

# AUTOSPORT

JANUARY 18, 1957

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EVERY FRIDAY

Vol. 14 No. 3

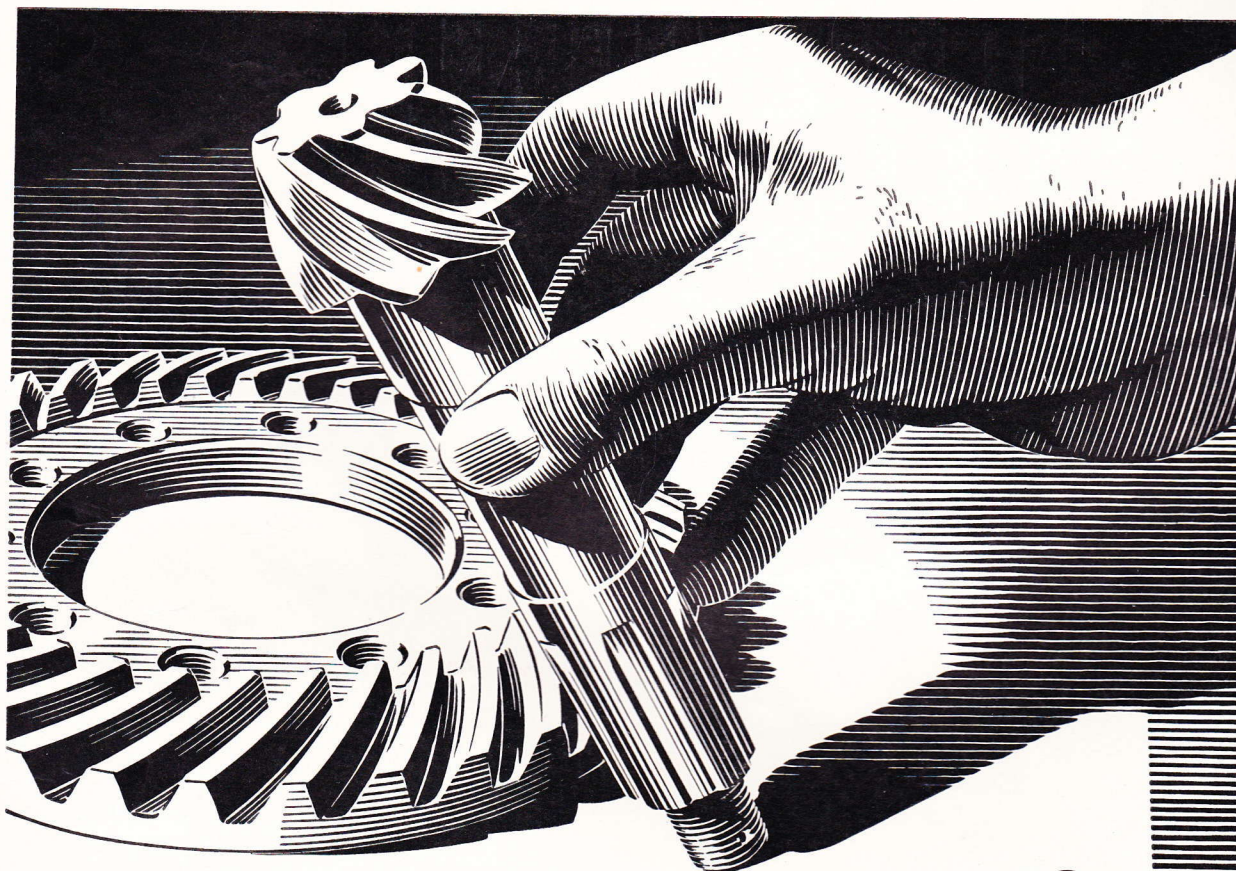
BRITAIN'S MOTOR SPORTING WEEKLY



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SEASONAL SURVEY, PART 3—SPORTS CAR RACING : RARE FRENCH SPORTS CARS—THE BUCCIALI  
THE NATIONAL BOAT SHOW : JOHN BOLSTER DISCUSSES FUEL ECONOMY : THE MASERATI STORY





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# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 14 No. 3

January 18, 1957

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## EDITORIAL

### INTERNATIONAL SPORTS CAR RACING

ALTHOUGH Ferrari won the 1956 World's Sports Car Championship, surely the outstanding achievement of the year was the victory of the privately entered Ecurie Ecosse Jaguar at Le Mans? Much has been written about this performance, and full credit has been given to all concerned. It was a romantic story; a singleton entry by a Scottish team, with its H.Q. in a small mews in Edinburgh, against powerful Continental opposition, not to mention the strong challenge of Aston Martin and, of course, the official Jaguar entry, which was thought to be capable of a walk-over victory. Yet such are the fortunes of motor racing, that within a few minutes of the start, two of the works Jaguars were eliminated, as was one of the factory Ferraris. Then the remaining works Jaguar met trouble, leaving the outside-chance representatives of Scotland and Belgium to keep the flag of Coventry flying. Despite the all-out efforts of Stirling Moss and Peter Collins, two of the world's greatest drivers, that immaculately prepared blue car, so capably driven by Ron Flockhart and Ninian Sanderson, kept the Feltham machine at bay. Some years ago the Mercedes-Benz come-back was seriously threatened by a lone Talbot, driven by the late Pierre Levegh. Unhappily, victory was snatched from the light blue car, mainly owing to the fatigue of its gallant driver, who rather unwisely did not hand over to his partner. In the big long-distance sports car events of today, it is very rarely that privately entered cars can out-pace factory machines, yet the success of Ecurie Ecosse at Le Mans has proved that it is possible to do so, given a certain element of luck. However, what contributed mainly to that unexpected victory, was really first-class preparation, backed by the experienced pit management of David Murray. All too often races have been thrown away by slipshod pit work, feeble race control and sloppy preparation. It is to be hoped that all the sports car and formula teams which will represent Great Britain abroad this season will be supported by an efficient off-circuit organization, and a good strong boot to kick out of the pits the people whose names are not on the list posted up by the team managers, a precaution practised by such successful "chefs d'equipe" as Alfred Neubauer, Lofty England and John Wyer. Many well-meaning people crowd the pits area during a race, but in the majority of cases, they merely hinder the work of the pit-staff. Even their very presence can be a source of extreme irritation and team managers cannot be blamed for adopting strong measures to have them removed, if they are unwilling to leave when requested politely to do so. Worst offenders are usually friends of the entrant who sometimes unwisely invites them in to obtain a better view of the race in progress!

### OUR COVER PICTURE

**DESERT DUEL:** The final round in the United States National Sports Car Championship of 1956, held over 105 miles at Palm Springs, the Californian desert resort, was marked by a gripping race-long duel between Carroll Shelby and Phil Hill in 4.9- and 3.5-litre Ferraris respectively. Shelby's margin of lead in the picture is approximately that by which he eventually won!



**MOOTED:** motor racing on the Isle of Wight. Two possible circuits have been suggested and the matter is under consideration by the local authorities.

**NEW** small-capacity cars will shortly be announced by Peugeot (850 c.c.) and NSU (350 c.c.).

**WEARY** of a six-hour enforced delay at London Airport, Ecurie Ecosse drivers Ron Flockhart and Ninian Sanderson managed to achieve the P.A. microphone. Startled travellers heard imitations of airliners taking off, and references to "tea for the peasants is now being served", before the Scotsmen were cut off the air. All was forgiven when the plane took off for Buenos Aires.

**NANCY MITCHELL** has been appointed motoring correspondent to *Vogue*, in succession to Margaret Jennings, formerly Margaret Allan of Brooklands and Bentley fame.

**IT** is proposed to institute the "Ken Wharton Memorial Trophy", to be awarded annually to the best all-round driver of the year, based on performances in trials, rallies, sprint events and races.

**MAX TRIMBLE** has taken delivery of the ex-Ecurie Ecosse Jaguar D which broke the lap record at Spa last year. He will be racing the car in all major events in this country and also hopes to take in a few Continental events, perhaps the Spa and Rheims 12-hour races among them.

**ITALY** is to have its own Formula 2 Championship this year. An Italian Ladies' Speed Championship is also projected.

**EXTRACTS** from Sheila Van Damm's forthcoming book, *No Excuses*, are now being published in *John Bull* under the title of "Woman at the Wheel".

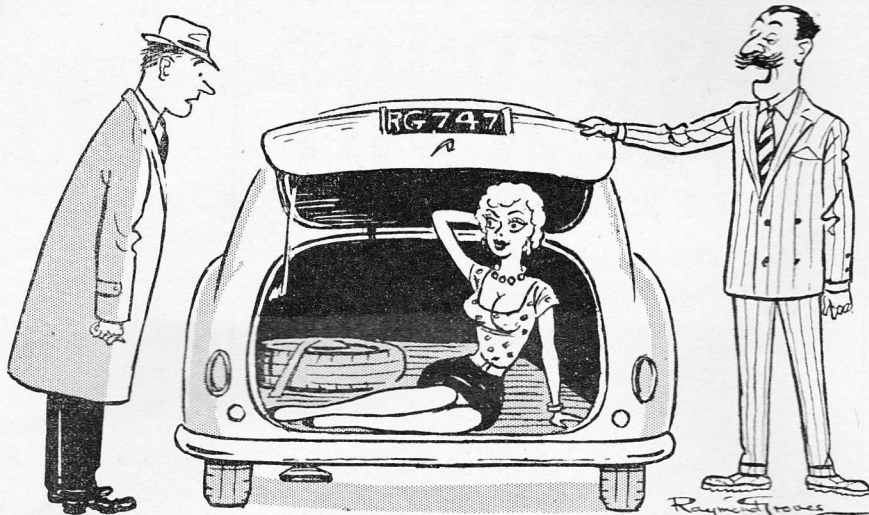
**THE** film, *Britain Goes to Monte*, by Christine Bruce Productions, starts an indefinite run at the Leicester Square Theatre, London, on 24th January.

**FANGIO**, pleased with the performance of the Maserati at Buenos Aires, now seems agreeable to come to terms with the Modena concern for the remaining *grandes épreuves*. One condition is apparently that compatriot Carlos Menditeguy is also signed up.

**A** SCHEME for a British Formula 2 Drivers' Championship has been submitted to the R.A.C. by the proprietors of *The Autocar*, thus following AUTOSPORT's lead in establishing similar Championships for Formula 3, and for Series-Production sports cars.

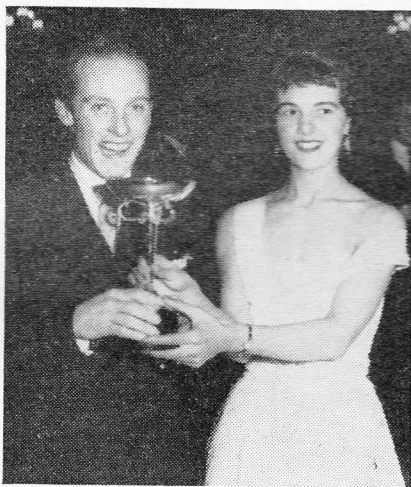
**NEWS** from Syracuse: Stirling Moss will drive a Vanwall in the Formula 1 G.P. there in April. Full team, subject to confirmation, will comprise Moss, Schell and Tony Brooks. Rob Walker is taking his F2 Cooper along for the Formula 2 race, as, probably, are Team Lotus, with Mackay Fraser, Allison and probably Colin Chapman to drive the new single-seaters.

**THIS** year's Sestriere Rally will include speed/regularity tests at Imola, and speed tests on the Modena, Castelfusano and Monza circuits.



"Our usual little demonstration that there's plenty of room for your baggage."

## PIT and PADDOCK



FIRST RECIPIENT of the Lotus Club's John Coombs Lotus Trophy for the most meritorious performance of the year by a private owner, was Peter Ashdown, who received the cup from Hazel Chapman at the Club's recent dance.

**FOUR** new titles in the Fortnight Holiday Guide series have been published by Percival Marshall and Co., Ltd., 19-20 Noel Street, London, W.1. Added to the already long list are "A Fortnight In Bavaria", Holland, Portugal and Provence. Each retails at 5s. a copy and they are available at all bookshops.

**THE** Moroccan driver André Guelfi is leaving Casablanca for Paris. He is to drive officially in the Gordini team.

**SCOTCHLITE** reflective tape is now available in silver for use on the front bumpers of cars. Like the red, it costs 5s. for a 24 x 1 in. strip.

**NEW** appointments at Solex: Bill Graham to be Sales and Service Manager; Jock Findlay, Chief Service Engineer, and Colin Dennell, Commercial Manager.

**ALAN ROBERTS** has resigned as Publicity Manager of Daimler, his place being taken for the time being by the Car Sales Manager, G. J. Long.

**D.B. PANHARD** will be running again in the Sebring 12 Hours, with much modified chassis and new suspension.

**SPAIN** will have its own National Rally Championship this year, based on the results of six major Spanish events, including the Iberian in October.

**THE** Special Builders' C.C., in conjunction with AUTOSPORT, has organized displays at two South London cinemas, commencing 20th January, in connection with the J. Arthur Rank film *Checkpoint*. At the Gaumont, Streatham, photographs of well-known Formula 1 cars will be on show, while the Gaumont, Peckham, will have photographs of specials and production sports-racing cars. At each cinema a competition is also to be run, in which the prize will be a year's free subscription to AUTOSPORT.



NEW publicity appointments at B.M.C., noted below, have promoted (left to right) G. B. Ashton, J. J. Field and W. Oldfield.

**UNDER** Reg Bishop, General Publicity Manager of B.M.C., several new appointments have been made. S. A. C. Haynes becomes Austin Publicity Manager, and J. J. Field Publicity Manager of the Nuffield Organization, while W. Oldfield is to be Branch Manager of the Nuffield Press, Ltd. Deputies to Mr. Haynes and Mr. Field respectively are R. C. Harrison (Press Advertising, Austin) and G. B. Ashton (Press Officer and Magazines, Nuffield Organization). S. V. Haddleton continues as Home Advertising Executive for Nuffield products, and R. W. Barnes is in charge of B.M.C. films and Nuffield photographic services.





**BODIED BY SCAGLIETTI:** The latest 3½-litre V12, twin o.h.c. sports Ferrari, seen incomplete, and in its undercoating, at Modena. With 360 b.h.p. under the bonnet, a speed of over 185 m.p.h. is expected.

#### TOJEIRO IN 1957

JOHN OGIER is now in partnership with John Tojeiro and intends to field a team of cars in the coming season. Production is well under way on the first three, two with dry-sump Jaguar D engines and embodying many improvements on the 1956 car, and one with an 1,100 c.c. Climax power unit, this to be driven by the Rolls twins, George and John. The first D-engined car will be finished shortly, and tests are expected to begin early next month, while in recent trials, many well-known drivers tried the 1956 Tojeiro-Jaguar. Dick Protheroe will be taking the wheel of one of the two new cars and will be responsible for engine tuning. The second driver has yet to be nominated.

## SPORTS NEWS

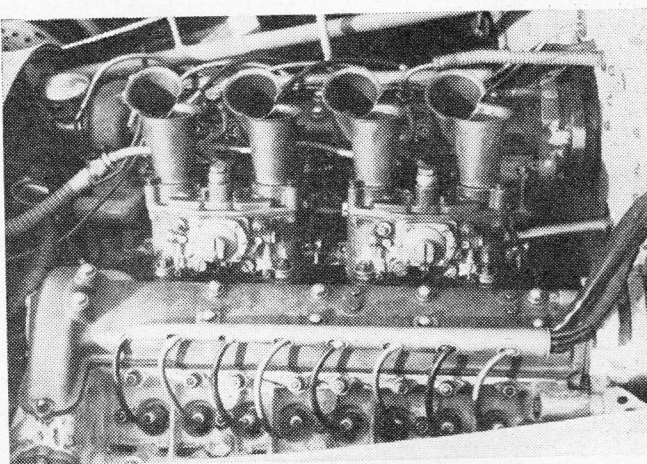
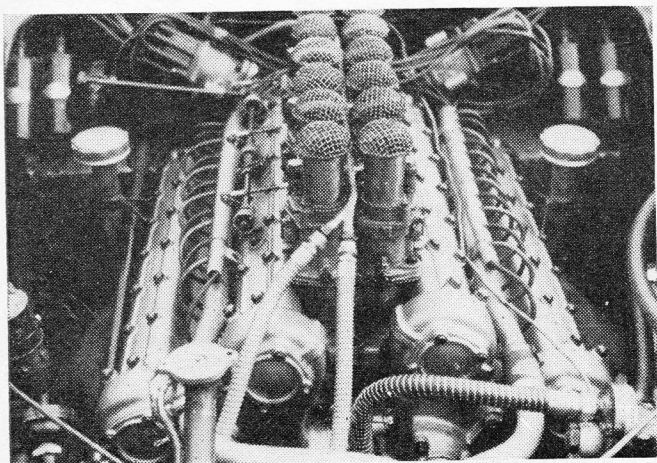
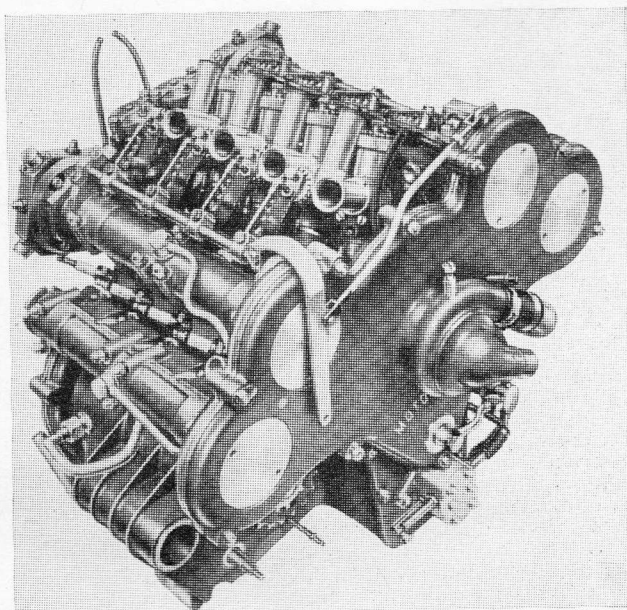
#### 1957 ASTON MARTIN TEAM

ROY SALVADORI, Tony Brooks and Noel Cunningham-Reid have signed contracts with David Brown to drive in the Aston Martin team for 1957. Roy Salvadori, who amongst other successes last season finished fourth in the Sebring 12 Hours race with Carroll Shelby, is in the team for the fifth successive year. Tony Brooks, who made his entrée into "big" sports car racing with the Aston Martin team in 1955, is included for the third consecutive year, while 26-year-old Noel Cunningham-Reid joins the team for the first time, having first raced in 1955 with a Lister-Bristol and having driven last season for the works H.W.M. team. Other drivers, to bring the Aston Martin équipe up to full strength, will be announced later.

Preparations are being made for a full season's racing in 1957, with the possibility of entering such sports car championship events as the Nürburgring 1,000 kms., Le Mans, the Rheims 12 Hours and the Swedish G.P., in addition to International events at Silverstone, Aintree and Oulton Park.

**THERE'S ENGINES—AND ENGINES!**  
On the right is the amazing 44 mm. x 41 m.m., 500 c.c. 90 degree V8 Guzzi racing motor-cycle engine—how would it fare in a Formula 3 car? Output is some 70 b.h.p. — at 12,500 r.p.m.! (Below, right) Another V8—this time of 2½ litres. It's the G.P. Lancia-Ferrari unit, with revised carburation arrangements in which the four Solex instruments are inclined inwards. 18 more b.h.p. has been found between 4,000 and 7,000 r.p.m., giving greater but more even acceleration.

★



(Left) This potent-looking package is the latest 3½-litre V12 Ferrari sports engine, as used in the car depicted above. Again Solex carburettors are employed, and it attains its 360 b.h.p. at 9,000 r.p.m.



## GRAND PRIX OF ARGENTINA...

## FANGIO HEADS MASERATI 1-2-3-4

Moss Makes Record Lap at Buenos Aires — Only Two Ferraris Survive

**W**ORLD Champion Juan Manuel Fangio (Maserati) won his fourth successive Grand Prix of Argentina last Sunday on the Buenos Aires autodrome. Runner-up was Jean Behra (Maserati), the "Trident" also occupying third and fourth places in the hands of Carlos Menditeguy and Harry Schell respectively. Fangio won at record speed, but his existing lap figures were beaten by Stirling Moss (Maserati), who stopped early on with a broken accelerator pedal.

The Maserati success was remarkable in that seven started, and all seven finished! Surely a unique achievement

**HIS FOURTH!** (Right) Juan Manuel Fangio in the latest type Maserati with which he won last Sunday's G.P. of Argentina, and took a lead in the 1957 World Drivers' Championship. Fangio won this race in 1954 for Maserati, in 1955 for Mercedes, and in 1956 for Ferrari!

**ALL PALS TOGETHER:** (Below) A cheery practice group at Buenos Aires: (l. to r.) Stirling Moss, Carlos Menditeguy, Froilan Gonzalez and Jean Behra. Gonzalez shared the first Ferrari to finish with de Portago.



in the annals of Grand Prix racing! Of the seven Ferraris, including six works cars, only three finished. Apparently clutch trouble was rife.

Practice times resulted in Moss being fastest with the figures of 1 min. 42.6 secs. (137.275 k.p.h.)—one-tenth of a second below Fangio's best 1956 figures. Second best was Fangio (1 min. 43.7 secs.), then Behra (1 min. 44 secs.), Castellotti (1 min. 44.2 secs.), Collins (1 min. 44.6 secs.), Musso (1 min. 44.8 secs.) and Hawthorn (1 min. 44.8 secs.). Thus the starting grid was as follows:—

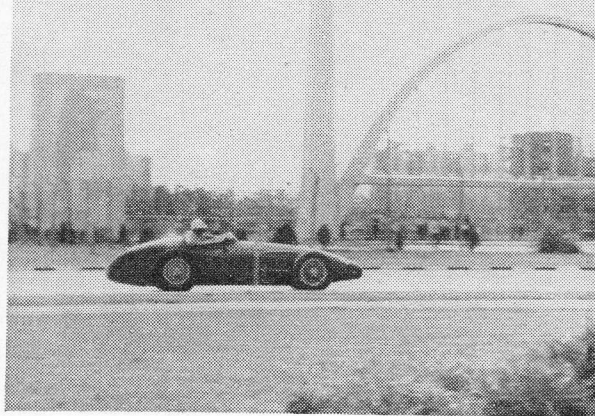
Castellotti (Ferrari)	Behra (Maserati)	Fangio (Maserati)	Moss (Maserati)
Hawthorn (Ferrari)	Musso (Ferrari)	Collins (Ferrari)	
de Portago (Ferrari)	Gonzalez (Ferrari)	Schell (Maserati)	Menditeguy (Maserati)
Piotti (Maserati)	Bonnier (Maserati)	de Tomaso (Ferrari)	

Behra shot into the lead, followed by Castellotti who managed to out-accelerate Fangio, with Collins in fourth place. Collins closed up and passed Fangio, but Castellotti could not get in front of the flying Frenchman. Stirling Moss was soon out of the reckoning—with a broken accelerator pedal.

For nine laps Behra held the lead. Castellotti went out with a slipping clutch after being taken by Fangio. Peter Collins went in front, with Fangio stalking Behra relentlessly—just waiting till he judged the time ripe to dispute the

issue. Around lap 20, Fangio caught and passed Behra, then seven laps later the World Champion took a lead he was never to lose. Collins fell victim to clutch trouble, and his car was eventually nursed into sixth place by Perdita, and then Von Trips. During his run, Collins set up a new lap record, but this was beaten by Stirling Moss, who eventually lowered Fangio's existing record to 1 min. 44.7 secs. (81.58 m.p.h.). Out of the running, Stirling had nothing to lose, but managed to gain a valuable championship point.

Jean Behra never relinquished his



second place, and Fangio's friend Menditeguy held third position in front of Harry Schell. Gonzalez handed over a failing Ferrari to "Fon" de Portago, who brought it in to fifth place. Hawthorn had clutch trouble and retired. Musso was also a casualty. Joakim Bonnier drove well to finish seventh—his first *grande epreuve* for Officine Maserati.

(Fully illustrated report will appear in a forthcoming issue.)

## Provisional Results

1. Juan Manuel Fangio (Maserati), 100 laps in 3 h. 0 m. 55.9 s., 129.740 k.p.h. (80.62 m.p.h.).
  2. Jean Behra (Maserati), 3 h. 1 m. 14.2 s.
  3. Carlos Menditeguy (Maserati), 99 laps; 4. Harry Schell (Maserati), 98; 5. Gonzalez/de Portago (Ferrari), 98; 6. Perdita/Collins/Von Trips (Ferrari), 98; 7. Bonnier (Maserati), 95; 8. Stirling Moss (Maserati), 93; 9. de Tomaso (Ferrari), 91, 10. Piotti (Maserati), 90.
- Fastest lap:** Moss, 1 m. 44.7 s., 134.496 k.p.h., 81.58 m.p.h. (old record, Fangio, 1 m. 45.3 s.).

THE WORLD CHAMPIONSHIP  
Positions after G.P. of Argentina

	Pts.
1. Juan Manuel Fangio (Maserati) ...	8
2. Jean Behra (Maserati) ...	6
3. Carlos Menditeguy (Maserati) ...	4
4. Harry Schell (Maserati) ...	3
5. José Froilan Gonzalez (Ferrari) ...	1
Alfonse de Portago (Ferrari) ...	1
Stirling Moss (Maserati) ...	1
8. Cesare Perdita (Ferrari) ...	½
Peter Collins (Ferrari) ...	½

Von Trips shared with Perdita and Collins, but did not complete minimum of 30 laps.

## NEW ZEALAND GRAND PRIX...

## REG PARNELL (FERRARI) WINS

**T**HE tragic death of Ken Wharton, following the accident when his 3-litre Ferrari overturned during the sports car race, cast a heavy shadow over the Auckland International meeting at the Ardmore circuit in New Zealand last week-end. The Grand Prix of New Zealand, run to *Formule Libre*, was won by Reg Parnell after a great struggle with Peter Whitehead, both driving 3½-litre-engined Super Squalo Ferraris. The pair circulated at high speed for lap after lap, until at last Parnell managed to draw slightly away. Whitehead returned to the attack in the final stages of the 120-lap, 240-mile race,

getting within 3 secs. of his rival when the chequered flag went out for Parnell. Third came the Australian Stan Jones in his G.P. Maserati, and fourth was the New Zealander Ross Jensen, driving a Ferrari for the first time. The sports car race was won by "Bib" Stillwell in his D-type Jaguar, which just "pipped" Jack Brabham's 1,500 c.c. Cooper-Climax at the finish. A full report of the Auckland meeting will be published shortly.

## Provisional Results

**New Zealand G.P. (120 laps, 240 miles):** 1. R. Parnell (Ferrari), 3 h. 7 m. 55.7 s. (approx. 76.6 m.p.h.); 2. P. N. Whitehead (Ferrari), 3 h. 7 m. 58 s.; 3. S. Jones (Maserati); 4. R. Jensen (Ferrari).





## KEN WHARTON

THE news that Ken Wharton had lost his life as a result of an accident during a New Zealand road race came as a shock to his many friends. I have known Ken for close on 20 years, from the time he competed with a super-charged Austin Seven at Donington Park. He was recognized as the greatest all-round driver of the present time, a maestro of trials, rallies, hill-climbs, an above-average Grand Prix conductor, and a skilful sports-racing car man. Dogged perseverance and genuine engineering skill brought him to the public notice, and, in his trials days, he was virtually invincible mainly due to an almost uncanny ability to produce the exact driving technique for particular sections. Again, he was an undoubted master of the eliminating test. I accompanied him as passenger in the first R.A.C. Trials Championship, in which he vanquished rivals who had been competing practically every weekend. Then who will ever forget the occasion when, after a complete absence from the sport, he constructed an A40 Austin-engined special, with which he once again trounced the opposition? In his three appearances, he won the Championship three times.

Ken was a natural for International rallies, winning the Lisbon event no less than three times, and also being victorious in the "Tulip". In speed hill-climbs he had a remarkable record of successes, both with Cooper and E.R.A. Studying carefully the methods of the

bergmeisters Raymond Mays and Hans Stuck, it is fairly safe to say that he eventually surpassed the achievements of both, incidentally winning the R.A.C. Championship four times, and breaking innumerable course records. Probably the most recurring heading in AUTOSPORT was "Wharton Does it Again!"

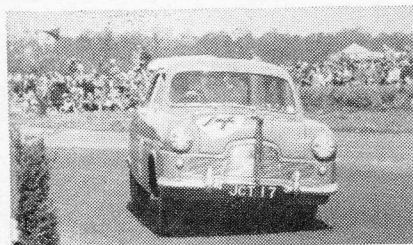
He turned his attention to Formula 3 to gain experience in circuit events, but was only moderately successful in this class. In sports car racing Ken's deeds with a Frazer-Nash soon brought his name to the notice of formula folk, and he eventually became a member of the B.R.M. team, driving that difficult 16-cylinder machine with great aplomb. He was a tremendous admirer of Raymond Sommer and of Juan Manuel Fangio. The latter was keenly interested in Wharton's career, and offered him much valuable advice. At Albi in 1953, he initiated him into the art of ultra-high-speed cornering. Ken was a willing pupil, but, unfortunately, Fangio went into one bend even quicker than he normally does—which is very rapid indeed. Wharton, following behind, tried to keep up, but came completely unstuck. By some near-miracle he landed in a ditch, from which uncomfortable position he obtained a perfect view of his B.R.M. completely disintegrating as it somersaulted at about 150 m.p.h.

His experience with the Vanwall at Silverstone in 1955 was even more frightening, the car bursting into flames after crashing, and Ken escaping with burns. These incidents only made him more determined than ever. So soon as he was fit, Ken was at the wheel at the earliest possible moment, rather like the fighter pilot who, after baling out, is encouraged to go up right away.

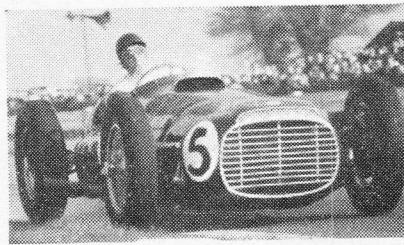
In production car events Ken could always be counted on to supply the surprise element, and the public will not readily forget his fantastic drives with Daimlers, Austins and Ford Zephyrs. He was a member of the Jaguar team in 1955, and was also associated with the Swedish driver Joakim Bonnier, driving his Disco Volante Alfa Romeo on one or two occasions. In fact, it is almost impossible to estimate the number of different makes Ken drove during his career. I can name Austin, M.G., Alfa Romeo, E.R.A., B.R.M., Maserati, Ferrari, Frazer-Nash, Cooper, Daimler, Ford, Jaguar, Aston Martin, for a start, but there are probably far more.

Yes, indeed, the yellow overalls will be sadly missed from the circuits. The 40-year-old driver from Smethwick had a very large following in this country, and many a timid schoolboy had his day made when he went home from a race meeting with "Ken Wharton" scrawled in his autograph book.

GREGOR GRANT.



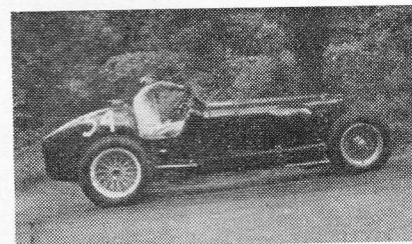
Production car racing in a Ford Zephyr at Silverstone.



Driving the old V16 B.R.M. at Goodwood in 1954.



WHARTON THE VERSATILE: Winning the Trials Championship in an Austin A40 Special.



Hill-climbing at Shelsley in a 2-litre E.R.A.



Driving a Ford Pilot in the 1951 Monte Carlo Rally.



Sports car racing with a Frazer-Nash in the 1953 British Empire Trophy race.

## LOTUS REGISTER

IT has been decided to compile a Lotus Register giving details of every car of this marque in existence. The eventual aim is to collect sufficient information for a publication based somewhat on the same lines as the Bugatti Book.

However, a book of this sort entails a great deal of research and although it is hoped that it will be possible to contact everyone concerned, all Lotus owners are asked to co-operate by sending details of mark, registration and chassis numbers, make and capacity of engine, colour of bodywork and any notable successes achieved, to Nicholas Syrett, "Newlands", Spinney Hill, Addlestone, Weybridge, Surrey.

F. H. HAYWARD, for the last eight years export manager of Romac Industries, Ltd., The Hyde, Hendon, has been appointed general sales manager to the company.



## JOHN BOLSTER DISCUSSES THE TOPIC OF THE MOMENT—

# FUEL ECONOMY

NOR unexpectedly, I am getting a lot of letters about fuel economy, and so I propose to save time and postage by writing a short article on the subject. As a good deal of advice has been given from all sorts of quarters, it would, perhaps, be helpful first to consider what driving methods and engine modifications should be avoided for fear of causing damage.

The first of these is coasting in neutral, and with some forms of transmission the results can be disastrous. Preselective gearboxes come in this class, and no car with an E.N.V. or Wilson box of this type should ever be coasted, even for the shortest distance. Such vehicles should not even be towed, except with the top gear clutch engaged. The sparking plugs can, of course, be removed to reduce the load, but the best bet is to take off the propeller shaft altogether.

Then, there are gearboxes which incorporate an oil pump, usually driven from the input end of the box. During coasting, the pump doesn't turn, and oil circulation ceases. Such transmissions as the Alvis all-synchronized four-speed unit come in this class. Most modern gearboxes can be coasted safely for short distances, but at moderate speeds. The reason is that the bearing in, for instance, a constant-mesh second speed wheel need only be designed for a low rubbing speed in normal use. Its biggest duty is in idling when the car is driven fast on top speed, but it is then turning at only a small difference in revolutions from its shaft, which is in any case revolving in the same direction. During high speed coasting, with the engine switched off or ticking over, this bearing may wear rapidly or even seize. Since petrol rationing started, this trouble has been keeping the service departments busy.

Another method to use with discretion is weakening the mixture. Now, your carburettor manufacturer will supply you with the necessary needles or jets for this purpose, and he will generally avoid giving you anything that can weaken the mixture to the danger point. The one thing to remember is never to drive the car fast when the weak setting is in place. You must revert to the standard jets before even the shortest speed burst. Unfortunately, side-valve engines tend to be extravagant of fuel, and are also the most easily damaged if run too weak. In the case of a side-valve engine, I don't say that you might damage it by driving it hard on a weak mixture; I say that you definitely will damage it—period!

If the mixture be weakened to the point where spitting or popping back occurs, the fuel consumption will be increased instead of reduced. So will it if the inevitable reduction in performance goes too far, and makes frequent gear changing necessary. If you have a camshaft with a great deal of overlap, and visible blowback occurs at the carburettor, some elementary form of ramming pipe or inlet extension will hold the loose fuel until it can be inspired.

For those cars with a direct top gear, it pays hands down to use the *prise directe* all the time, if possible. No gear drive, however well made, can be 100 per cent. efficient, and to eliminate two pairs of pinions from the transmission must be beneficial. The "all-indirect" box demands a different driving technique.

Obviously, its top speed is not as efficient as in a direct drive, but its other gears are better placed. In other words, only one pair of pinions is involved on all forward ratios. It is still beneficial to avoid high engine revs., but one does not hang on to top speed until the last gasp.

A type of indirect drive that requires examination is the overdrive. There is no such thing as a gear transmission, however well engineered, which is free from loss. Thus, some mechanical wastage must take place, but it is quite small in the best examples. I have carried out some tests, and have found that in the case of large-engined cars, one may make an almost spectacular saving of petrol with an overdrive. This is because a petrol engine is very inefficient when running fairly fast on a small throttle opening—the mechanical losses are high and the thermal efficiency low. Thus, the overdrive is abundantly worthwhile for the car of 2 or 3 litres capacity. I have tried overdrives on 1-litre engines, and have come to the conclusion that the extra expense is not justified, at all events in this country. Free-wheels, whether incorporated in an overdrive or not, give a form of coasting that frees the gearbox bearings from all load, and are therefore a most excellent arrangement.

It must, at this point, be emphasized that there is nothing illegal about coasting or free-wheeling. As nobody drives very fast during petrol rationing, and properly maintained brakes are as essential now as in happier times, the loss of engine braking will not worry any competent driver.

Although thermal efficiency and the reduction of mechanical friction are in the minds of most drivers, the losses occasioned by wind resistance are some-

times forgotten. Any cyclist knows that air drag may be markedly reduced by correct body posture, and that this makes an appreciable improvement in speed, even at 20 m.p.h. A sprinter finds that relatively tight-fitting clothes make all the difference, and that a sloppy sweater is a powerful brake. All of which proves that aerodynamics must never be neglected, even at low speeds. Certainly, a car travelling at 50 m.p.h. uses more petrol if it has wind brakes festooned all over it.

These wind brakes may not amount to much singly, but put it this way. Take a car with a well-designed frontal treatment, and then completely blur its shape with a vulgar display of badges, a row of extra lamps and horns, and a pair of those large external driving mirrors that I dislike so much. It needs little imagination to realize that the odd pint of petrol will be needlessly squandered in pushing that lot through the air, for a Christmas tree is not the ideal streamlined shape. Older cars, with separate mudguards and a vertical radiator, are fundamentally thirstier, but the frontal area may even so be usefully reduced by temporarily removing those huge P100 headlamps.

Tyres and suspension play their part, too. In the days of electric broughams, when a fully charged battery was only good for 30 miles, a great deal of research was undertaken to find the tyre that caused the least drag. In general, a smooth surface was better than a bold tread, but the cheaper tyres, with thin and flexible walls, were greatly preferable to heavier wear. Then, as now, excessively low pressures caused extra drag, but there is only a small gain if the normal pressure is exceeded. Soft suspension is an advantage, for it takes power to fling a heavy car up and down,

### WARNING

**DURING** this period of enforced fuel economy, certain devices are being offered which are actually harmful to an engine. Do not, under any circumstances, fit any "high-frequency" or "high voltage" contraption to your ignition. The ignition system has been designed as a whole, and any such "converter" must increase the loading.

It has been known for half a century that an oiled plug may often be made to fire by disconnecting the lead while the engine is running, and holding the end a short distance from the terminal. The high voltage built up before the spark leaps the gap will rupture the dirt between the plug points, but this same high voltage will cause premature failure of the coil and distributor. These devices are only spark gaps, and are no better than the improvised gap I have described.

"Extractors", "boosters", and the like, for attachment to the exhaust pipe, are useless. Do Mercedes-Benz or Ferrari fit them? "Water injection" does nothing to increase the power—quite the reverse—but where detonation is present, the water acts as an internal coolant, and

has been used for this purpose on supercharged racing cars and early paraffin tractors. But, it is absurd to talk of "steam power", for the heat required to evaporate the water is taken away from the heat of combustion in the cylinder. Thus, no power gain is possible.

Extra air devices will certainly improve economy by weakening the mixture, but by tuning the carburettor you can get identical results. Where distribution is bad, a distribution rectifier will give an improvement. If the manifold is too cold and gas velocity low, almost any obstruction, such as a piece of gauze or crumpled wire netting, will help to break up the drops of petrol and get them back into the airstream. Do not touch those devices which have a revolving "propeller", for far too many engines have been ruined when the rotor has come adrift and been sucked into the cylinder.

Before spending your money, ask yourself this question: "Why do the manufacturers of the best cars, who are always striving to improve their products, never fit any of these gadgets to their vehicles?" ... and echo answers, "why?"

JOHN V. BOLSTER.



and that power originates at the petrol tank.

For the rest, one should avoid thick oils in gearbox and final drive, while certain additives demonstrably reduce friction, particularly during the warming up period, when the power loss in the transmission is relatively enormous. The engine must be kept in good shape mechanically, have equal compressions in all cylinders, and the ignition system should be frequently checked. The sparking plugs must be beyond reproach, of course, but the contact breaker gap and the advance and retard mechanism are more often a cause of heavy fuel consumption. A really badly maintained

engine may use as much as double its proper fuel ration!

High compression engines make the best use of their fuel, as long as actual detonation can be avoided. It is wrong to assume that multiple carburettors are wasteful, in fact, one of the best cars I ever owned for petrol economy, size for size, was a four-carburettor straight eight. Kept warm and driven intelligently, the "sports" engine is often the best of the lot.

Finally, there are the alternative fuels. Calor gas works quite well, if you don't leave it turned on by mistake and blow up your garage. It is essential to keep

the cylinder and pipes relatively warm, as no gas is evolved at low temperatures.

I have had a vast amount of experience with producer gas plants, and a good one is ideal for a long journey. The plant is expensive and enormously heavy, an old-fashioned car of at least 3 litres capacity being the best vehicle to carry it. I had one on a Rolls-Royce that would touch 55 m.p.h. and go from Kent to Birmingham on 1 cwt. of anthracite, but corrosion made frequent repairs necessary.

Then there is paraffin or T.V.O., which needs bags of heat to vaporise it, a low compression ratio, and don't tell the police I said so!

## TOURING IN A D-TYPE!

*C- and D-Type Jaguars Now  
Fully Road-Equipped*

JAGUAR CARS, LTD., can now supply the D-type in full road trim, with proper doors, full-width screen, wipers, hood, modified seating accommodation, trim, and so on. The machine has been homologated by the F.I.A. as a series-production sports car, and is thus eligible for the AUTOSPORT Championship in its revised form. It should certainly prove to be one of the fastest road cars on the market.

Modifications can also be undertaken to existing C types to meet series-production regulations. These include, of course, doors, trim, hood, windscreen and accessories. The road-equipped C-type has also been homologated by the F.I.A., and is also eligible for the AUTOSPORT Championship.

Full specifications of both types will shortly be published in AUTOSPORT. The introduction of these machines will probably entail revision of classes for the next Championship series.



*C-TYPE: (Above) Gillie Tyrer's modified C-type, one of the first machines of this type to be rebuilt as a road-equipped sports car.*

*PROTOTYPE (below) of the road-equipped version of the D-type which has been developed from the successful Le Mans-winning machine.*





# CASE HISTORY OF THE

The Evolution of a Famous Italian Racing Marque

## Part 6

# MASERATI

By NORMAN SMITH

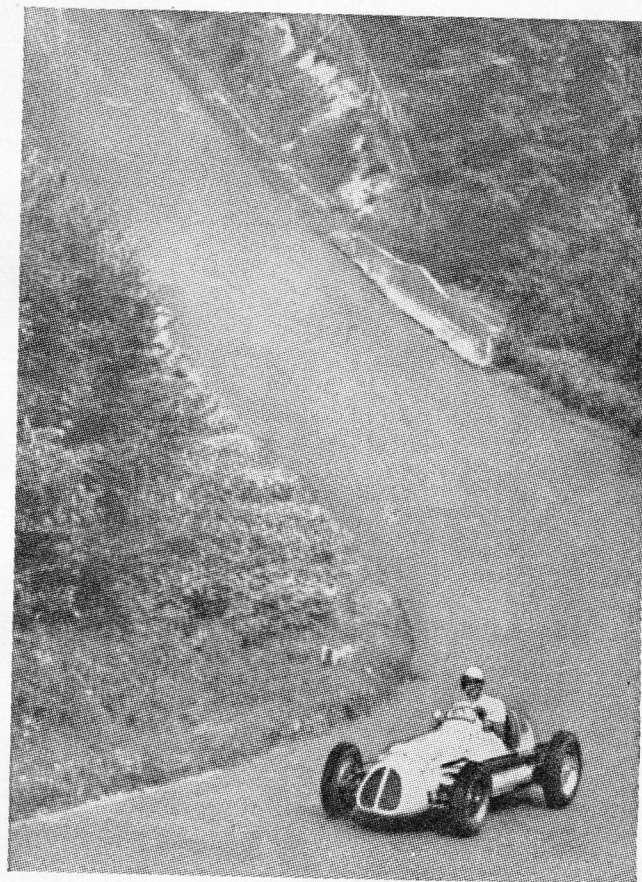
THE demise of Formula 1 racing, by a combination of circumstances no one could really have foreseen, and the wholesale swing-over to Formula 2 for the majority of the 1952 World Championship schedule, left Maserati without a suitable machine for the new regulations. The old 1947/48 A6G sports car was too under-powered, and too overweight, to compete on level terms with such projects as Ferrari's new four-cylinder, being launched for 1952. In consequence of this, Signor Orsi commissioned Ing. Massimino to prepare a car to fit the Formula 2 regulations, Massimino utilizing, as his starting point, the A6G six-cylinder engine. The factory then contracted Juan Manuel Fangio, Froilan Gonzalez and Felice Bonetto as their drivers, but although an entry was made in the Grand Prix d'Europe at Spa, no works Maseratis were actually seen racing until the Gran Premio dell'Autodromo at Monza, on 8th June, 1952. Here the full team ran, and Maseratis promptly lost their leading driver for the rest of the year, for Fangio "did a Trautman" on his neck when he overturned his car on the second lap, an accident which was almost inevitable as he had raced a B.R.M. at Dundrod in Northern Ireland the day previous, starting in the Monza race with no practice and no rest after an all-night dash to the Italian track.

The Maserati name was not, however, absent from the early 1952 races, for Enrico Platé so modified his "San Remo" models that he had them running in Formula 2 trim in the Gran Premio di Siracusa in March. To do this, Platé removed the blowers, cut inches from the chassis, and bored out the engines, and in their first few races the Platé-Maseratis, as they were known, were almost on the fringe of race-winning class, Baron de Graffenried in particular doing consistently well. His placings from seven F2 races were: Syracuse, retired; Pau, sixth; Marseilles, third; Silverstone International Trophy, third; Swiss G.P., sixth; Aix-les-Bains, third,

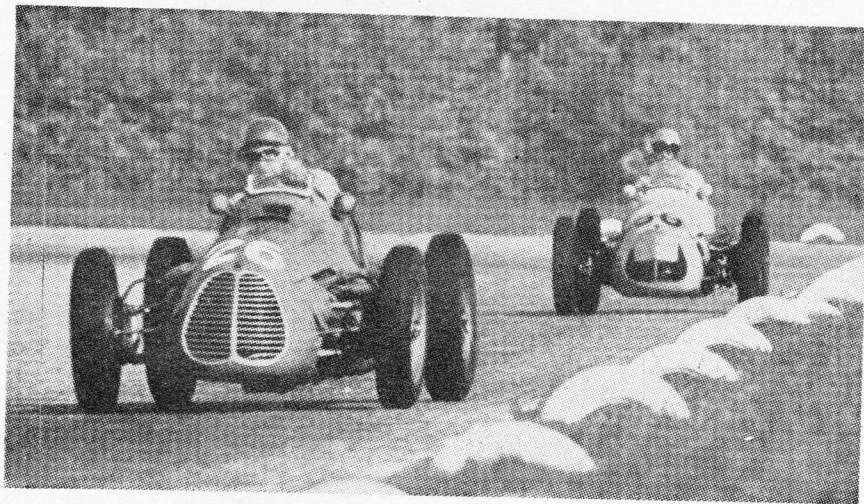
and Comminges, fifth, after which the new cars came into use and the Platé-Maseratis (drivers Harry Schell and Nello Pagani were team mates to the Swiss) more and more outmoded, the year finishing with the machines thoroughly breathless. They had, however, in many ways fulfilled a useful stop gap for both Platé and for Maseratis, until the time that the 1952

car could be got ready for serious competition. When this car was ready the factory nobly maintained their tradition of selling to private owners, by letting the first of the cars go to a Brazilian team, the Escuderia Bandeirantes, who ran Bianco and Cantoni in many of the 1952 Grands Prix. Legendary wheel-winding "Phi Phi" Etancelin had the honour of giving the first Bandeirantes

**BRAZILIAN IN GERMANY:** (Right) Heitel Cantoni of the Escuderia Bandeirantes cornering during the 1952 German G.P. at Nürburgring in one of the first 2-litre, six-cylinder Formula 2 Maseratis.



**ARGENTINIAN IN ITALY:** (Below) Froilan Gonzalez, who split the Ferraris in the 1952 Italian G.P. at Monza with his 12-plug A6GCM Maserati, leads Bianco in one of the Bandeirantes cars during his epic drive.



car its racing début, taking part in the French Grand Prix at Rouen on the day that he was installed as a Chevalier of the Legion of Honour. This ceremony fittingly took place before racing started, Etancelin being, of course, not only a popular driver but a native of Rouen.

Technical details of Maserati works cars have rarely been constant for long, and the Bandeirantes six-cylinder models were out of date by Italian Grand Prix time, when the works trotted out a 12-plug version of the same car, the Tipo A6GCM. Gonzalez, Bonetto and Rol (Fangio was still *hors de combat*) comprised the Maserati official team and in support was the Bandeirantes pair plus two Platé-Maseratis. Major impact of the race was made by Gonzalez who almost beat the Ferrari trio by himself, the Maserati "half full" tank strategy just failing in its purpose, allowing Ascari's Ferrari just sufficient free time



to relegate the Maser. to second place. How close the two were to equality that day is seen in their equal fastest laps of 116.61 m.p.h., and in the small difference of 62 secs. only, in over 300 miles of real "cut and thrust" Grand Prix racing.

This near-equality by Maserati to the then "top dogs" was slowly and gradually eliminated until the Belgian Grand Prix of 1953 revealed quite clearly that the "Trident" had finally overhauled the "Prancing Horse" in respect of speed and performance, if not of reliability. Before that desirable state of affairs came about, the Maseratis of the Italian Grand Prix had many racing miles to cover, and in the final 1952 Grand Prix (at Modena) one week after Monza, Gonzalez again nearly upset the apple-cart, a very unfortunate baulking incident in the closing laps of the race costing him victory—or so many people believed at the time. Villoresi (Ferrari) took the flag in his stead, but only yards ahead, a discrepancy that might equally well have been in the Maserati's favour.

So 1952 closed, unlike 1951, with Maserati in a strong position, serious contenders to all and sundry. Massimino's six-cylinder car with its 75 mm. x 75 mm. 170 b.h.p. motor in a tubular chassis not dissimilar to the older 4CLT/48 model, was clearly a challenger in 1953, when, once again, F2 was to predominate.

Whilst the 1953 version was being readied for the season by Ing. Colombo and Bellentani, the 1952 cars were sent to the South American races for Fangio (once again fit), Gonzalez and Bonetto to drive. The expedition failed to achieve as good results as they had hoped, however, Gonzalez alone getting into the first three in the Argentine Grand Prix. A total of three mechanical retirements from six starts was most discouraging, but on returning to Europe, the cars were sold. Again, true to tradition, the first new 1953 Maserati went to a private owner, Enrico Platé, sponsor of de Graffenried, and with it the Swiss won on his first appearance, at Syracuse, a fluky victory undoubtedly, but none the less a victory! This Platé car was based on the Argentine model Maserati, although it was new, and the 1953 works machines, when they turned out at Naples for their début, were newer still, though with many points in common with the 1952 type. Outwardly they looked different, being sleeker, lower and longer, and inwardly there were many minor detailed changes, such as in the engine dimensions (76 mm. x 72 mm.), and in the suspension system.

From their first appearance the Maseratis, principally in the hands of Fangio and Gonzalez, "got" amongst the Ferraris with a vengeance. At Naples, Zandvoort, Spa, Rheims, Silverstone, Nürburg and Berne the Scuderia Ferrari had always to fear the Maserati team, and at Spa, in particular, Fangio and Gonzalez ran away from Ascari quite easily. Eventually Ferraris were vanquished by the "Trident" in the Italian Grand Prix, when Fangio's Maserati won an amazing race, entering the last

corner of the last lap in third place and coming out, to win, in first. Such an inconclusive victory was ill-deserved, for Maserati had thoroughly earned this one day mastery over their rivals, but it would have tasted much nicer if that sensational last lap "shunting exercise" involving Ascari, Farina and Marimon (Maserati) had not happened, and Fangio had won in a less argument-raising fashion.

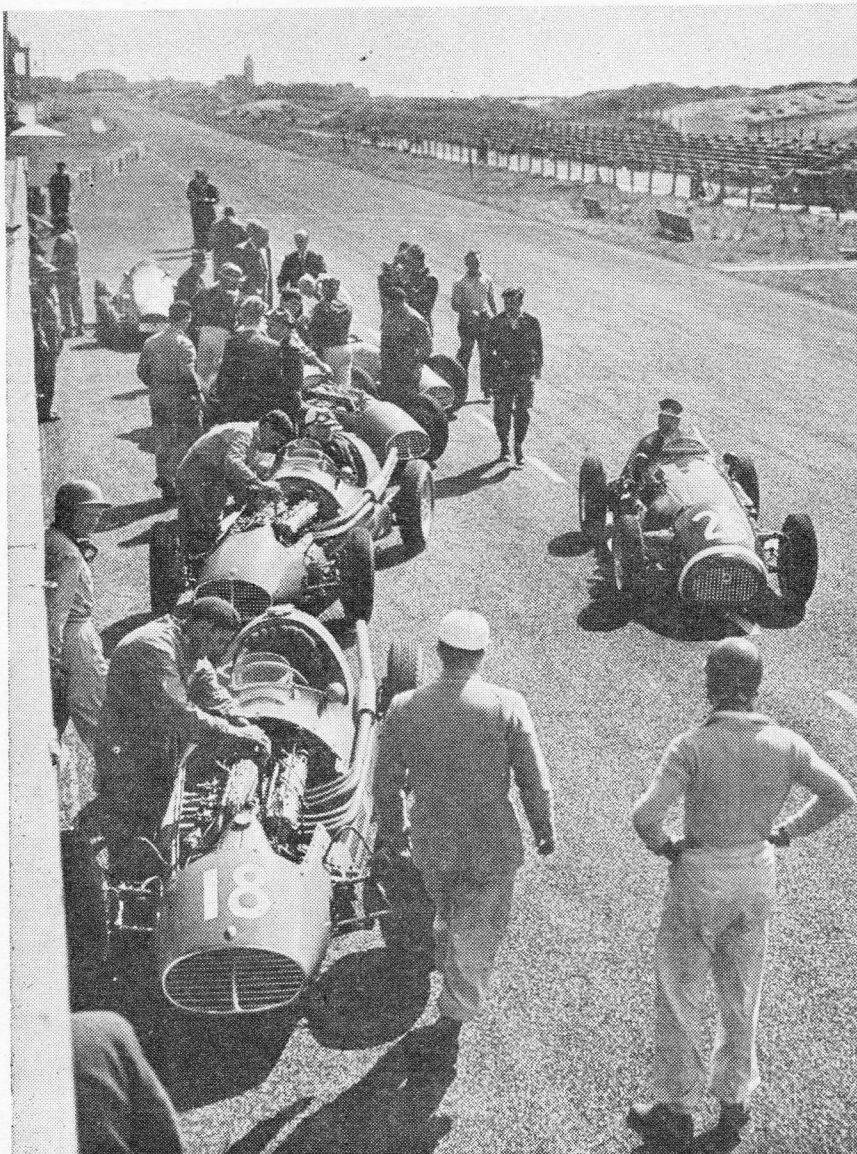
That Monza victory was the marque's one major win of the year, but places and fastest laps were not at all uncommon, and in the lesser important Grands Prix and hill-climbs even a few wins were scored. Besides Syracuse de Graffenried gained two neat wins at the Easter Goodwood meeting, and B.T.D. at Freiburg (Germany), Fangio won the Vue des Alpes hill-climb in Switzerland and the Modena Grand Prix, and Bonetto collected the best time in the Pontedecimo-Giovi hill-climb.

Ignored by the factory for a year or two, sports car racing was once again embraced into their field of activities for 1953, a special team of three 2-litres being prepared for the Mille Miglia. To all intents and purposes these were two-seater F2 cars with all-enveloping bodywork, this method of turning a G.P.

car into a sports machine having always been an Italian art. Maserati's 1953 Mille Miglia team composed Giletti, Mantovani and Musso as No. 1 drivers, and though Musso led the class for 750 miles it was Giletti and Mantovani who impressed most by finishing, Giletti being sixth and Mantovani 10th in the general classification. Giletti, who was first in the 2-litre sports class, had as his co-driver Bertocchi, who, it may be recalled, was also co-driver to Tuffanelli in 1931 and 1932, and to Bianco in 1935 when Maserati won the 1,100 c.c. class!

After this promising start the sports Maserati promptly gained second and third in the Targa Florio (Giletti and Mantovani/Fangio), first at Caserta (Mantovani), first in the Giro dell'Umbria (Musso) and second in the Pescara 12 Hours race (Mancini/Dalcin). Excellent as these sports car performances were, Maseratis were truly considered as manufacturers of G.P. machinery, and with the end of Formula 2 finding Modena such a shining star, the general belief was that 1954's new formula would find their 2½-litre machine a winner.

They had their 1954 G.P. challenger ready in such good time that the works  
(Continued on page 88)



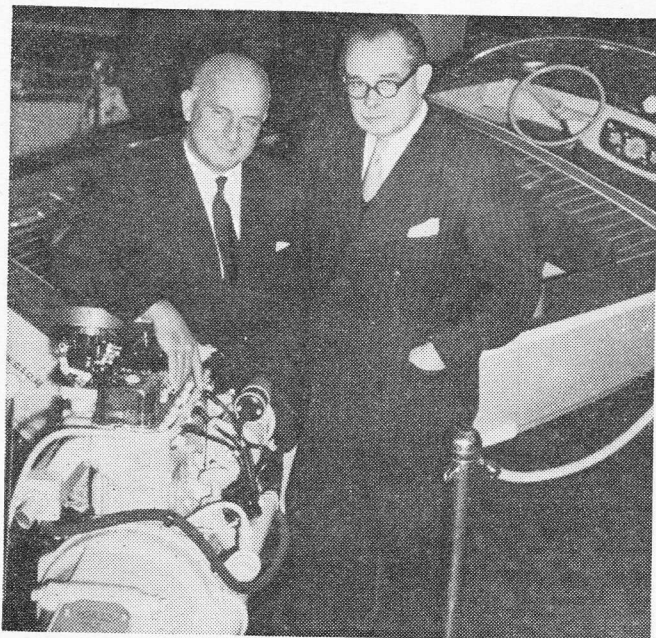
**MORNING PRACTICE:** A fine photograph, featuring the Maserati team lined up at Zandvoort for practice before the 1953 Dutch Grand Prix. Coming in on the right is McAlpine's Connaught.



# No Brakes!

**A Land-Lubberly Look at the  
"Daily Express" National Boat  
Show, which closed last week-end  
at London's Olympia**

by **STUART SEAGER**



★  
*HEALEY activities include the production of sports boats, largely for export to America. Here is Donald Healey (left) with one of the Austin-Healey marine engines and Brian Scanlan, director of the firm building the hulls.*

**A**FTER tramping for only a very few miles around the halls and galleries of Olympia, we realized that there is a marked and fundamental difference between the Motor Show and the Boat Show—apart, of course, from the fact that one shows motor cars and one shows boats. What impressed us was that at the Boat Show, of the thousands of visitors who flock through the turnstiles and of the trade representatives on the stands, the vast majority seem to know something about the subject. They are in direct contradistinction to their opposite numbers at Earls Court, which latter venue is invaded annually by a uniquely ill-informed public, composed largely of small boys collecting leaflets (any leaflets) and old ladies wondering what this year's colour schemes are for the dear old Dingbat Dinosaur; plus a large sprinkling of provincial visitors taking in the sights of London. The manufacturers know jolly well that anyone really interested in their cars would go along to a local dealer and try them out in comfort, having read up the technical gen in the motoring Press; and therefore man their stands with specially picked shock troops, whose principal job is to prevent the above-mentioned small boys from actually dismantling the exhibits.

Maybe it is because we are a "maritime nation" with generations of seafaring tradition behind us—not to mention the fact that most Englishmen secretly feel that the motor car is only

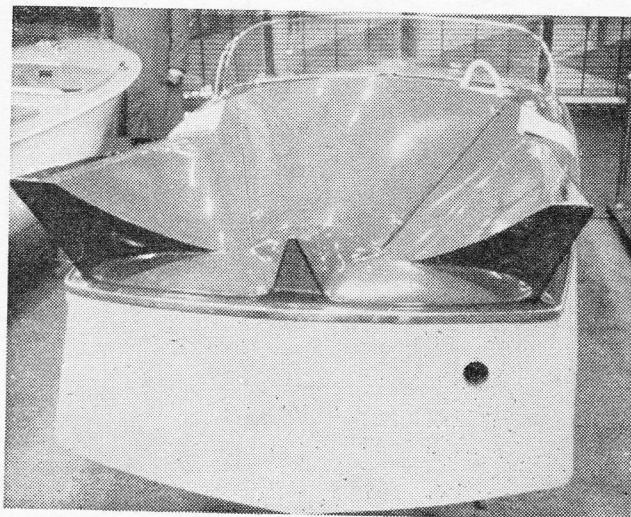
a passing fad, and that before long we shall revert to the horse and England will be great again—but as soon as we joined the thousands at the Boat Show we were aware that they were all At Home, and that Boats were something they Understood.

The fact is that a boat is an honest creature, and holds no secrets from those who would inspect it. Like an aeroplane, it has a supremely functional beauty, and needs no spurious clothing of sheet metal, bejewelled with

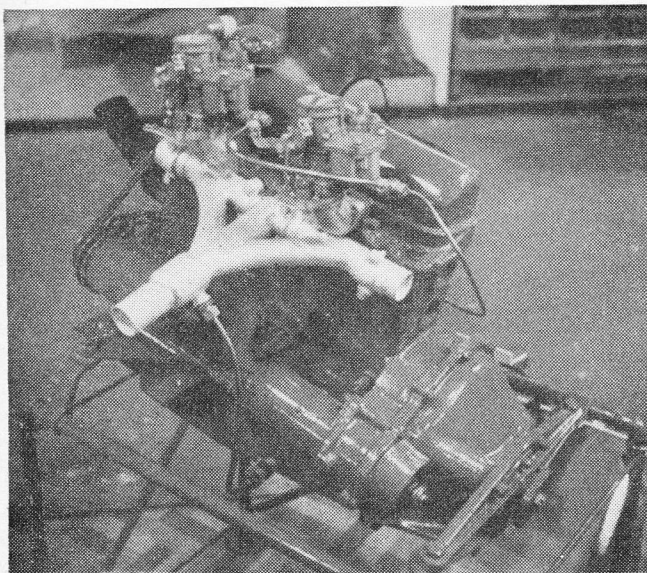
chromium plate to dazzle the eye, or pseudo-scientific sales-talk to dazzle the brain, of the prospective customer. It is a simple creature, and its virtues and vices are unhidden.

However, if when we first arrived we felt that we were ignorant strangers, we soon found familiar sights to make us feel a little more "in the picture". Fibreglass, for instance. The boat industry has gone for glass fibre reinforced plastics (that awful term) in a big way, and its use is rapidly revolutionizing the ancient craft of boatbuilding. It must be as significant as the adoption of large-scale press-work in the motor industry. Now, instead of the long and skilful process of constructing a boat carcass and then planking it, quite large yacht hulls can be moulded in just two parts, the shape, of course, being dictated solely by hydrodynamic considerations. Maximar Mouldings, for example, of Pulborough, Sussex, were showing a 16 ft. International 505 Class racing dinghy hull in this material. It was sleekly beautiful, and the bare shells are available, ready for fitting out, at £69, considerably cheaper than an equivalent wooden structure. All kinds of craft are now made this way, from

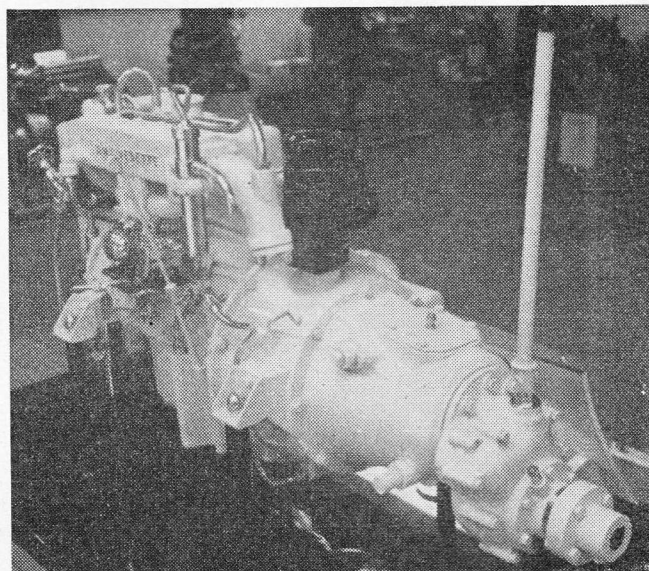
★  
*CADILLAC? No—just the latest thing in 'fibreglass-bodied speedboats by Wilberby Plastics. The power unit of this lively 13 ft. craft is our old friend, the 1,100 c.c. Coventry Climax. It is capable of nearly 50 m.p.h. and costs £749 10s. complete.*







DAGENHAM is the origin of the new-type Ford Consul engine, but Simmonds of Teddington showed their marine version with twin Solex carburetors.



COWLEY product is the B.M.C. Vedette engine based on the 950 c.c. A35 unit. Austin's would hardly recognize it in this form, which includes magneto ignition.

full-size launches and yachts to tiny dinghies, although the last-named, being smoothly and roundly moulded in pale greens and blues, look remarkably like the kitchen sink that some folk are alleged to go on boating holidays with everything except. All the same, they are extremely practical and durable.

Aluminium alloys are also much favoured for boats and their fittings, being resistant to corrosion, and Graham Bunn (Wroxham), Ltd., were showing a 13½ ft. four/five-seater outboard speedboat that was remarkably Lotus-like in construction. It weighs only 160 lb., is well suited to car-top transport and when suitably powered is capable of nearly 40 m.p.h.—quite a fair speed on water. Complete with all fittings—except the engine—it costs only £159, but the appropriate outboard motor alone can cost considerably more than

that! Boats generally seem remarkably good value for money and indeed are so, because for some curious reason, they carry no purchase tax. For instance, the centre-piece of the show is the 26 ft. ocean racer, *Atalanta*, designed by Uffa Fox and built by Fairey Marine by the latest "hot-moulded" processes for forming resin-bonded plywood. This impressive sailing craft, very fully equipped, with auxiliary motor and sleeping accommodation for six people—a veritable Bentley amongst boats—costs around £1,500.

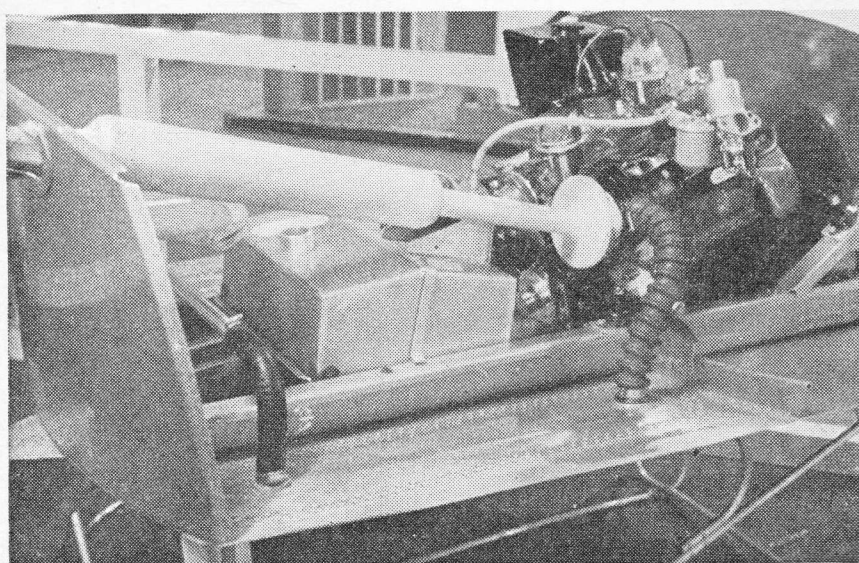
Of particular interest to an exile from motoring were the power units intended for marine use. Some of them have been designed at the outset for this purpose, but there are also quite a number which are adaptations of familiar car units. By far the most popular basis for such conversions is the amazingly

ubiquitous 1,172 c.c. Ford engine, but we also saw marine versions of old and new-type Ford Consul engines, and of various B.M.C. units, the 1,500 c.c. "B"-type being the most favoured. In case you did not know, there is a 1½-litre Austin-Healey, which is an adaptation of the Austin A50 unit by Healey Marine, Ltd., an associated company with Donald Healey Motors. The firm markets a range of sports motorboats, primarily for export, which use this 1,500 c.c. power unit.

On the B.M.C. stand there is a complete set of marine units, of which the two smallest are based on the 1½-litre B-type and the new 950 c.c. engine used in the Morris Minor 1,000 and the A35. It is quite surprising how much alteration has to be made before a car engine is suitable for installation in a boat. Cooling is, of course, quite different, water being generally taken from the sea or river, and after circulation, expelled via the exhaust system, cooling that too in the process. A much more powerful water pump is thus required. As engines are generally installed in confined spaces, oil temperature tends to rise and a larger sump is necessary. The normal gearbox and clutch are, of course, replaced by a simple forward-and-reverse gearbox, with a form of synchromesh engagement. To save width, the distributor is mounted on top of the gearbox, and there are non-battery versions available, which use magneto ignition. The starter and dynamo are in these cases dispensed with, and in any case the starting handle is raised to the level of the top of the engine by a chain drive. Ingenious is the system for draining sump and gearbox for, of course, the normal drain plugs are quite inaccessible in a marine installation. Instead, a kind of bilge-pump is fitted to the cylinder block, with pipes down to oil level and a two-way tap to select which reservoir is required to be pumped dry!

Other notable manufacturers of marine units are David Brown, who have a diesel unit based on their tractor engine, and Mercedes-Benz, with a range

(Continued on page 89)



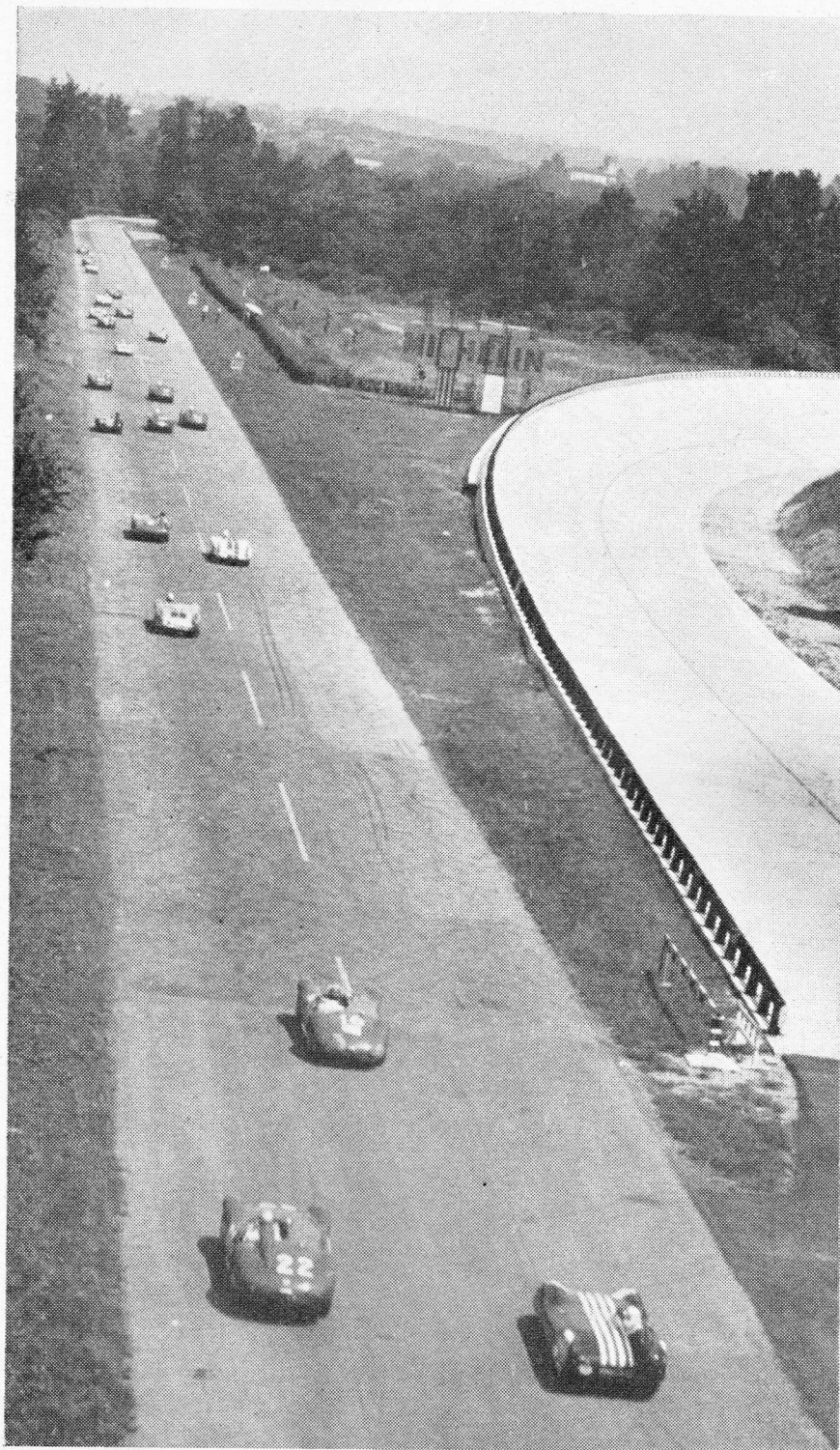
UNFAMILIAR surroundings for a familiar power unit. Albatross Marine, of Great Yarmouth, make light alloy speedboats powered by their own version of the Ford 100E engine. A single S.U. carburettor is fitted on a special manifold, the large sump is water-cooled and engine cooling is by a fresh-water circuit and cooling panels on the hull bottom.



SEASONAL SURVEYPART 3

# Sports Car Racing

World-Wide Popularity of this Class of Racing—A Disappointing World Sports Car Championship—British Coopers and Lotuses Shine



*MASS START of the Supercortemaggiore G.P., for 2-litre cars, run over 1,000 kms. at Monza, Italy. Distinguished by its striped finish is the 1,100 c.c. Lotus of Piper/Lund, sole British car, bringing up the rear. The race was won by Peter Collins and Mike Hawthorn in a Ferrari.*

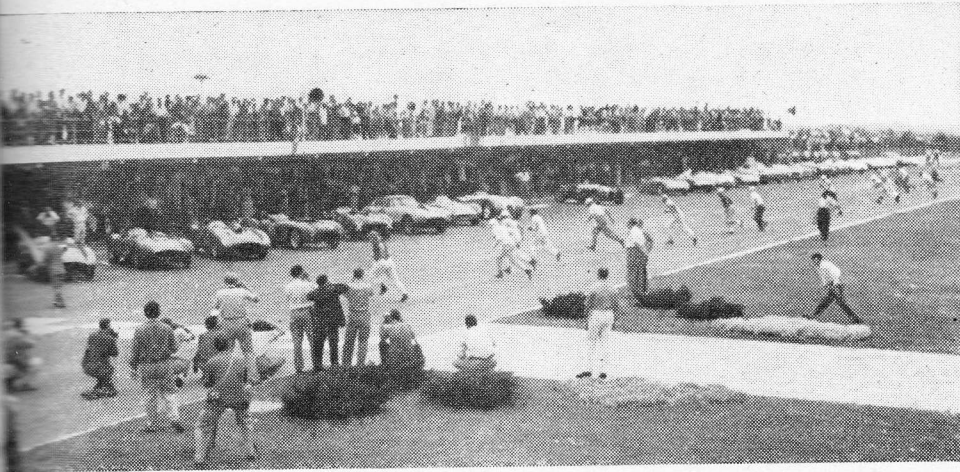
AN immediate impulse, on looking back to last season's sports car racing, is to add quotes to the word "sports". As they appeared in the average race, few of the Ferraris or Maseratis, Porsches or AWEs, Gordinis, Lotuses or Coopers, could in conscience be called real sports cars—if, by that term, we mean passenger cars of high, but tractable performance on the road, with full lighting equipment, weather protection, and other adjuncts to comfort. Better the term "sports-racing cars", for these vehicles, with their space frames, their multiple carburetters, and their gossamer-weight bodywork, are but bare shells of two-seater sports cars. Highly exciting shells, let it be admitted at once—verily projectiles—capable of approaching the performance and spectacular value of Grand Prix cars. Little wonder that the 1956 sports car racing calendar, with its wide capacity class variations, outweighs that of Formula 1 by nearly 5 to 1.

Yet while the class as a whole has thrived in 1956, the third World Sports Car Championship was disappointing, devolving into a half-hearted Ferrari-versus-Maserati tussle, watched indifferently by other manufacturers. Expense in producing suitable machines, and in chasing round the world to compete in qualifying events, was a deciding factor with potential supporters. With the much-to-be-lamented cancellation of the Dundrod T.T., and the Carrera Panamericana, only five events counted for the Championship. Le Mans, the greatest of the classics, was not included, since it did not comply with F.I.A. regulations this time, the A.C. de l'Ouest, still shattered by the 1955 catastrophe, drafting their own rules for production and prototype machines. Their prescience is reflected in the 1957 sports car regulations, which broadly follow those of Le Mans, 1956!

Opening round in the Championship, as usual, was in January's Argentine 1,000 kms. race at Buenos Aires, over part of what, in Peron days, was called the "October 17" circuit, combined with a section of the arterial road outside, and a large roundabout. Britain's Jaguars and Aston Martins didn't go, South America being an expensive distance away, but Ferrari and Maserati came in force. Ferrari fielded two formidable 4.9-litre V12-engined *bolidos* as their spearhead, plus a 3.5-litre "four", while Maserati had three 3-litre cars, monotonously similar to the rival Ferraris so far as bodywork went, but with six-cylinder engines beneath.

The Le Mans start was notable in that Stirling Moss was *not* first away, the young Belgian Gendebien getting off quickest, but in a race lasting 6½ hours, Moss and Carlos Menditeguy came through with one of the Maseratis to win. The V12 Ferraris were very fast, but both chewed up their rear axles, that of Collins/Musso when leading, and





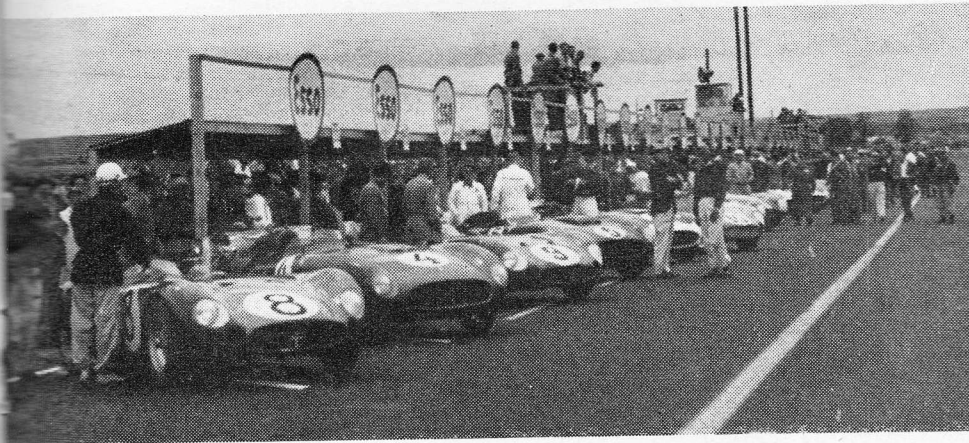
"LE MANS" STARTS in World Championship events: (Above) The Buenos Aires 1,000 kms. race, which opened the sports car season. It was won by Moss/Menditeguy in a 3-litre Maserati.

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(Right) The Sebring 12 Hours, in Florida, won by Fangio/Castellotti (Ferrari). The new Chevrolet Corvettes and several D-type Jaguars can be seen.

★

(Below) The Swedish G.P. at Kristianstad. Behra, Moss, Collins and Hawthorn can be seen in this picture. Winners were Trintignant/Hill in a Ferrari.



of Fangio/Castellotti when the former was gaining fast on leader Moss near the end. But Gendebien/Hill in the Ferrari "four" beat Gonzalez/Behra (Maserati) into second place. Peter Collins, new Scuderia Ferrari member, gave a hint of things to come by setting the day's fastest lap at a record speed of over 102 m.p.h.

Ferrari hit back in the second Championship race, the Sebring 12 Hours in Florida. This was an extremely interesting race, and American fans were in a fine flutter to see such a galaxy of world racing stars competing on their airfield circuit. Ferrari,

Maserati, Aston Martin, Jaguar, Porsche and Lotus were there, and so was an official team of Chevrolet Corvettes with 4.4-litre V8 engines. Driving in an Aston Martin this time, Moss did his real Le Mans stuff, spurring from 25th to seventh as the field got away. Thereafter he rapidly moved up amongst the leaders, getting between Hawthorn's leading fuel injection Jaguar and the Fangio/Castellotti 5-litre Ferrari.

Alas, time eliminated both the British challengers, the Aston with engine seizure, and the Jaguar with brake failure—a hard blow after Hawthorn/Titterton had led for over 6 hours.

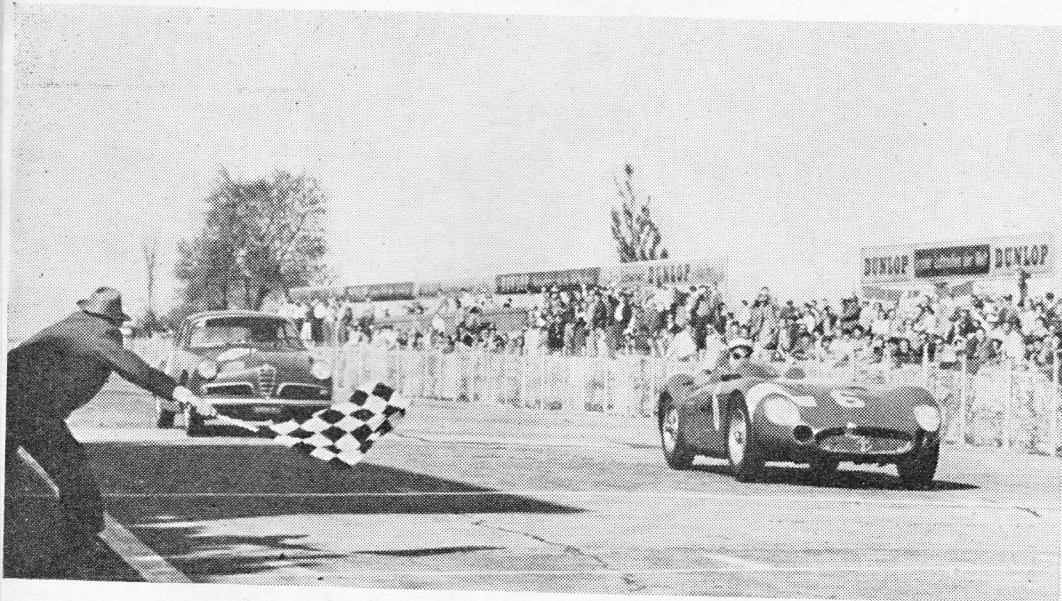
The Argentinian Menditeguy crashed his 3-litre Maserati, owing, it is said, to an over-zealous course marshal moving straw marker bales at a corner, and therefore upsetting drivers' lines. Colin Chapman, sharing an 1,100 c.c. Lotus, was unlucky, being disqualified for a technical breach when leading his class. Weather was hot, and the course a brute to tyres and brakes, Fangio/Castellotti finishing first despite total lack of the latter, with team-mates Musso/Schell second. It was good to see a D-type Jaguar third, that of 1955 Indianapolis 500 winner the late Bob Sweikert and Jack Ensley, while fourth were Salvadori/Shelby, winning the 3-litre class for Aston Martin. The best Maserati could do was fifth, by Behra/Taruffi, while the Herrmann/Von Trips 1½-litre Porsche won the Index of Performance. Best of

the promising new Corvettes, Fitch/Hansgen, was ninth, winning its class.

The 30th of April, 1956, was Eugenio Castellotti's great day. This ebullient Italian, who strives so hard to hold the masters, to such frequent detriment of his Ferrari's bodywork, came into his own in the Mille Miglia, easily the year's most gruelling race, run in pouring rain over atrociously slippery roads. Castellotti was driving one of the new V12, 3½-litre Ferraris. He led Taruffi (Maserati) through Verona, Padua, Ravenna and Rimini, but near Ancona, in pelting rain, met resistance by Graf Von Trips, comparatively dry and cosy in a 300SL Mercedes. Behind, Peter Collins, in an older four-cylinder Ferrari, was grappling with Riess in another 300SL, and farther back 1955 winners Moss and Jenkinson struggled along in an unhappy 3-litre Maserati. Their run ended abruptly when the car shot off the glassy road and finished up against a tree, uncomfortably close to a sheer drop.

Castellotti soon caught Trips again, and led through Rome. He led through Siena and Florence, and over the Futa Pass, perilously shrouded in heavy cloud; he led through Bologna, Piacenza, Padua, and tore to the finish at Brescia, soaked, weary, triumphant. Collins was second, Musso third, Fangio fourth, Gendebien fifth—all in Ferraris! 300SL Mercedes were sixth, seventh, eighth and 10th—an impressive production car performance, and Cagianca's fantastic little





*THE FLAG for Stirling Moss (Maserati), and for an Alfa Romeo Giulietta which came along at the right moment, in the Nürburgring 1,000 kms. race in Germany. The winning car was also driven by Schell, Taruffi and Behra.*

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*(Right) Runner-up at Nürburg was Juan Fangio (Ferrari), seen here just beating a Porsche into one of the Ring's innumerable corners.*

1½-litre Osca ninth. Best British make was M.G., Peter Scott-Russell/Tom Haig (M.G.A.) taking second place in the 1½-litre limited price open class. Nancy Mitchell/Pat Faichney in another M.G.A. were the highest placed all-woman crew, and Sheila Van Damm/Peter Harper (Sunbeam Rapier) were second in the special series class. Crashes were legion under the terrible conditions, poor John Heath crashing his H.W.M.-Jaguar near Ravenna, and succumbing to his injuries in hospital. Ronnie Adams (TR2) and Leslie Brooke (Austin-Healey) damaged their cars in off-course excursions, both retiring.

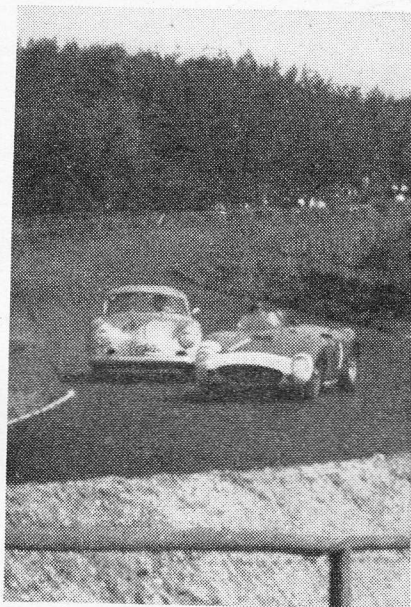
To Germany, then, for the Nürburgring 1,000 kms. race over the famous 14-mile circuit in the Eifel district. Aston Martin and Jaguar turned out, to meet the inevitable Ferraris and Maseratis in the main class. At flagfall Moss reached his car—a Maserati this time—first, while Peter Walker pitched headlong as he dashed to his Aston Martin, but it was Mike Hawthorn (Jaguar) who led the pack as they shot out of sight. Then Fangio passed the Jag., and Moss passed both to lead lap 1, while de Portago pranged his Ferrari spectacularly near the Karussell. Next Luigi Musso, trying to take Hawthorn, spun off at the South Turn, the Maserati overturning and breaking the driver's arm. Hawthorn was subsequently called in for a "ticking off" for passing cars on the offside instead of the nearside, which same "crime" was being per-

petrated repeatedly by other drivers, usually because slower cars would not move over.

Behra took over from Moss after 16 laps, but was back all too soon with a broken spring shackle. Ugolini lost no time in flagging in the Schell/Taruffi car, into which Behra hastily hopped, now behind the Fangio/Castellotti and de Portago/Gendebien Ferraris—the latter pair having taken over the Wharton/Hill car—all very confusing! Behra closed up on Fangio when the Ferrari halted for fuel, then handed over to Moss for the final battle, the stop costing the Maserati one minute. So now it was Moss-v.-Fangio, in a dramatic struggle. Stirling cut the Ferrari's lead remorselessly, and when Fangio tore in for a frantic few gallons of fuel, the race was settled in favour of Maserati, won by Moss, Behra, Schell and Taruffi, all co-victors!

At this stage, Fate "did the dirty" on two British cars. The Hawthorn/Titterton Jaguar, magnificently driven and holding fourth place, lost much time with a leaking fuel tank. Then Titterton took it back in the race, only to have a halfshaft break, losing a wheel, on the victor's last round. And on the same lap the Salvadori/Walker Aston Martin also cast forth a wheel, owing to breakage of the de Dion tube! The sole surviving British car, therefore, was the Collins/Brooks Aston, fifth between the amazing 1½-litre works Porsches of Trips/Maglioli and Herrmann/Frankenberg.

After that, despite Maserati's first place, Ferrari still had a 10-point advantage over them in the Championship. This rather defeated the object of the last round, the Swedish G.P., since Ferrari now could not be beaten. Nonetheless, both marques turned up in force at Kristianstad in August. A reshuffle of drivers found Von Trips, Hamilton and Hawthorn amongst the Ferrari men, while the Le Mans co-victors, Flockhart and Sanderson, were there with one of two Ecurie Ecosse Jaguars. Maserati brought along an interesting new 4½-litre V8, which Moss, Schell, Taruffi and Co. "batted" round during practice, not with any epic results, save for some sinister oil patches on the



*GREAT DAY FOR SCOTLAND: Ron Flockhart in the victorious Ecurie Ecosse D-type Jaguar, which he drove with Ninian Sanderson in the classic Le Mans 24 Hours race.*



circuit which served to account for its non-appearance in the race.

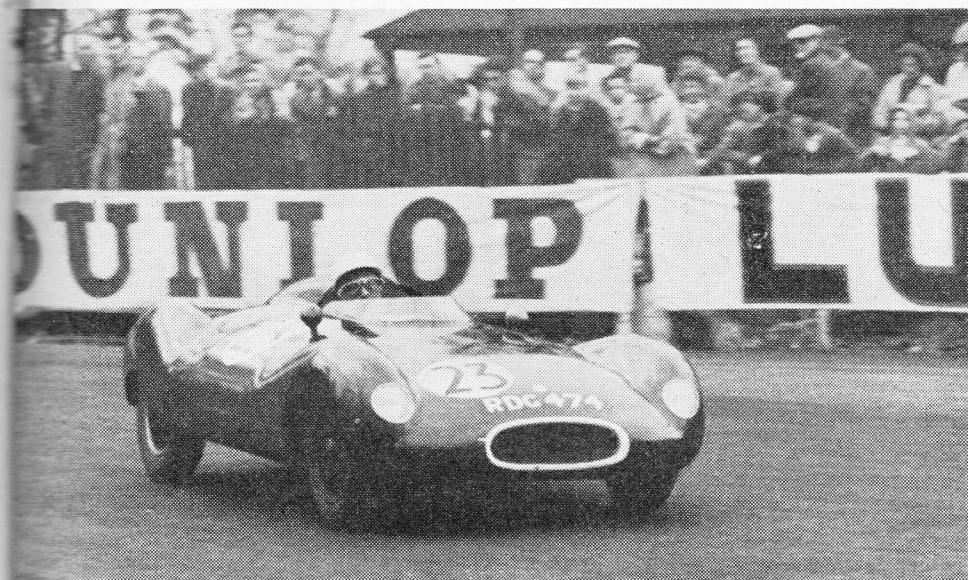
Much switching of drivers, as at Nürburg, brought bewildering confusion to onlookers in "the Swedish". Collins led Moss for 47 laps, then handed over to Gendebien, the car losing four places. Then Von Trips brought his Ferrari in, lying second, so Collins took that car over, while Moss's Maserati was passed to Behra, and Moss took over the Maglioli/Villoresi car. Next thing, Behra's Maser, caught fire at the pits. Godia's Maserati had already crashed, while Taruffi's had been eliminated early after a collision with Flockhart's Jaguar, so that when Moss's car blew up, the Maserati cup of woe was full!



TOP TEAM in the Sebring 12 Hours race was the American M.G.A trio, who won the team prize. Out of 11 teams theirs was the only one to survive the distance.

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THAT MOSS AGAIN: (Left) Stirling Moss during the British Empire Trophy race at Oulton Park. He won in a 1,500 c.c. Cooper-Climax from Colin Chapman (Lotus).



Whatever else happened after that, a Ferrari was bound to win. Both the Ecosse Jaguars had retired, and only the Jaguar of Peter and Graham Whitehead was still circulating, of the British cars. In the end it was Trintignant/Hill who won, with Collins/Von Trips second and Hawthorn/Hamilton third, all in Ferraris. The Jaguar was listed fourth, and two more Ferraris followed in. The upshot was the third consecutive Sports Car Championship for Ferrari, by a margin of six points over Maserati and 17 over Jaguar, a marque's best three performances counting. Porsche were fourth; remarkable for 1½-litre machines, Aston Martin a modest fifth, and Mercedes sixth with the 300SL closed model. Perhaps the inclusion of supplementary class championships might stimulate extra interest in this contest, which could certainly sustain a little "gingering-up".

The non-Championship sports car races of 1956 constitute by far the greater proportion, for from January to December there was always some activity somewhere. It all began way down in the Southern Hemisphere, at Auckland, New Zealand, where the irrepressible Stirling Moss, not satisfied with winning the New Zealand G.P. in his F1 Maserati, also carted off the Ardmore sports car handicap in a borrowed 550 Porsche, beating Whitehead's Cooper-Jaguar and Gaze's H.W.M.-Jaguar. This trio were the backmarkers, starting three laps behind, so Moss had to pass some 90 cars to get into the lead.

At Christchurch, N.Z., Tony Gaze in

the big H.W.M. did the winning, leading two Jaguars and the Kangaroo Stable Aston Martins. Coming nearer home, the Agadir race in Morocco fell to Maurice Trintignant in a works Ferrari, with Schell, Picard and Lucas, all Ferrari-mounted, following. Behra made the running, however, his 3-litre Maserati leading until his steering failed. Hard behind him was that somewhat wild Belgian, André Pilette, who enjoyed the briefest of leads, crashing on the same lap, and suffering a broken collar bone when his Ferrari somersaulted. He took fastest lap honours as some comfort.

"Trint" did it again, and Schell repeated his "second", at Dakar, where prodigious lap speeds were set up. Duncan Hamilton and Graham Whitehead went there with D-type Jaguars, and the British cars were said to be approaching 200 m.p.h. down the long straight. Schell and Trintignant duelled mightily, as they had at Agadir, crossing the line with but .8 of a sec. between them. Behra was third, making his challenge too late, and Lucas and G. Whitehead repeated the leaders' dash for the line, Lucas beating our man by .2 of a sec. Trintignant's average in the 3½-litre Ferrari "four" of over 123 m.p.h. makes Dakar the world's fastest sports car road race; while the fastest lap, shared by Trintignant and Schell, was at 125.47 m.p.h.!

The next event brought great news for Collins fans, when Peter won his first race for Ferrari, the 671-mile Circuit of

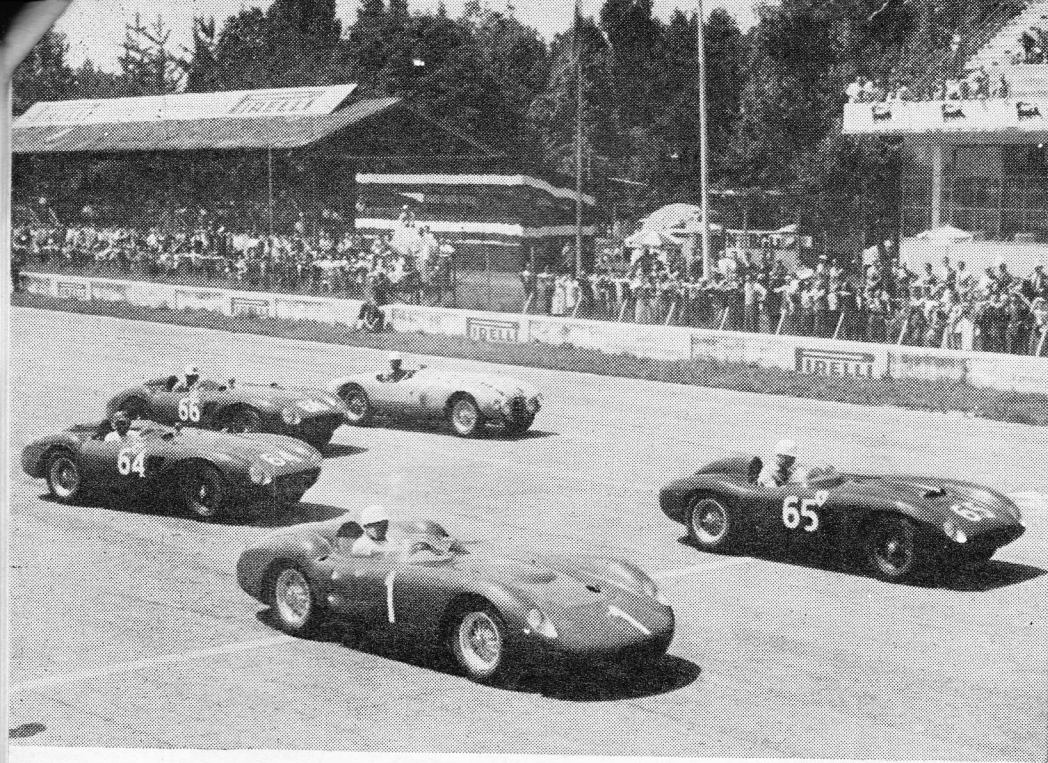
Sicily in April. Luck played its part, as he is first to admit, for Castellotti retired when leading, and Taruffi's 3-litre Maserati seemed all set to win when his brakes weakened drastically. At the finish, Collins sportingly handed his laurels straight over to Taruffi as "moral winner", but his own drive was masterly, nonetheless.

Britain's first major event of the season, the British Empire Trophy at Oulton Park, brought out our latest 1½-litre cars in force, all using the new 1½-litre version of the Coventry-Climax four-cylinder o.h.c. engine. Though the late Benoit Musy in a 3-litre Maserati made fastest lap, the "one and a half" made all the running. Colin Chapman won Heat 1 for Lotus. Heat 2, for the up to 2,700 c.c. cars, fell to Reg Parnell in the 2½-litre version of the Aston Martin DB3S, while Heat 3, for the big stuff, brought an exciting duel between Musy and Flockhart, culminating in victory for the Swiss in his Maserati. Clearly, from the handicap basis, the 1,500 c.c. cars had the best chance in the final, despite readjustments in favour of the bigger machines. Moss led for 12 laps, when Chapman passed him. Musy blew up, then Chapman spun, letting Moss through. Stirling was never caught thereafter, notching up one more win, with Chapman runner-up, Salvadori next, and the first of the large cars, Flockhart's Ecosse Jaguar, in seventh place.

At Aintree a week later, Roy Salvadori won a 30 mile unlimited sports car race for Aston Martin, leading two Jaguars home, while Chapman (Lotus) and Hawthorn (Lotus) jointly mopped up the up to 2-litre event, Colin taking the 1,100 c.c. class. Over at Monthéry the following Sunday, Duncan Hamilton beat several G.P. cars in the Prix de Paris with his D-type Jaguar, while two visiting 1½-litre AWEs from Eastern Germany won the 2-litre sports event in impressive manner.

They were due to come to Silverstone for the *Daily Express* meeting, but failed to turn up. Perhaps it was as





*THREE MAKES at Monza, at the start of the Supercortemaggiore G.P. Nos. 65, 64 and 66 are Gendebien, Collins and Schell respectively, with Ferraris, No. 1 is Moss (Maserati), while farthest from camera is Da Silva Ramos (Gordini).*

well for them, for it is very doubtful whether they could have approached the performance of the Coopers and Lotuses. Roy Salvadori was in cracking form, as was his Cooper, and this combination ran off with the 1½-litre race at an average of 95.13 m.p.h.—faster than the Grand Prix cars before 1955. Behind, Chapman fought, and won, a duel with Brabham (Cooper) and when the latter's gearbox failed, Leston and D. Taylor in Coopers moved up.

Salvadori won again in the over 1,500 c.c. race, this time in an Aston Martin. First lap was marred by a mix-up at Club Corner, wherein four possible victors—Titterington and Sanderson (Jaguars) and Parnell and Collins (Astons) were eliminated. Hawthorn (Jaguar) chased Salvadori until steering trouble put him out, after which a rather sedate Moss took up station behind the leader, ensuring a 1-2 win for David Brown, with Bob Berry third for Jaguar.

The following week-end Ninian Sanderson of Ecurie Ecosse won the Spa production car race for Jaguar, heading Reg Parnell's Aston Martin and Frère's Ferrari. On the same day Eric Brandon (Halseylee) scored at Helsinki, followed by Arthur Owen's Cooper. A week later, in Belgium, Benoit Musy (3-litre Maserati) beat Hamilton's D-type in the Frontières G.P. at Chimay—a race marred by four spectator deaths when Caillet's Maserati hurdled the safety ditch after colliding with Chris Threlfall's Tojeiro at a corner. Third home was Graham Whitehead (Aston Martin).

Two 26-lap events at the Whitsun Goodwood fell respectively to Colin Chapman (after a stirring scrap with Mike Hawthorn, both in Lotuses) and Bob Berry (Jaguar), who led Flockhart's and Titterington's Ecurie Ecosse cars home. That same busy week-end, Moss won the Norbury Trophy at Crystal Palace in his Cooper-Climax, followed by Leston (Cooper) and Graham Hill (Lotus).

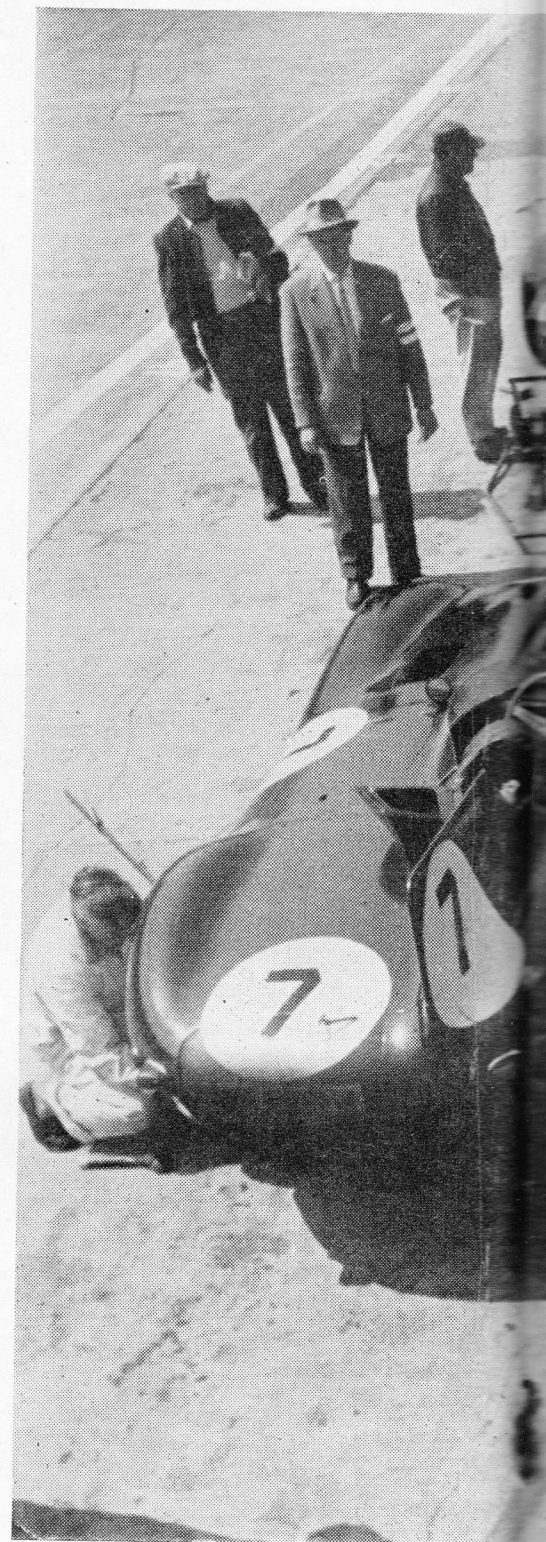
In the Mediterranean, Giorgio Scarlatti won the Sardinia Trophy in his 2-litre Maserati, this race being tainted by the treatment meted out to Joakim

Bonnier and Mackay Fraser, who travelled there with two cars, but were neither allowed to start, nor recompensed (so far) for their fruitless journey. In Sicily on 10th June came sensation, when Maglioli's tiny Porsche won the Targa Florio itself. True, the bigger Ferraris led initially, then had trouble, and Taruffi's 3-litre Maserati split its fuel tank, but the Porsche's pace was incredible, and mountain race expert Maglioli in fine fettle. Behind came Cabianca's 1,500 c.c. Osca, chased by the big cars—Taruffi's Maser. and Gendebien's crippled Ferrari! Cabianca was subsequently disqualified for race rules contravention, letting the others up.

Jean Behra and Louis Rosier jointly won the Montlhéry 1,000 kms. race in a 3-litre Maserati, followed in by Schell/Lucas and Trintignant/Picard in Ferraris. In Portugal a week later Roy Salvadori shook the Continentals up by winning the 1½-litre City of Oporto Cup in his Cooper-Climax from Porsche and Maserati opposition, while Reg Bicknell took third for Lotus. In the big car event, "Fon" de Portago won from Phil Hill, both in Ferraris, with Musy (Maserati) third.

Also cheering for Britain was the next event in the calendar, the Supercortemaggiore G.P. for up to 2-litre cars, over 1,000 kms. at Monza. Our drivers set the pace throughout. Peter Collins (Ferrari), who shared the wheel with Mike Hawthorn, pulling away into a good lead. Moss retired with transmission trouble on lap 1; and thereupon took over Perdisa's car, to finish second behind Collins/Hawthorn. Farther back, third, were Fangio/Castellotti, and fourth came Gendebien/de Portago, all in Ferraris. Sensational was the performance of the Villorosi/Maglioli 1½-litre Osca, fifth overall ahead of many larger cars. The winners averaged no less than 121.35 m.p.h.—in 2-litre cars!

At Aintree that week-end, an unlimited class 10-lapper fell to Salvadori's Aston Martin, leading the Jaguars of Titterington and Bueb, with Scott-Brown's Lister-Maserati fourth and 2-litre class winner.



At Rheims in the 12 Hours race, unlimited class, Jaguars won outright for the third year running, stressing their "hat trick" by occupying first four places. Winners were Duncan Hamilton and Ivor Bueb, followed by two more works cars and Flockhart/Sanderson in an Ecurie Ecosse entry. "Dunc" must have felt really good, for he went faster and faster, despite pit signals beseeching the opposite, finally leaving the lap record at no less than 118.13 m.p.h. The up to 1,500 c.c. 12 Hours saw Porsche first and second, but only after Moss





**ACTION AT THE PITS:** (Above) The Hawthorn/Titterington Jaguar is in for tyres and fuel, during the Nürburgring 1,000 Kms. race. Titterington has already refuelled. Beyond, mechanics are busy on one of the Maseratis.

★

(Right) Phil Hill jumps out of No. 4 Ferrari, and Olivier Gendebien moves forward, ready to take over when the mechanics have finished their work.

(Cooper) had retired and Mackay Fraser/Bueb in a Lotus had lost much time at the pits with various troubles.

Jugoslavia staged a motor race around that time, the Adriatic G.P. at Abbazia, the Italian veteran Franco Cortese winning with a Ferrari. Rouen came next, on that very fine Les Essarts circuit. There Aston Martin very nearly won, but Castellotti's Ferrari just had the legs of Moss's car. Actually, Behra seemed to have the G.P. in the bag for Maserati, but suspension trouble put him back to third place. The under 1,500 c.c. race produced a rousing 1-2-3 victory for Lotus, with Chapman, Allison and Schell heading the Porsches and Maseratis. Allison's car was only a "1100", moreover, scooping up that class as well for Hornsey.

While Maserati were sending Formula 1 cars to Silverstone for the British G.P., Stirling Moss had them pop a 3-litre sports car into the van as well, for the sports car supporting race. With it, he proved completely unassailable, easily winning the 25-lap event from Salvadori's Aston Martin, Titterington's Jaguar and Protheroe's Tojeiro-Jaguar. Over in France the following day, David Piper and Bob Hicks, in 1.1-litre Lotuses, brought off a neat 1-2 success at Sables d'Olonne in the 1,100 c.c. class, while Musy (3-litre Maserati) beat Loens's older 2-litre in the bigger car event.

Just how fast the "little 'uns" were becoming was accentuated around that time by Cabianca's striking victory in a 1½-litre Osca over Gendebien's Ferrari of twice the capacity, in that rugged affair, the Dolomite Gold Cup race. Maglioli drove the lesson home by getting third with his similar Osca. The Bari G.P. followed, bringing Moss's umpteenth 1956 victory. With a works 3-litre Maserati he led from start to finish, followed by that almost "eternal second", Jean Behra, in a 2-litre model, Perdida, Taruffi and Musy—all in Maseratis. Sixth was Hamilton (Jaguar) and eighth the late Ken Wharton, having his first real drive in a Ferrari.

Le Mans now loomed large in the public eye. The course had been extensively modified, as had the regulations. Full-width windscreens were compulsory, so were a passenger door, while body and seat dimensions were to be of a specified minimum width. A maximum of 34 laps had to be covered on 130 litres of fuel, and "prototype", as opposed to "production" cars, were restricted to 2½ litres maximum capacity. Gordini, Talbot, Ferrari and Porsche were there, but not Maserati or Mercedes. The race was sensational. The favoured works Jaguars were reduced from full three-car strength to one on the first lap, when Paul Frère spun in front of Jack Fairman in the Esses; Jack

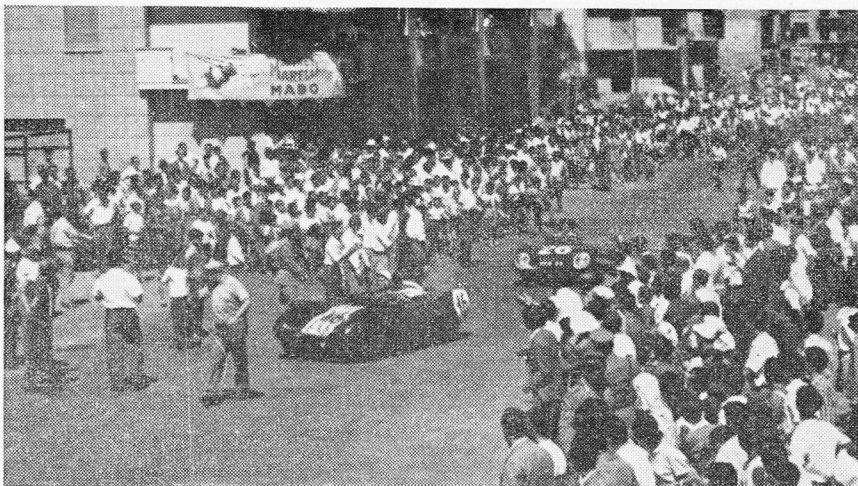




*SURPRISE for the Italians was furnished by David Piper and Bob Hicks in the Sila Cup race at Cosenza, when they took first two places with their British Lotuses in the 1,100 c.c. class.*

missed him, but had de Portago's Ferrari run into his own car. That left Hawthorn/Bueb in the lead with the fuel-injection Jag—until trouble with dirt in the injector filters sent it to the pits. Thereafter a grand David Brown v. Ecurie Ecosse battle ensued, with Flockhart/Sanderson and 3½ litres of Jaguar staving off the Moss/Collins 3-litre Aston Martin. Rain fell after two hours had passed, and Collins passed Sanderson, with the best Ferrari (Gendebien/Trintignant) third. The Hawthorn/Bueb Jaguar was now running properly, and began gaining ground, though hopelessly behind. Then the Flockhart/Sanderson Jaguar got ahead of the Aston Martin, while behind the Ferrari ran the Belgian entered Jaguar of Laurent/Rouselle. Rain fell again, stopped, then fell again, the new parts of the course proving terribly slippery. Peter Walker crashed at the Dunlop Bridge in his Aston Martin. In the smaller classes, Lotus performed miracles, and though the Hall/Allison 1,100 hit a large dog, doing neither animal nor car any good, and Chapman/Fraser also had to retire when well up, the Bicknell/Jopp car came through triumphantly, to win the 1,100 c.c. class from the Bentley/Hugus Cooper. Porsche, Aston Martin, D.B. and Jaguar won their classes, and Britain had won the 24 Hours again, despite the blow to the works Jaguars, thanks to Ecurie Ecosse, Ron Flockhart and Ninian Sanderson.

A sports car curtain raiser to the German G.P. at Nürburg gave Hans Herrmann (Porsche) a fine victory on home ground over Moss (Maserati) and Salvadori (Cooper). The following Saturday saw Moss at his most invincible, in the pouring rain at Oulton Park, when he carried off the *Daily Herald* Trophy for Aston Martin under appallingly wet conditions. A.M. enjoyed a grand slam that day, with Brooks, Parnell and Salvadori following Moss in. Stirling also took the *Sporting Life* Trophy for 1,500 c.c. cars with his Cooper-Climax, this race being punctu-



ated by an alarming crash to Mike Hawthorn, whose Lotus skidded on some mud and somersaulted, contacting Salvadori's Cooper in passing. Mike came out of it all with a sprained wrist. Keith Hall drove excellently to finish second to Moss, followed by Allison and Brabham.

Gordini enjoyed an encouraging "comeback" at Pescara in mid-August, when Manzon won an exciting road race on the last lap from Tarulli's Maserati and Munaron's Ferrari. An American won another European event that month, when Phil Hill in a "Testa Rossa" Ferrari won the Messina Five Hours race from Bordoni's Maserati. That same day, farther up the map, at Karlskoga, Sweden, local man Gunnar Carlsson (Ferrari) kept the Marquis de Portago's similar car at bay in the main event, while Englishman Peter Ashdown (Mk. 9 Lotus) won the 1½-litre race from Ray Thackwell (Cooper) and Dennis Taylor (Cooper).

That roving pair, Piper and Hicks with their Lotuses, next visited Cosenza in Italy, to cart off first and second places from under the locals' noses in the Sila Cup race. In Germany the following week-end, however, Porsche showed the visiting Coopers "what's what" in the Berlin G.P. at Avus. Fuel troubles did not help Brabham and Salvadori, but Von Trips's pace was incredible, his

winning average being over 125 m.p.h.! Herrmann came in next, the Coopers getting in fifth and sixth.

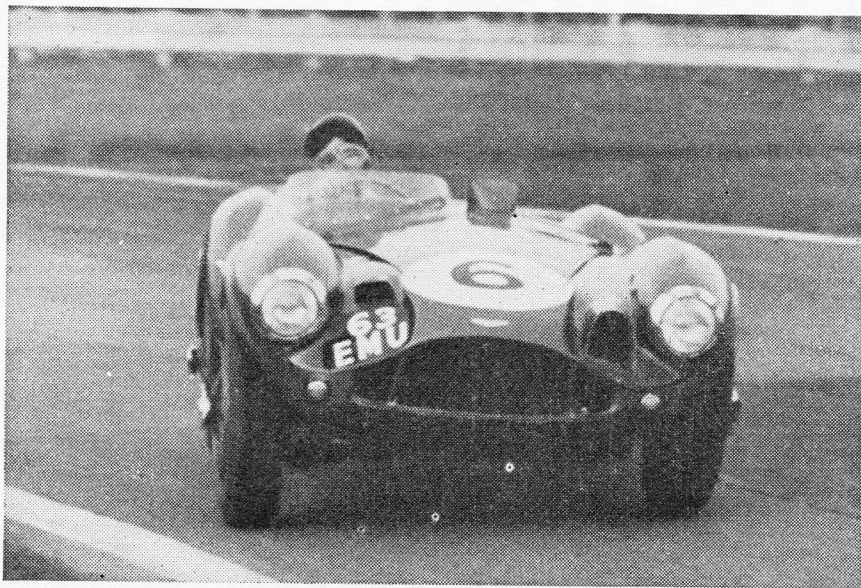
Never a dull moment. Imola and the Shell G.P. came next, and this time Osca won, with Castellotti at the wheel, in an incident-packed race for up to 1,500s. Cooper and Lotus went there, and it was Cliff Allison who shot ahead until a half shaft broke on Lap 12 and he crashed without injury. Salvadori then took up the chase of Castellotti, until he, too, had to retire, so eventually it was Jack Brabham second, Musso (Osca) third, Cabianca (Osca) fourth and Mackay Fraser (Lotus) fifth. "The boys" had better luck in the Rome G.P. at Castelfusano, when Fraser and Piper were first and second in the 1,100 c.c. class, and Brian Naylor took second place to Musso's Osca with his Lotus-Maserati in the 1½-litre event, and fourth place in general classification. Behra won the Grand Prix outright for Maserati followed by Schell and Musso.

Tragedy darkened that traditional autumn event, the Coupe du Salon at Monthéry, when Benoit Musy's Maserati went over the banking, the popular little Swiss being killed instantly. Pouring rain rendered the course treacherous, and Louis Rosier also crashed, sustaining serious injuries from which he died three weeks later. The Spaniard Godia won in a 3-litre Maserati, followed by Hamilton (Jaguar) and Behra (Talbot-Maserati).

Events were at last thinning out, but the season had not finished for some! Stirling Moss wound up a most satisfying year by winning, first the Venezuela G.P. at Caracas from Fangio, then the Australian T.T. at Albert Park, and finally the Nassau Trophy race in the sunny Bahamas, all in 3-litre Maseratis. Australian Jack Brabham, too, scored three successes in his native land, one at Albert Park, and two at Phillip Island, driving a Cooper-Climax each time. And now, barely three weeks later, the first 1957 races have already taken place, and this Sunday sees the opening round of the fourth World Sports Car Championship, the Buenos Aires 1,000 kms. race!

C. POSTHUMUS.

*FIRST WIN in a works Aston Martin for Tony Brooks was scored in the 50-mile Goodwood Trophy race in September. His team-mate Roy Salvadori was second and Ron Flockhart (Jaguar) third.*





# PRINCIPAL 1956 SPORTS CAR RACE RESULTS

WORLD SPORTS CAR CHAMPIONSHIP EVENTS IN BOLD CAPITALS

Date	Event	Circuit and Duration	First	Second	Third	Winner's Speed	Fastest Lap
29th January	<b>ARGENTINE</b> 1,000 kms.	Buenos Aires; 106 laps, 625.4 miles	S. Moss/ C. Menditeguy (Maserati)	O. Gendebien/P. Hill (Ferrari)	J. Behra/ J. F. Gonzalez (Maserati)	96.13 m.p.h.	J. M. Fangio (Ferrari) 101.23 m.p.h.
26th February	Circuit of Agadir, Morocco	Agadir; 100 laps, 205 miles	M. Trintignant (Ferrari)	H. Schell (Ferrari)	F. Picard (Ferrari)	93.6 m.p.h.	A. Pilette (Ferrari) 99.4 m.p.h.
11th March	G.P. of Dakar, Senegal, West Africa	Dakar; 35 laps, 228 miles	M. Trintignant (Ferrari)	H. Schell (Ferrari)	J. Behra (Maserati)	123.5 m.p.h.	Trintignant, 124.2 m.p.h.
24th March	<b>FLORIDA</b> 12 HOURS, U.S.A.	Sebring; 12 hours	J. M. Fangio/ E. Castellotti (Ferrari)	L. Musso/H. Schell (Ferrari)	R. Sweikert/ J. Ensley (Jaguar)	84.07 m.p.h.	—
<i>Index of Performance:</i> 1, H. Herrmann/B. Von Trips (Porsche); 2, McAfee/Lovely (Porsche); 3, Fangio/Castellotti (Ferrari)							
8th April	Circuit of Sicily	670 miles	P. Collins (Ferrari)	P. Taruffi (Maserati)	L. Villoresi (Osca)	67.12 m.p.h.	—
14th April	British Empire Trophy	Oulton Park; three 16 lap heats, and 25 lap, 69 mile, Handicap Final	S. Moss (Cooper-Climax)	C. Chapman (Lotus-Climax)	R. Salvadori (Cooper-Climax)	83.72 m.p.h.	B. Musy (Maserati) 85.68 m.p.h.
28th-29th April	<b>MILLE MIGLIA</b> , Italy	Brescia-Rome- Brescia; 992 miles	E. Castellotti (Ferrari)	P. Collins (Ferrari)	L. Musso (Ferrari)	85.40 m.p.h.	—
5th May	B.R.D.C./Daily Ex- press Meeting	Silverstone; 25 laps, 72 miles, 1,500 c.c. cars	R. Salvadori (Cooper)	C. Chapman (Lotus)	L. Leston (Cooper)	95.16 m.p.h.	Salvadori; 96.67 m.p.h.
1,100 c.c. class: 1, P. Gammon (Cooper)							
Over 1,100 c.c. cars							
			R. Salvadori (Aston Martin)	S. Moss (Aston Martin)	R. Berry (Jaguar)	94.79 m.p.h.	Hawthorn (Jaguar) 98.48 m.p.h.
2 litre class: 1, A. Scott-Brown (Lister-Maserati). Over 3 litre class, R. Berry (Jaguar)							
13th May	Spa Production Car Races, Belgium	Spa-Francorchamps; 12 laps, 105.3 miles	N. Sanderson (Jaguar)	R. Parnell (Aston Martin)	P. Frère (Ferrari)	109.64 m.p.h.	J. D. Titterington (Jaguar)
13th May	Helsinki Race Meet- ing, Finland	Djurgard Park; up to 2 litres	E. Brandon (Halseylec)	A. Owen (Cooper)	A. Loens (Maserati)	—	—
20th May	Frontières G.P., Belgium	Chimay; 22 laps, 148.8 miles	B. Musy (Maserati)	J. D. Hamilton (Jaguar)	A. G. Whitehead (Aston Martin)	102.9	Musy; 105.26 m.p.h.
20th May	Sardinia Trophy	Sardinia; 130.5 miles	Scarlatti (Maserati)	Olivari (Maserati)	Luglió (Ferrari)	91.96 m.p.h.	—
27th May	<b>NÜRBURGRING</b> 1,000 kms., GERMANY	Nürburgring; 1,000 kms.	S. Moss/J. Behra/ P. Taruffi/H. Schell (Maserati)	J. M. Fangio/ E. Castellotti (Ferrari)	P. Hill/O. Gendebien/ A. de Portago (Ferrari)	80.59 m.p.h.	Fangio; 84.26 m.p.h.
10th June	Targa Florio, Sicily	Madonie; 10 laps, 447 miles	U. Maglioli/ H. Von Hanstein (Porsche)	P. Taruffi (Maserati)	O. Gendebien/ H. Herrmann (Ferrari)	56.5 m.p.h.	—
10th June	Paris; 1,000 kms.	Monthéry; 129 laps	J. Behra/L. Rosier (Maserati)	H. Schell/J. Lucas (Ferrari)	M. Trintignant/ F. Picard (Ferrari)	93.3 m.p.h.	Behra; 164.8 k.p.h.
16th June	Oporto Meeting, Portugal. City of Oporto Trophy	20 laps, 91.6 miles (1,500 c.c. cars)	R. Salvadori (Cooper)	J. F. Nogueira (Porsche)	R. G. Bicknell (Lotus)	92.96 m.p.h.	—
16th June	Oporto G.P., Portugal	40 laps, 183.9 miles over 1,500 c.c. cars	A. de Portago (Ferrari)	P. Hill (Ferrari)	B. Musy (Maserati)	96.31 m.p.h.	de Portago; 99.56 m.p.h.
24th June	Supercortemaggiore G.P., Italy	Monza; 100 laps, 1,000 kms., up to 2 litres	P. Collins/ J. M. Hawthorn (Ferrari)	S. Moss/C. Perdisa (Maserati)	J. M. Fangio/ E. Castellotti (Ferrari)	121.35 m.p.h.	Collins; 125.39 m.p.h.
30th June/ 1st July	Rheims 12 Hours Races, France	Up to 1,500 c.c.	Von Frankenberg/ Storez (Porsche)	Goethals/Goethals (Porsche)	Blache/Pons (Renault)	102.3 m.p.h.	Moss (Cooper) 112.2 m.p.h.
Over 1,500 c.c.							
			J. D. Hamilton/ I. Bueb (Jaguar)	J. M. Hawthorn/ P. Frère (Jaguar)	D. Titterington/ J. Fairman (Jaguar)	111.01 m.p.h.	Hamilton; 118.13 m.p.h.
8th July	Rouen G.P. Meeting, France	Up to 1,500 c.c.; 1½ hours	C. Chapman (Lotus)	C. Allison (Lotus)	H. Schell (Lotus)	87.93 m.p.h.	—
Over 1,500 c.c.; 50 laps, 200 miles							
			E. Castellotti (Ferrari)	S. Moss (Aston Martin)	J. Behra (Maserati)	93.44 m.p.h.	C. Perdisa (Maserati) 95.46 m.p.h.
8th July	Dolomite Gold Cup, Italy	Cortina-Cortina, Italy. 188.7 miles	G. Cabianca (Osca)	O. Gendebien (Ferrari)	U. Maglioli (Osca)	62.39 m.p.h.	—
14th July	B.R.D.C. British G.P. Meeting	Silverstone; 25 laps, 72 miles	S. Moss (Maserati)	R. Salvadori (Aston Martin)	D. Titterington (Jaguar)	93.94 m.p.h.	Moss; 96.67 m.p.h.
15th July	G.P. des Sables d'Olonnes, France	1,100 c.c. Race, 107.6 kms.	D. Piper (Lotus)	R. Hicks (Lotus)	Blache (Renault)	—	—
Over 1,100 c.c. Race, 150.7 kms.							
			B. Musy (Maserati)	A. Loens (Maserati)	Michel (Maserati)	95.7 k.p.h.	—

Continued overleaf



Date	Event	Circuit and Duration	First	Second	Third	Winner's Speed	Fastest Lap
22nd July	Bari G.P., Italy	Bari; 36 laps, 124.28 miles	S. Moss (Maserati)	J. Behra (Maserati)	C. Perdica (Maserati)	81.82 m.p.h.	—
28th-29th July	Le Mans 24 Hours, France	Sarthe; General Classification:	R. Flockhart/N. Sanderson (Jaguar)	S. Moss/P. Collins (Aston Martin)	O. Gendebien/M. Trintignant (Ferrari)	104.46 m.p.h.	Hawthorn (Jaguar); 115.83 m.p.h.
<i>Index of Performance:</i> 1, Laureau/Armagnac (D.B.-Panhard); 2, Von Frankenberg/Von Trips (Porsche); 3, Vidilles/Thepenier (D.B.-Panhard)							
<i>Class Winners:</i> 750 c.c., Laureau/Armagnac (D.B.); 1,100 c.c., Bicknell/Jopp (Lotus); 1,500 c.c., Frankenberg/Von Trips (Porsche); 2,000 c.c., No finishers; 3,000 c.c., Moss/Collins (Aston Martin); 5,000 c.c., Flockhart/Sanderson (Jaguar)							
5th August	German G.P. meeting	Nürburgring; 7 laps, 98 miles (1,500 c.c. cars)	H. Herrmann (Porsche)	S. Moss (Maserati)	R. Salvadori (Cooper)	81.09 m.p.h.	Moss; 83.2 m.p.h.
12th August	SWEDISH G.P.	Kristianstad; 153 laps, 1,000 kms.	M. Trintignant/P. Hill (Ferrari)	P. Collins/B. Von Trips (Ferrari)	J. M. Hawthorn/J. D. Hamilton/A. de Portago (Ferrari)	94.69 m.p.h.	Collins; 96.86 m.p.h.
18th August	Daily Herald International Trophy meeting	Oulton Park; 40 laps, 110 miles (Over 1,900 c.c.)	S. Moss (Aston Martin)	C. A. S. Brooks (Aston Martin)	R. Parnell (Aston Martin)	76.99 m.p.h.	Moss; 78.39 m.p.h.
		10 laps, 28 miles (Up to 1,500 c.c.)	S. Moss (Cooper)	J. K. Hall (Lotus)	C. Allison (Lotus)	75.69 m.p.h.	Moss; 77.41 m.p.h.
19th August	Pescara G.P., Italy	Pescara; 14 laps, 220 miles	R. Manzoni (Gordini)	P. Taruffi (Maserati)	G. Munaron (Ferrari)	82.84 m.p.h.	J. Behra (Maserati); 85.7 m.p.h.
26th August	Messina 5 Hours, Italy	Messina	P. Hill (Ferrari)	F. Bordoni (Maserati)	G. Barreto (Ferrari)	87 laps, 362.5 miles at 72.58 m.p.h.	Hill; 76.87 m.p.h.
26th August	Cannon Races, Sweden	Karlskoga, 30 laps, 37.3 miles	Over 1,500 c.c. G. Carlsson (Ferrari)	A. de Portago (Ferrari)	J. Kvarnstrom (Ferrari)	—	—
		Under 1,500 c.c. P. Ashdown (Lotus)	R. Thackwell (Cooper)	D. Taylor (Cooper)	—	—	—
2nd Sept.	Sila Cup race, Italy	Cosenza; 70 laps, 95.7 miles	D. Piper (Lotus)	R. Hicks (Lotus)	P. Placido (Stanguellini)	69.99 m.p.h.	—
8th Sept.	Goodwood Trophy	Goodwood; 21 laps, 50 miles	C. A. S. Brooks (Aston Martin)	R. Salvadori (Aston Martin)	R. Flockhart (Jaguar)	88.19 m.p.h.	N. Sanderson (Jaguar); 89.07 m.p.h.
16th Sept.	Berlin G.P.	Avus; 30 laps, 152 miles	B. Von Trips (Porsche)	H. Herrmann (Porsche)	A. Rosenhammer (AWE)	126.56 m.p.h.	—
30th Sept.	Shell G.P., Italy	Imola; 50 laps, 156 miles	E. Castellotti (Osca)	J. Brabham (Cooper)	L. Musso (Osca)	87.60 m.p.h.	Castellotti; 90.07 m.p.h.
21st Oct.	Rome G.P.	Castelfusano, 1 hour	J. Behra (Maserati)	H. Schell (Maserati)	L. Musso (Osca)	103.17 m.p.h.	Behra; 108.12 m.p.h.
		Under 1,100 c.c. H. Mackay Fraser (Lotus)	D. Piper (Lotus)	S. Rossi (Osca)	96.95 m.p.h.	—	—
4th Nov.	Venezuela G.P.	Caracas; 85 laps, 214 miles	S. Moss (Maserati)	J. M. Fangio (Ferrari)	J. Behra (Maserati)	84.33 m.p.h.	Moss; 84.53 m.p.h.
25th Nov.	Australian T.T.	Albert Park; 32 laps, 100 miles	S. Moss (Maserati)	J. Behra (Maserati)	K. Wharton (Ferrari)	94.63 m.p.h.	Moss
9th Dec.	Nassau Trophy, Bahamas	Nassau; 60 laps, 210 miles	S. Moss (Maserati)	M. Gregory (Ferrari)	A. de Portago (Ferrari)	96.22 m.p.h.	Moss

## FERGUSON PROGRESS REPORT

HARRY FERGUSON RESEARCH, LTD., which is developing the revolutionary Ferguson range of motor vehicles, has stated that a number of major British car manufacturers are interested in the inventions. The Standard Motor Co., and Harry Ferguson are co-operating closely on the incorporation of the Ferguson automatic transmission in the Standard Vanguard and the Standard Ten. In addition, friendly talks are taking place with several other important manufacturers as it is felt that, in the national interest, this very advanced and economic automatic transmission should be made available to all the leading firms on which Britain's car exports depend.

Regarding the introduction of a range of cars and lorries incorporating all the Ferguson designs and inventions, it is felt to be essential that these developments should be kept secret, as foreign manufacturers are showing a very lively interest. Considerable efforts are being

made to provoke Ferguson Research into premature revelations by the circulation of quite untrue rumours that their projects have been abandoned. On the contrary, however, development continues as rapidly as possible, although test work is to some degree hampered by the intense curiosity being shown and the need to avoid satisfying it.

## CONNAUGHT PLANS FOR 1957

CONNAUGHT now have, in ready-to-race condition, six Syracuse model Formula 1 cars. These six cars will each have more power and stronger con-rods and pistons than last year. By early summer, some will have new dart-shaped bodies with long, square-shaped noses and knife-edged tail fins.

The team are less likely to be seen at small meetings in the U.K. and they will concentrate instead on Continental Grands Prix and other International events. Their first race is likely to be the Syracuse G.P. on 14th April, to which they have already been invited.

Other likely events are the Aintree 200 on 13th April, Easter Monday Goodwood, Silverstone International Trophy Race on 4th May and the Monte Carlo G.P. on 18th May. After that it is hoped to enter for all the major European events.

Looking ahead, the firm is building two prototypes, mainly from materials already in stock. One is a triangulated space-frame version of the existing car, with modified front suspension and revised de Dion arrangement. It will be lighter than the existing Syracuse car and is expected to run in the early part of the 1957 season.

Connaught is also building an Alta-powered rear-engined Formula 1 car known as J/357. It is unusually small and light for a G.P. machine and embodies stressed skin construction. The J/357 also uses a Connaught-designed five-speed gearbox and rear axle unit. It is expected that J/357 will first run during the summer and it is possible that it will also race this year.



**PRODUCTION CAR:** *The Bucciali brothers produced more than 100 of the BUC AB4/5 during the period 1925/27. It was by far the most popularly successful of all their cars.*

## RARE FRENCH SPORTS CARS No. 4

# THE BUCCIALI

by  
SERGE POZZOLI  
and  
GERARD CROMBAC

THE make Bucciali is a particularly attractive one for the enthusiast. Many sports cars of the '20s were virtually little more than a concoction of proprietary components in a very classical chassis, and they could be distinguished from each other only by the shape of their radiator. The products of the Bucciali brothers, on the other hand, introduced some new technical features which certainly justify the claim of the Buccialis to be amongst the pioneers of motor engineering.

Angelo and Paul-Albert Bucciali, the latter a war-time fighter pilot of the *Escadrille des Cigognes*, were helped by a large fortune inherited from their parents.

### The 1922 Racing Voiturette

In 1922, the brothers built a racing car for their own use which they called the "BUC". It was a typical "voiturette", with a narrow, squarish bonnet, cart-springs all round and a tubular front axle. The engine, which was designed by Violet, the great two-stroke expert, was a 1,340 c.c. twin-cylinder unit with a common combustion chamber, just like many current two-stroke designs. It was fired by a single plug and its roller-

bearing crankshaft allowed it to rev. freely. The brothers drove their "special" in the G.P. des Voiturettes meeting at Boulogne in 1922, to finish third behind Lefevre's La Perle and Van den Bosch's Bugatti. They were unfortunate enough to break a wheel while lying second.

### 1923: Modified Racing Car and Production Prototype AB4

So pleased were the Buccialis with the performance of their little racer that they modified it extensively for the following season and at the 1923 Boulogne meeting it appeared with much smoother bodywork, made by Sarkis, a four-speed gearbox with overdrive top, and front wheel brakes. The engine was now giving something like 39 b.h.p. at 4,500 r.p.m., a very high velocity indeed for those days. A speed of 85 m.p.h. was claimed for the car and it most undoubtedly went, for it won the 350-500 kg. voiturette class in 5 hrs. 0.9 min. As a means

of comparison, two Frazer-Nashes finished, one in 5 hrs. 0.7 min. and another one in 5 hrs. 21 mins.

The success of their racing car fired the imagination of the two men, so that they decided to launch themselves into the production of cars on a commercial basis. Needless to say, their great wealth made this as much a hobby as any thing else.

A sports-touring coupé was designed, built, and took part in the Tour de France, but with no success. This car, called the AB4, was fitted with a V4 two-stroke engine with an extra scavenging piston, like the 1939 1,100 c.c. DKW car. The capacity of the engine was 1,496 c.c. and it gave 52 b.h.p. at 3,800 r.p.m., but such a remarkable power output was completely spoilt by the excess weight of the car, 27½ cwt.

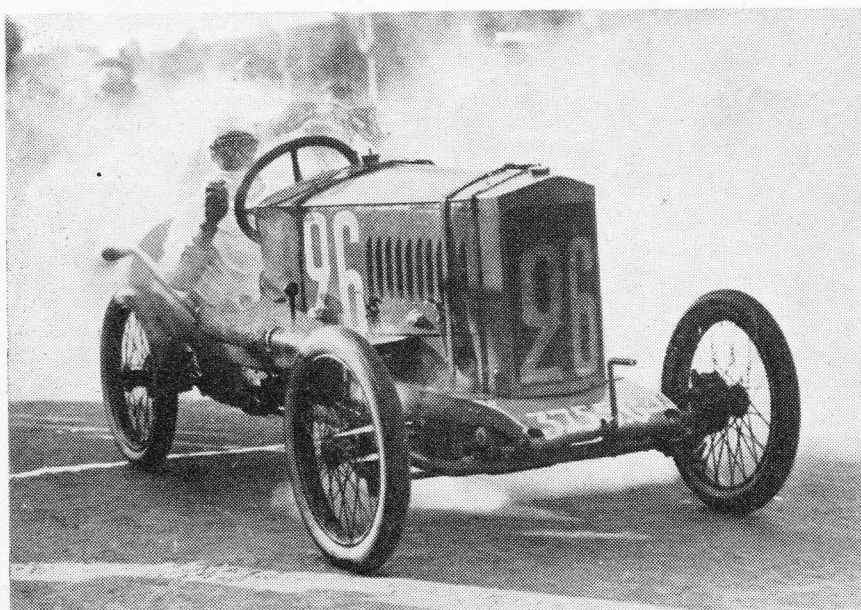
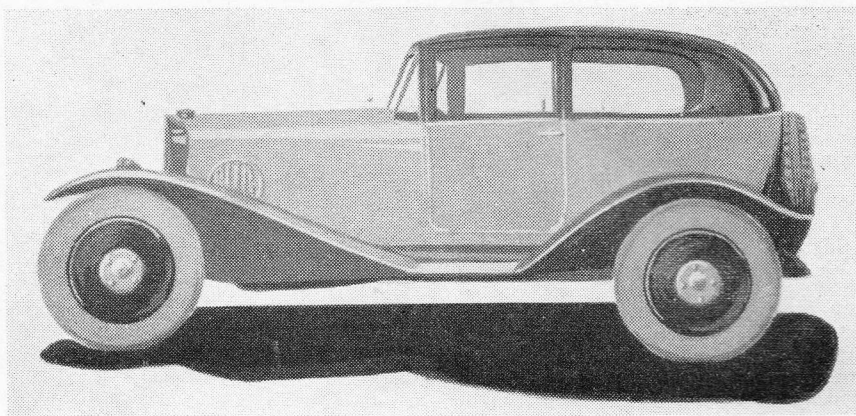
### 1924: Second Touring Prototype AB5

Another project came to light in 1924, and even went as far as being listed in the catalogue and offered for sale, although no deliveries were ever made. This was called the AB5 and was another two-stroke machine, but this time of four double-bore type cylinders in line, the large-bore base of the piston being used to pump gases into the smaller bore of the actual cylinder, like the then current Benjamin design. This engine was smaller than the previous one, being of 1,100 c.c. only, and the power was greatly reduced as well. As the car was also called the 7/32 s.s., one can safely guess 32 to be the power output. Although this car was lighter than the AB4, it was never produced.

### 1925: BUC Goes Into Production With the AB4/5

Finally, in 1925, the AB4/5 came out, and was certainly the most successful BUC ever produced. More than 100 cars were constructed during the period 1925-27. The AB4/5 was a step back, technically speaking, from the first two designs, and one must admit that, although it is the type most likely to be found still in existence, it is also the least inspiring of the cars produced by the Bucciali brothers. After endless troubles with their odd, untried two-stroke designs they were now using a well-known and proven SCAP proprietary engine of 1,600 c.c., 70 x 105 mm., four

**RACING CAR:** *The first BUC was built in 1922 and raced by the Buccialis in the Boulogne G.P. des Voiturettes of that year, finishing third at 48 m.p.h. It had a 1,340 c.c. twin-cylinder two-stroke engine.*





*THE SWEEPING lines of the TAV 8, the last but one of the Bucciali cars, show the influence of the Italian school of coachbuilding as far back as 1933.*

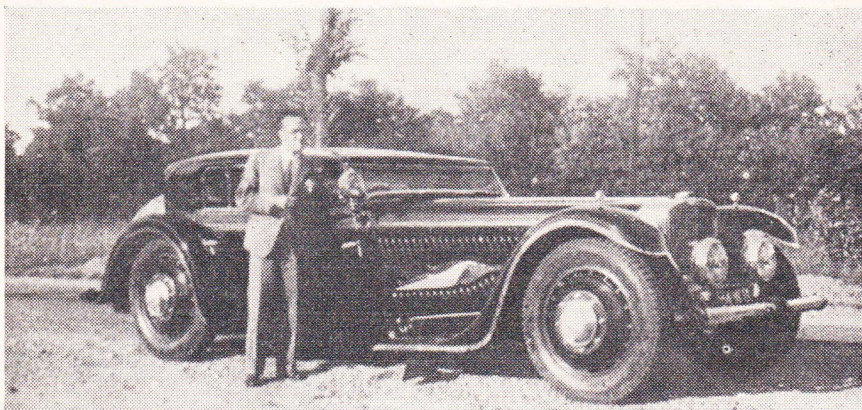
cylinders. Although a single overhead-camshaft worked the valves, high crankshaft speeds were sacrificed in the interest of reliability and the brothers were content now with 2,400 cruising r.p.m. instead of the 4,500 r.p.m. of their 1923 racing car. The power output of this SCAP engine has never been estimated clearly, but 40 b.h.p. seems to be a rather optimistic guess. Similar engines were widely used amongst French manufacturers and AUTOSPORT readers may remember the "10 chevaux" Bignan similarly equipped (AUTOSPORT, 27th February, 1953).

The car was offered with several different body designs: tourer, saloon, coupé or even van. In each case it could be distinguished by a Vee-shaped radiator reminiscent of Mercedes-Benz, and the sides of the bonnet were adorned by a very large and round "BUC" motif. The chassis was similar for every type of body and the dimensions were: wheelbase, 112 ins., and track, 51 ins. The engine was mated to a four-speed gearbox with a central, ball-jointed gear lever, through a single-plate clutch. There were very flat half-elliptic springs all round. The foot brake acted on all four wheels, while the hand lever extended pressure upon a separate pair of drums on the rear axle and one guesses this was working on the brake band scheme. With a fuel consumption of about 30-35 m.p.g. its maximum speed was about 60 m.p.h.

#### 1925-26: New Racing BUC: "Quatre Spéciale" and AB6

Although the AB4/5 met with commercial success, it certainly was not fulfilling the wishes of the sporting brothers who could remember their success at Boulogne two years before. So they designed another car which they called the "quatre spéciale". This did not have much in common with the touring AB4/5, for the wheelbase was reduced to 98 ins. and the track to 48 ins. The rear leaf springs were not parallel, but followed the tapering of the chassis members. A servo mechanism helped the braking, which was effected by pedal on the front wheels and hand-lever on the rear. A 1,500 c.c. 67 x 105 mm.

**POWER UNIT (right):** The AB6 1,500 c.c., six-cylinder unsupercharged engine which was fitted in one of the "Quatre Spéciale" chassis, and would propel the car at over 105 m.p.h. **"QUATRE SPÉCIALE" (below):** The BUC racing car of 1925-26, which was originally powered by a supercharged 1,500 c.c. single o.h.c. SCAP engine.



version of the single o.h.c. SCAP engine used in the touring car was fitted with a Cozette supercharger, driven from the front of the crankshaft. The pistons were of alpac alloy and a very special camshaft was fitted, being described in the catalogue, quite rightly, as "the soul of the engine". This car, as well, was unfortunately too heavy, weighing about 16 cwt., but it was very nicely shaped. The 65 b.h.p. of the blown SCAP enabled it to achieve nearly 95 m.p.h., but this was not enough for the three cars which were built to challenge the very strong opposition then prevailing in the 1,500 c.c. class and the cars never had any success.

So, for 1926, the Bucciali brothers designed an entirely new engine: six cylinders, 61 x 85 mm., again with a single overhead-camshaft. The crankshaft ran on seven main bearings and, although the engine was unsupercharged and used only two Solex carburetters, it gave 70 b.h.p. at 5,000 r.p.m. at very high output. Two of these engines, called the AB6, were built and one of them was fitted in a "quatre spéciale" chassis. Being lighter and more powerful than the SCAP, the AB6 would propel the car at over 105 m.p.h. with such a bristling acceleration that, in a race at Montlhéry, it left the three works 1,500 c.c. Talbots standing, accelerating from the start. But the Talbots soon caught up, and the racing story of BUC finishes with this car, which took part in many events, including the Spanish G.P., but never achieved any feat worth recalling here. Of the two engines built, one still exists, belonging to Paul-Albert Bucciali.

Another racing BUC did exist, but in

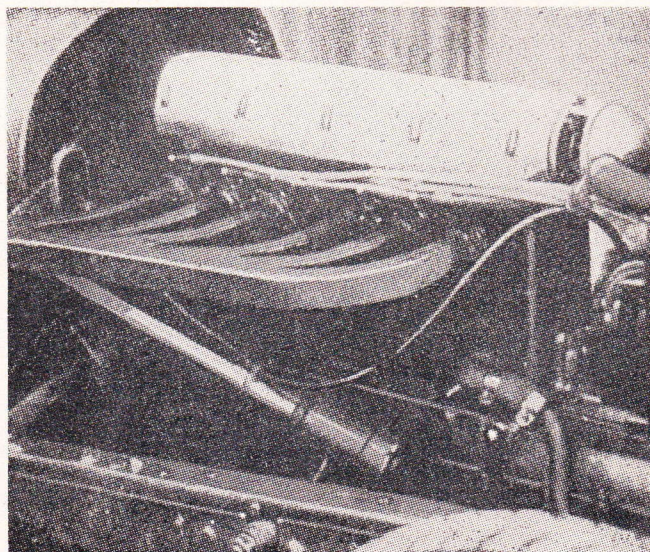
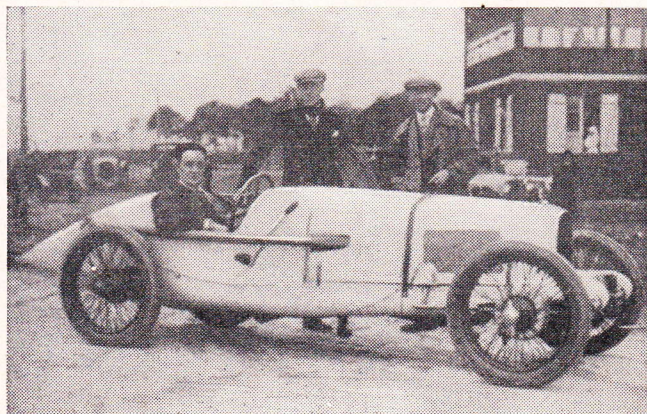
name only, for it was nothing else than a sleeve-valve 1,500 c.c. Guyot *spéciale* fitted with a BUC radiator and badge. It was sold to a North African client.

#### 1927: The First Front-Wheel Drive TAV Prototype

The Bucciali brothers had launched their career with an original two-stroke design, but even if they had met commercial success with a highly orthodox little car, it is easy to understand that they longed for something new.

As they were gifted engineers, they could do more than develop an existing design and the field was wide open for research. So they decided to do something entirely different for the 1927 Salon, and indeed upon their stand two entirely new front-wheel drive cars could be seen. Both were built on the same lines, but in two engine sizes, a four-cylinder 1,700 c.c. (72 x 105 mm.) and an eight-cylinder 2,400 c.c. (67 x 85 mm.). Both engines were of a new SCAP design, this time with pushrod operated valves. The name TAV was given to the type, as an abbreviation of "traction avant". The cars were designed by Edmond Massip, and the front-wheel drive mechanism was of a rather odd design, with partly swing-axle suspension. The rear suspension was by means of sliding pillars, on the lines of the Lancia. A competition version, with four or eight-cylinder SCAP engines of 1,100 c.c. and 1,500 c.c. respectively, was planned, but the Massip-designed transmission never worked properly and the whole range was abandoned.

(To be concluded next week)







# 1956

## WORLD SPORTS CAR CHAMPIONSHIP

won by

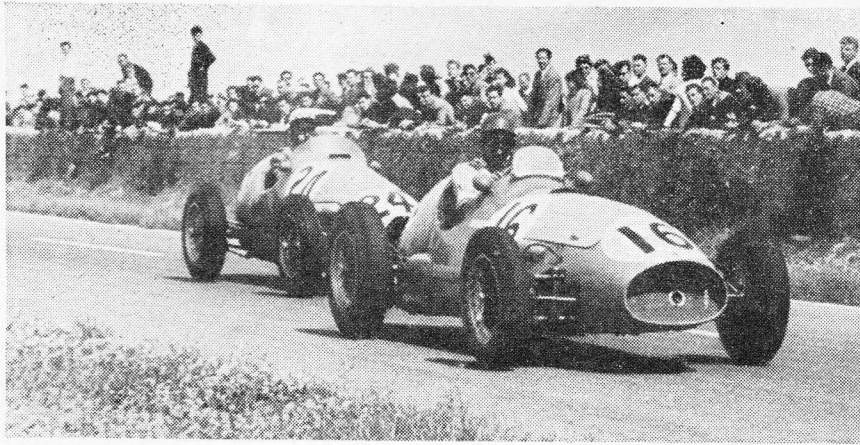


# FERRARI

*always using*







*CHALLENGED* by Behra's Gordini at Rheims in the 1953 French G.P. (above) is Roberto Mieres of the Argentine, works Maserati driver that year. Behra himself subsequently joined the team, and remains a prominent member today.

#### Maserati—continued

team in the Argentine G.P. (first round in the 1954 World's Championship) were all able to drive 1954 models—a model which, once again, was a “good looking”, and which was designated the 250/F1. It won on its first time out, Fangio gaining a much protested and much disputed victory. The type 250/F1 still had six cylinders, as in the case of the 1952/53 version of the A6G formula car, but it had many modifications including a de Dion axle and gearbox behind the rear axle, which were new to Maserati practice. For drivers, Signor Orsi enrolled Fangio, Marimon, Mieres, Mantovani and Schell, and when it became obvious that Lancia's new machine wouldn't run, he was able at times to “borrow” Ascari and Villorresi—with young Giannini Lancia's blessing! Again true to the marque's tradition, the 250/F1 was sold to private owners, and by Easter 1954 Roy Salvadori was running his in England—and a particularly familiar car it was to become to British racegoers. Stirling Moss was a second Briton to obtain the 250/F1, and this change in Moss's “drive British” outlook finally took him into the big time Grand Prix school—where he belonged!—the young Englishman getting his Maserati to drive at Bordeaux in May.

Due to the return of Mercedes-Benz and the advent of the eagerly awaited G.P. Lancia, 1954 Formula prospects became as exciting as any in the history of the sport, and Maserati was well in the hunt at the first European “Grande Épreuve”, at Spa. There Fangio's 250/F1 won a then fastest-ever Belgian Grand Prix, at speeds equalling those of the supercharged 158 Alfás.

After the Francorchamps race the Trident, faced by an onslaught from the Prancing Horse of Ferrari and the Three-pointed Star of Mercedes, had a lean time in the classics, despite the addition of Ascari and Villorresi to their strength at Rheims and Silverstone, until the Italian Grand Prix at Monza when Stirling Moss was co-opted into the team. The British driver led the race

at Monza for many laps, but with victory a mere 50 miles away his oil tank failed and instead of Maserati's repeating, deservedly this time, their 1953 win they took the last four places only—Rosier eighth, Mantovani ninth, Moss 10th and Daponte 11th! Six weeks after Monza a Maserati again flattered to deceive, when Harry Schell shook everybody by chasing Ascari's new D.50 Lancia and, on the Italian's withdrawal, actually leading the Spanish Grand Prix—to my own personal astonishment as to this day I can hardly believe it, even though I saw it with my own eyes! It was, of course, too good to last, and Schell went out, but newcomer Luigi Musso came through to capture second place at the end—for once ahead of the

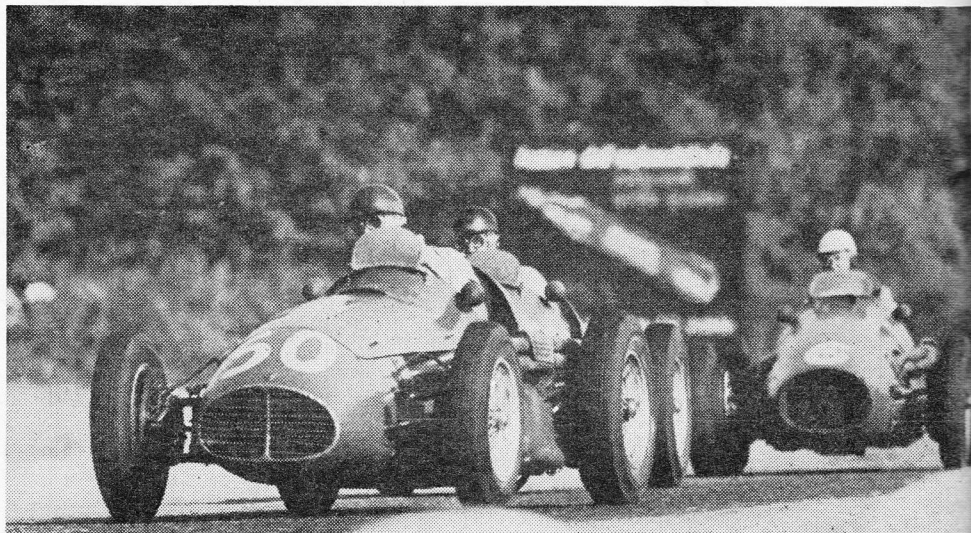
Mercs. That was Maserati's best placing in a classic since Fangio's win in Belgium, but in the lesser events minus the Germans the Maseratis were good, 12 chequered flags falling on the 250/F1, in places ranging from Aintree and Oulton to Pescara and Chimay, their 1-2-3 and 1-2-3-4 wins at Castelfusano (Rome) and Pescara respectively looking just as neat in reality as they are in print. Our own Stirling Moss and Roy Salvadori were probably the best Maserati private owners this year, as Moss got six wins and Salvadori two, all in British races, Moss by the way nearly winning at Pescara as well—and that would have made a Maserati 1-2-3-4-5!

By 1954, of course, sports car racing, too, was booming and in this field the red Maseratis took part in the Tour of Sicily, the Mille Miglia, the Targa Florio and the Ulster T.T. at Dundrod with the 2-litre, although Mantovani used (and retired within 250 miles) a six-cylinder 3-litre car in the Mille Miglia. Luigi Musso was Maserati's sports car crack this year, his performances being so consistent that he soon earned his G.P. chance, winning at Pescara, and performing brilliantly in the Spanish Grand Prix. With his 2-litre Maserati, this young and then comparatively unknown Italian scored a fourth in the Tour of Sicily, a third in the Mille Miglia, a win in the Naples G.P., a second in the Targa Florio, another win at Senigallia and a third at Dundrod.

*(To be continued)*



*SPORTS CAR CHAMPION* of Italy for 1954 was Luigi Musso, shown here cornering his 2-litre Maserati on an Italian mountain road. His achievements won him a place in the Grand Prix team.



*EPIC* indeed was the battle fought at Monza for the 1953 Italian Grand Prix, between Fangio (Maserati), and Ascari and Farina (Ferraris), seen here in that order. Fangio won on the last lap.



# Club News

By STUART SEAGER

## THE "GLOUCESTER"

ONE of those rarities, an important competition event, is actually to take place this week-end. On Sunday (20th) the London M.C. are running their classic Gloucester Trial at Aston Hill, near Wendover, Bucks. The start is from The Bell, Aston Clinton, at 10.30 a.m., and the event is, of course, a qualifier for the R.A.C. Trials Championship—although when and if the Championship itself is to be held this year, is somewhat in doubt.

## COLMORE CANCELLED

AT a recent Sunbac committee meeting, it was reluctantly decided that due to an anticipated reduction in the quantity and quality of entries for the National Colmore Trophy Trial, coupled with the difficulty of adequately marshalling a traditional course under conditions of petrol shortage, the 1957 "Colmore" will not be held.

## PERFORMANCE PARTY

PERFORMANCE CARS, LTD., are holding their eighth Annual Dance and Party on Thursday, 7th February, at the Osterley Hotel, Great West Road, Middlesex. The reception will be at 8 p.m. for 8.30 p.m. There will be a cabaret, and the licensed bar and dancing will continue until 2 a.m. A first-class buffet will be available.

The tickets are 12s. 6d. each and the proceeds will be donated to the British Red Cross Society.

## NEW GUILDFORD M.C. HEADQUARTERS

DUE to further expansion and increasing activities, the Guildford Motor Club have moved from their High Street club room to new premises at Broadwater on the Guildford-Godalming road. This new club room with all facilities including licensed bar and ballroom, belongs to the Guildford and Godalming Rugger Club, with whom the Club have an arrangement. Club night is every Wednesday from 8 p.m. until closing hours, and full details may be obtained from the Secretary, W. D. J. Roscoe, Freshfields, Woodruff Avenue, Burpham, Guildford.

## VOLKSWAGEN OWNERS' CLUB

THE Volkswagen Owners' Club (Great Britain) will be holding their Annual Dinner and Prizegiving at the Café Royal, London, on 8th February. Tickets and further details may be obtained from Miss P. Davies, Range House, Chertsey Road, Shepperton, Middlesex.

## CEMIAN M.C.

THE Annual Dinner and Dance of the Cemian Motor Club will be held at the Hotel Rembrandt, South Kensington, S.W.7, on Friday, 1st February, 1957. The Guest of Honour will be the Club's Patron, The Principal of the



TOP TABLE at the recent annual dinner of the North London E.C.C. accommodated this assembly. Left to right (standing) are seen Mr. Taylor Snr., Gregor Grant, Rivers Fletcher, Freddie Owen and Henry Taylor; while seated are Miss Taylor, Norman Wisdom, Freda Wisdom, Penny Rivers Fletcher and a guest of Henry Taylor.

College of Estate Management, Dr. R. Jardine Brown, M.A., LL.B. On Tuesday, 19th February, the Annual General Meeting will be held at the Lotus Restaurant, Norris Street, Haymarket, at 7.30 p.m.

A Social Event is being organized on the afternoon of Sunday, 17th February, on novel lines. It will take place in the centre of London and will be a form of Treasure Hunt, the nature of which will be such as to encourage the members to use public transport!

The Coronation Rally, which should have been held on 23rd/24th March, has been postponed until 12th/13th October.

## NEWS FROM CLUB LOTUS

JUST before Christmas, Club Lotus held their first, and very successful, dance at the Abbey Hotel, North Circular Road, London, during which Peter Ashdown received from Mrs. Hazel Chapman, the John Coombs's Lotus Trophy. This trophy is to be presented annually by the club to the driver putting up the year's best all-round performance at the wheel of a Lotus.

On 8th January, Redex gave members a film show at the Abbey Hotel, but owing to the fuel situation, the attendance was small. In view of the need for people to travel by public transport these days, the club is changing its meeting-place for February and March at least, to the appropriately named Lotus Restaurant, at the junction of Norris Street and St. Alban's Street, near Piccadilly Circus. On 14th February, the A.G.M. at 7 p.m. will be held there, followed by a buffet supper and a talk at 8.30 by David York, team manager of Vanwall. On 22nd March there will be a dinner at the same venue. Plans for April and subsequent months depend on the petrol situation. Membership of Club Lotus, incidentally, has just topped the 250 mark.

## TRIUMPH SPORTS OWNERS

ON 9th January, the first film show of the T.S.O.A. West Midlands Branch was held at the Queen and Castle Hotel, Kenilworth. The attendance was most encouraging, and many well-known motoring enthusiasts were present.

Two of Frank Callaby's films were shown—of the 1956 Alpine and Tulip Rallies. Dick James, the Chairman, told the meeting that in these difficult times the Club was endeavouring to "go out to its members"—that is, meetings would be held in various parts of the Midlands. With this in mind, the next meeting will be held in Birmingham on 20th March, 1957, when it is hoped to present a talk by a well-known racing motorist. Full details will be published later.

More Club News on page 96

## The Boat Show—continued.

of diesels, the smallest of which uses the same cylinder block as the 180D and the largest is a supercharged V8 of 29.9 litres! Both marques are marketed by Arthur Bray, Ltd., of Parkstone, Dorset.

A remarkable trend is now being imported from the U.S.A. in the form of the Johnson and Evinrude ranges of outboard motors, and it seems that they are so great an advance over the noisy, spluttering outboards that we know, that they are likely to even supersede in-board installations. They are all two-stroke parallel twins, and installed in car-type rubber mountings and elaborately silenced to give remarkable smoothness and quietness. They are fully cowled and beautifully made, and come in sizes from 3-35 b.h.p. The smallest costs £61 and the largest, with electric starting, is priced at £287 10s. Such is import duty!



# CORRESPONDENCE

## Future Fangios

I WAS very interested to read the letter from Mr. Peter Cavanagh in this week's issue of AUTOSPORT with regard to the old Junior Racing Drivers' Club. The reprint of the J.R.D.C. advertisement of 1933 brought back many vivid memories of my early interest in motor racing, and caused me to search out a stack of old Brooklands programmes to relive, in memory, some of the races of yesteryear.

As far as I can remember I joined the J.R.D.C. early in 1933 and, as your correspondent suggests, some of us used to be let loose at Brooklands in the ex-John Cobb 10½-litre Delage. Perhaps it would be as well to mention that the less experienced ones (myself among their number) were only set off after a fairly effective "throttle stop" had been fixed to the accelerator, thus limiting maximum speed to about 100 m.p.h. I still remember the horrified look that Louis Kleman-taski (who was my tutor) gave me when I told him, after I had completed my first training period, that I had only previously driven a Jowett 8 whose maximum speed was about 45 m.p.h.

Like Mr. Cavanagh, I also was limited to dicing on half a shoe string and, in fact, I had to wait nearly 20 years before I succeeded in bringing a car to face the starter's flag—and promptly came last! My motor racing activities, since I have only limited means and no connection whatsoever with the motor trade, have been restricted to occasional outings at Silverstone in club meetings.

My most successful (?) outing was when, last year, I managed to coax my elderly M.G. TC over the finishing line with only three cars, out of a field of 20 odd, in front of me. This result may have been due to my early training with the J.R.D.C. but I rather fear that it may have been partly attributable to a kindly handicapper!

If your correspondent is short of any particular Brooklands programmes, I dare say I might be persuaded to part with some of my old ones in recognition of the happy memories that he has revived by his letter.

W. L. SIMPSON.

396 FIELD END ROAD, EASTCOTE, MIDDLESEX.

## Epsom-Fleet Street Grand Prix

"WHAT'S My Angle?" was particularly interesting to me, for I have known George Phillips for 25 years. While I found his story most interesting, one chapter of his Fleet Street life was missing—that of the Epsom Derby Grand Prix!

Crowds gathered at the top of Whitefriars Street and lined the other side of Fleet Street to watch the arrival of the dispatch riders with plates of the Derby finish. I believe I am correct in saying that George holds the unofficial record of 17 minutes from the Epsom Downs to Wine Office Court, Fleet Street—just over 17 miles, and no serious accident.

This was an annual attraction until the Commissioner of Police issued a warning not to exceed 30 m.p.h. It resulted in all the dispatch riders coming back together—as far as the Victoria Embankment, after which it was every man for himself, each rider taking his particular short cut to his office. In pre-War days the London evening papers were keen rivals to get the first picture on the street!

K. C.

LONDON, E.C.4.

## Trials

WITHOUT wishing to be rude to some of the critics of trials, may I suggest that it is somewhat obvious from their comments that they are out of touch with the current trend of events.

The conception of a trials car as a car being unwieldy by reason of its excessive ground clearance and considerable overall height is as out of date as the V-16 B.R.M. and a close inspection of modern trials cars will show that they have a very reduced top height. This has been forced on them by the fact that the previous straight-up and mad-dash type of section is now the exception. The organizers of trials today have discovered that they can stop modern trials cars with bends on adverse cambers much more effectively than with "Everest" gradients. This has led to designers of the cars reducing top weight as much as possible so that the loss of adhesion of the inside rear wheel on adverse cambers is minimized as far as possible. Furthermore, trials courses today tend to be so tightly sectioned, that unless the competing

car has effective steering the competitor must run out of course.

This evolution in the design of trials cars combined with the fact that the engine is now placed in a sensible position in the chassis has now led to a car with proper road manners.

It is a fact, as the critic alleged, that you never do see a trials car moving at 80 miles an hour but for very good reasons. First of all there is no panic to get from section to section and therefore no need to travel at 80 miles an hour. Furthermore, it is not done to jump the queue and if the competitor leading you is doing 30 miles an hour then you follow suit. Thirdly, from a psychological point of view it would be difficult having travelled at 80 miles an hour to a section to acclimatize yourself to trickling a tricky section. Seriously though, most trials vehicles will perform quite safely at 60 m.p.h. plus.

Furthermore, may I refer the critics to the finish of some of the most recent trials cars. The cars may be austere in their equipment but in the cellulose and cockpit neatness they stand up to any criticism that may be forthcoming. These comments obviously do not apply to all cars but they would certainly apply to those of Messrs. Chappell, Dees and Lawson, to mention but a few.

Many have asked why trials are not more popular and maybe the answer is that there is no means of buying a new trials car. If you want to break into the game you either have to build one, get one built for you or you have to buy a second-hand one, which you may be frightened of in case it is worn out when sold to you.

Perhaps if new trials cars were available in a "Build Yourself Kit" at a proper price, more middle-aged gentlemen, like the writer, would have a go.

HARBORNE, BIRMINGHAM.

F. T. LEWIS.

## DKWs—Modified or Production

I REGRET that either my failure to make myself clear, or his out-of-context reading of my comment, has led Mr. Scott Watson to ascribe to me a suggestion which I certainly did not intend, i.e., that German bread-and-butter cars had to be modified to win "awards" (a word not used by me actually), in the 1956 championship.

The phrase upon which this assumption of Mr. Scott Watson's is based is taken from a paragraph relating principally to outright victories, and certainly the DKW's only outright victory was gained in the Geneva Rally by a much modified car, the highest placing of a completely standard DKW being only 14th in that event. This should not, however, be taken to mean that the Volkswagen had to be modified to achieve its outright victory, or that most of the DKW's class wins were not gained by unmodified cars.

In view of the fun and success which he has obviously had with the "marque", Mr. Scott Watson is rightly a DKW enthusiast, but I feel that his claim that no British marque can equal the DKW's admittedly excellent 1956 record does not perhaps take into consideration the fact that the DKW's ran in far more events than any British car, which, of course, gave them a greater chance to pile up wins.

In proportion, the position is not nearly so overwhelmingly Teutonic. DKWs ran in 12 of the 13 scoring events; the small Standards (a rather cheaper car) ran in only four. The DKWs acquired six place in the first five places of General Classification, nine class wins and two team prizes. The small Standards acquired five place in the first five places of General Classification, three class wins and one team prize. On the three occasions on which the marques met, the highest-placed Standard finished above the highest-placed DKW twice and below it once.

ST. ALBANS, HERTS.

JOHN GOTT.

## "Chicken"

I WAS very interested in Oliver Wall's article on "The car and the film" in the 11th January issue of AUTOSPORT. I would, however, point out one discrepancy in connection with the paragraph dealing with the games called "chicken" in which American teenagers indulge.

Mr. Wall states that the third variation of this so-called game has not been filmed. In point of fact, this particular version of the game was featured in a film recently released, called *Hot Rod*, and formed a major part of the plot.

READING, BERKS.

B. J. NASH.

More Correspondence on page 92

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



AUCKLAND 12th JANUARY 1957

# NEW ZEALAND INTERNATIONAL GRAND PRIX

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## 1st

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*REG PARNELL (Ferrari)*

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## 2nd

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*PETER WHITEHEAD (Ferrari)*

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On your car—fit the **AVON H·M** for Higher Mileage



## *An Important Announcement by* **THE COOPER CAR COMPANY LTD.**

THE COOPER CAR COMPANY LTD. announce the formation of a

### **RACING DRIVERS TRAINING DIVISION**

for the Examination and Training of a Limited Number of Racing Drivers.

Since this Company was first founded, it has always been the policy of the Directors to bring Motor Racing within the reach of the widest possible section of the public. This policy has proved to be of great benefit to Motor Racing in general and Great Britain in particular by the production of some of the finest drivers in the World. Approximately 75 per cent of the leading drivers began their careers in Cooper racing cars, including the two British runners-up to the World Championship 1956, Stirling Moss and Peter Collins.

For the furtherance of this policy, the Directors have decided to extend their activities to embrace that section of the public who cannot afford to purchase a racing car.

It is expected that this will result in the discovery of a great fund of driving talent from this, as yet, untapped source.

For the formation of a Racing Drivers Training Division, the Directors have agreed to allocate an equipe consisting of:

- I 1957 Formula II Cooper Climax Racing Car.
- I 1957 1500 c.c. Cooper Climax Sports Car.
- I Fully equipped Racing Car Transporter.

Briefly, the Rules governing the operation of the division will be as follows.

In view of the very high cost of this venture, it can only be successful if part of the cost is borne by the trainees. This revenue will be obtained by the introduction of an annual fee of £5 5s. and a charge per lap during actual driving which all trainees will be permitted to do in either or both of the cars during the next six months.

All selected trainees will be given a racing lesson, as passenger, in the Sports Car driven by one of several famous drivers who have agreed to give their services to the cause. At least one of these drivers will be in attendance during all examinations.

Outstanding drivers, who will be chosen on general ability and not necessarily on lap times, will be given further tuition with a view to a place in one of the Company's works teams, which is the purpose of the division.

#### **HOW TO APPLY**

In the first instance, send a stamped and addressed envelope to:

**The Cooper Car Company, Ltd.,  
Racing Drivers Training Division,  
243, Ewell Road,  
Surbiton, Surrey.**

You will then be sent a prospectus and application form which you must complete and return to the Company. Applications will be dealt with in strict rotation and selection rests with the Directors.

If you have the ability, you are advised to apply early before the maximum intake is achieved.

#### **Correspondence—continued**

##### **Nostalgic Query**

SURELY the picture of George Boyle and "Wilkie" Wilkinson, on page 26 of the 4th January issue of AUTOSPORT, is taken in the paddock at Brooklands. Is not that the Club house in the background and the car stalls on the right? It certainly is not the Bellevue Garage.

Now I'll stick my neck out. Didn't George Boyle run a tuning establishment in partnership with someone whose name escapes me in 1936-7? They had a workshop just behind the Club house to the left of the picture referred to above.

Comments will be welcome to revive memories of happy days, when I was a very junior mechanic with "B. Bira", working with "Lofty" England and another stalwart of those days, Stan Holgate.

ROY H. KETTLE.

LLANTRISANT, GLAM.

[Mr. Kettle is right. Picture of George Boyle with "Wilkie" was at Brooklands, and not at the Bellevue Garage.—Ed.]

##### **Gang Warily!**

JUST a warning to people who want to sell a sports car. Before the Suez trouble I had an XK 120 to sell and I could not get a respectable price in the Midlands, so I took it to London where I thought I would be able to sell it. I took it to two so-called sports car specialists (firms that advertise regularly) and at one of these places it was tried. I was then told what a "heap" it was and that they could not buy it, but would willingly put it into their large stock and sell it for me. I have since found out that this is the way most of their business is done.

The other dealer was not so rude about the car, and said he could not buy, but would be able to sell it for me without any trouble, so I left it. A few weeks after, the petrol trouble came and the car had not been sold so I went down to pick it up. The spare wheel was missing, the car had covered a fantastic mileage since I left it, and the front had been crumpled and repaired. I was not told about this, and when I asked, the manager did not know anything about it, but blamed a garage down the road where the car had been for a day.

Beware of these bright boys. When you see "Cars wanted for cash", and "Fairest trade buyers", etc., take care.

KNOWLE.

CHRIS SUMMERS.

##### **1,172 Formula**

THE issue regarding the 1,172 Formula controversy now appears quite clear.

Major Mallock wants the formula restricted to his type of motor car, which is no longer fast enough to beat more scientifically designed vehicles, which the 750 Motor Club, who like to see progress in design, make quite clear are eligible for the Formula.

Major Mallock says the Lotus XI Sports is 14 m.p.h. faster and  $\frac{1}{2}$  cwt. lighter than any rival. There are several 1,172 cars weighing less than  $8\frac{1}{2}$  cwt. whose maximum speeds exceed 90 m.p.h. by a considerable margin. After dark hints concerning Lotus roadholding Major Mallock deals with a so-called "works" Mk. XI Sports which I presume refers to the car owned by Graham Hill which, after a successful 1,172 début at Brands Hatch, competed unsuccessfully in the 1,172 race at Sunbac Silverstone.

Unsuccessful Lotus appearances are apparently unnoticed by Major Mallock for I remember a certain J. W. Whitehouse, driving his home-built Arden, beating Macdowell's Mk IX at the A.M.O.C. Silverstone in 1955, after which the Arden was withdrawn from the 1,172 class.

Scrutineers will be relieved that they do not have to distinguish between streamlined and unstreamlined cars, especially if a streamlined body is defined as one that is developed by wind tunnel or road testing or an exact or near copy of any such body, as suggested by Major Mallock.

Finally, with regard to the minimum weight stipulation of 8 cwt. for 1,172 Formula cars, let us thank the 750 Motor Club for their foresight in banning unscientifically designed projectiles whose weight has been drastically reduced by haphazard drilling of dirty great holes in vital chassis members.

"LOTUSEER".

ESHER, SURREY.



# AUTOSPORT

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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).

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BASIL ROY, LTD. See and try the new BERKELEY sports car.—161 Gt. Portland Street, W.1. LAngham 7733.

JACK BOND, London's Berkeley Agents. Immediate delivery from stock. The sensational Berkeley sports 2-seater (designed by Laurie Bond), 60 m.p.h., 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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1956, AUG., very special sports/racing BUCKLER, 2,500 miles only. Bargain.—Goldbourne, Hartshill, Stoke-on-Trent. Phone: Newcastle, Staffs, 69688.

#### DELOW

1952 RED DELOW, mod. recon. engine, i.f.s., three spare wheels and tyres. Many extras. £295 o.n.o.—Phone: Pevensy Bay 315 (Eastbourne).

#### ELVA

ELVA, built 1955, fitted with fully tuned and modified Ford engine with L.R.G. head. A fast and reliable car for all competitions. £525.—Sibleys Garage, 224 Edward Road, Balsall Heath, Birmingham.

#### FIAT

FIAT 1936 "Bailla" sports 2-seater, perfect condition throughout. £125. Terms possible.—37 Parkside Drive, Edgware. Tel.: STO 7073.

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## Club News—continued

## ARMCHAIR MOTORING

ON Monday, 7th January, the East Surrey Motor Club held an "Armchair Rally" at their club headquarters, Ye Olde Leather Bottle, Warlingham, and some 50 members took part in a most interesting closed-to-club event. Competitors were paired off at individual tables and took part in a three-section rally, each section being of approximately 15 minutes' duration, with a 10-minute break between sections for refuelling at the bar. The rally was rounded off by a most ingenious driving test, in which both vehicle and fuel was supplied by the organizers. This consisted of a plan of London streets with a magnetically controlled motor car, which had to perform certain evolutions. The time taken on this test was used to decide ties. The event was won

by Mr. and Mrs. G. H. Procter. John Hetherington and David Quitman came in second, and the third car home was driven by Mr. and Mrs. H. E. J. Skinner.

## NORTH LONDON M.C.

THE Annual General Meeting of the North London M.C. is to be held at the Cricketer's Arms, Chaseside, Enfield, on 29th January at 8.30 p.m.

## LONDON M.C.

JIM APPLETON, who has served for nine years as both Chairman of Council and Secretary, is giving up the position of Secretary but retaining the office of Chairman of Council. The office of Secretary will now be taken over by Ron Carradine, the former Treasurer. The office of Treasurer is being taken by a newcomer to the Council, R. A. Weston, and an additional office of Assistant Secretary is being created in

which position is Mrs. J. Watts, 159 Swakeleys Road, Ickenham, Middlesex.

## BEXLEY L.C.C.

MEMBERS of the Bexley L.C.C. are to hear a talk by F3 driver Roy Mayne on 21st January at the club's headquarters, the Albany Hotel, Steyn-ton Avenue, Bexley. He is bringing his Cooper along as a practical illustration.

On 27th January, the club are running a 25-mile rally starting from the Townley Road car park, Bexleyheath at 10.30 a.m., and on the following evening (28th) the A.G.M. will take place at the Albany Hotel.

## M.G.C.C.

AFTER 20 years' service, Archer Cook-son ("Cookie") has retired from the committee of the M.G.C.C. South-East Centre. At a recent club dinner he was presented with a silver salver in recognition of his work for the club.

Classified Advertisements—continued  
WANTED—continued

WANTED.—Engine conversion and overdrive, Consul Mk. I.—93 Windmill Lane, Bushey Heath, Herts.

1951/52 DELLOW Mk. II 2-str., untrailed. £250 approx. No dealers. Preferably London area.—Tel.: ENF 3824.

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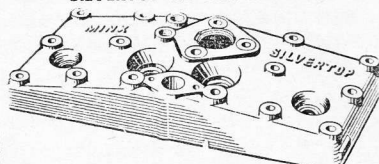


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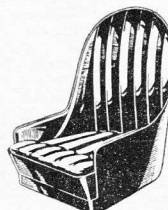
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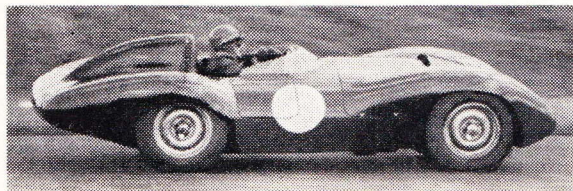
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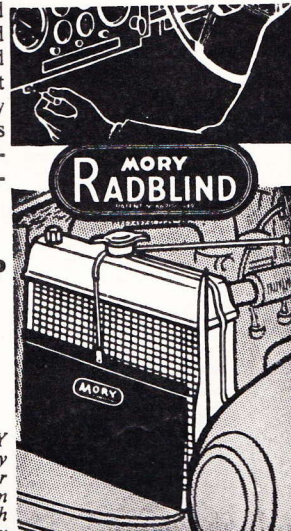
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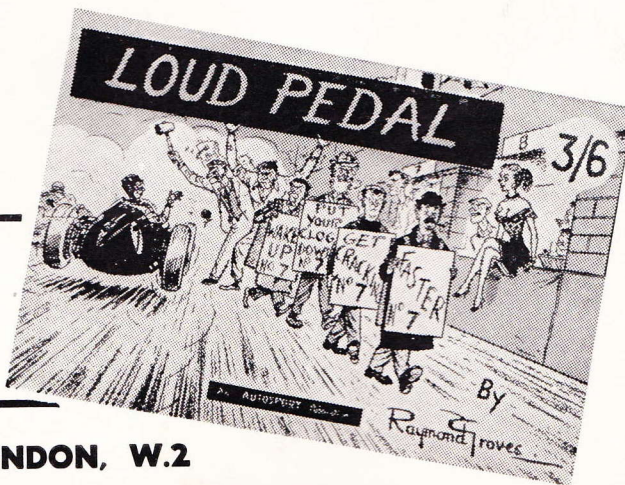
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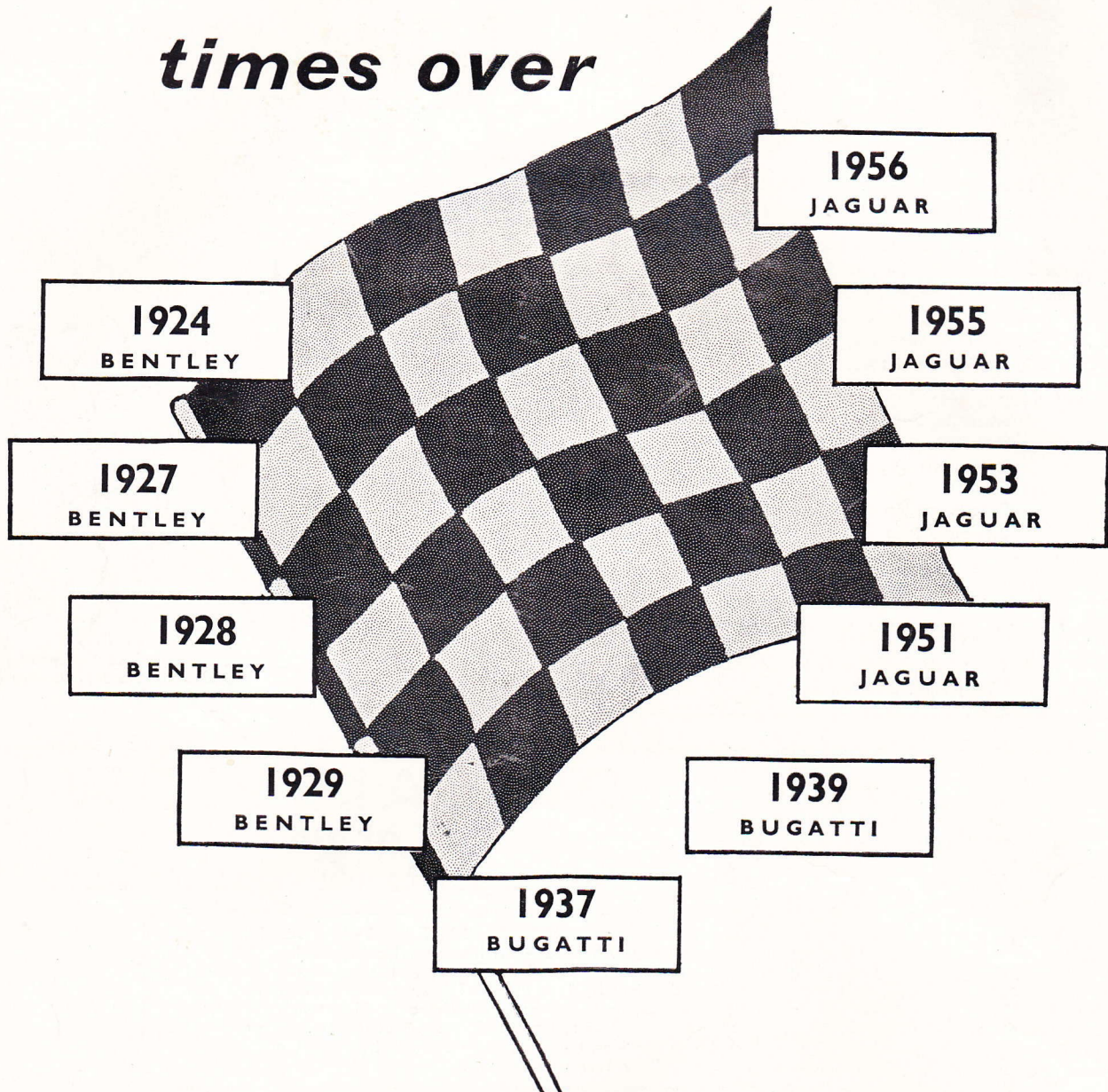
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