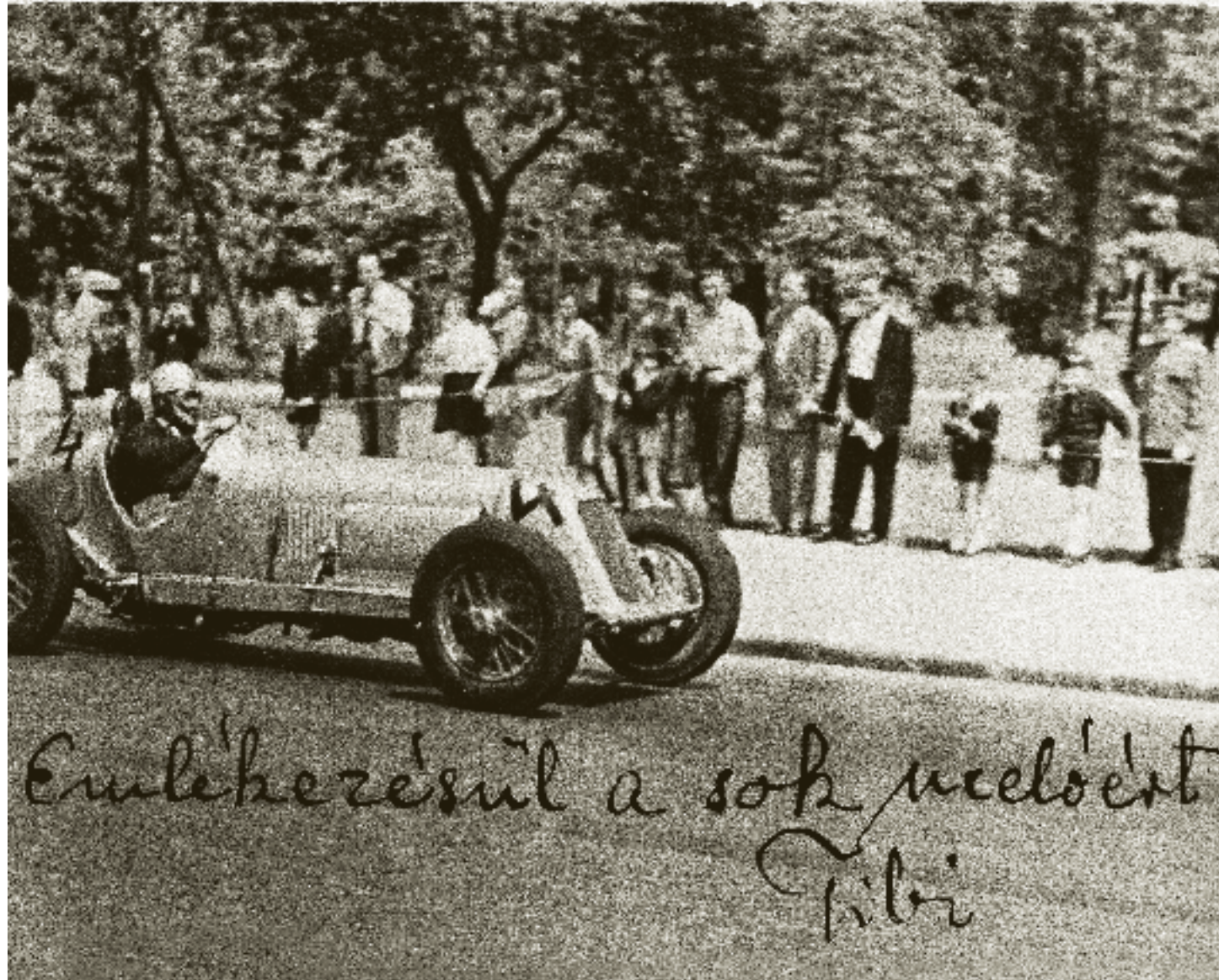


August 21, 1955.
The Tihany circuit. Driver's paddock.
On the Tihany peninsula on the northern
shore of the Plattensee (Lake Balaton).
Tibor Széles wins this race. It is one of the
first races after the change from a
supercharger to a naturally aspirated
engine.

Tibor Széles' handwritten thank you
to his mechanic, Karoly Akly, for his work
on the Maserati 3015 in the winter
of 1954/1955.



the idea of motor racing in 1953. They built their own cars
or as he said in an interview with VAM (Veterán Autó és
Motor), "We built 2 to 3 racing cars, or rather our products
were sold under the name Rennauto. My 'race car' had a
750ccm engine from Aero; and the body work I copied

from a photograph in an old newspaper and a skilled me-
chanic in our firm hammered out some sheet metal on a
wooden form to make a race car. I drove it two years and
mostly placed second or third. The confiscated Maserati
that once belonged to Count Ernő Festetics and Sandor



Wilhelm after the war came in our garage in 1955; and I
could finally drive a real race car, even if it was obsolete."
The 3015 was 25 years old, still had rigid axles, cable brakes
and fitted with friction shock absorbers, barely upgraded
and actually had no chance; but it was far superior to
the Hungarian built race cars. The supercharger had been
removed, another magneto and a four choke carburetor
had been installed. To cut to the chase: Pressure from the
state gelded the proud Italian. The modern race cars of the
Stalinist persuasion had looked bad when lapped by an "old
capitalist" from the West! The racing career of Tibor Széles
actually began at the Tihany circuit on the Tihany penin-
sula at the Plattensee (Lake Balaton) August 21, 1955. This
was a few months before the revolution of the Hungarian
people against the pervasive oppression by the Soviet
Union.

THE VIOLENT REPRESSION OF THE HUNGARIAN UPRISING

The peaceful demonstrations under Imre Nagy (former
agricultural minister and prime minister from 1953 to
1955) against the Communist dictatorship and the ubiqui-
tous Soviet occupation ended abruptly November 4, 1956.
The Hungarian government had fired into the crowd. Then
the armed resistance broke out. The Hungarian army
joined the rebels and Nagy, who was thought a Communist
one could deal with, became prime minister again. He
immediately declared the withdrawal of Hungary from the
Warsaw Pact, declared Hungary a neutral state and ordered
the Soviet army to withdraw from the country at once. The
heavily armed Soviet army rolled into Budapest and
crushed the Uprising with their tanks despite heroic,

1955. Unknown location. Next to the 3015,
Kis Nögys' (little quad) copy of an
Aero-Minor constructed by Afít 4. Before
Széles changed to the Maserati 3015,
he drove this Aero (driver is unknown).