

AUTOSPORT

OCTOBER 26, 1956

1/6

EVERY FRIDAY
Vol. 13 No. 17

BRITAIN'S MOTOR SPORTING WEEKLY



Setting the pace for tomorrow

New 6-cylinder 2.6 litre engine.

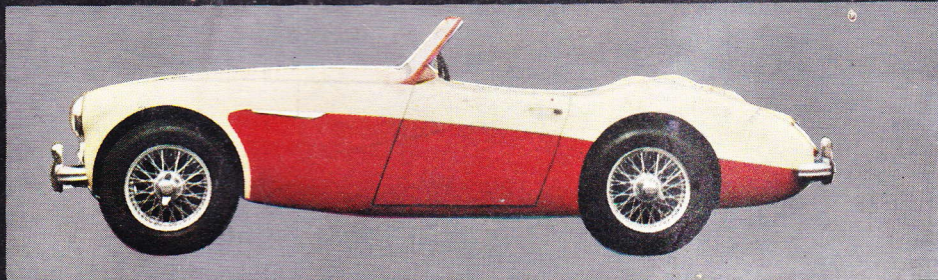
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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 13 No. 17

October 26, 1956

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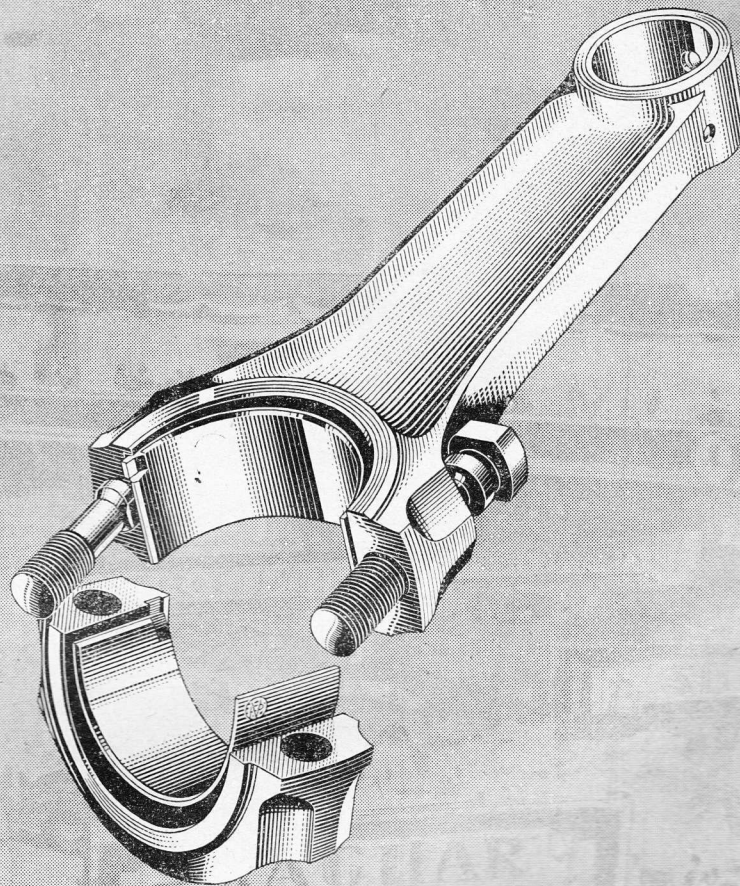
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EDITORIAL

AN OPPORTUNITY MISSED?

DESPITE the presence of the Rover gas-turbine, Earls Court was singularly lacking in novelty, in so far as British manufacturers were concerned. True, there were the Berkeley and the exciting Lotus exhibits, but none of the "Big Six" produced anything that could be said to have "stolen the show". Obsessed with two-pedal control, the larger manufacturers did not have anything on their stands which would have caused excited comment from the general public; for example, a vehicle such as Buick's Centurion—admittedly a dream car, but nevertheless an intriguing adventure into not-so-unpractical technology. One missed the Docker Daimlers; they never failed to bring the public flocking round and, by their very emphasis on luxury, prompted people to say: "Well, we can't afford them, so we'll look around to see what we can afford". Again, the much-discussed Volkswagen was on view in the guise of a very pretty Ghia coupé by Karmann, a case of a special-bodied, near-Grand Touring vehicle which has now been listed as standard. One could well imagine public reaction to a similar sort of vehicle based on (say) the Morris Minor, or the Standard Ten!

There is nothing wrong with British automobile engineering, but there is little doubt that the men with ideas are apt to be discouraged by the smug attitude of several "tycoons", whose motto appears to be: "We make 'em, and the public will have to take 'em". AUTOSPORT has seen some really beautiful machines in prototype form, but by the time some of the boss men get hold of them, their appearance has been altered out of all recognition. It cannot be all that difficult to combine beauty of form with practicability. The delightful contours of the Renault Dauphine prove that it is possible to do this in the small-capacity category without sacrificing anything in the way of performance or comfort, and Sir William Lyons has always evolved extremely handsome cars in his Jaguar range—at prices which completely baffle makers in other countries. By and large, Great Britain offers the greatest variety of vehicles in the world to purchasers. Our sports and high-performance cars are well established in foreign markets, but there can be no complacency. That Karmann coupé already mentioned might prove to be a dangerous competitor to M.G. in the American markets, particularly if it receives a spot of "Porsche-izing". One must not overlook the tremendous resources of its manufacturers, and their admittedly first-class service organization, to realize that no matter how well it is dolled-up and hotted-up, it will still be fairly inexpensive in the dollar markets. The Germans have tasted the fruits of success in export markets, and it is up to British manufacturers to meet this challenge with everything they have got! What Mercedes-Benz and Ferrari have done to further their countries' prestige, Vanwall, B.R.M. and Connaught may do tomorrow. Let's hope that our manufacturers realize the importance of their efforts in relation to the all-out struggle for export markets.



VANDERVELL

BEARINGS & BUSHES

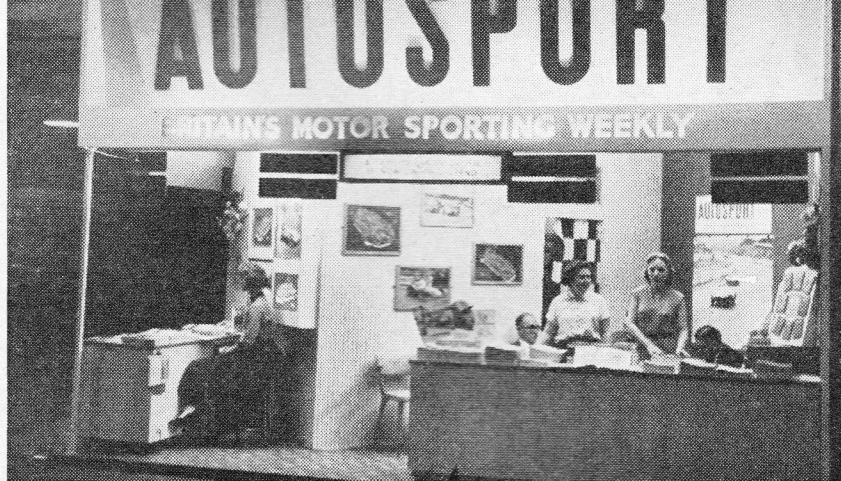


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ON STAND 64: (Below) Mike Hawthorn and Ivor Bueb take a peep over Susan Vale's shoulders at "High Performance Cars, 1956-1957" when visiting the AUTOSPORT stand at Earls Court. (Right) General view of the stand, which is attracting thousands of motor sporting enthusiasts daily.



PIT & PADDOCK

SIGNING IN: Archie Scott-Brown and Colin Chapman autographing the Visitors' Book.



IT seems certain that Roy Salvadori and Tony Brooks will be in the Aston Martin team for 1957. Amongst others who have been tried out and not found wanting are Noel Cunningham-Reid and Dick Steed.

SHEILA VAN DAMM is said to be reconsidering her announced retirement with a view to taking a Sunbeam Rapier on the Monte Carlo Rally. Other "Monte" news is that Nancy Mitchell will drive a Magnette, and Anne Hall a Ford Zephyr.

STIRLING MOSS was mobbed by fans when he appeared on the AUTOSPORT stand at Earls Court last Saturday. He was accompanied by the popular Texan, Carroll Shelby.

NEXT year's Tojeiro-Jaguar sports cars will have improved roadholding and less weight; drivers will include John Ogier and E. Protheroe. A smaller Tojeiro sports car, with Coventry-Climax engine, is also forthcoming, but no Formula 2 car is likely in the near future.

AN F.I.A. mission is to go to the United States next February in an effort to settle the appointment of a national club for promotion of major U.S.A. events, a problem only temporarily solved since the withdrawal of the A.A.A. by the issue of temporary permits.

TONY PARRAVANO has ordered three of the 4½-litre V8 Maserati engines, as tried out in Sweden in August. Two will go into sports cars, and the third, reduced in capacity to 4,200 c.c., into a racing chassis for Jimmy Bryan to drive in the Indianapolis 500 Miles.

CARROLL SHELBY has had to turn down several offers to drive in European events, as he has already contracted to take part in the Indianapolis 500 Miles Race. However, the popular Texan hopes to be over sometime in June.

GRAF VON TRIPS has been test driving for Ferrari, together with Musso and Castellotti, at Modena recently. The promising young German is expected to drive full-time for the Scuderia in 1957.

SUBSTANTIAL price reductions were announced by David Brown on Show opening day for the Lagonda saloon and drophead models. New figures are: saloon, £1,995, or £2,993 17s. with P.T. (reduction £605 basic); drophead, £2,250, or £3,376 7s. with P.T. (reduction £450 basic).

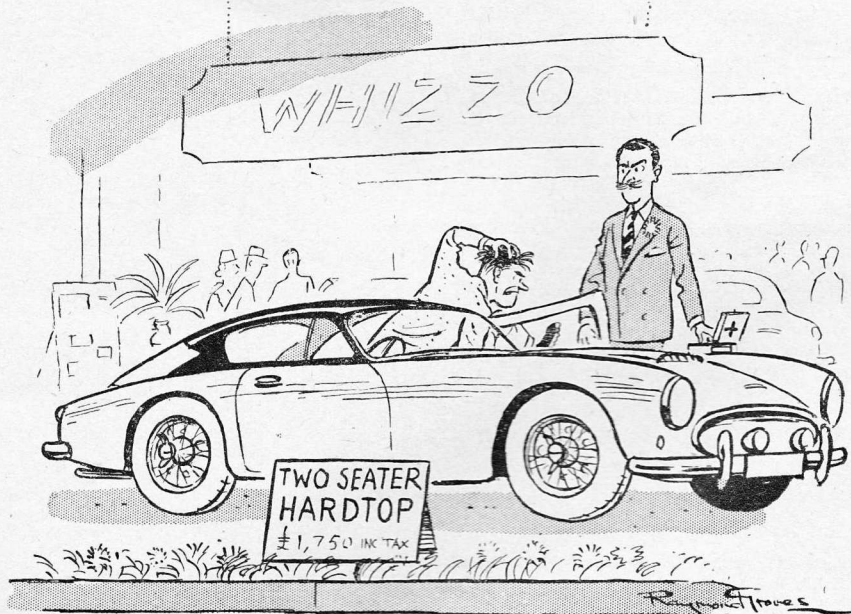
NORWAY'S first car, the "Troll", is revealed as a futuristic-looking closed sports in plastic, with twin-cylinder, fuel injection, two-stroke engine giving some 30 b.h.p. The makers, Kohl-Larsen, hope initially to turn out one Troll per week, for Norwegian clientele only, with eventual production of a car per day.

FOUND in London—a pre-war B.A.R.C. Brooklands car badge. Inquiries c/o this journal.

SHOWTIME rush caused us to mount that superb Touring Superleggera body on an Aston Martin DB3S chassis, instead of a DB2/4, both in caption and copy. Our apologies, A.M.

CONFIRMED in Paris—that next year's British G.P., on 20th July, will also carry the title Grand Prix of Europe. Last time this was held on British soil was in 1950, when Farina (Alfa Romeo) won at Silverstone.

IT seems Stirling Moss got around Silverstone even quicker than the 1 min. 41.5 secs. we mentioned last week, with the G.P. Vanwall. His best time was 1 min. 39.6 secs. which certainly makes the old record look sick.



SPORTS NEWS

CHAMPIONSHIP CHANGES

FOLLOWING the controversy over scoring in the World Drivers' Championship, it was agreed by the C.S.I. at their recent Paris meeting that a driver must drive for at least one-third of a race distance before qualifying for points.

Points for the 1957 European Rally Championship, formerly known as the Touring Championship, can be gained on general classification and also on class performances. This marking also applies to the Ladies' Championship section. The "Sports" category for International rallies is to be abolished, the new categories being "Touring" and "Grand Touring".

In future, cars eligible for the World Sports Car Championship may not have a central driving position, and must be fitted with two doors. Races qualifying must be of a duration of not less than 600 miles or 1,000 kms. Next year's G.P. of Venezuela, booked for 3rd November, may be added to the list of qualifying events.

It was agreed by the C.S.I. that a European Hill-Climb Championship should be promoted in 1957. This revives a series which proved popular in pre-war days, with classic events run on such famous gradients at Mont Ventoux, La Turbie in France, Kesselberg and Freiburg in Germany, Klausen in Switzerland, and Stelvio in Italy. Drivers such as Hans Stuck (Austro-Daimler and Auto Union), Caracciola (Mercedes), Tadini (Alfa Romeo) and Rosemeyer (Auto Union) were acknowledged stars of the very specialized art of racing up mountain roads measuring from 7 to 14 miles. Unfortunately, Britain has no hill-climb courses able to approach the Continental venues in length, and none of the events counting for the R.A.C. Hill-Climb Championship will be included in the European contest.

With hill-climbing almost a lost art since the war, it will be interesting to see which drivers, with which cars, shine in this sphere. Willy Daetwyler, Swiss champion for many years, should be well to the fore, as should Maglioli and

VARIATIONS ON A THEME: Successful British and German versions of the rear-engined sports-racing car. (Right) Two 1,100 c.c. Cooper-Climaxes, driven by Peter Gammon and Michael MacDowel, leading the up to 1,200 c.c. race at Brands Hatch on 14th October. (Below) Two of the very fleet Porsche Spyder 1½-litre models in action during a race at Torrey Pines, California.

several other Italians; the typical European mountain climb should prove excellent ground for the ultra-light Formula 2 vehicle, as built by several British firms.

CHAMPIONSHIP QUALIFYING EVENTS

World Drivers' Championship. 13th January, Argentine G.P.; 19th May, Monaco G.P.; 30th May, Indianapolis 500 Miles; 2nd June, Belgian G.P.; 16th June, Dutch G.P.; 7th July, French G.P.; 20th July, British/European G.P.; 4th August, German G.P.; 8th September, Italian G.P.

World Sports Car Championship. 20th January, Buenos Aires 1,000 kms. Argentina; 23rd/24th March, Sebring 12 Hours, U.S.A.; 12th May, Mille Miglia, Italy; 26th May, Nürburgring 1,000 kms., Germany; 22nd/23rd June, Le Mans 24 Hours, France; 11th August, Swedish G.P.; 14th September, R.A.C. Tourist Trophy.

European Rally Championship. 22nd/29th January, Monte Carlo Rally; 24th/28th February, Sestriere Rally, Italy; 5th/9th March, R.A.C. Rally, Britain; 24th/28th April, Acropolis Rally, Greece; 5th/11th May, Tulip Rally, Holland; 30th May/2nd June, Nürburgring-Wiesbaden Rally, Germany; 11th/16th June, Midnight Sun Rally, Sweden; 20th/23rd June, Geneva Rally, Switzerland; 5th/12th July, Alpine Rally, France; 24th/28th July, Adriatic Rally, Yugoslavia; 28th August/1st September, Liège-Rome-Liège Rally, Belgium; 20th/24th September, Viking Rally, Norway; 3rd/6th October, Iberian Rally, Spain/Portugal.

European Mountain Championship (Hill-Climbs). 30th June, Mont Ventoux, France; 21st July, Susa-Mont Cenis, Italy; 28th July, Freiburg, Germany; 15th August, Austrian Mountain G.P.; 25th August, Swiss Mountain G.P.; 1st September, Mont-Parnes, Greece.

THE 1957 CALENDAR

Provisional Fixtures

PRIORITY RACING EVENTS

January

12th, New Zealand G.P. (R, S); 13th, ARGENTINE G.P. (F1); 20th, Argentine 1,000 kms. (S); 26th, Lady Wigram Trophy Race (R, S), New Zealand.

February

2nd, Dunedin Races (R), New Zealand; 9th/10th, Fisherman's Bend Races (R, S), Australia; 16th, Invercargill Races (R), New Zealand; 26th, G.P. of Cuba (S).

March

2nd/4th, Australian G.P. meeting (R, S); 10th, Dakar G.P. (S); 23rd/24th, Sebring 12 Hours.

April

7th, Syracuse G.P. (F1, 2), Sicily; 13th, Aintree Meeting (F1, 2, 3, S); 14th, Tour of Sicily (S, T); 22nd, Pau G.P. (F1); 22nd, Goodwood Meeting (F1, 2, 3, S); 22nd, Bathurst Races (R, S), Australia; 28th, Naples G.P. (F1, S), Italy.

May

4th, B.R.D.C. Silverstone Meeting (F1, 2, S); 5th, Paris 1,000 kms. (S); 12th, Mille Miglia (S, T), Italy; 19th MONACO G.P. (F1); 26th, Nürburgring 1,000 kms. (S, T), Germany; 30th, INDIANAPOLIS 500 MILES RACE (R).

June

2nd, BELGIAN G.P. (F1); 9th, Targa Florio (S), Sicily; 16th, DUTCH G.P. (F1); 22nd/23rd, Le Mans 24 Hours (S); 30th, G.P. de Cadours (F1, R, S); 30th, Mont Ventoux Hill-Climb (F1, 2, 3, R, S, T); 30th, Supercortemaggiore G.P. (S), Italy.

July

7th, FRENCH G.P. (F1); 13th, Rheims 12 Hours (S); 20th, G.P. OF EUROPE and of BRITAIN (F1); 21st, Susa-Mont Cenis Hill-Climb (S, T), Italy; 28th, Caen G.P. (F1, R, S, T); 28th, Freiburg Hill-Climb (S, T), Germany.

August

4th, GERMAN G.P. (F1, S, T); 11th, Swedish G.P. (S); 15th, Austrian Mountain G.P. (S, T); 18th, Sables d'Olonne G.P. (F2, S, T); 18th, Pescara G.P. (F1, 2, 3), Italy; 25th, Swiss Mountain G.P. (S, T).

September

1st, Berlin G.P. (F2, S, T), Germany; 1st, Mont Parnes Hill-Climb (S, T), Greece; 8th, ITALIAN G.P. (F1); 8th, Coppa Inter-Europa (T), Italy; 14th, R.A.C. Tourist Trophy (S); 21st, Oulton Park Meeting (F1, 2, 3, S); 29th, Albi G.P. (F1, 2, S), France; 29th, Monza Races (R, S).

October

6th, Coupe du Salon (S, T), France; 6th, Bathurst Races (R, S), Australia; 13th, Rome G.P. (F2, R); 27th, Moroccan G.P. (F1).

November

3rd, Venezuela G.P. (S); 17th, Rio de Janeiro G.P. (S); 24th, Albert Park Races (R), Australia.

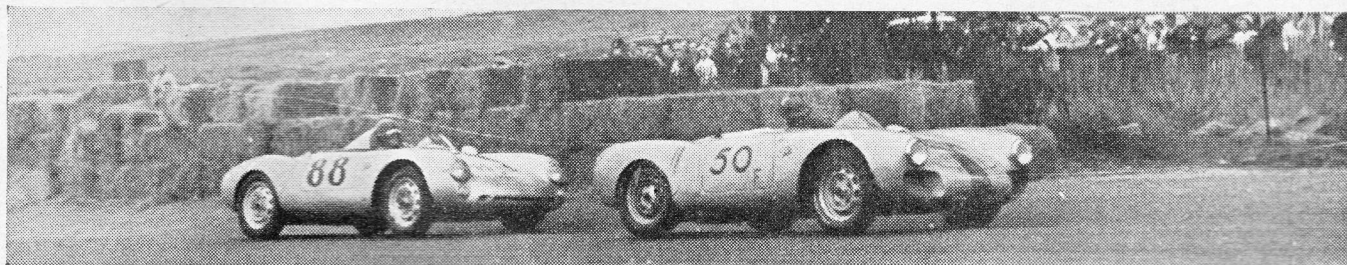
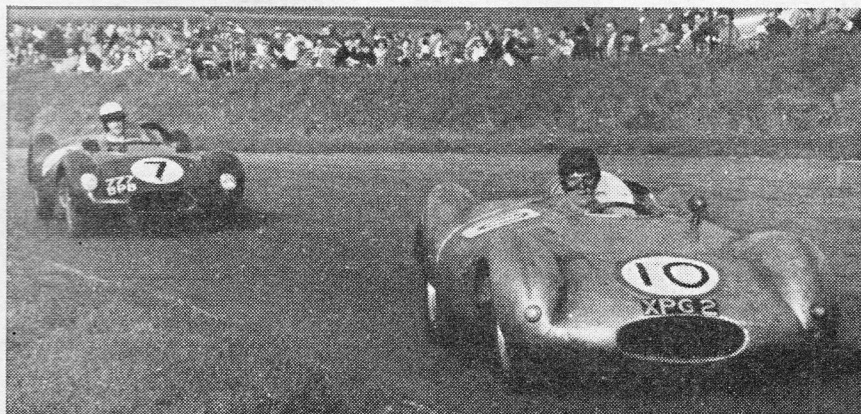
December

1st, Sao Paulo G.P. (S), Brazil; 3rd/8th, Bahamas Racing Week (S).

National Open Racing and Rally Calendars to be published next week.

THE MONTE CARLO RALLY

REGULATIONS have now been published for the XXVII Rallye Automobile Monte-Carlo (22nd-29th January). Starting points are Athens, Oslo, Glasgow, Paris, Monte Carlo, Munich, Rome and Lisbon. All routes will converge on Chambéry, when the Chambéry-Monte Carlo section will be the first classification test. This route is via Col du



RACING AT ROME

Behra (Maserati) Wins Rome G.P. — Successes for Mackay Fraser (Lotus) and Colin Davis (Cooper)

Granier, Col de la Porte, Grenoble, Col des Fans, Gorges de l'Eyrieux, Col de Crimone, La Croix-Haute, Sisteron, Plan du Var and La Turbie, and must be regarded as being extremely difficult if winter conditions are experienced. The best-placed 90 competitors will take part in the Mountain Circuit test on 28th January. Entries (35,000 francs) close on 8th November.

Cars eligible are Category 1, Series-Production Touring Cars, Modified Series-Production Touring Cars. Category 2, Special Series, Grand Touring and Modified G.T. Classes are: first, Over 2,000 c.c.; second, 1,300-2,000 c.c.; third, 1,000-1,300 c.c.; fourth, Under 1,000 c.c. Category 2 cars will be handicapped in the classification tests on the basis of the minimum times for Category 1 machines multiplied by the factor 1.08.

This year there are heavy penalties for damaged cars, including minor dents. A speed and manoeuvring test will also be held during the rally at Monaco, but will not affect the final classification.

COOPERS AT MONZA

LAST week we recorded the success of Arthur Owen, Bill Knight and their 1,530 c.c. Coventry - Climax - engined Cooper in setting up seven new International Class E records at Monza at speeds ranging from 125.7 m.p.h. to 135.07 m.p.h. After a run lasting nearly eight hours, a 1,100 c.c. Climax engine was fitted, and Roy Salvadori went out, to set a new 200 Miles Class G record at 131.9 m.p.h. Trouble then ensued which, with the imminence of the Rome G.P., made further efforts at Monza impossible, but the distances and speeds achieved certainly proved the durability of the Formula 2 Cooper's chassis and suspension on the notoriously bumpy Monza banking.

JAGUARS FOR WORLD CHAMPIONSHIP?

IT is now certain that Jaguar will be represented in the 1957 World Sports Car Championship. The 1956 team cars have been acquired by David Murray for Ecurie Ecosse. Drivers so far signed by the Scottish stable are Ninian Sanderson, Ron Flockhart and John Lawrence. Keith Hall may also be seen in the blue cars. There is also a possibility that Jimmy Stewart will return to racing next season.

RUSSIA TO JOIN F.I.A.

AT the autumn general assembly of the F.I.A. in Paris last week, attended by the representatives of the national motor clubs of 31 countries, it was agreed that the Auto-Motor Club of the U.S.S.R. should be granted F.I.A. affiliation for a probationary period of two years.

This decision should mean that Russian-made speed records will, subject to F.I.A. homologation, be recognized internationally, that Russian drivers may secure international competition licences and take part in events outside their own country, and that events to international rally, sports car or racing regulations can be promoted in the U.S.S.R. It means, also, that the appearance of Russian-built competition cars in European events is now a distinct possibility. It is known that technical groups at Kharkov, Moscow and elsewhere are keen to participate in races outside the U.S.S.R.

DRIVING the latest 4-cylinder, 2-litre Maserati, Jean Behra won last Sunday's Rome Grand Prix on the very fast 4.09-mile Castelfusano circuit outside the Eternal City. Second came Harry Schell in a similar car, and third was Luigi Musso (Osca), 1½-litre race winner. Details of the races at the time of going to press were sparse, but Behra won comfortably, and set the fastest lap of the day in 2 mins. 16.9 secs., a speed of 174.0 k.p.h. (108.12 m.p.h.), coming very close to the late Onofre Marimon's absolute record with a G.P. Maserati, set in 1954 at 174.826 k.p.h. (108.63 m.p.h.).

The meeting comprised seven one-hour races, in various grand touring, special touring and sports classes, and the 750 c.c. racing class. The latter, designed to give an outing for Italy's Oscas, Stanguellinis, Giaurs, etc., provided victory instead for British driver Colin Davis in a 600 c.c. Norton-engined Cooper, prepared by Ray Petty. Joakim Bonnier scored another win with his Giulietta Alfa Romeo in the 1,300 c.c. Grand Touring race, Herbert Mackay Fraser and David Piper scored a fine 1-2 success for Lotus and Coventry Climax in the 1,100 c.c. sports car event, and the Marquis de Portago notched up another win with his 250 "Europa" Ferrari in the over 2,000 c.c. Grand Touring race.

Having set fastest practice time of the 1,500s in 2 mins. 20.2 secs., as compared to Behra's 2 mins. 18.7 secs. in the 2-litre Maserati, Roy Salvadori (Cooper-Climax) led his class away at great pace, having an 8 secs. lead when a timing wheel stripped, ending his run after three laps. Les Leston (Cooper) had ignition trouble, while Ron Flockhart and Cliff Allison in Lotuses also retired with stripped timing gear, the former after lying third to

Castellotti and Musso in Oscas. Musso got the better of his old rival this time, and won, but Castellotti was unfortunate to miss second place through, it seems, an error in crossing the line with a dead engine instead of waiting behind it until Musso took the flag. Brian Naylor therefore finished second after a fine drive with his Lotus-Maserati.

The most keenly anticipated race of the day was that for 2-litre sports cars, in which Behra's winning speed, best of the day, gained him the Rome G.P. outright. Unfortunately the event was marred by an accident to the popular Italian veteran Luigi Villorosi. Coming up to the corner preceding the finishing line, his 2-litre Maserati was apparently forced off the road by another car, charged the protective straw bales, and overturned. Villorosi was seriously hurt, suffering a broken leg and arm, and feared spinal injuries. He was removed to Ostia hospital. Further news on the Rome races will be published next week.

Provisional Results

General Classification: 1, J. Behra (2.0 Maserati), covered 166.03 kms. in one hour. 2, H. Schell (2.0 Maserati), 164.93 kms. 3, L. Musso (Osca). 4, B. Naylor (Lotus-Maserati). 5, G. Cabianna (Osca). 6, P. Frère (Ferrari).

Sports Cars, up to 1,100 c.c.: 1, H. Mackay Fraser (Lotus), 156.02 kms. 2, D. Piper (Lotus). **Up to 1,500 c.c.:** 1, L. Musso (Osca), 164.2 kms. 2, B. Naylor (Lotus-Maserati). 3, G. Cabianna (Osca). **Up to 750 c.c.:** 1, G. Cabianna (Osca). 2, Pinazzo (Giau). 3, Branca (Moretti).

Racing Cars, up to 750 c.c.: 1, Colin Davis (Cooper), 152.75 kms. 2, Pirocchi (Stanguellini). 3, Branca (Moretti).

Grand Touring Cars, up to 1,300 c.c.: 1, J. Bonnier (Alfa Romeo), 146.72 kms. 2, Molteni (Alfa Romeo). **Up to 2,000 c.c.:** 1, Morolli (Maserati), 153.52 kms. 2, Scarfotti (Fiat 8V). **Over 2,000 c.c.:** 1, A. de Portago (Ferrari), 156.68 kms. 2, Luglio (Ferrari). 3, G. Musso (Mercedes-Benz).

Special Touring, up to 1,300 c.c.: 1, Cavallini (Alfa Romeo), 141.29 kms. 2, Nataloni (Lancia).

THE "AUTOSPORT" SERIES-PRODUCTION SPORTS CAR CHAMPIONSHIP—1957

SEVERAL alterations have been made to the list of cars eligible for the AUTOSPORT Series-Production Sports Car Championship, 1957. The only closed cars permitted will be fourth and fifth group grand touring production machines, i.e., standard (normal) and modified (amélioré). Certain production components hitherto disallowed will be permitted, including proprietary modifications approved by manufacturers. These will be listed in the regulations which will be available before the end of the year. A new system of scoring will be adopted and the very successful Three Hours Race will be retained, the 27 entrants who have scored most points being invited to participate. A change is that the outright winner will be the entrant who scores most points in a stated number of qualifying events plus marks gained in the "Three Hours". The complete list of eligible cars is as follows:—

A.C.: Ace, Ace-Bristol, Aceca. **Allard:** All models. **Alfa Romeo:** Giulietta Sprint, Sprint Veloce, Spyder, 1900 Super Sprint. **Aston Martin:** All DB2 and DB2/4 models. **Arnolt-Bristol.** **Austin-Healey:** 100, 100 Le Mans, 100S, Six. **BMW:** 507. **Chevrolet:** Corvette. **Cunningham:** Vignale. **D.B.-Panhard:** Grand Touring. **Dellow:** All models. **Denzel:** 1.3, 1.5-litre. **Elva:** (Ford

engines). **Ferrari:** 2.0, 2.3-litre, Types 166, Inter, 250 G.T. **Fiat:** 8V, 1100 TV, Spyder. **Fiat-Abarth:** 750 Grand Turismo. **Ford:** Thunderbird. **Frazer-Nash:** All post-war models. **Healey:** Silverstone. **H.R.G.:** All models. **Jaguar:** XK 120, XK 140 (including modifications listed by Jaguar Cars, Ltd., pertaining to both types). **Jensen:** Interceptor, 541. **Jowett:** Jupiter. **R.2.** **Lancia:** Gran Turismo, Spyder. **Lea-Francis:** 1.5, 2.5-litre. **Lotus:** Mk. V, Mk. XI Sports† (Ford engines). **Maserati:** 2.0 Gran Turismo. **M.G.:** TA, TC, TD, TF, A, A coupé. **Morgan:** All models. **Mercedes-Benz:** 190SL, 300SL. **Porsche:** All models excluding Type 550 Spyder. **Renault:** Alpine, Autobleu. **Salmson:** 2.3 Sports and G.T. **Siac:** 8V, 1,100 G.T., 1,100 Spyder. **Sunbeam:** Alpine. **Swallow-Doretti.** **Talbot:** Grand Sport (also with 2.5 Maserati-engine). **Triumph:** TR2, TR3.

* C-type and D-type not eligible; listed by manufacturers as sports/racing machines.

† Must conform to 1957 catalogue specification.

THIS YEAR OF PACE

OWING to the inadvertent omission of a vital paragraph in the article "This Year of Pace" in last week's issue, there was no mention of those stalwarts Horace Gould (Maserati), Bob Gerard (Cooper-Bristol) and Bruce Halford (Maserati), all of whom took part in the British Grand Prix, Gould and Halford also competing in several Continental G.P.s. Gould, after doing extremely well during the season, was unfortunate enough to damage his car badly at Caen, and was unable to accept an invitation to compete in the Grand Prix of Europe at Monza.

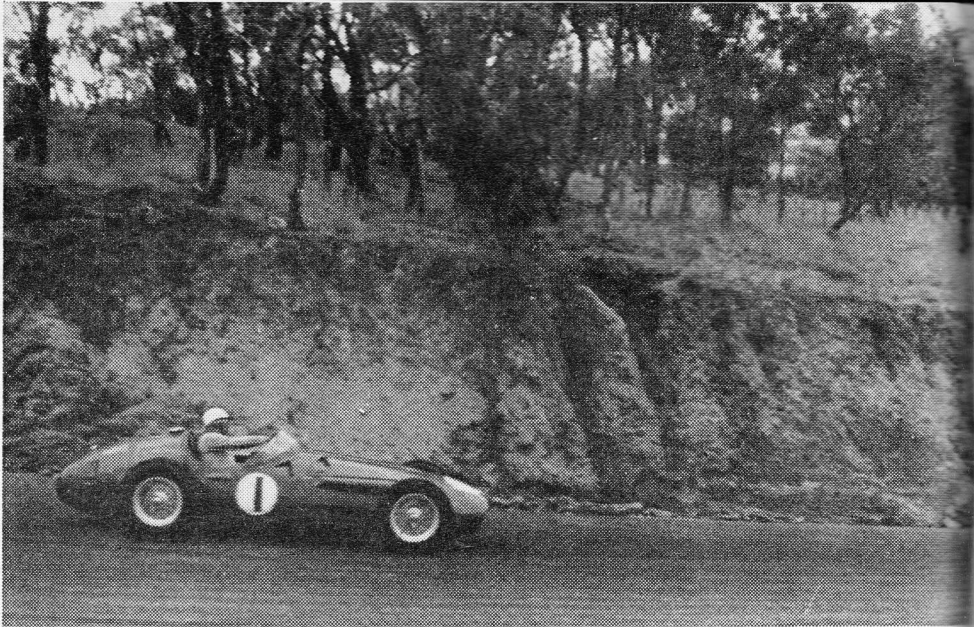
Stan Jones's Day at Bathurst

Two "Firsts" and a New Lap Record for Australian Maserati Exponent

DRIVING the 250F 2½-litre Grand Prix Maserati which he has acquired this season for racing, in place of his famous Maybach Spl., Stan Jones won the 100 Miles Racing Car event at the New South Wales Road Racing Championship meeting at Bathurst on 30th September. Jones also finished third in the handicap section of this race, won a shorter scratch race for over 1½-litre racing cars, and broke Reg Hunt's April lap record of 2 mins. 48 secs. with a lap in 2 mins. 44.4 secs.

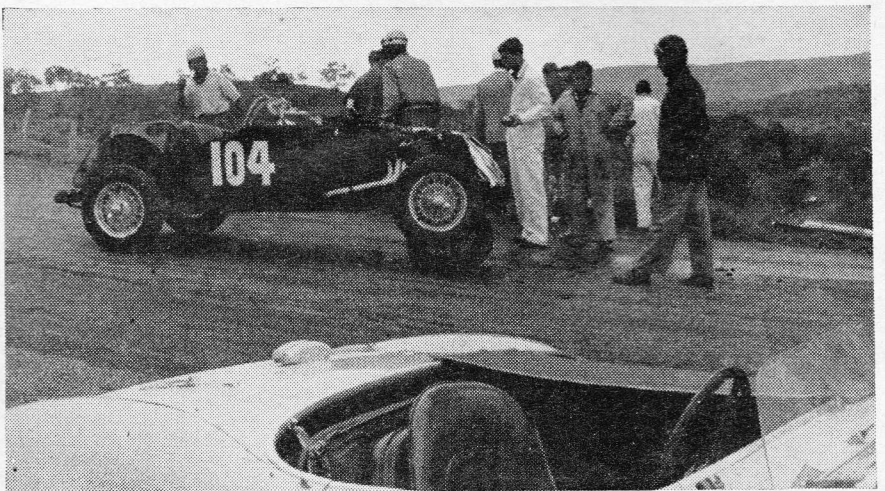
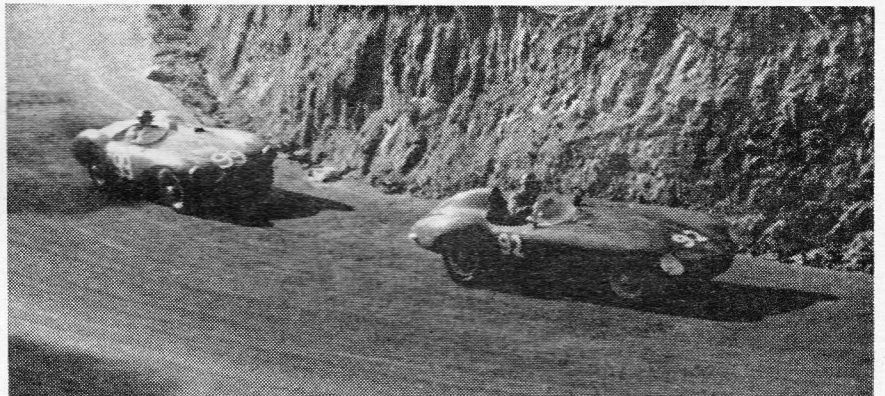
Six events made up the very successful day's programme, run over Australia's best road racing circuit, that at Mount Panorama, measuring 3½ miles. Peter Whitehead once held the lap record there, when he won the 1938 Australian G.P. with a 1½-litre E.R.A. The mountain section from Quarry to Forest Bend has been likened to the Nürburgring, with its blind corners and sudden gradients. The Con-Rod straight, although not level, permits speeds of up to 150 m.p.h., and the D-type Jaguars were reaching this velocity in practice at 5,800 r.p.m. on the axle ratio fitted. This straight has caused many to exceed the rev-limit and blow up, hence its name!

Race 1 was the saloon car championship over 10 laps (38.75 miles), and was won by L. Geoghagan in one of the Australian-built Holdens, with R. Long



(Above) Stan Jones, of Maybach Spl. fame, winning the 100 Mile race at Bathurst in his Grand Prix Maserati. He broke Reg Hunt's old lap record, set up in April this year with a similar car, by 3.6 secs.

(Below) Stan Coffey (Ferrari Monza) leads Tom Sulman (Aston Martin DB3S) through Forest Bend during the Sports Car Championship. Sulman gained second place, behind Stilwell's D-type Jaguar.



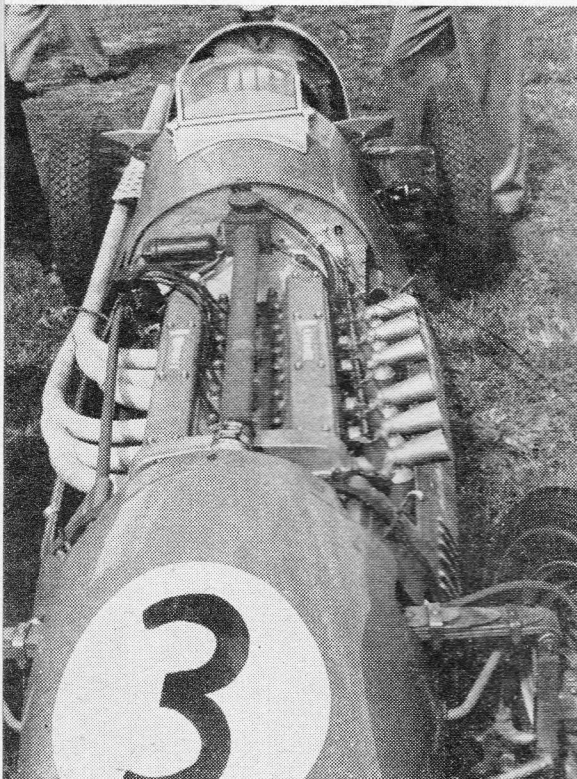
(Above) Barry Topen turned his stripped 1½-litre M.G. over, going down through the Esses during practice. The car was extensively damaged, as can be seen, but Topen's injuries were minor only.

(Left) An Anglo-Australian combine, Jack Myers's famous W.M. Cooper has a twin o.h.c. Holden engine, bored out from 2,171 to 2,440 c.c., and giving between 160-180 b.h.p., fitted in a Cooper-Bristol chassis, reputedly ex-Mike Hawthorn. The cylinder head, designed and built by Merv. Waggott for Holden-engined speed boats, is the first to appear in a racing car.

second in a similar car, and B. Gurdon's Austin A90 third. Geoghagan's Holden also won the handicap section, with a 203 Peugeot second—handled by a driver named Holden!

The under 1,500 c.c. racing car event fell to C. James's very fast M.G. Spl. This neat little single-seater has been built by Guy Buckingham, an ex-secretary of the 750 Club in Britain, and a recent arrival in Australia. The car has independent front suspension, tubular space frame, de Dion rear end and an M.G. 1,500 c.c. (XPEG) engine, currently

(Continued on page 546)

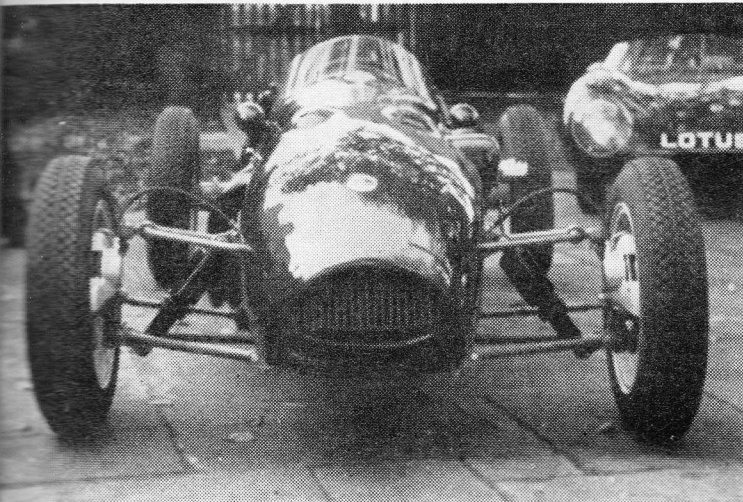


MONOPOSTO



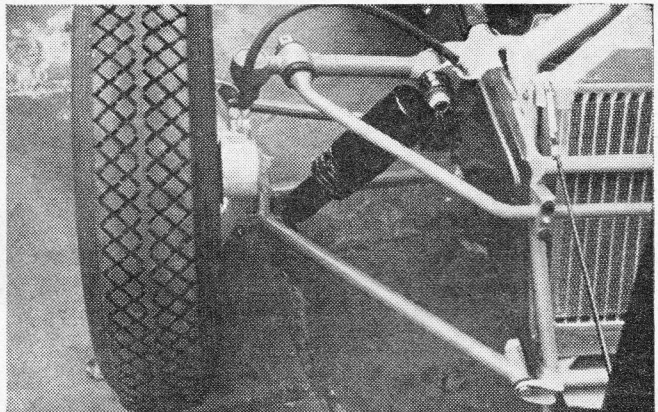
by **LOTUS**

More Pictures of Britain's Latest Formula 2 Racing Car, first described in last week's "Autosport"

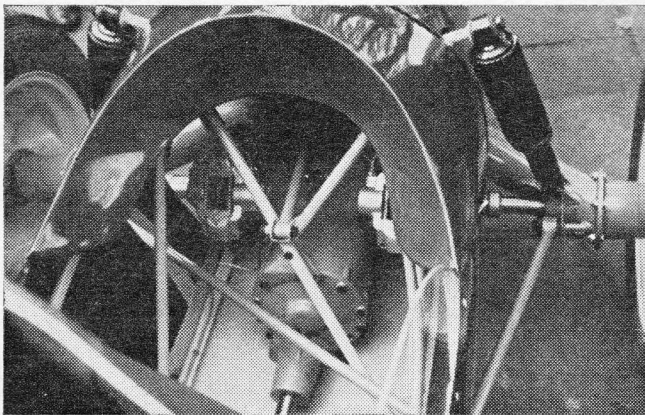
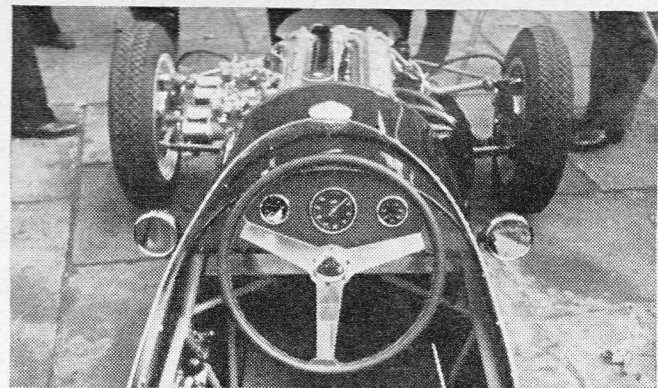


(Above) The nose of Colin Chapman's first single-seater design is attractively simple, presenting the minimum frontal area. The brakes are Girling disc-type.

(Right) Cockpit view, with three instruments and three-spoked steering wheel, is also strictly functional. Weight of the complete car is under 6 cwt.

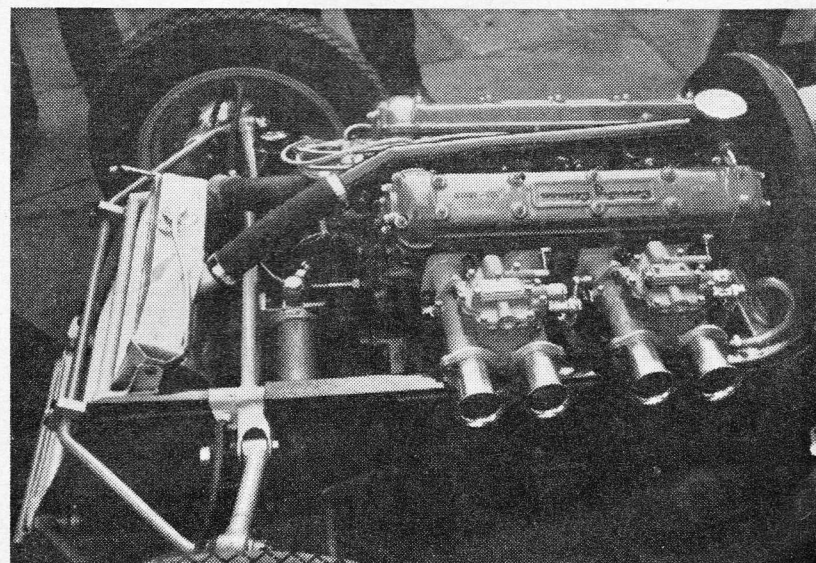


(Above) Double service is performed by the anti-roll bar, which also acts as the top wishbone of the front springing. Suspension all round is by Girling helical spring and telescopic damper units.



(Above) Looking in on the rear axle, showing the Lotus-built five-speed gearbox combined with the final drive, and de Dion axle detail.

(Right) The twin overhead camshaft 81.2 mm. x 71.1 mm. 1,475 c.c. Coventry-Climax engine gives 141 b.h.p. Weber carburettors seen here may not be the final wear.



ROCK steady as he takes his Cooper - J.A.P. through a left-hander is Tony Rivers Fletcher (left), fastest of the day.

★

R O L L I N ' through (below) is Dr. Mawe (Frazer-Nash).

H. L. Halkyard (3-litre) and then we passed on to the "Sports Cars in Any Trim", designed to admit the specials, but providing an opportunity for many previous runners to have another go. Laverton in a Mark VI Lotus won the 1,200 c.c. class, taking the neatest of lines through the corners to clock 52.14, with C. P. McNaughton, in an Elva-Ford-Elva (if you see what we mean), second.

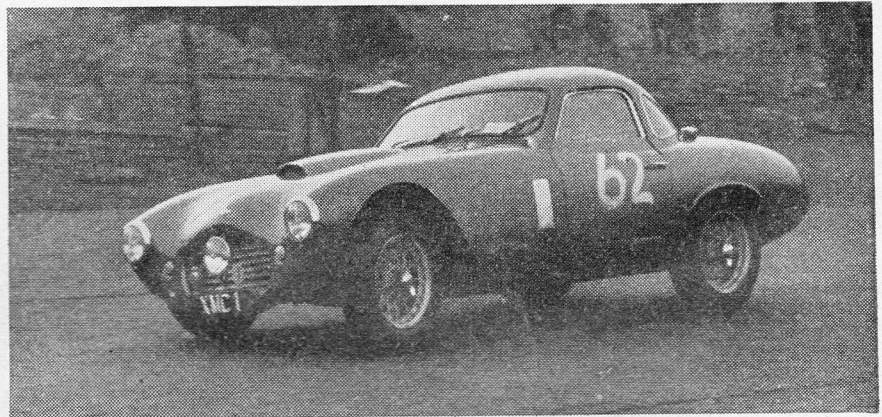
On his first run in the 1,500 c.c. class of this category, Constable spun the M.G. spectacularly at the first left-hander, but avoided such things on the second run, to win comfortably in 55.98, faster than in the earlier class. Second spot was taken by Steve Wilder, in Denis Jenkin-

WEST ESSEX HILL CLIMB

Rivers Fletcher (Cooper) Fastest at Stapleford National Event

A MISTY morning developed into a perfect autumn day of warm sunshine last Sunday, when the West Essex C.C. held their annual hill-climb over the familiar three-quarter-mile course on the perimeter of Stapleford Airfield. Although this is an annual event, this is the first time that it has been held under a National Permit, and the effect of it was to draw a large and extremely varied entry. B.T.D. went to Tony Rivers Fletcher, in the well-known pale blue Cooper with the 1,100 J.A.P. twin motor, on his immaculate first climb, in 48.44 secs. On his second run he tried a little too hard, but recorded only a fractionally slower time. Runner-up for B.T.D. was R. W. Colton, in a 500 Cooper-J.A.P., who clocked 49.78 on his second run, and these three runs were the only ones to break 50 secs.

The entry was divided into four fairly flexible categories, namely saloon cars, sports cars, sports cars "in any trim" and racing cars. They were further subdivided into capacity classes, making 18 classes in all—something for everybody. Starting with the saloons, and the up-to-1,000 c.c. class, the first victory went decisively to C. D. McCarthy's DKW. His second run in 63.42 secs. was more than 4 secs. faster than the next man, Jeremy Threlfall, in a much-modified Standard 10. Excitement occurred on the third run of the day, when P. G. Riviere managed to roll his DKW completely over, fortunately without any damage to himself, but at considerable cost to the bodywork of the car. This was in fact the only "incident" of the day. The up-to-1,300 c.c. class contained the extraordinary mixture of a Ford-engined Morris Minor, a Ford 10 van with all the Ballamy mods., two Volkswagens and an M.G. YB. The VWs topped the class, M. J. Kingham's highly tuned and very vociferous example roaring up in 62.31. J. R. Waller's A-type engined Magnette won the 2,100 c.c. class by nearly 6 secs. from Langwith's more standard example, and S. T. Rees had an easy victory in the 3-litre class in a very potent version of a new-type Zodiac. Upwards of 3 litres, there were only two entries, Graham's Jensen 541 leading May's large saloon Allard by almost 10 secs.



The sports car category, as might be expected, had the largest entry and commenced with the up-to-1,300 c.c. group, composed entirely of cars with Ford or 1,250 c.c. M.G. engines and won by one of the former, G. D. Hennessey's Mark VI Lotus, from one of the latter, Arundell's M.G. TC. The 1,500 c.c. class had an M.G. majority, and was won by W. P. U. Constable's Abingdon device, nominally a TD, but having a 1,500 c.c. engine with 10½:1 C.R. and with carburettors and exhaust pipes protruding from odd places. There were two Porsches amongst the non-M.G.s—Denis Jenkinson's Damen and K. S. Richardson's Carrera, the latter whipping up the slope almost to equal Constable's time. The fastest class in this category was that for cars up to 2,700 c.c. and there were fireworks here, particularly amongst the Austin-Healey brigade. S. C. Norman made an excellent first run in 53.78, but tried too hard on the second attempt and slid at the tricky first corner, almost to a standstill. U.S. entrant Capt. E. L. Hollis had his fun the first time up, sliding all over the road, but moderated his technique the second time to record 54.9. Ager's Healey Silverstone, however, bettered that with 54.57—but the class was won by two of those rather stark Bristol-engined Frazer-Nashes, driven by J. R. Rudd and Hamish Orr-Ewing, with 52.22 and 53.18—and no fireworks.

The over 2,700 c.c. class contained an assortment of XK Jaguars and C. T. Atkins's 300 SL, but was topped by George Burton's amazing Vintage 4½-litre Bentley, the Merc. taking second place. Another blow for the "Arthritic Pan-technicians"!

The "A.P.s" thundered out in force and great variety for the special Bentley handicap class, which eventually went to

son's Porsche, with 59.28. 'Nashes were first and second again in the two-litre class, Rudd leading once more, but with second place going this time to S. G. Daniel's very sleek Mille Miglia model. An easy victory in the unlimited class went to D. Lewis in the ex-Michael Head C-type Jaguar. He seemed to miss a gear momentarily on his first run, but made no mistakes on the second attempt and recorded a fine 50.84, 3 secs. faster than second man Norman in the Austin-Healey.

The largest class in the racing car category was surprisingly enough that for cars up to 250 c.c., and was, of course, a benefit for the 250 Motor Racing Club, who fielded seven cars. They exhibited remarkable diversity of appearance, performance and driving ability, but one or two did show considerable promise, H. B. Pickett's J.B.S. making a quick, unflurried climb in 63.57. Second place was taken by K. R. Harris's car which is powered by a twin-cylinder Anzani two-stroke motor. The little car buzzed crisply all the way to record 64.79 after a misfiring first run. In fact, misfiring dogged nearly all the "tiddlers", being reminiscent of the early troubles of the 500s. No doubt the new boys will gain reliability as they gain experience. They will probably also realize that with the limited performance available it is scarcely necessary to cut off for corners at all, the class-winners taking practically the whole course "flat"!

Of the 500s, R. W. Colton with a red Cooper-J.A.P. appeared unhurried, but recorded 49.78, fastest so far, whilst Mays in a G.M. clocked a rapid 50.65. However, the 1,500 c.c. class saw the battle of the day, between Rivers Fletcher and W. F. Moss in 1,100 Cooper-J.A.P. and blown E.R.A. respectively, as

(Continued on page 550)

FIVE ROUNDS RAPID: Winner of the second race, over 3-litre class, was Bob Berry (D-type Jaguar), here chasing M. Trimble's C-type into Lodge Corner.

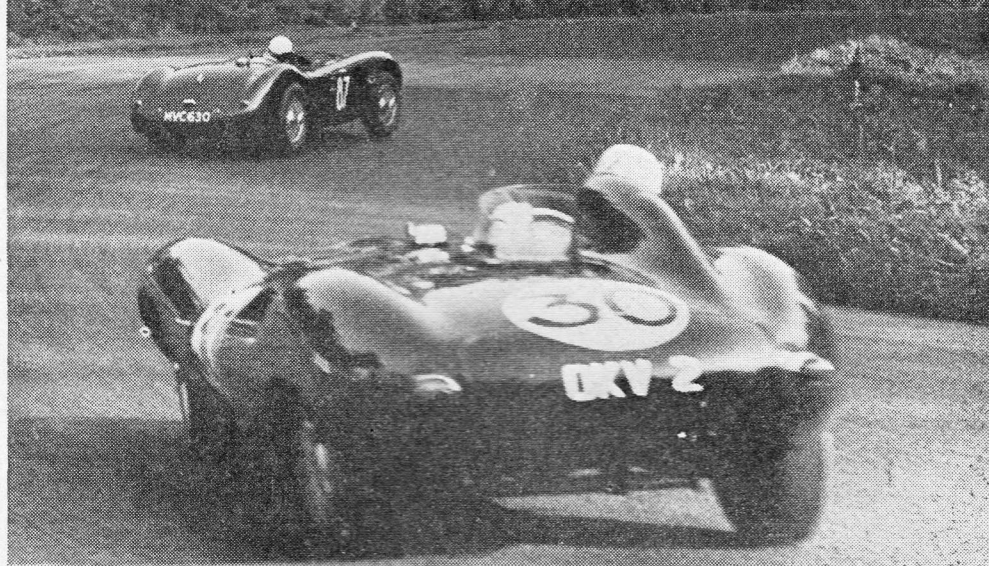
GLORIOUS sunshine, the biggest ever entry at Oulton Park, and impeccable organization coupled with split second timing, made the Lancashire and Cheshire C.C. race meeting at Oulton Park the finest club meeting yet seen in the North. With an entry list of 137 competitors, Saturday, 13th October, was a spectator's joy and delight.

The racing started at 11.20 a.m., the programme consisting of six scratch and six handicap events.

They were preceded by a half hour high speed trial with the required number of laps set according to capacity. It was not difficult, only four competitors out of the 35 starters failing to qualify. The main interest in this event was the entry of a team of three Fiat 600s which lapped in line astern and at Old Hall drifted in unison. At one point they overtook a much larger saloon, looking for all the world like a brood of chicks following a mother hen.

The second race was a five-lap scratch event for 750 and 1,172 Formula cars. M. J. Buckingham (Lotus) led from lap 2, closely followed by E. Millard (Austin) and D. Rees (Austin). This position remained static until lap 5. Buckingham was then overtaken by J. W. Anstice-Brown and G. E. Holland-Martin, both Lotus mounted. D. Rees (Austin) won the 750 class by some 25 seconds from M. J. Harris (Austin) and R. D. Lees (L.R.M.). There followed a five-lap scratch race in two classes for cars up to and over 3,000 c.c. G. Towse (Cooper-Climax) went into the lead from a very big field. He was closely followed by M. Trimble (C-type Jaguar), A. McMillan (Cooper-Climax) and A. E. Marsh (Cooper-Climax). Lap 2 saw R. E. Berry (D-type) and J. B. Naylor (Lotus-Maserati) come through into second and third places. Next lap the D type was in front, lapping at a steady 2 mins. 3 secs. On lap 4, Towse overdid Island bend and tried to climb an enormous tree well known to flag marshals and photographers. Berry, now travelling really quickly, led by 28 secs. despite an open spare wheel hatch. Naylor won the smaller class after a very close finish, only .4 sec. separating him from Marsh.

Next came another "two-in-one" five-lap race—a handicap affair for cars under 1,000 c.c. and for Vintage and Aston Martin machinery. P. Grant (Renault), who as limit man received 40 secs. from the Fiat team driven by C. Pashley, A. C. Hicks and J. E. Howell, led the "babies" from start to finish. Despite a most determined onslaught by the Fiats he won by 10 secs. Howell, with the Renault in sight, went



RECORD OULTON ENTRY

137 Competitors at Highly Successful Lancs and Ches C.C. Autumn Meeting

into Lodge too fast and rolled the 600 over. It speaks highly of these little cars that so little damage was caused and the Fiat was driven back to the paddock.

F. Wall and D. F. Mallalieu, their Bugattis snarling as of yore, held first and second places in the Aston-Vintage class. Miss P. Burt (Aston Martin DB2-4) tried hard, but could not give away a minute and a half in five laps. McDonald, his 4½-litre Bentley beautifully driven, was off the scratch mark and in the same boat.

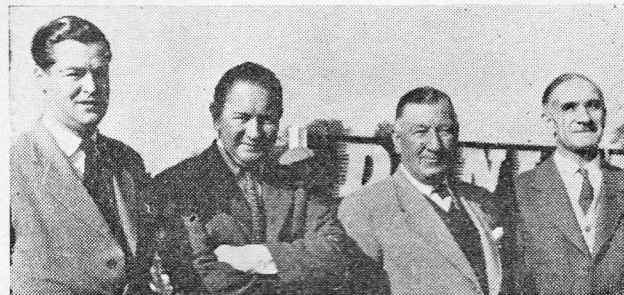
Event 5 was a scratch race for cars up to 1,500 c.c. J. B. Naylor (Lotus-Maserati) was chased hard by the Hon. E. G. Greenall (Lotus-Climax), so much so that on lap 4 Naylor ran out of brakes. A. E. Marsh (Cooper-Climax) was on Greenall's tail but the Lotus was just that shade faster and won by under a second. The next event was a five-lap handicap for production and modified touring cars. E. B. Wadsworth, whose Healey Elliot Saloon has to its credit more racing hours than can be counted, gained a surprise win on the last lap to upset the book. A back marker, he just managed to pip P. Grant's Renault and C. A. Pashley's Fiat, to whom he had given 3 mins. and 2 mins. respectively.

The ten lap handicap for racing cars brought to the start a large field of 30 assorted vehicles ranging from Coopers

and Kiefts to E.R.A.s and Bentleys. D. F. Mallalieu, whose Bugatti received 4 mins. 40 secs. from scratch man R. E. Berry (D type Jaguar), led from start to finish. Berry put in a lap in 2 mins. 1 sec. (B.T.D.) but could not do better than fifth. J. S. Munn (Turner-M.G.) was second and T. Taylor (Cooper) third. In the five-lap scratch race for sports cars up to 2,000 c.c., N. Campbell-Blair (Cooper-Bristol) and J. B. Naylor (Lotus-Maserati), inches apart, hurtled into Old Hall on lap 2; Naylor spun three times and retired. Five seconds afterwards, B. Harpin (Lotus Mark VI) did the same thing, but on this occasion he rammed the bank and went on fire. A fire marshal was quickly in action, though at one point the extinguisher got the better of him, and covered the crowd on the bank with white foam! Campbell-Blair finished three seconds ahead of T. Dickson (Lotus XI) and A. McMillan (Cooper-Climax). A 15-lap handicap for sports cars followed, and J. H. Gee (Fiat-BMW) led W. A. Bemrose (Austin-Healey) from the half-way mark, with E. B. Wadsworth (Healey Saloon) in third spot. The handicappers were a little at sea here, as Gee won by 1 min. 40 secs. and never looked like being caught. The next race, also a 15-lap handicap for sports cars, was confined to the faster machinery and proved the best race of the day. Due to the

(Continued on page 546)

STEWARDS of the meeting: (l. to r.) Basil Tye (R.A.C.), Maurice Faulkner, John Broadhead and G. Mangoleisi.



FIRE DOWN BELOW: B. Harpin's Lotus amidst clouds of extinguisher foam, down in the dip at Old Hall Corner. The blaze was soon under control.



EARLS COURT, 1956— THE TWO-PEDAL SHOW

Clutchless Transmissions Herald First Real Revolution in British Driving Technique for 50 Years—More 100 m.p.h. Saloons—Turbine Power Units and Disc Brakes Enhance Technical Interest

By JOHN BOLSTER



GHOSTED VIEW of a typical installation of the Manumatic transmission system, in which control of the clutch, and of engine speed during changes, is automatic, but the gears are manually selected with a lever.

clever arrangement, the control of the clutch is fully automatic and the engine speed is automatically adjusted during gear changes; the actual engagement of the gears, however, is carried out with a normal lever. This type of two-pedal control increases the purchase price by about £50.

Finally, there is the simplest system of all, as employed on very small cars such as the Renault and Standard. In this case, the clutch operation is still entirely automatic, but the driver is expected to use a little commonsense in operating his accelerator pedal. In its cheapest

THIS is the Two-Pedal Motor Show.

The clutch pedal is dying, if it is not actually dead, and by next year's show there will probably not be a single manufacturer who does not offer clutchless driving to his customers. For years we have taken it for granted that Americans did not need a left leg. Now the British motor industry has completed its experiments and has adopted the principle in a very big way.

On British cars, two-pedal control comes, broadly speaking, in three forms. The first of these is the fully automatic gearbox, such as the Borg-Warner. For various reasons, of which cost is perhaps the most important, this type of box is not found on cars of less than 2-litre capacity. At present it adds upwards of £170 to the price of a car, because some of the components are imported. Even when the whole mechanism is made over here it is improbable that it will ever add less than £80 to the cost. People buy small cars to save money, and thus it is unlikely that fully automatic transmission will be applied to them.

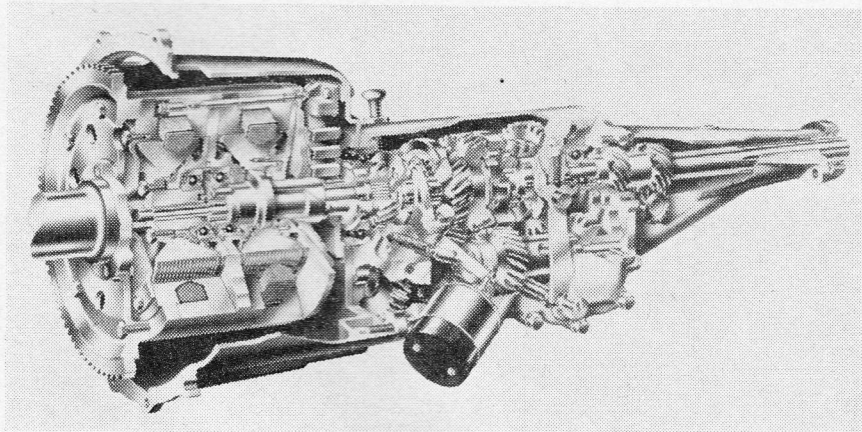
For medium-sized cars, the Manumatic system is often used. In this



BROAD PEDAL, for operation by the driver's left or right foot, features on the Buick Centurion "dream" car. Amongst this car's many novel features is power-operated steering without a column.

★

FULLY AUTOMATIC (left) is the new Autoselectric transmission, built by Smiths, which embodies an electromagnetic torque-converter.

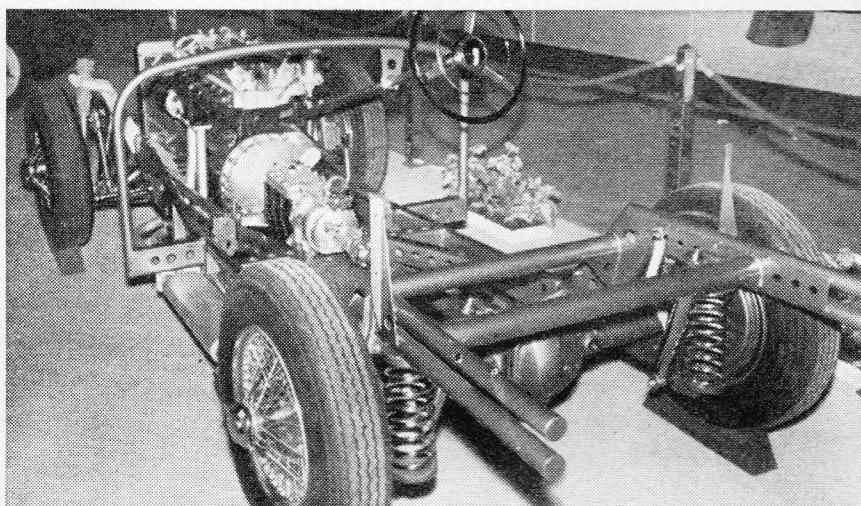


form, this arrangement may be ordered for less than £20, yet it is very effective indeed.

It will be understood that with every two-pedal system, the car moves off from a standstill on the mere depression of the accelerator; there is no clutch pedal to synchronize with accelerator and hand brake. Thus, one of the most



FIRST British production car with disc brakes on all four wheels is the shapely Jensen "541" de luxe (left). The body is of plastic.



SOUND HEART for the new Allard Palm Beach Mk. II (above) is provided by the 3 1/2-litre Jaguar engine. The tubular chassis embodies independent front suspension by wishbones and laminated torsion bars. At the rear, the rigid axle is suspended on large helical springs. An optional power unit on this model is the 2.6-litre Ford Zephyr II.

difficult operations for the beginner is removed at one fell swoop. It will, therefore, be apparent that a race of drivers will grow up for whom the operation of a clutch pedal is a complete mystery. For this reason, two-pedal control must fairly rapidly spread to every sort of car and commercial vehicle. This is the first real revolution in driving technique for more than half a century.

From the point of view of AUTOSPORT, which is concerned particularly with high-performance cars, the main interest of the show is the increase in the number of 100 m.p.h. saloons. Among British cars alone, there are now eight different makes of saloon which will definitely clock a genuine, timed century. There are also eight open two seaters and three coupés which will encompass the same velocity. Thus, Earls Court, 1956, is certainly a high-performance show, especially as it includes many very fast Continental and American products.

All the best Motor Shows contain a few "cars of the future", and this one is

HONOURED exhibit (right) on the Austin-Healey stand is the specially streamlined prototype of the new Hundred-Six, which broke all records in Class D from 1 to 3,000 miles at over 150 m.p.h. on the Utah Salt Flats this year.



no exception. There are two gas turbine cars, the Rover and the Renault, and yet another vast American dream, or nightmare, this time by Buick.

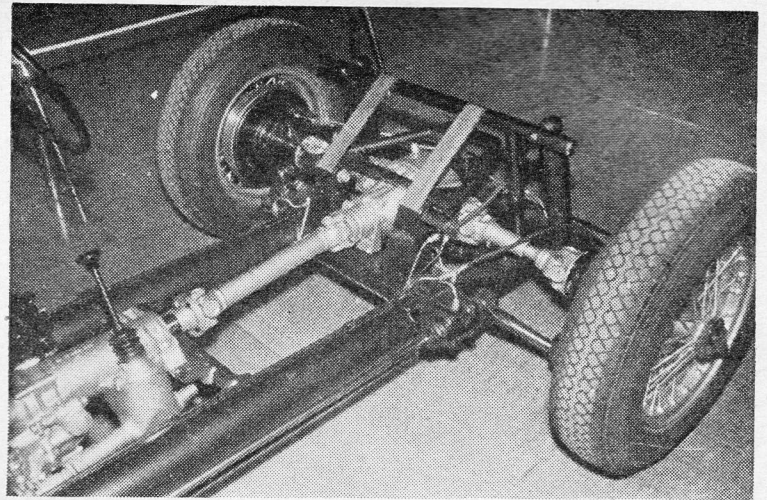
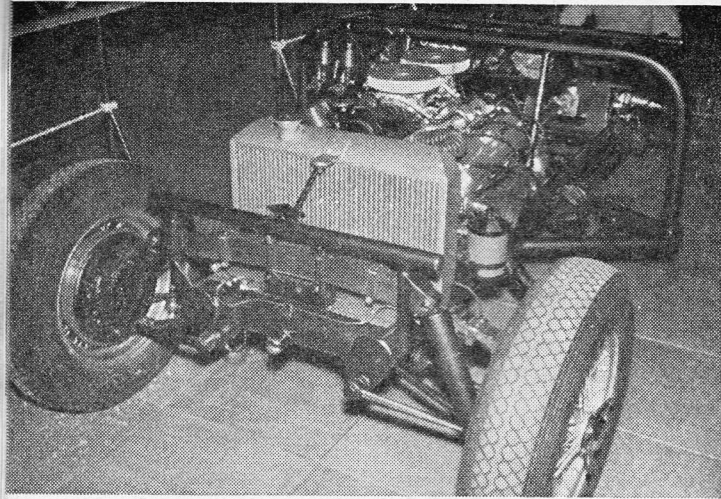
The Rover turbine car is a quite attractive rear-engined sports coupé, with a fibreglass body. The wheelbase is only 7 ft. 10 ins., and the 110 b.h.p. turbine, with a compressor speed of 52,000 r.p.m., drives all four wheels. There are inboard disc brakes, and the independent front suspension is by offset arms. At the rear, the de Dion axle is unconventional. There is a telescopic joint in the axle tube, which is located fore and aft on a pair of Watt's linkages. Lateral location is through the articulated half shafts, which have no slip joints; hence the telescopic axle.

The Renault "Shooting Star" is also a small rear-engined car, which is not very surprising in this case. It, however, is a racing single-seater, and with its 270 b.h.p. turbine it has proved capable of speeds in the region of 200 m.p.h. This car also has inboard disc brakes, which have a hard task, since turbines provide negligible over-run braking.

The Buick has an old-style piston engine, but this is a 325 b.h.p. V8. The top of the car is entirely transparent, and the steering is of an unusual power-operated type, with no normal column. The rear view mirror consists of a closed circuit TV camera, connected to a screen in the middle of the instrument panel!

In addition to these "dreams" there is a Rolls-Royce with a built-in refrigerator and a Bentley Continental which costs £7,606. The two-door H. J. Mulliner body, finished in dark grey, is a superb example of British craftsmanship. However, most of us are probably "dreaming" of driving the Lotus racing car!

Reverting to more normal British cars, there are five new high-performance models. The first of these, the Austin-Healey "100" Six, has already been tested by this journal. It incorporates the Austin A105 twin-carburettor engine in a most attractive open sports car. The extra seats for children will certainly sell this handsome machine to many people who could not otherwise consider



FIRST Frazer-Nash to appear with a V8 engine, the new Continental model has an all-aluminium 2.5-litre BMW o.h.v. unit in a tubular frame with transverse leaf front suspension, as seen on the left. The de Dion type rear suspension, on the right, is by long torsion bars, parallel with the frame tubes.

a sports model. Disc-type front brakes are now offered as an extra.

Quite unexpectedly, the Rover Co. have entered the 100 m.p.h. market. The "105 S" is similar to the well-known "90", but has a 108 b.h.p. engine with a compression ratio of 8.5 to 1. It may also be ordered with an automatic transmission, the designation then being

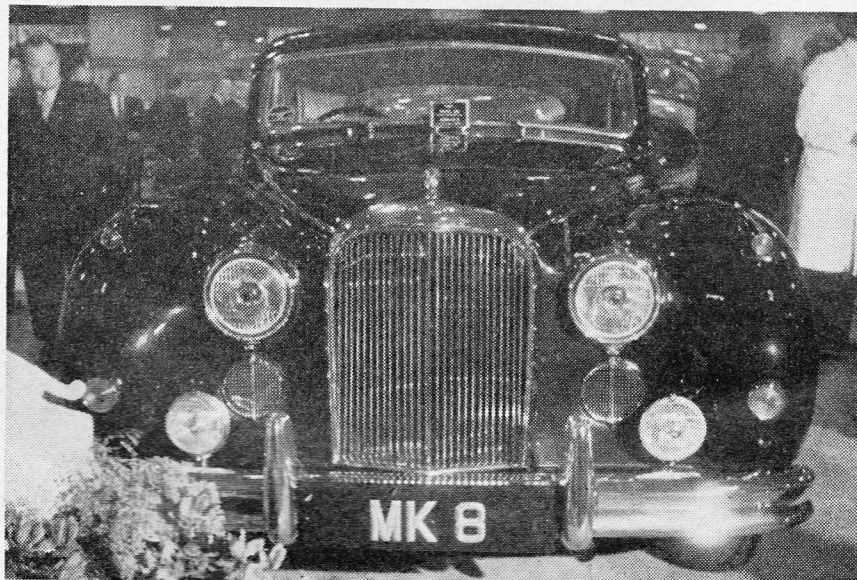
use a friction clutch is fitted, which is operated by a small button on the top of the gear lever.

Jaguar show all the models we have admired, except, alas! the D-type. They have a new type, too, which is the Mark 8, a superb luxury car with a 3½-litre engine of enhanced performance. The Borg-Warner automatic transmission has

a special switch to delay up-changes when desired.

Another very important new model is the coupé version of the M.G.A. There is a great shortage of small hard-top coupés on the British market, and this smart little machine, with winding door windows and a wrap-around window at

(Continued on page 542)

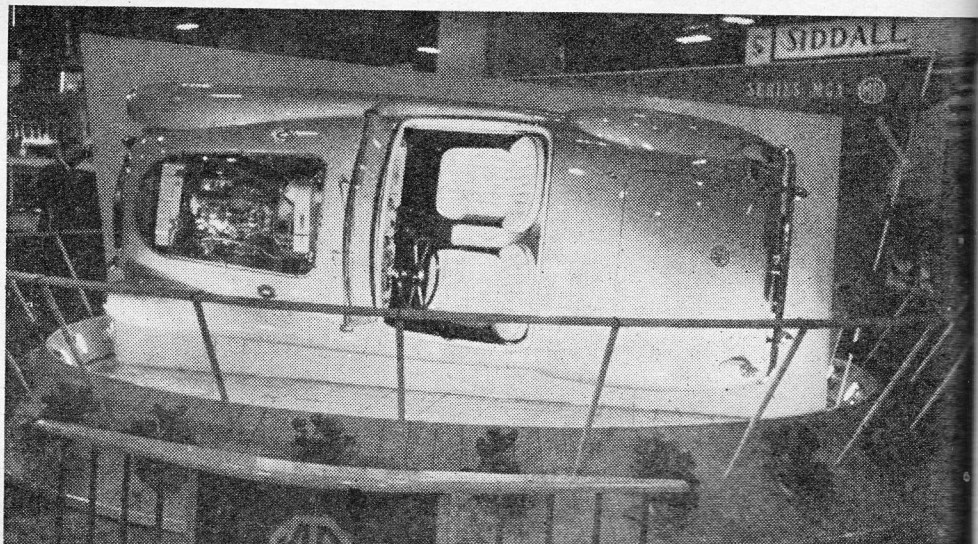


DISTINCTIVE on the new Mk. 8 Jaguar saloon (above) is the handsomely proportioned, plated radiator grille.

★

ACCESSIBLE to view (right), the M.G.A. with bonnet off to show its vitals, is spectacularly displayed on a vertical turntable.

"105 R". Rovers have actually developed their own automatic gearbox, consisting essentially of a fluid torque converter and a Laycock-de Normanville overdrive unit which changes itself according to speed and load. In addition, there is a two speed and reverse synchromesh gearbox for emergencies and manoeuvring, and to facilitate its



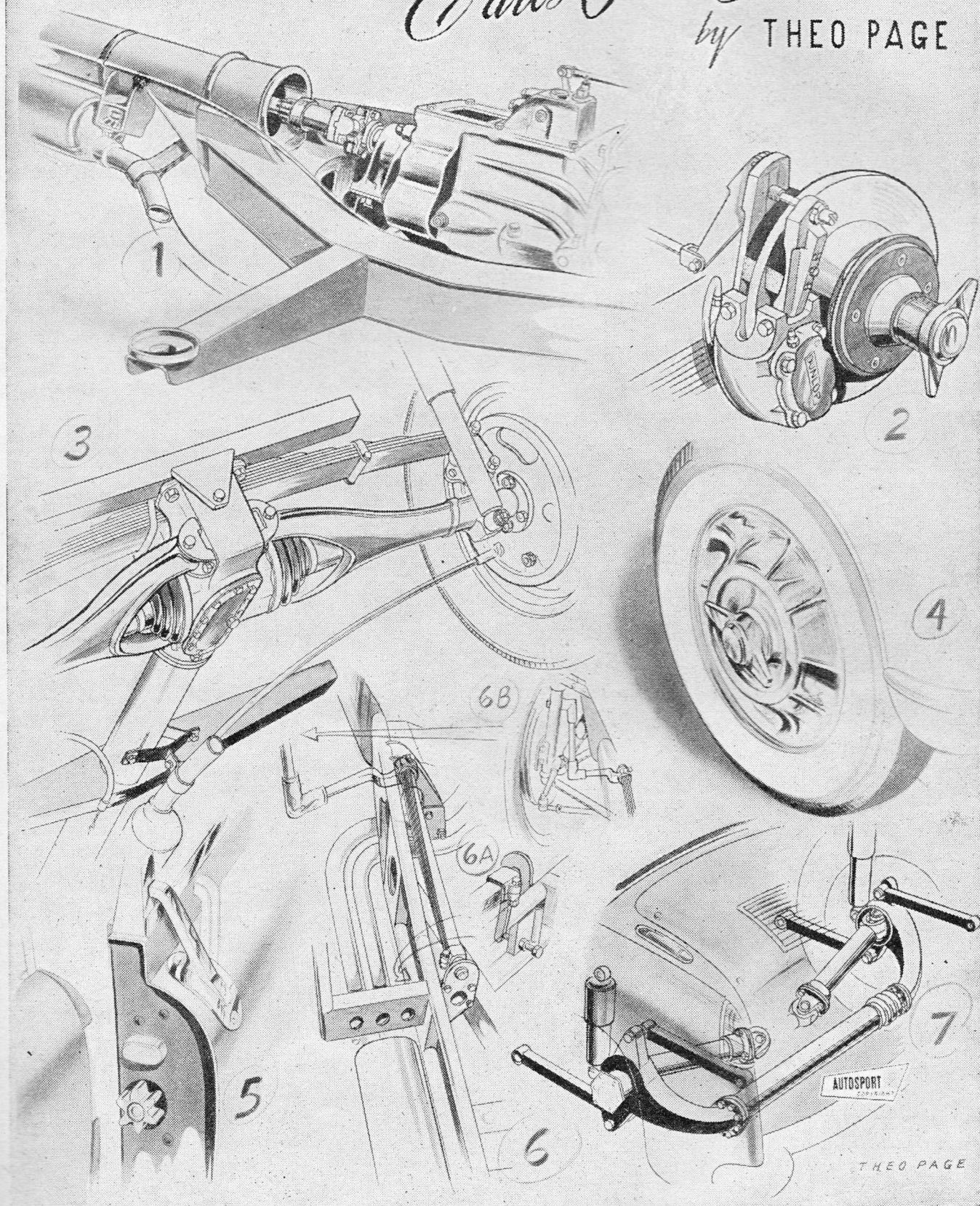
Key to Theo Page's Drawings Opposite

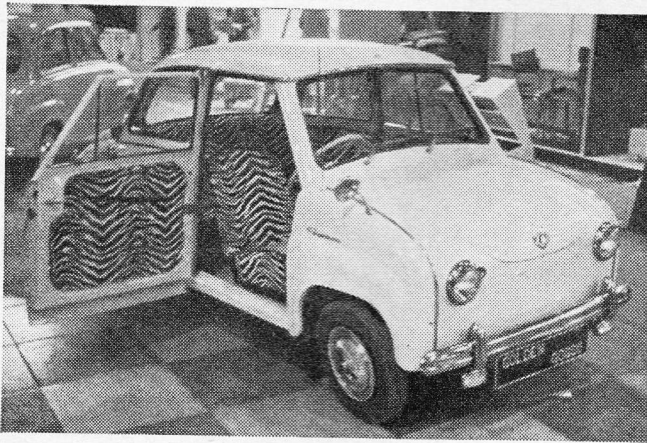


1. Tubular "backbone" on the Czech-built Skoda chassis starts just aft of the gearbox, the propeller shaft passing within the tube.
2. Jensen sprang a Show surprise with the Dunlop disc-braked "541" de luxe; close-up of the rear brakes showing mechanism, and handbrake toggle on backplate.
3. Rear end of the Skoda, showing transverse leaf spring and swing axles in fabricated housings.
4. The quick release, centre lock wheels on the Chevrolet Corvette.
5. New door handle mechanism on the M.G.A. embodies a finger trip operating a locking star-wheel latch.
6. An Allard departure on the Palm Beach Mark II is the use of wishbone i.f.s. by laminated torsion bars, adjustment of which is effected simply by a locking nut and bolt (6A). Linkage of bar to the front suspension is shown in 6B.
7. Novel on the Rover T3 turbine car is the de Dion rear axle, in which the tube itself telescopes and rotates under wheel movement, the drive shafts being solid and unsplined. Location is by fore and aft Watt's linkage.

Earls Court Sketchbook

by THEO PAGE





UTILITY EN OR: The "Golden" Goggomobil, complete with imitation zebra skin upholstery! This tiny but practical vehicle has a 293 c.c. twin 2-stroke engine.



TAKING a look at a rival Formula 2 machine, Mr. and Mrs. Brian Lister visit Colin Chapman on the exciting Lotus stand.

the back, will sell like hot cakes. The improved Magnette saloon can now be had with a Manumatic gearchange, by the way.

Another new car is the Allard, which features a Jaguar engine in a tubular chassis that, for the first time, forsakes swing axles in front in favour of a Ford-like geometry. This is, incidentally, the

praiseworthy development in an age when most cars are too fast for their brakes. The Triumph TR3 is also exhibited with discs in front, but it retains drums at the rear. The Lotus "Eleven Le Mans" has disc brakes as a matter of course, a complete car and a stripped chassis being shown. These cars, with the beautiful Formula 2 single-

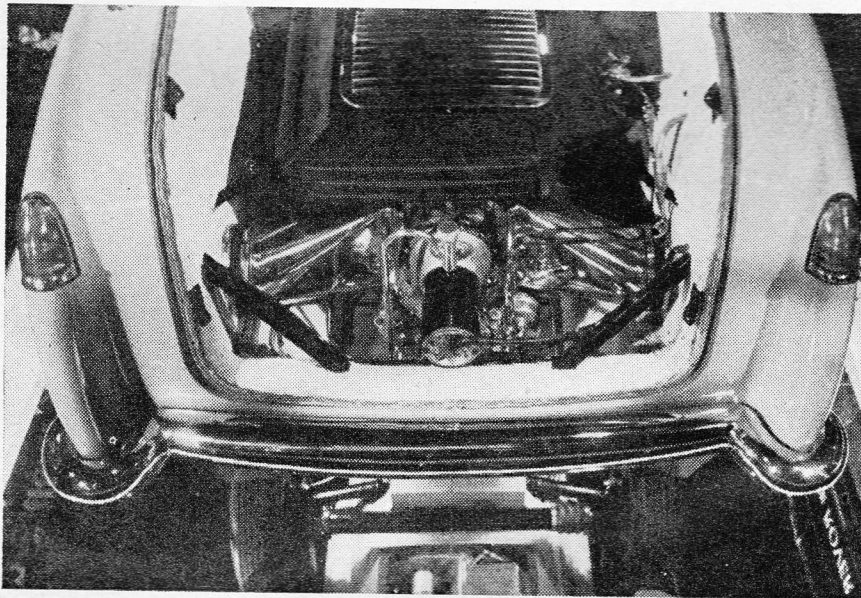
seater, form one of the highlights of the show.

The Aston Martin DB2/4 remains unchanged, but the eye-catching Superleggera two-seater that we saw at Paris is new. The A.C. appears in chassis form, and also as the "Aceca" coupé and the "Ace" two-seater. When a Bristol engine is specified, the D-type 120 b.h.p. unit is used for open cars only, the more refined B-type of 105 b.h.p. being considered more suitable for the coupé. The Bristol cars themselves remain unaltered, as do the so-beautiful Graber-bodied Alvis and the vintage-style Morgans.

B.M.C. have pleased many people by restyling the rear ends of some Austin models. The new 950 c.c. engine will transform the smallest Austin and the Morris Minor, while the latest gearbox may be an even greater improvement.

Daimler cars and the Ford Zodiac can now be equipped with Borg-Warner automatic gearboxes at extra cost, and this also applies to the Humber Super Snipe. The Rootes Group cars in general are most attractively displayed, particularly the Minx and the Rapier. The remaining British makes show little change from last year.

In general, our industry has shown a most praiseworthy willingness to embrace new transmission systems, and one feels that it is at last adapting itself to the change from a seller's to a buyer's market. Let us hope that all our manu-



ROVER—with a difference! The T3 gas turbine-powered prototype, with its 110 b.h.p. power unit housed at the rear, mirrored from below to facilitate inspection.

★

RACING HISTORY (right) revived cleverly by the Mintex brake lining concern, whose products have braked 10 Le Mans winners since 1924. Duncan Hamilton, 1953 co-winner, examines some of the latest Mintex equipment.

first opportunity for many people to see the little Berkeley front drive two-stroke sports car. New, too, is the V8 BMW engine in the Frazer-Nash chassis.

The 4-litre Jensen appears again with a beautifully made plastic body. The de luxe model is shown with Dunlop disc brakes on all four wheels, a most



HERE'S PROOF TEN TIMES OVER YOU CAN RELY ON MINTEX

facturers have independent rear suspension very much in mind, for roadholding on poor surfaces is still a weakness of some of our cars.

As most of the foreign cars were dealt with in considerable detail in our Paris Salon report, it is best to avoid too much repetition.

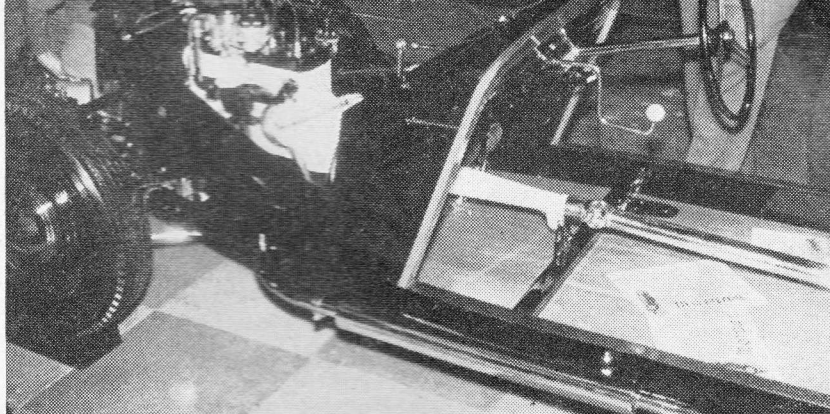
One of the most exciting stands at the show is that of Alfa Romeo. All the cars on view are painted in that famous red which was the Alfa racing colour. The really beautiful Giulietta coupé by Bertone appears in Sprint and Sprint Veloce forms, the engine of the latter developing an amazing 90 b.h.p. from 1,290 c.c. The Farina Spyder is a lovely little open car, but the 1,900 Super Sprint, with coupé coachwork by Touring, is perhaps the finest of all.

The Porsche coupés are some of the most desirable cars in the show, and at least one weary journalist was glad to relax for a few minutes on the luxurious driving seat of one of these cars. An extremely successful racing Spyder, that which won the Targa Florio this year, amongst other events, is shown, still bearing the honourable scars of battle.

The little 1,100 c.c. Skoda is shown as a chassis. It has a tubular backbone frame with transverse springs fore and aft, plus wishbones in front and swing axles behind. Also interesting is the Volvo, with plastic sports bodywork on a tubular frame. One admired the girls in Swedish national costumes on this stand.

The Fiats have many detail improvements, and all models except the 600 have had their engine power increased. The TV may now be distinguished from

ACCORD between Malvern and Dagenham brings brisk sporting performance to the Morgan Four-Four, Series II, fitted with a 1,172 c.c. Ford Anglia engine offering wide scope for performance tuning.



the 1,100 by its two-tone paintwork and chromium grille. The "prestige car" is the 1,900 "Gran Luce", a two-door saloon with very full window area. This model has a five-speed gearbox and a fluid flywheel, but although this enables it to move off from a standstill, a normal clutch has to be used for changes of gear.

French manufacturers are well represented, and the "all-hydraulic" Citroën DS19 still inspires many arguments on æsthetic grounds. The Renault stand is always crowded, and a two-pedal Dauphine is shown, with the Ferlec automatic clutch that has been available on the smallest model for some time. Simca show the Vedette V8 and the Aronde, but regrettably the "Plein Ciel" coupé is absent. Similarly, the new Peugeot 403 drophead has been left behind in Paris. The Panhard is said to handle even better now, thanks to a new brake reaction member and telescopic dampers.

As at Paris, Mercedes-Benz do not show their larger models. The new

Lancia Flaminia is creating much interest among the many British Lancia enthusiasts.

A most amusing idea is the "Golden Goggo" on the Goggomobil stand. This tiny 293 c.c. four-seater saloon is actually presented with golden décor and imitation zebra skin upholstery. Could somebody be taking the Mickey?

The big machines from U.S.A. are well represented. In general, one finds fabulously powerful V8 engines, automatic transmissions, and a vast area of chromium. Nevertheless, American cars do improve year by year in appearance, but none of them have big enough brakes for European conditions. The Chevrolet Corvette is a sports car of really delightful appearance, and its big V8 motor now has a form of fuel injection.

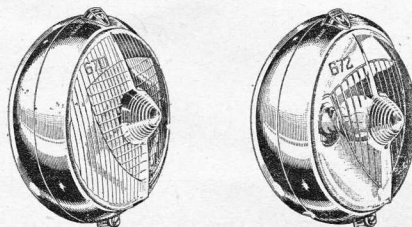
Well, that is Earls Court, 1956. It is an excellently staged show that compares favourably with any of the Continental exhibitions. One only misses the soft matting in the aisles that they have at Paris. Oh! my poor feet!

"Optional Extra"

A Review of the Accessory Stands at the Motor Show

THE gallery at the Earls Court Motor Show is always a fascinating place, for that is where one can see displayed every conceivable component, accessory and gadget for the modern motor-car—short of the complete car. Perhaps there is a little of the jackdaw temperament in all of us, but one has to resist strongly the urge to order enough bits and pieces to make the most self-respecting vehicle a veritable Christmas tree. The exasperating thing is that so many of these gadgets really are useful and well designed!

However, this year there did not seem to be so many really new ideas. Perhaps one of the most significant developments is that instead of stands being festooned with flashing red lights, they are now mostly amber—and about time, too, although there are a few unimaginative car makers who still fit the tail, stop and flasher lights under one red cover. If one of the stop-light filaments should fail, the confusion is even worse, and in appreciation of this, Joseph Lucas, Ltd., have brought out an indicator light for the dash that lights up when both brake lights operate, thus giving warning of any failure. Another new Lucas product that will interest the owners of not-so-new sports cars is a windscreen wiper motor for exposed installation on the



JUNIOR FANTASTICS: These are the newly introduced 5½-inch Marchal fog and spotlamps on the same pattern as the highly efficient 7-inch "Senior" models.

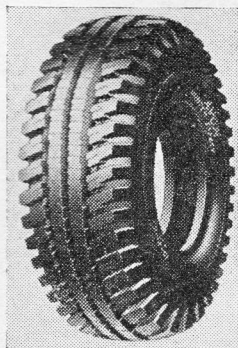
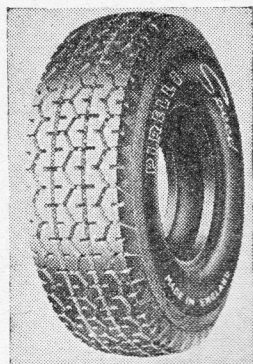
screen frame. This replaces the old square CWX model and is neater, more powerful and more robust, and is priced at 97s. 6d. complete with twin blades.

Marchal have had deserved success with their "Fantastic" fog and driving lamps and have now followed this up with a pair of "Junior Fantastics", 5½ inches in diameter, to supplement the 7-inch lamps. They are built to the same pattern, but are more suited to the smaller car and are priced at 72s. 6d. ea. Wipac are showing the Clear Hooters, Ltd., range of electric horns, and this

year there is a new matched pair of the powerful high-frequency type under the name of the "Continental" horn set, retailing at 75s. the pair. Key-Leather have a new type of demister designed for use with curved windscreens or rear windows. The element is contained in a tube which can be bent to conform to the curvature of the glass. There is also a new model of the well-known "Air-flow" defrosters, this one being intended specifically for curved rear windows. It is 24 ins. long, incorporates the familiar deflector plate and instead of a built-in switch, is supplied with 12 feet of cable and a labelled dashboard switch, and costs £3 complete.

The sparking plug manufacturers have started a little development battle. KLG are now using silver foundation for their platinum-pointed plugs, while Lodge now have "chromized" centre electrodes that are claimed to resist corrosion. Champion are using an entirely new electrode alloy for all their plugs, claiming a marked reduction in the "burning away" of the points, thus retaining full efficiency throughout the 10,000-mile working life.

This is certainly a "two-pedal" Motor Show, a variety of automatic and semi-automatic transmissions being available for many cars on the ground floor. One that is too new to be a standard fitment yet is the Smiths system, which can be seen on their gallery stand. Instead of either fluid or friction methods of power transmission, they use a form of magnetic clutch, which has far fewer moving parts and gives a very smooth power



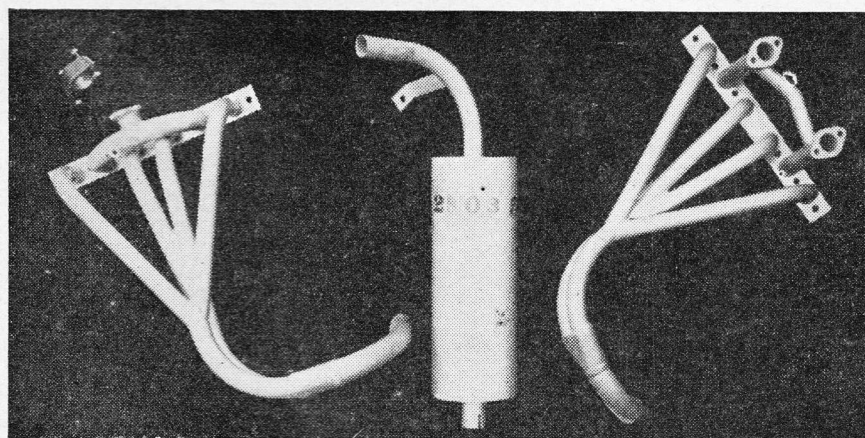
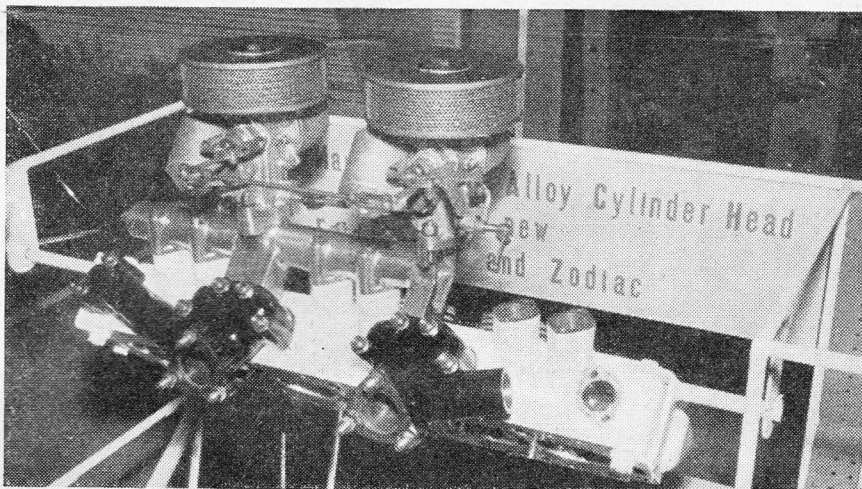
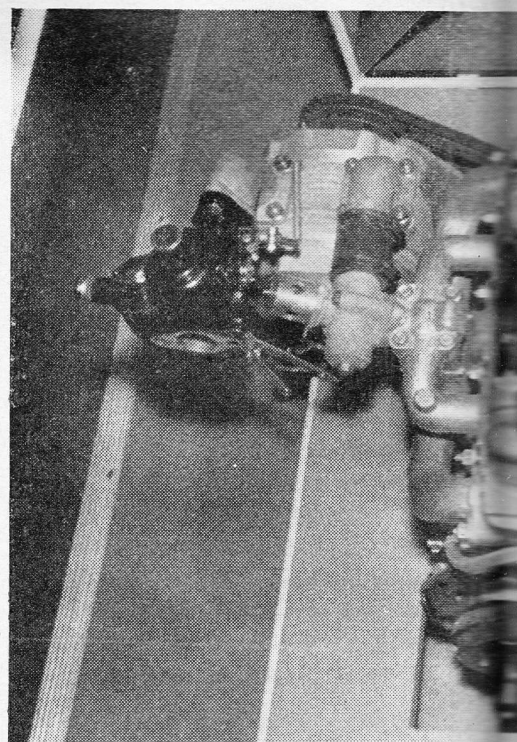
take-up. It is being made in a range of sizes, including one for cars as small as 1½ litres, not hitherto practicable with other systems. A new addition to the Smiths range of dashboard instruments is a revival of an old favourite—the vacuum gauge that registers inlet manifold depression. This has a 2 in. dial and is marketed as an “engine performance gauge” calibrated to give a useful indication of how efficiently the engine is operating. Complete with fittings, the price is £3 3s. Smiths are also showing two new radio aerials, which can be extended and retracted from inside the car. One is electrically operated, whilst the other has a hand crank.

The “keen types” will naturally arrive sooner or later at the **Alexander-Laystall** stand. This year, apart from the well-established “High Power” conversions—the range of which has now been extended to include the Wolseley 15/50, the new Hillman Minx and the Sunbeam Rapier—they are now marketing a “Super Economy” conversion for the Standard 8, Morris Minor and Austin A30, A40 and A50. This consists of cylinder head modifications including raised compression ratio, stiffer valve springs and polished ports, plus carburetter mods. and a higher axle ratio. The complete job, carried out at Haddenham on (for example) a Standard 8, costs £34 12s. Others who cater for those in search of more power under the right foot include the **Rubery Owen** organization who, apart from making B.R.M.s. also market the Raymond Mays light-alloy cylinder head for the Ford Zephyr, and the Shorrock supercharger kits for a number of

TREADS, VARIOUS, for specialized purposes, include (above, left to right) the Pirelli speed tyre for 100 m.p.h.-plus motoring, the Avon Winter Safety, for snow and mud, and the Tyresoles LRJ remould tread, for on and off the road conditions.

★

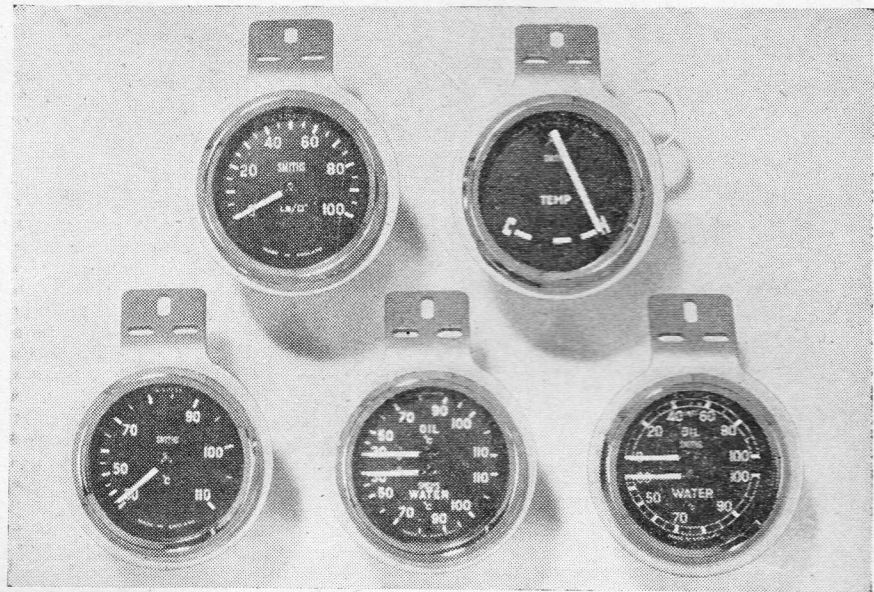
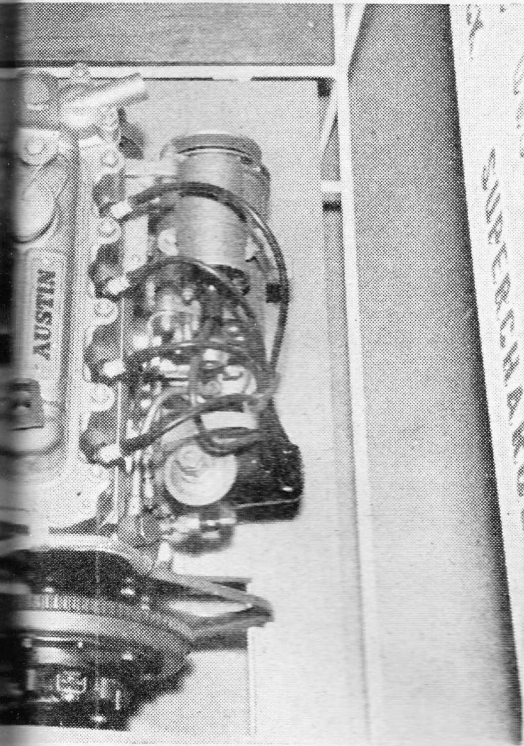
RUBERY OWEN products include Shorrock superchargers, and here (right) is seen a standard installation for the Austin A30 engine. They also market the Raymond Mays light-alloy cylinder head for the Ford Zephyr (below).



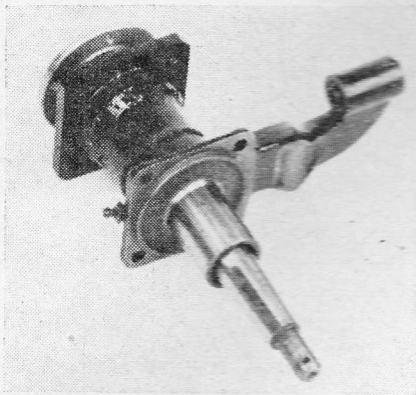
FREE PASSAGE for exhaust gases is provided by these special four-branch manifolds for the Renault 750, recently introduced by Servais. There are two versions, with provision for either a single downdraught carburetter, or two horizontal instruments.

popular saloon and sports cars. **Servais**, apart from making silencers, also produce a range of special high-efficiency exhaust manifolds for many popular cars and have recently developed multiple-branch exhaust systems for the Renault 750 and the Fiat 600, costing 10 gns. and 9 gns. respectively. While on the subject of garage work, a good lifting jack is a great asset. The Millenium-Midas range, made by **Lake & Elliot, Ltd.**, includes a compact new 2-ton hydraulic model at £4 10s. and they also have a useful lever type 9 cwt. trolley jack at £5 6s. 9d.

Syd Hurrell, who drove a TR2 so rapidly in the AUTOSPORT Championship races, is marketing an oil cooler kit for the TR2/3 under the name of **S.A.H. Accessories**. The kit comprises a Delaney Gallay oil cooler, with fittings for mounting it in front of the radiator, a special oil filter head and the appropriate hoses, for £18 10s. It has been well tested during the season's racing!



INSTRUMENTAL in giving useful information from under the bonnet is this range of 2-inch gauges from Smiths. At top right is a new addition to the collection—an electrically operated water temperature gauge.

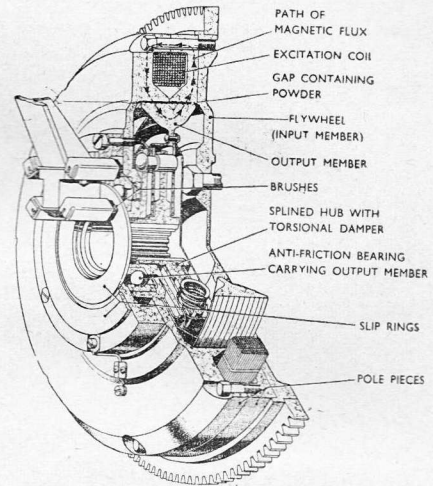


LASFORD is the name for this driving axle wheel end unit from Leonard A. Schofield, designed as a complementary component to the Lasdill chassis-mounted differential unit for independent rear suspension layouts.

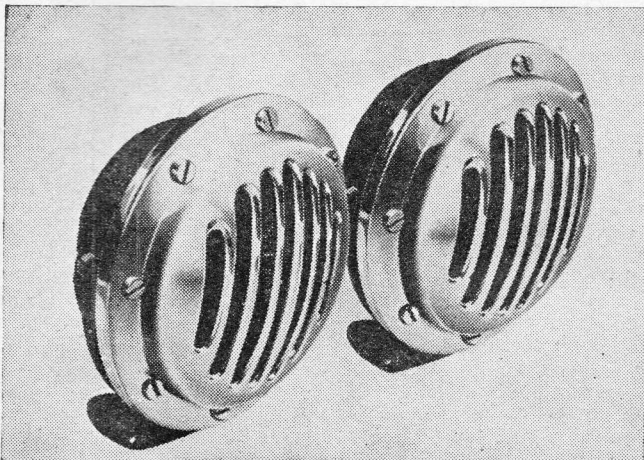
Delaney Gallay themselves are offering a safety belt of the aircraft type with shoulder straps for £3 3s. It is anchored firmly to the floor, not to the seat itself, and the same fixing is used for the lap strap that Rootes are offering as optional equipment on the Minx, Rapier and Gazelle.

Tyres for the competition driver are well in evidence this year, with a wide variety of treads for various conditions. Michelin are making a new winter tyre with a tread composed of large blocks, placed irregularly so that they do not build up noise on a smooth road, and are self-clearing. Long life is claimed and the new "N" type is at first available in the following sizes: 560, 590 and 640 x 13; 500/525 x 16 and 500/560 x 15. A rather similar type is the Avon Winter Safety, the India Super Winter and the Goodyear Suburbanite.

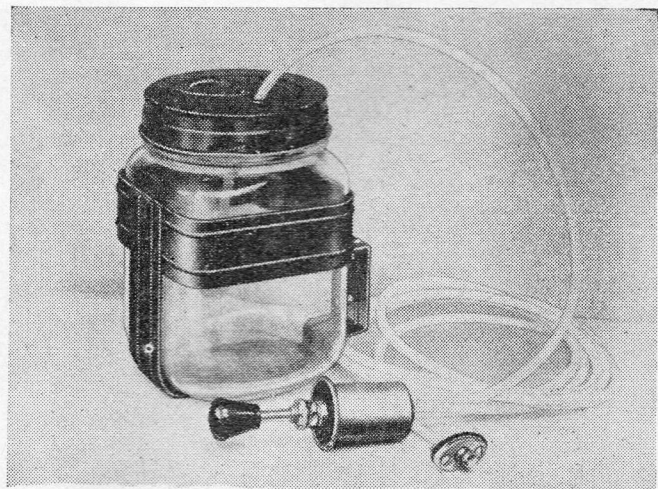
(Continued overleaf)



TORQUE conversion by magnetism is used in the latest Smiths automatic transmission system. A magnetic powder is employed to transmit the drive from the outer to the inner member of this clutch unit.



"CAMION-BLASTERS" are these high-frequency horns from Clear Hooters, Ltd. Designated the "Continental" twin horn set, they are powerful matched units for external mounting.

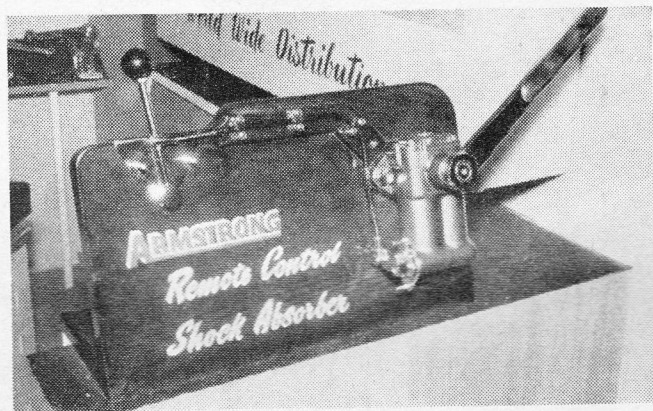


WINDOW-CLEANER: Latest windscreen washer is this two-pint model from Radyot. It is operated by a plunger and gives two jets of water from a central nozzle.



Accessory Review—continued

Tyresoles now have their new L.R.J. tread pattern of the dual purpose type particularly suitable for Land Rovers and



Record Oulton Entry—continued

very complicated handicapping, by credit laps and times, the leader was not apparent until half-way. This proved to be G. G. McDonald (Bentley) from R. J. Utley (Frazer-Nash) and R. L. Ward (Ford).

From then on the position changed with every lap till lap 11, when T. Dickson (Lotus XI) took over the lead and stayed there till the end. On lap 12 Campbell-Blair was a little over-exuberant at Old Hall and rammed the bank hard; luckily he was thrown clear. A terrific battle for second place between Greenall and C. G. Summers (Cooper-Climax) went to the former, with Berry (off scratch) making fourth place after a fine run. An amazing feature was the lap times of T. Dickson's Lotus. After clocking 2 mins. 5 secs. to Berry's 2 mins. 3 secs., he replied with 2 mins. 3½ secs. to Berry's 2 mins. 2½ secs., very fine speeds from a 1,097 c.c. car.

After the race, the Clerk of the Course, Peter Attwood, on being congratulated on the record entry, said that the aim of the "Lancs. & Ches." club is to organize club meetings only. If they could be looked upon as a nursery for racing drivers, they would fulfil a much-needed purpose. With which sentiment the writer heartily agrees.

FRANCIS PENN.

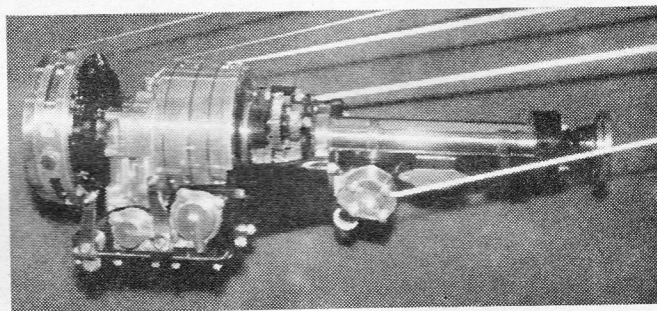
Results were published last week.

GLASS FIBRE is the material of the moment for body construction, but the latest Holt's Cataloxy kit is intended mainly for repairing metal body work. It includes two types of glass fibre material and the resin in powder form, and costs 18s. 8d.

Jeps. For those whose activities do not warrant a special tyre, there are **Parsons** chains for snowy conditions and the new **John Bull** "Crossgrips", which are X-shaped rubber grips, nine to each wheel, and held on to it by spring-tensioned chains. The rubber grips are not damaging to the tyres or themselves, even when used at quite high speeds on clear roads—and they are quiet in use. Finally, there are two new sports tyres for high-speed road use: the **Firestone Super Sports** and the **India Speed Special**, specially designed for cars driven at over 100 m.p.h. The Firestone type has been on the American market for some little time and was in fact used by Mike Hawthorn when he won the 1955 Sebring 12 Hours race in a D-type Jaguar.

STUART SEAGER.

DAMPING is adjustable on the latest Armstrong shock-absorber which has a cable-control to the cockpit (left). **AUTOMATIC** transmissions for the smaller car include this one by Hobbs, suitable for 1½-litre vehicles.



Stan Jones's Day at Bathurst—continued

supercharged to 6 lb. pressure. James's fastest lap was in 3 mins. 2.5 secs., comparing very well with the Maserati outright lap record. When the M.G. is fully developed, lap speeds of under 3 mins., are expected. Second in the race was John Archibald in his M.G. TC Spl., followed by Doug Chivas in a Lotus Mk. VI with Climax engine.

The 13-lap, 50-mile sports car championship went to Bill Stilwell's D-type Jaguar, with Tommy Sulman, of the Kangaroo Stable, second with the DB3S Aston Martin. G. Simpson's M.G. was first on handicap, followed by England's neat Ausca and Englishwoman Mrs. Mary Seed's A.C. Ace-Bristol third. Mrs. Seed (née Mary Morton) is another recent arrival in Australia, and she impressed everyone with her fine and relaxed handling of the A.C. This was her first appearance at Bathurst, where she lapped at around 3 mins. 20 secs., being timed at over 110 m.p.h. down Con-Rod straight.

Stan Jones's victory in the 100 miler was too easy, the Maserati finishing over 7 mins. ahead of W. Pitt (D-type Jaguar) and over 10 mins. ahead of J. Robinson's Jaguar Spl. The handicap section went to Archibald's M.G. Spl., with Chivas again second. The last race of the day was a saloon and sports handicap over



six laps, in which David McKay, another Kangaroo Stable member, drove a 1290 Simca, heading W. Cooke's blown 403 Peugeot and F. Dent in another Simca.

IAN J. GILES.

BOOKS RECEIVED

EACH of the books mentioned below is a recent publication, and will be reviewed separately in forthcoming issues. From Motor Racing Publications, Ltd., comes a really excellent new edition of John Thornley's *Maintaining the Breed—The Saga of M.G. Racing Cars*. *The Motor* (Temple Press, Ltd.) and *The Autocar* (Ilfie and Son, Ltd.) offer their respective *Road Tests of 1956 Cars*, at 7s. 6d. net, while G. T. Foulis and Co., Ltd., have issued *Motor Racing Sketchbook* by Carlo Demand, with text by Charles Meisl, at 17s. 6d. net. Also out are *Motor Racing Management* by John Wyr (The Bodley Head, 18s. net), *The Racing Car, Design and Development* by C. Clutton, C. Posthumus and D. S. Jenkinson (Batsford, 25s. net), *Cape Cold to Cape Hot* by Richard Pape (Odhams, 18s. net), and *Motoring Entente—The Story of Sunbeam, Talbot, Darracq* by Ian Nickols and Kent Karlake (Cassell and Co., 36s. net). Also out is a revised edition of *The Complete Mercedes Story* by W. Robert Nitske (Macmillan, 35s.).

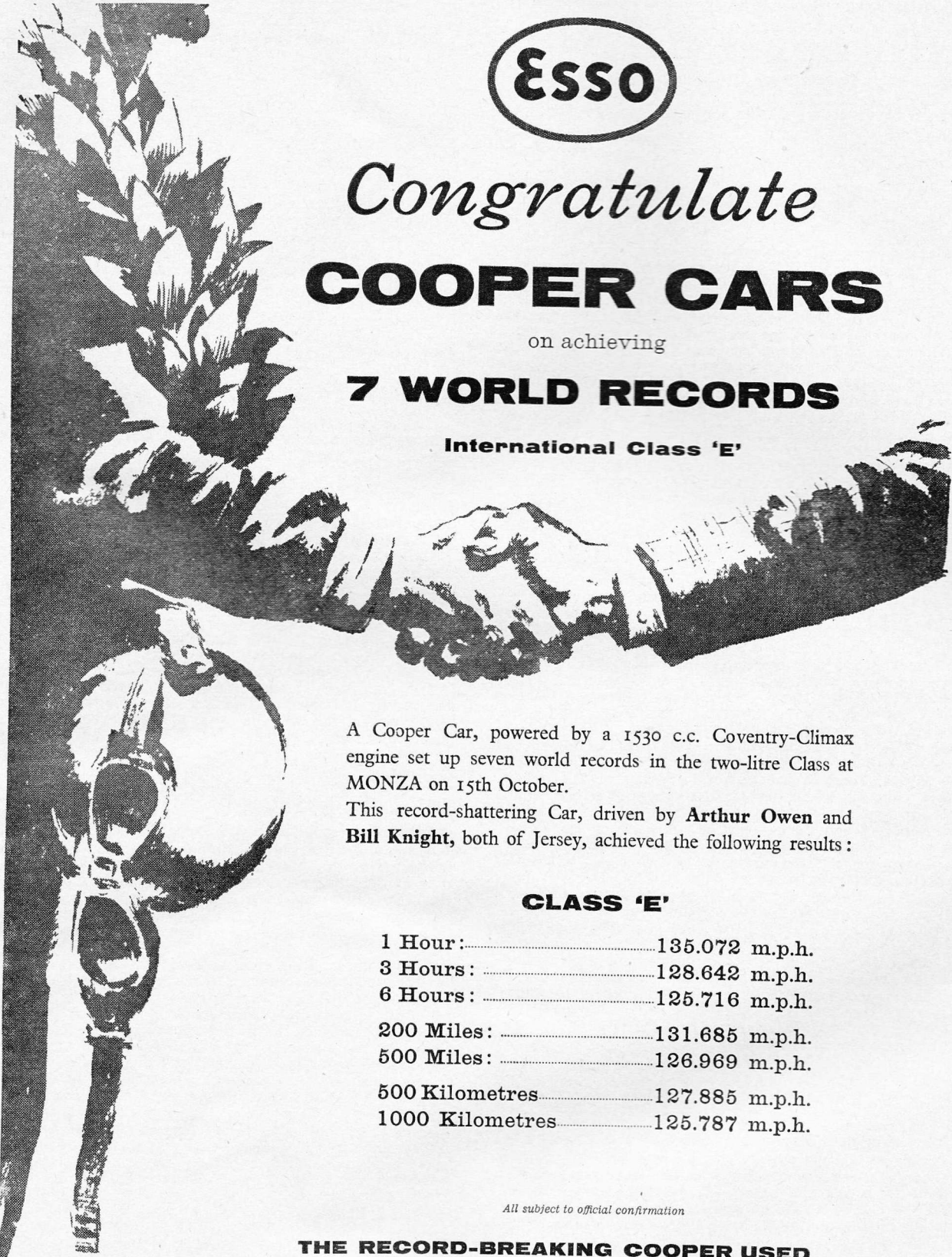


Congratulate **COOPER CARS**

on achieving

7 WORLD RECORDS

International Class 'E'



A Cooper Car, powered by a 1530 c.c. Coventry-Climax engine set up seven world records in the two-litre Class at MONZA on 15th October.

This record-shattering Car, driven by **Arthur Owen** and **Bill Knight**, both of Jersey, achieved the following results:

CLASS 'E'

1 Hour:	135.072 m.p.h.
3 Hours:	128.642 m.p.h.
6 Hours:	125.716 m.p.h.
200 Miles:	131.685 m.p.h.
500 Miles:	126.969 m.p.h.
500 Kilometres	127.885 m.p.h.
1000 Kilometres	125.787 m.p.h.

All subject to official confirmation

THE RECORD-BREAKING COOPER USED



EXTRA PETROL AND MOTOR OIL

**Exactly the same superb products you can
buy from your local Esso Dealer**

CORRESPONDENCE

British/European G.P. Venue—Controversy Rages

Pro-Aintree

WITH reference to the letter in your Correspondence Column by T. R. Gomm, in your edition of 12th October, this letter must surely be written either in ignorance or by a dissatisfied spectator.

Facilities at Aintree for watching motor racing are the same as those for horse racing. Aintree would not be the venue for the most famous steeplechase in the world if these facilities were not good.

I would point out that the spectator facilities at Aintree are far from deplorable. They are probably the best in the country, and from the stands one can see the whole of the circuit. Obviously, at some point in the event, racing takes place in the distance on a three-mile circuit. The pits and the track could not be nearer to the stands for obvious safety reasons.

One can reach Aintree simply, by main road or by rail straight to the track.

Whilst there are several temporary stands at points round the circuit, there is also an inclined bank down the straight, which will comfortably hold upwards of 100,000 people and the permanent stands which hold many thousands of people are both open and sheltered, leaving little to be desired, having bars, lounges, dining rooms and toilet facilities (not forgetting the fully equipped course hospital), superior to what one could hope for at any track with stands of a temporary nature. The total crowd capacity of Aintree is virtually unlimited.

Aintree has every possible amenity and, from the racing point of view, the track, which was designed and laid by experts, is first class.

The attendance figures at Aintree have been good, except for two meetings which were literally almost washed away by continuous torrential rain, and even at those, many people remained dry and more comfortable than they could have done at any other circuit.

There are many other advantages at Aintree, too numerous to mention without entering into protracted correspondence, but to say that enthusiasts are not in favour of this circuit is wrong. The attendance figures at southern meetings would not be anything like as large as they are, if it were not for the thousands of enthusiasts who flock down from the North.

This letter may sound like an ardent defence of our Liverpool circuit, and I would point out that as a Club we have no connection whatsoever with Aintree, but feel that people such as your correspondent, before writing to the press, should get their facts right. The permanent amenities, supplemented by those erected at the time, are of a very high order and far greater than one would expect at the majority of tracks, which are not more than re-surfaced airfield perimeters.

One last important point—good hotel accommodation is always available in nearby Liverpool and Southport, for those who wish to stay overnight.

I shall be interested to hear from your correspondent what other circuits compare so favourably with Aintree.

P. LEDGER LOMAS,
HON. GENERAL & COMP. SEC.,
LIVERPOOL M.C.

LIVERPOOL, 23.

FOR some time now I have been reading in your Correspondence columns bitter attacks on the use of Aintree as a major venue, and no doubt the news that next year's Grand Prix d'Europe is to be held there will provoke a further storm.

I feel that it is high time someone took up cudgels on behalf of this fine circuit, and at the same time ventilate some of the poppycock printed in your Correspondence columns as follows:—

1. Spectator facilities are deplorable. This, to my mind, is somewhat vague, but let me deal with a few points.
 - (a) Parking. First class, dry car parks: ample accommodation for thousands of cars in and around the circuit; none of the Silverstone and Oulton quagmires.
 - (b) Adequate conveniences for both sexes, and of a durable nature at that: Oulton Park was a disgrace on 27th August.
 - (c) Provision of refreshments is as good as any I have

sampled elsewhere, together with a first-class restaurant for stand patrons.

(d) Driver comforts are certainly well looked after, with the possible exception of a dusty paddock, which I agree might well be remedied.

(e) Comfort and viewing offered for money. For 5s. at Aintree, one can see at least two-thirds of the circuit from various parts, notably the Embankment, whereas the same money at Silverstone would buy you a view of the immediate circuit with one or two exceptions. Stand accommodation could not be bettered anywhere, this written with feeling as I remember the wet canvas seats at Silverstone on 14th July.

2. The surroundings are depressing.—This, I admit, is to some extent true, but only that part of the city through which enthusiasts from the South must come, and even they could map read and find an alternative route. Whenever I travel to the South, for Silverstone and various hill-climbs I, too, pass depressing scenery, but I comfort myself with the actual racing, which, after all, is what I really travel to see.

In conclusion, I feel that for too long has motor racing been the exclusive province of the South, and now they are just too lazy to travel North for good motor racing.

LIVERPOOL, 18.

R. L. MCGUINNESS.

HURRAH for Aintree and good old R.A.C., and I speak, I think, for all Northern enthusiasts (who rarely get the opportunity to see first-class F1 events) when I say it.

It must be admitted that the track in itself is as good as Silverstone, plus something which Silverstone will never have, Melling Crossing, which, it must be admitted, sorts out the drivers from the rest of the flock.

The facilities around the circuit are all permanent; buildings, stands, bars, restaurants, etc., which are far superior to the tubular steel and canvas erections which abound at Silverstone.

Lastly, to answer T. R. Gomm's rather selfish words of 12th October, about attendance at Aintree this season, we just have not had the meetings to attract the crowds, but as a parting shot to this so-called enthusiast from Warwickshire (please note that all Aintree critics always reside nearer Silverstone than to Aintree) compare Aintree's attendance for British Grand Prix 1955 against Silverstone for 1956; Aintree's attendance for that day was between 130,000 and 150,000. What was Silverstone's?

ARTHUR FRANK SOWMAN.

PRESTON, LANCs.

Anti-Aintree

MAY I express the fervent hope that the powers that-be change their minds about holding the Grand Prix d'Europe at Aintree? I would respectfully draw their attention to the very considerable shortcomings that were all too apparent at the 1955 G.P. meeting, which many AUTOSPORT readers pointed out at the time. It seems certain that many who attended on that occasion will never do so again, simply because of the poor amenities, the chaotic traffic, the nauseating surroundings and the uninteresting circuit. This seems to be borne out by the attendances this year, which, by all accounts, have been depressingly low.

On the other hand, Silverstone's record is far from being as dismal and, to my mind, improves with every meeting. Being in the Midlands, it is ideally placed for the many thousands who make the annual pilgrimage, which never fails to be worth while. In short, Silverstone fully deserves the title "the home of British motor racing" and to hold our only *Grande Épreuve* elsewhere does it less than justice.

I, for one, shall never go to Aintree again, if only because it has taken two first class International Silverstone meetings, and magnificent they were, to get the fumes and grime of the 1955 Slag-heap Grand Prix out of my system.

T. O. MAYHEW.

WINDSOR, BERKS.

I SHOULD like to support Mr. T. R. Gomm's protest, published in your issue of 12th October, against the holding of next year's British G.P. at Aintree.

Last year I went to Aintree with no preconceived notions about the circuit, merely the pleasurable anticipation of

(Continued on page 560)

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

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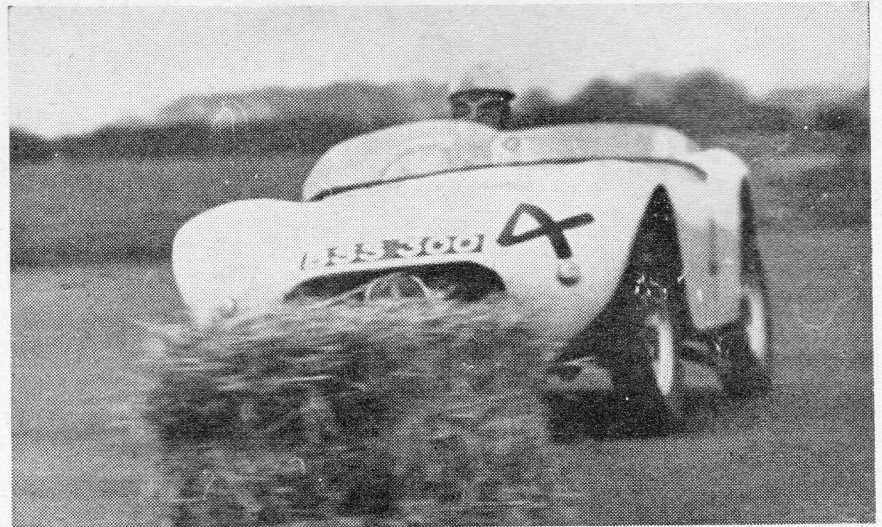
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Club News

By STUART SEAGER

THERE is to be no shortage of trials during the next few weeks, and the mud-pluggers will really be kept busy. On 17th November there is the Roy Fedden Trophy Trial, organized by the **Bristol M.C. & C.C.** and open to the West Hants & Dorset, Taunton, Southsea, North Devon, London, Plymouth and Sunbac, as well as to the contestants for the R.A.C. Trials Championship and B.T.D.A. Star. The course is in South Gloucestershire and entries should go to the club, c/o The Mauretania, Park Street, Bristol. . . . On 4th November there will be held the **Shenstone & D.C.C.** Chase Trophy Trial, also an R.A.C. Championship event and open to registered entrants and also to members of the Shenstone, Hagley, Sunbac, Leicestershire, Sheffield & Hallamshire, North Midland, B.A.R.C. and Coventry & Warwicks clubs. Entries close on 29th October for this Staffordshire mud-plug, with E. K. Ashby, 21 Branton Hill Lane, Aldridge, Staffs. . . . Turning to rallies, the **Kirkcaldy & D.M.C.** are running a sinister-sounding event called the De'il's Rally on 25th November. It is open to the Dunfermline, "55", Lanarkshire, Lothian, M.G. and Scottish Sporting C.C. and further details may be obtained from P. R. Thompson, 51 High Street, Kirkcaldy. . . . The **Herts County A. & Ae. C.** are holding their eighth annual "Nocturne" on 24th November. This is a short night navigation event to which are invited the A.C.O.C., Hants & Berks, Harrow, North London E.C.C., Singer Owners, 750 and London. Regulations will shortly be available from Miss I. Sweet, 72 Alexandra Road, Hemel Hempstead, Herts. . . . The **Plymouth M.C.** will be running their strangely named Mancunian Rally on 17th-18th November, and have invited the North Cornwall, North Devon, Exeter, Taunton, Burnham-on-Sea, Bristol and West Hants & Dorset clubs. Mileage will be around 200, the start is near Exeter and the finish near Plymouth, and further details are obtainable from D. F. Hussell, "Amberley", Little Fancy, Crownhill, Plymouth. . . . On 10th-11th November, the **Ford Sports M.C.** are running their Five Star Rally, starting from Romford, Essex. The invited clubs are the West Essex, Thames Estuary, Romford Enthusiasts, London, Harlow, Maidstone & Mid-Kent and Shell & B.P. Details may be obtained from J. C. Audrey, 52 Brackendale Gardens, Upminster, Essex. . . . The **Malden & D.M.C.** are holding their first R.A.C.-observed rally on 25th November. This is a closed-to-club daytime event of 160 miles, starting from Kingston-on-Thames, and anyone interested should write to S. M. Actman, 18 Marlborough Road, Richmond, Surrey. . . . Entries close on 31st October for the Culford Hundred Rally, to be run on 3rd November by the **Old Culfordians M.C.** This is primarily a navigational event over a 150-mile course in East Anglia and is open to the S.C.C. of Norfolk, Eastern Counties, Cambridge University, East Anglian, B.A.R.C., London and King's Lynn clubs.



NEAR MISS—or so it looks, but Jim McCaig is merely drifting past a straw bale in his F.M.C. during the recent Border M.R.C. Speed Trials at Brunton.

Entries, please, to G. E. Morley, Loose Hall, Hitcham, Ipswich, Suffolk. . . . The **Swansea M.C.** November Night Rally is a fairly ambitious affair of some 500 miles, due to take place on 17th-18th November. It is open to the London, Lancashire, Midland A.C., Welsh Counties, South Wales, Hereford, and Pembrokehire clubs, has three starting points—Swansea, Cardiff and Hereford—and finishes at Swansea. There will be a navigation section, using six-figure grid references and further details may be obtained from D. E. Davies, 348 Gower Road, Killay, Swansea, Glam. . . . Another annual classic is the **Bugatti O.C.** Winter Rally, which will take place on 1st-2nd December. This event is open to the Aston Martin O.C., B.A.R.C., Midland A.C., Bentley Drivers, M.G., Peterborough and Sheffield & Hallamshire, and runs for about 530 miles, starting near Worcester and finishing near Peterborough. There are to be only seven controls between start and finish, but no doubt the organizers have devised ways of making it more difficult than it sounds. Further details are obtained from W. D. Porter, Evesbatch Court, Bishops Frome, near Worcester. . . . Social meetings of the **Mid-Surrey A.C.** will be held on the first Thursday and third Friday of each month, not as given in our issue of 12th October.

Coming Attractions

- October 17th-27th. International Motor Show, Earls Court, London.**
- October 27th/28th. Blackpool and Fylde M.C. Blackpool Rally Driving Tests, Blackpool, Lancs.**
- October 28th. Sheffield and Hallamshire M.C. High Peak Trial. Start, Marquis of Granby, Bamford, 10.30 a.m.**
- November 1st-4th. Iberian Rally (S, T), Spain and Portugal.**
- November 4th. R.A.C. / V.C.C. London - to - Brighton Diamond Jubilee Veteran Car Run.**

Recent Results

HAGLEY & D.L.C.C./HEREFORD C.C.

Driving Tests, 7th October

Hagley & D.L.C.C.: 30½ points. **Hereford C.C.:** 17½ points. **Class Awards: Super Sports:** A. E. Marsh (T.M.S.), 127.4 s. agg. **Sports:** A. L. Yarranton (Morgan), 140.4. **Saloons:** H. Foster (Anglia), 149.2.

SHENSTONE & D.C.C.

Buxton Rally, 6th October

Best Performance: S. Newsham (Morgan). **Best Saloon:** P. Keartland (Ford). **Other Groups:** L. Griffiths (Triumph).

Class Awards: Closed cars up to 1,100 c.c.: A. E. Thompson (Renault), 1,101-1,800 c.c.: D. H. Holland (Austin). **Over 1,800 c.c.:** S. B. Bowskill (Jaguar). **Other cars, up to 1,800 c.c.:** Miss M. Critchley-Waring (Dellow). **Over 1,800 c.c.:** A. Bemrose (Austin-Healey).

First Class Awards: E. B. Mercer (Standard); C. B. Taylor (Triumph); A. Payne (Ford); Miss D. Hubner (Triumph); M. W. Goold (Ford).

Navigator's Award: T. W. Underhill. **Runners-up:** D. C. Esse, R. M. Holmes, A. O. Westwood.

Team Award: D. H. Holland, A. E. Thompson, M. J. Webb.

West Essex Hill-Climb—continued

different a pair of cars as could be imagined. Rivers's first climb was immaculate, recording 48.44, and Moss set off to better it, streaking up the straight at a fearsome pace, only for understeer to take charge at the first corner. After a frantic few moments, he got the car pointing the right way again and clocked 50.41. On his second run, Rivers tried a little harder, but slid a little as well and failed to beat his first time. Moss pulled out all the stops on his second try, shot into the corner on full understeer and after careering along the grass verge, collected a marker can and came to rest with it jammed under the chassis!

So Rivers Fletcher won the day and it only remained for C. T. Atkins in the ex-Rob Walker 2-litre Connaught to win the up-to-2½-litre class and record third B.T.D. in 50.05 secs. An excellent day's sport, run through quickly and smoothly, with an informative commentator to tell the considerable crowd of spectators what was going on.

STUART SEAGER.

Results published last week

More Club News on page 552

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Stone Trough Trial

Noel Carr Wins Yorkshire S.C.C.'s
Star and Championship Event

THE Yorkshire Sports Car Club's Stone Trough Trial was run in the Grassington area on Sunday, 7th October. By reason of the demise of the Wilson Trophy Trial, the Stone Trough has been upgraded to a B.T.D.A. Star and R.A.C. Championship Trial, and as such drew a poor entry of under 20 competitors, the southern contingent being conspicuous by their absence.

The morning sections were extremely interesting, hills being of a varied and testing nature. Unfortunately the same cannot be said of the afternoon hills, for after a long road journey, the section was composed entirely of long grass climbs which appeared to be without "character", and not up to the standard of a Star event.

"Mole Hill" was a short, steep grass bank running from a lane, with a right-hand turn. The grass became mud after the first half-dozen cars had attempted it, and this hill stopped the entire entry, Tommy Wise climbing the highest, into section six.

At "Roadside 1" the cars went down a steep grass bank, through a right-hand turn in very deep mud and up a sharp rise the other side. This became much worse as time went on, and as the mud became softer, it proved nearly impossible to extricate each competitor, so another rope and extra hands were needed. Mike Wilson, bearing in mind the superior weight of himself and his large car, deliberately failed at the start. This was much appreciated by the chain gang. Hugely enjoying himself, he spent the rest of the day being pulled out of every other section. Tommy Wise made the only clean climb, a very fine effort, while Cuth Harrison, one of the last to try, very nearly made it. At "Roadside 2" competitors crossed a stone river bed, circled around, and recrossed

HEAVYWEIGHT on the hill—Mike Wilson spins to a standstill at the foot of one of the climbs during the Stone Trough Trial.



higher up, dropping down a sheer bank of about five feet, up another, and then through a bog to the finish. This failed most people. W. Howarth got through but went the wrong side of some markers. R. C. Needham and N. H. Coates both made clean climbs.

The special test was a timed run, circumnavigating a roundabout, through the door of an old ruin, a right angle, then out through a further door to stop astride a line. Fastest here was T. C. Harrison with 35 secs.

"Brokers 1" was a long, rough grass bank with a gradient of 1 in 2½ over a rocky outcrop. F. Harrison, T. C. Harrison and N. H. Coates were successful, most others failing before the bump. "Brokers 2" was a straight, bracken-covered run up a hillside. A. W. Lilley, N. Carr and R. N. Stallard climbed clean. J. Broadhead, T. C. Wise and F. Harrison were all unfortunate in failing at the summit. Mike Wilson dug so deep a hole that for the first time in memory, a trials car had to be towed down a steep gradient backwards. "Brokers 3" started through deep mud, thence winding uphill through bracken. The mud proved too much, necessitating a rolling start. N. Carr and F. Harrison climbed this hill, while N. H. Coates

had the misfortune to break a Panhard rod.

"Raisgill" was a long climb from a farmyard which possessed one rocky step halfway. This served no useful purpose as the entire entry was "clean". "Horse Head 1" was a straight grass climb depending on gradient only. Noted clean here were J. Broadhead, T. C. Wise, R. N. Stallard, F. and T. C. Harrison and G. Gartside, all of whom depended on speed. "Horse Head 2" was a long, winding grass climb rather steep in the latter two sections. Here observed clean were N. Carr, J. Broadhead, P. J. Clay, F. Harrison, L. Hurt and J. D. Ackernley. Most others were clean to the summit, but just could not make the bump.

Finally, "Horse Head 3", another long grass climb with a slight turn some 50 feet from the top, which caught out those who slowed for it. Clean climbs included N. Carr, J. Broadhead, R. J. Wilson, R. N. Stallard, J. D. Ackernley and L. Hurt.

FRANCIS PENN.

Results

Stone Trough Trophy: N. Carr. Thomas Ramsden Trophy: T. C. Harrison. Special Award: J. D. Ackernley. First Class Awards: N. H. Coates, F. Harrison, R. J. Wilson.

SPRINTING AT SHERBURN

DRIVING a car which he got only the night before the meeting, Leeds driver Johnnie Higham, member of the newly formed Northern Racing Team, wiped the board at the closed invitation sprint meeting held by the Northern Centre of the British Racing and Sports Car Club at Sherburn Airport, near Leeds, on Sunday, 14th October.

With his 1,100 c.c. Cooper-Climax, Higham put up B.T.D. in 37.6 secs. on his very first run down the course. After that he had gearbox trouble which made all his other runs slower and over the 40 second mark. In spite of this he was able to win three classes and finish second in a further two, having entered for four sports car classes between 1,000 and 2,600 c.c. and the unlimited racing car class.

The meeting—the third held at this venue by the B.R.S.C.C.—was over about half a mile of main runway and perimeter with a 90 degree right-hand bend and a 60 degree left-hander. A total of over 70 cars were entered in six

sports, six saloon and two racing classes.

In the morning, practice was held up by thick mist and it was impossible to see more than 50 yards down the runway.

The performances of the normal production sports cars was eclipsed by the special series cars which ran in the same classes, but it was easy to see the well-prepared and well-driven production jobs.

Fastest times in these classes were put up by Higham and F. Elliott (Frazer-Nash) who went even faster than the largest sports cars. In this class Jimmy Blumer in his Jaguar XK 120 was slightly faster than George Wood who was not yet quite used to his Mercedes-Benz 300SL.

German cars were outstanding in the saloon classes but after a day-long duel, Alan Staniforth in his Alta-headed Morris Minor managed to beat C. W. Buckley's DKW. G. Durham's Porsche Carrera won the medium-sized saloon class by a good margin.

Jim Blumer repeated his success in the unlimited saloon class and local driver Peter Procter took the 500 c.c. racing car class by half a second from Phillip Robinson (Coopers).

PETER CRAVEN.

Provisional Results

Sports Cars: Up to 1,000 c.c.: J. Dawson (Ford Special), 50.1 s.; 1,001-1,300 c.c.: J. Higham (Cooper-Climax), 37.5; 1,301-1,600 c.c.: J. Higham (Cooper-Climax), 41.5; 1,601-2,000 c.c.: F. Elliott (Frazer-Nash), 39.8; 2,001-2,600 c.c.: J. Higham (Cooper-Climax), 40.0; Unlimited: J. Blumer (Jaguar XK 120), 42.9

Saloon Cars: Up to 1,000 c.c.: A. Staniforth (Morris Alta-Minor), 52.4; 1,001-1,300 c.c.: A. Staniforth (Ford Special), 52.2; 1,301-1,600 c.c.: G. Durham (Porsche), 45.8; 1,601-2,000 c.c.: P. B. Buckley (Bristol 403), 48.3; 2,001-2,600 c.c.: J. H. Denham (Vauxhall Cresta), 51.2; Unlimited: J. Blumer (Jaguar), 43.0.

Racing Cars: Up to 500 c.c.: P. Procter (Cooper), 39.5; Unlimited: F. Elliott (Frazer-Nash), 38.7.

KENTISH BORDER C.C.

Stafford Clark Cup Trial, 7th October

Best Performance: R. F. Chappell. First Class Award: M. H. Lawson. Second Class Award: B. H. Dees. Best in Opposite Class: K. E. Dads-well. First Class Award: W. G. Macey. Second Class Award: J. C. Smith. Team Awards: J. H. Appleton and B. H. Dees; M. H. Lawson and G. J. Newman.

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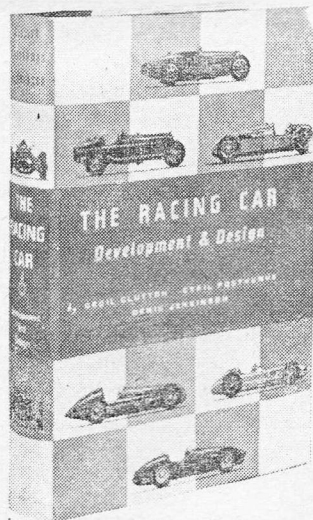
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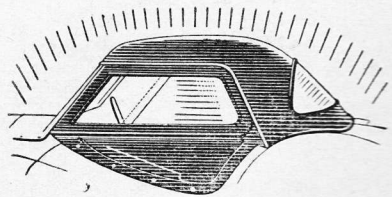
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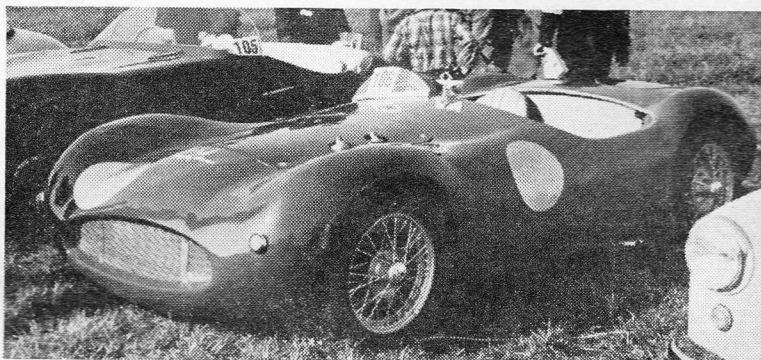
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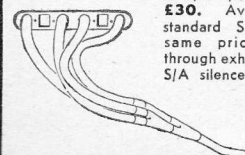
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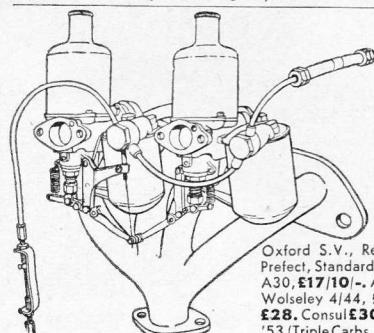
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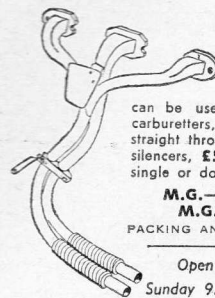
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Correspondence—continued

visiting a new track for the first time. No special service having been laid on from London, I was quite prepared to spend two consecutive nights in the train. I hope therefore that no one will accuse me of being a Silverstone diehard.

It would be difficult to exaggerate my disappointment with the circuit. Other correspondents have mentioned the nauseating stench from the waterworks and the filthy dust from the carpet of ash and clinker laid out in the West Enclosure; G. H. Elliott would have looked anaemic alongside the blackened faces I saw leaving the circuit that day.

To make matters worse, the service and amenities (for want of better definition) matched the environment. Just one example: the 5s. entrance to the West Enclosure was not opened until 9 a.m., although many spectators had been waiting for hours outside it with the unenviable choice of standing or sitting on concrete. Meanwhile cars with on-the-course parking labels were being allowed through the gate alongside!

The policy behind the choice of next year's venue seems to be that the B.A.R.C. and the B.R.D.C. shall both be given the chance to organize our Grand Prix. Fair enough; but what is wrong with Goodwood then? Someone will probably trot out the old one about traffic problems, but I doubt whether a better traffic jam could be organized in Sussex than the one which I understand occurred (and inevitably) last year in and around the Mersey Tunnel.

But why should the plum not be given in its turn, which has surely come round by now, to the B.R.S.C.C. who would not, I imagine, be averse to putting on the event at Oulton Park, considered by many to be the finest racing circuit in the country?

MIKE COLLINS.

N. WEMBLEY, MIDDX.

LIKE your correspondent, T. R. Gomm, I was horrified to learn that our premier race, the British Grand Prix, is to be held next year at Aintree.

I am sure that I am not alone amongst AUTOSPORT readers in endorsing his condemnation of the surroundings, spectator facilities and general filth of the Liverpool circuit, which is in such contrast to the traditional home of our *Grande Épreuve*, Silverstone.

Whilst it is, of course, ultimately up to the R.A.C. to decide the venue for this event, surely public opinion, overwhelmingly in favour of keeping the Grand Prix at Silverstone, should have some bearing on its decision?

R. B. IDE.

EDGWARE, MIDDX.

I AGREE with T. R. Gomm about the unsuitability of Aintree for the venue of the 1957 British and European Grand Prix. Cannot we have a general vote for the benefit of the R.A.C. as to what the enthusiasts consider the most suitable circuit? If it is to be held at Aintree, I shall not be there.

VERNON J. DAY.

LONDON, N.W.1.

The First 15

SELDAM am I aroused to such indignation that I rush into such a controversial subject as "Are these the first 15?" (as listed in last week's AUTOSPORT).

While agreeing in general with the classification, I do feel that in grading Hawthorn as three star (against a possible five) you are doing this fine driver a grave injustice. Granted he has not had the successes this season of Collins or Moss—or the other "J.M."—but he has definitely proved time and time again that he can motor as fast as anyone. He alone of the three British top-liners has remained faithful to a British team, as it turned out, greatly jeopardizing his chances as a result. The B.R.M. has the speed to do him justice, but its lack of reliability, which is in no way Hawthorn's fault, gives him little chance of figuring on the World Championship table.

I would seriously suggest that Hawthorn is the only driver in the world capable of taking on Fangio on equal terms, and beating him—whether it be in Grand Prix or sports car, and at Monza or Monaco. Nor can he be said to be a "car wrecker"; his misfortunes with the B.R.M. were both experienced by Flockhart (stripped timing gears) and Brooks.

Hawthorn has also played a leading role in the two races that eye-witnesses have described as the greatest motor racing duels of this era. That memorable dice against Fangio (Maserati) in the 1953 French G.P., when he beat Fangio to chalk up his first G.P. win (remembering that Moss's first G.P. was by courtesy of Fangio!). Then, in the opening hours of the 1955 Le Mans race, when he had an answer to Fangio's every new turn of speed, and finally left the record at an incredible 122 m.p.h. Then his spirited tackling of the entire works Mercedes team at Dundrod in 1955, and his Super-cortemaggiore and Le Mans drives in 1956, the latter being another demonstration of his guts against great misfortune, definitely establish him at the very top. May 1957 see him in a car to substantiate his claims to World Champion calibre.

G. I. WHISTEN.

DERBY.

I READ with much interest your article in last week's AUTOSPORT on the potentialities of certain of our drivers, and I would very much like to add two more drivers to your list.

They are both Formula 3 drivers, namely A. V. Cowley and D. J. Strange. I have watched with much interest the skill with which Cowley handles his yellow Cooper, especially at Brands Hatch, and with what seems so little encouragement from "works" teams. Is it not about time someone gave this driver a chance?

D. J. Strange, admittedly, has had limited experience as yet. But there again, he is worth watching. Do not let him be one of the drivers that just blossoms and fades, without being picked by so-called talent spotters.

P. BENINGTON-WATSON.

LONDON, N.W.11.

AS a regular follower of motor racing, I was very surprised to see that you had not included in your list of the best Drivers of the Year, Robert Manzon. His driving during this year, and in past seasons, has always been consistent and fast. Surely his wins at Naples and Pescara show this, and more notably his dynamic drive at Monaco, when he kept his little old-fashioned Gordini up amongst the best Grand Prix cars of today. He is undoubtedly one of France's greatest drivers.

Good luck to him next year!

"VIVE LA FRANCE".

PARIS, FRANCE.

[The "First Fifteen" were chosen, based on their actual 1956 showing.—Ed.]

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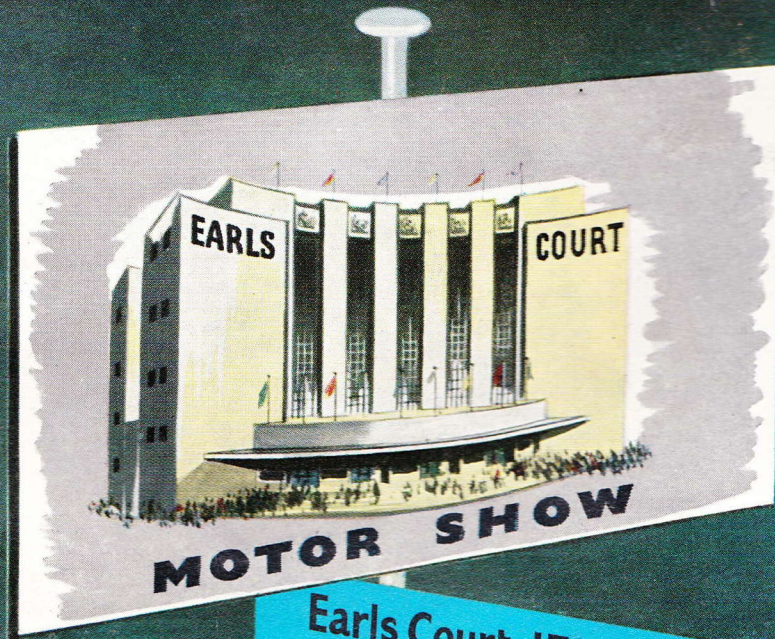
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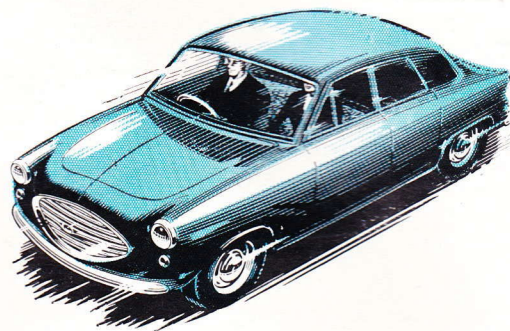
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