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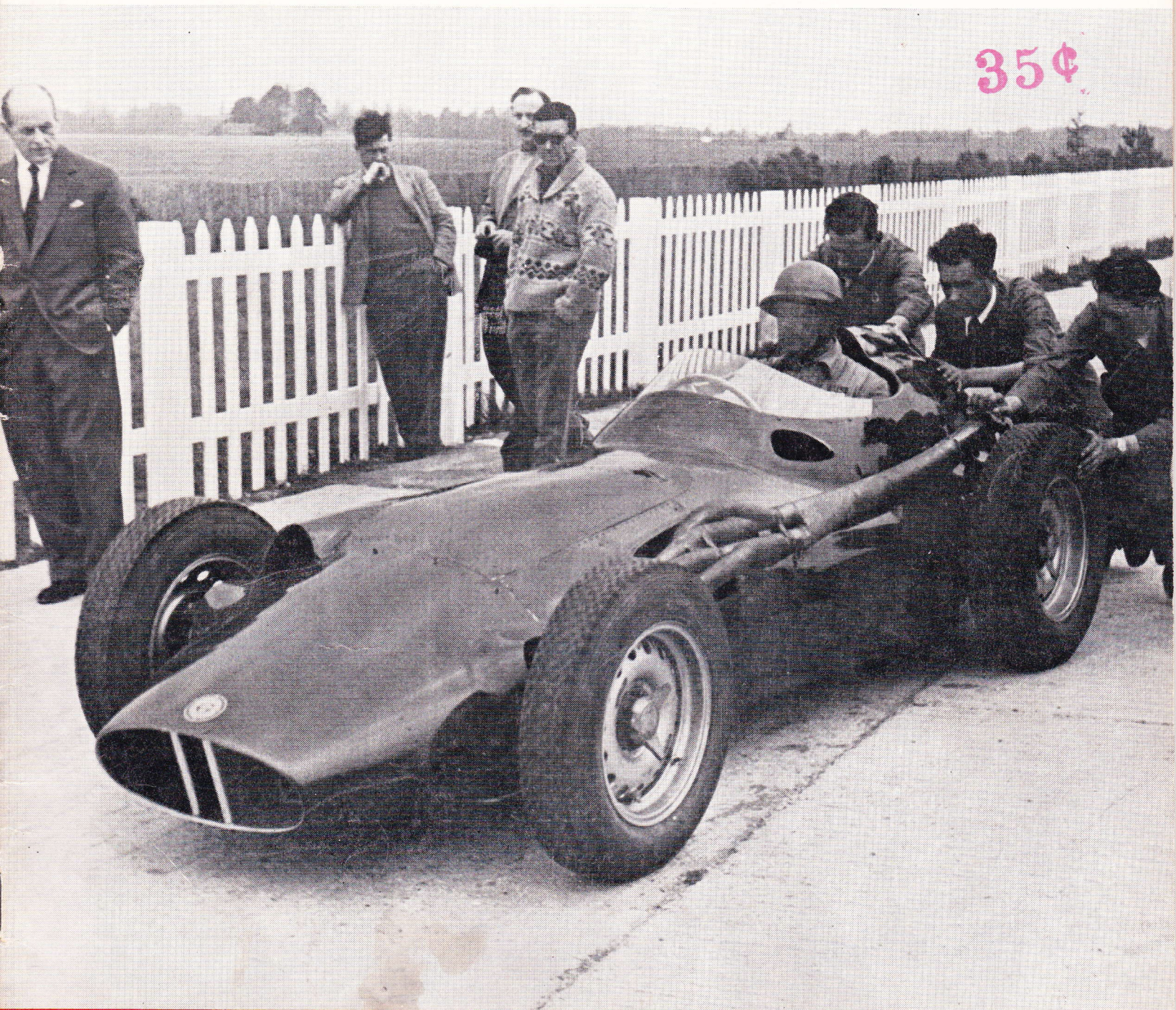
MAY 10, 1957

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EVERY FRIDAY
Vol. 14 No. 19

BRITAIN'S MOTOR SPORTING WEEKLY

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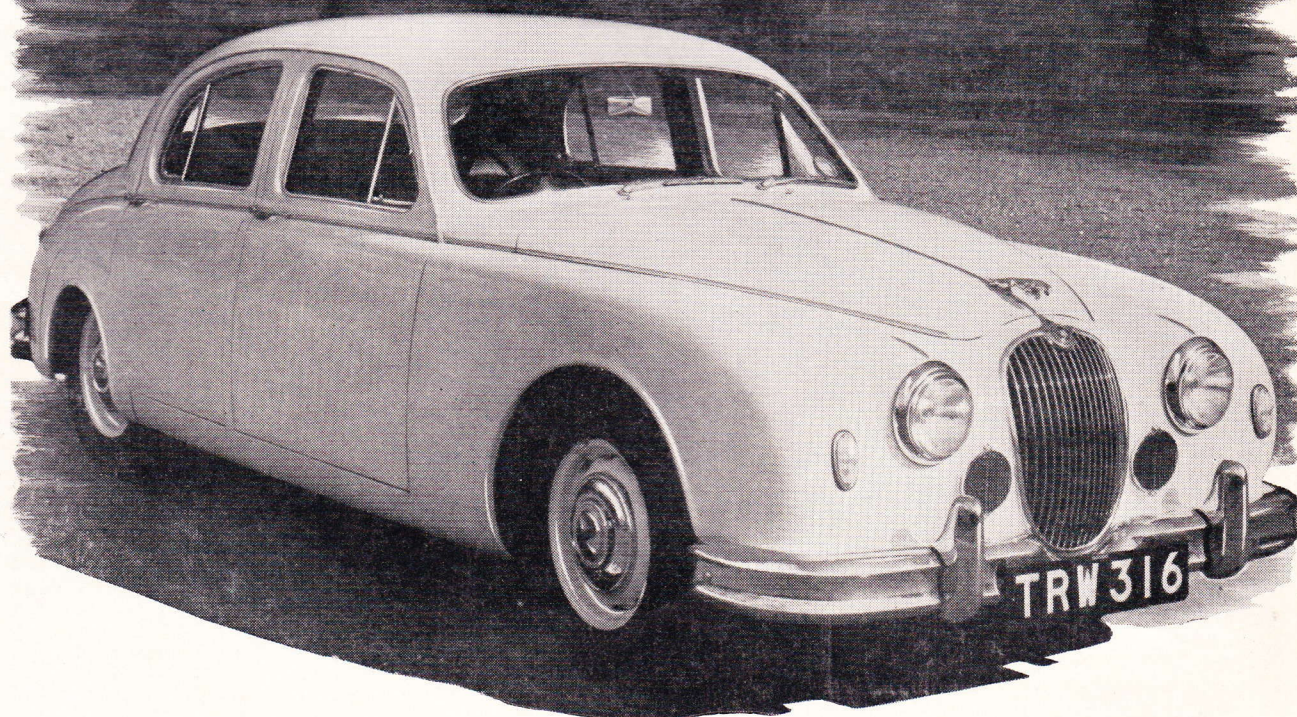


IN THIS ISSUE

PRESCOTT HILL-CLIMB : THE FORMULA 2 GORDINI—EXCLUSIVE THEO PAGE DRAWING : RACING IN AUSTRIA
ANGLO-AMERICAN VINTAGE RALLY : JOHN BOLSTER ON THE COST OF INSURANCE : SPEED EVENTS IN BRITAIN

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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 14 No. 19

May 10, 1957

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CONTENTS

Pit and Paddock	Page 578
Sports News	579
Maserati Challenge in Mille Miglia	581
John Bolster discusses The Cost of Insurance	583
The Battle of Prescott Hill	584
Austrian Airfield Racing	587
Anglo-American Vintage Rally	588
America's New Road Circuit	590
Race of Two Continents	591
The Formula 2 Gordini "Six", drawn by Theo Page	592
Correspondence	594
Sports Car Specialists, No. 12—Thompson-Doxey, Ltd.	595
Snetterton Sprint	596
Rallye des Etages	597
Driving Tests at Guildford and Queensferry	598
Penn Portrait, No. 20—The Hon. Edward Greenall	600
Club News	601
Two Irish Hill-Climbs	602

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EDITORIAL

MILLE MIGLIA

THIS week-end sees that Italian classic, the Mille Miglia, the greatest purely road-racing event in the world, covering as it does one gigantic lap of just under a thousand miles. Every possible variety of road condition is met with, from long straight stretches to tortuous mountain passes, and competitors have to pass through dozens of towns and villages, lined with countless enthusiastic spectators. It is, indeed, a stern test of men (and women), particularly those in the very fast cars, who have the added peril of overtaking less-powerful vehicles. This year Great Britain is sending a record number of entrants, headed by an Ecurie Ecosse Jaguar, to be driven by the 1956 Le Mans co-winner Ron Flockhart. Other cars from this country include the four Fitzwilliam M.G.As, Triumph TR3, Cooper-Jaguar, Austin-Healey, A.C. Aceca, Sunbeam Rapier and Lotus. The opposition is, of course, formidable, with the finest drivers in Europe with the fastest sports and *gran turismo* machines. For Maserati there are Stirling Moss, Jean Behra and Hans Herrmann, with Juan Manuel Fangio also a possibility; Ferrari have Peter Collins, Piero Taruffi, Alfonso de Portago, Olivier Gendebien, Masten Gregory and Berge von Trips. Then there are Mercedes-Benz, Porsche, Borgward, Osca, Lancia, Alfa Romeo, Abarth, Fiat and numerous Fiat derivatives, not to mention half-a-score of DS19 Citroëns in the touring category, and the ubiquitous Renault Dauphines. Favourite will be the Sebring victor, the 4.5-litre Maserati—but Ferrari have a long record of success in Italy's hardest race, and a fine team of drivers. Yet anything can happen in the Mille Miglia!

EXPANSION OF THE B.T.D.A.

AT the recent A.G.M. of the British Trials Drivers' Association, it was unanimously decided to modify the title to include the word "Rally". This is as it should be; the B.T.D.A. has done some very good work, both in the trials and rally field. There is a close affiliation between the two branches of the sport, which is evident by the numbers of really first-class drivers who take part in mud-plugging events, and go on to win awards in International rallies. It is a feather in the caps of the committee of the B.T.D.A. that, on their suggestion, the R.A.C. has decided to inaugurate a British National Rally Championship. This has long been overdue, and will provide a splendid competition, taking in the well-organized and sporting events which provide the backbone of British motoring club activity.

OUR COVER PICTURE

PROBING THE PROBLEM: Lotus designer and suspension expert Colin Chapman sets off for a few fast laps of the Goodwood circuit in the 1957 Formula 1 B.R.M., watched by its designer Peter Berthon (on left), Mackay Fraser (in sweater) and others. Already consultant to Vanwall, Chapman has been called in to assist in effecting roadholding improvements on Bourne's recalcitrant Grand Prix car.

Photograph by John R. Brierley.

PIT and PADDOCK

HOPES for the Belgian Grand Prix for F1 cars taking place as listed on 2nd June are diminishing. Finance seems to be the main trouble, and Ferrari have already announced that they will not be taking part.

ACCORDING to statistics received from U.S.A., Triumphs would appear to be second only to M.G.A in the export race. Alan Bethel and his staff are now in brand-new showrooms on Broadway.

LANCE REVENTLOW, accompanied by Warren Olsen, is now in Europe. He plans a programme of sports-racing events with his Maserati, and possibly a British machine.

DATE for the 1957 running of that hectic affair, the Dolomite Gold Cup race on the Cortina circuit (303.8 kms.) is now fixed as 14th July; classes for sports and grand touring cars.

WELSH rally driver George Heaps of Cardiff, class winner in the last British Mobilgas Economy Run, hopes to go to Australia to compete in the 10,000-mile Mobilgas Rally marathon. Still seems likely that Bira will be persuaded to take part.

HAVING just returned from a tour of races in Venezuela, Argentina, Cuba and Florida, Joakim Bonnier's next engagement will be in the Elaintarhanajo-Djurgardsloppet meeting at Helsinki next Sunday, 12th May, where he will be driving a 2-litre Maserati.

HANS HERRMANN'S mount in the Mille Miglia will be an experimental 3½-litre V12 Maserati.

THE A.V.D. is to give financial support to a new plan to improve the Hockenheim Ring, which will make it available for all kinds of racing, factory testing, rally tests and probably as a school for potential racing drivers.



"Now, I want you to imagine it's 3 a.m. on a wet November morning, and your big end has gone . . ."



FOR GRACE, space and pace—the Medal of Honour awarded to Jaguar Cars, Ltd., for excellence of design by the American Artist Magazine. It will be presented to Sir William Lyons by His Excellency the American Ambassador, Mr. J. H. Whitney.

KIWI EQUIPE drivers Ronnie Moore and Ray Thackwell, fresh from their successful six-week South African tour, have been engaged by The Cooper Car Co. as instructors to the Drivers' Training School. They will continue as instructors until their two new Formula 2 Coopers are ready for collection.

AVON TYRES have opened a new sub-depot at 315 Barking Road, Plaistow, London, E.13.

IN conjunction with Sabena, Air Charter, Ltd., are opening an air ferry service between Southend and Ostend from 4th June. Twenty-four services daily are planned for this year, with up to 50 services daily in 1958.

THE new South African-assembled Simca Vedette was recently introduced to the Union market.

FOLLOWING the recession of a few months ago, Austin are back again to factory, catching up a three-month delivery delay for some models.

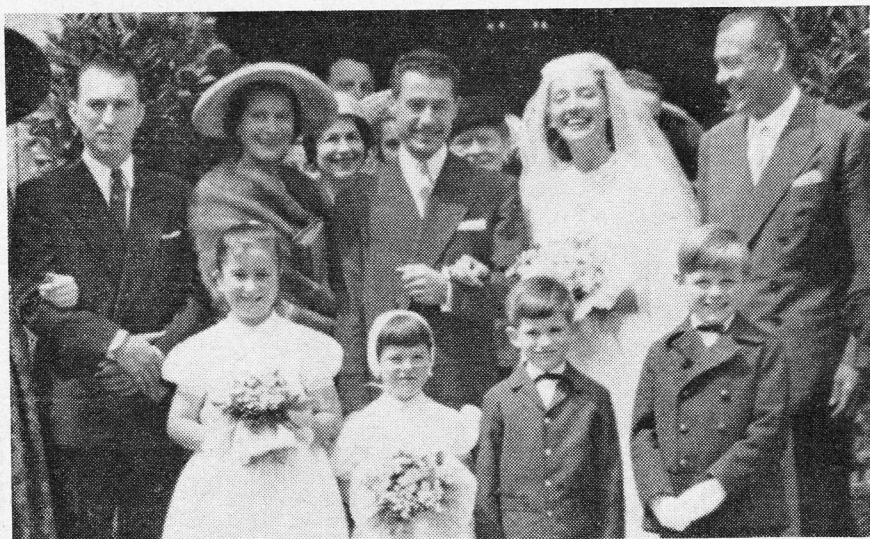
"MISS CABIN CRUISER, 1957" was crowned by Sabrina at a midnight ceremony last Wednesday held by Noble Motors, Ltd., the Heinkel sales organization in the U.K. at the Pigalle Restaurant, Piccadilly. She is Yvonne Morgan of London. The occasion also marked the delivery to Britain of the first Heinkel cabin-cruiser to come from the lines of the new assembly factory in Ireland.

A NEW circuit will be built at Rome in time for the Olympic games there in 1960.

PRIZE fund of the Mobilgas Rally (Round Australia) has now climbed to a dizzy total of £15,886—and entries only opened on 1st May!

BRYN LEWIS of Tyresoles, Ltd., has been appointed national sales manager of that concern.

A NEW Lotus chassis found itself in unusual surroundings last week-end, being exhibited in Hornsey Church as a product of local industry, as part of the Industrial Sunday celebrations.

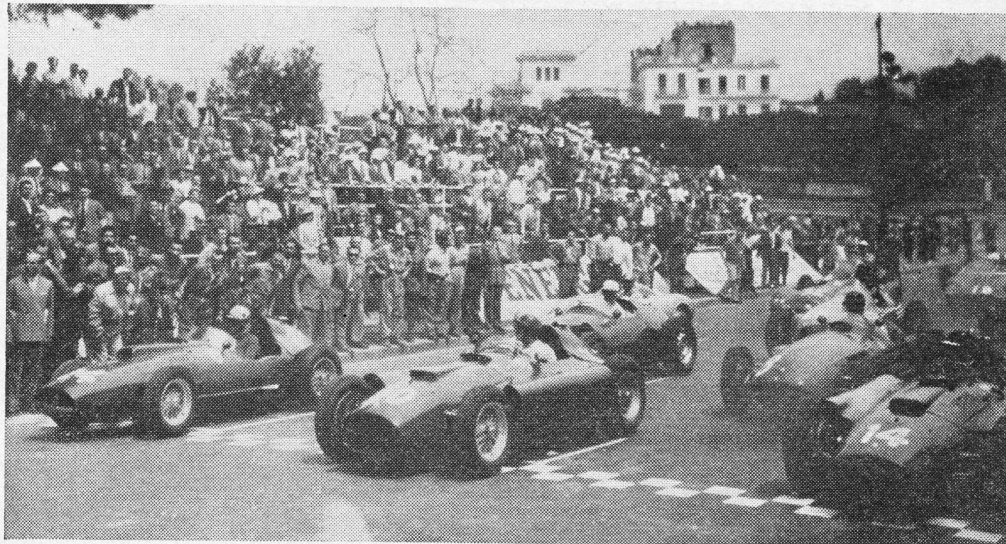


WEDDING of a star. M. and Mme. Roger Merle (née Gilberte Thirion, Belgium's talented lady driver) at their wedding near Cannes on 30th April. Left of the bridegroom is Mme. Thirion while Max Thirion, himself a racing driver, is next to his popular daughter.

SPORTS NEWS

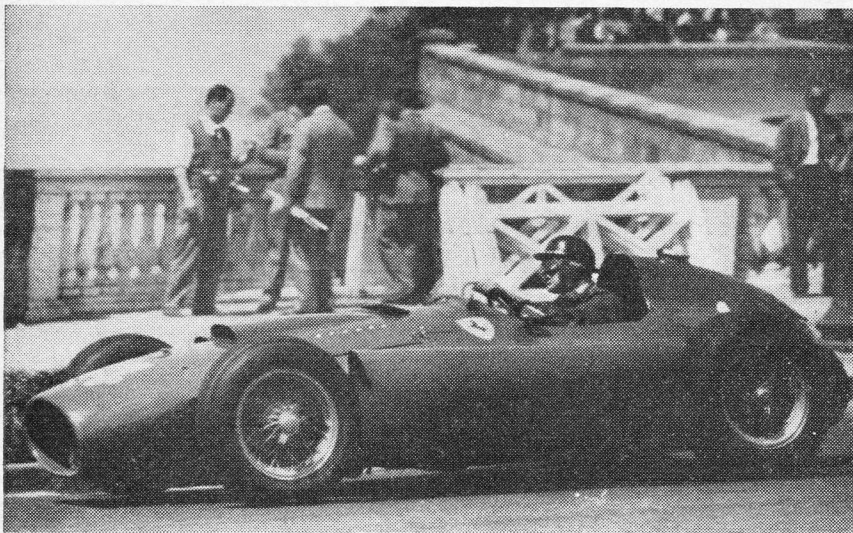
THAT RACE AT NAPLES

THE successful début of the Formula 2 Ferrari was undoubtedly the highlight in European eyes of the Naples G.P. on 28th April. Like Mercedes-Benz in 1939, whose 1½-litre voiturette closely resembled their 3-litre G.P. model, so the new 1½-litre Ferrari V6 is a compact edition of the V8 2½-litre G.P. machine, in its "Syracuse" form without the side sponsons. Handled most expertly by Luigi Musso, the car proved ideally suited to the twisty Posilipo course, and its appearance in the classic Monaco round-the-houses G.P. is virtually certain. Unfortunately, it is unlikely that Musso will now drive it, the young Italian going sick after Naples



FIRST THREE in the Naples G.P. on 28th April occupied the first row of the grid. (L. to r.) Musso in the new 1½-litre F2 Ferrari, Peter Collins, the winner, and Mike Hawthorn, runner-up.

BACK TO FORM (left) came Mike Hawthorn in one of the V8 Ferraris. He finished second despite early trouble, and broke the Naples lap record.



THE "GUINEA GRAND PRIX"

MORE than £7,000 is to be awarded in prize money for this year's Grand Prix of Europe, to be run at Aintree by the B.A.R.C. on Saturday, 20th July. The 270-mile race incorporates the 12th British Grand Prix of the R.A.C. and will be the most valuable motor race ever run in the British Isles. Mrs. Mirabel Topham, Chairman of the Aintree Automobile Racing Co., has announced that, to link the old traditions of Aintree as the home of the Grand National with the modern mechanical world of sport, the prizes will be in guineas.

Winner of the G.P. of Europe will receive 2,500 guineas. Second man home will have 1,500 gns., third 1,000 gns., fourth 500 gns., fifth 250 gns. and sixth 100 gns. In addition, there will be a special prize of 200 gns. for the first driver to reach a lap average of 90 m.p.h. (Stirling Moss (Mercedes-Benz) holds the Aintree lap record at 89.70 m.p.h.), and another 200 gns. for the fastest lap of the race. Moreover, a special award of £500 from the R.A.C. will go to the driver of the first British car to finish.

"THE REST" IS SILENCE

THE rasp of exhausts will regrettably not be heard through the glens of Argyllshire this year. The R.S.A.C. announced this week that their classic Rest-and-be-Thankful Hill-Climb, scheduled for 28th June, has had to be abandoned owing to the continuation of fuel restrictions.

ASTON MARTIN FOR NÜRBURGRING

ENTERED for the 1,000 km. race at the Nürburgring on 26th May are two Aston Martin DBR1 cars, which will be driven by Roy Salvadori/Tony Brooks, Noel Cunningham-Reid/Les Leston. The David Brown team will be completed by a DB3S entered and driven by the Whitehead brothers, Peter and Graham.

"AUTOSPORT"

SERIES-PRODUCTION SPORTS CAR CHAMPIONSHIP

FASTEST of all AUTOSPORT Championship contenders taking part in last Sunday's Prescott hill-climb was Ken Rudd in his A.C.-Bristol. The five points he earns carries him into the Championship lead with 14 points. Now second is Tom Barnard (Lotus-Ford), whose third best in class adds three to his nine points gained at Goodwood, taking him ahead of P. J. Sargent (Jaguar) who did not run at Prescott. New points winners now entering the list are T. G. Cunane (Lotus), J. Lawry (Lotus), J. I. G. Watts (Berkeley), R. E. Meredith (Morgan Plus 4), R. A. Hudson (Austin-Healey), D. A. Wilcocks (TR2), W/Cdr. Mackenzie (M.G.A.) and H. G. Cutler (Healey).

Leading placings, subject to confirmation, after Prescott, 5th May, are as follows:

1, Ken Rudd (A.C.-Bristol), 14 points; 2, T. Barnard (Lotus-Ford), 12 pts.; 3, P. J. Sargent (Jaguar), 9 pts.; 4, J. R. Stoop (Frazer-Nash), J. G. Maude (Mercedes-Benz), I. F. Walker (Lotus-Ford), D. J. Calvert (Alfa Romeo Giulietta), 6 pts.; 8, T. G. Cunane (Lotus Mk. VIII), J. I. G. Watts (Berkeley), 5 pts.; 10, J. Dalton (Austin-Healey), J. Lawry (Lotus Mk. XI), R. A. Hudson (Austin-Healey), 4 pts.; 13, R. J. W. Uiley (Frazer-Nash), D. A. Wilcocks (Triumph TR2), 3 pts.; 15, R. E. Meredith (Morgan Plus 4), 2 pts.; 16, W/Cdr. K. MacKenzie (M.G.A.), H. G. Cutler (Healey Silverstone), 1 pt.

with typhoid fever which will keep him from racing awhile.

Peter Collins's drive was masterly throughout and his victory well deserved. Mike Hawthorn's return to form, and his gallant fight to regain second place, were also popular with the Neapolitan crowds. Both the F1 Ferraris ran with side sponsons in position, incidentally. Lewis-Evans and his Connaught also came in for praise, "giving a new demonstration that today is the era of the British driver, and tomorrow, very possibly, of British racing cars".

Luigi Belucci's mount in the G.P. was the same 2-litre Maserati with which he won the Saturday's sports car event, and not a 2.5-litre G.P. car, as in last week's provisional results.

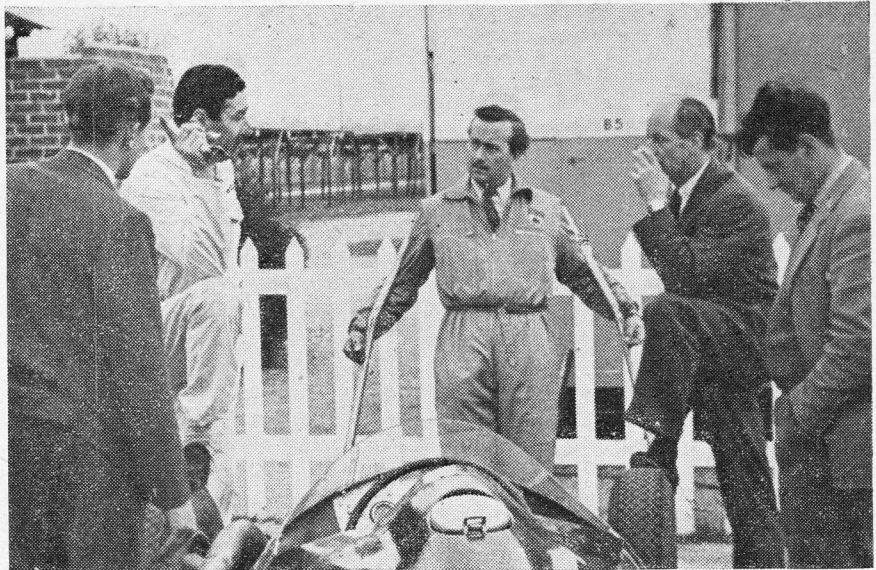
SPA SPORTS CAR G.P.

TAKING place this Sunday, 12th May, the Spa sports car G.P. in Belgium has attracted a number of British competitors, amongst whom is Ninian Sanderson with an Ecurie Ecosse Jaguar, originally destined for the Mille Miglia the same day. Duncan Hamilton and Max Trimble are also driving D-type Jaguars, while in addition to the works Aston Martins of Brooks and Salvadori, Graham Whitehead is racing his own DB3S and David Shale a Cooper-Jaguar.

IRELAND'S "CIRCUIT" SUBSTITUTE

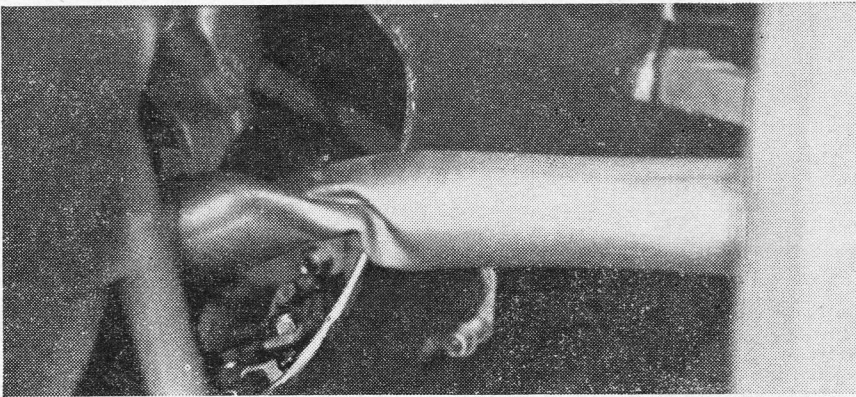
THE Ulster A.C.'s one-day Easter Rally, held on Easter Tuesday in lieu of the Circuit of Ireland Rally, cancelled because of petrol restrictions, was held over a route of 150 miles. The following provisional results have been declared and the story of the rally will appear shortly, the delay being caused, not through lack of space, but simply because the official sheets of the rally were not available to our correspondent when he sent the results, several days after the rally.

Class 1 (closed production cars up to 1,000 c.c.): 1, Raymond Noble (Morris Minor 1000), 380 marks lost; 2, Victor Stanfield (Austin A35), 381.4; 3, R. Pinkerton (845 Renault), 381.2. **Class 2 (closed production cars, 1,001 c.c. to 1,300 c.c.):** 1, Paddy Hopkirk (Ford Anglia), 319; 2, John Davidson (Ford Prefect), 338.2. **Class 3 (closed production cars over 1,300 c.c.):** 1, John Peile (Hillman Minx), 391; 2, Esdale Dowling (Hillman Minx), 415. **Class 4 (sports cars, any capacity):** 1, Ernest McMillen (Triumph TR3), 346.4; 2, W. J. Reid (Triumph TR2), 360.2. Reid also won the novice award. **Team Prize:** R. H. Graham (Morris Minor 1000), Kevin Sherry (Volkswagen) and Raymond Noble (Morris Minor 1000).



BRAINS TRUST: (Above) Colin Chapman in earnest conversation with the B.R.M. backroom boys, including designer Peter Berthon and driver Roy Salvadori, at Goodwood last week.

★
A BIT OF A TWIST!: (Left) The effects on a halfshaft of 140 b.h.p. from the twin-o.h.c. Coventry Climax engine in the F2 Lotus, which Chapman was also testing at Goodwood.



INDIANAPOLIS ENTRIES

FIFTY-FOUR cars are eligible to compete for starting positions in the 41st annual 500-mile race at the Indianapolis Motor Speedway, 30th May. Of these, the number of new cars in this year's race totals 24. Thirty-one veterans already are assured of fast cars, including Paul Russo and Tony Bettenhausen, who have been nominated to drive the two Novi Specials. Sixteen "rookies" have been nominated as drivers and the other seven cars still are unassigned. The track was ready for practice on 1st May with time trials scheduled to get under way on the week-end of 18th-19th May. The entry list is as follows:

Jimmy Reece (Hoyt, Mch. Spl.), Don Freeland (Ansted-Rotary Spl.), Troy Rutman (John Zink Spl.), Jud Larson (John Zink Spl.), Bob Veith (Bob Estes Spl.), Van Johnson (Chapman Spl.), Freddie Agabashian (Bowers Seal Fast Spl.), Johnny Boyd (Bowers Seal Fast Spl.), Jim Rathmann (Chiropractic Spl.), Dempsey Wilson (Martin Brothers Spl.), Marshall Teague (Sumar Spl.), Pat O'Connor (Sumar Spl.), Dick Rathmann (Sumar Spl.), Jack Turner (Bardahl Spl.), Al Keller (Bardahl Spl.), Cliff Griffith (Seal Line Spl.), Johnny Thomson (D-A Lubricant Spl.), Johnnie Parsons (Agajanian Spl.), Mike Masill (Dayton Steel Foundry Spl.), Jimmy Bryan (Dean Van Lines Spl.), Billy Garrett (Federal Engineering Spl.), Jim McWhitney (Federal Engineering Spl.), George Amick (Federal Engineering Spl.), Bud Clemens (Chiropractic Spl.), Andy Linden (McNamara Spl.), Gene Force (Shannon Brothers Spl.), Chuck Weyant (Jim Robins Spl.), Andy Furci (Ray Brady Spl.), Eddie Sachs (Ray Brady Spl.), Bob Christie (Jones & Maley Spl.), Sam Hanks (Belond Exhaust Spl.), Johnnie Tolan (Greenman-Casale Spl.), Roger Ward (Wolcott Spl.), Bill Cheesbourg (Gerhardt Spl.), Jimmy Daywalt (Helse Spl.), Gene Hartley (Massaglia Hotels Spl.), Don Edmunds (Viking-Craft Spl.), X (McNamara Spl.), John Fedricks (Gdula Spl.), X (Central Excavating Spl.), Johnny Baldwin (Central Excavating

Spl.), X (Morgan Engineering Spl.), Giuseppe Farina (X), X (Safety Auto Glass Spl.), X (Schmidt Spl.), Al Herman (Dunn Engineering Spl.), Tony Bettenhausen (Novi Automotive Air Conditioner Spl.), Paul Russo (Novi Automotive Air Conditioner Spl.), Elmer George (Traveler Trailer Spl.), X (X), X (Sclavi & Amos Spl.), Cal Niday (Trio Brass Foundry Spl.), Ray Crawford (Mirror Glaze Spl.), Leroy Warriner (McKay Spl.).

B.A.R.C. MEMBERS AT GOODWOOD

B.A.R.C. members turn out at Goodwood tomorrow for the first members' meeting of the present season, the March fixture having been a fuel rationing casualty. Starting at 2 p.m. there will be eight events, scratch and handicap, for sports and closed cars, the last race beginning at about 5.30 p.m. Owing to insufficient entries, both the scratch race over 1,500 c.c. and the ladies' handicap have been cancelled. Scratch race entries include many Lotuses, but, strangely enough, only a sprinkling of Coopers. Rob Walker has entered a Goggomobil in the handicap events to be driven by P. Coleby, while J. Goddard-Watts and N. W. Graham have a Berkeley apiece. At the other end of the b.h.p. scale is Peter Blond's H.W.M.-Jaguar, M. Salmon's Jaguar C and the Jaguar D of Ian Baillie with which he recently set half a dozen International Class records at Monza. Entries from four ladies have been transferred to other events and these are Patsy Burt (Cooper), Jean Bloxam (Aston Martin DB2), Bluebelle Gibbs (Cooper) and Avril Scott-Moncrieff (Lotus-M.G.).

There will be new admission arrangements for these meetings at Goodwood

this year. As previously, admission to B.A.R.C. members and their guests will be free but now all spectators, except holders of Goodwood season brooches, will need lapel badges issued in advance from the B.A.R.C. headquarters at 55 Park Lane, London, W.1. A car park fee of 5s. is payable on the day by members not holding the annual Goodwood season car park label.

R.A.C. EXHIBITION ON TOUR

THE R.A.C.'s Diamond Jubilee Exhibition "The Age of the Motor Car" which has attracted more than 2,000 visitors a day to the Tea Centre, London, during the past three weeks, commences its provincial tour at Stretford, Lancs, on 18th May. Other provincial centres to be visited include Coventry, Blackpool, Scarborough, Leicester, Bristol, Portsmouth and Brighton.

Venues, dates and times of the exhibition in provincial centres arranged so far are:

Stretford: Longford Hall Gallery, 18th May-16th June (Weekdays: 3 p.m.-8 p.m., Sundays: 3 p.m.-6 p.m.); **Coventry:** Drill Hall, 11th-20th July (Weekdays: 10 a.m.-8 p.m., Sundays: 10 a.m.-5 p.m.); **Blackpool:** Grundy Art Gallery, 31st July-24th August (Weekdays: 10 a.m.-5 p.m., Sundays: 2 p.m.-5 p.m.); **Scarborough:** Municipal Art Gallery, 10th-24th or 25th September (Weekdays: 10 a.m.-6 p.m., No Sundays); **Leicester:** Municipal Art Gallery, 11th October-9th November (Weekdays: 10 a.m.-5 p.m., Sundays: 2 p.m.-5 p.m.); **Bristol:** City Museum, 23rd November-4th January, 1958 (Weekdays: 10 a.m.-5 p.m., Sundays: 4 p.m.-6 p.m.).

OBTAINABLE now from Cooks Auto-travel Service is a leaflet giving details of their all-inclusive tour to and from the Le Mans race on 22nd-23rd June. Cost of the escorted tour by rail and coach is 25 gns., bv air and coach, 29 gns., with a single room overnight in Paris 1 gn. extra. Write for the leaflet to Thos. Cook and Son, Ltd., Berkeley Street, London, W.1.

MASERATI CHALLENGE IN MILLE MIGLIA

4.5-litre Car Favourite for Italian Classic

At 11 p.m. on Saturday, 11th May, the first car will leave the launching platform at Brescia, to start the XXIV Mille Miglia, an event counting towards the World's Sports Car Championship. Large crowds congregate in the starting area to watch the cars being sent off, at half-minute intervals in the case of smaller touring cars, and then one-minute between the larger, but not necessarily faster cars.

The route is precisely 1,597 kilometres, and goes across towards the Adriatic via Verona, Vicenza, Padua and Ferrara to Ravenna. Then it follows the Adriatic coast road from Rimini to Pesaro and Pescara, on to Aquila and over the Carrese Pass to Rome. It has been fast going up till now, but between Rome and Florence lie mountain sections, taking in Montefiascone and Radicofani. From Siena come the tricky passes of

Futa and Raticosa and thence to Bologna, for the final run back to Brescia via Mantova.

Last year conditions were at their most vile: slippery roads, rainstorms and near-gales caused many incidents. The passage of the Futa was the worst in memory, torrents rushing down the narrow roads and carrying with them tons of mud and rubble.

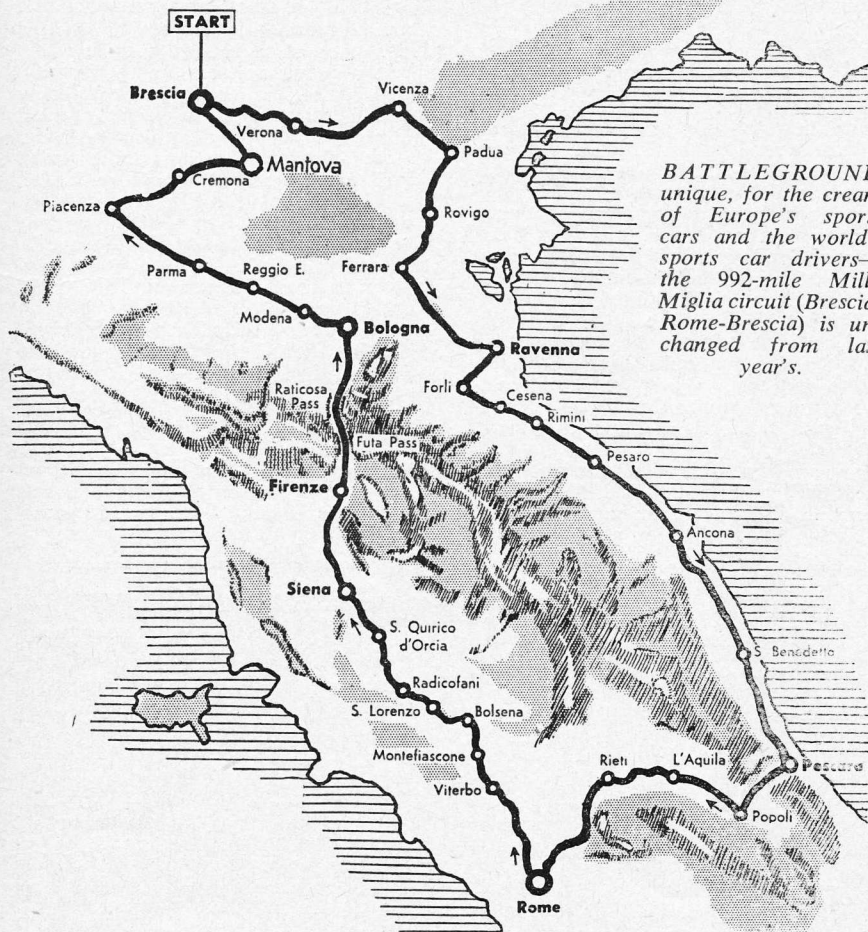
For the 1957 event Maserati bring out at least two of the new V.8 4.5-litre cars, similar to the winning Sebring machine driven by Fangio/Behra. Past winners Stirling Moss and Denis Jenkinson will be in one of the "4.5s", and another will be driven by Jean Behra. In addition there will be several other Maseratis, including a 3-litre to be piloted by Scarlatti, and a four-cylinder 2-litre by Sgorbati.

The "Trident" is faced by the full might of Scuderia Ferrari, with the exception of Mike Hawthorn who is being rested for the Monaco G.P. at his own request. The hopes of the "Prancing Horse" rest on the 3.5-litre car, similar to the 1956 winner driven by the late Eugenio Castellotti. Peter Collins and Louis Klemantaski will lead the Ferrari onslaught, supported by Von Trips, Gendebien and Taruffi, the latter driving a new car with 3.8-litre V12 engine. A four-cylinder, 3-litre unit car will also run. Luigi Musso will not run owing to illness.

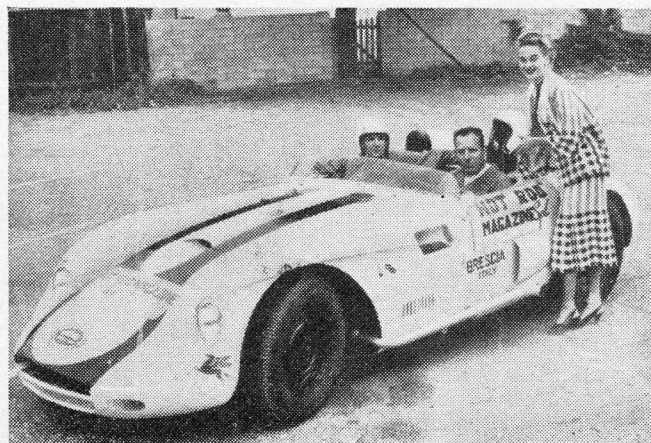
Most interesting of the British entries is that by Ecurie Ecosse of Le Mans co-winner Ron Flockhart in a D-type Jaguar. The second car and driver—Ninian Sanderson—has been diverted to the Spa sports car race on the same day. A very sporting entry is the Cooper-Jaguar of Dick Steed/John Hall.

A record number of British entries has been received, including several A-type M.G.s, notably the four cars of the Fitzwilliam stable. Nancy Mitchell/Pat Faichney are in a works Triumph TR3, Tommy Clarke has his A.C. Aceca, Tommy Wisdom an Austin-Healey, Sheila Van Damm and Peter Harper, Sunbeam-Rapiers, whilst the smallest British cars are the 1,100 c.c. Lotuses to be driven by Gregor Grant and Bruno Ferrari, the former's being a Le Mans machine with experimental wishbone front suspension.

From Germany come Mercedes-Benz, Porsche and Borgward, the former being



SECOND TRY: (Above) Rally expert Peter Harper drives a works-entered Sunbeam Rapier for the second successive year. With him goes Jack Reece. A similar Rapier will be driven by Sheila Van Damm and David Humphrey. (Right) Ak Miller and Doug Harrison of the U.S.A. with the 6.4-litre Chrysler-powered special they will drive.



mainly concerned with the *gran turismo* category. France will be represented by Citroën DS19, Renault Dauphine and several special Renault- and Panhard-powered vehicles. Renault works drivers are Michy, Frère and Lucas. A fourth car is entrusted to two Italians, Sala and Vigliani. The smaller Italian cars include flocks of Super Sprint and Giulietta Sprint Veloce Alfa Romeos, Lancias, Fiats, Stanguellinis, Oscas, Giaurs and others.

Other nominations of interest include the Californian Akton Miller with his V8 Chrysler-engined special, Monnoyeur/Dupuis with a Jaguar D, Laroche/Radix (Osca), René Cotton (Mercedes 300SL), Toselli (Osca) and Carini (Mercedes 300SL).

TRIUMPHS HONOUR "STAR" DRIVERS

At a luncheon in the Hyde Park Hotel last Friday, the directors of Standard-Triumph entertained the winners of the B.T.D.A. Rally Gold Star, Bill Waddington and Fred Snaylam, and also the runners-up, Dr. J. T. Spare and Tom Gold. Triumph drivers were 1-2-3 in this annual competition.

Mr. Alec Dick welcomed the guests, and mentioned the "explosive entry" of the TR2 into International competition, with a sweeping success in the 1954 R.A.C. Rally of Great Britain. Mr. Dick also said that the car was one of the few sports machines to win a Grand Prix—even although it was in Portuguese China. He also paid tribute to the designers of the car, and to Ken Richardson and his competitions section. The Norma cup, for the best performance by a TR2/3 owner, was awarded to Waddington.

The motoring Press was represented

by the editors of *Autocar*, *AUTOSPORT*, *The Motor* and *Motor Sport*, Messrs. Maurice Smith, Gregor Grant, Christopher Jennings and William Boddy.

The chairman also revealed that the output of sports Triumphs was rapidly nearing 10,000 a year—of which 80 per cent. are destined for U.S.A. and Canada.

STANDARD SALES SHOWMANSHIP

At London Airport last Saturday we witnessed the excited arrival by B.O.A.C. of some 80 Americans from all over the United States who had come to collect 40 new Triumph TR3s, ordered previously back home. The cars, smartly drawn up in echelon on the tarmac, were eagerly leaped upon by their proud owners, who were taking part in one of the most novel and effective sales "gimmicks" yet thought up by a British manufacturer. For an inclusive fee of \$5,000, the travellers bought their TR3, the return air trip across the Atlantic and a three-week rally, organized by the T.S.O.A., through England, France, Belgium, Germany, Austria and Switzerland. By the time they reach home again, some of them, especially those living on the West Coast in California, will have covered a total distance of 20,000 miles.

With their TR3 valued at about \$3,000 in the U.S., the entire trip will cost each American no more than \$1,000, which they quite rightly consider to be extremely good value indeed. The Standard Motor Co. also think the tour good value, for it has netted them \$120,000.

Immediately after their arrival, the whole party repaired to the Bull Hotel, Gerrard's Cross, for a lunch of welcome given by Standard. For most of them

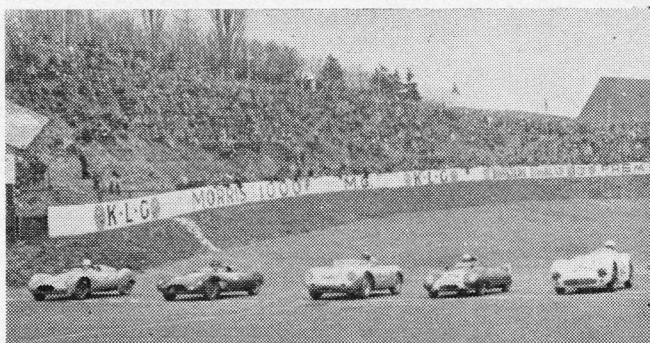
this 10-mile journey was their first drive in England and on the left side of the road. What with getting mixed up with cyclists leaving factories and Aston Villa supporters on their way to Wembley, their baptism of fire proved to be unintentionally severe.

Later the 40 TR3s left for the longer drive to the first "night-stop" at Stratford-on-Avon, and the fact that the customers were in New York at 6 p.m. on Friday and in Shakespeare's birthplace at 6 p.m. on Saturday, 24 hours later, left an impressive mark of the wonders of modern travel on the tourists, who were visibly and eloquently "sold" on Standard long before their rally had really got under way.

TRAVEL FROM U.S. TO MONZA 500

THE U.S. drivers in the Monza 500 will leave New York for Milan on 23rd June, the cars having left by sea 10 days previously. As many requests for information have been received from Americans desiring to attend the race, a central office has been set up to answer questions and make travel arrangements. Those interested should write to Miss Evelyn Petrovich, Ross & Babcock Travel Bureau Inc., Claypool Hotel Lobby, Indianapolis, Indiana. As a guide to costs, the 15-day excursion return air fare, New York-Milan, is \$517.70; the normal tourist return is \$614.70, and first class, \$912.80. Fares by sea can be supplied on application.

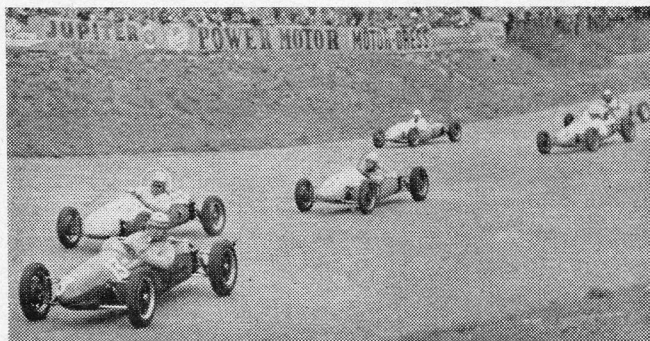
To meet the ever-increasing demands from motorists for less expensive holidays, the A.A. has just published a revised edition of its popular booklet on Caravan and Camp Sites and Farmhouses. It is obtainable, free to members, from any A.A. office.



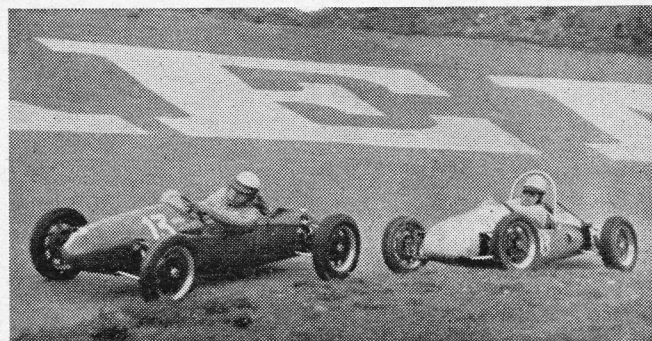
RACING AT ROSKILDE: Four scenes from the Easter Monday international meeting at the Danish half-mile track. (Above) The start of one of the sports car heats.



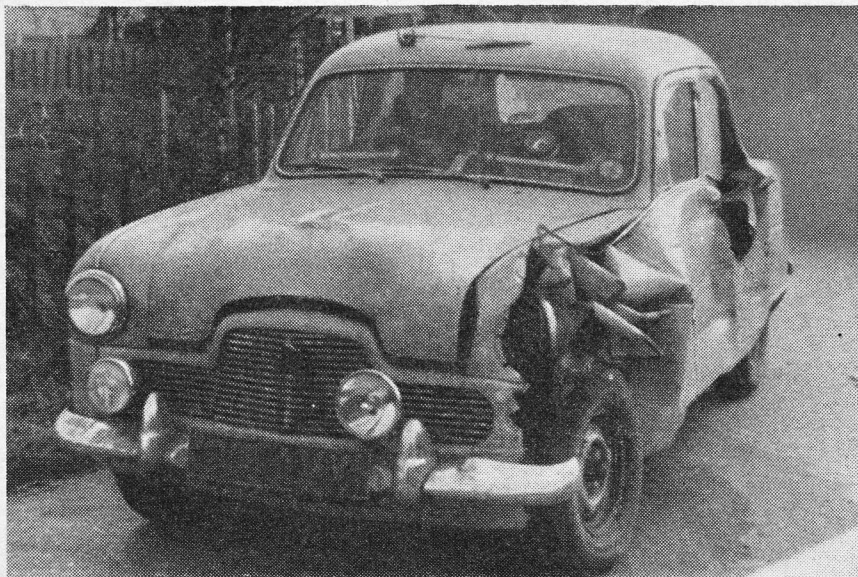
PORSCHE v. LOTUS: Gordon Jones takes his 1,100 c.c. Lotus-Climax on the inside to pass local star Julius Voigt-Neilsen in an ex-works Porsche Spyder 550RS during one of the heats.



500s OFF: Gordon Jones and Sven Andersson, both in Coopers, are in the van of the field, the Englishman slightly ahead in No. 13. Behind are other Coopers and an Effy.



SWEDE v. BRITON: Sven Andersson (Cooper) snakes on a turn as he hangs on to Jones's Cooper. The latter won one heat, and came second to Andersson in the final.



JOHN BOLSTER DISCUSSES A VEXING TOPIC—

The Cost of Insurance

It was inevitable that there would have to be a showdown on car insurance. For some time this form of business simply has not been paying, and you can't expect a firm to accept what may be, after all, a massive risk when the possibility of gain is negligible. In other countries premiums have soared beyond belief. In Paris, for instance, it costs about £70 to insure a relatively small car for *third party only*!

On that basis, an increase of 33½ per cent. in comprehensive premiums may not appear excessive, but will it stop there? Let us examine a few of the causes that are making this such an explosive subject.

In the first place, insurers are blaming the modern car, and to a limited extent they are right. The car of old was protected by long wooden running boards at each side. A skid into the ditch or a sideswiping incident was always accompanied by the sound of splintering timber, but the things were expendable. The family chauffeur could cut out another one, and cover it with a rubber tread and brass edging in an afternoon; if he was quick about it, "Sir" would never find out!

Behind, the petrol tank was protected by a couple of spare tyres, and here was another natural bumper. In front you had your dumb irons, and they could make a useful hole in a light obstacle, or be straightened with a big blowlamp if the other car was harder than yours. It is true that old-style chassis frames were very easily bent beyond repair, but it used to be a simple assembly job to hook the engine, axles and body on to a new chassis.

Those days have gone for ever. The modern car, with all its accessories, electrical equipment, built-in heating ducts, and a hundred other things that it has grown since 1927, is a complex engineering production. It wouldn't be possible to go back to the old methods even if we wanted to take such a retrograde step. Nevertheless, it is feasible

to make a car of modern outline that is schemed to take a bump and be repaired cheaply.

I was driving such a car recently. Another driver—to call him by a charitable name—went right through some traffic lights at the red. He hit the car I was driving broadside, just ahead of the screen, and spun it like a top. I expected to find a really disastrous amount of damage, but to my joy I discovered that a detachable side panel was almost the only casualty. It had purposely been made of very thin sheet, so that it could crumple on impact without damaging the rest of the structure, but the body styling completely hid its quick detachability.

It is certain that a body panel that is too rigid will generally make a car more vulnerable in accidents instead of the reverse. Doors, too, can be stressed to give way to a blow without pulling the whole body out of shape. Nevertheless, it is essential that they should afford as much protection as possible to the occupants, and should never fly open under even extreme pressure from within. In a head-on crash, however, it is once again the structure that absorbs the shock by crumpling which gives the occupants their best chance of survival. Contrary to common belief, the lighter cars are often the best if you *must* have an accident!

So much for the actual structure of the cars, but now I come to the crux of the matter. Far too many cars are being seriously damaged, and even totally written off, by sheer bad driving. How can an insurance company be expected to take a few pounds in premium with a happy smile, and then pay out over a thousand just like that? Unfortunately, no social stigma attaches to the clot who writes off a car, though it is we who must pay with our premiums for his anti-social behaviour.

The general standard of driving is lower than it has ever been. Unfortunately, modern cars are so easy to

OUCH! This can happen to the best of us, and possibly has already. But it doesn't really matter—"the insurance will pay". Now we are going to have to pay more for that insurance. You can't expect the company to take a few pounds and then pay out a thousand or more.

drive that the most ham-handed can put up an almost passable show. Most of the worst driving is done in new cars. Little men suddenly feel really fine fellows when they take delivery of the latest model. They regard it as a personal affront if they are overtaken by an older or cheaper make, and they will take any risk to get in front. Such drivers should go straight inside without the option.

I entirely disagree with those newspaper men and politicians who think that the drivers of elderly cars are generally to blame for accidents. On the contrary, most of them cannot afford to damage their ancient chariots, and they will never "race" because speed wears out tyres and uses petrol. It is said that the slow driver causes accidents because he makes those following impatient. The driver who cannot control his temper should be taken off the road for ever, and although I may personally deplore the crawling motorist, I will defend with my last breath his right to travel slowly unmolested. Let's leave the weeding out of unroadworthy cars to the insurance companies, and forget these compulsory tests.

Now to consider sports cars. A good sports car should be the safest form of transport, and yet the insurance people hate the sight of them. Alas! That flashing acceleration which is meant to make overtaking safer is used instead by the moron for darting through impossibly small gaps. He knows how to drift—he saw Fangio do it once—but he forgets that Juan Manuel doesn't practice round country lanes with blind corners. Those of us who enjoy a good sports car are once again having to take the can back for the juvenile behaviour of others.

I have absolutely no interest in the insurance business, but I do feel that this is a subject which concerns all of us. Anybody who takes more out of his insurance company than he puts into it is our enemy. Really, there are no dangerous cars and no dangerous roads—only dangerous drivers!

A90 SUCCESS IN JOHANNESBURG

THE Rand Motoring Club's 1957 Easter Trial, held over a tricky 180-mile course near Johannesburg, was won by an Austin A90, driven by R. E. Wane. The fact that Mr. Wane had J. Campher as navigator almost acted as a guarantee of victory, since Campher has navigated for the winners of the Pretoria-Lourenço Marques Rally and the October and Transvaal Trials.

The number of entries was sufficient to make the event competitive. One of the entrants was Wally Hayward, the famous long-distance runner. Hayward's consistent driving was offset by a navigation error.

The car which took third place has taken part in runs up the Krugersdorp hill.

N. R. WHITEHEAD.

Results

1, R. E. Wane (Austin A90); 2, J. Smythe-Bam (Ford Prefect); 3, F. B. K. Tucker (Nash Rambler); 4, J. L. de la Hunt (Austin A40).

PROTAGONISTS: (Left) Tony Marsh in action with the Cooper-J.A.P. on his final record-breaking run at Prescott last Sunday. He clocked 42.33 secs., almost 1 sec. better than his previous record, set up in June, 1956.

★

(Below) Michael Christie in Rob Walker's Formula 2 Cooper-Climax, when he climbed in 42.68 secs.—second fastest of the day—during the R.A.C. Hill-Climb Championship runs.

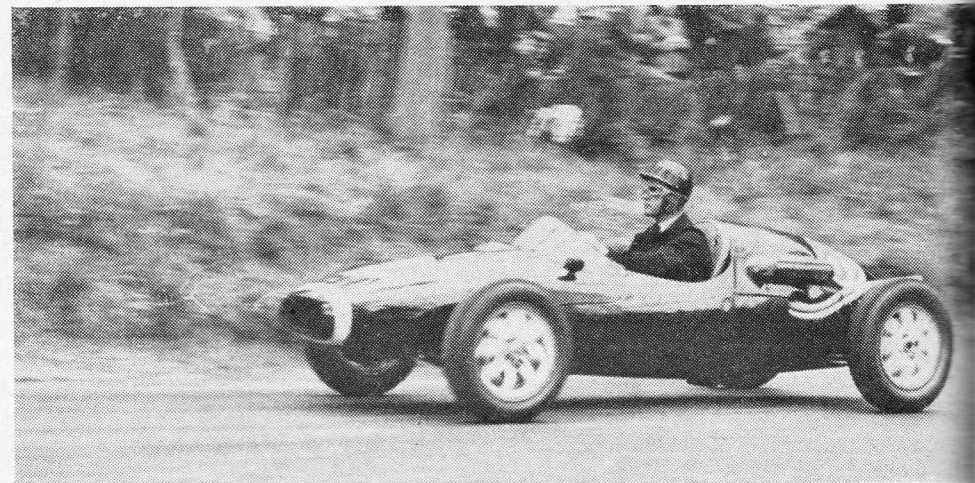
The Battle of Prescott Hill

Tony Marsh v. Michael Christie at Bugatti O.C.'s National Open Meeting—New Hill Record to Marsh—All Sports Car Records Fall

AFTER an exciting tussle with Michael Christie, Tony Marsh, the 1956 Hill-Climb Champion, took a lead in this year's R.A.C. Championship by clocking best time of day at Prescott last Sunday, 5th May. His time of 42.33 secs. stands as a new record, beating his June, 1956, best-ever by .99 sec. His new 1½-litre Cooper-Climax F2 car being absent, Marsh's sole mount was the 1,100 c.c. J.A.P.-engined Cooper. Christie, on the other hand, had a busy day driving the single-cam Cooper-Climax and F1 Connaught cars of Rob Walker, and his own 1100 Cooper-J.A.P. His best time, 42.68—second best overall—was set up in the Cooper-Climax; his next was 42.82 in the Cooper-J.A.P., this winning him the *Formule Libre* two cylinder class. In the G.P. Connaught he clocked 45.56 secs. to take the Formula 1 class.

In all, five class records fell, C. M. J. Andrew (Mk. VI Lotus), E. Lewis (Lotus), W. Bradley (Lister-Bristol) and Philip Scragg (H.W.M.) joining Tony Marsh in the honours list, while Miss Pauline Brock twice broke her own Ladies' record in the 500 c.c. Cooper.

Shadow was cast over the day by the first fatality in a Prescott Hill-Climb since its opening in 1938. The Lord

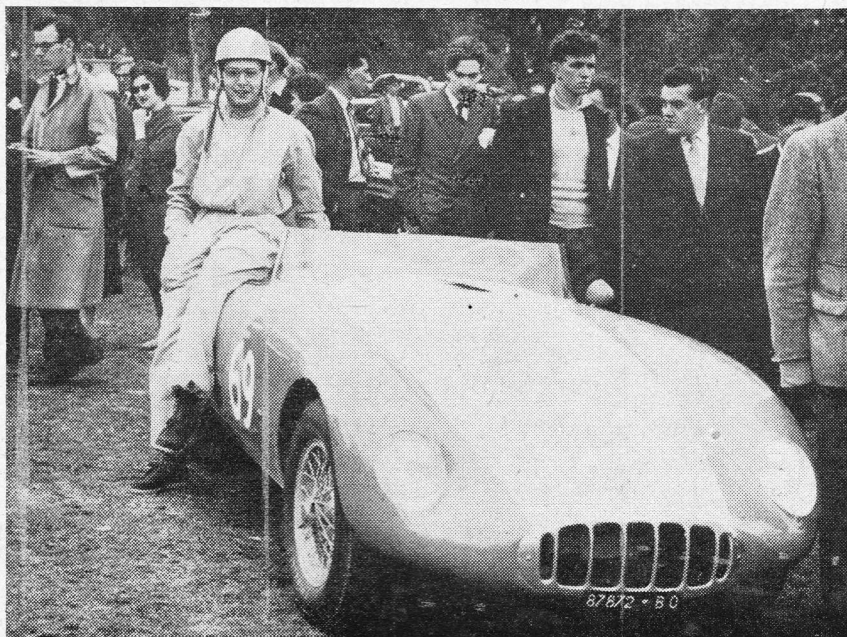


Ebury struck the outside bank going into the Esses, his C-type Jaguar overturning on to the road and killing him instantly. A very great enthusiast for motor racing, he will be sadly missed in British events.

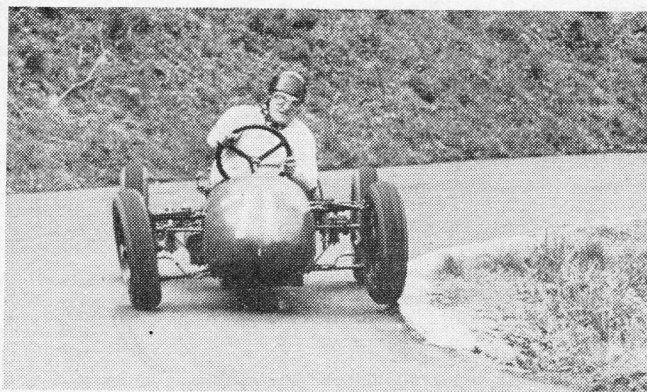
The crowd was a substantial one, aided, perhaps, by the Bugatti O.C.'s switch back to Sunday meetings.

Weather was spasmodically sunny, but a keen wind, growing keener as the afternoon grew longer, accelerated the donning of sweaters and coats by those in exposed places.

Climbing from 12 noon to after 6 p.m., by around 140 cars contesting 11 different classes, each with two runs, meant a busy and somewhat confusing meeting. There were established drivers in changed cars, and new drivers in new cars. David Boshier-Jones had his familiar green Cooper with twin cylinder J.A.P. engine installed to dice in "the maestros" class. Roy Bloxam had the ex-Peter Bell 2-litre E.R.A. David Good, forsaking E.R.A.s, had a smartly turned-out Cooper twin. W. E. Ford's F3 Cooper reverted to type, its lilliputian 4-cylinder engine of yesteryear yielding place to a J.A.P. single. John Lawry now has a Mk. XI Lotus, Max Trimble his ex-Ecurie Ecosse D-type Jaguar; David Shale a Cooper-Jaguar, and J. T. Stuart a very familiar-looking and respected machine, the ex-Bob Gerard 2-litre Cooper-Bristol. Some things at Prescott go unchanged, however, and it was joy once again to behold Peter Stubberfield's grand old single-seater 2.3 Bugatti upholding the *status quo*, and Doc Taylor with Dick Caesar's classic A.C.-engined



NO PUNS NECESSARY: Jon Fast from Sweden showed his capability and that of his ex-works 1½-litre Osca at Prescott, taking second place in the 1,101-1,600 c.c. sports car class.



KERB-KISSING: (Above) Chris Summers takes the Farley Special close in and exercises the suspension! (Left) A fine shot of J. B. Norris shooting the Esses in his 2-litre Frazer-Nash.

Special. We very nearly saw a 3.3-litre Type 59 G.P. Bugatti performing on the hill again, for "Bob" Roberts had entered his ex-Lindsay Eccles car; alas, an engine seizure *en route* to Prescott settled things, and Roberts drove a 300SL Merc. instead; very nice and all that, but not quite "3.3"!

Surprises came early, with the running of the sports classes. The fifth ascent of the day, by C. M. J. Andrew in a Climax-engined Lotus Mk. VI, proved a record breaker, his time of 46.46 knocking .03 sec. not only off Tony Marsh's 1,100 c.c. class record, but off his out and out sports car record also! Clearly here is a man to watch, for his second run was only fractionally slower. The Hon. Edward Greenall in another Lotus clocked 46.72—second best—and Mayman's Cooper was third. Very nimble with 328 c.c.s against 1,100 was J. I. G. Watts in his smart little Berkeley, sole AUTOSPORT Championship contender in the class.

Another record bit the dust in the next class, when E. Lewis scorched up the hill in his Lotus, first in 47.38, then in 46.90 secs., both runs bettering the late Peter Hughes's Tojeiro climb of 1954. Pleasing reward for a trip across the North Sea came to Jon Fast of Sweden, sole foreign competitor, who upheld his name by taking second place. He was driving his new and exciting acquisition, an ex-Maglioli works 1½-litre Osca, decked out in blue and yellow, and sounding very healthy indeed. T. G. Cunane, John Lawry and Tom Barnard, all in Lotuses, and D. J. Calvert (Giulietta) all scored AUTOSPORT Championship points in this class.

New Championship leader Ken Rudd nearly won Class 1c (1,600-3,000 c.c.) in his A.C.-Bristol, nobody approaching his 47.95 climb until a namesake, J. D. Rudd, took up a Frazer-Nash in 48.54 secs. Then along came W. Bradley with no less than a Lister-Bristol, to clock a

winning 46.84, breaking Dennis Poore's old Aston Martin class record.

Philip Scragg, a consistent Prescott performer in the over 3-litre class, overdid things on his first run, slithering to a sideways halt at Orchard. He atoned for this on his second climb, taking a record 46.70 to dispose of Gordon Parker's 1956 Jaguar figure. Parker himself was runner-up, and Max Trimble (D Jaguar) next best. It was during the first runs in this category that tragedy struck so swiftly at poor Lord Ebury, ensuing delays setting the schedule back considerably.

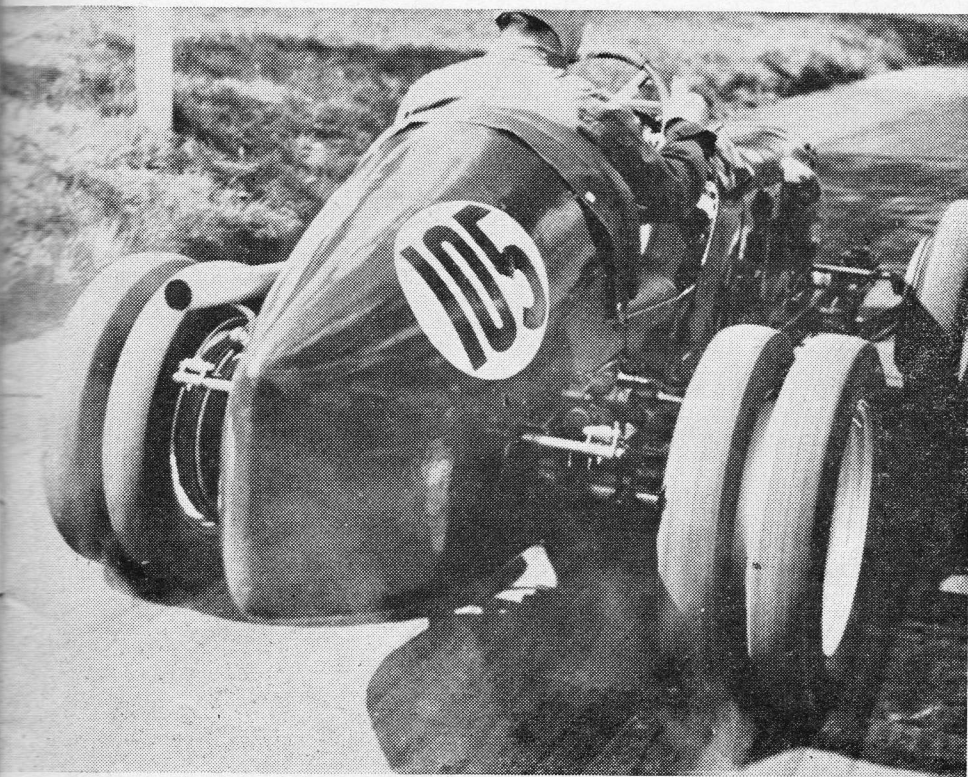
Michael Christie in Rob Walker's G.P. Connaught was too much for the opposition in the F1 class. Having encountered some gearbox trouble in practice, he made one run only, in 45.56, nearest rivals being Stuart's ex-Gerard Cooper-Bristol, nearly 3 secs. slower, and Dr. Taylor's evergreen Caesar Spl. Two flourishing beards, one G. D. Picks's, the other W. Nicholson's, were taken up with despatch, to finish fourth and fifth in H.R.G. and A.C.-G.N. respectively.

Horace Richards (H.A.R.) forewent a certain second place in the F2 class by non-starting, Christie thereby being the sole runner with Walker's F2 Cooper-Climax. Already in practice with this car Michael had unofficially lowered the hill record and his initial run set off the first rumbling in the battle between the "big guns". It didn't beat Marsh's record—44.39 against 43.32—but it put Marsh on his mettle when the pair met.

This was in the *Formule Libre* class for twin-cylindrical cars, both in 1,100 c.c. Cooper-J.A.P.s. Fine climbs were put up by Dick Henderson in his blown Cooper (44.32) and David Good, also Cooper, brilliant in 45.87 despite disability; Rivers-Fletcher contributed a surprisingly lurid, bank-flirting 46.10, then Boshier-Jones showed he was of the stuff potential champions are made of with a 44.02 secs. ascent—best so far. G. H. Keylock did 46.07, then it was Tony Marsh's turn.

Came a thunderous roar as many J.A.P. horses were unleashed, and the green Cooper tore up to Orchard; round as on rails, and through Pardon hairpin in a trice, it shot up to the Esses,

FIRST TIME OUT in his potent new acquisition—Roy Bloxam, former Lotus driver, takes off in the ex-Peter Bell blown 2-litre E.R.A. His best time was 47.95, to the class winner's 45.14.



skimmed the bank, crossed to the inside, then was through and away up to the Semi-Circle and the finish—it was Prescott's quickest climb ever—up to then—in 43.08 secs.! Christie followed, rocketing up in 43.38—.06 sec. below the record!

Followed the Bugatti Handicap, in which Peter Stubberfield, already leader of the *Formule Libre* (four or more cylinders) class, took his blaring blue monoposto "Bug" up the hill with all that *elan* the crowds have come to expect from this Prescott stalwart. So to the first runs for the Hill-Climb Championship and the next round in the Marsh-Christie battle.

Most of the big-twin boys were running again, but Christie chose four cylinders this time, coming to the line in the F2 Cooper-Climax. Off like a flash, the blue car eled its way through the lower bends, up to the Esses and out of sight with incredible celerity. This, surely, was a winner. Come on, commentator, give us the time! Yes, 42.68 secs.—and Marsh had lost his record.

But Marsh was next on the line; a very determined Marsh. He swung his Cooper-J.A.P. through Prescott's serpentine windings in a smooth rhythm belying his pace, 42.33! The crowd rocked. For the third time in one day, the record had fallen.

They left it at that, but the second runs in the twin cylinder *Formule Libre* and Championship classes brought further striking displays. In the former section, Christie clocked 42.82, and Marsh 42.91—so to Christie went the class victory. In the Championship the Haddenham driver didn't turn out for the second runs, gearbox trouble keeping the Cooper-Climax out (the casing had cracked in practice, and had been jury-repaired), while Marsh's best was

B.t.d.: Tony Marsh (1100 Cooper), 42.33 s. **New Hill Record.**

B.t.d. (Sports Cars): C. M. J. Andrew (1,100 c.c. Lotus Mk. VI), 46.46. **New Sports Car Record.**

Class Placings

Fastest "Autosport" Series Production Sports Car Championship Entrant: Ken Rudd (A.C.-Bristol), 47.95.

Class 1A. Sports Cars, up to 1,100 c.c.: 1, C. M. J. Andrew (Lotus VI), 46.46 (**new Class Record**); 2, Hon. E. G. Greenall (Lotus XI), 46.72; 3, L. B. Mayman (Cooper), 47.91; 4, J. J. Miles (Lotus VI), 48.33.

Class 1B. Sports Cars, 1,101-1,600 c.c.: 1, E. Lewis (Lotus), 46.90 (**new Class Record**); 2, J. Fast (Osca), 48.80; 3, A. J. Ridy (Lotus IX), 49.46; 4, T. G. Cunane (Lotus VIII), 50.42.

Class 1C. Sports Cars, 1,601-3,000 c.c.: 1, W. Bradley (Lister-Bristol), 46.84 (**new Class Record**); 2, K. Rudd (A.C.-Bristol), 47.95; 3, J. D. Rudd (Frazer-Nash), 48.54; 4, J. Buncombe (Tojeiro-Bristol), 49.45.

Class 1D. Sports Cars, over 3,000 c.c.: 1, E. P. Scragg (H.W.M.-Jaguar), 46.70 (**new Class Record**); 2, G. Parker (Jaguar), 47.57; 3, M. P. Trimble (Jaguar), 47.79; 4, D. S. Shale (Cooper-Jaguar), 48.45.

Class 2. Racing Cars, Formula 1: 1, M. A. H. Christie (Connaught), 45.56; 2, J. T. Stuart

(Cooper-Bristol), 48.50; 3, Dr. W. A. Taylor (Caesar Spl.), 49.88; 4, G. D. Pick (H.R.G. Spl.), 50.97.

Class 3. Racing Cars, Formula 2: 1, M. A. H. Christie (Cooper-Climax), 42.82. No other runners.

Class 4. Racing Cars, Formula 3: 1, R. B. James (Cooper), 45.03; 2, R. W. Colton (Cooper), 45.33; 3, M. Kearon (Cooper), 45.82; 4, W. E. Ford (Cooper), 45.84.

Class 5. Racing Cars, Formule Libre (4 or more cylinders): 1, P. J. Stubberfield (2.3 Bugatti S), 45.14; 2, J. M. Perkins (2.3 Bugatti S), 46.73; 3, J. Berry (E.R.A. Spl.), 47.34; 4, W. B. Croot (CD-Mercury), 47.62.

Class 6. Racing Cars, Formule Libre (2 cylinders): 1, M. A. H. Christie (1100 Cooper-J.A.P.), 42.82 (**new Class Record**); 2, A. E. Marsh (1100 Cooper-J.A.P.), 42.91; 3, D. Boshier-Jones (1100 Cooper-J.A.P.), 43.55; 4, D. Henderson (1100 Cooper-J.A.P. S), 44.32.

Class 7. Bugatti Handicap: 1, P. J. Stubberfield (Type 35B), 44.87; 2, J. Berry (Type 55), 49.70; 3, J. M. Perkins (Type 35B), 46.82.

R.A.C. Hill-Climb Championship: 1, A. E. Marsh (1100 Cooper-J.A.P.), 42.33 (**new Hill Record**); 2, M. A. H. Christie (1496 Cooper-Climax), 42.68; 3, D. Boshier-Jones (1100 Cooper-J.A.P.), 43.81; 4, A. Rivers-Fletcher (1100 Cooper-J.A.P.), 44.68.

42.71. David Boshier-Jones emerged as third best in the Championship runs with 43.81, and Rivers-Fletcher was fourth. Chris Summers's Farley Spl., a vehicle of primeval ferocity, chucked chains around on its second run. It had done the same in practice, evoking the comment from one onlooker that Chris had fitted a car-sickness chain!

Numerous Coopers, and a leavening of Kieft, Staride, J.P. and similar non-Surbition machines disputed the F3 class, R. B. James making a fine climb to win by .3 sec. from R. W. Colton, with Mervyn Kearon third. Local resident Pauline Brock did 47.31, then 46.77, both runs bettering her 48.08 secs. ladies' record of 1956. Jean Bloxam looked as if she'd love the chance to attack that

record, but her six-year-old Aston Martin DB2, while fast enough with its new 3-litre engine to dust up several males in her class, was hardly the wear for that job.

In between the sports cars' second runs, "Lofty" England made a demonstration climb in one of the new 3.4-litre Jaguars, followed by a smart white Turner sports and a 1500 Wolseley. But the *ascent d'honneur* which really drew the cheers was that of Tony Marsh, though he was so anxious to have done with it that he wouldn't wait on the line to be photographed. But 42.33—that's a whole second, less .01, off his old record! At this rate, how will the figure stand by the end of the season?

C. POSTHUMUS.

BOOK REVIEWS

Title: "The World's Automobiles, 1880-1955".

Author: G. R. Doyle.

Size: 8½ ins. x 5½ ins. 165 pp.

Price: 15s.

Publishers: Temple Press, Ltd., Bowling Green Lane, London, E.C.1.

THE motoring statistician's prayer has been answered. G. R. Doyle's *The World's Automobiles*, that unique reference volume which first appeared in 1931 and has been much sought after ever since, has been reissued in new and expanded form at 15s. Its new publishers are Temple Press, Ltd., who have produced a neatly bound 165-page edition which should keep the diligent historian happy for many, many hours. Nearly 4,000 makes of car, built within the past 75 years, in 30 countries of the world, are laboriously indexed, with details of nationality, makers' addresses, years of manufacture and other relevant facts included.

The information dispensed is revealing indeed. On a quick flip-through alone, one finds included cars made in China, Lithuania, the Isle of Wight, Eritrea, Majorca and Van Diemen's Land!; cars driven by compressed air, liquid air, acetylene and clockwork; cars called American Chocolate, Dodo, Crock, Still, FAST, Slack, Magic, Sisu, Little Greg, Twombly, Spitz, Short, Longest, Sebring, SPA and Syracuse; there are five different Ideals, seven Meteors, three Invictas and three Austins listed, and others called Zena, Zenia, Zent, Zim, Zip, Zis and just plain Z. The whole A to Z index occupies 144 pages, compilation of which must have entailed thousands of hours of painstaking research by Mr. Doyle. It is preceded by an interesting, witty and all too short introductory section. The new "Doyles" is completely unique, and quite invaluable as a reference work.

C. P.

Title: The Casa Pepe Book of Spanish Cooking.

Publishers: Macdonald & Co., Ltd., 16 Maddox St., London, W.1.

Price: 8s. 6d.

IT is, perhaps, scarcely within the scope of AUTOSPORT to review a book of recipes. However, it is surprising the number of people one finds in motoring sport who regard food as something much more than a prerequisite for survival, and who search out good cooking just as diligently as they search out good motor cars. Moreover, surely one of the joys of attending races on the Continent is the welcome change of diet that follows as soon as the Channel is crossed? The fact that this is the Casa Pepe book of Spanish cooking and is written by Pepe Solsona himself is ample recommendation in itself, for there can be no greater professional authority on the subject in Britain. Further, it has been edited by Michael Mainwaring-Evans, a racing driver who also has a professional interest in Spanish cuisine, and as Peter Ustinov, another great motoring enthusiast, says in his foreword, "If you do not know Spanish cookery, and have an ounce of adventure in you, then I envy you, for you are on the verge of a great discovery." Purchase is recommended for presentation to wives or girl friends, but—be careful how they take the hint!

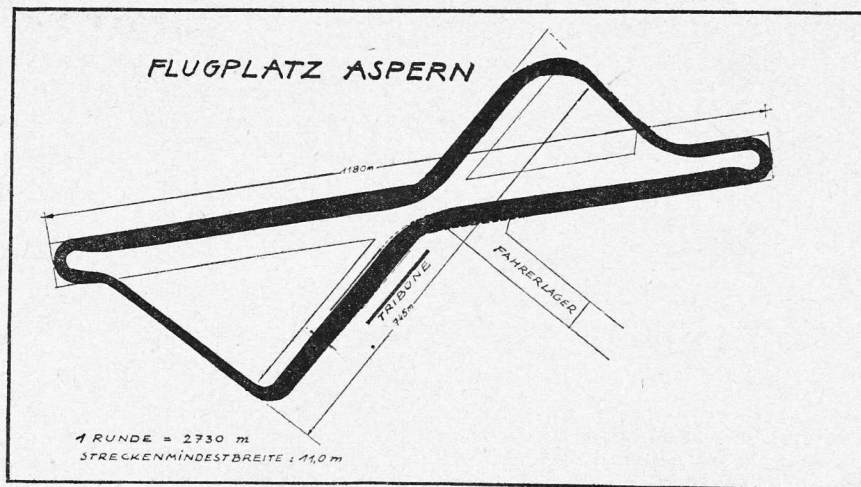
M.B.

The B.A.R.C. Year Book, 1957

APPEARING this year in somewhat more austere form, with 104 pages within a paper cover, the B.A.R.C.'s Year Book for 1957 is nonetheless as interesting as ever. All statistics for the club's meetings at Goodwood, Aintree and Crystal Palace are there, plus regional events, laced with informative articles on such things as Championships (Sammy Davis), Brooklands (Lord Brabazon of Tara), Rallies (Ken Best), Safety Aspects of Racing (Colin Campbell), Holidays Abroad (A. G. D. Cleese) and Driving in France. Circuit and calendar data are also included, together with much information on motoring abroad. Good value for 5s., it is published by the B.A.R.C., 55 Park Lane, London, W.1.

SEVENTY-M.P.H. CIRCUIT: The 1.69-mile airfield layout at Aspern contains many bends and bumps. Daetwyler's speed in the main race was only 71.58 m.p.h.

CIRCUIT racing has been a rarity in Austria for many years. Hill-climbs have been staged more frequently, but the last of any International importance was at Vienna in 1939, when Hermann Lang won in a 3-litre Mercedes-Benz. This year a new club, the Österreichischer Automobil Sport Club (O.A.S.C.), showed drive and enterprise in staging an International race meeting on one of Vienna's main aerodromes, that at Aspern, where quite a tricky 1.69-mile circuit was plotted out for a six-race sports, touring and grand touring car meeting on 28th April. Considering the late date at which they secured



AUSTRIAN AIRFIELD RACING

30,000 Spectators at Vienna-Aspern Six-Race Meeting—
British, Italian, Swiss and German Driver Successes

F.I.A. sanction, a representative entry was secured, with home-based Porsche and Mercedes experts opposed by visiting Italians, Swiss, Belgians, French—and by two Englishmen with 1,100 c.c. Lotuses; Tony Hogg and Peter Ross. Amongst the Continentals were Carlo Leto di Priolo with a Giulietta entered by Scuderia Ambrosiana, Willy Daetwyler in a Mercedes 300SL and a 3-litre Monza Ferrari, F. Picard, Gino Munaron and P. Monteverdi in Testa Rossa Ferraris, and Conte Godin de Beaufort from Belgium with a Porsche Carrera.

The success of Tony Hogg and Peter Ross in taking first two places in the up to 1,100 c.c. sports car race with their Lotuses has already been recorded in last week's issue. Although their run was a relatively easy one, the fleet, low-built Lotuses and the healthy note of their Coventry-Climax engines attracted great attention from the race-starved Viennese. With the two green cars, the red, red and white, and blue Ferraris, the many silver Porsches and Mercedes and Giulietta Alfas in various colours, the "paddock", such as it was, provided a colourful scene. Some 30,000 spectators attended the meeting, and taking the office of race starter was Karl Kling, Mercedes-Benz driver.

First race was for up to 1,000 c.c. touring cars, and was an inter-DKW struggle with single examples of I.F.A., Dyna-Panhard and Austin A35 thrown in. The result was convincing for Auto Union's little 896 c.c. three-cylinder two-stroke, DKWs taking the first eight places, followed by the I.F.A. and the A35, which was driven by Ruchendorfer.

The over 1,000 c.c. touring car event seemed remarkable principally for the number of entrants who are doctors of some kind or other. Sepp Liebl won in an Alfa Romeo Giulietta, Dr. Pilhatsch followed in with a 3.2-litre BMW "802", and Dr. Kurt Egert drove a Lancia Aurelia into third place. Dr. Gerhard Rauter carried off the 1,300 c.c. class in his Simca, and Drs. Pachernegg and Schrimpl in Simca and Skoda respectively were third and fourth, behind Hans Krajacic's Simca.

Race 3 brought the up to 1,300 c.c. Grand Touring and 1,100 c.c. sports cars together for their combined 20-lap race. Race handouts speak of "the enormous speed in this race of the 1,100 Lotuses" and indeed their pace was such that the two opposing sports DKWs, one a very smart Spyder designed and driven by one-armed Alfred Hartmann, were quite outpaced. The Italian Leto di Priolo's special Giulietta was also very brisk of

pace, and beat the next best grand tourer, Kraus's Denzel, by a lap.

Ernst Vogel easily won race 4 in a Carrera Porsche from Blendl and the Belgian de Beaufort; and all six finishers were in Porsches. The fifth event, for unlimited c.c. Grand Touring machines, saw Kurt Zeller in a very fast 300SL Mercedes win from Daetwyler in another 300SL, while Richard Von Frankenberg, now fully recovered from his alarming Avus accident last autumn, brought an Aston Martin DB2/4 home third. Austin-Healeys filled the next four places. To Daetwyler went the fastest lap.

The longest race, 30 laps, for the over 1,100 c.c. *sportswagen*, was kept to the last. It was marked by an exciting duel between Daetwyler and Frankenberg—3-litre Ferrari versus 1½-litre Porsche! The latter led until Frankenberg spun, after which the Swiss led three other Ferraris home. Not quite so healthy now, the Porsche nevertheless won the 1½-litre race at 70.10 to Daetwyler's 71.58 m.p.h.

AUSTIN WINS IN SOUTH AFRICA

AN Austin A55 won the 1957 South African Mobilgas Economy Run which finished at Durban recently. This is the third year in succession that an Austin has won this event. In 1956 the event was won by an A55 and in 1955 by an A30. The run began at Cape Town on 29th April, and finished at Durban on 2nd May, a distance of 1,500 miles being covered. Cars from U.S.A., Germany, France and Italy were also competing.

Overall Winner: Austin A55, 63.88 ton/m.p.g., 43.37 m.p.g.

Class A (under 800 c.c.) conventional drive: Fiat 600, 49.00, 51.89. **Class B (800-1,200 c.c.) conventional drive:** Morris Minor 59.89, 52.33; **overdrive:** DKW, 52.24, 38.90. **Class C (1,200-1,800 c.c.) conventional drive:** Opel, 53.30, 50.52; **overdrive:** Austin A55, 63.88, 43.37. **Class D (1,800-2,700 c.c.) conventional drive:** Renault Frégate, 58.52, 33.68; **overdrive:** Austin A95, 58.63, 32.95. **Class E (over 2,700 c.c.) conventional drive:** Chevrolet 210, 49.91, 24.86; **overdrive:** Studebaker, 57.23, 29.06.

OFF THE CALENDAR

CANCELLED—the German *Solitude-Rennen* scheduled for July. Reason—lack of finance, the high cost of insurance and the withdrawal of the German motor-cycle industry from the active support of racing. The meeting was to have been for both sports cars and motor-cycles, and running one without the other is not a commercial proposition.

THE RESULTS

Race 1. Up to 1,000 c.c. Touring Cars (10 laps, 16.9 miles): 1, W. Schatz (DKW), 18 m. 27.4 s. (88.86 k.p.h.); 2, J. Schmidhofer (DKW); 3, A. Steffan (DKW).

Race 2. Over 1,000 c.c. Touring (10 laps, 16.9 miles): 1, S. Liebl (Alfa Romeo 1900), 17 m. 4.4 s. (95.97 k.p.h.); 2, Dr. A. Pilhatsch (BMW 502); 3, Dr. K. Egert (Lancia Aurelia). **Up to 1,300 class:** 1, Dr. G. Rauter (Simca), 18 m. 4.8 s.

Race 3. Up to 1,300 c.c. Grand Touring (20 laps, 33.8 miles): 1, C. Leto di Priolo (Alfa Romeo Giulietta), 32 m. 22.2 s. (101.32 k.p.h.); 2, M. J. Kraus (Denzel); 3, K. Foitek (Alfa Romeo Giulietta).

Up to 1,100 c.c. Sports Cars (20 laps, run concurrently): 1, Tony Hogg (Lotus-Climax), 30 m. 56.0 s., 105.9 k.p.h. (65.81 m.p.h.); 2, Peter Ross (Lotus-Climax), 31 m. 59 s.; 3, W. Schatz (DKW-Spyder), 1 lap behind; 4, A. Hartmann (DKW-Spyder), 1 lap behind.

Fastest lap: Hogg, 1 m. 30.4 s., 108.71 k.p.h. (67.55 m.p.h.).

Race 4. Up to 1,600 c.c. Grand Touring (20 laps): 1, E. Vogel (Porsche Carrera), 31 m. 44.0 s. (103.23 k.p.h.); 2, L. Blendl (Porsche Carrera); 3, Count de Beaufort (Porsche Carrera).

Race 5. Over 1,600 c.c. Grand Touring (20 laps): 1, K. Zeller (Mercedes-Benz 300SL), 31 m. 10.0 s. (105.22 k.p.h.); 2, W. Daetwyler (300SL); 3, R. von Frankenberg (Aston Martin); 4, A. C. Rosner (Austin-Healey). **Up to 2,600 class:** 1, C. Blaimschein (Lancia G.T.); 2, F. Falk (Mercedes-Benz 190SL); 3, H.-V. Goess (Swallow Dorette).

Race 6. Over 1,100 c.c. Sports Cars (30 laps, 50.9 miles): 1, W. Daetwyler (3-litre Ferrari), 42 m. 39.6 s., 115.19 k.p.h. (71.58 m.p.h.); 2, F. Picard (2-litre Ferrari), 42 m. 55.4 s.; 3, G. Munaron (2-litre Ferrari), 42 m. 57.0 s.; 4, P. Monteverdi (2-litre Ferrari).

Fastest lap: Daetwyler, 1 m. 21.8 s., 120.14 k.p.h. (74.65 m.p.h.).

Up to 1,500 c.c. class: 1, R. von Frankenberg (Porsche Spyder 550 RS), 43 m. 33.8 s. (70.10 m.p.h.); 2, E. Vogel (Porsche Spyder), 1 lap behind.

OPEN ROAD, open car—a splendid picture, by Ozzie Lyons, of a typical British vintage car in the Anglo-American Rally—Squadron-Leader C. Millar's 1927 3-litre Sunbeam.

compared with good fellowship and the cementing of friendly relations.

The rally, for which ten members of the Vintage S.C.C. had travelled to the U.S. to compete in, lasted eight days and covered some 800 miles through New York, Pennsylvania, New Jersey, Massachusetts and Connecticut. Captain of the British team was Cecil Clutton, driving a 1908 Hutton, while the ten Americans were led by Robert S. Kilborne in a 1917 Pierce-Arrow. The winners built up a heavy lead in the hill-climbs at Reading, Pennsylvania, and were thereafter never caught. By taking the top honours, the Americans captured the principal award, the R.A.C. Challenge Cup, which originally went to the British team following their victory in the first Anglo-American rally in 1954.

The award for the best individual performance, donated by the British Travel Association, co-sponsors of the rally with Esso, went to British driver Alistair Pugh and his 1927 Frazer-Nash. Runner-up for this award was Dr. Clarence Woodward of Bedford, N.Y., driving a 1929 Studebaker.

The B.T.A. award, a pair of antique headlamps, for the best American entry in the Concours d'Elegance went to the 1909 Chalmers of Fred E. Haller, while the Stanley Hope Trophy for the best team in the concours was won by the American team.

Dr. Clarence Woodward and Samuel E.

ANGLO-AMERICAN VINTAGE RALLY

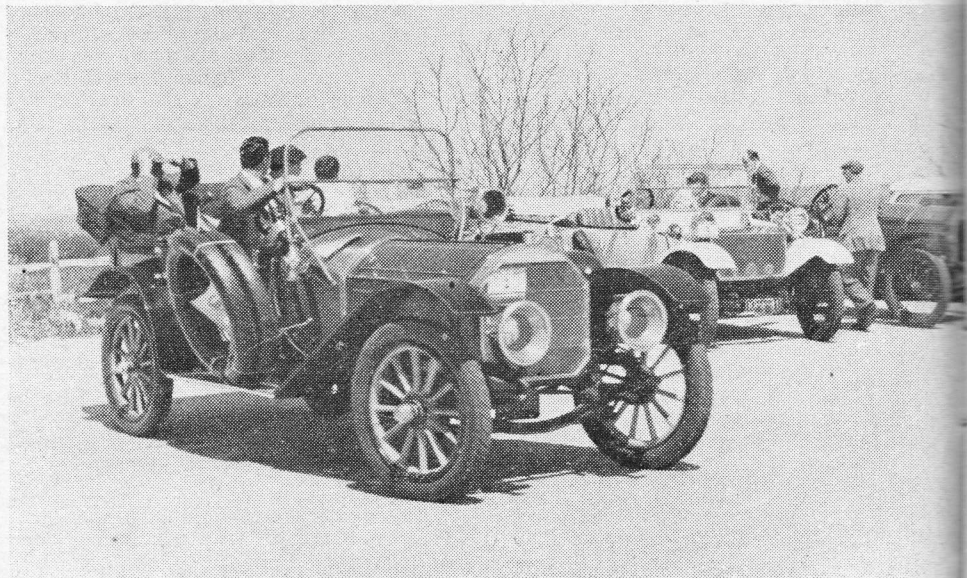
AMERICAN TEAM WINS



CUP that cheers: (above) V.S.C.C. team captain "Sam" Clutton pouring champagne into the winning team's cup. On the left is Robert Kilborne, on the right is British competitor Alistair Pugh.

THE second Anglo-American vintage car rally ended in New York on 30th April with a victory for the American team. They lost 2,359 points during the rally, compared with the British team's loss of 3,074 points. However, it seems that the question of who actually won the event was relatively unimportant

Bailey (1914 Simplex) won the V.S.C.C. awards for the best individual performances by American cars in the vintage and veteran classes respectively. Strangely, the Veteran Motor Car Club of America, of which the U.S. team were members and under whose joint auspices the rally was held, offered no similar

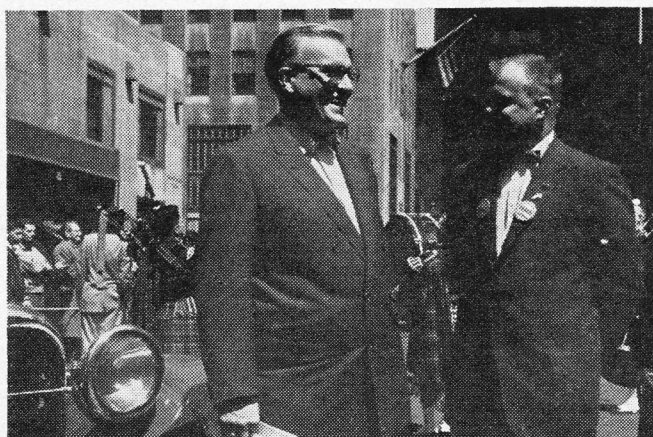
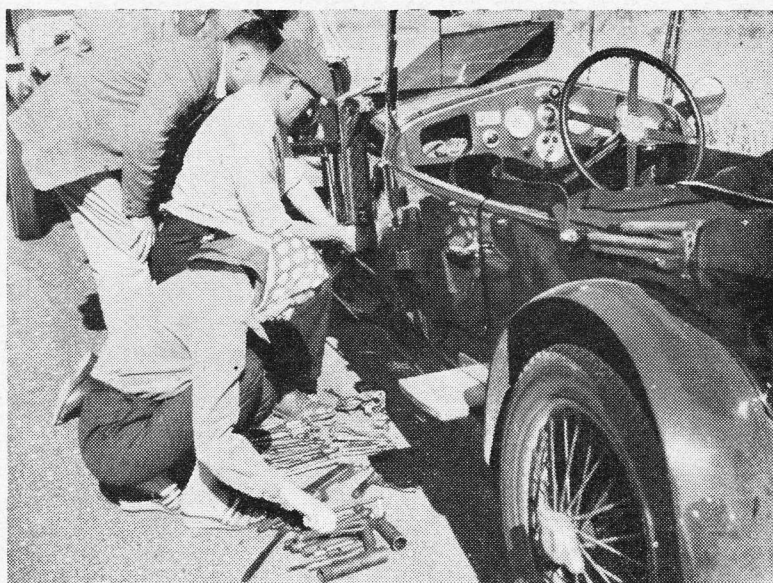


VEHICLES of victory (right) included Kilborne's 1917 Pierce-Arrow, here manœuvring in the park at Scotch Mist.



MAINTENANCE of coiffures is the primary concern of the womenfolk on Paul Cadwell's 1910 Packard (above) while Paul himself wrestles with fuel-tank trouble.

BUT honeymooners Alistair Pugh and his wife both busy themselves with adjustments on their 1927 Frazer-Nash (right). They won the B.T.A. Award for the best individual rally performance.



Dave Garroway of coast-to-coast TV chats with Henry Austin Clark in Rockefeller Plaza; start of the Rally was televised on his show "Today". Garroway owns a pre-war Jaguar SS100—with D-type engine!



Another from the Cunningham Stable—the 1914 Simplex, with Mr. and Mrs. Sam Bailey, competing with it in the Rally, chatting with Mrs. Jay Moody. They put up best individual American performance in the Veteran class.

awards for British class winners. The remaining two prizes, privately donated, went to Alistair Pugh and Laurence Pomeroy (1913 Prince Henry Vauxhall).

Principal Awards

R.A.C. Challenge Cup: American team, 2,359 points lost. **British Travel Association Award** (best American entry in Concours d'Elegance): Fred E. Haller (1909 Chalmers). **Stanley Hope Trophy** (best team in Concours d'Elegance): American team. **British Travel Association Award** (best individual performance): Alistair Pugh (1927 Frazer-Nash); runner-up, Dr. Clarence Woodward (1929 Studebaker). **V.S.C.C. Awards** (best individual performances by American cars in Veteran and Vintage classes): Samuel E. Bailey (1914 Simplex) and Dr. Clarence Woodward (1929 Studebaker). **Miles Coverdale Award:** Laurence Pomeroy (1914 Prince Henry Vauxhall). **H. Austin Clark Jr. Award:** Alistair Pugh (1927 Frazer-Nash).

LORD EBURY

WE regret to report that Lord Ebury succumbed to injuries received when his Jaguar "C" overturned during the B.O.C.'s Prescott Hill-Climb last Sunday. This was the first fatal accident ever to occur at Prescott.

Lord Ebury, who was 43, was well known in club events for his spirited driving of a B-type E.R.A., and only recently acquired the ex-Ecurie Ecosse Jaguar from Max Trimble for sports

car racing. He was heir-presumptive to the Earl of Winton. To Lady Ebury and his family, AUTOSPORT offers its deepest sympathy for their tragic loss.

SNETTERTON MAY MEETING

ENTRIES for the Snetterton meeting on 19th May do not close until next Monday, the 13th. The entry so far, however, includes Archie Scott-Brown in the works Lister-Jaguar, Graham and Peter Whitehead in DB3 Aston Martins, and Dick Protheroe who will drive the new 1957 works Tojeiro, this being the first public appearance of the interesting new Jaguar-engined car. The D-type Jaguars of Trimble, Taylor and Baillie will also be there, the latter being the one that has just taken International class records at Monza. Other interesting cars include a twin-cam Formula 2 Cooper-Climax in the hands of George Nixon, while Davies will be in an earlier version. The new swing-valve Butterworth-engined car is also expected. There have been slight modifications to the programme, including a class for 1,100 c.c. and 2,700 c.c. sports cars. An added attraction is the vintage event. The first race is at 2 p.m. and late

entries for this Snetterton M.R.C. meeting will be accepted by Oliver Sear, East Harling, Norwich.

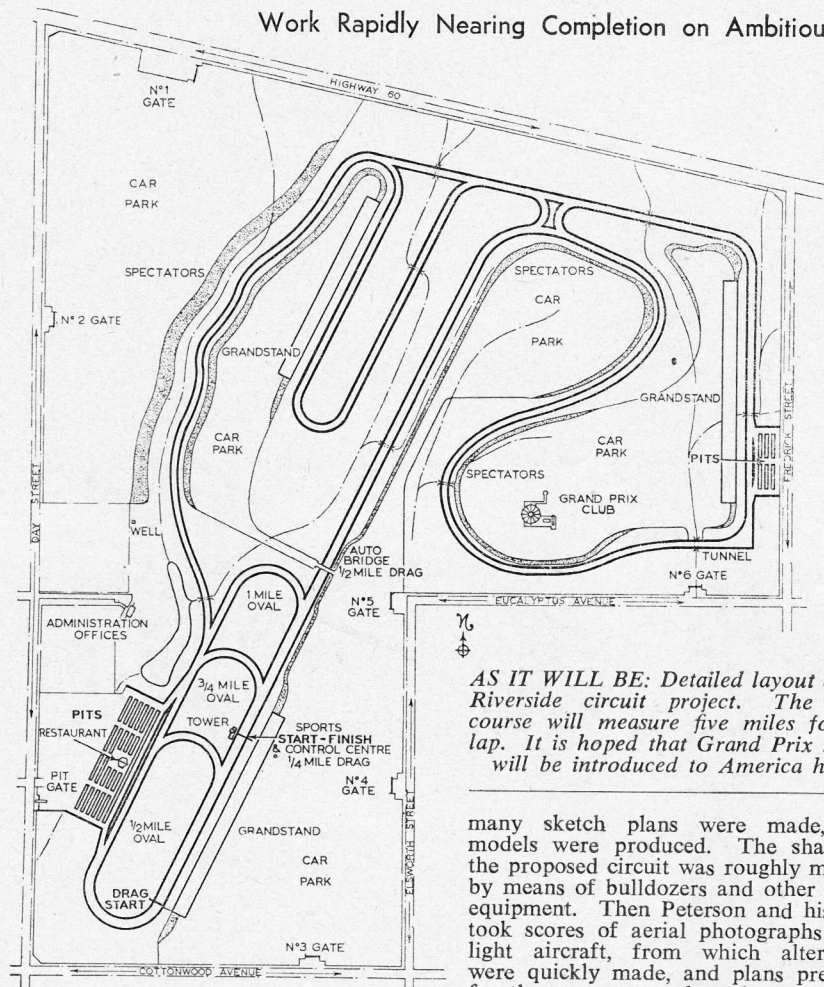
NOTEWORTHY that the two Renault Fregates in the 1,156-mile Caltex Economy Test, through Holland, Belgium, Germany and Denmark, finished first and second in General Classification, driven by Kreisel/Berts and Bouvy/Fick. Also that a Dauphine won the 1,000 c.c. class, driven by an Englishman, Brian Cumbers, who is a London schoolmaster. Mr. Cumbers averaged 62.1 m.p.g.

DUTCH G.P. OFF

FOR the second year in succession, the Dutch Grand Prix at Zandvoort has been cancelled at short notice. It was to have been held on 16th June. The reason for the cancellation appears to be disagreement over financial matters between the organizers and the fuel companies concerned, and the decision has caused much dissatisfaction in the Dutch motoring press and sporting circles. An international sports car meeting may be held by way of a substitute later in the season, as was done in 1954.

AMERICA'S NEW ROAD CIRCUIT

Work Rapidly Nearing Completion on Ambitious Venture at Riverside, Southern California

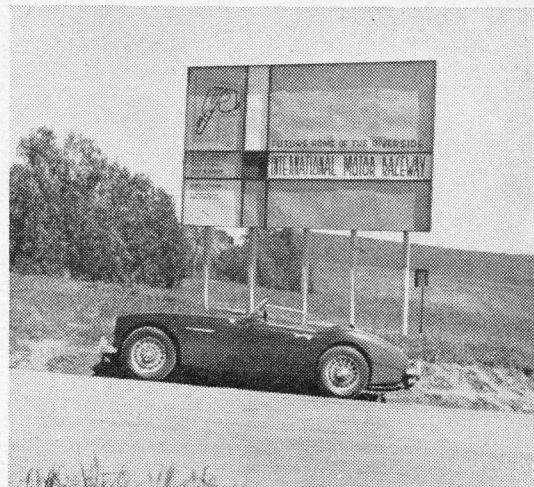


AS IT WILL BE: Detailed layout of the Riverside circuit project. The main course will measure five miles for the lap. It is hoped that Grand Prix racing will be introduced to America here.

many sketch plans were made, and models were produced. The shape of the proposed circuit was roughly marked by means of bulldozers and other heavy equipment. Then Peterson and his men took scores of aerial photographs from light aircraft, from which alterations were quickly made, and plans prepared for the surveyors and road constructors. After four months' work, the circuit is more than half finished, and actual paving will be started within the next week or so.

The main course is five miles long, and includes a straight of one mile, which drops down about 40 ft. in the first half-mile before levelling out. Width of the road here is 60 ft., with an additional shoulder of 14 ft. The modern pits have their own loop-road, and all round the circuit great care has been taken to ensure spectator safety.

It is no secret that the sponsors hope



The Austin-Healey 100-Six, lent by Gough Industries to the Editor when he was in California, seen at the entrance to the new International Circuit at Riverside.

to attract European-style Grand Prix racing, and it is quite likely that, in addition to sports car events, there will be seen single-seater races with cars mainly of American origin.

LIME ROCK PREMIERE

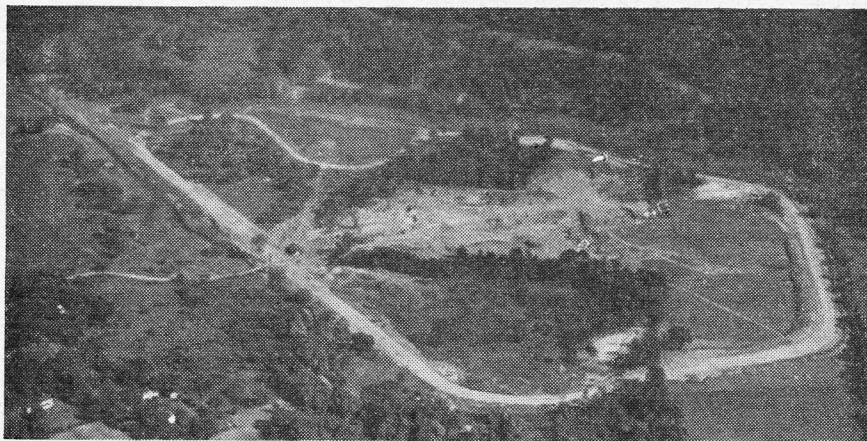
WITH a meeting of nine ten-lap sports car races, the new mile-and-a-half circuit at Lime Rock, Connecticut, opened its gates to the public on Sunday, 28th April. The greatest excitement came in the last race of all, when a three-way fight developed between Walt Hansgen and John Fitch driving D-type Jaguars and Bruce Kessler in a Testa Rossa Ferrari. At the outset, Fitch led with Hansgen and Kessler following closely. Then, on the eighth lap, the 21-year-old Californian, Kessler, took advantage of his Ferrari's superior cornering abilities, passed one, then the other Jaguar and drove into the lead. The 2-litre car seemed well-suited to the short circuit, but Hansgen was not to be outdone. His Jaguar had a considerable amount more power and was, in fact, the fuel injection 3.7-litre car driven into third place at Sebring by Mike Hawthorn. Kessler's lead lasted for one glorious lap; then, with his foot almost through the bulkhead, Hansgen came up past Fitch and went on into the lead to win, setting the fastest lap of the day in the process. In this same event, Paul Sagan turned his Porsche Spyder over, wrecking the car but escaping himself with bruises and broken ribs.

Mrs. Evelyn Mull, favourite for the 2-litre race in her A.C.-Bristol, all but managed to carry off the prize, but was pipped at the post by Jordon King in a similar car. Mrs. Mull lay second for almost the entire race and just failed

ALREADY RACED ON.—This is Connecticut's new road circuit at Lime Rock, where Walt Hansgen won the main race with a D-type Jaguar.

ON high ground outside Riverside, near Los Angeles, an entirely new circuit has come into being. Backed by powerful interests, it is intended to become the centre of motor racing in California, providing full-scale road-racing facilities, as well as short circuits and drag courses. Wide roads have been excavated, tunnels cut, and thousands of tons of soil have been shifted, under the direction of the chief contractor, Jim Peterson, who is also a motor racing enthusiast.

When the circuit was first envisaged,



to catch King in the closing laps. As a change from racing Porsches, Pup Pupilidy tried his hand in an F3 Cooper at this meeting and won his event from Paul Richards and Lex duPont, also Cooper-mounted. The fifth event was almost wholly run by Lotuses, most of them Mk. XIs; however, the winner turned out to be Len Bastrup in a Mk. IX with Charles Rutan third in a VW Special that has very little VW about it and a Porsche engine to power it.

Results

Race 1: 1, Ted Sprigg (Alfa Giulietta), 66.44 m.p.h.; 2, Bengt Soderstrom (Porsche 1300); 3, Grier Crenshaw (Alfa Giulietta).

Race 2: 1, Fred Turschmann (TH-1 Spl.), 61.01 m.p.h.; 2, Herman Flynn (Siata 750); 3, Robert Von Dwingels (Crosley Hotshot).

Race 3: 1, Lake Underwood (Porsche Carrera), 65.87 m.p.h.; 2, Mel Welsh (Porsche 1500); 3, Don Urian (Porsche 1500).

Race 4: 1, Jordon King (A.C.-Bristol), 65.84 m.p.h.; 2, Evelyn Mull (A.C.-Bristol); 3, Bill Schade (Morgan).

Race 5: 1, Len Bastrup (Lotus Mk. IX), 70.20 m.p.h.; 2, Charles Cunningham (Lotus Mk. XD); 3, Charles Rutan (VW Spl.).

Race 6: 1, Gil Geitner (Austin-Healey 100M), 66.70 m.p.h.; 2, John Colgate (Austin-Healey 100M); 3, Harry Carter (Austin-Healey 100).

Race 7: 1, Bob Rubin (Jaguar XK 120M), 67.76 m.p.h.; 2, Tony LaPalme (Mercedes 300SL); 3, Gordon Mackenzie (Jaguar XK 120M).

Race 8: 1, Pup Pupilidy (Formula 3 Cooper), 63.26 m.p.h.; 2, Paul Richards (Formula 3 Cooper); 3, Lex duPont (Formula 3 Cooper).

Race 9: 1, Walt Hansgen (Jaguar D), 75.41 m.p.h.; 2, Bruce Kessler (Testa Rossa Ferrari); 3, John Fitch (Jaguar D).

RACE OF TWO CONTINENTS

Pat O'Connor Unofficially Breaks Fangio's Monza Track Record at 165 m.p.h. in 5.5-litre Kurtis-Chrysler

DUANE CARTER returned recently from Monza, Italy, after watching Pat O'Connor's initial tyre-testing runs. At a press conference at Sardi's, Mr. Carter said that tyre information will not be available until the end of the tests, which started a fortnight ago and are still in progress. But O'Connor has turned an unofficial lap of 165 m.p.h. to exceed Fangio's record of 162.5 m.p.h. Fangio's record was made in a 2.5-litre Ferrari; the O'Connor mount is 5.5 litres. Firestone is deliberately using the heavy car to put added strain on tyres.

Pat O'Connor told Carter "I have driven faster on Monza than on any track." He feels that the speed of 170 m.p.h. at Indianapolis is equivalent to 180 m.p.h. at Monza. The two Novis, which will be among the American cars driving there on 29th June should do very well indeed.

Messrs. Carter and O'Connor drove members of the press around Monza in their Mercury pace car. When the Italian press began apologizing to the Americans for the roughness of the Monza Autodrome, Carter and O'Connor replied that according to American standards they found the Monza track quite smooth. However, some points of the track do bother O'Connor, and he is concerned about getting into the outside guard rail.

The 500-mile race will be run on the 2.59-mile course in three events of 63 laps each with an hour's intermission separating each. Front positions in the line-up for the start of the second and third events will be based on cars having the least cumulative time, and each driver must participate in all three phases to qualify for the prize. The guaranteed purse is \$75,000 (50,000,000 lire depending on the existing rate of exchange. The purse for the Grand Prix of Europe was 7,000,000 lire last year).

The Italian State Department is selling lottery tickets on the race, and while in Italy Mr. Carter and a member of the Italian press shared the price of a ticket. "We bought the winning ticket," laughed Mr. Carter, "and it cost us 500 lire, or approximately 80 cents. That's 40 cents each."

Mr. Carter told of being in London recently and talking with Mr. Tony Vandervell. Vandervell said his Vanwall would not be racing at Monza, as he is entering it only in races counting for World Championship points; however, he has a large Ferrari 4½-litre (the Thin-wall Spl.) which he might enter if the Ferrari company can prepare it in time

for him. Giuseppe Farina hopes to drive his Meyer-Drake Indianapolis car at Monza, and the Ferrari and Maserati companies are building special cars for Peter Collins and Stirling Moss.

The American cars will leave for Europe on 12th June on the "Independence", and the drivers, owners, and mechanics will fly over by TWA on 23rd June.

Mr. Carter has worked untiringly on the venture, and the success of the event will be due in large part to him.

RUTH SANDS BENTLEY.

PLANS FOR SOUTH AFRICAN G.P. CIRCUIT

AT a meeting in Brakpan, Transvaal, recently, Mr. A. J. Fergusson, competitions secretary of the Sports Car Club of South Africa, told the mayor and representatives from the club as well as from interested petrol companies, oil and tyre concerns and other organizations, that a first-class two-mile circuit could be built for £30,000 on a proposed site in a natural bowl at Lecupan, Brakpan.

It is hoped that the Reef town, aware of the great amount of publicity to be gained, will undertake to loan the money for the construction of such a track, which would be of International standards.

South Africa badly needs a circuit of

the type popular with visiting drivers, as was the now-unavailable venue at Palmietfontein. It is a pity that plans could not have been made for a longer track, but, although visitors would prefer this, most of the South African drivers race machines made for short, twisty roadways.

N. R. WHITEHEAD.

A MODERN COVERED WAGON

BASICALLY a large-size roof-top luggage rack, the Viceroy Carrier can be extended to a length of over six feet and, with its waterproof cover, can provide sleeping accommodation for two people. It thus becomes a very useful car-borne portable hotel room for anyone attending race meetings, especially on the Continent where accommodation charges account for much of one's foreign currency. At Le Mans it should be the ideal solution for a few hours' sleep during the dark hours of racing. The carrier can also be equipped with outriggers, by means of which a tent-like structure can be erected beside the car to provide protection and cover. A complete unit with outriggers is available for 12 gns., but the basic unit is priced at 6 gns. and all the other various parts can be bought separately. For further details contact Viceroy Sales, Ltd., 29 Mortimer Market, London, W.C.1.

YES, YES!—but the point about the picture below is how the Viceroy Carrier can accommodate two persons—even on the roof of the car. Of course, it is more practical on the ground, and can save hotel expenses when attending race meetings.



THE FORMULA 2 GORDINI "S"

Many Interesting New Features in France's First Design to the New Formula 2, now under construction

ONE of the biggest surprises of the year is the announcement of an entirely new 1½-litre Gordini for Formula 2 racing, which replaces the unsatisfactory four-cylinder project raced as a sports car in 1956. Amedée Gordini's design includes a ladder-type tubular frame, all-independent suspension by torsion bars, inboard rear brakes, divided radiator, forward-mounted gearbox, step-down reduction-gear to the final drive, and a twin-o.h.c. six-cylinder engine.

The large-section frame tubes are swept up at the rear. Near their extremities are welded-on pillars, joined together by tubular cross-pieces which enclose the torsion bars. Suspension is extremely interesting in that a Watt-type linkage is used, of which the upper trailing arms are each connected to torsion bars with T-shaped ends. The tops of the stub axles are located by ball joints. At the rear the joints are fixed to the wheel-hub casing. The bottom links are used for the telescopic hydraulic dampers, the bottom ends of which are secured to cranked arms with internal bushes.

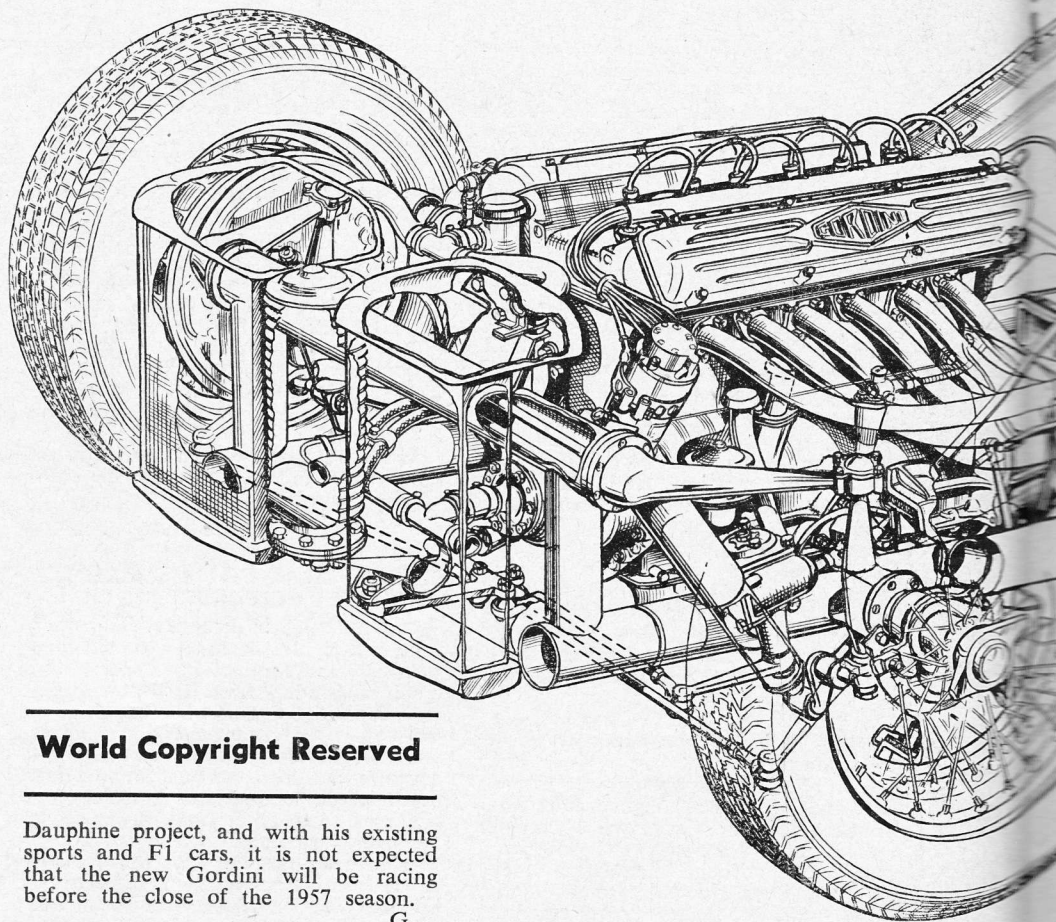
The front end is similar in general layout, but owing to the steering and the external brake drums, the trailing arms are pivoted on tapered vertical stub-axles. A centrally located steering wheel controls a universally jointed column, the bottom half of which is connected to the steering box, mounted on the nearside. The main steering link operates a pivoted T-linkage mounted on the forward chassis cross-tube, from where twin track rods are carried to long steering arms, which project forward.

The final drive includes a ZF differential and 11 ins. Bendix drum brakes, with heavy finings (22 in number) on the light alloy casings. Universally jointed short driving shafts are employed, with the outer U.J.s carried within the wheel hub housings. In order to ensure a low seating position, a "step-down" gear is used ahead of the final drive. At the front of the propeller shaft, the coupling comprises two heavy rubber discs. Rubber is also used for the three-point engine mounting, the gearbox one being of abnormal thickness. The five-speed, close-ratio gearbox is similar to that employed on the 1956 Formula 1 machine. A remote-control for the gearbox is carried to the driver's right hand.

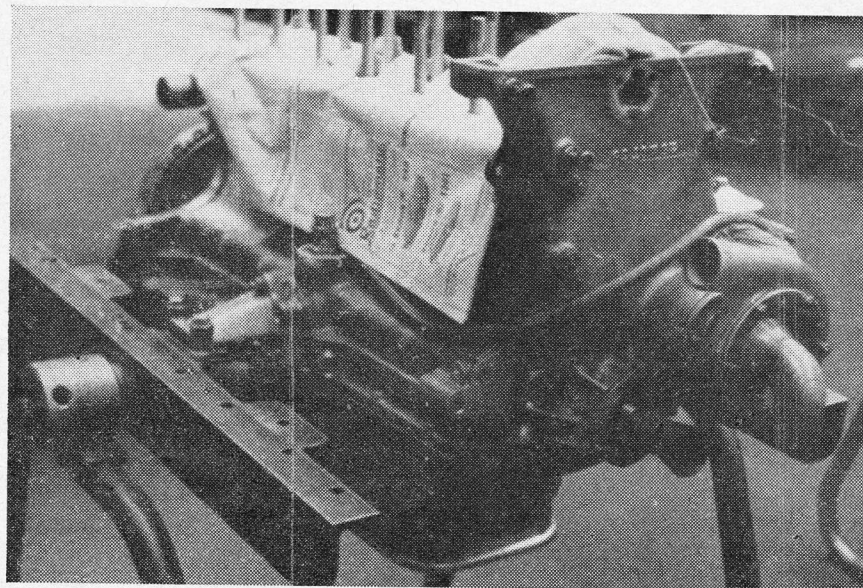
Separate radiators are employed, between which is mounted a vertical, finned oil cooler-cum-filter. These components are all located on the forward chassis bridge-piece. The radiators are rubber-mounted.

The engine is a six-cylinder unit, with two overhead camshafts operated via a train of gears. An aluminium alloy cylinder head is used, and carburation is by means of three double-choke, horizontal Weber carburettors. Bore and stroke is: 68 mm. x 68 mm. (1,481 c.c.) and power-output is anticipated to reach 170-175 b.h.p. at 6,000 r.p.m. as development progresses.

Owing to preoccupation with the



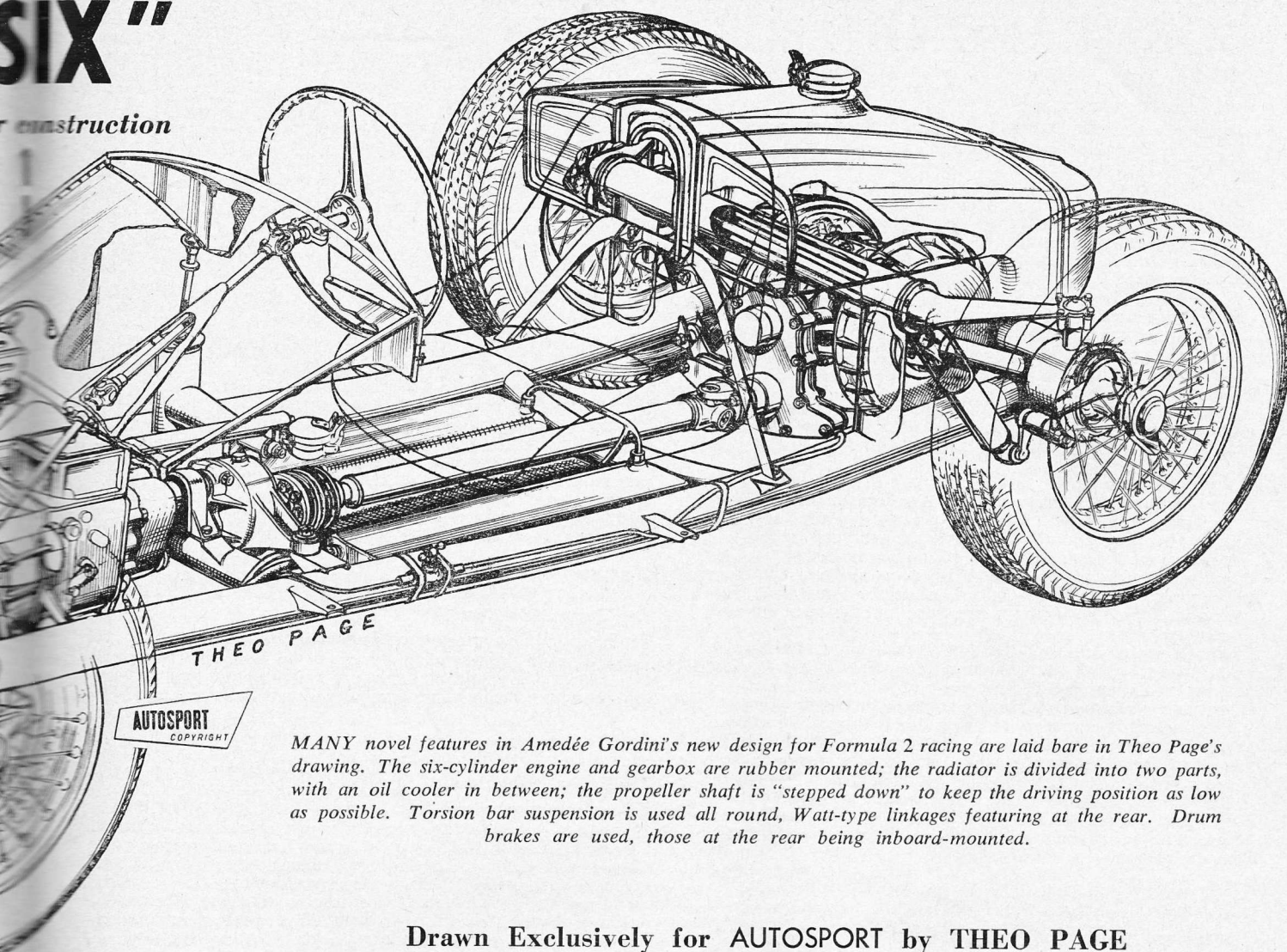
Dauphine project, and with his existing sports and F1 cars, it is not expected that the new Gordini will be racing before the close of the 1957 season.
G.



PART-ASSEMBLED: The block and lower half of the new 68 mm. x 68 mm., 1,481 c.c. six-cylinder twin overhead camshaft engine, for which an output of 175 b.h.p. at 6,000 r.p.m. is expected.

SIX"

construction



MANY novel features in Amedée Gordini's new design for Formula 2 racing are laid bare in Theo Page's drawing. The six-cylinder engine and gearbox are rubber mounted; the radiator is divided into two parts, with an oil cooler in between; the propeller shaft is "stepped down" to keep the driving position as low as possible. Torsion bar suspension is used all round, Watt-type linkages featuring at the rear. Drum brakes are used, those at the rear being inboard-mounted.

Drawn Exclusively for AUTOSPORT by THEO PAGE

THE decision to permit 55 cars to run at Le Mans instead of 52, plus the withdrawals of two works Chevrolet Corvettes and one Cooper, has brought in six new entries to the lists. These comprise one works 3.5-litre Ferrari, one works 3-litre Maserati, a D-type Jaguar entered by the Los Amigos stable, J. P. Colas (Aston Martin DB3S), a works 1,100 c.c. Arnott and Dewez in a 750 c.c. Renault.

There are other changes amongst the entries. The 743 c.c. Lotus will be driven by Cliff Allison and Keith Hall, while the Ashdown/Stacey 1,100 c.c. Lotus remains on the reserve list. Two private 1,100 c.c. Lotuses are down for John Dalton/Walshaw and the Frenchmen Héchard/Masson, with Graham Hill reserve driver for the latter. There is a possibility that the two Ford Thunderbird entries, and the Corvette of Briggs Cunningham, may also not run, in which case Guyot (2-litre Maserati), a works 2½-litre Talbot and Tavano (2-litre Ferrari) come next on the list.

There are two changes in the regulations. Wheels may now be of different sizes front and rear, while windscreens

LE MANS NEWS

55 Cars Now Admitted—Lotus "750" Accepted, to be driven by Allison/Hall—Bueb to share Ecurie Ecosse Jaguar with Flockhart

are required to be of scratchproof material for saloons only. The vintage and veteran car cavalcade has been changed, there now being a regularity race for veterans only. It is hoped the vintage cars will have their race next year.

Amongst the big teams, Ferrari's cars will be 3.5 and 3.8 litres, with drivers including Collins, de Portago, Gendebien, Hawthorn, Musso, Perdisa, Trintignant and Von Trips. Of the Maseratis, two at least will be V8s, with Moss/Behra and Schell/Menditeguy at the wheels. What Fangio will do is not at present certain. There are no works Jaguars this year, of course, but the Ecurie Ecosse, 1956 winners, will be there with two cars, one with a 3,780 c.c. engine, the other a normal 3,442. Drivers will be Flockhart/Ivor Bueb, both past co-

winners, and Sanderson/Lawrence. Duncan Hamilton will also drive a Jaguar, his own entry, with 3,780 c.c. engine. His co-driver will be Masten Gregory. Other D-type Jaguars are those of the Ecurie Nationale Belge and the Los Amigos entry, just accepted, for which Jean Lucas will be one of the drivers.

The Aston Martins comprise a 3.7-litre and two 3-litres, drivers being Salvadori/Brooks, Leston/Cunningham-Reid and the Whiteheads, Peter and Graham. The Frazer-Nash will have a 2,430 c.c. BMW engine. Ken Rudd and Peter Bolton are down to drive the A.C.-Bristol—a welcome entry this, by a marque new to Le Mans. Drivers of the 1,100 c.c. Cooper and the 1,100 c.c. Arnott are not nominated as yet.

GÉRARD CROMBAC.

CORRESPONDENCE

British Cars on the Continent

THE purpose of this letter is to reiterate the principal problem concerning the export of British motor vehicles in general, but especially to Switzerland, the increased importance of which has been stressed previously in your columns.

In the comparatively short time that I have been living out here I have met and spoken with numerous people in or connected with the motor trade. These include taxi proprietors, commercial road hauliers, competition drivers and many day to day business and housewife motorists.

There is no doubt about it; the big "bogey" of the British product here and elsewhere on the Continent is the post-sales service, which, and we must face it, is *épouvantable*! When this is improved, and it must be improved beyond all recognition, then we will see a startling improvement in sales à l'étranger.

Nearly everyone with whom I have spoken has praised in no uncertain terms British cars, but when it came to discussing spare parts, etc., the industry was "shot down in flames" time and time again.

Why do all the major taxi and car-hire firms out here have to run well-known Continental and American makes of cars?

The same applies to the large road haulage concerns, and what is also tremendously important, the everyday motorist.

It makes me livid to hear of popular types of British vehicles standing idle for weeks, while spare parts are sent for from Birmingham, Coventry or Oxford, while the American, German and French equivalents are back on the road in next to no time.

We all know full well that the British motor industry is on the verge of yet another wave of successes, but it must not rest on its laurels. It must think of the future, and strive to open up and improve existing markets for its products.

The one really sure way of doing this is to produce a good article, which we certainly can do, and back it up with a really first-class after-sales service, which we do in a mediocre way at the moment.

One famous firm has begun to take steps in this direction, but it must not only be one firm, it must be a universal move, because the effect will be felt by the British motor industry as a whole.

BASEL, SWITZERLAND.

ANDREW P. HEDGES.

Irish Ford Championship

AS the one who originally suggested that cross-channel competitors be invited to take part in the Ford Championship of Ireland, I was delighted to see that letter in your journal above the five signatories. The idea that some enterprising English club might care to invite some of the Ford 500 M.R.C.I. members over to England would create almost as much excitement here as Jim Meikle's jet will do at Goodwood on Whit Monday.

Those of your readers who, like myself, have bought every copy of AUTOSPORT, will no doubt remember the early series of articles by Wilson McComb on Irish Specials—with particular emphasis on the Ford, and at that time he stated that the Irish Fords were reaching 7,000 revs., which raised howls of derision from enthusiasts in England. And only a few years ago Freddie Smyth issued a £50 challenge to any Ford competitor who was competing at any of the three Irish road races. Needless to say, the offer was not taken!

It is my sincere hope that the 500 M.R.C.I. will indeed invite some English competitors over for the Ford Championship, and if this should be the case, I can assure the visitors that, win or lose, they will really enjoy their visit!

BELLAGHY, CO. DERRY.

REGINALD TURNER.

I WAS most interested to read the letter in the 12th April issue of your magazine regarding an 1172 race being held in Ireland. I was one of the intending competitors at last year's meeting which was so regrettably cancelled.

I have again got in touch with the 500 M.R.C. of Ireland, and it seems likely, now that petrol rationing is on the way out, that they will hold a race this year, so some English competitors should be able to compete in their race. It is only to be hoped that some enterprising organizer in England will stage a race in which the Irish 1172 cars can visit us, as suggested in the letter last week on this subject.

RADLETT, HERTS.

JOHN W. ANSTICE BROWN.

Jet and Rocket Cars

IN the recent article on the Meikle jet car, your contributor states "... it is open to question if anyone other than Meikle has ever before driven a vehicle employing no moving parts of any kind."

I have a hazy recollection of seeing a photograph of a car to which a gentleman by the name of Opel had fitted rocket motors. I believe the car ran in Germany between 1936 and 1939. Perhaps Mr. Bolster or some of your readers could throw a little light on the matter.

If pulse jet or rocket motors should find favour in motor racing, they should prove remarkably effective in preventing slipstreaming!

J. MELSOM.

PRESTATYN, FLINTS.

[Yes, Fritz Von Opel did, indeed, drive a rocket-propelled car in Germany; actually in the late '20s.—Ed.]

Our Cover Girl

DURING the war I met a perplexed G.I. Deep in thought, he finally told me his problem. "It's like dis, a guy and his wife tells me to go see de Broads now I'm in Norfolk, so I grabs me a jeep and lead-foots it down town; but dem dames ain't no different from dose way back in Detroit, so what?"

Mr. Editor, I, too, am perplexed. Why the delighted twin-cam blonde with the hurry-up boy eyes for today's (19th April) cover picture? Is this AUTOSPORT or Auto Sport? Please make up your mind and show us either a lot more car or a lot more girl—or should what we see be sufficient?

JOSEPH BAYLEY.

CHARLTON, S.E.7.

Rag Trade Please Note

IN Raymond Groves's cartoon last week (19th April) appeared a dress with motor racing scenes on the material. It seems to me that this would make a very pretty cotton print. We can get motor racing wallpaper; so why not dress material?

KAREN ARNIS.

RUGBY.

The End of Entertainment Tax

CAN you please tell me (and I am sure that quite a few other readers would like to know) why the entrance fee at the Goodwood Easter Monday meeting was 7s. 6d. including tax, when it was stated in the motoring press as the first meeting to be held since the abolition of Entertainment Tax? I did enquire at the entrance to Goodwood but all I had as a reply was a muttered "That's to do with the committee, not me." I quite expected to pay 5s., but 7s. 6d. each was, I am sure, a little on the high side.

A. W. ROBERTS.

R.A.F. CONINGSBY, LINCOLN.

[Goodwood at Easter was the first race meeting held after the end of Entertainment Tax on sporting events was *intimated*. The tax was not *abolished* until 5th May. The first tax-free B.A.R.C. meeting will therefore be at Goodwood on Whit Monday.—Ed.]

Australian Information Service

I AND a number of friends have just recently formed a motoring club in the Brisbane district, named "The Brisbane Motor Sports Enthusiasts' Club"—B.M.S.E.C. The main aim of this organization is to obtain results, as fully as possible, on all overseas motor racing: Formula 1, sports cars, Formula 2 and motor-cycle grand prix racing being of extreme interest in Australia.

As you probably know, motoring news trickles through very slowly, and it is our aim to hasten these results for the genuine enthusiasts. We have obtained the co-operation of the local newspapers and the radio, and are gradually building a correspondence link between clubs in other states in Australia.

We would be pleased if you could recommend any club or clubs in the United Kingdom who would be prepared to correspond with us or any member of our club on any form of motoring or motor racing.

BERNARD W. EHMER.

c/o WANDERLICH LTD., P.O. BOX 26, G.P.O., VALLEY,
BRISBANE, QUEENSLAND, AUSTRALIA.

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



Sports Car Specialists

No. 12: THOMPSON-DOXEY LTD.

OCCUPYING commodious premises at Sefton Street, Southport, Lancs, the firm was started some 25 years ago by Reg Thompson and Bob Doxey, who decided to concentrate on the repair and maintenance of high performance cars with the accent on Rolls-Royce, Bentley and Lagonda.

Over most of that period, they have specialized in the streamlining and polishing of cylinder heads and manifolds, together with carburetter adaptation and tuning to match. Thompson-Doxey quickly became known for expert service, and their motto is, "We will try to tackle anything possible to automotive engineering".

Machine shop facilities include cylinder head streamlining, surface grinding and polishing equipment, precision lathe work of all kinds, cylinder grinding and honing equipment, connecting rod aligning, valve

and valve-seat refacing, valve spring testing, dynamic wheel balancing, front suspension castor and camber gauging, etc. Three hydraulic lifts are in use, and separate bays contain Crypton ignition testing, and Castrol high-pressure lubrication.

Separate departments include panel beating and sheet metal work, cellulose finishing and arc and acetylene welding. In all, a most comprehensive service is available for even the most fastidious motorist.

Staff totals some 24 on the mechanical side, the majority having been with the firm since apprentice days, and include three expert engineers, fully versed and qualified to effect major repairs on all famous marques. It is obvious that the accent is on keenness which shows all the way down to the four apprentices, each of whom is detailed to learn the salient features with a fully experienced engineer.

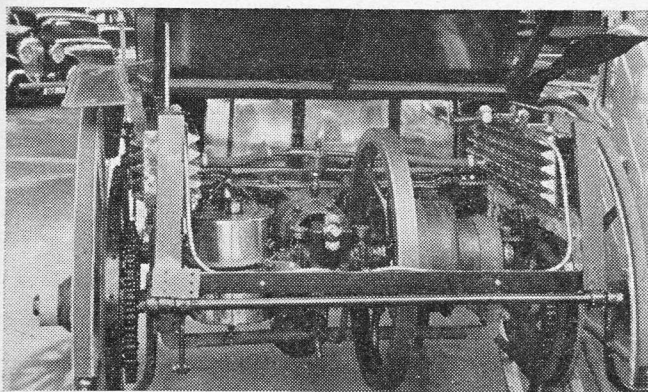
Stores facilities include day-to-day replacement parts for Rolls-Royce, Bentley, Lagonda, Aston Martin, M.G., Mercedes, Armstrong and Alvis cars.

STRANGERS IN THE CAMP: Honoured visitors to Thompson-Doxey's Sefton Street works for the 1955 British G.P. at Aintree were the Mercedes-Benz team which took first four places in the race.

Both Reg Thompson and Bob Doxey are enthusiasts, particularly in the tuning of high-quality cars, and in the restoration of vintage and veteran machinery. For example, they undertook the complete rebuilding of Eric Berry's 1896 Lutzmann, which, when received, had not run in this century. Major work included the fabrication of a new water jacket, the making of new cones for all the wheels and for the camshaft, and the balancing of the huge flywheel weighing some 60 pounds, which on original test was found to be half a pound out.

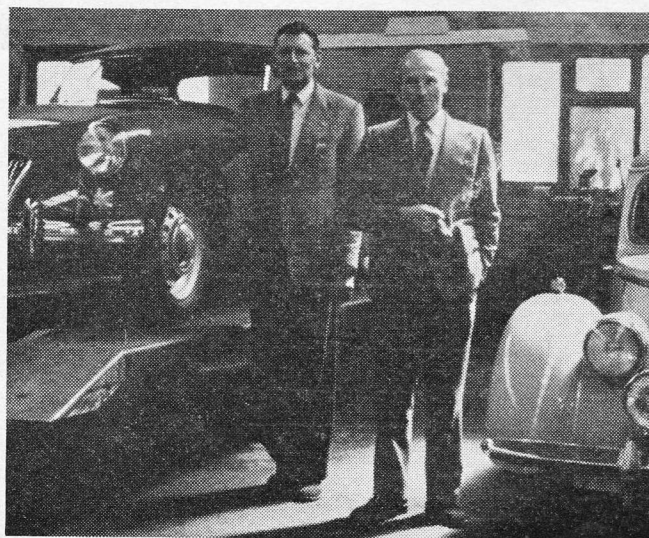
On vintage cars let a quote from C. W. P. Hampton in *Bugantics* speak for itself, "I have had my 1914 Type 13 Bugatti rebuilt this time by Messrs. Thompson-Doxey, Ltd., of Southport. They made a magnificent job of it against fearful odds", and again, referring to his other cars, "They really do know their job, and as practical engineers and for spot-on tuning and adjustment, particularly with this type of car, their workmanship, and the results obtained inspires the greatest confidence". Vintage fans

(Continued on page 603)



(Above) Eric Berry's beautifully restored 1896 Lutzmann; the engine of this veteran looks "as new".

PARTNERS: (Right) Reg Thompson and Bob Doxey, who joined forces some 25 years ago at Southport.





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"STRAIGHT as you go!" Back view of Archie Scott-Brown and the Lister-Jaguar as they streak away from the starting line at Snetterton to score b.t.d. of 19.64 secs. in the sprint meeting at the end of April.

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SNETTERTON SPRINT

Archie Scott-Brown (Lister-Jaguar) Makes B.T.D. at West Essex C.C. National Speed Trial

FACED by calamity when permission to use Gransden airfield was withdrawn four days before their National Speed Trial on the 28th April, the West Essex Car Club were not dismayed, and with their usual resourcefulness, diverted all the competitors successfully to Snetterton instead. Unfortunately, it was not possible to find a complete kilometre on the circuit allowing sufficient distance for braking, but by starting cars at the hairpin and sending them back along the Norwich straight, it was possible for a good, safe course of about 800 yards to be used. As though feeling that the club had faced enough misfortune, the clerk of the weather refrained from providing the usual West Essex rain, and instead sent a strong tail wind that must have improved times considerably.

This event has, of course, become quite an institution since the war, and so it was no surprise to find 120-odd competitors entered in the many classes, which catered for practically every kind of car likely to be encountered. The morning was given to the production cars running in standard trim, and the first two classes (1,000 and 1,300 c.c. saloons) were both taken by German cars, the first by Peter Riviere, hot-foot from Australia, whose DKW narrowly beat Dr. Shepherd's tuned A35, and the second by Kingham's very rapid VW in very convincing manner.

Class three, for 1,500 c.c. saloons, produced some fierce-sounding Magnettes, and in the next class A. G. Knight surprised spectators with a rapid Armstrong-

Siddeley 234. In the big saloon class, Edgar Wadsworth's well-known Healey was narrowly pipped by L. S. Demeza's A.C., and in the following one, for open cars up to 1,300 c.c., his odd-looking Denzel had to give best to Arundell's elderly M.G. TC. Class 7, for 1,500 c.c. open cars, was well supported, although very confusing for onlookers, for Messrs. Cobban, Constable and Tomei were all driving various M.G.s that had previously belonged to one of the others, and then to further complicate matters each had another run in one of the other cars.

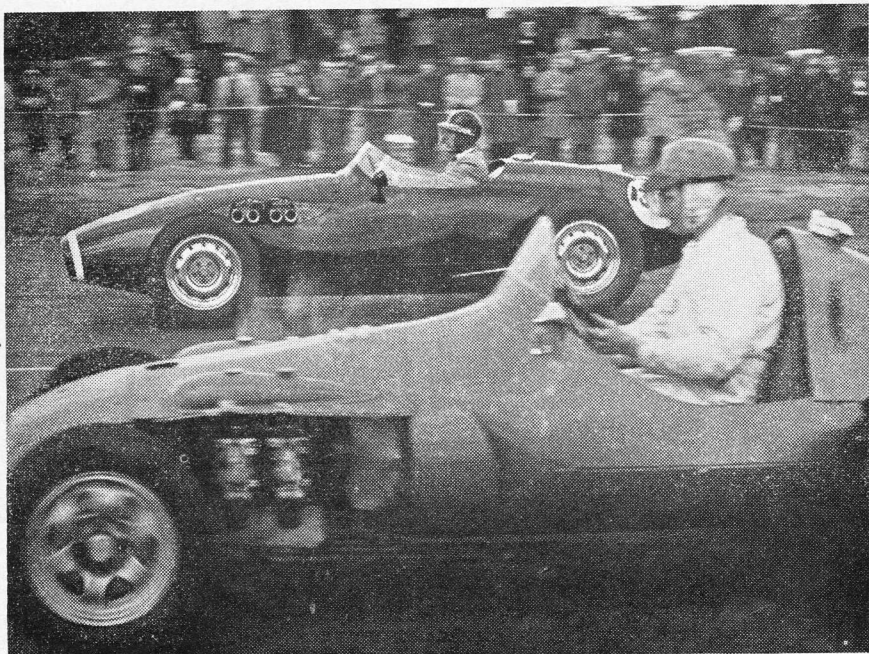
Ironically, this private battle was won by Tomei in the oldest and most used car of the three. The class was taken in good time by D. R. Millbank's well turned out Mk. VI Lotus.

The middle range of sports cars was composed mainly of various Austin-Healeys, nearly all of which seemed to sport odd-looking and agricultural-sounding exhaust systems, but the class was won by the family Park, in their rapid BS4 Bristol-engined Ace. Although it carried all the necessary equipment to qualify for the class, John Bekaert's C-type Jaguar caused a few eyebrows to be lifted when it appeared on the line and

(Continued on page 603)



YOU can almost smell burning rubber and see the furious twitching of the wheel as you look at the tracks left by Cliff Davis's Lotus, which won the 3-litre class.



Two entrants in the racing car class leave the line. On the far side of the 2-litre Aston-Butterworth is Rob Walker driving his Formula 1 Connaught which made the fastest class run.

ONLY TWO "CLEAN SHEETS" ON "RALLY DES ETAGES"

THE Wirral Hundred M.C. "Rally des Etages", the sixth in its series, over-subscribed by some 25 unlucky entrants, was fundamentally a road event, as always. Owing to "matters still beyond our control" the distance was cut from 400 miles to some 120.

Although in the past this rally has nearly always been won on the road, on this occasion the organizers played safe and included three special tests to be used in the event of a tie. Just as well, for two competitors, J. W. Waddington (TR2) and L. P. Sanday (XK 120) retained clean sheets to the finish.

Just before the start, due to police intervention and to lack of space to park the many onlookers' cars, the first test was cancelled, and so at midnight on Saturday, 27th April, the 74 remaining competitors set off on Stage 1, from Queensferry to Bryn Coch time control.

There commenced Stage 2—"Introduction to Wales"—the first special section. This was over 13.5 miles with a time allowance of 27 mins. The surface was tarmac, but the route was very narrow and twisting. Only three competitors lost marks here: A. H. Hill (Dauphine) who refound his old trouble of a seized gearbox, T. Griffiths (Jaguar) with engine trouble, and last year's winner, H. C. Rogers (Aston Martin).

From Bwlch, there immediately followed the third special stage—"Night in the Cambrians". The distance was nine miles, time allowance 18 mins. and surface again good; but narrowness continued and the course was just one curve after another. This finished at Rhydymwyn, where was sited Test 2, comprising half a lap of the racing circuit, the "wrong way" round. Faster times here were R. A. Gouldbourn (TR2), 20.2 secs.; S. G. Dyke (TR2), 20.3 secs.; A. Newsham (Morgan) and L. P. Sanday (XK 120), in 21 secs.

Next came two "ordinary" stages, the first of 26½ miles to be covered in 53 mins. culminating at Llanfihangel, and the second of 18½ miles in 37 mins. to finish at a time control at Carrog. These worried few, although A. Earp (TR2) ditched himself, but was soon helped out by fellow competitors. There was a rumour of a navigator, not without fame, who slept peacefully for most of the night, whilst being hurled, brakeless, down mountain sides in a well-known German car!

Now for the "pièce de résistance"—Special Stage 6. "The Circuit of Llantysilio" was a little horror comprising six miles to be completed in 12 mins., and when the route is a mountain track about nine feet wide with severe hairpins and gradients, coupled with a drop of some 40 feet on one side, great credit is due to the two who were clean—Waddington and Sanday. Even Gouldbourn dropped 47 secs., but to be fair the "luck of the gates" marred his performance.

Stage 7 was easy: some 20.5 miles in 41 mins. from the Horse Shoe to Afonwen; then came another special, "The Route of a Thousand Curves", rather longer this time: 24.5 miles in 49 mins. This, however, did not worry the leaders who finished at Northop on time, with

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MIDNIGHT start for the Rally des Etages, and here, about to set off, are the eventual winners John Waddington and J. M. Wood in their Triumph TR2.

★



an easy run through to the finish at Queensferry. Here Sanday led Waddington by superior time at Test 2, but as both had clean sheets it was all or nothing on Test 3. This comprised: "A dead engine start, forward into a garage, cross a line with front wheels, reverse out, forward through two sets of pylons, to stop astride a line". Faster times here were, R. A. Gouldbourn (TR2), 16.2 secs.; J. W. Waddington (TR2), 16.4 secs.; C. L. Kinns (TR2) and T. A. Gold (TR2), 16.5 secs. Unfortunately, L. P. Sanday (XK 120) hit a marker and was penalized 10 secs. putting paid to his chances. So ended a great rally, over which competitors were loud in their

praise, special commendations to the route book, the general organization which was "spot on", the control marshals who were efficient as well as friendly and cheerful—in fact the whole effort was a top-line show, well worthy of national status. (B.T.D.A., please note!)

FRANCIS PENN.

Provisional Results

Best Performance: 1, J. W. Waddington/J. M. Wood (TR2), 0 marks lost; 2, L. P. Sanday/H. Green (XK 120), 0; 3, R. A. Gouldbourn/S. Turner (TR2), 47. **Next Best Open Car:** T. A. Gold (TR3), 57. **Best Closed Car:** J. N. Wood (VW), 121. **Ladies' Award:** Mrs. E. Ashall (TR3), 325. **Team Award:** A. Newsham (Morgan), C. L. Kinns (TR2), R. S. Loxham (TR2), 625 marks aggregate.

B.A.R.C. SPRING SPRINT

J. Blumer (Cooper-Climax) makes fastest time round Montague Burton's Leeds factory

WITHIN sight and sound of Leeds Town Hall, and in hot sunny weather, the Yorkshire Centre of the B.A.R.C. held their Spring Sprint at Montague Burton's factory at Hudson Road Mills, Leeds.

This sprint course—identical with that used by the club once last season—is only a mile and a half from the centre of Leeds, and consists of about half a mile of roads within the factory grounds. From the start there is about 300 yards of straight, slightly uphill road, followed by four corners which go round three sides of a square, with the finish about 70 yards from the last corner. To make things more interesting one corner had a chicane on the approach side, to put a real premium on driving ability and not on power.

More than 60 drivers were entered for the meeting, coming from all over the North of England. Fast cars present included Jim Berry in the ex-Gilby Engineering 2-litre sports Maserati. Unfortunately he found this lacked power low down and could not beat the 1956 works team Austin-Healey 100S of Robin Hudson. Jimmy Blumer was present with a newly acquired Cooper-Climax with which he put up B.T.D. after a struggle with Barry Harpin (Mk. VI Lotus-Climax). Keith Schellenberg brought the XK 120 with which he tried hard to keep the course record he put up last year.

Others engaged included a Mercedes-Benz 300SL, Malcolm Bateman's two-pedal 5.6-litre automatic transmission

special, which had to retire, Geoffrey Gartside's fast Consul special which also had to retire, and Norman Coates's remarkable N.H.C. Special which just pipped an M.G.-engined Lancia for the small sports car class.

High drama marked the struggle for B.T.D. Barry Harpin on his first run clocked 45.27 secs.—only driver to break 46 secs. at that time. Next run he got down to 44.89 secs., but then Jimmy Blumer did 44.34 secs. in the Cooper. On the last run Barry pulled out all the stops but overdid things on the last bend and spun the Lotus. Ironically, Blumer just toured round in over 55 secs. on his last run with the safe knowledge no one could beat his previous run.

In the smaller saloon classes John White caused a stir when he put up fastest time of the first runs in his mother's shopping car—a Simca Aronde. Ken Lee's face was a picture when he found the Fiat TV was a tenth of a second slower, but tried really hard on his next two runs. He beat White by only 0.8 sec.—in addition to winning the smaller saloon class with his modified Dauphine from Alta-Minors.

The excellent organization was demonstrated by the speed with which the provisional results were brought out. Hard working Mike Wilson and Michael Baxter, secretary of the meeting and clerk of the course, handed a copy to each competitor as they left the paddock to go home.

PETER CRAVEN.

Results on page 603



DRIVING TESTS AT GUILDFORD . . .

R. D. Holford (M.G. TF) Makes Best Performance against strong opposition in Guildford M.C. event

ON 28th April, Guildford Motor Club held their usual Spring Driving Tests in the Cattle Market (thanks to the Corporation), and a goodly collection of enthusiastic spectators gathered in the steel tube stalls usually occupied by cows, pigs, and "unlicensed calves".

The tests took the form of ingenious variations on the usual pylon-dodging themes. They were cunningly devised by the arch-master of that sort of thing, S/Ldr. Don Laver, and there were five of them, all against the stop watch, the ultimate winner being Tim Holford in his M.G. TF.

In Class 1, throughout the meeting, the runs of Maurice Pim, driving a Ford Anglia and a Borgward Isabella, were a model of neatness, and showed that flurry and hurry often lose time. His handling of the big Isabella in the difficult circumstances was magnificent. A. Westbrook put in some very spirited and fast performances in his Morris Travellers' Car (vision all round). Eventual class winner R. (Bob) Jennings, more usually seen circulating Brands Hatch in an Ace-Bristol at about 1 min. 8 secs., must have been given to serious thought by these two before winning in his A30 van (very little vision).

In Class 2 most of the excitement was provided by the 2.4 Jaguar driven by Arthur Knight and David Cobbett. Unfortunately, injudicious use of the power and at times seeming difficulty with the gearbox (not to mention not knowing the course required) spoil things. There was, however, a good scrap for the class between D. Lloyd Roberts, whose Ford Consul alternately bowed and begged as it was stopped and started with considerable abruptness, R. Witheyman in a Standard Vanguard and I. Miller in an old Ford Zodiac, who eventually won the class as Witheyman won the prize for the runner-up of the whole event. Derek Wilson handled a difficult car for this sort of thing, a new Vauxhall Victor, with its very long, overhanging tail, and did so very well indeed.

Derek Wilson won Class 3 with his beautifully kept 1933 Le Mans Aston Martin, although ratios and brakes did not seem to be quite suitable. The overall winner came from this class, Tim Holford in his M.G. TF, but it is a rule

★
*WE'D LOVE TO!
The registration number of Arthur Knight's 2.4 Jaguar expresses the heartfelt wish of many of us!*
★



. . . AND QUEENSFERRY

B.A.R.C. in North-West open their season with 10-test Meeting. Best performance by K. H. James (Anglia)

BY courtesy of Queensferry Motor Auctions, their huge parking ground was utilized by the B.A.R.C. (N.W. Centre) to run their first event of the season, a series of driving tests, on Sunday, 28th April. The ten tests, undertaken by some 35 entrants, were half on tarmac, the remainder on very dusty loose gravel, so competitors not only had to contend with varying surfaces, but also with the fiendish brain of Charlie Kinns, the deviser of ten of the most tricky and intricate designs yet seen.

Assessment of performance for the Premier Award and for the Ladies' Prize were taken on the basis of the competitor improving most on class average. Class awards were on straight performance figures plus any penalty. Two tests were viewed by your scribe and the following times may be of interest:

Test 3. Starting on line A, forward round a pylon in an anti-clockwise direction, round a further pylon anti-clockwise to finish astride line B. Faster times included: A. Ashall (TR3) 18 secs.; E. Fishwick (Anglia), 18.2; R. Gouldbourn (TR2), 18.2; K. James (Anglia), 18.6;

SITTING up to beg after coming to a dead stop in reverse at the Guildford M.C.'s event is D. Lloyd-Roberts's Ford Consul.

of the Club that no one may win more than one award.

Class 4 was a battle between Miss Gillian Spooner (TR2), A. Lanfranchi (Silverstone Healey) and R. Pratt (TR3). Lanfranchi was forceful, to say the least, and had a few "excursions" with his canary-yellow car. Gillian Spooner was, as usual, very fast and in spite of collecting a few cans at moments, won the class after there had had to be a run-off between all three competitors. Thus the Ladies' Award went to Mrs. D. Laver, who had certainly tried hard all the time, and seemed to enjoy herself thoroughly.

PATRICK BENJAFIELD.

Results

Best Performance: 1. R. D. Holford (M.G. TF); 2. R. Witheyman (Standard Vanguard). **Ladies' Award:** Mrs. D. Laver (Ford Anglia). **Class 1:** R. Jennings (Austin A30 Van). **Class 2:** I. Miller (Ford Zodiac). **Class 3:** D. Wilson (Aston Martin). **Class 4:** Miss G. Spooner (Triumph TR2).

W. Holland (TR2), 18.8; O. Stirling (S. Talbot), 18.8.

Test 7. Very long and intricate, rounding of six pylons both clock- and anti-clockwise and again in reverse, to stop finally astride a line. This kept most people very busy. Faster times included R. Stannaught (M.G.A.), 54.4 secs.; R. Gouldbourn (TR2), 55; T. Smethurst (Hawk), 57; J. Ashall (TR3), 57; W. Holland (TR2), 58; A. Boden (M.G. TF), 59. A great attempt was put up by E. Moors in a pre-war 4½-litre Lagonda; the car was far too large for the limited space allowed, but the driver nevertheless decreased in ever-diminishing circles to emulate the well-known bird.

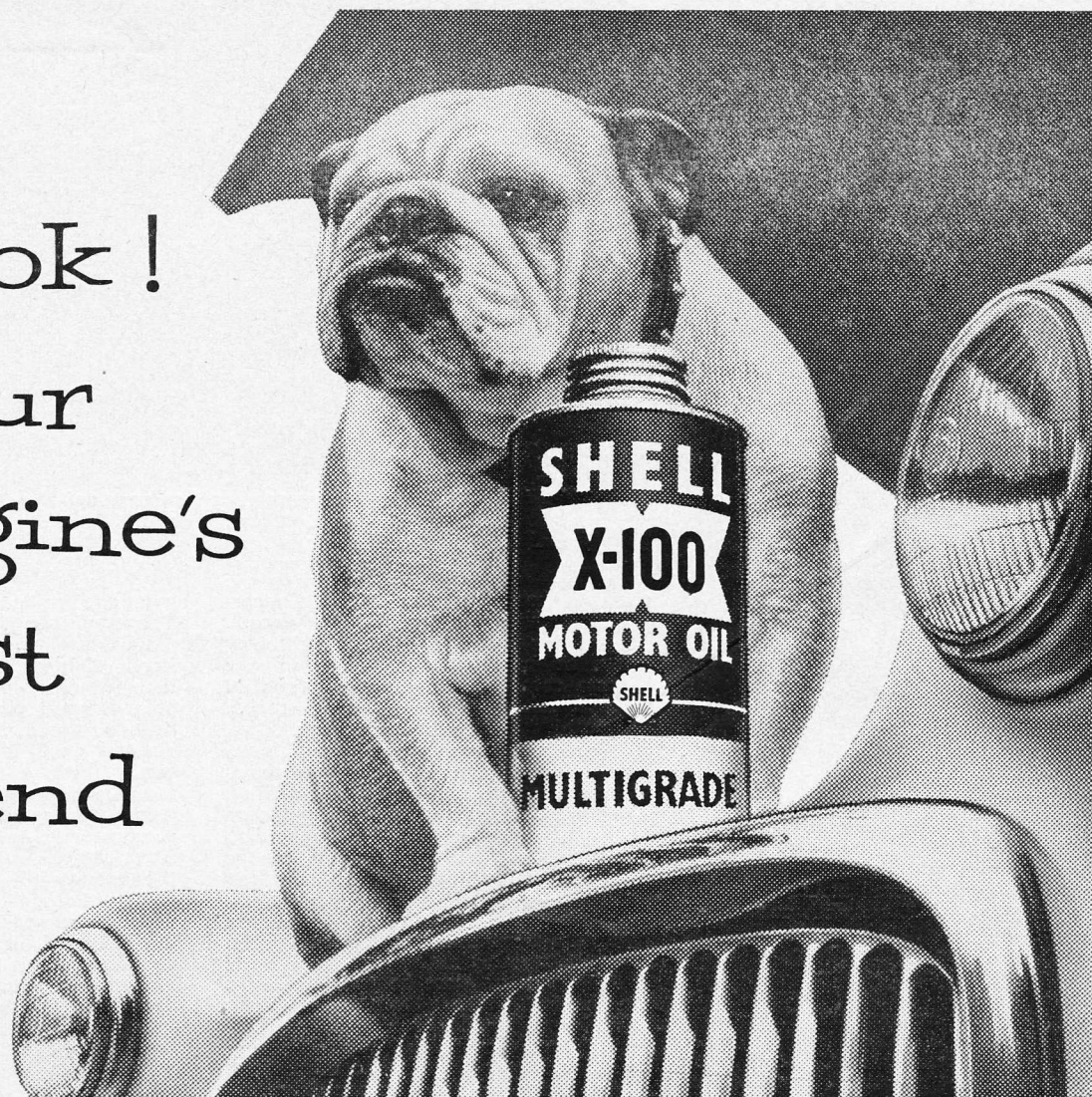
Winner on aggregate was Ken James in an Anglia, whose driving had been consistently neat and polished throughout the day.

FRANCIS PENN.

Provisional Results

Best Performance: K. H. James (Anglia). **Closed Cars, up to 1,000 c.c.:** H. M. Sinclair (Gorgomobile); 1,300 c.c.: A. W. King (Anglia); 2,000 c.c.: A. H. Senior (Austin); over 2,000 c.c.: O. Stirling (Sunbeam-Talbot). **Open Cars, up to 1,500 c.c.:** A. Boden (M.G. TF); over 1,500 c.c.: R. Gouldbourn (TR2). **Team Prize:** W. B. Holland (TR2), R. Gouldbourn (TR2). **Ladies' Prize:** Mrs. J. Lawton (M.G. TD).

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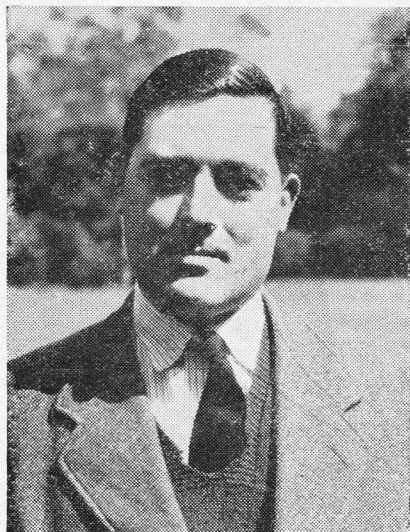
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PENN PORTRAITS of NORTHERN SPORTING PERSONALITIES



No. 20—Hon. Edward Greenall

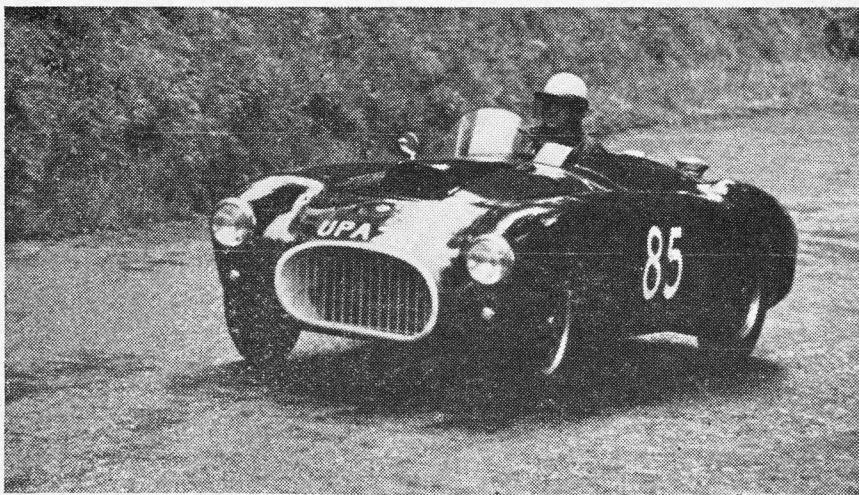
BORN in 1928, the Hon. Edward Greenall commenced his racing career, as did so many, with a near-vintage Aston Martin, which after much renovation was entered at Gamston and Silverstone in 1948, but with no success. A second place at an Aston Martin O.C. affair gave him a "taste" and was the formation of things to come.

Two years later Edward purchased a Type 35 B sports-equipped 2.3 Bugatti and learnt to drive the hard way. All local events were entered, but little or no "silverware" attended his efforts and then with a monumental bang, the engine blew up. Mid-season and time being precious, in went a Ford V8 with suitable Allard conversions, also Lockheed brakes. This unusual device was driven at Silverstone, Gamston, Charterhall and all the hill-climbs. Still no wins but Edward Greenall was slowly getting the feel of things.

Nineteen fifty-three, and the Bugatti was disposed of, and a 500 Cooper-J.A.P. was acquired. This was driven at every available meeting and though a finisher, was never in the money. Later that year an 1100 J.A.P. was inserted, and after a second at Chester sprint, and a fourth to the big stuff at Oulton Park in a *Formule Libre* event, Edward entered the Hill-Climb Championship. With a class second at Bouley Bay, a first at Bo'ness, a second at Shelsley and a third at Prescott, he finished well up.

In 1954, Edward Greenall joined forces with Mervyn Kearon, the new stable consisting of a Cooper-Norton and an 1100 J.A.P. in the longer Surbiton chassis. Edward drove the 500 but little; he had persevered for some time in the half-litre class, but was never really at home in this type of sport, though he had learnt quite a lot. With the 1100 he took firsts at Rhydymwyn, seconds at Bo'ness and Shelsley and a fourth at Snetterton.

Nineteen fifty-five, and Edward at last



IN THE GROOVE: After racing a Ford-engined Bugatti and a Cooper with 500 c.c. and 1,000 c.c. motors, the Hon. Edward Greenall eventually found himself in the awards lists with this sports Cooper-Bristol. He is seen here ascending Shelsley in 1955.

was on the right track. With a Cooper-Bristol purchased from Ecurie Ecosse, he quickly found his *métier*. At Bouley Bay, he knocked two seconds off the sports record, took a class second at Shelsley, then retired with engine trouble at both Aintree and Oulton Park.

For 1956 the car was a Lotus-Climax, and with this, after long, hard and sometimes despondent years, Edward arrived. Silverstone a second, Bouley Bay a class win and again the sports car record, a class second at Prescott, and at the newly opened Mallory Park two firsts and a third. At Snetterton two seconds were taken, two thirds at Aintree on the club circuit, and at Oulton Park a first and a second.

This year of grace he was lying third in the first heat of the British Empire Trophy, when the offside rear wheel parted company. At Mallory Park in April Edward did the hat trick, three firsts, including the *Formule Libre*.

The incident question brought the following funniest: at Bouley Bay two years ago when going up to the start line, the clutch seemed to drag badly; on blipping the engine to clear the plugs, the clutch bit home, the car jumping straight at his mechanic, who cleared the wall in one leap to safety. Most disap-

pointing: losing a wheel in the Empire Trophy this year.

Edward Greenall is married with three small children. His wife, Margaret, though well known in hunting and point-to-point circles, nevertheless finds time to support his racing activities. In business he is a local director of the family brewing concern. His hobby is farming, and for personal transport, a remarkably rapid Humber Super Snipe powered by a special Perkins P.6 Diesel is the choice.

Favourite hill is Prescott, and circuit Oulton Park. Edward Greenall is a member of many clubs including the B.R.D.C. and his suggestion for improving the sport is to make uniform grid and starting procedure by allowing not more than two minutes on the grid, and to start all races by red, amber and green lights. In his own opinion, the dropping of a flag is never consistent and can easily promote jumping or false starting.

Lastly, Edward Greenall's own ambition is to improve his driving to such an extent that, at some future date, he may be included in a works team. Also to retain the services of his mechanic, Albert Riley, for whom no mere words of praise could suffice. FRANCIS PENN.



Edward Greenall with his "remarkably rapid Humber Super Snipe powered by a special Perkins P.6 Diesel engine".

Club News

By STUART SEAGER

NAMES of long-established motor clubs sometimes become inappropriate in the course of time, the Motor Cycling Club being the classic example, for the M.C.C. now has more car-driving members than motor-cyclists. Another is the British Trials Drivers' Association, which has extended its activities over the years until over 80 per cent. of its members are rally drivers rather than sporting trialists. In recognition of this trend, and in launching a drive for new members, the club is to change its name to The British Trials and Rally Drivers' Association.

Another item of news that emerged from the recent A.G.M. of the Association is that the R.A.C. have been approached with a view to their instituting a national rally championship on a par with the R.A.C. Trials and Hill-Climb Championships, and this proposal has been accepted, regulations now being in the course of preparation.

In addition, a new B.T.D.A. Competition has been instituted—the Stross International Trophy, marks being obtained from performances by members in international rallies.

TRIUMPH SPORTS CAR CLUB is

holding a series of driving tests at Heston Airport next Sunday, 19th May, starting at 11 a.m. Owners of Triumph sports cars are invited along to take part, but as there is a limit on the number that can run, they are advised to get in touch with the Secretary of the Meeting as soon as they can. He is A. B. Bailey, "Whitegates", Icklingham Road, Cobham, Surrey, telephone Cobham 2431. . . . Scheduled for the previous day, the 18th, is the **Burnham-on-Sea M.C.'s** Trader's Cup Rally, which is open to members of the club and will cover some 65 to 75 miles, starting from the Fox and Goose Hotel, Brent Knoll, at 7.15 p.m. Entries at 10s. a time are limited to 60 on a first-come, first-served basis, and must be with the Secretary of the Meeting by Wednesday, 15th May. Write to J. Buncombe, 2 Grove Road, Burnham-on-Sea, tel. 3071. . . . The **East Sussex Centre** of the **B.A.R.C.** are holding a "Noggin and Natter" at 8 p.m. on 18th May in the Buttery of the Cavendish Hotel, Eastbourne. Main attraction will be Kenneth Best, Competition Manager of National Benzole, who will tell of his experiences on the Tulip Rally in which he is competing as we write . . . the following day, 19th May, members of the same club have been invited to compete in a gymkhana which is being run by the **Brighton and Hove M.C.** at Lone Barn Farm, Wivelsfield. The money raised will go towards the Donkey Club's home at Lancing for aged people and crippled children, so a good turn out is looked forward to. Organizers are John Thomas and Bob Holmes, and the meeting starts at 2.30 p.m. . . . Monday, 20th May, sees the next meeting of the **Navigators' Club**—8 p.m. at the Mason's Arms, Maddox Street, W.1. Kenneth Best will be making a public appearance there too, in connection with National Benzole's



COOPER-FORD. Yes, really! The catch, of course, being that the Cooper part is the driver, Brian of that name. And the Ford is seen heeling well over during one of the tests at the West Hants & Dorset C.C. Matchams Park meeting, a report of which will be published next week.

film "Rallywise", for which he spoke the commentary. "Rallywise" will be shown, as will the Standard Motor Co.'s film "Again Triumph in the Alps", which concerns itself with the Alpine Rally. . . . **Burnham-on-Sea M.C.**, in collaboration with the **Bristol M.C.** and **L.C.C.** and the **South-West Centre of the M.G.C.C.**, are holding their "Standing Quarter" Speed Trials at Whitchurch Airport, Bristol, on Saturday, 25th May. Incidentally, these are the trials that were previously announced as being held at Castle Combe. Both entrant and driver must be a member of one or other of the organizing clubs, and the classes have been so arranged as to meet the needs of just about any and every four-wheeled vehicle that will pass the scrutineers. Regulations and entry forms can be had from Mrs. Marjory Buncombe, 2 Grove Road, Burnham-on-Sea, Somerset, and must be returned to her completed by first post on 21st May. Entry limit, by the way, is 75. . . . The annual London Trophy of the **Incorporated Auctioneers' C.C.** will be run on 26th May, over a course of about 20 miles. Start is at 5.30 p.m. from the Royal Scot, Apex Corner, Mill Hill, N.W.7. Regulations and entry forms for interested club members may be obtained from R. E. Roberts, 66 Totteridge Lane, London, N.20, telephone, HIL 3694-5. . . . On the same day (26th May), the **London M.C.** have their Lawrence Cup Trial at Liphook, Hants, starting at 11 a.m. from the Deer's Hut. Secretary of that meeting is Cyril Audrey, 11 Woodlands Avenue, Coombe Hill, New Malden, Surrey. . . . **B.A.R.C.** have a big week-end of sport at the beginning of June down in the South of England. On the 1st of the month is their Eastbourne Rally, designed "to test drivers' skill rather than their endurance or powers of navigation". The route is to be about 50 miles long through Surrey and Sussex, with a hill test in the morning and some seafront tests at Eastbourne in the afternoon—in other words a pleasant day's outing, which will finish at about 6.45 p.m. with a cocktail party at the Cavendish Hotel.

The first car will start at approximately 9.15 a.m. Eligible for entry are all members of the **B.A.R.C.**; there are classes for open cars up to and over 1,600 c.c., and closed cars up to 1,300 c.c., 1,300 c.c.-2,000 c.c. and over 2,000 c.c. Entries close on 20th May with J. C. Checkley, St. Moritz, Church Street, Willingdon, Eastbourne. . . . On the day after the Eastbourne Rally is the Firle Hill-Climb, organized jointly by the **B.A.R.C.** and the **Bentley D.C.** Here again the classes cope with all types of open and closed cars, as well as Bentleys (naturally) and racing cars. The course is approximately 600 yards long, of asphalt, with an average gradient of 1 in 7½ and two acute corners, one right and one left. Practice will be held from 9 a.m. to 12 noon on 2nd June, the timed competing runs starting at 1.30 p.m. Entry is confined to members of the **B.A.R.C.** and **B.D.C.**, entry forms to be returned by Monday, 20th May, to W. T. Robins, 64 Seaside Road, Eastbourne. . . . The **250 M.R.C.** are holding their first meeting of the season at Snetterton on 9th June, starting at noon. There will be races for 250 c.c. and 500 c.c. racing cars, as well as saloon cars up to 1,000 c.c. and 1,001 c.c.-1,600 c.c. There will also be an event for Jaguar saloons. Clubs invited to take part in this restricted meeting are **B.A.R.C.**, **Jaguar D.C.**, **West Essex**, **Thames Estuary**, **Midland Automobile**, **750**, **Club Lotus**, **Brighton and Hove**, **Snetterton M.R.C.** and **B.R.S.C.C.** Regulations and entry forms are obtainable from A. F. Budd, 12 Corbett House, Cathcart Road, London, S.W.10, entries closing on 31st May.

MARSHALS FOR ALL!

THE Oxford University M.D.C. Marshalling Service is again available this season to anyone running rallies, driving tests or speed events. The budding generation of marshals has been under intensive training during the winter, and further information may be obtained from M. Woodcock, St. Catherine's Society, St. Aldgate's, Oxford.

Two Hill-Climbs Open Irish Speed Season

DUNGARVAN

FIRST event of the speed season in the Republic of Ireland was the Dungarvan Hill-Climb, run by the Tipperary Club on the usual 1.7-mile climb on the main Dungarvan-Youghal road in Co. Waterford. Louis Beshoff drove his TR3 with zest and skill to return fastest time of the day by almost 1½ secs. at 1 min. 50.4 secs. Off the 2 secs. mark in the handicaps, Louis took first in the over 1,250 c.c. and all-comers handicaps as well as the over 1,250 c.c. scratch, thereby notching up 21 points towards the Sexton Trophy. This was the first of the six Sexton events in 1957. Strangely, half the field of 24 competitors were slower on their second run, although conditions were ideal throughout the afternoon, and this included Beshoff and Len Earl who was second fastest in his Jaguar-engined Jirano with a time of 1 min. 51.7 secs.

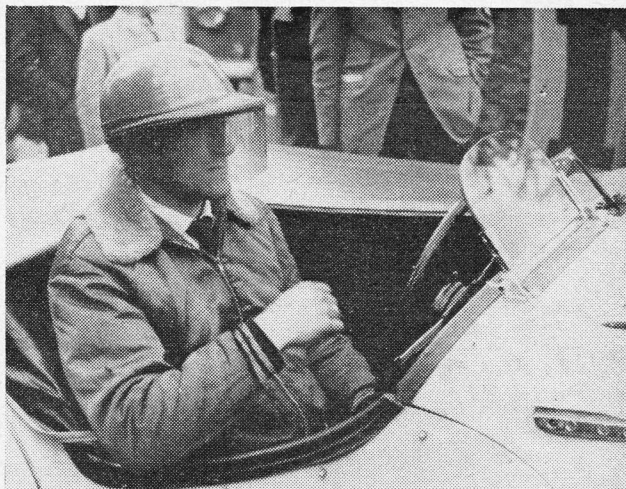
Joe Flynn's newly acquired M.G.A was not ready, so he again drove the familiar, red, blown TC, in which he made b.t.d. in 1956. The M.G., however, would not perform properly and Joe complained of loss of power high up. His best climb at 1 min. 53.8 secs. was 3.4 secs. slower than Beshoff's best.

Amongst the longer handicap men, all of whom drove specials, there was keen competition, the best being the brothers N. and B. Delicato, who recorded 2 mins. 6.2 secs. and 2 mins. 6.8 secs. respectively in their Riley Special. Best of the gaggle of 1172 Ford-powered jobs was T. A. Burke at 2 mins. 8.5 secs.

An interesting and enterprising newcomer to the growing number of sprint specials was seen for the first time. Built by Eamon O'Connor, it is rear-engined with a 1172 Ford unit mounted transversely with chain drive to a Hillman gearbox and Austin differential unit. Rear suspension is of de Dion type. Despite lack of experience and an argument with a wall on his first run, O'Connor managed second place in the 1,250 c.c. handicap. A flurry of excitement was caused when N. Delicato shed a front wheel of the Riley Special, 100 yards from the start on his second run. Least perturbed was the driver, who, after the wheel was found in the valley, replaced it and started again to improve his first run time by a fifth of a second.

★

TOP honours. Louis Beshoff, fastest at Dungarvan and second at Enniskerry, awaits his turn in his Triumph TR3 at Enniskerry.



Results

B.t.d.: L. Beshoff (Triumph TR3), 1 m. 50.4 s.
Up to 1,250 c.c., Handicap: 1, D. P. Jones (JP Spl.), (h'cap 3 s.), 1 m. 52.2 s.; 2, E. O'Connor (Ford Spl.), (16 s.), 1 m. 52.4 s.; 3, T. A. Burke (Karlford Spl.), (14 s.), 1 m. 53.1 s.

1,251 c.c. and over, Handicap: 1, L. P. Beshoff (Triumph), (2 s.), 1 m. 48.4 s.; 2, R. M. Smith (Austin-M.G.), (10 s.), 1 m. 49.8 s.; 3, P. Smyth (MM 1), (7 s.), 1 m. 50.1 s.

Up to 1,250 c.c., Scratch: 1, J. J. Flynn (M.G. s/c.), 1 m. 53.8 s.; 2, D. P. Jones (JP Spl.), 1 m. 55.2 s.; 3, V. G. Hennessy (Austin Spl.), 2 m. 00.4 s.

1,251 c.c. and over, Scratch: 1, L. P. Beshoff (Triumph), 1 m. 50.4 s.; 2, L. Earl (Jirano), 1 m. 51.7 s.; 3, A. Coleman (Austin-Healey), 1 m. 53.3 s.

All-comers Handicap: 1, L. P. Beshoff (Triumph) (2 s.), 1 m. 48.4 s.; 2, R. M. Smith (Austin-M.G.), (10 s.), 1 m. 49.8 s.; 3, P. Smyth (MM 1), (7 s.), 1 m. 50.1 s.

ENNISKERRY

IN the Irish Motor Racing Club's Enniskerry Hill-Climb last Saturday, 4th May, the honour of returning b.t.d. was very keenly fought between Joe Flynn (blown TC) and Louis Beshoff (TR3). On the first run Flynn covered the 1,230-yard hill in 47.29 secs., Beshoff following with 47.33. Flynn improved on his second run to 46.98 but Beshoff improved further to 46.31. On run three Flynn recorded 46.46 but Beshoff slipped to 46.58. On their fourth and final runs, both men made their big effort, Flynn just getting the better of the argument with a fine 46.23 to Beshoff's 46.27.

Five other drivers bettered 48 secs., Anto Coleman (Austin-Healey), Len Earl (2,663 Jirano), Des Jones (Austin-M.G.), D. L. Murtagh (Triumph) and R. H. Wright (Triumph), Coleman doing 46.40 on one run. Earl was out of luck having trouble before the start which lost him

his first run, and he eventually sheared a half-shaft on his second attempt.

Of the ten starters in the saloon class, seven were DKWs, the others being two Volkswagens and a Goggomobil. On the first run F. A. Keane was best at 52.48 followed by R. Redmond at 53.25 and J. W. S. Scott at 53.62, all in DKWs. Keane was slower next time up but Redmond improved to 52.81. D. G. Faulkner (DKW) was the only saloon man to have third and fourth runs by entering for scratch classes, and he gradually improved to 53.20 secs.

BARRY MASON.

Results

B.t.d.: J. Flynn (M.G. s/c), 46.23 s.
Saloon Handicap: 1, F. A. Keane (DKW), (h'cap 10 s.), 42.48 s.; 2, D. G. Faulkner (DKW), (11 s.), 43.95; 3, R. Redmond (DKW), (9 s.), 44.25.

Open Cars, up to 1,200 c.c., Handicap: 1, J. A. Burke (M.G.), (5 s.), 47.73; 2, D. P. Jones (JP Spl.), (2 s.), 49.12; 3, V. Hennessy (Austin Spl.), (1½ s.), 44.25.

Open Cars, over 1,200 c.c., Handicap: 1, D. P. Jones (Austin-M.G.), (4 s.), 44.72; 2, R. H. Wright (Triumph), (3 s.), 45.89; 3, D. L. Murtagh (Triumph), (2½ s.), 46.21.

All-comers Handicap: 1, D. P. Jones (Austin-M.G.), (3½ s.), 44.32; 2, R. H. Wright (Triumph), (3 s.), 44.72; 3, R. Redmond (DKW), (8 s.), 44.81.

Sports Cars, Scratch: 1, L. P. Beshoff (Triumph), 46.27; 2, A. Coleman (Austin-Healey), 46.42; 3, D. L. Murtagh (Triumph), 47.65.

Racing Cars, Scratch: 1, J. J. Flynn (M.G. s/c), 46.23; 2, L. G. Earl (Jirano), 47.36; 3, D. P. Jones (Austin-M.G.), 47.82.

All-comers Scratch: 1, J. J. Flynn (M.G. s/c), 46.23; 2, L. P. Beshoff (Triumph), 46.27; 3, A. Coleman (Austin-Healey), 46.40.

Recent Results

HAGLEY & D.L.C.C.

Spring Trial, 28th April

Hagley Cup: R. Kemp, 40 marks lost. **First Class Award:** F. D. Woodhall, 47. **Second Class Award:** F. T. Lewis, 57.

Driving Tests, 28th April

Class A, Special Cars: First Class Award, J. D. Hollingworth, 165.0 s.; Second Class Award, A. E. Marsh, 169.4 s.

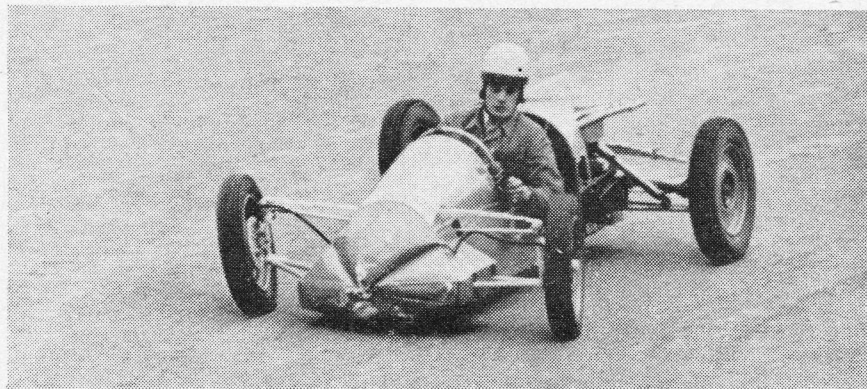
Class B, Sports Cars: First Class Award, H. L. Livingston, 186.4; Second Class Award, J. F. Livingston, 186.6.

Class C, Saloon Cars: First Class Award, R. H. Stretton, 205.0; Second Class Award, F. D. Woodhall, 205.6; J. F. Livingston, 208.6. **Novices' Award,** J. D. Best, 219.0.

GLOSSOP & D.C.C.

Spring Evening Rally, 29th April

1, N. Mather/R. Martin (Sunbeam-Talbot 90), 27.65 marks lost; 2, A. Little/M. McGrory (Volkswagen), 52.7 marks lost.



NEW special had its first outing at Dungarvan. Eamon O'Connor swings wide on the hairpin in his rear, Ford-engined car, with Hillman gearbox and Austin differential.

Snetterton Sprint—continued

not surprisingly beat the standard-bodied XKs which were the bulk of the big sports car class. Here Ray Playford provided light relief by leaving the line backwards.

Various classes for sports cars "in any trim" followed lunch, and here, not surprisingly, were seen many of the morning's competitors again. In the 1,100 c.c. class, honours in the Lotus-Cooper battle went to Frost's rapid Lotus, after Jim Russell and Keith Greene had succeeded in breaking the former's newly acquired Cooper, and a potential Tojeiro challenge petered out when Chris Threlfall's petrol did likewise after 10 yards. Cliff Davis made a welcome reappearance to take the 3-litre class from the Park Ace, which still managed not to disgrace itself, despite lacking a large trailer and American car with fire-engine bell to bring it to the meeting, but it was the unlimited class that produced the thrills—and the best time—of the day. The latter went to the already well-known Lister-Jaguar in one of those runs that just made everyone else look very slow. One moment Archie sat grinning on the line and . . . hey, presto! there he was . . . gone! Rather overshadowed by this was a very fine performance by John Ogier's Tojeiro-Jag which made second fastest at the meeting.

After this the racing cars were disappointing. They were few in number and, apart from the E.R.A.s of Brewer and Moss, all seemed very well behaved and docile. Commiserations to Rivers Fletcher, whose cogs would not mesh

correctly in his new Cooper-J.A.P., and congratulations to Ray Lane whose rapid cog changing between runs allowed his lord and master, Henry Taylor, to win the half-litre class.

J. RICHARD ALEY.

Provisional Results

B.T.D.: W. A. Scott-Brown (Lister-Jaguar), 19.64 s.; 2, J. L. E. Ogier (Tojeiro-Jaguar), 20.05 s. **Best W.E.C.C. Member:** Ogier. **Best Standard-bodied M.G. entered by W.E.C.C. Member:** A. T. Foster (M.G.A.), 26.68 s. **Ladies' Award:** Miss P. Burt (Tojeiro-Jaguar), 23.38.

Recent Results**SEVERN VALLEY M.C.**

Driving Tests, Ateam Airfield, 28th April.
Results: 1, D. Yeardsley (Austin A70), 256 points; 2, Mrs. M. Foulkes (TR2), 264; 3, G. Bidder (Ford Anglia), 305; 4, H. T. Smith (Sunbeam), 312.

NEWPORT C.C.

First Class Awards were presented to winners in the 40-mile Easter Rally on 28th April.
Over 1,500 c.c.: J. Jones (Vauxhall Velox), 3 penalties. **Under 1,500 c.c.:** G. Hammond (Ford Anglia), 10 penalties.

HAGLEY AND D.C.C.**Spring Trial, 28th April**

Class A, Super Sports and Supercharged Cars: 1, J. D. Hollingworth (T.M.S. 2), 165.0 s. (B.T.D.); 2, A. E. Marsh (T.M.S. 1), 169.4 s.
Class B, Sports Cars: 1, H. L. Livingston (TR2), 186.4 s.; 2, J. F. Livingston (Morgan), 186.6 s.
Class C, Saloons: 1, R. H. Stretton (Fiat), 205.0 s.; 2, F. D. Woodhall (Minor), 205.6 s.; 3, J. F. Livingston (Standard), 208.6 s.
Novice Award: J. D. Best (Ford), 219.0 s.

BURNHAM-ON-SEA M.C. v. BRISTOL M.C. & L.C.C. CHALLENGE

"Seven-a-Side One-Car Trial", 28th April
Burnham-on-Sea M.C. team, captained by John Buncombe, beat Bristol M.C. team, captained by Peter Scott, by 5 points.
Scores: Burnham, 1,110 points; Bristol, 1,105 points. Return to be played on Bristol's home ground on a future date.

B.A.R.C. Spring Sprint—continued**Provisional Results**

Touring Cars, open and closed. Up to 920 c.c.: K. N. Lee (Renault Dauphine), 56.15 s.; 921-1,300 c.c.: K. N. Lee (Fiat 1100TV), 54.05; 1,301-1,900 c.c.: A. Silcox (Commer), 55.70; 1,901 c.c. and over: E. D. Clark (Ford Zephyr), 51.88. **Sports Cars, open and closed. Up to 1,510 c.c.:** N. H. Coates (N.H.C. Spl.), 48.43; 1,511-2,700 c.c.: R. Hudson (Austin-Healey 100S), 46.12; 2,701 c.c. and over: C. K. W. Schellenberg (Jaguar XK 120), 46.07.

Sports Racing Cars, up to 1,500 c.c.: J. Blumer (Cooper-Climax), 44.34.

Miniature Four-wheeled Touring Cars: J. Burgess (Berkeley), 56.02.

Best Time of Day: J. Blumer (Cooper-Climax), 44.34.

Sports Car Specialists—continued

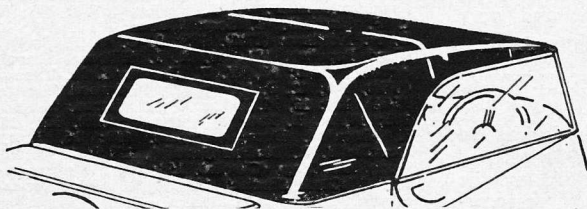
will be interested to know that Reg is now rebuilding the famous 8-litre Bentley GK 706, W.O.'s personal and very special 12-foot chassis car.

In 1955, came their greatest hour when the Sefton Street Works were chosen by the Mercedes-Benz team for the preparation and tuning of their cars for the British Grand Prix. Of the facilities offered, hear Alfred Neubauer, "I think the works organization and very fine engineering facilities made available to our team were all that could be desired, and our success was helped by Thompson-Doxey".

On the sales side, two showrooms are sited in Eastbank Street, one housing Rolls, Bentley and vintage cars, and the other being occupied by those of the B.M.C. range, together with Armstrong, Mercedes, etc., of which demonstrators are readily available.

FRANCIS PENN.

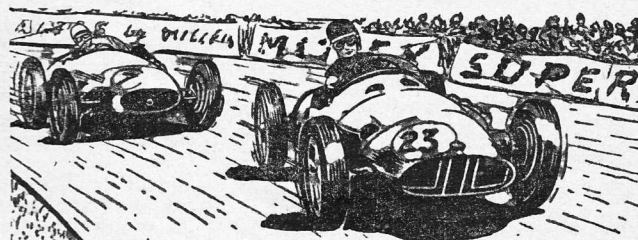
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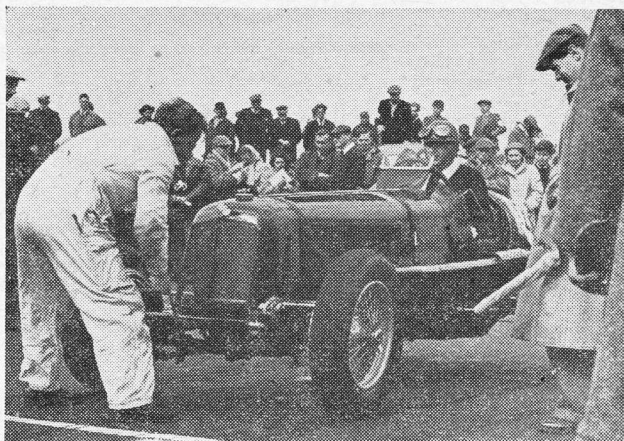
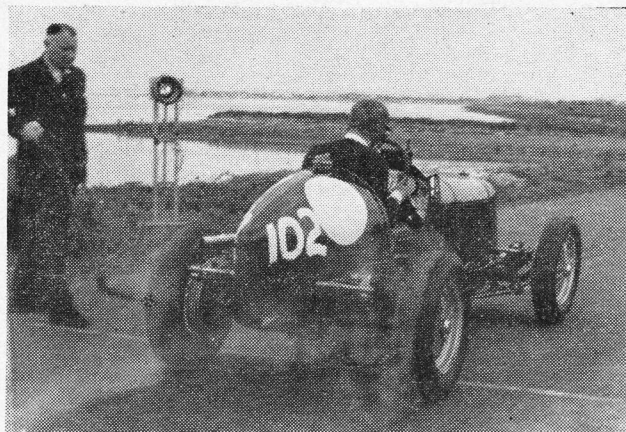
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A20 ROUTE
Nr. FARNINGHAM, KENT

**SUNDAY
MAY 19th
at 2 p.m.**



VETERAN'S Corner. Although some of them are more than 20 years old, E.R.A.s still appear in superb condition and run exceptionally well at speed events all over the country. These photographs feature the 1½-litre supercharged B-type E.R.A. of 1935-36, belonging to, and driven by, M. L. Brewer. On the left he is leaving the starting line at the recent Gosport speed trials, and on the right the car is being started by the good old-fashioned method of hand-cranking at the West Essex C.C.'s Snetterton sprint meeting.

MAIDSTONE AT SILVERSTONE

THERE will be no admission charge for the Maidstone and Mid-Kent M.C.'s Silverstone meeting on 18th May. Tickets are available free of charge, on receipt of a stamped addressed envelope, from L. G. Riley, c/o Rilco Glass Co., Ltd., Maidstone, Kent.

A CANCELLATION

THE De Lacy M.C. of Pontefract have, with regret, cancelled their Seven Dales Rally, scheduled for 18th-19th May. Reason—the fuel situation. Incidentally, their Hon. Secretary is now H. W. Last, 7 Richmond Avenue, Ferrybridge, Yorkshire.

AINTREE CIRCUIT CLUB

THE first meeting of the Aintree Circuit Club was held on Tuesday, 16th April. The track utilized was the Club Circuit, which omits that portion of the Grand Prix course lying west of Melling Road. Instead, a sweeping wide hairpin bend known as Club Corner swerves to the right, from Railway Straight just before Melling Crossing, rejoining the main circuit at Cottage Corner. This makes a lap of 1.64 miles, the record for which stands to the credit of Cyril Wick (Cooper-Jaguar) in 1 min. 13.4 secs., or 81.1 m.p.h.

To join the club one requires a clean licence and a signature to obey club rules to the letter. Cost is £2 2s. entrance fee, and £3 3s. subscription. For members who wish to use the club cars, e.g., Cooper-J.A.P. or J.B.S.-J.A.P., a charge of 5s. 6d. per lap, plus 10s. insurance is made. For members' own cars, the fee is either 10s. per hour or £1 10s. per day, plus insurance. It is hoped that before long a sports car will be added to the Club property. There is also a Clubroom in the County Stand, and arrangements are being made to provide a refreshment hut near the course.

Incidentally, for non-driving enthusiasts, there is an associate section for would-be marshals, timekeepers, mechanics, etc., the man to contact in all cases being Graham Peacock, of Four Ways Garage, Clatterbridge, nr. Birkenhead (phone Thornton Hough 325), or you can go to Aintree (entrance off the Melling Road) any Tuesday, 2-5 p.m. or 6-8 p.m. and join on the spot.

Coming Attractions

May 11th. B.A.R.C. Members' Meeting, Goodwood. Start, 2 p.m.

King's College M.C. Sprint Meeting, Blagdon Hall, Northumberland.

May 11th-12th. Mille Miglia (S).

May 12th. Production Car Race, Spa. Windsor C.C. Driving Test Meeting, Heston Airport.

B.A.R.C. Hill-Climb, Brunton. Start, 2.30 p.m.

East Anglian M.C. Driving Test Championship Meeting, Lavenham Airfield. Start, 1.45 p.m.

Sevenoaks and D.M.C. Gymkhana, Old House Farm, Leaves Green, near Keston. Start, 2.30 p.m.

Last Tuesday the track was well marshalled, cars were scrutineered, and a medical officer was in attendance. Some 50-odd vehicles were circulating, checking and on the spot "adjusting" being the order of the day. Faster times were recorded by Gillie Tyrer's C-type Jaguar which was consistently lapping around 1 min. 14 secs. and on one occasion put in a lap at 1 min. 13 secs. which looks as if there will be a new record at the first B.A.R.C. meeting. Others really trying were Jock Sinclair (Connaught 1½-litre sports) with 1 min. 16.4 secs. and Don Lowe in the ex-Jack Walton 2-litre Cooper-Bristol with 1 min. 21 secs.

It is not the intention of the Aintree Circuit Club to start a drivers' school at present, but rather to provide long-wanted amenities, enabling drivers to try out their cars under safe and very pleasant conditions. FRANCIS PENN.

TV AT OULTON PARK CLUB MEETING

AS A.B.C. Television have decided to televise the whole of the Lancs and Cheshire C.C. meeting on 25th May, the order of the events has had to be somewhat revised. The A.B.C. Television Trophy race will be run in two parts, at 2.10 p.m. and 3.10 p.m. respectively, the trophy to be presented to the driver of the fastest car on the track after the last race, which is due to start at 6.30 p.m. The first event, opening the meeting, begins at 11.35 a.m.

BIG MONEY AT MALLORY

IN order to attract the best possible entry for the Nottingham S.C.C. meeting on 10th June (Whit Monday), 5th August and 22nd September, the Mallory Park Circuit people are offering a considerable bag of gold as prize money for certain races on those dates. For the 30-lap *Formule Libre* events there will be a first prize of £150, a second prize of £75 and a third prize of £25; for 24-lap 500 c.c. events the corresponding amounts will be £100, £50 and £25. These cash awards will be in addition to the usual prizes and will be paid out at the end of the meetings concerned. So if you have nothing lined up for any or all of those weekends, it might be an idea to make a note in your diary.

CEMIAN AUTOCROSS

THE Cemian M.C. would like to apologize to any would-be spectators who turned out to watch the autocross which was to have been held at Iver Heath, Bucks, on 28th April. Unfortunately, due to lack of entries, the event had to be cancelled at the last moment, after we had gone to press with its announcement.

HANTS & BERKS M.C.

"Blackwater" Map Reading Run, 28th April

Provisional Results

1, R. A. Harvey/K. W. Tate (Austin A70), 196 marks; 2, J. Higginson/Mrs. E. C. Higginson (M.G. Magnette), 196; 3, Mrs. I. Scott/J. Scott (Sunbeam Rapier), 196; 4, Mrs. P. S. Thomas/Dr. G. E. Thomas (VW), 192; 5, M. J. Kelly (Renault Dauphine), 191.5; 6, V. Herbert (VW), 190; 7, I. F. Harris/J. C. Scott (Minor 1000), 189; 8, L. N. Needham (TR2), 185; 9, C. D. F. Buckler (Ford Popular), 182; 10, R. J. Hillborne (Lancia Aprilia), 174.5; 11, W. E. Thomas/B. M. Thomas (VW), 170; 12, J. M. Burn/J. Dashwood (Porsche 356A), 168; 13, M. J. Pye/D. B. Minterne (Singer), 166; 14, A. L. Page/T. Kettel (Gazelle), 162; 15, J. Ahern/M. Deere (Morgan), 159; 16, J. C. Deaville/T. R. Boxhall (Javelin), 158.5; 17, D. G. Hogg/Mrs. Hogg (Citroën), 153; 18, J. McFarland/P. E. McGlade (Zodiac), 152; 19, R. Michalkiewicz/E. Clarke (Morgan), 124; 20, G. B. Whiteaway (M.G. Magnette), 110.5; 21, W. Thatcher/P. F. Manley (Javelin), 96; 22, G. R. Adams/D. J. Loveridge (Minor), 93; 23, B. R. Crispe/J. A. Alford (Minor), 82; 24, H. L. Moscardi/R. G. Smith (Morgan), 75; 25, A. J. Worrall/G. Worrall (Fiat 1100), 66; 26, Miss M. McColloch/Mrs. P. Radmall (Minx Californian), 56; 27, D. E. B. Haydon/D. Edwards (M.G.A.), 11.5; J. B. Halsall/D. Jones (Ford Anglia), retired; G. A. Robins (Standard Vanguard), non-starter; E. C. Ward/J. Smith (Morris Oxford), non-starter.

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USED CARS FOR SALE

ALFA ROMEO

2.3-LITRE (S) CASTAGNA d/h. coupé, accident damage, but slight mechanically. Posted overseas, unable to complete repair.—Details from Flt./Lt. Goodacre, 55 West Road, Bourne, Lincs.

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).

ALVIS

ALVIS Crested Eagle Speed 25, 1938, 4-seater sports tourer, enthusiast's car, fast. A bargain at £180.—Berey, Hawkes' Stores, Rayne, Braintree, Essex.

1934 ALVIS 16 h.p. family saloon, sound bodily and mechanically, delight to drive, has hare mascot, but back seat missing. H.P. if needed. £35 cash.—KIN 4580.

ASTON MARTIN

ASTON MARTIN, 1933, Le Mans s/c., 1½-litre. £200.—Bays, TEMple Bar 6491.

AUSTIN

AUSTIN A90 Atlantic hardtop, Sept. 1951, radio heater, seat covers, black, beige upholstery, any trial. £395.—R. Vincent, "Valdene", Cranberry Lodge, Bryn, Wigan. Tel. 44963.

AUSTIN-HEALEY

AUSTIN-HEALEY, 1955, immaculate, green, 20,000 miles, radio, heater, overdrive, screen-washers. £715.—Squadron Leader Clarke, R.A.F. Innsforth, Gloucester.

AUSTIN-HEALEY 100 Le Mans, ivory with red leather and hardtop, plastic cover, heater, overdrive, radio. £775 o.n.o.—Ward, 18 Stonehill Road, S.W.14.

AUSTIN-HEALEY 100S, 9,000 miles, 130 m.p.h., disc brakes, all-weather equipment. Ideal car for series-production racing.—Somervail, Broomdykes, Duns, Berwickshire. Tel.: Chirnside 227.

BENTLEY

BENTLEY 4½-litre Park Ward sports saloon, 1937, two owners only. Full history available. £435.—Norman's of Westminster, VICTORIA 2211.

BENTLEY 3-litre Red Label, mechanically excellent, sound open 4-seater body. £175.—Arthur Taylor, Caius College, Cambridge.

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.—Vintage Autos, 105 Queensway, W.2. BAYswater 5929-8330.

BRISTOL

BRISTOL 401, Dec. 1950, 1951 model with 403 modifications. Anti-roll bars, oil cooler, etc. H.M.V. radio, tyres perfect. Trico horns, electric horns, electric window washer, etc. British racing green. New dual exhaust system, 25,000 miles only. Immaculate, and wonderful performance. £1,035.—Johnson's (Churchtown), Limited, 114 Cambridge Road, Southport. Tel.: 86070.

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

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DELLOW, 1950, excellent condition, six new tyres, brand new twin SU carbs., twin SU fuel pumps, new battery and rear telecontrol shockers. Extras include Lucas flamethrower, side screens, twin Windtones, outside handbrake, map-reading light, etc. £325 o.n.o.—PROspect 5013.

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1953 C TYPE JAGUAR, ex-Ecurie Ecosse. First Rheims, second Le Mans. Modified to D type specs., disc brakes, fully modified with hood, two doors, lights, etc., to present R.A.C. Sports Car specs. Prepared for the coming season. Part exchange if necessary.—Robinson, 'phone Northampton 32376 during business hours, 33387 after 6.30 p.m.

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LG.45 PILLARLESS SALOON, 1937. Quite outstanding original example, virtually new condition, radio, etc. £395.—Richards and Carr, Ltd., 35 Kinnerton Street, London, S.W.1. BEL-gravia 3711.

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KR200 AND KR175 specialized maintenance and service. Sachs 200 high performance modifications.—E. C. Miles & Co., 20 Radnor Mews, W.2. PADDINGTON 2715.

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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.

M.G. SUPERCHARGED SPECIAL, basically Magna with i.f.s., attractive body, good tyres, other refinements. £100.—Nieto, 2 Lakenheath, Southgate, N.14. ELMers Green 7967.

M.G. TA, new hood. £180 o.n.o.—Ring SPeedwell 3869.

M.G. TC, 1949, red. A terrific performer. This car is in exceptional condition and has a host of extras. A real bargain for some lucky person at £370.—John Moffit, 42 Quicksand Lane, Aldridge, Nr. Walsall, Staffs. Telephone: Walsall 3607.

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(Continued overleaf)

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1951 (Nov.) "DYNA" 750 c.c. cabriolet, blue/blue hood/cream hide. Just completely overhauled. Rare, economical and fast car. £375.—C.N.C.A., Ltd., Newbury. Tel.: Newbury 2000.

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ELVA-CLIMAX Stage II. Actual car illustrated page 396, AUTOSPORT, 29/3/57. Only used six events. Also tubular trailer for above, easily towed 10 h.p. car. £875 the lot.—Hickman, Churchsettle Farm, Wadhurst. Tel. 264.

FORMULA 3 NORTON FEATHERBED, Jackson twin plug head, rod, etc. Not yet collected after £250 tune (bills and history available), bench tested to 53.5 b.h.p. at 6,500. This engine was developed for this season's racing regardless of time and money but is now for sale with rest of stable (unfortunately). What offers please?—Box 2419.

1952 LESTER-M.G., 1,500 c.c. recon. engine and back axle, sprayed red. This is a 110 m.p.h. plus car with all-weather equipment. £410.—D. Smith, 43 Percival Road, Rugby.

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1955 (June) RENAULT Frégate Amiral de-luxe saloon, lavender blue, in virtually new condition, many extras. £695.—C.N.C.A., Ltd., Newbury. Tel.: Newbury 2000.

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THE RILEY MAN OFFERS:
TUNING, NEW AND USED SPARES,
STANLEY A. BURVILLE,

13 Railway Viaduct, Ealing Road, Alperton, Middx.
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RILEY 51. 10,000 miles since £100 engine overhaul to Pathfinder spec. New tyres, Rimbellishers, heater, etc. £485.—Feltham 4304 and Flaxman 1186.

1934 KESTREL 9 special series saloon, twin Solex, Scintilla magneto, excellent tyres, fast, reliable car. £85.—Bridges, FRE 9905.

SPORTS CARS

FAIRSMITH SPORTS CARS, LTD.,

1954 Triumph TR2 hardtop .. £615
1948 Triumph 1800 Roadster, radio, heater .. £345
1949 M.G. Y Model saloon, heater .. £399
1940 M.G. TB Tickford, grey, 100 per cent. mech. .. £250

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MORGAN 4/4 2-seater. Grey, 1948, also 4-seater, red. £355.

H.R.G. 1500 aerodynamic 2-str., pale blue, 1947. £365.

TRIUMPH 1800 roadsters, 2, green or black, both 1948. £375.

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JOWETT JUPITER 1½-litre convertibles. Bronze or B.R.G. 1952/3. £445.

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TR2, 1956 model, unmarked, B.R.G., 10,000 miles. £745.

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Morgan Plus 4, 55, TR2 engine, red, 2-str. .. £649
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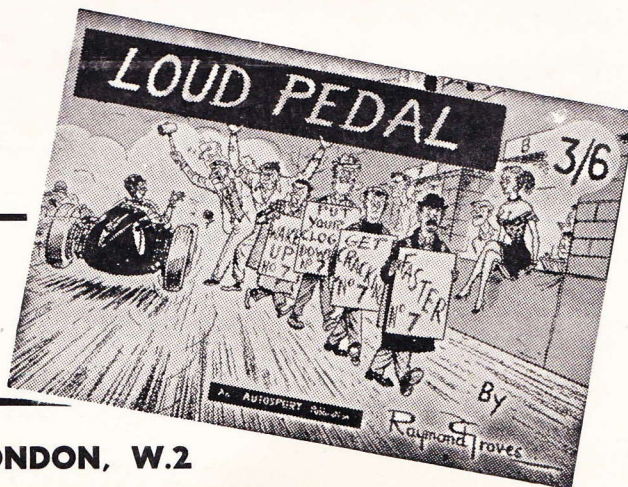
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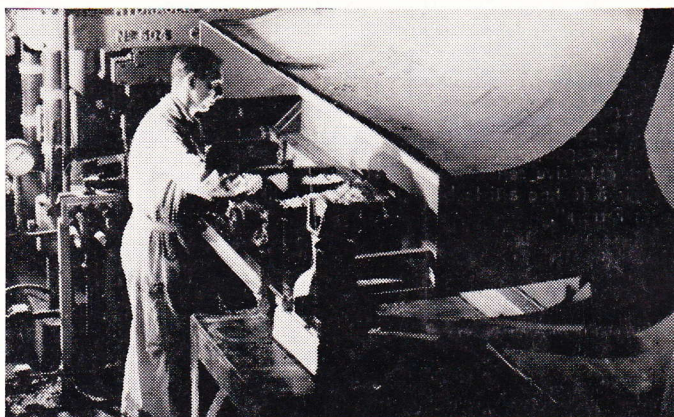
No. 1 Nine inches of safety

Specimen of asbestos-bearing rock with two wide seams of chrysotile fibre (the most-used white asbestos) cutting through



(Left) In the Ferodo Laboratories constant tests are made of raw materials and special equipment is used for making up test samples.

(Below) One section of the Ferodo Research Division is devoted to experimental production where the small-scale manufacture of new materials may be carried out on a production as opposed to a laboratory basis. The illustration shows one of the machines used in the experimental production of moulded brake linings.



Nine inches... that's about the length of an average car brake lining. And not very much to look at, either. One motorist describing the woven-type lining, said 'rather like a bit of old Army webbing but stiffer!'

But this most modest and unspectacular car component carries a big responsibility. That's why Ferodo Limited investigate with such painstaking care the materials which go into its composition—their characteristics when taken in isolation and their friction properties in combination.

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A common enough material; most likely your garage is made of an asbestos cement... but, in reality, one of the earth's most baffling mysteries. For here is a soft, almost silky fibre that's really a mineral and blood brother to granite.

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This selection of asbestos has been difficult in past years because so very little was known about it.

But modern techniques, in particular, x-ray crystallography, have unlocked many of the secrets of asbestos. Ferodo scientists have been foremost among those engaged in this field of research. We now know, for example, that the chrysotile asbestos fibres used for brake and clutch linings are, in fact, bundles of ultra microscopic tubes. Indeed, a considerable portion of present-day knowledge of asbestos structure has been derived from the work of the Ferodo Laboratories.

But there's more to a Brake Lining than just asbestos.

To make an efficient friction material, resins and friction modifiers must be added to the asbestos.

There are scores of natural resins—and man has made many of his own, too! In the Ferodo Laboratories all these materials are studied, noted, assessed. The resins, which set hard when heated, and the friction modifiers are just as important as the asbestos constituent since they impart to the finished brake lining its durability, its consistency of performance and its anti-fade characteristics. When you apply your brakes and your car stops safely, smoothly, quietly, remember that Ferodo research has ensured that your Ferodo Anti-Fade Linings are as safe, hard wearing, as science can make them.

Your garage recommends **FERODO**
Anti-Fade BRAKE LININGS

Watch out for the next in this series

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