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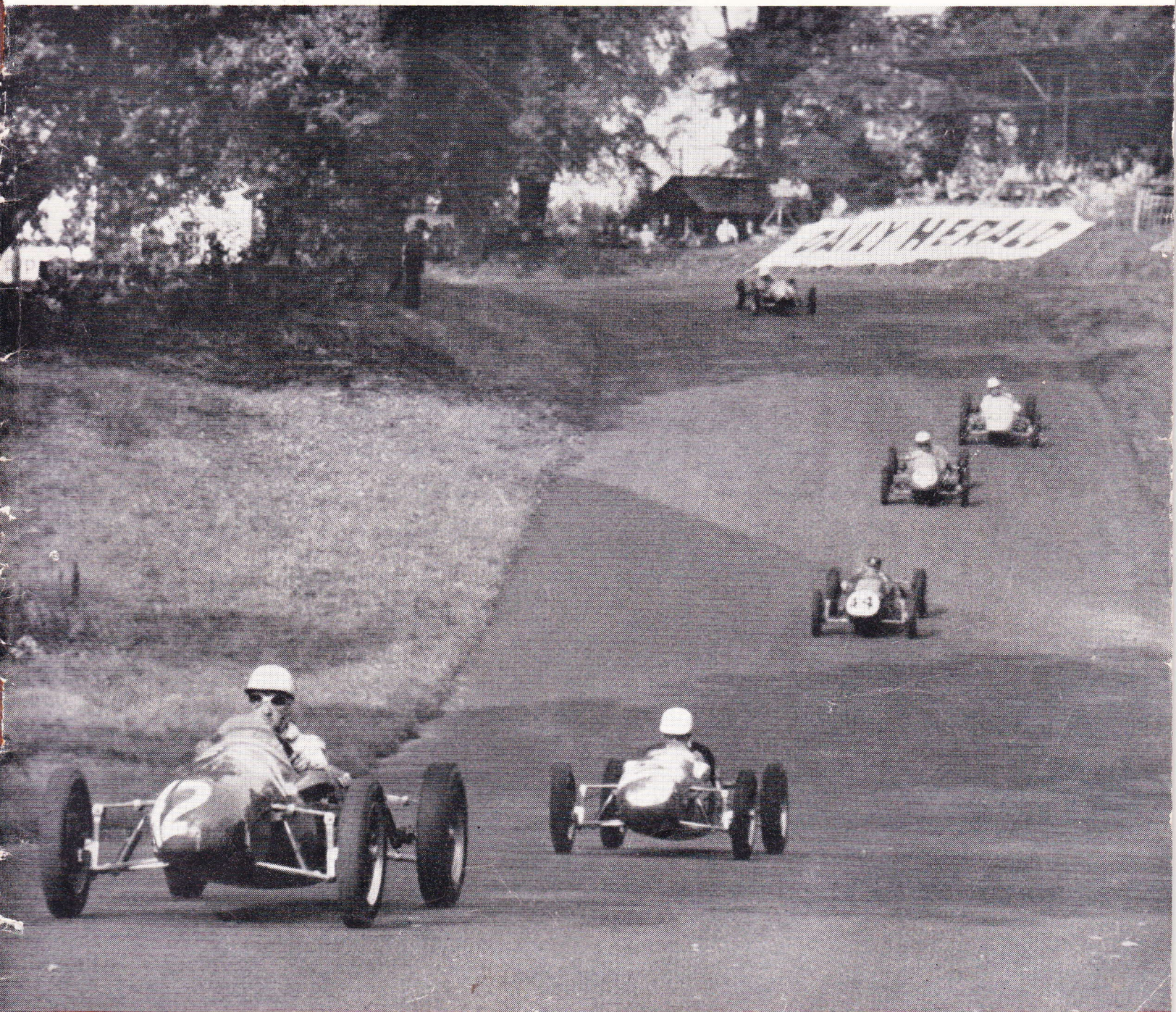
JANUARY 11, 1957

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EVERY FRIDAY

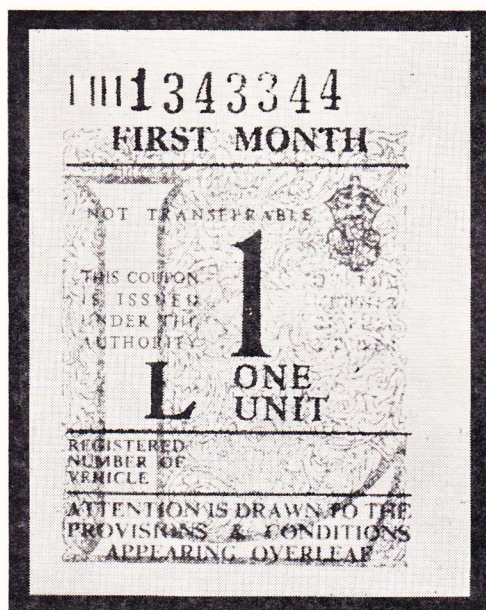
Vol. 14 No. 2

BRITAIN'S MOTOR SPORTING WEEKLY



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SEASONAL SURVEY PART 2—FORMULA 3 RACING : THE CAR AND THE FILM : CASE HISTORY OF THE MASERATI
JOHN BOLSTER TESTS THE A.C. PETITE : 1957 INTERNATIONAL RALLY PROSPECTS : A JET RACING CAR



How to get 53.7 miles out of this

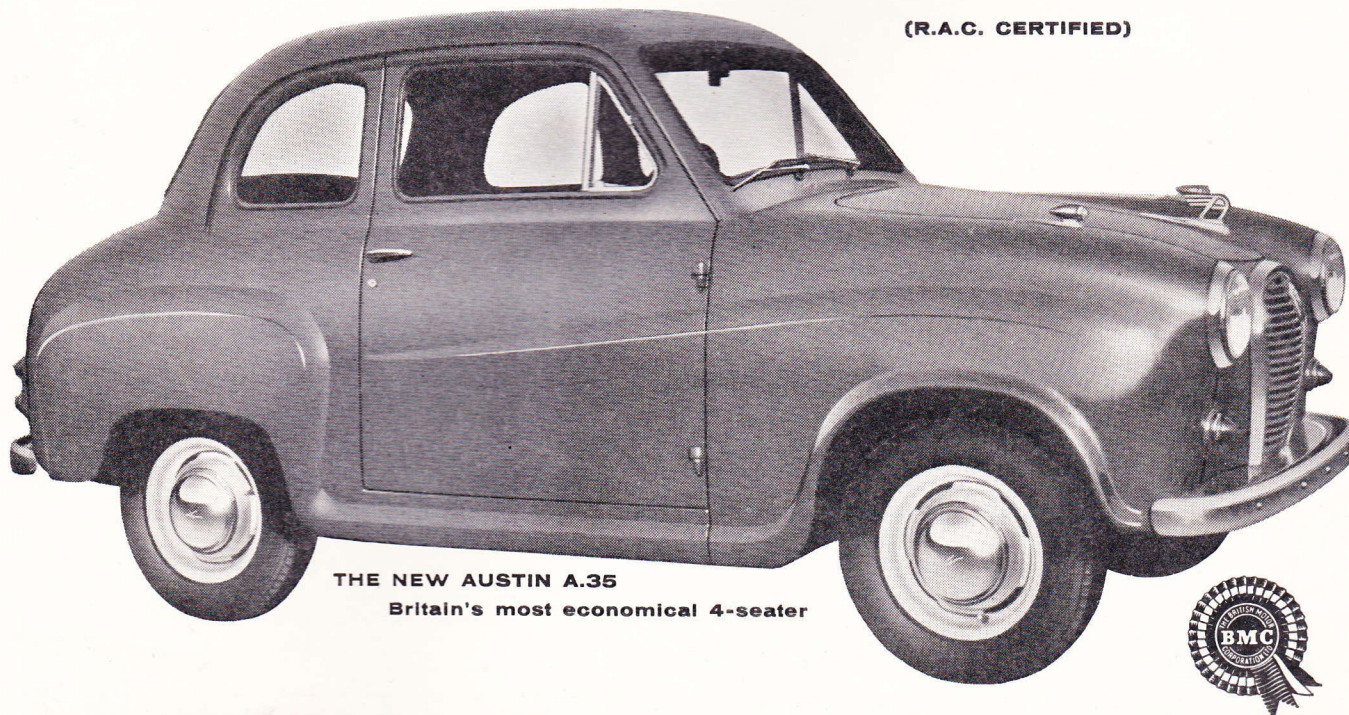
To get 53.7 miles a gallon all you need is a new Austin A.35. Mr. Lowrey, Technical Editor of 'The Motor' proved that when he drove an ordinary standard A.35 on an exacting R.A.C. test. He did the high average speed of 31.6 mph over a 524 mile route including West Country hills and big Midland cities. It was in every detail *normal* motoring.

"Had I been allowed to slip the gear lever into neutral and coast", says Mr. Lowrey, "I could probably have got another 10 mpg".

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(R.A.C. CERTIFIED)



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Britain's most economical 4-seater



Buy **AUSTIN** for more miles a gallon

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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 14 No. 2

January 11, 1957

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EDITORIAL

PETROL RATIONING AND MOTOR RACING

At the moment, the outlook for organized motor racing in Great Britain is as grim as it could be. Promoters are uncertain as to the amount of fuel which may be available to permit of the transport of racing cars to their meetings. The keen public will, of course, get there somehow, but the position is not easy when the transport of vehicles, crews and spares is considered. Presumably, racehorse owners have already applied for supplementary allowance to carry on the "Sport of Kings", and if this is granted, then full consideration must be given to entrants in the more modern sport, which, after all, does have a direct bearing on the sales of British cars. If horse-racing is to be allowed to continue without owners having to depend entirely on their basic and supplementary rations, then the supporters of motor racing must have identical treatment. It will be difficult enough to organize events for sports cars which run on rationed fuel, but for the owners of pukka racing cars the problem does not exist, except that of getting their machines to and from circuits. It is not easy to arrange for the transport of racing machines by rail, as, in many cases, the vans are not only used for carrying vehicles, but are in themselves mobile workshops and often provide sleeping quarters for the mechanics. Motor racing today is a highly organized business, and is an essential part of our everyday mode of life. Naturally every form of outdoor sport will be affected by petrol rationing, but the comparatively small amount of fuel which would make all the difference to the continuation of motor racing, would hardly affect the national economy.

FORMULA 3

DESPITE criticisms from foreign sources, Formula 3 racing continues to prosper in Great Britain. It probably provides more close and exciting racing than any other category and, particularly at Brands Hatch, has a large and enthusiastic following. It is already assured of a good start to the 1957 season, for the fact that these machines run on alcohol fuel will ensure the popularity of the class at such race meetings as may take place. So long as there are drivers of the calibre of AUTOSPORT National Champion Jim Russell, Ivor Bueb, Stuart Lewis-Evans, George Wicken, Don Parker, Henry Taylor, Tom Bridger, Derek Strange and others, 500 c.c. racing will never want for personalities. It remains, furthermore, an excellent school for future Grand Prix and sports car drivers, as evidenced by two British top-liners at least—Stirling Moss and Peter Collins, whose brilliant careers both began with 500s.

OUR COVER PICTURE

NEEDLE MATCH: Two masters of Formula 3 racing, Stuart Lewis-Evans and Jim Russell, fight out the lead in the race for The People Challenge Trophy, featured in the Mid-Cheshire M.C./Daily Herald meeting at Oulton Park last August. Their tense duel only ended when a carburettor fault slowed Lewis-Evans's car, Russell going on to win by 9.6 secs. The 1956 Formula 3 season is reviewed in this issue.

PIT and PADDOCK

ALAN STACEY has been invited to drive for the Lotus works team during the coming season.

SWITZERLAND'S mountain champion, Willy Daetwyler, will probably drive works Ferraris in 1957 events.

YET another Ferrari "recruit" for 1957 is Masten Gregory, who will receive official works support in American sports car races.

"FON" DE PORTAGO—or Alfonso Cabeza de Vaca y Leighton, Marquis de Portago, to give the Spanish member of the Scuderia Ferrari his full title—led a Spanish bobsleigh team in the winter Olympiad at Cortina this week. He planned to dash for Argentina immediately after, to take part in the Grand Prix on 13th January.

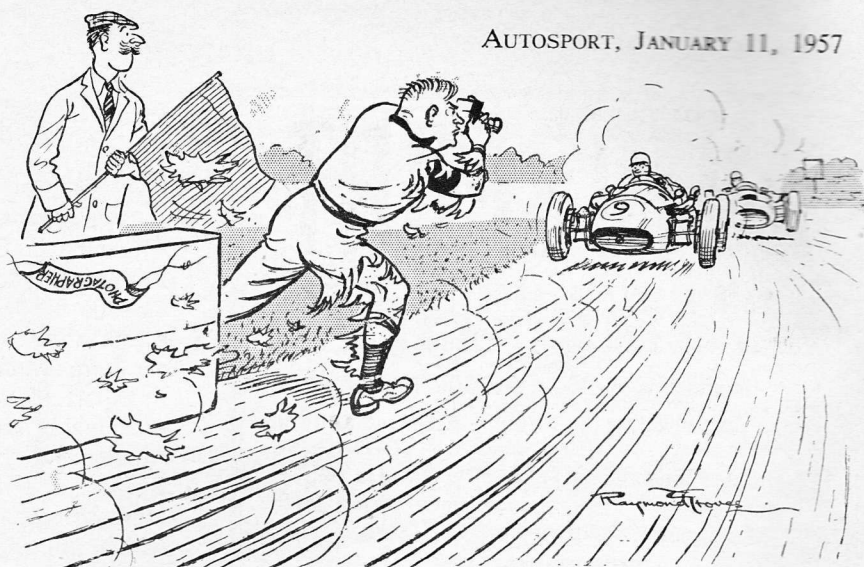
HENRY TAYLOR, prominent F3 exponent, has been chosen as a member of the British Bobsleigh Association's team for the forthcoming World Bobsleigh Championships at St. Moritz. Henry won the Fairchild's MacCarthy Cup on the Cresta Run last year.

THE lady pictured in the photograph on page 4 of last week's issue is, in fact, Mme. Noghes and not Mme. Taffe as described. Our apologies to all concerned.

BRIAN LISTER will, after all, go ahead with his Formula 2 plans. The prototype has been considerably modified to improve wheel adhesion.

ARCHIE SCOTT-BROWN, one of the drivers asked to try the B.R.M. recently, will drive for Connaught, Lister and Elva this season. He may also be seen in an H.W.M.-Jaguar in certain events, and possibly in B.M.C. vehicles in production events. It is to be hoped that he may be permitted to drive in Continental races.

ROB WALKER is buying a G.P. Maserati for next season, which will be driven by Roy Salvadori.



TWO Ecurie Ecosse Jaguars will run in the Argentinian 1,000 Kilometres Race at Buenos Aires this month. Drivers are Ron Flockhart/Ninian Sanderson and the South Americans Oscar Galvez/Roberto Mieres.

TAKING a change from wheels to skis for a holiday in Switzerland are Lotus works driver Mackay Fraser and rally enthusiast Peter Easton.

CARLOS MENDITEGUY, who will drive in the works Maserati team at Buenos Aires, is an accomplished horseman and one of Argentina's finest polo players.

THE British Racing and Sports Car Club have changed their address to Buckingham House (fifth floor), 6 Buckingham Street, London, W.C.2. Telephone number is as before: TRAFALGAR 1351, 2 and 3.

★
"SIGNED FIRST": (Right) At the recent A.M.O.C. cocktail party John Wyer, ex-Aston Martin team manager, autographed his book *Motor Racing Management for A.M.O.C. member Don Bell* (centre). On left is Pat O'Keary.

★
CAR FOR A STAR: (Below) Jack Hawkins climbing into the M.G.A he has been using at Wolverhampton Airport during the filming of location scenes for his new picture *The Man In The Sky*.



REVERTING to the new film *Checkpoint* which we reviewed a few weeks back, the Aston Martin DB3S into which the V12 Lagonda suddenly changes was owned and driven by Berwyn Baxter of the Kieft Sports Car Co.

KIEFT SPORTS CAR CO. has applied for entry forms for Le Mans this year. They hope to race a new 2-litre sports car in the 24 Hour classic.

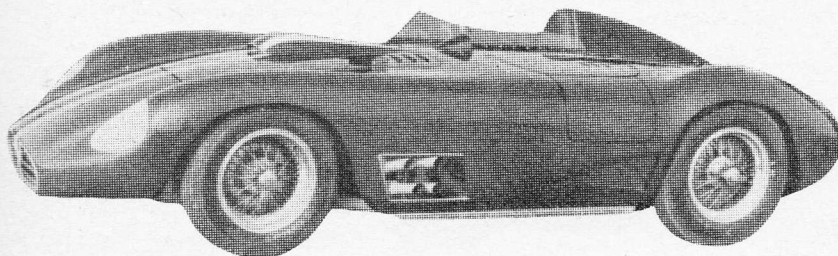
TO correct an error in the description of the Coventry Climax engine fitted to the F2 Lotus, which appeared in our 21st December issue, the twin overhead camshafts of this power unit are, in fact, driven by a train of spur gears and not by a chain as stated.

IT is hoped that Bira will take part in the 1957 Mobilgas Round Australia Rally, together with a crew from the Coronation Safari, one from the cancelled Monte Carlo Rally, and several U.S. drivers.

SPORTS NEWS

THE ARGENTINE G.P.

ANOTHER Ferrari v. Maserati battle may be anticipated in the 1957 G.P. of Argentina, to be decided over the Buenos Aires autodrome this Sunday, 13th January. Subject to last-minute chop and change, the line-up should be as follows. **Ferrari:** Collins, Castellotti, Hawthorn, Musso, de Portago and Perdiza or Von Trips. **Maserati:** Fangio, Moss, Menditeguy, Behra, Schell. Independent Maseratis will be driven by Scarlatti, De Tomaso, Piotti and others. It is anticipated that the Maseratis driven by Fangio and Moss in the G.P. will be the latest machines with 12-cylinder, 2½-litre engines, in cars externally similar to those driven in Australia recently by Moss and Behra, i.e., the "Monza" type. The race opens the 1957 World Drivers' Championship series.



ACROPOLIS RALLY

COUNTING for the European Touring Championship, the Acropolis Rally, organized by the Automobile and Touring Club of Greece, will be held from 24th to 28th April, with a total distance of about 1,900 miles. Starting points are Trieste and Athens, finishing at Athens.

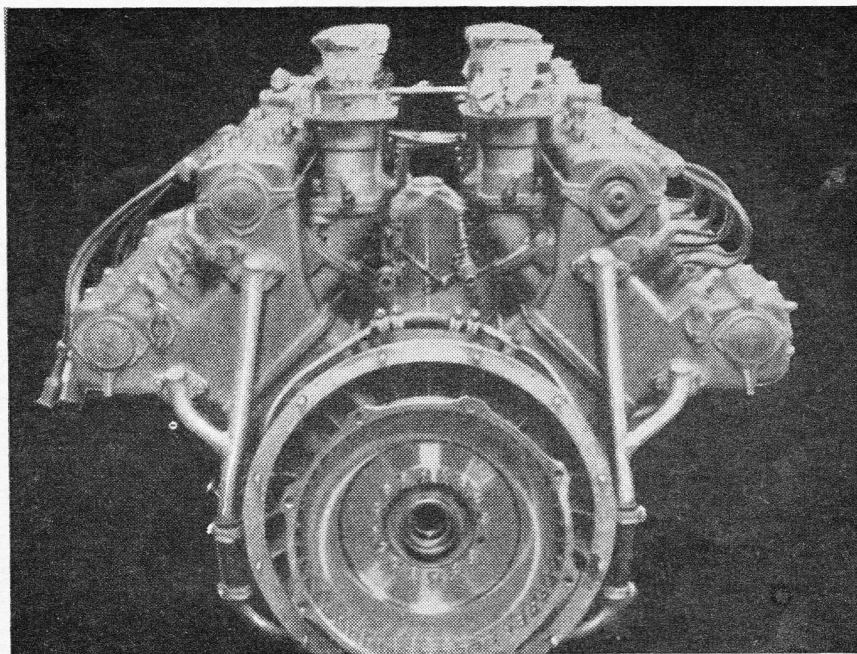
The course will be mainly mountainous, the roads being either asphalt or gravel, with a fairly tight time schedule between controls. The route takes in such historic places as Olympia, Delphi and Mycene. Athens hotel-keepers have agreed to give special low terms for competitors.

General secretary is A. Nicolaidis, 16 Avenue Venizelos, Athens.

B.A.R.C. MIDNIGHT FILM MATINEES

FOR the first time, members of other motor clubs will be able to attend the Midnight Film Matinees of the B.A.R.C., without being guests of club members. This year, the B.A.R.C. have booked the Curzon Cinema, Curzon Street, London, W.1, for a complete week. The nights of Friday, 1st February, Wednesday, 6th February, and Friday, 8th February, are reserved for B.A.R.C. members and their guests, but members of other clubs will be admitted, subject to the availability of accommodation, on the nights of Monday, 4th February, Tuesday, 5th February and Thursday, 7th February.

They are invited to apply for tickets



DEPARTURE from long-established in-line engine practice by Maserati of Modena was made last summer, when a new 4½-litre V8-engined sports car appeared in practice for the Swedish G.P. Above is an end-view of the engine, one of which has been supplied to the American Tony Paravano for possible use at Indianapolis, reduced to 4.2 litres. (Left) The V8 sports-racing Maserati carries distinctive exhausts, similar to those on the 1956 V8 G.P. Ferrari.

(7s. 6d. each) from H. J. Morgan, General Secretary of the B.A.R.C., 55 Park Lane, W.1 (callers, 18 South Street, W.1), stating which of the three available nights is preferred, and giving a second choice.

The programme will consist of several of the best of the new motor racing films, with other items of interest. Each programme starts at 11.30 p.m. and finishes at approximately 1.15 a.m.

SEBRING—23rd MARCH

REGULATIONS have just been received for the Florida International 12-hour G.P. d'Endurance for the Amoco Trophy, which will be staged at Sebring, Florida, on 23rd March. This is a World Championship event. Entries close on 6th

February, and on 6th March at increased fees. Practice takes place on 21st and 22nd March on the 5.2 miles circuit.

Classes are 350 c.c., 351-500 c.c., 501-750 c.c., 751-1,100 c.c., 1,101-1,500 c.c., 1,501-2,000 c.c., 2,001-3,000 c.c., 3,001-5,000 c.c., 5,001-8,000 c.c., and over 8,000 c.c. All categories according to Appendix J of the sporting code are eligible. Fuel injection is permitted, as are superchargers. There will be an Index of Performance to the following formula:

$$d = \frac{825 \times \text{c.c.}}{\text{c.c.} + 250} = \text{in miles.}$$

Coefficient of Performance = $\frac{D}{d}$, where

"D" is the total mileage covered by the car, and "d" is the prescribed qualifying distance based on engine capacity, and determined by the foregoing formula.

The Amoco oil company is offering prize money to the value of \$10,000.

★
3,500 MILES in 3½ days: ruggedness of the Austin A50 was recently demonstrated in Australia, when K. Fry, S. Collins and R. Dimmick drove one round Queensland in 74 hours, averaging 44.1 m.p.h. under difficult road and weather conditions, varying from rain and fog to heat of 108 degrees. Fuel consumption averaged 28 m.p.g.



N.L.E.C.C. DINNER-DANCE

MORE guests than ever before crowded into the Hendon Hall Hotel for the annual dinner-dance of the North London Enthusiasts' C.C. last Friday. In the chair was the President, A. F. Rivers-Fletcher, who ducked his customary speech, but was prevailed upon to tell a typical story. "The Club" was proposed by Mike Edmonson, well-known W.E.C.C. personality, the reply being undertaken by John Eason Gibson, secretary of the B.R.D.C., who, strangely enough, was not exactly complimentary to certain of his fellow Scots—in a nice sort of way, of course! Ian Walker spoke of "The Visitors", the reply being made brilliantly by Nancy Mitchell, who, not to be outdone by mere males, also included a story.

Nancy Mitchell also presented the numerous prizes won during the season. Among racing personalities present were Ron Flockhart, David Boshier-Jones, Henry Taylor, R. F. Mayne and Oscar Moore. The Press was represented by Gregor Grant (AUTOSPORT) and Peter Garnier (Autocar). Norman Wisdom rushed from the performance of his pantomime, "The Wonderful Lamp", at the Palladium, in order to be present.

MRS. R. E. LEAPINGWELL

WE regret to report the death on 4th January of Valerie Leapingwell who was closely connected with motor-ing sport, and acted as hostess to many racing people, both at her home at Findern, near Derby, and in the caravan which was a familiar sight at circuits such as Aintree, Silverstone, Mallory Park and Oulton Park. Her husband, Bobbie, is the former Formula 3 driver. To him, and to their small son Ian, AUTOSPORT offers its deepest sympathy in their tragic loss.

U.A.C. PRESIDENT HONOURED

AMONG those who received recognition in the New Year Honours List was J. Wilfred Haughton, President of the Ulster Automobile Club and Chairman of the Northern Ireland Tourist Board, who received the C.B.E. Mr. Haughton was one of the "pillars" of the movement which brought the Dundrod Circuit into use as a racing venue.

SPRAY JOB WHILE YOU WAIT

OWNERS of black-painted cars will welcome this new I.C.I. Belco paint dispenser for touching in minor scrapes and scratches on the coachwork. The container is fitted with an Aerosol spray valve and is virtually a ready-for-use spray gun operated by pressure of the thumb on the lever. It is filled with "touch-in" black enamel (the only colour available at present), and is obtainable from most garages and car accessory dealers, priced at 11s. 9d. Sole distributors to the trade are Brown Brothers, Ltd., Great Eastern Street, London, E.C.2.



Photograph by Patrick Benjafield

PORTRAIT GALLERY

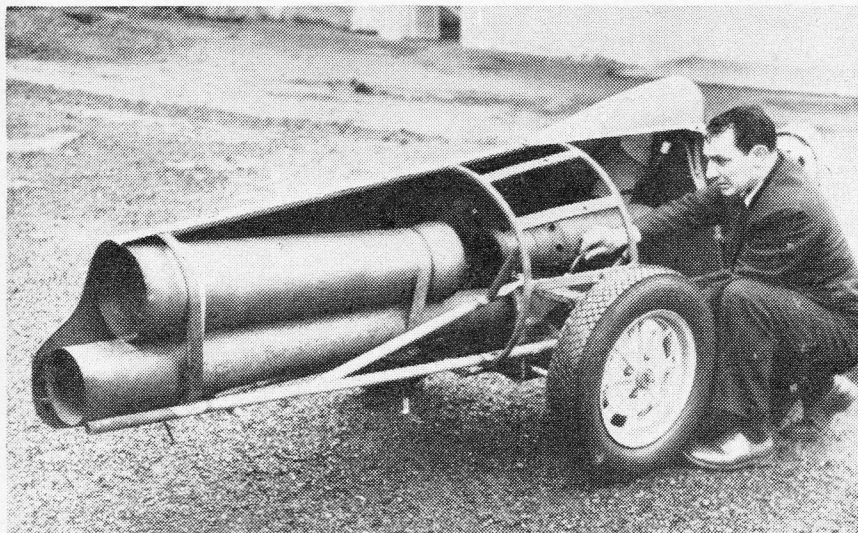
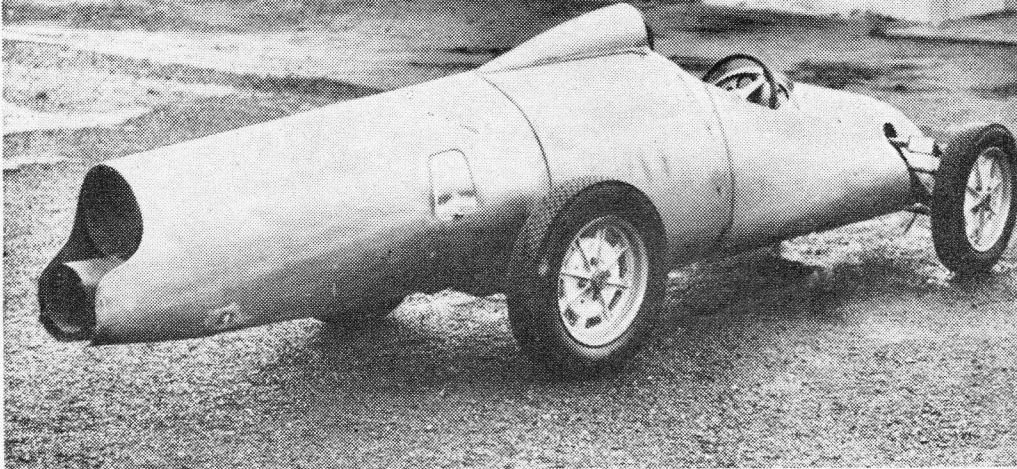
No. 65—SID GREENE

DURING the immediate post-war years the name of Sid Greene became familiar to sprint enthusiasts. At meeting after meeting, best time of the day was recorded by S. G. Greene (Frazer-Nash) and, indeed, in 1951, he gained over 20 awards in club events. His ambition was to go circuit-racing, but the powers-that-be would not give him the necessary licence, owing to the fact that the erstwhile Squadron Leader had the misfortune to lose his left arm as a result of enemy action. Even his sprint activities were queried, and he was only permitted to drive in the Brighton Speed Trials because the public were located far above the actual course. One meeting per year could scarcely satisfy the enthusiasm of this very skilful one-armed driver, and backed by his engineering concern, Sid decided to run his own racing stable. Nowadays the name of Gilby Engineering is a familiar one to those who follow the Sport. Equipped with both sports and Formula 1 Maseratis, the stable has been a strong supporter of British circuit events, and has also been represented on the Continent on several occasions. Undoubtedly his association with Sid Greene has been of great benefit to Roy Salvadori, providing this acknowledged top-liner with the opportunity to take on the works teams. Sid is a popular "le patron", finding an outlet for his tremendous energy in running his successful stable. Probably his greatest moment was to watch his green-painted Maserati, driven by Salvadori, chasing Moss's works car, and leading all the Ferraris, in the 1956 British Grand Prix.

G.

A JET RACING CAR FROM ULSTER !

FORMULE LIBRE races in Ulster during 1957 (always supposing that any are held!) should be remarkably interesting. Two enthusiasts, Tommy Graham and Jim Meikle, are busy developing cars for this free Formula. Graham has "reverted" to steam for his motive power and the latest heard about this project is that he is now experimenting with a



double-acting engine which reveals considerable promise.

Meikle, on the other hand, is relying on a jet engine, and has produced a workable prototype which may, or may not, be the car we shall see in action. I was invited down to see it the other day at Meikle's home in Bangor, Co. Down; an invitation which was accepted with some alacrity.

Seen from the front, the Meikle jet car looks like a normal Mark V Cooper. Seen from the rear, the beholder is awestruck at the sight of two malevolent-looking exhausts, mounted one above the other and about nine inches in diameter. Seen from the side, the view is that of a normal Cooper with an elongated tail.

If the onlooker is not accustomed to inspecting power units of the jet age, a stiff drink should be taken before Meikle removes the engine cowlings.

The first impression of the "works department" is that the creator has procured a disused drain pipe and bent it to form a U-shape, with one leg shorter than the other. Then, as if regretting the "unbalance" of the picture, he has added another length of drain to equalize the length of both legs. This extension, being a few inches short of the correct length to balance the other leg, the gap is located at the "join", where it can be concealed by the cowlings, leaving a balanced picture at the exhaust end.

In actual fact, this "gap" is an important part of the design, providing the air intake. A closer look at the construction of this "drain pipe" reveals a short section of greater diameter on the short leg, this being the actual combustion

chamber. Apart from the bent pipe, there is remarkably little else to attract the eye. The fuel line from the tank to the combustion chamber is visible, as is the h.t. lead from an aircraft booster coil to a normal spark plug on the combustion chamber—these two and nothing else.

The power unit is a "pulse jet" of French design. While providing nothing like the thrust of a "ram jet", it has the advantage (for a land vehicle) that it can be run while stationary, whereas the ram jet requires high forward velocity to operate.

The Meikle jet will run on either petrol or paraffin; equally well on either fuel except that starting is easier on petrol. Its thirst, however, is of the order of one gallon every two minutes. To start the jet motor, a blast of compressed air at 60 lbs. s.i. is necessary. This air is injected into the "gap", whereupon the jet starts almost instantaneously. The fuel reaches the combustion chamber via a metered injector and is fired by the sparking plug.

With the jet running ("resonating" is the term Meikle uses), the car has to be held stationary on the foot brake. The only other control fitted is the accelerator, while the only information required by facia instruments is the pressure in the fuel tank and an indication of air speed while the car is in motion.

With the jet running, the sound is that of a single-cylinder small-capacity motor-cycle engine revving at about 10,000 r.p.m. There is no undue amount of "blast" from the exhausts, despite their

WHAT WILL Mr. Cooper say! Jim Meikle's Mk. V Cooper takes on a new and intimidating shape with its S.N.E.C.M.A. pulse jet power unit installed.

(Left) Meikle at work on his car. He plans to race it at Kirkistown.

fearsome appearance and, apart from an occasional blue flicker, no flame blast. One queer point Meikle reports as the result of running the jet is that while near neighbours raised no objection whatever, residents living about half-a-mile away were indignant.

Performance? There is nothing highly sensational here. Meikle hopes to reach the performance of a well-tuned Formula 3 car, with a maximum of about 100 m.p.h. The advantage over other competitors is likely to come from the smooth and almost instantaneous acceleration of the jet car, aided by the absence of power losses from the need to drive road wheels and also from the absence of the need for gear changing. The speed of the car is controlled by the foot brake.

There are two major problems yet to be surmounted. One is the provision of a fuel filter capable of keeping the fuel feed free from foreign matter which would clog the injector. Partial clogging of this results in pure petrol bypassing the combustion chamber and being ignited in the lower pipe, creating a fire of serious moment. The second major problem, if the car is to be used in competitions, is the provision at a racing venue of adequate supplies of compressed air for starting purposes. Failing the provision of an air supply, Meikle feels sure that the jet could be restarted by being towed at about 60 m.p.h., but this remains to be proven.

Further immediate development of the car may be delayed, as Meikle may have to visit Australia on a business trip in the near future. He looks forward, however, to the first 500 Motor Racing Club meeting of 1957 at Kirkistown, where he will race the jet car.

(Continued on page 50)

Technical Details of the Meikle Jet Car

Chassis: Basically Cooper with triangulated tubular light sub-frame to carry tail of engine.

Engine: Pulse reactor, S.N.E.C.M.A. type, valveless with recuperator. Continuous fuel injection non-augmented in present form.

Unit is fully rubber-mounted to damp vibration which is the resonance frequency of the complete pulse duct. Unit runs at dull red heat around combustion chamber, but as it is Nimonic alloy this is of no importance. A heavier gauge steel could be used.

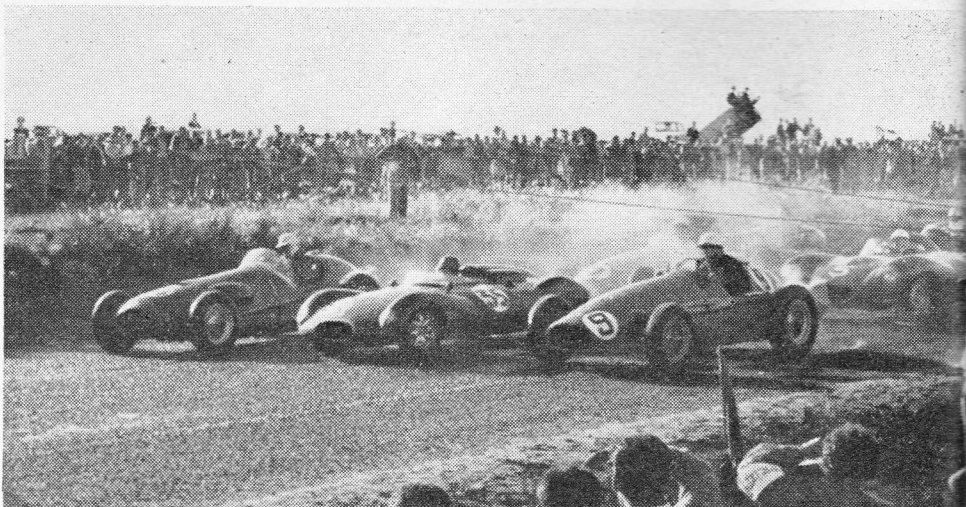
Ignition: Normal sparking plug (only required for initial start), hence battery not carried.

Fuel: Petrol, but will run equally well on any fuel after a petrol start. Pressurized petrol tank. Consumption 1.6 lb./hr. Fuel feed valve controls thrust within a limited range.

START of the Formule Libre race, with (left to right) Gray, Brabham and Davison in the front row and Stillwell just visible behind them.

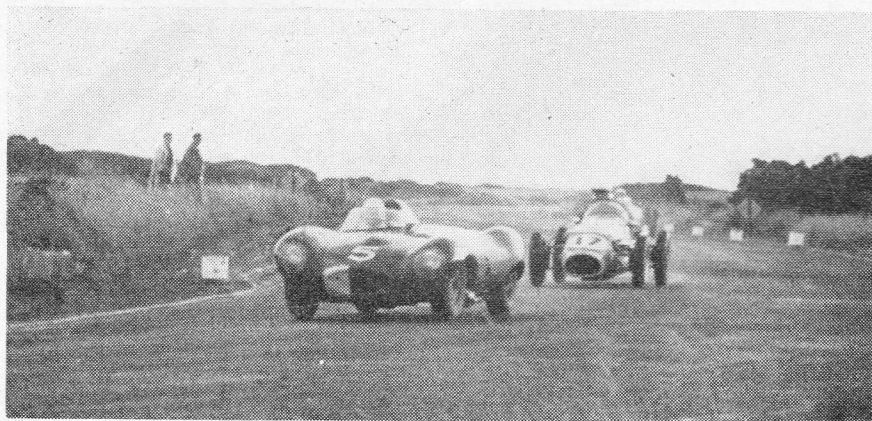
SATURDAY, 15th December, saw the opening of the £A54,000 circuit on Phillip Island, 88 miles from Melbourne in Western Port Bay. The construction of the course was made possible by public subscription and by the support of the motor trade in purchasing advertising rights for corners. The bituminized 3-mile course is 30 feet wide, incorporating a straight of $\frac{1}{4}$ -mile and 11 corners. Although originally intended as a "G.P." circuit, this does not apply as the victories of Brabham's Cooper-Climax in the *Formule Libre* and Sports Car races showed.

Spectators are afforded an excellent view of practically the entire course,



PHILLIP ISLAND

Brabham Scoops the Pool on Opening of New Australian Circuit, But Rain Spoils the Day



RESEMBLANCE to the Esses at the Snetterton circuit is quite remarkable (above) in this shot of Stillwell leading Hawkes through Repco Corner. IMPRESSIVE performance was enjoyed by C. E. Tadgell (below) in this Porsche special, using a modified 1,500 c.c. Speedster engine.

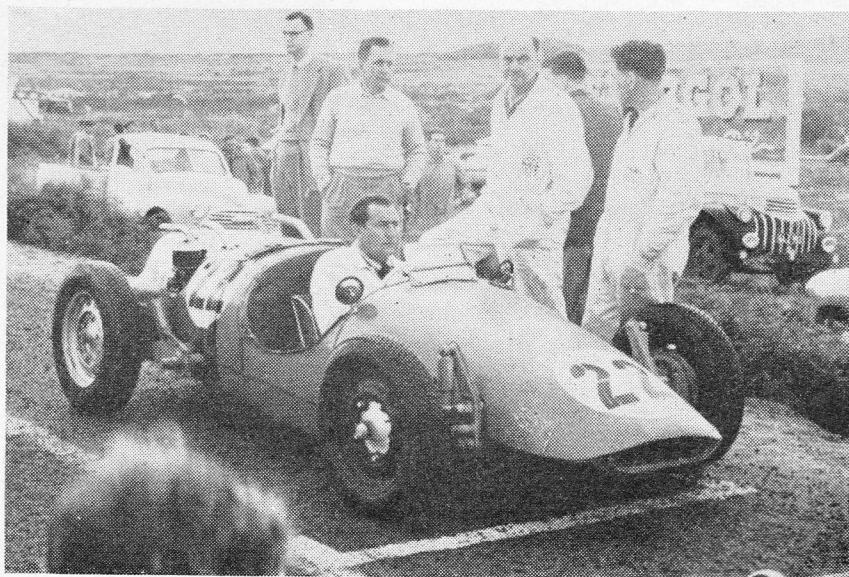
which threads around a natural bowl below the enclosure hill, similar to Brands Hatch. Pits and paddock are located inside the circuit, the former being the first attempt at any permanent type of structure seen in Australia. Thirty boxes are incorporated, from the back door of which pit crews can see much of the progress of the race.

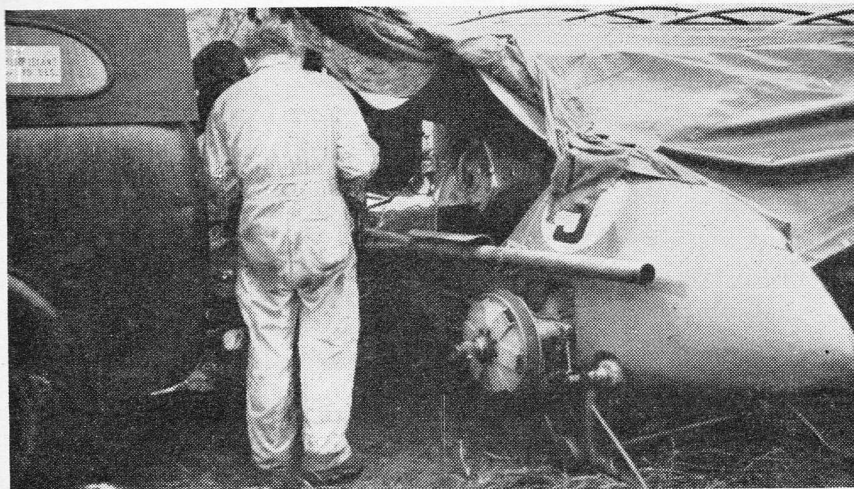
Although the weather was full of promise when most competitors left their homes in the early morning for practice at 9 a.m., clouds gathered and as the first event was due to start, a downpour of rain called an immediate halt. This delayed the entire programme, necessitating the shortening of races and probably deterred a large number of would-be spectators from arriving.

The two principal events were the 48-mile Bill Thompson Memorial Trophy Race for sports cars, and the *Formule Libre* race over 60 miles. Two curtain raisers were interspersed with motor-cycle events. An under 1,500 c.c. 24-mile race for racing cars was run

concurrently with a Formula 3 event over nine miles. This was led from start to finish by Lex Davison's supercharged Cooper-Vincent, while for second place an exciting struggle took place between Otto Stone (K.3), Murray Rainey (Mk. IX Cooper) and C. E. Tadgell, from Queensland, with a Porsche Special, who finally won through, with Stone in third place. Tadgell put in fastest lap at 2 mins. 34 secs.

The over 1,500 c.c. race drew only five starters—Davison (Ferrari), Cummins (Bugatti-Holden), Hawkes (Cooper-Holden), Gray (Tornado Spl.), Robbins (Allard) and Lukey (Cooper-Bristol). First away was Lukey, but he was soon taken by Gray, Davison and Hawkes. By lap 2 Gray had 8½ secs. lead on the Ferrari, the fuel injection V8 overhead valve special really cracking along. Robbins dropped well behind in the Allard, and places did not change for the entire 12 laps. Davison broke Tadgell's lap record with a time of 2 mins. 29 secs.





The Bill Thompson Memorial Race for sports cars had the biggest entry, although the last minute withdrawal of Whiteford's newly acquired Maserati was a disappointment. Brabham fielded his Cooper-Climax, Stillwell his "D" Type, England his Ausca, while a bevy of Austin-Healeys, M.G.s and TR2s made up the field. More rain fell during the race, which was marred by the fatal accident of Phillip Rothfield. Driving an Austin-Healey in his first race, he failed to brake sufficiently for K.L.G. Corner at the bottom of the straight, overturned and was killed instantly.

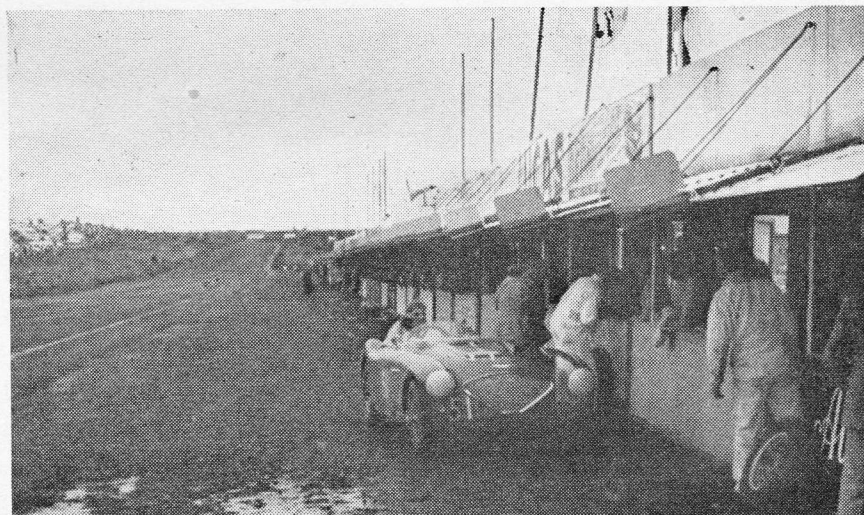
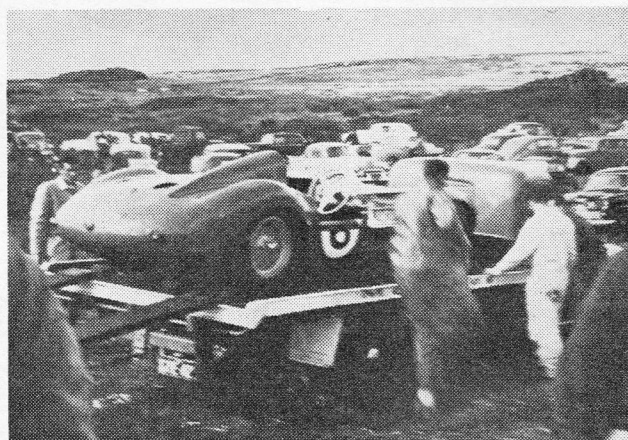
Brabham easily led the race after passing Stillwell on Repco Corner on the first lap, and England took station in third position. These three placings did not alter throughout as Brabham built up and held a substantial lead. Derek Jolly was unlucky to overshoot a corner endeavouring to pass an Austin-Healey with his very fast Climax-powered Decca Special. Brabham's fastest lap was 2 mins. 26 secs., a new lap record.

The Formule Libre race was again

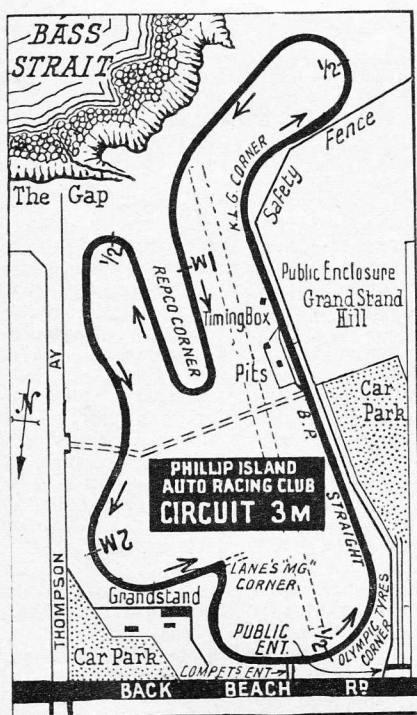
MAKESHIFT workshop (above) for Davison's Ferrari to protect it from the rain, as mechanics replace a clutch spring after practice.

★

SCRATCHED (right): Doug Whiteford brought his newly acquired ex-Behra 300S sports Maserati to the meeting but did not in fact run. Here he jumps down after driving it back on to its tender.



STORMY WEATHER: An Austin-Healey comes in to the new pits for a wheel change during the Bill Thompson Memorial Trophy Race, held in the rain.



delayed in starting as wrecks were removed from the course, and it was announced that the distance would be reduced from 60 to 36 miles. Front row of the grid was occupied by Davison, Brabham and Gray. Gray led for four laps, followed by Brabham, who took only the first lap to free himself of Davison's Ferrari and the D-type of Stillwell. On the fifth, Brabham got by Gray; they were followed by Davison who was 5 secs. ahead of Stillwell, Tad-

Provisional Results

Under 1,500 c.c. Racing Cars (8 laps): 1, A. N. Davison (Cooper-Vincent 1,115 c.c. S), 21 m. 13 s.; 2, C. E. Tadgell (Porsche Spl. 1,492 c.c.); 3, R. Edgerton (BWA 1,499 c.c.). **Fastest lap:** Tadgell, 2 m. 34 s.

Formula 3 Scratch Race (3 laps): 1, M. Rainey (Cooper 498 c.c.), 8 m. 17 s.; 2, K. Wylie (Cooper 498 c.c.); 3, L. Penna (J.A.P. Spl.). **Fastest lap:** 2 m. 41 s.

Over 1,500 c.c. Racing Cars (12 laps): 1, E. Gray (Tornado 4,430 c.c.), 20 m. 19 s.; 2, A. N. Davison (Ferrari 2,992 c.c.); 3, T. V. Hawkes (Cooper-Holden). **Fastest lap:** Davison, 2 m. 29 s.

Bill Thompson Memorial Race (16 laps): 1, J. Brabham (Cooper-Climax 1,460 c.c.); 2, B. S. Stillwell (Jaguar "D" 3,442 c.c.); 3, P. England (Ausca 2,350 c.c.). **Class Winners: Up to 1,500 c.c.,** J. Brabham; **1,501-2,000 c.c.,** A. L. Jack (Triumph TR3 1,991 c.c.); **2,001-3,000 c.c.,** P. England; **Over 3,000 c.c.,** B. S. Stillwell. **Fastest lap:** J. Brabham, 2 m. 26 s. (Fastest of day.)

Formule Libre (12 laps, shortened from 20): 1, J. Brabham (Cooper-Climax 1,460 c.c.), 30 m. 5 s.; 2, E. Gray (Tornado 4,430 c.c.); 3, A. N. Davison (Ferrari 2,992 c.c.). **Fastest lap:** 2 m. 26 s.

gell and Hawkes in a bunch, then Phillips (100S Healey), Lukey (Cooper-Bristol), Cummins (Bugatti-Holden), Bailleau (TR2 Spl.), Carter (XK 120) and Robbins (Allard).

Two laps later and Brabham had 8 secs. lead on Gray; Hawkes passed Tadgell's Spyder a lap later and kept right on the tail of Stillwell's Jaguar. Gray could not make up the 8 secs. lead held by Brabham, who again equalled

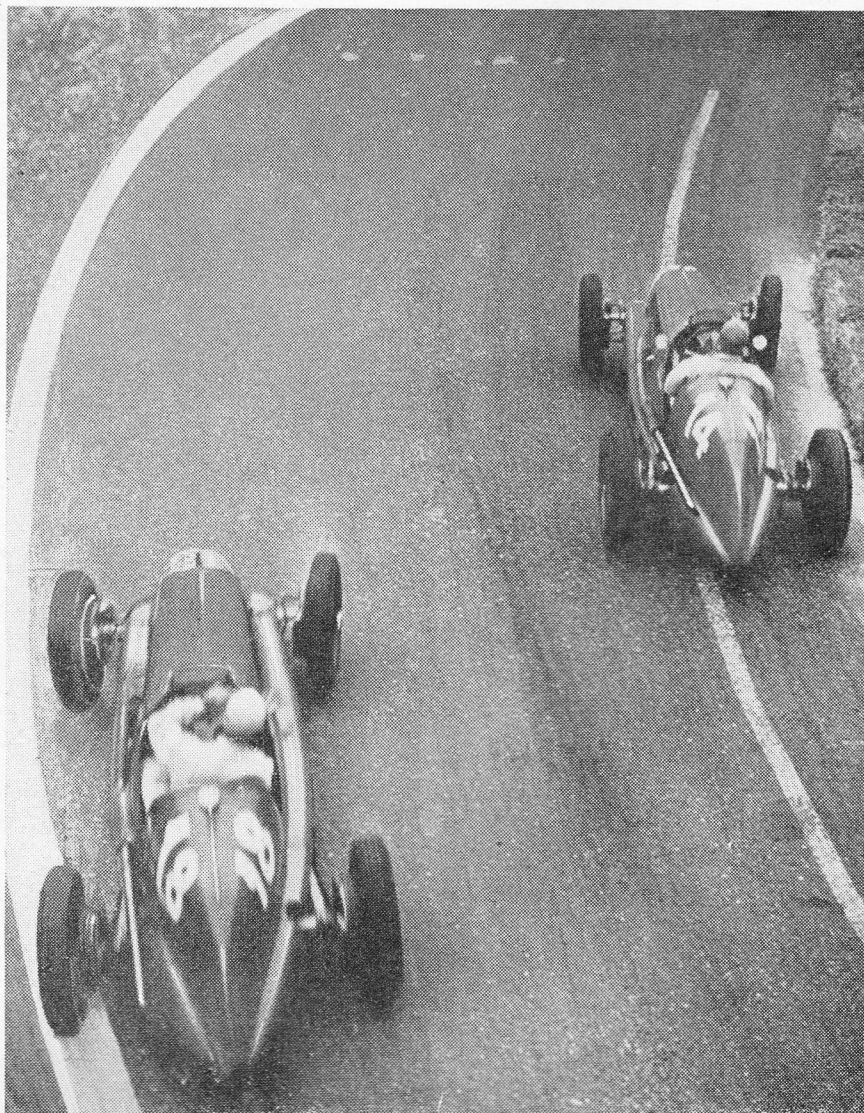
(Continued on page 50)

COMING UP on the outside is Louis Chiron, about to pass the late Pierre Levegh (both in Maseratis) during the 1947 G.P. of Italy.

THE year 1946, which saw the real resumption of racing, was a bit haphazard in many respects and many of the races were run to no accepted formula at all. Almost by common consent the majority of events seemed to cater for blown 1½s or unblown 4½s, and this general trend became in 1947 the Formula 1 ruling that was used up to the end of 1951.

Thus in 1946 two types of Maserati were used, the eight cylinder 3-litre (the Type 8CL) and the four-cylinder 1½-litre (the Tipo 4CL), although neither was raced officially by the factory. The 1½-litre, the mainstay of European racing incidentally, was used by the Scuderia Milano, and Villorosi, Ruggeri, Sommer and Nuvolari all drove under their banner. Normally, apart from the presence of the little Alfas, the Milano stable's Maseratis were good enough to win, and the sum total of 1½-litre Maserati victories that year was in consequence nine (Sommer accounting for four!). Luigi Villorosi was not so successful as might have been expected in view of his pre-war experience (he had spent some time in America in May, 1946, and then crashed badly at Geneva), but he had the honour of the first victory at Nice on Easter Monday, whilst the "Old Maestro" (Tazio Nuvolari) led home the first post-war Maserati 1-2-3 in the Albi Grand Prix, a placing the marque repeated at Barcelona in October.

Villorosi's American expedition, the first time Maseratis had gone from Europe since Borzacchini's brief appearance in the 1930 Indianapolis 500 miles race, was a very gallant attempt to win this very "specialized" event, and so serious was their approach that both Achille Varzi and Gigi Villorosi had a Type 8CL apiece. Only one car



CASE HISTORY OF THE **MASERATI**

The Evolution of a Famous Italian Racing Marque

Part 5

By **NORMAN SMITH**

qualified for the actual race, that of Villorosi, and although he had the heart-breaking experience of losing half an hour with ignition bothers, he finally managed to finish seventh (identical with Louis Chiron (Delage) in 1929, the last time a European had been placed at "the Brickyard") at fractionally over the 100 m.p.h. mark. This gave Villorosi membership of the exclusive Champion 100 Mile an Hour Club, making him the very first and still the only European so far to qualify for this honour!

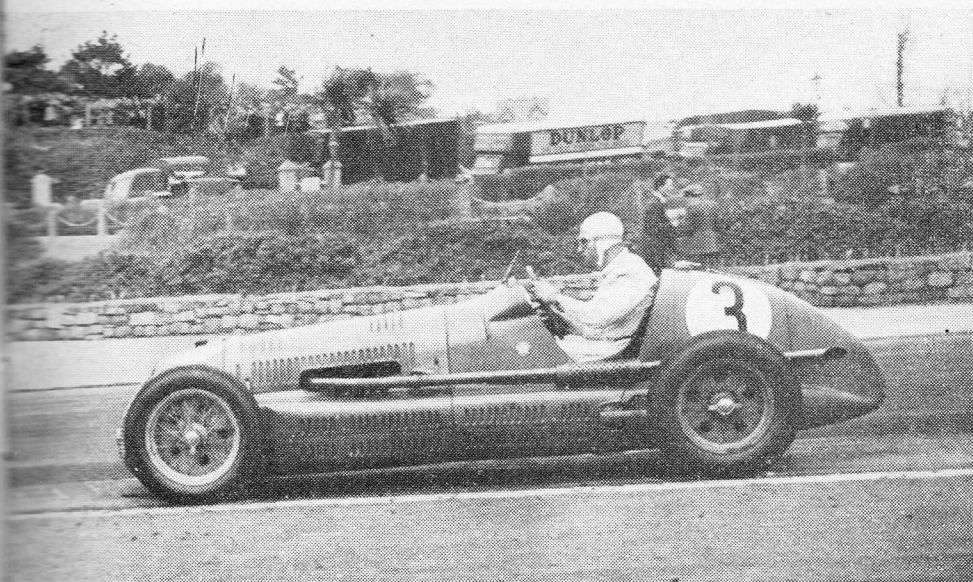
Varzi's car, I believe, remained in the States, but Villorosi's was brought back, and Sommer and Louveau jointly shared it to win the Circuit des Trois Villes a little later in the year, whilst Villorosi himself drove it in the Penya Rhin Grand Prix at Barcelona in October. Driving the fastest car in this race by far, Gigi had to suffer the disappointment of retirement instead of victory.

Quite the most intriguing Maserati of 1946 was Dutchman Verkade's 16-cylinder sports Maserati, said to have been the ex-Indianapolis car, but Mathieson's 2.9 litre two-seater, on which he was fifth at St. Cloud and sixth at Perpignan, was still more historic, being, indeed, nothing less than the beloved Tim Birkin's old mount—the actual machine that gave him third place in the 1933 Tripoli Grand Prix, and burnt the arm that led directly to Tim's untimely death.

The European revival of motor racing extended itself that 1946 winter to South America, where a short season of racing was staged in the Argentine, the much travelled Villorosi taking a 4CL across to demonstrate to the Latin Americans the gentle art of Grand Prix racing. His demonstration was excellent indeed, for he won both the Buenos Aires Grands Prix, returning to Europe in

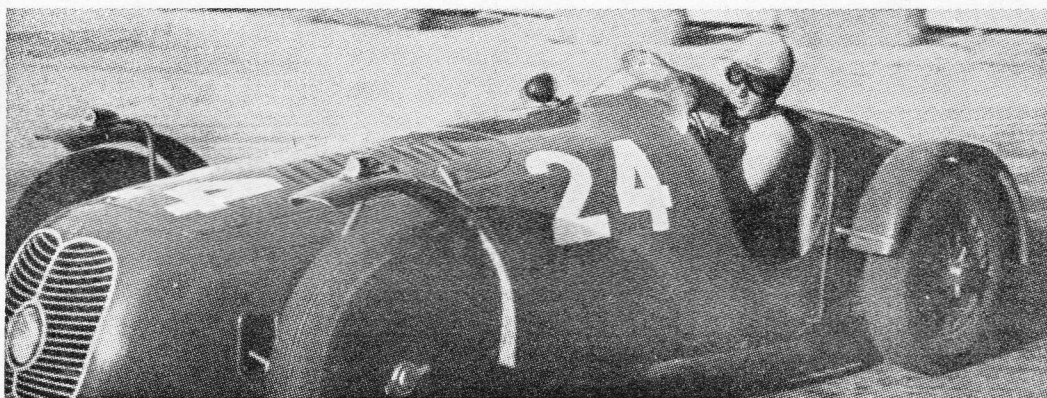
time to lead the revived Scuderia Ambrosiana's team of Maseratis, some of which used the long-awaited two-stage supercharging, first mooted for the 4CL in 1939. Actually Raymond Sommer had the first two-stage blown Maserati, in the Jersey Road Race, and as the year progressed this modification came to be almost normal practice on the 4CL—and at Berne in the Swiss Grand Prix Sommer's two-stage car was faster for one lap than any of the Alfa Romeos! At Rheims (in the G.P. de la Marne in July) a tubular-chassised 4CL, the 4CLT, made a début in the hands of Alberto Ascari, the No. 2 of the Ambrosiana stable, and it, in its turn, gradually superseded the Tipo 4CL until in mid-1948 a third version, the 4CLT/48 model, was evolved.

Besides the Scuderia Ambrosiana the Milano organization also ran Maseratis in 1947—the works again did not



MASTERS BOTH:
(Above) The late Raymond Sommer, who won many races with Maseratis, in action at Jersey in 1947 with the first 2-stage supercharged 4CL model.
(Right) The late Alberto Ascari scoring his first victory—the Modena G.P. of 1947, with the then new A6G sports Maserati. There wasn't much room in this car's cockpit!

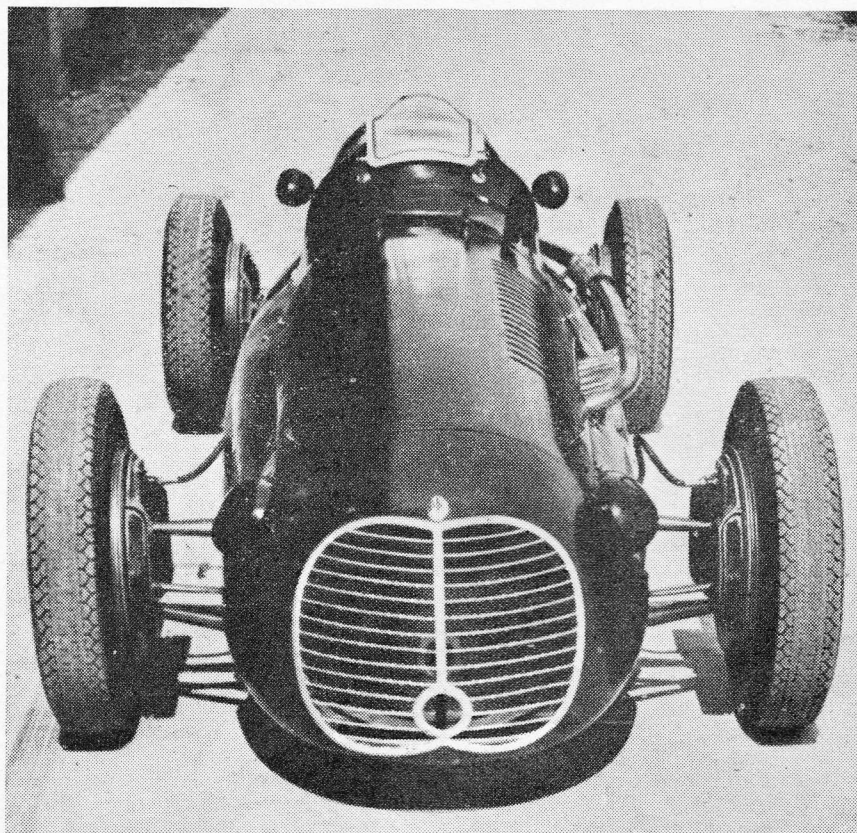
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officially race—and again Maseratis could claim, apart from the Alfias, to be the backbone of Grand Prix racing. Major marque victories (one type model or the other) totalled eight, Villorresi heading the 1947 list with four (at Nice, Strasbourg, Nîmes and Lausanne), Parnell, Pagani, Kautz and Bira scoring the others. Seconds and thirds came in abundance, but the ponderous yet fuel-thrifty 4½-litre Talbots were beginning to make inroads into the race, and place-winning class, to the Maserati's obvious disadvantage.

Early in the year, the two remaining Maserati brothers (Bindo and Ernesto) sold out their interest in the factory, and their rights to the Maserati trade mark, to Omer Orsi, who has since valiantly continued to keep the car's name in the forefront of International Grand Prix sports car racing, though at one time (in 1950 and 1951) it undoubtedly reached a very low level, almost as low as in that pre-war period of German supremacy. But before Ernesto finally severed his connections with the firm he and his brothers had built, he brought Maserati back into the sports

THE "SAN REMO": An impressive aspect of the Maserati 4CLT/48, with four-cylinder supercharged engine in a tubular frame, which gained its name by Ascari's victory first time out with the car in the 1948 San Remo G.P., on the winding Ospedaletti circuit outside the famous holiday resort.



car field with, firstly, a 1½-litre, six-cylinder unsupercharged car that was 1 and 2 at Piacenza, and secondly, and more important, with a 2-litre, six-cylinder streamlined saloon in the Mille Miglia.

This last-named was a "roughish" piece of work for such a skilled engineer and it was actually the last Maserati as such designed by him, and for a while it seemed that with his departure Maserati had lost all ability to conceive and construct new racing cars. Driven by Luigi Villorresi, the new 2-litre "six" was not a success initially, and in the Italian classic, the Mille Miglia, it retired. Probably it served its purpose of being a travelling test bed adequately, for apparently it had many features common to the later A6G sports car, which Ascari and Villorresi suddenly produced for the sports car race at Modena later in 1947. These A6Gs were open two seaters with cycle-type wings and left-hand drive, and, with 2-litre engines that possessed o.h.c. actuation and 160 b.h.p. at an easy 5,200 r.p.m., the infer-

ence was obvious—they were sports car and/or Formula 2 machines, the F.I.A.'s new Formula 2 regulations coming into force on 1st January, 1948. In their first race at Modena they were awarded first and second places (Ascari and Villoresi in that order) when the race was stopped due to a car charging the spectators, this premature ending leaving speculation wide open as to the car's real abilities.

Many people believed that in 1948 the A6G would blossom forth as a full blown Formula 2 racing car, and that besides the Formula 1 4CLT, Maseratis would run in this new class. But that is what did not happen, for the 4CLT continued to be the No. 1 car until a newer 4CLT/48 model appeared in May, the A6G racing only in the Mille Miglia and the Dolomite Cup as a sports car, and in one Formula 2 race at Rheims as a racing car. Chief attention was lavished on the 4CLT/48 Maserati (better known and better loved as the "San Remo Maserati"), a 1948 edition of the original 16-valve 1939 car which had all the refinements suggested by post-war experience with the 4CL and 4CLT cars, and which in its looks was again a thing of beauty, the frontal aspect taking much of its design from the A6G.

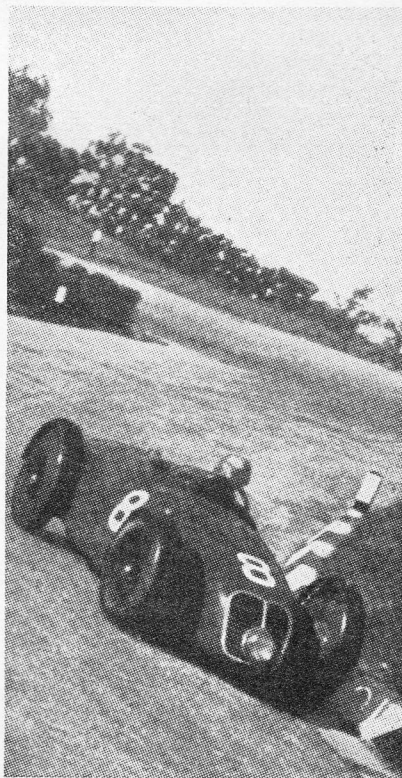
Prior to the advent of the "San Remo" model the marque amassed new victories in the early season races. Giuseppe Farina, for example, used the 4CLT to win the G.P. des Nations at Geneva, and also the first post-war Monaco Grand Prix, his victories in both being clear-cut and decisive, the competition, especially at Monte Carlo, being pretty formidable. Villoresi, by the way, had earlier repeated his 1946-47 Argentine winter race successes by winning both the 1947-48 Buenos Aires Grands Prix, and as a point of interest, Farina had also driven a Maserati in South America—one of the old 8CLT cars. His trouble was repaid by a good win in the Mar del Plata race, a race that was to be the swan-song of this particular model, 3-litre blown cars being "white elephants" in post-war Grand Prix racing. Nello Pagani, Guzzi/Gilera motorcycle rider, won the Pau Grand Prix for the second year in a row, so that when the new 1948 Maserati came along the marque was riding fairly high. This newest Mas. was the aforementioned 4CLT/48 and in its very first race it finished first and second (Ascari and Villoresi of the Scuderia Ambrosiana) at San Remo, thus earning its immortality as the "San Remo" Maserati.

From that moment on both Ascari and Villoresi, under the Ambrosiana colours, campaigned the car in the remainder of the season's races, and Villoresi made the headlines with a series of victories that raised his and the car's reputation to the skies, winning races at St. Gaudens, Albi, Silverstone and Barcelona. Additionally, he fought a magnificent battle with, and vanquished, Sommer's new V12 G.P. Ferrari in a rain-sodden Italian Grand Prix, finishing second to an Alfa Romeo in a finish so tight that even winner Wimille moved over to one side in order not to baulk the duellists. In the four events Villoresi won on the "San Remo", he underlined his supremacy by achieving the fastest lap every time, although at Albi, by which time the 4CLT/48 was coming into other hands, he was

very little quicker than tough guy Leslie Brooke's machine. It is interesting to note that Brooke, Bira and Parnell all had new "San Remo" models before 1948 ended, and at the opening Goodwood meeting, Parnell began a personal domination of the Sussex race track by winning the big race of the day, the Goodwood Trophy, to the huge delight of a crowd thrilled at the sight and sound of an up-to-date Grand Prix car in action.

As Maserati did not officially run cars in 1948, the Scuderia Ambrosiana, though a privately sponsored group, enjoyed a full measure of works support. The Maserati-designed A6G sports car was seen less in action, most effort going into the building and development of the "San Remo" model. A rather half-hearted attempt was, however, made in the Mille Miglia, three A6Gs, in the care of Ascari, Capelli and Amendola, leaving Brescia on that fantastic and dangerous 1,000 miles. None of the three returned to the finish, although Ascari actually led the race as far as Padua, whilst the danger attendant in the Mille Miglia claimed Bai's life when the third team car crashed out of control, Bai being Amendola's co-driver. Bracco and Villoresi were later to take the A6G to a 1-2 win in the Dolomite Cup race (run during the break in the Alpine Trial), the car looking quite "Grand Prix" amongst its fellow competitors.

Villoresi was also responsible for one of the Tipo A6G's rare appearances as a Formula 2 car in the Coupe des Petites Cylindrées at Rheims, but his performance was brief and not too glorious—10 laps and retirement!—a bitter pill to swallow, for the A6G had



JOINT EFFORT: Alberto Ascari winning the 1948 Circuit of Pescara with the A6G sports Maserati which was first driven by Giovanni Bracco.

waged a spirited duel with Righetti's V12 Ferrari before it vanished to the dead car park.

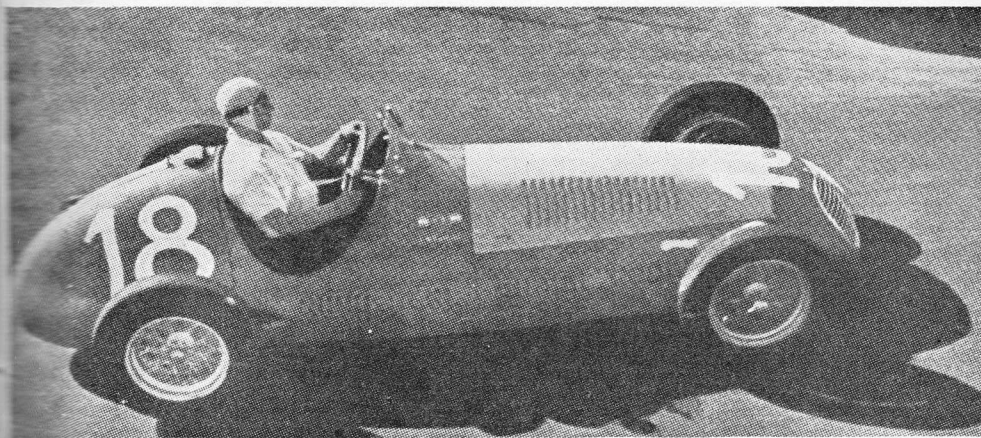
It must be conceded that the introduction of the "San Remo" model in mid-1948 gave the Maserati name and reputation a tremendous boost, the car getting closer in performance than any previous 1½-litre Maserati to the invincible 158 Alfas which, in that period of Grand Prix history, had coolly taken over the mantle of Grand Prix masters left vacant by the removal from the racing circuits of the fabulous German teams of pre-war days.

During the 1948-49 winter season in South America, Maserati sustained their improved position with a series of consistent performances in the six races held, gaining 13 places out of a maximum of 18, Ascari and Villoresi and one Juan Fangio scoring wins at Buenos Aires, Mar del Plata, Sao Paulo and Rio de Janeiro, the Argentine Fangio making the greatest impression in the series.

Back in Europe Alfa had withdrawn for 1949, and as a result Maserati stepped into the No. 1 spot—that is, until the new G.P. Ferraris got into their stride, when the Maseratis found themselves back in their runner-up roles, the "Prancing Horse" usurping the Alfa crown as Grand Prix champions. As both Villoresi and Ascari left the Scuderia Ambrosiana to drive for Ferrari this was not unnatural, Villoresi driving his last "classic" for Maseratis in the British Grand Prix at Silverstone in May, a race won by de Graffenried's "San Remo" Maserati. The Swiss driver's victory (his first in a major race) marked the sole Maserati win in a *Grande Epreuve* in 1949. In lesser races, however, they did remarkably well, the Platé (de Graffenried was one of his men and Bira the other) and Equipe Achille Varzi organizations, as well as the Scuderia Ambrosiana, all using the well tried "San Remo" type.

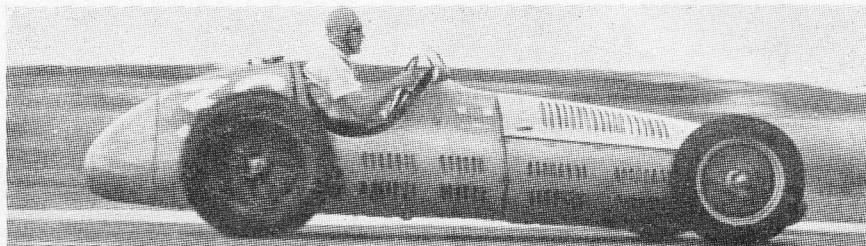
Star of the year for Maserati was undoubtedly the Argentine Juan Manuel Fangio, a meteor who flashed across the scene of European racing with a brilliance which time has brightened rather than diminished. Fangio made his début (in 1949 that is—he drove a Simca at Rheims in 1948) at San Remo, and won in a canter, went on to Pau and won again, and then, to show that these were well merited, he repeated the performance four more times before he went back whence he came—to Buenos Aires and the Argentine. Only two of the additional four victories were, however, won at the wheel of a Maserati, those at Perpignan and Albi, but nevertheless he was decidedly the most successful Maserati driver of the year for he went motor racing as it was intended to be done—with the will to win, aided by an "equipe" that was well up to Continental standards in every respect.

Apart from Fangio, victories fell to Bira (in Sweden), Giuseppe Farina (at Lausanne) and Reg Parnell (the Goodwood and Richmond Trophies), but by Monza and the Italian Grand Prix in September it was obvious that the "San Remo" was getting a bit breathless, the well-stressed four-cylinder engine too easily losing its tune when hard pressed by younger and fresher opponents such as the V12 Ferrari. Yet at the *Daily Express* Silverstone meeting, both Bira



FIRST WIN for a future Champion in Europe (above): Juan Manuel Fangio in action during the 1949 San Remo G.P. with his 4CLT/48 Maserati.

COMPATRIOT to Fangio, and companion in his first European tour, was Benedetto Campos (right), here driving his Maserati in the 1949 French G.P. at Rheims.



and Farina in 4CLT/48s had given Ascari many anxious moments, the performance gap between the two marques being so fine that driver skill could occasionally tilt the scales from defeat to victory, as at Lausanne a week after Silverstone, when Farina's Maserati beat Ascari's Ferrari by 65 secs. in a 142-mile Grand Prix round the houses of that attractive Swiss town.

Hopes were held that a variant of the "San Remo" type, introduced for the Grand Prix d'Europe at Monza, might arrest the slow decline of the model, but it was not to be, and from the Lausanne race onwards the 4CLT/48 Maseratis gradually faded away till once more they found themselves occupying in Grand Prix racing the same position as had their predecessors of the 750 kilogram era—that of "also rans". The model introduced at Monza was not strictly a true Maserati, however, for the 16-valve engine was replaced by one developed by Ing. Speluzzi out of a motor boat unit of 1½ litres and supposedly detuned (to 290 b.h.p.) in the interests of reliability. Other than in the engine department the cars (there were two, driven by Farina and Taruffi) were basically "San Remo" Maseratis and their exhaust notes were hard and loud. They were sponsored by the Scuderia Milano, hence their designation, and in this first race showed a certain promise, as Farina's machine went speedily enough to lie third to two Ferraris, until the driver decided to do the oddest thing—pack up and retire!—for no obvious reason. Taruffi, less the "prima donna" and more the engineer, coaxed his along to the finish, although he was a long way behind Ascari's winning two-stage Ferrari—16 laps (62 miles!).

Sports car and Formula 2 racing were officially ignored by Orsi's new régime at Modena, but they rather strangely went to pretty considerable lengths over the 1949-50 races in South America, sending out, amongst other normal Maseratis, no less than five special *Formule Libre* cars, all fitted with 1,720 c.c. blown four-cylinder engines. The

experiment was only attended with moderate returns, two second places from Campos (an Argentinian) and Farina, with Farina adding a third at Rosario to improve matters a little.

Not being suitable for European Grand Prix racing, the 1,720 c.c. Maseratis were laid aside and the factory technicians relied for 1950 on the trust-worthy old 4CLT/48, entering them officially for the first time in the post-war era as a works team, the French veteran Louis Chiron and the newcomer Franco Rol driving. Fangio (between drives for Alfa Romeo) and Gonzalez of the Argentine, Parnell and Fred Ashmore of the Scuderia Ambrosiana, and the Platé team of Bira and de Graffenried all remained Maserati-mounted, so the marque was well represented in all the 1950 Grands Prix, classic or otherwise, nine cars actually starting in one Grand Prix! Unfortunately, although the "San Remo" was supposed to churn out about 260 b.h.p. in 1950 trim, it was insufficient to keep it a winner, and in the major events they had a shocking season, Chiron's third at Monaco and Bira's fourth at Berne in the Swiss G.P. being the only decent placings they obtained.

Even in the minor races the general picture was little better, only Parnell's Scuderia Ambrosiana car pulling in one win (the Richmond Trophy at Goodwood, of course!), whilst Fangio the fabulous also could only manage to win one race, a repeat at Pau. No one other than this pair brought a Maserati to the chequered flag in 1950, although the much vaunted Maserati-Milano of the 1949 Monza race was persuaded to go well enough to achieve B.T.D. in the 1950 Freiburg Hill-Climb, its German driver Paul Pietsch probably assisted to this success by virtue of his intimate knowledge of the Schauinsland Pass. The pure Milano car, built in the light of experience of the Maserati-Milano and entirely divorced from any Maserati ancestry, never made the grade, Bonetto's

second to Pietsch's first at Freiburg being its one sole performance worth talking about.

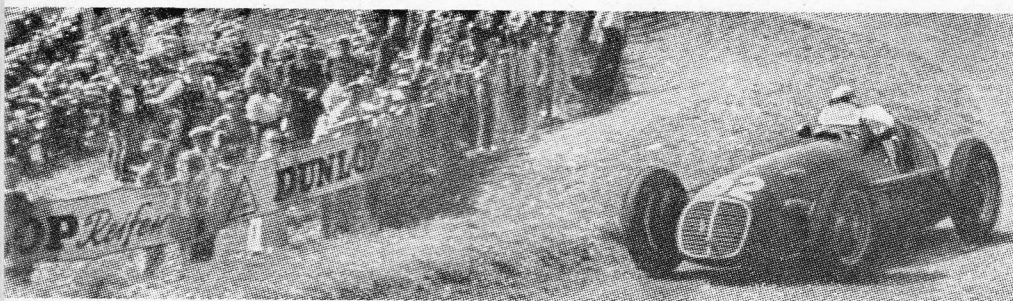
The power available from the Speluzzi-inspired engine, 320 b.h.p., was superior to that of the "San Remo" model, but somehow it never lasted and poor Felice Bonetto's season was one of continuous disappointment. He did have one small satisfaction, perhaps, inasmuch as he was always sure of a mention in the report of any race in which he competed, the Maserati-Milano possessing a most penetrating exhaust note which assured him of some attention. But noisy cars always seem to be fast cars, and the Milano was really not so slow as its bad luck always suggested, for its Pescara kilometre timing gave it 154 m.p.h., which was precisely the same

speed as de Fillippis's "San Remo"—and to three places of decimals in kilometres per hour!

The sports Maserati, the A6G, was given a little more scope this same year too, Bracco, Musmeci and Ruffo all earning local laurels when piloting the machine in Italian races, Bracco's second (to a 2.3 Ferrari) in the Dolomite Cup race probably counting for more than his B.T.D. in the local Argegno-Lanza hill-climb, even though he made a new record! Musmeci, a Sicilian, won a race at Palermo, and was fourth in the Naples Formula 2 race, but the brightest prospect was believed to be the ex-motor cycling World Class Champion Bruno Ruffo, who in his third place drive in the Lake Garda race displayed so much talent that he was openly suggested as a coming man.

It was left, however, to the Argentine "Achille Varzi" stable to devise 1950's cleverest idea, the mating of the 4CLT/48 "San Remo" chassis with the A6G engine, thus forming a Formula 2 car of seemingly excellent possibilities. But the idea didn't prove as good a venture as anticipated, although Fangio managed to win the Circuit des Ramparts at Angoulême with it, and Roberto Mières (1955 works driver but then one of Fangio's protégées) got it into fourth position in the Formula 2 Grand Prix de Geneva, the curtain-raiser to the same day's Grand Prix des Nations.

In the final year of Formula 1 (officially not due to expire till 31st December, 1953) the front rank Maserati racing car, still the old "San Remo" 1½-litre, was a definite nonentity and in major Grands Prix such as, for example, the Swiss and French races, it was the "bottom of the bill" artist—utterly and completely outclassed. No official works entries were made in 1951, but the Platé and Ambrosiana stables tried to carry on with the near-obsolete "San Remo", though all their efforts were so much wasted time, since the best their Maseratis were capable of was to reach



RARE SUCCESS for the Maserati-Milano, a 4CLT with boosted power unit, came in the 1950 Freiburg hill-climb in Germany; here the outright winner, Paul Pietsch, takes the car up the tortuous grade.

the heights of seventh place in the Swiss Grand Prix—and it was a lucky seventh at that!—the Monegasque ace Louis Chiron just pipping Moss's coasting H.W.M. on the run in from the Forest House corner, when the Briton ran out of juice. The great Farina, between spells of duty for Alfas, sometimes used a "San Remo" in 1951 and he it was who recorded the one Maserati Grand Prix win in Europe, collecting the spoils in a not too serious Paris Grand Prix in the Bois de Boulogne. Britain's Reg Parnell obtained a couple of firsts for Maserati in British racing, the Chichester Cup at Goodwood and the Castletown

Trophy in the Isle of Man, but even in England, where outdated Grand Prix cars often earn their corn for many years, the "San Remo" was beginning to be spoken of as an "historic racing car"!

Then the Maserati works at Modena (they never moved back to Bologna after the war) produced in the 1951 summer a new sports car version of the A6G for sale to the public. Yet the older model did best in those sports car races Maserati contested, still another Argentinian, Adolpho Schwelm, taking his A6G over the first 200 miles of the Mille Miglia faster than anyone else in

the 2-litre class—before he retired. In the Targa Florio, that other great Italian sports car classic, Inico Bernabei tried conclusions with the Madonie in his A6G, and he managed a good enough third place, this being incidentally the first time a Maserati had been placed in a "genuine" Targa Florio since Alfieri Maserati had been third in the 1927 race in the days when Bugatti had been the master marque. Minor successes in 1951 by Maserati sports cars, such as a B.T.D. in the Sorrento-Sant' Agata and Palermo-Monte Pellegrino hill-climbs, hardly compensated for their failures to keep abreast of the Grand Prix world, but the surprising developments of the 1951-52 winter, when Formula 1 was sabotaged and Formula 2 became the rage, gave them a golden opportunity to re-establish themselves, an opportunity they eventually accepted in dramatic fashion when 1952 was almost over.

(To be continued)

THE 1957 EUROPEAN RALLY CHAMPIONSHIP—an analysis

It is devoutly to be hoped that the more appropriately named European Rally Championship will not become yet another 1957 motoring sport victim of the deplorable petrol shortage, as the recently published Regulations show promise of making it a far more open and genuine Championship than any of the Touring Championships which it supersedes.

In any one year the maximum number of scoring events will be 14, and for 1957 the following 13 rallies have been selected (dates provisional):—

- MONACO.—XXVIIIth Rallye Automobile Monte Carlo (Cancelled).
- ITALY.—VIIIth Rallye del Sestriere (24th-28th February).
- GREAT BRITAIN.—VIIIth R.A.C. Rally (5th-9th March).
- GREECE.—Vth Rallye Akropolis (10th-14th April).
- HOLLAND.—IXth Tulpen-Rallye (5th-11th May).
- GERMANY.—Either Rallye Wiesbaden or Rallye Nürburgring (June).
- SWEDEN.—VIIIth Rallyt till Midnattssolen (11th-16th June).
- SWITZERLAND.—XXVIth Rallye de Genève (27th-30th June).
- FRANCE.—XIXth Rallye des Alpes (7th-13th July).
- BELGIUM.—XXVIth Liège-Rome-Liège (28th August-1st September).
- YUGOSLAVIA.—VIth Rallye Adriatique (11th-15th September).
- NORWAY.—VIIIth Rally Viking (20th-24th September).
- PORTUGAL/SPAIN.—IIInd Rallye Ibérico (end of October).

There will, however, be no Championship in a year in which less than seven scoring events are promoted.



These classic rallies bring big tourist business into the promoting countries, and are rightly regarded by many manufacturers as an invaluable testing ground

By JOHN GOTT

and as a source of excellent publicity, for which reasons special supplies of petrol may be made available.

Nevertheless, organizing committees feel that to use petrol for what many people regard as "pleasure motoring", at a time when many businesses are severely handicapped for want of it, is to invite unnecessary criticism from the general public. For this reason the "Monte" was cancelled and the R.A.C. looks like a probable non-promotion.

The present chances of a 1957 Championship are not, therefore, too rosy, unless the promoters of some of the earlier rallies soon get definite information on the petrol position. It is estimated that the comparatively last-minute cancellation of the "Monte" cost the A.C. de Monaco around £10,000 and no club is again likely to risk such substantial sums on incomplete information, which is all that may be politically available at the time that they have to set preparations on foot.

However, there is at present no petrol rationing in Italy, which should mean that the Sestriere is on, and the New Year is traditionally a time of optimism, so I feel it justifiable to comment upon the most favourable position, *i.e.*, a 1957 Rally Championship.

The most important point in the new Regulations is that the Championship is no longer restricted to drivers of Standard Touring and Grand Touring cars, but is automatically open to the first two drivers of any type of car competing in any event. The eligible types of car are, of course, laid down in the

revised Appendix J which became effective as from 1st January.

A Simplified Classification

The new Appendix J increases the number of recognized car groups to six instead of the former five, which were Normal Series Production Touring Cars, Grand Touring Production Cars, Special Series Touring Cars, Series Production Sports Cars and International Sports Cars.

It simplifies things, however, by splitting these six groups into two broad categories, (1) Touring Cars, and (2) Grand Touring Cars, each of which is sub-divided into three groups according to the degree of modification.

Normal Series Production Touring Cars (Group 1) must be catalogued models of which at least 1,000 have been built in 12 months. If the engine is over 1,000 c.c. cars must have at least four seats of certain dimensions, and not less than two if the engine is smaller.

The cars must normally have saloon coachwork, but true drophead coupés will not be excluded if such models are catalogued, have proper seats and correct all-weather protection, *i.e.*, not just hood and side-curtains.

Normal Series Production Grand Touring Cars (Group 4) are rather delightfully defined as, "vehicles built in small series for the use of purchasers who require the best performance and maximum comfort with no special concern about economy"—this latter phrase having now a somewhat ironic ring! Such vehicles need only have two seats, but must be catalogued models built in series of at least 100, if closed, and 200, if open, during 12 months. This latter clause appears to be a neat way of overcoming the Governmental ban on genuine sports-tourers as well as out-and-out sports racers competing in rallies run through France. True production sports-tourers, such as the A.C. Ace, Austin-Healey, M.G.A. and Triumph

TR3, should now be eligible, whilst the cars at which the ban was really aimed, *i.e.*, open Ferraris, Gordinis, Porsche 550s, Maseratis and Oscas, are likely to be banned by their small production figure.

Modifications—Simple and Not So Simple

For a car to remain in Groups 1 and 4 no changes can be made to catalogue specification other than:—

- Make and fitting of brake linings—but no change in dimension.
- Make and number of lights.
- Size of jets and chokes—no other carburetter mods.
- Make and type of plugs.
- Make and type of batteries—no change in size or voltage.
- Make and type of shock absorber—no increase in number.
- Make and type of tyres—but no change in size. Re-boring.
- Strengthening and balancing of original wheels. (Someone in the F.I.A. must have seen last year's Monte!)
- Adding of all accessories entirely independent from the driving or the operation of the car (wireless, heater, etc.). This would appear to exclude the fitting of rev. counters and ammeters, if not provided by the makers.

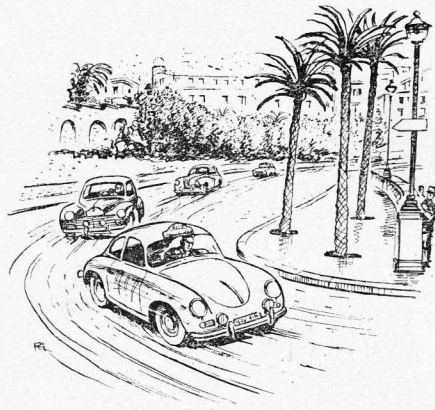
The following permissible mods. would cause the cars to be classified as either Improved Series Production Touring Cars (Group 2), or Improved Series Grand Touring Cars (Group 5):—

- Wheels, provided rim dimension and track are unchanged.
- Tyres, provided they fit a standard size rim.
- Addition of a stabilizer.
- Make and type of coil and distributor—no change to magneto.
- Make and type of carburetters—no change in inlet manifold.
- Gearbox and axle ratios, where the catalogue provides for alternatives (additional points *re* over-drive, etc.).
- Capacity of fuel tanks and radiator, where catalogue provides for alternatives.
- Removal or addition of air and oil filters.
- Improvement of braking system—fitting of dual pump O.K.
- Dimensions of battery—no change in voltage.
- Make and type of silencer—no change in manifold.
- Rectification, lightening, balancing of production parts.
- Fitting of accessories, provided they do not affect the mechanical performance of the engine, transmission, braking or road-holding.

Finally, in the third (or Silverstone "Production" Car Race) degree of modification, the cars become either Special Touring Cars (Group 3), or Special Grand Touring Cars (Group 6).

In this stage one can do almost anything, so long as the suspension and rear axle, the number of cylinders and crankshaft bearings, the bore and stroke and casings (except the cylinder head and sump—twin-cam heads O.K.?) and the coachwork remain the same as on the corresponding series production car.

Finally the entrance of sports cars and prototypes is catered for, although such cars cannot be included under any of the groups detailed above. However,



judging by the Regulations for the 1957 "Monte", it is unlikely that such cars will be allowed in rallies run through France.

It is also probable that in those rallies in which there is a distinction between categories, Groups 1 and 2 cars will find themselves in one category and all the other groups in another, *i.e.*, the Production car racers will have to take on the real Grand Touring machinery. Appendix J specifically gives promoters the chance to join both groups and cubic capacity classes if they so wish.

Whilst the above gives the broad outline of the revised Appendix J, serious rally competitors are strongly advised to obtain their own copy from the R.A.C. Competitions Department (price 1s. 6d.), and to spend a petrol-less evening carefully digesting it.

A Chance for Every Class of Car

From the above it will be appreciated that for the first time the crews of modified cars and what used to be called Production Sports Cars, *i.e.*, genuine sports tourers, can now compete in the Championship, so that there can be no doubt whatsoever that the new Rally Championship will be won by the best combination of car and crew.

Even more interesting is the revised method of scoring, which looks like breaking the monopoly of the Grand Touring Car, *i.e.*, really the German monopoly, on the male Championship. No longer are points given only on General Classification placings, but class placings now carry the same weight, and in the case of large classes, even more weight.

Points are now awarded only down to fifth place in General Classification instead of 10th, so that an outright win only carries 5 points. However, this reduction is more than compensated for by the fact that the winners of a class of more than 25 starters can get 7 points, in addition to any points gained from their General Classification placings. As outright winners normally take their class, it is possible for them to get 12 points instead of 10.

Consider an example from the 1956 results: Ronnie Adams/Frank Bigger won the "Monte" and Paul Strähle/H. von Wencher the Adriatic, for which each man got 10 points. Yet to win, the Britishers had to beat 232 finishing crews, 71 of which were in their own class, and the Germans only 15, two of which were in their class. Clearly the performances were not really on the same level, and this is recognized by the 1957 scoring system, by which the Britishers would get 5+7=12 points and the Germans 5+0=5 points.

Working out the 1956 results on the revised scoring system, it is very clear that the probable 1956 Champions would have come out on top whatever scoring system was used: Schock and Moll, indeed, by virtue of their class-winning ways, would have widened the gap between themselves and their nearest rivals.

Greta Molander, however, might have had to share her crown with Ruth Lautmann/Renate Utermöhl who, under the new system, would have gained points for their fine performance in the Geneva (fourth place in General Classification and a class win), and might even have lost it if the F.I.A. judges considered this a better result than any achieved by the Norwegian lady.

It is also evident that Grand Touring Cars are likely to be no longer so essential to the winning of the Rally Championship. It is true that Schock/Moll used a Mercedes 300SL, but they are likely to be winners on any type of car: it must not be forgotten that they were second in the Monte in 1956 and fifth in the Monte in 1955 on a Mercedes 220A, a car on which they also won many class prizes. Strähle/Von Wencher, however, slid down from equal third on the 1956 scoring system to equal ninth by the 1957 system, solely because a lot of their 1956 points were gained in the sixth-tenth place bracket, which would no longer carry points, or because their classes were only small ones.

Serious Championship contenders will have to drive in the classes for over 25 starters, and in 1956 only the "Monte", R.A.C. Rally, Tulip, Midnight Sun, Liège-Rome-Liège and Viking rallies mustered classes of that size. There were actually 14 classes of 25+ in all, of which 12 were made up of standard touring cars. This must give the touring car drivers a slight advantage and possibly for the first time 1957 may see the Rally Championship won on a standard touring car.

It may also have the effect of making the rallies with a large entry even larger, and the smaller ones even smaller. Certainly three of the 25+ rallies are amongst the hardest for a "foreigner" to win.

1957 SYSTEM OF POINT SCORING

	1st.	2nd.	3rd.	4th.	5th.
General Classification	5	4	3	2	1
Class of more than 25 starters	7	5	3	1	0
Class of from 16 to 25 starters	5	3	1	0	—
Class of from 5 to 15 starters	3	1	0	—	—
Class of under 5 starters	NIL				
Ladies' Class (Minimum of five starters)	5	4	3	2	1

(Points can be cumulative)

Championship to be decided on: best 6 results if 12 to 14 rallies are promoted.
best 5 results if 9 to 11 rallies are promoted.
best 4 results if 7 or 8 rallies are promoted.

If less than 7 rallies are promoted, there will be no Championship.



PRESSING ON in pursuit of the leaders at Oulton Park—F3 machinery tightly packed on Old Hall Corner during the supporting race on Gold Cup day.

DESPITE hot denials in the correspondence columns of AUTOSPORT recently, there can be little doubt that the general popularity of Formula 3 racing is on the wane. This is most certainly true speaking internationally, for, whereas three or four years ago, there were even 500 c.c. Grands Prix, Europe's contribution to Formula 3 racing in 1956 was so small as to be negligible.

This state of affairs is, of course, due to the fact that other countries have more or less completely lost interest in the Formula, finding themselves unable to build cars capable of beating British products. There can be little room for sentimentality in motor racing, and if a country cannot make a car capable of winning home races run to a particular formula, then they run those races to suit home-built cars that are capable of winning.

SEASONAL SURVEY, 1956

PART 2

Formula 3 Racing

Cooper Continues to Monopolize Half-litre Racing—Jim Russell Again Champion after Extremely Successful Season—Rivalry from S. Lewis-Evans—Tom Bridger and Henry Taylor Stars in Ascendancy

In Britain, however, the 500 c.c. movement is still very strong from every aspect, if a little less widely popular, and it may well be given a new lease of life in the coming season, owing to the prevailing fuel restrictions. There are plenty of drivers, though some must have been lost to the increasingly popular small sports cars, and a hard core of enthusiastic spectators sufficient in numbers to crowd Brands Hatch, even on a rainy day. Moreover, there is little doubt that some of the closest, hard-fought racing seen on any circuit takes place during the half-litre event.

But this is now due more to a clash of personalities than a clash of cars, and therein lies a further reason for Formula 3's decline in popularity. The Formula has become so completely monopolized by one particular make of car that, to some extent, it has grown like the French Monomill "circus", where all cars are identical and the ability to win is entirely dependent on the driver's ability at the wheel, and the extent to which his engine is tuned.

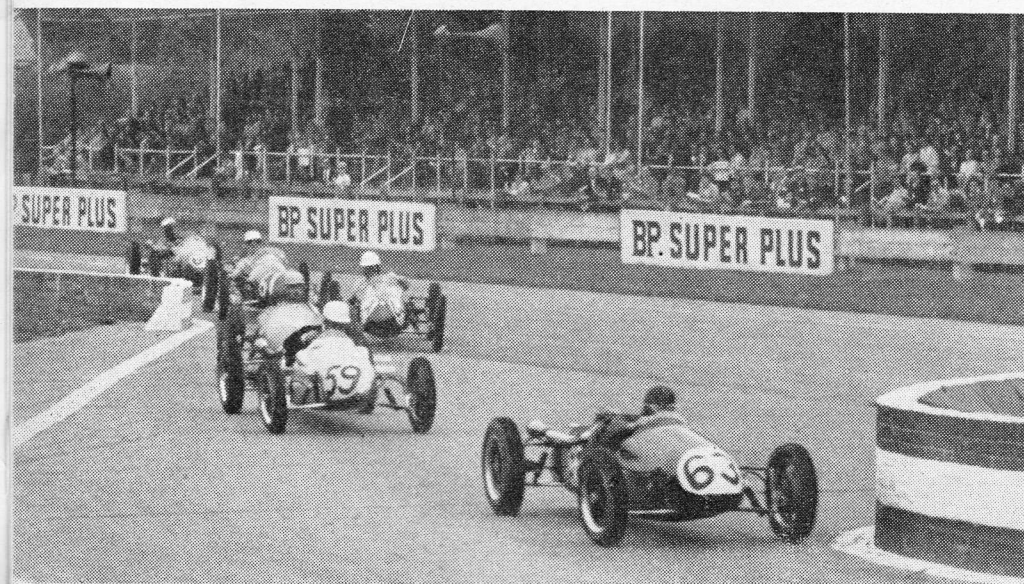
The blame for this monopoly cannot, of course, be laid at the door of the Cooper Car Co. No doubt they would

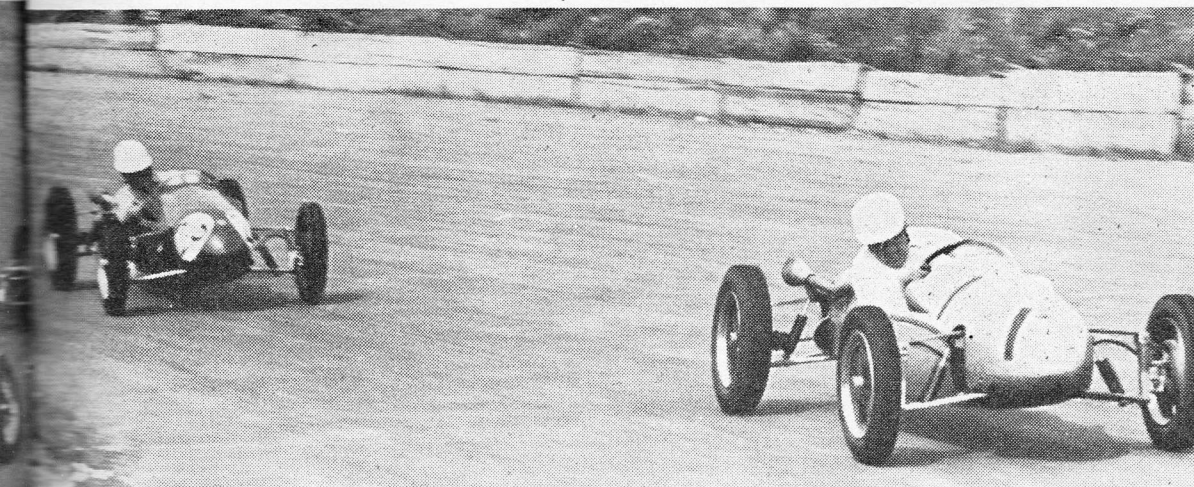
like to see some competition in the field, and it is all the more credit to them that each year they turn up with a car just that little bit faster and more sleekly good-looking than before.

If 1956 has been Cooper's year again on the circuits, so also has it been Jim Russell's, Cooper No. 1 works driver. Once again this pilot of Surbiton-made cars has won the title of 500 c.c. Champion, strengthening his position as probably the greatest of all F3 men. Of the 31 events mentioned in the table at the end of this article, Russell's name appears in the "First" column no fewer than 14 times!

Russell's main opponent throughout the season was Stuart Lewis-Evans, and often they both found themselves locked in a combat which remained unresolved until the final laps, the Kentish driver on occasion pulling enough out of the bag to beat the Champion. In the first round of the year, however, Russell walked away with the 500 c.c. Championship of Ireland, never once being headed, and leaving Lewis-Evans to push his car across the line after a race full of trouble. David Boshier-Jones held second spot throughout, although pursued lustily by Don Parker,

A VETERAN LEADS: Don Parker, prominent 500 c.c. exponent since the inception of Formula 3, leads Russell, Davis, Bridger, Lewis-Evans and Bueb through the Goodwood chicane on lap 1 of the Earl of March Trophy race early in the season. Parker joined the ranks of Cooper drivers, after handling Parker, J.B.S. and Kieft in the past.





THE CHAMPION AT BAY: (Left) Jim Russell putting everything into it as he fights off the attack of young Tom Bridger at Snetterton.

★

(Below) The grin and the garland betoken one more victory for Jim Russell of Downham Market, Norfolk — indisputably the Champion of Formula 3 in 1956.

while neither of the interesting front-wheel-drive McCandless machines, driven by Rex McCandless and Laurie McGladery, managed to finish.

At the Goodwood Easter meeting, another runaway victory was scored in the Earl of March Trophy, this time by Ivor Bueb, who had left the Cooper works team and was racing his car privately, under the Ecurie Demi-Litre flag. Colin Davis's fibreglass-bodied Beart-tuned Cooper managed a sure second place, while the duel of the day between non-Surbiton exponents, Tony Cowley (Petty) and Reg Bicknell (Revis), was resolved when Bicknell came through safely in front on the sixth of the seven laps.

At Brands Hatch the same week-end, an extremely hard-fought *Sporting Record* Trophy was won by local man George Wicken, driving his maroon-painted "C'est Si Bon". Up-and-coming Tom Bridger, having won his heat, battled to take second place in the final away from Stuart Lewis-Evans. He managed to do so for a brief instant, but was soon repassed, although both cars passed the flag with hardly an air-space between them. Bridger's efforts, however, were at least rewarded with fastest lap. The winner of the other heat, Eugene Hall, retired after eight laps of the final.

Jim Russell had appeared at neither of the Easter meetings, but he turned up at Aintree three weeks later for the 10-lap race supporting the Aintree "200". From the fall of the flag, Russell battled for the lead with Colin Davis, whose Beart-Cooper was considerably more *au point* than it had been at Goodwood, and Lewis-Evans. Russell had passed Davis on the fourth lap, but in his efforts to stay in front, the Champion made one of his rare mistakes, running out of road into the straw bales on the penultimate lap. This left the race to Davis with Lewis-Evans second, the battle of next trip down the field between Bueb, Parker and Allison being resolved in that order.

Having learned a lesson the hard way at Aintree, Russell set not a foot wrong for five consecutive meetings. At Brands the following week, he won both his heat and the final from Bridger, Wicken and Parker, although Wicken pressed him hard for the opening laps before spinning off.

Then to the *Daily Express* Trophy meeting at Silverstone, where all his

rivals were ranged against him, Davis, Lewis-Evans, Bueb, Boshier-Jones and Allison. At first Lewis-Evans led, then Allison, but Russell passed both on the third of the 17 laps, to stay there unchallenged to the end. Behind him, though, there was much shuffling of position, Davis losing second place to both Lewis-Evans and Bueb in turn. However, on lap 15 Lewis-Evans retired with engine trouble, and taking fresh heart, Davis, now down to fourth, took Allison and Bueb to regain second spot. In the course of all this hard fighting, the existing 500 c.c. lap record took more of a beating than ever before, falling before the attack of no less than six drivers, Allison, Davis, Bueb, Lewis-Evans, Boshier-Jones and Russell. In the end it was Allison who kept it, at 1 min. 55 secs. (91.63 m.p.h.).

Whitsun week-end brought with it a festival of motor racing throughout Britain, with three principal meetings—Snetterton on Saturday, Brands Hatch on Sunday and Goodwood on Monday. Each had its Formula 3 event, and each fell to Russell—a three-day grand slam.

On the Champion's home circuit in Norfolk, Saturday's 10-lapper saw Tom Bridger in the lead for the opening laps, but Russell was not to be outdone here of all places and eventually won comfortably. Running concurrently, the race for J.A.P.-engined cars went to Sir Thomas Beevor, Bt., after the "eternal No. 13", Don Iszatt, slid wide on a corner and dropped several places.

At Brands the following day, Russell won his heat from Cliff Allison, a feature of the event being R. E. D. Harrison's third place from the back of the grid. In the second heat, George Wicken won as he liked after dealing with Lewis-Evans, and the third went to Bridger after a duel with Ian Raby. But what Snetterton is to Russell, so is Brands to Stuart Lewis-Evans, and the Kentish man was far from willing to be beaten on his home ground. Driving very hard indeed, he managed to hold the lead of the final for 13 of its 15 laps. His effort, though, was not enough, for pressing on unrelentingly came Russell, the Champion eventually squeezing through at Druids to take another chequered flag and fastest lap. Behind them, Wicken had climbed to third, after a race-long fight with Ivor Bueb and Don Parker.

From the back of the grid at Goodwood, having been too busy racing else-



where to practice, Russell overcame his handicap by the end of lap 1, pulling away from rivals Allison, Davis and Parker. The first two soon retired, while the last soon had the lead, after Russell revolved at Lavant. Undaunted, however, Russell gave chase, regained first spot and Parker retired, second and third places going to Fenning's Staride and Bicknell's Revis.

Meantime, while Russell was winning at Goodwood, Ivor Bueb was taking top honours in the Redex Trophy race at the B.R.S.C.C.'s Crystal Palace meeting on the same day. Beating Lewis-Evans, Wicken and Raby in the final, he gained the Trophy for the third successive year, though not without having to fight off a determined challenge from Lewis-Evans on this occasion, and he now has the cup on his sideboard "for keeps".

The opening meeting of the new Nottinghamshire circuit at Mallory Park that same Monday saw a Formula 3 event with plenty of keen racing, though no big names. For once a Cooper did not make the winning, the final (and his heat, together with fastest lap) going to E. J. Moor (Wasp).

Stuart Lewis-Evans, meanwhile, had left England on his fourth annual pilgrimage to Teramo, Italy, to try to win, for the fourth successive year, the International 750 c.c. Circuit of Castello di Teramo, held there over the 2-mile

MAKING IT LOOK SO EASY!: Stylist Stuart Lewis-Evans cornering at Brands Hatch—but the lifting inside front wheel shows he isn't hanging around.

but it only lasted a couple of laps, although it had shown considerable speed in practice.

July started with a Brands meeting on the first of the month, where Lewis-Evans made the winning, followed by one at Mallory Park a week later, also run by the B.R.S.C.C. Here, Russell only just managed to beat Don Parker in heat 1, with Lewis-Evans third. The second heat was taken by Ian (Puddle-Jumper) Raby after a wheel-to-wheel battle with Wicken. On the last lap, however, Wicken lost his chances of victory when he spun, letting Bridger past into second place.

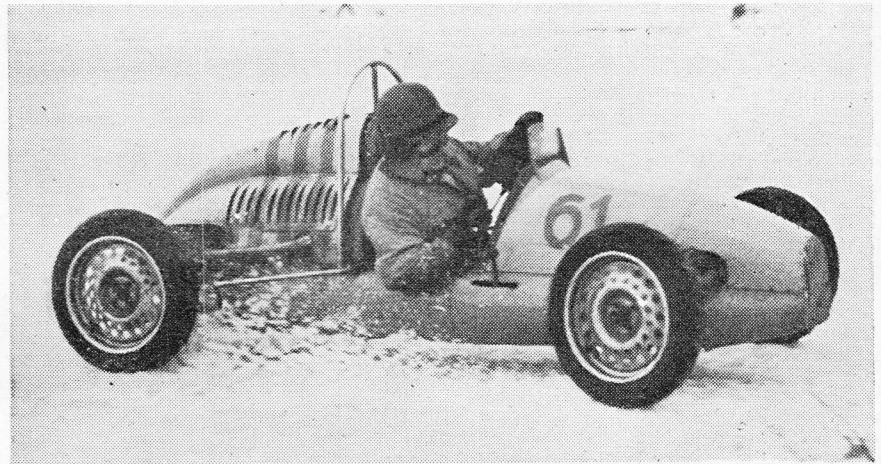
Right from the start of the final, Russell, Lewis-Evans and Parker laid into one another, while Raby and Wicken set to again. For 11 of the 12 laps, Russell kept a rather tenuous lead, but on the last circuit, Lewis-Evans pulled out all the stops, drew away from Parker, in third place, and flashed over the line absolutely neck-and-neck with Russell.

"round-the-houses" circuit. On this occasion, he won his heat and broke the lap record, but retired from the final, which went to Laraschi's 750 c.c. Giau, although the half-litre Cooper of the German, Kuhnke, was third.

Up at Oulton Park, at the North Staffs M.C. meeting in June, Tom Bridger won over 10 laps from Peter Robinson and T. Dickson, all Cooper-mounted. During the same month, Cooper scored two more successes on the Continent when Kurt Lincoln, the Finn, won at Falkenberg in Sweden, and the Swiss driver, Zweifel, did likewise at La Chartre, France, being followed past the flag by Vromens (Beels) and Krattiger (Cooper). André Loens driving his latest car, the Loweno, led most of the way, but dropped to fifth after trouble.

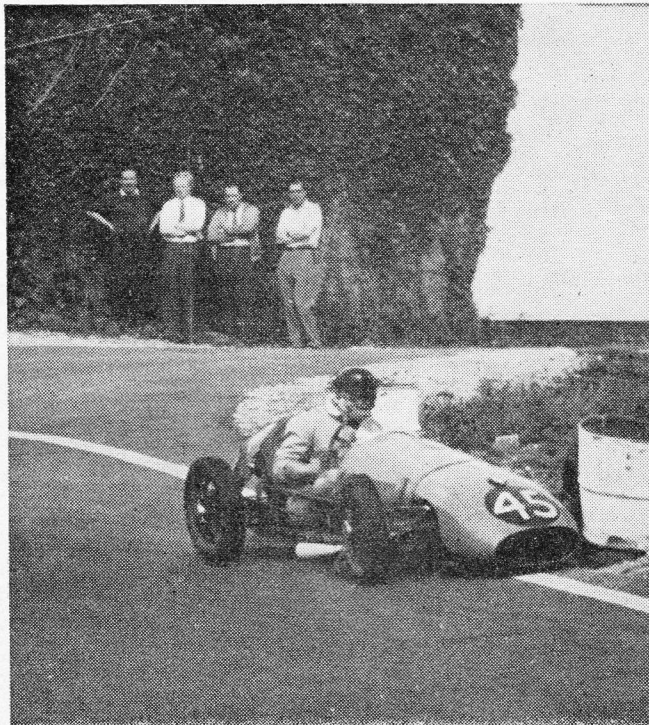
Almost the only bright spot in the whole of the B.A.R.C.'s Aintree "100" meeting, on 23rd June, was the F3 event. Jim Russell, fastest in practice, won again, but not without a good deal of opposition from Stuart Lewis-Evans, who passed him on one occasion, made fastest lap, and was never at any time more than inches from the leader's tail. Some way behind, five drivers waged

war for places 3 to 7, changing places too often to be counted. Those involved (all in Coopers) were Bridger, Bueb, Dickson, Allison and Boshier-Jones, and in the end they finished in that order. Rex McCandless had made the trip over the Irish Sea with his front-engined car,



TWO EXTREMES in weather conditions under which F3 races are run—(above) Sven Andersson winning a 500 c.c. race on the frozen Lake Flaten, Sweden, with an old Effyh, a car well suited to local conditions.

(Below) Stuart Lewis-Evans and Jim Russell in all-too-close company as they charge through the "watersplash" formed at Oulton Park during the B.R.S.C.C.'s 18th August meeting.



CLANG! (Left) An Emeryson in trouble during practice for the B.R.S.C.C. National meeting at the new Mallory Park circuit in July. The final of the F3 race itself resulted in a dead-heat between Russell and Lewis-Evans.

PURSUIT looks around outside,

This was that motor-racing rarity, a dead-heat, and the Kentish driver's final spurt resulted in a new F3 record for the circuit, 58 secs. (83.79 m.p.h.).

Over in France the same week-end, Loens nearly won the race at Narbonne, driving his half-litre special but Kuhnke (Cooper) came through to win on the last lap after an exciting struggle.

Coopers' domination of the F3 scene was well demonstrated by the 27-strong grid of the half-litre race at the British G.P. meeting, when all 14 drivers in the front four rows were Surbiton-mounted. The 17-lap, 51-mile event was run in heavy rain, with Lewis-Evans as first leader of the waltzing, slithering, revolving field. Russell, however, was well up with him, and got past on lap 7 to stay in front till the end.

With two laps to go, Wicken took Lewis-Evans, despite the rain, whereupon the latter departed from third place and fell to fourth following a spin, letting in Bridger. Fifth came Henry Taylor, whose place was consistent with his excellent driving throughout the season. Later, Taylor followed the half-litre trend and graduated to driving a D-type Jaguar in sports car events.

Back at Snetterton for the Vanwall

Trophy meeting, it was only natural that Russell should win yet again. This he did convincingly, after disposing of Bridger, the driver who set the pace for him on more than one occasion during the season.

From victory at Mallory Park, Silverstone and Snetterton in his last three races, Russell went on to Brands to win yet again. This time it was at the August Bank Holiday meeting, the one that was more water sport than motor sport. In the heat, Bridger once more shadowed him across the line, with Henry Taylor third. Heat 2 went to Bueb, who lay craftily behind the duelling Lewis-Evans and Wicken, to shoot into the lead on the last lap but one.

In the final, Lewis-Evans streaked away to lead Wicken, Russell, Bueb and Taylor, but the Champion was not to be outdone. Wicken retired with engine trouble, and Russell had little bother in catching Lewis-Evans, this duet finishing a considerable distance in front of Bueb, Parker and Bridger. Sponsored by the *Daily Telegraph* in previous years, the newspaper presented Russell with its trophy to be kept by him in recognition of his feat in winning the race on three successive occasions.

Henry Taylor scored a convincing win at the Nottingham S.C.C. Silverstone in August, after a fight with H. S. Howlett, Tom Taylor and R. H. R. Hett, while news arrived of a meeting at the Roskilde Ring, near Copenhagen, in June, at which the F3 event was won by Danish driver Arne Lohmann in the inevitable Cooper.

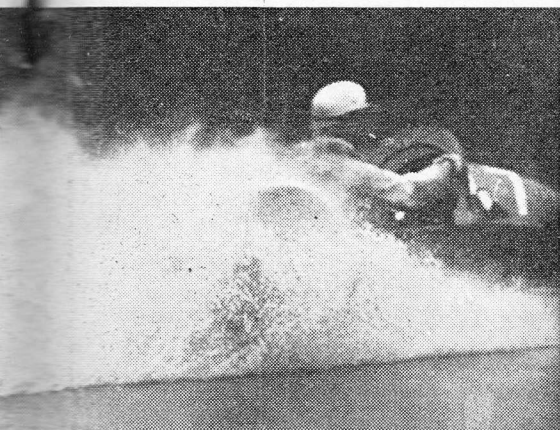
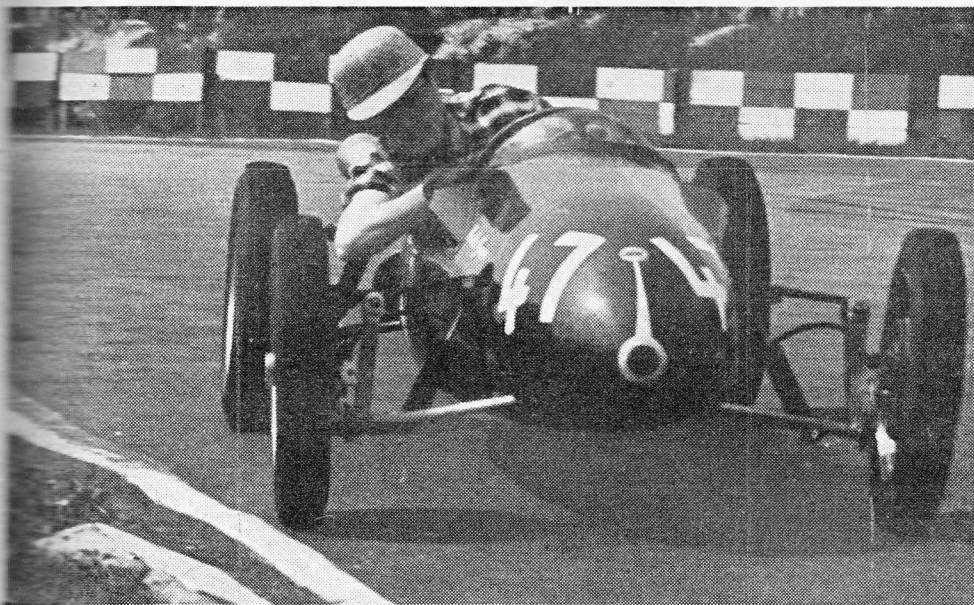
A second rainy meeting, much more wet than the Bank Holiday Brands, was that for the *Daily Herald* International Trophy at Oulton Park, on 18th August. Here, in the F3 race for the *John Bull* Trophy, Lewis-Evans won his heat with Russell second, and Parker his heat with Bueb second. Russell made a tremendous start in the final, so tremendous indeed that the judges fined him 15 secs. for jumping it. Unaware of this penalty, Russell strove to keep off the threat of Lewis-Evans, the pair of them completely outstripping the rest of the field, the leaders of which were Bridger, Parker, Bueb and Boshier-Jones. Russell led Lewis-Evans across the line, but his "fine" cost him the race, putting him down to second place, while Bridger having spun off in the appalling wetness, the next places were filled by Parker, Boshier-Jones and Bueb, in that order. Russell was, at least, left with the honour of having made fastest lap.

Over in Italy, at Salerno, the 750 c.c. race was won by 750 c.c. cars, Eugene Hall's Cooper retiring after 18 of the 40 laps, although Kurt Kuhnke, also Cooper-mounted, managed an eighth place. At Denmark's Roskilde Ring once more, Sven Andersson (Cooper) overcame opposition from Loens and Rasmussen to win on a wet track.

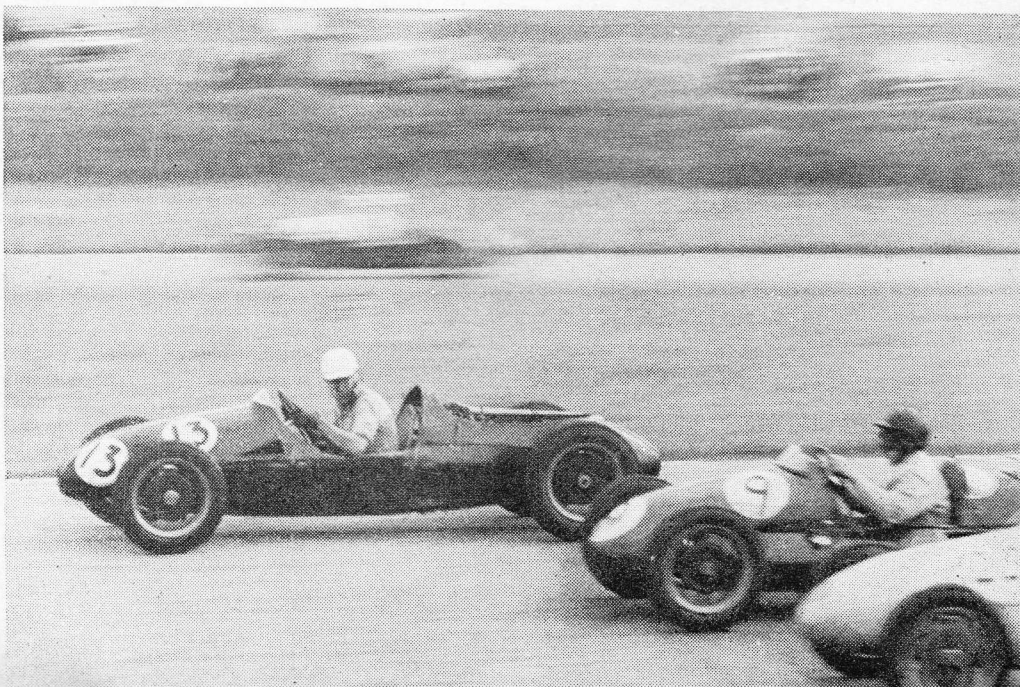
The beginning of September brought another meeting at Snetterton, where Russell won again (naturally!) from Parker and Bueb, Lewis-Evans having retired on the first lap. A week later, at Goodwood, he repeated the process, setting up a new 500 c.c. lap record at the same time. But on the following day, at Brands, he lost to George Wicken, having fallen back as far as fourth at one stage of the final.

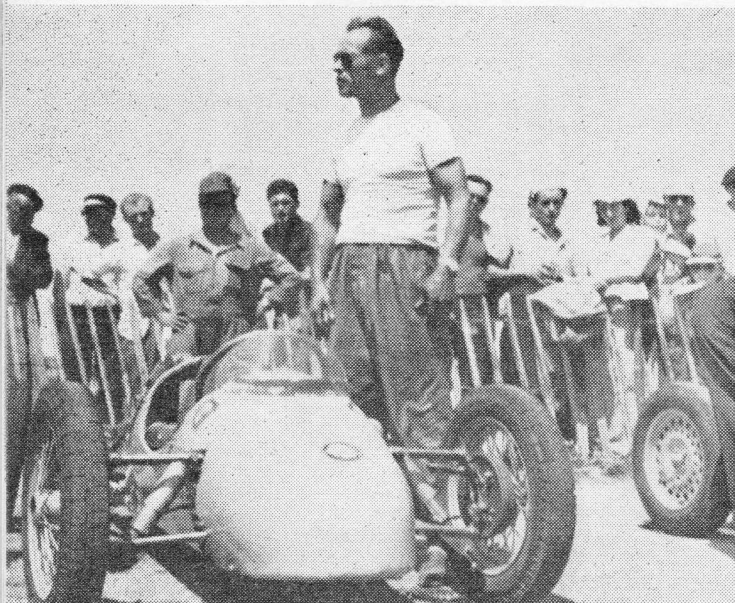
Russell and Lewis-Evans duelled yet

STUDY of a Formula 3 driver, trying his hardest—Ian Raby cornering his Cooper at Brands Hatch when in pursuit of the Champion Jim Russell.



(Right) D. F. Iszatt, carrying his usual No. 13, narrowly across as Henry Taylor comes up level on the sandwiching another competitor—a scene from an all-J.A.P. race at Brands Hatch.

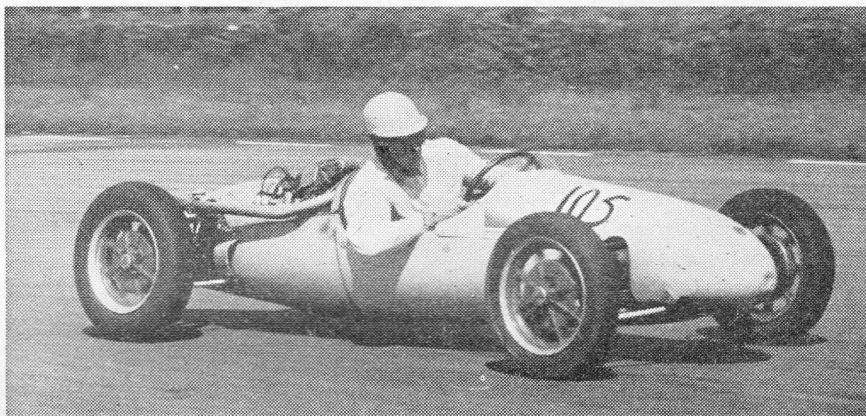




CONSISTENT supporter of Continental events was André Loens (left) seen at Narbonne, in the South of France, with his Loweno Special in which he took second place to the German Kurt Kuhnke (Cooper).

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OF RISING REPUTE in British racing circles is Henry Taylor (below) with his pale blue Cooper, fitted with either J.A.P. or Norton engines.



again, at the Oulton Park Mid-Cheshire M.C. *Daily Herald* meeting. They travelled nose-to-tail for much of the 15-lap distance of *The People* Challenge Trophy, with Bridger in third spot and Bueb fourth. The Kentish driver held on to the lead for much of the distance, but Russell again proved to have just that little bit extra. Lewis-Evans managed to take over a second time, although only for a short distance. Russell retook him, and soon Lewis-Evans fell back, his car's carburetter intake pipe having fallen off. Colin Davis had the misfortune to break a universal joint on his Cooper, but not before he had knocked the lap record for a six, raising it from 81.74 m.p.h. to 84.09 m.p.h. Derek Strange, who had caused comment by gaining a front row position on the grid, after a practice lap bettered only by Bueb and Russell, arrived home sixth, while Bridger held off all Bueb's attacks and finished third.

The season's big event for F3 machinery, the B.R.S.C.C.'s 100-miler, or Commander Yorke Trophy race, took place at Silverstone at the end of September. Run in two heats of 10 laps each and a final of 63 laps, it brought to the line many of the "names" of 500 c.c. racing. Heat 1 went quite easily to David Boshier-Jones, with Bridger second and Bueb third, a place that the one-time highly successful Cheltenham driver has had to be content with on

many occasions during the season under review. Heat 2 was equally easy for Russell, followed by Henry Taylor, and on form it looked as though the final might be just as simple for the half-litre Champion. But things turned out rather differently, for the 100 miles belonged to Boshier-Jones all the way. Russell tried hard, admittedly, but he never really got within striking distance and eventually broke a drive shaft, which put him right out of the running, although he was still able to circulate at greatly reduced speed.

Much interest centred on the battle

about Stuart Lewis-Evans, not even Russell, and the local driver led the field across the line six seconds ahead of his Norfolk rival.

The same thing happened in the final. Lewis-Evans was right on form leading from start to finish, with Russell a considerable distance behind. Wicken became engaged in a duel with Boshier-Jones, passed him once, then got pushed back, and eventually finished fourth behind Don Parker, when the engine of Boshier-Jones's Cooper finally gave up the struggle.

MAXWELL BOYD.

A Jet Racing Car from Ulster—contd.

Before that time, however, he concedes that, apart from technical problems, he has still to gain experience in driving this unique vehicle.

He is already planning a more advanced jet car, capable of use in an orthodox race as against the sprint type of event for which this first car is more suitable. In the second car, he hopes to be able to so alter the direction of the jet thrust as to assist the car's stability in cornering and other directional changes.

Yes, the Ulster racing scene in 1957 promises to be interesting!

W. A. McMASTER.

Phillip Island—continued

his lap record. Tadgell had a quick pit stop, and on the second last lap Lukey passed Phillips. It was in these positions that the finish flag fell, with the 1,500 Cooper-Climax unmatched, and the course breaking up rapidly.

The day could not have been called successful, the weather being much to blame. Attendance was estimated at 7-10,000 only, the majority of whom, as foundation members of the Phillip Island Auto Racing Club, are admitted free for the next 10 years on their original subscription.

Local law does not permit organizers

to charge for entry to sport on Sunday unless proceeds be towards charity, as at Albert Park. This will have to be overcome, however, as no paying gate can be expected so far from the massed population on a Saturday.

If Lanes M.G. Corner, the tight right hander which slows speeds so considerably, could be by-passed, the circuit could be made more suitable for G.P. machinery. It is gratifying, though, that a permanent circuit does exist where cars can be tested unhampered, and it is to be hoped that the financial flop of the opening meeting can be overcome in the future.

H. A. C. RUSSELL.

PRINCIPAL FORMULA 3 RESULTS, 1956

Date	Event	Circuit	First	Second	Third	Winner's Speed	Fastest Lap
17th March ..	Irish 500 c.c. Championship	Kirkistown	J. Russell (Cooper)	D. Boshier-Jones (Cooper)	D. Parker (Kieft)	72.74 m.p.h.	Russell 74.30 m.p.h.
25th March ..	Snetterton M.R.C. Spring Meeting	Snetterton; 15 laps	T. Bridger (Cooper)	S. Lewis-Evans (Cooper)	E. Hall (Cooper)	—	Russell 84.97 m.p.h.
2nd April ..	Earl of March Trophy	Goodwood; 7 laps	I. Bueb (Cooper)	C. C. H. Davis (Cooper)	C. Allison (Cooper)	83.24 m.p.h.	Bueb 84.37 m.p.h.
2nd April ..	<i>Sporting Record</i> Trophy	Brands Hatch; 2 heats and final	G. Wicken (Cooper)	S. Lewis-Evans (Cooper)	T. Bridger (Cooper)	72.31 m.p.h.	—
21st April ..	B.A.R.C. Aintree "200" Meeting	Aintree; 10 laps; 30 miles	C. C. H. Davis (Cooper)	S. Lewis-Evans (Cooper)	I. Bueb (Cooper)	79.41 m.p.h.	Russell 80.60 m.p.h.
29th April ..	B.R.S.C.C. Meeting	Brands Hatch; 3 heats and final	J. Russell (Cooper)	T. Bridger (Cooper)	G. Wicken (Cooper)	71.05 m.p.h.	Wicken 72.47 m.p.h.
5th May ..	B.R.D.C./Daily Express Meeting	Silverstone; 17 laps; 50 miles	J. Russell (Cooper)	C. C. H. Davis (Cooper)	I. Bueb (Cooper)	88.94 m.p.h.	C. Allison (Cooper) 91.63 m.p.h.
12th May ..	Maidstone and Mid-Kent M.C. Meeting	Silverstone; 2 heats and final	H. C. Taylor (Cooper)	S. Bloor (Cooper)	A. Eccles (Cooper)	74.97 m.p.h.	—
19th May ..	West Essex C.C. Whitsun Meeting	Snetterton; 10 laps, 27 miles	J. Russell (Cooper)	T. Bridger (Cooper)	P. Robinson (Cooper)	81.96 m.p.h.	—
20th May ..	B.R.S.C.C. Whitsun Meeting	Brands Hatch; Three 10 lap heats and 15 lap final	J. Russell (Cooper)	S. Lewis-Evans (Cooper)	G. Wicken (Cooper)	72.71 m.p.h.	Russell 73.91 m.p.h.
21st May ..	B.A.R.C. Whitsun Meeting	Goodwood; 12 laps	J. Russell (Cooper)	E. Fenning (Staride)	R. G. Bicknell (Revis)	82.14 m.p.h.	Russell 84.21 m.p.h.
21st May ..	B.R.S.C.C. Redex Challenge Trophy	Crystal Palace; Three 7 lap heats and 10 lap final	I. Bueb (Cooper)	S. Lewis-Evans (Cooper)	G. Wicken (Cooper)	74.65 m.p.h.	Bueb/Lewis-Evans 75.82 m.p.h.
21st May ..	<i>Sheffield Telegraph</i> Silver Trophy	Cadwell Park; 2 heats and final	P. Robinson (Cooper)	W. G. Harris (Flather Steel Spl.)	J. Denley (Cooper)	—	—
21st May ..	Nottingham S.C.C. Whitsun Meeting	Mallory Park; 12 lap final	E. J. Moor (Wasp)	R. H. R. Hett (Cooper)	P. R. Proctor (Cooper)	74.29 m.p.h.	Moor
11th June ..	N. Staffs M.C. National Meeting	Oulton Park; 10 laps	T. Bridger (Cooper)	P. Robinson (Cooper)	T. Dickson (Cooper)	78.41 m.p.h.	—
23rd June ..	B.A.R.C. Midsummer Meeting	Aintree; 10 laps	J. Russell (Cooper)	S. Lewis-Evans (Cooper)	T. Bridger (Cooper)	78.77 m.p.h.	Lewis-Evans 80.12 m.p.h.
23rd June ..	Midland M.E.C. Meeting	Silverstone; 2 heats and final	I. E. Raby (Cooper)	J. F. Westcott (Cooper)	R. J. Barrett (Cooper)	75.65 m.p.h.	—
1st July ..	B.R.S.C.C. Members' Meeting	Brands Hatch; 2 heats and final	S. Lewis-Evans (Cooper)	I. E. Raby (Cooper)	G. Wicken (Cooper)	64.08 m.p.h.	Raby 66.04 m.p.h.
7th July ..	B.R.S.C.C. Meeting	Mallory Park; 2 heats and final	J. Russell (Cooper)/ S. Lewis-Evans (Cooper) (dead-heat)	—	D. Parker (Cooper)	—	Lewis-Evans 83.79 m.p.h.
14th July ..	B.R.D.C. British G.P. Meeting	Silverstone; 17 laps	J. Russell (Cooper)	G. Wicken (Cooper)	T. Bridger (Cooper)	75.74 m.p.h.	Russell and Lewis-Evans 78.05 m.p.h.
22nd July ..	Snetterton M.R.C. Vanwall Trophy Meeting	Snetterton; 10 laps	J. Russell (Cooper)	T. Bridger (Cooper)	I. E. Raby (Cooper)	84.10 m.p.h.	Russell 85.71 m.p.h.
6th August ..	B.R.S.C.C. National Meeting	Brands Hatch; 2 heats and final	J. Russell (Cooper)	S. Lewis-Evans (Cooper)	I. Bueb (Cooper)	71.48 m.p.h.	Russell 72.47 m.p.h.
11th August ..	Notts S.C.C. Club Meeting	Silverstone; 7 laps	H. C. Taylor (Cooper)	H. S. Howlett (Cooper)	R. H. R. Hett (Cooper)	70.20 m.p.h.	—
18th August ..	B.R.S.C.C./Daily Herald International Trophy Meeting	Oulton Park; 2 heats and final	S. Lewis-Evans (Cooper)	J. Russell (Cooper)	D. Parker (Cooper)	73.94 m.p.h.	Russell 75.41 m.p.h.
19th August ..	Two-day Meeting	Roskilde Ring, Denmark	S. Andersson (Cooper)	A. Loens (Loweno)	P. Rasmussen (Alfa Dana)	—	—
2nd September ..	Snetterton M.R.C. Meeting	Snetterton; 15 laps	J. Russell (Cooper)	D. Parker (Cooper)	I. Bueb (Cooper)	—	Russell 85.87 m.p.h.
8th September ..	B.A.R.C. National Meeting	Goodwood; 5 laps	J. Russell (Cooper)	D. Parker (Cooper)	C. C. H. Davis (Cooper)	83.33 m.p.h.	Russell 84.87 m.p.h.
9th September ..	B.R.S.C.C. Members' Meeting	Brands Hatch; 3 heats and final	G. Wicken (Cooper)	J. Russell (Cooper)	I. Bueb (Cooper)	71.61 m.p.h.	Wicken and Bueb 73.18 m.p.h.
22nd September ..	Mid-Cheshire M.C./Daily Herald Gold Cup Meeting	Oulton Park; 15 laps	J. Russell (Cooper)	S. Lewis-Evans (Cooper)	T. Bridger (Cooper)	80.63 m.p.h.	C. C. H. Davis (Cooper), 84.09 m.p.h.
29th September ..	B.R.S.C.C. National 100 miles Races	Silverstone; 2 heats and final	D. Boshier-Jones (Cooper)	H. C. Taylor (Cooper)	I. Bueb (Cooper)	75.05 m.p.h.	Boshier-Jones 77.8 m.p.h.
14th October ..	B.R.S.C.C. October Meeting	Brands Hatch; 2 heats and final	S. Lewis-Evans (Cooper)	J. Russell (Cooper)	D. Parker (Cooper)	72.68 m.p.h.	Lewis-Evans 74.40 m.p.h.

THE CAR and THE FILM

by Oliver Wall

Motoring has grown up with the Cinema, and it is interesting to take a look at some of the more unusual cars that have appeared in films over the years—including, of late, a few about motor-racing

THOSE of you who saw *Sunset Boulevard* may easily remember the giant car with wickerwork coachwork and leopard skin upholstery in which Miss Gloria Swanson rode on her infrequent excursions to the outside world. It was a rare car and as far as the coachwork goes unique. You may have identified the car there and then: I didn't. It turned out to be a 1922 Tipo 8 Isotta-Fraschini with a 43.3 h.p. side valve straight eight engine cast out of a single block, capacity 5.6 litres. The fuel tank held 24 gallons and the maker's handbook set the oil consumption at 280 m.p.g. In England the price of the chassis was £1,950, which was the same as that of the 37.2 h.p. Hispano-Suiza. The Rolls-Royce Phantom I chassis cost £50 less. (An Austin Seven chassis of about the same period was £99.) At present the car used in the film is in private hands in Beverley Hills, California.

Beat the Devil produced a china-cabinet style Hispano-Suiza of about the same age, possibly older. It featured in a delightful scene in which it broke down when carrying Humphrey Bogart and Robert Morley to the airport. These two, fearful of pursuit, clambered out and, helped by the chauffeur who was, if anything, more corpulent than

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CHECKPOINT is one of the latest J. Arthur Rank films to be released, and it tells the story of an attempt to whisk a wanted man over the Italian border during a Mille Miglia-type road race. In this picture, the car in the background is a thinly disguised V-12 Lagonda, "driven" by actor Anthony Steel, whilst the DB3S in the foreground has John Coombs as its "co-driver".
★

Robert Morley, started to push in the hot Italian sunshine. They got the car moving, but it ran away downhill, careered through a wall, and plunged 200 feet over a cliff into the sea.

One other car, a famous one, made a similar plunge. This was John Cobb's Napier Railton which set the Brooklands Outer Circuit lap record of 143.44 m.p.h. in 1935 and which holds several other

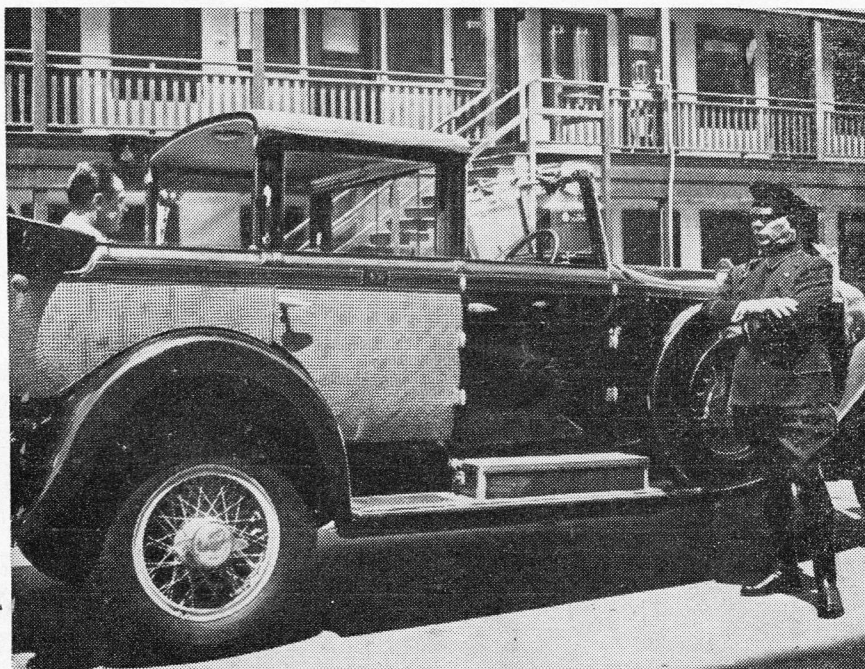
Brooklands records besides. It was in *Pandora and the Flying Dutchman* that the Napier made its appearance, and it was at Miss Ava Gardner's instigation (as a test of true love) that it went over the cliffs, this time moonlit in Spain. Personally I thought it a singularly unmerited fate, for when it was decided, very sensibly, to fish it out of the water, Miss A. G. set off in pursuit of a sailing ship owner.

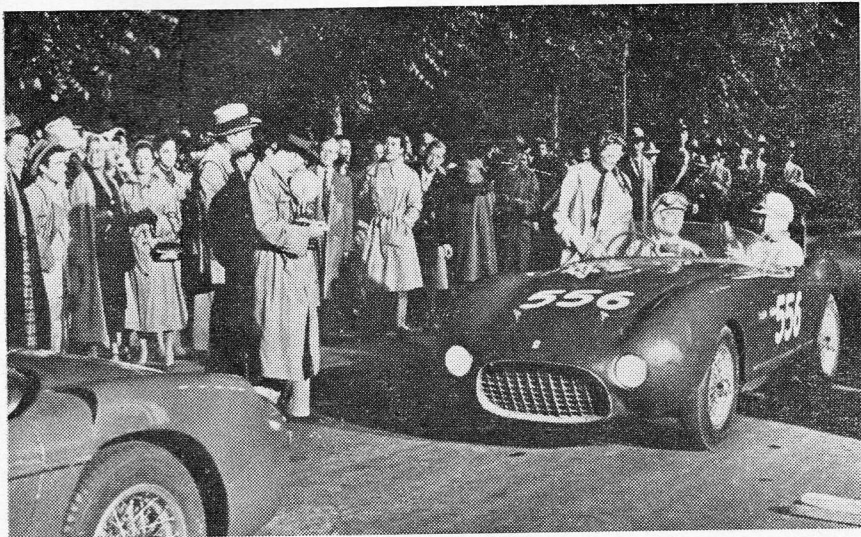
Pete Kelly's Blues, which concerned Chicago during Prohibition in the 1920s, produced some interesting cars. There was a magnificent white open limousine, which I did not identify, driven by the beautiful heiress; Pete Kelly and his band used what looked like a 1927 Chrysler or Buick, and at one point they were knocked off the road by gangsters driving a similar car.

Seldom, of course, does the car form part of the plot of a film. Mostly it performs a social economic function—evidence of its owner's wealth. Sometimes, however, films concern motor cars as such, and of these *Genevieve* is probably the most celebrated. The story of the making of this film is fully told in Miss Elizabeth Nagle's book *Veterans of the Road*.

The film, about the Veteran Car Club's annual run from London to Brighton, follows the fortunes of a 1904 Darracq (price in those days £350) and a 1905 Spyker (price new £400), now

SUNSET BOULEVARD saw a good deal of this 1922 Isotta-Fraschini, with wicker coachwork and chauffeured by Erich von Stroheim. The passenger is William Holden.





both in private hands. (The Spyker is not, in fact, eligible for the Veteran Run, which is confined to cars built before 1905.) To make the film the producers approached the V.C.C. whose assistance was, of course, necessary. There were at first some obstacles. For example, the plot calls for a race on the journey back from Brighton, and racing is firmly forbidden by the Club. Objections, however, were overcome: in the film, in reply to the challenge to race to London, Genevieve's owner at first cries: "You're mad, old man. If they hear of this they'll kick us out."

Even with the Club's co-operation, shooting was something of a triumph. The Club was required to produce two cars for a period of three months, 35 cars for the starting scenes in Hyde Park, and 20 cars for the finish in Brighton. Members—who were occupied in jobs—had to be invited to participate, yet dates of shooting could not be given with certainty for these depended on the weather. Nevertheless, 39 members and their cars made 95 appearances and, with the exception of the Darracq and the Spyker, drove their own cars throughout. Not once did the non-appearance of a car hold up shooting.

Since its release the film has constantly appeared and reappeared. In Cambridge, for example, it had a regular showing of twice a term at least for several terms. In the United States its release inspired several Genevieve-type rallies, and the Horseless Carriage Club of Colorado organized a Denver to Brighton (Colorado) run in which the British Consul for the Rocky Mountains region and his wife, riding in a Model "T" Ford, were the guests of honour. The rules of the London to Brighton run were followed closely, although it was necessary to raise the age limit from 1904 to 1914 in order to attract sufficient entries.

Grand Prix racing was the subject of *Such Men Are Dangerous* (entitled *The Racers* in the United States). It

MASERATIS, too, were used in *Such Men Are Dangerous*. In this Grand Prix scene, Gilbert Roland is at the wheel—and rather obviously in the studio! However, with moving wheels and background, and inter-cut with the "real thing", the effect was fairly convincing.

is curious that, apart from this one film, there is a complete absence of Grand Prix racing in the cinema, for the subject has inherent excitement and should be, so one would think, good box office. To some extent, of course, the United States, where this film originated, is not as yet Grand Prix conscious, nor are stories for films involving sport easily come by: inevitably they tend to adopt the rags to riches formula.

Such Men Are Dangerous was, on the whole, good. It was technically sound and incorporated scenes of actual racing shot in the Swiss Grand Prix from a Maserati driven by Baron de Graffenreid. Particularly effective were shots of fast approaching corners seen through the driver's eyes and which in general had the audience feeling for the floorboards. We were introduced to several Grand Prix circuits, including the Nürburgring, the Monte Carlo round-the-houses circuit, Spa and the Rheims track. The Mille Miglia was also featured. The hero, played by Kirk Douglas, was first seen driving an H.W.M. which he quickly crashed in a spectacular sequence, and finally he graduated to the Burano team that,

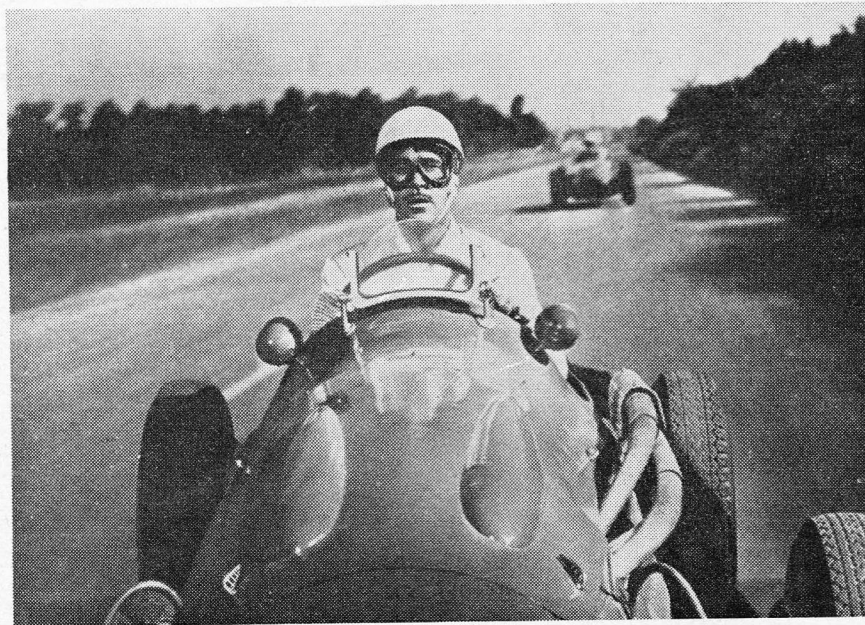
FERRARI featured in *Such Men Are Dangerous* was driven in the film by Kirk Douglas. This CinemaScope production had a great many genuine and exciting racing sequences woven into the plot, which culminated in the Mille Miglia.

Mercedes-like, was winning all the races. The Burano Grand Prix cars were, in fact, disguised (by extending the front) Maseratis type A6GCM designed for the 1952 season by Gioacchino Colombo. In the Mille Miglia Burano used Ferraris.

Johnny Dark first introduced road racing to the cinema. In this film the race, which was clearly intended to approximate to the Pan-American, was from the Canadian border across the United States to Mexico, and involved some exciting sequences on mountain passes. Some of the filming was done from helicopters, and a helicopter, used by observers to follow the race, appeared in the film itself. The cars were well-known makes disguised by special fibreglass bodies; Jaguars, for example, were evident. *Checkpoint*, one of the latest films to be released, introduces road racing a second time—discounting the Mille Miglia in *Such Men Are Dangerous*. The race in this picture crosses more than one European country, for during it there is an attempt to whisk a hunted man across the Italian frontier. Filming was done mostly around Florence and Northern Italy's mountain roads.

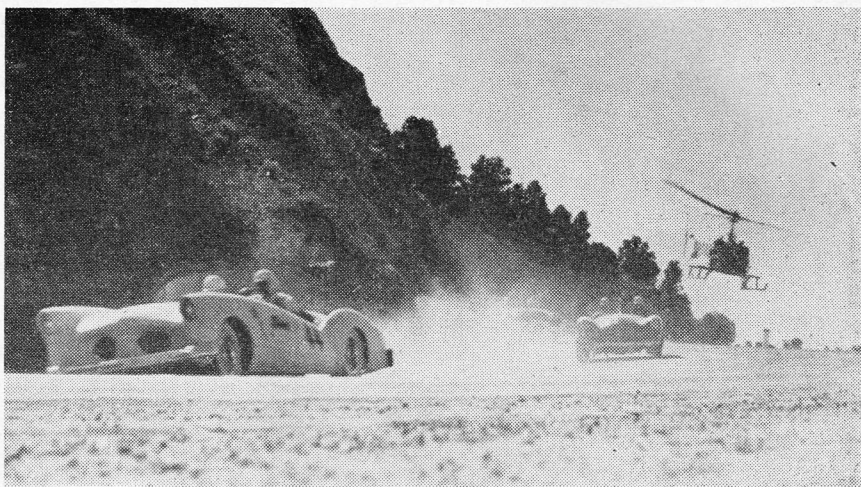
To Please a Lady was an American film dealing with the United States sporting scene. The film depicted midget car racing, then, as the fortunes of its hero wavered, stunt driving, the purpose of which is to smash up cars spectacularly, then sprints—with specials on oval dirt tracks—and finally the picture ended with the renowned Indianapolis 500. Britain responded with *Stock Car*, a poor second feature thriller involving the usual blonde, in this case Sabrina, mixed up in an implausible plot. The stock car races appeared only at the end and were badly treated: the film was not a success.

The opening scenes of an American



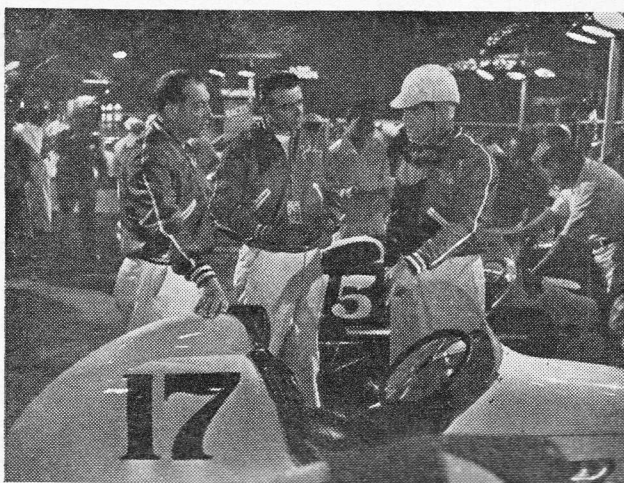
thriller called *Drive a Crooked Road* showed Mickey Rooney driving, I think, a TR2 in a sports car meeting in the United States. This early promise was not fulfilled: its purpose was only to show how good a driver Mickey Rooney was so that it should come as no surprise when later he was co-opted, by a trick, into driving a get-away car, nothing more than an American Ford with a souped-up Mercury engine.

With regard to films outside motor racing, *The Man Between* is worth a mention in that it produced the most sinister car I have seen, used in a kidnapping sequence in wintry post-war Berlin. The car was entirely snow covered except for two small black triangular patches unveiled by the wind-screen wipers. As the victim walked along the pavement the car, viewed from a low angle, drew steadily closer and, as it did so, the single sound of the



ROAD-RACING was featured in Johnny Dark (above), in which the cars used had special fibreglass bodies to disguise them. The helicopter carried "observers". The film *To Please A Lady* (left) featured the distinctive American midget racers.

★



whirring wipers grew correspondingly louder. The car drew level, the back door opened, and the girl was drawn smoothly inside.

It has, however, been left to the French to produce the most suspense-filled film concerning motor vehicles. In fact, *The Wages of Fear* was probably one of the tensest films ever made, and I take into account the ectoplasms emerging from scientists' laboratories, men from outer space, the supernatural, the worst of the deformed, and the best of the gangsters. The ingredients of the film were simple: a few hundred miles of non-macadamed South American roads, four men, and two lorries loaded with nitro-glycerine, liable to explode at the least jerk or jolt.

Rebel Without a Cause depicted a game called "chicken", apparently popular among a hard core of delinquent teenagers in the United States. Two stolen cars are lined up side by side facing a cliff edge. They race together towards the precipice and, as the cars near the edge, the drivers jump, leaving the cars to continue on and over. The first to jump is "chicken", i.e., cowardly. There is a second variation which has not, as far as I know, yet been filmed. Several teenagers climb preferably into an open car and the driver sets it speeding down the highway. Then he removes his hands from the steering wheel and holds them above his shoulders. The passengers do the same. The first person to grab the wheel is "chicken". A third variation,

not filmed either, involves two cars speeding down the white line in the centre of the road towards each other. The first to turn aside is "chicken".

One does not, of course, look to films for examples of good driving, or even realistic driving for that matter, e.g., the

majority of chases in crime films. Nonetheless, I noticed that *Five Steps to Danger*, a film in which a 1956 white convertible Chevrolet played a considerable part, produced something novel—a driver who looked over his shoulder before he pulled out from the kerb.

In conclusion, I should like to mention *The Lavender Hill Mob* for a fine open jalopy, driven by a portly, very "Sunday afternoon" driver, immensely pleased with the sunshine, his chocolate and radio. As a result, he entirely failed to observe one of a great many police cars industriously pursuing bank robber Alec Guinness. The cars collided, their aerials twisted together, and the entire mobilised Metropolitan police force was treated to some compulsory dance music. I mention, too, *The Solid Gold Cadillac* as being the only film I remember bearing in its title the name of a car. I am told, however, that the Cadillac appeared only once and then right at the end. And finally, it would be unfair to conclude an article of this kind without a reference to the ubiquitous Jeep, which has turned up over and over again in pictures from nearly every film-making country in the world.

JENNINGS'S THIRD CAPE VICTORY

FOR the third year in succession, "Bill" Jennings, South African national champion, drove his 1½-litre Riley Special to victory in the False Bay 100 scratch race over the Gunners' Circle circuit near Cape Town on New Year's Day. Jennings, who is 33 years old, defeated two Cooper-Bristol drivers, H. C. Boyden and Gordon Lindsay, into second and third places respectively.

The race was far from being incident-free. In first place at the end of the opening lap, Jimmy De Villiers, Rhodesian Cooper-Bristol exponent, went out with a holed piston on the second lap. Others who did not reach the final lap were Gordon Phillips, whose M.G. burnt out some of its bearings, and the two Johannesburg drivers, Tony Fergusson (Cooper-Norton) and Harry Peirce (M.G.). The former's engine seized three laps before the end. The interesting rear-engined Riley of Austin Dabbs was wrecked after losing a rear wheel on a fast bend. Dabbs, however, suffered only a strained shoulder.

Roddy Turner, Austin-Healey driver, had a very successful day's racing. He

won both the handicap division of the main event and the scratch section of the Production and Sports Car event, thereby defeating Wood in a Jaguar XK 120 sports. Turner also finished second on handicap in the same race.

N. R. WHITEHEAD.

NEW ECONOMY DEVICE

A NEW method of increasing the efficiency of petrol-burning engines has been introduced by Fuel Conservation, Ltd., 132 Fleet Street, London, E.C.4, utilizing the effect of mixing cold petrol vapour with the already hot-spot heated vapour, immediately before the latter enters the cylinders. No extra air is admitted to the inlet system at any stage, nor does the carburettor setting have to be touched, provided that its adjustment is already correct. Improved flexibility and power is claimed, together with a fuel saving of between 20 and 25 per cent. The average cost of fitting this device, known as the "G" Unit, is £7.

ARCHIE SCOTT-BROWN has arranged with Frank Nicholls to drive a works Elva in 1,100 c.c. sports car events.

CORRESPONDENCE

"I'll Build You A Man!"

At last, the Ideal in motor cars has been designed, and fully described in AUTOSPORT (The Hangover Mk. I, 21st December issue). At a time when, at the drop of a hat, one half of the world is ready to annihilate the other, it behoves us to contemplate future populations, to be increased by governments at will and as and when and where required, and here is my solution of the problem—the Man-made Man (by arrangement with the motor industry).

My (B.P.) Superman would be constructed something like this. From above downwards, there would be the bald patch, on Dunlops, crowning The Nut (by Simmonds, of course). Out of the eyes would shine The Light Fantastic, by Marchal; air, aspirated via the two flat nostrils à la Grey Lady, to be filtered by adenoids by Vokes, before being passed via Bundy tubing into the Spontex lung tissue, the latter, for obvious reasons, firmly enclosed within a Leakproof bag by Firestone. The other means of air entry, via the mouth, displaying the familiar dollar-grin by Willmot Breeden, would be guarded by Mory's adjustable blind.

The central backbone, fitted with outriggers to support the odd bits and pieces (I should want to stick them on there for lack of a better place), would be a Thompson pressing, and at junction points might well incorporate unslippable (clutch) discs, perhaps by Ferodo. The creation will, naturally, be a Robot (out of Rider), so what more correct than to let him have slave arms by Smethwick Drop Forgings; and when he bends his universally-jointed elbow supplied by Hardy-Spicer, his favourite driving spirit, by gravitational Power, will run, unobstructed, along the one-pipe-per-port induction gullet by Raymond Mays into the capacious fuel tank by Rubery Owen.

I really shudder to think what would happen if he were to fall ill—his straight-through digestive system by Servais (no 32 feet of plumbing for him!) would hardly give him time to convert any of his nourishment into energy, and he would

Lag (by permission of David Brown). But the Plug Doctor by A.C. would rescue him before he finally came to rest at Motolympia, by prescribing Ezzo Mixture, and so the dying spark would be rekindled by Scintilla.

With his long pneumatic struts by Houdaille, fully gaitered by Drevo, he walks lightly upon his Tyresoles, and Connolly's have not spared the horses when they supplied his hide. Rally-Klad, he will grace any seat.

In this brief specification, certain details have had to be left out of their proper place, such as his ability to wink at the girls sideways with his Signalators by Belling's, the light in his eyes never dimmed by virtue of tear reservoir and operating equipment by Trafalgar aided by lashings of wipers by Lucas to remove tears and grit. You inquire about his voice? A Bray, of course.

If you are with me so far, I think we might ask Theo Page to do our first series of drawings, don't you? Hope springs eternal—by Terry's.

DR. K. E. JOLLES.

WEST BROMWICH, STAFFS.

Modified or Production?

JOHN GOTT's excellent report on the 1956 Touring Championship Rallies will be read by all with great interest, but I would like to point out that he is wrong in suggesting that the German bread-and-butter cars were much modified in order to gain their awards—DKW gained eight First Class awards out of 13 rallies in the Unmodified Group and only one first in the Modified Group. Furthermore, they collected the Team Award in two rallies and in General Classification were placed first once, second and third twice each and fifth once—and in almost every case with private entries. Not a bad record for such an inexpensive car (on the Continent at least!)—and one not, unfortunately, equalled by any British marque. I think the success of the DKW and the Swedish Saab must surely prove pretty conclusively that front-wheel-drive and three-cylinder two-strokes, when mated, make a pretty invincible partnership. When will some British manufacturer take note?

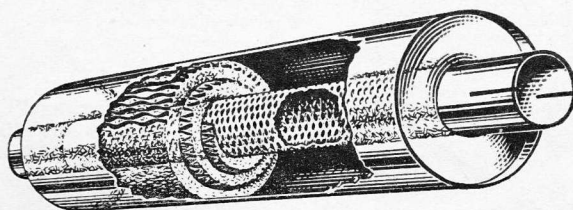
I may say that I have had some considerable experience

(Continued on page 58)

SERVAIS SAVES YOUR PETROL!

FUEL ECONOMY REMINDERS

1. Check your engine tuning.
2. Use the choke sparingly.
3. Use top gear as much as possible.
4. Keep the engine revs down.
5. Fit a Servais Silencer.



Your car will use less petrol if you increase the efficiency of its engine. No expensive modifications are needed because a SERVAIS "Straight-Through" Silencer will release the power it already possesses. The secret is in its complete lack of the "Back-Pressure," built up by ordinary silencers. In the Servais Silencer, the unobstructed duct—based on racing car principles—allows the exhaust gases to flow straight out, but a patented acoustic packing deadens the bark of the engine.

You'll hear a new, purring exhaust note immediately you fit a SERVAIS, and that means you are getting more power, greater acceleration, more miles per gallon and longer engine life. Ask your local garage to fit a SERVAIS SILENCER on your car this week. If he is out of stock, please write or phone us. There are models for all makes.

FOR FUEL ECONOMY . . . FIT
SERVAIS
SILENCERS

FUNCTIONAL and well-built, the A.C. Petite provides comfort and reliability, combined with economy and ease of maintenance.

PETROL rationing has made us all take an interest in economy motoring, and I am getting many inquiries from readers about three-wheelers and scooters. Although such vehicles are normally rather outside the scope of AUTOSPORT, I am going to test one or two representative examples from time to time, petrol supplies permitting.

This week, the subject is the A.C. Petite, which is a rather unusual type of three-wheeler. Most of these machines are hard to get into and jolly tight round the hips when you're there. The Petite is as easy to enter through the two large doors as an orthodox small car. Two big people have all the room they need, and three may be carried at a pinch. There is useful luggage space and an excellent sunshine roof, yet surely something must be sacrificed to economy? In giving the comfort of a car, the makers have, on the other hand, deliberately limited the performance by



JOHN BOLSTER TESTS

THE A.C. PETITE

An Economy Three-wheeler from the Makers of the "Ace" and "Aceca"

fitting a low-powered but thrifty engine.

The Petite is driven by a 346 c.c. two-stroke engine. This is a "slogging" type of unit, and peaks at only 3,500 r.p.m. It is ruggedly constructed for long wear, and runs very pleasantly at

cruising speeds in its middle ranges. It definitely will not attain extreme revolutions, but it hangs on to top gear in an astonishing manner.

Thus the car will cruise very pleasantly at 35 m.p.h., and return 60 m.p.g. while

doing it. Appreciable gradients are surmounted in top with little diminution of pace. A real hill may bring one down to 20 m.p.h., but the engine still slogs happily away. A touch of second on really steep acclivities will hold the pace easily at "twenty", and as the grade eases, top gear goes in again.

If the A.C. is driven harder, the petrol consumption becomes rather heavier, as is the way of two strokes. A higher cruising speed, coupled with the use of second speed up to 27 m.p.h., makes the car sound much "busier", but curiously enough the time for a journey is not greatly reduced thereby. It is admittedly possible to touch 50 m.p.h. under favourable conditions, but I maintain that 35 m.p.h. is the best speed for the Petite, and certainly the most economical.

Once one has accepted the performance limitations, one realizes that the Petite has many virtues. The independent suspension of all wheels gives a remarkably comfortable ride, which is far in advance of most three-wheelers. It is quite soft, and without pitching, though there is some roll on corners. The front wheel is carried in a trailing fork of very rigid construction, with two tension springs and a large telescopic damper. It is steered by a proprietary worm and nut box, and the steering is exceptionally light but not "dead".

Behind, the two rear hubs are on independent trailing arms, which have helical springs, in compression this time, and again telescopic dampers. There is a differential unit mounted in its own case on the sub-frame, with a pair of Hardy Spicer articulated shafts. The independent rear end is thoroughly sound technically, and one is surprised to find so elaborate an arrangement on a cheap car.

More of this sub frame: it is always a problem to suspend a single-cylinder engine in a closed car so that it will not vibrate objectionably. In the A.C. the

SPECIFICATION AND PERFORMANCE DATA

Car Tested: A.C. Petite 2/3-seater coupé (three-wheeler). Price (Standard) £331 18s. 6d., (De Luxe) £363 3s. 6d., including P.T.

Engine: Villiers Mark 28B heavy duty two-stroke. One-cylinder 75 mm. x 80 mm. (346 c.c.). Fan cooling. Villiers carburettor-flywheel magneto. 8.25 b.h.p. at 3,500 r.p.m.

Transmission: Triple vee belt drive to three-speed and reverse gearbox, with lever on quadrant under steering wheel. Ratios 4.85, 8.95, and 18.95 to 1. Chain drive to chassis-mounted differential. Articulated half-shafts with double Hardy Spicer universal joints.

Chassis: Channel and box-section frame incorporated in stressed body structure. Single front wheel on trailing arms with helical tension springs,

and worm and nut steering gear. Independent rear suspension on trailing arms and helical springs. Telescopic dampers all round. 4.00-12 ins. tyres on bolt-on disc wheels. Girling hydraulic brakes on rear wheels.

Equipment: 12-volt lighting and starting. Speedometer. Direction indicators. Windscreen wiper.

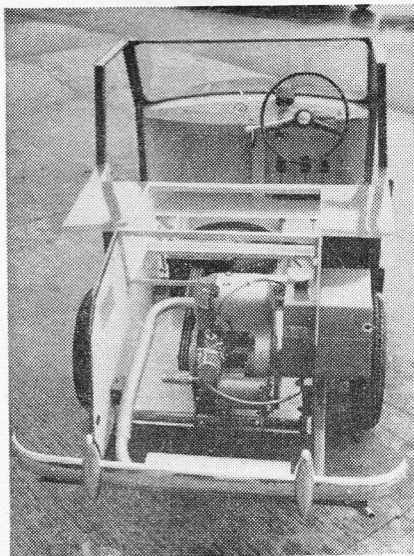
Dimensions: Wheelbase, 6 ft.; rear track, 4 ft.; overall length, 10 ft. 3 ins.; width, 4 ft. 7 ins.; turning circle, 16 ft. Weight, 7½ cwt.

Performance: Maximum speed, 45 m.p.h. Speeds in gears, 2nd 27 m.p.h., 1st 12 m.p.h. Standing quarter-mile 30.8 secs. Acceleration, 0-30 m.p.h. 13.6 secs, 0-40 m.p.h. 23.4 secs.

Fuel Consumption: (Driven moderately) 60 m.p.g.



ECONOMY in distribution has been increased by making one car tow another on this lightweight trailer, seen outside the A.C. works at Thames Ditton.



engine, gearbox and differential are mounted on a sub-frame, which is in turn rubber-mounted on the chassis. The gearbox drives the differential by chain, as is normal, but it is connected to the engine by three rubber Vee belts side by side. This form of transmission takes all the snatch out of the drive. As a result of this care in mounting the mechanism, there is very little vibration and the noise level is moderate at all normal speeds.

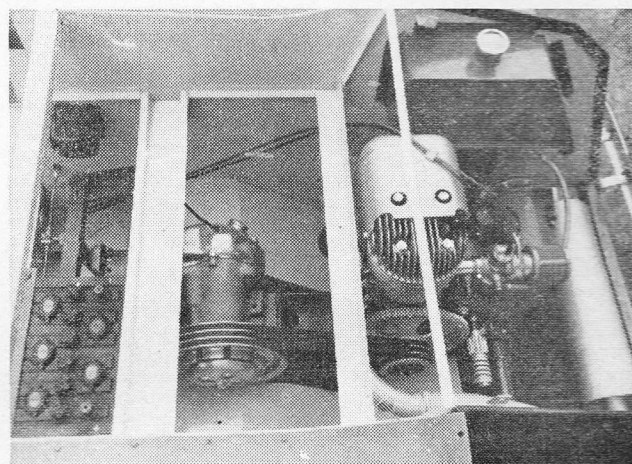
The gearchange is on a quadrant, and though it is easy, it is, of course, possible to 'miss' a gear through clumsy handling. Even gross errors make a very moderate noise, and the Vee belts eliminate any jerk. The reverse gear has a ratio somewhere between first and second, but has enough power for all the usual manoeuvres. The clutch is pleasantly progressive, and the pedal delightfully light in operation.

As the engine is mounted well behind the rear wheels, they take a large proportion of the load. It has, therefore, been decided that a front brake might be undesirable on greasy roads, and so the hydraulic brakes are on the rear wheels only. The braking is up to normal car standards except when descending slippery hills, and it is then desirable to use a little care to avoid locking the wheels momentarily.

I have spoken already of the soft ride and light steering. The controllability on wet roads is good, and though gusts of wind are felt fairly strongly, they do not deflect the machine appreciably. This is far from being a sporting vehicle, but it holds the road quite well and shows no tendency to lift a wheel when cornered relatively briskly.

Very high marks must be given to the weatherproof body. In spite of having a sunshine roof, it did not admit one drop of water when driven through floods during a virtual cloudburst. The big windows give good visibility and have an ingenious sliding arrangement, staying put in any position, though they can be positively locked shut. I do feel, though, that some simple form of heater should be evolved. A duct could easily be taken from the forced draught cooling system, and it would avoid the cold feet which the total absence of engine heat sometimes entails.

★
CHASSIS details are revealed in these pictures. Above is the car stripped, showing the front suspension. The rear view shows the engine installation, and on the right is shown the layout of the separate gearbox with V-belt drive, battery, starter, dynamo and gravity-feed fuel tank.
★



The character of the A.C. is emphasized by its electrical system. It has a comparatively enormous 12-volt battery, and a separate dynamo and starter, which are big enough for a full-sized car. This is a hard-working vehicle, built to last, with little attempt at super-

ficial attraction. The Petite may be more functional than beautiful, but it is just the little car that many families need. Incidentally, it can legally be driven with an ordinary car licence because it has a reverse gear, but it still gets away with the £5 tax.

NEWS FROM BOURNE

AT an O.R.M.A. film show at the Kensington Town Hall last Monday, Alfred Owen, sponsor of the B.R.M., said that almost £100,000 had been spent on the cars during 1956, of which some £43,000 had gone to pay for component parts and accessories bought from outside firms. Three cars are being prepared for the 1957 season, although only two will be run in any one event. The names of two drivers engaged for the season will be announced in the next few days.

PRESENTATION FROM R.A.C. TO K.N.A.K.

THE R.A.C., which will celebrate its 60th birthday in December, 1957, has presented a bronze commemorative plaque to the Royal Norwegian Motor Club—K.N.A.K.—in celebration of its Golden Jubilee. The plaque was taken to Oslo for the celebrations on 4th January by Mr. Wilfrid Andrews, Chairman of the R.A.C., representing British

motoring interests, who was accompanied by Wing Commander G. F. Turberville, Manager of the R.A.C. Touring Department.

MR. DESMOND RENDELL

THE death is reported in Holland of Desmond Rendell, whose home was near Dorking. Mr. Rendell was well known to rally competitors, and drove a Borgward in the 1955 Tulip Rally. To his wife Cecile, AUTOSPORT offers its deepest sympathy.

PETER BOLTON (Bolton of Leeds) has been appointed distributor for Fiat for Yorkshire and for Citroën and Dodge commercial vehicles for Leeds and a large part of Yorkshire.

BORGWARD'S latest 1½-litre competition sports car engine with Bosch direct fuel injection is giving out 130 b.h.p. at 7,000 r.p.m., with "that little extra" available when needed. It will be allied with a five-speed gearbox and very light tubular chassis with de Dion rear axle.

Correspondence—continued

of the former, having covered 52,000 DKW miles in 23 months, driven very hard all the time and only terminated by the father of all prangs, avoiding another car whilst doing about 80 on a sheet of black ice! This mileage, incidentally, includes 13 rallies (in only two of which we were placed lower than third), 10 races (including the Six Hours' Relay) and 11 other assorted speed events and driving tests. As my occupation is a farmer, John Bolster can guess what sort of treatment the car had in between times!

IAN SCOTT WATSON.

GREENLAW, ROXBURGHSHIRE.

Maserati History

WITH reference to the "Case History of the Maserati" in your issue of 4th January, Mr. Smith is in error when he states that Riganti's 8CL remained in U.S.A. after the 1940 500-mile Indianapolis race. The car returned to Argentina and was raced by Riganti in 1941 both at Santa Fe and at Buenos Aires. Pascual Puopolo used it in the Argentine international races in 1946-1947, 1947-1948 and 1948-1949.

In 1949-1950 Von Brauchitsch, the Mercedes-Benz driver of the 1934-1939 period, who had gone to Argentina on the invitation of the Argentine Automobile Club as a coach for the Argentine drivers, drove it in the Argentine Grand Prix in the Palermo Park at Buenos Aires.

The car never achieved any success. It is still in the Argentine to the best of my knowledge.

T. A. S. O. MATHIESON.

LONDON, S.W.1.

"Future Fangios"—How They Did It in 1933

HAVING in mind the recent article "A Chance to Drive", published in AUTOSPORT on 16th November, 1956, the accompanying announcement, reproduced from the Brooklands Bank Holiday programme of 1933, gives food for thought to those "would-be" racing drivers of today who may feel that their "cry in the wilderness" for "having a go" is an unprecedented one.

A study of the said announcement will reveal that not only were racing cars provided, but an advisory committee of guidance was formed from the ranks of leading drivers of the day. The scheme was carried out with clubhouse and workshop facilities at a London address and the renting of a shed at Brooklands with similar proposals for Donington Park.

Subscriptions were five guineas for racing members, three guineas for racing country members, and one guinea for associate members.

"Cars for the use of" were of no mean class, and included the ex-John Cobb 10½-litre V12 Delage which was, incidentally, borrowed from the club by Mrs. Kay Petre to lap at 134.24 m.p.h. in a speed match against Gwenda Stewart's Derby-Miller—no mean machine for "junior" race drivers!

One can hardly visualize "our 1957 aspirant" being let loose in the Thin Wall Special, but it does show that the organizers of those days had considerable faith in the future racing drivers; and Brooklands, in spite of its 30-foot bankings, was no "piece of cake", especially the "bump" over the Weybridge, when a 20-foot leap, with all wheels clear, was commonplace, the average racing car of such capacity being somewhat akin to driving a two-ton lorry, to say nothing of the cross-wind tending to sweep one upwards over the rim as one left the shelter of the "Members' Hill"!

It would be interesting to hear from ex-members of the J.R.D.C. as to their experiences, and the amount of success derived. Being myself a penniless motor apprentice at the time, and confined to the use of a borrowed "Brooklands Riley" belonging to a generous-hearted, but obviously unimaginative, friend, I coveted the idea of membership, but the sum of five guineas, plus any extras, decided me that discretion was the better part of financial valour and the realms of clubland's "one hour blinds" far enough for "Dicing Dan" on half a shoe-string.

The mention of this original scheme is not to suggest that today we should emulate it, but it does reveal that the cause of the would-be racing driver is not a new one, and if provision for tuition under the expert eye was made in 1933, the modern aspirant might well argue that if "Dad had a chance, why not me?" We have, of course, "club meets" as a nursery, but clubs also met at Brooklands.

Regarding the collection of such Brooklands programmes and data, may I appeal to any kind reader who might have old photos, regulations, brooches, badges, etc. etc., which he may not want or cherish, as I am trying gradually to replace



OBJECTS. The main principle of the Club is to provide facilities for the man of moderate means to learn, practice, and finally race a car as though it were his own. Arrangements have been made with the Brooklands authorities and we are negotiating with the Donington people on similar lines. A clubhouse and workshop are nearing completion at 171, Harrow Road, W.2, and a shed at Brooklands has been rented. Those enthusiasts who desire to be associated with motor racing, but do not desire to actually race, will find associate membership a very definite means of being closely in touch with the sport.

SUBSCRIPTION

Racing Members	-	-	-	£5	5	0
Country Racing Members	-	-	-	£3	3	0
Associate Members	-	-	-	£1	1	0

OBJECTS OF ASSOCIATE MEMBERSHIP

- (Subscription, £1 1 0).
 1.—Organised trips to race meetings at home and abroad.
 2.—Treasure hunts, trials, etc. 3.—Social events. 4.—Advice on the selection, purchase and maintenance of cars, racing or otherwise. 5.—High speed tuning and experimental work.
 6.—Full use of club premises. 7.—Lectures by well-known racing drivers, films of races, technical advice, etc.

Racing cars are now available for practice at short notice.

Our representative may be interviewed at our shed in the paddock.

All interested, please write for brochure to:-
THE ORGANISING SECRETARY
JUNIOR RACING DRIVERS CLUB
171, HARROW RD. LONDON, W.2.
TELEPHONE: PADDINGTON: 0 2 7 4

The J.R.D.C. advertisement, reproduced from the August Bank Holiday Monday Brooklands programme of 1933.

my own precious "Brooklands" collection destroyed in the London blitz.

PETER CAVANAGH.

"BROOKLANDS", SEVENOAKS ROAD, ORPINGTON, KENT.

1,172 Formula

WITH reference to the correspondence dealing with the 1,172 formula, may I suggest that the weight limit regulation be removed. It does not necessarily mean that a light car is an expensive one. I'm sure Jack French's Simplicity fitted with a Ford 10 engine would be hard put to turn the scales at 8 cwt., and a car more in keeping with the spirit of the formula would be hard to imagine. It seems a pity that all the time and ingenuity expended in making a lightweight special should be cancelled out by the addition of ballast. If the weight restriction is aimed at Mark XIs and equally expensive machinery, let there be a selling plate, and I suggest a price of £500 for next season. A very reasonable car could be built for much less than this, provided one's personal elbow grease is liberally applied. If, then, a car is sold at a meeting it should, provided it is built in the spirit of the formula, represent a fair profit to the vendor.

An afterthought on this weight business: if cars are going to be handicapped to the same minimum weight, couldn't some allowance be made for the weight of the driver?

S. G. MARLER.

LONDON, N.7.

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

1956—Jack Reece with his current means of high speed transport: a modified Series 2 Ford Zephyr.

PENN PORTRAITS

*of Northern
Personalities*

No. 6—JACK REECE

As a member of a family renowned for their motoring associations since the days of the horseless carriage, Jack Reece was a "natural" to make a name for himself in the realms of motor sport. A comedian to the finger tips, well-known in the Rally world for his quips, he would, were circumstances different, have been a riot on the professional stage. Born in 1918 in Sale, Cheshire, and educated in the main in Australia, he joined the family firm some years before the war. During this period he served as an Artillery Sergeant in Burma (quoting his own words) "for far too long".

Jack Reece started his competition career in 1949 with a Cooper-J.A.P., which was raced at all local events, in Scotland, and at Silverstone. At one time this combination held the Prescott 500 c.c. record. With the advent of the Cooper-M.G., Jack moved to the higher capacity, and in 1951 won the 1,500 c.c. class in the British Empire Trophy Race on the Isle of Man circuit, together with an overall third position. At the Tourist Trophy of that year, he and cousin Peter gained a class third to the works Jupiters.

For 1954 an 1,100 c.c. Osca was purchased, and in this Jack took a second to Von Hanstein's works Porsche at Silverstone. Again co-driven by the Reece cousins, the Osca ran in the Dundrod Tourist Trophy, but going into Wheeler's Corner, Jack unfortunately



missed third gear and climbing a bank, rolled the car, hurting it and himself more than somewhat.

In rallies, Jack's career reads like the proverbial record book. He has competed in the Monte Carlo every year since 1949, including three times in a Ford 8, which he admits to have been hectic and a little tiring, as the brute had to be driven flat-out the whole way. It says much for his courage and the quality of the cars that on each occasion they arrived! His highest placing was 18th overall in 1954 but he is more proud of his third place in the 1,100 c.c. class in 1951.

In the Tulip he has scored two class wins: the 1,500 c.c. class with a Ford Ten in 1950, and the 2,000 c.c. class with a Consul in 1954. In the Lisbon Rally he has had a class second, a class fourth, and an overall fifth, and in the R.A.C. four placings out of six attempts. In all but two of the above events, Ford cars were used, so as director of one of the oldest Ford establishments in Great Britain, Jack knows just how to make them go!

His most amusing incident was at the Welsh National 500 c.c. Championships at Fairwood, near Swansea. He relates, "During practice I was gravely informed by Eric Brandon that he had just met

face to face with a large and ferocious ram, as he was entering a corner off the back straight, and warned me to keep a careful look-out, as the ram did not take kindly to Coopers! This I did not see, but was not very surprised to meet instead an old lady slowly walking across the track, carrying a cup of tea and followed by two large geese. It says much for her nerve that, during my wild avoiding action, she never spilt a drop.

"The second practice session brought out all the stars including 'Mossy', and in this, for the first and only time in my life, I was confronted with a red flag waved violently. There were squeals and howls of brakes as a dozen or so assorted 500s slithered to a halt. In the deathly silence, we heard a pronounced Welsh voice say 'Good afternoon, boys! Enjoying yourselves?' Apoplectically we roared 'Why the red flag?' 'It's the only one I've got,' came the staggering reply."

Jack's most disappointing moment was when he was commandeered by three Liverpool policemen, and told to drive like hell to the scene of a smash and grab raid, on the opposite side of the city. His regret was that the distance across was not at least 15 miles, for in the two and a half miles covered, one cop was sick, and the other two turned pale green. Unbeknown to themselves, they had stepped into a fully modified "works" triple-carb Zephyr!

As personal transport Jack likes either a "hot" Zephyr or a DB2-4, but admits that personally he has never actually owned any car! His favourite circuit is "The Ring" on which he loves to drive but says he will never master.

Jack Reece has been a keen "club man" for years, and has on many occasions been the co-organizer of some of the Liverpool Motor Club's main events. His suggestion for improving the sport is that all cars entered in International Rallies should be completely as per catalogue, down to the last nut and bolt, so as to enable all entrants to compete on an equal level. Lastly, Jack's own personal ambition is to drive really well. But he does. I should know, I've been with him!

FRANCIS PENN.



1952—Jack Reece in the Cooper-J.A.P. which he raced from 1949-1952, and with which he held the Prescott 500 c.c. record at one time.

Club News

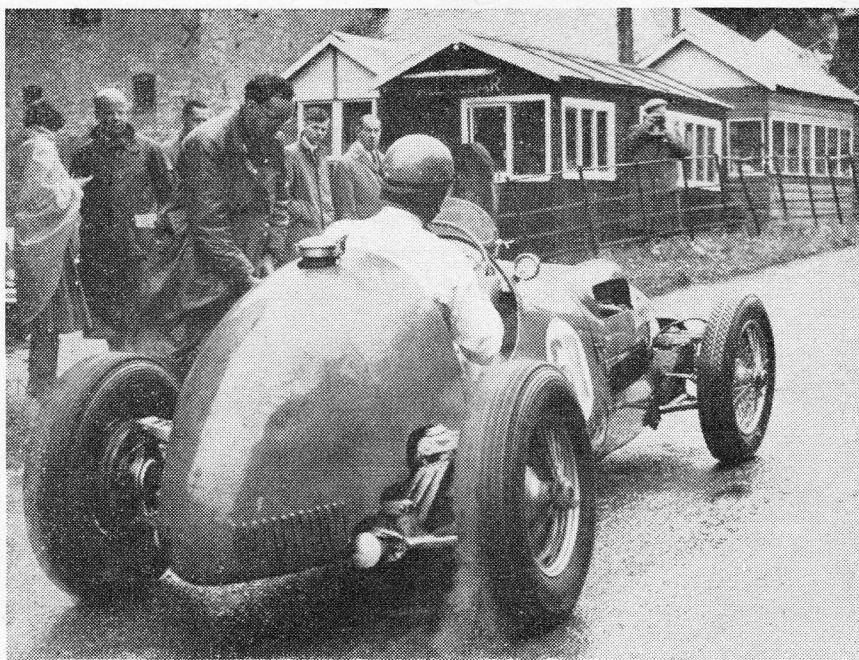
By STUART SEAGER

WITH no rallies being held at all at present—or in the immediately foreseeable future—the devotees of this branch of our sport are probably the worst hit of all “pleasure motorists”, for even apart from those who would normally be fortunate enough to go in for International events, the keen “club” type would probably run in at least one 250-350-mile event every month, all through the winter season: a regular tonic that is being sorely missed now.

Being amongst this frustrated fraternity, I found myself looking back on past events, and in particular on the shortcomings of various cars, when used for this kind of motoring. Why not “design” myself an ideal rally car, I thought, for next season? I could keep things within the bounds of possibility by “using” portions of existing cars (conveniently ignoring the unlikelihood of their fitting together!) but could give free rein to my own pet fads, and who knows, others might have similar ideas.

Right, then. The body, I think would be M.G. Magnette: not too big and not too small for a male crew of three; excellent lines and comfortable seats, although I think both front backrests should be readily adjustable for rake, down to a reclining position. Easy enough to arrange. Engine and gearbox would be Triumph TR3; I think a car of this weight needs those few extra c.c.s and by not having to work so hard, it *might* even be more economical. In any case, the Triumph unit is punchy, reliable and simple, and has that wonderful gearbox. The lever, of course, would be floor-mounted and vertical. A Laycock overdrive, operating on all gears, with the manual switch on a stem from the steering column, as on the Vanguard, would be nice but not essential.

A full range of instruments would be included, all with clear, round dials; the Triumph dash *in toto* would be excellent. The speedo, of course, would be on the passenger's side, for reading the trip mileage, and incidentally, I wish there were an easier way of resetting it. On some Continental makes the trip is



STEAM!—Not, alas, as an alternative source of power, but merely being generated by the spinning rear wheels of James Berry's E.R.A. Special at the rainy Shelsley Walsh meeting last June.

reset to zero by the single movement of pulling a knob on the dash.

Suspension next, and here, reluctantly, we have to go across the Channel. I feel that some form of independent rear suspension is absolutely essential, and the swing-axle system seems to be simple and effective. Borgward or Mercedes-Benz would supply this section of the scheme, giving us a comfortable ride over rough roads, with the minimum of roll on corners. The “front end” of a rally car, I believe, should be of the trailing arm type. Sooner or later one has to drive at speed over a cart-track, and one wants to be able to ride over ruts and pot-holes without tearing off the front wheels. Healeys used to have this type, but now it would have to be Porsche, VW—or DS19, but let's be reasonable! Finally, the underside of the car should be as nearly flat as possible—no silencers, sumps or steering boxes hanging down to catch the first rock.

Well, there it is. All these features are available on various not-too-expensive current models, but wouldn't


it be nice to have them all together in one car? Still these are only my own ideas; no doubt it would be “economically impracticable” to mass-produce one to this specification, but I can't help feeling that it would find an awful lot of customers, particularly in “Colonial” parts of the world. Anyone like to take it farther?

YORKSHIRE FILM SHOWS

THE Yorkshire Centre of the B.A.R.C. and the Yorkshire S.C.C. will be holding their usual winter series of film shows at the Liberal Club, Hough Lane, Bramley, Leeds 13, starting at 7.30 p.m. The dates are 10th and 24th January, 14th and 28th February and 14th and 28th March.

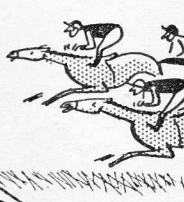
LEICESTERSHIRE C.C.

THE Annual General Meeting of the Leicestershire C.C. will be held at the Grand Hotel, Leicester, on Monday, 21st January, at 8 p.m.



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BRISTOL M.C. & L.C.C.

ON 15th February, the Bristol M.C. & L.C.C. are running a St. Valentine's Dance at the Ship Hotel, Alveston, near Bristol. Tickets may be obtained from G. D. Hodgson, 2 Wimbledon Road, Bristol 6.

Poole Trophy Trial, 5th January

Poole Trophy: C. M. Seward (Ford Prefect), 34 marks lost. **Navigator's Award:** A. Harmer.

Souvenir Awards: A. Hallpike (A35), 39; M. R. Davies (TR3), 48. **Novice Award:** Gray (Ford), 79.

DRIVING TESTS AGAIN!

THESE tests, however, are of the rally variety, and will be held in the Gaumont Cinema car park at Upminster, Essex, by the Romford E.C.C. The idea is to "tie-up" with the Rank Organiza-

tion film, *Checkpoint*, and the proceedings are to begin at 1.30 p.m. on 20th January. Details from J. W. Rose, "Newquay", 5 Hacton Lane, Hornchurch, Essex.

The club are also running a "table-top rally", starting at 8.15 p.m. on 31st January, at the White Hart, Collier Row, Romford, Essex, to which all interested are invited. Full details from Peter Gledhill, 380 Wingletye Lane, Hornchurch, Essex.

TRIAL POSTPONED

THE organizing committee of the Southsea M.C. announce that the Inter-Club Team Trial, scheduled to be held at Longmoor, Hants, on 10th February, has been postponed until further notice.

hears that they have a lion for sale. He is also exceedingly disgusted when he learns that they were for setting the animal free on the moor. "Have you no finer feelings for the noble character of the King of the Beasts," he remarks: "And what is more I am thinking that the local inhabitants will not be caring for a ruddy great lion eating their childer and scaring the pants off the men staggering home from the pubs. I am ashamed of you."

Says Johnny: "I am in agreement with all you are saying, and hereby offer you this pedigree lion for 50 quid, not to mention a half-bottle of brandy which is in the cab."

"Fifty quid," says the manager: "I am not giving you 50 bob. In case you are not knowing it, there is a war on, and because there are German bombers coming over, I am giving away lions for free."

Johnny makes the gentle suggestion that as they are in the Zoo, it is a good idea to let the lion out. The manager is horrified and makes a quick offer of a fiver which being five quid profit is accepted with the condition that the ex-owners pay the odd visit bringing a few tons of meat and bones.

Broadhead never sees his lion again. Some time afterwards he learns that the van belongs to a menagerie which goes bust. The lion is not being coaxed to come out of the van which is its home, and the menagerie owner sells the van without mentioning the fact that it is carrying livestock. It is a peaceful beast and does not want any trouble, but does not care to be disturbed. Before being acquired first by Joe, then Johnny and Bill, it is actually through the hands of seven dealers in seven days.

Johnny is always meaning to hold a reunion of temporary lion owners at Bellevue, but what with motor racing and trials he has not got around to it. He seems to recognize it in full technicolour, and somehow thinks that M.G.M. got hold of it after all for their trade mark.

FRANCIS PENN.

A REAL Leyland Lion!

Johnny Broadhead encounters a Strange Passenger

GET talking to Johnny Broadhead and you will hear some queer tales. Oddly enough they are all true, as Johnny is one of those chaps to whom things happen. He just can't help it. Some folk go out in search of excitement, but Broadhead never has far to look, and this tale belongs to the days before he takes up trials, or acquires things like Coopers and D-types.

It is back in 1942, and Johnny is in the business of buying and selling heavy vehicles of all sorts. One Joe from Oldham gets on the blower and tells Johnny about a big Leyland Lion furniture van that seems to be a fair snip. Joe says that he will buy it if Broadhead will agree to take it off his hands pronto. Johnny gives his O.K., and, his drivers being otherwise engaged, sets off for Oldham by train with his trade-plates.

Sure enough the Leyland is a beauty; they shake hands over the deal, and Johnny climbs into the driver's cab to take it out of the yard.

"Eh, lad," say Joe; "Look 'n t' back and see the room there is."

Broadhead slides back the hatch, peers inside, and suddenly, with a tremendous roar, a huge, black-maned lion takes a spring at him. Its paw misses Johnny's face by inches. Petrified, Broadhead is galvanized into action, takes a flying leap out of the cab, and lands on his backside in a muddy puddle.

Joe is quite unperturbed. "Get it out of here; lion or no lion, a deal's a deal," he says.

Follows a real North-country argument, neither wishing to give way. It is looking like an *impasse* when who should walk in but Bill, another dealer, from Oswaldtwistle. He gives them a large hello and says to Johnny: "Lad, has 't bought Leyland; if so, I'll give you a quick profit, as I am having a mug lined up for it."

Between Joe and Johnny there is a scarcely discernible wink. Johnny nods and agrees to take a slight profit on the condition that Bill takes the Leyland out of the yard right away. They shake hands, and Bill climbs into the cab.

"Bill, lad," says Johnny. "Open hatch and see lovely interior."

Bill falls for it, and slides back the hatch. The lion is now thoroughly infuriated at his rest being disturbed and

gives a roar that would bring Sam Goldwyn running to sign it on for M.G.M. Bill's eyes pop, and he struggles wildly to get out feet first. Quick as lightning Johnny pulls up his trouser leg, lets out a roar, and lightly draws his nails down Bill's flesh. The terrified dealer passes out cold, and has to be revived with a stiff brandy.

When he comes to, Bill is all for calling the deal off, but Johnny isn't having any. He slyly suggests that there is wild moorland up at the Cat and Fiddle, near Buxton, and that the lion could be let loose. His first suggestion that Bill should tie a long rope to the back doors, give a pull and run like the clappers is not enthusiastically received. They finally decide to operate the door-opening trick from the roof, but Johnny loses the toss and Bill gets behind the wheel.

As they come to Manchester Johnny has a brainwave. Bellevue Zoo, the very place. And a chance for a quick profit! The manager is very affable, until he



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ACE, June 1954, faultless, fitted many valuable extras. Must be sold. Offers around £850.—64 Headingley Lane, Leeds, 6. Phone 51193.

1936 A.C. drophead coupé, one owner, recently decarbonized. £65.—Phone: Reigate 3333.

ALLARD

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

AUSTIN-HEALEY

SERVICE MANAGER offers his 1954 Simca Aronde, low mileage, black saloon with radio and heater, in absolutely first-class condition, full tank and all coupons (80 m.p.h. and 35 m.p.g.) in part exchange for Austin-Healey 100.—Andrews, 4 Franklin Crescent, Mitcham, Surrey. Pollards 4302. (Business Vandyke 2975.)

1954 AUSTIN-HEALEY 100m, 25,000 miles, green, in first-class condition. £610.—S. & W. Motors, Ltd., Abington Street, Northampton. Telephone 32711-2-3.

BERKELEY

JACK BOND, London's Berkeley Agents. Immediate delivery from stock. The sensational Berkeley sports 2-seater (designed by Laurie Bond), 60 m.p.g., 70 m.p.h. Independent suspension all round, f/w. drive. £575 inc. P.T. or £115 deposit, balance two years.—Vintage Autos, 105 Queensway, W.2. BAYswater 5929-8330.

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

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BUCKLER, Ford 10, two SU's, racing cam, big inlet valves, light flywheel, big sump, c.r. gears, 4.7 axle, i.f.s., all-weather equipment, heater, washer, good tyres. Whole car in perfect condition. Seen Eastbourne or London. £350.—Hamden Park 278.

DELAGE

1938 MODEL D.6.70 DELAGE drophead coupé, fitted with Cotal box. All good tyres, mechanically very sound, needs new hood. A grand car. £75.—Phone: Reigate 3333.

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1950 (Oct.) SILVERSTONE E type, 31,000 miles recorded, believed genuine, full tank, excellent throughout. £395. Terms. Exchanges.—Richards and Carr, Ltd., 35 Kinnerton Street, London, S.W.1. BELgravia 3711.

H.R.G.

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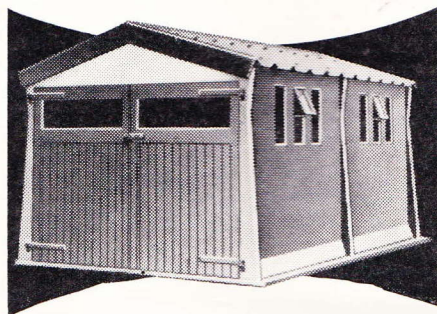
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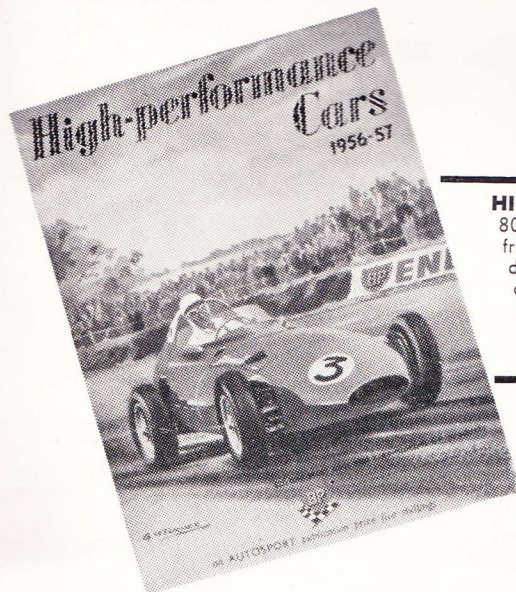
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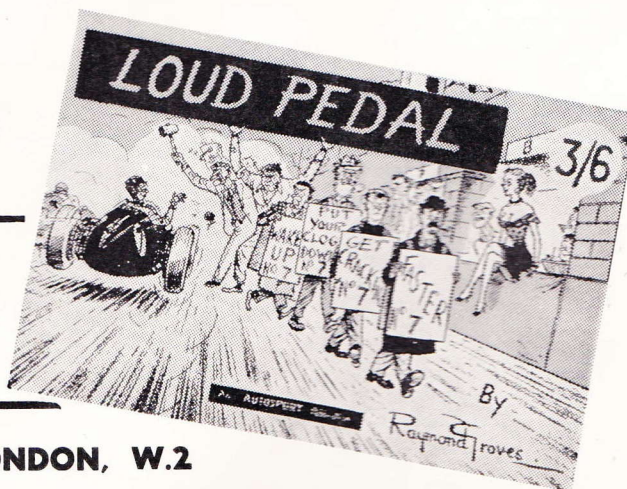
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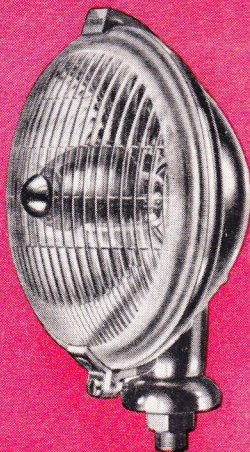


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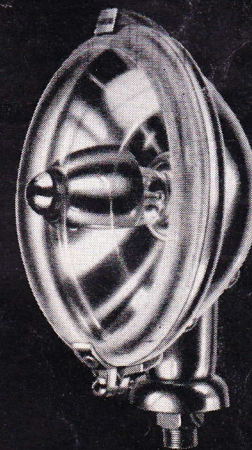
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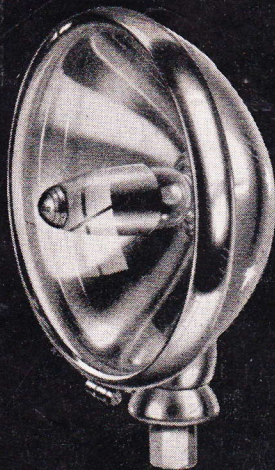
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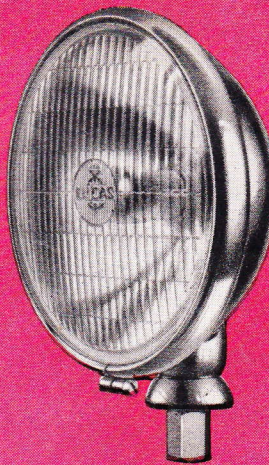
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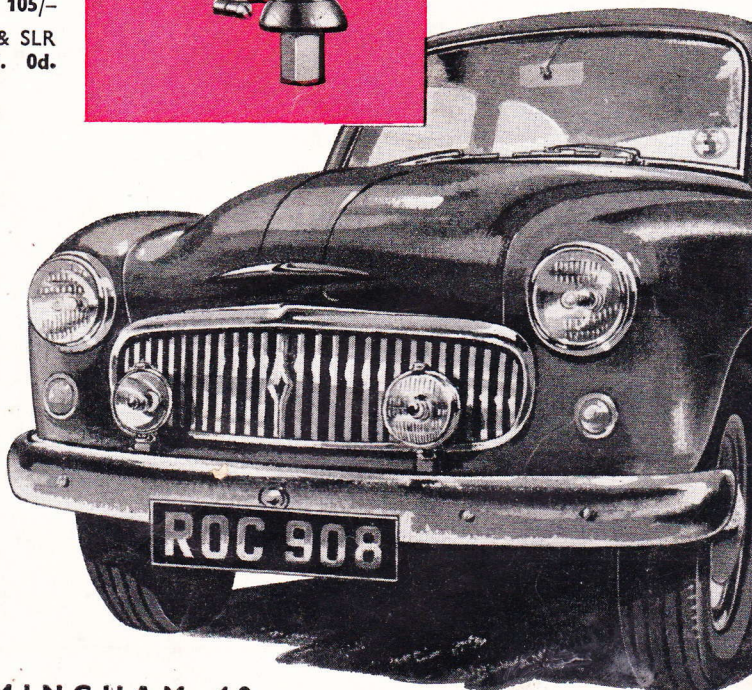
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