

AUTOSPORT

NOVEMBER 20, 1953

1/6

EVERY FRIDAY

Vol. 7 No. 21

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

"DAILY EXPRESS" NATIONAL RALLY—FULL REPORT AND PICTURES : "LES COURSES DES STOCK CARS"

"WHAT OF 1954?", PART 2 : "AUTOSPORT" INTERNATIONAL CAMERA CONTEST

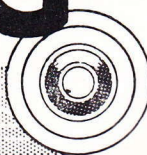
JOHN BOLSTER • WILSON ROGERS • MAXWELL BOYD • A. N. FORD

BRAKES · DAMPERS · CHASSIS ENGINEERING

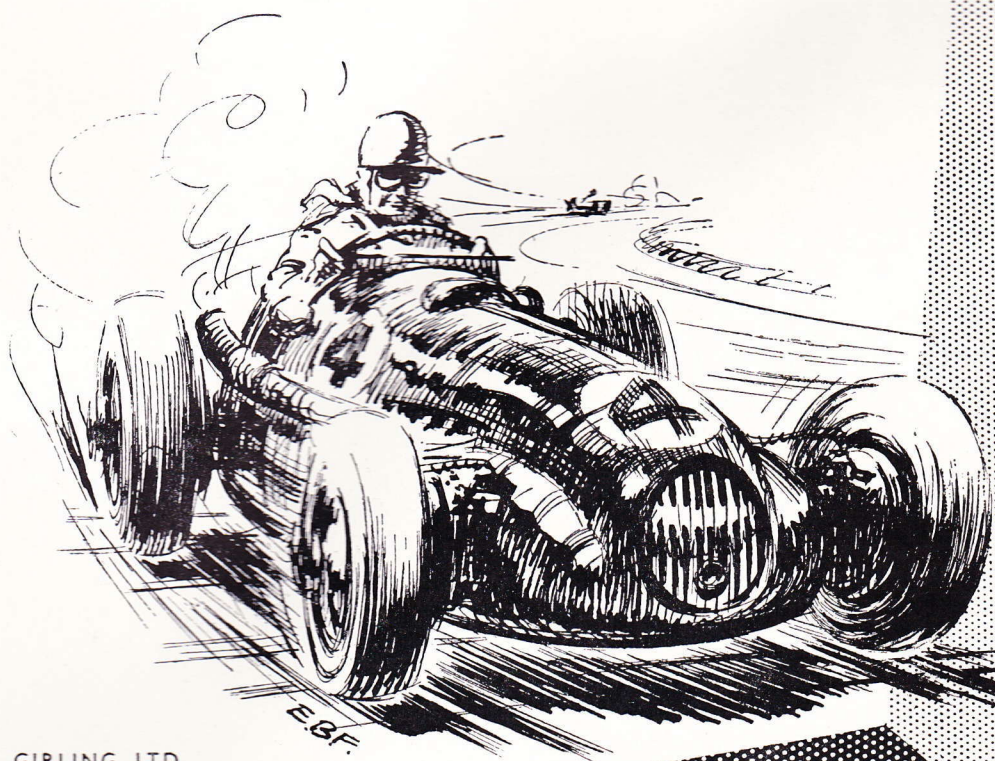
**it's continued
racing
successes that
keep**

GIRLING

THE BEST BRAKES IN THE WORLD



— WAY OUT AHEAD —→



GIRLING LTD
KINGS ROAD · TYSELEY
BIRMINGHAM 11

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 7 No. 21

November 20, 1953

Managing Editor : GREGOR GRANT

Assistant Editors

C. POSTHUMUS

F. WILSON McCOMB

Continental Correspondents

GERARD CROMBAC

MAURICE GATSONIDES

HANS TANNER

North of England

WILSON ROGERS

Northern Ireland

Eire

W. A. McMASTER

MAXWELL BOYD

Canada

Scandinavia

R. J. THURGOOD

HANS FRIES

South America

DR. VICENTE ALVAREZ

U.S.A.

RUTH SANDS BENTLEY

Road Tests and Technical

JOHN V. BOLSTER

Photographic Section

Chief Photographer

GEORGE PHILLIPS

North of England

FRANCIS N. PENN

Scotland

W. K. HENDERSON

Continental

MAURICE LOUIS ROSENTHAL

RODOLFO MAILANDER

CONTENTS

	Page
Pit and Paddock	658
Sports-News	659
What of 1954? (Part II)	660
Pan-American Prospects	662
1172 All-Rounder	663
Les Courses des Stock Cars, by John Bolster	664
"Autosport" International Camera Contest	666
Y.S.C.C. Pennine Trial	667
M.C.C. "Daily Express" Rally	668
Correspondence	676
Leinster Mud-Plug	677
News from the Clubs	678

NOTICES

Published every Friday by AUTOSPORT

159 Praed Street, London, W.2

Editorial and General Office

PADdington 7673

Advertisement Department

PADdington 7671-2

General Manager: PETER BAYLEY

Advertisement Manager: NORMAN H. BIGSBY

Annual Subscription: £4 4s. 6d.

(U.S.A. and Canada \$12.00)

Direct from the Publishers or all Newsagents

Reprinting in whole or in part, of any matter appearing in AUTOSPORT is forbidden, except by permission of the publishers. Unsolicited MSS., drawings, photographs, etc., should be addressed to the Editor. Unsuitable contributions will be returned if accompanied by a stamped addressed envelope, but the publishers accept no responsibility for their safe return. Payment for contributions will be made the month following publication, unless by special arrangement.

EDITORIAL

ACCORDING to reports issued by the S.M.M. & T., exports of British-made cars during 1953 have shown a drop as compared with the previous year. Quite obviously increased, and serious, competition from abroad has been the major contribution to this state of affairs, and the Industry itself is worried that within a year or two there may be over-production of the more popular types of vehicle. It seems to AUTOSPORT that the need for prestige machines is greater than ever. Surely the British Motor Industry realizes that the re-entry of Mercedes-Benz into Grand Prix racing is an attempt to retrieve the pre-war prestige of German manufacturers, and is part of a general plan to export the greatest possible number of German-built machines. Figures prove that the remarkable successes achieved by Porsche sports cars during the past couple of years can be coupled with an astonishing rise in the production and export of the Volkswagen—on which the Porsche was originally based. Sports car racing is of great importance—as are International rallies—in establishing prestige abroad, and none can deny that Jaguar, Aston Martin, Frazer-Nash, Allard and a few others have created world-wide interest in British-made high-performance cars. Nevertheless, Grand Prix racing is recognized as the outlet for the highest forms of automobile engineering products, and a successful team of cars can bring invaluable prestige to the country concerned—not only in respect of its motor vehicles, but in a great many branches of engineering.

The very rapid expansion of the Italian motor industry since the war has largely been due to the prestige created by Alfa Romeo, Ferrari, Maserati, Fiat and Lancia in competitions. However, the country has nothing like the potential output of Germany, definitely Great Britain's most serious competitor in the world markets.

* * *

YET another successful M.C.C. *Daily Express* National Rally has been staged, with over 400 crews taking part. Nevertheless, one feels that far too much stress is placed on regularity tests which, in most cases, depend almost entirely on the accuracy of instruments, and the ability of entrants to purchase expensive chronometers or average-speed calculators!

In the opinion of many regular rally-competitors, these events tend to become a contest between the accuracy of the timekeepers' watches, and those of the entrants. Admittedly it is difficult enough to organize rallies in Great Britain without introducing some form of marks-losing tests *en route*—but surely something can be done to avoid tests which invariably lead to criticism?

OUR COVER PICTURE

MODENA-INSPIRED: Roy Clarkson broadsides in the finishing box with his Morgan saloon during the final test at Hastings in the M.C.C. "Daily Express" National Rally. This special-bodied car created considerable interest, and the crew finished runners-up to Downs's winning Sunbeam-Talbot.

PIT AND PADDOCK

SOME road car! Rosier has converted his Formula 1 4½-litre Ferrari to a two-seater, which he will race in the Casablanca and Buenos Aires sports car races.

* * *

FERRARI are to build a two-seater sporting version of last year's Formula 2 four-cylinder 2-litre car. Twelve will be built, and sold to selected drivers.

* * *

STIRLING MOSS is to drive Francis Beart's lightweight Cooper 500 next season.

* * *

RUDOLF CARACCIOLA, very badly injured at Berne last year, hopes to leave Zurich for Wildbad, Germany, soon, for a period of convalescence.

* * *

FIVE 2½-litre Maseratis are to compete in the Argentine G.P. at Buenos Aires next January—drivers Fangio, Gonzalez, Marimon, Bonetto—and Roy Salvadori.

* * *

FROILAN GONZALEZ hopes to drive for Lancia again in next year's sports car races.

IT is said that George Eyston, one-time holder of the World's Land Speed Record with "Thunderbolt", is contemplating an attack at Utah on the current figure of 394.196 m.p.h. (held by the late John Cobb) with an entirely new car.

* * *

PILKINGTONS of Bolton recently supplied a Mark VII Jaguar saloon to ex-King Peter of Yugoslavia.

* * *

TWO of the new 2½-litre Ferraris will be raced under Louis Rosier's colours next season; drivers Rosier and Trintignant. First race, Argentine G.P.

* * *

THE 350 c.c. Russian-built Svezda car recently set up a Soviet record at a claimed speed of 133.71 m.p.h. over a flying kilometre. Driver was Ambrosenkov.

* * *

"SOVIETSKI SPORT" reports that Svezda are producing competition cars in 1,100 c.c., 2-litre, 3-litre and over 3-litre sizes, these presumably for races in Russia only.



RALLY "CHAMPS": Helmut Polensky and Walter Schluter, one-time Formula 3 exponents with the BMW-engined Monopoletta, and winners of the first European Touring Championship, driving Porsche, Lancia and Fiat cars.

THE Tim Birkin Memorial plaque, on the subject of which a reader's letter appeared in correspondence recently, is now in the hands of the B.A.R.C., who are arranging for it to be placed in the Brooklands Memorial Garden at Goodwood.

* * *

ITALIAN driver of a 2.3-litre Gordini, Franco Bordonni, is proclaimed Italian sports car champion of 1953 for his aggregate of performances during the season.

* * *

"MONTE" News: Co-driving with Maurice Gatsonides in a Ford Zephyr will be Marcel Becquart—two Rally winners in one car! Ralph Sleigh, London-Cape Town expert, will share a Ford Popular with Ralph Martin of Shell-Mex—two Ralphs in one car!

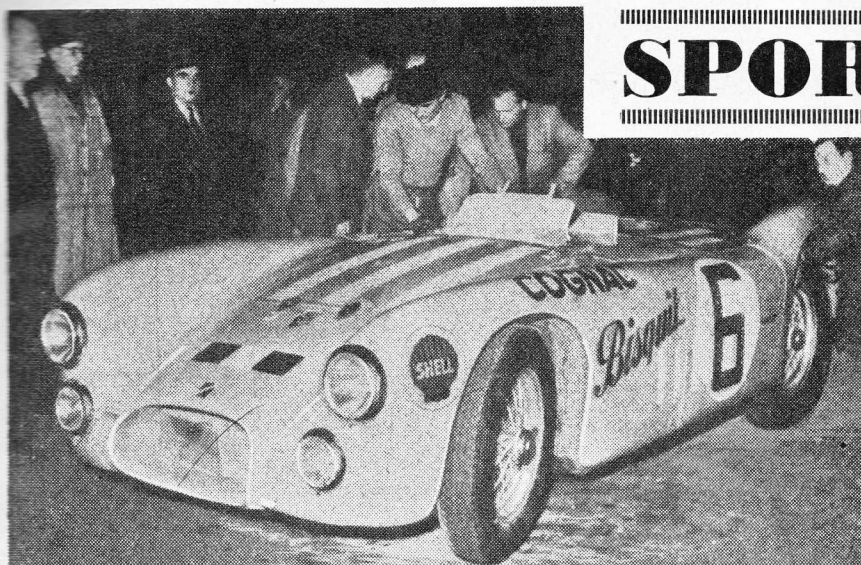
* * *

FAMOUS sprint machine, the ex-Fane blown single-seater Frazer-Nash is being shipped home from Singapore by its owner Col. Peter Vaughan, and may be seen in British events again.

* * *

HIS many friends will be relieved to learn that Lieut.-Col. A. T. G. Gardner is on the road to recovery. "Goldie" has been ill in a Brighton nursing home.





OFF TO MEXICO: Louis Rosier's 4½-litre Talbot seen at the port of embarkation during its journey to Mexico for the Pan-American Road Race. The event started yesterday, 19th November, and ends on Monday next.

PORSCHE AGAIN

Van de Kaart and Jacques
Péron Win Rally of Morocco

VERY severe conditions were encountered in *Le Rallye du Maroc*, the North African event which began on 2nd November and finished on 5th November after a gruelling 1,660-mile run, starting and finishing at Casablanca, passing through the Atlas mountains, and involving the traversing of miles of unmade roads.

An excellent entry for a non-European rally of 59 cars was received, and despite a considerable variety in types of cars, seven crews managed to complete the course without penalty marks. The organizers, therefore, based final placings on performances in a regularity section between Guercif and Midelt, *en route* to Marrakech.

The winners proved to be Van de Kaart, who has competed in previous Moroccan rallies, and Jacques Péron, forsaking his usual Osca (with which he won the Tour de France, and is competing in the Pan-American race) for a 1,286 c.c. Porsche. The Belgians Gendebien and Fraikin, with an 1,100 c.c. Fiat, originally placed seventh, were adjudged second place winners after a protest.

It was a Porsche, again, and with a Belgian crew, which won the Ladies' Class, drivers Mlle. Thirion and Mme. Renaud. The Rally also included a section for military vehicles, of which the only type competing were Delahaye V.L.R.s—the French Jeep; first in this class were Plaud/Tristan.

Results

General Classification: 1, Van de Kaart/J. Péron (Porsche). 2, Gendebien/Fraikin (Fiat). 3, Guiraud/Felices (Peugeot). 4, Dupont/Colasanti (Simca). 5, Dominici/Tony (Lancia). 6, Estager/Michy (Renault). 7, Lesur/Roques (Renault). 8, Mlle. Thirion/Mme. Renaud (Porsche). 9, Vrigny/Bernard (Oldsmobile). 10, Richter/Heckel (Lancia). 11, Crespín/Guelfi (Delahaye). 12, Mme. Terray/Mme. Gordine (Peugeot). (23 finishers.)

TYPICAL TERRAIN: A competitor in the Rally of Morocco traversing the foothills of the Atlas mountains, over sandy roads fringed with date palms.

SPORTS-NEWS

SOUTH AMERICAN RACING

THE "winter" season of motor racing in South America will open on 13th December with the Circuit of Gavea at Rio de Janeiro. This event is for sports cars, and takes place over the long and difficult "Devil's Springboard" course outside Rio.

On 27th December another sports car event, the Circuit of Interlagos at Sao Paulo, is due to be held. In the New Year the scene shifts to Argentina, where on 17th January the first race to the new Formula 1, the Argentine G.P., will be held at Buenos Aires.

A full team of Maseratis has been entered for this event, with Roy Salvadori amongst the drivers. The race forms the opening round in the 1954 World Championship. A week later, 24th January, comes the 1,000 km. sports car race, first round in the 1954 World's Sports Car Championship, while on the 31st January is listed the Evita Peron *Formule Libre* G.P., also at Buenos Aires.

RALLYE SOLEIL-CANNES

RESULTS of the Rallye Soleil-Cannes, held last April, were withheld pending the investigation of a number of protests by competitors. Final placings have now been determined as follows:

General Classification: 1, Fabre/Cazon (Panhard) and the late P. Pagnibon/Barraquet (Ferrari); 3, Giot/Cotton (Panhard).

Class Winners (sports cars) are: 750 c.c.: Parucci/Martin (Panhard). 1,100 c.c.: M. and Mme Dejardin (Panhard). 1,500 c.c.: Von Frankenberg/Spiegel (Porsche). 2,000 c.c.: M. and Mme. Clermont (Siata). **Over 2-litres:** Pagnibon/Barraquet (Ferrari).

Touring Class winners are: 750 c.c.: Fabre/Cazon (Panhard). 1,100: Giot/Cotton (Panhard). 1,500 c.c.: Guiraud/Beau (Peugeot). 2,000 c.c.: Drewett/Hammond (Bristol). **Over 2-litres:** Thirion/Buytendyk (Jaguar).

Coupe des Dames: Mlle. Thirion/Mme. Renaud (Porsche). 2, Mme. Terray/Mme. Gordine (Peugeot). 3, Mme. Daricri/Mme. Bagarry (Peugeot).

Class Winners—Up to 1,000 c.c.: Estager/Michy (Renault). **Up to 1,300 c.c.:** Van de Kaart/J. Péron (Porsche). **Up to 2,000 c.c.:** Dominici/Tony (Lancia). **Over 2,000 c.c.:** Vrigny/Bernard (Oldsmobile).

THE LADIES' TOURING CHAMPIONSHIP

ALTHOUGH Sheila Van Damm (Sunbeam-Talbot) gained an equal number of points—38—as Mrs. Greta Molander and Helga Lundberg with their Saab, she becomes runner-up to the Scandinavian couple in the Lady Drivers' category of the European Touring Championship owing to a stipulation in the regulations that, in the event of a tie, the winner will be that competitor who has gained the best aggregate of placings during the season's rallies. Mrs. Molander and Mrs. Lundberg won their class in the Tulip, Midnight Sun and Viking Rallies, whereas Miss Van Damm scored only two class wins, in the Alpine and R.A.C. Rallies.



What of 1954?

Poor Outlook for British Formula 1 Hopes -
Connaughts May Not Race Again as Works
Team—Several New Engines Under Development

by GREGOR GRANT

(PART II)

LAST week I dealt with Continental Grand Prix cars for the new formula, and also the probable composition of teams. In Great Britain it is highly unlikely that Formula 1 cars will be racing in any numbers during 1954. Possibly there will be a few "ones-off", but the most we can hope for is that at least one marque will be ready to take part in *grandes épreuves* towards the end of the season.

Engines are still the major problem for British designers, and until such time as a power-unit can be produced which will exceed the output of the existing 2½-litre Ferrari "Four", and achieve the high torque necessary for modern Grand Prix racing, then the green machines will continue to be outclassed.

One of the chief hopes is the new, twin-o.h.c., V8, 2½-litre Coventry-Climax, but quite candidly this very interesting unit is far behind schedule as regards development. Admittedly there was an engine on view in the Marine Section at Earls Court, but anyone could tell that it was little other than an outer shell. So far as I am led to believe, interested constructors and designers were given September, 1953, as a likely date for completed engines—and even that date was none too early if the units were destined to be racing in chassis at the start of the 1954 season.

However, realizing the tremendous interest created by the new engine, Wally Hassan and Harry Mundy may be permitted to go all out on the development work, and there are hopes that when the new season rolls along, the Climax FPE may be ready for race-proving. It is a fairly straightforward design; the main

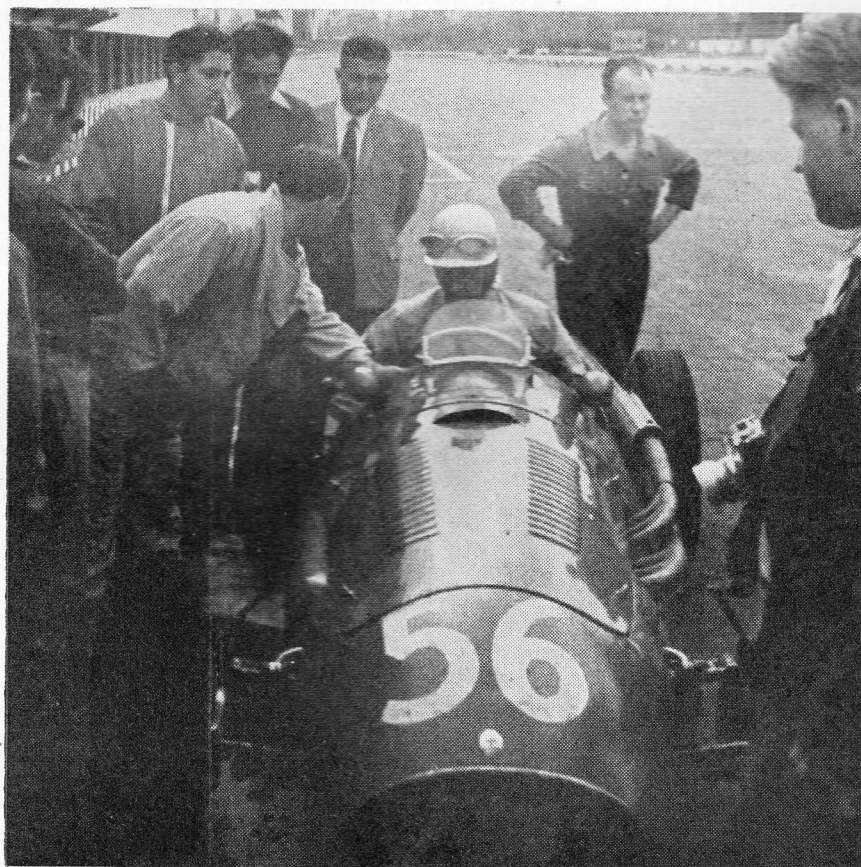
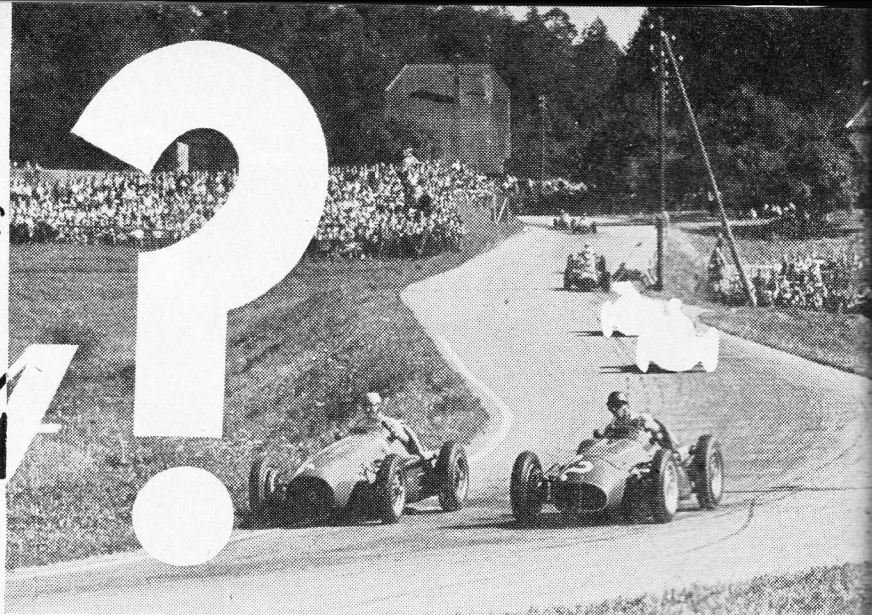
problem will be to achieve the anticipated 100 b.h.p. per litre, and to tie up the output with a reasonable torque figure.

Cooper, H.W.M., Kieft and possibly E.R.A., anxiously await the FPE. Connaught had also planned to use it, but the latest—and tragic—news from Send is that it is most unlikely that the marque will take part in another season of G.P. racing. It may be possible to build cars for private owners, but even so, this could scarcely help to finance a team of racing cars.

Mr. Alfred Owen's men are well ahead as regards the new 6-cylinder, twin-o.h.c., 2½-litre B.R.M. Grand Prix engine which may be installed in a new Berthon-designed chassis. However, Bourne does not think that the new car will appear until fairly well on in the season. Also, the idea of using a supercharged "750" is not being lightly dismissed. There are technicians both in Rolls-Royce Ltd., and at Bourne, who feel certain that the smaller capacity engine, with the advantages of high-pressure supercharging, will eventually produce far more power than any normally-aspirated unit, nitromethane and fuel injection notwithstanding. It is said also, that Alfa Romeo designers are inclined to agree.

Nevertheless, the absence of good torque at low and medium r.p.m. in the small-capacity supercharged engine, might make it as problematical as its 16-cylinder predecessor, on all but the very fastest of Grand Prix circuits. Were all *grandes épreuves* to be run on circuits such as Spa, Rheims, Albi and Barcelona, then the supercharged, multi-cylinder, "750" would be a reasonable bet. However, some entirely new type of transmission might make all the difference to the supercharged engine. Fuel consumption does not appear to be the problem that it once was. Experts point out that with the use of fuel-injection equipment, and oxygen-content fuels, there may be little, if any, difference between the two types of engine. There is one thing certain, and that is that the V16 B.R.M. is not a particularly thirsty power-unit!

Hush-hush activities are not confined to Bourne. In Coventry, Leslie Brooke



GETTING HIS HAND IN: Roy Salvadori trying out a 1953 Grand Prix Maserati at Monza. He is to drive Sid Greene's new 2½-litre car in next season's races, beginning with the Argentine G.P. on 17th January.

is getting on with the new V8 Weston-Brooke engine; this unit has many novel (albeit sound) features. Brooke's considerable experience of pukka G.P. racing with E.R.A. and Maserati should pay good dividends in the production of this engine. That other Leslie, Johnson, is busy on his new plot, and it is significant that David Hodkin, designer of the G-type E.R.A. chassis (now developed as the Type 450 Bristol), has been made a director of E.R.A. Ltd.

Cyril Kieft is determined to produce a race-worthy Grand Prix car, but pending the arrival of a Climax FPE, anything that emanates from Wolverhampton for the start of the new season will probably have a 2-litre engine. In any case, there should be plenty of F2 events in Great Britain during 1954 to attract owners of 2-litre machines.

One engine that is considerably advanced as regards development is Archie Butterworth's "2½". This has been considerably modified from when it originally appeared as a 2-litre. It retains the familiar, "flat-four", air-cooled lay-out, but has entirely new cylinder heads utilizing Butterworth's novel "flap" valves; these appear to work extremely well, and even the problem of adequate lubrication at high revs. seems to have been satisfactorily solved. The limited revolutions range of the 1953 engines has apparently been overcome, and the new "2½" revs. happily up to around seven thou. It now remains to see how it will work in a proper racing chassis!

The V8 Alta, first mooted as a 3-litre by Geoffrey Taylor in 1938, is coming along slowly. However, it is a strange



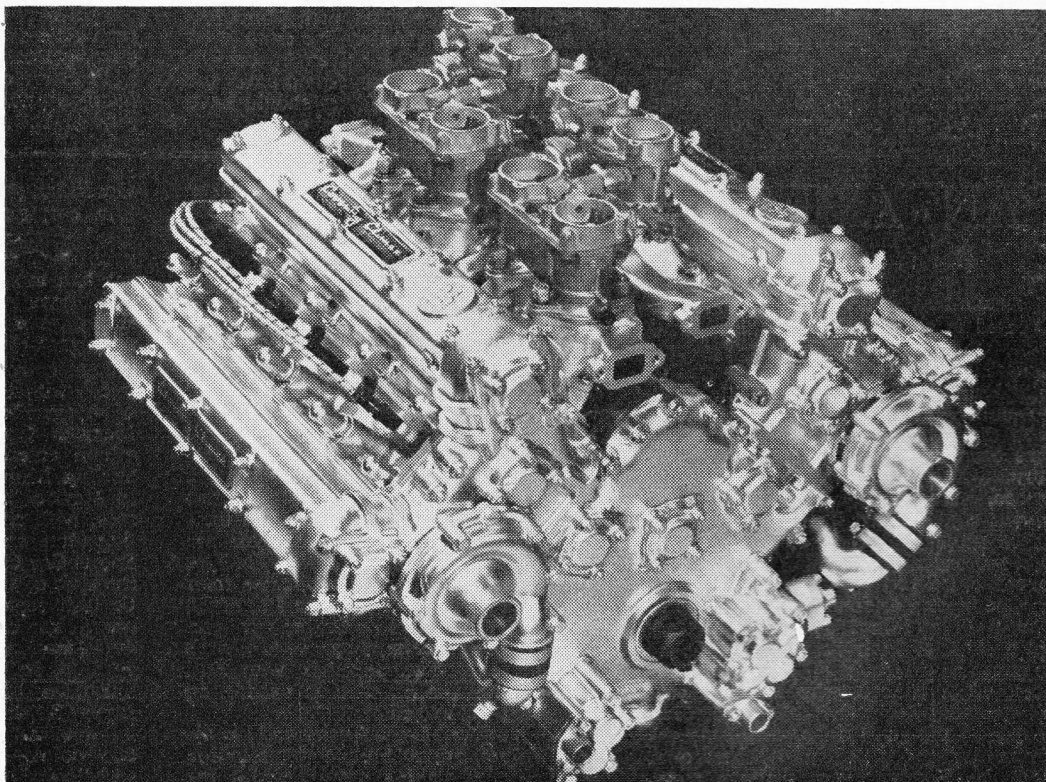
E.R.A. MAN: Leslie Johnson, chairman of E.R.A. Ltd., of Dunstable, who are reported to be busy designing and constructing a new Formula 1 car.



THREE FAST ONES: (Above) Peter Collins, Roy Salvadori and Reg Parnell, all of whom have had extensive experience of Grand Prix racing.

thing that no matter how many new designs are rumoured, the Surbiton-built power-units invariably form the basis of fairly successful machines. One has only to quote the H.W.M.s of the past, and the Cooper-Altas raced last season by Stirling Moss and Peter Whitehead as examples. Moss, at any rate, will continue to race his fuel-injection machine as a 2-litre with modified chassis, until such time as a "2½" comes along.

At this stage, one can only hazard a guess at the intentions of builders. Mr. Tony Vandervell's project is fairly well advanced, and at least one of the British-built Thin Wall Specials should be running early in the season. A new Cooper will also be seen, but again, until a "2½" engine is available, it will be raced as an F2 machine. Whether or not



POTENTIAL POTENCY: (Right) The Coventry-Climax FPE twin-camshaft, 2½-litre vee-eight racing engine on which much of Britain's hopes in G.P. racing may rest.

H.W.M. will continue to race in Grands Prix is not yet known. The 1953 cars were frankly disappointing, and altogether John Heath and George Abecassis had a poor season. However, if H.W.M. were to be financed properly, and have adequate resources of men and materials, the marque could quite well repeat its successes of earlier seasons. The vast experience of both Heath and Abecassis in running Grand Prix racing teams is something that is not readily acquired.



Whilst rumour continues to link the names of drivers with all sorts of makes, few have managed to complete their plans for 1954. It would not surprise me in the least to see a few of them at the wheel of Italian-built cars—particularly as both Ferrari and Maserati can supply 2½-litre single-seaters to order. The experienced Reg Parnell is one driver who may be Ferrari-mounted for formula events; Roy Salvadori will drive Sid Greene's Maserati, and is due to take part in the Argentinian races.

B.R.M. will almost certainly retain the services of Ken Wharton, both for *Formule Libre* and for subsequent Grands Prix; Bob Gerard will continue with his Cooper stable, and Tony Rolt



MEN OF BOURNE: (Above) Ken Wharton, Raymond Mays and Peter Berthon. B.R.M. are actively engaged in the production of a new 2½-litre Formula 1 car.

WOLVERHAMPTON MAN: (Left) Cyril Kieft of Kieft Cars, Ltd., manufacturers of sports and racing cars, who hope to build a Coventry-Climax-engined Formula 1 machine.

is sure to drive his friend Bob Walker's Connaught again, until such time as an F1 car is available.

Peter Collins is going to U.S.A., and has not so far formulated any plans for G.P. racing next season. Lance Macklin's intentions are also obscure, but his name has been coupled with a French-made car. Ron Flockhart's name has been mentioned in connection with Mercedes-Benz, but now Neubauer has announced that the cars will be driven by an all-German team in the *grandes épreuves* for 1954. However, Flockhart should have no difficulty in finding a wheel!

This country has nothing like the acute driver problem that faces Germany, France—and yes, even Italy! Together with experienced men like Moss, Whitehead, Walker, Abecassis and Hamilton, we must consider up-and-coming folk such as Stuart Lewis-Evans, Leston, Sanderson, the two Stewarts, Gammon, Keen, Davis, Blakely and Burgess—all likely G.P. material.

Écurie Écosse intend to enter G.P. racing, and it is hoped that their new machine will be completed before the end of 1954. A new Turner is also due to appear—with fuel-injected engine.

Taking it by and large, prospects for 1954 for British cars do not seem to be very great. The season might well become one of development, and one cannot foresee any green car being good enough to stay in front with Ferrari, Maserati or Mercedes.

This may sound pessimistic, but until such time as cars actually appear on the starting line, it would be far more sensible to underrate their chances, than to indulge in the pre-racing ballyhoo which greeted B.R.M. and C.T.A.-Arsenal.

PAN-AMERICAN PROSPECTS

Deciding Round in World Sports Car Championship

A FIERCE Ferrari-Lancia battle is anticipated in the 4th Pan-American Road Race, which began at Tuxtla-Gutierrez yesterday, 19th November, and ends at Cd. Juarez on Monday next, 23rd November. The five Lancias, four of them the latest "Competizione" models, have been meticulously prepared by the Turin works, and with Fangio, Taruffi, Bracco, Bonetto and Castellotti as drivers, and a complement of over 20 skilled mechanics, their chances of outright victory must be rated high. Piero Taruffi is an old hand at the Mexican race, he having driven an Alfa Romeo in 1950, a Ferrari in 1951, when he won, and a stock Oldsmobile in 1952. Felice Bonetto has driven in all but one of the races, while Bracco, who lost last year to Mercedes-Benz through mechanical trouble in the sixth stage, will carry the sympathy and good wishes of the crowd.

Of the Ferraris, two, perhaps more,

will be the formidable ex-works 4½-litre machines, raced successfully at Spa, Pescara and elsewhere this past season. They have been taken over by the Milanese Scuderia Guastalla, and will be driven in Mexico by Umberto Maglioli, one of the finest of Italy's younger school of drivers, and by Stagnoli. Other cars may be driven by Serena and Mancini, also, perhaps, by Franco Cornacchia, who is managing their Mexican venture. The 4½-litre cars are certainly faster than the 3.3-litre Lancias, but it remains to be seen whether their drivers can withstand pressure from men of Fangio's, Taruffi's or Bracco's calibre. Maglioli should certainly prove Modena's best representative, together with Phil Hill, of the U.S.A., who is driving an independently owned car.

"Stonewaller" Louis Rosier and his 4½-litre Talbot are a French combination of renowned staying power, whilst the

Gordinis, particularly Jean Behra's 3-litre car, should prove extremely fast. The German Porsches are the newest open cars, with special power-units and gearbox mounted ahead of the rear axle, and have been proved in various European events to possess a performance remarkable for 1½-litre cars.

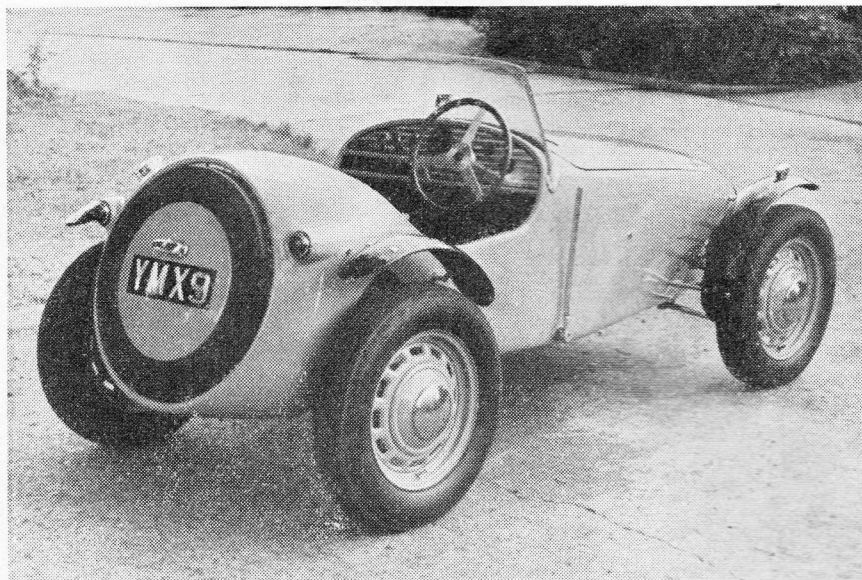
Jaguar representation is lamentably small, with Paco Ibarra driving one car of unspecified type, sponsored by the Mexican Government, and a Mk. VII saloon entered for the stock car class. Stirling Moss and "Lofty" England are in Mexico following the progress of the race, with a view to official Jaguar participation next year. With the World Sports Car Championship in the balance, the lack of works-entered Jaguars is particularly regrettable. Should Maglioli or one of the other Ferrari drivers win the Pan-American race, the Championship goes to Italy; should the first Ferrari finish no higher than fourth, and no Jaguar finish in the first six, the Modena marque will still win, for there are but two points—27 to 25—between Jaguar and Ferrari at present.

AN 1172 ALL-ROUNDER

The T.E.S.T. 1, a neat Ford 10-engined Special, Suitable for Rallies, Trials, Driving Tests and Autocross

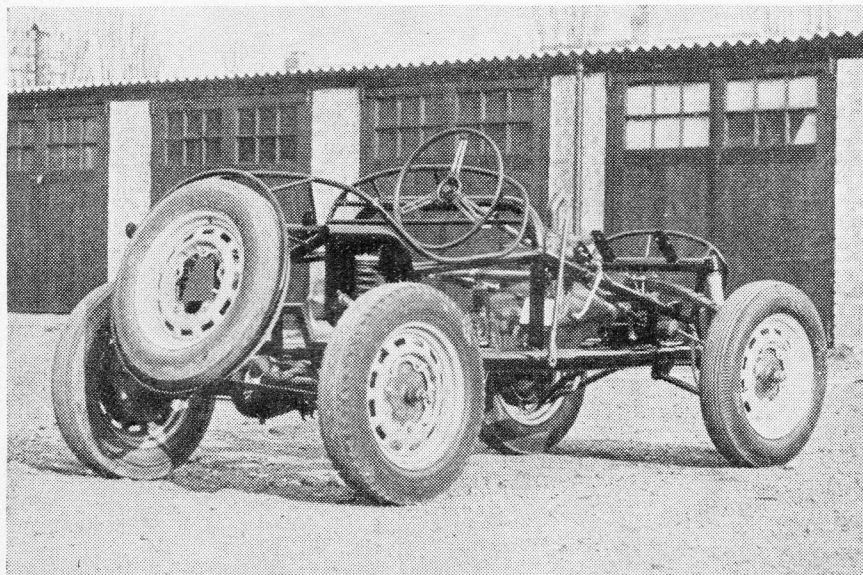
DAGENHAM's famous 1,172 c.c. four-cylinder, side-valve engine, with its simplicity, its durability, its ready acquiescence to tuning and its country-wide source of inexpensive spares, is an understandably popular power unit with special builders. Few can have built such an engine into so compact a complete car as has A. F. (Tony) Bray of Whitton, Middlesex, in his T.E.S.T. 1, which made its competition debut on 23rd August in the first Dunstable "Autocross", and scored its first class win at the same course on 25th October.

Securing a 1953 Ford 10 engine, Bray and "Monty" Mostyn set about improving its breathing, fitted a balanced crank and rods, then acquired and adapted a Marshall supercharger, which functioned



DRESSED: (Above) Clean, functional appearance of the T.E.S.T. 1, which is excellently finished throughout.

UNDRESSED: (Left) The welded steel tube frame incorporates a stout scuttle arch.



initially at 10 lb. per sq. in. boost, now successfully increased to 15 lb. This unit was set compactly in a Bray-built chassis of welded steel tubing of various diameters and gauges, ranging from $\frac{1}{2}$ in. to 3 in. and from 12 to 22 s.w.g., and incorporating the body framework.

Suspension at the front is by transverse leaf spring and tubular steel bottom wishbones, damped by Girling hydraulic shock absorbers, and permitting a vertical wheel movement of 8 ins. At the rear, the standard Ford axle is suspended on long vertical helical springs, controlled by André Telecontrols, and located axially by torque tube and laterally by Panhard rod. Brakes are hydraulic all round, with 2LS at the front, each system being controlled by separate master cylinders.

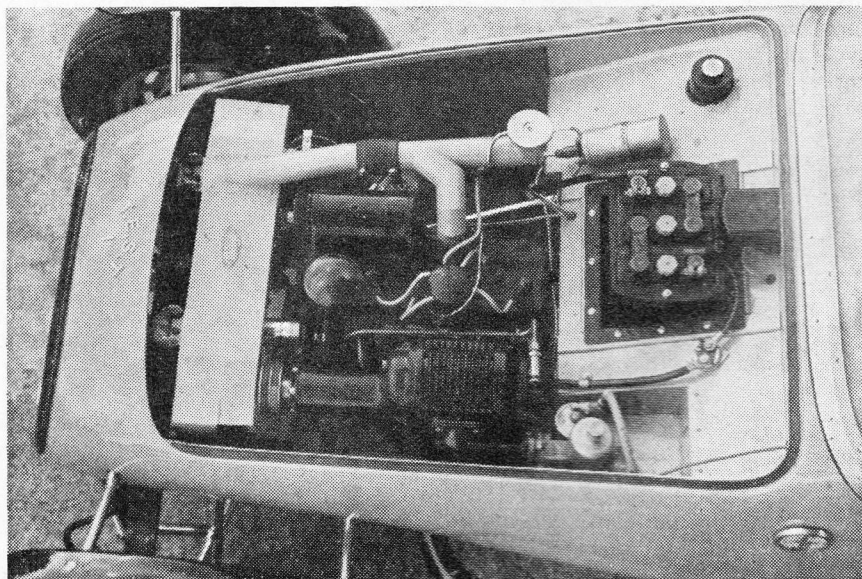
Steering is of the rack and pinion type and permits a 20 ft. turning circle, while but one turn of the steering wheel is required from lock to lock. The body

(Right) No ugly "plumbing" mars the under-bonnet layout; the engine, supercharger and other components are well placed.

is a very neat, light and functional affair in 18 s.w.g. aluminium; indeed, the whole machine epitomizes American aircraft designer W. B. Stout's famous tenet: "Simplify and add more lightness", and so much Marshall-aided power with so little to propel has resulted in an extremely vivid performance.

Withal, the T.E.S.T. (the initials signify "Tony's Eleven-Seven-Two") which cost about £300 to construct, is an obligingly tractable machine, suitable for day-to-day road use, for rallying, driving tests, trials, and the increasingly popular Autocross.

Tony Bray is a member of the Ecurie Whitton, together with "Monty" Mostyn and Ken Monk, who between them compete in numerous events of the aforementioned types, with a diversity of motor cars such as a Healey, a Sunbeam-Talbot "90", the ex-Tony Crook Frazer-Nash—and the very comely T.E.S.T. 1.





Les Courses des Stock Cars

by JOHN BOLSTER

IT was that man, Serge Pozzoli, who got me involved in all this. Regular AUTOSPORT readers know him well as a former conductor of Formula 1 Delahayes, historian of racing cars *par excellence*, and demon-driver in Paris traffic. Anyway, just before I left England for the Salon, I had a letter from Monsieur P. saying that he was now occupying himself actively in the races of Stock-cars. He had sold me to the organizers, he said, as the champion anglais, and they were of accord that I should drive a Ford Mercury in their manifestations.

As there was some "nice lolly" involved, and Pozzoli described it as "jeu très amusant", it all sounded very cosy. Thus, accompanied by Editor Gregor, chief photographer "Phil", and continental correspondent "Jabby", I set off on the last evening in September for the Buffalo stadium. This is the famous old bicycle race track, and the Stock-car circuit is just inside the cycle one. On arrival, one found the large grandstands entirely full of as lively and vocal an audience as one could imagine. The track looked very small, and the

vast array of old American cars all had enormous special bumpers welded to the front of them, so one wondered, rather uneasily, what was in store. One soon found out!

From the programme, I learned that there were to be four 20-lap heats, and that I was in the last of them, so I watched the first event with interest. There was a rolling start, led by a garishly decorated Packard with wailing police siren, and this sport is so tough that even the starter wore a crash hat. (How would you like that, Mr. Morgan?)

I shall never forget the sight as the pack were released and the 14 big cars all entered the first bend on full throttle. It looked as though at least half of them would not get round, and sure enough, they didn't! Right in the middle of the pack a car overturned, and it was struck by several other competitors with a thunder of rending tin. However, the field soon opened out a little, and then one could see that there is very real skill in lapping fast, while staying on the road and avoiding serious accidents. It is often necessary to ram another competitor deliberately, for there just isn't room to pass normally. By experience, a good driver finds out how to make his enemy spin off without damaging his own car. For instance, if the rear end of the leading car starts to break away, the merest tap on the tail will set him revolving, and you go serenely by. On the other hand, if the chap in front runs a little bit wide through his front wheels bouncing on a bump, he can be side-swiped from the inside and will crash into the barriers.

One might say, snobbishly, that this is only a circus act, and not motor racing. The International governing

ROLLING STOCK: Bolster squeezes past to take third place in his heat, while a Ford V8 rolls over.



STRIP-TEASE: (Right) An early type V8 Ford (No. 38) in the process of falling apart. Half the body landed in the infield.

★

LEGITIMATE TACTICS!: (Below) A competitor rams another car from behind to pin him on the safety fence.



body take that view, and assure us that, since such is the case, we are not jeopardizing our competition licences. Be that as it may, it is a wonderful spectacle, and I have not laughed so much in years.

Having vastly enjoyed the three first heats, a sinking feeling in the pit of my stomach suddenly reminded me that this was it. The loudspeakers announced "L'anglais Bolstaire", and the Mercury, its new coat of British racing green still sticky, was all mine. The first lap was a nightmare, and, of course, the bloke in front of me had to overturn just as I was in the throes of a most involuntary power-slide. To begin with, I tried to mind my own business, but when angry Frenchmen started shunting me, I lost my temper and shunted back. My one idea was to preserve the car intact, and this I managed to do, finishing third and qualifying for the Final.

I will admit that I was completely breathless, blinded with perspiration, and feeling a little sick as I staggered from the car. The Final was to be of 30 laps, and so I was glad that there was first a repêchage for unlucky competitors, an event that was even more heart-stopping than those which had preceded it.

At last came the dreaded Final, and as I settled down, I found that it was possible to go just as fast without half the effort that I had previously expended.

It was a lovely race, enlivened by a duel with my old friend Pozzoli, and I found myself among the leaders. Suddenly the V8 spluttered and died, whereupon my infuriated pursuers set upon me, spun me round, and as near as whatsit turned me over. The fuel feed had failed, and that was that.

As well as the floodlit Wednesday events, Sunday afternoon shows are also organized. I went along to one of these, and once again witnessed some most exciting sport. In particular, the mechanics in the paddock were a delight to watch, for the sledge hammer and the welding torch were their only weapons. One endeavours to finish the race however badly damaged one's car may be, and it is nothing to continue on the brake drum when a wheel has been wrenched off.

My own performance was somewhat inglorious on this occasion. I was drawn in a particularly tough heat, and was placed at the rear of the starting grid. My attempts to come through the field were quite obviously resented, and I found it necessary to shunt a few other motorists off the course. One of these, rejoining the race some laps to the bad, waited for me to come round, and then let me have the lot. I lost control, and the poor old Mercury careered into the barriers, where she appeared to burst like a bomb. Like the other crash victims, I had only a few bruises and cuts, but "*elle est morte*," said my mechanic, surveying the crumpled car. *Formidable!*

If you are in Paris, don't fail to see "Les Stock-Cars". It is easily the funniest show in the world, and just about the toughest. Why nobody is killed, I simply haven't a clue, but here is the old chariot racing in a new guise, and do the crowd love it! I understand that it is just as popular in Belgium and Switzerland, and it must be only a matter of time before it comes over here.

To anybody who turns up his nose at such goings-on, let me say that here, at last, is a form of motor racing that makes lots and lots of money. Start collecting those old V8s, chaps; you'll be needing them soon!

It only remains for me to thank Andy Dickson, the chief organizer, and Serge Pozzoli, for showing me yet another way to have fun on four wheels.

CHANGES IN THE RALLYE FÉMININ

ADVANCE information from the A.C. du Var concerning regulations for the 15th Paris-St. Raphael Ladies' Rally foreshadows a slight break with tradition. Year by year the organizers of this established event have gradually modified the original formula and tests. Now, for 1954 there will be a complete change of formula for the General Classification. Secondly, two drivers will be allowed, instead of one person driving throughout, as before. Thirdly, a new type of speed trial replaces the traditional 500 metres standing start, and flying kilometre, on a straight course.

The most important change is, naturally, the new formula. For those who knew the old one, this will be something like the end of an epoch! No longer will it be necessary for competitors, after deep mathematical calculations and stopwatch tests, carefully to ballast their cars with lead and sand bags, while opponents take careful notes at the weighing-in of recorded weights! That is now a relic of the past. The main structure of the Classification is unchanged; this is always in two parts, Class A and Class B. The more experienced entrants usually elect to enter for the first; in this no male passenger may be carried, an all-feminine crew is compulsory. Category B is intended for the less experienced drivers, and for the owners of slower cars; also it is permitted to take a man as passenger if desired. However, a win or place in B, automatically places the competitor in A for following years.

In the past, the handicap formula for both categories, was worked out on a somewhat complicated system governed by relative weight-speed-engine capacity, which tended very much to favour the small cars. Now, with the new formula, the handicap will be based entirely on speed (in the special tests) in relation to engine size. In practice the new formula may still favour slightly the small cars, for, as both speed trials will be held on unknown, winding courses (probably without practice runs), it will be easier to drive a smaller car to nearer its maximum performance, than a large car with much higher potential speed.

Regarding the new rule which permits two drivers per car; now that the rally has become harder, like all post-war events, this is a logical change. To drive all night and the following day, is a longer stretch than some people would care to do for pleasure; however, the

matter is optional and a special prize is still offered, which might be named the Prix Garbo, for those who prefer to travel alone!

The first speed test to take place will be at Marseilles. No details as to the nature of the course are yet available, beyond that it will be on a permanent (closed) circuit, and will be 2,760 metres in length. The second will be the hill-climb, which this year will be in the Esterels, between Cannes and Fréjus. This will be 2 kilometres 800 metres in length. The final test, of acceleration, braking and reversing, is unchanged and will take place at St. Raphaël as usual.

In 1954 the Rally will leave Paris at about 9 p.m. on 3rd March. From there the route heads south-east to Besançon; then continues over the hills to Dijon, where snow may be encountered, and reaches Lyon at about 10 a.m. A short pause here, then south to warmer weather, via Avignon to Marseilles, the first night stop. The following day comes the "Alpine section", via Gap and Briançon and up through the winter sports snows to Sestriere. The third day begins with the somewhat hazardous descent, on winding ice-covered road, to the north Italian plain. The afternoon's run crosses the southern Alps, to Imperia and St. Remo, to check in for the night, back in France again at Mentone. Next morning after Cannes, the route reaches the hill-climb course. When this has taken place, the cars proceed to the finishing control at St. Raphaël.

Full regulations, with English translations, will be issued by the Automobile Club du Var, 17 rue Mirabeau, Toulon, within the next few weeks.

BETTY HAIG.

PENANG HILL-CLIMB

DRIVING the ex-Alan Rippon 996 c.c. Cooper-J.A.P., J. G. M. ("Bill") Ferguson clocked B.T.D. in the recent one-mile hill-climb at Mount Erskine, Penang, organized by the Penang and North Malaya M.C. His time of 1 min. 12 secs. was 6.4 secs. less than the second fastest car, an XK 120 Jaguar driven by M. G. Nettelfield, the very active secretary of the organizing club.

In a "climb of honour", Ferguson lowered his time to 1 min. 11.6 secs. A 1936 S.S. Jaguar driven by Lin Khye Su climbed in the very creditable time of 1 min. 19 secs.

Class winners were C. Taylor (Austin A30), F/Lt. Griffiths (Humber Hawk), Dr. Young (Lagonda), Nettelfield (Jaguar) and, of course, Ferguson in his Cooper, who was also a member of the best team.

Next Malayan speed event to take place is the Malacca hill-climb, in which Ferguson's car will be opposed by several other fast Cooper twins, and the ex-Michael Christie J.A.P.-engined Kieft, now fitted with a supercharger.

* * *

TWO B.T.D.A. RALLY STARS NEXT YEAR

AT the meeting of the Executive Committee of the British Trials Drivers' Association on 25th October, it was decided that next year the Silver Star Rally Trophy should be referred to as the Gold Star Rally Trophy. The Silver Star will in future constitute the award in a new competition based on events of closed-invitation type and week-end rallies. A list of 15 eligible rallies was provisionally drawn up, but has not as yet been finalized. The rules governing this new Silver Star competition will be similar to those pertaining to the 1953 award.

"AUTOSPORT" INTERNATIONAL CAMERA CONTEST

Cash Prizes in Competition Open to Amateur Motor Racing Photographers

AS announced last week, the proprietors of AUTOSPORT are arranging a camera competition open to amateur photographers all over the world. The subject of all prints submitted must be "motor racing", and they must have been taken during 1953. This competition is open only to bona fide amateurs, and no entries will be accepted unless accom-

panied by the completed entry form which will be found on page 687.

Minimum size of prints submitted should be of postcard dimensions; a glossy finish is preferable.

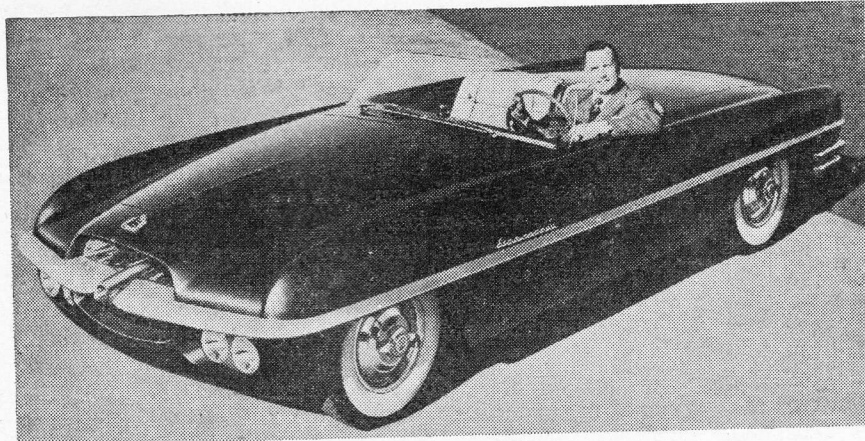
No correspondence can be entered into in connection with this competition. The panel of judges will consist of an art director of the *Daily Express*, Mr. G. E. Phillips, Chief Photographer of AUTOSPORT, and the Editor.

Closing date will be 1st February, 1954.

Prizes will be awarded as follow:—

1st	£20
2nd	£10
3rd	£5

Best photograph submitted by an overseas reader (not a prize-winner), £10. Consolation prizes of £2 2s. Reproductions of other pictures used paid for at normal rates.



FIRE ARROW: Latest American manufacturer to produce a "dream" car prototype is Dodge. This sports roadster is fitted with bodywork by Ghia of Italy.

REG PHILLIPS (LE TOUT) WINS THE Y.S.C.C.

PENNINE TRIAL

THE Pennine Trial put on by the Yorkshire Sports Car Club on Sunday, 15th November, proved to be one of contrasts. Against the ease of the pre-lunch hills was set the severity of the later sections.

A strong drying wind had changed the character of the six sections on Bradley Plains, while the Park Nook area had retained its moisture with ominous effect. However, none of these things deterred irrepressible Reg (Yum Yum) Phillips, who took the Lister Trophy in a one point advantage over that astute Lancastrian Johnny Clegg.

To start the day, Cromwell, a section on grass going through two sharpish left-handers, immediately put Phillips and Clegg on the map, while Alec Richardson, driving well these days, gave another bright performance.

From here the morning's activities continued and ended on Bradley Plains, where six sections were marked on fern-covered moorland—or rather five, because these Y.S.C.C. boys had thought up the cunning arrangement of using one section a second time, but making it a reverse climb. In that, it was the most interesting section of the six. Bert Cryer was the first to climb this hill, shooting up backwards with lots of urge—but controlled.

Others to follow his example were Bert Rhodes, Dick Holroyd and Maurice Wilde. Several more, getting the hang of the plot, did likewise. Most notable climb was Don Rayner's in the Allard. While not exactly pointing in the right direction he scattered stakes, section markers, observers, spectators—the lot!

Wily officials, sensing even results with the ease of the morning's sections, then introduced a speed climb on Section I. Cuth Harrison's "other" experience told when he produced a cracking drive of 15.2 seconds and the rumbling V8 took Don Rayner up in second best at 15.8.

The afternoon hills were more than

enough and started, shatteringly, with Park Nook. Of the three sections here, none was climbed, although an order of merit goes to Bert Cryer, Cuth Harrison and Alec Richardson for their performances.

The first section called for an angular approach to steep grass and the direct attack proved innocuous. Cryer's approach, with a gentle start at right angles to the hill, then a sharp right turn when all the power came in on a straight run, proved correct, and gave him the "highest up". Cuth Harrison showed thought in the second climb, for where many failed through excessive power promoting wheelspin, Cuth used the soft pedal most effectively.

Birdholme brought mud, out of which one met a sharp left turn; obstacles which were never overcome entirely, but Reg Phillips, Harrison again, Don Rayner and Hubert Illingworth made the better attempts.

Cromwell was used again in fading light, and here Reg Phillips really assured himself of the first place, with the only clean climb of the afternoon. Johnny Clegg lost only two marks here in an excellent climb, while other noteworthy performances were put up by Maurice Wilde and Donald Ackernley—the latter in the near-dark.

The Pennine Trial proudly boasts a navigator's award, which went fittingly to charming Peggy Phillips. The event was noteworthy for another contrast—the appearance of a standard M.G. TD in a fully sporting trial. The intrepid pilot was Alan Stross.

WILSON ROGERS.

Provisional Results

Best Performance (Lister Trophy): Reg Phillips (Le Tout), 33 marks lost.

Navigator's Trophy: Peggy Phillips.

Best, opposite class: Don Rayner (Allard), 44 marks lost.

Novice Award: C. K. Bradley (Morford), 54 marks lost (won on special test).

First Class Awards Johnny Clegg (Clegg), 34; Bert Cryer (Trident), 36; Alec Richardson (Ford), 38.

ALLARD O.C. PARTY

THE Allard O.C. will open their festive season on Wednesday, 2nd December, with a Christmas Party at the Abbey Hotel, Neasden, N.W.10. Leslie Allard will act as M.C., and a quiz, bran tub and cold buffet are among the promised delights.

On 12th January, 1954, the club's annual Dinner and Dance will be held at Frascati's Restaurant, London. Further details will be announced later.

* * *

CORNWALL V.C.C. DINNER

TICKETS are now available from W/Cdr. E. M. Angell, "Westwind", Ladock, Truro, for the Cornwall Vintage C.C.'s annual dinner on Saturday, 5th December, at the Hotel Bristol, Newquay. No meeting will be held at the Red Lion Hotel, Newquay, during the month of December, but H. Batten will give a talk on Friday, 8th January, 1954.

* * *

AUTOCROSS IN THE WEST

THE first Autocross in the West of England was staged by the North Devon M.C. on Sunday, 15th November. Nearly a thousand spectators turned up on a cold, windy afternoon to watch the sport, which they and the drivers thoroughly enjoyed. The circuit was laid out on grass, and as the corners soon became extremely muddy, there was never a dull moment!

Not a hitch marred the programme, and cars were on the starting line every three minutes throughout the afternoon. The races were run on the knock-out principle, with two-lap heats and a three-lap final. "Tiny" Lewis (Ford Spl.) won the first event, beating Ron Willson (Dellow) in the final. C. M. Seward shared Lewis's car, but was beaten in the final of the second event by North Devon member Bob Harris, who achieved the best time of 1 min. 19 secs. with his special. The only untoward incident of the day occurred when L. Gear (L.R.G.) had the valve blow out on one of his front wheels; his car touched Willson's, but with little damage.



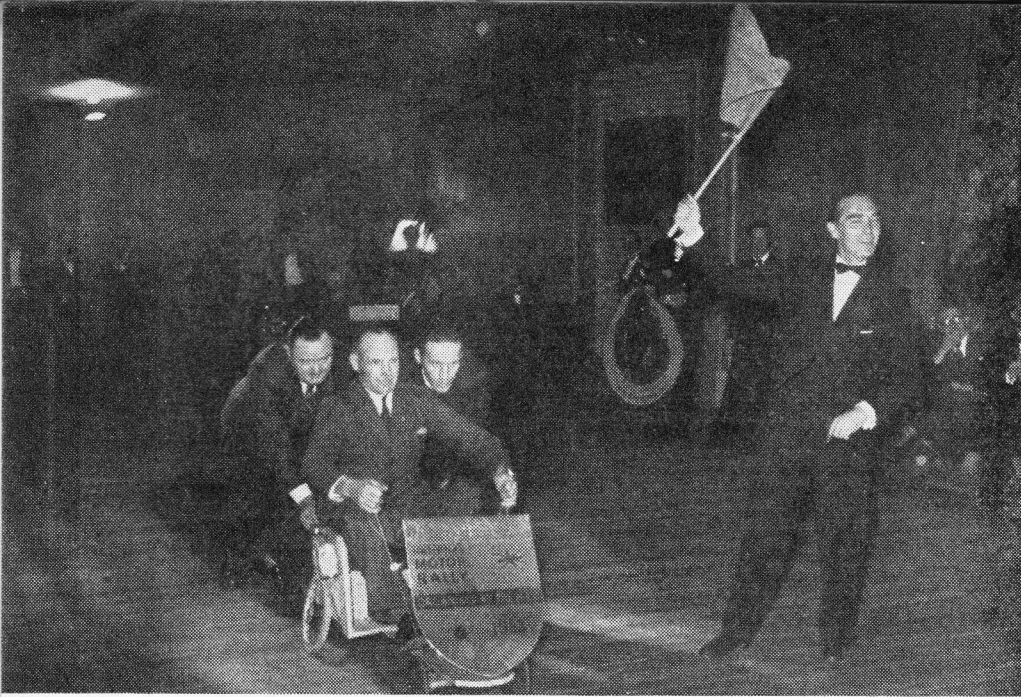
FORWARDS: Bert Cryer, the only driver to scale the ridge on Park Nook I, seen in Section 9 with his Trident during the Yorkshire Sports Car Club's Pennine Trial last Sunday. He won a first-class award.



BACKWARDS: Yorkshire S.C.C. organizers thought up a novelty in requiring one section on Bradley Plains to be climbed in reverse as well as forwards. Driver exercising his neck muscles here is Maurice Wilde.

The 4th M.C.C.

Victory for Frank
Streamlined Morgan
Ken Rawlings (Van
Awards for Morgan.



WINNERS: (Above) Frank Downs and his crew in their soap-box, which they changed to from their victorious Sunbeam-Talbot for the Rally Ball.

TOP LADIES: (Right) Chris and Andy Neil from Glasgow, who won the Ladies' Award with their Morgan.

THE fourth of the *Daily Express* rallies, organized by the M.C.C., concluded at Hastings last weekend. Outright winners were Frank Downs and W. H. Bartley (Sunbeam-Talbot), whose performance was so much ahead of the standard marks obtained in their group that they obtained a clear lead. Runners-up were Roy Clarkson and C. C. Wells, in the former's very Ferrari-like Morgan saloon, and third place went to Horace (Curly) Roberts and Mrs. Roberts with a Ford Zephyr. Oddly enough, the first three prize-winners ran in the same class.

Glasgow girls, Chris and Andy Neil (Morgan), were popular winners of the Ladies' Award, which also gave them the B.T.D.A. "Silver Garter" Trophy on aggregate performance in selected British events. Jimmy Ray (Morgan), who had absolutely no chance of winning the rally as he was the sole finisher in his class, made sure of the B.T.D.A. Silver Star for 1953.

This year, the *Daily Express* had arranged for three team awards. The open class went to Morgans, led by Farmer Moore, Phipps and Yarranton of the Morgan 4/4 Club; to YB M.G.'s went the closed category (Shaw and the Holts); whilst Doc Hardman (Dellow), D. W. Watkin (Dellow) and Ken Rawlings (Vanguard Special) collected the Class C award. Rawlings, incidentally, made the best individual performance of the entire rally, but was in a particularly hotly-contested



class containing many of the "specialists."

Actually performances in the regularity test in the Welsh mountains had a considerable influence on the eventual results; this test depended almost entirely on dead-accurate speedometers and trip-recorders, and distances clocked by competitors varied from 17, to as much as 23½ miles. The real distance was 18 miles and the average speed laid down, 21 m.p.h.

* * *

NON-STARTERS brought the original entry of 452 down to 401, and at precisely 0801 hours on Wednesday, 11th November, the smallest car in the rally, a German 398 c.c. two-stroke Champion built by the Heinkel aircraft concern, and driven by J. P. S. Slatter and W. Bennett, chuffed out of Plymouth carrying Number 1 plates. Also from Plymouth went Bernard Fursdon (Renault), Dr. J. T. Spare (Morgan), Reg Bicknell (Austin), Rex Neate (Riley), Frank Downs (Sunbeam-Talbot), Joy Cooke (Ford Anglia) and the Fleetwoods (Anglia), amongst the better-known com-

petitors. The Reeces' Singer Roadster was a non-starter.

Hoyle's Morris Minor led the Manchester brigade which included many well-known names such as the Hagues (Riley), Newsham (Morgan), Stross (Bristol), Utley (Bristol), Blumer (Zephyr), Ray (Morgan), Scott (Jaguar), Cunningham (XK 120), Hardman (Dellow), and the YB M.G. team. Doc and Molly Hardman had the wretched luck to have the gearbox seize solid on the way to the starting control. However,

Jack Utley came to the rescue, and lent them his unsupercharged Dellow which was laid up in his garage. It is gestures such as this which make rallying the grand sport it is.

From Kenilworth set off Ron Jamieson's newly-acquired TA Midget, with Geoff (High Priest of Hagley) Taylor in the passenger's seat, wearing one of the world's longest scarves. Immediately afterwards came Neville Jarrett (H.R.G.), dressed for Polar research. Army N.C.O.s Corporal Tushingham and Sergeant Jones left in a very smart red M.G. TD. Maurice Tew was in a Jupiter; Mr. and Mrs. Frank Copeland were in their Le Mans replica Frazer-Nash; trials-driver Ernest Chandler looked unfamiliar in a Velox; Dennis Done had a very fruity-sounding Standard Eight; Nancy Mitchell was with one of the Monte Carlo Rally Ford Zephyrs.

Roy Clarkson, of dentistry fame, announced that he would hypnotize his co-driver, who was warned by rude Birmingham folk to "count his teeth" beforehand. Ken Rawlings, as usual, had "Lucky Lew" Tracey with him in Buttercup, JOX 7. Owing to the sudden illness of his wife Lola, Frank Grounds was a non-starter.

The Norwich contingent were headed by A. C. Westwood (Fiat); ex-*Daily*

"DAILY EXPRESS" RALLY

Downs (Sunbeam-Talbot)—Roy Clarkson Runner-up with
—The Neil Sisters (Morgan) Take the Ladies' Award—
Guard Special) Makes Best Individual Performance—Team
M.G. and Dellow/Vanguard Special—Many Retirements

Express man Ken Best, now with National Benzole, was in a Minx; Dennis Dent and Ian Mackenzie were in the former's Mark V Jaguar; Cliff Davis (A.C. Ace) had a passenger announced in the programme as McDonald Hobley, later as Les Leston, who turned out to be David Blakely.

Prominent amongst the London people were Lorna Snow (Jaguar), George Wicken (Zephyr), Tim Seccombe (Lancia), and Alec Gordon (Jupiter). Cardiff had the smallest number of starters, but included the official Morgan team of Steel, Morgan and Goodall, and Griffin's Austin-Healey.

Glasgow had a goodly number; Ivor Page was in a very specially-prepared Standard Eight with leopardskin upholstery; the Neil sisters set off with their cream Morgan; J. Hally was in a

F. J. A. Vivian (Mark VII Jaguar), Dennis O'Mara Taylor (XK 120), Ken Rawlings (Vanguard Spl.), S. W. Facks (XK 120), Frank Dundas (Cooper-M.G.) and Lorna Snow (XK 120).

On the way to Chester, the regularity test was held at Kirby Stephen. This created havoc amongst entries, and not a single entrant went unpenalized. Best performance of all was put up by A. L. Yarranton and D. Thompson (Morgan), who were only 3 secs. out. Other notable returns were by A. J. M. and Mrs. Milner (Sunbeam-Talbot), 6 secs.; S. W. Facks and R. Button (XK 120), 8 secs.; G. K. Horner and Dr. Hutsom (Mark VII Jaguar), 8 secs.; M. D. and J. H. King (M.G. TD), 9 secs.; W. Lloyd Edwards and Dr. Rees (Consul), 12 secs.; and J. Williamson and D. C. Miller (1.5 Riley), 12 secs.

The tiny Champion had great difficulty in keeping going on the hilly sections, and was penalized 178 marks. E. L. Taylor's Jupiter must have got itself lost somewhere for he was 249.9 secs. out; C. R. Q. Bacon (Sunbeam-Talbot) bypassed the test altogether; Kay and Tommy Hague (Riley) also did things all wrong—at any rate they lost 112.4 marks. Ben and Rose Brown (Sunbeam-Talbot) were also penalized—to the extent of 94 marks. Tyrer (Jaguar) was another who missed doing the test.

Then came that trying run down through the industrial areas of Warrington and Wigan to Chester where the Little Roodee was again used as the dispersal centre. As usual, some crews came in and had a leisurely meal, whilst others scrambled to the time-keepers with their log books, and were off without even stopping their engines.

During the night in the Welsh Mountains section it rained—and it rained—and still it rained. In some places a thick mist descended and long queues of cars ran for miles, bonnet to tail. Occasionally someone ahead would stop suddenly to look for a signpost, and the subsequent operation closely resembled a railway marshalling yard shunting business.

In the heaviest rain, sleepy crews took the wrong road, and were met going back towards Chester by later numbers. At Bwlch-y-Groes, conditions could scarcely have been worse, and one must hand it to the gallant officials who stuck it out on the mountainside till the bitter end. Fortunately, the re-starting test was on fairly hard ground, and it was comparatively simple to get away without rolling back over the line. Nevertheless, the remarkably large number of 76 lost the maximum of five marks, including Cliff Davis in the attractive A.C. Ace, who had handbrake troubles.

Through Welsh villages with unpro-

RUNNER-UP: (Left) Roy Clarkson shows enterprise in bringing up a bottle of bubbly to fill his cup. The Lady Mayoress of Hastings is suitably impressed!

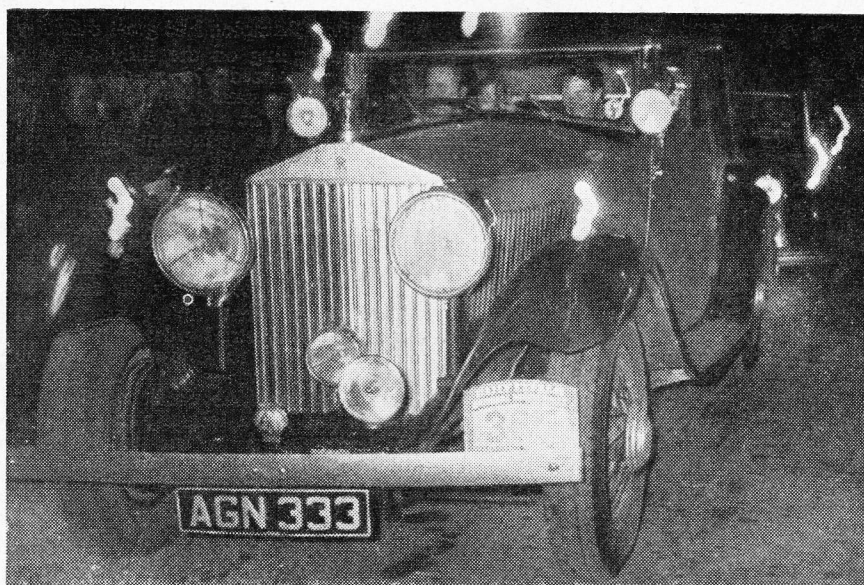
THIRD BEST: (Below) Horace Roberts putting his Ford Zephyr through the final test at Hastings.

light green Jaguar coupé; Frank Dundas and Jimmy Payne occupied every available inch of space in the cockpit of the former's little Cooper-M.G.; Senior's A40 Austin crackled off with a most unstandard exhaust note—he was running in the modified category anyway!

From these various spots the cavalcade converged on Harrogate where the "real rally" started with Test 1, a simple rolling brake affair in which the vast majority took 8 secs., and hardly anyone did anything silly. Ten folk managed to get down to 7 secs., including John Cunningham (XK 120), Jack Utley (Bristol), Miss Walker (Sunbeam-Talbot) and G. H. Smith (Morris Minor).

The route from the Stanhope Test went via Blanchland, Bellingham, Falstone to Hawick in Scotland where Test 2, an acceleration and braking test on a gradient, was staged at Newcastle. Most drivers took between 9 and 11 secs., although seven people recorded 8 secs. These were D. Watts (XK 120),





BIG 'UNS: (Left) J. W. Cubitt's 40/50 Rolls-Royce at Chester. Due to a photographic phenomenon, he appears to be using giant glow-worms as sidelights!

nounceable names rolled the long line of cars, a few hardy people running with hoods down in open machines. One passenger in an M.G. used his skip-cap for baling operations as the car drew up at Elan Valley Hotel. Nearly 50 miles later came Lampeter, and then 42 miles farther on, Ystalyfera, where Frank Dundas's Cooper-M.G. came to grief; it skidded on the greasy road and crashed into a wall, both occupants escaping with a few cuts. Undaunted, the Scotsmen immediately set about hiring a car to take them on to the finish.

Dembowski and his aides in the Cheltenham M.C. were at Tewkesbury to welcome arrivals, who took the opportunity to snatch a snack and attempt to dry their clothes. At Stockbridge it was possible to find out how the rally was progressing. In past years most people had plenty of time to spare, but the 1953 event gave little opportunity for the comfortable meals and leisurely shaves achieved, for example, in 1952. In fact, many crews admitted that a square meal was something they had not had since Harrogate.

Just before 7.30 a.m. the first cars be-



AND LITTLE 'UNS: (Above) J. P. Slatter's 398 c.c. Champion which had to shed its passenger to climb Bwlch-y-Groes, and had to motor sideways to complete Test 4. However, it got to Hastings.



1 sec. longer. On the 19 secs. mark were W. D. Steel (Morgan), Ken Rawlings (Vanguard Special), L. V. Cruttenden (Allard), and J. A. van B. Bik (Dellow). Newsham (Morgan) dropped 10 whole marks, and Geoff Holt (M.G.) saw five marks going down the drain as his wheels spun at the start on racing tyres. In all, penalty marks were incurred by 122 competitors—a fairly high proportion.

Morgans again shone in Test 6, the peculiar rolling manœuvre which carries high marking penalties. Best of all was W. D. Steel, with team-mate Goodall second. Despite the fact that there was no mention of penalties for stopping with any one wheel outside the indicated grid, several drivers were penalized for doing this, including Doc Hardman (Dellow) and Joy Cooke (Anglia). Observers maintained that the test was not carried out according to instructions. However, careful study of the printed

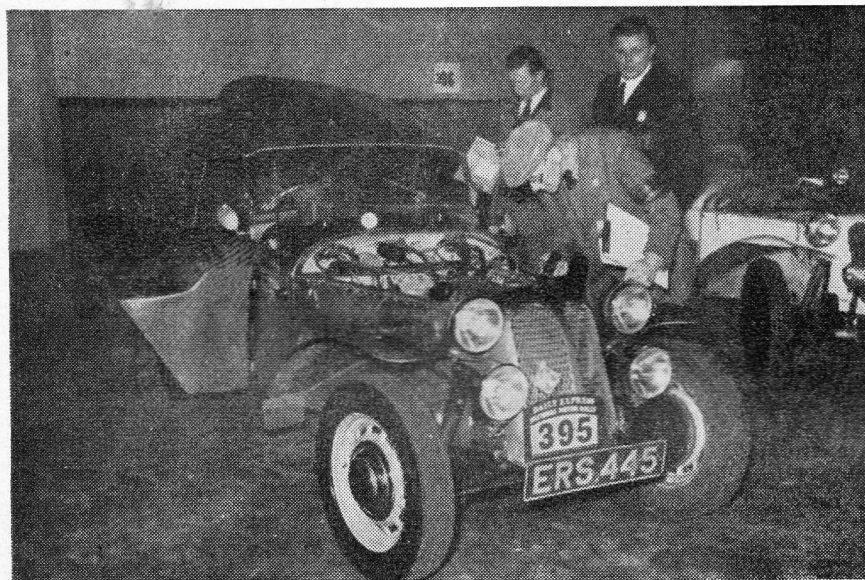
CONDITIONS—Brass monkey weather and raining stair-rods. (Left) G. D. S. Perry's Morris Minor on Bwlch-y-Groes.

instructions shows that only Line D carries penalty marks for over-running, the side lines not being indicated as penalty lines.

Best in the famous forwards-and-reverse affair was the inimitable Rawlings with Buttercup (15 secs.), with seven folk on the 16 secs. mark. These were Barry Phipps (Morgan), Peter Morgan (Morgan), G. Tyrer (Jaguar), Len Shaw (M.G. Saloon), G. S. Claybourn (M.G. TC), Doc Hardman (Dellow), and John Cunningham (XK 120). A most commendable performance was that of Dick James, who achieved 17 secs. with his single-carburettor Y-type M.G. Andy Neil was outstanding amongst the ladies, with a neat 19 secs. in the Morgan, and Jimmy Blumer did some smart gear-shifting with his Zephyr to record 17 secs. Reg Holt's gearbox made expensive noises, but the car kept motoring. Rover drivers appeared to have considerable trouble in



LONDON: (Above) Frank Masfield Baker's Jowett leaving the Olympia Garage.



finding reverse gear on the models with steering-column shift.

The final eliminating test was a fairly uncomplicated forward into, and reverse out of, a couple of "garages", with a flying finish to stop inside a box. Once again Morgans were outstanding, and A. J. Blair shared best performance (23 secs.) with Peter Morgan. Next best were J. N. Carleton-Stiffe (M.G. TD), D. Howard (Morgan), Jimmy Ray (Morgan), J. A. Gunn (Armstrong Siddeley Hurricane), L. V. Cruttenden (Allard), Len Shaw (M.G. YB), Doc Hardman (Dellow) and Ken Rawlings (Vanguard Spl.)—all on the 24 secs. mark.

P. C. Todd (Sunbeam-Talbot) had his gearbox jam in reverse and the car had to be pushed away. Roy Clarkson (Morgan)—apparently hypnotized himself—stormed up to the finishing line and broadsided to a standstill. Lorna Snow's

★

BLOWN DELLOW: (Above) Scrutineer Matthews has a look-see at D. W. Watkin's Dellow at the London starting control. This car was one of the winning Class C team.

RENCONTRE: (Right) Miss P. A. Ozanne (Sunbeam-Talbot), followed by a Rover, during the Hill Test at Hastings. The Sunbeam-Talbot is actually doing the test; the other is merely getting in the way!

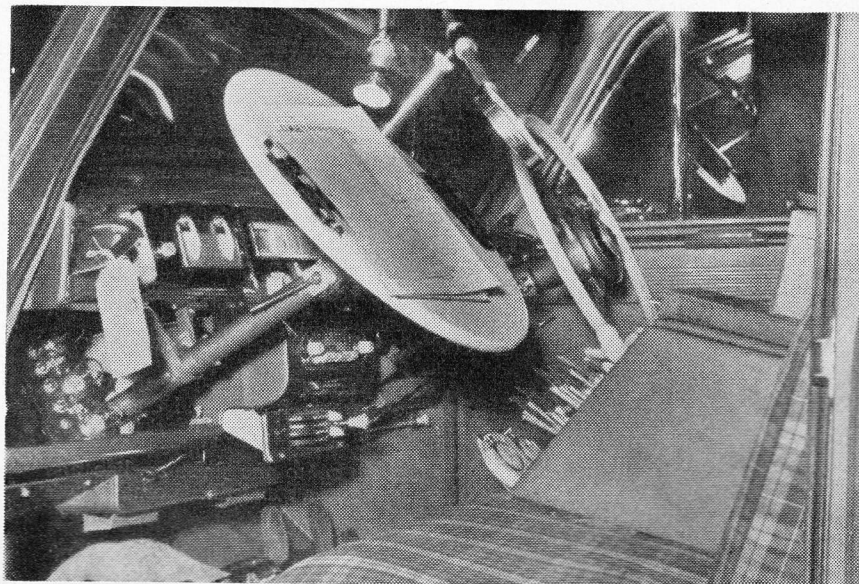
★



The M.C.C. "Daily Express"



FIRST APPEARANCE: (Above) Cliff Davis and David Blakely on the Hill Test at Hastings with the very intriguing A.C. Ace. The Tojeiro-based car was making its *début* in competitions.



CLUTTERED: (Above) The interior of M. J. Hughes's Hillman Minx is something of a rally driver's nightmare in the way of extra equipment!



EIGHT: Performance of the little Standard was B. N. Wilmott's car dominating the

Jaguar bore visible traces of contact with solid objects, and she had a lengthy harangue with the scrutineers at the finish. Dennis Dent was extremely neat with the not-too-suitable Mark V Jaguar.

The diminutive Champion managed the manoeuvres without penalty. Indeed, apart from their unhappy regularity test adventures, the crew dropped only five marks on the road section. There were tales of cars overtaking Slatter and Bennett taking turns to carry it under their arms over the Welsh Black Mountains—but these are probably in the same category as the Flying Saucer reported to have been seen by Len Shaw! General consensus of opinion amongst the Hagley boys is that Len would hardly recognize a saucer if he saw one. Anyway co-driver Freddie Finnemore is non-committal.

The M.C.C. could not stage a *Daily Express* without some protests, and the regularity, and rolling tests had their share of "I should like to draw your attention to, etc. . . ." Jimmy Ray's hill test one was allowed; he took the precaution of taking along a chartered surveyor as a co-driver!

With evening, came the Mayor's reception in the White Rock Pavilion, where the *Daily Express* had arranged a superb cabaret show which even tired eyes could appreciate. Alderman H. W. Rymill obviously enjoys motor rallies. In fact, everyone in Hastings seems to go all out to encourage motoring folk to come to their town, and it is a fact that a very great number of enquiries



HASTINGS: (Left) G. M. Sharp's Austin-Healey Hundred putting up a good performance in the forwards-and-reverse test on the Marine Drive.

Express" Rally - Continued

...watched with great interest. This is
...Hastings Hill Test.

were received as to the health of the Chief Constable of Hastings. The Chief of this extremely efficient and helpful police force is lying ill in a London hospital, but is now well on the road to recovery.

Saturday morning brought the Concours d'Elégance and fame to Corporal Tushingham and Sergeant Jones, who turned out their M.G. TD far better than any show model has been prepared. To achieve the "bull", the tired soldiers worked practically all night, and even used blacking and boot-polishers on the tyres. Their industry was rewarded by a class victory.

Before the Rally Ball, the B.T.D.A. staged a crowded cocktail party at the Queen's Hotel, with Denis Flather presiding. The Ball itself was the usual riotous affair, Frank Downs and his crew arriving in a specially-prepared soap box, in which they later did driving tests. Roy Clarkson went up for his award to the accompaniment of loud cries of "Show your teeth—open your mouth wider!" Anyway, he had the foresight to take up a bottle of champagne to fill his cup. Horace Roberts climbed on to the platform with yells of "Good old Curly". The Neil Sisters had an accompaniment mainly of wolf-calls and G.I. whistles.

Sir Algernon Guinness spoke a few words, and thanked the *Daily Express* for supporting Silverstone and bringing real Grand Prix racing to this country. Mr. Arthur Christiansen, Editor of the newspaper, also spoke, and thanked the

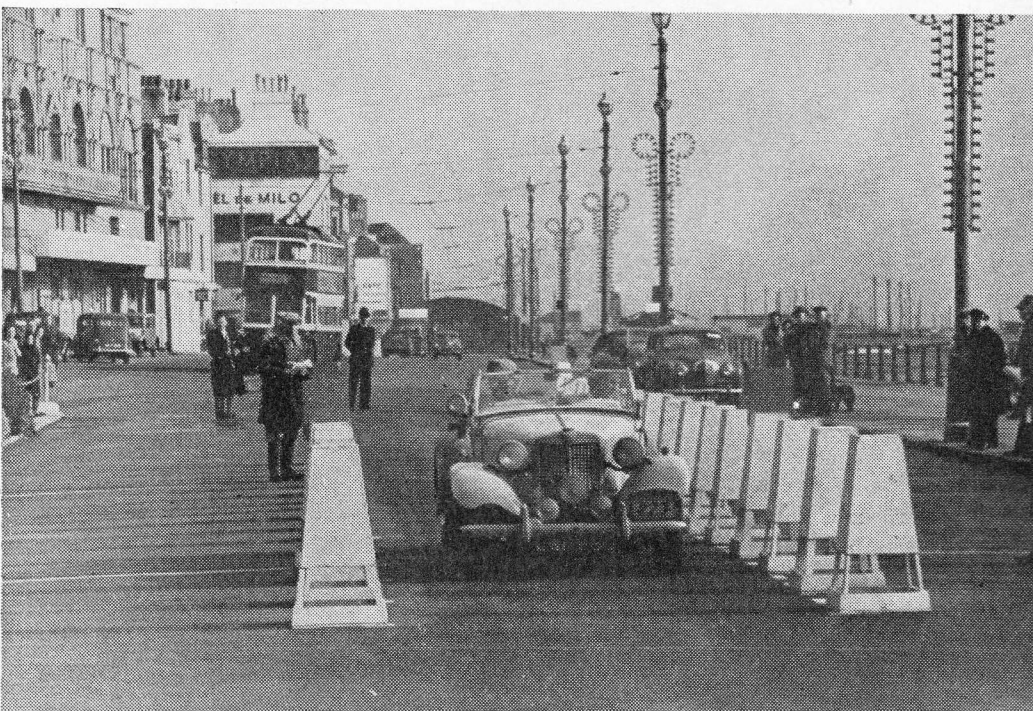
THERE AND BACK, ETC.: (Right) Misses B. M. Bratt and S. May during the forwards-and-reverse manœuvre in their M.G. TD.



BIG MOTOR: (Above) Dennis Dent's Mark V Jaguar being smartly handled in the Hill Test which was rather tricky for drivers of the larger machinery.



RUNNERS-UP for the Ladies' Award were the Newton sisters, seen here at the finish in their XK 120 Jaguar.





★
BEST CLOSED TEAM:
(L to R) Len Shaw,
Freddie Finnemore,
Reg Holt, Alan Collin-
son, Stan Asbury and
Geoff Holt—whose
twin-carburettor, M.G.-
YBs gained the team
award in the closed car
section, Shaw and R.
E. Holt were members
of the winning team in
the first "Daily Express"
event in 1950.

★

Lady Mayoress for presenting the awards. Mention of Jack Masters brought a great storm of cheering.

So ended yet another big national event. The organization was as usual most thorough, and the army of officials extremely painstaking. It would be difficult to single out individuals for praise. However, one could see the efficiency of Albert Asher behind the social arrangements, and AUTOSPORT would like to hand out a very special bouquet to that small band of time-keepers whom one finds sitting high up in the mountains at all hours, apparently impervious to the weather. We refer, of course, to Major Barber, "Ebby", Vic Anstice, R. L. Christian, A. J. M. Ivison, J. C. Lowe, A. J. Gibbons, S. A. Nicholls and L. H. Lumby. Without these remarkable men, motoring competitions would virtually be impossible in Great Britain.

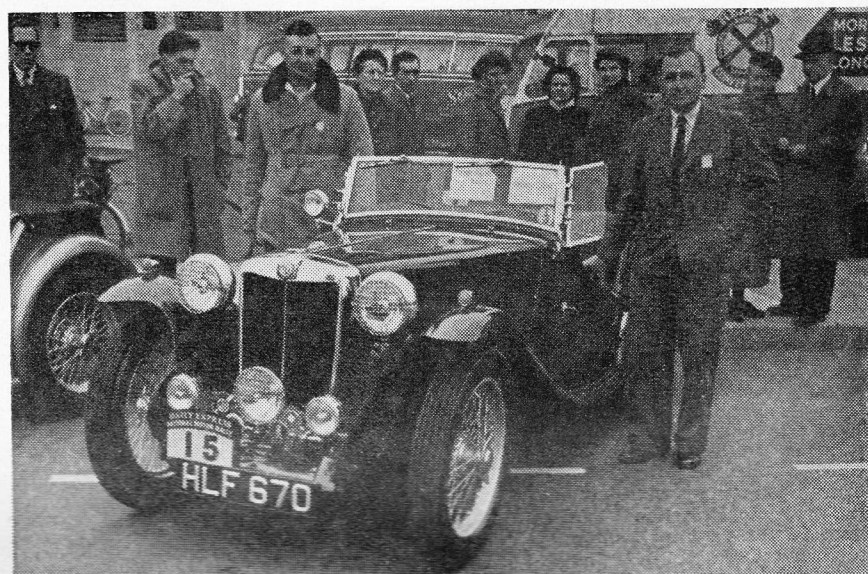
G.

RESULTS

Outright Winners, "Daily Express" Trophy and £100: Frank Downs/ W. H. Bartley (2,267 Sunbeam-Talbot), plus 70.35.

Runners-up, Trophy and £50: Roy Clarkson/C. C. Wells (2,088 Morgan), plus 64.94.

Third, Trophy and £25: Horace Roberts/Mrs. Roberts (2,262 Ford Zephyr), plus 60.09.



PRE-1947: H. Luke-Dunne and E. W. Dicken who carried off the award for open cars manufactured prior to 1947, in the Concours d'Elégance.

Ladies' Award, Trophy and £25: Miss Andy Neil/Miss Chris Neil (2,088 Morgan), 18.41 marks.

Runners-up: Miss Ann Newton/Miss M. Newton (Jaguar XK 120), 24.30.

Third: Mrs. Nancy Mitchell/Miss Pat Faichney (2,262 Ford Zephyr).

Team Awards—Class A: A. L. Yarranton/D. Thompson, B. E. Phipps/H. H. Piest, J. L. Moore (Morgans). **Class B:** Len Shaw/Freddie Finnemore, G. E. Holt/St. Asbury, R. E. Holt/Alan Collinson (M.G. YBs). **Class C:** Dr. and Molly Hardman (Dellow), Ken Rawlings/Lew Tracey (Vanguard Spl.), D. W. Watkin/C. B. Searson (Dellow).

Class Awards

Open Cars—Non-Modified

Up to 1,100 c.c.: 1, G. D. S. Perry/J. Ashford (Morris), 18.51. 2, P. H. Read/P. V. Ely (Morris), 21.56. 3, R. A. Harris/J. Turnpenny (Morris), 33.28.

1,101-1,550 c.c.: 1, M. D. King/J. H. King (M.G. TD), 10.99. 2, Stan Freeman/L. C. Eversden (M.G. TA), 12.57. 3, W. B. Hercock/B. Folwell (M.G. TD), 13.36.

1,551-2,600 c.c.: 1, B. E. Phipps/H. H. Piest (Morgan), 16.42. 2, H. B. Jacoby/W. K. Webster (Morgan), 16.45. 3, E. A. Lloyd-Davies/G. Bond (Sunbeam Alpine), 16.88.

Over 2,600 c.c.: 1, J. A. Walker/R. F. Twynham (Austin A90), 29.20. 2, A. F. Coakley/H. Howe (Austin-Healey), 31.94. 3, G. M. Sharp/Wilson Gunn (Austin-Healey), 44.10.



CONCOURS: R. Harrison and P. Guest, who won a class award with their smart Jowett Jupiter in the Concours d'Elégance which was held on the Saturday.

Open Cars—Modified

Up to 1,100 c.c.: 1, A. H. McGrady/W. S. Logan (Morris), 13.38.

1,101-1,550 c.c.: 1, J. H. H. Fisher/J. Reynolds (M.G. TD), 16.33. 2, G. S. Claybourn/W. R. Thompson (M.G. TC), 16.78. 3, Capt. G. T. Greenhalgh/B. Hewitt (M.G. TD Mk. II).

1,551-2,600 c.c.: 1, Jimmy Ray/J. C. Dixon (Morgan), 13.68.

Over 2,600 c.c.: 1, F. G. Davis/Mrs. V. Davis (Austin-Healey), 12.01. 2, E. J. Haddon/G. Howard-Sorrell (XK 120), 12.27. 3, D. O'M. Taylor/Mrs. Taylor (XK 120), 14.60.

Closed Cars—Non-Modified

Up to 1,100 c.c.: 1, K. G. M. Pointing/Mrs. Pointing (Wolseley), 15.23. 2, A. H. Hill/B. G. W. Haymes (Renault), 19.59. 3, B. W. Fursdon/S. Kennard (Renault), 21.31.

1,101-1,550 c.c.: 1, D. S. Edwards/D. Thomas (Ford Popular), 11.00. 2, J. Williamson/D. C. Miller (Riley), 11.13. 3, A. D. C. Gordon/P. Steiner (Jupiter), 12.46.

1,551-2,600 c.c.: 1, P. W. S. White/I. A. Hunt (Vanguard), 11.48. 2, A. C. Whatmough/A. H.

Cooke (Sunbeam-Talbot), 11.88. 3, L. S. Stross/E. G. Jackson (Bristol), 11.88.

Over 2,600 c.c.: 1, Maj. J. E. Osborne/Flt.-Lieut. D. Brown (Jaguar Mk. VII), 15.18. 2, J. C. Smith/P. D. Sapsed (Allard), 17.09. 3, J. A. D. Lucas/L. H. G. Handley (Jaguar), 17.55.

Closed Cars—Modified

Up to 1,100 c.c.: 1, A. E. Westbrook/G. K. Le Grys (Morris), 15.61. 2, B. Dickson/J. G. Waugh (Standard), 19.08. 3, G. H. Smith/H. Brooks (Morris), 30.64.

1,101-1,550 c.c.: 1, A. H. Senior/R. M. Baxter (Austin), 12.23. 2, Len Shaw/F. Finnemore (M.G.), 16.12. 3, Rex Neate/A. G. Cooper (Riley), 21.18.

1,551-2,600 c.c.: 1, Frank Downs/W. H. Bartley (Sunbeam-Talbot), 14.64. 2, R. K. N. Clarkson/C. C. Wells (Morgan), 20.05. 3, H. C. Roberts/Mrs. Roberts (Ford Zephyr), 24.90.

Over 2,000 c.c.: 1, J. Hally/Mrs. Hally (Jaguar), 12.31. 2, D. J. Morley/G. E. Morley (Austin A90), 14.65. 3, Denis Scott/B. J. Warr (Jaguar Mk. VII), 18.08.

Specials and Supercharged Cars

Open: 1, Ken Rawlings/Lew Tracey (Vanguard Spl.), 10.16. 2, M. Crump/P. J. Prescott

(Atalanta), 13.40. 3, J. A. van B. Bik/N. R. Hicks (Dellow), 14.31.

Closed: 1, D. H. Perring/G. Griffiths (Sunbeam-Talbot S), 13.25. 2, J. W. Fleetwood/Mrs. Fleetwood (Ford Anglia S), 15.33. 3, P. C. Todd/R. F. Mackender (Sunbeam-Talbot S), 29.83.

Starting Controls

Plymouth: F. Downs (Sunbeam-Talbot).

Manchester: L. Stross (Bristol).

Kenilworth: K. Rawlings (Vanguard Spl.).

Norwich: Stan Freeman (M.G.).

London: J. Williamson (Riley).

Cardiff: D. S. Edwards (Ford Popular).

Glasgow: A. H. Senior (Austin A40).

Special Award

(Pre-1939 car)

Stan Freeman (M.G. TA).

SUMMARY

Entries, 452. Non-starters, 51. Non-finishers, 80. Outside time allowance, 33. Lost route-books, 1. Lost road marks, 70. Lost condition marks at finish, 16. Disqualified, 1. Completed tests, but retired before finish, 3.

EXPERIMENT IN AUTOCROSS

Scottish Centre of M.G.C.C. Try Out the New Sport

FORSAKING our interest in the R4 Jupiter, calling a halt to our dreams of owning a DB2-4, a Conquest Roadster or a Sunbeam Alpine, and closing our eyes against their sidelong glances at a Triumph sports model, your Scottish scribe left the purlieus of Kelvin Hall and our own most interesting Motor Show to make his way to North Berwick where the lively lads of the M.G. Car Club's Scottish Centre were staging the first North of the Border experiment in Autocross.

And a very successful experiment it proved to be. Thanks to Jimmy Mitchell, an H.R.G. exponent and keen M.G. member, whose farm lies little more than a mile from North Berwick, the club were given the use of a field where, last Saturday, they laid out a course just under half a mile in length, and some 20 of the club members came along to act as willing victims and report on the prospects of organizing a pukka event.

The course for this Autocross was set around the perimeter of the field, starting with a short zig-zag section which led to a sharp left-hand turn. This was followed by a fairly sudden right-hand dip, then a left-hand sweep to a sharp right turn, and into a long straight. A right-angled left turn out of the straight took cars into a longish uphill straight, concluding in a left-hand turn and a short blind to the finish.

The day was dry, but a large amount of rain had fallen during the week and, after an introductory lap, such former trials types as Tom Knight (Austin), Nigel Kennedy (Burdmonk), Jimmy Mitchell (H.R.G.) and Peter Hughes (Allard) were seen coming out of their motor cars rubbing their hands and with the kind of gleam in their eyes that indicates a really exciting spell of motoring.

The beauty of the course was that it demanded calculated cornering to meet muddy conditions, required skilful throttle control and some rapid use of gearboxes, which young Scott Watson (M.G.) took a delight in, while Archie Wallace lamented the lack of his little Austin Seven as he made heavy weather of manoeuvring a little diesel-engined

truck with the weight all concentrated forward.

For all types of car, from Ted Paterson's Ford 8 saloon to R. Dalglish's Austin A90, the course was eminently suitable since, although it was muddy, the track was held together by the stubble and did not deteriorate into utter liquid and, as it was a field that had been under cultivation this year, there were no stones of any magnitude and thus no damage to the cars.

Plan for the day was that each club member present should make two timed laps of the course and, although the event was experimental and not an official competition, there was a fair amount of rivalry displayed, with the Kennedy Burdmonk showing a liveliness that was good to watch and Peter Hughes, in his big Allard coupé, making an excellent showing as he harvested hay on the corners and went like the proverbial bomb down the straights.

Taking the dip and the sweep which followed, A. Mackie (Austin) and J. Rabie (M.G.) almost tried conclusions with the fence as they went churning their merry way, while C. R. Robertson (Morgan) went wide at this same sweep and brought his time down considerably. Archie Craig, in his minute Austin Seven, out-Fangioed the maestro as he crouched over the wheel and hugged the inside of the sweep in true racing

★
*UNOFFICIAL
FASTEST:
Nigel Kennedy
(Burdmonk)
sliding a corner
during the
experimental
Autocross at
North Berwick,
when he
clocked B.T.D.*
★



manner to drift across the mud and take the uphill straight very rapidly, while Tom Knight—that other grand Austin exponent—displayed a technique of driving amidst mud that was followed with no little interest by the promising Boyd Tunnock (M.G.), whose balding tyres weren't much help.

There is no doubt that this unofficial and experimental Autocross will result in a full scale and perhaps more elaborate event being part of next season's programme.

A. N. F.

BUGATTI O.C. WELSH RALLY

ENTRIES close on Friday, 4th December, for the Bugatti O.C.'s Welsh Rally on 12th/13th December, to which are invited members of the Bentley D.C., Vintage S.C.C., London M.C., Sunbac, Aston Martin O.C., Pembrokeshire M.C. and M.G.C.C. The Secretary of the Meeting is W. David Porter, Evesbatch Court, Bishops Frome, near Worcester, and the event will start from Evesbatch Court at 10.30 a.m. Facilities promised to competitors include "having meals at conventional times, and sleeping in warm beds during the night stop".

N.L.E.C.C. FUNCTIONS

A. F. RIVERS FLETCHER will give a talk to members of the North London Enthusiasts' C.C. on Tuesday, 24th November, at 8 p.m., at the Black Bull, 1,446 High Road, Whetstone, N.20. At the same venue on Friday, 11th December, Shell and Rootes Group films will be shown.

CORRESPONDENCE

100 m.p.h. Motor Cars

I CANNOT agree with the views expressed in the 30th October issue of AUTOSPORT by both the Editor and John Bolster that cars capable of exceeding 100 m.p.h. are now very numerous.

I am quite aware of the fact that very high speeds have been achieved recently by British works supported cars, but I do not consider that anything like these speeds are possible from standard production models such as the public will buy.

I should like to hear the names of the 24 different makes of cars which would exceed 100 m.p.h. on, say, the 10-mile stretch of the A1 between Mill Hill and Hatfield.

I am considering only private purchases with no special preparation, and with "running in" according to the manufacturers' requirements. Most important of all, the speedometers should be tested and corrected to read accurately.

In conclusion, I would say that if a car is presumed to have a maximum speed in excess of 100 m.p.h., that 100 m.p.h. should be easily attained along the stretch of road I have named.

B. HEAD.

LONDON, N.16.

* * *

Autocross—More Readers' Views

AUTOCROSS has a very good chance of fulfilling the dream of those who started the 500 c.c. movement to provide cheap racing. As has already been pointed out in AUTOSPORT, it is essential to make the courses smooth to allow everyone an equal chance of competing, and it is extraordinarily interesting to study the variety of types of vehicle which provided such enormous amusement at the L.M.C.-S.O.D.C. meeting at Dunstable. As far as I can see, there is no need for controversy as to the best type of course, rough or smooth. Let us have both, and time will tell whether one or the other, or both, are needed. You don't auto be so cross!

This leads to another point concerning Autocross. Since the advent of the 1953 Trials Formula, there has been a lowering of entries in sporting trials, due to some extent to laying up of un-modified cars and probably more so to the undesirability of building a trials special which would have an active period in the year of three to four months only.

Here is a suggestion. If each of the clubs at present organizing R.A.C.-B.T.D.A. trials were to provide an Autocross meeting in the summer season, then the period between the end of the previous trials season and the beginning of the next would be very fully occupied with suitable events for the trials car, thus giving benefit all round.

It is my belief that the smooth Autocross event would do more to make the so-called unroadworthy trials car suitable for normal motoring than any autocratic laying-down of rules in high places. My own experience at Dunstable proves this. My immediate reaction after a practice lap of this excellent course was—back to the drawing board and make it steer, fit stabiliser bars, etc.

REG PHILLIPS.

SHEFFIELD, 2.

* * *

WELL, well, this Autocross has certainly started something, and now here am I being brave enough to enter battle with the experts—Messrs. Walther and Rumfitt.

I feel that, regarding the "two types" controversy, two important facts have so far not been mentioned. Firstly, I think half the interest both for the competitors and spectators comes from running cars in pairs, and this would seem to be quite impossible on the E.A.M.C. course. Even at Dunstable a certain amount of baulking must take place with two cars of similar capabilities in close proximity on a wet surface, but provided drivers remember that, when all is said and done, they are driving for the fun of the thing, no ill feeling need result. In Essex, however, no race at all can be seen, and instead the event degenerates into a succession of motor-cars either going through, or getting stuck in, the mud. I cannot help feeling that once the early novelty has evaporated, the latter type will soon

die a natural death for want of support from both competitors and spectators.

Secondly, if Autocross really "catches on" in this country, as it appears likely to do, we shall doubtless see "Autocross specials" built, whether we like it or not. Now on the Dunstable type of course, as well as good power/weight ratio and rear-end weight distribution, good roadholding and steering is a decided asset. It was this feature that allowed the standard M.G.s' times to approach closely those of the "specials" at the last meeting. Therefore, any car produced with this event in mind would stand a chance of being a reasonable all-rounder, which could be used daily on the roads, whereas the nearest approach to an ideal vehicle for the E.A.M.C. course would appear to be a supercharged Bren gun carrier, which could hardly be regarded as a desirable road car!

Mr. Walther thinks that there are sufficient events already for the ordinary everyday motor-car, but are there any—apart from some rallies and club treasure hunts? Many owners of road cars would like the opportunity to be able to enter either trials or speed events, but are prevented from doing so at the moment because both these spheres are too specialized, so that all they are likely to do is either damage their car considerably, or at least appear ridiculously slow. Now, however, in Autocross, provided the course is well chosen, they have the opportunity for which they have been waiting.

J. RICHARD ALEY.

CAMBRIDGE.

* * *

A National Racing Car—Aid the Builders, not the Drivers

I AGREE with your Editorial about Sir Miles Thomas; I agree with the idea of prize-money for British-made cars in the *Grandes Épreuves*—but NOT to be given to the drivers. Give it to the manufacturer, so that he can put it to good use in building better machines. Giving money to the drivers won't get us anywhere.

True, a car must have a good driver, but the ratio of money paid to drivers and that to small manufacturers of racing cars is not in true perspective.

Our oil companies and many of the accessory firms do the motor racing drivers proud, but the money is wasted if the drivers haven't got top-flight machines to drive. Motor racing has to thank the oil companies for a great deal, but they get their profits from motorists. Of the millions of pounds made every year from motorists, surely a little sum of, say, £150,000 could be "lost", to be divided amongst the little racing firms that have kept the British Green somewhere in the field.

KEITH CHALLEN.

SURBITON, SURREY.

* * *

Bugbear?

ALTHOUGH I have no wish to undermine the sales of those gadgets now appearing in such profusion of shapes and sizes, after a season's observation I am beginning to doubt the overall efficiency of the plastic fly-deflector.

Many drivers fit them for rallies and trials and in my experience, after their first summer of popularity, they are more sworn at than sworn by. I remember one fitted to the bonnet motif of a Vauxhall Velox (one of the new models). After a 150 miles or so of summer evening driving, the wind-screen was plastered with insects except for an area of 6 x 3 ins. at its bottom dead centre. On the other hand, I recall Mike Hawthorn mentioning that the deflectors fitted to the works sports Ferraris kept their screens completely clear throughout the Mille Miglia, and other long-distance races on hot, insect-ridden Continental roads. The Farnham driver really did swear by his.

It seems obvious that, to be at all efficient, a fly-deflector must be shaped bearing in mind the shape of the bonnet it is fixed to and the screen it is to keep clear, and placed on the car according to the direction of the airstream over the bonnet, which will differ with each make depending on the contours of the front end. The manufacturers of these gadgets, though, imply that their deflectors will work on all makes. The experience of other users would be interesting, and perhaps a manufacturer would give his views.

MAXWELL BOYD.

DUBLIN, IRELAND.

LEINSTER MUD-PLUG

Mixed Reception for "Specials Only"
Trials Course in Eire

"NEXT time we'll run the trial down O'Connell Street, and time you round Nelson's Pillar for a test," said the organizers. "Go down that hill? Are you mad?" said some of the competitors.

If last Saturday's G.V.B. Cup Trial, run by the Leinster Motor Club, proved nothing else, it certainly provided food for good Irish argument for many weeks to come. After listening to regular competitors pleading for something really stiff in the way of trials for a change, instead of the usual, run-of-the-mill, long road section and test-at-the-crossroads type of event, the Leinster Club found a new location for the G.V.B. Trial and mapped out a real mud-slogger's, specials-only course, of a kind well-known in Britain, but probably never seen before in Eire. They took a lot of trouble over it, and the trial promised to be one of the best for many years.

The location was the private grounds of the Glenview Hotel, Glen o' the Downs, Co. Wicklow, and the course a short circuit over a field, with observed sections on steep hummocks leading up to the hotel, then bearing round into the woods of the glen, and down a very steep incline back to the starting point. It was this incline that caused all the bother.

Owing to heavy rain during the preceding night and morning, the observed sections were really "ripe", the track through the woods a sticky morass, and the incline as slippery as it could be, made worse by its covering of autumn leaves.



GLENVIEW VENUE: The grounds of the Glenview Hotel, where the Leinster M.C. staged their G.V.B. Cup Trial last Saturday.

The entry of 21 cars, depleted by only two non-starters, consisted entirely of specials, except for R. Wood-Martin's M.G. TD, and R. Sheane's Volkswagen. All started in good order on the first of the three proposed laps, and went through the first of three additional tests, this one being a simple figure-of-eight round two pylons. The first observed section was either done successfully, or not at all, six of the cars scoring full marks while eleven scored nothing. At the steep, slippery and aptly named "Everest" section no one managed to climb past the second markers, while the only ones who got the knack of storming the heights of "Neverest", the third of the observed trio, were Dick Nash and Bill Young, in their Dellow's, and Jack Gibney and Jimmy Grew, driving Ford Specials, who reached the penultimate

marker to score nine marks each. Thereafter came a braking test on mud, which required a fine appreciation of the car's momentum and slithering distance.

Then it was "to the woods!", where the trouble really started. The first few hundred yards bore the name "Burma Road", and the conditions must have been somewhat similar to that notorious wartime highway. Although everyone successfully managed the two observed sections here, apart from John Garvey who stuck fast on the second, the rising track caused Paul Soden, in Kevin Murray's heavy special, M.M.I., to come to a very final halt. Eventually officials and spectators managed to heave and haul him up to the hairpin, "Tibet You Won't", and beyond, along "The Road To Mandalay". But the same fate befell Wood-Martin's TD, and by the time he was clear, too, almost an hour had passed and nearly all the remaining dozen queued-up cars had to be manhandled through the mire.

At the end of the "Road To Mandalay" came the steep descent which finished the lap. The first four cars in the entry had gone on ahead of Soden, having an easier passage on the unbroken ground. Alf Potter and Dick Nash managed to get down without mishap; so did Horner Beckett (whose special is a pleasant shade of green, not "a rather violent scarlet", as described last week in an unfortunate fit of colour-blindness; apologies are offered). Fourth down was Raymond Laird. Unfortunately, his front brakes locked solid, and the Dellow slid into the bank, hit a tree-stump and finally ditched itself, almost toppling over on a rocky patch in the process. Seeing this, some of the drivers following refused to go down the incline, maintaining it was too dangerous. As the track above was too narrow for overtaking, no one could attempt it, even if they wanted to, as some did. The entire remaining entry, therefore, piled up in single file, unable or unwilling to drive down forwards, and until word filtered back, unable to reverse out.

(Continued on page 682)



SCARCELY IN SHERIDAN'S FOOT-
STEPS: R. B. S. Le Fanu, descendant of
J. Sheridan Le Fanu and Richard Brins-
ley Sheridan, takes his Ford Special up
"Neverest".

NEWS FROM THE CLUBS

By Wilson McComb

FOR the best Motor Show story which I have come across so far, I am indebted to the November bulletin of the Lancashire and Cheshire C.C. Its editor, visiting Earls Court, climbed into the 2 c.v. Citroën and found only two pedals. His whimsical remarks about two-pedal control aroused the interest of one of the Citroën representatives, who came over, peered at the floor, and said, "Well, I'll be . . . , somebody's pinched the accelerator!"

From Earls Court to crowds, and from crowds to the film staged for the West Essex C.C. by Messrs. F. G. Smith (Motors), Ltd., on Wednesday, 11th November. No less than 700 folk attended the function, to see a grand programme of films and admire the vintage and modern racing cars which were also shown; for a regional club, this is certainly a remarkable attendance figure.

M.G.C.C. NAVIGATION EVENT

PERHAPS the Abingdon starting-point had something to do with the fact that the M.G. Car Club's (S.E. Centre) Night Navigation Event on Saturday, 7th November, was the best-attended Centre event yet held. Forty-three members turned up at the works to enjoy a buffet supper arranged by the M.G. Car Company, before commencing a simple regularity test which started and finished at the factory. Then, while your reporter had a midnight snoop round the works with John Thornley, the unfortunate competitors tackled the problem of crossing every Thames bridge from Abingdon to the sea—all 40 of them—inside the space of eight hours. Fortunately for them, the fog anticipated by the organizers did not materialize, and most finished with time in hand.

Results

Best Performance: F. G. Ruggles (M.G. TD). **Best Open M.G. (other than above):** P. J. Rose. **Best Closed M.G.** S. G. Cobban. **Best Other Make:** P. W. Smith (Sunbeam-Talbot). **Best S.W. Centre Member:** B. J. Gosling (Citroën).

CITROËN C.C. OFFICIALS

AT the Annual General Meeting of the Citroën Car Club, held on 8th November, 1953, the following officials were elected to serve for the next 12 months: **Chairman,** John Poxon; **Vice-Chairman,** Brian Bridges; **Hon. Sec. and Treasurer,** Dr. Charles Oyler; **Assistant Sec. and Treasurer,** G. Nesbit; **Hon. Competitions Sec.,** Douglas Porteous; **Asst. Hon. Comp. Sec.,** J. Miller; **Hon. Social Secretary,** Frank Clements; **Asst. Hon. Social Sec.,** C. Rowling; **Hon. Technical Consultant,** John Poxon; **Asst. Hon. Tech. Consultant,** D. H. Laver; **Hon. Managing Editor,** Richard Twelvetrees; **Asst. Hon. Editor,** K. Rimell; **Hon. Press Sec.,** Ivan Gale; **Asst. Hon. Press Sec.,** S. T. Holder.

Results of the club's President's Trophy Night Rally on 31st October/1st Novem-



YES, it's a DB2-4 Aston Martin, not on an Earls Court stand or a major road, but deep in the Forest of Dean during the recent Cheltenham Trial. Driver George Wood found the model rather unsuitable for such antics.

ber are: 1, D. W. Watkins/I. Mackenzie (Dellow); 2, J. E. Miller/D. A. Harvey (Citroën); 3, M. R. G. Mostyn/Miss V. Weaver (Frazer-Nash); 4, Earl of Brecknock/R. Brown (Jaguar).

OLD MERCHANT TAYLORS' EVENTS

NEXT event for members of the Old Merchant Taylors' M.C. will be an afternoon rally on Sunday, 6th December, to be run jointly with the Windsor C.C. On Friday, 11th December, an Esso film show will be held at "Durrants", Croxley Green, near Watford, Herts., starting at 8.0 p.m.; members of any motoring club will be welcome.

Twenty-five entries, only two of which non-started, were received for the club's successful Firework Rally on Saturday, 7th November. Placings were: 1, S. C. W. Wilkinson; 2, C. M. Sharp; 3, T. H. Hesketh and P. R. Everett (tie).

LEA-FRANCIS O.C. ACTIVITIES

FORMED just six months ago, the Lea-Francis O.C. have already a membership of over 50, including enthusiasts in South Africa and Ceylon. A club bulletin and spares register are produced, social functions are organized, and full competitive events will be arranged as soon as R.A.C. recognition is granted. Social evenings are held on the second Wednesday of each month at the Albert Hotel, Kingston Hill. Officers of the club are: **President,** G. T. Andrews, **Chairman,** D. A. Hick, **Hon. Secretary,** P. G. Tompson; **Hon. Asst. Secretary,** G. Brown, **Bulletin Editor,** P. G. Thornton, **Hon. Treasurer,** J. L. Reed.

LONDON M.C. GLOUCESTER TRIAL

MEMBERS of the Bristol M.C. and L.C.C., North Midland M.C., Hagley and D.L.C.C., Lancs and Cheshire C.C., Sheffield and Hallamshire M.C., Sunbac and Taunton M.C. are invited to take part in the London M.C.'s 35th Gloucester Trial, a B.T.D.A. Star and R.A.C. Championship event, which will start from the Royal George Hotel, Birdlip, Gloucester, at 10.30 a.m. on Saturday, 5th December. Entries close

on Saturday, 28th November, and the Secretary of the Meeting is W. C. Podevin, 68 Bute Road, Ilford, Essex.

EAST ANGLIAN DINNER/DANCE

MEMBERS and friends of the East Anglian M.C. made merry at the George Hotel, Colchester, on Friday, 6th November, on the occasion of their annual dinner and dance. Speaking after dinner the Chairman, E. S. Ridley, expressed the opinion that the club was on a firmer footing than ever before, having put on three very successful major events—the Autocross of March and October, the Regional Driving Tests in June and the Clacton Rally in September. It was intended that Autocross meetings would be continued, and an extra event was planned for 10th January, 1954. Laurence Coe, Chairman of the Eastern Counties M.C., proposed the health of the club in an excellent and encouraging speech.

KENTISH BORDER TRIAL

ENTRIES close on Monday, 23rd November, for the Kentish Border C.C.'s 11th annual Sporting Trial, which will start at 10.30 a.m. from the Black Prince Hotel, near Eltham, on Sunday, 29th November. The course, ideally suited to spectators, will consist of 16 sections, all within an area about 1½ miles from the starting point. R.A.C. Championship contenders, and members of the Falconwood M.C., London M.C., Maidstone and Mid-Kent M.C., M.C.C., North London E.C.C., 750 M.C. and Southsea M.C. are also invited to take part. Regulations may be had from W. F. Armstrong, 21 Underhill Road, London, S.E.22.

NORTH MIDLAND SPORTING TRIAL

THE North Midland M.C.'s Autumn Sporting Trial will be held on Sunday, 6th December, starting at 10.30 a.m. from the Devonshire Arms Hotel, Baslow. Regs. and entry forms from T. C. Harrison, c/o T. C. Harrison, Ltd., 53-61 London Road, Sheffield, 2; entry closing date is Monday, 30th November. *More News from the Clubs on page 680*

DAILY EXPRESS

* * * * *

NATIONAL RALLY

TEAM PRIZE (Group B)

G. R. HOLT M.G.

R. E. HOLT M.G.

J. L. SHAW M.G.

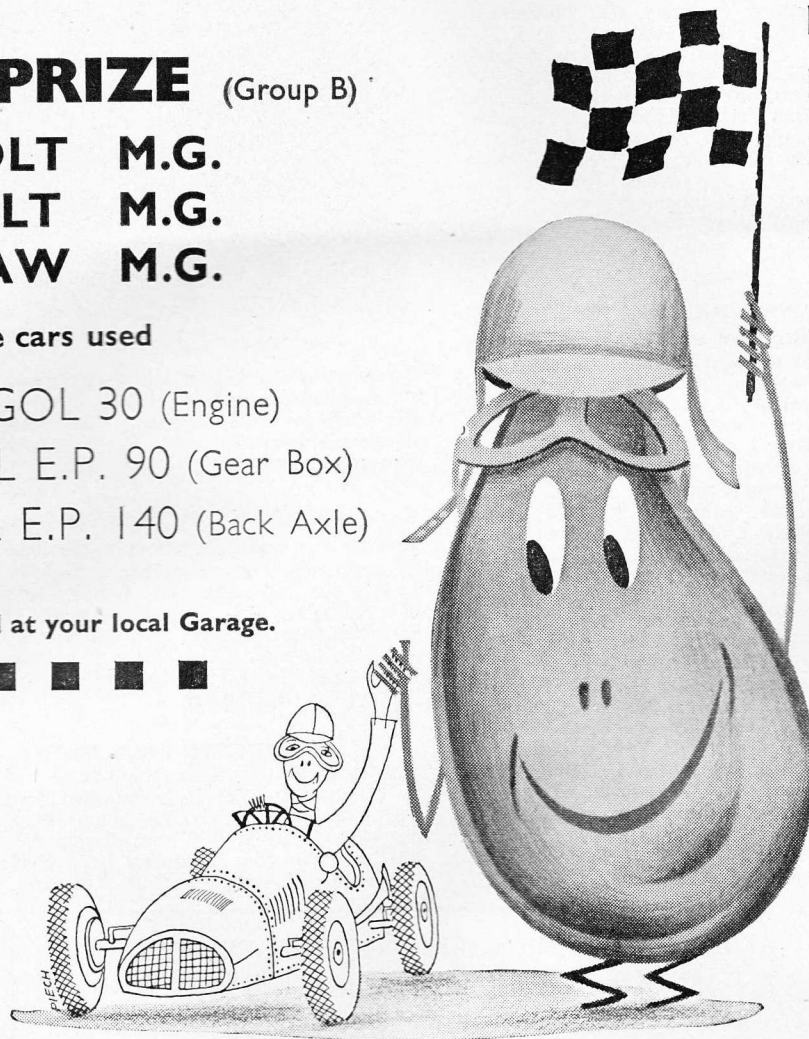
These cars used

BP ENERGOL 30 (Engine)

BP ENERGOL E.P. 90 (Gear Box)

BP ENERGOL E.P. 140 (Back Axle)

Exactly as sold at your local Garage.



ENERGOL

wins again!

If *you* really care for *your* car
always use BP ENERGOL - the oiliest oil

A PRODUCT OF ANGLO-IRANIAN OIL COMPANY, WHOSE SYMBOL IS



PATHFINDER: *Jim Appleton, runner-up to M. R. B. Cannon in the Cheltenham Trial on 7th November, takes a new line on Staple Edge 1, the first hill and one of the most difficult.*

News from the Clubs—continued

8th CHELTENHAM TRIAL

OF 27 entrants, five non-started and two retired in the Cheltenham M.C.'s eighth Cheltenham Trial in the Forest of Dean on Saturday, 7th November. With a total of 71 marks, M. R. B. Cannon (Cannon) won the Player Bowl, and J. H. Appleton (Appleton) took the Cheltenham M.C. Cup with a score of 66. First Class Awards were won by Rex Chappell (Cotton III), 64; B. H. Dees (Deeford), 64; and I. D. L. Lewis (Ford), 59. The award for the best resident C.M.C. member went to R. Skinner (8 marks) and the Team Award to Dees, Chappell and P. A. Barden (Cotton IV).

BLACKPOOL DRIVING TEST EVENT

THE Blackpool and Fylde M.C.'s first closed invitation event took the form of a two-day driving test meeting in Blackpool, on 31st October/1st November. There were 45 starters, and two retirements; Dennis Scott broke the front engine mounting of his Palm Beach Allard on the second day, and M. Biberfeld a brake cable on his Morgan on the second. Despite bad weather, competitors enjoyed the event, and considered that the tests were suitable for all types of cars.

Results

Open Production Cars: J. H. Ray (Morgan). **Closed Production Cars:** D. J. Collingbourne (Ford). **Specials:** T. H. R. Day (Vale). **Under 1,000 c.c., Open and Closed:** A. H. Hill (Renault). **1,001-1,500 c.c., Open:** A. Williams (M.G.). **Closed:** B. J. Smith (Ford). **Over 1,500 c.c., Open:** A. Newsham (Morgan). **Closed:** G. Greaves (Sunbeam-Talbot). **Specials:** T. W. Wilkinson (T.V.R.). **Ladies' Award:** Mrs. E. Ashall (Austin). **Team Award:** Blackpool and Fylde M.C.



SUNBAC MEETING

KEN WHARTON will be talking to Sunbac members at the next club meeting in the Mason's Arms, Solihull. The meeting is scheduled for next Thursday, 26th November, and will start at 8 p.m.

CIRCLE C.C. FUNCTIONS

CIRCLE C.C. social functions to be held in the near future include a "noggin and natter" at Northwick Social Club, 68a Kenton Road, Kenton, Harrow, at 8.15 p.m. on Monday, 23rd November, and the annual dinner/dance at the Headstone Hotel, North Harrow, on Friday, 4th December.

WELSH COUNTIES FILM SHOW

FILMS to be shown to members of the Welsh Counties C.C. on Monday, 23rd November, cover Le Mans, 1952, the 1953 Mille Miglia, and Charterhall. The meeting will commence at 8 p.m. in the Cardiff Aeroplane Club, Tremorfa.

HUDDERSFIELD M.C. TRIAL

STARTING from the Rising Sun Inn, Holmfirth, near Huddersfield, at 11 a.m., the Huddersfield M.C.'s Standard Car Trial will be run on Sunday, 29th November. Entries close on Friday, 27th November, and should be sent to W. J. Netherwood, c/o Netherwood, Dalton and Co., Ltd., Bradley Mills, Huddersfield.

COTSWOLD AUTUMN RALLY

THIRTY-THREE cars were entered for the first joint event organized by the Oxford M.C. and the Oxford University M.D.C., on Sunday, 8th November. Starting from the Evenlode Hotel, near Oxford, in driving rain, the course covered approximately 100 miles of second class roads and tracks in the Cotswolds at an average speed of 30 m.p.h. A special test on a leaf-covered track was used as a tie decider only. However, no one completed the course without loss of marks, and the eventual winner, driving a 1935 Morris 8 tourer, was M. H. Beech with a total of 16 minutes' lateness. Cars entered varied from a 1926 Brescia Bugatti to a 1953 Ford Zephyr fitted with triple S.U. carburetters.

Results

Best Performance: M. H. Beech (Morris 8), 80 marks lost. **Best Performance by member of Oxford M.C.:** D. H. Dunt (Morris Minor), 85. **Best Performance by member of Oxford U.M.D.C.:** M. R. Hatfield (Morgan), 105. **Class A (under 1,250 c.c.):** A. F. Cowley (Morris 8), 135. **Class B (1,250-2,000 c.c.):** T. C. Harvey (Aston Martin), 120. **Class C (over 2,000 c.c.):** R. O. St. George (Ford Zephyr), 120.

MID-CHESHIRE A.G.M.

A.G.M. of the Mid-Cheshire M.C. will be held at the White Barn Hotel, Cuddington, near Northwich, at 8 p.m. on Monday, 7th December. Members wishing to raise matters to be included in the agenda should advise R. B. Dawson, 215 Chester Road, Hartford, Northwich, before Monday, 30th November.

More News from the Clubs on page 682

"AUTOSPORT" DIRECTORY OF THE CLUBS—62

King's College Motor Club

(Founded 1949)

(Pre-war—R.P.M. Club)

President: Viscount Ridley.

Open to: Past and present students of the College, and to members of the College staff and associated hospitals.

Caters for: Competitive and social events.

Principal Events: Allendale Rally, January.

Blagdon Sprint Meeting, April.

Night Navigation Trial, November.

Hambleton Trophy Trial, November.

Headquarters: Union Society, King's College, Newcastle-on-Tyne, 1.

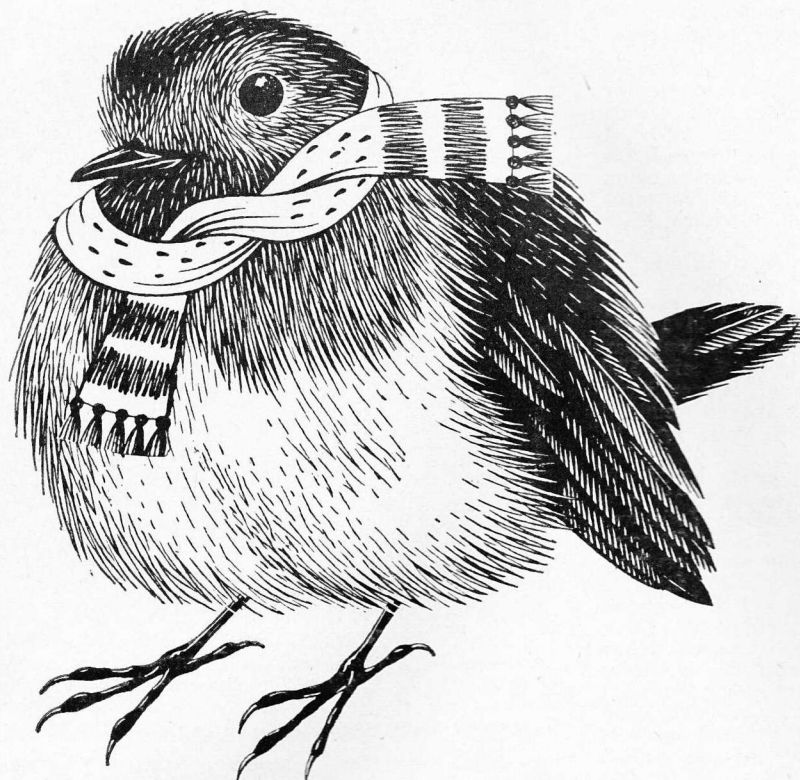
Meetings: Monthly.

Bulletin: Duplicated circular issued from time to time.

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

Annual Subscription and Entry Fee: No Entry Fee. Annual Subscription—Students, 1s. Past Students and Staff, 5s.

Hon. Secretary: John H. Walker, Union Society, King's College, Newcastle, 1.



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
Kew Observatory over 26 years

BLUECOL

THE DOUBLY SAFE ANTI-FREEZE

one of **SMITHS** accessories for better motoring

News from the Clubs—continued

NEWRY "HIGHEST UP" EVENT

DAVID ARCHIBALD (1,172 Nufor) won the Newry and District M.C.'s "Highest Up" climb at Ballyedmond, Rostrevor, on Saturday, 7th November. Most of the 23 entrants were able to reach the top of the hill, thanks largely to recent dry weather, so the decision was made on the stopwatch readings. Each driver was given two attempts.

At the end of the first climb the best was Wilbert Todd (Todd Special) who recorded 1 min. 49.2 secs. Sammy Moore (Dellow) was second in 1 min. 50.4 secs. and third best, but a long way behind, was Archibald, in 1 min. 57.4 secs. Most of the closed cars were forced to admit defeat but Sydney Pentland succeeded in getting his Volkswagen to the summit.

For the second attempt, everybody shed surplus weight, having established that the hill was climbable. Todd was fractionally slower in 1 min. 50 secs., then Archibald, flinging out everything removable from the Nufor, departed with tremendous gusto and cork-screwed his way up the 1,000 yards of hill, which climbed 600 feet in that distance. When the timekeepers recorded his climb as 1 min. 45.2 secs., it was obvious that no one could do anything about reducing that figure. Moore tried hard and succeeded in beating Wilbert Todd with a climb in 1 min. 49 secs., while Eric Beaumont (Lotus) clocked 1 min. 55 secs. but the verdict was safely in Archibald's keeping.

* * *

RACING MECHANICS' DINNER

THE annual dinner and dance of the British Racing Mechanics' Social Club will be held at the Park Lane Hotel, Piccadilly, London, W.1, on Friday, 27th November. Tickets are available from J. A. Rands, "Nibor", 63 The Furrows, Walton-on-Thames.

* * *

LONDON M.C. TALK

ON Tuesday, 24th November, G. Sykes will deliver a talk to members of the London M.C. at the Paviour's Arms, Page Street, Westminster, the meeting opening at 7.30 p.m. The talk will be followed by a showing of two London Rally films, with a commentary by A. G. Imhof.

Leinster Mud-Plug—continued

Eventually the cars wended their way back to the open field, and the officials decided to finish the trial by sending the cars on two further circuits of the "Everest-Neverest" observed sections. By this time it was so late that the last lap was done with headlights on, by those that had them at least. Scoring, on the whole, was low, although Young stormed all the way up "Neverest" for the second time, the Dellow's blower whining like a banshee, and full marks were also scored by Gibney, Nash and Kevin Murray.

Young and Gibney led with 98 marks each on the total of their observed sections, Murray scoring 96, but they both fared badly in the tests, letting the trials champion into the lead in the final count.

The club officials who had found this new course were furious that some had refused to go down their hill. Those



TWO TITTERINGTONS: Cousins Ian and Desmond Titterington tackle the Ballyedmond hill in Desmond's new Dellow, during the Newry and D.M.C.'s "Highest Up" competition. A burned-out valve ended their attempt.

LANCS AND CHESHIRE RALLY

A NEW event for members of the Lancashire and Cheshire C.C. will be the "Rallye Petite" on Sunday, 13th December, which will start from the Swan Hotel, Bucklow Hill, Chester Road, at 1.30 p.m. and, after a 90-mile run, finish at the Dixon Arms, Shelford, where a film show and Christmas dinner have been arranged. Regulations may be had from J. D. Warman, "Braemore", 54 Gibwood Road, Northenden, Manchester.

* * *

BERKO ACTIVITIES

TONIGHT, 20th November, the annual dinner of the Berkhamsted M.C. and C.C. will be held at the King's Arms, Berkhamsted, with a film show and the annual presentation of awards.

The date allocated to the club's Winwood Trial, Sunday, 29th November, will be used for a simple point-to-point event, open to all. Further particulars may be had from P. Verdier, Greenfinches, Canons Field, Welwyn, Herts.

SOUTHERN JOWETT RUN

ON what was probably the wettest Sunday of the year, the Southern Jowett Car Club held its third annual Hertfordshire Point-to-Point run on 1st November. A punctual start was made at 10.30 a.m., when the first entrants were despatched from Hadley Green, near Barnet, and required to visit 13 points by six-figure map references, before reaching the luncheon rendezvous at "The Plume of Feathers", Tewin. The morning route was through country in the Elstree, Radlett, St. Albans, Redbourne and Welwyn area and a direct route of some 40 miles necessitated the crossing of three fords—almost in flood. At each point a hidden clue had to be found and recorded, points being awarded for correct clues and penalties being exacted for late arrivals. During this part of the run two cars retired due to ignition trouble caused by the weather, and at least two other cars suffered the same fate in the even wetter weather of the afternoon.

As the majority of entrants wished to continue for the afternoon run, a prompt start was made at 2 p.m., and 12 points on a 70-mile tour skirting Stevenage, Luton, Whipsnade, Ashridge, Aldbury, Berkhamsted and Chipperfield had to be visited before the final checking-in point at the Five Bells Restaurant at South Mimms, where a welcome meal awaited the return of the drenched entrants. Only 10 cars booked in and the awards were presented to the winners during the evening. In spite of the weather and ensuing difficulties, those who finished were full of praise for the organization of the event.

Results

Outright Winner: P. D. Bailey (U.H.U.L.M.C., Morris 10), 156 points.
First S.J.C.C. Member: F. G. Turk (Jowett 8 h.p.), 73. **Second S.J.C.C. Member:** Mrs. Fitzpatrick (Morris Minor), 60. **Runner-up (Invited Clubs):** A. Moore (Morris Minor), 60.

More News from the Clubs on page 684

MAXWELL BOYD.

Results

G.V.B. Cup: K. Murray (M.M.2), 117½ marks.
First Class Awards: J. Gibney (Ford Spl.), 106; A. L. Young (Dellow), 90½; R. J. Nash (Dellow), 89½, and T. P. O'Connell (Ford Spl.), 80½.
Second Class Awards: J. Grew (Ford Spl.), 78; A. Potter (VW Spl.), 76½; R. Laird (Dellow S), 51½; C. H. Beckett (Ford Spl.), 50, and H. Johnson (Lancia Spl.), 43.
Also Finished: C. H. Manders, J. Garvey, P. Soden, R. B. S. LeFanu, R. Sheane and W. Fitzsimmons.
Non-finishers: A. B. Knowles, R. Wood-Martin and J. C. Millard.

DAILY EXPRESS RALLY

OUTRIGHT WINNER

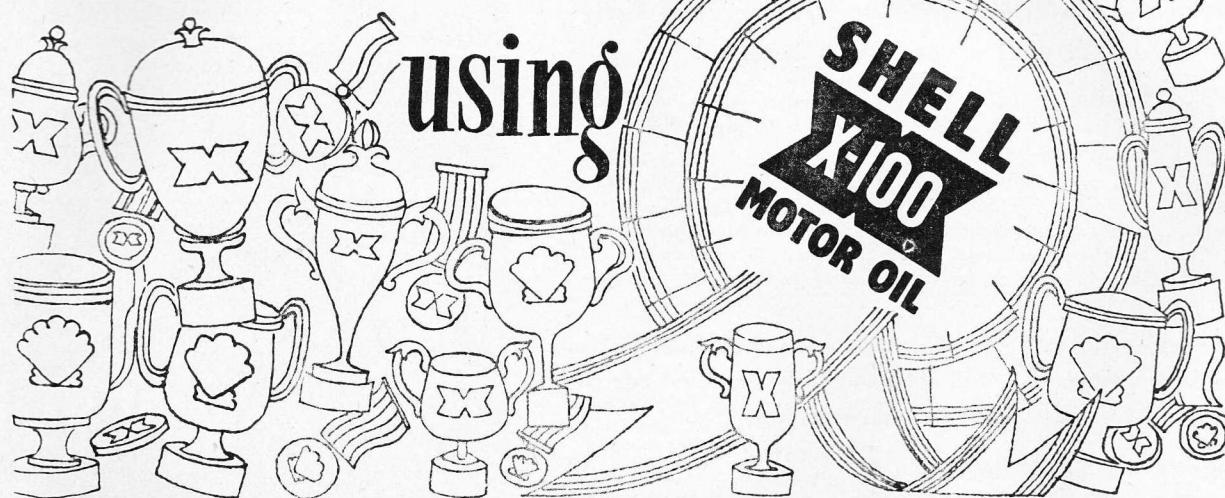
SUNBEAM-TALBOT

F. DOWNS

and

8★ CLASS WINS

(Subject to Official Confirmation)



***7 of these winners also used Shell Premier Petrol as sold from the Pump**

COMING ATTRACTIONS

November 20th. M.G.C.C. Night Trial, Eire.

November 21st. Australian G.P., Albert Park, Melbourne.

Bristol M.C. and L.C.C. Roy Fedden Trial.

Thames Estuary A.C. "Kittens' Eyes" Night Rally.

Ulster A.C. Trial, N. Ireland.

November 21st/22nd. Herts County A. and A.C. Night Trial. Start, Panshanger Aerodrome, nr. Hatfield, 8 p.m.

November 22nd. Cambridge U.A.C. Little Rally. Start, Leys School, Cambridge, 9.30 a.m.

Public Schools M.C. Publican Rally. Start, Kings Arms Hotel, Barnet By-pass.

Rhyl and D.M.C. Standard Car Trial.

Plymouth M.C. 4th Annual Marina Trophy Trial.

SOUTH ESSEX "OWL HOOT" TRIAL

SEVENTEEN starters took part in the South Essex M.C.'s "Owl Hoot" night navigation event on Saturday, 7th November; for once the weather proved kind, and rain fell only occasionally during the five-hour run. There were five sections in all, the first being by map reference to a point where entrants were given eight more references to plot. This was no easy matter, and only three managed the section without penalty. Then followed a disturbing traffic jam in a tiny lane at Hullbridge, after which

two navigators chose unmade roads as part of their route, and in consequence had to help dig their cars out of several feet of mud.

Section 3 contained only four references, leading to Bradwell, after which competitors had to hurry back to Vange for a regularity test over Laindon Hills. The survivors—all but two of the starters—negotiated this with precision, and then continued to the finish at Horndon-on-the-Hill.

Results

Premier Award: R. Corden/D. Littlechild (Ford); 2, G. Player/D. Wheatley (Austin); 3, J. Ludlow/D. Dove (Hillman).

CLUB FIXTURES

Cheltenham M.C. Whist drive, 20th November, Priory Lawn, Cheltenham, 7.30 p.m.

Berkhamsted M.C. and C.C. Annual prize-giving, 20th November, King's Arms, Berkhamsted.

Southsea M.C. Dance, 20th November, Cambridge Hotel, Portland Road, Southsea.

Mid-Surrey A.C. Meeting, 20th November, Queen Adelaide, Kingston Road, Ewell.

Bentley D.C. N.W. Region annual dinner/dance, 20th November, Royal Hotel, Hayfield, Derbyshire. Meetings: 21st November, King's Arms, Salisbury, Wilts, 7 p.m. 23rd November, The Withies, Compton, nr. Guildford, Surrey.

Bugatti O.C. Annual dinner/dance, 21st November.

Hants and Berks M.C. Treasure hunt, 22nd November. Start, Falcon Hotel, Woodley, 1.30 p.m.

Edinburgh U.M.C. Treasure hunt, 22nd November.

Welsh Counties C.C. Film show, 23rd November, Cardiff Aeroplane Club, Tremorfa, 8 p.m.

Circle C.C. Meeting, 23rd November, Northwick Social Club, Kenton, Harrow, 8.15 p.m.

London M.C.—Talk, 24th November, Pavlovs' Arms, Page Street, London, S.W.1, 7.30 p.m.

RHYL NIGHT RUN

ALTHOUGH the course for the Rhyl and D.M.C.'s night navigation run, on Saturday, 7th November, was covered by a radius of only six miles, Flintshire is so interlaced with narrow lanes that the navigation involved was very complex. The event was certainly settled on the road, for approximately one-third of the 27 starters failed to complete the 60-mile course. Placings were: 1, K. H. James (Morris Minor), 0 mks. lost; 2, N. G. Waterhouse (Triumph Mayflower), 45; 3, H. W. Synge (Jowett Javelin), 80; 4, R. E. McLellan (Austin 7), 120; 5, S. Kennedy (Jaguar XK 120), 125; 6, J. Roberts (M.G.), 225.

Eastern Counties M.C. Meeting, 24th November, Red Lion, Martlesham, nr. Woodbridge.

N.L.E.C.C. Talk by A. F. Rivers Fletcher, 24th November, Black Bull, High Road, Whetstone, N.20, 8 p.m.

Epping Forest M.A. Film Show, 25th November, St. Mary's Hall, Loughton, 8.30 p.m.

Chiltern C.C. Meeting, 25th November, George Hotel, Beaconsfield, 7.30 p.m.

B.A.R.C. (S.W.). Film Show, 25th November, Little Testwood Club, Totton, Southampton, 8 p.m.

750 M.C. Meetings, 25th November, Forest Hotel, Dorridge, and Gascoignes, Lyndhurst, Hants.

West Essex C.C. Talk by A. F. Rivers Fletcher, 25th November, Three Jolly Wheelers, Woodford Bridge, Essex.

Vintage S.C.C. Meetings: 25th November, Ferry Boat Inn, Holywell, St. Ives, 26th November, Jolly Farmers, Enfield Road, Enfield; Smoker Inn, Plumley, nr. Northwich; and Crescent Hotel, Ilkley.

Sunbae. Talk by Ken Wharton, 26th November, Mason's Arms, Solihull, 8 p.m.

Lancashire and Cheshire C.C. Annual dinner/dance, 26th November, Grand Hotel, Aytoun Street, Manchester 1.

King's College M.C. Film show, 26th November, Union Society, Newcastle-on-Tyne, 7 p.m.

Blakes

Blakes, the Northern Sports & Racing Car Specialists, and one of Britain's Oldest Ford Dealers, have pleasure in announcing that they are in a position to offer quick delivery of Rally Replica model Ford Zephyrs.

THESE are identical in all material respects to the Monte Carlo winning car, and can be supplied in any standard Ford Colour.

The specialised equipment includes triple S.U. carbs, Dunlopillo bucket seats with drop-down passenger seat, full complement of extra electrical equipment, additional fuel lines, heater, etc. etc. In addition—special tyres, radio and duo tone schemes will be available as extras.

The price complete is £1075. 0. 0. and a limited number only will be available. For full details of these cars and our large stock of sporting vehicles:—

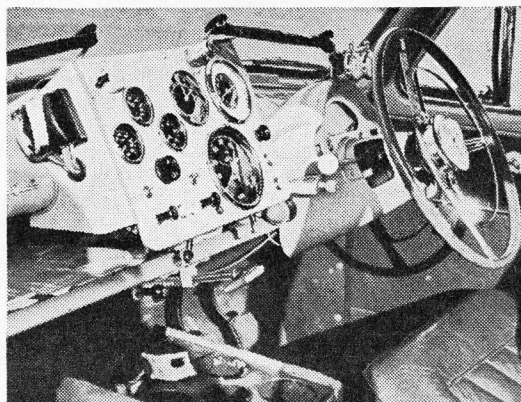
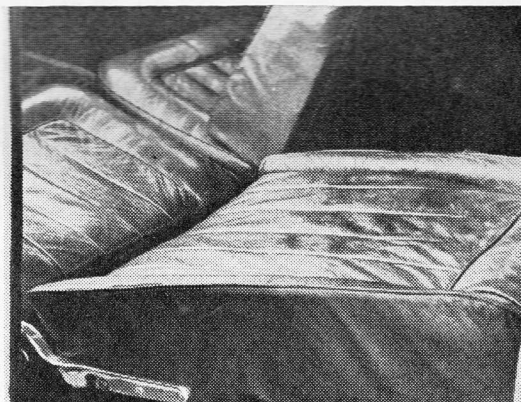
Call, write or 'Phone:

J. BLAKE & COMPANY LIMITED

112 Bold Street, Liverpool, 1

Telephone Number: ROYal 6622.

'Grams: 'Autocar', Liverpool.



AUTOSPORT

CLASSIFIED ADVERTISEMENTS

PRESS TIME:
TUESDAY 10 a.m.
Tel.: PADDINGTON 7671-2

RATES: 5d. per word, 3s. 6d. per line, 35/- per single column inch. Minimum charge 5/-, not including Box Number. Particulars of Series Discounts may be obtained on application.

All advertisements must be prepaid and should be addressed to "Autosport", Classified Advertisement Department, 159 Praed Street, London, W.2.

BOX NUMBERS: Facilities are available to advertisers at an additional charge of 1/- to defray cost of booking and postage. The words "Box 000" must be included in the advertisement and paid for.

The publishers reserve the right to refuse advertisements, and do not accept liability for printers' or clerical errors, although every care is taken to ensure accuracy.

CARS FOR SALE

A.C.

A.C. SPORTS 2-seater coupé, 16 h.p., o.h.c., 1933, smart, body good order. £85. Terms. Exchanges.—Oliver Autos, 100-106 Peckham Rye, S.E.15. NEW Cross 2563.

ALFA ROMEO

ALFA ROMEO 15.7 twin o.h.c. December 1936 Farina saloon. Fast, economical, comfortable. £295.—7 Dalmeny Road, Carshalton.

ALLARD

ALLARD 1949 P.1 saloon. This is a super-tuned model fitted with many modifications making it a very potent vehicle. Mercury engine, high compression heads, high lift cam, Scintilla magneto, Lucas P.100 built-in headlamps (à la Bentley), centre floor gear change, spotlights, air scoops for cars, cooling vents on bonnet sides, near new tyres. This magnificent one-owner performance car is offered at only £425.—Bristol Street Motors, Ltd., Allard Distributor and Main Ford Dealer, 164-182 Bristol Street, Birmingham, 5. Phone: Midland 5861-5 or Midland 3903-6.

K2 ALLARD sports 2-str. 1951 Motor Show model with special finish. Fitted suitcases, luggage grid, etc. Very smart car, mechanically well maintained. £650 o.n.o.—Mrs. Moy, Bell House, Bury Gate, Pulborough.

RICHARDS AND CARR offer choice of three ALLARD 1948 and 1949 drophead coupé from £295.—35 Kinnerton Street, London, S.W.1. SLOane 5424.

1949 ALLARD 2-seater, smashed, but repairable. £165.—Cuff's Garage, Frome. Phone 2511.

ALVIS

1949 ALVIS 14 h.p. coupé, black, first-class condition, new hood, etc., 28,000 miles. £600.—Tel.: East Horsley 332.

1927 12/50 TOURER, new hood, tonneau and c.w.p., twin SUs, k.o. wheels, good condition. £90.—Longton, Wymhaven, Gatesden Road, Leatherhead, Surrey.

ASTON MARTIN

1938 1½-LITRE, h.c. Ulster engine, recent complete body and chassis overhaul, re-upholstered in black hide, recarpeted, red cellulose and chromium spotless, 95 m.p.h., 28 m.p.g., h.p. if required.—3 Mayfair Avenue, Bexleyheath, Kent.

AUSTIN

1936 AUSTIN Nippy 2-seater sports. £150.—Morris, "Leahurst", Fayrefield Road, Melton, Suffolk.

B.S.A.

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

BENTLEY

BENTLEY Blue Label Mulliner saloon, 26.8 h.p., chassis No. V.A.4078, regd. 7/1/33, good condition. £165. Terms, exchanges.—Oliver Autos, 100-106 Peckham Rye, S.E.15. NEW Cross 2563.

BENTLEY 8-litre for sale or exchange for Riley 9 or similar with cash adjustment.—Ring Birdham Sussex 224.

BLOWN 4½ Van den Plas tourer, 1931. £335.—Rudds, 65-69 Victoria Road (opposite Central Station), Worthing 4635.

CARAVANS

£480 26 h.p. DENNIS Motor Caravan, 4 berth, Cakor, Ektan.—Phone NEW Cross 1092 (London).

FIAT

MAYFAIR GARAGES LTD. (Fiat Sales and Service) have the new 1954 Simca 1½-litre "Aronde" saloon in stock in their showrooms. £896 9s. 2d., including P.T.—Below.

MAYFAIR GARAGES LTD. hold the largest stock of used FIAT cars in the country. £145 to £495. Send for List and Catalogues.—Below.

MAYFAIR GARAGES LTD. (Fiat Sales and Service), Balderton Street (opp. Selfridges), London, W.1. MAYfair 3104-5.

FORD

EARLY 1952 FORD Consul fitted with RAYMOND MAYS CONVERSION. Light green, radio, heater, leather upholstery, excellent condition. What offers?—Raymond Mays, Bourne, Lincolnshire. Phone: Bourne 285.

LATE 1952 FORD Zephyr fitted with RAYMOND MAYS CONVERSION. Blue, radio, heater, leather upholstery, and special headlights. The fastest Zephyr on the road. Good condition. What offers?—Raymond Mays, Bourne, Lincolnshire. Phone: Bourne 285.

FRAZER-NASH/BMW

TYPE 328 2-str. sports, 1938, excellent condition throughout, blue-grey, blue upholstery, recent Laystall engine overhaul, 100 m.p.h., 27 m.p.g. Type 55 2-str. sports, 1938, very good condition, blue with blue upholstery, special brake linings just fitted, Andre telecontrols, many extras.—Offers, ring Shrewsbury 4905 between 6-7 p.m.

1½-LITRE CABRIOLET, October 1936. Well maintained. £225.—Jackson, 35 Metcalfe Road, Cambridge.

HEALEY

1951 JUNE HEALEY Tickford saloon, excellent condition, 1,600 miles, grey, red leather upholstery.—Telephone: WAN 3128.

INVICTA

INVICTA 4½, probably the best in existence, very special low chassis model with aluminium 2/4-seater body, resprayed Alpine blue, re-upholstered in dark blue leather. A potent, handsome car rebuilt throughout to near new condition.—Dean, Stanmores, Loughton, Essex. Loughton 3805.

JAGUAR

ECURIE ECOSSE XK 120C type JAGUARS.—See under Racing Cars.

JAGUAR 3½-litre (1939) 2-seater. Green with grey upholstery. Engine recently overhauled. Body resprayed. 7 good tyres and wheels. Very good condition. Has been timed on Silverstone at 110 m.p.h. £385.—Flewitt, Ltd., 120-122 Alma Street, Birmingham, 6. ASTON Cross 3206 (3 lines).

THE Ex-M. Antony super-tuned S.S. 90 now resprayed, retired and fitted racing bucket seats, faultless performance, many modifications include much raised compression, lightened fly-wheel, Dural rods, etc., all-weather equipment all new, taxed. £265.—Rudds, opposite Central Station, Worthing 4635.

LAGONDA

PROBABLY the best open 4-seater in the country. 1935, beautiful original condition, British Racing Green, stoneguards all lamps, leather tonneau and hoodcover, new hood, two owners from new, all tools and instruction book. £345.—Cuff's Sports Cars, Frome. Phone 2511.

M.G.

M.G. TD Mark II, 1953, unregistered, delivery mileage, colour green.—Offers to Foulkes, "Fairdown", Sutton Weaver, Warrington.

M.G. SPARES, most parts in stock for all models, 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, road springs, wheels, hubs, vertical drive assemblies, prompt postal service, c.o.d., and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Road, Wimbledon, S.W.19. LIBerty 3083.

MICHAEL LLEWELLYN offers his 1952 Mark II TD, reg. No. HWN 100, complete with all competition modifications and many extras. Unused since engine reconditioned and body resprayed. Total mileage 16,000. Choice of compression ratios, 8.3 to 1 or 9.3 to 1. Immaculate condition. £595.—C. K. Andrews, Ltd., Nuffield Distributors, Swansea. Tel.: Swansea 57981.

T.T. MAGNETTE, Ex-Miss B. Haig, Concours condition throughout, superb mechanical condition. £375.—Rudds, opposite Central Station, Worthing.

1933 M.G. Magna in very good order. Recon. engine, wireless, w/t horns.—Fenner, 26 Chequer Rd., Writtle, Nr. Chelmsford, Essex.

£120 SPENT in July on complete engine overhaul, 1947 M.G. TC, new tonneau and many extras including eight wheels, complete with nearly new tyres. Everything under bonnet chromed. Specimen car in excellent all-round condition. £475 o.n.o.—MUSEum 5344-5, 9.30-5.30.

(Continued overleaf)

PARADE MOTORS (MITCHAM) LIMITED

offer

1946 M.G. TC, black, many extras. **£345**

1934 M.G. PA, 4-seater, black. **£90**

1932 M.G. Magna 4-seater, fitted Lockheed brakes. **£75**

1938 ALVIS 12/70, 4-seater sports. Grey and red. New hood, sidescreens. Extras. Outstanding example. **£325**

1936 ALVIS sports saloon. **£155**

JAGUAR 100 2-seater sports. Black. First-class condition. **£325**

1939 SUNBEAM-TALBOT 10 h.p. sports saloon. Ivory, a perfect specimen. **£299**

WANTED—M.G.s J2 - PA - PB - TA - TC FOR CASH

SELF DRIVE HIRE CARS available. Austin, Ford, Standard and Vauxhall.

Hire Purchase and Insurance effected. Exchanges welcomed.

PARADE MOTORS (MITCHAM) LTD.
55/67 Monarch Parade, Mitcham
Phone : 3392

Classified Advertisements—continued

MORGAN

MORGAN 4/4 Official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161 Gt. Portland Street, W.1. LANham 7733.
F. H. DOUGLASS, the MORGAN specialists. New and secondhand chassis and engine spares for J.A.P., Matchless, Anzani, cylinders rebored and relined, new pistons supplied.—1a South Ealing Road, Ealing, W.5. EAL 0570.

MORRIS

1952 MORRIS Minor convertible, black, red interior, 14,000 miles, in exceptionally fine condition throughout, fitted with Shorrock's supercharger, giving a genuine 78 m.p.h., cruising at 65 m.p.h., 0-50 in 15 secs., 30 m.p.g. Four new Dunlops, new battery and flame-thrower, extras value £95. This wonderful performance coupled with first-class roadholding, comfort and reliability, makes this the ideal rally and all-round car. £495. Taxed.—Lister, 1 Brook Road, Fallowfield, Manchester, 14. Phone: RUSHolme 3113.

PARAMOUNT

PARAMOUNTS NOW AVAILABLE.—Camden Motors Ltd., the sole distributors for PARAMOUNT cars in Great Britain, have a limited number of these new and exciting 10 h.p. 4-seater roadsters available for immediate delivery. List Price £625, plus Purchase Tax, £261 10s. 10d.; illustrated brochures supplied on request.—Call, write or 'phone for full details; appointments can be made for a demonstration of this graceful, thrilling new car between the hours of 9 a.m. and 8 p.m. Mondays to Saturdays, at the main showrooms of CAMDEN MOTORS LTD., Lake Street, Leighton Buzzard, Beds. Phone: 2041 (5 lines), who also have available one brand new and unregistered PARAMOUNT roadster, imperceptibly shop soiled, at the inclusive price of £695.

RACING CARS

EACH CAR of the famous and successful team of Jaguars, XK 120C, belonging to Ecurie Ecosse is offered for sale. All have been completely overhauled by "Wilkie" in respect of chassis and engine, with bodywork renovated and resprayed British Racing Green. Each car is in "Motor Show" condition and is ready to race. All "Wilkie" modifications are still incorporated in these cars.—Further particulars from Merchiston Motors, Merchiston Mews, Edinburgh, 10. Tel.: FOUNTainbridge 6673.

The 1954 MOTOR RACING DIARY

The only diary specifically designed to fit in with the needs and interests of the 'enthusiast'.

Contents include:—1954 Calendar of Racing, Climbs and Rallies. 1953 International Results.—Circuit Diagrams and Lap Speed Tables. Time/Speed Tables; Conversion Tables, etc.

Size 3" x 5". A week at an opening. Attractively finished in flexible maroon plexide binding, rounded corners and gilt embossed.

Price 5/4d. post free from

Better Books Ltd.,

Booksellers of
94, Charing Cross Road,
London, W.C.2.

For Flashing Performance fit

A TWIN CARBURETTOR UNIT

for MORRIS MINOR.

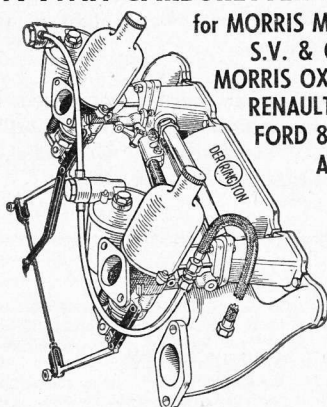
S.V. & O.H.V.

MORRIS OXFORD,

RENAULT 750,

FORD 8 & 10,

A30

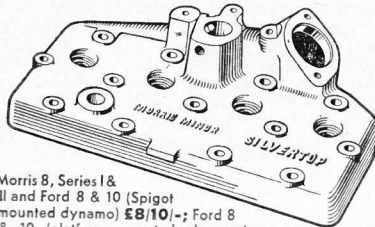


Twin semi-down draught S.U. carburettors fitted with large float chambers, linked controls and petrol pipe, ready to fit. Gives 25% more power, increasing acceleration and hill climbing similarly, with only 5% drop in consumption.

SILVERTOP

ALUMINIUM CYLINDER HEADS

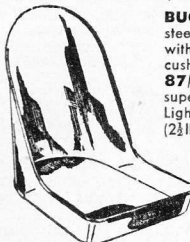
ENABLE FULL ADVANTAGES TO BE OBTAINED FROM THE NEW FUEL giving a remarkable improvement in performance



Morris 8, Series I & II and Ford 8 & 10 (Spigot mounted dynamo) £8/10/-; Ford 8 & 10 (platform mounted dynamo), £9/-; Morris 8, Series E, £9/10/-; Morris Minor '49 '50 (illustrated), and '50 to '53 with thermostat fitting. Hillman Minx and Talbot 10, £10. "ALTA" for Austin 7, £6/10/-.
 O.H.V. MINOR and A30 completely modified H.C. copperised head, c/w valves, springs, increasing B.H.P. by 20% £22/10/-, in exchange £28/10/- outright sale.

MORRIS MINOR S.V. & O.H.V.

Inner valve springs 7/- per set, special exhaust valves 8/- each. KE965 12/6, sports coils, Delco or Lucas 37/6. Hand operated ignition controls 30/-. Deep note straight through exhaust systems £3/15/-. Gear lever extensions 6/6. Plastic gear knobs 2/6. Chrome badge bars 30/-. Lucas dual wiper drive set 37/6, rear wheel cover or spats in aluminium £8/10/-. Stamp for lists.



BUCKET SEATS, light steel frames, 27/6, trimmed with brown rexine, sprung cushions, pleated backs, 87/6. Ditto, tubular frames, superior quality £6/7/6. Light alloy seats, untrimmed (2½ lb.), 63/-; 14 in. 65/-; 16 in. wide, Ditto, Trimmed Connolly Vaumol Hide, Dunlopillo cushions, £8/15/-. Others from £4 each.

Best quality tools—Chrome vanadium sets. D/E Whitworth spanners 23/6, S.A.E. 24/6, Metric 25/6, Ring ditto. Whit. 48/9, Metric 43/9. Gland nutpliers (grips) black, 9/6, C.P. 13/6, miniature ditto, 7/3. Molybdenum D/E metric sets 15/6, 25/6. Sparking plug universal box 18" machined from solid, 14/6. 14 mm. size.

V.W.
DERRINGTON
 KINGSTON
 5621/2

159, 161 & 200 LONDON ROAD
 KINGSTON-ON-THAMES

Tel.: KIN 5621/2

CANADA: The Campbell Sports Car Co.,
 122 Willowdale St., Willowdale, ONTARIO

RACING CARS—continued

LESTON SPECIAL. One of the most successful F3 cars ever built, without engine or gearbox. £285. With Beart specially tuned D.K. Norton, carbs, and gearbox, ready to race. £550. Also Beart D.K. Norton. £250. Cooper/Norton Elektron engine mounts. £5 the set.—Les. Leston, 1 Abbey Court, London, N.W.8. MALda Vale 3079.

M.K. VI COOPER in excellent condition, never crashed or bumped, fitted Norton double-knocker engine, almost new tyres, first-class Cooper Trailer, quick-lift jack, cover, some spares. £600.—Box 1301.

OSCAR MOORE wishes to dispose of the H.W.M./Jaguar. A part exchange would be considered and H.P. terms could be arranged.—204 Ballards Lane, Finchley, N.3. FIN 2920.

1953 KIEFT 500, complete less engine £350, or with single cam Norton £475; also double cam Norton. £200.—Purewell Motors, 7 Somerford Road, Christchurch—1121.

£325 RILEY 1,100 c.c. sports-racing 2-seater ex-Gerard, four Amals, Girlands, special crank, E.R.A. rods, oil and water pumps. As new throughout. Eligible Vintage events but one of the most potent 1,100 c.c. vehicles extant. Certain winner. Spares. Exchange considered.—J. R. Brown, 126 Marsden Road, Burnley. Phone 3189 (office hours).

RAILTON

OPEN 4-seater super-sports in black with red leather. £175.—Rudds, opposite Central Station, Worthing.

SINGER

1949 ROADSTER, colour maroon, new engine 6,000 miles, radio, new tyres, immaculate condition, many extras. £410.—Regent Auto Co., Regent Street, Kettering. Phone 3559.

SPECIALS

ORIGINAL LOTUS-AUSTIN (1951) LMU 3 offered at £250 or near for quick sale, complete with all-weather equipment and racing spares.

Suitable for Trials and 750 Formula Racing.

Would consider motor-bike or hack in part exchange.

23 DUFFIELD ROAD, DERBY.

Phone: Derby 49543.

AUTOMOBILIA Offers cars to suit all

1952 (Nov.) Mark VII Jaguar, 4-door de luxe sunshine saloon, finished in most attractive shade of royal blue, red leather upholstery. Fitted with following extras: Radio, Heater, Fog Lamps, Stone Guards, Wing Mirrors, Windscreen Washers, etc. Genuine 15,000 miles. £1,395

1952 Daimler Consort, 4-door de luxe saloon, grey, blue leather upholstery, mileage 27,000, one owner, immaculate. £950

1949 Sunbeam-Talbot 80, 4-door de luxe sunshine saloon, leather, heater, low mileage. £525

1934 Riley Ulster Imp, 11,000 c.c. Original ex-works car in almost original condition. This is the ex-Mike Hawthorn car and is the only one left in this country. It is fitted with an ENV 75 Racing Gearbox, 4 Amals, Scintilla Mag., 2-16", 2-18" Spare Wheels. The only departure from standard is a Gallay lightweight water and oil radiator fitted, hydraulic brakes and Woodhead Monroe shock absorbers on the front, and Girling racing dampers on the rear. The car was completely overhauled in July and was resprayed. £375

A.A. or R.A.C. inspections invited, h.p. terms and part exchange welcomed. Open 9 a.m.—8 p.m. weekdays, Sundays all day for inspection.

PIPPBROOK GARAGE

London Road, Dorking

Dorking 4303, 3891

Lambretta

SELF RIDE HIRE

MOTOR SCOOTERS for hire by the day, the week or the month. Terms on application Continental Touring (all inclusive). Shipping and Foreign Touring Documents. Hotel Arrangements

Lambretta Hire Services
66/67 Monarch Parade, Mitcham
Telephone Mitcham 3392

AUSFORD, 1,172 Ford engine, in short Austin 7 chassis, 6 ft. 3 ins. wheelbase, weight 8 cwt., taxed, insured. £95.—Waterloo Spares Depot, 62 Waterloo Road, Stockport.

CONSUL-ENGINE Sports/Racing Special for sale. Speed around 100, with road holding and brakes to match. Capable of much further development. Owner must sell due to business commitments. This car is beautifully finished. Nearest to £525. Full details to genuine inquirer.—Box 1297.

FORD Special, ideal trials/rally car, mechanically excellent, h.c. head, twin SUs, twin spotlights, tyres as new. Professionally-built 2-seater body with full weather equipment.—G. and T. Autos, Blackwell Street, Kidderminster. Phone 3228.

SUNBEAM

SPORTSMAN saloon, hydraulic brakes, all new tyres, beautiful interior, but needs big end bearing. £45.—Cuff's Sports Cars, Frome. Phone 2511.

TALBOT

TALBOT 20.9 h.p. 1934, excellent condition throughout, good set of tyres. Any trial. £55.—B. Fitzwater, Othry Service Station, Othry, Near Bridgwater, Somerset.

TRANSPORTERS

RACING CAR TRANSPORTER—Ex Ford V8 30-cwt. ambulance, engine just reconditioned and seven good tyres. £50.—Oscar Moore, 204 Ballards Lane, N.3. Finchley 2920.

ALUMINIUM

BULLANCO FOR ALUMINIUM.

Any sizes cut or folded.

SHEET — EXPANDED — TUBES — ANGLES
BARS — RODS — MOULDINGS — RIVETS

Write for list.

66 QUEEN'S ROAD, PECKHAM, S.E.15.

Tel.: New Cross 1092.

BODIES

ALUMINIUM sports 2-seater body, painted blue, new and never used, going cheap.—Box 1300.

BOOKS

AMERICAN magazines: One Year Motor Trend, 28s. 6d.; Hot Rod, 28s. 6d.; Speed Age, 28s. 6d.; Road and Track, 25s. Specimen copies 3s. each. Booklet quoting others free.—Willen, Ltd. (Dept. 9), 101 Fleet Street, London, E.C.4.

FORTY AUTOSPORTS, 1952, also Jan-June 1953, complete. 9d. each or offers for lot.—Saint, "Briar Bank", 2 Rowan's Road, Tadley, Hants.

HANDBOOKS, 1927-53.—M.G. (all models), 31s. 3d.; "Midgets", 15s. 6d.; Chrysler, Dodge, 14s.; Chevrolet, American Ford, "T" Ford, Sunbeam-Talbot, 10s. 6d.; Alvis, Armstrong, Flat, Hillman, Humber, Riley, Rover, Singer, 9s.; Cord, "A" Ford, Renault, Volkswagen, 7s. 6d.; Austin, British Ford, Jowett, Morris, Opel, Standard, Triumph, Vauxhall, Wolseley, 5s. 6d. Inquiries, stamp please. Catalogue 500 motoring publications, 6d.—Vivian Gray, Postal Booksellers, Hurstpierpoint, Sussex.

WANTED—M.G. Handbook, 1939, 14-litre VA.—Schaffer, 36, St. Andrews Road, Cambridge.

21,000 MOTOR INSTRUCTION Manuals, Sale-Exchange. Inquiries stamped envelope. Manuals bought.—Final, 15 Nashleigh Hill, Chesham, Bucks.

CELLULOSE

CAR SPRAYING HANDBOOK (1952 Ed.) 3s. 6d. Cellulose and Synthetic Paints and all Allied Spraying Materials. Catalogue free.—Leonard Brooks, Ltd., 70 Oak Road, Harold Wood, Romford. Phone: Ingrebourne 2560.

ENGINES

100

THE CENTURY STABLE

OFFER FOR SALE

One Brand New

2-Litre ROVER ENGINE

LATEST TYPE - ABSOLUTELY PERFECT
COMPLETE WITH MANIFOLDS, STARTER,
DYNAMO AND CLUTCH.

COST OVER £150. OFFERS.

"KENWOOD," MORTHEN, nr ROTHERHAM.

Telephone No.: Wickersley 2215.

WANTED.

B.S.1. BRISTOL ENGINE AND GEARBOX.
BISS,

Denver Lodge Farm, Nazeing Road,
Waltham Abbey, Essex.
Tel.: Nazeing 3192.

"AUTOSPORT"

INTERNATIONAL CAMERA CONTEST

Entry Form

NAME.....

ADDRESS.....

COUNTRY.....

This is to state that (a) During 1953 I received not more than £5. 5. 0. in reproduction fees for photographs (amateur contests excepted). (b) Had no press passes, or special facilities granted when the submitted photographs were taken. (c) Am not employed in any form of professional photographic business. Furthermore, I agree to accept the decision of the Contest Panel of Judges as final.

SIGNED.....

Entries close on first post, 1st February, 1954.

ALVIS 14/75 engine, reconditioned, complete less rocker arms, includes carb, starter, etc. £37.—2/Lt. Ryan, Taunton 2652.

ENGINE SERVICE

D. CREED, 2 Goldhawk Mews, Shepherds Bush (late mechanic, Brooklands Service Station). On and after 22nd November we shall be in a position to offer an exceptionally quick service for cylinder head resurfacing at very reasonable prices.

D. CREED, 2 Goldhawk Mews, Shepherds Bush (late mechanic, Brooklands Service Station). Highest precision work, crank grinding, metallising, boring, reconditioned engine service at most competitive prices. Our grinding and metallising has contributed to the successes of F. C. Davis, Cooper-M.G. Trade invited.—Phone: SHE 6518.

MISCELLANEOUS

AUTOMENDERS have very comprehensive facilities for the machining and repair of all automobile parts and units. Whatever your problem we shall be pleased to assist in any possible way.—Automenders, Ltd., Lowther Garage, Ferry Road, Barnes, S.W.13. Riverside 6496.

BEVERLEY MOTORS (N. H. Mann, Proprietor) undertake special coachwork designs, primarily on Alfa Romeo chassis, but also any other good quality sports car chassis. Inquiries to Alric House, Alric Avenue, New Malden. Phone: Malden 4403.

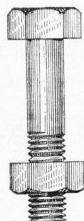
SOLID DRAWN, exhaust and flexible steel tubes, steel bars, light alloys, etc., from Stockists C. S. Harbour, Ltd., Syon Hill Garage, Great West Road, Isleworth, Middx. Tel.: HOU 6613.

(Continued overleaf)

AT LAST !

A GARAGE ASSORTMENT.
HIGH TENSILE BOLTS & NUTS
CONTAINING

$\frac{1}{2}$ · $\frac{3}{4}$ · 1 × $\frac{3}{16}$ BSF
 $\frac{3}{4}$ · 1 · $1\frac{1}{2}$ × $\frac{1}{4}$ "
1 · $1\frac{1}{4}$ · $1\frac{1}{2}$ × $\frac{5}{16}$ "



PLEASE SUPPLY BOX OF 4 DOZ. ASSORTED
H.T. BOLTS & NUTS 7/6 ENCLOSED.

Mr.....
.....
.....

C & M. SIDDALL
WHISTON ST., SHEFFIELD 9.

Classified Advertisements—continued

PHOTOGRAPHS

Several photographs of EVERY car, taken at various points during the M.C.C./"Daily Express" Rally.

MOTING CHRISTMAS CARDS (actual photographs)—Racing, Rallies, Trials. Send for sample. CHARLES DUNN, Greenleaves, Woking, Surrey. Tel.: Woking 3737.

SAFETY GLASS

SAFETY GLASS fitted to any car while you wait, including curved windscreens.—D. W. Price, 490 Neasden Lane, London, N.W.10. Gladstone 7811.

WINDSCREEN PERSPEX $\frac{3}{8}$ in., rectangles 8s. sq. ft. delivered.—Wilson, Crosshouses, Bridgnorth.

SITUATIONS WANTED

RACING MECHANIC, fully experienced, this season with well-known driver, requires permanent position. Go anywhere.—Box 1302.

SPARES & ACCESSORIES

SPECIAL ACCESSORIES

FOR

FORD-BASED VEHICLES.

4.7 to 1 Crown Wheels and Pinions (8/10 h.p.)..	£7 18s. 6d.
Twin Carburettor Sets complete:	
8-10 h.p. ..	£12 10s.
"Consul" ..	£16 10s.

Available ex stock.

DELLOW MOTORS LTD.,
ALVECHURCH, Nr. BIRMINGHAM.
Tel.: Hillside 1879.

CITROEN 15 cylinder head, 1937-39, £6. Wanted pair of drive shafts, good cond. (1939).—Saint, "Briar Bank", 2 Rowan's Road, Tadley, Hants.

DISMANTLING Jaguar 2½-litre, all parts, seats and all interior fittings beautiful condition.—Cuff's Garage, Frome, Phone 2511.

FIAT 500 front vertical member complete with stub axle, brakes, brake drums and wheels. One near side assembly, one off side assembly. Rear wheels complete with brakes, brake drums and hub assembly, radius arm and quarter elliptic spring. One near side and one off side assembly. £20 the lot.—Box 1299.

PERFORMANCE CARS

THE SPORTS CAR PEOPLE

Select from their stock of over 150 sports cars

1950 Allard J2, full weather equipment ..	£595
1933 Aston Martin Le Mans, recond. unit ..	£325
1935 Alvis Speed 20 4-seater tourer ..	£245
1951 Frazer-Nash Le Mans, ex-Sidney Greene	£1,395
1947 Healey 2½-litre tourer ..	£595
1937 Jaguar S.S. 100 2½-litre ..	£375
1951 Jaguar XK 120. Choice of two from	£895
1935 Lagonda 3½-litre V.D.P. tourer ..	£195

NEVER LESS THAN 25 M.G.s IN STOCK

Maserati 2.9 s/c, 2-seater, ex-Tim Birkin ..	£595
1937 Mercedes-Benz 500K type B cabriolet ..	£415
1934 (Dec.) Rolls-Royce 20/25 Hooper Lim.	£465

Immediate H.P., insurance and part exchanges.

The Windmill Garage, Great West Road, Brentford, Middx. EALing 8841-2-3
3 minutes from Northfields Tube Station (Piccadilly or District Lines)
(Buses 91, 97 and Green Lines pass our door.)

FOR SALE.—Singer 9 engine, two carbs, complete with all accessories, £15. Singer gearbox, remote control, £15. E.N.V. gearbox for "F" type Magna, completely overhauled, with remote control, £15. 18-in. Rudge wheels, £2 each.—Offers, Vale Garage, Devonshire Hill, Honiton. Phone: Up-Ottery 246.

FOR XK 120.—Unused stiff suspension kit at £15 10s. f.o.r. Two S.S.100 wheels and tyres £8 10s. f.o.r.—Rudds, 65 Victoria Road, Worthing.

M.G. and Riley spares, new and used, to suit many pre-war models, state wants. Also Davies "Topcyl" piston lubricators at £1 each, to clear.—Bryden, 101 Wellington Road, Leeds, Tel. 38310.

REV. COUNTERS.—0-10,000 r.p.m., a new conception of accuracy and reliability, self-contained units, £5 10s., delivery 2s. 6d. Lower reading positive-driven types, 57s. 6d., delivery 2s. 6d.—Teddington Engineering Co. Ltd., Dept. "K", High Street, Teddington, Middx.

WEATHERPROOF WIRING Harness with diagrams, 8 h.p., 80s, 10, 12 h.p., 90s, 14 h.p., 100s.—Gardner, 28 York Street, Manchester, 1.

YELLOW headlamp bulbs for Continental driving available for most makes.—Beverley Motors, Alric Avenue, New Malden, MALden 4403.

H. W. M.

have many useful spares and accessories for disposal:

Brand new SALISBURY diff units, self-contained assembly complete with half-shafts, ideal for de Dion and independent chassis, very simple mountings.

Ratios 4.1:4.46, 4.88 offered less than cost—£30 each.

New BRISTOL racing gearbox.

A few WEBER double choke racing carburetters.

A few SOLEX double choke racing carburetters.

Rack and pinion steering boxes.

New temperature gauges.

Large size TECALEMIT oil filters and coolers combined.

S.U. Carburetters—1½ in., 1½ in., 1½ in., 2 in. and 2½ in.

Four Brand new, latest type Amal 5GP 1½ in.

R.W. hubs, 42 and 52.

LUCAS, SCINTILLA and MARELLI racing magnetos.

New Autoclean disc oil filters.

HARDY SPICER drive shafts and propeller shafts.

Radiators.

Light alloy fuel and oil tanks.

SPECIAL FOR XK 120 OWNERS

Specially made constant mesh gears to give C type ratios.

Special camshafts as used in HWM sports cars. Six choke carburettor layouts to choice.

CITROEN

4 speed gearbox conversion for 15 h.p. model, greatly improved version at reduced price—£65—on exchange basis.

ALTA

Largest stock of ALTA spares in country.

All engine parts, gearboxes, etc.

We can also offer:—

2 complete new HWM engines, 2,442 c.c., tested and ready to fit to chassis.

2 complete Alta engines, 1,960 c.c., tested and as new. We will also convert any existing ALTA engine to 2,442 c.c. in time for coming season. Compression ratio to choice.

Any problems concerning tuning and improvements to sports or racing cars looked into by enthusiasts.

Engine overhauls a speciality.

H. W. MOTORS, LIMITED.

'Phone: WALTON-ON-THAMES 2404.

SUPERCHARGERS

STANDARDIZED ARNOTT Supercharger Sets are available for most popular cars for early delivery. Installations designed and fitted at our works for all types of "specials" and racing cars. Also tuning and machining service for the enthusiast.—Carburetters, Ltd., Grange Road, London, N.W.10. WILlesden 5501.

UNCLASSIFIED

1949 14 h.p. LEA-FRANCIS super sports 2-seater, low mileage, £550, or exchange 1938-39 Lancia Aprilia or similar saloon.—Graham Kirk, Heathside Road, Norwich. Phone 33141.

1925 3-LITRE BENTLEY. Four-seater. Body by Gurney Nutting. In first-class order throughout. Hire purchase if desired .. £235

1936 LANCIA "AUGUSTA" Pillarless Saloon. Original Italian body. In good condition. Hire purchase if desired .. £200

Photographs sent on request.

CLIFF HOLDEN (MOTORS), LTD.,
MILLET STREET,
BURY, LANCs.
Tel. BURY 214.

WANTED

BLOWER suitable M.G., 1,000 c.c., giving approx. 20 lb. boost at engine speed.—2 St. Vincent Road, Southsea, Hants.

BUCKLER Mark XI Frame and Radiator. Super-charger complete for Ford 10.—Box 1291.

COLLECTOR requires 1953 Monte Carlo Rally Car Plaque to complete series. Good price paid.—Box 1298.

E.N.V. C.R. crash gearbox for J4 M.G. Also rear axle casing for PB.—Apply K. Obce, 23 Sidney Road, N.22.

INSTRUCTION BOOKS, Rolls-Royce, Bentley 3-4½ and 6-litre. Good price paid.—Johnson and Brown, Ringers Road, Bromley, Kent. RAVensbourne 6479-2322.

MAYFAIR GARAGES, LTD., urgently want Fiats for cash at highest prices.—Balderton Street, W.1. MAYfair 3104-5. Open 9-6, Sats. 9-1.

MERCURY MOTORS urgently require good pre-war sports cars, M.G., Riley, Morgan, etc. Top prices paid. Write, phone or call, giving full particulars and prices required. Our representative will call anywhere.—Mercury Motors, 824-826 Harrow Road, Wembley, Middx. Phone: WEMbley 6058-9.

WANTED.—Cooper or other 500 front wheels, complete brakes. Complete suspension considered.—Aldred, 4 Bannerdale Road, Sheffield. Tel. 50172.

WANTED.—1½-litre Riley cylinder block or engine.—Naylor, 161 Soothill, Batley, Yorks.

PIT-STOP

by

Raymond Groves

A book of cartoons by
AUTOSPORT'S famous
cartoonist, with a fore-
word by the artist him-
self and an introduction
by Gregor Grant,
Editor of AUTOSPORT

64 pages


2/6

plus 3d. postage and packing

order now from

AUTOSPORT 159 PRAED St. W.2

SOLELY M.G. CARS M.G. RETAIL DEALER SALES & SERVICE



Hounslow 2238 & 3455

TOULMIN MOTORS

★ MOST COMPREHENSIVE STOCK OF M.G. SPARES IN THE COUNTRY ★

- Clutch Plates—all models.
- New J2 clutch toggles.
- New rockers for overhead valve models.
- Luggage carriers—all models.
- Our patent modified oil seal.
- Reconditioned engines for all models from stock.
- Spares for all types of M.G. available.
- Dynamos, starters and all electrics

343 Staines Road · Hounslow · Middlesex
Open all day Saturday and 10 a.m.—1 p.m. on Sunday



SPECIAL OFFER

A limited number of new Morgans "Plus Four" Mark I with maker's Guarantee
 Price £740 · 12 · 6 incl. P.T.

BASIL ROY LIMITED
 161 GT. PORTLAND STREET, W.1 LAN. 7733

WANTED for spot cash

CARS of ALL TYPES

Hours of Business
 WEEKDAYS
 SATURDAYS
 9 till 7



HAMPSTEAD HIGH ST., LONDON, N.W.3
 (HAMPSTEAD TUBE) HAMPSTEAD 6041 (10 lines)

M.G. OWNERS

Specialized Spares now in stock for
 TB, TC, TD and 1½ series

1467 c.c. Cylinder Block (exchange or sale) Special Head Gaskets (72 m/m block)
 Lightweight 72 m/m Pistons Alloy Con-Rods

LIONEL LEONARD *Tulse Hill 3427*
 4, MORRISH ROAD, LONDON, S.W.2

The **WEST ESSEX**
 Engineering Company Limited

R. C. Willis Theydon Bois 2077

Brake Conversion Specialists

What dates a car more than anything else? Lack of modern 'anchors'. You may have all the 'urge' you need, but can you keep pace—safely? We can help you. Fit your car with modern 2LS hydraulic equipment

KEEP PACE — BE SAFE

MARKET SQUARE, ABRIDGE, ESSEX

HALL of BALHAM LTD. for B · M · W

Offers replacement B · M · W Engines. Prices on application. All Bored and Sleeved to standard, also now available new Bosch equipment.

Types		Prices	Types
328	Bosch Distributors	£5 . 12 . 0	55
326	Bosch Windscreen Motors	£3 . 7 . 6	45
320	Bosch Coils	£1 . 15 . 0	40
	Bosch Points	5 . 6	
	Bosch Rotors	2 . 0	
	Bosch Condensers	5 . 0	
	Bosch Regulators	£2 . 10 . 0	
	Bosch Starter Pinions	£2 . 0 . 6	
	Bosch Starter Springs	£1 . 3 . 0	
	Bosch Starter Ratchets	11 . 3	
	Bosch Plugs, all types	5 . 0	


BOSCH SPOT AND FOG LAMPS

Ring BALHAM 7855
 197'9 HIGH STREET, TOOTING, S.W.17

LET US . . .

. . . with our vast experience
 . . . advise you


WE REALLY ARE SPECIALISTS IN

On the NEW  MODELS

Secondhand TD's or "Y" Types—
 Spares or Service

W. JACOBS & SON LTD., MILL GARAGE, CHIGWELL RD., SOUTH WOODFORD, E.18

Telephone: WAN. 7783-4

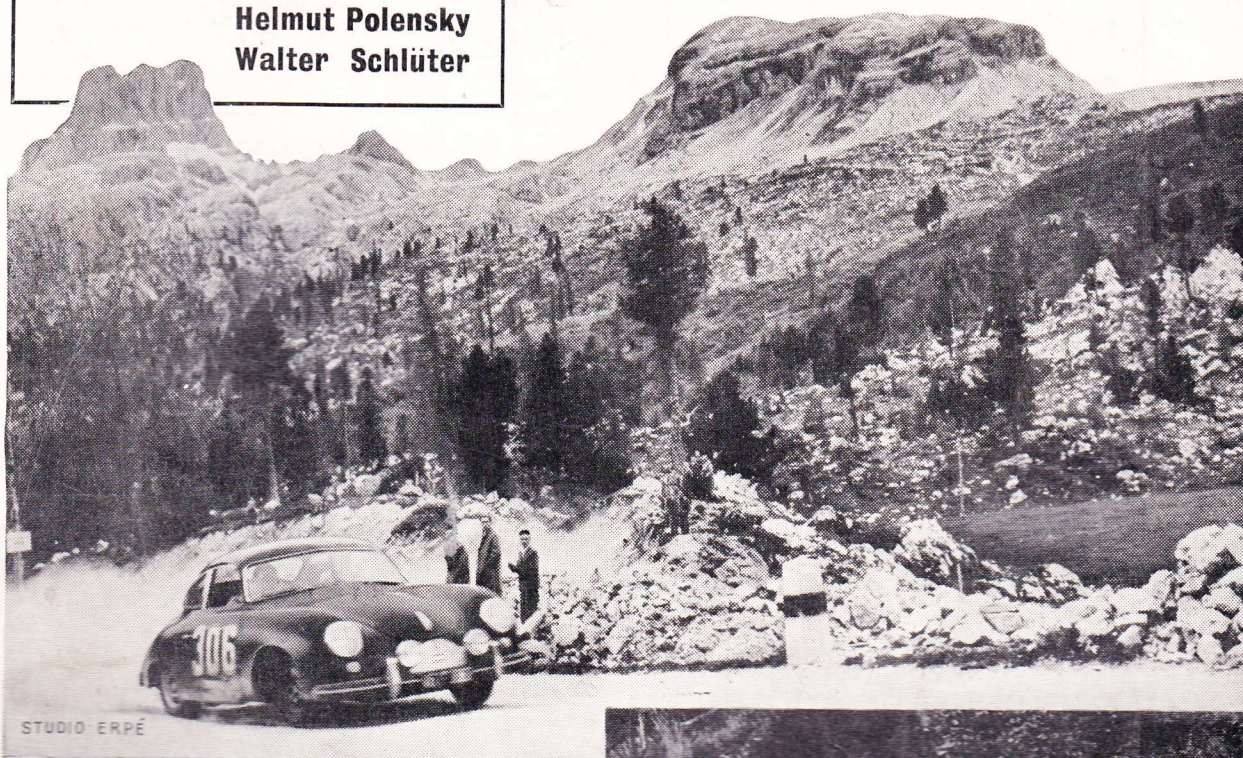


Rally championship

**EUROPEAN TRIALS
CHAMPIONS**

**Helmut Polensky
Walter Schlüter**

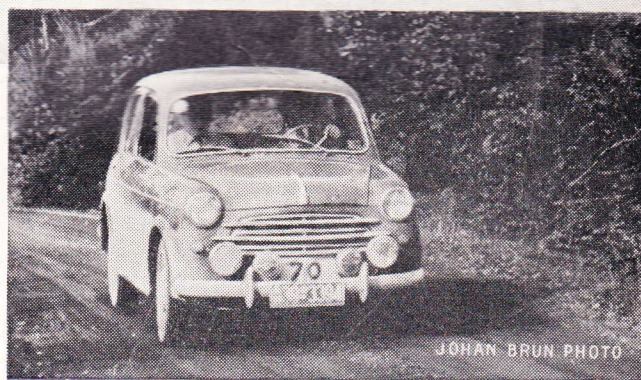
won on CASTROL



With their Porsche in the Alpine Rally.

The First Ever European Trials Championship

The new Rally Championship is based on a points system awarded for successes in any of the ten major rallies of the year, Monte Carlo, Alpine, Liege-Rome-Liege, Lisbon, etc. Driving Porsche and Fiat cars, Polensky and Schlüter built up sufficient points to win them the premier award open to any rally driver.



During the Viking rally driving their Fiat.

USING



THE MASTERPIECE IN OILS