

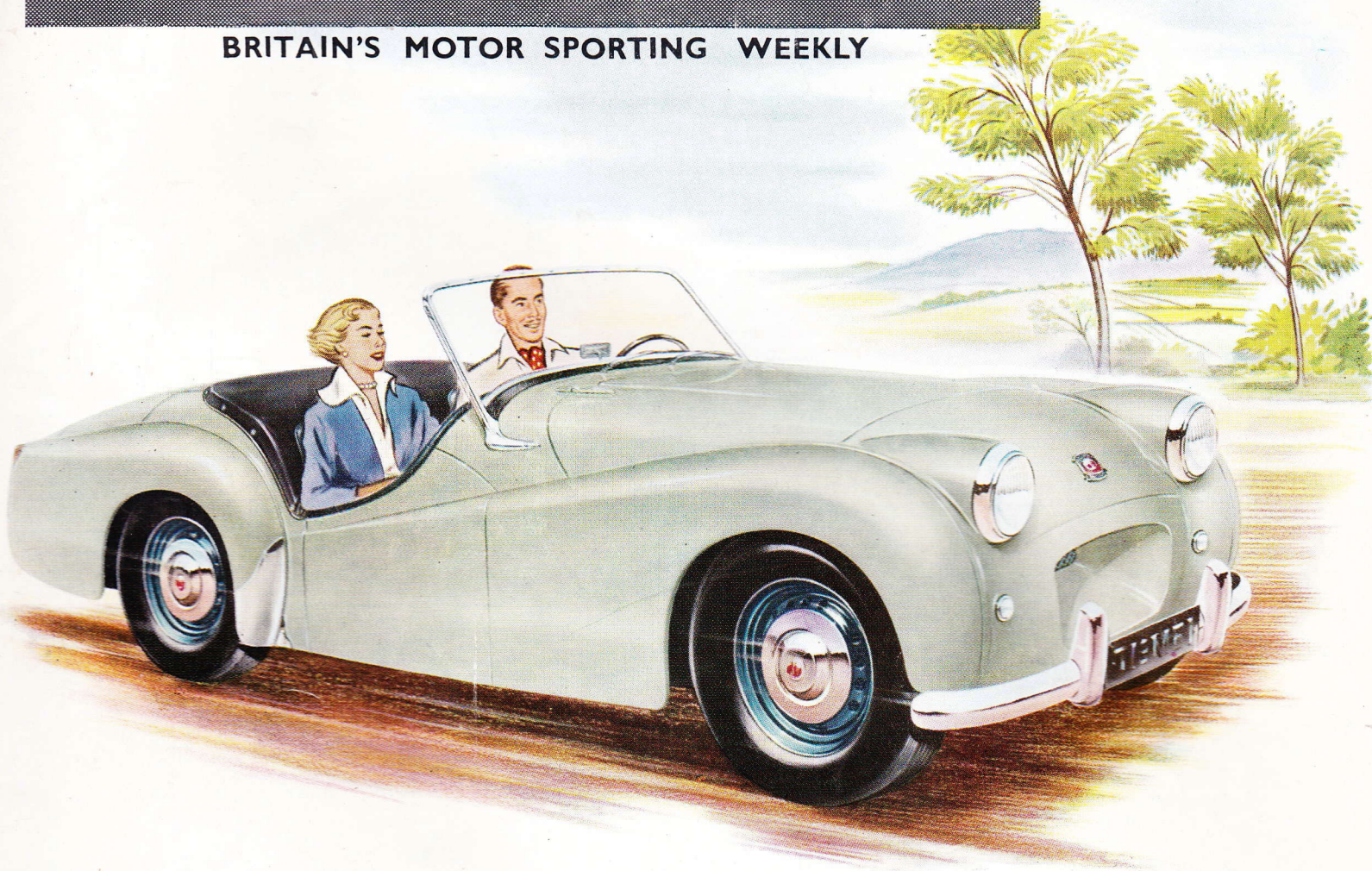
AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

OCTOBER 30, 1953

1/6

EVERY FRIDAY
Vol. 7 No. 18



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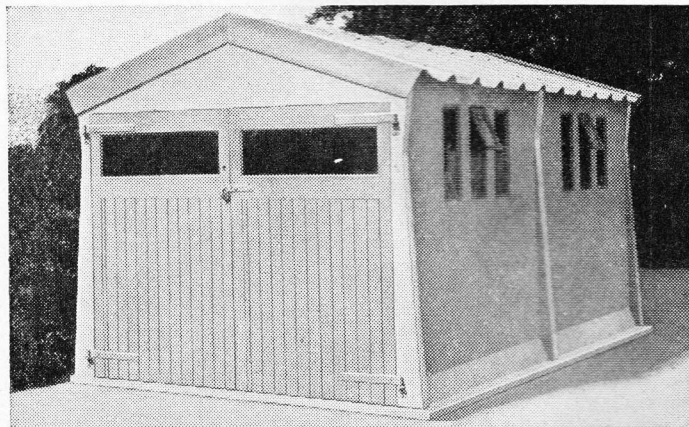
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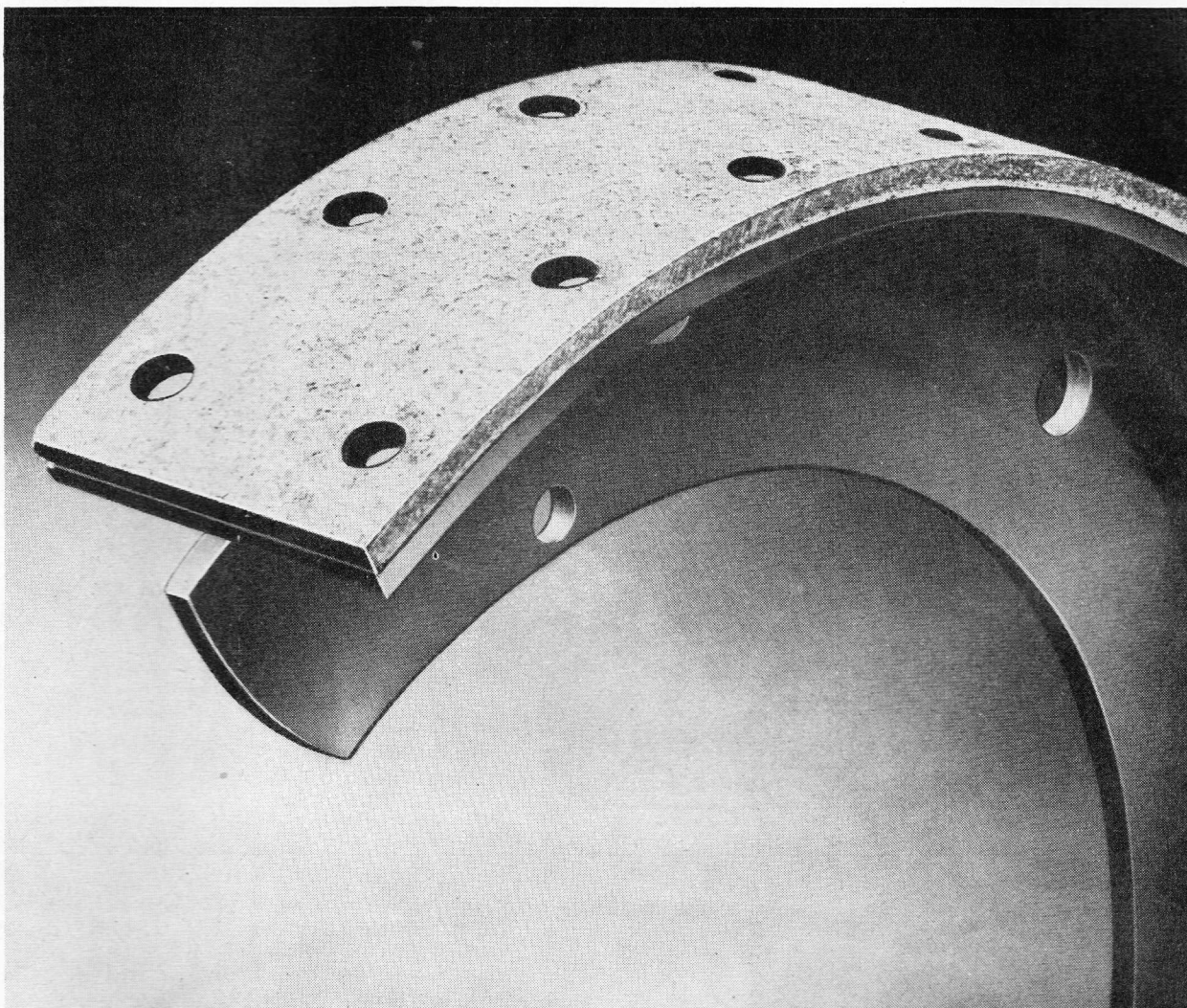
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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 7 No. 18

October 30, 1953

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NOTICES

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EDITORIAL

THIS is indeed a memorable Motor Show, and the Industry has every reason to be proud of the wonderful display of vehicles, accessories and components on view at Earls Court. Never in the history of motor exhibitions have so many genuine high-performance cars been on show; in fact, machines capable of exceeding 100 m.p.h. are so numerous as almost to be commonplace—a great contrast to a year or two ago, when any "century-maker" was almost certain to be headline news. Manufacturers on the whole are becoming more and more competition-minded, realizing the importance of proving their products in this way, not to mention the tremendous publicity value of successes in major events. Racing and rallying have caused very rapid development of very fast machines which are safe because they "steer and stop", and few will deny that the valuable experiences gained are passed on to purchasers, not only of high-performance and sporting cars, but also of small-capacity family saloons. Even manufacturers who do not actually race their products obtain immeasurable benefit from the continuous development work which accrues from competitions on the part of components makers. As is now pretty well established, cars which can finish an arduous International rally or a long-distance sports car race, stand up to hard usage in the hands of private owners much better than any unproved machine.

THE claim to be the "world's fastest production car" has been a feature of the news recently, but Jaguars appear to have settled that argument once and for all by the performance of an XK 120 two-seater, with "same as anyone can buy" modifications, plus a high rear axle ratio and "bubble top". Pegaso achieved the remarkable speed of 151 m.p.h. with an expensive, supercharged, 2.8-litre car, which, although a catalogue production vehicle, is undoubtedly a near-racing machine. The men of Coventry, on the other hand, clocked the stupendous pace of 172.4 m.p.h. with an unsupercharged, 3½-litre sports car, virtually similar to the model of which thousands have been built!

IN common with the majority of Continental newspapers, AUTOSPORT fell into the error of awarding Ian and Pat Appleyard the 1953 European Touring Championship. Apparently scoring was on the basis of the best performance in any four of the 10 qualifying rallies, and not the highest total of points gained as generally believed. Provisional winners would appear to be Helmut Polensky and Walter Schluter, to whom this magazine offers its congratulations on a very fine performance.

Unlike Ian Appleyard, who used one type of car, Jaguar, throughout the Rally season, the German pair have competed with Porsche, Fiat and Lancia machines in different events. That the Championship provides cars of all types with a fair opportunity for success is borne out by the use of a 750 c.c. Dyna-Panhard by Grosogeat, and a 2-litre front-drive Citroën by Seibert, provisionally third and fourth place men in this newly inaugurated and praiseworthy contest.

MECCA: Crowds milling round AUTOSPORT'S Stand (No. 60) at Earls Court. It is a popular meeting place for all motor sporting enthusiasts.



PIT AND PADDOCK

NEXT week's issue will contain the first of a series of technical articles by Aurelio Lampredi, chief engineer of Ferrari; it is entitled "The Use of Bearings with Rolling Contact in Racing Engines".

THE three-dimensional colour photographs of motor racing subjects are exciting great interest on AUTOSPORT'S Stand, No. 60, at Earls Court. They are the work of Bart Shaw-Kennedy, an American now resident in Brussels.

TICKETS for the B.A.R.C. Annual Dinner/Dance on 6th November have already been sold out.

IAN APPELYARD will probably retire temporarily from International rallies, and, owing to pressure of business, may not compete during 1954.

A SINGLE-SEATER, streamlined Tatra, driven by Adolph Vermirovsky, recently set a new Czechoslovakian speed record at 207.972 k.p.h. on a fast stretch of road between the towns of Valaske and Hranice, in Moravia.

MAURICE TRINTIGNANT, regarded currently by many as France's top-line driver, is reported to be joining the Ferrari team. He is to drive a works-prepared 2½-litre Ferrari in January's Argentine G.P., the first race to the new Formula I. "Trint" will also run in the Casablanca 12 Hours, at the wheel of a 4½-litre Talbot.



TYRESOLES TROPHY—for the best performance by a British driver in a British car in European Touring Championship events. Subject to confirmation it should be won by Ian Appleyard.

THE U.S.A.'s major hill-climb, Pike's Peak, was won this year in record-breaking time by America's "Ken Wharton" of hill-climbing, Louis Unser. This marks his ninth victory in the event.

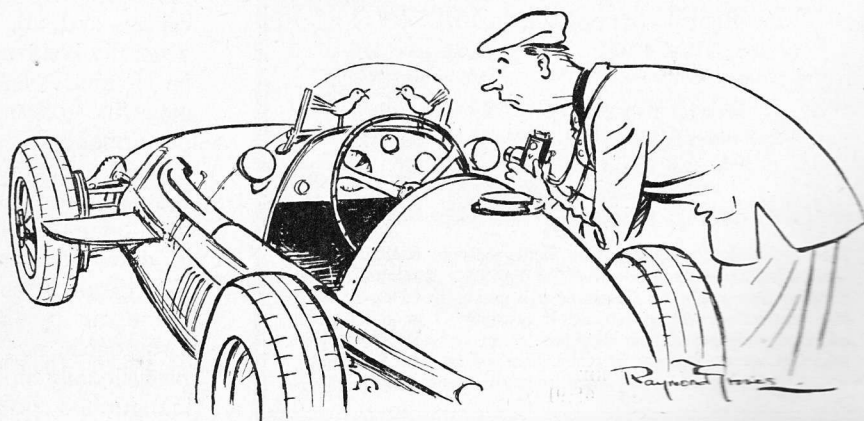
ING. GIOACCHINO COLOMBO, late of Maserati, is to design a 2½-litre eight-cylinder Bugatti for Formula I racing, French sources report.

RILEY enthusiasts must have been shaken to learn that the power-output of the 1954 1½-litre engine has apparently taken a downwards jump. A misprint in last week's issue gave this efficient unit as being capable of 35 b.h.p., instead of the true figure of 55 b.h.p.

HANS HERRMANN set a new lap record for the German Solitude circuit during a recent training session with Mercedes-Benz, driving a 300SL. The newest sports "Mercs" will be raced in various European classic events next season.

PERFORMANCE CARS' "1,500" Trophy was "acquired" recently by a nocturnal visitor. Finding his acquisition difficult to dispose of, however, he broke union rules by presenting it—and himself—to the police! The latter are retaining both trophy and burglar *pro tem*.

LATE RESULTS — Ken Wharton broke his own Lydstep hill-climb record on Saturday with his Cooper; Horace Gould (Cooper-Bristol) broke the Tarrant Rushton sprint record on Sunday. Reports of these meetings will be published in next week's issue.



SPORTS-NEWS

500 c.c. RECORDS TO TARUFFI

DRIVING his unique twin-boomed "Tarff", fitted with a four-cylinder 492 c.c. unblown Gilera motor-cycle engine, Piero Taruffi broke six International Class I (351-500 c.c.) records at Monthéry recently. They were the 50 kms., which he raised to 184.83 k.p.h., covering the distance in 16 mins. 13.89 secs.; the 50 miles at 185.65 k.p.h. (26 mins. 0.32 secs.); the 100 km. at 183.74 k.p.h. (32 mins. 39.24 secs.); the 100 miles at 184.97 k.p.h. (52 mins. 12.16 secs.); the 1 hour at 185.32 k.p.h.; and the 200 km. at 185.78 k.p.h. (1 hr. 4 mins. 35 secs.). All these records were the brief property of John Cooper with Eric Brandon's streamlined Cooper.

An attack on the 200 miles and further records by Taruffi was brought to an end by rain.

★
ROYAL VISITOR: *The Earls Court Show was opened by H.R.H. the Duke of Edinburgh, who is seen here with Sir William Rootes on the Hillman stand.*

THE MEXICAN ROAD RACE

SEVERAL European competitors will shortly be embarking for Mexico to take part in the great Pan-American Road Race, decisive round in the World Championship for Sports Cars and an

event already established as a classic.

The Gordini entries, about which the French were much concerned, have been confirmed, two cars being due to run, Jean Behra with the 3-litre and Jean Lucas with the 2½-litre. French industries other than automobile are assisting with the sponsorship of these cars and also of Louis Rosier's 4½-litre Talbot, and these three cars respectively will bear the colours of Dubonnet, Pernod and Bisquit products! Albert Péron will drive his Osca under French colours, but Italy will be strongly represented by Lancia and probably by Ferrari.

The German Porsche cars are already in America, and are due to compete in the Sowega International races on Sunday before going south to Mexico. Drivers are Von Hanstein and Karl Kling. Hans Hartmann and Adolph Brudes will represent Borgward. Details of the American entries are not available as yet.

A FRENCH FORMULA 3 G.P.

THE organizers of the Marseille G.P., the A.C. de Marseille et Provence, propose to stage a big-scale International race for Formula 3 cars over the Parc Borély circuit. It is felt that this very sinuous and narrow course will be unsuitable for 2½-litre Formula 1 cars. The Grand Prix International des Racers, as the event will be called, is booked for 2nd April in the 1954 Calendar.

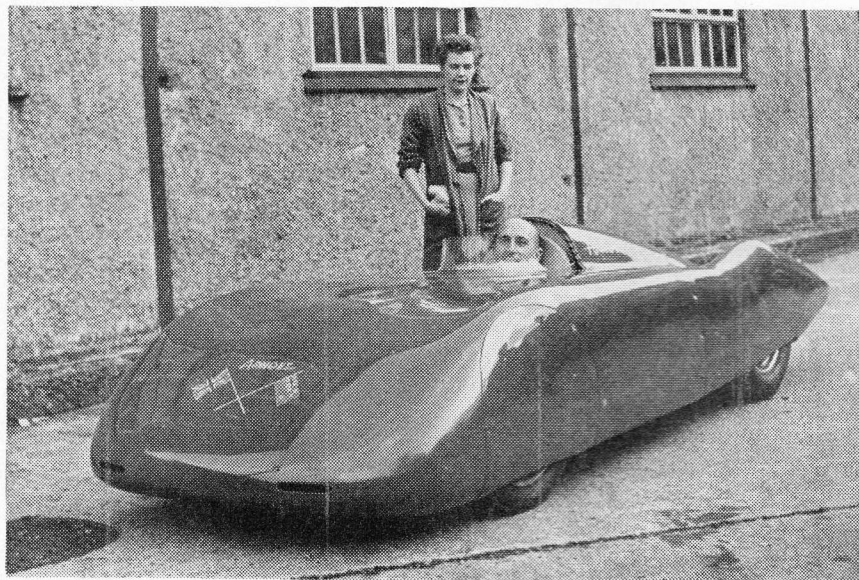
TWO "STREAMLINERS"

FOR MEXICO: (Above) Hans Hugo Hartmann in the 1½-litre Borgward which will shortly leave Europe to compete in the Pan-American Road Race.

FOR MONTHÉRY: (Right) The new aerodynamic 500 c.c. Arnott, at present at the French track for an attack on Class I records. In the cockpit is designer George Thornton, and behind stands Daphne Arnott.

D.B. RECORDS

RENÉ BONNET was out with his D.B. recently, attacking International Class H and G records at Monthéry. During a three-day session on the fast, banked circuit, he netted a total of 10 records, including three formerly held by Charles Dodson with a 750 twin-cam Austin, and two held by John Cooper's Cooper. Amongst figures claimed are Class H, 100 km. 31 mins. 34.6 secs, 190.01 k.p.h.; 100 miles, 50 mins. 33.75 secs., 190.97 k.p.h.; 1 hr., covering 191.25 km., and the 200 km., in 1 hr. 2 mins. 45.91 secs., 191.22 k.p.h.





SORRY, SEÑOR! "No puede ser" ("can't be done") says an unconcerned member of Spain's Guardia Civil in answer to Dutch competitor Jan Martens's anxious query as to the chances of getting through the floods blocking the road near Tolosa.

others at San Sebastian. Most competitors had a quiet and easy run to Bordeaux, being able to spend some hours beneath the blankets en route. Approaching Bordeaux, some fog was encountered, but incidents were few. Mme. Hammersley (Lancia) was penalized three minutes for delays through lighting troubles, whilst the Uruguayan driver, Julio Sosa, quickly suppressed a small fire which broke out on his Jaguar and rejoined the fray.

Then came disquieting news of heavy rainstorms in the Basque country in Northern Spain, of extensive floods, of roads and bridges collapsing, of the deaths of 39 people, 20 of them in one bus which capsized in a flooded area. Roads north and south of San Sebastian

THE 7TH LISBON RALLY

As the final round in Europe's first Touring Championship, the Lisbon International Rally of 13th/18th October was an event of major interest and importance, particularly to Britain's Ian Appleyard and Germany's Helmut Polensky, running within two points of each other for the lead in the Championship. It was the "decider," also, for the Ladies' Championship, in which Mrs. Greta Molander, with her little Swedish Saab of 764 c.c., had a precarious one point lead over Sheila van Damm (Sunbeam-Talbot).

Portugal's premier Rally, this was the seventh "Lisbon," and the second one in which I had competed. Of the 57 nominations, I was one of the two Dutch entrants, and there were Norwegian, Belgian, Italian, German, French, Danish and Swiss competitors, a strong "home" contingent of Portuguese, eleven British and, curiously, not a single Spaniard. Non-starters numbered four, amongst them Frank Defty of England, with a Bristol, and the Conde de Monte Reale of Portugal, who did so well with a Ford two years ago in the Monte Carlo Rally, but who did not see eye to eye with the Lisbon organizers on some points of the regulations.

Modifications to standard cars "in accordance with the spirit of the regulations" were permitted, so Fords, to be sure how they stood, sent Jackie Reece to Portugal several weeks before to find out just what was, and what was not, permissible in the way of "mods." As a result, the Zephyrs to be driven by Cuth Harrison, Jack Reece, Mrs. Nancy Mitchell and myself were equipped with three SU carburetors, and with raised compression ratios realized 90 b.h.p., while the Sunbeam-Talbots were fitted with Alpine engines. They were faced with an International variety in sports cars, such as the Porsche "Supers", three

By

MAURICE GATSONIDES

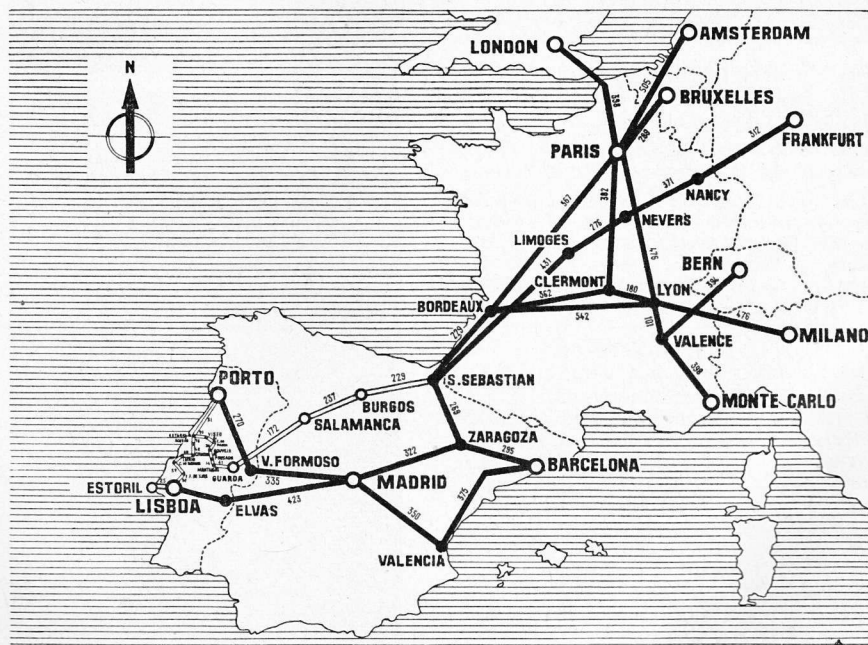
Ferraris, four Jaguars, a Gran Turismo Lancia and an Aston Martin DB2-4, making its competition debut in the hands of Robert Pfaff. There were also the Siata with Fiat 8V engine of the Portuguese Hermano Areias, and two Dentzels, special German sports cars with hotbed-up 1,300 c.c. Volkswagen engines set ahead of the rear axle.

Seven routes led their diverse ways to the Iberian peninsula from starting points in London, Frankfurt, Amsterdam, Brussels, Monte Carlo, Milan and Berne, with the starters from Lisbon making a roundabout tour of Portugal and Spain before converging with the

—the Rally drivers' next focal point after Bordeaux—were reported to be impassable, and should no other route be accessible the fate of the "Lisbon" could be in the balance. All that we competitors coming through France could do was to carry on and see how things turned out.

From Hendaye we crossed the frontier to Irun, via the Bridge of Sorrows, so-called for its sinister wartime associations, when refugees from Nazi-held France tried to escape across it into Spain, often to be caught and sent back to their fate. After a lengthy stop at the Customs, we pressed on, noticing, as we neared San Sebastian, that there was much mud and odd rubbish lying on the roads, indicative of floods only recently receded.

At San Sebastian began the real excitement. Local Auto-Club officials at the control point there, aware that the road to Burgos was impassable beyond Tolosa,



ALL ROADS LEAD TO ESTORIL: Route map for the 1953 Lisbon Rally, in which 53 competitors took part, starting from 9 different countries.

ten miles out of San Sebastian, almost believed the Rally would terminate there and then. However, they drew sketch maps of two secondary routes across the mountains, which *might*, they said, prove usable, although with telephone communication absolutely nil after the havoc of the storms, nothing could be certain. So, to a confusion of advice from shouting officials, competitors set off on their desperate hunt.

They found rocks, stones, branches, debris of all kinds, and mud, mud, mud, everywhere along the road. The main street in Tolosa was choked with traffic, which had to squeeze between heaps of earth, mud, and piles of furniture retrieved from inundated houses. The long string of Rally cars, all travelling as fast as possible and sending up fountains of mud, drenched already harassed villagers in passing, whereupon the latter brandished sticks threateningly and flung stones at the cars. Conditions grew worse as we left Tolosa behind. The river had flooded the entire road in parts; telephone poles and wires were

undermined by the waters, but a number of lorries coming the other way, bearing blankets, food and wine for the beleaguered villagers, suggested a usable road of some kind. At last, after a detour of some fifty miles, a way through was found and thereafter a grim race against the clock began, with nobody knowing what might lie around the next turn or beyond the next hill.

Meanwhile, one Portuguese driver, after delays with a punctured tyre, reached Tolosa half an hour after the rest had left, to find the breached road had just been opened again. He sped joyfully on to the time check, convinced he was now lying first, but half an hour later his elation died, for the others began to arrive after their lengthy detour. Eventually it turned out that penalizations for lateness were very few, despite the seemingly interminable delay.

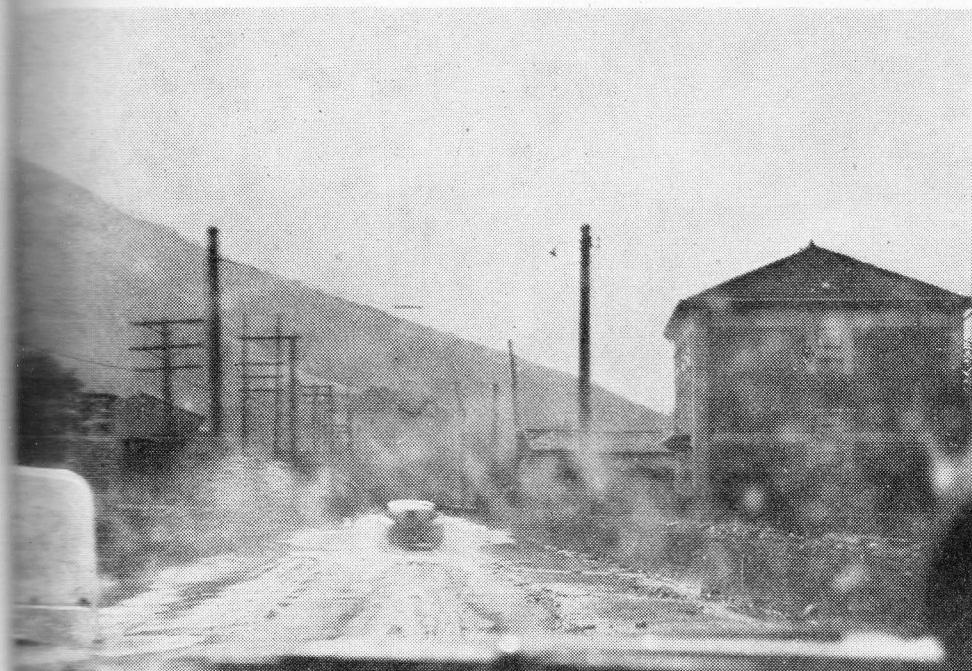
On, then, to Burgos, and thereafter the roads improved, and the cars, simply plastered with mud, sped through Valladolid and Salamanca, to gain the Spanish-Portuguese frontier at Villar

Formosa. Organization here was very slick, and we were soon away again, encountering the first time check on Portuguese soil at La Guarda. There ensued two very short sections, of 14 kms. and 25 kms. length, these including the climbing of a very winding mountain pass. Fog in the middle of the night and treacherously muddy roads added to the excitement, but these stretches proved amongst the most interesting of all. Only fourteen competitors came through on time, amongst them the three all-woman teams, who were performing wonderfully well.

Then the rear axle of my Zephyr began making disturbing noises, and investigations revealed a dry axle, the oil having run out through a hole presumably made when grating over a large stone, whilst reversing out of a flooded area. We had to awaken a garage man to have the axle refilled, but clearly the car could not safely be run for long, so we had to retire, taking the nearest route to Lisbon at a very modest pace, to see the other competitors arrive after completing the full rally route via Oporto.

From Lisbon we then proceeded to Estoril and the final tests. First of these was an acceleration/braking test, laid out on the Casino front. Cars made a timed 100 metres run from a standing start to a line, beyond which was a measured braking distance, the last 25 metres before the line also being timed. This test called for skilful judgment, and experienced rally drivers had clearly calculated and practised their tactics beforehand. Best performances came from Portuguese Joaquim Nogueira (Porsche), Ian Appleyard in his Jaguar, RUB120, and Helm Polensky (Porsche). The first two began braking some four to seven yards before the 100 metre line, and overshot it by about 25-30 yards. Polensky was fastest of all in the 100 metres run, but braked on the line itself, which resulted in too long a stopping distance.

One British competitor, W. B. Edwards, had the misfortune of a puncture just before starting his test and, flustered after the rush to put this right, stopped in the 25 metres section; urged on by shouting spectators, he dashed off again, only stopping at another yell, when well past the braking area. Sheila van Damm, the nearside doors of her Sunbeam-Talbot bearing evidence of



MUD FLINGER: Helm Polensky's Porsche sends up showers of mud and spray as it speeds along Spanish roads.

STONE THROWER: (Right) Spanish villagers took exception to the speeding rally cars. Here one is throwing a stone in pursuit of a competitor.

down, and trees and bushes uprooted; one huge tree had fallen right across the route and had been sawn in half and parted to let traffic through. Five miles farther on, and we were definitely stuck, with a long queue of stationary cars in line ahead. "No puede ser" (it cannot be done), said a member of Spain's Guardia Civil when asked if any possible route lay ahead. So round turned the mud-covered cavalcade, braving the stones of enraged peasants again and hurrying back to Tolosa to try the second route. This one proved highly dangerous, with parts of the road embankment

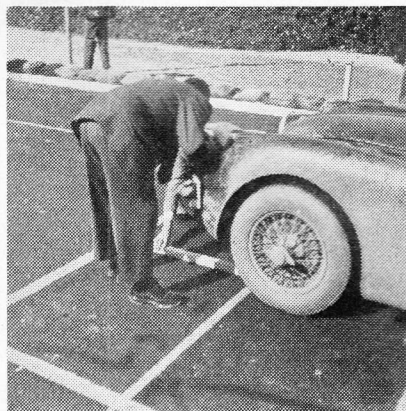


LOCAL COLOUR: *Not Don Quixote with a modern Rosinante tilting at a windmill, but "Gatso's" Ford Zephyr stationary in Portugal after retiring from the Rally. The mill blades are balanced with bottles held in place by cords.*

contact with something hard, drove superbly, her time proving the best of all the three-litre class.

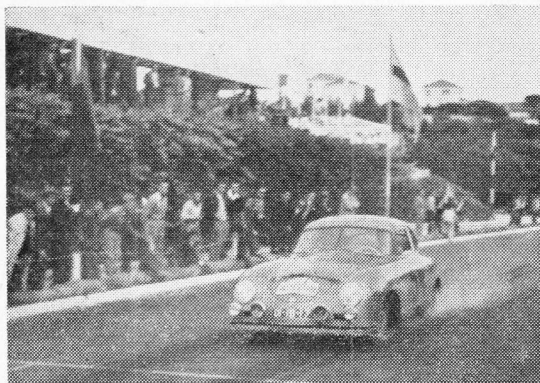
My compatriot, Jan Martens, had already lost a crown-wheel tooth on his Renault, while trying out this test; in consequence he drove gently on the day, but, nevertheless, another tooth stripped. Misunderstanding an official's instructions, Martens had the Renault towed to outside the parc fermé, and was disqualified. Another unfortunate to be eliminated was the Belgian Van Der, the windows on his Dyna-Panhard "Sprint" not complying with the regulations. The technical verification also cost Jacques Herzet two marks, the bumper bars on his Ferrari being declared ineffective. This debit dropped him from fifth to tenth place in final position and from third to fifth in the European Championship. Herzet's official protest was rejected, so he proposes to appeal to the F.I.A.

Late that night and very early the next morning, the screaming tyres of competitors practising (in other cars) for the speed/regularity test kept many Estoril inhabitants from their sleep. It was staged over a winding 0.9 mile round-the-houses circuit. Cars occupied the course in pairs, with 30 secs. between them; six laps had to be covered, the first to get the hang of the layout, the other five to be completed as fast and consistently as possible. Electrical apparatus working to 1/100ths of a second looked after the times. Some remarkably regular lapping was achieved, both Nancy Mitchell (Zephyr) and Miss



★
AT ESTORIL:
(Above) Ian Appleyard's Jaguar in the braking test, with an official measuring up the distance.

(Left) Lisbon Rally winner Joaquim Filipe Nogueira with his Porsche in the final tests.



van Damm varying by barely a second on their runs. Ian Appleyard clocked the fastest lap in 1 min. 12.79 secs., but the variation between this and his other laps sufficed to give the Rally to Nogueira. Had Ian's fastest lap been merely half to one second slower, he would have won, but with factors of human reaction and the inaccuracies of stop-watches taken into account, it was clearly Dame Fortune who decided at Estoril. Thus to Joaquim Filipe Nogueira, who is as handy racing a sports Ferrari as he is rallying in a Jupiter or a Porsche, went the 1953 event, and with it his hat-trick in Lisbon Rallies—a very fine performance indeed.

Polensky was placed third, and A. G. Imhof an excellent fourth, and winner of the 3-litre class with a Sunbeam-Talbot. The unfortunate Dennis Scott and John Cunningham were penalized for starting late for the speed test, when the battery of their Mark VII Jaguar went absolutely flat. Mrs. Nancy Mitchell won the ladies' class with her Zephyr by a small margin from Sheila Van Damm and Greta Molander.

Provisional Results General Classification

1, J. F. Nogueira (Porsche), 21,528 points. 2, Ian Appleyard (Jaguar), 22,021. 3, H. Polensky (Porsche), 22,870. 4, A. G. Imhof (Sunbeam-Talbot), 23,978. 5, J. G. Reece (Ford Zephyr),

24,305. 6, Mrs. N. Mitchell (Ford Zephyr), 24,531. 7, Miss Sheila Van Damm (Sunbeam-Talbot), 24,867. 8, T. C. Harrison (Ford Zephyr), 25,367. 9, F. Stock (Porsche), 25,460. 10, J. Herzet (Ferrari), 25,825. 11, Mrs. G. Molander (Saab), 26,562. 12, A. Arnaud (Ford), 27,447. 13, A. Graca (Porsche). 14, J. S. Sothas (Peugeot). 15, D. G. Scott (Jaguar). 16, A. de Burnay (D.B.-Panhard). 17, M. Nunes dos Santos (Alfa Romeo). 18, J. V. de Campos (DKW). 19, A. Rodrigues (Goliath). 20, J. E. da Silva (Goliath). 21, R. Orum (Fiat). 22, R. Ruini (Alfa Romeo). 23, D. A. de Heredia (Dentzel). 24, E. Krings (Porsche). 25, J. M. Tew (Jowett Jupiter). 26, W. B. Edwards (Jowett Javelin). 27, H. Arcias (Siata).

Class Results

Over 3,000 c.c.: 1, Ian Appleyard (Jaguar). 2, A. Arnaud (Ford). 3, Dennis Scott (Jaguar).

2,001-3,000 c.c.: 1, A. G. Imhof (Sunbeam-Talbot). 2, J. G. Reece (Ford). 3, Mrs. Nancy Mitchell (Ford).

1,301-2,000 c.c.: 1, J. F. Nogueira (Porsche). 2, H. Polensky (Porsche). 3, J. Herzet (Ferrari).

751-1,300 c.c.: 1, F. Stock (Porsche). 2, Mrs. G. Molander (Saab). 3, A. Graca (Porsche).

Up to 750 c.c.: 1, A. de Burnay (D.B.-Panhard). 2, J. V. de Campos (DKW). 3, A. Rodrigues (Goliath).

Ladies' Award: 1, Mrs. Nancy Mitchell (Ford). 2, Miss Sheila Van Damm (Sunbeam-Talbot). 3, Mrs. Greta Molander (Saab).

* * *

THE TOURING CHAMPIONSHIP

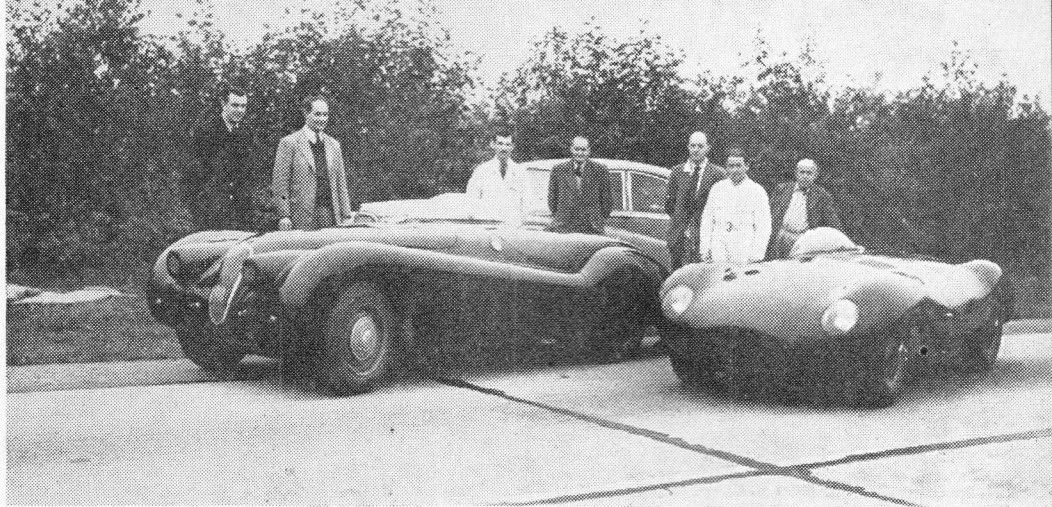
THE scoring in the 1953 European Touring Championship was on the basis of the best performances in four out of the 10 selected events. Before the Lisbon Rally, Ian and Pat Appleyard's best performances in four events gave them a total of 31 points (10 + 9 + 6 + 6). Polensky and Schluter had achieved 29 points for best performances in three events (10 + 10 + 9). Therefore, Ian Appleyard's second place in the "Lisbon" gave him 9 points, which, substituting for one of his 6 marks, produced 10 + 9 + 9 + 6 = 34 points. Polensky and Schluter, on the other hand, achieved third place (8 points), giving them 10 + 10 + 9 + 8 = 37 points.

The German drivers used Porsche, Fiat and Lancia cars in the qualifying events, whereas the Appleyards drove Jaguars in all of their events. Official placings will be given as soon as issued by the F.I.A., and it would seem that the French teams, Grosgeat/Biagini (Panhard-Dyna) and Seibert/Bolz (Citroën) are third and fourth respectively.

XK 120's 172.4 M.P.H.!

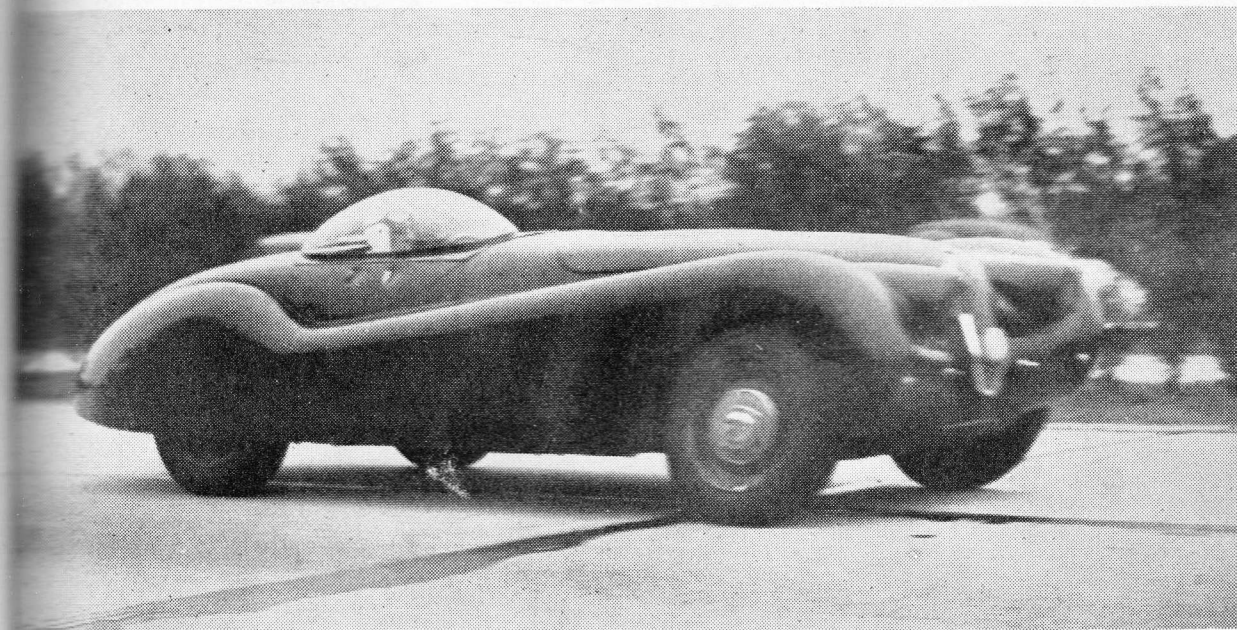
ON 20th October, the motoring world was shaken by the news that a Jaguar XK 120 two-seater had been timed both ways on the Jabbeke-Aeltre motor road, near Ostend, at an average speed of 172.412 m.p.h.—by far the highest speed ever recorded by a production vehicle, or any bearing the slightest resemblance to one.

The car was driven by Norman Dewis, Jaguar's chief test driver. It was a standard Special equipment XK 120, fitted with an undershield, and a "Perspex"



MAKING HISTORY: (Above) The Jaguar équipe with the modified XK 120, and the prototype competition model, on the Jabbeke - Aeltre motor road. Tests were timed officially by the Royal Belgian Automobile Club.

(Left) Norman Dewis travelling at more than 170 m.p.h. with the XK 120. The passenger's seat was totally enclosed with a metal tonneau cover, whilst Dewis's head was protected by an aircraft pattern "Perspex" bubble.



cockpit cover taken from an aircraft. Normal Shell Premium fuel was used; this was placed in the tank in England under R.A.C. official observation. The tank was sealed after R.A.C. engineers had taken test samples.

A compression ratio of 9 to 1 was used, and the back axle ratio was 2.92 to 1. No overdrive unit was fitted. The runs took place under almost perfect weather conditions. When Dewis approached the measured distances, the only sound that could be heard was the curious thudding of the Dunlop tyres as the wheels passed over the strips joining the concrete. The only incident reported was when a sudden gust of wind, in the otherwise still atmosphere, pushed the car over the centre line which Dewis was following. As he was travelling at just over 170 m.p.h., this might have produced some uncomfortable moments. However, he returned to his line without further incident.

The opportunity was also taken to test a prototype XK 120 competition Jaguar. This is a development of the Le Mans-winning C-type, and appears to be a considerably smaller machine. It was timed over the flying mile at the astonishing speed of 178.383 m.p.h., shattering completely the 148.435 m.p.h. recorded by a production C-type last April. Pump fuel was also used in this car.

GAMMON WINS PERFORMANCE CARS "1500" TROPHY

AN extremely successful season with his famous M.G. TC, with engine so effectively "breathed upon" by John Lucas, has secured for Peter Gammon the "1500" Trophy and £100 first prize, presented by Performance Cars Ltd., of the Great West Road. Runner-up is Cliff Davis, driving his equally famous Cooper-M.G., and third comes Colin Chapman, the speed of whose side-valve Ford-engined Lotus has been remarkable throughout 1953.

The final placings in this competition, for sports cars of up to 1½-litres capacity running in British racing events, is the following:—

1, P. D. Gammon (M.G.), 87 points (Trophy, £100, and replica). 2, F. C. Davis (Cooper-M.G.), 50 (£25). 3, A. C. B. Chapman (Lotus), 30 (£10). 4, P. A. Desoutter (Lotus), 25 (£5). 5, D. B. Beauman (Riley), 21 (£5). 6, L. Gibbs (Riley), 18 (£5). 7, T. W. Dargue (M.G.), 17. 8, J. S. French (Austin Spl.), 15. 9, A. Scott-Brown (Tojeiro-J.A.P.), 14. 10, J. C. C. Mayers (Kieft-M.G.), N. Allen (Lotus) and C. M. Clairmonte

TROPHY WINNER: Peter Gammon and his well-known 1½-litre M.G. TC have proved a highly successful combination in British Club racing events at Silverstone and elsewhere during the 1953 season.

(Clairmonte), 12. 11, P. C. T. Griffith (Kieft-M.G.), S. A. Mitchell (M.G.), D. Blakely (H.R.G.), D. Moore (M.G.) and A. R. M. Mallock (Austin), 11. 12, J. D. Steed (J.A.G.), K. Sloman (M.G.), 10. 13, C. M. Sears (Tojeiro), D. H. Small (D.H.S.), A. Grieg (M.G.) and C. le S. Metcalfe (Fiat), 9. 14, L. L. West (Austin) and R. H. Grimsley (Austin), 8. 15, H. J. Goldschmidt (Performance Car), E. C. C. Harewood (M.G.) and R. F. Fyson (Aston Martin), 7. 16, H. H. Gould (Cooper-Riley), R. P. N. Stark (J.A.G.), Bendall (Ford Spl.), R. W. Greenwood (R.W.G.), B. Said (Osca) and 1, D. L. Lewis (Riley), 6.





★
WESTWOOD
HO! Winner of
the unblown
class, A. C.
Westwood gets
his Dellow
really moving
through the
faster section.
★

EAST ANGLIA'S AUTOCROSS

Shorter Course, With Involuntary Extra Water-splash, Brings Many Thrills at Second E.A.M.C. Event

THE second Autocross organized by the East Anglian M.C. took place on Sunday, 18th October, at Earls Colne, Essex. The course had been shortened from around 3,000 yards to slightly over 500 yards, competitors being timed over three laps. Each competitor had one practice run and two timed runs, the times taken on the two runs being added together to give an aggregate time.

The start is on a woodland ride on a slight uphill gradient, and in about 200 yards there is a sharp right-hand turn, followed by a reasonably fast, gentle right-hand sweep which terminates in another sharp right-hand turn, bringing one to the gradient running down to the Water Splash; from the Water Splash there is an uphill section which, in turn, leads to the Bowl; from the Bowl competitors turn sharp right to the finish.

During practice it was obvious that conditions were much more tricky than in March. The rain of the previous few days had made the Water Splash too deep, and there was a pool of water in

the bottom of the Bowl which made it a work of art to climb out. The depth of the Water Splash was cured by energetic marshals digging a channel, but there was only one way to deal with the pool in the Bowl—and that was by sloshing it out with cars!

Entrants were divided into two classes: (i) up to 1,200 c.c.; (ii) over 1,200 c.c. and all supercharged cars. There was also a special class for Land-Rovers or Jeeps. Interest for spectators was kept going with an excellent commentary by B. Sugden.

★
**FIRST PRIZE
TO PRICE:**
(Right) Winner
Douglas Price
charging through
the mud in his
blown Dellow.



★
**CLEANING
THE BOWL:**
(Left) One-armed
driver A. E.
Cleghorn (Del-
low) successfully
climbing out of
the Bowl.
★

magnificent effort. A. E. H. Parsons (Dellow) motored round very confidently in 3 mins. 59 secs. Of the Land-Rovers, E. Morley's (4 mins. 12 secs.) really was motoring, but failed by one-fifth of a second to win this class.

All the competitors were most enthusiastic about the shortened course, and all were certain that the event gave them more thrills per yard than any other in the country. Their unanimous verdict was that they will come again whenever the event is held.

A. E. TURNER.

Results

Class 1 (Up to 1,200 c.c. U/s): 1. A. C. Westwood (Dellow), 7 mins. 55 secs. aggregate. 2. A. E. H. Parsons (Dellow), 8 mins. 25 secs. **Class 2 (Over 1,200 c.c. U/s, and any capacity S):** 1. D. S. Price (Dellow S), 7 mins. 1 sec. 2. C. R. Price (Dellow S), 7 mins. 48 secs. **Class 3 (Land-Rovers and Jeeps):** 1. D. Morley (Land-Rover), 8 mins. 39 secs. 2. E. Morley (Land-Rover), 8 mins. 39.2 secs. **Team Prize:** C. R. Price and A. E. H. Parsons.

THE MIXTURE AS BEFORE

Greig, Pigott and Mann First in Another "Won-on-the-Road" Eastbourne Rally

It was just before the 1952 Motor Show that the Eight Clubs' first Eastbourne Rally was held, and just before this year's Show that the 1953 event took place. Once again, the plan was to find the winner on the road section, and once again this was accomplished, by an exacting test of split-hair map reading and the finer points of nocturnal navigation; as before, the first placings were unaltered by the results of the final driving tests. The organizers used the system of unmanned controls introduced for their first Eastbourne Rally, whereby six "controls of passage" must be visited in each section, to obtain the map reference for the time control which follows (see "The Organization of Rallies", by Barclay Inglis, AUTOSPORT Vol. V, page 721).

Starting on the evening of Friday, 16th October, from Aylesbury, Amersham and Woodley, the 67 competitors followed routes which meandered about the Chilterns, joining, crossing and parting, before reaching Time Control 1 at Kingstanding Hill, near Aston Tirrold, which was common to all starters. The fact that the routes crossed from time to time meant that those who followed the car in front soon found themselves in trouble, while the wily organizers had also arranged for Amersham and Woodley starters to have controls of passage whose map references differed only very slightly; it was all too easy for, say, an Amersham starter to read off a number from a Woodley starter's marker board. At one road junction with a triangle in the centre, scenes of wild confusion reigned, for there was a board on each side of the triangle (Aylesbury reference, 7434909; Amersham, 7444909; Woodley, 74449094).

After Kingstanding Hill came the second time control of Section 1, on the Berkshire Downs north of West Compton. At this point the many tracks marked on the map could just be dis-

(Right) J. H. Lynes (Lagon-da) checks in at a control during the night.



cerned by the exercise of great care, but only just, and after dark the section proved too much for every competitor. The entire field was penalized for lateness at Time Controls 1 and 2. Some lost more than 2,000 marks; Pat Stark (Vauxhall), who eventually finished second, came off best with a loss of 180 marks, while the winning "Three Owls" team of Greig, Pigott and Mann lost 200.

Then occurred an unfortunate organizational hitch, in that Section 2 required the use of O.S. Sheet 168, whereas Sheet 169 was the one specified in the regulations. However, joint Clerk of the Course, Arthur Jeddere Fisher, was on the spot, and rapidly amended the competitors' route cards to direct them via the two time controls to the end of the section at Warren Farm Restaurant, near Alton, where a break for food and fuel had been planned. There Fisher and Barclay Inglis revised Section 3, and made the optional Bonus Section compulsory for all. No complaints were heard from competitors about this arrangement—in fact, after such a stiff first section, they appeared to welcome the impromptu shortening of the route!

At this stage the "Three Owls" were running neck-and-neck with S. Moore and Miss J. Chesterton (TD M.G.), neither crew having been penalized on Sections 2 and 3. But on the fourth section, leading the field to a time control near Froxfield, in the neighbourhood of Petersfield, the "Owls" dropped a small

but disturbing 10-mark clanger, followed by 40 marks in Section 5, while the Moore *équipe* sailed through both sections unpenalized. Pat Stark and T. J. Roden had brought their Vauxhall through Sections 2 and 4 safely, but dropped marks on the fifth as the result of a puncture. Moore, however, had gained less than the others on the Bonus Section, a simple figure-of-eight regularity test which preceded Section 5. A more hectic time was had by J. H. Ellis (Volkswagen), who stopped behind another competitor on the main road and was promptly rammed by a third, his car being squashed between the two.

Section 6 began with a stretch of main roads, off which cars plunged up Beeding Hill, and immediately crews found themselves with a really sticky problem of navigation, in locating a junction of small tracks at the top of Truleigh Hill; fortunately this section was undertaken in daylight. Next came Ditchling Beacon, Newmarket Hill, near Falmer, and the end of a track near Kingston, Lewes. The location of this point involved even more difficult navigation, and the majority suffered penalties for lateness.

So to the end of the section near Berwick, some eight miles before Eastbourne, and it was over the final stretch that competitors were timed to decide their speeds for the regularity test. This was held after breakfast, the route leading from the western end of the Eastbourne sea front up the Beachy Head road, through Birling Gap to Eastdean, Westdean, Litlington, Alfriston and Polegate, then south through Jevington to rejoin the route at Eastdean. It was held to decide possible ties, penalties not being included in the road section total, but with only 39 widely-spaced competitors still in the running at Eastbourne, it was not required.

Nor, for that matter, were the driving tests, which took place on the King Edward Parade after lunch on Saturday, 17th October. Nevertheless, no less than 50 turned out in a fine drizzle of rain to "have a go", and with five driving tests to negotiate on an exceedingly tricky surface, they certainly enjoyed themselves. At the party which was held later in the evening, detailed results were issued by 10 p.m., and posted to all competitors on Sunday.

(Results appeared in our last issue.)

STARK EX-CHICANE: Pat Stark, winner of the saloon class, whips his Vauxhall through the chicane during the final tests at Eastbourne.





M.G. MODERNITY: Frontal treatment of the new M.G. Magnette. The "radiator" is part of the bonnet top—departing from traditional Abingdon practice.

purist. That is the dummy radiator cap, a poor thing which serves no useful purpose. May it go the way of the imitation racing hub-cap, the false outside exhaust pipe, and the let's-pretend hood sticks that used to be fitted to fixed-head coupés.

Before discussing some of the most interesting cars that are on show, let us bemoan the shortage of small sports cars in general, and of hard-tops in particular. At Paris we saw many of these, and there is no doubt that a small, streamlined coupé can be a most attractive and practical vehicle. It is devoutly to be hoped that some British manufacturer will tap the vast potential market for a

THE "100 M.P.H." MOTOR SHOW

THERE is not the slightest doubt that Earls Court, 1953, is the finest Motor Show that has ever taken place. In the past a few exciting cars have always been exhibited to tempt a palate jaded by rows and rows of pedestrian conveyances. This year, stand after stand is graced by cars of outstanding technical excellence, and even among the economical family cars, one finds engineering of great merit.

An attempt to analyse the show, with the object of ascertaining current trends in the development of the high-performance car, at once brings to light an astonishing fact. There are more than two dozen different makes on view which can honestly exceed 100 m.p.h! This has been brought about in two ways.

In the first place, the public are at last becoming used to aerodynamic shapes. Gradually, each new model which appears goes a little farther along the streamline road. Once a manufacturer has reluctantly abandoned the beloved outline which he inherited from the horse-drawn age, he finds that what looks right is right. In other words, one can have the traditional carriage, upright and grand, or one must go the whole hog and adopt a functional profile. Of recent years, attempts have been made to combine the two styles, and the results had neither the dignity of the old cars nor the efficiency of the new. Now, the best cars, whether they come from Turin, Coventry, or Detroit, are of genuine low-drag form, and thus they are beautiful, economical, and fast.

The second reason for the availability of 100 m.p.h. cars is the general release of high-octane fuels. Most of the engines which have been designed since the war have been planned for an eventual increase in compression ratio when this should come about. Steel-backed bearings, sturdy cylinder blocks, directed cooling—all these things have been with us for a few years, and now they are coming into their own.

If aerodynamic cars with efficient engines are making high speeds possible, continuous development in suspension technique is ensuring that these velocities are pleasant and safe. Fundamental

Reported by

JOHN BOLSTER

stability is being built in, and drivers are no longer expected to hold their vehicles on a metaphorical tight-rope whenever they travel fast. A careful examination will reveal that countless small improvements are contributing to this end. In particular, the vicious effects of rear-end steering are now understood, and the location of the axle is no longer left to chance. Also, the anti-roll torsion bar has become an integral part of most I.F.S. systems. The general standard of controllability is, in fact, much higher than it was two years ago, and one hopes that the problem of excessive tyre wear will now receive attention.

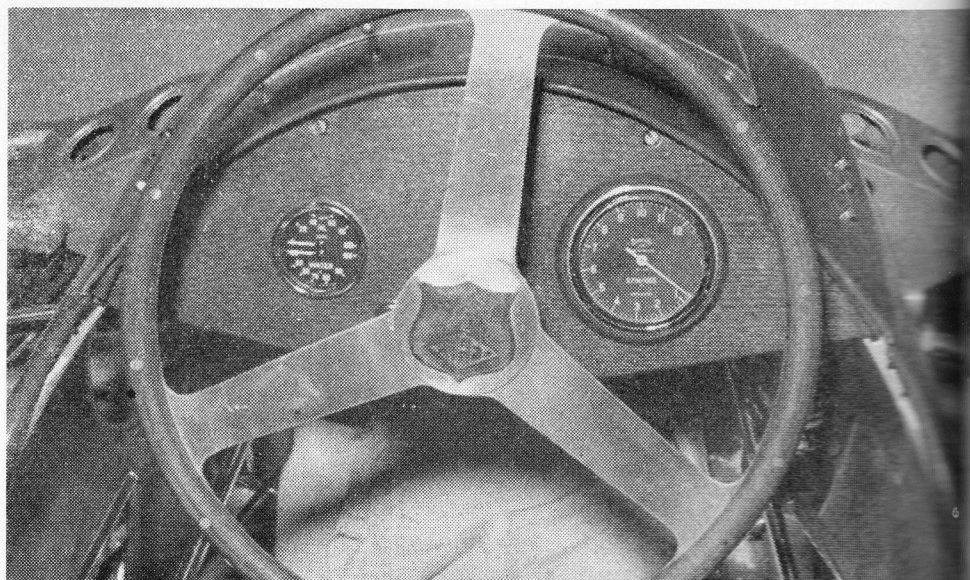
Among the British exhibits, it was delightful to find that that monstrosity, the steering column gear lever, is losing ground. This is splendid news, and those manufacturers who have had the courage to abandon it are to be warmly congratulated. While they are in the mood for throwing things away, there is another little excrescence which irks the

really small speed model, and that he will design it from the outset with a roof, for that is the sports car of the future.

Although the demand for small coupés is neglected, the prospective buyer with a deeper pocket is catered for abundantly. As always, the Aston Martins look really beautiful, and so do the Bristols and the Frazer-Nashes. At £2,621, £3,542, and £3,188 respectively (including P.T. but neglecting a few odd shillings and pence), they are for the few, if not for the very few. Nevertheless, anybody who has driven them will at once agree that they are worth every penny of their price.

The Aston Martin is now called the D.B. 2/4, and it has occasional seats for two extra passengers, in addition to a great deal of luggage space. Now that high-grade fuels are generally available, the more potent "Vantage" engine has been standardized. Here is a racebred car with a 120 m.p.h. performance and Grand Prix handling qualities. It is indeed worthy to share the stand with the immensely successful DB3S competition model.

The now well-known Bristol "403" and the recently introduced "404" are accompanied by a new machine called the Arnolt Bristol. This is an American conception employing a Bristol chassis and an Italian Bertone body. It is an



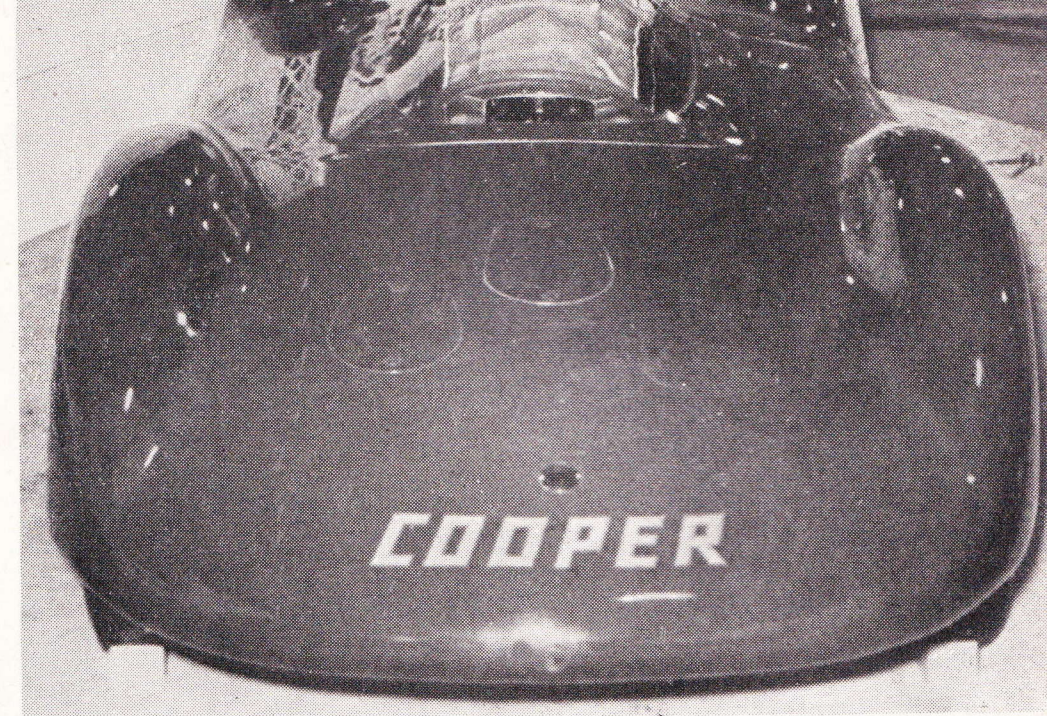
open two-seater with the headlamps mounted at an illegal height in the low radiator opening. However, this is an "export only" job. Much more pleasing is the very smooth grey drophead coupé on the adjacent stand of E. D. Abbott.

Frazer-Nash show two coupés, one of them the actual Le Mans car. They also exhibit the German BMW, both as a large saloon and as a bare chassis. The engine is a very normal vertical-valve 2-litre, giving 65 b.h.p. at 4,400 r.p.m. The gearbox is separate, to avoid encroaching on the floor space in front, and the suspension at both ends of the rugged tubular frame is by very long torsion bars. This is by no means a sports car, but there is talk of a new 4-camshaft V8. Wait for it!

An important newcomer is the Jensen "541". Smaller, lighter and higher geared than the "Interceptor" which we already know, it has a similar 6-cylinder 4-litre engine in a tubular chassis of only 8 ft. 9 ins. wheelbase. With its very delightful streamlined coupé body, many people consider this to be one of the prettiest cars in the show. The makers claim 120 m.p.h., and at a basic figure of £1,250 it is a most attractive proposition.

If one mentions value for money, one thinks of Jaguars. The hard-top coupé is not on view this year, but the drop-head is very pleasing, as is our old friend, the XK 120 2-seater. When you consider that this car costs only £1,130 (or £1,601 19s. 2d. with P.T.), it makes you wonder how it can be done for the price. The Le Mans-winning C-type has been polished up since the Paris exhibition, and, of course, the big Mark VII saloon has many admirers.

Among delectable closed carriages, the 3-litre Lagonda, with its twin-camshaft engine and independent suspension of all four wheels, is a beautifully made machine of advanced specification. It is probably one of the most comfortable



RECORD-BREAKER: The Mark VIII Cooper which recently set up new class records at Monthéry. It will be a production machine for 1954.

cars that have ever been built, and the appearance is elegant but unobtrusive. The new Lanchester "Dauphin" is a 2½-litre car of no great potential performance and an appearance that does not follow the modern trend. It must have many hidden virtues to be worth the tidy sum of £4,010 5s. 10d. that is asked for it.

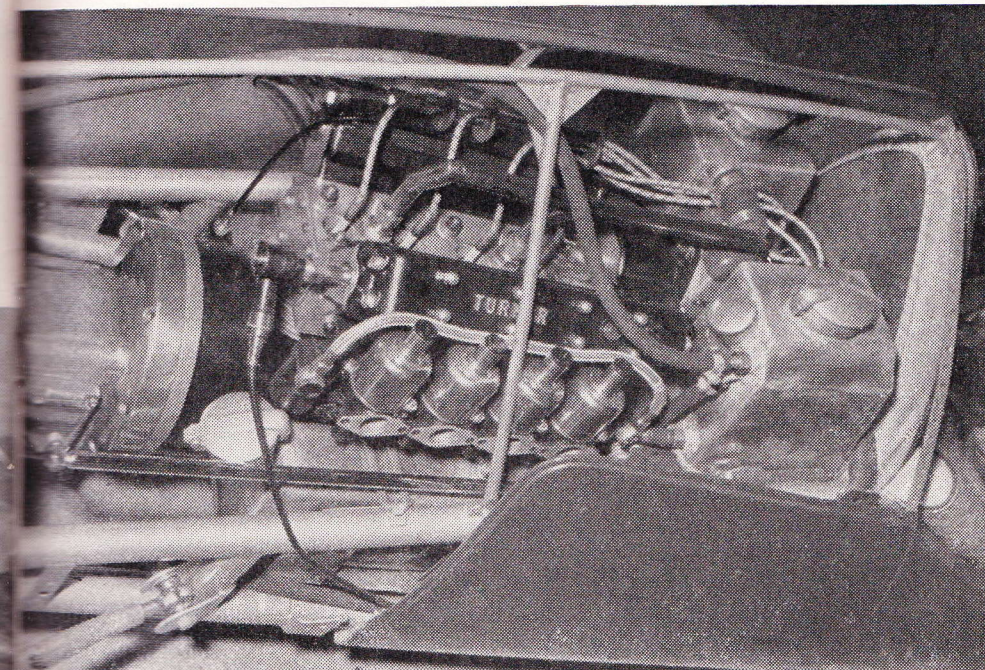
Quite the most expensive of the high-speed British closed cars is the Conti-

mental Bentley. This car has a body of efficient aerodynamic shape, while still retaining the familiar radiator. The engine, like that of the other Bentley and Rolls-Royce models, is of the inlet-over-exhaust valve design, and although it is noted more for smooth running than for high output per unit of swept volume, its capacity of 4½-litres is sufficient to ensure a maximum speed of the order of 115 m.p.h. If the price, which is in the region of £7,000, including P.T., seems a little steep, one can have the same engine, detuned, in the Rolls-Royce Silver Dawn, for just over four and a half thousand. The Silver Dawn is now available in this country, and by today's price standards it is not expensive for the superb luxury car that it is.

For a breath of fresh air, let us examine a few open sports cars. By far the most exciting of these is the new A.C. Ace. It has a tubular chassis and independent four-wheel suspension, of the type that first became popular on the 500 c.c. Cooper racing cars. The well-tried 2-litre 6-cylinder light alloy engine is set well back in the frame. This single overhead camshaft unit develops 85 b.h.p. on a compression ratio of 7.5 to 1. The four-speed synchromesh gearbox, with central change, gives ratios of 3.6, 5, 7.2, and 12.3 to 1, and the wheels are of the racing centre-lock type. With a well-streamlined, all-enveloping two-seater body of great beauty and typical A.C. finish, the weight is 15 cwt. At a basic price of £915, there should soon be a long waiting list for this 100 m.p.h. car.

Another newcomer is the R4 model of the Jowett Jupiter. This has the well-known flat-four engine, from which 65 b.h.p. is now obtained on a compression ratio of 8.5 to 1. The power unit is mounted in a much smaller and lighter car than ever before. The wheelbase is only 7 ft., and the total weight 14 cwt. The box section frame is formed of deep steel pressings, and while the front suspension is by torsion bars as before, the rear springs are now semi-elliptic.

The two-seater all-enveloping body is built of laminated plastic by the



FIVE HUNDRED "FOUR": (Above) A twin-o.h.c., 500 c.c. Turner 4-cylinder unit installed in a 1953 Kieft.

QUITE TRUE: (Left) Revolution counter of the Turner-engined Kieft reads up to 12,500 r.p.m.!!

AUSTIN-HEALEY: Chassis of the latest version of the "Hundred", which was first shown last year in prototype form, but is now in quantity production.

to 100 b.h.p., while the axle ratio is 3.7 to 1. This should be quite a fast car, though the appearance is perhaps a little garish.

We have all heard of Russians with snow on their boots; well, the Austin-Healey is like that, only it has salt on its tyres. The very successful record-breaking car is shown exactly as it came from the salt flats, and one can see all the special equipment for that purpose. For instance, there are two extra air inlets, one for the carburettors and one for the driver's feet. In addition, two normal cars are shown, a red left-hand drive model and a blue one with r.h.d. Perhaps, however, the most interesting exhibit is a bare chassis.

The Austin-Healey frame is a wonderfully neat piece of presswork, and repays the closest inspection. It has two main box members fairly close together, united by a cruciform. Then, the floor is carried out to support a pair of additional pressings which locate the outside of the body and make a solid foundation for the doors. One admires this remarkable sports car even more after seeing it in undress uniform.

The sports Triumph is greatly improved in looks and passenger comfort since its first appearance last year. At a basic price of £555 it is bound to become a mighty dollar earner. The Morgan, with a broadly similar engine, has some steering improvements on the mechanical side, and a differently shaped radiator and bonnet for the two-seater only.

The M.G. two-seater has a lower radiator shell and has been cleaned up in detail; it is now called the "TF" type. On the same stand, the "Magnette" is a useful and surprisingly roomy saloon, with just a hint of sunny Italy in its lines. It is powered by a new B.M.C. 4-cylinder engine of 1½-litres capacity, a sturdy pushrod unit of conventional modern design.

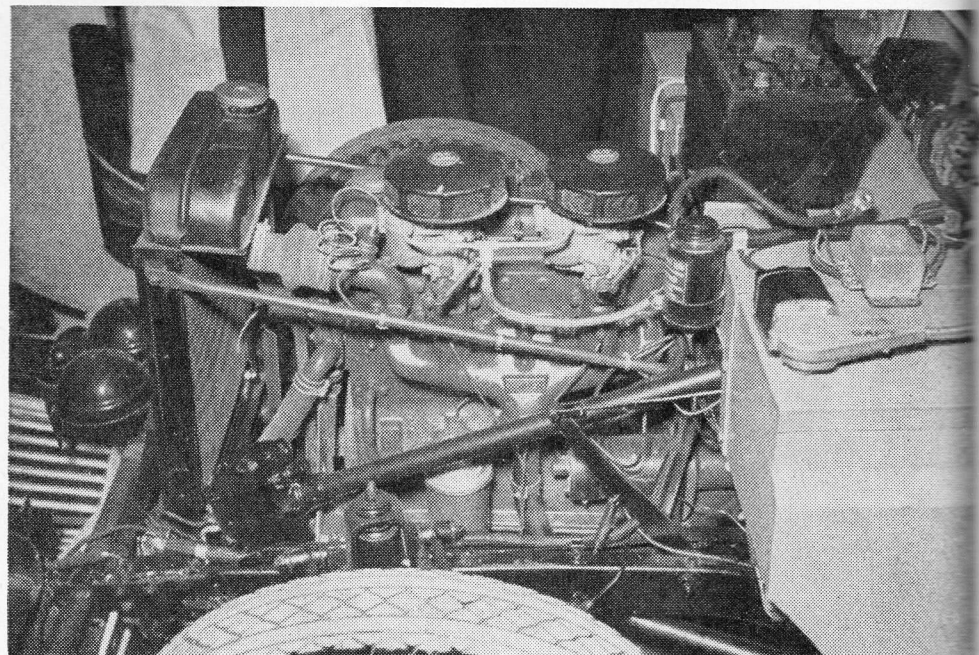
To Rovers go congratulations for abandoning the steering column gearshift

BMW RETURNS: (Above) Interesting power-unit and steering layout of the new BMW shown on the Frazer-Nash stand. The valve gear is push-rod operated, the famous "cross-over" type having been abandoned.

SINGLE-CAM: (Right) Twin-carburettor, single o.h.c. 1½-litre engine as used in the plastic-bodied Singer sports-tourer.

Automold process. It is of smooth and simple form, and a detachable plastic top will later be available. A maximum speed in excess of 100 m.p.h. is claimed, and at £545 basic, this must be easily the cheapest car to attain the century.

A plastic body is also found on the Singer. Like the Jowett, this is in addition to other existing models. It appears to be well made, but although it is all-enveloping it is scarcely aerodynamic. An open sports version of the Daimler "Conquest" has appeared, and the power output of the 2½-litre engine is raised



LUXURY COUPÉ: Lady Docker's Hooper-built sports coupé on the 2½-litre Daimler Conquest chassis. The interior is trimmed in red crocodile hide, with suitcases to match.

in favour of an unusual central lever, specially positioned to encroach as little as possible on the passenger space. Better still is the Riley solution, with a lovely little right-hand lever so placed that it is in nobody's way. The 2½-litre Riley "Pathfinder" is certainly the best looking car its makers have ever produced, and a genuine 100 m.p.h. job to boot.

The 3-litre Alvis is also now available as a 100 m.p.h. car, and can be distinguished by its wire wheels and twin air scoops on top of the bonnet. This model, the "Grey Lady", must be quite the most attractive machine to retain a classic unstreamlined outline.



LUXURY SALOON: (Above) Latest version of the very fast Bentley "Continental", which, with 4½-litre o.h.v., six cylinder engine, achieves a comfortable 115 m.p.h.

LUXURY CONVERTIBLE: (Right) A new drophead coupé by Pinin Farina on the Rover "90" chassis.

Those good cars, the Sunbeam-Talbot and the open Sunbeam Alpine, are as before, but the Allard is shown with a Hobbs gearbox. This can be treated as either a fully automatic or a manually-controlled transmission, so one evidently has the best of both worlds.

The Continental cars were described in detail in the Paris show report, so we must be brief to avoid repetition. Once again, the Pegaso stand is a magnet, and the sectioned engine and transmission lay bare the secrets of this flying Spaniard. There is some delightful coachwork, too, of which the "Thrill Berlinetta" by Touring is the most eye-catching.

Alfa Romeo and Lancia show their beautiful coupés, with 1.9 and 2.5-litre engines respectively. Alas! The glorious

8V Fiat coupé is not to be seen, though the 1,100 is of great interest as a roomy and economical car of remarkable performance. A "hotted up" version, the 1,100 TV, is even more effective.

Fiat also displays a diesel-engined saloon, and it is significant that Mercedes-Benz and Borgward show diesels too. All three makes are of rather under 2-litres capacity, and give some 40 b.h.p. One hears that Borgward diesel engines are to be fitted to some London taxis.

Three Porsche 1½-litre coupés are exhibited, of which one has the roller-bearing "Super" engine of 70 b.h.p. The remarkable new Panhard saloon is seen for the first time in this country, and the streamlined Le Mans car, looking more like a twin-engined aircraft than ever, shares the stand with the "Junior" two-seater.

The composite exhibit of racing cars shows the Formula 2 Connaught, H.W.M., and Cooper, though unfortunately their "works" are hidden from view. Of great topical interest is the streamlined Formula 3 Cooper, just returned from record breaking at Montlhéry. This is a neat, compact car, and may be seen in road races also. The long-tailed Staride is there, too, with its "double-knocker" Norton engine.

The Formula 3 Kieft is actually fitted with the almost apocryphal 4-cylinder



THE "100 M.P.H."



GOOD-LOOKER: (Above) The very fast new 541 Jensen sports-saloon has exceptionally modern coachwork. It promises a maximum speed of well over 110 m.p.h.

ARNOLT-BRISTOL: (Right) A special open two-seater by Bertone on the Bristol 404 chassis—built exclusively for the U.S.A.



Turner engine. This has air-cooled cylinder barrels and a water-cooled twin-camshaft head, with a small radiator under the car. It is assembled in unit with a Douglas clutch and gearbox, which incorporates a bevel drive, and is coupled to the swing-axles by a short chain and sprockets. Much development work is still going on, and we look forward with interest to the car's racing début.

Perhaps the most interesting exhibit in the whole show is hidden in the motor-boat section. This is the new Coventry Climax Formula 1 racing engine, a 2½-litre V8 developing some 250 b.h.p. at 8,500 r.p.m. This power unit has four overhead camshafts driven by a train of straight spur gears. The cylinder block and heads are of light alloy, and the valves are closed by hair-

pin springs. An epicyclic reduction gear is built into the engine, with a ratio of 1.4 to 1. This renders the unit suitable for use in existing cars, in spite of its abnormal crankshaft speed.

Earls Court, 1953, is a magnificent exhibition, and fully worthy of this Coronation year. What a pity that these beautiful new cars are to be condemned to run on our disgracefully inadequate roads!

* * *

ACCESSORIES AND COMPONENTS

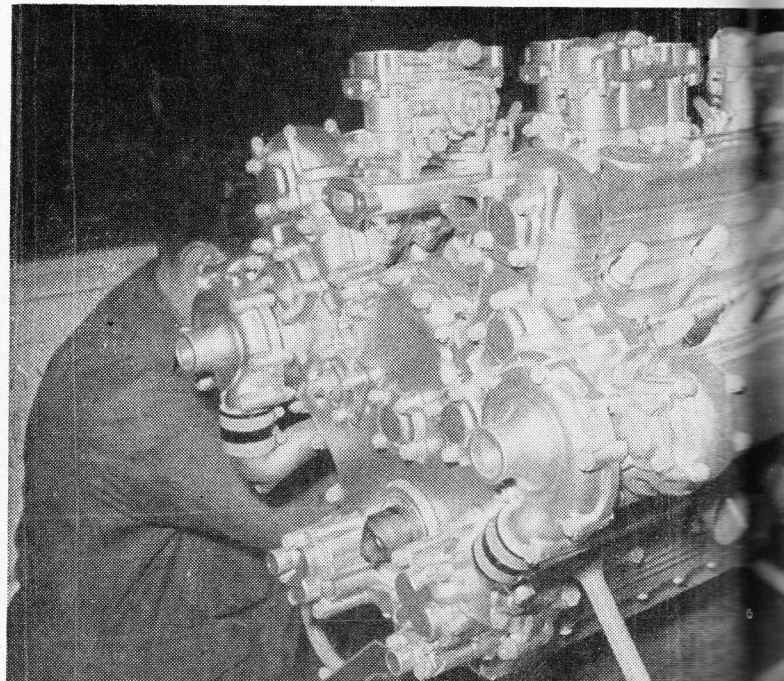
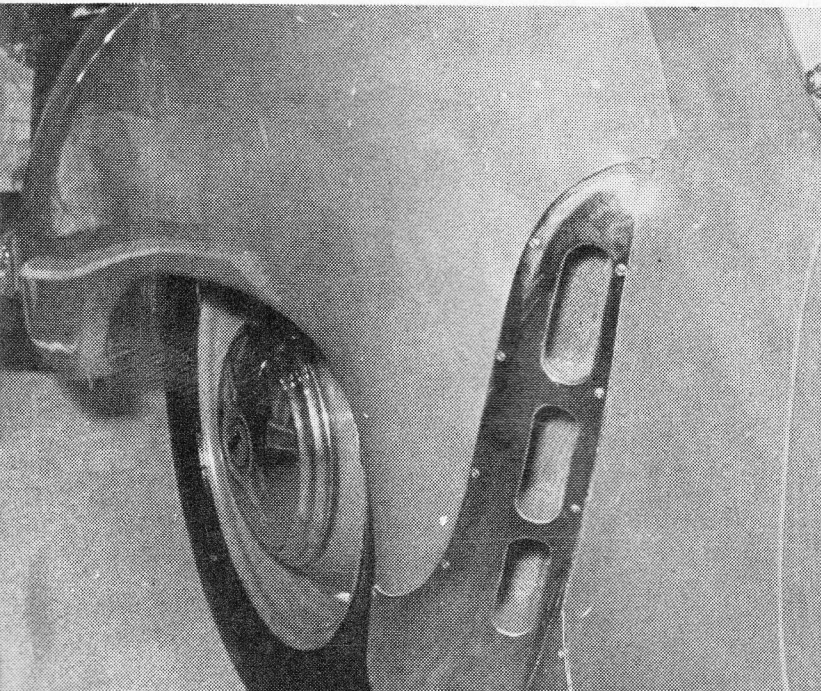
By Wilson McComb

THE galleries of Earls Court are a strange place—a vast jungle of tyres and tools, carburettors and clutches, wherein one half expects to find the whitened bones of visitors left over from some earlier Show, lost amid the maze of tortuous avenues. A tour of the Motor Show's accessories and components department is not to be undertaken lightly; it is essential to acquire a good navigator, large-scale maps, and

a reliable, anti-magnetic compass; however, if map references are adhered to strictly and all decoy lights ignored, competitors—sorry, visitors—will reach the final control without the loss of too many marques. They will find it an interesting experience, albeit one which induces a faint sense of giddiness and some very confused impressions.

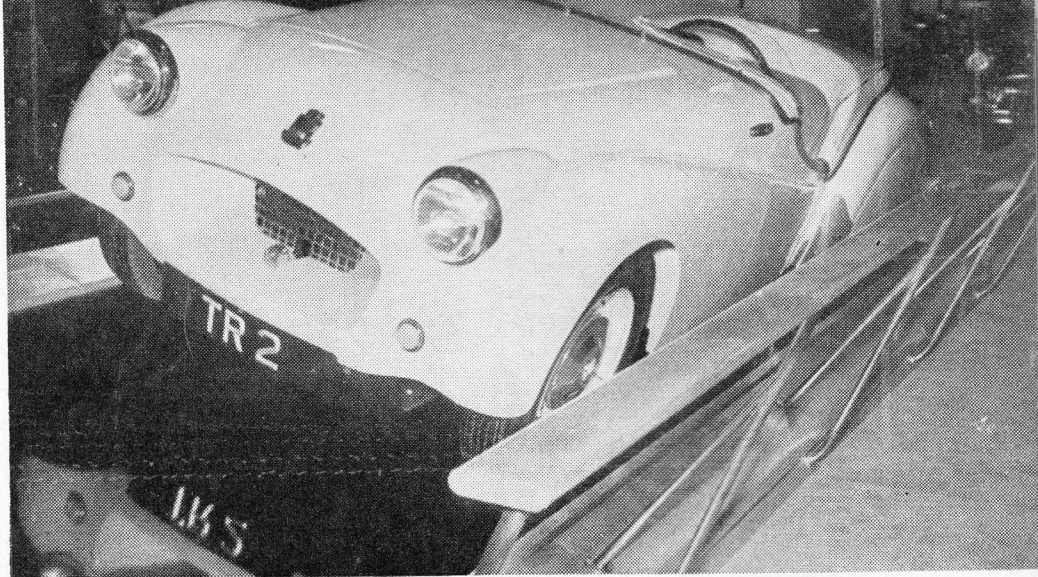
This year, significantly, the emphasis is placed on competition successes, and it is obvious that component manufacturers are proud of the important part they play in the achievements of British

EARS: (Below) The new sports Daimler Conquest has louvres in the rear wings to assist brake-cooling.



FOR FORMULA 1?: (Below) Exciting V8, Coventry Climax 2½-litre engine, with four overhead camshafts, seen amongst the marine exhibits.

MOTOR SHOW



IN PRODUCTION: The 100 m.p.h. 2-litre Triumph sports two-seater is one of the lowest-priced high-performance machines in the world.

cars. The enthusiast will observe with pleasure that on almost every stand lists of racing victories are prominently displayed, together with photographs of the cars which use their products, while the chequered flag *motif* is frequently employed. **Marston**, for example, manufacturers of radiators, show pictures of Bristol, Jaguar and Jowett cars, while **Delaney Gallay** are justifiably proud of their connection with Aston Martin achievements, with both radiators and fuel tanks on display.

On the **Laystall** stand may be seen the Cromard cylinder liner used by Connaught, which is interesting in that it is fabricated instead of being machined from the solid; the flanges are separate and shrunk into position on the liner. H.W.M. also use these liners, while

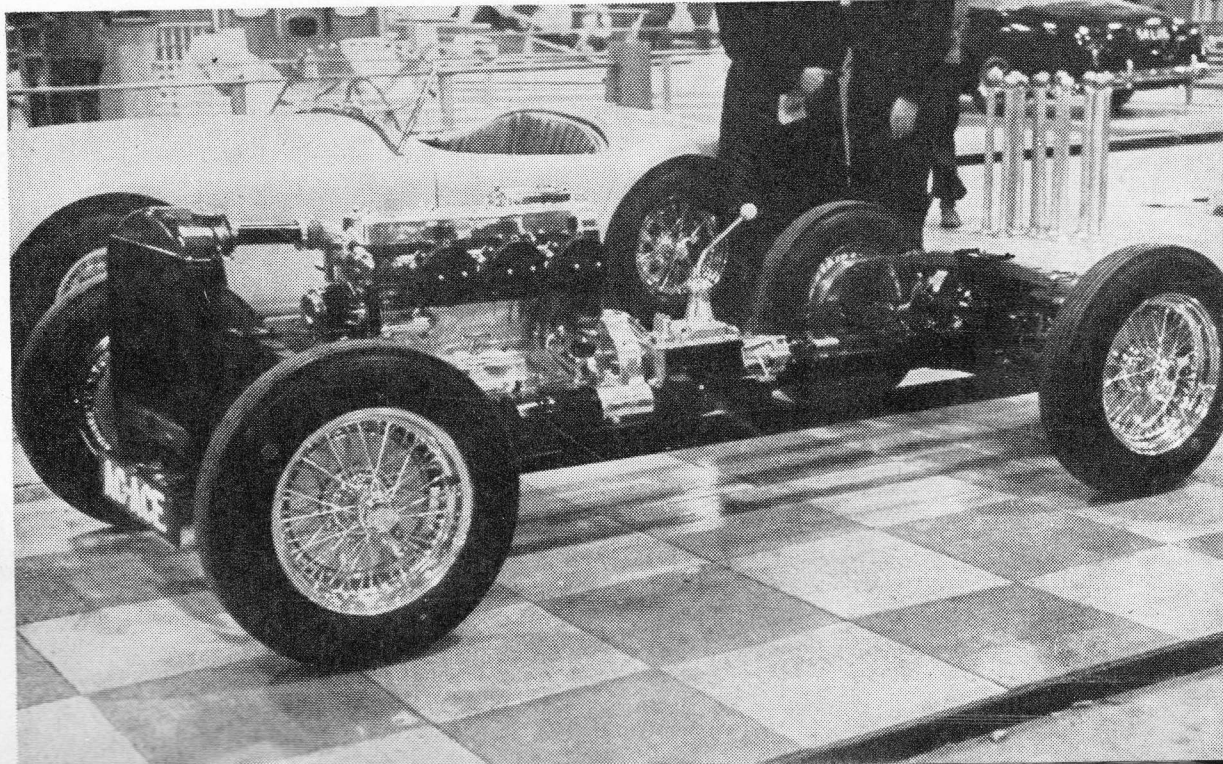
Laystall make connecting rods for the Norton engines used by many prominent 500 c.c. drivers, and are responsible for the crankshaft of the new Coventry Climax 2½-litre engine. M.G. users will again make a bee-line for the Laystall-Lucas cylinder head, now more easily obtainable; it is suitable for the TC, TD, Y-type and the new TF model, but not for the new Magnette.

Tyresoles, in addition to their other exhibits, display the special chain-fitted tyres used by Gatsonides on the Ford Zephyr which won this year's Monte Carlo Rally. Although not on sale to the public, these tyres will be made available to competitors in major rallies. Aston Martins have had a remarkably successful year with **Avon**, now that that company has re-entered the field of racing tyres after 20 years' absence, and an Avon leaflet states emphatically, "Racing does improve the breed". This concern and **India** are among those now

producing whitewall tyres for the home market; such tyres are becoming increasingly popular, and this season have even been used on a 500 c.c. racing car—Les Leston's Leston Special. Several car sizes of the **Michelin** "X" tyre, previously used only by commercial vehicles, may now be had; the tread is reinforced by three plies of metallic cords and higher mileage, increased suppleness and better roadholding are claimed. It is particularly recommended for fast driving and, while it is not suitable for retreading, the makers state that the life of the tyre is such that retreading is unnecessary. **Goodyear** show their "Lifeguard" safety tube, and **Dunlop** the recently-introduced tubeless tyre. The disc brake which contributed so much to Jaguar's success at Le Mans this year is exhibited as well, and disc brakes may also be seen on the stands of **Ferodo** and **Lockheed**.

Mintex have attractive pictures of Aston Martin, Austin-Healey, Jaguar and Connaught—some of the cars which have used their brake linings this season. A three-plate racing clutch, "exploded" for examination, occupies a prominent position on the **Borg and Beck** stand,

TOJEIRO-BASED: (Below) Tubular chassis of the new 2-litre AC "Ace" with transverse leaf independent springing all round.



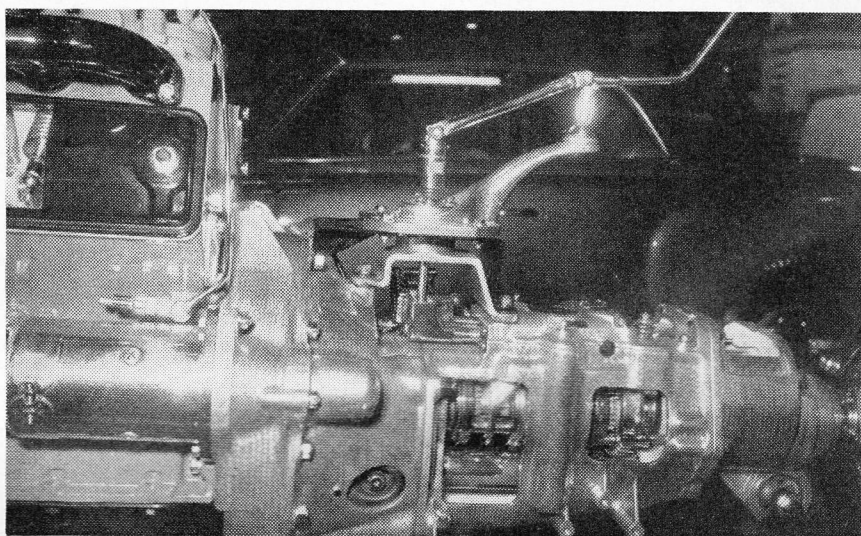


(Above) The large, long, open sports Packard, a considerable departure in style for this old-established American concern.

(Right) New gear-change on the Rover "90", which replaces the former steering column control.

where one may also investigate the mysteries of hydraulic clutch operation. Now that clutches have to transmit higher engine power, so that increased spring pressures are necessary, hydraulic operation of the clutch is employed on several high-performance cars, including the 2-litre Triumph and the new M.G. Magnette.

Dampers, too, are having a harder life than they did in the days of stiff suspension, and several new models have been introduced. The **Telafo** telescopic type, produced last year by the makers of Rotafo dampers, is now supplemented by two larger models, whose features include improved cooling and a greater shock-damping capacity. **Newton** also have a larger, heavy-duty unit, while **Andre** have brought out a telescopic damper which is friction-operated. This company have been renowned for their friction dampers for more than 25 years, the "Telecontrol" equipment being particularly popular with sports car users,



and at a later date it is proposed to apply this remote-control adjustment to their new telescopic damper. It is, in fact, already adjustable, simply by rotating the outer tube with the hand, and is the only adjustable telescopic damper on the market.

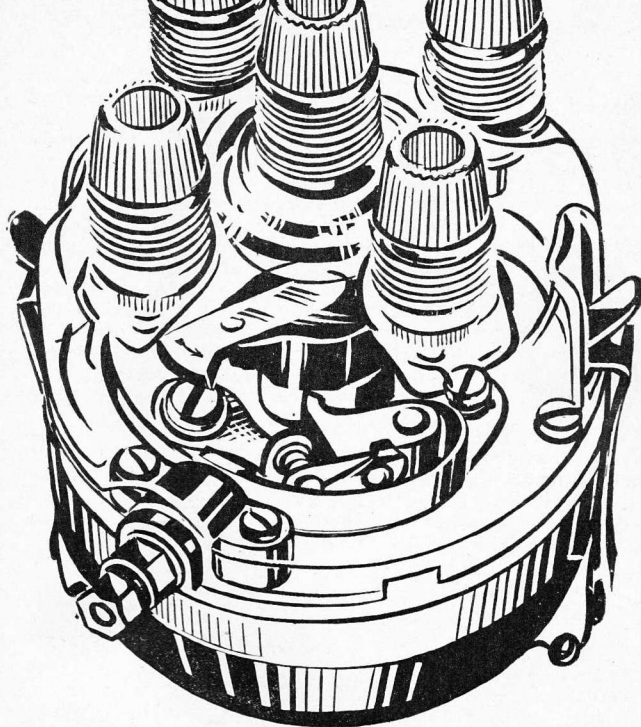
Wellworthy, whose popular "Duaflex" ring for worn cylinder bores is now chromium-plated, also show the pistons which they supply to Austin-Healey, and the Al-fin brake drums used by Aston Martin. **Brico** are naturally proud of the part played by their pistons, piston rings and other components, fitted to the Le Mans Jaguars. **Hepolite** advertise the achievements of Connaught, Alfa Romeo, Aston Martin and the many J.A.P.-powered 500 c.c. machines. The **Smith's Stampings** stand includes a C-type Jaguar crankshaft forging, while visitors to the **Burtonwood** stand are puzzled by a beautifully-machined crankshaft rotating between centres without, apparently, any outside assistance. Colour pictures of Austin-Healey, Bristol and Jaguar decorate the **Terry** stand, where the well-known "Aero" valve springs are shown, and another spring manufacturer, **Salter**, has a working exhibit to show the efficiency of their

laminated torsion bars for suspension units. **Nobby** have stronger brake pull-off springs, and a special tool for squaring the ends of speedometer cables. An effective **Renolds** exhibit is a roller chain running on a sprocket revolving at 600 r.p.m.; the greater length of the chain hangs below the sprocket and flexes freely, seemingly devoid of friction. The prize for humour should surely go to **Metalastik**, on whose stand revolves a strange, snake-like creature with a lighted globe for a head; a closer inspection reveals that it is composed of a number of flexible couplings, all bolted together. One transmission exhibit which was absent was the new **David Brown** five-speed gearbox with overdrive top; not yet fully developed, it has been withdrawn from the Show. Those who display automatic transmissions include **Hobbs** and **Manumatic**.

Of the carburetter manufacturers, **S.U.** show their usual models but, alas, no fuel-injection equipment. **Zenith** have a new type of petrol filter, quickly fitted to any make of car, and **Amal** show the carburetter used on racing motor-cycles and, of course, 500 c.c. cars. On the

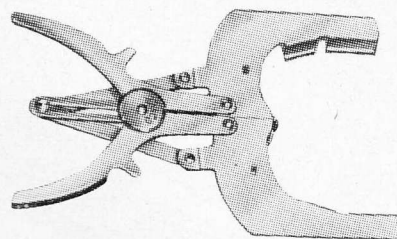


CHEQUERED FLAG: A sporting atmosphere is provided by K.L.G.'s display of sparking plugs of racing type, with ceramic insulation.



★
SEE THE SPARKS FLY (Left): Freedom from "tracking" and the effects of dampness or oil are the advantages of the transparent distributor cap produced by Remax.

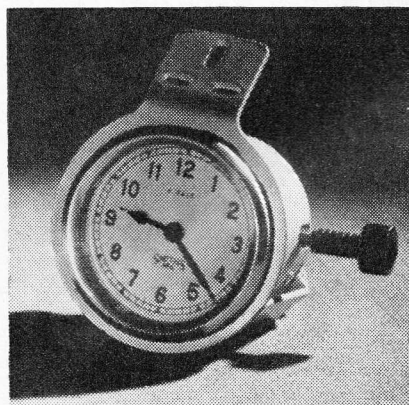
(Right) The new piston-ring fitting tool which is shown by Bricovmo.



Bricovmo, and Stevco's simple but efficient wheel balancer. Romac have the "Cure-C-Cure" puncture patch which was given a high-speed test at Silverstone by Roy Salvadori and Tony Crook. Guyson, of Yorkshire, show a convenient little spring clamp which is as useful as a third hand in the garage, and shot-blasting equipment in which the head of a weary, heavily-carboned exhaust valve can be cleaned in as short a time as 15 seconds. Due to the danger of silicosis, sand is no longer used for this operation, its place being taken by

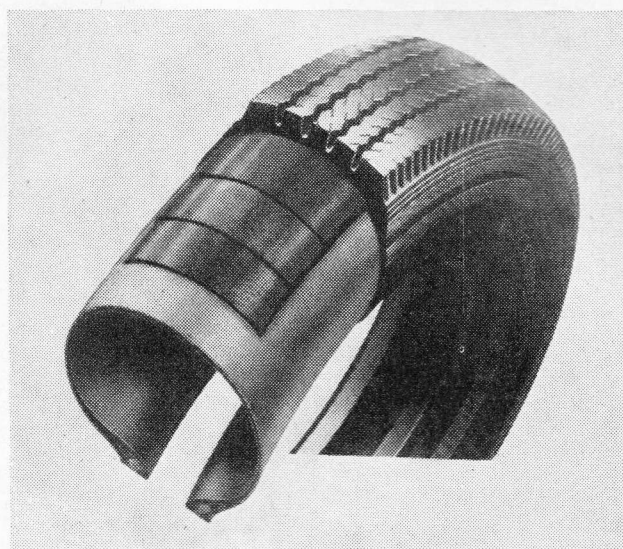
(continued overleaf)

Solex stand is a nicely "exploded" carburettor mounted in Perspex. Turning from the inlet side to the exhaust, we may see still more reference to racing successes, with Aston Martin, Frazer-Nash and Kieft mentioned on the Servais stand. Taylor, of Manchester, shows a neat twin-pipe system for a Cooper-M.G., sports car silencers, and a

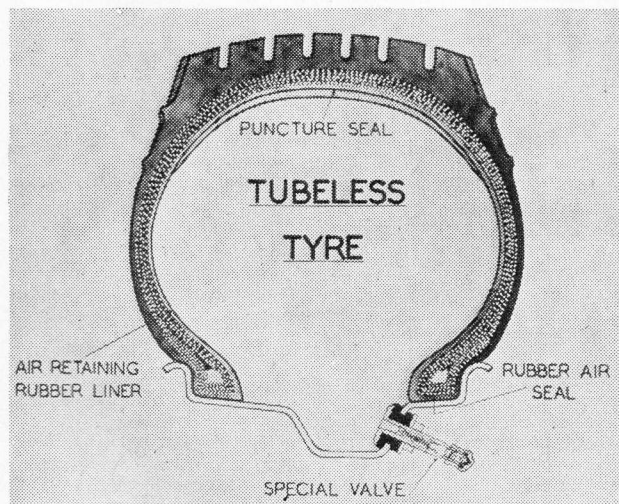


★
STEEL - REINFORCED (Right): Three plies of steel cords give added strength and suppleness to the Michelin "X" tyre, which is now available in some car sizes.

(Left) A Smiths clock fitted to a convenient mounting bracket which takes any of their 2-in. diameter instruments.

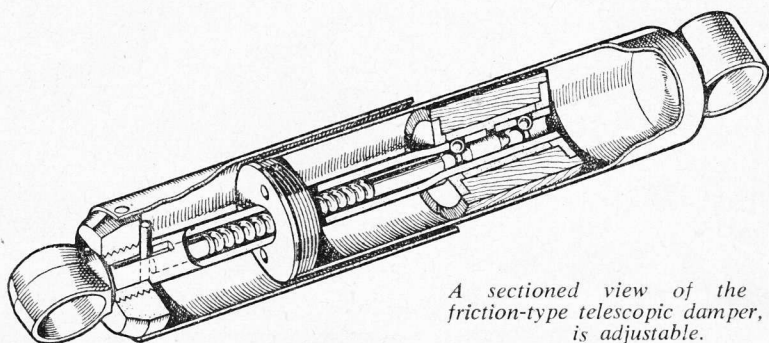


★
useful sump-draining tray. Other garage equipment includes a new degreaser by Jenolite, valve-lifters, piston-ring clamps and collet inserters by Lightning, a new design of piston-ring clamp by



★
TUBELESS (Left): The Dunlop tubeless tyre, which seals itself automatically after a puncture; a special type of valve is used. (Right) Avon's "H.M." cover, it is claimed, will give higher mileage—hence the initials.





A sectioned view of the Andre friction-type telescopic damper, which is adjustable.

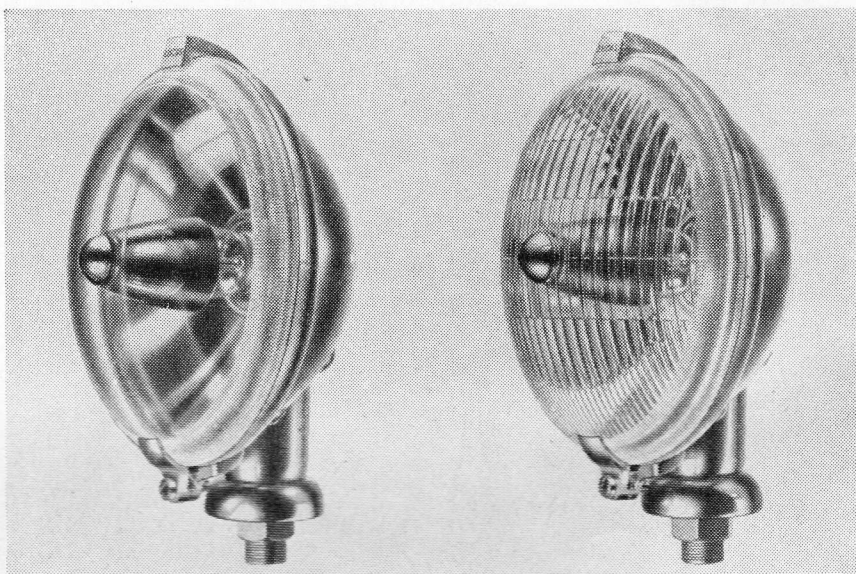
Accessories and Components—continued other materials. When cleaning alloy components, for example, pulverized plum-stones are used, and it is amusing to note that damson pips must *not* be tried as a substitute; they are, it seems, very much harder.

Going by easy stages from the electrical tools of **Wolf and Black and Decker** to the "Lesto" hand-saw, one suddenly finds oneself deep in electrical affairs, for the hand-saw is marketed by the Swiss **Scintilla** concern, makers of the famous magneto. Foreign manufacturers are there in full force, with an enormous range of lamps, sparking plugs and reflectors. **Bosch** have their own stand, with a four-foot sparking plug giving vent to explosive arcs every few seconds. **Cibié** and **Marchal** have spot- and fog-lamps of every type, and the Marchal "Girofar" windscreen lamp, so suitable for rally drivers, is now reduced in price. **Notek** are showing their new "Farlite" auxiliary headlamp (pencil beam) and "Nearlite" fog-lamp (flat top). **Lucas** have presented the famous "flamethrower" with a baby brother, in the shape of the SLR576 which, paired with the new SFT576 fog-lamp, form the Lucas "Twinlamps". On one of the Lucas stands may be seen the electrical control equipment which operates the

Laycock de Normanville overdrive, while the Lucas diorama, whose intricate workings are governed by 25 switches handling no less than 318 circuits, attracts a large crowd.

Racing successes are featured by **K.L.G.** and **Champion**, and television suppressors are shown by **Lodge**, while there is much of interest on the stands of **A.C.** and **Wipac**, the latter showing their inexpensive sparking plugs and easily-fitted bypass oil filters. And finally, for those who have always wanted to see what goes on underneath, there is something absolutely new—the **Remax** "KlearKap" distributor cap. Made in Diakon plastic, it is completely transparent and puts an end to "tracking", while it is unaffected by water, oil or petrol; six models are already available, covering more than 150 types of car.

BRIGHT PAIR: (Below) The new, smaller Lucas "Twinlamps"; that on the left is the driving lamp, the right-hand one for use in fog.



SOUTHSEA PRESIDENT'S TROPHY TRIAL

Keen Rivalry Ends in Yet Another Chappell Victory

NO route cards were needed for the Southsea M.C.'s President's Trophy Trial on Sunday, 18th October, all the sections being in an area close to the start—an arrangement which proved ideal for the large number of spectators. There were 12 hills, given numbers instead of names, and the weather at Longmoor Camp, Hants, was ideal.

The first two sections gave little trouble to most of the 24 competitors, but Hill 3, a sharp right-hand bend followed by a steep, slippery straight with an unavoidable hole, brought the majority to an abrupt halt; only Dees, Cannon, Chappell, Barden and Faulkner were successful. Unexpected failures at Hill 4, which was not very difficult, included Cannon and Appleton, but the latter was the only competitor to climb Hill 5, Chappell failing lower down the hill than most.

Hill 6 featured a right-hand hairpin which became progressively more tricky as the day went on, and even those who climbed successfully had a worrying moment as the front of their cars slid into the heather on one side. The last section before lunch was another easy

one, and at this stage it appeared that Chappell and Barden were tying for the lead with Faulkner a close second—it was, in fact, anybody's trial.

After lunch came Hill 3 again, without the bend at the bottom, but even without the bend it seemed just as hard to climb; successful this time were Faulkner, Lawson, Wattridge, Cannon, Chappell and Price. Hills 4 and 5 were used again, and Appleton found himself unable to repeat his earlier clean climb of Hill 5, although six other competitors did manage to reach the top. There followed another variation on one of the morning hills, involving a sharp left turn on to a steep bank; to turn at the correct moment meant success, but choosing the wrong spot meant certain failure. It looked quite impossible, but Price, Appleton, Cannon and Chappell proved that it was not.

The next three hills were so easy as to be positively uninteresting, but the last of the day was a different proposition altogether, and was climbed only by Michael Lawson. Several were unable to leave the start at all, while the rest scrambled 20 yards or so before coming

to a halt with very surprised expressions—for the hill actually looked quite easy. The day ended with a special test, in which Wally Waring made the best time.

R. F. C.

Results

President's Trophy: R. F. Chappell (Cotton III), 18 mks. lost. **Runner-up:** M. R. B. Cannon (Cannon), 20. **Best Member:** R. W. Faulkner (Paul), 24. **First Class Awards:** D. W. Price (Price), 28, and M. H. Lawson (Lotus), 28.

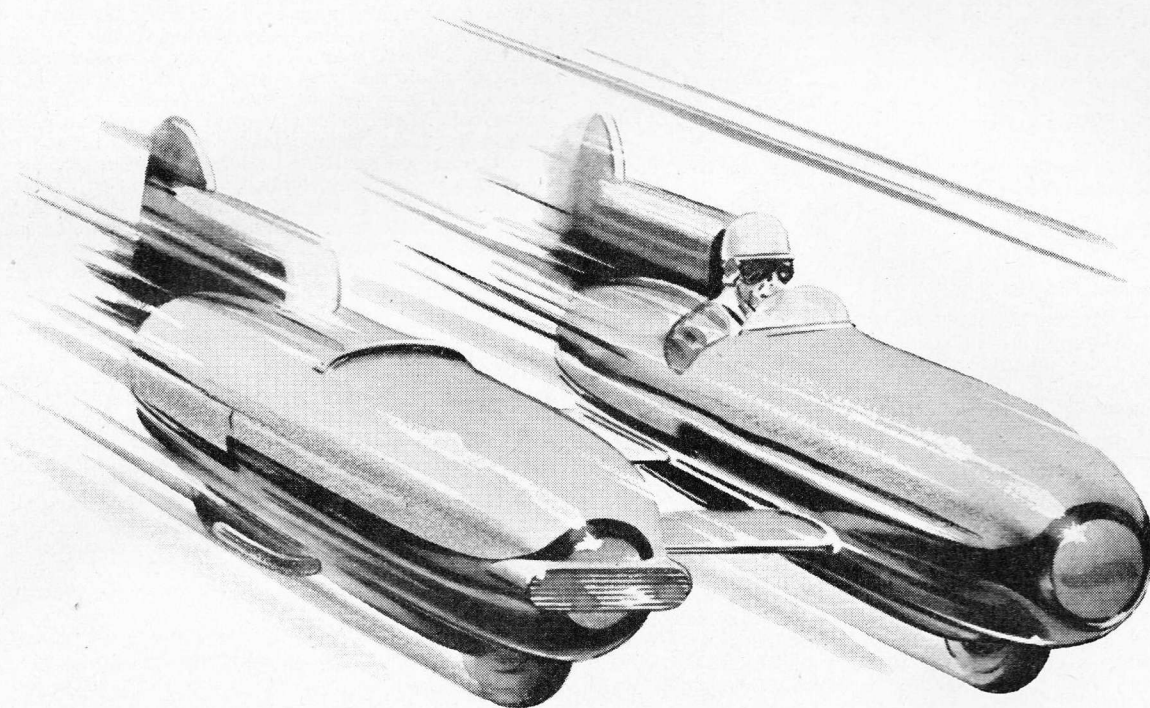
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MARGATE CLUB RALLY

ON Sunday, 18th October, the Margate and D.C.C. held their St. George's Cup Rally, which covered a 120-mile route in central Kent, starting from Margate and finishing at Charing. After driving tests, competitors followed a set of clues which, when pieced together, formed the message "Don't forget our Dinner and Dance on 13th November"! Lunch was taken at Cranbrook, and the field then escorted (minus maps) to a spot some three miles distant, where maps were returned and entrants told to find where they were. A regularity test and treasure hunt followed. J. Crease (Jowett) made the best performance, with P. Harris-Mayes (Jaguar) and D. Bones (Austin) as runners-up.

***More World records
broken on***

CASTROL



PIERO TARUFFI driving his
TARF-GILERA "twin boom" car
has broken 6 International
500 c.c. class records at Montlhéry
(13/16.10.53)



THE MASTERPIECE IN OILS



SEASON'S CLOSE: Heavy rain and mist at the W.E.C.C. Snetterton meeting on 17th October forcibly brought Britain's circuit racing season to a very damp end. Here are David Blakely (twin-cam H.R.G.) and Michael Keen (Kieft) duelling for second place in the 1,500 c.c. sports car race.

CORRESPONDENCE

Useful Data for the Drivers

I COMPETED in the last Charterhall international race meeting and enjoyed the usual first class Scottish hospitality. Last week I received from the Winfield Joint Committee a complete set of six beautifully printed result sheets giving each and every driver's times for every lap throughout each race, also the aggregate time and average speed and fastest laps.

The time and expense involved in producing these sheets must have been considerable and the data supplied to competitors invaluable. I would like to thank the W.J.C. for such a noble effort and I am sure that every other competitor will echo my remarks.

I sincerely hope that other clubs will endeavour to follow their excellent example.

CLIFF DAVIS.

LONDON, W.12.

The Italians and Formula 3

I READ with interest the letter in your columns from Count Lurani. Although his criticism of your Editorial appears contradictory, the other views expressed may well surprise 500 c.c. enthusiasts.

Count Lurani denies that Cooper and Brandon have set the Italians a problem in small capacity racing on the grounds that the problem was "not a new one". New or old, the fact does remain that the Italian challenge has not materialized and therefore there seems nothing untoward in describing the situation as a problem for Italy. While it is perfectly true to observe that Italian 750 c.c. cars conform more to sports conception than racing, such cars entered in unrestricted events are still expected to achieve performance comparable with other conceptions.

All AUTOSPORT seems to have done is to point out that British Formula 3 machinery can still present a very real challenge when matched against anything under 750 c.c. and this is merely an accurate statement of fact on the evidence presently at our disposal.

Reverting to the suggestion of standard high grade pump fuel for small car racing in general, I believe this limitation would altogether preclude formula racing with cars having single cylinder motor-cycle type engines placed behind the driver. Hydrocarbon fuel presents very real cooling problems and would again bring about a further increase in the almost impossible cost of present day racing. High grade pump fuel is a different story altogether when one considers conventional liquid cooled designs. Obviously the two-wheeled brigade can use pump fuel by mutual agreement, since their cooling problems almost resolve themselves.

Nobody could reasonably disagree about the record of "Nibbio", and it is true to acknowledge that its constructional principles anticipated the later conception of the Coopers. Nevertheless, the Coopers, father and son, cannot be denied the very great credit of introducing a real small capacity racing car. I think there is a great and incomparable difference between straightforward record-breaking machines, and those designed for road or track racing. Surely this can be said without offence to a very respected and knowledgeable pioneer like Count Lurani.

It is quite surprising to learn that no more than 40 brake horse-power can be obtained from Gilera or Guzzi motors on alcohol. It is not clear whether Count Lurani refers to single cylinder engines, or the beautifully conceived multis of these makes.

It is, indeed, a relief to know that your correspondent has

heard no suggestion of banning single cylinder engines or motor-cycle type transmission systems. This opinion from such an eminent personality should do much to stop irresponsible rumours. In other respects everyone will agree that the appellation attached to John Cooper was just nonsense. The incident can surely be dismissed by all concerned as nothing more or less than a joke probably most appreciated by John Cooper himself. Count Lurani and his countrymen have the greatest degree of respect in British racing circles and, indeed, it can only be said that their overwhelming success in Formula 1 and Formula 2 is tempered in part by continued British supremacy in Formula 3. Perhaps I am wrong, but I believe that both countries have good reason for satisfaction in the overall results of the racing season. Undoubtedly the views of either side should be expressed in a comparative and sportsmanlike atmosphere.

ALEX MCGLASHAN.

GLASGOW, W.1.

I HAVE just read Count Lurani's letter about 500 c.c. racing and I could not agree more with him, especially with the end part. I have followed 500 c.c. racing closely, from 1946 when I met Colin Strang at one of the last Rembrandt meetings, up till the present time. Early during the development of Formula 3 I wrote articles in Dutch periodicals. Already in 1947 one could see what would inevitably happen if fuel was free and no minimum weight was imposed. Formula 3 racing would certainly grow as expensive and even more, than sports car racing. It was never intended to be. As far as I remember, the big idea was to bring real racing within the grasp of the sportsman with only limited, very limited, means at his disposal. It was a mistake to leave the choice of fuel open. The cost of these special mixtures alone for racing and practising made the whole thing very expensive from the start, whereas the fact that no minimum weight was imposed induced those amateurs with well-filled oak chests to use very expensive alloys and special light metals to keep down the weight. The fuel in its turn cried out for special bronze heads, fantastic compression ratios, very special pistons and all the rest. All this together put the chance of competing in Formula 3 with any reasonable success quite, *but quite*, beyond the possibility of those amateurs for which the new Formula was primarily intended. Nor does the light car industry derive any valuable experience from 500 c.c. racing.

What I have proposed from the start (and what would have kept the expense of 500 c.c. racing within reasonable bounds) was the following; and here it is that I absolutely agree with the last part of Lurani's letter. By all means have a 500 c.c. racing car but:

1. Specify normal fuel or maybe 75/25 or even 50/50 fuel-benzole.
2. Impose a *minimum* weight of between 250 and 300 kgs.
3. (But I only dare whisper this): Insist on two or more cylinders.

These rules would have resulted in:

1. Quite normal engines which could be super-tuned by amateurs without having to spend fortunes on special heads, etc., and low fuel costs.
2. Cars which could safely be built without light alloys and metals (which would keep costs down). It would also have induced the use of water-cooled engines.
3. Together with 2: The use of relatively heavy engines; proprietary engines, in fact, multi's.

From this whole set-up the industry would have derived very valuable experience and data for small car building and many 500 c.c. cars would have been built which were not so near the limit of safety because of extreme weight-saving. Moreover, and this is an important point: the whole sport would have cost only a part of what it costs now. In this way the original idea would have been saved.

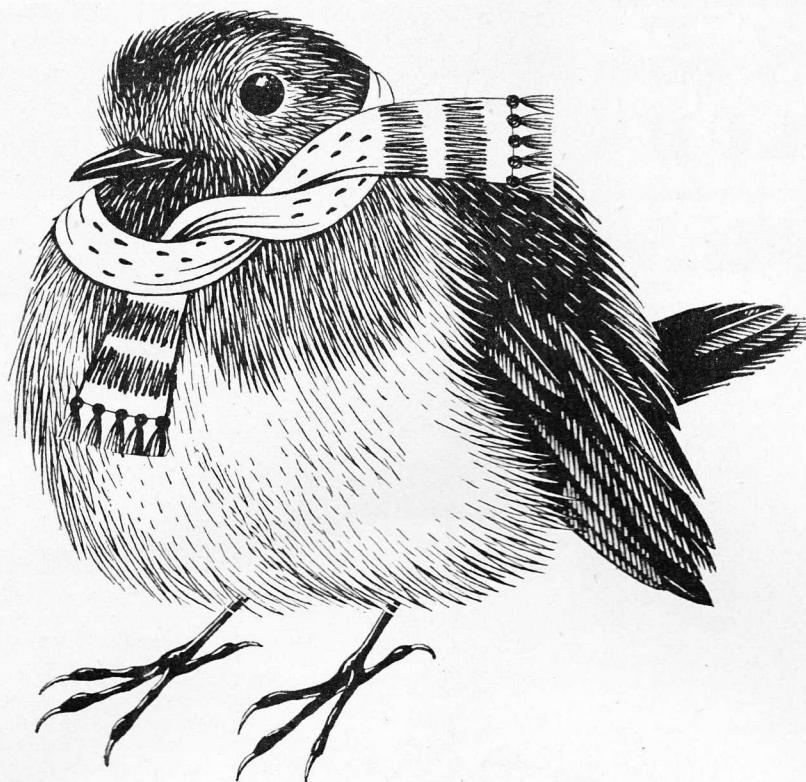
I would directly plump for Lurani's "750 c.c. unblown" formula, but to keep speed, etc., within bounds, why not a "500 c.c. unblown" formula on the lines I have sketched. Maybe Formula 3 can still be altered or maybe an Amateur Formula 3 on the lines I have mentioned can be drawn up. Then again "racing can improve the breed".

JOHN HUGENHOLTZ

Managing Director, Zandvoort Circuit

HOLLAND.

(More Correspondence on page 585)



North wind or no north wind—

FILL UP WITH BLUECOL DOUBLE SAFETY NOW!

If you haven't filled up with Bluecol yet you've been taking a risk — we should call it a foolish risk if it didn't sound unfriendly. You have so much more to lose than to gain : at least £30 for repairs, and the use of your car for several weeks, if frost should crack the cylinder block. Why take a risk like that any longer? We're at the beginning of the riskiest time of all. You'll be wise to fill up now with Bluecol, the *doubly* safe anti-freeze, and enjoy complete immunity from the risk of frost damage for the rest of the winter. Bluecol keeps cooling systems absolutely safe against even 35° of frost, and also protects them against rusting and similar chemical action because it contains Smiths special inhibitor, TP291. That's what makes Bluecol the doubly safe anti-freeze.

How many days*
do we have frost

6·7 days IN NOVEMBER

9·3 days IN DECEMBER

10·1 days IN JANUARY

9·0 days IN FEBRUARY

* Average figures recorded at
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NEWS FROM THE CLUBS

By Wilson McComb

I HAVE just received from the Aston Martin Owners' Club an amusing little leaflet concerning the activities of Claude Clot, a racing official easily identified by his blazer, shooting stick, handlebar moustache and deerstalker hat. Other accessories which invariably accompany him to meetings include binoculars, camera, and shapely girl-friend with miniature poodle, the lead of which encircles Claude's legs for most of the afternoon. The sight of Claude on the starting grid, holding up the two-minute signal (his movements sadly constricted by the poodle's lead), cannot fail to stir the true enthusiast, for he is a prominent figure without whom no race meeting would be complete. Nevertheless, the A.M.O.C. express a devout hope that he will not be seen anywhere near their events in 1954.

C.U.A.C. LITTLE RALLY

ON Sunday, 22nd November, the Cambridge University A.C.'s Little Rally, a 200-mile closed-to-club event, will start at 9.30 a.m. from the Leys School, Cambridge. Entries close on Sunday, 15th November, and forms may be had from I. C. Brander, St. John's College, Cambridge.

SHENSTONE'S BUXTON RALLY

RESULTS of the Shenstone and D.C.C.'s Buxton Rally on 10th/11th October are as follows:—

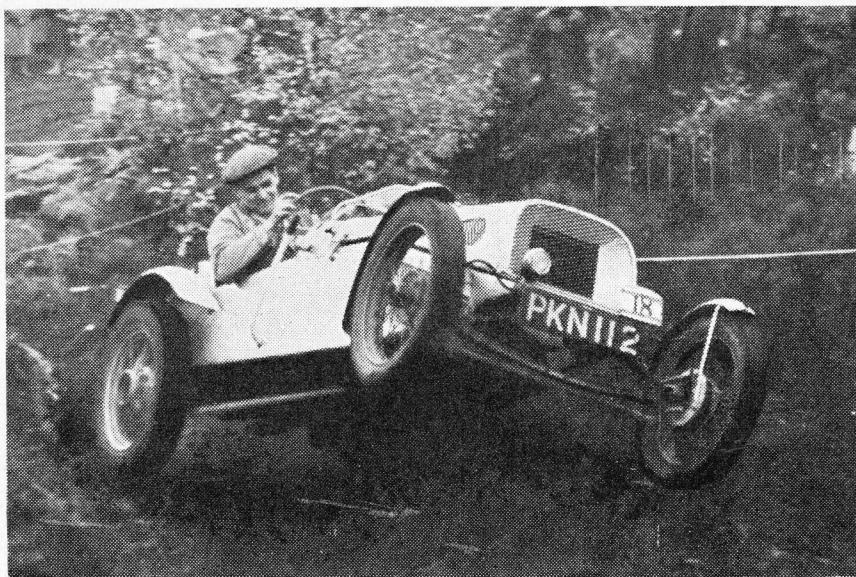
Buxton Trophy: J. B. Hodson/K. L. Day (M.G.).
Best Open: E. S. Sneath/D. Mayne (Morgan).
Best Closed: N. L. Hall/W. H. Hall (Standard).
Class 1st: J. S. Hollings/Miss M. Sayer (Morris).
Class 1b: W. B. Hercock/B. Folwell (M.G.).
Class 1c: R. K. Power/Miss T. Power (M.G.S.).
Class 2a: H. W. Whitehouse/T. N. Rock (Austin).
Class 2b: Dr. T. L. Pilkington/Dr. D. M. Pilkington (Jowett). **Class 2c:** F. J. Chambers/Miss F. J. Chambers (Ford).

First Class Awards: M. J. Webb/Mrs. M. J. Webb (Hillman), D. H. Holland/Miss C. Holland (Austin), G. T. I. Taylor/R. A. Jameson (Austin), R. Hebden/Mrs. P. Hebden (M.G.), T. J. B. Croft/T. N. Iskander (Austin), F. A. Denning/A. E. Clarke (Morris), J. R. Rowley/R. Noble (Morris), and B. Humphreys/Miss J. Humphreys (Austin).

Passenger's Award: D. Mayne and T. N. Rock (Tic). **Team Award:** Hagley and D.L.C.C. (Westwood/Miss Hewitt, Taylor/Jameson and Cox/Brookes). **Concours d'Élégance:** R. S. Bruce (1934 Daimler).

BRANDS HATCH SOCIAL FUNCTIONS

THE recently-formed Brands Hatch Racing and Social Club held its first social function on Saturday, 17th October, at the pavilion. Don Parker, the club's President, appeared later in the evening, after an exceedingly wet day's racing at Snetterton. The function was voted a great success, and another dance will be held on 16th January. Details from G. Theobald, 5 Derwent Way, Rainham, Kent.



EXPLOSIVE CANNON: Bursting through the undergrowth comes M. R. B. Cannon, second to Rex Chappell in the Southsea M.C.'s President's Trophy Trial on Sunday, 18th October. A report appears on page 580.

M.C.R.B.C.C. MEETING

ON Wednesday, 2nd December, the A.G.M. of the Monte Carlo Rally British Competitors' Club will be held at the Clarendon Restaurant, Hammer-smith, starting at 6.30 p.m. It will be followed by an informal dinner and an open discussion. Tickets from Raymond Gough, 2 Malcolm Court, 38 The Avenue, Branksome Park, Bournemouth.

ROVER SPORTS REGISTER NEWS

A BI-MONTHLY news bulletin, aptly named *The Freewheel* and edited by M. E. F. Howarth, 86 Park Crescent, Harrow Weald, Middlesex, is now being produced by the Rover Sports Register. A first meeting of the Register is planned for Saturday, 31st October, from 3 p.m. onwards, at "The George", Beaconsfield. The Registrar is T. L. J. Bentley, "Mauvarre", 11 Woodhall Drive, Pinner, Middlesex.

SHENSTONE CHASE TROPHY TRIAL

ENTRIES close on Monday, 2nd November, for the Shenstone and D.C.C.'s Chase Trophy Trial, which will be held in the Cannock Chase and Draycot areas on Sunday, 8th November. This is an R.A.C. Trials Championship and B.T.D.A. Star event, to which are invited members of the Hagley and D.L.C.C., Sunbac, Leicestershire C.C., Sheffield and Hallamshire C.C., North Midland M.C., Cheltenham M.C. and Walsall and D.C.C. The Secretary of the Meeting is W. A. Scott, 48 Birmingham Road, Shenstone, nr. Lichfield, Staffs.

ALVIS O.C. MEETING

ALL Alvis owners will be welcome at a social meeting of the Alvis O.C. (Southern Section) on Wednesday, 4th November, at the Osterley Park Hotel, Great West Road, London, starting at 7.30 p.m. Further details from the General Secretary, K. R. Day, 31 Lawrence Avenue, New Malden, Surrey.

M.C.C. AUTUMN TRIAL

RESULTS of the Motor Cycling Club's Autumn Trial on Saturday, 10th October, in so far as they affect car entrants, are as follows: **1st Class Awards:** W. E. Wonnacott (L.R.G.), J. P. Davis (Allard), E. G. Walsh (Dellow), A. C. Westwood (Dellow), A. E. Cleg-horn (Dellow), K. B. Shaw (Morris), D. J. Butterfield (M.G. TC), W. B. Caldwell (Riley), B. H. Thompson (Alvis), J. Potter (Allard), H. W. Tucker-Peake (Tucker-M.G.), J. Tucker-Peake (Scarlet Runner), C. F. Crossby (Vauxhall S), P. Hewins (Vauxhall), K. W. Hobbs (Renault), A. C. Hobbs (Morgan), W. F. Mead (Dellow S), M. J. Lawrence (M.G. TC) and W. M. G. Lawrence (18/80 M.G.). **2nd Class Awards:** W. J. Haward (Bayliss Thomas), A. F. Scroggs (Trojan), B. W. J. Hindes (Dellow), R. M. Barford (Bradford Utility), F. Allott (H.R.G.), A. G. Norgard (H.R.G.) and J. B. Banbury (B.H.M.). **3rd Class Awards:** P. Norgard (Morgan Plus 4) and R. B. James (M.G. saloon). **Retired:** A. M. Goldthorpe (Pelikan). **Team Prize:** H. W. and J. Tucker-Peake and C. Crossby.

HARTLEPOOLS CLEVELAND RALLY

K. N. LEE, of the M.G. Car Club, made the best performance in the Hartlepoons and D.M.C.'s Cleveland Rally on Sunday, 11th October, with a loss of 62.2 marks. Lee, D. Butterwick and P. Bolton ("The Nor'easters") gained the team award. Other results are as follows:

Best performance by Hartlepoons member: J. E. Atkinson (M.G.), 94.8.

Best Novice: G. W. Binns (M.G.), 84.0.
1,000 c.c. Class: N. Robinson (Morris), 89.4. **1,001-1,500 c.c.:** K. N. Lee (M.G.), 62.2.

Over 1,500 c.c.: A. Slater (Jaguar), 65.0. **First Class Awards:** J. I. Smith (SS 100), 67.4, and D. Butterwick (M.G.), 68.0. **Second Class Award:** P. Bolton (Jaguar), 68.8.

More News from the Clubs on page 587

Correspondence—continued from page 582

The Tim Birkin Plaque

IN view of the interest aroused by the recent removal from Donington to Silverstone of the Pat Fairfield Memorial, it would be interesting to know what happened to the Birkin Memorial, and if this could be similarly resurrected. It was unveiled by Lord Howe at Brooklands just before the start of the British Empire Trophy race in 1934.

As Birkin was one of the leading drivers in the world, and one of the immortal "Bentley Boys", one feels that he deserves equal recognition with Pat Fairfield.

R. H. MUNDELL.

CHELTENHAM, GLOS.

* * *

Don't Forget the Navigators

BEING a fairly regular competitor in Night Navigation Rallies I feel it is about time that more credit was given to the navigators of successful cars in this sort of event.

Surely it would be possible to give a navigators' award to at least the first in each class, even if it means giving less awards; there are so few clubs which do this. In these days good navigators are hard to find, and often they share expenses; so why, if they are successful, isn't there an award for them?—after all we wouldn't get far without them!

TOM PIGOTT.

LONDON, W.8.

* * *

I AM glad to see that navigators are at last being recognized as an almost essential part of a team. The question of awards raises a few problems, however, not least of which is the increased cost to the organizing club.

Moreover, not every rally needs a navigator. In fact, at least two national events could be completed by a driver only. It is surely unfair that a prize should go to a passenger in these events on the same scale as any award to a navigator who really has to work.

If one keeps the distinction between the two types of event quite clear, then some useful progress in recognizing navigators can be made. More difficulties still arise. How can one compare the single navigator of an M.G. with the numerous occupants of (say) a Zephyr? A prize cannot easily be divided into three parts.

Prizes for single events are not easy to allocate, but for a season of club events, the method used quite successfully by the Eastern Counties Motor Club may be of interest. The Annual Pole Star Trophy is awarded to the navigator amassing the highest points awarded over a year's events in which navigation plays some part. Points are awarded irrespective of car or driver, provided that a place in the first six has been won. If, however, more than one navigator is present in the team, then points are shared equally between all. Thus a single navigator acquires six points for a first but each of a crew of three scores two points each. This system, with a few additional rules to cover classes, number of entrants, etc., works quite well and has led to considerable keenness on the part of navigators as well as drivers.

N. G. PERKINS,

IPSWICH.

Hon. Gen. Sec., Eastern Counties M.C.

* * *

Non-Sporting News of No Interest?

I was hardly able to contain myself on the most exciting announcement in "Pit and Paddock", 16th October, to the effect that the new Austin "Princess" is to cost £100 less from now on. This, together with the charming studies in glamour and family tranquillity on the following page, made my week complete.

Seriously though, I cannot see anything in these two remotely to interest the AUTOSPORT reader.

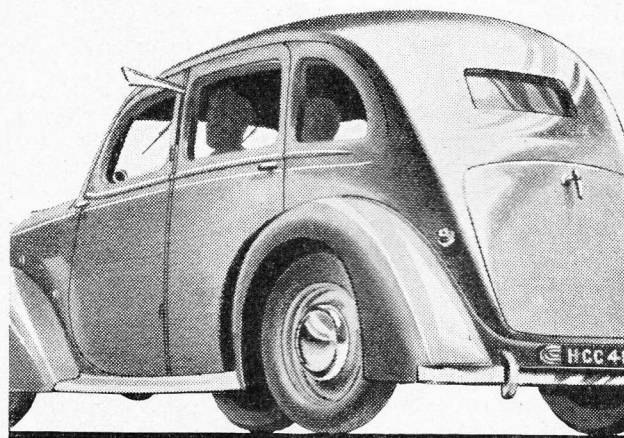
If this is the sort of stuff that AUTOSPORT is going to produce, then my 1s. 6d., which in the past has been put aside for a weekly magazine devoted to the sport, will be directed in future across the same counter as the rest of my income and where I know I am getting value for money by the taste.

W. R. CROYSBILL.

NEWBURY, BERKS.

[There's only one Show per year, and we feel that new models, particularly cheap ones, and anything indicative of falling prices, will interest motorists, sporting and otherwise. After all, even racing drivers have to use normal road cars!—EDITOR.]

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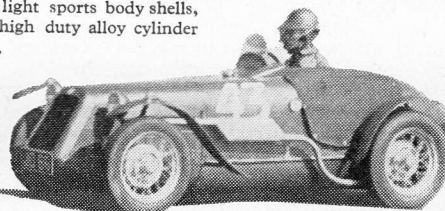
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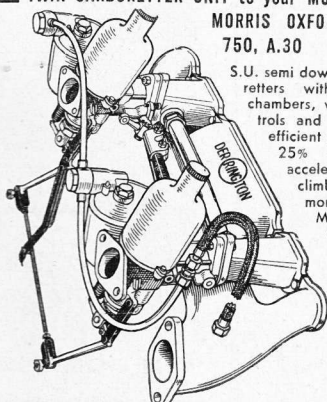
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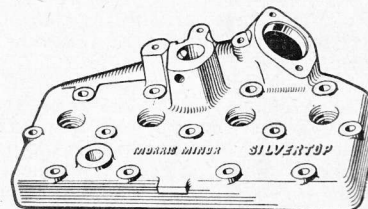
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RILEY RALLY

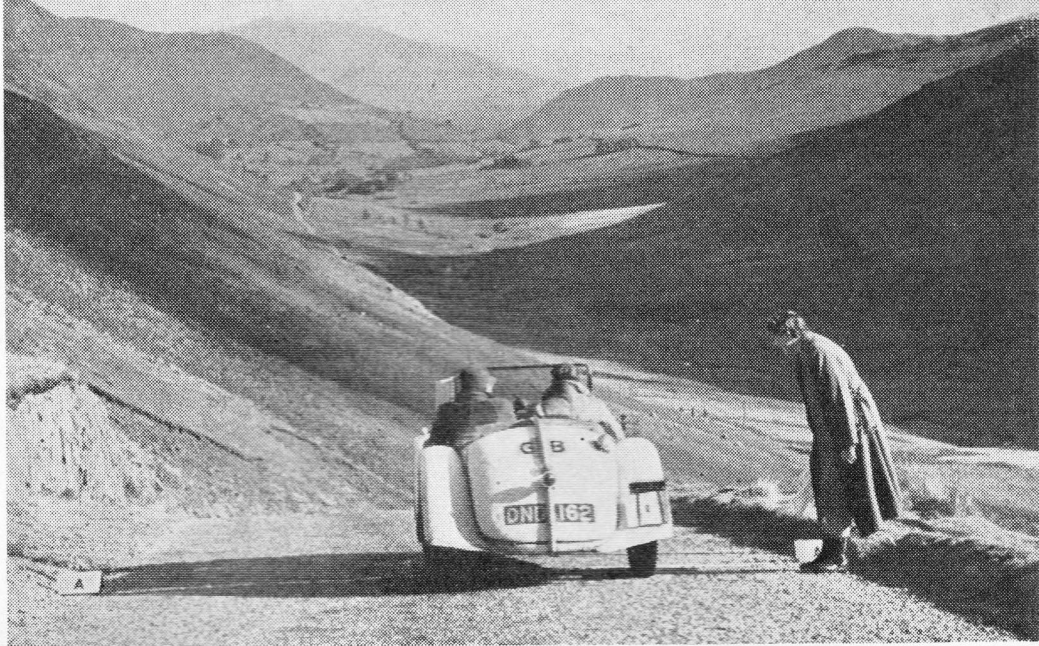
T. B. Hague Wins Two-Day Event

A TWO-DAY event (17th/18th October), the Riley M.C.'s Keswick Rally began from two points, Leeds and Preston, competitors from the former going by way of Ilkley and Gisburn, and from the latter via Whalley and Gisburn. Both routes converged at Settle, from whence a 28 m.p.h. average run over secondary roads took cars through Horton in Ribblesdale, to Hawes, then over the Buttertubs Pass to Kirkby Stephen and the first time control.

The route toughened thereafter, with narrow lanes in the Kendal area, and the required average became 21 m.p.h. Through Brigsteer the cars went to Lyth, where was sited Test 1. This was a braking affair, with cars required to pass between two pylons to stop with rear wheels in a "box" after a 50-yard run. The Riley "Sprites" of J. V. Holt and T. B. Hague did best here, with Dr. Malcolm's 1½-litre saloon third.

On then to Underbarrow and Ulveston to Bowness and Windermere, over the ferry to Hawkshead, then through rough and narrow lanes to Satterthwaite and Broughton. Slightly better roads then led to Ulpha and Eskdale. Here, near the Travellers' Rest Inn, was the second test. This comprised a hill-climb, used before in the R.A.C. Rally, comprising 200 yards of good surface averaging one in five, and rounding five hairpins. It was Holt and Hague best again here, in 21 and 22 secs. respectively, with 24½ secs. by J. Barnes, a good effort with a 2½-litre saloon.

Here the 21 m.p.h. average diminished to one of 15 m.p.h. with a 10 minutes time allowance. The route took in the Hardknott and Wrynose Passes, and ended with a time control at Wall End. Then up went the average to 22 m.p.h. for the final section through the Grasmere district, over Chapel Stele, along the Western side of Thirlmere Lake, over the Thirlmere Dam; and on to control at Shundraw, where the arrival



SPRITE IN THE HILLS: A fine view of Knott Rigg, with Keswick Rally winner T. B. Hague engaged in the downhill free-wheel test.

test — a forward-stop-forward-reverse, etc. etc., affair—was staged. Again it was Holt on top with his Sprite in 27½ secs., and again Hague was runner-up, ½ sec. slower. That set the first day's placings, with Holt leading Class C, H. Marks (1½-litre) leading Class A, and J. Fielding (2½-litre) in Class B.

Sunday dawned sunny and bright, and competitors left Keswick at 9.30 a.m. to embark upon a 20-mile course over mountainous country, with four special tests incorporated. Test 1, at Gatesgarth, was a braking affair which saw A. Farrar's 2½-litre saloon heading Hague and Dr. W. B. Smith 1½-litre. Test 2, a timed climb at Buttermere Hause, went to J. Barnes (2½); with Holt and Hague next best. Test 3, on the summit of Buttermere, gave Hague a lead from Holt and Barnes; while Barnes came out best in the final test, a downhill manoeuvre on Knott Rigg.

So then to Keskdale, Braithwaite, and back to the last control at Keswick, where, after lunch, Comps. Secretary Eric Grindrod announced the provisional results to be as follows:—

Outright Winner: T. B. Hague (Sprite), 840 marks.

Burkhardt Trophy (N.W. Member): J. Fielding (2½-litre roadster), 991 marks.

Class Winners: A., H. Marks (1½-litre saloon), 934 marks; B., J. Barnes (2½-litre saloon), 887; C., No award.

Team Prize: N.E. Centre, T. B. Hague, H. Marks, and J. V. Holt, 2,664 marks.

First Class Awards: J. V. Holt (Sprite) 890 marks; H. S. Wilkinson (1½-litre saloon) 947.

FRANCIS PENN.

LEICESTER LONSDALE TROPHY TRIAL

TWENTY-FOUR m.p.h. was the set average for the Leicester C.C.'s Lonsdale Trophy Trial on Sunday, 18th October, over second class roads with a liberal supply of gates and many secret checks. The 28 competitors covered just over 60 miles before reaching the finish at Oakham, and all but two arrived in reasonably good time. Provisional results were announced as follows:

Lonsdale Trophy: B. Hercock (Delow), 1 mark lost.

Navigator's Award: B. Folwell.

First Class Awards: H. H. Mayes (Standard), 3, M. W. Newbold (Morris), 3, and L. H. Pole (Triumph), 4. **Second Class Awards:** Miss G. Hercock (M.G.), 5, D. J. Herbert (Riley), 6, and J. M. Taylor (M.G.), 6. **Novice Award:** M. F. Ault (M.G.), 8.

THE GLOUCESTER TRIAL

THE London M.C. have now decided not to run the 35th Gloucester Trial on Saturday, 28th November, but on its original date, Saturday, 5th December. The Television Trial will be held on the same day, being organized by the London M.C. for the B.B.C.

FUN AT FELIXSTOWE: George Abecassis and Duncan Hamilton try coping with a new kind of horsepower during the recent prizegiving of the Eastern Counties M.C. at the Felixstowe Pavilion.



IRISH INTER-CLUB TRIAL

THE Ulster Automobile Club won the annual inter-club contest between the U.A.C. and the Irish Motor Racing Club, which took place this year over a course in County Down on Saturday, 17th October. Team strength being decided by the number of visiting drivers (this year the I.M.R.C. were the visitors), the contest developed into a five-a-side affair, with the U.A.C. drivers also keeping an eye on their Victor Ludorum award—the Ferguson Memorial Trophy—for which this was a “counting” trial. Representing the I.M.R.C. were K. P. Murray (M.M. Special), N. Gleeson (M.G. TD), T. P. O’Connell (Ford Special), R. D. Malcolm (M.G.) and R. A. Laird (Dellow S.). The U.A.C. fielded W. T. Todd (Todd Special), R. C. McKinney (Dellow), S. Moore (Dellow), D. G. McNally (Dellow) and C. E. Robb (Mercury). Others taking part in the struggle for individual honours brought the total up to 30.

The route covered a distance of about 45 miles, starting at Newry and ending at Newcastle, Co. Down, with three observed sections and two driving tests. Of the observed sections only the last one, at Ballymagreehan, gave any trouble. Wilbert Todd made a beautiful ascent of the hill, never looking like failing and, almost immediately, Kevin Murray also got to the summit. Then Robin McKinney tried, but stopped in the 12-mark section. Sammy Moore’s Dellow was a little better, reaching the 10-mark, a performance duplicated by Gordon McNally.

By this time the surface of the steep climb was becoming very cut up; nevertheless, Gleeson’s M.G. made the summit. Then Roger McBurney urged his little Singer Bantam saloon up as far as section 12 and that was to remain the high-water mark of subsequent efforts. Robb’s Mercury seemed to have plenty of power right up the hill, but stopped suddenly in this section. Jim Dowling (Ford Utility) and Andy Hutchinson (Wolseley Eight), fighting a battle for honours in the annual U.A.C. closed car competition, shared equal placings on the hill by stopping in the 12-mark section.

When all was over and everyone convinced that surface deterioration was to blame, Wilbert Todd demonstrated that the hill could still be climbed by proceeding to do so twice in succession. Sammy Moore also had a run, only to break a half-shaft and finish the trial at the end of a tow-rope.

So, when the marks were all totted up, the U.A.C. team had lost a total of

COMING ATTRACTIONS

October 31st. Citroën C.C. President’s Trophy Trial.

Circle C.C. Navigational Rally. Start, The Green Man, Batchworth Heath, Rickmansworth, 10.30 p.m.

Chester M.C. Night Navigation Run. Start, Chester Castle, 7.30 p.m.

I.M.R.C. Autumn Trial, Eire.

Omagh M.C. Trial, N. Ireland.

October 31st/November 1st. Liverpool M.C. Jeans Gold Cup Rally. Start, Liverpool, 8.0 p.m.

Sheffield and Hallamshire M.C. High Peak Trial. Start, Rising Sun Hotel, Banford, Derbyshire.

Loughborough College M.C. 3rd Annual Inter-Varsity Rally.

November 1st. R.A.C. Annual Veteran Car Run. Start, Hyde Park, London, 8.30 a.m.

Coventry and Warwicks M.C. Gold and Silver Goblets Trial. Start, Sportsman’s Arms, Allesley, nr. Coventry, 10.30 a.m.

Leicestershire C.C. Wentworth Trophy Trial. Start, Lee Street, Leicester, 12 noon.

Bentley D.C. Scottish Inn and Castle Rally.

November 2nd/5th. Moroccan Rally.

26 points and the I.M.R.C. 29 points, giving the U.A.C. the victory in the inter-team contest.

The results of the individual contest were: 1, K. P. Murray (M.M. Spl.), 71.6 marks lost; 2, W. T. Todd (Todd Spl.), 75.2. **Best novice (finished 4th):** G. A. N. Savage (Ford Spl.), 92.8. **Best closed car:** A. Hutchinson (Wolseley Eight), 103.6. W. A. McM.

HOPKINSON CUP TRIAL

AN 8-mile route on secondary roads was covered twice by competitors in the North Midland M.C.’s Hopkinson Cup Trial for standard cars, which took place on Sunday, 18th October; the field set off from Baslow, negotiating one test and four observed sections. Results were as follows:

Hopkinson Cup: J. H. Thompson. **Harrison Trophy:** Miss D. Plumtree. **Open Class:** 2, A. Marshall; 3, E. S. Sneath. **Closed Class:** 2, F. Harrison; 3, K. A. Scales. **Team Prize:** Harrison and Sneath.



BALLYMAGREEHAN: George Savage tackles the Ballymagreehan hill during the Irish Inter-Club Trial on Saturday, 17th October. He finished fourth and won the novice award.

MID-SURREY A.C. ACTIVITIES

THE Mid-Surrey A.C. is planning a full programme of social functions for the winter months, with film shows, a quiz and other activities; the annual Dinner/Dance will take place at the Bull Hotel, Sheen, on 15th January, 1954. Meetings are held on the first and third Friday of every month at the “Queen Adelaide,” Kingston Road, Ewell.

LANCS AND CHESHIRE A.G.M.

TUESDAY, 17th November, is the date fixed for the Lancashire and Cheshire C.C.’s A.G.M., which will start at 7.30 p.m. in the Royal Thorn Hotel, Altrincham Road, Wythenshawe.

HAGLEY AND D.L.C.C. TRIAL

ENTRIES close on Tuesday, 24th November, for the Hagley and D.L.C.C.’s Shropshire Trial and Rally on Sunday, 6th December. The Secretary of the Meeting is J. W. Cox, 21 Dingle Road, Pedmore, Stourbridge.

HORSHAM JACKSON CUP TRIAL

A RECORD entry of 76 competitors took part in the Horsham and D.M.C. and L.C.C.’s Latilla and Jackson Cup Trials on Sunday, 25th October, both motorcyclists and car drivers taking part in a 100-mile tour of Kent and Sussex. Strict timekeeping, with plenty of check-points, ensured that the winner was found without recourse to special tests.

Provisional Results

Jackson Cup (Car Section): Miss A. L. Field (Citroën), 2 marks lost.

First Class Awards: E. G. Smith (Morris), 3, M. J. Hutchinson (Standard), 4, J. A. Seymour (Riley), 4, and E. E. Warren (Standard), 4. **Second Class Awards:** P. H. Johnson (Ford), 5, R. M. Partington (Ford), 5, and C. W. Wood (Ford), 6.

CLUB FIXTURES

Northampton and D.C.C.—Informal dance, 30th October, Angel Hotel, Northampton, 8 p.m.

750 M.C.—Meetings: 30th October, Royal Thorn Hotel, Wythenshawe, Manchester; 2nd November, Abbey Hotel, Stonebridge Park, N.W.10.

Cheltenham M.C.—Whist Drive, 30th October, Priory Lawn, Cheltenham, 7.30 p.m.

M.G.C.C.—Annual dinner, 30th October, Hyde Park Hotel, London.

Hants and Berks M.C.—Meeting, 30th October, The New Inn, Eversley.

North London M.C.—Social Run, 30th October, Salisbury Crest, Essenden, Herts, 8 p.m.

Bentley D.C.—Meeting, 31st October, Fox Inn, Bix, nr. Henley, Oxon, 7 p.m.

Rover Sports Register.—First Meeting, 31st October, The George, Beaconsfield, 3 p.m.

Coventry and Warwicks M.C.—Meeting, 2nd November.

Wolseley Hornet S.C.—Meetings: London, 2nd November, Darby Arms, Upper Richmond Road, Sheen; Northern, 4th November, Corner House Hotel, High Heaton, Newcastle-upon-Tyne; Midland, 5th November, Red Lion, Church Street, Birmingham.

B.A.R.C. (Yorks).—Bonfire party, 3rd November, Old Raggaids Inn, Queensbury.

Vintage S.C.C.—Meetings: 3rd November, Woolpack, Coggeshall, Essex; 5th November, Phoenix Hotel, Hartley Wintney, Hants; King’s Head, Selby, nr. Market Rasen, Lincs, and Scott’s, Rose Street, Edinburgh.

Alvis O.C. (Southern).—Meeting, 4th November, Osterley Park Hotel, Great West Road, London, 7.30 p.m.

West Essex C.C.—Annual prizegiving, 4th November, Manor Hall, Chigwell, Essex, 7.30 p.m.

Singer O.C.—Meeting, 5th November, Prince of Wales Hotel, Carterknowle Road, Sheffield.

Nottingham S.C.C.—Meeting, 5th November, Five Ways, Valley Road, Nottingham, 7 p.m.

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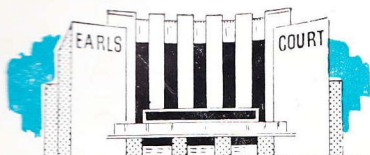
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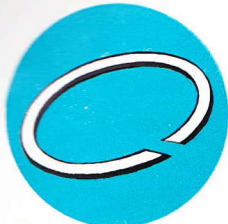
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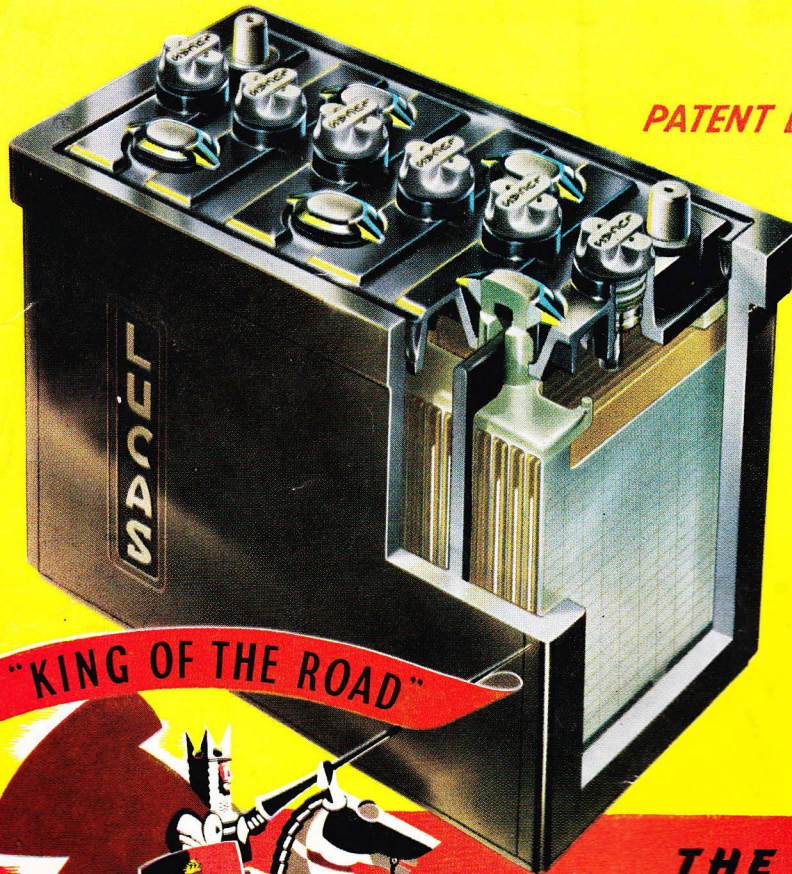
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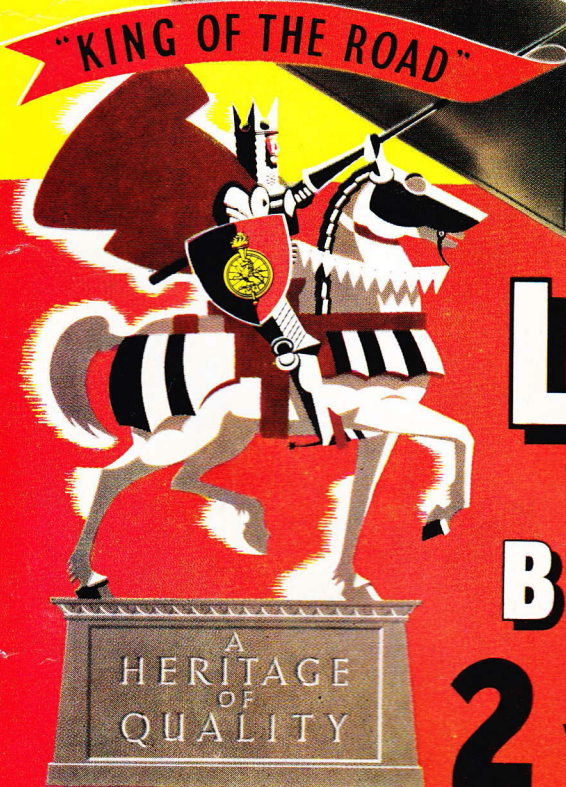
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