

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

JANUARY 4, 1957

1/6

EVERY FRIDAY
Vol. 14 No. 1



IN THIS ISSUE

SEASONAL SURVEY, PART 1—FORMULA 1 RACING : KENTISH BORDER TRIAL : JOHN BOLSTER TRIES THE MOCHET
CASE HISTORY OF THE MASERATI, PART 4 : PICTURES OF AUSTRALIAN G.P. MEETING : AMERICAN ANGLE

Again! CASTROL Wins EUROPEAN TOURING CHAMPIONSHIP



1953 W.Schluter/H.Polensky (Porsche/Fiat)

1954 W.Schluter & co-driver (D.K.W.)

1955 W.Engel & co-driver (Mercedes Benz)

1956 **SCHOCK** & co-driver
(**MERCEDES BENZ**)



Every European Touring Championship has been won on Castrol

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 14 No. 1

January 4, 1957

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CONTENTS

	Page
Pit and Paddock	2
Sports News	3
Portrait Gallery, No. 64—Jack Brabham	5
American Angle, by Ruth Sands Bentley	6
Last Look Round, Scenes of the Australian G.P. Meeting	7
Kentish Border Trial	8
Seasonal Survey, Pt. 1, Formula 1 Racing	10
Case History of the Maserati, Part 4, by Norman Smith	20
Correspondence	23
John Bolster Tries the Mochet	25
Penn Portrait, No. 5—George Boyle	26
Club News	27

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EDITORIAL

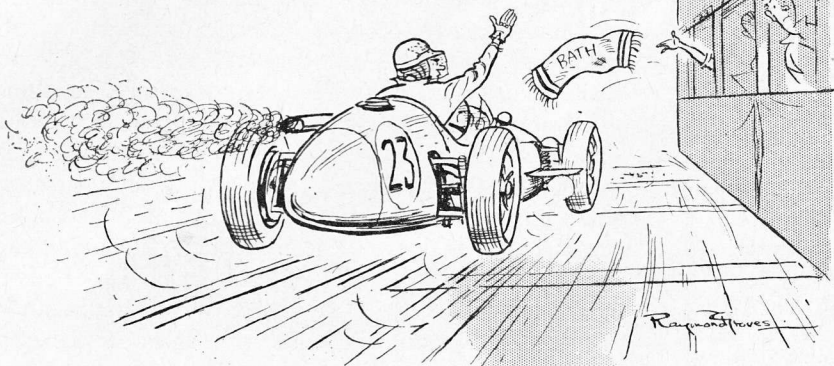
AFTER-SALES SERVICE

THERE are indications that several new makes of small-capacity car will shortly be seen on the market, mostly of the economy type. It is to be hoped that, before starting widespread deliveries, manufacturers of successful designs will make absolutely certain that their sales are backed by service. Nothing is more infuriating to purchasers to discover that essential spare parts are non-available, and that the local agent or dealer either does not possess them, or couldn't care less if he does. In point of fact the choice of distributors for many cars seems to be given haphazardly, particularly abroad where the after-sales service is of vital importance. Even when so-called experts are sent to other countries, they invariably show a complete lack of knowledge of local requirements, seldom accepting the advice readily given by the agents of the cars concerned. AUTOSPORT has seen a report from an American magazine, when a British factory representative was given a lunch by an influential firm. This man, in a speech, deprecated the efforts of a German manufacturer in establishing a sound after-sales service, with the smug observation: "Our products do not require many spares." People such as this do incalculable harm to our export industry, and, as one shrewd distributor observed, spend more time on their expense accounts than they do on their job. Furthermore, much harm has been done to British prestige by giving a sales franchise to completely inexperienced concerns who are only too willing to sell cars, but have little or no interest in service. In actual fact, one or two have managed to get away with a really fantastic profit on spares, leaving behind a trail of dissatisfied customers, and causing an eventual drop in popularity of the makes concerned. This magazine receives many letters from abroad containing complaints of ineffective after-sales service. A large proportion come from British car enthusiasts, but their enthusiasm is sorely strained when their cars have to sit in the garage awaiting some essential part. These letters, passed to manufacturers, invariably bring a courteous reply, but very often the customer still awaits his spares. A certain Continental manufacturer, receiving even one complaint, immediately burns the wires to the agent in question, and makes certain that the complainant is on the road at the earliest possible moment. Such is the way to a healthy export market. It should be an equally good business proposition to establish an efficient after-sales organization, as to make saleable motor vehicles!

OUR COVER PICTURE

WORLD CHAMPION in Formula 1 racing for the fourth time is Ferrari pilot, Juan Manuel Fangio. In this fine picture by Louis Klemantaski, he is seen making precise use of the last inch of road during early morning practice for the 1956 Monaco Grand Prix, over the tortuous Monte Carlo street circuit.

PIT & Paddock



VANWALL team, 'tis said, will comprise Stirling Moss, Harry Schell and Tony Brooks.

PETER BOLTON (Bolton of Leeds, Ltd.) has been appointed British concessionaire for the very interesting Facel-Vega cars.

JEAN BEHRA was proclaimed French Racing Champion (racing and sports cars) at an F.I.A. reception in Paris on 21st December. Also honoured was Claude Storez, French Touring Champion.

MME. GILBERTE THIRION, highly successful driver of Renaults in rallies this year, has been proclaimed "Sportif de l'année" in Belgium.

MASERATI may field a Formula 2 car by 1957 midsummer.

CONTRACT was duly signed between Enzo Ferrari and Mike Hawthorn last week, for the latter to drive works Ferraris in Formula 1 and sports car races. But he will drive one of Briggs Cunningham's D-type Jaguars at Sebring in March.

TARUFFI will not now be driving a Scuderia Centro-Sud Maserati in the Argentine races.

SURPRISE visitor to Los Angeles recently was Juan Fangio, flown there by Allen Guiberson, with whom he stayed as guest during the Venezuelan G.P. During a 36-hour stay, the World Champion visited the Meyer-Drake, Kurtis and other racing plants in California. "Come and race at Indianapolis," said Sam Hanks. "Gracias," was all Fangio said.

ADDING to the formidable talents of Collins, Hawthorn, Castellotti, Musso, De Portago and Von Trips, Ferrari drivers in the forthcoming Argentine G.P., it seems Froilan Gonzalez hopes to emerge from semi-retirement to drive one in his home country.

WELL! This incredible situation seems to have arisen outside the New Horticultural Hall, S.W.1, during preparation for the National Schoolboys' Own Exhibition. It features Ron Flockhart in the Connaught which took third place in the G.P. of Europe, being towed into the Hall by "Genevieve", that famous four-wheeled film star.

At the beginning of another year, may we take this opportunity of wishing all our readers health and prosperity in 1957, and may we look forward to the quick resumption of a full programme of motor-ing sport.

BRIGGS CUNNINGHAM has invited John Hugenholtz, manager of Zandvoort circuit, to the U.S. to advise on the layout and construction of racing circuits.

ASTON MARTIN are expected to run a full team in the Mille Miglia, with Parnell in charge; drivers including Salvadori, Brooks, Cunningham-Reid and Leston.

HERE'S news for the 250 M.C.—the F.I.A.'s revised Appendix C of the International Sporting Code includes a new racing category, Class K, for cars up to 250 c.c. Other classes are J (251-350 c.c.), I (351-500 c.c.), H (501-750 c.c.), G (751-1,100 c.c.), F (1,101-1,500 c.c.), E (1,501-2,000 c.c.), D (2,001-3,000 c.c.), C (3,001-5,000 c.c.), B (5,001-8,000 c.c.), and A (over 8,000 c.c.).

Turbine racing cars will be categorized by weight, under the new Appendix C; Class A cars weighing over 1,900 kg., and Class B up to 1,000 kg.

THE readers of one of Scotland's leading daily papers *The Bulletin* have nominated David Murray, the patron of Ecurie Ecosse, as "Scotsman of the Year".

EN route for the Argentine, Ecurie Ecosse personnel will set off from London Airport on 12th January at 10 a.m.

MACKAY FRASER and Bernard Cahier were given a fast tour of that portion of the Monaco G.P. course which is open to normal traffic, by Louis Chiron in the Citroën D.S.19 he was to have driven in the Monte Carlo Rally.

LAATEST addition to the Castrol Lubrication Charts is one for the new Hillman Minx. Copies obtainable free from C. C. Wakefield and Co., Ltd., 46 Grosvenor Street, London, W.1.

THE Roy Nockolds painting of a Jaguar Mk. VII, raffled at the Steering Wheel in aid of the Hungarian Relief Fund, was won by Harold Massey, Sales Manager of Performance Cars, Ltd. The raffle raised approximately £70 for the fund.

NEW approach! From a German newspaper's classified columns, quoted by the S.C.C.A. Regional Review: "Lonely Porsche driver, 38, good looking, wants to meet similar woman driver of good family. Must be charming, well-built, smart, with feminine sensitivity. In case of very good understanding, eventual marriage. Only letters including pictures will be answered. Short biography required."

AUSTRALIAN motor sport is to receive quite a boost following the Olympic motor races. Both sports Maseratis will remain in Melbourne; that used by Behra has been purchased by Doug Whiteford, and that of Moss by Reg Smith. Of the two Super Squalo Ferraris, following the New Zealand programme, both will be shipped back to Melbourne, Peter Whitehead's for Lex Davison, and Reg Parnell's for Bib Stillwell.

ALAN BRUCE reports excellent results, particularly as regards economy, with the "Mangoletsi" manifold modifiers on his 2.4-litre Jaguar. Manufacturers are the G.M. Carburettor Co., Ltd.

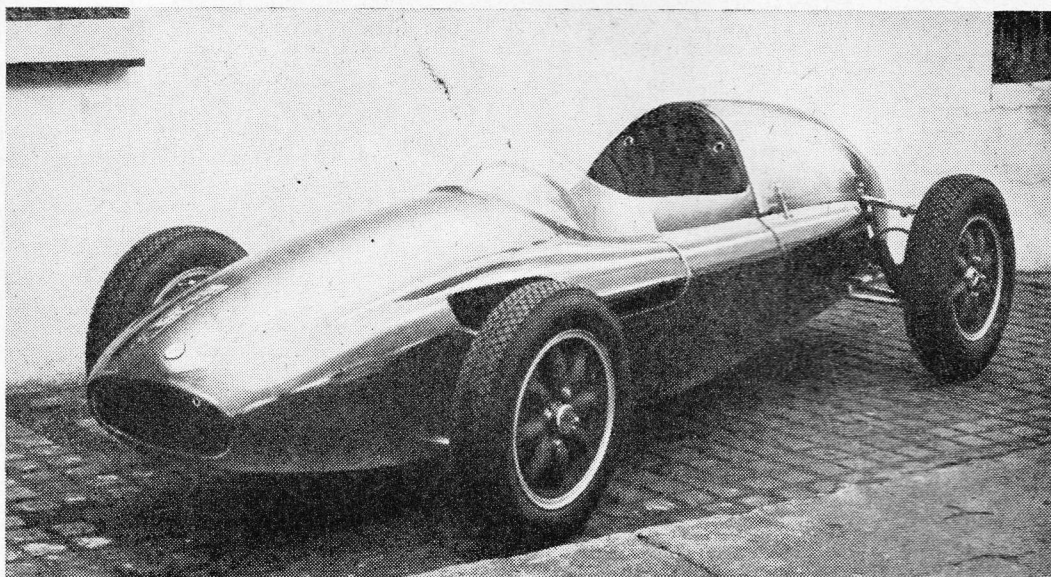
OLIVIER GENDEBIEN'S role in the Scuderia Ferrari encompasses sports car races and rally type events, and Formula 2 events for 1957, but he will also have opportunities to race in F1 G.P.s.



★

SPEARHEAD of Britain's 1957 attack in the newly inaugurated Formula 2 (up to 1,500 c.c. unsupercharged) will be the rear-engined Cooper-Climax, already well proved in "advance" races during 1956. Here is the 1957 model, cleaned up still further, with modified nose and body form, and destined to be fitted with the new twin overhead camshaft Coventry-Climax engine.

★



NOW FOR NEW ZEALAND

NEXT Saturday, 12th January, sees the running of the fourth New Zealand Grand Prix, a *Formule Libre* race of three hours' duration over the 2.1-mile Ardmore airfield circuit, near Auckland. This year none of the star works drivers have been invited to take part, in an effort to make the event more closely fought and to prevent a runaway victory from the opening lap onwards.

Most of the 39 entrants are New Zealanders, driving a variety of cars from the F2 Coopers of Syd Jensen and Ronnie Moore, the latter home again after racing in Britain last season, to elderly Maseratis, sports cars and specials. But for the winner, it is most probable that we shall have to look to the British or Australian entrants, five of whom are driving F1 2½-litre Maseratis—Ken Wharton, Horace Gould, Jack Brabham, Stan Jones and Reg Hunt. On the other side of the Modena fence, however, Ferrari Super Squalos, fitted with 3½-litre engines for the occasion, will be in the capable hands of Reg Parnell and Peter Whitehead. On the fast Ardmore circuit, with its long straights, any of these cars could lead the rest home.

Supporting the G.P. is a 50-mile event for those who do not qualify for the big race, sports and saloon car races, and a vintage handicap for cars built

SPORTS NEWS

before 1930, including among the 29 entries a 1922 Paige, a 1924 Ansaldo, a 1926 Kissell, and a selection of Bentleys, Austins and Sunbeams.

N.Z. GRAND PRIX Entries

U.K.: Ken Wharton (Maserati); H. Gould (Maserati); J. Brabham (Maserati); R. Parnell (Ferrari); P. Whitehead (Ferrari). **Australia:** S. Jones (Maserati); R. Hunt (Maserati); X. (Porsche). **New Zealand:** E. L. Avery (H.W.M.-Cadillac); D. Caldwell (Alfa Romeo); T. E. Clarke (H.W.M.); W. Culver (X); A. T. Freeman (Lago Talbot); R. W. Frost (Cooper); A. Stafford (Cooper); L. R. Gilbert (Cooper); J. Mansel (Ardun); W. Henwood (Cooper); R. Huggill (Cooper); R. Jensen (Austin-Healey); S. Jensen (Cooper-Climax); L. C. Moore (Cooper); R. L. Moore (Cooper-Climax); R. McCutcheon (Normac Spl.); J. McMillan (X); G. T. Quirk (Cooper-Bristol); P. Yendells (R.J.R. Spl.); R. J. Roycroft (B.P. Spl.); R. Gibbons (Jaguar D); F. Shuter (Maserati); A. Stringer (X); W. Thompson (Bugatti-Ford); R. O. Watson (Lycoming Spl.); B. R. Webster (Cooper); R. Crowther (Lotus); P. M. Hoare (Maserati); P. Neill (Maserati); G. Palmer (X); J. Boyd (Buckler).

THE CONNAUGHT PROJECT

JOHN WEBB, "father" of the Connaught support project, is extremely pleased with the results of his letter which appeared in four motoring journals. Of

the first 1,000 letters received before Christmas, the proportion from readers of AUTOSPORT totalled 536. We would like to thank our readers for this outstanding response to the project, which has given Connaught Engineering, Ltd., an encouraging picture of the esteem in which they are held by motor racing enthusiasts in this country. Meanwhile, as contributions continue to pour in, there is little doubt that the scheme has succeeded beyond all Mr. Webb's expectations, and he is now in the process of forming an organization to be known as the Connaught Grand Prix Supporters Club.

R.A.C. GENERAL MANAGER RETIRES

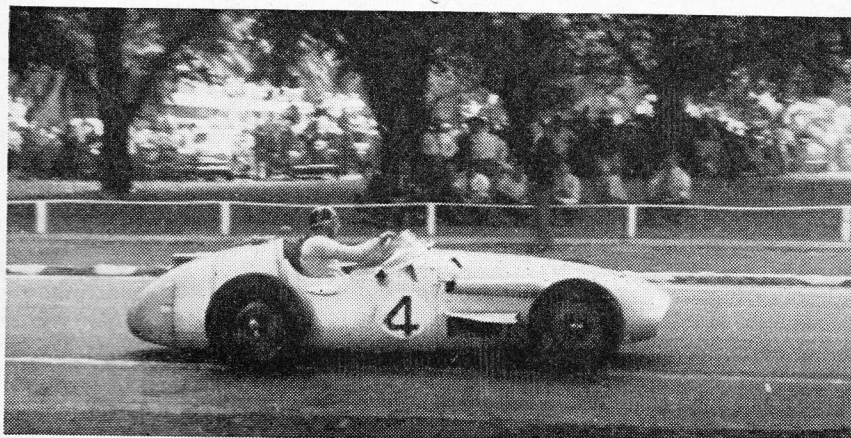
A FAMILIAR figure in motoring circles for many decades, Captain A. W. Phillips, M.C., General Manager of the R.A.C. since 1945, retired at the end of the year. His successor will be announced later.



Capt. Phillips

During the early twenties, in the heyday of Brooklands, he acted as its Press Secretary and also served in a similar capacity with the Auto-Cycle Union, before transferring to the R.A.C. as Manager of its newly formed Motor Cycle Department. Later, he additionally took over the duties of Manager of the Competitions Department and Public Relations Officer. Captain Phillips was appointed General Manager of the R.A.C. Associate Section on 1st January, 1946. The Committee of the R.A.C. have made Captain Phillips an honorary life member of the Club in recognition of his valuable and loyal services.

RACING AT AUCKLAND on Saturday, 12th January, will be Ken Wharton in this Ecurie du Puy 2½-litre G.P. Maserati, seen here during the Australian G.P. at Albert Park.



"MONTE" NOTABILITIES seen at the first showing of the new film reviewed below. (L. to r.) Mme. Jacques Taffe, Danny Carter (producer), M. Jacques Taffe, and M. Antony Noghes, originator of the great Rally, now succeeded by Taffe.

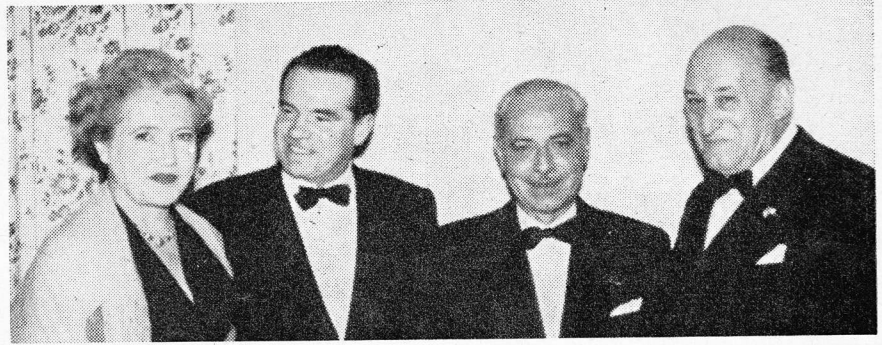
"BRITAIN GOES TO MONTE"

DURING the past few years motoring sport has become an increasingly popular subject for filming, but it is only lately that documentaries have been made which attempt to give a true picture of rallies. The latest Christine Bruce production, "Britain Goes to Monte", is surely the best rally film yet made, and gives the story of the 1956 event, so brilliantly won by Ronnie Adams and his crew with a Mark VII Jaguar. A sparkling commentary produces the proper "Monte" atmosphere, and the tension of the famous winter classic is worked up to a dramatic climax on the mountain circuit which saw the end of the hopes of many fancied crews.

The photography is first class, and the shots from a car are so realistic that this reviewer is left wondering how he ever plucked up enough courage to take part in the event. Little, if anything, is left out. There is the very interesting pre-rally preparation, giving non-competitors a good idea of the immense amount of work which an International rally entails, and also the care with which equipment must be chosen. Many well-known rally drivers are featured, and the cameras of Danny Carter and his men record the scenes at several starting points and, of course, on many parts of the route.

It would be all too easy to take a series of pictures showing cars dashing round corners in the snow and call it a rally film, but the producers have obviously taken the trouble to consult experienced competitors, and to accept technical advice. This results in an authenticity which could not possibly be emulated by a film unit which could not call upon that assistance. One hopes that the example set by Christine Bruce Productions will be followed by others, so that the cinema-going public will receive a true impression of what such events really are. The film will shortly be released for general showing, and everyone interested in motoring sport should make a point of seeing it.

G. G.



PORTAGO TAKES A DOWNHILL WORLD RECORD

THAT versatile sportsman, the Marquis de Portago, who has ridden twice in the Grand National and is an expert skier, apart from being a member of the Ferrari works team, added another laurel to his achievements last Sunday when he broke the 25-year-old record for the bobsleigh Cresta Run at St. Moritz. He covered the 568-yard run in 28.9 secs., travelling over the snow at more than 60 m.p.h., .1 of a sec. faster than the old record, held by John Crammond since 1931. He had already equalled the old record six times, before succeeding on his seventh attempt. Incidentally, Portago's motor-racing contract forbids him to ski because it is too dangerous!

CANADIAN RALLY GOES INTERNATIONAL

FOR the fifth consecutive year the British Empire Motor Club of Toronto are organizing the Canadian Winter Rally. For 1957 International sanction for this event has been obtained from the F.I.A., which will make it both possible and desirable for European manufacturers to participate, and a special team award is being offered for their benefit.

The rally will begin on Friday, 8th February, from Toronto. A start will also be made from Montreal, providing that at least 15 entrants desire to start there.

Duration of the 1,300-mile event will be approximately 36 hours of hard driving, broken about half way through by an eight hour stop-over. Average speeds will vary from leg to leg, but will generally fall in the 30-40 m.p.h. bracket. Secret route controls will again be used to ensure that the official route is adhered

to. In case the average speeds quoted seem a little on the easy side, prospective entrants are reminded that the weather all too often encountered—ice, snow storms, freezing rain, fog and temperatures as low as 40 degrees below zero—makes this rally one of the most severe tests in the world. Regulations and entry forms, the latter to be returned post-marked not later than 26th January, can be obtained from T. J. Takala, 292 Indian Road, Toronto 3, Ontario.

WHARTON JOINS AN ECONOMY RUN

FROM Australia comes the news of an unusual performance made by a production Standard Ten saloon. Driven by Ken Wharton, together with local Australian drivers Harry Firth and Ernie Abbott, the car covered 818 miles between dawn and dusk of one day, at the extremely high average speed of 53.7 m.p.h. Even at this speed, much higher than could be achieved by an ordinary motorist, petrol consumption was 30 m.p.g., and only one pint of oil was used. The performance is yet more remarkable when it is realized that the drivers negotiated 1,560 corners and changed gear 2,080 times. The time taken for the test was just over 15 hours, while the course covered was on a closed circuit with conditions alternating between good normal roads and bush country. Such a sustained test of reliability, supervised under racing conditions, has never before been attempted in Australia, and the results are still subject to official confirmation.

STANDARD MOTOR CO. RETIREMENTS

E. G. GRINHAM, Technical Director and Deputy Managing Director of the Standard Motor Co., Ltd., who is retiring, pioneered many outstanding technical developments, and since 1930 has been responsible for the whole of the engineering at Standards. He was responsible for the design of the Vanguard series of vehicles including the petrol and diesel engines, the introduction of the Overdrive Unit, the pioneer of inexpensive two-pedal controlled driving and the adoption of disc brakes on a high-speed sports car, the Triumph TR3. He is a great believer in rallies as a means of developing reliability in all models, and never was afraid to match his products against the best on the Continent, nearly always with considerable success. Also retiring, after 36 years on Standard's Board of Directors, 19 of which were spent as Chairman, is C. J. Band, whose interest in the company started in 1913, when his firm was appointed officially as Standard's solicitors.



★

TRIALSWAGEN?
Well, not exactly. Actually it's a new German military cross-country vehicle. Interesting thing is that it is a Porsche, complete with the customary rear-mounted, flat - four engine.

★

INDUSTRY MOVES INTO DONINGTON

A NOTTINGHAM firm, Ernest Bruetsch Cars (England), Ltd., will be the first industrial firm to move into Donington Park, near Derby, which before the war was the scene of Britain's most important motor races. The Park, de-requisitioned recently by the Army after 12 years' occupation, has a number of large buildings which are expected to be put to industrial use.

Bruetsch Cars, Ltd., is a British firm which has acquired a number of German patents connected with the manufacture of light cars. At Donington they are expected to put into production a light fibreglass-bodied vehicle. Several prototypes have already been built, but a representative of the firm said "It will be two or three months before we are ready to go into production." The firm has been granted planning permission to use the buildings.

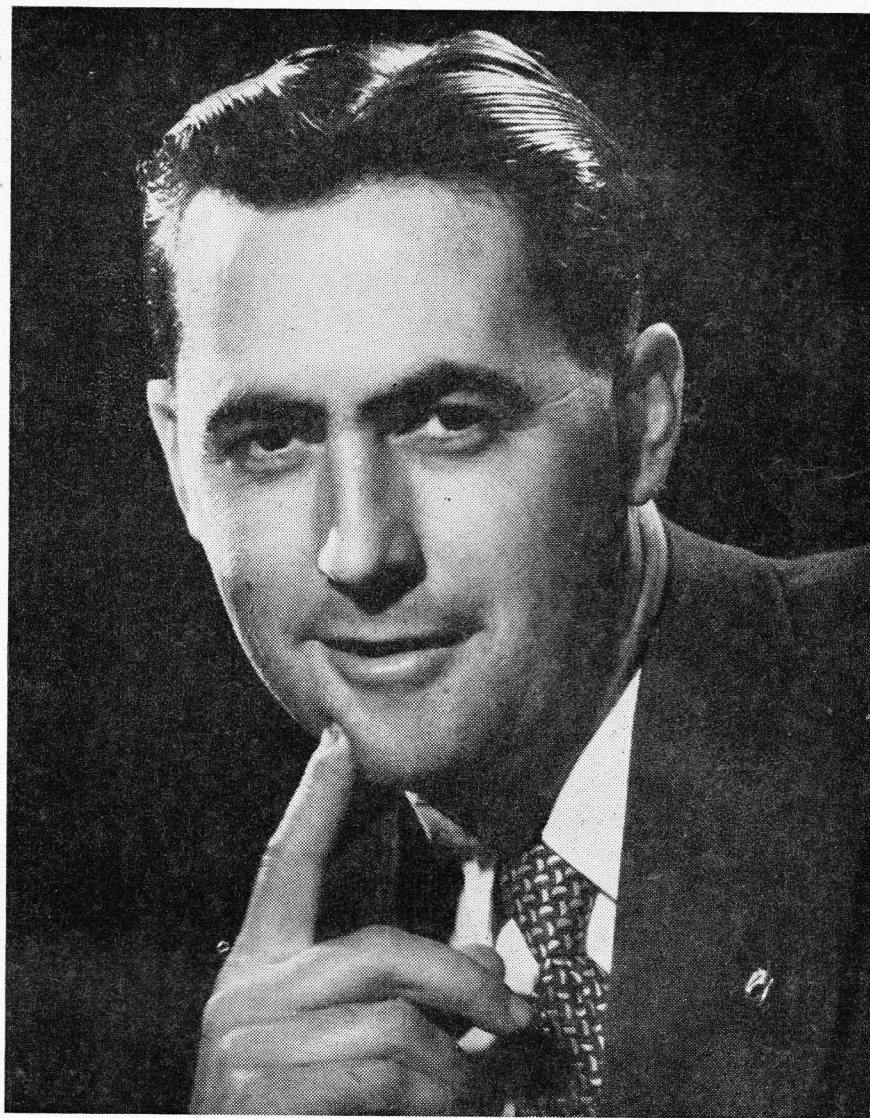
NIGHT OUT FOR ECURIE ECOSSE

IT was fitting that David Murray's Ecurie Ecosse should be honoured in the home of Scottish motor sport, the Royal Scottish Automobile Club. The complimentary dinner, given on 20th December, to celebrate the Le Mans victory, was a well-attended and thoroughly enjoyable occasion. Ron Flockhart, Ninian Sanderson, Wilkie Wilkinson and "The Gaffer" were all present with their ladies and we were pleased to see club chairman Walter Semple honour David Murray by making him an honorary president of the R.S.A.C. But we did think the occasion might have been one for the presentation of some small token from the club to Flockhart, Sanderson and Wilkinson, for the Le Mans win is one that has added lustre to Scotland's reputation in international motor sport.

Speeches were light-hearted and brief. Allan C. Smith, convenor of the competitions committee, was a pleasure to listen to and his enumeration of the record of the équipe was most interesting. He reminded us of things we had almost forgotten—such as David Murray's driving of a Q-Type M.G. and of the fact that "Wilkie" in addition to being a wizard with a spanner had done more than his share of racing and had a B.T.D. at Shelsley to his credit. We were sorry to learn that Desmond Titterton will not be with the Ecurie next season, but it is good to know that John Lawrence will be at the wheel of a blue car and that up-and-coming Keith Hall will also be among those present. David Murray's plans are ambitious ones for, in his reply to the toast of his team, he remarked on the fact that, thanks to the Jaguar Company's handing over of the "works" D-Types and a promise of co-operation, he hopes to have Ecurie Ecosse represented in all the events of the world's sports car championship. And what a thing it would be if the blue Jaguars from Scotland brought home this championship for Britain!

To round off a very enjoyable evening came a showing of the Le Mans film made by Random Films for the Jaguar Company. The colour and sound are excellent and the struggle between the Moss-Collins Aston Martin and the Flockhart-Sanderson Jaguar make it one of the most interesting films we have seen in a long time.

"AENEAS".



Photograph by Patrick Benjafield

PORTRAIT GALLERY

No. 64—JACK BRABHAM

HERE'S a driver who started his career in the hurly-burly of speedway racing, back in 1951. He gained many successes in his native New South Wales (he hails from Sydney) and in other states, and has since become one of Australia's most prominent racing drivers.

Jack Brabham is more than a good racing driver, however; he is an excellent mechanic as well, and an expert in extracting the very maximum from an engine. In 1953 he acquired a Cooper-Bristol, tuned it, called it the Redex Special, gained successes in Australia and New Zealand at prodigious speeds for an unblown 2-litre, and established himself as a prospective top-line pilot.

Then he came to Britain and appeared at various circuits with the now-ageing Cooper-Bristol. In 1955, he collaborated with the Coopers at Surbiton in building a rear-engined 2-litre Bristol-powered car, something like their sports cars in appearance. This vehicle was seen for the first time in the British G.P. of that year, at Aintree, where it did not go too well and failed to finish. However, Brabham returned home with the car after the European season, and as a result of lessons learned, scored his most resounding victory so far—in the Australian G.P. on the Port Wakefield circuit.

Returning to Britain in 1956, he took over the disc-braked Owen Maserati, and also became the first Dominion driver to join a British works team, when Cooper appointed him to drive their sports and F2 cars. Amongst other successes, he came third in the Vanwall Trophy race and took a similar place at Aintree with the Maserati, while, towards the end of Cooper's continental programme, he was fifth in the G.P. of Berlin and second to Castellotti's Osca in the Shell G.P. at Imola, beating both Musso and Cabianca in the process. Then, shuttling back again "down under", he won the Argus Trophy curtain-raiser to the Australian G.P. and two events at the opening meeting of the new Philip Island circuit.

Next season, Jack will be back in Britain to drive Coopers, and there is no doubt that this pleasant, quiet, unassuming Australian, who is so completely lacking in what his fellow-countrymen call "skite", will be welcome on every circuit to which his driving takes him.

M.B.

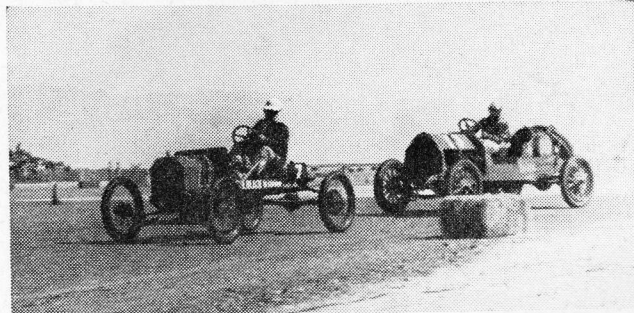
AMERICAN ANGLE

by Ruth Sands Bentley

New York City, December 21, 1956.

Cunningham Returns to Le Mans

UNHAPPY during the running of the 1956 Le Mans 24-hour race because he was not driving there, Briggs Cunningham will return to Le Mans next June with two cars, one British and one all-American. The former will be his D-type Jaguar with fuel injection; the latter, his old CR6 Cunningham with fuel-injection Corvette engine. Both cars are being prepared by Alfred Momo, the wizard of the Momo Corporation, of Woodside, Long Island, New York. The Jaguar will be driven at Le Mans by John Fitch and Walter Hansgen. Cunningham will be one of the drivers of the CR6; the second driver has not been named. After



trying for several years to prepare a car with all components of American manufacture, Cunningham has at last found an engine which should be suitable for his venture.

Sebring

BECAUSE the F.I.A. will not sanction a race which does not have an organized body behind it, the Automobile Racing Club of Florida, Inc., has been formed to sponsor the Sebring 12-hour race. Officers: Alec Ulmann, President; Reginald Smith, Executive Vice-President; Chester Flynn, First Vice-President; John Baus, Second Vice-President; Mary Ulmann, Treasurer; Beulah Smith, Secretary. Apparently most of the world's factory teams have entered the 23rd March race, and since it will be limited to 62 cars very few individuals will be permitted to run.

Briggs Cunningham plans to run three cars at Sebring: two D-type Jaguars and the Cunningham CR6 if it is ready in time. Among his invited drivers is Stirling Moss, who was asked to pilot a Jaguar. However, Moss will be at the wheel of a Maserati if factory cars are sent over. If not, he will accept the ride in the Jaguar.

Maserati and Shelby

LAST Tuesday night, Maserati's Adolfo Orsi and Serge Toumanian dined at Le Chanteclair Restaurant and were jubilant over Stirling Moss's recent victory in Nassau. Adding to their joy was the fact that they have signed U.S.A.'s splendid driver, Carroll Shelby, for their Formula 1 team. It is this correspondent's belief that Shelby will be the first American ever invited to drive on a Formula 1 works team in Europe.

The great Texas driver will be sorely



MODERN AND ANCIENT: Contrasts in Californian racing this year. (Above) Sherwood Johnston's D-type Jaguar holds off Chuck Daigh's Troutman - Barnes Spl. at Torrey Pines. (Left) A Buick presses hard on the trail of a Ford during a Veteran race at Palm Springs.

missed from the American sports car racing scene where he won most of the races he entered this year. In the event that petrol rationing in Europe does not improve in the immediate future, Americans will be seeing Shelby a while longer over here. He will be driving a Kurtis car in the 500-mile Indianapolis in May.

Facts on Fangio

JUAN MANUEL FANGIO, who has not signed with a factory team for 1957 but will free-lance in order to have a

full month's practice at Indianapolis before driving in the 500-mile classic, has not yet decided on his car for that event. It is rumoured that Ed Walsh has offered an Offy-engined mount to him. Fangio's choice will definitely be of American manufacture.

The Argentinian is negotiating with Chet Flynn of General Motors for a new power plant for adaptation to a Grand Prix Maserati chassis. The monoposto now has an engine with two four-barrel carburettors; but the great driver believes that with a fuel-injected Corvette engine he will have better fuel economy, no flat spots, will be able to pull close to 300 h.p., and run at 7,500 r.p.m.

Bridgehampton Booming

FIVE bulldozers are at work on the new Bridgehampton course, readying it for late-Spring racing. The board of directors for the venture is meeting on 29th December to determine the location for the underpass from the spectator side to the pits. As soon as the snows have gone, paving will get under way.

MARIUS BARBAROU

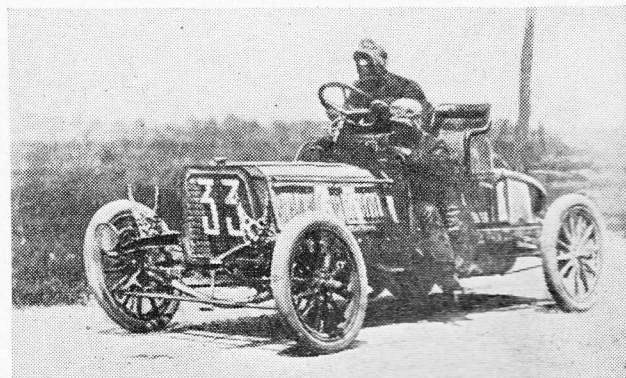
THE recent death, at the age of 70, of Marius Barbarou, removes one more link with the pioneer days of the automobile. Barbarou combined the talents of racing driver, designer and engineer. He competed in early road races with Clement vehicles, then joined the Benz Co. at Mannheim, there to produce the Benz-Parsifal—the first example of that famous marque in which the engine was

installed vertically in the normal forward position, driving through conventional transmission. Barbarou drove for Benz in the Paris-Madrid and Paris-Vienna races of 1903, then left Mannheim to design the first Dellaunay-Belleville car in 1904. He remained with this concern until the Great War. In post-war days he was responsible for the 6-cylinder o.h.v. 3½-litre Lorraine-Dietrich sports car, winner of the Le Mans 24 Hours Race in the years 1925 and 1926.

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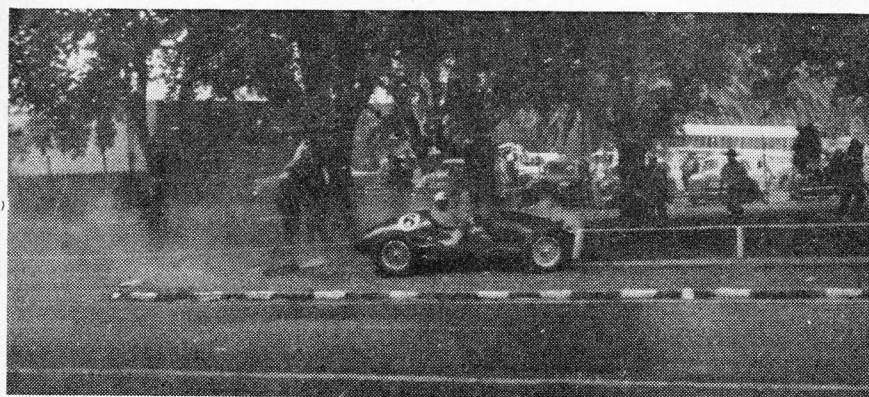
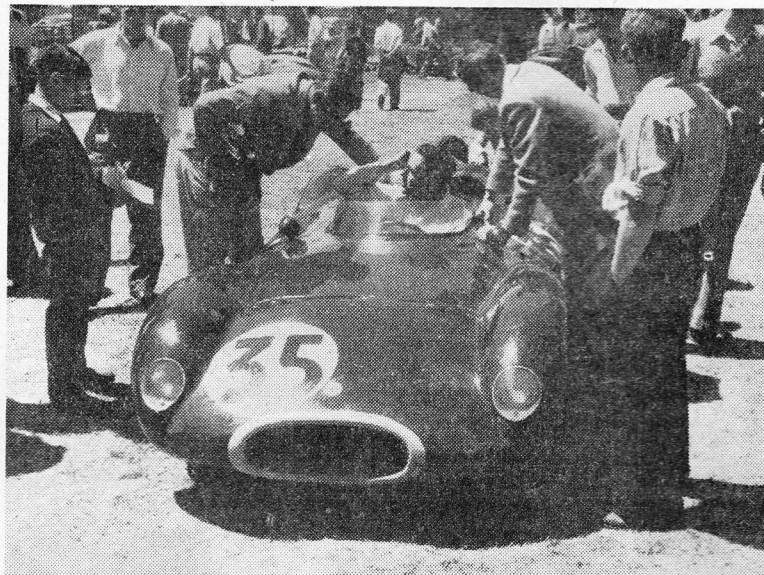
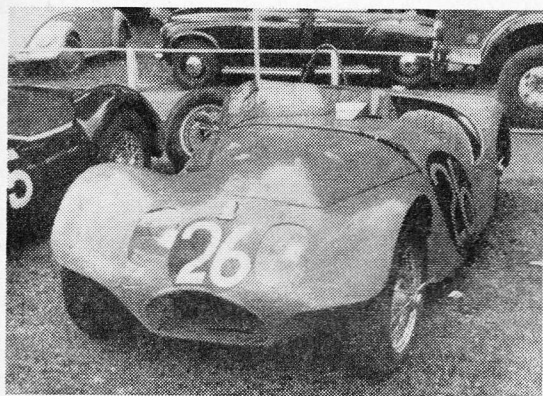
DESIGNER and driver was Marius Barbarou, here seen at the wheel of a Benz during the 1903 Paris-Vienna race. He was responsible for the famous 3½-litre Lorraine-Dietrich sports cars which won at Le Mans in 1925 and 1926.

★



**A FINAL SELECTION
OF SCENES FROM
THE AUSTRALIAN G.P.
MEETING AT
ALBERT PARK
MELBOURNE**

LAST LOOK ROUND



WIDE OPEN SPACES: (Top left) Grand Prix winner, Stirling Moss, drifts his Maserati round the long left-hander beside the lake.

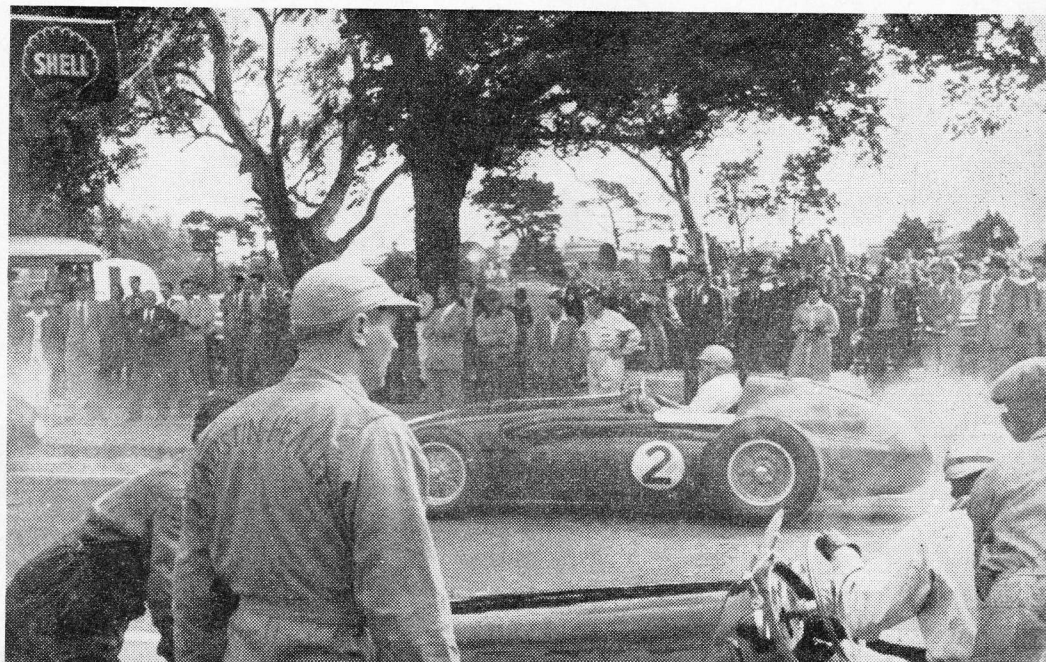
HOME GROUND for Jack Brabham (above) seen in the works 1,500 Cooper-Climax with which he won the Argus Trophy race.

NON-STANDARD Triumph TR2 (above left), and quite unrecognizable as such. Apart from the special body, the engine capacity is quoted as being 2,250 c.c. and it has four 1½-in. SU carburettors. The car has been timed at 127 m.p.h., is owned by Gavin Baillieu of Melbourne and was rebuilt by Harry Firth.

PRANG for Kevin Neal (above) in the ex-Fangio A6SSG Maserati, now fitted with a 250F engine, and owned by Reg Hunt. Neal ran off the road whilst braking in the wet at Jaguar Corner, injuring a marshal, a photographer and himself.

★

REG PARNELL (right) takes off with spinning wheels at the start of the Bryson Industries Cup race, in which he finished fourth, in the Squalo Ferrari, behind Whitehead, Hunt and Neal.



LUNCHTIME hill was called "Pebblecombe II" and here Rex and Renee Chappell, the winners, arrive at the lip of the crater near the top.

It is little more than a month since competition motoring was called to a halt in this country, following inevitably upon the national call for petrol economy, and pending the establishment of fuel rationing. It was also inevitable that as soon as fuel was rationed, those who were fortunate enough to have a drop to spare would join battle once again. The fast was broken on the Sunday before Christmas, when the Kentish Border C.C. held their postponed Annual Sporting Trial at the familiar venue of Joyden's Wood, near Bexley, after what had seemed like veritable months without any competition motoring at all. Spirits were high and tanks were generally still holding "pre-rationing" fuel; in any case, in a sporting trial, one



KENTISH BREAKFAST

Competition Motoring Begins Again with the Kentish Border C.C. Sporting Trial—Another Win for Rex Chappell



SECOND PLACE, only one mark down from Chappell, was taken by Geoff Newman, seen (left) at the start of "Up-Hill".

THIRD BEST was Peter Highwood, caught (below) emerging successfully from the crater of "Speed Copse".

prelude to reafforestation and many traditional sections were unusable. The revised version of the course differed somewhat from the printed map, so it will not be surprising if we have one or two section names wrong, although we did our best!

The venue is almost ideal for the purpose, all the 16 sections being laid out along a partly wooded slope that is provided with every kind of surface and gradient. The 22 starters first tackled "Joyden's Wood Won"—a dreadful name for a pretty easy warmer-upper, which 15 cars scaled without stopping. Although the next section was named "Bounce," that activity seems out of favour nowadays, and 10 cars climbed clean, largely without any bouncing. Section 3, "Feet and Inches", was designed to settle ties, and apart from the normal sub-sections, the actual height attained was measured to the nearest inch. Obviously for such

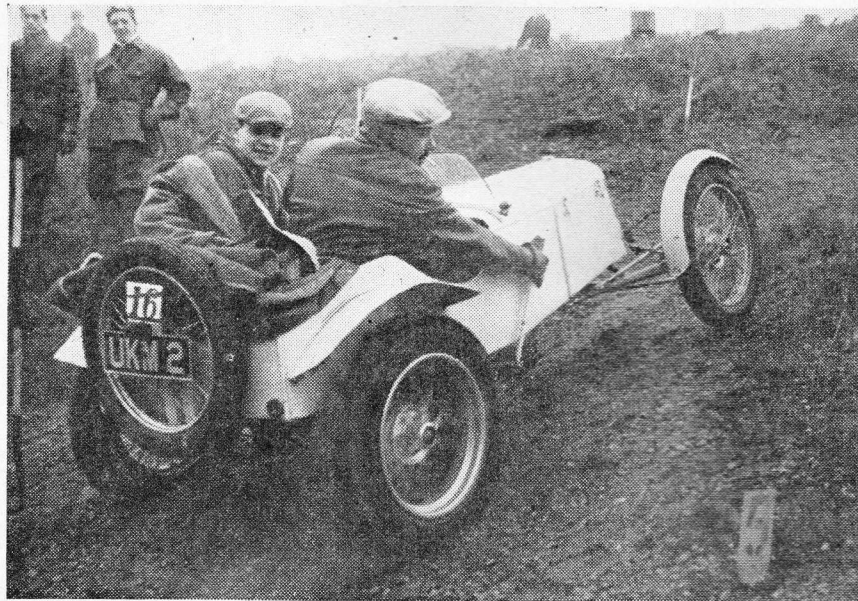
does get excellent value for the expenditure of a very small quantity of that now most precious fluid. All the familiar faces were there and the experts again demonstrated their expertise; the event was won by Rex Chappell, with Geoff Newman second, by only one mark, and Peter Highwood (who leapt to fame by winning the Chase Trophy) third, all three being "crewed" by their respective wives.

The weather conditions did not look at all promising in the morning—a heavy, overcast sky and a persistent mist—but the threat of rain did not materialize until the event was virtually over: it just stayed clammily dark all day. The terrain, however, was in prime condition, being damp enough to reward skilful driving, yet dry enough to avoid discomfort to both competitors and the encouraging turnout of spectators. The organizers, who had surveyed the course a fortnight before, were horrified to find, a day or two before the event, that a bulldozing blitz had taken place, as a



a scheme to work the hill must be an absolute "stopper", but Geoff Newman cocked a snook at the schemers by climbing right to the top, no one else reaching even three-quarters of the way.

"Old Sandy" was conquered by 10 cars, and the aptly-named "De-restricted" by no less than 16 of the entry. Things were looking just too easy, but it was not to last! "Speed Cope" is one of the most popular spectating points, its main feature being a large bomb crater half-way up a straight climb. While few folks have any trouble climbing to the lip of the crater at high velocity and thereupon becoming airborne, a more circumspect approach is required in order to stay on course, dip down into the hollow and re-emerge in one piece. Only five people, in fact, completed the task and cleared the section: Cannon, Kemp, Newman, Chappell and Bailey, and we then passed on to "Shoot-up Hill", which completely stumped nearly everyone, nobody getting farther than sub-section 4, until Dees and Highwood scrambled up to the eighth marker and Chappell



SPINNING to a stop on the tricky ridge of "Blasted Stump" (above) is Percy Barden.



STRANGER in the trials camp (left) was John Waddington, trying his hand at the game. Here a marshal tries to hold the car as it stops on "Speed Cope". The spare wheel had fallen off on the way up!

capped everything by clearing the whole hill—the only one to do so.

Back then, almost to the beginning again, for the last of the morning hills, "Pebblecombe II", which was sited in convenient view of the hot-dog wagon. This was a longish climb, with a small crater near the top. Most of those who got going at all reached the crater but never emerged from it. Newman, however, struggled past the eighth marker, the best performer on that hill.

After lunch the combatants tackled another set of climbs along the same hillside; in fact, many of them were the "return roads" for the morning hills. In view of the comparative ease with which many cars had climbed previously, the organizers were devilishly cunning and provided a set of stinkers for the afternoon: eight hills, of which five stopped the whole entry. "Bracken", the first, was the only exception, 13 cars climbing it clean. Mike Lawson was the first to tackle the next one, "Pebbledash", and after spinning to a halt, was supported by several competitors in complaining that the hill was misleadingly marked. This was agreed upon by the Clerk of the Course, the course was re-marked and

Mike had another go—only to halt considerably lower down the hill than on his first attempt, amidst ribald laughter from the others. Few people got very far on this one, and Peter Highwood was accorded a round of applause as he reached No. 5, only to be pipped by Chappell, who scored 7.

Chappell and Newman were the only ones to score a full 10 marks on "Blasted Stump", the traditional namesake of which had, since last year, disappeared, a replacement having to be towed into position by a tractor! This hill had a neck-jarring hump at the start, which had most cars airborne, but the tricky feature of it was the diagonal crossing of a ridge; many drivers tackled this too slowly, which left one driving wheel in the air at the fatal moment. "Mossy Bank" was a hurriedly devised substitute for a now unusable traditional hill, and consisted of a wet, level approach to a sharp right-hander up the hill. There was a large laurel bush on the outside of the bend which welcomed into its embrace every car in turn. No one reached farther than the third marker, except G. R. B. Clarke, who had hitherto been out of luck, but here had the sole honour of scoring four marks.

Dodswell, Kemp, Newman, Schueler and Bailey were the only ones to clear "Up-Hill", which twisted its way between some closely spaced trees, needing careful judgment of speed. Kemp in particular gave a neat and quiet performance here.

The last three sections, "The Laurels", "Haddon's Horror" and "Engine-uity" (ouch!) stopped everyone. The first-named was a straight climb, on which no one scored more than three. The second was similar, the same scoring applying, except for Newman, who notched five marks. Finally, "Engine-uity", which brought us back opposite that welcome "Naafi-wagon" again and was a long and devious ascent, calculated to amuse the spectators. Not many drivers scaled the upper slopes, however, only Cannon, Newman, Davis, Lawson and Chappell scoring as many as six marks.

So back to "The Bull" on the A20 for tea, and the computation of the results of what had been a most enjoyable day's sport. Notable amongst the entrants, and perhaps a sign of the times, was the name of J. W. Waddington, well known in rally circles and winner of the 1956 "London"; he has now acquired a trials car and did quite well for a "new boy". As rallies are *verboten* for the time being, maybe others will get their fun in this economical way. Notable amongst the virtually standardized Ford 10-powered cars (apart from the potent Austin 7 of Rob Davis) was Bill Armstrong's car, which has an experimental i.r.s., comprising a chassis-mounted Austin 7 rear axle, upon the half-shafts of which pivot two swinging arms leading forwards, each carrying a chain-driven wheel! This curious but intriguing arrangement worked quite well on its first trial, but the car was plagued with ignition trouble.

STUART SEAGER.

Results

Best Performance: 1, R. F. Chappell (S.C.S.), 120 marks; 2, G. J. Newman (Cannon VII), 119; 3, P. F. Highwood (Exspence), 106; 4, M. R. B. Cannon (Cannon), 105. **First Class Awards:** P. A. Barden (P.A.B.), 102; B. H. Dees (P.A.B.), 104. **Second Class Award:** M. H. Lawson (M & L). **Shackel Cup:** D. F. Bailey (D.B. Spl.), 97.

SEASONAL SURVEY, 1956PART I

Formula 1 Racing

Ferrari Supremacy Confirmed—Fangio a Worthy World Champion—Wonderful Showing by British Drivers—Connaught Most Successful Marque in this Country

THE year that has passed has been an eventful one. Never before has the World Championship been so hotly disputed, nor have so many nationalities been concerned in its eventual destination. In the end, the title went to an Argentinian, followed by two Englishmen, a Frenchman, and an Italian—all driving Italian-built cars.

Juan Manuel Fangio was a Champion in every sense of the word, winning no less than three of the *grandes épreuves*, namely in Argentina (sharing Musso's car), at Silverstone, and at Nürburgring. Challenged all the way by his team-mate Peter Collins, and by the Maserati pair Stirling Moss and Jean Behra, the great Argentinian had to work hard for the honour. In the Grand Prix d'Europe, the sportsmanship of Peter Collins in handing over his car to Fangio was acclaimed throughout the world, and, by giving "El Chueco" the chance to finish, assured him of the title.

Scuderia Ferrari had a wonderful year, bowing only in defeat to Maserati at Monaco and Monza, where Stirling Moss turned the tables. Quite apart from the brilliance of Moss, full credit must be given to Jean Behra who, having to play second fiddle to the British master, was always prominent and, indeed, at one time was well in the running for the Championship.

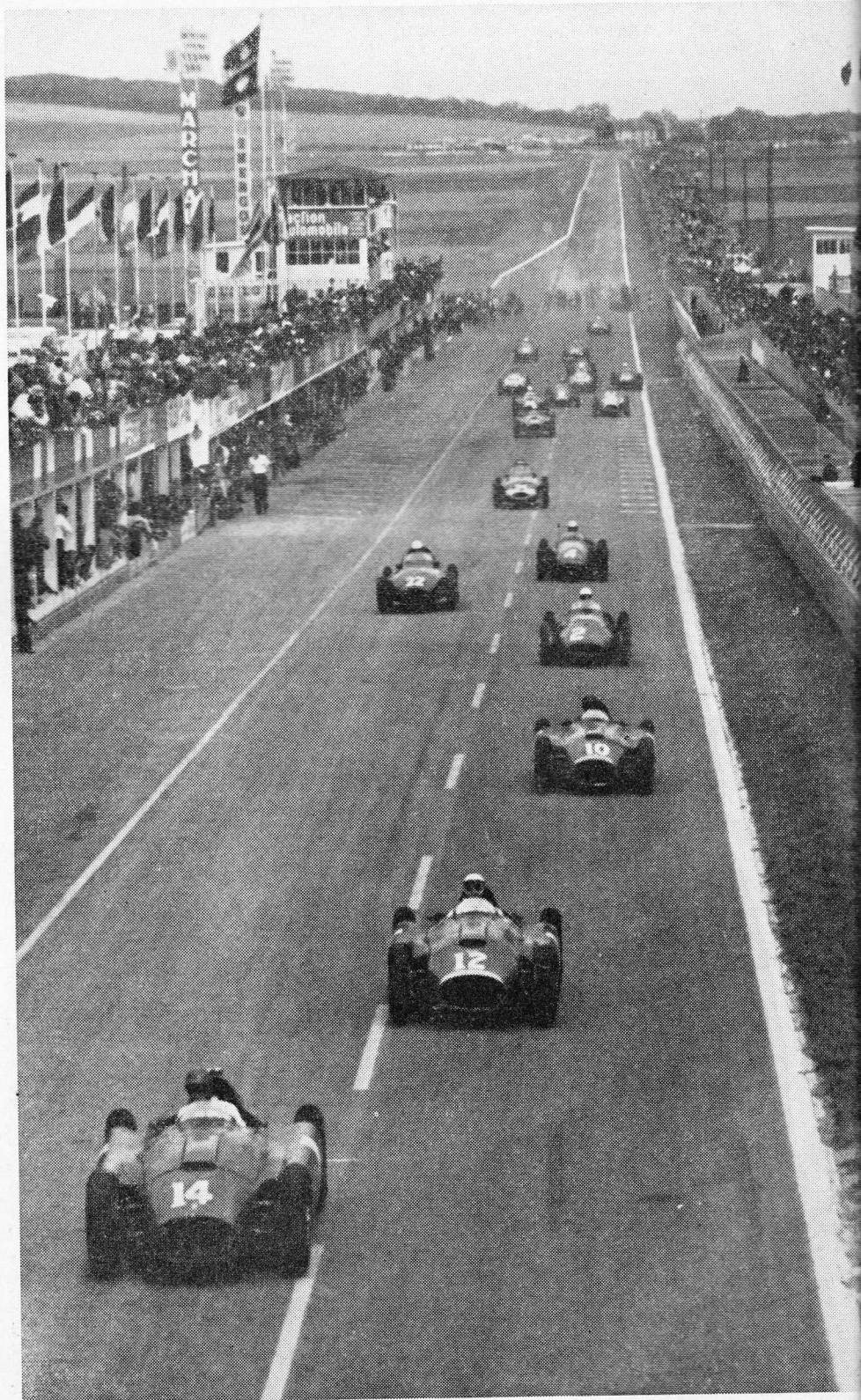
Whilst the spectacular deeds of Harry Schell for Vanwall were highly publicized (and rightly, too), Connaught was the outstanding British marque on a results basis, with a fourth in the British G.P. (Jack Fairman), and a third and fifth at Monza (Ron Flockhart and Fairman). In point of fact, the performance at Monza was easily the best by a British make for several years in full-scale Grand Prix racing. Vanwall displayed tremendous speed, but suffered from various troubles, mainly of a minor character, which upset their chances on several occasions.

B.R.M.'s great moment was when Hawthorn and Brooks led the British Grand Prix for the opening laps. Alas, the Bourne cars, as they have done so often in the past, flattered to deceive, and none of the three entries finished, with Tony Brooks crashing when the throttle jammed, and being fortunate to escape with fairly light injuries when the car burst into flames and was gutted.

The B.R.M. certainly had speed in plenty, but reliability was not its strong point.

Bugatti made a welcome return to racing at Rheims, but the rear-engined

FIRST AWAY, and first at the finish, in the French Grand Prix at Rheims was Peter Collins of the Ferrari team. In close company as the cars stream away are Castellotti and Fangio (also Ferrari), Moss (Maserati), Schell (Vanwall) and Behra (Maserati).



car was obviously not up to the standard of its rivals, including Gordini, for so many years the sole upholder of French prestige in G.P. racing.

The speeds obtainable by the 1956 Grand Prix cars were, on the majority of circuits, above those registered in 1955 by Mercedes-Benz. This, however, does not mean much, as, had the Germans competed, their cars would also have had the advantage of further development!

Argentina

As usual, the racing season opened with the Argentina G.P. at Buenos Aires. Scuderia Ferrari turned up with a curious collection of vehicles based on both V8 Lancia and Squalo machines. The V8s were driven by Fangio, Castellotti, Musso and Gendebien, with Collins in a Squalo. The works Maseratis (Moss, Behra, Gonzalez and Menditeguy) had five-speed gear-boxes, whilst Mike Hawthorn was in the disc-wheeled, disc-braked Owen Maser.

Fangio was 2.2 secs. faster than anyone else in practice, his 1 min. 42.5 secs. beating Gonzalez's existing lap record of 1 min. 43.1 secs. Just before the start of the race, Moss had a foot run over by a car being pushed to the line—he hopped into his own car, his face screwed up in agony.

Musso made a picture start, crowded by Gonzalez, Menditeguy and Castellotti. "Gonzo" pushed in front, but was almost immediately overtaken by Fangio's protégé Carlos Menditeguy. The World Champion's car sounded ropey, and he soon pulled in at his pits for a quick looksee.

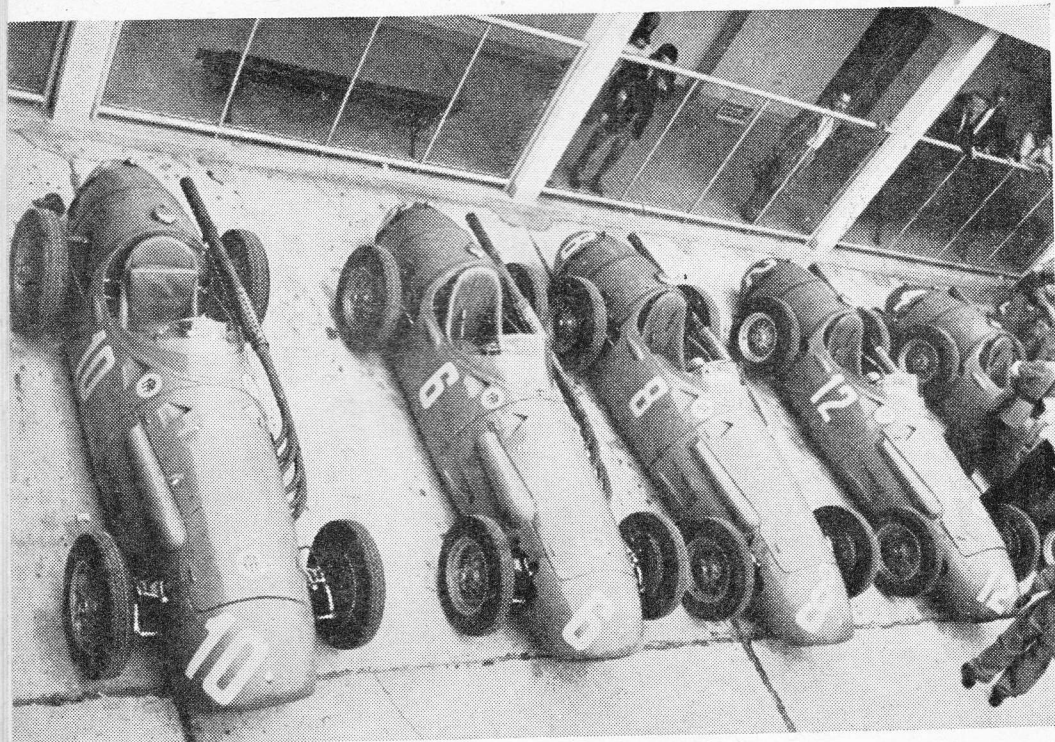
After 25 laps, Gonzalez clattered to a standstill with a dropped valve. The sensational Menditeguy still led, and Castellotti's efforts to get to grips with the young Argentinian and second man Moss, resulted in mechanical disorder. Musso, then in fourth spot, was given the "come-in", and switched cars with Fangio, whose machine still sounded like a traction engine. Behra then began to come into the picture—a new Behra,



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TOP TWO in 1956 Grand Prix racing were Stirling Moss (seen above during the German G.P.) who won the Monaco and European G.P.s for Maserati; and Juan Manuel Fangio (left) heavily garlanded after his victory at Nürburg-ring; he also won the Argentine, Syracuse and British G.P.s, becoming World Champion for the fourth time.

★



driving cannily and looking more relaxed than in any of his 1955 races.

Menditeguy's superb run came to an end when his car jumped out of gear going into a bend, and shot off-course. Moss, in the lead, had an ailing motor; Fangio was closing up at a tremendous pace, the Musso Lancia sounding really healthy, in direct contrast to Moss's Maserati which began to make noises like a concrete-mixer. Stirling finally retired, leaving "El Chueco" in front. Behra apparently forgot his New Year resolutions, and did a revolving act trying to take Fangio, who finally finished about 24 secs. ahead of the Frenchman, with Mike Hawthorn a gallant third after a no-nonsense run.

Back went Scuderia Ferrari to Maranello with ideas for completely re-vamping the V8 cars, and losing the four-cylinder Squalo in which Collins had been absolutely outpaced in Argentina. Moss brought an experimental, fuel-injected Maserati to Goodwood on Easter Monday, but, although he won, the car was not particularly rapid, and lacked top revs. The first few laps of the F1 race were sensational, with Archie Scott-Brown (Connaught), Mike Hawthorn (B.R.M.), Moss and Roy Salvadori (Maserati) having a delightful scrap. Scott-Brown busted a crankshaft, and Mike crashed with the B.R.M. after a driving-shaft pot joint seized solid, leaving Moss to win from Salvadori.

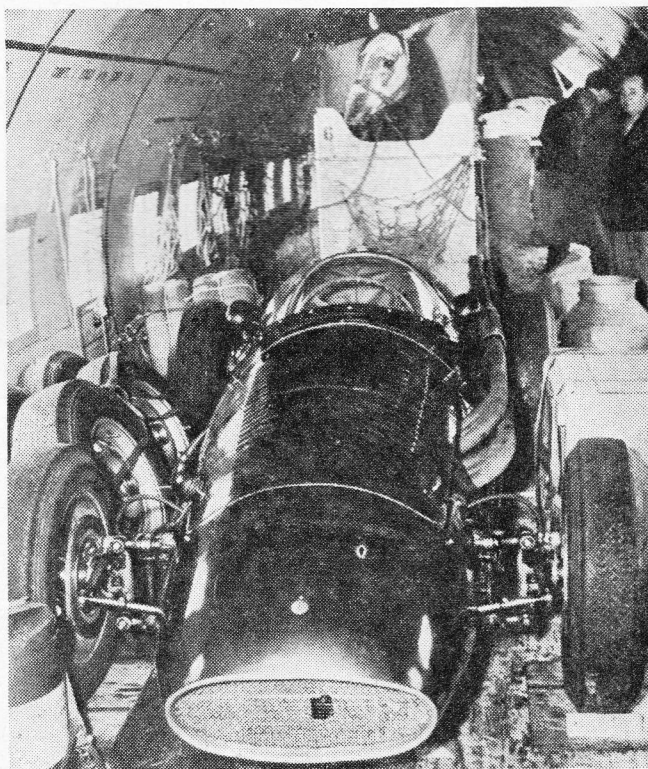
Meanwhile the Ferraris were at Syracuse, where the new V8s scored a regimental 1-2-3 victory; it might have been a 1-2-3-4, but Castellotti, during one of the spectator-benefit reshuffles, collided with a wall. Behra, in the fuel-injected Maser was nowhere, the car being a complete flop. Finishing order, although it could easily have been a dead heat, was Fangio, Musso and Collins.

At Aintree on 21st April, Moss won the "200", driving his own Maserati. Scott-Brown (Connaught) made the running at the start, but after two laps,

LINE-UP of Maseratis (above) for the Argentine G.P., first round in the World Championship, which fell to Fangio's Ferrari after a tense struggle with the rival Italian cars.

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SHARING the Buenos Aires-bound freight plane with a horse was the Owen Racing Organization's disc-braked Maserati, which Mike Hawthorn drove into third place in the Grand Prix.



Mike Hawthorn streaked by in the B.R.M., only to run out of brakes a couple of tours later. Scott-Brown was chased by Moss, but a new threat was remorselessly closing up—Tony Brooks in the second B.R.M. Out went the Connaught in a cloud of smoke with a mis-shapen piston on lap 13; Brooks had simply eaten up Moss's Maser, and the B.R.M. began to draw away, lap by lap, with Brooks driving in the classic, calm manner. Stirl. could do nothing about the Bourne flyer, and after lap 30, Tony was 27.2 secs. in front. Desmond

Titterington (Connaught) had now edged into third place. Then came the Bourne gremlins; Brooks found that the car hadn't a brake to its name, and up went his lap times. Moss sailed past to an easy victory, but poor Titterington crashed near the end, leaving the Australian Jack Brabham to take third place.

Officine Maserati could not send cars to Silverstone for the B.R.D.C. Daily Express International Trophy on 5th May, and Tony Vandervell managed to secure Moss's services for his Vanwall, another being driven by Harry Schell. Scuderia Ferrari, fully occupied in preparing for Monaco, sent over a couple of "cooking" Lancias, with Fangio and Collins—presumably to find out about lap speeds and axle ratios for the British G.P. They certainly found out, and returned to Maranello to tell of the fantastic pace of Vanwall and B.R.M., Moss and Hawthorn sharing fastest lap at 101.32 m.p.h.

The B.R.M. made a shattering start, pulling well away from the two Vanwalls and the two Lancias. Obviously Mike was going to make the best of it while the Bourne car remained in one piece, his second and third laps being covered at 3 m.p.h. more than the fastest in the 1955 race. For 13 sizzling laps Mike stayed in front, and then

retired, leaving Moss to take the lead with the Vanwall. The Lancias struck trouble; Fangio broke his clutch, took over Collins's car, and then retired with the same trouble. Schell's Vanwall broke a fuel line, and behind Moss, Scott-Brown (Connaught) and Salvadori (Maserati) were having a glorious ding-dong, which ended when Roy crashed at Stowe. Stirling streaked home to win at over 100 m.p.h.—first century race at Silverstone—followed home at a respectable distance by the Connaughts of Scott-Brown and Titterington, with

Bob Geràrd's over-bored Cooper-Bristol also in the money.

Monaco

ROUND No. 2 for the World Championship saw the invasion of the Principality of Monaco, for the Grand Prix on the famous "Circuit de la Cité". British racing green was represented by the B.R.M.s of Hawthorn and Brooks, and the Vanwalls of Schell and Trintignant. Against them were ranged Ferrari, Maserati and Gordini. B.R.M. had an unlucky trip, for serious valve troubles developed in practice, and both cars were withdrawn.

Best practice times were made by Fangio, Moss and Castellotti in that order, and these three had the front row in the grid of 14 cars. There was the usual mix-up at Gasworks Corner, and Trintignant's Vanwall emerged from the mêlée with a badly dented nose. Moss shot in front with the Weber-carburettor car, hounded by the Ferraris of Fangio, Collins, Castellotti and Musso, and Schell's Vanwall.

Fangio spun off at St. Devote, causing Musso and Schell to smack the straw bales good and hearty, while an evading Gordini revolved and stalled. Fangio restarted in sixth place, leaving Musso and Schell vainly trying to rescue their crippled cars. Vanwall No. 1 was out, to be followed soon after by Trintignant's battered one, which suffered overheating bothers.

During this, Moss had piled on a sizeable lead over Collins, with Behra and Castellotti in full cry. Fangio's car was looking slightly the worse for wear, but was rapidly overhauling Castellotti. The latter's car went out with transmission troubles, and Fangio was after Behra. Juan Manuel cast all his style to the winds; he simply hurled that Ferrari round, bouncing off kerbs, walls and, in general, doing all the things he never usually does. It transpired afterwards that this seeming recklessness was due to a damaged de Dion tube. He gradually came up on Collins, and passed him on lap 26.

It was now Moss v. Fangio. Stirling, calm as always, seemed to have the situation well in hand, keeping about 30 secs. lead over the hard-worked Ferrari. Too hard-worked it appeared, for on lap 41 Juan Manuel handed it over to Castellotti, who wasn't sure whether to keep on with it, or take it to the nearest scrap-yard. Ferrari hopes now rested on Collins, who circulated without using his car as a battering ram, and was secure in second place. However, team manager Sculatti wasn't thinking about second places, and poor Pete was brought it to hand over to Fangio. The changeover allowed Behra to nip smartly into second place.

Fangio took some time to get used to Pete's car, which had developed a curious tendency to weave on the straights, and it was not until 60 laps had gone that he got to grips with Behra, Moss having a 50 secs. lead over his team-mate. Fangio really tried, but the impeccable Moss went on his way, always put in the picture by Ugolini. With 22 laps to go, Fangio had the not inconsiderable task of having to carve 2 secs. a lap from Moss. The Argentinian does not accept defeat until the race has been run; he pulled out every trick in his bag to snatch back precious seconds. With 14 to go, Moss had a narrow escape when Perdica's brakeless car got in the way, and Stirling collided with his team-mate.

Relentlessly Fangio pulled back seconds, and in the closing laps there was every chance that he would do it, if Moss's car had suffered from its impact. However, to the great joy of the British contingent, Stirling took the chequered flag, followed 6.1 secs. later by Fangio, who did his 100th and final lap in 1 min. 44.4 secs. (67.39 m.p.h.)—fastest of the day. Horace Gould's first Monaco essay with his Maserati resulted in eighth place.

Spa-Francorchamps

WITH the cancellation of the Turin race, next outing for the F1 cars was the Belgian G.P. at Spa. B.R.M.

were non-starters, and Mike Hawthorn was offered a drive with Maserati, but Ferrari objected as they maintained that they had asked him first. Whilst the two marques argued, Mike quietly returned to England.

Practice was sensational, in that Fangio lapped in the almost unbelievable time of 4 mins. 9.8 secs. (209.490 k.p.h.). Folk had been talking about 200 k.p.h. laps at Spa for years, and this was it with a vengeance. Next best was Moss with 4 mins. 14.6 secs., in a revised Maserati with a long snout; Collins was third fastest with 4 mins. 15.3 secs. Stirling didn't like the fuel-injection engine, and had a Weber job installed before the race. Both Vanwalls were fast in practice, and were in the third row behind Castellotti and Behra.

It was raining stair-roads when Moss darted into the lead, followed by Behra, and the Ferraris of Collins and Castellotti. Lap 1, and it was Moss, Castellotti, Collins, Fangio, Schell and Behra, with Fangio moving up all the time. Once the World Champion had settled down, he started to whittle down his rivals' lead, taking Moss on the sixth tour, just as the circuit began to dry out.

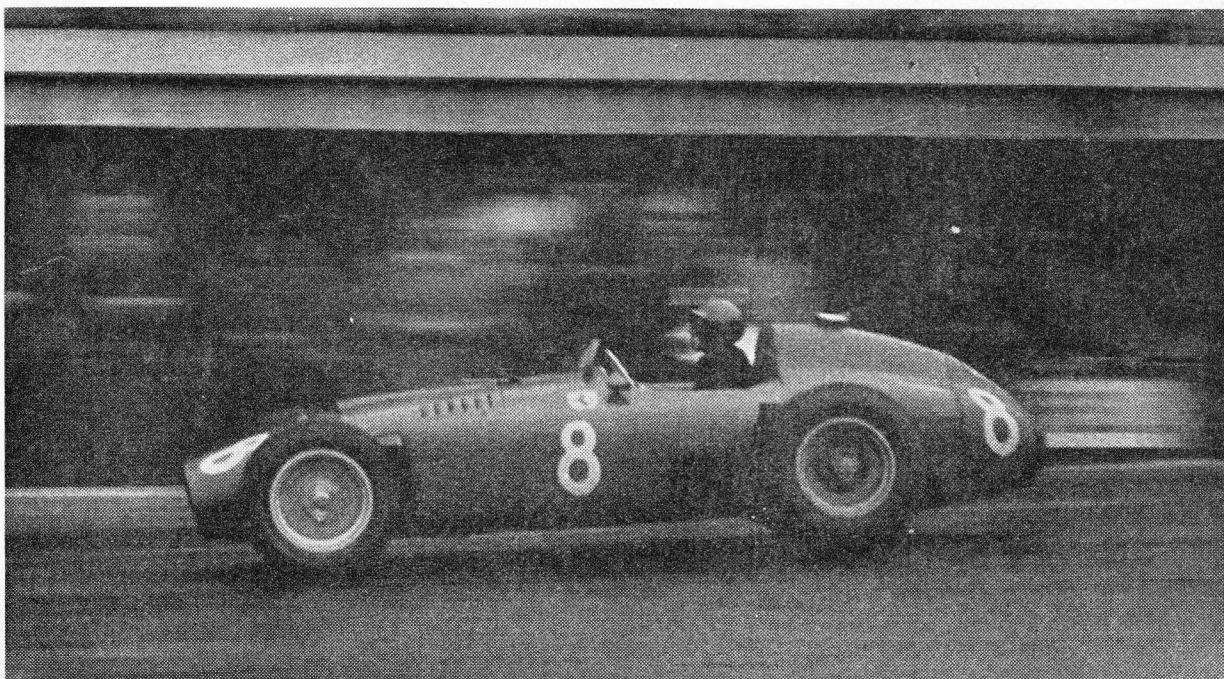
Frère (Ferrari) and Schell (Vanwall) were joined in battle royal, with Harry obviously under strict orders to finish at all costs. Fangio pulled away from Moss, who was about 13 secs. ahead of Collins and Castellotti. Behra was dropping back all the time. At 10 laps Fangio still led, but Castellotti was out with transmission trouble. Collins set a new lap record of 4 mins. 18.7 secs., but Fangio reduced this by 1.3 secs. Moss had a narrow escape when he lost a wheel on the way up to Eau-Rouge, but climbed out and hared it back to the pits to take over Perdica's car.

On the 24th lap Fangio, leading easily, retired at Stavelot with transmission ailments, and sat on a wall to watch Collins go past in the lead, with Behra and Frère fighting it out for second place. Pete went on his way to win his first *grand épreuve* with a comfortable margin over Frère whose second

★

NEW WINNER in Grand Prix spheres in 1956 was Peter Collins, seen here leading the Belgian G.P. in a Ferrari. His victory there was speedily followed by a second triumph in the French classic at Rheims.

★



place sent the Belgians delirious with excitement. Moss drove magnificently to take third place, setting up a new lap record of 4 mins. 14.7 secs. in the process. Harry Schell brought the Vanwall home to a well-earned fourth place.

At Aintree on 23rd June Horace Gould (Maserati) won the poorly supported Aintree "100", with only eight cars facing the starter. Gould, with the race in his pocket, nearly lost it when his car began to run out of fuel, but Bob Gerard's Cooper-Bristol had run out of oil pressure, and Bob couldn't risk putting on the pressure.

Rheims

So now we come to Rheims, and the prospect of tremendous speeds on the revised Geux circuit. Hawthorn (Vanwall) was rewarded with 100 bottles of champagne for being the first driver to do a 200 k.p.h. lap (2 mins. 27 secs., 203.208 k.p.h.). Both Collins (Ferrari) and Schell (Vanwall) improved on this with 2 mins. 25.6 secs., 205.263 k.p.h., and 2 mins. 26.8 secs., 203.585 k.p.h., respectively. New boy Colin Chapman and Hawthorn, collided with their Vanwalls in practice, the former's car being too badly damaged to be repairable in time for the race. Two Bugattis appeared, but neither was impressive.



GOING THE ROUNDS of British and European Formula 1 races with Maseratis were British drivers Horace Gould (above) and Bruce Halford (right). Gould won the Aintree "100" and was second in the Vanwall Trophy at Snetterton. Halford lay fourth in the German G.P., but was most unluckily disqualified.

The team Ferraris eventually returned fastest laps in practice, but it was never made quite clear whether Fangio or Collins actually did 2 mins. 23.3 secs., the latter being credited with this time. Fangio with 2 mins. 24.9 secs., and Castellotti with 2 mins. 24.6 secs. Next best was Schell (Vanwall), then Hawthorn (Vanwall), Behra (Maserati) and Moss (Maserati).

From the start, Ferraris dominated the race, with Hawthorn in fourth spot.

Fangio, Collins and Castellotti circulated in strict formation, chopping and changing whenever they felt like it. Then occurred a remarkable series of incidents which changed the entire race. Harry Schell motored slowly into the pits with an ailing car. Hawthorn, feeling far from well, began to drop back, came into the pits and made a lightning hand-over to Schell. This manoeuvre completely foxed the Ferraris, for when the green Vanwall began to approach at high velocity, Fangio and Co. thought Schell was at least a lap behind. The lanky Harry drove like Fury itself, and even when he was amongst the red Ferraris, their pit hadn't cottoned on. It was fun and games for several laps, and even if the Vanwall did manage to go in front on occasion—so what! Suddenly Fangio was signalled that Schell was actually with them. This was after Harry had set up a new circuit record of 2 mins. 28.5 secs. Fangio turned on the heat, swept by his two team mates, and took the lead ahead of the Vanwall, which was now being worried by both Collins and Castellotti.

Schell tried valiantly, but it was one against three; even so, the green car was perceptibly slowing, and eventually came into the pits where it remained stationary for over 5 mins. Harry had a fantastic reception, and Tony Vandervell was beside himself with glee. Moss

had been in dire mechanical trouble, and took over Perdiss's car. However, the Maseratis were completely outpaced by Ferrari and Vanwall. During the affair with Schell, Fangio lowered the lap record to 2 mins. 25.9 secs. Juan Manuel was out of luck, for he had to stop and have a loose carburettor union nut tightened, letting Behra into third place.

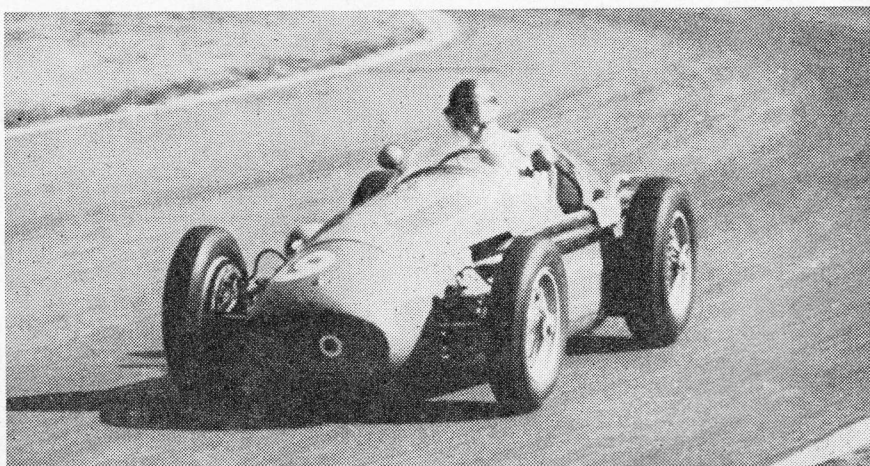
Collins and Castellotti circulated almost wheel to wheel till the end, when Pete just nosed ahead to win his second successive G.P. Fangio made a tremendous effort to catch Behra, and actually broke the lap record again on his final circuit—2 mins. 25.8 secs.

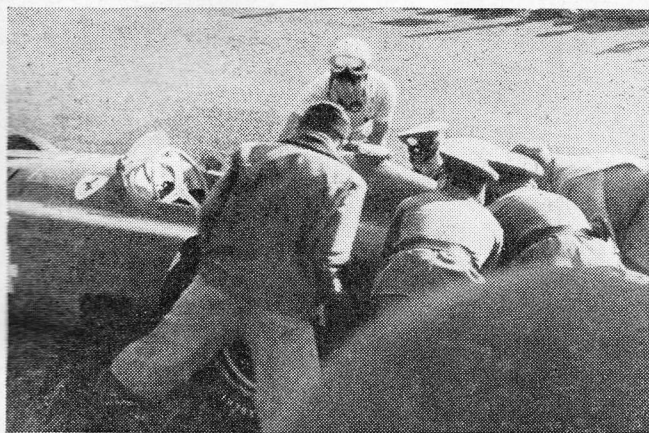
Silverstone

THE British Grand Prix at Silverstone on 14th July attracted a superb entry, with full teams from Ferrari, Maserati, Connaught, B.R.M. and Vanwall. A surprise was the appearance of José Froilan Gonzalez in a Vanwall, Tony Vandervell having had him flown from Argentina a few days earlier. In all, 28 cars came to the line, with the front row of the grid occupied by Moss (Maserati), Fangio (Ferrari), Hawthorn (B.R.M.) and Collins (Ferrari). Row 2 had the Vanwalls of Schell and Gonzalez, together with Salvadori's Gilby Engineering Maserati.

The start was disastrous for Vanwall; "Pepe" Gonzalez, equipped with over-size rear tyres, slammed in his clutch at a fair rate of revs., the car gave a shudder, moved a few feet, and came to rest with broken transmission. No sooner had the crowd realized this than the leaders came screaming round to complete the first lap, with two B.R.M.s in front, Hawthorn followed by Brooks. Flockhart in B.R.M. No. 3 retired with engine trouble. The crowd went crazy with excitement, as the Bourne cars went farther out in front, chased by Fangio and Schell. On the eighth lap Fangio went off-course to avoid a collision with a slower car, and dropped back to sixth place. Moss took Brooks, but on lap 10 the B.R.M. was back in second spot.

Schell broke a rear damper and lost over 8 mins. at his pit, and Trintignant in the other remaining Vanwall also stopped. Scott-Brown was now coming into the picture with his Connaught, whilst Moss was being shadowed by Salvadori. Scott-Brown went out on lap 16 when a wheel came off, and Moss hurtled ahead of Hawthorn to take the lead. Not long afterwards, Salvadori





TROUBLE for Eugenio Castellotti and his works Ferrari (above) after running out of road at Nürburgring during the German Grand Prix.

PLEADING permission to cover another lap in his disabled Ferrari, the Spanish Marquis de Portago has a slight argument with Harold Parker outside race control after being black-flagged at Silverstone in the British G.P.

went up into second place as the B.R.M. began to slow; Brooks had also dropped back, and after 20 laps was fifth, behind Fangio but ahead of Collins.

One could sense the disappointment when Mike Hawthorn coasted into the pits to retire with a damaged U.J. oil seal in the back-end. Moss gradually began to draw away from Salvadori, who was driving the race of his career.

Fangio, in third place, was settling down to a remorseless pursuit of the two British drivers, but Tony Brooks was delayed when a throttle rod came adrift; this let Collins up into fourth place. Both Vanwalls were in constant trouble, apparently with fuel blockage.

At 40 laps, Moss, Salvadori, Fangio

and Collins had lapped the field, including de Portago (Ferrari), Behra (Maserati) and Castellotti (Ferrari). Jack Fairman, driving most consistently, began to bring his Connaught into the limelight. Roy Salvadori had a tank-strap come adrift, and halted on the 50th lap to have it fixed, shot off again, only to come in with ignition bothers, thus dropping to fourth place.

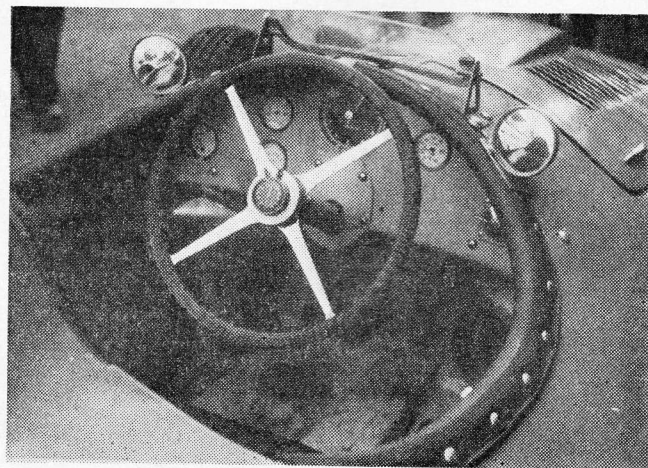
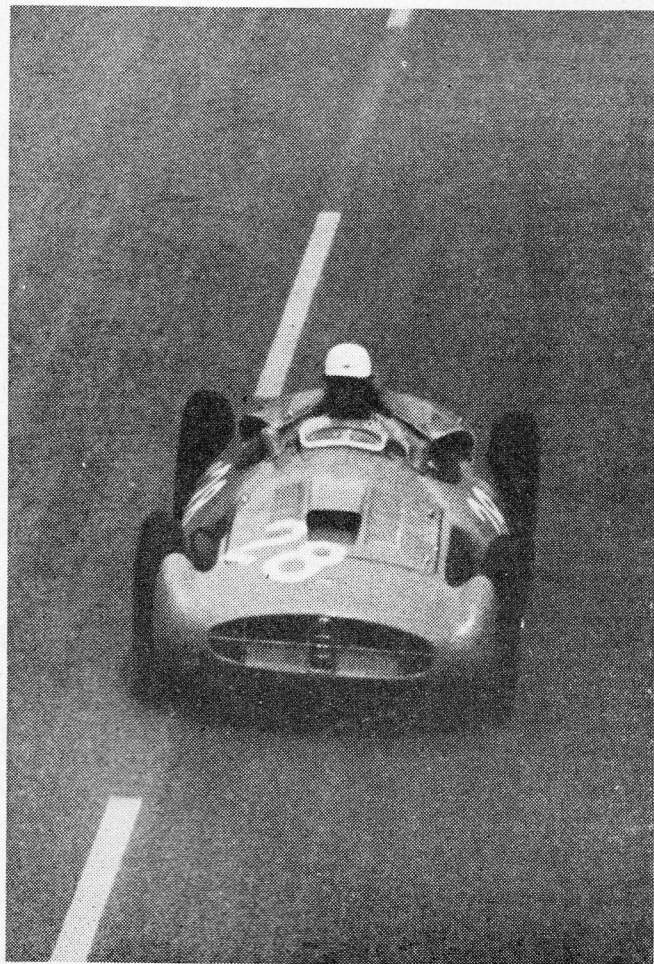
Around this time Tony Brooks in the repaired B.R.M., had the throttle stick on Abbey Curve, left the road, and the car caught fire. Fortunately Tony was thrown out, and escaped with comparatively minor injuries. Salvadori retired, after a magnificent drive, with engine trouble; Fangio now began to turn on the heat, and at 60 laps was less than 7 secs. behind Stirling. Fairman was in sixth place, a lap behind Behra and de Portago. Collins went out with zero oil pressure and took over de Portago's car. With 68 laps gone, Moss's engine started fluttering, and he stopped to investigate, rejoining the race some way behind Fangio, but still in second place.

Fangio was obviously in complete command of the race, and Moss now had Collins with which to contend. There was some light relief when Castellotti arrived with a very battered Ferrari,



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RETURN to racing—but not to glory, was made by the Bugatti marque in the French G.P. On the left is Trintignant, coming down the straight in the Type 251, which has its engine set sideways, aft of the driver. (Below) A glimpse in the cockpit of the new Bugatti, showing the four-spoked steering wheel and austere instrument panel.

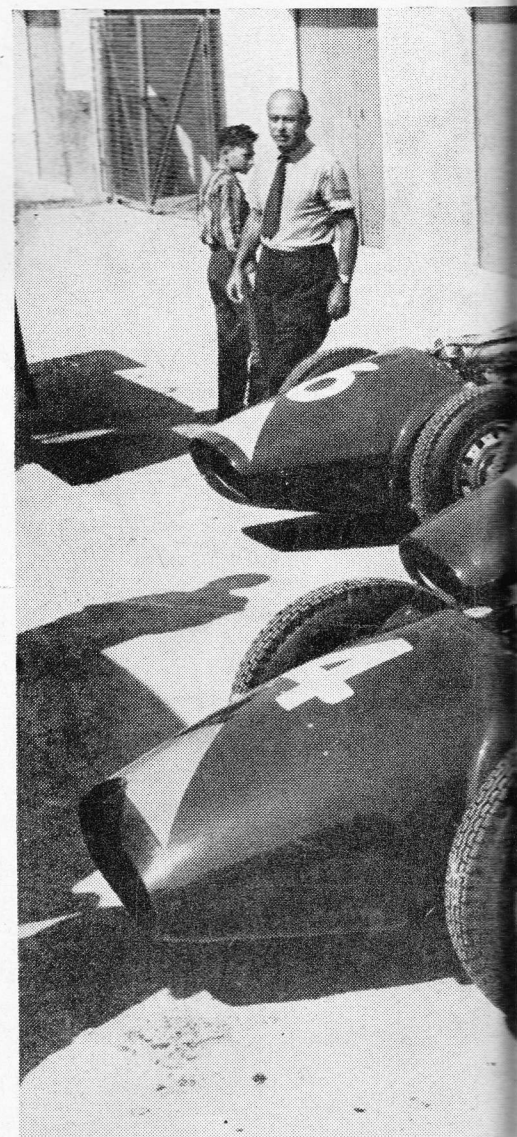
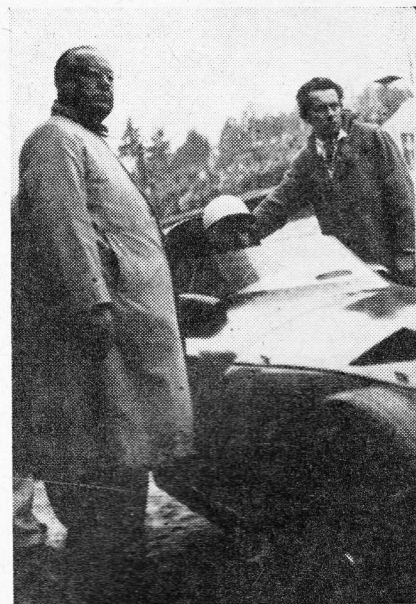
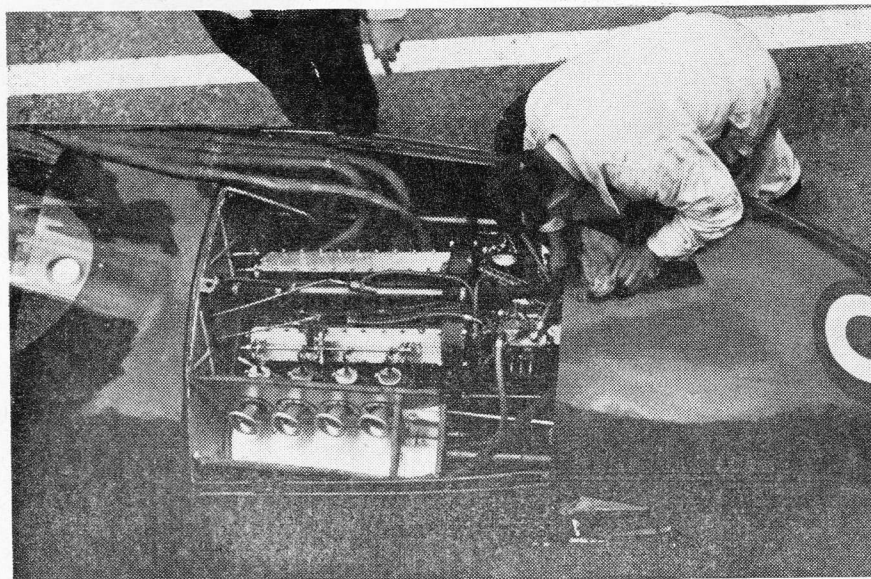


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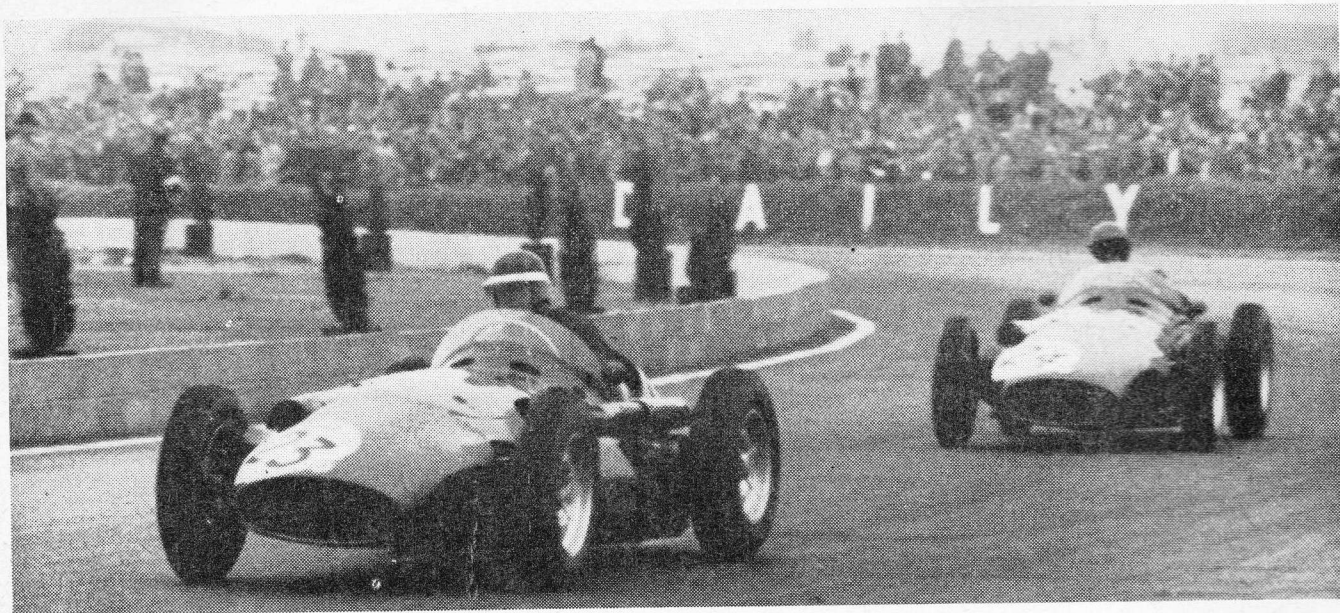


VANWALL: Matching the pace of the Italians, Vanwall performances have been spectacular, but all too often marred by retirement, though Moss beat all opposition at Silverstone.

(Top right) "Le Patron" Tony Vandervell, seen with his driver Trintignant at the start of the Belgian G.P. (Below) The four-cylinder Vanwall engine, with direct fuel injection.

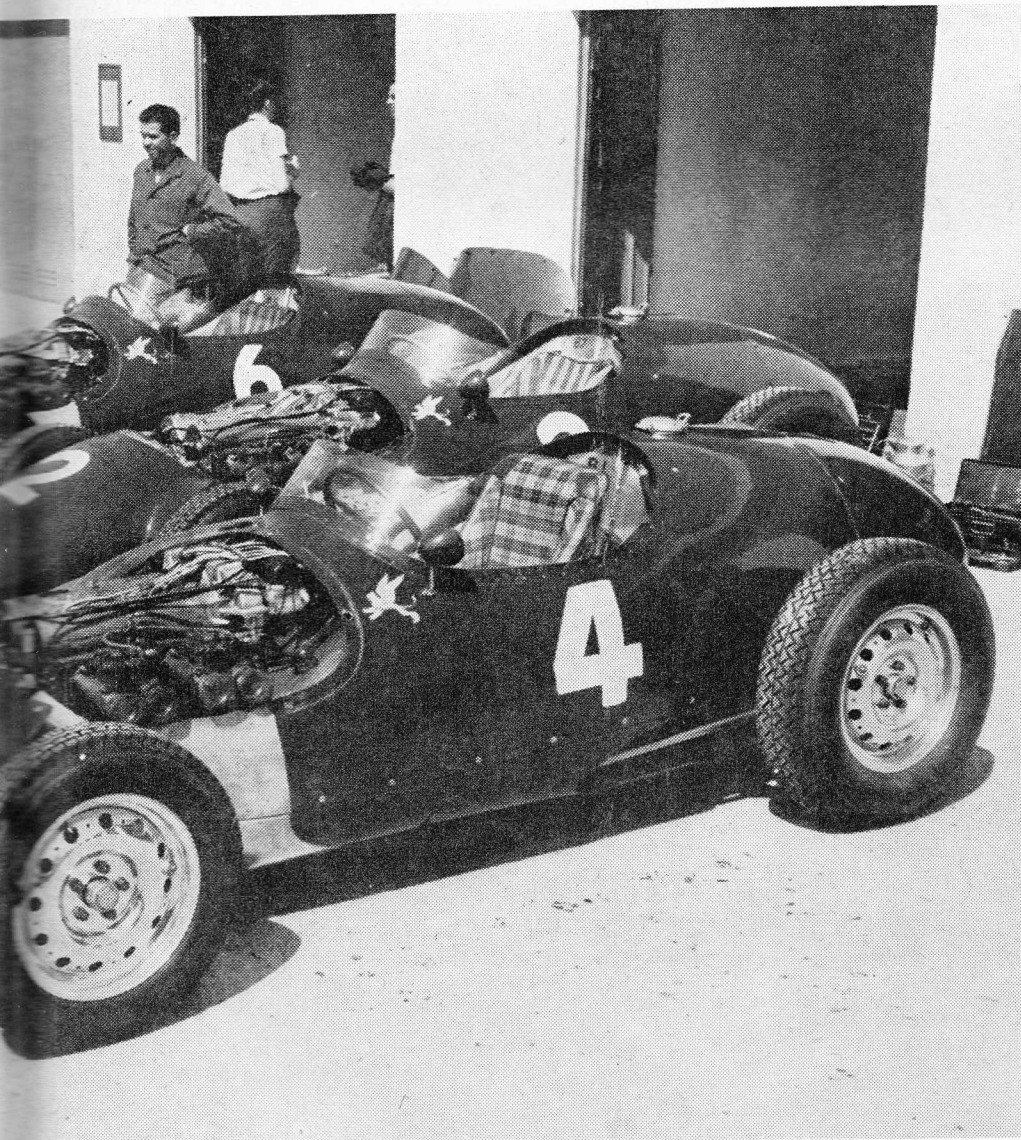


GREEN—British Cars in 1956 Grand Prix Racing



ELECTRIFYING were the first laps of the British G.P., with the B.R.M.s (above) of Mike Hawthorn and Tony Brooks leaving all Ferrari and Maserati opposition well behind. Alas, neither car finished the race.

CONSISTENT throughout the season was Connaught, whose best performance of the year was third and fifth places in the G.P. of Europe. (Left) The cars before the great race at Monza.



Seasonal Survey—continued

handed over to de Portago, who had quite a job convincing the stewards that the car was driveable—if a machine which leaves four distinct tyre marks when on a "straight" line can be said to be driveable.

Stirling Moss was in trouble with a leaking tank, and just after Collins took him for second place, the Maserati was abandoned at Stowe. Fangio took the flag to win his first British G.P., with Collins second, Behra third, and Jack Fairman (Connaught) a fine fourth. Fangio won at 98.65 m.p.h., with Moss doing fastest lap at 102.104 m.p.h.

Position for the World Championship was interesting, in that Collins with 22 points still headed the table, followed by Fangio (21), Behra (18) and Moss (13).

In between the *grandes épreuves*, the Vanwall Trophy race was run off in July at Snetterton. No Vanwall turned out for it, but Scott-Brown (Connaught) broke the lap record before retiring, after which Roy Salvadori went through to win. Horace Gould was second, and Jack Brabham third, all driving Maseratis.

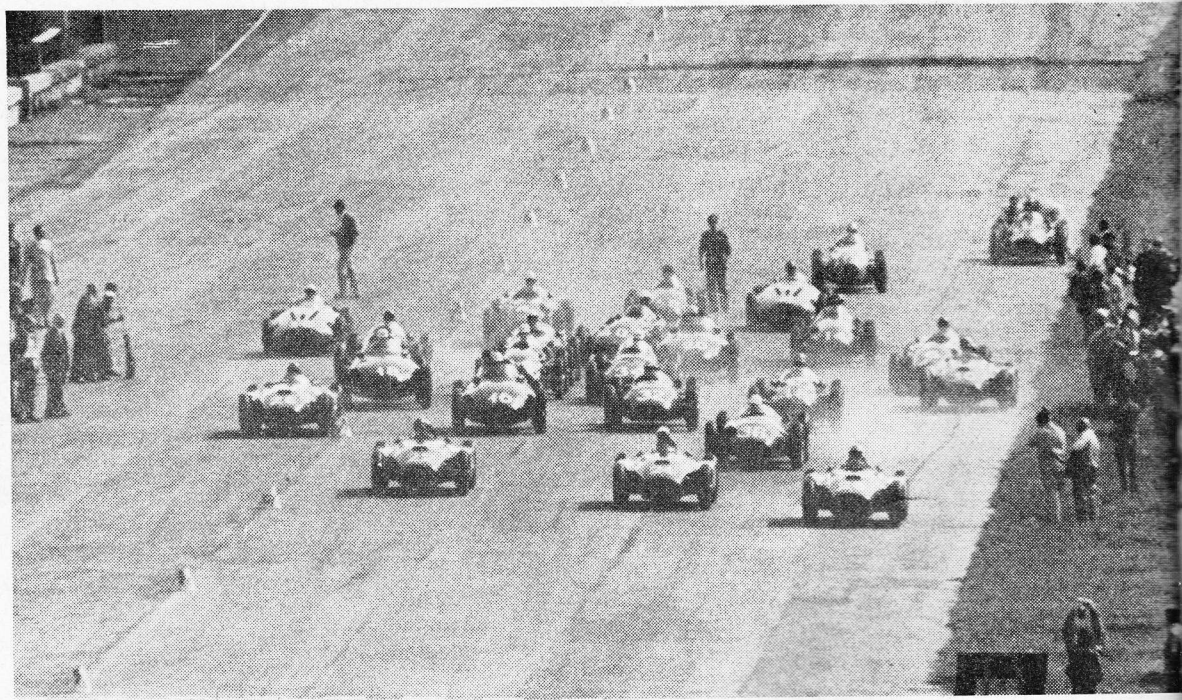
Nürburgring

NOT a single British car started in the German Grand Prix at Nürburgring. Mike Hawthorn was treated rather high-handedly by the organizers, who, apparently refused to insure him, on the grounds that he had been guilty of driving misdemeanours in the 1,000

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DRAMATIC START of a dramatic race, the G.P. of Europe at Monza. Three Ferraris are leading, but the eventual winner was Stirling Moss in a Maserati from Fangio in Collins's car. Third was Ron Flockhart in a Connaught.

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kiloms. race. This was eventually ironed out, but too late for Mike to go racing.

In practice Fangio and Collins both cracked Lang's existing lap record which was put up in 1939. The Ferrari pair were joined on the front row of the grid by team-mate Castellotti, and Moss (Maserati). At the end of the first lap Fangio, Collins and Moss had a sizeable lead over Behra, Salvadori and de Portago. Collins kept more or less in Fangio's slipstream, but Castellotti took to the country and went past the pits with a very dented Ferrari—in 15th place. On the second tour both Fangio and Collins set up new lap record figures with 9 mins. 51 secs. Not long afterwards Castellotti abandoned his crippled car and took over Musso's.

The lap record took a beating; Collins did 9 mins. 47.6 secs., Fangio replied with 9 mins. 46.6 secs., which Collins knocked down to 9 mins. 45.5 secs.—this on the eighth lap. Then out went Collins with a split fuel tank, and after 11 laps (half-distance) only 12 of the original 20 starters were still in the race. Collins, having recovered from fuel-stung eyes, took over de Portago's car, which was in fourth place. Horace Gould (Maserati) had retired, and when Bruce Halford (Maserati) came in with exhaust tail pipe missing, a futile effort was made to fit Gould's tail-pipe. Behra stopped to fix a loose fuel tank, and Collins went into third place.

Meanwhile Fangio, well out in front, quietly turned in a lap of 9 mins. 41.6 secs.—11 secs. faster than Lang's record with the big supercharged Mercedes. Pete Collins, trying desperately to get to grips with Moss, shot off-course just after the Karussell, and stepped out to abandon the car. Halford kept going despite black flags being waved at him; he was eventually disqualified for allegedly receiving outside assistance.

So on went Juan Manuel Fangio to score his second successive G.P. win, and lead the World Championship with 30 points, to the 22 of Peter Collins

and Jean Behra. Moss drove his usual immaculate race to take second place.

Between preparations for the Grand Prix of Europe at Monza, there was an F1 race at Caen. Roy Salvadori (Maserati) was in brilliant form, his second lap beating Moss's existing record. In pursuit were Harry Schell (Maserati) and Robert Manzon (Gordini), but the latter had ignition troubles. Horace Gould had the wretched luck to wreck his car when he hit a tree. The race developed into Salvadori versus Schell. Down came the rain, and Salvadori spun, stalling his engine and letting Schell into a lead which he never relinquished. Salvadori dropped back to third place after a pit stop, the runner-up being André Simon with one of the old six-cylinder Gordinis.

Grand Prix d'Europe

THE final round of the World Championship series at Monza still left Peter Collins with a chance to win the title—provided Fangio did not finish, nor make fastest lap. Pete would then have to win to tie with the Argentinian, or make the fastest lap as well in order to win the Championship.

For this vital race Maserati produced a new version of their car, with the engine slightly canted in the frame, and an even longer and lower nose than was fitted to Moss's Spa machine. Connaught arrived with three cars, but the organizers would not accept Scott-Brown owing to a disagreement with the medical authorities, and Ron Flockhart took over. Von Trips crashed his Ferrari, but his excuse of a broken steering arm was, unaccountably, not taken seriously by the technicians—a blunder which may eventually have cost the "Prancing Horse" the race. Vanwall's team was Schell, Trintignant and Piero Taruffi. Front row of the grid comprised the three Ferraris of Fangio, Castellotti and Musso, and Row 2 was occupied by Taruffi (Vanwall), and the

Maseratis of Moss and Behra. In all, 24 drivers faced the starter.

Castellotti and Musso set off at a somewhat ridiculous pace, not giving a thought to probable tyre wear with full tanks. Schell, in third place, led both Fangio and Collins. Sure enough, the two leaders both threw treads on the fourth lap; Fangio, Moss, Schell and Collins now began a most exciting struggle for supremacy, the British car displaying extraordinary speed on the back straight. Castellotti had a narrow escape when a tyre burst on the banking, and his car hurtled down on to the inside portion of the track, right in the path of oncoming cars. It ended up on the grass verge, and a badly frightened Eugenio walked back to the pits.

Collins was the next victim of tyre trouble, and after changing wheels, dropped to ninth place. Meanwhile, Schell was disputing the lead with Moss and Fangio, the three cars being in a tight bunch. The Vanwalls of Taruffi and Trintignant were at the pits with trouble, but Flockhart and Fairman were doing extremely well with the Connaughts, Leston's having gone out earlier with a torsion bar spline failure. However, Fairman lost ground when he stopped to change a disintegrated front tyre.

At 15 laps Moss led fractionally from Schell and Fangio, but three laps later Fangio came in with his steering all haywire. It was eventually repaired, bits being taken from de Portago's car which had suffered suspension troubles following a burst tyre—but Castellotti went off in it, and Fangio sat twiddling his thumbs, inscrutable as ever, but probably wondering how the World Championship would be affected.

Schell's gallant effort ended with a partial oil-bath, and he was loudly cheered on his way back to the pits. Musso came in to check and change tyres, Fangio made ready to take over, but the little Italian would not get out of his seat. Juan Manuel shrugged, and took off his helmet. Moss was now

1956 FORMULA 1 RACE RESULTS

WORLD CHAMPIONSHIP EVENTS IN BOLD TYPE

Date	Event	Circuit, Number of Laps, Duration	First	Second	Third	Winner's Speed	Fastest Lap
22nd January ..	ARGENTINE G.P.	"October 17," Buenos Aires; Lap of 2.43 miles 3 hours	J. M. Fangio/ L. Musso (Ferrari)	J. Behra (Maserati)	J. M. Hawthorn (Maserati)	79.3 m.p.h.	Fangio, 82.8 m.p.h.
15th April ..	Syracuse G.P.	Syracuse; 80 laps, 273 miles	J. M. Fangio (Ferrari)	L. Musso (Ferrari)	P. Collins (Ferrari)	97.07 m.p.h.	Fangio, 166.53 k.p.h.
13th May ..	MONACO G.P.	Monaco; 100 laps 195.4 miles	S. Moss (Maserati)	J. M. Fangio (Ferrari)	J. Behra (Maserati)	64.94 m.p.h.	Fangio, 67.39 m.p.h.
3rd June ..	BELGIAN G.P.	Spa-Francorchamps 36 laps, 317.5 miles	P. Collins (Ferrari)	P. Frère (Ferrari)	S. Moss/C. Perdiss (Maserati)	118.43 m.p.h.	Moss, 124.015 m.p.h.
1st July ..	FRENCH G.P.	Rheims; 61 laps, 314.7 miles	P. Collins (Ferrari)	E. Castellotti (Ferrari)	J. Behra (Maserati)	122.29 m.p.h.	Fangio (Ferrari) 127.37 m.p.h.
14th July ..	BRITISH G.P.	Silverstone; 101 laps, 303 miles	J. M. Fangio (Ferrari)	A. de Portago/ P. Collins (Ferrari)	J. Behra (Maserati)	98.65 m.p.h.	S. Moss (Maserati) 102.104 m.p.h.
5th August ..	GERMAN G.P.	Nurburgring; 22 laps, 321.8 miles	J. M. Fangio (Ferrari)	S. Moss (Maserati)	J. Behra (Maserati)	85.62 m.p.h.	Fangio, 141.2 k.p.h.
26th August ..	G.P. de Caen, France	Circuit de la Prairie Caen; 70 laps, 153.2 miles	H. Schell (Maserati)	A. Simon (Gordini)	R. Salvadori (Maserati)	80.34 m.p.h.	Salvadori, 91.35 m.p.h.
2nd September ..	G.P. OF EUROPE	Monza, Italy; 50 laps, 310.7 miles	S. Moss (Maserati)	P. Collins/ J. M. Fangio (Ferrari)	R. Flockhart (Connaught)	129.73 m.p.h.	Moss, 135.5 m.p.h.

BRITISH FORMULA 1 EVENTS

(OTHER THAN THE BRITISH G.P.)

Date	Event	Circuit, Number of Laps, Duration	First	Second	Third	Winner's Speed	Fastest Lap
2nd April ..	B.A.R.C. Richmond Trophy Race	Goodwood; 32 laps, 77 miles	S. Moss (Maserati)	R. Salvadori (Maserati)	L. Leston (Connaught)	93.35 m.p.h.	Moss, 95.79 m.p.h.
21st April ..	B.A.R.C. Aintree "200"	Aintree; 67 laps, 201 miles	S. Moss (Maserati)	C. A. S. Brooks (B.R.M.)	J. Brabham (Maserati)	84.24 m.p.h.	Brooks, 86.68 m.p.h.
5th May ..	B.R.D.C./Daily Express International Trophy Race	Silverstone; 60 laps, 176 miles	S. Moss (Vanwall)	A. Scott-Brown (Connaught)	J. D. Titterton (Connaught)	100.47 m.p.h.	Moss and M. Hawthorn (B.R.M.) 102.30 m.p.h.
23rd June ..	B.A.R.C. Aintree "100"	Aintree; 34 laps, 102 miles	H. H. Gould (Maserati)	F. R. Gerard (Cooper-Bristol)	B. Halford (Maserati)	83.08 m.p.h.	Gould, 85.71 m.p.h.
22nd July ..	Vanwall Trophy	Snetterton; 15 laps, 40.6 miles	R. Salvadori (Maserati)	H. H. Gould (Maserati)	J. Brabham (Maserati)	92.0 m.p.h.	Scott-Brown (Connaught) 95.86 m.p.h.
13th October ..	B.R.S.C.C. Meeting	Brands Hatch; 15 laps, 18½ miles	A. Scott-Brown (Connaught)	S. Lewis-Evans (Connaught)	R. Salvadori (Maserati)	73.78 m.p.h.	Scott-Brown, 75.66 m.p.h.

firmly in the lead, and both Collins and Musso were out after him. Pete was signalled in for a tyre check, and sportingly handed over to Fangio, who patted him on the back—obviously delighted to be back in the fray, with a chance to make certain of the title. Flockhart had unobtrusively brought his Connaught up to fourth place, duelling with Behra who had taken over from Maglioli.

Behra broke his steering, and Flockhart narrowly missed hitting the wildly spinning Maserati. On lap 45 the race changed dramatically. Moss ran out of fuel, but managed to make his pit after a fortuitous shunt by Piotti's Maserati, which gave him the necessary impetus. This put Musso into the lead, but the young Italian had his steering break, missed crashing into his pit by a near-

miracle, and immediately burst into tears.

Moss, back in the lead, could not afford to take any chances, for one of his rear tyres was getting a trifle ropery. This called for the smooth driving technique, which makes Stirling such a master on wet roads, and he continued to circulate, knowing full well that Fangio was tearing round, catching up every lap. With one lap to go, Flockhart took on fuel in one of the slickest stops ever seen in a G.P., and restarted still in third place.

It must have been a relief to Moss when the Maserati crossed the line to receive the chequered flag. As it was, Fangio was a mere matter of 5 secs. behind, but secure with the title of World Champion for the fourth time. Then it was a joy day for Connaught,

with Flockhart and Fairman arriving in third and fifth places, split by the well-driven Maserati of the Spaniard Godia.

So ended the G.P. of Europe, the last of the *grandes épreuves* of 1956, with, it must be admitted, a surprise victory for Maserati, thanks to the brilliance of Stirling Moss. On paper, Ferrari looked a certainty, but such is Grand Prix racing!

With no more F1 races on the calendar, the B.R.S.C.C. popped up with an experiment at Brands Hatch, which attracted four works Connaughts, Salvadori's Maserati and others. The race was a huge success, victory going to Scott-Brown, followed by newcomer Stuart Lewis-Evans.

GREGOR GRANT.

CASE HISTORY OF THE MASERATI

The Evolution of a Famous Italian Racing Marque

Part 4

By NORMAN SMITH

MASERATI'S decision to return to the sphere of Formula racing in 1938 aroused much interest and speculation, and hopes of successful participation by a team from Bologna gave the advent of the 1938 Grand Prix season added spice. Bindo and Ernesto, still running the factory and still racing enthusiasts, promised that the G.P. car, when it appeared, would be good, good enough at least to hold the Germans, and with Trossi, Zehender and, it was said, Achille Vaz as drivers they had quite a powerful line-up on paper. But only two new G.P. Masers came forth for 1938's first major Grand Prix at Tripoli, being revealed as 8-cylinder supercharged jobs of three litres capacity, that have since become known as the Tipo 8 CTF, and which in looks were as beautiful a car as had ever come from the Maserati factory. In practice for the Tripoli race they proved to be fast, too, for Varzi and Trossi each equalled the other's time, only four cars—three Mercedes and Alfa—being faster. Trossi was particularly quick in the race, making the second fastest lap at 135 m.p.h., but it availed him naught as both his and Varzi's car suffered a similar fault in the transmission system which ended their race long before the distance was completed.

As the new 3-litre Maserati was in effect a "scaled up" version of the 1½-litre, its promise on its first outing was partially explainable, the engine being basically two "fours" placed end to end (69 mm. x 100 mm. bore and stroke once again!) in a chassis very similar to the 1½-litre, with its i.f.s. and quarter elliptic rear springs. The 8 CTF's second race was eagerly awaited, and when one of the two entries (Trossi actually) made the fastest lap in practice for the Coppa Ciano, ⅓ sec. better than the best Mercedes, hopes were that the sought-after reliability may have been found. But once more in a race the Maseratis failed, although Count Trossi did shake the complacency from the German team by gaining first place in no time at all—but not, alas, for long.

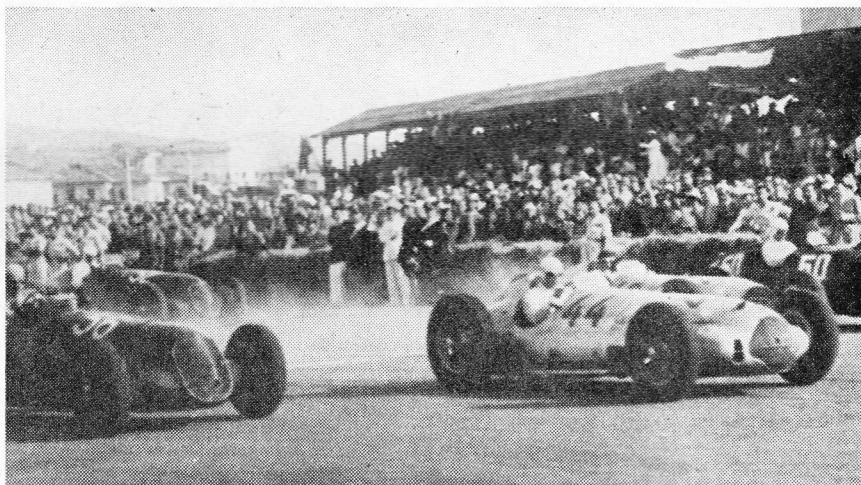
Another try was made at Pescara, and there Luigi Villorelli had his first drive in a Grand Prix, at the wheel of the 8 CTF, and, to the surprise of many, he made the fastest lap. That was the day's only Maserati honour in that race, and it was eventually left to Trossi to be the first to coax the 1938 G.P. Maserati through a Grand Prix. This he did in the Italian G.P. at Monza, finishing fifth in the race won by Nuvolari in an Auto Union.

One final attempt was made in 1938 to win a Grand Prix with the 8 CTF, but as always that year failure was their lot, for Villorelli (a very welcome splash of red amongst the German "Silver Arrows") retired after 18 laps of the Donington circuit in the final 1938 Grand Prix, a retirement that was a great disappointment to two Mancunians present (myself and my brother!) for the Maserati was just coming to grips with the Mercedes and Auto Unions.

Despite the Grand Prix car's unfortunate habit of flattering to deceive, the Maserati marque nonetheless had a great year. The 1,500 c.c. car in four and six cylinder version, was one of the

mainstays of voiturette racing, and the factory operated a works' team in this class, supported as always by vast hordes of privately owned cars in varying forms. By this time many of the smaller Italian races had become the exclusive prerogative of the Maserati, and interest resolved more around drivers' individual skill than in inter-marque rivalry, although their wins must not all be shrugged off as worthless or empty.

For example, the Swiss Armand Hug ran a four-cylinder which was to amaze the British and gratify the people of his native land, when he broke the stranglehold on the Prix de Berne by winning at 81.88 m.p.h., chased home by another four cylinder Maserati driven by E. Bianco, who himself had collected a good, if unexpected, second in the Picardie G.P. a month or two earlier. Hug went on very quickly after his Berne success to win the G.P. de le Baule in the same car, and then to follow the new Alfas into third place in the Prix de Milan at Monza on the same day that Trossi got the 8 CTF through the full distance of a Grand Prix for the first time. Hug's last 1938 success was a well

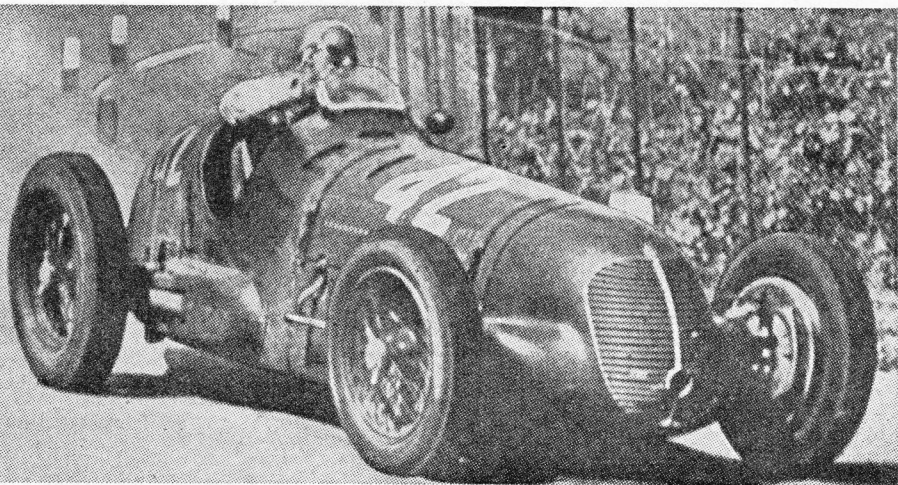


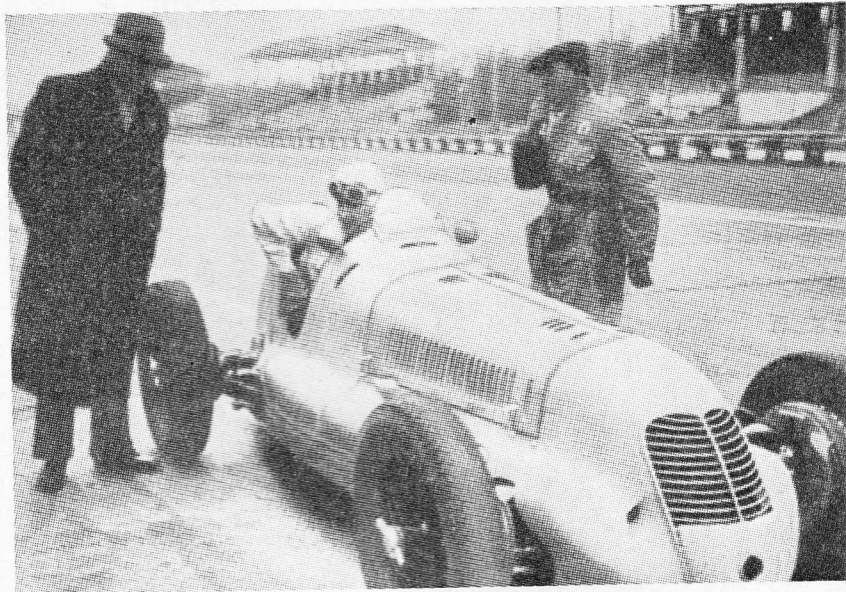
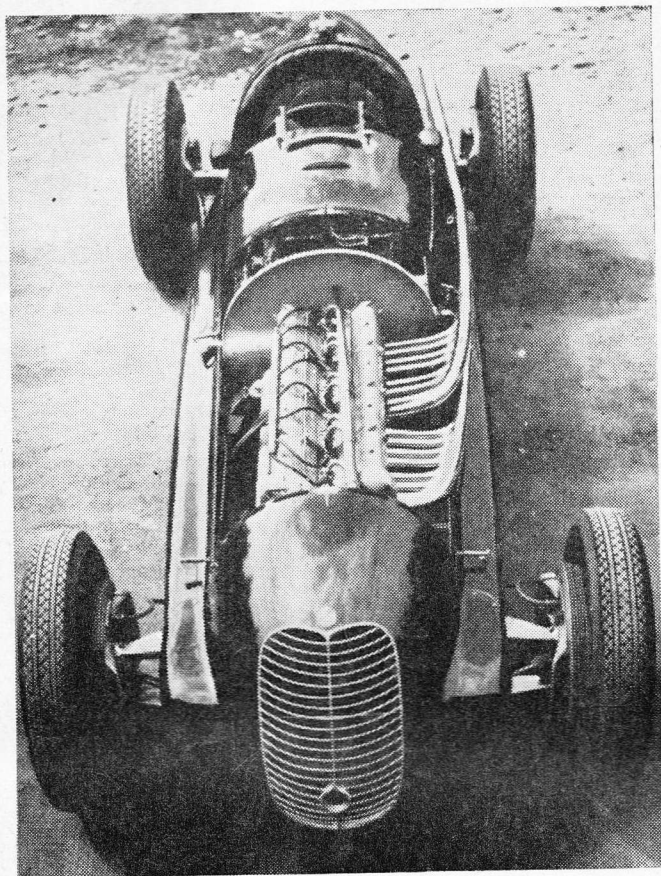
DISTURBING the Germans' domination in the 1938-39 Formula came the 3-litre, 8-cylinder Maserati 8 CTF. In the Coppa Ciano start scene, above, the two 8 CTFs of Trossi and Zehender are well up with the Mercedes which eventually won.

(Left) Newcomer to Grands Prix at that time was Luigi Villorelli, whose electrifying drive at Pescara in a Maserati brought him the fastest lap honours.

deserved second place in the Modena street race.

The German Paul Pietsch, too, used a four-cylinder Maserati extensively in 1938 and he, as a matter of interest, made three quite outstanding shows with the car, finishing second at Pescara in the 1,500 c.c. race, winning Heat 1 of the Grand Prix de Berne, and gaining third





IMPOSING from any angle was the Tipo 8CTF Maserati (left), one of the most handsome of Grand Prix machines. Its engine broadly comprised two 69 mm. x 100 mm. 4-cylinder blocks set on an in-line crankcase.

ON TEST at Monza early in 1939 (above) the 4-cylinder, 16-valve, 1½-litre Maserati. At the wheel is Count Trossi; on the left, Ernesto Maserati; on the right, mechanic Guerrino Bertocchi.

spot in the Circuito di Lucca in a Maserati 1-2-3-4. Pietsch's four-cylinder timed at Pescara, and doing "6200", recorded 137.99 m.p.h. over the "Kilometre Lanciato" to Villorosi's 134.67 in the Tipo 6C, the German's speed being some 3 or 4 m.p.h. slower than that of the new 158 Alfa which was running in its second race.

For comparative purposes the timed kilometre on the Montesilvano straight at Pescara has been extremely illuminating, revealing unsuspected speed ratios between the cars from one factory in either the same or even different years. Pietsch did, as quoted, 137.99 m.p.h. in 1938, a mere 20 m.p.h. gain in four years over the quickest 1½-litre Maserati of 1934 whose speed was 118.4 m.p.h.! Villorosi's 6C made a speed of 134 m.p.h., and this, too, was also 20 m.p.h. faster than its predecessor of 1936—which had only done 114 m.p.h.!—this 1936 speed of the Tipo 6C being actually slower than the 1934 car. Of course, gear ratios and weather conditions must enter into an assessment of the true value of these speeds, but the bare figures make a pretty framework on which to start theorizing, especially when it is recalled that the single-seater 2.9 of 1934, Nuvolari driven, recorded 155.2 m.p.h. over the identical straight.

However, to return to 1938 and the 1,500 c.c. Maserati Tipo 6C, which, though two years old, was used in such abundance by the private owner as well as the factory and the Scuderia and which could, unlike the 8 CTF, be relied upon to finish a race well up the field before the Alfa came on the scene. A few of the 6Cs were actually seen in full Grands Prix—under the terms of the 1938/40 formula they were eligible—but, naturally, they were outclassed and

it was the 1,500 c.c. race proper that suited them best and which, in all in 1938, they claimed seven major wins in these "minor" races.

In successive order these were the Tripoli 1,500 c.c. class (Taruffi—are you surprised, you who saw him at Aintree, and wondered who he was?), Targa Florio (Rocco), Naples (Marazza), Albi (L. Villorosi), Acerbo (L. Villorosi), Lucca (Villorosi) and Modena (Franco Cortese), and many of these wins could additionally be listed as 1 and 2, or 1-2-3, or even 1-2-3-4! were it not for fear that the boredom of repetition would dull the due appreciation of success. Almost at the end of the season Maserati's most promising youngster, Aldo Marazza—who had graduated from the ex-Lurani sports Maserati to the works team in a year—was killed in the Milan Grand Prix at Monza. With his death, much of the glory of the season's results was badly tainted, for Marazza was highly thought of as a future ace, and he would doubtless have been in the forefront in 1939 when the 16-valve car made its first appearance.

The concentration on G.P. and 1,500 c.c. cars in 1938 left no time for sports car racing, and with Furmanik for once failing to make his annual record attempts, these two phases of motor racing fell completely out of the orbit of Maserati activities. However, in England the marque had a few minor successes, Bira's glorious old 2.9, for instance, capturing second place in the Cork Grand Prix (run to the G.P. formula!) and the 200 Miles race, thus completing a season's racing that marked a definite upgrade in the firm's standing after the serious decline of 1935 and 1936.

To maintain that increasing prestige, the Maserati brothers (Bindo and Ettore) early laid their plans for 1939 and, aided by Italy's decision to limit all her classics to 1½ litres (too many German victories weren't good—and cost too many lire!) they devised during the winter months yet another new Maserati racing car, a car that was to provide in the early post-war years the bulk of entries in Grand Prix racing. The 1938 3-litre was not entirely dropped, however, as one new 8 CTF was built and sent to the United States where Wilbur Shaw, driving it under the pseudonym "Boyle Valve Special", won the 500 Miles race at the Indianapolis Speedway—a great success indeed. In European races the 8 CTF ran at the Nürburgring (the German G.P.) and at Berne (the Swiss G.P.), and with a little smattering of luck the 8 CTF might have actually won at Nürburg, for although Villorosi's car retired, Paul Pietsch finished third—and at one time he was in the lead ahead of all the German cars! A month after the German race the Ecurie Bleue had 3-litre 8 CTF cars running in the Swiss Grand Prix, the last genuine pre-war classic, but even René Dreyfus' polished skill was not enough to bring them up to the forefront, and they eventually finished nowhere. The machines run at Berne by the Ecurie Bleue were actually the same two that Pietsch and Villorosi had at the Nürburgring, and which eventually found their way to America to become, in the course of time, the "I.R.C. Inc." and "Bennett Bros." Specials!

The new 1939 1,500 c.c. Maserati (not currently termed the 4CL—that designation was adopted after the war) was ready for racing in May 1939, and in the same identical weekend one raced at Brooklands (Maseratis were still true to the private owner and sold up-to-date racers) whilst a works team ran at Tripoli, an excursion that was a major disaster, for all three new cars failed to complete a single lap—surely a unique achievement for any team in any form of

motor racing! Fortunately the British driver, Reggie Tongue, saved Maserati's pride with his third place in the J.C.C.'s International Trophy at Brooklands, so that the true début of the Tipo 4CL Maserati (the British race was run one day earlier than the N. African epic) was in effect moderately successful.

Mechanically, the 4CL Maserati was largely a scaled-down version of the 8 CTF, but in the engine department the 4CL had square dimensions (78 mm. x 78 mm.) which at long last broke away from the more usual 69 x 100 measurements. Provision was originally made for two-stage supercharging, a feature not used on this car until 1947, and



SMILING JOHNNY: Popular pre-war British driver, the late J. P. Wakefield, who won the Naples, Picardie and Albi Grands Prix with his privately owned 16-valve, 1½-litre Maserati 4CL.

the use of four valves per cylinder gave the car a distinctive place in the Maserati hierarchy, for the nomenclature "the 16 valve Maserati" automatically calls to mind the 4CL and its developments up to and including the "San Remo" type of 1948. Another English driver, the late Johnny Wakefield, was the second private owner to get a 4CL Maserati, and he it was who mainly kept the car in the winners' circle until September's dark days wrote "finis" to real International racing for so many long, weary years.

Wakefield, who previously raced a Tipo 6C, went to Italy to collect his car, and once in possession of it he had a grand tour of Europe's 1,500 c.c. races during which he got three clear-cut victories (at Naples, Picardie and Albi), a second (at Rheims, and he really should have won!) and a third, in the Prix de Berne where he could hardly have been expected to subdue the little Alfettes. Smiling Johnny's victory march in this last summer of peace was decidedly popular, and when the Swiss driver Armand Hug (using a 1939 16-valve engine in his 1937/8 chassis) beat him in the 1,500 c.c. race at Rheims the disappointment was very great, the failure of the Englishman's braking system alone giving the hybrid Maserati of Hug its win—a win which was, in any case, a feather in the Maserati cap.

In the two chief Italian races, the Coppa Ciano at Leghorn and the Coppa Acerbo at Pescara (the Italian G.P. was cancelled because of the war) the works

4CLs met the official team of 158 Alfas, the Alfas triumphing easily over both circuits, the best Maserati could do being the second and fourth places, by Cortese and Taruffi, at Leghorn. Once more the speeds registered at Pescara showed a further improvement in the Maserati maximum, for Villorosi did the kilometre at 147 m.p.h., the best yet with a 1,500 c.c. Maserati in road racing trim. The car that Gigi Villorosi had driven at Tripoli—a streamlined all-enveloping bodied 4CL—was, however, reputed to do 170 m.p.h., but that was under the ideal conditions of the Mellaha circuit and not on the Pescara road course.

Apart from the new 4CL, many older-type Maseratis were operated in 1939, but only in the South African winter season (the pre-war parallel of the present day South American races) did these earlier types score a win, the Ambrosiana stable from Milan sending a team of 1938 four-cylinders that returned to Italy with the South African and Grosvenor Grands Prix in the bag. Villorosi winning the former with Cortese second, and Cortese winning the latter. As a matter of interest, in the 1937/38 winter races Villorosi, Lurani, Siena, and Taruffi had all been out with Maseratis, Siena and Taruffi each getting a second place in the same two races.

Italy being non-belligerent early in 1940, she was able to run a Tripoli G.P. and a Targa Florio that year, and in these two events Maserati was the predominant marque, providing 99 per cent. of the entry lists—but it was an Alfa that won at Mellaha. In Sicily, in the Targa the 4CL finished 1 and 2, the most significant feature of these two events being perhaps, the identity of the young Italian pilot of a Tipo 6C which finished eighth at Tripoli—Alberto Ascari!

America, too, was not involved in the

European conflagration in 1940, and so she held her annual 500 miles race at Indianapolis, Wilbur Shaw repeating his performance of 1939 in winning in the same car—the Boyle Valve Special, the 3 litres s/c. 8CTF Maserati delivered to him in 1939 and with which he so nearly did the Hat Trick in 1941 "500", leading until he turned wall smacker after 151 laps. However, greater interest was displayed in this country, probably more so than in the States, in the car that Raoul Riganti entered and drove in the 1940 "500" for it was still another new Maserati, albeit a fusion of ideas from the 8CTF and the 4CL. Chief difference from the 1938 8CTF was in the engine, the 1940 edition having 32 valves and a bore and stroke of 78 x 78—in other words, the 16-valve 1½-litre "doubled up", the 8CL-type number being in consequence self-explanatory! Riganti's Indianapolis effort ended after 60 miles, and his car finally finished under an alias in post-war American racing, as had the 8CTF of Shaw, and the two one-time works cars which the Ecurie Lucy O'Reilly Schell left behind after their vain-glorious visit of 1940.

At the beginning of the war, either in 1939 or 1940, the Maserati factory was moved from its original home at Bologna to new premises in Modena, and as with engineering works of every description in all the countries involved, war work was doubtless carried out in their new home, but by all accounts a certain amount of new car construction was (or must have been!) undertaken for the Scuderia Milano cars (4CL Maseratis) that raced in 1946 on the resumption of International motor sport were new machiens, and they were usually believed to have been built during hostilities, giving the Italians a real first class start in the post-war racing era.

The first post-war Maserati racing success was gained, however, by a private owner, for Henri Louveau drove a Tipo 6C to victory in the Coupe des Prisonniers in the Bois de Boulogne in Paris in the first post-war race meeting in 1945.

(To be continued)

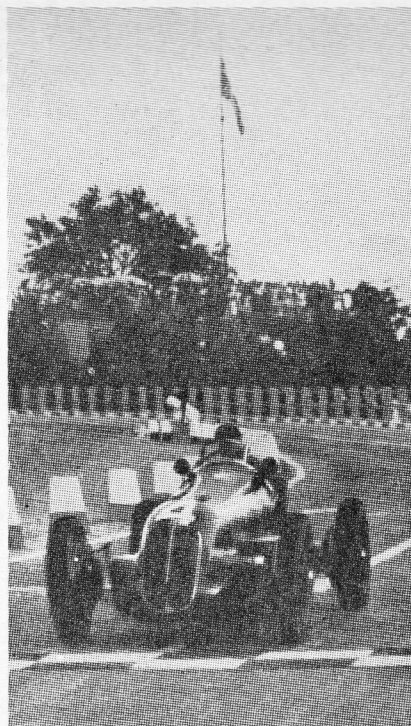
FARE CUTS ON CHANNEL AIR FERRIES

MAJOR reductions in vehicle fares on their cross-Channel air ferry services were announced on Wednesday by Silver City Airways.

For the first time, low off-peak fares will apply for mid-week travel during the height of the holiday season, while motorists crossing the Channel in July will also benefit by cheap homeward-bound rates at weekends. The routes affected by the new fares are those from Ferryfield Airport (Lydd) to Le Touquet, Calais and Ostend, and from Southampton to Cherbourg and Deauville.

Single fare reductions range from 10s. to £9 10s. Coupled with a more generous distribution of off-peak fares, they enable even August-rush travel to be cheaper than in 1956.

A Ford Prefect and two passengers, travelling between Ferryfield and Le Touquet mid-week in August, will be charged £27 2s. return, as against £29 12s. in 1956—a difference of £2 10s. At weekends in August, the new cost is £28 12s.—£1 cheaper than last year's minimum.



MINOR WIN in the 1939 voiturette season dominated by Alfa Romeo, was that of Gigi Villorosi with his 4CL Maserati in the Circuit of Carnaro, an Italian national event.

CORRESPONDENCE

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

The Monza 500 Miles Race

I WOULD like, as a motor racing enthusiast, to thank and congratulate the A.C. d'Italia, Alec Ulman, and Duane Carter for organizing the Monza "500". I believe that the International character of the sport is one of its greater attractions, and that "pukka" American participation is something to be greatly encouraged. Perhaps Monza's "500" will become a precedent.

While harping on the International theme, one wonders if a green car could adequately uphold British prestige in a race, which is bound to receive as much publicity, especially in America with her dollar markets, as the Grand Prix d'Europe.

The V16 B.R.M. seems to be our only possible contender, but a very suitable one nevertheless. The fast straights and banked curves should suit the centrifugal supercharger, and minimize the use of a trailing throttle. Potentially, even if the car was detuned for greater reliability, some 530 b.h.p. should be realized. (A figure in excess of any likely European contender.)

Certain modifications would be necessary for continuous left-hand cornering on such a rough banked circuit, but they would be minor ones compared with the rebuilding Ferrari and Maserati will have to do.

I, personally, would like to see a car from Bourne become the first green car to win a *Grande Epreuve*, but almost as much, I should like to see them win at Monza on 29th-30th June.

J. M. E. WALTON.

NORTHALLERTON.

Renault and Racing

I AM in complete agreement with your editorial of the 7th December issue of AUTOSPORT about the Dauphine Turismo Veloce. I am enclosing an article on the same subject from the Paris correspondent of *La Gazzetta dello Sport*, who writes that the agreement states that ten thousand Dauphines are going to be constructed as T.V.s.

In the course of the article the correspondent writes: "The Dauphine-Gordini is almost certain to take part in the coming Mille Miglia, the race that has enabled the Régie Renault to double its sales and dominate so big a part of the French market and, in part, the international one. Of that no other firm can boast, with the exception of the Volkswagen which started ahead of the Renault". Another part of the article states "that Simca has been working for a year on a new motor with a hemispherical cylinder-head, giving 50 per cent. more power than the Aronde, that is 75 b.h.p., and a maximum speed of 150 k.p.h." So France will soon have two new T.V.s and it looks as if Italy is getting worried and remember the heading of the article, "*For Renault Races are Useful*". May I add why not to B.M.C., Ford, Rootes and Standard?

SALVINO CARUANA.

ST. JULIANS, MALTA.

The 1,172 c.c. Formula

MR. WHITEHOUSE asks why a car with a 14 m.p.h. maximum speed advantage, which is $\frac{1}{2}$ cwt. lighter than its nearest rival, does not win races.

I think perhaps that he is pulling someone's leg, but in case we are expected to take him seriously, the explanation is obviously that they lack the necessary preparation-to-driver-ability factor or there is some shortcoming in the road-holding department.

Colin Chapman is President of the 750 Motor Club and the only reason why the works Lotus XI sports did not sweep the board last season was because he very sportingly withdrew it from 1,172 c.c. formula racing after its successful debut at Brands Hatch in June.

What can happen when a scientifically streamlined body is combined with good preparation and driver ability was amply demonstrated in 1955 when Mike Macdowel's Lotus IX had a virtual monopoly.

Does Mr. Whitehouse suggest that this can cost much less

(Continued overleaf)

STIRLING MOSS

relies upon

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than £600 or was it paid for out of winnings with the "Tiger Kitten"?

Mr. Broadley's "Lola" is indeed a praiseworthy effort, for which I have the greatest admiration, but other things being equal, the streamlined body gives an advantage of approximately 56 per cent. on power, which is quite a handicap for any amateur.

In reply to Holly Birkett, a scientifically streamlined body is defined simply as one that has been developed by wind-tunnel or road testing. An exact or near copy of any such body would come in the same category.

Any scrutineer who does not know which 1,172 c.c. formula cars fall into this category has no right to be scrutineering.

However, for 1957 at least, the "Club" has spoken, so let us hope that sporting instinct and public opinion will persuade the "rich little poor boys" with their £1,500 motor cars to "play in their own backyards". In the meantime I must rush off and build myself a wind-tunnel.

In reply to the query as to how many weeks are needed at 30s. per week to achieve a trouble-free and enjoyable day's sport, in my case it was nine, but that was before the 750 Motor Club had imposed their 8 cwt. limit "to give the production car a chance" and I had added so much lightness that my Austin-based special tipped the scales at 5½ cwt.

H. M. R. MALLOCK, *Major*.

LONGFIELD, KENT.

Trials

THIS correspondence seems to be growing a little, but I would like an opportunity of replying to some of the points raised by Mr. R. Simpson in his second letter.

First of all, let me assure him that I am not a bit annoyed at his criticism of my pastime. In fairness to the R.A.C. however, I do rather resent his persistence in alleging that the current formula is a freakish one, because I can only repeat that from personal experience—which is borne out by other drivers—cars made to the current formula are far more roadworthy than their predecessors and, except for lack of weather protection, are quite usable as everyday transport.

Mr. Simpson's third paragraph only proves more than ever that he is out of touch with present-day trials cars and the "Southern Stars" must have been quite amused at his expressed doubts about "steam" and gearing—particularly the former.

Let me assure your correspondent that the Southern cars are every bit as good as, and probably better than, the Northern cars—and mechanically they are all pretty much the same. Almost without exception, the cars have Ford 10 engines with stronger valve springs, high compression head and twin S.U. carburettors.

Now, Sir, I think that Mr. Simpson will agree that these aids to performance on a normal Ford car, would give at least 70 m.p.h. and probably a bit more—say 75—under really good conditions. If so, the odd few m.p.h. to make up the round figure of 80 I quoted, should be easily accounted for when one takes into account the smaller frontal area of the special, the much lighter weight, and the higher gearing. Yes—higher because I think the majority of people use either a Ford axle ratio of 5.5/1 or Austin of 5.6/1—quite a few of the very light cars use an even higher ratio of 5.3/1. Coupled with this is the fact that trials specials use 500-18 wheels, compared with the standard car's 500-16 or 450-17 giving a higher effective gearing.

Regarding roadholding and "steerability" of the Southern cars, it is a pity R. Simpson has only followed them from the start to the first section and in between sections because the time to really study their general handling is from the last section to the cup of tea and meal at the finish! Believe me, there is nothing wrong with the handling of the Southern cars I have followed.

To deal with another point—a Dellow certainly won the Championship, but speaking from memory—surely that was before the present formula was introduced, and it is practically certain that that particular car would be just as freakish as the other cars which the current R.A.C. formula was designed to obviate. [It was, in fact, a one-off model, with engine almost amidships; see "Correspondence" last week.—Ed.]

Let us admit it, Mr. Simpson, you—like a lot more people—have just been misled by looks—the cars in general admittedly look a bit spidery, but only because they are built for a special job, and I cannot understand why anybody should want the cars to carry several cwt. of superfluous metal. In most cases, the addition of weight would have to be made up by ballast which would completely upset the present well balanced layout.

At the risk of repeating myself, let me assure Mr. Simpson

that the major reason for the performance of the average present-day trials car is because it handles so much better than the earlier freaks—which tended to have as much weight as possible on or behind the back axle—and whereas the older cars had quite good grip, you just could not steer the things. In contrast, the current formula car by virtue of its improved qualities, nearly achieves the impossible.

J. S. JENKINS.

SHEFFIELD.

I HAVE been interested in the correspondence in your columns on this subject and would like to make one or two observations.

The value of trials as a competitive form of motor sport appears to be completely misunderstood in many quarters for reasons similar to those which prevent "rugger" ever obtaining a hold on the popular imagination. Field sports are essentially for the participant and it is only after active participation that the game is fully appreciated.

So far as the equipment is concerned similar remarks are also apt. "Rugger" would not be the same game if it were played in track shoes or swim suits and the ball used were a round one.

The present device is undoubtedly specialized but from experience I do state that it is more important to get hold of a car which suits you rather than copy someone else's idea. It is this development of individuality which adds interest and I think all drivers would agree that there is not complete unanimity or finalization in present cars. There is obviously a definite trend, but scope still exists for improvement.

On the question of "stupid" sections, it must be admitted that there has been some deterioration in recent years, but it seems to me that many of these are included in ignorance. We have experienced the inclusion of sections which have never even been attempted in a trials car before they were marked out.

The most enjoyable trials have been those run under the guidance of an experienced competitor and I would instance in this connection particularly the work of Ken Bailey, Doc. Lilley and Tony Aldred. The Yorkshire Sports Car Club has each trial in the hands of a driver and here again no complaints could possibly arise.

The greatest drawback for trials is undoubtedly the poor press publicity which they receive. In the days of freaks considerable publicity was given in the popular motoring press and requests were made clamouring for a formula. After a formula was achieved, then articles were written stating that trials had no future, and yet in a recent series of driving hints designed to help the average motorist, considerable useful work was done based on the techniques developed in trials, and our worthy Champion was quoted at considerable length.

It surely is not accident that some of the most devoted followers of this sport are amongst those who hardly ever figure in the awards lists. For my part, I was fortunate to be introduced to trials through the loan of a "special" from that great sportsman Mike Wilson, and at the end of the day, when no hills at all had been climbed, I was convinced that there was a challenge to be accepted. Even after that it was over two years before I attained the distinction of a novice award but today my admiration for the leading competitors in this field is profound.

If your columns are to be kept open on this subject, how about running a series in which readers can write to you on the subject of the "Outstanding Personalities in Trials"; the sort of "Moss v. Fangio" correspondence never seems to fail in its appeal. Being a Northerner, I would be prepared to defend the efforts of Reg. Phillips.

MARPLE, CHESHIRE.

NORMAN CARR.

Likes Historic Articles

I AM very glad indeed to note the resumption of Norman Smith's "Case Histories", as I consider them the most useful and interesting articles published in your magazine to date (I have been getting AUTOSPORT since its introduction).

In his "Case History of the Maserati" (Part I, 14th December), he numbers the Maserati brothers as five. My records say there were six. The "odd man out" was Mario, who became a painter.

While I appreciate that the petrol shortage has meant much curtailment of "The Sport", it has certainly resulted in AUTOSPORT's improvement. It will be a treat (to me, anyhow) not to have valuable space taken up by "mud plugs" these coming months.

DUBLIN.

EAMONN KEATING.

SIMPLE PLEASURES—A pretty girl and the Mochet cyclecar from France. A 124 c.c. single-cylinder two-stroke motor propels this tiny conveyance at nearly 40 m.p.h. The chassis weighs only 2½ cwt.

IN this period of fuel shortage, when miniature cars are all the rage, it is interesting to consider the story of the Mochet. When this vehicle was first introduced in 1927, it consumed no petrol at all! The very good reason for such economy was the use of two pedal control and a human power unit; some readers may themselves have hired these *Vélocars* at French seaside resorts.

It did not take long before a tiny two-stroke motor was added as an auxiliary, and many of these original Mochets are still in use. During the war, they plied as taxis in Paris, relying only on pedal power when there was no *essence*. "When France is prosperous, one employs the engine; when she is not—the pedals," said Charles Mochet.

Incredible to relate, the Mochet chassis



**JOHN
BOLSTER
TRIES**

The Mochet

Impressions of Marginal Motoring with a French Economy Car

is still made in virtually its original form. The design is about on a par with an early British cyclecar, but the body has quite a modern all-enveloping shape. The whole body unit is bought complete from an outside concern, and is attached to the existing quadricycle—it's as simple as that. Yet, in spite of its apparent crudity, there is a waiting list for the Mochet, and the few workmen in the tiny factory turn out an average of 40 cars a month, year in year out.

With its original canoe-like coachwork, the little machine was quite cheap, but the new *limousine* has elevated the price to £315, including all French taxes. Yet those 40 little roller-skates are snapped up every month, and the Editor instructed me to find the reason why. So I drove out to Puteaux, a suburb of Paris made famous for all time because the original De Dion Bouton cars were built there, and I soon found the little Mochet factory at 68 rue Rogue-de-Fillol.

The Mochet chassis, complete but without carrosserie, weighs 2 cwt, 62 lbs.! The ladder-type frame is tubular, and at the front the king pins have very short helical springs around them, allowing the stub axles some limited upward movement. Thus, one has independent suspension. The track rod is divided into two unequal halves, and the ends are connected directly to a crank on the end of the steering column. There is less than half a turn of the steering wheel from one full lock to the other.

The car is very much crab-tracked, and the short rear axle has no differential. It is attached to the rear of the frame by a pair of quarter-elliptic springs, and is furnished with a large chain sprocket for the final drive. There are no shock absorbers, but you didn't expect any, did you? The engine and gearbox unit is somewhat curiously mounted just ahead of the rear axle. It is on a sub-frame of which a forward extension pivots on

a trunnion at about the middle of the chassis. The back of this sub-frame is attached to the centres of the rear springs via a pair of rubber buffers. The power unit is thus semi-unsprung or semi-sprung, whichever way you like to put it. The engine is an Ydral two-stroke of 123.6 c.c., giving 4 b.h.p. It has a three-speed and reverse gearbox, charges the battery from the flywheel magneto through a rectifier, and is started by a car-type starter of the size fitted to 2cv Citroëns. There is a fan to assist the cooling, and a large scuttle tank for the petrol mixture.

The brakes are the most staggering piece of rustic design. They consist of external bands round the four drums, which are tightened by cables connected to the pedal. Brake technicians will be furious to hear that they work absolutely magnificently, and are without doubt the best feature of the car!

The engine starts at once on touching the starter, and idles noisily, making typical two-stroke sounds through a rather free "silencer". On moving off, the acceleration is much better than one would believe possible with so tiny a power unit, and steep hills are climbed easily. The Mochet buzzes along happily at a 30 m.p.h. cruising speed, and can encompass a full 37 m.p.h. when pressed. The steering is, of course, extremely "quick", and a driver new to the car would need some practice, but it has no vices.

Curiously enough, the roadholding is quite good, and though all bumps are felt, the ride is not intolerably hard. Engine vibration is not serious, and if the noise is a little insistent at times, one can open the sunshine roof. Some of the detail work is crude, and the finish is slightly utilitarian, but the car is well constructed in its main essentials, and should give years of trouble-free service at cheap maintenance cost. It is standard

Mochet practice to tip the car up on its side when adjustments are required. One then simply draws up a chair and attends to the complete mechanism, which is exposed to view! Of course, one avoids heavier cars in Paris traffic, and the bumpers have been described by a French journalist as, *les pare-chocs symboliques*.

There remains the greatest selling feature of all, and I have finally found out the secret of the Mochet's popularity: You don't need a licence to drive it! In France, any machine of less than 125 c.c. requires no driving licence. This not only helps new drivers, and those who cannot pass the test, but it is a godsend to those chaps who have been naughty and lost their *permis de conduire*. At last, one understands that stable demand for 40 Mochets a month.

The Mochet is one of the smallest cars in the world, and certainly the simplest. Yet, it provides reliable transportation and full weather protection for two people, on a fuel consumption very little heavier than that of a scooter. One devoutly hopes that petrol rationing will soon be a thing of the past, both here and in France, but if the worst comes to the worst, no doubt the engine could be replaced by pedals once again!

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Mochet 2-seater coupé. Price, including all taxes, £315 (approx.), in France.

Engine: Single-cylinder, air-cooled two-stroke, 55 mm. x 55 mm. (123.6 c.c.), 4 b.h.p. at 5,000 r.p.m. Compression ratio, 6.2 to 1. Motor-cycle-type carburetter. Flywheel magneto.

Transmission: Multi-plate clutch in oil, three-speed and reverse gearbox with quadrant change by central lever. Chain drive to solid rear axle.

Chassis: Twin tube frame. Independent front suspension by helical springs on king pins. Direct steering. Quarter elliptic rear springs. Disc wheels fitted 550 x 85 tyres. External contracting band brakes on all four hubs, applied by cables.

Equipment: 6-volt lighting and starting. Speedometer. Windscreen wiper, flashing indicators.

Dimensions: Wheelbase, 5 ft. 9½ ins.; track (front), 3 ft. 1½ ins., (rear) 1 ft. 9½ ins. Overall length, 8 ft. 8 ins.; Width, 4 ft. Weight, 4 cwt, 80 lb.

Performance: Maximum speed, 37 m.p.h. Acceleration, 0-30 m.p.h. 20 secs.

Fuel Consumption: 65 to 75 m.p.g.

PENN PORTRAITS of NORTHERN SPORTING PERSONALITIES

No. 5—GEORGE BOYLE

SOMEBODY different, somebody new, this week, in the person of George Boyle, the genuine professional racing mechanic. These gentlemen are unfortunately becoming rare to the point of extinction, and when you are lucky enough to hear their story, as I was, it is best to emulate at least two of the wise monkeys—hear all and say nowt.

George Boyle was born in London in 1904, but qualifies as a Northerner by adoption late in his career. He started in "the game", as he calls it, in 1919, as an apprentice at the Eric



(Above) A 1946 picture — George Boyle with Kenneth Evans and the latter's famous ex-Nuvolari Alfa Romeo, 1935 German G.P. winner.



(Left) With "Wilkie" Wilkinson, nowadays of Ecurie Ecosse, seen at Bellevue Garage in 1939.

Campbell Car Co., which was making a "sports" car by using a modified Swift chassis, into which was placed a four-cylinder Coventry Simplex engine. Incidentally, it is interesting to note that the "guy'nor" at Eric Campbell's was Captain Macklin, father of Lance.

One of these cars was driven in the 1920 Targa Florio by Jack Scales. George was to have ridden as mechanic because of his light build, but at the last minute was not allowed to go on account of his age.

From this point let George Boyle tell his own story. "In 1928, I joined W. W. Papworth, then the main tuner of both Alfa Romeo and Bugatti cars in the United Kingdom. The first driver was Capt. George Eyston, who I must say was the finest gentleman I ever worked for. A racing mechanic's life was made or marred by the 'patron'. Capt. Eyston never put self before service, so we mechs. were always well housed, fed and watered—vastly different to some!

"At this time, with our help, Capt. Eyston took a 1½-litre record at 117 m.p.h., with a Bugatti, and a 12-hour record with a 1,750 c.c. Alfa Romeo. Our other clients included T. A. S. O. Mathieson, Chris Staniland, Kay Petre

and Kaye Don, on all of whose cars I worked.

"In 1935, I joined Nicky Embiricos as personal mechanic to his E.R.A., the ex-Humphrey Cook R.A.2. In 1936, with this car, we took a third at Monte Carlo, and a second at Leghorn, breaking the lap record on three occasions against Count Trossi's Maserati. In this race, R.A.2 crashed five laps from the end, and finished with wobbling wheels and a bent chassis.

"As we had only a week before Berne, I took the car to Friedrich's at Nice, and there, by working all hours of the day and night, was able to get it straight. At Berne we were up against all the works voiturette teams, and Dick Seaman with his fabulous Delage. In the end, Seaman walked away with the race, with us second—a very satisfactory day.

"From Berne I went to Molsheim, where Nicky had bought a Bugatti. This was the very latest four-seater sports car for the 1936 Tourist Trophy, the last event to be held on the old Ards circuit. After three days' and nights' work, and one morning's practice, our race was on. Unfortunately on the Newtownards straight, Nicky

touched a French Delahaye at about maximum speed. The Bugatti sailed over a hedge, travelled some hundreds of yards over a field and finished in thick undergrowth. Embiricos was only slightly hurt, and came back to eat a whole chicken washed down with pints of beer! The Bugatti was afterwards rebuilt from scratch by Ramponi.

"In 1938, I joined Belle Vue Garages as foreman to 'Wilkie' Wilkinson, working on the Evans' M.G.s and Alfa Romeo, and Billy Cotton's E.R.A. Here I remained till the outbreak of war, when both Wilkie and I joined the experimental staff of Rotol, working on aircraft propellers.

"Nineteen-forty-six saw me back at Belle Vue to rebuild Kenneth Evans' 2.9 Alfa Romeo, and then move on to Humphrey Cook at E.R.A., at Dunstable, to work on engine development and testing. In 1947, I took the 'E' type E.R.A. to Turin for the Grand Prix; driven by Peter Whitehead, it blew up with supercharger trouble. Next, to Rheims with Wilkie and Reg Parnell, where, after another three days and nights of it, the blower burst again. Eventually we ran the car unblown, but finished too far back to do any good.

"In 1948, I joined the Peter Bell stable up North, where the cars included 1½- and 2-litre E.R.As, Frazer-Nash, 2-litre Cooper and 1,500 c.c. sports Connaught. Our drivers included John Bolster, Jock Horsfall, Ken Wharton, Les Leston and, on two occasions, Stirling Moss. Here I remained until 1953, when I founded my present firm of automobile engineers and tuning specialists".

George Boyle's most amusing incident was at the start of the Turin Grand Prix in 1947, when great consternation was caused by a spectator falling off the top of the stand in to the crowd below. This caused such a disturbance that the *Carabinieri*, thinking a riot had started, attacked everyone in sight with long batons. The whole meeting was chaotic, as, to begin with, the Whitehead E.R.A. was not allowed on the course until the other cars were on the line.

His most disappointing incident—
(Continued on opposite page)

Club News

By STUART SEAGER

You just can't keep a good rallyist down! Deprived of sufficient petrol to dice their cars around the countryside, the Guildford M.C. are promoting on 27th January a light-hearted event for bicycles. Dubbed the "Pedallers' Delight", full supplementary regulations have been issued, from which the following extracts have been taken.

"Vehicles eligible: The rally is open to (a) cycles conforming to manufacturer's catalogue specification; (b) Special cycles and tandems; (c) sports cycles. Bicycles with drop handlebars will automatically be classified as sports cycles.

Route: The route will not exceed 10 miles in length and great care will be exercised to avoid anything of a hilly nature. **Average speed:** This will be quite surprisingly low. **Force Majeure:** Competitors must bring their own. **Compulsory Rest Periods:** Several, most of them for at least 10 minutes. **Conduct of Machine:** Any furious driving (or even furious competitors) may lead to exclusion from the results. Finally, **Results and Protests:** There will be results."

Anyone actively intrigued should write to D. S. Morgan, Friars Oak, Abbotswood, Guildford. Presumably competitors also bring their own liniment!

Quote, heard from Nancy Mitchell recently: "We use three kinds of pills on long-distance rallies—wakey-wakeys, sleepy-sleepies and sickie-sickies."

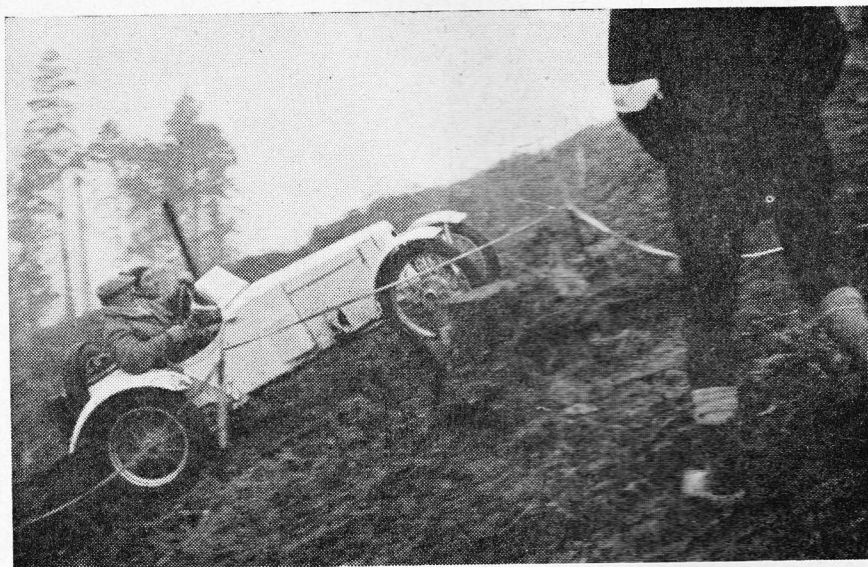
SEVEN-FIFTY PROGRAMME Walsingham Trial to be Held

THE 750 M.C. have announced their "anti-gloom" programme for the next few weeks. As these events do not involve any actual motoring, all enthusiasts are welcome to go along to the Abbey Hotel, North Circular Road, Stonebridge Park, London, N.10, and join in the fun. On 14th January there is to be what is dubbed a Static Rally in and around the hotel. No car is necessary, but competitors will need a torch, watch, roamer, protractor and a copy of O.S. Sheet 160. On 17th January they will be holding a Tramps' Ball there, for which tickets may be obtained from Bob Yeats, 144 Whitton Road, Twickenham, while on 11th February, it will be the venue for a film show.

Good news is that the Walsingham Cup Trial is to be held. This closed-to-club event which will take place on 17th February in the mountains at the back of Brands Hatch, has classes for open and closed Austin 7s, 750 Trials Formula cars and (also new this year) classes for cars of any other make, grouped according to engine capacity. Regulations and entry forms may be obtained from A. W. Butler, 1 Hawkhurst Way, West Wickham, Kent.

THE GLOUCESTER TRIAL

THE London M.C. classic sporting trial, the Gloucester, is to be held on 20th January. Instead of taking place in the traditional area of its name, this Championship event is to be run at Aston Hill,



MAKING THE GRADE in the Kentish Border Trial, held just before Christmas, is old hand Jim Appleton, in his familiar white special. (Yonder marshal, who is he?)

near Wendover, Bucks, near the famous hill-climb venue that gave the Aston Martin its name. The start of the trial will be from the Bell, Aston Clinton, at 10.30 a.m. Entries, on the form originally issued before the event was postponed, close on 14th January. Enquiries should be addressed to Pamela Hoile, 19 Birchfield Close, Addlestone, Weybridge, Surrey.

M.C.C. PLANS

THE committee of the Motor Cycling Club announce that unless it is quite impossible, the Land's End Trial will be held at Easter, even if it may be necessary to modify the event to meet the prevailing conditions. They have also decided that due to the cancellation of the "Exeter" this year, this trial shall be the final qualifying event for competitors in the running for the 1956 Triple Award, Individual Championships and Team Championships. The "Land's End" will also be the first qualifier for the 1957 series of the above awards.

The committee have under consideration the organization of events suitable for scooters and other small-engined vehicles and would be glad to hear of ideas for such competitions.

THE NAVIGATORS' CLUB

THE first open meeting of this newly established club is due to be held on 16th January, at the Mason's Arms, Maddox Street (off Regent Street), London, W.1, and it is hoped that as many members as possible will attend and bring their friends with them. Any navigational types interested in the club generally should write to D. McKittrick, 228 Brecknock Road, London, N.19.

THE "CATS' EYES"

THAT popular high-pressure navigator's nightmare, the Thames Estuary A.C. National "Cats' Eyes" Rally, which was due to be held on 2nd-3rd February, is, of course, another casualty of petrol rationing and has had to be cancelled. The club announces, however, that the annual post-mortem known as the "Cats' Eyes Supper" is to be held as planned, on 16th February, "just to give everyone

a chance to talk about last year and next year and what they would have done and what we should have done this year". It is to take place at the Westcliff Hotel, Westcliff-on-Sea, and details are obtainable from S. L. Offord, 68 Exford Avenue, Westcliff-on-Sea.

SEVENOAKS & D.M.C.

A FILM show is to be held by the Sevenoaks & D.M.C. on 7th January at Bligh's Hotel, Sevenoaks, at 8 p.m. Anyone interested will be welcome.

A.G.M.s

THE Annual General Meeting of the Mid-Surrey A.C. will take place at the Sugar Bowl, Brighton Road, Burgh Heath, on 31st January at 8 p.m. The corresponding function of the North London M.C. is to be held on 29th January at the Cricketer's Arms, Chase-side, Enfield, Middlesex, at 8.30 p.m.

More Club News overleaf

Penn Portrait—continued

Kaye Don's big 4.9-litre Bugatti lying second in the 1933 Brooklands Empire Trophy Race, when, four laps from the end, the gearbox ran dry and seized solid. The box had been checked that morning, but the Castrol R must have boiled away with the heat generated.

Married, with a son of 15, George Boyle's favourite personal transport is a fully modified Standard 10 which can really motor, and his favourite circuit, either Monza or the "Ring". He is a founder member of the British Racing Mechanics' Club, and his suggestion for improving "the game" is to cut the quantity of race meetings and improve the quality, mainly to benefit the paying gate, without whom you just can't race at all.

When he was asked to state which was the finest engine he had ever worked on he said, "That's easy. Any Alfa. And if you want a touring one, the 12-cylinder Hispano Suiza." Finally, George Boyle's ambition would be to collaborate with a first-class designer and build a 1,500 c.c. racing engine from scratch.

FRANCIS PENN.



MORNING AFTER the Connacht club's annual dinner is their Winter Trial, but George Hurst looks hale enough as he negotiates a test in Kevin Murray's MM4.

Eire Echoes

by J. O'Donoghue

PETROL rationing may have put a temporary stop to motor sport in Ireland, but it has certainly given a fillip to the social whirl. Betimes this whirl has become something of a four-wheel slide, but it is all very sociable and pleasantly seasonable. Last motoring event proper before "The Ban" was the Connacht Motor Club's Winter Trial, or rather, the Connacht Club's "Sligo Do", masquerading under the name of Winter Trial. This annual dinner, prize giving and merrymaking has become one of the major features of the Irish season. The dinner attracted over 100 guests and included almost everyone who is anyone in our sport. The result was a hilarious night in Sligo's Great Southern Hotel and some very "ropey" heads on the following morning.

Let us draw a veil over the details that led to those heads. Twenty-five crews, all survivors from the dinner, lined up at 11.30 a.m. on the Sunday morning for the start of the trial several miles outside Sligo on the main Dublin road. In deference to public opinion, which seems to assume that motor cars with competition numbers are racers burning petrol by the tanker load, the route was planned to keep competitors in remote areas "behind" the Curlew Mountains and the whole event was only 65 miles in length. The first half consisted of simple navigation with five tests scattered hither and yon on crossroads and in a quarry. These included a hill-climb which was notable for several things. It was short and sweet and was the only test wherein a Volkswagen figured, Kevin Sherry tying with Irwin Catherwood's Dellow and Fred Bradshaw's TR2 for B.T.D. in 20 secs. Then Jimmy Millard's little Fiat tore up the hill only .8 sec. slower than these boys.

In the other tests, which included all sorts of comings and goings around pylons and over lines, Catherwood shared B.T.D. with George Hurst, driving Kevin Murray's MM4, in test No. 1, and with Paddy Hopkirk driving his hotted-up Anglia in the other two. George Hurst gave the onlookers a thrill and himself a rare old fright in test 2 when he forgot that he was "booting" a very accelerative Murray Special instead of his usual A30 and found himself going much too fast to negotiate a sharp curve. He climbed a pile of rocks at one side and did likewise at the other side too, but held the thing and emerged with nothing worse than two bent wheel rims. Trouble commenced when competitors were handed "Route Card No. 2" (as an antidote to their hangovers) at Carrowmore. This gave details of precisely 35 miles of navigation at a minimum average of 24 m.p.h., with 13 check points and nine time controls to be visited *en route* to the finish at Boyle. As previously mentioned, all this took place in an area away from heavy traffic.

Perhaps it was just as well, the combination of thick heads and tight time schedules had people arriving at all sorts of weird places . . . more than half the field wound up at one point in a railway siding which, according to navigators, should not have been there at all! However, only four cars got through "clean"—Hopkirk's, Millard's, Logan's and Redmond's. Perhaps this says something for the hardness of their navigators' heads. Two tests were held at the finish in the market square at Boyle which the locals loved, and Messrs. Catherwood and Hurst obliged with a B.T.D. apiece. Irwin Catherwood had dropped 34 marks in the navigation test and George Hurst 10, so once again Paddy Hopkirk (who has the luck to have John Garvey as a regular navigator) won the Premier Award. George Hurst, still amazed at the "poke" in a Murray Special, tied for second place with Jimmy Millard and Sheila O'Cleary

in the 600 Fiat. All of which is now a mite academic because of our old friend "The Ban" having put a stop to Hewison trials. Mr. Hopkirk has now won all four 1956-57 events in a row, but Jimmy Millard is only a few marks behind him in second place with the little Fiat . . . all very interesting.

Results

Premier Award: P. Hopkirk (Anglia), 161 marks lost.

First Class Awards: G. Hurst (MM4), 169; J. C. Millard (Fiat), 169; S. Logan (Volkswagen), 175.4; K. Sherry (Volkswagen), 177.6.

Second Class Awards: T. P. O'Connell (Volkswagen), 179.2; I. Catherwood (Dellow), 190; R. Redmond (DKW), 194.8; C. Whaley (A30), 201.6.

* * *

SINCE the Connacht Trial, we have had A.G.M.s, dinners, film shows, dances and what-have-you. The meetings, etc., were staged by Irish Motor Racing Club, Trials Drivers' Club, Leinster, Dublin University Club and the Motor Enthusiasts' Club. The what-have-you was staged by the M.G. Club. Masquerading under the name of their Winter Trial it was held at the Embankment Inn, Tallaght. M.G. Club are the "characters" in our Irish sport. The use of cars was banned, but nobody was surprised when the club staged a soccer match to be played in rubber boots and civvies with a rugby ball. Believe it or not the boys loved it, but as to who won what, goodness only knows. There were four half-times, several tries, or goals, lots of "feelthy" play and fouling. However, if anyone should think that tearing up and down a sloping field in the company of a horde of rubber booted savages (of both genders) is easy, we will quote one gentleman's remark afterwards, "I tried to light a cigarette at the first half-time, but couldn't—I had run out of suck."

Let it go on record too that two committee men (Doctors Jackson and McDougald) were overheard quietly discussing the game before it started and one remarked to the other that he had some adrenaline in his bag. The other replied that one of the vehicles present was a van which could be used as an ambulance if the worst came to the worst!

The latest news on "The Ban" is that we are now at the point where petrol rationing is due to start on 1st January and the R.I.A.C. is prepared to allow licences for some restricted or short events, but the powers that be have not yet lifted the governmental ban on motoring competitions. However, representations are being made to the appropriate Minister to make him see the unnecessary error of his ways, so we may have some events in the near future.

NORFOLK OCCASION

THE Sporting Car Club of Norfolk's annual dinner-dance took place on the 12th December at the Lido Ballroom, Norwich, when 250 members and guests had a very enjoyable evening. Awards for the past year were presented by the Countess of Kimberley—these included the Jimmy Risk Memorial Trophy, presented by the club for sportsmanship in memory of a great club member and international rallyist.

The personal appearance for the cabaret of Cyril Fletcher completed an excellent evening's entertainment.



FUN AND GAMES at the Southport driving test meeting back in the summer. It was held, appropriately, beside the amusement park, but it is not on record whether the "Way Out for Passengers" in the background was in fact used!

GLOSSOP AND D.C.C.

ON Friday, the 14th December, the Glossop and District Car Club held their second annual dinner-dance at the Railway Hotel, Buxton. Councillor and Mrs. Burgess were the honoured guests, and Mrs. Burgess presented the trophies.

A small cabaret was organized by the chairman of the club, Mr. Swann, and this was thoroughly enjoyed by everyone. The dance, which was a great success, finished at approximately 2 a.m.

It was announced at the dance that there would be a Soap-Box Derby somewhere in the region of Glossop, near Manchester, and anyone who is interested can obtain the formula from Mr. P. C. Swann, Ausford, Woodhead Road, Glossop.

WEST ESSEX DINNER

THE Club President and his lady, the Hon. Gerald and Mrs. Lascelles, were host and hostess to nearly 300 members and guests at the Park Lane Hotel recently when the West Essex C.C. held their annual dinner and dance and presentation of awards.

As always, a number of well-known

motoring personalities were present and welcomed in the speech to the guests, proposed by the president; in reply, Rodney Clarke, Connaught designer, who was the guest of honour, revealed plans for the future which include two new prototype cars, one with engine at the rear and the other to be fitted with fuel injection.

Mr. Tony Vandervell, Jr., of B.R.M., listened intently, no doubt hoping to glean whatever information possible. Ron Flockhart, co-winner of last year's Le Mans, gave a very amusing speech in response to the toast of the guests.

The trophies for the year were presented by the Hon. Mrs. Gerald Lascelles and the dancing ended at 1 a.m., bringing to a close a memorable occasion in the club's social calendar.

An augmented social programme is in preparation by the club, in the absence of competition events. On 16th January there is to be a talk by Michael Christie, and on 23rd January there will be held a B.R.M. film show and talk by Rivers Fletcher, both occasions being at the club-house—the Three Jolly Wheelers, Woodford Bridge, Essex. Plans are also going ahead for a speed trial to be held in April.

HAGLEY "TWENTY-FIRST"

ON Friday the 7th December, some 250 members and guests of the Hagley and District L.C.C. invaded the Raven Hotel, Droitwich, for their annual dance, which, on this occasion, also celebrated the 21st birthday of the Club. A fancy dress parade was held and among the prize-winners the most outstanding was founder member Geoff. Taylor in immaculate evening dress—one half man, the other half woman. He had even taken the trouble to shave off half his moustache! Also "in the money" was the irrepressible Ken Rawlings as Jimmy Edwards, complete with mortar-board and trombone—the moustache, of course, was real.

Five bars did a roaring trade and a good time was had by all.

The club also announce that "we have decided to ask the R.A.C. to let us postpone our Clee Hill Trial, to have been held in February, until the petrol situation is clarified. Also, as it is a championship qualifier we feel it should not be held until all have a chance to compete. In other words we do not feel that the ability to scrounge petrol should have any bearing upon one's ability to qualify for the Championship".

R.A.C. REVISES COMPETITION FEES

THE R.A.C. has revised its competition fees for 1957. A Restricted Competition Licence will now cost 15s. instead of 10s., while renewal of Club Registration has been increased from seven guineas to ten. There will also be some changes in the permit fees for competitions which require an individual permit so as to bring these fees into relationship with the entry. Details can be obtained from the R.A.C. Competitions Department. However, International Competition Licences remain at 30s. and there is still no individual permit fee for the normal "closed" events, the club registration fees continuing to cover this type of competition.

The R.A.C., subject to the same economic pressures as the rest of the community, took the decision to revise fees, partly as an outcome of the Suez crisis. If the R.A.C. is fulfil its duties in regard to the limited amount of motor sport in the early months of 1957 and also be ready for full resumption in the not-too-distant future, these changes must inevitably be introduced.

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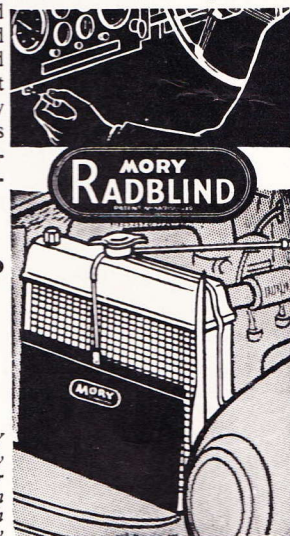
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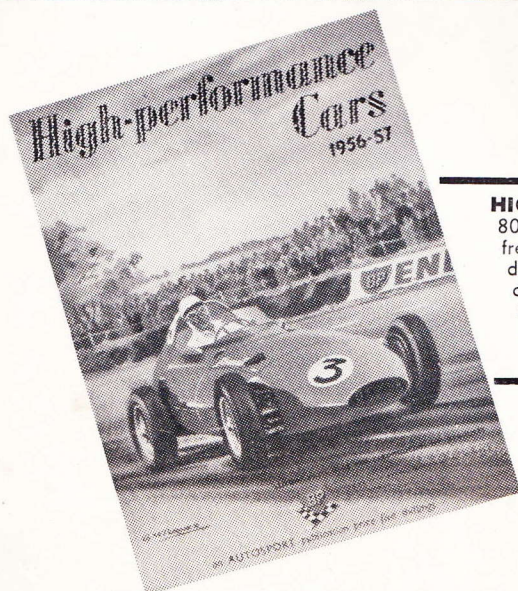
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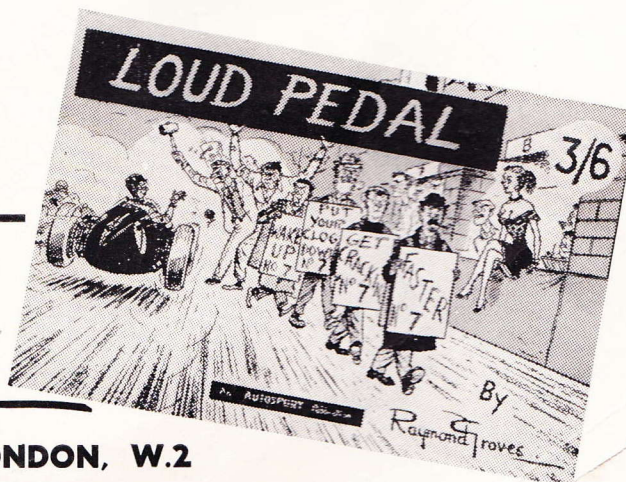
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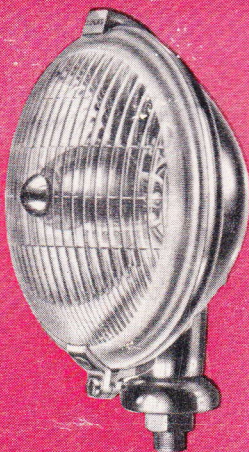


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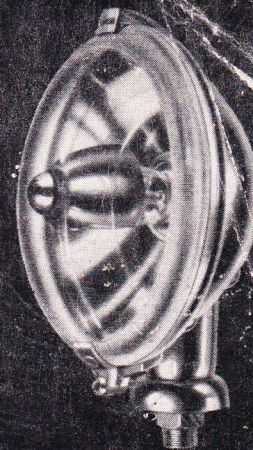
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This attractive and highly efficient shallow bodied Fog-lamp is ideally suited for fitting in the restricted frontal space of the modern car. Although less than 6" in diameter, it incorporates the Lucas block-pattern lens which gives a wide spread "flat-topped" beam without upward or back glare. 82/6



SLR 576 LONG RANGE DRIVING LAMP

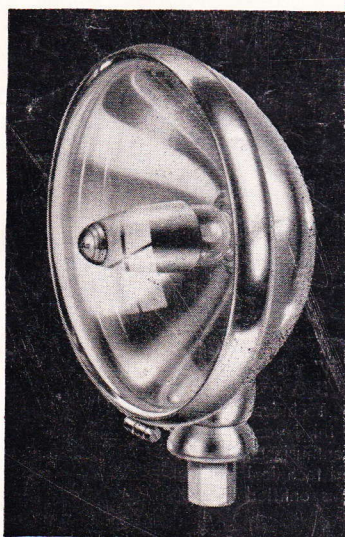
Similar in appearance this model is intended for use as a matched pair with the Fog-lamp SFT 576. It projects a powerful, concentrated thin pencil beam of 80,000 candle power, which makes an admirable driving beam for safe night driving. 82/6
Price per pair—SFT & SLR 576, complete £7. 15. 0d.



SLR 700S LONG RANGE DRIVING LAMP

Intended for use in conjunction with, and to increase the range of the car's normal headlamps. Indispensable for safe, fast, night driving. The specially designed conical bulb shield and crystal clear lens, condenses all the light power into an intense 100,000 candle power pencil beam. 105/-

Price per pair—SFT & SLR 700S complete £9. 5. 0d.

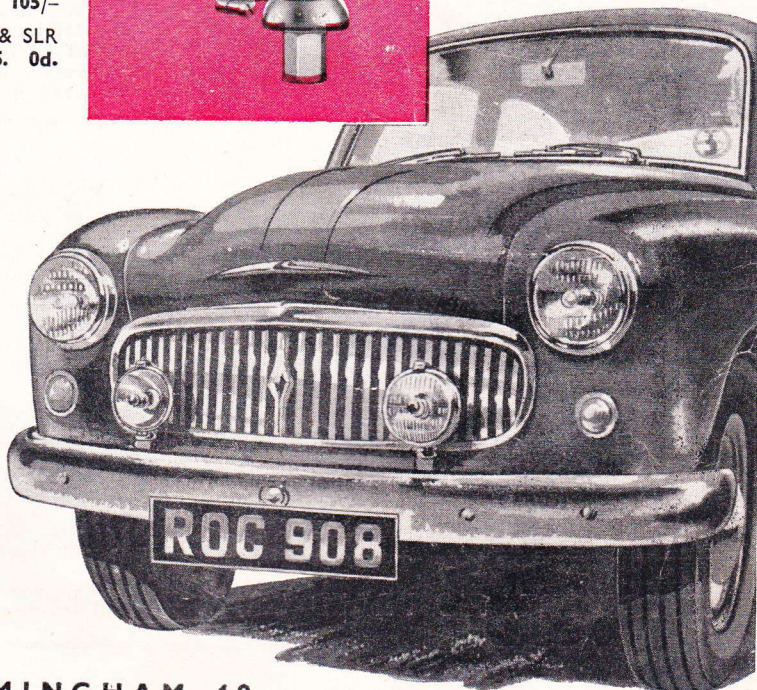


SFT 700S 'FLAT-TOPPED' BEAM FOGLAMP

Incorporating the famous Lucas block pattern lens and 'Flat-Topped' beam, which gives an exceptionally wide spread of light without upward or back glare. With the SLR 700S Long Range Driving Lamp, it makes a powerful matched pair of auxiliary lamps for all weather conditions. 92/6

*All purpose
All weather*
LUCAS
TWINLAMPS

All lamps supplied complete with cable, switch and brackets.



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