

# AUTOSPORT

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EVERY FRIDAY

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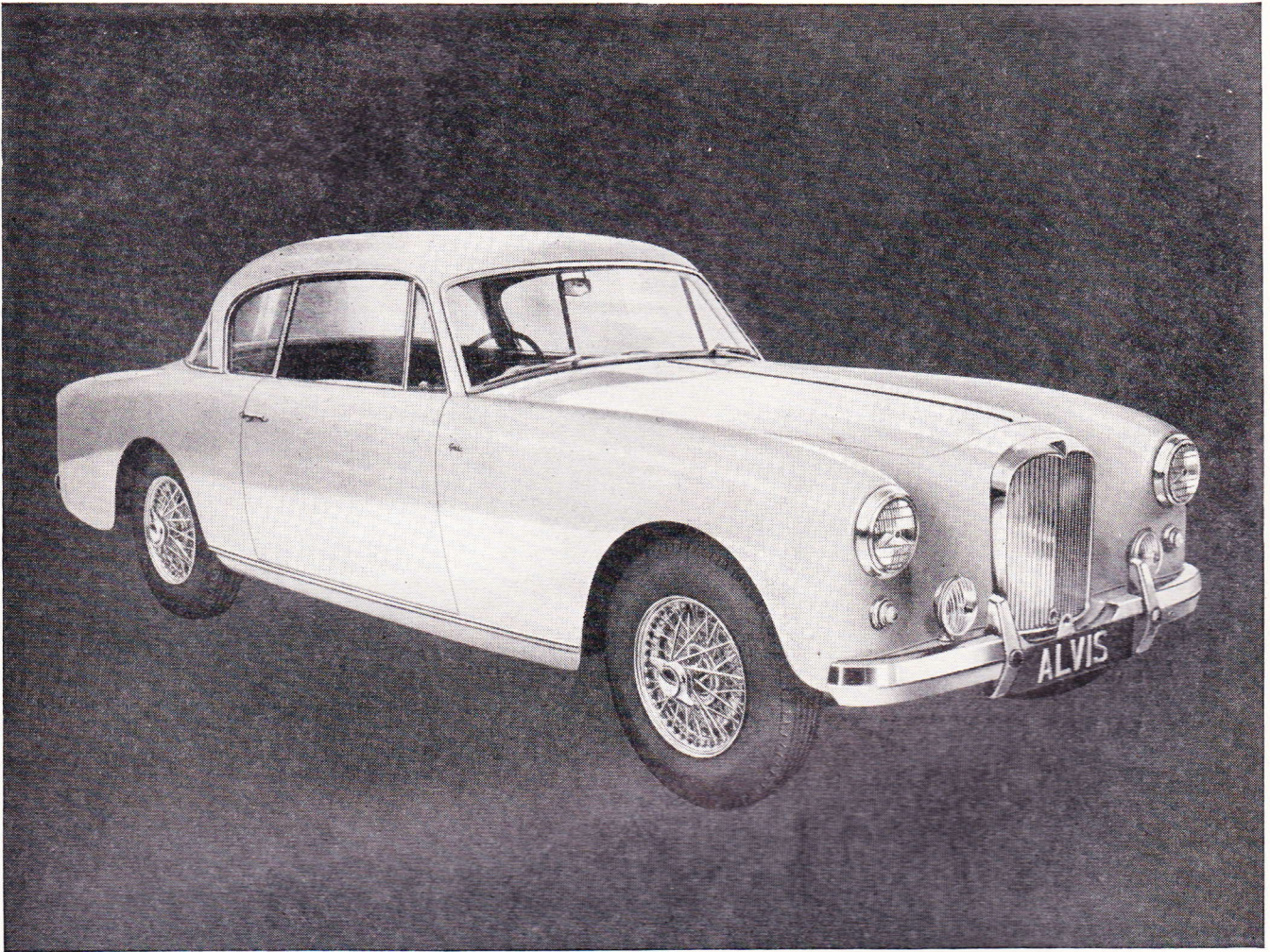
BRITAIN'S MOTOR SPORTING WEEKLY



## IN THIS ISSUE

JOHN BOLSTER TESTS THE GOGGOMOBIL : AUSTRALIAN T.T. AND G.P. : GREAT AMERICAN MOUNTAIN RALLYE  
IN SERVICE TO SPEED : AUTOSPORT PRODUCTION SPORTS CAR CHAMPIONSHIP REGULATIONS : BOOKS FOR CHRISTMAS





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# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 13 No. 23

December 7, 1956

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## CONTENTS

	Page
Pit and Paddock	722
Sports News	723
Portrait Gallery No. 60—Jean Behra	725
The Melbourne Races. The Australian T.T.	726
The Australian G.P.	
In Service to Speed, by Carlo Quirico	730
Eighty Years of Mintex	733
Great American Mountain Rallye by Maurice Gatsonides	734
John Bolster Tests the Goggomobil	738
Autosport Championship Regulations	742
Books for Christmas	744
Correspondence	746
Club News	747

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## EDITORIAL

### FRENCH BID FOR NEW MARKET

THE news that the nationalized Regie Renault concern have decided to enter the Grand Touring market with a Gordini-designed version of the Dauphine should be studied by all British manufacturers. AUTOSPORT has long advocated the introduction of a small-capacity Grand Touring type of machine, to meet the needs of a new, and ever-growing market. The large number of owners, who attempt to convert their perfectly standard saloons, to machines of G.T. specification, is an indication that there is plenty of room for a genuine high-performance version of the popular British small cars. When a concern so large as Renault announce such a project, it should be realized that the directors are convinced that there is a very definite market, not only in France, for a G.T. Dauphine. What about it Longbridge, Dagenham, Coventry and Cowley? There must be designers capable of creating such machines, particularly with the tremendous experience gained by participation in races and rallies. Why leave the Grand Touring market completely to Germany, Italy and France?

### A REMARKABLE ACHIEVEMENT

IN winning the Australian Grand Prix Stirling Moss must have created a new record, with four successive victories in International races, in places so far apart as Monza, Caracas and Melbourne. It is indeed a remarkable feat, and augurs well for Moss's 1957 Grand Prix season with Vanwall. However, Maserati, with whose cars he has achieved his quartet of wins, have the consolation of knowing that they have first call on his services for sports car events.

### MOTOR SPORTING LITERATURE

WHEN one considers the ever-increasing number of books dealing with motoring, the world-wide popularity of the sport is appreciated more and more. From occupying a tiny shelf in the corner of pre-war booksellers' shops, motoring literature has, in itself, become big business, with several of the world's most important publishing houses contributing to the flow. Motoring subjects are now popular with fiction writers, and even the general public has become critical of non-authentic backgrounds which were invariably a feature of early works. It is satisfying to know that readers of the future will have a pretty accurate picture of the sport of motoring, from its earliest beginnings until such time as the piston engine gives way to the gas turbine, or even atom-powered vehicles.

### OUR COVER PICTURE

*DITCHED!—Rallying still goes on outside Europe, and this winter scene occurred during the Great American Mountain Rallye, reported in this issue. The big Chrysler was not competing, but belonged to the chief steward of the rally, Robert Grier! Tyre marks left by other struggling cars can be seen on this icy hill in the Green Mountains of Vermont.*



THEY say that Juan Manuel Fangio is not, after all, taking up his contract with Scuderia Ferrari, and is considering driving for a British team. However, those in the know reckon he will go to Officine Maserati.

ENZO FERRARI has announced that, following the breakdown in negotiations with Fangio, the British driver Peter Collins will lead the team.

WHAT'S all this about a certain Mr. Onassis supplying enough fuel for the "Monte", even though he does own the biggest fleet of tankers and most of Monte Carlo . . . ?

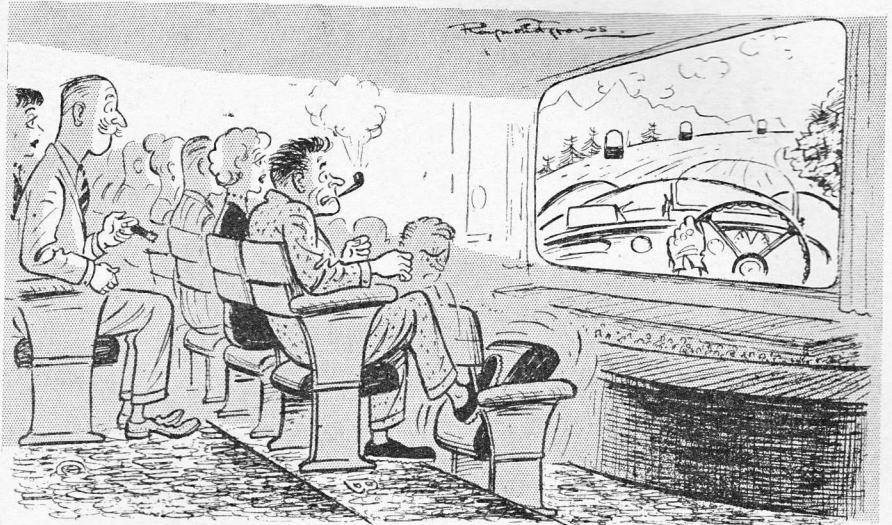
INSTEAD of building his own F2 cars next year, René Bonnet of D.B. has bought three F2 Lotuses and will race them as Ecurie Bleue, a new team sponsored by the Azur fuel company and, incidentally, having no connection with the pre-war Ecurie Bleu, which belonged to Harry Schell's parents. Bonnet will also be the French agent for Lotus.

GOGGOMOBILIST: Earl Howe has acquired a Goggomobil, finished in his personal dual-blue colours.

FOLLOWING Benoit Musy's fatal crash at Montlhéry during the Coupe du Salon, a scheme is being considered to reduce the speed of cars round the banking by means of a chicane at the end of the "circuit routier". This will not alter the track for testing and record-breaking purposes.

THE A.A.'s radio-controlled breakdown service has been extended to cover the island of Jersey.

RAY DAWSON is resigning his position as Secretary of the Mid-Cheshire M.C., and from the beginning of next year the job will be taken over jointly by A. D. Jennings, 4 Warren Road, Hillecliffe, Appleton, near Warrington, Lancs, and T. L. Pemberton, 7 Cliffe Road, Appleton.



## PIT and PADDOCK

THE alternative dates for the Monza "Indianapolis" 500 miles race, 29th and 30th June, have been chosen to leave the second day available in the case of postponement due to rain. This is in deference to the American custom of not holding races in the rain.

ADVERTISING signs will be permitted on European cars taking part in the 500 Miles of Monza, similar to the signs painted on the Indianapolis cars also participating.

THE Lotus Eleven, road-tested by John Bolster in the issue of 23rd November, was wrongly described as the "Club Sports". It is, in fact, the "Sports". The "Club" is fitted with a Coventry-Climax engine, and the "Sports" with a 1,172 c.c. Ford unit.

BRITISH and Continental automobile and accessory manufacturers will be represented for the first time at the United States World Trade Fair, which will take place at the New York Coliseum between 14th and 27th April next year.

PREMIÈRE of the motor racing film "Checkpoint" will take place at Leicester Square Theatre at 9 p.m. on 13th December.

JOHN BOLSTER is joining the scooter ranks—with a B.S.A. "Dandy".

EMANCIPATION DAY and the first London-to-Brighton run will be recalled in the B.B.C.'s "Scrapbook for 1896", to be broadcast in the Home Service on Boxing Day.

LATEST firm to suffer from the motor industry's present troubles are Jaguar, who, for the first time in their history, have been compelled to institute a four-day week. This is due to the effect of fuel restrictions on the home and continental markets, which have more than offset Jaguar's substantial and increasing sales in America, and caused the factory's increased production to be cut back to last year's level. It is feared that a certain amount of labour redundancy will also be caused.



AMONG THOSE PRESENT. . . . Last Friday, 30th November, the British Racing and S.C.C. held a midnight matinée film Festival of Speed and Sport at the Odeon Theatre, Leicester Square, London. Many well-known people in motor sporting circles were present, among them Mrs. Nancy Mitchell and her husband, seen in the photograph on the right talking to Lew Ellis of Shell. Above are (back row) Dick Jacobs Mrs. P. Bareham and Mrs. Jacobs, and in front, Mr. and Mrs. A. J. Hind, Archie Scott-Brown and Miss Rosalie Boston.





# SPORTS NEWS

## ECURIE ECOSSE ARRANGEMENTS FOR 1957

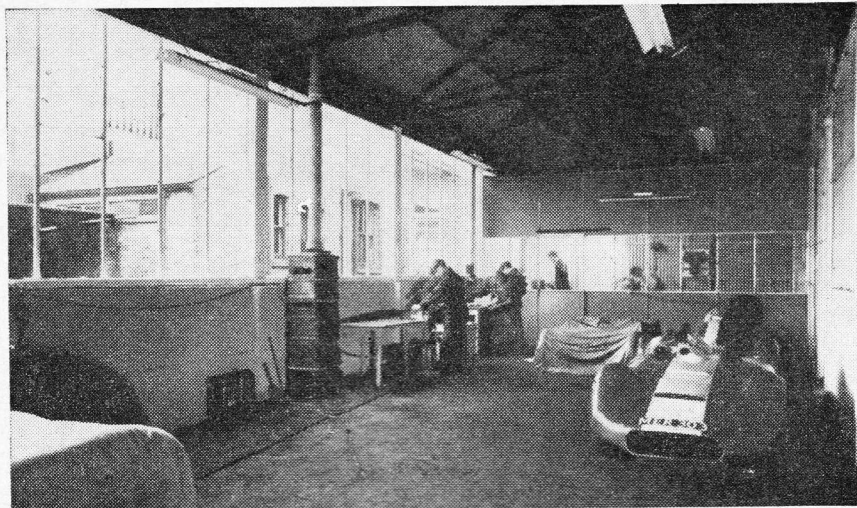
ARRANGEMENTS have now been completed between Jaguar Cars, Limited, and David Murray of Ecurie Ecosse, whereby the Scottish racing stable will obtain the use of three of the 1956 works team cars for competition in 1957 events. David Murray describes the financial arrangements as generous, going far towards solving his immediate problems in the financing of a purely private racing stable which must be operated on very limited capital and which must endeavour to pay for most of its own upkeep as it goes along.

On the basis of these arrangements, Ecurie Ecosse can now definitely aim at participation in the main World's Sports Car Championship events on the Continent and in America. Against the far greater resources of foreign works teams, Ecurie Ecosse realizes its limitations, but hopes to continue to be the world's leading private sports car team. Their main target is to keep the name of Scotland on the lips of the motor racing public and to keep Jaguar—and British cars in general—as far up the Championship scale as possible, particularly so since the Jaguar works team is temporarily out of operation on the international scene.

Driver arrangements are not yet complete, but it is hoped that the nucleus of the team will be Ron Flockhart, Ninian Sanderson, Keith Hall and John Lawrence. Unfortunately Desmond Titterton has retired from racing and consequently he will not be available in 1957.

In the event of motor racing being allowed in the United Kingdom in 1957, Ecurie Ecosse participation in home events is liable to be somewhat limited, but two of the 1956 cars of the team, including the Le Mans car, have been sold and it is hoped that these will be seen, in other hands, on British circuits.

The mechanics have been getting the cars ready for the first race of the 1957 season and the transporters will deliver the two cars and many crates of spare parts to London, prior to shipment to Buenos Aires for the 1,000 km. race. Personnel will all fly to the Argentine on the 12th January.



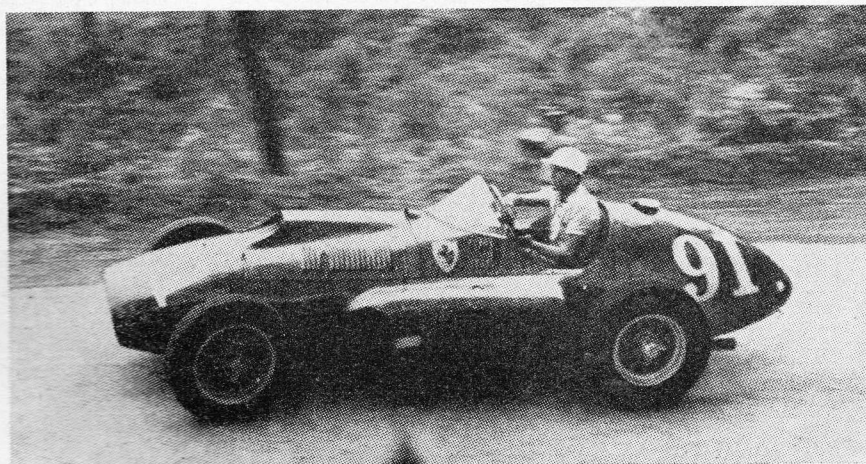
*LOOKING-IN ON LISTER'S: Brian Lister's new car development shop at Cambridge, with toolroom at the far end, and a works Lister sports car and the prototype F2 machine on the right.*

## NO 1957 PRODUCTION F2 LISTER

DUE to the uncertainties of the present situation and an influx of work in their general engineering departments, the Lister Engineering Co. at Cambridge have reluctantly decided not to build any Formula 2 cars for sale during 1957. Nor have they yet decided whether or not to run a F2 works car. Brian Lister reports, however, that they hope to run a sports car in 1957 events, which will be driven by Archie Scott-Brown, with the engine developed and tuned by Don Moore. Further development of both chassis and body continues.

## GORDINI PROGRESS

GORDINI is proceeding with the building of his F2 cars, although under the usual financial difficulties. The body design has reached the clay model stage, the engine will be in the middle of the chassis, and the driver will be seated low by means of a stepped-down transmission, which will also provide for the quick changing of the rear axle ratio. Although the car will be at least two hundredweight heavier and very little, if at all, more powerful than any British design, Gordini does not want to make it too light, for, as he says, "Cars sometimes go into brick walls. . . ."



*HILL-CLIMB SPECIAL: This potent-looking vehicle is a special short wheel-base Ferrari, with 1951 4½-litre V12 engine, driven by Carroll Shelby to victory in the Giant's Despair and Break-neck hill-climbs.*

## RATIONED MOTOR SPORT

### R.A.C. Resumes Issue of Permits

The Royal Automobile Club has advised its 300 recognized motor clubs that the issue of permits for motor sport events will be resumed from 17th December, the date petrol rationing comes into operation. For racing and speed events, where competing cars can usually be suitably modified, the R.A.C. is considering the desirability of allowing all cars, whether sports or racing types, to use alcohol.

Earlier last month, when fuel supplies contracted, the R.A.C. appealed for a voluntary restriction in motor sport and a cut of at least 20 per cent. in the mileage of events still to be run. When the European fuel situation worsened, Mr. Wilfrid Andrews, Chairman of the R.A.C., announced on 19th November that no further permits for motor sport would be issued until the supply position was clearer.

With the introduction of rationing, therefore, the R.A.C. will resume the issue of permits, relying upon Clubs to continue to take the National interest and public goodwill into account when planning any event. Obviously the coming months will be difficult ones for motor sport and the R.A.C. urge all Clubs to concentrate on events that will give maximum return from minimum expenditure of fuel, such as driving test meetings, sporting trials, races and sprints.

The R.A.C. Trials Championship of 1956, due to have taken place at Draycott-in-the-Clay, Staffs, on 15th December, and the R.A.C. British International Rally of 1957, scheduled for next March, are still indefinitely postponed.

The R.A.C. has also notified the organizers of the International Monte Carlo Rally that in the event of this taking place with a grant of fuel from the French Government, the British start should be changed from Glasgow to Dover.



# B.R.S.C.C. FILM FESTIVAL

London Premieres of New Motoring Films for This Year's Club "Circuit"

MOTOR racing folk are often thought by the uninitiated to be, well, slightly eccentric, to say the least. And this belief might have been confirmed last Friday night, 30th November, if they had seen the couple of thousand or so enthusiasts piling into the huge Odeon Cinema, Leicester Square, London, at, of all hours, midnight.

However, the crowds knew well enough what they were doing and were perfectly happy to do it, for that was the night of the film Festival of Speed and Sport presented by the British Racing and Sports Car Club. A club film show in the grand manner and almost in the Hollywood première tradition, for among those invited to come along, and listed in the imposing programme, were over 160 "names" from the sporting, film and motoring worlds.

The night's entertainment consisted of seven films and lasted for more than two and a half hours. The "big picture" was B.P.'s *Formula 1, 1956*, certainly one of the best motoring films ever made, and telling the story of each of the World Championship events of the past season, with the exception of Indianapolis. Made by R.H.R. Productions, Ltd., the camerawork was often superbly dramatic, always excellent, and Nevil Lloyd's commentary restrained but completely informative. This one is a must for club showing during the coming winter. Incidentally, a spectacular sequence shows exactly how the Hawthorn and Chapman Vanwalls piled up during practice for the French G.P., something we have never precisely been told about before.

Two other films sponsored by Shell-Mex and B.P. were those covering this year's R.A.C. Rally and last year's Tourist Trophy at Dundrod. The first contains some fascinating sequences made during the various tests, in which you can almost smell the rubber, while your heart goes out to tortured gear-boxes and back axles. The chief impression left by the latter is one of amazement that the Hawthorns and Mosses of this world can negotiate such a difficult and hazardous course at such speed. Commentaries to these two Random-made films were by Raymond Baxter and Kenneth Best respectively.

Three "shorts" were a composite Movietone newsreel of major sporting events of the year, a Disney cartoon, *Motor Mania*, in which you could recognize the faults of every other driver on the roads, and an extended trailer of the new Rank film *Checkpoint*, featuring a heavily disguised Aston Martin in a sort of Mille Miglia with a Le Mans-type start.

But for many club members, the film of the night was the B.R.S.C.C.'s own record of its major race meetings during the 1956 season at Brands Hatch, Mallory Park, Crystal Palace, Oulton Park and Silverstone. The wet meetings

at Brands on August Monday and Oulton Park later the same month provided the most amusement for the audience, though evidently not for the spectators and drivers, while the mood of motor racing, wet or dry, was cleverly conveyed by the photography and incidental music.

Although this film was made "on a shoestring", it is certainly one of the best of its type that we have seen and, using the professional resources of some of the Club's members, has many professional touches which raise it above the level of club films seen normally at this time of year. In this instance, the presiding production genius was John Cotter, of Independent Television News, who also did all the photography, the pieces of film being knit together and coupled with sound by Peter Banyard of the same organization, while the commentary, written by Maxwell Boyd, was spoken by Nevil Lloyd, with John Bolster's voice giving the true Brands atmosphere at intervals. This picture will probably be available for loan to other clubs in the New Year, and as it is of more than purely B.R.S.C.C. interest, can be confidently recommended to organizing secretaries.

In conclusion, congratulations to both Ken Gregory and his Film Festival committee for so successfully arranging such an ambitious evening, though on future occasions it might be an idea to run the feature film nearer the middle of the show—after 2 a.m. some people were hoping that their snores would be mistaken for G.P. exhausts on the sound-track!

## NEW ZEALAND G.P. NEWS

THE New Zealand Grand Prix, to be held on the Ardmore circuit on 12th January, promises to be the best of the series so far. The organizers decided not to invite top-flight drivers to avoid the result of the race becoming a foregone conclusion. Consequently, invitations were sent to a group of drivers of less

professional status, which, it is hoped, will lead to a fast and furious, hotly contested event. The foreign entrants are: Ken Wharton (Maserati), Reg Parnell (Ferrari), Peter Whitehead (Ferrari), Horace Gould (Maserati), Stan Jones (Maserati), Reg Hunt (Maserati) and Jack Brabham (Maserati). André Simon and Baron de Graffenried (Maseratis) may take over entries filed by the late Louis Rosier and the late Benoit Musy. Local opposition will come from Ron Roycroft (4.5 Ferrari), George Palmer (Cooper-Bristol), Tom Clarke (H.W.M.), two Maseratis type 8CL, one 8CM and one 6CL, together with an old Alfa Romeo, numerous Coopers, and a few sports cars and specials, making a total field of 24.

Instead of 100 laps of the 2.1-mile Ardmore circuit, the G.P. this year will last for three hours, thus complying with the regulations for World Championship events. Another change will mean that lap money will go to the fastest car in each lap, not necessarily the leader, which will keep the speeds up.

The day's racing will include the Ardmore Handicap, a 100-mile sports car event, with a Le Mans-type start, and a 50-mile consolation race for cars that failed to qualify for the Grand Prix. Two races for saloon cars and possibly a veteran event will complete the meeting.

The New Zealand G.P. meeting will be followed by the Lady Wigram International Trophy race at Christchurch on 26th January, the Dunedin "Round the Houses" on 2nd February, and the Southland road race on 16th February.

## ROB ROY HILL-CLIMB

ON 6th November, Lex Davison established a new record for the Rob Roy hill, Australia, with a time of 25.77 secs. This broke Stan Jones's record by .09 sec., which had stood since February, 1954. Davison was driving his 1,100 c.c. Cooper-Vincent. A welcome newcomer to the Australian motor-sporting world was the famous novelist "Nevil Shute" Norway, whose Jaguar XK 140 was piloted up the hill by English visitor A. Menhinick in 32.91 secs. A meeting will be held on Rob Roy hill on 8th December, when it is expected that Ken Wharton will attack the record with his F2 Cooper.

H. A. C. RUSSELL.



SOME of the 2,000 who attended last Friday's Film Festival of the B.R.S.C.C., awaiting "starting time" in the foyer of the Odeon Cinema, Leicester Square.



**MOTOR SPORT STOPS IN EIRE**

AT a special meeting of the R.I.A.C. Competitions Committee it was decided unanimously to withhold all R.I.A.C. licences for both closed and open motoring events in the Republic of Ireland from 1st December until such time as the petrol situation is better or at least clarified. Petrol rationing starts in Eire on 1st January so it is hoped that clubs will then be able to obtain the necessary R.I.A.C. licences for some events after that date. Observed section trials and "cross-roads", or tests-only events, which entail a very small mileage and consequently use little petrol, will likely be popular. Subsequent to the action of the R.I.A.C. the Government, for some inexplicable reason, saw fit to make an order prohibiting all motor sport until further notice. All those interested in the sport are searching vainly for the point in this ban, when the R.I.A.C. announcement had not only been circulated to all clubs but had also been reported in the newspapers.

J. O'DONOGHUE.

**A GORDINI RENAULT**

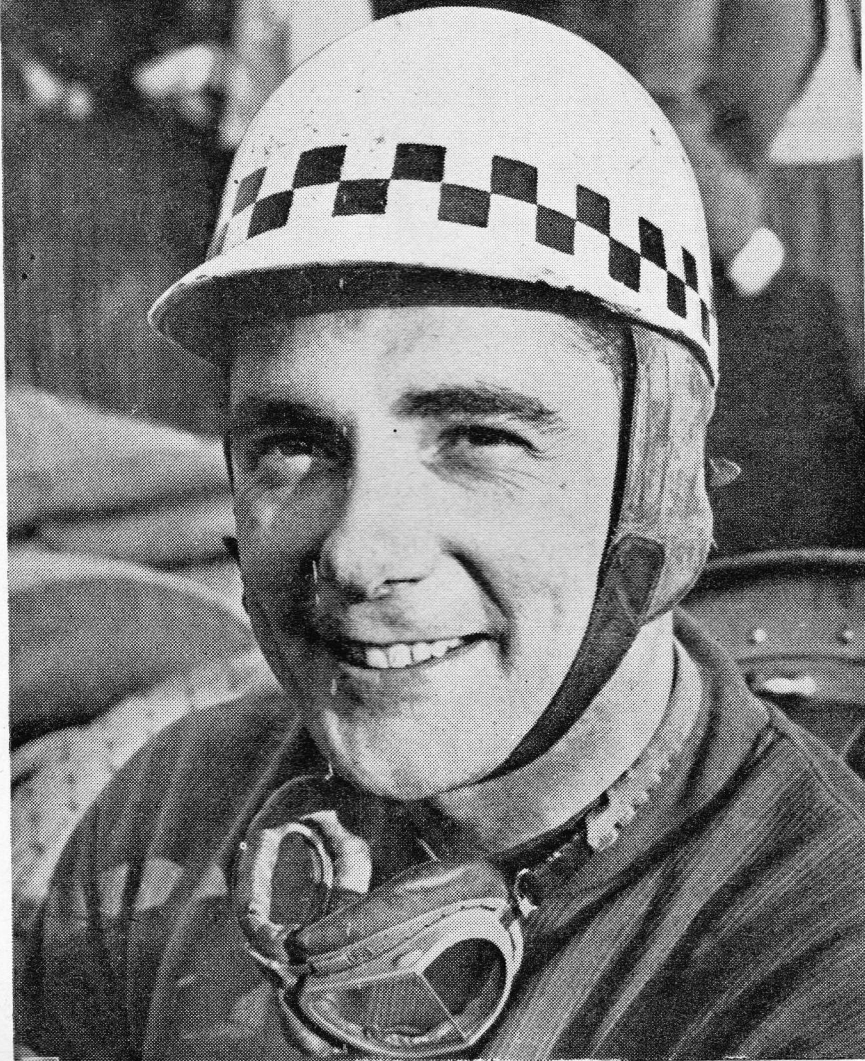
REGIE RENAULT have completed negotiations (writes Gérard Crombac) for the production of an entirely new Grand Touring machine. The engine will be a modified version of the Dauphine, and design and development has been entrusted to Amedée Gordini. It is expected that the necessary number will be built, in order quickly to qualify for homologation by the F.I.A., so that the G.T. Renaults will be able to compete in International events, even as early as the Mille Miglia next May. Gordini, until he became a manufacturer in his own right, was chief development engineer to Simca, who now control the former French Ford concern. It is understood that the Gordini-designed Dauphine Grande Tourisme will also be available in Great Britain with right-hand drive.

**SHELL AND NATIONAL BENZOLE MERGER**

SHELL-MEX AND B.P., LTD., have made an offer to National Benzole Holdings, Ltd., for the purchase of their interests in the motor fuel and lubricants distributive trade carried on by National Benzole Co., Ltd. This offer has been considered by the Board of National Benzole Holdings, Ltd., and recommended for acceptance. National Benzole Co., Ltd., will continue to operate as a separate entity and will continue to market "National Benzole Mixtures" and other motor fuels and lubricants, supported by the services of the existing staff and organization.

**"GATSO" IN THE U.S.**

ON Tuesday, 27th November, Maurice Gatsonides was guest speaker at a dinner meeting of the New York Region, Sports Car Club of America. Following an introduction by Art Peck, who outlined Mr. Gatsonides' enviable record as a rally driver, the latter described two of his rallies in amusing style and illustrated them with splendid slides. Among the guests at the meeting were two of Mr. Gatsonides' countrymen: Count van Zuylen van Nijeveld, who co-drove with "Gatso" in 1953, and Hendrik Sythoff, who ran in such rallies as the Alpine and Tulip.



Photograph by Henri Vachon

**PORTRAIT GALLERY****No. 60—JEAN BEHRA**

MEET France's "tough egg" of motor racing. Jean Behra, born at Nice in 1921, served his speed apprenticeship on two wheels, first pedalling his way to the French Cycling Championship, then taking to motorcycles, first Terrot, then Guzzi—and winning more Championships. He stepped up to four wheels via the Monte Carlo Rally of 1950, wherein he shared a Simca with Quinlin, to take a class win and third place overall. His car racing début came in a borrowed 1½-litre, four-cylinder Maserati, in which he broke class records in the Mont Ventoux hill-climb, 1950.

That really set Behra off, and after worrying Amedée Gordini for a twelvemonth, *the Sorcerer* at last relented, and "Jeannot", as his fellow *Niçois* call him, found himself sharing a sports Simca with veteran José Scaron in the 1951 Bol d'Or. They worked up to second place before trouble halted them. Then Scaron went sick before the Sables d'Olonnes race, and Behra took his place. Result: first in heat, third in final, fastest lap. Good enough, Amedée? It was, and at Cadours Jean repeated these three feats exactly.

Nineteen-fifty-two was a real Behra year. He won at Monthléry, took "thirds" at Pau and Berne, then won that unforgettable G.P. de France at Rheims for Gordini, beating Ascari, Farina and Villoresi, if you please, in works Ferraris! A win at Aix-les-Bains, places elsewhere, and a crash at Sables followed, culminating in the Pan-American marathon in Mexico, where he won stage 1 in his Gordini, then put car and self deep down a ravine in stage 2, sustaining head, arm and knee injuries, plus seven broken ribs.

Nineteen-fifty-three was marred early by a crash at Pau, but he atoned by winning there the following year—against the works Ferraris again. His last Gordini win was at Cadours, and he joined Maserati for 1955, to run off an impressive string of victories at Pau, Bordeaux, Bari, Monza, Nürburgring and Oporto. Then he was bowled over during practice at Le Mans, while an innocent bystander. More serious was his accident in the Dundrod T.T., when he broke an arm and lost his right ear, said organ being skilfully substituted by British surgery that winter.

That was his eighth serious racing accident. Perhaps Jean thought it time to stop. Nineteen-fifty-six has seen the new Behra in action; the Behra who doesn't have accidents; the Behra, calmly reconciled to the role of the "eternal second" to Maserati No. 1 Moss, whose consistency has been such that he led the World Championship on points, awhile, eventually finishing fourth. He is France's No. 1—and France is justly proud of him.

C. P.



*PRACTICE OVER* for local Ferrari exponent Stan Coffey, who signifies his intentions of leaving the circuit. Ahead of him is a glimpse of Tom Sulman's Aston Martin DB3S.

STIRLING MOSS, in a 300S Maserati, easily won the 100-mile Tourist Trophy over the Albert Park circuit on Sunday, 25th November. The event was organized by the Light Car Club of Australia under the joint sponsorship of the Albert Park Trust, the *Melbourne Argus* and the Shell Co. of Australia, Ltd. Easily breaking the sports car lap record, he was followed home by Jean Behra in a similar car, and Ken Wharton (750A Ferrari). In the 25-mile *Formule Libre* race, Peter Whitehead had an untroubled win and established a new lap record in a Super Squalo Ferrari.

The overseas contingent for the meeting was completed by Reg Parnell (G.B.) and T. E. Clarke and R. Jensen, from New Zealand.

## THE MELBOURNE RACES— FIRST WEEKEND

*Olympic City Crowds See Stirling Moss and Jean Behra Carry off the Australian T.T. for Maserati—Peter Whitehead (3.5 litre engined G.P. Ferrari) Wins Formule Libre Event*

By H. A. C. Russell

Practice on the 3.125-mile circuit was held in hot weather on Saturday morning. This produced the usual excitement, more perhaps with the sports cars than the racing cars, and it was evident that the lap record would be shattered the following day. Peter Manton, a local driver, had the misfortune to roll his Porsche on the back section of the course and was taken to hospital. Nankervis foreshortened his practice when his supercharged M.G. Special threw a rod after only a couple of laps.

Asked his impression of the circuit, Stirling Moss was of the opinion that it was one of the best in the world, except that some of the sections were rough. Ken Wharton was not so jubilant, having left England with the impression that he was entered in the "Argus Cup", a 50-mile handicap event, in his Formula 2 Cooper, to find it had been restricted to Australian residents only.

Race day dawned dull and threatening. This did not deter a near-record crowd gathering at the Park in the heart of the

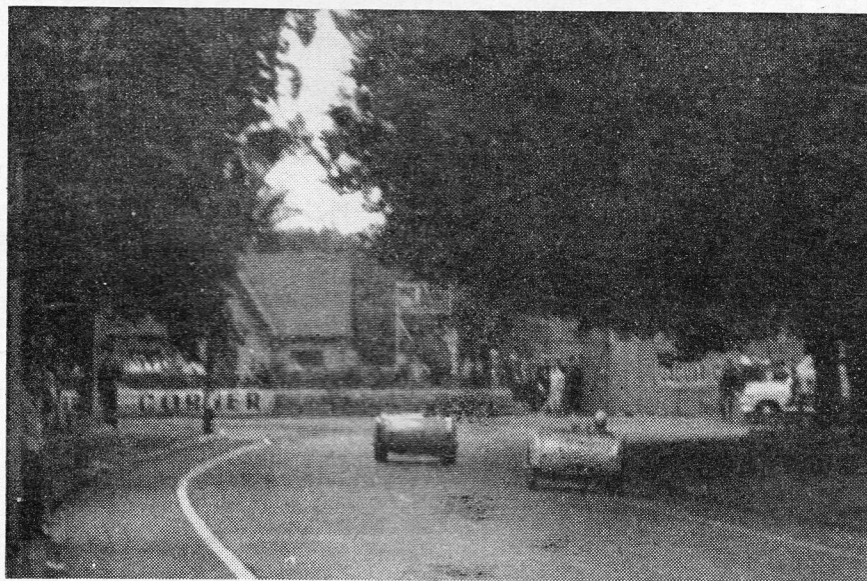
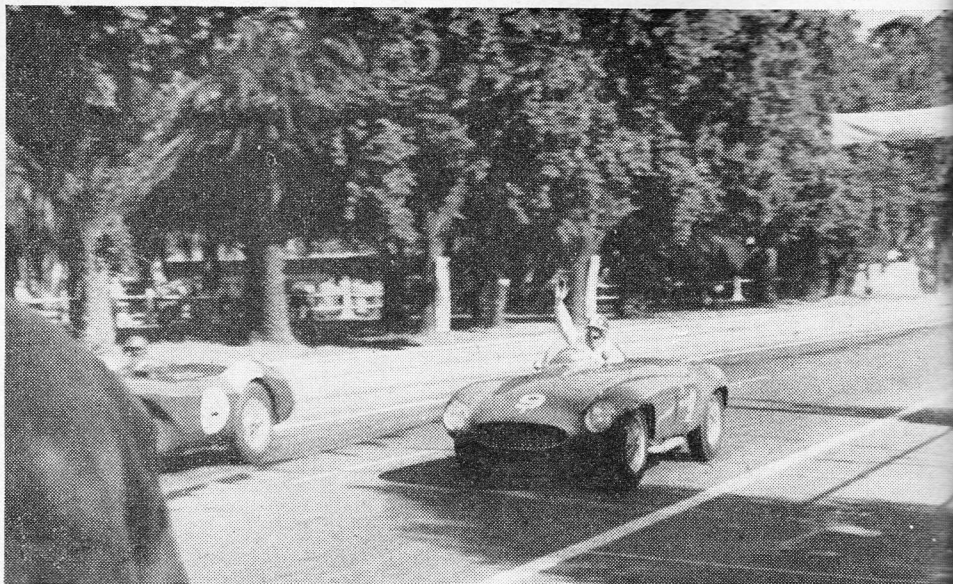
city, despite an International Surf Carnival and various open-air concerts and shows from which to choose. The gates were declared open to all visiting athletes, many of whom took advantage of the offer. Meanwhile, organizers were still dealing with last-minute requests from official Games visitors and Press personnel for special passes. Television, having opened in Australia not a month ago, made its debut at motor racing, a commercial station with cameras at three vantage points giving coverage all afternoon.

### The "Argus" Cup

The weather cleared gradually, and 35 local racing cars faced the starter for the handicap 50-mile "Argus" Cup. The field varied from Formula 3 Coopers and Specials to Hedley Thompson's 4½-litre Edelbrock Special. Last of the four scratch men held in single file was Bill Craig in his Holden-engined Alta, who conceded 7 mins. 44 secs. to C. Martyr's vintage Sunbeam.

The Sunbeam toured happily around, and had completed more than two laps before the scratchmen were released. One of the first to come to the pits was Rilstone's Zephyr Special, whilst Varrenti's 4-litre Austin Special withdrew. Craig had made up a lap on the Sunbeam, and also making good progress through the field were Jim Leech (Holden Special), Neal Charge (M.G. TC Special) and Otto Stone (M.G. K3). On the ninth lap Thompson overcorrected coming out of Jaguar Corner, and hit the kerb on the inside of the circuit. On the same lap Phillip Catlin in his well preserved 1½-litre supercharged Bugatti approached Melford Corner at the bottom of the straight too fast and hit the bales on the outside, when he was thrown out and the car rolled on him. Catlin was sent to hospital in a serious condition with injuries to which he later succumbed. Another scratchman, Ron Edgerton in his B.W.A. Special, retired. Four laps

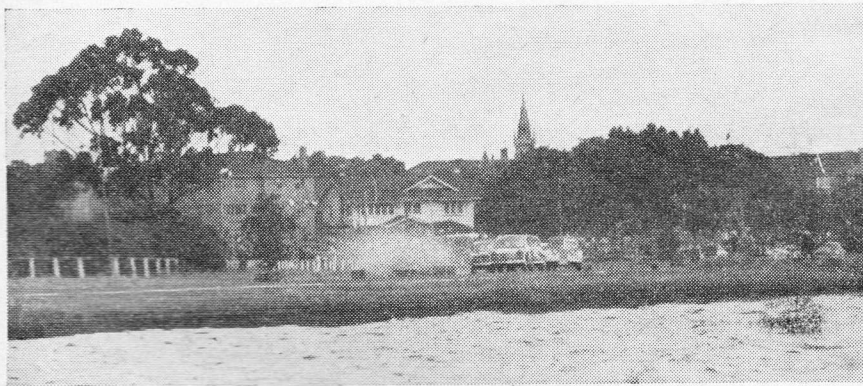
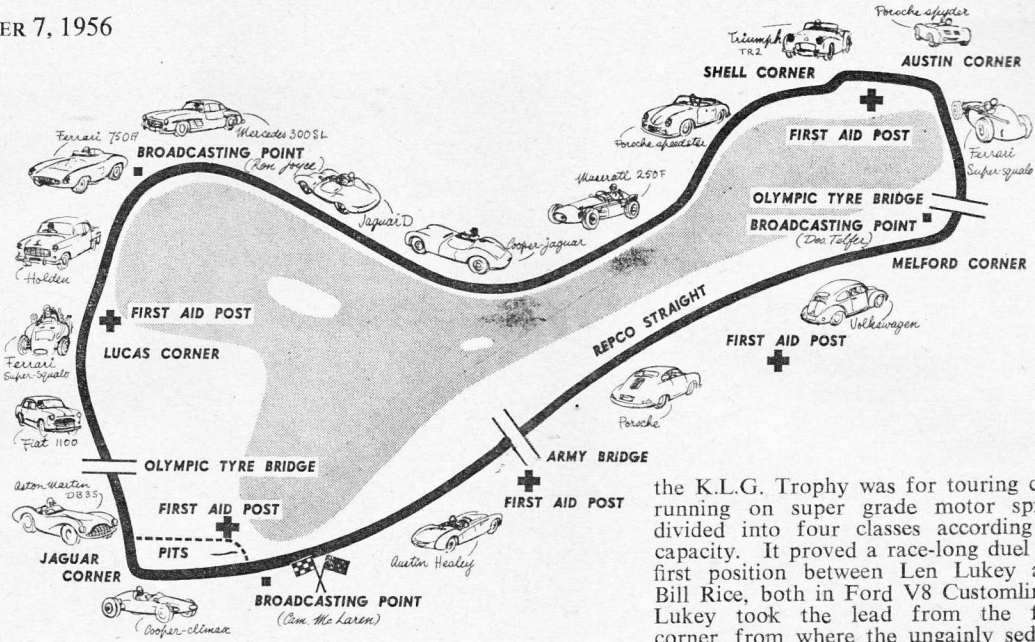
*HEALEYS INTO JAGUAR: Two Austin-Healeys run level as they rush up to Jaguar Corner, a particular headache for many competitors.*





**OLYMPIC CIRCUIT:**  
From the official programme—a map of the 3.1-mile Albert Park circuit, scene of the 100-mile Australian T.T., and of last Sunday's Grand Prix, both won by Stirling Moss. The circuit is set in Melbourne's "Hyde Park".

**FISHES' EYE VIEW:**  
(Below) One of the "crash" boats in the Albert Park Lake, very near to the circuit, provides a good vantage point during racing. From here we see the first lap of the Touring Car race, with Lou Sinclair's Fiat 1100 kicking up the dust on the outside.



later Neil Charge wrested the lead from Martyr, with Stone a few seconds behind, and only a lap to go. Noel Wade lost control of his Austin Special on Jaguar Corner, plunging into straw bales and escaping unhurt, whilst his car rolled on the track. Charge

brought the M.G. through to the finish flag, and Stone just caught Martyr before crossing the line.

**K.L.G. Touring Car Trophy**

Contested by 26 competitors over 25 miles (eight laps) from a massed start,

the K.L.G. Trophy was for touring cars running on super grade motor spirit, divided into four classes according to capacity. It proved a race-long duel for first position between Len Lukey and Bill Rice, both in Ford V8 Customlines. Lukey took the lead from the first corner, from where the ungainly sedans appeared locked bumper to bumper. David McKay won the battle of the Simcas, and strove to pass Lou Kingsley's 220 Mercedes. Peter Fraser rolled his Simca at Melford and it continued for some distance on its side. He escaped with only a foot injury. McKay managed to take Kingsley on the approach to Jaguar Corner, but as they arrived simultaneously, he had to spin the Simca to avoid the barrier on this difficult left-hand corner. Meanwhile, the V8s thundered around the track; then Lukey's better judgment gave way on the last lap, he approached Jaguar Corner too fast, to plunge straight into the straw bales a few hundred yards from the finish. Rice went on to take the chequered flag, followed by Reg Smith's similar Ford and R. Long's F.E. Holden.

**Bryson Industries Cup**

Forerunner of the next week's Grand Prix, the Bryson Cup was run over eight laps for *Formule Libre* racing cars. Officine Maserati elected to withdraw the two type 250Fs of Behra and Moss, and Wharton did not run his F2 Cooper. Grid positions were:—

Reg Hunt (Maserati)	Jones (Maserati)	P. Whitehead (Ferrari)
Parnell (Ferrari)		
Davison (Ferrari)	Neal (Maserati)	Whiteford (Talbot)
Clark (H.W.M.-Alta)		Gray (Tornado)
Bailey (Talbot)	Smith (Cooper-Bristol)	Barrett (Alta)
Lukey (Cooper-Bristol)		Mildren (Cooper-Bristol)

Stan Jones would have done well to have followed the example of the factory and not started his private 250F. From the drop of the flag, as he accelerated for first position, he lost control, skating sideways off the road, struck a pole with the left front wheel, returned

**EIGHT-LAP STRETCH** for Grand Prix cars otherwise idle on 25th November was provided in the *Formule Libre* Bryson Industries Cup race over eight laps. Front row occupants here are winner Peter Whitehead in his 3½-litre-engined Super Squalo Ferrari, Stan Jones (Maserati) who crashed on the opening lap, and Reg Hunt (Maserati) who finished second.





**NUMBER 7 AGAIN:** Stirling Moss, carrying his favourite racing number, speeds round to one more victory, with the 3-litre sports Maserati. Straw was trapped in the radiator intake, but did not affect the cooling.

momentarily to the track, only to mount the kerb again and strike a tree in the same place. The suspension was badly damaged, and just how Parnell and following drivers avoided him will never be known. Ted Gray got a bad start with the Tornado Special.

As the cars completed their first lap Whitehead led in the 3½-litre-engined Super Squalo Ferrari, followed by Hunt, Neal, Parnell, Davison, Whiteford, Barrett, Smith, Bailey and the Cooper-Bristols. By the third lap Whitehead had left Hunt by over 6 secs., and he went steadily on to increase this lead. Most impressive was the driving of Kevin Neal in his older A6SSG Maserati, who never dropped far behind Hunt. In five laps Whitehead crept through the field to



take Bailey's Talbot still on the previous lap, while Whiteford in the twin-plug head edition was chasing Davison's Ferrari. Positions remained unaltered with the drop of the flag on eight laps, Parnell resting content with fourth place in a car which had been run at restricted revs. with the Grand Prix in view.

#### Provisional Results

1, P. N. Whitehead (3,422 c.c. Ferrari Super Squalo), 15 m. 36.4 s.; 2, R. H. Hunt (Maserati 250F); 3, K. P. Neal (Maserati). **Fastest lap:** Whitehead, 1 m. 54.8 s.

#### Australian Tourist Trophy

Despite quick grid marshalling the start of the T.T. was delayed by the tour of inspection of the Victoria State Premier and cleaning up after accidents. Originally intended for a Le Mans start, the T.T. was run from a grid start due to the comparatively narrow road width.

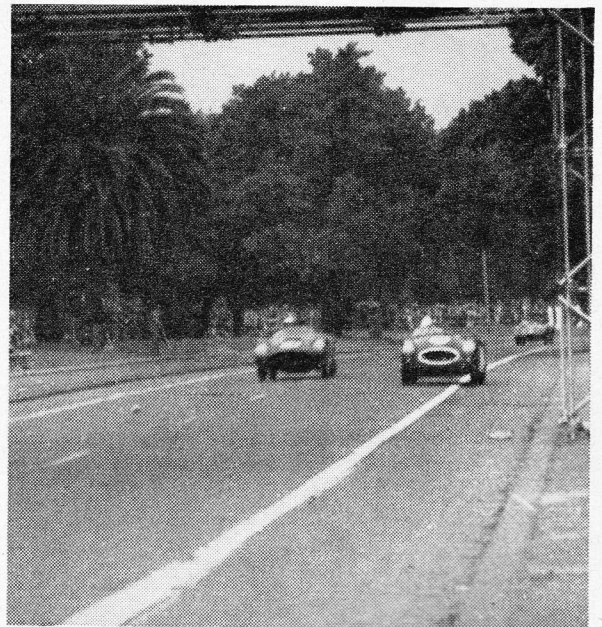
Front row was occupied by Behra, Moss and Wharton with the remainder of the 32 cars ranged behind according to lap times. The field included the two 300S Maseratis of Behra and Moss, 750A Ferraris driven by Whitehead, Wharton and local exponent Alan

**UP, SMETHWICK!**  
Third to the two works Maseratis in the Australian Tourist Trophy race was Ken Wharton (above) in a 3-litre Ferrari.

Coffey, the "D" types of Stillwell and Mrs. Anderson (driven by Bill Pitt), Sacilotto's Pan-American Ferrari saloon, Brabham and Patterson in 1,500 Cooper-Climaxes, Davison's H.W.M.-Jaguar with new fibreglass body, Sulman's Aston Martin DB3S, Jolly's 1,100 Climax "Decca" with new Lotus-type body, Paul England's Holden-powered "Ausca", Jim Gullan's K3, now enclosed in one of England's fibreglass bodies, Stone and Old in Porsches, and the remainder made up with Austin-Healeys, including some 100Ss, TR2s and M.G.s.

As the pack hurtled to the first corner, excitement prevailed. Bill Patterson having got away to a bad start, found himself approaching Melford far too fast. One look at the escape road showed that it was already full, and there was nothing for it but to hit the bales, which he did, spinning into the middle of the track. Somehow the following 20 cars got by and the Cooper, suffering only body damage, was pushed clear.

Behra led on the first lap, with Moss not far behind, his radiator air intake



**NEW ZEALANDER**  
R. Jensen came over to Melbourne with his Austin-Healey 100S, here seen about to be passed by Moss.



choked with straw picked up from somebody else's haymaking. He was followed by Wharton, Stillwell and a pack including Brabham and the Austin-Healeys of Whiteford and Jensen. On lap 2 Moss passed Behra, and by seven laps had built up a lead of 6 secs. The following two positions remained unchanged, while the two Healeys and England's Ausca battled it out with Pitt behind Stillwell and Brabham.

The field began to string out, Stillwell shaking off the other cars to lie in fourth position behind Wharton. By the 14th tour Wharton was 21 secs. behind Behra in second place, and Jolly was lapping regularly about the 2 mins. 22 secs. mark with his 1,100 Climax. England's Ausca was going very well, with the special high compression head developed by Repco Engineering. Moss was lapping at 95 m.p.h., equal to the previous lap record established in March by Hunt with his 250F Maserati. It was a spectacular sight, the two low sports Maseratis weaving their way through the slower cars with incredible speed and dexterity. Moss still had time to

acknowledge co-operation from officials who proffered the blue flag and the slower drivers who gave way, with a wave of the hand.

On the 19th tour he lapped Peter Whitehead in the 750A Ferrari, and was now 29 secs. ahead of Behra. On his 21st lap he passed Stillwell still on his 20th, the positions being Moss, Behra, Wharton, Stillwell, Pitt and Whitehead. Wharton was some 42 secs. behind Behra, and Stillwell 1 min. 5 secs. behind him. Brabham had struck some straw-bales, necessitating a pit stop to pull crushed panels clear of the wheels. He continued, lapping steadily in 2 mins. 6 secs., to lead the 1½-litre class home. Stan Coffey, lapping much slower than the visiting 750As, failed to negotiate the 90 degree Jaguar Corner, which point had certainly taken its toll.

Stillwell, previous holder of the sports car lap record, began to slow as he noticed his oil pressure dropping, and in the 25th lap only 4½ secs. separated him from Bill Pitt. On lap 28 Moss got round in 1 min. 55.8 secs., reducing Hunt's racing car record by more than

2 secs. Two laps later, Pitt passed Stillwell, and Moss lapped Wharton, this being the order in which they received the finish flag.

#### Melbourne Results 25th November

**Argus Cup (16 laps, 50 miles):** 1, N. K. Charge (1,490 c.c. M.G.), 38 m. 17 s.; 2, O. Stone (1,087 c.c. M.G. Magnette); 3, C. Martyr (2,980 c.c. Sunbeam).

**Fastest lap:** Charge, 2 m. 4.6 s.

**K.L.G. Touring Car Trophy (8 laps, 25 miles):**  
**Unlimited Class:** 1, B. Rice (Ford Customline), 19 m. 49 s. **1,501-3,000 c.c.:** 1, R. Long (F.E.-Holden), **1,101-1,500 c.c.:** 1, D. McKay (1,291 c.c. Simca). **Up to 1,100 c.c.:** 1, J. D. Stewardson (1,089 c.c. Fiat).

**Fastest lap:** L. Lukey (Ford Customline), 2 m. 26 s.

**Bryson Industries' Cup (Formule Libre, 8 laps, 25 miles):** 1, P. N. Whitehead (3,422 c.c. Ferrari), 15 m. 36.4 s.; 2, R. H. Hunt (Maserati 250F); 3, K. P. Neal (Maserati A6SSG).

**Fastest lap:** Whitehead, 1 m. 54.8 s. **New lap record.**

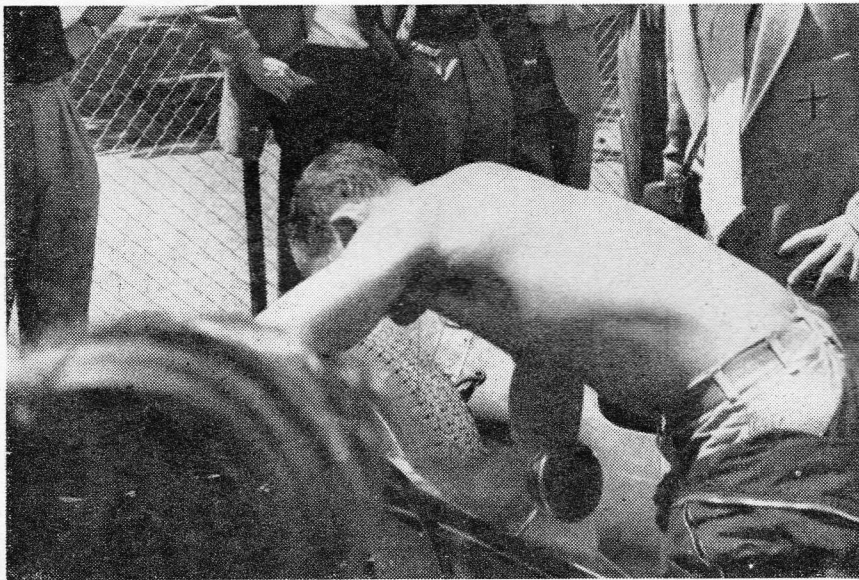
**Australian Tourist Trophy (32 laps, 100 miles):** 1, S. Moss (Maserati 300S), 63 m. 24.2 s., 94.63 m.p.h.; 2, J. Behra (Maserati 300S); 3, K. Wharton (Ferrari 750A); 4, W. Pitt (Jaguar); 5, W. Stillwell (Jaguar D); 6, P. N. Whitehead (Ferrari); 7, J. Brabham (Cooper-Climax).

**1,500 c.c. Class:** 1, J. Brabham (Cooper-Climax). **Fastest lap:** Moss, 1 m. 55.8 s. **New sports car record.**

## AND LAST SUNDAY

# -IT'S MOSS AND BEHRA AGAIN!

British and French Maserati Team Drivers First and Second in Australian Grand Prix



*GOOD ON YOU, COBBER! Stirling Moss, double winner at Melbourne, seen with shirt off, getting down to the job of signing autographs for fans in the paddock.*

Moss lapping faster and faster, until he eventually turned one round of the tricky 3.1-mile course at over 100 m.p.h.—100.26 m.p.h. to be exact, a new absolute circuit record. The fastest of the home opposition proved to be Jones and Hunt, but Jones lost time, and Hunt took up fourth place, behind the flying Maseratis and Peter Whitehead's Super Squalo Ferrari. News of how the cars of Wharton, Parnell and Brabham fared in the race was not available at the time of going to press.

The last stages of the Grand Prix saw a fierce rainstorm which sent the crowds scurrying for shelter. The event was marred by the accident of Kevin Neal, who crashed at a corner in the ex-Fangio 1953 Maserati, fitted with a 2½-litre G.P. power unit. The 25-mile Argus Trophy race for sports cars was won by Jack Brabham (1½-litre Cooper-Climax) with a D-type Jaguar second, and Bill Patter-son's Cooper-Climax third. A full, illustrated report of the Australian G.P. meeting will be published shortly.

#### Provisional Results

1, **Stirling Moss** (Maserati), 80 laps, 248 miles, in 2 h. 36 m. 15.4 s., 95.9 m.p.h.; 2, **Jean Behra** (Maserati), 2 h. 38 m. 27.4 s.; 3, **Peter Whitehead** (Ferrari), one lap behind; 4, **Reg Hunt** (Maserati), two laps behind; 5, **Stan Jones** (Maserati), three laps behind.

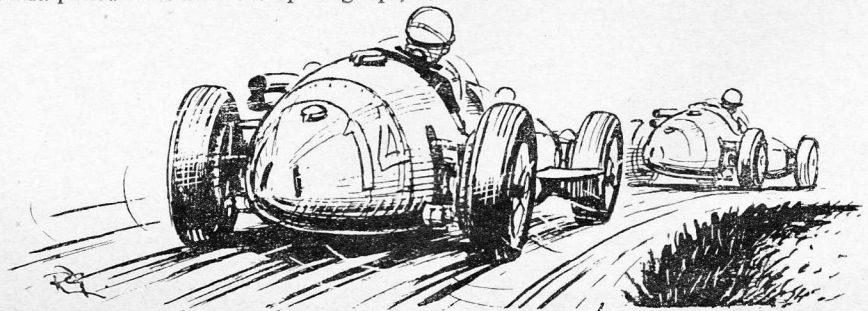
**Fastest lap:** Moss, 100.26 m.p.h. **New circuit record.**

**SURELY** no driver ever won so many races, in so many different places around the globe, as has Stirling Moss. Last Sunday he added the Australian Grand Prix to his imposing list, while his Maserati team-mate Jean Behra followed him home, the pair thus repeating their Australian T.T. success on the same circuit in Melbourne's Albert Park of the previous week-end.

There were 28 entries for the race, with Moss, Behra, Wharton, Whitehead and Parnell representing the contingent from the northern hemisphere. Strongest of the home defenders on paper were Reg Hunt, Jack Brabham and Stan Jones with 250F Maseratis, but the latter had "pranged" his car during the short *Formule Libre* race the previous week,

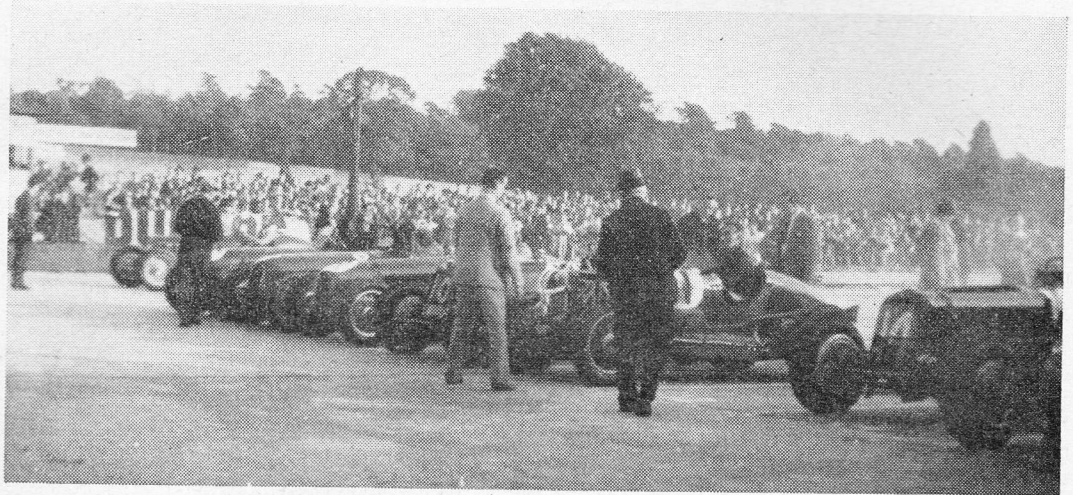
and had to work hard to get it repaired in time for the G.P. Taking place during the Olympic Games period, in the 1956 Olympic City itself, not unnaturally an enormous crowd attended the race; estimates go as high as 125,000, which will certainly constitute an Australian all-time "high" in attendance figures.

The two works Maseratis from Modena were tough nuts to crack, and Moss and Behra pulled clear after the opening laps,





★  
*FAMILIAR SCENE to pre-war Brooklands habitués, and to mechanics watching their cars. This Mountain race line-up of 1937 shows two of the 1,500 c.c. Maseratis, of which Quirico had charge; while nearest starter "Ebby" is Leslie Brooke in his Brooke Special.*



# IN SERVICE TO SPEED

Highlights in the Career of a Professional Racing Mechanic

CARLO QUIRICO came to England from Italy in 1912, from that time spending busy years tending to racing cars, until he decided to retire from the mechanic's world in 1948. During some 16 years of motor racing, he worked on cars of all kinds and sizes, from tiny M.G.s and Riley 9s, E.R.A.s, Bugattis, Alfa Romeos and Maseratis, a G.P. Delage and 3- and 5-litre Ballots, up to the monster twin-engined Sunbeam Silver Bullet, built for attempts on the world land speed record. The highlights of his racing life, as recounted to me, are recorded herewith.

C. P.

## Part 2—Conclusion

THAT bold ambition evinced by Austin Dobson, to own one of those ferocious Bimotore Alfa Romeos, took several months to become reality, and the car he purchased, after being rebuilt by Ferrari and modernized here and there from the original 1935 pair of cars, did not arrive in England until the beginning of 1937. Meantime, after that exhausting Pescara race in Italy, Dobson had three more events on his agenda with the ex-Nuvolari G.P. Alfa before the '36 season ended. No time to lose! First engagement was at Phoenix Park, Dublin, on the coming Saturday. With the Alfa loaded, Dobson and I left Modena with all speed in the van, and

AS RELATED TO  
 CYRIL POSTHUMUS  
 BY

## CARLO QUIRICO

had reached the port of Dieppe 30 hours later after a hectic drive across France. But we were still too late for the cross-Channel boat, which had left just half-an-hour before!

Definitely no time to lose now! Once in England we had to make for Brooklands to collect tyres, plugs, etc., then dash to Holyhead and the Irish steamer, to be at Phoenix Park in time for practice! But I knew the Dublin circuit, with its very fast straights and its Mountjoy hairpin, from previous years, so saved time at Dieppe by getting up very early next morning, and changing the Alfa's back axle ratio there and then, in the hotel yard. Then we were on the boat at last; then came Newhaven, the drive to Brooklands, a hasty packing of gear, and off again to North Wales and Ireland.

Once in Dublin, we garaged the Alfa at the local Ford depot. The big race was a handicap, over 100 miles, and though Bira and Dobson, in G.P. Maserati and Alfa Romeo, went hard at it, neither could "catch" the winning

M.G. Magnette. Bira was second at a very high average, sending the old lap record flying, but "my man" Dobson had hit a kerb at Gough Corner and spun off, taking a slice off a tyre. The pit stop to change it dropped him down to ninth place in the results, his average speed being 94.5 m.p.h. to Bira's 99.34 m.p.h.

Next on our list was the revived 200 miles race at Donington Park. For this I fitted an extra fuel tank, which I had obtained from the Scuderia Ferrari at Modena, to enable the Alfa to complete the distance without a pit stop. We kept this little item quiet, of course, but my old eagle-eyed colleague, Arthur Cottrell, spotted it. It didn't matter, for drastic things were to kill the Alfa's chances. Dobson made an early stop for brake adjustments, then settled down to the job. He had completed seven laps and was well up with the fastest men. Feeling fairly confident of our chances I chanced to look across the circuit from the pits, to see a wheel tearing along towards us. "Look out—a wheel" I managed to shout to others, as it came tearing along, jumped a paling fence, then hit the wing of a parked fuel lorry. It bounced 30 feet in the air, straight over the pits, then careered joyfully across the track, just in front of Dick Seaman's Delage, leading the pack round. Finally, the errant wheel was captured by officials.

When Dobson failed to come round the next lap, I knew it was his. He was doing over 100 m.p.h. when it came off, the Alfa went down on to the drum, and Dobson went on to the grass, coasting to a safe standstill. Our 200 Miles race was over, so for the rest of it we watched Dick Seaman win in his famous black 1½-litre Delage. He did the distance non-stop, using a long-range tank.

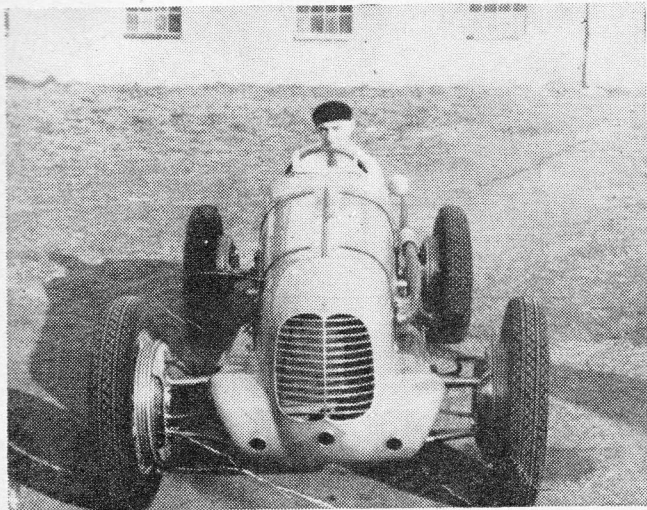
Dobson's final 1936 engagement with the Alfa was the Mountain Championship meeting at Brooklands in September. Back from Donington, I put through a long-distance call to Ferrari at Modena, asking for a new hub and drum to be sent by air. Then I found that the Alfa's very complicated clutch,



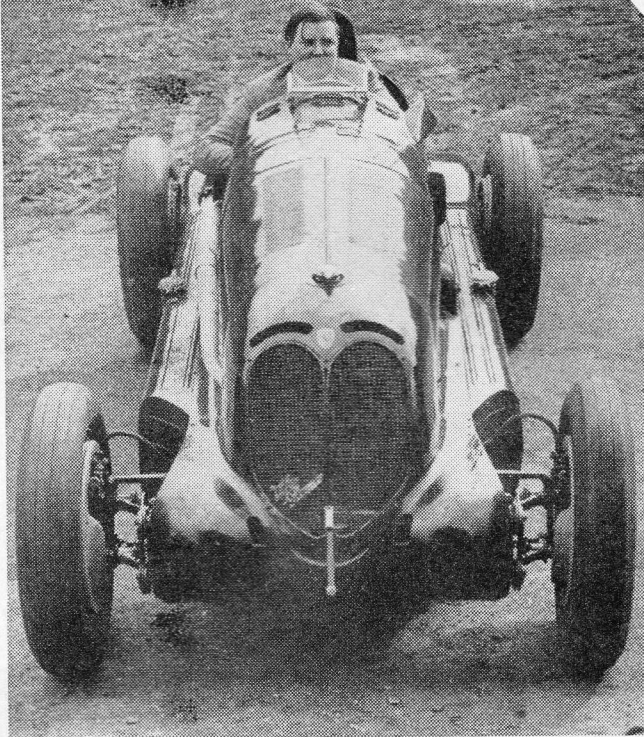
★  
 IN MANXLAND: Carlo Quirico (left) seen with two prominent pre-war drivers—Charles Brackenbury and Norman Black—in the streets of Douglas, scene of the Mannin Beg and Mannin Moar series of races.

★





**LITTLE STUFF**—and big stuff, but both put wrinkles in Quirico's brow. On the left, he is seen in one of the 1937 Type 6C 1½-litre Maserati voiturettes, before taking it out on test at Brooklands. On the right is Austin Dobson in the huge 5.8-litre Bimotore Alfa Romeo.



with its 60 aluminium plates, was considerably the worse for wear, and when the wheel parts from Italy arrived, there was no time to get the car in proper fettle. Dobson thus had to scratch from the race, and after the car had undergone its usual winter overhaul, it was sold to Kenneth Evans, of Bellevue Garage, where "Wilkie" Wilkinson, nowadays of Ecurie Ecosse, was in charge of the racing machines. Oddly enough the wheel-losing act was re-enacted by Evans, at Crystal Palace the following year.

The interest in a racing mechanic's life comes, not only from the cars and the places one goes to, but from the variety of people one meets. Of that pre-war era, I well remember "motor racing rhythm man" Billy Cotton, who was as irreplaceable in motor racing as he is as a band leader. We had tremendous fun up at Southport, where he once raced a big ex-Campbell 12 cylinder Sunbeam which was not in the best of condition. Practising with it one day, there came a clatter and a bang. Cotton stopped hastily. "What's that?" he asked of a local garage mechanic enlisted to help. "Plugs", said the mechanic, promptly. The Sunbeam went off again. More bangs followed, then clouds of smoke, and finally Billy had a con rod land, smoking hot, in his lap. Stopping, he opened the bonnet, there to spy two more rods poking outside the engine. "Blimey!" said Cotton, then, catching sight of the mechanic, "Plugs, eh! Funny looking plugs, aren't they—gertcha!"

Racing a Riley in the Brooklands 500 Miles in 1935, Cotton seemed to have half his hand in the pits, though there wasn't much "rhythm" in the work they did! On the line, he asked me solemnly, "How do I start? Is it first or second gear you use?" At last he was away, and his nephew Laurie Johnston and I packed up the tools thankfully, and walked back to the pits, thinking that he'd leave us in peace for an hour or so. We had a shock when we got near, for there the Riley was, waiting! The exhaust manifold had collapsed

under pressure. I jury-rigged a repair, but it didn't last, and Cotton was soon out of that race. For all his clowning he was a fine and fearless driver, and though you would often see him nearly sideways in a corner, he never got himself into trouble. He won the Southport 100 Miles race a year or two after the Sunbeam episode, driving an M.G. Magnette, and did well elsewhere, taking third place in the International Trophy at Brooklands in the same car.

Another driver with whom I worked very happily was the Hon. Jock Leith, who was the pre-war British amateur driver in very essence, racing solely for enjoyment. I well remember Dieppe, 1935, when we went for the Grand Prix. Leith was driving his old 2.3-litre, single-cam Bugatti, and with a Scuderia Ferrari



**RACING RHYTHM MAN:** Billy ("Wakey-wakey!") Cotton was a colourful figure in British racing in the late '30s and early post-war period.

team, Etancelin with a new V8 Maserati, Wimille in a 3.3 Bugatti, and other rapid machinery around, it was highly necessary to give plenty of room for passing on the circuit. Obsessed with the running of the Bug's engine, Leith came up the straight towards the pits, holding a middle course, and though I tried to signal him to move over, it was to no avail—and coming up fast behind were Chiron and Dreyfus, fighting out the lead in their blood red Alfa Romeos. They moved up to form a sandwich of the old Bugatti, looked across at each

other, nodded, then swooped past, one each side of the startled Leith! He shot to the side and was a model of politeness thereafter. "I knew what mirrors on racing cars were for, after that!" he said, later.

Early in March, 1937, Austin Dobson and I set off for Italy once more, to collect the Bimotore Alfa Romeo, restored to 100 per cent. condition. Attilio Marinoni gave a demonstration of its powers—in the main street of Modena, with the *carabinieri* holding up all other traffic! The roar when one engine was running was enough, but when both were in full cry, the noise was awe-inspiring. I "followed" Marinoni in my £50 O.M., but he was back at the Scuderia garage before I completed the outward run! The Bimotore was sheer animal, and when one opened it out, it was "kick in the back—plus!" Few cars could give the sheer, terrific thrill that this twin-engined Alfa imparted, but its acquisition by Dobson meant many headaches for me. It took practically two days to change the rear axle ratio alone!

I evolved a technique of my own for starting it. First I got the front engine going, warming it up nicely. Then I stopped it, engaged the drive to the rear motor, left that one switched on, then restarted the front unit. The noise when both were in full song was wonderful, yet terrifying. Granville Grenfell, Brooklands silencer expert, had a problem in equipping the Bimotore, for the rear unit gave him little length for piping and expansion chambers. He managed, nonetheless, making a wonderful job of it.

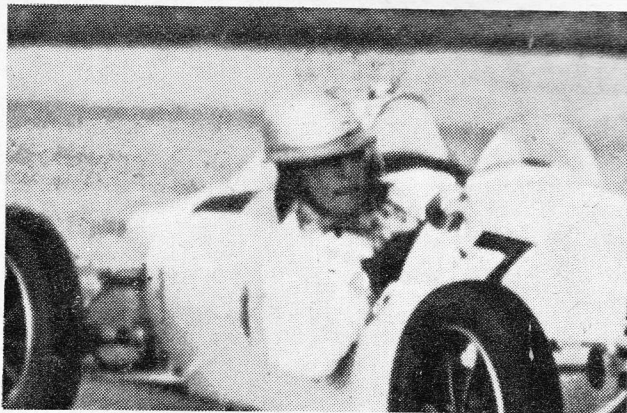
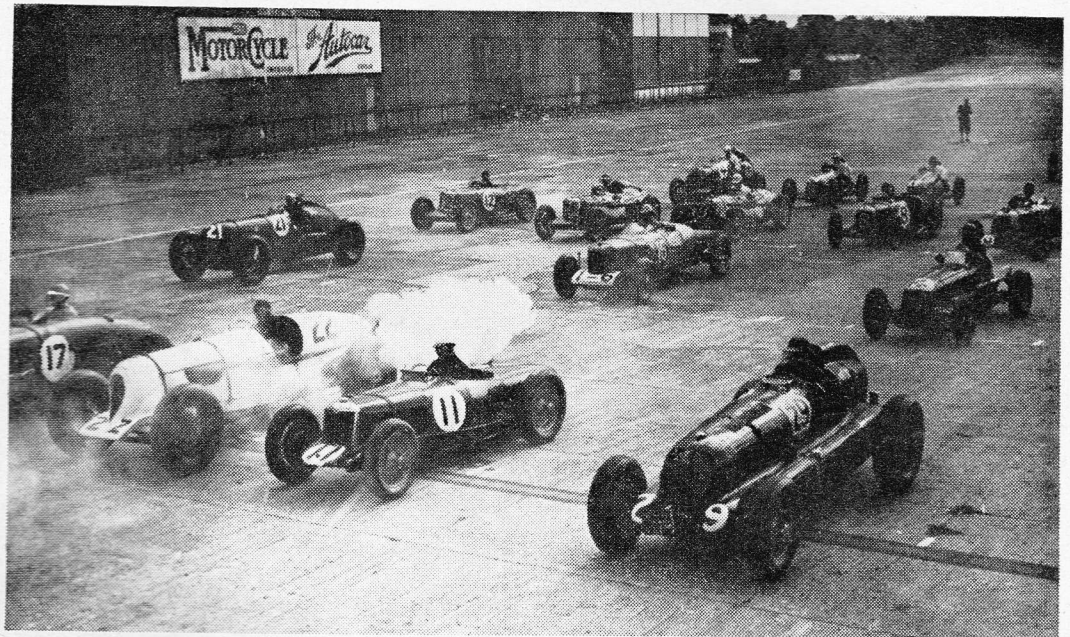
But to return to Italy. After arranging the despatch of the Alfa, our next call was Bologna, still the home in those days of the Maserati concern. Austin Dobson had ordered three 1,500 c.c. Tipo 6C Maseratis for Voiturette racing. These looked fine little machines, and since Count Trossi had done very well with the first one in 1936 races, much was expected of the production racers. They were to be raced by Dobson, the Hon. Peter Aitken and Robin Hanson, with the British E.R.A.s as their principal rivals.



★

*PRE-WAR CLASSIC was the B.R.D.C. 500 Miles race at Brooklands, reduced in its last year, 1937, to 500 kms. Here is the start of that event, with Austin Dobson's Bimotore Alfa Romeo in the foreground. Co-driving with outer circuit expert Chris Staniland, the Alfa finished sixth at 119.2 m.p.h.*

★



Back to England, then, to the season's start, by which time I had learnt something of the Bimotore and the little Maseratis. Looking at the four, in their pristine scarlet finish, lined up ready for the fray, put four extra wrinkles in my forehead! First the Bimotore was demonstrated by Dobson, in an attempt on the Mountain record at Brooklands. But the car was clearly too big for that pocket circuit, and Dobson was successful only in setting up a new Class B lap record at 77.84 m.p.h. Then it was entered for the British Empire Trophy race around the winding Donington Park circuit. Practice soon showed that the Bimotore was practically unmanageable there, and Austin Dobson was a non-starter. Only later in the year did it show some promise, when Chris Staniland and Dobson shared it in the 500 kms. race on the Brooklands outer circuit. They finished sixth at 119.2 m.p.h., second fastest average of the day, regardless of handicaps.

In between the fruitless work on the big Alfa, the 1,500 c.c. Maseratis were giving lots of trouble. The lubrication system was at fault, while some of the materials used in suspension and other parts were inferior. I experimented long with the oiling on the cars, in preparation for the big R.A.C. 1½-litre race in the Isle of Man. At last I thought I had it right, but while I was packing

for Douglas, I found my head swimming wildly, discovered I had a temperature of 104, and was sent to bed on doctor's orders. Byfleet Motors loaned Austin Dobson a mechanic for the Isle of Man, but the Masers. had no luck, suffering scavenge pump trouble and retiring. They were bad cars to send to England, and Dobson & Co. never had any fortune with them.

After an illness of three or four weeks I returned to Brooklands, there to end my contract with Austin Dobson, and to join Robin Jackson's establishment. I worked on Hugh Hunter's single-seater 1½-litre Alta, another unsuccessful machine, although George Abecassis's works-built single-seater of similar basis made a great name for itself in 1938. Then there was G. P. Harvey-Noble's special 750 c.c. supercharged M.G., developed particularly for track work, and which set up several Class H records at highly respectable speeds for a far from new car. I didn't go abroad that season, and in 1939 left the mechanics' world to take up toolmaking, a profession equally exacting, but less wearing on the system!

With the war over at last, I returned awhile to motor racing, opening a garage at Brighton in partnership with Dennis Tugwell. We took on tuning and preparation of racing and sports cars, and by great coincidence, the very first car

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*A NAME well remembered by Quirico amongst the competitors at Stanmer Park in 1948 was that of a very young man, Stirling Moss, who drove a cream 500 c.c. Cooper to a class victory.*

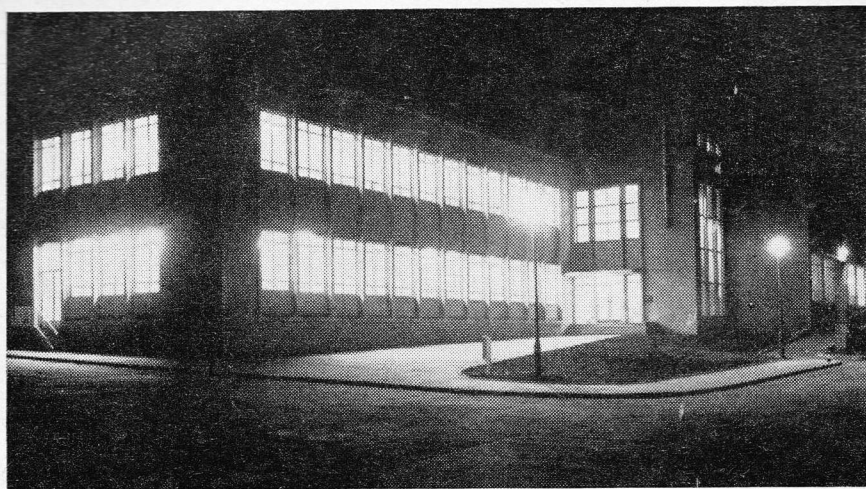
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to come in our hands, Monica Whincop's 2.3-litre Bugatti, was the very same machine in which Dick Shuttleworth and I nearly lost our necks in the Isle of Man in 1933! But oh, the sight of that car did wonderful things to me, although my partner didn't think so at the time! After tuning it, I took the Bugatti out on the open road, without any mudguards and with Brooklands silencer fitted, and drove straight to Lewes. I got it up to 105 m.p.h. on the way, and the stirring song of that Bug's exhaust, the smell, the swirl of dust, the kick of the wheel, were the finest of tonics after the frustration of the war years. My partner Dennis, hanging on to anything he could find in the passenger's seat, thought I had gone mad, but I told him, "It's O.K.—I value my own neck as well as yours—this is like the good old times."

We also built up an Austin Seven special for racing, and took it to the Stanmer Park hill-climb in 1948. Trouble with the fuel dogged us, but there was plenty in the way of other cars and drivers to interest us, and I well remember a young boy named Stirling Moss, who was driving a cream-painted Cooper, with his father and mother there to offer parental advice. I thought then how finely he drove and last summer, when visiting motoring friends in Italy, it was exciting, and gratifying, to discuss this young man with them. "One of the greatest racing drivers Europe has ever seen", seems to be the general consensus of Italian opinion on Stirling Moss.

We kept our Brighton garage going awhile, but soon, with the country's economic troubles affecting petrol supplies, our own economics were drastically affected. After much thought, I decided I'd had enough, and returned to the comparative peace of tool-making. I had a tremendous amount of fun and interest from life as a racing mechanic, and the pleasure of my years in the pits and the paddock, and under the bonnet, is always with me, to look back upon. Nor shall I ever forget the smell of Castrol R! As Charles Brackenbury once said to me, "Carlo, you're like an old warhorse who always smells gunpowder!"





## 80 YEARS OF MINTEX

"SINCE 1924, Mintex brake linings have been fitted to 10 Le Mans winners, including the victorious Jaguar in 1956". This statement of fact, made quietly, yet proudly, by the British Belting and Asbestos, Ltd., the manufacturers of Mintex linings, is one of the highlights of the firm's story of continual and successful progress over nearly 80 years. A story culminating this year in the recent opening of new research laboratories, which have been designed to carry that progress on into the future.

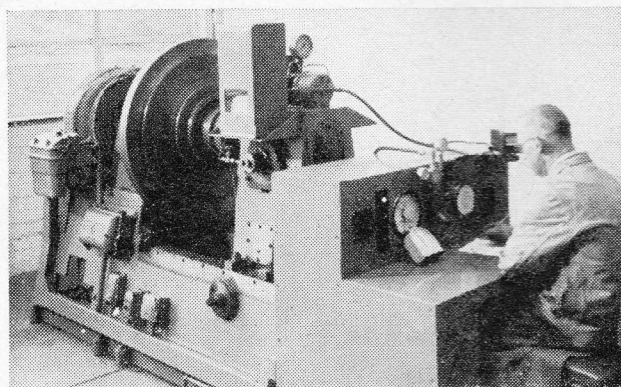
British Belting, then known as Scandinavia Belting, was founded in 1878 by Willson Cobbett and William Fenton, who produced a new type of solid woven transmission belting at a factory at Dundee. By 1901, the factory had moved to successively larger premises at Perth and Lanark, and finally to the site of the present headquarters at Cleckheaton, Yorkshire, while its products were in use all over the world. The motor industry came into the picture at its foundation in the late nineteenth century, and Scandinavia's first contact with it was the supply of transmission belts in 1896 to the newly established Daimler Co.—the first motor car works in England.

Soon their interests spread to the manufacture of brake and clutch liners for cars, based on woven cotton fabric, and these were fitted to both the Rolls-Royce Silver Ghost and Model T Ford, to name two widely divergent but equally famous examples. Indeed, the American subsidiary of British Belting still receives occasional orders for spares for the latter!

After the first World War, previous experiments in producing brake and clutch liners from asbestos fabrics were pursued more vigorously, and after buying out the British Asbestos Co. in 1920, production of the basic yarn and later the brake and clutch units themselves was undertaken by the firm. Thus embracing both asbestos and belting, the company's title was changed to the name which it bears today, and its products now include, not only brake and clutch linings, but virtually every industrial application of power transmission by belt drive, not to mention conveyor systems in everything from the bakery trade to coal mining.

But it is with the firm's original pro-

★  
*INERTIA machine, one of several installed in the new laboratory, for brake lining testing purposes.*



ducts in the motoring field, brake and clutch linings, that we are chiefly concerned. These are marketed under the trade-name "Mintex", and there can scarcely be one of us who, having been to a race meeting, does not immediately recognize the clean, eye-catching red and yellow of their official colours. Their presence at race meetings, and, indeed, their interest in all forms of motoring sport is again part of the Mintex policy of continually attempting to "improve the breed". They firmly believe, as do many other accessory manufacturers (but, unfortunately, not enough car manufacturers), in the words of Dr. Uhlenhaut of Mercedes-Benz, "Racing teaches us nothing we could not learn by other means, but it teaches us quicker".

Research in the field and research in the laboratory, a combination of both is the only way to produce a better product, and it is with this end in view that the new laboratories at Cleckheaton have been opened. There the brake lining test laboratory is equipped with machines, most of them of Mintex design, for testing the frictional and wearing properties of the factory's products, from linings alone to complete brake units. The largest machine of them all can, in fact, generate a maximum of 18½ million ft.-lb. kinetic energy, which must be just about enough to make any lining think seriously of fading! In addition, Mintex have a fleet of vehicles and a test garage for trying out linings under actual driving conditions.

Nowadays, Mintex linings are manufactured not only by the parent company, but also by subsidiaries in the U.S.A.,

*NEW LABORATORY was opened recently at Cleckheaton, for testing Mintex braking products.*

Germany, Spain and Australia, and it will be remembered that they were fitted by Mercedes-Benz on their Grand Prix and sports cars that swept the board in 1954 and 1955. Jaguar, too, have scored their almost countless successes on Mintex, not only at Le Mans, but in other events where good braking counts so much toward victory—awards in the Alpine and Monte Carlo rallies, for instance.

With greater power and greater speed being obtained from racing engines each season, the ability to stop when required continually grows in importance. It is obvious that Mintex are tackling this increasingly more complicated problem from the right direction.

### PETROL ADVICE FOR CONTINENTAL MOTORISTS

BRITISH motorists visiting the Continent and European motorists arriving in the United Kingdom should each find it possible to obtain adequate supplies of petrol. This has been stated in a summary of information supplied by Silver City Airways to their staff and booking centres. The airline reported that, although France was not expected to make special arrangements for tourists, observers agreed that petrol was freely available in rural areas although difficult to obtain in large towns and cities. As French garages are being compulsorily closed from midday Saturday to midday Monday, mid-week travel is strongly advised for the moment.

In Belgium, tourists are exempt from restrictions on petrol sales between midnight Saturday and midnight Sunday but as many garages are closed in consequence, travellers are advised against extensive travel during this period.

Continental visitors to Britain will, after 17th December, be eligible for a special allowance of petrol. On arrival, each motorist will be presented with a form of application. Arrangements are being worked out with the A.A. and R.A.C. Further details, including the amount of fuel to be allocated, will be announced by the Ministry of Fuel and Power before 17th December.

Good supplies of fuel are available at Ferryfield and Southampton Airports and normal service is expected to be given to air ferry motorists.



*HEAVE, BOY! The crew of an Austin-Healey struggle to keep moving on the icy road of Lincoln Gap, a pass in the Green Mountains of Vermont. This picture was taken by chief rally steward Robert Grier, from the window of his ditched Chrysler (see our cover picture).*

THE Great American Mountain Rallye is the most important of the many events of this type that are being organized in the United States. There are many more motoring events being run across the Atlantic than we Europeans think, and motor sporting clubs are very active. One evening I was invited to a meeting of the Long Island Autosport Club, where I showed my colour slides and Triumph's films. Apparently 150 out of 250 members were present, a percentage never reached by our clubs. Every week-end some sort of rally is organized, sometimes even one on Saturday and another on Sunday.

The Great American Mountain Rallye is the only one of these to be officially recognized by the F.I.A., although neither the regulations nor the organization are quite according to the Code Sportif Internationale!

This year the route, being 1,400 miles long, was divided into three stages, separated by two night stops. Then followed a series of three eliminating tests of the "garage-parking" type. In these, the 10 best competitors had to place their cars both forwards and backwards into an imaginary garage without touching its walls. As there were all types of cars in the entry, from the 750 c.c. Saab to the Lincoln Capri and the latest American space products, the walls of the garage were adjusted each time to 12 ins. more than the width of the car concerned.

But to begin at the beginning. Sixty-three entries started in this great event, the first prize of which is an all-expenses-paid trip to Europe for the winning crew and their car, and a paid entry in the Alpine Rally, including a week's practising.

## Rallye à l'Américain

### Fourth Great American Mountain Rally Won by Swedish Saab

Of the 63 starters, only two came from Europe; one from Sweden—Melde (Saab)—who last year was forced to cede to me his fourth place in the Tulip Rally, as a result of engine trouble, and myself in a Triumph TR3, who flew straight from Lisbon to New York after the Iberian Rally, in order to prepare for the Mountain event.

My co-driver, or, rather, navigator-timer-calculator, was the American Stewart Blodgett, whom I had got to know during the 1954 Alpine Rally, which he had entered as a result of his winning the first Mountain Rallye. Although Stewart is a very able driver, owning a TR2 himself, he did not once take his place behind the steering wheel in the present event, and the way in which he spent his time is clearly shown by his functions mentioned above, and in greater detail later.

In American rallies the time at the official and secret time controls is checked to the second. One is not

allowed to stop in sight of a control, and if one does and is seen, that moment is counted as the time of one's arrival at the control. Furthermore, the set average speed is changed frequently, and

#### By Maurice Gatsonides

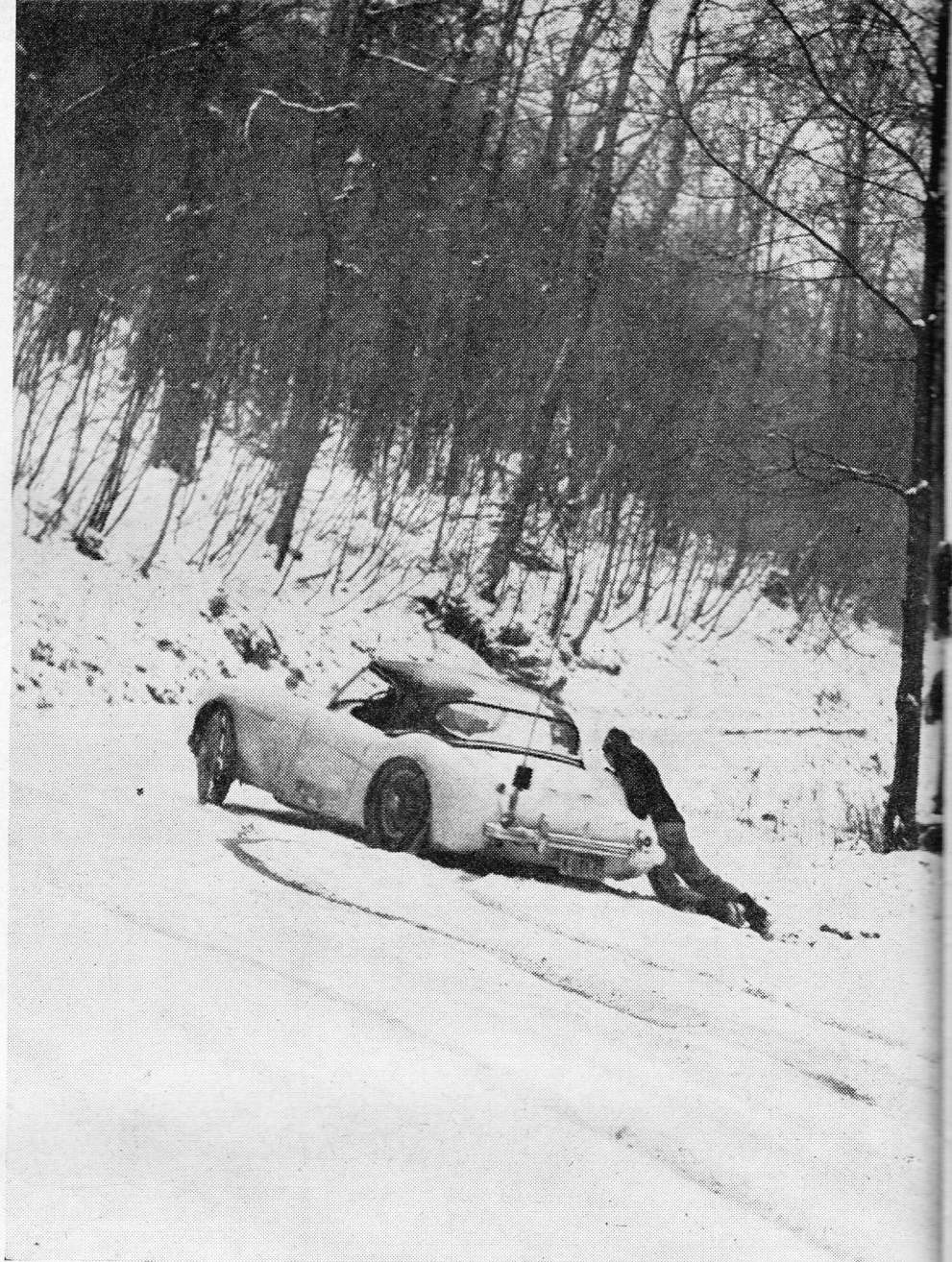
is not to round figures either, for instance, 26.73 m.p.h. and then 36.28 m.p.h. Moreover, the route card, issued at the start, does not always show the mileages involved, so this has to be read from the car's odometer. To us this American system is rather unusual, and is best illustrated by an excerpt from the route card, such as this one from the beginning of the second stage:—

#### Maintain 37 m.p.h. average.

1. Start—Leave St. Johnsbury House at side entrance, left on Route 5 north.
2. 7.26 miles later in Lyndon, turn left at highway marker facing you with large arrow pointing to the right, leave Route 5 at this point. (Note: Mileage is taken after making the turn.) At this point, **change average speed to 40 m.p.h.**

3. 0.98 miles later, turn right, cross over covered bridge, turn left on to macadam road.
4. At Mountain Brook Farm building (red—on your left), stay left at fork on to dirt road.
5. 2.08 miles later, **change average speed to 23.78 m.p.h.** at white church with green shutters, turn right, then go straight.
6. 3.1 miles later, after crossing two small bridges, turn right on Route 122.
7. 0.2 miles later, left on dirt road and pass Town Hall on your right.
8. On top of hill, pass between farmhouse and barn, stay on main dirt road.
9. At T intersection with triangular grass plot in the middle, turn left.
10. **Change average speed to 38.62 m.p.h.** at next T intersection, go left at T.  
Etc., etc. . . .

All this seems rather complicated, and on top of it all, at the start of the second stage, where the road was covered with black ice and some inches of snow, we received a note to say that all averages until further notice should be altered to allow 40 per cent. more time. This the navigator had to work out, basing his calculations on the set average speed,





**THE BATTLE FOR GRIP:** A Saab and a Mercedes 300SL halted on the almost impassable Lincoln Gap. After fitting chains to the driven front wheels, the Saab was taken up successfully in reverse.

which will give you some idea of his job! The most complicated instruments imaginable were used, calculating machines and so on. In addition, no maps as we know them are available in shops in the U.S., maps of a kind being freely distributed at petrol stations, and, of course, these cannot be compared with our Ordnance Survey or Michelin sheets. All in all, I think the Mountain Rallye is a very severe intelligence test for the navigator, who must have enough influence over his driver to force him to drive quickly or slowly over roads demanding the absolute opposite.

At midnight on Wednesday, 21st November, the first car left New York City and the others followed at 2 min. intervals. The first stage took the drivers northwards, at a high average, one m.p.h. below the maximum speed of the respective States. These speed limits differ a great deal, 50 m.p.h., for instance, in the State of New York (except for highways or turnpikes, where it is 60 m.p.h.), 45 m.p.h. in Connecticut, and in Rhode Island, 50 m.p.h. during the day and 45 m.p.h. at night. Maybe the Americans are not always as practical as we believe them to be!

Now competitors reached more interesting parts of the country, the mountain regions of New England, north-east of New York City. Here a little more attention was demanded from the drivers who, including myself, had almost fallen asleep during the long stretches at a fixed speed. In European rallies these attacks of sleep do not show up until after a day or two, but this is just one of the tricks of the Mountain Rallye organizers. At first drivers are exhausted by a dull stretch at moderate speed, only to find themselves doing a sequence of short stages along bad winding roads, with a constantly changing average.

Of course, the poor navigator had no



time to work in advance, and on top of it all, the organizers had reserved themselves the right to lower the fixed averages at each control by 10, 20, 30 or even 40 per cent., according to weather conditions. To be exact, though, and to make things even more complicated, it was not the average that was lowered by the percentage, but the time allowance that was increased by it! A few hours before the start, Chief Steward Bob Grier drove over the route and told the starter and officials at controls if the set average was to be maintained or reduced.

The first day the weather was good, but on arriving at St. Johnsbury after the first 500 miles, it really started to snow and freeze. Next morning, at the start of the second stage, we were given the instructions already mentioned, that the average was to be increased by 40

per cent. more time. It was up to the navigator to work that out, while the car proceeded on its slippery course, as a result of which odometer readings could no longer be trusted.

The next day the cars that remained found their way into the White and Green Mountains, where they encountered difficulty. The first notorious pass, the Smuggler's Notch, had to be taken within 30 mins. This time allowance was, in fact, ample, and many crews made use of it to fit snow chains. Our Triumph was fitted with special snow tyres, and as we had practised on the same pass a week previously, we managed to get to the top pretty quickly, passing all the stranded cars on the way. Here and there the snow had been very heavy already, and as it was still falling, often making it hard for the wipers to keep the screens clean, it was difficult to keep up speed. However, after a comparatively fast climb and a still faster descent, we reported down on the other side within 8 mins.

The same story applies to the other passes as well, until fate stepped in on the Lincoln Gap. Unlike other passes with their many hairpins, Lincoln Gap climbs almost straight up the mountain. Just before the top it is so steep that all cars have to drop down to bottom gear, while those with front-wheel drive even have to go up backwards and older models cannot make it at all!

While other competitors were fitting their snow chains directly after the start, we set off, relying completely on our strong little car and its snow-boots. Everything went well until just before the top, where we found Grier's big American car halfway into the ditch, and a Healey on the other side of the road.

*WAITING at the top of a hill, author Maurice Gatsonides's Triumph TR3 is passed by an M.G.A. The head and fog lights were covered for protection of the lenses.*





We lost speed and grip at the same time on the icy surface under the snow. Even our snow mats, made specially in New York, were no use. So after trying in vain for many precious minutes, we had to turn and go further down in order to fit chains. We finally managed to reach the top, with Stewart in the boot to increase rear-wheel adhesion. At the summit, he nipped into the car and off we went to the control, where we arrived 12 mins. 51 secs. late, receiving enough penalties to reduce our chances of winning to a minimum.

From that moment on the rally became really interesting. As Stewart Grier was unable to continue his tour of inspection, the controls that followed could no longer be told of the 40 per cent. time allowance, so we had to drive to the original set averages. This resulted in one big race through deserted forests and mountains, where some cars soon went off the road.

The next obstacle we met on our way was a truck so laden with wood that it had overturned. After Stewart had persuaded the men who were clearing it out of the way to let us pass, 15 cars got through, but the rest had to wait till the truck had been moved. This delay was not taken into account by the organizers.

Another obstacle took the form of some road makers, who finished off their work before we could pass. However, as the official of the next control along the route got stuck with us, the control

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*FASTEST in the Elimination Tests was Maurice Gatsionides (Triumph TR3). The official here is measuring the distance between the car's bumper, and a bar set across the end of the "box", which was 12 ins. wider than the maximum width of the car. Tests were carried out twice forward, and once in reverse.*  
 ★



*OBSTRUCTION en route did not help Rally competitors. This bulldozer was clearing earth dropped by two trucks in the middle of the road. It continued to operate, cars had to wait, and time ticked relentlessly by.*



**GREAT AMERICAN MOUNTAIN RALLYE**

**Results**

1, Robert Wehmann/Louis Brown (Saab), 1,516 points; 2, Bud Mackley/Graham Hamlock (Renault), 1,554; 3, Donald and Florence Blackburn (**Jaguar**), 1,907; 4, Henry Young/Emile Fendler (Volkswagen), 1,967; 5, Henry Hurtle/Arthur Hurtle (**Triumph TR3**), 2,188; 6, Rolf Middle/Morow Mushkin (Saab), 2,217; 7, Maurice Gatsonides/Stewart Blodgett (**Triumph TR3**), 2,291; 8, Fred and Frances Allen (Volkswagen), 2,701; 9, Robert Yount/Capt. H. E. Thomas (**M.G.**), 3,061; 10, Austin Millard/Kenneth Bower (Volkswagen), 3,069.

did not open in time, which saved everyone a lot of penalties.

On we went for more hours in the darkness of the wooded mountains along the Canadian border, until we reached Lake Placid, where we settled down for the rest of the night. Here, in this well-known winter sporting resort, drivers enjoyed the luxury of warmth and good food, but the cars, of course, had to stay outside. At 6 a.m. the next morning we were up again, and the temperature had fallen to minus 5 deg. Fahrenheit. Our faithful TR was, like all the other cars, covered with snow.

Luckily, I was wise enough to start the engine before breakfast and noticed that the temperature rose almost immediately. Obviously the cooling system had frozen. By letting the engine run for a short while every 10 mins., I managed to get it going properly just before we started.

The third and last stage of the rally led the 50 remaining cars back to New York City, via a few mountains and a timed climb, and the fast highways. The European rally driver might like to note that we covered those last 200 miles on the highway leading to the city at an average of 59 m.p.h.

On arrival in the metropolis, the cars were put into the *parc fermé*, and the scoring officials began the long task of working out the provisional classification. It had been impossible to calculate the results of the second day, because of the 40 per cent. time allowance during the first part of that stage.

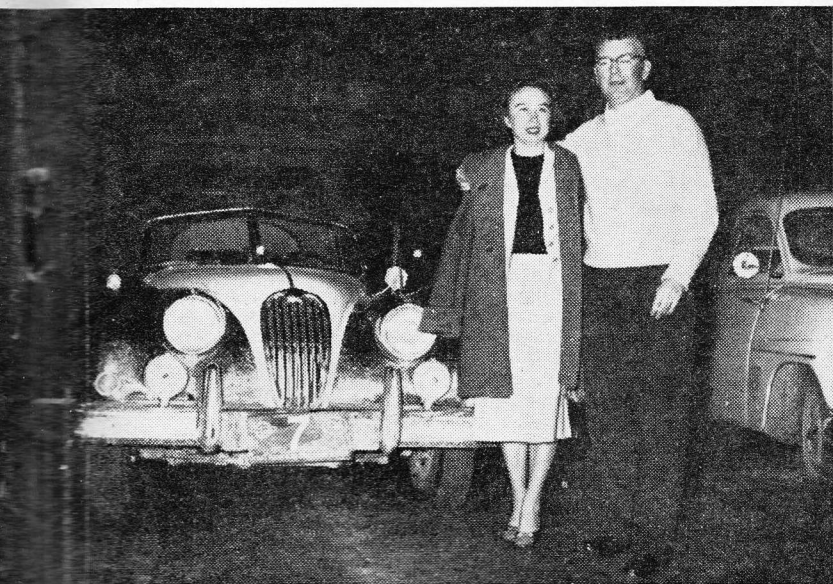
(Continued on page 743)



**WINTER SPORT:** The winning Saab of Robert Wehmann/Louis Brown and the Hurtleys' TR3 Triumph, fifth overall, seen at Smugglers' Notch, a pass in Vermont's Green Mountains in New England.



**STUDY** in expressions. (Above) Wehmann and Brown after the final elimination tests, looking perturbed as they expected penalties which would cost them their lead in the Rally. (Left) Florence and Donald Blackburn with their Jaguar, after being congratulated by many as it was expected they would win after the Saab crew's error.





*"A REALLY BRILLIANT DESIGN", says Bolster, of the tiny Goggomobil. The use of 10 in. wheels makes the interior surprisingly roomy.*



*Economy of petrol is now of prime importance, and JOHN BOLSTER has tested a well-engineered miniature car which provides 50-60 m.p.g., 60 m.p.h.—and a great deal of fun . . .*

MINIATURE cars are of considerable interest these days, with petrol economy so much in mind, and AUTOSPORT will, therefore, test a number of them. It must be admitted, however, that most of these half-pint vehicles tend to give pretty basic transport, with little comfort or pleasure attached. Nevertheless, there is one miniature which has quite a rousing performance and is in every way a pleasure to drive. That car is the Goggomobil.

I first became impressed with the "Goggo" at the Geneva show. There a chassis was exhibited and it was obvious that a very high standard of engineering had been achieved. None of the usual subterfuges beloved of bicycle mechanics had been adopted, and it was apparent that this was a real little motor car in its own right. The almost incredible performance of these machines in the Alpine proved that my enthusiasm was justified, and I began to cherish a secret desire to drive one. Now, thanks to Bayshill Cars of Cheltenham, I have

## The Goggomobil

been enabled to carry out a full road test.

The Goggomobil is a German car, built in Dingolfing, Bavaria (we hasten to deny the rumour that there is a Scottish version called the "Gregormobil"! ). It has a platform-type chassis, to which the stressed-skin two-door four-seater saloon body gives additional rigidity. The suspension is by swing axles all round. With wheels of only 10 ins. rim size and a maximum speed of 60 m.p.h., gyroscopic effects are negligible, and there is no practical disadvantage in this layout. The benefits are, in fact, considerable, and there is a useful saving in unsprung weight, coupled with a reduction in the number of wearing pivots. For the rest, there

small wheel size. If the Goggo had full-sized wheels, they would occupy the space reserved for the driver's and front passenger's legs, especially when turned on to full lock. The same applies at the back, and, of course, there is no rear axle and its attendant propeller shaft to carve up the living room of the other two passengers. The rear seat is really intended for children, but it will take two hefty adults at a pinch, or one in reasonable comfort. Alternatively, the rear compartment will carry mountains of luggage.

On moving off, it is at once apparent that the Goggo has plenty of power. The car is light, and the 17 b.h.p. of the engine is reinforced by some useful torque in the middle ranges. As a result, one can always beat the typical 800 c.c. family saloon away from the traffic lights, incredible though that may seem. Incidentally, a side wind was blowing during the acceleration tests, so my figures are easily capable of improvement. I try to avoid testing cars when conditions are other than ideal, but November is a difficult month.

The engine revs. very freely indeed, and 50 m.p.h. may readily be exceeded in third gear, though it pays to change up a little earlier, perhaps. The unit is delightfully smooth, and the twin tail pipes never emit enough noise to attract unwelcome attention. Inside the body one is naturally more conscious of the engine. At maximum revs. the note is reminiscent of the 16-cylinder B.R.M., but somehow the sound is more exhilarating than annoying. About 50



*TUCKED AWAY in the tail is the 293 c.c. twin two-stroke engine. The easily removable cowlings are part of the forced air-cooling system and also provide for the interior heater.*





*ACCOMMODATION is designed principally to provide a high degree of comfort for driver and front passenger. The rear seats are more suited for children, although four adults can be carried within the stressed skin body.*

m.p.h. seems the best cruising speed, and at this velocity, which can be maintained on a very small throttle opening, the noise level is considerably lower than would be expected. This is still further reduced when the large and effective sunshine roof is opened.

The acceleration is well maintained, and 58 m.p.h. comes up on quite short straights. The full 60 m.p.h. takes longer, but is always there, given room. Downhill, an ultimate 65 m.p.h. is reached in a crescendo of revs. The speedometer was carefully tested throughout the range, and the maximum error was 2 m.p.h.

Lubrication is on the petrol system, and the makers recommend a smaller quantity of oil than is usual among two-strokes. This is reflected in the remarkably "clean" exhaust, but my best efforts failed to make the pistons seize. I am informed that the use of certain British sparking plugs can cause "tightening up", presumably due to pre-ignition. This is nothing to do with the heat range, but because the effective reach is too long. With a few extra plug washers to reduce the projection into the cylinder, any make can be employed without trouble. For this useful tip, which may apply to other two-strokes, I am indebted to Mr. Lewis of Bayhill Cars.

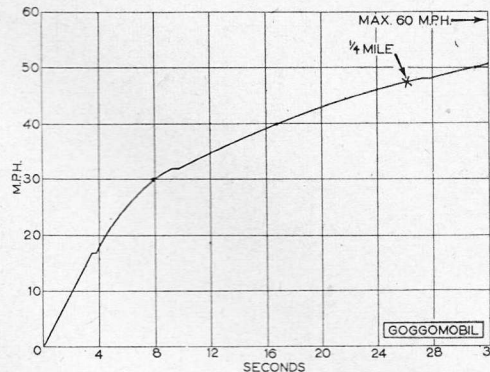
I now reach the part of the article which I am really going to enjoy writing! So often one has almost to make excuses when mentioning roadholding, suspension and steering. In the case of the Goggo, one simply uses all the superlatives one can extract from the dictionary and lets it go at that!

The roadholding of the Goggomobil is simply fantastic. On wet roads or dry, it takes corners at an impossible speed under the most complete control. There is no roll, and the independent

rear end prevents oversteering even on bumpy roads. The brakes are immensely powerful, yet they are completely progressive and the wheels do not lock. No expert, however critical, could fault the steering, because it is perfect. All this adds up to an extremely safe little car; insurance companies please note.

The ride is level and there is no pitching—a great achievement with so short a wheelbase. For the ultimate in cornering power, I added a few pounds to the maker's tyre pressure figures, but the suspension was still by no means hard. Naturally, one does not expect a transatlantic boulevard ride—even if you like that kind of thing, which I don't—but this is by far the most comfortable miniature car I have yet tried.

I must qualify my praise of the gearbox. The ratios are ideally chosen, and the enthusiast will soon become accustomed to the unusual lateral movement of the short central lever, with neutral set along the longitudinal axis of the car. I revelled in it after a little



**Acceleration Graph**

**SPECIFICATION AND PERFORMANCE DATA**

**Car Tested:** Goggomobil saloon, price £494 17s. including P.T. (Sunshine roof, £10 10s. extra, including P.T.)

**Engine:** Two cylinders, 58 mm. x 56 mm. (293 c.c.) vertical twin two-stroke, cooled by forced draught. 17 b.h.p. at 6,000 r.p.m. 6.5 to 1 compression ratio. Bing carburetter. Ignition by dual contact breaker and twin coils.

**Transmission:** Twin plate clutch running in oil. Four-speed and reverse constant-mesh, all-indirect gearbox with short central remote control lever, ratios: 5.073, 7.177, 10.996, and 20.624 to 1. Engine, gearbox, and helical final drive gears in one unit.

**Chassis:** Platform chassis with central backbone, in unit with pressed steel body. Independent suspension all round by swing axles, helical springs, and telescopic dampers. Rack and pinion steering. Bolt-on disc wheels, fitted 4.40-10 ins. tyres. Hydraulic brakes in 7 1/2 ins. drums.

**Equipment:** 12-volt lighting and starting. Speedometer. Flashing direction indicators with additional parking lights. Windscreen wiper. Heater and demister.

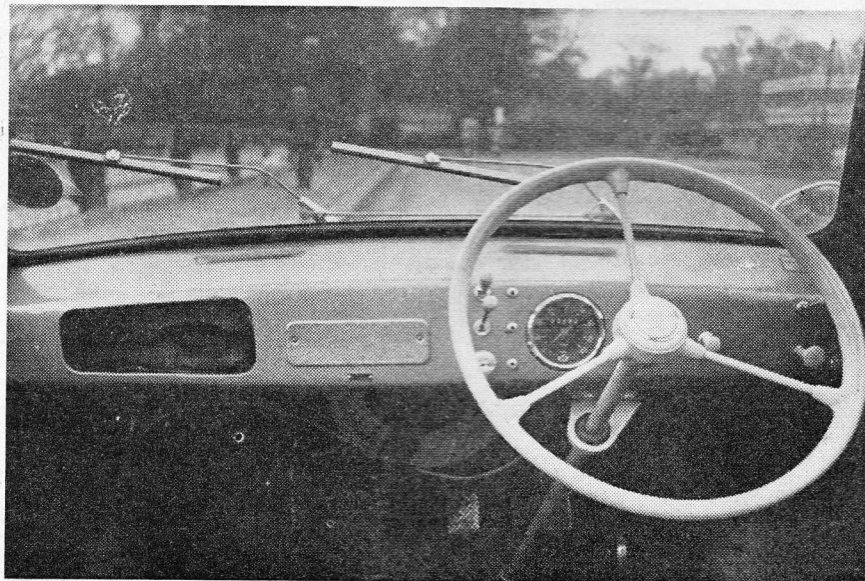
**Dimensions:** Wheelbase, 5 ft. 10 1/2 ins.; track, 3 ft. 7 ins.; overall length, 9 ft. 6 1/2 ins.; width, 4 ft. 2 1/2 ins. Turning circle, 25 ft. Weight, 7 1/2 cwt.

**Performance:** Maximum speed, 60 m.p.h. Speeds in gears: 3rd 48 m.p.h.; 2nd 32 m.p.h., 1st 17 m.p.h. Standing quarter-mile, 26.2 secs. Acceleration, 0-30 m.p.h. 7.9 secs., 0-40 m.p.h. 16.6 secs., 0-50 m.p.h. 31.1 secs.

**Consumption:** Driven hard, 50 m.p.g.; driven moderately, 60 m.p.g.

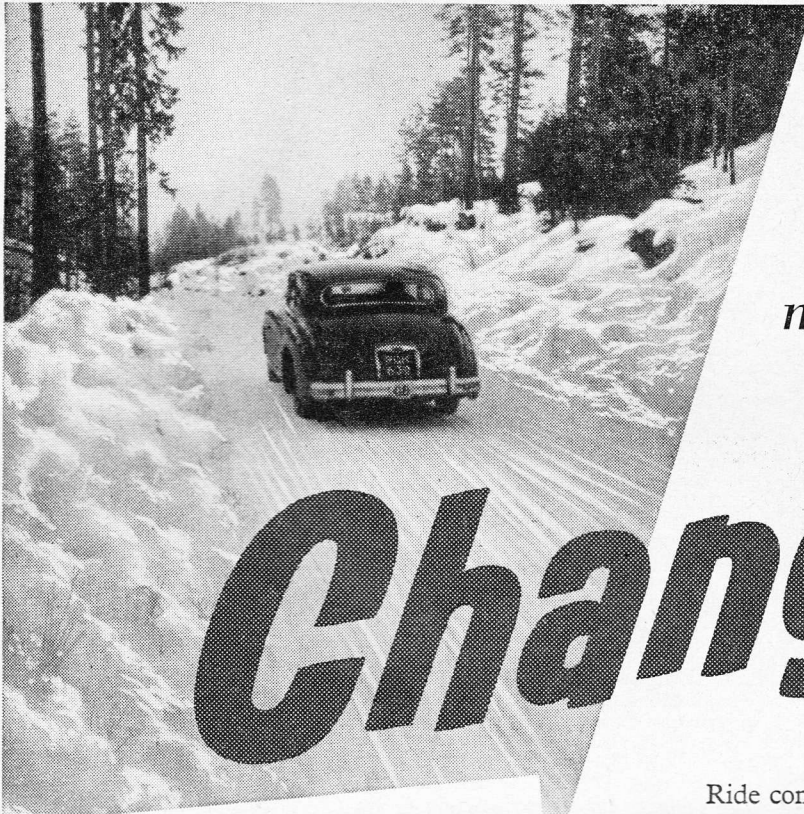
practice, and so will you. I can imagine mum sorting them out a bit, though, to the accompaniment of some resounding "clonks" from the box. It would be better if all cars had entirely standardized controls, but the dogs are no

*(Continued on page 743)*



*"PERFECT" is Bolster's word for the rack-and-pinion steering of the Goggo. The control and instrument layout is simple and practical, fingertip switches on the dash controlling lights and indicators.*





*Steer without fear  
through snow, ice,  
mud and slush . . .*

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*Now proved on Alpine passes!*

Read this amazing tribute to the tyre the Avon Test Team went to Norway to perfect. Read what Jaguar XK140 rally driver D. H. Rendell writes us about WINTER SAFETY tyres under extreme conditions in Switzerland and Belgium—

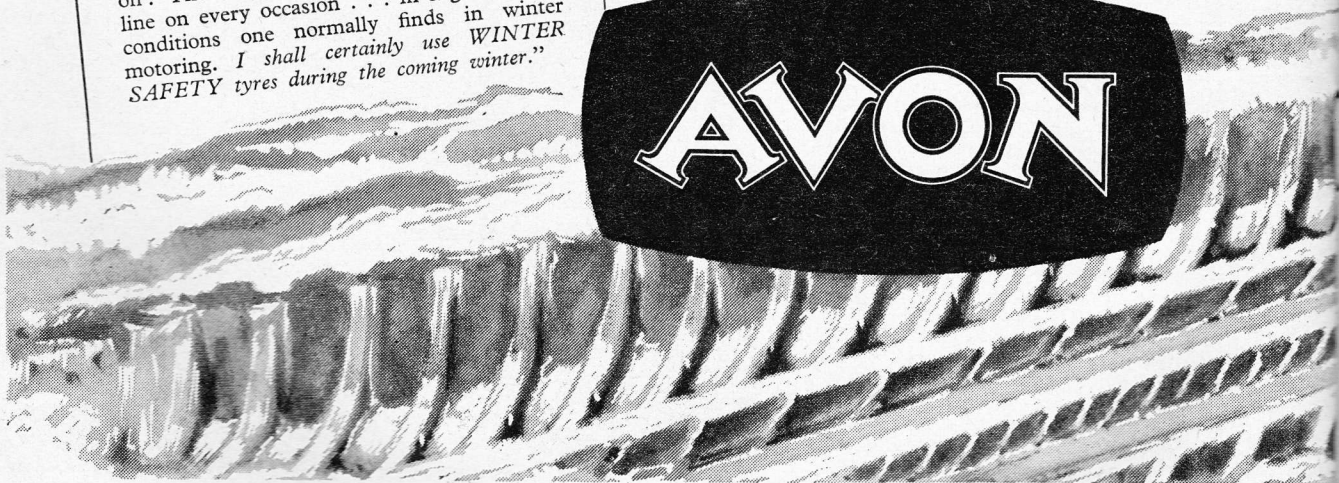
**ON ICE** "The tyres gave superior adhesion to other makes I have tried." **IN SNOW**—"The tyres never became clogged—a big point, I think."

**EQUAL TO CHAINS**—"We successfully attempted many passes normally only climbed by 4-wheel drive cars with chains." **AT SPEED**—"On the Brussels-Ostend Autoroute 143 m.p.h. was reached. The car handled well and tyre temperatures were not above normal."

**STOPPING POWER**—"I carried out braking tests from 110-125 m.p.h. These were 'everything on'. The car stopped very nearly in a straight line on every occasion . . . in slightly damp conditions one normally finds in winter motoring. I shall certainly use WINTER SAFETY tyres during the coming winter."

Ride comfortably, confidently over ice and snow, through mud and slush on the Avon WINTER SAFETY tyre with its deep-cut, self-clearing tread which bites hard into the most treacherous surface. Why waste your petrol sliding about dangerous roads on spinning wheels and unsuitable tyres? Every gallon of your ration must yield maximum mileage—WINTER SAFETY will see that it does! See your dealer—TODAY.

**AVON**





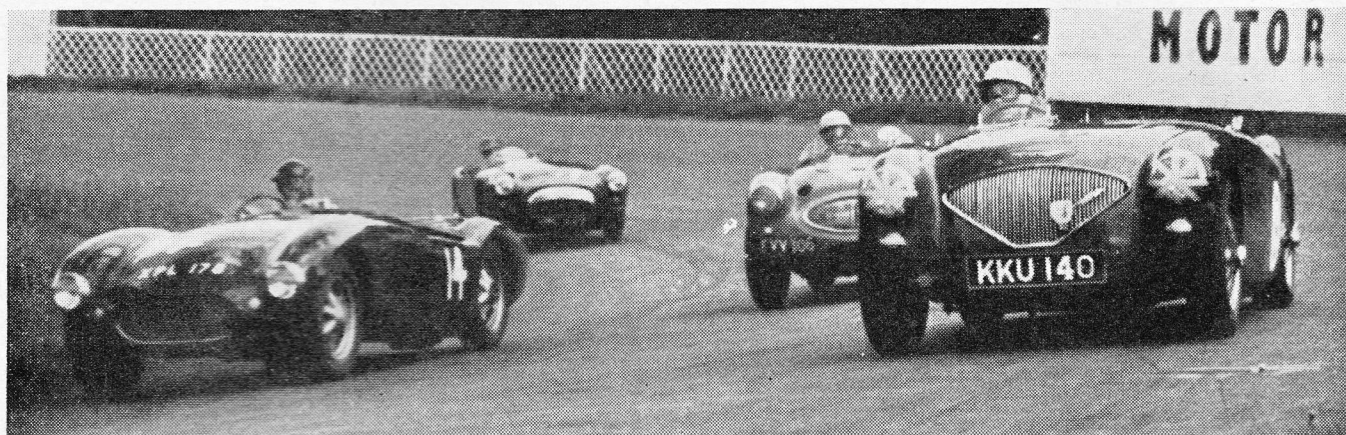
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NON-SLIDE TRACTION  
SAVES PRECIOUS  
PETROL!



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THE FAMOUS  
**AVON**  
H·M  
HIGHER MILEAGE TYRES





## "AUTOSPORT" 1957 SERIES-PRODUCTION

# SPORTS CAR CHAMPIONSHIP

THE competition will be known as the AUTOSPORT Series-Production Sports Car Championship, 1957, and is open to cars built in series as high-performance and/or sports machines intended for road use. While there are no restrictions on the actual numbers produced, the organizing panel has drawn up a list of cars which are eligible during 1957, and also a list of permitted modifications. It should be made clear that the intention is to encourage the development of normal series-production cars, and to provide private owners with the opportunity to race them under ideal conditions on British circuits. Cars entered by factories, factory-sponsored, or by any organization registered primarily for professional racing purposes are specifically banned, and proof of ownership may be demanded by the scrutineers at any time. Machines built primarily to sports-racing specification are not permitted, as it is felt that there are a sufficient number of events which cater for this class of vehicle.

A full list of qualifying events will be published in AUTOSPORT; there will be a minimum of 10 of these, on various circuits, and it will be necessary to have competed in at least five of these in order to qualify for the final three hours race. In any case, only the best performances in five events will count towards the qualification for the final. There will be no handicaps whatsoever; points will be scored according to classes. The Championship placings will be determined on the aggregate of points scored in the five qualifying events, any bonus points obtained in certain sprint events, plus points scored in the final event. The same system will apply to the three classes. In other words, all awards will be based on the final general classification, which can be assessed only after the final three hours race.

Wherever possible, separate class races will be organized, but in order to make the task of race promoters easier, and to prevent long-drawn-out events when races are organized on an all-comers basis, the race distance will be taken as and when the leading car crosses the line and the chequered flag is given. All drivers may then complete the lap they are on, and class placing will be arrived at, according to the order of finish.

## REGULATIONS

### THE ELIGIBLE CARS

#### Class 1

(Up to 1,500 c.c.)

**Abarth:** Gran Turismo 750. **Alfa Romeo:** Giulietta Sprint, Spyder, Sprint Veloce. **Berkeley:** Sports. **D.B.-Panhard:** Grande Tourisme. **Dellow:** All models. **Denzel:** 1300, 1500. **Elva:** (Ford engine). **Fiat:** 1100TV (excluding saloon), Spyder. **H.R.G.:** All models. **Jowett:** Jupiter, R2. **Lea-Francis:** 1500. **Lotus:** Mk. VI, Mk. XI Sports\* (Ford engines). **M.G.:** TA, TC, TD, A, A coupé. **Morzan:** 4/4. **Morris Minor:** 1000 (open body). **Porsche:** All models, excluding 550 Spyder. **Renault:** Alpine, Autobleu. **Siata:** 1100 G.T. and Spyder. **Simca:** Sport. **Singer:** Roadster. **Turner:** 1000 (open model). **Volkswagen:** Karmann-Ghia.

#### Class 2

(1,501-2,500 c.c.)

**A.C.:** Acea (A.C. or Bristol engines). **Alfa Romeo:** 1900 Sprint, Super Sprint, Zagato. **Allard:** Palm Beach (Ford engine). **Arnolt-Bristol.** **Ferrari:** 2.0, 2.3-litre; Types 166, Inter, 250 G.T. **Fiat:** 8V, Zagato. **Frazer-Nash:** All models. **Healey:** Silverstone. **Lancia:** Gran Turismo, Spyder. **Lea-Francis:** 2.5-litre. **Maserati:** 2-litre Gran Turismo. **Mercedes-Benz:** 190SL. **Morzan:** Plus-Four. **Porsche:** 1600. **Salmson:** 2.3 Grand Sport, Grande Tourisme. **Siata:** 8V. **Sunbeam:** Alpine. **Swallow-Doretti.** **Talbot:** Grand Sport, Grande Tourisme. **Triumph:** TR2, TR3.

#### Class 3

**Allard:** All models, Palm Beach (Jaguar engine). **Aston Martin:** All DB2 and DB2/4 models, including Superleggera. **Austin-Healey:** All models. **BMW:** 507. **Chevrolet:** Corvette. **Cunningham:** Vignale. **Ford:** Thunderbird. **Jaguar:** XK 120, XK 140 (including modifications listed by Jaguar Cars, Ltd., pertaining to both types)†. **Jensen:** Interceptor, 541. **Mercedes-Benz:** 300SL, 300SLs. \* Must conform to maker's catalogue. † C and D types not permitted; marketed as sports-racing machines.

### PERMITTED MODIFICATIONS

#### Engine

**Compression Ratio:** Can be raised not higher than 40 per cent. from figure quoted in makers' catalogues, using standard pistons.

**Valves:** No restriction on size, provided listed by makers. No restriction on types or number of valve springs.

**Camshafts:** Alternative types must have been listed by engine manufacturers prior to 1st January, 1957.

**Carburettors:** No limitation in choke sizes; no alteration in number, except in the case of engines of under 1,200 c.c., on which a maximum of two may be fitted. Double-choke instruments count as two instruments. Air-cleaners/silencers are not compulsory.

**Cylinder Heads:** Proprietary cylinder heads permitted so long as increase in compression ratio does not exceed 10 per cent. of the figure quoted for the standard engine to which it is fitted. Over-head valve conversions may be fitted to side-valve engines of under 1,200 c.c., so long as the total cost of conversion does not exceed £65. In the

case of Ford Zephyr engines fitted to Allard, the three-carburettor manifold is permitted. The list of approved proprietary cylinder heads comprise those manufactured, or supplied, by Laystall-Alexander, Elva, Raymond Mays, Derrington, Alta, Abarth, Aquaplane, D. C. Pitt, Yates.

**Porting and Manifolds:** No restrictions.

**Silencers:** Must conform to legal requirements. Excessive noise may result in exclusion.

**Ignition:** No restrictions.

**Lubrication:** Oil coolers and/or radiators permitted.

**Cooling:** Fans or fan blades may be removed.

**Crankcase:** No restrictions, but sump capacity limited to 10 per cent. increase.

#### Bodywork

Special bodies will be permitted on standard chassis so long as the weight of the complete vehicle (dry) does not come under that of the equivalent catalogue model by a figure exceeding 3 per cent. This figure will also apply to the weight of all vehicles, to allow for discrepancies and variations in those issued by manufacturers. At least one spare wheel must be carried, mounted on a fixed bracket, or carried in a permanent compartment outwith the seating accommodation. Side and tail external mountings are permitted. All-weather equipment need not be carried unless specified in race regulations, but all open cars must be provided with a proper hood and side-screens, the efficiency of which may have to be demonstrated at any meeting. Aero-type screens may be fitted, but only if they are used to replace (or in addition to) a properly constructed, full-width screen comprised of safety glass. It is pointed out that local race regulations may insist of full-width screens in certain cases, and that F.I.A. regulations may demand the use of laminated safety glass. "Perspex" or plastic materials may be used only for aero-screens. At least two properly constructed seats must be fitted, capable of carrying driver and passenger. "Perspex" or plastic materials may be used in closed cars for side and rear windows if the car was originally supplied from the body manufacturers so fitted. At least two doors are compulsory; this includes gull-wing type of doors. Bottom-hinged doors may be fitted on open cars, provided a safety-catch is provided in addition to the lock. Metal tonneau covers are not permitted on open cars. Full catalogue lighting and starting equipment is essential. Seats may not be removed, nor the metal portions constructed of any material other than that used on the standard production models. Louvres may be cut on bonnet tops or sides if so desired. Provision must have been made for the use of windscreen wipers on all cars, and are compulsory on all closed vehicles. F.I.A. regulations regarding size and number of rear-view mirrors must be observed. All cars must be properly finished, and the organizing panel reserve the right to exclude vehicles from taking part in any qualifying event which are in an unfinished state, or have poorly constructed bodies.

#### Transmission

**Clutch:** No increase in diameter, or number of plates, from catalogue unit. Springs may be changed. Any make of lining permitted.

**Gearbox:** No alteration from standard ratios listed by manufacturers.

**Rear Axle:** No restriction if makers catalogue alternative ratios. These must be entered in the entry form. Locked axles or limited-spin differentials not permitted.



**Suspension**

**Dampers:** Any make permitted.

**Springs:** No alteration from standard, but additional anti-roll bars may be incorporated. Certain cars, including Frazer-Nash, were listed with de Dion axles as alternative equipment. These will be permitted if the car was originally supplied so fitted.

**Wheels**

Wire wheels are permitted. Front and rear tyre sizes must be identical. No restriction on tyre section sizes but wheel diameter must not be altered.

**Brakes**

No alteration in total braking area. Disc-type brakes permitted if listed by makers as extras, and fitted on the car when originally supplied. Any type of lining permitted. Handbrakes compulsory. "Al-fin" or similar drums permitted if available through manufacturers.

**Equipment**

All cars must be provided with instruments and equipment as listed in catalogue for normal production vehicle.

**Superchargers**

Superchargers are permitted so long as maximum pressure does not exceed 6 lb. per sq. inch. All supercharged cars, irrespective of capacity, will be classed as having an engine capacity exceeding 2,500 c.c.

**General**

Certain cars can have alternative engines supplied by the manufacturers. For example, bored-out versions of the XPAG series M.G. have been available for some time, and it has been decided to permit the use of 1,500 c.c. units in all T-type versions. In the same way, o.h.v. engines may be used on s.v. Morris models, providing the proviso relating to number of carburetors is observed. All M.G. engines may be brought up to the stage

listed by the manufacturers, which does not contravene the regulations regarding compression ratios. Bristol engines may be brought up to BS4 specifications, the same rule applying.

**MARKING SYSTEM**

**Races:** 30-40 miles, 1st, 8 pts.; 2nd, 6; 3rd, 4; 4th, 3; 5th, 2; 6th, 1. 40-60 miles, 1st, 10; 2nd, 7; 3rd, 5; 4th, 4; 5th, 3; 6th, 2; 7th, 1. Over 60 miles, 1st, 12; 2nd, 8; 3rd, 6; 4th, 5; 5th, 4; 6th, 3; 7th, 2; 8th, 1. Three Hours Race, 1st, 24; 2nd, 18; 3rd, 14; 4th, 10; 5th, 6; 6th, 4; all finishers, 2.

Fastest lap in each class, 1 pt.

**Hill-climbs:** Best time in class, 5 pts; 2nd, 4; 3rd, 3; 4th, 2; 5th, 1.

For new class record, 1 pt. (This can only be claimed once.)

**QUALIFICATION**

From the race meetings listed, a minimum of five events must have been entered. To count, at least two complete laps must have been covered. For scoring purposes the competitor's five best results will be taken, and the 27 best-placed competitors will go forward to the final. The final will be of three hours' duration, the venue being kept secret until a later date. The hill-climbs and/or sprints are not compulsory, but are regarded as providing an opportunity for earning valuable bonus marks. Any marks attained at these meetings are over and above the total scored from the five race meetings.

**RACE MEETINGS**

To comply with certain requirements, all race meetings at which events counting towards the AUTOSPORT Championship are included, are of either International or National Open status. In all cases, the rules and regulations issued by the organizing clubs concerned will be those adopted. The regulations applicable to cars running in the

AUTOSPORT Championship will be taken as having been approved by the organizers concerned.

**AWARDS**

Separate awards, over and above those already announced or given by the organizers, will not be presented by AUTOSPORT for qualifying events. The full award list is as follows:

**CLASS WINNERS**

To the competitor scoring the highest number of marks in the class in five races plus the "3 Hours" and/or including the hill-climbs, an AUTOSPORT Trophy. To second and third, AUTOSPORT Plaques.

**THE CHAMPIONSHIP**

To the winner on aggregate, the AUTOSPORT Series-Production Sports Car Championship Trophy (to be held for one year), a replica and £100. To the runner-up, an AUTOSPORT Plaque and £50. To the entrant finishing third, an AUTOSPORT Plaque and £25. To the entrant finishing fourth, an AUTOSPORT Plaque and £10.

**COMPETITORS**

While the entrant must be a competitor, this does not restrict the number of drivers. To permit of the entry of cars which may be owned by two, or even three persons, it will be quite permissible to include the names of not more than two persons other than the entrant in the original entry form. However, the entrant himself (or herself) must have taken part in at least three of the events listed, and these three, irrespective of the results obtained, must count towards the Championship. Any of the drivers named may take part in the sprint events. The reason for the insistence on three events is to prevent an entrant securing the services of a skilled racing driver for all five of the qualifying events. In all cases, the name of the entrant will be accepted as the competitor for class and final awards.

**Rallye à l'Americain—continued**

Only half an hour before the start of the eliminating tests, the provisional classification became known. Of course, there were many protests, which were all examined good-humouredly by the officials. But everything was solved in the best possible way and with a smile—something rather unusual in Europe!

The 10 competitors at the top of the results list had to undergo the elimination tests. Stewart and I managed to put up the best time in these, and so improved our place in the General Classification from seventh place to sixth. However, a last-minute protest later pushed us down to seventh place

again, where we remained in the final count.

The Saab drivers, No. 1 in the provisional classification, incurred penalties for forgetting to pull on the handbrake at the end of one of the three tests. But, as the runners-up, the Jaguar team, also dropped a stitch, the final order remained unchanged.

The Great American Mountain Rallye is, indeed, a great event, and driven by a number of enthusiasts saving neither expense nor pain. It is with great pleasure that I shall remember the 1956 event, and I certainly hope to be able to take part in it again, perhaps with better luck.

**AN AWARD FOR PORSCHE**

FOR the fourth consecutive year, Panhard has won the trophy presented by the French magazine *L'Automobile* for the most successful French car. The trophy for the most successful foreign car was gained by Porsche, with 368 points. Other markings were:—

2, Alfa Romeo, 340 points; 3, Ferrari, 256; 4, Mercedes, 221; 5, Fiat, 176; 6, Maserati, 119; 7, Jaguar, 97; 8, Triumph, 54; 9, Osca, 50; 10, Aston Martin, 47; 11, Lancia, 43; 12, Sunbeam, 42.

Points were awarded for performances in the Monte Carlo, Lyon-Charbonnières, Sestrières, Alpine, Liège-Rome-Liège and Tour de France rallies, Targa Florio, Mille Miglia and Le Mans.

**THOUGHTS ON THE RATION**

VAN users, dismayed by the thought of having to run their transport on a single supplementary gallon of petrol, may be interested to note the advantages of the Astra economy utility. Despite its 322 c.c. engine capacity, the Astra qualifies for the basic ration available to 9 h.p. cars, and so should receive a total allowance of 10 gallons—enough, on its 60 m.p.g. fuel consumption, for 600 miles or so. The Astra is priced at £347 16s., including commercial purchase tax.

OWING to an extraordinarily high accident rate among U.S. military personnel in Germany who have bought British sports cars, the German agents of at least one well-known British insurance company, specializing in the coverage of private cars of Allied personnel in the country, have announced that henceforth they will accept no further proposals for comprehensive cover for sports cars, naming Triumph, Austin-Healey, Jaguar and M.G.A. among others. Third party, fire and theft premiums are to go up by 50 per cent., and no cover will be included in future for accidents to the driver or passengers.

**The Goggomobil Road Tested—continued**

rugged in this instance that an occasional misplaced change is unlikely to have disastrous results.

I tested the fuel consumption with some care. I came to the conclusion that one could drive pretty hard on the open road, rush around in London's traffic, and generally enjoy oneself to the tune of 50 m.p.g. With some limitation of revs. on the gears and a cruising speed not exceeding 45 m.p.h., it is possible to average 60 m.p.g. These figures may not seem wildly spectacular, but it must be remembered that the Goggo has all the performance and comfort of a normal sized car. I have found that a 125 c.c. scooter only does 80 m.p.g., if one uses the full performance, such as it is. Of course, I had the carburettor set for maximum performance and employed no trick driving technique, but I should imagine that by careful tuning an ultimate 70 m.p.g. could be obtained, at some small sacrifice of speed and liveliness.

In general, I found the Goggomobil a most useful vehicle. It always started

at the first twist of the ignition key, and never needed the choke, even in frosty weather. The heating and demisting was powerful and effective, and the lights would be adequate for a much faster car. I liked very much the finger tip controls for the lights and indicators, even though the latter was not self-cancelling. Above all, I appreciated the comfort of the seat and the proper location of the pedals, which allowed me to complete a long journey without ever feeling cramped, and to enjoy the last mile at least as much as the first. Would that I could say the same for some much larger cars.

Let me write seriously for a moment. The miniature four-wheeled car has come to stay, and we are going to buy them. We would rather buy British, but if we cannot, we shall have to "go Continental". I advise our big manufacturers to race each other to Dingolfing and see if they can take out a licence to build Goggos over here. This is a really brilliant design, and if the car could be marketed at a reasonable price it would literally sell itself in tens of thousands.



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## CHRISTMAS

A FAIRLY large number of new titles have been added by publishers to the ever-growing list of motoring books, many of them dealing with the purely sporting side. Since the war, the popularity of all types of motoring literature has increased to a marked extent. Nowadays, it is difficult to realize that, before the war, books dealing with motoring matters, were comparatively few—except for handbooks. Classics in those days included S. C. H. Davis's *Motor Racing*, Jarrott's *10 Years of Motors and Motor Racing*, S. F. Edge's *My Motoring Reminiscences*, and Tim Birkin's *Full Throttle*. Although the majority of the older editions are out of print, quite a number of titles have been reissued in revised form. In this article it is intended to deal with new and revised volumes which have appeared during the past few months, most of which have been reviewed separately in AUTOSPORT.

From pioneers **G. T. Foulis and Co., Ltd.**, 7 Milford Lane, Strand, W.C.2, comes a revised edition of one of the most famous of all motor racing books, Charles Jarrott's *10 Years of Motors and Motor Racing* (25s.). This deals with the 1896-1906 period, when the sport was in its infancy, and when men had to grow mighty biceps to control the monsters built for the Gordon Bennett Cup, and other road races. Jarrott's work is of real historical importance, giving a completely true picture of automobile racing and development in the beginning. *Juan Manuel Fangio*, by Gunther Molter, translated by Charles Meisl (21s.), is a complete biography of the present Champion of the World, giving an insight into the life of this remarkable character, whose name is a household word. *Motor Racing Sketch Book, 1895-1955* (17s. 6d.), contains 128 dramatic drawings by Carlo Demand. Other recent titles include *Mind over Motor*, by W. H. Charnock (15s.), another reprint of *Grand Prix Racing, Facts and Figures*, by George Monkhouse (42s.), the magnificently produced *Annual Automobile Review*, also 42s., and a must for Riley enthusiasts, the *Riley Maintenance Manual*, by S. V. Haddleton (35s.).

**Motor Racing Publications, Ltd.**, 13 Conway Street, Fitzroy Square, London, W.1, supplement their long list of important books with a fine new edition of John Thornley's *Maintaining the Breed* (21s.), in a revised format. The M.G. chief has added later Abingdon history, including events leading up to the introduction of the A-type. Also from the same house (printed for Temple Press, Ltd.), comes that monumental work, *The*

*Grand Prix Car*, Part 2, by Laurence Pomeroy, magnificently illustrated by Cresswell (£4 4s.). No student of motor racing can afford to be without this opus, easily the best of its kind yet produced. Among humorous books is *Bees under my Bonnet*, by Ronnie Collier and Russell Brockbank (7s. 6d.).

**Autosport**, 159 Praed Street, London, W.2, list *High Performance Cars, 1956-57*, which is wonderful value at 5s., with 88 pages, 128 half-tone illustrations, and 46 line drawings by Theo Page. It is edited by Gregor Grant and John Bolster, including many of the latter's road tests, and an article by Peter Collins, "My Year with Ferrari". Raymond Groves's third book, *Loud Pedal* (3s. 6d.), contains dozens of extremely funny cartoons, several of them entirely new, and all dealing with motoring sport.

From **B. T. Batsford, Ltd.**, 4 Fitzhardinge Street, London, W.1, comes *The Racing Car*, by Cecil Clutton, Cyril Posthumus and Denis Jenkinson (25s.). Each contributor covers a specific period in motor racing, and the book makes enjoyable reading. Posthumus is, of course, associate editor of AUTOSPORT, Jenkinson *Motor Sport's* foreign correspondent, and Clutton an acknowledged expert on vintage machinery. Many interesting and hitherto unpublished photographs of historic racing cars are included, also numerous whole-page line drawings, by George Oliver.

**The Bodley Head**, 28 Russell Street, London, W.C.1, have added two new titles: *Gentlemen, Start your Engines*, by Wilbur Shaw (25s.), gives an exciting picture of American racing by the famous Indianapolis driver, who was so tragically killed a few years ago in an air crash. *Motor Racing Management*, by John Wyer (18s.), is a detailed and extremely well-written volume on a subject of which the former Aston Martin team boss is definitely an expert. *The True Book about Motor Cars* by Charles Fothergill (7s. 6d.), is a most attractive little book, well illustrated.

**Cassell and Co., Ltd.**, 37-38 St. Andrews Hill, London, E.C.4, have issued *Motoring Entente*, by Ian Nickols and Kent Karlake (36s.), which deals with Sunbeam, Talbot and Darracq history—a subject which certainly needed some sorting out. *The Antique Automobile*, by St. John Nixon (25s.), is fascinating in that it covers the Victorian



# BOOKSHELF



and Edwardian period with the thoroughness that only an historian with over half-a-century's driving experience can impart. It is full of authoritative detail about the early days of motoring, both in the factory and on the road, and is liberally sprinkled throughout with entertaining anecdotes.



Sammy Davis is the latest author to write on the subject of Mercedes; his *Mercedes-Benz* (16s.) is published by **Frederick Muller, Ltd.**, 110 Fleet Street, London, E.C.4, and deals mainly, and always entertainingly, with Unterturkheim's long and highly successful racing history. *The Complete Mercedes Story*, by W. Robert Fiske (35s.), is a second edition by an American author, and is published by **The Macmillan Co.**, New York, whose London branch is at 10 South Audley Street, W.1.



**Temple Press, Ltd.**, Bowling Green Lane, London, E.C.1, have much improved the production of the popular *Motor Road Tests*, the 1956 series of which costs 7s. 6d. At the same price, **Iliffe and Son, Ltd.**, Dorset House, Stamford Street, offer *Autocar Road Tests, 1956*, which is reproduced in photogravure. Both these publishing houses also produce a wide range of technical works relating to motoring.



From **Hamish Hamilton, Ltd.**, 90 Great Russell Street, London, W.C.1, comes *Racing Sports Cars*, by Louis Klemantaski and Michael Frostick (15s.), with dozens of first-class shots of modern sports-racing cars in action and accompanying text as entertaining as that in the earlier companion volume, *Drivers in Action*.



**William Heinemann**, 99 Great Russell Street, London, W.C.1, have brought out *Fifty Years of Brooklands*, edited by Charles Gardner (25s.), the motor racing side of which is covered by W. Boddy.



**Transworld Publishers, Ltd.**, Park Royal Road, London, N.W.10, issue *The Scottie Book of Motor Racing*, by Stirling Moss (2s. 6d.), an excellent pocket volume for the younger reader, which is edited by Wayne Mineau.



From **Ian Allan, Ltd.**, Craven House, Hampton Court, Surrey, comes *Motoring Annual*, by Albert Douglas (10s. 6d.),

an interesting and inexpensive summary of motoring matters in general.



Those interested in body repairs will find *Panel Beating and Body Repairing*, by Donald Watt (30s.), a complete text book on the subject by an Australian expert. It is published by **Angus and Robertson**, 105 Great Russell Street, London, W.C.1.

*Cape Cold to Cape Hot*, by Richard Pape (18s.), is a remarkable story of an incredible journey, issued by **Odham Press**, 96 Long Acre, London, W.C.2.



*Motor Cars Today*, by H. E. Milburn (15s.), published by the **Oxford University Press**, is a most informative volume for the layman.



*Mara Moja*, which in Swedish means "as fast as possible", is an account of a dash in 1953 from Norway to Cape of Good Hope in a VW Microbus. This book costs 21s. from **Jonathan Cape**.



Published in U.S.A. at \$5.95 (44s. 6d. in G.B.), *Henry's Wonderful Model T*, by Floyd Clymer, is a magnificent publication from **McGraw-Hill House**, 95 Farringdon Street, London, E.C.4. It is both informative and amusing.



There are, of course, scores of other titles, including handbooks such as the *Cassell Book of the Ford Consul*, and also of the Zephyr and Zodiac (each 8s. 6d.). The comprehensive *Maintenance and Repair of Motor Vehicles* (18s.) is published by the International Labour Office, Geneva. Other recent titles include *The Technical Facts of the Vintage Bentley* (30s.), *Sports Cars*, by Jim Potter (6s.), *Antique Automobile Body Construction and Restoration* (22s. 6d.), *Veterans of the Road*, by Elizabeth Nagle (18s.), *Horseless Savages*, by W. H. Charnock (6s.), *Sports and Classic Cars*, by Borgeson and Jaderquist (95s.), *Targa Florio*, by W. F. Bradley (15s.), *Custom Cars 1957 Annual* (6s.), *Hot Rod 1957 Annual* (6s.), *Gottlieb's Classic Cars and Specials* (6s.), and the *Guinness Book of Records* at 9s. 6d. Motor Books (Stoneham's) can also supply a limited number of copies of H. O. Duncan's classic work, *The World on Wheels* (126s. including packing and posting). Available shortly is Denis Jenkinson's *Motor Sport Racing Car Review* (9s. 6d.), published by *Motor Sport*. Among diaries is *The Motor Racing Diary, 1957* (6s.), and the *Modern Motoring Diary* (4s. 9d.). There is also the *Daily Mail Motoring Guide, 1957* (2s. 6d.), edited by Courtenay Edwards.

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THE BODLEY HEAD



# CORRESPONDENCE

## Support for Connaught

IT is well known, I think, that Connaughts, who this year have put up a better Grand Prix performance than any other British constructor since the war, can only enter their cars for events which are likely to prove financially remunerative.

This policy, which is enforced by lack of funds, has to my certain knowledge brought about in 1956 the non-participation of a Connaught works team in some *Grandes Epreuves* where they stood a good chance, because of a variation of a few hundred pounds between the minimum economical starting money required and that which has been offered. This situation is likely to occur again in 1957 when, in the writer's opinion, Connaughts have an even better chance of doing well.

In the past I have always been against the idea of a supporters' club as a means of providing funds for Connaught. But the other day I saw in Rodney Clarke's office a most attractive design for a lapel badge embodying the *Send équipe's* famous winged lion emblem.

I remarked that it seemed a pity that badges like that could not be available to people who would like to wear them, for it would be nice to offset them against the hundreds of Maserati and other continental badges that are seen in British paddocks. To my surprise Rodney told me that so many people wrote asking for badges that Connaught did not have, that he was considering producing one.

He also told me that he had hundreds of letters asking for photos and that he did a brisk trade in them. His one regret was that he thought badges and photos could earn valuable revenue for Connaught but that he did not have the staff to deal with any organized attempt to capitalize on this opportunity.

I am now wondering if there are a sufficient number of people who would like to help Connaught in a small way to justify the formation of a Connaught Supporters' Club. I have in mind that for a contribution of 10s. 6d. per year a supporter would receive a lapel badge and regular bulletins on Connaught activity.

The object would be to make as much profit for Connaught out of the 10s. 6d. as possible and to give British enthusiasts the opportunity of feeling that, in a small way, they had helped a British car, with a chance, to reach the starting line. The money would not be used for technical development.

If five hundred supporters will write to me at Grand Buildings, Trafalgar Square, W.C.2, the idea will be worth going ahead with and plans for the formation of a club can be finalized. Please *do not* send any money at this stage—just your opinions for Rodney Clarke and I to study.

JOHN WEBB.

LONDON, W.C.2.

## Club Racing

I WAS interested to read Mr. Moss's letter on club racing published last week, and would like to make the following observations.

I do not agree that there should be more class racing in club events. At present, when scratch races are run, the entry is much the same for each class, being composed mainly of small-capacity sports-racing machines. For example, it is usual to find half the field for an "over 2,000 c.c." race to be under 1,500 c.c. Remarkable as these machines are, one gets a little tired of seeing them in four or five races out of an eight event programme, especially as the finishing order is usually the same. In meetings such as these the clubman with a genuine sports car that he uses on the road stands little chance against this expensive circus that arrives on trailers and transporters every week-end and mops up the lolly. Most of them could afford to compete in National or International events; some even appear on the Continent. They are undoubtedly a great attraction at club meetings, but surely their activities could be limited a little more to give those with more varied machinery a chance.

Handicap races are surely the only way of catering for more variety and some handicaps at club meetings are very close indeed. If Mr. Moss's suggestion for more organized handicapping was adopted, there is no reason why all handicaps should not be so. I feel that these suggestions, together

with fewer and better organized meetings, would do much to popularize the sport.

Finally, I would like to support Arthur Mallock in his appeal to keep such "super cars" as the Lotus XI out of the 1,172 Formula. Surely the regulations are meant to exclude this type of device, and I would like to see yet more limits imposed if only they could be enforced. It will be a sad day when this "poor man's racing" is monopolized by a procession of identical aerodynamic streaks, and a bank balance approaching four figures is considered as "very limited resources".

TONY GOODWIN.

LONDON, S.E.3.

## Help Wanted

I HAVE a 1933 Aero Minx March Special but I have not been able to obtain any information about it. I wonder if any of your readers can help me, especially with regard to the rear axle and gearbox? I intend to change the rear axle ratio to get better fuel consumption.

B. PENDRY.

QUEEN'S CHAMBERS, BELFAST, N. IRELAND.

## Bouquet for Brooks

I HEARTILY agree with Messrs D. Cheesman and M. L. Chapman whose letter praising Tony Brooks appears in the issue of 30th November.

If Great Britain has a prospective World Champion it is Tony Brooks. At this moment I can hear the Moss and Hawthorn supporters rushing to their desks, pens poised for action. I too am a Hawthorn and Moss supporter but, after a great deal of deliberation, I have decided that although Tony Brooks may not be Britain's best driver at this moment he certainly will be after one more season in Grand Prix cars.

At Oulton Park a few weeks ago he completed what appears to be a very amazing feat. Driving the same Vanwall that Moss had used a fortnight previously, with the exception of a small chassis mod., he completed 80 per cent. of his 81 laps at a higher speed than Moss's quickest lap and the car was still running as well at the end as it was at the beginning. This incidentally was his first drive in a Vanwall!

If he has the right car, and I'm afraid this is a big "if" at the moment, I'm sure at the end of next season Tony Brooks will be Britain's best "World Champion" prospect.

Good luck to him.

W. D. BARTRAM.

EDINBURGH, 10.

## Now's the Chance!

NOW that all motor racing has been suspended due to the petrol shortage, I feel it is a fine opportunity to improve and rebuild our racing circuits, most of which were made only to cater for cars with a top speed of 100 m.p.h. with any degree of safety. Today, with modern cars reaching speeds of 150 m.p.h., and more, drivers cannot use their power and speed to the utmost advantage, which I feel is a great pity. Furthermore, these small tracks do not give the drivers the practice which they must have for Continental racing.

A. H. RODWELL.

WINDSOR, BERKS.

## Trials

THE more I read your correspondence column, the more convinced I am that some of the writers rush into print without knowing what they are talking about, and in view of R. Simpson's letter on the subject of trials cars, I must certainly express doubt that he has ever ridden in one.

In the first place, he refers to the present regulations as "the freak R.A.C. formula", whereas any trials special owner will assure him that these regulations have done a great deal to make this type of car roadworthy, although I do agree they were getting out of hand previously.

This correspondent also brings in Dellow's, whereas I am quite sure that when compiling the existing regulations, the R.A.C. representatives used the Dellow as a basis.

The third point, which is actually my main object in writing, is the question of "steerability", and Mr. Simpson's statement about it being an achievement to drive a trials special in a straight line at anything over 30 m.p.h. is just ridiculous.

It might be of interest to this and other correspondents to

(Continued on page 752)



# Club News

By **STUART SEAGER**

WE are fortunate in having the chance to read a great many club magazines, and generally find them most entertaining. The editor of such a publication is in the enviable position of writing for a group of friends who are as devoted to the sport as he is, and will therefore understand the most veiled allusions to personalities, cars and situations. As the paper is for limited circulation only and not for sale to the public, references can be made (particularly to cars) which in a national magazine would be libellous, and are therefore particularly appreciated by the privileged readers who know only too well how true they are!

The exception seems to be the magazine of the "one-make" club, particularly if published in association with the manufacturer. These clubs themselves perform an extremely valuable service to the owners of the marque of car concerned, by providing them with specialized information and other facilities, and as far as obsolete and even historic makes are concerned, membership of such a club or register may well be the only way of keeping the cars on the road. The exchange of spares, drawings, handbooks—and first-hand experience—is often quite invaluable. However, with a few honourable exceptions, their magazines lack the "sparkle" of those from the independent clubs. The "one-makers" spend so much time telling each other what marvellous machines their cars are, and how there is no other make that can hold a candle to them, that they eventually come to believe it, and their eyes are from then on closed to anything that goes on outside the club and The Marque. And that way lies stagnation of thought.

As we have said, these clubs perform a most useful service, but please, if you do belong to one, do join an "open" club as well, just to keep things in perspective.

Incidental quote from the Chester M.C. bulletin: "If all the motorists in the country were laid end to end, 95 per cent of them would pull out to try to pass the car in front". Oh, if only this were true! Come to think of it, though, if they were all motor club members, it *would* be true!

\* \* \*

TONIGHT (7th) the **Mid-Surrey A.C.** are holding a film show at the Sugar Bowl, Brighton Road, Burgh Heath, at 8 p.m. . . . On 13th December, **Sumbac** will hear a talk at the Swan Hotel, Yardley, by Bill Allerton of Lucas, on "Electrics in Competition". . . . The **North London M.C.** will have their Christmas supper and dance on 14th December at Brookman's Park, Herts. Tickets are obtainable from D. H. Gillingham, 71 Trinity Avenue, Bush Hill Park, Middlesex. . . . The **Lagonda Club** will be holding a Christmas Party at the Bonnington Hotel, London, on 14th December, for which details can be obtained from R. Freeman Wright, Kodak House, Kingsway, London,



*NO PARKING*—it says on the barriers used to mark out the tests at the end of the Bournemouth Rally. Mrs. Mary Hopkinson was certainly not waiting about and hurled the Standard 10 about very competently, while Anne Hall balanced matters. This *équipe* won the ladies' award.

W.C.2. . . . A grand Midnight Matinee of motor racing films is being screened by the **Guildford M.C.**, also on 14th December, at the Odeon Cinema, Guildford. The show starts at 10.30 p.m. and tickets (free) may be obtained from David Roscoe, Freshfields, Woodruff Avenue, Burpham, Guildford, Surrey. . . . The annual dinner of the **British Trials Drivers' Association** will take place on 15th December at the Palace Hotel, Buxton, and tickets are obtainable from D. G. Scott, Cockshead House, Prestbury, Macclesfield. . . . The **Falcon M.C.** will hold their annual dinner on 15th February at Welwyn Garden City, and tickets may be obtained from Mrs. Betty Tucker-Peake, 52B High Street, Stevenage, Herts. . . . A show of motor racing films and a talk by Rivers Fletcher will be presented by the **O.R.M.A.** on 7th January at Kensington Town Hall, London, W.8. Tickets are obtainable, free of charge, from the O.R.M.A., P.O. Box 323, Kent House, Market Place, Oxford Circus, London, W.1. The association's annual dance is to be held on 8th February at the Boathouse Hotel, Kew Green, tickets being available from the same address. . . . The **Cemian M.C.** have a Christmas Party scheduled for 12th December, and their annual dinner and dance for 1st February, details of both being obtainable from F. L. Rourke, 26 Soho Square, London, W.1.

## HERTS COUNTY DINNER-DANCE

LAST Thursday the Herts County Automobile and Aero Club held its annual dinner-dance, in the Cranborne Rooms, Red Lion Hotel, Hatfield. This is one of the oldest clubs in Great Britain, and 1956 marked its 53rd year of existence. In fact, Major Armand Blackley, J.P., who proposed the toast of the Club, has been a member for 50 years, and, during a bright speech, referred to the very early days, when driving was always an adventure. The

reply was undertaken by Duncan Russell, one of the leading organizers of the club's activities. "The Guests" was proposed by Vice-President, Wing Commander Clement Pike, O.B.E., A.F.C., the reply being undertaken by the Editor of AUTOSPORT, who was guest of honour. Dick Harter was in the chair, and the season's awards were presented by his wife, Mrs. Robin Harter. In between dancing to Jack Amlot and his Band, Miss Leslie Osmond did a one-girl cabaret act.

Herts County is typical of many territorial clubs. Without staging any ambitious programmes, it is held together by genuine enthusiasts. It is mainly noted for the many excellent sprint and hill-climb events, including Aston Clinton in pre-war days, and now Ramsgate and Westbrook Hay. In 1903 the annual subscription was one guinea—and it still is today!

## A CLUB FOR MARSHALS

WE recently received the following letter from the secretary of the newly formed British Motor Racing Marshals' Club.

"May I, through the medium of your columns, announce the formation of a Club, membership of which is open to all those enthusiasts who, without any thought of financial gain, and in all kinds of weather, perform often thankless tasks for long hours in order to keep British motor racing the safest in the world—and enjoy doing it so much that they always come back for more

"We received the initial blessing of the R.A.C. Competitions Department from the person of Basil Tye, who said: 'The idea is an excellent one, as these gentlemen do a fine job of work.' In the meantime, I should like to hear from these 'gentlemen' (thank you, Mr. Tye) in order that we may get together as members and pledge ourselves to assist

(Continued overleaf)



any organization or club which wishes to promote a motor race on any recognized track or circuit in Great Britain.

"Many of your readers will be aware of the panic in the hearts and paper in the baskets of Secretaries of Meetings and Chief Marshals when, a few days prior to the event, the Marshal Plan has not materialized! Well, we hope to reduce both panic and paper by means of our register of members which will indicate the tracks at which they offer their services together with the duties and capacities in which they are capable of serving—just part of our service!

"To members, we offer increased and automatic insurance cover while on duty at any track in G.B., over and above the cover required by the General Comp. Rules. In addition, arrangements can be made for the feeding and 'watering' facilities of those on duty—and marshals will know that, except at major events, there is room for improvement here. Mutual transport assistance to and from meetings can be arranged, thus widening the field of operations while reducing the expenses incurred.

"We also plan to make works visits, hold film shows, talks by experts, Continental race visits (off duty), and various social functions. An attractive Club badge has been designed for lapel and car, and our Club motto (translated for those who, like me, fluffed Latin) reads 'Speed—with Safety'—our constant aim.

"I look forward to hearing from potential members, in order that we may deal with the new Fixture List. You do not need a car to qualify for membership, but you must either have served in a voluntary capacity as an official at a meeting in Great Britain or be prepared to volunteer your services, after training, for a forthcoming race".

J. D. BANNISTER.

"BEECHWOOD", ALSAGER,  
STOKE-ON-TRENT, STAFFS.

### MERCEDES-BENZ SPARES REGISTER

**E**FFORTS are being made to start up a spares register for pre-war Mercedes-Benz cars, for which it is now virtually impossible to obtain bits and pieces, either in this country or from Stuttgart. It is often possible in cases like this, that someone knows of a car that has been wrecked, or is in the process of being broken up; this information, if co-ordinated, could be of great value to owners of near-historic Mercs. E. O. Hamblen-Thomas, 77 Gresham Street, London, E.C.2, would be glad to hear of any such spares, and pass the news on to members of the Mercedes-Benz Club.

### T.S.O.A. EXPANSION

**A** WELL-SUPPORTED inaugural meeting of the Triumph Sports Owners' Association, West Midlands Branch, was held at Coventry on the 23rd November. Officers and committee were elected and rules adopted.

Film shows, lectures, social evenings, etc., are being planned, and the first film show is to be held on 9th January at the Queen and Castle Hotel, Kenilworth, at 8 p.m.

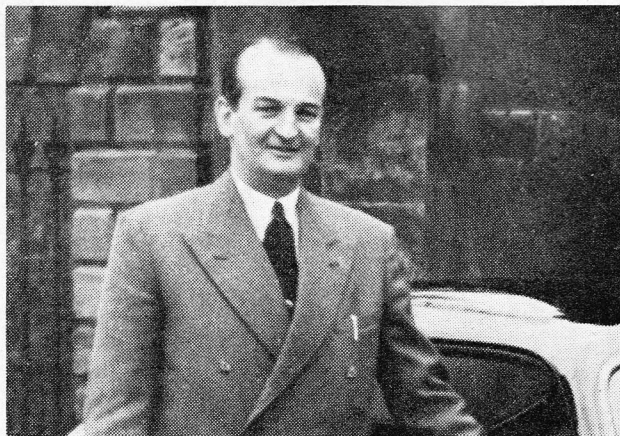
It is hoped that a large measure of support will be forthcoming from Midland Triumph sports car enthusiasts.

For full details contact the hon. secretary, Mrs. Pauline Mayman, Kay Garages, Shadwell Street, Birmingham 4.

## PENN PORTRAITS of NORTHERN SPORTING PERSONALITIES

### No. 1

### GILLIE TYRER



**I**T is the intention of AUTOSPORT to introduce each week a well-known Northern personality, who is connected with the sport in some sphere or other. To begin this series, meet Gilbert Tyrer, known to one and all as Gillie.

Born in 1911, he began his motor sporting career in 1935, at the wheel of a Ford 8 sports tourer. From that date, he has been a regular competitor in trials, rallies, sprints, hill-climbs and has raced on all the major British circuits.

As an amateur, he is the ex-holder of 2-litre sports car records at such widely diverse places as Bo'ness, Bouley Bay, Brighton, Croft, Charterhall, Chester (where this year he was timed at 131.5 m.p.h. over the quarter-mile), Hartlepool, Gamston, Gravesend, Prescott, St. Andrews and Silverstone.

A second and a fourth place were gained in the Manx Cup Races in the Isle of Man, and local records at Jabbeke, for both standing and flying kilos in the 2-litre class, were taken in the BMW Mille Miglia car. His favourite circuit was that at Douglas, in the Isle of Man.

He has raced a Bugatti Type 51, a BMW Type 328 and the very beautiful ex-works Mille Miglia car; also Jaguars XK 120 and C and D types. He shared a standard Singer tourer with the late Peter Reece in the 1953 Dundrod Tourist Trophy, actually averaging over 60 m.p.h. for some 10 hours.

Since 1951 he has concentrated on speed events alone, but has found time to serve in an advisory capacity on the committees of many local motor clubs.

On being asked to give his most amusing incident, he replied, "You ought to know! It was when I was leading

the Manx Cup Race in the Isle of Man in 1948, entered Cronk ny' Mona hairpin a little too fast, spun on the wet tar (giving the writer, who was some two feet behind, heart failure) kept the engine running, and had to sit and watch the entire field go past me before I could get back in the race!"

His greatest disappointment in motor racing competitions was in 1938, when, easily leading on marks in the M.G. Abingdon Trial, he broke a crown wheel on the last hill.

Gillie Tyrer is married, has two children, and is the Managing Director of a well-known Lancashire firm of motor agents and sports car specialists. His wife, Peggy, strongly supports his racing activities, and has been known to travel long journeys in a C-type Jaguar, complete with child and luggage. Hobbies include golf and gardening, but chiefly business.

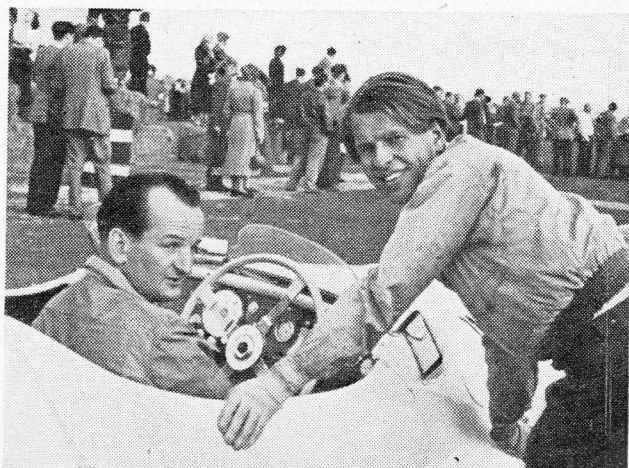
As personal transport, his favourite cars are, closed, Lancia Gran Turismo, and open, C-type Jaguar, though he has owned practically all makes of English and Continental sports cars.

For the 1957 season he is preparing an ex-works and Ecurie Ecosse C type Jaguar. Tyrer's écupe will always be recognized at a race meeting by its immaculate turnout, while Tyrer's personal ready willingness to help out those in trouble has been appreciated by many.

Gillie's suggestion for improving the sport is to run more and better events for genuine production cars.

His only claim to fame, according to himself, is being the only driver to make the front cover of AUTOSPORT clad in his braces!

FRANCIS PENN.



★  
AT CROFT: Gillie Tyrer in his Mille Miglia BMW chats with Peter Collins, during the latter's Cooper - J.B.S. - Allard days.  
★



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**1500** H.R.G. A very clean car throughout, new hood, fine mech. order. £370 o.n.o.—Ruislip 2366.

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(Continued overleaf)

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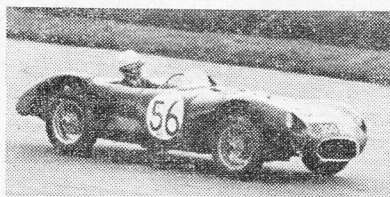
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**Correspondence—continued**

learn that specials have appeared in every sprint meeting organized by at least two clubs in this area—The Sheffield and Hallamshire, and North Midland, and in addition, the Y.S.C.C. run a most admirable event (the Horsfall Trophy) which caters for all classes of cars, and which includes some of everything, including short tests, long tests, and a sprint.

In all these events the apparently despised trials special can be seen travelling in perfectly straight lines at anything up to 80 m.p.h.

In case your worthy correspondent doubts this statement, the times of the trials specials are always in the same bracket as Morgans and Triumph TR2s.

J. S. JENKINS.

SHEFFIELD.

I HAVE read with interest Mr. Simpson's letter on trials, from which it is obvious that he is a most enthusiastic spectator, but some points call for comment from a driver's viewpoint.

The R.A.C. formula was surely designed to *eliminate* the freak and often dangerous cars which could be produced under the 1949 Regulations. In this the sponsors were successful, but I believe at the time of introduction they were of the opinion that standard sports cars would be able to compete on reasonably level terms with the special, 1953 vintage. This was well-intentioned, but ill-founded, as we soon discovered. The amazing ability of the present formula special was not foreseen, but a safer though more stereotyped vehicle resulted.

As to roadworthiness, it must be borne in mind that a car has to pass the R.A.C. scrutineers at the start of every event and they certainly would not allow an unsafe vehicle, as envisaged by Mr. Simpson, to start.

Only a handful of enthusiasts in the Home Counties and Midlands? Oh, No! Vive le Yorkshire Sports Car Club! We run four fully sporting trials, as well as several other events in which a trials special can (and does) compete. Others, please copy.

A hearty "Hear, Hear" to the letter of Rex Chappell and Geoff Newman, especially to the aim of introducing newcomers to the sport. My first suggestion would be to the

power of the motor sporting press in general and to AUTOSPORT in particular. No more "innocent observations", Mr. Seager, and no repetition of AUTOSPORT'S opinion, expressed some while ago, that trials were in their death throes (editorially, too!). Secondly, perhaps an article on trials, which would surely interest the many spectators at these events, as well as the possible future competitor, and/or "How to build a Trials Special for under £150".

Finally, for heaven's sake leave the Regulations alone; any alterations now would kill the sport, and in any case, a special, under any formula, would always outclass a standard production car.

NORMAN COATES.

LEEDS, 1.

**"In Service to Speed"**

CONGRATULATIONS to C. P. on interviewing Carlo Quirico—such accounts are always of interest and especially so in this age of restricted motoring.

May I be permitted to make a few comments, so far as the Brooklands part is concerned? The record-breaking Argyll had a single-sleeve-valve engine built under Burt McCollum patents, not a Knight double-sleeve-valve engine.

It is a fallacy that when Percy Lambert was killed on 30th October, 1913, his Talbot went over the top of the banking. It rolled *down* the banking, probably after bursting a tyre, breaking the driver's skull.

Incidentally, although the 1914/18 Hispano-Suiza aeroplane engine referred to later had two o.h. camshafts, it is hardly correct to call it a twin-cam engine as it had two cylinder blocks with a single camshaft above each block. It isn't very clever of me to know this, because I have a block from one of these engines—held as a spare for the racing Wolsley Viper—before me as I write!

W. BODDY.

FLEET, HAMPSHIRE.

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

**Classified Advertisements—continued****WANTED—continued**

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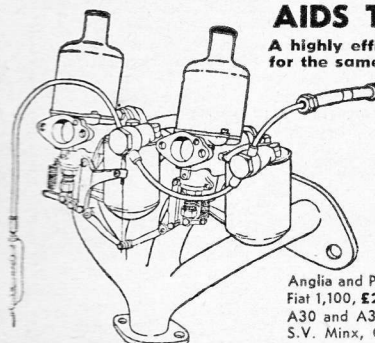
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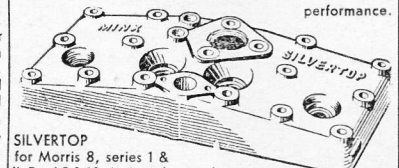
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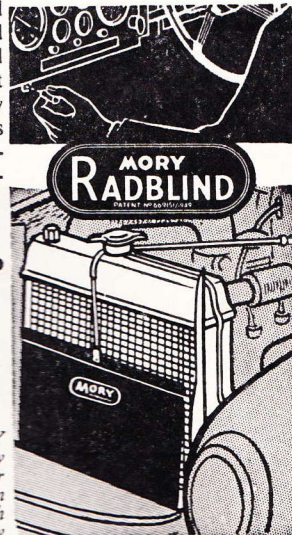
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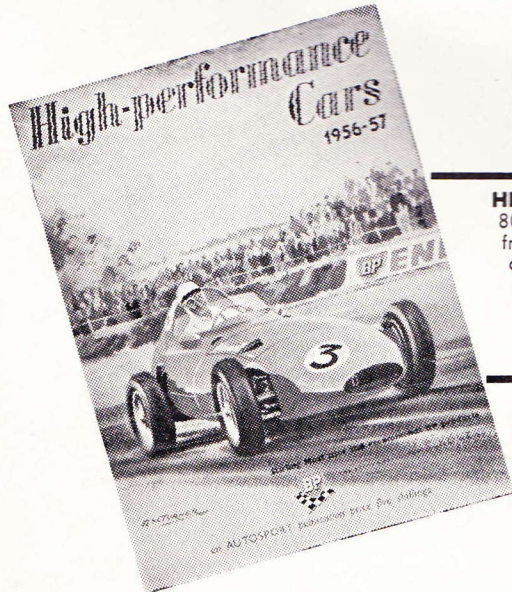
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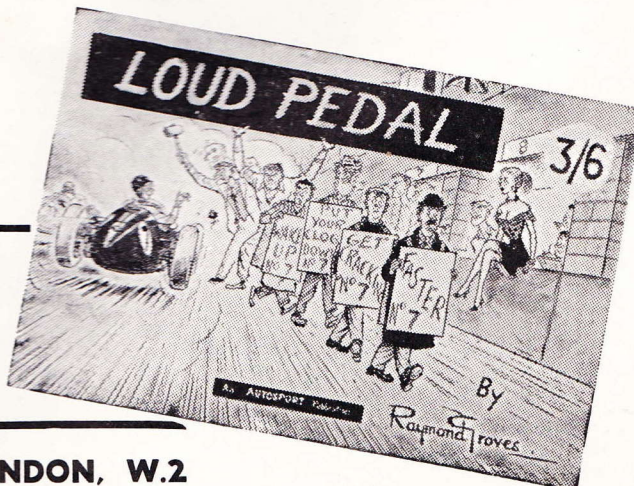
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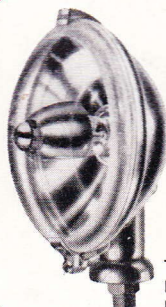
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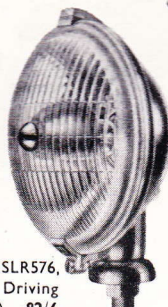
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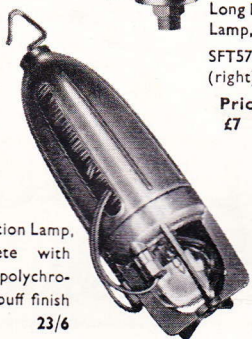
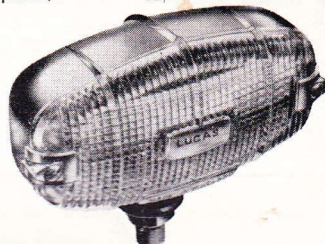
Twin lamps SLR576, Long Range Driving Lamp, (left) 82/6



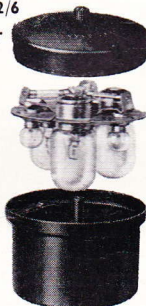
SFT576 Fog Lamp (right) ... 82/6

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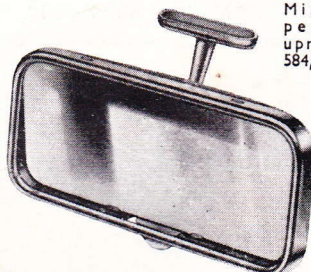
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