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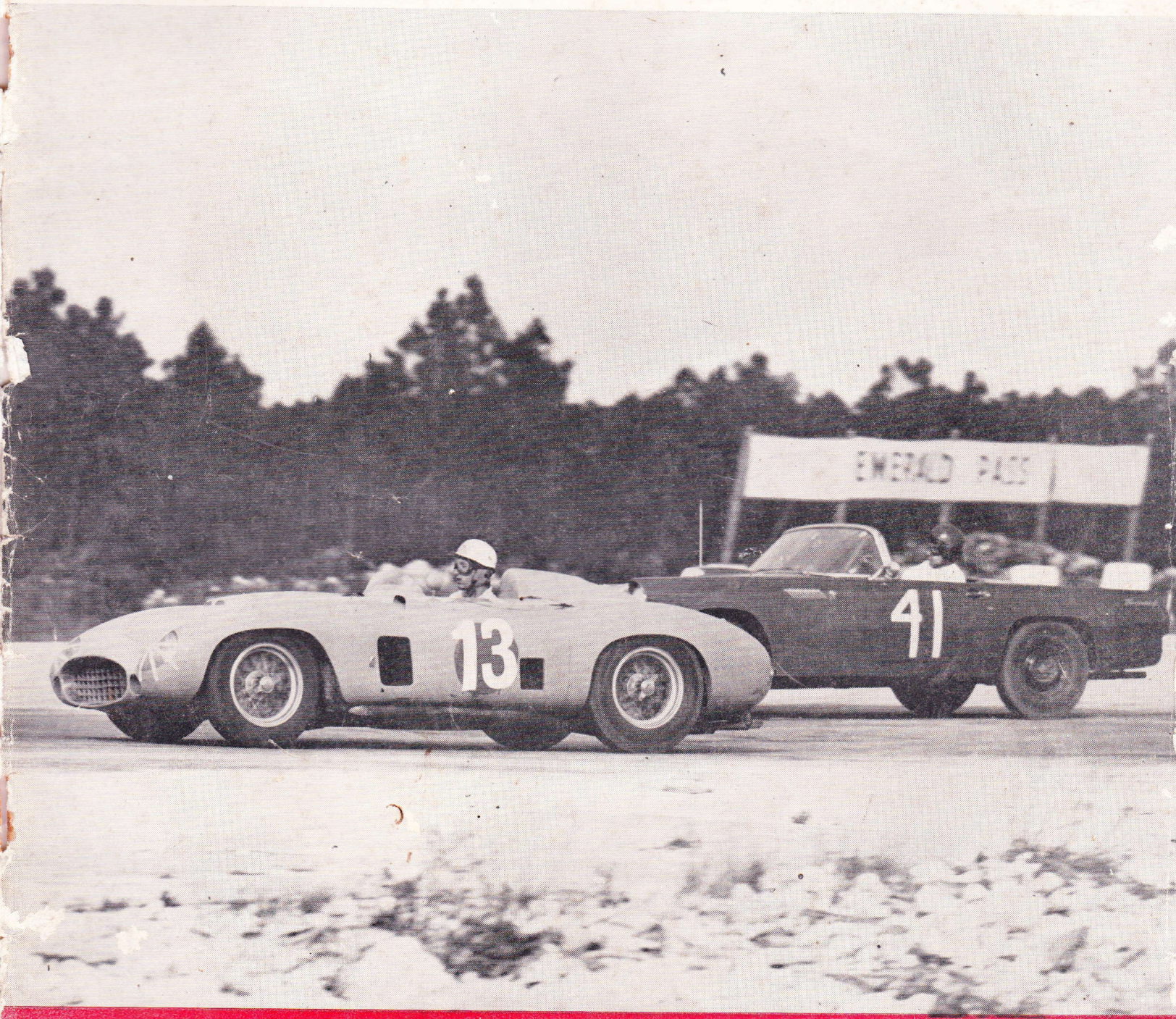
BRITAIN'S MOTOR SPORTING WEEKLY

DECEMBER 28, 1956

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EVERY FRIDAY

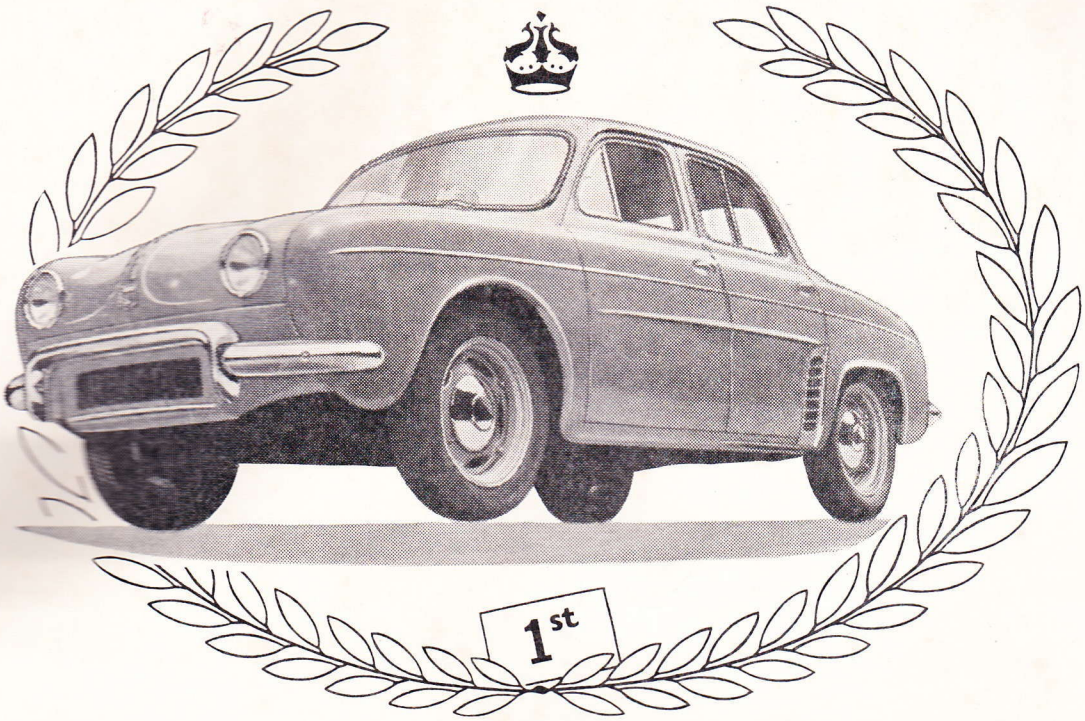
Vol. 13 No. 26



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DIGEST OF 1956 CHAMPIONSHIP RALLIES : MASERATI CASE HISTORY, PART 3 : PENN PORTRAIT



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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 13 No. 26 **December 28, 1956**

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Published every Friday by AUTOSPORT

159 Praed Street, London, W.2

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

General Manager PETER BAYLEY
Advertisement Manager NORMAN H. BIGSBY
Circulation Manager ERIC G. WATSON

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

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EDITORIAL

THE FRENCH GOVERNMENT AND LE MANS

WHATEVER the fuel situation in early summer, the French Government has practically guaranteed the A.C.O. that the classic 24 Hours Race will be run. This will come as a relief to intending entrants who did not know where they stood, and will enable them to put preparation in hand immediately. Le Mans, 1957, is, of course, a World's Sports Car Championship event, the prototype and fuel regulations having been scrubbed. At the present time, it appears certain that applications for entry will be made by Aston Martin, A.C., Lotus, Cooper, the Ecurie Ecosse Jaguars, and possibly the Fitzwilliam team of ex-works M.G.s. It is also likely that endeavours will be made to prepare a British under-750 c.c. car, with the "Index of Performance" in mind. The revision of rules, of course, brings us back to where we were in 1955—unlimited speeds, and all too few conductors capable of piloting the fastest machines.

HAWTHORN FOR FERRARI

AS forecast in AUTOSPORT, Mike Hawthorn has signed for Scuderia Ferrari, for both Formula and Sports Car Racing in 1957. As Peter Collins will also be with Ferrari, this is the first time in history that two British drivers have been signed as regular members of one foreign team. Hawthorn's first engagements for Ferrari will be the 1,000 kilometres at Buenos Aires, and the Argentine Grand Prix.

FUTURE OF DAIMLERS

AS one of the oldest motor manufacturing concerns in the world, the affairs of the Daimler company are of interest to everyone. It is, therefore, most distressing to learn from the chairman, Mr. J. Y. Sangster, that very severe losses have been sustained. With their excellent manufacturing resources, and with, perhaps, a little more imagination, Daimlers might well have produced a range of high-performance cars, finding a ready market. They made a half-hearted attempt at competitions with the well-made Century, but apparently did not think it worthwhile to pursue a proper programme with a view to bringing out eventually a completely modern car. It is still not too late; the encouragement of new ideas in the design department might make all the difference. There is no reason to suppose that the Coventry concern could not take a leaf out of that other company's book—a company that formerly had close associations with it—Daimler-Benz A.G. of Stuttgart. The concern which pioneered, amongst other things, fluid flywheel transmission, is surely capable of keeping its end up in the Industry.

OUR COVER PICTURE

OUT OF LUCK at Nassau during the recent three-day Bahamas race meeting was the Spanish Ferrari driver, the Marquis de Portago, although he has been most successful on the island in the past. In this photograph he is seen cornering through Emerald Pass, inside a Ford Thunderbird, driven by Charles Weiss.



PIT and PADDOCK

FOLLOWING the cancellation of the Monte Carlo Rally the Royal Exchange Assurance will make a direct refund of inscription fees paid to them by competitors who had intended starting from Glasgow. Where inscription fees have been paid to the R.A.C. the official receipt must be surrendered when applying for refund.

ALTHOUGH Fangio is to drive for Maserati in the Argentine series of races, he will race "freelance" in subsequent 1957 events, drawing up a contract for each race, rather than for the entire year.

THE specially streamlined Austin-Healey which broke records at Bonneville was driven during practice at Nassau by Stirling Moss and others.

JAY CHAMBERLAIN, one of the Nassau race winners with a Mk. XI Lotus, has ordered a Formula 2 Lotus. He plans to race this in the Pikes Peak hill-climb and other unrestricted events where its power-to-weight ratio should pay off.

CONFIRMED—that the young Belgian driver Olivier Gendebien will again be a member of the Scuderia Ferrari next year.

ITALIAN racing drivers have formed a syndicate to protect their interests; leading lights include Farina, Taruffi, Bracco, Sanesi, Castellotti, Cortese, Bordoni and Musso.

FERRARI are said to be trying out an engine equipped with Bosch-type fuel injection. They reckon on an eventual 200 b.h.p. from their Formula 2 Vee six-cylinder unit; this has twin o.h.c. and twin magnetos.

VETERAN driver Tony Bettenhausen of Illinois has been selected to fill the position on the United States Auto Club Board of Directors left vacant by the passing of Bob Sweikert.

A 1956 MORRIS MINOR belonging to Ted Lambert's Liverpool firm, Victor Horsman, Ltd., covered 12.9 miles at an average of 25 m.p.h. in a fuel economy test the other day on one pint of petrol. This is equivalent to 103.2 m.p.g.

IN our Portrait Gallery feature on David Piper (14th December), we said that Piper co-drove with Dan Margulies in the Mille Miglia; the race should, in fact, have been given as the Targa Florio.

WINNER of yet another "give-away" car is Mr. Jack Oliver, of Mill Hill, London, who took the first prize Jaguar Mk. VII in a competition run by the Dolcis Shoe Co.

IN the G.P. of Antananarivo, Madagascar recently, the class for sports cars over 2,000 c.c. was won by Schlesser (Mercedes 300SL), from the Austin-Healey of Poisson and Annie Schlesser's Jaguar XK 140.

IT is possible that a Formula 2 Championship title will be introduced for 1957, with markings on the same lines as the World Championship.

AUTOSPORT would like to thank all its readers for the large number of Christmas cards received.

NEW circuit at Charbonnières will be used for the final eliminating tests for the Lyons-Charbonnières Rally.

BRITISH manufacturer is considering marketing a completely equipped rally version of a popular high-performance closed car.



PRIZEWINNERS were presented with their trophies by the Marquess Camden, Club president, at the recent Aston Martin O.C. cocktail party. Here Dick Steed receives the U.S.A.F. Trophy, which he won at the St. John Horsfall meeting with his Cooper-Jaguar.



. . . . Graham Whitehead poses for a moment with the Peter Bell Trophy, awarded him for the best performance of the year in a post-war Aston Martin.



. . . . while Mrs. Jean Bloxam smiles happily on being handed the Stapleton Associates Trophy for the best performance by a club member with a car other than an Aston Martin. She drove a Lotus Mark IX.



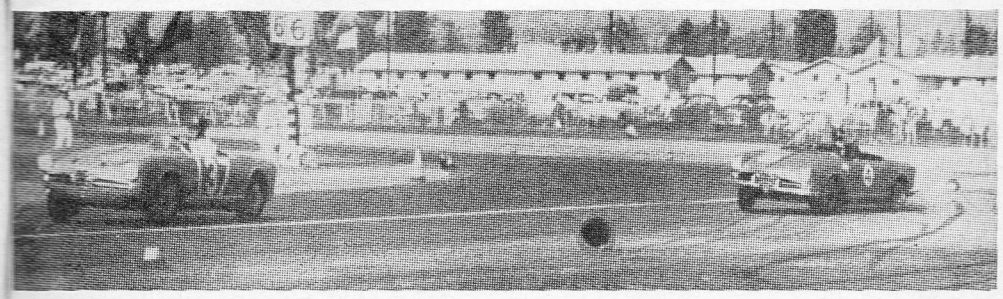
WELL EARNED. At the annual dinner of the Guild of Motoring Writers, the Duke of Richmond and Gordon presented the Guild's Harold Pemberton Memorial Trophy to St. John C. Nixon. The Trophy, for outstanding contributions to motoring journalism, was awarded to Mr. Nixon for his book, The Antique Automobile.

★

JOHN EASON GIBSON, secretary of the B.R.D.C., will be handling applications from Great Britain for the Mille Miglia.

THE Fitzwilliam team of Le Mans-type M.G.s will comprise Dick Fitzwilliam, Robin Carnegie, David Shale, Peter Simpson, Tony Everard, John Hogg and John Blakely, with John Keeling as team manager.

MORT MORRIS-GOODALL has rejoined Donald Healey as director and general manager of Healey Car Sales, Ltd. Mort was, until recently, competitions manager of Solex.

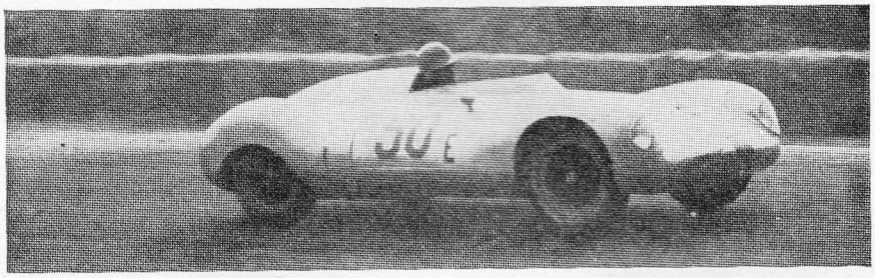


SPYDERS' FIGHT (left). Two of the new Alfa Romeo Giulietta Spyder models tussle for the lead in a recent race at Pomona, California, with Bill Pollack losing first place to Frank Aldhous by taking the turn too widely.

FIRST TIME OUT at Pomona was Ken Miles's new Porsche engined Cooper, which figured prominently at Nassau more recently (see centre pages). In the big race at Pomona, Miles took second place behind Bob Drake's Aston Martin DB3S.

Photos from West Coast Sports Car Journal

SPORTS NEWS



INDIANAPOLIS 1957

AT least 15 new cars are under construction for the Indianapolis 500 and Tony Hulman, Speedway President, is confident the 1957 International Classic will be the most hotly contested event in the history of the famous two-and-a-half mile track. The pit area has been enlarged approximately 50 per cent. for the 1957 race and the Tower Terrace is a new steel and concrete stand, behind the pits, with stadium-type seats providing an excellent view of both pit and track activity. New restaurants and rest rooms will be located under the Terrace. A new three-lane tunnel under the backstretch, making it possible for nine lanes of traffic to move under the track simultaneously while the race cars are running, will provide quick access to the free parking areas in the infield.

JOY FOR A JOINER?

THE Aston Martin Superleggera Spyder that the *Daily Mail* gave away in their Motor Show competition, was won by Mr. Alexander Smith, of Crail, Fifeshire, who is an apprentice joiner and has *never driven a motor car in his life.* He was one of three people who tied for first place but who eventually won the competition outright by submitting the best slogan, "Who Said a Spyder Couldn't Fly". He had 44 lines on 11 different entries, a total cost of 11*s.* to win £4,200-worth of motor car and £700 in cash.

ANSWERS TO PHOTO-QUIZ

ALTHOUGH last week's Photo-Quiz was for holiday amusement only, some keen readers have sent in replies, while others have telephoned on the subject. None seem to have got *all* the answers right. The driver in sunglasses at Prescott is Eric Brandon (with John Cooper "seeing him off"), while the car, of course, is the earliest-type Cooper 500. The driver running to his M.G. at Silverstone, 1949, is Dick Jacobs. The car depicted below Jacobs is one of the very first Ferraris, with 2-litre V12 engine; date 1947; driver Sterzi. The very "touring" looking Grand Prix winner is a Rolls-Royce "Silver Ghost". Driven by Carlos de Salamanca, it won the first Spanish G.P., for touring cars, run over a 192-mile course in the Guadarrama mountains, in 1913. Salamanca beat a Lorraine-Dietrich, and another R.-R. home.

The Anzani-engined car shown is a 1926 Crouch; the sleek racing machine at Brooklands, looking very like a Mercedes-Benz, is actually the Multi-Union, a very fast, British-built machine with 2.9-litre Alfa Romeo eight-cylinder engine, driven by the late Chris Staniland in 1938-39; and lastly, the hill-climb car with such abundance of power unit is "T. Dryver"'s Special, with De Havilland Gipsy Four aero-engine installed in a basically M.G. K3 Magnette chassis.

U.S. STOCK CAR 1956 RESULTS

FORD is the top car in the 1956 Nascar Grand National Championship Circuit final point standings in the U.S., winning 14 races. Chrysler, ranking fourth in total number of points, won more races, 22 against three for second place Chevrolet and 11 for third place Dodge. Mercury won five events, and Oldsmobile one. Chrysler also attained the best racing average, based on the number of cars in competition. There were 14 makes of cars listed in the 56 Grand National Championship races all over the United States and in Canada. There were 1,499 cars competing; 7,258 miles of racing and a total of 160,453 car miles. Prize money totalled $381,225.

Buck Baker, the new National Champion, achieved most of his success during the season in a Chrysler, winning nine of his 14 victories. The remaining five were won in a Dodge.

Final placings (cars):

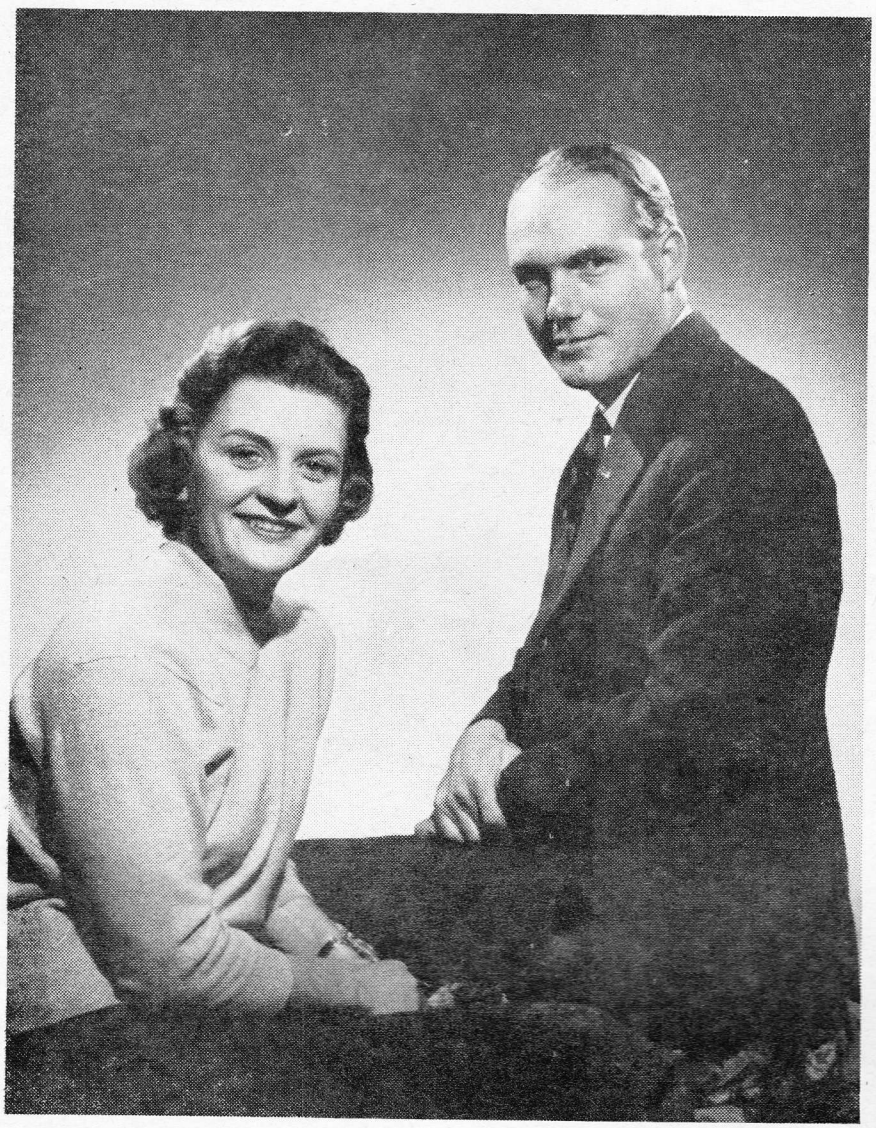
1, Ford, 412 cars, 912 points; 2, Chevrolet, 398, 598; 3, Dodge, 183, 536; 4, Chrysler, 85, 431; 5, Mercury, 156, 384; 6, Oldsmobile, 70, 91; 7, Pontiac, 60, 68; 8, Plymouth, 77, 48; 9, Buick, 34, 10; 10, Packard, 7, 2; 11, Hudson, 11, 0; 12, Studebaker, 10, 0; 13, Nash, 4, 0; 14, Jaguar, 1, 0.

Final placings (drivers):

1, Buck Baker, 9,272 points; 2, Herb Thomas, 8,586; 3, Speedy Thompson 8,328; 4, Lee Petty, 8,324; 5, Jim Paschal, 7,878; 6, Billy Myers, 6,920; 7, Fireball Roberts, 5,794; 8, Ralph Moodoy, 5,548; 9, Tim Flock, 5,062; 10, Marvin Panch, 4,680.



SIX WORDS won the £4,200 Aston Martin Superleggera Spyder plus a £700 cheque, for Alexander Smith, Scottish apprentice joiner, in the Daily Mail's *Motor Show contest. Here he is being presented with the car by Stanley Baker, star of* Checkpoint, *outside the Leicester Square Theatre, London.*



Photograph by Patrick Benjafield

PORTRAIT GALLERY

No. 63—THE APPLEYARDS, IAN and PAT

No husband-and-wife combination in the rally world is more famous than Ian and Pat Appleyard. Both have motoring sport in their blood, Ian being a member of that important Northern concern, Appleyard of Leeds, whilst Pat is a daughter of Sir William Lyons, chief of Jaguars. This, no doubt, explains why the majority of their successes have been gained with the marque Jaguar, although one recalls their remarkable feat of taking a Morris Minor from Rome to London in under 24 hours! The secret of the Appleyard success story lies in their meticulous pre-rally preparation, and ability to anticipate the strength of the opposition. When it comes to actual driving, their team-work is matchless, Pat always being able to keep going under the worst possible conditions, leaving Ian fresh for the special-stage stuff, speed events, tests and other rally features of which he is one of the world's masters. From the time he took an SS100 Jaguar through the "Alpine" in 1948 to win a "Coupe des Alpes", Ian has been a rally headliner; it was fitting that Pat accompanied him in 1952, when he became the first British driver ever to gain an Alpine Gold Cup, for three successive non-penalized runs, a feat which only Stirling Moss has since emulated. The R.A.C., the Tulip, the Monte Carlo, the Lisbon—the Appleyards have been successful in each, and in 1954 they were close runners-up for the European Grand Touring Championship. Both hold strict ideals regarding sportsmanship, and, even if they had perfectly legitimate grounds for doing so, would never put in a protest against published results. They both dislike handicap events, being convinced that rally organizers should be capable of running rallies without resorting to formulæ which may heavily penalize certain classes of car. The only pity of it is that business commitments prevent Ian from getting away as often as he would like to take part in events. With the ability to enter several of the essential rallies, the Appleyards would be one of this country's best bets to break the German monopoly of the European Championship.

G.

MORE RECORDS FOR TARUFFI

DRIVING his twin-boom Tarf 1, with a four-cylinder Gilera motor-cycle engine enlarged to 550 c.c., Piero Taruffi took three 750 c.c. class records at Monza recently. They were, 50 kms. at 211.515 k.p.h.; 50 miles at 212.469 k.p.h. and 100 kms. at 212.765 k.p.h.

BAYONET HOSE COUPLING

EVEN if you cannot drive your car much these days, you can still wash it, a job which is made easier by a new hose-to-tap coupling just released. The upper part of this coupling, which looks exactly like the bayonet-ring of an electric light fitting, is fixed permanently to the tap, while the lower part, like the top of a light bulb, is inserted into the end of the hose. The operation of this device is obvious, and is so simple that one wonders that it has not been thought of before. Models are available to fit all sizes of taps and hoses and can be obtained, from 4*s*. 3*d*., from all ironmongers. The manufacturers are Chase Protected Cultivation, Ltd., Cloche House, Govett Avenue, Shepperton, Middlesex.

LIGHTING-UP TIMES FOR 1957

ALL 1957 lighting-up times are given in a handy pocket-sized Lighting-up Timetable and Mileage Indicator just published by the R.A.C. and available free of charge to members from any R.A.C. Office. One of the most useful aids any driver can have, it shows lighting-up times for each day of the year for London, Bristol, Birmingham, Leeds, Manchester, Newcastle-on-Tyne, Glasgow and Belfast and also includes a quick reference mileage indicator giving distances between 41 important towns in Great Britain. Demand is always heavy for this popular annual publication and motorists are advised to make early application for a copy.

PETROL PRICE—AUSTRALIAN QUALMS?

THE Petrol Information Bureau, Australia, has published an interesting leaflet entitled "How Cheap is Petrol". Standard grade petrol sells at 3*s*. 9½*d*. per gallon in Melbourne. In 1945 the price was 2*s*. 8½*d*. per gallon, which is an increase of 40 per cent. The leaflet then lists some typical increases over the same period for comparison—beer, 95 per cent.; beef, 236 per cent.; milk 125 per cent.; tea, 206 per cent.; sugar 150 per cent.; eggs, 195 per cent.; electricity, 84 per cent.; gas, 178 per cent.; train fares, 153 per cent.

Which might be promulgated to soften the blow of a coming increase?

H. A. C. R.

MRS. ERIC FINDON

WE regret to announce the death, after a short illness, of Mrs. Eric Findon, wife of Mr. Eric Findon, editor of *The Light Car*. She and her husband were prominent in the early cyclecar movement, and took part in many reliability trials in the 1920s, mainly with G.N.s. Mrs. Findon took a great interest in club social activities, and attended a great many functions during the season. To Eric, and their daughter Mrs. Littlejohn, AUTOSPORT offers its deepest sympathy in their sad bereavement.

CASE HISTORY OF THE MASERATI

The Evolution of a Famous Italian Racing Marque

Part 3

By NORMAN SMITH

THE extension of the 1934/36 Grand Prix formula to the end of 1937 had no serious effect at Maserati's H.Q., for by the end of the 1936 season they had decided to give the large cars a miss and to turn their attention to 1½-litre racing and the Tipo 6C. This model they raced officially and also sold in large numbers to private owners, three of them actually going to British owners, although they were not raced as a team as was sometimes believed at the time, being owned by different people.

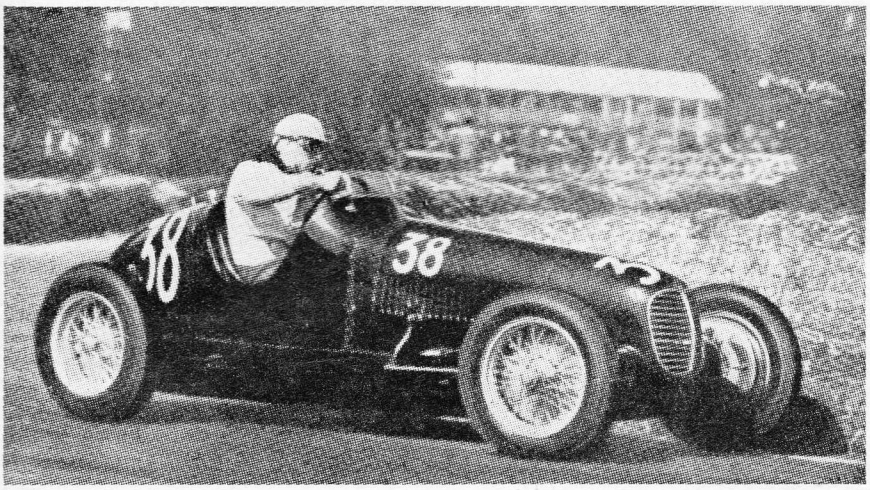
Actually, however, the name Maserati *was* found in the Grand Prix races of 1937, but all the cars were the old 2.9, 3.3 or 3.7-litre types, and raced by such independents as Soffietti, Biondetti, Hartmann, Mandirola and Pietsch. How ineffective the 1937 Maserati challenge was in the "Classics" may be judged by an *ad lib* quotation taken from a press preview of the German Grand Prix which read: ". . . there are also a few assorted Maseratis in addition!" Yet in England the Bira-blue, ex-Straight 2.9 and its inscrutable Siamese driver had a fine year, with a win in the Campbell Trophy and two seconds in both the J.C.C. 200 and the Phoenix Park 100, making in the latter race a record lap of 107.28 m.p.h.!—a record which it still holds and which, be it noted, is faster than either the present day Silverstone or Goodwood circuits.

For Maserati, however, 1937 proved generally a year of good fortune, the Tipo 6C becoming the No. 1 vehicle for any number of *scuderia,* and there was a terrific revival of interest in this form of organization in 1937, the Scuderia Ambrosiana, the Scuderia Helvetia, the Scuderia Volta and the German "Suddeutsche Renngemeinschaft" (S.R.G. for short!) being but four organizations who relied on the little red car with the Trident badge. Naturally many of the better Continental independents handled the car, either as private owners or as members of a *scuderia,* but the best were co-opted into the works team, and that team for 1937 was Trossi, Dreyfus, Tenni and a certain wild man named Bianco whose early season antics annoyed, not only Bira and Chula, but his own countrymen as well.

With 1,500 c.c. races in abundance from April to October, Maserati victories became a weekly occurrence, despite some defeats from the E.R.A.s, though it was a rare race indeed that saw the British and Italian works cars in direct opposition. The opening round in the 1½-litre class battle (at Turin) fell to an E.R.A.—no less a car than R.1.A itself!—with the works Maserati driven by Dreyfus second, but in the return match at Naples, Trossi's masterly driving turned the tables and the Italian car won, setting off a chain of victories that finally was to total, at a minimum, eight, excluding heat wins and hill-climb classes. The factory drivers took Tripoli (Dreyfus), Florence (Dreyfus), Acerbo (Rocco), and Campione (Rocco again), whilst the independents had the lengthy list of the Targa Florio—but not over the Madonie circuit—(Siena), Milan (Siena), San Remo (Varzi), Brno (Villoresi) and the Superba race at Genoa, when Marazza won on what was reputed to be the ex-Lurani sports four-cylinder of 1934 vintage. Firsts, seconds and thirds came so frequently in 1937 that they cannot be safely enumerated, although it must be remembered that in reality many of the Italian races were virtually all Maserati affairs. Not *all* the time, however, for certain E.R.A.s and Platé's old 1927 Talbot raced in that land of sunshine in 1937.

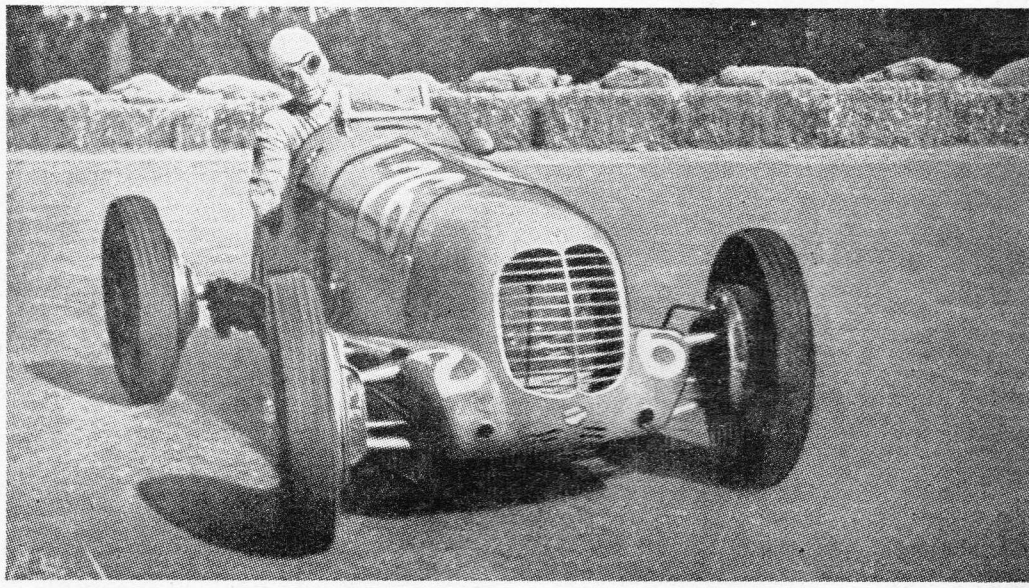
Towards the end of 1937 Count Trossi used, in the Circuito di Lucca, a newer Maserati than the Tipo 6C, a four-cylinder of presumably 69 x 100, which in retrospect looks an odd thing, for these measurements are identical with the four-cylinder-engined car that de Graffenried, the then young Swiss unknown, used at Donington and Douglas in early 1937, and which was supposedly an older type than the 1936 Tipo 6C! Incidentally, this 69 x 100 bore/stroke ratio has always been a popular one *chez* Maserati, for the 1933-34 2.9 had these dimensions, as did the record-breaking

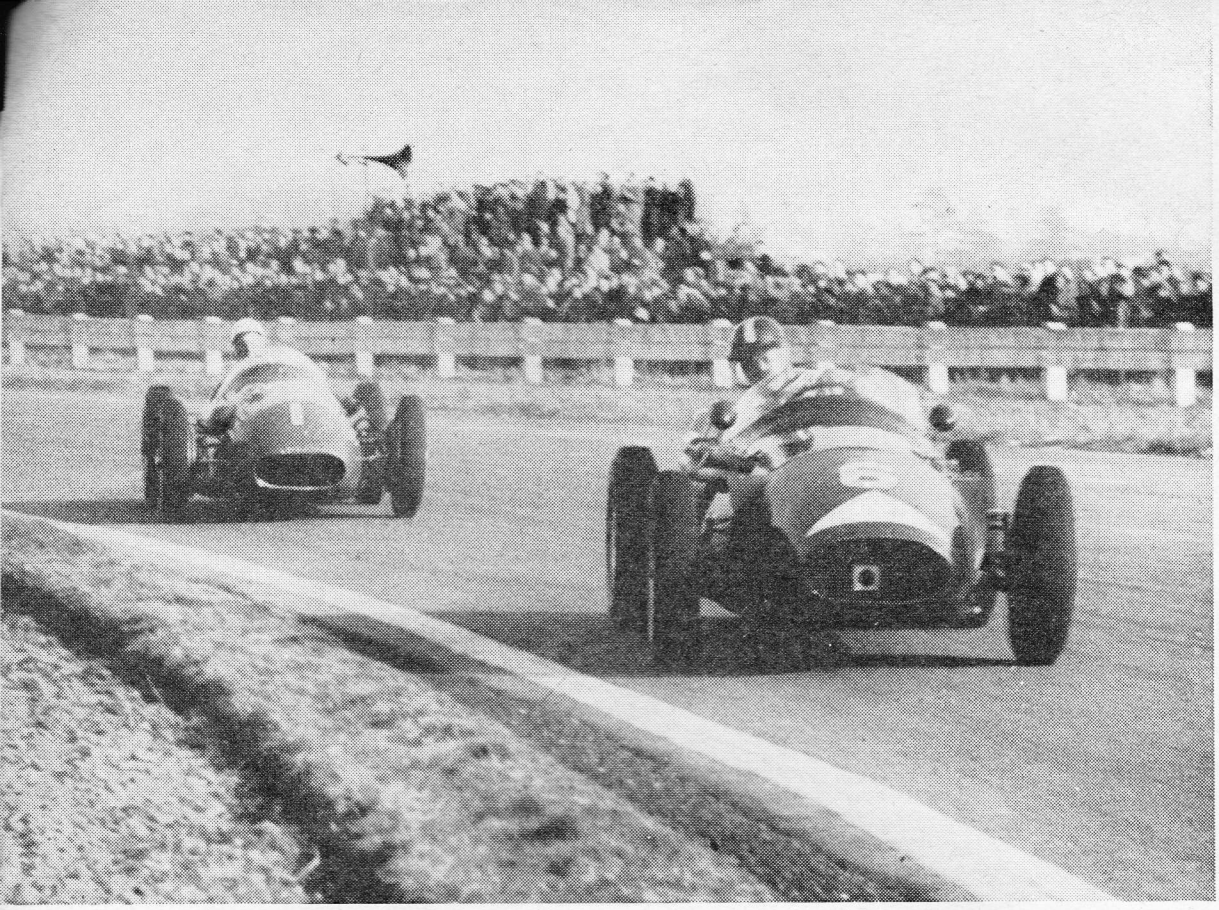
(*Continued on page* 842)



VISITOR to Britain in 1937 *was Count "Johnny" Lurani (above), who raced his Type* 6C 1½*-litre Maserati in the Imperial Trophy race on the original Crystal Palace circuit.*

STAR IN ITALY: (Right) Count Carlo Felice Trossi in action with his works Type 6C *at Florence,* 1937. *This fine driver also took part in the Crystal Palace race, winning his heat.*





MOSS CHASING SCOTT-BROWN, both Maserati and Connaught four-wheel-drifting, at Goodwood.

TECHNICAL & OTHERWISE

By JOHN BOLSTER

TO DRIFT—OR NOT TO DRIFT?

DURING a period when most of us will not be doing much actual high-speed motoring, it seems worth while to think a little about driving technique. In particular, let us get this four-wheel drifting business straight. Now, there seems to be rather an obsession about this, and many of the less experienced drivers are trying to use the method under conditions where it is not, in fact, applicable. Perhaps it would be worth while to get down to first principles.

Let us consider what Sir Henry Segrave called "geometrical cornering". By this he meant taking a bend on an absolutely perfect line without any sliding. The correct line remains the same whether the geometrical or the drifting technique be employed. It is not nearly so easy to choose this line as it would first appear, because fast cornering is only incidental, and is certainly not the object of the exercise. Emphasis of this point is obviously necessary, because the fallacy that fast cornering is the be all and end all of motor racing causes most of the bad driving that one sees at the average club meeting.

Really, the only thing that matters about cornering is the speed at which the car is travelling after it has left the bend. The speed at which the car is going on entering the corner, or its velocity at the apex, are matters of comparatively little importance. If, however, it leaves the curve and enters the straight 10 m.p.h. faster than its rivals, it will be faster than they are for the whole length of the straight, and will also reach a higher maximum speed in most cases.

Thus, the line must be chosen with this speed bonus very much in mind, and the genius of the best drivers is demonstrated by the rapidity with which they can size up a corner or series of corners. Where several bends follow each other in close succession, the speed at which the car leaves the last one is the most important factor, and the method of negotiating the first corner should be determined by this inescapable fact. Always remember that for the greatest drivers, all circuits have longer straights.

Having worked out the perfect line, or copied it from one of the stars, the next stage is to take the bend geometrically. This is a fascinating exercise, because in taking a corner at the maximum possible speed without sliding, it will be found that almost gentle handling pays dividends. If the car is once rendered unsteady by too violent braking, for instance, the whole corner will be spoilt, and the speed on the next straight reduced by a few vital m.p.h. Very slow corners and hairpin bends can generally be taken faster geometrically than by any sliding technique.

To correct geometrical cornering into drifting, let us first consider how not to do it. Our novice enters the bend fast, and when his car begins to skid out at the rear, he "corrects" his skid. Now, this is absolutely fatal. Any driving manual will tell you to correct a skid by steering into it. What it will not tell you is that, by correcting in this manner, you immediately move outside the perfect line for the corner.

It must be made abundantly clear that any "correction" will always take the car outside its line, and once this has happened the corner is irrevocably ruined. The car is now in the wrong position for negotiating the second half of the curve, and consequently the corner has tightened up or become sharper. If you make a few sketches on the back of an old envelope, you will see what I mean.

The proper method is to increase the lock instead of reducing it. In effect, one steers out of the skid instead of into it. By increasing the load on the front tyres in this way, the front end slides sufficiently to balance the rear, and the car becomes stable; furthermore it can be held on its proper line, in spite of the lateral displacement of all four wheels. It may be necessary to modify the tyre pressures, or even the suspension characteristics, before the machine will accept this type of handling, and this is all part of the normal preparation for racing.

At this point, it is necessary to consider the question of power. In this connection, it is often found that production cars will lap a circuit fastest if considerable drifting is avoided, and that what appears to be harder driving is, surprisingly, slower driving. The reason is not far to seek, for to slide four tyres laterally on the road surface consumes a great deal of power. If the power simply isn't there, kinetic energy will be used; in other words, the car will be slowing down all the while it is sliding.

Drifting is thus not necessarily a very profitable occupation for the driver of a production car, except in rather small doses. For the Grand Prix driver, however, the situation is entirely different. He deliberately puts his car into a four-wheel drift, which he can do in a variety of ways. He positions the

machine so that, as it glissades along that imaginary but oh so important line, its nose faces at quite an angle towards the apex of the bend. He is able to do this easily because the angle of his front wheels proves that the car is in a condition of understeer, and it is therefore stable.

The whole point of getting the car into this attitude is in order to be able to use power. If the driver applies too much power, excessive rear end breakaway will destroy the equilibrium, but if he is able to judge the amount of engine power correctly, he will actually be able to increase the car's cornering power. Because the rear axle (or its equivalent) is steered towards the inside of the bend, *the power of the engine may be used to combat centrifugal force.* Furthermore, the car is cornering in such an attitude that it is virtually facing down the next straight before it gets there.

Thus for racing (or sports-racing) cars with a great deal of power, the drifted corner is faster than the geometrical corner for two reasons. One is that the power of the engine can help to hold the car into the bend and stop it from drifting outside the optimum line. The other is that the typical drifting attitude may literally "straighten" the last few yards of the corner, or effectively lengthen the straight by that amount. Some drivers merely do the thing instinctively, while others have spent hours working out the theory, but all the first-line men have developed their own versions of this method.

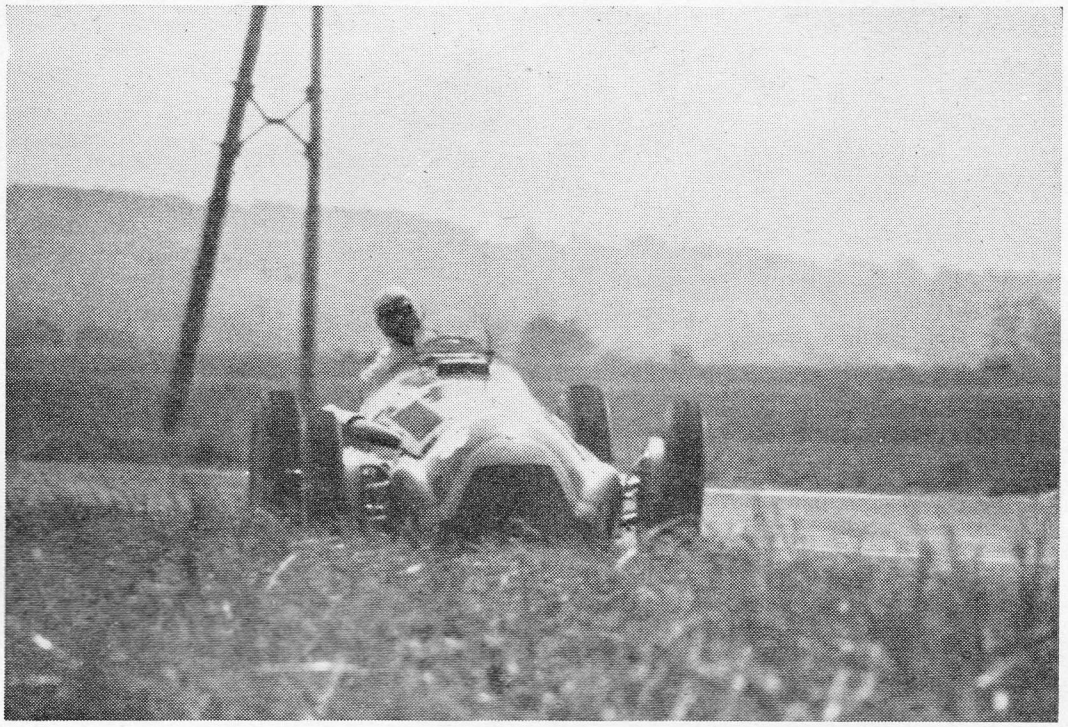
The above few paragraphs are, of course, over-simplified, because we know that, even during geometrical cornering, the flexibility of the tyres allows them to assume a slip angle without skidding. Nevertheless, the difference between this form of creeping over the road surface and actual drifting is so marked that no confusion should arise. At the risk of becoming repetitive, let me emphasize the understeering nature of a genuine drift. At the finish of a corner, the driver has merely to straighten up his steering—he is already "on power". To take a corner in a tail slide, without the front end sliding too, must always waste time, because this is an oversteering condition, and hence unstable. At the end of the corner, in order to stop his skid, the driver must either ease his throttle or "correct" with his steering, either of which will reduce his speed disastrously.

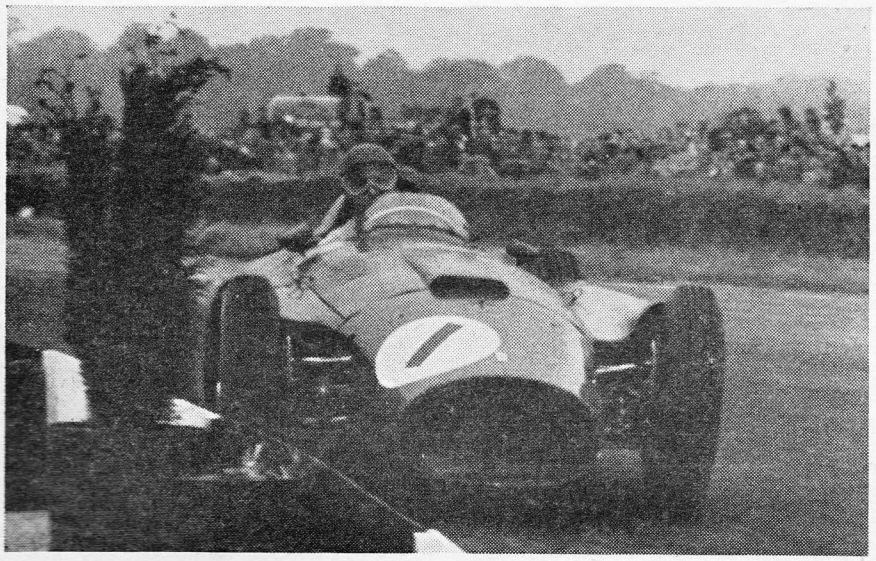
Careful and painstaking use of the stopwatch is the best way of all to improve one's cornering technique, but one should include an appreciable length of straight after the corner when laying out the timed section. Most of us go into corners too fast, and come out of them much too slowly, and to time a short straight section after the corner is therefore valuable.

If sliding should be avoided on hairpin bends, it should even more be eschewed during such things as rally tests. I have demonstrated this to rally addicts on occasion, and they have been amazed how much time can be saved by neat, unflurried driving. In general, during any such low speed manœuvres, spectacular driving is bad driving. Even the budding racing driver will eventually reach a higher standard if he makes haste slowly. I am sure that he should become really fast and proficient at geometrical cornering before he even thinks about drifting.

The four-wheel drift is an advanced method for getting powerful road racing cars through the faster corners. Except to a very limited extent, it is not applicable to the average production car. Let me assure the chap who corners his saloon on one wheel and a couple of door handles that he is not in a four-wheel drift or anything like it. The public road is no place for such experiments, and he must have the course, the car, and the necessary skill before attempting this much discussed but little understood manœuvre.

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FANGIO—at Rheims in 1951 (right) with an Alfa Romeo and at Silverstone in 1956 (below) in a Ferrari—the master's technique does not change. The nose of the car is pointed into the corner and is held there by just a shade of positive steering.



EUROPAMEISTER, 1956: Walter Schock and Rolf Moll, the 1956 Touring Champions, who drove Mercedes throughout the season. Their 300SL is here seen in action during Italy's Sestriere Rally.

1956 CHAMPIONSHIP RALLY REVIEW

Walter Schock/Rolf Moll (Mercedes) Retain Male Title for Germany—Norway's Greta Molander Probable Winner of a Rather Hollow Ladies' Championship—A Successful Year for British Cars

by JOHN GOTT

THE European Touring Championship —more commonly known as the Rally Championship—is restricted to Groups 1 and 2 cars only, *i.e.*, to Standard Production Touring and Grand Touring cars, and the titles are awarded on the performance of their drivers in five out of the 13 Championship rallies.

Considering the time and expense involved in competing in five rallies it might be assumed that the titles go not to the consistently best crews, but to the drivers who have the leisure and financial backing to compete seriously for the Championship titles. This is not altogether true of 1956, for the male Champions certainly were more consistently successful than their rivals, and the probable lady Champion competed in many fewer rallies than her greatest adversary.

If the expected "Europameistern", Walter Schock and Rolf Moll of Germany, have competed in more rallies than any other male crew, they have also been the most consistently successful.

Using either Mercedes 220 or 300SL they won the Sestriere and the Acropolis, were second in the "Monte", fourth in the Adriatic, won five classes and only twice finished out of the first 10 in the eight rallies in which they competed—truly a Champions' way to victory!

Halfway through the season the Mercedes men looked to have no real rivals, but then Strähle and von Wencher, who had been fourth in the Sestriere in their privately owned Porsche 1300S, had a wonderful run in the "Alpine" (fourth), Liège-Rome-Liège (sixth), and the Adriatic (first). However, even if they had won the last round, the Iberian (in which they finished sixth), the Porsche crew could only have finished level with the Mercedes champions, and would have lost the title by virtue of their fewer first places. Schock and Moll are protesting against their result in the Iberian, but this will not affect their first place, and will merely give them a greater lead, if upheld.

In marked contrast the results of the Ladies' Championship can certainly not be regarded as a true pointer to the year's best lady rally driver.

Firstly, only British firms were interested enough to enter ladies in the necessary five rallies and many top-flight Continental drivers were conspicuous by their lack of interest, only one entering in more than three rallies and none in more than four.

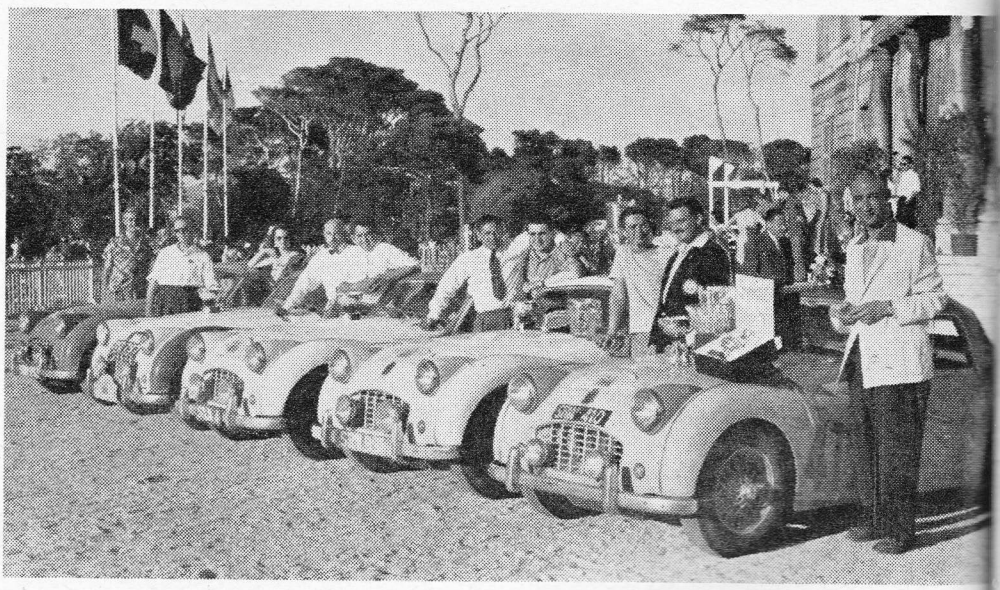
Secondly, only six of the 13 events mustered the qualifying number of five feminine crews at the start and in one of these, the "Alpine", not all were mounted on qualifying cars.

A lady finishing consistently fourth in the very restricted sphere of the Coupe des Dames only, could this year have won the title, which is the more ludicrous if one considers some of the fine performances put up by ladies in 1956 in direct competition against men.

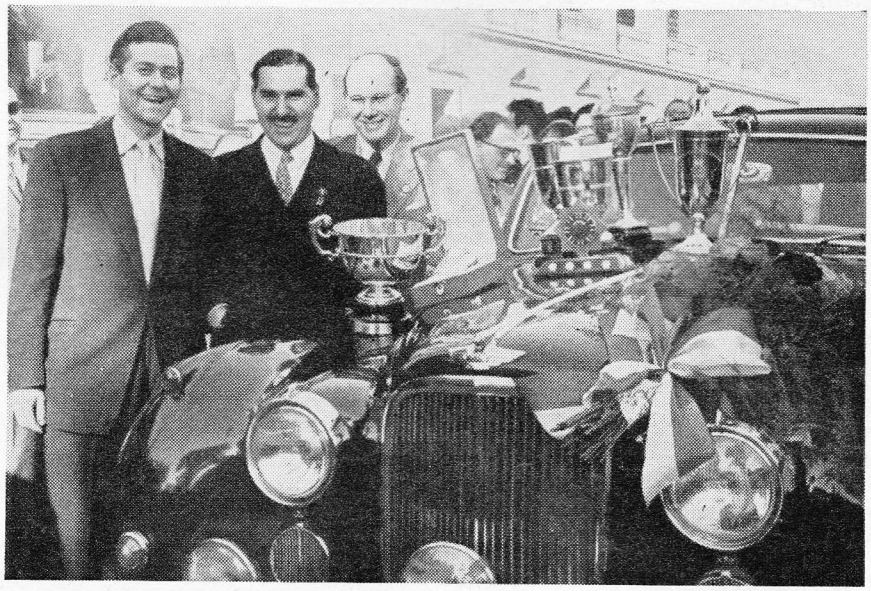
In the Geneva Rally, Ruth Lautmann/Renate Utermöhl (Ford Taunus) won their class and finished fourth in General Classification — the highest placing achieved by ladies in a classic event since the Hitler War—and in the "Alpine" Nancy Mitchell/Pat Faichney (M.G.A) won a Coupe des Alpes and were third in their class.

Almost incidental was the winning of the Coupe des Dames in both rallies—yet neither drive ranked a solitary point for the Touring Championship. Norway's Greta Molander, the famous veteran who was winning Coupes des Dames before the Hitler War, looks like being the 1956 Champion, followed by Nancy Mitchell and Doreen Reece. Greta put up her usual consistent display, finishing first, second, third and fourth in the four rallies in which she ran, and it is certainly not her fault that the title may be rather a hollow one.

It is to be hoped that the changes made in the scoring for the 1957 Championships will rate good performances at their true worth and so encourage the best Continental lady drivers to compete seriously for the Ladies' title.



GRAND SLAM FOR TRIUMPH: The Alpine TR3s and their crews, who won all Team Prizes open to them, five Coupes des Alpes and the first five places in their class. Right to left (in class finishing order) are Gatsonides/Pennybacker; Cave/Hopkirk; the Kat brothers; Blockley/Griffiths; Anne and Tommy Wisdom. The Kat and the Blockley/Griffiths cars were privately owned.

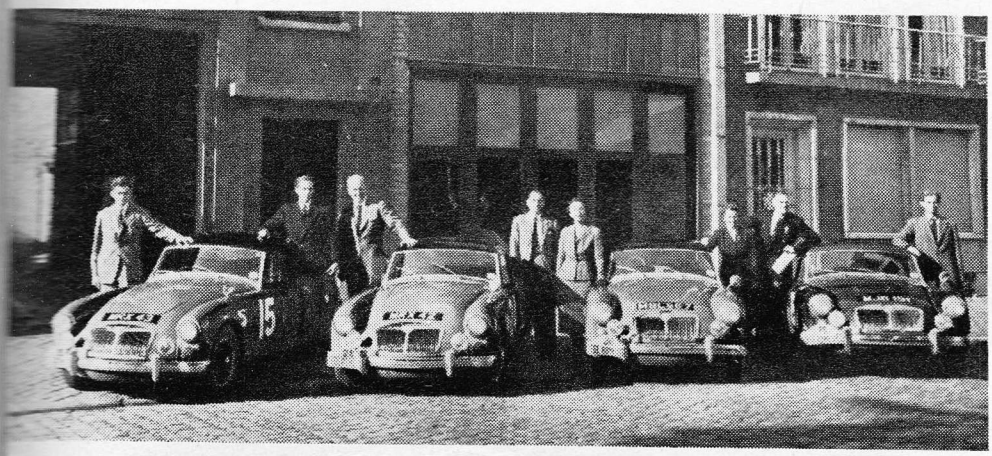


FOURTH BRITISH VICTORY: Ronnie Adams (centre) with Derek Johnson and Frank Biggar and the Jaguar Mk. VII after their wonderful win in the "Monte".

An Organizational Review

On the organizational side 1956 has seen a real attempt to seek new rally grounds, to minimize inconvenience to the general public and to equalize chances amongst a wide variety of cars.

For the first time since the Hitler War, Yugoslavia was visited by the Alpine and Liège-Rome-Liège competitors, who found both a warm welcome and a difficult terrain. The Tulip abandoned its famous Special Stages—but these were included in the Acropolis and the Adriatic, both run in less heavily trafficked countries. The fairest method of evening-up chances continued to be the "bogey" system by which the fastest crew in its class sets a standard which others are penalized for not equalling; amongst other rallies this was used in the Sestrière, Acropolis, Adriatic and Geneva. Adjusted average speeds for various classes were not altogether successful; either they unduly favoured small cars, as in the Midnight Sun and Viking, or they unduly penalized fast cars, as in the "Monte". The Tulip handicap, which was so successful last year, came unstuck in 1956 and small cars swamped the General Classification.



WORKS TEAM: The B.M.C. M.G.A team which were runners-up for the Team Prize in Liège-Rome-Liège. (L. to r.): Milne/Bensted-Smith; Burgess/Croft Pearson; Nancy Mitchell/Anne Hall; Gott/Tooley. Neither cars nor crews look unduly battered after their 3,200-mile marathon.



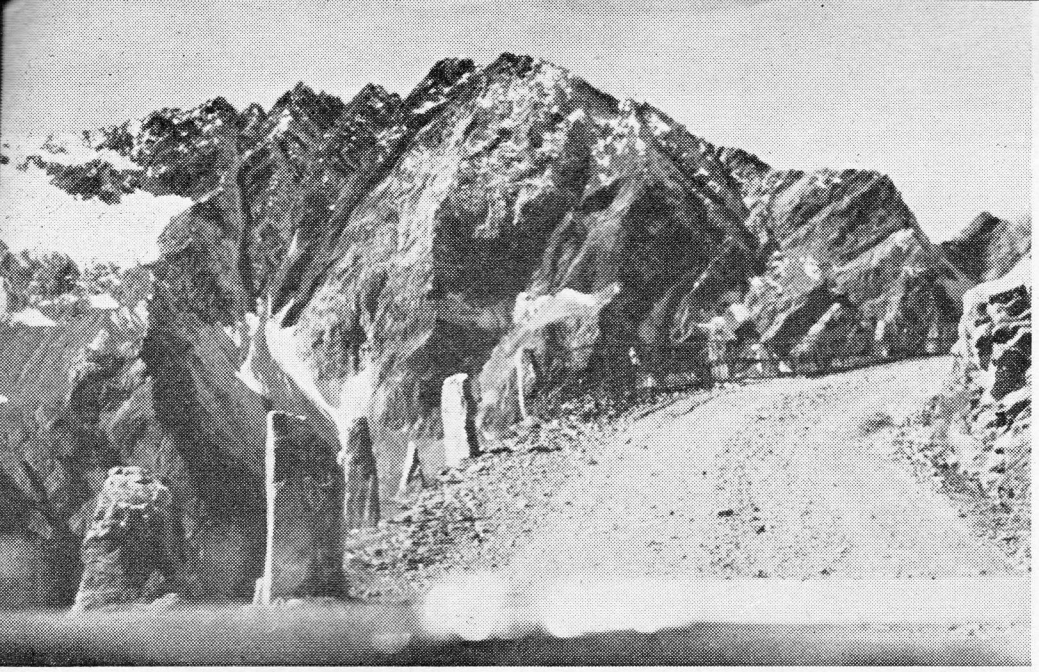
SECONDS COUNT: Cars leaving the Gomagoi control for the timed climb of the Stelvio in the "Alpine". As can be seen, the clouds are down and half the climb had to be made in cloud.

A Split-up of the Events

The Championhip rallies can be roughly divided into four groups. Firstly there are the true classic events which attract world-wide attention and a real international entry of top-flight drivers; such are the "Monte", Tulip, "Alpine" and Liège - Rome - Liège. Secondly there are the established events of lesser grading, such as Italy's Sestrière, Switzerland's Geneva and Yugoslavia's Adriatic.

Thirdly there are the established events which, although excellent in themselves, are "International" in name only either because they do not attract a real International entry or because the peculiar conditions under which they are run make it almost impossible for a "foreigner" to figure in the prize-lists; such are Scandinavia's Midnight Sun and Viking and our own R.A.C. Rally of Great Britain. Lastly there are the newcomers, this year Greece's Acropolis, Germany's Wiesbaden and the combined Portuguese/Spanish Iberian.

Naturally events in the first category carry the most weight and command the most interest and it is therefore gratifying that the "Monte" and the Tulip



THE PROVING GROUND: A view from the cockpit of a rally car crossing the Gavia Pass. Note the loose surface, sheer, unfenced drops, blind corner and narrow road; over this the crews have to average more than 30 m.p.h.

were won outright by a Jaguar and an Austin A30 whilst Triumph TR3s dominated the "Alpine".

A First Class "Monte"

The XXVIme Rallye Automobile Monte-Carlo (15th-23rd January) came within an ace of being the best of the post-war series. Only 19 crews were "clean" both on the run from the seven starting-points (Athens, Paris, Rome, Lisbon, Stockholm, Munich and Glasgow), to Monte Carlo and on the devastating Mountain Circuit.

It was no fault of M. Taffe and of his organizing committee that the weather conditions on the run to the Cote d'Azur were so favourable to many crews that a 45-second braking-acceleration test played too decisive a part in fixing the final order. The Mountain Circuit, run on a loop of 150 miles over the passes behind Monte Carlo, was under snow in parts and proved what a difference more snow on the inward run would have made, for only 65 out of the 90 crews, selected for it by virtue of their performance on the inward run, succeeded in completing this test.

After several years of "near misses" Ulsterman Ronnie Adams on a "works" loaned Jaguar Mk. VII carried off a brilliant victory, most ably backed up by his crew of Derek Johnson and Frank Biggar, beating Schock and Moll by 6 points, *i.e.*, 1.2 in. on the braking test. Sunbeams took the Team Prize (nominated) into permanent custody by virtue of their third win after a keen struggle with the new Citroën DS19s—one of which won its class—and the "works" Austin A90s.

No less than 23 British crews achieved the coveted best 90 places, of which four, apart from the winners, figured in the first 20 places in General Classification. These were Peter Harper/David Humphrey/Peter Elbra (Sunbeam), equal third, Jimmy Ray/John Cutts (Sunbeam), 10th, Ted Harrison/John Furse (Ford Anglia), 15th—a most commendable effort—and Cuth. Harrison/J. Habershon (Ford Zephyr), equal 18th.

For the statistically minded, the first 90 crews came from the following starting points: Stockholm 27, Lisbon 23, Paris 14, Munich 10, Glasgow 9 (including the victors), Rome 4, Athens 3.

The rally was again open only to standard Touring cars, Grand Touring cars and Modified standard Touring cars, the two latter groups being lumped together into Category 2. Whilst the additional handicap imposed on the latter category was sufficient to prevent any male-manned Category 2 car finishing higher than equal 15th—Gacon/Arcan (Porsche 1300S)—Category 2 cars dominated the Coupe des Dames in which Mmes. Blanchoud/de Roquefort (Porsche 1500S) and Gilberte Thirion/Lise Renaud (modified Renault) finished ahead of Nancy Mitchell/Doreen Reece/Susan Hindmarsh (M.G. Magnette).

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PRIVATE ENTERPRISE: (Right) The Brookes, fils et père, on their way to win Holland's Tulip Rally outright in their privately owned Austin A30.

A "Tiddlers'" Tulip

The 8th Tulpen-Rallye (6th-12th May) was perhaps the least tough for some years. The road section has been getting easier year by year and the famous "Special Stages" were finally abandoned. The event was decided on the results of nine hill-climbs on closed roads and by a final class race on Zandvoort Circuit, the tests being linked by a simple road section split by a night stop at Monte Carlo.

An innovation was a "Rally Class" for crews who did not want to attempt the tests, but this attracted only 14 starters as against 206 for the Tulip proper.

The R.A.C.-West again used their ingenious system of allotting to each particular type and make of car a handicap in minutes to be added to their total times returned in the tests. This was not, however, so successful in evening things out as in 1955.

Taking full advantage of an overgenerous allowance Ken Richardson's "works" Standard 8s ran away with the Team Prize as well as second, third and fourth places in General Classification. Premier honours were, however, decisively carried off by the privately owned Austin A30 of the Brookes, *fils et père*, which, starting off the same mark as the Standards, beat the best of them by over 4½ minutes.

Still, seven out of the first 10 places to "tiddlers" under 1,000 c.c.—four Standards, one Austin A30, one Morris Minor, one Citroën—indicated some poorish handicapping and it is unlikely that this type of handicapping will appear in 1957, although some form of price-handicap may be introduced.

Apart from outright victory and most of the leading places in the General Classification British crews carried off five class prizes, the victorious "marques" being Aston Martin, Austin A30, Rover, Sunbeam Rapier and Wolseley 6/90.

The British Team also finished second in the Interland Trophy, which appropriately enough was won by Holland. Like most of the top-flight Continental cracks, neither Schock/Moll nor Strähle/Wencher competed, disliking the handicap system—with some justice.

TR3s Triumphant in the "Alpine"

After being forced to cancel the 1955 event due to the Le Mans disaster, the A.C. de Marseille et Provence hoped that the XVIIIme Rallye des Alpes, 6th-13th July, would be one of the best of the series.

New ground was broken by including Yugoslavia as well as all the familiar passes in the Alps and the Dolomites in the 2,600 mile route through France, Italy and Yugoslavia which was split into six stages with night stops at Cortina d'Ampezzo (twice), Zagreb and Megève. It was therefore hard luck on the A.C.M.P. that at the last moment the Italian authorities would neither allow the Gavia to be used, nor permit the Dolomite Cup Circuit to be covered at normal racing speeds.

This greatly reduced the planned severity of the route and probably accounted for the second highest number of Coupes des Alpes (17 or 21.3 per cent. of the starters) awarded since the war. The 1956 "Alpine" was not, however, a "piece of cake" for only 34 crews finished out of 79 starters and the Yugoslav sections proved difficult, dusty and decimating.

The rally was decisively won by the Alfa Giulietta TV of the Frenchmen Collange and Huguet from the Porsche Carrera of Storez and Buchet. Although the highest-placed British car in the General Classification was the modified Ford Zephyr of the Harrisons, *père et fils,* in seventh place, British crews on British cars won eight Coupes, these going to Harrison/Harrison and Scott/Asbury (Fords), de Salis/MacGregor (Aston Martin), Hopkirk/Cave, Kat/Kat, Griffiths/Blockley, and Tommy and Anne Wisdom (Triumph TR3s), and Nancy Mitchell/Pat Faichney (M.G.A), who also won the Coupe des Dames.

British cars also did well in the classes, as Sunbeams won two classes in the rather poorly supported Touring Car section and the Harrison Ford and the "works"-loaned modified Standard Ten of Barker/Cooke won their classes in the main event. This latter was a particularly good effort, for the Standard was the only finisher out of 11 starters, including the "works" Renault Dauphines which were withdrawn owing to excessive dust being sucked into their engines.

But undoubtedly *the* marque of the 1956 "Alpine" was Triumph, TR3s taking first place in their class (Gatsonides/Pennybacker), and the next four places, all with "clean" cars, as well as every team prize open to them and the first Coupe des Alpes des Constructeurs ever to be awarded. Two of the five triumphant TR3s were privately owned and driven. Strähle/Wencher finished fourth in the Touring Championship class, and won a Coupe des Alpes; Schock/Moll did not compete.

Liège-Liège via Zagreb

Liège-Rome-Liège (29th August-2nd September) this year ran via Zagreb instead of via Rome, a modification which made the "Marathon de la Route" tougher than ever. Eighty-six crews essayed the hardest "rally" of the year—3,200 miles through six countries in 91 hours: only 36 returned to Liège, and this year the schedule defeated them all, including two of the three crews which had been "clean" in 1955.

The Yugoslavian section caused the most retirements but M. Garot, of the Royal Motor Union of Liège, found some extremely difficult short sections over the minor roads around Forcalquier which defeated even the eventual winners, the Belgians Mairesse/Genin (Mercedes 300SL), who alone had been "clean" up till then.

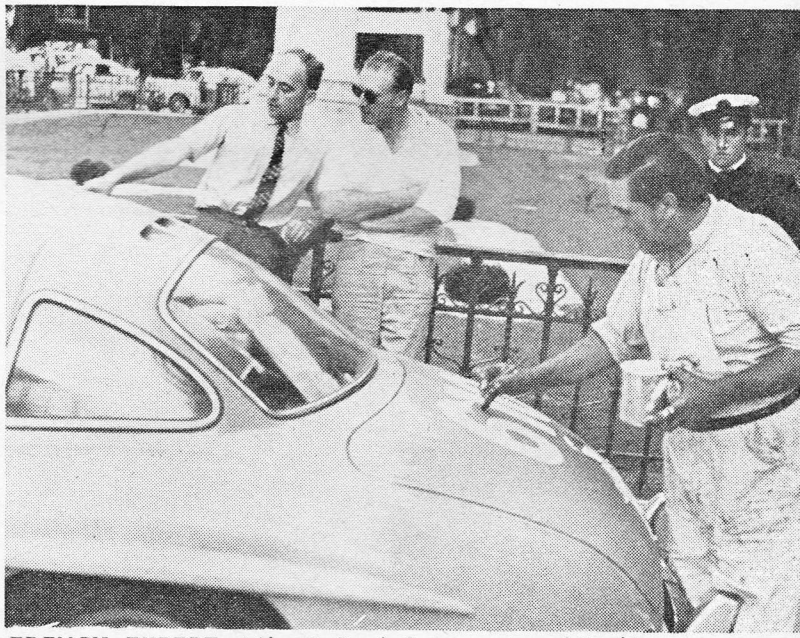
As usual, the final fourth night was as much a battle against appalling weather conditions of mist and heavy rain, as against almost overpowering fatigue and any crew finishing can reckon themselves a physically tough outfit driving a superbly reliable car.

Olivier Gendebien, who had this year deserted rallies for G.P. and sports-car racing, teamed up again with Pierre Stasse, his winning co driver of 1955, on a "works" Ferrari Europa. The Ferrari, however, proved no real match for the 300SL, or for the Porsche Carrera of Storez/Buchet, and the redoubtable Belgians finished third, just ahead of Cotton/Leclère (Mercedes 300SL).

An inspiring drive was put in by the Volvo team leaders, Harris/Jacquemin, on a much modified car to finish eighth and their team just carried off "marque" honours from the "works" M.G.A équipe of Gott/Tooley (13th and Best British performance), Milne/Bensted Smith (14th and Newcomers' Prize), and Nancy Mitchell/Anne Hall (26th and runners-up for the Coupe des Dames).

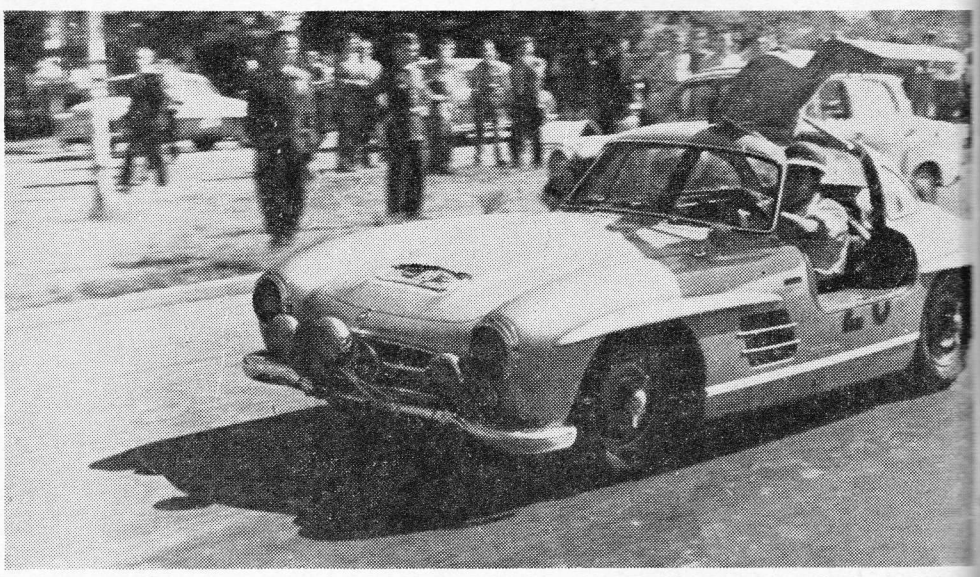
Leidgens/Rouselle drove a "works" Triumph TR3 into a brilliant fifth place, and a privately owned TR3 finished 10th. The consistent Strähle/Wencher crew came sixth and started to threaten Schock and Moll, who again had not competed. The Coupe des Dames went as usual to Mmes. Terray/Gordine (Peugeot), who have a matchless record in the Marathon, as Mme. Terray has





FRENCH EXPERT: (Above) René Cotton waits whilst his Mercedes 300SL gets its number. On this car he was fourth in Liège-Rome-Liège and the Tour de France. On a Panhard he won his class in the "Monte".

RISING FEMININE STAR: (Left) Ruth Lautmann and her Ford Taunus at Zandvoort in the Talip Rally. Driving with Fraulein Utermöhl she won the Coupe des Dames, and later the Coupe des Dames in the Geneva Rally, in which she also won her class and finished fourth in General Classification.



CHAMPIONS BOTH: Walter Schock on the Mercedes 300SL in which he finished fourth in the Rallye Adriatique. 300SLs carried off four Championship rallies, of which Schock/Moll won the Sestriere and the Acropolis.

won it four consecutive times, three times being partnered by Mme. Gordine.

The Marathon is a unique event, calling for much more than top-flight driving ability and it was encouraging to note a record British contingent of 11 crews, which it is hoped will be even larger next year.

Established Events, Mark II

The 7th Rallye del Sestriere (24th-28th February) followed its usual pattern of a toughish common road section, reached from various European starting points, with pure tests of speed (two hill-climbs and a timed lap on Imola Circuit), a braking/acceleration test, and regularity/speed tests at Modena, Monza and Sestriere.

It was, however, somewhat unusual in that for the first time no Lancia figured in the first three cars, and for only the second time it was not won by an Italian combination; indeed it was rather a German benefit. Schock/Moll, this time on a 300SL, were fastest in the Speed Tests and although arriving at Sestriere second to Gutbrod/Schwind (BMW) put up a better performance in the final test to beat the BMW crew by only 1.3 points, who in turn were no less than 12.4 points ahead of Taramazzo/Gerino (Alfa Romeo TI).

Strähle/von Wencher (Porsche 1300S) performed the remarkable feat of beating the Alfa Giuliettas on their own ground to win their class and finish fourth. No British crews started.

The Geneva Rally (25th-27th May) also followed much the same pattern, as the 1,100-mile route through Switzerland, France and Italy included hill-climbs on closed roads (Planfoy and Sierre Montana), timed laps at Monza, two speed/regularity sections (to be covered within a penalty-free variation of only 10 seconds), and a giant slalom on Cointrin airport.

It was a pleasant event marred only by an overlong compulsory stop at Monza, where the terrible heat did not prevent a great many cars from being rebuilt. A good feature of the organization was that the worst time in one of the tests could be discounted, so that one poor performance did not automatically rule out all hopes of success.

The Swiss crew, Brügger/Karrer (modified DKW) won from their compatriots, Beyer/Perrot (Porsche Carrera), followed by the all-Italian combination, Martignoni/Vanini (Alfa Romeo TI). Ruth Lautmann/Renate Utermöhl (Ford Taunus) were not merely content with the Coupe des Dames, but also won their class and finished fourth in General Classification.

B.M.C. put in a "works" team and were rewarded with a first in one class (Sears/Best, Austin A50), and second and third in another (Gott/Shepherd and Wilson/Chambers, modified Austin A90s).

The Rallye Adriatique (26th-30th September) confirmed the good impression made on its initial appearance in the Championship in 1955. The entry was small, but of high quality and extremely cosmopolitan, although no British crews competed. The route ran from Opatija on the Adriatic to Belgrade and included a Special Stage, timed hill-climbs, a braking/acceleration test and a final speed test on Belgrade Circuit. Only Schock/Moll were "clean" over the Special Stage on their 300SL, but they dropped to fourth place by reason of an unexpected lateness at Zadar.

The consistency of Strähle/von Wencher (Porsche 1300S) was at least rewarded by an outright victory ahead of two DKWs driven respectively by the mixed German/Yugoslav crew of Eikelmann/Karleusa and the Yugoslav champions, Vukovic/Protic. Czech Skodas carried off their first International class win in the hands of Czech crews.

Best Suited for Home Consumption Only

The acid test of whether a rally is International in more than name only is provided by a check as to whether drivers not native to the promoting country, or to its near neighbours, regularly figure in the prize lists; if not, "foreigners" rarely appear in large numbers on the entry lists.

Three rallies which inevitably fall into this category are our own R.A.C. Rally of Great Britain, Sweden's Rally to the Midnight Sun and Norway's Viking Rally. This should not be taken to imply either that the organizing clubs deliberately frame their Regulations to keep the prize-money in their own borders, or that the events, with the possible exception of the Viking, were not well-planned and efficiently run. The indisputable fact is that the very conditions under which they are run impose an almost insurmountable handicap on non-native crews.

The 6th Rally of Great Britain (6th-10th March) was truly called "The Rally of the Tests", as no less than 16 tests were included in the 2,000-mile route, much of it over minor roads in the West Country, Yorkshire and the Lake District. The three navigation sections in these areas proved the biggest tests of all.

Top-flight foreign drivers have in general little time for manœuvring tests, which they feel impose an unnecessary strain upon their mounts, and—like many British drivers!—are completely at sea with six-figure map references. It was perhaps, therefore, not surprising that only two foreign crews entered and neither figured "in the money".

Lyn Sims and his veteran Aston Martin, skilfully navigated by Tony Ambrose, emerged the winners in front of the Appleyards, making a welcome rally come-back in a fixed-head Jaguar XK 140, and the Morgan of Spare/Meredith. Standards won two classes and the Team Prize went to Austins, a make also used by Angela Palfrey/Aileen Jervis to carry off the Ladies' Prize in the face of strong opposition from some well-known "names". The others, however, either got very late or forgot the proper way to complete the tests.

Nevertheless, apart from difficulties caused by the non-availability of fuel in the Yorkshire navigation stage, this was one of the best and most interesting rallies held in Great Britain in 1956. However, many experienced competitors regret the passing of the speed tests, which were a feature of the earlier R.A.C. Rallies, and which undoubtedly attracted a better Continental entry.

The Rally to the Midnight Sun (29th May-3rd June) and the Viking Rally (14th-17th September) were run on basically similar lines, *i.e.*, the winners were found by their degree of lateness in a series of Special Stages run over rough and narrow gravel roads. The main difference between them was that the Viking was not so well organized, attracted a smaller entry and had shorter, narrower and rougher Special Stages, from which other traffic was not so carefully excluded.

In both events the set average speeds unduly favoured a small car and none of over 1,500 c.c. figured in the first 10 places in either, both of them being dominated by Volkswagens or Saabs, driven by Swedes.

In the Midnight Sun, the Volkswagens of Bengtsson/Righard and Jansson/Grennberg just beat the Saab 93s of Skogh/Skogh and Carlsson/Helm, but in the Viking the two Saabs took the first two places, ahead of a Peugeot 403. This "marque" was also used by Greta Molander to win the Coupe des Dames in the Viking, and to finish second in the Coupe des Dames in the Midnight Sun, to the Saab of Cecilia Koskull/Monika Kjerstadius.

Strong British "works" teams made a first appearance in both rallies. Fords,

Sunbeams and Triumph TR3s tackled the Midnight Sun and B.M.C.'s Austins the Viking. All met with indifferent success, the best placing being Peter Harper's fifth in class and 24th in General Classification on a Sunbeam Rapier in the Midnight Sun.

Even Nancy Mitchell, currently Britain's leading lady driver, and certainly amongst Europe's best five, despite previous experience in both rallies, finished behind ladies unheard of outside Scandinavia. Nor did the male champions have much better luck.

Schock/Moll tried the Midnight Sun in a Mercedes 220A, but finished only sixth in their class and 55th in General Classification. Strähle/von Wencher tackled the Viking with a Volkswagen, but fared even worse, finishing ninth in their class, but, due to a smaller car, 31st in General Classification. Scandinavia is a tough nut, but Polensky, Schlüter and Sheila Van Damm have shown that it is not quite uncrackable.

The Newcomers

Greece's Acropolis Rally (26th-29th April) justified its Championship status by attracting a good entry of most of the leading Continental drivers, although, not surprisingly, no well-known British drivers. However, Mrs. Bicknell/Mrs. Worthington (the wives of two of our diplomatic staff) upheld the GB plate by winning the Coupe des Dames in a Fiat 600 from the co-driver of the Monte Coupe des Dames winner, Mme. Roquefort.

The 1,600-mile route, which started from and finished at Athens, included a 130-mile special stage, two hill-climbs and a regularity section. Piling up Championship points Schock / Moll (300SL) made fastest time in the tests and carried off the victory from the Greek-crewed DKW of Filinis/Chryssicopulo and the French crew of Fabre/Mme. Redon (Panhard). A very good effort was that of the Greeks Pesmazoglou/Galanis who drove a Chevrolet into fourth place in front of Guiraud/Beau (Peugeot).

Germany's Championship rally was this year the Rallye Wiesbaden (20th-26th June). No attempt was made to use a difficult road section: indeed the emphasis was on lack of interference with normal traffic and the rally cars carried neither numbers nor plates. Plenty of hard driving was nevertheless called for in the tests at Nürburgring, Hockenheimring and Montlhéry as well as in the Ardennes hill-climbs.

Jonsson/Persson were rewarded for bringing their 750 c.c. Saab 93 from Sweden by a victory from Nathan/Denk (Porsche Carrera). Schock/Moll (300SL) won their class from strong 300SL opposition, but found the handicap rather against them and finished ninth. Although no British crews competed, Black/Strahan on an Austin-Healey won their class in the national event run concurrently with the International rally.

Although included for the first time, the Rallye Ibérico (1st-4th November) is logically the successor to the Lisbon Rally, missing from the Rally Calendar since 1954. It was run on much the same lines, except that there were no starting points outside Spain or Portugal to connect with the 1,000-mile common route from Madrid to Estoril. This included a hill-climb and a standing kilometre but the most points were lost in the secret controls between Madrid and Tuy where average speeds had to be maintained to the exact second to avoid penalty. The final test of speed/regularity on the Estoril circuit also penalized some fancied crews, including Schock/Moll (300SL) who could only finish 24th—against which placing they are appealing to the F.I.A.

This, however, did not keep a Mercedes out of first place, for the Portuguese driver, F. Stock, used a 300SL to carry off the victory from an Alfa Romeo and a Porsche driven by Spaniards. No British crews started, but an M.G.A and a Triumph TR3, crewed by Portuguese, won their classes. But even if this last sortie was their least successful, it cannot be disputed that Walter Schock and Rolf Moll had shown themselves the outstanding male combination of 1956, just as the Mercedes 300SL was once more the outstanding rally car, failing only in the "Monte" and the "Alpine" to figure in the *palmarés*.

A National "Marque" Analysis

It must indeed be admitted that anyone driving a Mercedes 300SL, an Alfa Romeo or a Porsche had the best chance of figuring in the 1956 rally prize-lists. 300SLs won four events and Alfa Romeo and Porsche one each. Porsches alone, however, can claim the amazing record of competing in 12 rallies and winning at least one class in all except one.

It is therefore not altogether surprising that five of the most difficult rallies were won by expensive "prestige" competition Grand Touring cars (Group 2), and one by a modified G.T. car (Group 3), which was even more expensive.

In contrast Britain had her best rally season for some years due to victories gained abroad by production line saloons. A Mark VII Jaguar won the "Monte" and an Austin A30 the Tulip—both were Standard Production Touring cars (Group 1). To underline the point, the "Alpine" was dominated by Triumph TR3s, one of the cheapest G.T. cars.

Nevertheless victories gained by bread-and-butter cars were not confined to this country for Germany's Volkswagen and DKW (albeit in a much modified form) were once more rally victors and Sweden introduced a new name to the *palmarés* when her 748 c.c. Saab 93s won two rallies. Finally, an Aston Martin DB2 won the R.A.C. Rally and so proved that Britain can also build successful, expensive G.T. cars.

The British Effort

Three excellent British victories in Championship events were backed up by four team prizes, 23 class wins and two Coupes des Dames. The most successful British "marque" was Austin (won one rally, three classes, one team prize and one Coupe des Dames), followed by Jaguar (won one rally and three classes), Aston Martin (one rally and two classes), Standard and Sunbeam (three classes and one team prize each), Triumph TR3s (two classes and one team prize), M.G. (two classes and one Coupe des Dames), Ford (two classes), and Morgan, Rover and Wolseley (one class each).

The most successful groups were B.M.C., followed by Standard/Triumph. Encouragingly enough, two of the outright wins, many of the class wins and one of the Coupes des Dames were won by private owners driving their own cars.

Nineteen-fifty-six, however, saw the strongest British "works" participation to date as the largest manufacturers appreciate not only that success is a valuable sales factor but that equally valuable technical data can be obtained from the test-bed of rally competition. B.M.C., Ford, Standard/Triumph and Sunbeam all fielded strong "works" teams in the more important rallies and were rewarded by one or more class wins at least.

Team victories, however, rank second only to outright wins as a demonstration of "marque" performance and reliability but, due to the high degree of organization and planning required to deal with at least three cars rather than one, are perhaps even harder to win. But in Norman Garrad of Sunbeam (the "doyen" of them all), Ken Richardson of Standard/Triumph and Marcus Chambers of B.M.C., Britain has rally team managers whom only "Papa" Landon of Renaults and Huschke von Hanstein of Porsches can rival.

All concentrated on the team angle, but the British were the more successful, carrying off the "Monte" (Sunbeam),

(*Continued on page* 840)

(*Results Tables on page* 836)

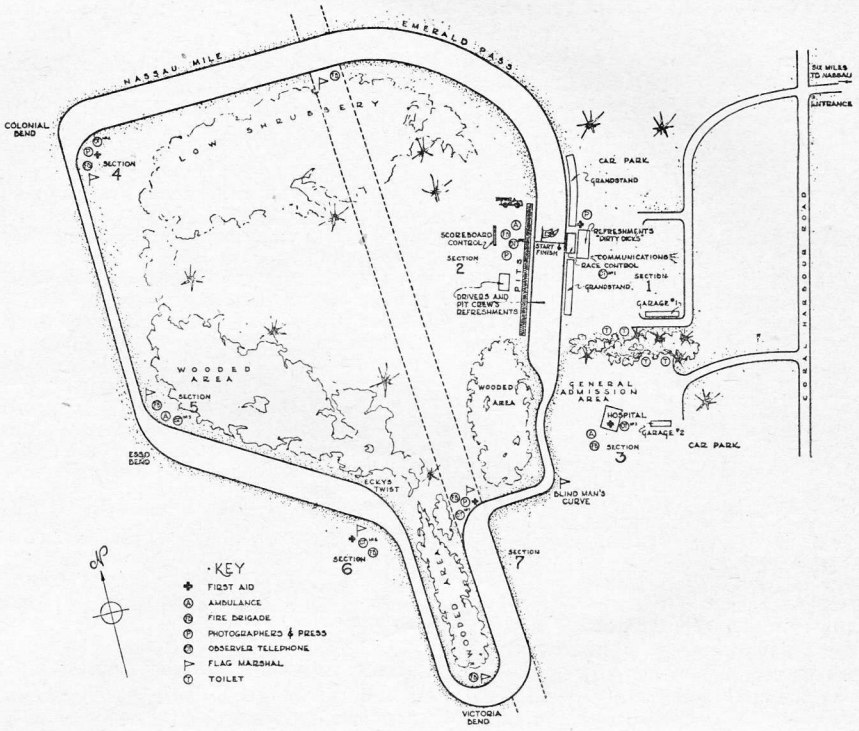
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PERMANENT CUSTODY: Peter Harper, the leader of the Sunbeam Team, poses proudly with the Charles Faroux Team prize, permanently won by Sunbeams after their third victory in the "Monte". Left to right: Peter Harper, Peter Elbra, Norman Garrad, David Humphrey.

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BAHAMAN AIRFIELD: The 3.5-mile Windsor Circuit, near Nassau, is run anti-clockwise. It is an interesting course, but the very abrasive surface causes excessive tyre wear.



WINTER WONDERLAND

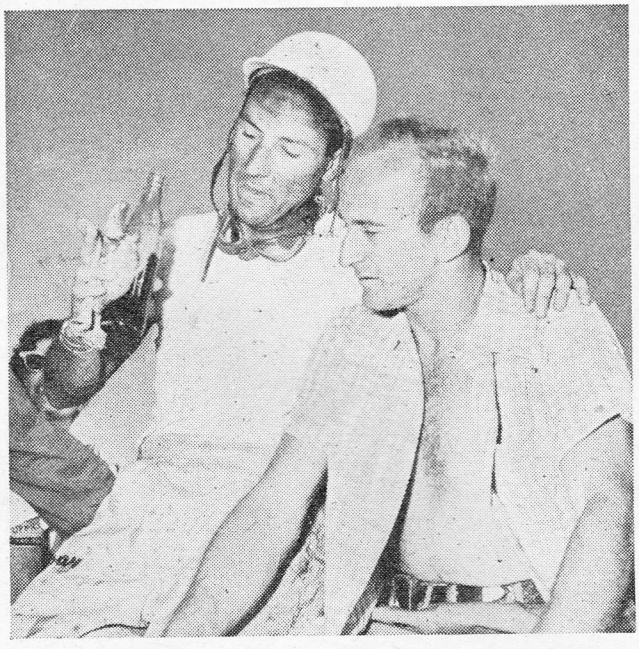
Stirling Moss Wins Nassau Trophy Race in Bill Lloyd's Maserati 300S during Three-day Bahamas Meeting—Carroll Shelby (Ferrari) Victorious in "Blacked-out" Governor's Cup Race

SKILFUL driving showed Bahamians and some 8,000 visitors from all over the world how Stirling Moss achieved his rating as second only to the world champion, Juan Manuel Fangio. When the new Maserati with which he won the Caracas race was sold immediately after the Venezuelan Grand Prix and Moss found himself without a car for Nassau, Bill Lloyd relinquished his own ride by offering his Maserati 300S to his English friend. Sportsmanship could reach no higher peak! (You will recall that Moss and Lloyd co-drove an Osca to victory at Sebring in 1954.) Lloyd's Maserati is the oldest of its type in the U.S.A. and has over 33,000 miles on the clock. To add to the disappointment of not having the winning Venezuelan car in Nassau, Lloyd was involved in an accident during Friday's third race, when a spinning car hid the course in thick dust. After the dust settled, both radiators of the Maserati were shoved back and much bodywork needed doing. Lloyd and his mechanics worked Friday and Saturday nights readying the bashed Maserati, and their ingenious repairs included fashioning air scoops out of one-gallon oil cans. But the combination of careful preparation and excellent driving paid off when the Maserati crossed the finish line 1 min. 27 secs. ahead of Masten Gregory's Ferrari, which was 7.62 secs. ahead of the Marquis de Portago's Ferrari.

Because of the large entry list, John Morgan, the R.A.C. steward, decided to limit the 210-mile race to 50 cars. He set up a 15-lap race, to precede the Nassau Trophy Road Race, for those who would not qualify for the big one.

The first event drew 51 starters with Malarkey (Mercedes 300SL) being first to start from the Le Mans line-up and leading all the way. Darrin (Jaguar C) was very close to the leader for many laps, but Holland's Jan de Vroom passed him for second place on lap 7 and Goldich passed him for third on lap 8, de Vroom in a Ferrari and Goldich in an Arnolt-Bristol. Mrs. Evelyn Mull (A.C.-Bristol) had bad luck twice during the race when her car caught fire. The first time it happened she thought the car behind was burning; but suddenly the A.C. became too hot for comfort and she pulled off at the first turn to use her extinguisher. Next time the blaze appeared, she reached the pits and continued going after squelching the fire. Goldich lost his third place to Gougelman (Ace-Bristol) on lap 10, and the order remained the same with Malarkey winning at an average speed of 85.135 m.p.h.

Story and Photographs by
RUTH SANDS BENTLEY



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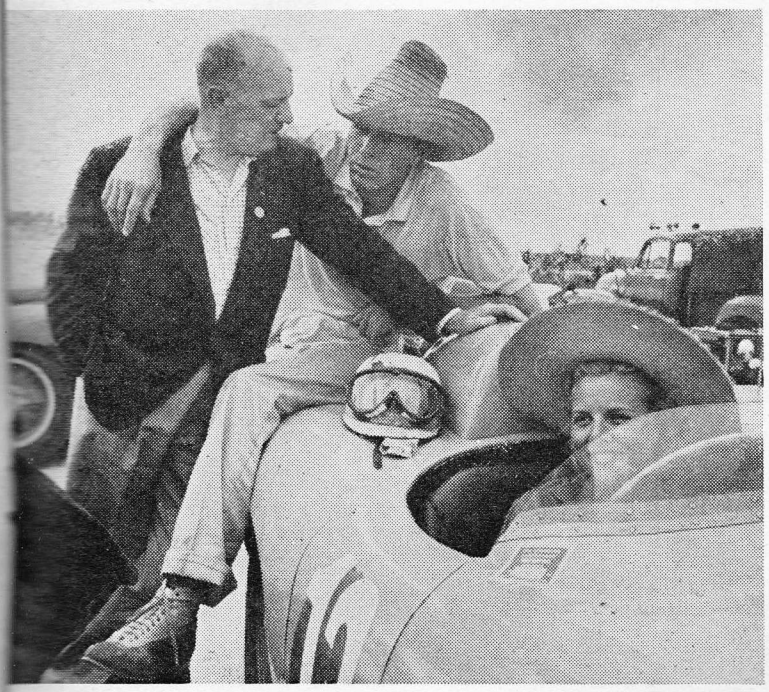
DRIVER AND OWNER of the Nassau Trophy-winning Maserati, Stirling Moss and Bill Lloyd, talk over one or two points about the race immediately after the victory. The same lucky Anglo-American combination won the Sebring 12 Hours race in 1954, co-driving an Osca.

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Nassau Trophy Race

Burning rubber, blistering sun and booming exhausts marked the start of the Nassau Trophy Race of 60 laps around the twisting, many-cornered, tyre-eating 3.5-mile course. Moss (Maserati) and Shelby (Ferrari) tied for "first away" as they both left the Le Mans-type start simultaneously. Shelby, in third starting position, was first across the line, followed by Brero, Jr. (Kurtis-Cadillac) and Crawford (Corvette). It took a few *seconds* for 18th-positioned Moss to reach second spot! Of the 50 scheduled starters, only 42 made their appearances at the start. The opening lap was completed by Shelby in 88.111 m.p.h. as he passed the stands ahead of Moss, de Portago (Ferrari), Constantine (Jaguar D), Brero, Jr., Fitch (Jaguar D), Crawford (Corvette), Brero, Sr. (Jaguar D) and Thompson (Corvette).

On lap 2, de Portago spun, Constantine moved to third spot, and Fitch overtook Brero, Jr. Shelby's average was 92.988 m.p.h. He increased it to 95.451 m.p.h. by lap 4 with fast-moving Moss four



"WAAL, IT WAS LIKE THIS . . ." (*left*). *Sombreroed Carroll Shelby rests on the back of the Marquis de Portago's Ferrari as he chats about racing to Frank Blunk of the* New York Times.

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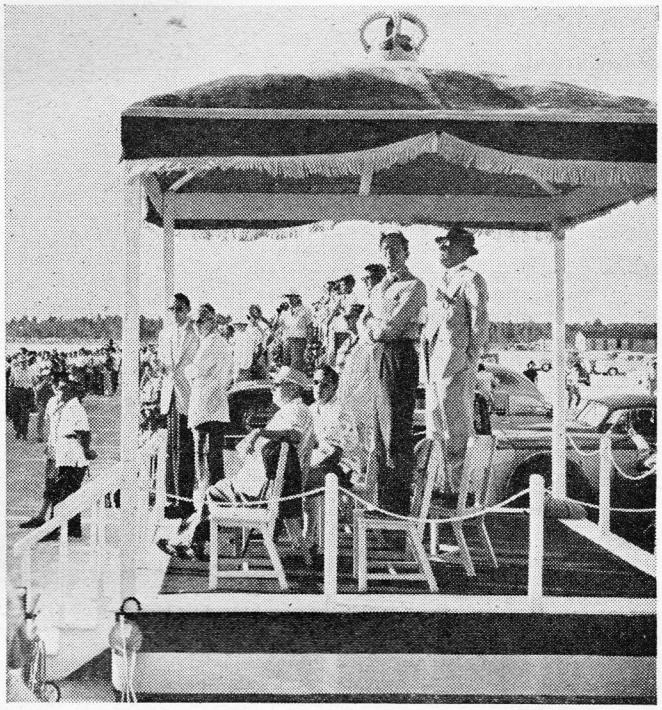
seconds behind. Shelby looked happy despite his broken shoulder, which he received while playing football on the beach at Nassau. The boys had used a coconut for a ball! The two leaders were already lapping cars, and third-man Constantine was 22.5 secs. back. Fitch was fourth and Brero fifth, both in Jaguar Ds. De Portago, moving rapidly in an attempt to make up the time he lost spinning, reached fifth place by lap 5 and fourth by lap 6. He was driving with verve. Hill (Ferrari) was now sixth. But the battle for the lead was the sizzling one. Shelby was only 3.1 secs. ahead by lap 6 and saw the margin cut down each tour by the breezing Britisher. De Portago passed Constantine; Hill overtook both Fitch and Constantine; and no one was slowing his pace.

Moss Goes Into Lead

Less than a second separated Shelby and Moss by lap 10, and in third and fourth positions a Spanish-American duel was being waged by de Portago and Hill, with the American winning. Then cheers reached a crescendo as Moss pulled dead level with the Texan, held the position, and then shot ahead. They circled with less than a second separating the two cars. Lap 12, Moss came around the last bend with the daring Dallas driver no longer harassing him.

"Where's Shelby?" exclaimed commentator Chris Economaki. De Portago passed Hill for second place almost unnoticed as all eyes were focused on the last turn. And then, with field glasses, Shelby's 4.9 Ferrari was spotted coming through the side of the road in Blind Man's Curve with a very flat right rear tyre. He reached the pits, made a 30-second tyre change, and thundered back on to the course 28 cars behind. Shelby predicted before race day that John Edgar's 4.9 Ferrari would probably be too much car for the Windsor Airfield course with its harsh surface.

Cutting through heavy traffic, Moss continued to increase his lead, slowing only for a very sharp turn where his father, Alfred, inspected his tyres through binoculars. Mrs. Marion Lowe spun her Frazer-Nash off the road on leaving



ROYAL ENCLOSURE (*right*). *Watching the racing from a crown-surmounted dais was the Governor of the Bahamas, Lord Ranfurly, and his party.*

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LE MANS START (*below*). *A few of the* 42 *cars can be seen lined up for the start. Driver on right, in overalls, is Carroll Shelby standing opposite his* 4.9 *Ferrari. Four Corvettes separate it from Fitch's D-type Jaguar.*



Emerald Pass and had to exert much energy lifting her bent fender away from the tyre. Moss averaged 97 m.p.h. on lap 17, lying 42 secs. ahead of Hill, who was overtaking de Portago. Next lap de Portago came in for a tyre change and Fitch moved into third place. Shelby, lapping faster than Moss, reached seventh place by lap 18. Two laps later, while Shelby was circling at 98.5 m.p.h., Fitch pulled into his pit with the transmission of the Jaguar locked in second gear. The fine driver was out of the race. Loyal Katskee (Ferrari) spun at Colonial Bend, leaving the road sideways and shearing a water pipe on his exit from the course. De Portago moved even with Moss, finally going by to the excitement of the natives who saw him win last year's Governor's Cup Race. They seemed not to know he was a lap behind Moss, and they cheered their hero.

On lap 24, Moss lost another challenger when second-place Hill, winner of last year's Nassau Trophy Race, hit the marker barrels at Blind Man's Curve, splitting his fuel tank. Brero (Jaguar D) moved into second place; and Shelby, with his usual brilliant driving, had worked back to third place. By lap 25, the order was Moss, Brero, Shelby, Gregory, Constantine, de Portago, Lunken (Ferrari), Boynton (Ferrari), Katskee (Ferrari) and Von Neuman (Ferrari). But moving quickly to the fore was the Porsche-Cooper (Pooper) of Ken Miles, which whipped by cars of larger displacement with apparent ease. On lap 26, de Portago again pulled into his pit and Constantine overtook Gregory; two laps later, Brero called at his pit and Shelby reached second place 1 min. 34 secs. behind Moss who had lapped everyone but Shelby and Constantine. Next time around a tyre blew on Windridge's Corvette.

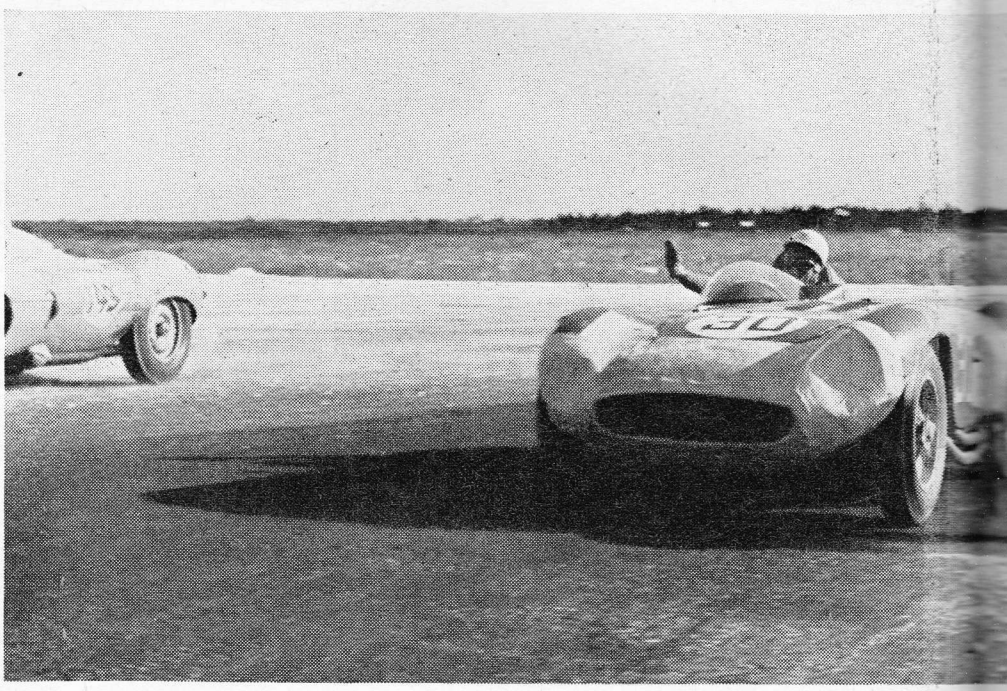
Shelby's Second Puncture

Dogged by tough luck on that day, Shelby had a second puncture coming through Eckys Twist, seconds after Windridge's tyre went. Ginther (Ferrari) quickly pulled into the pits to give his tyres to the second-place car, while Moss rushed by at 97.472 m.p.h. looking overboard at his own tyres. Lunken also pulled into the pits with a flat. Much, much rubber was being left on the road, and the many circular marks testified for spins galore. At Colonial Bend the spectators scattered in fright as Kimberly's Osca spun out on the inside of the turn.

Constantine, passed by Gregory, made a pit stop, and de Portago spun out again at Victoria Bend. Brero, late in completing lap 35, slowly reached his pit with a badly lopsided mount. Next lap Shelby retired his Ferrari with steering trouble. He received a tremendous ovation for not giving up despite two punctures and finally having to retire while third overall.

By lap 40, the order was Moss, Gregory, Boynton, de Portago, Miles and Crawford, but de Portago overtook Boynton. Moss was 142 secs. ahead of Gregory—apparently building up a margin for a pit stop, which he took five laps later. He hurriedly drank a glass of water and gave the car a drink of oil, returning to the course before Gregory appeared. From then on it was all Moss. De Portago and Boynton battled and exchanged third and fourth places several times, with the Marquis finally securing third and Miles displacing Boynton for fourth. Gregory, sandwiched midway between Moss and de Portago, drove an excellent race, made no pit stops, and was declared the handicap winner. De Portago's colourful driving pleased the public, but his numerous spins undoubtedly kept him from placing higher at the end.

Moss averaged 96.219 m.p.h., completing the 210 miles in 2 hrs. 10 mins. and



THANKS A LOT! (Above) With an acknowledging wave of the hand, Moss, in Bill Lloyd's Maserati, its nose patched up after a practice crash, passes between Jim Kimberly's Osca (No. 5) and George Constantine's Jaguar.

Photograph: National Speed Sport News

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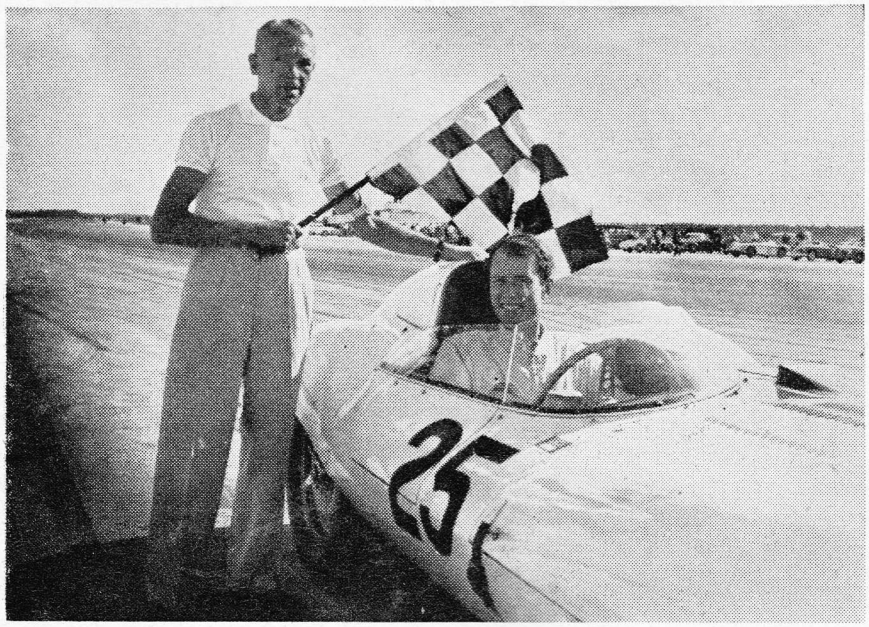
DE-TYRED TEXAN (right). Carroll Shelby coasts his Ferrari into the pits with a burst rear tyre, caused by the harsh road surface.

Photograph: National Speed Sport News



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FLAG FOR FITCH (left). After his victory in Saturday's Jaguar race, John Fitch returns to the starting line to receive the victor's flag from chief starter Rex Gilchrist.

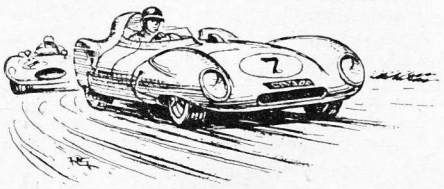




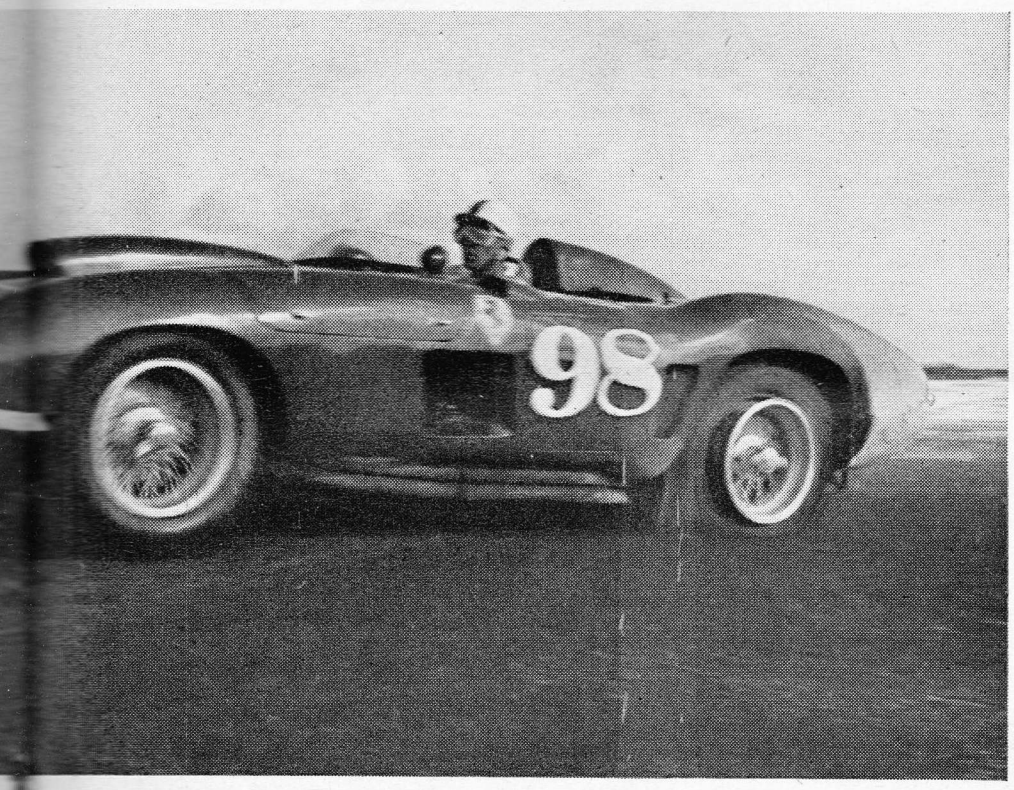
First Day's Races

Friday's exciting race programme was finished after dark. With the leaders lapping at 100 m.p.h., the course marked by black barrels not distinguishable at night, many cars without headlights, and clouds of dust and sand adding to the hazards, somehow everyone got through the race without injury to themselves, despite the outcome of many not-so-lucky cars. Timers, scorers, announcers, officials and press were also working in the dark.

When the first race of the first day got underway, there was perhaps too much light. A strong sun pounded relentlessly on the venue and the thermometer shot up to 88 deg. Fahrenheit, indicating the average speed which



CURTAIN RAISER. On the first day of racing, Chamberlain won a five-lap event in his Lotus XI.



57 secs. And he was mobbed by admirers as he stopped for the victory flag.

Results

1, Stirling Moss (Maserati 300S); 2, Masten Gregory (Ferrari Testa Rossa); 3, Marquis de Portago (3.5 Ferrari); 4, Ken Miles (Porsche-Cooper); 5, Ted Boynton (2-litre Ferrari); 6, Ed Crawford (Porsche Spyder); 7, George Constantine (Jaguar D); 8, Howard Hively (Ferrari Testa Rossa); 9, Samuel Weiss (Porsche Spyder); 10, Arthur Bunker (Porsche Spyder).

Class B: Ray Crawford (Corvette). **Class C:** Marquis de Portago (3.5 Ferrari). **Class D:** Stirling Moss (Maserati 300S). **Class E:** Masten Gregory (Ferrari Testa Rossa). **Class F:** Ken Miles (Porsche-Cooper). **Class G:** Jay Chamberlain (Lotus XI). **Handicap:** Masten Gregory (Ferrari Testa Rossa).

the winner of the first heat would almost reach. Eighteen cars lined up for the five-lap event (Classes G and H) and Lance Reventlow's Cooper-Climax shot forward as the Union Jack fell. Tom Fleming's Lotus Monza passed the Cooper and led into the first turn, but by the last turn of the 3.5-mile course the order was Chamberlain (Lotus XI), Sheppard (Lotus XI), Sclavi (Cooper-Climax), Baptista (Lotus Monza) and Fleming (Lotus XI). Mays (Fibresport) headed the Class H group. Chamberlain's standing-start lap was completed in 81.8 m.p.h.; he increased his second to 85.4 m.p.h., his third to 86.69 m.p.h., his fourth to 87.04 m.p.h., and won by an average of 87.136 m.p.h. with Sheppard 1.9 secs. behind. Baptista and Reventlow were third and fourth, and Mays lost his Class H victory when a tyre blew on Eckys Twist in his last lap. Orr and Page, both in Devin Panhards, running second and third behind Mays, moved into top Class H spots.

Gregory Leads

Kansas City's Masten Gregory completed the standing-start lap of the second heat (five laps for Classes E and F) in a breezy 90.7 m.p.h. and increased the Ferrari Testa Rossa's speed each lap to defeat the large field of 45 cars at an average of 93.889 m.p.h. Behind Gregory at the end of the first lap were Hively (Ferrari), Boynton (Ferrari), Goldich (Ferrari), Crawford (Porsche), Hassan (Ferrari) and Marshall (Porsche). The first three had a wide lead on their initial lap. Hively drove a good race but was unable to catch Gregory, who, incidentally, had been injured in practice when a flying stone broke his racing glasses. Superficial cuts resulted. Crawford began closing the gap between the three leaders and himself, moving close to Boynton on lap 4 and overtaking him on the fifth to gain third overall position and to win Class F.

At the start of race 3, for Classes B, C and D, the Marquis de Portago shocked the senses of spectators when he accelerated with gusto before the flag was fully dropped. From an 11th starting position, he brushed Thompson's Corvette, bulldozed between Shelby (Ferrari) and Weiss (Thunderbird) to lead the mass of 37 starters within feet of leaving the starting line. The popular two-time Nassau winner was cheered by his fans as he disappeared into Emerald Pass. But Shelby caught and passed him at the back of the course, the two Ferraris racing by on the main straight wheel-to-wheel at a first-lap speed of 94.029 m.p.h. Behind were Fitch (Jaguar D), Hill (Ferrari), Von Neumann (Ferrari), Erickson (Jaguar D), Constantine (Jaguar D), Jeffords (Corvette), Brero, Jr. (Kurtis) and Brero, Snr. (Jaguar D).

Pile-up in Esso Bend

Jeffords (Corvette) spun in Esso Bend, stirring a blinding cloud of dust. Thick traffic was behind him. Thompson (Corvette) thought his safest bet would be to take the escape road rather than risk the hidden course. No sooner had he come to what he thought was a safe stop, than a loud bang announced the arrival of Lloyd (Maserati), who had also thought the escape road would be safe. Folding like an accordion, the Maserati—which was scheduled to be driven by Denise McCluggage in the ladies' race on Saturday and by Stirling Moss in the Nassau Trophy Race on Sunday—came to a quick stop.

Portago's brakes began to bind and he spun in front of Fitch and Hill, who passed the gyrating Ferrari to reach second and third place. Shelby, meanwhile, increased speed and raced across the line on his fifth lap about 8 secs. ahead of Fitch, for an overall average of 96.77 m.p.h. Fitch drove Briggs Cunningham's Jaguar well to ward off Hill's Ferrari, which hounded but couldn't catch him. The first eight cars to finish were all in Class C. Lunken (Ferrari) won Class D in ninth overall place, and in 16th was Brero, Jr., who topped the B class.

Governor's Cup Race, Phase I

A large field of 54 cars lined up for the first section of the Governor's Cup Race of 20 laps, or 70 miles, for cars in Classes E, F, G and H. The Governor, Lord Ranfurly, dropped the Union Jack to start the race. Gregory (Ferrari) in pole position and Hively (Ferrari) in third starting place began a repetition of their previous Battle of the Testa Rossas, with Boynton third in a like car. Way back from 35th starting position, Miles (Porsche Cooper) was slicing through the opposition with incredible speed, reaching fourth place before the end of the first lap. Hassan (Ferrari) was fifth in the leading group. Lap 2, Gregory had a three second lead over Hively; Miles moved into third place; and Kimberly (Osca) pulled into the pits. By lap 5 Gregory was averaging 93.75 m.p.h. and was 7.2 secs. in the lead. Weiss (Porsche) was fourth and Hassan (Ferrari) fifth. By lap 8 Gregory was 10 secs. ahead of Hively and 43 secs. ahead of Miles; and Furlong's A.C.-Bristol was tangling with Stewart's Lotus-Osca. Hassan (Ferrari) spun and Arnolt (Arnolt-Bristol), well up with the leaders, tried cutting left to avoid him; but the Ferrari swerved toward the Arnolt-Bristol, damaging the Ferrari and putting it out of the race. Arnolt continued, but had lost many places. That particular bend was taking on the appearance of a car cemetery. But, fortunately, no one was hurt.

As he completed his 17th lap, Masten Gregory, with an unassailable lead, pulled into his pit to check a badly tracking right rear wheel, caused from involvement in a five-car collision. His pit stop cost him the race as Hively went on to victory, followed by Miles's Cooper-Porsche and Crawford's Porsche Spyder. Gregory finished fourth. Hively's average speed was 92.206 m.p.h. Sclavi brought the race to a stirring finale when his Cooper-Climax went out of control coming into the finishing straight. The car slid first towards the spectators, then in the pits direction, before heading down the straight in whirling dervish rhythm.

Governor's Cup Race, Phase II

The sun was sinking close to the rim of the horizon as the second section, for Classes B, C and D, got under way. De Portago again made a mad start, but Shelby was waiting for him this time and led the 27 cars away, with Fitch ahead of the Marquis. The low sun at eye level made turns difficult to distinguish. Von Neumann's Ferrari left the race at Eckys Twist, a deceptive curve, and the order at the end of the first lap was Shelby (Ferrari), Fitch (Jaguar), de Portago (Ferrari), Erickson (Jaguar), Brero (Jaguar), Constantine (Jaguar) and Hill (Ferrari), but Erickson pulled into his pit. The pace was blistering. Shelby completed lap 4 in 2 mins. 7 secs. (just under 100 m.p.h.) and de Portago overtook Fitch. The three leaders were well out ahead of the field and were already lapping cars, despite the fact that the extremely expensive machinery in the race could claim no really slow cars. The sun drops quickly in the Bahamas, and dusk arrived after the first few laps.

The Texan and Spaniard were having a fierce battle, and the sky was getting darker. Car numbers were becoming almost impossible to read, but the pace was not lessening. Lap 7 was completed at 100 m.p.h. by the two leaders as they dodged smaller cars, many of which had no lights. Shelby and Fitch were among those flying blind. On lap 8 Shelby had but 8/10ths of a second lead over de Portago; lap 10 and they were bumper to bumper, and their average speed for the first 10 laps was 99.762 m.p.h. Hill meanwhile was moving up and passed Brero on lap 11 to reach fourth place. Constantine was sixth. The latter was destined to make hard contact later with black marker barrels, marring his car but not his overall position. De Portago passed Shelby on lap 15 and Hill overtook Fitch, the night-driving daredevils still circling at around 100 m.p.h. Some spectators thought Shelby deliberately let de Portago by so he could run on the latter's headlights and would stay in second spot until the last lap. But collisions and spins on the back stretch moved de Portago back to second place on his 18th lap, and he passed with his boot lid flapping and his lights gone, too, from colliding with Stiles's Austin-Healey. Fitch was definitely slowing, admitting after the race that he could not see. His D-type Jaguar, which finished in fourth place behind Brero's like car, was one of the few that finished the extremely dangerous race unscathed. Shelby and de Portago were now playing blind man's bluff, with the Spaniard very close as the Texan took the chequered flag at an average speed of 99.095 m.p.h. to set a new course record.

Overall Order

Carroll Shelby (Ferrari); Marquis de Portago (Ferrari); Louis Brero, Sr. (Jaguar); John Fitch (Jaguar); George Constantine (Jaguar).

Saturday's Races

Saturday was another hot, sunny day with seven races of five laps each on the calendar. The Jaguar race attracted only three Ds and one C with Fitch's D-type beating Brero's D by 7½ secs. and Constantine third in another D.

The second race, for Porsches only, brought out 14 of the marque. Marshall won from Bunker and Weiss, all in Spyders. On his second lap, Grauds rolled his new Carrera at Esso Bend.

The ladies' race was run in two heats, Marion Lowe (D Jaguar) going into an immediate lead in the first race with Sally Chapin (Ferrari) and Denise McCluggage (Porsche) both running ahead of the field of nine cars. Lowe stopped on the back stretch to check a strange tyre noise, letting Chapin into the lead. Evelyn Mull's A.C.-Bristol moved into third spot behind McCluggage. Mull was running with the lid of the car's boot open. On lap 3 Chapin spun; McCluggage took over the lead and held it to finish 11 secs. ahead of the former. Mull brought her lid-flapping A.C.-Bristol home third.

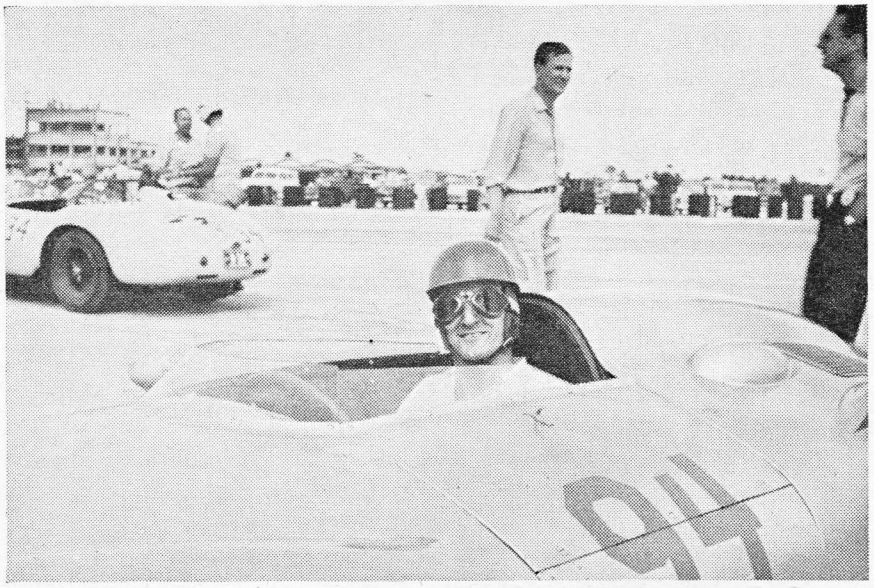
The second half of the ladies' race staged a ding-dong battle between California's Marion Lowe and Michigan's Sally Chapin. Denise McCluggage, this time driving Jim Kimberly's Osca, by



WINNING WOMAN. Sally Chapin receives last-minute instructions from the Ferrari owner, Ted Boynton, before going to the starting line. Miss Chapin was winner on points for the two ladies' races.



PRESIDENT of the Bahamas A.C., Sir Sidney Oakes, photographed with his wife, Lady Greta and her Porsche Speedster, before going out to the grid for the ladies' race. Both competed in several events during the meeting.



KEN MILES AND HIS POOPER. The Cooper, which performed so beautifully, has not only a 1,500 c.c. Porsche engine but also Porsche grille in the back to give it a Porsche appearance.

consent of the other powder-puff-derby drivers, jumped into the lead at the start of the five-lap event, but spun out and saw Marion Lowe, again in Brero's D Jaguar, and Sally Chapin, in Boynton's Ferrari, rush by. The two cars came round the last bend so close and so fast that Art Peck, on the public address system, exclaimed "Wow! They're not driving like ladies . . . they're . . . DRIVING!" The hot competition, in which the lead seesawed back and forth, continued all the way, with Chapin nosing by on the finish stretch, but sensibly backing off when her car fishtailed. Lowe, in a near photo-finish, won at 84 m.p.h. Third-place Susie Dietrich was outstandingly good in a Porsche, finishing only a short distance behind. Sally Chapin was overall winner on points for the two events.

The Island Race, limited to dwellers of this tropical paradise, was also run in two heats. David Albury, last year's winner of the same event, won the first heat at the wheel of David Darrin's C Jaguar with Red Crise, the hard-working Chairman of the Competition Committee for the Nassau races, just 1.5 secs. behind in a Porsche. Albury averaged 78.066 m.p.h. In the second heat the order was reversed, Crise taking the lead on his second lap and finishing one sec. ahead of Albury at an average speed of 80.152 m.p.h. This was the "out-spinningest" race of the day, with only one or two of the contestants not thrilling spectators at one turn or another.

Saturday's final race, for Ferraris only, attracted nine starters with cars handicapped at the start. Boynton led for three laps when Gregory took over and staved off strong competition from de Portago and Boynton to win at an average speed of 94.976 m.p.h.

Bahamas Briefs

Donald Healey was over from England for the races, but Colin Chapman was among those missing. . . . Red and Evelyn Crise are to be complimented, not only on the months of hard work they put into getting the cars and drivers to Nassau, the programme completed, arranging hotel accommodations for the large crowd, and planning the 14 races which were run over the weekend, but also for planning lovely parties for the guests every night for more than a week. . . . Pointing up the growing interest in all motor sports in the U.S.A., we saw U.S.A.C.'s Duane Carter, N.A.S.C.A.R.'s Bill France, Ford's Peter de Paolo, and all of the Corvette group in Nassau. . . . Lady Greta Oakes made it four in a row on Saturday when she drove her Porsche in both ladies' events and the two Island races. . . . The drivers were pleased to learn that the races next year will be moved to Oakes Field, which is located closer to town, longer than Windsor in lap size, will have permanent buildings, and we hope a better surface. All we can say is that Nassau was a *big blow-out,* literally and figuratively.

R.A.C. EXPANDS GROUP MEMBERSHIP SCHEME

MORE motorists and motor-cyclists than ever before are joining the R.A.C. through the special Group Membership Scheme. Membership under the scheme has jumped 25 per cent. in the last 12 months, which is designed to enrol Associate Members in groups, centred in business firms and commercial or industrial organizations, at a substantially reduced subscription. So far, more than 15,000 members have taken advantage of the scheme. A representative of a firm, enrolled under the scheme, enjoys the full advantages of the R.A.C. services, both when using a vehicle for the firm's business or when driving it for his own personal and private purposes. A Group is defined by the R.A.C. as 12 or more vehicles, and members of a Group are automatically conceded a reduction of up to 25 per cent. in subscription rates, a saving of 10*s.* 6*d.* for a car or 6*s.* 6*d.* on the subscription for a motor-cycle. Reduced subscriptions are also available for private goods vehicles operating under "C" Licences.

THE PHOENIX FRISKY

BRITISH newcomer to the ranks of small cars is the Phoenix Frisky, brainchild of Raymond Flower and Gordon Bedson. This vehicle, to be officially announced in production model form next spring, is to be built not only in Britain, but also, under licence, in Norway, Denmark, Sweden, Spain, Eire and Holland. In the Frisky's construction, 500 c.c. practice has been adopted in that the car has a tubular frame chassis, and has the engine (197 c.c., or 250 c.c. twin cylinder, Villiers two-stroke) mounted behind the driver. On a 5 ft. 3 ins. wheelbase, the plastic saloon bodywork of 8 ft. 6 ins. overall length has been styled by a well-known Italian designer, while a special open competition version will also be produced in due course. In prototype form, a Frisky recently completed a virtually non-stop trial run at Oulton Park, lasting seven days and nights and covering some 4,000 miles. The car lapped the circuit at a daily average of 36 m.p.h., reaching a maximum lap speed of 54.91 m.p.h., while the average fuel consumption at various speeds reached some very satisfactory figures. It is hoped to be able to sell the Frisky in Britain at under £400, including purchase tax.



PROTOTYPE of the Phoenix Frisky, new British contender in the small car market, which recently underwent a seven-days-and-nights trial run at Oulton Park. With a 197 c.c. or 250 c.c. Villiers two-stroke engine, the production model, to be announced in the spring, will be far better looking, having a pressed plastic body styled by an eminent Italian coachwork designer.

Digest of the International Rallies counting towards the European Touring Championship of 1956

1956 Order of Difficulty, ranged by percentage of finishers to starters (from toughest to easiest).
Liège - Rome - Liège, Alpine, Adriatic, Sestriere, Iberian, Akropolis, Monte Carlo, R.A.C. Rally, Viking, Wiesbaden, Geneva, Midnight Sun, Tulip.

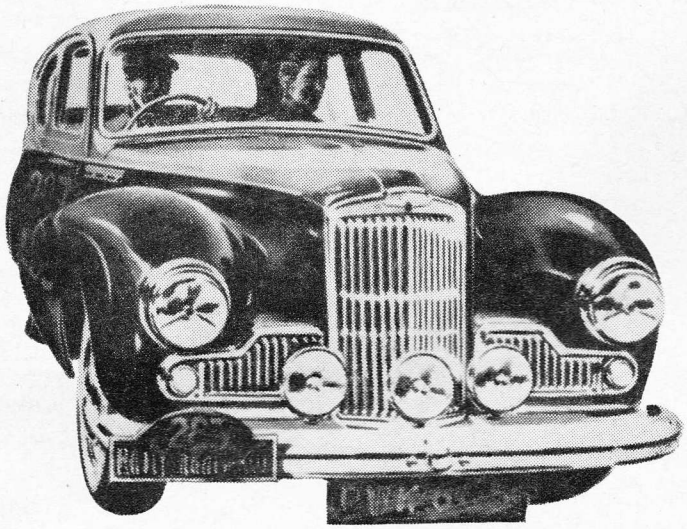
Event	Admitted Groups of Car	Approx. Mileage. Starting-Points, Tests *en route*.	No. of Starters (compared with 1955)	Finishers % to starters "Clean Sheets"	General Classification. (Starting Point—if applicable)	Class Results
1. XXVIme Rallye Automobile Monte Carlo. 15th-23rd Jan. MONACO.	I. II. III.	2,200 miles. Glasgow, Munich, Lisbon, Athens, Rome, Paris, Stockholm. Special Stage, Paris-Monte Carlo. Mountain Test (for best 90 crews). Braking/Acceleration Test.	308 —11	233 75·6% 19	1. Adams/Bigger/Johnstone, GB, Jaguar Mk. VII (Glasgow) (Group I). 2. Schock/Moll, D, Mercedes 220A (Munich) (Group I). **Equal Third** Harper/Humphrey/Elbra, GB, Sunbeam (Stockholm) (Group I), and Grosgogeat/Biagini, F, DKW (Stockholm) (Group I). 5. Levy/Kokott, D, Volkswagen (Munich) (Group I). **Team Prize.** Sunbeam. **Ladies' Prize.** Mmes. Blanchoud/Alziary de Roquefort, F, Porsche, 29th (Lisbon) (Group II). **Best British Performance** Harper/Humphrey/Elbra, Sunbeam.	**Group I. Standard Touring Cars** **Unlimited** Adams/Bigger/Johnstone, GB, Jaguar Mk. VII. **1,300-2,000 c.c.** Courtes/Court-Payen, F, Citroen D.S.19. **750-1,300 c.c.** Grosgogeat/Biagini, F, DKW. **Up to 750 c.c.** Cotton/Leclere, F, Panhard. **Groups II and III. Grand Touring and Modified Standard Touring Cars** **Unlimited** Chiron/Longo, MC/I, Lancia. **1,300-2,000 c.c.** Boilet/De Chanay, F, Alfa Romeo. **750-1,300 c.c.** Gacon/Arcan, F, Porsche. **Up to 750 c.c.** Monraisse/Feret, F, Renault.
2. VIIe. Rallye Automobilistica del Sestriere. 24th-28th February. ITALY.	I. II. III.	Common route of 1,000 miles, Sestriere/Sestriere. London, Paris, Brussels, Munich, Frankfurt, Nice, Milan, Turin, Rome, Bologna. Circuit tests at Monza, Modena, Imola, Three Hill-Climbs. Acceleration/Braking Test. Regularity Test at Sestriere.	74 +6	39 52·7% Nil	1. Schock/Moll, D, Mercedes 300SL (Group II). 2. Gutbrod/Schwind, D, B.M.W. 502 (Group I). 3. Taramazzo/Gerino, I, Alfa Romeo (Group I). 4. Strähle/Von Wencher, D, Porsche (Group II). 5. Mantovani/Morolli, I, Lancia. Team Prize. Mercedes (Group I). No ladies finished. No British finisher.	**Group I. Standard Touring Cars** **Unlimited** Gutbrod/Schwind, D, B.M.W. 502. **1,300-2,000 c.c.** Taramazzo/Gerino, I, Alfa Romeo. **750-1,300 c.c.** Alberti/D'Errico, I, Alfa Romeo Giulietta. **Up to 750 c.c.** Masson/Laurent, F, Dyna Panhard. **Groups II and III. Grand Touring and Modified Standard Touring Cars** **Unlimited** Schock/Moll, D, Mercedes 300SL. **1,300-2,000 c.c.** Toselli/Zanardi, I, Fiat 8V. **Up to 1,300 c.c.** Strähle/Von Wencher, D, Porsche 1300S.
3. Sixth Rally of Great Britain. 6th-10th March. GREAT BRITAIN.	I. II. III. IV.	2,100 miles. Blackpool and Hastings. 16 tests at Hastings, Blackpool, Prescott, Castle Coombe. Matchams Park, Goodwood, Brands Hatch, Silverstone, Cadwell Park, Gamston, Charterhall, Otterburn. Special Navigation Stages in West Country, Yorkshire, Scotland, Lake District.	213 —25	165 77·3% Nil	1. Simms/Ambrose, GB, Aston Martin DB2 (Group II). 2. Appleyard/Appleyard, GB, Jaguar XK 140 (Group II). 3. Spare/Meredith, GB, Morgan (Group IV). 4. Bleakley/Hall, GB, Jaguar 2·4 (Group I). 5. Cooper/Holland, GB, Standard (Group I). **Team Prize.** Austin. **Ladies' Prize.** Misses Palfrey/Jarvis, Austin (Group I). (43rd.) Schock/Moll did not compete.	**Group I. Standard Touring Cars** **Unlimited** Bleakley/Hall, GB, Jaguar 2·4. **1,300-2,000 c.c.** Senior/Hall, GB, Austin. **1,000-1,300 c.c.** O'Leary/Canty, EIR, Volkswagen. **Up to 1,000 c.c.** Cooper/Holland, GB, Standard. **Groups II and III. Grand Touring and Modified Standard Touring Cars** **Unlimited** Appleyard/Appleyard, GB, Jaguar. **1,300-2,600 c.c.** Simms/Ambrose, Aston Martin. **Up to 1,300 c.c.** Wallwork/Cave, GB, Standard. **Group IV. Standard Sports Cars** **Unlimited** Spare/Meredith, GB, Morgan. **Up to 1,600 c.c.** Coakley/Noble, GB, MGA.
4. IV Rallye Akropolis. 26th-29th April. GREECE.	I. II. IV.	1,650 miles. Common route, Athens to Athens. 1 Special Stage. 2 Hill-Climbs. Regularity Test.	86 first time included	63 73·2% Nil	1. Schock/Moll, D, Mercedes 300SL (Group II). 2. Filines/Chryssikopoulos, GR, DKW (Group I). 3. Fabre/Mme. Redon, F, Panhard (Group I). 4. Pesmazoglou/Galanes, GR, Chevrolet Belair (Group I). 5. Guiraud/Beau, F, Peugeot (Group I). **Team Prize.** DKW. **Ladies' Prize.** Mmes. Bicknell/Worthington, GB, Fiat 600 (53rd). Also Best British Performance.	**Group I. Standard Touring Cars** **Unlimited** Pesmazoglou/Galanes, GR, Chevrolet Belair **1,600-2,600 c.c.** Martignoni/Vanini, I, Alfa Romeo. **1,300-1,600 c.c.** Nikolopoulos/Eliopoulos, GR, Opel Rekord. **1,000-1,300 c.c.** Guiraud/Beau, F, Peugeot. **751-1,000 c.c.** Filines/Chryssikopoulos, GR, DKW. **Up to 750 c.c.** Fabre/Mme. Redon, F, Panhard. **Groups II and IV. Grand Touring and Standard Sports Cars** **Unlimited** Schock/Moll, D, Mercedes 300SL. **Up to 1,600 c.c.** Chenevoy/Deguerce, F, Porsche 1500S.

Continued on page 838

SUNBEAM

A unique record of performance and reliability . . .

Where performance and reliability are called for, you'll find Sunbeam leading the field. Here are some of the outstanding successes achieved by Sunbeam cars in major international events during the last four years :—



1953 Monte Carlo Rally
Team Prize (Charles Faroux Trophy)

Alpine Rally
4 Coupe des Alpes
Coupe des Dames

Great American Mountain Rally
Team Prize

R.A.C. Rally
Coupe des Dames

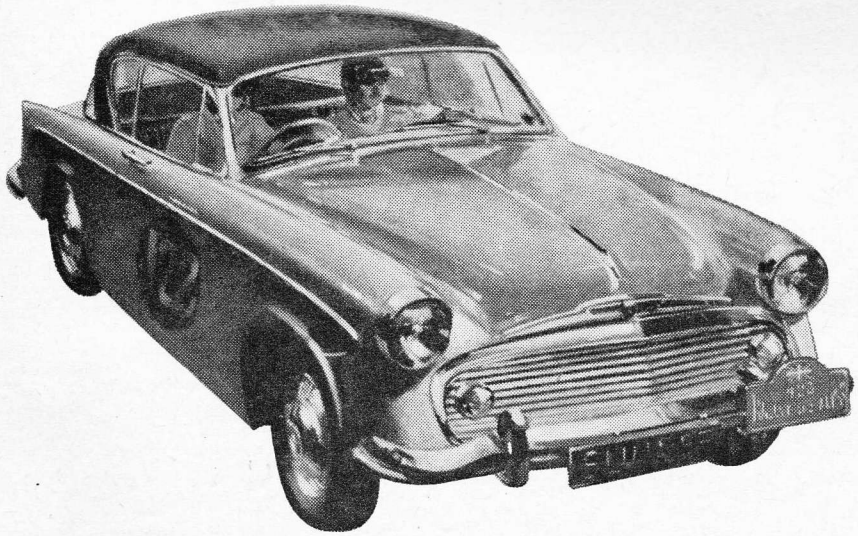
1954 Monte Carlo Rally
Team Prize (Charles Faroux Trophy)

Alpine Rally
Gold Cup
Coupe des Dames

Tulip Rally
Coupe des Dames

Geneva Rally
Coupe des Dames

Viking Rally
Coupe des Dames



1955 Monte Carlo Rally
Outright Winner
Coupe des Dames
L'Equipe Cup
(Best three cars of same make)

R.A.C. Rally
Coupe des Dames

1956 Monte Carlo Rally
Team Prize (Won for third time)—Outright win Charles Faroux Trophy

Mille Miglia
1st and 2nd Classifica Gruppo Vetture di Serie Speciale Classe 1,600 cc. Achieved by the new Sunbeam Rapier competing in its first international event. Two cars entered, two cars placed.

Tulip Rally
1st (1,300-1,600 cc. Class)—Sunbeam Rapier. Four cars entered and finished in first nine.

Alpine Rally
(Series Production Touring Cars)
1st—Irrespective of Class
1st—2,000-2,600 cc. Class
1st—1,300-1,600 cc. Class

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1956 Order of Difficulty, ranged by percentage of finishers to starters (from toughest to easiest).
Liège - Rome - Liège, Alpine, Adriatic, Sestriere, Iberian, Akropolis, Monte Carlo, R.A.C. Rally, Viking, Wiesbaden, Geneva, Midnight Sun, Tulip.

Event	Admitted Groups of Car	Approx. Mileage. Starting-Points, Tests *en route*.	No. of Starters compared with 1955)	Finishers % to starters "Clean Sheets"	General Classification. (Starting Point—if applicable)	Class Results
5. 8th Tulpen Rallye. 6th-12th May. HOLLAND.	I. II. III.	Common route of 1,000 miles. Champagnole to Noordwijk-an-Zee. Starting points, Barcelona, Berne, Brussels, Hamburg, London, Milan, Munich, Paris, Noordwijk. 9 Hill-Climbs. 6-lap Race at Zandvoort.	220 +13	189 85·9%	1. Brookes/Brookes, GB, Austin A30 (Group I). 2. Wallwork/Bleakley, GB, Standard 8 (Group I). 3. Hopkirk/Garvey, EIR, Standard 8 (Group I). 4. O'Mara Taylor/Tracey, GB, Standard 8 (Group I). 5. Sutherland/Band, GB, Standard 8 (Group I). **Team Prize.** Standard (Group I). **Ladies' Prize.** Frl. Lautmann/Utermöhl, D, Ford Taunus (37th). **Best British Performance.** Brookes/Brookes, Austin A30 (1st). **Inter-Nation Prize.** Holland. Schock/Moll did not compete.	**Group I. Standard Touring Cars** **Unlimited** Moorman/de Vries, NL, Ford. **2,600-3,500 c.c.** Bennett/Galliford, GB, Wolseley, **2,000-2,600 c.c.** Langestraat/v.d. Wansem, NL, Rover 75. **1,600-2,000 c.c.** Tavola/Marini, I, Alfa Romeo. **1,300-1,600 c.c.** Melvin/Marshall, GB, Sunbeam. **1,000-1,300 c.c.** Isenbügel/Rathjen, D, Ford. **750-1,000 c.c.** Brookes/Brookes, GB, Austin A30. **500-750 c.c.** van Dijk/Mulder, NL, Fiat 600. **Up to 500 c.c.** v.d. Meulen/Deremaux, NL, Citreon 2 CV. **Group II. Grand Touring Cars** **Unlimited** Sims/Ambrose, GB, Aston Martin DB2. **1,600-2 000 c.c.** Sjöström/Nordfelt, S, Mercedes. **1,300-1,600 c.c.** Beckeringh/Slotemaker, NL, Porsche 1500S. **750-1,300 c.c.** Cherret/Menneron, F, Panhard. **Group III. Modified Standard Touring Cars** **350-1,600 c.c.** v.d. Maelle/Langlard, F, Citreon.
6. XXVme. Rallye de Geneve. 25th-27th May. SWITZERLAND.	I. II. III.	1,100 miles. Common route, Geneva-Geneva. 3 timed tests on closed roads. 10 laps at Monza. 2 Regularity Sections. Manoeuvring Test.	58 not run in 1955 +5 on 1954	49 84·4% Nil	1. Brügger/Karrer, CH, DKW (Group III). 2. Beyer/Perrot, CH, Porsche Carrera (Group II). 3. Martignoni/Vanini, I, Alfa Romeo (Group I). 4. Frl. Lautmann/Utermöhl, D, Ford Taunus (Group I). 5. Houel/Bertramier, F, Alfa Romeo (Group III). **Team Prize.** DWK. **Ladies' Prize.** Frl. Lautmann/Utermöhl, D, Ford Taunus (4th). **Best British Performance.** Parsons/Mrs. Vann, Sunbeam Rapier (15th). Schock/Moll, D, Mercedes 300SL (10th).	**Group I. Standard Touring Cars** **Unlimited** Masotti/Bochatey, CH, BMW. **1,600-2,000 c.c.** Martignoni/Vanini, I, Alfa Romeo. **1,000-1,600 c.c.** Frl. Lautmann/Utermöhl, D, Ford Taunus. **Up to 1,000 c.c.** Menke/Curau, CH. DKW. **Group II. Grand Touring Cars** **Unlimited** Schock/Moll, D, Mercedes 300SL. **1,600-2,000 c.c.** "Cedric"/Calame, CH, Alfa Romeo. **Up to 1,600 c.c.** Beyer/Perrot, CH, Porsche. **Group III. Modified Group I and II Cars** **Unlimited** Heuberger/Honegger, CH, BMW. **1,600-2,000 c.c.** Houel/Bertramier, F, Alfa. **1,000-1,600 c.c.** Sears/Best, GB, Austin. **Up to 1,000 c.c.** Brügger/Karrer, CH, DKW.
7. VIIme. Rallye till Midnattssolen 29th May-3rd June SWEDEN.	I. II. IV.	Stockholm, Gothenburg, Oslo, Rättvik, Umea, Sundsvall to common route of Ostersund-Saltsjöbaden, approx. 1,250 miles, 5 tests on closed roads en route. Manoeuvring Test at Finish. 3 Special Stages.	182 −15	156 85·7% Nil	1. Bengtsson/Righard, S, Volkswagen (Group I). 2. Jansson/Grennberg, S, Volkswagen (Group I). 3. Skogh/Skogh, S, SAAB 93 (Group I). 4. Carlsson/Helm, S, SAAB (Group I). 5. Kronegard/Palmgren, S, SAAB (Group I) **Team Prize.** Volkswagen. **Ladies' Prize.** Cecilia Koskull/Monika Kjerstadius, S, SAAB (52nd). **Best British Performance.** Harper/Humphrey, Sunbeam Rapier (24th). Schock/Moll, D, Mercedes 220A (55th).	**Group I. Standard Touring Cars** **Unlimited** Ericsson/Wemmerud, S, Alfa Romeo. **1,300-1,600 c.c.** Gruen/Eriksson, S, Peugeot 403. **1,000-1,300 c.c.** Bengtsson/Righard, S, Volkswagen. **750-1,000 c.c.** Isacson/Franzon, S, DKW. **Up to 750 c.c.** Skogh/Skogh, S, SAAB. **Groups II and IV, Grand Touring and Standard Sports Cars** **All Classes Lumped Together** Borgefors/Sjoberg, S, Porsche 1600S.
8. XVIIIme Rallye Wiesbaden. 20th-24th June. GERMANY.	I. II. III.	1,750 miles. Speed Tests at Nürburgring, Hockenheimring, Montlhéry. Hill-Climbs in Belgium and Luxembourg.	62 +13	51 82·2% 2.	1. Jonsson/Persson, S, SAAB (Group I). 2. Nathan/Denk, D, Porsche Carrera (Group II). 3. Vomfell/Schöttler, D, Fiat (Group I). 4. Charlton/—, F, Renault Dauphine (Group III). **Team Prize.** Porsche. **Ladies' Prize.** Frl. Meinecke/Kühling, D, Fiat TV. No British crews entered. Schock/Moll, D, Mercedes 300SL (9th).	**Group I. Standard Touring Cars** **1,600-2 600 c.c.** Schwind/Gutbrod, D, BMW. **1,300-1,600 c.c.** Schramm/Behrens, D, Borgward. **1,000-1,300 c.c.** Vomfell/Schöttler, D, Fiat TV. **750-1,000 c.c.** Meier/Geiss, D, DKW. **Up to 750 c.c.** Jonsson/Persson S, SAAB 93. **Group II Grand Touring Cars** **Unlimited** Schock/Moll, D, Mercedes 300SL. **1,300-2,000 c.c.** Nathan/Denk, D, Porsche C. **Up to 1,300 c.c.** "Rudolf"/Wüst Alfa Romeo. **Group III. Modified Standard Touring Cars** **Up to 1,000 c.c.** Charlton/—, F, Renault Dauphine. **Unlimited** Sauerbrei/Raabe, D, Mercedes.

9. XVIIIme. Rallye des Alpes. 6th-13th July. FRANCE.	I. II. III.	2,450 miles. 3 laps at Monza, 1½km. at Zagreb. Timed climbs on Stelvio and Izoard	79 −5 on 1954 not run in 1955	34 43% 17	1. Collange/Huguet, F, Alfa Romeo Giulietta (Group III). 2. Buchet/Storez, F, Porsche Carrera (Group II). 3. Rickert/Kriplen, USA, Porsche Carrera (Group II). 4. Blanchard/Jouanheaux, F, Denzel (Group II). 5. Estager/Pebrel, F, Ferrari (Group II). **Team Prizes.** Triumph TR3. **Ladies' Prize.** Nancy Mitchell/Pat Faichney, MGA (15th). **Best British Performance.** Harrison/Harrison, Ford Zephyr (7th). First 17 cars won Coupes des Alpes for "clean" runs, 9 being British. Schock/Moll did not compete.	**Group I. Standard Touring Cars** **Unlimited** Hartwell/Lewis, GB, Sunbeam. **1,600-2,000 c.c.** Tavola/Marini, I, Alfa Romeo. **1,300-1,600 c.c.** Deane/Sparrowe, GB, Sunbeam. **1,000-1,300 c.c.** Fabre/de Clavelle, F, Peugeot. **Up to 1,000 c.c.** No Finishers. **Groups II and III. Grand Touring and Modified Production Touring Cars** **Unlimited** Estager/Pebrel, F, Ferrari. **2,000-2,600 c.c.** Harrison/Harrison, GB, Ford. **1,600-2,000 c.c.** Gatsonides/Pennybacker, NL/USA, Triumph TR3. **1,300-1,600 c.c.** Buchet/Storez, F, Porsche. **1,000-1,300 c.c.** Collange/Huguet, F, Alfa Romeo Giulietta. **Up to 1,000 c.c.** Barker/Cooke, GB, Standard.
10. XXIIme. Liège-Rome-Liège. 29th August-2nd September.	I. II. III.	3,100 miles. 3 Timed Climbs. Stelvio, Gavia, Vivione.	86 −40	35 40·7% Nil	1. Mairesse/Genin, B, Mercedes 300SL (Group II). 2. Storez/Buchet, F, Porsche Carrera (Group II). 3. Gendebien/Stasse, B, Ferrari Europa (Group II). 4. Cotton/Leclere, F, Mercedes 300SL (Group II). 5. Leidgens/Rousselle, B, Triumph TR3 (Group II). **Team Prize.** Volvo. **Inter-Nation Prize.** Belgium. **Ladies' Prize.** Mmes. Terray/Gordine, F, Peugeot (12th). **Best British Performance.** Gott/Tooley, GB, MGA (13th). Schock/Moll did not compete.	**No Distinction Among Groups** **Unlimited** Mairesse/Genin, B, Mercedes. **1,300-2,000 c.c.** Storez/Buchet, F, Porsche. **1,000-1,300 c.c.** Strähle/von Wencher, D, Porsche. **Up to 1,000 c.c.** No finishers.
11. VIth Rally Viking. 14th-17th September. NORWAY.	I. only	1,200 miles. Karlstad, Oslo, Kristiansand, Bergen-Trondheim to common stage finishing at Oslo. 13 Special Stages. Acceleration/Braking Test. Manoeuvring Test.	82 −14	65 79·2% Nil	1. Skogh/Skogh, S, SAAB 93. 2. Carlsson/Helm, S, SAAB 93. 3. Johansson/Bohn, S Peugeot 403. 4. Andersson/Ohlstrøm, S, SAAB 93. 5. Samsing/Isdahl, N, DKW. **Team Prize.** Opel Rekord. **Ladies' Prize.** Greta Molander/Helga Lundberg, N, Peugeot 403 (12th). **Best British Performance.** Sears/Best, Austin 105 (36th). Schock/Moll did not compete.	**Group I. Standard Touring Cars** **Unlimited** Granli/Shjølberg, N, Ford Zephyr. **1,600-2,000 c.c.** Bernsten/Ulleberg, N, Fiat 1900. **1,300-1,600 c.c.** Johansson/Bohn, S, Peugeot 403. **1,000-1,300 c.c.** Bromark/Pettersson, S, VW. **750-1,000 c.c.** Samsing/Isdahl N, DKW. **Up to 750 c.c.** Skogh/Skogh, S, SAAB 93.
12. Vth. Rallye Adriatique. 26th-30th September. YUGOSLAVIA.	I. II. III. IV.	1,100 miles. Common route from Opatija to Beograd. 2 Hill-Climbs. 1 Special Stage. Braking/Acceleration Test. 5 laps on Beograd Circuit.	33 −2	16 48·4% Nil	1. Strähle/Wencher, D, Porsche 1300S (Group II). 2. Eikelman/Karleuša, D/YU, DKW (Group I). 3. Vukovic/Protic, YU, DKW (Group I). 4. Schock/Moll, D, Mercedes 300SL (Group II). 5. Landsmann/Kanleš, CS, Skoda (Group I). No nominated teams and no ladies' crews finished. No British crews started.	**Group I. Standard Touring Cars** **Unlimited** Hansen/Rottböl Orum, DK, Mercedes 220A. **Up to 1,300 c.c.** Landsmann/Kanleš, CS, Skoda. **Up to 1,000 c.c.** Eikelman/Karleuša, D/YU, DKW. **Up to 750 c.c.** Schori/Lier, CH, Citroen 2CV. **Groups II, III and IV. Grand Touring, Modified Touring, Production Sports** **Unlimited** Schock/Moll, D, Mercedes 300SL. **Up to 2,000 c.c.** Nathan/Hans, D, Porsche. **Up to 1,300 c.c.** Strähle/Wencher, D, Porsche.
13. 1st. Rallye Ibérico. 1st-4th November. PORTUGAL.	I. II. III. IV.	Common route of 1,000 miles, Madrid-Lisbon, joined from San Sebastian, Lisbon, Barcelona, Seville, Oporto Manoeuvring Test, Hill-Climb, Standing kilometre, Acceleration/Braking Test, Regularity/Speed Test (Estoril Circuit).	95 first time run. +42 on last Lisbon Rally (1953)	62 65·2%	1. Stock/Palma, P, Mercedes 300SL (Group II). 2. Camps/— E, Alfa Romeo Giulietta (Group II). 3. Valente/—, F, Porsche 1300S (Group II). 4. Sala/—, P, Fiat (Group II). 5. de Andres/—, P, Mercedes 300SL (Group II). **Team Prize.** Mercedes. No ladies' crew finished. No British starters. Schock/Moll classified 24th, but appealing to F.I.A.	**Group I. Standard Touring Cars** **Unlimited** Astorquia/—, E, Renault Fregate. **1,600-2,000 c.c.** dos Santos/—, P, Alfa Romeo. **1,300-1,600 c.c.** Fouillet/—, F, Peugeot 403. **1,000-1,300 c.c.** Fernandes/—, P, Fiat. **750-1,000 c.c.** Barbosa/—, P, DKW. **Up to 750 c.c.** Fernandez/—, E, Renault. **Group II. Grand Touring Cars** **Unlimited** Stock/Palma, P, Mercedes 300SL. **1,300-2,000 c.c.** Sala/—, P, Fiat 8V. **Up to 1,300 c.c.** Camps/—, E, Alfa Romeo. **Group III. Modified Standard Touring** **Unlimited** No finishers. **1,300-2,000 c.c.** Andrade/Aguiar, E, Ford. **1,000-1,300 c.c.** Pereira/—, P, Lancia. **Up to 1,000 c.c.** Faustino/—, P, Panhard. **Group IV. Standard Sports Cars** **Unlimited** Azevedo/—, P, Triumph TR3. **Up to 1,600 c.c.** Queiroz/—, P, MGA.

Notes. Classes of Car: **Group I.** Normal production saloons, built in series of 1,000 if under 1,000 c.c. and 600 if over, in 12 months. **Group II.** Grand Touring cars built in series of 100 in 12 months. **Group III.** Modified Production saloons and Grand Touring cars. **Group IV.** Production Sports cars, built in minimum series of 25 cars in 12 months.

National Abbreviations. B Belgium. CH Switzerland. D Germany. E Spain. F France. GB Great Britain. EIR Ireland. N Norway. NL Holland. I Italy. CS Czechoslovakia. P Portugal. GR Greece. S Sweden. YU Yugoslavia. MC Monte Carlo.

National "Marque" Analysis

1. *Germany.* Seven outright wins—four by Mercedes 300SL, one each by DKW, Porsche 1300S and Volkswagen. Class wins by Borgward, BMW, DKW, Ford Taunus, Mercedes, Opel, Porsche and Volkswagen. Team wins by DKW, Mercedes, Opel, Porsche and Volkswagen. Three Coupe des Dames wins by Ford Taunus and Porsche 1500S.

2. *Great Britain.* Three outright wins by Aston Martin, Austin A30 and Jaguar Mk. VII. Class wins by Aston Martin, Austin, Ford Zephyr, Jaguar XK 140, 2.4 and Mk. VII, MGA, Morgan, Rover 75, Standard 8 and 10, Sunbeam Mk. III and Rapier, Triumph TR3 and Wolseley 6/90. Team wins by Austin, Standard 8, Sunbeam Mk. III and Triumph TR3. Coupe des Dames wins by Austin A40 and MGA.

3. *Sweden.* Two outright wins by SAAB 93. Class wins by SAAB 93. Team wins by Volvo. Coupe des Dames win by SAAB 93.

4. *Italy.* Outright win by Alfa Romeo Giulietta. Class wins by Alfa Romeo, Fiat, Ferrari and Lancia. Coupe des Dames win by Fiat.

5. *France.* Class wins by Citroën, Dyna Panhard, Peugeot and Renault. Coupe des Dames wins by Peugeot.

6. *U.S.A.* Class wins by Chevrolet and Ford.

7. *Czechoslovakia.* Class win by Skoda.

Championship Rally Review—*continued*

R.A.C. (Austin), Tulip (Standard) and "Alpine" (TR3).

In support of their potential team and class winners all the "works" teams fielded ladies' crews, but only B.M.C.'s Nancy Mitchell achieved any real success. With Pat Faichney she won the "Alpine"' Coupe des Dames (and, better still, the third ever feminine Coupe des Alpes), and with Doreen Reece she won the Coupe des Dames in the Lyon-Charbonnières, a non-Championship event, but still one of France's best rallies.

In International non-Championship events British successes were not as frequent as usual. Stirling Moss helped Georges Houel and his 300SL to take second place in the Tour de France and a French-crewed Jaguar took its class in the difficult Criterium Neige et Glace. In the Great American Mountain Rally Jaguar won the main team prize and dominated their class, as did Triumph TR3s.

Finally, just to prove that Britons can drive economically as well as rapidly, H. G. Kendrick and Miss P. Wright won both the British and the French Economy Rallies on the same "works" Austin A90 which Mike Couper had used to carry off the premier "Monte" Concours prize.

If no British male drivers figured high in the Championship points table this is only because the present scoring favours Grand Touring cars and no British manufacturer builds a Grand Touring car which has proved itself capable of beating Alfa Romeos, 300SLs, Porsche Carreras or Ferraris.

The successes of British-crewed saloons proves, however, that, given either rally-winning G.T. cars or a change in the scoring system, British drivers could seriously threaten the German domination of the male championship.

As far as the ladies are concerned, the type of car is less important. Greta Molander may only just hold on to her title next year, and even stands a good chance of losing it once more to a British lady driver.

Sadly enough, 1956 saw the passing of three well-known figures from the rally scene. Johnnie Claes died early in the year after a lingering illness. Although a noted G.P. and sports racing-car driver, Johnnie is probably best known for his epic effort in Liège-Rome-Liège, 1953, when he drove single-handed for the last 50 hours to score a wonderful victory—his second in the "Marathon".

Shortly after helping Dennis Scott in the "works" Ford to win a Coupe des Alpes in the "Alpine" Stan Asbury suddenly passed away. Modest and self-effacing, Stan could well have claimed to be the perfect co-driver and certainly his cheerful enthusiasm was the mainspring of many successes in all types of cars in rallies all over Europe.

Finally, Jimmy Risk died just as he was planning for his fifth "Monte". Jimmy rarely, if ever, figured in the results, but he was the genuine enthusiast who gladly spent plenty of his own money for the sheer joy of rallying and without a thought to the *palmarés*.

All will be sadly missed, but we who remain can learn from their example.

Provisional Points Table for leading drivers in European Touring Championship, 1956

Placing	Names	Country	Car(s) used	Rallye de Monte Carlo	Rallye del Sestriere	R.A.C. Rally **of G.B.	Rallye Akropolis	Tulpen Rallye	Rallye de **Geneve	Rallyt till Midnattssolen	Rallye **Wiesbaden	Rallye des **Alpes	Liège-Rome-**Liège	Rally Viking	Rallye Adriatique	**Iberian Rally	Total points	Number of events run in	Remarks
= 1.	W. Schock/R. Moll ..	D	Mercedes	9	10		10		3	—		7	5	—	7	—	39	8	
= 3.	P. Strähle/H. Von Wencher	D	Porsche 1300 ..		7						—	7	5	—	10	5	34	7	Query Iberian.
= 5.	C. Storez/R. Buchet ..	F	Porsche Carrera ..	—								10	9				19	3	Also won Rallye des Routes du Nord.
= 7.	C. M. Skogh/R. Skogh ..	S	SAAB 93							8				10			18	2	
9.	W. D. Bleakley	GB	Jaguar/Standard ..			8		9									17	2	
10.	Carlsson/Helm	S	SAAB 93	—						7				9			16	3	
= 11.	P. Harper/D. Humphrey	GB	Sunbeams	8		4		—		—		—					12	4	
= 11.	L. Sims	GB	Riley/Aston Martin..	—		10		2					—				12	4	
= 11.	A. Ambrose	GB	Aston Martin ..			10		2					—				12	3	
= 11.	P. Hopkirk	EIR	Standard/TR3 ..			—		8		—		4					12	4	
	THE LADIES.																		
1.	Greta Molander	N	Mercedes/Peugeot ..	**		**		8		9		**	**	10			34	4	
= 2.	Nancy Mitchell	GB	M.G...	7		6		—	—(2nd)	7		—(1st)	—(2nd)	6			28	8	Also won Lyon-Charbonnières.
= 2.	Doreen Reece	GB	M.G...	9		6		—		7				6			28	5	
4.	Monika Kjerstadius ..	N	Peugeot/SAAB ..					8		10				9			27	3	
5.	Helga Lundberg	N	Mercedes/Peugeot ..	7						9				10			26	3	
6	Jo Ashfield	GB	Standard/Rover ..	2		9		6		2		scr.					19	4	
7	Lena Lindholm	S	M.G./Simca					9		scr.				8			17	2	
= 8.	Joy Cooke	GB	Fords	8		—		7									15	3	
= 8.	Mary Handley Page ..	GB	Rover/Standard ..			9		6									15	2	
= 8.	Barbro Brandt	S	Simca							8				7			15	2	
11.	Anne Hall	GB	Sunbeam/Ford/M.G.	4		8						—(2nd)	—(2nd)				12	4	

Crews which have consistently driven together in all events are bracketed together.

Notes.—To qualify, at least five ladies' crews must start. In only six rallies did this happen.

Scoring—10 points for first place, down to 1 point for 10th place. First two drivers both score from car's placing.

** = an event in which the General Classification for the Championship is not the same as the actual finishing order, i.e., modified cars have to be excluded from Championship point reckoning.

— = an event in which the competitor started but scored no points.

— (1st) = an event which did not reckon for the Championship but place in brackets shows actual finishing order.

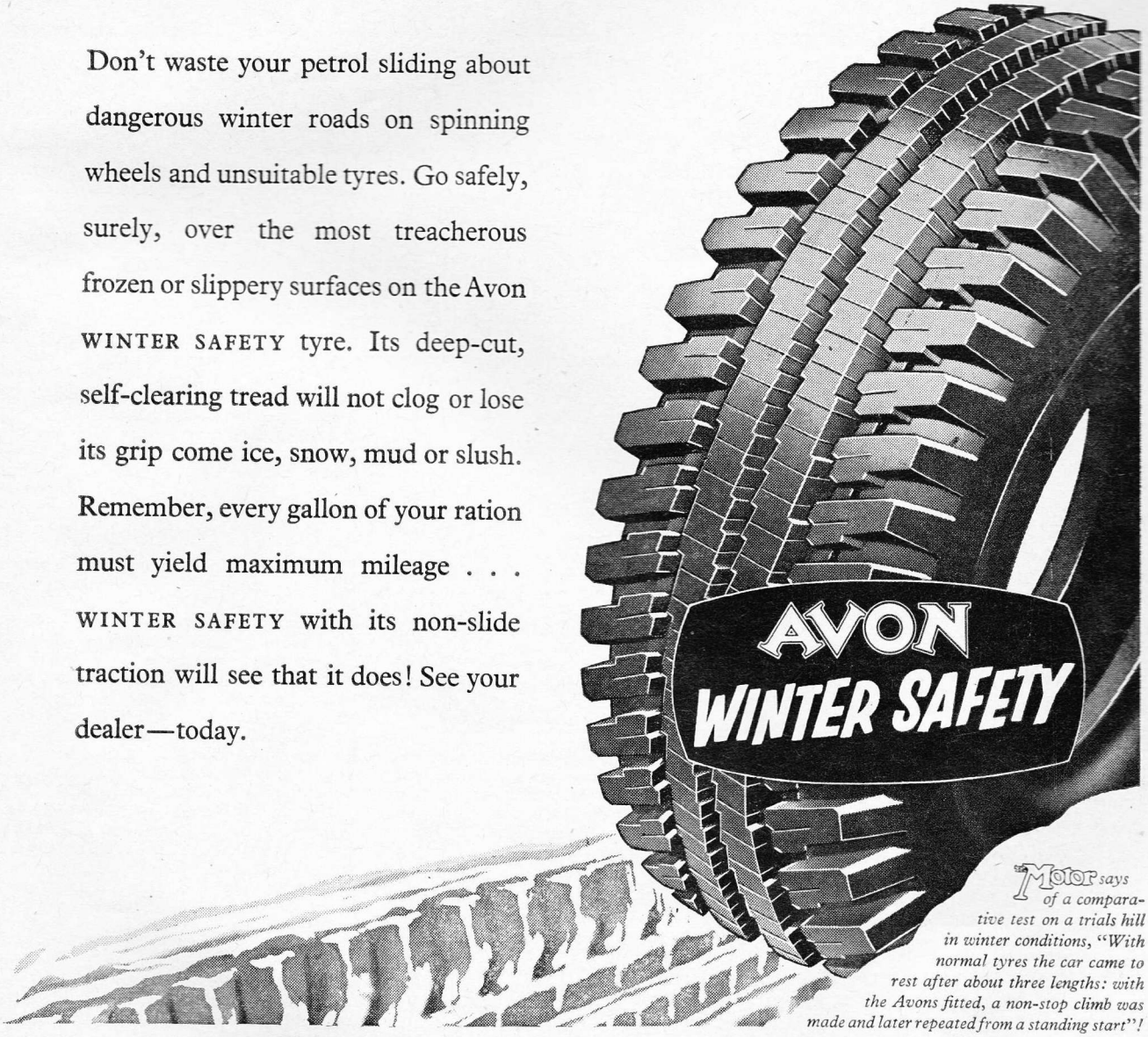
National key. D = Germany. F = France. EIR = Ireland. GB = Great Britain. N = Norway. S = Sweden.

The feminine results of the Alpine are still under consideration. Six ladies' crews started, but not all were on qualifying cars, although Nancy Mitchell/Pat Faichney, the winners, were on a Group II car. Pending a final decision, this result has not been counted. If the "Alpine" scores, Nancy Mitchell will win leading Greta Molander by 38 points to 34.

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The Motor says of a comparative test on a trials hill in winter conditions, "With normal tyres the car came to rest after about three lengths: with the Avons fitted, a non-stop climb was made and later repeated from a standing start"!

STEER WITHOUT FEAR THROUGH SNOW, ICE, MUD AND SLUSH

PENN PORTRAITS of NORTHERN SPORTING PERSONALITIES

No. 4—JOHN BROADHEAD

POSSIBLY the best known, certainly one of the best liked, of all Northern sportsmen is the one and only "Johnny" Broadhead.

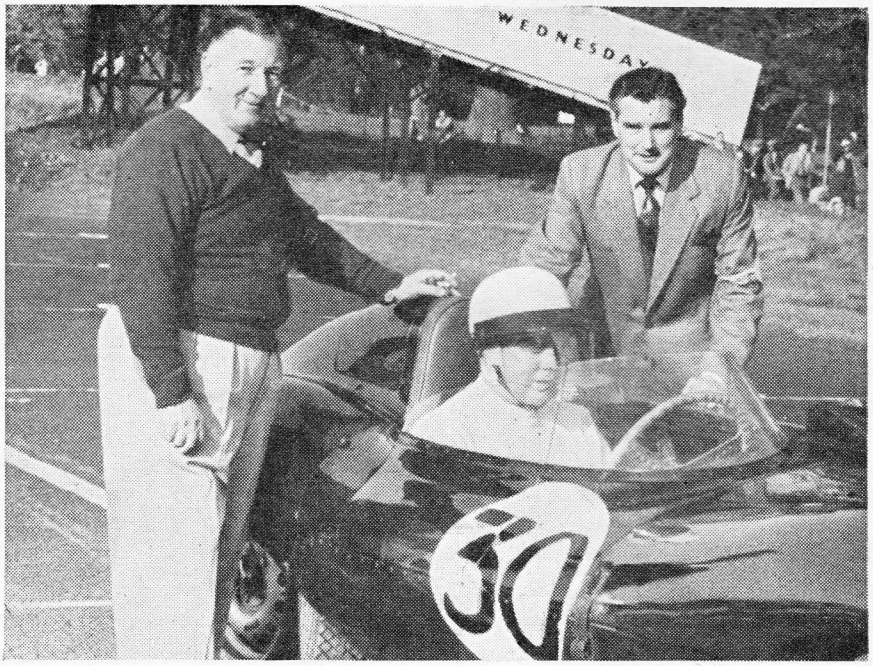
Born at the turn of the century, Johnny started the hard way, back in 1928, with what was then known as a Gran Sport "Animalcar" or to be correct a four-cylinder Amilcar, but as usual with these rather tricky machines it was more often off the road than on.

In 1939, all set to start racing, he acquired the ex-Sid Gleave Amilcar Six. These cars in various hands were really showing their paces at Northern sand meetings, one, if memory serves correctly, having won a Southport 100-mile event. War, however, intervened, and before the restart in 1946, Broadhead had acquired a wife and a young son. Deciding that family commitments put self-piloting out of the question, he made do with rallies, and purchased a sports-racing car for others to drive.

Starting as a "patron" in 1948, a blown Austin 7 single seater was bought. Driven by Bradley Hurt, this car was well known at local sprints and hill-climbs. In 1950 the Broadhead car was one of the team 4½-litre Lagonda Rapides, the driver Hugh Howarth. Then, in 1951, Broadhead began his long association with Jaguar cars.

Buying an XK 120, he had the car completely modified by Lofty England, making it probably the first to be works-tuned for a private owner. John Broadhead had always been a great admirer of the pre-war skill of Charles Dodson, the Austin works driver, so with a certain amount of trepidation he asked Charles to drive the XK in the 1951 Silverstone production car event. Modestly, John confessed to great surprise at Dodson's willing acceptance, but admitted no surprise at the result, a rousing second which shook Jaguar and others considerably.

Unfortunately, for business reasons, Dodson could not continue their association, so Broadhead decided to offer drives to well-known amateurs.



"THE GAFFER"—and his men. Johnny Broadhead (left), Bob Berry, seated in the D-type Jaguar, and Derek Strange, who has gone well this year with the Broadhead F3 Cooper.

The Jaguar was driven at Dundrod by Jack Fairman, was overall second in the 1952 R.A.C. Rally, driven by Broadhead and Henson, gained a second in its class in the M.C.C. Rally of 1952 and a class win in the 1953 London Rally, owner-driven with Peter Reece.

After 1953 the Jaguar was sold and replaced with a very beautiful Mille Miglia Frazer-Nash. This was third in its class in the Goodwood Nine Hours, driven by Tyrer and Reece. About this time John Broadhead caught the trials bug and, aided and abetted by Ken Bailey, became the owner of a Cotton and later his own J.C.B. With these he won the Mid-Cheshire and the Chase, finishing 1954 as Northern Trials Champion.

In 1955 he bought a D-type Jaguar and started his successful association with Bob Berry as driver. Sixth in the Goodwood Nine Hours, drivers Berry and Dewhurst, and fifth in the Grand Prix of Portugal, together with numerous club wins, saw out that year. In 1956 Berry scored a "first" at the Whitsun Goodwood, and then, after a crash at the meeting and consequent injuries, the D-type was not used again till nearly the end of the season, when it put up some excellent times at Oulton Park in club events. Also in 1956, Broadhead entered a 500 Cooper-Norton which, driven by Derek Strange, began to make a name for itself at Northern events.

Relating his most amusing incident, John said, "It was in the production car event at Silverstone in 1951. We were lying 13th, and I asked one of the Jaguar mechanics for a piece of chalk to write a signal to Dodson. 'That's a ruddy waste of time,' said the mechanic, 'you're miles too far behind.' 'Want to bet?' says I, 'I'll lay you we finish in the first three.' 'Done,' says he. We finished second to Stirling and collected."

The most disappointing moment was to see Bob Berry in the D-type lead the Mercs. away from the start at Dundrod in 1955, and then to hear Raymond Baxter's melodious voice saying "Berry is in trouble, we think he has a flat tyre."

John Broadhead is married, has two children, one of whom has appeared in a 500 c.c. race, and is proprietor of a large heavy commercial vehicle business. His hobbies include old time dancing. His personal transport, a Mk. VI Mulliner Bentley that has already done more than 90,000 miles. Favourite circuit is Oulton Park where he is a large shareholder. Broadhead loves club life and is said to be the most argumentative committee member of both the Lancs. and Ches. C.C., and the B.T.D.A.

His car for next year is a D-type Jaguar again, with which, the Chancellor willing, he intends to embrace a full Continental season. John's idea for improving the sport is for more clubs to run nursery meetings to enable those who wish to, to have a try.

Lastly, his own ambition, which is to become a member of the B.R.D.C., and if this kindly, unassuming character, who for years has enabled others to realize their own ambitions, by giving away drive after drive, fails to realize it, I shall be more than surprised.

FRANCIS PENN.

Maserati—*continued*

four-cylinder "saloon" used by Furmanik for his 148 m.p.h. F/Kilo on the Florence autostrada. Actually Furmanik's engine was later transferred into a road racing chassis used by Trossi in the 1,500 c.c. Florence Grand Prix (he was second to Dreyfus), and it is possible that, later still in 1937 at Lucca and the Crystal Palace, the four-cylinder that Trossi drove may have had the ex-Furmanik engine in a modified chassis. At the Palace the Trossi Maserati had reversed quarter elliptic springs which kept the rear end in closer contact with the road than was usual on earlier Maseratis.

The English-owned Tipo 6Cs had a poor season in comparison with the performance of the car when in Continental hands, their sum total amounting to two thirds and two seconds, Johnny Wakefield being the pre-eminent man with third at Picardie, and second in the Phoenix Park 100 and in the J.C.C. 200.

Thus 1937 ended with the Maserati as nonentities in the Grands Prix but as stars in the Voiturette class, and as a new Grand Prix formula was due on 1st January, 1938, Bologna decided to make a fresh onslaught upon the highest realms of motor racing—the Grand Prix, with a car specifically designed and built to recapture their old glory.

(To be continued)

CORRESPONDENCE

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

Eleven-Seventy-Two Formula—The 750 M.C. View

MAJOR MALLOCK'S letter in your issue dated 30th November has been considered by the board of the 750 M.C., Ltd., and some of his points can now be officially answered.

Next season (if there is racing) we are proposing to weigh cars in the paddock, giving competitors the opportunity of checking their car on our rig before starting. We should have no objection to ballast provided its location and fixing is consistent with safety.

It is pretty general knowledge that Lotus Engineering have a very good source of aerodynamic knowledge, so that on circuits with long straights they have a distinct advantage over the amateur productions for which the formula was originally intended. Major Mallock suggests, therefore, that we should ban cars with scientifically streamlined bodies.

First, we dislike the idea of banning an existing type of car merely because it is good, as we feel that any race organizer or promoter is morally bound to give scope to the dictum that racing improves the breed—surely its chief justification.

Secondly, we cannot expect scrutineers to decide upon a dividing line between "scientific" bodies and otherwise. For instance, would Major Mallock have us ban amateur-built imitations of the Lotus Eleven?

We certainly agree with him that a Lotus Eleven with a Ford 10 engine prepared by the works would be right outside the *spirit* of the formula, and it is known that such projects are being contemplated at the moment. The formulæ each have a paragraph which says that it is for the benefit of the true amateur and not for those who can afford to have their work done professionally. This is obviously a distinction that cannot be drawn in the paddock by a scrutineer, but we hoped that a combination of public opinion and the lack of prize money would go a long way to keep out the wealthy pot-hunters.

Of course, it is common knowledge that cars devised by Colin Chapman have dominated the 750 and then the 1,172 formulæ from 1951 onwards, thus tending to discourage the plodders and to defeat the object of the exercise. I doubt if the motoring world has ever seen quite such a combination of engineering know-how, driving ability and acumen as exist together in the Lotus concern, and if, by its formulæ, the 750 Club have provided convenient stepping stones to Lotus supremacy—now a clear National asset—then we are not discontent.

It may not be generally known that the Club awards a second trophy to the best performance through the year by a car which the Board considers to be wholly amateur in design and construction. Cars with proprietary chassis or bodies would not qualify. The formula itself could not be confined to such cars, partly because of difficulty of definition and partly for risk of inadequate entries.

HOLLAND BIRKETT,
CHAIRMAN, 750 MOTOR CLUB, LTD.

From Kenya

I SHOULD like, through the medium of your paper, to thank all those clubs and individuals who assisted my motor sport during my stay in England this summer, with, in the words of your paper, my "Elva-Ford Elva".

From this distance the recent argument concerning the venue for next year's Grand Prix d'Europe seemed rather pointless as the distances to each place from here are very similar, and having participated at meetings at both Aintree and Silverstone, I can only suggest that their facilities are somewhat similar, and therefore alternation between the two courses for England's premier event seems more than just.

C. P. MCNAUGHTON, MAJOR.

KAPTAGAT, KENYA.

Featherbed Faux-pas

AS an ardent preacher of the two-wheeled gospel, who subscribes to your otherwise excellent journal merely to see what the "enemy" are getting up to, it is exquisite torture to see "Manx" Norton engines described by advertisers and others who should know better as "Featherbed" motors. Please, oh please, tell all the sellers and buyers and even those who should know better, that the "Featherbed" applies *only* to the frame.

R. J. MILLER.

CAMBERLEY, SURREY.

BOOK REVIEW

Title: "Motor Sport" Racing Car Review, 1957.

Author: Denis Jenkinson.

Size: 7½ ins. x 5 ins.; 122 pp.; 32 photographs.

Price: 9s. 6d.

Publishers: Grenville Publishing Co., Ltd., 15-17 City Road, London, E.C.1.

ONE of the year's most useful books of reference, which has now reached its tenth volume, is this review of the preceding season's Formula cars. The formula of the book itself is the same as before, pages being devoted individually to each of 13 cars, eight of them Grand Prix vehicles, three of Formula 2 and two experimental, the 2½-litre streamlined Maserati prepared for Rheims but never raced, and the Lancia/Ferrari, which turned up for practice at Rheims with streamlined bodywork, but which eventually ran normally covered in the race itself.

Not only are the technical details and development of each car discussed fully, but their history in action on the circuits during the season is fully recorded, the one often being related to the other.

Living on the Continent throughout the summer, following the G.P. "circus", and having a greater degree of *carte blanche* around the factories than most journalists, the bearded "Jenks" is particularly fitted to write such a book as this, and his authorities are scarcely questionable. Well illustrated, on the whole, it is a pity that some of the book's photographs are technically poor, while a few well-chosen shots of cars in action would not only have brightened the pages, but would also have been of some intrinsic value.

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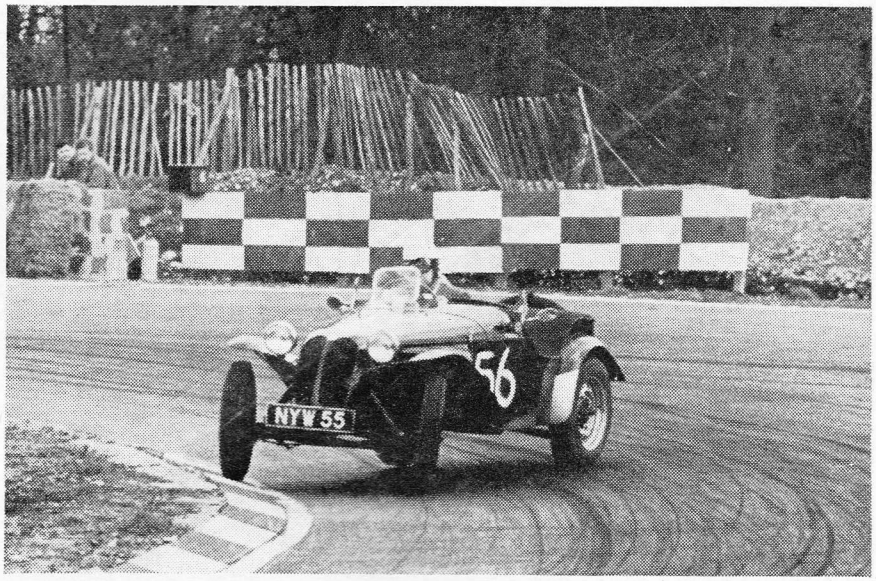
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NO DRIFT, THIS!—Just a harmless little slide at the top of Druid's Hill, during the London M.C. Brands Hatch sprint meeting. The car is J. R. Bradford's Dellow.

Club News

By STUART SEAGER

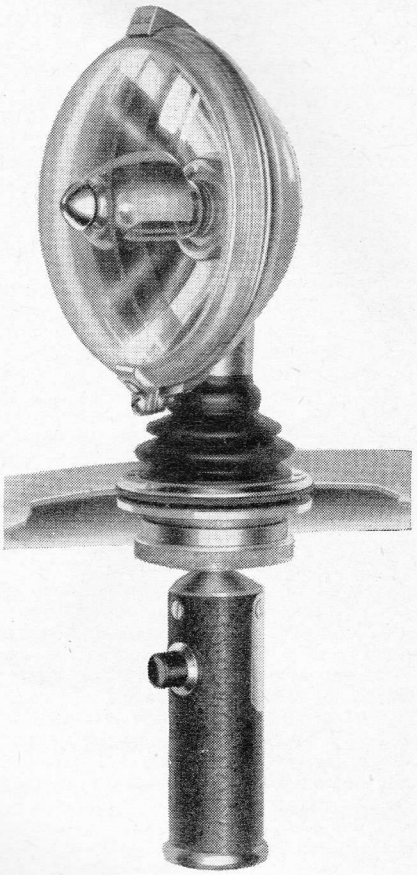
So another club year draws to its close; a close made premature by the sorry blow of petrol rationing, but not so soon as to substantially spoil a most successful 12 months of club competition. There have been no major changes of trend in the pattern of events during the year; rallies still consist of dicing through the night from grid reference to grid reference, and while still the most popular occupation of the club motorist, there are signs that the formula is beginning to pall, and that it needs someone to think up a new "gimmick". Regularity sections have never been very popular, owing to the higher mathematics involved, and have now been largely killed by the availability of several expensive computing devices, which make things too easy for those who can afford one. In addition, the public in certain areas are getting a little tired of having a hundred or so cars screaming through their villages in the very early hours of every Sunday morning. For the time being, of course, they will have a little peace, and it seems likely that there will be a return of the night trial, popular during earlier rationed days and in which there was almost as much walking as motoring. You need the exercise, darn you!

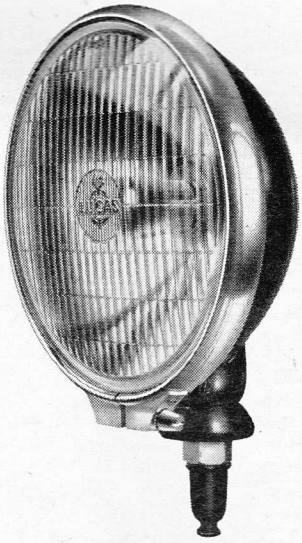
Racing and speed trials have been as popular as ever, although with the steady improvement in the design of production sports cars, the home-built special is having a thin time, and the sport thus does not get any cheaper (not that anything does nowadays). More and more saloons have been seen on the circuits, and for the second year running, the National Six Hours Relay Race, the highlight of the club year, was won by a saloon team. The 1,172 formula is still very popular yet controversial (see "Correspondence"!) and this year saw the first series of the AUTOSPORT Series-

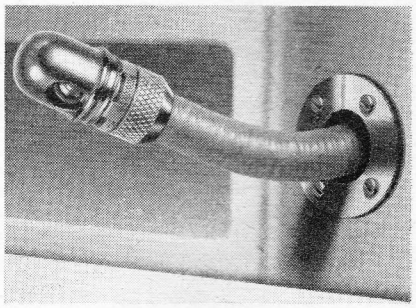


TRIO seen at the recent Club Lotus dance held at the Abbey Hotel, Neasden, are (right to left) a surprised-looking Roy Salvadori, Colin Chapman and Hazel Chapman's mother.

★







TRIO of special lamps (right) just announced by Lucas, and originally intended to be available for "Monte" competitors. At the top is one intended for roof mounting, directed from inside the car and based on the smaller "flame-thrower". Centre is a dipping fog-lamp having an extra-wide beam with a choice of two ranges, and at the bottom, a neat pull-out, flexible map-reading light. It is stressed that these items are not for general sale, are available only to accepted entrants in International rallies and obtainable only from the Lucas Competitions Dept.

Production Sports Car Championship. Benefiting from the lessons learned, the 1957 version should be an even greater success.

Trials seem to be making a fighting come-back (see "Correspondence" again!); new cars are constantly appearing, and this petrol shortage will leave the triallists with most of the limelight. There is still a large school of opinion which does not consider that trials are legitimate motor sport, but those who have tried it generally think otherwise. The debate continues.

Autocross has never really caught on; more's the pity, for one can learn a great deal about drift angles and under- and over-steer on a smooth dirt surface. The trouble seems to be that few organizers can manage to find a course that is *really* smooth, and one cross-gulley can write off a set of dampers. On the other hand, there has been a considerable rise in the popularity of driving test meetings; rather surprising, considering the mortality rate of gear-boxes, drive-shafts and tyres incurred in the usual pylon-bashing session. Organizers might do well to avoid too many forward-and-reverse manœuvres in next year's plans, in deference to the competitors' pockets. Better still, would be to hold such events on a loose surface, as the Hants and Berks M.C. do on a speedway track. It is more fun for the drivers, more spectacular for the spectators, and much less hard on the cars. This is another petrol-saving activity that is likely to be popular in the next few months.

Under the circumstances, our wish for a Happy New Year is a particularly heart-felt one.

SUCCESSFUL MIDNIGHT MATINEE

ON Friday, 14th December, the Guildford Motor Club once again took over the Odeon Cinema, Guildford, for a show of motor racing and road safety films. Members of the Guildford Motor Club and many other clubs in the South of England made up an audience of over 1,400.

Among the films shown were the 1955 T.T., the 1956 R.A.C. Rally and the recently released film of B.R.S.C.C. activities.

This film show marks the opening of an enlarged programme which the Guildford Motor Club is planning for a petrol-less winter.

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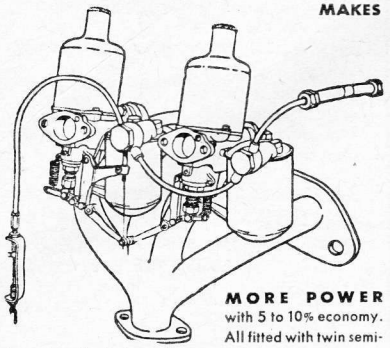
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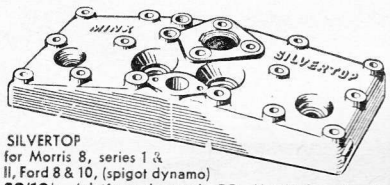
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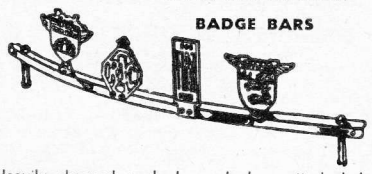
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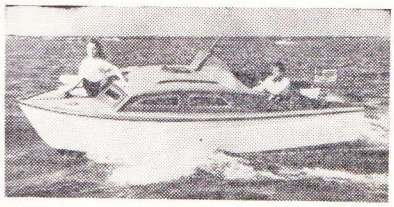
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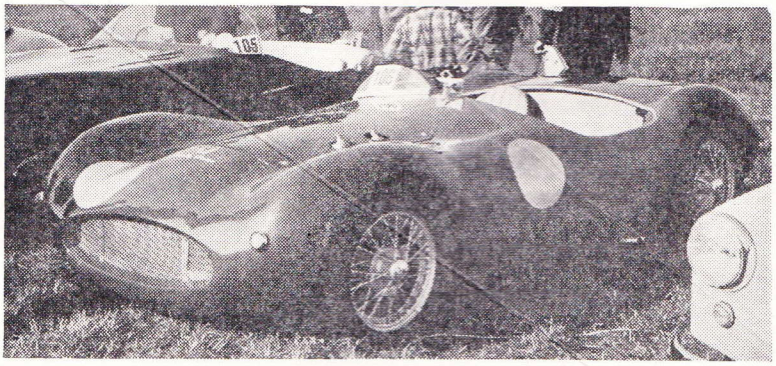
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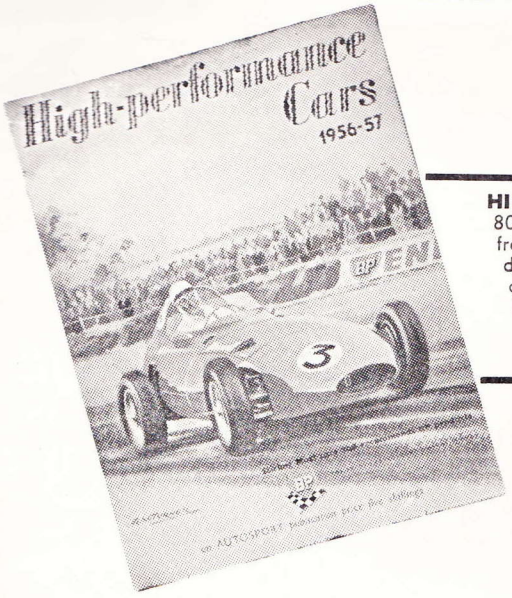
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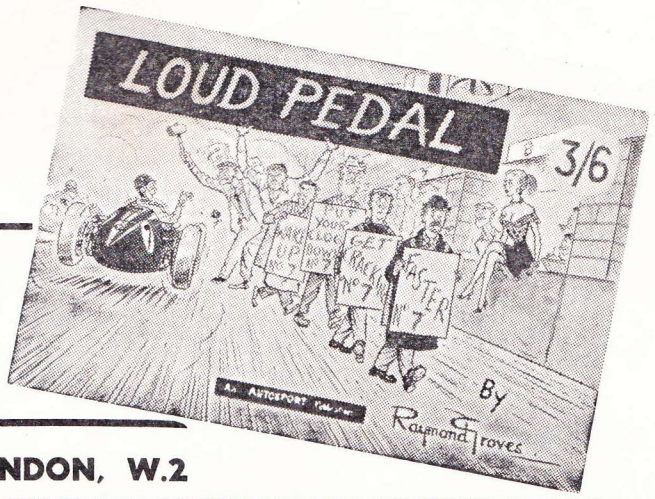
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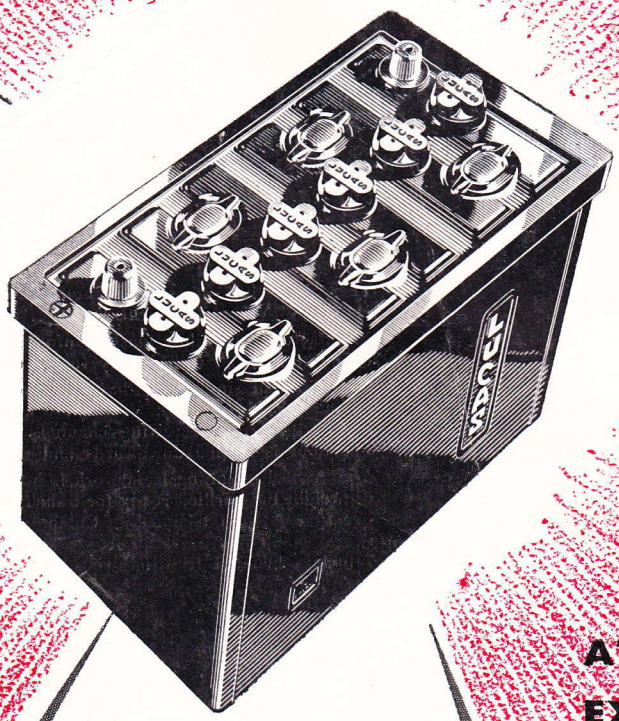
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