

# AUTOSPORT

OCTOBER 23, 1953

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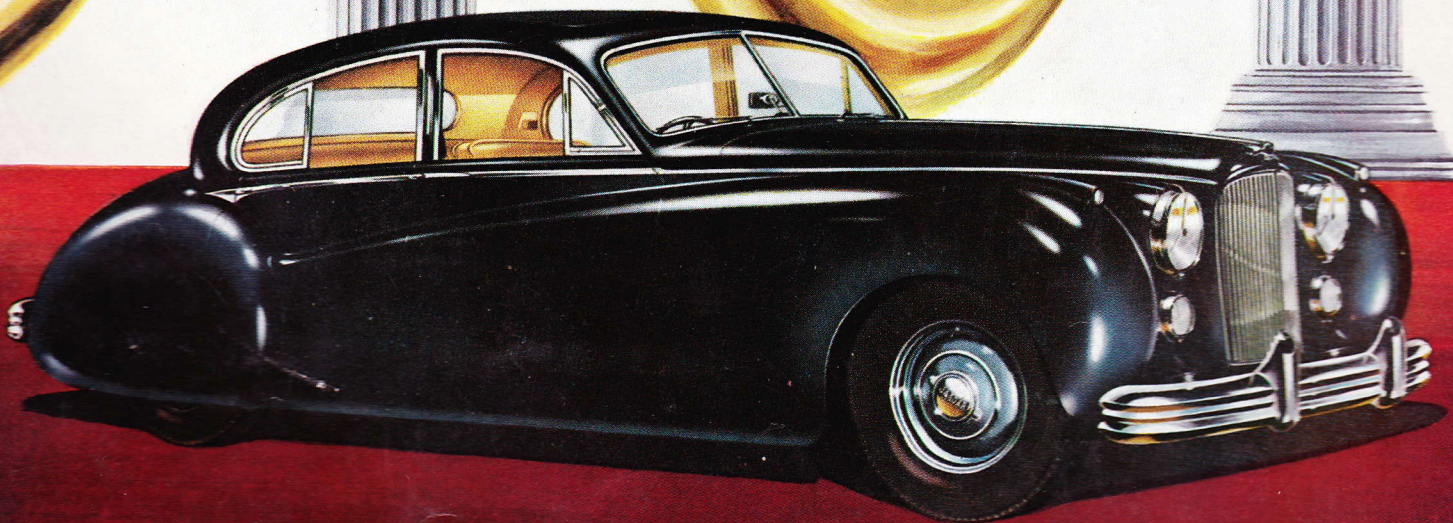
EVERY FRIDAY

Vol. 7 No. 17

BRITAIN'S MOTOR SPORTING WEEKLY

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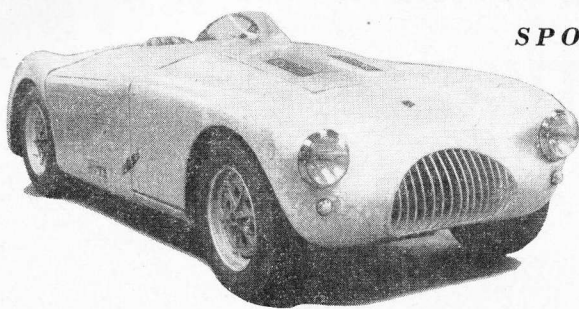
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Eritrea	Nigeria	Tripolitania
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French Morocco	Rhodesia (Southern)	Union of South Africa



# SUCCESSES IN 1953 INCLUDE . . .

## SPORTS CAR



### 500 c.c. RACING CAR

Formula III "Daily Express"  
Silverstone (May 9). 1st D. Parker

"Daily Telegraph" Brands Hatch. 1st D. Parker

Half-Litre Club. 2nd 100-mile race Silverstone  
1st J. F. Westcott

Goodwood. 1st D. Parker

Prescott. Fastest 500. D. Boshier-Jones

Castle Combe. 1st D. Parker; 3rd A. Loens

Brands Hatch Championship.

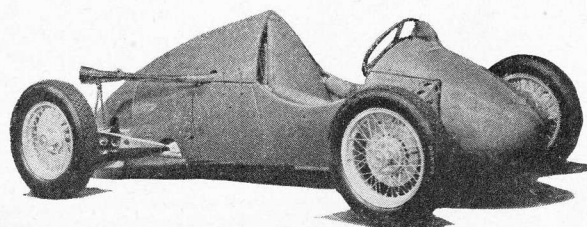
1st D. Parker (and lap record)

Portuguese Grand Prix. 2-litre  
class. 1st J. C. C. Mayers  
2nd T. Line

British Empire Trophy. 1500 c.c. class.  
1st Pat Griffith

Brighton Beach Trophy U.S.A. 1500 c.c. class.  
1st A. E. Goldsmith

Castle Combe. 1500 c.c. class. 1st J. C. C. Mayers



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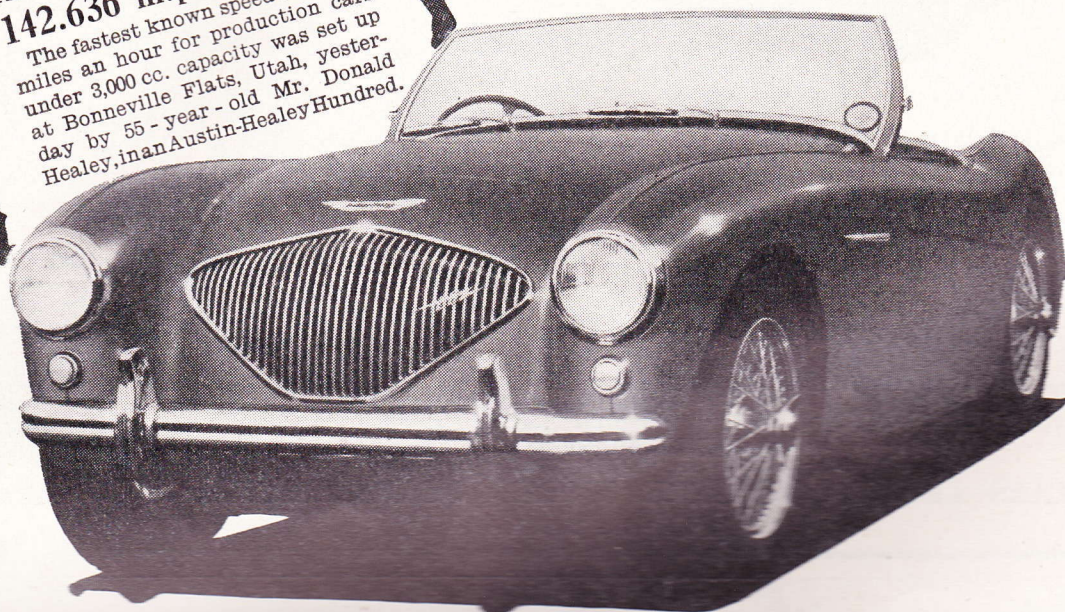
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# See the record-smashing AUSTIN-HEALEY 100 on STAND 113

**Austin-Healey 100 does  
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The fastest known speed of 142.636  
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under 3,000 cc. capacity was set up  
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Healey, in an Austin-Healey Hundred.



FROM any point of view the Austin-Healey Hundred is a brilliant car.

At the Bonneville Salt Flats, Utah, U.S.A., in September, it gave ample proof of its terrific performance by recording a new world speed for a production car under 3,000 cc. capacity of 142.636 m.p.h. along with many new Stock Car, National and International records.

In appearance it has a modern aerodynamic body with compact, snug seating accommodation for two, plus a large rear luggage compartment.

Powered by the record-smashing A90 engine it has a three-speed synchromesh gearbox with overdrive, giving in effect a five gear ratio. The suspension, brakes and steering are all superbly designed and balanced.

For the skilled motorist who wants the exciting thrill of motoring fast, the Austin-Healey Hundred has everything.

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**—LEADING THE WORLD IN SPORTS CAR PERFORMANCE**

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Twelve Hours (1,474.9 miles) at 122.913 m.p.h.

2,000 miles at 123.03 m.p.h.

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(Subject to official confirmation)

### AUSTIN-HEALEY AWARDS

- 1 **Grand Prix**—International Motor Sports Show, New York, N.Y. "International Motor Sports Show Car of 1953."
- 2 **Grand Prize**—Sportscar Club of America, Pebble Beach, California.
- 3 **Gold Medallion** in design, International Motor Sports Show 1953, New York, N.Y.
- 4 **Grand Premium Award**—1953 Motor World's Fair, Miami, Florida.



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# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 7 No. 17

October 23, 1953

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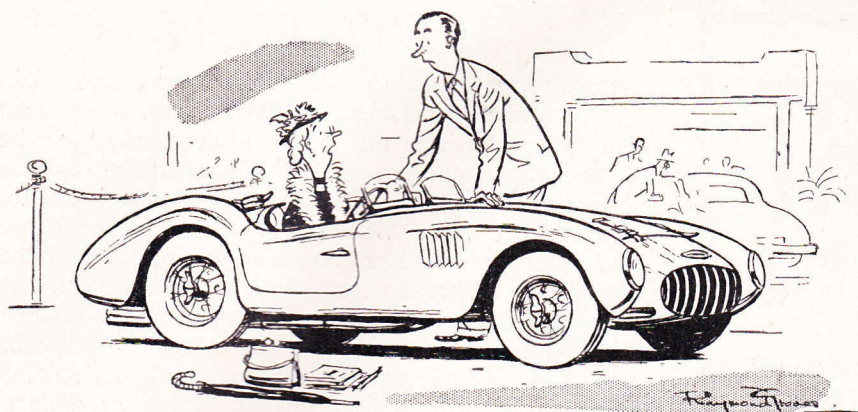
## EDITORIAL

WHEN one examines the latest sports and high-performance machines at Earls Court, one cannot fail to appreciate the great achievements of the components and accessories manufacturers in the Industry, and how much depends on competitions for development work. Without the specialized knowledge and resources of these concerns, it would be quite impossible to produce modern high-performance cars as an economic proposition. Also, without the support of the firms concerned, organized racing could not be undertaken by any car manufacturer. The safety and reliability of modern tyres, wheels, brakes and linings, electrical equipment, radiators, all types of springs and so on, are factors which are too apt to be taken for granted. Behind the production of the components used on every car, lie superbly-efficient organizations, with, in many cases, a separate competitions department working in close liaison with factory technicians. The sensational Girling-Dunlop disc-brake, due to be produced for private cars in the future, is an outstanding example of development through competitions. In this case, brake technical experts worked closely with B.R.M. in formula racing, and Jaguar in sports car events, to obtain all possible data relating to the behaviour of the disc-brakes under all possible conditions. Prominent in the "galleries" are firms whose connections with competitions work, and in the production of high-performance cars, is a by-word: Lucas, Newton, Woodhead-Monroe, Armstrong, SU, Solex, Zenith, Terry, Salter, K.L.G., Champion, Lodge, Laystall, Smith's, Lockheed, Girling, Mintex, Ferodo, Vandervell, Servais, Burgess, Timkin, Hoffmann, Hepolite, Wellworthy, AC-Sphinx, Pirelli, Avon, Dunlop, Borg and Beck—these are names familiar to all interested in the fine workmanship which goes into the making of the very fast cars of today.

\* \* \*

ON the eve of Earls Court came very good news indeed. Driving British-built Jaguars in International rallies, Ian and Pat Appleyard of Leeds have won the first European Touring Championship, instituted by the F.I.A. Theirs was no easy victory. Fierce competition came from Germany in the shape of racing drivers Polensky and Schluter, who, in their desire to feature on top in this new championship, drove no fewer than three types of production car, namely, Porsche, Fiat and Lancia. It says a great deal for the performance of the 3½-litre Coventry-produced machine, that the Appleyards were able to carry off this coveted award without having to consider whether or not their powerful cars would be suitable for the varied types of event for which they entered. No one can deny that this crew must be acknowledged as being the most successful of all British entries in International rallies, and, by their efforts, Jaguars can now claim the proud title of building the car driven by the European champions. All that remains now is for Mr. Lyons's concern to go all out to consolidate victory in the 1953 sports car championship, by adequate representation in the forthcoming Pan-American race, starting on 19th November.





"And what is the b.h.p. at 4,000 r.p.m.—supposing she can reach four thou. without coming apart at the seams. . . . Can one drift her O.K.? . . . Any oversteering tendencies?"

## PIT AND PADDOCK

**N**EXT week's issue will contain a stand-to-stand report of Earls Court, by John Bolster.

**A**URELIO LAMPREDI's first article for AUTOSPORT will appear in the issue of 6th November.

**A**LFA ROMEO are said to have developed a small-capacity version of the "1,900". Nicknamed the "Julietta" this twin-o.h.c. sports car is intended for the dollar market in the under 1,500 c.c. category.

**P**AN-AMERICAN LATEST—Jean Behra will be competing with a 3-litre Gordini, Rosier with a Lago-prepared 4½-litre Talbot, and Jacques Péron, Tour de France winner, with an Osca.

**P**ETER GAMMON lapped the Silverstone Club circuit 2 secs. faster than he has ever done during the North Staffs race-meeting. His M.G. was equipped with the latest Laystall-Lucas alloy cylinder head.

**N**ATURALLY, the Show and show features crowd out many of our regular features, including Correspondence, and many reports of topical events. These will be resumed as soon as "Show Fever" subsides.

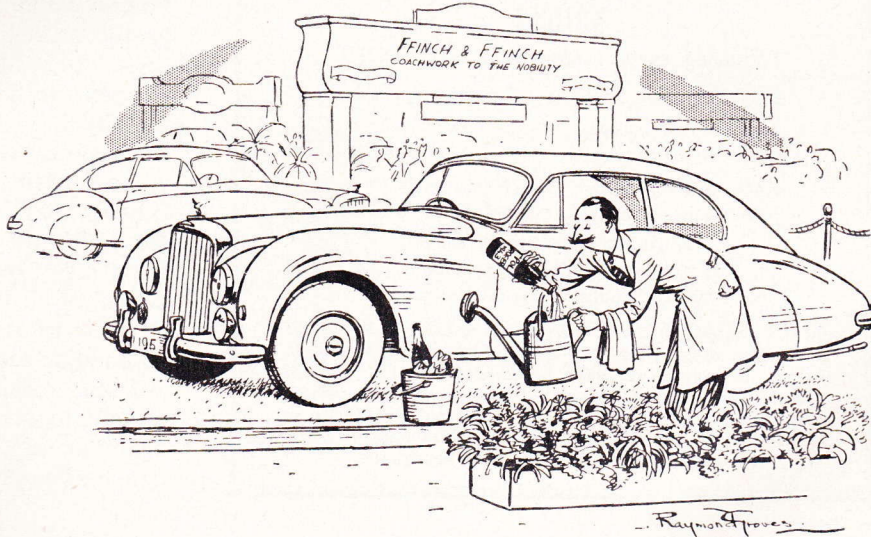
**S**TORY of the Show: "Boy, was I out with a super dame last night; asked her if she was in favour of necking; she said O.K. so long as I had the top down so's she could see the moon and stars. So, after two hours I got the top down . . . pity I hadn't a convertible!"

**EUROPEAN TOURING CHAMPIONS:** Ian and Pat Appleyard (Jaguar), by achieving second place in the Lisbon Rally, became first holders of the European Touring Championship.



**F**ORD present a special version of the Zephyr, named "Zodiac", for competition-minded folk. The car is based on the Monte Carlo Rally-winning machine.

**T**wo of the very latest Ferraris will be on view at Grosvenor House Garage, Reeves Mews, off Park Lane, during the period of the Motor Show.



**G**EOFF WARD, motor-cycle motocross Champion of Great Britain, has bought a Cooper "500" for racing next year.

**T**HE Monaco Grand Prix will not be held in 1954 as rumoured.

**VISIT "AUTOSPORT" ON STAND 60**

**Y**OU will find much to interest you, including a large selection of photographs of every phase of motoring sport. Make "Autosport" your meeting place—the stand is right beside the racing car exhibits. Famous drivers will be there from time to time—watch our notice board for details of times.

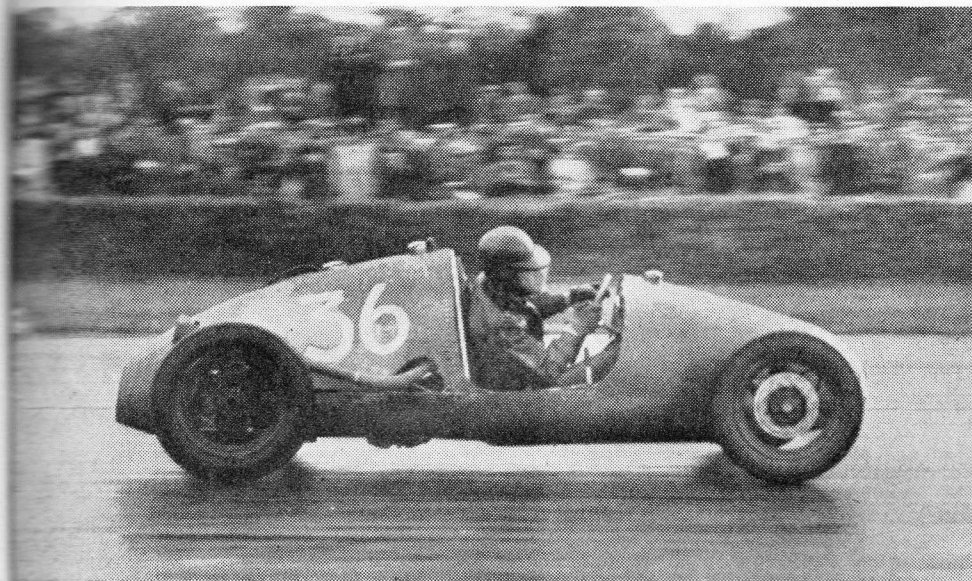
When you come to see us, don't forget to sign our Visitors' Book.



★  
(Right) Don Parker (Kieft), winner of the 1953 "Auto-sport" £200 British 500 c.c. Drivers' Championship.



★  
(Below) Winner of the "Auto-sport" Non-Series - Production Car Award, Ken Smith (Smith 500).



## SPORTS NEWS

### INTERNATIONAL HILL-CLIMBS, 1954

#### Provisional Dates

May 16th.—Planfoy, France (R, S, T). 23rd.—Val de Cuch, France (F3, S, T). 27th.—St. Baume, France (F3, S, T). 30th.—Mont Ventoux (F3, S, T).

June 12th.—Shelsley Walsh (R, S). 13th.—Parma-Poggio di Bereto, Italy (R, S, T). 26th.—Bo'ness, Scotland (R, S). 27th (or 29th).—Chiusa-Forte, Italy (S, T). 27th.—Grossglockner, Austria (S, T).

July 3rd.—Rest-and-be-Thankful, Scotland (R, S). 11th.—Rheineck-Walzenhausen-Lachen, Switzerland (R, S, T). 18th.—La Rochette, France (R, S, T). 22nd.—Bouley Bay, Jersey (R, S). 25th.—Aosta-Grand St. Bernard, Italy (R, S, T).

August 1st.—Megève, France (S, T). 8th.—Col Bayard, France (R, S). 8th.—Kesselberg, Germany (R, S). 29th.—La Faucille, France (R, S, T).

September 12th.—Prescott (R, S). 19th.—Catania-Etna, Sicily (S, T).

### 1954 INTERNATIONAL FORMULA 3 RACES

#### Provisional Dates

March 7th.—Bollnäs Ice Meeting, Sweden. April 19th.—Goodwood Meeting. 25th.—Coupes de Paris, Montlhéry.

May 1st.—Brands Hatch. 1st/2nd.—Circuit of Marseilles. 9th.—Finnish G.P. Meeting, Helsinki. 12th.—Tampere Meeting, Finland. 15th.—Silverstone Meeting. 16th.—Lappeen Meeting, Finland. 23rd.—Eifelrennen, Germany. 27th.—Avusrennen, Germany. 30th.—Circuit de Loiret, France.

June 7th.—Dutch G.P. Meeting, Zandvoort. 20th.—Prix de Picardie, France. 27th.—Circuit of Bressuire, France.

July 4th.—Circuit of Castello, Italy; Circuit of Montauban, France. 8th.—Circuit of St. Helier.

Jersey. 11th.—Comminges G.P., France. 14th.—Circuit of Sables d'Olonne; Circuit de Mazagan, France. 17th.—British G.P. Meeting, Silverstone. 17th/18th.—Falkenberg Meeting, Sweden. 18th.—Circuit of Porrentruy, Switzerland.

August 1st.—G.P. of Europe Meeting, Nürburgring, Germany. 2nd.—Brands Hatch. 7th.—Oulton

Park Meeting. 14th.—Snetterton Meeting. 29th.—Circuit of Wittelsheim, France.

September 4th/5th.—Skarnack Meeting, Stockholm, Sweden. 5th.—Circuit of Salon, France; Grenzlandring Meeting, Germany. 18th.—Crystal Palace Meeting. 19th.—Karlskoga Meeting, Sweden. 25th.—Circuit of Agen, France.

October 2nd.—Charterhall Meeting, Scotland.

### 1954 INTERNATIONAL RALLIES

January 18th/27th.—Monte Carlo Rally.

February 6th/7th.—Criterium Neige et Glacé, France. 6th/7th.—Rallye des Routes du Nord, France. 22nd/28th.—Sestriere Rally, Italy.

March 3rd/7th.—Paris-St. Raphael Rallye Féminin. 9th/14th.—R.A.C. Rally of Gt. Britain. 18th/21st.—Lyons-Charbonnières Rally, France.

April 2nd/4th.—San Remo Ladies' Rally, Italy. 12th/16th.—Rallye Soleil-Cannes. 18th.—Nantes Rally, France. 25th/May 2nd.—Tulip Rally, Holland. 30th/May 2nd.—Tour of Algeria.

May 8th/17th.—Rallye Pan-Méditerranée, France. 28th/30th.—Acropolis Rally, Greece.

June 3rd/6th.—Travemünde Rally, Germany (or Wiesbaden Rally). 5th/6th.—Circuit of the Vosges, France. 7th/11th.—Scottish Rally. 11th/13th.—Venetian Rally, Italy. 12th/13th.—Austrian Alpine Rally. 16th/20th.—Rally of the Midnight Sun, Sweden. 18th/20th.—Dauphiné Rally, France. 23th/27th.—Wiesbaden Rally (Germany) or Travemünde Rally.

July 1st/4th.—Dax Rally, France. 9th/16th.—French Alpine Rally. 27th/1st August.—Evian-Mt. Blanc-Megève Rally, France.

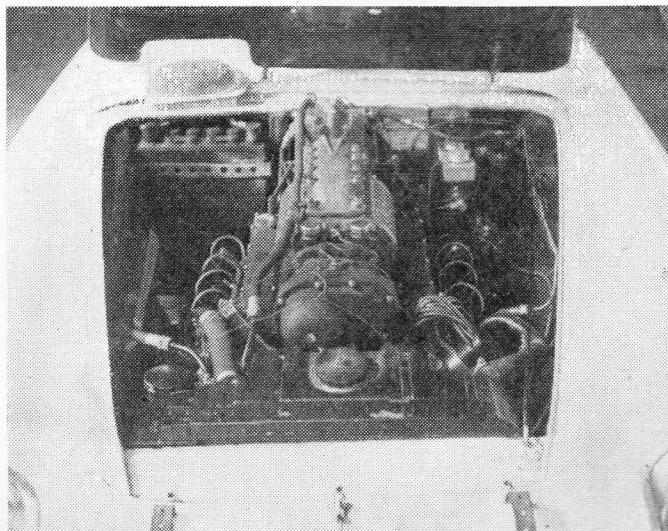
August 18th/22nd.—Liège-Rome-Liège, Belgium. 23rd.—Rally of the Styrian Mountains, Austria.

September 1st/6th.—Tour de France. 10th/13th.—Viking Rally, Norway. 14th/19th.—Three Nations Rally, Germany. 17th/18th.—Torch Rally, Holland. 17th/19th.—Balkan Rally, Greece. 19th.—Tyrolean Alps Rally, Austria. 27th/October 3rd.—Tour of Italy.

October 23rd/24th.—Tour of Belgium. November (first week).—Rally of the Snows, Switzerland. 27th/30th.—Great Mountain Rally, U.S.A.

December 1st/5th.—Lisbon Rally, Portugal. 13th/17th.—Rally of Morocco.

★  
Engine of the V8, super-charged, 150 m.p.h., 2.8-litre Pegaso, in the car tested by John Bolster. It has four overhead camshafts. (See report on page 542.)

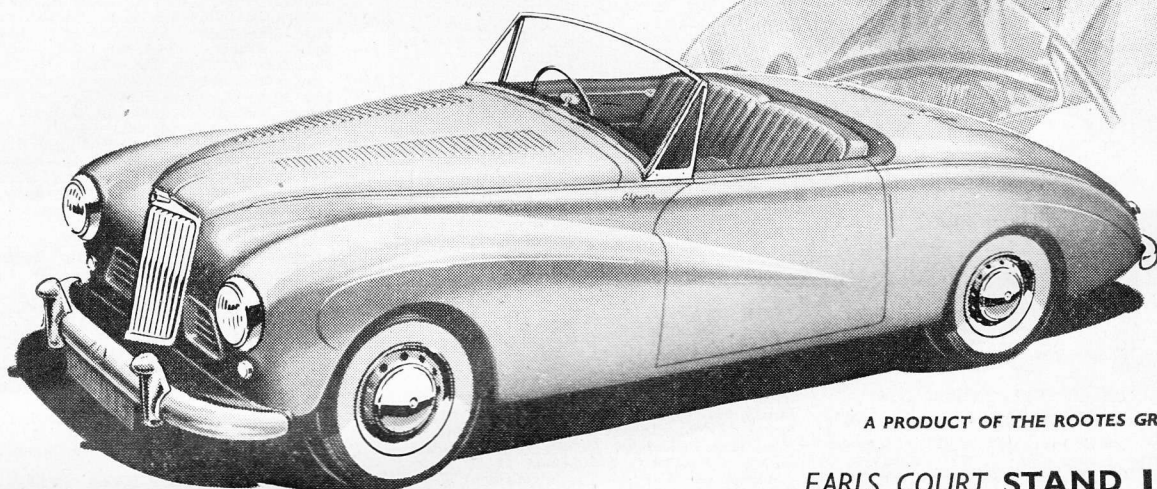


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*- at the very first attempt!*

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**SUNBEAM**  
**ALPINE**



A PRODUCT OF THE ROOTES GROUP

**EARLS COURT STAND 134**

The Sunbeam Alpine 2-seater won no less than *four* Coupes des Alpes in the perilous and back-breaking 1953 International Alpine Trial. Miss Sheila Van Damm was also awarded the Coupe des Dames, for which no lady has qualified since 1939. This was a triumphant

debut, following officially timed tests at over 120 m.p.h. Based on the highly successful Sunbeam-Talbot, this great new car, with its glorious lines, indomitable stamina, and really *terrific* performance, is the biggest motoring sensation for years. Now available on the home market—consult your distributor or dealer to-day

*White-wall tyres and over-riders optional extras*



**SUNBEAM ALPINE**  


---

**SUNBEAM-TALBOT**





# HIGH PERFORMANCE CARS FOR 1954

A Brief Review of Sporting Cars, High Performance Machines and Vehicles which can be used in Competitions

THE Motor Show is the mecca of all who are interested in high-performance and sports cars, and many thousands of enthusiasts make the annual pilgrimage to the exhibition, not only to order new cars, but to tell their friends back home what is happening in the automobile engineering world. The impressions of these visitors may have far-reaching effects on the sale of particular models, and that is why, each year, manufacturers are anxious to display their latest models to the best possible advantage.

Earls Court is, in effect, a static competition between manufacturers. By housing varied types of car under one roof, advantages and disadvantages of this and that vehicle can be compared. Any concern which can "steal the show" gains tremendous publicity, and one recalls the first sensational appearance of the XK 120 Jaguar, and the Austin-Healey "Hundred", both of which were Motor Show sensations, and became best-sellers in the sports car market all over the world.

British manufacturers can look for-

ward to another year of good business; a Ford Zephyr won the Monte Carlo Rally outright, and a Jaguar the Le Mans 24 Hours race. Both of these events are highly publicized, and in winning them, the firms in question have accomplished a great deal for British automobile engineering prestige, as well as ensuring full order books for their own products. Aston Martin and Bristol have struck telling blows for the more expensive, and mainly hand-built high-performance car, the former by its wins at Goodwood and the Tourist Trophy, and the latter by its excellent results at Rheims and in recent International Class E record-breaking. Meanwhile the ubiquitous M.G. Midget continues to be the world's best-selling sports car, and Sir John Black's interesting 2-litre Triumph is getting into full production.

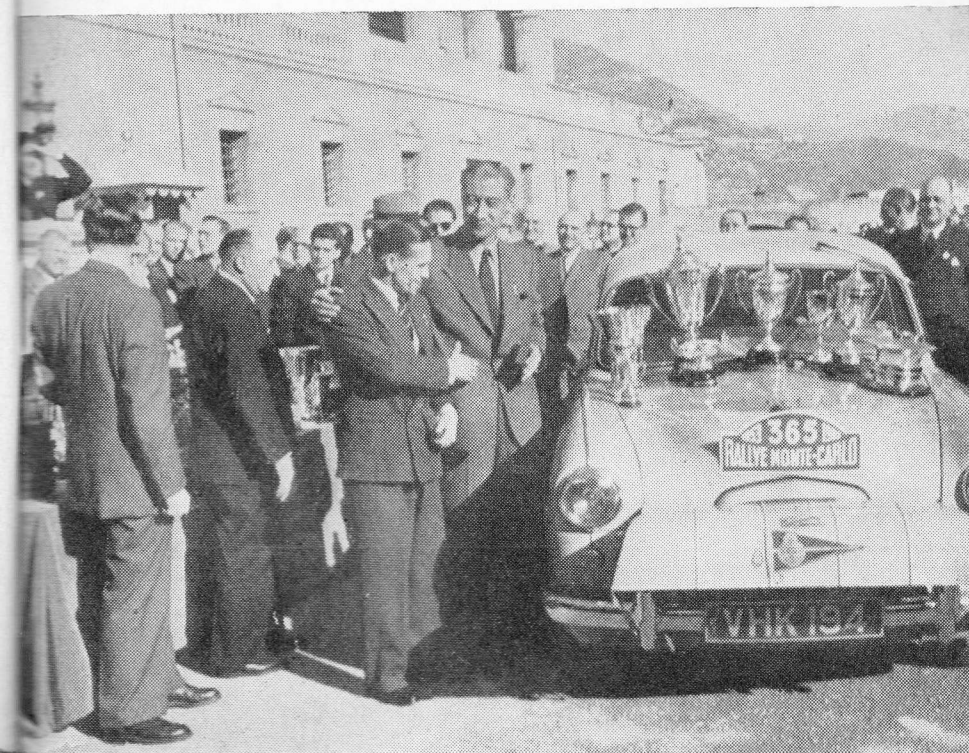
An exciting prospect at Earls Court is the new A.C. Ace. For more than three decades the Thames Ditton concern have produced quality cars powered by the well-tried, single-o.h.c., six-cylinder 2-litre engine. During the 'thirties, competition two-seaters were built, but since the Hitler War, the company has concentrated on more or less sedate and conventional semi-sports cars. Indeed,

(Continued on page 525)

## PRESTIGE PERFORMANCES

(Top) The C-type Jaguar which, driven by Tony Rolt and Duncan Hamilton, won the Le Mans 24 Hours Race.

(Left) Maurice Gatsonides and Peter Worledge at the prize-giving ceremony with their Monte Carlo Rally-winning Ford Zephyr.







*We've got a date with*

*the New Standard Eight*

*on Stand 168*

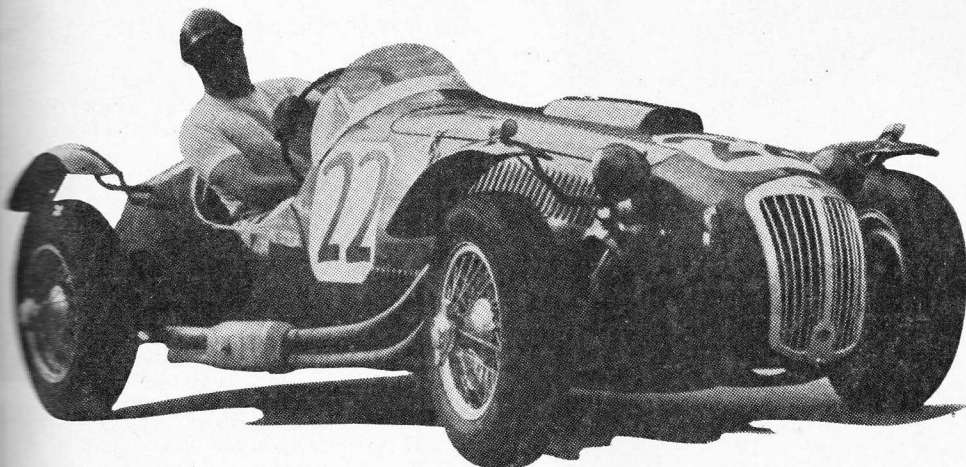
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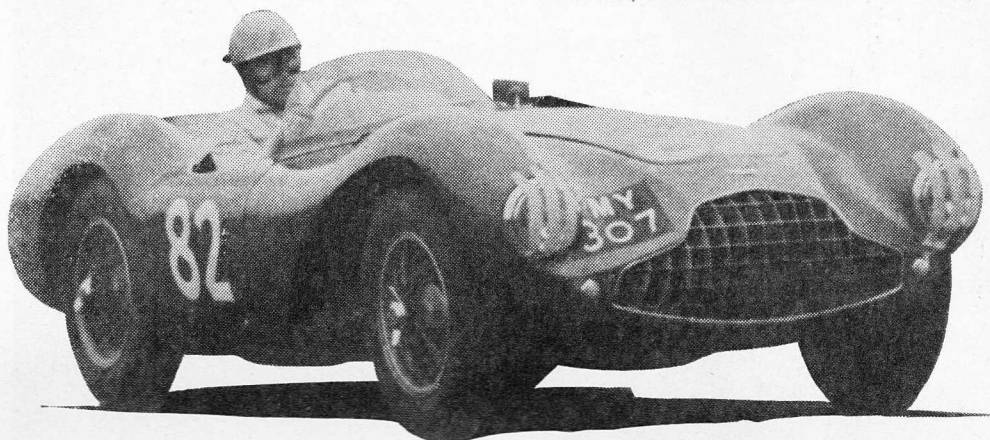


#### High Performance Cars for 1954—cont.

it is one of the few concerns which still produce non-i.f.s. machines.

Now the A.C. people have gone the whole hog; the new A.C. Ace is based unashamedly on a very successful sports-racing car, the Tojeiro, and it has a tubular chassis and independent suspension all round. Powered by the 85 b.h.p. six-cylinder engine it should quite easily be a 100 m.p.h. two-seater, and, weighing around 15 cwt., it should possess excellent acceleration. Produced primarily as a fast road car, it will undoubtedly be used as a competition machine, probably leading to even more development in the engine department.

The Bristol engine has resulted in the production of several extremely successful 2-litre sports cars, including the aircraft concern's own range of very fine machines. Competitions have caused extensive development work, and Bristol engineers have not been slow to take full advantage of the racing experience of Cooper-Bristol, Frazer-Nash, and more recently, their own Type 450 coupé. The 403 saloon has already gained an enviable reputation for performance-with-luxury; the 404 coupé made a most successful début at the Paris Salon. These two superbly-built cars will ensure that the productive capacity of the car division of the Bristol



Aeroplane Co., Ltd., will be taxed to the utmost.

Frazer-Nash have gained a great name in competitions, and these hand-built, 2-litre cars have achieved a long list of successes in every conceivable form of motoring sport. The smart little coupé which did so well at Le Mans, is now in production, in addition to the open cars which form the backbone of the 2-litre class in British sports car racing. The Frazer-Nash engine is a highly-developed version of the Bristol, but the

concern is also known to be experimenting with a high-output, six-cylinder 3-litre power-unit.

The Cooper-Bristol sports-racing car will not be seen at Earls Court, but the Surbiton folk will have one of their 1953 Formula 2 cars in the racing section, and there are many points of similarity in both types.

The 2-litre Triumph is by far the

**NOTED COMPETITION CARS:** (Left) The Le Mans Replica Frazer-Nash, a favourite with sports car racing drivers.

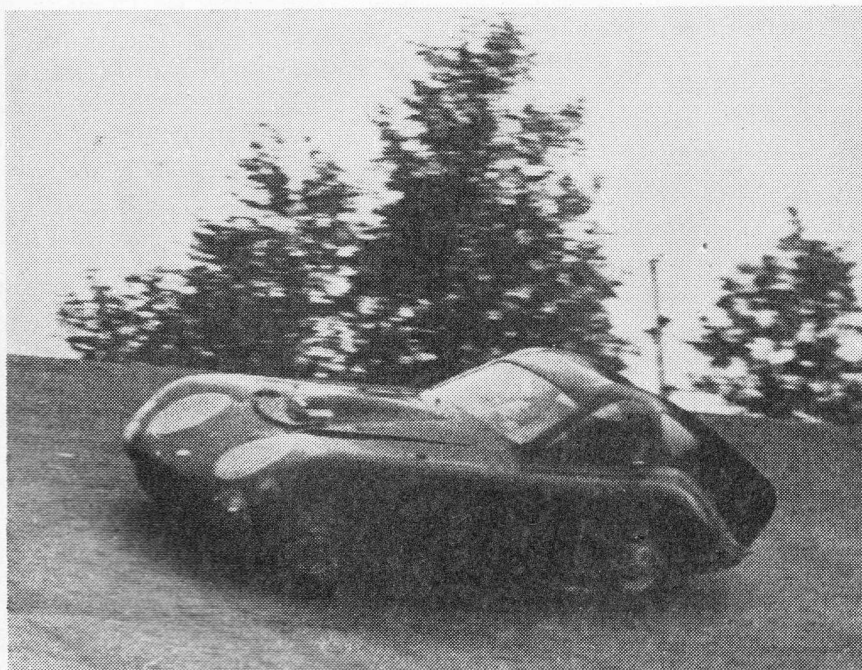
(Below) Many victories were scored during 1953 by the DB3S, 3-litre Aston Martin.

lowest-priced 2-litre sports car on the market, and it has been considerably modified and improved since its last-minute appearance at the 1952 show. Powered by a much-developed version of the Vanguard engine, it was inspired by the performance of that remarkable little machine, Ken Rawlings's "Buttercup", and caused the Triumph engineers to design a completely new high-performance car, utilizing the same power-weight formula, but concentrating on a roadworthy sports car rather than a specialized competition machine. The Triumph is undoubtedly a very rapid little machine, as was proved earlier this year on the Jabbeke-Aeltre motor road, where Ken Richardson achieved a timed mean speed of over 120 m.p.h. It has excellent acceleration, good handling properties, and is a complete departure from more or less accepted Triumph-Standard practice.

Allards continue their powerful, competitions-bred V8s, but the London company is now getting fully into its stride in the production of the Palm Beach. So far, few of these cars have been seen in competitions, but Dennis Scott has done extremely well with his machine. The Palm Beach has a first-class reputation for steering and road-holding, and is a useful performer powered either by Consul or Zephyr engines. It has gone over well in U.S.A., where practically the entire production of the Allard Motor Co., Ltd. has been earmarked since its introduction.

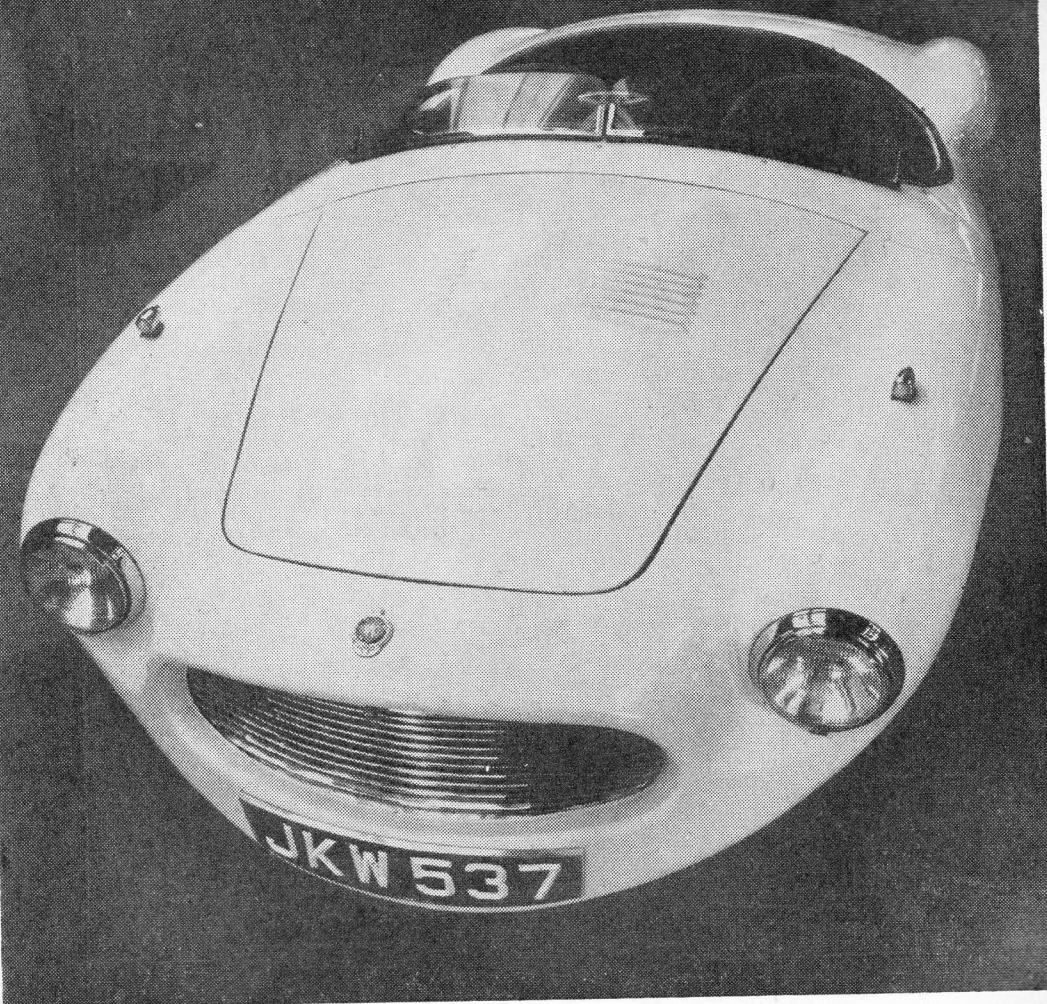
Armstrong-Siddeley, after concentrat-

**RECORD-BREAKER:** The type 450 Bristol, a prototype sports-racing coupé, at Montlhéry during recent successful attacks on International Class E records.





**PLASTIC:** The startling-looking 1½-litre, "flat-four" R4 Jowett Jupiter, first British production car to have a body made from plastic materials.



ing post-war production on fairly sedate cars, brought out the exciting 3-litre Sapphire at last year's show. The machine was an immediate success and is now available as a more powerful two-carburettor vehicle having excellent all-round performance, and joining the select group of over 100 m.p.h. production cars.

Alvis revert to a policy which caused a sensation at the Motor Show some 28 years ago, when the supercharged 1½-litre, f.w.d. sports-racing car was sold with a guaranteed speed of 100 m.p.h. The new "Grey Lady", based on the six-cylinder, 3-litre car, has a similar guarantee, and rather hints that this old-established concern is making a bid for the position it once held in the sports and high-performance car world. The name Alvis will always be associated with quality machines, and it is to be hoped that there will shortly be a return to the competitions-minded period of the late C. M. Harvey, T. G. John and Capt. Smith-Clarke when Alvis made a great contribution to British motor racing prestige.

Donald Healey's "Hundred", now produced in quantity by the Austin Motor Co., Ltd., made a sensational first-appearance at Earls Court last year, and AUTOSPORT carried a full description and road-test story in its Show number, which created tremendous interest. It will be recalled that John Bolster achieved 106 m.p.h. with the prototype on the Jabbeke-Aeltre road, and a few days later, it was officially timed to exceed 111 m.p.h. Since then, the Austin-Healey has captured many long-distance International class records, has been timed to exceed 142 m.p.h. at Bonneville, and put up an unforgettable performance at Le Mans, the two production

machines lapping effortlessly at almost 90 m.p.h. for the 24 hours. At £750 (plus P.T.), the "Hundred" offers remarkable value, particularly as a Laycock-de Normanville overdrive unit, and centre-lock wire wheels are standard. It has had an almost rapturous reception in U.S.A., in which country it has rapidly become a most important dollar-earner.

Aston Martins have had a most successful competitions season, and the DB3S is acknowledged as being one of the world's most highly-developed 3-litre sports-racing cars. Steady development work has resulted in more and

more power being extracted from the twin-o.h.c., six-cylinder engine, whilst racing experience has gone into every component of the car. All this, of course, benefits the production machines, and the handsome DB2 cars have a fine reputation for high performance, matchless road-holding and complete reliability. The Lagonda has been steadily improved, both in looks and performance, and is definitely in the luxury class of fast road machines.

Jaguars continue their best-selling range of 3½-litre open and closed cars. The XK 120 two-seater is to be seen wherever sports cars are purchased, and, with its wonderful twin-o.h.c. six-cylinder engine, has always evoked the question: "How do they do it at the price?" The famous victory at Le Mans this year certainly shocked Alfa Romeo, Ferrari, Lancia and other Continental makers of high-performance cars, whilst the fine record of the Appleyards in International rallies has repeatedly demonstrated the capabilities of this very popular sports car. Fixed-head and convertible coupé bodies are also available on the XK 120 chassis, whilst the engine supplies the motive power for the roomy Mark VII saloon.

The Daimler company have entered the sporting car market with a two-seater version of the 2½-litre Conquest; the o.h.v., six-cylinder engine produces 100 b.h.p., and the car has a modern body-styling.

Star high-performer of the Rolls-Royce and Bentley range is the very fast Bentley "Continental". It is powered by a tuned version of the 4½-litre, o.h.i. and s.e., six-cylinder engine.

**ALPINE-BRED:** The Sunbeam Alpine on the Jabbeke-Aeltre motor-road during high-speed tests. Miss Sheila van Damm is at the wheel.





Some magnificent examples of the coach-builder's craft are to be seen on Rolls and Bentley chassis.

The Rootes Group have two high-performance cars in their range, the competition two-seater Sunbeam Alpine, and the Humber Super Snipe. The "Alpine", developed from the successful Sunbeam-Talbot, owes its name to the wonderful performance of the marque generally in the famous International rally, and can be said to have earned thoroughly the right to use this designation. The achievements of Super Snipes in the recent arduous "Redex" 6,000 miles Australian rally, are further proof of the promise of the car when Stirling Moss and Co. did that memorable "eight countries in eight days" run last winter with a pre-production car.

Morgans have done well with their speedy "Plus Four" models, and the marque is always prominent in the results of British rallies. Excellent manoeuvrability, and a good power-weight ratio, are factors which make for the continued popularity of the Malvern products. The cars are fitted with a modified Vanguard engine of just over 2,000 c.c. capacity.

Lea-Francis once again produce their 2½-litre car, powered by the lusty high-camshaft, push-rod engine, of the type which inspired the development of the successful Formula 2 Connaught racing engine. The sports "Leaf" is an excellent performer, and has a reputation for reliability and hard-wearing properties which have always been features of the Coventry-built cars. The cars are not at Earls Court.

The 2½-litre Riley, in its modern

"Pathfinder" form, is a major show attraction. Designer Palmer has produced a very handsome high-performance sports-saloon, without losing any of the main characteristics of the older "2½". Power-output of the engine has been stepped up to over 102 b.h.p.; cam-type steering has replaced the rack-and-pinion unit; semi-elliptic springs have been dropped in favour of helical springs for the rear suspension, although the torsion-bar i.f.s. is retained. Interesting features are the right-hand gear change (left-hand on l.h.d. models), and the provision of ventilating fins on the telescopic dampers to prevent overheating of the hydraulic fluid when the units are being worked hard at high speeds. The 1½-litre car is virtually unchanged, apart from revised body-styling.

Magnette revives a famous name in connection with M.G.s, and the new 1½-litre saloon is assuredly one of the most handsome light cars in the Show. Powered by the 60 b.h.p., o.h.v. B.M.C. engine, it has a similar style of monocoque body construction to the 4/44 Wolseley—a complete departure for Abingdon. The famous Midget now becomes the TF, and the Mark II 1½-litre TD engine is now standard, producing 57.5 b.h.p. at 5,500 r.p.m. with 8 to 1 compression ratio. Frontal area has been decreased by the adoption of a rake-back radiator, the wings have been re-designed, whilst the tail is also sloped. The fascia panel has been completely altered, whilst centre-lock wire wheels can be supplied as extras at most moderate cost.

Speculation will always, of course, be rife in connection with M.G. future

plans. Obviously Abingdon will never suddenly spring an entirely new sports car on the market, without a fairly lengthy development period. The concern assuredly realize the need for a specialized sports-racing car, if only for prestige purposes, but the necessity to meet the tremendous demand in U.S.A. for Midgets has made it difficult to do little other than steady development work—however, time will tell!

Small-capacity open four-seaters are a comparative rarity nowadays, and almost the sole representative of this type of semi-sporting, or roadster machine, is the 1½-litre Singer SM, developed from the "Nine". It utilizes the sturdy, single-o.h.c. engine which has been used in modified form in H.R.G. sports cars. The twin-carburettor engine produces 60 b.h.p. at 4,600 r.p.m.

The very fast Jensen Interceptor has a six-cylinder engine of Austin origin, and is notable for the fine bodywork on a first-rate chassis.

Jowetts who, unfortunately, came up against production troubles with the bodies for the Javelin saloon, appear with a new version of the Jupiter. This is based on the R1 sports-racing two-seater. Named the R4, it has a "Fibre-glass" body, and is said to be capable of over 100 m.p.h.—pretty good going for a 1½-litre!

Naturally, there will be many foreign cars on show, including Pegaso, Porsche, Lancia, Mercedes-Benz, BMW, Panhard, Simca, Fiat and one or two interesting American machines, including the Chevrolet Corvette and the latest Studebaker Commander. These will be fully dealt with in next week's issue. . . .

## SPECIFICATIONS

### A.C.—STAND 135 "Ace" Sports 2-seater.

**Engine:** 6-cyl., single o.h.c., 65 x 100 mm. (1,991 c.c.); 85 b.h.p.; three SU carburettors; coil ignition.

**Transmission:** 4-speed gearbox; ratios, 12.34, 7.21, 4.98 and 3.64 to 1; Borg & Beck clutch; Hardy-Spicer open propeller shaft; hypoid bevel rear axle.

**Suspension:** Independent front and rear, by transverse leaf springs and wishbones; Armstrong hydraulic dampers.

**General:** 5.50 x 16 ins. tyres; overall length, 12 ft. 5 ins.; height (to top of scuttle), 2 ft. 10 ins.; wheelbase, 7 ft. 6 ins.; track, 4 ft. 2 ins. front and rear; weight (dry), approx. 1,680 lbs.; Girling hydraulic brakes, Al-fin drums.

**Price:** £915 + £382 7s. 6d. P.T.

### Saloons (2 and 4 door).

**Engine:** 6-cyl., o.h.c., 65 x 100 mm. (1,991 c.c.), 74 b.h.p. at 4,500 r.p.m.; three SU carburettors; coil ignition.

**Transmission:** 4-speed gearbox; ratios, 15.42, 9.01, 6.22 and 4.55 to 1; Borg & Beck clutch; Hardy-Spicer open propeller shaft; hypoid bevel rear axle.

**Suspension:** Front and rear, semi-elliptic (non-independent); Woodhead-Monroe dampers.

**General:** 6.70 x 16 ins. tyres; overall length, 15 ft. 4 ins.; height, 5 ft. 1 in.; turning circle, 40 ft.; track, 4 ft. 7 ins. (front), 4 ft. 8 ins. (rear); weight (dry), 26 cwt.; Girling hydraulic brakes; fuel tank capacity, 11½ galls.

**Top gear speed at 1,000 r.p.m.:** 18.1 m.p.h.

**Prices:** 2-door saloon, £1,027 12s. 2d. + £429 5s. 11d. P.T. 4-door saloon, £1,107 19s. 4d. + £462 15s. 7d. P.T. Sports tourer, £1,154 + £481 19s. 2d. P.T.

**Makers:** A.C. Cars, Ltd., Thames Ditton, Surrey.

### ALFA ROMEO—STAND 122 "1900" Saloon.

**Engine:** 4-cyl., twin o.h.c., 82.5 x 88 mm. (1,884 c.c.), 80 b.h.p. at 4,800 r.p.m.; Weber carburettor; coil ignition.

*The trim A.C. "Ace", a new six-cylinder, 2-litre sports two-seater, developed from the successful Tojeiro sports-racing machine.*

**Transmission:** 4-speed synchromesh gearbox; ratios, 13.3, 8.7, 5.9 and 4.1 to 1; dry-plate clutch; hypoid bevel rear axle.

**Suspension:** Independent front (helical and wishbones); helical rear (rigid axle).

**General:** 5.50 x 16 ins. tyres; overall length, 14 ft. 5½ ins.; height, 4 ft. 10½ ins.; turning circle, 32 ft.; wheelbase, 8 ft. 7½ ins.; track 4 ft. 3½ ins.; weight 20½ cwt.; Girling hydraulic brakes.

**Top gear speed at 1,000 r.p.m.:** 20.6 m.p.h.

**Price:** Not announced in U.K.

**Concessionaires:** Thomson & Taylor (Brooklands), Ltd., Brooklands Track, Weybridge, Surrey.

### ALLARD—STAND 129

#### "Palm Beach" 21C Sports 2/3-seater.

**Engine:** Ford Consul 4-cyl., o.h.v. (push-rod), 79.37 x 76.20 mm. (1,508 c.c.), 68 b.h.p. at 4,000 r.p.m. Single Zenith d/d carburettor; coil ignition.

**Transmission:** 3-speed gearbox; ratios, 13.45, 6.96 and 4.11 to 1; single dry-plate clutch; tubular propeller shaft; hypoid bevel rear axle.

**Suspension:** Helical springs and divided axle (front); helical springs and trailing links (rear); Armstrong hydraulic dampers.

**General:** 6.40 x 13 ins. tyres; overall length, 13 ft.; height, 4 ft. 3 ins. (hood erected); wheelbase, 8 ft.; track, 4 ft. 3 ins. (front), 4 ft. 2 ins. (rear); turning circle, 28 ft.; weight (dry), 16½

cwt.; Girling hydraulic brakes; fuel tank capacity, 10 galls.

**Estimated maximum speed:** 85 m.p.h.

**Estimated fuel consumption (50 m.p.h.):** 25 m.p.g.

**Top gear speed at 1,000 r.p.m.:** 16.3 m.p.h.

**Note:** This car can also be supplied as the 21Z, with 6-cyl. Ford Zephyr engine; 79.37 x 76.2 mm. (2,262 c.c.), 68 b.h.p. at 4,000 r.p.m. Weight (dry), 17 cwt.

**Prices:** With Consul engine, £800 + £334 9s. 2d. P.T. With Zephyr engine, £865 + £361 10s. 10d. P.T.

#### P2 Monte Carlo Saloon and "Safari".

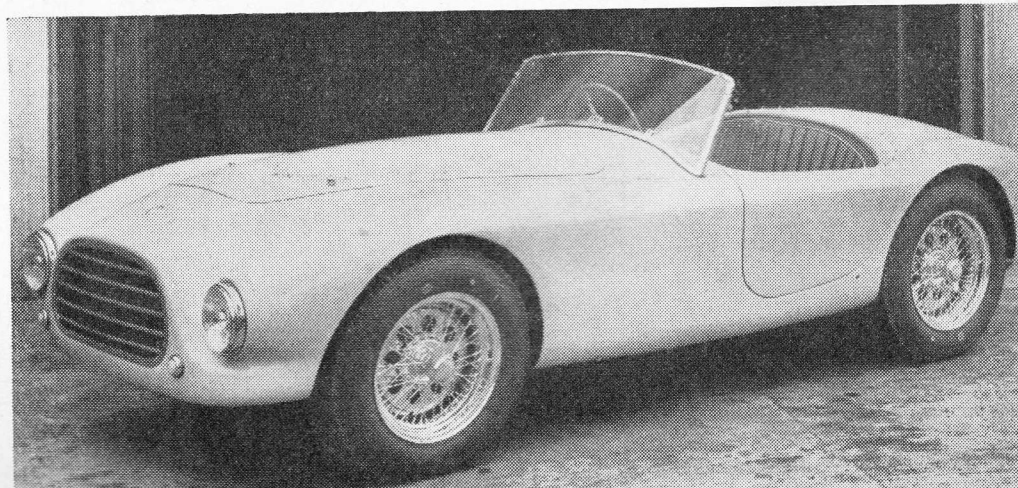
**Engine:** 8-cyl., s.v., 77.79 x 85.25 mm. (3,622 c.c.), 85 b.h.p. at 3,500 r.p.m.; single Ford d/d carburettor; Lucas coil ignition.

**Transmission:** 3-speed gearbox; ratios, 11.77, 6.7 and 3.78 to 1; single dry-plate clutch; enclosed propeller shaft (torque tube); spiral bevel rear axle.

**Suspension:** Helical springs and divided axle (front); helical springs and de Dion rear; Armstrong hydraulic dampers.

**General:** 6.25 x 16 ins. tyres; overall length, 16 ft.; height, 5 ft.; wheelbase, 9 ft. 4 ins.; track, 4 ft. 8 ins. (front), 4 ft. 10 ins. (rear); turning circle, 40 ft.; weight (dry), 29 cwt.; Lockheed hydraulic brakes; fuel tank capacity, 18 galls.

**Estimated maximum speed:** 85 m.p.h.





**ALVIS—STAND 131**

**3-litre Saloon.**

**Engine:** 6-cyl., o.h.v. (push-rod), 84 x 90 mm. (2,993 c.c.), 93 b.h.p. at 4,000 r.p.m.; two SU carburettors; coil ignition.

**Transmission:** 4-speed gearbox: ratios, 12.15, 7.89, 5.44 and 4.09 to 1; Borg & Beck 10 ins. clutch; Hardy-Spicer open propeller shaft; hypoid rear axle.

**Suspension:** Helical springs and wishbones (independent), front; semi-elliptic, rear; Girling telescopic hydraulic dampers.

**General:** 6.00 x 15 ins. tyres; overall length, 15 ft. 2½ ins.; height, 5 ft. 2½ ins.; wheelbase, 9 ft. 3½ ins.; track, 4 ft. 6½ ins.; turning circle, 39 ft. 6 ins.; weight (dry), 28½ cwt.; Lockheed hydraulic (11 ins. drums) brakes; fuel tank capacity, 14.3 galls.

**Estimated maximum speed:** 90-93 m.p.h.

**Estimated fuel consumption (50 m.p.h.):** 25 m.p.g.

**Top gear speed at 1,000 r.p.m.:** 18.9 m.p.h.

**Drophead Coupé.**

Similar to above, but height, 5 ft. 1½ ins.; weight (dry), 28½ cwt.

**Prices:** Saloon, £1,250 + £521 19s. 2d. P.T.  
Coupé, £1,325 + £553 4s. 2d. P.T.



*The Alfa Romeo "1900" sports saloon.*

**Estimated fuel consumption (50 m.p.h.):** 18 m.p.g.  
**Top gear speed at 1,000 r.p.m.:** 21.5 m.p.h.

**Prices:** Monte Carlo saloon, not stated. "Safari", £1,250 + £522 P.T.

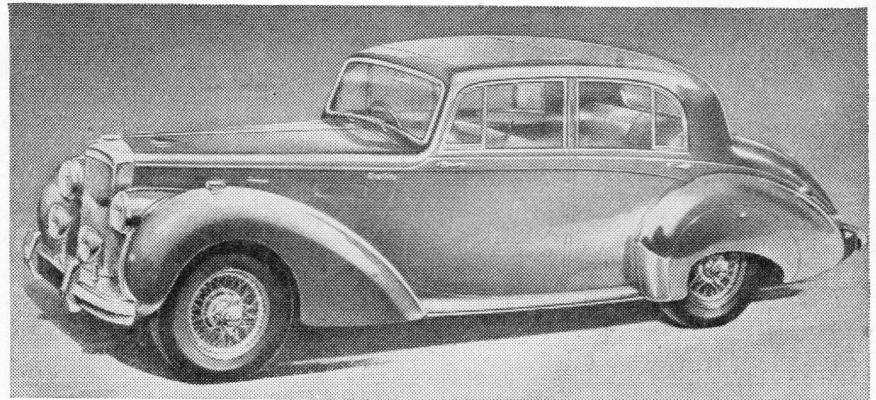
**K3 Two-seater.**

Similar specification to P2 but 95 b.h.p. at 3,800 r.p.m.; gear ratios, 11.8, 6.7 and 3.78 to 1; overall length 14 ft. 9 ins.; height, 4 ft. 6 ins. (hood erected); turning circle, 38 ft.; weight (dry), 23 cwt.

**Price:** £1,100 + £459 9s. 2d. P.T.

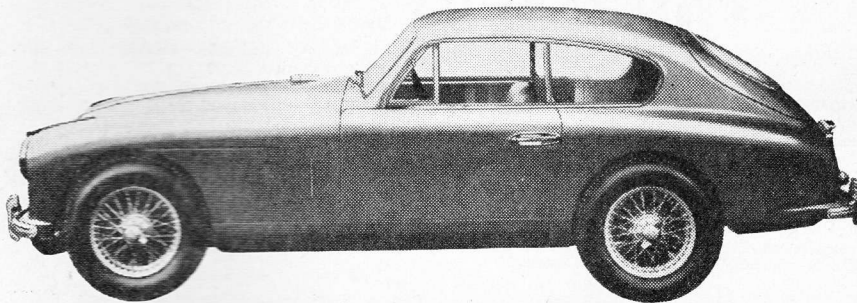
Quoted engine details apply to 30 h.p. Ford V8. Chrysler, Cadillac, Dodge engines, etc., may be fitted for export to dollar areas.

**Makers:** Allard Motor Co., Ltd., 24-28 Clapham High Street, London, S.W.4.



*(Above) The 100 m.p.h., 3-litre Alvis "Grey Lady".*

*(Left) Aston Martin's new DB2-4 saloon.*



**TC.21/100 "Grey Lady".**

Similar to above, but with 8:1 compression ratio; 3.7 to 1 rear axle ratio. Wire wheels, centre-lock hubs. Speed 100 m.p.h.

**Prices:** £1,285 + £536 10s. 10d. P.T.

**Makers:** Alvis, Ltd., Holyhead Road, Coventry.

**ARMSTRONG SIDDELEY—STAND 167**

**"Sapphire" 4 and 6-light Saloons**

**Engine:** 6-cyl., o.h.v. (push-rod), 90 x 90 mm. (3,435 c.c.). Choice of 1 or 2 Stromberg carburettors. Over 125 b.h.p. at 4,700 r.p.m. (single carb.). Over 150 b.h.p. at 5,000 r.p.m. (twin carbs.). Lucas coil ignition.

**Transmission:** 4-speed preselector gearbox with electric control: ratios, 13.909, 8.153, 5.564 and 4.091 to 1; manual gearbox: ratios, 12.8, 8.54, 5.8 and 4.09 to 1; Armstrong Siddeley centrifugal clutch with preselector gearbox; single dry plate with manual gearbox; open divided propeller shaft; hypoid bevel rear axle.

**Suspension:** Independent front, helical and trailing wishbones; semi-elliptic rear; Girling telescopic dampers, anti-roll bars.

**General:** 6.70 x 16 ins. tyres; overall length, 16 ft. 1 in.; height, 5 ft. 3 ins.; turning circle, 42½ ft.; track, 4 ft. 8½ ins. (front), 4 ft. 9½ ins. (rear); weight (dry), 31 cwt.; Girling hydraulic brakes; fuel tank capacity, 16 galls. (1½ galls. in reserve).

**Estimated maximum speed:** Over 90 m.p.h. (single carb.), over 100 m.p.h. (twin carbs.).

**Top gear speed at 1,000 r.p.m.:** 20.2 m.p.h.

**Prices:** Preselector: £1,245 + £519 17s. 6d. P.T.  
Synchromesh: £1,215 + £507 7s. 6d. P.T.  
Twin Carburettors £25 extra, plus £10 8s. 4d. P.T.

**Makers:** Armstrong Siddeley Motors, Ltd., Parkside, Coventry.

*The Armstrong Siddeley Sapphire, with twin-carburettor engine, is capable of over 100 m.p.h.*





**ASTON MARTIN—STAND 123****DB2-4 Sports Saloon.**

**Engine:** 6-cyl., twin o.h.c., 78 x 90 mm. (2,580 c.c.), 125 b.h.p. at 5,000 r.p.m.; twin SU carburettors; Lucas coil ignition.

**Transmission:** 4-speed David Brown gearbox: ratios, 10.9, 7.38, 4.96 and 3.73 to 1; Borg & Beck clutch; Hardy-Spicer open propeller shaft; hypoid bevel rear axle.

**Suspension:** Helical springs and trailing links independent (front); parallel linkage, helical springs and Panhard rod (rear); Armstrong hydraulic dampers.

**General:** 6.00 x 16 ins. tyres; Rudge-type wire wheels; overall length, 14 ft. 1½ ins.; height, 4 ft. 5½ ins.; wheelbase, 8 ft. 3 ins.; turning circle, 35 ft.; track, 4 ft. 6 ins.; weight (dry), 21½ cwt.; Girling hydraulic brakes; fuel tank capacity, 17 galls.

**Estimated maximum speed:** 115 m.p.h.

**Estimated fuel consumption** (50 m.p.h.): 25 m.p.g.

**Top gear speed at 1,000 r.p.m.:** 21.5 m.p.h.

**Price:** £1,850 + £771 19s. 2d. P.T.

**DB2-4 D.H. Coupé.**

Specification as above, but with drophead and outside luggage lid.

**Price:** £1,950 + £813 12s. 6d. P.T.

**Makers:** The David Brown Corporation (Sales), Ltd. (Aston Martin Division), Hanworth Park Works, Feltham, Middx.

**AUSTIN—STAND 113****Austin-Healey "100".**

**Engine:** 4-cyl., o.h.v. (push-rod), 87.3 x 111.1 mm., (2,660 c.c.) (162.2 cu. ins.), 90 b.h.p. at 4,000 r.p.m.; twin SU carburettors; Lucas coil ignition.

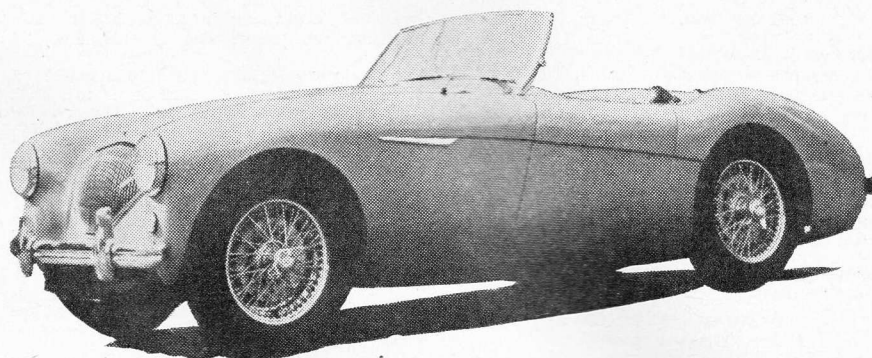
**Transmission:** 4-speed synchromesh gearbox: ratios, 9.28, 5.85, 4.43 and 4.125 to 1; Laycock-de Normanville overdrive on 2nd (4.43 to 1) and 3rd gears (3.12 to 1); Borg & Beck single dry-plate clutch; Hardy-Spicer open propeller shaft; spiral bevel rear axle.

**Suspension:** Helical springs and wishbones (front); semi-elliptic (rear); Armstrong dampers.

**General:** 5.90 x 15 ins. tyres; Rudge-type wire wheels; overall length, 12 ft. 7 ins.; height, 4 ft. 1½ ins. (hood erected); wheelbase, 7 ft. 6 ins.; track, 4 ft. 1 in. (front), 4 ft. 2½ ins. (rear); weight (dry), 2,176 lbs.; Girling 11 ins. hydraulic brakes; fuel tank capacity, 12 galls.

**Estimated maximum speed:** 110 m.p.h.

**Top gear speed at 1,000 r.p.m.:** 18 m.p.h. (without overdrive).



*The Austin-Healey "Hundred" is excellent value at the basic price of £750.*

**Estimated fuel consumption** (50 m.p.h.): 32.6 m.p.g. with overdrive; 28.6 m.p.g. normal.

**Price:** £750 + £313 12s. 6d. P.T.

**Makers:** The Austin Motor Co., Ltd., Longbridge Works, Northfield, Birmingham.

**BENTLEY—STAND 171****B.7 Sports Saloon.**

**Engine:** 6-cyl., o.h.v. (push-rod), side exhaust, 92 x 114.3 mm. (4,566 c.c.); twin SU carburettors; coil ignition.

**Transmission:** 4-speed gearbox: ratios, 11.113, 7.520, 5.001 and 3.727 to 1; single dry-plate clutch; divided propeller shaft; hypoid bevel rear axle.

**Suspension:** Independent front (helical springs and wishbones); semi-elliptic rear; hydraulic dampers (hand-controlled).

**General:** 6.50 x 16 ins. tyres; overall length, 16 ft. 9 ins.; wheelbase, 10 ft.; turning circle, 41 ft.; track (front), 4 ft. 8½ ins., (rear) 4 ft. 10½ ins.; weight (dry), 37 cwt.; Rolls-Royce hydro-mechanical brakes; fuel tank capacity, 18 galls.

**Estimated fuel consumption** (50 m.p.h.): 17 m.p.g.

**Top gear speed at 1,000 r.p.m.:** 22.3 m.p.h.

**Bentley "Continental".**

Specification similar to above but gear ratios: 8.23,

4.75, 3.74 and 3.077 to 1; overall length, 17 ft. 2½ ins.; turning circle, 46 ft.; weight (dry), 32½ cwt.

**Top gear speed at 1,000 r.p.m.:** 27 m.p.h.

**Prices:** Sports saloon, £3,100 + £1,292 15s. 10d. P.T. Continental Sports saloon (Mulliner), £4,890 + £2,038 12s. 6d. P.T.

**Makers:** Bentley Motors (1931), Ltd., Conduit Street, London.

Bodies by Park Ward, Mulliner, Hooper and James Young available on B.7 chassis.

Chassis: £2,440 + £1,017 15s. 10d. P.T. Hydraulic fluid transmission to order.

**BRISTOL—STAND 160****"403" Saloon.**

**Engine:** 6-cyl., o.h.v. (push-rod), 66 x 96 mm. (1,971 c.c.), 100 b.h.p. at 5,000 r.p.m.; 3 Solex carburettors; coil ignition.

**Transmission:** 4-speed gearbox: ratios, 14.08, 7.12, 5.04 and 3.9 to 1; Borg & Beck clutch; Layrub propeller shaft; spiral bevel final drive.

**Suspension:** Independent front (transverse leaf spring), torsion bar rear; hydraulic telescopic dampers; anti-roll bar.

**General:** 5.75 x 16 ins. tyres; overall length, 15 ft. 11.5 ins.; height, 5 ft.; wheelbase, 9 ft. 6 ins.; track (front) 4 ft. 3½ ins., (rear) 4 ft. 6 ins.; weight (dry), 2,700 lbs.; turning circle, 37 ft. 6 ins.; Lockheed hydraulic brakes; Al-fin drums; fuel tank capacity, 17 galls.

**Top gear speed at 1,000 r.p.m.:** 20.2 m.p.h.

**Price:** £2,100 + £876 2s. 6d. P.T.

**"404" Coupé.**

Basic specification as above, but 105 b.h.p. at 5,000 r.p.m., or 125 b.h.p. at 5,500 r.p.m. (sports engine); 5.50 x 16 ins. tyres; weight (dry), 20 cwt. 50 lbs.; wheelbase, 8 ft. 0½ in.; track (front) 4 ft. 4.36 ins., (rear) 4 ft. 6 ins.; aerodynamic body; height, 4 ft. 7.75 ins.; overall length, 14 ft. 3.25 ins.; fuel tank capacity, 16 galls.

**Top gear speed at 1,000 r.p.m.:** 19.83 m.p.h.

**Price:** £2,500 + £1,042 15s. 10d. P.T.

**Makers:** The Bristol Aeroplane Co., Ltd. (Car Division), Filton, Bristol.

**BMW—STAND 119****"501" Saloon.**

**Engine:** 6-cyl., o.h.v. (push-rod), 66 x 96 mm. (1,971 c.c.), 65 b.h.p. at 4,400 r.p.m.; single d/d carburettor; coil ignition.

**Transmission:** 4-speed all synchromesh gearbox: ratios, 17.9, 10.0, 6.3 and 4.2 to 1.

**Suspension:** Independent front (torsion bars and wishbones), torsion bar rear; telescopic dampers.

**General:** Overall length, 15 ft. 9 ins.; height, 5 ft. 1 in.; wheelbase, 9 ft. 5½ ins.; track (front) 4 ft. 6 ins., (rear) 4 ft. 9 ins.; weight (with fuel, oil, water), 25½ cwt.; hydraulic brakes; fuel tank capacity, 12½ galls.

**Estimated maximum speed:** 86 m.p.h.

**Estimated fuel consumption:** 24-28 m.p.g.

**Price:** Not announced.

**Concessionaires:** A.F.N., Ltd., Falcon Works, London Road, Isleworth, Middx.

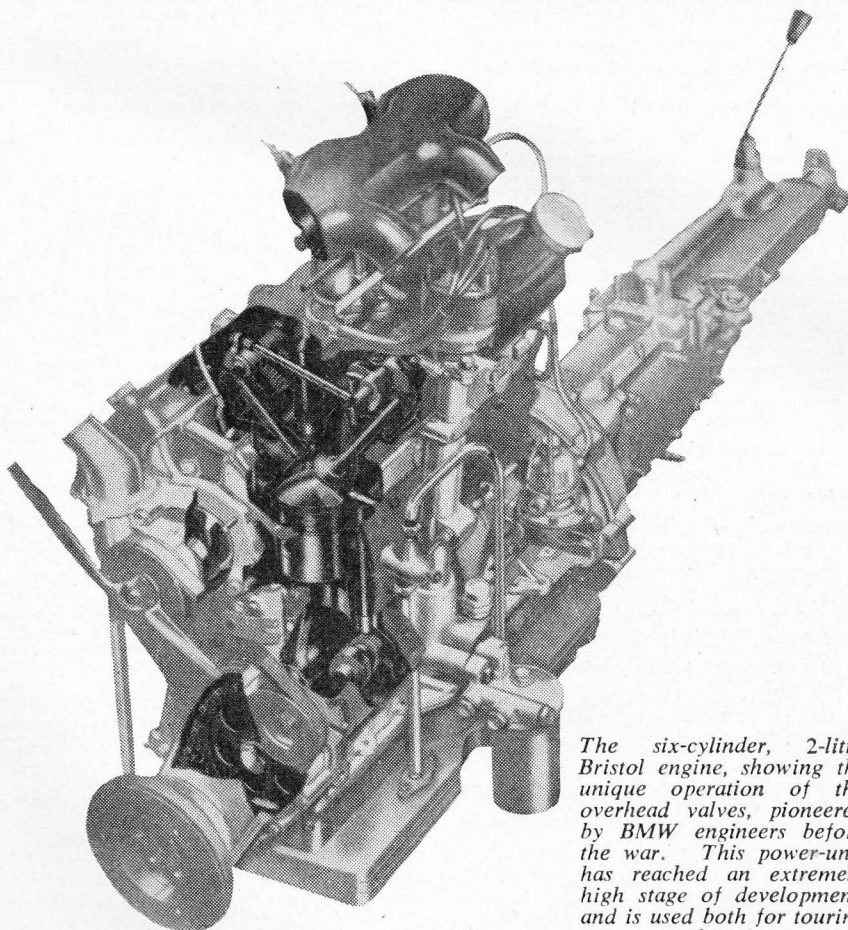
**CITROEN—STAND 145****Six Cylinder.**

**Engine:** 6-cyl., o.h.v. (push-rod), 78 x 100 mm. (2,866 c.c.), 76 b.h.p. at 3,800 r.p.m. Solex double-choke carburettor. Lucas coil ignition.

**Transmission:** 3-speed gearbox: ratios, 13.25, 5.62 and 3.87 to 1. Dry-plate clutch. Front drive via universally-jointed drive shafts.

**Suspension:** Independent all round by torsion bars; Newton hydraulic dampers.

**General:** 18.5 x 400 tyres. Overall length, 10 ft. 1½ ins.; height 5 ft. 1 in.; turning circle, 45 ft. 6 ins.; track, 4 ft. 10½ ins.; weight (dry), 26



*The six-cylinder, 2-litre Bristol engine, showing the unique operation of the overhead valves, pioneered by BMW engineers before the war. This power-unit has reached an extremely high stage of development, and is used both for touring and racing.*



cwt.; Lockheed hydraulic brakes; fuel tank capacity, 15 galls.

**Estimated maximum speed:** 83 m.p.h.

**Estimated fuel consumption** (50 m.p.h.): 18 m.p.g.

**Top gear speed at 1,000 r.p.m.:** 20 m.p.h.

**Price:** Fixed-roof saloon, £940 + £392 15s. 10d. P.T. Sliding-roof saloon, £952 + £397 15s. 10d. P.T.

Also 4-cyl., 78 x 100 mm. (1,911 c.c.) model, 56 b.h.p. at 4,250 r.p.m.

**Estimated maximum speed:** 75 m.p.h.

**Price:** Fixed-roof saloon, £685 + £286 10s. 10d. P.T. Sliding-roof saloon, £695 + £290 14s. 2d. P.T.

**Makers:** Citroën Cars Ltd., Trading Estate, Slough, Bucks.

#### DAIMLER—STAND 164

##### 2½-litre "Conquest Roadster".

**Engine:** 6-cyl., o.h.v. (push-rod), 76.2 x 88.9 mm. (2,433 c.c.), 100 b.h.p. at 4,600 r.p.m.; twin SU carburettors; Lucas coil ignition.

**Transmission:** 4-speed, epicyclic gearbox with fluid flywheel; ratios: 14.32, 8.24, 5.48 and 3.73 to 1; open propeller shaft; hypoid bevel rear axle.

**Suspension:** Independent front (laminated torsion bars); semi-elliptic rear; hydraulic, telescopic dampers.

**General:** 6.00 x 15 ins. tyres; overall length 14 ft. 9½ ins.; height, 4 ft. 7 ins.; turning circle, 33 ft.; wheelbase, 8 ft. 8 ins.; track, 4 ft. 4 ins. (front and rear); hydro-mechanical brakes; fuel tank capacity, 15 galls.

**Maximum speed:** Over 100 m.p.h.

**Notes:** Open two-seater, light metal bodywork; modified "Conquest" engine with aluminium cylinder head, high lift camshaft and enlarged valves.

**Price:** £1,180 + £492 15s. 10d. P.T.

**Makers:** Daimler, Ltd., Coventry.

#### FIAT—STAND 133

##### "1,100" TV.

**Engine:** 4-cyl., o.h.v. (push-rod), 68 x 75 mm. (1,089 c.c.), 48 b.h.p. at 5,200 r.p.m.; Weber d/d carburettor; coil ignition.

**Transmission:** 4-speed gearbox, synchromesh on 2nd, 3rd, 4th gears; ratios: 16.6, 10.2, 6.8 and 4.3 to 1; single dry-plate clutch; tubular propeller shaft; hypoid bevel rear axle.

**Suspension:** Independent front (helical springs and wishbones); semi-elliptic rear; telescopic, hydraulic dampers.

**General:** 5.20 x 14 ins. tyres; overall length, 12 ft. 4½ ins.; height, 4 ft. 9 ins.; wheelbase, 7 ft. 8½ ins.; track (front), 4 ft. 0½ in., (rear) 3 ft. 11½ ins.; turning circle, 34 ft. 5½ ins.; weight (dry), 17 cwt.; Fiat-Baldwin hydraulic brakes.

**Estimated maximum speed:** Over 80 m.p.h.

**Average fuel consumption:** 35 m.p.g.

**Notes:** TV = *Turismo Veloce* (Fast Touring) car as standard "1,100" saloon, but with high compression engine, additional electrical equipment and other modifications.

**Price:** Not announced.

##### "1,900" Saloon.

**Engine:** 4-cyl., o.h.v. (push-rod), 82 x 90 mm. (1,901 c.c.), 60 b.h.p. at 3,700 r.p.m.; aluminium head; Weber d/d carburettor; coil ignition.

**Transmission:** 4-speed gearbox with overdrive, fluid flywheel; ratios: 14.06, 10.05, 6.48, and 4.44 to 1; overdrive 3.33 to 1; single dry-plate clutch; tubular propeller shaft; hypoid bevel rear axle.

**Suspension:** Independent front (helical springs), helical rear; telescopic hydraulic dampers.

**General:** 6.40 x 14 ins. tyres; overall length, 14 ft. 1½ ins.; height, 5 ft.; wheelbase, 8 ft. 8½ ins.; track (front), 4 ft. 4½ ins.; (rear), 4 ft. 4 ins.; turning circle, 35 ft. 1½ ins.; weight (dry), 22½ cwt.; hydraulic brakes.

**Estimated maximum speed:** On overdrive, 84 m.p.h.; direct, 73.3 m.p.h.

**Average fuel consumption:** 25 m.p.g.

**Price:** Not announced.

**Concessionaires:** Fiat (England), Ltd., Water Road, Wembley, Middlesex.

#### FORD—STAND 137

##### "Zephyr".

**Engine:** 6-cyl., o.h.v. (push-rod), 79.37 x 76.2 mm. (2,262 c.c.), 68 b.h.p. at 4,000 r.p.m.; d/d carburettor; coil ignition (12 v.).

**Transmission:** 3-speed gearbox; ratios, 12.62, 7.297 and 4.444 to 1; single dry-plate clutch; open propeller shaft; hypoid bevel rear axle.

**Suspension:** Independent front (helical and wishbones); semi-elliptic rear; built-in hydraulic telescopic dampers.

**General:** 6.40 x 13 ins. tyres; overall length, 14 ft. 3½ ins.; height 5 ft. 0½ in.; turning circle, 41½ ft.; track, 4 ft. 2 ins. (front), 4 ft. 1 in. (rear); hydraulic brakes; fuel tank capacity, 9 galls. Weight (dry), 2,447 lb.

**Estimated maximum speed:** 79.8 m.p.h.

**Estimated fuel consumption** (50 m.p.h.): 23.5 m.p.g.

**Top gear speed at 1,000 r.p.m.:** 16.13 m.p.h.

**Price:** Saloon, £532 + £222 15s. 10d. P.T. Also "Zephyr Zodiac", with additional equipment, and Anglia, Prefect and Consul models.

**Makers:** Ford Motor Co., Ltd., Dagenham, Essex.

#### FRAZER-NASH—STAND 119

##### Mark II Competition.

**Engine:** 6-cyl., o.h.v. (push-rod), 66 x 96 mm. (1,971 c.c.), 140 b.h.p. (9 to 1 c.r.), 150 b.h.p. (10 to 1 c.r.) at 5,750 r.p.m.; three Solex d/d carburettors; Lucas coil ignition.

**Transmission:** 4-speed gearbox; Choice of three sets of ratios; dry-plate clutch; open, divided propeller shaft; spiral bevel rear axle; choice of five ratios.

**Suspension:** Independent front, transverse leaf and wishbones; torsion bar de Dion rear; telescopic hydraulic dampers.

**General:** Centre-lock wire wheels, 5.25, 5.50 or 6.00 x 16 ins. tyres; wheelbase, 8 ft. 0 in.; track, 4 ft. 2 ins. (front), 4 ft. 6 ins. (rear); weight (dry), 12½ cwt.; Girling hydraulic brakes; fuel tank capacity, 16 galls.

**Top gear speed at 1,000 r.p.m.:** Between 21.7 and 24.0 m.p.h., according to ratios and tyre sizes.

**Estimated maximum speed:** 120/125 m.p.h.

**Estimated fuel consumption** (50 m.p.h.): 25 m.p.g.

**Notes:** Shell-type two-seater body complying with F.I.A. regulations; cycle-type wings with detachable valances; provision for auxiliary fuel tank (7 galls.) slung between chassis tubes; oil radiator.

**Price:** £2,250 + £938 12s. 6d. P.T.

#### Targa Florio Gran Sport.

**Specification:** Basically similar to "Mark II Competition", but with bolt-on disc wheels (5.25 or 5.50 x 16 ins. tyres); torsion bar rear suspension with A bracket; full-width body with touring screen, hood and detachable side windows; weight (dry), 15 cwt.; track (front), 4 ft. 2 ins.; (rear), 4 ft. 4 ins.; fuel tank capacity, 15 galls. (auxiliary available).

**Estimated maximum speed:** 125-130 m.p.h.

**Estimated Fuel Consumption** (50 m.p.h.): 26-27 m.p.g.

**Price:** £2,250 + £938 12s. 6d. P.T. (wire wheels available).

#### Targa Florio Turismo.

Similar to Gran Sport above, but 100 b.h.p. at 5,000 r.p.m.; body variations.

**Price:** £1,950 + £813 12s. 6d. P.T.

#### Mille Miglia.

**Specification:** Basically similar to Targa Florio, but with wire wheels, 5.50 x 16 ins. tyres, de Dion axle available if required; open bodywork, designed for competition use; weight (dry) 14½ cwt.

**Price:** £2,300 + £959 9s. 2d. P.T.

#### Le Mans Coupé.

**Specification:** Basically similar to Mille Miglia; length, 13 ft.; height, 4 ft. 3 ins.; aerodynamic fixed head coupé body; weight (dry), 16½ cwt.

**Price:** £2,250 + £938 12s. 6d. P.T.  
To Turismo specification £1,950 + £813 12s. 6d. P.T.

**Makers:** Frazer-Nash Cars (A.F.N., Ltd.), Isleworth, Middlesex.

#### HEALEY—STAND 113

##### 2.4-litre.

**Engine:** 4-cyl., o.h.v. (push-rod), 80.5 x 120 mm. (2,443 c.c.), 106 b.h.p. at 4,800 r.p.m.; twin SU carburettors; coil ignition.

**Transmission:** 4-speed gearbox; ratios, 14.6, 8.1, 6.4 and 3.8 to 1. 9 ins. single-plate clutch. Hardy-Spicer propeller shaft; hypoid bevel rear axle.

**Suspension:** Independent front, helical and trailing arms; helical rear with trailing arms; Girling hydraulic dampers.

**General:** 5.75 x 15 ins. tyres; overall length, 14 ft. 6 ins.; height, 4 ft. 6 ins.; wheelbase, 8 ft. 6 ins.; turning circle, 34 ft.; track, 4 ft. 6 ins. (front), 4 ft. 7 ins. (rear); weight (dry), 2,800 lb.; Girling hydraulic brakes; fuel tank capacity, 16 galls.

**Estimated maximum speed:** 104 m.p.h.

**Estimated fuel consumption** (50 m.p.h.): 24 m.p.g.

**Top gear speed at 1,000 r.p.m.:** 20.6 m.p.h.

**Price:** Tickford saloon, £1,218 + £508 12s. 6d. P.T. Abbot drophead coupé, £1,268 + £529 9s. 2d. P.T.

#### 3-litre Convertible.

**Engine:** 6-cyl., o.h.v. (push-rod), 84 x 90 mm. (2,993 c.c.), 106 b.h.p. at 4,800 r.p.m.; twin SU carburettors; coil ignition.

**Transmission:** Similar to 2.4-litre, but gear ratios 11.2, 7.3, 5.1 and 3.8 to 1.

**Suspension:** Similar to 2.4-litre.

**General:** 5.90 x 15 ins. tyres; overall length, 14 ft. 2 ins.; height, 4 ft. 2 ins.; weight (dry), 2,576 lb. Remainder of specification similar to 2.4-litre.

**Estimated maximum speed:** 100 m.p.h.

**Estimated fuel consumption** (50 m.p.h.): 24 m.p.g.

**Top gear speed at 1,000 r.p.m.:** 20.6 m.p.h.

**Price:** £1,250 + £521 19s. 2d. P.T.

**Makers:** Donald Healey Motor Co., Ltd., Warwick.

#### HUMBER—STAND 148

##### Super Snipe.

**Engine:** 6-cyl., o.h.v. (push-rod), 89 x 111 mm. (4,139 c.c.), 116 b.h.p. at 3,600 r.p.m.; Stromberg d/d carburettor; coil ignition.

**Transmission:** 4-speed gearbox; choice of two sets of ratios: 12.182, 8.16, 5.539 and 3.9 to 1, or 11.557, 7.742, 5.255 and 3.7 to 1; dry-plate clutch; Hardy-Spicer open propeller shaft; hypoid bevel rear axle.

**Suspension:** Independent front (helical and wishbones), semi-elliptic rear; Monroe-Matic dampers.

**General:** 7.00 x 15 ins. tyres; overall length, 16 ft. 5 ins.; height, 5 ft. 6 ins.; wheelbase, 9 ft. 7½ ins.; turning circle, 43 ft. 6 ins.; track, 4 ft. 9½ ins. (front), 4 ft. 8½ ins. (rear); weight (dry), 3,871 lb.; Lockheed hydraulic brakes; fuel tank capacity, 15 galls.

**Estimated maximum speed:** 90-95 m.p.h.

**Top gear speed at 1,000 r.p.m.:** 21.37 m.p.h. (3.9 to 1 ratio), 22.52 m.p.h. (3.7 to 1 ratio).

**Prices:** Saloon, £985 + £411 10s. 10d. P.T. Touring limousine, £1,065 + £444 17s. 6d. P.T.

**Makers:** Humber, Ltd., Ryton-on-Dunsmore, near Coventry.

#### JAGUAR—STAND 162

##### Mark VII Saloon.

**Engine:** 6-cyl., twin o.h.c., 83 x 106 mm. (3,442 c.c.), 160 at 5,200 r.p.m.; two SU horizontal carburettors; Lucas coil ignition.

**Transmission:** 4-speed gearbox; ratios, 14.4, 8.56, 5.84 and 4.27 to 1; single dry-plate clutch; hypoid bevel final drive.

**Suspension:** Independent front (torsion bars); semi-elliptic rear.

**General:** 6.70 x 16 in. tyres; overall length, 16 ft. 4½ ins.; height, 5 ft. 3 ins.; turning circle, 36 ft.; wheelbase, 10 ft.; track (front), 4 ft. 8 ins. (rear), 4 ft. 9½ ins.; weight (dry), 33 cwt.; Girling hydraulic brakes; fuel tank capacity, 17 galls.

**Top gear speed at 1,000 r.p.m.:** 19.35 m.p.h.

**Estimated maximum speed:** 100 m.p.h.

**Estimated fuel consumption** (50 m.p.h.): 17-21 m.p.g.

**Notes:** Automatic transmission on models for export.

**Price:** £1,140 + £476 P.T.

#### XK 120 Sports 2-seater, Fixed head, and Drophead Coupés.

Similar power unit and transmission to above, but with gear ratios 11.95, 7.01, 4.84 and 3.54 to 1; wheelbase, 8 ft. 6 ins.; tyres, 6.00 x 16 ins.; overall length, 14 ft. 5 ins.; track, 4 ft. 3 ins. (front), 4 ft. 2 ins. (rear); weight (dry), 24 cwt. (open 2-seater), 25½ cwt. (fixed head coupé), 26½ cwt. (drophead coupé); turning circle, 31 ft.; fuel tank capacity, 15 galls.

**Top gear speed at 1,000 r.p.m.:** 22.6 m.p.h.

**Estimated fuel consumption** (50 m.p.h.): 24 m.p.g.

**Price:** Sports 2-seater, £1,130 + £471 P.T.; fixed head coupé, £1,140 + £476 P.T.; drophead coupé, not announced.

**Makers:** Jaguar Cars, Ltd., Coventry.

#### JENSEN—STAND 139

##### Interceptor.

**Engine:** 6-cyl., o.h.v. (push-rod); 87 mm. x 111 mm. (3,993 c.c.); 130 b.h.p. at 3,700 r.p.m.; Zenith carburettor; coil ignition.

**Transmission:** 4-speed gearbox (with overdrive); ratios, 12.75, 8.78, 5.40 and 3.77 to 1, overdrive, 2.85 to 1; dry single-plate clutch; open propeller shaft; hypoid bevel rear axle.

**Suspension:** Independent front by helical springs and wishbones; semi-elliptic rear (non-independent); hydraulic dampers.

**General:** 6.00 x 16 ins. tyres; hydraulic brakes; overall length, 15 ft. 8 ins.; height, 4 ft. 10 ins.; wheelbase, 9 ft. 4½ ins.; track (front), 4 ft. 6 ins., (rear), 4 ft. 9½ ins.; weight (dry), 27 cwt.; fuel tank capacity, 13 galls.

**Estimated maximum speed:** 105 m.p.h.

**Estimated fuel consumption** (at 50 m.p.h.): 22 m.p.g.

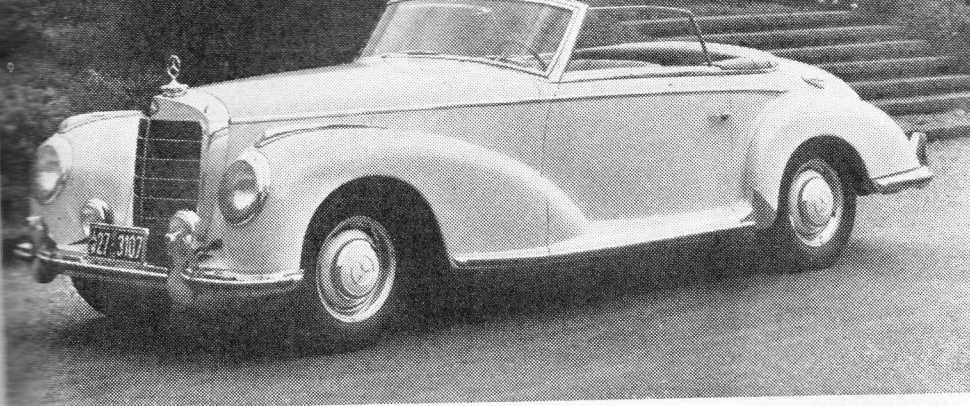
**Top gear speed at 1,000 r.p.m.:** 28.2 m.p.h.

**Price:** £1,700 + £709 9s. 2d. P.T.

#### Type 541.

Basically similar in specification to above, but lighter in weight (24 cwt. dry), 8 ft. 9 ins. wheelbase. Gear ratios: 11.9, 8.1, 5.1 and 3.5 to 1. Girling telescopic dampers; servo-hydraulic





*A fast German machine is the sports-roadster version of the 3-litre Mercedes-Benz, Type 300S.*

brakes; track, 4 ft. 4 ins.; overall length, 14 ft. 6 ins.; height 4 ft. 5 ins.; turning circle, 32 ft.; fuel tank capacity, 13 galls.

**Estimated maximum speed:** 120 m.p.h.

**Estimated fuel consumption (50 m.p.h.):** 24 m.p.g.

**Notes:** Optional extras: Overdrive, special axle ratios, centre-lock wheels, Al-fin brake drums, rev. counter, etc.

**Price:** £1,250 + £521 19s. 2d. P.T.

**Makers:** Jensen Motors, Ltd., West Bromwich.

#### JOWETT—STAND 159

##### Jupiter Mk. 1A 2/3-seater.

**Engine:** 4-cyl., horizontally-opposed, o.h.v. (push-rod), 72.5 x 90 mm. (1,486 c.c.), 62.5 b.h.p. at 4,500 r.p.m.; twin Zenith carburetters; coil ignition.

**Transmission:** 4-speed gearbox; ratio, 16.3, 9.9, 6.30 and 4.56 to 1; Borg and Beck clutch; divided propeller shaft with rubber-mounted centre bearing; hypoid bevel rear axle.

**Suspension:** Independent front (torsion bars and wishbones); torsion bar rear; Woodhead-Monroe dampers.

**General:** 5.50 x 16 ins. tyres; overall length, 14 ft.; height, 4 ft. 8 ins.; turning circle, 31 ft.; track, 4 ft. 4 ins. (front), 4 ft. 2½ ins. (rear); weight (dry), 1,895 lb.; Girling hydraulic brakes; fuel tank capacity, 10 galls.

**Estimated maximum speed:** 90 m.p.h.

**Top gear speed at 1,000 r.p.m.:** 17 m.p.h.

**Price:** £725 + £303 4s. 2d. P.T.

##### Jupiter R4.

**Engine:** Basically similar to Jupiter Mk. 1A, but with 7.5 or 8.5 to 1 compression ratio, 64 b.h.p. at 4,300 r.p.m.

**Transmission:** As in Mk. 1A, but top gear ratio 4.44 to 1. Overdrive, optional extra.

**Suspension:** As in Mk. 1A.

**General:** 5.90 x 15 ins. tyres; overall length, 11 ft. 7 ins.; height, 4 ft. 6 ins.; wheelbase, 7 ft.; track, 4 ft. 4 ins. (front), 4 ft. 1 in. (rear); turning circle, 31 ft.

**Notes:** Plastic bodywork (detachable plastic coupé top available). Independently-driven electric fan, brought into operation thermostatically.

**Estimated maximum speed:** Over 100 m.p.h.

**Price:** £545 + £228 4s. 2d. P.T.

##### Javelin.

**Engine:** Similar to Jupiter Mk. 1A, but 50 b.h.p. at 4,500 r.p.m.

**Transmission:** Gear ratios, 18.9, 11.6, 7.3 and 4.9 to 1; Layrub divided propeller shaft; hypoid bevel rear axle.

**Suspension:** Similar to Jupiter.

**General:** 16 x 5.25 ins. tyres; wheelbase, 8 ft. 6 ins.; overall length, 14 ft.; height, 5 ft. 0½ ins.; turning circle, 32 ft.; track, 4 ft. 4 ins. (front), 4 ft. 1 in. (rear); fuel tank capacity, 8 galls.; weight (dry), 19 cwt.

**Estimated maximum speed:** 80 m.p.h.

**Estimated fuel consumption (50 m.p.h.):** 32 m.p.g.

**Top gear speed at 1,000 r.p.m.:** 15.4 m.p.h.

**Prices:** £625 + £261 10s. 10d. P.T. (saloon); £675 + £282 7s. 6d. P.T. (de luxe saloon).

**Makers:** Jowett Cars, Ltd., Idle, Bradford.

#### LANCIA—STAND 126

##### Aurelia B22 Saloon.

**Engine:** 6-cyl. (vee), o.h.v. (push-rod), 72 x 81.5 mm. (1,991 c.c.), 90 b.h.p. at 5,000 r.p.m.; Weber carburetter; coil ignition.

*The 1954 Lagonda is a 3-litre saloon, the twin-o.h.c. engine being very similar to that used on the Aston Martin.*

8½ ins.; track, 4 ft. 2½ ins. (front), 4 ft. 3¼ ins. (rear); turning circle, 33 ft.; fuel tank capacity, 15 galls.

**Estimated maximum speed:** Over 112 m.p.h.

**Estimated fuel consumption (50 m.p.h.):** 22 m.p.g. (high octane).

**Top gear speed at 1,000 r.p.m.:** 22.4 m.p.h.

**Price:** Not announced.

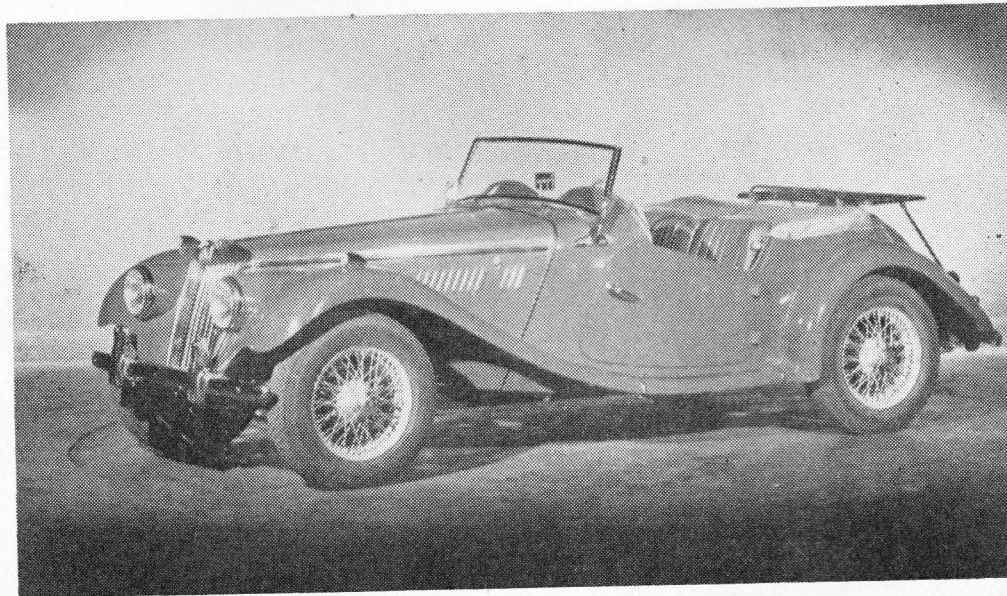
#### Appia C10 Saloon.

**Engine:** 4-cyl. (vee), o.h.v. (push-rod), 68 x 75 mm. (1,090 c.c.), 38 b.h.p. at 4,800 r.p.m.; Solex carburetter; coil ignition.

**Transmission:** 4-speed gearbox, ratios, 17.79, 9.87, 6.42 and 4.55 to 1; dry, single-plate clutch; tubular propeller shaft; hypoid bevel rear axle.

**Suspension:** Independent front, helical and sliding pillars; semi-elliptic rear; hydraulic dampers.

**General:** 5.00 x 15 ins. tyres; overall length 12 ft.



*The TF Midget has a 60 b.h.p. engine. Wire wheels can be supplied as extras.*

**Transmission:** 4-speed gearbox; ratios, 12.72, 8.17, 5.55 and 3.82 to 1; dry single-plate clutch, gearbox and spiral bevel drive in one unit at rear; divided tubular propeller shaft.

**Suspension:** Independent front by helical springs and sliding pillars; independent rear, helical springs and wishbones; hydraulic dampers.

**General:** 5.50 x 16 ins. tyres; overall length, 14 ft. 6 ins.; height, 4 ft. 11 ins.; wheelbase, 9 ft. 4½ ins.; track (front), 4 ft. 2½ ins., (rear) 4 ft. 3½ ins.; turning circle, 35 ft.; Sabif hydraulic brakes; weight (dry), approx. 21½ cwt.; fuel tank capacity, 13½ galls.

**Estimated maximum speed:** 100 m.p.h.

**Estimated fuel consumption (50 m.p.h.):** 24 m.p.g. (high octane).

**Top gear speed at 1,000 r.p.m.:** 20 m.p.h.

**Price:** Not announced.

#### Aurelia Gran Turismo Sports Saloon.

**Engine:** 6-cyl. (vee), o.h.v. (push-rod), 78 x 85.5 mm. (2,451 c.c.), 118 b.h.p. at 5,000 r.p.m.; Weber carburetter; coil ignition.

**Transmission:** Similar to B22, but gear ratios: 12.1, 7.76, 5.27 and 3.63 to 1.

**Suspension:** As on B22.

**General:** 5.50 x 16 ins. tyres; overall length 14 ft. 4 ins.; height, 4 ft. 5½ ins.; wheelbase, 8 ft.

8½ ins.; height, 4 ft. 8 ins.; wheelbase, 8 ft. 1½ ins.; track (front), 3 ft. 10½ ins., (rear), 3 ft. 10½ ins.; turning circle, 32 ft.; Sabif hydraulic brakes; weight (dry), 16 cwt.; fuel tank capacity, 8½ galls.

**Estimated maximum speed:** 75 m.p.h.

**Estimated fuel consumption (50 m.p.h.):** 35 m.p.g.

**Top gear speed at 1,000 r.p.m.:** 15.3 m.p.h.

**Price:** Not announced.

**Concessionaires:** Lancia (England), Ltd., Alperion, Wembley, Middx.

#### LAGONDA—STAND 132

##### 3-litre Tickford Saloon.

**Engine:** 6-cyl., twin o.h.c., 83 x 90 mm. (2,922 c.c.), 140 b.h.p. at 5,000 r.p.m.; twin SU carburetters; coil ignition.

**Transmission:** 4-speed gearbox, ratios, 13.3, 9.02, 6.06 and 4.56 to 1; Borg and Beck single, dry-plate clutch; balanced propeller shaft; hypoid bevel rear axle.

**Suspension:** Independent front (helical springs and wishbones), independent rear by torsion bars; hydraulic dampers.





**General:** 6.00 x 16 ins. tyres; overall length, 16 ft. 4 ins.; height, 5 ft. 2 ins.; wheelbase, 9 ft. 5½ ins.; track, 4 ft. 8½ ins.; turning circle 38 ft.; Lockheed hydraulic brakes; weight (dry), 31½ cwt.; fuel tank capacity, 19 galls.

**Estimated maximum speed:** 95 m.p.h.

**Estimated fuel consumption** (50 m.p.h.): Approx. 22 m.p.g.

**Top gear speed at 1,000 r.p.m.:** 17.7 m.p.h.

**Notes:** Engine similar to type used in Aston Martin DB3S. Drophead coupé also available with new engine.

**Price:** £2,260 + £942 15s. 10d. P.T.

**Makers:** David Brown Corporation (Sales), Ltd., (Lagonda Division), Feltham, Middx.

**Transmission:** Borg & Beck hydraulically-operated single-plate clutch; 4-speed gearbox with synchromesh on 2nd, 3rd and 4th; Hardy-Spicer open propeller shaft; hypoid rear axle, ratio 4.875 to 1.

**Suspension:** Helical springs and wishbones (independent) front, with telescopic hydraulic dampers; semi-elliptic rear with rubber-mounted springs and telescopic dampers (anti-roll mountings).

**Dimensions:** Wheelbase, 8 ft. 6 ins.; track (front and rear), 4 ft. 3 ins.; overall length, 14 ft. 1 in.; width, 5 ft. 3 ins.; height, 4 ft. 10 ins.

**General:** 12-volt electrical equipment; Lockheed hydraulic brakes; Dunlop 5.50 x 15 ins. tyres; rack and pinion steering; built-in heater with demisting and ventilating equipment; 9½ gall.

**Transmission:** 4-speed gearbox; ratios, 13.8, 8.12, 5.6 and 4.1 to 1; dry-plate clutch; Hardy-Spicer propeller shaft; hypoid bevel rear axle (3.72 : 1 ratio available).

**General:** 5.25 x 16 ins. tyres; overall length, 11 ft. 8 ins.; height, 4 ft. 4½ ins.; wheelbase, 8 ft.; track, 3 ft. 11 ins.; turning circle, 33 ft.; weight (dry), 15½ cwt. (2-seater), 16 cwt. (4-seater), 16½ cwt. (coupé); Girling hydraulic brakes; 11 galls. fuel tank.

**Estimated maximum speed:** 85 m.p.h.

**Estimated fuel consumption** (50 m.p.h.): 24 m.p.g.

**Top gear speed at 1,000 r.p.m.:** 19 m.p.h.

**Price:** (2-seater) £565 + £236 10s. 10d. P.T. (4-seater) £580; (coupé) £620.

**Makers:** Morgan Motor Co., Ltd., Malvern Link, Worcs.

#### MORRIS—STAND 157 Minor Tourer.

**Engine:** 4-cyl., o.h.v. (push-rod), 58 x 76 mm. (803 c.c.), 30 b.h.p. at 4,800 r.p.m.; single Zenith carburetter; coil ignition.

**Transmission:** 4-speed gearbox; ratios, 21.985, 13.91, 9.03 and 5.375 to 1; dry-plate clutch; Hardy-Spicer open propeller shaft; hypoid bevel final drive.

**General:** 5.00 x 14 ins. tyres; overall length, 12 ft. 4 ins.; height, 5 ft.; wheelbase, 7 ft. 2 ins.; track, (front) 4 ft. 2½ ins., (rear) 3 ft. 2½ ins.; turning circle, 33 ft.; weight (dry), 15 cwt.; Lockheed hydraulic brakes; 5 galls. fuel tank.

**Top gear speed at 1,000 r.p.m.:** 12.84 m.p.h.

**Price:** £373 + £156 10s. 10d. P.T.

**Makers:** Morris Motors, Ltd., Cowley, Oxfordshire.

#### PEGASO—STAND 117 Type 102B (2½-litre).

**Engine:** Vee 8, twin o.h.c., 75 x 70 mm. (2,472 c.c.), 165 b.h.p. at 6,500 r.p.m.; Weber carburetter; coil ignition.

**Transmission:** 5-speed gearbox; ratios, 13, 8.5, 5.8, 4.4 and 3.8 to 1; dry-plate clutch; spiral bevel rear axle.

**Suspension:** Independent front (torsion bars), de Dion rear.

**General:** 5.50 x 16 ins. tyres; overall length, 13 ft. 4 ins.; height, 4 ft. 3 ins.; turning circle, 31 ft.; wheelbase, 7 ft. 8 ins.; track, 4 ft. 3 ins.; weight (dry), 2,128 lb.; hydraulic brakes.

**Top gear speed at 1,000 r.p.m.:** 20.7 m.p.h.

**Price:** Not announced in U.K.

#### Type 102 (2.8-litre).

Similar specification to above, but with 80 x 70 mm. engine (2,816 c.c.); b.h.p. not announced; 6.00 x 16 ins. tyres; overall weight, 2,184 lb.

**Concessionaires:** Harold Radford & Co., Ltd., Melton Court, South Kensington, London, S.W.7.

#### PORSCHE—STAND 144 1500

**Engine:** 4-cyl., horizontally-opposed, air-cooled, rear-mounted, o.h.v.; 80 x 74 mm. (1,488 c.c.); 55 b.h.p. at 4,400 r.p.m.; two Solex d/d. carburetters; coil ignition.

**Transmission:** 4-speed gearbox; ratios, 13.9, 7.7, 4.9 and 3.6 to 1; single dry-plate clutch; spiral bevel final drive.

**Suspension:** Independent front (trailing links and laminated torsion bars); independent rear (torsion bar).

**General:** 5.00 x 16 ins. tyres; overall length, 12 ft. 11½ ins.; height, 4 ft. 3½ ins.; turning circle, 33 ft.; wheelbase, 6 ft. 11 ins.; track, 4 ft. 2½ ins. (front), 4 ft. 1½ ins. (rear); weight (dry), 1,684 lb.; hydraulic brakes; 12-gall. fuel tank, mounted under bonnet.

**Top gear speed at 1,000 r.p.m.:** 21 m.p.h.

**Notes:** Drop-head and fixed-head coupés available; also 1500 Super, with 70 b.h.p. engine.

**Price:** £1,120 8s. 0d. (basic).

**Concessionaires:** Colborne Garage, Ltd., Ripley, Surrey.

#### RENAULT—STAND 152 "750".

**Engine:** 4-cyl., o.h.v. (push-rod), 54.5 x 80 mm. (748 c.c.), 21 b.h.p. at 5,000 r.p.m.; single Solex carburetter; coil ignition.

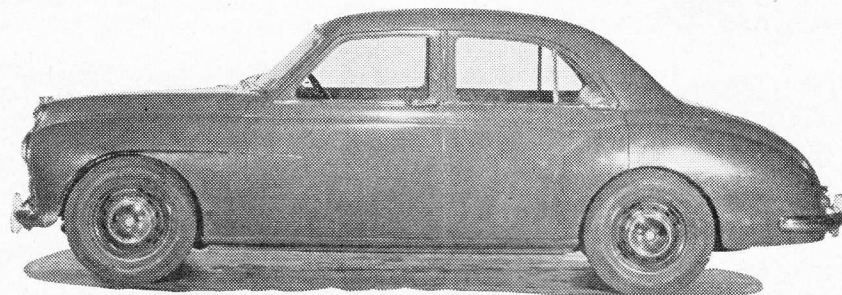
**Transmission:** 3-speed gearbox; ratios, 17.43, 8.72 and 5.05 to 1; dry-plate clutch; no propeller shaft (rear engine); spiral bevel final drive.

**Suspension:** Independent front (helical and wishbones) and rear (helical and swing axles); telescopic dampers.

**General:** 5.20 x 15 ins. tyres; overall length, 11 ft. 10 ins.; height, 4 ft. 10 ins.; wheelbase, 6 ft. 10½ ins.; track, 3 ft. 11 ins.; turning circle, 27 ft.; weight (dry), 11 cwt.; Lockheed/Bendix brakes; 6 galls. fuel tank.

**Estimated maximum speed:** 65 m.p.h.

(Continued on page 535)



*The new 1½-litre M.G. Magnette saloon will be a centre of attraction at Earls Court.*

#### M.G.—STAND 153

##### TF Midget.

**Engine:** 4-cyl., o.h.v. (push-rod), 66.5 x 90 mm. (1,250 c.c.), 8 to 1 compression ratio, 57.5 b.h.p. at 5,500 r.p.m.; fan and water pump cooling; twin 1½-in. SU semi d/d. carburetters; Lucas ignition.

**Transmission:** Borg & Beck single-plate clutch (8 ins. diameter); gear ratios: 17.06, 10.09, 6.752 and 4.875 to 1; Hardy-Spicer open propeller shaft; hypoid rear axle.

**Suspension:** Helical springs and wishbones (independent) front, semi-elliptic rear; piston-type dampers.

**Dimensions:** Wheelbase, 7 ft. 10 ins.; track (front), 47½ ins. disc wheels, 48½ ins. wire wheels; (rear), 50 ins. or 50½ ins.; overall length, 11 ft. 11 ins.; width 4 ft. 11 ins.; height, 4 ft. 4½ ins.

**General:** 12-volt electrical equipment; Lockheed hydraulic brakes; Dunlop 5.50 x 15 ins. tyres; centre-lock wire wheels extra in place of standard disc pattern; rack and pinion steering; 12 gall. (56 litre) rear fuel tank with 2½ gall. (11 litre) reserve (warning light on dash).

**Top gear speed at 1,000 r.p.m.:** 15.25 m.p.h.

**Price:** £550 + £230 5s. 10d. P.T.

#### M.G. Magnette. (Series ZA).

**Engine:** 4-cyl., o.h.v. (push-rod), 73 x 89 mm. (1,489 c.c.), 7.15 to 1 compression ratio, 60 b.h.p.; pressurized cooling with impeller and fan; twin SU carburetters; Lucas ignition.

(43 litre) rear fuel tank. Colour schemes: grey with grey upholstery, green with green or biscuit, black with maroon, biscuit or green, maroon with maroon or biscuit.

**Price:** £645 + £269 17s. 6d. P.T.

**Makers:** M.G. Car Co., Ltd., Abingdon-on-Thames, Berks.

#### MERCEDES-BENZ—STAND 142 Type 300S

**Engine:** 6-cyl., o.h.c. (chain driven), 85 x 88 mm. (2,996 c.c.), 7.5 to 1 compression ratio; three Solex carburetters; 150 b.h.p.

**Transmission:** 4-speed gearbox, steering column change; hypoid final drive, 4.125 to 1.

**Suspension:** Independent front (helical and wishbones), divided-axle rear; electrically-controlled stabilizers.

**General:** 6.70 x 15 ins. tyres; overall length, 15 ft. 1 7/64 ins.; width, 5 ft. 11¼ ins.; height, 4 ft. 11 29/64 ins.; track, (front) 4 ft. 10 17/64 ins., (rear) 5 ft. 0½ in.; turning circle, 41 ft.; kerb weight, 3,568 3/10 lbs.; 16½ galls. fuel tank.

**Estimated maximum speed:** 108 m.p.h.

**Price:** £3,902 (basic).

**Concessionaires:** Mercedes-Benz (Great Britain), Ltd., 111 Grosvenor Road, London, S.W.1.

#### MORGAN—STAND 120

##### Plus 4 Model.

**Engine:** 4-cyl., o.h.v. (push-rod), 85 x 92 mm. (2,088 c.c.), 68 b.h.p. at 4,200 r.p.m.; single Solex carburetter; coil ignition.



*A popular French 2-litre car, which is gradually being developed on high-performance lines, the Renault "Frégate".*



**DAVID BROWN announces**  
**the infinitely desirable**  
**ASTON MARTIN DB2-4**



HERE IS THE SCINTILLATING

DB2 RE-DESIGNED with

greater luggage space,  
 two additional rear seats  
 and the Vantage engine!

**A**LL THE SPEED, liveliness, superb road-holding and flexibility of the original, race-bred DB2 — *plus* just those conveniences of luggage space and extra seating which add so much to the enjoyment of motoring: that is the DB2-4!

**Flat-flooring** to luggage space whether occasional rear seats are in use or not. Access through large rear window. Extra wheel separate and rapidly released.

**Occasional seating** adds to the convenience of the car, providing generous accommodation for children, occasional seating for adults.

**Vantage engine** — the racing version with 125 b.h.p. at 5,000 r.p.m. now fitted as standard. The secret of the DB2-4's amazing flexibility both in traffic and on the open road.

*Also available as Drop-Head Coupé.*

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ASTON MARTIN DIVISION

HANWORTH PARK FELTHAM MIDDLESEX

LONDON SHOWROOMS: 103 NEW BOND STREET, W.1



Stand 123 at the Motor Show



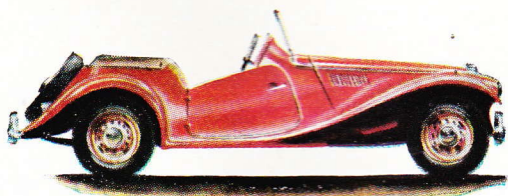
See the new 1½ LITRE  MAGNETTE SALOON

at the Motor Show!



 *Safety fast in airmoothed style*

This sensational new M.G. Saloon combines the best features of contemporary design with really brilliant sports car performance. Powered by a 1½ litre o.h.v. push-rod engine fitted with twin S.U. carburettors, it develops nearly 60 b.h.p. and will carry you safely and smoothly at 80 m.p.h. and more. If you want quite remarkable performance, the beauty of airmoothed styling, and spacious luxury for the whole family, you will find that there is no car like the M.G. Magnette. Come and see it at the Motor Show, Earl's Court.



SEE ALSO THE *new*  
T.F. SERIES  MIDGET  
— the zippiest model ever!

A new sloping bonnet, headlamps enclosed in the wings, and a smart new bow-fronted radiator, give the M.G. T.F. an even sportier look than before. Don't miss this chance of seeing this latest Midget.



THE M.G. CAR CO. LIMITED, SALES DIVISION, COWLEY, OXFORD  
London Showrooms: Stratton House, 80 Piccadilly, London, W.1  
Overseas Business: Nuffield Exports Limited, Cowley, Oxford, and 41 Piccadilly, London, W.1

THE MOTOR SHOW  
EARL'S COURT  
OCTOBER 21-31, 1953



## Specifications—continued

Estimated fuel consumption (50 m.p.h.): 45 m.p.g.  
 Top gear speed at 1,000 r.p.m.: 14 m.p.h.  
 Price: (Saloon) £430 + £180 5s. 10d. P.T.  
 (Drophead) £545 + £246 7s. 6d. P.T.

## 2-litre Saloon (Frégate).

Engine: 4-cyl., o.h.v. (push-rod), 85 x 88 mm. (1,996 c.c.), 58 b.h.p. at 4,000 r.p.m.; single Solex carburetter; coil ignition.

Transmission: 4-speed gearbox; ratios, 15.45, 8.35, 5.63 (direct) and 4.08 to 1; dry-plate clutch; body-mounted reduction gear and differential.

Suspension: Independent front (helical and wishbones) and rear (helical spring and trailing arms); telescopic dampers.

General: 6.40 x 15 ins. tyres; overall length, 15 ft. 5 ins.; height, 5 ft. 0½ in.; wheelbase, 9 ft. 2½ ins.; track, 4 ft. 7¼ ins.; turning circle, 33 ft.; weight (dry), 24.9 cwt.; Bendix/Lockheed brakes; 12 galls. fuel tank.

Top gear speed at 1,000 r.p.m.: 19 m.p.h. (over-drive).

Price: £893 + £406 17s. 1d. P.T., (with sliding roof) £910 + £415 8s. 10d. P.T.

Concessionaires: Renault, Ltd., Western Avenue, London, W.3.

## RILEY—STAND 125

## 1½-litre.

Engine: 4-cyl., o.h.v. (push-rod), two high-placed camshafts, 69 x 100 mm. (1,496 c.c.); 35 b.h.p. at 4,500 r.p.m.; pressurized cooling by centrifugal pump, thermostatically-controlled; single SU carburetter; Lucas ignition.

Transmission: Borg and Beck single-plate clutch; gear ratios, 20.372, 11.736, 7.585 and 5.125 to 1; Hardy-Spicer open propeller shaft; hypoid rear axle.

Suspension: Torsion-bar front (independent) with telescopic hydraulic dampers; semi-elliptic rear.

General: 12-volt electrical equipment; Girling hydraulic brakes; Dunlop 5.75 x 16 ins. tyres; rack and pinion steering; built-in heating and demisting equipment; 12½-gallon (56-litre) fuel tank.

Top gear speed at 1,000 r.p.m.: 15.2 m.p.h.

Price: £850 + £355 5s. 10d. P.T.

## Pathfinder.

Engine: 4-cyl., o.h.v. (push-rod), two high-placed camshafts, 80.5 x 120 mm. (2,443 c.c.), 7.25 to 1 compression ratio, 102 b.h.p. at 4,400 r.p.m.; pressurized cooling by centrifugal pump, thermostatically-controlled; pump-circulation for heater unit; twin SU carburetters; Lucas ignition.

Transmission: Borg and Beck 10 ins. single-plate clutch; gear ratios, 13.59, 8.446, 5.88 and 4 to 1; Hardy-Spicer open propeller shaft; hypoid rear axle.

Suspension: Torsion-bar front (independent) with telescopic hydraulic dampers; helical rear with concentrically-mounted hydraulic dampers.

Dimensions: Wheelbase, 9 ft. 5½ ins.; track (front), 4 ft. 6 ins.; (rear), 4 ft. 6½ ins.; overall length, 15 ft. 3 ins.; width, 5 ft. 7 ins.; height, 5 ft.

General: 12-volt electrical equipment; Girling hydraulic brakes; Dunlop 6.70 x 16 ins. tyres; cam-type steering; built-in heating and demisting equipment; 13-gallon (59-litre) fuel tank; colour schemes: Black with maroon, green or biscuit upholstery; maroon with maroon or biscuit; green with green or biscuit; blue with grey; grey with maroon or grey.

Top gear speed at 1,000 r.p.m.: 20.1 m.p.h.

Price: £975 + £407 7s. 6d. P.T.

Makers: Riley Motors, Ltd., Abingdon-on-Thames, Berks.

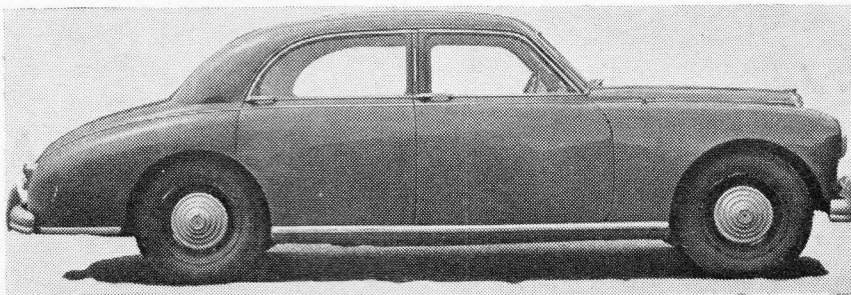
## ROLLS-ROYCE—STAND 170

## Silver Wraith.

Engine: 6-cyl., o.h.v. (inlet), s.v. (exhaust), 92 x 114.3 mm. (4,566 c.c.); single Stromberg carburetter; coil ignition.

Transmission: 4-speed gearbox; ratios, 11.113, 7.520, 5.001 and 3.727 to 1; dry-plate clutch; open propeller shaft; hypoid bevel final drive; fully automatic gearbox optional.

Suspension: Independent front (helical and wishbone), semi-elliptic rear; hydraulic dampers.



A 100 m.p.h. Riley—the new 2½-litre Pathfinder.

General: 7.50 x 16 ins. tyres; wheelbase, 11 ft. 1 in.; track, 4 ft. 9.9 ins. (front); 5 ft. 11 ins. (rear); turning circle, 45 ft. 5 ins.; fuel tank capacity, 18 galls.; hydraulic front brakes; servo-assisted mechanical rear.

Other dimensions dependent on type of coachwork.

Price: Chassis, £2,445 + £1,019 17s. 6d. P.T.

## Silver Dawn.

Engine, transmission and suspension: Similar to Silver Wraith.

General: 6.50 x 16 ins. tyres; wheelbase, 10 ft. track, 4 ft. 8½ ins. (front); 4 ft. 10½ ins. (rear); turning circle, 41 ft. 2 ins.; overall length, 16 ft. 7½ ins.; height, 5 ft. 6 ins.; weight (dry), 4,025 lb.; fuel tank capacity, 18 galls.

Price: Sports saloon, £3,250 + £1,355 5s. 10d. P.T.

Makers: Rolls-Royce, Ltd. (Motor Car Division), Conduit Street, London, W.1.

## ROVER—STAND 151

## "90."

Engine: 6-cyl., o.h.v. (inlet), s.v. (exhaust), 73.025 x 105 mm. (2,638 c.c.); single SU carburetter; coil ignition.

Transmission: 4-speed gearbox with free-wheel; ratios, 14.506, 8.785, 5.923 and 4.30 to 1; dry-plate clutch; Hardy-Spicer propeller shaft with centre bearing; spiral bevel rear axle, 3.9 to 1 ratio available.

Suspension: Independent front (helical); semi-elliptic rear; telescopic hydraulic dampers.

General: 6.00 x 15 ins. tyres; overall length, 14 ft. 10½ ins.; height, 5 ft. 3½ ins.; wheelbase, 9 ft. 3 ins.; track, 4 ft. 4 ins. (front); 4 ft. 3½ ins. (rear); turning circle, 37 ft.; kerb weight, 28½ cwt.; Girling hydraulic brakes; fuel tank capacity, 11½ galls.

Top gear speed at 1,000 r.p.m.: 18 m.p.h.

Price: £915 + £382 7s. 6d. P.T.

Makers: Rover Co., Ltd., Solihull, Birmingham.

## SINGER—STAND 161

## SM Roadster (two-carburetter model).

Engine: 4-cyl., o.h.c., 73 x 89.4 mm. (1,497 c.c.), 58 b.h.p. at 4,600 r.p.m.; twin Solex FAI carburetters; coil ignition.

Transmission: 4-speed gearbox; ratios, 13.25, 8.62, 5.58 and 4.44 to 1; Hardy-Spicer open propeller shaft; spiral bevel rear axle.

Suspension: Helical and wishbones i.f.s.; semi-elliptic rear; Armstrong hydraulic dampers.

General: 5.00 x 16 ins. tyres; overall length, 12 ft. 7½ ins.; height, 4 ft. 10½ ins.; wheelbase, 7 ft. 7 ins.; turning circle, 33 ft.; track, 3 ft. 10½ ins.; weight (dry), 15½ cwt.; Girling hydro-mechanical brakes; fuel tank capacity, 7 galls.

Estimated maximum speed: 82 m.p.h.

Top gear speed at 1,000 r.p.m.: 17.04 m.p.h.

Price: £519 15s. 0d. + £217 13s. 9d. P.T.

Makers: Singer Motors, Ltd., Coventry and Birmingham.

## SUNBEAM-TALBOT—STAND 134

## "90" Mark IIA.

Engine: 4-cyl., o.h.v. (push-rod), 81 x 110 mm. (2,267 c.c.), 77 b.h.p. at 4,100 r.p.m.; Stromberg d/d carburetter; coil ignition.

Transmission: 4-speed gearbox; ratios, 12.43, 9.633, 5.811 and 3.9 to 1; dry-plate clutch; Hardy-Spicer open propeller shaft; hypoid bevel rear axle.

Suspension: Helical and wishbones i.f.s.; semi-elliptic rear; Armstrong hydraulic dampers.

General: 5.50 x 16 ins. tyres; overall length, 13 ft. 11½ ins.; height, 5 ft. 0½ in.; wheelbase, 8 ft. 1½ ins.; turning circle, 36½ ft.; track, 3 ft. 11½ ins. (front); 4 ft. 2½ ins. (rear); weight (dry), 26 cwt.; Lockheed hydraulic brakes; fuel tank capacity, 10 galls.

Estimated maximum speed: 90 m.p.h.

Estimated fuel consumption (50 m.p.h.): 28.5 m.p.g.

Top gear speed at 1,000 r.p.m.: 19.9 m.p.h.

Price: (Saloon), £825 + £344 17s. 6d. P.T.

(Convertible), £855 + £357 7s. 6d. P.T.

## "Alpine".

Engine: Similar to "90"; power output, 80 b.h.p. at 4,200 r.p.m.

Transmission: Similar to "90"; ratios, 11.04, 8.54, 5.19 and 3.9 to 1; 4.22:1 final drive available.

Suspension: Similar to "90".

General: Overall length, 14 ft. 0½ in.; height, 4 ft. 9½ ins.; weight (dry), 25½ cwt.

Estimated maximum speed: 97 m.p.h.

Top gear speed at 1,000 r.p.m.: 19.9 m.p.h.

Price: £895 + £374 0s. 10d. P.T.

Makers: Sunbeam-Talbot, Ltd., Ryton-on-Dunsmore, nr. Coventry.

## TRIUMPH—STAND 124

## TR.2 Sports.

Engine: 4-cyl., o.h.v. (push-rod), 83 x 92 mm. (1,991 c.c.), 90 b.h.p. at 4,800 r.p.m.; twin SU carburetters; coil ignition.

Transmission: 4-speed gearbox; ratios, 13.15, 7.81, 5.15 and 3.89 to 1; 9 ins. Borg & Beck, hydraulically operated clutch; Hardy-Spicer open propeller shaft; hypoid bevel rear axle.

Suspension: Helical and wishbones i.f.s.; semi-elliptic rear; hydraulic dampers.

General: 5.50 x 15 ins. tyres; overall length, 12 ft. 4 ins.; height (hood folded), 3 ft. 1 in.; wheelbase, 7 ft. 4 ins.; turning circle, 32 ft.; track, 3 ft. 9 ins. (front); 3 ft. 9½ ins. (rear); weight (dry), 17½ cwt.; Lockheed hydraulic brakes; fuel tank capacity, 12 galls.

Estimated maximum speed: 100 m.p.h.

Estimated fuel consumption: 24 m.p.g.

Top gear speed at 1,000 r.p.m.: 19.25 m.p.h.

Makers: Triumph Motor Co. (1945), Ltd., Coventry.

## WOLSELEY—STAND 146

## "Four-Forty-Four."

Engine: 4-cyl., o.h.v. (push-rod), 66.5 x 90 mm. (1,250 c.c.); SU carburetter; coil ignition.

Transmission: 4-speed gearbox; ratios, 19.511, 11.547, 7.718 and 5.125 to 1; dry-plate clutch; Hardy-Spicer open propeller shaft; hypoid bevel rear axle.

Suspension: Independent front (helical and wishbones); semi-elliptic rear; telescopic hydraulic dampers.

General: 5.50 x 15 ins. tyres; overall length, 14 ft. 5 ins.; height, 5 ft.; wheelbase, 8 ft. 6 ins.; turning circle, 34 ft. 6 ins.; track, 4 ft. 3 ins.; weight (dry), 23½ cwt.; Lockheed hydraulic brakes; fuel tank capacity, 9½ galls.

Top gear speed at 1,000 r.p.m.: 14.5 m.p.h.

Price: £595 + £249 0s. 10d. P.T.

## "Six-Eighty."

Engine: 6-cyl., o.h.c., 73.5 x 87 mm. (2,214 c.c.); twin SU carburetters; coil ignition.

Transmission: 4-speed gearbox; ratios, 14.642, 10.248, 6.586 and 4.55 to 1; Borg & Beck clutch; Hardy-Spicer open propeller shaft; hypoid bevel rear axle.

Suspension: Independent front (torsion bar); semi-elliptic rear; telescopic hydraulic dampers.

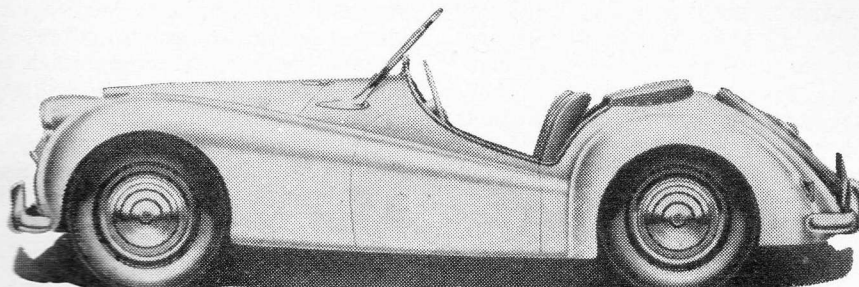
General: Overall length, 14 ft. 9 ins.; height, 5 ft. 3½ ins.; turning circle, 41 ft.; track, 4 ft. 6 ins. (front); 4 ft. 5 ins. (rear); weight (dry), 24 cwt.; Lockheed hydraulic brakes; fuel tank capacity, 12 galls.

Top gear speed at 1,000 r.p.m.: 17 m.p.h.

Price: £670 + £280 5s. 10d. P.T.

Makers: Wolseley Motors, Ltd., Cowley, Oxford.

(Continued on page 550)



A very fast and lively 2-litre car, the sports two-seater Triumph.





# THE ORGANIZATION OF FERRARI

ALTHOUGH I expect that readers of AUTOSPORT are familiar with the technical aspects of the works Ferrari cars, possibly they are not so informed on the general make-up of the firm's racing organization. Ferraris have always been reticent in disclosing details of their behind-the-scenes activities, but, in view of their sensational withdrawal last September from active participation in racing, I feel that a short description would now be in order and enable a comparison to be made with other great teams of the past.

## The Ferrari Works

The firm have two establishments, one in Modena itself, which deals with the sales and repair of the standard products, and the other about 10 miles outside the town (near Maranello) which is the main works.

The Maranello establishment is an ultra-modern structure, and with the exception of the front office, is a single-storey building. The area occupied is of very modest proportions but the space available is

BY

*Mike Hawthorn*

utilized to the full, and, apart from the usual offices, houses body, machine, chassis, and final assembly shops, a drawing office, and an engine test house.

The foregoing departments deal with both standard and racing designs as part of the normal programme, but a special racing department handles the assembly, maintenance, and testing of the racing cars. This department has its own mechanics, who are, of course, carefully picked.

Enzo Ferrari also has an office at Maranello but his main business is conducted from Modena.

Ferraris do not manufacture their own castings and even the majority of chassis are made elsewhere. The policy seems to be to leave basic manufacturing processes to the indi-

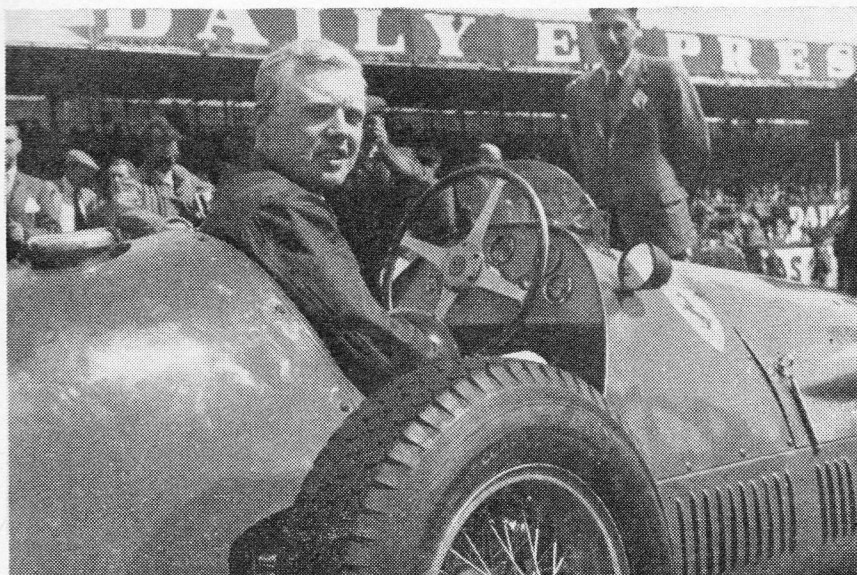
vidual specialists, and to me this seems very sound. Ferraris are thus able to concentrate on the finishing and assembly of the parts, the machine shop being magnificently equipped to cope with the intricate problems called for in their designs

## Design and Planning

Perhaps the greatest contrast between Ferraris and any British firm making racing cars, is the way the former plan their future programme. A modified design for even the current formula is under discussion by the chief designer, Lampredi, and Enzo Ferrari about two years before the car is required. In some cases two engine designs may have equal merits, and the decision is then taken to build both. The final choice is only made after the two engines have been thoroughly tested.

In the case of last season's cars, the first engine was running and the remainder of the car was well under way by mid-summer of last year. It should be realized that this car was not very different from its predecessors; a totally new design might





be ready even earlier, as indeed happened last February when the 2.5-litre was raced some 15 months before it was expected to be needed.

Having tested the engine to the firm's satisfaction, the car is assembled in the racing department and the initial tests take place on the long, straight road that the works stand on, and at the nearby Modena aerodrome. Testing on the open road is smiled on benevolently by the local authorities and, of course, the local citizenry are delighted whenever a red car appears. Comparisons are reputed to be odious, but sometimes it makes one a little wistful.

I went to the works in November and was measured for my car which was finally ready the following month. It says much for the quality of the test-bed work that I climbed into the completed car for the first time at Modena aerodrome, drove about 10 laps and then the car was sent back to the works for a final check over before being wrapped in a protective covering for shipment to the Argentine.

### The Ferrari Equipe

We were usually escorted by a large O.M. lorry which held all four cars, and one smaller lorry carrying a workshop, spares, and a complete spare engine. The exception to this was the Argentine where no lorries accompanied the team. If a spare practice car was considered necessary, as at Zandvoort, this was transported in another lorry.

Enzo Ferrari never goes to races as he says he cannot stand the strain, and therefore when "on the road" we were all under the orders

of the team manager Ugolini, who had complete control of the *équipe* at a race, made all arrangements, and gave the drivers their race instructions. He also lap scored. The drivers are left very much to their own devices between races and do not travel with the team; they make their own way to the venue, using their own transport, or sharing with each other.

Normally, the team had two mechanics per car, the chief mechanic being Meazza, but this season Parenti took over at most meetings owing to the former being required at the works. Parenti, as I expect readers know, may easily be recognized by his magnificent corporation which was frequently the butt of lurid jokes by the rest of us. He took it all very well, though, and is a most excellent mechanic, his excitement during the heat of battle never quite getting the better of his mechanical training.

In addition to the mechanics and

the trade representatives, we had several other personnel with the team. Amarotti's job was to make a note of the car's fuel and oil consumptions, the various temperature readings, and of any faults reported by the drivers. This he did during practising and at the conclusion of every race.

The actual tuning of the cars was attended to by Bucci who is a master at the mystical art of taking plug readings and tuning Weber carburettors. With the four cars to look after, he was kept very busy.

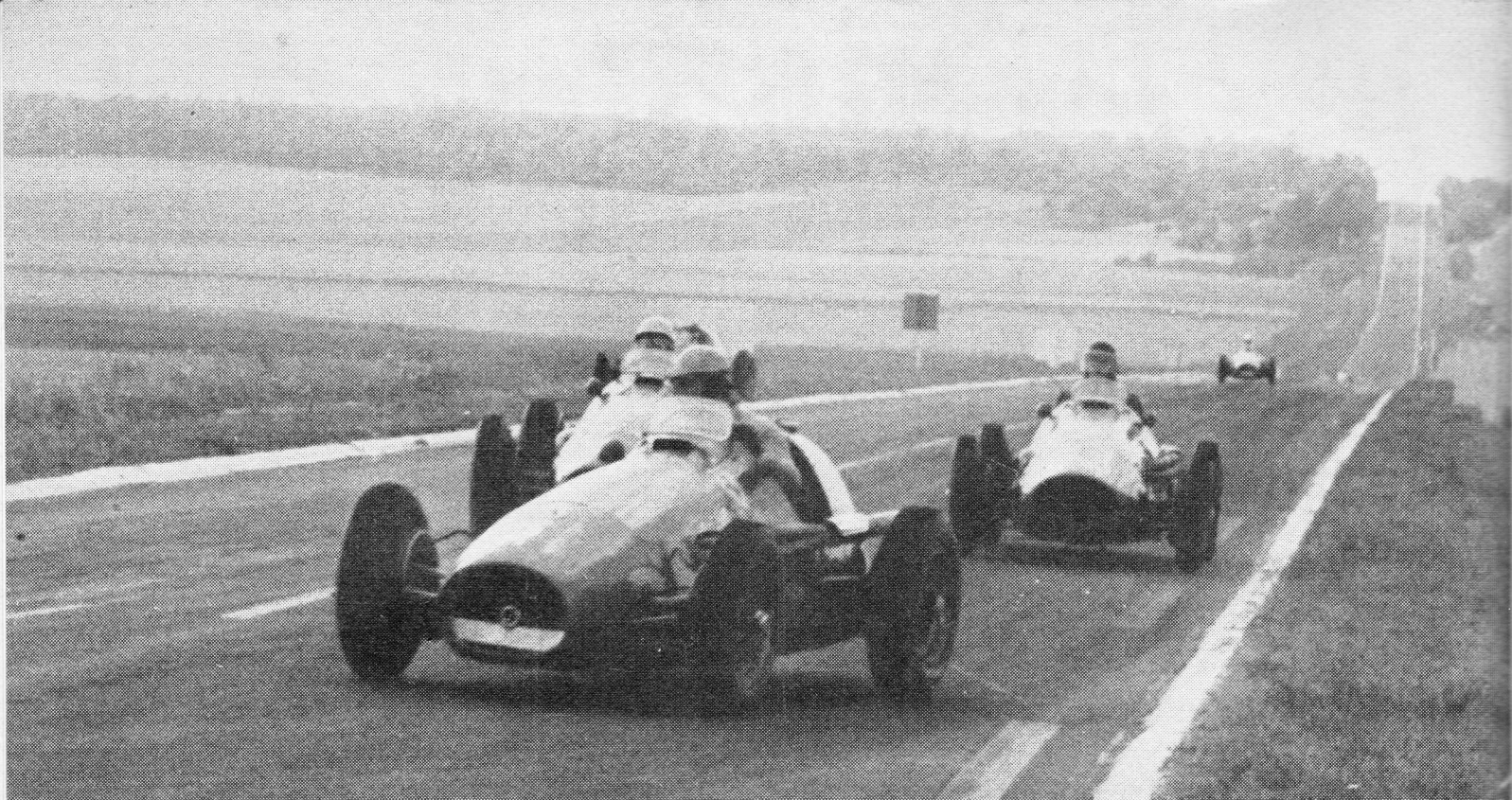
I feel that when any comparison with the great German teams of pre-war days is made it should be remembered that last season Ferraris were racing very nearly every weekend, frequently at places further apart than those with which the Germans had to contend.

When our racing commitments would not permit sending the cars back to Modena for inspection, a suitable garage was hired locally, the cars being completely stripped and reassembled before the next race. Considering the enormous racing mileages covered by each car, I think the reliability was one of the most outstanding features of the design, and was one which certainly gave me great confidence as a driver.

I am often asked if we will ever see the "prancing horse" on a car's scuttle again. I have read in the newspapers that Enzo Ferrari has decided to re-enter Grand Prix racing next year, but, as everyone knows, we drivers are the last to be told anything, and until I do hear it from Maranello, I will assume that nothing has been finally fixed. Anyway, I can only give thanks to Ferraris for giving me the opportunity to gain such priceless experience, driving with the world's best, in the world's best.







# The Greatest Races of 1953

by

**GREGOR GRANT**

IN practically every case, coverage of race-meetings for AUTOSPORT is planned well in advance. However, the Albi Grand Prix last May was more or less an overnight decision. Three B.R.M.s, with Juan Manuel Fangio, Ken Wharton and José Froilan Gonzalez, Alberto Ascari in a works 4.5 Ferrari, and Nino Farina with the Vandervell Thin Wall Special Ferrari, appeared to add up to the promise of an exciting race. So Pete Ayles was commissioned to take George Phillips and me in a Gemini to Albi, and, after beating some particularly nasty weather, we finally landed safely at the Southern French town.

The first three laps of Heat 2 of the Grand Prix will never be forgotten by all who were lucky enough to be there. Albi was run in two heats and a final, a group for F2 cars, one for F1 machines and the *grande finale* featuring the fastest finishers of both sections. In the heat, Gonzalez, Ascari and Fangio were in the front row, with Farina and Wharton behind. The noise was ear-splitting, the incredible "wheep-wheep" from the exhausts of the three Bourne cars making the French crowd goggle-eyed with excitement.

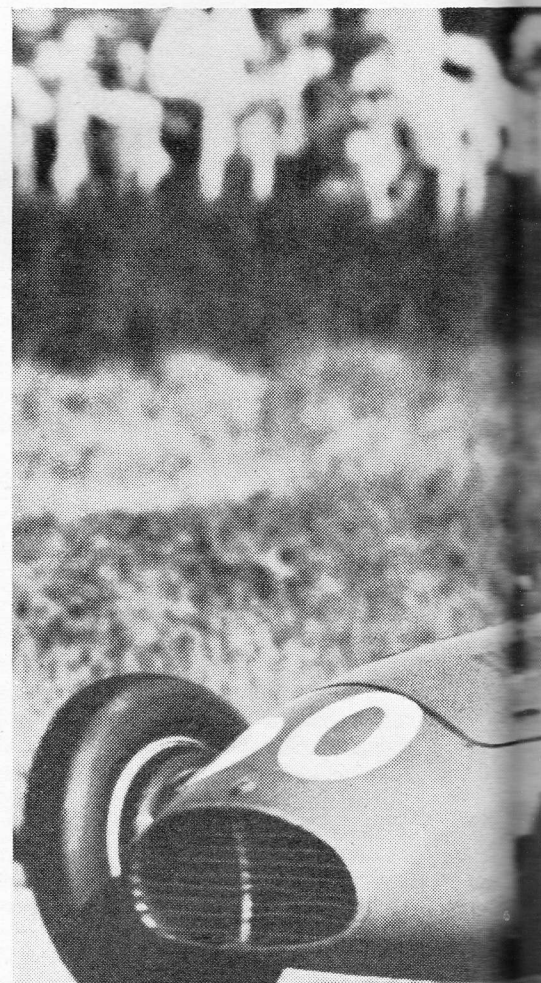
The flag fell; Ascari and Fangio put all they knew into their getaway, the fiercely spinning wheels of the Ferrari setting up dense clouds of

acrid-smelling blue smoke, as about 450 b.h.p. struggled to obtain grip—but it was Fangio who darted into the bend first, the scream of the centrifugal blowers drowning all else as the rev. counter rocketed up to 9,000, 10,000-11,000 r.p.m. A second crescendo announced Gonzalez and Wharton, trying conclusions with Farina whose car sounded strangely silent compared with the B.R.M.s.

Less than 3 mins. later—actually faster than the existing lap record—Fangio's car came screaming through, with Ascari's big Ferrari less than a second behind, and the Italian straining every effort to overtake the B.R.M. Close behind came Farina, Wharton, Gonzalez, and Trintignant going remarkably well in a new 2.5-litre Gordini.

The passage of Fangio and Ascari was a scare-producing spectacle. It was like the pre-war Mercedes-Auto Union days; the speed of these Formula 1 cars was a revelation. Lap 2, and Ascari tried desperately to take Fangio at both grandstand bends, but the B.R.M. swept through triumphantly, Alberto nearly getting into serious trouble as he overdid things attempting to keep level with

*TWO MASTERS: Juan Manuel Fangio (Maserati) snatches the lead from Giuseppe Farina (Ferrari) during the fiercely-fought Italian Grand Prix at Monza, last September.*





*That never-to-be-forgotten Grand Prix de l'A.C.F. at Rheims last July. Ascari, Villoresi and Hawthorn are seen approaching Thillois, on the Paris-Soissons road, with their Ferraris during the early stages when they were pursuing Gonzalez in his Maserati.*

Fangio. The duel between the pair was so intense that the struggle behind went almost unnoticed.

All round the circuit the dark green car and the red machine fought it out. At over 170 m.p.h. they swooped down the curving fast section, leaving in their wake hundreds of awe-stricken faces of people who had never dreamed that cars could be driven at such high speeds on roads.

Then came drama; the B.R.M. howled down towards the tribunes with a useful lead. Fangio hurtled through at unbelievable speed, but Ascari drew into his pit in a cloud of blue smoke. A few moments later, the green-painted Thin Wall also halted and mechanics began working on it. It was now B.R.M.s 1-2-3, but the main interest was over. Gonzalez stopped with a rear tyre in ribbons a lap later—an ominous hint of misfortune to come.

Still, there it was. Fangio's tremendous pace had been too much

for the 4½-litre cars, but these first three blistering laps had given every indication of what might have happened if Formula 2 had not supplanted F1. The Argentinian put in his third lap in 2 mins. 52.3 secs., actually 13.4 secs. faster than Gonzalez's 1952 record—and a speed of 115.48 m.p.h.!

#### Hawthorn v. Fangio

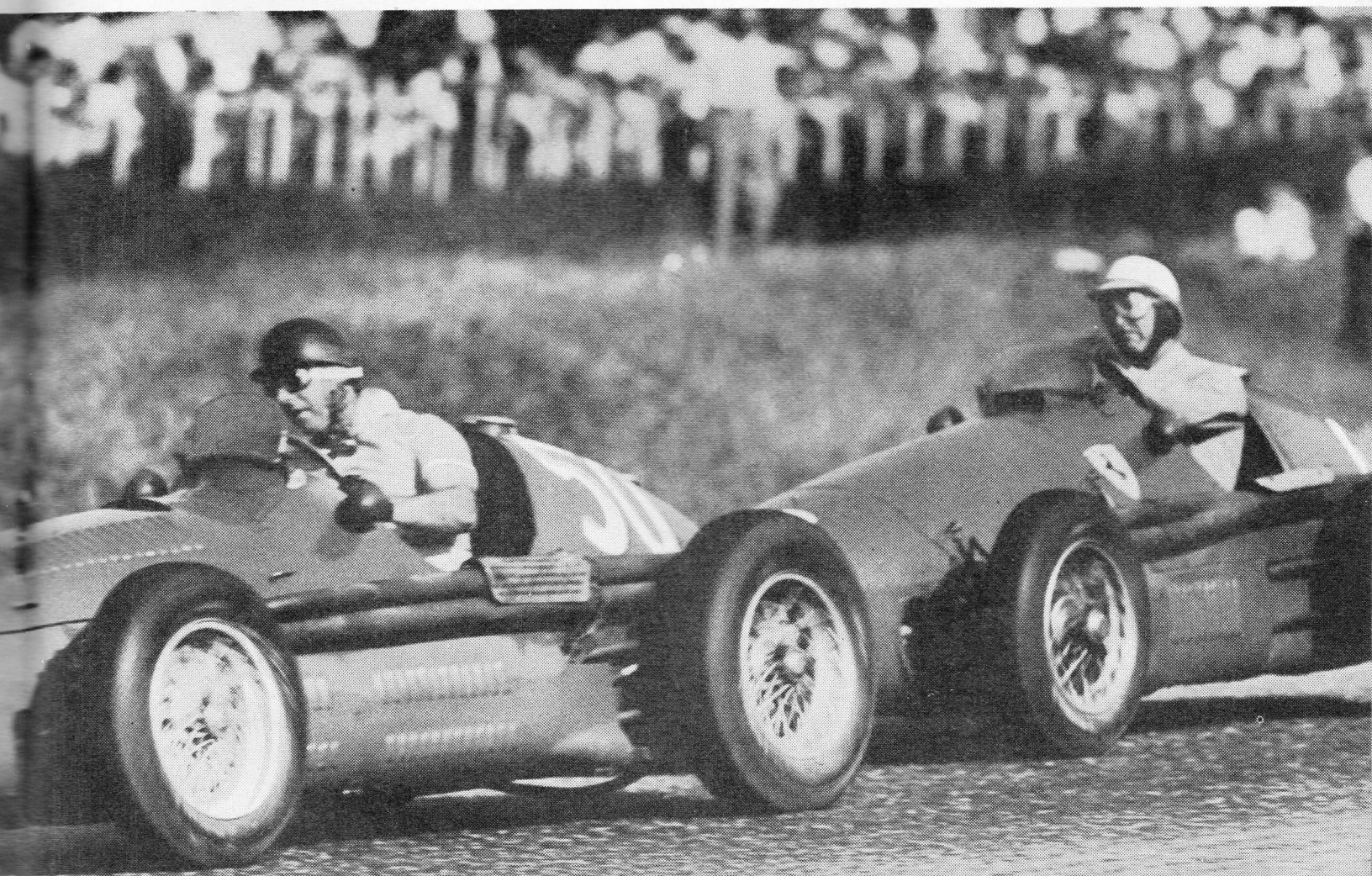
Fangio was again involved in a superb race; this was the now historical French Grand Prix at Rheims, when he and Mike Hawthorn fought as stern a duel as has ever taken place on a Grand Prix circuit. The race was a thriller from the start. Gonzalez (Maserati), running with a half-empty tank, snatched the lead. Behind, a titanic battle evolved featuring Villoresi (Ferrari), Hawthorn (Ferrari), Farina (Ferrari), Fangio (Maserati) and Marimon (Maserati). The first seven cars speedily outstripped the rest of the field, with Gonzalez increasing his lead every lap, and positions between the next six machines chopping and changing with startling rapidity. Farina—Fangio—Ascari—Hawthorn, all had their turn to head the group. Both Hawthorn and Marimon were displaying the skill

of veterans, and neither appeared to be dismayed by the presence of three World Champions.

With 20 laps on the board, Gonzalez had 18 secs. in hand over the scrapping sextet. Nine laps later he stopped to re-fuel. This cost him 28 secs. and he rejoined the race as part of the group, moving up to sixth place when Villoresi revolved at Thillois. However, when Gonzalez halted, Fangio suddenly pulled out to lead Ascari and Hawthorn to start an even fiercer struggle than before. Farina joined in, and Gonzalez began to close up on Marimon. Then Fangio and Hawthorn broke away from the others in a no-quarter duel which lasted till the end.

Sometimes it was Fangio who led by a wheel, then Hawthorn; often they would dead heat over the line. Gonzalez passed Farina and Ascari, was re-taken, re-passed again, and then came through between his rivals. Villoresi had put on a spurt, but then began to drop back looking exhausted. Marimon stopped with a leaking oil radiator.

Mike Hawthorn had an answer to everything that Juan Manuel Fangio did. Although maybe not a driver's





circuit, Rheims was giving the Farnham Flyer his opportunity—and he was taking it! Mike reasoned that Fangio was slower out of Thillois hairpin than he ought to be. Shrewdly he matched his acceleration against that of the Maserati, and came to the conclusion that Fangio's car had no bottom gear! Lap after lap, Mike took Thillois in second, knowing full well that he could use first gear whenever he wished.

Few in the crowd suspected Hawthorn's clever manoeuvre. Came the last lap, and thousands of madly excited people strained their necks to see who would win this remarkable duel. The two cars came down to Thillois almost dead level; Mike then produced his ace card, and whipped into bottom gear. The Ferrari simply left the Maserati standing on acceleration, gaining a couple of seconds or so that Fangio couldn't hope to make up. All the way down the straight the Ferrari led; Fangio crouched low in the cockpit and gained ever so slightly—but Hawthorn flashed over the line to win the 1953 French Grand Prix by one second. This wasn't the only spot of excitement. Gonzalez's car had its full complement of gears, and the burly Argentinian made a last-minute bid for victory, tore away from Ascari, and all but caught Fangio on the line, there being only two-fifths of a second between the two Maseratis at the finish. Not far behind came Ascari and Farina, followed at some length by Villorresi.

The pace was so hot that the next finisher, de Graffenried (Maserati), was fully two laps in arrears, and the next, Rosier (Ferrari), four laps. It was indeed a superb race, and a complete triumph for Mike Hawthorn.

### The Italian Grand Prix

Monza on 13th September brought a renewal of the Maserati-Ferrari struggle, and Enzo Ferrari's statement that this would be the last race for his famous Scuderia. Gonzalez, unfit after an accident in Portugal, was replaced by Mantovani, the remainder of the Maserati team comprising Fangio, Marimon and Bonetto. Scuderia Ferrari had no less than six works cars; the two new ultra-lightweight machines, not too satisfactory in practice, were given to "cadets" Maglioli and Carini, the Big Four depending on the older machines.

The Italian Grand Prix turned out

to be a remarkable event in every way. Ascari, Farina, Fangio and Marimon became involved in a tremendous conflict, with no quarter asked—and none given. Veteran Villorresi shook his head and after a few laps dropped back, tipping off Hawthorn to do likewise. However, both had to deal with Trintignant (Gordini), which kept them fully occupied behind the fright-producing four in front. Stirling Moss's Cooper-Alta came through in lap one in fifth place, but had a pit-stop a lap later.

### Maserati v. Ferrari

It was obvious that the Maseratis were faster, but hadn't the road-holding of their rivals. Time and time again either Marimon or Fangio took the lead on the back straight, only to be overtaken at Vedano. Yet Fangio did manage to stay ahead on several occasions, and looked strangely unperturbed when he did fall behind. As about one second could have covered the four protagonists on the majority of laps, he could well afford not to worry overmuch.

Marimon was playing a strong supporting role to the master. The younger driver was ever a thorn in the side of the Ferrari men, who also realized that Juan Manuel could not only stay with them all the way, but could apparently take the initiative whenever he pleased. It was also apparent that neither Farina nor Ascari was bothering too much about team orders—or anything else for that matter. Both had one goal in mind—to win the Italian Grand Prix!

After 46 laps, Marimon stopped with front suspension and brake troubles, leaving Fangio to dispute the issue alone. At least that's what it looked like on paper, but when Marimon returned to the fray after about six minutes' delay, the struggle became even more intense. The three leaders lapped Hawthorn and Trintignant, but Villorresi suddenly put on speed and steadfastly refused to be overtaken. Marimon craftily slowed down, joined the group of five, and tacked on behind Villorresi. This meant that six cars were racing almost wheel to wheel, with Ascari and Farina not only dicing each other, but having to hold off Fangio. Marimon ably rallied to his compatriot's support, and one can well imagine how confusing everything must have been. The blue and yellow Maserati was up with Ascari, Farina and Fangio, and,

despite pit signals, both Villorresi and Hawthorn must have had doubts as to Marimon's actual placing.

On went the six-car struggle. Farina and Ascari went at it hammer-and-tongs, with Fangio playing a waiting game. The two Ferraris would gain a second or two, but in their eagerness to beat each other, Nino and Alberto began to make little mistakes. Marimon was an ever-present menace and time and again brought his car past the leaders, giving Fangio a certain amount of breathing space.

The last few laps were breathlessly exciting. Two to go, and the three race-leaders dead-heated over the line shadowed by the ebullient Marimon, and Villorresi, obviously determined to stay out of this stern conflict of World Champions. The last lap; Ascari, looking grimmer than I can ever recall seeing him, raced wheel to wheel with Farina, with Fangio sitting sphinx-like on the tails of both Ferraris. Round Curva Grande the Ferraris drew ever so slightly away from Fangio's Maserati, but on the straight the leeway was speedily made up. Marimon came through level with Fangio and moved forward to come to grips with the rival cars.

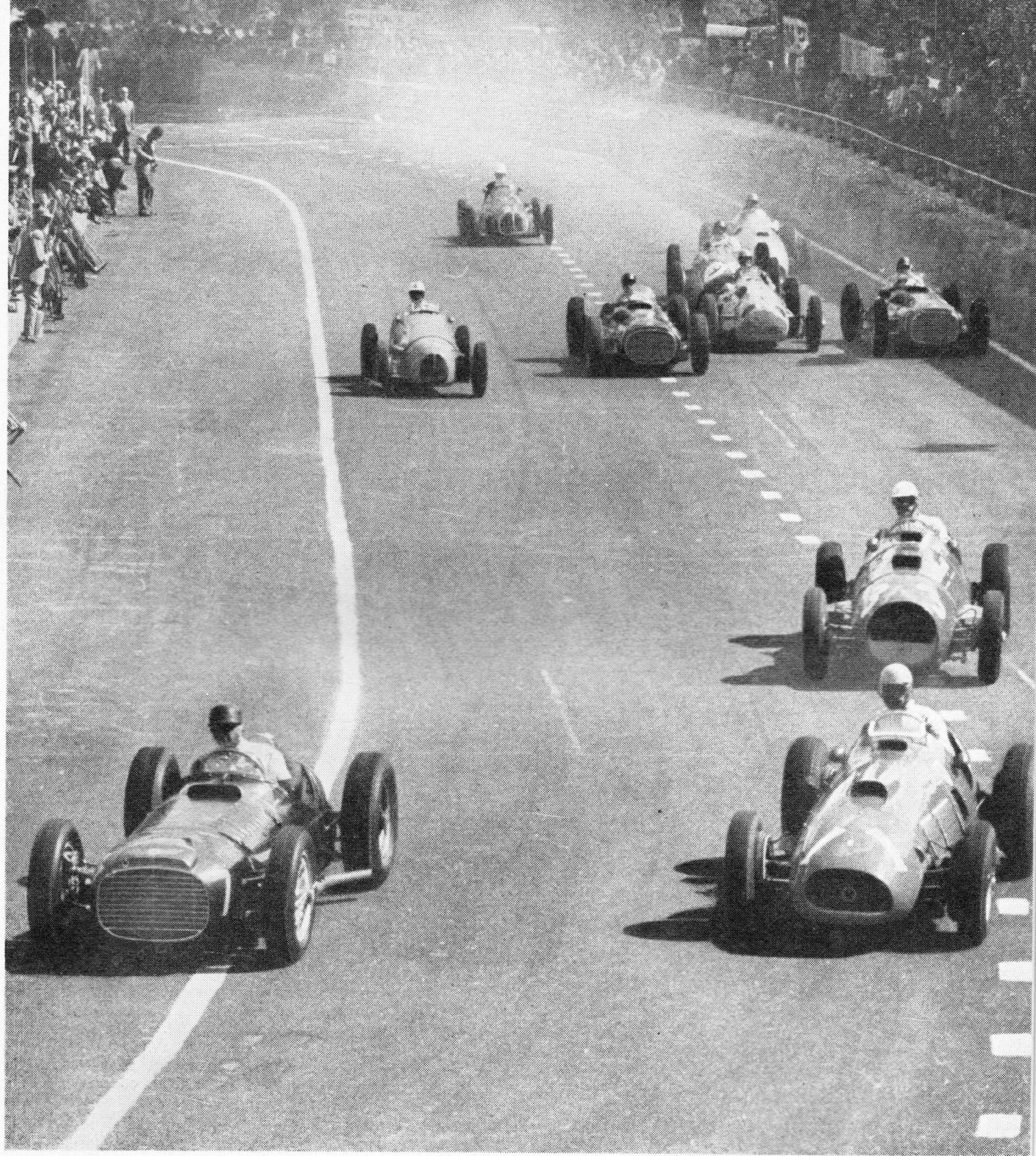
### That Last-lap Mix-up

Then occurred the incident which changed the entire race, an incident so confusing that even eye-witnesses contradicted each other as to what actually happened. Anyway, let's take Marimon's story as the most likely one. He stated afterwards that he was practically within inches of Farina's rear wheels as they entered the last bend, and he could see Fangio in his mirror creeping nearer and nearer. There was another, slower car on the circuit, possibly a Maserati but he couldn't be sure. He thought that it wasn't Bonetto, as he had an idea that he had seen his team-mate slowing down on the straight.

However, Farina was doing his utmost to take Ascari; neither gave way, and Ascari suddenly went into a wild spin. Farina swerved and braked hard, missed colliding with Ascari's car which slewed round in the path of his (Marimon's) machine. What happened next was that Marimon tried desperately to avoid the gyrating Ferrari, but couldn't. He hit it a glancing blow, and was temporarily knocked out when his face came into contact with

(Continued on page 545)





## ALBI:

*Formula 1 racing at its best. The start of Heat 2 of the Albi Grand Prix last May. Fangio (B.R.M.) has out-accelerated Ascari (4½-litre Ferrari) and Farina (Thin Wall Special Ferrari). Behind can be seen Trintignant (2.5 Gordini), Wharton (B.R.M.), Cabantous (Talbot), Hamilton (Talbot), Rosier (Ferrari) and De Riu (Maserati). Fangio and Ascari duelled mercilessly for three laps, when the Ferrari was retired. The B.R.M. covered a lap at over 115 m.p.h.!*





★  
The 2.8-litre, supercharged Pegaso competition two-seater tested by the writer. This has a similar specification to the coupé version which recently exceeded 151 m.p.h. on the Jabbeke-Aeltre motor-road, and is claimed to be the world's fastest production vehicle.  
★

JOHN BOLSTER TESTS—

# THE 2.8-LITRE SUPERCHARGED PEGASO

A Spanish Sports Car which has been Timed to Exceed 150 m.p.h. on the Road

WHEN the new Spanish Pegaso car was introduced at the 1951 Paris Salon, it created a furore. Here, it seemed, was the most advanced sports car that had ever been built and its specification read like a motoring enthusiast's dream. With its low, short body-cum-chassis construction, five-speed gearbox combined with the final drive and brakes, de Dion axle, and V-eight four-camshaft engine, it really looked the last word.

Since then, relatively little has been heard of the car, though one presumes that steady development work has been taking place. Suddenly, however, the motoring world was electrified by the announcement that on 25th September a standard Pegaso open two-seater had been officially timed over the flying kilometre at a mean speed of 151 m.p.h. That, of course, establishes the Pegaso as the fastest production car in the world. Even more noteworthy was the average speed, in both directions, of 85.75 m.p.h. for the *standing* kilometre. Compare that with the "one way" times over our own Brighton kilometre and you will realize that this sports car could "see off" the majority of racing cars that we have at present in this country.

I will admit, therefore, that I was greatly excited when the Pegaso people telephoned me in Paris and invited me to test their car. Bright

and early I arrived at the Saoutchik works, and first of all I examined some of the batch of 45 Pegasos which are at present receiving their *carrosserie* at this exclusive house.

To build a body for a monocoque-type car is a considerable engineering achievement. It would appear that there is a certain basic structure, consisting of the scuttle, floorboards and a pair of box members that carry the engine and front suspension. It is all of considerable complexity, with the gauge of material varied according to a stressing plan, and the rest of the body is welded on with the help of the most elaborate jigs. To distribute the stress in front, the bottom wishbones are attached to the centre of their torsion bars, which radiate fore and aft to four separate anchorages.

At the rear, the de Dion axle tube passes ahead of the differential, and is located laterally by a central vertical channel. The radius arms are carried backward, and eventually meet at a spherical joint right in the tail of the body. In order to allow clearance for the axle beam, the gearbox is mounted behind the differential, which is of the self-locking Z.F. type. The drive shaft passes beneath this unit, and is connected to the layshaft of the five-speed all-indirect box. Thus, the power is fed backward to whichever pair of gears is selected

at the time, and then forward again to the pinion, which engages the rear of the crown wheel.

The rear suspension is by transverse torsion bars, and, as in front, direct-acting telescopic dampers are fitted. The wheelbase is only 7 ft. 10 ins., and the front track is 4 ft. 4 ins., while that at the rear is 4 ft. 2½ ins. The steering has a most involved geometry, the almost horizontal column entering a worm and wheel-type box. From this, a long vertical shaft is connected, via a horizontal lever, to a fore and aft drag link. This animates a bell crank, from which the motion is distributed by a three-piece track rod.

The brakes have an area of 190 sq. ins., and are operated hydraulically. Those at the front have two leading shoes, while the rear set have one leading and one trailing shoe each. The latter are mounted on either side of the differential housing, and are connected to the hubs by articulated shafts. The racing-type wire wheels, with duralumin rims, carry 6.50-16 ins. tyres.

Of enthralling technical interest, the V-eight engine has its cylinders set at 90 degrees. The crank case and heads are of light alloy, and the nitralloy crankshaft runs in five thin-wall bearings. The four overhead camshafts are driven by a train of skew gears, and the 14 mm. plugs

(Continued on page 545)

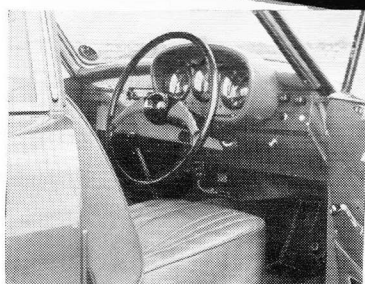


# The 'Bristol'

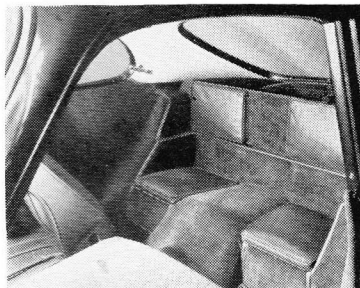


... a new Bristol 2-litre model

## Sports coupé



The 404 has individual bucket type front seats adjustable for both rake and reach. Main instruments are grouped together in front of the driver and are cowed to eliminate reflection.



The rear luggage shelf of the 404 folds up, as shown here, to provide back-rests for the two occasional seats.

Offering the same superlative comfort and high performance, and with beauty of line similar to that which makes the "Bristol" 403 2-litre saloon one of the world's outstanding cars—the 404 2-litre sports coupé is a new "Bristol" model which combines the ultra high performance of competition motoring with the docility and grace of a town carriage.





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**ALVIS LIMITED • COVENTRY**



### The 2.8-litre Supercharged Pegaso— *continued*

in the centre of the heads are fired by a magneto. The car that I tried was the supercharged model, and the large Roots blower was mounted in the centre of the Vee with a gear drive from the front of the engine. Behind it, an enormous twin-choke Weber horizontal carburettor delivered into an aluminium induction tract, which led into the top of the supercharger.

It must be understood that the normal unsupercharged Pegaso is a quiet and flexible car. The 150 m.p.h. machine which I sampled was a high-compression, high-boost job, and had consequently to be treated with some of the care that one expects to lavish on a racing machine. It was necessary to warm it up carefully on "soft" plugs, and take a gentle drive round the houses to get the oil circulating. After that, the "hot" sparking plugs were fitted, and I was interested to see that these were British K.L.G.s.

Was all that trouble worth while? Emphatically yes! The engine develops some 250 b.h.p. at 6,500 r.p.m., though it is safe to go up to 7,000 r.p.m. With its "over-square" dimensions of 80 x 70 mm. (2.816 c.c.), these high revolutions entail only moderate piston speeds. The five-speed, close-ratio gearbox allows maximum use to be made of the willing power unit, and, of course, the performance is tremendous.

Such power would be an embar-

rassment unless one had exceptional road holding. Quite one of the best features of the Pegaso is its rear end, and it definitely proves, if proof were needed, that a really good de Dion layout is streets ahead of any other system. The limited-slip differential is valuable, too, and the weight distribution is calculated for maximum adhesion of the back tyres. As a result, the acceleration is formidable indeed, and one can use the full power of the engine on the lower gears without any wheelspin.

The acceleration bears no relation to that of any normal sports car, and it goes on going on, so to speak, right up towards the maximum speed. To give an accurate idea of what I mean, I think that it would take a very, very good 2-litre E.R.A. single-seater to stay anywhere near the Pegaso. The exhaust note has a hard, metallic quality, and the supercharger emits a healthy scream, but the engine is not at all noisy mechanically.

Rather surprisingly, the all-indirect gearbox is completely silent on each of its five speeds. The problem of insulating the final drive from the chassis has also been overcome, for no sound or vibration penetrates the body. Of course, "my" Pegaso had open coachwork, which would not magnify any untoward noises like a coupé, but I listened very carefully and could hear none of that whine which is so usual with chassis-mounted final drives.

The ride is on the firm side, the rear suspension being very heavily damped at low speeds. When travelling really fast, the car rides quite level, and one is not conscious of the short wheelbase. I gather that the normal coupés are rather more softly sprung than the competition-style vehicle that I was using.

It would be difficult to imagine a safer car on the road than the Pegaso, in spite of its immense speed potential. The acceleration is matched by powerful brakes, and the unusually high-g geared steering, in the hands of a capable driver, ensures that rapid changes of direction can be made. As an experienced hill-climb competitor, I feel that this would be an ideal car for such work.

My test of the fastest production car in the world was unavoidably of short duration, and I did not have access to a measured distance for the usual stopwatch tests. Nevertheless, I feel that the figures taken on the Jabbeke road, which I quoted at the beginning of this article, cover that side of the matter more than adequately. I shall remember the sheer sensation of the accelerating Pegaso when I have entirely forgotten many lesser cars. It remains to thank the Empresa Nacional De Autocamiones, S.A., for providing me with a most exciting experience. Let us hope that this successful record attempt will be followed by actual racing of the Pegaso, for that would add immense interest to the 1954 season.

**The Greatest Races of 1953—*continued***  
his own facia panel. Meanwhile, Farina's swerve to miss Ascari slowed him down enough to let Fangio through. The great Argentinian had watched all these goings-on, and with split-second timing, urged his Maserati past, and went on his way.

He was completely bewildered to find that he had won. Everything had happened with such lightning rapidity that he didn't realize that Ascari was involved. Marimon came to, thankful to discover that he was only slightly hurt. Ascari was furiously angry as he climbed completely unhurt from his car. Villoresi, who had also witnessed the kafuffle, complained bitterly to officials and the Ferrari pit about something or other. Although Farina had managed to avoid hitting Ascari's

car, his own machine bore witness of earlier contact.

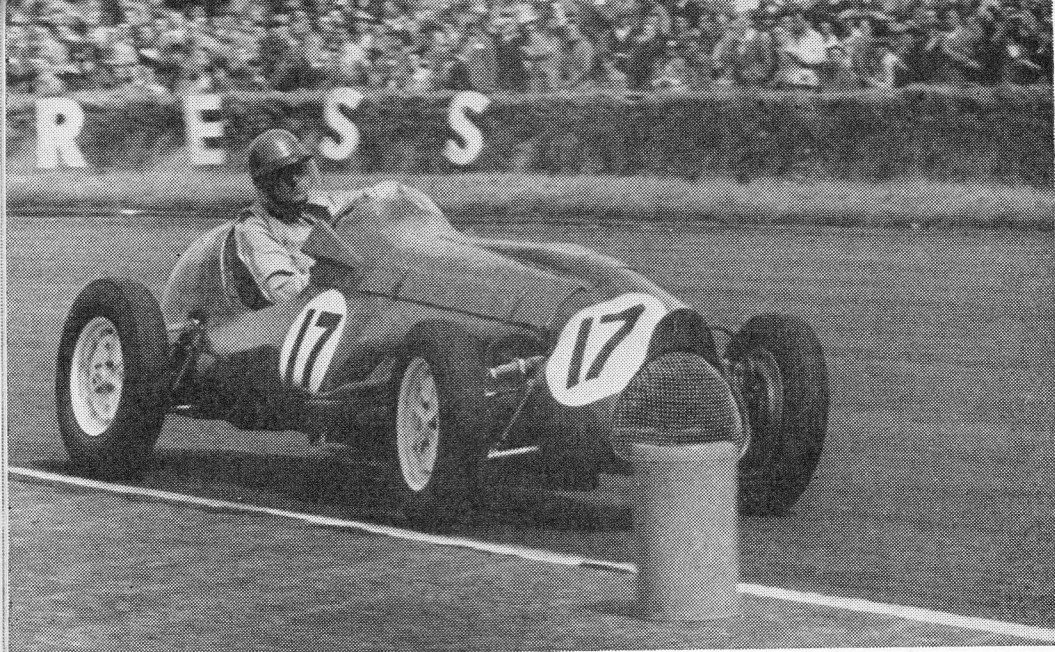
The evidence points to the entire incident being caused by Ascari making one of his rare mistakes, his normally calm temperament being ruffled by the efforts of Farina to get in front, and by the ever-present danger from Fangio. Obviously many people will blame someone, but there can be no question of Juan Manuel Fangio being involved in any way whatsoever. For 80 laps he had menaced the Ferraris, and who can tell whether or not he was quite capable of pulling out that little extra to win—even if the incident had never occurred.

Well, there you are then. Albi, Rheims and Monza, each of which supplied the kind of racing that the general public wants to see. Oddly enough, Fangio was prominent in

all three of them. There is nothing more detrimental to the sport generally than the sort of event in which one team, or driver, goes on to win absolutely unchallenged.

Granted, there have also been many other thrilling races during the year. Le Mans, with its Ferrari-Jaguar-Cunningham battle, resulting in an overwhelming victory for Jaguar; Rheims when the leading Ferrari was disqualified and, once again, there was a Jaguar triumph; Goodwood and Dundrod where Aston Martins scored their victories when Jaguars seemed certain to receive the chequered flag. One could go on, but I am certain that the three Grands Prix mentioned supplied all the elements which make up motor-racing as it ought to be.





AUTOSPORT, OCTOBER 23, 1953

*SEE THEM ON STAND 127: (Left) The Formula 2 Cooper-Bristol, here in action with Bob Gerard at the wheel.*

these three specimens the lie is emphatically given to statements that all "500s are the same". The Cooper is the latest Mark VIII, with aerodynamically streamlined bodywork, and is the actual car in which John Cooper set up 15 new International records in Classes H, I and J at Montlhéry recently; the engine is one of the famous "double-knocker" Nortons. The Staride is a typical "circuits" "500", with sparse, functional bodywork and Norton engine; this marque has a growing reputation for roadholding and stability, with an ever-mounting list of successes to substantiate it.

The Kieft is of particular interest in that it contains, not the usual motor-

## BRITAIN'S RACING CARS ON SHOW

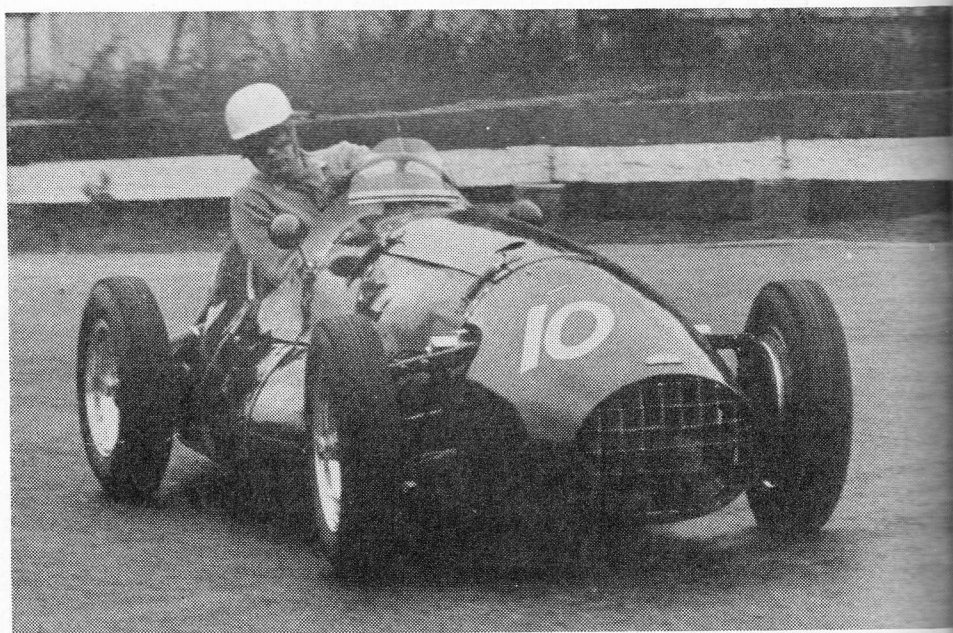
THE privilege of actually viewing racing cars within the august halls of Earls Court is still very much a novelty, and one much appreciated by motor sporting enthusiasts, particularly those unfortunately whose profession keeps them away from week-end motor race meetings. This year marks the second occasion on which a special stand (No. 127) has been allocated by the S.M.M. and T. for the exhibition of famous British competition cars.

Six racing cars will be on display, three of them of Formula 2 type, and three of Formula 3. Of the former, the Connaught is the latest type with Hilborn-Travers fuel injection system; the H.W.M. has the familiar twin o.h.c. engine of Alta origin, while the Cooper is powered by the famous Bristol six-cylinder engine, basically of sports type.

The Formula 3 machines comprise a Cooper, a Staride and a Kieft; and in

(Right) Ron Flockhart with the 4-cylinder Connaught—first British racing car with fuel injection equipment.

(Below) The 4-cylinder twin-o.h.c. H.W.M.—Lance Macklin driving.



cycle type engine which draws forth such scorn from critics of Formula 3, but a delightful little four-cylinder Turner unit, especially produced for this class of racing, and having twin o.h.c. and air cooling.

Apart from these attractions on Stand 127, famous competition cars can be seen on various manufacturers' stands. The actual XK 120C which Tony Rolt and Duncan Hamilton drove to victory at Le Mans last June can be seen on Jaguar's stand; the highly successful DB3S Aston Martin is on stand 123; the unconventionally streamlined Panhard, winner on Index of Performance at Le Mans, is on stand 166; the equally unconventional "450", fresh from record-breaking at Montlhéry, is on the Bristol stand; another prominent Le Mans performer, the 2-litre Frazer-Nash coupé, is displayed by its manufacturers; and the Austin-Healey "100", prolific record maker at Utah last month, is on stand 113. Fords have their Monte Carlo-winning Zephyr highlighted on stand 137.



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SNETTERTON: (Left) Bob Gerard (Cooper-Bristol), winner of last Saturday's F2 race organized by the West Essex C.C., being presented with the Curtis Trophy (and a case of gin) by the Hon. Gerald Lascelles. Gerard also won the F3 race with a Cooper. (Below) American driver Bob Said, now with a British competition licence, at the Esses with a Cooper "500".

## SNETTERTON

### Gerard and Jupiter Pluvius Win at West Essex C.C. Meeting

REAL "West Essex wet weather" attended last Saturday's W.E.C.C. race meeting at Snetterton. It began with a nasty damp drizzle which made all the corners sticky and sent the 500s skittering right and left; it developed into a penetrating rain which at least told the drivers where they stood, and it ended with a demoralizing downpour which sent everyone panicking for shelter and caused the organizers to close the meeting—and Britain's 1953 circuit racing season—while one race yet remained to be run.

Formula 3 set the ball rolling with two preliminary 5-lap heats. In the first, the Scottish driver J. K. Hall of the Border Reivers, revealed striking form, chasing and catching Les Leston after three laps to win. Bob Said of the U.S.A. drove Stirling Moss's Cooper most competently to finish second, in front of Leston and a very subdued Don Parker.

Bob Gerard won Heat 2 in real Gerard style, from Bicknell's Staride and Russell (Cooper).

The 500 Final was preceded by two sports car events (up to, and over 1½ litres). The first fell to Peter Gammon (M.G.) who comfortably eluded two other up-and-coming drivers in Michael Keen (Kieft) and David Blakely (H.R.G.).

George Abecassis in his sports H.W.M. ran away with the second one, while runners-up Salvadori (Maserati) and Hogg (Allard) were well spaced out. Any hopes of a lift in the weather were well drowned by now—the circuit was practically a water course—and none envied the Formula 3 boys as they went out for the Final. J. K. Hall again shone, leading round 1, but Bob Gerard soon took the Cooper, thereafter establishing an unshakable lead. Trying too hard on the greasy corners, Bicknell spun and stalled, spending the rest of the race in getting back to third place, behind Hall. Practically everybody spun somewhere—except Gerard, whose performance was truly magnificent.

A sports car handicap followed, won by Colin Chapman, driving the Lotus



instead of Rodney Nuckey, who had inverted his Cooper-Bristol during practice with dire damage to the car and amazingly little to himself. Then followed the Formula 2 event—and how the rain celebrated starting time! The field sent positive waterspouts of spray skywards as it left the line, while poor Ron Flockhart could not engage first gear in the works "carburetter" Connaught and never raced at all.

His was but the first of Connaught misfortunes; Salvadori never completed round 1, while Ken McAlpine maintained the pursuit of wet-weather wizard Bob Gerard for eight laps, when the Connaught got into trouble beyond Sear Corner, slid into the muddy field and turned over on to a bank. That put Les Leston a well-earned second in the Cooper-J.A.P.—and what a handful that car must have been in such conditions. Somervail's Cooper-Bristol was third and Paul Emery's new and very handsome Emeryson-Alta fourth.

Followed the wet and hasty ceremony of presenting winner Bob Gerard with the Curtis Trophy and a most delectable case of gin; then brief conclave decided the organizers to cancel the last race and finish the meeting. So the rain finally won the day, but to Gerard, Leston and the rest of the drivers must go tribute for their endurance and skill in truly deplorable conditions.

C. P.

#### Results

**F3 Race, Heat 1 (5 laps, scratch):** 1, J. K. Hall (Cooper), 11 mins. 44.2 secs. (69.01 m.p.h.). 2, R. Said (Cooper), 11 mins. 45.4 secs. 3, L. Leston (Leston Spl.), 11 mins. 48.4 secs. 4, J. D. Parker (Kieft), 12 mins. 7.0 secs. 5, C. Headland (Martin-Headland), 12 mins. 19.4 secs.

**F3 Race, Heat 2 (5 laps, scratch):** 1, F. R. Gerard (Cooper), 11 mins. 49.0 secs. (68.55 m.p.h.). 2, R. G. Bicknell (Erskine Staride), 12 mins. 1.2 secs. 3, J. K. Russell (Cooper), 12 mins. 16.0 secs. 4, J. F. Westcott (Kieft), 12 mins. 16.4 secs. 5, J. Caddey (Emeryson), 12 mins. 18.2 secs.

**Sports Cars up to 1,500 c.c. (5 laps, scratch):** 1, P. D. Gammon (M.G.), 12 mins. 9.0 secs. (66.67 m.p.h.). 2, M. J. Keen (Kieft), 12 mins. 11.8 secs. 3, D. M. Blakely (H.R.G.), 12 mins. 14.6 secs. 4, F. C. Davis (Cooper-M.G.), 12 mins. 32.4 secs. **Fastest lap:** Keen, 2 mins. 21.4 secs. (68.4 m.p.h.).

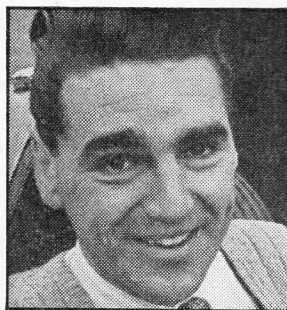
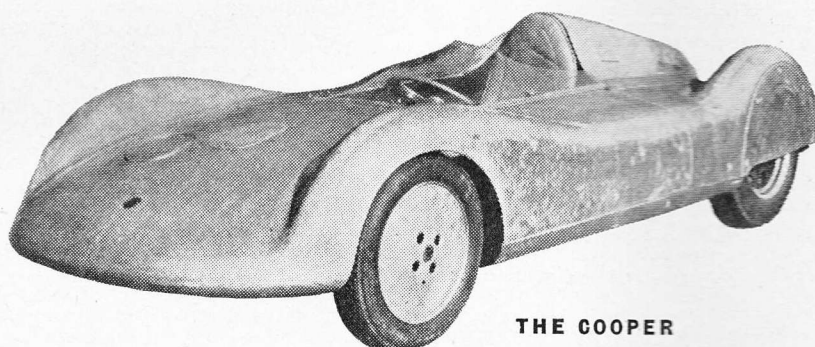
**Sports Cars over 1,500 c.c. (5 laps, scratch):** 1, G. Abecassis (H.W.M.), 11 mins. 25.2 secs. (70.93 m.p.h.). 2, R. Salvadori (Maserati), 11 mins. 50.8 secs. 3, J. Hogg (Allard), 12 mins. 8.6 secs. 4, D. J. Calvert (Kieft), 12 mins. 12.0 secs. **Fastest lap:** Abecassis, 2 mins. 12.8 secs. (73.19 m.p.h.).

**F3 Race, Final (15 laps, scratch):** 1, F. R. Gerard (Cooper), 35 mins. 34.4 secs. (68.31 m.p.h.). 2, J. K. Hall (Cooper), 36 mins. 12.2 secs. 3, R. G. Bicknell (Erskine Staride), 36 mins. 16.4 secs. 4, R. Said (Cooper), 36 mins. 23.8 secs. **Fastest lap:** Bicknell, 2 mins. 14.6 secs. (72.21 m.p.h.).

**Sports Cars up to 1,500 c.c. (5 laps, h'cap):** 1, C. Chapman (Lotus), 12 mins. 54.6 secs. (65.27 m.p.h.). 2, D. M. Blakely (H.R.G.), 13 mins. 2.8 secs. 3, P. D. Gammon (M.G.), 13 mins. 24.8 secs. 4, H. R. Heap (Riley), 13 mins. 30.4 secs. **Fastest lap:** J. C. C. Mayers, 2 mins. 18.6 secs. (70.13 m.p.h.).

**F2 Race (15 laps, scratch):** 1, F. R. Gerard (Cooper-Bristol), 33 mins. 45.0 secs. (72.0 m.p.h.). 2, L. Lester (Cooper-J.A.P.), 36 mins. 13.4 secs. 3, J. Somervail (Cooper-Bristol), one lap behind. 4, P. Emery (Emeryson-Alta), one lap behind. **Fastest lap:** Gerard, 2 mins. 8.8 secs. (75.47 m.p.h.).



Montlhery—October 5th-9th**The man****JOHN COOPER****the car****THE COOPER***(Photographs by courtesy of "The Motor")***the records****CLASS 'H' 750 cc.**

200 kms. . 114.08 m.p.h.

**CLASS 'I' 500 cc.**

50 kms. . 114.14 m.p.h.

50 mls. . 111.22 m.p.h.

100 kms. . 111.40 m.p.h.

100 mls. . 112.35 m.p.h.

200 kms. . 112.89 m.p.h.

1 hour . . 112.61 m.p.h.

200 mls. . 103.62 m.p.h.

Fast. lap . 116.33 m.p.h.

**CLASS 'J' 350 cc.**

50 kms. . 105.71 m.p.h.

50 mls. . 104.93 m.p.h.

100 kms. . 105.00 m.p.h.

100 mls. . 104.39 m.p.h.

200 kms. . 104.32 m.p.h.

200 mls. . 103.97 m.p.h.

1 hour . . 103.46 m.p.h.

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## SPECIFICATIONS—contd.

## Cars Not Exhibited

## DELOW (N.E.)

## Mk. II Standard Sports.

**Engine:** 4-cyl., s.v., 63.5 x 92.5 mm. (1,172 c.c.), 31 b.h.p. at 4,200 r.p.m.; One Zenith or two SU carburettors; coil ignition.

**Transmission:** 3-speed gearbox; ratios, 16.89, 9.71 and 5.5 to 1 or 14.43, 8.29 and 4.7 to 1; torque tube-enclosed propeller shaft; dry-plate clutch; spiral-bevel rear axle.

**Suspension:** Transverse leaf (front), helical spring (rear)—non-independent. Girling hydraulic dampers.

**General:** 4.50 x 17 ins. tyres (front) and 5.50 x 16 ins. (rear); overall length, 11 ft. 7 ins.; height, 4 ft. 3 ins.; wheelbase, 6 ft. 11 ins.; track (front and rear), 3 ft. 9 ins.; turning circle, 28 ft. 6 ins.; weight (dry), 11 cwt. 2 qr.; Fuel tank capacity, 15 galls; Girling mechanical brakes.

**Estimated maximum speed:** 70 m.p.h.

**Estimated fuel consumption (50 m.p.h.):** 30 m.p.g.

**Top gear speed at 1,000 r.p.m.:** 14.2 m.p.h.

**Special features:** Weight distribution designed to give maximum traction allied to good all-round road-holding. Good ground clearance; full all-weather equipment; based on standard Ford components; rigid tubular chassis frame; aluminium alloy body panels.

## Mark III Sports-Tourer

Similar specification to Mk. II, but weight (dry), 12 cwt. 1 qr.; length 11 ft. 11 ins.; turning circle 32 ft. 6 ins.; 9-gall. fuel tank; two rear occasional seats fitted.

**Prices:** Mk. II, £448 + £187 15s. 10d. P.T. Mark III, £498 + £208 12s. 6d. P.T.

**Makers:** Delow Motors, Ltd., Alvechurch Birmingham.

## H.R.G. (N.E.)

## 1500 Sports.

**Engine:** 4-cyl., o.h.c., 73 x 89.4 mm. (1,497 c.c.), 62 b.h.p. at 4,800 r.p.m.; twin SU carburettors; coil ignition.

**Transmission:** 4-speed gearbox; ratios, 12.57, 7.935, 5.125 and 4.1 to 1; 8 ins. Borg and Beck clutch; Hardy-Spicer open propeller shaft; spiral bevel rear axle.

**Suspension:** Quarter-elliptic (front); semi-elliptic (rear); H.R.G. friction, and Luvax hydraulic dampers.

**General:** 16 x 5.50 tyres; overall length, 12 ft.; height, 4 ft. 2 ins.; wheelbase, 8 ft. 7 ins.; turning circle, 32 ft.; track, 4 ft. (front), 3 ft. 9 ins. (rear); weight (dry), 14½ cwt.; H.R.G. cable brakes\*; fuel tank capacity, 10 galls.

**Estimated maximum speed:** 90 m.p.h.

**Estimated fuel consumption (50 m.p.h.):** 30-35 m.p.g.

**Top gear speed at 1,000 r.p.m.:** 19.5 m.p.h.

**Price:** £895 + £373 19s. 2d. P.T.

**Makers:** H.R.G. Engineering Co., Ltd., Tolworth, Surrey.

\* Girling hydraulic brakes with 2LS optional.

## LEA-FRANCIS (N.E.)

## 2½-litre Sports.

**Engine:** 4-cyl., o.h.v. (push-rods); 85 x 110 mm. (2,496 c.c.); 105 b.h.p. at 4,000 r.p.m.; twin SU carburettors; coil ignition.

**Transmission:** 4-speed gearbox; ratios, 12.57, 7.77, 5.16 and 3.64 to 1; Borg and Beck 9-in. clutch; Hardy-Spicer open propeller shaft; hypoid bevel rear axle.

**Suspension:** Independent front (torsion bars); semi-elliptic rear; Girling hydraulic dampers.

**General:** 6.00 x 16 ins. tyres; overall length, 14 ft.; height, 4 ft. 6 ins.; turning circle, 32 ft.; track, 4 ft. 4½ ins.; weight (dry), 23 cwt.; Girling hydraulic brakes; fuel tank capacity, 15 galls.

**Estimated maximum speed:** 100 m.p.h.

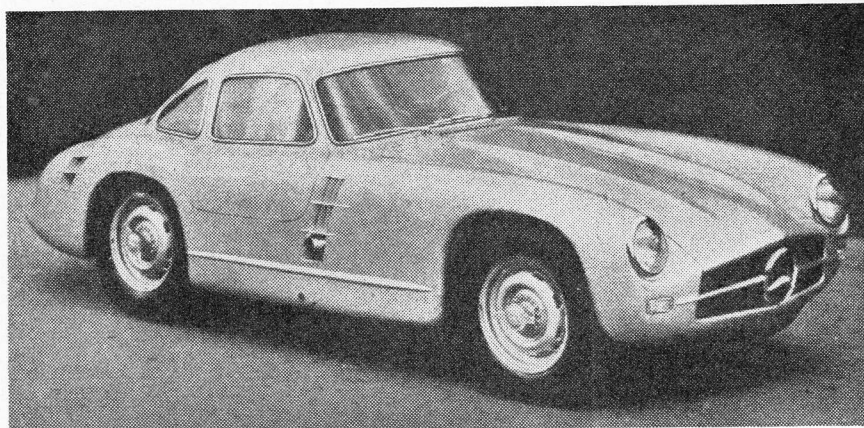
**Top gear speed at 1,000 r.p.m.:** 20.6 m.p.h.

**Price:** £1,240 + £517 15s. 10d. P.T. Chassis: £820 + £171 7s. 11d. P.T.

**Makers:** Lea-Francis Cars, Ltd., Coventry.

## FERRARI'S VOLTE FACE

AFTER missing the Modena G.P., and allegedly causing the abandonment of the Grand Prix of Europe at Barcelona, Ferrari are now announced to be returning to racing for next year. The Scuderia will be taking part in the first event to be run under the new Formula 1, the Argentine G.P. at Buenos Aires, on 17th January, 1954. Drivers are reported to be Ascari, Farina and Haw-



The latest sports-racing Mercedes-Benz which recently underwent tests at Monza. No information is available concerning engine size, but power-output is known to exceed 240 b.h.p.

thorn. Luigi Villorosi, it is said, desires a change, and may join the Maserati team, although his name is also linked with Lancia for sports car events.

## TWO NEW FERRARIS

At the recent Paris Salon, the Ferrari concern introduced two additions to their range in the 250 Europa and the 375 America. Both models have 12-cylinder engines, the 250 being of 2,963 c.c. (68 x 68 mm.), giving 200 b.h.p. at 6,300 r.p.m. The America has a 4½-litre engine (84 x 68 mm.), producing 300 b.h.p. at 6,300 r.p.m. Designed as very fast sporting road cars, both have coupé bodies, the rear wings of which embody vertical stabilising fins. Wheelbase in both cases is slightly longer than earlier Ferrari production models.

As to maximum speeds, that of the 250 Europa is given as 135 m.p.h., and of the America 155 m.p.h.!

## LE MANS—1953

WRITTEN by Desmond Scannell, Secretary of the B.R.D.C., and profusely illustrated with numerous photographs, *Le Mans—1953* is an excellent half-crown's worth. It is a stirring and accurate report of the great 24 Hours Race. Naturally the accent is on Jaguar, but the events leading up to the famous victory are told with a good sense of the dramatic. *Le Mans—1953* is published by Motor Racing Publications, Ltd., 81a Gray's Inn Road, London, W.C.1, and will also be available on AUTOSPORT's stand (No. 60) at Earls Court.

## THE MOROCCAN RALLY

A PREPONDERANTLY French field will compete in the Rally of Morocco; which starts on 2nd November and

finishes on 5th November. The very difficult course, 1,660 miles long, leads from Casablanca via Fez, Guercif, Mar-rakech, Agadir and Safi, back to Casablanca. The entry list contains many well-known Rally names, including Mmes. Thirion and Renaud of Belgium with their Porsche, Mmes. Terray/Gordine of France (Peugeot), Péron (Porsche), Lesur (Renault), Lauga/Storez (Simca), Cotton/Alain (Panhard), and Quinlin (one-time Monte Carlo Rally co-winner) and Houel with an Alfa Romeo.

## THE LISBON RALLY

Porsche Outright Winner—British Crews 2-4-5 in Final International Event of 1953 — Appleyards Clinch European Touring Championship for Jaguar

OUTRIGHT winner of the Lisbon Rally was J. F. Nogueira (Porsche), the Portuguese driver who was victorious in 1951 and 1952. By securing second place in the general classification, Ian and Pat Appleyard concluded a grand season for Great Britain by winning the 1953 European Touring Championship for the marque Jaguar. Their nearest rivals, Polensky and Schluter of Germany, finished third with a Porsche. Mrs. Nancy Mitchell (Ford Zephyr) won the Ladies' Cup, and the Appleyards also took the unlimited class. Full story of the Lisbon Rally, by Maurice Gatsonides, will appear in next week's issue.

## Provisional Results

(General Classification)

- 1, J. Filipe Nogueira (1.5 Porsche).
- 2, Ian Appleyard (3.5 Jaguar).
- 3, H. Polensky (1.5 Porsche).
- 4, Godfrey Imhof (2.3 Sunbeam-Talbot).
- 5, Jack Reece (2.3 Ford Zephyr).

## EIGHT CLUBS—EASTBOURNE RALLY:

(16-17th October)

## RESULTS

**Eastbourne Trophy:** "The Three Owls" (A. Greig, T. Pigott and D. Mann (Austin A40 Sports)), 378.8 marks lost.

**Class A (pre-1934):** Dr. J. R. H. Pinkerton (1932 Lagonda), 1,693.6 (only finisher). **Class B (Closed):** R. P. N. Stark (Vauxhall Velox), 439.4. **Class C (Open):** S. Moore (M.G. TD), 552.6.

**Awards of Merit.** **Class A:** None. **Class B:** D. W. Price (Renault), 736.6. E. W. Palmer (A.C.), 816.0. M. J. L. Sykes (Vauxhall Velox), 893.4, and H. Birkett (Daimler "Conquest"), 928.4. **Class C:** B. D. Frost (M.G. TC), 575.2, and Miss B. Richardson (Dellow), 1,192.2.

**Inter-Club Team Award:** Greig, Stark and Moore (Hants and Berks M.C.).

**Navigators' Awards.** **Premier:** D. Mann. **Class A:** T. Trethewey. **Class B:** T. J. Roden. **Class C:** Miss Joyce Chesterton.

**Member Club Awards:** H. and B.M.C.: Greig. Harrow C.C.: Price. Cemian C.C.: Frost. Chiltern C.C.: A. H. Baker (Land Rover). 750 M.C.: R. W. Evans (Ford 8). Lagonda C.C.: Dr. Pinkerton. A.C.O.C.: Palmer.

**Best Performance in Driving Tests (other than above):** A. C. Wood (Dellow).

**Hillwood Motors Trophy:** S. Moore/Miss J. Chesterton.

(Full, illustrated report in our next issue.)





## *The Motor Racing* **BOOK OF THE YEAR**

"LE MANS, 1953"—by D. J. Scannell—presents a lap by lap, hour by hour, pictorial record of the Jaguar victory in the 1953 "Vingt Quatre Heures du Mans"—greatest Sports Car Race in the World.

Profusely illustrated with dramatic pictures, this 36-page book will thrill all motoring enthusiasts. Now on sale. Get your copy today.

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## NEWS FROM THE CLUBS

*By Wilson McComb*

LAST week I referred to reader T. E. Mack's roadside *rencontre* with Ken Welfare, hon. secretary of the 750 M.C., as a result of which Mr. Mack, much impressed by his secretarial enthusiasm, renewed his overdue subscription.

The immediate reaction has been a letter from Ken Welfare, pleading embarrassment and complaining that committee members will undoubtedly take the Hawthorn out of him at their next meeting; he also says, regretfully, that the club treasurer has firmly sat upon the Welfare Plan for a world-wide tour to recover overdue subscriptions! Still, it is good to know that membership now exceeds 1,100 and that associate members, with any type of cars, are also very welcome.

### NEW C. AND A.M.C. SECRETARY

NEW secretary of the Caernarvonshire and Anglesey M.C. is Mrs. R. D. McNair, Glyn Peris, R.A.F. Station, Llanberis.

### THE GLOUCESTER TRIAL

THE London M.C. having again been asked to hold a Television Trial for the B.B.C. on Saturday, 5th December, the 35th Gloucester Trial will be run on Saturday, 28th November, starting from the Royal George Hotel, Birdlip. Further details from W. C. Podevin, 68 Bute Road, Ilford, Essex.

### N.L.E.C.C. CLUB NIGHT

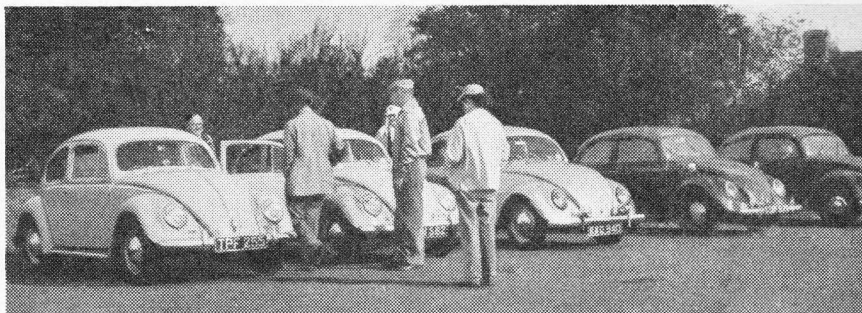
CAPT. N. H. OVERTON and Oliver Clairmonte will give talks on special-building to fellow-members of the North London Enthusiasts' C.C., at the Green Man, Hale Lane, Edgware, on Thursday, 29th October. The talks will be followed by a showing of two Rootes Group films, "Operation Europe" and "Operation Capetown." All enthusiasts are welcome to attend.

### JEANS GOLD CUP RALLY

ON 31st October/1st November the Liverpool M.C. will hold a 340-mile rally for the Jeans Gold Cup, starting at Liverpool, embracing the Lake District and part of Yorkshire, and finishing at Hawes. Invited clubs are the Yorkshire S.C.C., M.G.C.C. (N.W. Centre), Sheffield and Hallamshire M.C., Lancs and Cheshire A.C. and Chester M.C., and regs are now available from J. C. Rankin, 7 Churston Avenue, Woolton, Liverpool. Entries close at midnight tonight, 23rd October.

### HAGLEY CLUB DANCE

TICKETS are now available from J. W. Cox, 21 Dingle Road, Pedmore, Stourbridge, for the Hagley and D.L.C.C.'s annual dance, which will be held at the Raven Hotel, Droitwich, on Friday, 4th December.



*FIVE FLAT-FOURS: Volkswagens line up at the start of the recently formed Volkswagen Owners' Club's gymkhana, held at Whelpley Hill, Herts, on Sunday, 4th October.*

### VOLKSWAGEN GYMKHANA

WHELPLEY HILL, Herts, was the venue used by the Volkswagen O.C. for a gymkhana on Sunday, 4th October. The club being as yet a small one, the entry was not large, but an enjoyable event resulted. Sergt. C. Lendrum of the U.S.A.F., driving a 1953 model, was the winner, the runners-up being Messrs. Michaels and Ellis, who used the same 1948-9 car.

Film shows and get-togethers are being planned for the coming winter, and all interested VW owners are invited to contact R. Woolf, 30 Foscoate Road, Hendon, N.W.4.

### PUBLIC SCHOOLS M.C. POINT-TO-POINT

THOROUGHLY good organization, coupled with fine weather, enabled 20 competitors to have a hard but nevertheless enjoyable afternoon on Sunday, 4th October, in the Public Schools M.C.'s Point-to-Point. Early in the afternoon they left Keston Ponds, near Bromley, with the intention of reaching Nutfield, Surrey, 4 hours and 22 minutes later. The total course was about 100 miles in length, and competitors had to visit 20 well-spaced points in Surrey, Sussex and Kent, shown on the route card as Ordnance Map references.

The results, out within a short space of time, showed that no-one had succeeded in finding all the points and the outright winner, M. J. Clarke (Standard Vanguard), was the only person to arrive at Nutfield on time. Miss J. Held (Morris Minor) was second, with only two marks less than the winner.

A. D. H.

### S.O.D.C. AUTOCROSS

THE London Gliding Club's grounds at Dunstable will again be used for an Autocross meeting this Sunday, 25th October, organized by the Sporting Owner Drivers' Club. There will be nine capacity classes for open and closed cars, and two special categories for 750 and 1,172 Formula cars. The same circuit—approximately half a mile in length—will be used, but it will be widened in parts to facilitate overtaking. The meeting starts at 10.30 a.m.

Invited clubs are the Falcon M.C., North London E.C.C., M.G.C.C. and 750 M.C., and entries close today, 23rd October. H. J. Bayliss, 30 Olma Road, Dunstable, Bedfordshire, is the Secretary of the Meeting.

### DEELEY WINS THE ALLEN TROPHY TRIAL

ON Sunday, 11th October, an entry of 19 competitors took part in the Taunton M.C.'s Allen Trophy Trial, an R.A.C. Championship and B.T.D.A. Star event. The 24-mile course, starting from the White Hart Hotel, Wivelscombe, included 12 observed sections and a special test. Most of the sections were situated at Elworthy Farm, the accent this year being on steep gradients on wooded hillsides for the first half of the trial, with streams, muddy corners and a grassy, one-in-two climb to be negotiated after lunch.

Elworthy Wood Sections 1, 2 and 6 proved the most difficult of the morning's hills, only E. J. Chandler (Chandler) and R. Faulkner (Paul) achieving clean climbs. G. S. Edwards (Eardon), H. Sinclair-Sweeney (Vicki) and J. Deeley (Cranford) managed Section 2 and Section 6, Faulkner and J. Appleton (Appleton) also retaining clean sheets on the latter. Competitors then made their way to the Raleigh Cross Hotel for lunch, after which came the special test, in which F. T. Lewis (Dellow) made the best time.

Mud, water and gradient were the main constituents of the afternoon hills. On Coombe 1, the one-in-two climb on grass, Dr. J. T. Spare (Whiteford) was the only competitor to make a clean climb. He was the first entrant to tackle the hill; after him, everyone failed on the lower reaches until it came to the turn of J. Deeley, the last competitor in the event. Unlike Dr. Spare, he started slowly and accelerated gently, reaching the last sub-section before wheelspin finally brought him to a standstill.

The final hill, Whitefield, proved dry and extremely easy, and the field then went to the White Hart to sign off. Competitors, officials and spectators thoroughly enjoyed the trial, which was run under ideal conditions.

J. W. B.

### Results

**Allen Trophy:** J. Deeley (Cranford), 24 marks lost. **Bonner Trophy:** J. Appleton (Appleton), 25. **Alan Small Trophy:** R. Faulkner (Paul), 27. **Hare Trophy:** F. T. Lewis (Dellow), 40. **Taxi Trophy:** A. W. Morris (M.G. S), 42. **Chas. Allen Cup:** H. Sinclair-Sweeney (Vicki), 33. **1st Class Award:** G. Edwards (Eardon), 39. **2nd Class Award:** L. R. Gear (L.R.G.), 39. **3rd Class Award:** Dr. J. T. Spare (Whiteford), 41.

*More News from the Clubs on page 554*





**CARBURETTERS AND PETROL PUMPS**



MOTOR SHOW • EARLS COURT

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## News from the Clubs—continued

## BRITISH SALMSON O.C. ACTIVITIES

ON Monday, 12th October, the first A.G.M. of the British Salmsion O.C. was held at Sloane Gardens, London, when the year's activities were reviewed, and plans made for coming events. Hon. secretary of the club is J. L. Cope, 62 Westover Road, London, S.W.18.

## HASLEMERE MAP-READING RUN

DESCRIBED in the regs. as a test of driving, observation and map-reading, the Haslemere M.C.'s Night Map-Reading Run on Saturday, 10th October, sent the twenty starters away into the rather misty evening in search of eight 6-figure map references, to be visited in any order, provided that one manned control was reached at a given time. Wise competitors pondered over their maps and plotted their courses before starting out, to give themselves sufficient time. At all but the manned control, six code-words were to be located; there were also some incorrect code-words, most of them slightly off reference, which carried a heavy penalty if noted down.

This event was the first of its kind organized by the recently-formed Haslemere club, and although they would have preferred a full-scale night trial, it was felt that an evening event, ending at midnight, would be more suitable for new members. The results proved that navigators did not pinpoint references with sufficient accuracy, for many failed to find code-words which were exactly on reference, and some settled for incorrect ones as much as half a mile away. A

★  
*SHOT IN THE DARK: A flash picture of Vic Sargood, who took third place in the Haslemere M.C.'s recent night navigation event, noting one of the code-words.*  
★



certain amount of confusion was caused by direction signs left over from a motor-cycle trial and this, doubtless, explains the presence of the word "Dunlop", written with a shaking hand on the otherwise blank route-card of one competitor.

As usual, the organizers could not resist lakes, rivers and bridges, and decoy signs near the manned control invited the unwary to "drive straight on"—the arrows pointing towards the centre of a small, mist-covered pond! At another point, it is rumoured that winner Joe Lowrey crawled for long distances through a large drainpipe, in search of code-words concealed under a bridge.

G. M.

## Provisional Results

**Best Performance:** J. Lowrey/C. H. Bulmer (Jowett Javelin); 2, I. F. Harris (Lancia Aprilia); 3, V. Sargood (Morris Minor); 4, B. F. Squires (Vauxhall); 5, Holland Birkett (Austin 7).

## V.S.C.C. WELSH RALLY

RESULTS of the Vintage Sports Car Club's Welsh Rally, at Presteigne on 3rd/4th October, are as follows:

**Class 1 (Edwardian). Special Award:** D. G. Firkin (1913 Darracq). **First Class Award:** K. F. Marshall (De Dion). **Second Class Award:** S. J. Skinner (Rolls-Royce). **Class 2 (Vintage, Road Section, Regularity Test and Concours). Special Award:** A. T. Pugh (Frazer-Nash). **First Class Award:** K. Wright (Bentley). **Class 3 (Vintage, Road Section and Reliability Trial). Special Award:** H. Spence (Lea-Francis). **First Class Awards:** W. L. Winder (Humber); J. M. Hinchcliffe (Austin) and G. G. MacDonald (Bentley). **Second Class Awards:** F. E. Day (Bentley) and J. Erskine Hill (Alfa-Romeo). **Third Class Award:** M. A. L. Cooke (Diatto).

More News from the Clubs on page 556

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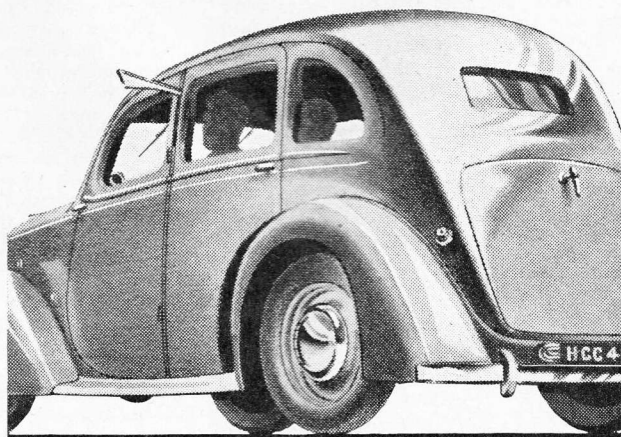
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## News from the Clubs—continued

## MAIDSTONE AND MID-KENT RALLY

THANKS to a record entry and some first-class preparatory work by joint secretaries Harry Fuller and George Butler the fifth annual night navigation rally staged by the Maidstone and Mid-Kent Motor Club was an outstanding success—and the winner was a novice. Competing against such "experts" as J. I. Bremner, R. A. Abery and L. E. Davey, John Hitch (Standard 14), navigated by L. A. Wilson, dropped only seven marks on a 10 check-point course which began and ended at the Swan Hotel, Charing. Mileage involved varied between 107 and 120 miles and the Bremner/Abery/Davey trio lost 50, 54 and 33 points respectively.

Nearly 50 cars took part in the event, which made use of some of the narrowest roads in mid-Kent. The ten check-points were all within a 12-mile radius of the start. Six points were fixed by six-figure map reference numbers, including one re-direction in minutes and seconds, two by latitude and longitude and two by intersecting cross bearings. Many competitors forgot the warning given by George Butler, at briefing, when he emphasized that marshals would not be more than 100 yards from the road. Valuable minutes were wasted and tempers became frayed when competitors staggered through the dew-soaked undergrowth chasing decoy lights.

The point identified as "Blue Line", south of Ashford, called for precision navigation and was the cause of many lost points. "Blue Line" appeared on the map as a small river or dyke passing under a road, but drivers who cruised up and down a quarter-mile stretch looking for a small bridge, searched in vain. The dyke was piped under the road and there were no external signs that it existed.

A special with reverse steering was based at the Sittingbourne Motor Club's grass track at Wrinsted Court, and used for the elimination test. The vehicle had to be manoeuvred round lighted stakes, but was withdrawn when a competitor collided with a stake and neatly removed the radiator drain-cock. The course was then negotiated by drivers in their own cars, and the best times were recorded by J. I. Bremner (Lancia) and R. J. Brookes (Prefect).

The codeword "Nuts" and the reference number 830601, led competitors to "Woodlands" on the Maidstone-Sittingbourne road where refreshments were served by Mrs. Fuller, wife of the joint secretary. Some competitors arrived too late to have their tea "improved", and could only gaze with regret at the empty bottle. More worthy of inspection was the 1905 Speedwell in which Mr. and Mrs. Fuller plan to compete in the next London-to-Brighton run.

S. J. N.

## Results

**Premier Award:** J. Hitch/L. A. Wilson (Standard 14), 7 marks lost; 2, M. V. Cheveley/K. Higginson (Ford Consul), 16; 3, L. E. Davey/D. Bailey (Jowett Javelin), 33.

**Best Novice:** N. D. Chonings/E. Barker (Jaguar), 51.

**First Class Awards:** J. I. Bremner (50), R. A. Abery (54), D. Cobbett (56), A. C. Hume (64).

**Second Class Awards:** C. A. Clarke (65), P. R. Brookes (84), S. L. Pipe (95) and R. E. Roberts (101).

## COMING ATTRACTIONS

**October 23rd.** Dublin U.M.C. Night Trial, Eire.

**October 24th.** Northampton and D.C.C. Route Card Trial. Start, Weston Street, Northampton, 8.30 p.m.

Armagh and D.M.C. Trial, Northern Ireland.

**October 24th/25th.** Light Car Rally, Belgium.

South Caernarvonshire M.C. Birthday Rally. Start, Rhyl and Criccieth, 12 midnight.

Tunbridge Wells M.C. Third Annual Night Navigation Trial. Herefordshire M.C. Night Rally. Start, 10 p.m.

**October 25th.** Turner A.F.B. Race Meeting, Albany, Georgia, U.S.A.

Sporting O.D.C. Autocross, Dunstable, Beds. Start, 10.30 a.m.

750 M.C. Speed Trials, Tarrant Rushton, nr. Blandford, Dorset. Start, 1 p.m.

Maidstone and Mid-Kent M.C. Bossom Trophy Trial. Start, Maidstone Bridge, 10.30 a.m.

B.A.R.C. (Yorks) Greenwood Cup Trial. Start, White Hart, Pool-in-Wharfedale, 12.30 p.m.

Sunbac Vesey Cup Trial. Start, Acton Arms, Moreville, 10.30 a.m.

Cornwall Vintage C.C. President's Trophy Trial. Start, 11 a.m.

## EASTERN COUNTIES PRIZEGIVING

HAVING to find larger premises than before for their annual "do", the Eastern Counties M.C. held their Buffet Dance and Prizegiving in the Pier Pavilion, Felixstowe, on Friday, 9th October; 300 members and guests testified to the success of the dual experiment—holding it earlier in the winter, and substituting a buffet for a dinner. The Chairman, Lawrence Coe, welcomed the guests, and Duncan Hamilton replied. Mrs. Nina Imhof presented the prizes for the year's events; with two race meetings, two rallies, various trials, sprint meetings, treasure hunts and gymkhanas, the list was an impressive one. The Richards Trophy, for the largest number of points gained in club events, was presented to J. N. Abbott; H. F. Murland won the Pole Star Trophy (navigator's award) and A. E. Cleghorn the Bloomfield Trophy (sportsmanship).

Highspots of the evening were demonstration runs by committee members on comic bicycles, and an uproarious horseracing session with wooden steeds. For the last race, the list of starters read: Duncan Hamilton, George Abecassis, "Goff" Imhof, Cliff Davis and Bill Black. Abecassis made an excellent start, but experienced steering trouble, letting Hamilton into a lead which he maintained to the end, hotly pursued by Imhof and Davis.

\* \* \*

## WADEBRIDGE CLUB SECRETARIES

J. JENKINSON, 1 Park View Terrace, Wadebridge, and J. S. Bacon, Moorland Road, Par, are the new joint hon. secretaries of the Wadebridge and D.M.C.

## BOTTISHAM SPEED TRIAL

RETURNING to their old circuit at Bottisham on Sunday, 11th October, after a year's absence, the Cambridge 50 C.C. were blessed with good weather and a record entry for their Speed Trial. The Bottisham course is approximately 1,000 yards long, and includes five distinct corners, a series of fast bends and a straight more than 100 yards in length. It suited the Lotus ideally; Colin Chapman's car achieved B.T.D., Adam Currie's older Mk. IIIB Lotus was runner-up and Bill Wardle, in yet another Lotus, won the handicap class. No wonder, then, that Colin Chapman spent most of the day answering questions about delivery dates and prices!

This Lotus benefit was achieved in the face of spirited opposition from other competitors—so spirited, in fact, that a record crop of spins, slides and down-right Gilhooleys resulted. Some were not altogether unexpected, but it was surprising when Chapman himself disproved John Bolster's words by making the Lotus face in the direction from whence it had come.

The open championship provided another opportunity for Don Moore to show the pace of his 18-year-old M.G., while Roy Clarkson's Morgan coupé won the closed car class.

J. R. A.

## Results

**Sports, up to 1,100 c.c.:** 1, A. C. B. Chapman (Lotus), 47.7 secs. 2, A. Currie (Lotus), 48.5. 3, D. R. Moore (M.G.), 49.5.

**Up to 1,500 c.c.:** 1, A. C. B. Chapman (Lotus), 47.0. 2, J. H. Pratt (Bugatti), 50.8. 3, W. A. Scott-Brown (M.G.) and W. R. Marriott (Buckler), 51.0.

**Unlimited:** 1, A. C. B. Chapman (Lotus), 47.0. 2, A. Currie (Lotus), 48.0. 3, B. J. Thorne (Dellow), 51.6.

**Closed Cars:** 1, R. K. N. Clarkson (Morgan), 53.0. 2, W. T. Smith (Jowett), 53.2. 3, B. Wyatt (Bristol), 54.3.

**Open Championship:** 1, D. R. Moore (M.G.), 48.7. 2, S. F. Chapman (Lotus), 50.8. 3, J. H. Pratt (Bugatti), 51.4.

**Handicap:** 1, W. J. Wardle (Lotus), 61.8 net time. 2, J. J. Walker (Lotus), 62.8. 3, J. H. Pratt (Bugatti), 63.1.

**B.T.D.:** A. C. B. Chapman (Lotus), 47 secs.

## CLUB FIXTURES

**BMW C.C.**—A.G.M. and film show, 23rd October.

**Bentley D.C.**—Annual Dinner/Dance, 24th October, Dorchester Hotel, Park Lane, London, W.1. Meeting, 28th October, Royal Hotel, Boston Spa, Yorks, 6.30 p.m.

**Cheltenham M.C.**—Dance, 24th October, Priory Lawn, Cheltenham, 9 p.m.

**Vintage S.C.C. (Frazer-Nash Section).**—Social Gathering, 24th October, Two Brewers Inn, Chipperfield, Herts, 6 p.m.

**Lea-Francis O.C.**—Social Navigation Event, 25th October.

**W.O. Club.**—Meeting, 25th October, Lygon Arms, Broadway, Worcs, 4 p.m. Social Evening, George Inn, High Street, Winchcombe, Glos., 7 p.m.

**Eastern Counties M.C.**—Meeting, 27th October, Red Lion, Martlesham, nr. Woodbridge.

**London M.C.**—Brains Trust, 27th October, Paviour's Arms, Page Street, Westminster.

**Chiltern C.C.**—Meeting, 28th October, George Hotel, Beaconsfield, 7.30 p.m.

**A.C.O.C.**—Meeting, 28th October, Marlborough Head, North Audley Street, London, W.1, 8 p.m.

**750 M.C.**—Meetings, 28th October: Midland, Forest Hotel, Davidge; Southern, Gascoignes, Lyndhurst, Hants.

**B.A.R.C. (S.W.).**—Meeting, 28th October, Little Testwood Club, Totton, Southampton, 8 p.m.

**Vintage S.C.C.**—Meetings: 28th October, Ferry Boat Inn, Holywell, St. Ives, Hunts; 29th October, Jolly Farmers, Enfield Road, Enfield, Smoker Inn, Plumley, nr. Northwich, and Crescent Hotel, Ilkley.

**N.L.E.C.C.**—Talk and film show, 29th October, The Green Man, Edgware.



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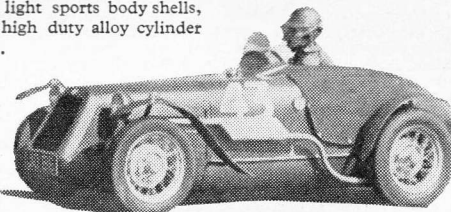
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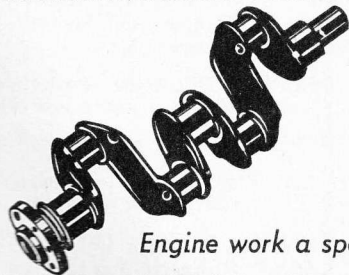
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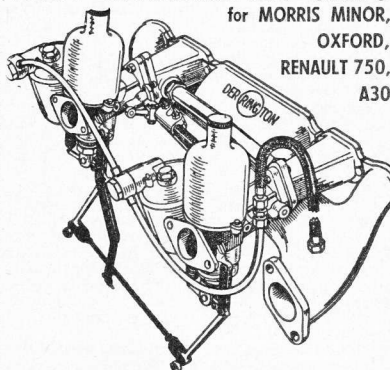
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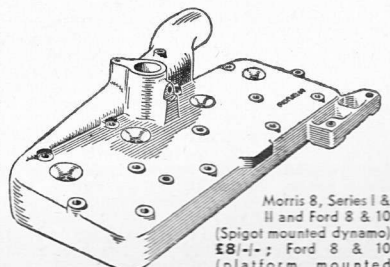
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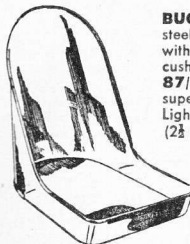
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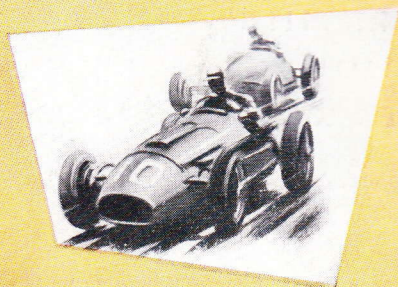
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