

BRITON WINS BELGIAN GRAND PRIX—FULL STORY

AUTOSPORT

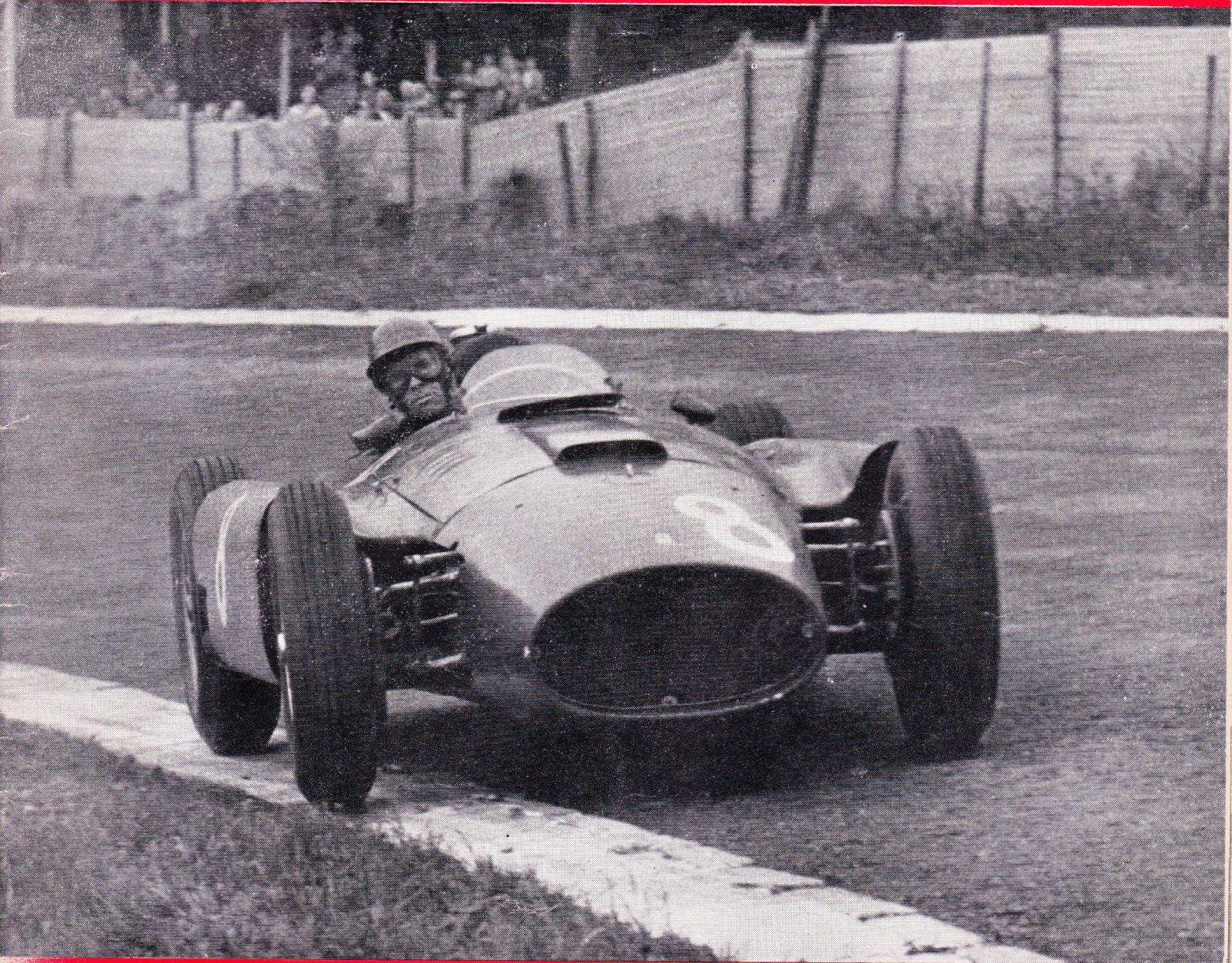
JUNE 8, 1956

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EVERY FRIDAY

Vol. 12 No. 23

BRITAIN'S MOTOR SPORTING WEEKLY



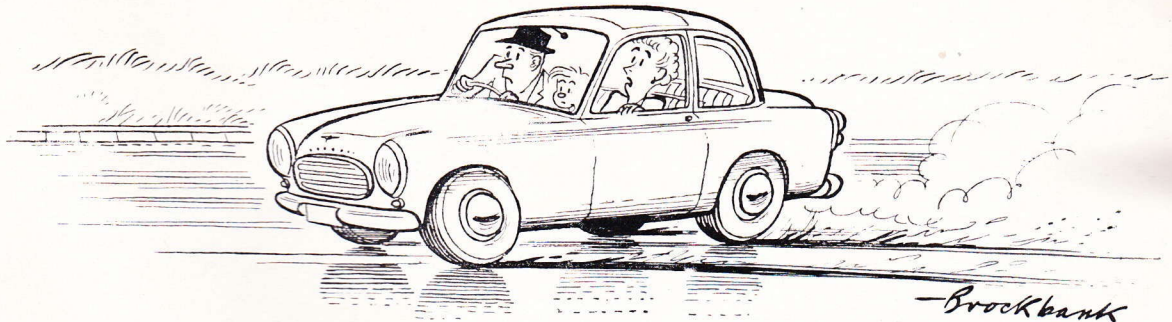
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THE INDIANAPOLIS "500"—FULL REPORT : THE PRODUCTION D-TYPE JAGUAR—NEW THEO PAGE DRAWING

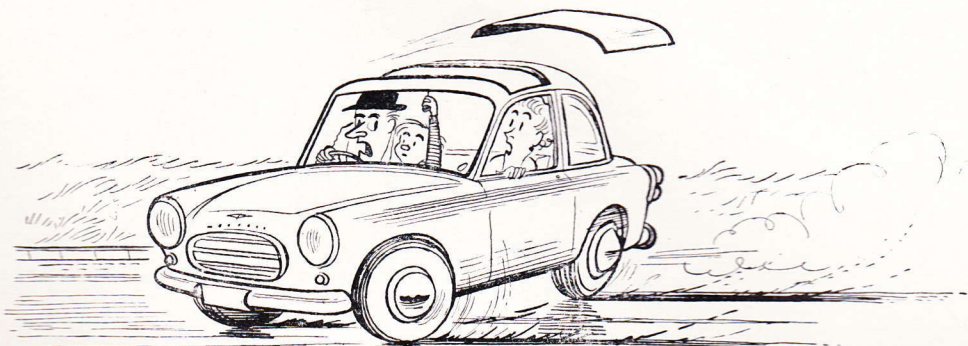
RACING IN RHODESIA : THE "EIGHT CLUBS" AT SILVERSTONE : THE INTERNATIONAL GENEVA RALLY

Cars for Special Occasions

THE EMERGENCY BALE SOME



-Brockbank

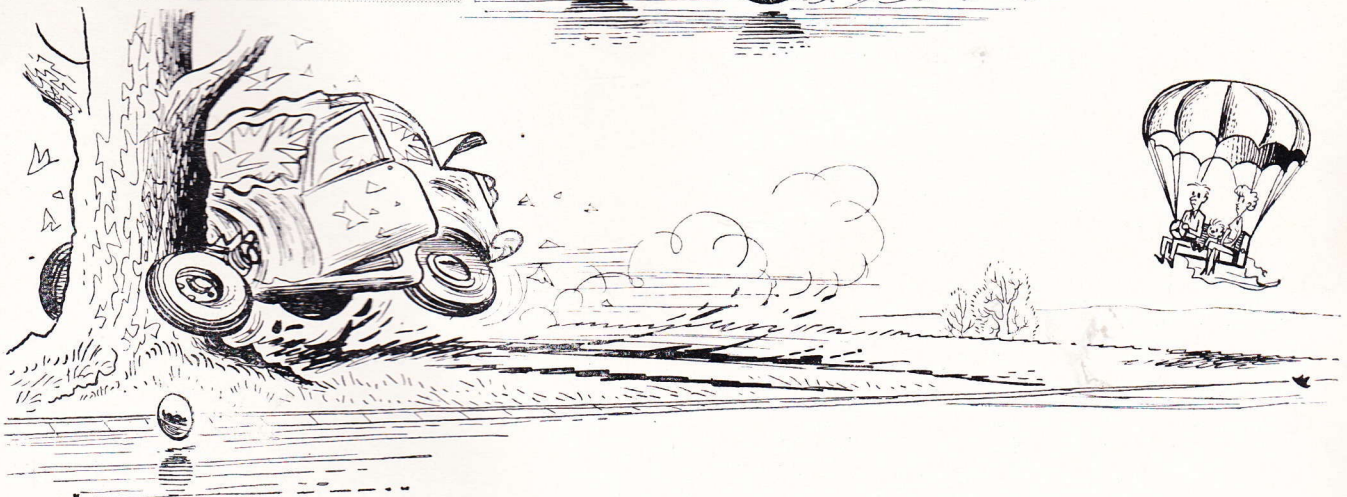
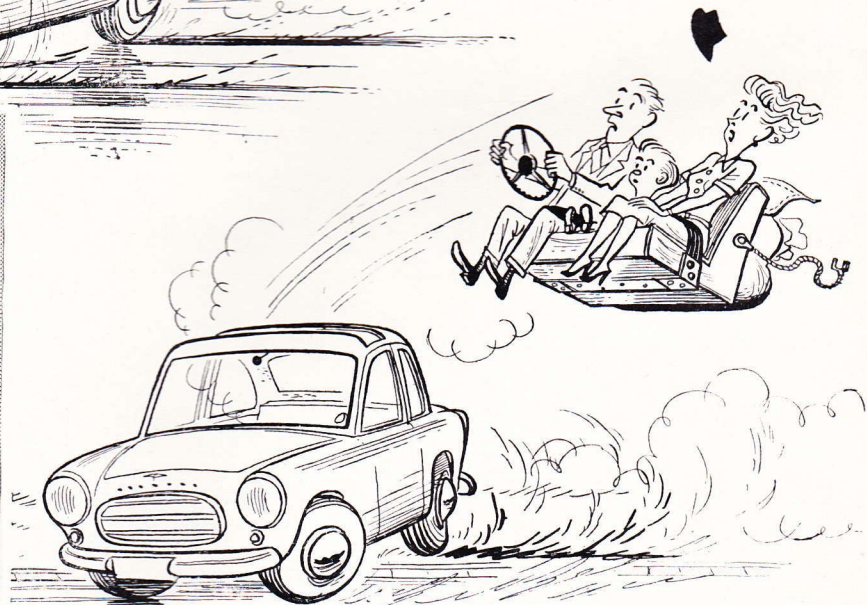


OPERATING INSTRUCTIONS

IN CASES OF EMERGENCY

(including chronic back-seat driving)

Remove retainer pin, turn
 helical screw anti-clockwise until
 indicator panel clicks three times.
 Brace feet, remove dentures, press firing
 button. In case of operational
 failure phone your nearest dealer.



... but SOLEX carburation keeps you on the road

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 12 No. 23

June 8, 1956

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EDITORIAL

WORLD CHAMPIONSHIP PROBLEMS

PETER COLLINS has now added his name to the British drivers who have won a major Grand Prix. His performance at Spa-Francorchamps last Sunday was one which thrilled all present, and showed that he must be regarded as one of the great drivers of the present time. It must also have been most satisfying to him, following on his Monaco experience when he was ordered to hand over his car to Fangio, with World Championship points at stake. Now that he shares the lead with Stirling Moss, the politics underlying changes of drivers may have to be drastically revised in Scuderia Ferrari. If either Collins or Frère had been brought in to hand over their cars to the reigning World Champion in his search for points, AUTOSPORT ventures to suggest that there would have been a near riot! Anyway, the situation is not without its amusing side, and with Silverstone and Rheims in the offing, it looks as if the team tactics of both Maserati and Ferrari may have to be changed. Although there can be no "ifs" in motor racing, one wonders whether or not the bringing in of Peter Collins at Monte Carlo may have lost a race for Ferrari, at the expense of piling up points for the World Championship! In point of fact the rules relating to changes of drivers during a race ought to be altered. It seems strange that no fewer than four drivers should have been concerned in the victory of Maserati at Nürburgring, using between them two cars. This borders on the farcical and merely means that sheer force of numbers can dictate race policy in long-distance events. By all means nominate a reserve driver for the team as is done at Le Mans, but frame regulations to avoid that chopping and changing of cars and drivers which is not only a curious method of going motor racing, but is highly confusing to organizers and spectators alike.

INDIANAPOLIS IMPASSE

So Giuseppe Farina missed his keenly anticipated drive in the Bardahl-Ferrari at Indianapolis after all, and was constrained to watch the world-famed 500 Miles race from the sidelines. Thus one more European attempt to break in on the home ground of the multi-farious Specials has failed, and the four-cylinder Meyer-Drake, née Offenhauser, née Miller "big banger" has scored its umpteenth victory. Indianapolis is indeed specialized. Too specialized, we suggest, to retain its qualifying status in the World Drivers' Championship. It is a great race, with great traditions, but constituting, as it does, a 130 m.p.h. blind around an oblong track, with four left-hand banked corners, it has no relation whatsoever with the road races which make up the rest of the Championship events during the season.

OUR COVER PICTURE

MAKING THE TRIO: Last Sunday at Spa, Peter Collins joined Mike Hawthorn and Stirling Moss in the elite ranks of modern British drivers who have won a Continental Grande Epreuve. He won the Belgian Grand Prix in a works Ferrari, seen here on the fast sweep at Eau Rouge, at an average speed of 118.43 m.p.h.

B.M.C. WINS AGAIN ON

BP Super

GENEVA RALLY

1100-1600 c.c. CLASS

1st

Austin A50

J. SEARS and K. BEST

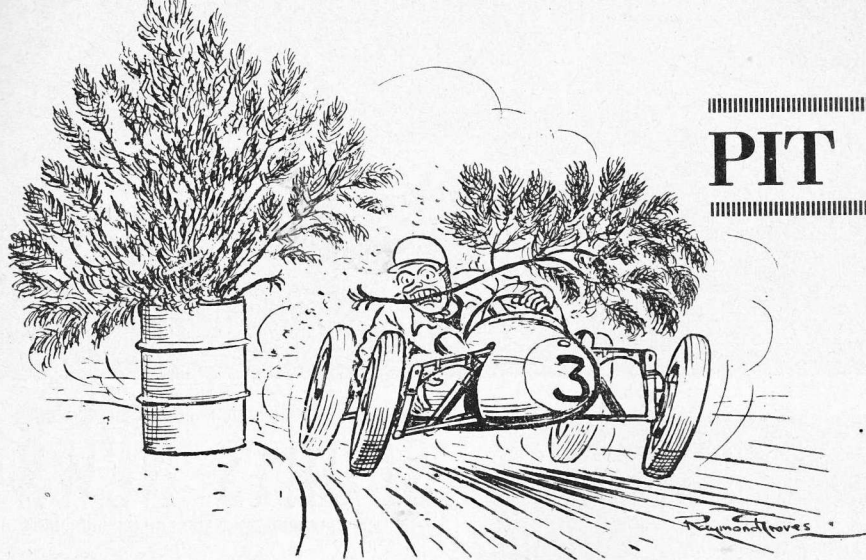
(Subject to Official Confirmation)



This follows the recent
outright victory by an Austin A30
in the Tulip Rally



PIT & PADDOCK



BOB BERRY, still in Chichester hospital, wishes to acknowledge with warmest thanks the many expressions of sympathy he has received since his Goodwood accident.

KEN TYRRELL, also in Chichester Hospital, and making a steady recovery from the cracked pelvis and abrasions suffered in his crash during practice for the Goodwood Whit Meeting, wishes to thank the many enquirers after his welfare.

STRAWS in the wind? . . . News of the forthcoming F2 Cooper, and of other British projects, yet unnamed, is followed by news that Gordini are working on a 1½-litre car for the new class, and that Ferrari may field a new 1,500 c.c. sports car in the Supercortemaggiore race at Monza on 24th June. . . . And a 1½-litre sports car makes a nice test-bed for a 1957 F2 power unit. . . .

SUCCESSOR to the Redex Round Australia Trial, starting day of the Ampol Australian Endurance Trial has been brought forward in the Calendar to 15th July.

IT is suspected that the two "Russian" entries for the Swedish sports car G.P. on 12th August will turn out to be the AWEs (née EMWs) from the Eastern Zone of Germany.

THE R.S.A.C. Veteran Car Rally, for cars manufactured prior to 1914, will take place on 30th June, starting from the club's H.Q. in Glasgow and finishing at Lanark.

DRIVING his newly acquired DB3S Aston Martin, Hans Davids won the main sports car race from a Ferrari, two Porsches and a Maserati 1500 at the recent National meeting at Zandvoort, Holland, of the Nederland Auto-sport Vereniging.



GIRL IN THE NEWS: Many readers have asked to see a picture of Belgium's well-known woman driver, Gilberte Thirion. Here she is, in the Renault Dauphine she drove so well in the Mille Miglia.

SARDINIA Trophy, held recently over a long road circuit on that Mediterranean island, was won by Giorgio Scarlatti in a 2-litre Maserati, with a similar model in the hands of G. Olivari second. Luglio (Ferrari) and Zampieri (300SL Mercedes) were next in. Bonnier and McKay Fraser arrived there to race, but were not permitted to start for some obscure but irritating reason.

WE can't count now! Silly mistake, which many readers have pointed out, appeared in our 25th May issue, showing Moss's 20 gearchange points on the Monaco circuit, and giving the total as 10.

THE new Norton engine that I. E. Raby has just purchased for his Cooper will be tuned by Ray Petty.

THE protest lodged by Ugolini of Maserati at Buenos Aires, that Fangio had received unauthorized aid in regaining the circuit during the Argentine G.P. in January, will go before an International Tribunal in Paris on 25th June. Fangio, it will be remembered, won the race for Ferrari, while Jean Behra (Maserati) finished in second place.

THE armour-plated, bullet-proof Mercedes once used by Goering, and now owned by Raymond Way, will be one of the features of the Searchlight Tattoo at the White City in July. Driven by Sheila Van Damm, it will take part in the mock kidnapping of an enemy general.

LOTUS Mk. 12? Congratulations to Hazel and Colin Chapman on the recent arrival of a daughter, weight (dry?), 9½ lbs.

ALSO to Peter Miller, assistant to John Wyer in the competition department of Aston Martin, and model Angela Lane, who have announced their engagement.

ONE of the most useful booklets we have seen for a long time has been published by the A.A. It contains a list of 566 all night garages, including 200 which are open till midnight, in 69 counties of England, Scotland and Wales, and is available free to A.A. members.

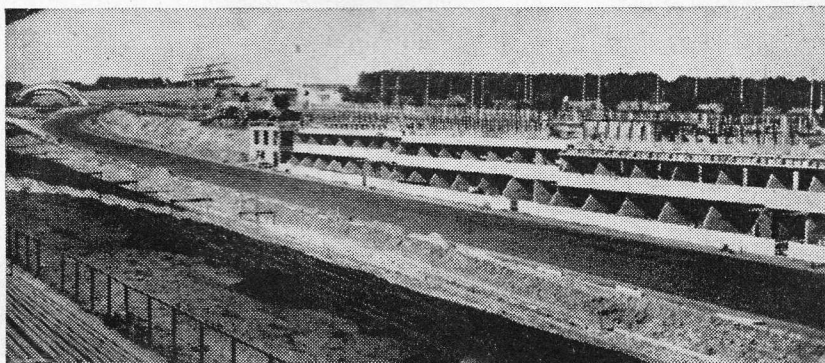
CLUB LOTUS and the 750 Club disport themselves at Brands Hatch this Sunday with a 14-race meeting. Colin Chapman will be there, racing a perfectly standard Ford Anglia saloon, Ken Gregory may drive Moss's 1,500 c.c. Cooper-Climax, Mike Costin will appear with the first Mk. XI 1172 Ford-engined "Club" model Lotus. Start is 1 p.m., admission is free.

NATIONAL SNETTERTON

ENTRIES are open until Monday (11th) for the Eastern Counties M.C. National race meeting at Snetterton on 17th June. Main event is for the Eastern Counties "100" Challenge Trophy, with £100 cash for the winner. It is to be run as a scratch race with additional class awards and will be a further opportunity to see if the Climax 1500s can beat the bigger boys. A further attraction is the Alick Dick Trophy which goes to the winner of the scratch race for TR2s and TR3s. Secretary of the meeting is Monty Baker-Munton, c/o Edward Fison, Ltd., Stowmarket, Suffolk.



LE MANS, LATEST: Work proceeds apace on the new pits and circuit alterations at Le Mans, in readiness for the G.P. d'Endurance on 28th-29th July. (Left) The 30-ton Dunlop bridge beyond the pits was removed bodily on rails to its new site.



OULTON PARK? It looks rather like it, but this scene is at Nürburgring, during the recent 1,000 kms. race, and features Gilberte Thirion's and Adolf Lang's Alfa Romeo Giuliettas, the Wittmann/Hampel Porsche 1600S, and one of the rare flag marshals.

★

RARE BIRD at Nürburg was the Isenbügel/Rathjen Ford Thunderbird, here being harried through the South Turn by Guengler's 220S Mercedes-Benz. The T-bird retired.



HAWTHORN (FERRARI) FOR PARIS 1,000 KMS.

NEXT Sunday's 1,000 kms. of Paris, also known as the G.P. de l'Île de France, will be run over 129 laps of the 7.78 km. road-cum-track layout at Monthéry, starting at 10.30 a.m. It is open to sports cars of up to 3 litres, in four classes: 2-3 litres, 1½ to 2 litres, 750 c.c.-1½ litres, and below 750 c.c., and has drawn excellent entries including Maserati, Ferrari, Osca and Stanguellini cars from Italy, a works Porsche, and two AWEs—formerly EMWs—from the German Eastern Zone, plus many D.B.s, Panhards, Gordinis, etc., from France.

Mike Hawthorn has been nominated to share a Ferrari with the Marquis de Portago, while also from this country are Ken Wharton and Tom Kyffin in the latter's DB3S Aston Martin. Maserati drivers include Jean Behra, his brother José, Rosier and "Chico" Landi. Trintignant, Schell, Canonica and Pilette are other Ferrari drivers, while Chiron and Baron de Graffenried are down to share the former's Osca.

The Monthéry circuit has been improved with new stands, new pits, and many new safety walls, while the course itself has received a new surfacing.

Provisional Entries

2/3-litre Class: Maserati, Jean Behra/Rosier, G. Musso/X. Landi/Gerini; Aston Martin, K. Wharton/T. Kyffin; Gordini, Manzon/X; Ferrari, Hawthorn/De Portago; Trintignant/Picard, Schell/Lucas, Canonica/Willemin, Pilette/Milhoux, Giraud-Cabantous/Ampoulie.

1,501-2,000 c.c. Class: Maserati, F./G. Cornacchia, Scarlatti/José Behra, Piotti/Simon, Sra. de Fillips/Tomasi, Guyot/Cotton; Ferrari, Mlle. Thirion/Peduzzi, Vernier/de Chanjy, Laurent/Blanchi; Gordini, Da Silva Ramos/X.

751-1,500 c.c. Class: Maserati, Miss Haskell/Mme. Bousquet, Thépenier/Vidilles; Porsche, Herrmann/Von Trips, Veuillet/Storez, Goethals/X, Jeser/Seidel, Olivier/Dutoit; AWE, Rosenhammer/Thiel, Barth/Binner; Gordini, Loyer/Rinen; Alfa Romeo, Castelain/Ros; Osca, Chiron/de Graffenried.

Up to 750 c.c. Class: Monopole, P. R. Chancel/Hémar/Flahaut; Panhard, Stempert/Pages; V.P.-Renault, Dumazer/Campion; D.B., Mercader/Hécharde; Osca, Laroche/Radix; Stanguellini: Fraschetti/Siracusa, Faure/Foury.

NÜRBURG NOTE

BOTH Stirling Moss and Mike Hawthorn had criticisms to make of the marshalling in the Nürburgring 1,000 kms.

WHAT GOES ON? Complex-looking operation at London Airport is actually the loading by fork-lift of an 1,100 c.c. Cooper-Climax on to a B.O.A.C. aircraft. The Cooper is bound for America and its new owner, Lance Reventlow, son of Count Reventlow.

SPORTS NEWS

race, during interviews by Alan Bruce and Chris Howland over the British Forces Network on 27th May. Moss spoke of absent flag marshals, and said he had to do all his passing without the aid of a blue flag, save for a single occasion. Mike Hawthorn said that, although a show of safety precautions had been made around the grandstand and pits area, there were several places around the Ring where spectators could have suffered, had a car got into trouble. Onlookers confirm that, though there were many instances of holding up or involuntary baulking of fast cars by slower ones, blue flags were rare indeed.

B.A.R.C. SUMMER AINTREE

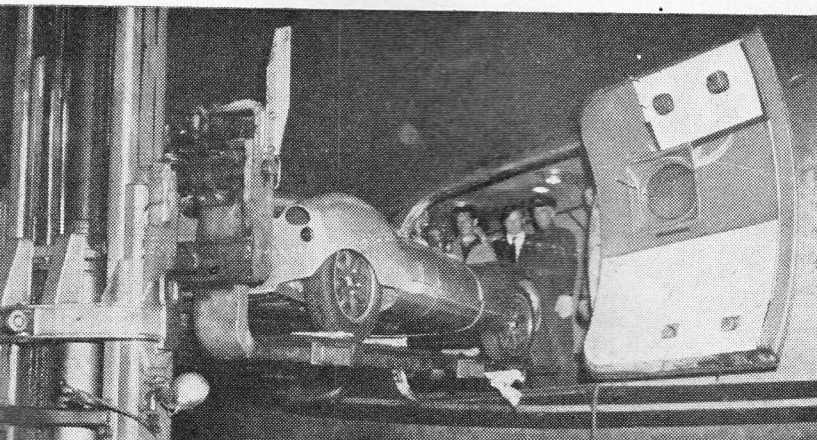
FIVE races make up the day's programme at the B.A.R.C.'s National Open Race Meeting at Aintree circuit, on 23rd June. They comprise a 34-lap, 102-mile Formula 1 race, a 10-lap, over 1½-litre sports car event, in up to, and over 2-litre, classes; a 10-lap Formula 3 race, a 10-lap race for special series production touring cars, in up to 1,600 c.c., 1,601-2,600 c.c., and over 2,600 c.c. classes, and a 10-lap event for up to 1½-litre sports cars, with an up to 1,100 c.c. section.

THE CORONATION SAFARI

WITH almost countless protests yet to be settled, the provisional winners of the 2,630-mile East African 4th Coronation Safari are given as being two three-cylinder D.K.W.s, both privately owned. The winning drivers were E. Cecil/A. R. Vickers, and the second place crew R. F. Jennings / D. Partridge. AUTOSPORT correspondent, Maurice Gatsonides, who drove a Standard Vanguard in the event, has already been placed second, third and fourth in his class, and by now may even be first, depending on whether or not a secret time-check has been cancelled as a result of protests!

THAT LOTUS FOR MASERATI

IN our 25th May issue we briefly recorded that Officine Maserati had ordered a Lotus chassis from the Hornsey concern. It now emerges that the Italian firm ordered the chassis, a Mark XI, through Piero Taruffi, the aim being to install a 1½-litre Maserati engine and gearbox. It is possible that Stirling Moss and Jean Behra will drive the car in the up to 2-litres Rheims 12 Hours race, which takes place from 10 a.m. to 10 p.m. on 30th June and forms part of the big French G.P. meeting.



THE F.I.A. AT BADEN-BADEN

At their Spring Congress at Baden-Baden, Germany, the International Sporting Commission of the F.I.A. reached the following decisions:—

Formula 1 (unsupercharged cars up to 2½-litres, supercharged up to 750 c.c.) is to remain in force unchanged until 31st December, 1957, and from then will continue until 31st December, 1959, with but one stipulation—that fuel used will be restricted to a type broadly approximating to commercial fuel.

Formula 2 (unsupercharged cars up to 1½-litres; no weight restrictions; fuel as in Formula 1) to come into force from 1st January, 1957.

Formula 3 (unsupercharged cars up to 500 c.c.) to remain in force until 31st December, 1959.

As to sports car racing, significantly, Annexe C modifications to body dimensions already applied to Le Mans, 1956, are proposed, to come into force from 1st January, 1957. Certain modifications to Annexe J, concerning production cars, are also proposed. The C.S.I., placing public security as No. 1 priority, stress the need for all possible circuit safety measures, and the continued inspection and checking by authorities of all circuits and road routes used for motoring competitions.

The next meeting of the C.S.I. will be at Milan on 3rd September, the day after the G.P. of Europe at Monza.

13 COUNTRIES IN 13 DAYS

Forty cars and crews turned out for the 13-day Tour of Europe, organized by the A.D.A.C., and which started from Hanover on 1st June. This extended Rally-type event passes through 13 countries, and involves a total distance of 8,334.8 miles. From Hanover, the route leads through The Hague, Brussels, Bonn, Luxembourg, Paris, Lisbon, Madrid, Monte Carlo, Rome, Trieste and Athens to Istanbul; then returns to Hanover by 13th June via Belgrade and Vienna. There will be 12-hour rest periods at Monte Carlo and Athens.

There are entries from Denmark, Turkey, Sweden, France, Germany, Austria, Italy, Greece and Portugal. Two Britons are taking part, George Suhr with Robert Nellemann of Denmark (Ford Taunus) and Henry Rugerony with the Portuguese F. Stock (Mercedes-Benz 300SL). Classes are for Production Touring and Grand Touring cars, up to, and over 1,600 c.c.

A.C.O. PRESIDENT ENTERTAINS

At the R.A.C., on 30th May, M. Jean-Marie Lelièvre, President of the Automobile Club de l'Ouest, entertained several guests connected with motor-racing and the Press, to discuss arrangements for the 1956 Le Mans race. Among those present were the Duke of Richmond and Gordon, Earl Howe, The Marquess Camden, Wilfrid Andrews (R.A.C.), Major Harry Stanley (R.A.C.), Roland Dangerfield, Eric Adlington, Laurence Pomeroy, Rodney Walkerley, Harold Nockolds, Ian Nickols, Gregor Grant (AUTOSPORT), John Morgan (B.A.R.C.), John Eason-Gibson (B.R.D.C.), Tommy Wisdom, F. R. W. England (Jaguar), John Wyer and Peter Miller (Aston Martin), Vivian Selby (Bristol), John Thornley (M.G.), Lyndon Mills (Triumph), Peter Garnier, Colin Chapman and John Cooper. M. Lelièvre, speaking in English, explained the considerable alterations to the Sarthe circuit made in the interests of safety, said to have cost in the region of £200,000.

NEW PIT ROUTINE FOR LE MANS

There will be no signalling from the pit area at Le Mans this year. Instead, all signals will have to be made from a specially constructed "signalling bay", a hundred yards down the road on the right after leaving Mulsanne corner. Each car, or team, will have one signalling pit only, which will be in telephonic or radio communication with its refuelling and repair H.Q. opposite the grandstands. This move has been made to reduce congestion in the pit area proper, and give sufficient warning of all cars coming in, so that a train of circumstances similar to that which occurred prior to last year's tragic accident may be avoided.

NEW 1½-LITRE ENGINES

(Right) The Borgward four-cylinder, fuel injection unit, intended for sports car racing, should prove ideal for Formula 2 use next year. (Below) Gordini's F2 engine is already in being. It is a four-cylinder, twin o.h.c., with Scintilla magneto. View on right, of the inlet side, shows the twin double-choke Weber carburetters.

THE WORLD CHAMPIONSHIP

Position in the Championship of the World, after the Belgian G.P., stands provisionally as follows:—

| | |
|--|-----------|
| 1. Peter Collins (Ferrari) | 11 points |
| Stirling Moss (Maserati) | 11 " |
| 3. Jean Behra (Maserati) | 10 " |
| 4. Juan Fangio (Ferrari) | 9 " |
| 5. Paul Frère (Ferrari) | 6 " |
| 6. Mike Hawthorn (Owen Maserati) .. | 4 " |
| Luigi Musso (Ferrari) | 4 " |
| 8. Eugenio Castellotti (Ferrari) | 3 " |
| Harry Schell (Vanwall) | 3 " |
| 10. Olivier Gendebien (Ferrari) | 2 " |
| Da Silva Ramos (Gordini) | 2 " |
| Cesare Perdisa (Maserati) | 2 " |
| Luisi Villioresi (Maserati) | 2 " |
| 14. Landi (Maserati) | 1.5 " |
| Gerini (Maserati) | 1.5 " |

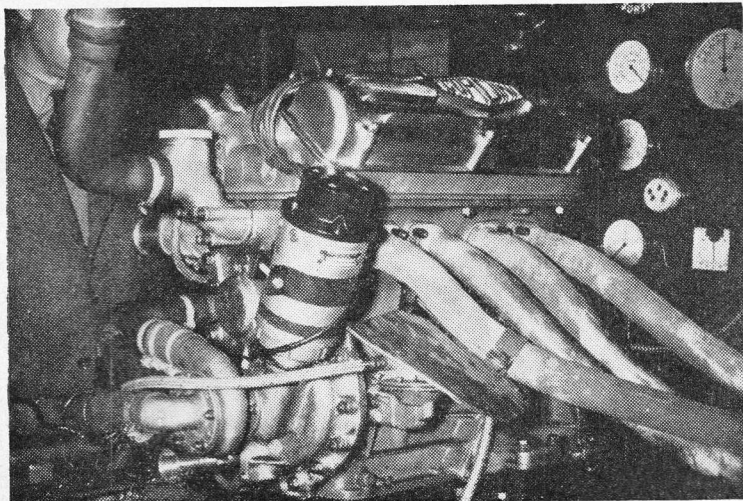
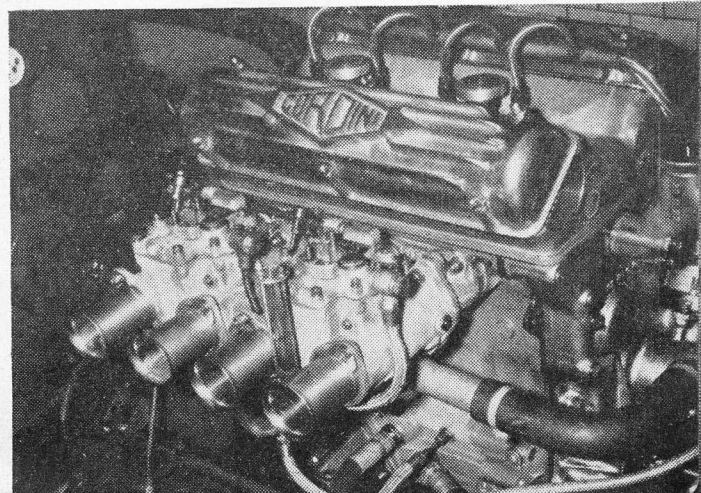
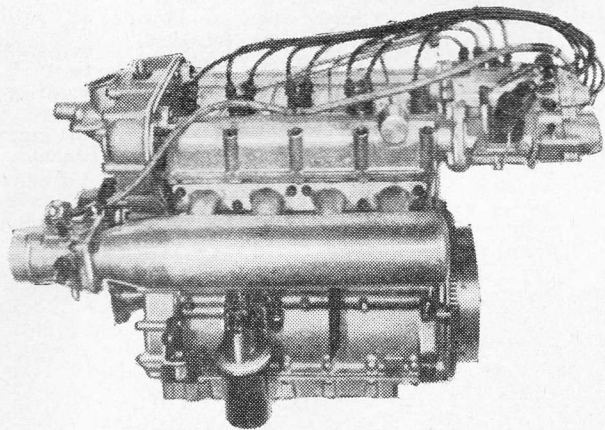
Points for Indianapolis are not included, as drivers there do not normally take part in any other Championship events.

SUPERCORTEMAGGIORE G.P.

Officine Maserati will field a full team in the fourth Gran Premio Supercortemaggiore for sports cars at Monza on 24th June. Drivers will include Stirling Moss, Jean Behra, Piero Taruffi, and Cesare Perdisa. The race duration is 1,000 kms. and cars are limited to 2 litres maximum capacity, with a 1½-litre class included. It is hoped that British Cooper and Lotus machines will make the trip to Italy to contest the latter category.

BORGWARD'S LATEST

Borgward's new 1½-litre sports-racing car, with fuel injection engine, has been undergoing successful trials on the Bremen-Hamburg autobahn in Germany. The four-cylinder, in-line engine has chain-driven twin o.h.c., four valves per cylinder, twin magnetos, and Bosch-type direct fuel injection, exactly as used by Mercedes on their racing machines; 140 b.h.p. is expected eventually from this engine, which should make it a useful Formula 2 proposition.





A GRAND PRIX FOR PETER COLLINS

Ferrari 1-2 in Belgian Grand Prix—Moss (Maserati) Breaks Lap Record—Schell (Vanwall) Fourth

AT Spa-Francorchamps last Sunday Peter Collins (Ferrari) drove a brilliant race for his first full-scale Grand Prix victory. The expected Fangio-Moss duel rather fizzled out when Moss's Maserati shed a rear wheel at Eau-Rouge. Fangio, securely in the lead, broke his transmission at Stavelot, but Collins was there to keep the "Prancing Horse" in front. The Belgian driver, Paul Frère, became a national hero overnight by taking second place ahead of the Maserati taken over by Moss from Perdisa.

The Vanwall driven by Harry Schell went extremely well and finished in fourth place. The other Vanwall (Trintignant) had several pit stops due to a mysterious loss of power, and was eventually retired.

In his efforts to make up lost time, Stirling Moss established a new record for the Francorchamps circuit, with 4 mins. 14.7 secs., 199.575 k.p.h. (124.015 m.p.h.). The existing record was held by Fangio (Mercedes), who circulated in 4 mins. 20.6 secs. (195.057 k.p.h.).

PRE-PRACTICE talk was the possibility of a 200 k.p.h. lap. The greatly

MOSS LEADS: (Top) Start of the Belgian Grand Prix, with Stirling Moss (Maserati) leading from Peter Collins (Ferrari) and Eugenio Castellotti (Ferrari).

FANGIO IN FRONT: (Right) Four laps, and the World Champion has managed to get ahead of his rival.

By GREGOR GRANT

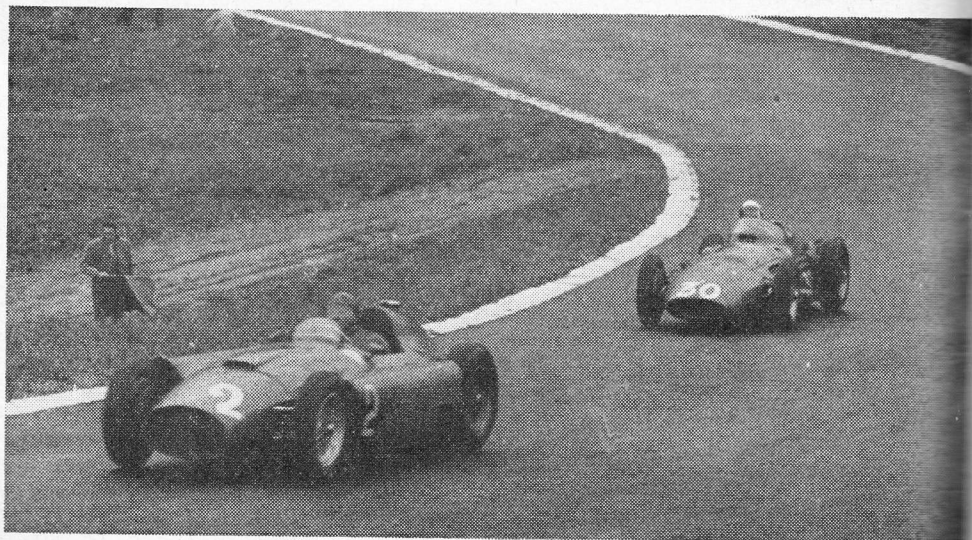
Photography by George Phillips

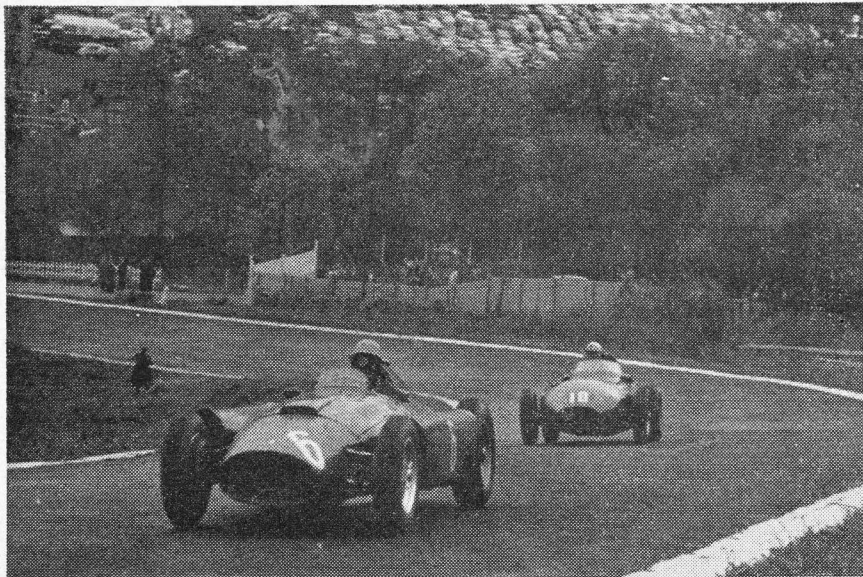
increased power of both Ferrari and Maserati rather indicated that the red cars might be faster than the Mercedes in 1955. Also, the Vanwalls were a more or less unknown quantity, Moss's Silverstone victory having suggested that the green cars would be a match for the Italians.

Anyway, Fangio settled the question on Thursday evening when he returned the incredible time of 4 mins. 9.8 secs.—

203.490 k.p.h.! His speed through the narrow pit area was shattering, and it would be most interesting to know what maximum was attained on the fastest part of the circuit. Stirling Moss, in a non-fuel injection Maserati, just failed to return a 200 k.p.h. lap. His time was 4 mins. 14.7 secs. (199.575 k.p.h.). Jean Behra (Maserati) did 4 mins. 22.6 secs., and Castellotti (Ferrari), 4 mins. 27.9 secs.

On Friday poor weather raised times considerably compared with those of Thursday's perfect conditions. Fangio's best was 4 mins. 36.3 secs.; Moss did





TUSSLE: (Left) Paul Frère (Ferrari) and Harry Schell (Vanwall) get to grips near Eau-Rouge.

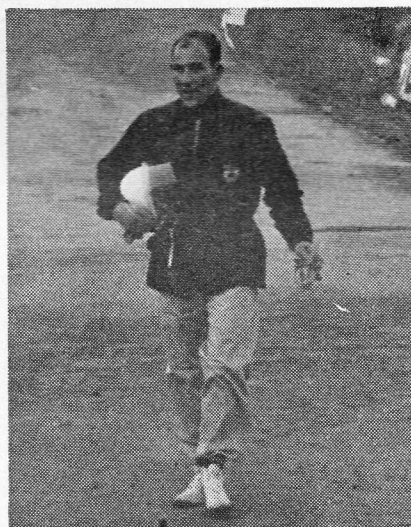
1.4 secs. more. Mike Hawthorn returned 4 mins. 48.9 secs. with a Maserati. Next morning Hawthorn returned to England owing to a disagreement about which make of car he should drive. Apparently a telegram went astray, and Mike arrived at Spa under the impression that he was to drive for Officine Maserati. Ferrari were under the impression that he was to drive for them. Anyway Mike plumped for Maserati, and Enzo Ferrari immediately telephoned from Modena objecting, and threatening Hawthorn with disciplinary action by the F.I.A. So Mike decided to pack up and go home!

Saturday's session produced beautiful weather, but times were down on those of Thursday. Moss brought out the fuel-injection Maserati and did 4 mins. 14.8 secs.—0.4 sec. slower than Fangio. Third best was Peter Collins (Ferrari) with 4 mins. 15.3 secs.: Castellotti and Behra both did 4 mins. 16 secs., and Schell (Vanwall) 4 mins. 19 secs. So on race day the starting grid was as follows:—

| | | |
|-------------------------|--------------------------|---------------------------|
| Fangio (Ferrari) | Moss (Maserati) | Collins (Ferrari) |
| 4 m. 09.8 s. | 4 m. 14.7 s. | 4 m. 15.3 s. |
| Behra (Maserati) | | Castellotti (Ferrari) |
| 4 m. 16 s. | | 4 m. 16 s. |
| Schell (Vanwall) | Trintignant (Vanwall) | Frère (Ferrari) |
| 4 m. 19 s. | 4 m. 22.2 s. | 4 m. 23.2 s. |
| Perdisa (Maserati) | | Rosier (Maserati) |
| 4 m. 35.7 s. | | 4 m. 35.9 s. |
| Villoresi (Maserati) | Scotti (Connaught) | Godia-Sales (Maserati) |
| 4 m. 37.2 s. | 4 m. 41.9 s. | 4 m. 49.8 s. |
| Gould (Maserati) | | Pilette (Ferrari) |
| 4 m. 50.4 s. | | 4 m. 51.9 s. |

Moss's fuel-injection engine was changed for a triple-Weber unit. The accident to Musso in the 1,000 kilometres race at Nürburgring, and Hawthorn's absence, meant that two Ferraris were available. These were given to the Belgian drivers Frère and Pilette, both of whom practised on Saturday evening. Rain was falling heavily all round the circuit long before the 3 p.m. start.

Fangio made a faltering start, and Behra came through behind Moss. Up the sweep to Eau-Rouge, the two



ON FOOT: (Above) Moss hurries back to the pits after losing a wheel at Eau-Rouge.

★

MOBILE AGAIN: (Below) A quick change-over, and Stirling Moss is off in Perdisa's car.

Maseratis led, but both Collins and Castellotti forged past the Frenchman before Burneville, about 4 kilometres from the pits. At Stavelot, Castellotti had edged past Collins, and as the cars streamed past the pit area it was Moss, Castellotti, Collins, Fangio, Schell, Trintignant, Behra, Frère, Perdisa, Gould, Pilette and Rosier. Villoresi made straight for his pit, but was quickly away again. Some time afterwards, Scotti came in with the green Connaught, and the car remained stationary for some time. Moss's standing lap took 4 mins. 36.1 secs., and he had 2 secs. lead over Castellotti, and about 6 secs. from Fangio. Godia-Sales was missing, the Spaniard having left the road with the Maserati.

Lap 2 and Fangio had moved up to third place; Gould overtook Perdisa; Schell, Trintignant and Frère passed nose to tail. Moss had 4 secs. over Castellotti, and 5.1 secs. over Fangio. The race average, on a soaking wet circuit, was 186.231 k.p.h.

Gould was the next to disappear, his transmission locking solid, doing the gearbox no good. Fangio took Castellotti, and went through on his fourth tour 6 secs. behind Stirling. The race average continued to rise, although the rain had not eased off any. Next lap and Fangio had closed up on Moss, only 3.2 secs. separating them. Peter Collins had dropped back a little from Castellotti, but looked perfectly happy. Paul Frère was pushing the two Vanwalls for all he was worth, the British cars being separated by Jean Behra.

The rain ceased to fall, and lap times began to go up. Moss did 4 mins. 27 secs. (190.382 k.p.h.), but Fangio replied with 4 mins. 22.2 secs. (192.399 k.p.h.), taking Moss at Stavelot. Trintignant called at the pits, but the Vanwall was soon away.

The race average began to creep up towards 190 k.p.h. After six laps Fangio was 3.2 secs. ahead of Moss, and Collins was practically in Castellotti's petrol tank. Frère got in front of Schell, the two cars passing the pits as if joined together. It was thrilling to see a green car so well up in a major G.P.!

Fangio kept increasing his lead. He did the sixth lap in 4 mins. 22.3 secs. (193.793 k.p.h.), and now led Moss by





BLEU-ROUGE-JAUNE: (Above) Rosier (Maserati), Villoresi (Maserati) and Pilette (Ferrari) leaving Eau-Rouge in line ahead.

"TRINT" IN TROUBLE: (Right) Trintignant at the pits with his Vanwall.

5½ secs. Collins went ahead of Castellotti, about 13 secs. behind the Maserati. Farther back, Pilette's yellow-painted Ferrari preceded the Maseratis of Villoresi and Rosier, with Scotti's Connaught bringing up the rear.

Fangio forged steadily ahead, doing his seventh lap in 4 mins. 21.3 secs., and bringing the race average up to over 190 k.p.h., 6.4 secs. in front of Moss. Collins had closed up on the Maserati, being only 11 secs. in arrears, and having 4 secs. advantage over Castellotti. With Behra falling back all the time, it was obvious that Moss was going to have a difficult time to hold all three Ferraris. Scuderia Ferrari strategy was now more apparent. Fangio continued to advance, but Collins was catching Moss at the rate of 2 secs. a lap. Pete's eighth tour was a record for the circuit—4 mins. 19.9 secs. (195.582 k.p.h.). On a rapidly drying course, speeds began to increase all the time.

On lap nine Collins returned 4 mins. 18.7 secs. (196.490 k.p.h.), but Moss was almost as quick. Trintignant stopped at his pit again. With 10 laps gone the race order was: 1, Fangio, 44 mins. 15.3 secs.; 2, Moss, 44 mins. 23.1 secs.; 3, Collins, 44 mins. 32 secs.; Castellotti stopped at the pit with serious transmission troubles and abandoned, letting Behra into fourth place, ahead of Frère and Schell.

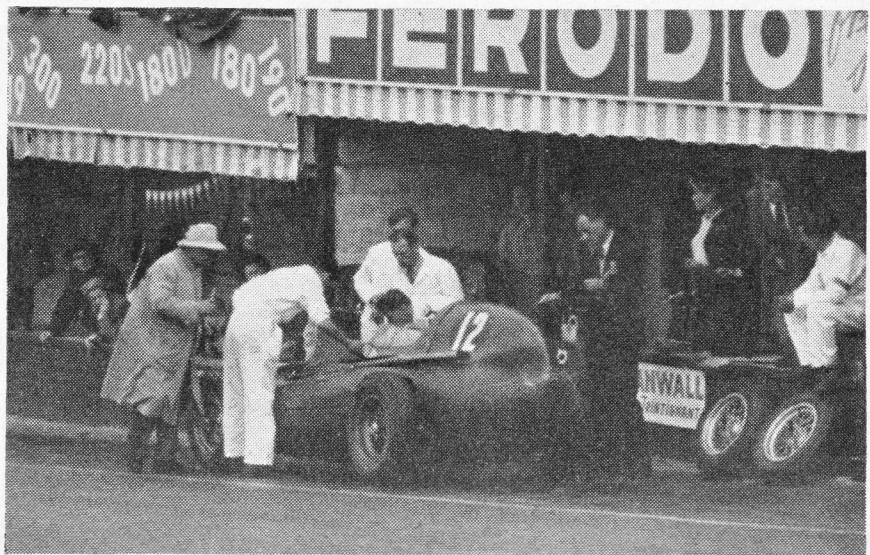
Fangio now began to dominate the race. He took 1.3 secs. off Peter Collins's new lap record, and, at the end of 11 laps, was 18.8 secs. in front of Moss. The latter had a frightening experience. Going up to Eau-Rouge his nearside wheel hub-housing broke, and the wheel shot off. The Maserati broadsided wildly, and dived towards the edge of the road. With tremendous skill, Stirling kept it from careering over the edge, and parked it neatly on the grass verge. Quickly he jumped out of the disabled car, and sprinted the half-mile or so to the pits. Simultaneously a mechanic ran towards La Source hairpin to warn Perdisa to stop. The Italian did so, and

PURSUIT: (Right) Stirling Moss goes flat-out past the pits in Perdisa's Maserati.

sive laps, and finally the Vanwall was pushed away. However, Harry Schell continued to circulate impressively in fifth place with the Vanwall, obviously determined to finish.

Moss began to motor extremely rapidly. He was over a lap behind Fangio and Collins, and on the 17th lap passed the pits close behind his British rival. Pete let him through, and gradually the Maserati drew away—still in sixth position. There were now only nine cars left in the race, Scotti's Connaught also having been retired.

On lap 24 came sensation. Fangio retired at Stavelot with damaged transmission, and, it is said, an engine with additional ventilation in the crankcase area! Thus Peter Collins led the Belgian Grand Prix, followed by Jean Behra and Paul Frère, only 2.3 secs. separating the two last-named. Collins



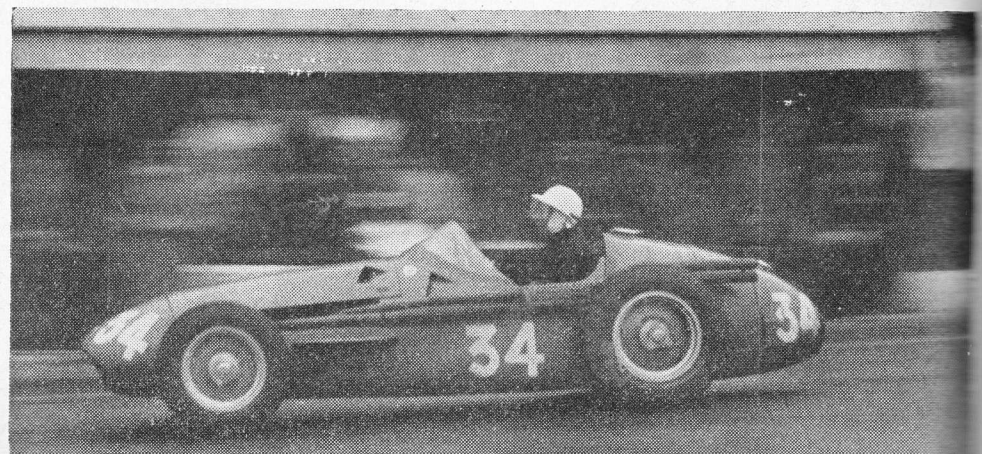
almost before the Maserati had stopped rolling, the change was made and Moss shot away in sixth place, with the seemingly hopeless task of catching the flying Ferraris.

The circuit was now almost completely dry. Fangio had a comfortable lead, and Collins was far ahead of Behra. Once again the lap record fell, the Champion of the World returning 4 mins. 17.3 secs. (197.559 k.p.h.). After 13 laps, about 25 secs. separated the two Ferraris. Trintignant stopped on succes-

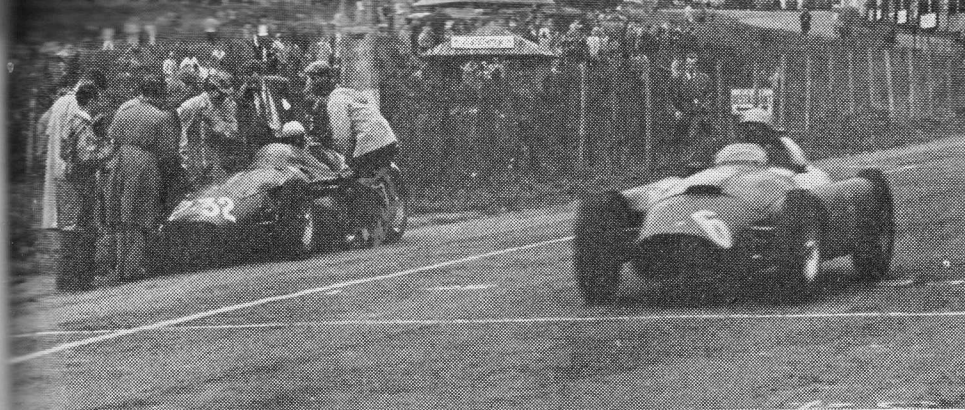
received the "steady" signal from his pit, having 1 min. 52.1 secs. lead over the Frenchman.

On the 25th lap, Frère had swept past Behra, to make it 1-2 for Ferrari. Behra wound up the Maserati to the limit to try to retake the Belgian, and on lap 26 went through 1.1 of a sec. behind. Collins still maintained his advantage, driving brilliantly and never looking like making a mistake.

The battle between Frère and Behra captured the imagination of the crowd.



MOTIONLESS MASER: Behra waits on the line with his ailing Maserati as Paul Frère (Ferrari) goes through in second place.



The P.A. more or less ignored the leader, to concentrate on the efforts of Frère to keep in front of the Frenchman. There is no question that the Belgian was driving the race of his life, turning in a lap of 4 mins. 20.2 secs. to hold off his rival.

All round the circuit a partisan crowd yelled itself hoarse to cheer on its yellow-helmeted favourite; but Behra was always there, ready to seize any chance that was offered. Meanwhile, Stirling Moss had steadily worked his way up to fourth place, to stay on the same lap as Collins, Frère and Behra. Schell continued to hold fifth place.

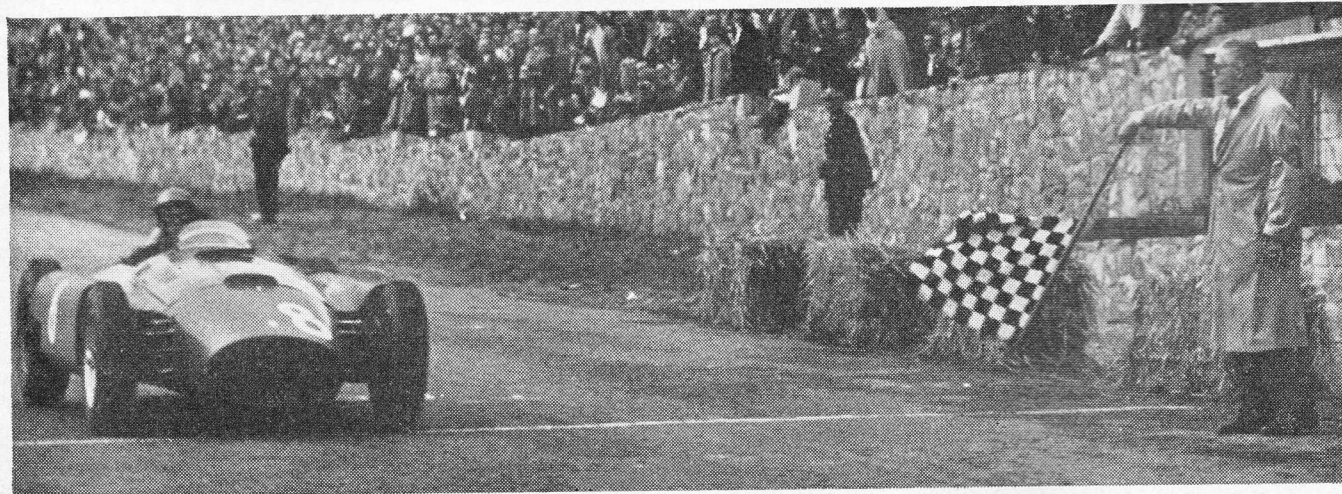
On the 28th lap, Frère got down to 4 mins. 18.9 secs. (196.338 k.p.h.), increasing his lead over Behra to 9.3 secs. Next time round he did 4 mins. 18 secs. This proved too much for Behra, who put his rev. counter needle far in the red, and almost immediately began laying an ominous smoke-screen.

Meanwhile Moss had been given Fangio's new record figures and really set about getting round the circuit in the shortest possible time. On his 30th

lap he returned the remarkable time of 4 mins. 14.7 secs. (199.575 k.p.h.), to win back a valuable point for the World Championship. He had no hope of catching the two Ferraris unless anything untoward happened, but his personal satisfaction must have been considerable.

Jean Behra glided down towards the finish line, and restarted when Collins went through for the 36th and last time. Paul Frère had done his 32nd tour in 4 mins. 17.5 secs., and was firmly in second place. Behra's halt let Harry Schell into fourth place behind Moss, with Villoresi, Pilette and Rosier still circulating. Jean Behra must have spent an anxious time during his final, slow tour round. His engine sounded dreadful, and the exhaust emitted huge clouds of smoke.

Suddenly it was all over: Peter Collins received the chequered flag to avenge the Ferrari defeat at Monaco. Paul Frère had a fantastic reception in second place. British visitors were thrilled to hear "God Save the Queen" played twice, once for Collins and then presumably



Belgian G.P. The Results

1. Peter Collins (Ferrari), 2 hrs. 40 mins. 0.3 sec., 190.614 k.p.h. (118.43 m.p.h.).
2. Paul Frère (Ferrari), 2 hrs. 41 mins. 51.6 secs.
3. Stirling Moss/Cesare Perdisa (Maserati), 2 hrs. 43 mins. 16.9 secs.
4. Harry Schell (Vanwall), 35 laps.
5. Luigi Villoresi (Maserati), 34 laps.
6. André Pilette (Ferrari), 33 laps.
7. Jean Behra (Maserati), 33 laps.
8. Louis Rosier (Maserati), 33 laps.

COLLINS WINS: (Above) Ferrari get their revenge for Monaco, as Peter Collin receives the chequered flag.

CHAMPIONSHIP LEADERS: (Right) British drivers, Stirling Moss and Peter Collins, who now share the lead for the Championship of the World.

Fastest lap: Stirling Moss, 4 mins. 14.7 secs., 199.575 k.p.h. (124.015 m.p.h.).
New Circuit Record.

Retirements: Godia-Sales (Maserati), 1 lap; Gould (Maserati), 3; Moss (Maserati), 10; Scotti (Connaught), 11; Castellotti (Ferrari), 11; Trintignant (Vanwall), 12; Fangio (Ferrari), 24.

for the Vanwall—or could it have been for Moss?

Tony Vandervell should not be disappointed at the result. His Vanwall, capably driven by Harry Schell, had proved itself capable of lasting the distance in a *grande épreuve* and had taken fourth place into the bargain.

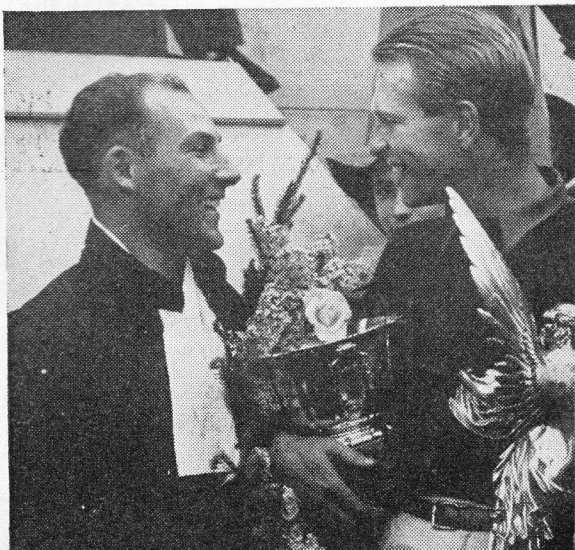
No praise can be high enough for Peter Collins. He drove strictly to orders and with the elimination of Fangio, stepped into a leadership which he retained to the end. The result of the Belgian Grand Prix has produced the remarkable situation whereby two British drivers now share the lead for the Championship of the World—each with 11 points!

JAGUAR "2.4" PRICE INCREASE

OWING to increases in overheads at the factory, the basic price on the home market of the 2.4-litre Jaguar has been raised to £953, which, with Purchase Tax, makes a total price of £1,430 17s. (old total, £1,343 17s.). The Special Equipment model is now basically £976, or £1,465 7s. with P.T. (old total, £1,375 7s.).

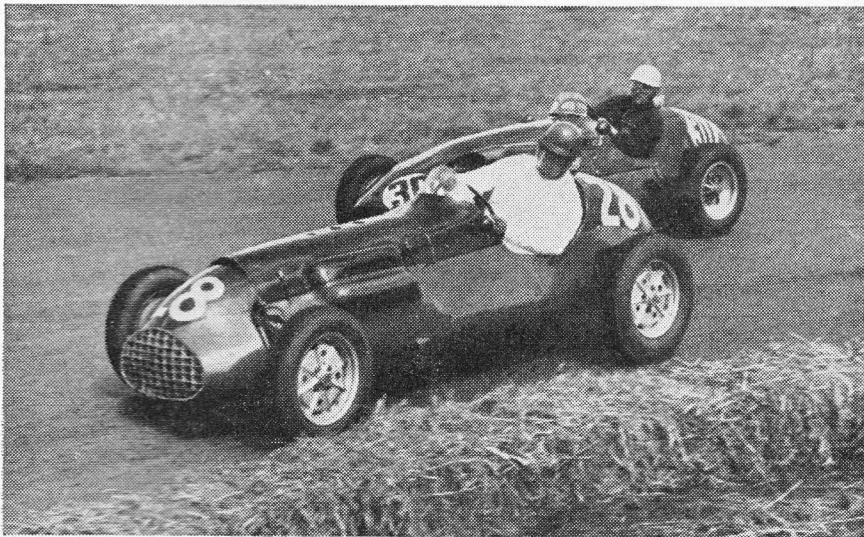
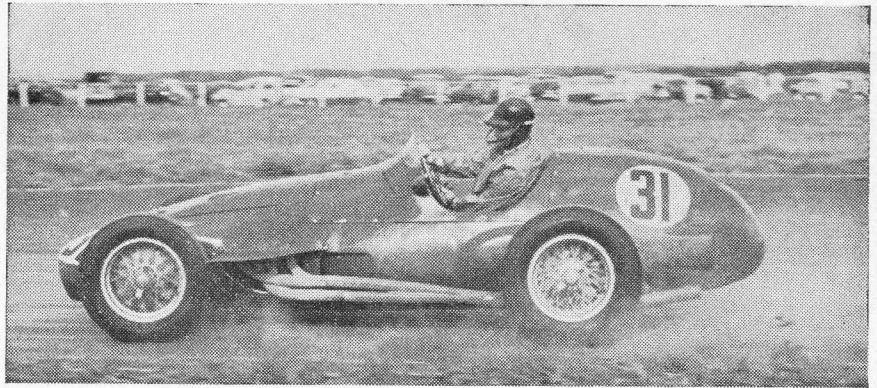
1957 MOTOR SHOWS

DATES of the principal International Motor Exhibitions in 1957 are as follows: Brussels, 12th/23rd January; Geneva, 14th/24th March; Turin, 24th April/5th May; Frankfurt, 19th/29th September; Paris, 3rd/13th October; Earls Court, London, 16th/26th October.



CENTRAL AFRICAN INTERNATIONAL

*Peter Whitehead (Ferrari)
Rounds Off Victorious Tour
at Marlborough Stadium,
Rhodesia*



PETER WHITEHEAD has been back in England many weeks now, but I feel readers will be interested in his deeds at Marlborough Stadium, Rhodesia, on 15th April, with the 3-litre Ferrari he drove successfully in New Zealand and South Africa. In the first International motor race meeting held in the Federation of Rhodesia and Nyasaland, he swept to victory in both his races.

Marlborough Stadium, outside Salisbury, was the scene of the largest gathering of motoring might ever seen in Central Africa. With Peter Whitehead there was Michael Young (Connaught), both from Britain, while John MacPhee (E.R.A.), of Lusaka, Chris Little, P. Davies and Monty Banks from Kenya, Tony Fergusson, Don Philp and others from the Union, and Louis Redon from Madagascar with his Monomill Panhard, were all present. The Monomill had been flown from the island to Beira, while the Kenya contingent had motored down, a journey taking some four to five days over some of Africa's toughest roads.

Mike Young had been troubled with water where no water should have been, so had to burn some midnight oil the night before the race, while Stan Ellsworth was his usual happy self, so we could only assume that the wayward brake linings for the Ferrari had eventually turned up in time. (This made the writer feel rather better about dragging these two visitors off to a live broadcast the night before.)

Race day dawned on some 20,000 people crawling into the stadium, quite the biggest crowd ever seen at a meeting

here. The curtain-raiser for the car events was a triple-class job, including as it did sports cars, modified saloon cars, and those racing cars which were excluded from the main event. D. Bird (M.G.A.) soon showed that his car had a few more horses than the handicappers had expected and, driving in fine style, won a convincing victory. Peter West (TR3) drove an equally well-judged race to take second place, while A. Stokes (Austin A90) came into third place very fast indeed.

The Kafue Handicap saw the first appearance of our overseas visitors, and with Whitehead really moving, the rest of the field were made to look very slow indeed. This was not surprising when it became known that Whitehead had won at an average speed of 80.1 m.p.h., nearly 10 m.p.h. faster than any previous race on this circuit. Mike Young, although driving almost as consistently as Whitehead, was nevertheless left behind by the Ferrari, but took second place, while D. Bird again performed very well and came in third.

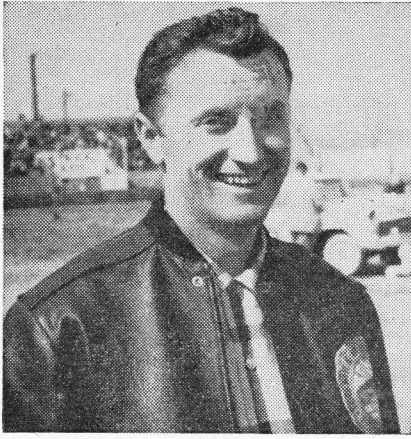
After lunch came a surprise event in the form of a scratch race over five laps for cars of under 1,000 c.c. This event was for a cup presented specially by Monsieur Dumy, chairman of the Automobile Club de Madagascar, who had come over to manage the pit of Louis Redon with the Monomill Panhard. In this event mechanical trouble prevented the Panhard from starting, but with the three 500 c.c. cars from Kenya, one driven by Chris Little, that country's champion, and Tony Fergusson with his Mk. IX Cooper from the Union, the

LIMPOPO HANDICAP: (Above) Peter Whitehead looks quite at ease as he wins the big race of the day. (Left) First lap picture of Jimmy de Villiers (Cooper-Bristol), with Michael Young from Britain about to pass in his Connaught. Unfortunately, this car sheared its timing gear that same lap, but Young finished second to Whitehead in the earlier Kafue Handicap.

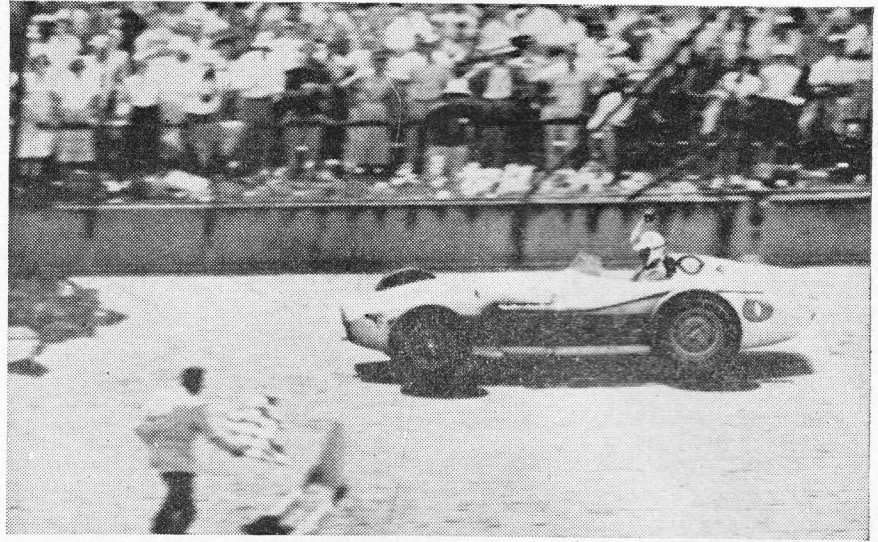
scene was set for an exciting battle. Johnny Love (Cooper-Norton) from Bulawayo, who had given Tony quite a fight at Palmeitfontein, was also taking part, as was Norman Lunderstedt (Lundy Special), Max Witham (Cooper-Norton) and W. Mitchell in a similar car. Lunderstedt and Fergusson soon opened up quite a gap on the rest of the field, with Fergusson trailing the Lundy Special for four and a half laps. In fact, Tony was playing his waiting game, although actually lapping about 8 secs. below the handicap he was to face in the main event. Fergusson had judged this race to perfection, and made his challenge coming out of the hairpin just before the finish of the last lap. With a beautiful piece of cornering he slipped past to win the race from Lunderstedt after being hurried just enough to make him use a bit of grass coming into the finishing straight. A very exciting finish, which had the grandstand crowd on its feet.

So to the main event. Just before the start we learned that Peter Whitehead's handicap had been increased from 6 mins. 35 secs. to 8 mins., so that the first man away had nearly completed four laps before the Ferrari sprang into action. Young had left 2 mins. 20 secs. before Whitehead, but on the very first of the 30 laps the Connaught sheared its timing gear so Mike Young's bad luck on his present tour stayed with him to the end. The Monomill Panhard had been patched up so that the crowd could see it in action again, a gallant effort which we knew could only last for a few laps. Sure enough, after about five laps, the little car had to pull in for good. With Gillmaster (TR3), Hutchons (M.G.) and Banks (Martin-Norton) the only non-starters, the crowd settled down to some exciting racing, with Whitehead really being forced to put his foot down if he was to catch John MacPhee's ex-Bob Gerard E.R.A. and Tony Fergusson's Cooper. Sam Tingle in his blown R-type M.G. was also going very well, having overcome the car's previous reluctance at last.

By lap 5 it was apparent that things were beginning to sort themselves out,
(Continued on page 590)



INDIANAPOLIS, 1956



PAT FLAHERTY WINS

30th May.

PAT FLAHERTY, an Irishman noted for his red hair, his grin, and the green shamrock painted on his crash helmet, proved himself today a driver of the highest calibre when he won the spectacular 40th running of the Indianapolis 500 miles race. Flaherty, pole position winner at a sizzling 145.596 m.p.h. average, this year introduced a new, and often frowned upon, technique of driving the 2½-mile course. Riding wide on the straightaway, he cut the four turns so tight, and so fast, that his inside front wheel has been seen to lift perceptibly, in a manner previously expected only from midget and dirt track racers.

No win due to attrition of the leaders was this. Flaherty started from "pole", led on lap 32 and again on laps 40 and 41, and assumed the lead again on lap 76, never to be headed thereafter. At no time during the entire race was he placed lower than fourth.

Second, after a brilliant climb from starting position 13, was veteran Sam Hanks, who followed the winner to the chequered flag by a mere 22 secs. in one of the most tense finishes seen at this track for years.

A New Star and a Seasoned Veteran Shine in America's Classic 500 Miles Race

By **SKIP LANGE**

Indianapolis, 1956, will go down as a race of miraculous escapes. No less than 13 cars were involved in serious spins, with seven of these making violent contact with the concrete retaining wall circling the course. At the race end Tony Bettenhausen and Jimmy Daywalt were still in hospital, but both reported to be in fair condition. No report had been issued regarding the condition of Dick Rathmann, who crashed on his last lap but was unofficially placed fifth. All other drivers involved in mishaps had been checked at the track hospital and released.

The Rains

Indianapolis usually attracts an entry of 60 or more cars, and this year was no exception. The starting field, however, is limited to the fastest 33, and these are selected during a planned four days of qualification attempts.

Qualifications were scheduled this year for 19th-20th and 26th-27th May, the two week-ends preceding race day. The

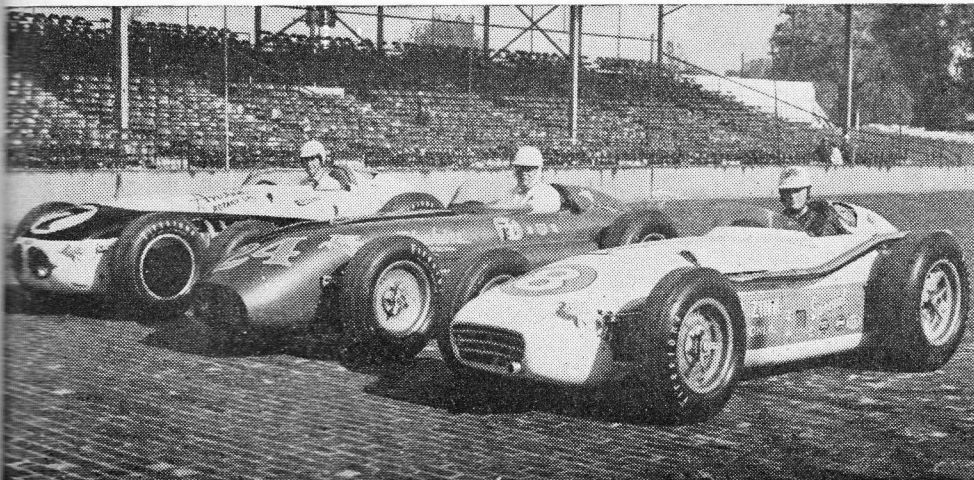
first Saturday filled the first 17 positions with Flaherty turning in his record 145.596 for four laps (10 miles) and the track record lap at 146.056. Slow man for the day was Ray Crawford, Californian grocer, driving his own car to a very respectable 140.884 four lap average.

Qualifications the next day brought the field up to 29, leaving only four positions to contest. Since the fastest 33 cars will start, slower cars which had previously qualified could be "bumped" from the line-up after a full field has qualified and provided subsequent qualifiers turn in faster times than those earlier recorded. The cars get no second chance. Once they have been eliminated it's back to the garage for them. The drivers, however, can change cars and try again.

This year promised to be a real bumping carnival as car after car bettered 140 m.p.h. during the days between the first and second qualification week-ends.

Then it started to rain. The rain began on Friday night, 25th May, continued with scarcely a let-up through all of Saturday, and showed no signs of abating on Sunday morning. At this point, Speedway and U.S. Automobile Club officials announced that a total of two hours qualification time would be guaranteed provided the track was suitable for qualifications on Sunday or Monday. If weather made qualification impossible before closing time Monday night, then the field would start with just the 29 cars previously qualified.

At about 1 o'clock Sunday afternoon the rain stopped. By 3 o'clock the track



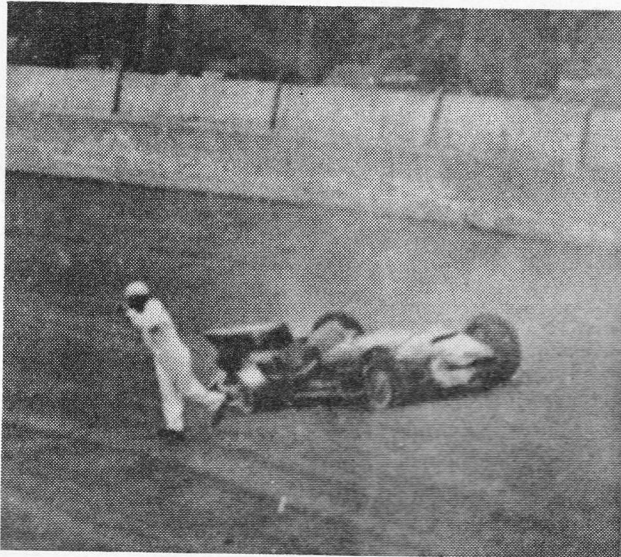
FRONT ROW STARTERS: Pat Flaherty (John Zink Spl. No. 8) won "pole" position with a qualifying speed of 145.596 m.p.h.; next to him are Jim Rathmann (Hopkins Spl.) who clocked 145.281 m.p.h., and Pat O'Connor (Ansted Rotary Spl.), 144.811 m.p.h.

had dried sufficiently to allow qualification attempts. During a period of 53 mins. on Sunday the track was open and in this time five cars qualified, with the slowest, at 137.373 becoming the first alternate. During the last lap of the qualification attempt of Eddie Johnson the rains started again and fell with a vengeance all of Sunday night and until shortly before noon on Monday.

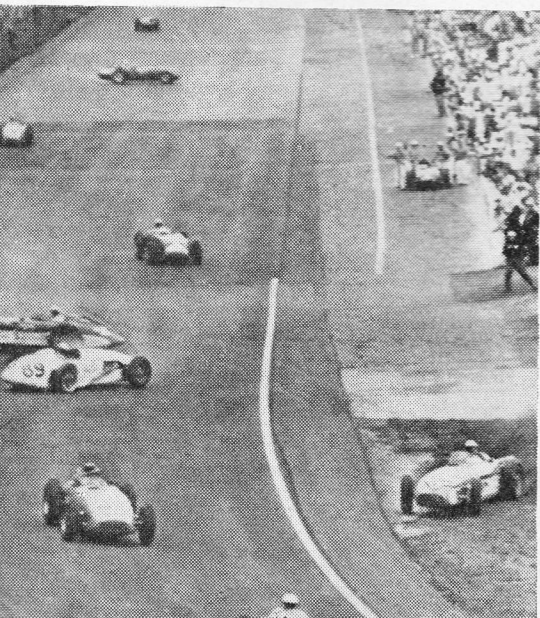
With the rains, fell the hopes of "Nino" Farina and the crew of the Bardahl-Ferrari Experimental entry. While it is very doubtful that the car could have made the starting field, even had it attempted qualification, the rains eliminated all chance of further practice-running which just might have unlocked the secret to the speed that this delightfully different combination of driver and car just could not seem to find.

Although there were still 69 mins. of qualifying time left under Sunday's announcement, the speedway was more of a lake than a race track even after the rains had stopped on Monday afternoon. Indianapolis was, in fact, experiencing a flood which left 2,000 people homeless and caused millions of dollars of property damage in the city. Rumours of postponement of the race were rife, but the speedway clung steadfastly to

HOPES END for the rebuilt V8 Novi Spl. of Paul Russo (right) when a tyre burst on the South-West turn, causing it to ram the wall and bounce off again. Russo scrambled out of the wreckage and dashed for safety, while behind there developed a . . .



MULTIPLE MIX-UP (below) as avoiding cars skidded in all directions. In the centre are Keith Andrews and Sam Hanks; on the inner apron is Troy Ruttman, after locking wheels with Andrews. In the foreground, safely through, are Jim Rathmann and Fred Agabashian. No driver was injured.



their rabbit's foot and their intention of running the race on Wednesday. They did, and the weather was ideal.

The 30th May dawned cloudy, and in the early hours some sprinkles were felt. The 500 started at 11 a.m., but the crews were all at the track by shortly after day-break.

By 9 o'clock the cars were being rolled from the garage area to their assigned positions along the pit wall. Powerful engines were beginning to break into song on all sides. Drivers began to appear in the neighbourhood of their cars. Sweikert, last year's winner, was heard to say that the race would be rained out after two hours. Jimmy Daywalt stood on the pit wall stuffing cotton in his ears as the Purdue University marching band thundered by. No connection. The crew of Jimmy Reece's car 26 taped over all the gauges in this car and then stuck a large sign in their place which read simply, "relax". A Chinese mechanic painted a T on the concrete at the far end of the Flaherty pit and another at the end of the Ruttman pit . . . stop marks for drivers who frequently come into the pits too fast, numbed with speed.

At 10.45 a bomb, and the National Anthem. At 10.50 another bomb and

number one with Jim Rathmann, second fastest qualifier, first into the turn and first across the line at the completion of lap one. Following were Pat O'Connor, Pat Flaherty, former National Champion Tony Bettenhausen, and former winner Johnnie Parsons. Rathmann led laps two and three with O'Connor taking over on lap four. For the first 10 laps less than 5 secs. separated first and fifth place runners.

On lap nine eighth place starter, Paul Russo, driving the supercharged Novi-Vespa Special, appeared almost magically in third place. Forty-two-year-old Paul Russo, a grandfather, had qualified at 143.546, but had unofficially turned a practice lap at nearly 147 m.p.h. The second Novi, caught by rain-shortened qualifications, never attempted to make the field. On lap 10 Russo jumped into the lead on the first turn at the end of the straightaway. On lap 11 it was Russo, O'Connor, Flaherty, and the oft-mentioned blanket would have covered the three of them.

At 10 laps, 25 miles, the average speed was 141.916, a new record, more than seven miles an hour faster than Jack McGrath's 1954 record. At the end of 20 laps, 50 miles, Paul Russo had pushed the speed to an amazing 142.255, some 4 m.p.h. faster than McGrath's figures.

Then, flashing into turn one at the start of lap 21, the jinx of the Novi struck again. A sharp explosion turned all eyes down-track in time to see a blinding flash as Russo's car hit the wall midway into the turn. It hit again and the car disappeared in a flash as if from a giant searchlight . . . then a quick burst of flame which subsided immediately as the car ground to a halt facing traffic, just through the first turn and near the outside retaining wall. Almost before a thought could form, Russo was seen leaping from the car and waving his arms wildly as he dashed to safety on the infield below the track.

Chaos had just begun. As the yellow light came on, traffic slowed too rapidly on the main straight. Sam Hanks, taking avoiding action, spun but managed to continue without stopping. Troy Ruttman and Keith Andrews in turn taking avoiding action, locked with each other and Ruttman left the track on the inside; Andrews stalled on the outside just at the start of the first turn. Johnny Thompson, avoiding Ruttman and Andrews, spun right in the middle of the main straight, bounced off the pitted car of Johnny Tolan, injuring one mechanic, and came to a stop in the infield, also at the start of the first turn.

Paul Ryan, the injured mechanic, suffered a fractured leg. Absolutely amazing, after witnessing these complex gyrations, was the fact that all five drivers involved escaped without a scratch.

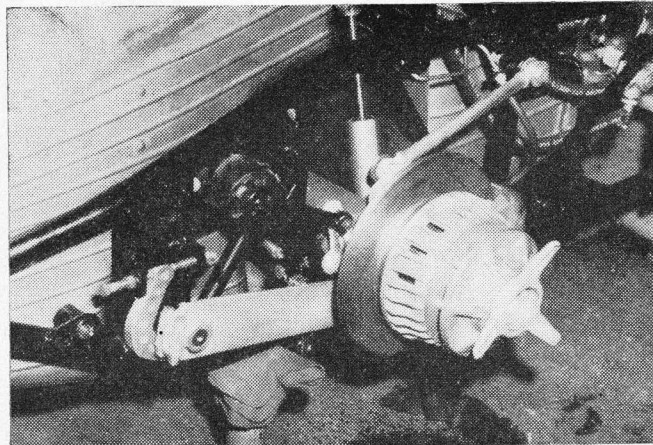
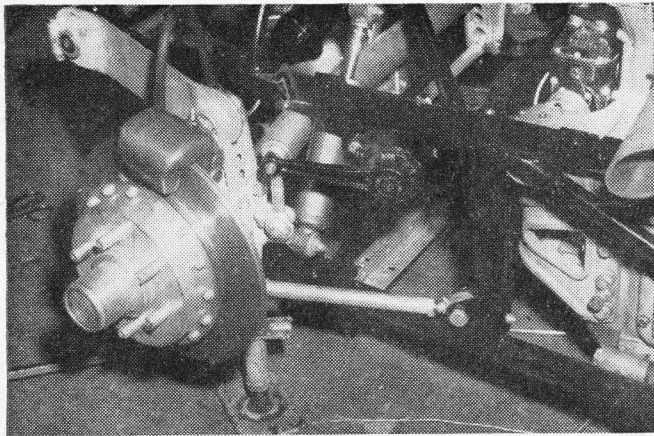
The yellow caution flag was displayed for 15 mins. and 45 secs., during which time reduced speed was enforced and no passing was allowed. As speed was resumed Pat Flaherty took the lead on lap 32, only to lose it immediately to Pat O'Connor. At the end of 100 miles the positions were O'Connor, Flaherty, Parsons, Bettenhausen, Jim Rathmann, Sweikert, Bryan, Linden, Hartley and Agabashian. The speed had now dropped to an average for the 100 miles of 123.592, due to the decreased speeds enforced under the yellow flag.

On lap 41 Pat Flaherty again gained

bugles sounded taps "For those lost in racing, and for those who died defending our country." At 10.52, Mr. Bryan Sullivan of the Metropolitan Opera Company sang the traditional "Back Home Again in Indiana". At 10.54, with the cars now massed on the grid, the Starter intoned, "Gentlemen, start your engines".

At Indianapolis the race cars take one pace lap, this year behind a sleek DeSoto convertible. As the pace car manoeuvred into position on the race track, Flaherty's car lurched forward about 30 feet, almost sending the pack on its way prematurely. Flaherty was pushed back but immediately the first three cars leaped forward again, evidently to the surprise and consternation of the pace car, which this time had to start going to keep from being trampled in the rush.

In spite of the ragged start to the pace lap, all cars were in position as they rounded the first turn and headed across the line for the start of the race. With a flying roar, 33 cars headed into turn



KURTIS DETAIL: Mechanical features of the Californian-built Kurtis-Kraft chassis, used by almost the entire entry. (Left) Front wheel assembly, showing trailing links, leading control arms, disc-type brakes, and shock-absorbers. (Right) Offside view of the rear hub assembly, showing the rugged construction of the typical Indianapolis car.

the lead and the field was lapping at just under 144 miles per hour. 1954 National Champion Jimmy Bryan was pressing forward and went past Bob Sweikert into fifth by riding in the safety strip below the first turn.

Again, just 49 mins. after the race's start, the yellow flag went out as Ray Crawford lost it on the North-West turn, hit the wall several times, and slid to a stop at the top of the main straight. No injury. Crawford, a well-spoken and well-liked driver, later commented, "I hurt only my pocket book, my conscience, and my pit crew." Crawford's car was nearly demolished. He attributes his escape to a peculiar type of shoulder harness with which most of the Indianapolis cars are equipped.

While the yellow flag was still out because of Crawford's accident, Flaherty wisely ducked into the pits for fuel and change of all four tyres. Also pitting under the yellow was Pat O'Connor, who thereby lost the lead he held at that time to Johnny Parsons in car No. 98. Parsons held the lead for five laps, at which point he, too, was forced to the pits for fuel and tyres, relinquishing the lead to Don Freeland. Freeland held the lead for three laps at which time Flaherty took over . . . for good.

The race at this point was far from over. On his 74th lap Al Herman, riding in fifth position at that time, lost control of his car at the top of the main straight. Skid marks on the track showed that he grazed the inside wall, smacked the outside wall hard just above the starting line, then slid backwards toward the officials grouped at the start, who scattered wildly, and wisely. Herman's car, No. 12, then glanced off the end of a wall designed to shelter these officials, and slid to a stop just about 80 feet beyond the starting line on the inside of the track. The right rear corner of the car was demolished and the right rear tyre had parted company somewhere far up the track. Driver Herman seemed badly shaken, but after about 5 mins. meditation on his chosen profession, he walked away to the track hospital under his own power and was pronounced fit.

At the end of 80 laps (200 miles) the positions were Flaherty, Freeland, Sweikert, Parsons, Hanks, O'Connor, Ward, Bryan, Jim Rathmann and Bettenhausen. Seventeen mins. and 35 secs. of decreased speed due to Herman's mishap

had cut the average speed to 124.293.

For the next 300 miles, although Flaherty led all the way, he was never more than about 25 secs. ahead of the second place runner. A spin, a mis-handled pit stop, any of a number of otherwise minor errors, could have proven his undoing. But Flaherty, today, was not to be undone.

In the next 25 miles Sam Hanks moved past Parsons and Sweikert to take third position. A slide by Freeland on the back stretch, and subsequent pit stop, put Hanks into second. Two more spins, one by Andrews and one by Bryan brought the yellow light on again, and during this period of reduced speed the normal flow of traffic moved Hanks to within a few seconds of the first place Flaherty. On lap 121, however, immediately after the green light went on again, Hanks stopped at his pits for fuel and tyres, a stop of 43 secs. It is surprising that Hanks, knowing that a stop was imminent, did not take it while the yellow light was on and Flaherty was being held in check. As it was, he rejoined the race 1 min. 8 secs. behind first position. At this point, however, Hanks had completed two pit stops to Flaherty's one.

On lap 133 Flaherty made his second and last pit stop at which time he took on fuel and a right front tyre. His time in the pits was 42 secs. for this stop and a total of 81 secs. for two pit stops. Hanks had spent 99 secs. in his two stops. Both crews operated with tremendous efficiency, but Watson, Flaherty's crew chief, gave his driver 18 secs. to work with.

At the end of 300 miles the speed had edged up to 126.959 and the running order was Flaherty, Hanks, Freeland, O'Connor. O'Connor, unaccountably, seemed to be wearing his right rear tyre more rapidly than the other cars of the same design, and was involved in several extra pit stops to remedy the situation.

Caution again as Daywalt hit the wall on the South turn. This time, under the yellow light, Hanks picked up about 4 secs. on Flaherty, but Pat got his 4 secs. back in four laps as the green returned, making the total gap about 20 secs. on lap 162.

Tony Bettenhausen, on his lap 160, hit the wall and spun into the infield, of course bringing the yellow light on again. Again, in the normal flow of traffic, Hanks's gap behind Flaherty decreased

from 20 to 17 secs. As the green light went on again at lap 171 Hanks tried hard to close on Flaherty, but the gap remained about the same.

At 400 miles there were still 23 of the original 33 cars running. Considering the number of violent retirements, the mechanical durability of the cars was proving remarkable indeed. Only three cars had retired due to mechanical failure.

When the leader was on his 179th lap the caution light was displayed for the 10th time during the race. On the short straight at the North end of the track car No. 73, Dick Rathmann, had spun but recovered and continued around into the pits. He left after fuelling only . . . no tyres. When the green light again went on, the elapsed time run under the caution flag totalled, for the race, 1 hr. 11 mins. 15 secs.

At the end of 190 laps, the standings were Flaherty, Hanks, Freeland, Parsons and Dick Rathmann. Dick is the brother of Jim, an early leader of the race who was forced to retire with mechanical trouble on lap 175.

As Flaherty moved toward the chequered flag his speeds rose from 136.78 on lap 192 to 137.41 on lap 196, 137.62 on lap 198, and 138.46 on lap 200 . . . the completion of 500 miles. Hanks narrowed the gap from 22 secs. on lap 196, to 21 on lap 198, to 20 on lap 200, but today Pat Flaherty was not to be caught. Flaherty's time for the 500 miles was 3 hrs. 53 mins 28.84 secs. for an average speed of 128.490 m.p.h.

It is the writer's opinion that Dick Rathmann, listed as fifth finisher, did not actually complete lap 200, but crashed just above the finish line. If this is true, then all cars from sixth position on will be advanced by one.

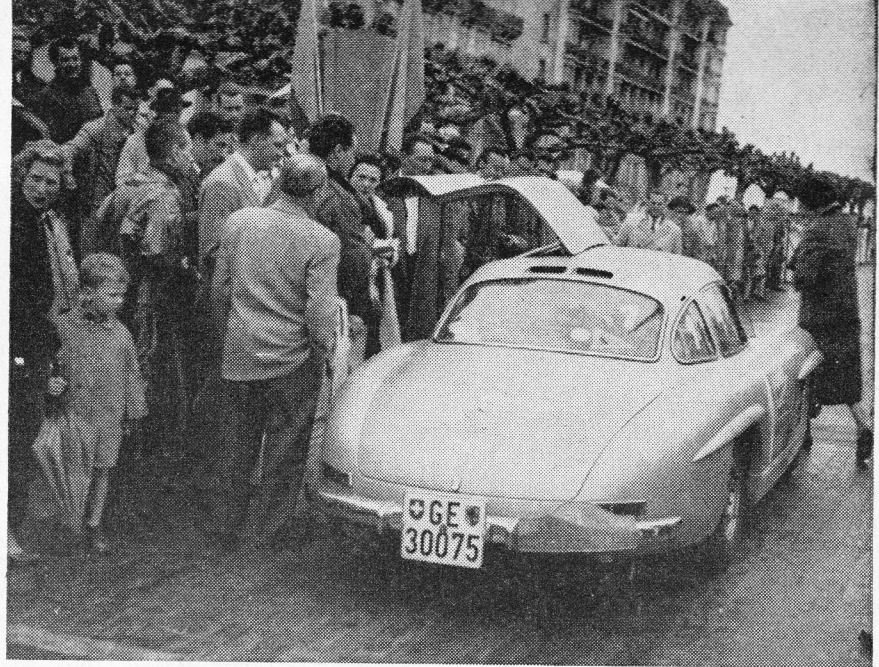
Flaherty completed but one safety lap, then drove to the winner's bull pen to receive the cheers of the crowd, kisses from his wife and movie star Virginia Mayo, and the assurance that he will take home about \$75,000 in prize money. It was a great day for motor racing, and not a bad one for the Irish, at all.

Provisional Results

1. Pat Flaherty (John Zink Spl.), 3 hrs. 53 mins. 28.84 secs. (128.49 m.p.h.);
2. Sam Hanks (Hanks Spl.), 3 hrs. 53 mins. 48.84 secs.;
3. Don Freeland (Bob Estes Spl.);
4. Johnnie Parsons (Agajanian Spl.);
5. Dick Rathmann (Hopkins Spl.);
6. Bob Sweikert (D.A. Lubricant Spl.);
7. Rodger Ward (Filter Queen Spl.);
8. Bob Veith (Veith Spl.);
9. Jimmy Reece (Masaglia Hotels Spl.);
10. Cliff Griffith (Jim Robbins Spl.).

NO. 1 AWAY: *The Fontaine/Munger Mercedes 300SL leaves the starting ramp at Geneva. This car made B.T.D. in two of the tests and finished second in the unlimited G.T. Class.*

THE XXVe "Rallye de Genève", the sixth round of the current Touring Championship, was run over a 1,100-mile course in Switzerland, France and Italy from 25th to 27th May. It broadly followed what is fast becoming the standard Continental rally pattern, *i.e.*, a series of tests on closed roads or tracks linked together by a fairly easy road section, but, as might be expected in an event organized by the Club of a country whose claim is that "Time is the Art of the Swiss" there were also two tests where a schedule of 45 k.p.h. had to be held to within 10 secs. to avoid penalty.



THE XXV^e GENEVA RALLY

Sixth Round of the Touring Championship Decisively Won by Brügger/Karrer (Modified DKW)—Brilliant Coupe des Dames Win by Fräuleins Lautmann/Utermohl (Ford Taunus)—Good Performance by B.M.C. Cars

A unique feature of the rally was that any lateness at a Time Control entailed immediate exclusion.

Although the entry of 74 cars (58 starters) was not large, it was of good quality, including such rally experts as Schock and Moll (Mercedes 300SL) currently leading in the Championship, Georges Houel (Alfa Romeo Super Sprint), Grosgeat and Condriillier (DKW), and the works-sponsored team of Citroën DS19s which made such an auspicious début in the "Monte".

There were eight British starters, comprising the B.M.C. "works" équipe of Gott/Shepherd and Wilson/Chambers (Austin Westminster), Sears/Best (Austin A50), Nancy Mitchell/Patsy Burt (M.G. Magnette) and Tommy Clarke (Aceca), Peter Easton (Fiat TV), F. Parsons (Sunbeam Rapier) and Harrison and Coar (Triumph TR2).

The opening stage to Noiretable included a secret check, which caught out no one, but the first test, a timed run of 12 kilometres from Noiretable to La Chamba over little used by-roads, heavily penalized the Swiss crew of Schori/Suess, whose Citroën 2CV was incapable of

maintaining the set scheduled speed of 60 k.p.h. (37½ m.p.h.).

For most crews, however, this stage was but a prelude to the more important business of the evening, the timed climb on the International Planfoy Hill-Climb, which starts in St. Etienne. Despite the drizzle and a slight mist, huge crowds assembled to watch the cars take off with headlamps blazing. Easily the most

By JOHN GOTT

spectacular ascent was that of Fontaine/Munger (Mercedes 300SL), which took only 3 mins. 6.6 secs. to cover the 5½ kilometres, a time which beat Schock and Moll by no less than 16 secs. Just as impressive was the climb of Aumas/Jeanin in an ordinary 1900 Alfa Romeo saloon, in 3 mins. 38.9 secs., which was better than the times returned by the more highly tuned Sprint Alfas.

But even as early as this Moser/Blumer (DKW) and Grenaud/Margairaz (Porsche) had had to retire, the former with fuel-feed troubles and the latter

with a broken piston, whilst Harrison and Coar were struggling with a faulty dynamo and consequently no lights. The special Peugeot of Schwindenhammer/Straumann, which was aspirated by twin-choke Webers and reputed to be giving around 85 b.h.p., was also in trouble with its lights, the car only just making the Gap control in time. Harrison and Coar were less lucky, as although they reached the Monza park on time, they failed to clock in at the track in the set time and were immediately excluded, although the car was now running well after hasty repairs.

The Monza test comprised 10 laps on the road circuit, and although the time taken was the main factor, there were some exciting races, the closest being between the 300SL Mercedes of "Basilus" and Schock, the duel being won by the former by just under one second, in the course of which both cars twice lapped the Continental Bentley of Habisreutinger.

Inspired, no doubt, by Ken Wharton's example at Silverstone, the Austin drivers put their cars round very fast. For five laps Gott and Sears led a fleet of Alfas, including Houel's potent and special car, whilst Lienhard's 2.4 Jaguar retired with fuel feed maladies after trying vainly to lead Peter Wilson's Austin Westminster.

The A90s, running in the modified class, were using the newly introduced A105 engines, which were being really tried out as the cars were doing well over 100 m.p.h. down both straights.

Parsons drove a very neat race with the Sunbeam Rapier to win the 1,600 c.c. class, in the course of which Nancy Mitchell beat Fräulein Lautmann's Ford Taunus, which had been much faster up Planfoy. In this race occurred the only serious accident in the rally, when Peter Easton, who had been slipstreaming faster cars to make up for his Fiat's lack of speed, misjudged the South curve and somersaulted twice, completely



IN THE MOUNTAINS: *The Austin A90 driven by the author and Bill Shepherd to finish second in the unlimited modified touring class.*



BRIEFING AT MONZA: The drivers in the 1,600 c.c. class receive their instructions. In the centre, Fräulein Lautmann, who won the Coupe des Dames and finished fourth in General Classification. Also included in the group are Parsons, who won the race on a Sunbeam Rapier, and Peter Easton, who later crashed.

been beaten by another Carrera and "Cedric" had had to give best to Quinlin's Alfa. Schock and Moll, who made B.T.D. in 7 mins. 35.9 secs., had, however, consolidated their lead over the other 300SLs, and Fräulein Lautmann, who had made a wonderful climb in 9 mins. 35.2 secs., now led her class and could hardly be beaten in the Coupe des Dames.

The two Regularity Tests, which included the climbs of the Col des Mosses and the Col de Mollendruz, were put in at a time when crews were at their most tired, *i.e.*, towards dawn of the second night on the road. Considering the difficulties of the route, much of which was under repair and subject to unexpected diversions, all credit must be given to the six crews who completed the 113 kilometres section without penalty. The only British crew to do so was Peter Wilson and Marcus Chambers, a feat which greatly pleased the B.M.C. Competitions Manager, trying out his first Continental rally. The B.M.C. crews, incidentally, were all using "Halda Speed Pilot" meters, and the four crews between them only lost a total of 13.50 marks, which speaks highly for the accuracy of the instruments. The best performance was returned by Martignoni and Vanini (Alfa Romeo) who were only one second out in the two secret checks which caught out many crews, and the worst was that of the Citroën 2CV which was almost 5 mins. adrift, and lost 330.5 marks!

This type of regularity test is common in most Swiss rallies and Lier had prepared a route-card giving no less than 125 check-points, including the two secret check-points actually used, which he claimed were to within five and 10 yards of his own calculations. The ability to be able to make such calculations on the actual route is invaluable, but puts foreign crews who cannot spare the time at a disadvantage and it would probably be fairer not to reveal the route until the rally has started.

The final test, tackled during the morning of 27th May, was a complicated "slalom", almost a mile long, laid out on the Cointrin airport. The way through the maze of drums and old tyres was ably demonstrated by Swiss racing driver Jonneret, on a C-type Jaguar, who took the crews through in groups of five cars, for a practice race.

Although Fontaine on his 300SL Mercedes made B.T.D. in 1 min. 11.36 secs., the course suited a small car, and Brügger did an amazing 1 min. 13.84 secs. in his modified DKW, now clearly the outright winner of the rally. Fräulein Lautmann did 1 min. 15.48 secs. in the Taunus, and another class win was clinched. There was a lot of barrel-smiting, of which the most spectacular was by Schock, when he stepped just too fiercely on the power, but Courtès's Citroën DS19 also ruined the lay-out, and the DSs looked very unstable although quite fast.

An excellent feature of the rally was

that each crew's worst test could be scrubbed out, so that an otherwise good performance would not be completely ruined by one indifferent test.

Out of a truly International field, six nations being represented, the Swiss crew of Brügger/Karrer (DKW) emerged worthy winners, their test times being consistently rapid without unnecessarily spectacular driving. But the Lautmann/Utermohl Taunus crew which finished fourth, and won their second Coupe des Dames victory in a week, put up the best performance attained by a feminine crew for many, many years and it is clear that a new threat has arisen to the supremacy of the British girls in International rallies.

Of British crews, the B.M.C. *équipe* all figured in the "palmarés", with one class win, Sears/Best (A50), a second, Gott/Shepherd (A90), and a third, Wilson/Chambers (A90), whilst Nancy Mitchell/Patsy Burt (Magnetite), were runners-up to the Taunus crew. Of other British cars, a Swiss-driven Triumph TR2 finished second in a strong class of Alfas.

The 25th International Geneva Rally can be summed up as a not too arduous and very pleasant event, in which any slight difficulties were more than compensated for by the courtesy, helpfulness and kindness of the officials.

Results

General Classification: 1, Brügger/Karrer (modified DKW), CH; 2, Beyer/Perrot (Porsche Carrera), CH; 3, Martignoni/Vanini (Alfa Romeo TI), I; 4, Fräulein Lautmann/Fräulein Utermohl (Ford Taunus), D; 5, Houel/Bertramier (Alfa Romeo Sprint Zagato), F; 6, "Cedric"/Calame (Alfa Romeo Super Sprint), CH; 7, Wicky/Bornand (Triumph TR2), CH; 8, Steffen/Görgen (Peugeot 403), CH; 9, Dubuet/Dupre (Peugeot 403), F; 10, Schock/Moll (Mercedes 300SL), D. **Best British Crew:** E. Parsons/Mrs. J. Vann (Sunbeam Rapier), 15th. **Coupe des Dames:** 1, Fräulein Lautmann/Utermohl (Ford Taunus), D; 2, Nancy Mitchell/Patsy Burt (M.G. Magnetite), GB.

Team Prize: 1, DKW; 2, Alfa Romeo; 3, B.M.C.; 4, Citroën DS19.

Club Team Prize: A.C.S., Neuchatel, 3rd, Herts County A. and A.C.

Production Touring Cars: Unlimited, Masotti/Bochatay (Type 502 BMW), CH; 2,000 c.c., Martignoni/Vanini (Alfa Romeo TI), I; 1,600 c.c., Fräulein Lautmann/Utermohl (Ford Taunus), D, 4th. E. Parsons/Mrs. Vann (Sunbeam Rapier), G.B., 7th, Nancy Mitchell/Patsy Burt (M.G. Magnetite), GB; 1,000 c.c., Menke/Curau (DKW), CH.

Grand Touring Cars: Unlimited, Schock/Moll (Mercedes 300SL), D; 2,000 c.c., "Cedric"/Calame (Alfa Romeo Super Sprint), CH; 1,600 c.c., Richmond (A.C. Aceca), GB; 1,600 c.c., Beyer/Perrot (Porsche Carrera), CH.

Modified Touring Cars: Unlimited, Heuberger/Honegger (Type 50 BMW), CH, 2nd, Gott/Shepherd (Austin A90), GB; 3rd, Wilson/Chambers (Austin A90), GB; 2,000 c.c., Houel/Bertramier (Alfa Romeo Zagato), F; 1,600 c.c., Sears/Best (Austin A50), GB; 1,000 c.c., Brügger/Karrer (DKW), CH.

VWs WIN THE "MIDNIGHT SUN"

VOLKSWAGENS with Swedish drivers finished first and second in Sweden's 1,250-mile International "Rally to the Midnight Sun" which finished on 3rd June. The winner in general classification was Harry Bengtsson, who lost 8.2 points, while the runner-up was Berndt Jansson, with 8.5. Best-placed foreign competitor was Peter Harper (Sunbeam). Class awards were as follows:—

Production Touring Cars over 1,600 c.c.: 1, K. R. Ericsson (Alfa Romeo); 2, T. Ericsson (Ford Fairlane), 1,301-1,600 c.c.; 1, S. Griem (Peugeot 403); 2, U. Strömberg (Peugeot 403), 1,001-1,300 c.c.; 1, H. Bengtsson (VW); 2, B. Jansson (VW), 751-1,000 c.c.; 1, S. Isacson (DKW); 2, O. Kalpala (DKW). **Up to 750 c.c.:** 1, C. M. Skooh (SAAB); 2, E. Carlsson (SAAB). **Grand Touring Cars:** 1, A. Borjefors (Porsche 1600 Super); 2, S. Eklund (Mercedes-Benz 190). **Coupe des Dames:** 1, Cecilia Koskull (SAAB); 2, Greta Molander (Peugeot 403).

More news of this event will be published next week.

wrecking the TV and being fortunate to escape with slight cuts only.

Monza also saw the exit of Lier, who had been motoring his Studebaker with great verve, only to blow up the engine on the circuit, and the fast Alfa of Aumas/Jeannin. In order to hold the competitors off the roads until nightfall, there was a "neutralization" of 12 hours at Monza, which enabled many crews almost to rebuild their cars. The Citroën DS19s received much attention, and many Alfa Romeo mechanics hastily appeared in the paddock. In the opinion of many crews, mechanical attention of this sort should have been forbidden and the cars kept in *parc fermé*, as in the "Monte" and the "Alpine"; rallies should be a test of reliability, not of ability to "organize" rebuilding facilities *en route*.

As the event was to be won on the class penalization system, with the added complication that if the smaller cars returned better times than the larger, the larger ones would be additionally penalized, it was possible with three of the tests done to see how the leading cars stood. Only four crews had lost no marks at all, the DKWs of Brügger/Karrer and Grosgeat/Condriellier, the Porsche Carrera of Beyer/Perrot and the 1900 Alfa Romeo of "Cedric"/Calame. Jack Sears/Ken Best were, however, leading the formidable modified 403 Peugeot and the Gott/Shepherd Austin was lying second in its class to a modified 501 BMW, whilst the Parsons/Vann Rapier was lying third to two Peugeot 403s, in the unmodified class. Fräulein Lautmann was, however, leading Nancy Mitchell and Patsy Burt by almost 29 points, and Tommy Clarke was out of luck, although the Swiss-driven Aceca of Patthey was holding third position in its class.

The Simplon pass had to be crossed into Switzerland and it was fortunate that the average was as low as 50 k.p.h. for the pass was under repair and appallingly rough. No rally cars came to grief, but several ordinary tourists were in trouble of one sort or another.

The final hill-climb, on the Sierre-Montana course, was tackled by the first cars around midnight under a brilliant moonlight. After it, only two cars were unpenalized, for Beyer's Porsche had

*Another Exclusive AUTOSPORT Cut-away Drawing by
Staff Artist THEO PAGE*

A LINEAL descendant of the Jaguar XK 120, the sports-racing D-type Jaguar has been one of the most successful (and one of the most reasonably priced) medium-capacity competition cars of the post-war years, in the hands of both the factory team and private owners.

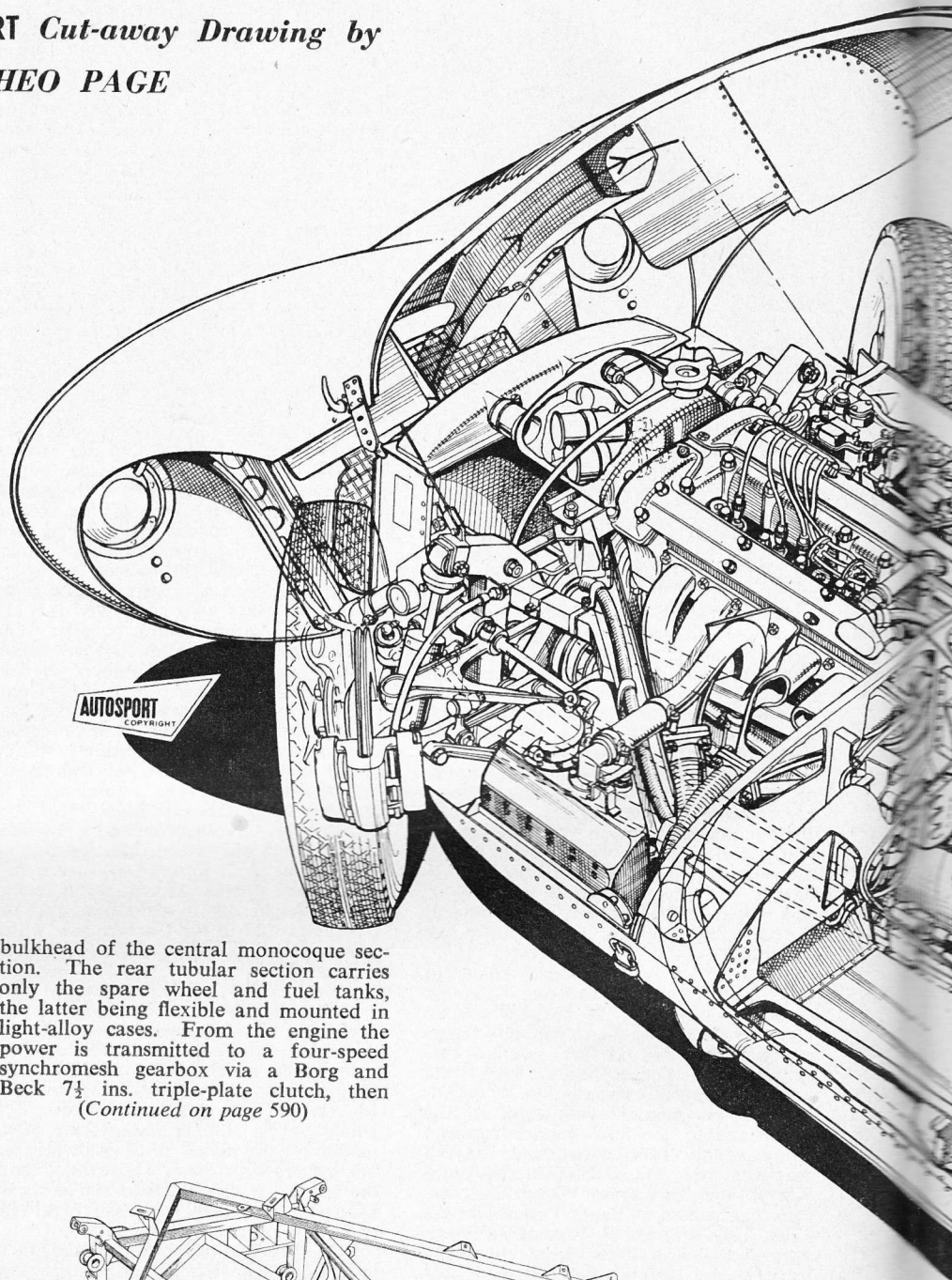
Introduced at Le Mans in 1954 as the successor to the C-type, the 3½-litre D-type made an auspicious début by being runner-up to a Ferrari of no less than 5 litres capacity, and then went on to take the first two places in the 12-hour sports car race at Rheims. Last year, 1955, the same car, slightly modified, won outright both the Le Mans 24-Hour and Sebring 12-Hour events, driven by Mike Hawthorn, while privately-owned models were driven to victory and high placings in a wide variety of sports car events all over the Western world. It is the latter car, the Series Production D-type, designed for the owner-driver, which is the subject of this Theo Page "cutaway" drawing.

The original 1954 Jaguar D-type, as raced by the factory, employed an elliptical centre-section of monocoque construction, and made of magnesium alloy, while, integrated with this, a front section of round and square aluminium tubing, provided the mounting points for both the engine and front suspension. A rear section carried the fuel tank and spare wheel. In 1955, owing to repair difficulties and cost, the construction of the front section was altered to steel tubing, this being attached by bolts to the centre section, which remained, as hitherto, of magnesium. In addition, the engine output was increased by 35 b.h.p. to 285 b.h.p.

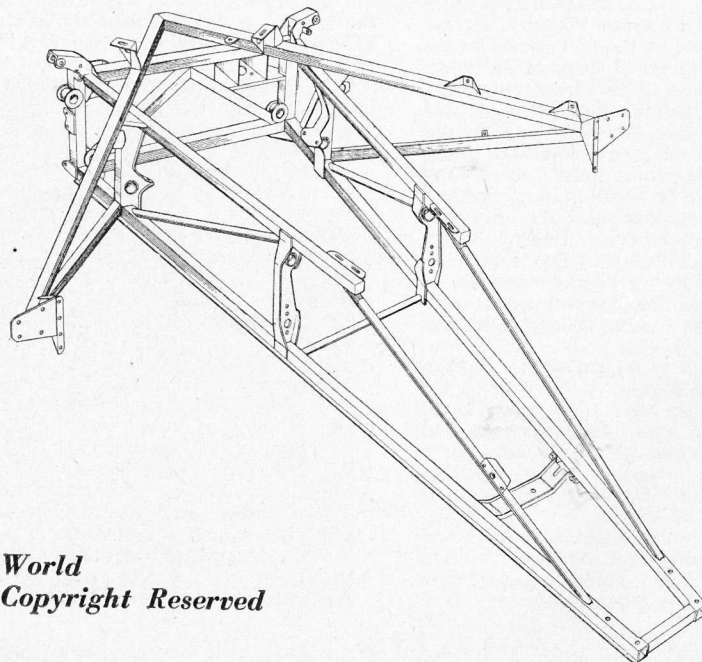
The Series Production D-type, however, of which 100 models have been built, has the body construction of the 1955 car, together with the 1954 engine, giving an output of 250 b.h.p. at approximately 5,500 r.p.m. The principal obvious difference between the power unit of the D-type and the normal XK 120 engine from which it has been developed, is the adaptation of the former to dry-sump lubrication, the oil being returned to the tank by means of a dual scavenge-pump after circulation through the engine. This change has resulted in a lowering of engine height, which is further decreased by mounting the unit in the body at an angle of eight degrees from the vertical. Air-flow expert Weslake has waved his wand over the cylinder head design, while three double-choke Weber DCO3 45 mm. carburetters contribute to the highly respectable power output.

The steel frame is fabricated from 45 tons per sq. in. tubing, the main members being of 18 s.w.g. and those carrying a lighter load of 20 s.w.g. It is interesting to note, incidentally, that the weight of the steel frame (56 lbs.) is slightly lighter than that of its aluminium predecessor. The monocoque central body section is riveted and welded from 18-gauge magnesium alloy.

The independent front suspension is by wishbones and longitudinal torsion bars; the rear suspension, of two upper and lower trailing links and transverse torsion bar, being attached to the rear



bulkhead of the central monocoque section. The rear tubular section carries only the spare wheel and fuel tanks, the latter being flexible and mounted in light-alloy cases. From the engine the power is transmitted to a four-speed synchromesh gearbox via a Borg and Beck 7½ ins. triple-plate clutch, then
(Continued on page 590)



ARROW-LIKE is the "chassis", or front frame of steel tubing, which carries the engine and front suspension and is attached at the rear to the monocoque central section.

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THE SERIES-PRODUCTION "D-TYPE" JAGUAR

One of the World's Fastest Sports-Racing Cars, Based on the Famous Le Mans Winner

Specification

Engine: Six cylinders, 83 mm. x 106 mm. (3,442 c.c.). Two valves per cylinder in hemispherical head, operated by twin o.h.c.; two-stage chain drive to camshaft. 250 b.h.p. at approx. 5,500 r.p.m. Compression ratio 9 to 1. Seven bearing crankshaft with lead-bronze bearings. Three double-choke Weber DCO3 45 mm. carburetters, Lucas coil and distributor.

Transmission: 7½ ins. Borg and Beck triple dry plate clutch. Four-speed synchromesh gearbox, short central lever, ratios (with 2.53 back axle ratio) 2.53, 3.23, 4.15 and 5.42 to 1. Hardy-Spicer propeller shaft to hypoid bevel final drive, ratio 2.53 to 1. Alternative ratio, 2.69 to 1. Two-pinion differential.

Chassis: Monocoque central body section riveted and welded from 18-gauge magnesium alloy; front and rear frames of round and square steel tubing. I.f.s. by wishbones and longitudinal torsion bars. Rear suspension by trailing links and transverse torsion bar, with Salisbury live axle. Girling telescopic shock absorbers. Rack and pinion steering; 1¼ turns lock to lock. Dunlop light alloy perforated disc, knock-off wheels; 6.50-16 ins. tyres. Dunlop disc brakes, 12¼ ins. diameter discs front and rear; three-pad front, two-pad rear; total lining area, 75 sq. ins.

Fuel and Oil: 37 gals. in two flexible tanks. Dry sump lubrication, oil tank capacity 3½ gals.

Equipment: 12-volt lighting and starting. Twin electrical fuel pumps. Speedometer, rev.-counter, ammeter, oil pressure and water temperature gauges.

Dimensions: Wheelbase, 7 ft. 6½ ins.; track (front and rear), 4 ft. 2 ins.; overall length, 13 ft. 5¼ ins.; overall width, 5 ft. 5½ ins.; height at scuttle, 2 ft. 7½ ins.; ground clearance, 5¼ ins.; turning circle, 35 ft.; weight (dry), 17 cwt.

the D-type
framework,
which carries
suspension
to the rear to
ground section.

THEO PAGE



AT SILVERSTONE



Excellent Racing, Handicapping and Organization Combine to Produce a Successful Day's Sport

WHICH is the best "Club Silverstone" of the year? That would be hard, perhaps even unwise, to say. But anyone will tell you that one of the best has always been the Eight Clubs meeting, and, judging by the packed grandstand and crowded car parks last Saturday, the word seems to have got around. For on that day, members of the Eight Clubs (Hants & Berks, Harrow, Cemian, Chiltern, 750, Lagonda, Lancia and A.C. Owners) met together, under a cloudy sky and a chilly wind, to run in a series of a dozen races the organization of which, as they say, left nothing to be desired.

The first two events, though, weren't races. They were high-speed trials, and everyone knows a high-speed trial isn't a race. It says so in the Regulations. But, running true to form, they looked

just like races to the spectators, and to some of the drivers, we suspect, for they had to use very similar tactics in order to maintain their prescribed average for 40 mins. However, out of some 40 starters in each event only three in each failed to qualify on a speed basis, while the cars of six in all gave up an unequal struggle. An obligatory pit-stop was included, which entailed changing two front wheels or four plugs, and the techniques of performing this task varied from Mercedes-like efficiency to circus-like comedy. In the first category came Nick May, whose job at the B.R.D.C. seems to have taught him something of the value of pit organization. Everything that might possibly be needed for his 750 c.c. Austin was laid out on the counter, as though this was a Grand Prix and the lack of a spanner might cost him victory. In the second trial, R. P. Standbridge's A.C. Ace fought it out with the oil drums at Becketts, G. Morgan's Healey revolved at Woodcote, Pat Moss motored her M.G.A. very quickly and cleverly, Tom Clarke's A.C. Aceca was noticeably steadier on corners than Grant-Norton's, J. M. Trimble whisked his Jaguar C so quickly around the circuit that he lapped two saloon A.C.s in exactly two laps, and one of the Elva Prefects lost the use of its gearbox, leaving it to Peter Gammon's Anglia to uphold the honour of the firm. This he did, being first past the flag with mathematical precision, having completed exactly his prescribed number of laps, 21 in exactly 40 mins.

After a civilized lunch interval of an hour, during which the Scott-Moncrieff Lotus had its own private little practice session, the racing proper started; 10 events and all of them five-lappers. No. 1 saw the 750 c.c. and 1,172 c.c. formula cars out for a combined scratch race. J. Lowry's Lotus Mk. 6 boiled happily before the start, but this was, presumably, intended, as he ran a steady third throughout. A shower of rain down at Becketts made the track slippery, and caused M. H. Clare (Clare 90) and J. H. Rope (Lotus) to find themselves pointing in quite the wrong direction, while P. A. Cross (Austin) retired after one lap. K. D. Laverton (Lotus) led for the entire race and won the 1,172 c.c. part, E. Millard's

A.C.s HIGH: W. C. N. Grant-Norton (A.C. Aceca) during the second High-Speed Trial, the team award of which he helped to win, with Tom Clarke (Aceca) and R. P. Standbridge (Ace).

Austin special being the fastest in the 750 c.c. category.

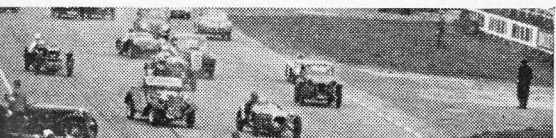
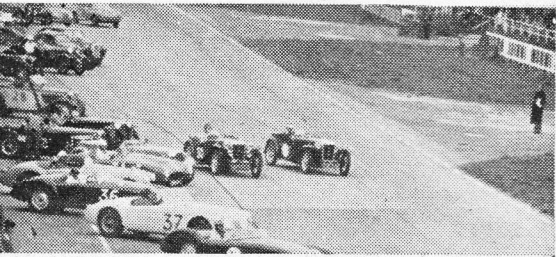
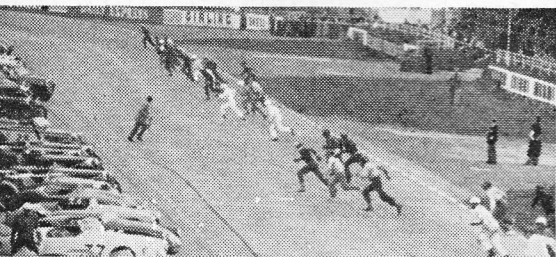
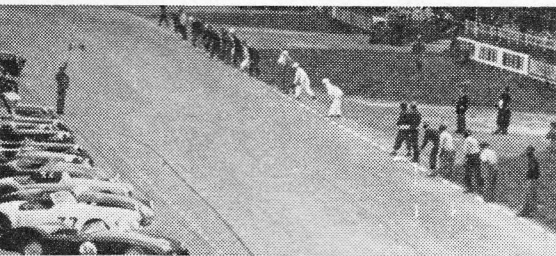
Of the traditional one-make races, for Lagondas and A.C.s, the former showed excellent handicapping, when all but the first two finished in a handful. The first two being next-to-limit-man H. C. Long (1929 Tourer), who had passed limit-man J. C. Bugler (1935 Rapier Coupé) on the third lap, and Mrs. B. Naylor (1934 Rapier Sports). The 13 runners in the A.C. event spanned 34 years, 1922-1956, and all but one had the 1,991 c.c., six-cylinder engine, which proves something about a design being in advance of its time. Odd-man-out was R. D. Jennings, whose Ace was Bristol-powered. He was on scratch, and managed to climb to fourth, while limit-man, H. M. Sturges (1922 2-seater) having led, dropped from fourth to ninth in the last 200 yards of the last lap, the winner being H. F. Day (1953 Buckland), with J. W. Hicks (1949 Saloon) second.

The first of four scratch races distinguished itself by being one of those events where nobody changes places with anybody at any time, and the lap chart reduces itself to delightful simplicity. Dick Steed, driving his newly-acquired ex-Wick Cooper-Jaguar, and driving it very quickly, was perpetual leader, in front of Trimble's C-type, perpetual second, the only defaulter being J. A. Cornish (Halton-Tojeiro), who brought up the rear and eventually retired.

The second scratch event illustrated well the Eight Clubs system of grouping together cars of like performance, when the 972 c.c. of P. A. Bailey's Singer duelled for the lead with the 1,954 c.c., plus blower, of M. Leo's Lagonda, and went on to confound all the amateur experts by pulling out several unexpected stops on the last lap, and leading the Lagonda home by a most creditable distance. The other eye-opener of this race was Gammon's Elva Anglia, which was consistently faster than E. L. Lancaster's Zephyr, far less frightening on corners, and beat it over the line by a place.

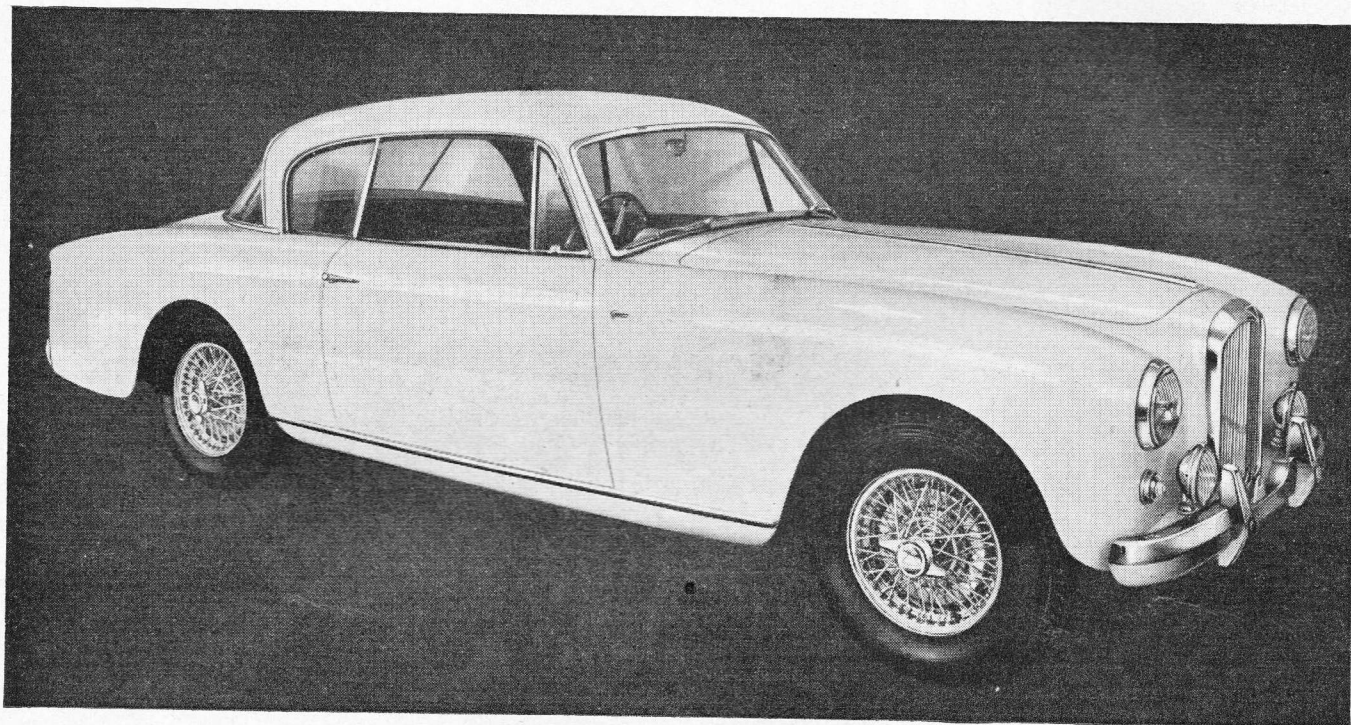
Again no one changed places in the third scratch race. All kept station for five laps; in front Standbridge's Ace, which ran at all only by courtesy of Pyrene on the clutch, the fire-extinguisher fluid having been used for its well-known "other" function, and at the back Leo in the Lagonda who tried in vain to pass Lord Ebury's Bentley. And Mrs. Bluebelle Gibbs scored a victory for the ladies in the fourth of the four, from

(Continued on page 588)



START SEQUENCE: This series of photographs of the Le Mans start of the first High-Speed Trial tells its own story. We understand the starter, in the centre, escaped unharmed!

A car for the connoisseur



Presenting the new Alvis/Graber sports saloon.

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“... this is a car which should appeal to the discriminating motorist who takes a pride in a distinctive car as well as in high performance and proud reliability . . .”

“... the comfort of the seats puts them in a class by themselves. Rarely can one sit in a car and at once feel integrated with it — an impression which the Graber seating gives.”



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AL68



Eight Clubs—continued

P. J. Simpson (M.G.A.), Pat Moss arriving a fast fourth.

Dick Steed started from scratch in his handicap race, and lapping quickly at about 1 min. 12 secs., managed to bring the Cooper-Jaguar home in third place, behind Taylor's Lotus-Climax and R. F. North's TR2, having passed 13 cars on the way, while P. J. Simpson's M.G.A., from the limit-mark, was passed by the three leaders only on the last lap. D. G. Le Clair (Frazer-Nash) won the second of the three handicaps from A. S. Lusty (Triumph TR2), C. J. Green retiring his Connaught, and Bunny Henry his much-modified Vaun Engineering Wolseley 4/44 after three laps. And the curtain went down for another year on the Eight Clubs Silverstone when P. A. Bailey's Singer and H. G. Cutler's very

fast Silverstone Healey crossed the line neck and neck, in an absolute photo-finish. Each were credited with identical gross times, but the race was awarded on handicap to Bailey.

But, before closing, may we reiterate what Barclay Inglis told the crowd over the P.A.—if "that Finance Bill clause" goes through, meetings like this would be sorely hit. At least a-third of the entries were specials. And reflection upon that fact sheds quite an illuminating light on the situation. MAXWELL BOYD.

Results

Race 1. 5 laps scratch, 750 and 1,172 Formula. 750: 1, E. Millard (Austin), 61.06 m.p.h.; 2, P. E. Stanley (Austin); 3, J. S. French (Simplicity). 1,172: 1, K. D. Laverton (Lotus), 66.72 m.p.h.; 2, J. W. Anstie Brown (Lotus); 3, J. Lowry (Lotus). **Fastest lap:** Laverton, 68.75 m.p.h.
Race 2. Lagonda handicap: 1, H. C. Long (1929 2-litre Tourer), 51.57 m.p.h.; 2, Mrs. B. Naylor (1934 Rapier); 3, C. E. Lyne (1934 M.45

SPECIALS BOTH, and both Ford-engined. On the left is Miss J. Hawkins's Yeats Spl., the body derived from a pre-war Fiat 1100, and on the right, the Halton-Buckler of J. A. Cornish.

saloon); 4, R. S. Page (1931 2-litre (S) Tourer). **Fastest lap:** C. S. Michael (1936 4½-litre), 65.04 m.p.h.

Race 3. 5 laps scratch: 1, R. D. Steed (Cooper-Jaguar), 76.69 m.p.h.; 2, J. M. Trimble (Jaguar C); 3, P. Taylor (Lotus-Climax); 4, R. D. Jennings (A.C. Ace-Bristol). **Fastest lap:** Steed, 78.02 m.p.h.

Race 4. 5 laps scratch: 1, P. A. Bailey (Singer), 58.96 m.p.h.; 2, M. Leo (Lagonda); 3, L. Inwood (A.C.); 4, R. A. Newman (Lagonda). **Fastest lap:** Bailey, 59.56 m.p.h.

Race 5. 5 laps handicap: 1, P. Taylor (Lotus-Climax), 72.87 m.p.h.; 2, R. F. North (Triumph TR2); 3, R. D. Steed (Cooper-Jaguar); 4, P. J. Simpson (M.G.A.). **Fastest lap:** Steed, 79.74 m.p.h.

Race 6. 5 laps handicap: 1, D. G. LeClair (Frazer-Nash), 56.18 m.p.h.; 2, A. S. Lusty (Triumph TR2); 3, B. N. Tearle (Fiat Spl.); 4, C. Mulholland (Frazer-Nash). **Fastest lap:** Lusty, 68.10 m.p.h.

Race 7. 5 laps scratch: 1, R. P. Standbridge (A.C. Ace), 69.18 m.p.h.; 2, R. N. Prior (Lotus-M.G.); 3, R. F. North (Triumph TR2); 4, S. A. Hurrell (Triumph TR2). **Fastest lap:** Standbridge, 71.29 m.p.h.

Race 8. 5 laps scratch: 1, Mrs. Bluebelle Gibbs (H.R.G.), 64.46 m.p.h.; 2, P. J. Simpson (M.G.A.); 3, C. J. Green (Connaught); 4, Miss Pat Moss (M.G.A.). **Fastest lap:** Simpson, 65.78 m.p.h.

Race 9. A.C. handicap: 1, H. F. Day (1953 Buckland), 55.34 m.p.h.; 2, J. W. Hicks (1949 Saloon); 3, D. H. Thornton (1938 16/80); 4, R. D. Jennings (1956 Ace-Bristol). **Fastest lap:** Jennings, 71.47 m.p.h.

Race 10. 5 laps handicap: 1, P. A. Bailey (Singer), 59.48 m.p.h.; 2, H. G. Cutler (Healey Silverstone); 3, S. A. Hurrell (Triumph TR2); 4, W. G. Boulton (Austin). **Fastest lap:** Hurrell, 68.59 m.p.h.

High Speed Trial, Team Contest: 1, A.C.O.C. Team: R. P. Standbridge (Ace), T. G. Clarke (Accca) and W. C. N. Grant-Norton (Accca), total 75 laps covered, 13.6 per cent. excess; 2, Chiltern C.C. Team: D. R. Morrison (Jaguar XK 120), S. A. Hurrell (Triumph TR2) and Miss M. H. Flockton (Triumph TR2), total 73 laps covered, 8.9 per cent. excess.

"Lancs & Ches" at Oulton Park

Ninety-two Cars in Lancashire & Cheshire M.C. Race Meeting.

Naylor Wins Sports Car Scratch Race at 78.04 m.p.h.

AN entry of 92 cars, ranging in type from a Fiat 600 to a supercharged 2-litre E.R.A., provided an excellent day's racing at Oulton Park on Saturday, 2nd June. Weather conditions were not ideal, but the threatened rain kindly held off.

The well-organized programme consisted of two half-hour "high speed trials", plus three scratch and five handicap races, all run to strict tempo. In the first trial, K. Flint (E.R.A.-Jaguar) swept through to lead from R. Grant and R. Benson in TR2-Morgans. After his compulsory wheel-change, Flint was black-flagged to explain the negative camber of the E.R.A.'s front wheels. As the E-type was thus built, Flint's reply was unprintable. The second trial fashioned two separate and highly entertaining scraps, the first between C. A. Pashley (Fiat 600), P. Brierley (Renault), P. Grant (Renault) and J. Baybutt (Morris Minor). Strangely enough the Fiat was the fastest. The other was a battle between Miss Angela Palfrey in her R.A.C. Rally Coupe des Dames-winning Austin A40 sports, who showed a clean pair of heels to Jimmy Ray's Sunbeam Rapier, but could not quite hold E. R. V. Walker's Simca.

Event two was a five-lap handicap for cars up to 1,172 c.c. with sub-classes for

1,000 and 750 c.c. cars. P. Grant (Renault) led from Pashley's Fiat 600 until lap 3, when scratch man D. Rees (Austin) passed into the lead which he never lost. Lap 4 saw R. J. Ginn (G.M.W.) into second place, with Pashley overtaking Grant on the last lap. Hedging and ditching by L. G. Hockney was noticed and a spin by R. Gartside, both at Lodge Corner.

There followed a five-lap scratch race for cars up to 3,000 c.c. with a class for unlimited cars. This was a gift for Austen Nurse in the Lister-Bristol, who led from start to finish. P. Lane (Cooper-Climax) was second for four laps, then disappeared, leaving J. Berry (Allard-Jaguar) in second place with G. Nixon (Cooper-Climax) third.

Event 5 was a five-lap handicap for vintage and Aston Martin cars. E. J. Sibbald (Bugatti-Wolseley) led for two laps, then was passed by M. D. Hollies (Bentley) who carried on to win from P. Sims's Aston Martin. M. J. Crowley-Milling (Alfa Romeo) ousted Sibbald and took third spot.

TIDDLERS: One of the liveliest scraps in the High Speed Trials, between Pashley's Fiat 600 and Brierley's Renault 750, was repeated in the following handicap race.

The next race was a five-lap scratch affair for sports cars up to 1,500 c.c. A. McMillan (Elva-Climax) led from start to finish with G. Nixon (Cooper-Climax), who had stalled at the start, making a magnificent effort to lose by only 0.2 of a second. Event 6, for touring cars, saw the handicappers setting scratch man G. Maude (XK 120) an impossible task;

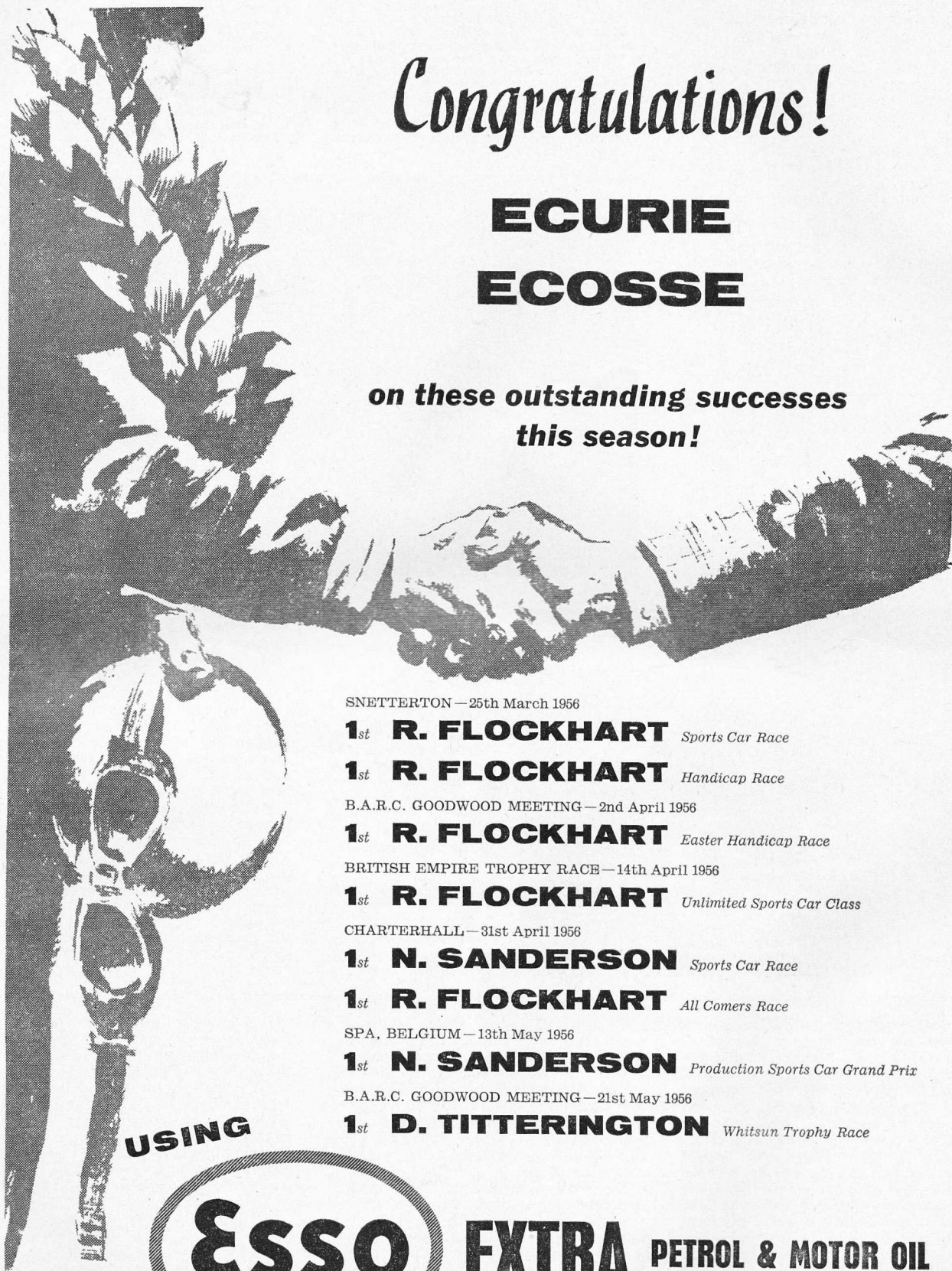
(Continued on page 590)



Congratulations!

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this season!



SNETTERTON — 25th March 1956

1st R. FLOCKHART *Sports Car Race*

1st R. FLOCKHART *Handicap Race*

B.A.R.C. GOODWOOD MEETING — 2nd April 1956

1st R. FLOCKHART *Easter Handicap Race*

BRITISH EMPIRE TROPHY RACE — 14th April 1956

1st R. FLOCKHART *Unlimited Sports Car Class*

CHARTERHALL — 31st April 1956

1st N. SANDERSON *Sports Car Race*

1st R. FLOCKHART *All Comers Race*

SPA, BELGIUM — 13th May 1956

1st N. SANDERSON *Production Sports Car Grand Prix*

B.A.R.C. GOODWOOD MEETING — 21st May 1956

1st D. TITTERINGTON *Whitsun Trophy Race*

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"Lancs & Ches"—continued

driving extremely fast, he was still 1 min. 46 secs. behind the winner, J. W. Waddington (Fiat 1100 TV).

In the 10-lap handicap for racing cars, Derick Strange (Cooper-Norton) had the race in his pocket for nine of the 10 laps, when he (a) ran out of fuel, (b) suffered mechanical derangement (both official reports), thereby letting J. Berry (E.R.A.) win from J. Taylor (Staride) and Austen Nurse.

The five-lap scratch race for sports cars up to 2,000 c.c. looked a gift for Austen Nurse in the Lister until the last-minute arrival of Brian Naylor with his new Lotus-Maserati, a combination which was still warm from winning the 1½-litre scratch race at the B.A.R.C. Aintree meeting only two hours previously. Naylor won again easily at the day's fastest average of 78.04 m.p.h.

Finally a most complicated 15-lap handicap for sports cars, from which D. A. Rees (Austin) emerged the winner, with J. I. Looker (Morgan) second and E. Hodson (Zodiac) third, the latter after a very hectic, even lurid drive!

FRANCIS PENN.

Results

5-lap Handicap, 750 Formula: 1, D. Rees (Austin), 57.6 m.p.h.; 2, C. A. Pashley (Fiat 600); 3, P. Grant (Renault 750). **1,172 Formula:** 1, R. J. Ginn (G.M.W.), 54.33 m.p.h.; 2, J. G. Currie (Buckler); 3, J. P. Gresham (Lotus). **Up to 1,000 c.c.:** 1, J. Baybutt (Morris Minor), 51.39 m.p.h.

5-lap Scratch, up to 3,000 c.c.: 1, A. J. Nurse

(Lister-Bristol), 74.79 m.p.h.; 2, G. Nixon (Cooper-Climax); 3, A. McMillan (Elva-Climax). **Over 3,000 c.c.:** 1, J. Berry (Allard-Jaguar), 72.87 m.p.h.; 2, V. Edwards (E.R.A.-Jaguar).

5-lap Handicap, Vintage and Aston Martin Cars: 1, M. D. Hollis (Bentley 2,996 c.c.), 63.42 m.p.h.; 2, D. Sims (Aston Martin 1,496 c.c.); 3, M. Crowley-Milling (Alfa Romeo 2,996 c.c.).

5-lap Scratch, Sports Cars up to 1,500 c.c.: 1, A. McMillan (Elva-Climax), 73.25; 2, G. Nixon (Cooper-Climax); 3, W. A. Towse (Cooper-Climax).

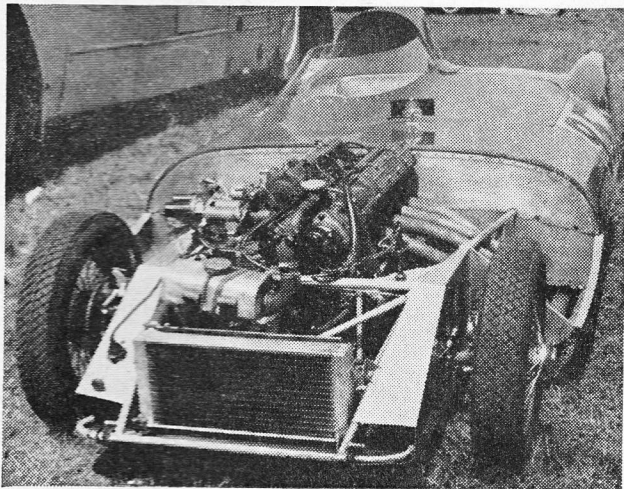
5-lap Handicap, Touring Cars: 1, J. W. Wadding-

ton (Fiat 1100 TV), 61.15 m.p.h.; 2, M. D. Hollis (Bentley); 3, P. Brierley (Renault).

10-lap Handicap, Racing Cars: 1, J. Berry (E.R.A. S), 76.34 m.p.h.; 2, J. Taylor (Staride); 3, A. Nurse (Lister-Bristol).

5-lap Scratch, Sports Cars up to 2,000 c.c.: 1, B. Naylor (Lotus-Maserati), 78.04 m.p.h.; 2, A. Nurse (Lister-Bristol); 3, G. Nixon (Cooper-Climax).

15-lap Handicap, Sports Cars, unlimited: 1, D. A. Rees (Austin), 64.76 m.p.h.; 2, J. F. Looker (Morgan); 3, E. Hodson (Ford Zodiac).



★
ANGLO - ITALIAN: Mark XI Lotus chassis and 1½-litre Maserati engine gave Brian Naylor victory at Aintree and Oulton Park on the same afternoon. He is seen above on the way to victory in the 2-litre sports car scratch race at Oulton. The engine installation is revealed on the left.
★

The D-type Jaguar—continued

through a short Hardy Spicer propeller shaft to a Salisbury rear axle unit with hypoid bevel final drive. In order to counteract the considerable power available, the braking system is of 12½ ins. diameter Dunlop discs, servo assisted from a pump behind the gearbox, and having three pads at the front, two at the rear and a total lining area of 75 sq. ins. Steering is by rack and pinion.

As the ancestry of the D-type Jaguar can easily be traced back to the first XK 120, there can be little doubt that this particular improvement of the breed has been due to the racing experience gained with the earlier models. It will be interesting to see what the factory consider to be the next logical steps in the development of this most successful sports car.

MAXWELL BOYD.

Central African International—continued the positions on handicap being: 1, Brown (M.G.); 2, Redon (Panhard)—soon to retire; 3, Peter West (TR3); followed by Bates (TR2) and Southern (TR3). With Whitehead going faster and faster, lap 10 saw Sam Tingle take the lead over Brown and West with Macpherson (Austin-Healey) and Appel (Zephyr Special) coming into the picture. By lap 15, the only change on the leader board was the absence of Bates, and the sight of Jimmy Shields pushing his Ford Special (and his moustache) on to the scene. Over the halfway mark and Whitehead was still weaving his way through the field, as was MacPhee, Rhodesia's Jimmy de Villiers having had to retire the Cooper-Bristol owing to excessive vibration.

Then, quite suddenly, on lap 25 the fast machines were to the fore, Sam Tingle still hanging on to his lead but now with Tony Fergusson in second

spot, and the Ferrari third. Following were MacPhee's E.R.A., Chris Annesley (C.R.A. Special) and Macpherson, still battling to hold sixth place. During this period Whitehead had consistently broken the previous lap record held by Annesley, and he now proceeded to do even better, going round in 1 min. 39 secs. (83.9 m.p.h.)—which bettered the previous record by 16 secs.

So, with a grandstand finish which delighted the crowd, Peter Whitehead tore through on the 29th lap to win the race with Tingle a very good second, Tony Fergusson third, John MacPhee fourth (now also suffering from water in the wrong places, after some demonstrations of startling acceleration), Chris Annesley fifth, rounding off a well-judged performance, and Gordon Macpherson sixth, having already lapped the other Austin-Healey.

His Excellency The Governor-General of the Federation, Lord Llewellyn, graced

the meeting to present the prizes, and was in turn presented with the badge of the Mashonaland Motor Car Club by the club's chairman, Mr. Hugh Dornhorst. We look forward to seeing more international stars competing at Marlborough in the future, when it is hoped to run a scratch race in conjunction with the handicap event, and to modify the hairpin, which at present is a bit too fierce, the Ferrari being held at full lock in order to get round at all.

BARRY COUPLAND.

Results

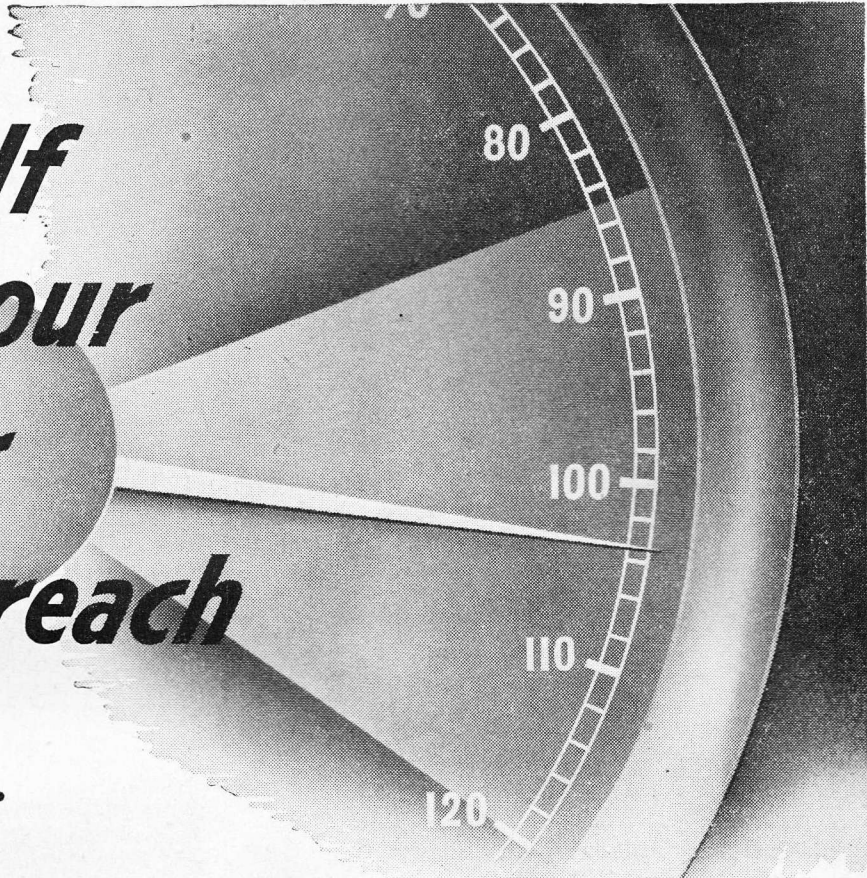
Kafue Handicap: 1, P. N. Whitehead (Ferrari), 80.1 m.p.h.; 2, M. Young (Connaught); 3, D. Bird (M.G.A.).

Dumy Cup Scratch Race: 1, A. J. Fergusson (Cooper); 2, N. Lunderstedt (Lundy Spl.).

Limpopo Handicap: 1, P. N. Whitehead (Ferrari), 81.8 m.p.h.; 2, S. Tingle (M.G.); 3, A. J. Fergusson (Cooper).

Sabi Handicap: 1, D. Bird (M.G.A.), 63.8 m.p.h.; 2, P. West (Triumph TR3); 3, A. Stokes (Austin A90).

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car
can reach
this ...*



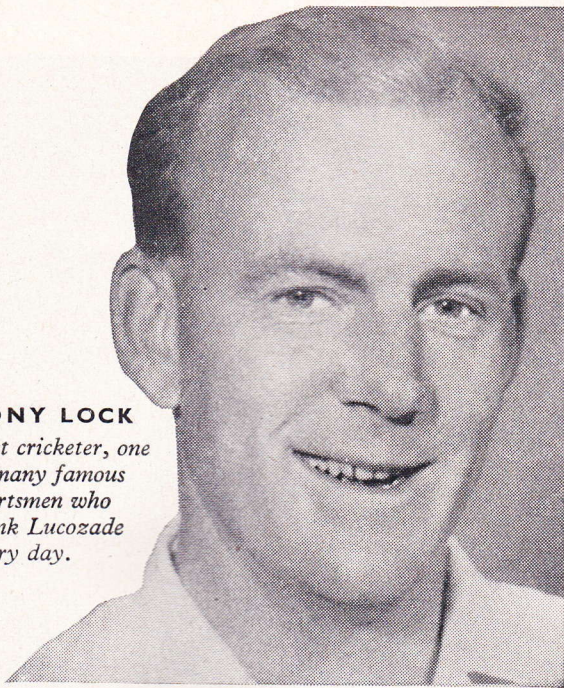
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From a Sportsman's point of view . . .

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LUCOZADE

replaces lost energy!

THE SPARKLING GLUCOSE DRINK

An Old Question Re-Arises

SURELY the Vanwall's win at Silverstone, apart from slightly boosting British prestige, will convince no foreign buyers of British cars' merit because it is made by a firm who do not make private cars.

The question then arises, why doesn't a leading British motor manufacturer (with the exception of Aston Martin and Jaguar) produce a Formula 1 car capable of beating the Continentals on their own ground? Once we have the cars there is no shortage of drivers and a major British win is only a matter of time.

"BRITISH RACING GREEN".

ETON COLLEGE, WINDSOR.

Paris Viewpoint

FOR many years now Amédée Gordini has been trying to produce a world-beating Grand Prix car, with the slenderest of resources.

His latest creation, the beautifully streamlined eight-cylinder car, is said by Mr. John Bolster to be, "Too good to be ignored".

Surely, with more financial aid, this car would really beat the Italians. Gordini is a genius and should not be ignored.

"VIVE LA FRANCE".

PARIS, FRANCE.

BOOK REVIEW

Title: Pursuit of Victory.

Author: Karl Kling, with Gunther Molter (Translated by Peter Myers).

Size: 8 ins. x 5½ ins. 192 pp. 92 illustrations.

Price: 16s.

Publishers: The Bodley Head, 28 Little Russell Street, London, W.C.1.

HE hadn't the polish of a Fangio or Moss, but as a Grand Prix driver Karl Kling will always be remembered for his sheer dogged courage. All too often his races with the W196 Mercedes-Benz ended in a cloud of smoke from a protesting engine, or of dust or sand as he ran irretrievably out of road. Perhaps he tried too hard, but amidst a galaxy of *auslander* stars, Karl Kling's position was difficult. He was the only German in a German team, and as such not only wanted, but was expected, to do well, by compatriots who remembered only too clearly the glorious victory eras of Caracciola, Rosemeyer and Lang.

One can detect the anxiety of Kling's racing existence, and his desperate desire to succeed, in *Pursuit of Victory*, a book which joins Caracciola's and Lang's as a first-rate autobiography of a German driver. Kling's *forte* was undoubtedly his physical toughness, and his greatest achievements, without question, are his victory in the 1952 Pan-American Road Race, and his second place in the Mille Miglia the same year, in both cases driving a 300SL Mercedes-Benz. His account of both races is enthralling, without in any way being vain-glorious, while the whole story of his hard climb up the ladder of success, through BMW and Veritas to Mercedes-Benz, is eloquent of the unwavering determination and enthusiasm of the man.

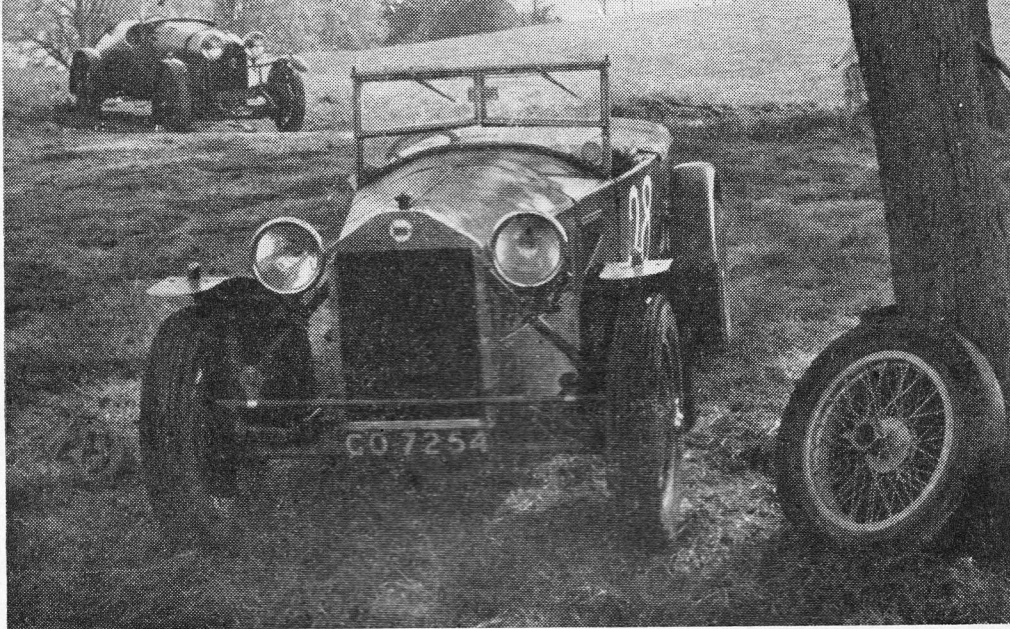
Of particular interest to one who witnessed the 1954 European G.P. at Nürburgring is Kling's account of why he passed Fangio against team orders and set up the fastest lap of the race. A leak in the fuel tank developed when he was lying fifth, and he thereupon reasoned that, to make up for an extra refuel stop, he must go flat out. All Neubauer's vehement signals, and even Dr. Nallinger's shaken fist, he ignored, moving right up and passing Fangio into the lead. Then a stay in the rear suspension broke, and he had to slow up, coming in for repairs and for fuel, eventually to finish fourth. Unfortunately Kling does not record what Neubauer said afterwards.

One wonders how "Nürburgring" can emerge throughout as "the Nuremberg Ring" in such an authoritative work, but disregarding such trivia, this book makes really fine reading. And all for 16s.

C. P.



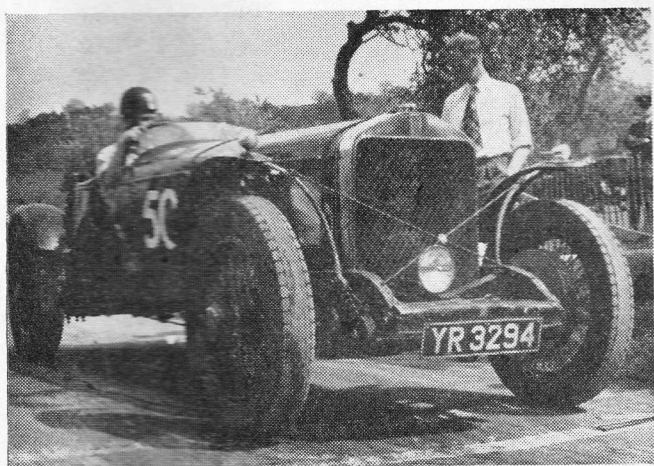
HIGH AND MIGHTY: W. A. L. Cooke (above) at the wheel of his 1908, 5,881 c.c. Mercedes. **PASTORAL:** (Above, right) Air Cdre. N. R. Buckle's 1927/9 Lancia, by no means "out to grass", awaits its turn in company with a Bentley.



History on the Hill...

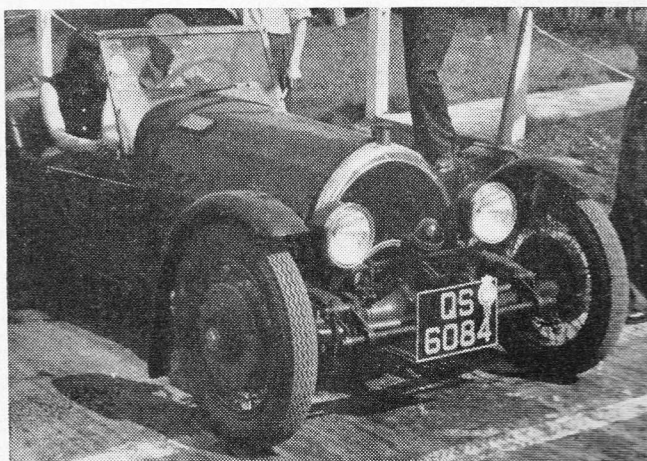
THE ANNUAL PRESCOTT HILL-CLIMB OF THE VINTAGE S.C.C.

RARE VISITOR (below) from America was this "Fronty-Ford", a front-drive Frontenac powered by an o.h.v. converted Model T Ford engine. Owner Arthur Eldredge brought it over and made a rapid demonstration ascent.



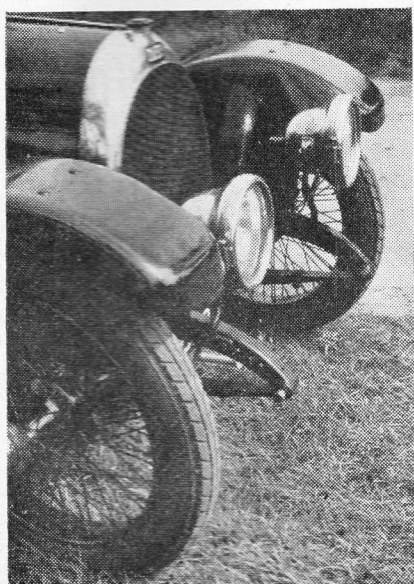
HEAVY METAL: Nearly 7½ litres of 1926 Isotta-Fraschini thunders on the line as S. R. Waive awaits the signal.

Photography by
Stuart Seager



NEW EXHIBIT (left) is this 4,712 c.c. Züst, made in 1912 in what later became the O.M. factory. Owner: G. A. Brown.

B.T.D. (below) was made, as on previous occasions, by Jack Broad, in the ex-Bira 1936 1½-litre blown E.R.A., "Remus".



Club News

By STUART SEAGER

JUST a few words to club press secretaries about the publication of the results of club events. There is so much going on nowadays, with events taking place all over the country every weekend, that we are more than ever pressed for the time and space to do them justice, and inevitably some will be left out. Now, the best way to ensure that your contribution is *not* left out, is to present it exactly as it will appear in print. Take a look at a back issue and you will see that we have a standardized, space-saving style for results, including name of club, date of event, just the award and/or class winners with their cars, and what the classes are—not just "Class 2b"; it doesn't mean anything. We just haven't the time to plough through a huge duplicated results sheet to pick out the gen we want. Oh, and please don't telephone a long results list, hot-foot on a Monday—we would much rather have it in black and white, even on Tuesday (press day), *providing it doesn't need rewriting*. Will you help?

ONE of the most important Club Silverstones of the year is the A.M.O.C. meeting for the St. John Horsfall Trophy. Taking place this year on 21st July, the main event takes the form of two 10-lap handicap races for Aston Martins in any trim, one for pre-war, the other for post-war cars, the St. John Horsfall Trophy being presented jointly to the winning car in each race. Other important events are the 21-lap handicap relay race for the David Brown Challenge Cup, and the 15-lap unlimited sports cars scratch race for the U.S. Air Force Trophy. There are six more races and a half-hour regularity trial. Clubs invited are the V.S.C.C., 750 and most One-Make clubs. Regulations, entry forms and information from R. Mennell, Woden Law, Firs Road, Kenley, Surrey, with whom entries close on 7th July. . . . **Ikley and D.M.C.** are holding their Minor Rally on 17th June, open to their own members and those of the 750 M.C. (Yorkshire Centre). They have until next Thursday, 14th June, to enter, with C. W. Whiteley, "Cartref", Pool-in-Wharfedale, nr. Leeds. . . . And members of the **Yorkshire S.C.C.** have until the same date to enter for their club's Standard Car Trial, which also takes place on 17th June. The Secretary of this meeting is H. G. Ineson, North Lane Garage, Ltd., Leeds, 6. . . . In fact, this particular Sunday, 17th June, looks like being a busy one on the roads, and Thursday, 14th, a busy one for the postman, for the first date sees the running of three more events and the second, the entry closing date for two of them. The **Southsea M.C.** have their Cannon Cup Rally, a closed event over about 70 miles and starting at Cosham, Hants. The Secretary of their meeting is S. A. Faulkner, 113a London Road, Waterlooville, Hants, who can supply regs. and entry forms. And up in the North again, the **Lanes and Cheshire C.C.** are holding the closed Captain Stott Trophy Rally, some 90 miles of motoring through the counties



GARDEN PARTY: One of the pleasantest of meetings is the Vintage Sports Car Club's Prescott Hill-climb. Here is a typical paddock scene.

of the club's title, with 12 tests on the way, starting at Combs, Derbyshire, and ending at Chelford. Entries and enquiries to A. P. Watterson, 21 Rushford Avenue, Manchester, 19. . . . Entries for the **Falcon M.C.** Mid-Summer Trial, however, close next Monday, 11th June, although this is another of the 17th June events. Seven clubs are invited to join in, M.C.C., London M.C., Chiltern C.C., Harrow C.C., M.G.C.C., 750 M.C., and Thames Estuary M.C. There are three classes, for saloons, open production cars and specials, each being governed by rather strict regulations regarding tyres. The start will be at 10.30 a.m. from three controls, N.W. London, Hatfield and near Oxford, the route in the Chilterns and the finish at Berkhamsted at about 3.30 p.m. There will be no secret map-reading sections and no rally-type driving tests on hard surfaces. Further information from, and entries to, R. Warren, Jesmond Dene, Sish Lane, Stevenage, Herts. . . . The Meeting Secretary of the **Veteran C.C. (S.W. Section)** Abingdon Rally and Run is J. Crabb, 100 Greenwood Avenue, Laverstock, Salisbury, who will be glad to supply club members with all details of this event, which takes place on 7th July, but for which entries close tomorrow (9th). . . . A restricted two-day event to interest club members in the North East is the **Newcastle and D.M.C.** St. Andrew's Rally on 23rd/24th June, for which the entry closing date is 16th June, with R. B. Horn, 3 Westwood Road, Brunton Park, Newcastle-upon-Tyne, 3. Invited clubs are the Berwick and D.M.C., B.A.R.C. (Yorkshire Centre), Cumberland S.C.C., Darlington and D.M.C., Durham A.C., Hartlepool and D.M.C. and King's College M.C. The three starting points are Newcastle, Darlington and Carlisle, and the route is approximately 380 miles in length. The entry is limited to 100. . . . On 20th June, the **Hagley and D.L.C.C.** are running their Evening Rally for club members, over some 45 miles (entries to G. I. Tucker, 115 Bewdley Hill, Kidderminster, by 14th June), while the same club hold the Hagley v. **SUNBAC** Sporting Day on 1st July. This event will consist of about six driving tests

at Honeybourne Aerodrome, and any prospective competitors from either of the two clubs should contact Mr. Tucker, at the above address, before 26th June. . . . S.E. Centre of the **M.G.C.C.** will meet at the Sugar Bowl, Burgh Heath, Surrey, on 14th June at 8 p.m.

A HOLIDAY RALLY

IF you want to combine your holiday this year with a little competitive motoring, may we suggest the London-Languedoc-Sète Rally, now in its fourth year and fast becoming a firm date in the calendar? Leaving London after lunch on 2nd July, the route crosses the Channel for an overnight drive to Vichy, goes on to Albi and Andorra, via Carcassonne and Limoux, and finishes at Sète, on the Mediterranean, on the 7th. Thereafter, four days are spent at Sète, drinking-in the local atmosphere (literally and metaphorically), and the rally breaks up for competitors to find their own way home on 12th July. There are tests (some of them optional) *en route*, and such things as visits to vineyards, vermouth makers and brandy distillers, gala dinners, barbecues, receptions and the election of Miss Rally. No competition licences are necessary, and if four people pack into a small car, the all-in cost, including tips, wine with meals and virtually everything bar petrol, can be as low as £34 10s. per person. And there is also the chance of winning substantial cash prizes of 50,000 francs. For further details of this attractive event, write to Lt.-Col. G. L. Portham, 67-68 Jermyn Street, London, S.W.1.

CALL FROM SOUTH AFRICA

WE have recently heard from South Africa that the Natal Motorcycle and Car Club are wishing to organize trials and rallies in that part of the world and would appreciate copies of other club's rules and regulations, specimen route cards, marking systems, types of maps used and, in fact, any other relevant information. Any good-hearted rally enthusiasts who would like to help should write to L. G. L. Peinaar, Natal M.C. & C.C., P.O. Box 1146, Durban, Natal, S.A.

More Club News on page 596

SHELL **All the Winners!**



BELGIAN GRAND PRIX

1st

FERRARI

Peter Collins
(118.43 m.p.h.)

2nd

FERRARI

Paul Frere

Subject to official confirmation

ALSO USING SHELL FUEL

B.A.R.C. MEMBERS' RACE MEETING

Aintree, 2nd June

7-lap Scratch, up to 1,500 c.c.: 1, J. B. Naylor (Lotus-Maserati), 77.68 m.p.h.; 2, J. K. Hall (Lotus-Climax); 3, P. H. Ashdown (Lotus-Climax).

7-lap Scratch, 1,501-2,000 c.c.: 1, N. Campbell-Blair (Cooper-Bristol), 76.30 m.p.h.; 2, R. Vincent (Tojeiro-Bristol); 3, C. Murray (Frazer-Nash).

7-lap Scratch, 2,001-3,000 c.c.: 1, J. F. Dalton (Austin-Healey 100S), 74.52 m.p.h.; 2, R. E. Evans (Austin-Healey 100S); 3, A. G. M. Kellett (Austin-Healey 100). **Over 3,000 c.c.:** 1, G. Tyrer (Jaguar XK 120), 70.96 m.p.h.; 2, A. F. Davenport (Jaguar XK 120); 3, E. R. F. Lee (Jaguar XK 120).

7-lap Handicap Race (A): 1, B. Bartlett (Triumph TR2), 70.79 m.p.h.; 2, M. J. Wayne (TR2); 3, G. Tyrer (XK 120). **(B):** 1, J. F. Dalton (Austin-Healey 100S), 76.67 m.p.h.; 2, N. Campbell-Blair (Cooper-Bristol); 3, N. V. L. Barclay (Triumph TR3). **(C):** 1, D. S. Shale (Austin-Healey 100S), 76.60 m.p.h.; 2, P. H. Ashdown (Lotus-Climax); 3, J. K. Hall (Lotus-Climax).

7-lap Handicap, Touring Cars: 1, G. Livanos (Aston Martin DB2-4), 70.20 m.p.h.; 2, E. B. Wadsworth (Healey); 3, J. W. Neave (Austin A30).

Catterick Hill-Climb

Reg Phillips (Cooper) makes B.T.D.

TAKE half-a-mile of sloping concrete road complete with a hairpin bend and a couple of other bends, polish it gently with the tracks of Centurion tanks over two or three years until it acquires a glass-like surface and then throw it open for use as a speed hill-climb.

That was the recipe for the hill used by the Association of North Eastern and Cumberland Car Clubs for their "Speed Hill-Climb", held at Catterick Camp, Yorkshire, on Whit Sunday (May 20). The meeting was organized for the Association by the Darlington and Newcastle clubs and was open to member clubs of the Association. More than 60 drivers entered in all types of car, from Reg

Phillips's 1,000 Cooper to Morris Minors, and there were more than 3,000 spectators present in beautiful weather.

On his last practice run Reg. Phillips broke one of the rear universals on his Cooper. He loaded the car on to its trailer and went off to Catterick Bridge. Here he was lucky enough to find a garage open and bought and fitted another universal on the spot. He returned to the track just in time for his first run and then put up B.T.D. in 38.2 secs.

The surface of the track was very slippery indeed by the time a few cars had made their runs and the drivers of the more potent machinery had obvious difficulty in controlling power slides at the hairpin bend. C. K. Schellenberg (Jaguar) spoilt a very fast run when he went off near the hairpin and Alan Birkett also went off near the finish in a spectacular fashion.

The highlight of the modified touring car class was the duel between "Chippie" Stross and Arnold Burton, both newly returned from the "Tulip" and both Jaguar mounted. Each did a run in 43.5 secs. and then in 43 secs. dead to tie.

PETER CRAVEN.

Provisional Results

B.T.D. and First, racing car and special: R. W. Phillips (Cooper 998), 38.2 secs.

Standard touring cars up to 1,200 c.c.: A. Stross (Fiat), 50.5 secs. **Modified touring cars up to 1,200 c.c. and standard touring cars up to 1,500 c.c.:** G. R. Percival (Ford Anglia), 49.0. **Touring cars, 1,500-2,700 c.c.:** E. B. Wadsworth (Porsche Carrera), 45.3. **Touring cars over 2,700 c.c.:** P. Buckley (Bristol). **Modified touring cars over 2,700 c.c. (tie):** L. S. Stross (Jaguar) and A. J. Burton (Jaguar), 43.

Sports cars, up to 1,300 c.c.: J. W. Higham (Lotus-M.G.), 43.1. **1,300-2,000 c.c.:** J. H. Brooks (Cooper-M.G.), 43. **2,000-2,700 c.c.:** M. L. Bailey (Austin-Healey). **Over 2,700 c.c.:** J. G. Allison (Jaguar), 40.6.



★
DEVOTION to duty! — During the 8 Clubs' Silverstone meeting, J. Gamble's TR2 spins, scattering bricks and flag marshals. However, one of them still has the presence of mind to hold out the yellow flag!
★

EIRE ECHOES

by J. O'Donoghue

WHEN the clamour that followed the U.A.C. Circuit of Ireland had subsided for another year, motor sport resumed its even tenor once more, south of the Border at least, and the mixture was as before. That is, there has been the usual quota of trials, and as behoves the advent of summer, a few speed events thrown in for good measure. Alas, we cannot hope for much genuine racing in the South this season and with the notable exceptions of the Leinster Motor Club's Wicklow Trophy races and the Munster Club's 100-mile race at Cork, the rest have disappeared from the calendar for this year. There was no Phoenix Park Short Circuit; instead we had a sprint meeting. There will be no I.M.R.C. Wakefield Trophy race, nor will there be any revival of that very enjoyable meeting which Leinster used to run early in September, The Curragh Short Circuit Meeting. So, the boys must make do with a few hill-climbs, like Enniskerry already reported, rallies and, of course, autocross. Altogether a bleak prospect, but one that is not without some hope; the Leinster Club's decision to divide their Wicklow meeting into two races according to potential speeds of the cars and the known abilities of the drivers may be a pointer for others. We gather that down in Cork the same procedure

is likely to be adopted, too. The unhappy start to the racing season in Britain and on the Continent has been a signal for the otherwise responsible daily press in this part of the country to indulge in some irresponsible comment on the sport of motor racing. Then again, I.M.R.C. have been soft pedalling on the promotion of events whilst awaiting the outcome of a High Court action brought against them as a result of the fatality in their 1954 Wakefield Trophy race at the Curragh. Fortunately for the sport over here the action for negligence against I.M.R.C. and Col. Thompson (who was the owner of the car involved) did not succeed, and that is a good augury for the future despite the twaddle written by some leader writers.

As is the tradition, the Tipperary Club held their Dungarvan hill-climb on the last Sunday in April and as usual the sun shone on the proceedings. The entry of 40 was good (Tipperary will not accept standard saloon cars) but did not contain much exciting machinery. Ronnie Edwards brought his J.P. from Dublin, but the car was off-colour. Jack Neilson came, as ever, from Belfast in his very potent little Ford Special and proceeded to climb the 1.7 miles in 2 mins. 1 sec., or about 8 secs. faster than what is considered quite quick for a Ford 1,172 c.c. The feature of the meeting was a battle for B.T.D. between Joe Flynn with his "old faithful" blown TC and Paddy (Tulip Rally) Hopkirk with his TR2. Both drivers got their respective machines to the top in 1 min. 48.2

secs. on their first runs and thereafter could not get down to this time again. So, B.T.D. was shared, and equal Sexton Trophy points were scored by Messrs. Hopkirk and Flynn. We wonder what would happen if there should be a tie for the trophy at the end of the season. Would they split it?!

Irish Motor Racing Club gave us an enjoyable sprint meeting on the first sunny Saturday of this sunny month of May. This event was run over half-mile of the Phoenix Park straight and while it did not over excite the boys, the public liked it and were quite interested in the comparative performances of the various cars. Quickest of the "pressure cookers" was Nigel O'Flaherty's Volkswagen. He succeeded in winding the thing up from a standing start to 54½ m.p.h. in a mile. Bill Bradshaw left no doubt about the poke in his C-modded XK 120, though it seemed ludicrous to see J. Meikle's little J.A.P.-engined Cooper walk away from the Jag initially. All through the meeting, the Club showed their flair for showmanship, and the crowd loved such spectacles as that of the tiny one, like A. Draper's 1,172 c.c. Ford-engined "Slug", haring away from the big one, Sid Durbidge's Maserati, at the beginning, to be inexorably pursued and eventually passed before the finishing line. Durbidge duly made B.T.D. in 24.4 secs. and everyone went home feeling rather like the fellow who lost a shilling and found three-pence . . . sorry that there had been no pukka racing but glad that there had been racers.

More Club News on page 600

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USED CARS FOR SALE

A.C.

1955 A.C. Ace, green, 8.5 to 1 compression, heater, screenwashers, aero screens, excellent condition. £1,150 o.n.o.—F. W. Kerridge, Ltd., Alton, Hants. Tel. 2224.

1954 A.C. Ace, Ruddconditioned engine and gearbox just fitted, at the moment in the paintshop having complete respray.—Rudds, the A.C. people, adj. Central Station, Worthing 7773-4.

1953 A.C. 2-litre sports saloon, one owner, beautifully maintained, colour grey. Any reasonable trial and inspection, total mileage 22,000, petrol consumption 22-24 m.p.g., oil consumption negligible. This is a good opportunity to possess a quality car with character at a very reasonable price. Price £595. Price when bought £1,889.—Midland Motor Co. (Bedford), Ltd., 92 Midland Road, Bedford.

ALLARD

ALLARD 2-seater Special, 3,000 miles only, attractive streamlined, green painted aluminium body, 30 h.p. V8 engine. £250.—Norton, Sir James Farmer Norton, Ltd., Salford.

FACTORY SERVICED used ALLARD cars are your wisest buy. Always a good selection at competitive prices.—(BR1xton 6431), 24-28 Clapham High Street, London, S.W.4.

1952 ALLARD Sports J2X, with de Dion rear, in excellent condition throughout. Offers.—Thomas Motors, Ltd., The Fylde Coast Ford Distributors, Whitegate Drive, Blackpool. South Shore 41064.

1951 P1 saloon, reconditioned engine, many extras, two owners, excellent throughout. £325.—Richards and Carr, Ltd., 35 Kinnerton Street, London, S.W.1. BELgravia 3711.

1949 ALLARD K1 2-seater, hard top. £200 o.n.o.—Tatham, KIN 3569.

ALVIS

ALVIS 1954 T.C.21 saloon, fitted radio and heater, one owner, black with beige leather, excellent order. £845.—Bolton of Leeds, Ltd., 14 Harrison Street, Briggate, Leeds, 1. Phone 20114.

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ASTON MARTIN

ASTON MARTIN Le Mans 1½-litre, short chassis, 2/4-seater, exceptional condition.—Phone: Daytime Mitcham 3061. Evening Mitcham 3570.

ASTON MARTIN standard saloon, 1933, reconditioned engine, many engine spares, including block. £200.—Taylor, 81 Northfield Road, New Moston, Manchester, 10.

AUSTIN

ALEXANDER LAYSTALL "Hi-Power" Conversions for A30, A40, A50, A90 (Six). Amazingly improved performance and economy. Send for data and road tests.—Alexander Engineering Co., Ltd., Haddenham, Bucks. Tel. 345.

AUSTIN-HEALEY

AUSTIN-HEALEY, May 1954, ice blue, 20,000 miles, new brake linings, good tyres, twin flamethrowers, perspex screens, washers. £695.—Broadacre, Hill Top, Hale. Ringway 4886.

BENTLEY

1937 4½-LITRE, immaculate Park Ward saloon, black/metallic grey, grey upholstery, radio, heater, windscreen washers, approx. £2,000 spent on this car including works overhaul. £675.—Box 2099.

B.S.A.

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

BUCKLER

ROCHDALE-BUCKLER, 1954, 1,172 Formula car with normal road comforts, h.c. head, twin SUs, four-branch, Lotus wheels, 12-volt system, Alfa red fibreglass body, tonneau, hood, Le Mans lights. Around £335.—Mitchell, 180 Barcombe Avenue, London, S.W.2. Tulse Hill 2357.

BUGATTI

BUGATTI 57 saloon, James Young body, excellent car. Bargain price, £350.—Chesham 276.

CITROEN

1948 CITROEN Light 15 saloon, red, sunroof, heater, exceptional. £295. Terms.—Newbery Cars, Muswell Hill, N.10. TUDor 3394.

COOPER

Mk. V COOPER, with Mk. VII rear end, new 500 J.A.P. engine and Norton Featherbed gearbox. Ready to race. Offers around £200.—R. F. Mitton, Chester Avenue, Hale, Cheshire. Tel.: Ringway 4391.

DELLOW

1952 DELLOW Mk. II, primrose yellow, reconditioned engine and Shorrocks blower, scarcely used. Immaculate condition and unscratched. £325.—Heyworth, Rothdene, Haslingden, Lancs. Tel.: Rossendale 86 or Bacup 450, business.

FIAT

MAYFAIR GARAGES, LTD. (Reg. 1954) "500" o.h.v. Belvedere all-metal station wagon, two-tone grey, heater, l.h.d., immaculate condition. £450.—Mayfair Garages, Ltd., Balderton Street, W.1. MAYfair 3104-5.

1938 FIAT "500" cabriolet, in excellent condition throughout, 50 m.p.g., any trial. Sell for £150, or exchange something bigger, M.G., Singer, etc.—CH1swick 6658.

FORD

ALEXANDER LAYSTALL "Hi-Power" Conversions for New Anglia, New Prefect, Consul, Zephyr and Zodiac. Amazingly improved performance and economy. Send for data and road tests.—Alexander Engineering Co., Ltd., Haddenham, Bucks. Tel.: 345.

FRAZER-NASH

FRAZER-NASH/BMW 320 Model 4-seater, guaranteed in first-class condition in every way, equal to new (one owner).—Full particulars Box 2095.

HEALEY

HEALEY Silverstone, late 1949, ex-Tony Brooks, D type chassis, c.r. 8.2 to 1, airflowed head, etc., fully balanced, Dunlop racing tyres, racing clutch, brakes just relined by Mintex. Fully equipped for racing and spares include two tonneaux, luggage rack, racing number plates, l.c. pistons, set brake drums, waterproof hood, blue bodywork excellent. Genuine everyday vehicle suitable for racing. Entered AUTOSPORT Championship. Prescott International 51.78. £485.—R. B. White, Heathercourt, Wentworth Road, Four Oaks, Warwickshire. Four Oaks 201.

1950 IMMACULATE HEALEY Silverstone, B.R.G., aerodynamic, comfortable body, with luggage boot and twin spare wheels, high compression head and pistons, very fast, with superb braking. £525 o.n.o.—Heyworth, Rothdene, Haslingden, Lancs. Tel.: Rossendale 86 or Bacup 450, business.

1947 HEALEY Westland roadster, metallic pale blue, C type frame, high compression pistons, three spare wheels, twin spotlamps, rad-blind, excellent condition. £475 o.n.o.—Heyworth, Rothdene, Haslingden, Lancs. Tel.: Rossendale 86 or Bacup 450, business.

H.R.G.

H.R.G. ENGINEERING CO., LTD., for maker's spares, repairs and service.—Oakcroft Road, Tolworth, Surbiton, Surrey. Elmbridge 4489.

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(Continued overleaf)

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June 10th. 1,000 km. de Paris (S, T), Montlhéry, Paris.

Club Lotus/750 M.C. Race Meeting, Brands Hatch, near Farningham, Kent. Start, 1 p.m.

Sporting Owner D.C. Autocross, London Gliding Club, Dunstable, Beds.

Veteran C.C. Birmingham-Coventry Run. Assemble, Civic Centre, Birmingham, 8-9 a.m. Arrive Spencer Park, Coventry, by 2 p.m.

June 16th. Aberdeen & D.M.C. Race Meeting, Crimond Aerodrome, Aberdeenshire. Start, 1 p.m.

Newry & D.M.C. Hill-Climb, Spelga Pass, Co. Down. Start, 2.30 p.m.

B.A.R.C. Concours de Confort, Devonshire Place, Eastbourne, Sussex. Start, 9.30 a.m.

June 16th/17th. Mobilgas Economy Run. Start and finish, Phyllis Court Club, Henley-on-Thames.

June 17th. Eastern Counties M.C. National Race Meeting, Snetterton, near Thetford, Norfolk. Start, 2 p.m.

Midland A.C. National Hill-Climb, Shelsley Walsh, near Worcester. Start, 1 p.m.

250 M.R.C. Race Meeting, Brands Hatch, near Farningham, Kent. Start, 11 a.m.

Sunbeam M.C.C. Veteran and Vintage Rally, Beaulieu Abbey, Hants. Arrive 12-1 p.m.

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FORCES M.C. SPRING CUP RALLY

27th May

Best Performance: J. W. Skinner/J. M. France (M.G. Magnette). **Best Visiting Driver:** Mrs. Sheila Miller (M.G. Magnette). **Up to 1,500 c.c.:** 1, F. J. Clements (Prefect); 2, J. M. Cox (A40); 3, A. Wyndham (Magnette); 4, R. F. C. Butler (Standard 10); 5, J. C. Deaville (Javelin). **Over 1,500 c.c.:** 1, C. W. Dart (Triumph Vitesse); 2, R. A. Cove (Zephyr); 3, H. G. Robertson (Morgan); 4, D. E. R. Cameron (Velox). **Team Award:** D. G. Miles, J. M. Cox, J. W. Skinner.

Recent Results

ROMFORD E.C.C. STAPLEFORD HILL-CLIMB

27th May

Best Time of Day: P. Ashdown (Mark IX Lotus), 37.08 secs.

Class Awards. Saloon Cars, up to 1,100 c.c.: 1, C. D. MacCarthy (DKW), 45.58; 2, B. J. Payne (Austin A30), 54.34. **1,101-1,500 c.c.:** 1, A. A. Beak (M.G. YB), 50.66; 2, R. Gubbings (Riley 14), 50.96. **Above 1,500 c.c.:** 1, S. Greenfield (Ford Zodiac), 49.25. **Open Cars, up to 1,100 c.c.:** 1, R. J. Byrne (Austin 7 Spl.), 43.27; 2, K. Watkins (Austin 7 Spl.), 44.15. **1,101-1,500 c.c.:** 1, L. Turtle (M.G. TA), 44.02; 2, P. Arundell (M.G. TC), 44.13. **Above 1,500 c.c.:** 1, W. Freed (Jaguar XK 120), 40.18; 2, R. Ager (Healey Silverstone), 41.13.

Racing Cars: 1, P. Ashdown (Lotus Mark IX), 37.08; 2, J. Ellingworth (Lotus Mark IX), 37.83.

Classified Advertisements—continued

Spares and Accessories—continued

NEW, unused Bristol racing gearbox for sale.—Box 2091.

WADE SUPERCHARGER, suitable Ford Ten, complete belts, pulleys, fan, SU carburettor. £30.—529 Church Road, Yardley, Birmingham, 33. Stechford 4997.

1936 ALVIS 25, all parts available, engine £35, rear axle complete £25.—Please write for details, Hollyden, Well Hill, Chelsfield, Kent.

SPEED EQUIPMENT

ARNOTT Supercharger, good cond, complete carb, all fittings, Consul or Zephyr. £25.—Black, Hawkhurst (Kent) 3248, after 7 p.m.

SUPERCHARGERS

ARNOTT Supercharger, removed from Morris Oxford, complete set as new, valued at £40.—Box 2094.

WANTED

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

BAYSHILL CARS, 87 St. George's Place, Cheltenham, Phone 54914, urgently require good post- and pre-war sports cars.

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

BRISTOL BS1 or BS4 engine and gearbox.—Truscott, Alpha Garage, Westergate, Nr. Chichester, Sussex. Eastergate 327.

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

MORGAN (TR2 engine), or TR2 wanted. State year and full details to A. S. Burman, 4 Gosforth Street, Felling/Tyne.

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THOROUGHbred pre-war sports car. Good condition essential. Wanted.—Box 2088.

TR2/3 WRITE-OFF required, or Standard Ten.—Write particulars, Saxon Mill, Warwick.

WANTED.—MORGAN (TR2 engine). Give details and price.—Box 2097.

LAGONDA SOUTHERN RALLY

Best Performance: J. C. Bugler (Rapier).

Class Winners: G. C. Collins (2-litre); M. Leo (2-litre supercharged); P. H. Hills (M.G.). **Awards of Merit:** P. G. Bartlett (2-litre), D. H. Coates (4½-litre).

RENAULT O.C. NIGHT NAVIGATION RALLY

26th/27th May

Best Performance: J. H. Howard (Renault). 750 c.c.: B. J. Cumbers (Renault). 1,500 c.c.: R. Baxendale (Volkswagen). **Unlimited:** B. R. Goldfield (Ford Zephyr). **Novice's Prize:** Squadron Leader Bailey (Renault). **Best Aggregate in driving tests:** B. J. Cumbers (Renault), 45.2 secs.

YORKSHIRE AUTOCROSS

FOR their last combined autocross meeting the Yorkshire Sports Car Club, the B.A.R.C. (Yorks Centre) and the East Yorkshire Car Club found a new course. This latest track for "speed-on-grass" is at Walkington Wold Farm, near Market Weighton and consists of a circuit with a couple of hairpins with a "wrong" camber, a dip and more right hand bends back to the start/finish line.

Dennis Butterwick entered the hairpin a little fast in his M.G. 1½ saloon and rolled over to emerge unhurt, but with the car rather battered.

B.T.D. was made by Jimmy Blumer in his Jaguar XK 120, who is becoming the local autocross expert.

PETER CRAVEN.

Results

Touring cars, up to 901 c.c.: S. H. Newton (Austin A30), 50.07 secs. **901-1,300 c.c.:** E. J. B. Mitchell (Ford Anglia), 45.32. **1,301-1,900 c.c.:** G. R. Booth (Riley Kestrel), 45.27. **1,901 c.c. and over:** B. H. Dickinson (Jaguar), 41.09.

Sports cars, up to 1,510 c.c.: G. Sparks (M.G. TF), 44.24. **1,511-2,700 c.c.:** W. A. R. Crowther (Morgan Plus Four), 40.05. **2,701 c.c. and over:** E. B. Booth (Jaguar), 40.27.

Specials up to 1,600 c.c. and Dallows: N. H. Coates (N.H.C. 2), 40.12.

Best Time of Day: J. Blumer (Jaguar), 39.33.

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

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NEW JAGUAR "D" Type Model. For immediate delivery.—Newton of Huddersfield, Ltd., Viaduct Street, Huddersfield. Phone 3311, 3 lines.

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

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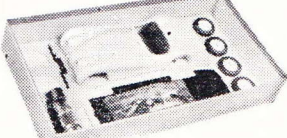
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AERO SCREENS Polished Aluminium frames, safety glass, 12 in. x 6 in., with chromium universal fittings, suitable any make, detachable, 55/- each. With double clamp for racing, 60/- Curved Perspex racing screens for TR2, £3/15/-, A-H, £4/5/-, Post, 3/-.

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