointed time after time by the B.R.M., be it the old F1 16-cylinder, or the new F1 "four", how much more profoundly disappointed must Mays, one of its instigators, have been? To produce a British-built Grand Prix-winning car has been his greatest ambition since those days when E.R.A. scooped up one voiturette race after another, and for all the bitter disappointments, his hopes run high still. To witness today's fine-looking little 2½-litre B.R.M. win just one pukka Grand Prix would be fitting reward for this stalwart of motor racing.

C. P.





*TUITION in the complex control of this veteran monster was given by Mr. Pine, who actually took delivery of the car when it was new. Here he indicates the control layout to John Bolster. Lord Montagu is in the passenger's seat.*

For our Christmas Road Test **JOHN BOLSTER** tries

## A 1903 60 h.p. MERCEDES

IT is difficult to realize, at this length of time, what a glamorous car the 60 h.p. Mercedes was. There have been glamour-cars since—the Rolls-Royce, the Hispano-Suiza, and the Cadillac, for instance—but none of these had quite the impact of the “Merc.”

It all started in 1901, when Paul Daimler designed the first of the series. Before that, the German Daimler was a high, heavy, and cumbersome vehicle, of which the undoubted power could not be used to advantage because of handling deficiencies. The new model possessed most of the distinguishing features of the Daimler, such as the honeycomb radiator and the gate change, but it was low and compact for its era, and its appearance set a fashion that was to be copied far and wide. It was considered desirable to find a new name for this epoch-making car, and it was appropriately christened Mercedes after the beautiful daughter of director Emil Jellinek.

That first machine to bear the name

had a four-cylinder engine of 35 h.p. with a bore and stroke of 116 mm. x 140 mm., which was quickly superseded by the “Forty” of 120 mm. x 150 mm. This was sold as a high-speed touring car, and also ran, with a tiny two-seater body and no mudguards, in the great races of the period. It was, perhaps, the first sports-racing car in the world.

In 1903, the fabulous “Sixty” arrived. It had a four-cylinder engine of 140 mm. x 150 mm. (9,236 c.c.), and it gained for Mercedes the first of an almost uncountable number of victories. Later on, the accents were to be dropped from the name, and an amalgamation with the rival Benz concern was to lengthen the title, but still the Grand Prix wins piled up. Yet Jenatzy's triumph in the 1903 Gordon Bennett started the whole amazing series, and so I was most excited when I was offered a drive in a similar car.

It happened this way. Lord Montagu of Beaulieu had in his beautiful museum a genuine “Sixty”. Now, he agrees with

me that a car is a living thing, and any machine on exhibition should be given an occasional airing. Thus, the “Sixty” was entered for the Brighton run, and I was offered the privilege of driving it into London on the day before the event.

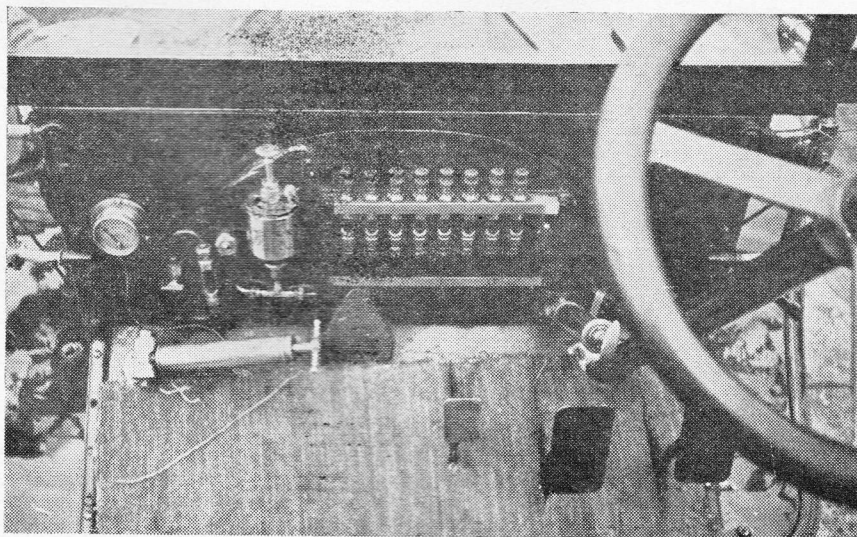
When I met the Mercedes, I had the inestimable advantage of being shown how to treat it by the man who actually took delivery of it from the works in Germany! This was Mr. Pine, and he collected the chassis for Lord Northcliffe, who had a luxurious rear entrance tonneau body built by Rothschild, of Paris. Although the touring body naturally adds to the weight and wind resistance, the car is in other respects identical to the one driven by Jenatzy.

The engine has its huge cylinders cast in pairs, with side exhaust valves and pushrod-operated inlet valves. The camshafts are driven from the rear of the crankshaft by exposed fibre wheels of great width, and the magneto for the low tension ignition is similarly operated. The low tension ignition system has contact breakers inside the cylinders, operated by a set of cams and rockers. It will be understood that all four interrupters are wired together and connected to the magneto by a single thick cable. Each contact breaker closes in turn, and opens as the magneto armature reaches the point of maximum flux. On the “break”, a spark occurs between these actual contacts, and ignites the mixture. There is an elaborate mechanism for altering the ignition timing, which is controlled from a lever on the steering wheel.

Engine lubrication is achieved via a multiple sight feed lubricator on the dashboard, the many drip feeds all being adjustable. There is a vast array of pipes to every part of the engine, but the big ends are splash oiled. The enormous flywheel has its spokes cast at an angle, to act as a fan and draw air out of the bonnet. There is an undershield or “tray” beneath the engine.

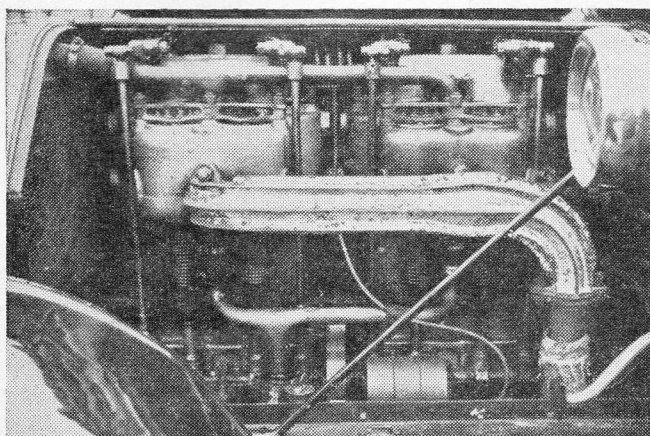
Control was originally by a system of exceptional complexity. A rack was operated by the hand throttle on the steering wheel, which engaged with small spur wheels at the base of the pushrods. This, so to speak, screwed them up or down quick threads, and consequently varied the lift and dwell of the valves from zero to maximum. A centrifugal governor on the offside camshaft operated a throttle in the carburetter, which it closed if the driver attempted to over-rev. the engine. Incidentally, the offside camshaft is the one controlling the ignition contact breakers, the nearside camshaft being for the operation of both sets of valves.

Nowadays, this particular “Sixty” has a simpler form of control. There is still no accelerator pedal, but the hand lever operates directly on the butterfly throttle

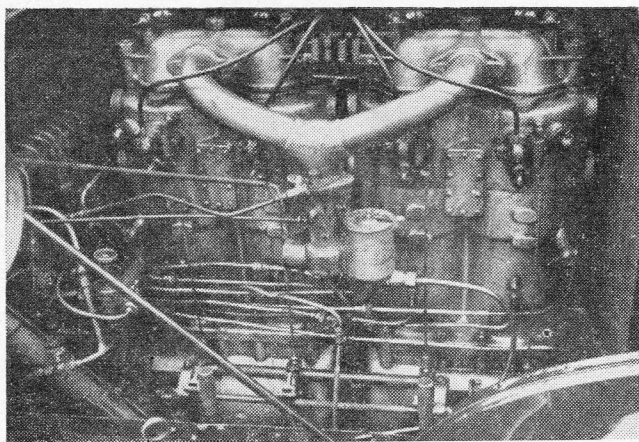


*LUBRICATION is controlled by this array of drip-feed oilers on the dash. The three pedals control the clutch and two foot-brakes, there being no accelerator pedal.*





*MOTIVE POWER* comes from this massive 9.2-litre four-cylinder engine. The cylinders are cast in two pairs, and there are no sparking plugs; each cylinder has a contact-breaker inside it, which ignites the mixture directly.



*PLUMBING* for the lubrication system is elaborate and comprehensive, although the big-ends are splash oiled. The carburettor is an early Zenith, controlled by a hand lever.

of an early Zenith carburettor. There are two foot brakes, both situated on the transmission. The third pedal is for the clutch, which is of the scroll type, being in effect a capstan, with a cable wound round a drum. The gearbox is of the sliding pinion type, incorporating the differential and countershaft. The gear positions on the right hand gate are unusual, with first forward on the inside, second straight back, a "U" change into third, outside and back, and top forward.

The final drive is by side chains, the rear wheels having sprockets on their brake drums, which have their shoes applied by the hand lever. There is a dead axle on semi-elliptic springs, and the front axle is similarly sprung. The chassis frame is of channel section pressed steel. The tyres are of the high-pressure beaded-edge type on wooden wheels.

The big Mercedes were always noted for difficult starting. This was of little moment when one had plenty of able-bodied servants, however. The starting handle is proportioned for two men to use simultaneously, and beneath the radiator is a lever for the half-compression device, which slides the camshaft along and engages extra exhaust cams that open the valves during part of the compression stroke.

Let us forget the rigours of starting, however, and assume that the huge cast iron pistons are making their immense strokes. The car vibrates gently as the engine idles, and it must be run as slowly

as possible to engage first speed, as the scroll clutch does not free readily. Its self-wrapping servo action is apparent on engagement, and it is difficult to make a really smooth start.

Once under way, the 9½-litre power unit picks up speed, and gives a glorious impression of brute force at its best speed, which I should guess to be about 800 r.p.m. Around about 1,000 r.p.m., the engine begins to get rough and there is some mechanical clatter, so one changes into second speed. The changes, up or down, are extremely rapid, and go through like a knife cutting butter. The movement of the gear lever is light and positive to perfection, and a real lesson to the designers of today.

The engine is by no means flexible in the modern sense; one really drives the car more on the gear lever than the throttle. For a sharp corner, one comes right down through the box to first speed, and the top speed is not usually engaged until about 45 m.p.h. has been reached. It is exceedingly easy to alter the effective gear ratio by changing the countershaft sprockets, and naturally one used different "cogs" for touring and racing, the limited revs. of the engine necessitating a top gear approaching unity for the latter purpose.

Fully equipped as tested, one imagines that the maximum speed would be about 65 m.p.h., which must have seemed an absurd velocity in 1903, having regard to the performance of typical cars on the Brighton run. Stripped for racing, and with a narrow two-seater body, there is

no doubt that the "Sixty" was an 80 m.p.h. car. The acceleration is quite brisk, and it is an uncanny sensation to gather speed rapidly with the engine virtually at a tickover.

It is difficult to put into mere words the sheer fascination of handling this Mercedes. As I sat up high in the beautifully comfortable seat, and looked down on the low bonnet, I felt that I had a control of the car which no lower seating position could confer. I was able to slip through the traffic at speed, placing the big machine exactly where I wanted it. The steering is curiously heavy, but oh so accurate.

Perhaps the most thrilling feature is the sound of the car. The transmission gears have a gentle and fairly high-pitched hum, but each time one of the enormous cylinders fires the hum becomes a yelp. Thus, the slow, deep throb of the exhaust is accompanied by the "ow-ow-ow-ow" of the gears and the "slap-slap" of the chains. It requires skill and concentration to drive the Mercedes, but how abundantly one is rewarded for one's trouble!

It is curious how many historians have credited the "Sixty" with being the ancestor of the modern car. In fact, it was nothing of the kind. It was a nineteenth century car, better made, with immense complexity, and bigger, but still with a virtually single speed engine. Its appearance, admittedly, started a fashion that lasted for many years, but the big low-speed engine and chain drive were rapidly superseded. The ancestor of the cars of today was without doubt the De Dion, with its very flexible high speed engine which responded to the driver's will.

Yet, it is the primitive side of the "Sixty's" nature which makes it so fascinating to drive today. Almost more than anything in the world, I would love to speed down the straight roads of France, with that immense engine idling round at a few hundred revs. I am grateful to Lord Montagu for one of life's memorable experiences, and also to Mr. Pine for riding with me and teaching me how to handle this superb car.

*IMPOSING* contrast, amid the streams of busy modern traffic (including two Mk. VII Jaguars) as Bolster brings the massive Mercedes along the Great West Road towards London. He is accompanied by Mr. Pine.







AUTOSPORT, DECEMBER 21, 1956

*IN THE THICK OF IT: George Phillips, armed with the only miniature camera amongst a horde of press and newsreel photographers, gets himself in the front row for the prizegiving at a meeting at the old Boreham circuit.*

● **George Phillips**, Autosport's Chief Photographer (generally known as "Phil"), takes time out before the Christmas holiday to recount the story of his career with cars and cameras.

## WHAT'S MY ANGLE?

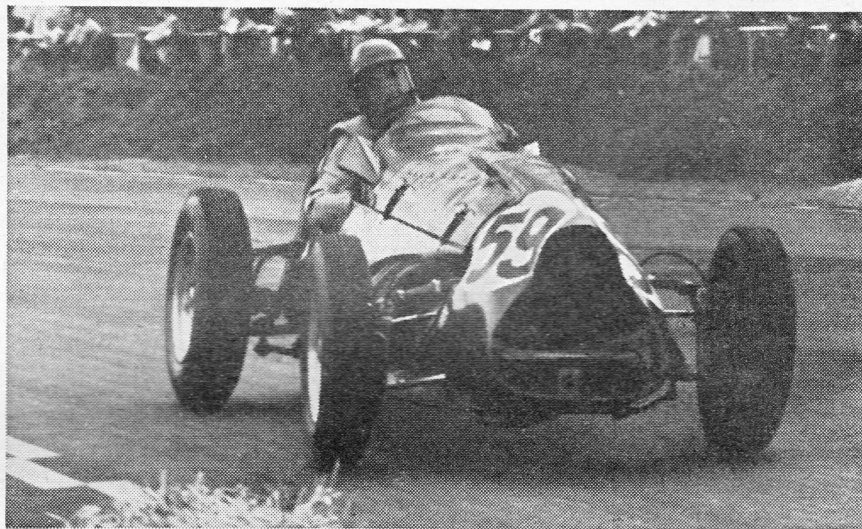
I HAVE been connected with the photographic world since 1931. A chance remark by a pal of my schooldays set my steps in the direction of Fleet Street. My aim was to become a motorcycle dispatch rider, but the snag was that I neither owned a machine, nor possessed the necessary cash to acquire one. However, to my way of thinking, these were only slight snags.

Eventually I arrived for an interview with the Keystone Agency in Wine Office Court. Fortunately for me (but equally unfortunate for the man concerned), one of their riders had crashed the day before. After a searching interview by the editor, when I told more tall stories about my previous experience than I care to remember, I was engaged; the provision was that it would last only as long as it took their own man to recover—possibly about two or three weeks. I did not know it then, but this chap had decided to give up motorcycling altogether.

The main problem was how to acquire a motorcycle—not an easy matter considering my precarious financial state. Anyway, I went along to see Mr. Glanfield, of Glanfield and Lawrence, with whom I had worked in connection with the Speedway. He turned up trumps; notwithstanding the fact that he had fired me a few weeks earlier for borrowing one of his lorries without permission, he supplied me with a 1929 Rudge Ulster, financing the whole deal out of his own pocket.

My first Keystone assignment was to take some State Opening of Parliament pictures to Croydon Airport for our Paris office. It rained torrents, water finding its way into the magneto. I dashed into a confectioner's shop, bought some chewing gum, but neglected to chew it long enough, so that my temporary waterproofing just vanished, and again the mag. became waterlogged. Well, then, I missed the bloomin' plane. This really started me writing my excuse book, and I told such a sad tale over the phone about my temperamental machine having been laid up for so long, that the editor was actually sympathetic, instead of kicking me out on my ear, which I thought would happen.

Anyway, that Rudge served me faithfully for three years, covering over 100,000 miles. Mind you, when I finally did part with her there was very little



*FAVOURITE ANGLE for a typical Phillips speed shot. Taken from the inside of the corner, the subject is of course Bob Gerard in the evergreen Cooper-Bristol.*

of the original left—I had even fitted a slightly detuned Speedway motor!

These days were happy ones. I was actually being paid to enjoy myself, but like all good things, it came to an end. Owing to a slight difference of opinion with the editor, I found myself out on the Street—but very much in it, if you know what I mean, as I had recently acquired a string-blind, quarter-plate, focal plane press camera. This had, so far, produced merely a succession of spoiled plates, and the wrath of my late employers when they found me in the darkroom scratching around trying to develop my efforts.

For a time I did some free-lance motorcycling, and also practised with my camera, taking the odd road crash, and covering football matches. I should think that the latter was the means of bringing out any latent sense of anticipation which I may have possessed. This period came to an abrupt end one dark night, when I was bringing some of Mr. Attlee's election campaign stuff for the *Daily Herald* from Southampton. A car, coming from the opposite direction, suddenly decided to turn across the road right in front of me. He obviously mis-

judged my speed, and I must have been doing all of 85 m.p.h. when I hit it. The bike cut the car in two, and I was thrown nearly 200 feet, to land head-first at the base of a telegraph pole. Surprised to find I was still alive, I was carted off to be examined by a local doctor. He, on the other hand, was in a maternity home on a delivery job, so I was taken there. They wanted to keep me there overnight, but in the end I convinced them of the urgency of getting my plates back to Long Acre—or what remained of them—and eventually a hired car was procured.

This, then, wrote finis to a chapter of my life, which was most enjoyable, getting me as it did a ringside seat at most of the major news and sporting events, five lots of concussion, a fractured skull, and a host of endorsements on my driver's licence for exceeding the Hore-Belisha-introduced 30 m.p.h. limit in built-up areas.

Taking stock, my position roughly was this; I owned my camera, the wreck of a motorcycle, and a fairly watertight case for compensation as a result of the shunt. This was settled out of court for £100, and after paying various creditors, this

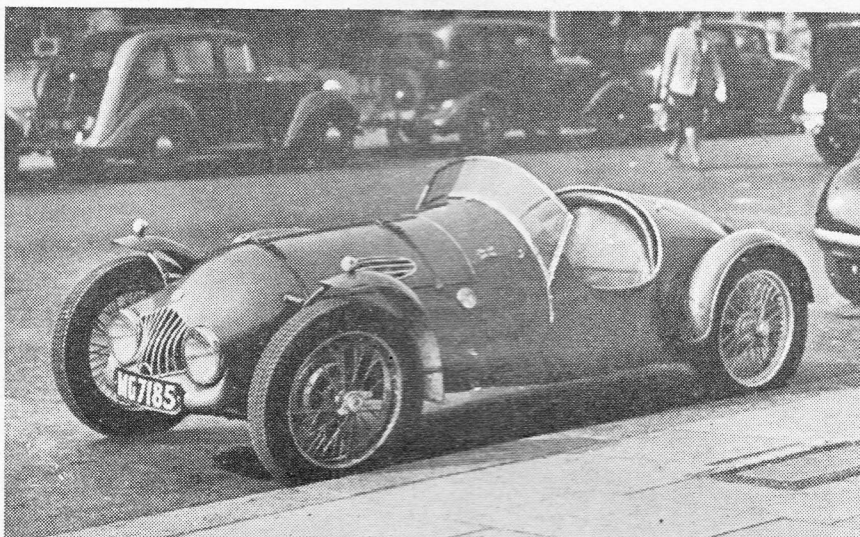


*ONE-OFF: George Phillips's very much altered M.G. TC with which he established himself in International races, incidentally leading to the design of the present Series "A".*

dwindled to £20. I spent another £10 on a camera, a 9 x 12 Mentor. I felt that I was getting more proficient at photography, judging by the far better results I was obtaining. One day, whilst hanging around the Street, I met Jack Esten, one of Keystone's star operators. On his advice I went to Croydon Airport and, in conjunction with a Mr. Brennard, became a sort of official photographer. My job was to take the arrival and departure of various celebrities.

I managed to secure a picture of Haile Selassie, Emperor of Ethiopia, who was paying an unannounced visit to Geneva, to the League of Nations. That shot was published in all the daily, evening and provincial newspapers. My other scoop, or should I say near-scoop, was when a dock fire broke out suddenly one Saturday afternoon. I had the tip-off from the Street, and within a few minutes was airborne to do my first photographic job from a plane. Try to imagine my feelings; here I was, a complete novice at aerial stuff, with an entirely unsuitable camera, scarcely any light, and with the "target area" practically obscured by dense smoke. By the time I arrived at Fleet Street with my plates, my fingers were almost paralyzed keeping them crossed.

I gave the plates the full treatment—bags of pyro-soda, and stewed them up in the dynamite developer for longer than I should have done. However, the results were reasonable, and Keystone circulated 15 x 12 prints to the Sunday papers. It would have been a real scoop, only a certain house painter chose that week-end to march into the Saar, overshadowing my beautiful dock blaze. Some time later I was to cover another fire from the air, when the old Crystal Palace brewed up so spectacularly.



Croydon held me for a couple of years, but I returned to Fleet Street during the Abdication, which was quite a job where free-lancing was concerned. Some of us did quite well out of it, but free-lancing on the Street of Ink is not an easy way of making money, and I came to the conclusion that there was only one boss to work for—George Phillips. Talking it over with another agency chap with whom I was sharing digs, we decided that the wedding game was the pay-off. Once again I came up against it, this time having no printing equipment. However, nothing daunted, I went round to a few churches and managed to obtain the names of future brides. I was lucky enough to obtain one firm job out of these and, having taken the pictures, I spent my last shilling on fares to Fleet Street, where a pal knocked me off a set of prints. Back to the reception I went, and obtained more orders but, even more important, the scratch—about eight quid.

Hearing about an enlarger and some odd bits of darkroom equipment going

at £2, I bid 30s.—and the man took it. I was now in business on my own, and I took on a job with a Speedway paper to bolster up my earnings from the wedding game. This Speedway job gave me my introduction to speed photography. It was no sinecure. Nearly all the meetings were at night, and the riders did not take kindly to flash bulbs going off in their faces when they were bunched together on a bend. Still, I managed to make a reasonable living with my £10 camera, and thirty bob's worth of equipment, and as things got better, I gradually improved my apparatus, running my firm with a certain degree of success until I finally gave it up to concentrate all my energies on AUTOSPORT.

No one is very much interested in war reminiscences, so we can skip those peculiar years. When it ended my business was still solvent, and there were other things to occupy one's mind. I acquired a 2-litre Aston Martin, and became extremely interested in motor racing. Taking a week-end off, I went to Prescott, coming away with the illusion that I could have done much better than all those folk rushing up the hill—illusion it was, as we shall see!

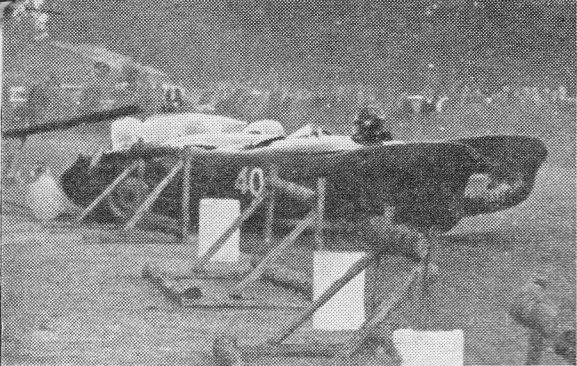
Acquiring a new M.G. TC from University Motors, I lavished all the care and affection that one does with the first, really brand-new vehicle. Still with my mind on racing, I bought a Magnette K3, but soon disposed of it. About this time I met Harry Lester, who built me a PB Midget. Off I went to Prescott and, after a few practice runs, thought I had the hill pretty well weighed up. So I asked my wife to watch me at Pardon Hairpin, for this was the section about which I was not too sure. Like many others, I hit the throttle too hard, and the PB immediately developed severe wheelspin. I thought I had the answer, and my wife's job was to inform me if my new theories were right. After kindly marshals had lifted the PB off me she remarked: "I don't think that was quite the right way to do it!"

I was fairly lucky, getting away with

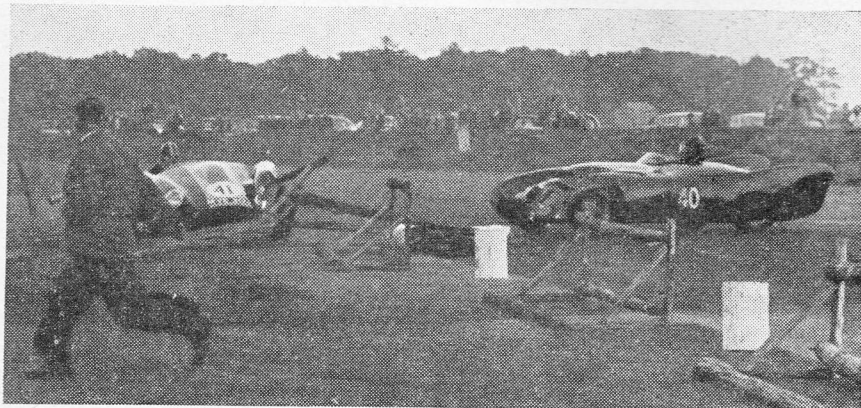


*EARLY DAYS — with the faithful Palmos plate camera, that preceded the Leica Phil uses nowadays. In the background is the ex-works, ex-T.T. M.G. TD that he owned at one time.*





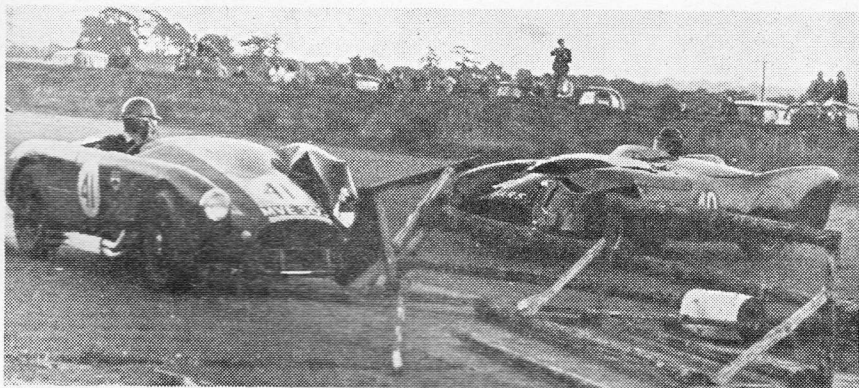
*THE ONLY TIME Phil has been seen running! After taking the shot above, he was caught on the hop by another photographer (right)—but he was only nipping round for a better view (lower, right)! The incident took place at Coram Curve at Snetterton, in 1954, when Colin Chapman (Lotus) spun in front of Archie Scott-Brown (Lister).*



three fractures of the arm in the vicinity of the elbow. This was disastrous, for I was due to make my real racing debut a couple of weeks later in the Manx Cup race, with the now rebodied and modified TC. Going to hospital would put the kibosh on my plans, particularly after having had my entry accepted, difficult enough in these days as I was a "new boy". Anyhow, a local masseur did a fine job of patching me up, and I went to the I.O.M., finishing fifth, with only larger cars ahead of the M.G.

By now I had acquired a 16 mm. ciné-camera, which taught me a lot about angles. I used to shoot off at race meetings, and when the results were screened, I controlled the speed of the projector to watch the antics of the cars' suspension. This was a great help in showing me how to go about getting interesting pictures with my still camera, bearing in mind that you can have only one go with the latter. To enthusiastic (and wealthy) amateurs I would emphasize this point, namely, do not, repeat do not, try to mix the two. Wearing both still and ciné cameras, I invariably found that I had the wrong instrument at the ready at the wrong time. Also, with our climate, I would advise that, even although colour photography is fascinating for ciné work, one needs the latitude afforded by black and white, as opposed to poorly exposed colour film.

As the 1948 season drew to its close, I had my first experience of Continental



road racing. This was with Oscar Moore as co-driver, in the 12 Hours of Montlhéry. It was a wonderful introduction to racing abroad, and my TC finished fourth in its class. At Goodwood, the TC went well to win the first 1,500 c.c. race ever to be held on the circuit.

By now I had built up quite an album of motor racing photographs, still faithful to a 9 x 12 press camera, which had become a Palomos, reckoned at one time to be the finest device ever made. In these days of built-in rangefinders and electronic gear, the old Palomos is apt to be forgotten; but talk to any pressman who used one, and that certain nostalgic look always comes into his eyes.

What with racing, and taking racing

pictures, I found weddings terribly dull. My staff had kept the firm going while I was off on week-end jaunts, but my thoughts were on next season's racing. During the winter the TC was rebodied again. The first race of 1949 was a complete flop for me; the car was not ready, and I was foolish to make the trip to the Isle of Man. However, bigger things were in store. After many discussions, Le Mans was to be revived. What was more thrilling was the fact that I had an entry.

As it so happened, the trip to Le Mans was to shape my life more than anything else had done up to the present. During the week of last-minute feverish preparations, my H.Q. was the Hotel Moderne, and I got into conversation with a chap who was also keen on motor racing, and seemed to like the marque M.G. as much as I did. We nattered for some time, and I must admit that the next time I saw him I ducked, because there was so much to be done on the car, that even a few minutes nattering was to be avoided at all cost. Some months later I was introduced to him. His name was Gregor Grant, founder of AUTOSPORT.

When we met, he asked me if I had any examples of my work. My album then came into its own, and he took it away with him to study at leisure. Some time afterwards, he asked me if I would be interested in a job with a magazine which was going to concentrate entirely on motoring sport. Terms were dis-



*GET IN THE QUEUE! Waiting for the right moment by the bridge at Ramp Bend. In this Crystal Palace scene, Phil joins the line of cameramen waiting for the cars to streak away from the start.*



cussed, and agreed upon, and eventually I covered my first job for AUTOSPORT, the Vintage S.C.C.'s Prescott hill-climb. The cycle had been completed.

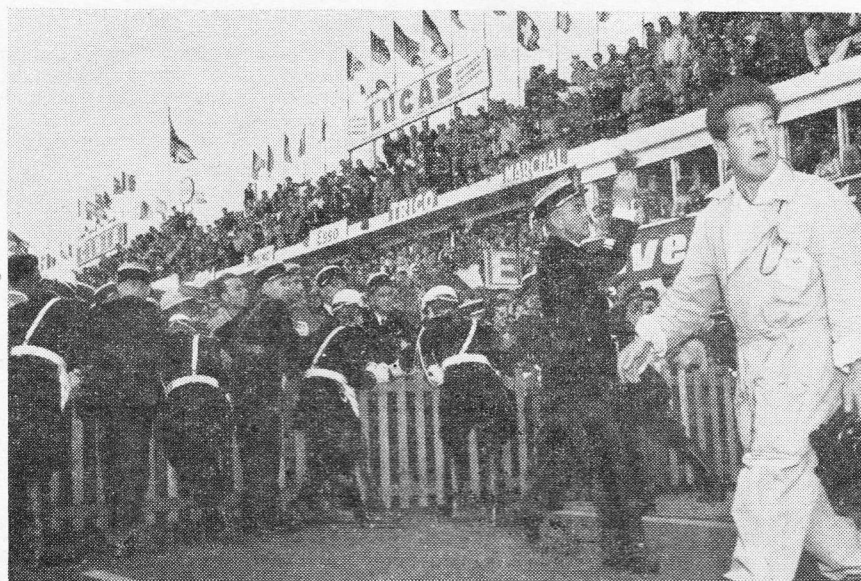
With AUTOSPORT an accomplished fact, the paper appeared to fill a long-felt want. Moreover, it was staffed by enthusiastic experts and, speaking for myself, I would like to put on record that if ever I wanted to try out anything new, G.G. has always given me a free hand. Believe me, this means much more than I can put into mere words. Having this support prevents one from continually worrying about missing out on other people; with plenty of scope, one has freedom to do the job—taking pictures.

During this period, I was still racing as a member of the unofficial M.G. team. My firm was still surviving, although I began to neglect it in favour of motor racing photography. Nevertheless, it was useful in that there was always somebody to help me out with processing, particularly during absences abroad. So that when I finally decided to give up the business, I was faced with the problem of how to take pictures abroad, with no one to whom to send them back for processing. This teaser finally broke down my resistance to 35 mm. photography. Armed with my plate Palomos, I had always looked down my nose at miniature equipment, regarding it as not quite for the professional. How wrong can one be for so long?

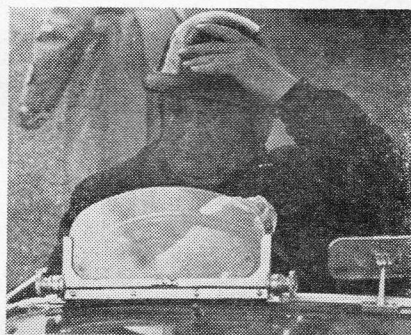
I armed myself with a Leica, which enabled me to take with me abroad a portable enlarger, some light plastic dishes and so on. With the aid of bits of string, drawing pins, brown paper and the odd eiderdown, hotel rooms were turned into dark rooms. Prints were produced on the spot, and this enabled the editor to make up AUTOSPORT to send the layouts back to base. The saving in time was enormous, and many people, even fellow pressmen, could never understand how AUTOSPORT managed to appear with such topical pictures following major events. Some of these jobs were accomplished under fantastic difficulties. In the early days, hot water was not always forthcoming in hotels, and I have had to order large quantities of tea, using the contents of the hot water jug for developing. I have developed 35 mm. film in my portable apparatus in the cabin of a Miles Gemini, in the back of the editor's 1½-litre M.G. when actually taking part in rallies, and in the gent's toilet during an official reception to Monte Carlo competitors.

Talking about rallies reminds me of the first post-war R.A.C. Rally, when I went with G.G. in the Y-type. Near a place called Lesmahagow (that name always makes me shudder), a half-wit driver of a refuse wagon suddenly turned sharp right on a one-way road. The M.G. somersaulted several times, and I finished up in the back, complete with the passenger's seat, and clutching my camera. I was knocked out, but the strange thing is that I took photographs of the crash, which I never remember doing. These were to come in valuable, when the other driver was charged by the police. I do remember returning south in an M.G. with half the bodywork missing—it was certainly a trifle draughty.

My own equipment comprises a Leica IIIC, together with four lenses; an f3.5



*COMMANDO TACTICS* are often necessary to secure pictures at Continental circuits. Here, for instance, is the police barricade across the track at Le Mans this year during the prizegiving, to keep at bay unauthorized—and authorized!—persons.



*HAT TRICK:* Phil never liked crash-hats, and was unaware that this series of grimaces had been recorded, just before he went out for a few practice laps in an Austin-Healey last year.

35 mm. wide angle, an f2 50 mm., an f4 90 mm., and finally, an f4 135 mm. With this equipment I find it possible to cover virtually anything. In conjunction with these lenses, I always use the open type of sports view-finder, as opposed to the optical type. This is no doubt due to the fact that it is very similar in general characteristics to the old plate camera set-up.

My favourite lens is, without a doubt, the 90 mm. which I use for the majority of my speed shots. I like it for many reasons, the most important being its wonderful definition without distortion, a drawback which one must consider when using the 135 mm. However, I hasten to add that, at times, the foreshortening effect achieved by the large lens can be most dramatic. Off circuit, the 35 mm. is ideal for taking pit stops, and any place where space is at a premium. I always use this lens at the Paris Salon, because it enables me to stand that much closer to the subject, whereas enthusiastic Parisians are difficult to control if one has to get back far with the bigger lenses. Having to shout that much louder, and wave my arms about, I would probably get camera movement with the 50 mm., no matter how small the exposure.

Normally I employ a medium speed panchromatic film, finding the actual definition better than with the faster stuff. Nowadays one can obtain ultra-fast film with fantastic speed ratings. I have tried these out in the winter, usually in a closely wooded observed section during a trial—a pretty severe test for any type of film. I must admit that I was amazed with the results the first time I used such a film.

On circuits, I like to back myself tight on the inside of a corner. This is my favourite angle and, with my old love the 90 mm. lens, I can shoot pictures sharp from the front of the car, right beyond the driver. To my mind, the final result is most satisfying, as you can get really good detail of the suspension at work (overtime on some cars). Also, the expressions on some of the conductors' faces are, to say the least of it,



highly diverting. The method of obtaining these shots is a combination of shutter speed and stop, together with a type of zonal focus I have developed which will give me sufficient movement on the car's wheels, which is the only real indication of speed in this type of picture, as opposed to the straight-pan speed shot, where one can hold the car, irrespective of speed, and get terrific movement in the background. I cannot emphasize too much that the follow-through when taking this picture is as important as the rest of the movement.

The main thing in miniature photography is to fill the negative; if this is done successfully, you are halfway towards the control of the grain, a subject about which I am afraid high-pressure amateurs talk too much. My pictures are never printed smaller than 8 x 6, and this often means an overall print size of 15 x 12 (when I have not really filled the neg.). I am not saying that I do not get grain; I do, but I do not worry about it unduly. Frequently my negs. are pulled up to 2 ft. x 4 ft., when grain is inevitable. When blown up to that size, one should, of course, stand back to get the full effect of the picture, when grain does not matter a hoot. Unfortunately, there are always people who must go right up to smell it, coming away muttering about grain the size of golf balls.

Anyway, skilful masking allied to some ruthless enlarging can produce some dramatic results, but this can really only be done successfully by people with all their own equipment, who can carry out the work themselves. So now we come to what I describe as the non-technical difficulties, and pride of place must go to the foreign police. There seems to be a national sport on the Continent of photographer-baiting by the police. On many occasions I have had trouble, real trouble. An early experience was at the Luxembourg G.P., when it was run as a 500 c.c. race. I was happily taking pictures at the hairpin, when along came a

character who might have just left the front door of the local cinema. He started pushing me around; this I did not like, and a fierce argument ensued, French on his part, and English on mine—with a few colourful terms of my own thrown in for good measure, which he seemed to understand. This developed into a pushing match, which my opponent lost, as he went head-over-heels into a large trench. I found out afterwards that he was a grand pandrum of the Duchy's gendarmerie.

Le Mans is a favourite hunting ground for *les flics*. Even furnished by the A.C.O. with the necessary brassards, "guaranteed to prevent trouble with the gendarmes", it is a 24-hour battle to get round the circuit and do one's job properly. Two years ago I hit on an idea which worked out fairly well. I was stopped by the law, and I played a deaf-mute part, just holding my hands up in despair, and pointing to my ears and mouth, emitting inarticulate sounds. After about five minutes I won, and the gendarme departed muttering something about "les Anglais". How he knew I do not know, unless he recognized the B.R.D.C. badge which I always wear on the Continent.

On another occasion I thought up another wheeze, teaming up with one of my opposite numbers on a contemporary. This was at Nürburgring, where all you can get out of the rozzers is "Nix, nix", when you want to go somewhere. Up came a policeman wearing one of those long macks beloved of the late Sid Field. Then followed the usual "Nix, nix", whereupon I started waving my arms about, and calling "Englander". There was now a lot of pushing going on, and I stopped short to point to my colleague who was getting down the road fairly well. He broke off his argument with me, and started chasing the other chap. This let me go my way, so between the two of us he got nothing except hot round the collar. Having reached our spots, we had to work like mad, for the Germans, unlike the French, hate to give

best to photographers, and reinforcements were soon under way. The dodging began all over again, but pictures had been shot, without any gun-play.

Non-technical snag No. 2 is the over-exuberance of certain marshals. Now let me hasten to add that marshals, on the whole, do a wonderful job, but there are characters, probably new to the game, who unwittingly get under one's skin, often causing good pictures to be missed while they engage you in arguments.

Finally, there is the wrong type of pass. This seldom happens in Great Britain, but quite recently I was at Nürburgring, where AUTOSPORT is registered for the purpose of proper facilities and, on application, was presented with a brassard which confined me to places occupied by the public. There was another type of brassard, which allowed fairly free movement, but I was told that only 12 of these had been issued, eight going to the German press, the remainder being split up between accredited representatives of motoring journals. So I did not get one (at least not from official sources). Imagine my disgust when I found at least five "tourists" proudly wearing the brassard. I do not altogether blame them, but I do feel that promoters should be more strict with the issue of track passes, even to the extent of having the national club thoroughly vet applicants; they could then confidently leave the experienced men to get on with their jobs, relieving marshals and police of unnecessary and onerous duties.

Well, then, so much for moans. That is a privilege which everyone enjoys in this country, but I would like to place on record the large number of helpful and altogether charming folk one meets at any motor sporting event, be it racing, rallies, trials or motor shows. My fellow professionals are as fine a bunch of chaps one could possibly meet and, so far as I am concerned, I have never come across any of the so-called cut-throat rivalry which is supposed to exist between us.

### ALEXANDER ECONOMY

ALEXANDER-LAYSTALL conversions for many of the popular cars are well known for improving performance considerably without increase in fuel consumption. However, now that every drop of fuel is precious, Alexanders have drawn our attention to their new "Super Economy" conversions, introduced just before the London Motor Show, which increase engine efficiency in order to provide a very considerable reduction in petrol consumption without loss of performance. On test, an Austin A30 was sent, with two up and luggage, on a 6,000-mile trip through Austria, Switzerland and Italy, to Yugoslavia and back, over which the fuel consumption averaged 55.56 m.p.g.

The conversion includes reshaping and polishing the cylinder head and raising the compression ratio, fitting stronger

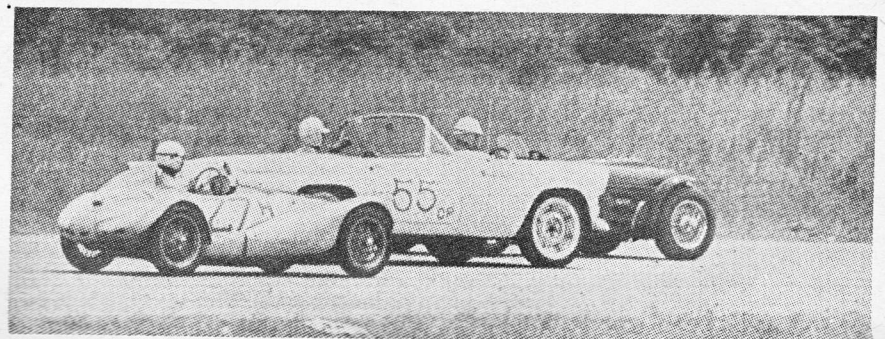
valve springs, modifying the carburetter, and raising the axle ratio, which latter, of course, also makes for more comfortable cruising and less engine wear. The complete job, undertaken at Haddenham, costs about £35, which includes fitting a recalibrated speedometer, and a full de-carbonization and valve-grind. Exchange kits of parts are also available, which reduce the cost to about £24. The conversion is at present available for the Austin A30, A40 and A50, Morris Minor, Cowley and Oxford and the Standard 8. The range will shortly be extended to include the Austin A35 and the Morris

Minor 1000. Inquiries should be addressed to the Alexander Engineering Co., Haddenham, Bucks.

### ECONOMY BY AUSTIN

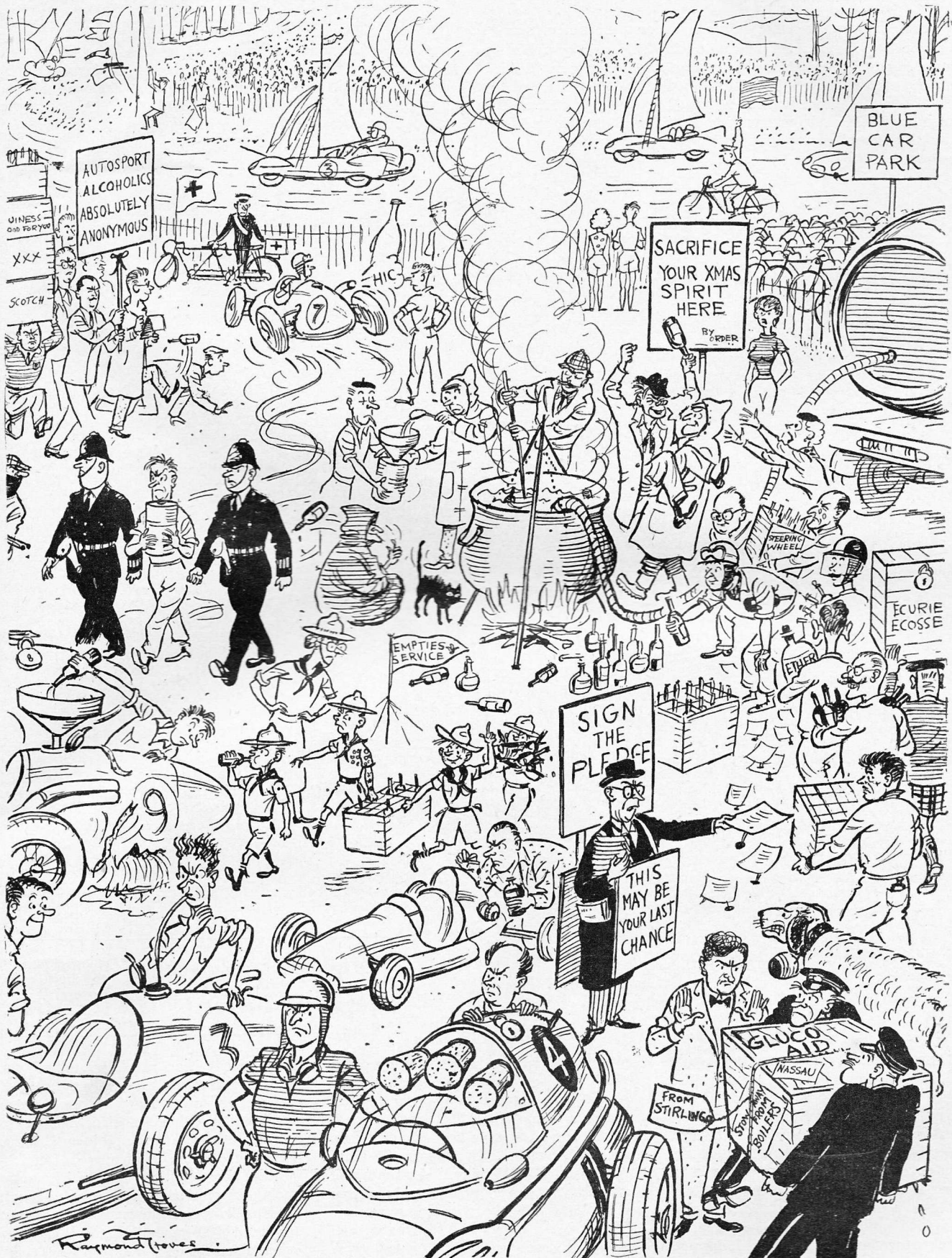
AN Austin A35 saloon, driven by Joseph Lowrey, has achieved an average fuel consumption of 53.7 m.p.g. during an R.A.C. observed economy trial. Official R.A.C. figures show that despite an average speed of 31.6 m.p.h., which was maintained under normal traffic conditions, the A35 used only 9.75 gallons of ordinary premium pump fuel in covering 524 miles.

DAVID-v.-GOLIATH: The little car in this picture (from the S.C.C.A. Journal, November-December) is Bill Betts's 750 c.c. Giau. It is about to pass a Ford Thunderbird and an Edwards Spl. to win a race at Mansfield, Louisiana, during a meeting of the S.C.C.A. (San Jacinto Region).





**IN PLACE OF THE USUAL OX-ROASTING . . .** The off-on-off Boxing Day Brands Hatch Race Meeting *might* have been like this—suggests Raymond Groves





# ECONOMY CORNER



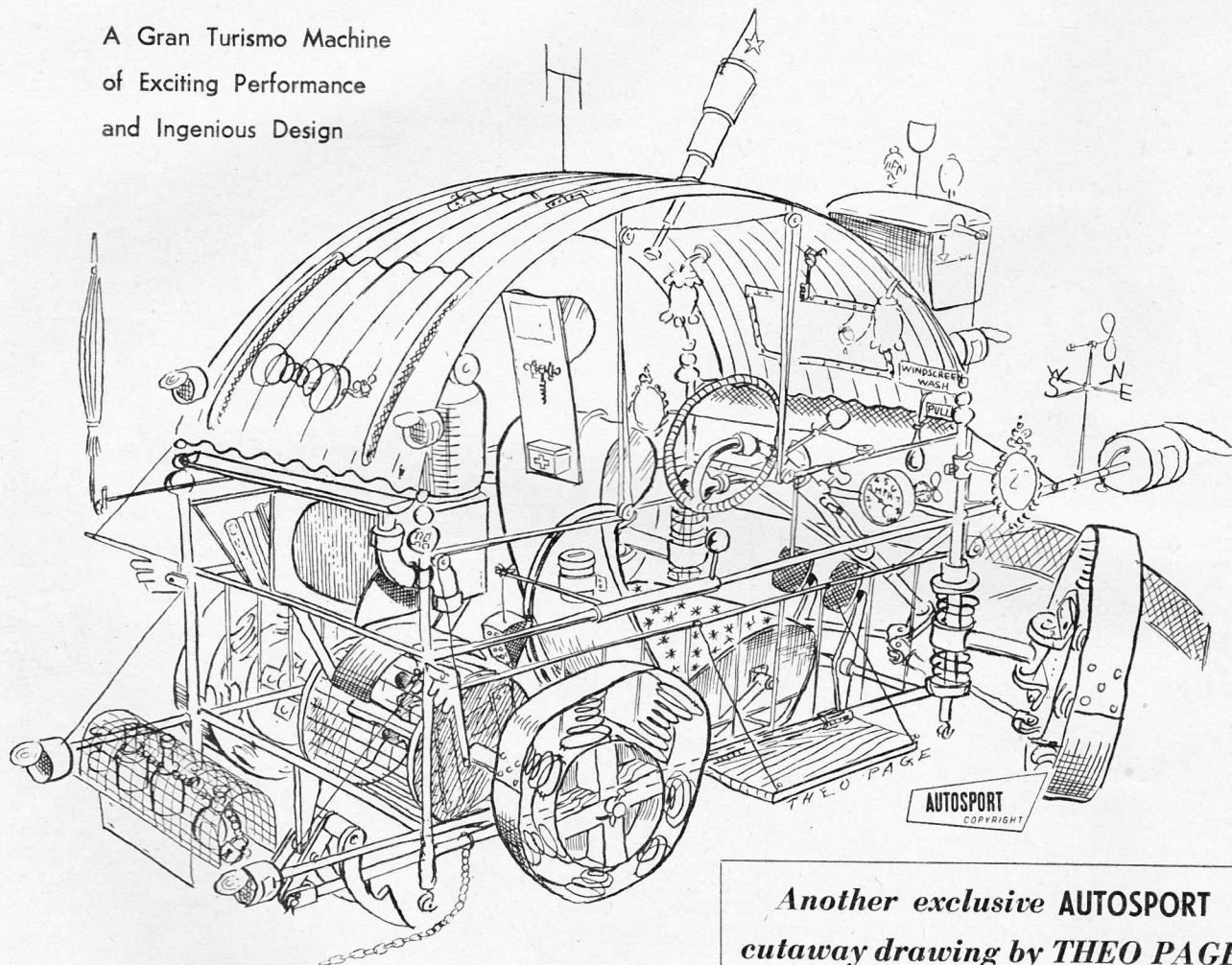
It has not escaped our notice that certain contemporary motoring journals have reacted to the fuel crisis by publishing a number of exhaustive articles on petrol economy. Let it not be thought that AUTOSPORT is insensitive to the pressing need for the utmost conservation of our limited stocks of petroleum spirit; AUTOSPORT goes one better, however, and for our Christmas issue we take pride in presenting for the first

time, on this or any other stage, two entirely new designs that use *no petrol at all*. Alternative forms of propulsion have been dismissed by our contemporaries as impracticable—but mark our words, these hitherto unrevealed developments will revolutionize the automobile industry and bring sweeping competition successes to Britain in the coming season—or we'll know the reason why.



## Design No. 1 — THE HANGOVER Mark 1

A Gran Turismo Machine  
of Exciting Performance  
and Ingenious Design



Another exclusive AUTOSPORT  
cutaway drawing by THEO PAGE

THIS week we proudly present an exclusive cutaway drawing by Theo Page of the new Grand Touring Hangover, a low-price vehicle of doubtful performance which bristles with novel features. Frame is built on the Victorian bedstead principle, and the barrel-top disc brakes are mounted on each side of the combined power-unit and final drive. Unrationed cheese is used for the fuel, together with "mouse-in-cage"

motor. Barrel hoops are employed for the ingenious "self-suspending" wheels, which have integral easy-chair springs, giving a remarkably "buoyant" suspension. The latest type hooded headlamps are constructed from high-quality jam tins, whilst a DS19-pattern steering wheel is used. A clever, direct-supply cistern is a feature of the windscreen washer. Note the elegant, rally-type driving seat, and the crash-proof, corrugated roof.

Heating has been carefully studied; the high temperatures, caused by the rage of the motive power being unable to reach the fuel, provide sufficient energy to ensure adequate internal temperature. Undoubtedly the Hangover is an important contribution to British automobile engineering, and should acquit itself well in short-distance events of up to about 100 yards. A team is being entered for the 1957 Relay Race.



## Design No. 2—THE MERCER SELDOM-ACTING HALF-STROKE BUBBLE ENGINE

THE first intimation we had of the existence of this prime mover was contained in the following dramatic letter received from the designers.

Dear Sir,

As the present trend of design in the Motor Industry is of a revolutionary character, my associate and I have evolved a car which will, no doubt, shake the industry to the half-shaft.

We are taking a liberty, I am sure, by sending you a copy of the specification, but there are features that must be brought to the eye of the motoring public.

The whole success of our venture has been upon the exclusive use of case-hardened Norgel pins, which has obviated all moving parts, and thereby resulting in complete immobility. These unique components were developed during a three year spell amongst the "hard cases" of Silverstone.

We trust that our design is no more revolutionary than others of late.

We remain,  
Yours, etc.,

G. A. NYE,

J. R. MERCER.

LIVERPOOL.

### MERCER SELDOM-ACTING HALF-STROKE BUBBLE ENGINE

#### General

As will be seen from the drawing, this engine is of orthodox construction. The only unique feature is the use of case-hardened margarine as a basic material. This is easily machined and moulded, thereby ensuring low production costs.

The engine utilizes a mixture of common soap and water as fuel. The ratio of 85.19/14.81 has been found most suitable for Grand Prix use with a compression ratio of 79.3/7 and bursting point at 5°-7'-29.2" before T.D.C. For normal road use these figures would be 86/14, 6/1 and 3°-2'-11" respectively.

The engine is of revolutionary conception, in fact, it is so revolutionary it actually revolves. It revolves in the same direction and at the same speed as the crankshaft. This means that at all speeds the crankshaft is stationary. The advantages of this are immediately apparent—lack of wear, low piston speed, smooth running and the ability to replace all components whilst the engine is developing maximum power, to mention but a few.

As can be seen from a torque graph, the power comes in very late and goes out very early. It seems likely that this characteristic was inherited from the design staff.

The engine is very quiet in operation, the only sound being a soft gurgling above 27½ r.p.m.

#### Cycle

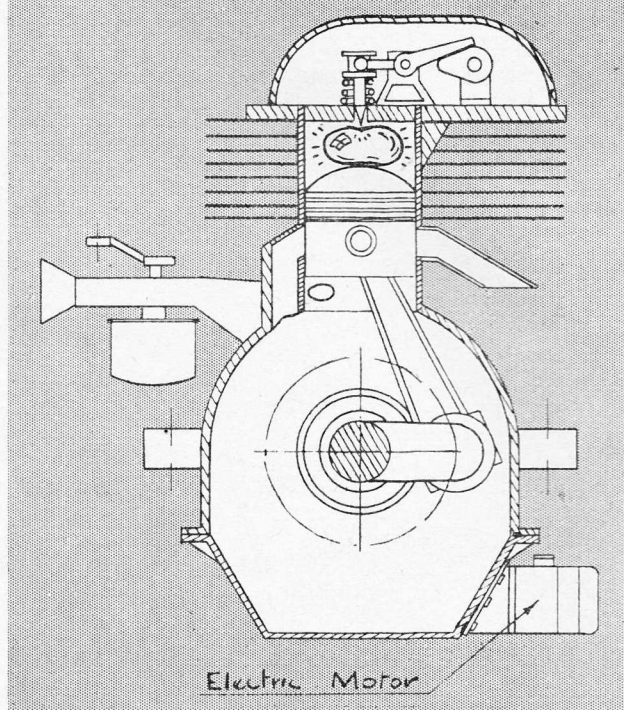
##### Stroke 1.

Piston moves up causing depression and thereby drawing fuel mixture into crankcase.

##### Stroke 2.

Piston moves down causing fuel to be blown into cylinder in form of bubble.

CROSS-SECTION of this unique power unit is shown here. Pre-ignition is apt to occur if too sharp a detonator is employed.



##### Stroke 3.

Pricker emerges from cylinder head, and bursts bubble. The resulting explosion forces piston down and cycle is repeated.

#### Specification

No. of Cycles—3.

Firing Order—1233223213111322321521.

H.P.—Deferred terms available.

B.H.P.—0.0012 Shetland Pony (5 hands).

Consumption—Galloping.

Reliability Factor—0.0001921576248.

Unfortunately further details cannot be released for security reasons.

(Signed) J. R. MERCER,

DIRECTOR OF TECH. DEVELOPMENT,

A.M.I., W.C. & CHAIN,

SALOON & BAR, B.S.F. SCHOLAR.

It appears that plans are also well advanced for a car to be produced by the same stable and the specification is appended below.

#### Mercer Mk. I Specification

Engine: Water turbine (oxial flow) liable to brake at any H.P.

For the G.P. model, the Mercer 3-cylinder, seldom-acting half-stroke, bubble engine is used.

**Suspension:** Front—unequal length wishbones (taken from different size chickens).

Rear—semi-elliptical helical springs.

**Final Drive:** Via main S.V. and Hypoid indifferential.

**Brakes:** Frequently.

**Coachwork:** Papier mâché (aerodiabological design).

**Steering:** Optional extra.

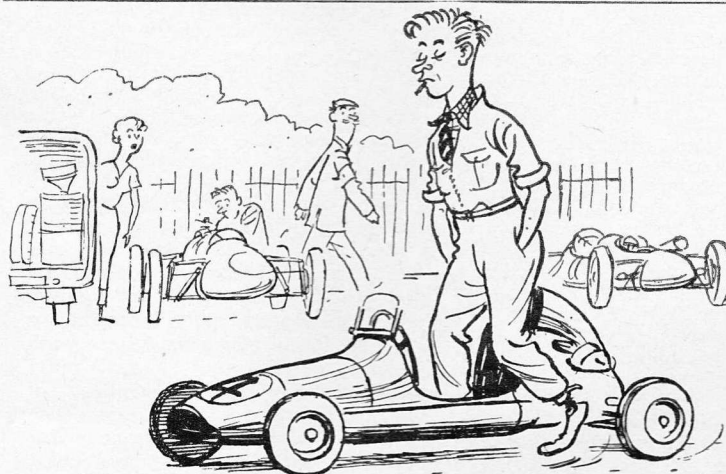
#### General Information:

Starting is cunningly achieved by operating the starting handle. This is pushed back and forth thereby pumping water from the reservoir tank through the turbine and so moving the car forward or in reverse (the latter being the only way of moving backwards).

When the hydroflow velocity is reached the aerodynamic sprays are switched on and so the water is delivered to the turbine at high velocity.

Such a simple design could not fail to appeal to the inhabitants of Manchester.

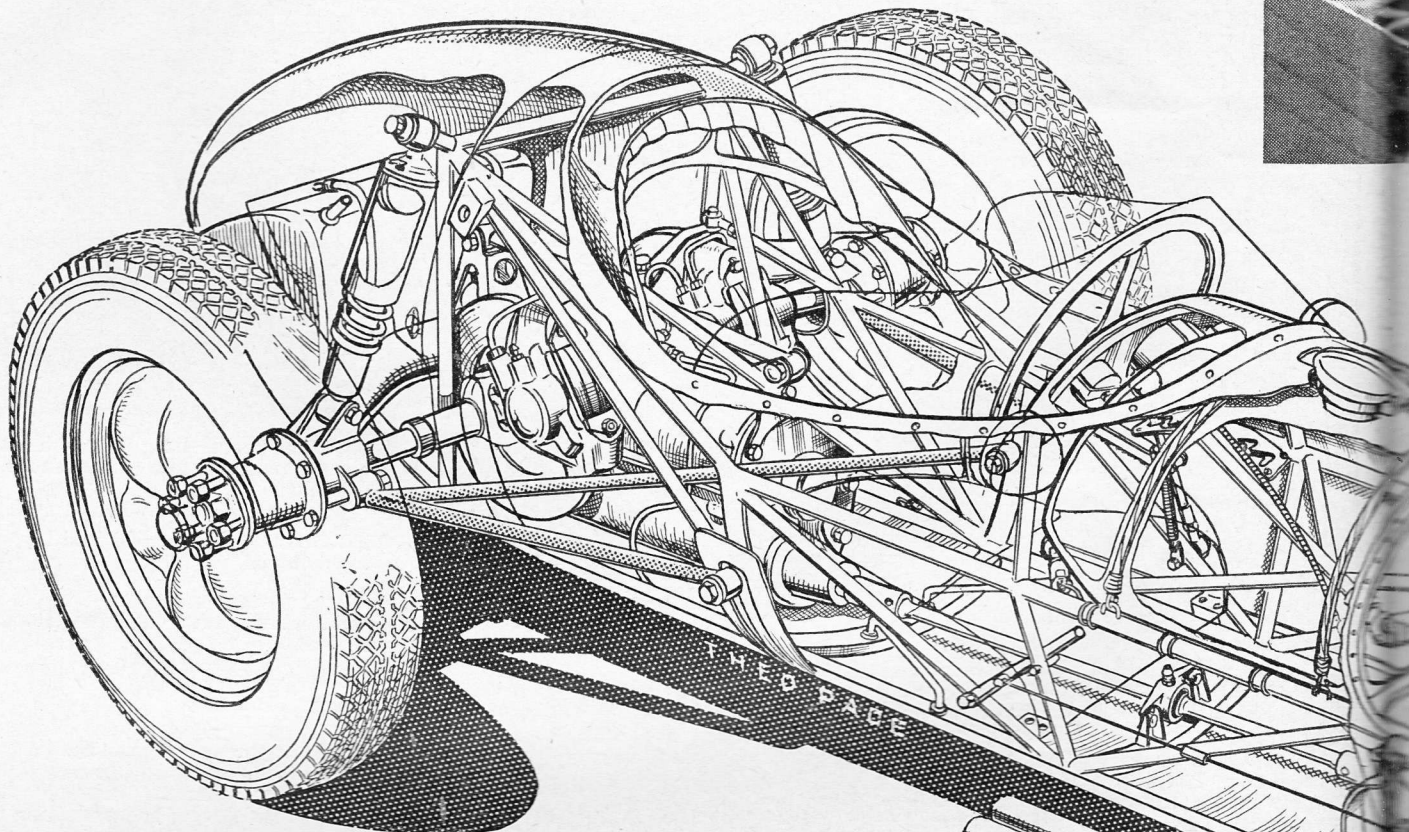
For security reasons, no further information can be released.





# THE FORMULA 2 LOTUS

*Over 140 b.h.p. in a 5 $\frac{3}{4}$  cwt. Car Promises Outstanding Performance for Colin Chapman's First Single-Seater*



INTRODUCED at the Earls Court Motor Show, the 1 $\frac{1}{2}$ -litre Formula 2 Lotus aroused great interest, not only for its clever design, but for the fact that it was the general public's first view of the twin-overhead camshaft Coventry-Climax power-unit.

In this fine Theo Page drawing, the salient features of the Lotus are revealed. The frame is constructed from square- and round-section tubes, and use is made of two of the main tubes as oilways to the tail-mounted, three-gallon tank which supplies the dry-sump engine. Of extremely light weight, scientific application ensures immense rigidity to the structure, which is in the modern space frame style.

Suspension all round is by helical springs and integral, hydraulic telescopic dampers. A new departure for Lotus is the employment of wishbones at the front. These are of fabricated tubular pattern, the bottom ones being slightly longer. An anti-roll bar is incorporated in the top wishbones, the torsional arms forming half the wishbones. Steering is by rack-and-pinion, the short column having a claw-joint at its extremity, which controls the main operating rod to the nearside of the steering unit.

At the rear a de Dion axle is employed, with a single central tubular radius arm at the top, and dual lower radius arms, the offside one being

shaped in the form of a wide "A".

Inboard disc brakes are mounted at the rear: wheels are of a novel pattern, constructed of magnesium alloy with pronounced strengthening ribs. Disc brakes are also used for the front.

The power-unit is located fairly far back in the frame, behind a raked-back radiator block. An oil filter is attached to the rear of the block, but there is no separate oil-radiator. Dimensions of the Coventry-Climax engine are 81.2 mm. x 71.1 mm. (1,475 c.c.), the eight valves being operated by two chain-driven, overhead camshafts. Carburation is by a pair of double choke carburettors, and power-output is given as 141 b.h.p. at 7,000 r.p.m.

Of absorbing technical interest is the combined five-speed gearbox and final drive. This provides a step-down of 6 ins. to the propeller shaft: the latter is only  $\frac{1}{4}$  in. in diameter, being constructed from high-tensile steel, and is, in effect, a torsion bar. The gear lever operates in a quadrant, all ratios being selected progressively. The primary shaft moves longitudinally, incorporating dog mechanism which passes through the centre of each gear pinion in turn, the latter having internal splines. All gears are indirect, and the mechanism is being made specially in Germany for Lotus, no British manufacturers being able to give a reasonable delivery date

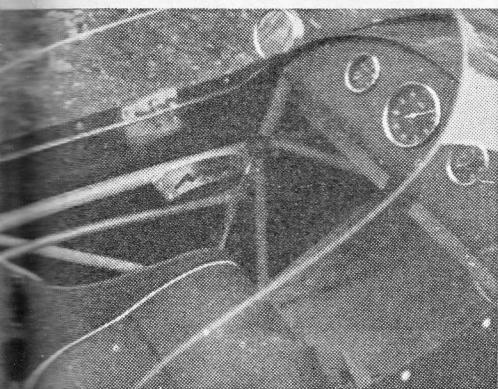
for the completed components. Final drive is by hypoid gears.

The bodywork is as compact as is consistent with single-seater requirements, and, although narrow, has most pleasing lines. A 12-gallon fuel tank is carried in the scuttle, more or less above the driver's knees. The seat is steeply raked, providing almost a reclining position for the driver.

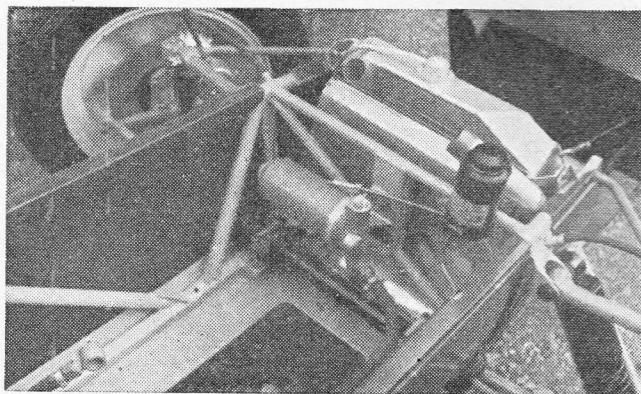
With an engine developing over 140 b.h.p., and a dry weight of approximately 5 $\frac{3}{4}$  cwt., the F2 Lotus should have a remarkable performance. It is, of course, a comparatively tiny machine, with a wheelbase of 7 ft. 4 ins., 4 ft. track, and tip to nose length of 10 ft. 11 ins.

Full provision has been made at Hornsey for a series of these cars, and it is hoped that several of them will be completed in time for the opening of the 1957 season. Main difficulty is the engine situation, and the supply of 2-o.h.c. units will naturally be tight until the season is well under way.

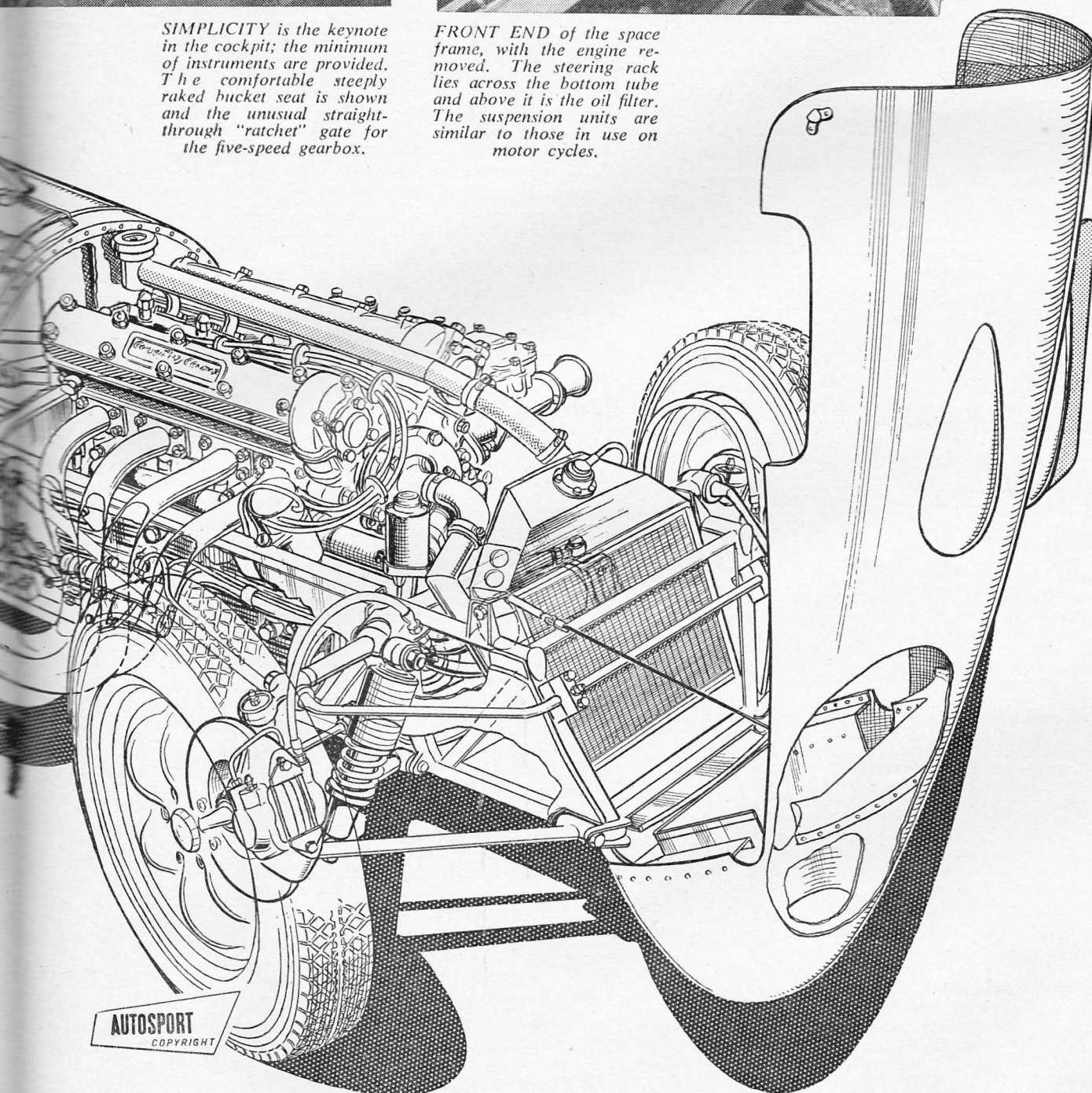




*SIMPLICITY is the keynote in the cockpit; the minimum of instruments are provided. The comfortable steeply raked bucket seat is shown and the unusual straight-through "ratchet" gate for the five-speed gearbox.*



*FRONT END of the space frame, with the engine removed. The steering rack lies across the bottom tube and above it is the oil filter. The suspension units are similar to those in use on motor cycles.*



**AUTOSPORT**  
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*Another Exclusive AUTOSPORT Cutaway Drawing by THEO PAGE*



# CORRESPONDENCE

## Trials

DEAR, dear, Mr. Simpson—you *have* dropped a brick! That Dellow which won the R.A.C. Championship in 1951 most certainly would not reach the start of any section these days, as it wouldn't be allowed to compete, through not complying with the current R.A.C. formula. This very good car belonged to Wally Waring and had an engine almost amidships; it was thus a car far, far from a standard Dellow.

We personally have no desire to drive our cars at 80 miles per hour, but, though being somewhat timid, we do not think that having done so we would be reduced to nervous wrecks. We also have no reason to believe that our cars are any more roadworthy than others competing in trials. During the course of time we have followed many trials cars, but obviously not those that you have followed, Mr. Simpson; the ones we have been behind have proceeded along an excellent straight line, as well as going around corners in a most pleasing manner.

REX CHAPPELL,  
GEOFF NEWMAN.

WOLDINGHAM, SURREY.

YOUR correspondence on the subject of trials should provoke a lively interest. I first spectated at a car trial at the age of three and became a confirmed enthusiast!

In more than 20 years as a "trials passenger"—since the M.G. Car Club's "Abingdon" of 1934 and most recently as Michael Lawson's passenger in the Bristol Club's November "Fedden", the fascination of trials has never waned.

The friendly spirit in trials is surely more marked today than ever before; the competition no less keen and spectator interest undiminished, as witness the crowds at the Knott Cup Trial in Dorset, opening event of the winter season.

In the forthcoming period of petrol rationing, this exhilarating branch of the sport with its very modest petrol consumption should acquire many supporters from the rally world, and we look forward to seeing new names in the entry lists. They can be sure of a real welcome from the established trialsmen like Geoff Newman, Rex Chappell and Michael Lawson, to name but three.

We look for AUTOSPORT's valued support and encouragement, for trials are very much alive today.

IAN MACKENZIE.

LONDON, S.W.1.

## U and Non-U

WHILST applauding Mr. Webb's idea for a Connaught

Supporters Club, may I heartily deplore the suggestion that these supporters should be so burdened by their affections that a lapel badge is their only means of demonstrating them. This horrible object is just one of the hall-marks of what is called by another excellent journal a "shmoe". Should you not be familiar with this term, I should briefly explain that sartorially it would be in the worst of taste, and that in the world of "U" and "non-U", it would denote to all of the former (judging by the paddocks at our race tracks many erstwhile followers consider themselves very much in this class) how the heathen were amongst them. If supporters of Officine Maserati, etc., care to show their allegiance in this manner, this is possibly due to the extraordinary desire of the foreigner to make an exhibition of himself at all times.

No, sir, if you wish to appeal to the wealthy, the snob, the aesthete, and me, the only possible answer is a tie—only not one of those zebra affairs, please!

Viva AUTOSPORT. Floreat Connaught—and in 1957 B.R.G. for danger!

J. STANTON.

LONDON, W.8.

## The Brands Hatch Cancellation

IT would be interesting to learn the real reasons for the cancellation of Boxing Day Brands Hatch, for in their statement the organizers appear to have underestimated the enthusiasm of their regular supporters. A low attendance figure would, of course, create financial problems, while entrants from a distance might have found difficulty in getting their cars to the circuit.

Acknowledging the lack of public transport, the organizers perhaps consider it wrong for spectators from the London area to use a little of their basic ration for such purposes.

In the same way that some rally organizers have bowed to public opinion by camouflaging the intentions of competing cars, are race organizers pandering to the patriotic feelings of a general public which will not hesitate to use its cars to attend Boxing Day football matches, etc.?

Surely the ingenuity of the "fans" would have got them there; I, for one, would have (bi)cycled happily from the wilds of Norfolk.

D. PHIPPS.

BERGH APTON, NORFOLK.

## Club Racing

I AM afraid my letter of last week must have confused a number of people, as the word "agree" in the opening sentence should have read "disagree".

However, I think in all fairness, that if any dispute arises over the Mark XI Lotus being included in the 750 Club's 1,172 Formula—providing it complies with the Formula—surely the competitors are the most affected. They should say whether an unfair advantage is being taken. In this event, Junior and Senior Classes would no doubt cater for the beginners and the more serious types.

J. W. WHITEHOUSE.

HOCKLEY HEATH, WARWICKSHIRE.

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

## BOOK REVIEWS

Title: *Scale Model Cars.*

Author: Harold Pratley.

Size: 4½ ins. x 7½ ins.; 79 pp.; 18 photographs; over 30 diagrams.

Price: 5s.

Publishers: Model Aeronautical Press, Ltd., 38 Clarendon Road, Watford, Herts.

AUTUMN, 1956, has brought a spate of books on full-size motoring subjects, but one on scale modelling is a rarer treat. *Scale Model Cars* is a new work by one noted for his lifelong enthusiasm for motor racing. Harold Pratley, who was at one time with the British importers of the Alfa Romeo car, and who owns the famous old ex-Campbell 350 h.p. 12-cylinder Sunbeam—the first of the Bluebird line—manifestly knows his subject and is, indeed, ever ready to digress from technical instruction to bring in some item from the rich history of motor racing and motor cars. His modelling methods are those of a precision engineer, as shown by those of his models illustrated in the book. One regrets that more are not shown, and that the pictures are not larger, to do them justice.

While hardly offering the would-be modeller an A to Z introduction to an exacting hobby, the author deals with many problems, including the provision or adaptation of workshops and equipment, then details methods of tackling various constructional tasks encountered in car modelling, such as making working independent suspension of various types, and building wire wheels by a rather complex method, ideal for the larger scales.

The introduction in recent months of several detailed constructional model kits of marked accuracy will not, one hopes, reduce the number of "do-it-yourself" car modellers. It is one of the most fascinating of hobbies, and Harold Pratley's book should do much to bring in new "recruits" and guide them to its pleasures, while many an "old hand" will find useful tips in *Scale Model Cars*.

C. P.

THE *Motor Racing Diary*, 1957, just issued by Motor Racing Publications, Ltd., of 13 Conway Street, W.1, is just the thing to carry with you on those maddening train journeys confronting us all. You can browse in its tables of results, its Championships data, and circuit maps; you can make notes in the memoranda pages (on how late the train is, say), and you can study next year's Calendar, in anticipation of good things returning when that Canal is working again. Being also a Diary, there are ample spaces for notes on each day of the coming year. The whole is nicely bound, with rounded edges to preserve your pocket lining, and the price is 6s.

C. P.



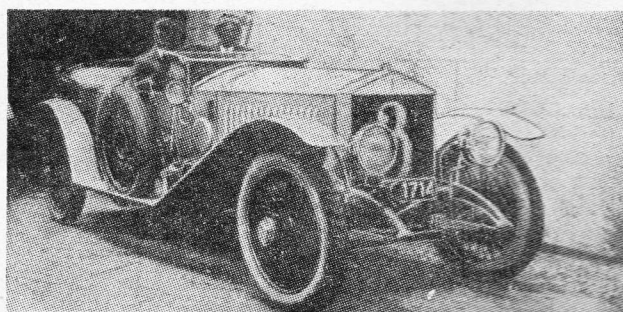
# PHOTOQUIZ

A Page of Puzzle Pictures for Identification in the odd Five Minutes during the Holiday Period—or the odd Hour—or Two Hours . . . Answers Next Week

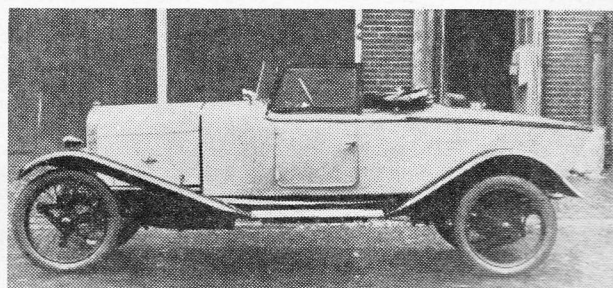
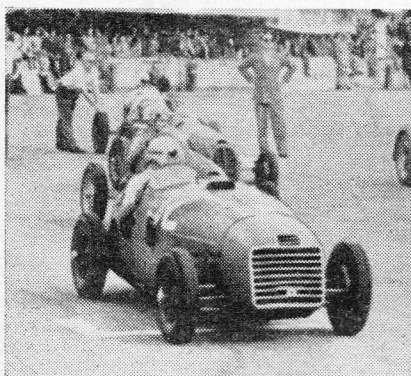


(Above) Who is the driver, and what is the car? Taken at Prescott in 1946.

(Left) And who is this driver, doing a "Le Mans" start at an early Silverstone meeting?

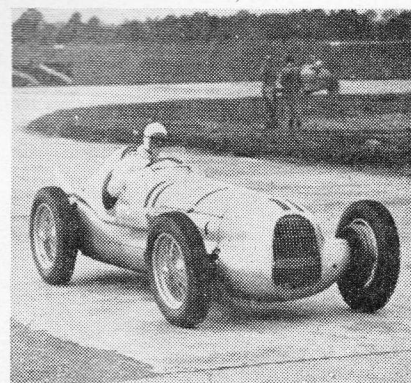
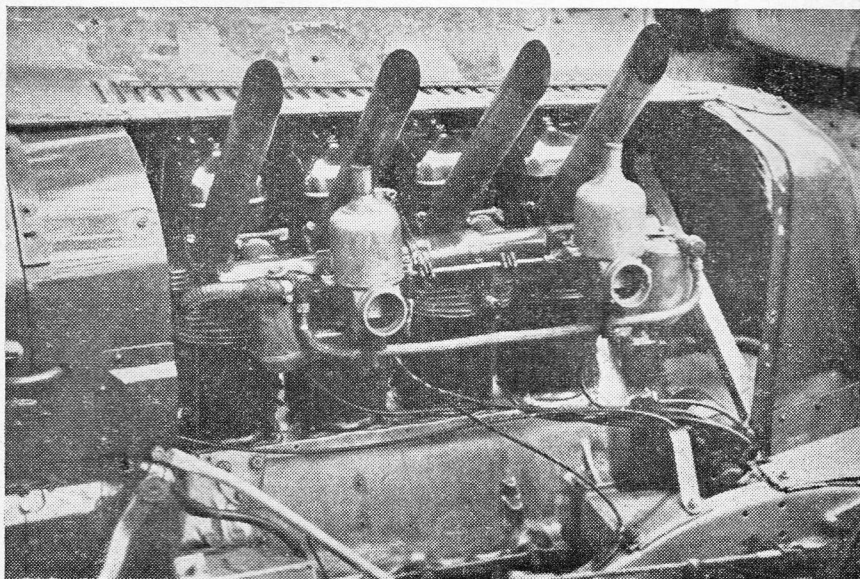


(Below, left) What make of car is this?



(Above) This very car, in the form shown, won a Grand Prix. What car?—and which G.P.?

(Left) Can you name this car? It was fitted with an Anzani engine. Want a clue? Think of Moss at a Le Mans start.



(Above) A pre-Hitler war German G.P. car, racing at Brooklands? Name it, and its driver.

★

(Left) Hill-climb-goers should know this engine and car. Do you?



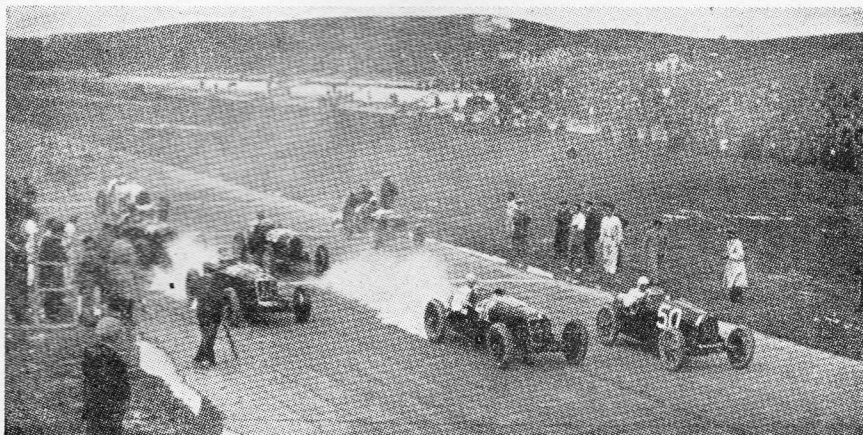
# CASE HISTORY OF THE

The Evolution of a Famous Italian Racing Marque

## Part 2

# MASERATI

By NORMAN SMITH



**BOLOGNA v. MOLSHEIM:** René Dreyfus's G.P. Maserati matches the pace of Achille Varzi's Type 51 Bugatti during a heat at Littorio in 1932. Fagioli won the Final in the 16-cylinder Maserati.

IN many ways the year 1931 had been a let-down for the Maserati firm after its surge to the forefront late in 1930. However, 1931's competition had been keener, and in the very nature of progress the promise for 1932 was great, bearing in mind the 2.8's wonderful showing at Monza. Thus Luigi Fagioli and René Dreyfus again cheerfully shouldered the responsibility of spear-heading the Maserati attack. But 1932 eventually proved a poor year for the 2.8-litre G.P. model, the real highspots in Maserati fortunes being reached—and plumbed!—by that perennially amazing brute, the 16-cylinder twin-eight.

Whether the 1932 edition of this fearsome freak was a new car or a rebuild of the original 1929 4-litre is a question that has no known answer at this writing, but the fact remains that as raced in 1932 the 16-cylinder had two 2.5-litre eight cylinder G.P. engines mounted side by side, as on the first 4 litre three years earlier. As in the case of the 4-litre, the new 5-litre 16 cylinder was fast—too fast for its roadholding, too fast for the circuits of the time and, on one terrible day, too fast for its driver. Nevertheless this was the car that *should* have registered for Maserati his first really major Grand Prix victory, that old, old story of bad pit work throwing away the winner's laurels in the 1932 Italian Grand Prix. The 16-cylinder, driven by Luigi Fagioli and Ernesto Maserati, had the legs of Alfa Romeo's new G.P. *monoposto*, and it was simply and solely due to their bad pit work, particularly when wheel changing, that Nuvolari's single-seater Alfa got enough lead to counteract the Maserati's superior speed, which Fagioli used to the utmost,

but could not recover the "start" he gave to the Alfa Romeo. So Maserati, instead of winning, was second, an honourable second but a tragic disappointment nonetheless for the car was never nearer winning. Fagioli incidentally showed just how fast the monstrous 16-cylinder was with an 112-plus m.p.h. record lap, an achievement which in these modern times never seems to merit the praise that once fell to the car and driver that did the best lap.

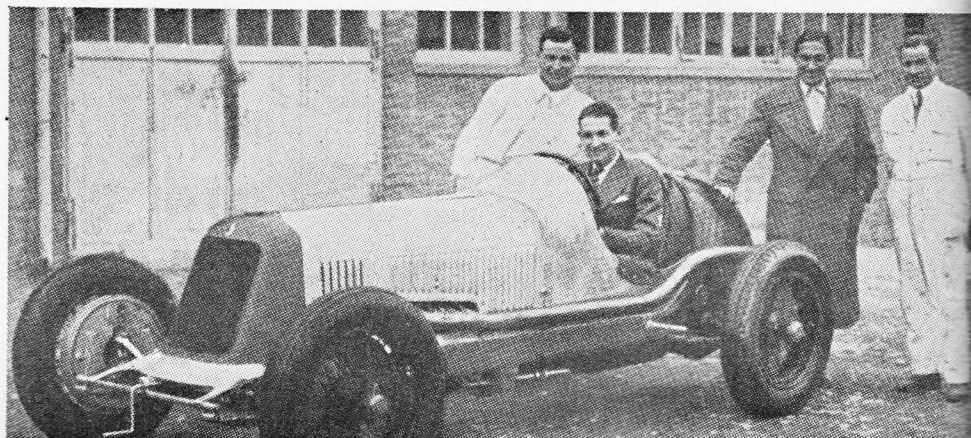
However, the old "Old Abruzzi Robber" got the taste of victory in the Rome G.P. shortly afterwards, for in this race the *Sedici Cilindri* romped home first at a fraction under the 100 m.p.h. mark, the third consecutive Maserati victory in this event. Fresh hands piloted the big car in its next outing (the Avusrennen at Berlin) and René Dreyfus laid fresh emphasis on its speed with a new lap record of 130.87 m.p.h., though he failed to finish—I think! After this Fagioli returned to retake command, and he scored another second in the Monza G.P. in September, then, later the same month, drove the brute at Miramas in the Marseille G.P., but was

only a very bad sixth. Quite by accident, Fagioli's fastest lap in the Monza Grand Prix was reputedly 112.22 m.p.h., exactly the same lap speed he'd done in the Italian Grand Prix in May, when driving the same car, a coincidental timing that perhaps adds weight to the belief that it was the faulty pit work and not the car that lost the Italian classic.

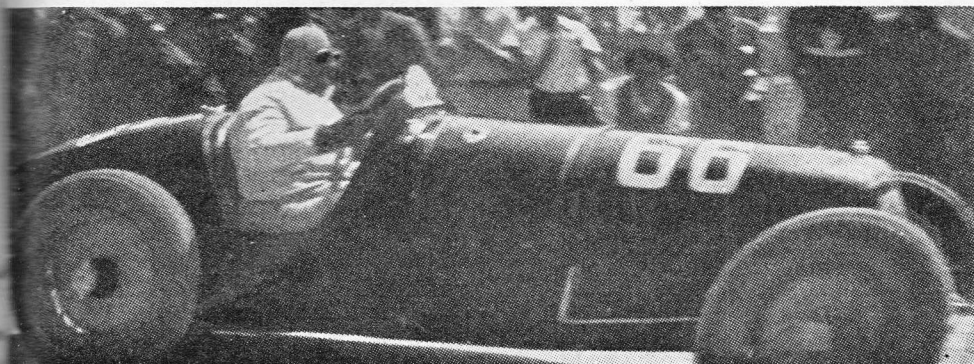
When the actual racing season ended the 16-cylinder was taken to Monthéry in December for some serious record breaking, the World's One Hour record being supposedly the primary target. The oddest part of the whole attempt was the choice of driver, for instead of the reliable and experienced Fagioli, it was one Ruggeri, who certainly had driven Maseratis before—but small ones. Unfortunately he "lost" the Maserati when travelling at high speed and in the inevitable crash he killed himself and wrecked the car completely. Ruggeri's death, coming as it did close on the heels of the natural death of Alfie i Maserati, was a bitter end to the year, but the remaining brothers, in the truest traditions of the theatre and the motoring world, continued the factory and its racing programme with scarcely less zeal, and in time 1933 became an even more intense season than any that had gone before, even the 16-cylinder being rebuilt.

But to return to 1932 and the gap in the Maserati story, for the 2.8 G.P. car, the 2.5-litre, the 1,500 c.c. voiturette and the 1,100 c.c. sports and racing models did have their moments. The 2.8 claimed third at Monte Carlo (Fagioli), third at Avellino (Fagioli), second at Nîmes (Dreyfus), whilst the 1931 2½-litre was second at La Turbie, and twice set a new Brooklands Mountain Lap record in the hands of Whitney Straight. Small car successes fell to Cerami (1,100 c.c. in the Coppa Ciano), Joly (1,500 c.c. in the Tunis G.P.), Veyron (1,500 c.c. class at St. Gaudens) and for the second year in succession the 1,100 c.c. class in the Mille Miglia, Tuffanelli and Bertocchi beating two Fiats at a speed a little below the average in 1931 (82.23 k.p.h. to 83.55 k.p.h.). Lastly the ill-fated Ruggeri's two third places must be listed

**FIRST MONOPOSTO:** Raymond Sommer in the first single-seater G.P. Maserati, early in 1933. On the right are Goffredo Zehender, who drove the car into third place at Tunis that year, and Ernesto Maserati.







to round off 1932's tale, one at Leghorn in the 1,100 c.c. Coppa Ciano and the other in the 1,500 c.c. event of the German Grand Prix on the Nürburgring.

Despite Alfieri Maserati's untimely death, the works plans for 1933 were much grander than ever before, and following the line of thought revealed by Alfa's all-conquering *monoposto*, the Bolognese factory early announced their own version of this new and enticing vogue. With, once again, a bigger engine (of 2.9 litres) the promised Maserati single-seater, on sale to anyone who cared to buy it, was apparently a suitable answer to Milan and to Molsheim, and with Campari and Fagioli to drive them for the factory their chances were excellent—better, indeed, than they had been almost since the works commenced racing. But again, as in 1929, it was the private owner, actually the Sommer/Zehender team, that first received the new single-seater, and the poor old works drivers made "do" for the early part of 1933 with hybrid machines of varying types and sizes, principally two-seaters.

The new 1933 single-seat Maserati, said in contemporary reports to be so light that its 210 b.h.p. made it extremely skittish, had a good start to its career, for Zehender was third on his very first outing with the car, in the Tunis Grand Prix. Nevertheless the car then failed at Monte Carlo, and it was not for many weeks—mid-July in fact—that the single-seater emerged as a serious winner of Grands Prix. Prior to

this stage being reached, however, the "works" Maseratis were "hodge-podge" efforts, Campari's car in the French Grand Prix, for example, being a mixture of old and new, the old two-seater chassis with the new 2.9-litre engine. But, be that as it may, the squat red No. 32 and its herculean driver won Maserati's first French Grand Prix victory! An element of luck pervaded his win, it is true, for he overtook Etancelin's crippled Alfa on the final lap, but the Maserati had been a forward runner from



*GREAT FIGURE* (literally) in pre-war Grand Prix racing before he met his death at Monza in 1933 was the burly Italian, Giuseppe Campari, who won that year's French G.P. in this two-seater 2.9-litre Maserati.

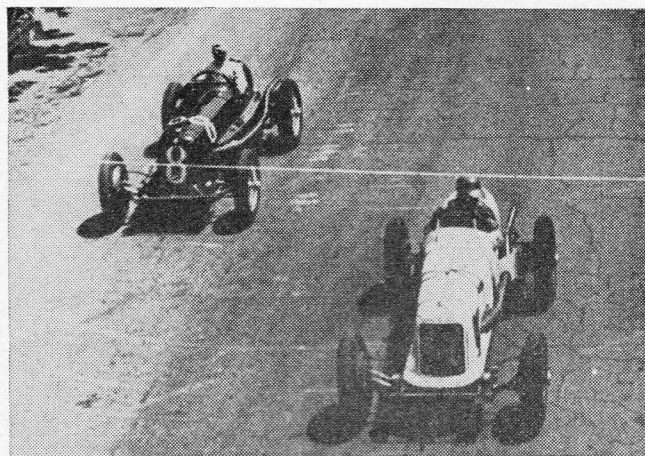
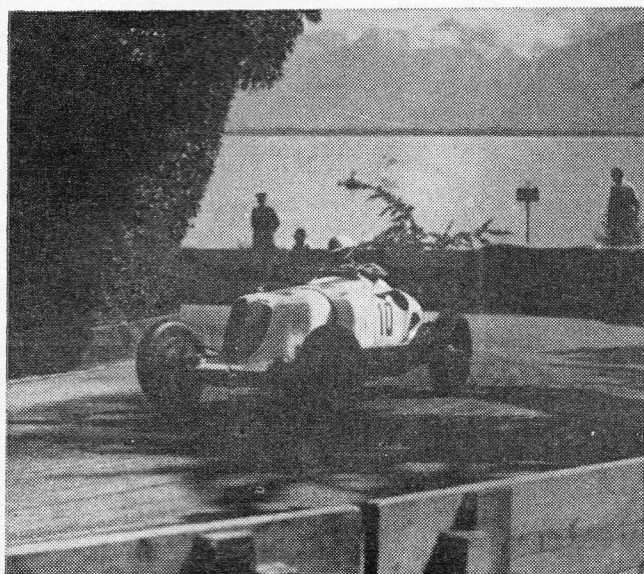
the start, had led for many laps and in all fairness must finally be accepted as a worthy winner, particularly as Campari had set up a new lap record in the course of the race. Not content with his Montlhéry laurels, Campari three weeks later repeated his fastest lap efforts in the Grand Prix de la Marne at Rheims, although his speed was some 3 m.p.h. lower than Nuvolari's 1932 record with the *monoposto* Alfa.

This 1933 French Grand Prix was a vital turning point for the Maserati fortunes that year, for it saw, besides the Maserati victory, the climax of a dispute between the Scuderia Ferrari and its chief drivers, Nuvolari, Borzacchini and Taruffi, and in turn all three became *Maseratisti* before the season's end, Nuvolari joining their ranks in time to win the Belgian Grand Prix in July. The car Nuvolari drove was a special single-seater with a 2.9-litre engine, and after pre-race bracing of a "whippy" chassis,

*MASERATISTI* from England: (Left) Hugh C. Hamilton with one of the Whitney Straight Stable's single-seater Maseratis at Barcelona, 1934. He was killed at Berne later that year.



(Right) Whitney Straight as he was in 1934, when he won the International Trophy and the Mountain Championship at Brooklands, the 50 Mile Donington Park Trophy, and the South African G.P., broke the Shelsley Walsh hill record, and gained many creditable places abroad.



*THE SAME PAIR* in action: (Above) Hamilton in the white Maserati leading Nuvolari's red car at the start of the 1934 Penya Rhin G.P. (Left) Straight in action at Montreux, where he finished second.



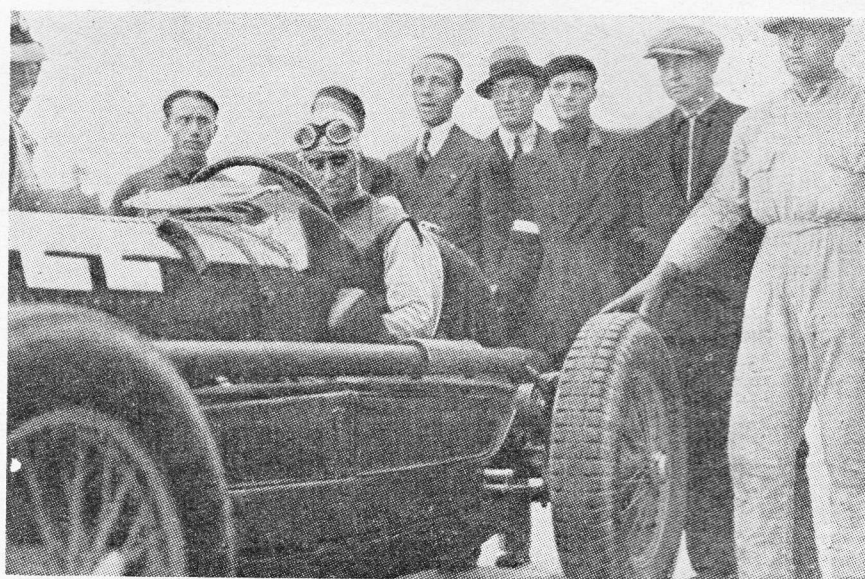
**IL MAESTRO:** The great Tazio Nuvolari at the wheel of a 1934 G.P. Maserati. In face of the new German opposition, he finished second at Pescara and Brno, and defeated the Ferrari Alfas at Modena and Naples in the new "six".

the "Flying Mantuan" literally ran off with the race, not only beating the Bugatti and Ferrari Alfas, but setting new race and lap records into the bargain. Thenceforth the Nuvolari/Maserati combination ran amok with first in the Coppa Ciano (and fastest lap as well), first at Nice, second at Pescara (again plus fastest lap), second in the Italian Grand Prix, and a new lap record in the Spanish G.P., in which race he was an easy leader until he had the misfortune to crash.

Besides Tazio, drivers Campari, Borzacchini, Taruffi and Zehender fought the good fight on the Trident's behalf, and the Maserati team of single-seaters in both the Pescara (Nuvolari-Campari-Taruffi-Zehender) and the Italian Grands Prix (Nuvolari-Taruffi-Zehender) was as powerful a line up as any that had till then represented the marque. Unfortunately the Sunday of the 1933 Italian and Monza Grands Prix was a black day for motor racing, three top-class drivers meeting their end on the shallow bankings of the Milanese speedway.

Of the three fatalities that marred the meeting, two were the Maserati drivers Campari and Borzacchini, the last named actually being in the cockpit of Campari's winning car from the French Grand Prix. This disastrous day for Maserati must have had a great influence on the actions of the works team in the following 1934 season, for, shorn of the experience of these two aces, even Nuvolari's legendary skill, when it was available, could not hold at bay the superior German and Alfa cars of the new 750 Kg. formula.

This last final year (1933) of virtual *Formule Libre*, first ushered in by the abandonment of the 1½-litre rating in 1928, had one very interesting development which must not be overlooked. That was the gradual revival of 1,500 c.c. and 1,100 c.c. scratch voiturette Grands Prix as curtain raisers to the larger cars,



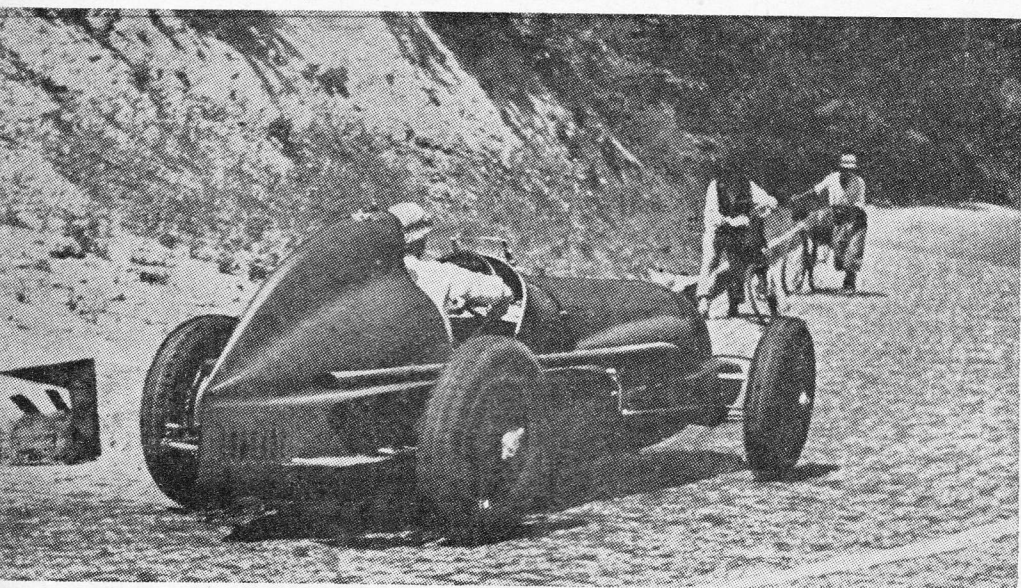
and in these classes Maseratis were a leading light, generally getting a car in the first three places in the majority of races. Outstanding exponents of these small Maseratis were Vagniez, Barbieri, Furmanik, Landi and Count "Johnny" Lurani, although only Barbieri, in the Coppa Ciano, and Lurani, in the Roma-Rocca di Pappa hill-climb, actually succeeded in winning.

Maseratis received their severest (and most amazing, from their point of view) setback in the small car class of the Coppa Acerbo, when Whitney Straight's blown K3 M.G. Magnette ran away from, and thoroughly beat, both Barbieri's and Furmanik's "baby" Grand Prix cars, a defeat neither driver could quite believe! Whitney Straight, ironically, was responsible for several Maserati successes in the course of the 1933 season for, piloting the ex-Birkin 2.5-litre machine, he won the Mountain Championship at Brooklands, set a new Shelsley Walsh record of 41.2 secs., won the Brighton Speed trials, finished second at Albi (with the lap record too) and, best of all, made B.T.D. in France's Mont Ventoux hill-climb, beating in the process what was said, by no less an

authority than Phillippe Etancelin, to be an "unbreakable" record.

Another sometime-considered "unbreakable" record was the World's acceleration test—that is, the Standing Start Kilo and Mile—but in 1933 a Maserati car, a 3-litre single-seater, privately owned at that, running on the Monthéry track in October, proved good enough to lift the S/S Kilo to 88.33 m.p.h. The driver was Hans Ruesch from Switzerland, a young man who till then had been known mainly as a competitor in the 1,500 c.c. class with Alfa Romeos. Ruesch later lost his record, but his dramatic eleventh hour success had given Maseratis a grand boost, and as it was known that a 2.9-litre single-seater, built to comply with the 1934 regulations, would be available for the new year, many drivers, amongst them Moll and Etancelin, placed orders with the Bologna factory. Whitney Straight even going so far as to order a complete team of cars which he intended to run in all the big races in England and Europe in 1934.

Many orders were received for the 1934 2.9 Maserati, because Alfas were ordered not to sell their fabulous *monoposto*, and as a result men like Earl Howe switched their allegiance to Bologna, rather than be disappointed with non-delivery of the eagerly desired Alfa. The flood of orders received at Bologna inevitably caused delay, but the factory did at least effect delivery to Straight, Howe and Etancelin in time for Monte Carlo at Easter. These 1934 cars had eight-cylinder supercharged 2,992 c.c. engines (69 x 100) that gave a rough 270 b.h.p. and a road speed of, under suitable conditions, 145 m.p.h., and even with the concentration of building these cars, the works still found time to provide Taruffi with a four-cylinder 2.3-litre two-seater for the



**"PHI-PHI":** Phillippe Etancelin, highly popular with his French compatriots, drove Maseratis with great gusto from 1934 to 1936. He won the 1934 Dieppe G.P. from the Alfa Romeo team, gained many other places, and won the 1936 G.P. de Pau with the 4.4-litre V8 Maserati. This picture shows him testing that car on the Raticosa Pass in Italy in 1935.



Monaco Grand Prix, an example of Maserati versatility that was further driven home when the same driver was given the 5-litre 16-cylinder in the Tripoli Grand Prix only a few weeks later. Taruffi had the most colossal smash when leading the North African race, being very lucky to emerge alive, but though he recovered to race again, the 16-cylinder died—never to be seen any more. The great Tazio Nuvolari, still driving the car he used during his brilliant ending to 1933, had had the misfortune to overturn it at Alessandria between the Monaco and Tripoli races, but with the determination so typical of the "Great Little Man" he was back in action in a couple of months, and in due course the Flying Mantuan and his Maserati pushed even the new Mercs. and Auto Unions.

But by far the most popular and most successful Maserati driver in 1934 was Philippe Etancelin, of the famous reversed cap and gritted teeth, whose duels with the Ferrari Alfas were a great feature of the day. He certainly had to bow to the might of Modena in race after race, but in the end he beat them at Dieppe in what was probably the

race that was the forerunner of Donington's great Grands Prix.

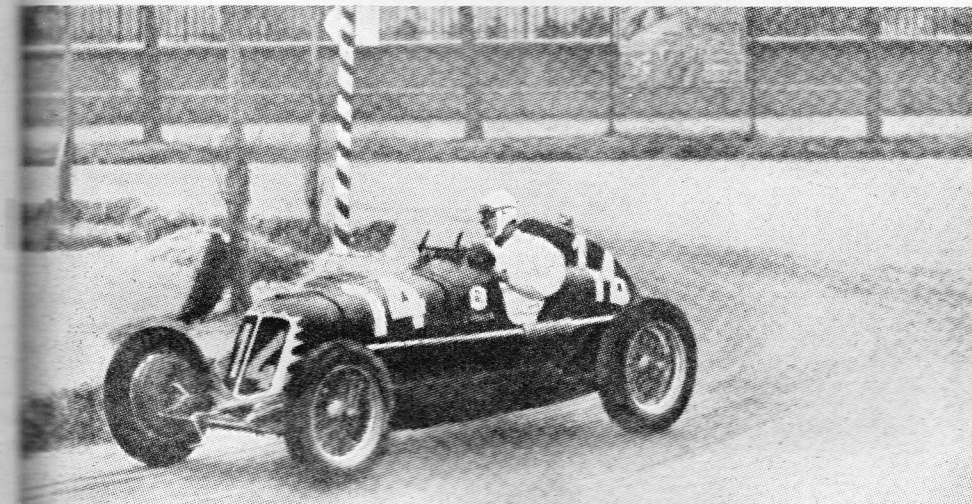
Straight even broke International class records and at Mont Ventoux, Vichy and in the British Empire Trophy his superb driving, good enough to win nine times out of 10, earned him second place in all three events. His team, composed of himself, Hugh Hamilton and Buddy Featherstonhaugh, was an excellent example of the amateur "Scuderia" element in motor racing, and the Straight stable's performances during 1934 will forever remain historic—for two reasons, one joyous, one sad! Buddy Featherstonhaugh, using the beloved Tim Birkin's old 2.5-litre Maserati, gave Britain a joy day when he won the second Albi Grand Prix, the first British driver to win a genuine Grand Prix for many years. The joy of this victory was too soon soured, however, for disaster came in the first Swiss Grand Prix at Berne on 23rd August, when Hugh Hamilton, Featherstonhaugh's colleague and a very fine driver indeed, met his death on the very last lap of the race, when his single-seater 2.9-litre Maserati went off the road into some trees.

did have a finer performance than its predecessor for, although Nuvolari was only fifth, and three full laps behind the winning Mercedes, he was a full lap ahead of the first of the 2.9s, all the Maserati entries—four in number—being privately owned, which, of course, makes quite a difference! After the Italian classic Tazio Nuvolari continued to pilot the six-cylinder, and at Masaryk (the Czech G.P.) he was third, then won in consecutive weekends at Naples and Modena, outdriving the Ferrari "invincibles" in true Nuvolari manner. Funnily enough, Hans Ruesch, hero of the s/s Kilometre record attempt, took the Nuvolari car to North Africa for the Algerian Grand Prix, where the men and machines that Tazio had just beaten soundly thrashed the Swiss—need more be said!

Parallel with 1934's Grand Prix revival came the first real glimmering of the resurgence of voiturette racing, in which class, of course, the small Maserati had been a power for some years. Both 1,500 c.c. and 1,100 c.c. Maseratis—four-cylinder models, first introduced in this form as an 1,100 c.c. in 1931—raced throughout the year and whether the upper or lower voiturette limit was applied or not, the "Trident" could, and did, remain in the forefront. Some idea of the popularity of the little Maseratis could be seen in the variety of events in which they ran, from Berlin's Avusrennen in North Europe to Naples in Central Italy. Precisely how many wins fell to the Maserati light car this year may not be accurately assessed, but Count Castelbarco scored an important success in the 1,500 c.c. class of the Eifelrennen on the Nürburgring. One Malaguti won the 1,100 c.c. class of the Coppa Ciano, with Matrullo second, and Hans Kessler added another nice success with the fastest lap (and what was really the first official lap record!) in the first Prix de Berne over that city's fine Bremgarten circuit. The star Maserati 1½-litre driver of the year, however, was a member of the Scuderia Subalpina, a young man by the name of Giuseppe Farina, and his startling driving from July onwards culminated in his winning the 1,500 c.c. class in the Czechoslovakian Grand Prix at Brno. Everywhere he drove he stood out to such an extent that even the British motor racing magazines of the times were moved to forecast "we shall hear more of this young man!"—and indeed we did!

Sports car racing at International level was not in 1934 a Maserati habit, and it was only around that year that a serious programme had been launched, but whilst it is true that success was recorded in minor national Italian sports car races and hill-climbs, the one exception was the Mille Miglia. For 1934 Maserati just had to avenge the M.G. victory of 1933! Thus Taruffi and Bertocchi had a special 1,100 c.c. car to drive in defence of their colours, and in vile weather conditions they drove so well that on returning to Brescia they'd averaged 64.16 m.p.h. to set a new class record, and to finish fifth in the General Classification behind the big Alfas.

It will be recalled that in 1933 the Swiss driver Hans Ruesch surprised the motoring world with his s/s Kilometre record of 88.33 m.p.h., and in the autumn of 1934 Ruesch once again



**BELLA VETTURETTA:** Ever-mounting opposition in Grand Prix fields caused Maserati to turn to the 1½-litre Voiturette class. They scored numerous successes, save when the British E.R.A.s were around, in the 1934-1935 period, with pretty little machines such as this, driven by Gino Rovere at Biella, 1935.

year's most popular victory. His places were legion and at Vichy, Montreux, Nice and Casablanca he got into the first three in the face of the crack Italian organization, and no race was won until the blue Maserati (painted that colour for France) was conquered.

Running Etancelin closely for individual Maserati honours were the Straight team cars, and in particular Straight's own blue and white 2.9-litre single-seater, which was equally active, equally successful and equally well known in England as in Europe, and which actually won more events that year than any other Maserati. Straight began with a not very encouraging failure in the Monte Carlo G.P., but once on the victory trail, in the J.C.C. International Trophy at Brooklands, the Anglo-American-Italian combination collected the Shelsley Walsh record, the Brooklands Mountain Championship, the second Heat of the Vichy G.P., and the Donington Park Trophy, a 50-mile

The new German cars had by mid-1934 toppled the Italians (Alfas and Maseratis alike) from their proud position of masters of Grand Prix racing, so that Nuvolari's return after his early season upset was greeted with delight by the Italian nation, his single-seater Maserati promptly doing its best to stem the tide with a second place behind Fagioli's Mercedes in the Coppa Acerbo. This was a morale booster to everyone, and as he was expected to have a new car at Monza for the Italian Grand Prix, Italy's hopes began to rise. The promised car actually materialised but was to all intents and purposes merely a re-engined version of the car he'd been driving for 12 months, the eight-cylinder 3-litre engine giving place to a six-cylinder 3.3-litre supercharged unit that was a good 20 b.h.p. more powerful than the 2.9-litre then in common Maserati use.

It certainly seemed, from the Monza race, that Tazio's new six-cylinder car



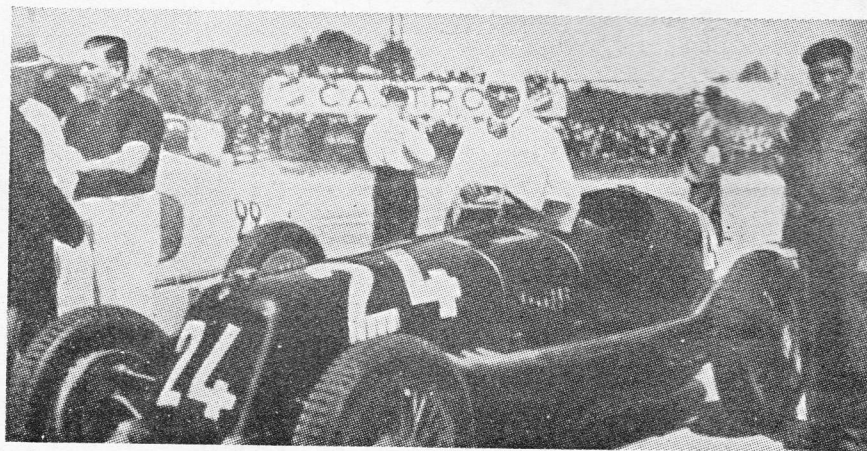
*UNEXPECTED but welcome was the third place which came Zehender's way in the 1935 French G.P. at Montlhéry, when he drove a two-seater Maserati steadily and well, to split a Mercedes 1-2-3 formation.*

broke this record, retaking it off John Cobb's Napier-Railton with a speed of 88.73 m.p.h., Ruesch actually using the same Maserati that broke the record 12 months earlier. Ruesch's record brought the total of Maserati-held records at December, 1934, to nine, one to Borzacchini (his fabulous 1929 Cremona speed of 152 m.p.h.), two to Whitney Straight's 2.9, one to Ruesch, four to Zehender and one to Furmanik's 1,100 c.c. four-cylinder, a record taken on the Pistoia-Florence autostrada with little publicity. Borzacchini's record, once the "fastest ever done on the road", will, however, remain for all time one of motor racing's historic feats.

Racing and record activities, unusually for pre war days, continued at the end of 1934 into early 1935, with a record attempt by Zehender (3-litre single-seater) at Montlhéry, and with a final race win by Whitney Straight's 2.9 in the first South African Grand Prix, staged at East London.

Traditionally the early months of a new year are months of work for the factories, and speculation for the fans, and the Maserati plans for 1935 were the subject of much conjecture. It was believed that a new 4½-litre Grand Prix car was being laid down to offer a real challenge to the then all-conquering Germans. The Fratelli Maserati early announced that nine separate types of Maserati would be available for 1935, but it was also made known that actual factory operation would not be tackled, the new cars, when completed, being run—à la Scuderia Ferrari—by the Scuderia Subalpina. This organization was headed by wealthy and enthusiastic Count Gino Rovere, and his team drivers were to be Etancelin, Zehender and the exuberant Farina of 1,500 c.c. fame from the preceding year.

Their machines were to include, as soon as possible, the new 1935 G.P. Maserati, but whilst this car was being readied they had to use the 1934 3.3-litre six-cylinder, followed by a 3.7-litre "six" which was merely an enlarged 3.3 in most respects. Indeed, the car Rovere himself sometimes drove was the actual machine Nuvolari had used in the last races of 1934, and which Hans Ruesch so lamentably misused in Algeria. Sad to relate, neither of the two different-sized cars used was remotely capable of winning a Grand Prix, for both Alfas and Bugattis were still running excellent



cars, and of course the Germans were nearly 100 per cent. dominant that year. Thus the Maserati trident, although it appeared in all the major Grands Prix, was relegated to the back of the class, the highest Maserati placing in a classic race in 1935 being Goffredo Zehender's third in the French Grand Prix—and that was most unexpected! In the minor Grand Prix races, Hartmann the Hungarian managed a win at Chimay (Frontières G.P.) but otherwise third place was again their best effort, Soffietti (at Pau), Etancelin (Tunis), Sommer (Picardy), Farina (Biella) and Hartmann (at St. Gaudens) achieving this distinction.

The 1935 G.P. Maserati, a V8 of 4.4 litres (a new departure in the engine department for Bologna), took longer to make its racing début than was hoped, the first of the line (of which, incidentally, only three were ever built) racing at Rheims in the Grand Prix de la Marne, c/o Philippe Etancelin, No. 1 pilot of the Subalpina organization. As so often happens with a new car, the V8 Maserati failed in its first race, and, sad to relate, the failures carried on throughout the rest of the 1935 season, the only occasion on which the car ran at all decently being when Giuseppe Farina led the Donington Grand Prix for 100 miles before the transmission failed. The V8 was a unique Maserati for, as far as I recall, it was the only model they ever made with both I.F.S. and I.R.S., the rear end possessing swing axles, semi-elliptic leaf springs and a torque rod.

In the voiturette field, too, the Maserati "star" fell just as rapidly from grace, for it was in 1935 that the E.R.A. began its European successes, scoring wins that would otherwise have gone to Bologna. Nevertheless, Maserati's 1,500 and 1,100 c.c. cars had enough power and speed to

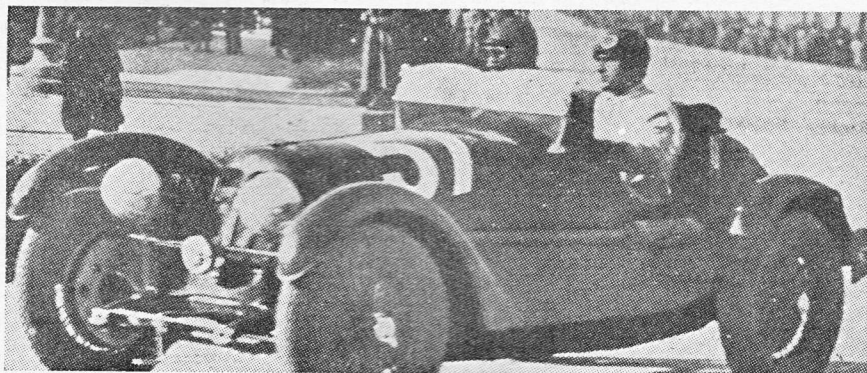
capture Heat 1 of the Albi G.P. (Barbieri), and to win the Junior Coppa Ciano (Tuffanelli), both classes at Modena (Tuffanelli and Berrone) and to run second at the Eifel (Ruesch) and Pescara (Bianco). Possibly, however, the most consistent 1,500 c.c. Maserati of 1935 was the 1½-litre "four" run either in sports or racing trim by Count "Johnny" Lurani, for it won so many class victories that repetition becomes monotonous—La Turbie, Kesselberg, Biella, Varese, Stelvio, etc., etc., etc.!! *ad nauseam, ad infinitum!*

Sports car participation this year was limited to the Mille Miglia, where the great Achille Varzi had a 135 m.p.h. 3.7-litre six-cylinder Grand Prix machine fitted with lights and mudguards—the joyous Italian way of those days of converting a racer into a sports car! Varzi was supported by Strazza and the Bianco/Bertocchi team with 1,100s, but the great Grand Prix driver had his red machine literally fall to pieces under him by the time he reached Florence, where he retired when in third position. Strazza, too, disappeared, leaving only Bianco/Bertocchi to go on to cover the full 1,000 miles. This they did with such zeal that they were seventh in the race, winning the 1,100 c.c. class at record speed, being actually the first car to reach Brescia—a feat that in pre-war days was in itself an achievement of some note.

International and Class records in that year of 1935 were a secondary item, the only one worthy of note being Furmanik's smashing of Humphrey Cook's E.R.A.'s s/s Mile and Kilo records in Class G. The Maserati was a 1,100 c.c. four-cylinder, and its speeds of 90.98 and 82.30 m.p.h. for the distances just mentioned, done, by the way, at Pescara late in the last three months of the year (on the Montesilvano straight?) were excellent performances to round off a none-too-successful season for the Maserati marque.

Maserati's ambitious multi model programme of 1935 went over board for 1936 in the usual general post during the winter racing recess, and for the new year it was planned to race the V8 in the

*(Continued on page 811)*



*TWO-WHEELER STAR* who also shone on four wheels was Cuzzi rider Ombono Tenni, here winning the 1,100 c.c. class of the Mille Miglia in 1936 with the four-cylinder sports Maserati. He finished second to Trossi in the Eifelrennen voiturette event the same year.



# NEW WINTER SAFETY TYRE GIVES MORE MILES PER COUPON!

Don't waste your petrol sliding about dangerous winter roads on spinning wheels and unsuitable tyres. Go safely, surely, over the most treacherous frozen or slippery surfaces on the Avon WINTER SAFETY tyre. Its deep-cut, self-clearing tread will not clog or lose its grip come ice, snow, mud or slush. Remember, every gallon of your ration must yield maximum mileage . . . WINTER SAFETY with its non-slide traction will see that it does! See your dealer—today.



*The Motor says  
of a comparative  
test on a trials hill  
in winter conditions, "With  
normal tyres the car came to  
rest after about three lengths: with  
the Avons fitted, a non-stop climb was  
made and later repeated from a standing start"!*

**STEER WITHOUT FEAR THROUGH SNOW, ICE, MUD AND SLUSH**



*NIGHT RALLIES* are by far the most popular pastime of Britain's club motorists. Accurate map-reading is as important as skilful driving and the tortuous minor roads generally chosen between controls often favour the smaller (and cheaper) cars.

but all the controls (whether manner or merely a code-word to be noted as proof of passage) were located at the roadside, and all the competitors had to do after correctly plotting the points was to motor to them within the time allowed. To sort the results out "on the road", organizers tightened up time schedules and chose difficult roads, and the skill of the driver became much more important to the results than was the case with the night trials. A relic retained from pre-war rallies was the driving test section. This consisted of a number of high-speed driving manoeuvres, against the stop watch, with speed and accuracy gaining marks. The rally, therefore, became a team event, with driver and navigator playing equal parts—a fact that has only recently become recognized when it comes to the presentation of awards.

What about *trials* since the war? At first these resumed much the same fashion as pre-war, but after a time the big V8 Allards became all-conquering and the M.G. and Morgan-mounted competitors stood little chance. Then came the brainwave that virtually killed trials for most competitors. Someone turned up in a Ford 10-engined "Special"—it cleaned the board, and before long all the big names were competing in stranger and stranger freaks—the engine mountings went further and further back, until anyone could easily lift the front end of a special off the ground. The authorities got worried about the instability of some of the "cars" and regulations were eventually drawn up limiting engine position and other essential details; but by that time the damage had been done, and trials were restricted to the few who could afford to run a special as well as their normal transport. Standing out from the rash of events with 1 in 2 hills for special specials, were the M.C.C.-organized Land's End and Exeter Trials, which continued to cater for the ordinary car, and which look as if they

## Clubmanship

Competition motoring is not all Grands Prix and Monte Carlos : The motor clubs (in normal times) have a packed calendar of events to suit all cars and all drivers—and here's what they have to offer

HAVING often been asked by prospective club members, "What are rallies?" or "I'd like to join a motor club but I haven't a racing car"; I thought it might be of interest to describe in more detail than is usually possible, some of the facets of club motoring: in fact, what club membership has to offer.

Pre-war, by far the most popular form of motor sport was the Reliability Trial. This could be indulged in by any form of car and one remembers events being won by Austin 7s (The Grasshopper team), M.G.s (Cream Crackers), Ford V8s and, just prior to the Big Bang, by the early Allards.

When the war ended, and with petrol rationing still in force, one or two clubs started to spring to life again, and it was soon discovered that the one-inch to the mile Ordnance Survey Maps had acquired a system of grid marking during the war years, and this system could be used to locate accurately any required point.

Great brains churned, and amongst the first users of these strange six-figure grid references were the Hants and Berks M.C. with their "Night Navigation Trials". The aim of these events was to provide a full night's sport, whilst keeping the mileage down to a reasonable figure (don't forget the basic). This was achieved by locating marshals in highly inaccessible places, and giving competitors a grid reference and an appropriate time allowance to get there.

RACING is no longer the privilege of the wealthy few. Anyone, in any motor car, be it family saloon, pre-war sports model or home-built special, can "have a go" in the handicap races which are featured in club meetings at many famous racing circuits every weekend during "the season".

This often meant about 70 miles motor-ing and nearly as much walking (or so it seemed) to find the marshals. Many of the early H. and B. controls had very humorous settings, and still cause many a laugh when competitors discuss them, but many people thought the events too light-hearted, whilst others objected to

By L. N. NEEDHAM

the fairly extensive amount of walking involved. It is worth remembering, however, that these night trials were probably the first post-war club events to top the hundred entries mark.

Developing from the night trial came the *night rally*. Here the by-now-familiar grid references were still used,





*TRIALS are a uniquely English branch of the sport, the object being to try to climb a steep and slippery gradient. Apart from those run for "specials", there are a number of classic trials—such as the M.C.C. Derbyshire, on which this picture was taken—which are designed for ordinary production sports and saloon cars.*

might be leading to a revival of standard car reliability trials.

When Silverstone became available, one or two of the larger clubs very tentatively organized race meetings, but it wasn't until eight relatively small clubs formed the Eight Clubs Association, that the "small" clubman had the opportunity of trying his hand at racing. As a result of a phenomenally successful handicapping system, the Eight Clubs catered for such diverse cars as pre-war Fords and post-war Jaguars, and their respective occupants ended the day feeling they had had a fair run for their money—a very difficult achievement with an event such as this. Since then "Club Silverstones", and club race meetings at other circuits all over the country, have become an accepted part of the summer calendar and have resulted in not a few new stars in the "pukka" racing scene. The Lotus story, for example, could well have been a different one without club racing.

Autocross is another post-war development, which soon divided into two schools of thought. One variety was virtually grass track racing, and was vigorously sponsored by the Sporting Owner Drivers' Club at Dunstable (where they established a kidney shaped course on a fairly smooth, chalk-surfaced



slope), whilst the alternative form consisted of timed laps of a semi-trials course, which naturally excluded most types of standard car. The former, however, can be tackled by the majority of normal vehicles, and provides a very inexpensive way of getting the thrills of racing without the attendant risks, although shock absorbers can take a beating!

These, together with driving tests, sprints, gymkhanas, social runs and so on, form the stock-in-trade of our motoring clubs. Small wonder then that most competitive motorists look forward to the resumption of the sport with eager anticipation.

Why not join a club yourself, if you are not a member of one already? There is no need to own a potent sports car—or even a car at all. Rally navigators are always in great demand and there are many other outlets in club life for the enthusiast. There are many short-distance rallies held in normal times, as well as "social runs" and indoor activities such as talks and film shows. The R.A.C. Competitions Department will supply the addresses of local clubs if you send them a stamped addressed envelope—or perhaps you own a car that makes you eligible for one of the many "one-make" clubs, which can give valuable help to those running the rarer and older vehicles.

#### Maserati—continued

Grands Prix and a new 1½-litre in the Voiturette events. One very important factor in the proposed 1936 plans was that Count Trossi, ex-president of the Scuderia Ferrari, had allied himself with them and it was commonly believed that he was, as Gino Rovere had been, the financial sponsor.

However, it needed more than money alone to convert the V8 into a Grand Prix winner, despite Etancelin's heralding 1936's racing by making one win—luckily he said!—in the Pau Grand Prix. During the 1936 season valiant attempts were made to get the V8 to live with the Alfàs and the German "Silver Arrows", but not even the best efforts of both Trossi or Dick Seaman could achieve the impossible, so that when 1936 ended the V8s quietly slipped into oblivion—and out of Grand Prix racing. The cars finished up, as so many other ex-Grand Prix cars have done, in either the Colonies or the States, the V8s in this case being sold in America after running in the 1936 Vanderbilt Cup race. George Weaver, purchaser of one of the V8s, has had over the years many local wins with his car, and only as recently as 1951 he won the Seneca Cup at Watkins Glen with it.

The really important part of Maserati's racing activity in 1936, and one of the turning points in their fortunes as racing car manufacturers, was the introduction of the 1½-litre Tipo 6C, a lovely little single-seater which was fitted with independent front suspension, then an innovation on smaller racing cars. The Tipo

6C first appeared in the 1,500 c.c. race at Monte Carlo, when Rovere drove it and retired, so when a pair of them went to the Nürburgring for the 1,500 c.c. Eifelrennen, few people anticipated the final result, a runaway 1-2 triumph for Maserati, Trossi and Tenni leaving all the opposition—and it included the E.R.A.s! That Trossi should have won was perhaps not too surprising; after all, he was a crack G.P. driver; but Tenni was straight from the Guzzi motorcycle team, and his second place backing to his team-mate left such an impression that today, almost 21 years later, the brilliance of the performance has barely been dimmed by the passage of time.

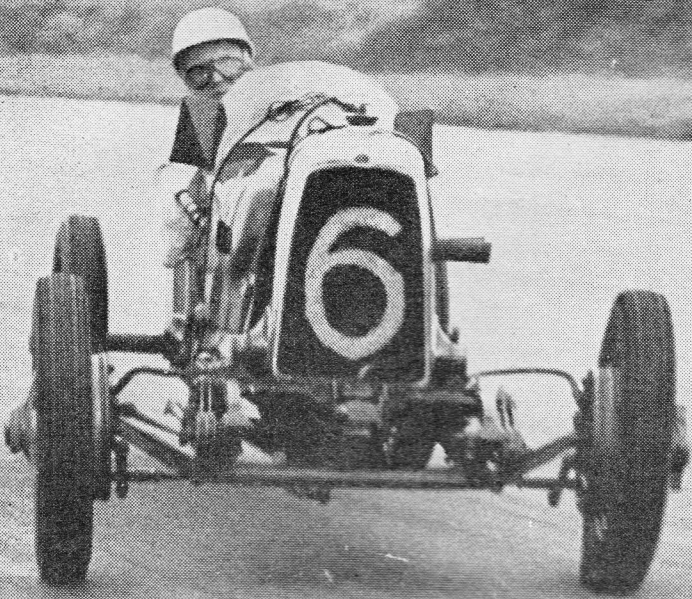
The Eifel success, of course, gave the new Maserati a tremendous reputation and one which, with Count Trossi's aid, it sustained with a series of wins that restored a great deal of Maserati's vanished prestige, and as the car came into general circulation later in 1936 other Italian drivers afforded the popular Count much valuable support. In the year's final count, first places in the Coppa Ciano, and at Modena, Milan and Lucca had fallen to Trossi, who also won his heat in the Picardie G.P. and finished second to Seaman's amazing Delage in the Coppa Acerbo, 1,500 c.c. class. At Pescara the officially timed speeds gave Trossi's 6C Maserati a deficiency of 16 m.p.h. on Seaman's car, and 13 m.p.h. on Bira's B-type E.R.A., so it was pretty obvious that the Italian earned his wins the hard way when up against the French and English

cars. Trossi, frankly, was the only Maserati driver that year at all capable of earning them a European victory, but in England the old Whitney Straight car came back with a bang. With the capacity reduced from 2.9 to 2.6 litres, Dick Seaman drove it in Donington's British Empire Trophy in April and won—easily, after which it passed, towards the end of 1936, into the hands of the Siamese Prince "B. Bira". In his hands, as previously recounted in AUTOSPORT in January, 1954, the 2.9 Maserati ended 1936 with some very high speed motoring, especially in Dublin's Phoenix Park where it upped the lap record to 102 m.p.h.

As in 1935, record-breaking by Maserati cars was not a prominent feature of the year, although once again a couple of rather outstanding performances were recorded, the remarkable Furmanik obliging, as he seemed to do at least once a year in pre-war days. This time, at Lucca in March, he set five new marks—four in a 3-litre and one in an 1,100 c.c. car. His 3-litre (Class D) records produced a maximum one-way timing of 162.56 m.p.h. (the kilo and mile average was 155 m.p.h.) which was then, I believe, the highest official speed ever recorded by a Maserati car, and which, perhaps, partially explains Maserati's gradual decline in Grands Prix—for the Mercedes did 180 in 1934!! Furmanik's little Maserati "4" was pushed to 131.9 m.p.h. for the flying mile in these attempts, relieving Abingdon of one of their honours in the process.

(To be continued)





## Club News

By STUART SEAGER

**W**ELL, we're on a starvation diet again—of petrol, that is! It will not be quite the festive season that it might have been, the two race meetings planned for Boxing Day, at Brands Hatch and Mallory Park, having been cancelled, but no doubt most of us will be able to do a little motoring over the Christmas holiday. If you are based in the Brands Hatch area, however, don't forget that the Kentish Border Trial (an R.A.C. Championship event) is to be held on Sunday (23rd), starting from the Bull Hotel, Birchwood, Kent, at 10.30 a.m.

And to everyone, here's wishing you a Right Merry Christmas, and we'll wish you a Happy New Year next week.

\* \* \*

### DINNER TIME

**T**wo more clubs holding their annual dinner/dances in the near future, are Sunbac, who assemble at Sutton Coldfield Town Hall on 3rd January, and the Ilkley and D.M.C. have theirs on 25th January (venue unspecified). Tickets for the former are obtainable from J. D. Woodhouse, 106 Jockey Road, Sutton Coldfield, and for the latter from N. A. Bedford, 1 Lowther Terrace, Swillington Common, Halton, Leeds 15.

### ESSEX FILM SHOWS

**O**NCE again, the Epping Forest M.A. are holding their motor racing Film Fiesta at St. Mary's Hall, High Road, Loughton, Essex. There are to be two different programmes, one being shown on 27th December, starting at 7.30 p.m., and the second one on New Year's Eve, and lasting from 8 p.m. until midnight. Admission is free, everyone is welcome, and programmes, price 2s. 6d., may be obtained in advance from the club secretary, S. J. N. Wright, 203 High Road, Loughton, Essex.

### BIRMINGHAM FILM SHOWS

**A** SERIES of film shows is to be held at the car showrooms of Hunts (Birmingham), Ltd., on the evenings of 7th, 8th, 9th, 10th and 11th January. This has been organized with the co-operation of Shell-Mex and B.P., and there are to be two "sittings" per evening, at 6.30 p.m. and 8.30 p.m. Admission is free, but by ticket only. Clubs in the area are invited to make block bookings, but in any case applications for tickets should be made to Messrs. Hunts, 49 Broad Street, Birmingham 1. The programme will consist of the 1956 series of Shell motor racing films.

### A.C.O.C. FILM SHOW

**T**HE A.C. Owners' Club are organizing a film show to be held at the Paviour's Arms, Page Street, Westminster, on Wednesday, 30th January. Members of other clubs are most welcome to come along, but, as admission (free) will be strictly by ticket only, it is essential that written application should be made, accompanied by a stamped addressed envelope. Please write to T. H. Hands, 18 Waverley Road, Enfield, Middlesex.

### ROVER SPORTS REGISTER

**T**HE Rover Sports Register has now been in existence for over three years and has a membership of about 100. It caters especially for owners of the pre-war and post-war Rover tourers, although a considerable proportion of the members own saloons. A badge employing the Viking's head motif has been designed and is now available to members.

The Register are holding a social meeting at the White Hall Hotel, Bloomsbury Square, London, on Friday, 18th January, starting at 6 p.m. Details of the Register and of the social meeting may be obtained from T. L. J. Bentley, 11 Woodhall Drive, Pinner, Middlesex.

### AINTREE CIRCUIT CLUB

**A**T the Annual General Meeting of the Aintree Circuit Club on 11th December, Mrs. M. D. Topham was

*STILL KEEN is that famous 1923 Aston Martin, "Razor Blade", originally built for Sammy Davis and now driven regularly by Peter Attwood. It is seen at Silverstone in a classic example of the "four-wheel drift"—a reputedly post-war phenomenon!*

elected President; W. Blundell, Chairman; T. G. Peacock, Hon. Secretary; S. J. Burton, Hon. Treasurer; and G. C. Jones, Track Official.

The circuit will be open for members' use with the club car, or their own vehicles, on Tuesday from 2 p.m.-8 p.m. during the season.

### EAST ANGLIAN M.C. LIMITED

**A**BOUT 120 members and their guests assembled at the George Hotel, Colchester, on 29th November, for the Club's annual dinner, generally felt by members to have been the best of a long series of similar successful functions.

H. J. Bone, the Club Chairman, presided in the absence of the President, Mr. R. A. Butler, C.H., M.P., and the Toast to the Club was made, in a typically amusing speech, by Sheila Van Damm. The Chairman, in replying, outlined the events of a most successful year. In the unfortunate absence of H. E. Kingsman, David Short proposed the health of the guests, mentioning, amidst cheers, that he had received his supplementary petrol ration, amounting to 13 per cent. of his minimum needs, and Dr. Will Walther replied in happy vein as a guest of long standing.

A raffle and small auction was held, it being decided to give all the proceeds to the Hungarian Relief Fund, which benefited to the extent of some £30.

Later in the evening Sheila Van Damm presented the Awards, the Club Star going to Robin Richards and the Westwood Trophy to David Short. These awards are for the first and second places in the aggregate of the year's events.

### SEVENOAKS AND D.M.C.

**T**HE club held their annual dinner-dance on the 7th December at the Grasshopper Inn, Westerham. Over 120 members and friends had an enjoyable evening, during which trophies and awards won in the last 12 months were presented by the Chairman's wife, Mrs. Dorothy Reeves. Chief Inspector Baden Powell, of the Sevenoaks Police, and his wife were guests of honour.

As has become the custom with the club there were no speeches, and dancing immediately followed the presentations and continued until 1 a.m.

### LONDONERS' NIGHT OUT

**T**HE Park Lane Hotel was the venue for the annual dinner, dance and prizegiving of the London Motor Club, on 7th December. As would be expected from such a large club as the "London", there was a considerable multitude present in the fine ballroom, over 400 members and guests attending.

The principal guests were Sheila Van Damm and Raymond Baxter. Sheila spoke amusingly in reply to Sydney Allard's toast to the Visitors and Raymond Baxter proposed the toast to the Club, taking an unusually serious line



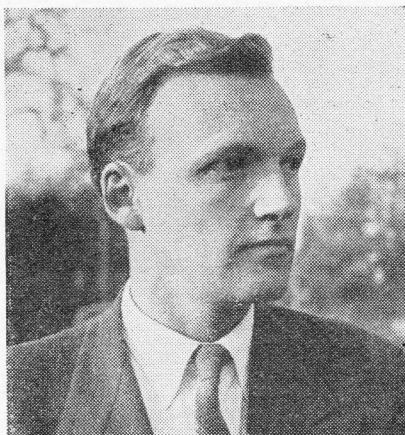
in his speech, in which he viewed with some concern the way the motorist—and particularly the competition motorist—was “put upon” by authority. Jim Appleton, who is retiring from the secretaryship of the club after a number of years of greatly appreciated service, replied on behalf of the members.

After an excellent dinner, dancing commenced to the music of Sydney Jerome and his Orchestra, whilst the principal “turn” in the cabaret, later on in the evening, was comedian Bob Monkhouse, who put a motoring twist into much of his amusing patter.

### THIRD “250” DINNER

OVER 50 members of the 250 Motor Racing Club turned up at the Hollywood Arms, Fulham, on Friday last, for the club's third annual dinner-dance. They represented one-fifth of the club's total strength, there being members in places as remote as Nairobi, Tasmania and Dar es Salaam. John Gilbert, of the B.B.C. Inventors' Club, was amongst the guests, presenting the year's trophies, amongst which were the Owen and Knight Trophy, won by co-donor Bill Knight!; the Bradshaw-Jones Trophy, which went to Don Haldenby; the Committee Cup, won by Maurice Gomm; the Hollywood Plaque (awarded for services to the club) to Eric Grant; and a cup, presented by R.A.C. Scrutineer F. C. Matthews, for the best-kept “250”. This was won by J. H. Kimber and R. Stone, with their Kimston Special.

Dancing and “natter” followed, with Ranjo's Melody Makers providing the melody, a floor-quaking “hokey-cokey” setting off some anxious stress calculations and speculation on the possible “fatigue fracture” of the Hollywood Arms' first floor joists! With Arthur Budd now Competitions Secretary, his post as Hon. Secretary is taken by Ian Betteridge, upon whom are also weighed the duties of Press Liaison man and Treasurer. Details of the club's activities can be obtained from him, at 45 Hollywood Road, London, S.W.10. Meetings are held on the last Thursday of every month at the Hollywood Arms, with film shows and social evenings featuring.



BORN in 1923, Brian Naylor did not start his motor sporting career until 1954, long after the second world war, during which he served as a chief radio officer in the Merchant Navy, being torpedoed on four occasions and winning the American Silver Star for gallantry.

For his first season's racing, Brian chose a 500 c.c. Cooper-Norton, in which he took firsts at Brands Hatch and Silverstone club meetings, and a second at a National 100-mile event. Other cars he drove during 1954 were an M.G. TD, which took handicap firsts at Snetterton and Silverstone, and a Cooper-M.G., which gained seven firsts at club events.

For 1955, the Naylor stable consisted of a Lotus-M.G., the ex-Coombs Lotus-Connaught and a Porsche 1500 Super. With these, Brian had some 13 firsts and three seconds on British circuits.

Having gained some first-rate experience by racing every week-end, Naylor decided that he was fit for something a little faster, and bought a 150S sports-racing Maserati. Although this car took four firsts at Charterhall and Silverstone, it was obviously unsuitable. Firstly, it was far too heavy (14 cwt.), and its roadholding left a lot to be desired. On the credit side was a superb engine, and a beautiful gearbox, made by Maserati under Porsche licence.

The answer seemed to be a compromise. A Lotus Mk. XI chassis was purchased, and after extensive modification,

## PENN PORTRAITS of NORTHERN SPORTING PERSONALITIES

### No. 3—BRIAN NAYLOR

Brian and his untiring racing mechanic, Fred Wilkinson, managed to insert the Maserati engine and gearbox. Following a period of oil pump trouble, and the constant breaking of half-shafts due to too much torque, the car was taken to Oulton Park for testing. Finally, it lapped in under two minutes—a very satisfactory result.

Since then the Lotus-Maserati has had no real trouble, except for the brakes, which are just not up to the power developed—reputedly 140 b.h.p. at 7,500 r.p.m., with a total weight of 10½ cwt.

In 1956, the combination of Brian Naylor and the Lotus-Maserati took 27 firsts on British circuits and a class win in the Leinster Trophy. At Imola, he was up with Castellotti, Musso and the rest of them for 36 laps, when the brakes departed, and he finished the season with a class second to Musso, and an overall fourth in the Rome Grand Prix.

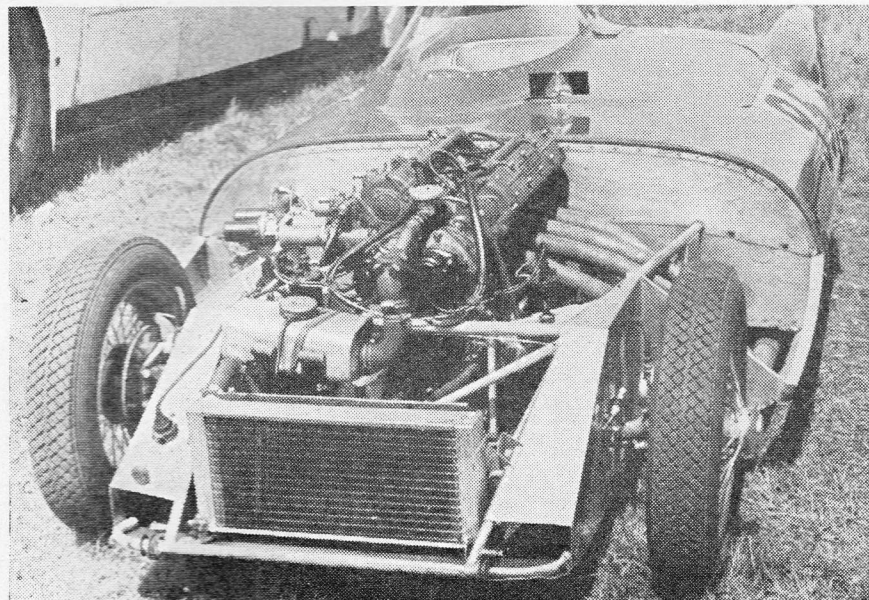
Brian's most amusing incident was at the Curragh in the 1954 Wakefield Trophy. When leaving the village, his car suddenly went as though jet propelled. The road being narrow, Duncan Hamilton, in a hurry, was giving him a push until he could find a place to pass! On the other hand, his most disappointing moment was at Oulton Park where, having made fastest lap in practice and gaining the pole position against Chapman, Moss, Hawthorn and Salvadori, he made a bad start and broke a half-shaft at Esso Bend on the first lap.

Brian Naylor is married, with a daughter of seven, and is managing director of some six companies, all connected with the motor trade. His hobbies are ski-ing and flying, and at one time he owned a Miles Gemini for private air transport. For ground transport, a Porsche and an XK 140 hardtop are favoured. His favourite circuit is Oulton Park, and for 1957 an F2 Cooper is on order. Also being debated is a 2-litre engine and gearbox for the Lotus, while a customs and import licence for a Maserati engine and gearbox has been obtained.

Brian's future plans include a great deal more Continental racing, mainly because of the great spirit of comradeship found among the English contingent.

His ambition is to get as far as possible in the racing world, and eventually to drive a Grand Prix car, but only when he himself thinks he is ready for it.

FRANCIS PENN.



BRIAN NAYLOR'S Lotus Mk. XI, which has both the gearbox and 1½-litre engine of the 150S Maserati.



# AUTOSPORT

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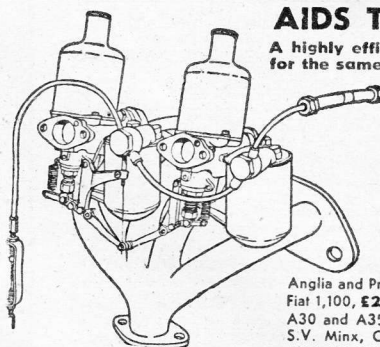
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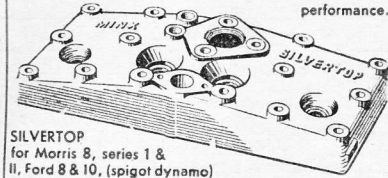
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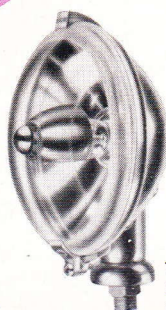
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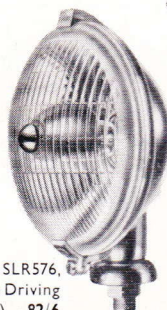


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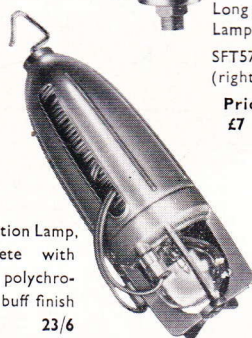
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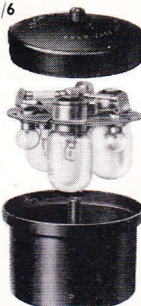
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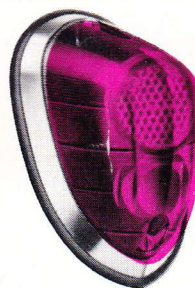
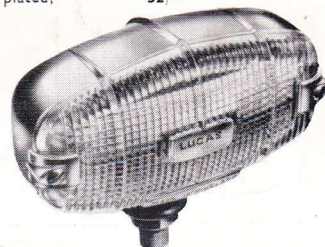


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BC9, Bulb case for pre-focus  
bulbs, (less bulbs) 11/6

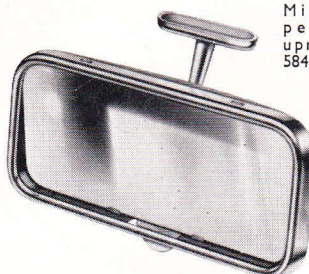
494 Reversing Lamp,  
chromium, complete  
with switch and  
cable 47/6



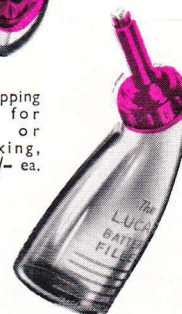
549 Stop-tail &  
Reflex Reflector,  
chromium plated  
rim, Diakon  
moulded lens.  
22/6



All electric Screenjet,  
6 or 12 volt,  
72/6 complete.



Prismatic Dipping  
Mirror, for  
pendant or  
upright fixing,  
584/5, 40/- ea.



Battery Filler, complete,  
car size 5/6  
commercial size 7/6

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