

AUTOSPORT

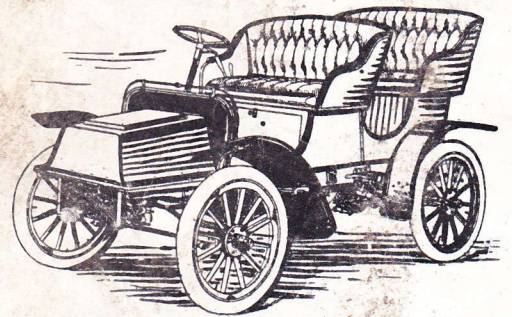
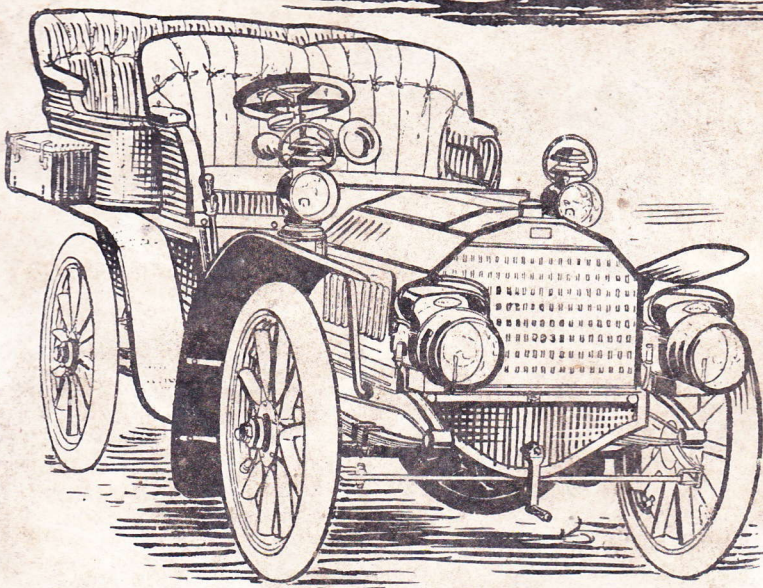
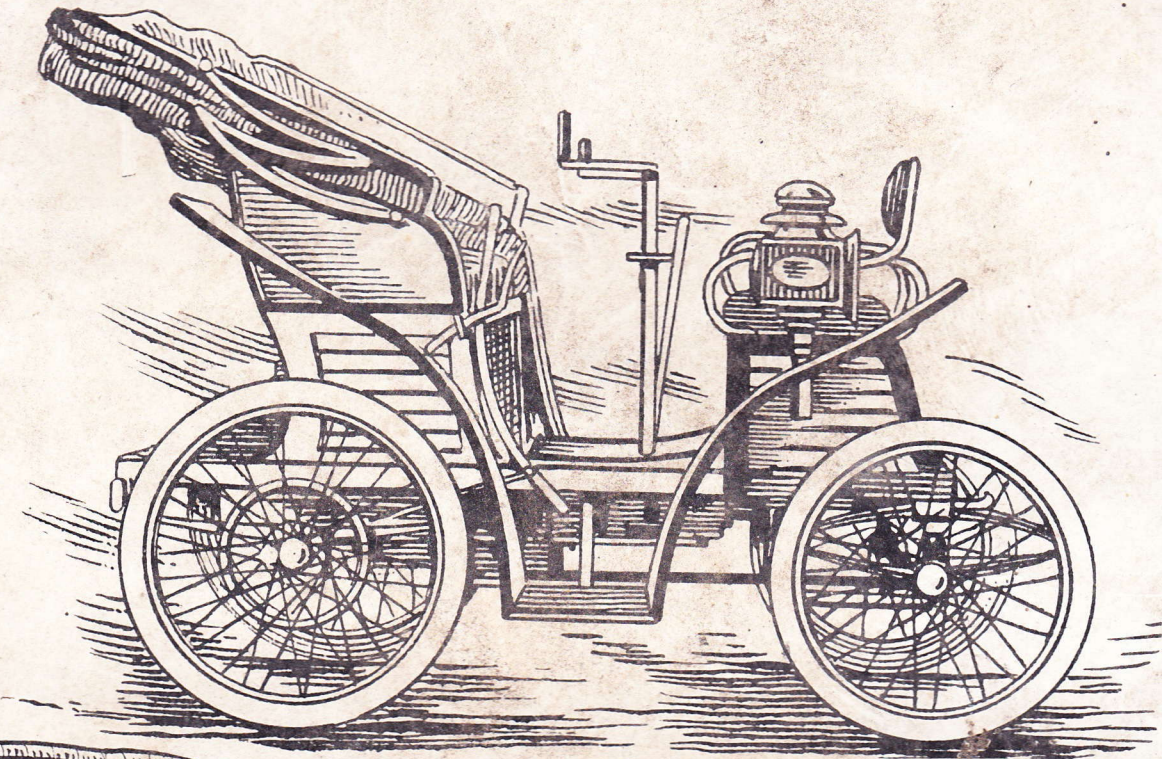
NOVEMBER 2, 1956

1/6

EVERY FRIDAY

Vol. 13 No. 18

BRITAIN'S MOTOR SPORTING WEEKLY



LONDON-TO-BRIGHTON VETERAN CAR RUN

EMANCIPATION DAY DIAMOND JUBILEE

1896-1956

See that!



he must be using
SUPER SHELL

PLUS I.C.A.

Fill up with Super Shell next time you're out. That's the only way to see how much this powerful new 100-octane petrol can do for your car. And remember. Super Shell contains I.C.A. to give smoother, silkier running. Super Shell is absolutely harmless to valves. And it is now winter-grade Super Shell—so no worries about starting in cold weather. Test a tankful now.

why don't you
**TEST A TANKFUL
 TODAY?**

YOU CAN BE SURE OF SHELL

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 13 No. 18 November 2, 1956

Managing Editor GREGOR GRANT

Associate Editor C. POSTHUMUS Assistant Editors STUART SEAGER, MAXWELL BOYD
 Road Tests and Technical JOHN V. BOLSTER Art Editor THEO PAGE
 Northern Editor FRANCIS N. PENN

CORRESPONDENTS

Northern Ireland W. A. McMASTER
 Eire JACK O'DONOGHUE
 Continental GERARD CROMBAC
 MAURICE GATSONIDES
 Western Germany ALAN BRUCE
 Portugal GUY PHEYSEY
 Scandinavia HANS FRIES
 U.S.A. RUTH SANDS BENTLEY
 South America Dr. VICENTE ALVAREZ
 Canada RODERICK THURGOOD

PHOTOGRAPHIC SECTION

Chief Photographer GEORGE PHILLIPS
 Scotland W. K. HENDERSON
 Continental MAURICE LOUIS ROSENTHAL
 RODOLFO MAILANDER
 U.S.A. OZZIE LYONS

CONTENTS

	Page
Pit and Paddock	562
Sports News	563
Moss to Lead Vanwall	564
Portrait Gallery No. 56—Dick Protheroe	567
John Bolster Tests the Peugeot 403	568
Autumn Adventure, by Ruth Sands Bentley	570
Book Reviews	572
Test Day at Monthléry	573
High Peak Trial	574
London to Brighton—Preview of the Veteran Run	576
Correspondence	579
Blackpool Driving Tests	582
Club News	583
National Rally of the Dams	584

Published every Friday by AUTOSPORT
 159 Praed Street, London, W.2

Editorial and General Office PADDINGTON 7673
 Advertisement Department PADDINGTON 7671-2

General Manager PETER BAYLEY
 Advertisement Manager NORMAN H. BIGSBY
 Circulation Manager ERIC G. WATSON
 Annual Subscription £4 9s. 0d.
 (U.S.A. and Canada \$13.00)

Direct from the Publishers or all Newsagents

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

EDITORIAL

AINTREE OR SILVERSTONE ?

THE probability that the 1957 Grand Prix of Europe will be held at Aintree has given rise to a storm of criticism from devotees of Silverstone. So many letters have been received by AUTOSPORT on this subject, that it will be possible to publish only a fraction of them, keeping the balance as equally distributed as is possible. That Britain's premier motor race may be staged on the Northern circuit appears to have horrified scores of enthusiasts who have come to regard Silverstone as the rightful home of the British Grand Prix. On the other hand, Aintree's supporters feel that the Liverpool venue has earned the right to be the scene of the *grande épreuve*. In point of fact no motor club in Great Britain could possibly afford to put on such a big event without a financial guarantee, which, in the case of the G.P. of Europe, might even exceed the sum of £40,000. In France, the national Grand Prix has gone to Rheims for several years, mainly because the necessary finance has been obtained from the champagne "kings". This year the R.A.C. have offered the G.P. to the B.A.R.C. who will obviously stage it at Aintree—provided that the essential backing is forthcoming. The B.R.D.C. have had the *Daily Express* behind them at Silverstone, by a mutual arrangement which has worked well for many years. Although there would be no difficulty whatsoever in staging the G.P. of Europe at the Northamptonshire circuit, it is the R.A.C.'s policy to avoid creating a monopoly, and to offer the race to any club which they consider fitted to organize it.

The race could quite easily have been offered to the B.R.S.C.C., but again the question of venue would intervene. This Club, the youngest of Britain's "big three", has access to Brands Hatch and Oulton Park, both attractively "natural" circuits of very great promise, but currently inadequate in length, paddock amenities and spectator accommodation for a major International Grand Prix. No matter how one views the matter, Aintree and Silverstone are the only two circuits on the British mainland which fulfil the standards required for the staging of a *grande épreuve*. Neither are perfect by any manner of means, but each has its own advantage over the other. The organizational abilities of the B.A.R.C. are unquestioned, and if the club obtains sufficient financial guarantee, the race will be held at Aintree, which is far more suited to full-scale G.P. racing than its "home ground", Goodwood. Whatever the outcome, enthusiasts will travel in their thousands from every part of the United Kingdom, for it is only once a year that we in this country have the opportunity to watch a major Grand Prix without having to cross water to do so. With the enormous cost of bringing to the line teams from Ferrari, Maserati, Gordini, Vanwall, B.R.M. and Connaught to be borne in mind, one must give full credit to newspapers such as the *Daily Express* and *Daily Telegraph*, without whose co-operation full International representation would have been difficult—if not impossible of achievement, in recent years.

PIT and PADDOCK

MIKE HAWTHORN and Raymond Baxter did the commentary for Random Films' production of "Le Mans—1956", which had its première last week on the occasion of the Esso presentation to Ecurie Ecosse.

SIR WILLIAM AND LADY LYONS staged a highly successful cocktail party to their friends of the Press, in Grosvenor House, on 26th October.

LUIGI VILLORESI has had a relapse, and is gravely ill following his accident in the Rome race. He has been taken to a clinic in Milan for a serious operation.

IT looks as if that ambitious Los Angeles road race circuit project is off for good; financial difficulties appear to be insuperable, so the first American Grand Prix is once again deferred.

KING HUSSEIN of Jordan has placed an order for a new Austin-Healey 100-Six.

ENGAGED—Mike Llewellyn and Janet Edmondes of Ewenny Priory, Glamorgan.

NEW MODEL—a daughter to Eric and Liz Thompson. In celebration, Eric is driving a Garrard Forecar in the "Brighton".

LORD EBURY has acquired that very fast and reliable Ecurie Ecosse C-type Jaguar, raced so successfully by Max Trimble, while the latter has graduated to a D-type.

JIMMY STEWART is not, after all, contemplating a return to motor-racing, mainly owing to pressure of business.

SIMILARITY between the coupés of Aston Martin and A.C. Aceca has been commented on recently, in a caption in AUTOSPORT. It would seem, however, that the Feltham design preceded that of Thames Ditton by several years. Anyway they are both superb examples of modern Grand Touring cars.

SHELL-MEX films of the R.A.C. Rally, and the Dundrod T.T. were shown on 25th October at Shell-Mex House. They are both excellent—as is the restricted issue of coloured caricatures by Sallon, featuring B.R.D.C. personalities, which was presented to each guest at the première.



FROM RACING DRIVER TO RALLY DRIVER: Duncan Hamilton presenting Kit Heathcote (Standard Ten) with the AUTOSPORT Peter Reece Memorial Trophy, for best performance by a British competitor in the 1956 Lyon-Charbonnières Rally. Behind are (l. to r.) Tommy Wisdom of the Daily Herald, the Editor of AUTOSPORT, and Ken Richardson, competitions manager of Standard-Triumph.



CONGRATULATIONS to racing driver Berwyn Baxter (who is also managing director of the Kieft Sports Car Co.) and Miss Joan Harding, who were married recently, at St. Swithin's Church, East Grinstead. Another racing driver, J. M. Trimble, was best man.

ALAN COLLINSON, popular competitions manager of Ferodo, has been "kicked upstairs", and his successor will shortly be announced.

ANOTHER NEW MODEL—To Pat and Billie (Brands Hatch) Carter a son: the day after the show closed!

FOUR gold medals, together with one in silver and one in bronze, were won by cars of the Rootes Group in the Motor Show coachwork competition sponsored by the Institute of British Carriage and Automobile Manufacturers. In addition, the Gold Medal for open cars of 2 or 4 seats, priced at over £850, exclusive of tax, was gained by the A.C. Ace.

REF. the Lancs. and Ches. Oulton Park races, reported in last week's issue, Brian Naylor informs us that, far from running out of brakes on lap 4 of Event 5, he started the race without any! He certainly obtained some in time for Rome, finishing second in his Lotus-Maserati to Musso's Osca. Great stuff, Brian.

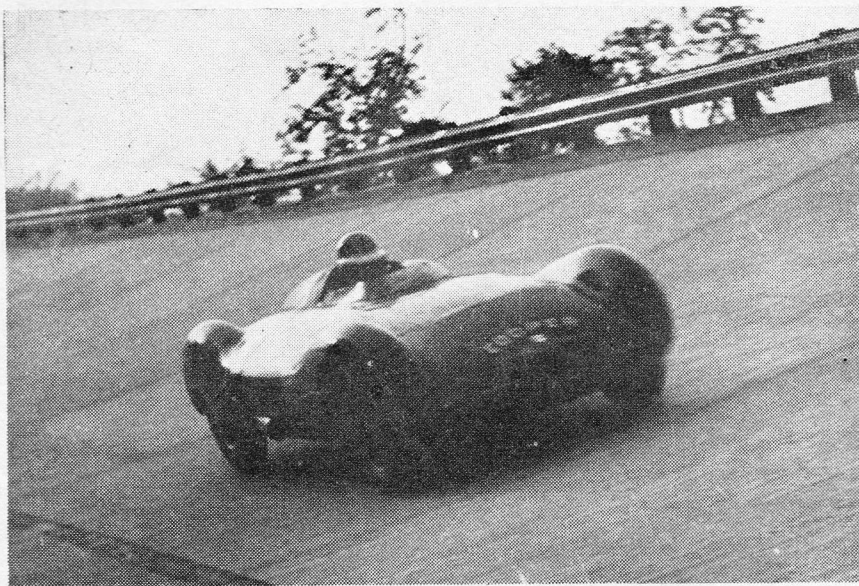
THE late Felice Bonetto's record for the Pontedecimo-Giovi hill-climb, set up with an F2 Maserati in 1953, was broken on 14th October by Giorgio Scarlatti, driving a sports 2-litre Maserati. Second was Taramazzo (3-litre Ferrari) and third Cabianca (1½-litre Osca).

THE A.C. de l'Ouest will celebrate their 50th anniversary with a special three hours race for lady drivers at Le Mans, on 19th May. A 500 c.c. motor cycle Grand Prix will be run the same day.

SHEILA VAN DAMM'S new rally book, to be entitled *No Excuses*, will appear in the New Year. The publishers, Putnam & Co., Ltd., 42 Gt. Russell Street, London, W.C.1, will be very interested to hear from any readers able to supply particularly dramatic photographs taken on the Monte Carlo, Viking, Tulip, Alpine, or R.A.C. rallies. Mille Miglia, etc.



"There it is again—a sort of high-pitched tinkling vibration when you get above 70. . ."



WHAT JAGUARS DID

THE recent announcement by Jaguar of their withdrawal from motor racing activities has made profound impact on competition circles at home and abroad. The blow is partially softened by hopes of a resumption in racing some time in the future, but whether this will be in 1958, or even later, must depend on circumstances. In the meantime, as an indication of just how much is owed to the Jaguar marque in enhanced British racing prestige, we append a list of their major International successes since 1949:

Le Mans 24 Hours: 1st in 1951, 1953, 1955 and 1956; 2nd in 1954. R.A.C. "T.T.": 1st, 1950, 1951. Rheims 12 Hours: 1st, 1953, 1954, 1956. Sebring 12 Hours: 1st, 1955. Spa Production Car Race: 1st, 1951, 1952, 1956. "Daily Express" Sports Car Races, Silverstone: 1st, 1949, 1950, 1951, 1952. Rally successes include Monte Carlo: 1st, 1956. Alpine: Best performance, 1950, 1951. Tulip: 1st, 1951. Liège-Rome-Liège: 1st, 1951. Lyons-Charbonnières: 1st, 1953. Soleil: 1st, 1951.

AN ULSTER STEAM CAR?

BELFAST racing driver and garage proprietor Tommy Graham is working on the design of a steam racing car. It will embody a tubular chassis, mounting an under-bonnet boiler, probably of flash type; each rear half shaft will have its own cylinder, driving one rear wheel. Suspension will be independent all round. Since the early days when Marriott's Stanley steamer broke the world land speed record at over 121 m.p.h. (in 1906!), the sheer power and immense accelerative powers of steam have been much respected, but instant starting difficulties gradually pushed the steam car aside in favour of the petrol-engined vehicle with electric starter. With the application of modern knowledge to these problems, however, the full potential of the steampower unit may yet be realized; its appearance in motor racing will certainly add to the interest value!

AUSTRALIAN MOBILGAS ECONOMY RUN

FOR the second successive year a German Goliath car has won the Australian Mobilgas Economy Run, which finished on 20th October. Thirty stock 1956 models set off from Sydney on 18th October, the run taking three days, and finishing after a drive of 1,001

SPORTS NEWS



LE MANS WINNERS, Scotsmen Ninian Sanderson and Ron Flockhart were eagerly-sought-after visitors to our stand, No. 64, at Earls Court during the Motor Show, autographing many copies of AUTOSPORT for readers.

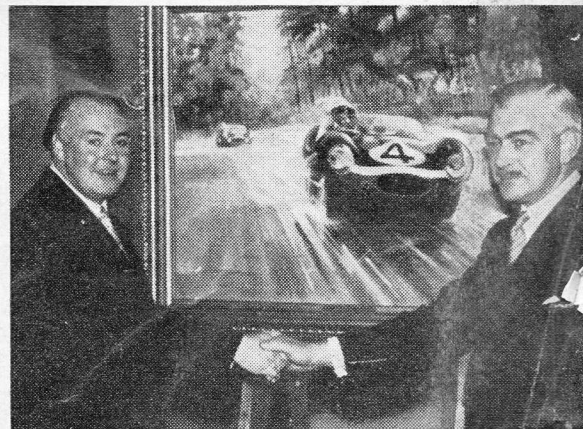
IN RECOGNITION of the fine Scottish win (right) David Murray of Ecurie Ecosse was presented, by Mr. Harriman on behalf of the Esso Co., with a painting, by G. M. Turner, of the Jaguar in action at Le Mans.

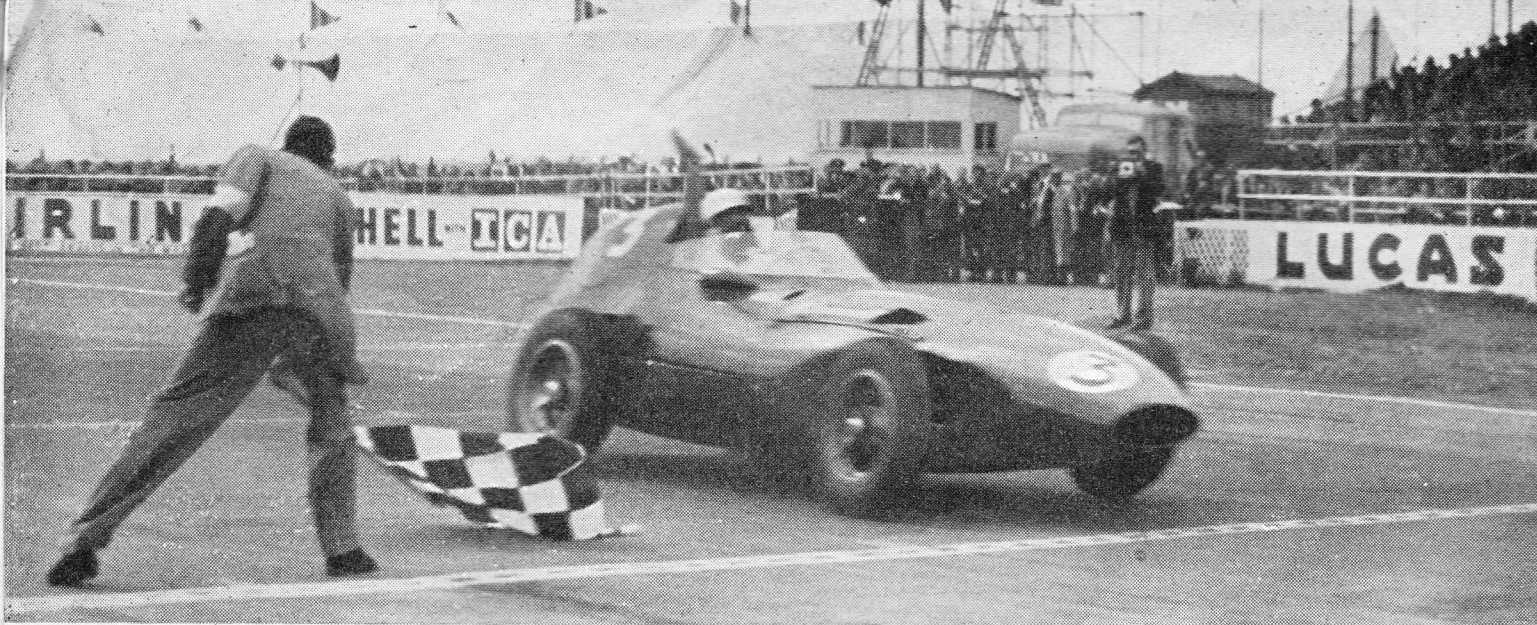
miles at Southport, Queensland. The Goliath two-stroke won with an average consumption of 51.093 m.p.g., followed by a Simca Elysée (48 m.p.g.) and a Peugeot 403 (42.254 m.p.g.). Class winners were Rover 90, Morris Isis, Jaguar 2.4, Simca and Goliath.

KNOCKING IT UP: British Cooper and Lotus cars have been busy in between races, the past four weeks, setting up class records at Monza, Italy. Here is the Arthur Owen/Bill Knight 1,530 c.c. Cooper-Climax, with which the Jersey men broke seven International Class E records.

THE IBERIAN RALLY

AN entry of 144 competitors was received for the first Rallye Iberico, which started yesterday, 1st November, from six points in Spain or Portugal, and concludes at Estoril, on the Portuguese seaboard, on Sunday, 4th November. The Iberian Rally constitutes the final round in the 1956 European Touring Championship, and as such has attracted many entries of International note, including the Germans Schock and Moll in a Mercedes, and "Maus" Gatsonides of Holland in a Triumph TR3; Georges Houel is driving a Mercedes-Benz 300SL, there is Lancia, Fiat and Alfa Romeo representation from Italy, and a strong "home" force of Spanish and Portuguese contestants. Starting points are Barcelona, Madrid, Lisbon, Porto, San Sebastian and Seville. Special tests will take place at Madrid (skill), Galapagar (hill-climb), Porto (acceleration), Lisbon (acceleration and braking) and Estoril (regularity speed test over a 3 kms. road circuit).





MOSS TO LEAD VANWALL

*Determined Effort by G. A. Vandervell for 1957 G.P.
Honours Results in Signing of Britain's Top Driver*



STIRLING MOSS

RUMOURS and counter-rumours during the past few weeks have now been stilled, with the official announcement early this week that Stirling Moss will lead the Vanwall team in the 1957 series of European Grands Prix. As Moss's manager, Ken Gregory, points out, this fulfils a lifelong ambition of Stirling's to represent Great Britain in a British-built car in *grandes epreuves*. It will be recalled that Moss has always maintained that he would drive British, if he could be convinced that research and development work was sufficiently advanced for a full season of Grand Prix racing to be undertaken against foreign-built machines.

Following extensive testing of the Vanwalls, Moss came to the conclusion that Tony Vandervell's effort was an all-out one, and that the very considerable resources of the world-famous engineering concern would be behind the 1957 programme. He was also convinced that the Vanwall would be able to cope successfully with anything that the Continentals would be able to field next season.

Naturally Officine Maserati were eager to retain the services of the driver who won for them this year's Monaco G.P. and the G.P. of Europe at Monza, but the Italians respect and appreciate his decision to drive a British-built car. However, after consultation with Tony Vandervell, it was agreed that Stirling would lead the Maserati team of sports cars when he was not committed with Vanwall. Also, as the green cars would not be going to South America, it was agreed that Moss would take part in a Formula



TONY VANDERVELL

1 Maserati, and in all probability, a sports Maserati in the Buenos Aires 1,000 Kilometres race. This means, of course, that Moss will not be a member of the David Brown Aston Martin team next season.

Moss's decision to drive for Vanwall will be a most popular one, and will undoubtedly add much interest to the forthcoming struggle for International honours. It would be a tremendous step-up to the prestige of British automobile engineering if the World Championship could be won with the aid of a green car. Moss has been runner-up to Juan Manuel Fangio for two successive years, and must be considered as a likely winner in 1957. It is, however, interesting to speculate on the composition of the remainder of the Vanwall team. Harry Schell is almost certain to be offered a wheel, following his outstanding performances at Spa, Rheims and Monza this year. Maurice Trintignant, if things go according to plan, will be seen in a Bugatti.

Fangio will almost certainly return to Ferrari, as will Peter Collins. Jean Behra will lead Maserati, who are now desperately short of top-line G.P. drivers. Alfonso de Portago has already signed for Ferrari, and Castellotti is also said to have rejoined the Maranello stable.

Mosso, after his spot of bother in the G.P. of Europe, might possibly be persuaded to throw in his lot with the "Trident", and it is known that the Modena people have a great admiration for Roy Salvadori, who has recently been conducting tests of the B.R.M. at Monza with Tony Brooks and Ron Flockhart. Mike Hawthorn has not made any definite move as yet, but it is highly unlikely that he will be seen next season in a red-painted car, unless in sports-car events.

ENTRIES FOR NASSAU

WELL-KNOWN names received so far for the entry list of the Nassau road races at the beginning of December include the Marquis de Portago, Phil Hill and Masten Gregory, all three of whom will be driving Ferraris. There is a possibility that Stirling Moss will also take part, with the Maserati he will have at Caracas for the Venezuelan G.P. this Sunday. One hundred drivers have so far been accepted, from Europe, the U.S. and South America, and the list may be increased to 120. Among the cars listed to be driven are Cooper, Panhard, Corvette, Porsche, Jaguar, A.C., Mercedes and Lotus.

TELEVISION TROPHY TRIAL

THE fifth Television Trial will be run on 24th November, and once again the event will be organized for the B.B.C. by the London Motor Club. As before, three invited teams of three cars from the North, South and Midlands will compete for the TV Trophy, presented by the B.B.C., and which takes the form of a miniature replica in silver of a television camera. Last year it was estimated that some seven million viewers watched the trial from the comfort of their armchairs. Once again the Clerk of the Course will be Goff Imhof, the commentator, Raymond Baxter, and in charge of the television end of things will be producer Bill Duncalf. This is one occasion when the London M.C. can say to everybody, "stay at home and come along and join us!"

GOODLY "BAG": *Second fastest car in the hill climb at Gunong Rapat, Malaya, was W. H. Davies, whose Jaguar is seen with its day's trophies.*

HILL-CLIMB IN MALAYA

At the beginning of September, a hill-climb was organized by the Perak Motor Club and held at Gunong Rapat, near Ipoh, Malaya, over a half-mile course in bandit-infested country, leading up to a Chinese cemetery. Cars and motor cycles were mixed, best time of the day going to one of the latter, G. W. Chalmers (Royal Enfield), with 30.70 secs. The fastest car was the Jaguar XK 120 of F. M. Ferguson in 32.35 secs. This speed won him the class for racing cars unlimited, and he also took the sports cars unlimited class with 32.8 secs. Second in the former came W. H. Davies (Jaguar XK 120), 32.85 secs., and in the latter, N. Layther (Triumph TR2), 33.25 secs. Surprise of the day was the speed of the 1½-litre Borgwards. The fastest of these machines were crossing the line at about 95 m.p.h., and two of them were first and second in their class—Yom Ahmad (36.35 secs.) and Lam Teng Piew (38.9 secs.). The winning team was that of the Perak M.C., consisting of F. M. Ferguson (Triumph TR2).

THE 1957 CALENDAR

(continued from last week)

NATIONAL OPEN RACING FIXTURES

January

27th, Buenos Aires G.P. (F1), Argentina.

February

2nd/3rd, Criterium Neige et Glace (S, T), France; 16th, Hindas Race Meeting, Sweden; 17th, Varpan Ice Races (F3, S, T), Sweden.

March

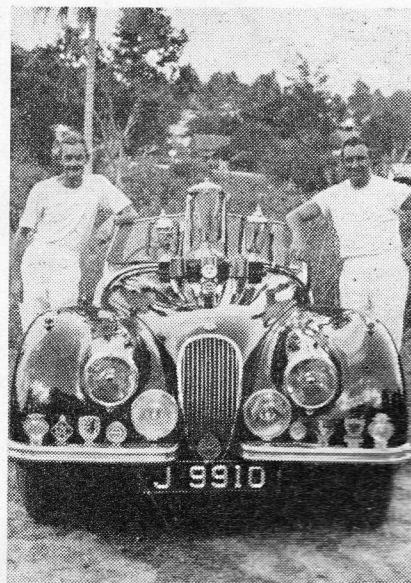
24th, La Roche-en-Ardenne Hill-Climb (S, T), Belgium.

April

7th, Coupes de Vitesse Meeting, Montlhery (F2, S, T); 24th, Shelsley Walsh Hill-Climb; 26th/28th, Coupe René Laroque, Marseilles (F3, R, S, T); 28th, Herault Hill-Climb, France; 28th, Forez 6 Hours Race (S, T), France.

May

5th, Prescott Hill-Climb; 12th, Spa Production Car G.P. (S, T); 12th, Ladies' 3 Hours Race, Le Mans (S, T); 19th, Rhine Cup, Hockenheim (S,



T); 19th, Sardinia Trophy (S, T); 19th, Stockholm Races (F3, S, T); 19th/20th, Ladies' Cup Contest, Como, Italy; 20th, Cuba Race Meeting; 26th, Circuit of Frieste (S, T); 26th, Trullo d'Oro (S, T), Italy; 26th, Corallo Cup (S, T), Italy.

June

1-4/2nd, Dauphine-Vivaraix Hill-Climb (S, T), France; 2nd, Styria Hill-Climb, Austria; 2nd, Roskilde Race Meeting (F3, S), Denmark; 2nd, Tour of Umbria (S, T), Italy; 2nd, Tatoi Race Meeting, Greece; 9th, G.P. des Frontieres (S), Belgium; 9th, Circuit of Castello-Teramo (750 c.c.), Italy; 16th, Prix de Paris (F2, R, S); 16th, Cran d'Escalles Hill-Climb (F1, 2, 3, R, S, T), France; 23rd, Roskilde Race Meeting (F3, S), Denmark; 23rd, Circuit de la Chatre (F3), France; 29th, Rest-and-be-Thankful Hill-Climb, Scotland.

July

7th, Bolzano-Mendola Hill-Climb, Italy; 13th, Leinster Trophy Race, Eire; 13th/14th, Messina 10 Hours; 14th, Dolomite Gold Cup Race (S, T), Italy; 20th/21st, Solitude Races (F2, S, T), Germany; 21st, La Rochelle Hill-Climb, France; 21st, Tour of Calabria (S, T), Italy; 21st, Susa-Mont Cenis Hill-Climb (S, T), Italy; 28th, Aosta-Grand St. Bernard Hill-Climb (S, T), Italy; 28th, Circuit of Reggio di Calabria (S), Italy.

August

4th, Razal Hill-Climb, France; 4th, Circuit of Senigallia (R, 750 c.c., S), Italy; 11th, Circuit of Cosenza (F3, R, 750 c.c.), Italy; 17th/18th, Roskilde Race Meeting (F3, S), Denmark; 18th, Circuit of Saxe (F3, S), Germany; 24th, Karlskoga Races (F3, S, T), Sweden; 25th, Eifelrennen (F2, S, T), Germany; 25th, Circuit of Chieti (R, 750 c.c.), Italy.

September

1-4, Circuit of Clermont-Ferrand; 1st, Vuillafans Hill-Climb (F1, 2, 3, R, S, T), France; 1st, Circuit of Salerno (R, S), Italy; 8th, La Faucille Hill-Climb, France; 8th, Prescott Hill-Climb; 15th, Trois Epis Hill-Climb, France; 15th, G.P. of Imola (F2, S), Italy; 20th/21st, Vaals Hill-Climb, Holland; 22nd, Dessau Races (F3, S), Germany; 22nd, Circuit of Agen (F3, S, T), Coupes d'Automne (R, S, T), France; 22nd, Limonest Hill-Climb, France; 22nd, Catania-Etna Hill-Climb, Sicily; 22nd, Modena G.P. (F1, 2, S), Italy.

October

6th, Namur Hill-Climb (R, S, T); 6th, Bathurst Races (R, S), Australia; 6th, Castelfusano 6 Hours, Rome (S, T); 10th, Cuba Races.

R = Racing Unclassified; F1 = Formula 1; F2 = Formula 2; F3 = Formula 3; S = Sports Cars; T = Touring Cars.

RALLIES AND RELIABILITY EVENTS

January

22nd/29th, Monte Carlo Rally.

February

8th/10th, Rally des Routes du Nord, France; 8th/10th, Canadian Winter Rally; 14th/17th Garmisch-Partenkirchen Rally, Germany; 24th/28th Sestriere Rally, Italy.

March

5th/9th, R.A.C. British Rally; 9th/10th, Rallye Charente et du Cognac, France; 10th/17th, Ladies' Touring Contest, France; 21st/24th, Lyon-Charbonnières Rally, France; 29th/31st, Trifels Rally, Germany.

April

6th/7th, Huy 12 Hours Rally, Belgium; 6th/7th, La Lavande Rally, France; 7th/11th, K.D.A.K. Economy Rally, Denmark; 11th/14th, San Remo Ladies' Rally, Italy; 11th/14th, Solitude Rally, Germany; 12th/13th, Radio Rally, Holland; 13th/14th, Bordeaux-South West Rally, France; 17th/22nd, French Mobilgas Economy Run; 18th/27th, Coronation Safari, British East Africa; 19th/23rd, Circuit of Ireland; 24th/28th, Acropolis Rally, Greece.

May

4th/5th, Bavarian Rally, Germany; 5th/11th, Tulip Rally, Holland; 12th, Picardy Rally, France; 14th/16th, Rallye Soleil-Cannes, France; 17th/19th, Rhine-Westphalian Rally, Germany; 24th/26th, Mont Blanc Rally, France; 25th/26th, Atlas-Oasis Rally, Morocco; 30th/2nd June, Nürburgring-Wiesbaden Rally, Germany.

June

1st/2nd, Lorraine Rally, France; 2nd, Armasnac Rally, France; 9th, Limousin Rally, France; 10th/14th, Scottish Rally; 11th/16th, Rally of the Midnight Sun, Sweden; 14th/16th, Bad-Homburg Rally, Germany; 14th/16th, Austrian Alpine Rally; 15th/16th, Venice Lido Rally; 15th/16th, British Mobilgas Economy Run; 20th/23rd, Geneva Rally, Switzerland.

July

5th/12th, Alpine Rally, France; 24th/28th, Adriatic Rally, Yugo-Slavia.

August

22nd/25th, Stella Alpina, Italy; 24th/8th Sept., Round Australia Trial; 28th/1st Sept., Liège-Rome-Liège, Belgium.

September

8th, Styrean Mountain Rally, Austria; 13th/15th, Irish Rally; 13th/18th, Bad-Neuenahr Rally, Germany; 14th/15th, Franco-British Rally; 16th/22nd, Tour de France; 20th/24th, Viking Rally, Norway; 29th, Tyrolean Mountain Rally, Austria; 29th, Beaujolais Rally, France.

October

3rd/6th, Iberian Rally, Spain/Portugal; 5th/7th, Wartburg Rally, Germany; 12th/13th, Rallye de Verviers et des Hautes Fagnes, Belgium; 20th, Rally de la Vigne et du Vin, France; 24th/27th, Andorra-Monaco-Andorra Rally.

November

8th/10th, Moroccan Rally; 9th/10th, Tour of Belgium; 23rd/24th, Tour of Corsica.



CIRCUIT DU SAVOY: *One of the highlights of the recent Monte Carlo Rally Ball, held at the Savoy Hotel, was the round-the-ballroom race by well-known personalities in Austin J40 toy pedal cars. Here, B.M.C. works driver Nancy Mitchell gets the "start" signal from A.V.M. ("Pathfinder") Bennett, watched by Sidney Allard and Sheila Van Damm; the latter played a major part in organizing the ball.*

ROME'S "DUE GIORNATE"

Success and Failure for British Cars in Two-Day Meeting at Castelfusano

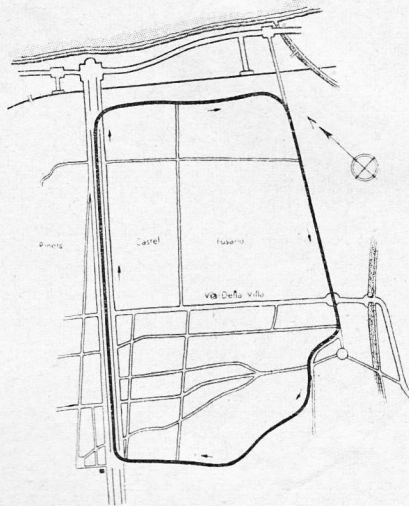
THE rapid 4.09-mile Castelfusano circuit near Ostia, Rome's famous lido, was last used in 1954 for the Rome Formula 1 G.P., won by the late Onofre Marimon in a Maserati. The two-day meeting on the 20th and 21st October, 1956, differed markedly from the F1 event; instead of one race, plus a sports curtain raiser, there were six, and the paddock was packed with an exciting assortment of touring, special touring, gran turismo and sports-racing cars, together with a selection of Italian racing 750s and British F3 machines. Lotuses and Coopers in British green were intermingled with Alfa Romeo Giuliettas and 1900s, Fiat 600s, TV1100s and 8Vs, in every degree of potency, diminutive Morettis and Stanguellinis, and sterner stuff in the shape of 2-litre works Maseratis and Ferraris.

The British contingent made a great impression on the Italians, who gathered in strength around the Lotuses and Coopers in the paddock, exclaiming on the "sawn-off" tails of the Coopers, the ultra-low build of the Lotuses, and the very standard-looking Coventry-Climax engines beneath their bonnets. As at Imola a few weeks earlier, however, the spirited opening of the fastest green cars ended in retirement, so that one of Italy's twin o.h.c. Oscas came through to win, with Brian Naylor's Maserati-engined Lotus a magnificent second. Thus the relieved Italians could again say, as of the Vanwalls and B.R.M.s in Formula 1, that Britain's racing machinery is too fragile to worry about. Let us fervently hope that they will have to change their minds next season.

Osca certainly did not have things all their own way, and Mackay Fraser's victory in the 1,100 c.c. race, with David Piper backing him up in another Lotus, compensated for the retirement of Cliff Allison and Ron Flockhart with stripped fibre timing gears in their "1,500s". Rossi's Osca was the third 1,100 c.c. finisher, then came Jerseyman Arthur Owen with a Cooper. That Roy Salvadori (Cooper) also retired with a stripped fibre timing gear, when nicely leading *Signore* Musso and Castellotti, should at least ensure that this particular trouble will not arise again!

The Behra-Schell-Maserati overall victory in the Grand Prix, on a speed basis, pleased the Italians and the French, but the accident to Villoresi clouded all. "Gigi" was lying third to Behra and Schell at the time, and had been duelling with Cortese (Ferrari). His Maserati went off course, and struck some straw bales, overturning. Villoresi was speedily removed to Ostia hospital. The course, with its long straights and fast bends, is largely a top gear one, but there are no easy escape roads for the errant car and driver, who are faced at many points with pine woods on the outside.

From the six races comprising the "Due Giornate", the 750 c.c. and 1,300 c.c. production touring, special and Gran Turismo events formed the first two races of one hour's duration each; remaining one hour race of the first day was for 1,300 c.c. special touring and grand touring cars, and 2-litre grand touring. These were Italian-dominated,



FAST all round its 4-mile lap is the circuit over which the "Due Giornate di Castelfusano" meeting was held.

save for the 1,300 c.c. Gran Turismo class which fell to that highly successful Swedish driver Joakim Bonnier and his Giulietta Alfa Romeo.

The second day's events comprised the 750 c.c. racing event, won so convincingly by Colin Davis's "oversize" Cooper-Norton, with another Cooper, that of the Dutchman Vroomen, fifth; the 750 c.c. sports class which went to Cabianca's little Osca, the 1,100 c.c. and 1,500 c.c. sports classes, run concurrently, and the fastest class of all, for 2-litre machines. It is interesting that, in practice, Jean Behra drove a 1,500 c.c. Maserati as well as the 2-litre, but his times were so effectively eclipsed by the Coopers and Lotuses, including Mackay Fraser's 1,100 c.c. car, that he declined to drive the Maserati in the 1½-litre event.

Confirmed results of those races in which British cars took part are appended.

Up to 750 c.c. Racing: 1, Colin Davis (Cooper), 152.756 km.; 2, Pirocchi (Stanguellini), 143.82 km.; 3, Branca (Moretti), 142.3 km.; 4, Azario (Moretti); 5, Vroomen (Cooper).

Fastest lap: Davis, 2 m. 31.8 s. (156.92 k.p.h.).
Sports, up to 1,100 c.c.: 1, H. Mackay Fraser (Lotus), 156.024 km.; 2, D. Piper (Lotus), 152.306 km.; 3, Rossi (Osca), 149.174 km.; 4, A. Owen (Cooper), 147.68 km.

Fastest lap: Fraser (Lotus), 2 m. 28.5 s. (160.41 k.p.h.).

Sports, 1,101-1,500 c.c.: 1, L. Musso (Osca), 164.20 km.; 2, B. Naylor (Lotus-Maserati), 162.12 km.; 3, G. Cabianca (Osca), 161.72 km.; 4, J. Bonnier (Maserati), 155.13 km.

Fastest lap: Salvadori (Cooper), 2 m. 20.6 s. (169.424 k.p.h.).

FOR AMERICAN A.M.O.C. MEMBERS

IN memory of the late Cmdr. Arthur Bryant, U.S.N., who died in a crash at Oulton Park early this year, the Avon Company has presented a silver cup, to be known as the "Avon International Trophy", to the Aston Martin O.C. It will be offered for competition amongst all U.S. members of the A.M.O.C., and will be awarded annually to the American member putting up the most meritorious performance in an Aston Martin in competition anywhere in the world.

LOUIS ROSIER

THE death of Louis Rosier on 29th October, three weeks after he suffered serious injuries when his Ferrari overturned at Monthéry during the Coupe du Salon meeting, comes as a profound shock to the motor racing world. This cheery, ever-courteous Frenchman from Clermont-Ferrand was popular wherever he went, and in post-war racing years established a unique reputation for "canniness" in driving, whereby his steady, unobtrusively rapid pace in unsupercharged cars brought victories time after time, when the faster opposition had blown up.

His first win was in the 1947 Albi G.P., with a Talbot, and he subsequently won this race three times more—in 1950, 1952 and 1953. He won the 1949 Belgian G.P. in a Talbot after the masters Farina, Fangio, Ascari & Co. had led and blown up; his wily, "wait and see" policy paid off again in the 1950 Le Mans 24 Hours race, which he and his son Claude won for Talbot. That same year he also won the Dutch G.P. at Zandvoort, and was second to Fangio in the Argentine 500 Mile race at Rafaela, driving 4½-litre Talbots each time. In 1951 he took the Dutch G.P. a second time, while many other,



The late Louis Rosier, one of France's most successful post-war racing drivers.

lesser successes also came his way, his tenure of the French Drivers' Championship from 1949 to 1952 testifying to his achievements.

In Britain Louis Rosier's well-turned-out Talbots, Ferraris and Maseratis in French blue have been seen at Silverstone, Goodwood, Aintree, Castle Combe, Charterhall, Dundrod and other venues. Wherever this true gentleman of motor racing went, he made friends; he will be sadly missed by all.

V.C.C. of G.B. MARKS ITS FOUNDATION

THE Veteran Car Club of Great Britain announce that a bronze tablet commemorating the founding of the Club in 1930 will be unveiled in Brighton on Sunday, 4th November, following the London-to-Brighton Commemoration Run. The ceremony will take place at the Old Ship Hotel at 4 p.m. and will be performed by the Club's Life Patron, Mr. G. James Allday, M.B.E. The two surviving founders of the Club, Mr. J. A. Masters, now President, and Mr. S. C. H. Davis, Vice-President, will be present.

EUROPE v. U.S.A. AT MONZA

PRELIMINARY plans for an International "match" between the 10 best United States drivers and the 10 best Europeans, to be held on the high-speed section of Monza on 29th-30th June, were agreed upon last week. The American drivers would be selected on their performances in the Indianapolis 500 Miles Race of a month beforehand, with U.S. 1956 Champion Jimmy Bryan leading them. Presumably they would compete on the Monza track with their Indianapolis machines, while the Europeans would field whatever suitable machinery should be available. Drivers putting up the best performances at Monza would be given all facilities for competing at Indianapolis the following year.

M.G.C.C. DINNER-DANCE

THE annual dinner-dance of the M.G.C.C. was held at the Hyde Park Hotel on 26th October. Principal guests were Lieut.-Col. Goldie Gardner, Capt. George Eyston, Eric Findon, Maurice Smith, Peter Garnier, Gregor Grant and Mrs. Nancy Mitchell. John Thornley was in the chair, and Mrs. Joan Thornley presented the Nuffield Gold Cup to the North-East Centre. "The Club" was proposed by Dick Bensted-Smith, and the reply was undertaken by General Secretary Russell Lowry. Eric Findon replied to John Thornley's toast of "The Guests", and, on behalf of Temple Press, Ltd., presented the massive "Light Car" Trophy to the Club in perpetuity. Originally held by H. F. S. Morgan, the Trophy is awarded for the greatest distance covered in one hour by an under-1,500 c.c. car. Both Goldie Gardner and George Eyston (M.G.s) have held the award, and present holders are Johnny Lockett and Ken Miles (M.G.). An excellent film of the recent record attempts at Bonneville was shown during the evening. Credit was also given to George Eyston for his remarkable efficiency in organizing such record ventures.

B.T.D.A. SILVER STAR

THE latest positions of the leaders in the B.T.D.A. Silver Star rally competition are appended. This list does not take into account the Torbay, Scarborough or M.G.C.C. Northern Rallies.

1. A. Newsham	...	...	103	points
2. L. Griffiths	...	...	84	"
3. J. Waddington	...	...	82	"
4. T. A. Gold	...	...	77	"
5. Mrs. R. Beaumont	...	...	58	"
6. A. C. Whatmough	...	...	43	"
7. F. Snaylam	...	...	39	"
8. L. C. Windsor	...	...	33	"
9. A. Stross	...	...	26	"
10. E. Vanner	...	...	25	"

TWO NEW MODELS

GRAPHIC DESIGNERS, LTD., 4 Holly Park, London, N.4, have produced two new models, in construction kit form, of the 1902 Peugeot and the 1906 Rover. Scaled to one twenty-fourth, the kit consists of bolt-together metal castings. The models are easy to build and no machining is involved. Readers will, no doubt, remember the two previous replicas produced by the same firm, the 1904 Darracq and 1907 Roll-Royce Silver Ghost. The price of the new models in kit form is 28s. 6d., post free, while they can also be obtained assembled, hand painted and mounted on a wooden plinth, for 70s., post free.



Photograph by Patrick Benjafield

PORTRAIT GALLERY

No. 56 - DICK PROTHEROE

A WELL-KNOWN name in the programmes of race meetings at British circuits is that of Dick Protheroe, an amateur driver in the best sense of the word, whose full-time job is that of flying jet bombers for the R.A.F.

Protheroe began his racing career with the Type 37 Bugatti now owned by Dr. Milton Roth of California. Then, while in Egypt, he bought a Jaguar XK 120 from Raymond Flower, and on his return to England in 1953, embarked on an unbroken series of races during that year and the next, which brought him, in his own words, "a fair number of places, but nothing worth recording".

In 1955, Protheroe shared a Jaguar C and drove alternate races, with the amusing result that he often "sat out" on the pit counter and listened to a P.A. commentary of his progress on the circuit! His record that year included a class second in the 100-mile event at Snetterton in July, a class fourth at the same circuit a month later, and a class sixth in the Goodwood Nine Hours, where he shared a works H.W.M. with John Marshall, the car insisting on throwing treads at Fordwater, costing the drivers 25 minutes and many grey hairs.

During the season just finished, Dick Protheroe tuned and raced John Ogier's Tojeiro-Jaguar at the British G.P. meeting, gaining a class second, and at Crystal Palace in August, where he won the scratch race and made fastest lap. Incidentally, at Silverstone the Tojeiro-Jaguar was timed through the measured tenth at 127.66 m.p.h., a figure bettered only once, by Moss (Maserati) at 128.22 m.p.h. At the almost rained-out Oulton Park meeting in August, the circuit proved too undulating and hammered the car into retirement.

Protheroe is keen on driving for independents and small constructors but, unfortunately, he has had to turn down an offer of piloting an F2 car in South Africa this winter because of the R.A.F.'s call on his services. However, he very much hopes to have the opportunity of driving formulæ cars next year. Favourite circuits? Crystal Palace, Goodwood and Aintree when it ran anti-clockwise. Oulton Park, he thinks, should be better surfaced and half a mile longer on the straight.

UNDER THE BRIDGES of Paris—or at any rate, Monthéry, where John Bolster put this lively Peugeot through its paces.

ALTHOUGH Peugeot cars have been imported into this country for more than half a century, the latest models are not well known here. When one does meet an owner, he is often fiercely partisan over the merits of his vehicle, but one has to cross the Channel to learn all about the *marque*.

That is an exercise to which I am never averse, and once again *L'anglais Bolstaire*, that well-known boulevardier, trod the pavements of his beloved Paris. I read chapter one of the Peugeot story in the second hand columns of the motoring papers, for in every case this

JOHN BOLSTER TESTS

make holds its value far longer than any other. As an investment for transportation, therefore, the Peugeot is unbeatable, and your wily Frenchman, who never uses two francs when one will do, is well aware of this fact.

Seeking the reason for this reputation, I heard the Peugeot described again and again simply as "*l'incroyable*". This means "the unbreakable" or "the un-wearable-out", and if I were a motor manufacturer, I would rather earn that title than any other. Even so, there are more reasons for the esteem in which the car is held, some of which are perhaps not fully comprehensible to the average Englishman.

In this country, it is not unusual for a successful business man of mature years to seek to recapture his youth with a sports car. In France, the shares of his company would tumble and his workmen would ask for their cards. He may keep an actress if he wishes, for that is normal, but woe betide him if he enters the gates of his factory in a *voiture de gigolo*. The Peugeot meets his needs exactly, for it is of strictly sober appearance and does not pander to any superficial attraction. The man who owns one at once gains a reputation for shrewdness, for he has invested his money in the best engineering instead of in chromium plated novelties.

It is from an engineering point of view that the 403 repays attention. It has an extremely efficient over-square engine of 1½ litres capacity, which



THE PEUGEOT 403

A Tough and Economical 1½-litre Saloon from France

develops 58 b.h.p. at 4,900 r.p.m. An ingenious arrangement of pushrods operates inclined valves in an hemispherical head of Alpac light alloy. The easily removable wet cylinder liners conform to the best modern practice, and the downdraught carburetter bolts on to the top of the valve cover, whence it feeds the ports through a cast-in induction tract. The exhaust is quietened initially by a silencer close to the engine, and then by a larger one at the rear of the car.

This lively engine is in unit with a gearbox which has many unusual features. All four speeds are synchronized, the third being direct and the fourth an overdrive. The overdrive pinions are, so to speak, "outside" the rear of the gearbox, and supported close to the bearings. First speed is engaged in two stages; the initial movement slides into mesh a pair of pinions which are running light, and then the usual synchronizing cones prepare for the engagement of a dog. All the gears have helical teeth, and first and reverse slide on helical splines to give the effect of straight-toothed spur wheels moving into mesh.

The gear lever, on the steering column, works like a three-speed shift, the fourth gear being found after an additional movement against a spring. The ratios are somewhat unusual, with a high third

and a low first and second. Thus, at 5,000 r.p.m., the maxima are 81.25, 63.5, 37.5 and 20 m.p.h.

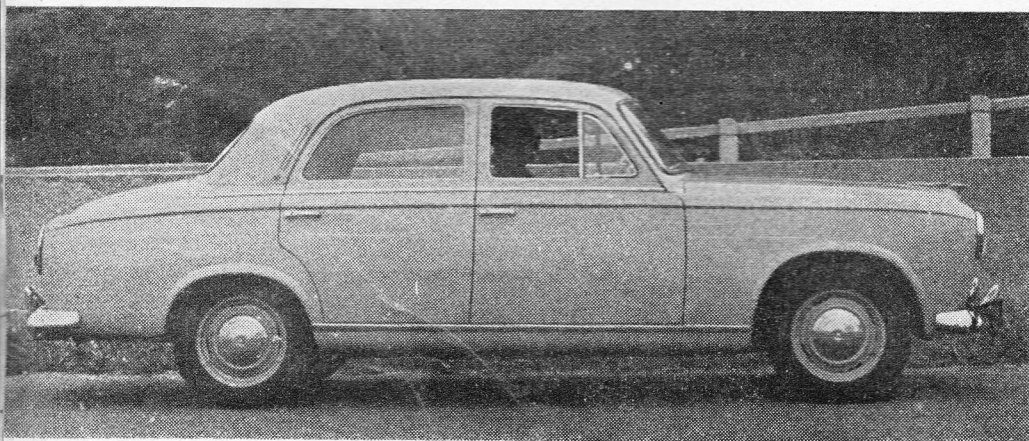
The 403 is unconventional, by modern Continental standards, in having a rigid rear axle instead of independent suspension. Its unconventionality goes further, in that the final drive is by worm and the axle located on a torque tube. Modernity is recognized, however, in the helical rear springs and Panhard rod. The independent front suspension is broadly similar to that of the Peugeot of 1931. A transverse spring is the suspension medium, and the upper links are combined with double acting dampers. The steering is rack and pinion. Naturally, the body is a steel monocoque.

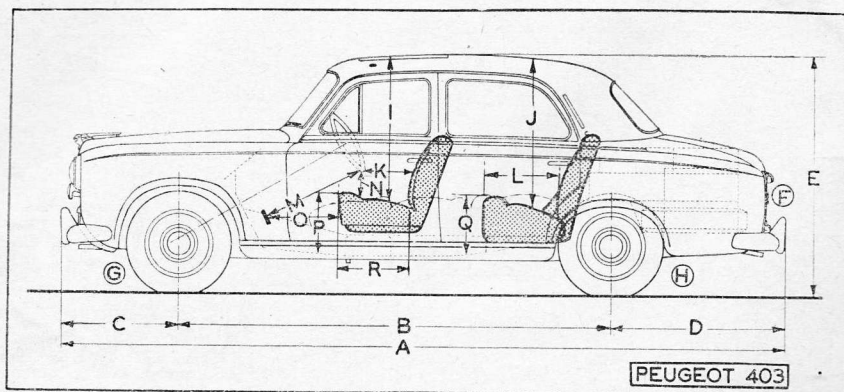
Although the 403 is a new model, there is something conservative about the styling. The screen and rear window have a gentle curve, but are by no means "wrap-around". The direction indicators are of the semaphore type, and the interior treatment is good but plain. The car is lavishly equipped, but little attempt has been made to give a "new look" to the dashboard.

On the road, the 403 is at its best when driven fast. The maximum speed of 80.9 m.p.h. for a lap of Monthéry is certainly equivalent to at least 84 m.p.h. in a straight line. The engine runs easily at such speeds, and one is apt to forget that the big 5/6-seater car has only 1½ litres to propel it. In the middle ranges, there seems to be no gear for rapid acceleration from 40 m.p.h., and the machine tends to lack power for rapid overtaking. First speed is so low that one could cruise up any mountain, and its synchronization works well if the change is not too hurried. In any case, the steering column lever does not encourage racing gear changes.

The suspension is not exceptional by Continental standards, being about equal to that of the best British cars. The cornering and roadholding are rather better than usual, however, and some

FRENCH LINE is quite devoid of unnecessary chromium clutter, and suggests the effortless high speed cruising of which the car is capable.





Dimensions

- | | |
|--|--|
| A Overall length, 14 ft. 6½ ins. | K Steering wheel to front squab, 1 ft. 1½ ins. |
| B Wheelbase, 8 ft. 8½ ins. | L Depth of rear seat cushion, 1 ft. 5¼ ins. |
| C Front overhang, 2 ft. 4⅛ ins. | M Pedal to steering wheel, 2 ft. 2¼ ins. |
| D Rear overhang, 3 ft. 6½ ins. | N Steering wheel to seat cushion, 6½ ins. |
| E Overall height, 4 ft. 11⅞ ins. | O Pedal to seat cushion, 1 ft. 5¾ ins. |
| F Overall width, 5 ft. 5¼ ins. | P Height of front seat cushion from floor, 1 ft. 3 ins. |
| G Front track, 4 ft. 4¼ ins. | Q Height of rear seat cushion from floor, 1 ft. 2½ ins. |
| H Rear track, 4 ft. 4 ins. | R Depth of front seat cushion, 1 ft. 5¼ ins. |
| I Front head room, 2 ft. 11⅞ ins. | |
| J Rear head room, 2 ft. 10¼ ins. | |

sports cars would find it hard to beat this sober saloon through a bend. During fast driving, my passenger complained of the springs in his seat, which caused him to bounce about in an undignified manner. Yet the seats are ingeniously arranged, for with the mere touch of a lever you have a double bed. Dashed clever, these French.

The 403 handles well, and the big brakes are powerful and progressive. The worm-driven axle of my car was audible at low speeds, but became silent at my usual rate of travel. In general, this is a 2-litre car with a 1½-litre engine, but it is only when accelerating in the middle ranges that one misses that extra 500 c.c. On Continental roads, where one habitually drives fast and the traffic is light, the Peugeot really comes into its own. Fast curves or hills are taken on the direct third gear, which can be "wound up" to 70 m.p.h. on occasion without the engine showing any distress.

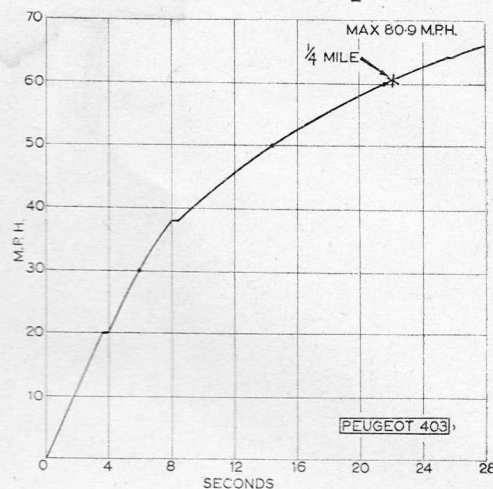
The overdrive fourth speed allows effortless cruising, and speeds as high as 80 m.p.h. may be indulged in for considerable distances.

In the traffic of Paris, I found second gear to be useful, but the ultra-low first speed really is an emergency ratio.

People who have owned the Peugeot 203 will recognize from the above that the new model maintains the traditions of that car. It is faster and roomier but, being also heavier, the improvement in acceleration is not quite so marked. The mechanism has been laid out for easy servicing, and there is a highly organized spares and repairs network all over the Continent.

Truly, the Frenchman who invests about £725 in an "Increvable" is showing good business acumen. Even at its more elevated price in this country, this tough and economical car is sure to make some new friends for a very old name.

Acceleration Graph



Specification and Performance Data

Car Tested: Peugeot 403 4-door saloon, price £796 2s. 11d. (£1,195 11s. 5d. with P.T.).

Engine: Four cylinders 80 mm. x 73 mm. (1,468 c.c.). High camshaft with short pushrods operating inclined valves in hemispherical light alloy head. 58 b.h.p. at 4,900 r.p.m., 7 to 1 compression ratio. Solex downdraught carburettor. Ignition by coil and distributor.

Transmission: Single dry plate clutch. Four-speed gearbox with synchromesh on all ratios, direct drive on third, overdrive fourth, steering column control. Ratios: 4.35, 5.75, 9.74 and 18.54 to 1. Enclosed shaft in torque tube and worm-driven rear axle, ratio 5.75 to 1.

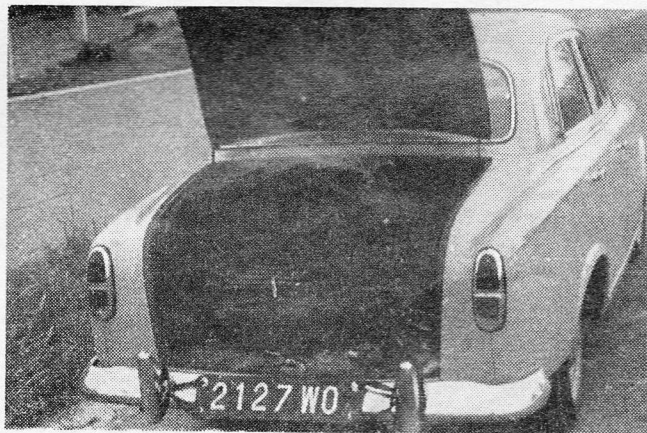
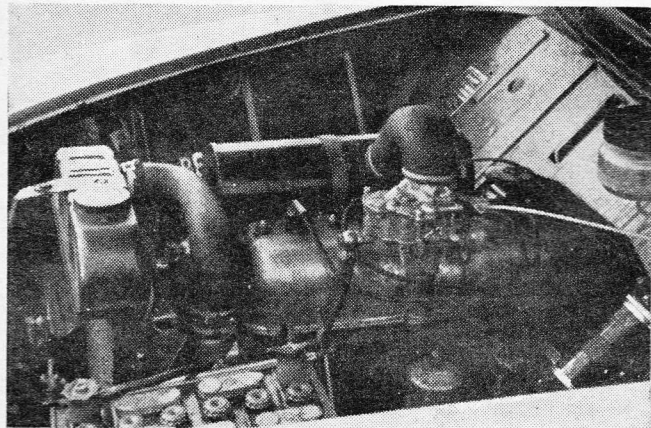
Chassis: Combined body and chassis. Independent front suspension with transverse spring and wishbones combined with piston-type dampers. Rack and pinion steering. Rear axle on helical springs located by torque tube and Panhard rod, with piston-type dampers. Bolt-on wheels, fitted 165 x 380 tyres. Lockheed hydraulic brakes.

Equipment: 12-volt lighting and starting. Speedometer with trip. Fuel gauge, ammeter, oil and indicator warning lamps. Heater, windscreen wipers and washers. Variable dashboard lighting. Semaphore-type direction indicators.

Dimensions: Wheelbase, 8 ft. 8½ ins. Track, front 4 ft. 4¼ ins., rear 4 ft. 4 ins. Overall length, 14 ft. 6½ ins.; width, 5 ft. 5¼ ins. Weight, 1 ton 1 cwt.

Performance: Maximum speed, 80.9 m.p.h. (Montlhéry lap speed). Approx. 84 m.p.h. on straight road. Speeds in gears: 3rd 64 m.p.h., 2nd 38 m.p.h., 1st 20 m.p.h. Standing quarter mile, 22.2 secs. Acceleration: 0-30 m.p.h. 6 secs., 0-50 m.p.h. 14.4 secs., 0-60 m.p.h. 21.8 secs.

Fuel Consumption: 30 m.p.g. approx.



BONNET contains an unconventional but efficient 1½-litre engine, developing 58 b.h.p. A high camshaft and short pushrods operate inclined valves. The downdraught Solex carburettor bolts direct on to the valve cover, the manifold being cast-in. **BOOT** (above right) is capacious, the spare wheel and tools being stowed separately from the luggage.

SCENIC WAY—if they had time to look! Louis Batori and D. Rossini take their XK 120 past an old building, once a blacksmith's shop, on a pebbly road in Bovina, New York.

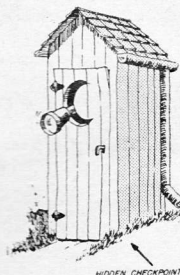
damaged radiator put them out of the rally.

The first phase of the rally, which was divided into five legs, made tricky use of the New York State Thruway—the finest highway in this country. A marker post at every mile along the Thruway shows the distance from New York City, and these posts were cleverly used for stumping the navigators on leg 3. Marker No. 70 is at 61.9 miles, marker No. 80 at 71.9, and marker No. 90 at 81.9. The instructions read: "Leave Newburgh Toll Booth (official rally mileage from start 51.85) and proceed north on Thruway toward Albany and Buffalo. Your scheduled arrival time at Thruway mileage marker No. 80 is based on an average speed of 48 m.p.h. between the Newburgh Toll Booth and marker 80. At marker 80 you will start and maintain an average speed which will cause you to arrive at marker 90 at such time as would have resulted had you left marker 70 on scheduled time and driven at 50 m.p.h. to marker 90. Your problem is to calculate the average speed to be travelled between marker No. 80 and marker No. 90." Being no mathematician, this reporter was happy to be covering for AUTOSPORT and not navigating.

A hot supper awaited the contestants on arrival at Kass Inn, where they were greeted by Rally Chairman Arthur Gervais and Chief Steward Harry Frankfort, the two men who founded the course three years ago. During its first two years, the Rip Van Winkle Rally

(Right) "... Every control throughout the rally was hidden. . . ."

(Sketches by Roger Patterson, from the Official Regulations Brochure.)



"We had not explored the Catskill mountains before . . . the adventure was stimulating. . . ."



AUTUMN ADVENTURE

More Maths. than Motoring seem to Make up the typical American Club Rally

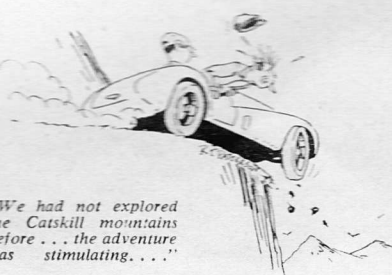
Report and Photographs by Ruth Sands Bentley

EDITOR'S NOTE.—We felt that readers might be interested in this account of a typical club rally in America, which highlights the great difference in approach to rallying on opposite sides of the Atlantic. It should be borne in mind that Americans have no large-scale maps to compare even remotely with the British 1 in.-to-the-mile Ordnance Survey, and so precision navigation, which is the basis of nearly all our road events, just does not exist over there. Instead, regularity and timekeeping tests of great complexity are the general rule, a system that would cause head-scratching amongst British rallyists, who generally have no liking for arithmetic!

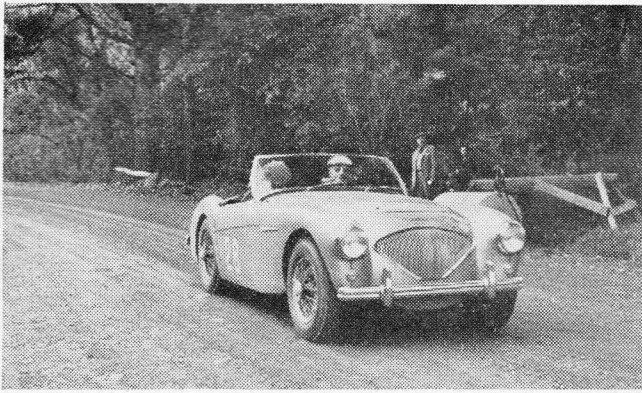
CORNERING with caution, Jim Hellen downshifted for the steep, loose-gravelled road ahead while his wife, Laverne, kept her vision on the rally instructions and on their computer which Jim, a precision engineer, constructed. This was the final phase of the Rip Van Winkle Mountain Rally, the Regularity Run, and split-second timing gave no margin for error. The Hellens were crossing the spot where average speed dropped from 35 to 15 m.p.h., and there would be seven variances before the 65.55-mile test was over. Talking with their friends back at Kass Inn, during the dinner dance the night before, the Hellens—who finished second last year—knew they were up with the leaders. However, no results were to be divulged before the victory dinner on Sunday afternoon. This was Sunday morning.

The rally started on Friday night back at Westchester Airport, not many miles from New York City. Because of New York traffic jams, a leeway was given of 30 minutes at the start for late arrivals, and even then one car almost got left. Chuck Reeves sat in his white Jaguar exactly 29 minutes before his navigator, extremely attractive Florence Mitchell, hopped in with "Let's go". She had

been trying out for the new Broadway show, "Uncle Willie", and still wore stage make-up when she reached the airport. The night was wet and foggy, but the distance to Margaretville, where Kass Inn would serve as rally headquarters, was only 125.5 miles, which seemed not too far. However, weather caused a couple of cars to lose themselves; and it caused June Putnam, driving her husband's Austin-Healey 100, to hit a deer on a dark road. A

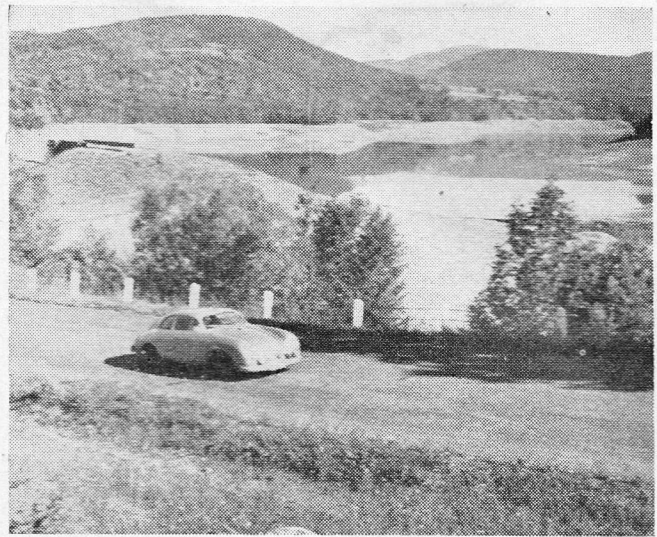


EYES DOWN: Lakeside scenery is ignored by Henryk Szamota and Bert Wheeler, engrossed in keeping their 190SL Mercedes out of the bigger potholes.



A GENERAL RELAXES: (Above) General Thayer S. Olds drives his Austin-Healey 100, while his son Jack navigates, during the Rip Van Winkle Rally.

ROUND THE RESERVOIR at Schoharie go Laurie and Guy Atkins (right), who have competed in the Alpine Rally, with their Porsche. They were members of the winning M.G.C.C. team.



was sponsored by the Long Island Sports Car Club; this time it was given to the New York Region of the Sports Car Club of America. Invitations were sent to members of five other sports car clubs; and while entrants did not run as teams, the club having the three highest finishers would be awarded the team prize. The Chairman, Chief Steward, and their splendid crew—consisting of Constance Gervais, Secretary; Robert Ridges, Interclub Liaison; Mildred Frankfort, Accommodations; and Stanley Titch, Chief Timer—are to be congratulated for planning an absolutely flawless event.

Phase 2 on Saturday, with its 13 legs and as many average-speed changes, routed the drivers through 232.30 miles of exquisite country. Autumn leaves made solid tapestries of the hills, with every shade of yellow, red and green blending in beauty and mirrored by numerous mountain lakes. And along the roadsides were mountain wildflowers in contrasting blues and pinks. We had not explored the Catskill mountains before and the adventure was stimulating. Wanting to enjoy the scenery, we followed the Delamater's Porsche for many miles, letting them do our navigating and hoping they'd not lose their way. Then we tried navigating for ourselves, but found it choresome. So we trailed the white Mercedes 300SL of Jean and Bill Fleming for a very long while and wondered if we were bothering them. We were happy, indeed, at prize-giving to learn that they won Phase 2, the Saturday run where they were pursued by the press. Some of the roads on Saturday were little better than country lanes and were dotted with pot-holes. Slick mud added hazards. But there were fine roads too. One wound in horseshoe pattern up a high hill to the very spot where Rip Van Winkle was supposed to have had his long snooze; and while the rallyites maintained their average speeds—every control throughout the entire rally was hidden so cars could not stop—we took the liberty of stopping at Rip's Retreat and buying one of his Alpine-type hats, complete with feather.

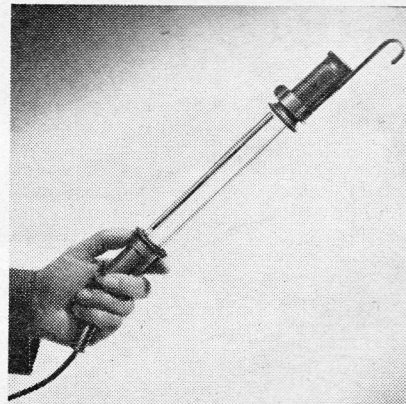
Sunday morning brought low fog, hiding the mountains. Because the Reliability Run was to take place on mountain roads, a unanimous vote

changed the starting time from 9.00 to 10.00 a.m., the exact time needed for the sun to break through. Meanwhile, navigators were given their Phase 3 instructions to study, which were cleverly illustrated by Roger Patterson. The witty artist also designed the Official Regulations brochure. Drivers and navigators felt, after comparing notes, that the Oldsmobile of Edwin Bederson and Robert Shoher was leading the rally (which, in fact, was true), that the Hellens' Austin-Healey 100 was second, and the Stanfills' like car third. Tied for fourth place were Henryk Szamota and Bert Wheeler (Mercedes 190SL), John Stanwycks and James Ghent (Jaguar XK 120M), and Gerald and Doris Jankowitz (Triumph TR2).

After shooting pictures along part of the route, we went to Central Control where Chief Timer Stanley Titch was receiving telephone calls from the hidden controls. As calls came through, we learned that the Oldsmobile, which had led all the way, was being defeated by the Hellens. And we rushed over to photograph the winning team. But later

BRIGHT IDEA

A NEW line in garage inspection lamps is illustrated here. It is made by Lexington Products, Ltd., Lex House, 3-6 Alfred Place, Tottenham Court Road, London, W.C.1, and features a foot-long fluorescent tube. It has the advantages of virtually shadowless lighting, for a current consumption of only six watts, the tube having a reflector



calls reported the Stanfills moving closer and closer on points, finally moving even with the Hellens and then winning by one lone point and leading their M.G. Car Club team to victory.

Results

General Classification: 1, Dan and Ann Stanfill (Austin-Healey 100), M.G. Car Club, 55 points; 2, Jim and Laverne Hellen (Austin-Healey 100), LISCA, 56; 3, Edwin Bederson and Robert Shoher (Oldsmobile), Jaguar Owners' Association, 78; 4, Gerald and Doris Jankowitz (Triumph TR2), LISCA, 88; 5, Henryk Szamota and Arthur Wheeler (Mercedes-Benz 190SL), S.C.C.A., 113.

First in each phase (not placing in first five overall positions): Phase 1: John Stanwycks and James Ghent (Jaguar XK 120M), M.G. Car Club, 54 points; Phase 2: Bill and Jean Fleming (Mercedes 300SL), S.C.C.A., 12; Phase 3: Don and Florence Blackburn (Jaguar XK 140MC), S.C.C.A., 18.

Team Prizes: 1, M.G. Car Club, 421 points: Dan and Ann Stanfill (Austin-Healey 100), John Stanwycks and James Ghent (Jaguar XK 120M), Guy and Laurie Atkins (Porsche); 2, Sports Car Club of America, 506 points: Henryk Szamota and Arthur Wheeler (Mercedes 190SL), Don and Florence Blackburn (Jaguar XK 140MC), Robert and E. Halmi (Jaguar XK 140); 3, Jaguar Owners' Association, 1,164 points: Edwin Bederson and Robert Shoher (Oldsmobile), Joseph Cologero and P. Winters (Jaguar Mark VII), Irving Marks and I. Likver (Jaguar XK 140MC).

surface on one side, to direct the light and to shade the operator's eyes. The whole tube is encased in a protective perspex cover, and the ends are rubber-cushioned and fully insulated. The complete unit weighs only 9 ozs. and is supplied with flex and clip for hanging, at 49s. 6d. The life of the tube is claimed to be some 2,000 hours, or about two years' normal use, and it is easily replaceable.

THE Metropolitan 1500, the car built by Austin for the American Motors Corporation and hitherto available only in the U.S. and Canada, is to be released to world markets, including Britain, in the near future. In this country, the price of the Metropolitan will be in the region of £700-£750.

ONE American order alone, taken by B.M.C. on the second day of the Motor Show, totals three million dollars, 1,000 Austin-Healey 100-Sixes forming the major part of the order. Negotiations to obtain special shipping arrangements are being made so that delivery can be made without delay.

BOOK REVIEWS

Title: Mercedes-Benz.

Author: S. C. H. Davis.

Size: 8 ins. x 5½ ins., 224 pp., 24 illustrations.

Price: 16s.

Publishers: Frederick Muller, Ltd., London.

THIRD in line to tell the story of Mercedes-Benz comes Sammy Davis, whose book is rather more detailed than Robert Nitske's original volume, recently revised and reissued, yet not by any means so definitive as David Scott-Moncrieff's *Three-Pointed Star*, with which comparison will be unavoidable. The two books, however, fall into differing categories, for, whereas Scott-Moncrieff told the whole story of Daimler-Benz from its origin, in the form of creating a "standard work", the information being gathered from existing material to a great extent, Davis has concentrated almost wholly on the racing side of Mercedes-Benz activity, and virtually ignored the development and manufacture of cars for sale to the public. In fact, the book might have been better titled "The Racing History of Mercedes-Benz". As such, and as a book for wide sale to the motor racing enthusiast, it makes excellent evening-by-the-fireside reading, for it is written in Davis's attractively "chatty" and lucid style. It is dramatized sufficiently to hold the interest of the general reader, though perhaps a little too much for the more soberly, historically minded, and as the author saw many of the events about which he writes, his descriptions have an authentic, eye-witness air about them. His anecdotes, too, add a light-hearted touch, such as the one about the Vespa-mounted citizen of Milan and his girl friend, who rode through a pedestrians only arcade in the city, hotly pursued by a policeman on a motor-cycle. However, there is still no excuse for obvious spelling mistakes, for instance, Mendeguy, von Tripps, Niermayer and Chinetti, instead of Menditeguy, von Trips, Niedermayer and Chinetti.

M. B.

Title: Motor Racing Sketchbook.

Author: Carlo Demand (Translations by Charles Meisl).

Size: 10½ ins. x 7 ins.; 151 pp.; 129 Drawings.

Publisher: G. T. Foulis & Co., Ltd., 7 Mill Lane, Strand, London, W.C.2.

Price: 17s. 6d. net.

THIS is a British edition of the illustrated section of *The Big Race*, by Ernst Rosemann and Carlo Demand, published in Germany in several languages. *Motor Racing Sketchbook* contains all of Demand's excellent drawings, which, in themselves, constitute a fairly complete history of Grand Prix and sports car racing. Many of the incidents are dramatically pictured, showing the keen insight into motor racing matters possessed by this brilliant young artist. The drawings are also noted for their technical accuracy, without any trace of camera technique which invariably affects the perspective of all artists who work closely from photographs. In fact, so graphic are the Demand drawings in their appeal, that one wishes that one could have many of the originals for framing. Charles Meisl's captions to the pictures give an accurate account of the events featured, starting from the very first motor race (the Paris-Rouen in 1894), to Stirling Moss's victory for Mercedes at Aintree in 1955.

G.

Title: Motoring Entente.

Authors: Ian Nickols and Kent Karlake.

Size: 5½ ins. x 8½ ins., 519 pp. including index; 32 pages of illustrations.

Price: 36s.

Publishers: Cassell & Co., Ltd., 37-38 St. Andrews Hill, Queen Victoria Street, London, E.C.4.

IN *Motoring Entente*, two authors have combined their efforts in the unravelling of one of the toughest knots in motoring history, "the story of Sunbeam, Talbot, Darracq". Ian Nickols, motoring correspondent of the *Sunday Times*, was a keen pre-war amateur racing driver; Kent Karlake is a renowned motoring historian. Their joint writings make absorbing, entertaining and, just here and there, somewhat arduous reading, as they plough through the complex business ramifications of S.T.D., that Anglo-French combine which began so promisingly, and ended so unhappily.

The racing activities on which S.T.D. largely made their name naturally get a goodly "whack" of space, which, this

reviewer feels, might well have been augmented, at the expense of some of the more tedious quotes from company reports, contemporary road tests, and Coatalen-versus-Bentley correspondence. However, these features all contribute to the overall picture and, together with eight appendices and the comprehensive index, to the considerable bulk of this book—519 pages of it! Its profusion of historic and often little-known facts, and the truly excellent photographs, many from the Anthony Heal collection and never published before, make *Motoring Entente* a vital addition to the library of the historically-minded motoring enthusiast.

C.P.

Title: Racing Sports Cars.

Authors: Louis Klemantaski and Michael Frostick.

Size: 7½ ins. x 10 ins.; 64 pp.; 135 photographs.

Publishers: Hamish Hamilton, Ltd., 90, Great Russell Street, London, W.C.1.

Price: 15s. net.

THIS is a well-written and admirably illustrated book by the authors of *Drivers in Action*, and concentrates on modern sports-racing cars, or racing sports cars as they are referred to by Michael Frostick, whose text is a happy blend of quiet humour and a sure grasp of the subject; the captions to the photographs are explanatory and well-phrased, not always an attribute to be found in books published around illustrations. "Klem" is seen at his very best, and fortunately many of his most brilliant shots lose nothing by reproduction. It is interesting to study the varying technique of different drivers, and to compare the roadworthiness of one car with another which can be clearly seen from the behaviour of tyres and suspension. Some behind-the-scenes shots prove that professional motor racing photographers never lose their news sense. Altogether a fine production which should encourage the collaborators to produce many similar books.

G.

Title: The Racing Car.

Authors: Cecil Clutton, Cyril Posthumus and Denis Jenkinson.

Size: 5½ ins. x 9 ins. 282 pp.; 66 photographs; 39 whole-page drawings.

Price: 25s.

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

OF course, everybody calls this book "The Poor Man's Pomeroy". Even the authors, in their preface, admit that their endeavour is to cover, in a small space, the ground that "Pom" has so authoritatively encompassed in his two large and immortal volumes. Let me say straight away that they have made a very good job of an almost impossible task!

The story starts in 1895 with Cecil Clutton driving the typewriter, to be handed over to Cyril Posthumus in 1919. Finally, Denis Jenkinson takes over from 1934 to the present day. It is an excellent idea to divide the work between these three specialists, and anybody who really studies this book will certainly gain a complete knowledge of motor racing history. There is little sign of new research having been undertaken, but existing material is represented in an attractive way.

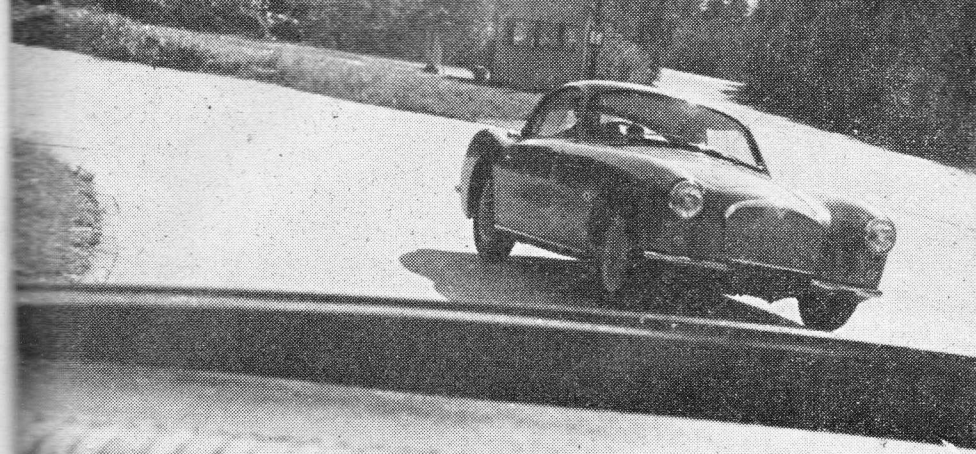
However, it is the duty of a critic to be critical, and though minor inaccuracies are extremely few, there are some statements which ought to be challenged. Thus, the analysis of the handling characteristics of the 1906 G.P. Renault is manifestly false. It is suggested that the rear axle was "steered" by the central torque arm, but this is not so, for the forward pivot was in the form of a shackle with no lateral rigidity. Thus, the torque arm simply resisted the tendency of the pinion to climb up the crown wheel, and the springs were only shackled at their rear ends, as in the Hotchkiss layout. Again, the Sizaire is applauded for good roadholding, though its heavy rear axle made it notoriously skittish. Most absurd is the suggestion that the 2 o.h.c. engine lacks turbulence and hence flexibility; correct curvature of the ports may give any desired degree of turbulence, as Harry Weslake has proved and a drive in a Jaguar confirms.

One regrets that Bugatti is given more credit than he deserves in the development of the straight eight engine. Surely one should pay homage to the original, and very fast C.G.V. of 1903, and also to Weigel for his pioneer work in coupling two four-cylinder crankshafts? Incidentally, the well-known inflexibility of the Henry-designed engines was due to the enormous common galleries from which the inlet valves breathed, and not to the size of the carburetter chokes.

In general, however, this is a most valuable work, though the absence of technical drawings makes one wish for a "poor man's Cresswell".

J.V.B.

(More Book Reviews on page 578)



TALBOT EN TRAIN: Busy giving high-speed demonstration drives during the Monthléry test day was the retired racing driver Yves Giraud-Cabantous, with one of the new 2.5 litre Talbot coupés.

TEST DAY AT MONTLHÉRY

EVERY year, the Guild of Motoring Writers organizes a test day at Goodwood, during the Motor Show.* This excellent idea has now been copied by the Syndicat de la Presse Sportive et Touristique, and we were invited to take part in some tests of French cars at Monthléry during the Paris Salon.

The French motor industry is divided in two politically. In brief, Renault and Simca, with their subsidiary companies, form one group, and Citroën combine with Peugeot as the opposition party. The opposition were not present on this occasion, but some representative French cars could be sampled nevertheless.

I had already driven most of the types, but I had only used a Simca Versailles in town. As the least familiar model, I chose this one first, and on a damp road I soon became a very frightened Bolster! The circuit in use was the longest available, including the whole of the road section and a large part of the banked track. There are corners of every kind, hills, bumps and yet more bumps, and, of course, a long burst flat out. I found the Versailles to be very "soft" and to ride well, but at high speeds the steering was excessively vague.

When Simca took over Ford's French factory, they inherited many Ford design traits. Thus, the suspension of the Versailles works on the same principle as that of the British built Fords, but the engine is a side-valve V8 of 2,351 c.c. The basic saloon can be had in three grades of equipment under the names Trianon, Versailles and Régence, with a station wagon called Marly. Mechanically they are all similar and are collectively designated Simca Vedette.

The general appearance is distinctly American, and the cars are roomy, well-equipped and practical. The dashboard is lavishly instrumented, with numerous warning lights, including one to tell you that you have left the hand brake on. The bodies are big and comfortable, and the controls are light in action.

Curiously enough, the eight-cylinder engine does not give much power at low speeds, and one must make considerable use of the column-mounted gear lever. However, once in its stride, the Versailles covers the ground well, reaching about 80 m.p.h. on occasion, but rolling a good deal on corners. This is a well-

*To be reported next week.

made car, and its opulent appearance attracts many buyers.

In complete contrast was my next car, the Domaine. This is Renault's big station wagon, with a square four-cylinder engine of 2,141 c.c. and independent suspension of all four wheels. Like all the Frégate range, it has a new transmission, and the all indirect gearbox has been replaced by a conventional four-speed unit, giving a direct drive on top speed. A higher axle ratio is also featured.

The car is not silent, in fact the engine is almost rough at certain speeds, but it is astonishingly fast and holds the road magnificently. With the very large body unladen, the ride is definitely hard, but the wagon corners absurdly quickly with the minimum of roll. The maximum speed is in the region of 90 m.p.h., and there is a lot to be said for this most practical, hard-working vehicle.

My next was another Renault. I wanted to try the Ferlec clutch, and so I picked a 4CV with only two pedals. The latest "Quatre Chevaux" seems to have more power, but it has not yet inherited the silence of the Dauphine, and still goes slightly mad in a gale of wind.

I award the Ferlec device absolutely full marks. It gives smooth, rapid standing starts at all times, and the veriest novice cannot make a noisy change. Yet, it does not spoil the car for the expert, and consumes no power. As a ladies' town and shopping car, this two-pedal Renault is absolutely ideal.

After that, lunch, including wine, was "on the house"—a nice gesture. While the others were lingering over their coffee, I nipped out and collected a car for which there had been a queue all the morning—the Plein Ciel. The Plein Ciel is the latest version of the Simca two seater sports coupé, which now has a wrap-around screen and new frontal treatment.

I found that the all-round visibility was even better than before, and the outstanding handling characteristics made this short drive a sheer joy. I got the speedometer needle off the end of the dial marked 140 k.p.h., and it felt like about 90 m.p.h. The controls are as light as a feather, and this car was certainly the highlight of the day for me.

Finally, I had a run round in the Chatelaine. It is another version of the 1,290 c.c. Simca, but this time the body is a miniature station wagon of pleasing

appearance and praiseworthy visibility. There are many practical features, and the exceptionally sturdy tail board may be carried flat for extra platform space, or dropped right down for easy loading. The little van handles nicely, but it has a very much derated engine which gives economy at the expense of speed.

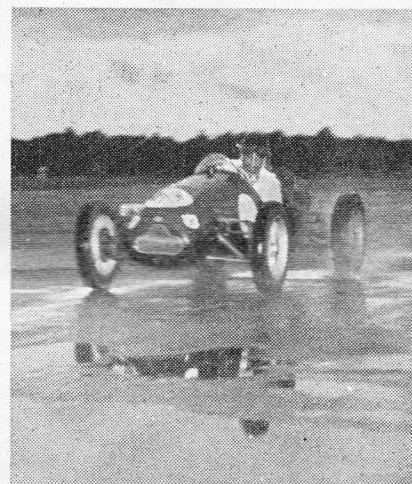
There were a couple of sports cars on view, but one could only sample them in the role of passenger. The Editor persuaded me that this might not be a good idea; as a matter of fact, I didn't need much persuading!

It was an excellent day, and the organization worked splendidly. One only hopes that Citroën and Peugeot will play next time.

JOHN V. BOLSTER.

COLOMBO CROWD CHAOS CAUSES CANCELLATION

A RACE meeting, due to have been held on 25th October, at Ratmalana Airport, Colombo, Ceylon, in the presence of H.R.H. the Duke of Edinburgh, was cancelled at the last moment because of serious lack of crowd control during the qualifying heats, held four days previously. The mixed qualifying meeting, organized jointly by the Ceylon Motor Cycle and Ceylon Motor Sports Clubs,



QUALIFYING races for the cancelled Ratmalana meeting were run on a waterlogged track. Here E. Mason (Cooper) splashes round at speed.

consisted of events for all types of two- and four-wheeled machines, over a 1.4-mile circuit, which was waterlogged due to overnight rain. This in itself made conditions dangerous enough, but the crowd, anxious to obtain a better view, broke through the barriers and past police and army marshals, to take up positions about 25 feet from the track. Later they came right to the edge of the course, and in some cases, crossed from one side to the other while racing was in progress. Disaster was averted only by extremely skilful driving and riding by the competitors. In consequence, and as no further precautions could be taken before race day, the Government felt forced to cancel the meeting in the interests of safety.

THE SCENE is set for the new trials season—a grassy hill, a typical trials special, a pair of enthusiasts and a light drizzle—the driver in the picture being Tommy Wise.



Chappell wins the "High Peak"

Southern Entrants Take First Three Places in Sheffield & Hallamshire M.C. Classic Trial—Rex Chappell Wins High Peak Trophy

QUALITY not quantity was the keynote of the Sheffield and Hallamshire's High Peak Trial, as this event has always before exceeded the number of 31 starters it had for the 11th of the classic series held last Sunday. Although most of the names associated with the North, Midlands and South were present, it was the South who conquered; sending up an entry of seven they took the first three places.

The start at the Marquis of Granby led first to a new hill known as Gruby's 1. This was a boggy grass climb through thick bracken with a right-hand bend and having an adverse camber. It failed the entire entry, though it must be admitted that the climb rapidly deteriorated with use. Only three reached section 5—R. W. Phillips, L. Hurt and G. Gartside, Jr. R. Chappell driving his new Austin Chassis Special actually made the highest climb, but as he had paused momentarily in section 2, it could not be counted.

Gruby's 2 was a rutted, muddy, wet grass climb, alongside a stone wall with right and left-hand turns ending in a lane. The ruts were so deep that cars thrown out of them on the turns could not continue. This again did the trick, only R. Chappell and B. H. Dees arrived at section 8, J. F. Harrison being next highest, to 7. Next came the old favourite, Old Lees, which winds its way over bracken, up a narrow wall-guarded gully, to include a notable hump at the top. This hill has been climbed in the past, but only by champions or champions-to-be. Today it was at its worst, as water running down had churned up the clay undersurface. T. C. Harrison was the first to nearly succeed, as with wheels spinning he made section 8, much farther up than anyone before. The nose of the car was actually pointing up the hump. B. H. Dees was the only



WET AND WINDY conditions were experienced towards the end of the event, but the competitors plugged on, and "Doc." Lilley is seen on Canyards 3.

clean climb, his back wheels just scrambling over the top with only inches to spare. A fine effort. No one else looked at it, till the arrival of G. J. Newman, who, with engine hissing, made the whole thing look easy, only to be penalized for touching a marker in section 2.

As a similar incident happened later, perhaps a comment here may save to obviate the loss of a major award in some subsequent trial. The markers on Old Lees were small and round, and on occasion were not clearly visible in the long grass by competitors picking their way though rough terrain. The writer

considers that both Newman and N. Carr, to whom Cotterill applies, were needlessly penalized through no fault of their own, when making fine ascents. Several Midland clubs use markers at least two feet high. The North please copy.

Cotterill 1—a steep rough climb alongside the wall guarding Old Lees. B. H. Dees and F. Harrison were observed to make clean climbs, N. Carr also, but the latter was relegated to section 5 for the aforementioned marker trouble. Next clean was R. Chappell with a beautifully easy climb.

Cotterill 2 was a long, very winding bracken climb with a left-hand turn over a bump to the finish. R. W. Phillips, F. Harrison, N. Carr, J. C. Broadhead and N. C. Coates made section 7. B. H. Dees did not leave the line! G. J. Newman failed inches from the top, and again it was R. Chappell to be first up.

Next came the hill considered by many to be the best trials hill in the country, which, if wet, is simply unclimbable. On this day it was both. Greenhope starts officially in a lane, but immediately through the gate two deep ruts climb steeply upwards. This year

competitors were turned left up a 1 in 2 bracken bank. This finished it completely. R. Chappell reached 9, with the rest nowhere.

Next, to the depths of the Lady Bower Reservoir valley to the well-disliked Sampson's Farm 1, which comprises a 50-yard semicircle, falling on adverse camber into a thick trough of glutinous mud. This fiendish device again failed the entire entry; no more need be said! Sampson's Farm 2 was a bracken climb terminating in a mud splash, which was not as bad as it sounds because it failed no one, at least of those seen by the writer.



BOGGED DOWN in the mud of the section known as Sampson's Farm 1 is A. Oliver, receiving a little "outside assistance".



YOUNGEST competitor was G. Gartside, Jr., son of the well-known triallist. Both father and son competed in similar cars.

Sampson's Farm 3, a rocky outcrop which led back from the valley to the road, did not seriously disturb the experts, except to batter their suspension and shake up their livers. The few who failed perhaps had an easier route back.

After the lunch stop at Old Horns at High Bradfield, the weather which had been fine though misty, changed. It is true to say it always rains on Sundays, especially High Peak Sunday, and it did. Jack's Lane was the first after lunch;

two sections were sited in a narrow lane, but here no real trouble was found. Then as competitors moved through the lanes to Canyards 1-12 (which were mainly short, steep and tricky with coverings of mud and slime), the heavens opened and the mist descended. Your reporter witnessed good climbs by B. H. Dees, R. W. Phillips, F. Harrison, N. Carr and J. C. Broadhead in the first half of the entry, and when conditions were such that it was impossible to write

or photograph, called it a day, and fled for warmth and clean clothing.

FRANCIS PENN.

Results

High Peak Trophy: R. Chappell, 215 marks.
Beeston Trophy: B. H. Dees, 201. **Needham Trophy:** G. J. Newman, 200. **S. & H. Members' Award:** R. W. Phillips, 196. **Special Awards:** R. W. Phillips, 196; J. C. Broadhead, 191; D. Ackernley, 190. **Team Award:** R. Chappell, B. H. Dees, G. J. Newman.

...and also wins the "Bossom"

Chappell Wins Maidstone & Mid-Kent M.C. Trial in Perfect Weather

THE Maidstone and Mid-Kent Motor Club, who are this year celebrating their "coming of age" in motor sport, had their usual perfect weather for their classic trial, the Bossom Trophy, which counts towards the R.A.C. Trials Championship.

Winner was Rex Chappell, who always does extremely well in this event, with Geoff Newman second and Michael Lawson third after a tie with B. Blundell, whose B.B.S. was certainly the brightest car of them all.

Of a very good field of 28 entries, 26 left Rootes car park at Maidstone and headed for Boxley Warren. Erskine was a non-starter and so was Ron Faulkner, who had the wretched luck to break a half-shaft at the start. Ron has been doing well this year and he had only just replaced a half-shaft, so it was a cruel blow.

The first section, leading off the side of the Downs into the woods, started with a very slippery and sharply cambered right turn which, to the organizers' delight, defeated the entire entry. Section two proved easier, but the third hill, in the depths of the woods, had to be treated with care and a light foot. After

climbing sharply out of a dip, the section traversed the side of the hill and then looped round back towards the start. Two large trees on the side of the hill were the chief obstacle and these collected three cars in quick succession before Jim Appleton showed how it should be done.

Section five also proved a stopper to most of the entry. This was a straight climb out of the woods into the sunlight and sheer power was all that was required, but only some four made it.

At lunch in Boxley village Chappell

was seen to be leading by three points from Blundell with Geoff Newman third. Drivers at this stage felt that there might have been more sections during the morning and asked for some more to be included after lunch. Fred Newman, who with the usual gang had been working like blacks to prepare the hills, had some unprintable comments at this request, but nevertheless the trial did finish rather early.

The first hill after lunch looked like repeating the morning performance and

(Continued on page 586)



SUNSHINE instead of rain was on the menu at the Bossom Trophy Trial in Kent. Here David Bailey reaches maximum altitude on Section 5.



RISING SMOKE from a waiting car (left) attracts a crowd in Hyde Park, despite the early Sunday morning

GIVING THEM PLENTY OF ROOM: (Right) A and a Morris Minor set the right example in p De Dion Bouton on the Brighton road during last Run.

THIS SUNDAY ... THE DIAMOND JUBILEE VETERAN CAR RUN

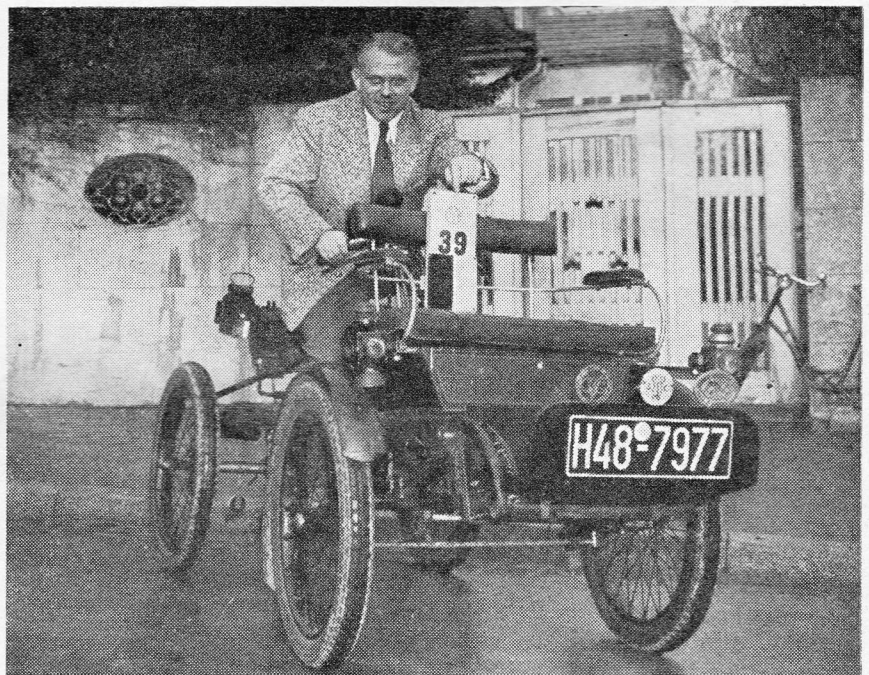
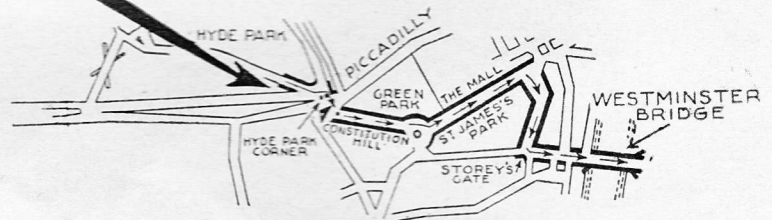
FROM

LONDON

It's here again! One of November's compensations in this country is the traditional London-to-Brighton Veteran Run, and with an all-time record entry of 230 cars, all built between 1895 and 1904, this year's event should prove outstanding indeed. It was 60 years ago, on 14th November, 1896, that the original "Emancipation" Run, from the Metropolitan Hotel, Whitehall, London, to the Metropolitan Hotel, Brighton, was staged to celebrate the granting of the freedom of British roads to the "horseless carriage". This year's event therefore constitutes the Diamond Jubilee Run, and as such has attracted entrants from Australia, Spain, Belgium, Holland and Germany, as well as from the numberless stalwarts of the Veteran Car Club of Great Britain, with which body the R.A.C. organize the Run each year.

It isn't a race, this unique event—it never was, even though the French like to record a success for their Leon-Bollées and Panhards in the *Course London-Brighton*. Before setting off on that first run with Merkel in the famous "Old No. 8" 6 h.p. Panhard-Levassor, the Earl of Winchelsea destroyed a red flag, a symbol of the law's previous restrictions which decreed that a person carrying such an emblem should walk ahead to herald the approach of the "horseless carriage" wherever it proceeded. He then joined the "Emancipation" cavalcade on a Run marked by the bleakest of weather and a full quota of mechanical troubles in the fullest 1896 sense. Seventeen cars eventually reached Brighton in what might be called the first British

START



FROM WIESBADEN, Germany, comes Hans Georg Schoof for the second successive year, to drive an 1900 De Dion Bouton.

T

NORTH
GATE
CARRIAGE
DRIVE

an eager
the start.
M.G.
aming a
year's

LEE



Rally, and although their achievement made little impact at the time, the motor car in Britain had come to stay.

On Sunday, the ceremony of destroying the red flag will be repeated at the conclusion of the Run, Mr. Wilfred Andrews, Chairman of the R.A.C., performing the ceremony after a Grand Parade, to commemorate the London-Brighton's Diamond Jubilee. All competitors finishing the Run on time will take part in this Parade along part of Brighton's sea front, led by Mr. Andrews in a 1901 Benz.

The start is from the Magazine, Hyde Park, the first group of vehicles moving off from the east end of the Serpentine Road at 7.30 a.m. on Sunday morning, and travelling down Constitution Hill, to the Mall and over Westminster Bridge, as depicted on the map herewith. Thereafter, the route passes through Brixton,

Streatham, Thornton Heath and the Purley by-pass, on to A23, the main London-Brighton road. First arrivals at the finish on the Madeira Drive, Brighton, are expected at around 10.30 a.m., subject, of course, to weather conditions. All competitors must reach Brighton before 4 p.m. to qualify for the R.A.C. commemoration medal. Cars will enter Brighton by Preston and London Roads, and so to Palace Pier and Madeira Drive, where the Grand Parade will take place, starting at approx. 2.30 p.m.

The route the Veterans take, after Westminster Bridge, is as follows:—

- Lambeth Town Hall (7.45 a.m. to 8.35 a.m.).
- Streatham Station (7.53 a.m. to 8.40 a.m.).
- Thornton Heath Pond (8.02 a.m. to 8.50 a.m.).

- Purley By-pass (8.15 a.m. to 9.10 a.m.).
- Redhill Cross-roads (8.38 a.m. to 9.45 a.m.).
- Salfords (R.A.C. Box 267) (8.44 a.m. to 9.55 a.m.).
- Povey Cross (8.56 a.m. to 10.10 a.m.).
- Lowfield Heath (9.00 a.m. to 10.20 a.m.).
- Crawley By-pass (9.05 a.m. to 10.25 a.m.).
- Handcross Cross-roads (9.23 a.m. to 10.50 a.m.).
- Bolney Cross-roads (9.38 a.m. to 11.05 a.m.).
- Pyecombe Post Office (9.56 a.m. to 11.35 a.m.).
- Brighton, The Pylons (10.02 a.m. to 11.45 a.m.).

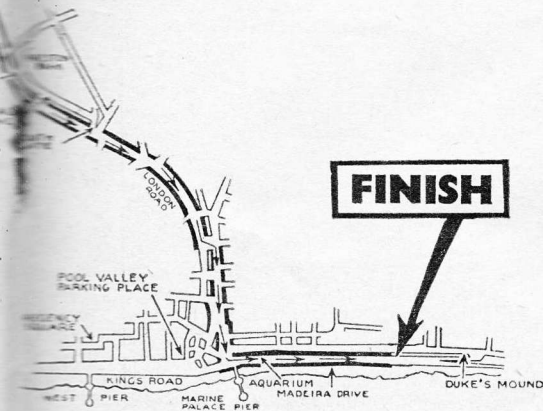
From among the 230 entries, racing enthusiasts will spot the names of Ken Wharton, Eric Thompson, "Pop" and Stuart Lewis-Evans, Jack Moor, John Bolster, Jack Sears and others. Ken Wharton is driving a 1901 Albion dog-cart—a real "works entry" this, by Albion Motors, Ltd., of Scotstoun, Glasgow! Eric Thompson's mount will be a 1904 Garrard Tricar; the Lewis-Evanses will drive their 1896 Benz once again—this is one of the oldest cars in the entire list, headed only by an 1895 Panhard-Levassor, which Gregorio Prendes is bringing from Spain for the Run.

Jack Moor's 1900 Benz is a London-Brighton "regular", averaging 14 m.p.h., stops included, in last year's event. The car was found in a barn, after being unused for 40 years; 1,000 hours were spent in restoring it. John Bolster's 1903 Panhard-Levassor is another "regular", while Jack Sears' 1904 Mercedes, looking rather "Gordon-Bennett", is always one of the fastest performers.

Rex Turner has come all the way from Sydney, Australia, to drive a 1903 Oldsmobile; other overseas competitors include Hans George Schoof of Wiesbaden, Germany, with an 1900 De Dion Bouton, over here for the second year running, J. Daams of Loosdrecht, Holland, with a similar car, one year younger, and R. Schimp from Belgium in a 1903 Renault.

(Continued overleaf)

BRIGHTON



BEYOND THE FINISH BANNER on Madeira Drive, Brighton, comes a 1901 Renault, watched by an admiring crowd of spectators.



The Science Museum have entered a 1903 5 h.p. Vauxhall belonging to Dr. Jefferson Bernhardt, to be driven by C. F. Caunter, officer in charge of the Road Transport Collections at the Museum.

Seventy-eight-year-old J. Russell-Sharp is now the sole surviving competitor in the original 1896 Run, when he drove a Bollée tricar. This year he will travel on the 1903 De Dion Bouton driven by St. John Nixon. Artist Russell Brockbank is to share a 1903 Fiat with Chris Jennings. The "Genevieve" touch will be supplied by the lady herself—a 1904 Darracq—to be driven by the Mayor of Brighton, Councillor Cohen, and by K. H. Baker's 1899 Benz Dogcart, which featured in the film, and has 16 previous runs to its credit.

With so many veterans on so busy a route, the R.A.C. are naturally taking all measures to avoid congestion. Like last year, they will operate an aerial patrol along the Brighton road by Westland helicopter, reporting on traffic bottlenecks, and keeping "walkie-talkie" communication with mobile police cars and R.A.C. patrols on the ground. The R.A.C. appeal to onlookers and motorists to co-operate by leaving a clear passage for the Veterans, and not to impede their progress with traffic jams. Alternative routes from London to Brighton are being signposted to assist spectators in avoiding congestion, and particular attention is drawn to a serious bottleneck on A23 at Lowfield Heath, where extensions to Gatwick aerodrome have resulted in single line traffic operation. To avoid this, the R.A.C. recommends drivers to turn left at the Chequers Hotel, Lowfield Heath, and follow B2036 to Balcombe and Cuckfield, crossing A272 to Burgess Hill, and returning to A23 via Pyecombe.

PARADE OF VETERANS AT BRIGHTON Sunday, 2.30 p.m.

From Madeira Drive to Duke's Mound,
returning via Marine Parade and Aquarium.

This time may be altered in the event of bad weather.

VETERAN RUN—THE CARS AND THEIR DRIVERS

1895

Panhard-Levassor: G. Prendes (Spain).

1896

Arnold: E./R. de W. S. Colver. **Benz:** L./S. Lewis-Evans. **Leon-Bollée:** Capt. I. G. Benbough/M. Stevens; R. F. N. Lawson; Cmdr. C. Woollard; R. N./E. H. Harrison. **Lutzmann:** E. S. Berry; P. Fotheringham-Parker/J. H. Kemsley.

1897

Beeston Tricycle: E. Marshall. **Benz:** S. Kentish. **Daimler:** D. G. Flather; E. D. Woolley. **Leon Bollée:** J. Twyford; S. C. H. Davis. **Lux:** E./H. Goodey.

1898

Benz: L. D. Goldsmith. **De Dion Bouton:** A. Crewe. **Stephens:** R. J. Stephens. **Victoria Combination:** C. W. Rowe.

1899

Beeston Quadricycle: D. S. Inchley. **Benz:** H. E. Wood; P. P. Keens; D. Johnson/R. A. Roccliffe; R. S. Miles. **Clement-Panhard:** J. F. Collinge. **Decauville:** H. B. Leach; A. Tyler. **Dechamps Tricycle:** E. D. Lee. **International Benz:** A. M. Mackay; G. H. Brockington. **Panhard-Levassor:** E. J. Jarvis. **Star:** P. C. Allen; G. F. Hayward; J. W. Mills.

1900

Benz: P. Bradshaw; N. R. Cole; E. J. Moor. **Cudell de Dion Bouton:** R. Brown, Jr. **De Dion Bouton:** (J. A. G. Burchell or D. E. Green; H. G. School Germany). **Gardner-Serpollet Steamer:** A. Hodson. **Georges Richard:** J. E. Crossman. **M.M.C.:** E. Hare. **New Orleans:** Sir C. Edwards/C. R. D. Thomas; G. S. Sanders; J. M./J. Schofield; M. Rowe. **Peugeot:** H. E. F. Parkinson. **Pieper:** W. Vaux.

1901

Albion: K. Wharton. **Benz:** W. Andrews. **Clement-Panhard:** Maj. J. C. France. **Corre:** G. Dunham. **De Dion Bouton:** R. Hughes; J. Daams (Hol and); P. Gresham; J. H. S. Guest; C. Pilmore-Bedford; R. C. Porter; P. J. Wellingham. **De Dion Quad:** E. O. Corkett. **Durkopp:** N. V. Reeves. **International Charette:** G. F. Stiles. **Lifu Steamer:** J. A. Crabtree. **M.M.C.:** K. Harlow. **Mors:** S. E. Sears. **Napier:** C. F. Bartlett. **Panhard-Levassor:** C. A. Shillan. **Pick:** A. E. Steeper. **Progress:** M. E. Davenport. **Renault:** T. W. Lightfoot. **Royal Enfield Quadricycle:** F. H. Babcock; G. W. Goodall. **Stirling-Panhard:** G. J. Allday. **Stonebow:** Maj. J. W. Mills/Dr. R. Marrett. **Sunbeam-Mabley:** G. R. Clarke. **Wolsley:** W. N. Hill.

1902

Argyll: Sur. Cmdr. R. Erskine-Gray, R.N.V.R. **Arrol-Johnston:** J. Edkins. **Beaufort:** E. P. Shaw. **Benz:** R. G. Sloan. **Century Tandem:** B. H. Davenport; L. P. Hunt. **De Dion Bouton:** J. V. P. Alcock; Mrs. E. Bradshaw; Air Marshal G. W. Tuttle; J. Goff/A. C. Lane; J. Webb. **Gladiator:** H. D. Spive. **Hanzer:** D. C. Field. **M.M.C.:** J. E. Ford. **Napier:** P. R. Hill; J. V. Medlam. **Panhard-Levassor:** C. G. Bellingham; R. K. N. Clarkson; J. Djanigvian. **Peugeot:** Dr. C. R. Claybury;

Maj. H. Fairhurst; C. W. P. Hampton; W. Stuart; R. L. Smith; F. Smith. **Quadrant:** A. H. Grundy. **Renault:** R. F. Collinson/A. G. Wallis. **Wolsley:** Maj. J. Gardiner; W. G. Grose; J. W. Howes; P. Pointer.

1903

Achilles: D. Fitzpatrick. **Argyll:** W. A. L. Cook. **Cadillac:** A. Polson. **Clement-Talbot:** E. E. Sears. **Daimler:** A. J. Maundrell. **Darracq:** A. Thorpe. **De Dietrich:** L. A. Jackson. **De Dion Bouton:** H. E. Bell/F. Fulford; A. S. Dunning; R. G. Forster; St. J. Nixon; B. Norman/N. W. Hawkins; R. North; J. Hudson; J. R. Templeton/E. D. Pigg; R. A. Pither; P. H. Turvey. **Fiat:** R. Brockbank/C. Jennings. **Gladiator:** G. J. Allday/R. Dimpleby; H. R. Timmis; W. F. Watson. **Humber:** P. Tacon. **Humberette:** R. L. Green/M. R. Green/D. W. Gomm; L. N. Pearce. **Lanchester:** F. W. Hutton-Stott. **Mercedes:** G. J. Allday; Lord Montagu of Beaulieu. **M.M.C.:** H. G. Baggs. **Napoleon:** Dr. E. Warlow Davies. **Oldsmobile:** S. Gibson; C. J. Bendall; Dr. J. G. Gilbertson; C. C. Smith; A. R. Turner (Australia); V. S. Batts. **Panhard-Levassor:** J. V. Bolster; J. G. Hampton; A. B. Hobbs; C. A. Oakden; A./Miss J. A. Prince; A.C.M. Sir W. A. Cayton. **Phoenix Trim:** Dr. A. T. Robinson. **Regal:** W. H. Waring. **Renault:** R. Fotheringham-Parker; R. Schimp (Belgium); P. Waters-Westbrook. **Rex Tricar:** R. A. Shaw. **Siddeley:** Maj. H. Browell. **Sunbeam:** H. S. Simons. **Vauxhall:** C. F. Caunter. **White Steamer:** A. J. Betteridge; D. G. Blackford. **Winton:** J. M. A. Paterson. **Wolsley:** E. I. Hudson.

1904

Alldays & Onions: G. J. Allday. **Cadillac:** A. P. Trengrove; H. E. Bowden. **Century:** P. R. Crittall. **Clement-Talbot:** J. A. G. Burchell or N. Mineay. **Darracq:** S. Gilks; R. D. Gregory; C. T. Gwilliam; Cllr. L. C. Cohen. **De Dion Bouton:** F. Baxter; H. O. S. Bridcutt; H. T. Clarke; G. M. Craig; G. M. Gee; F. R. Piper; N. R. Hunt; E. Jarvis; F. L. Knight; S. G. London; J. Smithies; J. V. Stanbury; W. R. Stevens. **Duryea:** T. M. Stothert. **Garrard Tricar:** E. Thompson. **Humber:** W. M. Mason; L. Briggs; J. F. Olorenshaw; D. G. Warwick. **Humberette:** N. T. Beardsell; P. Newington; F. W. Harrison; F. H. Olorenshaw; S. J./F. J. Snoxall. **James & Browne:** H. P. Lucas. **Lanchester:** A. C. Bird. **Mercedes:** J. G. Sears. **Minerva:** A. W. Shaw. **Mors:** H. A. Pierpoint. **Norfolk:** T. H. Boothman. **Oldsmobile:** G. E. Mawer. **Orient Buckboard:** R. W. Brown. **Panhard-Levassor:** R. L. Bennett; A. C. Fairclough. **Peugeot:** Mr./Mrs. F. E. Davis; A. J. L. Evans. **Phoenix Tricar:** A. J. B. Baily. **Renault:** Cmdr. J. D. Davies, R.N.; P. C. Waring; H. F. Welham. **Reo:** H. Trussell or H. J. Line. **Riley:** W. L. T. Winder; J. H. Woodin. **Rolls-Royce:** E. K. Lanston. **Rover:** J. S. Grose. **Siddeley:** H. C. Hunter. **Speedwell:** P. C. Tutley. **Star:** F. Phipps; P. G. Newens. **Swift:** G. E. Solomon. **Thornycroft:** T. Thornycroft. **Tony Huber:** E. J. Wilde. **Vauxhall:** P. C. Kidner. **Vulcan:** D. A. Day/D. K. Taylor. **Wolsley:** Sir Thos. Salt; C. W. Bloomfield/Cr. J. Rouquier-Charman; E. Pilmore-Bedford; G. Anderton; J. O. Wiginton.

BOOK REVIEWS—continued

Title: The Complete Mercedes Story.

Author: W. Robert Nitske.

Size: 5½ ins. x 8½ ins., 176 pp., including index, 112 photographs.

Publishers: The MacMillan Company, New York; London Branch, 10 South Audley Street, London, W.1.

Price: 35s.

NO, not yet another book on Mercedes, but a second, revised edition of Robert Nitske's ambitiously titled work, which was first published a year or two back. While far from being the "complete" Mercedes story it purports to be, this book traces the history of the great German marque from its beginning in 1886 to 1955, with the accent throughout largely on racing achievements. Much of Mr. Nitske's work smacks of the publicity office, with many a Mercedes race "certainty" emerging as "a thrilling victory", but his sheer enthusiasm bubbles through persistently, and it is Mercedes *uber alles* right to the end of their wonderful 1955 year, when drivers of the marque won all three Championships—World, Sports Car and European Touring. Like the text, most of the photographs have been well aired already, but some, such as the chassis views of the 1923 rear-engined Grand Prix Benz, are of particular interest, while the inside covers carry intriguing little sketches of Daimler, Benz, Mercedes, and Mercedes-Benz products from 1894 to 1939.

C.P.

Title: Maintaining the Breed.

Author: John Thornley.

Size: 8½ ins. x 5½ ins.; 187 pp.; numerous illustrations.

Publishers: Motor Racing Publications, Ltd., 13 Conway Street, London, W.1.

Price: 21s. net.

THE saga of M.G., so well told by John Thornley, now appears in a revised form. Excellently produced, this second edition brings the story up to date with the introduction of the A-type. It is interesting to note that John Thornley gives George Phillips full credit for starting the line of thought with his Le Mans TD, which was developed into the now best-selling "A". The author writes in an easy, but extremely well-informed style. In fact, it is John talking, and one can almost imagine the popular M.G. director pacing up and down his office, dictating into two tape-recorders at once—one specifically for Abingdon business, and the other for ex-works activities which invariably manage to be connected with the octagon, unless it be the assembly of immensely complicated television circuits, of which "J.T." is an acknowledged expert. This is a book which no M.G. enthusiast can afford to be without; the appendices alone constitute an accurate picture of the marque, and the technical matter is narrated in a most readable form. The stage-tuning sections are very interesting, and there is a host of information relating to the special record-breaking cars with which the name M.G. has been associated with ever since George Eyston went out with the blown Midget to Monthléry in December, 1931.

G.

CORRESPONDENCE

F3—Here we go again

AS a motor-racing enthusiast "far away from it all" owing to the requirements of National Service, may I say how welcome were the copies of your magazine which I have been able to buy—unfortunately not for some weeks now!

However, it has struck me that Formula 3 racing is steadily losing interest and importance as an *International* event. The reasons for this must be fairly obvious: first, the fact there is but one make of car left which any would-be successful driver considers—namely the Cooper. Similarly, the only engine used by the drivers who can afford one is the Norton. A monopoly is slowly killing Formula 3, as it must. Furthermore, Formula 3 racing is not the inexpensive sport it used to be, and its only use is as a starting point for drivers.

Therefore it is essential that a change is made in the Formula.

The best solution would seem to be an engine capacity limit of 750 c.c. unsupercharged, running on pump fuel. This formula would immediately gain the interest of the Italians, where Stanguellini, Osca, Moretti, Giaur, Ermini, etc., would no doubt produce cars, and in France D.B.-Panhard and Renault derivatives would no doubt appear.

In this country Cooper might well be challenged by Lotus and Lister. The 1,100 c.c. Coventry-Climax engine could surely be developed in 750 c.c. form as well as 1,100 c.c. There is also the Willment engine, now nearing completion, and a 2 o.h.c. Austin A30 or Standard 8 engine could produce the required weight. There are also many motor-cycle engines which could probably be overbored to near 750 c.c., the Royal Enfield (700 c.c.), B.S.A., Ariel and Triumph (650 c.c.), Norton, A.J.S. and Matchless (600 c.c.), all of these engines being twin-cylinder units.

This, surely, would add interest to a dying Formula 3.

J. R. HARTLEY.

SHARJAH, PERSIAN GULF.

RE Mr. Andrew C. Ferguson's letter in the 5th October edition of *AUTOSPORT*, the Aston Martin (No. 63) was as he states entered and driven in the last "Monte" by Mr. Ken Carter, but what Mr. Ferguson does not appear to know is that during the past two seasons it has been used repeatedly as a course car, driven mainly by Mr. B. Carter in his official capacity as Clerk of the Course. I therefore feel that Mr. Ken Carter is not guilty of using the DB2.4 as a way to success with officialdom, and Mr. Ferguson would once again be well advised to check his facts.

Your correspondent's contention that 500s help nobody at all is quite ludicrous. Perhaps he has not yet seen the Formula 2 Cooper, the chassis of which was surely developed from experience gained in Formula 3 by the Cooper Car Company. Has he never heard that Stirling Moss and Peter Collins commenced their racing careers in 500s, to say nothing of Les Leston and Stuart Lewis-Evans, who has recently done so well at Brands Hatch in the G.P. Connaught?

I believe I am right in stating that at one particular race meeting at Aintree this year, only five Grand Prix cars came to the starting grid, and had it not been for the grand show put up by the cars referred to by Mr. Ferguson as "farcical dodgems", that particular meeting would have been a complete and utter flop from the average spectator's point of view.

After experience gained during 30 years of following all aspects of motor sport, I still challenge anyone to prove that any race meeting in this country would be half as popular, or enjoyable to the majority of spectators, if events for Formula 3 cars were not included.

M. LAVENDER.

REDHILL, SURREY.

This Year of Pace

I THOROUGHLY enjoyed the article "This Year of Pace". However I find the list of the first 15 drivers in the world rather difficult to come by in certain respects. This is, of course, a personal choice, but surely Hawthorn should be placed above Collins and Behra. Although he has gained only one international victory during the year he led at Sebring, Silverstone (both in the International Trophy and the British G.P.), Rheims and Le Mans, as well, of course, at Monza in the Supercortemaggiore. This alone must class him with Fangio

and Moss. If I had my own way I would class him with Fangio alone, but that would start another Moss v. Hawthorn battle.

I feel that the list is rather patriotic for, as much as I admire Flockhart and Fairman, I would rather see Paul Frère and Carroll Shelby substituted. Archie Scott-Brown should I feel be promoted to **.

This, then, would be my revised list: ***** Fangio, Hawthorn, Moss. **** Collins, Behra. *** Schell, Brooks, Castellotti. ** de Portago, Salvadori, Musso, Scott-Brown. * Frère, Trintignant, Shelby.

I think I must thank the R.A.C. for trying to get the L.D.O. Act Repealed; the L.D.O.S. must be rather down-hearted at the 37,000 crowd at Brands Hatch on 14th October. How many people would turn up for the British G.P. if it were held on a Sunday? If the R.A.C. are successful perhaps we could have the G.P. of Europe on a Sunday, and make it a real International occasion.

ALAN MALPASS.

HEATHFIELD, SUSSEX.

I AM 14 years old and have only been following motor racing a year, but it seems to me that your correspondents on the subject of the leading British drivers are biased in favour of their own particular heroes. So may I say a word in favour of mine?

Tommy Wisdom commented that success was 75 per cent. the car and 25 per cent. driver. Given cars of the same calibre, I think Roy Salvadori could lay claim to being as good as the best. On 5th May at the *Daily Express* Trophy meeting in a DB3S Aston Martin he won easily from Stirling Moss, who was driving a similar car. Can anyone forget Salvadori's magnificent drive in this year's British Grand Prix? He led Fangio for many laps in a privately entered Maserati. His list of successes this season alone is quite considerable, and his mastery of the Formula 2 Cooper gives hopes of an even better season in 1957. The fact that he is only third in the Gold Star championship lies, I am sure, in the fact that he is independent, and does not drive a works Grand Prix car abroad.

JOSEPHINE HAYES.

WIDNES, LANCOS.

Germany's Driver Talent

BRITISH drivers have been, more than ever, supremely successful this year, not to mention those who are still in the background.

But I think that we also have some talented drivers in Germany.

I would quote without exaggeration our Graf Berghe von Trips as a coming man. After a very successful season he has shown another fine performance in the recent G.P. of Berlin. Though he still has not proved himself in Formula 1 racing, his outstanding achievements should not be overlooked.

Good luck to him for the next year!

PETER GIESE.

TRABEN-TRARBACH, GERMANY.

The L.D.O.S.

WHAT is the "Lord's Day Observance Society"? and what business is it of this body to tell people what they may, or may not, do on their one day of relaxation in the week?

It seems to me that there is a lot to be said for the Roman Catholics' idea; first duty, then enjoy yourself as you please.

I very much agree with J. M. B. (*AUTOSPORT*, 21st September, 1956) in this matter.

"WORRIED".

STREET, SOMERSET.

ON 20th May last I attended the Association of N.E. and Cumberland C.C. Catterick hill-climb, and on 9th September last I attended the Darlington and D.M.C. Croft Speed Trials. Both these events were very well organized, yet there was no charge for admission to either event—presumably because of the Sunday Observance law.

On Sunday last, 7th October, I attended the Aycliffe Stadium Stock Car Racing. For this meeting I was charged 3s. admission. Why the distinction between Club events and this stadium event?

D. O. KEATING.

DARLINGTON, CO. DURHAM.

(More Correspondence overleaf)

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

British/European G.P. Venue Controversy

DOUBTLESS vast numbers of anti-Aintree letters are arriving at your office, so one more will not do any harm.

I should like to point out a thing or two to the three pro-Aintree correspondents in *AUTOSPORT*, dated 26th October.

Mr. Sowman brings to our attention the fact that all Aintree critics live nearer Silverstone than the Northern circuit. And may I point out, Mr. Sowman, that all Aintree supporters come from the North, judging by the letters.

All pro-Aintree enthusiasts write their letters around one main point which they surely believe gives them the better of the argument. That is, facilities.

Permanent stands from which you can see the entire circuit. Admitted, but you can also see France from England on a fine day. Even when the cars pass below you past the pits (yes, I was there last year on the County Roof) you need binoculars to see them. The bars were so highly organized that just about every known drink was out of stock by lunch-time! (You can hear the excuses—well, it was so hot, you know.) Incidentally, had it rained, thousands on the Roof would have come away even more fed up. And those frightful little Topham men dressed up like bus conductors, who shoved everyone around, really ought to be taught some manners.

To say that the attendance figures have been good is a downright fairy tale. The same gentleman then goes on to say the most incredible bit of nonsense; he explains that the big crowds down south are due to an invasion of Northerners! Nonsense! But plenty of Southerners go to Oulton Park and not Aintree. I wonder why?

My point really is this. When you watch motor racing, who cares a button if the toilets have marble floors, and there are lounges, etc.? I prefer a nearer view from a scaffold stand with the bar tent just around the back. Silverstone is much improved and has some character. Aintree ought to stick to horses.

Finally, thanks to some excellent newspaper boosting, Aintree last year had a large crowd which expected great things. Now they are fully aware that it is a most undesirable venue for a British G.P., particularly when it happens to be the G.P. of Europe. Perhaps, though, the ardent supporters from the South will troop up again this year, complete with gas masks, to help fill the vast spaces. I guarantee they'll be nothing like last year's numbers though.

IAN M. SURMAN.

KINGSTON, SURREY.

I FEEL I must answer the critics of my previous letter.

Firstly, to Mr. Lomas I would say that I certainly write in ignorance of the conditions in the stands, but as a very dissatisfied spectator in the enclosures where the majority of spectators are obviously found. In these enclosures the conditions are exactly as I have previously described. Regarding attendances, I can recall at least one event held this year in brilliant weather when both the Press and radio reported very poor attendance. As to reaching the circuit simply by main road, evidently your correspondent has not experienced the two hour wait to enter the Mersey Tunnel, nor the chaos on the approach to the circuit.

Secondly, in answer to Mr. Sowman's remarks regarding complaints always coming from persons near Silverstone, I can say that I should be prepared to forget all the drawbacks mentioned if, when one was there, one could see the racing and be able to wander at will around the circuit. Better a few yards where one can really see and hear the drivers and cars in action, than an unspectacular view of coloured shapes in the distance, obscured, more often than not, by horse jumps. There is no bias against the North or the distance. No complaints if the G.P. is held at Oulton Park.

If the R.A.C. persist in holding the event at Aintree, the only answer is a boycott by the dissatisfied customers and the ensuing financial loss will ensure that the race will be seen elsewhere in future. I, for one, will save my money for the French G.P. instead.

T. R. GOMM.

SOLIHULL, WARWICKSHIRE.

SURELY the point in the Aintree-Silverstone controversy is that Silverstone is easier of access to the greatest number as it lies very conveniently between North and South. It is within easy reach of the whole of the Midlands, London, the Home Counties, East Anglia and even the Bristol district. It has the added advantage of being surrounded by land as opposed to Aintree's fortress ditch of the Mersey. This makes dispersal from Silverstone inherently easier and there is nothing Liverpudlians can do about it.

I heartily agree that Silverstone rapidly improves and when one considers that Aintree had ready-made facilities, Silverstone is not doing so badly. Given a chance to develop fully it will become a monument to British perseverance in post-war motor racing and will owe nothing to anyone else. Let motor racing have its real Mecca—no place has earned more hardly the affection of drivers and supporters than this very British circuit.

MICHAEL D. F. HUDSON.

OXFORD.

I HAVE no particular wish to enter the controversial correspondence columns of your excellent journal on the subject of "Aintree and the 1957 British G.P.," but I feel, as one intimately concerned with the sport as a journalist and competitor in Scotland, that a word or two from this oft-maligned country would not be remiss.

Let me frankly confess from the beginning that, even although I have attended every International and National meeting held at Aintree from its inception, I do not like the circuit one bit. For a start, it lacks character, the absence of gradients making it quite featureless. Added to this is the general air of ignorance about things motoring which pervades the place. It is, first and foremost, a horse racing centre, and nothing will ever alter its outlook. I agree wholeheartedly with those who were disgusted with the 1955 G.P., but I feel that many of their arguments against the venue were unfair. For instance, distance from London is totally irrelevant.

Granted, therefore, that Aintree is not my ideal as a road racing circuit, and granted that we have witnessed there nothing to set our blood tingling so far, but let us keep a sense of proportion about the whole matter. Aintree has shortcomings, certainly, but if we are going to compare it with Silverstone, Oulton Park or Goodwood, then we shall run into difficulties without a doubt. No circuit in this country is perfect, and we have a long way to go before we can measure up to the magnificence of Nürburgring, Spa or Monza.

Why, then, should the residents of Southern and Midland England shout so loudly about our Grand Prix being held at Aintree? Could it be selfishness? Could it be that a trip to Liverpool rather than to Silverstone really bothers these enthusiasts? I note that a majority of your anti-Aintree correspondents hail from the South of England, which points to the answer. From my home to Silverstone is 320 miles, to Liverpool 180 miles but, if need be, I am prepared to travel 10 times either distance to a race—cheque book permitting!

In company with tens of thousands, I shall be at Aintree in 1957, but if Mrs. Topham decides in the interim to reduce her charges, give competitors a decent paddock and tries to understand the motoring fraternity a little better, then our lot will be a happier one.

N. DOUGLAS WILSON.

CASTLE DOUGLAS, KIRKCUDBRIGHTSHIRE.

I HAVE read the letters written by Mr. T. O. Mayhew, Mr. Vernon J Day, and others of the motor racing fraternity telling the world at large that they will not be attending the Aintree track for the British Grand Prix.

The reasons given are not really convincing and are reminiscent of schoolboy days—you must play in my garden or else! I think the whole question is one of good sportsmanship, which apparently enters very little into the reasoning of some of the Southerners. The North is not blessed with many major events as is the South, and Mrs. Topham has promoted the Aintree track at considerable expense, and with no faint heart, for the good of all, and it is only fair to give her the British Grand Prix in turn. We have no grumbles in going South when it is at Silverstone, and from personal experience Silverstone is no "picnic".

However, nothing will be lost if Messrs. Mayhew, Day and Gomm, along with the other faint hearts, remain at home. Their places will be filled by sportsmen of a different calibre.

F. JAMES.

AUGHTON, NR. ORMSKIRK, LANCs.

WHILE, as a motoring enthusiast of only two years' standing, I have no objections to Aintree as a venue for the 1957 Grand Prix on technical grounds, the following impressions gained in the County Stand at Aintree and the Stand at Stowe Corner, Silverstone, respectively, rather tended, I am afraid, to bias me in favour of the latter!

Aintree: Just before the beginning of the Grand Prix event, when the cars were lining up on the starting grid, two very fashionable ladies, wearing large and lovely hats of the type seen at Ascot (had they mistaken the date?) and escorted by two sporting gentlemen complete with binoculars and cravats,

took their places behind us. Hardly had they sat down when one of the gentlemen stood up, put binoculars to eyes and exclaimed in a loud, clear voice, "I say, which are the Mercedes?"

Silverstone: About ten o'clock, in good time for the start of the first race, a family arrived, mother, father, two little boys of about five and eight years respectively, and a little girl of about two years of age, clutching a teddy bear. They settled themselves comfortably, the little girl sitting on her Mummy's knee, amid concerned looks from both men and women sitting around them who obviously saw their day's sport ruined by noisy boys and a crying child. But by six o'clock their glances were of respect and admiration for a little girl who sat in wrapt silence all day, occasionally peering through her Daddy's heavy binoculars, and for parents who, in spite of a young family, could enjoy a day's racing in the excellent company of their own children.

MURIEL H. THOMSON.

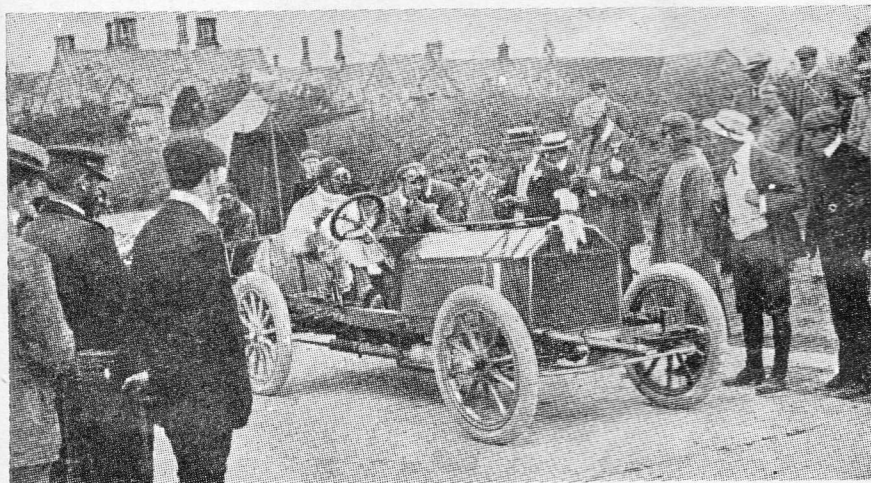
EDINBURGH, 7.

FORWARD—THE OLDER GENERATION

An Enthusiast of Over 60 Challenges the Over-60s

THE name of Lt.-Col. R. White will be known to British racing enthusiasts as one figuring in numerous Club programmes at Brands Hatch, Silverstone, Brighton and elsewhere, with the marques Lotus-M.G. or Triumph TR2 bracketed behind it. Amongst other successes Lt.-Col. White and his ex-Peter Gammon Lotus took second place in the joint B.R.S.C.C./B.R.D.C. 50 miles race run late last season, and until this year's Brighton Speed Trials, held the 1,500 c.c. sports class record over the famous Madeira Drive kilometre. Less known, perhaps, is a feat of his younger days, in 1914, when he beat Franklin's Indian to make b.t.d. in the International 100 Miles motorcycle race in Ireland, gaining a special gold medal.

Col. White is of motor racing stock, his father, Edward White, having been time-keeper in the great 1903 Gordon Bennett Cup race at Athy, Ireland, and becoming



Hon. Secretary, Chairman and, later, President, of the Irish, later the Royal Irish, Automobile Club, playing a great part in the organization of the famous series of races at Phoenix Park. His enthusiastic son holds that a man is as old as he lives and feels, and although at 62 he has decided to retire from competition work, his reason is not *anno domini* but pressure of work in his business, as Managing Director of Church Farm (Smarden), Ltd., of Kent,

which concern produces a particularly revered brand of vintage cider and is greatly honoured to be called upon to supply the Royal Household at Buckingham Palace.

In making his bow from the circuits, Lt.-Col. White offers a wager of a case of Church Farm vintage cider to any driver over 60 years of age who can make claim to one of the following points:—

1. Has retired from racing, having won any major event in the past and made a come-back after a lapse of 40 years, and has raced in National and International events, being either (a) placed or (b) unplaced.
2. Has raced in any National, or International, event over the age of 60, being either (a) placed or (b) unplaced.
3. Holds, or has held, any International record in the motor racing or speed trial world when over the age of 60.

For youngsters of over 60 keen to take up Col. White's wager, his address is Church Farm House, Smarden, near Ashford, Kent.

... Plus a Word of Praise for Brands

WITH reference to your remarks (AUTOSPORT, 7th September) regarding the lack of Formula 1 races, and my subsequent letter (published); thanks to the B.R.S.C.C. the season did not close without another event for these cars. The race for G.P. cars at Brands Hatch on 14th October alone was well worth the journey, and received good support from competitors, showing that such events can be run successfully even on a less lavish scale than is normally the practice. I hope that it will give encouragement to other organizers planning for next season.

Before closing, I should like to endorse most of the remarks made by your correspondent, T. R. Gomm, regarding the British G.P. being held at Aintree again. And what a come-down for the G.P. d'Europe after the circuits it has enjoyed abroad! I would rather offer it to Brands Hatch, if it had the pits and greater spectator accommodation.

K. J. BLYTHE.

HEMEL HEMPSTEAD, HERTS.

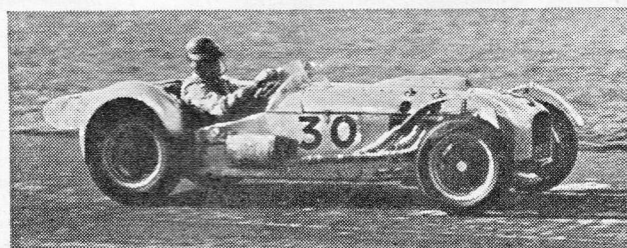


WITH TWO STARS of the between-wars racing period: (Above) Sir Malcolm Campbell, Edward White, and Sir Henry ("Tim") Birkin, seen at Phoenix Park.

★

(Left) Edward White, the tall figure, studying his watches, officiates as S. F. Edge (Napier) leaves Athy during the 1903 Gordon Bennett Trophy race.

AT SILVERSTONE: (Right) Lt.-Col. R. White in the ex-Gammon M.G. during the B.R.S.C.C. / B.R.D.C. National race in 1955, when he took second place and won the racing car award.



TOWER of strength in the morning runs was A. L. Yarranton, who recorded best time in his Morgan, only to be narrowly beaten in the afternoon. He is seen at the finish of the "Monte-Blackpool" test.

Results

Best Production Touring Car: R. B. Barnes (Jaguar). **Best Modified Touring Car:** A. H. Hill (Renault). **Best Production Sports Car:** K. W. Fleuriot (TR2). **Best Blackpool & F.M.C. Member:** G. Greaves (Jaguar).

Class Winners. A, Production Touring Cars up to 1,300 c.c.: H. Foster (Ford); **B, Production Touring Cars up to 2,000 c.c.:** B. J. Smith (Ford); **C, Production Touring Cars over 2,000 c.c.:** A. C. Whatmough (Sunbeam); **F, Sports Cars over 2,000 c.c.:** G. Greaves (Jaguar); **G, Sports Cars up to 1,300 c.c.:** R. M. Spence (Dellow); **H, Sports Cars up to 2,000 c.c.:** R. A. Gouldbourn (TR2); **J, Best Lady Driver:** Miss B. M. Bratt (TR2); **Team Award:** J. C. Wallwork, F. Snaylam, H. B. Jacoby (all TR2). **Challenge Match:** 1, North; 2, Midland; 3, South; 4, Wales.



Blackpool Driving Tests

Northerners Win Inter-Area Challenge Match

THE Sixth Annual Driving Tests, organized by the Blackpool & Fylde Motor Club, took place over the weekend of October 27th/28th. For the individual championship, competitors had to complete twice, seven tests all within the boundaries of Blackpool.

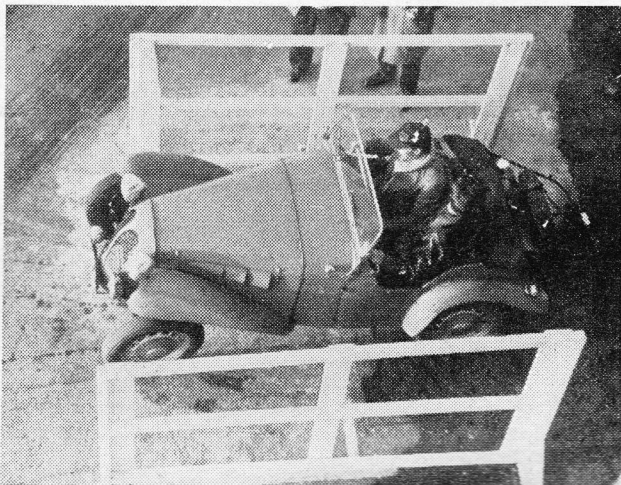
The challenge match was between teams from the North, captained by J. Wallwork, the Midlands, by R. Lowe, the South, by J. Appleton, the Welsh, by A. L. Bennett, and the North-East, by M. Wilson. This was to be run over four tests only, and as it was to take place on the Sunday, teams could be chosen from those "Nationalists" making the faster individual times.

Blackpool on Saturday was cold, but sunshine and blue skies drew a tremendous crowd of spectators to line the terrace, and top promenade which overlooked the Monte-Blackpool, the main

★

W A L L O F DEATH? — No, just a bird's eye view of A. C. Westwood stopping his Dellow briefly in a "garage".

★



test of the day, which, for the first time since its inception, was run the most sensible way round. In the past, competitors, even in International rallies always faced the sun, which had a blinding effect on them when braking into a box from high speed. Due to reversing the direction, only one case of overshooting the box was reported and the rearrangement was a decided improvement.

The Monte-Blackpool, for those who have not seen it, is both long and very fast. At a green light, drivers accelerate for 125 yards, through two pylons placed diagonally, drive a further 60 yards, round a pylon, go right back, reverse into a garage, leave it towards the right, then go 200 yards straight on to brake in a 20-yard box.

Fastest time in the morning had been made by A. L. Yarranton in a Morgan, in which he recorded the amazing figure of 37.5 secs. Naturally all the 95-odd drivers wished to exceed this figure, but few stood much chance, and then only those in the open sports class.

First came the small production saloons which put up some very fine times, the fastest being J. Cuff (Ford), 43.5 secs., H. Foster (Ford), 44, P. G. Longland (Ford), 44.6 and H. A. Thomas (Ford), 44.7. Their modified brothers

included such well-known names as J. W. Waddington (Ford), 43, A. H. Hill (Renault), 43.1, B. J. Smith (Ford), 43.4 and E. Batt (Ford), 43.5.

Production touring cars over 2,000 c.c. brought exceptional times from A. C. Whatmough (Sunbeam), 41.6, and the same class modified starred G. H. Parkes (Jaguar), 41.6.

At last came the eagerly awaited production sports car class up to 1,300 c.c., by far the largest, with over 40 entrants. The first good score was A. Newsham (Morgan), with a resounding 38.9. Next, Tony Marsh showed off the paces of the little Berkeley in its first competition, and then came the most polished run of the day, also the fastest, when Eric Mather recorded 36.5 with his TR2. This figure no one could touch, though several drivers bettered 40 secs., their names being J. C. Wallwork, J. F. Livingston, R. A. Gouldbourn, K. W. Fleuriot, W. B. Holland, J. A. Ashall, J. S. Nightingale and R. Walker, all driving TRs. A. L. Yarranton (Morgan) equalled his previous time of 37.5.

In the production sports cars over 2,000 c.c. no one broke 40 secs., the fastest being G. Greaves (Jaguar), 40.2

FRANCIS PENN.

B.A.R.C./R.A.F.A.M.C. Driving Tests, 14th October

B.A.R.C. Best Performance: A. J. Ashall (TR3); 73 marks. **R.A.F.A.M.C. Best Performance:** H. Whiteside (Turner), 50.

Class Awards: E. Mather (TR2), 71; E. Smith (Ford Anglia), 70; I. Maiden (Jaguar XK 140), 41; **Novice Award:** E. Fishwick (Ford Anglia), 42. **Team Award:** A. J. Ashall, E. Mather.

THE LAW is watching, but the policeman is studying driving technique—the demonstrator being Johnny Wallwork, a member of the winning team.



Club News

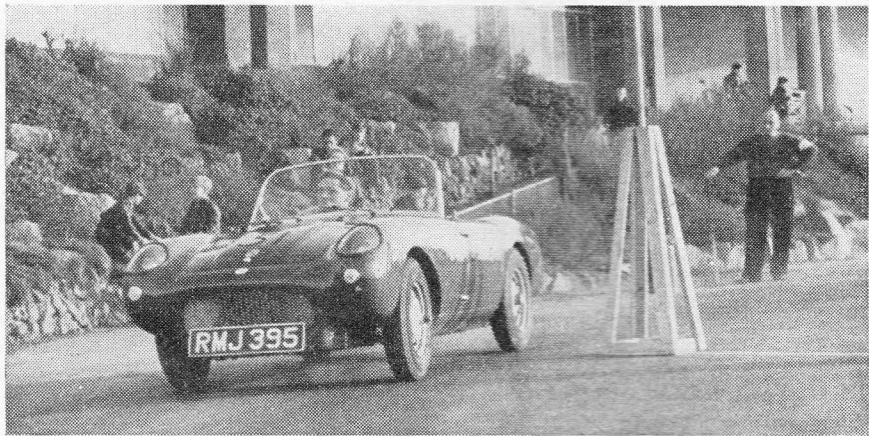
By **STUART SEAGER**

Now that the Motor Show is over and the racing season is over, there will be a little more breathing space in the club pages of AUTOSPORT. Many events in the club calendar have of necessity been given scant attention in the past months, but we hope to be getting out and about during the winter to see what the clubs are up to. A matter of only two or three years ago, the winter months were largely dead ones for motoring sport, but in the last year or so the enormous growth in the popularity of rallying has meant that thousands of keen drivers, who for one reason or another, were unable to run a racing car, a rugged sports car, or a trials special, have been able to enjoy competition motoring all the year round. Trials—in the mud-plugging sense of the term—have, on the other hand, rather lost their popularity, involving as they do the construction of a highly specialized "special" which is barely usable on the road, if one is to stand any chance of success. Consequently the R.A.C. Trials Championship is nowadays contested by a mere handful of specialists. A very keen handful, it is true, but a handful nevertheless. Realizing this, a number of clubs have successfully re-introduced the once-popular "standard car" trial. Apart from the hill-climbing, these events usually include a road section and sometimes driving tests as well, thus effectively minimizing the advantages of a special. It seems surprising that this type of event ever went out of favour, considering that the M.C.C. Land's End and Exeter Trials have carried on year after year with undiminished success, but fashions, as always, come and go quite inexplicably.

Be that as it may, the coming months are going to be pretty busy for the club enthusiast, and the Sport has never looked healthier.

* * *

THE third annual Ramsgate Autumn Rally is to be held on 17th-18th November. This is a 400-mile event, organized by the **Margate & D.C.C.** and open to members of the **B.A.R.C.**, **Mid-Surrey**, **Sevenoaks**, **Maidstone & Mid-Kent**, **London**, **Tunbridge Wells** and **Rochester**, **Chatham & D.M.C.** The start is at Wrotham and the finish is of course at Ramsgate. Entries close on 12th November and the Secretary of the Meeting is R. F. Harrington, 17 Millmead Avenue, Cliftonville, Margate, Kent. . . . Organizing types in the **Hagley & D.L.C.C.** are going to be busy on 2nd December, for on that day the club is going to run a trial and a rally, albeit for members only. Details of this combined event are obtainable from G. I. Tucker, 115 Bewdley Hill, Kidderminster. . . . Also a closed event is the **Cemian M.C.** Chiltern Cup Trial on 18th November. This comprises a 50-mile road section, a regularity test, driving tests and some non-damaging trials hills. Entries close on 13th November with F. L. Rourke, 26 Soho Square, London, W.1. . . . The **Riley M.C.** are holding their



COMPETITION DÉBUT for the remarkable new Berkeley sports car was at the Blackpool driving tests last week-end. Tony Marsh was at the wheel, and although the 322 c.c. car had to compete in the 1,300 c.c. class, it gave a good account of itself.

Welsh-Blackpool Rally on 24th-25th November. This is a 250-mile run, with starting points at Oxford, Birmingham, Leeds and Manchester, finishing at Blackpool. It is open only to club members driving Rileys and further details may be obtained from R. M. Powell, 484 Didsbury Road, Heaton Mersey, Stockport, Lancs. . . . The **Mid-Antrim M.C.** are running a closed trial on 10th November, starting and finishing at Ballymena. Details from J. Stewart, 76 Ballymoney Road, Ballymena. . . . The **Brent Vale M.C.** (granted R.A.C. recognition not long ago) are running a closed event known as the "Eggs and Bacon Rally" on 24th-25th November. This is a 200-mile night rally starting from Greenford, and finishing at Dorking, and regulations are available from C. L. Savage, 21 Chatton Hill, Ashford, Middlesex. . . . The **Birmingham Y.C.M.C.** have a closed-to-club rally on 2nd December. This is a 130-mile daytime affair and details are obtainable from P. Lawrence, 78 Gillhurst Road, Harborne, Birmingham, 17. . . . The **North Midland M.C.** will be running their fifth **Moonlight Rally** on 8th-9th December, but for the first time it is to be an invitation event. The clubs concerned are the **B.A.R.C.**, **B.R.S.C.C.**, **De Lacy**, **M.G.**, **Nottingham**, **Sheffield & Hallamshire** and **Shenstone**. Mileage will be around 200, the location is the Peak District and the start and finish are at Hope, Derbys. Entries close on 3rd December and the Secretary of the Meeting is Dr. T. L. Pilkington, "Fairlawn", Middlewood Hospital, Sheffield 6.

CHILTERN POSTPONEMENT

THE Chiltern Car Club announce that their "Chiltern 100" Rally, which was to have been held on Sunday (4th), has had to be postponed due to "foot and mouth" infection on certain parts of the route.

THE SOCIAL WHIRL

THE season of club dinners, dances and other social frolics is here again, and here are a few forthcoming functions, with the appropriate "secretary of the meeting", for those who may wish to attend. On 23rd November, the **B.A.R.C. East Sussex Centre** have their dinner-dance at Eastbourne. Tickets from R. C. Matthews, c/o Caffyns, Ltd., Meads

Road, Eastbourne, Sussex. . . . Also on 23rd November is the dinner and dance of the **Thames Estuary A.C.** at Westcliff-on-Sea, for which tickets may be obtained from P. Newton, "Rockford", Greenwood Avenue, South Benfleet, Essex. . . . The **Brighton & Hove M.C.** will be holding their dinner and dance on 30th November at Brighton and tickets are obtainable from the club at 296/7/8 Madeira Drive Arches, Brighton 7.

THE NAVIGATORS' CLUB

THE general interest shown following a recent suggestion of a Navigators' Club has prompted the proposers to proceed further and the Club has now been formed with a committee consisting of Miss B. Richardson, Lt.-Col. J. F. Bassett, and Messrs. C. F. Key, R. R. King, I. Mackenzie, D. McKittrick (Hon. Secretary), J. E. McManus, D. H. Oakley, P. F. Steiner and J. Wolchover (Treasurer), with Mr. Norman Blockley as Chairman.

The chief aims of the Club are to obtain more recognition for navigators in the rally awards lists, to hold meetings for information and discussion on navigational matters, to build up a register or "pool" of navigators for the assistance of competitors, and to promote at least one navigational rally each year.

It is emphasized that the Club is not intended only for "experts", as novices are particularly welcomed and endeavours will be made to see that they are given every assistance in their approach to rallying. It is intended that the Club shall be complementary to existing Clubs and not in competition with them.

Membership calls for no special qualifications other than a general interest in the sport, and there is no entrance fee. The annual subscription has been fixed at 10s. 6d. and all interested persons are invited to apply for membership to the Hon. Secretary, D. McKittrick, 228 Brecknock Road, London, N.19.

HAGLEY & DISTRICT L.C.C.

Worcestershire Trial, 7th October

Best Performance: 1. J. Deeley, 20 marks lost; 2. F. T. Lewis, 21. First Class Award: R. Kemp, 22.

More Club News overleaf

A Foggy, Foggy Do!

National Rally of the Dams Hampered by Bad Weather—
Best Performance Made by Harold Rumsey (M.G. Magnette)

THIS National event, organized by the Sheffield and Hallamshire Motor Club and run on 13th-14th October, will surely go down in most competitors' minds as the Rally of the Dam Fog, and a thick, murky, nasty fog at that.

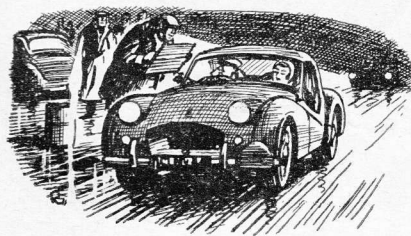
There were four starting controls: Harrogate with 57 competitors, Manchester 54, Bristol 12, and London 55, the latter number including the writer. From these points the route led to Lincoln for the first two groups and Kenilworth for the Bristol and London starters. All cars then converged on Alsop-en-le-Dale (near Ashbourne, Derbyshire) for the start of the serious business of rallying. Unfortunately, several competitors were late at this control, owing to the mysterious mobility of an official refuelling point, which instead of being on A517 as stated, was actually some distance away on A52; obviously Gremlins had been at work.

After a 30-minute break (the only official break during the whole 450 miles), we were dispatched via two time controls to the start of the first Special Section. This proved to be a 30 m.p.h. regularity section, following a detailed route card and it was soon obvious that the organizers' idea of a macadam road was very different from ours, some of the tracks being the same as those used in the previous week's M.C.C. Derbyshire Trial. It is a source of amazement to the writer why so many National events make a practice of including such rough terrain, when most organizers of club events have realized that such sections are very unpopular with competitors and completely unnecessary, even if the aim is to "find the result on the road".

More than 40 minutes of lateness at any time control resulted in the loss of 100 marks (as distinct from the normal penalty of one mark a minute) and as by this time the fog, which had been with us from the start at London, was closing down fast, we started doing abstruse calculations, balancing cumulative time penalties against 100-marks-per-control-missed. Visibility varied from fair down to five yards, and numerous holes in walls and hedges showed where earlier competitors had misjudged the thickness of the blanket.

From the end of the Regularity Section, the route led, by means of seven tight stages, across the moors to the Buxton area and the start of the second Special Section. Here horrified navigators (the writer included) were handed a card bearing 87 grid references. These, when plotted, constituted an extremely novel way of indicating a compulsory route, the points sometimes being as close as $\frac{1}{4}$ mile apart. In several places the route described complicated figures of eight, and secret checks were so placed as to catch the unwary navigator. It is reported that one competitor was still plotting point number 86 when his car was due at number 87, whilst other competitors went boss-eyed trying to plot the references and at the same time instruct their drivers where to go. This

was one of the occasions when the three-man crew in a saloon, complete with chart table, lights and "all mod. cons.", had a big advantage over the two-seater, and had the weather been decent this section would have very efficiently sorted out the sheep from the goats. At times the fog would clear, and a bright moon would be visible, our hopes would rise, and the driver's foot would go hard down, then—woosh!—and we were in it again. Towards the end of this section, daylight started to filter through the



murk, but instead of bringing the hoped-for improvement, the visibility, if anything, decreased.

It was shortly after the end of the second special section that the *contretemps* occurred which presented the organizers with a real puzzle when they attempted to work out the results. The Clerk of the Course decided, in view of the shocking weather conditions, to cancel the 100 mark penalty for being over 40 minutes late, and instructed a marshal to inform all competitors. Unfortunately only some competitors were given this vital information—they continued to struggle through the murk and visit all controls, whilst the other competitors blithely missed out controls wholesale to avoid astronomical cumulative time penalties. We adopted the former course and after a main road run through Barnsley found ourselves once again up on the Derbyshire moors for several more time sections, but now with the added hazard of local farm traffic looming out of the fog.

Finally we came to the last of the three Special Sections which turned out

to be another straightforward regularity run, although straightforward is perhaps the wrong word to use, bearing in mind that we started the section some 40 minutes late, and our regularity was based on our original time of starting, and not the actual time—that cumulative penalty still rearing its ugly head! Towards the end of this section there was a short spell of "dead time" during which we performed the two driving tests; these were of the simple "forwards into garage, reverse out and forwards to finishing line" variety, and were only used to settle any ties. These over, we pressed on to the end of the section and then to the final time control just outside Sheffield. Down into the town, a quick check by the scrutineers for damage to the car, and we had finished. The car park showed ample evidence of the havoc the night's weather had caused, and several notables were reported to have run out of road, whilst even one of the marshals' cars had been seen on its side at one vicious corner. Inside the hotel red-eyed drivers could be heard discussing the black tadpoles they had seen chasing across their windscreens, whilst navigators sank thankfully into the nearest armchair.

Provisional results indicate that the outright winner was Harold Rumsey (M.G. Magnette), with D. C. Bull (also M.G.) second in general classification, a wonderful effort by both drivers and navigators in some of the toughest weather encountered for a long time in rallies.

L. N. NEEDHAM.

Provisional Results

Best Performance: 1. H. E. Rumsey/W. C. Slocombe (M.G. Magnette); 2. D. C. Bull/A. N. Jones (M.G.). **Best Production Touring Car:** A. H. Hill/A. Beaumont. **Best Modified Touring Car:** J. W. Waddington/J. M. Wood. **Best Sports Car:** J. Claxton-Smith/J. C. Hunson. **Best Sheffield & Hallamshire M.C. Member:** J. C. Strawson. **Ladies' Award:** Mrs. P. Forster/Mrs. L. M. Still. **"Old Favourites" Award (pre-1940 car):** R. Hammond.

Class Awards: Production Touring Cars, up to 1,000 c.c.: 1. A. T. Fisher; 2. J. C. Strawson. **1,001-1,300 c.c.:** 1. W. H. Morgan; 2. A. M. Pizzott. **1,301-2,000 c.c.:** 1. J. Maltby; 2. G. M. Pearson. **Over 2,000 c.c.:** 1. J. B. Laing; 2. G. F. Faulkner. **Modified and Grand Touring Cars, up to 1,000 c.c.:** M. J. Collins. **1,001-1,300 c.c.:** D. M. Watkin. **1,301-2,000 c.c.:** M. M. Wallace. **Over 2,000 c.c.:** G. H. Parkes. **Sports Cars, up to 1,600 c.c.:** 1. C. K. Angus; 2. Mrs. P. Forster. **Sports Cars, 1,601-2,000 c.c. and Specials up to 1,600 c.c.:** 1. R. A. Gouldbourne; 2. A. Yarranton. **Sports Cars over 2,000 c.c. and Specials over 1,600 c.c.:** T. N. Blockley.

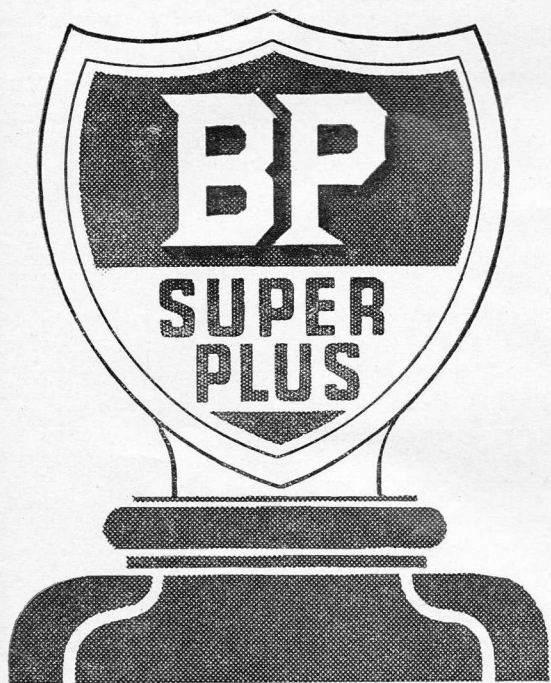
Team Award: A. Piggott, L. S. De Meza, D. C. Bull.

★
LINE ASTERN
during the last Oulton Park race meeting was this team of Fiat 600s, driven by C. A. Pashley, A. C. Hicks and J. S. Howell, which gave an impressive performance during the day.

★



**Have you taken
advantage of the
greatest development
in petrol for years?
BP Super Plus**



100-OCTANE

- ★ HIGHER CRUISING SPEED
- ★ EXTRA ACCELERATION
- ★ MORE MILES PER GALLON
- ★ CANNOT HARM YOUR VALVES

THE BRITISH PETROLEUM COMPANY LIMITED





An Adventurous Bournemouth Rally

Best Performance in West Hants & Dorset C.C. Event by Griffiths/Underhill (Riley)

MOST ambitious event in the West Hants and Dorset C.C. calendar is the Bournemouth Rally, the second of which was held on 20th-21st October. An entry of some 120 started from four points, namely Bristol, Oxford, London and Bournemouth. From these points, competitors converged upon the Brockenhurst area, where they took three loops, around areas varying from Bournemouth's outskirts, Blandford, Fordingbridge, Salisbury, Winchester, etc., giving the victims around 500 miles of highly diverting motoring in the hours of darkness.

While the route was carefully planned by the organizers to contain at least 95 per cent. of hard metalled roads, many competitors found the percentage around the 50 mark owing to navigational indiscretions, and many there were who took the innocuous short cut, to become firmly bogged down for long hours. Best of these was H. Hamblin, who, soon after leaving the Brockenhurst control, got off course and was well and truly bogged for nearly five hours. After staying the night, the driver, with the assistance of about three cars and 20 men, got "unbogged", did the last

loop and arrived smiling for the final tests, with the car somehow looking in showroom finish!

Another casualty was J. Ashworth, who forcibly removed the major portion of his sump on a hard object. Another to ground heavily was Geoff Dear, who was thereafter seen filling up his M.G. with petrol at almost every control, and calculating the cost at about 4s. 7½d. per mile for the rest of the trip! M. J. Reid suffered the same fate, but was fortunate in having a good supply of chewing gum to plug the leak.

P. Harris lost most of the exhaust system of his Zephyr, which made a noise more like a gale from then onwards! On the third loop, a T-junction was faced by a military establishment, and a number of people went straight on, and found themselves milling around the N.A.A.F.I. stores (after closing time, unfortunately!). When daylight dawned it was noticed that most people who were on time had clean cars, while those who were late were well and truly covered in mud, which told its own story!

By lunch time of Sunday it was all over bar the final tests on Bournemouth

The Bossom Trial—continued

stopping everyone. It again had a sharp right-hander, but this time with a loose surface and protruding roots. After half the entry had failed, usually through failure to turn on the power at the right moment, Rex Chappell made it look easy with a beautifully controlled climb and Geoff Newman was quick to follow his example. This climb really clinched the Trophy for Rex.

The last hill, which had been the scene last year of David Bailey's spectacular inversion, had been altered slightly to the left and was shorter, but nonetheless equally steep. Michael Lawson was again highest, this time getting into section six and Davis, whose Austin was seemingly underpowered com-

pared with its rivals, made a rousing climb into section seven. David Bailey made sure of no mishaps, but still got up as far as eight.

It was now three o'clock and, apart from the tie-decider, all over. It was once again very well organized and proved a testing course. However, one does wonder whether perhaps the Boxley area isn't becoming rather "over-trialed" and if the organizers might not do well to look farther afield.

Provisional Results

Best Performance: R. F. Chappell (S.C.S.), 25 marks lost; 2, G. J. Newman (Cannon 7), 31; 3, M. H. Lawson (M. & L.), 35; 4, B. Blundell (B.B.S.), 35.

First Class Awards: R. Davis (Austin), 39; M. Cannon (Cannon), 42. **Team Award:** Chappell, Newman and B. H. Dees.

HANDICAPPED during the final driving tests of the Bournemouth Rally was M. Pye, whose Anglia had sustained a shattered windscreen. He completed the event peering through a hole.

Promenade. After the scrutineers had dealt with the battered, the lame and the halt, competitors essayed six forms of driving torture. Among the most interesting were a wobble-wobble between "No Parking" signs (which remained in one piece!) and a very tight affair between a line of barrels, both forwards and backwards.

Eventual winner, L. Griffiths, took his Riley Pathfinder through in fine style. Dr. Spare fairly hurled a small Standard through, and earned a round of applause from the large crowd who lined the pavements and perched rather precariously on the cliff top. D. Andree's A50 showed surprising "poke", spinning its wheels smartly in bottom, while Mrs. Hopkinson—Anne Hall's co-driver—was terrific, front tyres getting much punishment, and her reverse through the barrels being a model of neatness. Geoff Dear and J. D. Noble had quite a battle for fastest times, with their M.G.s, while C. Merchant's Hillman Husky was very neatly handled.

The finish, at the Pavilion, heard some hair raising stories of the night's doings, while a number of people were seen to be with their heads on the tables, fast asleep, after what most people decided was a highly successful rally.

A. HOLLISTER.

Results

Best Performance: 1, L. Griffiths/T. Underhill (Riley); 2, P. Hicks/R. Hebditch (Austin A50).

Best All-Ladies' crew: Mrs. A. Hall/Mrs. M. Hopkinson (Standard). **Best mixed crew:** A. Monk/Miss Horner (Sunbeam). **Best Novice:** E. Harris/A. Crates (Volkswagen). **Best West Hunt member:** G. Keys/S. Turner (Ford). **Team Award:** London Red Lions (H. Rumsey, Mrs. A. Hall and W. Slocombe). **Best performance in tests:** R. Mason (TR2).

Class A: 1, A. Hallpike/T. Scarlett (Ford Prefect); 2, C. Rogers/P. Giles (Triumph Mayflower); 3, S. Silverthorne/T. Fisk (Renault Dauphine). **Class B:** 1, J. Greenford/P. Ward (Magnette); 2, S. Koenig/G. Silver (Magnette); 3, A. Bliault/M. Bloodworth (Austin A50). **Class C:** 1, R. Waters/B. Harris (Ford); 2, E. Shillabeer/M. Cull (Vauxhall Velox); 3, J. Knight/R. Garnham (Vauxhall Velox). **Class D:** 1, L. N. Needham/R. Forster (M.G. TD); 2, W. Slocombe/Ian McKenzie (TR2); 3, R. Mason/P. Nicholas (TR2). **Class E:** G. N. Dear/B. M. A. Price (M.G.A.). **Class F:** H. Kendrick/Miss P. Wright (Austin-Healey). **Class G:** H. Rumsey (Magnette). **Class H:** P. Chance/H. Skinner (R.G.S. Atlanta).

Recent Results

LONDON M.C.

Harleyford Hill-Climb, 7th October

B.T.D.: M. Mostyn (Mostyn Spl.), 23.4 s.

Production closed cars, up to 1,500 c.c.: R. Stevens (M.G. Magnette), 31.8. **Over 1,500 c.c.:** Lt.-Col. Michael (Healey), 28.1.

Modified Closed Cars, up to 1,500 c.c.: H. Rumsey (M.G. Magnette), 28.6.

Sports Cars, up to 1,500 c.c.: W. P. V. Constable (M.G.), 26.2. **Over 1,500 c.c.:** Miss P. M. Burt (Aston Martin DB2-4), 24.2.

Specials: M. Mostyn (Mostyn Spl.), 23.4.

WARRINGTON & D.M.C.

Autumn Rally, 14th October

Best Performance: J. H. Wright (Ford).

First Class Awards: R. M. Craig (Renault), H. R. Emson (M.G. TD), G. J. Newns (Ford Zephyr), P. Heald (TR2). **Second Class Awards:** F. Marsh (Renault), E. Wetherall (Ford), T. A. Royle (M.G.), C. J. Wilkinson (Zephyr), L. Noy (Triumph TR2).

Team Award: F. Marsh, P. Heald, R. L. Ward. **Navigator's Award:** R. C. Walsh.

Coming Attractions

November 1st-4th. Iberian Rally (S, T), Spain and Portugal.
November 4th. G.P. of Venezuela (S), Caracas.
R.A.C./V.C.C. London-to-Brighton Diamond Jubilee Veteran Car Run.
Shenstone & D.C.C. Chase Trophy Trial.
November 8th-10th. M.C.C. National Rally. Final tests at Hastings, Sussex, from 8 a.m. on 10th November.

MOTOR CYCLING CLUB

Derbyshire Trial, 5th-6th October
Car Competitors

First Class Awards: A. E. Cleghorn (Dellow), H. E. Barrett (Dellow), H. W. Tucker Peake (Tucker-M.G.), J. Tucker Peake (Scarlet Runner), A. E. Hay (Lotus), R. Frolich (Volkswagen), D. J. Waller (H.R.G.), W. A. C. Stewart (Dellow), G. S. Edwards (Dellow), Mrs. N. Parsons (Dellow), D. J. Parsons (Frazer-Nash), J. W. E. Jordan (Volkswagen), R. J. A. Perry (Ford Spl.), P. H. G. Morgan (Morgan 4/4), A. F. Scroggs (Trojan).

Second Class Awards: H. Mawson (Dellow), R. E. Warren (Dellow), D. G. Fleming (Ford), E. G. Walsh (Dellow), A. L. S. Denyer (Lea-Francis), W. E. Wonnacott (L.R.G.), P. Le Conteur (Dellow), R. A. Watkinson (Frazer-Nash/BMW), C. R. Parsons (Dellow), A. T. Hall (Morgan Plus 4), W. A. G. Goodall (Morgan Plus 4), P. P. Ford (Standard).

Third Class Awards: G. Wood (G.W.S.), J. P. Davis (Modular), W. B. Caldwell (Triumph TR2), G. C. Turner (Ford), P. Scott (H.R.G.), D. G. H. Hilliard (Ford).

Team Award: G. S. Edwards, C. R. Parsons, Mrs. N. Parsons (Dellows).

LEINSTER M.C.

Vigzol Cup Trial, 6th October

Best Performance: W. Kilroy (TR2). **Best Saloon:** 1. K. Sherry (Volkswagen); 2. R. Redmond (DKW); 3. P. Beale (Morris Minor). **Best Sports Car:** 1. F. Bradshaw (TR2); 2. R. Stafford (M.G.); 3. J. Moore (TR2). **Best Special:** W. Chesney ("Hayrake").

LIMERICK M.C.

Circuit of Clare, 7th October

Best Performance: 1. P. Hopkirk (Ford Anelia); 2. H. G. McMahon (VW); 3. K. Sherry (VW). **Specials:** 1. S. V. Baker (Ford); 2. I. Catherwood (Dellow). **Sports Cars:** W. Kilroy (TR2). **Ladies' Award:** Mrs. C. Fitzgerald (Anglia). **Navigator's Awards:** J. Garvey, K. Garnett, Mrs. H. Kilroy.

TOJEIRO exponent J. Fiander drove this Turner-engined example into second place in the 2-litre class at Tarrant Rushton.

M.G.C.C.

Weston Rally, 13th-14th October

Best Performance: I. D. L. Lewis (Standard 10), 33 marks lost; **Best in opposite class:** S. Moore (M.G.A.), 126.

Class Awards: G. N. Dear (M.G.A.), D. Smith (Fiat 1100), M. R. Davies (TR3), Mrs. D. Johns (Austin A105).

S.W. Centre Award: J. Readings (Armstrong Siddeley Sapphire). **Midland:** W. A. Machin (Morris Minor). **S.E.:** K. Baker (TR2). **Devon & Cornwall:** J. Pascoe (Renault 750).

Novice Award: M. Pople (Ford Zodiac). **Lon'on Start Award:** R. Neate (Renau't Dauphine). **Birmingham:** M. Dando (TR3). **Exeter:** P. Hicks (Austin A50). **Bristol:** A. C. Harmer (Morris Minor).

WORCESTERSHIRE M.C.

Autumn Rally, 20th-21st October

Best Performance: W. H. Morgan (Ford Anglia), 0 marks lost. **Best Performance by W.M.C. Member:** J. J. Bott (Riley), 2. **Closed Cars, up to 1,300 c.c.:** 1. F. J. Hook (Standard 10); 2. A. Bilborough (Standard 10). **Open Cars:** 1. B. Harper (Triumph TR2); 2. R. W. Best (Triumph TR3). **Closed Cars, over 1,300 c.c.:** 1. E. Kerby (Vanguard); 2. D. W. Campbell (Vauxhall Wyvern). **Navigator's Awards:** P. P. Roberts, J. R. W. Thomas, Mrs. P. M. Hook, P. Taylor, K. Deighton.

BERWICK & D.M.C.

Border Rally, 14th October

Best Performance: N. L. Paterson (M.G.A.). **Class Awards:** D. N. Campbell (Ford); D. Jack (Sunbeam); N. L. Paterson (M.G.A.); A. Birkett (TR2); P. G. Walton (Vauxhall).

Team Award: N. L. Paterson (M.G.A.); R. W. Dalgligh (TR2); D. Jack (Sunbeam).

B.A.R.C. (YORKS)

Greenwood Cup Trial, 21st October

Best Performance: 1. R. Frolich (Volkswagen), 124 marks; 2. and **Best in opposite class:** N. H. Coates (Ford Popular), 124. **First Class Awards:** R. Strutt (Volkswagen), 123; W. L. T. Winder (1922 Humber), 119; J. P. Boardman (Peugeot 203), 113; H. C. Mason (M.G. YB), 112.

BRENT VALE M.C.

Autumn Rally, 21st October

Best Performance: M. J. Crabtree/K. Levitt (Singer Le Mans). **First Class Awards:** J. E. Rohan/R. Callard (M.G.A.); S. M. Actman (Ford Prefect). **Novice Award:** T. Gilbert (Ford Consul). **Team Award:** M. J. Crabtree (Singer Le Mans); J. Gilbert (Ford Consul).

A. M. Park (Tojeiro) tops Tarrant Rushton

Big Entry for Seven-Fifty M.C. Speed Trial

Results

B.T.D.: A. M. Park (Tojeiro), 18.44 s. **Best Touring Car:** P. L. Farquharson (Allard), 22.06. **Best Sports Car:** J. Buncombe (Tojeiro-Bristol), 19.43.

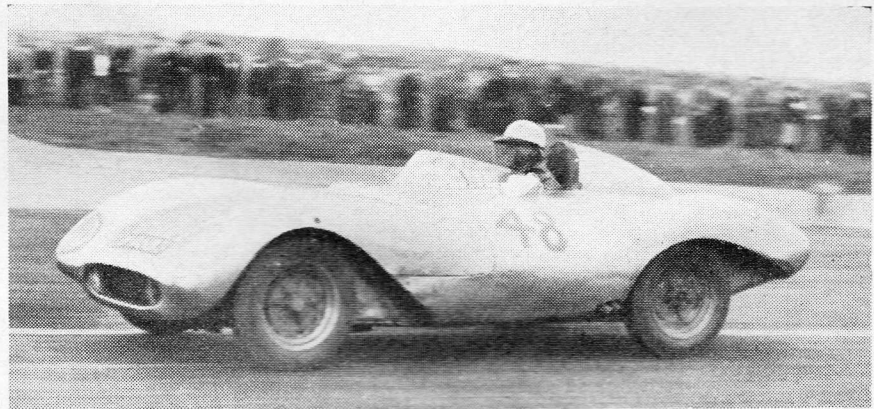
Touring Cars up to 1,500 c.c.: 1. M. J. Kinsham (Volkswagen), 23.91 s.; 2. T. W. Brown (Morris Minor), 24.54; 3. F. J. Tiedeman (M.G.), 24.69. **1,501-2,500 c.c.:** 1. R. Cooper (Riley), 22.78. **Over 2,500 c.c.:** 1. J. Shuttler (Invicta) 22.12.

Sports Cars, 750 Formula: 1. J. French (Austin), 23.31; 2. N. Davis (Austin), 23.96; 3. P. E. Stanley (Austin), 24.32. **1,172 Formula:** 1. S. Gray (Grayford Spl.), 22.00; 2. G. L. F. Waddup (Waddup Spl.), 22.07; 3. K. Newland-Hodges (Ford Spl.), 22.66. **Up to 1,200 c.c.:** 1. C. Derek

Buckler (Buckler 90), 21.89. **1,201-1,500 c.c.:** 1. S. Wilder (Porsche), 19.91; 2. F. Willmott (Lotus), 20.30; 3. J. Fiander (Tojeiro), 20.45. **1,501-2,500 c.c.:** 1. J. R. Rudd (Frazer-Nash), 19.79; 2. J. Fiander (Tojeiro) 20.04. **Unlimited:** 1. C. T. Atkins (Mercedes), 19.56; 2. W. L. Cripps (Cripps Spl.), 19.80; 3. J. A. F. Cripps (Cripps Spl.), 20.15.

Vintage Cars: 1. R. P. Bradley (Bentley), 21.37; 2. Barrington R. Eastick (Bentley), 22.01; 3. M. J. Bradley (Bentley), 22.43.

Racing Cars, up to 500 c.c.: 1. E. Fenning (Staride), 19.46. **501-2,000 c.c.:** 1. "T. Dryver" (Cooper), 18.88; 2. C. T. Atkins (Connaught), 19.03; 3. D. Richmond (Rapier), 19.23. **Unlimited:** 1. C. T. Atkins (Connaught), 19.42; 2. Alan Mann (H.W.M.), 20.14.



Yes, it's on show NOW at UNIVERSITY

... the completely NEW



Safety Fast!



FIRST of a new line . . . profiled for performance . . . the magnificent MGA opens the most brilliant chapter yet in a record of unique achievement. Such power, such responsiveness, such speed allied with safety as motoring dreams are made of! Come in *today* and see the new MGA at UNIVERSITY MOTORS.

UNIVERSITY MOTORS LIMITED

SOLE LONDON MG DISTRIBUTORS

Sales: STRATTON HOUSE, 80 PICCADILLY, LONDON, W.1

Service: 7 HERTFORD STREET, LONDON, W.1

Telephone: GROsvenor 4141



AUTOSPORT

CLASSIFIED

ADVERTISEMENTS

PRESS TIME:

TUESDAY 10 a.m.

Tel.: PADDINGTON 7671-2

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

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

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

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

USED CARS FOR SALE

A.C.

A.C. ACE, June 1955, 6,000 miles, red/beige, fitted oil cooler. The only Ace in existence with a beautiful fibreglass hardtop. Spare alternative axle ratio. Perfect condition and maintained regardless of cost. Sensible offers only, please. Reason for selling, new car on the way.—Mike Mainwaring-Evans, 65 Pelham Court, S.W.3.

ALFA ROMEO

1930 ALFA ROMEO—1,750 twin cam, 6 carbs., special cams, o/s. valves, dual master cylinder, Dubonnet i.f.s. 5.4 axle. Spares include blower conversion and crankshaft. Two-seater body, good tyres, £250, will haggle.—HOU 5689.

ALLARD

ALLARD M COUPE, in good condition. New engine, gearbox. Numerous spares including special heads, gearbox with overdrive and supercharger.—White House, Acklam, Middlesbrough. Phone: 89476.

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).

RICHARDS AND CARR, LTD., offer eight ALLARDS including: 1953 Palm Beach, Zephyr engine, overdrive, heater, £465. 1952 P1 saloon, £285. 1950 P1 saloon, £265. 1949 drophead four-some, £245. 1949 tourer, £225. Confidentially claimed best selection in Britain. Terms. Exchanges.—35 Kinnerton Street, London, S.W.1. BELaravia 3711.

1951 MODEL P1 saloon, 16,000 miles since engine overhaul, with Laystall crank, Cromard liners, heater, H.M.V. radio, spot, etc. Five good tyres. £225.—Phone Cambridge 56228 after 6 p.m., or write 253A Chesterton Road, Cambridge.

ALVIS

ALVIS 4.3-litre sports racing, 150 b.h.p., 8.25:1 c.r., 3.8 axle, triple Solex carbs. Fully road equipped. Polished aluminium body. Nearest £430.—Green, London. MOU 7919, after 6 p.m.

VINTAGE, professionally built 2-str. sports, extremely potent, balanced engine, triple SUs, in magnificent order. £175.—135 Osborne Road, Horn, 7561.

AUSTIN-HEALEY

A. BLUNDELL & CO., LTD., offer Austin-Healey owners a unique opportunity of purchasing individually designed anti-reflection instrument hoods. Easily and quickly fitted, requiring no drilling. These hoods blend perfectly with the fascia and are guaranteed 100 per cent. effective. Price 10s. 6d. including post.—A. Blundell & Co., Ltd., Torrington Avenue, Coventry. Tel. 66212.

MAYFAIR GARAGES, LTD., October 1953, "1100" sports 2-seater, jewelencence blue, very smart car, outstanding performance. £525.—Balderton Street, W.1. Mayfair 3104-5.

BENTLEY

BENTLEY 4½-litre saloon, 1936, black with blue. £495.—Apply Newton of Huddersfield, Ltd., Viaduct Street, Huddersfield. Phone: Huddersfield 3311 (3 lines).

BENTLEY 6½-litre saloon, 1927 model, green with grey. £195.—Apply Newton of Huddersfield, Ltd., Viaduct Street, Huddersfield. Phone: Huddersfield 3311 (3 lines).

BRISTOL

1951 BRISTOL 401, heather grey, genuine 29,000 miles only, heater, radio, screen washers, rear demisters, two new tyres. In immaculate condition throughout, one of the nicest 401s in the country. Offers around £1,200.—Ashworth, 134 Heathleigh, Skircoat Road, Halifax. Phone 66081, evenings and week-ends.

B.S.A.

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

BUCKLER

BUCKLER, 10,000 miles, Micron fibreglass body, built from mainly new parts, recon. F10 engine, tyres, battery excellent. £310.—Radlett 5697.

FORD

FORD Zephyr, 1953, black and silver, h/c head, high boost suspensions, heavy rear springs, Ridemasters, M20 liners, competition clutch, overdrive, Servais silencer, Michelin Xs, electric washers, electric roof wipers, twin fog lamps, signpost lamps, and reverse lamps. Rally dash and additional speedo, heater, seat covers. Many other extras. Regular Rally winner.—Cleland, Bogside, Newmains, Lanarkshire. Tel.: Wishaw 178, day and night.

1948 (Reg.) MERCURY saloon, excellent mechanical condition and appearance. £145.—John Ewer Motors, Hampstead. SWISS Cottage 2020.

1934 MODEL B FORD Station Wagon requires kind home after serving only two owners for 310,000 miles. Professionally hand built body in perfect condition. Mechanically excellent except for disincination to stop. Suitable as racing tender, farm car or for frantic father to use as a school bus.—Carnegie, Dumptford, Rogate, Petersfield.

FRAZER-NASH

1934 FRAZER-NASH, Blackburn engine, good condition throughout. £265.—Box 2267.

FRAZER-NASH/BMW

FRAZER-NASH/BMW 1938 1½-litre cabriolet. Good mechanical condition. Good performance. £75, any reasonable offer.—Woodliff, Main Street, Harborough Magna, Rugby.

HEALEY

SILVERSTONE, 1950, probably one of the finest and fastest available detachable hardtop, £445. Terms. Exchanges.—Lockhart's Service Depot, Chiltern Road, Dunstable. Telephone 114.

£625!! 1952 HEALEY Abbot drophead 4-seater, bronze with red leather, 25 m.p.g., very fast. A beautiful car, immaculate. Must be seen. H.P. deposit £313.—Bayshill Cars, 87 St. George's Place, Cheltenham. Phone 54914.

HILLMAN

1956 HILLMAN Minx, Phase I, 4,000 miles, fitted twin SUs and special manifold, 0-50 m.p.h. in 11.1 seconds. Heater, radio, Marchal fog and driving lamps, Helphos signpost reading lamp and reversing lights, special bucket seats, passenger side folding flat. Halda Speed Pilot. Town and Country tyres, in fact, all ready to start rally work. £925.—J. Rawson & Sons, Ltd., Tunbridge Wells. Tel. 3494.

H.R.G.

1,500 H.R.G. A very clean car throughout. New hood, fine mechanical order, £390.—Ruislip 2366.

JAGUAR

1939 3½-LITRE saloon. Unbelievable condition, superior many post-war examples, mechanically faultless. £165.—John Ewer Motors, Hampstead. SWISS Cottage 2020.

JOWETT

1953 JAVELIN, as new throughout, recorded mileage 37,000, engine just reconditioned. £399.—John Ewer Motors, Hampstead. SWISS Cottage 2020.

LAGONDA

V12 SALOON, 1938, immaculate throughout, £600 spent in last two years. Fitted water injection giving vast improvement in economy. £315.—John Ewer Motors, Hampstead. SWISS Cottage 2020.

LANCIA

H. & W. ENGINEERING CO., LTD., 22-24 Queens Gate Place Mews, S.W.7. Tel.: WESTern 7369. All Lancia spares—Aprilia—Aurusta—Lambda, etc. Roller and ball bearings and Aprilia couplings, Italian and British, can be obtained from the above at reasonable prices. 500 c.c. Racing Car, Mk. VIII chassis type, complete with J.A.P. 4-stud, Manx gearbox. Complete with trailer and a host of spares. Raced one season only. £425.

LOTUS

ALMOST UNUSED Mk. X LOTUS, to be sold with or without works-modified 100 C2 Bristol engine. No circuit history, and total mileage well under 2,000. Dunlop disc brakes and racing tyres. Assembly was only completed six months ago, and the car is virtually new throughout.—Sensible offers please, to Short's Garages, Ltd., Chandler's Ford, Hants. Phone: Chandler's Ford 2221.

LOTUS-CLIMAX 1100 Mk. VI, Oct. 1955, built and maintained by expert mechanic, excellent condition, Stage II tuned, complete road and weather equipment including unused hood. Full history available. £650.—Graham, Express & Star, Wolverhampton 22233.

LOTUS Mark VI, 1,172 Formula, black, excellent condition. One of the finest in the country.—Reasonable offers please, to Gordon White & Co., Ltd., Gerrards Cross 2077.

MARK VI, 1,172 engine, all mods., professionally built 1955, carefully used. £350.—Box 2272.

M.G.

J1 8 h.p., 4-seater, grey. £80 o.n.o. Spare gearbox. £10.—Box 2265.

M.G.A TYPE, 4,500 miles, taxed, with special equipment, wire wheels, heater, tonneau cover. £835.—A. & R. Thomas, Central Garage, Kempston, Bedford. Tel.: Kempston 2207.

M.G. PA 2-seater, new hood, tyres, engine and brakes overhauled, maintained regardless by expert, £180.—Hempson's Garage, Three Holes, Wisbech, Cambs. Phone: Upwell 2197.

M.G. SPARES—Most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamo, 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.

ALEXANDER

LAYSTALL

WE APOLOGISE

if you were one of the many enthusiasts who found the Laystall stand at the Motor Show happily congested. Results were beyond our wildest dreams but we fear that some trade and retail enquirers at peak hours received rather less attention than we could have wished. However we are all back at Haddenham now and ready to tell you in detail how little it costs to transform the performance and fuel consumption of any of the following, either here or through your favourite garage.

Austin A.30, A.40, A.50, A.90; Morris Minor, Oxford, Cowley, Isis; Standard 8 and 10; M.G. Magnette, TB, TC, TD, TF, Y; Ford Anglia, Prefect, Consul, Zephyr and Zodiac; Wolseley 4/44, Wolseley 6/90; Nash Metropolitan. Overdrives available for some models.

WE CAN SUPPLY THE CAR AS WELL

Send for new catalogue and data sheets.

Trade enquiries invited.

Alexander Engineering Co. Ltd.
Haddenham, Bucks

Telephone: Haddenham (Bucks) 345

M.G. PB, 1936, mechanically perfect, brakes re-lined, recabled, new battery, body sound, resprayed, B.R.G. Quick sale, £100.—Williams, 7 Cornwall Gardens, S.W.7. WES 6957.

M.G. TA 1938 new hood, good tyres, coachwork excellent, any trial, £250.—Folkestone 3450.

M.G. TA sports 1938 model. Exceptional car extensively rebuilt and reconditioned to almost TC specifications, including new TC chassis and suspension. First rate mechanical condition giving excellent performance and handling. Immaculate in ivory and red, silk mohair hood and screens, leather covered dash. Latest type double dipping headlamps. Undoubtedly an outstanding TA. £249, or terms.—Cresscars, Ltd., 156 High Road, Finchley, N.2. TUDor 9272 (two mins. East Finchley Station).

M.G. TC, 1949, stone, new red Vynide hood, tonneau, new tyres, 6.00 x 16 rear, luggage rack, aero screens, immaculate, £390, or part exchange 600 Fiat.—Hall, 167 Havenbault Lane, Derby.

M.G. 1,460 c.c. cyl. block, cyl. head. £25. Will separate.—Box 2271.

MONTE CARLO RALLY Concours 1st Prix Winner, 1955. Ted Lambert, who has prepared a magnificent new M.G. Magnette, including £2,000 worth of luxurious extras (some patented) which is a certain Concours winner for 1957 and who, for business reasons, finds it impossible to enter the car personally this time, is open to propositions. Would consider selling the car with a £500 guarantee of Concours success.—Ted Lambert, 48 Renshaw Street, Liverpool. ROYal 5861 (evenings, HESwall 1575).

1956 M.G. "A" with sliding window side-screens, detachable hardtop, radio, heater, wire wheels, Michelin X, tonneau, spot lamps, Derrington exhaust, etc. £850.—Martyn, The Mount, Dinas Powis, Glamorgan.

1954 M.G. TF 1,250, cream, wire wheels. £550 o.n.o. Hire purchase facilities arranged.—Webster, 116 Wigan Road, Buxton, Chorley, Lancs. Chorley 3187.

1947 2-SEATER, reconditioned engine, brakes, king pins and bushes, steering box, etc. Finished in immaculate red, five new tyres. £318.—John Ewer Motors, Hampstead, SW15 Cottage 2020.

1946 M.G. TC, good condition allround, £285.—Underwood-Rusling Sports Cars, Ltd., Queensberry Road, Kettering. Phone 3351.

1939 TA Tickford, cream with red hood, original interior and carpets, etc., mechanically perfect throughout. £255.—John Ewer Motors, Hampstead, SW15 Cottage 2020.

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. Douglas, Morgan Specialists, 1a South Ealing Road, Ealing, W.5. EALing 0570.

RACING CARS

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

BEST OFFER OVER £200. COOPER-NORTON Mark VI tubular chassis with double knocker Norton engine. Cost £570 March 1954. Since tuned by S. Lancefield. Offers to W. B. S. Walker, Receiver for Acres Autos, Ltd., 11 Ironmonger Lane, London, E.C.2. For permission to view telephone Edwin Evans & Sons, Battersea 0051.

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

COOPER-ALTA 2-litre, ex-Stirling Moss. In first-class racing trim throughout, £795.—Sidney Marcus, Ltd., 33 Sloane Street, London, S.W.1. BELgravia 3721.

COOPER Mk. VII, fully modded, good, fast chassis, £225, or part exchange for latest Mk. X.—Towse, 260 North Prom., Blackpool 24476.

E.R.A. 1 1/2-LITRE (R1B), ex-Seaman-Cotton, immaculate condition, very successful season, spares, transporter. Highest offer.—D. R. Good, The Dairy, Holyport, Maidenhead, Berks. M'head 1141.

MERVYN KEARON offers his COOPER 500 car complete with D/K Norton engine, £525. Also spare D/K Norton and J.A.P. engine, offers. Will consider selling car less engine.—Ferris & Kearon, Ltd., Vine Street, Liverpool. Tel.: Royal 4262.

REG BICKNELL'S team Lotus 1,500 c.c. Mk. XI. Many successes and lap records. In excellent condition, complete to latest specifications. Full range of axle ratios. £1,350.—Revis Car Sales, 9-27 New Road, Southampton 2233.

STARIDE all ready for the job, many successes. Norton double knocker, £345.—Chorlton Cars, Wilbraham Road, Chorlton, Manchester 21.

1956 COOPER-CLIMAX 1100, Stage II, one of nearest £1,000.—Box 2254.

1956 ELVA, with TC gearbox, less engine. This car is virtually unraced and is in excellent condition throughout. Fitted with Borrani wheels, Al-fin drums, etc. £475.—Smith, Tarryman Cottage, Fyfield, Essex. Tel.: Fyfield 275.

1955 MK. IX LOTUS-BRISTOL in full racing trim. One of the fastest 2-litres in the country. £1,395. Cost over £2,000.—Riverside 5689 or SHEpherds Bush 4369.

500 C.C. KIEFT, Norton Featherbed engine and Morris transporter. All good condition. Numerous spares. £365, or sell separately.—Middlehurst, 36 Haresfinch Road, St. Helens, Lancs. **WANTED.** Featherbed Norton engine.—Phillips, 24 Moseley Road, Cheshire.

RILEY

THE RILEY MAN OFFERS:

1939 9 h.p. Lynx 4-seater. New hood good condition. £115.

1936 SPRITE 2-seater **£235.**

TUNING, NEW AND USED SPARES.

STANLEY A. BURVILLE.

13 Railway Viaduct, Ealing Road, Alperton, Middx. Phone: Wemb'ey 3345.

KESTREL, 1937, six-light, special series, very good condition throughout. £210.—Matthew, Cherrywood 1364.

RILEY 1 1/2-litre Victor touring saloon, 1938 model. Black with green leather. One of the very last of the "real Rileys". Excellent condition, having been meticulously maintained by a Riley enthusiast. Manual gear box, overdrive and free wheel. A particularly good example of this rare and sought after Riley. £188 or terms.—Cresscars, Ltd., 156 High Road, Finchley, N.2. TUDor 9272 (two mins. East Finchley Station).

RILEY 9 Kestrel four-light sports saloon, Oct. 1936, colour green, twin carbs, Special Series engine, good performance with economy. Taxed 31st Dec. Price £85. Very good buy for wide-awake pent, quick off the mark.—Tel.: Melton Mowbray 533.

RILEY 1 1/2-litre "Adelphi" saloon, 1937, pre-selector, very good mechanically, body and interior good but requires respray, £150, or would consider exchange.—Phone Oliver, Seven Kings 5282.

ROLLS-ROYCE

25 H.P. 1935 ROLLS-ROYCE saloon, £400.—Jones, "Roslands", West Hartlepool.

SPECIALS

FORD Special, Peel glass fibre body, tubular chassis, Lotus cut-down wheels, new tyres, c/r. gears, Ford 8 engine, all-round Lotus suspension, Dunlopillo upholstery. Very reliable sports car, unused since recent overhaul. Taxed and insured December. Seen Harrow area. Offers around £260.—Phone: Byron 0657, evenings.

MORRIS-FORD Special, 933 c.c., reg. July '54. £70.—Deane, Moorlands, Chorley Old Road, Bolton.

OLIVER SPECIAL. Winner of countless trials awards. One of the best driving test cars in the country and a grand little road car to boot. £200.—J. D. Hollinworth, 24 Wentworth Road, Harbourne, Birmingham.

RILEY Nine Special, shortened chassis, 7.8:1 compression, four Amal carbs, neat 2-seater body, Imp-like performance. £80.—Phone: Sanderstead 4151.

STANDARD 9 Special, reg. '55, stark 2-seat, healthy, no oil, twin a/cos, new battery 12v., new Hardys. £50 o.n.o. Taxed.—Evenings, 8 Spencer Road, Cobham, Surrey.

TRIALS CAR, Ford 10, Laysall tuned engine, ultra lightweight chassis, current formula, little used. £150 o.n.o.—Erskine, 24 Commercial Road, Woking. Phone: Woking 4641.

TRIALS SPECIAL for sale. Ford 10 engine, twin SUS, four-branch exhaust, complete with seven wheels and tyres. Reasonable price.—Apply Oakes, Ivy House, Congleton. Tel. 35.

SPORTS CARS

FAIRSMITH SPORTS CARS, LTD.

WANTED URGENTLY—SPORTS CARS OF ALL TYPES.

ABOVE MARKET PRICES PAID.

PARTICULARLY WANTED:

1937-1940 M.G.s. TA and TB.

Bargain

1937 M.G. VA drophead, Wonderful condition, £150.

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

BENTLEY red label shooting brake, seat six.

Rebuilt 1948, taxed £245. Also red label drop-head coupé. Over £300 reconditioning. New hood, taxed, £265. Another, open V.D.P. speed model, £265. A very nice Lagonda 2-litre open 4-seater sports, £145. Terms, exchanges.—Automo. Ltd., 229 West End Lane, N.W.6. HAMpstead 3430.

CRESSCARS, LTD., require all makes of sports cars. We do not sell on commission—but pay top cash prices.—156 High Road, Finchley, N.2. TUDor 9272 (two mins. East Finchley Station).

(Continued overleaf)

THE ELECTRON



Outstanding Sports Car of the Year

Amazing Coventry-Climax Engine
110—115 m.p.h. About 40 m.p.g.

Prices:

£699 + P.T. with F.W.A. Mk. I Engine

£749 + P.T. with F.W.A. Mk. II Engine

(Also available in Kit form)

Also Britain's Economy Car

THE ATOM

Plastic Body. 60 m.p.g. Air-cooled engine.

Prices:

Mk. IM £259 17s. + P.T. = £391 2s. 6d.

Mk. IIA £291 17s. + P.T. = £439 2s. 6d.

Mk. III £332 14s. + P.T. = £500 8s. 0d.

A few Shop-soiled and Second-hand Cars are available at attractive prices.

FAIRTHORPE LTD.

**MARKET PLACE,
CHALFONT ST. PETER, BUCKS.
Denham 2409. Gerrards Cross 3881.**

OFFICIAL STOCKIST



PARADE MOTORS (MITCHAM) LIMITED OFFER

M.G.A. Standard specifications. Red/Red. List Price

1955 M.G. TF 1500 c.c. Black and red. Heater, wing mirrors, other extras. In absolutely specimen condition. **£599**

1947 M.G. TC. Black and green. Heater, many other extras. **£299**

1954 AUSTIN-HEALEY. White and blue. A superb car. **£695**

1934 FRAZER-NASH T.T. replica in absolutely original condition. This car has to be seen to be believed. **£275**

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

BEST CASH OFFERS FOR MG - TF - TD - TC

M.G. SPARES

Engines and boxes for TA and TC models. On Exchange plan. Ex-stock. Other M.G. spares also available.

66/67 Monarch Parade, Mitcham
Phone: 3392-7188

COMPLETE OVERHAUL and SERVICE for your LAMBRETTA.

Spares and accessories available.

32 Monarch Parade, Mitcham
Phone: 5141-2

Classified Advertisements—continued

SPORTS CARS—continued

THE CHEQUERED FLAG
(Sports Car Specialists), Ltd.

669 Fulham Road, S.W.6. RENOWN 6105.

Please watch these columns for an announcement concerning our imminent move to larger premises.

M.G. K1 1,087 c.c. Coach built 4-str. tourer, black. £185.

M.G. J2 8 h.p. 2-seater. Red. Fantastic car. £213 just spent reconditioning. £225.

M.G. K3 sports 2-seater. Red. Blown or un-blown. 15 ins. brakes. New tyres. £225.

M.G. TA 10 h.p. 2-seater. Black, in post-war condition. 1937. £225.

H.R.G. 1100 sports 2-seater. Recellulosed green. Excellent. 1948. £385.

LOTUS Mk. VI. Tuned 100E. Ford. Fully road equipped. 3,000 miles. 1956. £545.

ZEPHYR Convertible. Full R. Mays conversion. O/drive, radio, htr., etc. Blue. 1954. £665.

TR2. Unmarked, in black/blue trim. Overdrive, radio, heater. One careful owner. 1955. £745.

RILEY Pathfinder sports saloon, unmarked, in maroon, one owner. November 1955. £895.

M.G. PA 8 h.p. 2-seater, red. Tip-top condition. 1935. £175.

RILEY "Lynx" 12/4. Good-looking 4-seater tourer, black. 1935. £195.

ALLARD 71L 4-seater sports, grey. Impressive looks and performance. 1949. £225.

BUCKLER Mk. V, 1,172 c.c. 2-seater. Fully tuned, road equipped. Blue. 1952. £235.

MORGAN 4/4 2-seater coupé, pale blue. Excellent throughout. 1947. £325.

ALVIS 4.3-litre Special sports racing car. C type performance for only £315.

M.G. TD 2-seater. Spots ivory/red leather, many extras. Rec'd. June 1953. £445.

JAGUAR XK 120 Super sports, pale grey. All C type mods., especially fast. 1951. £555.

MORGAN Plus 4 TR2-engined 2-seater. B.R.G., low mileage. 1955. £595.

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

THE CHEQUERED FLAG (Sports Car Specialists), LTD., 669 Fulham Road, S.W.6. REN 6105.

1935 SINGER Le Mans 2-str., engine 3,000 m., recellulosed cream July. Photograph on request, unbelievable. £185.—"Canford", Brook Lane, Haywards Heath, Sussex.

MONKSPATH GARAGE

824-826 STRATFORD ROAD
SHIRLEY, SOLIHULL, WARWICKS

We have available THREE ONLY Aluminium body shells, Swallow Doretta, 7 ft. 11 ins. x 4 ft. track. Less only door panels. **£65**

Several front panels complete and rear panels complete less wing edges **£25** each. Ideal for Special builders.

Chrome grill surrounds, complete with Chrome slats, ex Doretta, ultra modern type **£6**
Fly off Chrome hand brakes, M.G.A. Type complete with two T.R.2 brake cables to suit, a gift at **£2/5/-**

New 12 gallon Petrol tanks, complete with calibrated tank unit. **£1/15/6**

Chrome trimming strips and tapes, Doretta wheel discs, etc., etc.

Let us help to make your 'Special' look professional. All prices ex-works. Post and Package extra.

Call and see our selection of Sports and Special cars, always something on show.

CURRENTLY:

£110 1926 Isotta Fraschini, 2-seater.
£220 1949 Super Snipe Sprint Special.
£195 1936 Colmore Frazer Nash.
£260 1936 2-litre Aston Martin Comp. 2-seater.
£525 1954 Oct. Austin A.50.

BIRMINGHAM SPORTS CAR SPECIALISTS
SHirley 1645

Don't forget we are SOLE agents for the KENMAR Fibreglass body for 7 ft. 6 ins. x 4 ft. Ford Specials. The prettiest 2 or 4-seater on the road. Call and inspect or write for particulars.

STANDARD

GEORGE BOYLE (SPORTS CARS), LTD.
We have in stock the famous New Standard Family 10 h.p. Saloon, ideal for trials, rally work, and complete with our own twin carburettor conversion, modified engine and anti-roll bar.
Price complete: **£621 7s. 0d.**, ex works.

Messrs. GEORGE BOYLE (SPORTS CARS), LTD.,

WHEATSHEAF GARAGE,

PARKGATE ROAD,

GT. MOLLINGTON,

Nr. CHESTER.

Tel.: Gt. Mollington 353-4-5.

TATRA

TATRA, rear engine, 1,750 c.c., aircooled flat four, o.h.c. with hemispherical heads, four-wheel independent suspension, four door streamlined saloon, registered 1949. A rare chance to obtain a very advanced automobile at a reasonable price. **£300 o.n.o.**—Box 2270.

TRIUMPH

TR2, 1955, B.R.G./brown, extras include Michelin X tyres, heater, sliding side-screens, badge bar, lamps, screen washers, and "Ace-Mercury" discs. One owner, immaculate throughout. **£700 o.n.o.**—Epsom 1234.

TR2, '54, white, 23,000 m., o/drive, wire wheels, heater, comp. suspension, leather hood and trim, badge bar, twin Lucas spots, rear seat. Fast, no competitions, just decoked, clutch relined, mech. perfect. **£665 o.n.o.**—229 Bedonwell Road, Bexleyheath. Erith 5477.

VERY FAST TR2, numerous mods., overdrive, wire wheels, Mich. X. Spares include head, valves, springs, sump, tyres, crankshaft. **£725.**—D. R. Good, Dairy, Holyport, Maidenhead 1141.

1954, First reg. 1955, TRIUMPH TR2 roadster, B.R.G., low mileage, heater, full equipment, tonneau cover, spot light, immaculate. Taxed. **£655.**—Tel.: Watford 3092.

1948 1800 Roadster. Exceptionally clean example in first-class mechanical order. **£315.**—John Ewer Motors, Hampstead. SW15 Cottage 2020.

UNCLASSIFIED

1956 Armstrong Siddle 234 saloon. Fitted overdrive. Delivery mileage. **£150** under list price.

1956 Ford Zephyr saloon. Latest model. Fitted heater. **£795**

1956 Ford Consul Convertible. Leather. Heater. 19,000 miles. **£595**

1955 Triumph TR2. Pear white. 14,000 miles. **£640**

1954 Jaguar XK 120 Drophead Coupé. British Racing Green with Tan upholstery. Immaculate **£850**

1954 Renault 750 saloon. **£425**

1954 Model Peugeot 203A saloon. Heater. Overdrive. **£550**

J. ASHALL & SON (ENGINEERS), LTD.,

Windle City Garage, Moss Bank Road, St. Helens.

'Phone: St. Helens 4630 & 3969.

1949 CITROËN Light 15 saloon, black/brown leather, sunroof, fitted radio, £295. 1956 Borgward saloon, finished maroon, two owners, 8,000 miles, £895.—James Edwards (Chester), Ltd. Tel.: Chester 23123-4-5.

VINTAGE

1931 MORRIS COWLEY f.h. saloon, immaculate condition, well shod, one owner 1931-56. Concours winner 1956. **£80.**—50 Bromwich Street, Bolton. Tel. 4841.

1918 CALTHORPE MINOR 2-seater saloon. Faithfully restored. Immaculate and mechanically perfect. **£150.**—Godsmark, Westgate, Louth, Lincs.

BOOKS

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

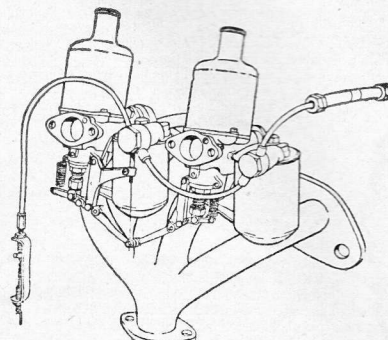
21,000 MOTOR INSTRUCTION Manuals sale-exchange. Inquiries, stamped envelope. Manuals bought.—Final, 15 Nashleigh Hill, Chesham, Bucks.

CAR RADIO

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

MODERNISE PERFORMANCE
with
DERRINGTON MODIFICATIONS

TWIN CARBURETTOR UNITS

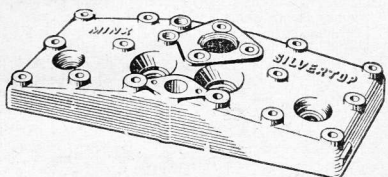


★ An example of our efficient design of manifolding as used on Ford 8, 10, 100E, Standard 8 and 10.

S.U. semi down-draught carburettors with large float chambers with linked controls and petrol pipe on efficient manifold. Gives 25% more power and hill climbing, and generally better petrol consumption. For Morris Minor, Oxford S.V., Renault, Ford 8, 10, Anglia and Prefect, Standard 8 and 10, **£26.** Minor O.H.V. and A30, **£17/10/-**. A40, A50, Minx, Oxford O.H.V., Wolseley 4/44, **£22/10/-**. Latest O.H.V. Minx **£36.** Consul **£30.** Ford Zephyr, Vauxhall, Velox to '53 (Triple Carbs.) '54 onwards (Twin Carbs.) **£45.**

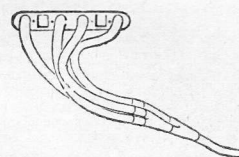
SILVERTOP, ALTA, ELVA, LAYSTALL—LUCAS & RAYMOND MAYS

Light Alloy Cylinder Heads for maximum performance.



Models for Morris 8, series I & II, Ford 8 & 10, (spigot dynamo), **£8/10/-**, (platform dynamo), **£9.** Morris 8, series E, **£9/10/-**, Minor **£10/10/-**, Hillman Minx, & Husky, Talbot 10, **£10/10/-**. ALTA, for Austin 7, **£6/10/-**, LAYSTALL-LUCAS for M.G., X.P.A.G., Wolseley 4/44, **£59/10/-**. RAYMOND MAYS 100 B.H.P. HEAD for Zephyr, **£100.** ELVA for 100E, **£58/10/-**.

TWIN OUTLET EXHAUST MANIFOLDS



MORRIS MINOR S.V. model fitted with the Alta O.H.V. Conversion (single carburettor) **£17/10/-**. With inlets for twin carburettors, **£20.** or C/W 2, S.U. carburettors, **£30.** Available also for standard S.U. models at same prices. Straight through exhaust system with S/A silencer, **£3/15/-**. M.G.—A., **£17/10/-**. Z.A., **£25.** TR2 & 3, Austin-Healey, **£25.**

V.V.
DERRINGTON
KINGSTON LTD
5621/2

159 & 161 LONDON RD., KINGSTON-ON-THAMES
Open 9 a.m.—6 p.m. Sunday 9.30 a.m.—12.30 p.m.

WORLD'S FASTEST STANDARD PRODUCTION CAR


WINNER LE MANS 1951-53-55-56

HENLYS

LIMITED

ENGLAND'S LEADING MOTOR AGENTS
GREAT WEST ROAD, BRENTFORD
MIDDLESEX

Telephone: EALing 3477
JAGUAR SERVICE DEPARTMENT



1956 April Mk. VII Borg Warner saloon. Lavender grey, green leather, very small mileage, one owner ... £1,645
1956 Jan. XK140 fixed head coupe. Pacific blue. Overdrive ... £1,595
1956 June 2.4 litre saloon. Black, one owner ... £1,395
1956 April 2.4 litre saloon. Green, green leather, tartan loose covers ... £1,345
1955 Mk. VII saloon 'M' type. Overdrive, grey, tan leather, radio, one owner ... £1,175
1955 Mk. VII 'M' type saloon. Overdrive, black, red leather, one owner ... £1,145
1955 Mk. VII 'M' type saloon. Overdrive. Suede green, green leather ... £1,135
1955 Mk. VII 'M' type saloon. Overdrive. Pearl grey, red leather ... £1,165
1955 Mk. VII 'M' type saloon. Overdrive. Blue, grey leather, radio, one owner ... £1,145
1954 XK120 fixed head coupe. British. Racing green, green, special equipment ... £965

All these cars carry our 4 months' guarantee

ORDERS TAKEN FOR ALL NEW JAGUARS

WINNER LE MANS 1951-53-55-56

WORLD'S FASTEST STANDARD PRODUCTION CAR

Performance Cars, Ltd.

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

Also over 150 guaranteed cars.

1947 Alvis TA 14 saloon, grey	£355
1955 Austin-Healey 100, 9,000 miles, extras	£765
1928 Bentley 4½-litre tourer, specimen	£345
1951 Bristol 401 saloon, grey	£975
1949 Citroën de Luxe Light 15	£295
1952 Frazer-Nash Le Mans (£900 bills)	£995
1949 H.R.G. 1500 2-seater, green	£445
1956 Jaguar 2.4 saloon, black	£1,265
1953 Jaguar XK 120C, Webbers, Weslake hd.	£1,395
1951 Jaguar XK 120 Roadster, green	£525
1951 Jaguar XK 120 Roadster, mods., black	£495
1956 Triumph TR3, white, extras	£765
1955 Triumph TR2, choice of 8 from	£665

M.G., choice of 36. All models. All prices.

TERMS. **EXCHANGES.**
GREAT WEST ROAD, BRENTFORD. EAL 8841.

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

RAYMOND MAYS' CONVERSION for Mark I Zephyr, as new. £60.—Chaseside Motor Co., Ltd., 620 Great Cambridge Road, Enfield.

ENGINES

A.C. ACE specification, good condition. £40.—Full details, Bob Jennings, 16 Poyle Road, Guildford 2765.

BLACKBURN (Invicta) 1½ engine, also many spares. Offers.—23 Ruskin Drive, Worcester Park. Derwent 1611.

249 C.C., o.h.c. Excelsior "Manxman" engine/scarab, new piston, valve, etc., racing mag. Complete (less carb), dismantled, £16. Ideal for racing car.—LIVINGSTONE 4972 (evenings).

FIBREGLASS

ARE YOU OVERWEIGHT, for racing, rallies, sprints, etc.? Reduce weight and increase performance by constructing and fitting AUTOPLAX lightweight glass fibre replacement wings, door panels, bonnet tops, boot lids, etc. AUTOPLAX materials for sports, racing and special builders. Kits for the repair of rusted, torn, split or dented metal at 19s. 4d., 32s. and 47s. 8d. post free. AUTOPLAX DTD 779 Antifreeze, 26s. per half-gallon, 49s. per gallon.—Automobile Plastics Co., Ltd., 62 High Street, Barnet Herts. BARNET 9147.

MISCELLANEOUS

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

THE FABULOUS FERROGRAPH for perfection in tape recording, 76 gns. Your old machine or camera taken in part exchange.—Charles Dunn, The Camera Exchange, 8 and 9 Tunsate (off High Street), Guildford. Tel.: 4040.

300SL CHASSIS FRAME—complete with all lugs, etc. Requires slight attention. £90.—Windon, Balcombe, Sussex.

K. N. RUDD LTD.

offer:

ALVIS 4.3 1938 drophead coupe. Almost concours condition with new plastic hood, polished under the bonnet. Late season price reduction at below cost. £187 10s.

AC supercharged 1938 Ace sports. Concours specimen. Appointment to view please.

AC ACE 1954. All 1955 modifications and over £100 spent in the last few weeks in special performance modifications. Chrome wheels and immaculate appearance. £1,015

Three others expected shortly after delivery of new Ace-Brestols.

AC ACECA coupe. Ex-Tom Clarke. This polychromatic blue car has been used for rally work but has been maintained in first class condition irrespective of cost. After our exchanging it with Mr. Clarke for a new Aceca-Bristol, we fitted it with a replacement engine and thoroughly overhauled the chassis. Offered at £1,285 with two seats, or £1,315 with occasional three seater arrangement.

AC drophead coupe 1935 partly dismantled. All parts reasonably sound. Ideal for a spares fund. Callers only please. £35

BORGWARD TS Series 1956, 7,000 miles. A most pleasant fast car with "sleep seats," heater, radio, independent suspension all round. Present list price approx. £1,400. £1,025

RILEY 2½ litre saloon in concours condition throughout. 1950 series in ivory with black wings and top. Red upholstery and carpets. Fitted with a heater. This is an unmarked example definitely. £485

MG sports TF 1500 1955 in spotless red cellulose with beige leather. Fitted four-branch exhaust and heater. Frankly we don't know why we still have this one in stock after four weeks as it is much cheaper than comparable cars advertised and there are no snags. Well, down goes the price to below the 1954 levels at £575

MG Magnette 1955. A spotless reliable car in black with deep red leather and heater. Unbeatable value at £775, or have it fitted with the 90 m.p.h. Alexander conversion before taking delivery and the price will then be £850.

FIAT 600 convertible saloon absolutely unmarked and as new. £585. Have this fitted with an exchange cylinder head with larger valves and raised compression to cut the acceleration times in half at £14 10s. extra.

TERMS, EXCHANGES

AC owners. We are fitting Bristol engines to the Ace chassis this winter for several of our customers. If you are interested in this service, please write for full particulars.

AC Aces and Acecas urgently wanted. Part-exchanges with any make of new car. Distance no object.

41 HIGH ST., WORTHING, SUSSEX Phone: 7773/4

CELLULOSE

"PAINT SPRAYING HANDBOOK" covers car paint spraying, brushing, touching in, etc., 3s. 6d. post free. Catalogue of cellulose, carriage paints and all allied material for brush and spray, free. Complete spray plant and polishers hired on daily basis.—Leonard Brooks, Ltd., 70 Oak Road, Harold Wood, Romford, Ingrebourne 2560.

CHASSIS

1949 LAGONDA CHASSIS, No. LAG/49/27, with 2.6-litre two-o.h.c. engine, independent suspension all round. All completely stripped and rebuilt. £300 o.n.o.—Reid, 55 Nithsdale Drive, Glasgow, S.I. Phone: Pollok 2246-7.

ENGINEERING SERVICES

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

PERSONAL

CO-DRIVER/NAVIGATOR (experienced) would like to join crew for M.C.C. Rally.—Box 2269.

ENTRANT Monte Carlo Rally wishes to contact person wishing to crew. Share expenses.—Box 2265.

ENTHUSIAST, experienced driver, wishing to rally for fun rather than awards, seeks similar minded driver requiring navigator. Leeds area.—Ring Stroud, Dewsbury 3333 (office hours).

FIRST-CLASS NAVIGATOR required, must be experienced and not old, likes the odd pint of wallop after the rally, previous navigator now doing 12 years R.A.F. The advertiser competes most week-ends in Club events. Car M.G.A. Suitable to applicant living in London or Home Counties. Women will be considered.—Full details of experience and age to Box 2259.

IMPECUNIOUS, but fanatically keen, enthusiast, seeks opportunity to race or rally for private or works entrant. Experience includes trophy win, London Rally. Age 21.—Box 2264.

(Continued overleaf)



SPECIALISTS

MILL GARAGE

SEE THE NEW  MAGNETTE NOW

New and Secondhand M.G. Cars always available

WE SPECIALISE IN  SALES, SERVICE & SPARES

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

Tel.: WAN. 7783/4/5



SPECIALISTS



SPECIALISTS



SPECIALISTS

Classified Advertisements—continued
PERSONAL—continued

KEEN MECHANIC urgently required by small but experienced Surrey Amateur racing stable, to assist completion and running sports/racing car.—Box 2278.

RALLY CO-DRIVER/NAVIGATOR, 25, offers services and willing assist expenses—BECKenham 4729.

PHOTOGRAPHS

CHRISTMAS CARDS.—The best action photographs of 1956 in Christmas card form. Moss (Maserati); Fangio (Ferrari); Hawthorn (B.R.M.); Schell (Vanwall); Salvadori (F2 Cooper); Brooks (Aston Martin), etc. Six for 15s. 6d., 12 for 25s., complete with envelopes.—Charles Dunn, Greenleaves, Woking, Surrey. Woking 3737.

RADIATORS & FUEL TANKS

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

RALLY EQUIPMENT

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

READY FOR THE WINTER SEASON?—Halda Speedpilot, 19 gns.; Enlargemap, 3 gns.; Mapalite, 25s.; Romer, 4s.; Mapmarkers, 5s.; Rally Navigation—the book for novice and expert, 4s.—Send for detailed catalogue to Rally Equipment, 379 Edgware Road, London, N.W.9. COL 3840.

THE GARFORD ROMER. Improved model now available. 4s. post free, from Garford Romers, 1 Peterborough Road, Harrow, Middx.

TWO AMERICAN AIRFORCE white sheepskin 1/4-length flying jackets, hood, zip pockets, etc. Almost new condition. £18 each.—Warburton, Spinney End, Worsley, Lancashire.

SAFETY GLASS

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

SHOCK ABSORBERS

BANISH ROCK 'N' ROLL FOR EVER! Fit B KONI Adjustable Telescopic, the King of Hydraulic Shock Absorbers.—Full details from sole concessionaires: Postland Engineering & Trading Co., Ltd., Crowland, Nr. Peterborough. Crowland 316-7.

SPARES & ACCESSORIES

HARDTOP for TR2, by Universal, fitted interior light, as new. £40.—Borough Garage, Otley, Yorks. Phone 3251.

M.G. TA gearbox and engine. £15.—Ring Sittingbourne, Kent 184.

£12 THE LOT, or would separate, 5-stud J.A.P. parts, head with guides, barrel and piston, flywheels complete with rod. All perfect.—76 Hook Lane, Welling, Kent.

WATERSPORT

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

WANTED

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

A VINTAGE sports car open 2- or 4-seater. Must be in first-class condition and original. Full details for cash.—Box 2274.

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

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

FORD V8 supercharger, or any V8 speed equipment.—Box 2253.

HARDTOP REQUIRED for TR2 Triumph.—Turner, "Severn Heights", Dowles Road, Bewdley.

LOTUS MK. VI with Ford engine. Up to £400 cash offered for first class car.—Details to "Briarwood", The Glade, Kingswood, Surrey.

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

SPECIAL FORD 10 or similar, fibreglass or alloy body, with weather equipment, up to £200. Details and photo, if possible.—Hall, 21 Park Drive, Melton Park, Newcastle-on-Tyne.

WANTED.—Max. £150 COOPER F3, less engine and gearbox. Must be clean.—Box 2268.

WANTED M.G. TA, engine or complete car, any condition or IC, will collect.—Uxbridge 2062.

NEW CARS FOR SALE

A.C.

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

JOHNSON AND BROWN are pleased to accept orders for early delivery of Ace and Accca, with A.C. or Bristol engine. Current market price given for your present car.—268-270 High Street, Bromley, Kent. RAVensbourne 8841.

FORD

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

MORGAN

JOHNSON AND BROWN. Distributors for Morgan cars.—268-270 High Street, Bromley, Kent. RAVensbourne 8841.

TURNER

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

VOLKSWAGEN

PRESTWICH (HOVE), LTD., Volkswagen Distributors for Sussex. Demonstration. Spares.



**1956
LISTER-
BRISTOL**

Fastest Bristol-engined car in the country. Suitable for road—no transporter needed. Specification includes Girling disc-brakes, Don Moore tuned 142 B.H.P. 2-litre engine. Works maintained regardless of cost. Colour—black with white stripe. Cost £3,900 new. Raced only 3 meetings—4 races:—

1st Brands Hatch (Unlimited Sports).

Fastest Lap 61.5 secs.

Two 2nds Silverstone Club Circuit (Unlimited Sports).

Fastest Lap 1 min. 12 secs.

2nd International Aintree (2-litre Class)

Fastest Lap 2 mins. 12.5 secs.

Reason for sale—owner driving works car in 1957.

Price £1,465

Can be seen at

AUTODEL GARAGE

(Prop.: Archie Scott-Brown)

HUNTINGDON ROAD, near CAMBRIDGE

AUTOSPORT BOUND VOLUMES
Volume 12 Ready Now

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

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

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

AUTOSPORT (Binding Dept.)

159 PRAED STREET, LONDON, W.2

SOLELY M.G. CARS — SALES & SERVICE

OFFICIAL



Hounslow
2238 & 3156



STOCKIST

IMMEDIATE DELIVERY OF M.G.A. & Z.A.

1½-LITRE SPORTS MODELS

"Demonstration model available"

TOULMIN MOTORS

**SPARES
SALES
REPAIRS**

From 1930 all models. Phone or write for the most comprehensive stock of M.G. spares in the Country. Have you tried our speedy C.O.D. service? Engine Exchange Service.

343 Staines Road, Hounslow, Middx.

7 P.M. WEEKDAYS • ALL DAY SATURDAY • 1 P.M. SUNDAY



Alfa Romeo

from Earls Court to
the Showrooms of

THE

SOLE LONDON DISTRIBUTORS

S. MORRIS & COMPANY

40 CONDUIT STREET, LONDON, W.1

Tel: REGent 0424 (6 lines)

where a **FULL RANGE**
of these wonderful Models
can be inspected in comfort

MON. NOV. 5th—
MON. NOV. 12th

the coat for the motoring enthusiast!



THRUSSELLS'
'Shortie'

Briefly warm, warmly brief,
with nylon fur collar to take
the chill off an open car . . .
ThrusSELLS' 'shortie' coat is
styled with a swagger and
cuts a dash anywhere
sporty. Superbly
tailed in fine
quality all wool
showerproofed
cloth, camel
shade, every
fitting,

10 gns.

(Prices outside U.K. on application)

OBTAINABLE ONLY FROM

ThrusSELLS

28, TEMPLE ST., BIRMINGHAM 2

Easy to order by Post
. . . simply send us your
height and chest measure-
ment—and the necessary
guineas (which we'll re-
turn without question if
the coat fails to satisfy),
and a 'shortie' will be on
its way to you in no time.
Cheques made out to:
Albert ThrusSELL Ltd.

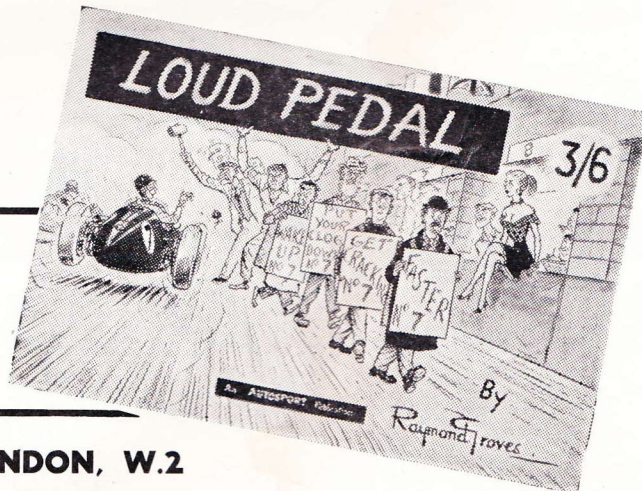
THE MAN'S SHOP OF THE MIDLANDS



ON SALE NOW
at all
Newsagents & Booksellers

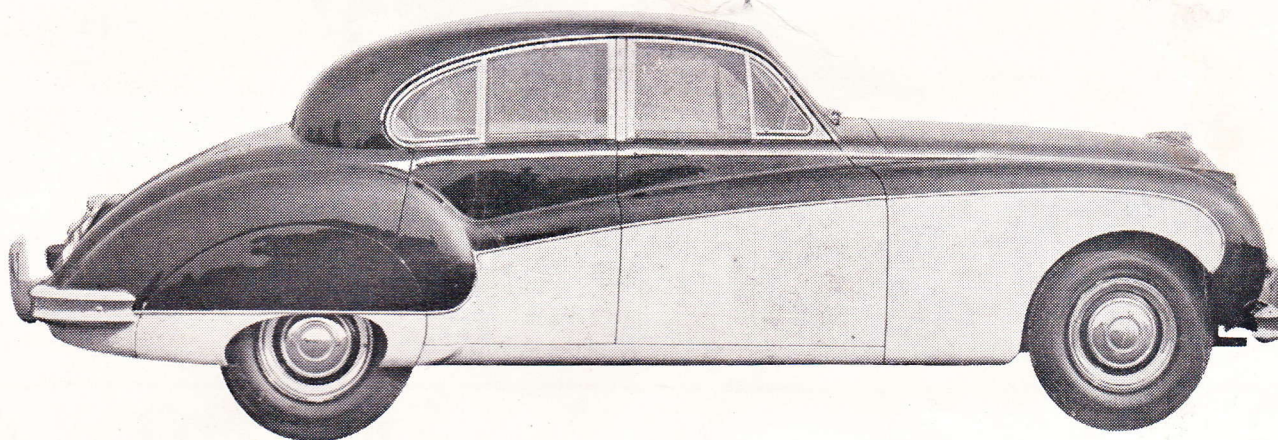
HIGH-PERFORMANCE CARS 1956-57. Size 11" x 8½".
80 pages. Price 5/- net from your local bookseller. 5/6 post
free. Edited by Gregor Grant and John Bolster. Technical
drawings by Theo Page. This annual is now in its third year
of publication and is eagerly read by all motoring enthusiasts.
In addition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

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



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

FERODO



First choice for the new Jaguar Mark VIII

If you have the Jaguar Mark VIII fitted with automatic transmission, the extra floor space is wisely used to provide a wide brake pedal that can be operated with either foot. And, whichever foot you use, you'll be calling on the smooth, sure response of Ferodo Anti-Fade Brake Linings . . . once more chosen by Jaguar for their latest model.

FERODO Anti-Fade Brake Linings

FERODO LIMITED · CHAPEL-EN-LE-FRITH · A Member of the Turner & Newall Organisation