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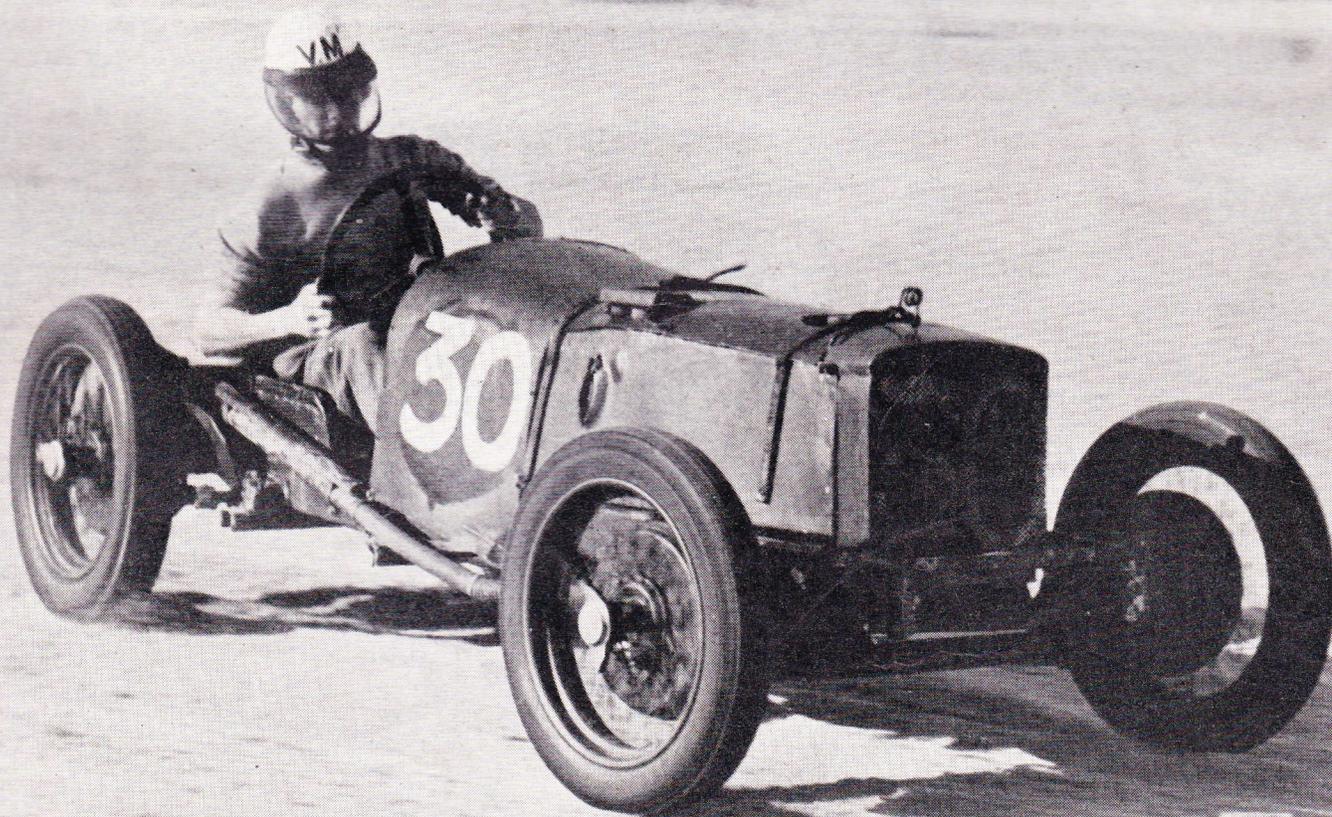
FEBRUARY 13, 1953

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EVERY FRIDAY

Vol. 6 No. 7

BRITAIN'S MOTOR SPORTING WEEKLY



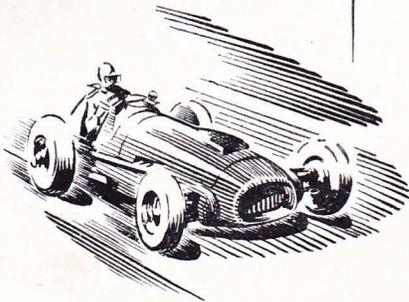
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JOHN BOLSTER • BETTY HAIG • DENNIS DENT • EVERARD ROYD • PETER S. HUGHES • H. A. GIDDY • HANREACH

1952

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outstanding
year of
GIRLING
racing
successes



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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 6 No. 7

February 13, 1953

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NOTICES

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EDITORIAL

ALL competitors and visitors who have experienced the matchless hospitality of the Dutch people in the Tulip Rally, at Zandvoort, and whilst passing through Holland on the "Monte", will have been shocked to learn of the magnitude of the disasters which have struck the Netherlands. Many of the Dutch sportsmen who have done so much to foster motoring activities in their homeland, have lost every single thing they possessed. The loss of life is appalling, the damage to property incalculable, and over 300,000 persons are homeless. We in Great Britain, who have also experienced the terrible hardships caused by the storm, will readily appreciate the need for urgent assistance. Consequently AUTOSPORT appeals to all readers to contribute something, no matter how small, to help to alleviate the sufferings of our Dutch friends. This Journal is inaugurating a fund, the proceeds of which will be forwarded to the Royal Dutch Automobile Club, for distribution as its committee sees fit. All contributions will be acknowledged in the pages of AUTOSPORT.

* * *

IT occurs to us that, in stressing the point that Great Britain should be represented in important foreign events by only the fastest cars made in this country, we have perhaps been unfair to the makers of the fine little F2 Cooper. We should have drawn attention to the fact that this well-proved machine suffers from the handicap of having an engine not sufficiently powerful for the requirements of a modern G.P. car. Although some excellent results were obtained last season with the o.h.v. Bristol, it must now be apparent that this otherwise admirable power-unit is not a true G.P. racing engine, and that the brilliance of Mike Hawthorn in a well-designed machine with a fairly good power-weight ratio, did more than anything else to establish the reputation of Cooper-Bristol as a racing marque. If Coopers are to continue racing in the *grandes épreuves*, they, like other British racing car constructors, must have the assistance of a concern (or concerns) in a position to turn out a really modern engine, designed first and foremost for Grand Prix racing.

* * *

JOHN BOLSTER'S shrewd comments on supercharged sports cars have aroused considerable interest and may lead to a campaign to ban the use of forced induction in major sports car events. As Bolster remarks . . . "the public likes sports car events because the motors are 'the same as you can buy'". It is this close similarity to normal road cars which makes the type of machine developed at Le Mans and elsewhere so important to the future design of sports and high-performance cars. It would indeed be a great pity if unsuitable types of road cars came to be evolved.

OUR COVER PICTURE

JERSEY SPECIAL: D. J. Vardon's stark and business-like 1,800 c.c. V.M.—a notable performer in Channel Islands events. He is seen here during one of the St. Omer sand races.

Pit and Paddock

PAUL EMERY and Roy Salvadori will race Cooper-Bristols in Formula 2 this season. They will team up with Alan Brown in the Chase-sponsored *équipe*.

TO Mr. and Mrs. George Phillips, a well-developed example dubbed Clive. He was scarcely 14 hours old when "Phil" had his Leica lens on him.

FIRST appearance of the new Austin-Healey "Hundred" in competitions will be in next month's Lyon - Charbonnières International Rally. It will be driven by Gregor Grant and Peter Reece.

MR. and Mrs. David Brown, and Miss Angela Brown are accompanying the DB3 Aston Martin team to Sebring, Florida, for the 12 hours sports car race. Drivers selected are Geoff Duke, Peter Collins, Reg Parnell and George Abecassis.

THREE single-seater "A" Series Formula 2 Connaughts have been purchased by a syndicate formed with the object of running a team of these cars. This syndicate is financially independent of the works and is to be managed by Peter Murdoch.

TO meet the anticipated demand from those persons wishing to fit their own 2½-litre engines for the 1954 formula, Connaught Engineering, of Send, Surrey, are prepared to take orders for complete cars, except for engines and gearboxes, delivery approximately three months from date of order.

FANGIO and Gonzalez, 'tis said, would like to share a Jaguar at Le Mans; with the withdrawal of Mercedes-Benz, a further Jaguar entry is not outside the bounds of possibility.

OFFICIAL DB3 Aston Martin team at Le Mans will, in all probability, comprise Duke, Collins, Poore, Thompson, Parnell and Abecassis.

THE 1953 F2 H.W.M. has an entirely new power-unit bearing only a superficial resemblance to the twin-o.h.c. Alta. It is mainly of H.W.M. construction and design.

JOHAN FITCH flew back to U.S.A. last Tuesday, after a brief visit to this country, following the Monte Carlo Rally. This fine American driver hopes to take part in the Mille Miglia and Le Mans this season.

ALFRID OWEN'S team of B.R.M.s will not, it seems, lack for invitations to *Formule Libre* races in this country. At Easter, the B.A.R.C. hope to have at least two of the cars at Goodwood.

THE 1½-litre class at Le Mans will see the very latest Borgward and Porsche sports-racing cars, both said to be capable of exceeding 130 m.p.h. It is expected that the now idle Mercedes-Benz team drivers will help out both marques.

OLIVER BILLINGSBY, founder-editor of "Road and Track", U.S.A., has arrived in this country for a prolonged visit to Europe.



TWO GENTLEMEN OF PARIS: Jack Kemsley and Philip Fotheringham-Parker strolling nonchalantly down the Avenue d'Iéna in "regulation duffle-coats", at the Paris control of the Monte Carlo Rally.

JAGUAR entry for the Mille Miglia is almost certain. It will probably be driven by Stirling Moss. Other Jaguars may be entered by Tommy Wisdom and Leslie Johnson.

RUMOUR links the fine six-cylinder, Armstrong-Siddeley "Sapphire" engine with the manufacturers of one of Britain's most successful, post-war, sports-racing cars.

CHARLES FAROUX, France's Grand Old Man of motoring journalism, was recently appointed a Commander of the Legion d'Honneur.

EDGAR WADSWORTH, noted trials and rally exponent, will race a DB3 Aston Martin this season.

MIKE HAWTHORN'S first European appearance with Scuderia Ferrari, will be at Syracuse on 22nd March.

WILSON McCOMB, who has so ably represented AUTOSPORT in Northern Ireland, has been appointed to the editorial staff in London. His successor in N.I. will be Louis Morrison, Jr.

RECENT references and suggestions in the Press of possible negotiations between C. C. Wakefield & Co., Ltd., and a Petroleum Company are entirely without foundation.

WITH the value of the sales of Jaguar cars registered in the United States during November, 1952, reaching 1,340,000 dollars, Jaguar became the highest dollar-earner of all imported makes.

IT is reported that a development of the 8V Fiat with new crankshaft, and of 2½-litre capacity, will be used in the rear-engined Nardi Formula car, which was fitted experimentally with a Lancia power-unit last year.

MAURICE GATSONIDES, winner of the Monte Carlo Rally, will drive a competition Porsche in the forthcoming Rallye Sestriere. He will probably be accompanied by a British co-driver.

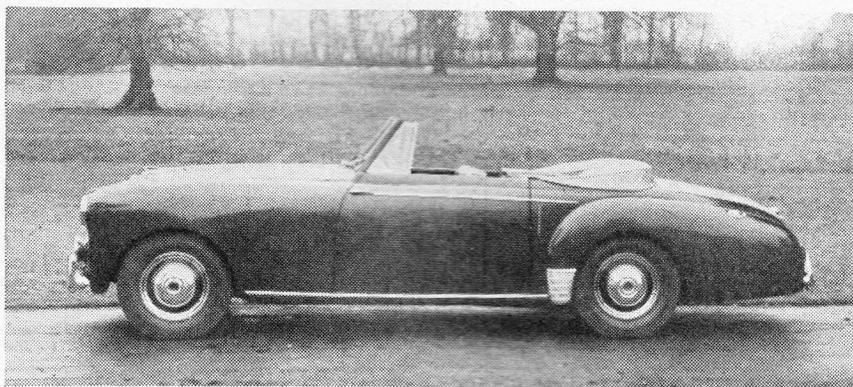
SPORTS NEWS

THE 20th MILLE MIGLIA

THE Mille Miglia, Italy's famous 1,000 miles race which was first run in 1927, will be staged for the 20th time on 25th/26th April over its traditional Brescia-Rome-Brescia route. In the absence of the Mercedes-Benz team, opposition to the Italian runners is expected to be provided by the two French 4½-litre Talbots, one of which will be driven by Pierre Levegh, and by Britain's Jaguar, Aston Martin and Healey entries.

Negotiations are in progress between Amedée Gordini and the organizers for the entry of one or more 2.3-litre Gordinis, while the introduction of an International touring car class will enable many production types, including American models, to take part.

The Italian inter-marque rivalry promises to be very strong, Ferrari, Alfa Romeo and Maserati all being represented. Ferraris are said to have a 4½-litre car in preparation, the Alfa Romeo "Flying Saucer" is an eagerly awaited entrant, fortified by the "1,900 Sprint" model; the 2-litre Maserati, redeveloped by Tullio Colombo, late of Alfa's, should run, while the B20 Lancia Aurelia is a formidable 2-litre Gran Turismo contender. Porsche and Borgward entries from Germany may materialize.



STYLISH: A low-built foursome drophead coupé by Tickford, which is being specially built for Brooklands of Bond Street, on a Lagonda chassis. It will be available with the high-compression "Vantage" type of engine. Basic price is £1,980.

THE SPORT IN MADAGASCAR

A VARIETY of motor sporting events will be held in 1953 on the island of Madagascar, off the east coast of Africa. On 7th June a race will take place over a circuit at Ivato; from 11th to 14th July the 3rd Rallye de Madagascar is due to be run over a distance of 1,950 miles; and on 4th October a four hours race on the Ivato circuit is scheduled.

* * *

THE ITALIAN CHAMPIONSHIPS

OFFICIAL winners of the numerous Italian class championships for the 1952 season are the following:—

Touring Category: 750 c.c., C. Siciliani (Fiat); 1,100 c.c., G. de Santis (Fiat); 1,500 c.c., O. Monaco (Fiat); Over 1,500 c.c., V. Maglioli (Lancia).

Grand Touring: 750 c.c., S. Zafferi (Zagato); 1,500 c.c., M. D. Favera (Porsche); 2,000 c.c., O.

Capelli (Fiat); Over 2,000 c.c., F. Cornacchia (Ferrari).

Sport: 750 c.c., S. Casella (Stanguellini); 1,100 c.c., G. Cabianna (Osca); 2,000 c.c., E. Giletti (Ferrari); Over 2,000 c.c., P. Marzotto (Ferrari).

Italian Sports Car Champion: P. Marzotto (Ferrari).

Mountain Championship—Grand Touring: A. Caraceni (Ferrari).

Mountain Championship—Sport: P. Palmieri (Ferrari).

Formula 2 Racing Championship: G. Farina (Ferrari).

Absolute Italian Champion: A. Ascari (Ferrari).

* * *

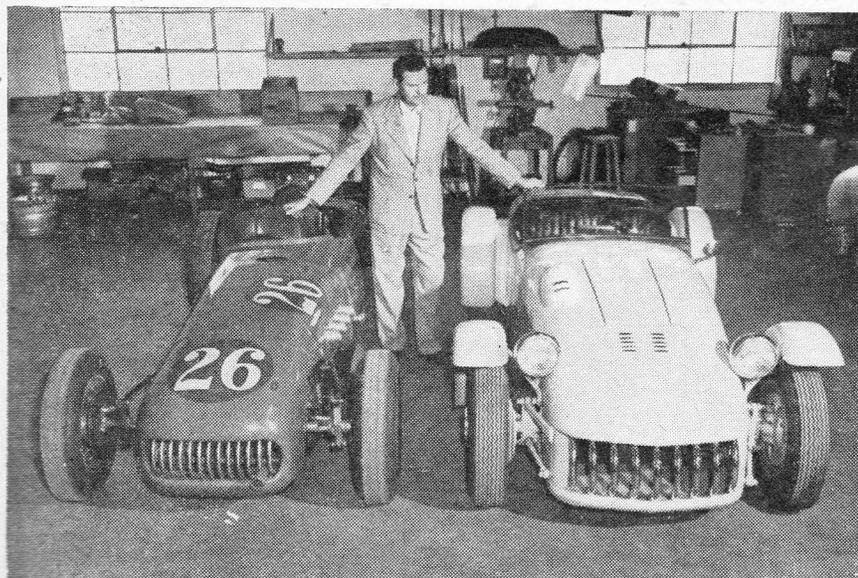
RACING IN MOROCCO

THIS Sunday, 15th February, the international sports car races on the Agadir circuit, French Morocco, will be contested by locally domiciled drivers and a number journeying from France. Two Gordinis are being sent for Guelfi to drive.

* * *

SWISS RACE CANCELLATION

THE Circuit of Erlen, the Formula 2 race in Eastern Switzerland, booked for 10th May, has been cancelled, owing to near date clashes with the Hockenheim race meeting in Germany and the B.R.D.C./Daily Express meeting at Silverstone. Another Swiss fixture, the Lausanne G.P. on 6th September, has also been cancelled, but 16th August has been booked for a hill-climb at Villars.



SPORT-RACER: Frank Kurtis, noted American racing car builder, with a prototype of his new sports-car (right), based on the Indianapolis machine with which Billy Vukovich led the "500 Miles" for the major part of the race.

OFF ON TUESDAY: Betty Haig's comments on the Paris-St. Raphaël Ladies' Rally appear on the opposite page. She is again competing in this year's event with her Silverstone Healey.

Renault. (8) 747 c.c. R.N.U.R. (5), Hébert, J. Faucher, X.
Talbot. (1) 4,493 c.c. A. Chambas.

Miscellaneous

Ferrari. (7) 4,101 c.c. Bill Spear (U.S.A.), Mac Afce (U.S.A.), P. Louis-Dreyfus (France), F. Cornaschia (Italy), Rubirosa (Italy), Chinetti (Italy), Marchand (France).
Nardi. (2) 750 c.c. Soc. Nardi and C. (Italy).
Fiat-Poulain. (1) 1,493 c.c. M. Poulain (France).
Porsche. (2) 1,090 c.c., Porsche A.G. **BMW** (1) 1,971 c.c., Chalut (France). **Siata** (1) 1,996 8V, Clermont (France). **V.P.** (1) 747 c.c. Vernet (France).

* * *

SUNBEAM-TALBOT AWARDED DEWAR TROPHY

THE award of the Dewar Challenge Trophy for the most outstanding engineering and technical achievement during 1952 has been made by the Royal Automobile Club to Sunbeam-Talbot, Ltd., for their outstanding performance in the 1952 International Alpine Rally. In this arduous event Sunbeam-Talbots gained three Coupes des Alpes; won the Manufacturer's Team Prize; took a second team prize for the best team performance by foreign cars and occupied 1st, 2nd and 3rd places in the 2-3-litre class of the complete event.

Drivers were G. Murray-Frame, J. M. Hawthorn and Stirling Moss.

* * *

THE *Car and Car Topics* is now a quarterly, jointly edited by Nevil Lloyd and Edward Wilson, and No. 1 of Volume 4 is currently available. This is quite an earnest publication, with many detailed statistics, tables, etc., but "The Sport" gets a share in its well-printed pages under the guidance of Nevil Lloyd.

* * *

A FORMULA 3 race is likely to be held as a "curtain-raiser" to the Marseilles G.P. on 19th April. Circuit will be in the Parc Borély, as in previous years.

* * *

THE Algerian A.C. are planning an International 3 hours race for sports cars on 17th May over a 3½-mile circuit. DB-Panhard, Gordini, Talbot and Ferrari entries are anticipated.

THE LE MANS ENTRIES

Over 103 Applications Already Received—
Little Chance of Acceptance of Private Owners

ALTHOUGH the entry lists for the Le Mans 24 Hours Race do not close until 28th February, l'A.C.O. has already received over 103 applications, including makers who have inscribed 61 prototypes. It would appear that Italy will make a strong effort to repeat their 1949 success, as entries have been received from Alfa Corse of four 3-litre "Disco Volante" Alfa Romeos, and from Scuderia Ferrari, of three 4.1-litre "Mexico" Ferraris.

The withdrawal of Mercedes-Benz leaves the German challenge in the hands of Borgward and Porsche, with 1½-litre cars, interested more, no doubt, in the "Index of Performance" and 1,500 c.c. category.

Great Britain hopes to be represented by Jaguar, Aston Martin, Allard, Bristol, Frazer-Nash, Austin-Healey and Kieft. Amedée Gordini's three entries include a couple of 3-litre cars, whilst the three American Cunninghams are supported by a pair of Nash-Healeys, entered from Detroit. Pegaso have asked for three places, and Talbot the same.

Great Britain

Allard. 2, 5,420 c.c. 1, 1,495 c.c. The Allard Motor Co. Ltd.
Aston Martin. 3, DB3 2,920 c.c. Aston Martin Ltd.
Austin-Healey "Hundred". 3, 2,660 c.c. The Donald Healey Motor Co. Ltd.
Bristol. 3, 1,971 c.c. The Bristol Aeroplane Co. Ltd.

Frazer-Nash. 2, 1,971 c.c. A.F.N. Ltd.
Jaguar. 3, 3,442 c.c. Jaguar Cars Ltd.
Kieft-M.G. 1, 1,472 c.c. The Kieft Car Construction Co. Ltd.

France

D.B. 2, 745 c.c. Deutsch et Bonnet (Automobiles D.B.).
Gordini. 1, 2,261 c.c. 2, 2,981 c.c. Automobiles Gordini.
Panhard. 1, 610 c.c. 1, 850 c.c. Panhard et Levassor.
Peugeot. 1, 1,470 c.c. A. Constantin.
Renault. 3, 747 c.c. "1063" R.N.U.R.
Talbot. 3, 4,483 c.c. Automobiles Talbot.

Italy

Alfa Romeo. 4, 2,954 c.c. "Disco Volante". Alfa Corse.
Ferrari. 3, 4,101 c.c. "Mexico". Scuderia Ferrari.
Fiat-Dagrada. 1, 498 c.c. N. Mahé.
Lancia. 4, 1,991 c.c. Lancia and C. S.p.A.
Fiat-Stanguellini. 1, 741 c.c. Auto Stanguellini.
Osa. 1, 1,092 c.c. 2, 1,342 c.c. O.S.C.A.

Germany

Borgward. 3, 1,498 c.c. F. W. Borgward.
Porsche. 2, 1,488 c.c. Porsche A.G.

Spain

Pegaso. 3, 2,472 c.c. E.N. A.S.A.

U.S.A.

Cunningham. 3, 5,425 c.c. B. S. Cunningham.
Nash-Healey. 2, 4,138 c.c. Nash Motors, Detroit.

OTHER APPLICATIONS

Great Britain

Aston Martin. (2) 2,580 c.c. Nigel Mann, Peter Clark.
Aston Martin. (1) 2,920 c.c. Edgar Wadsworth.
Frazer-Nash. (2) 1,971 c.c. A.F.N. Ltd., R. F. Peacock.
Jaguar. (1) 3,442 c.c. F. le Gallais.
Singer. (1) 1,497 c.c. Singer Motors Ltd.

France

Gordini. (3) 1,490 c.c. Automobiles Gordini, M. Crespin, de Gironde.
Panhard. (7). Panhard et Levassor (4), Gaillard, Monopole-Poisys, Garizynski.
Panhard-D.B. (1). Automobiles D.B.
Peugeot. (1) 1,290 c.c. A. Constantin.

LE RALLYE PARIS — ST. RAPHAËL FÉMININ

On Tuesday Next Competitors Converge on Paris for the Start of the 14th International Ladies' Rally

ZERO hour approaches for the start of the 14th Rallye Paris-St. Raphaël Féminin. Now, in February, 1953, drivers of many different nationalities are preparing to converge on Paris for the opening formalities on the 17th of the month. Throughout the years this rally has always retained something which makes it different in character from all other rallies. This is not merely due to the fact that it happens to be the only Classic Rally which is open exclusively to women drivers, but rather that it has managed to keep, throughout the years, something of the atmosphere of a delightful family party! One could, perhaps, imagine a newcomer saying, "But, how dull—a rally with only women drivers!" How wrong he would be! This rally may vary in different years, one vintage may be slightly better or worse than another, but there is always one thing that you can depend upon, and that is that come what may, it is *never* dull! Another particular characteristic of this rally is the fact that past competitors continue to turn up, year

after year, if only as passengers, or spectators to wish "bon voyage".

Since the war the Paris-St. Raphaël has, like other big rallies, grown much tougher; no longer do we proceed on the old *étape* of Paris to Nevers, there to enjoy what was described by the newspapers as a "*déjeuner rapide*", and which in fact usually lasted about two hours! Afterwards we took the road again for the overnight control at Vichy. Nowadays this full-day *étape* would be considered merely the start of the journey! 1938 was a milestone in the history of the rally; for in that year we first crossed a frontier and travelled on ice-covered roads into Switzerland. I have some pleasant memories of Geneva then, when the Rally was fêted at a gala dinner held amid all the glitter of the Swiss Motor Show.

Nevertheless, even in those more leisurely days I can recall (as a young and rather inexperienced driver!) some difficult journeys over Alpine passes deeply covered in snow, also those nerve-racking dramas in the open *parcs fermés* (the only "closed" item being the entrance gate!) when we struggled to bring cold engines to life whilst precious minutes slipped away!

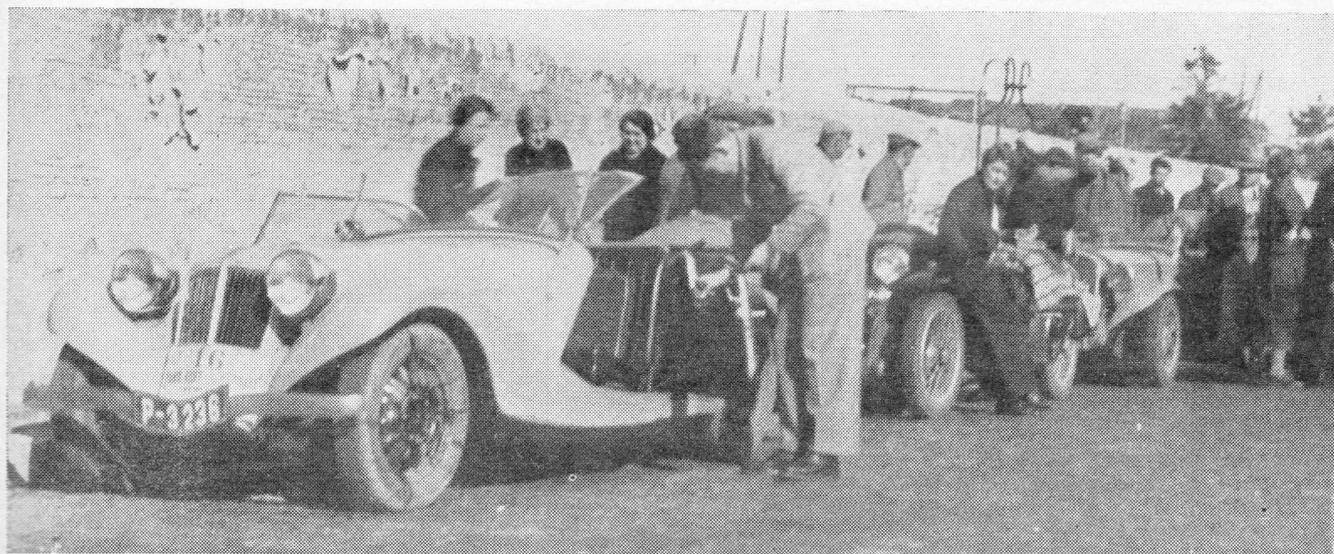
"AMY": (Left) Famous aviatrix who turned to motoring, the late Miss Amy Johnson.

FROM ALL CORNERS . . . : (Below) A rare car, the Aero, built in Czechoslovakia, heads this pre-war line-up of competitors. Driver was Madame Kronbauerover, of Prague.



ORIGINATORS OF THE RALLY: The Comte and Comtesse de Rohan Chabot. The Comte still runs the event today.

The healthy revival of the rally in 1951 has brought many welcome new members to join the "family" Of the old, some, like Amy Johnson, alas, have gone; others may be in countries now behind the Iron Curtain. However, no doubt this year will see, as usual, a large number of competitors, both old and new, all hoping to be able to take the road for several years to come in our Rallye Paris-St. Raphaël Féminin! BETTY HAIG.



EYE-OPENER: The Florida-built Chrysler-engined Cunningham with Vignale body is surely the finest-looking American car to be produced for years, and has a performance to match its appearance.

and high-performance automobiles. Looked at from the Detroit standard, of course, the number of cars actually imported is only a fraction of the enormous production of the American industry. Nevertheless, it does worry sales-conscious execu-

AMERICA—AND THE SPORT-CAR

The Attitude of Detroit to European-type Automobiles —
Cunningham the Only Serious Builder of Competition Cars in U.S.A.

It is often reported in European newspapers and magazines that Detroit is on the verge of launching a big sport-car offensive, designed to capture the new post-war market for high-performance automobiles in the U.S.A. Whilst there is a certain amount of truth in the assertion that Detroit is definitely interested in modern high-performance cars, it is most unlikely that even a fraction of the vast output potential will be diverted from passenger vehicles to the production of American counterparts of M.G., Jaguar, Allard, Porsche, and so on.

What is more likely is that G.M. and others will introduce new, and possibly smaller and lighter automobiles, intended to appeal to consumers who regard their cars as pleasure-machines rather than essential modes of transport. One can foresee plenty of ballyhoo; copy-writers will be busy churning out appeals such as: "Recapture the Sport of Motoring with a Superbus Six"; "Enjoy Your Driving with a Riviera V8"; "The Florida—the Sport-Car for the Family Man"—and so on.

The main market for passenger

cars will always be for those automobiles now universally labelled as the "Big Yanks." These newer cars will be designed to attract the thousands of enthusiasts for European-type automobiles who have come into being during the past few

by

EVERARD BOYD

years. The reason for this is not hard to find. Countless numbers of American servicemen have experienced the different feeling of driving a European car, compared to the automobiles they use back home, and find that when they do return to their own homes, they miss something whilst driving their U.S.-built vehicles. In other words, there is a big return to the sport of motoring on the part of the younger age-group.

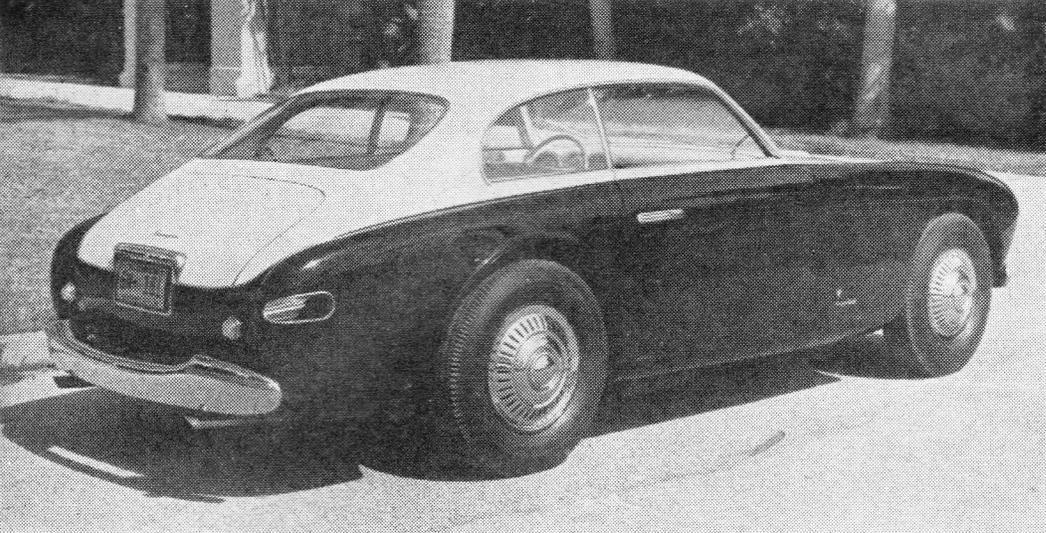
In some parts of the U.S.A. it has become a disease, and the desire to own European cars has led to a big new business being built up in the importation of all types of sport

tives, who argue that every European car sold, is one less American automobile earning sales commissions and dealers' percentages.

Realizing that the American automobile industry is just not geared for the production of European-type cars, the tycoons believe that they see another way out. A market for sport-cars having been firmly established for European machines, Detroit is convinced that it can create a new market for family men who want to run a custom-built convertible or sport sedan (or one that looks custom-built), but do not find it practical to own a genuine sport roadster. Nash is first in the field with this plan. Finding re-tooling costs prohibitive for a car with a limited sales-pull as compared to the bread-and-butter automobile, this very enterprising corporation decided to have their car built in England by the big Austin concern, and ship it to U.S.A. and Canada for distribution. Advance details reveals the new Nash as being a good-looker, powered by the very efficient valve-in-head A40 Austin motor, and possessing all the features which will appeal to the more individually-minded consumers.

No doubt Nash will reap the benefit of their far-sighted plan, and it will only be a matter of time until G.M., Chrysler and company fall into line. Ford already have their machines in full production in their English division's factory at Dagenham, and their Monte Carlo Rally

C4 CUNNINGHAM: Despite their dimensions, generous in European eyes, Briggs Cunningham's open 2-seater Le Mans cars revealed considerable speed in the great 24 Hours Race last June.



win with the Zephyr Six has not gone unnoticed in the U.S.A. The Zephyr would be an ideal automobile for this "new market", and its success in the big winter classic event gives it the sporting background which should ensure its saleability in the Americas and Canada.

Now what of the true sport-car market? This will undoubtedly be fought out between British, Italian and German manufacturers, all of whom appreciate the fact that the U.S.A. is the only really worthwhile export medium for their products.

Jaguar Stronghold

M.G. and Jaguar are far and away Europe's best-sellers because their looks and reasonable cost appeal to sport-car-minded buyers.

At present, M.G. has the \$2,000 market to itself. Jaguar is a big dollar-earner, and the XK120 holds the \$4,000 market securely against all-comers. The new Austin-Healey

would do a great deal to popularizing the Aston Martin, about which little is known in U.S.A., apart from its Le Mans reputation. This English car would appear to be a far better buy than Ferrari, Siata or Fiat V8—and it certainly is a good-looker. Frazer-Nash, too, is attractive, but rather high-priced. The Morgan also appeals to a limited market, mainly because it can beat the family sedan from the traffic lights.

A new sport Sunbeam-Talbot should do well in the \$3,000 market.

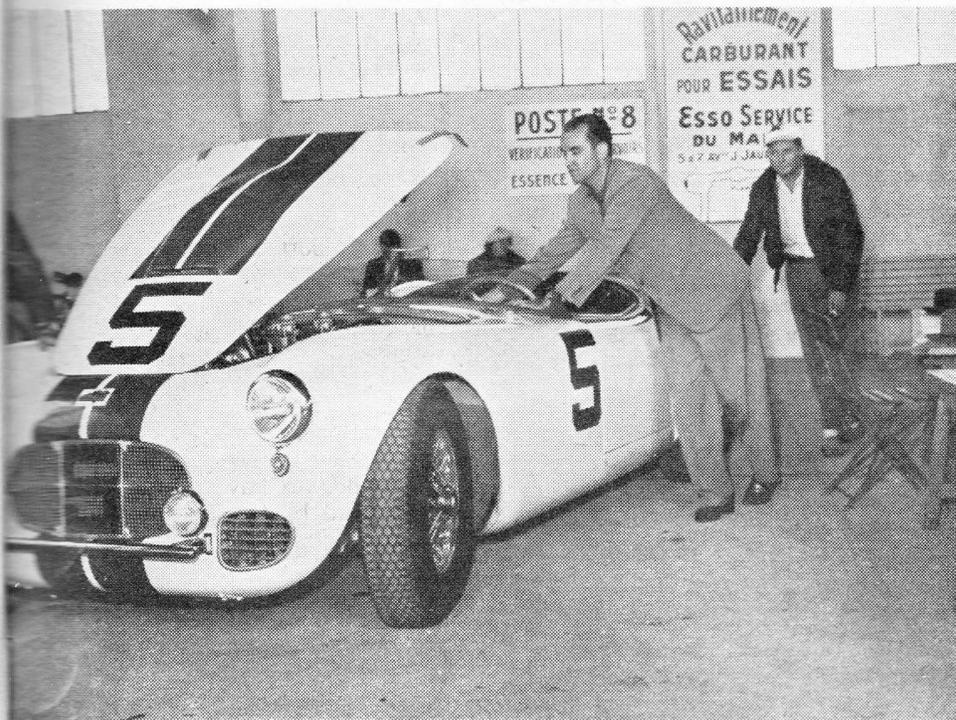
Potential Porsche Challenge

Naturally the M.G. TD cannot sell forever in its present guise. If Porsche were able to put a car on the American market with a comparable price-tag, there would obviously be a straight fight between the two makes for the consumers' market, with the odds on the German car by reason of its beauty,

performance, and, above all, its remarkable competition record during the past two or three years. M.G., pioneers of sport-cars in America, have enjoyed sales-supremacy for so long that it is to be hoped that the manufacturers do not hold the view that because it has gone over so well in the past, it will continue to do so without alteration. The popularity of class-racing in the States is on the increase, and although locally organized events see the odd M.G. win—mainly because the fields are largely made up of TCs and TDs—some of the more widely known events have a 1,500 c.c. group in which the M.G.s are outpaced by Simca, Nardi, Porsche and a few others.

The Importance of Race Successes

Despite its Stage 2 or Mark 2 version, the TD cannot be described as a sport-racing car. Maybe this doesn't matter much to the average buyer, who does not want a sport-racer, but once let it get around that his (or her) beloved M.G. is very much also-ran in competitions, then Mr. and Mrs. John Doe, Jr., may look elsewhere for their sport-cars. Jaguar realized this with the XK120, but owners are happy in the knowledge that there is the sport-racing C-type to do the ballyhoo for them. In other words, the new class of sport-car owner in U.S.A.—and Canada—is very much race-con-

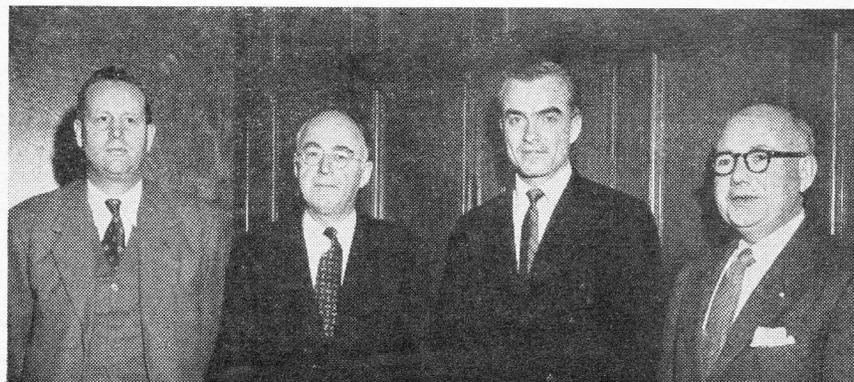


FIRST CHALLENGE: (Left) The enthusiasm and determination of Briggs Cunningham resulted in the first serious American entry at Le Mans for years, in 1951. Picture shows one of the original cars, with driver George Rand and Rudy Adams in the background.

1953 S.C.C.A. OFFICERS: (Below) The very "live" Sports Car Club of America held its A.G.M. in New York recently, with Giovanni Bracco an honoured guest. Newly elected executives here are (l. to r.) Secretary Charles Moran, Vice-President George E. Felton, President Fred G. Wacker and Publications Director Karl F. Kucker.

"Hundred" and the Allard "Palm Beach" should do well in the in-between price-group. Apart from the Porsche, no other European sport-cars sell in anything like quantity. The Italian Lancia Gran Turismo would do so, if it could be brought down considerably in price; the same could be said of France's Simca Sport.

Ferrari with its great racing background is fabulously costly, and only the very wealthy can hope to acquire one—and run it. Success at Sebring



scious. He (or she) doesn't wish to go motor-racing, but buys up all the motor magazines to look for the name of his (or her) favourite marque in the results columns. A small (but growing) percentage is very much race-minded, and they are the buyers whose efforts will publicize the various makes.

Although Buick, Chrysler and others may play around with magnificent prototype sport-cars, these are only prestige automobiles to look pretty in exhibition booths, and to be photographed with cheese-cake for publicity purposes. I cannot see any serious attempt to market these cars, although the Ghia-bodied Chrysler will no doubt influence the styling department to produce a similar automobile. It is true that Buick's new Skylark is described as a sport-car, but wire wheels and an Italian-type body do not always add up to a high-performance automobile which will steer and stop!

Cunningham—All-American Sport-Car

The only really genuine attempt to get on with an all-American sport-car is the Cunningham. Enthusiasts in U.S.A. owe a great deal to Briggs Cunningham, who has expended a considerable part of his private fortune in the pursuit of an ideal. His Vignale-bodied machine which appeared at the Paris Salon was probably the most notable automobile of American origin which has appeared since the late-lamented Cord. Jokingly referred to as "the rich man's Ferrari", the Cunningham is nothing like as costly as the Italian machine, and has a performance equalled only by the specially prepared products of Maranello. Spectators who were present at Le Mans last year will agree that the Cunningham coupé was as fast as any car in the race—and actually led the field for several laps!

Briggs Cunningham does not plan any vast assembly line. He visualizes about 50 cars a year from the small Florida plant, but victory at Le Mans would alter everything, and the Cunningham could emerge as a serious competitor to the larger-engined European cars on the American market. His great enthusiasm is shared by his associates and

his workpeople, and the pilgrimage of the Cunningham *équipe* to Le Mans each year is something of which American exiles in Europe are inordinately proud. If determination, and the "will to win" spirit is anything to go by, then Cunningham will assuredly reap the reward of success in the not-so-distant future.

Disappearance of the Crosley

The little "thousand bucks" Crosley seems to have ceased production. Here was a machine which possessed a first-rate, 750 c.c., overhead camshaft motor, but the chassis and body were built to the standards of the county fairground. It never looked like a real automobile, although it did have a useful performance. The one at Le Mans in 1951 went very quickly, and only a minor electrical fault eliminated it.

There are, of course, several other ventures in sport-car construction, the majority of which do not pass beyond the prototype stage. The cost of specialized bodywork in U.S.A. is a major handicap to constructors. Packard have publicized their undeniably attractive "Pan-American" as a sport-car, but it actually is a typical American convertible, built rather lower than usual. Lincoln achieved tremendous publicity in the Mexican road race with their 1-2-3-4 stock-car victory, but whether or not they plan to market a sport-car version of the startling "Nineteen Fifty-X" Lincoln Continental is not yet

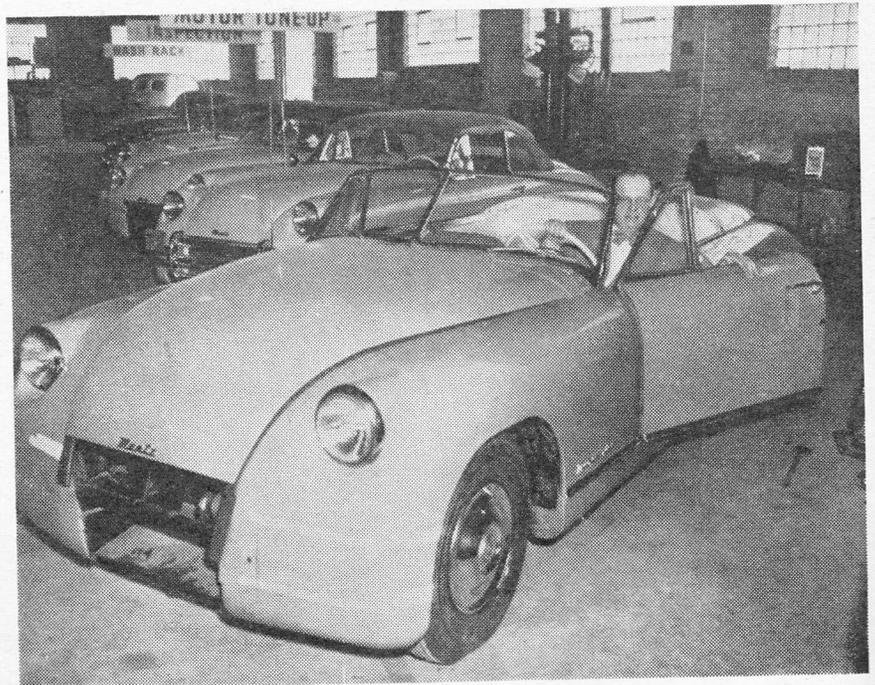
known. One gathers that it joins Le Sabre, Chrysler K-310 and Buick XP-300 as dream cars—or "nightmare machines" as I prefer to think of them.

Actually I am led to understand that the "Nineteen Fifty-X" is not a genuine automobile at all, but the work of the Ford carpentry division.

Yet Detroit continues to announce the impending production of new sport-cars, and there is little doubt that the fat, bulbous stock-cars of the present will eventually give way to what auto-stylists refer to as the "Italian line". Nevertheless, by the time the chrome-kings have done their worst, even the most promising-looking of future American production cars will revert to the usual example of the "shining cliffs of Detroit".

The Attractive Nash-Healey

In my own opinion, one of the most attractive propositions offered by a manufacturer in the U.S.A. today, is the Farina-bodied, Nash-Healey. This race-bred machine is the stock version of the car which gained third place at Le Mans last year. Built in England by the Donald Healey Motor Co., Ltd., for Nash, it is probably the most handsome automobile in the sport-convertible group. It is a true luxury, high-performance convertible, not to be confused with the new Austin-Healey "Hundred" which is a genuine sport-car, or the small Austin-built Nash which is intended for the "new market" already described.



LINCOLN-POWERED: The American Muntz Jet sports car, built in Illinois, has a V8 Lincoln engine. Produced by Earl W. Muntz, it is intended as a competitor to the many imported foreign cars in the U.S.A.

INEXPENSIVE ELECTRICAL TIMING

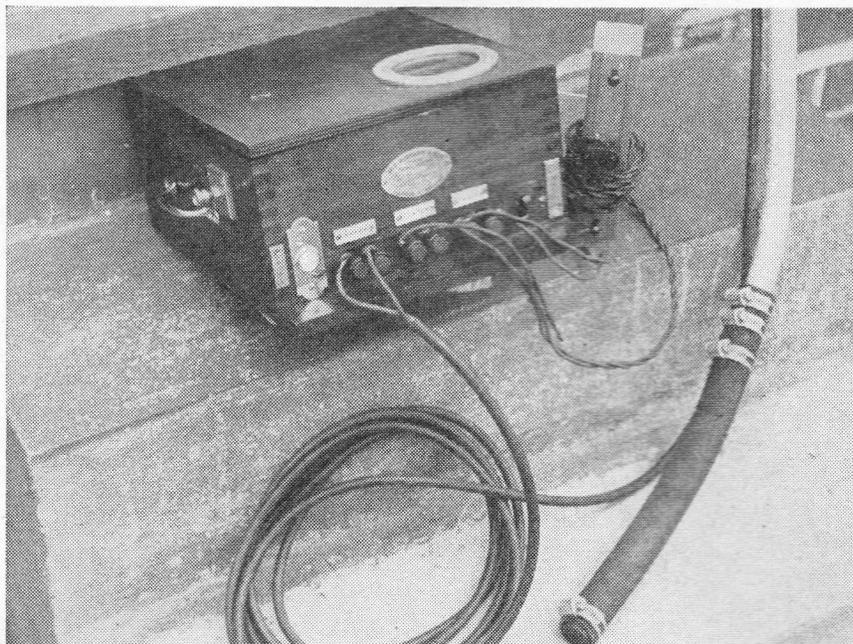
Details of the Burnand Timing
Comparator Devised for Use
in Sprints and Special Tests

FOR many years clubs have felt the need for an inexpensive, portable electrical timing apparatus which could be used for sprints and special tests. W. E. Burnand, Ltd., Shoreham Street, Sheffield, 1, have produced an R.A.C.-approved equipment which should meet the requirements of the majority of motoring clubs, and which retails (less batteries and stop-watch) for £22.

The Burnand equipment comprises a portable control unit, dustproof and weatherproof, which contains a 12-volt solenoid operating switch, compartment for stop-watch with illuminating lamp and magnified peep-hole, re-setting and zeroing switches and compartment for dry or wet 12-volt batteries.

Starting equipment consists of the well-known "hockey stick", fitted with an isolating thumb switch. The finishing apparatus has an automatic re-setting device, and is self-indicating from start to finishing lines, as to competitors' state of readiness.

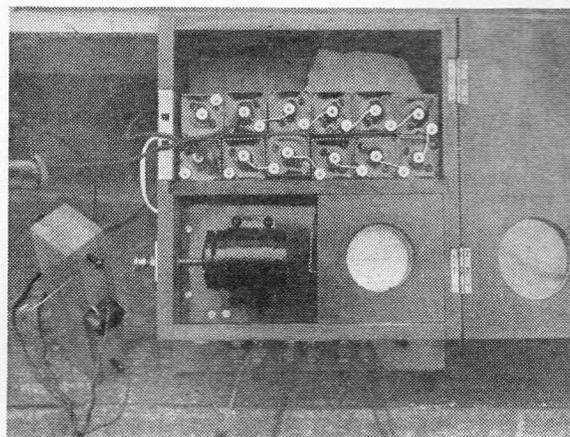
Tests of the Burnand apparatus were conducted with an ordinary pocket stop-watch, and the equipment appears to be as foolproof as anything of the nature so far devised. Simple to operate, and strongly constructed, the comparator should find a ready home in many club H.Q.s.



(Above) Components of the Burnand Timing Comparator comprise "hockey stick," starting equipment, automatic finishing device and main operating control.

★

(Right) Solenoid switch, self-contained dry batteries and magnified stop-watch are seen in the portable control box.



ALVIS CHILTERN RALLY

1927 "12/50" Winner of Successful S.E. Alvis O.C. Fixture

THE Chiltern Rally, this Section's first 1953 event, took place on 1st February, and, starting from the Crispin Inn, Burnham, Bucks, attracted 19 entries, representing 25 years of Alvis design. They consisted of five 12/50s, three Fireflies, one Firebird, one Silver Eagle, seven Speed 20s and two 3-litres.

Competitors were required to cover a cross-country course through the winding Chiltern lanes at an average speed of 25 m.p.h., to keep within a minimum mileage of 40 miles between the five controls and carry out two tests. Penalties were deducted from a starting credit of 100 marks, but those covering less than 40 miles received bonus marks. Mindful of the weight and low build of some Alvis cars the organizers accepted no responsibility for disasters befalling the seekers after extra short cuts.

The tests were held on gradients of about 1 in 5 with hard surfaces, which the local authorities had thoughtfully (for the organizers) treated with a liberal covering of loose gravel. Competitors, from a standing start, were required to stop with their front wheels between two

lines about a yard apart. Thereafter they were restarted and observed for a clean climb of the remainder of the hill, and, on the two tests, could lose up to 30 points. Failure to stop or restart without rolling or sliding back lost points for numerous entrants.

While navigators grappled with the by no means easy task of keeping within the 40-mile limit, the drivers' main interest, and that of spectators, centred on the tests. The first to attempt them was Beckett's 3-litre tourer, the coachwork of which was much admired. Shortly afterwards Rodger's saloon version of the 3-litre, $\frac{3}{2}$ in. recently removed from the head, carried out the test neatly and made a steady and fast ascent of the observed hill. C. Ballard, driving his resprayed and rechromed "Firefly" coupé, was one of the few competitors to complete the test without loss of marks. J. Ballard in a smart 12/50 was not quite so expert here as his father, but nevertheless took third place in the final results. Fincken's Speed 20 saloon also completed the test without penalty.

Longton in the winning 1927 12/50

made light of the test and to be on the safe side took the observed hill in bottom gear. One competitor, with a pre-selector box, restarted in second gear. The box produced a cloud of smoke and now functions more satisfactorily in this ratio than it did previously! Clarke (12/50) was a last-minute entry and his navigator did well to find the route from a very battered $\frac{1}{4}$ -in. map. Harbin's cream Speed 20 lost no marks on the test and made the day's most spectacular climb of the hill at full speed, complete with power slides, and showering the onlookers with gravel.

RESULTS

1, E. M. Longton (1927 12/50), 85 marks; 2, A. W. Hardy (1934 Speed 20); and K. G. Rawlinson (1937 Silver Eagle), 80; 4, J. A. Ballard (1928 12/50), 70.

* * *

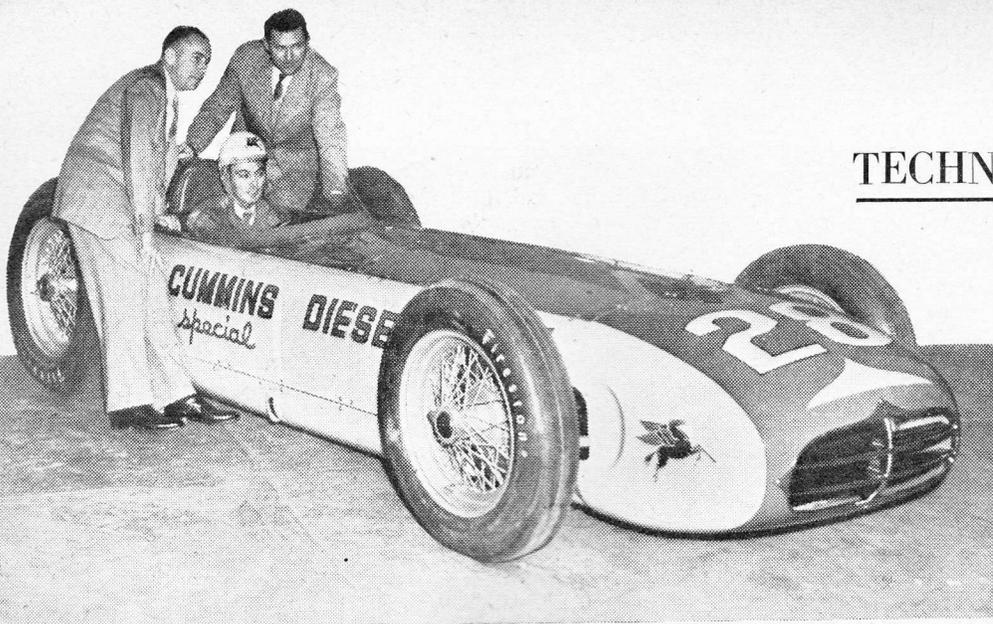
A.M.O.C. OPENS FLOOD RELIEF FUND

THE Aston Martin O.C. has opened a subscription list for its members to provide a donation to the Flood Disaster Relief Fund. Remittances, payable to the Aston Martin Owners Club, Ltd., will be gladly accepted by the Hon. Treasurer, R. V. Perry, 4 Kirchen Road, W.13.

TECHNICAL AND OTHERWISE

by

**JOHN
BOLSTER**



THE CUMMINS DIESEL

MANY people who saw Floyd Clymer's excellent film of the 1952 Indianapolis race were astonished that a diesel-engined car had earned the pole position on the front row of the starting grid. Furthermore, they were staggered to note that it could leave Ascari's Formula 1 Ferrari behind, both on acceleration and sheer speed. I am lucky to have an American friend who keeps me up-to-date with all the latest literature and technical information, and so I have been investigating this phenomenal piece of machinery.

It all began in 1929, when Clessie Cummins, who built diesel engines for yachts, found that the depression had hit his trade for six. He decided to go all out in popularizing this type of prime mover for lorries and, as an advertising stunt, he dropped one into a Packard car. It was an immediate success, and by making many officially-observed non-stop journeys, Cummins focused attention on the outstanding reliability and economy of his design.

As these engines are built at Columbus, Indiana, it was natural that the Indianapolis track should be used for high-speed tests. You and I know how fatal it is to get mixed up in such things, and before Clessie realized what had hit him, he was in the racing game. Acquiring an old Duesenberg track car, he whipped out the "Duesey" motor and installed a 4-cylinder 6-litre Cummins diesel in its place. Considerable amusement was caused by the entry of this vehicle in the 1931 Indianapolis 500 miles race, for it weighed a full 30 cwt., which was half a ton more than its heaviest competitor. Nevertheless, it qualified at 96.817 m.p.h., and finished 13th in a non-stop run, averaging 86.170 m.p.h. The driver, Dave Evans, again qualified the car in 1934, at no less than 102.414 m.p.h., but he was forced out with mechanical trouble around half distance. In the same race, H. Stubblefield had another Cummins-engined Duesenberg, but this was a supercharged two-stroke, though of similar cylinder size to the four-stroke job. It qualified at 105.921 m.p.h., and finished 12th at 88.566 m.p.h.

Subsequent race regulations were not favourable for diesel participation, but after the war it was decided that they should again be encouraged. The basic limit for normal cars was 3-litres supercharged, or 4½-litres

unblown; in other words, it was "our" 1939 Grand Prix formula. Diesels, however, were allowed to be half as big again as the atmospheric induction racers, and could supercharge or not, to choice. For the 1951 race, Cummins entered a 6-cylinder, 6.6-litre, 4-stroke diesel, with a directly driven Roots supercharger. Its engine, of similar design to a standard lorry unit, had its block cast in light alloy instead of iron, and although mechanical failure put it out of the contest, it took records on the salt flats at 165 m.p.h.

For 1952, the Cummins technicians really went to town. Having developed their Roots-blown motor to give a continuous 345 b.h.p. at the very high speed of 4,000 r.p.m., they decided to utilize the waste energy of the exhaust to drive the supercharger. A turbine was accordingly connected to the exhaust tract, and it looked after the power requirements of a centrifugal blower.

Now, centrifugal superchargers are on the way out at Indianapolis, for they do not give enough boost for maximum acceleration out of the turns. For instance, the 3-litre supercharged version of the Meyer-Drake (or Offenhauser) 4-cylinder engine develops 462 b.h.p. at 6,500 r.p.m. In spite of all that, it cannot get within 2 m.p.h. of the lap speed recorded by the fastest unblown "270 Offy", which gives a comparatively modest 330 b.h.p. at 5,200 r.p.m. At Indianapolis it's that "jump" from 80 m.p.h. to 160 m.p.h. that counts, if you want to lap at close to the 140 m.p.h. mark.

One might therefore be excused for thinking that the substitution of a centrifugal blower for a Roots was a retrograde step. Note, however, that on leaving the turns the turbine can accelerate much more rapidly than the engine, and the 11 lbs. manifold pressure quickly builds up to a maximum of 20 lbs., which means 380 b.h.p. The big engine weighs only 800 lbs., which is almost miraculous by diesel standards. Nevertheless, that is twice the weight of a "270 Offy", and a correspondingly hefty car has had to be constructed to carry it around. As the data panel shows, the result is a 7½ cwt. penalty compared with the "Offy", in spite of which the Cummins can lap as fast as any of them. It can certainly break the present lap record as soon as tyres are made to stand the weight and speed. The

diesel is visibly slower in initial acceleration out of the bends, but half-way down the straight it can see off almost anything.

It is unfortunate that dirt off the track clogged the supercharger, and put the car out of the race, for a simple air cleaner would have avoided the trouble. Unfortunately, the speed of the big machine has been its own downfall, and in future diesels will not be allowed a size bonus. However, there is talk at Columbus, Indiana, of 5,000 and even 6,000 r.p.m., so we may yet see the diesels level-pegging with the spark-ignition jobs.

In the Indianapolis racer, the Cummins engine lies on its side. This horizontal location allows such a low body construction that the top of the bonnet is well

below the upper tyre surface. The crankshaft is on the left side of the car, and the transmission is also offset, allowing the driver to sit right in the undershield. The quick-change rear end is on a solid tubular axle which is normal Hoosier-Bowl practice, and it is hung on torsion bars, as is the conventional I.F.S. Altogether, it must be quite a car!

I have prepared a table, comparing the Cummins with other Indianapolis cars. From this it will be seen that good low-speed torque is just as important as maximum b.h.p., and I shall endeavour to find room for some more remarks on this subject at a future date. Incidentally, I have deliberately left the Novi figures out of the panel to avoid a comparison of front- and rear-driven cars.

INDIANAPOLIS PERFORMANCE ANALYSIS

Car	Driver	Cylinders	Litres	Boost lbs.	B.H.P.	Weight lbs.	Lap Speed m.p.h.
Cummins Diesel ..	Freddie Agabashian	6	6.6	20	380	2,480	139.1
Fuel Injection Special ..	Bill Vukovich ..	4	4.4	None	330	1,625	139.4
Miracle Power Special	Andy Linden ..	4	3	25	462	—	137
Ferrari	Alberto Ascari ..	12	4.5	None	410	1,731	134.3

FERRARI PRODUCTION MODELS

"Inter", "America", "Mille Miglia" and "Mexico" Types

ENGAGED, as the marque Ferrari is, in almost every branch of motoring competition—F1 and F2 racing, sports car races, rallies and hill-climbs, an understandable confusion has resulted over the various production models emanating from the Modena plant, a confusion made worse by the wide variety of bodies fitted to the chassis.

For 1953, Ferrari will be producing four distinct sports models, all using developments of the famous 12-cylinder engine which first appeared in 1947. The Type 212 "Inter" has a capacity of 2,562 c.c., producing 170 b.h.p. at 6,500 r.p.m. The Type 342, designated the "America", has a 4,100 c.c. engine giving 200 b.h.p. at 5,000 r.p.m. Both these models are of Gran Turismo category, intended primarily for high speed touring on the public highways.

More highly tuned machines, intended for competition work, are the "Mille Miglia", and the "Mexico". The former is of 2,953 c.c., delivering 240 b.h.p. at 7,200 r.p.m., on a 9 to 1 compression ratio, and using 85-plus octane fuel. The "Mexico" has a 4,100 c.c. power unit which produces 280 b.h.p. at 6,600 r.p.m. This model, like the

"Inter", has a five-speed gearbox. The "America" and the "Mille Miglia" (Type 250) have four speeds.

* * *

PARIS-ST. RAPHAEL ENTRIES

NOTABLE competitors in this year's Rallye Paris-St. Raphaël Féminin include the Coupes des

Dames winner in the recent Monte Carlo Rally, Mme. Pochon, who will share a Renault with Mme. Terray. Mlle. Thirion and Mesdames Hammersley, Alziary de Rochefort, Itier and Imbert are other prominent competitors from France. The Countess della Chiesa of Italy, who won her class in last year's event, will again take part.

Mrs. Nancy Mitchell and Miss Betty Haig, both class winners in 1952, will again be representing this country.

THE FIVE HUNDREDS

Half a litre, half a litre,
Half a litre revving
All on the circuit at Brands,
Diced the five hundreds.
Forward formula three,
Clutches in with a bang
Sliding into Clearways
Drove the five hundreds.
Forward the half-litre boys
Plunging on with roaring noise,
Clearways tightening as they go
Striving and straining,
Theirs not to look back,
Theirs not to slow or slack,
Theirs but to stay on the track,
Into the short bottom straight
Drove the five hundreds.
Arnotts to right of them,
Kiefts to left of them,
Coopers in front of them
Bunched and ming'ed.
Leaving Clearways wheel to wheel,
Into the Paddock swerve
Straining with every nerve
Motors building up the revs.,
Drove the five hundreds.
Meggers making such a blair,

Double knockers rent the air,
One-off jobs, all were there.
Chains flying round and round, while
The mechanics wondered.
Propelled all by racing dope,
Here and there a con-rod broke,
Cars and their drivers
Reeled from the battle smoke,
Shattered and sundered.
Some drove on, but not all
The five hundreds.
Erskines to right of them,
Emerys to left of them,
J.B.S. in front of them
Revolved and blundered.
Waved at with flags of blue,
Edging and thrusting through,
Driving with all they knew.
Came through the Paddock swerve
Nearside wheels on the turf
All that was left of them,
Left of the five hundreds.
When can their glory fade,
O the wild slides they made,
While J.V.B. wondered.
Tearing down the starting straight
Like a stream in full spate,
Dicing five hundreds.

P. DENDY.

Correspondence

We are delighted to receive letters intended for publication. We do not insist on typewritten copy, but please write in a hand we can decipher, and on one side of the notepaper. The Editor is not, of course, bound to be in agreement with opinions expressed by readers, but this does not mean that subjects will be excluded on these grounds.

A Really Cheap Small Car

THERE has been much correspondence on the subject of "the working man's car", and that delightful contributor John Bolster with his (seemingly) endless supply of knowledge and common sense has written at some length on this matter; but may I be so bold as to point out that everyone so far has ignored the most important question of the *economics* of the Fatherland (oops, sorry), Mother country!

Supposing for a moment that a manufacturer with a large factory and a very knowledgeable designer was able to produce a full four-seater saloon having a top speed of 100 m.p.h. together with a petrol consumption of 170 m.p.g.; for those not keen on reaching "the ton" a slight alteration could produce 60 m.p.h. and 320 m.p.g. and lastly, that this very fine car could be bought for £78. Assuming all this, I'm sure there would be bigger queues forming to buy a model than there are people waiting to see the Coronation procession!

A manufacturer producing such a car could afford to "forget" the foreign market and concentrate on the home one; and this, my dear readers, is where the aforementioned *economics* come in. No British Government would even think of allocating the necessary raw materials to our manufacturer so that he could go into quantity production for the home market.

I'm sure that most people who have ideas about an "economy car" want it to be produced for those at home and under the present very necessary outlook of "Export or Bankruptcy" for Great Britain I feel that the idea of a cheap, small car must remain an idea and not a fact, for the very reason that if anyone *did* produce the type of vehicle we have in mind the vast bulk of the output would automatically be earmarked "For Export", and we'd be no better off.

EALING, W.13.

B. W. M. HARRIS.

PS.—The figures quoted are imaginary!

WHILE on this controversial subject, no one has yet allowed for the fact that somewhere on our car we must fit a spare wheel, and therefore the advocates of the streamlined shell will have to make some alterations. I think that a lot of expense could be saved by the fitting of an M.G. type slab petrol tank, thus providing a spare wheel mounting and cutting out the need for a "double plane" body contour whilst retaining a distinctive "sports car" finish.

It seems also that no one can settle upon an ideal engine design, but while we are using money, time and hacksaw blades on a motor which, after hours of experimenting, may turn out useless anyway, we cannot overlook the fact that we have at least a dozen well-tried suitable engines from the motor-cycle industry. Granted we may not need 30 b.h.p. but far better that we have power to spare rather than be overworking a smaller motor. It is possible that manufacturers could offer a range of engines thus giving price, b.h.p. and m.p.g. consideration to the prospective owner.

On the subject of transmission, I think that four gears would improve the life and performance of our engine and finally, in agreement with John Bolster, we don't need or want the steering column-gear-shift.

M. F. MATTHEWS.

WESTON-SUPER-MARE, SOMERSET.

[Correspondence on this subject is now closed.—Ed.]

Racing in Royal Parks

REGARDING the letter from I. C. Brander concerning a Coronation Grand Prix in one of the Royal Parks, I would like to suggest the Outer Circle at Regents Park. This would be longer than Goodwood, being almost three miles round, and with the use of a few chicanes could be converted into a fairly good circuit. The surface is firm tarmac the whole way. One drawback is that there are a few traffic islands but surely these could be removed.

Such a race should prove a big draw to those fans who cannot afford to go farther afield because of the fares. Carry on with the good work in AUTOSPORT.

E. D. BAKER.

LONDON, N.W.1.

Popularizing the Sport

IN continuing the discussion on popularizing the Sport I cannot agree with Mr. Dendy about the daily papers having insufficient space to give motor sport the publicity it deserves.

As I have said before, in the newspaper that sponsors a meeting we find large reports appearing before and after the fixture concerned. Other copy has doubtless been sacrificed for this effort, but the material the racing articles have displaced is probably of little importance to the intelligent reader, frequently being of the "gossip" variety.

In many Sunday papers a well written motor sport article could oust much of the distasteful material regularly presented to the leisure reading public. Items could be presented in such a way that they rival any of the other sports one usually finds on the back page, even football!

This has not been done, the many potentially prolific motor-ing correspondents being confined to commenting on the latest line in chromium ashtrays instead of balancing anecdote, illustration and analysis in an eye-catching manner.

My defence against the T.V. enthusiasts is that, through not possessing a set, my opinions on this medium have to be deduced from friends.

However, I feel that so many documentary films are shown on T.V. that "Le Mans" and "Looking Ahead", excellent as they are when seen individually, may get rather lost in the crowd!

CLIVE V. MATTHEWS.

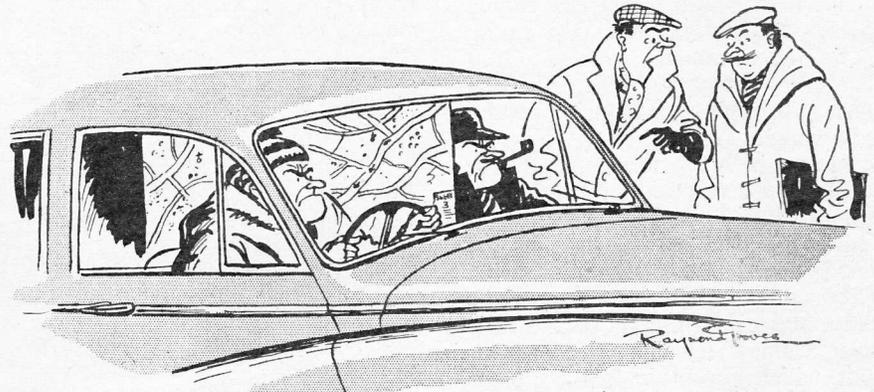
LONDON, E.12.

The DB3 Aston Martin at Monza

IT is gratifying to read of the sports car lap record at Monza being broken by the Aston Martin DB3, particularly so, in that the previous record was held by a type 300SL Mercedes-Benz. This achievement will clearly demonstrate that all in all the DB3 is equal, if not superior, to the German machine.

I, for one, have never considered the 300SL to be a wonder car. Its victories are due, undoubtedly, to sound design and construction, backed by fantastic factory organization, but these are factors which may be achieved by any firm.

Reviewing last season's results, I have a growing fear that British manufacturers are becoming overawed by the German efficiency, which has resulted in several top flight victories



"They're not speaking."

for the Mercedes-Benz cars. It is to be hoped that the concerns in this country will prepare in good time for the coming season, and not wait for a few weeks before Le Mans to attempt to produce a reliable car.

This record lap, during high speed test runs, by the Aston Martin, is an indication that one British manufacturer, at least, is preparing for this season well in advance. I am certain that the hopes of all Britons will be with the Feltham firm, when they enter the various races later in the year.

HAROLD HUNT, JUN.

COVENTRY.

* * *

Supercharged Sports Cars

THE article by J. V. B. on supercharged sports cars is to my mind very sensible and I agree that these should be banned. This, I am sure, would do much to improve the breed and so on, of the smaller engines especially.

On the other hand I absolutely disagree with the 1,172 Formula on one point only, namely, that the standard Ford camshafts must be used unaltered. This, I think, is a retrograde step which means that when competing, say, at Silverstone in the Eight Clubs' meeting the "1,172" cars are already handicapped by lack of c.c.s for the 1,500 c.c. scratch races and they certainly require any extra urge a different camshaft will give. Therefore I think the regulation should be deleted before the season commences.

In the handicap races the "1,172" job is usually well "sat on" by the handicappers and also if you fit a non-standard camshaft you are unable to compete in the odd Formula race at the same meeting. I am inclined to assume that the particular regulation mentioned must have been thought up by an M.G. or H.R.G. owner following a nightmare!

In conclusion I think that the other regs. have been very well thought out and may I add that up to now I have only used the standard Ford camshaft unaltered.

Your Editorials, articles and photographs are greatly appreciated—keep up the good work.

H. PORTEOUS.

BODELWYDDAN, NORTH WALES.

* * *

YOU and your contributor John Bolster should, in our opinion, receive practically everybody's thanks for his article in the 6th February issue, suggesting that superchargers should be banned in all sports car races. Apart entirely from the points which he has so excellently made, it does not seem to have occurred to some people that if all the leading contenders fit equally efficient superchargers, no advantage is gained by anyone.

A. L'OUTRANCE,
ROBERT NEIL,
JOHN EASON GIBSON.

LONDON, W.C.2.

* * *

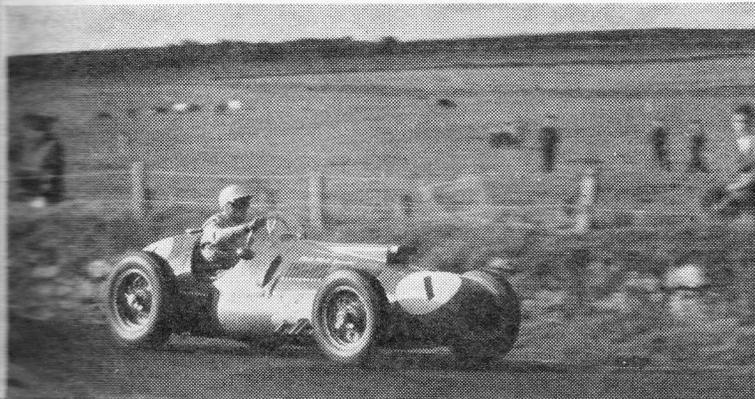
The "Monte"

CONGRATULATIONS upon your forthright editorial about this year's Rallye Monte-Carlo. The criticisms made against the 1952 M.C.C./Daily Express Rally could equally forcibly be applied to the "Monte", and with more justification as the latter is an International event. The dismal necessity of descending to a braking and acceleration test, which by its very nature favoured the high horse-power cars, heavily penalized such brilliant performances as that of the Reece cousins in probably the cheapest car in the whole Rally.

The Col de Braus Regularity Test was in any case an unsatisfactory means of finding the winner of a 2,000-mile Rally, although perhaps not unsuitable in a principality where the Goddess of Chance is a notable deity.

It was, however, pleasant indeed to see that she had smiled on "Gatso" and his British Ford, for Gatso's performances in events like Liège-Rome-Liège and the "Alpine" have shown what he can do in really tough events.

The plain truth is, of course, that the "Monte" is not



only nowadays one of the easier Continental Rallies, in no way comparable as a test of car and crew with events such as Liège-Rome-Liège, the "Alpine" or Rally of the Midnight Sun, but has not yet even attained its pre-war standards of difficulty and adventure. Prior to 1939 to start from John o' Groats was to give oneself an impossible handicap, in view of the modest amount of marks which that "easy" starting point carried: since 1949, Glasgow, much further south, has provided the winner and runner-up in consecutive years.

The absence of "works" teams from Mercedes-Benz (the winners of the Charles Faroux Trophy in 1952) and from Porsche (the outstanding Rally car in 1952) not only to some extent reduces the prestige value of this year's victories, but, as you point out, may give a lead to other continental manufacturers unless the 1954 "Monte" more nearly approaches its pre-war standards.

The interest in this country in the "Monte" is a tribute to the power of the daily and technical Press, and not least of the B.B.C. (alias Raymond Baxter), and it is to be hoped that the inevitable feeling of anti-climax caused by this year's fiasco will not reduce the interest in or support for the 1954 event.

ST. ALBANS.

JOHN GOTT.

* * *

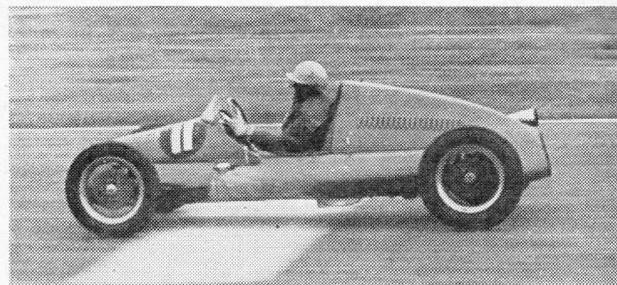
I AM a schoolboy at a boarding school on the main road from Carlisle to Glasgow, the one which was used by the "Monte" cars.

We were all watching the competitors going past, and as the first few cars zoomed by we were all pretty excited, then the inevitable had to happen—just after we had acknowledged the blaring horn of a Mk. VII Jaguar a master came on the scene and actually forbade us to cheer!!!! What do you think of that? But I would add that Sydney Allard's subsequent passing was as roundly cheered as the others!

J. A. GRAHAM.

ÉCCLEFECHAN, SCOTLAND.

* * *



FORMULA 3: A clear shot of 1952 Seaman Trophy winner Les Leston, taken at Brands Hatch by E. C. Brown.

Amateur Photography

REFERRING to recent correspondence in your excellent magazine on the subject of amateur photography, I enclose photographs taken last season with a medium priced camera. In each case the exposure was 1/250 secs., at f8, and the film fast panchromatic.

E. C. BROWN.

LONDON, S.E.20.

* * *

THE letters and photographs from readers under this heading prompts me to send you the enclosed picture of Taruffi in the Thin Wall Special during practice for last year's Ulster Trophy Race. Practice time often provides the amateur with the best opportunities of taking racing pictures as generally there is more elbow room.

I consider the picture of Abecassis taken by Norman A. Parker at 1/25th second with an inexpensive camera is a good one, especially as the background is plain and does not detract from the subject.

The Thin Wall Special picture was taken at a distance of about 60 feet with a long-focus lens in a Reflex Korelle camera. Exposure 1/500th second at f5.6 on HP3 film.

T. MCCLEARY.

BELFAST.

FORMULA 1: T. McCleary's excellent photograph of Piero Taruffi in last year's Ulster Trophy race.

HIGH-OCTANE FUEL

AN ASSESSMENT OF ITS ADVANTAGES

To give readers a clear view of exactly what they may expect from the new Premium Grades of fuel I am tabulating the following points, not from the aspect of the petroleum technician, but from that of a Development Engineer, who has recently completed tests to assess the merits and improvements to be obtained from the change from Pool to Premier Grade fuels.

As an introduction to the relationship between Octane Number, spark-advance, detonation (or knock) and power, reference to the diagrams (which between them are typical of 90 per cent. of modern road car engines) will be of assistance. The curve marked "Border-line Knock" represents the limit to which at any given speed one may advance the ignition without knock whilst the throttle is fully open. Thus the region above this curve represents engine detonating and below it non-detonating conditions.

The line marked "Maximum Power Ignition Advance" represents the amount to which one must advance the ignition at a given speed in order to obtain the maximum output of the engine at that speed.

A normal or under-compressed engine has the maximum power line crossing into the knock region at about 1,000 r.p.m. or less. This means that only at the lowest engine speeds could one obtain knock through opening the throttle wide.

An over-compressed engine has the maximum power line crossing into the knock region at an engine speed of about 2,000 r.p.m. or higher, depending upon the degree of over-compression. In this case the throttle may not be opened fully without the onset of knock until the engine speed is above the cross-over value.

Referring now to Fig. 1, alterations in compression ratio or fuel Octane No. may be represented in the following manner:—

Increase in compression ratio—move knock curve vertically downwards.

Decrease in compression ratio—move knock curve vertically upwards.

Increase in Octane No.—move knock curve vertically upwards.

Decrease in Octane No.—move knock curve vertically downwards.

Increase in Octane No. will have the sole effect of discouraging knock; no other virtue should be attributed to it.

The maximum power advance line does not appreciably alter with compression or Octane changes, except when it passes into the knock region. In this event the heat losses due to the effects of detonation are responsible for lower efficiency and power output. Consequently the maximum power line is bent downward to follow approximately parallel to the knock curve as shown in Fig. 2. This represents the engine of Fig. 1 with a higher compression ratio.

Having a clear view of the relationships involved, it may now be deduced that neither the normal engine nor the over-compressed engine stand to gain in maximum power from an increase in fuel Octane alone. Compare Figs. 1 and 2: At 4,000 r.p.m. both engines may be

by

C. G. O'NEILL

advanced to the optimum point before the onset of knock. Therefore if maximum power was the sole consideration, there would be no case for using a higher Octane fuel even in the over-compressed engine. On the contrary one could run the engine to obtain maximum power without knock on a fuel of 60 Octane or less.

Unfortunately maximum power is not the sole consideration. To obtain low and medium speed pulling power, the

engine Development Engineer must when limited to a given Octane No. decide between the following alternatives:

(a) Employment of a high CR with retarded ignition over the lower speed range.

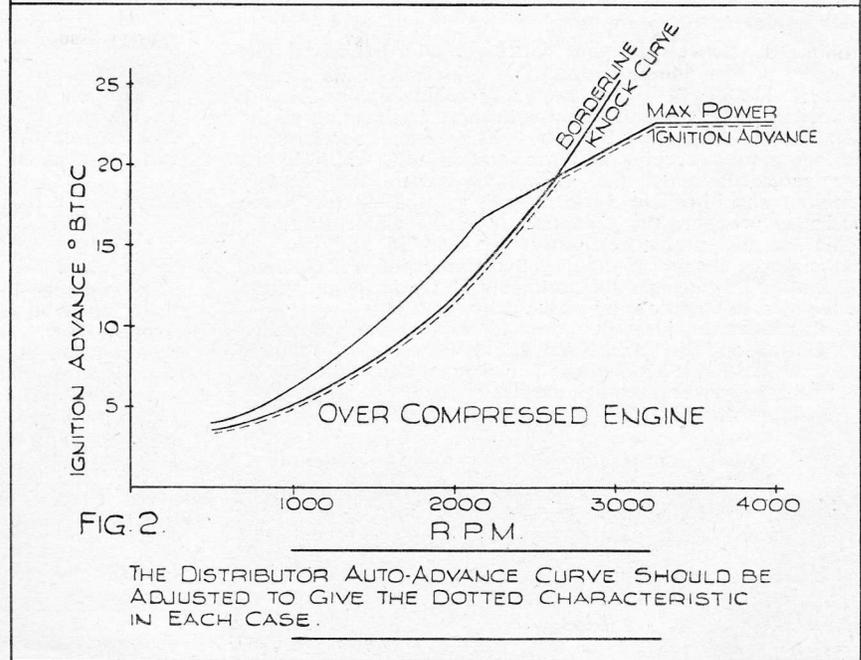
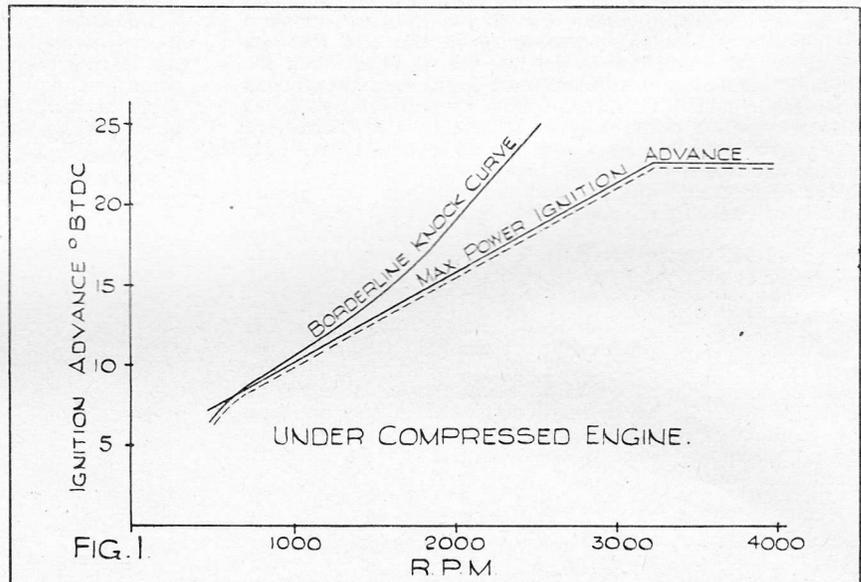
(b) Employment of a lower CR with maximum power ignition advance over the entire speed range.

(c) Employment of a high CR with maximum power ignition advance over the entire speed range.

In the last case, the driver's better feelings are relied upon to ensure easing of the throttle when excessive detonation sets in.

Obviously in all honestly conceived road car designs choice (c) should be

(Continued at foot of next page)



THE FUTURE OF RALLIES — A Competitor's View

It is with a certain amount of diffidence that I write on this subject, particularly in view of the opinions expressed by the experts, but in justification would add that I have competed in numerous rallies, both car and motor-cycle, and have taken some part in the organization of the very successful Wallasey Rallies organized by the Wirral Hundred Motor Club for the Wallasey Corporation.

Here then are my own personal views on this topic.

The expression we hear mainly from the clubs is that they are "disappointed in the number of entries", whilst on the other side we read of competitors "going home not entirely happy". This state of affairs is hardly to be wondered at because there appears to be a *serious lack of confidence* between organizers and competitors and the fault would seem to lie with the organizing clubs.

The sole reason for the existence of rallies, or for any other club competition, is the *enjoyment* of competitors and officials alike. This principle, however, appears to have been submerged under the attitude of "How can we catch the competitors and make them lose marks". Following this principle some clubs try to run a long distance event with a route card which consists of a list of obscure map references in the certain knowledge that a lot of competitors will get lost; others include a rough colonial section which even a trials motor-cycle would find difficult at the set average, whilst others include special tests with so much reversal of direction that gearboxes cry out in disgust. When organizers are tackled about these things they often repeat that most fatuous of all phrases, "Well—it's the same for everyone". If this is the true yardstick why not give each one a ball of wool and set them to knit a jumper? The results might at least be useful.

It seems to me that the first move must come from the clubs themselves

and that they must describe their event in such a manner that the competitor is in no doubt about what he is letting himself in for *before* he enters. Road events of this kind appear to divide themselves into three broad categories:

1. *Rally*: Reasonably long distance over metalled roads run to a rigid time schedule with straightforward tests along the route.
2. *Sporting Rally*: Shorter distances with mild colonial sections also run to a rigid time schedule with the knowledge that most of the competitors will lose varying marks over these sections and including tests of a more involved nature.

Both the above events to have a detailed route card which could be followed by a maiden aunt whose chief interest in life is a village whist drive.

3. *Navigation Rally*: Run over any distance with a route to test primarily map reading and navigation with or without tests to sort out ties, etc.

This designation of events would leave the competitor in no doubt as to the type of event for which he had entered and he would "go home quite happy" whilst the organizer would have that satisfying feeling that everyone had *enjoyed* himself and would come along next time. After all it should not be forgotten that rallying is not a cheap sport and that if competitors do not get value for money they will eventually spend their money where they do get a certain amount of pleasure.

The Wallasey Rallies have been organized with these principles in view and have included the following:—

1. 500 miles of metalled roads at an average of 29 m.p.h. with a one minute early or late allowance at controls.
2. A fully detailed route card issued to competitors *four days* before the

event to make sure that the bulk of the competitors check in at the finish, tired but happy, with tales to be told which would turn a fisherman green with envy.

3. Any tightish time sections in the darkness when fast driving is so much safer and there is less chance of annoyance to the public.
4. Four varied but straightforward special tests—a starting test, a run over a closed circuit of half a mile, a timed hill-climb and a wiggle-woggle. (Note that in these tests only one reverse was called for.)
5. Full results complete before the last man has had time to park his vehicle.
6. Tests so marked that cars only competed against reasonably similar types.
7. All awards engraved and presented at a public function only two hours after the finish.

This has now been done on two successive occasions and all competitors have arrived at the finish, happy and without a grumble against the Club and all fully convinced that they would have been amongst the prizewinners "if only the motor hadn't lost 500 r.p.m. at the crucial moment, old boy"!

There is a further very important aspect to this sport of rallying which only a publication like AUTOSPORT can fulfil. Please give us really factual reporting of these events. Give credit to those who earn it and report truthfully things which are not quite as they should be. Don't say "A tough event won on the road" when in actual fact the bulk of the competitors were eliminated by not being able to find the road. If organizing clubs knew that their events were likely to be reported fairly for what they were, they would take a great deal of trouble and thought in planning and running their competitions.

LAURENCE A. CRANSHAW.

High-Octane Fuel—continued

eliminated. Between (a) and (b) there is room for individual preference, but whilst personally in favour of (a) there can be no doubt that certain considerations of mechanical reliability do favour (b), and that in cars of quality this choice is almost universal.

If we now take either of our two engines and introduce without any other change a fuel of higher octane than that for which the engine was developed, *the power output of the engines will be completely unaffected* throughout the speed range. Since, however, the borderline knock curve will have risen the ignition may be advanced. In the case of the under-compressed engine, this will result in a slight loss of power due to over advance (Fig. 1) and in the over-compressed engine a gain (possibly quite large) in low speed pulling or "lugging" power.

This will be the sole result of higher octane's contribution to existing cars viz.: if your car is over-compressed, you will gain in low and medium speed acceleration, if under-compressed—let us face it—you will gain nothing.

So far I have kept within the title of

E. B.'s article "Why High Octane Fuels?" in the 23rd January issue, and have only discussed octanes. If we consider Premier Grades, the real benefits to be obtained will be from higher volatility. The effect will be felt particularly in poorly tuned carburettors, where better mixture distribution between cylinders will considerably improve the engine output and smoothness. Cold starting and warm-up hesitation will also be improved.

A new engine with which I was concerned actually lost 3 per cent. of its maximum power when transferred from 70 octane to 80 octane reference fuel.

In collaboration with the Research Department of one of the leading petroleum companies, we discovered that this was due entirely to the effect of higher volatility in the 70 octane fuel.

In case I have cast a little shadow on the great hopes of the motoring public, let me state finally that I believe the entire Motor Industry heartily welcomes the new petrol, since it permits advantage to be taken at the development stage of higher compression ratios. This is also within the scope of the

majority of enthusiasts, and the resulting engine should behave as I have described under the heading of "over-compressed".

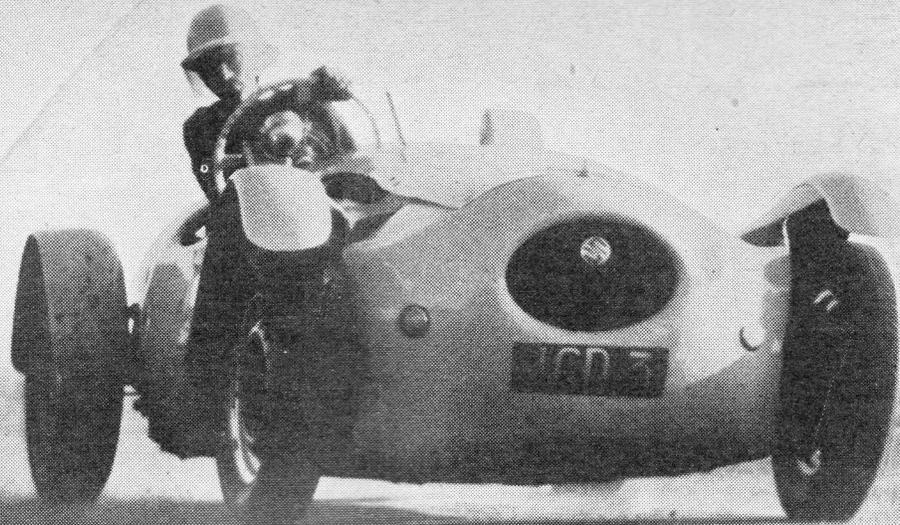
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TAUNTON MOTOR CLUB TRIAL

ALTHOUGH receiving only a small entry last Sunday, competitors and club officials thoroughly enjoyed a new type of trial, held on the famous Blindmoor Scramble course. Whilst observed sections were included, marks could also be lost by failure to complete certain circuits against the stop watch, this being by way of a try-out for the club's proposed car scramble, to be held on the same lines as the popular motor-cycle events. Fast times were made by E. A. Jauncey (1,172 Marden) and Dr. J. T. Spare (1,172 Whiteford), and good climbs made on the observed hills by J. Buncombe (1,172 Dellow) and D. Napper (1,172 Ford).

PROVISIONAL RESULTS

Best Performance: Dr. J. T. Spare (Whiteford), 25 marks lost. **Runner-up:** A. B. Napper (Ford), 27.



SPECIALS FROM SCOTLAND

THE post-war history of special-building in Scotland is full of interesting features and technical ingenuity. This is not surprising when one remembers the background of engineering achievement which is the pride of the country. It may appear that strength and sturdiness of construction, in the good traditions of the Clyde, has sometimes resulted in heavy cars, which have consequently required exceptional power output if they are to compete on equal terms with the lighter products of the Sassenach. This is sometimes a story of brute force but never of ignorance.

There still exists in a suburb of Glasgow the two Anderson Specials which were remarkable achievements of automobile engineering, by any standards. Readers with a memory of pre-war days will recollect such advanced features as pneumatic suspension, with variable ground clearance, a flat-eight central engine, and four-wheel drive. Prior to the edict forbidding four-wheel drive, Anderson was unbeatable in trials and often pulled fellow competitors up sections on which they failed!

Immediately after the cessation of hostilities the Scottish enthusiasts recommenced work with exceptional energy, taking advantage of cheap war surplus machinery and vehicle parts. As it is not proposed to consider in this article the Trials and Rally world, we will first write of the endeavours which were centred around the Bo'ness Hill-Climb. Three noteworthy cars appeared. Alexander produced a fearsome Ford Special, the chassis of which was built on shipyard lines. The V8 engine was supercharged at 10 lbs. per sq. in. by two Shorrocks blowers, running in parallel, and twin rear wheels were necessary to transmit the resultant urge to the road. The second Alexander Special was an ultra-light machine based

by

PETER S. HUGHES

on a blown Ford 8 engine, and was very much on the lines of the successful Ulster Fords pioneered by Smyth and Lindsay.

At the same time Dr. Mirrlees Chassels was achieving great success with his "chain gang" Frazer-Nash Special. In 1947 this car, basically Le Mans replica, was propelled by a highly tuned Riley Sprite engine, and in the Autumn Meeting at Bo'ness, in wet conditions, made second best time of the day, being beaten only by 0.3 seconds, and the winner was Sydney Allard's Steyr-engined single-seater.

By 1948 Chassels' car had been fitted with a Mercury engine, climbed Bo'ness in 39.3 seconds, and was fastest sports car at Craigantlet, clocking 84.4 seconds. It was very difficult to keep the Nash in chains, and when Chassels found even greater power, by the use of the two Shorrocks blowers from the now defunct Alexander Special, he also fitted

an Armstrong pre-selector gearbox between the clutch and bevel box. Duplex chains provided the final drive. In this form the car was not ultra reliable, but achieved great success at the first Rest-and-be-Thankful Hill-Climb in 1949, where it was beaten only by the fastest of the genuine racing cars.

By 1948 Alex Reid was achieving great things in all fields of the sport with his Omega. This car was basically a Type 55 BMW, the engine being progressively modified until it produced 100 b.h.p., which power, coupled with a kerb weight of 12½ cwt. and an Armstrong box, enabled Reid to defeat all the normal type 328 BMWs. This example led to the construction of three further specials on the same type of chassis. In the 1949 season there appeared first the writer's "Axis", powered with a modified Lancia Aprilia engine, which though principally designed for trials, had its share of success in sprint events. The same summer saw the début of the BMW Hopper Special, which was a highly tuned and re-bodied version of the 1½-litre type 40. It was a beautifully built and finished vehicle but suffered from a fault common to the creations of Ian Hopper, that of an excess of weight. The following year there appeared the fourth of the BMW Specials; the Jackal, belonging to John

BUCKLER-BASED: Nigel Kennedy's Burdmonk Special, with modified, lined-down Morris 10 engine in a Buckler frame. This car took the 1,100 c.c. class record at Bo'ness last year.



ROVER SPECIAL: (Left and Right) 115 m.p.h. on overdrive is achieved by Jimmy Gibbon's Special, which has a basically P3 Rover frame and front suspension, Javelin-cum-Rover rear end, and a choice of two much breathed-upon Land Rover engines. Picture opposite shows the car at Turnberry; that on the right at Prescott.

McCubbin. This car started life on very similar lines to the Omega, though with a heavier and much more comfortable body, and is now powered by a type 328 engine, and is an altogether delightful touring vehicle, though its owner does not use it a great deal for competitions.

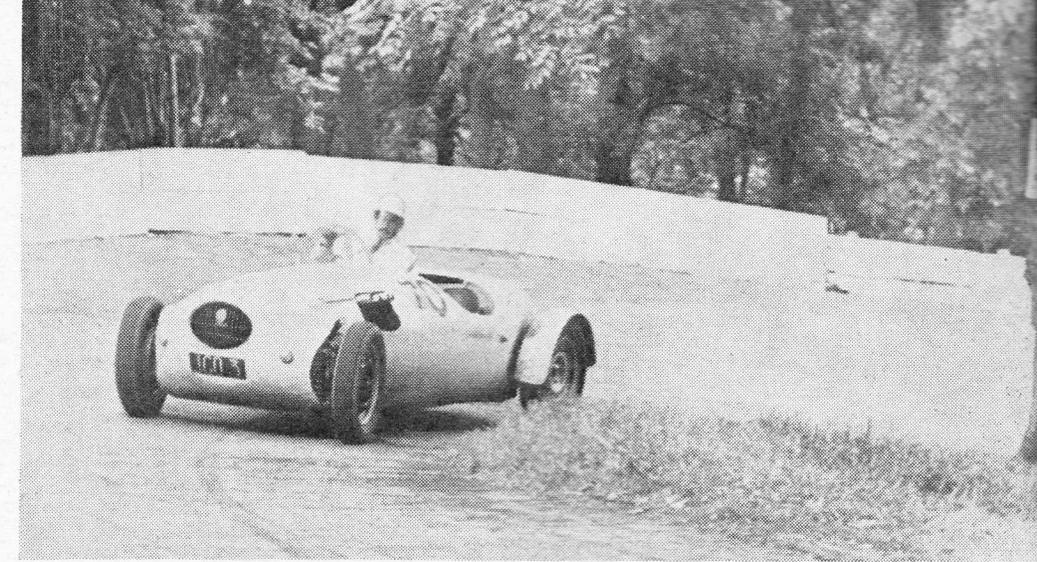
During this period Jim Gibbon was gaining a great deal of experience with his first special, the Girastro Rover, the forerunner of his present extremely potent Rover Special, of which more anon.

Fiat-based Fisher

From the East of Scotland, the outstanding product was the Fisher Special, the most successful 1½-litre sports car in the 1951 Scottish season. Jack Fisher proved the exception to the Scottish tendency to heaviness by using a Fiat 500 chassis which gave him a kerb weight of under 9 cwt. in spite of the relatively heavy Riley Sprite engine and gearbox which he employed. Even greater success might have been achieved, but for the difficulty in transmitting power to the road, and the consequent excessive wheel spin which was encountered. Fisher is now engaged on the construction of a new special using the same power-unit but a much stiffer and more roadworthy frame and suspension.

From time to time the Scottish racing scene was treated to the remarkable appearances of the strange machine known as the Lockhart Special. In its first version an extremely flexible chassis constructed largely of Austin 7 components, was powered by a two-cylinder A.B.C. aircraft engine situated at the right-hand side of the centre of the chassis. The intrepid driver-constructor was brave enough to sit alongside the power-unit, and power was transmitted through a motor-cycle gearbox, and by final chain drive to a solid rear axle. The all-up weight was only about 6 cwt., and potential performance was to say the least very considerable. However, Lockhart was rarely able to persuade the engine to produce power throughout the rev range, as, of course, it was originally designed for work at constant r.p.m. In addition the vehicle had a distressing tendency to revolve round its own axis, particularly at the courtyard bend at Bo'ness! In 1951 the car re-appeared at Turnberry, entirely reconstructed. The driver now occupied the front portion of the body, and the engine was equipped with a large Shorrocks supercharger. The transmission and final drive was of the classic 500 type, that is to say by means of double wishbones, transverse leaf spring, and Hardy-Spicer shafts. Now, however, the power obtained appeared to be too much for the transmission, and for the time being at least, Lockhart has transferred his attentions to vintage work with a 4½-litre Bentley.

We now come to the two outstanding specials which have been produced in



Scotland since the war. Ian Hopper has had considerable experience in the game, having produced in the early post-war days a remarkable fixed-head coupé, employing a Riley frame, Triumph Dolomite engine and gearbox, and independent four-wheel suspension fabricated from Lancia Aprilia and Augusta components. This was followed by the BMW Special already mentioned. Profiting from his experience, Hopper constructed during the winter of 1950-51 his third and most successful creation. The frame was based on a scaled up version of the J.P., well-known Scottish 500 c.c. racing car. It employs twin 3½-in. tubular steel side members amply cross-braced, with the classic arrangement of double wishbones and transverse leaf springs front and rear. The rack and pinion steering was specially constructed using certain M.G. TD parts, giving a ratio of two turns from lock to lock. At the rear end a Salisbury unit is employed, similar to that used in the H.W.M., together with Hardy-Spicer shafts. The brakes are 8-in. Lockheed hydraulic, 2 L.S. at the front. Damping is by Armstrong piston type shock absorbers all round. The power-unit is a 1,496 c.c. Lea-Francis dirt-track type engine, with dry sump lubrication. With a compression ratio of 10.5 : 1, it breathes through 1½-in. S.U. carburetors, and at the time of writing produces approximately 95 b.h.p. at 6,200 r.p.m., with the aid of special Connaught camshafts. Ignition is by Delco coil and a special Lucas distributor and Champion L.10S plugs stand up to all the demands which are made of them.

Power is transmitted through a 9-in. single plate Borg & Beck racing clutch to a Lea-Francis synchromesh gearbox, now fitted with special ratios of 1 : 1, 1.32 : 1, 1.98 : 1, and 3.2 : 1. Using a 4.1 : 1 rear axle ratio with 600 by 15-in. tyres, the road speeds at 6,000 r.p.m. are 35, 57, 87 and 113 m.p.h. respectively.

The body is an exceptionally pretty one, of Hopper's own design and construction, and other interesting features include an oil cooler in front of the wide and low radiator which has a separate header tank on the bulk-head. There are two 7½-gallon petrol tanks, with a suitable piping arrangement to enable them to be used either independently or together. The only real snag is the high kerb weight of 16 cwt. It must be remembered, however, that

contrary to many of the cars against which the Hopper Special competes, this car is very fully equipped for road touring, and is used every day by its owner for business and pleasure motoring.

Record First Time Out

The car made its début on 30th June, 1951, at the 5th International Bo'ness Hill-Climb, rewarding its driver-builder with excellent results. He won the 1,500 c.c. u/s. sports car class and set up a new class record of 41.98 seconds, thereby defeating the old record set up by Newton's famous H.R.G. in 1947. The following week-end at Rest-and-be-Thankful, where sports cars are not recognized as a separate class, Hopper ran third to Collins' Cooper-J.A.P. and the Fisher Special, which was then running in stripped form. At Winfield in July, Hopper was second to Fisher, beating amongst other fast cars Peter Reece's Cooper-M.G. The first Turnberry race meeting in September produced precisely the same results. At the September Bo'ness meeting Hopper reduced his own record to 41.68 seconds. In the autumn Winfield meeting a broken gear lever caused the retirement of the car.

During the 1951 season the car was not as fully developed as mentioned in the description above and the opening of 1952 racing showed that the Hopper Special was now a considerably faster car. In April at Charterhall Hopper proved that he could produce reliability as well as speed by winning the three-hour handicap relay race together with Jim Gibbon's Rover Special and Harry Slack's Healey; this team being entered under the delightful title of the "Ecurie Ossity". At Charterhall in May the car achieved its first individual circuit racing victory by a large margin from Laurences' ex-Reece Cooper-M.G. and Carson's T.T. Riley Sprite.

In 1952 Hopper brought off a double at the International Bo'ness and Rest-and-be-Thankful meetings, but his new higher gear ratios prevented him further reducing his own record at the former hill-climb. At the International Turnberry meeting on 29th August the car was not at its best, and although taking a third place in its heat, it did not feature in the final results. The autumn Bo'ness saw yet another new class record at 41.2 seconds.

The car's last outing was at the first International Charterhall meeting

when Hopper retired with big end trouble after making fastest lap in a terrific battle with the R.G.S.-Atalanta and Gibbon's Rover Special. Hopper is now busily engaged in preparation of the car for the coming season, when, one is led to expect, it will be even more formidable than ever.

The Gibbon Rover

We now come to what is perhaps the most versatile and interesting of all the post-war Scottish specials, the Rover-based machine constructed by Jim Gibbon. After the earlier experience with his Girastro-Rover, Gibbon decided to build a new car, purely for racing and sprint work, and its construction was commenced during the winter 1950-51.

The chassis frame is basically P3 Rover with additional cross-members at the rear to carry Jowett-Javelin rear suspension units with Rover P3 axle casing and half shafts. The front suspension is Rover P3 with modified settings to the coil springs. Front damping is by Girling telescopic shock absorbers, and Armstrong piston-type units are employed at the rear. Steering is again P3 Rover, modified to Gibbon's ideas, and resulting in $1\frac{1}{2}$ turns of the wheel from lock to lock. Initially a 1,806 c.c. bored-out Land Rover block was the basis of the engine, but in the 1952 season Gibbon ran the car both with a 2-litre Land Rover unit and also a lined down block giving 1,497 c.c.

All three engines are characterized with high compression ratios of the order of 10/11 : 1, and breathe through four T.T. Amal carburetters. Gibbon has advanced ideas on carburation and general engine breathing. He obtains

different sets of ratios for the 2-litre engine, of which the lower is normally used in sprints and hill-climbs, and the higher in circuit racing. With the $1\frac{1}{2}$ -litre engine the lower set of ratios is invariably used. The differential unit is standard Rover P4 giving a ratio of 4.3 : 1.

The wheelbase of the car is 8 ft. $2\frac{1}{2}$ ins. and the track 4 ft. $3\frac{1}{8}$ ins. at the front and 4 ft. $6\frac{7}{8}$ ins. at the rear. All-up weight comes out at $16\frac{1}{2}$ cwt. with the 2-litre engine. The body is of 20 gauge dural sheeting, panelled on to square sectioned framing of 18 gauge steel by $\frac{3}{4}$ in., which has been most extensively and laboriously drilled because of Gibbon's inability to obtain lighter material at the time the car was constructed. The road speeds with the 2-litre engine, using the overdrive ratios, are approximately 50, 80, 100 and 115 m.p.h. With the $1\frac{1}{2}$ -litre engine and lower ratios, second, third and top gears give about 50, 78 and 105 m.p.h. respectively.

At the beginning of the 1951 season Gibbon was using the 1,806 c.c. engine, and, giving away nearly 200 c.c. in the 2-litre class, was unable to achieve any outstanding results. The July meeting at Winfield resulted in a broken crankshaft, and so work on Gibbon's new $1\frac{1}{2}$ -litre engine had to be speeded up for the car to be ready to compete in the first Turnberry race meeting in September, 1951. During the running-in period, dirt thrown up from the near-side front wheel was inhaled by the then unfiltered carburetters, and resulted in scored cylinder bores. This unfortunate state of affairs led to oiling plugs and no great joy at Turnberry; though the car was obviously fast when running

on all four cylinders. As a temporary measure to complete the season, Cord piston rings were fitted and Gibbon was second to Hopper at the September Bo'ness meeting and runner-up to Downing's Connaught at Winfield in the same month.

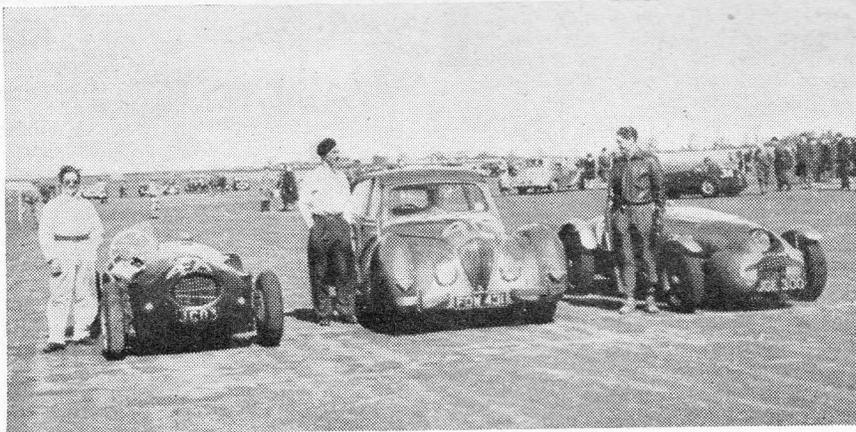
The 1952 season saw the appearance of the new 2-litre engine, which was first fitted with standard pistons giving a compression ratio of 7 : 1, and it was in this form that the car was a member of the winning team in the Charterhall relay race. New pistons giving a compression ratio of 11 : 1 were ready for the Turnberry race meeting in May, but unfortunately gear-selector troubles prevented any possibility of success. The car's next outing was at Bo'ness in June where Gibbon crashed in practice, severely damaging the offside front suspension and twisting the chassis. However, a week of intensive hard work put the car on the road again for Rest-and-be-Thankful the following week. Gibbon was amply rewarded by a new 2-litre class record, which record had incidentally been previously held by Basil Davenport's Spider.

Gibbon next took the car to Prescott for the Inter-Club meeting, and although he was new to the hill, put up a very good time of 49.8 secs.

High Temperature at Turnberry

The $1\frac{1}{2}$ -litre engine was meanwhile being re-built, and the car was entered in this form for the National Turnberry meeting in September. It ran second in its heat and lost a fan belt during the early stages of the final when lying third, and finally finished in fourth place with a violently boiling radiator and astronomically high oil temperature. Gibbon was therefore not surprised to find his crankshaft journals damaged, and he replaced the 2-litre engine for the September Bo'ness, where his time of 39.6 secs. was not quite good enough to defeat the Fraser-Nashes of Walton and Melvin. In the $1\frac{1}{2}$ -litre race at the International Charterhall meeting, which has been previously mentioned in connection with

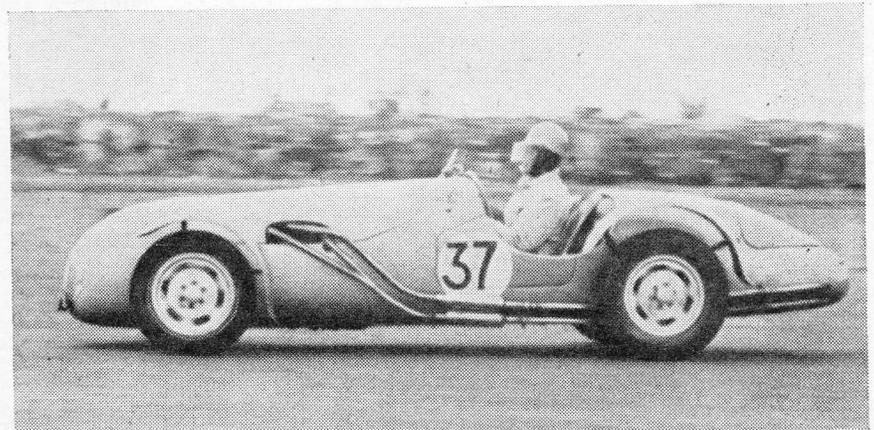
(Continued on page 212)



ECURIE OSSITY: (Left) A Charterhall line-up, featuring Jimmy Gibbon (Rover Spl.), Harry Slack (Healey) and Ian Hopper (Hopper Spl.).

HOPPER'S THIRD: The latest Special by Ian Hopper, used by him on both road and track, has a scaled-up JP-type frame, and a 95 b.h.p. 1,496 c.c. Lea-Francis dirt-track power unit.

considerable ram-effect, which, coupled with modified camshaft followers and tappets, has resulted in power outputs of approximately 80 and 105 b.h.p. at 5,500 r.p.m., for the $1\frac{1}{2}$ - and 2-litre engines respectively. The engines also have a very good power curve at low revolutions, in which respect the $1\frac{1}{2}$ -litre unit compares more than favourably with the Lea-Francis unit of the Hopper Special. Ignition is by Lucas sports coil and special distributor, feeding the sparks to Lodge RL49 plugs. The clutch is a Borg & Beck 9-in. single plate standard Rover unit. The gearbox carries normal Rover 75 ratios, but the free-wheel unit is replaced by an overdrive unit designed for the Marauder car, giving a step up of 1.4 : 1. This unit gives Gibbon the advantages of two



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Specials from Scotland—continued

the Hopper Special, Gibbon was, for the first time, troubled by soft rear shock absorbers, but in spite of this came in a very good second to Shattock's R.G.S.-Atalanta.

For the coming season in 1953 Gibbon is proposing to fit a Rover 75 engine bored out to 2.3 litres and fitted with six Amal carburetters.

The latest addition to the list of Scottish specials is Nigel Kennedy's Burdmonk (BUckler - foRD - MoRRIS - NKenny). Like Hopper, Kennedy does nearly all the work on his cars with his own hands. His first production, the Stafonak (STANDARD-FORD-NAKENNEDY), was chiefly intended for trials and remarkable for its use of Ford and Hillman gearboxes in series, providing thirteen forward speeds and seven in reverse! Profiting by this experience

Kennedy decided to build a new special suitable for all types of sporting events and chose as a basis the Buckler frame with normal Buckler-modified Ford front and rear axles and suspension units. The engine is, however, a Morris 10 unit lined down to 1,086 c.c., with "T" type M.G. crankshaft, con-rods, camshaft and cylinder head. It is designed to be used either normally aspirated, with two SU carburetters, or blown with a belt-driven Roots-type supercharger. A Ford 10 gearbox fitted with special Buckler high indirect ratios is mated to the Morris clutch housing, and a modified Ford torque tube and propeller shaft transmit the power to the back end.

Up to the present time the engine has not been very highly developed, and performance, though good enough to take the 1,100 c.c. class record at

Bo'ness, has not been outstanding. The combination of comfort and roadholding is, however, excellent, and this combined with Kennedy's own fully fashioned body work results in a charming little all-round sports car. It is very probable that the 1953 season will see a great deal more urge obtained from the power output, and consequent success in all types of competition.

When one remembers that there are perhaps only about 50 really active competitive motorists in Scotland, it is quite a tribute to their hard work and engineering ability that such a number of interesting vehicles have been produced north of the Border. The sport is flourishing in the land of the mountain and the flood and it will be interesting to see what further creations appear from the garages and workshops of the Clyde and the Forth.

SCOTCH CORNER By "AENEAS"

I HAVE already remarked in these columns that my fellow Scots are not great hands at writing to editors—although I did notice Ron Flockhart offering to cross claymores with John Bolster—but that does not mean that the articles in AUTOSPORT are not subjects for discussion. The recent contributions by Barclay Inglis have resulted in a deal of chin-wagging among clubmen, for there is no doubt that, if circuit racing is to continue its undoubted attraction for the young owner of a sports car, the organizers must definitely do something about the handicapping question.

Let us make no bones about it—racing costs money. As David Murray said to me recently, "The trouble with motor racing is that when you are young and have the devil and the ability you just can't afford to buy the kind of car you want and enter it for all the events you would like to. When you are older, have made a bit of money and done well enough in your profession to have the time to go motor racing, a certain amount of the devil has gone and your ability as a driver is not what it was".

WHAT the young clubman in Scotland wants to see is the organizers of circuit meetings paying real attention to the proposals made by Barclay Inglis and, at every meeting, having at least a couple of handicap races on the programme. Another suggestion made by some of our Scottish enthusiasts is one that concerns prize money. What some of the competitors would like to see is the present amount of prize money—which is generally distributed among the first three to take the chequered flag—being allocated among the first six. They agree that this would reduce the value of the awards but figure that the greater distribution of smaller amounts would help to keep more young drivers in actual competition on the circuits. It is obvious that this proposal might not suit some competitors but, taking a long term view, it is a most important item and worthy of very serious consideration when such people as Tommy Wisdom are already writing of a definite lack of young and promising drivers that is not good for our future in world competition.

THAT is the talk among the young Scottish drivers with long ambitions and short pockets. Nothing succeeds like success, nothing will encourage the young driver to continue to spend his spare time on his motor-car more than getting his name on the awards list and coupling it with a small clinking bag of the mazu-ma that will enable him to repair the breakages and pay the allied expenses of motor racing. It is fairly obvious that Barclay Inglis's proposals concerning handicapping can result in good racing for spectator and competitor alike and assure the promising competitor a placing according to his merit as a driver and the work he is prepared to do on his car. It is to be hoped that all organizers, not merely Scottish ones, will hearken to his wisdom.

GEORGE MURRAY-FRAME, like other competitors, enjoyed and yet was disappointed by this year's Monte Carlo Rally. Co-driver to Norman Garrad, in a Sunbeam-Talbot, George found the road sections a great deal less demanding than the Alpine and felt that the tests left quite a bit to be desired. He had no hesitation about lifting his hat to Maurice Gatsonides. The Dutch driver's victory was well-deserved and was undoubtedly a very popular one. Many rallyists, including George himself, can and do quote instances of Gatsonides's good sportsmanship, of his friendliness and of occasions when he gave assistance to other competitors, even when it meant jeopardising his own chance of winning an event.

YOUNG Bill Skelly has finished his training with Lea-Francis and is back in the family garage in Motherwell. He hopes to take part in some club rallies this season, and to compete with his single-seater Frazer-Nash on Scottish circuits with an occasional Irish appearance thrown in. There are plans for a new engine, on which Bill's own German mechanic has made some suggestions which should be of interest, if they come off.

THE Scottish Sporting Car Club's film show in the Green Room of the Royal Scottish Automobile Club on

27th January was a highly enjoyable evening. A big audience of members and friends had their enthusiasm titillated by an opening film "Daredevils On Ice" which, amid other activities, showed that circuit racing on ice is no game for pantywaists.

For the true motor sporting enthusiast there were the two grand films "Le Mans, 1952", produced by Shell and the Sunbeam-Talbot production of last year's Monte Carlo Rally. These films have been commented on before in this magazine as being truly professional jobs of work, and the Shell film of Le Mans does a terrific job of conveying the atmosphere of this 24 hour classic for sports cars. There is all the drama of the race, its triumphs and its tragedies, its effect on competitors and spectators and the capturing of a thousand small incidents that make it tremendously life-like. It is definitely a film not to be missed and Scottish enthusiasts were, of course, very much interested in the excellent close-ups of Ian Stewart.

BOB WELSH, keen trials and rallies con- venger of the Lothian Car Club, hopes to run the only Scottish trial of the season on 15th February. The event will be suitable for both specials and sports cars and Bob hopes that he will get decent support. There are too many young Scottish drivers who have never sampled the joys of mud-plugging, so here is the opportunity they have been looking for. It is promised that—provided one's motor-car is intelligently driven—there will definitely be no reason to fear damage.

BRITISH SALMSON O.C. RALLY

BRITISH Salmson owners are cordially invited to take part in the Inaugural Rally of this "revived" one-make club, which will start with a meeting at the King's Arms, Berkhamsted, at 2 p.m. on Sunday, 29th March. A 20-mile route in the Chilterns will be followed by a simple driving test, get-together and tea, after which the future policy and activities of the club will be discussed. A special award will be made to the member travelling farthest to attend the rally. Further details from the Acting Hon. Secretary, J. L. Cope, 62 Westover Road, S.W.18.



REGULAR RALLY-ISTS: F. E. Still and Mrs. L. M. Still with their Jowett Jupiter at the Maidenhead supper stop.

pull into a transport café and study them carefully—the route checks could be visited in any order and we felt it was worth the time to prevent unnecessary mileage, for we could always pick up time later with a car like the Gherkin, provided always that no navigational errors were committed. Don't ask me where we went—I never saw the maps and without the route book, which is now in the possession of the organizers, it is utterly impossible to know the exact route. I only know that among the places we went through were Harlow, St. Albans, London Colney, Watford, Barnet and Berkhamsted. Outside Berko (the other side) was a route check, and we motored terribly quickly up the Watford by-pass trying to get back that 25 minutes we'd spent looking at maps. Suddenly came a cough, a splutter, and

CAT'S EYES?—NO, BLEARY EYES!

The Thames Estuary A.C.'s Night Navigation Rally, seen through the eyes of one competitor

FOR a very long time now, Shirley (bless her American upbringing) has been saying, gently at first but much more forcibly of late, that a tin lid, four doors and a heater are prerequisites for comfortable motoring—why, I can't imagine—and so the momentous decision was made that the dear old "Flying Gherkin," my venerable and wonderful Allard tourer, must go. Having once succumbed to wifely insistence, I was lucky enough to find a very nice Mark V Jaguar and started looking for a mild event in which to drive the Gherkin for the last time. I found it, so I fondly imagined, when the regs. for the Thames Estuary Motor Club's "Cat's Eyes" Rally arrived, and after consultation with my usual navigator, Ian "Maps Mad" Mackenzie, an entry form was duly completed. At a hilarious Committee Meeting celebrating the wedding of Maurice and Muriel Wick, we inveigled Jim Appleton and Stan Turner into entering the same event and running with us as a London Motor Club all-Allard team—funnily enough in three separate classes! (Mine ran as unlimited open standard, Stan's as unlimited special and Jim's in the unlimited saloon class.)

Motor-cars are funny—I agree with Sammy Davis that they have individuality, personality and temperament and the dear old Gherkin now set out to prove it, becoming extremely obstreperous all of a sudden. First she subsided in the middle of Holland Park Avenue at 6.30 p.m. on a filthy Friday night with her vitals sorely enmeshed in two gears at once! On the Monday night before the event she broke No. 3 inlet tappet into many pieces, all of which ended up in the sump. On Thursday she had one more try, breaking the Bendix drive on the starter! What a week! Months of trouble-free motoring, yet as soon as I decide to sell her, she kicks me in the financial teeth in no uncertain manner. Came the day—or night—the crew (consisting of "Maps" Mackenzie and John Mosley) were collected and off we went to the start.

by
DENNIS DENT

But there was more trouble, before even we got there! It was blowing up half a gale as we went down A12 and I suddenly noticed that, despite the cold weather, the engine temperature was far too high and the dynamo wasn't charging—and this at the start of an all-night run! Diagnosis—broken fan belt; remedied after much trouble, and with the kind help of two stout-hearted boys in blue of the Essex County Constabulary. Kindly officials of the Club stopped in passing, promising a late start if we had any more trouble, but both my team-mates shot by—they saw the coppers and thought I'd been blistered! How wrong they were!

At the start, noting the wind, we decided to run with the lid elevated and both side screens up, to prevent the maps blowing about. At 10.16 p.m., off we went on the first stage of 30-odd miles with two route checks demanding an average of about 28 m.p.h. It doesn't sound very exacting, but it meant driving fairly hard and we were surprised later to hear how many people dropped marks on this first little bit, which set the stage for one of the toughest little events in which it has been my pleasure (and I mean "pleasure") to compete. On this stage we were mildly agast at the sight of a red Jaguar 100 well in the ditch on a sharp right-hander. Later on, just to complicate things, an Allard saloon landed on top of the Jaguar. At the route checks, it was necessary to jot down letters written on cards at the side of the road and thence on to the time check. Here started a long section of some 114 miles, ending at Maidenhead, but calling at six widely scattered route checks, all given by six-figure map references, on the way.

As we left the Control, there were so many maps to juggle that we decided to

every sign of fuel starvation! Only possible diagnosis was dirt or a droplet of water in one main jet, and for the next 20 miles the maximum speed was 40 m.p.h. when we were wanting to go at least twice as fast. Into the route check we went, then at a mild crawl through Berko. Suddenly, near Chesham, the engine sneezed, cleared itself and off we went. Imagine my delight, however, when slowing for a severe bend to find the brake pedal going right down to the floorboards with little or no result! Phenomenal avoidance having successfully been made, I suddenly realized that I was going to motor another 300 miles with no anchors and the possibility of the fuel supply being reblocked at any moment.

We drove much too quickly from then on, and arrived in Slough at the time when we should have been in Maidenhead. Not far, you say? Too true, but the cunning blighters who organized this little brute of a Rally thought fit to make us visit a route check at Datchet first. This we missed, first time, turned round smartly, nearly collected team-mate Turner's Allard coming the other way, and dashed back to find the check up a side turning. Off, then, to Maidenhead, where the control was on the other side of the Thames Bridge, so I overshot it a mile due to lack of stopping power! Ian rushed back with the book, but we were 14 minutes late.

There was a compulsory supper stop of one hour here and a good touch was that if you arrived late, you started late by the same number of minutes so that you did get exactly one hour's breathing space—that is, if there was nothing to keep you out of breath! We had plenty; Ian and John rushed to do mappery whilst I filled up and then tried to find some brakes, but to little avail.

No time to eat, a swift cuppa and off we went on the next section, a very amusing and ingenious device indeed. The section was divided into three long parts and the plan was to average any speed between 22.5 and 26.5 m.p.h. from A to B. Each individual, knowing his

own average speed on this stretch then had to maintain the same average from B to C and from C to D, considerable penalties being incurred for failure to do so. Route checks with a minimum of marshalling were arranged by the necessity of producing certain information at these points, the name of a pub, date of founding of a shop, information written on a gate, etc. The A to B stage led us first to Twyford, thence to a farm in the middle of a wood between Guildford and Dorking, where we nearly collected 760 c.c. of Renault conducted by Cyril Whitehall. On again to a point up behind Box Hill and finally to a time control up a side road near the Huts Hotel, Wisley, on the Portsmouth Road, when we found that, for all our very hard driving, our average speed was a mere 23.8 m.p.h. And that will give an idea of the severity of the route!

We now had to average 23.8 m.p.h. exactly over the next stage which went vaguely Shepperton, Walton, Feltham, Perivale to Stanmore. Now this included a great deal of quick main road work. Yet, in spite of that, we had only eight minutes in hand at Stanmore!

Then the main jet blocked itself again, and as we coughed unhappily back along the Watford by-pass to Apex corner, I very nearly decided to pack it in and go home. Here I was, not five miles from a warm bed, with a sick motor and no anchors and hours more torture to go and I found the temptation enormous. However, the Gherkin has only once retired in over 200 competitions and I didn't want to spoil her record. Turning resignedly left at Apex Corner, off, then, we went to Barnet, when the engine cleared again, as by a miracle, never again to let me down until the event was over. Fighting to keep my eyes open, I drew into the kerb near Enfield, told Ian to "give me five minutes" and closed my eyes thankfully. In less than that time I was fully awake again, and by the time we reached "D" I was very glad to find that, adversity notwithstanding, we had completed all sections of the regularity test without losing a mark.

Now came the last stage, all through the wilds of Essex on very obscure and twisty country lanes, some scarcely wide enough for two cars, me with no brakes and praying not to meet a bus coming the other way on a blind corner. There were six route checks in this stage, to be covered at 28 m.p.h., and at each check it was necessary to note a figure on a card, the six figures giving the map reference for the final control. On the very last leg, we dived with a fawn Mark V Jaguar, which nipped past rather unwisely over a blind hump-backed bridge and promptly landed in a large pond—the edge of the bad floods affecting that part of Essex. One final burst and we reached the final control, with only the driving test left to worry us.

It was while we were waiting to do this test that news started circulating to the effect that team-mates Jim Appleton and Sidney Hall had been (literally) on a hedging and ditching expedition, resulting in their retirement long before Maidenhead. It appears that they started

Stage two by noticing that the next Control was at Maidenhead and set off straight there, only to discover, ten miles further on, that there were six widely spaced route checks on the way—consternation! A route was hastily coordinated, then Jim set off to "have a bash" to get back on schedule.

There was a very strong wind about and much hard-driven snow and it was very, very dark. Right-hand bends, especially sharp ones, being what they are, one eventually loomed rather more suddenly than expected and lo! another Allard was in the ditch! The hedging part? Seems there was a big wad of nice, springy hawthorn bush against which the slab-sided saloon impinged and there was just sufficient spring in it to throw the Allard back on to the road, somewhat worse for wear superficially but examination showed it to be otherwise undamaged. However, much time had already been wasted and some more went inspecting the damage, so Jim and Sidney decided to call it a night (and a somewhat adjectival night at that!) and forthwith went home to bed.

Then came the driving test—an "Allard" test if there ever was one. It was, in fact, the same as the last test in the *Daily Express* Rally—off line "A", front wheels over "B", front wheels behind "B", front wheels over "C", front wheels behind "C", and flying finish over "D". Just the thing for much low-speed urge, super anchors and a three speed gearbox. With no stoppers, we were sunk before we started, but we felt it wouldn't matter much as we knew we had dropped so many marks, so I was rather shattered later to find that, in spite of this, we were among the five fastest cars in the test!! Best time was made by M. R. G. Mostyn (Frazer-Nash) to the tune of 12 secs. dead.

And so to a very much appreciated wash and breakfast, where we were aghast to learn of the disaster caused by flooding during the night. Whilst we were at the hotel, the police asked as many people as possible to help evacuating victims from Canvey Island, and the Thames Estuary Club members, despite their strenuous night, turned out in force to assist in every way they could.

So that was the "Cat's Eyes" seen through the eyes of just one competitor—a very tough, interesting and highly

enjoyable event of which the organizers can well be very proud. Believe me, anyone who got round with a clean sheet deserves a medal—I have never seen so many red-rimmed, bloodshot eyes in my life as I saw at the finish. I take my hat off to the organizers and look forward to trying the Mark V in the Rally next year.

RESULTS

Best Performance "Cat's Eyes" Trophy: F. Moore (M.G. TC), no marks lost.

Navigator's Award: Mrs. J. Chesterton.

Class A1 (up to 1,500 c.c. open): 1, F. Moore; 2, G. P. Griffiths (M.G.), 10 marks lost; 3, J. N. Abbott (Riley), 25.

Class A2 (up to 1,500 c.c. closed): 1, R. A. Wilton (Morris Minor), 85.

Class B1 (up to 2,500 c.c. open): M. R. G. Mostyn (Frazer-Nash), 5.

Class B2 (up to 2,500 c.c. closed): 1, E. G. Sita Lumsden (Lea-Francis), no marks lost.

Class C1 (unlimited open): 1, A. G. Grey (Allard), 35.

Class C2 (unlimited closed): 1, T. Bellm (Allard), 5.

Class D1 (specials and supercharged cars—open): 1, L. G. Bennett (1,750 Alfa-Romeo), 130.

Class D2 (specials and supercharged cars—closed): 1, A. E. H. Parsons (Ford), 170.

Team Award: Eastern Counties Motor Club "No Name". L. J. Coe (Riley), 100; R. J. Barton (Ford Zephyr), 10; and J. C. Whitfield-King (Riley), 172.5.

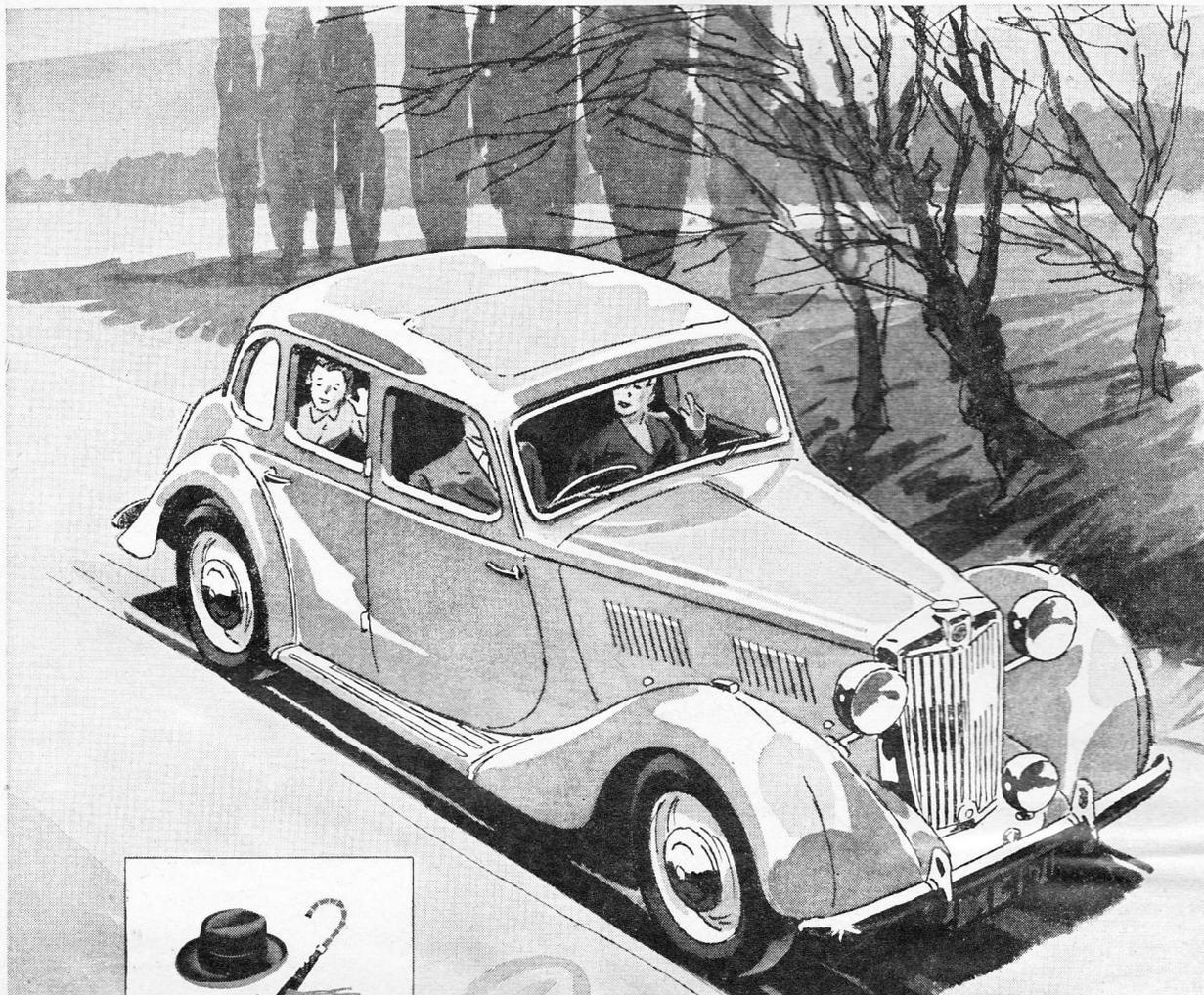
* * *

TOMMY CUP TRIAL

SUNDAY, 22nd February, is the date of the Newcastle & D.M.C.'s Tommy Cup Trial, which starts at 11 a.m. from the Benwell House Hotel, Newcastle-upon-Tyne. Entrants are reminded that competition licences must be produced at scrutiny, which commences an hour before the start. The course, approximately 110 miles in length, lies to the north of Newcastle. Entry forms may be had from R. B. Horn, 3 Westwood Road, Brunton Park, Newcastle-upon-Tyne, 3, and the closing date for entries is 17th February.



SO EARLY IN THE MORNING:
3 a.m. view of class winners M. R. G. Mostyn and A. F. Bray (Frazer-Nash) at Maidenhead.



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MUNSTER M.C. & C.C.**RED ABBEY TRIAL****Declan O'Leary Wins Premier in Ford Anglia Saloon**

THE Munster Motor-Cycle and Car Club are well-known to be the organizers of exciting and interesting car trials and in the organization of their Red Abbey Cup Trial they certainly lived up to this reputation. No observed sections were included but eleven unique and interesting driving tests were laid out over a magnificent course of about 45 miles near Cork, the actual start being from the Victoria Cross, just outside the city.

The entry was exactly divided between saloons and open models, one saloon, Henry Morrogh's well-known Ford Anglia Ten, being driven by two different drivers in the tests, Henry himself and Declan O'Leary (better known at the wheel of an M.G. TC). Archie Canty in his game old Singer 9 sports saloon was first man off, managing to compete and lend a hand with the organization as well. The first point was at Healy's Bridge and consisted of a twisty timed hill-climb of about half a mile. Brilliant sunshine caused a certain amount of consternation to some competitors as they rounded the top bend and received the strong rays full in the eyes. Elmer Connell was one to suffer from this, nearly climbing the bank with his special; while Dick Nash (M.G.) mistook the marker flags on the top bend for the finishing line and consequently lifted his foot 150 yards before the finish; however, he was sportingly given another run. Best time was put up by motor-cyclist Alec Sargent in his Ford.

The course then led to Cloghroe School, for an interesting little test which included a dice round a large grass



WINNER'S WAY: Declan O'Leary hurls the Anglia "Ten" round the triangle test at Peake, on his way to winning the Premier Award.

triangle situated on a steep slope. Connell and Joe O'Mahoney (M.G. TD) tied for best time with a smart 29.2 seconds, every fraction of it well-earned.

At Yellow House a most unusual and tricky test required that competitors should reverse down a twisty, slippery track with a very narrow complete hairpin in the middle and bounded by hedges and gorse bushes both sides. Nash closely inspected the ground under the gorse bushes, then calmly proceeded to reverse his TD through these bushes rather than lose time taking the whole tight bend. This piece of strategy earned him the best time of 10.8 seconds, equalled by Sargent who, however, was docked a further 10 seconds for an error.

The water splash test at Derry Donoghmore was the centre of great amusement for both drivers and spectators and Connell made the best time in 33.4 secs. He was the only competitor to take precautions against engine swamping but immediately after this test

he found that his magneto had packed up! This caused his retirement, which was very bad luck as he held a half-mark lead over his rivals at that stage.

An intricate triangle test at Peake found Morrogh best with the Anglia and Declan O'Leary came out on top at the next test, near Rooves Bridge. Here the first competitors were confused to find a local farmers' hunt in possession of the area required for the test. The hounds thoroughly enjoyed sniffing around amongst the new arrivals, a proceeding which caused great apprehension amongst the motorists! But the farmers were a very tough-looking lot of lads who seemed to take a very dim view of this bunch of noisy machines; however, they soon moved off, no heads being broken and everyone heaved a sigh of relief.

At Keam Cross Joe O'Mahoney made best time in the pylon and reversing test, and a cross-roads test at Leary Cross near Forrest, saw Billy O'Connell the quickest in his TD. Further tests at Farran Cross and Srelane followed, then came the final test at Corcoran's Boreen, by which time it was fairly dark. Dick Nash proved fastest here with O'Mahoney second and Morrogh and O'Leary a dead heat for third best.

Thus ended a great battle between the two drivers of the staunch little Anglia, with victory going to O'Leary—who had never driven an Anglia in a trial before!
H. A. O'BRIEN.

RESULTS

Red Abbey Cup: J. D. O'Leary (Ford Anglia 10).

1st Class Awards: J. O'Mahoney (M.G. TD); R. J. Nash (M.G. TD); H. Morrogh (Ford Anglia 10).

Saloon Award: A. Canty (Singer 9).

Novices Award: A. Sargent (Ford Special).

* * *

"EXETER" TEAM PRIZE

THE winning car team in the M.C.C.'s Exeter Trial (2nd/3rd January) consisted of A. G. Curwen (Austin), R. E. C. Brookes (E.R.P. Spl.) and H. H. Alderton (P.S.M.).



"AFTER YOU, CLAUDE . . .": Bewildered competitors arrived at Rooves Bridge to find a local farmers' hunt already installed. The friendly hounds thoroughly enjoyed their inspection of the new arrivals!

NEWS FROM THE CLUBS

COVENTRY AND WARWICKS M.C. DINNER/DANCE

OVER 200 Coventry and Warwickshire M.C. members and guests enjoyed the Club's Annual Dinner/Dance and Prize-giving on Friday, 30th January, at the Masonic Hall, Coventry.

The Toast of the Club was proposed by Canon Startin who was a member of the Club in 1906. His recollections of earlier trials were amusing and illuminating. C. P. Nichols responded on behalf of the Club, and other speakers included Graham Walker.

After the Prizegiving, dancing continued, interrupted by a miniature bicycle race, until 1.30 a.m.

The following officers were elected for 1953 at the A.G.M. on Monday, 2nd February, held at The City Arms Hotel, Coventry: President, H. W. Mousley; Chairman, H. S. Wolseley; Vice-Chairman, H. Vale; Hon. Secretary, Mrs. H. S. Wolseley; Hon. Motor-Cycle Secretary, E. J. Hardcastle; Hon. Car Secretary, C. P. Nichols; Hon. Press Secretary, R. B. James; Social Secretary, Mrs. E. W. Commander; Club Captain, H. E. Payne. Committee: D. A. Pattison, W. Smith, A. Wordman, J. Horobin, K. W. Alcock.

* * *

CORNWALL VINTAGE CAR CLUB

AT the Annual General Meeting held on 31st January, J. W. Limmer was elected Chairman in succession to G. R. Dewey; while Dr. G. D. K. Needham (148 Albany Road, Redruth) and Elwyn Bowen-Jones (Sunholme, St. Agnes, near Truro) were appointed Joint Secretaries in succession to J. W. H. Pritchard. The Club representatives on the Davidstow Joint Committee will be Messrs. Limmer, Pritchard, R. H. Kirkland and David Watts, with D. M. Gill as reserve.

ASSOCIATION OF SOUTHERN MOTOR CLUBS

RE-ESTABLISHED

REPRESENTATIVES of some thirty Clubs met on 29th January at the Red Cow, Hammersmith, to consider, at the suggestion of Jim Appleton, the establishment of an Association of Southern Motor Clubs. Mr. Appleton explained that the meeting was not sponsored officially by the London M.C., but was merely a general move to foster such an Association in the interest of the sport, arising from indications given at the R.A.C. Conference with the Clubs that the setting up of a body in the South on lines similar to those of the Midland and Northern Associations would be welcomed.

The meeting placed itself under Jim Appleton's chairmanship, and a general discussion ensued. For the first few minutes progress was somewhat gratory. Colin Dewey (Southsea M.C.) asked the meeting to consider splitting the projected Association into three—East, South and West—whereupon Alec Decker (Cemian M.C.) suggested that the first step was to consider whether an Association was wanted at all. The Bristol M.C. and L.C.C. representative subsequently squared the circle by asking when and how the Southern Association had been disbanded, as he had with him the minutes of its second general meeting and a copy of its constitution. However, under the guidance of the chair, these apparent contradictions sorted themselves out, and a motion for the re-establishment of the Association was carried, a dissentient vote from the Hants and Berks M.C. then being withdrawn to preserve the desirable unanimity.

George Matthews (West Essex C.C.) pointed out that the moribund Eastern Counties Association was being re-formed and suggested that this might form one of four areas within the Southern Association. It was felt, however, that the whole of the South should be covered, at least initially, by the one body. The Taunton M.C. representative struck the right note of enthusiastic support by stating that his Club would attend meetings in London. The M.G. Car Club

(S.E.) reminded the meeting that no Committee was called for, but that office bearers should be limited to a Chairman, a Secretary and a Treasurer. After various nominees had expressed themselves unable or unwilling to act, Colin Dewey (who was Secretary of the former Southern Association until ill-health overcame him) volunteered to resume this office for the year 1953. Michael Lawson was elected Hon. Treasurer and Jim Appleton Chairman.

The rules of the old Association were then considered as a possible basis for the new, and various suggestions were discussed. It was resolved that each member Club should subscribe £1 to defray the Association's expenses in 1953, any unspent balance to be adjusted into 1954. The Herts County A. and A.C. and Singer Owners' Club representatives proposed that the Midland and Northern Associations be approached with a view to the taking of combined action, but the Cemian M.C. recommended that the first step was to bring in the rest of the eligible Clubs. It was noted that the objects of the Association would include the preparation of a draft National Calendar for the South, and the presentation to the R.A.C. of the views of the Clubs.

All eligible Clubs (broadly speaking, those south of the Birmingham parallel) are invited to join the Association, of which a first meeting is likely to be called for mid-May. Full particulars may be obtained from the Hon. Secretary, Colin S. Dewey, 43 Thurbern Road, North End, Portsmouth, Hants. Telephone (office hours) Portsmouth 5147.

* * *

BRIAN SHAWE-TAYLOR TALKS TO M.G.C.C.

THE first of a series of social gatherings was held by the S.W. centre of the M.G.C.C. on 31st January, at the Ship Hotel, Alveston, Glos. The evening began with a colour film of the 1952 R.A.C. International Rally, made by the Castrol Oil Company, and was followed by a few shots of the Weston Rally and Kimber Trophy Trial, taken by one of the club members.

The large company present then got together over a buffet supper after which they settled down to hear the guest speaker of the evening, Brian Shawe-Taylor, give them a most instructive and amusing talk on the racing driver, and his use of the track while handling a high-powered motor. He laid special emphasis on the essential qualities of a good driver, these being: Sense of speed, sense of balance, common sense and determination. Shawe-Taylor ended his talk with illustrations of the much discussed four-wheel drift, answering the many questions as he went along. All present then departed, feeling even they could handle the B.R.M. without hitting the apex of the corner!

KEEPING GOING: 1. Fleming's SM1500 Singer saloon climbing confidently at Afflington, one of the "Exeter" hills used in the Swanage C.C. Trial on 1st February.



PRESCOTT '53 PROGRAMME

THE Bugatti Owners' Club are compiling an index of competitors so that invitations to the various 1953 Prescott events may be sent to them direct.

It would be greatly appreciated if all competitors who did not run at Prescott in 1952, but who feel they would be interested in receiving invitations to 1953 events would send a postcard to that effect to the Hon. Secretary, E. J. Newton, Esq., "Squirrels" Little Aston Park, Streetly, nr. Sutton Coldfield, so that they may be included in the mailing list.

* * *

LOUGHBOROUGH COLLEGE DAY RALLY

THE entry list for the Loughborough College Motor Club's Day Rally held on Sunday, 1st February, proved very typical of a College organized event. At the start were seen a 3-litre Bentley, a Healey saloon, a 1934 Frazer-Nash, multitudes of M.G.s of many types, and a miscellaneous selection of smaller vehicles including Austin Sevens. Whatever the car, the crews were fully prepared for a hard day of driving and route-finding, and a hard day it proved to be, especially for the smaller vehicles.

The organizers had made the stated 30 m.p.h. average speed virtually unattainable over difficult roads in Nottinghamshire and Derbyshire, thus making the navigation all the more exacting. It must be said that in their enthusiasm the organizers included sections of road, the surfaces of which were more of historic interest than of practical use, but Messrs. S. I. Davies, K. T. G. Atkins, and W. R. Anderson must be thanked for providing 160 miles of very enjoyable and competitive motoring, added to which the scenery of the Peak District under bright sun completed a very pleasant day's motoring.

RESULTS

Best Performance: P. R. Wallis (M.G. TD).

Best Performance, Class A: G. Ch. L. Plucker (M.G. TC).

Best Performance, Class B: E. V. Newey (Riley).

1st Class Award: K. J. Kilbourn (M.G. TC).

* * *

LLOYDS M.C. DINNER

THE second annual dinner of the Lloyds Motor Club was an all-male affair, and took place on 4th February at the Café Royal, London. This club has experienced an extremely rapid growth, from the 100 or so members of a year ago, to the present total exceeding 440. Guest of honour was the new Chairman of Lloyds, Mr. Walter Barrie—also a keen motoring enthusiast, and amongst motor racing personalities present were Dennis Poore, Eric Thompson and Rob Walker, together with a representative selection of competition men, and the Press. Also present was the Bremner/Oldworth Riley team which finished 21st in the general classification of the Monte Carlo Rally. A certain amount of leg-pulling went on when it was mentioned that the Riley had been loaned for the "Monte" by Mr. Bremner, sen.

The toast, "The Club and Our Guests" was given by the Hon. Treasurer, Ben

Bowring, and the reply was undertaken by John Eason Gibson. After the very excellent dinner, magician Stevens and effects-king Meaton entertained; thereafter members and guests got down to the really serious business of the evening—motor-cars.

* * *

VETERAN C.C. 1953 PROGRAMME

THE Veteran Car Club of Great Britain announces the following programme of main events to take place during 1953: 11th April, Rally to Leicester; 2nd May, Rally and Trial, Yeovil; 17th May, Rally to Chester; 7th June, Coronation Rally and Run, London/Windsor; 27th June, Rally and Trial, Oxted, Surrey; 11th July, Rally and Speed Trials, Hastings; 6th September, Rally and Concours d'Elegance, Hull/Scarborough.

The highlight of the year will, of course, be the Coronation event on 7th June. Organized in conjunction with the Corporation of Windsor, the event will start with a Rally in Hyde Park. The cars will then proceed, in the course of a timed run, to Windsor. Thereafter they will proceed in cavalcade through the Royal Borough in connection with the Coronation celebrations. Finally, entrants and their friends will have the opportunity of a visit to Windsor Castle or a river trip.

MID-SURREY DINNER/DANCE

THE Mid-Surrey Motor Club's annual dinner and dance was held on Friday, 30th January, at the Drift Bridge Hotel, Epsom. In the speeches following, the secretary outlined the year's events and gave details of those for 1953 which, with a rapidly increasing membership, promised to be extremely successful. Mr. M. W. B. May replied for the guests, amongst whom were Eric Thompson and his fiancée, Miss Elisabeth Simon.

Finally, Professor A. M. Low, the Club's President, made one of his usual amusing and entertaining speeches, for which he is justly renowned. The main awards for the year's events were then presented by Mrs. Tuson, after which dancing continued until 1 a.m., which hour seemed to arrive unduly quickly, bringing a most successful evening to a close.

* * *

SUNBEAM-TALBOT O.C. TROPHIES

THE 1952 winners of the Sunbeam-Talbot O.C.'s Harold Eldred and Harold Cundall Trophies are, respectively, Gordon Greaves (63 pts.) and P. Rawlin (43 pts.). These and other awards will be presented at the A.G.M., which will be held on Friday, 27th February, at Gunter's Restaurant, 6 Stanhope Gate, London, W.1.

"AUTOSPORT" DIRECTORY OF THE CLUBS—33**Cornwall Vintage Car Club**

(Founded 1949)

President: Col. E. N. Williams, D.S.O., J.P.

Chairman: J. W. Limmer.

Open to: Any person in the County of Cornwall or neighbouring areas owning a vintage car, or interested in, or possessing special knowledge or experience of, such cars.

Caters for: Most forms of motor sport except the tougher variety of trial.

Principal Events: Race Meetings, Davidstow (near Camelford, N. Cornwall)—May and August. (These will be organized in future by the Davidstow Joint Committee, consisting of this Club and the Plymouth Motor Club.)

Driving Tests, Davidstow—March and October.

Night Navigation Trial—December.

NOTE: Most Club events include non-vintage classes.

Annual General Meeting—February.

Headquarters: The Chiverton Arms, Blackwater, near Truro.

Meetings: First Friday in each month, 8 p.m. Occasionally transferred (prior announcement in Bulletin) to the Cornish Arms, Pendoggett, St. Kew, or to the Pendarves Arms, Gwithian, near Hayle.

Bulletin: Monthly, duplicated. Editor: Hon. Secretaries.

Whether associated with R.A.C.: No. **Approximate Membership:** 100.

Prominent Past or Present Members: H.R.H. Prince Chula of Siam (Hon. Life Member); Dennis Scobey; John Martin-Lewis; "Shura" Rahm (ex-pit manager of Chula-Bira équipe).

Annual Subscription and Entry Fee: Entry Fee, 5s. Annual Subscription: Full membership, 10s. 6d.; Junior membership, 2s. 6d.; Full-time members of H.M. Forces and those permanently resident outside Cornwall, 2s. 6d.

Joint Hon. Secretaries: Dr. G. D. K. Needham, 148 Abany Road, Redruth, and Elwyn Bowen-Jones, Sunholme, St. Agnes, nr. Truro. Telephone: St. Agnes 318.

Amongst the happy gathering at the Newry and D.M.C.'s annual dinner were Major and Mrs. J. Morgan, Mr. and Mrs. C. E. J. Atkinson, Mr. and Mrs. W. R. Baird, Mr. and Mrs. W. T. Todd, Mrs. Williams, James Dowling, Harry Rungay and (just back from the Monte) Cecil Vard.

NEWRY AND D.M.C. ANNUAL DINNER/DANCE

ON Saturday last the Newry and D.M.C. held their Annual Dinner and Dance at the Ballymascanlon Hotel, near Dundalk. The hotel was packed out with friends of the club who came from both north and south of the Border. Among those from the south were Cecil Vard, scarcely free of the dust of Monte Carlo, and D. M. McCracken, a very good friend of the club. Motor-cyclists Artie Bell and Terry Hill also joined the party together with Mr. and Mrs. W. R. Baird from Belfast.

After the dinner Wilbert Todd was very modest as he staggered down the hall under his load of silverware and extremely amusing when he made his short speech. The trophies were presented by Mrs. J. Morgan, wife of the club's President.



HOFFMAN M.C.

A PACKED hall gave indication of the popularity of the recently-formed Hoffman M.C., when they sponsored a dance last Saturday, in the Hoffman Social Hall, Chelmsford, as part of the winter programme of the parent concern's social and athletic club. Secretary Ron Perkins and his aides put on

an excellent show, including the Hoffman Grand Prix on fairy-cycles. Amongst those who were seen to prang were Keith Martin, Roy Clarkson and the Editor of AUTOSPORT.

Chairman P. Shrimplin tells us that membership of the club now approaches the 60 mark, and that it is Ron Perkins's intention to seek recognition by the R.A.C. in the near future.

PROPOSED FILM TECHNICIANS' MOTOR CLUB

MOTORING enthusiasts employed in a technical capacity in the film business, who are interested in the formation of a new club, are asked to contact E. Michel Boyd, 9 Cherries, Nr. Rickmansworth, Herts.

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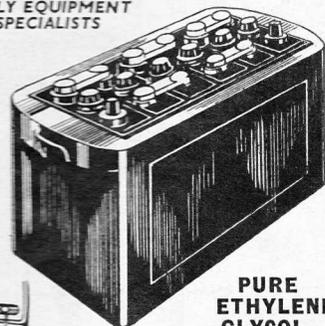
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COMING ATTRACTIONS

February 13th/14th. *Yorkshire S.C.C. Rally.* Start, Harrogate, 9 p.m.

February 14th. *Bristol M.C. & L.C.C. Full Moon Trial.* Start, Mile 3 Roadhouse (A38), near Bristol, 2 p.m.

Coventry & Warwicks. M.C. Spring Trial. Start, Sportsman's Arms, Allesley, 10 a.m.

M.G.C.C. (Eire) Experts' Trial.

February 15th. *Circuit of Agadir (S), Morocco.*

M.G.C.C. (S.E.) Chilterns Trial. Start, King's Arms, Wendover, 10.30 a.m.

Brighton & Hove M.C. Rally, Sussex. Start, Madeira Drive Arches, Brighton, 11 a.m.

Sheffield & Hallamshire M.C. Harrison Trophy Trial, Derbyshire. Start, Horns Hotel, Holmsfield, 11 a.m.

Welsh Counties C.C. Trial, South Wales.

N. Devon M.C. Houlford Memorial Trial. Start, New Inn, Muddiford, Devon, 11 a.m.

Maidstone & Mid-Kent M.C. Tyrwhitt Drake Trophy Trial. Start, Haynes' Garage, Ashford Road, Maidstone, 11 a.m.

February 17th/22nd. *Paris-St. Raphaël Ladies' Rally (S, T).*

February 18th. *Newry & Dist. M.C. Night Driveability Trial, N. Ireland.* Start, Downshire Road, Newry, 7.30 p.m.

February 20th. *Dublin Univ. M.C. Night Trial.*

Scottish S.C.C. Night Rally.

February 20th/22nd. *Rallye des Routes du Nord (T), France.*

KITCHING TROPHY TRIAL

MONDAY next, 16th February, is the closing date for entries for the eighth annual Kitching Trophy Trial of the North Midland M.C.; they should reach T. C. Harrison, 53/61 London Road, Sheffield, by the first post. Invited clubs are the B.A.R.C., Sheffield and Hallamshire M.C., Lancashire, and Cheshire C.C., Huddersfield M.C., London M.C., Sunbac, and the Yorkshire S.C.C.

The starting and finishing point is the Rising Sun Hotel, Bamford, the first man leaving this control at 10.31 a.m.

AUTO - CROSS IN DORSET

ON Sunday, 22nd February, the West

Hants and Dorset C.C. will hold their first Auto-Cross meeting at Wool Heath, Dorset, commencing at 12 noon. The Club's first attempt at an event of this type consisted of a Special Test held after the last Knott Cup Trial, but it has now been decided to go ahead with a full scale event of this nature.

It was at first proposed to race over a circuit of about ½-mile, bulldozing away the more difficult parts of the terrain, but it was felt that this would lead to an undesirable type of event in that speeds would be too high, and there would be a "circus" element about it.

Therefore the event will be held on the following lines: an area of heathland up to half a mile in width and a mile and a half in length will be used. Competitors will be lined up at one end, well spread out, and at the fall of the flag will make their way to the finishing line at the other. A proportion will then line up again, and make their way over the same territory, in the reverse direction to the original starting line. This will be repeated until the final run is made with five cars and the winner thus obtained on the knock-out principle.

Other than restrictions to the marked area, no set course will be laid down, and it will be up to each driver to find a practicable way across country.

Clubs invited to take part in this

Auto-Cross meeting are Bristol, Southsea, Sheffield & Hallamshire, 750, West of England and Sunbac. Entries must reach R. R. Mountford at 606 West Cliff Road, Bournemouth, by first post next Tuesday, 16th February.

750 M.C. ALL-COMERS' TRIAL
Provisional Results

Class 1 (Specials, etc.): 1, H. Sinclair-Sweeney (1,172 c.c. Special); 2, N. W. Hullah (3,622 Allard).

Class 2 (Experts): 1, P. G. Cooper (2,088 Standard Vanguard); 2, K. P. Stanton (747 Austin) and S. B. Southcombe (2,267 Sunbeam-Talbot).

Class 3 (Novices): 1, R. P. Standbridge (1,200 Austin); 2, R. C. Warne (747 Austin).

750 c.c. Formula: 1, K. P. Stanton (747 c.c. Austin).

1,172 c.c. Formula: 1, J. H. Street (1,172 c.c. Ford).

(Report will be published in next week's issue.)

PETERBOROUGH NIGHT RALLY
POSTPONED

THE Peterborough M.C.'s Night Navigation Rally, which was to be held on 14th/15th February, has been postponed; the new date will be announced as soon as possible.

CLUB FIXTURES

B.A.R.C.—Third Midnight Film Matinée, 13th February, Curzon Cinema, Mayfair, W.1. 11.15 p.m.

Burnhope and D.M.C.—Dance and Presentation of Awards, 13th February, Graves' Cestrian Dance Suite, Chester-le-Street, Co. Durham.

Lancia M.C.—Film Show, 13th February, Grosvenor House Hotel, Kidmore Road, Caversham, near Reading, 8 p.m.

A.C.O.C.—Annual Dinner/Dance, 14th February, Rembrandt Hotel, South Kensington. 6.45 p.m.

Bentley D.C.—Meetings, 14th February, Fox Inn, Bix, near Henley, Oxon., 7.30 p.m.
17th February, Highfield Club, Moseley, Birmingham, 8 p.m.
19th February, King's Head Hotel, Roehampton, London, 8 p.m.

Cemian M.C.—Social Run, 15th February, Start, Crooked Billet, Iver Heath, Bucks, 2.15 p.m.

Bugatti O.C.—Prize-Giving Party, 15th February, Welcombe Hotel, Stratford-on-Avon, 12 noon.

"W.O." Club.—Social Evening, 15th February, Manor Hotel, Yeovil, Som., from 7 p.m.

Aston Martin O.C. (East Midlands).—Film Show, 15th February, Futurist Cinema, Sibley, Leicester.

750 M.C. (Brooklands area).—Third Sunday meeting, 15th February, Sheer House Hotel, 11 a.m.

Northampton & District C.C.—Noggin and Films, 17th February, Queen Eleanor Hotel, 8 p.m.

Cumberland S.C.C.—A.G.M., 17th February, County Hotel, Carlisle, 7.30 p.m.

Singer O.C.—Third Wednesday meeting, 18th February, Ashton's Hotel, Praed Street, Paddington, W.2.

West Essex C.C.—Talk on Monte Carlo Rally, 18th February, Three Jolly Wheelers, Woodford Bridge, Essex, 8.15 p.m.

Thames Estuary A.C.—Noggin and Natter, 18th February, Smack Inn, Old Leigh, 8 p.m.

London M.C.—Third Thursday meeting, 19th February, The Bath House, Dean Street, W.1. 7.30 p.m.

Newry and District C.C. (N. Ireland).—A.G.M. and Film Show, 19th February, Foresters' Hall, William Street, Newry.

Vintage S.C.C.—Third Thursday meeting, 19th February, White Lion, Cobham, Surrey.

Tenby M.C.—Dinner/Dance, 20th February, Royal Gatehouse Hotel, Tenby.

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LOTHIAN FILM SHOW

THE Lothian C.C. are holding their fourth Film Show on 3rd March. Bearing in mind the growing popularity of these events, the Club have booked the Music Hall, George Street, Edinburgh, for this fixture, where there will be room for 1,200. Some films new to Scotland will be included in the programme, and tickets, at 1s. 6d. each, can now be obtained from Messrs. Rae, Mackintosh & Co., Ltd., of 39 George Street, Edinburgh, from J. A. Dick Peddie, 21 Melville Street, Edinburgh, or from Dan McKay, 7 Rutland Square, Edinburgh. The show commences at 7.45 p.m., and should conclude at around 10.30 p.m.

SELECTION COMMITTEE FOR BLACKWATER TRIAL

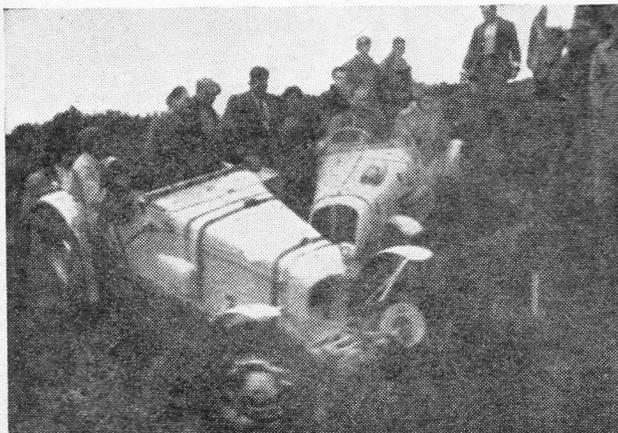
ANOTHER club to investigate the possibilities of non-damaging trials is the Hants & Berks M.C., who have chosen a relatively easy course for their seventh annual Blackwater Trial, starting at 12 noon from the New Inn, Eversley (Reading/Blackwater Road, A327), on Sunday, 8th March. Entries will be considered by a selection committee, who may ask the more experienced trials drivers to handle cars which are not particularly suitable. There will be classes for both open and closed cars, and entries should reach the secretary of the meeting, M. D. Chamberlain, 8 Worsley Road, Frimley, Surrey, not later than 2nd March.

* * *

R.S.A.C. FILMS

THE film show in the Green Room of the Royal Scottish A.C. on 6th February proved a very good night's entertainment indeed. Films ranged from the first-class Esso productions of last year's British Grand Prix at Silverstone and the exciting classic for two-wheelers, the Isle of Man T.T. race, to the colourful Sunbeam-Talbot epic of last year's Monte Carlo Rally and the Wakefield movie of the R.A.C.'s International Rally of 1952. Making its premier appearance in Scotland was the new Esso film of last year's Rest-and-Be-Thankful speed hill-climb.

A copy of this film was presented to the Club by Ian G. Brackenridge and J. A. Boyne at a small cocktail party before the show and there can be no doubt that Esso have made a grand job of this R.S.A.C. event. Every worth-



CAMERA CRASH: Reader Arthur Hay, of Alton, Hants, inadvertently produced this realistic-looking mix-up by taking two pictures on the same piece of film, during the recent Southsea M.C. Team Trial.



BACK ROOM GIRLS: Probably discussing bouncing problems at a recent trial are (l. to r.) Pamela Rumfit, Kath Harrison and Peggy Phillips.

while incident has been captured—the spectacular record-breaking climbs of Ken Wharton in the Cooper and the E.R.A., the dashing performances of Jimmy Gibbon and Ian Hopper in their Specials, the misfortunes of Australian Hill-Climb Champion "Leadfoot" Martin in his Cooper and the gallant challenge made by Dennis Poore in his famous Alfa Romeo. These things, coupled with the excellent colour and the magnificent scenery of the film, make it one that should not be missed.

CHILTERN C.C. DINNER/DANCE

ON Friday, 6th February, the Chiltern Car Club Dinner and Dance was held at the Bull Hotel, Gerrards Cross. Over 200 members and their guests enjoyed a first-class dinner. Many well-known motoring personalities were present including Mr. John Heath, Mr. and Mrs. Barclay Inglis and Mr. and Mrs. Clayton, who were guests of the club. During the dinner, the President of the club,

Viscount Curzon, proposed the toast to the Queen. The toast to the President of the club was proposed by Mr. John Heath of H.W.M. fame. Viscount Curzon replied to the toast, making a very humorous speech mentioning, amongst other things, the success of the club members at the Eight Clubs' Silverstone meeting and the outing for patients from Stoke Mandeville Hospital. The toast to the guests was proposed by Mr. Peter Jackson, and was replied to by Mr. Clayton who spoke on behalf of the guests. At 10 p.m. Lady Curzon presented the prizes, the principal award winners being:—

- Stratham Trophy:** D. M. Blakely.
- Members' Cup:** P. Jackson.
- Dave Cup:** N. H. Overton.
- Tourist Trophy:** R. A. Forster.
- Brooklands Trophy:** P. A. Barden.

* * *

BRAID TROPHY RALLY

ON the 28th February/1st March the Rhyl & D.M.C. are holding their annual Braid Trophy Rally, starting at Braid's Garage, Colwyn, at 9 p.m., with the final check at the Marine Hydro, Rhyl. This is a closed event open to members of the club only and will be approximately 210 miles in length. Entry forms can be obtained from Glynne Edwards, "Englefield", Russell Road, Rhyl, the secretary of the meeting.

* * *

MERC. CLUB SOCIAL RALLY

A MEMBERS' Social Evening of the Mercedes-Benz Club will be held at the King's Arms Hotel, Lion Gate, Hampton Court, Middlesex, on Saturday, 21st February, from 7 p.m. The King's Arms Hotel is situated close to the Lion Gate opposite Bushy Park entrance on A308 Kingston-Staines Road (Hampton Court Road).

AUTOSPORT

CLASSIFIED ADVERTISEMENTS

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CARS FOR SALE

A.C.

1950 (Nov.) A.C. sports tourer, 20,000 miles, Naples blue, perfect condition, carefully maintained.—BECKenham 0367.

1933 A.C. sports two-seater drophead coupé. Excellent condition throughout. A car for the enthusiast. £65 deposit. £125 cash.—Peter Brown Automobiles, 2 and 6 Bromley Hill, Bromley, Kent. RAVensbourne 6105 and 4812.

ALFA ROMEO

ALFA ROMEO 1,750 s/c. 4-seater tourer 1930. Exceptional condition, good all-weather equipment and tyres. £285.—Box 1017.

ALLARD

RICHARDS AND CARR, always best value. 1947 Tourer 4-str., extremely smart, excellent condition

1950 Saloon, wonderful bargain . . . £350
35 Kinnerton Street, London, S.W.1. SLOane 5424.

ALVIS

1947 ALVIS 14 h.p. foursome coupé, exceptionally nice condition.—Telephone Mayfair (London) 3680.

1931 ALVIS 12/50 Sports in good running order, very good tyres. £120 or near offer.—John Trigg, Ltd., Esher 1234.

1935 S.F. Silver Eagle 4-str. tourer in B.R.G. Ex. cond. and perfect. £180.—68 Woodfield Drive, East Barnet.

AUSTIN

AUSTIN 7 2-seater by Sandall Motors, very attractive body, sprayed Pacific green, 100 per cent. reliability, excellent performance, really wonderful road holding, regd. July '51, £95, exchange larger. Also breaking 7, all parts cheap.—Bastow, 127 Camden Road, Camden Town, N.W.1.

BRISTOL

FOR SALE.—BRISTOL type 400, good condition. £1,000 for quick sale.—Box 1013.

B.S.A.

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

CRASHED '38 Scout, damage confined to rear end. May be inspected Manchester.—Box 1011.

CITROEN

RICHARDS AND CARR, always best value. 1948 Light 15 de luxe saloon, black . . . £495
35 Kinnerton Street, London, S.W.1. SLOane 5424.

DELAGE

DELAGE. D.I.S.S. 2-litre two-seater, 30 m.p.g. 80 m.p.h. Engine 4,500 miles. Numerous spares and engine. £130 or offers.—Box 1021.

DELLOW

FOR SALE. Dellow, November 1950, in excellent condition, several modifications; 12,000 miles. £425.—191 Leigh Road, Leigh-on-Sea, Essex. Phone: Leigh 77930.

1950 (June) DELLOW, peony red, fitted Wade blower, spares include twin-carb manifold, c/r. gears, etc. Excellent condition. £365 or part exchange, preferably for Minor or TC.—Barnet 5134.

FERRARI

1952 Model 4.1 FERRARI America

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This car has done 8,000 miles only in skilled hands and the whole car is in spotless condition throughout. This car cost approximately £9,000 in March.

Offers to Box 1009.

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MAYFAIR GARAGES, LTD. Fully reconditioned S/E Fiat 500 engine now available for immediate delivery. 1937-1948. £45.—Balderton Street, Mayfair, W.1. Mayfair 3104/5.

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1934 Frazer-Nash, T.T. Replica, Meadows engine; recently reconditioned, green. £225.—M. Goodwin, 32 Compton Crescent, Chessington, Surrey.

FRAZER-NASH/BMW

FRAZER-NASH/BMW type 328 Grand Prix 2-seater. This 1939 ex-Fane car has been maintained in splendid condition. Speedometer reading only 19,000 miles. Our customer will consider offers around £750.—James H. Galt Ltd., 52 Woodlands Road, Glasgow, C.3. Phone: Douglas 7598.

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1951 CONVERTIBLE, 25,000 miles, one owner, £585, terms available, exchange with cash for XK.—Rudds, Central Station, Worthing 4635. Evenings, Rustington 170.

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£165 1935 **S.S. 12** h.p. 4-seater tourer, first-class runner.

£125 1933 **RILEY 9** Gamecock 2-seater, original.

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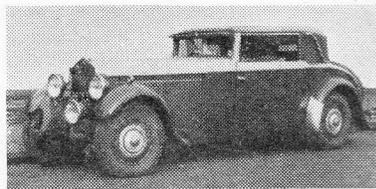
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A man lived by the side of the road and sold hot dogs.

He was hard of hearing and he had no radio.

He had trouble with his eyes so he read no newspapers.

But he sold good hot dogs.

He put up a sign on the highway telling how good they were.

He stood by the side of the road and cried: "Buy a hot dog, Mister."

And people bought.

He increased his meat and bun orders.

He bought a bigger stove and his trade grew.

He got his son home from college to help him.

But then something happened.

His son said, "Father, haven't you been listening to the radio?"

There's a big depression on.

The European situation is terrible.

The domestic situation is worse."

Whereupon his father thought, "Well, son has been to college.

He reads the papers and he listens to the radio, and he ought to know."

So the father cut down on his meat and bun orders.

Took down his advertising signs

And no longer bothered to stand on the highway to sell hot dogs.

And his hot dog sales fell almost overnight.

"You're right, son," the father said to the boy.

"We are certainly in the middle of a great depression."

19,000 INSTRUCTION MANUALS.—Sale-Exchange-Loan. Enquiries, stamped envelope. Manuals bought for cash.—G. A. Final, 15 Nashleigh Hill, Chesham, Bucks.

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(Continued overleaf)

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£65 **M.G. Midget sports**, a pretty one.

£175 **RILEY Merlin special series 9 h.p. saloon**. This car is in beautiful condition in every way.

£140 **VAUXHALL 14 special 4-door d/h coupe**, 2 owners from new, in original beige cellulose, extremely clean.

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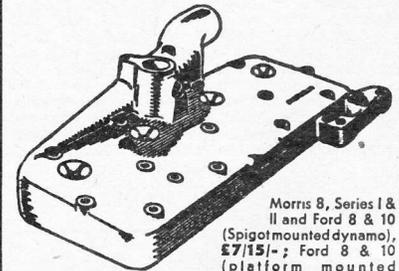
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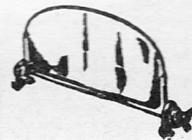
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