

AUTOSPORT

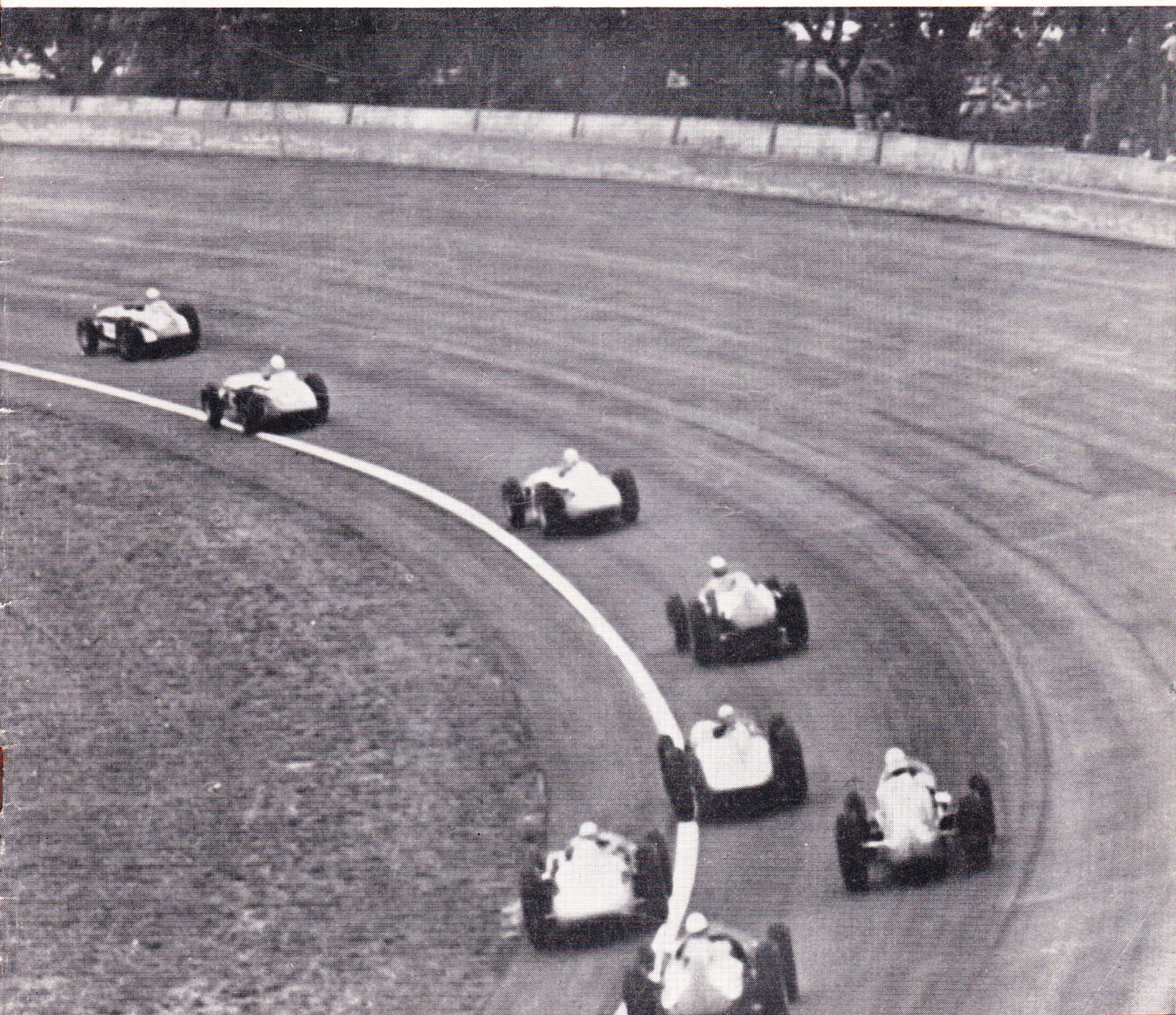
JANUARY 25, 1957

1/6

EVERY FRIDAY

Vol. 14 No. 4

BRITAIN'S MOTOR SPORTING WEEKLY

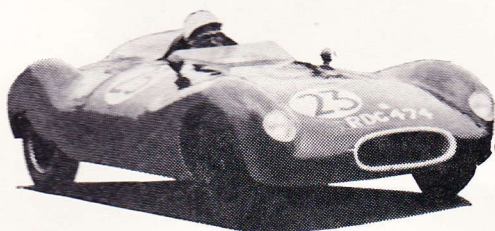


IN THIS ISSUE

THE ARGENTINE GRAND PRIX AND 1,000 KM. RACES : SEASONAL SURVEY, PART 4—FORMULE LIBRE RACING
THE GLOUCESTER TRIAL : CASE HISTORY OF THE MASERATI, CONCLUSION : DUEL IN THE DESERT

Ferodo First-

in 1956



Some sports car successes

GOODWOOD EASTER MEETING

Lavant Cup **1st** COOPER-CLIMAX

Sports Car Race (A) **1st** David Brown ASTON MARTIN

BRITISH EMPIRE TROPHY

1st COOPER-CLIMAX

AINTREE April SPORTS CAR RACES

Unlimited Race **1st** David Brown ASTON MARTIN

1,100 c.c.—2,000 c.c. **1st** LOTUS-CLIMAX

Up to 1,100 c.c. **1st** LOTUS-CLIMAX

SILVERSTONE International SPORTS CAR RACE

Over 1,500 c.c. **1st** David Brown ASTON MARTIN

Up to 1,500 c.c. **1st** COOPER-CLIMAX

AINTREE June SPORTS CAR RACES

Unlimited Race **1st** David Brown ASTON MARTIN

Up to 1,500 c.c. **1st** LOTUS-CLIMAX

LE MANS

Index of Performance

1st D.B.

3 litre class

1st David Brown ASTON MARTIN

1,100 Class

1st LOTUS-CLIMAX

750 c.c. Class

1st D.B.

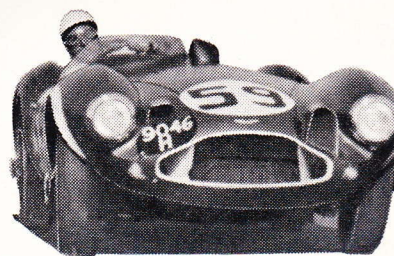
OULTON PARK MEETING Aug. 18

International Trophy **1st** David Brown ASTON MARTIN

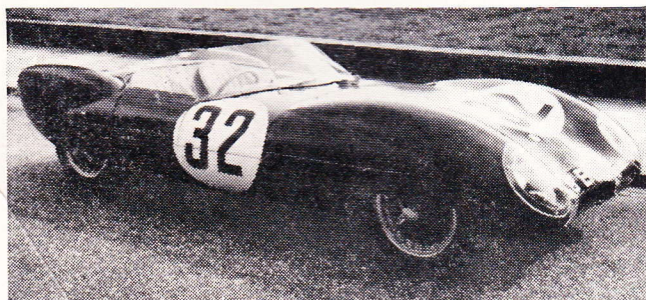
Sporting Life Trophy **1st** COOPER-CLIMAX

OULTON PARK DAILY HERALD GOLD CUP

1st COOPER-CLIMAX



Photographs: courtesy "Autosport"



Fit Race-proved

FERODO

Anti-Fade BRAKE LININGS

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 14 No. 4

January 25, 1957

Managing Editor GREGOR GRANT

Associate Editor

C. POSTHUMUS

Assistant Editors

STUART SEAGER, MAXWELL BOYD

Road Tests and Technical

JOHN V. BOLSTER

Art Editor

THEO PAGE

Northern Editor FRANCIS N. PENN

CORRESPONDENTS

Northern Ireland

W. A. McMASTER

Eire

JACK O'DONOGHUE

Continental

GERARD CROMBAC

MAURICE GATSONIDES

Western Germany

ALAN BRUCE

Scandinavia

HANS FRIES

U.S.A.

RUTH SANDS BENTLEY

South America

Dr. VICENTE ALVAREZ

Canada

RODERICK THURGOOD

PHOTOGRAPHIC SECTION

Chief Photographer

GEORGE PHILLIPS

Scotland

W. K. HENDERSON

Continental

MAURICE LOUIS ROSENTHAL

RODOLFO MAILANDER

U.S.A.

OZZIE LYONS

CONTENTS

	Page
Pit and Paddock	98
Sports News	99
Argentine 1,000 km. Race	100
Portrait Gallery, No. 66—Brian Lister	101
Grand Slam for Maserati (The Argentine G.P.)	
by Dr. Vicente Alvarez	102
The Gloucester Trial	106
Duel in the Desert	108
Rare French Sports Cars, No. 4—The Bucciali,	
Conclusion	110
Seasonal Survey, Part 4—Formule Libre Racing	111
The Maserati Story, Conclusion, by Norman	
Smith	117
Correspondence	119
John Bolster tests a Remarkable Oil Additive.	121
Club News	122
Penn Portrait, No. 7—Jimmy Ray	124

Published every Friday by AUTOSPORT

159 Praed Street, London, W.2

Editorial and General Office

PADdington 7673

Advertisement Department

PADdington 7671-2

General Manager PETER BAYLEY

Advertisement Manager NORMAN H. BIGSBY

Circulation Manager ERIC G. WATSON

Annual Subscription £4 9s. 0d.

(U.S.A. and Canada \$13.00)

Direct from the Publishers or all Newsagents

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

EDITORIAL

SCHOOL FOR RACING DRIVERS

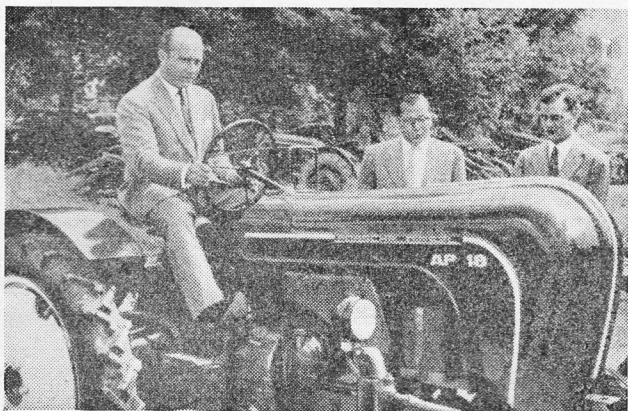
THE scheme announced by the Cooper Car Co., Ltd., will be welcomed by many people who, otherwise, would never have the opportunity to satisfy themselves of their ability to handle racing and sports-racing cars. For the modest sum of five guineas, and fixed charges per lap, budding drivers can be enrolled in the Racing Drivers' Training Division for a six months' period. The equipment comprises both Formula 2 and sports-racing versions of the 1957 Cooper-Climax, together with a transporter. Works drivers will be in attendance at all training periods, and will give practical lessons. Those trainees who appear to have genuine ability, will be offered more intensive tuition, with a view to a place in a Cooper factory team. The scheme has much to commend it, supplying as it does the first real short-cut to a racing career ever offered by a British manufacturer. Naturally it will have its critics. Very few people possess natural ability, the large majority of the successful drivers of today having come up the hard way, gaining practical experience on their own cars. Nevertheless if the division does discover one or two "naturals", then it will have proved itself, in addition to giving incentive to many young men who would, otherwise, have no chance whatsoever of becoming familiar with modern racing machinery. Several racing driver training schemes have been evolved in the past, but few have ever had the direct support of an actual manufacturer of racing machines. Handled in a businesslike manner there is no reason to suppose that the Cooper Car Co., Ltd., will not find it to be a worthwhile investment. To judge by the overwhelming number of applications already received, the number of would-be racing drivers is legion!

FERRARI HIT BACK

COMPLETELY defeated by Maserati in the recent Argentina Grand Prix, Scuderia Ferrari made partial amends by winning a rather confusing 1,000 kilometres race at Buenos Aires, first leg of the World's Sports Car Championship, with a Maserati runner-up, and another Ferrari third, these first three cars being jointly handled by no less than eleven drivers! The race was overshadowed by a very serious accident, when a privately entered Ferrari left the road and ran amongst the tightly packed crowd, injuring more than a score of persons. In actual fact, leading drivers criticized the safety precautions during practice, dangerous sections being pointed out to the organizers. It would appear that their misgivings were well founded.

OUR COVER PICTURE

OFFENHAUSER COUNTRY: Indianapolis is by long tradition the unconquered territory of the "Offy"-powered special. This picture shows Sam Hanks, eventual second place winner in the 1956 event, leading Troy Ruttman through Turn 1. The race is reviewed in this week's "Seasonal Survey".



EYE to the future? There are no signs yet of Fangio's retirement, but perhaps he is trying out this Porsche Diesel tractor (at Friedrichshafen last year) with the idea of farming with it when he does give up racing.

★

PIT AND PADDOCK

PRACTICALLY certain that a 750 c.c. Lotus will be built this year with ideas about the "Index of Performance" at Le Mans. Most obvious power unit would be a reduced version of the 1,100 c.c. Coventry-Climax.

ALEJANDRO DE TOMASO Y CEBALLOS, of Buenos Aires, and Isabelle Haskell, of New Jersey, have announced their engagement. They shared the 1½-litre class-winning Osca in last Sunday's 1,000 kms. race at Buenos Aires.

ANNOUNCEMENT of the Cooper Co.'s driver training scheme certainly drew a brisk response—the first day's mail was delivered to the Surbiton works by special van!

ANOTHER new member of the Lotus team for 1957 events, including Le Mans, will be Peter Ashdown, winner of the John Coombs Lotus Trophy.

D. J. CALVERT, who did well last year with a twin-o.h.c. head H.R.G. in AUTOSPORT Championship events, took delivery last week of an Alfa Romeo Giulietta Sprint Veloce from the London agents, S. Morris, of Conduit Street. He plans to race it in this year's Championship events.

THE Austrian Motor Sport Club (O.A.S.C.) has been formed, with H.Q. in Vienna. They hope to stage an Austrian Rally on 18th/19th May, an airfield race meeting on 28th April, and a hill-climb on the Gaisberg in August, coinciding with the Salzburg Festival.

THEY SAY Dept.: That the new Formula 2 V6 Ferrari engine may eventually have Bosch type direct fuel injection. And they speak of 200 b.h.p.

THE Warsaw motor journal *Motor* is bemoaning the lack of Polish sports or racing cars, and of a Polish racing circuit on a par with those used in the World Championship series. Nonetheless, a project is afoot to build a race-course for car and motor-cycle events.

THE Editor of AUTOSPORT talked about "Grand Prix Racing" to the boys of the Haberdasher Aske School Motor Club last Monday. The club presented him with a beautifully-finished scale model of a 1904 Darracq.

SEBRING entries are already coming in. Fangio, Hawthorn and Collins are first Ferrari nominations, with more doubtless to follow: Porfirio Rubirosa may run a Ferrari, and Americans Phil Hill and Jimmy Bryan will take part.

PORSCHE driver Max Nathan is reported to be retiring from competitions.



TERYLENE safety belt, fitting over the shoulders and with quick-release fastener, to prevent car occupants from being catapulted forwards in an accident, is marketed by Belzona Harnesses, Ltd., Harrogate, Yorkshire.

KEITH HALL has sold his 1,100 c.c. Lotus to John Fisher, who plans to install a Borgward engine. Hall will be taking delivery of a new 1,100 c.c. Lotus next month.

DAN MARGULIES and Tony Hogg are teaming up to race a new Lotus, with 1,100 c.c. and 1,500 c.c. power units available, in as many Continental fixtures as possible this season. Hogg has been living in America for some years, and has raced cars and speedboats there.

PIERRE MONNERET, racing motorcyclist and occasionally Maserati driver, has announced his retirement from racing.

ENTRIES for the Mobilgas Rally (Round Australia) 1957 will open on 1st May, regulations and entry forms being available from 1st March. Full details and appropriate forms from The Organizers, Mobilgas Rally, Vacuum Oil Pty., Ltd., 29 Market Street, Melbourne, C.I, Australia.

THE Annual Conference of R.A.C.-recognized clubs will be held at 2 p.m. on Friday, 22nd February, at Pall Mall.

SCOTTISH driver Tom Dickson is to take over and drive the Border Reivers' F2 Lotus during the coming season.

THE B.A.R.C.'s winter social programme ends on Saturday, 16th February, with a dinner-dance at the Hyde Park Hotel, London, S.W.1, from 7.30 p.m. until midnight. Tickets (35s. each) can be obtained from the B.A.R.C. at 55 Park Lane, London, W.1.

IAN RABY is to have a new Mk. XI Formula 3 Cooper for the coming season. So are D. S. Howlett, G. W. Towse and S. Thorman, Kurt Lincoln of Finland, and four 500 c.c. racing exponents in U.S.A.

FRANK MILLER has been elected president of the Westchester S.C.C. Art Peck now fills the same office for the Long Island club (LISCA).

STANDARD MOTORS S.A. OF BRAZIL, a subsidiary of the parent firm in Coventry, are now in production at their new factory at Sao Paulo.

TWO Stanguellinis, one a 750, the other a 1,100, will be going to Sebring to compete in the Florida 12 Hours race.





JAGUAR XK "SS" is the official title of the new sports-racing car from Jaguar's Coventry factory. Mechanically similar to the D-type, the SS has a full-width windscreen, folding hood, touring upholstery and cockpit fittings and disc brakes. Intended primarily for export, it will cost \$6,900 in the U.S.

OULTON PARK NEWS

CHESHIRE CAR CIRCUIT, LTD., confirm that plans are going ahead to hold the 19th British Empire Trophy at Oulton Park on 6th April. The race will follow the general pattern of last year, and there may be an interesting innovation to the day's programme of events.

As a result of recent tests in the Vanwall, both Stirling Moss and Tony Brooks have recommended certain small resurfacing repairs to be carried out at Island Bend and other places. These will be completed before the season opens.

CONNAUGHT G.P.C.C.

REQUESTS for membership forms of the Connaught Grand Prix Car Club now total 2,350. In the first week following limited initial distribution of these forms, some 150 have been returned enclosing subscriptions and donations totalling £250—so that's at least one extra car on the starting grid.

Further application forms for this "Keep Connaught Going" movement can be obtained from John Webb, Grand Buildings, Trafalgar Square, London, W.C.2. Available from the same address are new picture stamps, produced in gummed stamp form on lightweight photographic paper.

Already available is a set of 12 photo-stamps of past and present Connaughts. Twelve new stamps, covering all types of racing and sports cars, will be produced every month. Descriptive albums will be produced periodically. Twelve different stamps will be exchanged for a donation of 2s. 6d. to the funds of the C.G.P.C.C.

LUDOVIC FORD

PRE-WAR racing driver J. Ludovic Ford died at his home in Jamaica recently. "Ludy" raced at Le Mans with M.G. and Alta machines, and was also prominent at Brooklands. Co-driving with Maurice Baumer in a Magnette, Ludovic was leading his class by a big margin in the 1954 Le Mans race, when trouble intervened. Earlier he had driven M.G. Midgets.

UNSUCCESSFUL in the opening Formula 1 race of the year, the Argentine G.P., was the numerically very strong Ferrari team, seen here lined up before the pits. Failure of their clutches put four cars out, only one finishing. "But", says Enzo Ferrari, "we will be back—with the trouble remedied. . . ."

SPORTS NEWS

INDIANAPOLIS QUALIFYING SPEEDS RISE

"ROOKIE" drivers will be required to prove their ability at speeds ranging up to 130 m.p.h. before attempting to win a starting position in the 41st annual 500-mile race at Indianapolis on 30th May. This increase of 5 m.p.h. is the fourth such change since drivers' tests became compulsory in 1936. The complete test will now consist of 25 miles under official observation at each of the following speeds: 115, 120, 125 and 130. A committee of veteran drivers and race officials then will determine whether or not the "rookie's" performance has been satisfactory.

Engine specifications for the 1957 race, announced last July in order to provide ample time for the necessary changes, call for a reduction of approximately seven per cent. in piston displacement. Maximum displacement for non-supercharged engines was cut from 274 cubic ins. to 256 cubic ins. and supercharged engines from 183 cubic ins. to 171 cubic

ins. A minimum track of 47 ins. also has been established for 1957 and race officials have designated specific contrasting colour combinations for use in numbering the cars. Entries will be accepted until midnight, 15th April, the first three being Don Freeland (Ansted-Rotary Spl.), Bob Veith (Bob Estes Spl.) and Jimmy Reece (Hoyt Machine Spl.).

MOTOR FUEL FOR OVERSEAS VISITORS

THE allowance of motor fuel for overseas visitors to Britain is as follows:

1. A basic ration for business and touring purposes according to length of stay. This is at present equivalent to 200 miles for each period of four weeks or part thereof up to maximum of four months.

2. A supplementary allowance of 1,000 miles maximum, to be issued on the following basis:

(a) From port of entry to destination, up to a maximum of 500 miles.

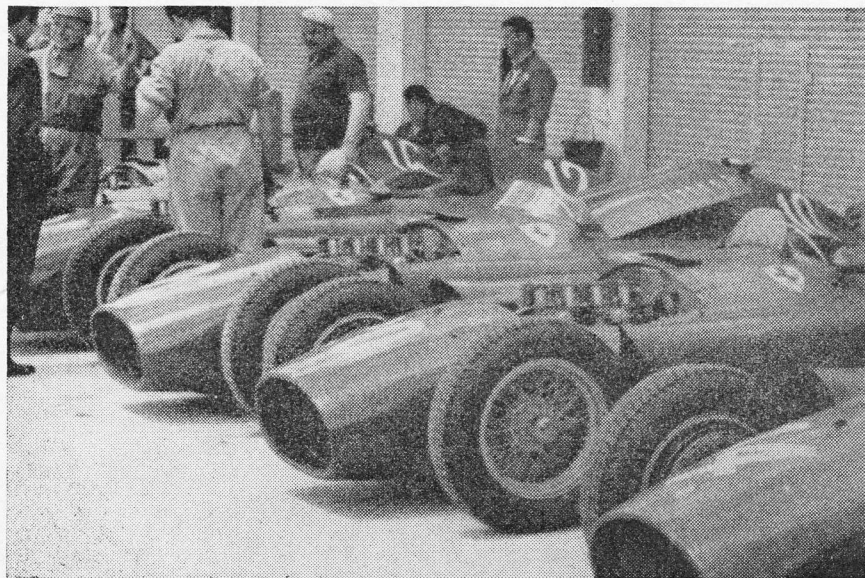
(b) From destination to port of embarkation up to a maximum of 500 miles.

Note: Holders of pink registration books (i.e., owners of export quota cars) will qualify for the same allowance.

Both allowances can be obtained at the port of arrival. Visitors already in this country will be able to apply to the nearest A.A. or R.A.C. office, taking with them their registration card RF24A or pink registration book.

Any overseas visitor who finds the allowance insufficient for his business or professional requirements may make an application to the Regional Petroleum Officer for an additional allowance on form PR1 obtainable from main post offices or local taxation offices.

Special arrangements are being made for overseas visitors who wish to hire cars during their stay in this country.



ANY MORE FOR THE SKYLARK!

Eight Drivers in Two Ferraris take First and Third Places in Buenos Aires 1,000 kms. Race!—Maserati Second, Jaguar Fourth

FOUR drivers—three of them Italians and one an American, brought one 3½-litre Ferrari through six exhausting hours of racing in stifling heat, to win last Sunday's Buenos Aires 1,000 Kilometres race. The car, that of Cesare Perdisa and Masten Gregory, was subsequently driven by Eugenio Castellotti and Luigi Musso! Another Ferrari foursome, de Portago and Von Trips, Peter Collins and, once again, Castellotti, came home third, while the 3-litre Maserati which came second was handled first by Behra and Menditeguy, who were later joined by Stirling Moss. Moss and Fangio led the race in the opening stages with the new 4½-litre 360-plus b.h.p. V8 Maserati, Moss breaking the lap record three times before the car itself broke after 58 laps. When he subsequently took over the Behra 3-litre "six", he bettered his own lap record by a further .3 sec., leaving it at 170.46 k.p.h. (105.93 m.p.h.).

The Ecurie Ecosse Jaguar driven by Ninian Sanderson and Roberto Mieres put up a fine performance in taking fourth place behind the formidable Italian cars. The 6.35-mile circuit, which incorporated two long, parallel straights, running in opposite directions, proved very fast, but the majority of the drivers protested that it was dangerous in its present form. Sculatti of Ferrari even threatened withdrawal of the entire Ferrari team if improvements were not effected. Najurieta (Ferrari) and Ron Flockhart (Ecurie Ecosse Jaguar) were involved in practice accidents which prevented their starting. Sundry measures were eventually taken to improve conditions, including the inclusion of a chicane and increased straw bale protec-

tion. There were 25 starters, several amateurs withdrawing their entries.

Hot sun made conditions very trying, and as team managers strove to keep their best cars well-placed, drivers were switched around, causing the utmost confusion. In the midst of this, and the oppressive heat, came grim news of an accident to the local driver Cabalen, whose Ferrari went out of control and charged into a public enclosure, injuring 26 spectators, five of them seriously. Another driver, Carmano, crashed his Maserati, going to hospital unconscious and with a broken leg and other injuries. It is also reported that a policeman was struck by Musso's Ferrari at full speed, suffering two broken legs.

In the 1,500 c.c. class, the Osca of de Tomaso and Miss Isabel Haskell beat the Porsches of Jaroslav Juhan and Delfosse/Tornqvist. A full, illustrated report of the Buenos Aires 1,000 Kms. race will be published shortly.

Provisional Results

1. C. Perdisa/M. Gregory/E. Castellotti/L. Musso (3.5 Ferrari), 98 laps, 1,001 kms. in 6 h. 10 m. 29.9 s., 100.77 m.p.h.; 2. J. Behra/C. Menditeguy/S. Moss (3.0 Maserati), 98 laps in 6 h. 11 m. 53.4 s.; 3. A. de Portago/B. Von Trips/P. Collins/E. Castellotti (3.5 Ferrari), 98 laps in 6 h. 12 m. 59.6 s.; 4. N. Sanderson/R. Mieres (3.5 Jaguar), 95 laps in 6 h. 12 m. 14.1 s.; 5. L. Piotti/G. Bonomi (3.0 Maserati); 6. A. de Tomaso/Miss I. Haskell (1.5 Osca); 7. Drogo/Pola (2.0 Ferrari); 8. J. Juhan/Von Doty (1.5 Porsche); 9. Ferreira/Viana (3.0 Ferrari); 10. Terra/Danvila (3.0 Mercedes-Benz).

Class Winners: Over 3 litres: Perdisa/Gregory/Castellotti/Musso (Ferrari). 2-3 litres: Behra/Menditeguy/Moss (Maserati). 1,500-2,000 c.c.: Drogo/Pola (Ferrari). Up to 1,500 c.c.: de Tomaso/Miss I. Haskell (Osca).

Fastest lap: Moss (3.0 Maserati), 3 m. 36.0 s. 105.93 m.p.h.

DR. J. D. BENJAFIELD

IN the death on Monday last of Dr. Joseph Dudley Benjafield, M.D., the British motor racing movement have lost a most valuable friend and adviser. "Benjy" was a most warm-hearted person, rich in experience of motor racing, and ever ready to give assistance. His most renowned performance was the joint victory at Le Mans in 1927, which he shared with S. C. H. Davis and the heroic, much battered "Old No. 7", sole surviving Bentley after the memorable crash in the dusk at White House Corner.

His racing career began in 1924 with a Bentley in which he scored many fine Brooklands successes, and the following year he went to Le Mans to co-drive a

team Bentley. As it turned out, he did not drive at all, for the car ran out of fuel before his turn came round. The following year he and Davis lay third in the late stages, but the car did not finish. Brilliant atonement came with their 1927 victory, and Benjafield also scored a third place in 1929 with d'Erlanger. As one of the "Bentley Boys" the doctor, who was a specialist in bacteriology and pathology, with a practice in Wimpole Street, was cheerfully dubbed "our bald-headed chemist", which title he accepted just as cheerfully. He it was who largely founded the British Racing Drivers' Club, holding regular dinners in London for motor racing friends, the club eventually being formed with "Benjy" as hon. treasurer.

Dr. Benjafield also raced with Salmson and Alfa Romeo cars, drove an M.G. Magnette into third place in the 1934 500 Miles Race at Brooklands, and shared a 4½-litre Lagonda at Le Mans, 1935, with Sir Ronald Gunter. Withdrawing from active competition work thereafter, he remained a firm supporter of the sport, giving invaluable help in an advisory capacity, and remaining on the B.R.D.C. committee until his death. He was 69. To his son, Patrick, who is well known in motor racing photography circles, and his relations, we extend our sincere sympathy. All the motor racing world will be the poorer for the loss of "Benjy".



The late Dr. Benjafield, seen with Stirling Moss before a B.R.D.C. race meeting.

NEW ZEALAND G.P.

FULL results of the New Zealand G.P., augmenting those published last week, are appended herewith. Of the British competitors, Horace Gould (Maserati) and W. F. Morrice (Cooper-Bristol) were unlucky to retire. Jack Brabham's F2 Cooper dropped to 10th place, after a water hose burst. Further news will be published shortly.

1. Reg Parnell (3.5 Ferrari), 76.63 m.p.h.; 2. Peter Whitehead (3.5 Ferrari); 3. Stan Jones (2.5 Maserati); 4. Ross Jensen (3.5 Ferrari sports); 5. Bob Gibbons (Jaguar D); 6. G. Palmer (Cooper-Bristol); 7. R. Watson (4.7 Lycoming Spl.); 8. R. W. Frost (Cooper-Norton); 9. T. Clark (H.W.M.); 10. J. Brabham (Cooper-Climax); 11. P. Tendello (Bugatti-Jaguar); 12. A. P. Stringer (Cooper-Climax); 13. R. Moore (Cooper-Climax); 14. J. McMillan (2.9 Alfa Romeo).

Retirements: W. Morrice (Cooper-Bristol), 9 laps; D. Caldwell (Alfa Romeo), 10 laps; H. H. Gould (2.5 Maserati), 15 laps; Bib Stillwell (2.5 Maserati), 50 laps; P. Hoare (1.5 Maserati), 55 laps; R. Roycroft (4.5 Ferrari), 60 laps; A. Freeman (4.5 Talbot), 81 laps; Syd Jensen (Cooper-Climax), 99 laps; A. Stafford (Cooper-Norton), 103 laps.

SPEED EVENTS AGAIN

PROBABLY the first European speed event of the 1957 season, the Surrey Sporting M.C.'s 5th annual sprint meeting, is to take place at Brands Hatch on 3rd March. At the moment, the clubs being invited are the London, 750, Tunbridge Wells, Guildford, Maidstone and Mid-Kent, Club Lotus and B.A.R.C. Regulations will be available shortly from P. Lindsay-Plews, "Redstone", Redstone Hill, Redhill, Surrey.

SESTRIERE RALLY

THIS year's Sestriere Rally, 25th February to 1st March, will cover a 2,127 km. road section, to be covered at an average of 50 k.p.h. The first stage, to Rimini, passes through Pinerolo, Asti, Piacenza, Parma, Modena, Bologna and Imola. Speed tests will be held on the racing circuits at Modena and Imola. After a night's rest at Rimini, the second stage returns to Sestriere via Fano, Rome, Leghorn, Genoa, Piacenza, Brescia, Monza and Pinerolo. Further speed tests will take place on the Castelfusano and Monza circuits. The total value of the prizes will be over six million lire, and the outright winner will also be awarded a Fiat TV 1100. Entries close on 31st January for this World Touring Championship event, and regulations can be obtained from the R.A.C., Pall Mall, London, S.W.1, or the organizers, A.C. di Torino, Via Giolitti, 15, Turin, Italy.

SOME basic reading about tyres, which might be of value and interest to students and enthusiasts during the long evenings, is offered by the Avon India Rubber Co., Ltd., in printed articles under the headings "Tyres for High Performance", "Punishment by Treadmill", "Scientific Tyre Testing" and "Tyre Characteristics as applicable to vehicle stability problems". Apply to the Avon Publicity Division, Melksham, Wilts.

PIRELLI Speed tyres can now be fitted as optional equipment on the Aston Martin DB2/4, at a slight surcharge.

TRACK tests of a Syracuse Connaught, fitted with an experimental form of fuel equipment, will probably begin shortly. Harry Weslake, incidentally, has been busy revising the porting on the Alta cylinder head for Connaught, his latest effort now being bench-tested.

TOUGH TEST FOR TWO PEDAL TEN

To prove that the Standard 10 saloon, fitted with Standrive Two-Pedal Control, would stop and restart on the 1 in 4 gradient of Lynton Hill in Devonshire, Ken Richardson drove a Ten, straight from the assembly line, up Lynton with four passengers, whose weight totalled 52 stone. He made four stop and restart tests on the steepest part of the hill.

He then made several further runs adding weight in the boot of the car, until eventually it was carrying the equivalent of six adult passengers.

Not content with this performance, Richardson allowed the car with this burden to run backwards down the gradient and then, without any assistance from the brakes, proceeded to check the backward movement entirely with the clutch and holding down the throttle with his foot, demonstrating a perfect pull away in this stringent and extreme test.

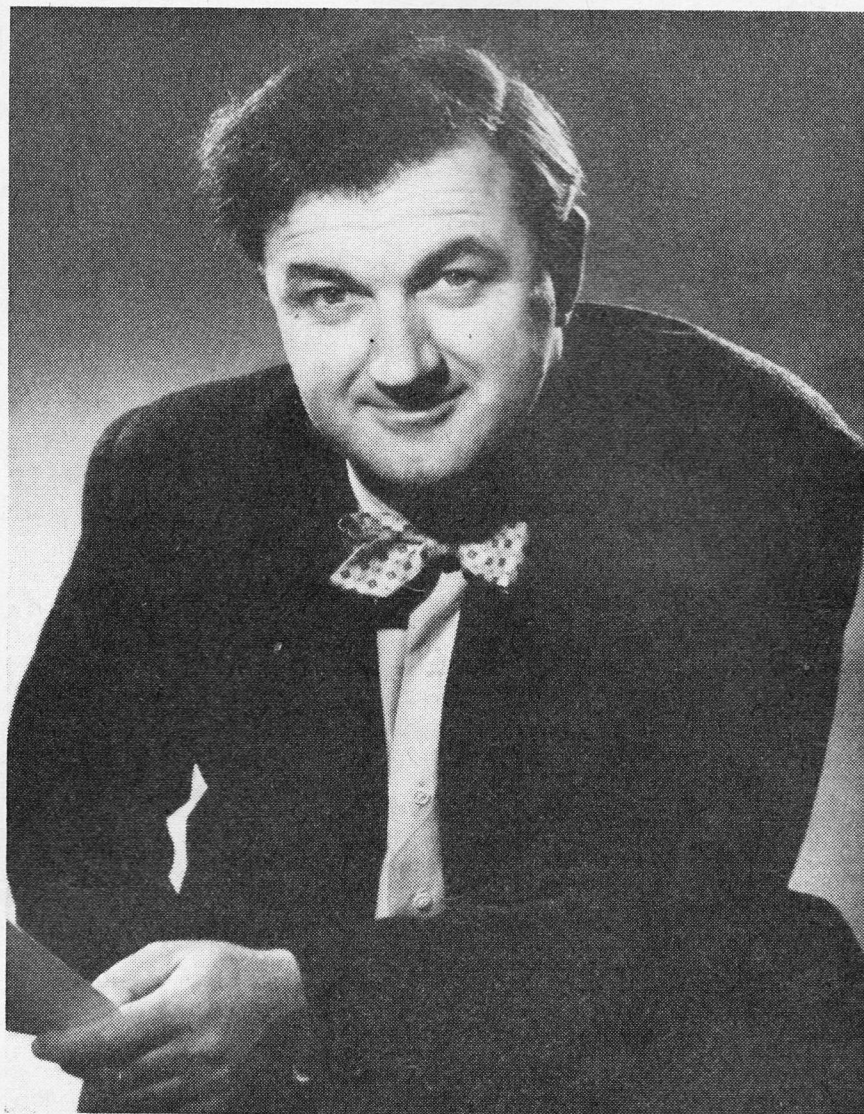
VALE, BROUGH

OWING to the non-availability of the Brough aerodrome in Yorkshire for motor or motor-cycle racing during 1957, the Blackburn Welfare M.C. announce with regret the cessation of their popular combined Formula 3/two-wheeler race meetings, which took place twice each season. 1957 will be the first year since the end of the war that there has been no motor racing at Brough. The B.W.M.C. were one of the first to hold 500 c.c. races under R.A.C. permit, their fixtures being organized in co-operation with the 500 Club (now the B.R.S.C.C.). Many famous "names" in racing performed early in their career on the Yorkshire pocket circuit, including Stirling Moss, Don Parker, the late "Curly" Dryden, Les Leston, Wing-Cdr. Frank Aikens, etc. It was at Brough in 1948 that Stirling Moss, then 18 years old, won his first circuit race, driving his white-painted Cooper-J.A.P. 500.

As a matter of interest, preliminary negotiations had been made for a Northern ITV transmission of the club's first 1957 meeting, scheduled for 7th April. All Northern enthusiasts will hope that the Blackburn Welfare M.C. will eventually be granted use of the aerodrome again, or that they will find a satisfactory alternative as a racing venue.

TRIUMPH IN THE AMERICAN MARKET

FOLLOWING the commencement of operations in February, 1954, Standard-Triumph Motor Co. Inc., New York, imported 952 cars. The following year sales showed a 37.5 per cent. increase, and were more than doubled in 1956, with a total of almost 3,000 Triumph sports cars. A recent survey of Triumph owners in the United States shows an interesting background to these achievements. Of the owners questioned, 86.2 per cent. said they chose the car because of its high performance, and 64.9 per cent because of its competitive price. The significant sales effect of Triumph successes in international motoring events was also well illustrated by the 59.5 per cent. who stated that they used their cars in rallies and other competitions.



Photograph by Patrick Benjafield

PORTRAIT GALLERY

No. 66—BRIAN LISTER

IF you walk into the Lister premises in Cambridge looking for racing cars, don't be surprised if you are confronted with a pair of 18th Century ornamental gates, or the framework of a cupola from one of the stately homes of England. These will, in fact, be in the care of craftsmen belonging to Geo. Lister & Sons, established 1890; for Brian Lister Light Engineering Co., Ltd., established 1955, and the racing cars, you must turn right, into a small workshop, as you go in.

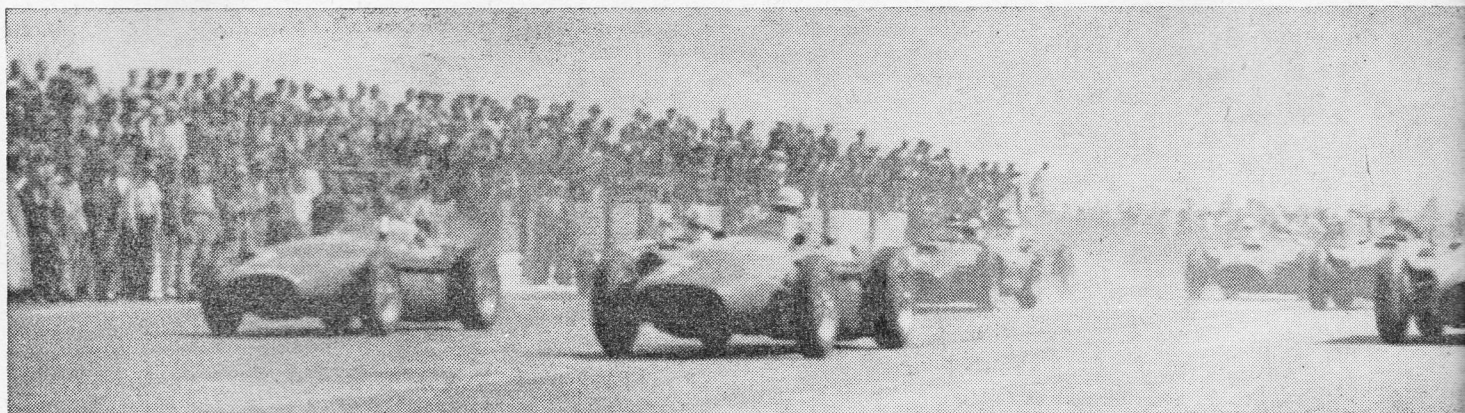
Brian Lister first took part in competitive motoring in early 1947, while he was still serving in the R.A.F. His car was a Morgan 4/4 and the events, rallies and driving tests. To make things a little more interesting, he put an M.G. engine into a Cooper chassis and drove it in short races and speed trials, but producing, in his own words, "nothing impressive" in the way of results.

Then came the Tojeiro-J.A.P., the only one of its type and with its engine mounted across the chassis. After one or two more events, Lister decided the car could be driven better if it was better driven—and thus began his long and valuable association with Archie Scott-Brown. The J.A.P. engine, however, proved temperamental, so Brian developed a chassis of his own and the Lister-M.G. was born.

From the M.G. stemmed the famous 2-litre Lister-Bristol, which made the names of both driver and designer, not to mention the man who found all the b.h.p., engine tuner Don Moore. The Lister-Bristol first ran at the British G.P. meeting of 1954 where, driven by Scott-Brown, it won the 2-litre class. Revamped during the winter of '54-'55, the car gave Brian the greatest thrill of his life when Scott-Brown brought it over the line to win outright the Empire Trophy of 1955. After that, the Lister-Bristol was completely unchallenged in the 2-litre class, winning everywhere it was entered.

In 1956 came the equally successful Lister-Maserati, built on the old Lister-M.G. chassis, the driving of which by Scott-Brown had to be seen to be believed. Next season, it will be the turn of Formula 2, with work going ahead on a single car for the same driver, and there will be a sports car—powered by a Jaguar D engine.

M. B.



Maserati's "Grand Slam"

Fangio, Behra, Menditeguy and Schell Score Resounding 1-2-3-4 Victory for "The Trident" in Argentine Grand Prix at Buenos Aires—Trouble Dogs the Ferraris

FOR the fourth consecutive time, defending World Champion Fangio scored a win in the opening round of the season, the Grand Prix of Argentina, run on the Municipal Autodrome of Buenos Aires on Sunday, 13th January. Unlike those past victories, however, this was a rather easy one, things shaping up his way from very early in the race, which, in a way, disappointed his loyal followers, used to seeing him come up the hard way. The brief practice period before the race gave a rather definite impression of what the Grand Prix was likely to be. Ferraris were experiencing trouble, mainly in carburation, and could not match the Maseratis in acceleration out of the turns. The personnel of the Ferrari équipe had hopes of overcoming this ailment before the race. They did so, to some extent, and Musso was able to chalk up a nice 1 min. 45.10 secs. for the lap, clipping 2 secs. off his earlier practice times. Behra tied this time, but Fangio took the honours for the day with a lap in 1 min. 42.80 secs.

Stirling Moss won pole grid position for the Maserati équipe by making his

fastest lap in 1 min. 42.60 secs., a new qualifying record. Fangio was next, with 1 min. 43.70 secs.; Behra third, 1 min. 44 secs., and Castellotti (Ferrari) fourth, 1 min. 44.20 secs. The Ferrari team took the second row, with Collins, 1 min. 44.60 secs.; Musso, 1 min. 44.80 secs., and Hawthorn, 1 min. 44.80 secs. Unable to wedge into the battle array

By DR. VICENTE ALVAREZ

of Maserati, the Ferrari team had managed to build up a solid pack right behind them. With Fangio as the top favourite, all hopes for an exciting race were based on two unlikely possibilities, that is, IF Fangio and Moss (expectedly, his most serious rival) were allowed to fight it out their own way (Mr. Ugolini would never allow it) or, IF the Ferrari cars had got rid of their troubles, thus permitting this formidable six-man team to split the formation of Maserati. In either case, the Grand Prix could be a

real thriller. Power of wishful thinking proved negligible on race day, though.

Twenty minutes before 4 p.m., cars were pushed to the starting line, Fangio leading the parade. This gave the crowd the chance of invading the track to escort their idol to his starting berth. Since almost every individual in this multitude exhibited some sort or other of a pit pass, the blame for confusion was—on second thoughts—duly transferred from the Crowd Control Department to the pass-issuing department. And this does not mean crowd control was any good; it was second worst this time. Cars lined up in the following order:—

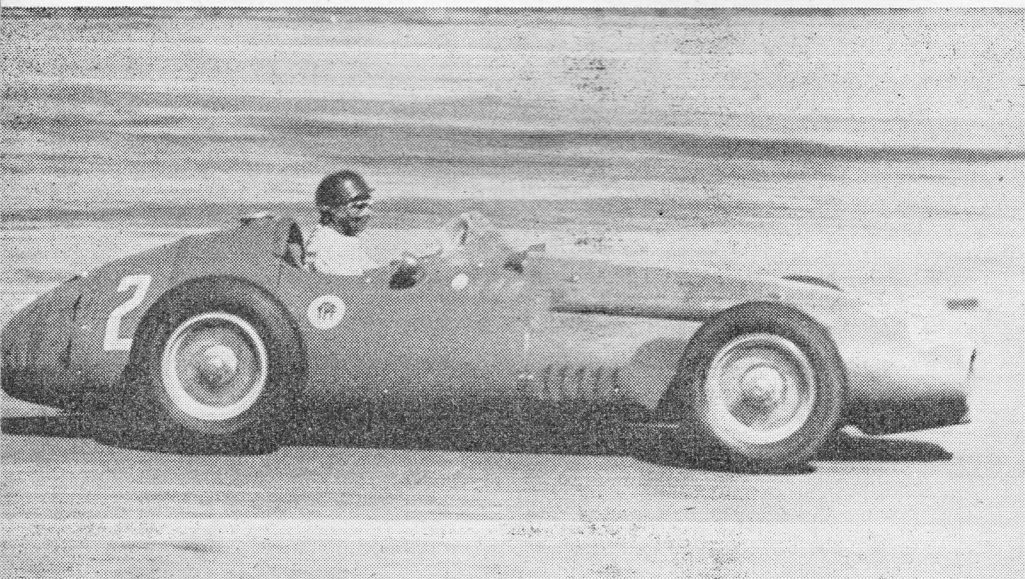
Moss (Maserati)	Fangio (Maserati)	Behra (Maserati)	Castellotti (Ferrari)
Collins (Ferrari)	Musso (Ferrari)	Hawthorn (Ferrari)	
Menditeguy (Maserati)	Schell (Maserati)	Gonzalez (Ferrari)	Perdida (Ferrari)
De Tomaso (Ferrari)	Bonnier (Maserati)	Piotti (Maserati)	

At the start of the race, at 4 p.m., it was evident that the flag was in the wrong hands. It goes without saying that handling flags is a very delicate business; otherwise, there would be no reason for the existence of starters. To begin with, the cars were held up, revving in their places for a far longer time than was necessary or advisable, while the drivers had no idea as to what was going on. Flag-fumbling ended with the hasty dropping of the flag, and were some of the drivers confused! Moss was, apparently, one of the victims (although he was non-committal in that

START of the first race of the 1957 Formula 1 season (top), with Behra holding a slight lead over Fangio, both in Maseratis.

★

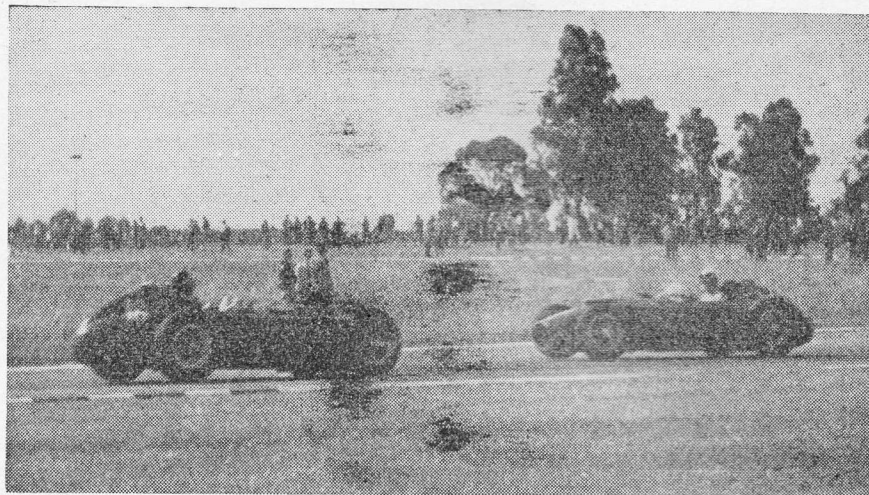
FANGIO FLAT-OUT in the winning Maserati. This was his fourth consecutive victory in the Argentine race.



respect, after the race) and made a very poor getaway—shearing a pin in the gearbox and bending a throttle-link. Anyway, the race had been started! But it would be a good idea, from now on, to put every job of any importance in the hands of well-trained individuals and (why not?) be nice to important spectators by making them honorary officials, as long as the adjective can be stressed.

Now, back to the race. Behra made the first lap in the lead, followed by Castellotti, Fangio, Hawthorn and Collins, all in a very compact group. On the third lap, Castellotti got in front, gradually opening up on Behra. Moss was at his pit, his mechanics very busy. Castellotti's time for the first five laps was 9 mins. 10.60 secs.; average 79.477 m.p.h. Behra was running one second behind, but closed on the following laps,

(Continued overleaf)



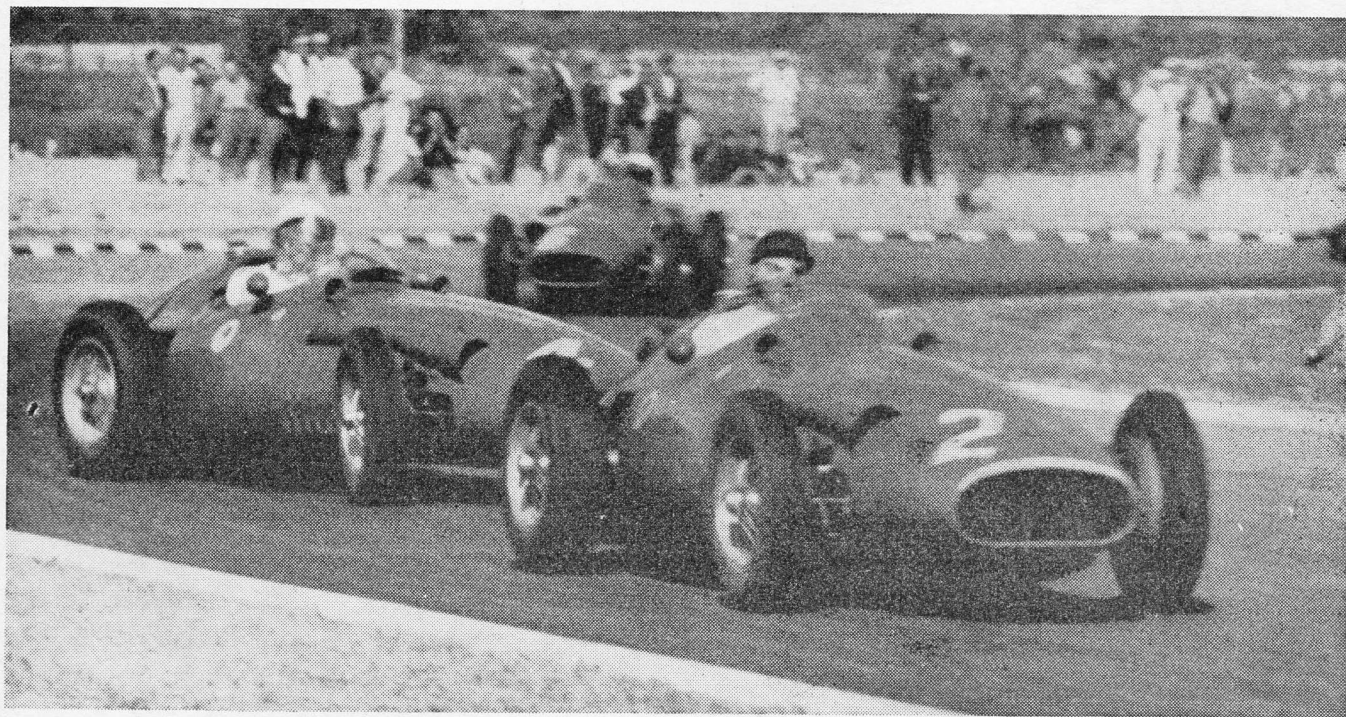
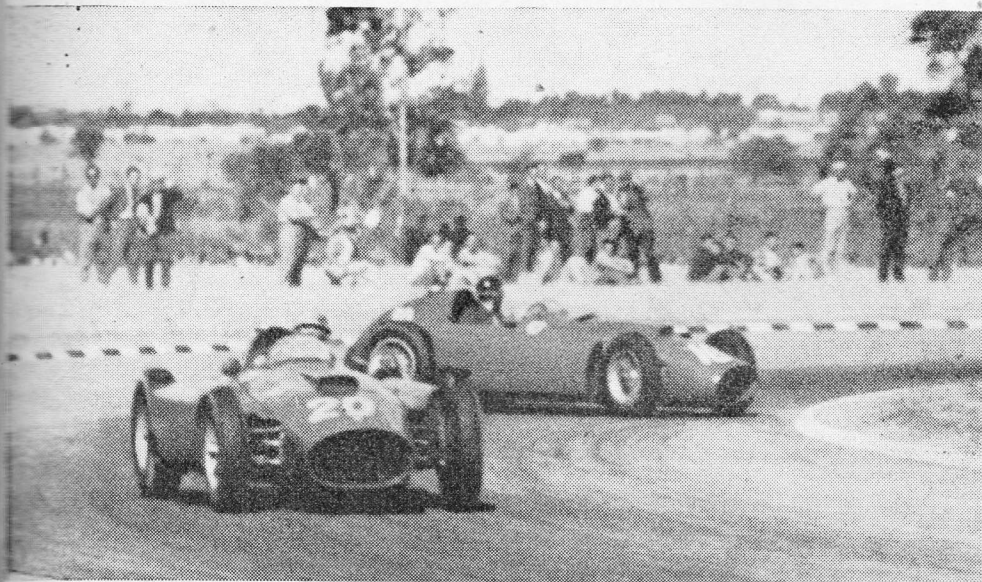
MIKE, MEET EUGENIO! A practice incident (above), with Castellotti going backwards into the S-bend, and meeting his Ferrari team-mate Hawthorn face on.

★

TURNING HIS BACK on team-mate Gonzalez (left) Mike Hawthorn spins during the actual race.

★

HARRYING FANGIO: (Below) Stirling Moss slides as he hangs determinedly to Fangio's tail—both driving the latest Maseratis. Behind, on the actual corner, comes Behra.



RELIEFS: *Alfonse de Portago of Spain, in Gonzalez's Ferrari, is trailed by Joakim Bonnier of Sweden, having his first Grand Prix drive at the wheel of Scarlatti's Maserati.*

to take the lead back on the ninth. It was on this lap that Moss went back to the race, after his pit stop.

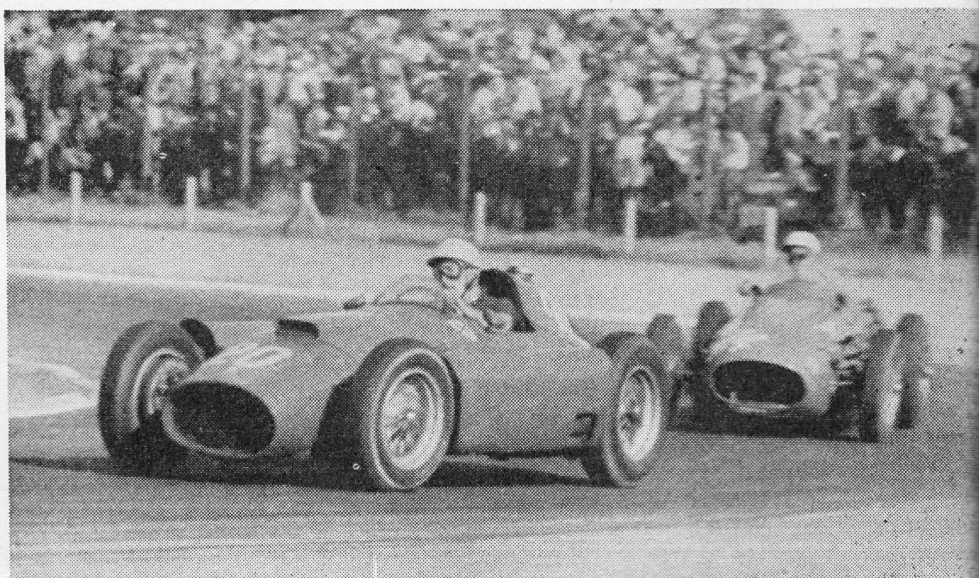
On the 10th lap, Collins got by Fangio into third place and began to push his team-mate Castellotti for second. Behra had raised the average to 80.351 m.p.h. at the end of the 10th lap. As a result of his effort, Collins took second place from Castellotti on the 11th lap, and the lead from Behra on the 13th. Lap record, so far, Collins with a time of 1 min. 46.30 secs. (82.613 m.p.h.). Collins stayed in front up to the 26th lap, when he made a pit stop. Behra was second, Fangio third, Hawthorn fourth and Musso fifth.

Until then the race was proving undoubtedly the most exciting Argentine G.P. ever. The pre-race supremacy of the Maseratis had been challenged. The question now was whether the Ferraris had been de-bugged in time, or was their performance to be credited to the gallant bid of their drivers only? This was to be found out very soon.

Collins's trouble happened to be a leaking gearbox; he went back to the race—in ninth spot now—but was out one lap later with clutch trouble. Behra took over first place as Collins stopped, but Fangio was already charging up and passed the Frenchman on that very lap. Behra was announced as the new lap record man: 1 min. 45.80 secs. (25th lap). Musso gave up on his 31st lap, on account of clutch trouble. Collins took over Perdisa's car.

Hawthorn, who had been engaged in a wheel-to-wheel private battle with Gonzalez, stopped for good on the 35th lap. Clutch trouble, too! Gonzalez made a brief pit stop on his 33rd lap, and gave up on the 42nd, giving de Portago the wheel.

Thus, in a matter of a few laps, the Ferrari équipe, as such, had ceased to count, and Castellotti had to carry all the burden by himself, his car running nearly to perfection. But the leading Maseratis were steadily opening the gap. Fangio covered the first 40 laps in 1 hr. 11 mins. 58.80 secs., at an average of 80.992 m.p.h. Behra was running



HOPES ended for Eugenio Castellotti when his Ferrari broke an axleshaft, and shed a wheel, here being passed to an official by the crowd.

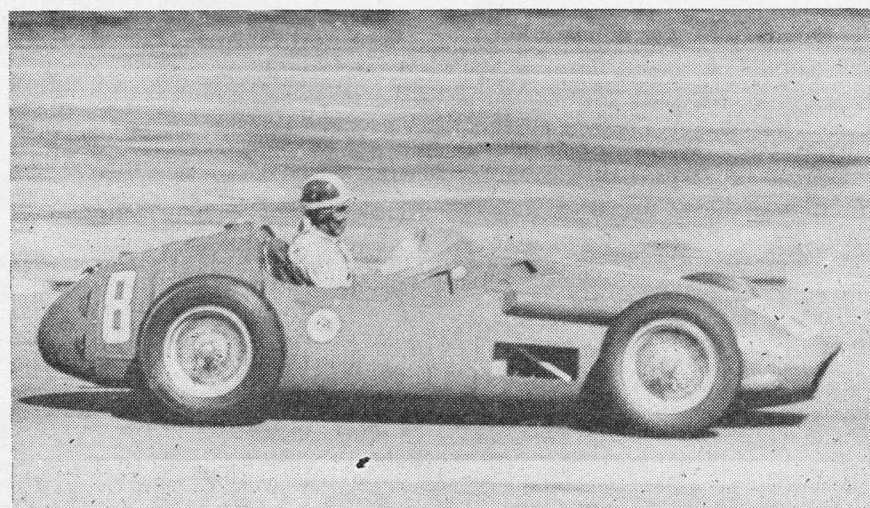
second (1 hr. 12 mins. 1.50 secs.) and Castellotti third (1 hr. 12 mins. 21.90 secs.), Menditeguy fourth (1 hr. 12 mins. 45.60 secs.), with 17 secs. lead over fifth place man Schell.

Menditeguy stopped at his pit on the 57th lap, for replenishments; Collins pulled in on the 69th, and Von Trips took over the Ferrari. Fangio and Behra were, at this stage, holding a safe lead. The average had been dropping for the last 10 laps. Moss provided the show by edging in between the two leaders and dogging Fangio around, even though he was eight laps behind. Fangio pressed on again and, consequently, the average was raised to 81.077 m.p.h.

Behra and Moss were shifting places behind him now and then, but very close together, to prove nobody in the Maserati team was loafing around. And Moss, for one, certainly was not, as he set the ultimate lap record of the day with 1 min. 44.70 secs. on his 75th time around.

But there was more grief in store for the Ferrari équipe yet. Castellotti's car broke an axleshaft, losing a wheel, and that spelled finis for the last, thin, hope of his team. Menditeguy moved up another notch, and so did de Portago (on Gonzalez's car) and Perdisa. This was the last change of positions, and the race ended on the dot of the three-hour period, Fangio crossing the line with 100 laps to his credit, an overall record. On the same lap was Behra, while third place went to Menditeguy with 99.

With the running of the Grand Prix of Argentina, the Maserati-versus-Ferrari controversy is evidently settled for the time being, in favour—by a great margin—of the former, a marque that has developed a Formula 1 car which excels in power, roadholding and ruggedness. If this race is to be taken as an indication of the things we will see later in the season, there is little doubt the title of World Champion will go to a Maserati driver. However, it is



LOCAL HERO: *Carlos Menditeguy, renowned polo player, brought this older-type Maserati home into third position.*

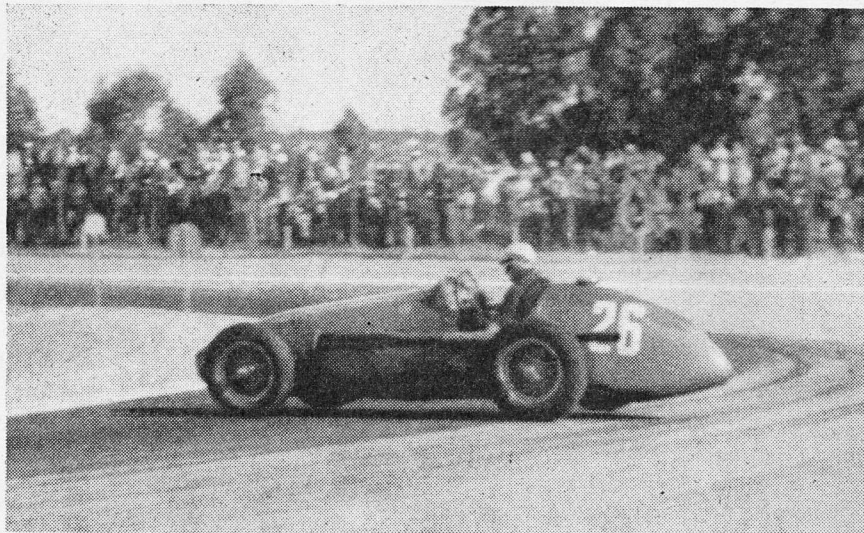
now Sig. Ferrari's turn to move; he has a fine group of drivers and, surely, he can produce the cars.

The fact that only two marques are currently fighting for supremacy is somewhat depressing. Race enthusiasts love a winner, but they like to see it challenged from every direction, hence the general disappointment when the announcement was made that again only two works teams were coming. Yes, B.R.M., Vanwall, Gordini, Bugatti, are familiar names here as well, and everybody wanted to see them in action. This could happen in 1958 . . . or could it?

Results

1, Juan Manuel Fangio (Maserati), 100 laps in 3 h. 00 m. 55.90 s. (80.620 m.p.h.); 2, Jean Behra (Maserati), 100 laps in 3 h. 01 m. 14.20 s.; 3, Carlos Menditeguy (Maserati), 99 laps; 4, Harry Schell (Maserati), 98; 5, Gonzalez/de Portago (Ferrari), 98; 6, Perdida/Collins/v. Trips (Ferrari), 98; 7, Joakim Bonnier (Maserati), 95; 8, Stirling Moss (Maserati), 93; 9, Alejandro de Tomaso (Ferrari), 91; 10, Luigi Piotti (Maserati), 90.

Fastest lap: Stirling Moss (Maserati), 1 min. 44.70 secs.



WHOOPS: De Tomaso of the Scuderia Centro-Sud indulges the luxury of a spin in the old-type four-cylinder Ferrari.

Argentine Observations

THE afternoon before the G.P. of Argentina not many people were stirring in the pit area, other than the Ferrari mechanics working on the carburettors. The Maseratis had given a good account of themselves, so the only activity in their garage pit behind the circuit was team manager Ugolini giving his drivers little talks and back pattings to reassure them for the coming ordeal.

Saturday's gale and downpour of rain was the cause of this dearth of usual activity before the opening major race of the season. The storm that blew in from the South Polar regions also broke the heatwave of Thursday's 39 deg. C., and sent all racing personnel shivering home after a very short practice session wherein most of the earlier times of the preceding days were bettered.

Acceleration and general performance in the last practice was so fast that some people were asking, "Is this the race?" Others were wondering if the cars would hold out at such a pace.

Fangio's Maserati was going full tilt against Hawthorn's Ferrari, the two back in their old familiar battle roles, with Hawthorn passing the champion and in turn being repassed by him. But the Ferrari did not seem to be quite so fast.

Stirling Moss, having arrived late from Nassau, was causing concern among his friends with a strained back, but he seemed none the worse for it in practice, looking extremely capable on the circuit and making fastest lap time. After his fastest lap, Stirling, ever ready to improve his skill, dashed past me on foot to the downhill slope behind the pits to watch Fangio's famous wrist snap of the wheel which gains him split seconds. Another driver using the same technique on this particular section of road was Hawthorn.

Peter Collins's Ferrari was behaving in its usual assured manner with seemingly no diversions. But not so with most of the cars; with the exception of Fangio there were many spins before Saturday, especially coming out of the hairpin

before the S bends. Being curious about this, I prevailed upon Joakim Bonnier, of Stockholm, one of the newer Maserati drivers, to take me around in a Fiat on Thursday for some six laps. On coming down the slight hill of the hairpin, there was a general off-camber of the terrain, hardly noticed because of the fine road grading, but there nevertheless, to give us that slight insecurity and adding to the fun of roadholding while coming out of the turn.

A difficult spot that caused several cars to change direction during practice, and the race, was just out of the last S bend. In all these spins no car suffered exterior damage nor were drivers or people hurt, possibly because of the wide grass verge and parallel escape road. The cars involved just followed alongside the circuit until there was an opening to regain a place.

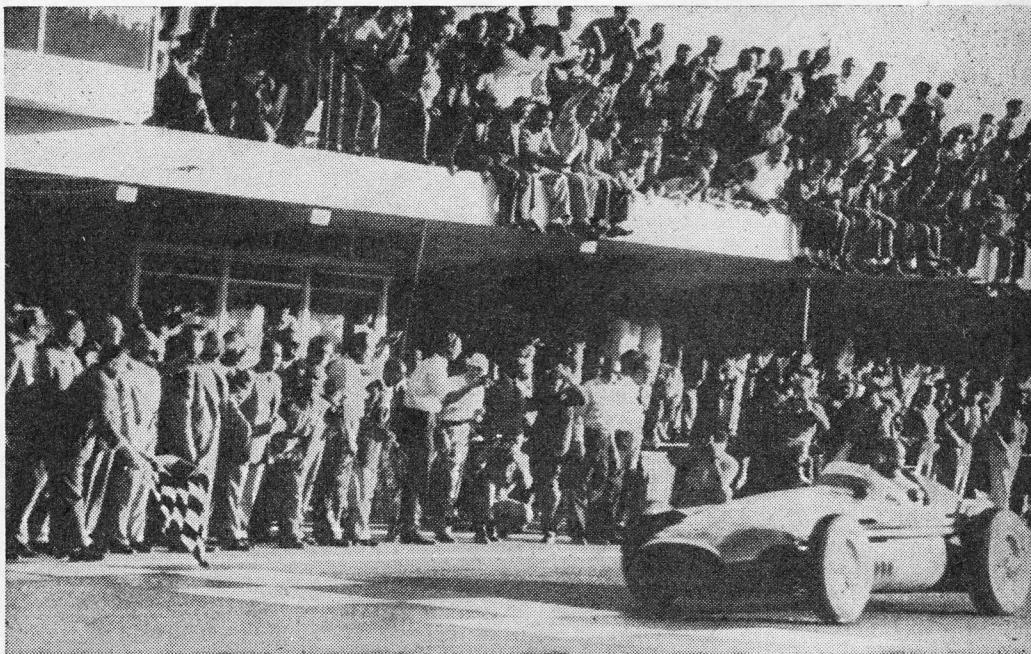
The large curve past the pit area was

mentioned by Menditeguy, up and coming Maserati driver and third place winner in the race, as being particularly tricky until he got the knack of cutting his accelerator three times toward the end of the curve.

In the race, Castellotti's car flipped on the grass verge when it lost a rear wheel, but he jumped out with no bad effects and came sailing past me on the back of a policeman's motorcycle, smiling merrily and honking the horn.

During the six-odd laps with Bonnier, who incidentally was placed seventh in his first G.P., I could not help thinking that this is one of the safest circuits in the world, and so interesting to the spectator with its great smooth grass spaces and few trees to hinder the view. The clever construction does not make it too easy for the driver, yet the odds against serious injury are with him all the way around.

BROOKE BURWELL.



AND SO. . . . The chequered flag falls on one more victory for "the old man", once again giving him a lead in the World Drivers' Championship.

CHILTERN FOREST was the scene for this year's "Gloucester" and here is Rex Chappell, making the most of the fine weather, to score another victory.



The "Gloucester" moves to Bucks

*Chappell wins London M.C. Gloucester Trial
at new London-area "economy" venue*

THE petrol shortage has upset many motor sporting traditions this year—one of them being that the London Motor Club's Gloucester Trial is always held in Gloucestershire. In the light of present conditions it was obviously unreasonable to make London club members take their cars all that way, and so, for the 38th Gloucester Trial, a new venue was found in Buckinghamshire, near Aston Clinton and about 25 miles from Central London. A fine group of hills was found in the Chiltern Forest and a very enjoyable day's sport was had in ideal weather conditions, by 26 competitors, all except three being entered as L.M.C. members.

The writer was able to experience the event from the (to him) unfamiliar vantage point of the passenger's seat in one of the competing specials—that of Michael Cannon, the designer-constructor of quite a high proportion of the cars seen in events today—and found the experience illuminating! Mike can usually be expected to be well placed in the results list, and it was therefore a disappointment to both of us when his normally trouble-free Ford motor developed a baffling attack of chronic misfiring, which defied all normal diagnosis. This put paid to our chances, but all the same, it was a matter of some surprise to many other drivers, just what Mike was able to do on only 2½ cylinders!

Rex Chappell, on top of his form this season, notched up yet another victory by collecting the Premier Award; this was a decisive win with a lead of nine

marks over second man, Jim Appleton, and was achieved by climbing "clean" no less than 15 of the day's 19 hills. Third man was that unrepentant non-conformist, Rob Davis, in the only non-Ford-engined car in the event—his very potent 747 c.c., much-modified, Austin Seven Special.

The course was rather easier than was expected for this time of the year, due to the dry weather of the previous few days, and as everyone went through in programme order, the conditions tended to favour the later numbers, for once the damp topsoil had been ripped off there was generally a fair amount of

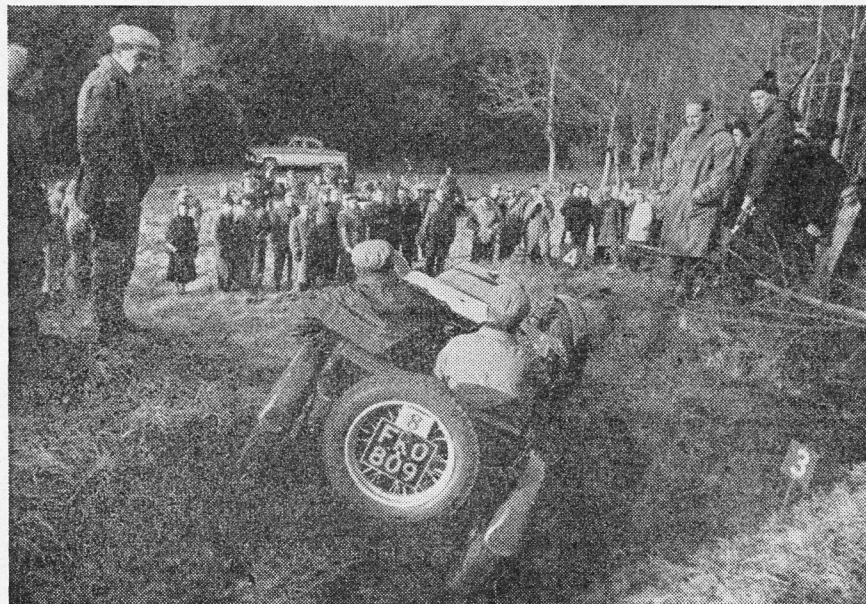
grip underneath. The experts thus made light of the easier sections and kept the crowd amused all day. In the morning the spectators were augmented by the presence of a B.B.C. television film unit, while in the afternoon a large number of keen young R.A.F. apprentices appeared from nearby Halton.

The morning group of hills commenced with a very easy one, almost straight, which everyone cleared, except Geoff Newman, surprisingly, and ourselves—not so surprisingly, for the motor died on us. The second and third hills were very steep and very similar, but about half the entry cleared them. Hill 4 was short and slippery, the surface being damp grass, and Newman, Lawson and Chappell were the only ones to reach the fourth marker.

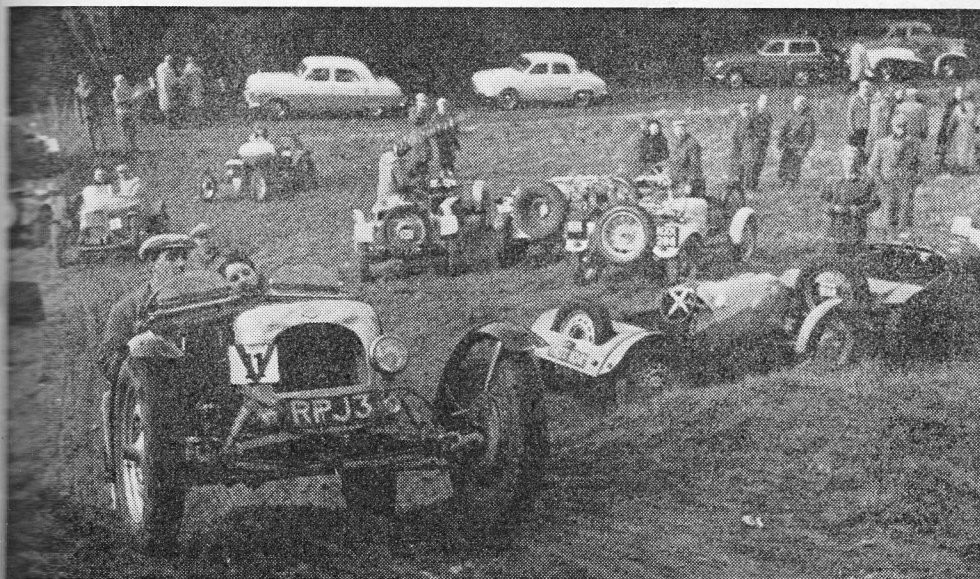
Hill 5 was probably the most interesting of the day. Cars had first to scale a steep hump, then turn sharp left into a gulley, turn left again and climb out of it, then sharp right, over the hump once more and on up the hill. The first few competitors made heavy weather of it, but then Tony Marsh came along and showed the way, climbing the whole section clean. Next to clear it was Mike Cannon, who contrived to nurse our sick car all the way, and five others also managed it.

After the lunch break, another group of hills was tackled, but first there was the second of the two special tests, a regular feature of the Gloucester. The first one, at the start, had been a fairly ordinary pylon-dodging affair, in which Geoff Newman made best time, but the second test was more exciting and involved, at one stage, reversing up a steep and narrow track to straddle a line; several cars nearly fell over the edge! Here Tony Marsh whisked T.M.S. 1 round to clock the best run.

The hills themselves on this sunny but cold January afternoon, were all pretty dry, but even so, they were by no



TRICKY CROSSING of the ridge on Hill 5 defeated a number of the experts, and Bernard Dees reached no farther than the fourth section here.



SELECTION of trials cars forms a busy background as B. Potts tackles the first hump of Hill 5.

★

ACTIVE passenger maintains equilibrium—and wheel grip—as Ron Kemp tackles the same section. He was one of the seven who cleared this section and he finished eighth overall.

means too easy, and came in considerable variety. None of them was scaled by everyone, and most of them recorded a nicely graded set of performances, which is as it should be. The only exception was Hill 7, which everyone cleared except Cleghorn, who was competing in his blown Dellow, well-known in driving test meetings, but at a dis-



AN AID TO WINTER MOTORING

A PLASTIC frost and snow scraper, for removing the effects of winter from the windows and windscreens of cars, has been marketed by G.N.P.C., 89 Saxmundham Road, Aldeburgh, Suffolk. With thin and thick edges, for light frost

and ice respectively, the non-scratch polythene scraper does its work quickly and removes the frozen coating in a dry state, without leaving moisture behind to cause further icing. The scraper costs 1s. 1d. from all branches of Halford's, or 1s. 3d. by post from the manufacturers.



★
NOVEL NUMBER PLATE is that on H.R.H. The Duke of Edinburgh's 3-litre drophead coupé Lagonda. The plate is No. 1 of the 350 issued for the Olympic Games at Melbourne. The Duke drove the car himself on all occasions, official or unofficial.
★

advantage in a "fully sporting" trial. Cleghorn, incidentally, has only one arm, and it was quite amazing to see him flinging the car around with one hand in the tests.

Another incidental was that Ron Kemp, who finished eighth, nearly retired before he started, for, on unloading the car from the trailer, he found the rear Panhard rod adrift from the chassis frame, and the whole rear end waving about. However, he was able to lash it up and start on time.

The 19 ascents completed, the cars, crews and marshals returned to The Bell at Aston Clinton, where after an excellent hot meal, the results were quickly produced.

STUART SEAGER.

Provisional Results

Best Performance: 1, R. Chappell (S.C.S.), 166 marks; 2, J. Appleton (Appleton), 157; 3, R. Davis (Austin), 157; 4, M. H. Lawson (M & L), 155; 5, G. Newman (Cannon VII), 154; 6, P. A. Barden (P.A.B.), 150; 7, E. Chandler (Chandler), 150; 8, R. Kemp (Cannon IX), 141; 9, B. Blundell (B.B.S.), 140; 10, A. E. Marsh (T.M.S. 1), 139.

VOTED "Sportsman of the Year" after his fine 3,000 metres steeplechase victory in the 1956 Olympic Games is Chris Brasher, who is with the Mobil Oil Co. in London as Assistant to the Manager of Supply Dept. Chris plans to take up car rallying.



★ ★ ★
A YORKSHIRE firm is seeking Government permission to manufacture a synthetic off-ration petrol which, it is claimed, gives as good a performance as normal petrol in engines of up to 7.5 to 1 compression ratio. A consumption test in a Hillman Minx gave an average of 52 m.p.g. under ordinary traffic conditions, with no harmful effects on the engine.

★ ★ ★
OUR apologies for an error in captioning one of the pictures that accompanied our report on the National Boat Show last week. The twin carburettors fitted to the Simmonds marine version of the Ford Consul engine are, in fact, Zenith instruments, and not Solex, as stated.

S.C.C.A.'S Last National Championship Sports Car Race of 1956 becomes

A Duel in the Desert

By GORDON H. MARTIN

AN exciting duel in the desert was in the offing as soon as it was announced that Phil Hill and Carroll Shelby would both race in the final United States National Championship Sports Car Road Race of the year, sponsored by the Sports Car Club of America. The desert resort of Palm Springs, California, was picked for the November race event. Generally acknowledged as the best sports car drivers in the U.S., the two were to be suitably mounted, Shelby in a potent 4.9-litre Ferrari belonging to John Edgar and Hill in George Tilp's 3.5-litre Ferrari in which Hill took top honours at Nassau in the Bahamas in 1955.

Phil Hill had lost to Carroll Shelby in their one and only previous meeting in 1956 at the Pebble Beach Road Races in California in the spring of the year. Shelby won that race with Hill taking a close second. During the summer months Hill raced nine times in Europe, mostly as a Ferrari works driver. He won the Messina 5 Hours for sports cars in a 2-litre Testa Rossa Ferrari, driving the full distance alone. Together with Maurice Trintignant he won the Swedish 1,000 kms. International sports car Grand Prix. He enjoyed several lesser successes during his 1956 trip to Europe. Hill's European travels left Shelby a more-or-less free hand in the U.S., winning one after another of the S.C.C.A. National Championship races. Even before the Palm Springs races Shelby seemed assured of the U.S. Championship in the over 1,500 c.c. class, but Hill was still out to revenge his Pebble Beach defeat earlier in the year.

Over 20,000 enthusiasts journeyed to the desert resort of Palm Springs, 120 miles east of Los Angeles, to witness the race of the year sponsored by the Los Angeles Region of S.C.C.A. They were not to be disappointed.

There were 25 cars entered for the "Big Bore" race of 105 miles for non-production cars of over 1.5 litres. When the starter's flag dropped, Bill Murphy driving a 5.1-litre fuel-injected Buick mounted in a Kurtis short-chassis with disc brakes, shot into a short-lived lead with Shelby and Hill snapping at his heels in that order. Half-way round the first lap of the 35-lap race both Shelby and Hill stormed past Murphy on the



CHAMPAGNE FOR SHELBY: Actress Susan Cummings pours Californian Champagne into the victory cup for Carroll Shelby, after he clinched the final 1956 National S.C.C.A. Championship event by nosing out Phil Hill (left) in a terrific racing duel at the California Desert resort of Palm Springs.

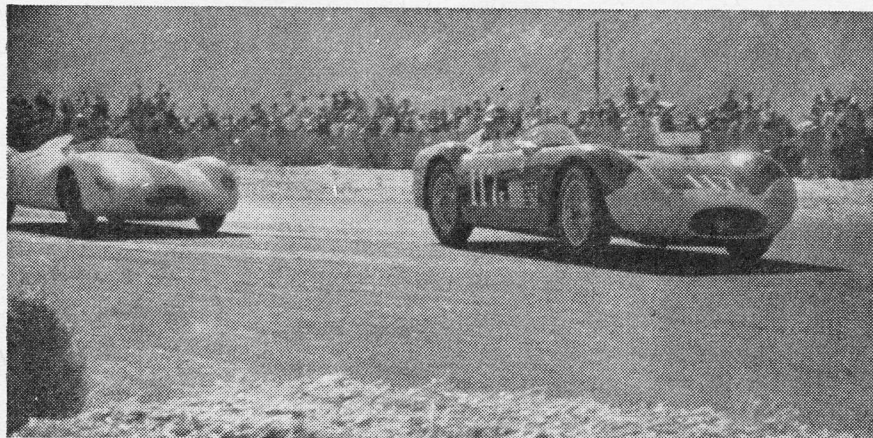
long back straight of the three-mile course. From then on no one could get near the two and the duel was on! Shelby kept up a terrific pace but couldn't shake off the indomitable Hill except on the straights where the 4.9 Ferrari gained a little on the 3.5, only to lose ground when forced to brake sooner for the turns. Coming out of the Esses Hill, piloting the white Ferrari, Hill was always only inches behind the big red 4.9 and at times abreast of it.

Toward the end Shelby's brakes were fading badly due to the terrific pace Hill was forcing him to maintain. Hill managed to slip past on the turns no less than five times, but on each occasion Shelby would blast the 4.9 down the straights to regain the lead.

Back in the pack the rapid pace took its toll. Murphy (Kurtis-Buick) held third place until the 10th lap when he retired after roaring down an escape road without brakes. Max Balchowsky dropped out of fourth place when his 5.2-litre Buick Special failed and John von Neumann's sixth place 2.9 "Monza" Ferrari eliminated itself by throwing a rod together with buckets of oil all over the first bend, early in the race. The failure of these three cars moved Harold Erb in a very rapid D-type Jaguar into third spot and Jack McAfee in fifth place never had quite enough "go" to get by John Barneson's big 5.4 Chrysler Special holding down fourth place. Bob Drake in an Aston-Martin DB3S circulated consistently to finish sixth behind McAfee.

Phil Hill stayed with Carroll Shelby to the bitter end. Coming out of the final turn into the start-finish straight on the last lap Hill was side by side with the lanky, good-natured Texan—but it was of no avail. The 4.9 had just too much "steam" and Shelby kicked the thundering big red Ferrari across the finish line .05 sec. ahead of Hill to win at an average speed of 78.55 m.p.h., finishing completely without brakes!

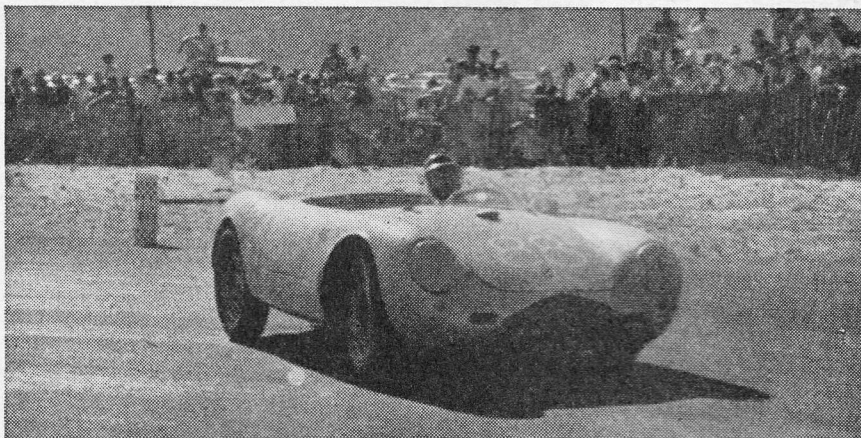
An earlier race, the big event for non-



1,500 TAKES 1,500: Bob Drake in the up to 1½-litre race-winning Cooper prepares to lap the 1.5-litre Maserati, driven by Chick Leson. Drake, driving the only Cooper in the 35-car race, had the crowd on its feet cheering most of the time.

production cars of up to 1.5 litres, also a 105-mile (35-lap) affair was the only race of the meeting to equal the Shelby-Hill duel for sheer excitement. One of the 35 entries in this race was Pete Lovely, the U.S. under 1.5-litre Champion for 1955, piloting the recently imported and highly touted Porsche 550RS Spyder belonging to John Edgar. This is the same car that was placed fifth overall and first in the "index" at Le Mans earlier in the year. The Porsche marque was further strengthened in depth for this race by six top drivers in regular 550 Porsche Spyders. These included Jean Pierre Kunstle, Richie Ginther, Jack McAfee, John Porter, George Keck and Walt Turner. Other fast cars in this race were two 1.5-litre Oscas driven by James Kimberly, National S.C.C.A. President, and Howard Wheeler, one 1½-litre Maserati belonging to Chick Leson, a 1.5-litre Cooper-Climax, several Lotus-Climaxes of both 1.1 and 1.5-litre variety, plus assorted specials and 750 c.c. cars.

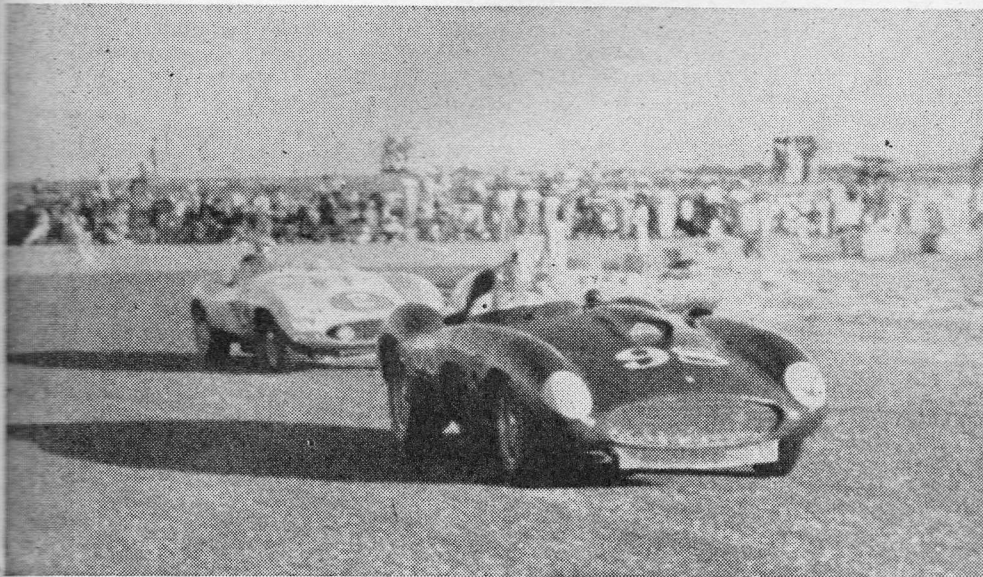
The race got under way with Pete Lovely and the Porsche 550RS moving easily into the lead, a flock of regular Porsche Spyders giving chase with Jean Kunstle the only one within striking distance. Lovely soon eliminated Kunstle's threat and ran off and hid from the snarling pack of regular Porsches. It looked like a dull race with Lovely an easy winner.



CHAMPION DE-THRONED: (Above) 1955 U.S. 1.5-litre Champion, Pete Lovely, plus the Porsche Spyder that came fifth at Le Mans, offered a 1½-litre race-winning combination—until Bob Drake and his Cooper-Climax decided otherwise!

★

CHAMPION IN FRONT: (Below) Carroll Shelby in the leading red Ferrari seldom extended his lead over Phil Hill more than the distance separating the two cars in this picture. The duel ended when Shelby crossed the finish line .05 sec. ahead of Hill.



Then to everyone's amazement the little blue and white 1,499 c.c. Cooper-Climax started threading its way through the closely bunched Porsches. Officials and spectators alike started checking lap charts to see where this little bomb had come from. The excitement was tremendous and no one had time to find out much more than that the charging Cooper was being driven by a deep-sea diver named Bob Drake, a relative newcomer to the winning circles. In a matter of a lap or two Drake had scrambled past the more normal Porsche Spyders and was closing the gap on Lovely and the 550RS. The pit crew for the 550RS was frantically waving signals to Lovely to punch the loud pedal, but then all the excitement seemed to end as Drake's Cooper came sputtering into the pits. Up went the bonnet and for what seemed

like hours the Cooper's pit crew had their heads in the Cooper's engine room. Actually it only took them 65 secs. to repair the broken sparking-plug lead and the Cooper tore out on to the circuit with Drake determined to regain lost ground. Seldom, however, has a car overcome the handicap of a pit-stop of over a minute, to go and have much success in a race of only 105 miles duration. When Drake re-entered the race in eighth place and set off to do battle with the Porsches again, there were only 26 laps left and he was 70 to 80 secs. behind the leading car. On the 12th lap Drake had made contact with the herd of Porsches and had moved up to fifth place. Getting by the leaders wasn't so easy this time and although the crowds were cheering him on he was unable to take fourth place until the

16th lap. The crowd was on its feet now and Drake was out-cornering the Porsches in the turns, and leaving them on the straights, gaining second place for the second time in the race on the 20th lap. Methodically he set about chopping 2 to 5 secs. a lap off the leading Porsche's lap times each time around. The broad smile on his face hinted that this was "his day". The question on everyone's lips was to query the reliability of the Cooper under such a terrific pace, the British machine being quite a new type car in Southwest U.S. racing events.

Finally on the 29th lap, Drake in the Cooper overtook the fabulous Le Mans Porsche while both were flat-out on the long back straight! With only six laps to go Drake eased off a little on the gallant and strained Cooper; managing to stay just a little ahead of the superbly driven Porsche of Pete Lovely.

Drake's Cooper breezed across the finish line a calculated 4 secs. ahead of Lovely to take the chequered flag and immediately pulled into the pits without taking his well-deserved victory lap. He had finished! Finished with no oil pressure, no brakes, and with the transmission locked in third gear! But he'd finished first and at an average speed of 76.6 m.p.h.!

The winners of the other three races that ended the 1956 S.C.C.A. Championship season at the Palm Springs event were: Bob Oker first in an A.C. Ace-Bristol; E. Forbes-Robinson, second, in an Austin-Healey; in the 1,300 to 2,900 c.c., 45-mile production car race. Racing against eight Jaguars, seven Mercedes-Benz 300SLs, and two other Chevrolet Corvettes, Dr. Richard Thompson in a Corvette stormed into the lead on the last lap to win the 2,900 c.c. and over production car race of 45 miles by only .01 sec. over second place Jack Bates in a 300SL. The first race of the day, a 30-mile race for Production Sports Cars up to 1,300 c.c. and saloons up to 1,500 c.c. was won by Richard Morse in an Alfa-Romeo Giulietta Spyder and Ron Pearson in a Volvo won the saloon race.

Results

Over 1,500 c.c. Modified (35 laps, 105 miles): 1, Carroll Shelby (Ferrari), 78.55 m.p.h.; 2, Phil Hill (Ferrari); 3, Harold Erb (Jaguar D); 4, John Barneson (Hagmann Spl.); 5, Jack McAfee (Ferrari); 6, Bob Drake (Aston Martin).

Under 1,500 c.c. Modified (35 laps, 105 miles): 1, Bob Drake (Cooper), 76.6 m.p.h.; 2, Peter Lovely (Porsche); 3, Richie Ginther (Porsche); 4, Jack McAfee (Porsche); 5, James Kimberly (Oscar); 6, Harvey Mayer (Lotus).

Production Sports Cars and Saloons under 1,500 c.c.: 1, R. Morse (Alfa Giulietta). **Sports Cars, 1,300-3,000 c.c.:** 1, R. Oker (Ace-Bristol). **Sports Cars, over 3,000 c.c.:** 1, R. Thompson (Chev. Corvette). **Ladies' Race:** 1, Marion Lowe (Frazer-Nash).

RARE FRENCH SPORTS CARS: No. 4

THE BUCCIALI

(Conclusion)

by

SERGE POZZOLI and GERARD CROMBAC

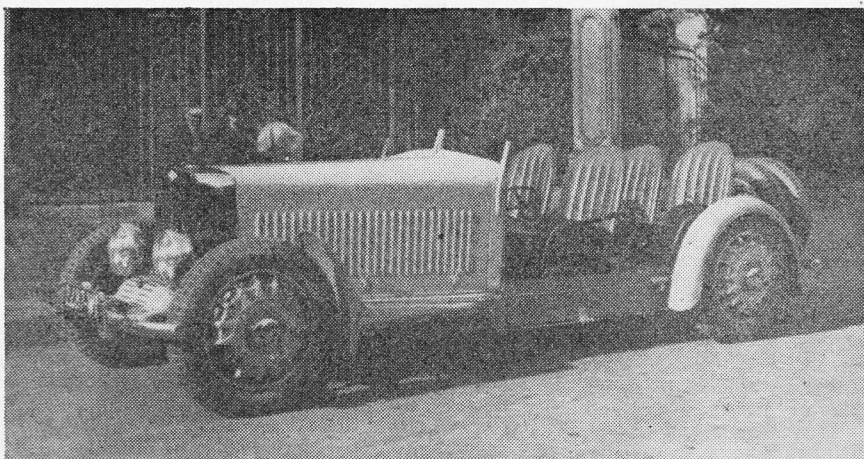
IN 1928, a new era started for the firm, now called by the full name of Bucciali Frères. As the outside-designed TAV did not work, the brothers set to design themselves an entirely new transmission and suspension for the front-wheel drive car they had at heart.

The crown-wheel and pinion of their transmission were situated immediately behind the clutch and, therefore, the axis of the gearbox was crosswise to the frame. The drive was taken off each side of the box and went to a very large ball-joint, a Bucciali invention which was used during the last war over six million times on all Jeeps and allied military vehicles.

The suspension was by means of a transverse leaf spring situated underneath and the wheels were each linked to the chassis by a wishbone. Special offset wheels were used, with very large brake drums right inside the axis of the wheels. The rear suspension was conventional, with semi-elliptic springs and a slave axle. The engine was a six-cylinder, side-valve Continental unit, imported from the United States; its dimensions were 72 x 100 mm., 2,400 c.c. and it gave about 55 b.h.p. The car was very attractively bodied and about 20 of them were sold, including two to the works of Ruston and Peerless in the U.S. Meanwhile, a very experimental prototype was evolved with an automatic Sensaud de Lavaud gearbox, a 1,500 c.c., six-cylinder CIME French proprietary engine and electric brakes. Such a car was doomed to failure from the start, as the 1,500 CIME gave so little power while the Sensaud gearbox wasted so much!

1930: The Bigger TAV30

BUC had started with voiturettes, but the farther they went, the bigger grew the engines they were using, and for 1930, the car was given a larger Continental unit, a 4-litre (80 x 13 mm.) six-cylinder. This model was christened TAV30, presumably because it, too, was a "traction avant". The big engine gave 75 b.h.p., the gain of 20 b.h.p. being



DRAUGHTY CARRIAGE?: This demonstration Bucciali "huit" chassis, with 5-litre, 8-cylinder, Continental engine, went on an extended tour in Canada, in search of prospective markets.

welcome, for the massively built car was rather on the heavy side.

1931: Even Bigger: The "Huit" and "Double-Huit"

Even more steam was needed by the men who had started by building a racing car and, therefore, they went from six to eight cylinders with, this time, an 85 x 114 mm., 5.2-litre Continental engine whose power output was 130 b.h.p. In order to be able to withstand this extra power, the gearbox had to be reinforced. The chassis dimensions were: wheelbase, 130 ins., and track, 60 ins. The car was tremendously impressive, with its very long bonnet and specially-cast alloy wheels, but at the price of 170,000 fr., only very few were sold, particularly in view of the economic crisis of that year.

The next product of the Courbevoie factory ranks amongst the "magic carpets" of pre-war days and shares the very top of the list with the Bugatti "Royale". It is unfortunate that Buccialis were not well enough known to have an aura of snob-appeal around their name, for the car could find no customer at 187,000 fr.—for the chassis alone! This was the famous "double-huit", namely a car fitted with a 16-cylinder engine, built with Continental components upon a Bucciali-designed crankcase. The cylinder dimensions were 72 x 120 mm. and the 7.6-litre of the engine gave only 155 b.h.p. compared with the 130 b.h.p. of the eight. The accent, however, was mostly on torque and smoothness.

This splendid car actually went one step farther than the drawing board, for one chassis was built and shown at the Salon, and was used on the road by the Bucciali brothers. This chassis is still

in the maker's possession. The chassis design was similar to the eight, but the wheelbase was increased to 140 ins.

Even a supercharged version of the engine was planned to fit an open-bodied sports version of greatly reduced dimensions, but this did not materialize. Another projected engine for the car was the 4-litre six-cylinder (80 x 130 mm.), supercharged Mercedes-Benz unit and three of them were obtained. Lack of customers, however, put an end to this project; two of the engines were fitted to the Bucciali's yacht, while the third still exists somewhere.

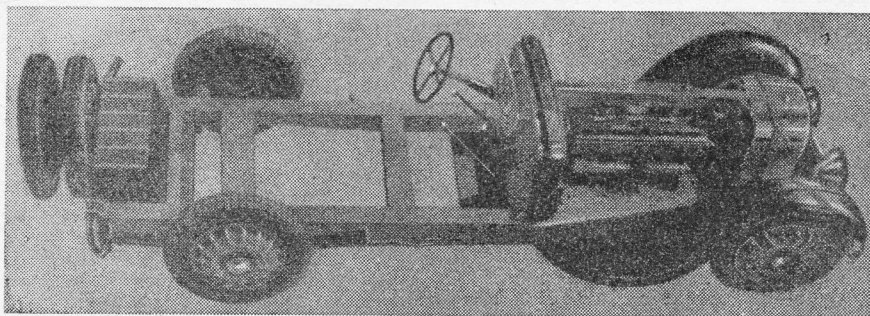
1933: The TAV8 and TAV12, last of the commercial Buccialis

For 1933, in an effort to stay on the market, Bucciali introduced a slightly revamped version of their 1931 "huit" which was called the TAV8 and, concurrently, a TAV12 was marketed whose power unit was the 4-litre, V12 sleeve-valve Voisin. The Voisin gave about 125 b.h.p., only 5 b.h.p. less than the much bigger Continental unit, but the former's oil consumption was fairly high and it was certainly less reliable than the big American side-valve. Only two TAV12s were built. The last model to be built by the Buccialis was an experiment made upon a six-cylinder, 2-litre Mathis car, with a conventional rear-wheel drive chassis, extensively modified and lowered. This prototype, which is still on the road today, was built mainly for research on chromium-plated components inside the engine, and it is now in Paul-Albert Bucciali's hands, for his brother died in 1946. Paul-Albert himself is now with the Cotal firm, makers of electrically operated gearboxes.

During the late '30s the Bucciali brothers worked mainly upon the design of armoured vehicles to be fitted with the "double-huit" engine, but they also evolved a most interesting four-wheel-drive racing sports coupé, which was to have been fitted with the remaining 1,500 c.c. unsupercharged AB6 engine of 1926. It is unfortunate that this project was never completed, as it would have been a fitting swan-song for the Bucciali line of vintage sports cars which will always appeal to enthusiasts.

The End.

This picture does not do justice to the most impressive size of the front-drive "double-huit" Bucciali.



SEASONAL SURVEY

PART 4

FORMULE LIBRE RACING

AND EVENTS TO SPECIAL REGULATIONS

THOUGH Formulae may come and go, *Formule Libre*, like Old Father Thames, keeps rolling along. For there will always be races, especially overseas, which can be run to no particular classification, where all available cars, from Grand Prix machinery to Ford specials, must pitch in together and fight out the result either on level footing or handicap.

Following a boom in *Formule Libre* racing in Britain during past seasons, the category all but faded completely from the scene in 1956, being almost totally eclipsed by the popularity among owners, drivers and public alike of sports car events. No V16 B.R.M. appeared, neither did the Ferrari Thinwall Special—two crowd-attracters for which organizers would previously have specially arranged races in which they could run. Indeed, on more than one occasion, racing cars as a whole were conspicuous by their absence on British

that the 1956 *Formule Libre* year started, on 7th January, with the 210-mile Grand Prix over 100 laps of the Ardmore airfield circuit, some 20 miles from Auckland. Visitors included Stirling Moss, Reg Parnell, Leslie Marr, Tony Gaze and Peter Whitehead. Moss had brought a Formula 1 Maserati with him and was thus favourite for the laurels the moment his name went down on the entry list. Nor did he disappoint anyone, for he led unhindered from halfway through the first lap, collecting an extra £10 lap money each time he passed the time-keeper's box. Good luck, though, took its share of the credit, for a fuel line in the Maserati fractured about 40 miles from the finish, and had the race been 101 laps, he would either have been black-flagged or forced to retire because of the fumes.

Moss finished 23 secs. in front of Tony Gaze's Ferrari (a 3-litre based on the

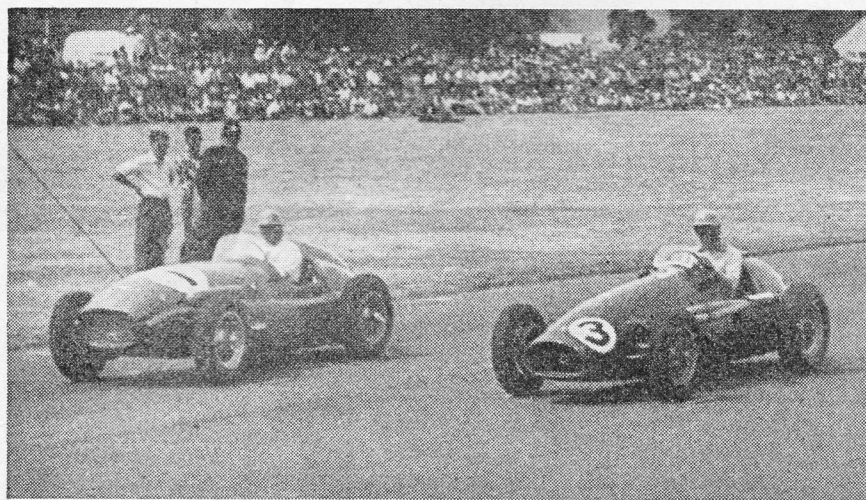
1954 G.P. vehicle), with Peter Whitehead third in a similar car. Neither had any trouble in driving a smooth, fast race. Nor had Leslie Marr, who brought his streamlined, Jaguar-engined Connaught in fourth, though *his* trouble took place before the event, trying to get the car to the circuit at all. Parnell had with him the *monoposto* Aston Martin, which now languishes beneath a dust-sheet in the competitions department at Feltham. Unfortunately, this "one-off" blew up during practice, but driving a Cooper-Jaguar loaned by Peter Whitehead, Reg managed fifth, to make it a visitor's monopoly of places one to five.

Sixth place and the honour of being first New Zealander home resulted in a duel between Syd Jensen (Cooper) and Ron Roycroft (Bugatti-Jaguar). Roycroft led until half distance when he came in to refuel, and Jensen shot past, but by lap 70, Roycroft was in front again and stayed there.

Still in New Zealand, a fortnight later the scene shifted to Christchurch, where the visitors, less Moss, finished 1-2-3-4 in the 150-mile Lady Wigram Trophy race. Peter Whitehead and Tony Gaze led the rest of the field, repeating their performance a year previously, followed by Marr and Parnell, the latter's Aston Martin having been repaired. This time Jensen managed to be first local man, but only after a fight with Ron Frost, also Cooper-mounted, which ended when Frost broke a chain.

The following week at Dunedin saw the third round of the New Zealand match, when Whitehead finished fourth in a 75-mile "round-the-houses" event, and the others moved up a place as a result. Winner Tony Gaze was followed in by Parnell in the Aston, with Jensen third, while Marr retired with oiling trouble.

Across the Pacific that same week-end,



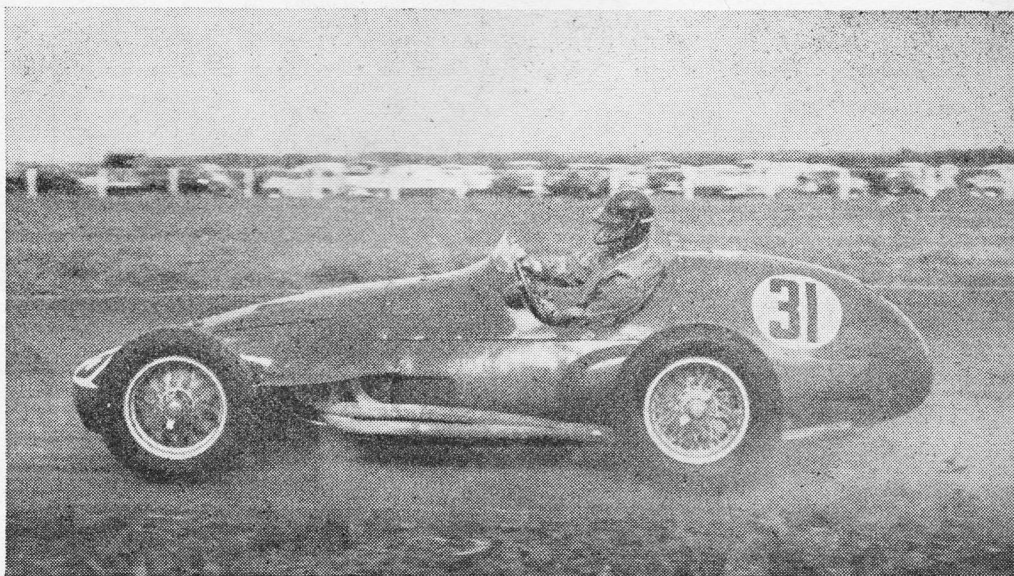
RARA AVIS: (Above) Reg Parnell's single-seater Aston Martin on the line at Christchurch, together with Tony Gaze's Ferrari at the start of the Lady Wigram Trophy race in New Zealand.

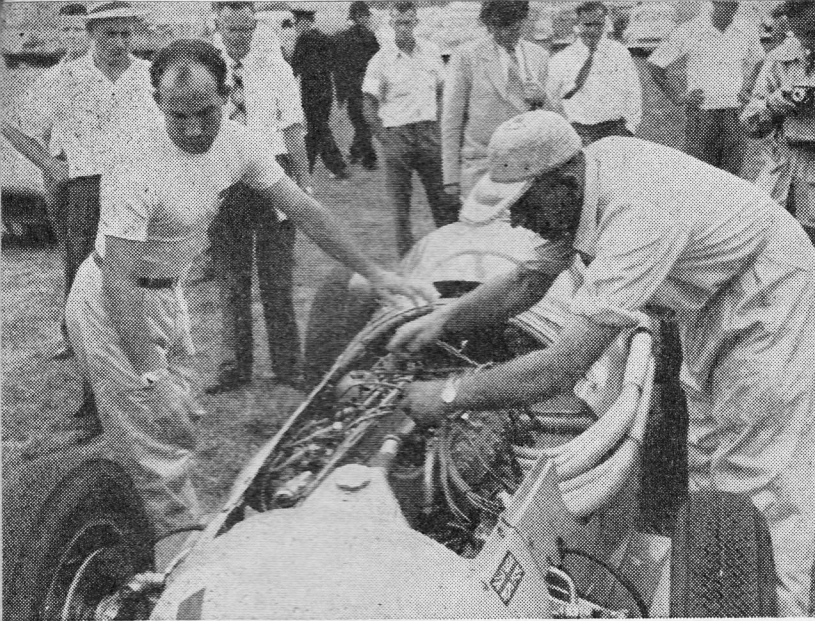
REGULAR WINNER overseas was Peter Whitehead's Ferrari (right). It earned "firsts" at Christchurch, N.Z., Johannesburg in South Africa, and Marlborough in Rhodesia.

Formule Libre grids, their place being taken by the often far faster sports cars of Coventry and Feltham.

On the farther sides of the world, however, several well-known and established events are held under the *Formule Libre* banner, the Grands Prix of Australia and New Zealand, for instance. For, in these parts, with their comparatively few cars and even fewer meetings, everyone must naturally be given the chance to race sometime, and sometime must inevitably be the same time.

It was, in fact, over in New Zealand





the Argentine season was being finished off with the Mendoza G.P., on 29th January. This was, in point of fact, organized by the Buenos Aires club and called by them the Buenos Aires City G.P., but held on the new Mendoza Autodrome, no less than 650 miles from the capital, in the foothills of the Andes. Exactly who the race belonged to nobody ever, apparently, decided!

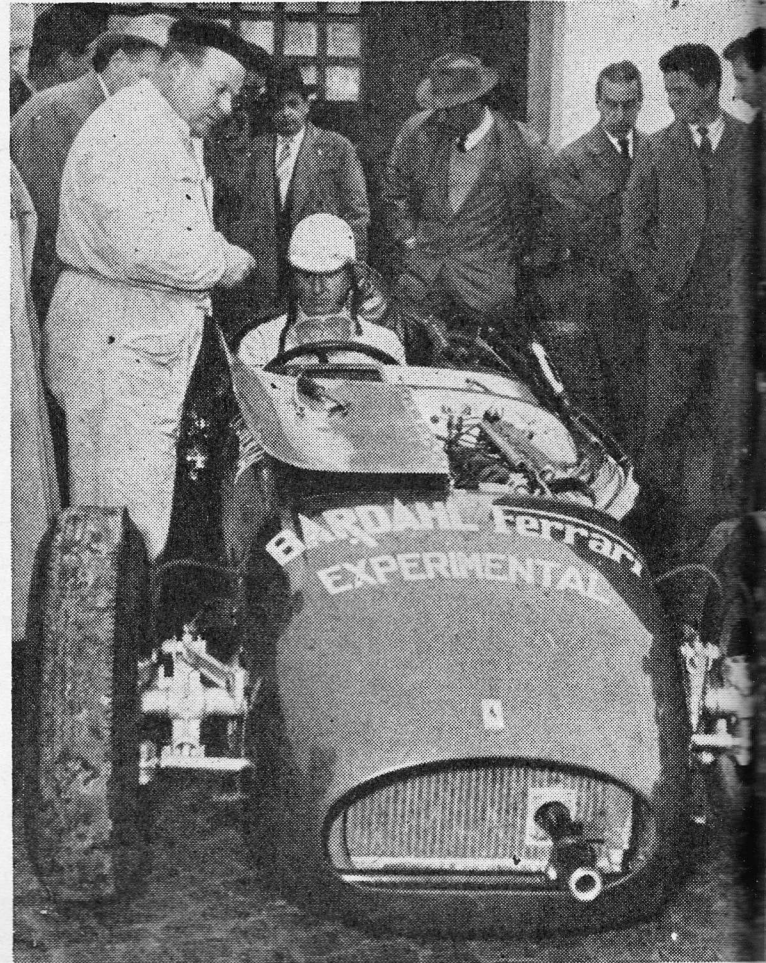
However, it was attended by works Ferraris and Maseratis with their drivers, Fangio, Moss, Collins, Castellotti, Behra and the others. Owing to the height of the circuit above sea level, the cars suffered from carburation bothers, and Maserati more so than Ferrari. Fangio, Musso and Castellotti led off in that order in their Ferraris, with Moss (Maserati) fourth. Then Moss spun, letting teammate Behra into his place. Musso motored smartly over a banking to retire in a cloud of dust, and Castellotti had his radiator punctured by a stone thrown up by Fangio. By this time, the Argentinian Menditeguy (Maserati) had passed Behra into second place.

Moss, however, determined to redeem himself, managed to drive through to take up position behind Fangio, while Behra retook Menditeguy. In fifth place finished Peter Collins, driving one of the, by now, outclassed Super Squalo Ferraris. Mike Hawthorn had the Owen Maserati, but was plagued with front-end trouble and could only manage last place but one despite some fine driving.

Over the seas again, this time to Australia for the South Pacific Championship on the Gnoo Blas circuit at Orange, New South Wales. Although of International status, this meeting attracted no overseas entries, even the visitors in New Zealand having insufficient time to reach Australia. Star entry, then, was Reg Hunt at the wheel of his newly acquired G.P. Maserati. The Italian car, however, failed to beat the practice time of Stan Jones's famous Maybach, while Jack Brabham's rear-engined Cooper-Bristol was very little slower. Things looked as though they might be exciting.

When the flag dropped, the Maybach leapt into the lead, but Hunt managed to get past at the end of the third lap and stayed in front to the end. Jones was never far behind, but with three laps to go, the engine of the fuel-injected Maybach protested strongly against the harsh treatment the driver was forced to mete out in his efforts to catch the Maserati. It threw a rod and seized solid. Thus

**ONE ADJUST-
ABLE** spanner reputedly made up Alf Francis's kit in the pits at Auckland for the 1956 New Zealand G.P., his spares arriving too late. But Stirling Moss, his Maserati carrying No. 7, won just the same, from the Ferraris of Tony Gaze and Peter Whitehead.



second place went to Brabham, after a steady and reliable drive, followed by Kevin Neal, in an earlier Cooper-Bristol, and curly Brydon in Dick Cobden's 2-litre Ferrari.

In the second week of March, Reg Hunt took the Maserati to Melbourne for the Moomba meeting on the Albert Park circuit. He won the principal race, *Formule Libre* over 50 miles, without difficulty, being followed in by Lex Davison at the wheel of the ex-Tony Gaze Ferrari.

During March and April a series of events took place in yet another continent—Africa. The first was the Cape G.P., a handicap event over 46 laps of the Gunner's Circle circuit, Capetown. British visitor Bill Holt (Connaught) was well-favoured, but he contracted a punctured fuel tank early on in the race. He restarted, using the second tank, and set a new lap record, but had little hope of catching the leaders. In the end, after making up a lot of ground, he was forced out for good when the Connaught's final drive shaft fractured. Victory went to Gordon Phillips in a single-seater M.G., with Edgar Hoal's 2.5-litre Riley Special second and Roy Humphrey's Consul Special third.

The Rand G.P. at Palmeitfontein Aerodrome, near Johannesburg, probably the most important of the South African events, covered 154 miles. Peter Whitehead's Ferrari had arrived from New Zealand by this time, to join the Connaughts of Bill Holt and Michael

Young. The latter's car had been a non-runner in the Cape G.P., after stripping its timing gears. Whitehead jumped into the lead at the start and never lost it, though after half distance he slowed with brake trouble caused by the three hairpin bends per lap. Young stopped with oil bothers and Holt was disqualified, after passing the chequered flag into second place, for not cutting his engine while refuelling a few laps before the finish. Second spot, therefore, went to Bill Jennings's Riley, with the extraordinarily fast Ford Special of W. Meissner third. On handicap, two Austin-Healeys, driven by A. V. Pinheiro and H. Nicolau, led the rest of the field.

The next South African event was the International Coronation Race, held on the Roy Hesketh Memorial circuit, near Pietermaritzburg, Natal. This race was the centrepiece of a full week-end of motoring sport, and the main contenders were, once again, Whitehead, Holt and Young. The circuit was very slippery from oil and rubber left by previous races, putting the larger cars at a disadvantage, and Holt managed to hold off Whitehead, although Young had troubles, including throwing out smoke and oil. Van der Vyvers had a car called a B.R.M. Special, which looked like a Cooper 500 and went quickly enough to win the handicap event, but the scratch race went to Holt half a minute in front of Whitehead.

Whitehead then travelled to Salisbury,

Southern Rhodesia, where he rounded off his African tour by winning both his events at the Marlborough Stadium. Michael Young went with him, and scored a second place to the Ferrari in the Kafue Handicap. In the main event, the Limpopo Handicap, though, the Connaught repeated its Capetown tricks, stripping its timing gears.

And so to Europe, and the Coupe de Paris at Monthléry on 30th April. This is one race at which Duncan Hamilton is a "regular", and generally with success, having won in 1954 and been beaten only by Pilette's G.P. Gordini in 1955. As usual, Hamilton's car was a Jaguar D, though ranged against him this time was the eight-cylinder G.P. Gordini, driven by Da Silva Ramos, Piotti's G.P. Maserati and Guelfi's 3-litre sports Gordini. As soon as the flag dropped it was obvious that the

opposition was just not going to matter one whit to the flying Hamilton. He sailed into the lead and stayed there, despite very wet conditions, while Da Silva Ramos spun off and Guelfi tried hard to keep up. A couple of East German EMWs were driven into fourth and fifth places by Barth and Rosenhammer. They were remarkably fast for 1,500s and this appearance whetted British appetites, for they were due to appear at Silverstone the following week-end. However, possibly frightened by a breath of capitalist air, they promptly scuttled back behind the Iron Curtain.

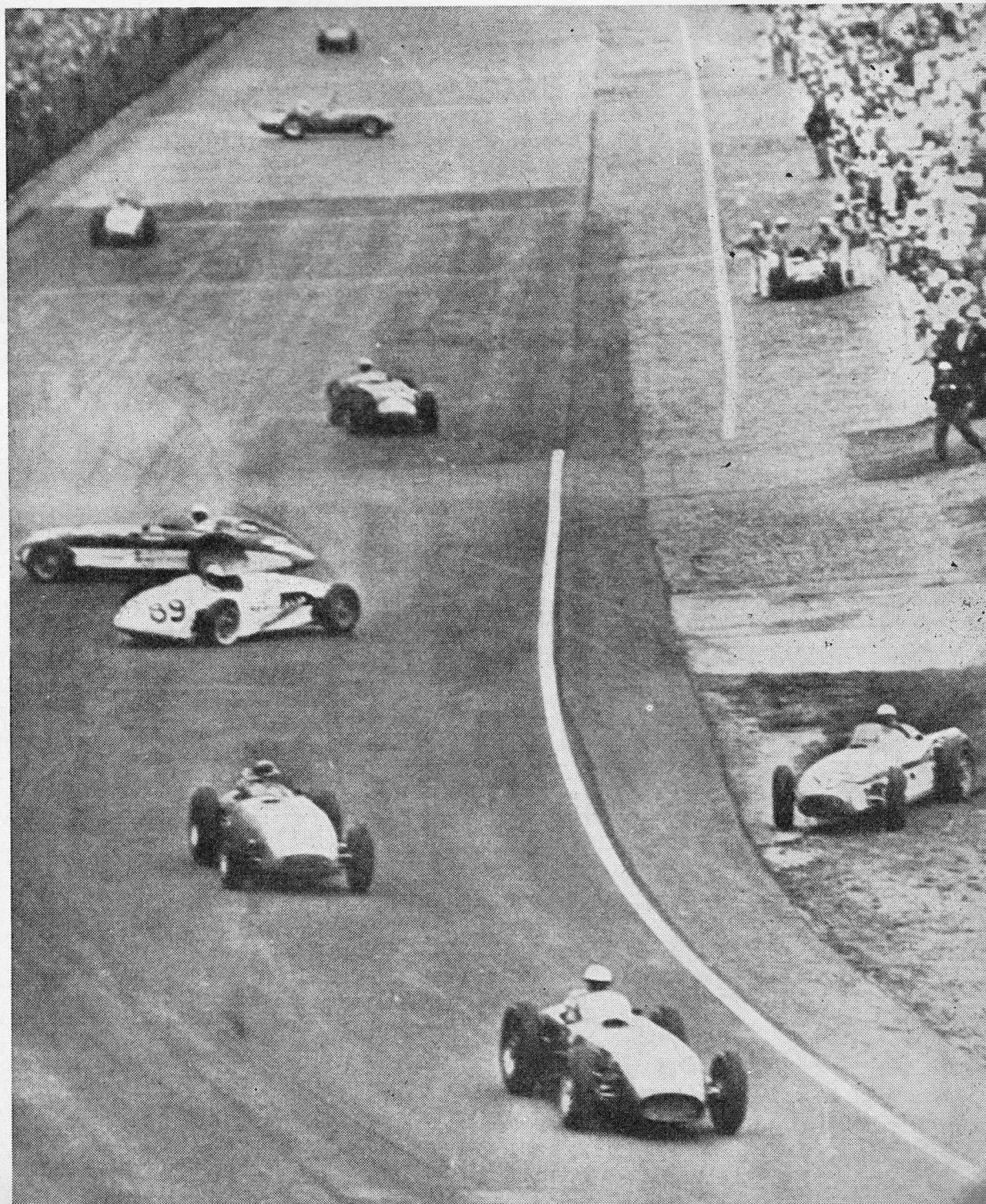
Two British meetings on Whit Monday, both containing *Formule Libre* events, were those at Goodwood and Crystal Palace. The field of the first was almost entirely composed of sports cars, the only three racing cars being

Bill Holt's Connaught, Birrell's Cooper-Bristol and Horace Richards's H.A.R. The front row of the grid was interesting enough—two Lotus Climaxes, Berry's Jaguar D and the Holt Connaught! Berry proved to be first leader, but crashed, whereupon Flockhart (Jaguar) took over, with Titterington (Jaguar) and Hawthorn (Lotus) close behind. Then, on the last lap, Flockhart's car threw a tread, handing victory over to his Ecurie Ecosse team-mate. The Holt Connaught managed fourth place, but was only second in the 2-litre class to Hawthorn's sports Lotus, which gave away a full 500 c.c.

At Crystal Palace, Stirling Moss won the London Trophy with his private Maserati, but not before he had had quite a tussle with Paul Emery's Emeryson, which led the race for a spell, finishing second on aggregate times. Emery's

ABORTIVE, once again, were the efforts of a European concern to "break in" on the classic Indianapolis 500 Miles race. Giuseppe Farina, veteran Italian, was to drive the Bardahl-Ferrari, which comprised a V12 Ferrari engine in a Kurtis-built chassis, but the car could not be qualified.

ALL WHICH A'WAYS!: Cars skidding and swerving in all directions at Indianapolis, in a hair-raising mix-up featuring Keith Andrews (car No. 89, in centre), Sam Hanks (pointing the other way), Troy Ruttman (on extreme right), Johnny Thompson and Johnny Tolan. In the foreground, safely past the mêlée, are Jim Rathmann, leading the race, and Fred Agabashian.

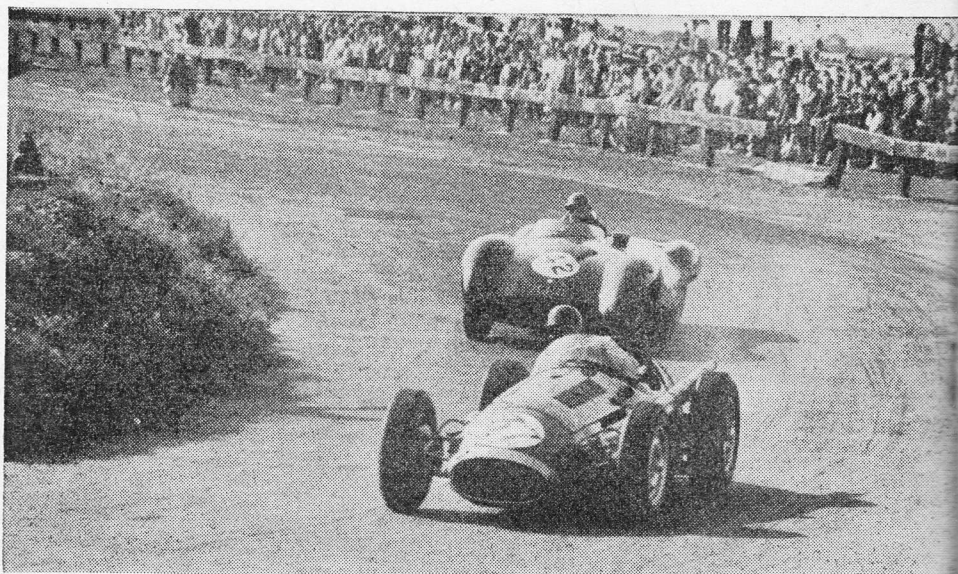


car was more *au point* on this occasion than for many races past, and his duel with Moss had the big holiday crowd on its feet cheering, while many others saw the fight via commercial television.

The end of May, the 30th to be precise, saw America's most important event, the Indianapolis 500 miles race, counting (rather oddly many people think) for the World Championship. Qualification speeds were higher than ever, and it seemed as though the race would be run at record speed, though predicting the winner was as much of a gamble as in previous years. Trouble started almost at the same moment as the race, when the old Novi jinx struck again, and Paul Russo's car crashed, causing a five-car multiple pile-up. By a miracle, all the drivers escaped without a scratch and the event went on with Pat O'Connor in the lead, followed by Flaherty, Parsons, Bettenhausen, Rathmann and Sweikert.

On the 41st lap Pat Flaherty (John Zink Special) took the lead, and, apart from pit stops, the Irishman never lost it until the 200th lap was safely behind him. By 300 miles, second and third

(Continued on page 116)



NORFOLK MIXTURE: John Ogier in the 3½-litre sports Tojeiro-Jaguar clings determinedly to Roy Salvadori's G.P. Maserati during the H. W. Sear Trophy race at Snetterton in July.

PRINCIPAL FORMULE LIBRE RACING RESULTS, 1956

Date	Event	Circuit and Duration	First	Second	Third	Winner's Speed	Fastest Lap
7th January ..	New Zealand G.P.	Ardmore; 100 laps, 210 miles	S. Moss (Maserati)	F. A. O. Gaze (Ferrari)	P. N. Whitehead (Ferrari)	78.9 m.p.h.	Moss
21st January ..	Lady Wigram Trophy Race	Christchurch, N.Z.; 71 laps, 150 miles	P. N. Whitehead (Ferrari)	F. A. O. Gaze (Ferrari)	L. L. Marr (Connaught)	—	—
28th January ..	Dunedin Meeting	Dunedin, N.Z.; 49 laps, 75 miles	F. A. O. Gaze (Ferrari)	R. Parnell (Aston-Martin)	S. Jensen (Cooper)	—	—
29th January ..	Mendoza G.P.	Mendoza, Argentina; 60 laps, 156 miles	J. M. Fangio (Ferrari)	S. Moss (Maserati)	J. Behra (Maserati)	83.10 m.p.h.	—
31st January ..	South Pacific Championship	Gnoolas, Orange, N.S.W.; 100 miles	R. Hunt (Maserati)	J. Brabham (Cooper-Bristol)	K. Neal (Cooper-Bristol)	—	Hunt; 99.5 m.p.h.
3rd March ..	Cape G.P. (handicap) South Africa	Gunner's Circle; 46 laps, 156 miles	G. Phillips (M.G.)	E. Hoal (Riley)	R. Humphreys (Consul Spl.)	—	—
11th March ..	Moomba Meeting	Albert Park, Melbourne; 50 miles	R. Hunt (Maserati)	L. Davison (Ferrari)	—	—	—
24th March ..	Rand G. P. South Africa	Palmeitfontein; 40 laps, 154 miles	P. Whitehead (Ferrari)	W. Jennings (Riley)	W. Meissner (Ford Spl.)	—	—
2nd April ..	International Coronation Race	Roy Hesketh, Pietermaritzburg, Natal; 56 laps, 90 miles	E. W. Holt (Connaught)	P. Whitehead (Ferrari)	W. Jennings (Riley)	—	—
15th April ..	Limpopo Handicap	Marlborough, Rhodesia; 30 laps	P. N. Whitehead (Ferrari)	S. Tingle (M.G.)	A. J. Fergusson (Cooper)	81.8 m.p.h.	Whitehead; 83.9 m.p.h.
30th April ..	Coupe de Paris	Montlhéry	J. D. Hamilton (Jaguar)	L. Piotti (Maserati)	A. Guelfi (Gordini)	—	—
21st May ..	Whitsun Trophy	Goodwood; 26 laps, 62 miles	J. D. Titterton (Jaguar)	J. M. Hawthorn (Lotus)	R. Flockhart (Jaguar)	87.65 m.p.h.	Titterton; 89.44 m.p.h.
21st May ..	London Trophy	Crystal Palace; 2 parts, results on aggregate	S. Moss (Maserati)	P. R. Emery (Emeryson)	G. Wicken (Cooper-Alta)	74.11 m.p.h.	Moss; 79.94 m.p.h.
30th May ..	*INDIANAPOLIS 500 Miles (4½ litres u/s, 3 litres S.)	Indianapolis, U.S.A.	P. Flaherty (John Zink Spl.)	S. Hanks (Hanks Spl.)	D. Freeland (Bob Estes Spl.)	128.49 m.p.h.	—
21st July ..	Leinster Trophy (handicap)	Wicklow; 2 parts	J. B. Naylor (Lotus-Maserati)	L. G. Earl (Jirano)	A. C. O'Hara (Jaguar)	82.14 m.p.h.	P. Whitehead (Maserati); 87.32 m.p.h.
22nd July ..	H. W. Sear Trophy	Snetterton; 10 laps, 27 miles	R. Salvadori (Maserati)	J. Ogier (Tojeiro-Jaguar)	T. Kyffin (Aston-Martin)	89.57 m.p.h.	Salvadori; 93.46 m.p.h.
16th September	Notts S.C.C. Meeting	Mallory Park; 20 laps	P. Emery (Emeryson)	R. Steed (Cooper-Jaguar)	A. J. Nurse (Cooper-Bristol)	79.13 m.p.h.	—
30th September	N.S.W. Championship Meeting	Bathurst; 100 miles	S. Jones (Maserati)	W. Pitt (Jaguar)	J. Robinson (Jaguar Spl.)	—	—
4th November ..	Macao G.P.	Guia; 77 laps, 308 miles	D. Steane (Mercedes 190SL)	M. L. de Costa (Ferrari)	F. M. Pinto (M.G.A.)	—	—
2nd December ..	Australian G.P.	Albert Park; 80 laps, 250 miles	S. Moss (Maserati)	J. Behra (Maserati)	P. Whitehead (Ferrari)	95.9 m.p.h.	Moss; 100.26 m.p.h.

* World Championship event.

SMITHS

CAR HEATER KITS

for popular cars

Smiths make recirculation Heater Kits specially for each of the following cars:—

Austin A.30 and A.35

Ford Popular and pre-1954 Anglia and Prefect

Ford New Anglia and New Prefect

Hillman Minx Mk. IV-VIII

Morris Minor (O.H.V. engine)

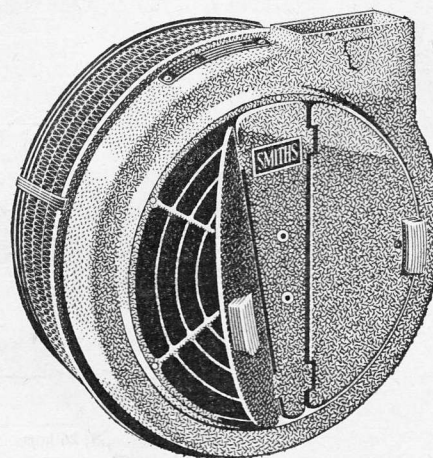
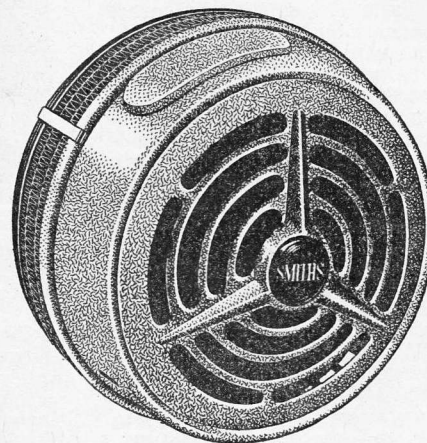
Standard Eight and Ten ('53-'56)

Vauxhall Velox and Wyvern 'E' type, '52-'54

For other cars there are general purpose heater kits. All kits have complete sets of accessories and instructions which make fitting an easy and efficient job. Prices range from £8.10s.0d. to £12.10s.0d.

For full details of these heaters write for leaflet S.952 to Smiths Motor Accessories Ltd., Trade Sales Dept., 50 Oxgate Lane, London, N.W.2.

If you are getting a new car, ask to have Smiths fresh-air heating and ventilating installed. Most modern British cars have special provision for fitting it.



SMITHS

CAR HEATERS

One of SMITHS accessories for better motoring

SMITHS MOTOR ACCESSORIES LTD., SALES & SERVICE,
50 OXGATE LANE, LONDON, N.W.2. Telephone Number: GLAdstone 8030
THE MOTOR ACCESSORY DIVISION OF S. SMITH & SONS (ENGLAND) LTD.

AT MENDOZA, in the Argentine, Mike Hawthorn drove the Owen Maserati, finishing ninth in this Formule Libre event after front suspension troubles. He had earlier taken third place in the Argentine G.P.

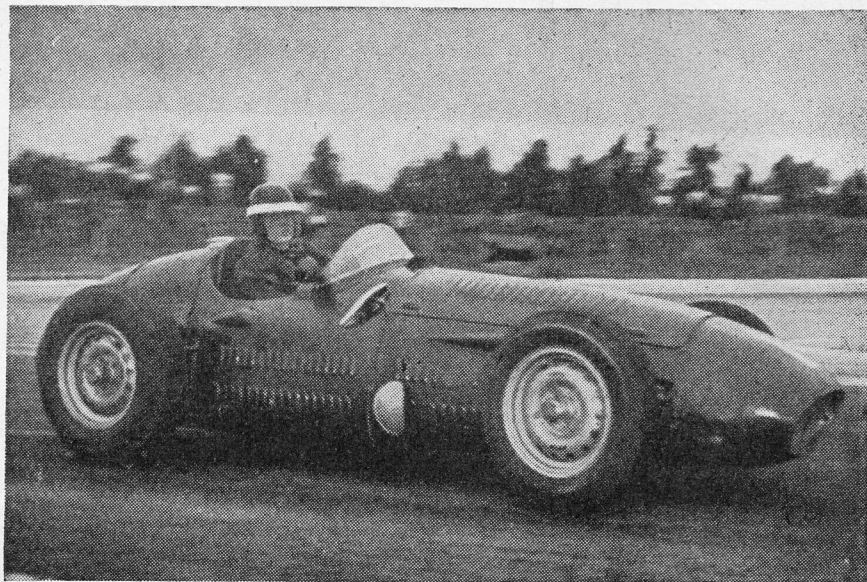
Seasonal Survey—continued

places belonged to Sam Hanks (Hanks Special) and Don Freeland (Bob Estes Special) for keeps.

Once again this year, an attempt was made by Europeans to break the U.S. stranglehold on the Indianapolis 500. The 1956 invasion took the form of the Bardahl-Ferrari, a Kurtis roadster chassis, plus a specially built six-cylinder Ferrari engine. This unit was reported to be giving as much, or more, power as the Indianapolis engine, the four-cylinder Offenhauser, and Giuseppe Farina had been engaged to drive it. But carburation troubles, followed by fuel injection troubles, together with chassis bothers, put the car out of the running without even having qualified. So ended another brave attempt, even more unsuccessful than those which had gone before.

Ireland's Leinster Trophy, just about the only motor race left in the country's calendar, happened during July, and was once again won by a driver from "over the water". On this occasion it was Brian Naylor, who found plenty of power in the 1½-litre Maserati engine of his Lotus to overcome his handicap, win the trophy and the up to 2,000 c.c. scratch race as well. The over 2,000 c.c. scratch event went to Peter Whitehead, resuming his *Formule Libre* wanderings once more, this time with his 3-litre sports Maserati.

Three lesser races in Britain followed, one each in July (Snetterton), August (Mallory Park) and September (Mallory Park). In the first, Roy Salvadori beat all opposition, driving the Gilby Engineering G.P. Maserati, with John Ogier's fast Tojeiro-Jaguar second. Naylor's Lotus-Maserati, still in winning trim, took the 20-lapper at the August



Mallory, while Paul Emery, the Emeryson, too, still going well, beat Dick Steed's Cooper-Jaguar and Austin Nurse's Cooper-Bristol at the Nottinghamshire circuit the following month.

By the end of September, racing in the Antipodes was starting on its 1956-57 season, with the New South Wales Championship meeting at Bathurst. Having left the remains of the Maybach Special at Gnoo Blas in January, Stan Jones had acquired a brand-new 250F 2½-litre G.P. Maserati, with which he proceeded to mop up the Bathurst opposition, winning both his races and breaking the lap record as well.

That Far Eastern event, the Macao G.P., took place at the beginning of November, in the Portuguese colony on the Chinese coast, west of Hong Kong. Here a very varied collection of cars contested the race over 308 miles of the 3.9-mile Guia road circuit. From the front row of the grid, which included

Da Costa's Ferrari Mondial and Bob Ritchie's Austin-Healey, R.E.M.E. Sergeant Douglas Steane finally won the five-hour event, driving a Mercedes 190SL. He did not have things all his own way, however, both rain and Da Costa's Ferrari intervening. But the rain troubled Steane rather less than Da Costa, the latter eventually finishing two laps in arrears.

Finally, the Australian G.P., which was run over the Albert Park circuit in Melbourne on 2nd December last, during the period of the Olympic Games. As readers will no doubt remember, this race fell to Stirling Moss, with Jean Behra second, both driving works-entered Maseratis, with the perennial traveller, Peter Whitehead, third. First Australian past the flag was Reg Hunt, followed by Stan Jones, both of these, of course, at the wheel of their privately owned Maseratis.

MAXWELL BOYD.

Ulster Commentary

by W. A. McMASTER

ONE of the most popular events of the social season in Ireland, the Newry and District M.C.'s annual "do", has fallen victim to petrol restrictions. Planned for Saturday, 2nd February, the club now announce that it has been postponed, with the hope that it may be found possible to organize it on another date.

In a comprehensive review of the past season, secretary Eileen Atkinson has produced the usual formidable list of awards. The best aggregate is that of Billy Chesney, who wins the Aggregate Shield with a total of 28 points. His awards during the year included the Marley Cup for the Cranfield tests held last July. Runner-up to Chesney was, surprisingly, a closed car driver, John Davidson, who monopolized the Newry closed car classes all year and who wins the President's Cup for this achievement. Kevin Sherry and his formidable Volkswagen finished six points behind Davidson in this competition. Other winners of major trophies were Mervyn

Glover (McMullan Cup); Ernie Robb (Shiels Cup); George Savage (Warrenpoint Cup) and Desmond Titterton (Rowland and Harris Cup).

The Newry Club announce that it has been decided not to organize any events for the time being owing to petrol restrictions. This, at time of writing, seems to be the general attitude of all Ulster clubs. Their motor-cycling colleagues, on the other hand, are pressing on with a modified calendar. Many of the motoring types feel that some effort should be made to run "pocket handkerchief" competitions if, for no other reason, than to keep the boys together and still interested.

The Ulster A.C. have been busy in another direction. They have been moving premises and are now installed at 16 Bedford Street, Belfast. The immediate difficulty facing the club is the Circuit of Ireland Rally. Restored to International status for 1957, it had been hoped to make a really big effort to justify this added importance. I hear that plans are being laid to make a start on the preliminary organization. This would have been well in hand in normal conditions, but petrol restrictions will not permit the long "recce" necessary over a number of week-ends.

One suggestion being made is that the organizing committee should plan to use a course already used in a previous "Circuit", modifying the tests to meet the new status. In this way, they could plan the Rally right up to the last possible moment, in the hope that petrol supplies will be on a more generous scale by Easter.

Mind you, petrol supplies are not the only gloomy spot facing the "Circuit" organizers. In recent weeks there have been "Border incidents" in Ireland which, while not directly affecting motor sport, which is completely free of politics, have had the effect of making cross-Border travel a trifle difficult. Whether the authorities (both Eire and Ulster) would look kindly on the prospect of a vast cavalcade of cars crossing and recrossing the Border is something yet to be determined.

While a decision of the "Circuit" must await further developments, there seems to be little reason why trials on a modified scale cannot be attempted. Admittedly, planning of one's petrol supplies is not possible in the present absence of any real information as to business-allowance supplementaries, but that should be cleared up in a matter of a week or two.

CASE HISTORY OF THE MASERATI

The Evolution of a Famous Italian Racing Marque

By NORMAN SMITH

Part 7—Conclusion

As a preparation for 1955 the Maserati works increased its driver strength by signing the Frenchman Jean Behra in October, 1954, though he was allowed to finish his contract with Gordini at Barcelona. It was as well that Behra came to them, for they were dealt a mortal blow when Moss was enticed into the Unterturkheim camp. The 1954 250/F1 G.P. car was duly retained as their 1955 spearhead and despite a bad time in the Argentine races they came out full of fight for the European season at Turin (in March) and Pau (at Easter). In both events they met the Lancia's full team and the honours were about even with a Lancia win at Turin, and

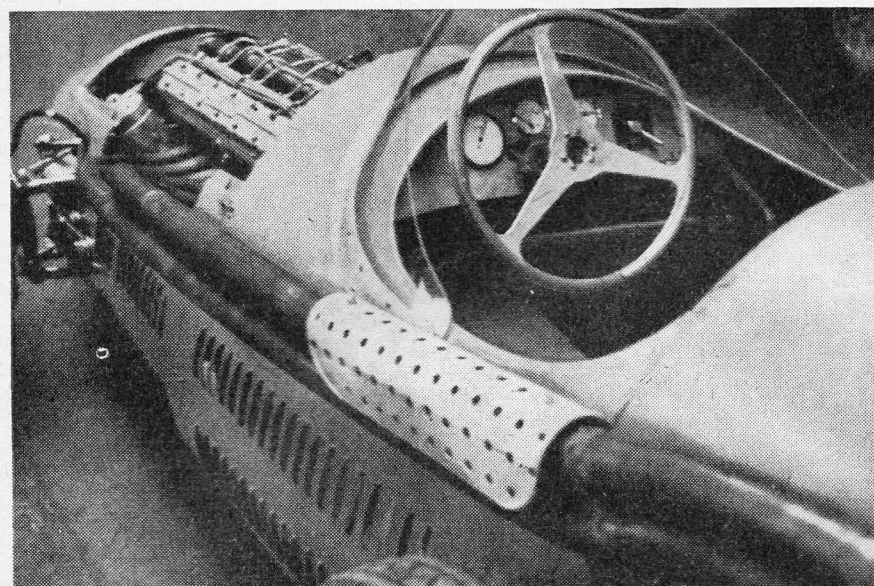
Maseratis!) emulated Ferrari and Mercedes, and drove them into the ground.

Musso and Behra, Maserati's two leading drivers, had done their utmost, but that wasn't enough, and although Maserati were no longer the "poor relations" of G.P. racing they had been in the races of 1953/38 and 1950/51, their cars clearly lacked that little extra something necessary to mix it with Ferrari and Mercedes on even terms. But basically the 250/F1, now showing 250 b.h.p. from its 84 x 75 (2,494 c.c.) six-cylinder motor, was always a good car and a full measure of success came the car's way in minor races, the 250/F1 being, for instance, particularly popular

with British drivers, Bira, Roy Salvadori, Horace Gould (who bought Bira's car when the Siamese retired) and Peter Collins all being prominent Maseratists. Bira had begun the New Year with a first in the remunerative New Zealand Grand Prix. Salvadori then began the model's British conquests with a win in the Glover Trophy at Goodwood and, later, the *Daily Telegraph* Trophy at Aintree. Peter Collins added the International Trophy at Silverstone, and the London Trophy at the Crystal Palace, and both Hawthorn and Bob Gerard scored in the Moss Maserati, at the Palace and Charterhall respectively, whilst Moss himself won the Gold Cup at Oulton. Thus, all told, the 250/F1 Maserati just about bossed the British scene. Great interest attached to experiments with the Moss Maserati with fuel injection and disc brakes, and doubtless the experience gained with these attempted improvements was later put to use by the factory during 1956, when fuel injection was the subject of many experiments on the works cars.

Reverting briefly to the 1955 Continental scene, the works cars did not go entirely minus successes, for Behra repeated his win at Pau at Bordeaux (backed by Musso second, Mieres third, Moss fourth, and Bira sixth), and he made the fastest lap at Naples when he chased Ascari's Lancia into second place. At Whitsun Simon, Rosier and Gould pulled off a 1-2-3 win in a very poor Albi Grand Prix, in doing so virtually closing the book on Maserati achievements for the season as far as Formula 1 racing went.

However, the sports cars bearing the firm's trademark kept them in the picture until November ended racing for another year. Three different Maseratis,

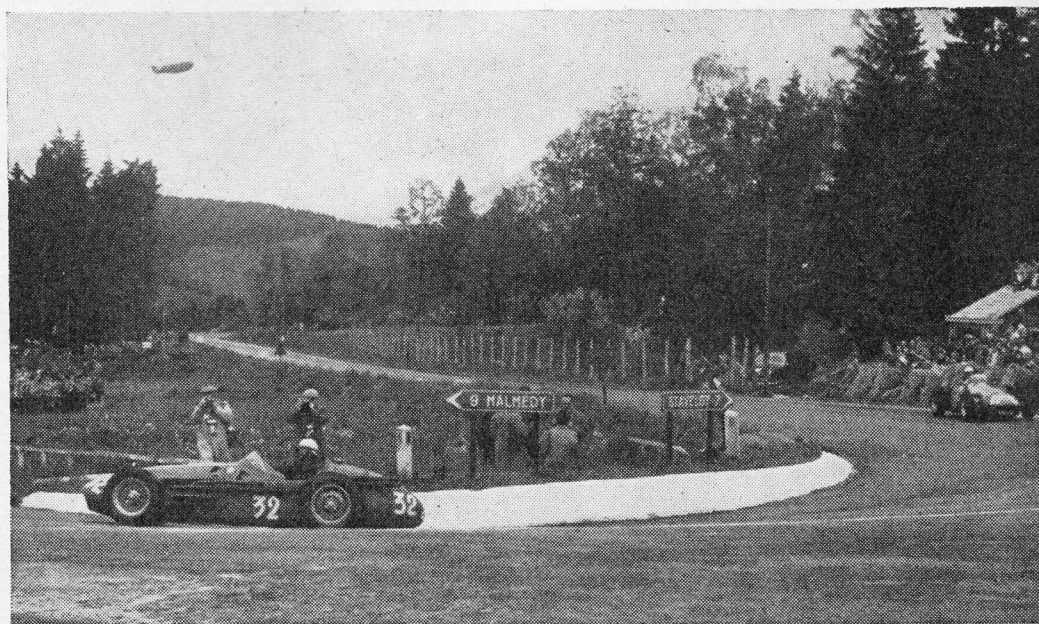


250/F: (Above) An impressive aspect of Maserati's 2½-litre, six-cylinder Grand Prix machine in its original 1954 form. This car is now superseded by the revised edition, with desaxé engine, as illustrated overleaf.

RETURN of Stirling Moss to the Maserati team in 1956 brought victories for Maserati at Monaco and at Monza. On the right we have the team's No. 1 driver cornering at Spa during the Belgian G.P. of 1956, when he made fastest lap, and finished third in Perdiss's car, after trouble with his own.

a Maserati victory (by Behra) at Pau.

For the classics, beginning at Monaco, Maseratis faced more than the Lancias, however, the Ferrari and Mercedes teams coming along with all their big guns. Thus, with the odds at three to one against, the "Trident" had all three prongs blunted very badly indeed. The situation as far as they were concerned deteriorated so swiftly that, when the major races ended, they'd gained but two places (both thirds) in Championship events and in the very last race of the year, the Syracuse G.P., the green Connaughts (two Britons v. four works



the well-established 2-litre, a 6-cylinder 240 b.h.p. 3-litre and a new 1,500 c.c. "four" (the Tipo 150S) were all raced during 1955, some of them by the works, and some, as ever, by private owners. In a class probably more competitive than Grand Prix racing itself, Jean Behra was a winner more often than in Grands Prix proper. The 3-litre was the main Maserati sports model, and from Sebring in March to November's Venezuelan G.P. these well-proportioned and handsome models from Modena were to be feared even by Jaguar, Ferrari and Mercedes, their victories including the Bari, Supercortemaggiore (Monza), Portuguese and Venezuelan races. Star attraction from the works was, without question, the production of the Tipo 150S for the Nürburg 500 Kilometres race. Entrusted to Behra, the new car claimed the most convincing Maserati victory of 1955, its average speed over the Ring's many convulsions of 77.11 m.p.h. seeming miraculous—500 kilos is a long way and is indeed the modern accepted length for a full scale Grand Prix!

Naturally, in Italian national racing, Maseratis were both prevalent and prominent, and whilst it is impossible to record in detail the marque's every tiny success, some of the wins in the better-known races and hill-climbs deserve a mention, as for example Bordoni's first in the Trieste-Opicina hill-climb (in a 3-litre) and the Pergusa Grand Prix (with a 2-litre). Bellucci too, with a works entry, scored a nifty win in the 175 kilometre Reggio-Calabria open road race, one of the many events of this type run in the Italian peninsula.

Mercedes-Benz's late withdrawal from Grand Prix and sports car racing at the end of 1955 gave the Maserati people

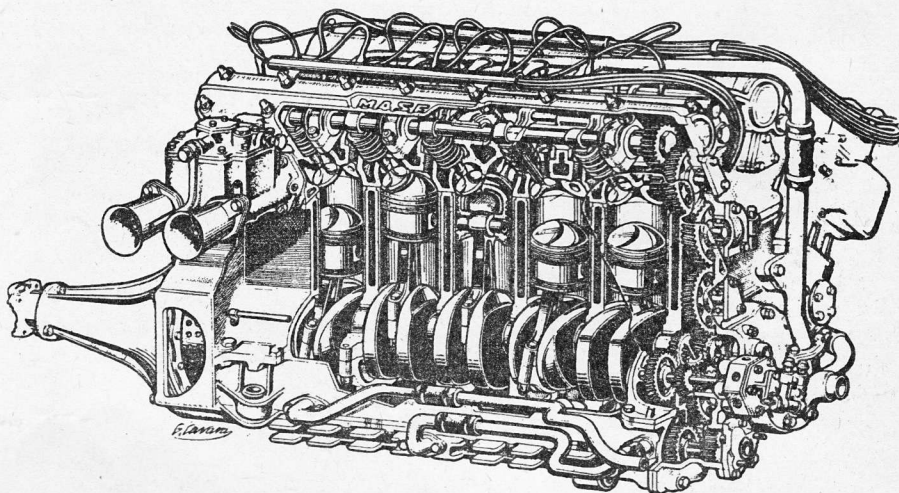
Moss, of course, was THE star, opening his season with an excellent win in the New Zealand G.P. with his own Maserati, then winning the Monaco G.P. itself at Monte Carlo to open the major European season—and closing it with his victory at Monza in the European Grand Prix—sweet revenge for his great disappointment of 1954. This brilliant form, which made him second to Fangio in the World Drivers' Championship, he has maintained subsequently, with wins in the Venezuelan and Australian sports car races this November.

Sports car racing with factory support was tackled almost as enthusiastically as G.P. racing and Maserati Tipo 150S (1,500 c.c.), 2 litres, Tipo 300S (3 litres), 3½ litres and an unexpected V8 4.4-litre car were seen, driven by Moss, Behra, Perdida, Taruffi, Schell and others all

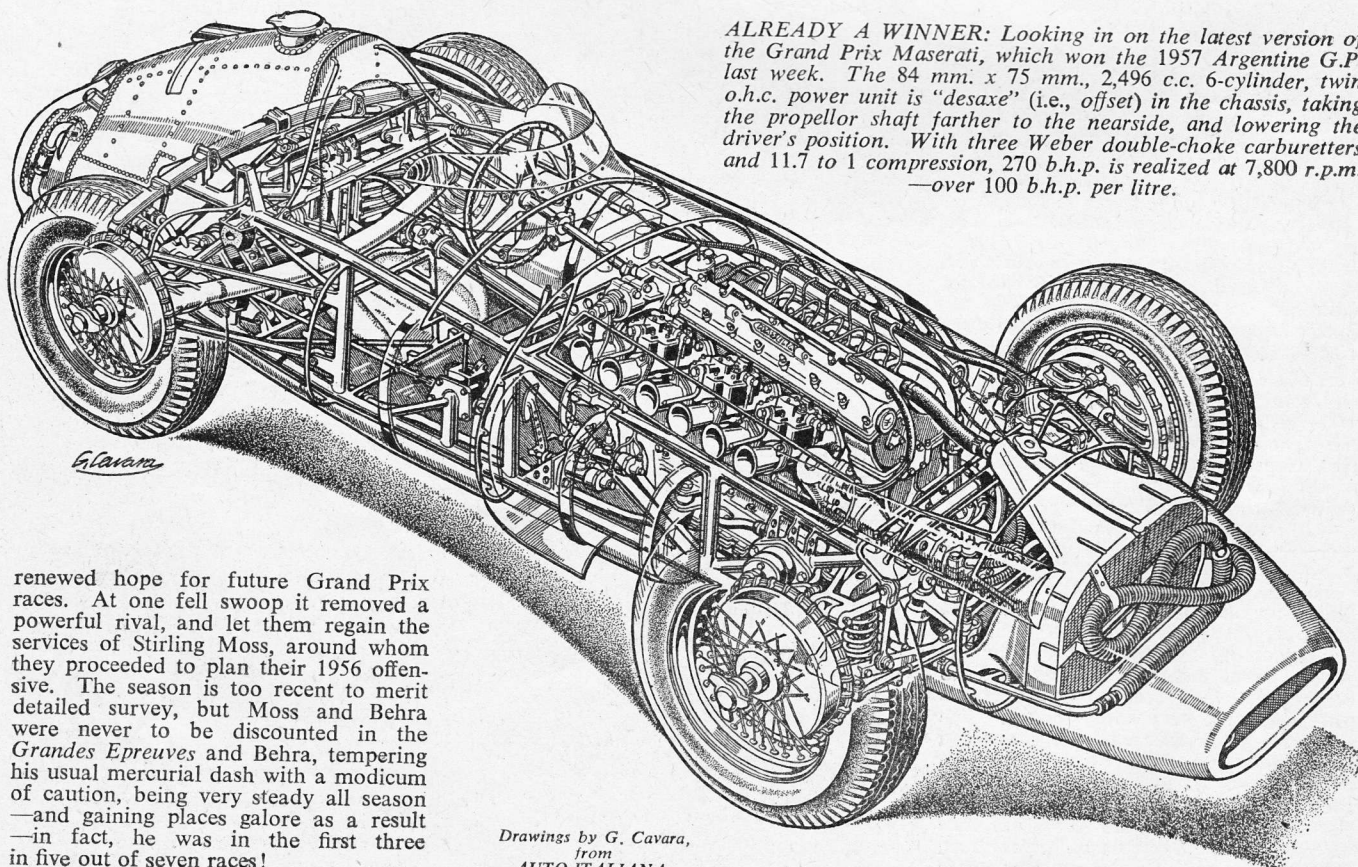
over the show, from Buenos Aires in the 1,000 Kilometres to the Rome Grand Prix late in October. Maserati sports cars won far more often than their G.P. brethren, and again it would be pointless to enumerate them as they are too recent to have been forgotten.

As 1957 unfolds, with the old year closing on Moss's Australian G.P. and Nassau victories, and Juan Fangio heading a brilliant Maserati 1-2-3-4 in the first Formula 1 classic of 1957, there can be no possible doubt whatever that in both sports car and Grand Prix racing the Orsi régime at Modena are all out to enhance still further the fine reputation Maserati have gained in 30 years of motor racing, during which time the marque has risen from obscurity to world eminence.

The End.



ALREADY A WINNER: Looking in on the latest version of the Grand Prix Maserati, which won the 1957 Argentine G.P. last week. The 84 mm. x 75 mm., 2,496 c.c. 6-cylinder, twin o.h.c. power unit is "desaxe" (i.e., offset) in the chassis, taking the propeller shaft farther to the nearside, and lowering the driver's position. With three Weber double-choke carburettors and 11.7 to 1 compression, 270 b.h.p. is realized at 7,800 r.p.m.—over 100 b.h.p. per litre.



renewed hope for future Grand Prix races. At one fell swoop it removed a powerful rival, and let them regain the services of Stirling Moss, around whom they proceeded to plan their 1956 offensive. The season is too recent to merit detailed survey, but Moss and Behra were never to be discounted in the *Grandes Epreuves* and Behra, tempering his usual mercurial dash with a modicum of caution, being very steady all season—and gaining places galore as a result—in fact, he was in the first three in five out of seven races!

Drawings by G. Cava, from AUTO-ITALIANA.

CORRESPONDENCE

The Monza 500 Miles and the V16 B.R.M.

I AM in full agreement with J. M. E. Walton concerning the V16 B.R.M. This car should have great possibilities in the Monza 500 miles, as it exceeds the American opposition by something like 100+ b.h.p., while top speed is greater and it is much lighter. If the Bourne concern took the car to Monza within the next few months and gave it the full Grand Prix distance, it would give valuable information as to the car's capabilities, and also time to clear up any snags that occurred.

The Case History of Maserati is very interesting, and I would like to see more such articles on other Grand Prix machinery.

I would be very pleased if you would publish a list of the World's Champion Drivers from when the Championship was first formed to the present day.

I. D. TURNER.

WIRRAL, CHES.

[World Drivers' Championship holders since its inception in 1950 have been: 1950, G. Farina (Alfa Romeo); 1951, J. M. Fangio (Alfa Romeo); 1952, A. Ascari (Ferrari); 1953, A. Ascari (Ferrari); 1954, J. M. Fangio (Maserati and Mercedes-Benz); 1955, J. M. Fangio (Mercedes-Benz); 1956, J. M. Fangio (Ferrari).—Ed.]

I MUST agree with Mr. Walton that it would be wonderful to see the old V.16 B.R.M.s at Monza this year, and I am confident that, provided they could overcome the disastrous tyre trouble experienced at Albi in 1953, they would be unbeatable. But then 500 miles is a long way for any Grand Prix car, let alone the B.R.M.!

G. CLARKE.

SURBITON, SURREY.

Thou Shalt Not Covet Thy Neighbour's Streamlining

I CANNOT afford to buy your excellent magazine. The reason? I spend all my money on my 1,172 formula car. Others marry, raise children, live the gay social life and even read motoring journals, and then complain because they have not the money to win motor races, and, let it be freely admitted, money is an important factor if "first places" are sought. Yet the "I can't, you shan't" brigade continue to decry the winners as unsporting, be they Mercedes, Lotus Maseratis, or even mere £1,250 Lotus Ford Mk. XIs.

I have just been lent half a dozen copies of AUTOSPORT and I see that various complaints have been made about some of the 1,172 formula cars. So I have got my pen out of hock and stolen some ink so that I may join in the argument, not to whine but to say, Good! Hooray! Wonderful! Perhaps at last a little notice will be taken of this lowly form of racing which has continued throughout last year thanks to some eight or ten regular competitors who have battled away at considerable cost and who, as yet, have not even been informed of the results of the Chapman Cup for which they have been competing. No money. Little glory. Just a cup which no one has officially won.

I wish if possible to offer constructive criticism rather than to argue with previous letters but one point fascinates me regarding the arguments against streamlining. Streamlining, says Major Mallock, gives approximately 56 per cent. more power. How, then, does K. D. Laverton, unquestionably the quickest 1,172 competitor in his "old square type Lotus", obtain 56 per cent. more power from his engine than those fitted to the streamlined cars he beats? His race times are as good as Macdowel's were.

I should like to see 1,172 racing regarded more as a kindergarten for serious novice drivers. For the special builder and casual competitor the 750 formula serves admirably. The serious beginner is faced with choosing 500 c.c.

or 1,172 c.c. cars. Five-hundreds receive some publicity and money but they need to be towed to meetings and it is hard to think of a car with which to follow on, as they are "different from all other animals". 1,172 cars are, thanks to Mr. Chapman, genuine sports-racing machines, from which it is possible to graduate to 1,100s, formula 2, what-have-you. They can also be driven to meetings. But, no starting money, no publicity, and, believe it or not, many regular competitors would actually like a little more notice to be taken of their efforts and some might even be persuaded to accept starting money which, if it were sufficiently big, would allow those without streamlined cars to save up and buy them. I wonder if they would go any faster! Formula racing by virtue of the almost identical b.h.p. output of all the engines rests to a very great extent on driver ability. Unless of course one can find Major Mallock's magic 56 per cent. more power.

I feel that about three "1,172 Grands Prix" of over 100 miles, held each year at, say, Brands Hatch, Silverstone and Oulton Park, would make better racing than the five-lap sprint races which result in the first corner deciding the winner in nine cases out of ten. If some reasonable financial reward was available, preferably as starting money, competitors might be able to cover their expenses for a change. "Against the spirit of the formula", I hear the bleating already, but if there was a national meeting with a formula race offering money and publicity on the same day as a club meeting with a formula race offering only this mysterious "spirit", I'm quite sure which race would have all the entries. Would any club give us a chance at a National or International meeting? Who knows, the spectators might enjoy seeing something new.

And now, in conclusion, as it seems fashionable in all letters on the 1,172 formula to suggest banning someone, might I submit that in the happy event of there being any racing in 1957 all entries from Egyptian drivers are refused, and that the scrutineers fail all Egyptian-designed or -built formula cars.

"PDD 76."

RADLETT, HERTS.

Where, and When?

I WONDER if you could please inform me as to which particular race is being run on the enclosed postcard, and in what year?

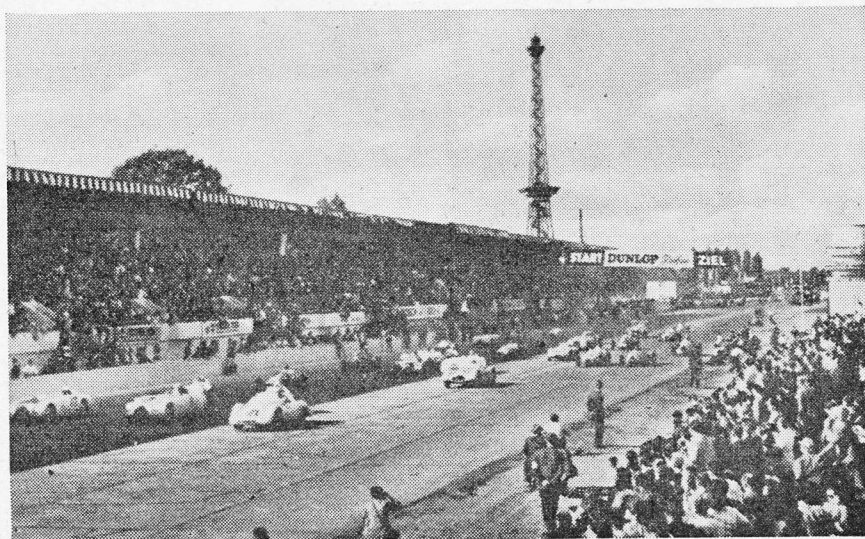
I think I can recognize two H.W.M.s and one Cooper-Bristol.

J. H. NUTKINS.

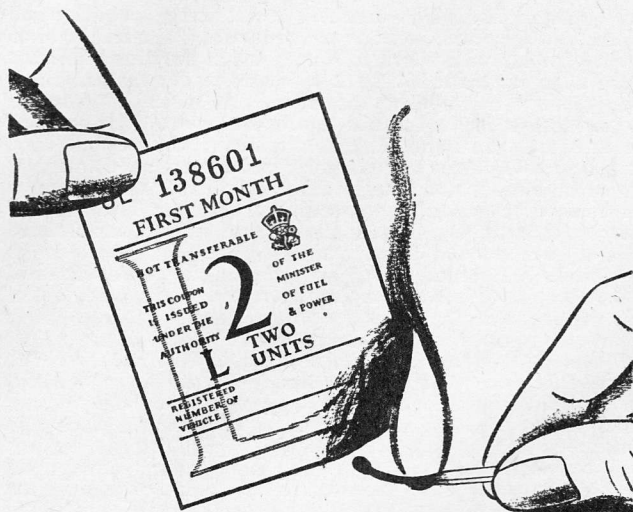
PLUMSTEAD, S.E.18.

The race depicted is the 1951 Avus G.P. for Formula 2 cars, in which two H.W.M.s were driven by Stirling Moss and Lance Macklin. The British équipe went prepared for a road race, and found their cars hopelessly undergeared on this notoriously fast circuit outside Berlin. Both retired. There was no Cooper-Bristol competing (the car didn't exist until 1952). The race was won by Paul Greifzu in a very fast, streamlined, 2-litre BMW, very high geared. Second was Toni Ulmen (2-litre Veritas) and third the Swiss Rudi Fischer in his private 2-litre Ferrari.

(More Correspondence on page 120)



START of the Avus G.P. in 1951, for cars to the old Formula 2. This picture is referred to in Mr. Nutkins's letter above.



No - NO!

You can't burn your
coupons when you use

BARDAHL

OIL ADDITIVE

If you add 10% to the engine and 20% to the axle gear-
box of your car, all it will do is improve the fuel
consumption by up to 12%—give easier starting—
double oil life and reduce wear by 45%.

For nearest stockist write to:

BARDAHL PRODUCTS LTD.
39, Craven Road, London, W.2
Phone: PADdington 2113

If in Scotland:

Thomas Potter Ltd.
41, Arcadia Street, Glasgow, S.E.

Factors and Stockists in most countries.

Trade enquiries invited.

BARDAHL REDUCES FRICTION TO A FRACTION

Correspondence—continued

Fuel Rationing and the Sport—a Suggestion

I WOULD like to comment on your Editorial (11th January) under the title "Petrol Rationing and Motor Racing". In the event of no Government co-operation in granting a supplementary ration for the transportation of "pukka" racing cars, in particular half-litres, to circuits, I would suggest that enthusiasts form a pool of coupons. If one unit was surrendered a month, with enough support we could continue to enjoy our sport and weather the storm. The Government might in a moment of weakness allow this transfer of coupons to enable motor racing to continue.

M. W. PETERS.

EDENBRIDGE, KENT.

Connaught Grand Prix Car Club

RECENTLY you were kind enough to publish my letter advocating a club movement to give financial support to Connaught Engineering. At the time I indicated that there was no point in proceeding unless 500 or more people wrote to me with their ideas.

So I am delighted to report that within a month I received over 1,000 letters, and at the time of writing (mid-January), nearly 2,000 membership forms have been requested. In these early stages there must inevitably be some delay in dealing with a proportion of this correspondence, and as many potential members have asked to be kept informed through your columns, may I, therefore, ask your indulgence this once more before we publish our regular members' newsletter.

Briefly, the current position is that an organizing committee is forming the Connaught Grand Prix Car Club, Ltd., with registered offices at Grand Buildings, Trafalgar Square, London, W.C.2.

To avoid delay or dissipation of enthusiasm, potential members are being invited to join now, subject to the opportunity to approve a constitution which is now being prepared by a firm of London solicitors. Members are being asked to subscribe 10s. 6d. annually and to make donations on top of this, according to their means and feelings. The basic subscription entitles a member to a discreet winged lion lapel badge and regular Connaught bulletins. All monies received are being banked in their entirety, and initial working funds are being provided by private individuals.

Once it is properly constituted, the Club will be managed on a voluntary basis, and funds will be allocated during 1957 at the rate of up to £250 per car per start in Continental races only. Any balance at the end of the year may be presented to Connaught for development work.

Bearing in mind that the excellent early response has been achieved without any kind of membership drive through the 300 motoring clubs or at race meetings, I feel sure that between 3,000 and 5,000 members can be attracted by mid-summer. As the average contribution of early members has been £2, it is possible that up to £10,000 could be raised this year if all race enthusiasts *determined* that Connaught should carry on in 1958—a possibility which, at the moment, I know full well to be remote.

There would be little doubt about Connaught's ability to continue after the current season if about £20,000 per year could be raised. Much of this money would have to come from the business world, and whereas there are many companies who, to my knowledge, have failed to get suggestions for thousands of pounds of contributions past their board room, there must be many more who would be prepared to subscribe £50 or £25 for the sake of preserving Connaught on the Continental starting lines.

Could I please hear from some of these good people as well as from all other enthusiasts who will help us reach our £10,000 target for 1957?

JOHN WEBB, Organizer,
Connaught Grand Prix Car Club.

LONDON, W.C.2.

F.W.D. Alvis Data Sought

I AM seeking information concerning the front-wheel drive Alvis straight-eight sports car of 1929/30. Very little is known of these cars today, but some of AUTOSPORT's readers may well have owned, driven, or worked on them in times past.

Any data at all, either technical or historical, and however fragmentary, will be more than welcome.

G. N. S. DAVIES.

"STONEHOUSE", CLEEVE PRIOR, NEAR EVESHAM, WORCS.

JOHN BOLSTER TESTS

THE waste paper basket of the average motoring writer is permanently full of circulars sent out by would-be philanthropists. These gentry are trying to sell magic contraptions to attach to the ignition, carburetter, or exhaust system, or else they are boosting some vital fluid that you put in your oil or fuel. In all cases, they claim more speed and reduced petrol consumption.

Now if these things did what was claimed for them they would at once be taken up by racing teams, wouldn't they? Yet in my pit prowls during Grand Prix races I have never encountered any of these supernatural inventions.

So I was at once agog when I heard the name "Bardahl" whispered in high places. Yes, it is an oil additive, and the boys are now using it in a big way. Obviously here was something that needed further investigation. My friend, Jack Bartlett, enthused over the results he was getting in various super sporting cars, and Ken Rudd persuaded me to go with him to 39 Craven Road, W.2, where the offices of Bardahl Products, Ltd., are situated. Here, W. J. Holloway, the Sales Manager, put on a most convincing demonstration.

Bardahl is an anti-oxidant and detergent oil additive. Its most important feature, however, is its capacity for enormously increasing the film strength of the lubricant. For demonstration purposes a test rig is driven by a small electric motor with an ammeter in the mains lead. This drives a drum which is, in fact, the hardened inner race of a Timken bearing. The test piece is a roller from the same bearing, but is held at right angles to its normal axis. A hand lever is fitted with a dial measuring the pressure applied in pounds/inch, and its leverage is multiplied by six in forcing the stationary roller against the revolving drum.

The drum dips in a small bath containing either any proprietary motor oil or oil plus 10 per cent. Bardahl. After using Bardahl, the central drum must be cleaned with emery paper to remove the tenacious lubricating film. Let me say, straight away, that the results were extremely impressive. With plain oil, a pressure of 200 lb. was sufficient to cause absolute seizure, but by adding

A REMARKABLE OIL ADDITIVE

Bardahl a pressure of 600 lb. could be maintained indefinitely. At 100 lb. pressure, the motor consumed 2.50 amps. on plain oil, and 1.55 amps with the additive. At this same pressure, maintained for 20 secs., Bardahl eliminated all appreciable wear, but without its help very rapid wear took place, accompanied by a loud squeak. Finally, all lubricant was removed from the trough, but the remaining Bardahl film allowed the previous tests to be repeated.

These results were impressive enough, but nothing beats experiments carried out on an actual car. I decided that variations in traffic conditions render road testing insufficiently accurate, and so I used the Brands Hatch circuit, which, with its hills and corners, is harder on fuel consumption than anything but London traffic. I worked out a schedule to approximate to normal "ration-style" driving technique, and took very great pains to drive at identical speeds on each lap. In general, I employed a 40 m.p.h. cruising speed, but allowed the car to work up to 50 m.p.h. downhill.

The test equipment was fitted to a 1956 Renault Dauphine, in absolutely standard tune and with the oils and tyre pressures that the makers specify. After the first series of tests 10 per cent. Bardahl was added to the engine oil and 20 per cent. to the transmission lubricant. The standard manual radiator blind was used to keep the temperature constant.

The fuel consumption on "straight" oil was 53.56 m.p.g. After adding Bardahl it went up to 56.56 m.p.g. Thus I shall get a buckshee six miles on top of every 100 I drive in future! Some speed tests were even more impressive, for my lap time, driving "on the limit" in both cases, was reduced by no less than 2½ secs. when using Bardahl.

The maximum speed was not appreciably increased. This is not surprising, for whereas at low speeds the greatest losses are occasioned by mechanical friction, at high speeds most of the

power is consumed in overcoming wind resistance. If one drove very fast, therefore, the benefit to fuel economy that any additive could confer would be considerably less. The improved lap speed was due to much livelier acceleration away from the corners, by virtue of reduced engine and transmission friction.

I am expecting to get a bigger fuel economy bonus than even these excellent figures would suggest, for two reasons. The first of these is that I have had to reduce the idling mixture of the carburetter, because the idling speed of the engine went up as soon as I employed the additive. The other is the very obviously reduced oil drag at a cold start. One cannot fail to notice the improved freedom of running under these conditions.

There remains the question of wear, and certainly any reduction of friction should give longer life to the moving parts. Time alone will tell, and I shall watch the results with interest. Incidentally, although Bardahl is not a fuel additive in the normal sense, it is advertised as being entirely suitable for two-strokes that run on "petroil". My next tests will, therefore, involve my B.S.A. "Dandy" scooter.

Bardahl is not cheap, but the makers claim that one can make a sump full of oil last twice as long. Even without this gain, however, I think the stuff might pay for itself in results. I used a 16 fluid oz. tin, costing 12s. 6d., to treat the engine and transmission of the Dauphine. The retail price of a gallon drum is £5 17s. 4d., but this is enough to last the average driver for several years. Put it another way: I estimate that to have "hotted up" my car, by mechanical means, sufficiently to knock that 2½ secs. off the lap speed, might cost £10 or £15, and then it probably wouldn't do 56.56 m.p.g., or run as silently as it does now.

Anyway, if you don't believe me, try the stuff yourself; but don't forget to put some in the gearbox as well, not to mention the back axle if you still have one of those appendages.

... AND TRIES A CENTRAL GEAR-CHANGE FOR THE SUNBEAM

THE Sunbeam Mark III, and its predecessors the Sunbeam Talbots Mark I, II and IIa, are some of the best beloved high-performance cars among hard-driving enthusiasts. Fast, smooth, and oh so tough, these machines have a most enviable record of successes in such major rallies as the Monte Carlo and the Alpine. Yet, for many of us, the pleasure of handling the cars has been a little tarnished by the rather "family type" gear lever under the steering wheel.

Recently, I drove a Sunbeam Mark III which had been fitted with a "proper" central lever. This lever is the product of Castles Motor Co., Ltd., of Church Gate, Leicester, and the complete outfit for the conversion retails at

the moderate figure of £22 10s. Fitting is relatively simple, for the base plate mounts in place of the standard ash tray. A short, direct rod connects the gear lever with the gearbox shift lever, and a cable looks after the selector lever.

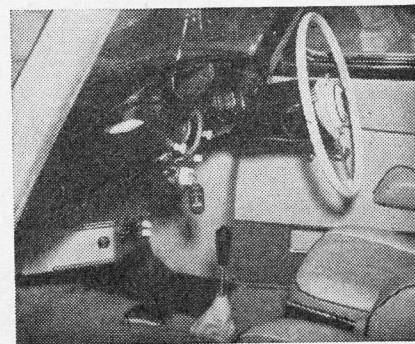
In practice, the change works admirably. The lever moves lightly and easily, and one is at last able to realize what a very pleasant gearbox the Sunbeam has. An excellent point is the positive reverse catch, operated by a button on top of the lever. This in no way restricts the rapid selection of reverse, but it is much more certain than the usual spring.

The whole assembly looks attractive, and actually improves the interior appearance of the front compartment.

QUITE AT HOME in the cockpit of the Sunbeam Mark III is this neat and efficient "gearstick". Conversions may also be available soon for other Rootes models.

It is possible to remove all signs of the original column shift, and the number of bits and pieces which one discards have to be seen to be believed! After testing this gear lever, I can say that there are no disadvantages, and I understand that the Rootes Group is in no way opposed to its use.

JOHN V. BOLSTER.



Club News

By STUART SEAGER

CHILTERN HILLS TROPHY TRIAL

THE next event in the 1957 trials season is the Chiltern Hills Trophy Trial, to be run by the Chiltern C.C. on 17th February. This event was postponed from its original date of 2nd December, but is to take place at the same venue, starting from Denham, Bucks, at 11 a.m. The event now qualifies for the B.T.D.A. Gold Star and the R.A.C. Trials Championship, and further details may be obtained from S. A. Hurrell, 7 Church Avenue, Leighton Buzzard, Beds, telephone 3440.

OTHER events in the near future are generally of a "social" nature; a flourishing crop of film shows is included. The **Old Merchant Taylors' M.C.** are holding one on 30th January at "Durrants", Croxley Green, near Watford, Herts, at 8 p.m., the programme including *Brands Hatch*, 1955, and films of the Rallye de Paris, Goodwood Nine Hours Race and Alpine Rally. . . . The **Windsor C.C.** have one scheduled for 18th February at the Swan Hotel, Clewer, near Windsor, which will include *Formula 1*, 1956, the 1955 T.T. and the 1953 Mille Miglia. . . . The **Epping Forest M.A.** will run another of their Film Fiestas on 30th January, at Loughton Secondary Modern School, Roding Road, Loughton,



GREAT JOY was provided recently by the German-produced caption to this photograph, taken during record attempts with a streamlined NSU motor cycle. It reads: "The NSU record vehicles have been designed for high speeds. Shortly after taking off they are a kind of shaky and the rider must try to pick up speed as good as he can. Two mechanics are ready to catch Wilhelm Herz or H. P. Müller when they are about to land. According to the American habits the NSU mechanics wear big insignia on the backside of their overalls."

Essex, at 7.30 p.m. *Formula 1*, 1956, will be seen here, too, together with *Scramblemania*, *Kick-Start* and films of the Nürburgring 1,000 kms., and 1956 T.T. . . . Also on 30th January is an A.C.O.C. film show at the Paviour's Arms, Page Street, London, S.W.1, at 7 p.m. The 1955 Tulip Rally, 1955 T.T. and *The Power to Fly* will appear on the screen at this one. . . . Finally, the **West Essex C.C.** are having a film show and commentary by A. F. Rivers-

Fletcher, of the O.R.M.A. on 23rd January, and a screening of the Jaguar film of *Le Mans*, 1956, on 6th February, both occasions being at the Three Jolly Wheelers, Woodford Bridge, Essex. . . . Leaving the back row of the stalls, we have a couple of petrol-less rallies (it's amazing what ingenuity is brought out in times of crisis!). The **North London E.C.C.** have a fairly elaborate "table-top rally" on 24th February, due to take place at the East Herts County Club,

It's here!



BARDAHL

SOUTH KENSINGTON,

WRITE OR PHONE
KENSINGTON 6694



KENDRICK PLACE,

DIVISION
LONDON, S.W.7

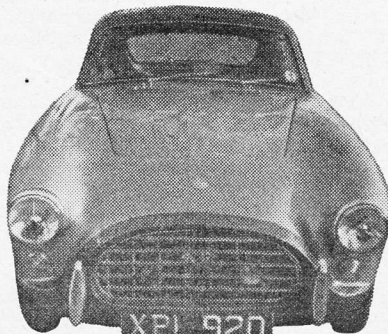
RETAIL INDUSTRIAL TRADE

SAVE PETROL

At speeds of under 40 m.p.h. internal friction uses 20 per cent of your petrol. At slow running speeds all the engine power is absorbed in driving the engine and ancillaries (otherwise it would speed-up) therefore by reducing internal friction you can save petrol.

The car shown has saved 72 gallons of petrol in 15,000 miles. This is equal to 1,800 extra miles for the small cost of Bardahl oil.

A FINE PRODUCT FOR A FINE CAR



A.C. ACECA

It's here!



SAVE OIL

Bardahl reduces friction by as much as two-thirds in engine, gearbox and axle, and will reduce fuel consumption by up to 12 per cent, gives easier starting, eliminates cold start scuffing, 'conserves the battery.

Bardahl doubles oil life, saves you 50 per cent oil consumption.

Please write for further details and special offer.

15,000

TROUBLE FREE MILES ON

BARDAHL

Hendon, at 3.30 p.m. Driver, navigator and full equipment will be necessary—but no car. Details from Ian Walker, 36 Friary Road, Finchley, N.12. . . . The Bolton-Le-Moors C.C. go one better than even the Guildford M.C., who, you may remember, recently ran one for bicycles. The Bolton brigade have laid on a six-mile rally *on foot*, for which details may be obtained from L. Bradley, 163 Thicketford Road, Bolton, Lancs. We notice in the regs. that "if any competitor does not reach the finish by the time petrol is no longer rationed, he will be deemed to have retired—permanently". . . . Lastly, a gaggle of annual dinners. On 1st February, the **Chiltern C.C.** have theirs at the Bell House Hotel, Beaconsfield, while on the same night, the **Lindsey A.C.** will run theirs at the Wortley Hotel, Scunthorpe. . . . On 8th February the annual dinner-dance of the **Sporting Owner D.C.** will be held at the Bedford Arms Hotel, Woburn, Beds., tickets being obtainable from Norman Button, c/o Downs Garage, Tring Road, Dunstable, Beds. . . . The **Sheffield & Hallamshire M.C.** dinner is due to be held on 13th February at the Grand Hotel, Sheffield.

TRAMPS' NIGHT OUT

DESPITE petrol rationing, the 750 Club had a goodly turn-out for the annual Tramps Ball, at the Abbey Hotel, North Circular Road, last Friday. Genuine "tramps" were admitted for five bob, but "toffs in lounge suits" were charged double. Numerous prizes were awarded for the best tramps, winners being judged by the Editor of AUTOSPORT. To Peter Garnier (*Autocar*) fell the honour of judging an ankle competition, whilst Mrs. Garnier was also roped in by the organizers for adjudication. Stamina required in the club's famous relay race was also necessary for certain dances, male tramps being ordered to carry their partners, and keep going till they dropped. Altogether a jolly affair, as all 750 events are.

Eire Echoes

"THE BAN" has been lifted! So the Irish motor sporting fraternity are once more strutting around like free men. Petrol rationing came into force on the 1st January with basic allowances very similar to those in Britain. As rationing commenced the Competitions Committee of the R.I.A.C. decided that it was time once more to issue licences for suitable short events and the appropriate governmental powers—that be were requested to withdraw "The Ban". Authority seemed to show little sympathy with our plight, but then in the strange way that these people have, they gave the go-ahead shortly afterwards, just when otherwise gentle souls were beginning to mutter into their beards and their beer about interference with the liberty of the citizen and other equally naughty expressions.

There are to be no events during January, but three open dates have been allotted for February. On the 2nd, Irish Motor Racing Club are holding a trial; on 16th, M.G. Club (Irish Centre) are holding driving tests; and on the 22nd, Dublin University Club are holding a night trial.

Racing Club's event will be a tests-only
(Continued on page 128)



BARDAHL Suppliers



For BARDAHL

In KINGSTON-ON-THAMES
and STAINES
Call on the Stockists,
ECONOMIC MOTOR SUPPLIES
34 London Road, Kingston.
Tel.: Kingston 7271.
40 London Road, Staines.
Tel.: Staines 4242.
Trade inquiries invited.

LONG LIFE BATTERY DEPOTS,
Bournemouth, Birkenhead, Hanley
Portsmouth, Plymouth and Bristol,
for
BARDAHL
The World's Leading Oil Additive.

HYDER PRODUCTS
Mark Road,

HEMEL HEMPSTEAD,

THE
BARDAHL
Factors for
Hertfordshire and
Bedfordshire.

Trade inquiries
invited.
Tel.: Boxmoor 3644.

BARDAHL OIL ADDITIVE
now distributed throughout Scotland by
THOMAS POTTER, LIMITED,
Engineers' and Shipbuilders' Furnishers,
41 Arcadia Street, Glasgow, S.E.
Telephone: Bridgeton 2021. Established 1859.

FOR
BARDAHL
in
DEVON and CORNWALL
contact
J. HALLIGAN
249 Babbacombe Road,
Torquay.

GARAGE TYRE SERVICES, LTD.,

Wholesale Motor Factors,
72a Upton Road, Slough,

are the
BARDAHL
factors for Buckinghamshire.
Trade inquiries invited.
Phones: Slough 20300, 20309.

BARDAHL

SAVES PETROL.

Your Garage will obtain
supplies from

J. A. CHALLINER & CO., LTD.,

Downing Street,
Manchester, 1.

Tel.: Ardwick 3221.

Main Distributors
East Lancs and N. Cheshire.

BARDAHL

for

1. Running In.
2. Increased Power.
3. Better Fuel Consumption.
4. Reduced Oil Consumption.

West of England Distributors:

W. L. THOMAS

Castle Combe, Wilts.

Tel: Castle Combe 205

Bardahl Service:

NORMAN ELLIS MOTORS

Staple Hill, Bristol.

Tel: 65,4279

BARDAHL

High Performance and
E. P. Additive
can be obtained in

Hampshire and the Isle of Wight

from the factors:

TEROY, LTD., CENTRAL HOUSE,

FRATTON BRIDGE,

PORTSMOUTH.

Tel.: Portsmouth 32217.

Trade Inquiries
Invited.

Demonstrations
Arranged.

PENN PORTRAITS of NORTHERN SPORTING PERSONALITIES No. 7—JIMMY RAY

THIS week meet a rally "star" in the person of Jimmy Ray, who by hard driving and careful attention to detail, has reached the top flight in five years.

Born in 1922, Jimmy started his rally career in 1951. Driving an XK 120, he made fastest test time in the Welsh Rali Gogledd Cymru, which he admitted was sheer luck, as the car, although driven in a "clog-happy" fashion, somehow managed to stay on the road. This, however, was the start, and that year he obtained a first-class award in the Morecambe, a class win in the Scarborough, and a premier in the Furness. Then, becoming over-confident, and in his own words, "driving the XK far too fast" in narrow lanes in an inter-Varsity event, he ran out of road. Failing to take a corner, he went straight on, crashed through tubular galvanized railings, dropped 20 ft., luckily on to thick hawthorn trees, which to a degree cushioned the shock, and saved serious damage.

Jimmy Ray said that this taught him the major lesson of all rally work: to hurry safely, and always to finish. In 1952 the XK was sold, and a Morgan Plus Four acquired. With this he entered all the events for the newly established B.T.D.A. Silver Star, and due to winning the London, and making creditable performances in the Scottish, *Daily Express* and Morecambe, finished as runner-up to D. O'M. Taylor. From then on let the records speak for themselves. He was winner of the London Rally in 1953 and 1955 and made the best performance with a saloon car in 1956. He won premiers or class wins in the *Express*, Scottish, Morecambe and Rally of the Dams, and earned the B.T.D.A. Silver Star for 1953 and their Gold Star for 1954.

Naturally performances like these do not go unnoticed, and Jimmy Ray, after partnering Dennis Done and George Milton in the 1953 Monte Carlo Rally, was offered a co-drive by Lyndon Mills



in a works TR2. The event was the Alpine of 1954. Unfortunately, they were eliminated by wheel bearing trouble after completing two-thirds of the course. This was followed by a works drive for Standards as No. 2 to Johnny Wallwork in a modified Ten, in which they gained a class third in the 1955 Monte Carlo. Then came Jimmy's first works drive as No. 1. This was in the R.A.C. Rally of 1955, possibly the toughest English event held to date. The result was a "Standard Triumph", with victory for Jimmy Ray and Brian Harrocks by the fantastic figure of some 200 marks. They were also members of the winning team.

After this came the Tulip Rally, in which he was partnered by John Waddington. With all the special tests completed and lying fifth in general classification, a minor collision with a non-competing Citroën 2CV put paid to any chances. The only other English event of 1955 was the London, which he again won, this time in a TR2.

The cancelled Alpine of 1955 postponed Jimmy Ray's début as a Sunbeam works driver, in which he was to join such illustrious company as Stirling Moss, Peter Harper and Sheila Van Damm. He now had to wait until the Monte Carlo of 1956. In this event he was first driver in a crew composed of John Cutts and John Waddington, which came in 10th overall, and they were members of the winning team. In the R.A.C. he was 11th and then took a class third in the Tulip with a Rapiere.

The London Jimmy attempted for the first time to win with a saloon, which he admits is just "not on"; he did, however, take the premier award for closed cars.

The "incident" questions brought the following: "The funniest was on my first Monte Carlo Rally, and being the new boy, I was very keen on the subject of weight reduction and viewed with alarm and despondency, not only the avoirdupois of Messrs. Done and Milton, but also their extensive wardrobe and rations. This led to many of my most caustic remarks culminating in the jettisoning of a full sack—contents, I know not what!—at Clermont Ferrand. The lesson obviously hit home, as George Milton even removed his false teeth, to reduce weight for the final mountain circuit! My most disappointing incident was the elimination of the Rapiere in the 1956 Alpine, when going well, by striking a protruding rock when following the M.G. team in a cloud of dust."

Jimmy Ray is director of a catering firm and is married; his wife Kathleen was co-driver with him in the R.A.C. Rally of 1953, which incidentally was their honeymoon, she never having driven a car three months previously. They have one daughter and another birth is due about the time this article will appear. If the two coincide, may AUTOSPORT be first with congratulations!

As personal transport, Jimmy likes a Rapiere, while his favourite rallies are the Alpine and the London. He is a good clubman and works very hard at events when not competing. His suggestion for improving rallies is for organizers to seek new country and rest the well-known venues for at least a couple of years. His own personal ambition is to be able to select both the car and crew to suit a particular event.

In conclusion, Jimmy Ray stated that in rallies, far too much credit is given to the driver and not enough to the navigator; in his case the latter is Jeff Dixon, as they have always worked as a team.

FRANCIS PENN.



MONTE CARLO 1956. Beside the works Sunbeam, in which they finished 10th and were members of the winning team, stand John Waddington, Jimmy Ray and John Cutts.

AUTOSPORT

CLASSIFIED ADVERTISEMENTS

PRESS TIME:
TUESDAY 10 a.m.
Tel.: PADdington 7671-2

USED CARS FOR SALE

ALLARD

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

AUSTIN

1935 AUSTIN 7 Nippy type 2-seater sports, new hood and battery, taxed. First £65 secures.—Cambridge Engineering, Cambridge Road, Kew Green. Tel.: Richmond 2126.

BERKELEY

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.g., 70 m.p.h. Independent suspension all round, f.w. drive. £575 inc. P.T. or £115 deposit, balance two years.—Vintage Autos, 105 Queensway, W.2. BAYswater 5929-8330.

B.S.A.

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

DELOW

DELOW Mk. II, 1952, excellent condition, just resprayed, new engine, gearbox, C.W.P. tyres, battery, dynamo, tonneau cover. Extras include: four-branch exhaust, outside handbrake, twin SU carbs, electric fuel pump, water pump, rev. counter, twin Windtones, twin Marchal flamethrowers, Redex Lubrocharger, 8 and 10 heads, map-reading light, swivel spot, side screens, etc. £335 o.n.o.—Betteridge, KINGston 2210.

FRAZER-NASH

1954 LE MANS REPLICAS. This is a unique car, almost new, fitted latest type 60-spoke wire wheels, hood, folding screen, full tonneau cover. Offered at about £700 without engine (or engine fitted by arrangement).—Box 2335.

H.R.G.

H.R.G. 1,500 c.c., twin-cam o.h.v., Newton front suspension, all-enveloping sports 2-seater body, tonneau cover, Dunlop racing tyres, good condition and sound order for road or racing. Complete with spares, £500.—Bluebelle Gibbs, Penn. Bucks. Penn 2115.

LANCIA

LANCIA Aprilia, 1939, resprayed, new engine, gearbox, entire new rear end and Italian couplings, leather, good tyres, taxed. Sacrifice, £275 o.n.o.—Box 2337 and Western 7369.

LANCIA Augusta, 1934. New engine, gearbox, excellent condition, good tyres and bodywork. £110 o.n.o.—Western 7369.

M.G.

U.M. HAVE THE LARGEST STOCK of M.G. spares in the country outside the M.G. factory.—University Motors, Ltd., 7 Hertford Street, London, W.1. Grosvenor 4141.

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

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

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

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

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

TD, 1950, engine 4,500 miles, resprayed green, excellent tyres and hood, luggage grid, etc. £375.—Pumfrey, The Lawn, Gainsborough, Lincs. Tel. 2069.

MORGAN

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

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

MORRIS

1947 MORRIS 8, series E, reconditioned engine, good condition all round. £250.—Alex Underwood (Motors), Ltd., Queensberry Road, Kettering. Phone 3351.

RACING CARS

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

COOOPER-JAGUAR, "D" Type, unraced, 3,000 miles, ZF differential.—Hornby, "Windermere", Hightown, Liverpool. Phone 198.

COOOPER-NORTON Mk. VI, twin cam Manx engine. Car in perfect condition. Ready to race. £325.—Below.

1955 LOTUS-CLIMAX 1100 Mk. IX. Stage II tuned engine. Car in immaculate condition. £950.—Below.

1956 LOTUS-CLIMAX 1100 Le Mans sports racing. Condition as new. Stage II tuned engine. Four cars, prices from £1,100.—Below.

1956 LOTUS-CLIMAX 1500 Le Mans model. As new. £1,400.—Below.

1956 COOPER-CLIMAX 1500. Condition as new. Stage II tuned engine. £1,350.—Below.

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

EXTRA POWERFUL 6v. racing coil, only one made, new, £5.—Smith, "Cabin", Pegsdon, Hitchin, Herts.

H.W.M. 2-LITRE, chassis 112/52, single-seater. Details on request.—Brooke, Thorn Hill, Ramsgill, Harrogate.

STARIDE with either 500 c.c. J.A.P. or Manx-Norton engine. The car is completely overhauled and ready to race. Many spares also included. No reasonable offer refused.—Taylors Ace Garage, Bramley, Near Rotherham. Telephone: Wickersley 3188.

THE "MONACO 500", in first-class condition, with numerous spares, fuel, oil and tyres. Complete with covered trailer. Offers.—Church Farm House, Saunderton, Princes Risboro', Bucks. Phone: P.R. 66.

1956 COOPER-CLIMAX 1100 sports car, unregistered, Mark II engine, never crashed, spun or flogged. Completely overhauled, big brakes. Undoubtedly cleanest example in country. £1,090.—Nixon's Garage, Newcastle, Staffs. Tel. 69154.

RENAULT

750 C.C. de luxe saloons. Choice of two. 1954 and 1956, both excellent, many extras. £415 and £535. Terms. Exchanges.—Richards and Carr, Ltd., 35 Kinnerton Street, London, S.W.1. BELgravia 3711.

RILEY

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

RILEY KESTREL 9 saloon, sports series, 39,000 miles, one owner, £125. Monaco saloon, very nice order and appearance, £45. Used engine gearbox and chassis spares, 1928-34. Brooklands axle, torque tube and prop. shaft complete (1928). Offers.—W. Baden, Alma Road Garage, St. Albans. Tel.: 57771.

SINGER

SPORTS Saloon, SINGER 9 Le Mans, good condition throughout, fast (75 m.p.h.), economical, reliable. Just overhauled. £125 o.n.o.—8 Law Cliff Road, Birmingham, 22A.

1934 SINGER sports, Le Mans engine, big end gone. Offers. Might break.—26 Landrake Crescent, Reading. Telephone 82493.

SPORTS CARS



E L V A

Built 1955. Fitted with fully tuned Ford engine and L.R.G. head. A successful and reliable car for all competitions, and also in excellent condition.

£525.

SIBLEYS GARAGE,
224 Edward Road, Birmingham.

(Continued overleaf)

OFFICIAL



STOCKIST

PARADE MOTORS (MITCHAM) LIMITED OFFER

M.G. Magnette Varitone. Twin Grey.	List
M.G.A. Red and red.	List
1956 M.G.A. Blue, black upholstery. Fitted tonneau cover, spot light, heater, low mileage, superb condition.	£750
1954 M.G. TF. B.R.G. and beige upholstery, in really superb condition.	£525
1948/49 M.G. TC. B.R.G. Fitted with extras. In superb condition.	£365
1934 M.G. PA. Red and red, 2-seater sports in excellent condition.	£165
1933 M.G. J2. Red, an excellent little motor car.	£95

1939 SUNBEAM TALBOT Sports 4-seater. Red. £195

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

— LAMBRETTA —

L.D.A. Self-starter model
L.D.B. Parking light model
L.D. Standard model
Choice of colour

UNDOUBTEDLY THE FINEST SELECTION OF SPARES
AND ACCESSORIES IN THE COUNTRY.
TRADE SUPPLIED WITH PLEASURE.

66/67 Monarch Parade, Mitcham

Phone: 3392-7188

**COMPLETE OVERHAUL and
SERVICE for your LAMBRETTA.
SELF RIDE HIRE—Daily—Weekly
—Monthly, or Continental
touring — from 18/6 per day.**

32 Monarch Parade, Mitcham

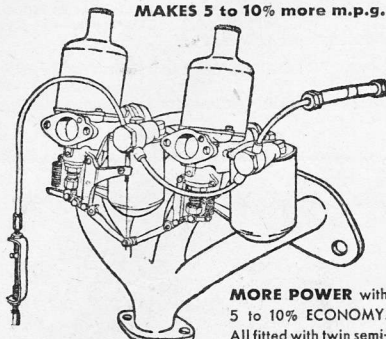
Phone: 5141-2

YOU NEED ECONOMY—OBTAIN PERFORMANCE AS WELL WITH

V.W.
DERRINGTON
LTD.

159 & 161 London Road, Kingston-on-Thames
PROVED & TESTED EQUIPMENT

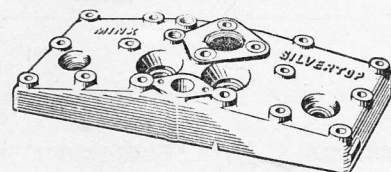
TWIN CARBURETTOR UNITS for all POPULAR
MAKES 5 to 10% more m.p.g.



MORE POWER with 5 to 10% ECONOMY. All fitted with twin semi-down draught S.U. Carburettors; from £17/10/- complete. Stamp, stating make, for full details and performance figures.

FORD 100E ECONOMY CONVERSION
S.U. semi D/D carburettor with G.M. modifier and air filter, giving 40 m.p.g. and over, smoother running, better acceleration, £8/5/-.

SILVERTOP, ALTA, ELVA, LAYSTALL-LUCAS & RAYMOND MAYS L/A HEADS are the most efficient and therefore most economical.



SILVERTOP for S.V. ENGINES

for Morris 8, series I, II & E, Minor, Ford 8 & 10, Minx & Sunbeam-Talbot S.V. Careful tests show gain from 38 m.p.g. to 43 m.p.g. plus 20% better performance, from £8/10/-.

ALTA O.H.V. conversion for Minor S.V., 38 to 50 m.p.g. plus 20% better performance, £47/10/-.

ELVA 10E conversion for Ford 100E, 33 to 42 m.p.g., 33% better performance, £58/10/-.

LAYSTALL-LUCAS for X.P.A.G. type M.G. & Wolseley 4/44, £59/10/-.

RAYMOND MAYS conversion for Mk. II Zephyr, 120 b.h.p., £135.

FURTHER AIDS TO ECONOMY

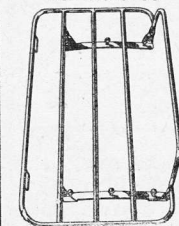
Overdrive Units. 28% higher ratio. LAYCOCK for Consul, Zephyr, Wyvern & Velox. HANDA for 100E Ford, A.50, Oxford and Magnette.

High Axle Ratios for certain Ford and B.M.C. models
S.U. Carburettors. Expert tuning and servicing.
"G.M." Modifier. Gives remarkable top gear performance at low speeds and on hills, with 10% economy, easily fitted, from 20/- each.

The H.O. Bomb. Water injection for 7½ to 15% fuel economy and elimination of pinking increases performance and disperses carbon. £5/10/-.

MODIFICATIONS for all makes for considerably increased performance with greater economy. Send stamp for brochures mentioning make and model.

For M.G.—A



SUNBEAM-TALBOT. Remote Gear Control Levers replacing column control, £22/10/-.

Open 9 a.m.—6 p.m. Sundays 9.30 a.m.—12.30 p.m.

Classified Advertisements—continued

SPORTS CARS—continued

THE CHEQUERED FLAG
(Sports Car Specialists), Ltd.
492-496 Chiswick High Road, W.4.
Telephones: CHI 0558 and CHI 2619.
(2 mins. Chiswick Park Tube Station.)

LAGONDA 2-litre (Meadows) V.d.P. tourer, maroon. 1934. £115.

ASTON MARTIN 2-litre long chassis tourer, dark green. 1938. £145.

M.G. J2 2-seaters. Choice 2, grey or red. 1933/4. £145.

RAILTON Straight 8 sports saloon, black, superb. £145.

M.G. PA 8 h.p. 2-seaters. Choice 2. 1934 red, or 1935 white, from £155.

M.G. PB 9 h.p. 2-seaters. Choice 2. 1935 cream, or 1936 red, from £175.

SINGER 9 h.p. Le Mans 2-seaters. Cream/black, or brown. 1936. From £175.

MORGAN 4/4 sports 2-seater, red, excellent. 1940. £195.

LAGONDA V12, grey saloon. Bills for £800. 1938. £225.

M.G. TA 2-seaters. Choice 2. 1938 blue and 1939 red, from £225.

M.G. Sports-Racing Special, 1,087 c.c. TC unit. PB chassis, 16 ins. wheels. £225.

ASTON MARTIN 1½-litre Le Mans L/C tourer, black. 1934. £285.

M.G. TB 2-seater, recellulosed red, TC unit, extras. 1939. £285.

DELLOW 1,172 c.c. sports 2-seaters. Choice 2, black or red, from £315.

H.R.G. 1500 2-seaters, pale or dark green, both good. 1948/9. From £325.

HEALEY Elliott 2.4-litre d/h. foursome. Recellulosed red. 1947. £345.

ASTON MARTIN "Ulster" 1½-litre 2-seater. B.R.G. Very fast. 1935. £375.

M.G. TC, 3 truly outstanding 1949 2-seaters. Blue, red or cream. £375.

S.S. 100 2½-litre 2-seater, maroon. Exceptional example, registered 1949. £395.

JUPITER 1½-litre convertible, B.R.G., with S. III unit. New hood. 1952. £425.

LESTER-M.G. 1,100 c.c. competition 2-seater. B.R.G. Extensively rebuilt. £425.

M.G. TD 2-seaters. Red (radio, heater) or black. One owner. 1953. £465.

MORGAN Plus 4 2-seater coupé. Red with black wings, excellent. 1953. £465.

M.G. TF 2-seaters. Choice 2, immaculate examples. Black or green. 1954, from £525.

XK 120. Wonderful example in flame-red, with grey cockpit. 1951. £545.

HEALEY 2.4-litre Tickford sports saloon. Immaculate, black. 1954. £575.

M.G. TF 2-seater, ivory/red leather, wire wheels, radio, grid, etc., one owner. 1954. £575.

TR2. Spotless grey, red cockpit, moderate mileage. 1955. Radio, heater. £645.

ZEPHYR Convertible. Full R. Mays' conversion. O/Drive, radio, heater, etc. Blue. 1954. £685.

XK 120 Drophead coupé, grey, green hood, indistinguishable from new. 1954. £745.

M.G. PARSON 1½-litre Aerodynamic sports-racing car, beautifully engineered. £745.

A.C. ACE 2-litre. Beautiful 2-seater. B.R.G., with beige cockpit. 1954. £845.

COOPER-BRISTOL 2-litre sports/racing 2-seater. B.R.G., new BS1 Mk. III unit. 1954. £865.

FRAZER-NASH Le Mans Replica. B.R.G. B.S.4 unit. Z.F. diff., etc. £875.

RILEY Pathfinder 2.4-litre sports saloon, unblemished, maroon. One owner. 1955. £895.

PORSCHE 1300 super cabriolet. Ice blue with black top, radio, heater, etc., etc. £965.

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

THE CHEQUERED FLAG
(Sports Car Specialists), Ltd.

PRICE REDUCTION

Quantity production has enabled the price of the now famous AQUAPLANE SUPER ECONOMY SET to be reduced to £23 15s.

Designed for the FORD 100E engine, it will enable you to obtain up to **50 M.P.G.** from your ANGLIA, PREFECT, SQUIRE, ESCORT or THAMES van.

We still have some sets available and being official Agents we will, if required, fit them for you QUICKLY and CHEAPLY.

Also available AQUAPLANE equipment for EXTRA POWER WITHOUT LOSS OF ECONOMY.

In addition we supply and fit HANDA OVERDRIVES giving even further ECONOMY.

Please write, phone or call for full details

RICHARDS & CARR LTD.

35 Kinnerton St., Knightsbridge, London, S.W.1
BELgravia 3711/2

CHARLES SIMPSON

The House of Quality

Sports Car Division.—Selection:

- 1956 Lotus-Climax 1100 Le Mans specimen, de Dion axle, 5 practice laps only .. £1,299
- 1956 TR3, red/red leather, r/htr., overdrive, hard and soft tops, host of other extras, as new. 7,000 miles only .. £849
- 1954 TR2, ivory/red, htr., flamethrowers, etc., 24,000 miles .. £549
- 1954 Austin-Healey 100, red/black leather, htr., chrome rack, overdrive, 16,000 miles, one owner .. £659
- 1950 A90 Atlantic, cream/red leather, specimen .. £349
- 1956 M.G.A., green, htr., chrome rack, host of extras, 8,000 miles .. £779
- 1953 M.G. TD, 1,250 c.c., grey/cream, twin spots, r/htr., chrome rack, host of other extras, immaculate .. £489
- 1949 M.G. TC, B.R.G., specimen .. £389
- CHOICE OF 20 OTHER M.G.s.
- 1951 Sunbeam-Talbot Mk. II sln., r/htr., other extras, immaculate .. £449
- 1955 (Oct.) Renault 750 sports saloon, low mileage .. £499

Over 300 Guaranteed Vehicles in stock, also motor-cycles and scooters
Immediate H.P. Terms from one-fifth deposit—No guarantors or references required. Sports Cars in good condition urgently wanted for Cash.

STAPLES CORNER, HENDON, N.W.2.

Tel.: GLAdstone 1921 and 1246.

Open daily 9-8 and on Sundays.

FAIRSMITH SPORTS CARS, LTD.,

will pay highest cash prices for all sports cars. 1938/39 and post-war models.

762 Romford Road, Manor Park, London, E.12.
ILF 1402.

CRESSCARS, LTD., for the best value in sports cars.

M.G. TA sports 2-seater, immaculate, black, spotless red interior. Recently reconditioned engine, virtually new hood, screens and tyres. Quite outstanding. £228. Below.

M.G. VA 1½-litre sports tourer, 1938 model. Extremely well maintained by enthusiast for the marque, literally unmarked. First-class condition in all respects. £179. Below.

M.G. TA Tickford drophead coupé. 1939. First-class specimen of this very rare model. Black, brown leather, quite outstanding in all respects. £249. Below.

TRIUMPH 2000 roadster, 1949. Unblemished and outstanding, certainly the best available. £396. Below.

FRAZER-NASH/BMW 2-litre sports saloon, 1939. Immaculate in ivory, terrific performance. Looks and runs like a junior Bristol. £249. Below.

STANDARD 8 sports tourer, 1940. Very nice condition in blue/blue leather, new hood. Over 40 m.p.g. £118. Below.

SPORTS CARS URGENTLY WANTED. TOP CASH PRICES.—156 High Road, Finchley, N.2. TUDOR 9272. (Two mins. East Finchley Station.)

Performance Cars, Ltd.

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

1952 Alta 2-litre Le Mans type 2-str.	..	£345
1955 Austin-Healeys. Choice of 3 from	..	£635
1948 Allard tourer, red, specimen throughout	..	£245
1951 XK 120, red. Choice of 2 from	..	£465
1938/9 Jaguar SS100. Choice 3 from	..	£275
1953 Jaguar XK 120C. Chassis No. 49	..	£1,395
1953 Kieft/M.G. 1,500, ex Monkey Stable	..	£495
1938 Lancia Aprilia, absolute specimen	..	£225
M.G. Choice of 25 guaranteed.		
1950/52 Minor Convertibles. 2 from	..	£345
1939 Singer 9 roadster, black	..	£165
1936 Singer 9 Le Mans 2-str. (bills £300)	..	£155
1954/5 TR2s. Choice of 8 from	..	£575
1949 Triumph 2000 roadster. 2 from	..	£325

The greatest collection of guaranteed sports cars
ever shown under one roof.

TERMS. EXCHANGES. Send for list.
GREAT WEST ROAD, BRENTFORD. EAL 8841.

TRAILERS

ALLOY TRAILER for 500, in good condition.
Nearest to £20.—Ring Chester 23845, after 6
p.m. 25705.

BODIES

FIBREGLASS BODY, 7 ft. 6 ins. base, for Ford
or similar, aerodynamic, fully enveloping, complete
bulkheads front and rear, unused, £45.—Apply
14 Redruth Road, Victoria Park Road, London,
E.9, or phone: ADV 5475 9 a.m.-7 p.m.

BOOKS

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

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

CAR RADIO

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

CHASSIS

BUILD YOUR OWN SPECIAL NOW.—Victory
Chassis are suitable for Ford 8 and 10
components and most fibreglass bodies. Mk. I £39,
Mk. II £45. S.a.e. details.—A. H. Bateson,
Bateson Bros. (L'pool), Ltd., Victory Works, Speke-
land Road, Liverpool, 7.

ENGINEERING SERVICES

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

KNOCK-ON HUBS resplined. Brake drums
machined. Starter rings fitted, 24-hour service.
Don Parker, 1a Sangora Road, S.W.11. Batter-
sea 7327.

ENGINES

1955 RENAULT Frégate 2-litre, o.h.v., alloy
head, 2,000 miles. With gearbox, £35.—
18 Marlborough Road, Morecambe, Lancs.

HOTELS

LITTLE GUIDE TO VILLAGE INNS, FARMS,
HOTELS on and off the beaten track round
Britain's coast and country. 5s., post free from
Victor Hilton, Harbourside, Torquay.

MAGAZINES

MAGAZINES.—From any part of the world on
subscription.—Publishers Services, 7 Stanham
Road, Dartford, Kent.

MISCELLANEOUS

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

THE HI-FI year book, listing all worthwhile
equipment, 9s. post free.—Charles Dunn, The
Camera Exchange, 8 and 9 Tunsgate (off High
Street), Guildford. Tel. 4040.

PERSONAL

LONDON ENTHUSIAST seeks opportunity to
drive F3 car, offers to share expenses.—Box
2334.

LOUD PEDAL. "Well, you have to laugh.
Every one of these 64 pen-and-ink drawings
dealing with motor racing, trials and rallies will
raise a smile on the most worried face and many
of them made us laugh out loud."—The Motor.—
Obtainable from AUTOSPORT, 159 Praed Street,
W.2, newsagents and booksellers.

PHOTOGRAPHS

THE BEST EIGHT ACTION PHOTOGRAPHS
of 1956. Size 8 x 6, 1 gn. per set.—Charles
Dunn, Greenleaves, Woking, Surrey. Tel.: Woking
3737.

RADIATORS & FUEL TANKS

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

RALLY EQUIPMENT

ALL OUR RANGE OF RALLY EQUIPMENT
can be despatched to America or other parts of
the world.—Send for detailed catalogue with prices
in sterling and dollars, to Rally Equipment, 279
Edgware Road, London, N.W.9. COL 3840.

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

SAFETY GLASS

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

SHOCK ABSORBERS

IF YOU ARE INTERESTED in shock absorbers
which do not fade under the most violent con-
ditions, try a set of Telfalo competition dampers.

We shall be pleased to meet the individual
requirements of drivers by supplying any special
settings at our normal list prices of 47s. to 50s.
each according to size.—Universal Dampers, Ltd.,
Radway Road, Shirley, Nr. Birmingham. Tel.:
Solihull 4615.

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

SPARES & ACCESSORIES

A UNIQUE OPPORTUNITY. A 4.1:1 differen-
tial unit with inboard Girling brakes, as new.
Ideal for a basis for really effective rear independent
suspension. 38 gns.—Leslie Brooke, Gulsion Road,
Coventry. Tel. 60096.

A30 ENGINE AND GEARBOX, in good run-
ning order, £30. Various Volkswagen body
parts, doors, windows, etc.—Box 2336.

ONE E.N.V. 4.3 diff. assembly, with speedo-
meter, to suit for XK 120, £20. One Jaguar
cd. type axle, complete, 3.54, £30. One pair
unused 2 ins. SU carbs and manifold for XK 120,
£30. Ten 650 x 16 racing Dunlops, five as new,
five part-worn, £50. Three Borrani wheels, suit-
able C type Jaguar, £12.—Allison & Thelwell, Ltd.,
'phone: Pocklington 3108.

QUANTITY OF LANCIA SPARES, all models,
for sale, cheap.—Western 7369.

TWIN REAR WHEELS, good tyres and tubes,
4.75 ins. x 18 ins., fit Bugatti, E.R.A., etc.
£25.—Raven, The Barn, Newlands Corner, Guild-
ford. Phone: Clandon 14.

1937 A.C. sports for spares.—S/Lt. Salmon,
R.N.C., Greenwich.

(Continued overleaf)

K. N. RUDD LTD.

offer:

ACE-BRISTOL conversions. We are currently
fitting Bristol engines to the A.C. engined Aces
and Acecas. Contact us for full details.

ACE-BRISTOL. Enquiries for short delivery
solicited. Your part exchange at market valuation.
HWM-JAGUAR April 1955. C/D type Jaguar
modifications, not raced, genuine low mileage.

£1,375

JAGUAR XK 140 D/H. Black/red. Turbo-
discs. Radio. Perfect. £1,075

S.S.100 3½ litre. Callers only. £265

MAGNETTE Saloon 1955. Well maintained.

One owner. Specimen car at the right price. £699

TRIUMPH TR3 1956. Unmarked. Black
cellulose, red upholstery, heater, rimblishers,
wing mirrors, full tonneau cover. No com-
petitions at all. £715

FRAZER-NASH 1954. Unmarked. As new
Le Mans replica. Not used for racing. Fitted 85c
engine and 3.6 axle for touring. £850

Or would sell less engine and gearbox.

M.G. MAGNETTE K3. Rebuilt as streamlined

sports racing car with manual box. £195

500K MERCEDES D/H coupé. Completely
restored as new in every respect. £600

RENAULT DAUPHINE saloon 1956. £665

With Ferlec Clutch. £685

WANTED

Phantom II Rolls D/H. Alvis Speed 25 Van den
Plas tourer. M.G. V.A. D/H, immaculate.
S.S. 100 2½/3½. Vintage Bentley tourer. Abbott
Healey saloon. Low mileage. A.C. Aces and
Ace-Bristol. 750 c.c. Renault.

TERMS, EXCHANGES

K. N. RUDD (Engnrs.) LTD.

41 HIGH STREET, WORTHING,
SUSSEX

County Distributors for A.C. Cars.
Phone: 7773/4

ALEXANDER

LAYSTALL

SAVING PETROL

is a public duty and private necessity
nowadays. If you are the fortunate owner
of one of the following a special "SUPER
ECONOMY" Alexander Laystall con-
version kit is ready to save you up to
one gallon in five without affecting
performance.

Engineered by the acknowledged experts
and quickly fitted here or at your own
garage it is a gilt edged long term
investment.

Tick your car and post off so that we
can send literature by return.

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

Name.....

Address.....

.....(Ref. AS.12)

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

Alexander Engineering Co. Ltd.

Haddenham, Bucks

Telephone: Haddenham (Bucks) 345

Eire Echoes—continued

trial over "an appropriately short course very near Dublin City" on 2nd February, but until such time as "regs" are issued, it is anyone's guess as to what this means.

There is no doubt as to what the M.G. boys are going to do on the 16th. Jack Scott of "Cork 20" fame has very generously come along with the offer of the use of one of his large fruit farms about six miles north of Dublin, so M.G. Club are going to run a series of driving tests there and, perhaps, if sufficient special entries be forthcoming a few observed sections will be marked out for the specialists too. All this should prove

very interesting because surfaces are inclined to vary very much indeed on private property roads and we are all looking forward to the spectacle of the boys trying desperately to record f.t.d.s while making sure their cars do not become unstuck as they jazz round in close proximity to large and expensive greenhouses!

The most intriguing event is that of D.U. listed as a "night trial" for the 22nd. While the students have not yet finalized their plans, there is rumour that this event is going to consist of a series of tests in the confines of a very large quarry . . . such could be more than somewhat exciting in the dark.

The Hewison Championship is, as

might be expected, being left in abeyance for the present, but the intention is to review the situation in the light of current events and the petrol ration each month. This goes to prove that hope springs eternal even in motoring breasts, because the Hewison season ends around March or April, and with equal quantities of mud-plugs, test trials and rallies theoretically going towards making the Hewison fair for everyone, we cannot see the rally types getting much of a look-in on the present ration. All this leads to the thought that it is nearly time some of the clubs here started thinking seriously about such petrol saving diversions as autocross.

JACK O'DONOGHUE.

Classified Advertisements—continued**WATERSPORT**

ACE MARINE, LTD., builders of the world-famous "FLYING FISH" racing hydroplanes. Complete ex-works, £90. Stockists of British, American and Continental outboard engines.—176 Heath Road, Twickenham, Middx. POPesgrove 5970.

WANTED

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

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

BRISTOL ENGINE SPARES WANTED. Complete damaged engine or separate parts. FNS or BS series preferred, 85 and 100 considered.—Truscott, Long Meadow, Fontwell, Sussex. Eastergate 117.

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

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

S.S. 100 and a R or Q Type M.G. in mint condition, would consider models suitable for rebuilding.—Richardson, Uxbridge 2062.

WANTED.—Citroën, Fiat, Lancia, etc.—Searle, Ltd., 14 Bridge Road, Chertsey 2389.

WANTED for cash or in part-exchange, Jowett Javelin saloons, 1950 onwards. Also Jupiters Mark I and 1A. Morris, Wolseley and M.G. sales and service.—A. & R. Thomas, Central Garage, Kempston, Bedford. Tel.: Kempston 2207.

WANTED.—O.H.I.V. conversion for Ford 10, 93A. Also 4.7 axle, close-ratio gears.—Adcock, 10A Castlegate, Nottingham. Phone 43103 (office).

PHOTOPRINT SERVICE

Theo Page Cutaway Drawings, sizes varying between 20" x 12" and 20" x 15" approx.

Price 15/- each, post free.

A selection of drawings from our extensive range is listed below:

Lotus Formula II
Cooper Formula II
Formula I Kieft
1954 Formula I Maserati
Maserati Coupe
Osca Sports Racing
M.G. Ex. 179
M.G. Le Mans
M.G. Series "A"
Connaught Formula I
Stanguellini 750 c.c.
Cooper Mark 8
Cooper Mark 9
Cooper-Climax 1100
Cooper Formula 2
H.W.M.-Jaguar
Brooke-Weston Formula I
Engine
Lotus Mark XI
Aston Martin DB35
Grand Prix Gordini
Jaguar Type "D"
Lister Maserati

Any Theo Page drawing may be ordered. Discount on quantity orders. Quotations on request.

AUTOSPORT (PHOTOPRINT SERVICE)
159 PRAED STREET • LONDON • W.2

NEW CARS FOR SALE**A.C.**

A.C. DISTRIBUTORS, South-West Lancashire, Wirral and North Wales.—Graham Peacock (Wirral), Ltd., Threeways Garage, Clatterbridge. Tel: Thornton Hough 325. Demonstrations with A.C. Ace and Aceca. Trade inquiries invited.

BERKELEY

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

JACK BOND, London's Berkeley Agents. Immediate delivery from stock.—Vintage Autos, 105 Queensway, W.2. BAYswater 5929-8330.

FORD

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

GOGGOMOBIL

GOGGOMOBIL, LTD., Sole U.K. Concessionaires, 20 Cadogan Lane, London, S.W.1. Sloane 5785.

K. & T. SERVICES, LTD. Distributors for "Goggomobil". Demonstration car always available.—274-8 Wickham Road, Shirley, Croydon, ADDiscombe 2220.

HEINKEL

LOCKHART'S SERVICE DEPOT, LTD., offer earliest delivery.—Chiltern Road, Dunstable. Telephone 114.

MESSERSCHMITT

LOCKHART'S SERVICE DEPOT, LTD., offer earliest delivery.—Chiltern Road, Dunstable. Telephone 114.

TURNER

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

AUTOSPORT BOUND VOLUMES
Volume 12 Ready Now

Already bound, Volume 12 **AUTOSPORT** is now available, price £2 17s. 6d. per copy.

Orders can now be taken for binding readers' copies of Volume 12 at £1 each (including index). Full instructions and labels will be sent to readers upon receipt of order and remittance.

Orders can still be accepted for binding all Volumes of **AUTOSPORT** 1-12 but Volume 1 index is now out of print. Already bound Volumes 3, 4, 5, 7, 8, 9, 10 and 12 available from stock, price £2 17s. 6d. each.

AUTOSPORT (Binding Dept.)
159 PRAED STREET, LONDON, W.2

SOLELY M.G. CARS — SALES & SERVICE



Hounslow
2238 & 3456



"Our proud boast, the only firm in the world that specialises in one make of car"

TOULMIN MOTORS

SPARES
SALES
REPAIRS

From 1930 all models. Phone or write for the most comprehensive stock of M.G. spares in the country. Have you tried our speedy C.O.D. Service? New telescopic friction shock absorbers complete with brackets and bushes, per pair £7 10s. Engine Exchange Service

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



SPECIALISTS

MILL GARAGE

SEE THE NEW MAGNETTE NOW



SPECIALISTS

New and Secondhand M.G. Cars always available

SPECIALISTS

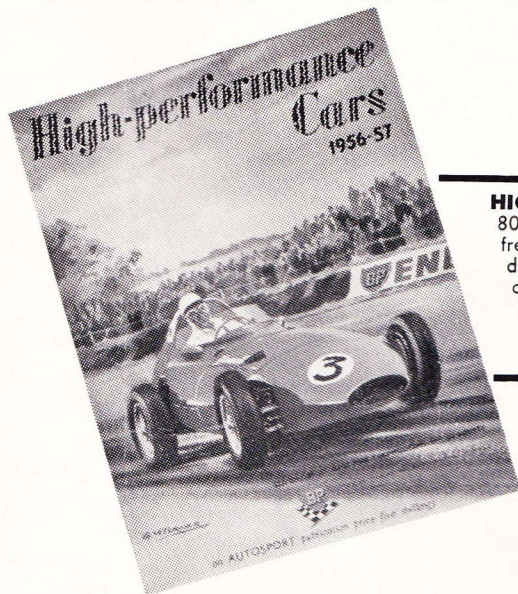
WE SPECIALISE IN  SALES, SERVICE & SPARES

SPECIALISTS



W. JACOBS & SON, LTD., Chigwell Road, South Woodford, London, E.18.

Tel.: WAN. 7783/4/5

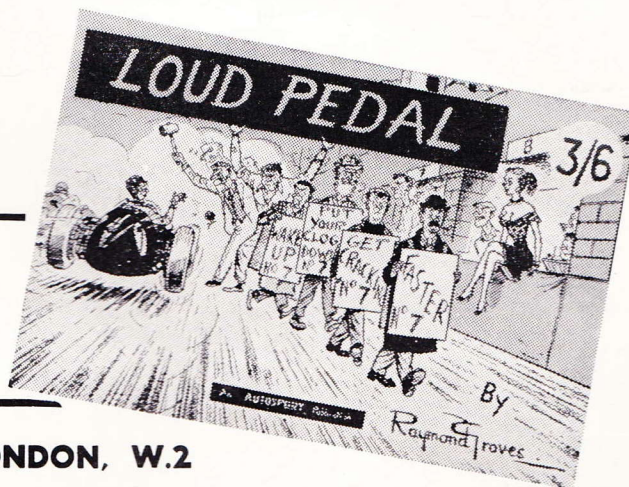


ON SALE NOW

at all
Newsagents & Booksellers

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

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



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



Yes, but it's quicker in an M.G.A.

from UNIVERSITY MOTORS!



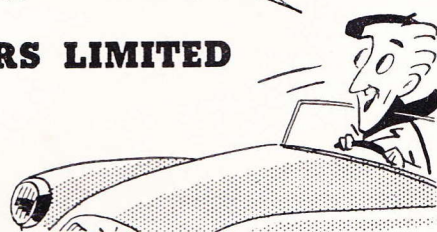
Profiled for performance... powered for speed... built for safety... the magnificent M.G.A. is the first of a new line in the great M.G. tradition. To drive it is sheer exhilaration as it takes you where you want to go — quickly, smoothly, surely. All the room you need for kit and luggage; all the style and finish you expect of this famous name. See the M.G.A. today at University!

Hire Purchase and Part Exchange

UNIVERSITY MOTORS LIMITED

Sole London M.G. Distributors
Sales: Stratton House, 80 Piccadilly, W.1
Service: 7 Hertford Street, London, W.1
Telephone: GROsvenor 4141

★ A USED CAR? Always a good selection — all UNIVERSITY guaranteed — at LONDON'S MOST INTERESTING SHOWROOMS.



LUCAS B90

IMMEDIATE EXCHANGE SERVICE



... Keeps you on the move ..

Whatever you own there is no waiting for electrical repairs if you use the Lucas B90 Scheme which has been created to ensure that you need not lose valuable time waiting for electrical repairs. It is an exchange scheme by which any item of Lucas Electrical Equipment — Magneto — Distributor — Starter — Generator, etc., which has developed trouble through service can be exchanged for a complete factory reconditioned unit, at a cost comparable with a normal repair. This means that you get a unit as good as new covered by the full Lucas guarantee, and the time taken to execute a repair is no longer than it takes to obtain and fit the replacement part. Time saved is money saved! Make full use of the Lucas B90 Exchange Service Scheme through your local garage or nearest Lucas agent — he is ready to help you.

CARS • COMMERCIAL VEHICLES • TRACTORS • MOTOR CYCLES

No waiting for electrical repairs

JOSEPH LUCAS LTD., BIRMINGHAM • 19