**INDIANAPOLIS 500 MILES RACE—FULL REPORT**

# AUTOSPORT

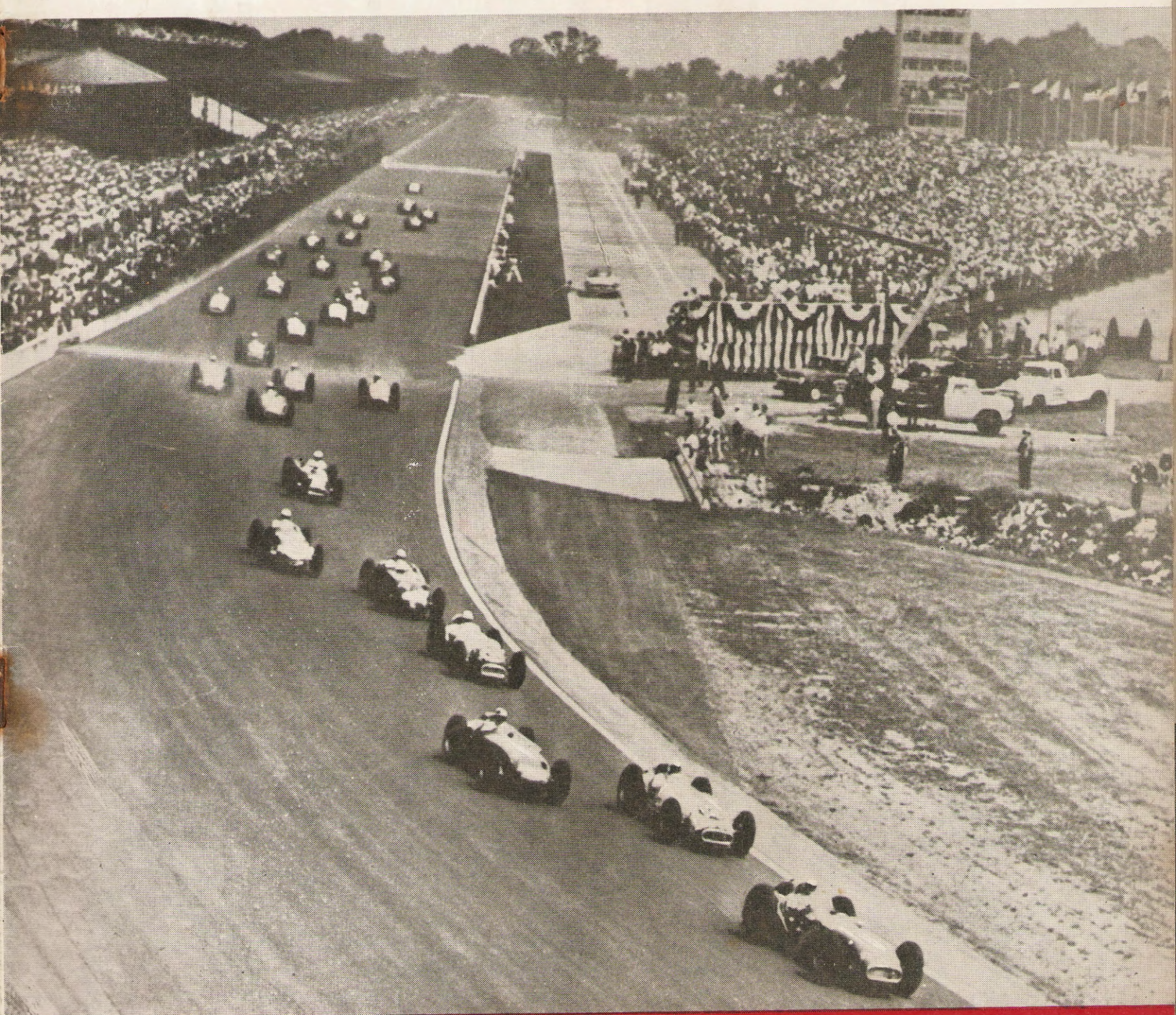
JUNE 7, 1957

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EVERY FRIDAY

Vol. 14 No. 23

BRITAIN'S MOTOR SPORTING WEEKLY



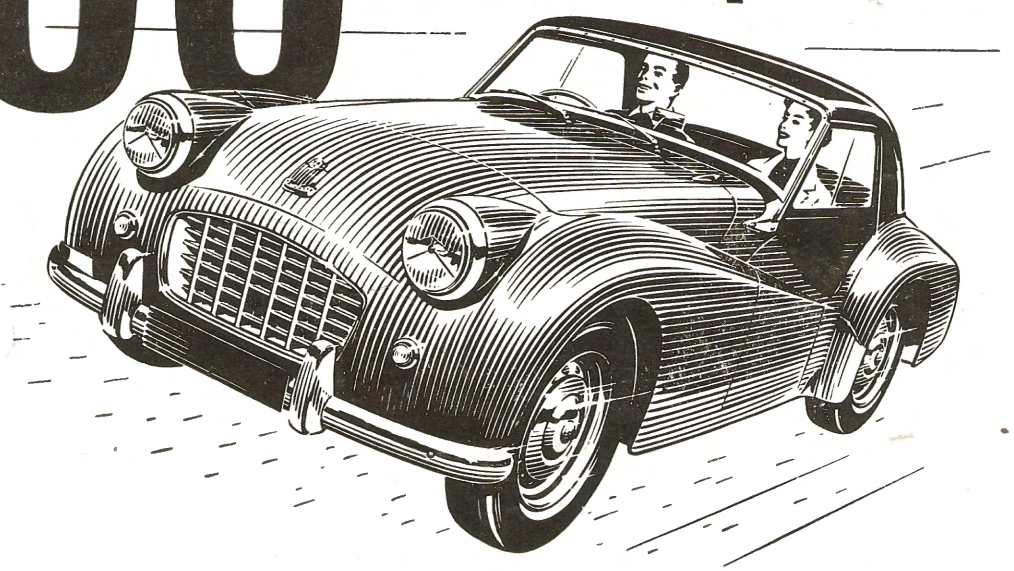
## IN THIS ISSUE

SAM HANKS WINS INDIANAPOLIS '500' : JOHN BOLSTER DISCUSSES THE FUTURE OF GRAND PRIX RACING

S.C.C.A. CUMBERLAND (MARYLAND) RACES : EIGHT CLUBS SILVERSTONE : RACING AT ST. ETIENNE

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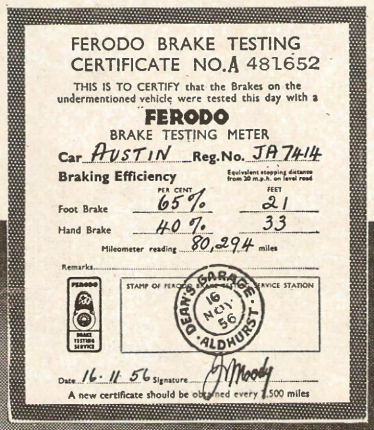
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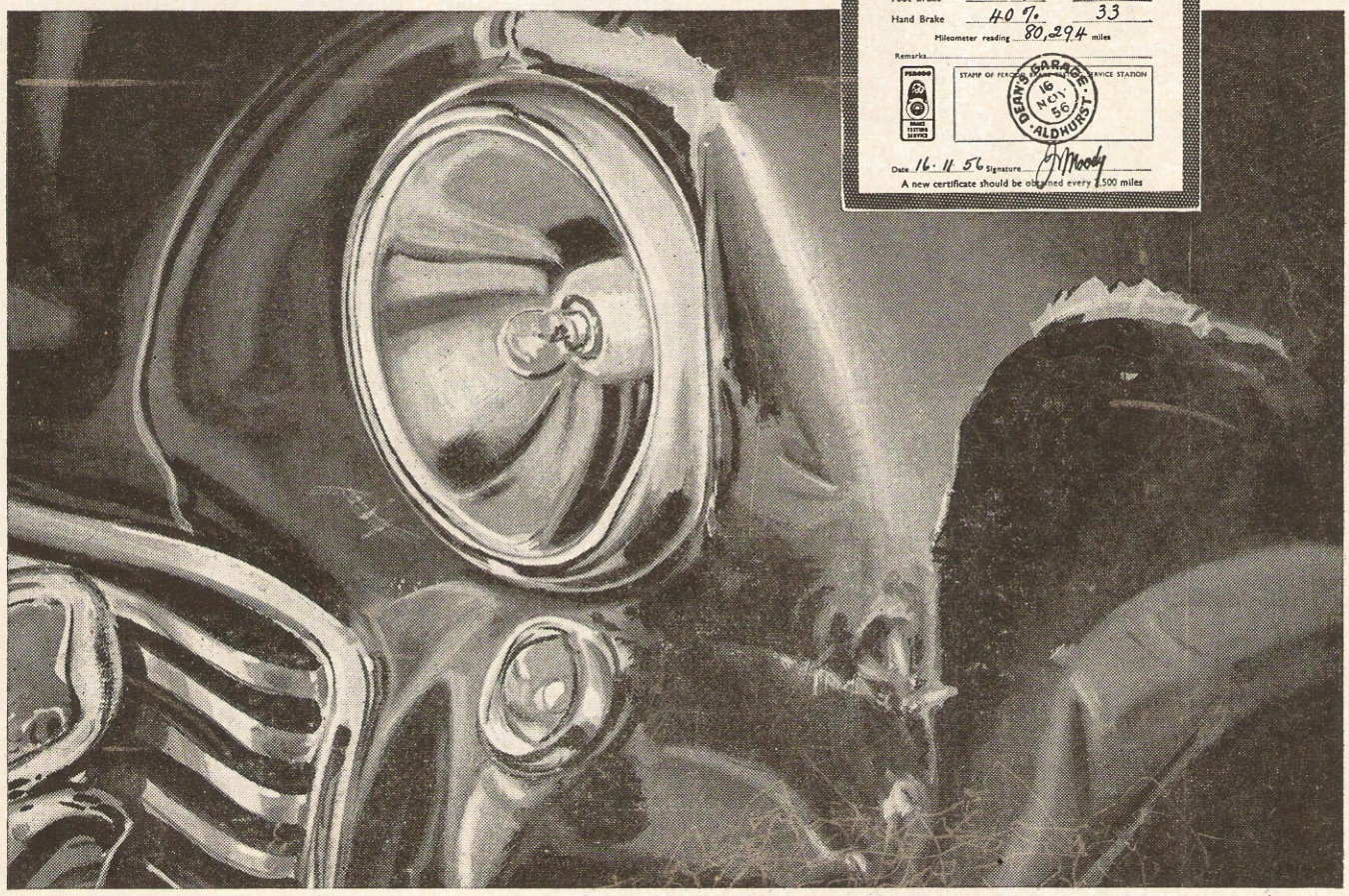
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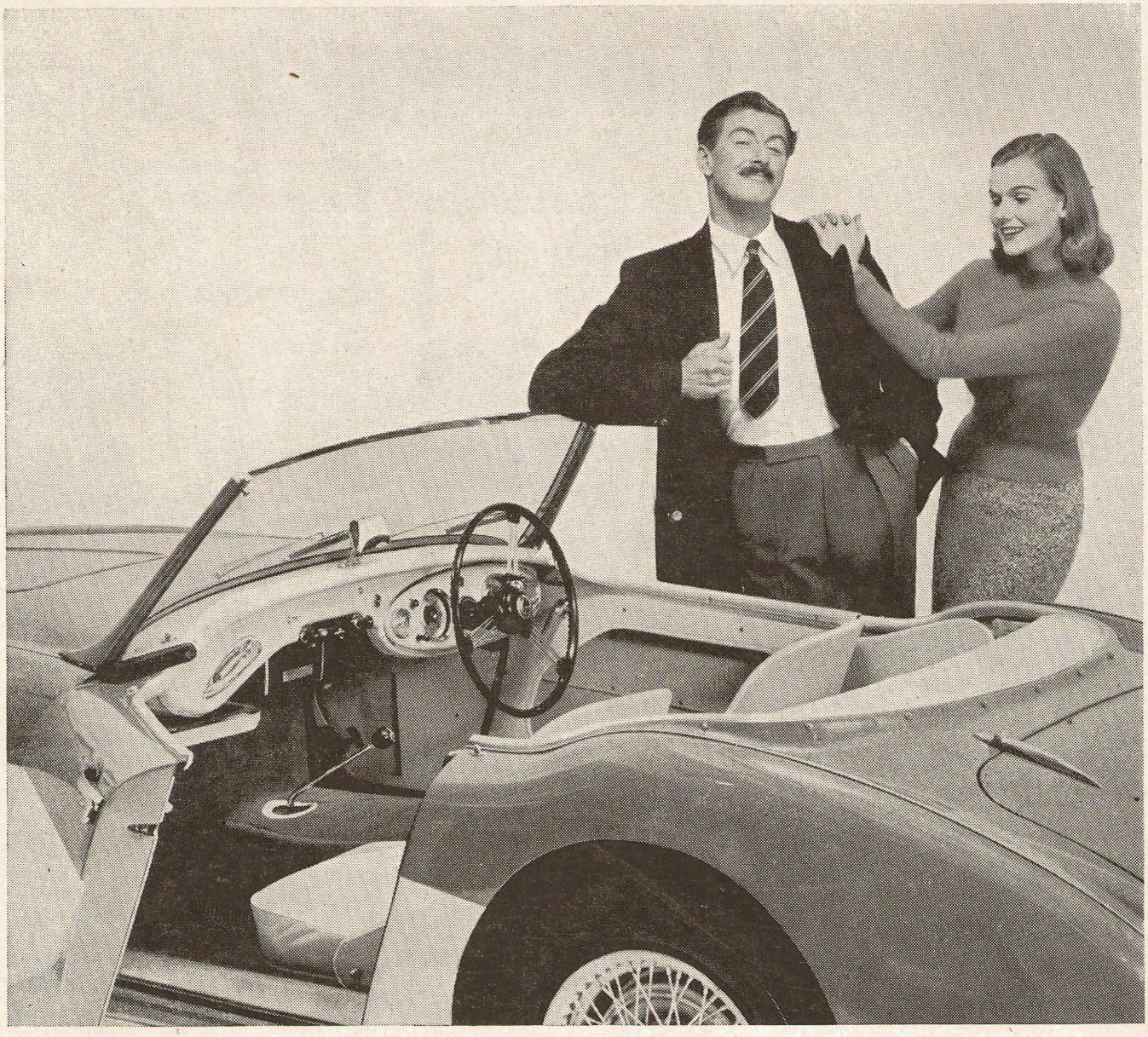
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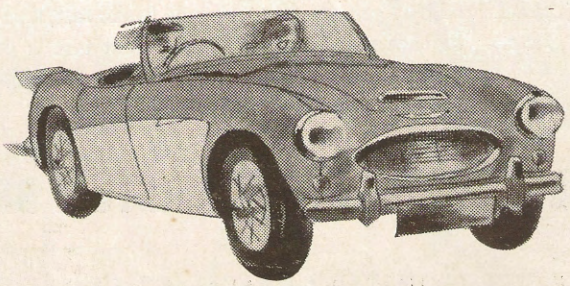


# LAPPING IN LUXURY

The new Austin Healeys are largely labelled 'Export Only'. Thousands have been specially shipped to U.S.A. Why so popular? Sheer speed, no doubt, is part of it, for these new Austin Healeys are certainly very fast. Two prototypes broke a whole list of world records in America. And the production model with its new 2.6 litre engine—six cylinders instead of four—gives you both smoother performance and faster acceleration.

But the heady joys of speed are only half the story. For the new Austin Healey is also a thoroughly civilized car. The lines are elegant and the interior finish is luxurious: thick carpets, real leather upholstery. There's a lot of room: two seats in the cockpit, two behind for children. The boot is large by sports car standards. You can have overdrive, heater and demister, wire wheels and road speed tyres.

Yet the Austin Healey only costs from £762 plus £382.7.0 purchase tax.



## THE AUSTIN HEALEY 100 SIX

THE AUSTIN MOTOR COMPANY LIMITED · LONGBRIDGE · BIRMINGHAM

# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 14 No. 23 June 7, 1957



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## CONTENTS


| | Page |
|---|---|
| Pit and Paddock | 708 |
| Sports News | 709 |
| Racing at St. Etienne | 710 |
| Records Fall at Indianapolis, by Skip Lange | 711 |
| A Glorious 1st of June!—the Eight Clubs' Silverstone | 714 |
| Popular Cumberland "Annual" | 716 |
| California's Gough Stream | 718 |
| Nürburgring 1,000 Kilometres | 720 |
| The Future of Grand Prix Racing, by John Bolster | 722 |
| Whitsun Sporting Weekend | 724 |
| Merry Motoring, by Ruth Sands Bentley | 726 |
| Penn Portrait, No. 23—Hugh Clapp | 728 |
| Correspondence/Book Review | 730 |
| Club News | 731 |



*Published every Friday by* AUTOSPORT
159 Praed Street, London, W.2
*Editorial and General Office* PADdington 7673
*Advertisement Department* PADdington 7671-2
*General Manager* PETER BAYLEY
*Advertisement Manager* NORMAN H. BIGSBY
*Circulation Manager* ERIC G. WATSON

Annual Subscription **£4 9s. 0d.**
(U.S.A. and Canada **$13.00**)
Direct from the Publishers or all Newsagents



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# *EDITORIAL*

## *U.P.P.I. AND THE MONZA "500"*

A RATHER unfortunate position has arisen in regard to the 500 Miles of Monza, due to be run on 29th June. Apparently the newly formed Union of Professional Racing Drivers (U.P.P.I.) objects to the event on the grounds of extreme danger, and has communicated its views to the organizers. The members, which include practically all European Grand Prix drivers, agree that they will not drive in such a race, if organized on the speed circuit. It is recommended that it should be transferred to the normal road circuit. For the Americans this would, of course, be impracticable; their cars are specifically designed and constructed for track events, and could not possibly be converted to road-racing standards overnight. They themselves cannot understand the attitude of the European drivers, and are inclined to the view that the remarkable lap speeds attained by Pat O'Connor have been responsible for the objections. In any case, Enzo Ferrari has stated that he does not agree with the findings of U.P.P.I., and, furthermore, says that in the event of Scuderia Ferrari entering the race, he would expect his team drivers to honour their contracts. Team leader Peter Collins has since stated that if the Patron said he was to race in the "500", he would do so—and this in spite of the fact that he had lent his name to the objections made by the Union. Whether or not U.P.P.I. will be recognized by the F.I.A. remains to be seen, but, taking into account the attitude of the members, this would seem to be highly unlikely. The existence of such a drivers' union might lead to all sorts of complications, even to the extent of strike action on the eve of a race if members had any cause for dissatisfaction. Drivers have, of course, every right to protect their interests, but surely this can be better accomplished by reference to their own National organizations, instead of forming a union which, at the best, can be regarded only with suspicion by all race organizers. It should also be remembered that direct action affecting race contracts might lead to the loss of International Competition licences, including such severe penalties as *sine die* suspension. The general public has an extraordinarily short memory when it comes to popular favourites, and if the findings of U.P.P.I. result in any exclusion act against its members, motor racing would receive a temporary setback. Temporary is the operative word, for no one can ever be considered to be indispensable, and in a remarkably short time there would arise a new school of top-line racing drivers. Whether or not the Monza race provides any useful purpose is beside the point. Before rushing into print with objections, the members of U.P.P.I. would have been far better advised to consult their own National clubs—when the race was first mooted.

## OUR COVER PICTURE

*SMALLER BUT FASTER: The reduction of the maximum capacity limit for unblown cars at Indianapolis by some* 300 *c.c. did not reduce speeds in last week's* 500 *Miles classic. Veteran Sam Hanks scored a popular victory in the new, small, ultra-low Belond Special at a record* 135.6 *m.p.h. Leading in this first lap, first corner picture is Pat O'Connor (Sumar Special).*

# PIT and PADDOCK

FOLLOWING its success in the Spa G.P., the race-winning Aston Martin DBR1 was demonstrated to and driven by King Baudouin of Belgium and his father King Leopold. King Baudouin recently ordered a new DB2-4 Mk. 3, which will be the fourth Aston Martin he has owned.

PHIL HILL and Masten Gregory may be co-driving a Ferrari in the Swedish G.P. at Kristianstad in August.

LANCE REVENTLOW and Carlos Menditeguy are sharing the former's 2-litre Maserati in Sunday's Portuguese G.P. for sports cars. Reventlow will be flying back immediately after the race, in an effort to compete at Crystal Palace on Whit-Monday with his F2 Cooper.

DRIVING a 1,100 c.c. Lotus at Le Mans will be John Dalton and Bob Walshaw. The Team Lotus twin-o.h.c. "1500" will be handled by Mackay Fraser and Peter Ashdown, the single-cam "750" by Keith Hall and Cliff Allison. Team manager for the Lotus onslaught will be—how did you guess? —Colin Chapman.

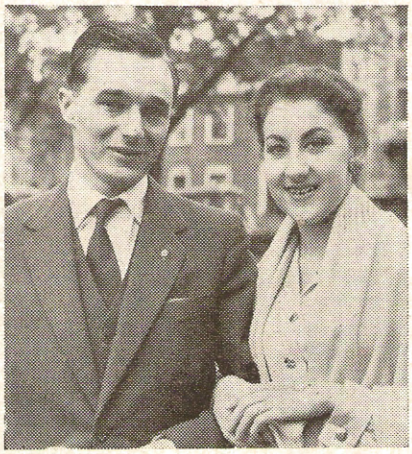
WHETHER held at Rouen or Rheims, the French G.P. will undoubtedly see the début of the V12 G.P. Maserati, which Ugolini has been reserving for the very fast circuit. It was to have been driven by Fangio at Spa.

THOUGH unable to come to Le Mans this year, Briggs Cunningham has sportingly offered his luxurious trailer caravan to Ecurie Ecosse for use as their race H.Q.

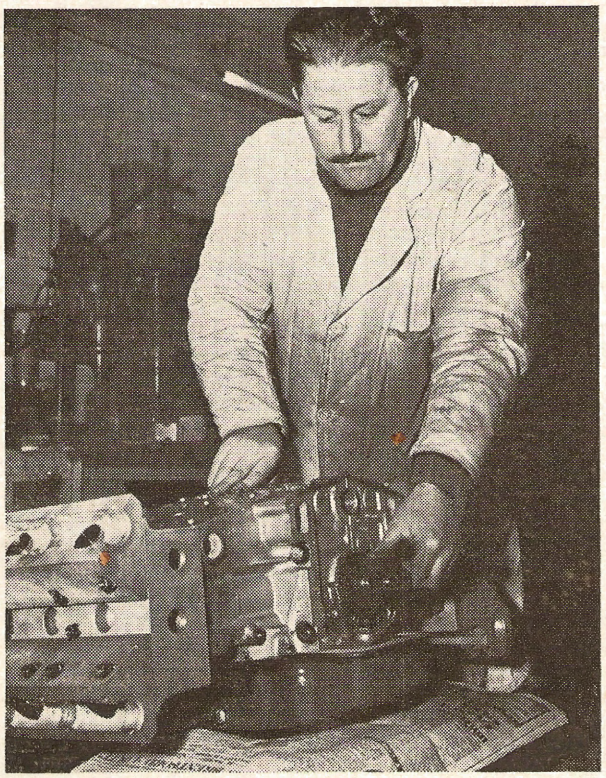
JOHN DALTON has acquired the ex-Tom Kyffin, ex-works DB3S Aston Martin.



*"Then may I suggest you nip home and return with that all-important one you left on the mantelshelf?"*



*ENGAGEMENT was announced on 21st May of Ken Gregory, secretary of the British Racing and Sports Car Club, to 21-year-old Miss Ann Tyrrell, who was a dancer in "Kismet" at the Stoll Theatre. Very best wishes to them both.*



★

*ENGAGED (left) in building a flat-four twin-o.h.c engine of his own for Formula 2 racing is that noted "do it yourself" exponent Paul Emery of Twickenham. He is giving up F1 racing with the Alta-engined Emeryson in order to concentrate on the new unit, which will have C.A.V.-Bosch fuel injection (port at first, direct eventually) and may be installed initially in a Cooper or Lotus chassis, until Paul finds time to build his own. He hopes for 150 b.h.p.*

LE MANS: Tim Hedley of Lloyds M.C. has a few spare seats in a charter plane for Le Mans, leaving on Saturday and returning on Sunday evening. Cost is £9 per passenger.

BEATING Club Secretary, Ken Gregory, to it by a week, B.R.S.C.C. Treasurer Ian Smith recently became engaged to Sylvia Henderson. Congratulations! Ian, of course, is also Secretary of Club Lotus, which has now enrolled its 350th member, thus becoming exactly one-sixth of the size of the B.R.S.C.C.

LAYSTALL crankshafts were used by the Aston Martins which won at both Spa and Nürburgring.

STANLEY SCHOFIELD PRODUCTIONS, LTD., has made colour films of both the Mille Miglia and the Monaco G.P. which will be distributed later this year by the Rootes Group and C. C. Wakefield, Ltd., respectively.

NEW Standard Eights with the high compression engine have been factory-entered for the Swedish Rally to the Midnight Sun, 13th to 16th June. Crews will be Nancy Mitchell/Doreen Reece, Paddy Hopkirk/John Garvey and Tom Gold/Bill Cave. Standard's main hopes are centred on winning the team award.

BRIAN LISTER has been invited to send his Lister-Jaguar to Monza for the 500-mile race in June. No decision has been taken at present about the entry.

WE hear that Dick Protheroe has regretfully decided to withdraw from driving the Tojeiro-Jaguar; no immediate plans have been made for an alternative wheel, but as he is shortly leaving the R.A.F., in which he has been piloting Valiant bombers, he hopes to devote more time to motor racing.

AMERICA'S latest "dream car" fantasy, the X-1000 by Ford, features (quote) "supersonic aeronautical design . . . aircraft-type bubble canopy . . . delta-shaped floating fins . . . suspended jet-pod fenders. . . ." We can't wait.

THE Volvo Sport open, plastic-bodied three-seater is now out of production.

ABSENCE of the new Corvette S.S. at Le Mans does not mean Chevrolet are already losing interest in racing. Development, in fact, is being stepped up.

# SPORTS NEWS

**THE BRITISH G.P. IS "ON" . . .**

DESPITE rumours that Maserati and Ferrari may not accept an invitation to the Grand Prix of Europe (British G.P.), due to be run at Aintree on 20th July, both the B.A.R.C. and R.A.C. state that, come what may, the race will be run—with its full status as the G.P. of Europe and a World Championship event.

In any case, the organizers fully expect to come to some arrangement with the Italians on the much-disputed question of starting money. It has been made clear that the A.C. d'Italia was not consulted when the new scale of starting money amounts was proposed. Invitations have been sent for Aintree to B.R.M., Vanwall and Gordini, in addition to selected private owners and organizations. It is also hoped that the "big" Cooper will be there, to be driven by Jack Brabham.

**. . . THE GERMAN G.P. TOO**

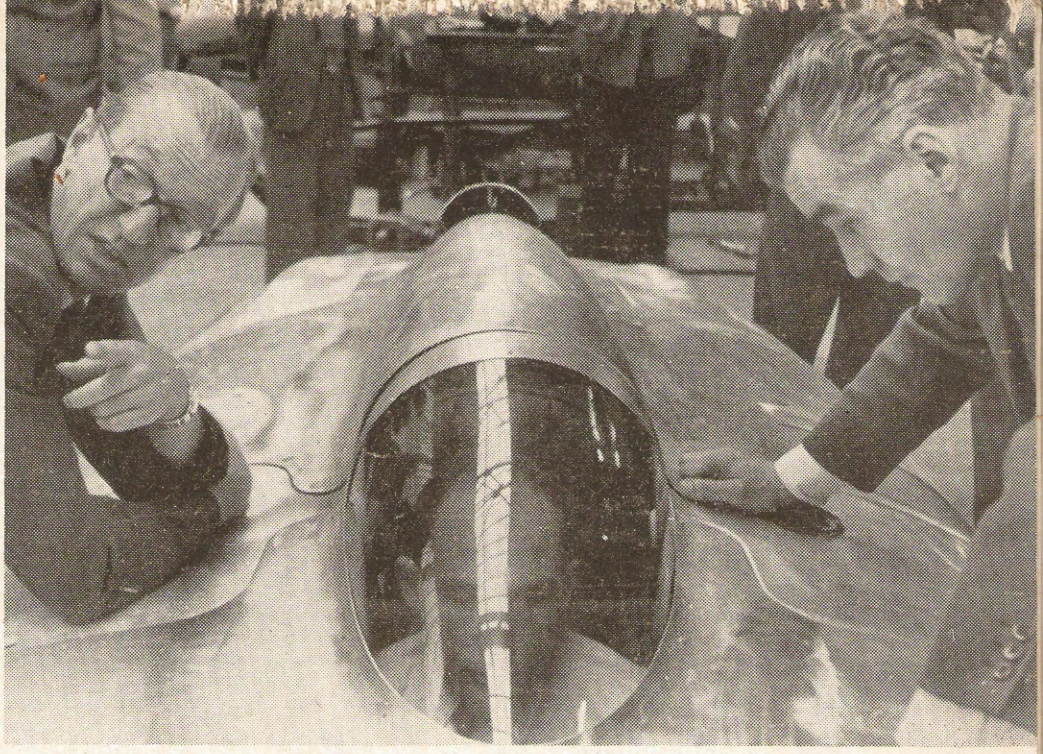
THE A.D.A.C. has announced that there will be no cancellation of the German G.P. at Nürburgring on 4th August. Invitations are being sent to Ferrari, Maserati, Gordini, B.R.M. and Vanwall to take part in the race, which counts, of course, for the World Drivers' Championship.

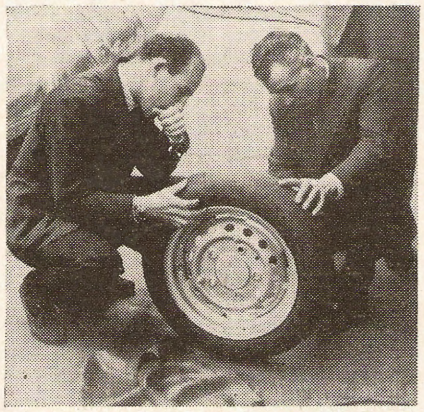
**AMERICANS FOR MONZA**

THE 10 Indianapolis drivers selected for the 500 Miles of Monza are announced as follows: Johnny Parsons, Jimmy Bryan, Tony Bettenhausen, Sam Hanks, Paul Russo, Troy Ruttman, Pat O'Connor, Jim Rathmann, Andy Linden and Johnny Boyd. It transpires, however, that Hanks, Rathmann and Boyd will not be coming to Monza. Ray Crawford, Johnny Thompson and Bob Weith are expected to replace them.

All will drive Offenhauser-engined cars, with the possible exception of Bettenhausen and Russo, who hope to bring the Novi machines. Russo's Novi was the fastest Indianapolis qualifier with a speed of 144.817 m.p.h.

Pat O'Connor is of the opinion that the Monza circuit could be lapped at over 180 m.p.h. with the Sumar Special he drove at Indianapolis. O'Connor holds the unofficial record for the speed circuit at over 172 m.p.h., with a Chrysler-powered car.





*ABINGDON TAILORING: (Above) Stirling Moss, just discernible behind the "bubble" cockpit, tries the new twin-o.h.c., 1½-litre M.G. record car for size, watched by behind-the-scenes "boffins" John Thornley and Syd Enever.*

*(Left) Moss and Enever examine the 15-in. Dunlop tyres, specially produced for record work at well over 200 m.p.h. on the Utah salt flats. Initial targets are the Class F flying mile and kilometre.*

**THE CONNAUGHT CLUB**

FOLLOWING the recent irrevocable decision to close down the motor racing side of Connaught Engineering, the following statement was issued by John Webb in his capacity as Hon. Sec. of the Connaught G.P.C.C.:—

"The organizers of the Connaught Grand Prix Car Club feel that any hasty action, such as the immediate liquidation of the club, would be unwise. It is, therefore, proposed that during the next few weeks the club shall continue as before with the exception that new members will not be enrolled.

"Connaught Engineering themselves have not, as yet, taken any decision as to the future of their existing cars and until this fate is known the future role of the club cannot be determined easily. A comprehensive statement, together with the organizers' proposals will be made in the next issue of the club's journal, "Grand Prix".

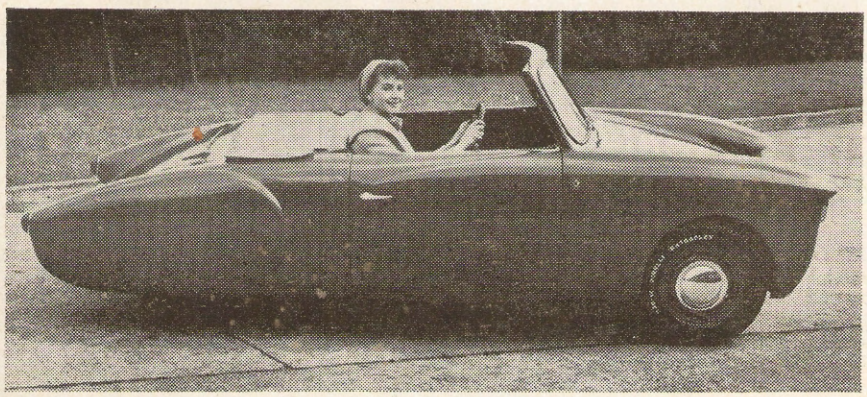
**GENEVA RALLY**

THE entry lists for the 26th International Geneva Rally (20th-23rd June) will be open until 8th June, and not the 1st, as previously announced by the organizers, the A.C. de Suisse. The event counts for the European Grand Touring Championship, and will be contested by most of the Continental rallying topliners. The Czech marque Skoda are sending a team, last year's winner, Stephan Brugger, will again drive a DKW, while the Swiss drivers Hubert Patthey, Schild, Aumas and Ziegler are amongst the "home defence".

THE R.A.C. has announced that confirmation has been received from Italy of reports previously published in the Press and that the following races have been cancelled:

Tour of Umbria (2nd June); Targa Florio (9th June); Tour of Calabria (16th June); Dolomite Gold Cup race (14th July).

The Italian authorities emphasize that apart from the Corallo Cup Race in Sardinia previously cancelled, no other events have so far been cancelled despite reports to the contrary.



*CORONET is the name of this smart new three-wheeler built by Coronet Cars, Ltd., of Denham, Bucks, and distributed in the U.K. by Blue Star Garages, Ltd. It has an Excelsior twin-cylinder two-stroke engine of 328 c.c., and plastic bodywork manufactured by British Resin Products, Ltd. Basic price is £361 5s. plus £87 7s. 6d. P.T. in this country.*

# RACING AT ST. ETIENNE

***Jaguars 1st, 2nd, 3rd and 5th at Forez "6 Hours" Meeting, Marred by Double Tragedy—Flockhart the Winner—Lotus 1-2-3 in 1,100 c.c. Class***

BAD weather and several crashes, one of which proved doubly fatal, marred the Forez "Six Hours" race meeting at St. Etienne on Ascension Day, Thursday, 30th May. The Terrenoire circuit, including a stretch using both sides of a twin-track *autoroute*, measured 5.69 km. (approx. 3½ miles), and its corners were plentifully protected by straw bales. During practice many drivers made close acquaintance with these, while learning the intricacies of the course.

The first race, for up to 750 c.c., 1,100 c.c. and 1,500 c.c. sports cars in the three classes, saw the young Belgian driver Goethals take the lead overall with his Porsche 550RS, a car obviously happier on Continental roads than at the Easter Goodwood. He beat Veuillet and Schiller in other Porsches, with Blehaut's Osca, Bonnet's 1,300 Alfa Romeo and another Osca in train.

Several British 1,100s finished way ahead of the latter trio, however, Bob Hicks's Lotus-Climax finishing fourth overall, and winning the 1,100 c.c. class. Rain which fell initially at some points and not at others brought treacherous conditions which precipitated several incidents. Siracusa's Stanguellini scooted abruptly into the bales at one point, on lap 1, its manœuvres sending Dan Margulies and two or three others spinning and sliding in efforts to avoid the Italian car. A little later David Piper (Lotus 1,500) bent a wing during a brief encounter with two spinning Oscas, having to stop to straighten it, while Hicks passed, leading from Eugene Hall, both Lotus-mounted.

The rain increased, and Hicks, coming up to a corner, was given the yellow caution flag, then beheld his team-mate Piper's car in flames, with the driver most fortunately safe on his feet, away from the blaze, having sustained minor injuries only. The accident took place at a point where cars entered the dual roadway, the Lotus sliding across the return leg, luckily without meeting any oncoming car, and overturning. It was burnt out, even the SU carburetters and valve cover of the Coventry-Climax engine melting in the heat. Behind Hicks and Hall came Margulies, making a neat 1-2-3 class win for Lotus, with Siracusa's 1,100 Stanguellini next in. Picard's D.B. won the 750 c.c. class from Taraschi's Giaur, Chancel's Panhard, and two of the new 750 c.c. Oscas.

The over 1,500 c.c. race, of two hours' duration, proved an Anglo-Scottish triumph for the Ecurie Ecosse Jaguars of Ron Flockhart and John Lawrence, after a brisk duel with Duncan Hamilton in his own D-type, and the Belgian Mairesse in a 3½-litre Ferrari. The latter lost control on the 13th lap, his race finishing deep in the straw bales beyond a corner. Another whose drive ended abruptly was Adrian Conan Doyle, son of Sir Arthur of Sherlock Holmes and "Lost World" fame. Adrian's return to racing (he was a keen exponent with Mercedes and Bugatti cars in the '30s) was made in a Testa Rossa Ferrari, but the slippery conditions sent him charging off the circuit at the hairpin, the Ferrari ending up perched high amongst the bales, its driver going to hospital for treatment, but not being detained.

The accident which cost the lives of the Italian Piero Carini and the Portuguese G. Barreto took place on the dual



*The late Piero Carini, winner of the Dakar Grand Prix in 1955 with a 3-litre Ferrari, and driver for Alfa Romeo in several sports car events.*

*autoroute*. From accounts, it seems Carini's Testa Rossa Ferrari went out of control on entering the section at the fast Maison Rouge turn, the car sliding helplessly across the paved centre dividing section, and meeting Barreto's similar car head-on at over 120 m.p.h. Both drivers were killed instantly, their cars being reduced to little more than scrap.

Behind the flying Jaguars Peter Whitehead occupied fourth position with his Aston Martin, followed by the Belgian Bianchi's Jaguar and Brian Naylor's Lotus-Maserati, which carried off the 2-litre class, ahead of Picard and Harris in Ferraris. John Lawrence, second home, succeeded in breaking the lap record, set up by the late Marquis de Portago (3-litre Ferrari) when winning last year's Tour de France, by 3 secs., despite the rain and slippery circuit conditions.

**Results**

**Over 1,500 c.c. (2 hrs.)**

1. **Ron Flockhart (Jaguar),** 291.716 km., 145.858 k.p.h. (90.60 m.p.h.).
2. **John Lawrence (Jaguar),** 289.642 km.
3. **Duncan Hamilton (Jaguar),** 286.873 km.
4. **Graham Whitehead (Aston Martin),** 281.429 km.

5, Bianchi **(Jaguar);** 6, **Brian Naylor (Lotus-**Maserati); 7, Monnoyeur **(Jaguar);** 8, **Peter Whitehead (Aston Martin);** 9, Picard (Ferrari); 10, Harris (Ferrari).

**Fastest lap:** Lawrence, 2 m. 11 s., 156,360 k.p.h. (97.13 m.p.h.). New record.

**Under 1,500 c.c. (1½ hrs.)**

1. Goethals (Porsche 1,500 RS), 206.727 km., 137.818 k.p.h. (85.62 m.p.h.).
2. Veuillet (Porsche 550), 199.850 km.
3. Schiller (Porsche 1,500 RS), 199.192 km.
4. **Bob Hicks (Lotus 1,100),** 189.425 km.

5, Blehaut (Osca); 6, **Eugene Hall (Lotus 1,100);** 7, **Margulies (Lotus 1,100);** 8, Bonnet (Alfa Romeo); 9, Testut (Osca); 10, Siracusa (Stanguellini).

## RALLYE MONT-BLANC-ISERAN

### Victory for Storez/Buchet (Porsche Carrera) in Tough Haute-Savoie Event

DRIVING his Porsche Carrera, Claude Storez won the general classification in last week's Rallye Mont-Blanc-Iseran, organized by the A.C. de Mont-Blanc, with Marcel Becquart in general charge. Storez made best time on both the Col du Sapenay and the Col du Mont-Revard, his 7 mins. 8 secs. being a record for the last-named. Favourites to win the rally, Jacques Peron/José Behra (Ferrari 250M), were eliminated after a crash near Aix-les-Bains.

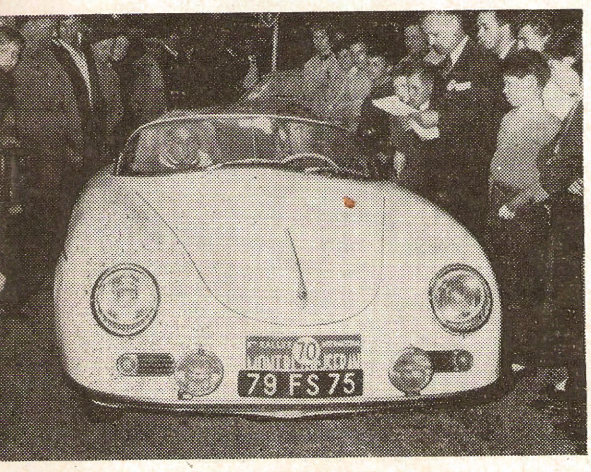
Pingeon's Porsche Carrera was runner-up, and Mmes. Renaud/Bouchet (Simca Aronde) actually finished fourth in general, first in the G.T. 1,001 to 1,300 c.c. class, and won the Coupe des Dames.

One of the most interesting cars was the much-modified Citroën DS19 of Ricon, which achieved 7 mins. 51 secs. on the Revard. Windy weather was experienced in high altitudes, and there was a considerable amount of fog. Only four competitors finished unpenalized.

**Results**

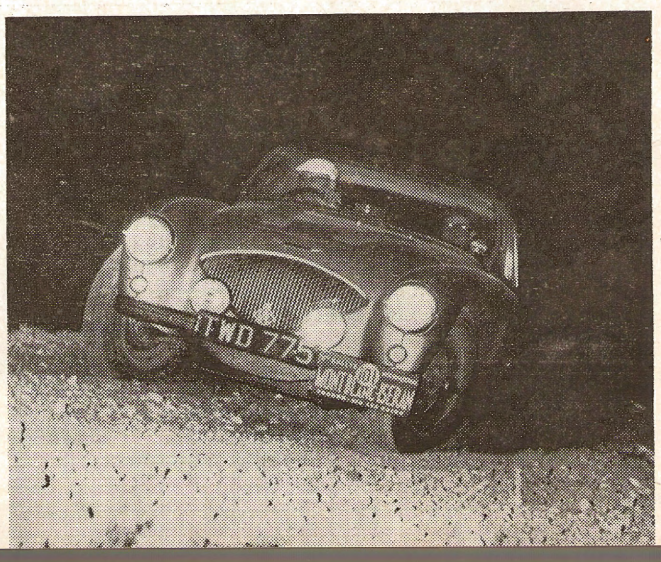
**General Classification**

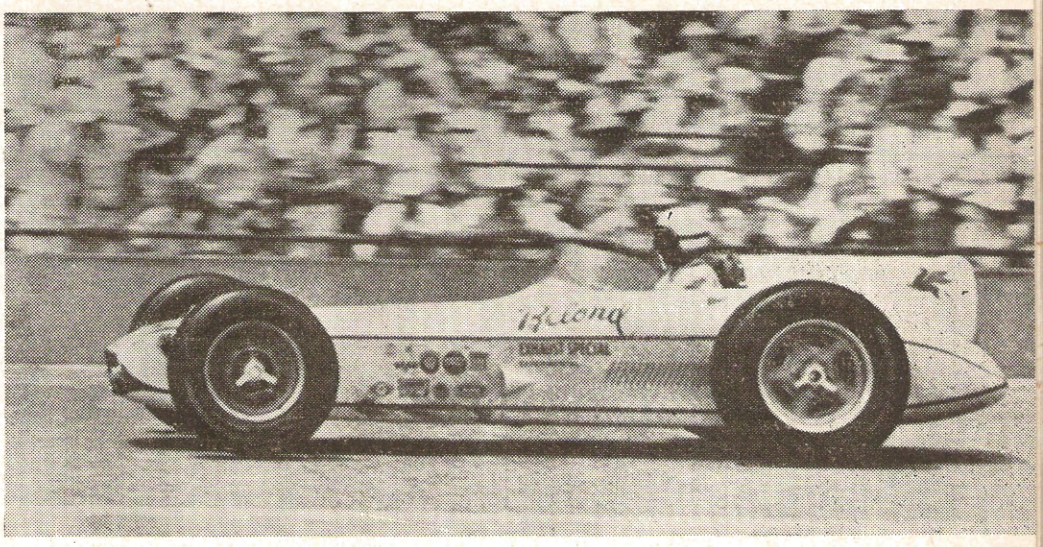
1. Storez/Buchet (Porsche), 0 pt., 3.660 (1st G.T., 1,600 c.c.).
2. Pingeon/Millet (Porsche), 0 pt., 3.896.
3. Collange/Estager (Alfa Giulietta), 0 pt., 3.970.
4. Mmes. Renaud/Bouchet (Simca Aronde), 0 pt., 4.850.
5. Sprunk/Mme. Amblard (Simca Aronde), 10.
6. Nicol/de Lageneste (Alfa Giulietta), 12.
7. Aumos/Jonnerre (Alfa Giulietta), 72.
8. Miguet/Bret (Peugeot 403), 80.
9. Oreiller/Lascoumes (Alfa 2000 Super), 110.
10. Cotts/Jurine (Dauphine), 200.




*THROUGH the night (right) on the Col de la Croisette go the Mont-Blanc-Iseran rally British entrants Norman Blockley and Paul Steiner in their Austin-Healey.*

*RALLY winners (left) Storez and Buchet (Porsche) are signalled away from a time control by Maurice Becquart*





*BELOND BOMBSHELL: This broadside view of Sam Hanks in the winning car shows how installation of the 252 cu. in. Meyer-Drake practically flat on its side has markedly lowered the bonnet line and, as a result, frontal area.*

# RECORDS FALL AT INDIANAPOLIS

## An Experiment, Plus Experience, Pays Off — Sam Hanks Wins the 41st 500 Miles Classic at 135.6 m.p.h. despite lower capacity Formula

By SKIP LANGE

IT took a speed of 135.601 miles per hour to win this year's 41st annual 500 Mile Race. Sam Hanks did it.

Breaking the record set in 1954 by the late Bill Vukovich by nearly five miles an hour, Sam Hanks led second place finisher, Jim Rathmann, to the chequered flag by a mere 20 secs. Coincidentally, this is precisely the interval which separated Hanks from first place just one year ago.

Hanks started this year's race as a veteran of 11 previous Speedway classics. His first appearance in Indianapolis was in 1940 and he has driven more laps in competition in the "500" than has any other active driver. In addition to his second place finish last year, he finished third in both 1952 and 1953, and won the National Driving Championship of the United States in 1953. This year, Hanks's experience was crossed with an innovation . . . perhaps the smallest and lightest car ever to qualify at Indianapolis.

### The "New" Cars

Following the 1956 race, the Speedway management, working closely with car owners and the United States Auto Club, instituted a new engine formula. It called for engines of not over approximately 252 cubic inches non-supercharged and 168 cubic inches supercharged. Essentially, this change in engine formula altered engines none at all. The old reliable 270 cubic inch Meyer-Drake engine was reduced either in bore, or stroke, or both, to achieve the smaller size. Early last winter a former Indianapolis winner, Louis Meyer, announced some eight stock combinations which could be utilized with his Meyer-Drake engines to achieve the allowable size. Mechanics and owners simply took their choice of the combinations available.

The new formula for supercharged engines was of concern to only two car owners. Lou Welch was faced with a reduction from 180 inches to 168 for his famous Novis. Roger Wolcott, the only owner who has favoured a supercharged Meyer-Drake engine during the past several years, faced the same challenge. Mechanics for both owners succeeded, and the two Novis as well as the Wolcott car qualified for starting positions.

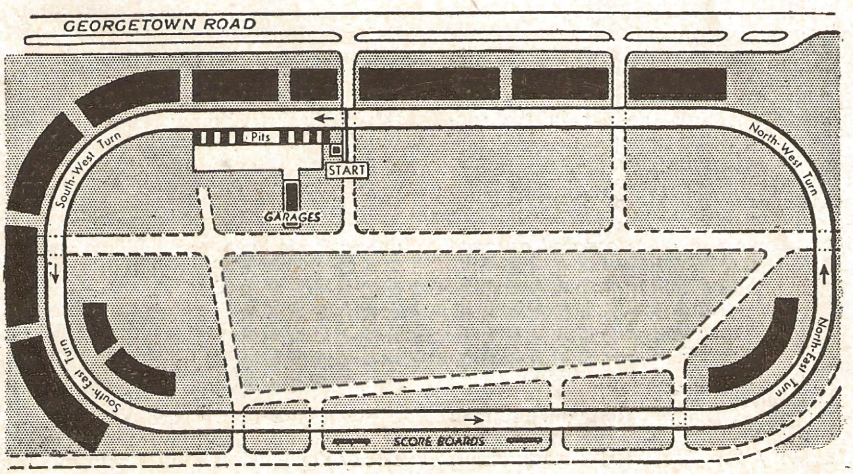
The car driven by Sam Hanks was different not at all in engine design, but rather radically in chassis design. It is in this area that tremendous improvement has been made within the last five years. Last year's 270 inch engine put out about 350 horsepower at 5,000 r.p.m. This year's smaller engine does about the same, but at a somewhat higher r.p.m. The smaller engine has, in drivers' opinion, definitely decreased their cars ability to accelerate out of the turns. This means that the only answer to maintaining lap speeds nearly equivalent to last year's is that the cars must go through the turns themselves faster. Drivers estimate that they achieve a maximum speed of about 165 to 170 miles per hour on the main straights, and many of them are now getting to the timed quarter-mile trap in the south-west turn at speeds of 133 to 135 miles per hour.

The new car built for Sam Hanks this year by George Salih sought better handling, decreased weight, and decreased frontal area by placing the engine practically on its side. This sent the drive shaft down the left side of the car, and allowed the driver to sit almost below the drive shaft line. Weight saving has been significant with the car probably scaling between 1,500 and 1,600 pounds. The engine compartment is so compact that there is no reason to raise the bonnet line except to shield and enclose the driver and the fuel tank mounted immediately behind him. This gives the car a distinct wedge shape which is heightened by a small stabilizing fin which, the designer contends, "Looks good and won't hurt anything".

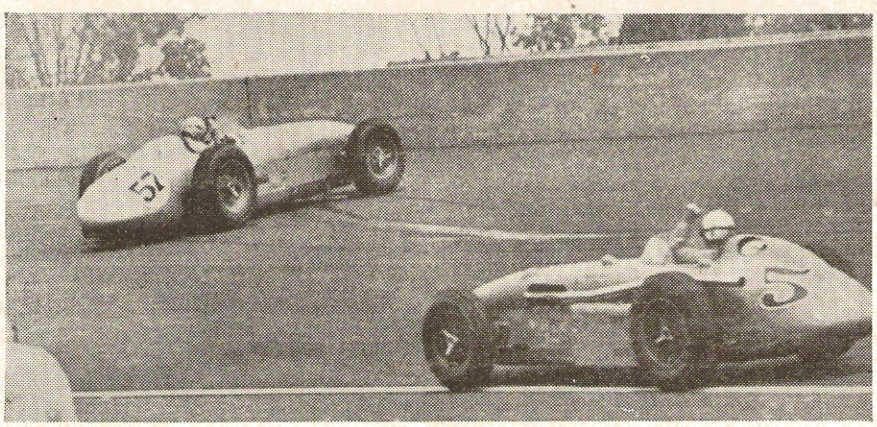
### Qualifications

In the practice days before the first qualification date of 18th May, former World Champion "Nino" Farina again had his hopes of conquering the "500" crushed. Dr. Farina had come to Indianapolis this year with a completely new Kurtis-Kraft roadster powered by a Meyer-Drake engine. In other words, the standard Indianapolis combination. "Nino" leaped off the plane when he arrived at Indianapolis with his crash helmet strapped to his shoulder. He proceeded immediately to the Speedway beaming with great approval on his handsome new automobile. "I own it," exclaimed Nino, and his keen anticipation of success was obvious.

As the first qualification day drew near, Dr. Farina had not quite reached




*THE "HOOSIER BOWL" to Indianapolitans, America's famous oblong track, with its four banked corners, measures 2½ miles (4.02 km.) and was lapped this year during qualifying trials at 144.817 m.p.h. by Paul Russo in the supercharged 8-cyl. Novi Special.*



*"OKAY" signals Jimmy Reece in Hoyt Special No. 5, as he passes Jimmy Daywalt, busy bringing his Helse Spl. to a halt after hitting and bouncing off the wall at the South-East turn on the 54th lap. He retired, unhurt.*

the combination necessary with his new car. Seeking an outsider's opinion, and evidence of what the car could do in the hands of an experienced driver, Keith Andrews, who had qualified for the 1956 race at an average speed of 143 miles per hour, was called upon to test drive the car. Andrews lost it as he came out of the North-West turn. At about 125 miles an hour the car hit squarely on the end of a concrete retaining wall. Poor Keith Andrews was killed instantly. To say that Dr. Farina's experiences at Indianapolis have been disappointing is an understatement.

Again this year the rains held the key to qualification. Qualifying between showers on Saturday, 18th May, nine cars made the field. Pat O'Connor turned in the fastest four lap average of 143.948, a little over two miles per hour slower than the record set last year by Pat Flaherty. Incidentally, Flaherty was seriously injured shortly after winning the "500" last year and is still on the convalescent list.

Sunday, 19th May, was rained out entirely. The next qualification day was Saturday, 25th May, and again the skies were threatening. National Champion Jimmy Bryan was first out and qualified at 141.188. While this was considered a highly respectable qualifying time, it was perhaps a mile or two slower than many had expected, and consequently suggested to many drivers that they might safely settle for a speed somewhat slower than their original objective.

At completion of qualifications on Sunday, 26th May, Paul Russo, driving one of the supercharged eight-cylinder Novi Specials had set this year's fastest four lap qualification average at 144.817. Slowest man to make the field was Don Freeland, an experienced and highly competent driver, who placed his Ansted-Rotary Special in the line-up at 139.649.

**While the Bands Play**

While threatening weather had been the prelude, race day dawned clear, with the temperature about 68 degrees. Because of the spectacular improvements which have been instituted at the Speedway this year (new grandstands on the inside of the track along the complete length of the pit area, a new glass and steel Control Tower, and a new pit apron separated from the track by a 20 foot wide plot of grass) spectators can now walk between the track and garage area. Consequently, all cars were required to be in their pits at 7.30 in the morning so that, literally, they would not get caught in traffic when moving from the garage area to the track. Consequently, there was little activity in the garage area even in the early morning of race day. We did notice Paul Russo industriously shaking his overalls which had been fireproofed in a solution of boric acid and borax. At the urgent request of the Speedway medical director, nearly all drivers now wear overalls which cover their entire body and which have been rendered at least highly flame resistant.

As the cars were rolled on to the pit apron their tyres were given a final check by the Firestone tyre crew. Incidentally, Firestone tyres will be available at Monza for the June race, and having been developed specifically for this type of racing they should prove highly satisfactory.

Indianapolis attracts a crowd of perhaps 200,000 spectators, and on a sunny day the sight is spectacular. Double-deck stands line the main straightaway and first turn. Behind the new Tower Terrace Stands at the rear of the pits fly the flags of all nations. On the track itself a parade by the Purdue University marching band is led by the "Golden Girl", a drum majorette of rather startling design. Atop the "Control Tower" which houses the timing, communication, and radio facilities there appeared on race day a gigantic four-sided score board which flashed electrically the numbers of the five leading cars.

As we walked down the pit lane prior to the race it was interesting to note that about half of the 33 cars entered were equipped not only with seat belts (all cars have these) but also with shoulder straps. The typical "complete" safety harness installation consists of a quick-release seat belt, shoulder straps which fasten to this same quick-release buckle, and a harness which the driver puts on before entering the car and then hooks to a clip on the left-hand side of the automobile. This final harness is to keep the driver from sliding toward the right-hand side of the car in the successive left turns.

Indianapolis drivers have had this year seven explicit examples of the advantages of this type of safety harness. There were seven cases of sudden and violent contact between car and concrete wall this year in which the drivers suffered no injury. Only in a case where the driver's compartment is crushed, as was the case in the Andrews accident, are shoulder straps and safety belts naturally of no value. Perhaps the European drivers' reluctance to adopt safety equipment is traditional. It may be recalled that crash helmets were made mandatory for American championship drivers in 1935. It was not until about 15 years later that this step was taken in Europe.

**The Race**

Because of the arrangement of the new pits at the "500", cars were not massed on a track grid for the start of the race. At the signal from Speedway President, Tony Hulman, "Gentlemen, start your engines," the 33 cars were started in their respective pits. The Mercury pace car moved forward, as the cars were started, with Jack Reith, Mercury Vice-President, driving and Tony Hulman kneeling on the seat "directing traffic".

At the completion of the first lap all 33 cars had assumed their positions in 11 rows of three each. The second lap was to end in a flying start, but before the pace car appeared at the head of the main straight, car No. 55 driven by Eddie Russo came around and made straightaway for his pits. Before the race had even started Russo was out of the race, having been rammed from behind by Elmer George on the first pace lap. George was stalled on the back stretch and Russo had been hit from behind hard enough to fracture his fuel tank. With the fuel that spilled out on to the pit apron from Russo's car ran a year's hopes and labours for the preparation of a race car for the "500".

Due to the confusion and elimination of two cars before the race had actually started, a third pace lap was called for from the pace car, which must have brought little joy to the drivers. At the completion of the third lap they were off! Into the first turn in the lead was pole position car, Pat O'Connor. Since there were no alternative starters standing by, only 31 cars started this year's race. Flashing down the straight in first position at the completion of the first lap was Pat O'Connor, followed nose to tail by Freddie Agabashian, Eddie Sachs and Troy Ruttman. On the second lap Sachs had eased in front of Agabashian but the other positions were the same.

Troy Ruttman, winner of the 1952 race, was out to prove to the world that he and his car still had it, however, and he was in second place right behind Pat O'Connor at the completion of the fourth lap. On the sixth lap he took over first place, and by the end of the 10th lap Paul Russo had also passed O'Connor. At that point the order was: Troy Ruttman, Paul Russo, Pat O'Connor, Freddie Agabashian, Sam Hanks, Eddie Sachs, Jimmy Bryan, Johnny Boyd, Tony Bettenhausen, Johnny Thomson.

Paul Russo and Tony Bettenhausen were driving the fabulous Novis. These cars reputedly develop nearly 600 horsepower and have tremendous acceleration on the straights. They have been, however, the most ill-fated cars at the Speedway. Last year only one of the cars, Russo's, was qualified . . . and he barely escaped with his life when his car crashed when leading the race on lap 21.

When the Novis are running well, everyone concedes they are unbeatable. Today the Novi of Paul Russo did seem

to be running well, yet Troy Ruttman managed to keep just ahead of Paul's car. This, however, was not to be Ruttman's day and at the end of his 12th lap he rolled slowly down the pit apron gesturing eloquently that there was nothing left under the bonnet. "Something got too hot", is about the only report we were able to uncover regarding the cause of Ruttman's early withdrawal.

With Ruttman out of the race Russo and the Novi assumed the lead, closely followed by Sam Hanks, Pat O'Connor, Freddie Agabashian and Tony Bettenhausen in the second Novi. The speed at 20 laps was 139.749 miles per hour. At this point, Mike Magill was giving a rather interesting demonstration of how to "almost" make a pit stop. Magill evidently had no brakes at all and on his first two attempts overshot his pits so badly that he simply continued on around the track. On his third try he was rolling very slowly as he approached his pits, and as his speed slowed sufficiently he simply leaped out and began tugging at the right rear wheel to stop the machine from rolling. He succeeded, rolled the car back to its pits, and subsequently re-entered the race after a pit stop of 7 mins. and 41 secs.

At the end of 30 laps the speed was up to 140.003, a new track record by about two miles per hour. Leading was still Paul Russo in the Novi, but he was being pressed hard at this point by Mr. Sam Hanks.

Tension mounted as the little yellow wedge which was Hanks's car began to nip at the flanks of the big blue Novi. Perhaps it was Russo's memory of last year's crash . . . perhaps it was simply that the Novi's vaunted acceleration was not existent today . . . or perhaps the super-light Salih-built car of Sam Hanks had been underestimated. Whatever the reason, Sam Hanks, the "12 race veteran", was not to be baulked and took the lead away from Russo on the 36th lap.

On the 37th lap Tony Bettenhausen, driving the second Novi, came into the pits for fuel and new tyres on the right side. He was out of the pits in 45 secs. The wise ones said, "They're sending Bettenhausen out to get Hanks." Perhaps they were, but Tony couldn't do it today.

The standings of the leaders at the end of 100 miles, 40 laps, were: Sam Hanks, Paul Russo, Jimmy Bryan, Freddie Agabashian, Andy Linden, Eddie Sachs, Pat O'Connor, Tony Bettenhausen, Johnny Boyd, Johnny Thomson. The elapsed time was 42 mins. 51.01 secs. —an average speed of 140.023. This again was a new track record by better than two miles per hour.

On the 43rd lap, four of the leaders pulled into the pits at about the same time. Russo, Sachs, O'Connor and Agabashian were all in for tyres and fuel, left about the same time and did not change positions. Of course, this increased the lead of Sam Hanks. Shortly after these pit stops Jimmy Daywalt, driving the only carburetter engine car in the race (the rest all used fuel injection except the supercharged cars), crashed into the wall on the south-east turn. Again, the seatbelts served their purpose and Daywalt was not injured.

While Daywalt's car was being cleared from the track, the yellow caution light was on and the cars were slowed and held to their positions. Several cars took advantage of this slow period to make pit stops and among these was Johnnie Tolan. Tolan's pit was located at the very top of the pit lane and (to some of the drivers' displeasure) a noticeable left turn is required to enter the pits. Tolan's problem was compounded by the fact that he not only had to make the normal turn, but turn somewhat more sharply and stop at the same time to get his car into his own pit. The combination of turning and braking produced a predictable result, and Tolan's car spun 180 degrees, and bumped vigorously against the pit wall. Luckily, his crew members leaped in time, and except for the fact that Tolan was in his pits backward, his position was perfect. The consternation caused by this unusual act made it a slow pit stop of 4 mins. 35 secs., but the car was eventually turned around and rolled back on its way into the race, evidently none the worse for wear.

At 150 miles Hanks still led from Paul Russo with the speed now at 135.579 despite a slow down under the yellow light of 12 mins. 45 secs. due to Daywalt's accident.

At the end of 175 miles there suddenly appeared in fifth place car No. 26, Jim Rathmann. The first four cars were the same . . . Hanks, Russo, Agabashian and Bryan . . . but Jim Rathmann had worked his way up to fifth position from a starting position in the 11th and last row. At this point Rathmann stopped for fuel and changed three wheels in just 33 secs. On his 76th lap, Al Keller, driving a Bardahl Special, spun and struck the wall on the south-west turn. His luck held and he walked away unhurt. At the end of 200 miles there had been seven retirements including the first two involving Eddie Russo and Elmer George. Of these only three were due to mechanical failure . . . the cars of Keller, Daywalt, Russo and George all being involved in accidents.



*REGULAR REWARD for the Indianapolis race winner each year is a kiss (or kisses) from a prominent actress or similar celebrity. This year Cyd Charisse of Hollywood was the donor, and Sam Hanks the contented recipient. His prize money totalled somewhere around 100,000 dollars.*

At the completion of 225 miles there were now two cars heading the Novi. Jim Rathmann had moved by Paul Russo to take over second place, while Sam Hanks still led the field. The average speed, including the time under the yellow flag, was 135.44. Sam Hanks was lapping, however, at better than 139 miles an hour. At this point, another noble effort at ingenuity went by the boards as the supercharged Wolcott entry, driven by Roger Ward, was retired with supercharger trouble.

At the halfway point, with both Hanks and Rathmann having made a pit stop, the order was: Hanks, Rathmann, Agabashian, Bryan, Jimmy Reece, Andy Linden, Paul Russo, Marshall Teague, Bob Veith, Johnny Boyd. An extra pit stop had moved Paul Russo well down the line. On his 109th lap Sam Hanks made his second pit stop for tyres and fuel. He was in the pits just 44 secs.

Immediately after Hanks re-entered the race, having sacrificed the lead to Jim Rathmann, the yellow light came on for a two car crash involving Al Herman and Mike Magill. Magill struck an inside retaining wall and as Herman headed for the gap between Magill's sliding car and the outside wall, Magill's car closed the gap. Although both men were shaken up and the cars were severely damaged, neither man was seriously injured.

At 110 laps the positions were: Jim Rathmann, Sam Hanks, Jimmy Bryan, Jimmy Reece, Freddie Agabashian. After completing 112 laps Freddie Agabashian, who at that time had been riding in fifth place, halted . . . and as the car rolled to a stop flames broke out beneath the tail. Pit fires seem to be a thing of the past, however, and the area was immediately enveloped in a dense $CO_2$ fog. Agabashian had reportedly felt something wet on his back and made his pit stop to investigate. The dampness was fuel. His stop was wise. The car was out of the race.

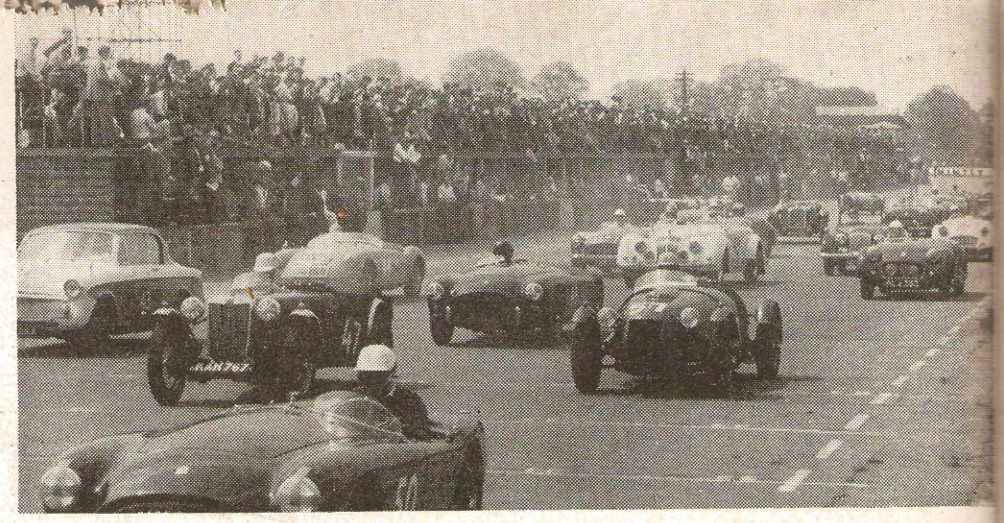
At the completion of 300 miles Jim Rathmann still held first position followed by Sam Hanks, Jimmy Reece, Andy Linden and Paul Russo, who had now moved back up to fifth. It was another new track record at 134.355 miles per hour. The field had been whittled at this point to 18 cars. At 300 miles only Rathmann and Hanks were on the same lap. Reece, Linden and Russo were all two laps (about 2 mins.) behind the leader. At this point, Sam Hanks was racing with Jim Rathmann in the truest sense of the word. Rathmann still led at 325 miles but Hanks had cut his lead down to just 1 sec. at 330 miles. As the two cars completed their 133rd lap, Sam Hanks

(*Continued on page* 724)

## Provisional Results

1, Sam Hanks (Belond Exhaust Spl.), 135.601 m.p.h.; 2, Jim Rathmann (Chiropractic Spl.); 3, Jim Bryan (Dean Van Lines Spl.); 4, Paul Russo (Novi Auto Spl.); 5, Andy Linden (McNamara Spl.); 6, Johnny Boyd (Bowes Seal Fast Spl.); 7, Marshall Teague (Sumar Spl.); 8, Pat O'Connor (Sumar Spl.); 9, Bob Veith (Bob Estes Spl.); 10, Gene Hartley (Massaglia Hotels Spl.).

31 Starters; 17 finishers.



*SUNLIT SCRAMBLE as the bigger cars leave the Le Mans-type start of the second half-hour "blind". In spite of the high proportion of inexperienced drivers, there were few "incidents" in a fine day's racing.*

# *A Glorious First of June!*

## Heatwave Hits "Eight Clubs" Silverstone Race Meeting

PROBABLY the best-run of all the regular club race meetings at Silverstone each season is that held by the Eight Clubs Association, that live-wire body comprising the Hants & Berks, Harrow, Cemian, Chiltern, Seven-Fifty, Lagonda, Lancia and A.C. Owners. This year's event, held last Saturday, went with a swing as usual and was fortunate enough to coincide with the summer's first really hot day, and May being (just) out, clouts were cast with gay abandon and a happy garden party atmosphere prevailed.

Before lunch, there were run two half-hour speed trials, one for the up-to-1,500 c.c. cars and the second for the "big boys". There was a desperate Le Mans start for both and during his run, each competitor had to make a pit stop, at which he had either to change plugs, swap over front wheels or, in some cases, to pour half-a-pint of oil vaguely in the direction of the filler hole! Pit efficiency varied considerably and kept the large assembly of spectators well entertained.

After a civilized hour's break for lunch, the racing proper commenced with a five-lapper for 750 Formula cars. R. D. Lee in his L.R.M. led from start to finish, but Mike Harris, in his very innocuous-looking Austin, worked up from the back row of the grid to finish second, 7½ secs. behind the winner. D. H. Abbott and J. G. W. Marsh battled for third spot, victory ultimately going to the former.

The Lagondas came out in assorted strength for event 4, a handicap for that marque alone. From halfway down the field, Mrs. Naylor worked into the lead in her husband's fast, if tank-like Rapier Special, and finished well ahead of Hare in one of those long, sleek V12 drop-heads. Hare was almost pipped at the post by R. S. Page's blown 2-litre, which had been closing rapidly, while scratch-man L. S. Michael in the low, blue 1936 Le Mans team car, giving away 2½ mins., could only manage fifth place after intensive effort.

The five-lap handicap for A.C. cars followed, the field ranging from Sturges's 1922 two-seater to three 1955 Aces (all the cars having substantially the same engine), plus four Bristol-engined Aces, with Jennings's car on scratch. Frank Fletcher, in a 1937 saloon, took the lead from the third lap, and revealed his specialized A.C. "know-how" by finishing 10 secs. ahead of second man, Inwood.

The first "open" scratch race catered for a very assorted collection of mainly closed cars, although the winner was K. Brierley in a Jowett Jupiter, from Newman's 3-litre Lagonda. Inwood's 1936 A.C. tourer finished third, but another basically similar car (although looking comparatively massive by virtue of its furled coupé hood) toured sedately round, causing embarrassment to all those who were trying to lap him, by insisting on taking an immaculate line through every corner, causing a queue to form behind him!

There was a field of 24 for the next five-lap handicap, limit man being M. J. Harris (Austin) and scratch man Len Gibbs (Lotus XI). There was 1½ mins. between them, and Harris led for three laps before being engulfed by the faster cars, which were led by J. Venn's Austin-Healey. Prior in his Lotus XI tried hard to catch Venn and very nearly did so, finishing only a second behind.

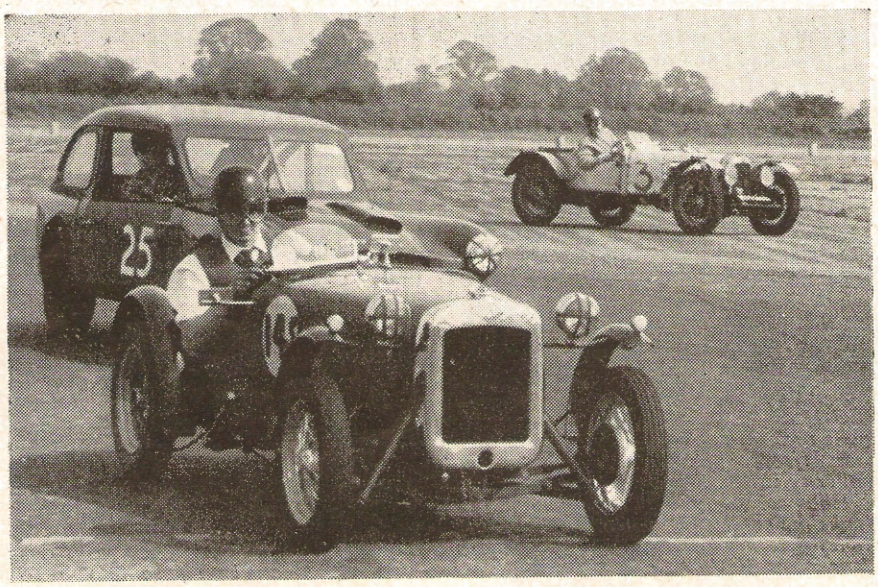
Event 8 was very nearly a triumph for the handicappers, for out of a 20-strong field of very assorted machinery, all but one of the first 11 finished less than 20 secs. apart, although the limit man had had 2 mins. 5 secs. start. The exception was J. A. Cramer's 1,287 c.c. Wolseley coupé of *circa* 1934, which went markedly faster than its antique appearance suggested, and finished with a 10 secs. lead at an average of nearly 55 m.p.h.

Event 9 was another five-lap scratch race, and was won by Sir Gawaine Baillie in Tommy Sopwith's Lotus XI. The end of the race was a monumental scrimmage, Baillie only just squeezing past Len Gibbs's Lotus before the flag, while John Bekaert, Berwyn Baxter and M. J. Clarke scrambled in, in a bunch behind, and only settled *their* finishing order at the last moment.

The next scratch race saw victory go to A. Thomas in one of those rare, ex-works R4 Jowett Jupiters. This chubby little car led home Mrs. Scott-Moncrieff's Lotus-M.G. and K. P. Tomei's very potent ex-Constable M.G. TD, full of 1,500 c.c. engine and with carburetters protruding from the bonnet.

Event 11 was another handicap affair, in which Anstice-Brown (Lotus Mk. IX) took the lead on the fourth lap after a brief battle with John Webb's Jensen and Arthur Mallock's fast Austin. On the last lap, E. H. Broadley's amazing little Lola swept through into second place, Thomas (Lotus) and Syd Hurrell (TR3) also breaking up the leaders to finish third and fifth.

Another one to fox the handicappers was Norman Denison in a Peugeot 403 saloon. Patronizingly he was sent off as limit man in Event 12, in company with a 750 Special, and proceeded to go out in front and stay there—finishing 7½

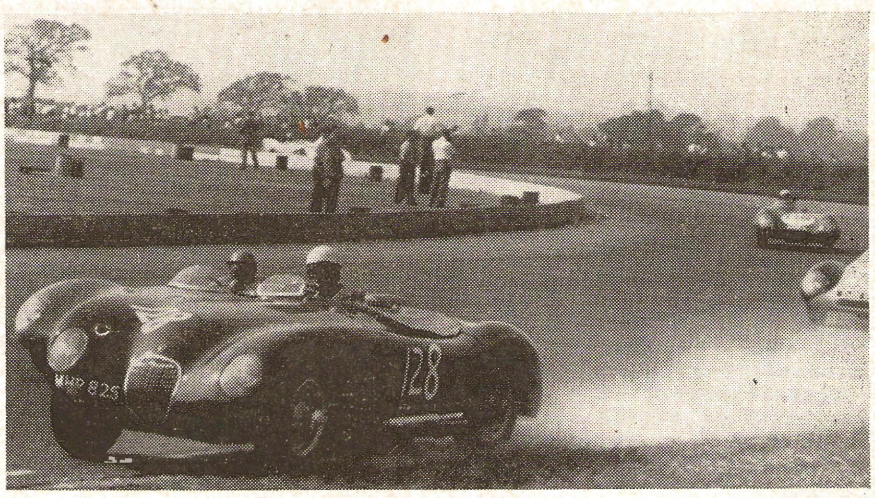


*ASSORTMENT seen at the Becketts hairpin during one of the handicap races consists of B. L. Gregory's Austin leading Miss Joan Hawkins in the Ford-engined Yeats Special, while bearded G. L. Naylor takes a very wide line in his revamped Lagonda Rapier.*

secs. ahead of second man G. Morgan (TR2) at the creditable average of just under 60 m.p.h., with Miss E. A. Neale (Jupiter) third. Behind them came a struggling mob of some six cars who all tried to get round Woodcote together. Nancy Mitchell, who had been lying fifth, found herself in the middle of the pack as they dashed past her to take the flag, and she clasped her helmet in mock terror as they swept by!

Event 13 was a scratch race for 1,172 Formula cars, and once again E. H. Broadley showed that his own Lola was a match for even the latest factory-made Lotuses, just beating Prior and Lawry to the post at an average of over 70 m.p.h. after taking the lead on the last lap. These three and Anstice-Brown had been in a close bunch, swapping positions throughout the race, with the rest of the field away behind. Prior and Lawry, incidentally, dead-heated for second place, the position being given to Prior in consideration of his having recorded fastest lap at 73.09 m.p.h.

The last scratch race was won by B. A. de la Porte, who had been driving an Ace-Bristol very well during the day and now pipped Roy North's TR2 on the third lap to take the lead. Behind them developed a battle between Seagrove (Lotus-M.G.), H. R. Jones (Ace-Bristol), G. R. Candy (Tojeiro), G. Lee (XK 120) and Syd Hurrell (TR3) in which order they finished in a bunch.



*ON THE EDGE of the road (above) John Bekaert (XK 120C) essays to take a Lotus on the outside of Copse corner during one of the "faster" scratch races.*

*ON THE INSIDE of the hairpin (below) Nancy Mitchell (Magnette) storms through, closely followed by Copeman's DKW, which in a later race shed a rear wheel.*



The last race of the day, the handicap counting towards the *Motor Sport* Silverstone Trophy, showed handicapper Charles Bulmer on his best form, for with 2½ mins. difference in starting time between the first and last of the 20 contestants, the 19 finishers crossed the line after the five laps all within precisely 22 secs.! It was an amazing sight and the race was lively too, scratch man B. T. Thomas (Lotus) spinning in the middle of the pack at Woodcote, Celyn Leigh-Jones (A.C. Ace) having a phenomenal avoidance as a consequence, while F. Copeman lost a rear wheel of his DKW at the hairpin under similar circumstances, stopping astride the track, and abandoning ship sharply. Paul Treadgold's Sunbeam gained four places to win the race, with Mrs. Naylor second, and Prior, whose Lotus had been worked right from the 17 secs. mark, third.

Full marks, Eight Clubs, for another lesson to club race organizers on "how to do it" with special mention to Joan and Douglas Johns, the prime movers.

STUART SEAGER.

**Results**

**High Speed Trial, up to 1,100 c.c., qualifiers:** Mrs. B. Naylor (Lagonda), J. B. Moore (Austin), E. L. Lancaster (DKW), F. Copeman (DKW), R. Lowe (RLM), P. J. E. Binns (Riley), T. P. Bennett (Fairthorpe), Sgt. J. A. Cornish (Tojeiro-Climax), C. B. Griffiths (Lotus XI), L. Gibbs (Cooper). **1,101-1,500 c.c.:** N. Denison (Peugeot 403), R. B. Ide (M.G. TC), Miss E. A. Neale (Jowett Jupiter), J. Brierley (Jowett Jupiter), A. Thomas (Jowett Jupiter R4), H. Cocker (Austin), J. Derisley (Lotus Mk. VI), J. Jackson (Lotus Mk. VI), Fl./Lt. K. C. Walsh (Buckler Mk. IX), R. Parker (Buckler 90), A. F. Coakley (Lotus XI), M. Lowe (Cooper), M. W. Taylor (Kieft-M.G.), M. F. Howard (Lotus).

**High Speed Trial, 1,101-1,500 c.c., qualifiers:** P. H. Treadgold (Sunbeam Rapier), D. G. Dixon (M.G.A), T. Burn (Butler), J. G. P. Rope (Lotus Mk. VI), W. E. Beedie (M.G. TC). **1,501-3,000 c.c.:** C. R. Leigh-Jones (A.C. Ace), E. G. Kemp (A.C. Ace), J. Vestey (A.C. Ace-Bristol), H. R. Jones (A.C. Ace-Bristol), B. A. de la Porte (A.C. Ace-Bristol), W. J. Watson (Alvis), I. T. Easdale (Alfa Romeo), P. G. Fletcher (Alfa Romeo), Dr. A. G. Turner (Morgan), E. L. Hine (TR2), W. L. Simpson (TR2), G. Morgan (TR2), S. D. Tulley (TR3), J. Venn (Austin-Healey), M. C. Bowling (Austin-Healey), C. F. White (Austin-Healey), N. A. Wood (RGS Atalanta), W. E. Wilks (Frazer-Nash), C. Mitford (Lotus Mk. X), B. Baxter (Aston Martin DB3S). **Over 3,000 c.c.:** G. Lee (Jaguar XK 120), L. S. Michael (Lagonda), J. Webb (Jensen).

**High Speed Trial Team Contest:** H. R. Jones, E. C. Kemp, J. Vestey.

**5-lap Scratch Race, 750 Formula:** 1, R. D. Lee (L.R.M.), 59.61 m.p.h.; 2, M. J. Harris (Austin); 3, D. G. Abbott (Austin); 4, J. G. W. Marsh (Austin). **Fastest lap:** Lee, 61.32 m.p.h.

**5-lap Handicap, Lagondas:** 1, Mrs. B. Naylor (Rapier), 58.29 m.p.h.; 2, R. P. F. Hare (1937 LG45 D.H.C.); 3, R. S. Page (1931 2-litre S); 4, D. D. Overy (1937 LG45R). **Fastest lap:** L. S. Michael (1936 LG45R), 68.75 m.p.h.

**5-lap Handicap, A.C. Cars:** 1, F. Fletcher (1937 saloon), 52.93 m.p.h.; 2, L. Inwood (1936 tourer); 3, E. G. Kemp (1955 Ace); 4, B. A. de la Porte (1957 Ace-Bristol). **Fastest lap:** R. D. Jennings (1956 Ace-Bristol), 72.00 m.p.h.

**5-lap Scratch Race:** 1, K. Brierley (Jowett Jupiter), 60.25 m.p.h.; 2, R. A. Newman (Lagonda); 3, L. Inwood (A.C.); 4, Mrs. N. Mitchell (M.G. Magnette). **Fastest lap:** Brierley, 61.98 m.p.h.

**5-lap Handicap:** 1, J. Venn (Austin-Healey), 67.25 m.p.h.; 2, R. N. Prior (Lotus XI); 3, J. Lawry (Lotus XI); 4, D. H. Wilson-Spratt (TR2). **Fastest lap:** L. Gibbs (Lotus XI), 78.87 m.p.h.

**5-lap Handicap:** 1, J. A. Cramer (Wolseley), 54.98 m.p.h.; 2, F. Copeman (DKW); 3, K. Brierley (Jowett Jupiter); 4, G. A. Naylor (Lagonda). **Fastest lap:** L. E. Terry (JVT), 63.33 m.p.h.

**5-lap Scratch Race:** 1, Sir G. Baillie (Lotus XI), 75.22 m.p.h.; 2, L. Gibbs (Lotus XI), 3, J. Bekaert (Jaguar XK 120C); 4, B. Baxter (Aston Martin DB3S). **Fastest lap:** Baillie, 78.87 m.p.h.

**5-lap Scratch Race:** 1, A. Thomas (R4 Jupiter), 65.22 m.p.h.; 2, Mrs. A. Scott-Moncrieff (Lotus-M.G.); 3, K. P. Tomei (M.G. TD); 4, J. R. Beasley (Morgan). **Fastest lap:** Thomas, 67.16 m.p.h.

**5-lap Handicap Race:** 1, J. W. Anstice-Brown (Lotus), 68.69 m.p.h.; 2, E. H. Broadley (Lola); 3, B. T. Thomas (Lotus); 4, J. Webb (Jensen 541). **Fastest lap:** J. Bekaert (XK 120C), 77.18 m.p.h.

**5-lap Handicap:** 1, N. Denison (Peugeot 403), 59.91 m.p.h.; 2, G. Morgan (TR2); 3, Miss E. A. Neale (Jowett Jupiter); 4, P. H. Treadgold (Sunbeam Rapier). **Fastest lap:** C. J. Freeman (Aston Martin), 71.47 m.p.h.

**5-lap Scratch Race, 1172 Formula:** 1, E. H. Broadley (Lola), 70.08 m.p.h.; 2, R. M. Prior (Lotus), 3, J. Lawry (Lotus); 4, J. W. Anstice-Brown. **Fastest lap:** Prior, 73.09 m.p.h.

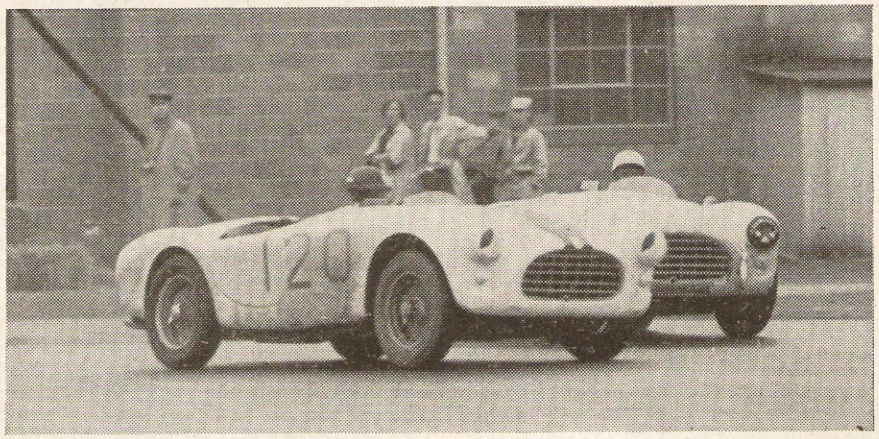
**5-lap Scratch Race:** 1, B. A. de la Porte (Ace-Bristol), 69.88 m.p.h.; 2, R. F. North (TR2); 3, B. E. Seagrove (Lotus-M.G.); 4, H. R. Jones (Ace-Bristol). **Fastest lap:** de la Porte, 72.18 m.p.h.

**5-lap "Motor Sport" Silverstone Trophy Handicap:** 1, P. H. Treadgold (Sunbeam Rapier), 59.75 m.p.h.; 2, Mrs. B. Naylor (Lagonda); 3, R. N. Prior (Lotus); 4, S. A. Hurrell (TR3). **Fastest lap:** B. T. Thomas (Lotus). 75.37 m.p.h.

## WORLD SPORTS CAR CHAMPIONSHIP

FOLLOWING the results of Sebring, Buenos Aires, Mille Miglia and Nürburgring, placings in the World Sports Car Championship are as follows:—

| | | pts. |
|---|---|---|
| 1. | Ferrari ... ... ... | 25 |
| 2. | Maserati ... ... | 19 |
| 3. | Aston Martin ... ... | 8 |
| 4. | Jaguar ... ... ... | 7 |
| 5. | Porsche ... ... ... | 5 |
| 6. | Osca ... ... ... | 1 |



*A.C.-BRISTOL BATTLE raged between Lt.-Col. Robert Kuhn and Cappie Cappiello in the sixth race right to the last corner of the last lap, when Kuhn egged his rival into overdoing it. As Cappiello went wide, Kuhn shot through to win.*

# POPULAR CUMBERLAND "ANNUAL"

## *60,000 Watch Eight Exciting Races on Maryland Circuit—Big Race to Shelby Again*

**Report by JOHN MULL • Photographs by PETER DECHERT**

THE annual race meeting for sports cars at Cumberland, Maryland, has become, in the last five years, the most popular in the Eastern U.S.A. This year's meeting, on 18th and 19th May, attracted an entry of more than 250 drivers, and an estimated 60,000 spectators.

The course is laid out on an airport high on a plateau, across the Potomac River, about 2½ miles south of the city. It is roughly triangular, with two hair-pin corners and four faster bends, with about 1.6 miles to the lap. One side of the triangle is a straight of about 2,200 feet. Spectators perch on a hill-side overlooking the finish-line.

Practice was under heavily overcast skies, but the rain held off for the day. By Sunday, race-day, though, saturation point was reached and passed and, during the second half of the programme of eight races, rains swept the course, drivers, crews and spectators with a chill and impartial deluge.

The Steel Cities' Region of the S.C.C.A. had scheduled the first race for 8.30 a.m. and much to everyone's highly gratified astonishment, the green flag descended closely upon the point and the remainder of the programme was conducted with the same commendable punctuality. It meant that the drivers were required to stand by their cars during the entire preceding race, which under the weather conditions was, to say the least, uncomfortable and contributed nothing at all to the relief of nervous tension. Yet most were willing to agree that the result justified the minor inconvenience.

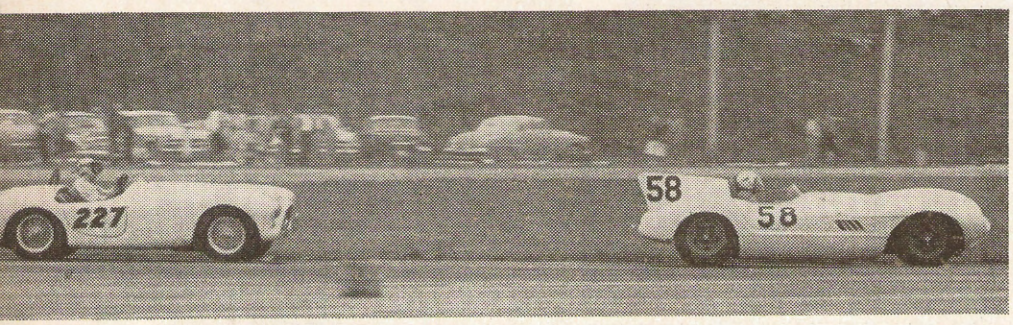
In the first event, for production cars under 1,300 c.c., Ed Hugus in an Alfa Romeo Veloce had some trouble at the beginning with Bob Grossman's similar car, but having achieved the front drove steadily and was not thereafter seriously threatened. About 30 cars, including three Porsches, with the balance about equally divided between Alfas and M.G.s, started.

Frank Baptista drove his Lotus Monza to a well-earned victory over M. R. J. Wyllie, perennial winner at Cumberland, in a Lotus XI in the second race for modified cars under 1,500 c.c.

The third race for production cars, 1,100-1,600 c.c., produced a ding-dong battle between the Porsche Carrera driven by Lake Underwood and a 1600 driven by his business partner, Bengt Soderstrom. Underwood finally got permanent possession of the lead.

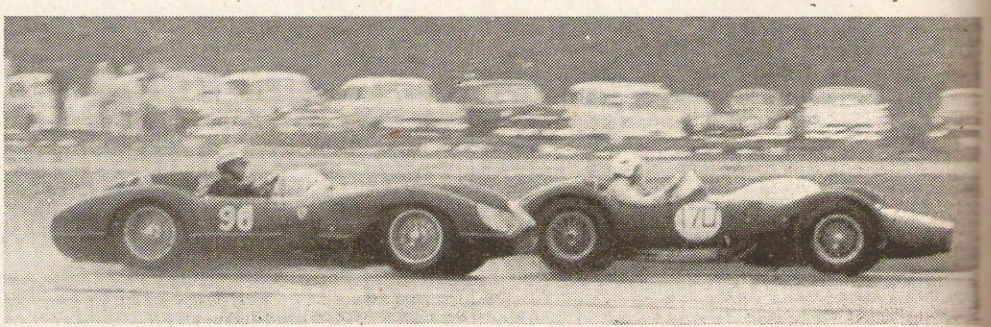
The women took over for 20 minutes for the fourth race in a variety of machinery. Miss Denise McCluggage, correspondent for the New York *Herald-Tribune,* was driving Lake Underwood's Porsche RS; Mrs. Suzy Dietrich who has always done well in this race, formerly in a very quick blown M.G., had a Porsche 550; Mrs. Peggy Wyllie, another perennial winner at Cumberland, was driving her husband's Lotus XI. Mrs. Peggy McClure was in a 2.9 Ferrari, and there were three A.C.-Bristols, a Porsche Carrera and an M.G. TC. The cars sorted themselves out on the first lap according to their potentials and, save only for the interruptions provided by several spins, finished in that order. Miss McCluggage was the overall and under 1,500 c.c. winner, with Mrs. Dietrich second and Mrs. Wyllie third. Mrs. McClure won the over 1,500 class and Mrs. John Mull beat the other A.C.-Bristols and was second in class. This was the last race run before the rains descended and Miss McCluggage's average of 66.9 m.p.h. was second best of the day.

Charlie Wallace, who has earned a spectacular national reputation in Jaguars and Mercedes-Benz 300SLs, dominated the fifth race for modified cars of 1,100-2,000 c.c., in a Porsche 500RS bearing the number "0". Lake Underwood, driving the car which had won the preceding race, was second, and Bruce Kessler, a migrant from the West Coast, finished third on a Ferrari

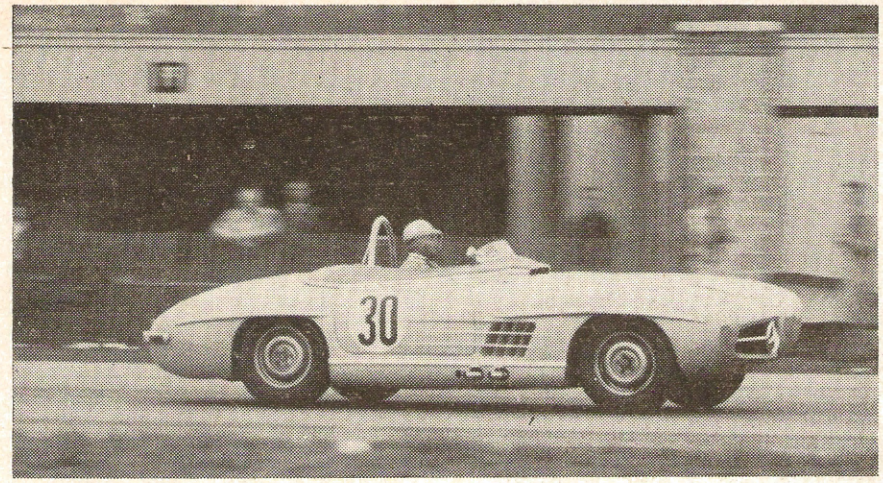



*IN COMMON to both these cars (above) is the type of power unit—Jaguar. No. 58 is Briggs Cunningham's C6R Cunningham with his 3.8-litre Sebring engine fitted. Behind is Charles Sarle's A.C. Ace with "Jag" unit most neatly installed.*

★




*LISTER on American soil (right) is John Norwood's Bristol-engined example (ex Allan Moore?). Harassing him in the rain is the Scuderia Rosinante "Testa Rossa" Ferrari.*




*FIRST RACE for the latest Mercedes-Benz, the 300SL convertible, was driven by Paul O'Shea. Note the modified scuttle, the aero screen and the roll bar, which item is required by S.C.C.A. regulations.*

Testa Rossa. Ed Hugus turned up again with a class second on a Testa Rossa; and Marty Malarky took a class second on his first time out, in a Ferrari Mondial. The course was awash with the downpour which swept it during the race.

The A.C.-Bristols took over the sixth race for production cars up to 3,000 c.c. Whereas in last year's race a lone A.C.-Bristol, the first to be imported, won its class, 14 examples of the breed were entered for this year's event, equalling in numbers the opposing Triumphs, Morgans and Austin-Healeys. Colonel Bob Kuhn and Capiello, both in A.C.-Bristols, fought it out to a headlamp at the finish line. It was the closest finish of the day. Kuhn was adjudged the victor; and another A.C.-Bristol took over the third spot.

Dickie Thompson, a driver of national renown, in a Chevrolet Corvette roadster, seemed to have little trouble in the treacherous going and showed a clean pair of heels to 33 assorted XK Jaguars, Mercedes-Benz 300SLs and other Corvettes, in the seventh race. Carroll Shelby, famed for his racing on both coasts, in many cars in many climates, and protected from the elements with a coupé hardtop, pushed his Corvette to second place, and another Corvette, driven by Bark Henry, was in third overall position.

The rain slackened during the last race, but the circuit was only beginning to dry off during the concluding laps, nevertheless a new record was established for the event by Carroll Shelby, with an impeccably precise drive for an average of 70.4 m.p.h. Shelby was driving a 3-litre Maserati that had been twice wrecked, once at Sebring a year ago, and the second time on a trailer on the way north from that event. The renovation was so recent that the car ran without paint, further lightening a vehicle which seemed to be eminently adapted to the circuit. Shelby was hotly pursued by two D-type Jaguars entered by Briggs Cunningham. John Fitch, the veteran with a classic style at the wheel, pushed his D-type to a lap record of 1 min. 20.04 secs. and slipped into the lead about the 30th lap, but within the mile his brake mechanism failed and he was forced to take the escape road at the hairpin, going out of the race.

Walt Hansgen, one of the most aggressive and successful of the Eastern drivers who won this race last year, in a second D-type of Cunningham's, was running seconds behind in third place when he inherited second place from Fitch. He made a valiant effort to overtake the imperturbable Shelby, but it meant pushing his car beyond the limits of the course and the still treacherous surface and, after two spins, the D-type was 25 seconds behind the Maserati at the chequered flag. The redoubtable Charlie Wallace, in the same indefatigable Porsche, was a lap behind, but a creditable third considering the c.c.s he was giving away. Paul O'Shea, who has won many laurels aboard 300SL coupés, piloted a 300SL roadster, the first to be seen on the sports car circuit in this country, to a well-earned fourth.

### CUMBERLAND RACE RESULTS

**Race 1 (Classes G and H production),** 40 minutes; overall and class G: 1, Ed Hugus (Alfa Veloce), 60.5 m.p.h.; 2, Bob Grossman (Alfa Veloce); 3, Bengt Soderstrom (Porsche 1300). Class H: 1, H. W. Martin (Crosley).

**Race 2 (Classes G and H modified),** 45 minutes; overall and class G: 1, Frank Baptista (Lotus), 66.8 m.p.h.; 2, Dr. M. R. J. Wyllie (Lotus Mark XI); 3, Tom Gilmour (Lotus Mark XI). Class H: 1, Melvin Sachs (Bandini); 2, John Mueller (Siata Spyder); 3, Howard Hanns (D.B.).

**Race 3 (Class F production),** 40 minutes: 1, Lake Underwood (Porsche Carrera), 62.7 m.p.h.; 2, Bengt Soderstrom (Porsche 1600); 3, Wm. T. Hughes (Porsche 1600).

**Race 4 (Women drivers),** 20 minutes: 1, Denise McCluggage (Porsche 550RS), 66.9 m.p.h.; 2, Suzy Dietrich (Porsche 550); 3, Peg Wyllie (Lotus Mark XI); 4, Peggy McClure (Ferrari Monza); 5, Evelyn Mull (A.C.-Bristol).

**Race 5 (Classes E and F modified),** 45 minutes; overall: 1, Charles Wallace (Porsche 550RS), 61.1 m.p.h.; 2, Lake Underwood (Porsche 550RS); 3, Bruce Kessler (Ferrari Testa Rossa). Class E modified: 1, Kessler; 2, Ed Hugus (Ferrari Testa Rossa); 3, Marty Malarky (Ferrari Mondial). Class F modified: 1, Wallace; 2, Underwood; 3, Donald Sessler (Porsche 550).

**Race 6 (Classes D and E production),** 45 minutes; overall and class E: 1, Lt.-Col. Robert B. Kuhn (A.C.-Bristol), 58.6 m.p.h.; 2, M. G. A. Capiello (A.C-Bristol); 3, R. E. Mason (A.C.-Bristol). Class D: 1, John Colgate (Austin-Healey); 2, Harold Kunz (Austin-Healey); 3, David Darrin (Triumph).

**Race 7 (Classes C and B production),** 45 minutes; overall and class B: 1, Dick Thompson (Corvette), 62.4 m.p.h.; 2, Carroll Shelby (Corvette); 3, Bark Henry (Corvette). Class C: 1, Charles Butscher (Mercedes 300SL); 2, A. B. Hogner (Merc. 300SL); 3, Jos. A. LaPalme, Jr. (Merc. 300SL).

**Race 8 (Classes B, C and D modified and first three from fifth race),** 1 hour; overall: 1, Carroll Shelby (Maserati 300S), 70.4 m.p.h.; 2, Walt Hansgen (Jaguar B); 3, Charles Wallace (Porsche 550RS). Class C: 1, Hansgen; 2, Rich Lyeth (4.5 Ferrari); 3, Russ Boss (Jaguar D). Class D: 1, Shelby; 2, Paul O'Shea (Mercedes-Benz 300SL Roadster); 3, Loyal Katskee (2.9 Ferrari). Class B: 1, J. E. Rose (Corvette); 2, Paul Whitestine (Allard J2X); 3, Art Kluth (Kaiser D).

# CHAPMAN INFLUENCE AT LE MANS

## *4.5-litre Maserati for Moss — Interesting New 750 c.c. Lotus*

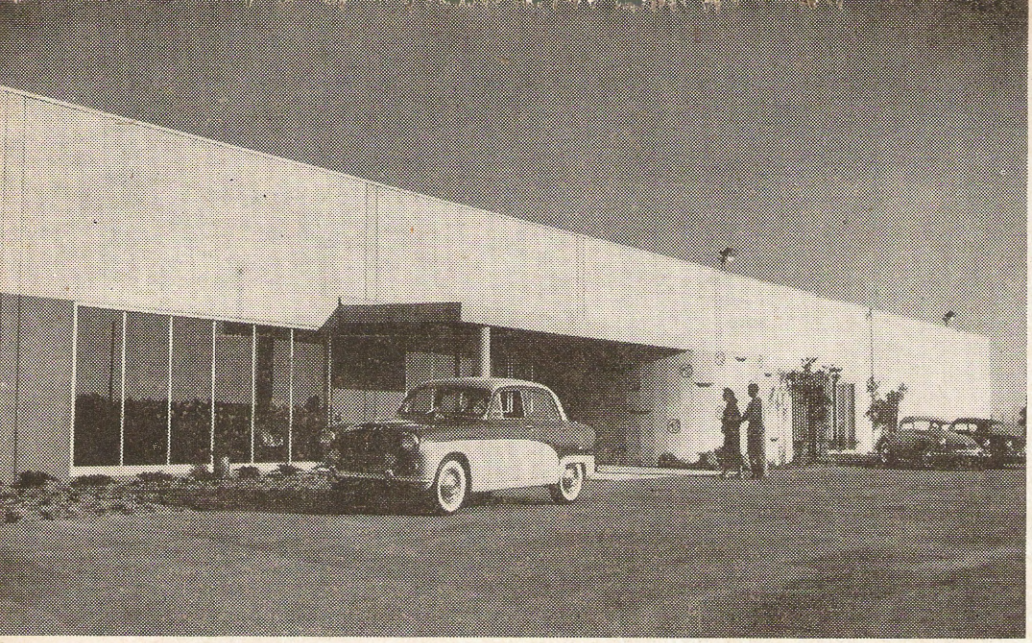
THAT Stirling Moss will drive a 4.5-litre Maserati at Le Mans, with a special aerodynamic coupé body designed by Colin Chapman and Mike Costin of Lotus Engineering, is now confirmed. Moss appears to be gambling on good weather, for the disadvantages of a closed car in rain are generally acknowledged, particularly one which is capable of attaining over three miles a minute on the Mulsanne straight. John Wyer of Aston Martin has stated quite definitely that open cars are to be preferred, the problems of obtaining adequate vision in the wet at racing speeds being considerable.

In any case it will be interesting to see whether or not Moss would be partnered with Fangio in a closed car. The World Champion disliked the coupé Alfa Romeo on the grounds of personal discomfort and restricted vision. Theoretically, far higher speeds and greater fuel economy should be attained with a fully aerodynamic closed car, particularly with the new full-width windscreen regulations. In the past, this has not always been the case. Aston Martin, for example, found that the open DB3S was faster at Le Mans than its coupé counterpart. Still, the Chapman-Costin grasp of aerodynamics will probably result in one of the most perfectly designed examples of a wind-cheating body to be seen on the Sarthe circuit.

Chapman's 750 c.c. Lotus-Climax is extremely interesting. The engine, based on the single o.h.c. Coventry-Climax, has had to be considerably modified. The bores are, of course, linered, and an entirely new crankshaft has been constructed, utilizing five bearings—a very necessary alteration in view of the fact that the little unit can turn over at nearly 10,000 r.p.m. The frame is Le Mans Mark XI, and the bodywork is substantially the same as that on the 1,100 c.c. and 1,500 c.c. cars, with the driver's head fairing. At the front, wishbones replace the transverse layout used on the 1956 Le Mans cars.

The story of the little car's entry is interesting. Originally it was not accepted, but, possibly through the intervention of Gerard Crombac, a couple of Frenchmen (friends of Raymond Acat's of the A.C.O.) turned up at the Lotus works, seeking a drive at Le Mans in a Lotus 1100. Colin agreed, and they revealed that they already had a D.B. entry. As a result, Chapman got in touch with the organizers, pointing out that, in addition to his 1,100 and 1,500 entries, he was also permitted to nominate his Bienniel-Cup-qualifying car. He decided to enter the "750".

Having already taken the French Lotus entry, and accepted the 1½-litre machine, the organizers had no option but to allow the 750 c.c. car. As the engine develops about 70 b.h.p., it can be regarded as a very serious challenger to the French-built small cars for the Index of Performance. G.



*Imposing façade of the new Gough Industries building in the suburbs of Los Angeles, California.*

# CALIFORNIA'S GOUGH STREAM

## *Sports Cars form High Percentage of B.M.C. Flow from Efficient Los Angeles Organizations*



(*Above*) *The commodious reception bay, with newly arrived cars awaiting inspection.*

(*Right*) *Final delivery section; the cars in the foreground are ready for collection by dealers.*

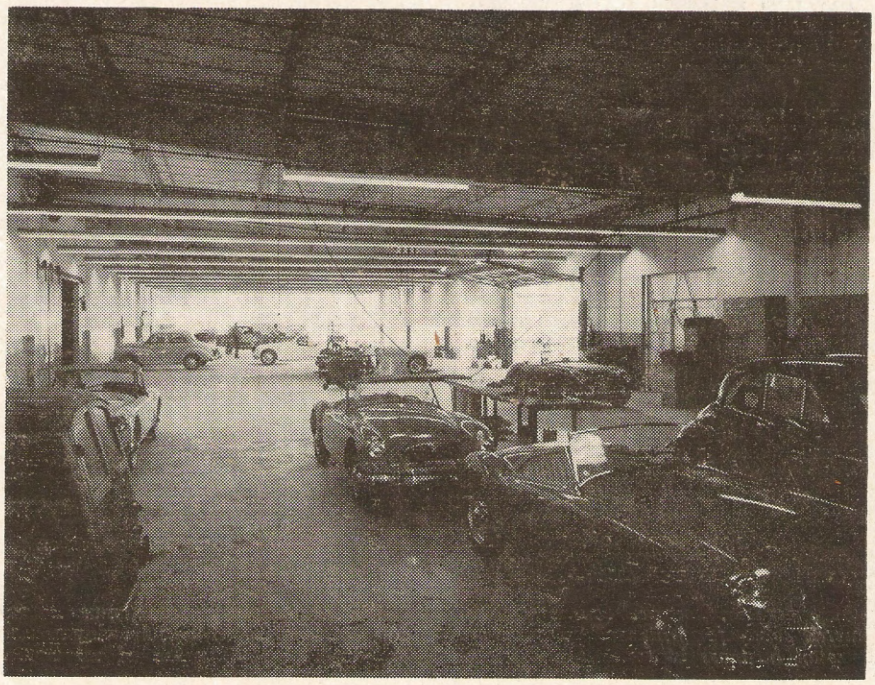
IN the new industrial estate at Compton, Los Angeles, Gough Industries Inc. have set up a magnificent factory to handle all B.M.C. products destined for Southern California, Nevada, Arizona, Utah and Hawaii. The estate is situated 15 miles from the centre of L.A., and eight miles from the docks area, and the buildings occupy 50,000 square feet in an area of 4½ acres. The warehouse alone occupies 32,000 sq. ft., offices 11,000 sq. ft., parts department 5,000 sq. ft., and preparation area, 11,250 sq. ft. The 2,500 sq. ft. workshops facility department is devoted entirely to servicing, but no retail work is undertaken.

Chief flow of cars comprises M.G. and Austin-Healey, to satisfy the ever-increasing sports car market, and capacity is 1,000 vehicles a month for the 36 B.M.C. official dealers in the territory. When one remembers that the concern deals exclusively with British-built products, its immense value to the economy of Great Britain must be appreciated. For example, during 1956, business done amounted to $6 million. Estimate for 1957 is $10-$12 million, and already in the first three months of the year, a volume of $2¼ million has been absorbed.

The super-efficient parts department has a stock totalling $160,000, the monthly order being between $25,000 and $40,000. Items are carried in modern metal bins with cross-index control, and if only the amount of components on order was satisfied, the concern would create a new standard for spare parts and service in this much-criticized branch of the export business.

President of the company is Mr. P. G. (Phil) Gough, who has been in business for over 44 years. His main concern deals with electrical appliances, and the five divisions have five branches in California, Arizona and Nevada, employing 460 persons. The Automotive Division is managed by Mr. John R. D. Beazley, who is also a director of the company. John Beazley is well known in Great Britain, where he started his career as a Wolseley Motors' apprentice, and was eventually appointed Nuffield Technical Representative for U.S.A. He is particularly fitted for his job, having a passionate regard for British sports cars, and the ambition to have the reputation for managing a sales and service organization second to none in the U.S.A. He fully realizes the importance of sports-car racing, and Gough Industries do support this activity, although there is no competitions department as such.

The acceptance and dispatch of cars is organized on a time-saving basis, with meticulous inspection at all stages. New cars are unloaded from convoy trucks in the open reception area, then wheeled into the spacious warehouse. Wrappings are then stripped off, and the front and





*Phil Gough*



*John Beazley*

rear bumpers are fitted. Next stage is to fit licence plates and lights, then unpack and assemble windscreens. Cars go in batches to the lubrication line, after which batteries are filled, gearbox and transmission checked, sealed-beam headlamp units fitted, water and petrol added, and engines started.

Next move is to the washing bays, after which the cars are carefully checked for transit damage. This is often fairly considerable, but the concern is organized to deal with all necessary repairs. If repairs are required, vehicles are sent immediately to the body shop with a full itemization of the work required. Then comes final polishing, cleaning and tyres painted. Every machine has to be brought up to showroom standards before the final road check and dispatch to the dealers' delivery bay. All that remains now is for the various dealers to arrange collection.

Behind all this activity is a comprehensive advertising programme, utilizing TV, radio, newspapers, periodicals and billboards. Estimated cost of this service during 1957 is $220,000.

The finely appointed offices have the latest in modern equipment. Two canteens are maintained for employees, and washroom facilities include showers. The factory was constructed in 1956, and was actually occupied in December of that year. Already considerable expansion is planned, additional space having been acquired to that purpose.

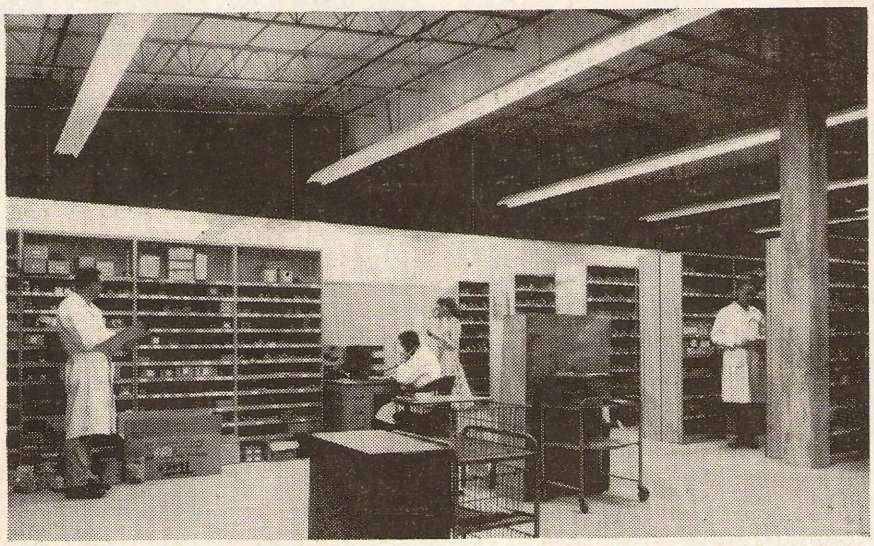
The accountancy department of the concern have issued the following figures, showing the total value of all British Motor Corporation products sold in their territory during the first four months of 1957:—

| | | |
|---|---|---|
| January | ... | $758,956.00 |
| February | ... | $665,220.00 |
| March | ... | $877,233.00 |
| April | ... | $1,019,520.00 |
| | | $3,320,929.00 |

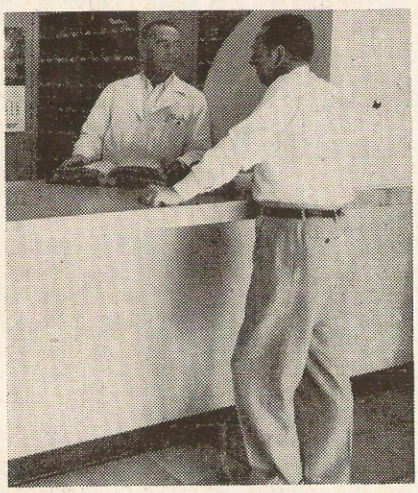
It is most reassuring to know that British products are getting such a square deal. The existence of similar concerns to Gough would soon establish the British car export industry on a sound footing in the U.S.A. There are, it is true, other extremely efficient organizations set up to distribute cars, but the shortage of spare parts is a serious problem with many of them. It is up to the manufacturers to support these valuable marketing outlets with every resource possible. The dispatch of essential components should even precede the introduction of new models to give the distributors and dealers a sporting chance of keeping faith with their customers. Cars laid up for lack of spares are the worst possible form of advertisement, and are apt to turn prospective purchasers away from otherwise excellent products to other makes, whose sponsors have established a reputation for good service facilities.

G.G.





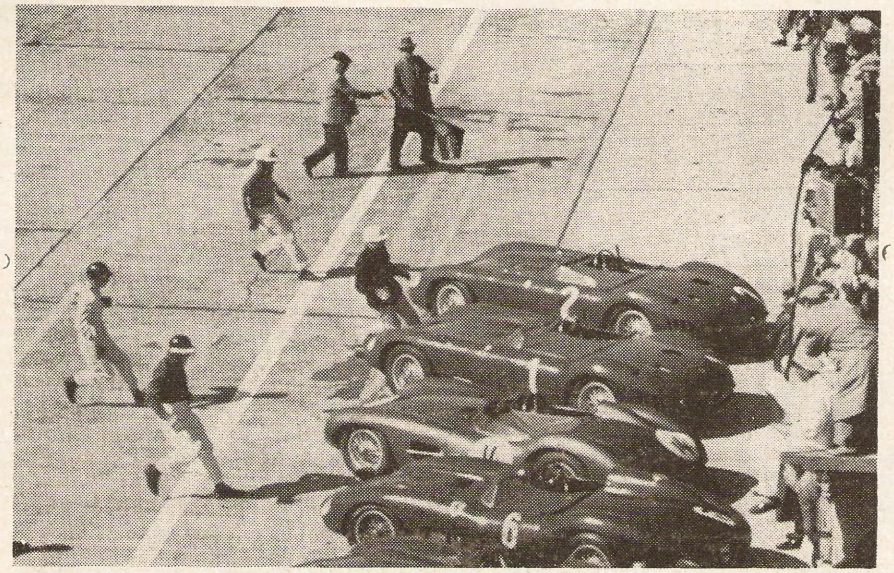
*(Above) Modern office equipment is featured at Gough Industries. Behind are the master files for the spares section. (Left) The spares section, showing the method of bin installation. All items are cross-indexed. Bulky parts are located in separate store-rooms.*



*The spares and service counter is conducted solely for wholesale indents. No retail business is done at Gough's.*

## PRIX DE PARIS

ON 16th June, the Sunday previous to Le Mans, the Prix de Paris race will be run over 24 laps of the 6 km. circuit at Montlhéry. This 151 km. event is open to sports cars under 2 litres., Grand Touring cars over 2 litres and Formula 2 vehicles with a separate classification for each class, but without prize money. British drivers are welcome and a moderate amount of starting money will be paid for F2 and possibly 2-litre sports vehicles.

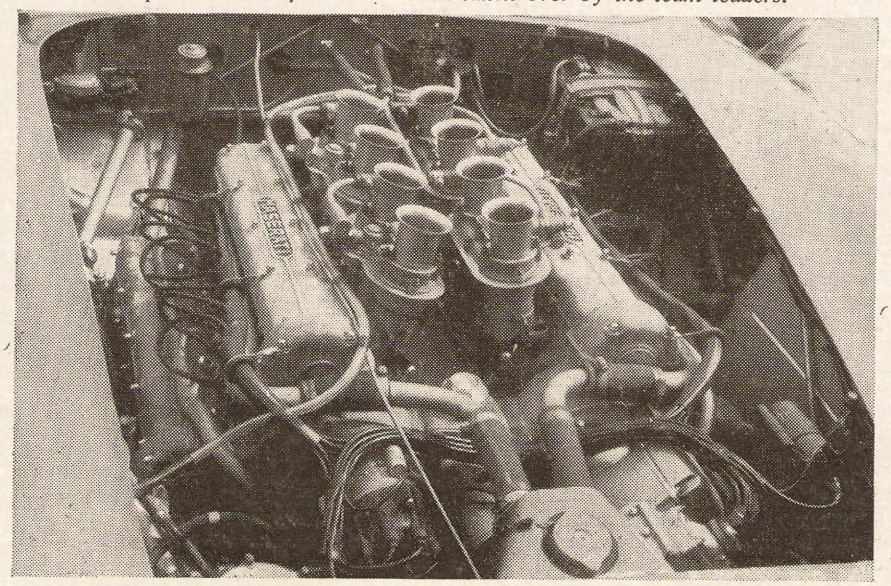


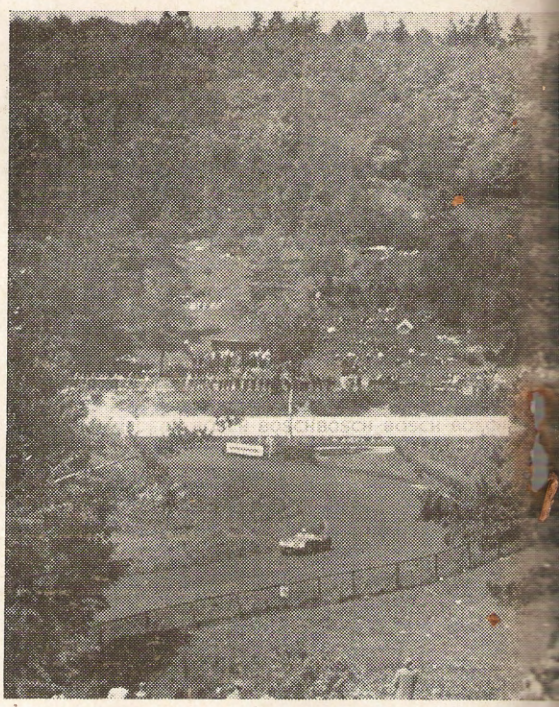
*SPRINTING towards their cars at the head of the line, as the flag fell for the start of the 1,000 kms. at precisely 9 a.m. on 26th May. Heading this group were Harry Schell (running towards Maserati, No. 2), Stirling Moss (Maserati, No. 1) and Mike Hawthorn (Ferrari, No. 6). Tony Brooks (Aston Martin, No. 14) seemed to lag behind by an appreciable distance.*

*SPRINTING out on to the track and first away into the race seconds later, though, went Tony Brooks and the DBR1/300, cutting across the still stationary bows of the Moss and Schell Maseratis. On the right are the Hawthorn and Collins Ferraris, the former being delayed by an engine that would not fire until after the whole field had departed.*



*POWER-PLUS of the enormous 4½-litre V8 Maserati engine brought mechanical unreliability with it to the 1,000 kms. The Moss/Fangio car retired early in the race, when a rear wheel broke loose shortly after Moss had taken the lead; later the similar car of Schell/Herrmann retired with a split oil tank after it had been taken over by the team leaders.*





# AROUND T

## *Looking Back on the Nurbu*

THE remarkable and complete victory of Aston Martin in the Nürburgring 1,000 kms. race seems to have taken everybody by surprise. At no time during the days preceding the race did one hear of the Feltham marque being considered seriously as the winner of this extremely tough World Sports Car Championship event. Certainly it was known that the DBR/1 3-litre was a fast and reliable car; it just seemed as though Ferrari and Maserati between them had the winning game all neatly tied up and that, on current form, no one was likely to upset them.

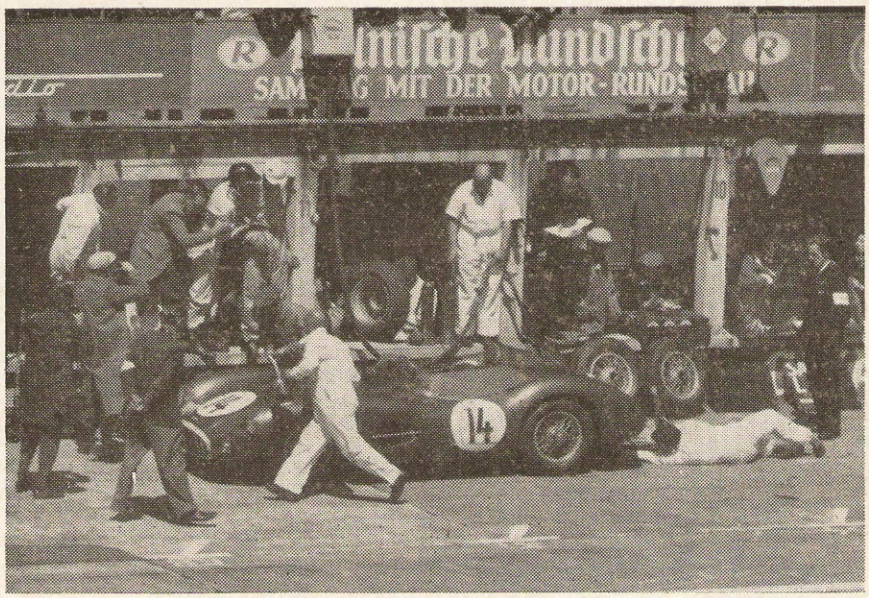
However, as followers of the other kind of racing know to their cost, it is

# THE RACE LAP-BY-LA

| DRIVERS | CAR Nº | CAR |
|---|---|---|
| BROOKS – CUNNINGHAM-REID | 14 | ASTON MARTIN |
| SCHELL – HERRMANN | 2 | MASERATI |
| COLLINS – GENDEBIEN | 5 | FERRARI |
| SALVADORI – LESTON | 12 | ASTON MARTIN |
| FANGIO – MOSS | 1 | MASERATI |
| GREGORY – MOROLLI | 7 | FERRARI |
| BONNIER – SCARLATTI | 3 | MASERATI |
| SANDERSON – STEED | 11 | JAGUAR |
| GODIA – GOULD | 4 | MASERATI |
| TAYLOR – SCOTT-BROWN | 16 | JAGUAR |
| FLOCKHART – FAIRMAN | 10 | JAGUAR |
| BUEB – LAWRENCE | 9 | JAGUAR |
| MAGLIOLI – BARTH | 21 | PORSCHE |
| DE BEAUFORT – LIEBL | 29 | PORSCHE |
| P. WHITEHEAD – G. WHITEHEAD | 15 | ASTON MARTIN |
| MARTENSON – EINSIEDEL | 44 | MERCEDES |
| KOECHERT – METTERNICH | 19 | FERRARI |
| RIESS – SCHOCK | 46 | MERCEDES |
| HAWTHORN – TRINTIGNANT | 6 | FERRARI |
| LINDBERG – WAXENBURG | 43 | MERCEDES |

| | |
|---|---|
| 1 | 14 |
| 2 | 2 |
| 3 | 5 |
| 4 | 12 |
| 5 | 1 |
| 6 | 7 |
| 7 | 3 |
| 8 | 11 |
| 9 | 4 |
| 10 | 16 |
| 11 | 10 |
| 12 | 9 |
| 13 | 21 |
| 14 | 29 |
| 15 | 15 |
| 16 | 44 |
| 17 | 19 |
| 18 | 46 |
| 19 | 6 |
| 20 | 43 |





*PIT WORK of the Aston Martin team was exemplary, as always. This picture shows the winning car's first driver-change on lap 16, as Tony Brooks briefs Noel Cunningham-Reid, and John Wyer holds a watching brief for team manager Reg Parnell.*

# THE "RING"

## burgring 1,000 Kms. Race

the upsetting of form that keeps bookmakers in Bentleys. Had there been bookmakers at Nürburgring a fortnight ago, they would have been able to retire quite happily on the proceeds, for amongst the opposition seen off by the Tony Brooks/Noel Cunningham-Reid Aston Martin were two 4.5-litre V8 Maseratis, two 3-litre Maseratis, a 4.1-litre, a 3.8-litre and a 3-litre Ferrari and four 3.5-litre Jaguars. No doubt at all that David disposed of a number of Goliaths on this occasion.

The part played by the driver in keeping his car on the leader-board was also well illustrated. Both Brooks and Cunningham-Reid brilliantly matched the performance of their Aston and neither pilot nor machine let one another down; Moss went splendidly in the big 4.5 Maserati while it lasted, while Fangio did as best he could with the ailing Schell/Herrmann 4.5. However, when the team leaders took over Godia's 3-litre car in 11th place at half-distance, they persuaded it between them to climb steadily to fifth at the finish.

An interesting comparison between this year's 1,000 kms. and last year's, won by the Moss/Behra Maserati: Brooks/Cunningham-Reid's time of 7 hrs. 33 mins. 38.2 secs. for the 44 laps was 10 mins. 16.3 secs. less than the 1956 time. This would have put the Aston one complete lap ahead of the Maserati, the weather conditions at both races having been similar.

Some degree of chaos reigned at the finish because the regulations stated that all class winners must finish their 44 laps, the rest of their class being flagged after that. This meant that only the sports car classes (led by the Aston Martin and the Maglioli/Barth Porsche) ended their race when Brooks took the flag. Meanwhile, the drivers in the three Grand Touring classes had to go on for as much as another hour, nipping smartly through the pit area trying hard to avoid all the pressmen, pit staffs and other well-wishers who honestly thought everything was over bar the cheering!

Concerning Le Mans-type starts, we have all heard of the driver who vaulted clean over his car and the one who put his foot through the steering wheel. This time Mike Hawthorn leapt into his Ferrari, pressed the button, heard the roar of an engine, selected his gear, took his foot off the clutch—and stayed exactly where he was. The engine he had heard was Peter Collins's next door; Mike's hadn't even fired!

MAXWELL BOYD.

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AP

**To prevent this lap-chart becoming unwieldy, only the cars filling the first twenty places on each lap are shown. A total of 66 cars started the race, of which 42 finished. Fangio and Moss drove cars Nos. 1, 2 and 4; Fangio took over No. 2 on lap 11 and Moss No. 4 on lap 21, Fangio finishing the race in No. 4 from lap 35 onwards.**

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 1 | R | 14 | 14 | 14 | 14 | 14 | 14 | Ⓞ | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | Ⓞ | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 2 | 2 | 2 | 2 | 2 | 1 | 1 | 14 | 14 | 2 | Ⓞ | 5 | 5 | 5 | 5 | Ⓞ | Ⓞ | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 5 | 5 | 5 | 5 | 6 | 6 | Ⓞ | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| 3 | 5 | 5 | 5 | 5 | 2 | 2 | 2 | 2 | 5 | 5 | 6 | 6 | 6 | 6 | 2 | Ⓞ | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 6 | 6 | 6 | 6 | 6 | Ⓞ | 5 | 5 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| 4 | 12 | 1 | 1 | 1 | 1 | 5 | 5 | 5 | 5 | 6 | 6 | 2 | 2 | 2 | 2 | 7 | Ⓞ | 7 | 12 | 12 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 |
| 5 | 1 | 12 | 12 | 12 | 7 | 7 | 6 | 6 | 6 | 7 | 7 | 7 | 7 | 7 | 7 | 5 | 5 | 12 | 21 | 21 | 12 | 12 | 12 | 12 | 12 | Ⓒ | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 4 | 4 | 4 | | |
| 6 | 7 | 7 | 7 | 7 | 12 | 6 | 7 | 7 | 7 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | Ⓒ | 21 | 7 | 7 | 7 | Ⓒ | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 4 | 4 | 4 | 4 | Ⓒ | 4 | 4 | 4 | 4 | 12 | 12 | 12 | | |
| 7 | 3 | 3 | 3 | 3 | 3 | 12 | 12 | 12 | 12 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 21 | 22 | 22 | 22 | 15 | ✕ | 15 | 22 | 22 | 22 | 22 | 22 | 4 | 4 | 7 | 7 | 7 | 7 | Ⓒ | 7 | 7 | 22 | 22 | 22 | 22 | | | |
| 8 | 11 | 4 | 6 | 6 | 6 | 3 | 3 | 3 | 3 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | Ⓒ | 15 | 15 | 15 | 2 | 9 | 9 | 9 | 9 | 9 | 4 | 4 | 22 | 22 | 22 | 22 | Ⓒ | 22 | 22 | 22 | 22 | 22 | ✕ | 15 | 15 | 10 | 10 | |
| 9 | 4 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 22 | 22 | 22 | 22 | 22 | 22 | 22 | Ⓒ | 9 | 9 | 9 | 9 | 22 | 22 | 15 | 15 | 4 | 9 | 9 | 9 | 10 | Ⓒ | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 10 | 10 | 15 | | |
| 10 | 16 | 4 | R | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 9 | 9 | 9 | 9 | Ⓒ | 15 | 4 | 4 | 4 | 10 | 10 | 10 | 10 | 10 | 15 | 15 | 10 | 10 | Ⓒ | 15 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 7 | 7 | | | |
| 11 | 10 | 6 | 16 | 4 | 9 | 22 | 22 | 22 | 22 | 9 | 9 | 4 | 4 | 10 | Ⓒ | 15 | 9 | 10 | 10 | 10 | Ⓒ | 3 | Ⓒ | 4 | 4 | 10 | 10 | 15 | 15 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | | | | |
| 12 | 9 | 9 | 9 | 9 | 10 | 9 | 9 | 9 | 9 | 10 | 10 | 10 | 10 | 4 | 15 | 4 | 4 | 3 | 3 | 3 | 3 | 4 | 4 | 3 | 3 | 3 | 3 | 19 | 19 | Ⓒ | 11 | 11 | 11 | 11 | 11 | 30 | 30 | 30 | 30 | 30 | 30 | | | |
| 13 | 21 | 11 | 10 | 10 | 22 | 10 | 10 | 10 | 10 | 15 | Ⓒ | 15 | 15 | 15 | Ⓒ | 10 | 10 | 19 | 19 | 19 | 19 | 19 | 19 | 19 | 19 | 19 | 19 | 3 | 11 | 30 | 30 | 30 | 30 | 30 | 30 | 19 | 19 | 19 | 19 | 19 | 19 | | | |
| 14 | 29 | 10 | 11 | 15 | 15 | 15 | 15 | 15 | 15 | 19 | 19 | 19 | 19 | 19 | Ⓒ | 19 | 19 | 30 | 30 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 30 | 11 | 19 | 19 | 19 | 19 | 19 | 29 | 29 | 29 | 29 | 29 | 29 | | | | |
| 15 | 15 | 15 | 15 | 22 | 22 | 19 | 19 | 19 | 19 | 11 | 11 | 11 | 30 | 30 | Ⓒ | 30 | 30 | 11 | 11 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 3 | 3 | 3 | 3 | 3 | 29 | 29 | 3 | 3 | 3 | 3 | 3 | | | | | |
| 16 | 44 | 22 | 22 | 29 | 19 | ✕ | 11 | 11 | 11 | 30 | 30 | 30 | Ⓒ | Ⓒ | 11 | 11 | 11 | 29 | R | 29 | 29 | Ⓒ | 29 | 29 | 29 | 29 | 29 | Ⓒ | 29 | 29 | 29 | 29 | Ⓒ | 3 | 11 | 11 | 11 | 11 | 11 | | | | | |
| 17 | 19 | 44 | 24 | 11 | 11 | 11 | 30 | 30 | 30 | 44 | 44 | 44 | 44 | 11 | 24 | 29 | 29 | 2 | 29 | 55 | 55 | 55 | 55 | 55 | 55 | 44 | 44 | 44 | 44 | 59 | 59 | 59 | 59 | 59 | 59 | 54 | 59 | 59 | 59 | 46 | 46 | 46 | 46 | 46 |
| 18 | 46 | 19 | 19 | 19 | 44 | 44 | 44 | 44 | 44 | 29 | 29 | R | ✕ | 29 | 42 | Ⓒ | 55 | 55 | 55 | 44 | 44 | 44 | 44 | 44 | Ⓒ | 59 | 59 | 59 | 46 | Ⓒ | 46 | 46 | 46 | 46 | 46 | 46 | 46 | 46 | 59 | 59 | 59 | 59 | 59 | | |
| 19 | 6 | 22 | 44 | 44 | 30 | 30 | 17 | 34 | 29 | 17 | 17 | 29 | 55 | 55 | 46 | Ⓒ | 44 | 59 | 59 | 59 | 59 | Ⓒ | 59 | 59 | 59 | 46 | 46 | 46 | 43 | 43 | 43 | 43 | 43 | 43 | 43 | 43 | 43 | 43 | 43 | 43 | 40 | 40 | | |
| 20 | 43 | 46 | 30 | 30 | 17 | 17 | 42 | 17 | 42 | 32 | Ⓒ | 55 | 59 | Ⓒ | 43 | 55 | 59 | 44 | 44 | 46 | 46 | 46 | 46 | 46 | 46 | 43 | 43 | 43 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 43 | 43 | | |

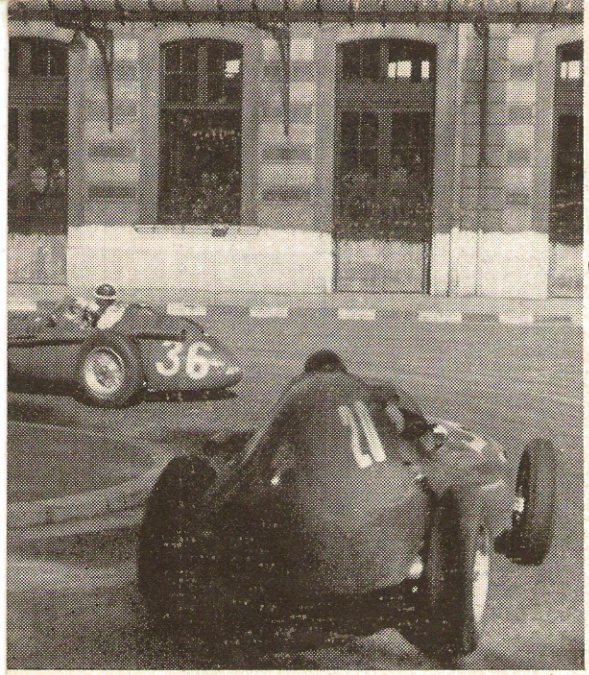
FANGIO—MOSS MASERATI

FRANKENBERG—SCHULZE PORSCHE

SCHILLER—HEUBERGER PORSCHE

X — PIT STOP
R — RETIRED
O — CHANGE OF DRIVER

STRAHLE—DENK PORSCHE
SEIDEL—NOECKER MERCEDES



# THE FUTURE OF GRAND PRIX RACING

***High-Powered Competition "Sports" Cars with bad accident records are menacing Formula 1 prospects***

**Says JOHN BOLSTER**

As a hanger-on of motor racing, one hears much bogus and a little useful information. After a great deal of experience, one develops a sort of built-in filter which separates the wheat from the chaff. Occasionally an opportunity occurs to sit at the feet of great men while they think aloud, and even drivers, arguing over their Coca-Cola, may let fall some pearl of wisdom; though they usually seem to discuss a much more interesting subject than cars!

From all these things—plus intensive observation on the circuits and in the pits, and the odd chance to drive the latest machinery—a fairly accurate picture of current Grand Prix racing cars may be formed. They are, without a doubt, the most efficient pieces of equipment yet constructed for their purpose. They are much more effective race-winning instruments than even those 600 b.h.p. supercharged monsters of yore, and they have a far better safety record than any previous type.

Yet, all is very far from well in the G.P. sphere. Financial disputes are raising their ugly heads, and races are actually having to be cancelled. At the moment, the situation looks grim indeed, and the causes are right outside Grand Prix racing itself. The enemy is this so-called sports car racing.

The major sports car races now cater for a curious species of vehicle that is of no more use for everyday motoring than a Cooper 500. In its most highly developed form, it may cost as much as a full G.P. car to build, and more to race for a season. Admittedly it has lights, and is technically a two-seater. It also has a hood on occasion, which cannot be used for actual driving.

This specialized form of alleged sports car also has a recent history of tragedy and disaster. Yet nothing has been done to educate the public, and the man in the street does not even know that Grand Prix racing is safer than ever before. Furthermore, the expense to which race organizers are being put in rendering their circuits safer is one of the main causes of the money shortage that has hit the sport.

I said sport, but big-time motor racing is now an industry. As I see it, this is a fight to the death, and either Grand Prix or "sports car" racing will survive, but not both. No manufacturer can afford to produce both types, even when he uses an identical engine for the single-seaters and the sports-racers. In any case, a 2½-litre G.P. engine is not really powerful enough for a sports car these days, now that 400 b.h.p. is the aim of most designers.

It would indeed be a thousand pities if Grand Prix racing were to "flop" at this juncture. With British drivers, and British cars, in a stronger position than ever before, it is terrifying to think that the opposition might simply withdraw and the races fade away. Quite apart from national prestige, the thing has reached such an interesting point technically.

I think that, if money were easier, all the present competitors would like to build new cars. So much has been learnt recently, and I suggest that it is possible to pinpoint a few trends. Most important is the question of roadholding and suspension, and this is a matter on which there have been quite a few second thoughts.

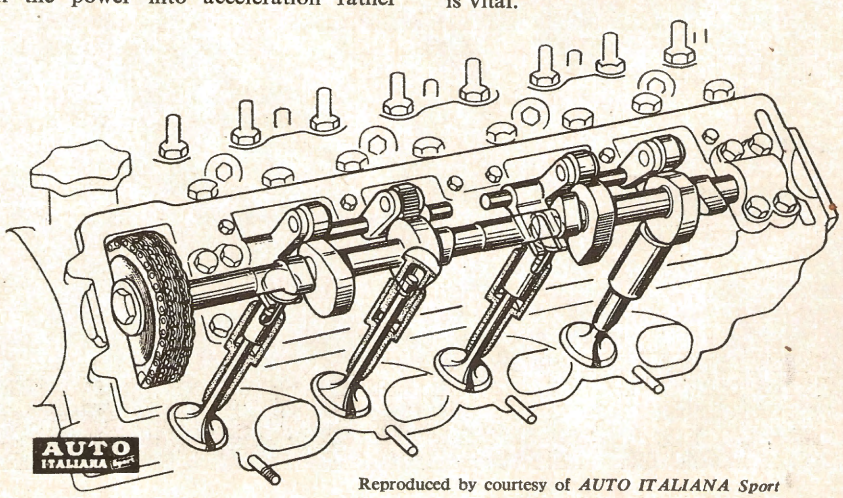
In the first place, our old friends oversteer and understeer do not crop up in conversation as often as they did. It is now realized that the whole business is much more complicated when you are dealing with very high speeds. Stability must be maintained during periods when the tyres have virtually lost all adhesion. It is by no means fanciful to say that we are entering the science of ballistics. Many cars have a spurious stability, because they merely kid the driver that they are stable, and it is a fallacy to think that steering characteristics at moderate speeds need bear any relationship to the ultra-high speed response.

There is also the problem of turning all the power into acceleration rather than a smell of hot rubber. As b.h.p. goes up and weight comes down, the adhesion of the rear wheels to every inch of road that they cover becomes all the more vital. I am convinced that, for this reason, the de Dion axle is on the way out. It has done us very well for all these years, but a really good independent system has it beaten on unsprung weight and the absence of interference effects. I said "really good" advisedly, for it is far, far easier to design a de Dion rear end, and make it work, than to avoid all the pitfalls that can plague "independence".

I think, too, that every designer, given a free hand, would like to produce a desmodromic valve gear. When I foretold, in 1952, that the system would be revived, I expected that many other firms besides Mercedes-Benz would adopt positively closed valves. It's bound to come, even for production sports cars, but if Grand Prix racing goes into the doldrums its advent may be indefinitely delayed.

Finally, there is fuel injection. The four-cylinder Vanwall, which employs this system, has the legs of multi-cylinder cars with carburetters. There is no doubt that, to get the best out of fuel injection, you must design the engine for it from the outset, and you must inject into the cylinders and not into the ports. Whatever the difficulties, fuel injection will eventually be used for all competition cars, but once again the new designs may be abandoned under dust sheets.

Compared with a full Grand Prix, no other motor racing is of the smallest consequence. Now that we have a formula which produces superb racing in remarkable safety, why rush off and build giant "sports" cars that add nothing but brute force to automobile technique? If Grand Prix racing is allowed to die, the standing of every other form of racing will suffer. Even the greatest drivers will lose stature in the public eye, and motor racing will become a second-rate sport. The continuation of full scale Grand Prix racing is vital.




Reproduced by courtesy of *AUTO ITALIANA Sport*

*DESMODROMIC valve gear, used successfully by Mercedes on their Grand Prix cars since 1954, is bound to come, even on production sports cars, says J. V. B. One marque following in the Germans' footsteps is Osca, with this experimental valve gear for their sports-racing machines.*

# Look! Your engine's best friend




**Shell X-100 Motor Oil Multigrade gives your engine best protection**

Engine oil has four jobs to do whilst the engine is running: to lubricate, to protect engine parts, to keep the inside of the engine clean, and to help with cooling. When the engine is stopped the oil must still go on with its job of protection. All grades of Shell X-100 Motor Oil do these things, but Shell Multigrade gives you a special bonus. When starting from low temperatures it flows as freely as an S.A.E. 10W oil, but when it reaches engine operating temperature it is no thinner than an S.A.E. 30 grade. This special property gives your engine the immediate protection of a thin oil combined with the advantages of a heavier grade under running conditions.

**WHAT DOES THIS MEAN?**

**Because Shell Multigrade can do its job perfectly all round the clock, right through the year, it keeps your engine at top performance much longer and saves you money on overhauls. Besides this, if like most people you do a good deal of stop/start motoring, it can give you a worthwhile increase in miles per gallon of petrol. In a sentence: Shell Multigrade means economy through best protection.**

Change now to Shell X-100 Motor Oil Multigrade and, to round off the job, ask your dealer for the Shellubrication Service to take care of the rest of your car

SHELL

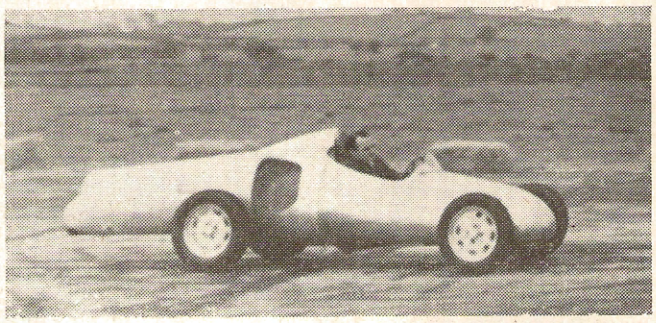
X-100 MOTOR OIL

**MULTIGRADE**

YOU CAN BE SURE OF SHELL

# WHITSUN SPORTING WEEKEND

***Nurburgring Winner Tony Brooks for Brands Hatch and Crystal Palace in F2 Cooper—Meikle Jet Demonstration at Goodwood***



*SEE IT at Goodwood—Jim Meikle's unique pulse-jet powered Cooper will be demonstrated at the Whit-Monday meeting.*

As usual at Whitsun, the motor racing enthusiast particularly in the South of England is so well catered for that he may easily find it difficult to make up his mind about what to see and when.

The main events are at Brands Hatch on Sunday (B.R.S.C.C.), Goodwood on Monday (B.A.R.C.) and Crystal Palace, also on Monday (B.R.S.C.C.). Starting at 2 p.m., the Brands meeting is centred around two well-supported F2 races over 10 laps each. Other races are for big, medium and small sports cars, F3 and production sports cars. Formula 2 entries include the following in single-seater, 1,500 c.c. cars, Lotus: Cliff Allison, Mackay Fraser, Graham Hill and Dennis Taylor; Cooper: Tony Brooks, Les Leston, Ronnie Moore, Roy Salvadori, Jack Brabham, George Wicken and Bill Whitehouse. Amongst the big sports car drivers named are Archie Scott-Brown (Lister-Jaguar), Jim Russell (Tojeiro-Jaguar), Les Leston (H.W.M.) and the Whiteheads, Peter and Graham (Aston Martin DB3S). A full field of 1,100 c.c. and 1,500 c.c. sports cars will be backed up by an equally full field of F3 machines and star drivers, amongst them Jim Russell, Don Parker, Stuart and Pop Lewis-Evans and Tom Bridger.

Most of the Brands drivers and their cars will move on to London's "doorstep" circuit at Crystal Palace for the B.R.S.C.C./L.C.C. nine-race meeting on Whit-Monday. This one also starts at 2 p.m., but with the gates opening at 10 in the morning and practising starting an hour later, enthusiasts will be able to see cars circulating for most of the day and get more than their usual money's-worth. Star of the meeting is to be Stirling Moss, who will drive an unusual car making its British début in the 10-lap Norbury Trophy 2-litre sports event. This is the 1,500 c.c. Porsche-engined Cooper, built in California by Ken Miles. Very fast indeed and with a long string of racing successes behind it in the States, the car is being specially flown to this country for the Palace meeting. The day's main event is the F2 London Trophy, run in two parts with the winner found on aggregate times. For this, as for the F3 and sports car races, the principal runners are the same as those given above for Brands Hatch. Incidentally, amongst the 1,100 c.c. sports cars, the new Elva with Archie Butterworth's flat-four engine is scheduled to make its first appearance in the hands of Archie Scott-Brown.

Big attraction of the Goodwood meeting on Whit-Monday is a racing car that won't be racing, but just making a demonstration run round the circuit. However, it should be quite an impressive demonstration, because the vehicle involved is Ulsterman Jim Meikle's Cooper-based jet car, in which a French S.N.E.C.M.A. pulse jet is mounted in a Mk. V chassis. Already tried out at Kirkiston, near Belfast, this will be the car's first appearance on the mainland; it is now producing the equivalent of 60 b.h.p. Main races at Goodwood are two 100 km. events for sports cars, one up to 1,100 c.c., the other unlimited. Entries in the first include Peter Ashdown and Alan Stacey (works Lotuses), Innes Ireland, David Piper and Bob Hicks (Lotuses) and Keith Greene, Patsy Burt and Mrs. Bluebelle Gibbs (Coopers). Amongst the bigger cars are D-type Jaguars to be driven by Maurice Charles, Ian Baillie, and Henry Taylor, Peter Blond in the H.W.M., the fast Tojeiro-Jaguar and Tommy Atkins's DB3S. The field of the Marque Scratch race is made up of M.G.As (four of them belonging to the Fitzwilliam team), TR2 and 3s, A.C. Aces, Morgans and Austin-Healeys. The saloon handicap will no doubt see many outwardly normal motor cars performing the most extraordinary feats of roadholding and speed, while the Bentley Handicap, with no fewer than 17 pedigree Derby cars competing, should be one of the day's most impressive sights.

Other Whit-Monday events, in other parts of the country, include a race meeting at Mallory Park in Leicestershire, beginning at 1.15 p.m., a mixed car and motor-cycle meeting at Cadwell Park, Lincolnshire (noon, with the first car race at approximately 1.45 p.m.), and on the previous day, Sunday, a Bugatti O.C. Members' hill-climb at Prescott. Mallory Park runners number 75 and include Paul Emery (Emeryson), John Dalton (Austin-Healey 100S and Aston Martin DB3S) and Tony Marsh (F2 Cooper).

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**Indianapolis**—*continued*

moved past Jim Rathmann in a spectacular display of acceleration down the main straight.

At this point Sam Hanks was lapping at 141.5 miles per hour. Although he could increase his lead over Jim Rathmann each lap, it was by mere fractions of seconds. On the 148th lap his lead was just 4 secs. All eyes were on Jim Rathmann as he came in for his third pit stop. He took on fuel, a right front, right rear and left rear tyres, and was out of the pits in 32 secs. As Rathmann left the pits, Hanks came in. He had little more than his 4 secs. lead, plus the time Rathmann had spent in his pits, to work with. Hanks's pit stop for fuel and all four tyres on his 155th lap was completed in 34 secs. He regained the track without losing first position, but as Hanks exited from the bottom of the pit lane into the south-west turn, Jim Rathmann was flashing past the middle of the straight. The two leaders had traded pit stops, and come very close to breaking even on the exchange.

At 400 miles it was: Sam Hanks, Jim Rathmann, Jimmy Reece, Paul Russo, Andy Linden, Jimmy Bryan, Johnny Boyd, Bob Veith, Marshall Teague, Pat O'Connor.

The race had been running for 2 hrs. 57 mins. 56.97 secs. for average speed of 134.869 miles per hour. This was more than three miles an hour faster than the old record which had been set by the late Bill Vukovich in 1954. Of course the two leaders were on the same lap, but by now the third, fourth and fifth cars were running just one lap behind the leader.

As the laps rolled on, one could not help but consider the lubrication problems inherent in mounting an engine on its side. Hanks had increased his lead to just 10 secs. at the completion of 174 laps and was running at a lap speed of 139.5 miles per hour. It still seemed unlikely that this man who had tried so many times without success could succeed in a car which, for the Speedway, was considered rather radical. The tension mounted.

On lap 185 the fates struck. Jimmy Reece, running very consistently in fourth position at this time, coasted into his pits and was pushed into the garage area. A broken throttle linkage, it is reported, was the cause of his misfortune.

Starting the last 10 laps the first and second positions were virtually a repeat of last year's finish. This year, however, it was Hanks who was 20 secs. ahead, instead of being 20 secs. behind. On each successive lap the gap between first and second didn't vary by more than a second. Hanks's pit crew showed alternately a pit signal board showing an arrow pointing back and the figures "20 S", followed by the lap designation on the next lap. Hanks simply nodded, and we can imagine that he was not the least unhappy.

As Sam Hanks won lap No. 200 and the Indianapolis 500 Mile Race, he had led the entire field for a total of 141 laps. His time for the 500 miles was 3 hrs. 41 mins. 14.25 secs. for an average speed of 135.601 miles per hour. Hanks performed consistently at lap speeds between 139 and 140 miles per hour during almost every one of the laps he led. The Speedway veteran in his experimental car completed his last 10 laps of this year's race at a good three miles an hour faster than the same laps were completed a year ago by last year's winner, Pat Flaherty.

Twelve races and 17 years after his first try at the Indianapolis Motor Speedway, Sam Hanks won. Sam, a genial and personable fellow, and a driver of great skill, has deserved this win for years. Now, who can say that he has not earned it? As Sam Hanks rolled his little yellow car into Victory Lane, there were tears in his eyes. "This will be my last 500," he said. "It's the most wonderful experience I've ever had."

# They build durability at Fort Dunlop

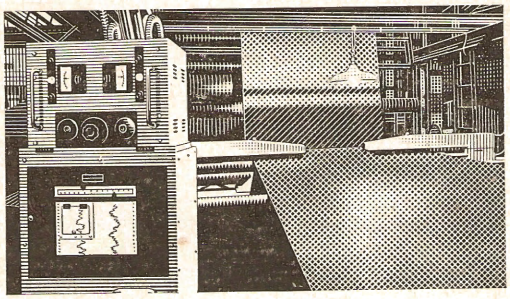



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***built better to last longer!***

7H/123

# MERRY MOTORING

**American Radio, TV and Motoring Pressmen's Great Day at British Automobile Manufacturers' Association Test Meeting at Lime Rock**

By RUTH SANDS BENTLEY

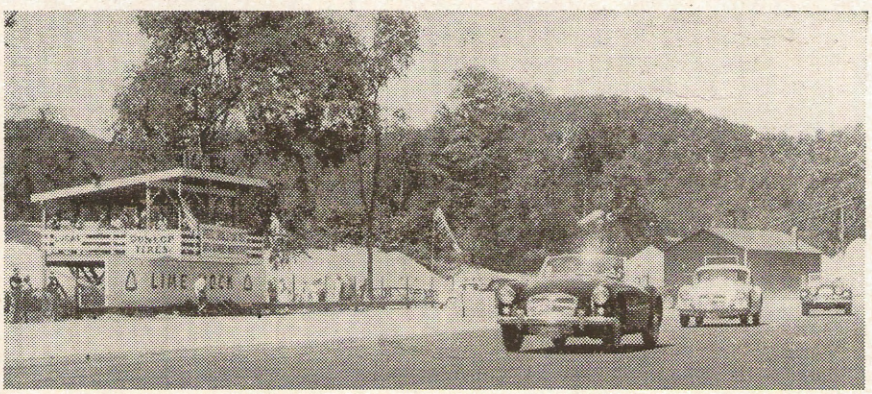
OVER 200 drivers from the motoring, radio and television press had the time of their lives on Saturday, 25th May, when 39 of the latest British cars were made available for their use at the new Lime Rock racecourse. Situated in an exquisite part of Connecticut, the hilly circuit made an artistic setting for gleaming vehicles, which included Rolls-Royce, M.G., Jaguar, Triumph, Hillman, Morris, Rover, Bentley, Sunbeam, A.C., Aston Martin, Austin - Healey and Berkeley.

The occasion was the second annual press day of the British Automobile Manufacturers' Association, the American counterpart of the Society of Motor Manufacturers and Traders, Ltd. Weather conditions were perfect, with brilliant sunshine, though the air was cool and comfortable.




*BABY BOLIDE: (Right) Orchestra leader Paul Whiteman and Angela Norwood (wife of* Sports Illustrated's *John Norwood) seem to enjoy the tiny Berkeley Sports, the height of which can be compared with the small boy standing nearby.*

*DOWN THE STRAIGHT and past the pits at Lime Rock go two M.G.As and a Morgan during the Test Day. Altogether 39 British cars were available for trial.*



Ceremonies were opened by Sir Hugh Stephenson, Her Majesty's newly appointed Consul-General in New York, who said, among other things, "The rising tide of interest in British automobiles by the American people has created a new market in the United States for our motor industry. The expansion of this market can aid substantially in maintaining the balance of trade essential to the economy of both our nations. Our manufacturers are dedicated to the further development of engineering, styling and service expressly for the American market that will permit British automobiles to retain their position of leadership with respect to quality, performance and style." British cars, incidentally, got off to a good start this year when in January and February the sales increased 139 per cent. over the same period in 1956.

Most of the journalists circled the excellent new course in at least one car from every manufacturer's group, and it was interesting to observe their expressions, first while they drove in competition models and emulated race drivers and then when they changed to Rolls-Royce, 3.4 Jaguar, or Bentley and took on an air of dignity. Possibly the two cars most in demand during the day were the Jaguar XK 150, making its American début, and the Aston Martin Mark III sports coupé, which had been seen previously by only a few of the guests. The M.G.A sports roadsters which captured the Sebring team trophy were there in full force, sounding crisp even under the not-so-expert toes of the press. In constant use was the very fast Jaguar XK-SS which, during the day, had at its wheel Paul Whiteman, Skitch Henderson, John Fitch and Dick Kessler.

The Triumph TR3s also enjoyed popularity, and their genial American president, Alan F. Bethell, was on hand to greet the press, as were the American presidents of all British automotive manufacturers. Columbia Broadcasting System's top newscaster, Walter Cronkite, signed up for rides in several cars but showed a decided preference for Austin-Healey, the marque he owns and drives. CBS's other representative, Art Peck, spent the day keeping everyone informed on what was going on by his excellent handling of the public address system. He was the happiest man at the event, for only the day before he had taken delivery of his brand new 3.4 Jaguar.

Spirited scribes had fun with the Land Rover utility car, taking it not only around the fast course but also up mountains of sand with no apparent problems. And the petite Berkeley made a hit too, large men somehow snuggling into the baby bomb.

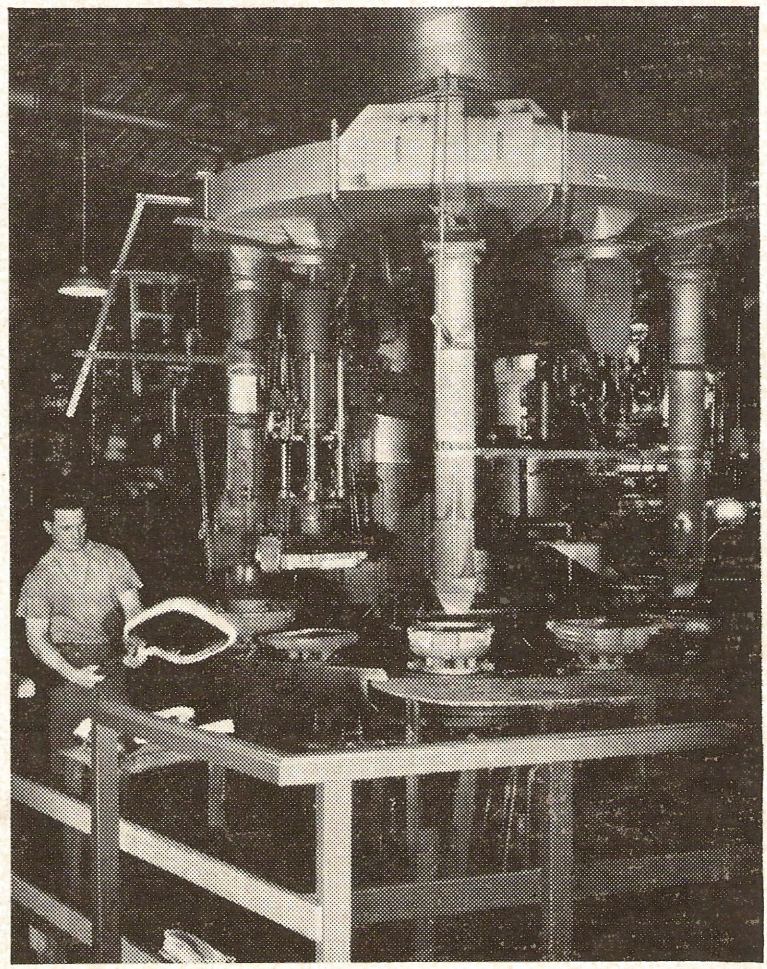
An old-fashioned English barbecue was served for luncheon, and at the day's end—after miles and miles of motoring pleasure—a cocktail party properly quenched the parched throats of the "racing" press.




*JUST OPENED at 5611 Yale Boulevard, Dallas, Texas, is racing driver Carroll Shelby's new sports car establishment, seen here with four widely differing B.M.C. products and a Jaguar on display. Rolls-Royce, Bentley and Lotus agencies are also held, plus distributorship of Firestone racing tyres.*

*A 130-YEAR-OLD PILKINGTON TRADITION*

# Never to stand still



*Using the latest automatic methods known to industry, this machine making glass components for television tubes is the only one of its kind in Britain. It is part of a plant at Pilkington Brothers' St. Helens works which cost almost £1,000,000.*

A HUNDRED AND THIRTY YEARS AGO Pilkington Brothers Limited was a small concern in St. Helens, Lancashire, making one type of glass only. Today the firm's organisation is world-wide, employs more than 23,000 people, and makes a range of glass products going far beyond those glasses in common use—the sheet and plate glass with which windows are glazed.

Contemporary building technique alone makes use of many varieties of structural, cladding and decorative glasses made at one or other of the Pilkington factories. Outside the building industry, Pilkington's glass has an enormous diversity of uses. Some are obvious like the windows of cars, railway coaches and other public vehicles; others are specialised products, such as the glass made for nuclear research, and the high voltage glass insulators which help to carry power lines all over the world. Then there are all the ranges of optical glass made by the subsidiary company of Chance Brothers. Through its other subsidiary companies, Fibreglass Limited and Ashdowns Limited, the Pilkington Group is playing a constructive and creative part in the plastics industry.

A hundred and thirty years has seen not only growth but a constantly expanding programme of research and development. An early understanding of the value of research has made Pilkingtons pioneers of the glass making industry throughout the world. Their leadership is attested by the fact that nearly all the polished plate glass in the world, including that manufactured in the United States, is made by a process perfected by Pilkingtons. The pioneering work continues. The programme of improvement in manufacturing processes still expands. A recent example of this is the opening of the new high voltage laboratory at St. Helens, for research work and the testing of high voltage insulators.

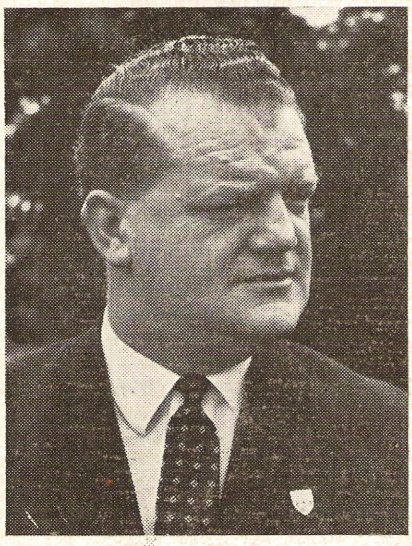
The firm's lively regard for research is the secret of the scale, quality and consistency of their contribution to industrial progress, and of their reputation for far-sighted planning. There are many opportunities in the Pilkington organisation for those who are attracted by that reputation. The sort of men Pilkingtons want are science graduates and technologists with specific interest in a wide range of subjects, including physics, chemistry, mathematics, mechanical engineering, electrical engineering or fuel technology. For full details write to the Personnel Officer (Staff) at the Head Office, St. Helens, Lancashire, giving age and a brief description of education.

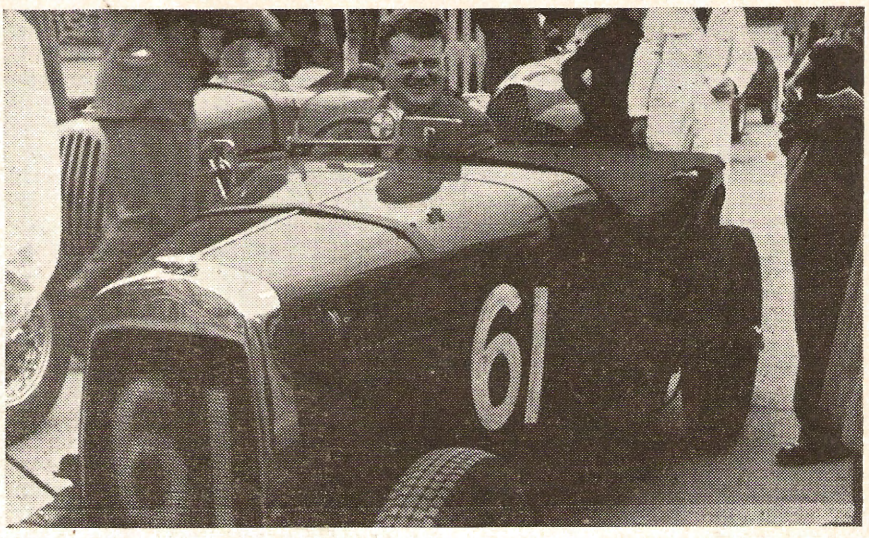
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*Works in* CANADA, S. AFRICA, AUSTRALIA, NEW ZEALAND, ARGENTINA, BRAZIL, INDIA.

*AN H.R.G. exponent was Hugh Clapp in the years following the war. He finished ninth and eighth in the Manx Cup races of 1949 and 1950, and second (with Doc Lilley) in the Montlhéry 12 Hours of 1949, driving with Peter Clark's H.R.G. team.*






# PENN PORTRAITS OF NORTHERN SPORTING PERSONALITIES

## No. 23 — HUGH CLAPP

WELL known to everyone at all British circuits, either in his capacity as observer or as a flag marshal, is the one and only Hugh Clapp.

Large of frame, red of hair and big of heart, he enjoys great popularity with drivers, officials and the press as, courteous but firm with one and all, he goes about his job with a minimum of fuss and a maximum of efficiency, and is indeed a model to follow by marshals under training.

Born in 1914, Hugh Clapp, up to the age of ten, would never ride in a car voluntarily, due perhaps to being "impressed" as the only regular passenger in his father's Calthorpe when mother decided to have a driving lesson!

However, this passed, and after graduating via two wheels and Morgans, he acquired pre-war, an Ulster Austin Seven, ran it on Castrol R, and really fancied his chances. He learned to drive by having many private dices with the late Syd Crabtree in his Montlhéry M.G., from Altrincham to Mere, but could never quite catch him!

After the war (in which he served in the R.E., sometimes having a stripe, but more often not, as there was an incident involving the private use of a diesel 10-ton road roller which somehow seems to have debarred any future promotion!), Hugh purchased a 1,100 H.R.G. and after doing all the local sprints, etc., entered the Manx Cup Race in the I.O.M. in 1949 and finished ninth.

Later that year, he was invited by Peter Clarke to join his H.R.G. team for the Paris 12-Hour Race at Montlhéry. With Doc Lilley as co-driver he finished second in the 1,100 c.c. class. In 1950, he was eighth in the Manx Cup, and typical of Hugh, he reckons that by that rate of progress he might have won it this year!

Due to business commitments, Hugh Clapp was forced to give up racing, so with an imbued love of the sport, he decided to devote his spare time to acting either as a flag marshal or an observer wherever his services could be utilized, and so well has he progressed, that he has written a standard treatise on both subjects for the B.A.R.C., and gives the following advice to the "flagman":—

(a) Your observer is in full charge and relies upon your efficiency.

(b) Know the flags you require, and their uses.

(c) Make sure that your signals are seen. Hold them well up, and if a wind is blowing, hold the bottom of the flag with one hand. If a flag has to be waved, do it vigorously.

(d) NEVER EVER LEAVE YOUR POST TO HELP IN AN INCIDENT, HOWEVER SERIOUS IT MAY BE!

(e) Watch all competitors in and out of your section; if you see any loose parts, oil spilling, driver fatigue, etc., call your observer. HE WILL COME TO YOU.

(f) Do not let people cluster around, or hold conversations with you; you really must concentrate.

(g) Unfurl your flags and lay them separately on the ground.

(h) Keep an eye on any cover that may be available for you, if you are becoming a "priority target".

(i) DO NOT SHOW A BLUE TO THE FIRST OF TWO CARS THAT ARE HAVING A DICE (a major fault of the beginner) and do not show a blue to a car that has just overtaken.

(j) Never get flurried — just give straight plain determined signals.

On the incident question, Hugh gave as his funniest: "When practising for a production car event at Silverstone I had the idea that the straw bales were, well, as light as straw! and was much impressed by my own technique of 'straw bale shaving' until I touched one coming out of Club Corner. It flung the car across the circuit, luckily staying on four wheels. I then got out to see how heavy the bales really were. After finding out, I gave up my spectacular (or so I thought) technique.

"My most disappointing was at the same place. Having a bad start, last away, I pressed on hard, eventually taking the Javelin team and then the Riley team to join Jack Buncombe in second place; then lost all my revs and all my places!"

Hugh Clapp is married to Alwyn, who is just as charming and accompanies him to all events. In business he is a wine and spirit merchant, his favourite transport is a Citroën Big Six, and Oulton Park the favoured circuit. He is a member of the B.R.D.C. and a working committee man of the Lancs and Ches Car Club. Asked for his hobbies, he said: "Drinking and talking shop with old friends!"

His suggestion for improving the sport is to look after the "Cash Customer" by ensuring the full complement of starters and to eliminate as far as possible the present high rate of non-starters and early retirements.

Lastly, Hugh's own ambition: "To see a very much improved and happier relationship and liaison between members of the mobile patrol sections of the various police forces and the average sporting motorist, who is, generally speaking, a 'decent chap' and thus could be afforded reasonable consideration, *e.g.*, the courtesy of a 'caution' instead of a 'booking' for the majority of trivial or technical offences. This, in my opinion, would result in the fullest co-operation and support from the motoring fraternity and would end the present state of unveiled animosity."

FRANCIS PENN.

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**CANADIAN CALENDAR**
**15th June/2nd September**

**15th June.**—St. Catherine's M.C. Night Navex; Mtl. Reg. *Concours d'Élégance*; N. Toronto M.C. Chairman's Navex.

**21st-22nd June.**—British Empire M.C. National Sports Car Races.

**23rd June**—Sports C.C. Social Rally.

**29th-30th June.**—Mtl. Reg. National Canada Day Races.

**6th July.**—St. Lawrence A.C. Night Rally.

**12th-13th July.**—M.G.C.C.T. National Sports Car Races.

**14th July.**—Essex City S.C.C. Third Annual Photo Rally.

**28th July.**—Mtl. Reg. Hill-Climb.

**11th August.**—Grand Valley C.C. Autocross; Canadair A.C. Driving Tests.

**16th-17th August.**—Sports C.C. National Sports Car Trophy Races.

**24th August.**—Sports C.C. Social Rally.

**31st August-2nd September.**—Mtl. Reg. National St. Eugene Circuit Races.

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P.300

# BOOK REVIEW

**Title: On the Starting Grid.**

**Author: Paul Frère.**

**Size: 5¾ ins. x 8¾ ins. 224 pp.; 58 illustrations.**

**Publishers: B. T. Batsford, Ltd., 4 Fitzhardinge Street, London, W.1.**

**Price: 25s. net.**

THERE are two distinct types of motor-racing journalists—(a) those who write about the Sport but take little or no active part in it; (b) those who write about it, and also actively participate in races, rallies and so on. The last-named has produced many notable journalist-drivers, for example, Sammy Davis, Johnny Lurani, Dick von Frankenberg, Maurice Gatsonides, Pierre Stasse, Bernard Cahier, Gordon Wilkins, Walter Honegger—to name the best-known. However, the Belgian Paul Frère has carved a special niche for himself, by reason of his successes in both Grand Prix and sports car racing, which give his writings on motoring sport the authority born of practising what one preaches. He adds to his comments as an observer, the knowledge gained by racing in the company of the world's greatest drivers—an opportunity given to very few men who make their living by the written word.

In *On the Starting Grid* (translated by Louis Klemantaski), Paul has produced a first-class autobiographical book, which is of intense interest to all connected with the sport of motoring. In it, he recounts his earliest experiences with motor-cycles, the chapters denoting a passionate regard for the i.c. engine in all its forms. Two-wheeler fans may be interested to learn that the late Les Graham, then on the threshold of his great career, was banned in a Belgian race on the grounds that his style of riding was too unorthodox!

The author's first motor race was the Spa "24 Hours", in which he finished fourth in the 1½-litre class, co-driving with the then University student Jacques Swaters, in a venerable, special-bodied M.G. PB. The following year, Frère was down to co-drive with the late St. John Horsfall, in the latter's Aston Martin—but it is a matter of history that Jock did the entire stint on his own, finishing second in the general classification, surely one of the most phenomenal achievements in post-war motor-racing. The unfortunate Paul sat out the race in the pits.

It was the late John Heath who gave Paul Frère his introduction to formula racing in the H.W.M. The author pays tribute to Heath, who provided Stirling Moss and Peter Collins with the opportunity to take part in the highest category of racing, paving the way to the top rung of the ladder which they occupy today. John Wyer of Aston Martin, Lofty England of Jaguar and Amedée Gordini—all saw the possibilities of the skilful Belgian journalist-driver, and none had cause to regret their choice. Frère blames himself for the incident at Le Mans in 1956, which put two works Jaguars and a Ferrari out of the race after six minutes. No man can do more than that; to admit an error and take the entire responsibility is an admirable thing altogether. In point of fact, the "Ecurie Ecosse" victory completely mitigated the accident, and, to quote Paul's own words: "When the car crossed the finishing line my eyes were full of tears; the Ecurie Ecosse had saved the day, and I was left with only my shame and regrets at having missed the greatest chance of my whole career as a racing driver".

Still, Frère can console himself with many successes, notably the Belgian Grand Prix in 1956, when he finished second to Collins, driving a works Ferrari. Among the many enthralling chapters is one concerning reporting a motor race, which is a classic of its kind. The author's comments will be enjoyed by all journalists who have to battle their own way to achieve factual reports, continually interrupted by people who have no right to be occupying places intended for accredited representatives of the Press.

GREGOR GRANT.

# CORRESPONDENCE

### Connaught's Withdrawal From Racing

BRITISH motor racing received what is surely the biggest blow for many years when on 29th May it was announced that Connaught Engineering are forced to retire from Grand Prix racing due to the lack of financial backing.

To put it mildly, it is extremely unfortunate that such action is necessary, particularly so soon after the formation of the G.P.C.C., which, on the face of it, could have been a saving factor. It would appear that a considerably larger total of contributions was promised than has actually materialized. If this is so, I hope that those who are guilty in this respect feel that they are, in some measure, responsible for the decision made by Mr. Kenneth McAlpine and Mr. Rodney Clarke.

Unfortunately, however, it will do no good to cry over spilt milk. It seems that neither the Government nor the British motor industry is the slightest bit interested in offering any support to maintain or to improve our efforts which, it cannot be stressed too often, can gain enormous prestige if well prepared. There would seem but one solution, excluding the help of some benevolent millionaire or the raising of starting money.

Mr. Owen has the enthusiasm as well as that all too important substance known as money. In spite of undying efforts his net results are shamefully poor and he has only recently made the very wise decision of calling upon the brains of Mr. Colin Chapman. Undoubtedly, all concerned with the B.R.M. had to swallow a certain amount of pride over this move. Why don't they take another large swallow and join forces with Connaught Engineering? The B.R.M. Organization should endeavour to secure the services of Mr. Rodney Clarke; as he has produced the finest G.P. chassis that we have and it would be foolish to ignore his genius. A combination of the Bourne engine and resources together with the Send chassis and ideas ought to produce a very potent car.

It sounds simple, but without doubt it would present many problems which, I feel sure, with plenty of co-operation from all parties concerned, could be sorted out. I am sure that everyone is hoping very much that somehow help will be found to prevent the extinction of this most successful marque.

I. M. SURMAN.

KINGSTON-ON-THAMES, SURREY.

### The Monza 500

THERE is at the moment a great deal of publicity being given to the "Monza 500" and this event will doubtless be a wonderful spectacle. However, it is difficult to see exactly what purpose the race will serve as it surely must be an American benefit, designed as it is for American motors which only steer one way, etc. One would certainly expect the visitors to fill the first six places at least and in view of the publicity attaching to the race to secure all the kudos and sales affecting prestige which will arise from it. In other words, as far as the world is concerned the results will be used to prove that the American automotive industry is superior to its European rivals, which of course is complete nonsense.

The race has been split into three parts, but even so it sounds as if it may well be one of the most dangerous events ever staged. The difficulties of overtaking on a banking are too well known to need repeating and the possible results of chassis or tyre failure on a car travelling at nearly three miles a minute, which is followed closely by a file of other cars, is too horrible to bear consideration. Grand Prix racing is in a parlous state today and a serious multiple accident might be the last straw which pushes it into the discard.

As a closing thought I would quote Napoleon who, on being informed of the qualities of a new general, replied, "I don't care if he is a good general, what I want to know is, is he a lucky one?" I think the boys at Monza will need all the luck they can get and, talking of luck, doesn't Stirling need a spot now and again: he must have nightmares about broken brake pedals, clutches, wheel mountings, brakes that don't work and, of course, fuel injection systems that don't inject.

EVESHAM, WORCS. P. DENDY, M.I.M.E.

### The Cost of Insurance

I WAS interested in John Bolster's article "The Cost of Insurance".

Surely, the insurance companies could encourage the careful driver by increasing heavily both premium and "no claims" bonus. Or would this be dead against principles of high finance?

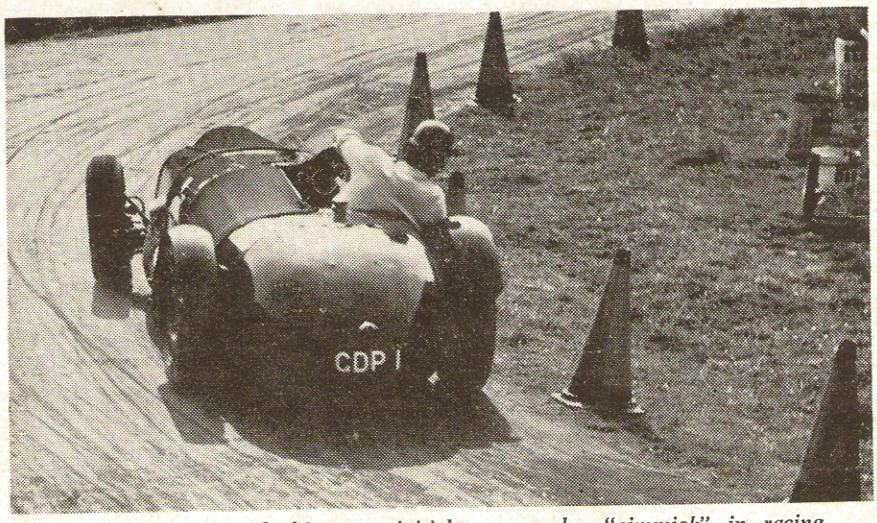
STORRIDGE, MALVERN. GEORGE EVANS.

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

# Club News

By STUART SEAGER

AFTER the Whitsun meeting, the next promotion at Mallory Park is the **Sunbac** race meeting on 22nd June. Invited clubs are the B.A.R.C., B.R.S.C.C., Bugatti Owners, Nottingham, 750, Coventry & Warwicks, Midlands M.E.C., Hagley, Shenstone, and Lancs & Ches. Regulations are obtainable from J. D. Woodhouse, 106 Jockey Road, Sutton Coldfield, Warwicks. There will be events for sports, sports-racing, racing and saloon cars. . . . Regulations are also ready for the next **B.A.R.C.** members' meeting at Goodwood, also on 22nd June, for which details may be obtained from 55 Park Lane, London, W.1. Entries close tomorrow (8th). . . . The **Southsea M.C.** announce that their Thorney Island sprint will be held on 21st July, and that regulations are now available from A. A. Hind, 9 Wigan Crescent, Belmont Park, Bedhampton, Havant, Hants. Incidentally, a new clubhouse at Hilsea, Plymouth, is to be opened on 15th June. . . . On 27th July, the **Hants & Berks M.C.** are to hold their National hill-climb at Great Auclum, and regulations may now be obtained from A. H. S. Fountain, 51 Matlock Road, Caversham, Reading, Berks. . . . There has been a reshuffle of arrangements for the London M.C.'s National London Rally, and all enquiries for this September event should go to Jim Appleton, 99 Goldhawk Road, Shepherds Bush, London. . . . The **Gosport A.C.** are to run their annual speed trial at Eastney, Portsmouth, on 7th July and have invited the B.R.S.C.C., 750, West Hants & Dorset, Hants & Berks, West Essex, Vintage S.C.C., Club Lotus, Healey Drivers, London, Bugatti Owners, Aston Martin Owners, Maidstone & Mid-Kent, Brighton and Midland A.C. Regulations are obtainable from P. E. Heke, 44 Burney Road, Alverstoke, Gosport, Hants, and there are classes for saloons, sports, sports-racing and racing cars, including one for 750s. . . . The sixth annual Bernie Trophy Rally is to be run by the **Chester M.C.** on 29th-30th June.




*REGISTERED with his own initials—a popular "gimmick" in racing circles!—Gordon Parker's blown Jaguara storms up Firle Hill to record B.T.D. last Sunday. The results are at the foot of the page.*

Entries for this 200-mile event, partly routed by grid references and partly by route card, close on 26th June with A. W. Evans, Derwent House, Mouldsworth, Chester. The invited clubs are the Lancs & Ches., Liverpool, Rhyl, B.A.R.C., Wirral 100, Warrington and Broughton & Bretton. . . . The **250 M.R.C.** race meeting, announced last week as taking place at Silverstone on 9th June, has now been delayed until 23rd—and in fact is being held at Snetterton anyway! . . . The **R.A.F.A. Motor Club,** with the co-operation of the B.A.R.C., is running a 180-mile night rally on 22nd-23rd June, starting and finishing near Chester, for which details may be obtained from B. Dunning, "Hendred", Abbey Road, West Kirby, Cheshire. . . . The **Forces M.C.** are to run a much gentler event on 22nd June in Surrey for their members, details being obtainable from G. A. Reynolds, 259 Burntwood Lane, Wandsworth Common, London, S.W.7. . . . The **Birmingham Y.C.M.C.** are to run a 280-mile closed-to-club night rally on 22nd-23rd June, for which details are obtainable from P. Lawrence, 78 Gillhurst Road, Harborne, Birmingham, 17. . . . A 100 miles of rallying, starting and finishing in Surrey, are on the menu for members of the Brent Vale, Blackfriars, Cemian, East Surrey, Forces, Guildford, Harrow, Malden, M.G., Mid-Surrey, North London E.C.C. and Per Ardua clubs, on 29th-30th June, run by the **Mid-Thames C.C.** Regulations may be obtained from D. O. Ingram, 297 Waldegrave Road, Twickenham, Middlesex. . . . The **Bristol M.C. & L.C.C.** are to run a rally for Veteran and Edwardian cars on 6th July, with assistance from the **Veteran Car Club.** Anyone interested should write to R. A. Wood, 22 Monkton Road, Hanham, Bristol. . . . Entries close on 25th June for the **Hagley & D.L.C.C.** *versus* **Shenstone & D.C.C.** inter-club driving test meeting to be held at the Chateau Impney, near Droitwich, on 30th June. Details are obtainable from G. I. Tucker, 115 Bewdley Hill, Kidderminster. . . . The **Newport C.C.** are holding a 250-mile closed night rally on 15th-16th June, for which details are obtainable from the club at 2 Eveswell Park Road, Newport, Mon. . . . On 11th June, **Club Lotus** are to hear a talk on the Mille Miglia by Gregor Grant at the Abbey Hotel, North Circular Road, London, N.W.10.

## Coming Attractions

**June 8th.** *Veteran C.C. Hertfordshire Festival Rally, Hatfield Park.*

**June 9th.** **G.P. des Frontières** (*S*), *Chimay, Belgium.*

**G.P. of Portugal** (*S*), *Lisbon.*

*B.R.S.C.C. Race Meeting, Brands Hatch, near Farningham, Kent. Start, 2 p.m.*

*Assoc. of N.E. and Cumberland Car Clubs Hill-Climb, Catterick, Yorks. Start, 2.30 p.m.*

*Bugatti O.C. Hill-Climb, Prescott, near Cheltenham, Glos. Start, 2 p.m.*

*Leicestershire C.C. Autocross, Home Farm, near Ashby Parva, Rugby.*

**June 10th.** *B.A.R.C. National Race Meeting, Goodwood, near Chichester, Sussex. Start, 1.30 p.m.*

*B.R.S.C.C. Race Meeting, Crystal Palace, London. Start, 2 p.m.*

*B.R.S.C.C. Race Meeting, Cadwell Park, Lincs (F3). Start, 12 noon.*

*Nottingham S.C.C. Race Meeting, Mallory Park, Kirkby Mallory, Leics. Start, 1.15 p.m.*

**June 15th.** *B.A.R.C. Members' Race Meeting, Aintree. Start, 2 p.m.*

*V.S.C.C. Race Meeting, Silverstone. Start, 12.30 p.m.*

*Leeds Univ. Union M.C./B.A.R.C. Driving Test Meeting, Woodhouse Moor, Leeds, Yorks.*

**June 16th.** *Thames Estuary A.C. Sprint Meeting, Brands Hatch.*

*Eastern Counties M.C./East Anglian M.C. Driving Test Meeting, Raydon Airfield, Essex.*

*Alvis O.C. Concours d'Élégance and Driving Tests, Heston Aerodrome, Middx. Start, 10 a.m.*

### B.A.R.C. CORONATION RALLY

OWING to an objection over the moving of a control, arising from the baulking of competitors by a tractor during the B.A.R.C. N.W. Centre's Coronation Rally on 2nd June, a protest has been entered and no final results have as yet been issued of this event. The Stewards' decision not proving acceptable, the matter has been referred to the R.A.C.

**B.A.R.C.**

**Firle Hill-Climb, 2nd June**

**B.T.D.:** G. Parker (Jaguara).

**Saloons up to 1,300 c.c.:** R. Shaw (Abarth Fiat), 38.08 s. **Up to 1,600 c.c.:** R. P. Heatley (Ford), 36.40 s. **Up to 2,600 c.c.:** E. B. Wadsworth (Healey), 34.40 s. **Over 2,600 c.c.:** R. P. Odoni (Ford), 33.44 s. **Sports cars up to 1,300 c.c.:** F. W. Marriott (Lotus), 28.07 s. **Up to 1,600 c.c.:** M. J. Hughes (Porsche), 31.91 s. **Up to 2,000 c.c.:** J. R. Rudd (Frazer-Nash), 28.61 s. **Over 2,600 c.c.:** M. Salmon (Jaguar), 28.41 s. **Bentleys up to 5,000 c.c.:** G. H. G. Burton, 29.29 s. **Racing cars, any capacity:** R. Truscott (Cooper), 26.82 s. **Ladies' Award:** Mrs. Walter Jones.

*More* **Recent Results** *on page* 736

# AUTOSPORT

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### 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).

### ALTA

SUPERCHARGED 1½-litre single-seater, ex-Lady Mary Grosvenor. £450. Terms. Exchanges.—Lockhart's Service Depot, 12-16 Chiltern Road, Dunstable. Telephone 114.

### ALVIS

**12/50** ALVIS, 1929, s/d. beetleback, first-class condition. Reasonable price.—Ring Churchstoke (Shrewsbury) 313.

### ASTON MARTIN

**DB2-4** SALOON, 1954 series, blue haze, radio and heater, 39,000 miles, recent overhaul and brakes relined. Brand new Dunlop racings front, Michelin X back, twin Marchal spots. Immaculate. £1,500, offers considered. No dealers.—Box 2458, or POPesgrove 3232.

**1952** (October) DB2, moonbeam grey/red, 1954 Vantage engine, Alfin drums, 3-litre clutch, lots of other extras inc. musical horns. Works maintained, full history available. Fine specimen at £1,200.—STA 5614, office hours.

### AUSTIN

AUSTIN Nippy, potent, sound, weatherproof, serviced by Racing Stable. Write—57 Hunt Lane, Chadderton, Lancs. Phone: Main 7356.

**A40** SPORTS, 1952. dark green, fibreglass hardtop fitted recently costing over £60, new engine 15,000 miles ago, screenwasher, radblind, excellent condition. Ideal car for enthusiast requiring four seats plus performance and economy. £475 o.n.o.—Shacklock, 11 Acacia Drive, Maldon, Essex.


A30/5 • MORRIS MINOR 1000 • M.G.A. • ZA/B MAGNETTE

**POWERPLUS CONVERSIONS**

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### AUSTIN-HEALEY

AUSTIN-HEALEY 100, good condition, never raced, two-tone blue.—Phone: Copthorne 128 on Saturday evening.

AUSTIN-HEALEY 100-6, blue/cream, overdrive, wire wheels, Road Speed tyres, heater, radio, etc. Cost over £1,300. Genuine reason for sale. £1,175.—Box 2459.

### 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.

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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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**1955** FORD Prefect, Aug., l. and h., undersealed, laminated windscreen and washers, twin SUs, alloy head, balanced crank, etc., two spots, two petrol tanks, two horns, T & C. tyres, 80 m.p.h. Only used at weekends (for rallying). £575.—Box 2460.

### FRAZER-NASH/BMW

FRAZER-NASH/BMW 2/3-seater, all-enveloping Mille Miglia type aluminium body on 328 chassis, first registered July 1946, low mileage, white with red leather upholstery. Splendid mechanical condition, well maintained, full weather equipment with tonneau cover. Will be sold to first genuine applicant for £475.—Harrison, 6 Grayson Road, Spennymoor, Co. Durham. Phone 2287.

### GOGGOMOBIL

BASIL ROY, LTD., can offer immediate delivery.—161 Gt. Portland Street, W.1. LANgham 7733.

### JAGUAR

**Company director wishes to sell his immaculate 1951 MK. V JAGUAR.**

Just received £200 overhaul including annual respray (two-tone). Chauffeur-driven. Money has always been lavished on this beautiful car. 1954 Monte Carlo honours. Many, many extras including nine head lamps, radio, two heaters, screen washers, etc. *A car that is the envy of all.* For the enthusiast who requires fantastic speed with utmost comfort. **£575.** Terms arranged.

**Phone: BALham 9835.**

**S.S.** 100 2½-litre, superb model, improved hood, Specimen. £385.—BYRon 3272.

**1934** S.S. with 12 h.p. Standard engine. Good running order. Taxed. £60 o.n.o. Phone BRIxton 3270 between 6-7 p.m.

**3-4,** CREAM, red interior, reg. 28th May, o'drive, 300 miles. List price.—Jones' Garage, Syston 86257.

### JOWETT

**£495,** JOWETT Jupiter, 1952, Mark II sports coupé, with Series III modifications, fitted heater, Michelin X tyres throughout. This fine car must be seen. Just had £65 overhaul in May.—Sanders Garage, 353 Richmond Road, East Twickenham. POPesgrove 2014.

### LOTUS

LOTUS Mark X fitted with Bristol B.S.4 Mk. II 2-litre engine, fitted new April, 1956. Car registered January, 1955. Fitted with disc brakes, de Dion rear suspension. Superbly finished in most attractive shade of blue. The whole car absolutely immaculate. Indistinguishable from new. Price £1,175.—Barton Motors, Corporation Street, Preston. Telephone: Preston 4664, 10 lines.

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**KR200** AND KR175. Factory-trained specialist service. Sachs high performance sports conversions available.—E. C. Miles & Co., 20 Radnor Mews, W.2. PADdington 2715.

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

**M.G.** J2, 1933, red, enthusiast maintained, excellent condition throughout, highly tuned. £155 o.n.o.—RIChmond 1598.

**M.G.** MIG. PA, 1934, 2-str., blk., £70 o/haul, exc. cond. Quick sale, £165.—Simpson, 10 Astoria Parade, London, S.W.16. STR 3061.

**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.

**1952** M.G. TD open sports. Finished in silver straw, with red hide upholstery. Many extras. New hood. Immaculate condition. £475.—Edwards Motors (Doncaster), Ltd., Station Garage, Doncaster 2431.

**1936** NA MAGNETTE 2-seater. Engine completely overhauled, modified valve gear, new kingpins, brakes relined, etc., etc., electrically overhauled and rewired, new batteries,, resprayed dark red, silver wheels, plating rechromed, new hood. Fitted radio, spotlight, etc., and innumerable gadgets. Taxed. An enthusiast's car, maintained regardless of cost. An outstandingly attractive car. H.P. available, £178.—LADbroke 0532.

### MORGAN

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

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

### PANHARD

**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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**COOPER-JAGUAR**

1955 D-type Cooper-Jaguar, Weslake head, ZF differential, Disc brakes fully modified to appendix C specifications. Windscreen, hood, etc. Raced four times only—Empire Trophy, Mallory Park, Spa, Portugal. Many spares. Part exchange considered. For further details apply:

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

FOR SALE.—Formula 3 J.A.P., four new tyres. £125, consider sports car in exchange.—Box 2462.


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LONDON'S BEST SELECTION of Dauphines, new and used. Full colour range. Terms, exchanges.—Richards & Carr, Ltd., 35 Kinnerton Street, London, S.W.1. BELgravia 3711.

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AN HISTORIC RILEY for the enthusiast. 1928 "Ulster" 9 h.p. racing car, in original Riley racing green. Carefully laid up most of time since last used as practice team car in '28 "T.T.". Almost completely original, including unused original spare tyre. Just checked at Riley works. Performs now as well as ever she did. To a good home. £395.—C.N.C.A., Ltd., Newbury. Tel.: Newbury 2000.

"I HAVE a Riley 9 engine, gearbox, and many spares for sale".—A. Plant, 178 Clay Lane, Birmingham, 26.

RILEY Imp, 1936, in excellent condition, rebuilt mechanically, well shod, 16 ins. rims, new hood, batteries, brakes relined, high compression engine, twin SUs, four-branch exhaust system, with consequent performance. £335 o.n.o.—Peberdy, Rodney Cottage, Little Kimble, Aylesbury. Stoke-Mandeville 2124.

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MULLINER 20/25 saloon, 1934. 300 gns. S.a.e. details. Pair P.100. Perfect. £10.—G. Wedgbury, 49 Plymouth Road, Redditch, Worcs.

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SINGER Le Mans 9 h.p. 2-seater, slab tank, twin spares, reconditioned engine, nice appearance, good hood, screens. Too small! Quick sale, £130. —119 Kensington Avenue, Watford. GADebrook 6566.

**£95** o.n.o. SINGER Le Mans 4-seater. Recent respray and top overhaul. Fast and economical.—25 Stadium Street, S.W.10.

## SPECIALS

THE RICHMOND M.G., tubular chassis, i.f.s., de Dion rear, M.G. TF, 1,250 c.c. engine, rack and pinion steering. Very smart 2-seater body, cycle-type wings, all-weather equipment. A low mileage car, professionally built, and in really good condition. Nearest £400.—Miss Marshall, Kingshouse, Tillington, Petworth.

**1172** FORD Special sports/racing, built 1954, Aquaplane head, oil pump, water pump, valve springs, twin carbs., balanced rods and crankshaft, four-branch, large sump, Buckler gears, remote control, hydraulic brakes, neat 2-seater alloy body. £145 o.n.o.—Hilton, Liss, Hants, 3314, after 6 p.m.

**750** SPECIAL, neat 2-seater body, good condition, 7 cwt.. £75 o.n.o.—20 Cambridge Road, Kings Heath, B'ham, 14. Phone: HIG 2337.

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**FAIRSMITH SPORTS CARS, LTD.**

**1954 Triumph TR2, B.R.G., Genuine low mileage .. .. .. .. .. £695**

Main Agents for Berkeley, Heinkel, and all makes of scooters. Motor-cycles welcomed in part exchange.

**FANTASTIC PRICES OFFERED FOR SPORTS CARS.**

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**H.W.M.**-JAGUAR, registered March, 1955. Fitted with "D"-type Jaguar specification engine. Three Weber carburetters. This car has never been circuit raced or thrashed about. Fitted with full two-seater body, suitable for racing or road work. Similar to car tested by AUTOSPORT in 1955. Performance: 0-60 m.p.h., 6.5 secs.; 0-80 m.p.h., 10.6 secs.; 0-100 m.p.h., 17 secs. Fitted with de Dion rear suspension. Car ready for road or track. Price £1,200.—Barton Motors, Corporation Street, Preston. Telephone: Preston 4664, 10 lines.

STANLEY H. RICHARDSON.—I am always interested in purchasing all types of Vintage and contemporary sports and race cars, in mint condition, also any of the above suitable for rebuilding, or the salvage of spares. Particular interest for every model M.G., J2 onwards.—"The Meads", 33 Church Road, Cowley, Middlesex. Uxbridge 2062 any time.

**1,172** FORMULA CAR, Mistral body, tubular chassis, i.f.s., 12 ins. hydraulics, 35 m.p.g., 90 m.p.h., unraced. Also two modified 1100 Riley engines.—Phone CHI 1962, after 6 p.m., 63 Esmond Road, W.4.

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

**A.C.** ACECA, 1956 series 2-seater f/h. coupé, black/red lthr., radio, htr., X tyres, etc. £1,295.

JAGUAR XK 120 1954 convertible, unmarked ivory, every known extra. £895.

**M.G.A** 2-seater, unblemished blue, wire wheels, htr., spots, etc., one owner. 1956. £865.

JAGUAR XK 120, 1954 model, convertible, B.R.G. wire wheels, radio, etc. £835.

**M.G.**-BASED 1½-litre sports/racing 2-seater. Similar small D-type Jaguar. £795.

COOPER-BRISTOL 2-litre comp. 2-seater, B.R.G. B.S.1 unit, just overhauled. £795.

**TR2** 1955, red, fitted o'drive, wire wheels, X tyres, grid, spots, etc. £765.

AUSTIN-HEALEY 100, red/black leather. O/drive, Alfins, special dash, etc., 1955. £755.

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

AUSTIN-HEALEY 100, attractive dual colours. O'drive, etc. 1954. £695.

**M.G.** TF 1500 1955 2-seater, spotless, red, low mileage. £665.

**TR2,** spotless, flame/red, fitted o'drive, screen wash, etc. 1954. £645.

LOTUS Mk. VI 2-seater, blue, tuned Consul unit, 1,000 miles only, 1956. £645.

**M.G.** TF 2-seaters. 2 exceptional cars. Black or green, 1954. £625.

MORGAN PLUS 4 2-str., TR2 unit, blue/green, one owner, 1955. £615.

SUNBEAM-TALBOT 90 Mk. IIA D/h. foursome, Alpine mist, radio, heater, X tyres, 1953. £595.

LOTUS-M.G. Mk. VI 2-seaters, 1955, red, £565, and 1955, light/dark blue, £545.

ALFA ROMEO 2.3 (blown) Van den Plas, fixed-head coupé, superlative. £565.

LOTUS-FORD Mk. VI, 1956, low mileage, well made. £535.

**M.G.** TD, pale blue, exceptional car with every extra. £535.

**M.G.** 1,500 c.c. sports/racing special, fibreglass body. £495.

LESTER-M.G. 1,100 c.c. competition 2-seater, B.R.G. Completely rebuilt. £495.

MORGAN Plus 4, 1952, 2-seater coupé, red, TR2 mods., extras. £485.

JOWETT JUPITER 1½-litre convertible, S. III unit, new tyres. B.R.G. 1952. £445.

HEALEY 2.4 Westland roadster, 1949, ivory, very fast. £435.

LEA-FRANCIS 2-litre comp. 2-seater, red, 1953, very potent. £425.

ALTA 2-litre comp. 2-seater, blue, twin-cam unit just rebuilt. £425.

ALLARD J2 Mercury, unmarked, racing green, de Dion rear, etc. 1950. £415.

BUCKLER Mk. V 2-seater, ivory with red cockpit, 1954. £415.

**H.S.M.** Alfa-like blown 2-litre 2-seater, red, 1941. £395.

JAGUAR SS100 2½-litre sports, grey, outstanding condition. £395.

LEA-FRANCIS 1949 14 h.p. sports roadster, immaculate, maroon, overhauled. £395.

**M.G.** TC 2-strs., choice of 3, ivory, red or black, 1947/8, from £375.

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

BENTLEY 4¼-litre, black label coachbuilt, drop-head foursome, mint condition. £345.

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*(Continued overleaf)*

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## PERSONAL

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FOUR Alfin brake drums, new, £14. M.G. special crankshaft, 120 ton XPAG, new, £10. 8-39 c. and p., 70*s*. Buckler 48 ins. steering column, £4. Buma con rod aligner, as new, £12. —Barrow, 7 Palmerston Boulevard, Leicester. Phone 76002.

FORD 1,172 c.c., highly polished head giving approximately 7.6 to 8.5 c/r., depending on gasket. £5.—P. Ivey, 3 Copthall Road, Handsworth, Birmingham.

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Hardtop or open sports. Wire wheels essential. Lead bronze bearings, competition clutch, close-ratio gears and 9.1 C.R. preferred.

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High Efficiency four-branch exhaust manifold and twin carburettor inlet manifold complete with Servais straight through silencer ... ... ... **£12 12s.**
Twin 1¼ bore SU carbs, with all pipes and altered operating brackets, hand choke control cable and fitting instructions for the above... ... **£14 10s.**
Results on converted Dauphine taking speedo readings. Times in brackets are readings taken before modification on same car:—
0-50 ... ... ... 13 secs. (19) approx.
Maximum in second gear 65 (53) approx.
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Alternative layout of exhaust and inlet manifold utilising the existing single carburettor and silencer but with manual choke, excluding cylinder head costs ... ... ... ... ... ... **£14 10s.**
Turbo discs for the Renault Dauphine—Deliveries expected shortly, inquiries solicited.
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0-50 ... 19 secs. (speedo reading).
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## Recent Results

### A.C.O.C.

**Brands Hatch Sprint, 26th May**

**B.T.D.:** A. J. D. Brown (Frazer-Nash).
**B.T.D. by an A.C.:** M. I. Webb (Ace).
**Pre-1940 A.C.s:** 1, L. Inwood (1936 Tourer); 2, D. H. Thornton (1938 2-seater); 3, A. S. Emck (1936 D.H.C.). **Post-war A.C.s, Saloons and Buckland Tourers:** 1, C. P. Blackmore-Reed (1950 Saloon); 2, R. C. Wilson (1950 D.H.C.); 3, H. F. Day (1953 Buckland). **Aces and Acecas:** 1, M. I. Webb (Ace); 2, Miss Betty Haig (Ace-Bristol); 3, R. G. Henderson (Ace). **Other Makes:** 1, I. N. F. Martin (Ford Zephyr); 2, W. M. B. Smith (Jaguar XK 140); 3, B. H. Martin (Austin A90).

### LONDON M.C.

**Lawrence Cup Trial, 26th May**

**Best Performance:** 1, M. H. Lawson; 2, R. Chappell; 3, N. Overton. **First Class Awards:** E. J. Chandler; R. W. Faulkner. **Second Class Awards:** R. Davis; B. H. Dees.
**Team Award:** Chappell, Lawson, Dees.

### ENGLISH ELECTRIC/FALCON M.C.

**Driving Tests, 26th May**

**Closed cars up to 1,200 c.c.:** 1, D. Pritchard (Austin A30); 2, A. M. B. Piggott (VW). **Over 1,200 c.c.:** T. Hodge (Sunbeam). **Open cars:** 1, J. Sheldrick (M.G.A); 2, D. Fleming (Ford Spl.).

### LOTHIAN C.C.

**Gymkhana, 29th May**

**Best Performance:** D. M. Bertram (Triumph TR3).
**Class Awards:** J. R. J. Horn (Ford Anglia); A. H. B. Craig (M.G. TF); C. D. Paterson (M.G. Magnette); D. M. Bertram (TR3).

### LEICESTERSHIRE C.C.

**Sturgess Trial, 12th May**

**Best Performance:** L. H. Pole (TR2). **First Class Award:** W. B. Hercock (TR2). **Second Class Award:** R. A. Pendleton (Standard). **Class Awards:** E. G. Creese (Rapier); F. J. Massey (A70); K. C. Ellis (Magnette). **Navigators' Award:** E. D. Beaumont.

### FALKIRK AND D.M.C.

**Bairns Trophy Rally, 19th May**

**Best Performance:** 1, R. Wilson (Hillman); 2, A. M. Brown (Riley); 3, D. Mercer (Jupiter); 4, D. Hunter (Zodiac).

### MIDLANDS M.E.C.

**Honeybourne Sprint, 19th May**

**B.T.D.:** M. Hatton (Cooper 1,100 c.c.), 38 s.
**Saloon cars up to 1,000 c.c.:** A. E. Thompson (Renault), 56.3 s. **1,001-2,000 c.c.:** K. L. Heywood (Hillman), 53.6 s. **Over 2,000 c.c.:** L. Hill (Ford), 49.8 s. **Sports-Touring cars up to 1,500 c.c.:** P. Wheaton (M.G.A), 46.9 s. **Over 1,500 c.c.** J. R. Axon (XK 120), 41.7 s. **Sports-Racing cars:** L. Richards (Riley Spl.), 42.4 s. **Racing cars:** M. Hatton (Cooper), 38 s.

### WELSH COUNTIES C.C.

**Driving Tests, 19th May**

**Up to 1,500 c.c. (closed cars):** M. Rogers (Morris Minor). **Over 1,500 c.c.:** R. Rees (Jaguar XK 140). **Up to 1,500 (open cars):** D. Parsons (Frazer-Nash). **Over 1,500 c.c.** J. K. Pickett (Triumph TR2).

### PETERBOROUGH M.C.

**Evening Rally, 26th May**

**Best Performance:** 1, T. Stevenson (Prefect); 2, J. Starsmore (Morris); 3, J. Huggins (Ford Popular).

### B.A.R.C.

**Eastbourne Rally, 1st June**

**Best Performance:** L. T. Cornish (Triumph).
**Class Awards:** A. E. Westbrook (Morris); G. T. Parkinson (Dellow); B. Bowman (Ford); J. Patten (A.C.); J. Piper (Jaguar); D. R. Kirch (Triumph).
**Team Award:** A. L. Chalmers, A. D. C. Gordon, D. Edmondson.
**Ladies' Award:** Miss P. Norman (Triumph).

### TRIUMPH S.C.C./MID-THAMES C.C.

**Driving Tests, 19th May**

**Best Performance (scratch):** 1, L. T. Cornish; 2, R. B. Mason; 3, K. W. Ballisat.
**Handicap:** 1, D. O. Ingram; 2, S. M. Actman; 3, K. C. Bernhardt.

### SOUTH ESSEX M.C.

**Thurrock Rally, 25th May**

**Best Performance:** 1, D. G. Cufflin (Standard); 2, A. W. Mann (VW).

### LINDSEY A.C.

**Rally, 26th May**

**Best Performance:** 1, R. Fenwick (Jaguar 2.4); 2, K. S. Jacklin (Vauxhall) and J. A. Black (Anglia), tie; 3, W. T. Oxtoby (Riley); 4, G. Oglesby (Zodiac).

### NEWQUAY M.C.

**Spring Rally, 26th May**

**Best Performance:** F. Hicks/B. Greenfield.
**First Class Awards:** W. G. Hawkins, J. H. Ward. **Second Class Awards:** A. W. Harding, Mrs. R. A. Manning. **Novice Awards:** A. E. Bailey, Miss N. M. Round.

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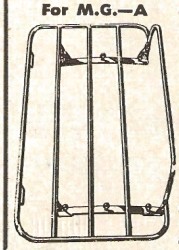
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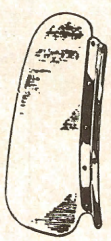
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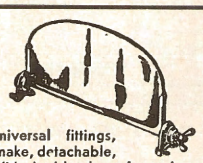
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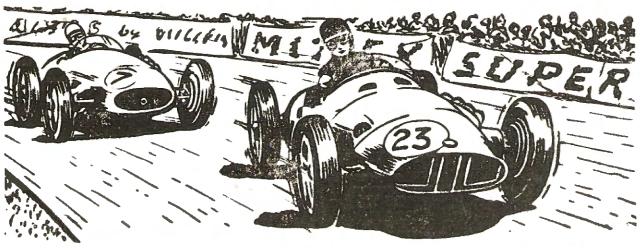
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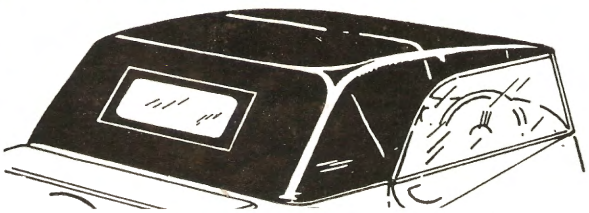
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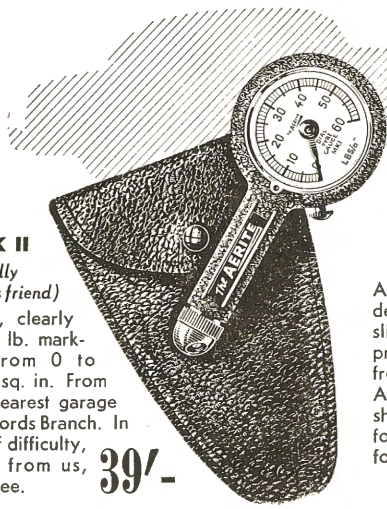
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*Published by AUTOSPORT, 159 Praed Street, London, W.2. Editorial Engravings by Austin Miles, Ltd., London, and printed in England by Keliher, Hudson & Kearns, Ltd., Hatfields, Stamford Street, London, S.E.1.*