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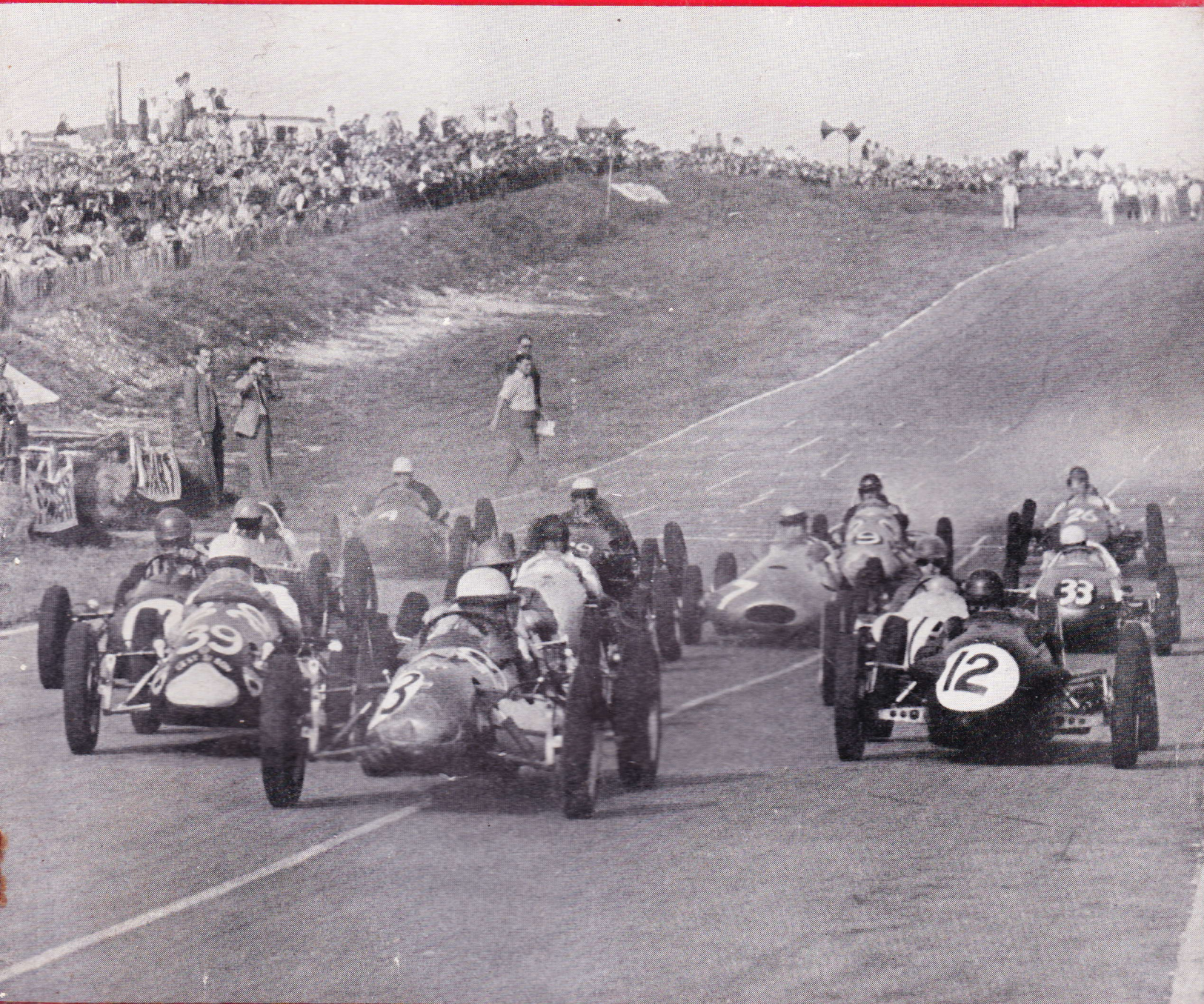
NOVEMBER 27, 1953

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EVERY FRIDAY

Vol. 7 No. 22

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

FANGIO WINS THE CARRERA PANAMERICANA : AUTOCROSS PURPOSES
PREFECT INTO MINOR : WORKSHOP CORNER : ULSTER RECKONING



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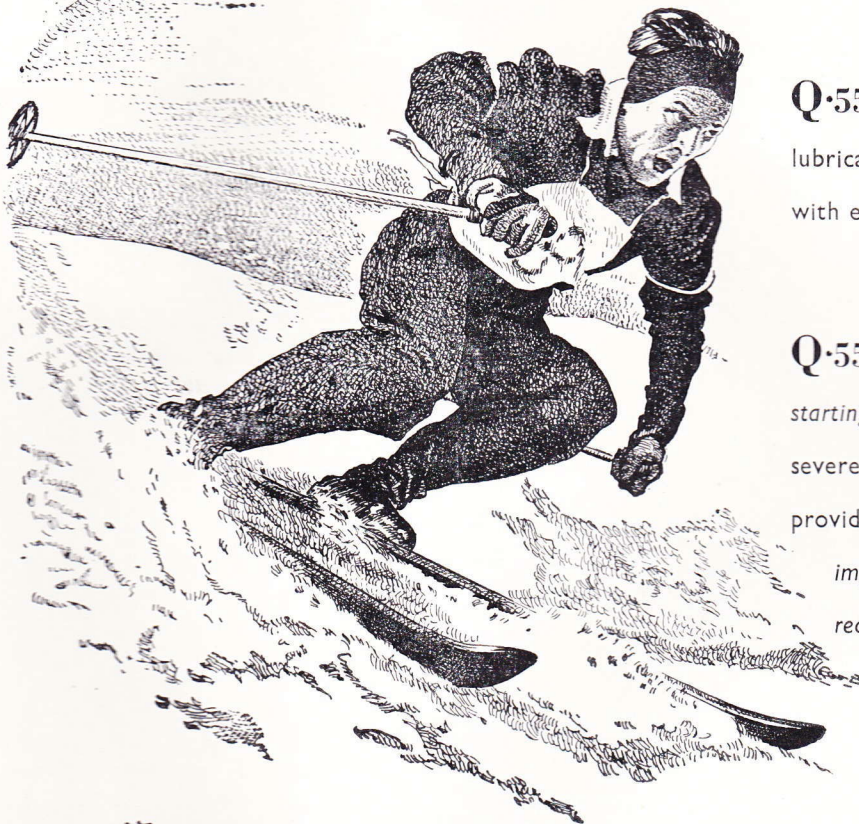
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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 7 No. 22

November 27, 1953

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EDITORIAL

THE 1-2-3 Lancia victory in the Pan-American race is a great triumph for the new Turin régime. Since the enterprising Gianni Lancia took over, the concern has gone in for competitions work in a most determined manner, and the expense of building and maintaining a team of sports-racing cars has been more than justified by a demand for Lancia cars, far exceeding anything in the company's history. The team was wisely chosen, and once again Juan Manuel Fangio demonstrated that he is the greatest road-racing driver of today. However, congratulations for the victory must be tempered with sympathy for the unfortunate accident in which Felice Bonetto lost his life.

The success of Lancia will considerably enhance the prestige of Italian automobile engineering, not only in Mexico, but in the U.S.A. generally. It is, therefore, sad to relate that, in this period when the major car-producing countries are struggling for world markets, no entries were forthcoming from Great Britain in what is now recognized as the most important road race to be staged in the Western Hemisphere.

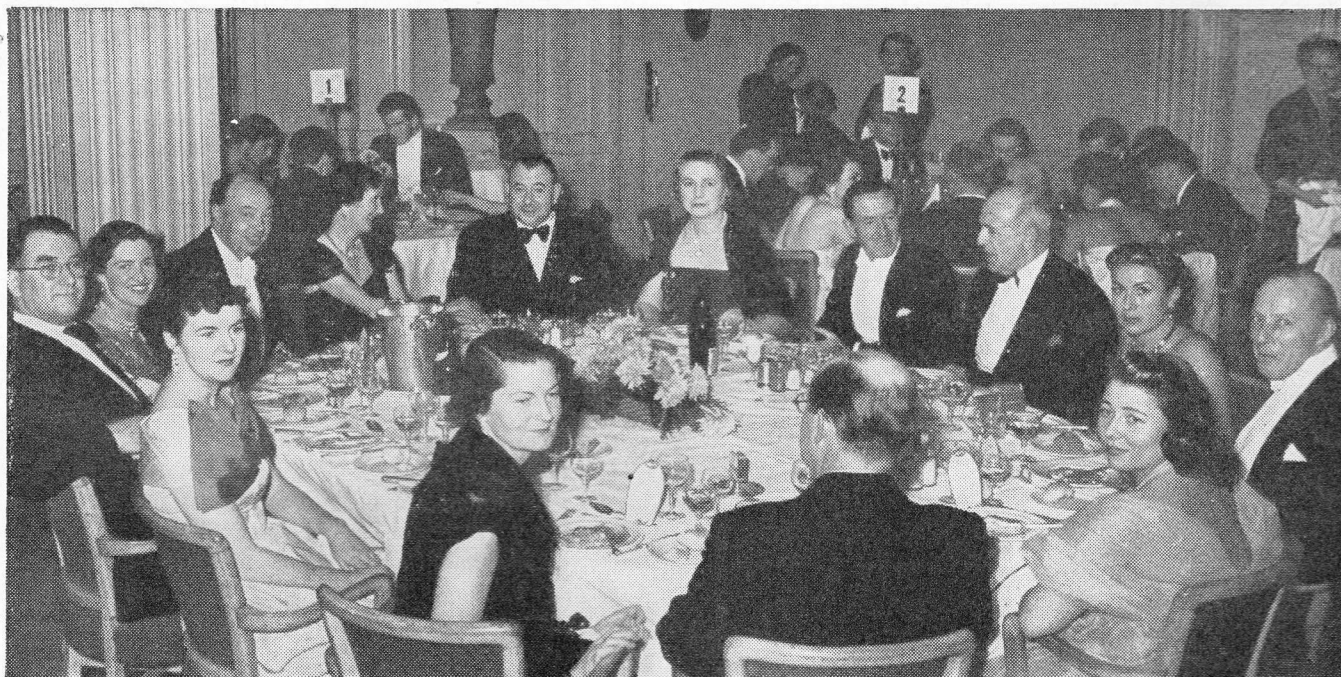
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A FEW years ago, when new cars were extremely difficult to come by in this country, the statement was frequently made that a successful export market must be based on the solid foundation of a satisfactory home trade. If the "export department" of British motor sport is not all that may be desired, a fact borne out by the lack of proper representation in Mexico, we are at least fortunate in having a flourishing "home market" of active motoring clubs. There are more than 200 R.A.C.-recognized organizations in Great Britain and Northern Ireland, representing a large number of keen enthusiasts who gladly spend their leisure time organizing and participating in competitions of every kind. Believing their activities to be vital to the welfare of the sport as a whole, AUTOSPORT has maintained from its inception a policy of devoting much of its space to reporting as many as possible of these events, in addition to the more widely-acclaimed *grandes épreuves*. We are proud to be associated with the remarkable growth and development of the clubs since the war, and to feel that we have, in many ways, contributed to it.

All this activity has not been unaccompanied by difficulties. Problems such as petrol rationing, the scarcity of racing circuits, and the high cost of organizing or participating in events, have cropped up only to be overcome by sheer force of enthusiasm. Most impressive of all, perhaps, is the way in which new forms of competition are continually being devised to replace those whose popularity has waned, a typical example being the present-day interest in Autocross at a time when trials have ceased to attract large entries.

OUR COVER PICTURE

"SINGLE" SERENADE: Looking at this George Phillips picture of the last Brands Hatch start in 1953, one can almost hear the deafening crackle of those single-cylinder exhausts. Stuart Lewis-Evans (centre) and Don Parker (right) both broke the lap record at this meeting, on 4th October.



PIT AND PADDOCK

MR. GERRY COOK, picture editor of the *Daily Express*, has agreed to act as a judge in the AUTOSPORT International Camera Contest.

* * *

CHANCELLOR of the Exchequer, Mr. R. A. Butler, in a letter congratulating Roy Clarkson on his runner-up success in the M.C.C. *Daily Express* Rally, stated that only heavy Parliamentary duties prevented him taking an active part in competitions.

* * *

ITALIAN driver Archimede Rosa died recently at Brescia. He was famous as an O.M. and Alfa Romeo driver in long-distance events such as the Mille Miglia in pre-war days.

ENGAGED—John A. Cooper and Miss Sheila Mulligan will become Mr. and Mrs. next month.

* * *

SCOTTISH Sporting Car Club celebrate their 21st birthday with a big dinner-dance, at the Central Hotel, Glasgow, on 15th January.

* * *

SPORTS car Mercedes-Benz team will take part in the Mille Miglia, Le Mans and the Mexican road race in 1954, it is reported.

* * *

THE new 4.6 mile Watkins Glen circuit will again be used for next year's Grand Prix, seventh of the series and the U.S.A.'s major road race.

BUGATTI OCCASION: Celebrities at the Bugatti O.C.'s dinner at Grosvenor House. From left to right, on the furthest side of the table, are Courtenay Edwards, Mrs. Schade, Roy Taylor, Mrs. Roy Taylor, M. René Bolloré of Automobiles Bugatti (who confirmed the marque's re-entry into racing with a new car), Countess Howe, Eric Giles, Earl Howe, Mme. Bolloré, and R. M. Blomfield. In the foreground (l. to r.) are Mrs. Courtenay Edwards, Mrs. Nockolds, Harold Nockolds and Mlle. Bolloré.

TAUNUS of Cologne are producing a new Ford sports car, based on the 1,172 c.c.-engined M12 chassis.

* * *

MOBILOIL are presenting a "John Cobb Memorial Trophy" for annual award to a British driver of a British car achieving an outstanding success.

* * *

1954 H.W.M. PLANS

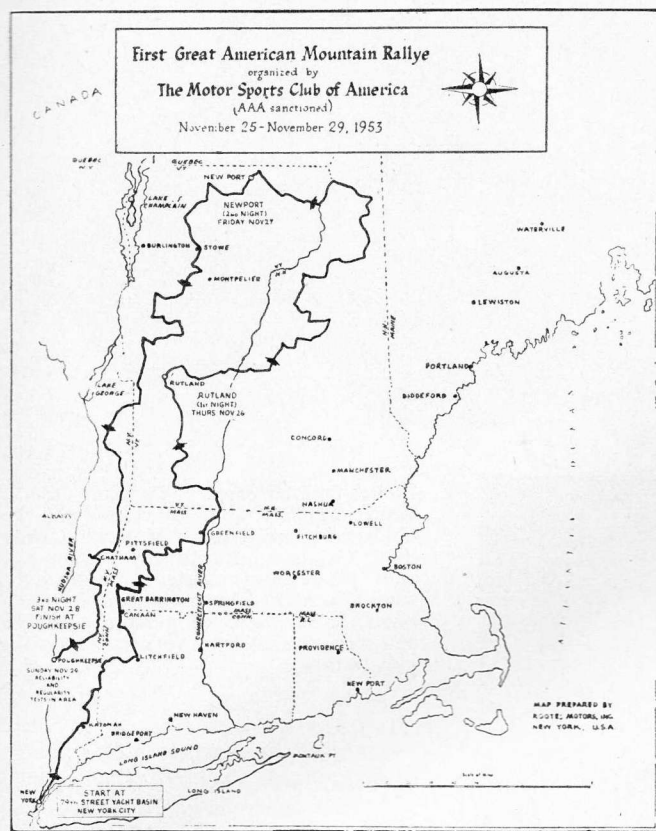
JOHN HEATH has revealed that two 2½-litre Formula 1 cars, intended for International Grand Prix events, are in the course of construction by H.W. Motors. These cars will be smaller and lighter than the old Formula 2 cars. Heath is utilizing an entirely new single-tube frame, whilst retaining the de Dion rear axle layout and well-proven independent front suspension of earlier designs.

The engines will be twin o.h.c., four-cylinder units, modified by Harry Weslake, which will produce considerably more than 220 b.h.p. Alternatively, a chassis can take the new V8 Coventry-Climax engine. H.W.M. will also retain the 1953 2-litre power units for use in suitable events.

Two sports 3½-litre H.W.M.s are also being built, and one entry at least is likely for next year's Mille Miglia.



SPORTS-NEWS



The 1,100-mile course of U.S.A.'s first International Rally, modelled on the world famous Alpine event.

AMERICA'S BIG RALLY

SANCTIONED by the "three As" and listed on the International Calendar, the Great American Mountain Rally being held from 25th-29th November is the most important event of its type yet to take place in the States. Sponsors are the Motor Sports Club of America, Inc., and they are modelling this 1,100-mile event closely on the classic Alpine Rally.

Starting point is 79th Street Yacht Basin, on the Manhattan water front of New York, and competitors proceed, heading northward through Massachusetts, halting at Rutland, Vermont, for the first night. Striking east into New Hampshire, the route then turns north again, reaching New Port, northernmost point of the Rally and close to the Canadian frontier, for the second night's stop.

Turning south, the course runs down east of Lake Champlain and crosses into New York State again near Lake George, to finish at Poughkeepsie, by the close of the third day. The following day sees reliability and regularity tests in the area to conclude the Rally.

The winner gains a free entry into the 1954 Alpine Rally, whilst there are numerous class trophies and "worst luck" and "last finisher" awards to add to the interest.

Sheila Van Damm, runner-up in the

Ladies' European Touring Championship, is navigating in a Sunbeam Alpine driven by Ron Kessell, the regulations not permitting women drivers to compete in this Rally. Another Sunbeam will be driven by Sherwood Johnston, well-known U.S. racing driver with a Jaguar. Of the 73 entries there are five Sunbeam-Talbot "90"s, six Porsches, six Austin-Healeys, 11 Jaguars, numerous M.G.s, a Rover 75, an H.R.G., a Renault, two Rileys, a "Morris Vanguard" (*sic!*), and a variety of American cars, including Hudson Hornet, Nash Rambler, Ford, Chevrolet, Mercury, and two entries by A. E. Goldschmidt, one a "Fordillac", the other a "Studillac".

ECURIE ECOSSE FOR ARGENTINA

Two of the disc-braked Le Mans Jaguars, together with an older-type XK 120C will be competing under Ecurie Ecosses colours in the Buenos Aires 1,000 kilometres sports car race on 24th January. Drivers of the latest cars will be Ian Stewart with Sir James Scott-Douglas, and Ninian Sanderson with Jimmy Stewart. The cars will travel by sea, while drivers and personnel will make the journey to South America by air.



★
FROM ENGLAND: (Above) Sheila Van Damm, who is navigating a Sunbeam Alpine driven by Ron Kessell in the Mountain Rally, on her arrival at Idlewild airport, New Jersey.
★

LE MANS REGULATIONS

REGULATIONS for the 1954 Le Mans 24 Hours Race show several changes from last year. For example, replenishment of fuel, oil and water will be simultaneous, with an interval of 30 laps minimum (404.760 kilometres) between two pit-stops. There are also instructions that only one of the drivers, or one of the mechanics, can effect replenishment of fuel. Fuel itself will be supplied from a tank with a delivery nozzle giving about 120 litres a minute. No other fuel may be stored in the pits.

No driver may be at the wheel for more than 80 consecutive laps, or for a total of more than 18 hours. Four mechanics per car are the maximum permitted, but can be assigned to other vehicles in the entry as required. Crash helmets are compulsory for *all* vehicles, during practice as well as the race.

Fuel tanks must be outside the space normally occupied by passengers. All lighting equipment must conform to the standards of the International Convention. The text of this is given in the official regulations. Brake stop-lights are compulsory. Engines must be stopped when cars are in the pits.

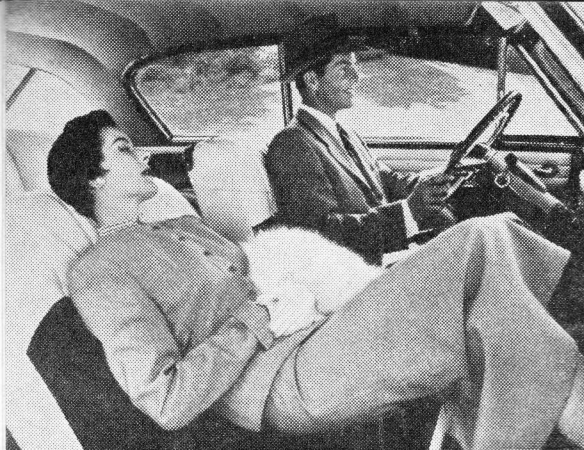
The Biennial Cup is being continued, and all qualifiers must carry a red, white and blue cockade painted on the sides of their cars (blue in the centre).

Qualifiers are as follow:—

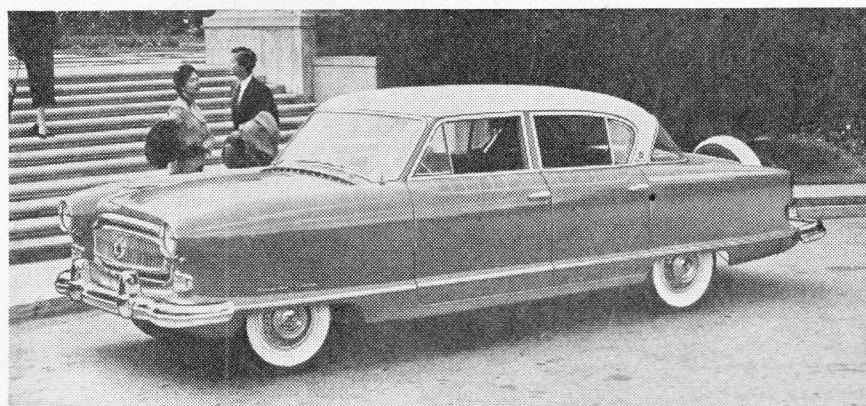
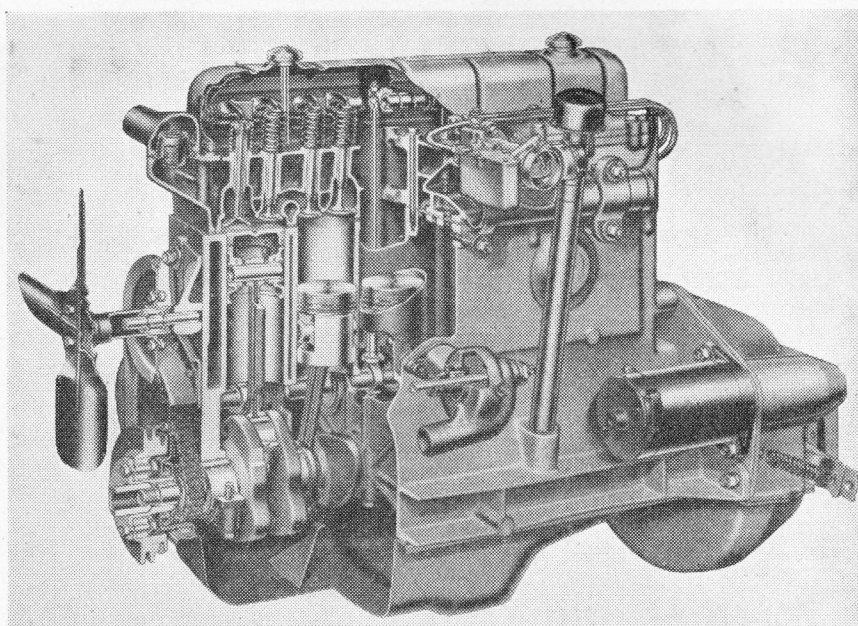
D.B., 2; Ferrari, 1; Osca, 1; Panhard, 3; Porsche, 2; Talbot, 1; Cunningham, 3; Austin-Healey, 2; Frazer-Nash, 1; Gordini, 1; Jaguar, 3; Nash-Healey, 1; Renault, 1; V.P., 1.

ULSTER MONTE CARLO ENTRANTS

CHARLES EYRE MAUNSELL, of Belfast, who will be driving a Humber Super Snipe in the Monte Carlo Rally, will be accompanied by Brian McCaldin, of Monaghan, and Jack McMichael, of Belfast. The only other Ulster entrant, Ronnie Adams (Mark VII Jaguar), has invited Desmond Titterton to accompany him. The third crew member has not yet been named.



NEW NASH: The 1954 Nash Ambassador has power steering, a more powerful engine and other refinements. Top view illustrates the effectiveness of the reclining seat. On the right is a cutaway of the "Super Jetfire" engine which gives 130 b.h.p., while below is a general view of the car, with body styling, believe it or not, by Pinin Farina of Italy. "Continental" spare wheel mounting is a feature, and wire wheels are optional.



DOUG WHITEFORD (4½-LITRE TALBOT) WINS AUSTRALIAN G.P.

ALTHOUGH the Light Car Club of Australia were unable to obtain foreign entries for their Australian Grand Prix at Albert Park, Melbourne, on 21st November, a very fine list of home entrants was received. Several fast racing machines were entered, including Doug Whiteford's 4½-litre Lago Talbot, J. A. Brabham's Cooper-Bristol, C. Warren's 4CL Maserati, a 6C Maserati, several Bugattis and Alfa Romeos, A. N. (Lex) Davison with an H.W.M. (plus an Alfa Romeo on the reserve list), four M.G. K3 Magnettes, an Alta-Ford, Stan Jones's Maybach Special and one of F. Kleinig's famous modified Hudsons.

The race, run over 64 laps of the 3.1 mile park circuit (200 miles), was won by Whiteford's Talbot, the ex-Claes car, and he was followed home by a supercharged 1,250 c.c. M.G. driven by H. Brydon, A. G. Brown's older K3 Magnette, L. P. Murphy's 750 c.c. Q-type M.G. and a special called the M. M. H. Holden, handled by L. Molina.

The day's racing was completed by a 16-lap stretch event for the Albert Park Trophy and a handicap run concurrently. Principal reason for the lack of overseas competition was the very short notice at which the organizers were granted authority to use the Albert Park. Further details of the meeting will shortly be published.

1954 WORLD CHAMPIONSHIP, ROUND ONE

THAT recent European trip of Froilan Gonzalez, Roberto Mières and Co. has realized a firm entry of 15 cars from European stables. Six Ferraris are down to run, with Ascari, Farina, Villoresi and Hawthorn as works nominations, and Rosier and Trintignant with

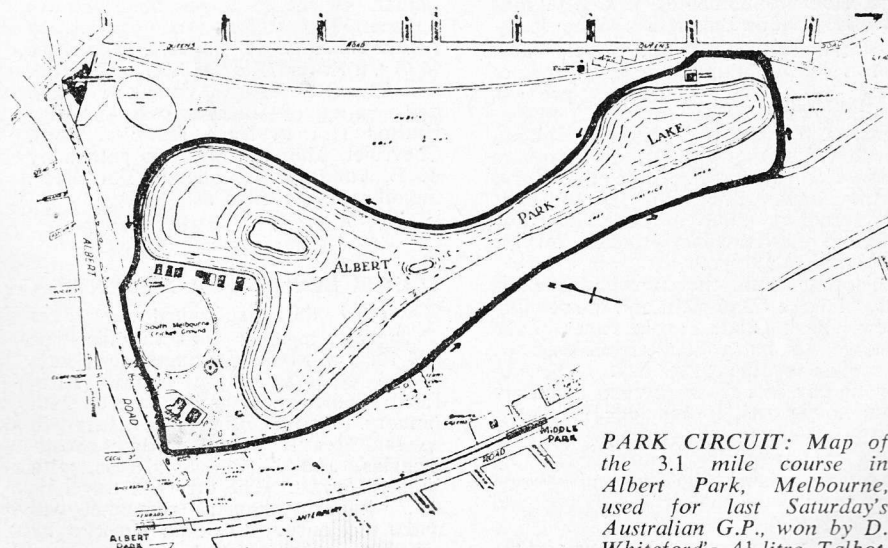
French-entered cars. Fangio, Giletti, Gonzalez, Marimon, Salvadori and de Graffenried are to drive Maseratis, while three Gordinis, drivers Behra, Manzon and Mières, are listed. Connaught were approached but unfortunately their plans remain too uncertain for a definite entry of the 2½-litre cars currently in preparation.

* * *

REDEX TRIAL FILM

MOTOR clubs and similar organizations will be interested to know that copies of the Redex 6,500 miles Australian Reliability Trial film, shown at Earls Court and on TV, are available for loan. This is an excellent film of a unique motoring event, with numerous intriguing shots featuring the "horror" stretch and the arduous desert section, together with ample local colour in the way of kangaroos, aborigines and so on. Running time is about half an hour.

Details from W. J. Holloway, competitions manager, The Wayne V. Myers Co., Ltd., 353-365 High Road, Chiswick, London, W.4.



PARK CIRCUIT: Map of the 3.1 mile course in Albert Park, Melbourne, used for last Saturday's Australian G.P., won by D. Whiteford's 4½-litre Talbot.

Great Lancia Triumph in the *carrera panamericana*

Fangio, Taruffi and Castellotti Finish 1st, 2nd and 3rd—Ferrari's Fourth Place Clinches World Sports Car Championship—Fatal Crashes Mar Mexico's Great Race

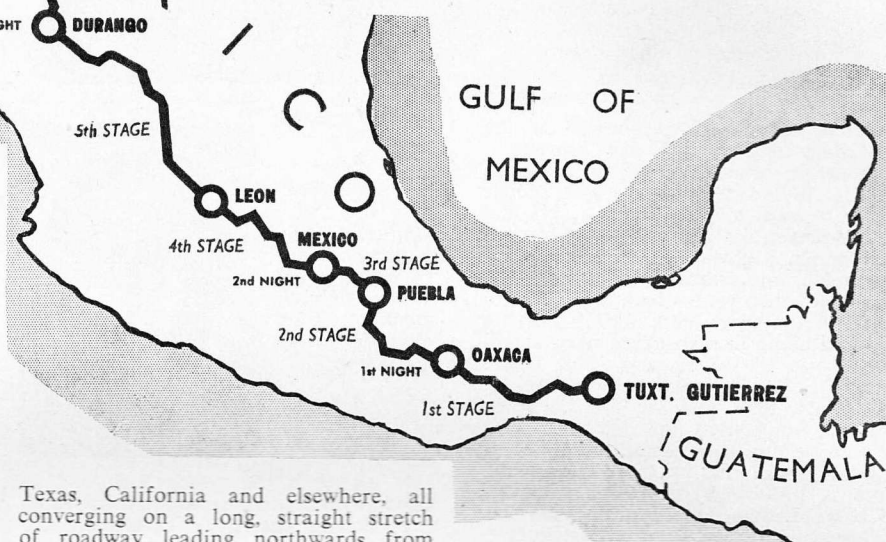
THE mastery of Juan Manuel Fangio was once again borne out in Mexico's Pan-American road race, when the Argentine champion built up a steadily increasing lead from the fourth stage onwards, to win the race at 105.73 m.p.h., 3.1 m.p.h. faster than Karl Kling's speed with the winning Mercedes-Benz last year. The race proved both a great triumph and a tragedy for the marque Lancia, which filled the first three places, but suffered the loss of the popular Italian veteran Felice Bonetto, who was killed in a crash during the fourth stage.

Ferraris, too, met ill fortune when Stagnoli and Scotuzzi lost their lives in an accident on the Tuxtla Gutierrez-Oaxaca section of the course. Umberto Maglioli drove a fine race, winning four stages with his 4½-litre Ferrari, but loss of a wheel forced a switchover to another team car, with which he eventually finished sixth. The fourth place gained by Mancini, however, ensures the marque's success in the first World Sports Car Championship over Jaguar, who were not officially represented in Mexico's great race.

* * *

TUXTLA GUTIERREZ, a quiet Mexican city, population 25,000, largely Indian, 1,700 ft. above sea level, pleasantly warm climate. . . . But it wasn't quiet at around 6 a.m. on Thursday last, 19th November. Its population was augmented four-fold by visitors from all parts of the Republic, from Guatemala, Panama and from the U.S.A.; thousands of excited natives mingled with Americans from El Paso, from Florida,

WINNING MARQUE: Eugenio Castellotti at speed in his Lancia during the first day's run to Oaxaca. He finished third in the race, behind Fangio and Taruffi.



Texas, California and elsewhere, all converging on a long, straight stretch of roadway leading northwards from the town.

Gathered there, and surrounded by a milling throng, was a vast array of multi-hued cars—American saloons in every colour of the rainbow, blue cars from France, red ones from Italy, silvery ones from Germany, yellows, whites, greens. . . . On their flanks were blazoned curious and colourful advertising devices, racing numbers, and the explanatory legend *Carrera Panamericana Mexico*.

Zealous Mexican police and soldiers strutted around, despatching inquisitive natives from the scene with liberal blows of their batons, mechanics slaved at last-minute tasks, music blared, P.A.s gabbled in near-hysterical Spanish. It

was zero hour for the fourth Pan American Road Race.

Officials paced the starting area impatiently as dawn gradually cleared, and at 6.5 local time a Mexican-driven Chrysler was despatched on its long five-day journey, to be followed off at set intervals by a rich variety of machines—large European sports cars, stock cars from the U.S.A., smaller sports cars, "international" stock cars—Lincolns and Lancias, Fords and Ferraris, Packards and Porsches, Chryslers, Gordinis, Dodges, Rosier's lone Talbot, a Siata, a Borgward; well over a hundred cars in all, forming a unique and exciting caval-



DAWN START: Jean Trevoux with his fast modified Packard awaits the starter's signal at Tuxtla Gutierrez on Thursday morning, 19th November.

McGrath holding 1-2-3. Germany was dominating the 1,500 c.c. sports category, for although first-leg leader Hans Hermann's Porsche had dropped out, his team-mate Kling was now ahead, followed by Hugo Hartmann in the Borgward and several local-owned Porsches.

Stage 2. Oaxaca to Puebla
256 miles

Sports, Unlimited: 1, P. Taruffi (Lancia), 2 hrs. 52 mins. 33 secs., 87.94 m.p.h. 2, F. Bonetto (Lancia), 2 hrs. 53 mins. 41 secs. 3, J. M. Fangio (Lancia), 2 hrs. 54 mins. 40 secs. 4, U. Maglioli (Ferrari). 5, G. Bracco (Lancia). 6, E. Castellotti (Lancia). 7, G. Mancini (Ferrari). 8, J. Lucas (Gordini).

International Touring: 1, C. Stevenson (Lincoln). 3 hrs. 22 mins. 8 secs. 2, W. Faulkner (Lincoln). 3, J. McGrath (Lincoln).

A brief halt at Puebla, and the cars set off once again on a further 81 miles to Mexico City. A short run, but a very severe one, with the *Llano Grande* to traverse and a large volcano to skirt round. Taruffi increased his pace, drawing away from team-mates Bonetto and Fangio, while Maglioli, bent on keeping his Torinese rivals within striking distance, spurred, getting into Mexico ahead on time of Fangio, Castellotti and Bracco. Phil Hill's Ferrari crashed, but France's "alcoholic" specials, the "Pernod" and "Dubonnet" Gordinis and the "Cognac Bisquit" Talbot were still in the picture. Kling's Porsche retired with transmission trouble, the driver arriving in Mexico City at the wheel of a Lincoln, much to his colleague's surprise.

Stage 3. Puebla to Mexico City
81 miles

Sports, Unlimited: 1, P. Taruffi (Lancia), 46 mins. 25 secs., 102.81 m.p.h. 2, F. Bonetto (Lancia), 46 mins. 39 secs. 3, U. Maglioli (Ferrari), 47 mins. 41 secs. 4, J. M. Fangio (Lancia).

International Touring: 1, C. Stevenson (Lincoln). 2, W. Faulkner (Lincoln). 3, J. McGrath (Lincoln).

From Mexico City to the industrial town of Leon, the fourth leg, was 267

cade as they sped northward on the first stage of their 1,934-mile journey.

A course equal in length to that from Madrid to Moscow, passing over mountains, through valleys, across rivers and cactus-strewn deserts, and along smooth 100 m.p.h. highways—that is the Pan-American, and Oaxaca, 329 miles away, was their first goal. Jean Behra, sixth away of the sports cars, took his 3-litre Gordini along at a spanking pace, catching Rosier's Talbot and Phil Hill's Ferrari before Tehuantepec was reached. The Frenchman was the first to reach Oaxaca, but behind, the official Lancias were travelling even faster, as was Maglioli's 4½-litre Ferrari, and on actual time it transpired that Felice Bonetto (3.3-litre Lancia) was leading the race, followed by Taruffi, Fangio, Castellotti—all Lancia-mounted!—with Maglioli behind and heading Behra. Bracco's Lancia was seventh after delays *en route*, then came Jean Lucas (2.3 Gordini), Mancini (Ferrari), the American, Hill (Ferrari) and Jean Trevoux in his fast special Packard. Louis Rosier had encountered braking troubles and came in 15th.

Stage 1. Tuxtla Gutierrez to Oaxaca
329.34 miles

Sports Cars, Unlimited: 1, F. Bonetto (Lancia), 3 hrs. 28 mins. 14 secs., 94.89 m.p.h. 2, P. Taruffi (Lancia), 3 hrs. 30 mins. 17 secs. 3, J. M. Fangio (Lancia), 3 hrs. 31 mins. 6 secs. 4, E. Castellotti (Lancia). 5, U. Maglioli (Ferrari). 6, J. Behra (Gordini). 7, G. Bracco (Lancia). 8, J. Lucas (Gordini).

Sports, up to 1,500 c.c.: 1, H. Hermann (Porsche), 3 hrs. 49 mins. 10 secs., 86.27 m.p.h. 2, K. Kling (Porsche). 3, H. Hartmann (Borgward).

International Touring Class: 1, C. S. Stevenson (Lincoln), 3 hrs. 57 mins. 17 secs. 2, W. Faulkner (Lincoln). 3, J. McGrath (Lincoln).

A night's stop, with the cars securely compounded, then off went the race again. A shorter but more perilous run this time, to Puebla, 256 miles farther north. As competitors set off, grave news came of two crashes during the first stage. The American, Bob Christie (Lincoln) had run into the crowd lining a hazardous section, his car killing six people and injuring several others. Then one of the European entries, Antonio Stagnoli's Ferrari, left the road at full speed and crashed; co-driver Scotuzzi was killed instantly, while Stagnoli, grievously injured, was removed to Juchitan village, near Tehuantepec, and died in hospital.

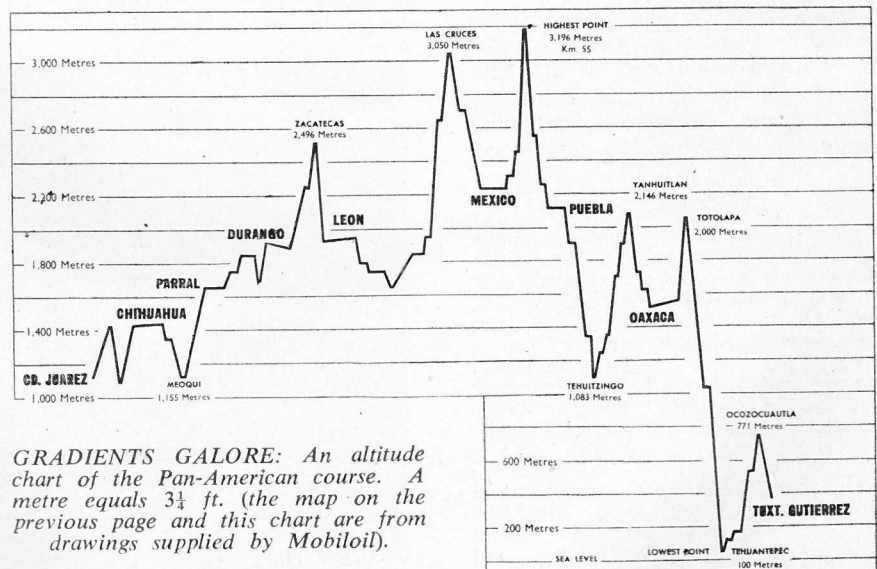
From Oaxaca to Puebla, South Mexico's "Green City", was a gruelling run across mountain and plateau and

★
FAST FERRARIST: Umberto Maglioli, who drove two different 4½-litre Ferraris during the race, winning four stages.
★



through deep valleys; country in which G.P. drivers excelled. Taruffi set out to challenge Bonetto, passing him a few miles beyond Popocatepetl volcano, while Fangio lay behind, ever threatening. Bracco climbed to fifth, and the fourth Lancia, Castellotti's 2.9-litre car, was now sixth. The Gordinis had dropped back somewhat—Behra's with shock absorber trouble—but Rosier moved up to 10th.

Bonetto's total time still left him the race leader, while in the stock class the well-vetted Lincoln Capris were clearly establishing their superiority over other American marques in the race, Chuck Stevenson, Walt Faulkner and Jack



miles distant, and there were still many perilous stretches to negotiate. Umberto Maglioli now stepped up the pace in electrifying manner, closing considerably on the Lancias of Taruffi and Bonetto. Through the towns of Queretaro, Celaya and Irapuato, Bonetto had thrust ahead of Taruffi, and approaching the village of Silao he braked fiercely on a rough surface, when approaching a corner; the Lancia spun, then struck a lamp standard, Bonetto being flung out, to die instantly with a broken neck. Maglioli reached Leon first, heading Fangio and Mancini, the latter now growing more accustomed to the savageries of a 4½-litre Ferrari after smaller cars. Taruffi, delayed by Bonetto's accident, had dropped to 10th while Bracco retired.

So far Fangio had not won a single stage, but the Argentine's shrewd tactics were reaping their reward, for on total race time he now led the general classification by a minute from Maglioli and Castellotti. J. Juhan of Mexico (Porsche) had passed Hartmann's Borgward in the 1,500s, while in the stock class Johnny Mantz had displaced Faulkner in the leading Lincoln triumvirate.

Stage 4. Mexico City to Leon 267 miles

Sports, Unlimited: 1, U. Maglioli (Ferrari), 2 hrs. 15 mins. 41 secs., 115.99 m.p.h. 2, J. M. Fangio (Lancia), 2 hrs. 19 mins. 50 secs. 3, G. Mancini (Ferrari), 2 hrs. 20 mins. 9 secs. 4, E. Castellotti (Lancia). 5, J. Lucas (Gordini). 6, J. Behra (Gordini). 7, M. Ricci (Ferrari). 8, L. Rosier (Talbot).

Sports, up to 1,500 c.c.: 1, M. Juhan (Porsche), 2 hrs. 47 mins. 47 secs. 2, H. Hartmann (Borgward). 3, Segura (Porsche).

International Touring: 1, J. McGrath (Lincoln), 2 hrs. 40 mins. 36 secs. 2, J. Mantz (Lincoln). 3, C. Stevenson (Lincoln).



Stage 5, from Leon to Durango, was the longest of the race, 333 miles, but now with long straight stretches to ease the strain on drivers, if not on cars. Here Maglioli early met disaster, when his Ferrari shed a wheel at about 120 m.p.h., damage being too extensive to warrant repairs. Taruffi won the stage, handsomely beating Kling's 1952 figure, with the wily Fangio and Castellotti completing the Lancia leading formation. Rosier achieved fifth position, but fate struck at the Gordinis, both going out with mechanical troubles. Lucas's car had suffered a burnt valve, and Behra's a broken rocker, both during the Mexico-Leon leg, neither being able to effect repairs in time. Trevoux's Packard was a resounding seventh, while in 10th place came a British Jaguar, that of Guillermo Giron. Of the 1,500s, the

Borgward now led again, from Juhan and Herrarte (Porsches).

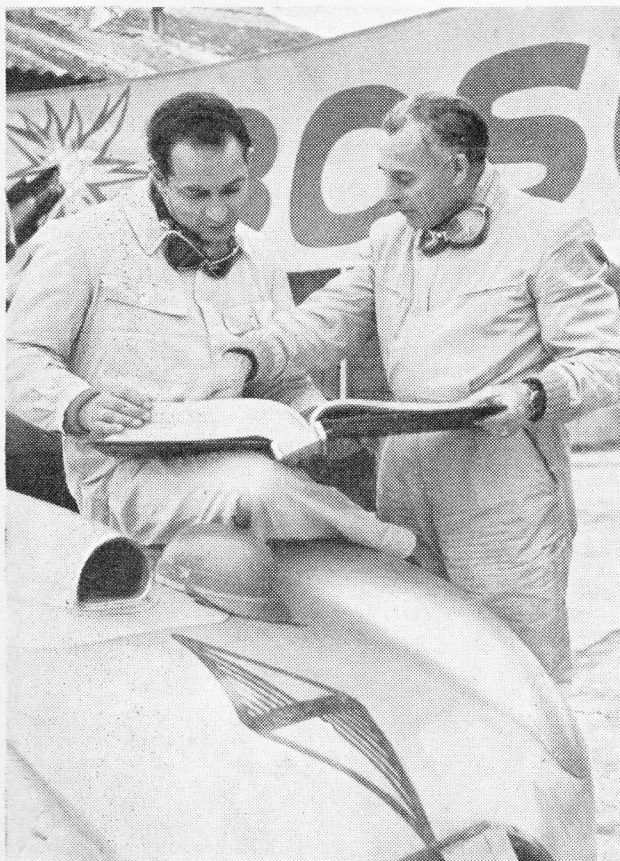
Stage 5. Leon to Durango 333 miles

Sports, Unlimited: 1, P. Taruffi (Lancia), 2 hrs. 44 mins. 36 secs., 120.05 m.p.h. 2, J. M. Fangio (Lancia), 2 hrs. 49 mins. 57 secs. 3, E. Castellotti (Lancia), 2 hrs. 58 mins. 48 secs. 4, G. Mancini (Ferrari). 5, L. Rosier (Talbot). 6, R. Echeverria (Ferrari).

Sports, up to 1,500 c.c.: 1, H. Hartmann (Borgward), 3 hrs. 24 mins. 13 secs. 2, M. Juhan (Porsche). 3, Herrarte (Porsche).

International Touring: 1, J. Mantz (Lincoln), 3 hrs. 14 mins. 27 secs. 2, J. McGrath (Lincoln). 3, C. Stevenson (Lincoln).

Following the rest day at Durango, a comparatively tranquil 251-mile stage ensued, to Parral. Maglioli took over compatriot Mario Ricci's Ferrari, and beat the Lancias into the city, but Fangio's lead in general order had now mounted considerably, second man



GERMAN REPRESENTATIVES: (Left) Hans Hugo Hartmann and Adolf Brudes with their 1½-litre Borgward. (Right) Karl Kling in the open 1,500 c.c. Porsche. The two works cars both retired by the second stage of the race.

Taruffi now being nearly nine minutes behind.

Stage 6. Durango to Parral

Sports, Unlimited: 1, U. Maglioli (Ferrari), 2 hrs. 15 mins., 111.57 m.p.h. 2, P. Taruffi (Lancia), 2 hrs. 22 mins. 36 secs. 3, J. M. Fangio (Lancia), 2 hrs. 23 mins. 35 secs. 4, E. Castellotti (Lancia), 5, L. Rosier (Talbot). 6, R. Echeverria (Ferrari). 7, A. Miller (California). 8, G. Mancini (Ferrari).

Sports, up to 1,500 c.c. 1, H. Hartmann (Borgward), 2 hrs. 47 mins. 11 secs. 2, M. Juhan (Porsche).

International Touring: 1, J. McGrath (Lincoln), 2 hrs. 31 mins. 42 secs. 2, W. Faulkner (Lincoln). 3, C. Stevenson (Lincoln).



★
Gianni Lancia, competition-minded member of the famous Italian manufacturing family, whose cars scored so great a triumph in Mexico.
★

It was Maglioli again who won the seventh section, from Parral to Chihuahua, this a long, straight stretch over flat country, where the fastest cars topped 150 m.p.h., and stock cars travelled at an amazing rate. Castellotti was second in, heading Fangio, but Juan Manuel was maintaining a comfortable lead in overall race order with complete sang-froid.

Stage 7. Parral to Chihuahua 186 miles

Sports, Unlimited: 1, U. Maglioli (Ferrari), 1 hr. 27 mins. 45 secs., 127.46 m.p.h. 2, E. Castellotti (Lancia), 1 hr. 30 mins. 33 secs. 3, J. M. Fangio (Lancia), 1 hr. 32 mins. 51 secs. 4, P. Taruffi (Lancia), 1 hr. 32 mins. 53 secs. 5, L. Rosier (Talbot). 6, R. Echeverria (Ferrari). 7, G. Mancini (Ferrari). 8, A. Miller (California).

So to the eighth and final stage, from Chihuahua to Ciudad Juarez, on the Mexican/U.S.A. border. The frontier town was choked with thousands of excited spectators, with innumerable officials, police, soldiers and team personnel of the various *équipes*, many of whom had flown from the seventh stop to be in at the finish. The 230 mile run was a high speed one, one in which Maglioli could give the Ferrari "4½" its formidable head. Aided by a following wind, he did it to great effect, covering the distance in record time and leading Castellotti home by no less than 11 mins., at the amazing speed of 138.3 m.p.h.! But even this fine performance could not raise his placing with Ricci's car higher than sixth in the ultimate race order, and it was Fangio the remorseless, Fangio the shrewd tactician, who won the 1954 *Carrera Panamericana* at record speed, without winning a single stage.

On aggregate averages, Taruffi became second and Castellotti third—a tremendous triumph for Lancia of Turin and their *Competizione* models. It was, indeed, a record race in every respect, for the previous best times in every one of the eight stages had been bettered, as well as the overall race speed.

And Ferrari—where would they place? The destiny of the first World Sports Car Championship lay between Jaguar and Ferrari, and when it became known that Mancini's performance placed him fourth in final race order, the joy of the

Maranello men knew no bounds—the Mexican race was lost to Lancia, but the Championship was theirs; altogether a great day for Italy. Over the radio after the race, Juan Fangio thanked the Lancia concern for providing him with so magnificent a car, and dedicated his victory to Felice Bonetto.

Finishing Order, Stage 8

Sports, unlimited: 1, U. Maglioli (Ferrari), 1 hr. 36 mins. 30 secs., 138.31 m.p.h. 2, E. Castellotti (Lancia), 1 hr. 47 mins. 14 secs. 3, P. Taruffi (Lancia), 1 hr. 48 mins. 22 secs. 4, J. M. Fangio (Lancia). 5, L. Rosier (Talbot). 6, R. Echeverria (Ferrari). 7, G. Mancini (Ferrari). 8, A. Miller (California). 9, G. Giron (Jaguar).

In the stock class, the Lincolns continued to outpace the opposition to the end, Stevenson, Faulkner, McGrath and Mantz holding an unassailable lead over Rathman's Oldsmobile, Drisdale's and Russel's Chryslers and Galvez in another Lincoln. At the time of going to press, their final placings are uncertain, as are those of the surviving 1,500 c.c. competitors. At the close of the seventh stage, Hartmann's Borgward held a commanding lead over the Porsches of Juhan, Herrarte and Segur. Their final placings, together with further news of the Pan-American race, will be published next week.

Provisional Results

1, Juan Manuel Fangio (3.3-litre Lancia), overall time 18 hrs. 11 mins., average speed 105.73 m.p.h. 2, Piero Taruffi (3.3-litre Lancia), 18 hrs. 18 mins. 51 secs. 3, Eugenio Castellotti (2.9-litre Lancia), 18 hrs. 24 mins. 52 secs. 4, Guido Mancini (4½-litre Ferrari), 19 hrs. 40 mins. 29 secs. 5, Louis Rosier (4½-litre Talbot), 20 hrs. 11 mins. 22 secs. 6, Umberto Maglioli (4½-litre Ferrari), 20 hrs. 16 mins. 28 secs. 7, Ruiz Echeverria (Ferrari). 8, Anton Miller (California). 9, Guillermo Giron (3½-litre Jaguar).

FELICE BONETTO

ITALY has lost another of her "old foxes" in Felice Bonetto, killed in his Lancia during the fourth stage of the Pan-American race. Bonetto's career as a racing motorist was patchy, in that after racing a 2.3-litre Alfa Romeo in sundry Italian events between 1931 and 1933, he appeared rarely at the wheel thereafter until the end of the Hitler war. He won the Princess of Piedmont Cup race at Naples in 1933, and was third in the fatal Monza G.P. that year, when Campari, Borzacchini and Czakowski were killed.

In 1947 he drove a Cisitalia in local events, winning races at Asti and Vegevano, and was second with a sports Maserati at Pescara. The following year he became Italy's first Formula 2 Champion, driving Ferraris, and in 1949 he scored three "seconds", at Naples, in the Mille Miglia, and in the Monza G.P.

By then his extensive experience gained him a place in the Alfa Romeo team, and we in this country had our first sight of this tough, likeable Italian and his eternal pipe at Silverstone in 1951 with the crack Alfa team. He drove many races for Lancia in 1952, winning the Targa Florio, and finished second in the Tour of Sicily.

This year, again with Lancias, and driving their new "Competizione"

ANTONIO STAGNOLI



OF the post-war Italian school, Antonio Stagnoli, who was killed during Stage I of the Mexican road race, was a dashing and skilled driver at the wheel of sports and racing Ferraris. He scored numerous home successes, including class wins in the Parma Poggio di Berceto and Aosta Grand St. Bernard events in 1950. In the following year he became Italian Champion in the 2-litre sports car class.

At Monte Carlo in 1952 during the Monaco G.P. he was involved in the St. Devote incident which eliminated Parnell, Manzoni and Moss, but rejoined the race to finish third behind Marzotto and Castellotti. Next year he was to drive for the Scuderia Guastalla.

B.R.M. MOBILE WORKSHOP

WITH the sale to Mr. Alfred Owen for £2,000 of the mobile workshop provided from funds raised by the Midland A.C., the latter body has decided to return the £2,000, less bank charges, on the following basis, agreed upon after circularizing the great number of clubs and individual donors: £896 0s. 2d., refunded to donors; £857 2s. 1d. donated to the British Motor Racing Relief Fund; and £245 17s. 3d. to the Owen Racing Organization.



machine, Bonetto was second to Villolosi's Ferrari in the Monza sports car G.P., while he also handled Maseratis in various Grands Prix. In the latter class of racing his role was not that of a pacemaker, but as a valuable third string with a wide knowledge of tactics and considerable powers of endurance. In this capacity, and as a cheerful, very human personality, Felice Bonetto will be greatly missed. He was 50 years old.

MONTE CARLO RALLY, 1954

120 British Entrants; Ford, Sunbeam-Talbot, Jaguar and Riley Numerically Strongest; "Autosport" Rally Information Service

FROM time to time AUTOSPORT will publish information regarding forthcoming rallies which is considered of value to competitors or intending entrants. Below we give a table of the Gap-Monaco regularity test for the forthcoming Monte Carlo Rally, giving the times between sections from the minimum 45 k.p.h. speed, to the maximum of 65 k.p.h.

A table of lap speeds for the Monte Carlo Grand Prix section is also reproduced. Nearer the time of the start, AUTOSPORT has arranged for the latest meteorological reports to be received from the Massif Central district of France and communicated either direct to British competitors at a control to be arranged, or published in AUTOSPORT if received in time.

British competitors who are unable to arrange a pre-rally reconnaissance will be provided with information as to the probable location of controls in the Gap-Monaco section, and how to recognize landmarks ahead of the 500 metres demarcation line.

FINAL ACCEPTANCES

British Competitors

From Lisbon

Armstrong Siddeley: A.V.M. D. C. T. Bennett/Mrs. Bennett. **Daimler:** Cyril Corbishley/Stan Asbury. **Dyna-Panhard:** Len Potter/X. **Ford:** Mrs. A. Needham/Miss S. J. Twyford. **Renault:** E. N. Brinkman/G. Howard Sorrell. **Sunbeam-Talbot:** Leslie Brooke/I. Fraser-Jones.

From Munich

Jaguar: Ken Carter/R. D. Ropner. **Humber:** George Hartwell/Peter Harper, Godfrey Imhof/Raymond Baxter, George Murray-Frime/John Pearman. **Sunbeam-Talbot:** Miss Sheila Van Damm/Mrs. A. Hall, Dr. D. Barker/X, N. H. Richards/M. Austin, Leslie Johnson/Norman Garrad.

From Monte Carlo

Austin: J. D. Sleeman/R. C. Holmes. **Daimler:** Tommy Wisdom/X, Peter Worledge/I. Langelaan. **Ford:** J. Risk/G. Burgess, Ralph Sleight/Ralph Martin. **Hillman Minx:** Bob Foster/L. G. Holdsworth. **Jaguar:** R. D. Mattock/D. Kirk, R. J. Adams/Desmond Titterton, Major C. W. Lambton/Major H. W. O. Bradley. **Jowett Javelin:** Mrs. J. A. O. Leavens/Barry Leavens. **Riley:** J. I. Bremner/A. Oldworth.

From Athens

Morris Minor: Harry Sutcliffe/Mrs. Sutcliffe. **Sunbeam-Talbot:** Stirling Moss/Desmond Scannell.

From Glasgow

Alvis: Bill Banks/Mike Porter. **Armstrong Siddeley:** Mike Couper/P. Tabor. **Austin:** J. A. H. Broadbent/W. P. Dennison, W. T. Franklin/I. Miles, J. A. McLaughlin/I. B. McLaughlin, J. C. Nairn/W. Steven, G. D. C. Rose/H. C. Hobson, R. C. Syme/C. R. Syme. **Bentley:** D. R. L. Wallace/W. W. W. Paul, S. Harris/J. Harris. **Daimler:** Peter Bolton/A. Slater, John Eason/Gibson/Peter Scott-Russell, Dr. C. R. Hardman/R. Smith, T. G. Shanley/J. M. Daltein. **Ford:** C. F. Bartlett/X, W. K. Blomfield/A. Bennison, Jimmy Blumer/Frank Curtis, D. J. B. Brown/J. Lovitt, S. E. Croft-Pearson/C. Field, Ron Faulkner/X, J. W. Fleetwood/G. Read, Cuth Harrison/Reg Phillips, Syd Henson/Alan Collinson, N. W. Kastner/Jack Utley, J. Kenyon/J. Bilbao, A. McCracken/Mrs. J. McCracken, Mrs. Nancy Mitchell/Mrs. Bill Wisdom, Jack Reece/Peter Reece, Dennis Scott/Arnold Pownall, D. S. West/G. R. V. Haynes, G. Wood/R. Stokes. **Hillman Minx:** A. H. Wilcox/X, J. Trigg/Mrs. Trigg, M. B. Anderson/R. M. Hastie, J. K. C. Bayes/X. **Humber:** J. R. Skeggs/A. E. E. Teer, C. W. Eyre-Maunsell/Brian McCaldin. **Jaguar:** E. A. Wrangham/D. R. Fisher, F. J. A. Vivien/C. H. Vivien, C. B. Pilgrim/G. W. Walker, R. B. Cade/H. Escott, L. S. Norman/D. J. Farquharson, F. C. Merrill/R. W. Hodson, J. A. D. Lucas/L. H. G. Handley, E. N. London/J. E. G. Brown, Frank Grounds/Ken Rawlings, J. Glasgow/C. Croll. **Jowett Javelin:** F. Masefield

Baker/H. Appleby, Frank Dundas/X, C. R. Lewis/W. H. Osborn, Dr. L. Taylor/Dr. L. Robson, Maurice Tew/E. C. Marsland. **Lagonda:** W. Rossion/P. Rhodes. **M.G.:** Gregor Grant/George Phillips. **Morris:** J. A. Duckworth/X, E. Lambert/N. Milligan, K. D. Fraser/J. N. Marshall. **Riley:** J. W. Bowage/J. E. Wright, N. Buchanan/E. M. Harte, J. B. G. Campbell/R. D. Barrack, T. W. Dargue/R. F. Fraser, H. Feldman/J. Strang, L. Griffiths/Bob Wingfield, G. F. Hayward/D. J. Scott, A. V. Milton/K. Elvidge, L. O. Sims/X, A. Stross/D. Howard, W. R. Sutherland/I. M. Sutherland, A. P. Warren/F. D. Cooper. **Rover:** Miss Hazel Dunham/Mrs. Joyce Howard, A. Meredith-Owens/Alec Pitts, K. S. Richardson/Hon. Mrs. V. Richardson. **Singer:** J. A. Bolton/D. F. V. Rabbitts. **Standard:** Colin Edge/Mrs. Edge, Bob Dickson/G. Waugh, Miss Andy Neil/Miss Chris Neil, J. Stoddart/W.

Stoddart, Denis O'M. Taylor, Lew Tracey. **Sunbeam-Talbot:** E. R. Evans/X, W. E. Humphries/J. Biggin, Capt. M. Kozubski/X, Ray Merrick/A. P. Grant, Duchess of Newcastle/X, C. Oldbury/D. Pott, R. J. Sanders/X, Miss J. M. Slatter/Mrs. L. F. Ashfield, Miss M. Walker/X, Jack Kemsley/P. Fotheringham-Parker. **Triumph:** P. C. Edwards/G. Claybourn. **Vauxhall:** L. M. Leader/R. J. Birse, A. Lineker/G. E. Neville, A. G. Walton/C. W. Batchelor. **Wolesey:** Dr. A. D. Mitchell/J. Hastie.

Summary: **Alvis:** 1; **Armstrong Siddeley:** 2; **Austin:** 7; **Bentley:** 2; **Daimler:** 7; **Dyna-Panhard:** 1; **Ford:** 20; **Hillman Minx:** 5; **Humber:** 5; **Jaguar:** 14; **Jowett:** 6; **Lagonda:** 1; **M.G.:** 1; **Morris:** 4; **Riley:** 13; **Renault:** 1; **Rover:** 3; **Singer:** 1; **Standard:** 5; **Sunbeam-Talbot:** 16; **Triumph:** 1; **Vauxhall:** 3; **Wolesey:** 1.

GAP — MONACO

REGULARITY TEST

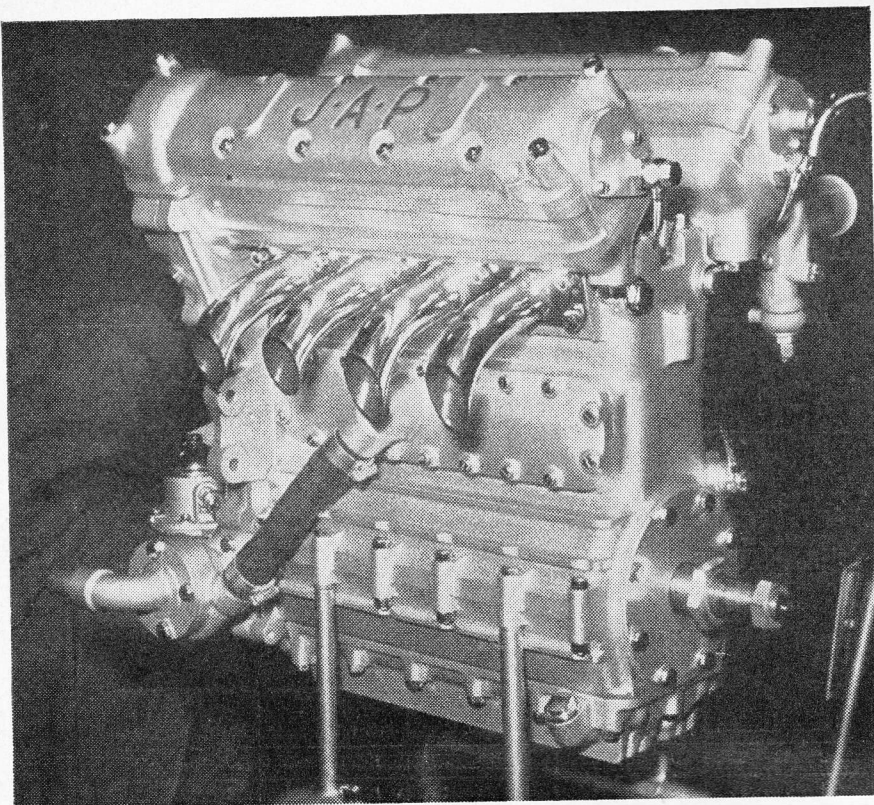
Average Speed k.p.h.	Stage 1 (126 km.) hrs. mins. secs.	Stage 2 (12 km.) hrs. mins. secs.	Stage 3 (67 km.) hrs. mins. secs.	Stage 4 (59 km.) hrs. mins. secs.	Total (264 km.) hrs. mins. secs.
45	2 48 00	0 16 00	1 29 20	1 18 40	5 52 00
46	2 45 54	0 15 48	1 28 13	1 17 41	5 47 36
47	2 41 42	0 15 24	1 25 59	1 15 43	5 38 48
48	2 37 30	0 15 00	1 23 45	1 13 45	5 30 00
49	2 35 24	0 14 48	1 22 38	1 12 46	5 25 36
50	2 31 12	0 14 24	1 20 24	1 10 48	5 16 48
51	2 27 00	0 14 00	1 18 10	1 08 50	5 08 00
52	2 24 54	0 13 48	1 17 03	1 07 51	5 03 36
53	2 22 48	0 13 36	1 15 56	1 06 52	4 59 12
54	2 20 42	0 13 24	1 14 49	1 05 53	4 54 48
55	2 18 36	0 13 12	1 13 42	1 04 54	4 50 24
56	2 16 30	0 13 00	1 12 35	1 03 55	4 46 00
57	2 12 18	0 12 36	1 10 21	1 01 57	4 37 12
58	2 10 12	0 12 24	1 09 14	1 00 58	4 32 48
59	2 08 06	0 12 12	1 08 07	0 59 59	4 28 24
60	2 06 00	0 12 00	1 07 00	0 59 00	4 24 00
61	2 03 54	0 11 48	1 05 53	0 58 01	4 19 36
62	2 01 48	0 11 36	1 04 46	0 57 02	4 15 12
63	1 59 42	0 11 24	1 03 39	0 56 03	4 09 10
64	1 57 36	0 11 12	1 02 32	0 55 04	4 06 24
65	1 56 33	0 11 06	1 01 58½	0 54 34½	4 04 12

MONTE CARLO G.P. CIRCUIT—LAP SPEED TABLE

mins.	secs.	k.p.h.	mins.	secs.	k.p.h.	mins.	secs.	k.p.h.
2	00	94.35	2	30	75.48	3	00	62.90
2	01	93.57	2	31	74.98	3	01	62.56
2	02	92.81	2	32	74.49	3	02	62.20
2	03	92.05	2	33	74.00	3	03	61.86
2	04	91.31	2	34	73.52	3	04	61.58
2	05	90.58	2	35	73.05	3	05	61.20
2	06	89.86	2	36	72.58	3	06	60.87
2	07	89.15	2	37	72.11	3	07	60.54
2	08	88.45	2	38	71.66	3	08	60.22
2	09	87.77	2	39	71.20	3	09	59.90
2	10	87.09	2	40	70.76	3	10	59.58
2	11	86.43	2	41	70.32	3	11	59.27
2	12	85.77	2	42	69.88	3	12	58.96
2	13	85.13	2	43	69.46	3	13	58.61
2	14	84.49	2	44	69.03	3	14	58.35
2	15	83.87	2	45	68.63	3	15	58.05
2	16	83.25	2	46	68.21	3	16	57.76
2	17	82.64	2	47	67.91	3	17	57.47
2	18	82.04	2	48	67.33	3	18	57.18
2	19	81.45	2	49	66.99	3	19	56.89
2	20	80.87	2	50	66.60	3	20	56.60
2	21	80.30	2	51	66.21	3	21	56.34
2	22	79.73	2	52	65.81	3	22	56.05
2	23	79.17	2	53	65.44	3	23	55.77
2	24	78.63	2	54	65.07	3	24	55.50
2	25	78.08	2	55	64.69	3	25	55.48
2	26	77.55	2	56	64.34	3	26	54.96*
2	27	77.02	2	57	63.96			
2	28	76.50	2	58	63.60			
2	29	75.99	2	59	63.29			

* Minimum speed for standing lap.

FOR FORMULA 3: The new water-cooled four-cylinder twin o.h.c. 497 c.c. J.A.P. engine designed by J. Rolando, and exhibited at the Earls Court motor cycle show.



JOHN BOLSTER VISITS **THE CYCLE AND MOTOR CYCLE SHOW**

EVERY motoring enthusiast should make a point of visiting the annual Cycle and Motor Cycle Show at Earls Court. Even if you are too old, too pompous, or just plain scared, to get astride two wheels, there is always a vast amount of technical knowledge to be gained. Racing engines can be examined, with half-litre cars very much in mind, and indeed there is much to be learned which is applicable to high-efficiency, un-supercharged power-units of almost any capacity.

One of the first stands which I visited was that of Messrs. J. A. Prestwich, and there one saw racing engines galore. There are no less than 16 different types of J.A.P. racing motors, in addition to such things as 34 c.c. two-strokes and a sports 250 c.c. vertical twin with a single overhead camshaft. Of course, the famous "big twins" were there, the 1,100 c.c. version being rated at 92 b.h.p., and weighing only 143 lb. The well-known "Speedway" 500 c.c. "single" now has an output of 45 b.h.p., and 46 b.h.p. is claimed for a Vee-twin of the same capacity.

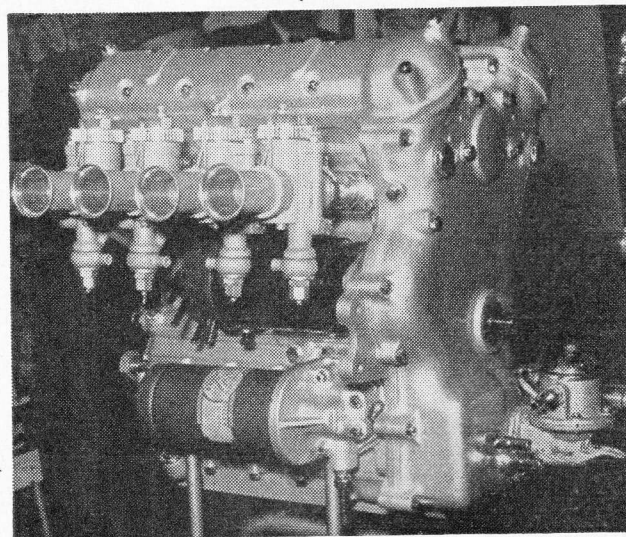
Perhaps the most exciting engine on the stands was the new 500 c.c. "four". This is the work of Mr. J. Rolando, and I was lucky enough to be able to interview him, and get all the technical details of his brain-child. He emphasized that he was, if anything, more interested in bottom end torque for acceleration than in the ultimate b.h.p. figure at maximum revs., in fact, he will not be satisfied unless the new engine has at least as much punch as the "dirt job".

The "four" has dimensions of 52.5 mm. x 57.4 mm. (497 c.c.). It is liquid cooled, and has a light alloy cylinder block with dry pressed-in liners. The crankshaft is fully counterbalanced, and runs in five Vandervell steel-backed plain bearings. The big ends of the steel connecting rods are of similar type, as are the three bearings of the twin overhead camshafts. The head is of light alloy with inclined sparking plugs, and the valves have hairpin springs. The crankshaft drives

a half-speed spur wheel, which carries the sprocket for the timing chain; this looks after both camshafts with a central jockey sprocket for tensioning. Another pinion engages with the half-speed gear for the magneto drive, and a cross-shaft beneath the crankshaft is operated by a worm wheel. This shaft drives the water pump at one end and the twin oil pumps for the dry sump lubrication at the other; it also carries the cam for the fuel pump.

The crank case is split at the crankshaft centre line, and the sump is of light alloy. The whole design is extremely neat, and there are no external oil pipes. At present, four Amal carburetters are fitted, but fuel injection will eventually be used. The engine is intended for shaft drive, but it may appear at first with a chain-driven gearbox, until a suitable transmission unit is developed.

On the Norton stand we saw the "double knocker" engine in Ray Amm's T.T.-winning machine, and also the production version in the 40 M. frame, a bicycle that sets you back over £400. A streamlined record-



Inlet side of the J.A.P. "four", showing the four Amal carburetters, the horizontal Vokes oil filter, and the fuel pump, actuated by a cam on a cross-shaft below the crankshaft.

breaking machine showed just how small a space a chap and his engine may occupy.

A.J.S. showed the latest version of the "Porcupine", a works racing 500 c.c. unit that most unfortunately is not available to the four-wheeled fraternity. Their 7R "Boy Racer" 350 c.c. appeared in production form, with single overhead camshaft, but the very fast "triple-knocker" three-valve racer was not to be seen. A lovely old 1913 "Ayjay", with oil-bath chain cases and "sit up and beg" handlebars, provided a contrast to all this speedy machinery.

The Vincent people have broken new ground. As well as their superb, ultra-high-speed luxury models (shall I ever forget my ride on the "Black Shadow"?), they are producing some smaller machines under licence. These are to the German N.S.U. designs, and they include a 98 c.c. o.h.v. four-stroke, a pair of two-strokes, and an ultra-neat 250 c.c. single o.h.c. job. The camshaft, in this instance, is driven by connecting rods and eccentrics, like some old Bentley and Leyland cars. Vincents also make a push-bike motor—the Firefly.

A few years ago, one might have thought that the two-stroke engine was on the wane. This year, there were more new machines with this power-unit than ever. Villiers, the two-stroke kings, have a new 225 c.c. engine, in unit with a four-speed gearbox, and featuring

a totally enclosed carburetter and magneto. There is a new little rotary valve Anzani, too.

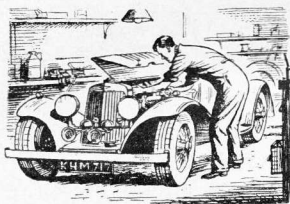
Scooters, of great interest to many as an auxiliary to the car, are represented by Vespa, Lambretta, and the new British Oscar, both the latter being available with electric starters. The Oscar has a tubular frame, suspension of both wheels by rubber in torsion, and a fibreglass body. The gear-change is unusual, having two pedals, one for changing up and another one, beside it, for changing down. One admired the elaborate colour schemes that can now be specified for the Lambretta.

Three three-wheeler cars were again on view. These were the four-cylinder Reliant, the 350 c.c. A.C. Petite coupé, and the Bond. The Reliant is very like a conventional small car, except for the single front wheel. The A.C. Petite has rear engine location and belt drive, and has not been altered since last year. The Bond still has front wheel drive, and has a number of worth while improvements. At £269 8s. 4d. including P.T., or £285 14s. 7d. in de luxe form, with electric starter, this smart and ultra-economical little car is now a most attractive proposition.

My space is running short, and I have hardly begun. I hope I have said enough, though, to make you realize that, in future, the Cycle and Motor Cycle Show is a "must".

WORKSHOP

C
O
R
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E
R



bolts, approximately 3 ins. long, and shorten to $\frac{11}{16}$ plain portion, then drill and tap $\frac{3}{8}$ B.S.F. up the centre of each. Heat and open the eyes of the Ford bracket to $\frac{5}{8}$ in., after cutting $2\frac{1}{2}$ ins. from the offside half, then welding up again, also deflect each end of the mounting back by approximately $1\frac{1}{2}$ ins. to bring eyes over centre of mounting bolts, which can be spot welded inside the boxes.

3. It will be seen from the photograph that the top of the header tank

has been built up by an extension 3 ins. x 3 ins. x 9 ins. This was necessary to obtain sufficient rise for the top hose, while the old nearside tank hole has also to be moved so that the hose clears the plugs. The method of mounting the 12 volt dynamo will also be seen, this being a crib of the Morris mounting, on to the later platform type Ford head.

The engine was slightly tuned; i.e., .020 ins. from the head = 7 to 1 compression, polished head and ports, double valve springs, high duty exhaust valves. At first dual carburetters and four branch exhaust were fitted, as in photo, these later being changed to standard carburetter and exhaust, until more time could be spent tuning the former.

Now for the details of joining the

PREFECT INTO MINOR

How to Fit a 10 h.p. Ford Engine to a Post-War Morris Minor, Using the Morris Four-Speed Gearbox

By K. J. HIRST

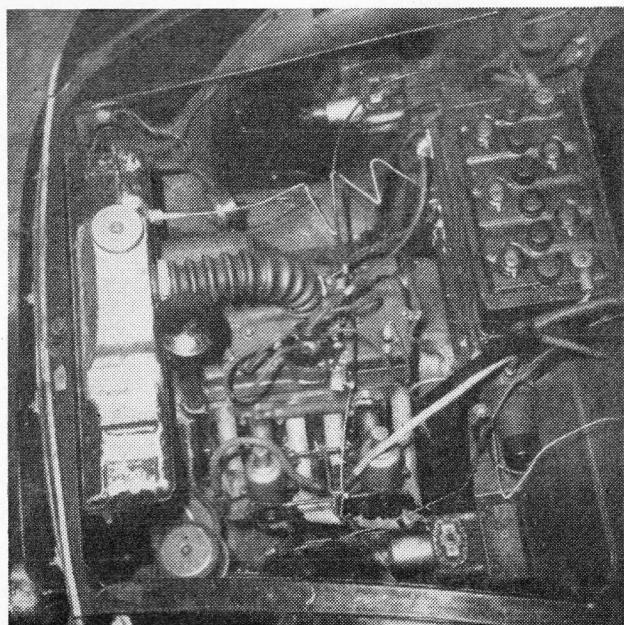
No doubt you have often thought how "such and such" a car could be improved by fitting "such and such" an engine. Recently the opportunity arose to put into practice one of these ideas.

A 1949 Morris Minor saloon was acquired, in excellent condition apart from a particularly gutless engine. This, together with the gearbox, was removed, and the latter "mated" up to a Ford 10 engine, mildly tuned. The following modifications were necessary:

1. Re-position the steering rack and pinion by raising the bolt holes as far as possible—about one inch—packing the dipswitch out of the way.

2. Make new engine mounting boxes, as sketch (overleaf), using the old base positions. The offside one is cut away to leave room for the bottom radiator hose. Use Morris Minor engine mounting rubbers, with approximately $\frac{1}{2}$ in. packing to line up with starting handle hole. The top screwing on the mountings is too short and too small for the Ford bracket, but take two $\frac{3}{8}$ in. diameter

★
ALL IN: The Ford 10 power unit with dual carburetters and "bunch of bananas" exhaust manifold, compactly installed by K. J. Hirst into a 1949 Morris Minor saloon.
★



Morris gearbox to the Ford engine:

1. Make a bush for the flywheel centre with a $\frac{3}{8}$ in. bore, the Morris gearbox shaft to be a good sliding fit in this, later to be given .002 clearance.

2. Shorten the gearbox shaft by $\frac{7}{8}$ in. Now offer the gearbox to the engine, when by careful positioning it will be found that the new dowel holes for the gearbox will be just clear of the old ones. Mark off and drill these and mate up again, marking the amount of elongation necessary to bring the gearbox holes in line with the engine holes (only slight elongation is necessary).

Obtain a Ford thrust race, carrier for same and operating fork, and make a thin bush of outside diameter to suit bore of fork, and bore to suit Morris cross shaft; extend gearbox ballrace retainer boss to suit Ford thrust race carrier.

Remove $\frac{1}{8}$ in. from the thrust faces of the ballrace carrier lugs, also from the centre boss; this gives the necessary free movement with the clutch "home". Now ease .0015-.002 from the clutch centre bush, and check the outside flywheel bolt heads for clearance in the gearbox bell housing, as it may be necessary to remove a little metal from the casting in the vicinity of the starter shaft cutaway, then finally assemble the units.

3. It was decided to use the Ford van type clutch plate. Alternatively, the

standard Ford pressure plate plus racing linings to the clutch plate will serve. As the Morris gearbox splines are $\frac{1}{16}$ in. shorter, it is necessary to replace the clutch centre spline by one this amount longer. When putting back into the chassis, reverse the back gearbox mountings (which are offset) to compensate for the $\frac{3}{8}$ in. further back set of the unit. The Morris clutch shaft operating arm gives rather too light and too long a movement, and can advantageously be shortened to Ford length.

As to performance, the following figures were recently obtained, with the standard manifolds, etc.—and a *corrected* speedometer—(actual speedometer readings given in brackets).

0-30 in 7.5 secs.

0-40 in 14.0 secs.

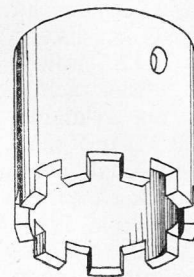
0-50 in 23.0 secs.

Maximum in third gear 54 m.p.h. (59). Maximum in second gear 37 m.p.h. (40).

The top gear maximum has not yet been tried, but is well into the 70s. All figures show the expected improvement, but the chief gain is in the reduced amount of gear changing required. The engine is less smooth, as might be expected. Additional rubber covered supports have been placed under the brackets that normally take the radius rods, on a triangular shaped block fixed to the chassis box section. It is hoped to add a rev. counter later.

TWO TIPS

By
ANDREW
SMITH



A HUB NUT SPANNER

THE motoring trade seems to delight in referring to many of us as "impecunious enthusiasts". Of that fair band of brothers I am a member, and it frequently happens that a considerable amount of "making do" is necessary when it comes to any special tools which may be required.

Such was the case when a special hub nut spanner was required recently. They were available, by courtesy of Lord Nuffield, but at a PRICE!

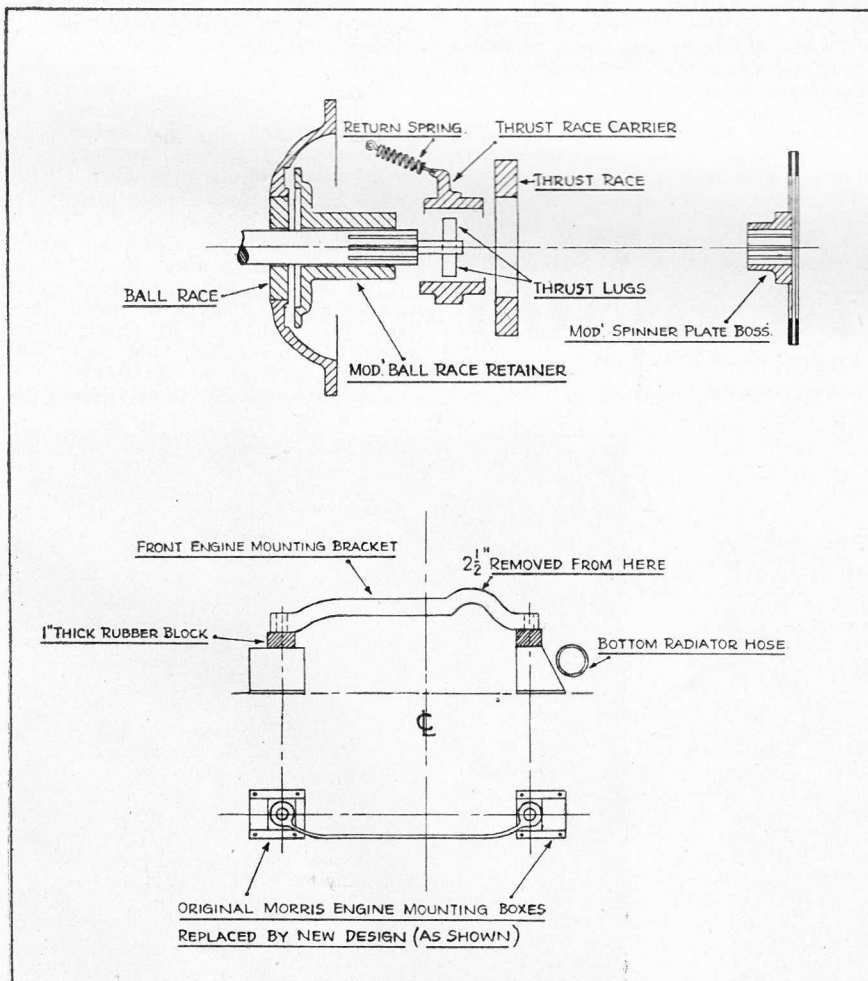
The drawing shows how such a spanner was quickly made. The raw material was a short piece of iron pipe whose bore was very slightly larger than the inner diameter of the nut. Each end of the pipe was skimmed true in the lathe and one end was then offered up to the nut and the position of the castellations marked out with a scriber. A hacksaw and file quickly removed the surplus metal and finally a $\frac{1}{8}$ in. hole was drilled to take a tommy-bar, resulting in a serviceable tool which—whisper it quietly—has already been borrowed by the local garage for a similar job!

TAMING THE GEARBOX SYNCHROMESH

HAVE any of you Special-builder types ever stripped a recalcitrant gearbox, only to find that the synchromesh was "dicky"? If so, then your wife has probably sent in a request in triplicate that the language emanating from the workshop should be passed through a Servais before being permitted to pollute the tranquil air.

From experience (bitter) the writer has evolved the following method: Suspend from the ceiling a wire frame from an old lampshade, the top of the frame being at about chest height when you are standing at the work-bench. Drape around the frame some fairly heavy material, e.g., old sacking, so that it reaches easily to the bench. The synchromesh unit and the hands are now kept within the drapes while you look down upon the operations from the top of the wire frame. Any balls or springs which fly out are immediately trapped by the draped material, which saves one from searching the workshop floor. When reassembling, use a suitably sized jubilee clip to hold the balls and springs in position and also work within the drapes—just in case!

Readers are invited to submit details of practical modifications, workshop hints and the like, for possible inclusion in this feature. Descriptions should be concisely written, and any accompanying diagrams clearly drawn on a separate sheet of paper.



Drawings by the author showing modifications necessary for mating the Ford engine to Morris Minor gearbox.

ULSTER RECKONING

High Costs of Road Race Promotion Revealed at U.A.C.

Meeting—Dundrod in the Balance—Losses in the Ulster Trophy

AN atmosphere of considerable gloom over the future of the Dundrod Circuit was manifest at the annual meeting of the Ulster Automobile Club, held in Belfast on Tuesday, 17th November.

The cause of the despondency was that hardy annual—the Balance Sheet—which revealed a succession of losses on club promotions during the first nine months of this year. The sad tale was relieved only by Knockagh Hill Climb which brought a profit of £6 4s. and a cynical member was overheard remarking that the Council would hold a full inquiry into this misdemeanour at the earliest opportunity.

Major items in the financial statement were, of course, the Ulster Trophy Race and the Tourist Trophy Race, the latter race being, for the first time in its history, the responsibility of a club other than the R.A.C. Only a few can boast of having seen a T.T. balance sheet in the past and for that reason the figures given in the Ulster A.C.'s statement are of interest.

The race cost the U.A.C. £11,641 to promote. The largest individual items were £2,465 in starting money and expenses payments to competitors; £1,700 in cash prizes and £1,605 in expenditure upon grandstands, enclosures and car parks. Another £1,000 was paid in rent for the Dundrod Circuit; £653 was spent in advertising the race and £950 in printing. Lapel badges produced for sale to race supporters cost £542 and postages accounted for the considerable sum of £225.

On the income side, grandstand receipts brought £1,781, and car parks £769. Net income from programmes and advertising amounted to £1,043 and the sale of Race Area Admission tickets brought in a further £608. The public enclosures were supported to the extent of £962 and £734 was netted from the sale of the publicity badges. Towering above all these receipts was the sum of £5,000 sanctioned as a "once for all" grant from the Northern Ireland Government to help in making the T.T. a promotion worthy of Coronation Year.

T.T. "All Square", thanks to Tourist Board

The race produced a loss of £233 which, the meeting was informed by the chairman, Commodore C. A. R. Shillington, will be made good by the N.I. Tourist Board, leaving the 1953 T.T. race "all square" financially.

A more sombre conclusion is reached in the balance sheet for the Ulster Trophy Formula 2 race held last May. Starting money and competitors' expenses amounted to £4,084, with another £1,006 going for prizes and trophies. These were the major items in a race which cost £8,442 to promote and which, despite a grant of £2,000 from the N.I. Tourist Board and a contribution of £1,006 from *News of the World*, produced a loss of £842 and, unfortunately, the chairman could not give the assurance that this loss would be met.

Even the annual Circuit of Ireland Trial failed to pay its way by £30 and the monthly trials just failed to break even.

The balance sheet was quickly passed into club records, the only criticism being one by international timekeeper Robert Wright, who attempted to investigate the reason for a financial loss on the Circuit of Ireland Trial, but by an unfortunate choice of phrase regarding expenses brought wrath upon his head from outraged officials. To queries about the major losses, Commodore Shillington gave a slight hint that a way *might* be found to meet them—and a stronger implication that unless "the books could be squared for 1953" the Council could not contemplate any major undertakings next year.

So, for the moment, and as is almost the established custom with U.A.C. annual meetings, the meeting got on with the more important business of electing officials and arguing about the Circuit of Ireland Trial. Members were asked to consult their voting papers and nominate five members for the Council. Humour on official documents of the U.A.C. being a very rare quality, many members must have wondered who perpetrated the pronouncement: "The retiring members of the Council are marked with a cross".

Mr. J. W. Haughton was re-elected president with enthusiasm and Commodore Shillington was allowed to vacate the chairmanship only long enough for a formal proposal of his re-election to be made. Esdale Dowling was elected vice-chairman and Gordon Neill re-elected hon. secretary, with Jack Kirkwood again hon. assistant secretary. Harry Cowzer will look after the club finances for another year and Harry Catchpole the legal affairs. Dr. W. N. Jones becomes the hon. medical officer having, as Catchpole put it, "the admirable qualification in that he is a doctor". Jack Harrison, Derek Johnston and Tom Richmond were re-elected to the Council and two newcomers, as the result of a ballot, are Brian McCaldin and Sydney Pentland.

The tiresome official business concluded and with the eyes of the ordinary members rapidly glazing over in despair, the meeting settled firmly into form under the heading of "any other business".

"The Circuit" Regularity Test

Someone mentioned the Circuit of Ireland Trial and someone else added—"the regularity test" and, like actors rising to the cue, the meeting proper got under way. Jim McIlhagger said the regularity test as held was all wrong, because one car could not pass another on the unclassified roads used. Ernie Robb agreed, saying that there were circumstances over which the driver had no control. Robin McKinney asked for a new system of marking by points and in classes and got the support of Wilbert Todd. Several members spoke strongly

against the running of any part of the event on a Sunday.

Robert Wright suggested that the test should be held over, for example, the Dundrod Circuit, while a few daring individuals rose and defended the present regularity test. At this, Ernie Robb pressed home a substantive motion, the result to serve as a direction to the Competitions Committee and, upon being put to the meeting, the direction was given that the regularity test be abolished.

Old Trials Regs. Retained

Wilbert Todd then raised the matter of the new R.A.C. Trials Regulations and proposed that the U.A.C. should adhere to the 1949 regulations. He pointed out that the 1954 regs. would be unsuitable to Ulster drivers who, on occasions, were wont to meet Eire drivers in competition and the Southern lads were adhering to the old regs. Was, asked Todd, the R.A.C. aware of the fact that regulations introduced for an obvious, and desirable, purpose in England were totally unsuited to conditions in Ireland? Several members stated that they were in a position to order new tyres (sighs of "Lucky people!") but were uncertain as to what size would be permitted.

Secretary Neill reminded members that they had received advance notice almost a year ago that the new R.A.C. regs. would become applicable as from January. The chairman, wisely, refused a motion on the subject from a meeting which contained only a small minority of people who really understood the implications of the new regulations and the matter was left to the Competitions Committee.

Unlucky Dundrod

Quite late in the evening Mrs. Emily Dowling drew attention to the late hour and asked what the Council proposed doing about the Dundrod Circuit (a subject which one might have been forgiven for thinking was far from the minds of all present). In Dundrod, said Mrs. Dowling, we had built up a grand course and it was unfortunate that it was not paying. The Continental races could attract the Maseratis and the Ferraris, why couldn't Dundrod? It seemed to her, regrettable as it may be, that with the lack of finance it might be better if the club dropped the promotion of big races for a year.

Commodore Shillington, in reply, reminded the meeting that the Antrim County Council and the N.I. Tourist Board had put a tremendous amount of money into Dundrod. Undoubtedly the public interest in the course had not been what one would have wished for. They had been unlucky in the weather and unlucky in their entries. The T.T., for example, had been a good race and the stands in the starting area well supported, but around the course the support had not been so good.

Money for future events would not be so easy to come by, but the first thing was to wipe off the deficit on this year's Ulster Trophy and very quickly find where the money was coming from for next year's races. Unless they had a sound financial basis they could not embark upon any big events.

W. A. McMASTER.

CORRESPONDENCE

Where Are the Record Breakers?

IN reply to W. E. Ivory's query in 13th November issue, re. world land speed cars of the past, Eyston's "Thunderbolt" was destroyed by fire in New Zealand in the early part of 1947. This car had two Rolls-Royce aero engines, weighed six tons, was 35 ft. long, and it was said that petrol consumption at top speed was five gallons per minute! Eyston's "Speed of the Wind" is also non-existent now, it being destroyed in the London blitz.

After its abortive efforts at Daytona in 1930, Mr. Kaye Don's "Silver Bullet" was returned to Sunbeams (the makers), where it remained derelict and idle.

B. WHITTINGHAM.

SOUTH NORMANTON, DERBYSHIRE.

A National Racing Car

I THINK this title suggests an altogether wrong approach to the question. No car should be called a national car unless backed by the Government, and that is quite obviously out. Further, the application of this title to any other project on B.R.M. lines, or on some other collective effort basis, would be quite wrong. The failure of a private venture is bad for prestige, but the failure of a so-called national venture would be calamitous, and there is always this possibility.

In any case, it is not the car that is lacking, but the motor, that British engine that I have tried to raise some enthusiasm for in these columns in the past.

Last week's "What of 1954?" is sub-headed "Poor outlook for British Formula 1 hopes" and the Editorial has a bit to say as well. Surely we, and by "we" I mean everyone connected with the sport or the motor industry, can see beyond the end of our noses, because if we can't then these same noses will be sadly out of joint on rather a big scale.

There seems little the small man can do to help, much as he would like to, but surely some of our bigger organizations, and the S.M.M. and T. in particular, could do something pretty useful without exactly crippling themselves.

A centrally designed and financed engine is not the answer, but assistance for engineers and designers who are working on a project is. For instance, the S.M.M. and T. could set up a fund to be controlled by a small number of knowledgeable people with the power to assist anyone with a really worth-while project who was getting stuck financially in the development stage. As motors begin to appear, then financial assistance could be awarded on merit, and I don't necessarily mean cash awards to the manufacturers of the highest placed motor to finish a race, but awards to the manufacturers who showed the most promise, as the best car does not always win the race, or even finish.

P. DENDY, A.M.I.MUN.E., M.R.S.I., A.M.I.H.E.

CHELMSFORD, ESSEX.

MAY I make it perfectly clear that the theme of my letter (Correspondence, 20th November) was "more help to the small manufacturers of British racing cars," not "less money generally to the racing drivers".

KEITH CHALLEN.

SURBITON, SURREY.

Ill-Preserved Historic Cars

I RECENTLY visited the Science Museum at South Kensington to see the small collection of historic cars there and I feel I must comment on the deplorable condition of these cars. To quote two examples: a Model T type Ford (not painted in the customary black) on which the springs are coming through the upholstery, and a 1914 Morgan on which no attempt has been made to bring it up to exhibition standards.

Have the powers-that-be never seen Mr. S. Sears' 1905 T.T. Replica Rolls-Royce or Mr. F. Reece's 1904 Spyker? If not, they might well make a point of doing so.

My own transport at the moment is a modified 1929 Singer 8. Are there any impecunious enthusiasts who own an 8? If so, I should be very pleased to hear from them.

J. F. HEATH.

132 TENNISWOOD ROAD, ENFIELD, MIDDLESEX.

Rallies

IN your Editorial on 20th November you stated that "it is difficult enough to organize rallies in Great Britain without introducing some form of marks losing tests *en route*", but the number of rallies in the past few years in which the whole entry has been penalized—although in many cases the penalties have been nullified by the system of marking in the special tests—gives the lie to this. University rallies in particular are often decided by the road section, and the Oxford University Club has found the winners of its previous rallies so easily that for 1954 the organizers are not going to worry their brains in thinking out special tests.

The answer lies in the proper siting of time controls and controls of passage. If this is done correctly, roads can be found which will test the ability of the crew to drive and navigate, and also the road performance of the car (vastly different from track performance), and surely this is the object of a rally.

PATRICK ADAMS.

OXFORD.

Why This Fragility?

NOW that the motor racing season is over till the next "Easter Goodwood", may I be permitted to ask the reason for the apparent frailty of the modern racing car?

To a layman such as myself it would not seem unreasonable that after nearly 300 miles of full-bore racing there should be "expensive noises under the bonnet"; but it does seem absolutely ridiculous that a modern Formula 1 or 2 racing car should go in for a short sprint such as we have in England and after only half a dozen laps the machine has to come in to have its brakes adjusted, or perhaps a gear lever fractures, or maybe an oil pipe bearing no strain (other than that of conveying oil) should snap. There are scores of other small faults that bring a machine into the pits but I've mentioned only three.

Does this mean that cars are not properly serviced? (it even happens to "works" cars). Or is weight-saving being carried to unhealthy lengths?

Perhaps John Bolster, that sage of motor racing (who knows his onions), would comment.

B. W. M. HARRIS.

EALING, W.13.

Should the "T.T." be a Scratch Race?

I SEE in your issue of 13th November, that the Tourist Trophy is once again included in the series of races for the "Sports Car Championship".

It seems to me to be absolutely wrong that one of these races should be on a handicap basis and I cannot see, therefore, any foreign team considering it worth their while to enter.

If the Tourist Trophy is ever to take its rightful place among the great races of the year it must in future be a "scratch" event.

P. W. K. PAGE.

BURSLEDON, NEAR SOUTHAMPTON.

100 m.p.h. Cars

IN reply to Mr. B. Head's letter in AUTOSPORT of 20th November, I would like to assure him that I was most careful to verify my facts before claiming my two dozen 100 m.p.h. cars. Actually, rather less than half of them have been timed by my own stopwatch, but for the rest I accepted the road test figures given by reputable British, Continental, and American motoring journals. I did allow myself to include two untested cars, but as these were the new Jensen and the A.C. Ace, Mr. Head shall judge whether I was justified.

Incidentally, I find that many enthusiasts are entirely ignorant of the performance of American cars. All the larger U.S.A. machines are now capable of returning a "timed ton", and three of them can beat that figure by quite a large margin.

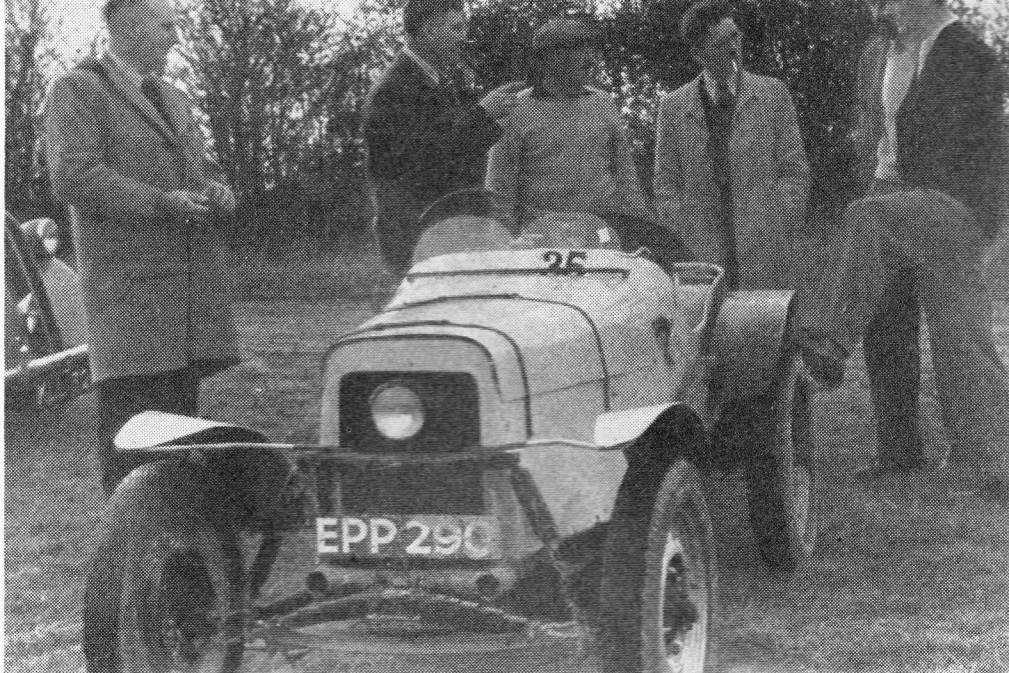
As regards the road from Mill Hill to Hatfield, I have exceeded 100 m.p.h. there in a Bristol, but I generally avoid the so-called Great North Road because it is so inadequate for the traffic which it normally carries.

JOHN V. BOLSTER.

WROTHAM, KENT.

CONFERENCE: Dr. Pinkerton, Harold Grace, Norman Overton, Cyril Posthumus, Alan Moore and Wilson McComb gather round the Overton Special to discuss the problems of Autocross.

It goes without saying that the newest form of motor sport, Autocross, is fast becoming popular. But it is equally obvious—especially from AUTOSPORT's correspondence columns in recent weeks—that some divergence of opinion exists as to the type of course which should be used. Some believe that the circuit should have a grass surface, be fairly smooth, and suitable for almost any type of car. Others swear by a mud-and-bumps circuit, frankly ruinous for a production car, but capable of giving great joy to owners of trials specials. The difference is almost exactly paralleled by the distinction between motor-cycle grass-track racing and motor-cycle scrambles; in one, standard machines may be used, although some are naturally



AUTOCROSS PURPOSES

Rough or Smooth? Wilson McComb Samples Two Representative Autocross Circuits and Reports on his Findings

more suitable than others. In the other, a "comp." bike is essential.

An ounce of practice being worth a ton of theory, and any excuse being good enough for a chance to drive motor cars in unusual circumstances, I decided to approach Archie Turner of the East Anglian M.C. and Arthur Rusling of the Sporting Owner Drivers' Club; partly because these two clubs have undoubtedly done more than any other to pioneer Autocross, and partly because, by a happy chance, they disagree on this all-important question of circuits. Each has run two meetings this year, the East Anglian on a "rough" course at Earl's Colne, and the S.O.D.C. on "smooth" grass at Dunstable.

I went first to the London Gliding Club's grounds at Dunstable, where I

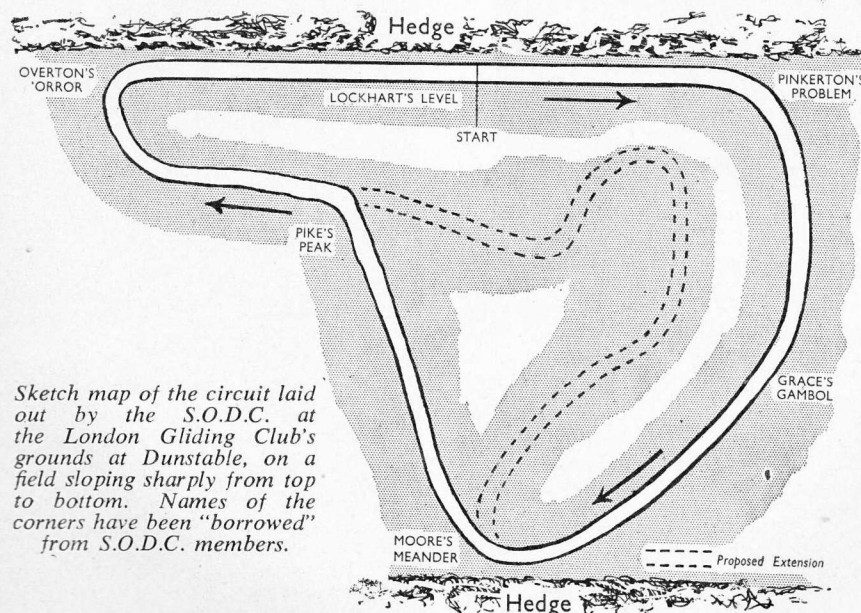
found Dr. Pinkerton, Alan Moore, Bill Lockhart, Norman Overton, Harold Grace and Richmond Pike waiting for me—and as they were six, I have taken the liberty of borrowing their names to describe the five corners and one straight of the Dunstable course. The sketch map shows that it is roughly P-shaped, and the dotted section indicates a proposed extension; it has been variously described as half a mile or one kilometre in length, but a careful check revealed that the *lengthened* course is no more than half a mile long, so a good deal of wheelspin must have crept into the original *tour de mesurage*. However, that matters little, as it is unlikely to be used for attempts on International class records.

Come round the course, then, as I did,

with Harold Grace, in the 2½-litre Riley which stayed in such close company with Gerry Dunham's Alvis at Silverstone last May. Remember that the field slopes fairly sharply from Lockhart's Level, where the starting line is situated, to Moore's Meander, and that the grass surface has given way to clay, at present rather slimy.

With a quick flick of her tail, the Riley accelerates from a standing start on Lockhart's Level and, before reaching third gear, is slowing out of respect for Pinkerton's Problem—the real problem being a 15-ft. drop awaiting those who overshoot this right-hander. Leaving the first corner, we find the ground falling away before us and from right to left, making Grace's Gambol a highly exciting, adverse-cambered bend, gently humped at the apex. But Harold Grace, with his experience of motor-cycle grass-track races in the early days, keeps the right foot firmly down, and we swoop towards Moore's Meander at the bottom of the hill. This (the Gambol) is the fastest part of the course, but all the time one is holding a gentle drift and keeping a careful eye on the hedge, backed by a bank which forms a natural grandstand for spectators, bordering Moore's Meander. Choosing a line on the latter corner is not particularly easy, for the surface is slippery, and one must not slow too much before the hill which follows. Grace takes it on full left lock (no drifting here!) and, with another tail wag, the Riley straightens and dashes up the hill into the only left-hander, Pike's Peak. The gradient eases, but there are a couple of cross furrows to bounce over before entering Overton's 'Orror, a tight hairpin with a really slimy surface. Again a right-hander is taken on full left lock, and we are on the finishing straight—most of whose length is occupied by straightening-up operations after Overton's 'Orror.

While I was having this "demo." run, colleague Posthumus had been sampling



Sketch map of the circuit laid out by the S.O.D.C. at the London Gliding Club's grounds at Dunstable, on a field sloping sharply from top to bottom. Names of the corners have been "borrowed" from S.O.D.C. members.



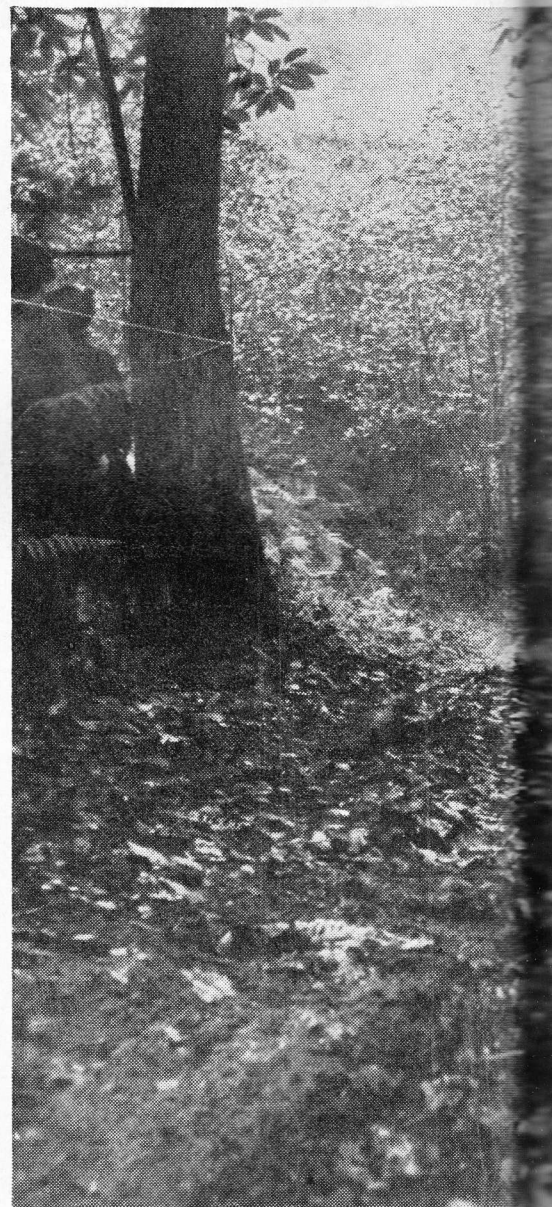
SEE IT WET

UNBLOWN, AIRBORNE: (Above) A. C. Westwood's Dellow leaps through a sticky section at Earl's Colne. He won the unsupercharged class at the October meeting of the East Anglian M.C.



FOUR-WHEELED ATTACK: (Above) A Land Rover, using four-wheel drive, ploughs through the slime during the October Autocross at Earl's Colne.

TREE-GIRT: (Right) Bushes and trees line the Earl's Colne track in Chalkney Wood, presenting a formidable natural hazard.

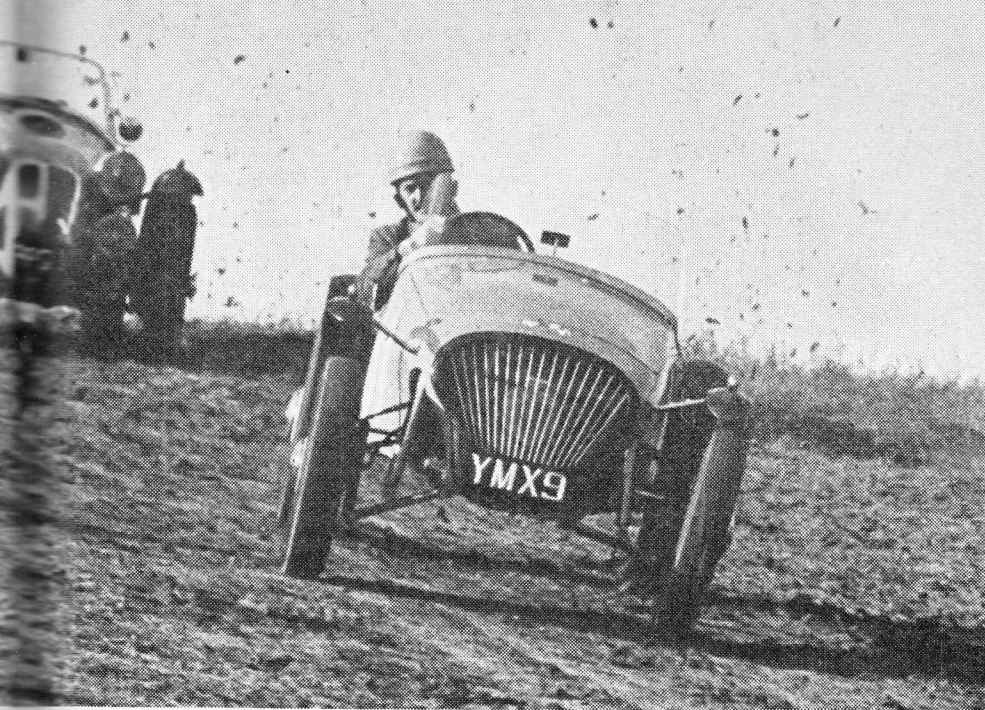


the circuit in his own 10 h.p. Ford Anglia, but had found its modified suspension too stiff for comfort. Then I tried a dozen or so laps in my Morris Minor, while Posthumus had an even less comfortable—but most exhilarating—ride in Norman Overton's tubular chassis Ford special. The Minor ironed out all the bumps nicely, but almost died a death on the uphill stretch to Pike's Peak, its small, rather bald rear tyres spinning uselessly, and the back axle tramping, unless I was very careful. However, gear changing was almost unnecessary, for I could come

down the Gambol at about 40 m.p.h., the engine screaming its head off in second, and for Lockhart's Level it was scarcely worth while taking third, except on a flying lap.

On the Overton Special, too, which Norman Overton was kind enough to lend me, I found that second gear sufficed—which was just as well, as I had no time to contemplate gear changing! While the others held their sides with laughter, I bounded round the course in this ultra-short machine, finding new bumps on every lap, and desper-

FAST SECTION: (Left) In the S.O.D.C.'s last Autocross, also held in October, Tony Bray (Ford special) and Monty Mostyn (Frazer-Nash) descend Grace's Gambol, the fastest and most exciting part of the Dunstable course.



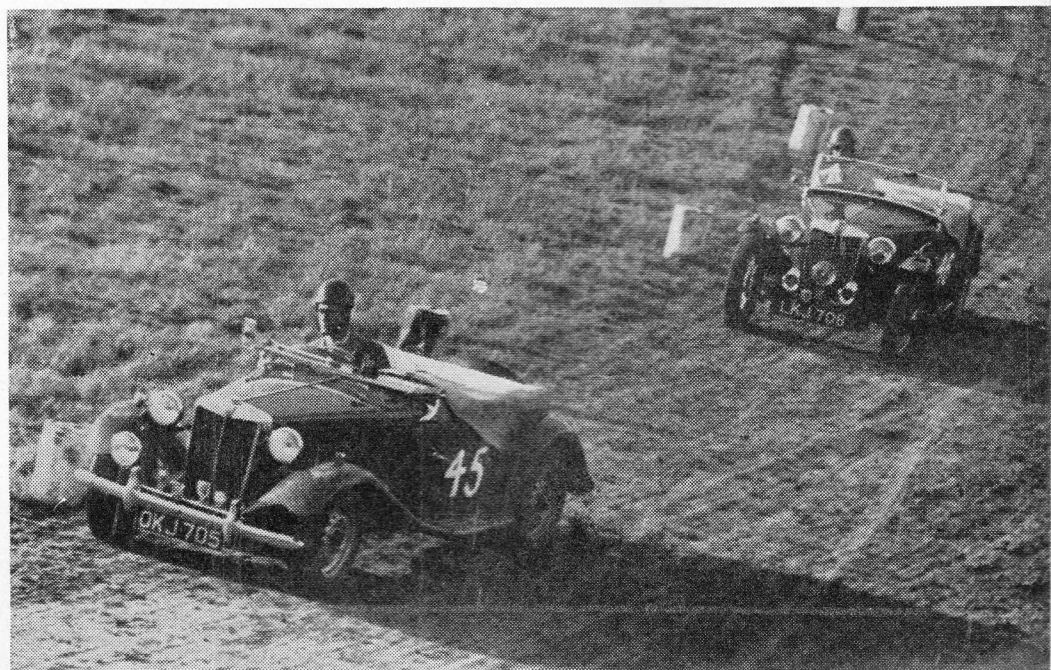
ately hanging on to scuttle, filler cap, anything. First time round, I lost my favourite white cap on Grace's Gambol, and after that had to hold the same line to avoid running over it. Being seldom in the same position relative to the steering wheel, control became something of a problem, and my best time was 49 secs. for a flying lap (s.s. course record, 49.2 secs.). Posthumus, who later chopped four-fifths of a second off my time, remarked that it was more akin to aviation than motoring. . . .

Although the clay surface of the Dunstable course dries quickly after rain, under certain conditions it is impossible for saloons to climb from Moore's Meander to Pike's Peak. Because of this, and to add to the interest, the S.O.D.C. propose lengthening the course as shown, and widening it if possible to



SEE IT DRY

STANDARD CARS: (Above) A Ford Anglia at Dunstable. (Below) M.G.s, unsuitable for modern trials, are used successfully on this type of course.





HITCH: (Above) A. E. Cleghorn's Dellow is manhandled out of The Bowl when he stops there during the October Autocross at Earl's Colne.

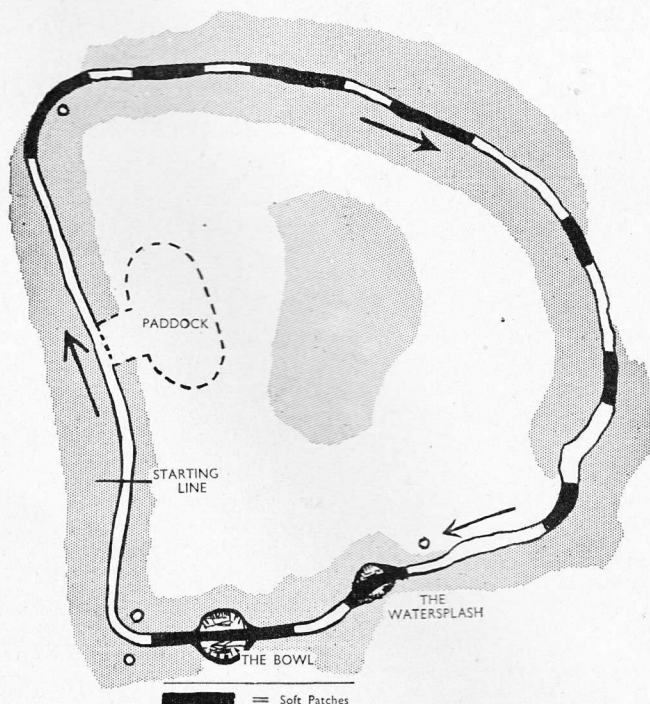
allow more than two cars to run at a time. Personally, I doubt if the course would take more than two cars, but the extra loop would, I think, improve it—if only because the whole thing is such enormous fun that one simply hates to stop!

Three days later, I made my way along the winding roads of Essex to Chalkney Mill, near Earl's Colne, the property of the East Anglian club's secretary, Cyril Walther. Once again the weather was kind, but as I drove up to the farm I encountered a host of trials motorcyclists, complete with competition numbers, and began to wonder what sort of condition the course would be in. They were taking part in an experts' event, and the state of machines and riders suggested that mud was the main hazard.

We were joined by Archie Turner, Eric Ridley and "Nobby" Bone, the latter arriving in his very successful little Ford special with Y-type chassis.



SE DENTARY WORKER: (Above) Wilson McComb slides out at Moore's Meander, Dunstable, in the Overton Special, obviously having difficulty staying in the driving seat!



CHALKNEY WOOD: (Left) The 500-yard course at Chalkney Wood, Earl's Colne, used by the East Anglian M.C. for Autocross meetings.

we went round the course. The starting line is on a slightly uphill section, with a gentle left-hand curve followed by a sharp right-hander round a tree, on a soft mud surface. The mud persists as one continues downhill, with an occasional deep rut to splash and bounce through, before giving way to a level piece on firmer ground, which is in turn followed by another downhill portion with three or four patches of soft mud.

Then the track runs down into the hollow known as The Watersplash, which offers both water and slime, after which a steep climb brings one to the edge of The Bowl, another, deeper hollow. Bone charged gaily down into the pool (six inches of water, six inches of mud) at the lowest point, but came to rest with wheelspin on the steep climb leading back to the starting line. The others came to the rescue and heaved us out, and then I took over the Ford special, only to suffer the same fate when I reached The Bowl.

Determined not to be beaten, Bone tried again and again to climb that rise, but it was now virtually a trials hill. The passage of cars through the pool in earlier meetings had gradually deepened it, and the small-section tyres

of the motor-cycles had cut up the surface still further, until one lost way almost entirely in the pool of mud and water. Regretfully, then, we had to abandon our attempts, for it was manifestly impossible to time successive laps of the circuit when one couldn't complete one lap.

Obviously, such an occurrence in the middle of an Autocross would ruin the meeting, so Walther and the others discussed ways of overcoming the problem. They considered the possibility of by-passing The Bowl but, loath to omit a section so spectacular for spectators, preferred the idea of filling in the bottom with rubble, to afford some wheel-grip for the attack on the climb out. In any case, some extensive work on the course is planned, for Walther is even contemplating bulldozing the track out to twenty-foot width, in order to run more than one car at a time. But just as I doubt if more than two cars could compete simultaneously at Dun-

stable, so do I feel uncertain about the question of allowing more than one at a time on to Earl's Colne. If the track be widened, then higher speeds will be possible, and there will be a greater danger of spinning or sliding off the course into one of the many stout trees which border the track; if two cars run together, there is the even more unpleasant possibility of being bumped off the track when trying to pass. When racing at 30-40 m.p.h. on a soft surface (which is the very essence of Autocross), things are liable to happen just as quickly as they do at 80-90 m.p.h. on the road.

If it did nothing else, my little investigation convinced me that the two kinds of Autocross are as different as chalk from cheese—hard, blackboard chalk and fairly ripe Camembert. Clearly, Tony Rumfitt (the godfather, if not the father of Autocross) feels the same way, for he has asked that a different title be found for the January meeting which the East Anglian M.C.

will probably run in conjunction with the London M.C. Something of this sort will have to be done, as potential Autocross competitors must know what conditions they are likely to encounter; one can visualise the horror of, say, a M.G. TD owner, happily entering for what he imagines to be "a bit of fun on grass" and later finding himself up to the seat-cushions in liquid mud, all hope abandoned, all traction lost.

Both forms of the sport will have their champions (the choice probably depending on the type of course available to a club, and the type of cars owned by its membership), and as Reg Phillips has suggested in the correspondence columns of AUTOSPORT, there is probably room for both. Whichever way it develops, I hope that this new sport will grow. Its appearance at the present time, when trials entry lists are falling and the calendar becoming overburdened with road rallies, is nothing short of providential.

NIGHT OUT FOR IRISH M.G.s

AT one of the tests during last Friday's Night Trial, run by the M.G. Car Club (Irish Centre), a navigator laid aside his map-board, route-card, torch, pencil and the rest of his paraphernalia, climbed out of the back seat, tapped this reporter on the shoulder and asked very politely, "Excuse me, but—er—do you think you could tell me where we are?" At one point or another, for most of the 25 starters, it was that kind of a trial, because those familiar mountains of Co. Wicklow seem to look so different after dark.

Starting at Old Bawn on a moonlit but cloudy night, the 40-mile event contained six tests and a single time check at the halfway mark at Stone Cross. Although 14 competitors managed to pass through this point without losing marks, R. Edwards and S. Logan dropped 17 each, N. Jenkins 14, and J. G. Clark no less than 21 after wandering around the countryside for a considerable time.

The only official non-starter was Jack Gibney, but L. Beshoff was never seen again after clocking out of Old Bawn, and what became of him remained a matter for conjecture. Anita Newell, driving her J-type M.G., had her spell of bad luck continue and packed up after doing the first test, while M. Kennedy (M.G. TD) clouted the bank convincingly doing the second test, thereafter calling it a day.

The tests themselves were relatively simple, mainly involving braking and acceleration, but numbers 2 and 5, located at crossroads, were the trickiest and most spectacular. Several drivers cut it very fine in avoiding the bank at No. 2, where M. Heather (M.G. TD) was by far the fastest, as he was in three other tests, although Noel Gleeson appeared to take his TD through just as quickly, and K. Collie did it very neatly in his Wolseley Eight of venerable age. There were penalties for approaching each test from the wrong direction; D. Quigley (Morris 8) incurred loss of marks in this way, and later he presumably lost his way as he did not arrive at the finish.

Having reached Brittas Cross Roads,



NIGHT TRIALS are so tiring! Jimmy Grew (Ford) listens with closed eyes as Jack Pollard explains one of the tests in the M.G.C.C.'s (Eire) Night Trial.

the cars headed towards the mountains, climbing to Featherbed, via Ballyfolan and Stone Cross; thence to Glencree Fork and down the glen itself to the second crossroads test at Ballinagee House. This one involved changing direction in the middle in order to cross two opposing lines and the finish line front first; there were many variations on the general theme, but none caused damage or serious excursions off the road.

There followed a tricky bit of navigational work to bring the cars down to the main Wicklow road, near Kilmacanogue, by way of the road past Wingfield and parallel to the River Dargle. After the final test came a straight run to the finish control at the Glenview Hotel, where G. A. Bayne and V. Hartigan (M.G. TD) failed to put in an appearance in addition to

those already mentioned, while those who did arrive in time and good order did justice to an extraordinary amount of bacon and eggs pending the announcement of the results of a well-organized and enjoyable night's outing, blessed this year by fine weather. MAXWELL BOYD.

Results

Premier Award (Vard Cup): M. Heather (M.G. TD), 51 marks (94.6 per cent.).

Class 1 (Saloons, non-expert): 1, D. C. Moore (Volkswagen), 20. No other award. **Class 2 (Saloons, non-expert):** 1, K. Collie (Wolseley 8), 32; 2, C. Lee, 22; **Class 4 (Standard open cars):** 1, N. Gleeson (M.G. TD), 47; 2, K. O'Flynn (M.G. TD), 34. **Class 5 (Specials):** 1, D. Monson (Dellow Spl.), 33; 2, J. Grew (Ford Spl.), 27, E. Connell (Ford Spl.), 27.

BOOK REVIEWS

Title: Floyd Clymer's Indianapolis 500 Mile Race Yearbook, 1953.

Size: 8½ ins. by 10¾ ins.; 112 pages; innumerable illustrations.

Price: \$1.50 (paper cover).

Publisher: Floyd Clymer, 1268, South Alvarado Street, Los Angeles 6, California.

As surely as Christmas comes round each year, as spring follows winter, and summer the spring, so Floyd Clymer's Indianapolis 500 Mile Race Yearbook appears some six months after each annual event has been staged. The 1953 edition seems even more copious in information and interest than previous ones, although the race itself attracted much the same sort of vehicles as during the past five years.

A 95 per cent. usage of the Offenhauser "big four" engine, and a monotonous sameness in main technical features, with only the usual Novi V8 special to provide variety, may not suggest a particularly interesting race, yet each year the tremendous public attendance (175,000 this time, in an overpowering heatwave) testifies to the draw of this unique American classic. Drivers, not cars, are the major attraction, and this year saw justice done when Bill Vukovich made up for his shattering 1952 ill-fortune by leading 195 out of the 200 laps—but this time including the vital winning one. "The mad Russian" collected the tidy sum of \$89,496 (over £31,000!) for winning what the book describes as "a race in which relief drivers relieved relief drivers of relief drivers", so terrible was the toll of the heat.

A major disappointment was Ferrari's failure to send the specially prepared 12-cylinder car entered for Ascari to drive. Troy Ruttman's sponsor promptly offered Alberto a drive in his car, the Travelon Trailer Special, but the World Champion pleaded "a previous engagement" (Albi), concluding his wire "Am looking forward to 1954 at Indianapolis". One hopes he gets there, and does well, for the U.S.A.'s great 500 Miles Race is currently far too much a "closed shop" for an event of International status. But in the simple words of a renowned U.S. driver, "It's one tough ride".

C. P.

* * *

Title: "Fibreglas Auto Body Construction".

Author: John A. Wills.

Size: 8½ ins. x 5½ ins.; 95 pages; fully illustrated.

Price: \$3.00.

Publishers: Dan R. Post Publications, Arcadia, Calif.

IN this handbook the construction of "one-off" glass fibre bodies is explained in great detail, with the fullest information about the materials used for the body and for the original moulds. The author favours the use of a female mould, and follows the process through from the construction of a plaster mould on a chassis or chassis mock-up, to the making, finishing and painting of the body itself. English readers may experience some difficulty in following the instructions, not because they lack clarity, but because the idiom is unfamiliar. "Mould", too, looks quite remarkable without the letter "u"!

F. W. McC.

Title: "The John Cobb Story".

Author: S. C. H. Davis.

Size: 5¾ ins. by 8¾ ins.; 112 pages; 14 illustrations.

Price: 12s. 6d. net.

Publishers: G. T. Foulis & Co., Ltd., 7 Milford Lane, Strand, London, W.C.2.

THE life story of John Rhodes Cobb, who died at Loch Ness on 29th September, 1952, during an attempt on the world water speed record, is one which many, many people will wish to read. Sammy Davis, contemporary racing driver and professional writer, is the biographer, which ensures knowledgeable detail and abundant interest, put over in the author's particularly pleasant style.

He tells us something of John's schooldays, of his cycle trips to Brooklands, and the surprisingly subtle questions he would ask of the great drivers of the day; of his youth, and fun with a twin cylinder A.B.C. car, and of how, after sundry rides as a mechanic, treated with stoic calm, he made his Brooklands debut. This, he achieved, not with a modest sized car, but with Warde's huge 10-litre Fiat of 1910/11 vintage, on which he proceeded to take third place in his very first race, at the 1925 Whitsun meeting.

He drove the Fiat, Parry Thomas's Leyland Eight, Howey's Ballot and a T.T. Vauxhall in subsequent Brooklands fixtures, then in 1929 acquired the big 12-cylinder 10-litre Delage with which René Thomas once set the world land speed record at Arpaion. This machine brought Cobb many track successes, while he also dabbled lightly in road racing with a Riley Nine, a most unlikely machine for so large a man, although he took it all with complete equanimity.

In 1933 began the Napier-Railton era, and this vast machine, so characteristic of its driver in its solidity and power, its lack of flurry and fuss, proved invincible at Brooklands, and netted large numbers of records in forays at Montlhéry and Utah. From this to the world's land speed record was a not unexpected step, and Reid Railton and Thompson and Taylor produced what was by far the most comely and technically brilliant of all record breaking cars. With it, Cobb thrice set new figures, his last, at 394.196 m.p.h., created in 1947 and still standing today as the absolute speed record.

In relating these stirring happenings in Cobb's career, the author gets one so interested in this intriguing, imperturbable man than one reaches the 112th and last page of the book somewhat insatiated. One wants to know *more* about John Cobb; more about his early life, more about his exploits, not only with track cars, but with the Alfa Romeo, Talbot and Lagonda; more about his experiences as a ferry pilot during the war, and the planes he flew. One feels that big, four-motored Short Stirlings or Avro Lancasters would be his particular "meat", but S. C. H. D. says tantalizingly "the list of types he flew is interesting", then omits to list them.

The illustrations are far too few—14 only, including the frontispiece—to cover so rich and varied a life of speed as John Cobb's. To read a book, and to want twice as much of it, plus at least twice as many pictures, may be greedy, especially at the moderate price, in these days, of 12s. 6d., but that is how Sammy Davis gets you. As the biography, if not at its fullest, of a remarkable personality, this work should be on every motor enthusiast's bookshelf.

C. P.

LAST ULSTER TRIAL OF 1953

Todd Beaten by McKinney and McNally in End-of-Season Event

THE Ulster A.C.'s 1953 competition season ended on Saturday, 21st November, with a driveability trial in County Antrim. As ever, so far as the present season is concerned, the issue lay between two Dellow, the Todd Special and, introducing some novelty, the appearance of Ernie Robb in a Ford Popular.

Starting from Belfast, the route led to Whitehead, with four driving tests on the way. The first of these, at Hightown, consisted of a forward-and-reverse movement around a triangle. Desmond Titterington's Dellow took only 22.2 secs. and this was equalled by Gordon McNally (Dellow). Robin McKinney (Dellow) executed the movement in 22.8 secs. while Billy Morton's extremely handsome little Austin Seven special put up a good show in 23.4 secs. Wilbert Todd (Todd Special) was relatively out-classed, taking 24.2 secs., a time equalled by Sammy Moore (Dellow).

In the second test at Boyd's Quarry, a double-garaging test, Morton was exceptionally neat, garaging in 17 secs. This time was equalled by Eileen Atkinson (Ford Special) and Moore. McNally strengthened the Dellow domination by a neat test in 17.6 secs., while Ian Morrison (M.G. TD) took 18 secs. Robb and Jim Dowling (Ford Utility) shared the same mark with 19.4 secs., but another Ford Utility, driven by R. B. Bleakley, made best closed car time in 19.2 secs.

Robb's Ford Popular set par figures in the third test—a double trip around three pylons (once in each direction)—his time being 59.2 secs. Des Titterington was second best in 60.8 secs. and Wilbert Todd third in 62.8 secs. Next three places were taken by McKinney (65 secs.), McNally (66) and Morrison (68.8).

In the last test—a complicated manoeuvre around a triangle at Kilwaughter—Eileen Atkinson put the males to shame by completing the test in 32.4 secs., only two-fifths outside Robin McKinney's time. Next best was by Ian Morrison in 34 secs., a time equalled by Billy Morton. Gordon McNally took 34.2 secs. and shared this performance with Jim Dowling. Roger McBurney's Singer Bantam was fractionally slower in 34.4 secs. Todd climaxed an off day by taking 35.2 secs.

There should have been a fifth section, but for some reason unexplained at the time of writing competitors queued up dutifully at their interpretation of the location of the map reference, while, a short distance away, the control officials sat wondering where the competitors had got to—and liaison was not effected until daylight had passed from the sky.

Overriding the trials results were the destinations of both the Victor Ferguson Memorial Trophy and the J. Wilfred Houghton Trophy, awarded annually for the best aggregate performances, overall and in the closed car class respectively, in the U.A.C. trials.



HARRISON AT HIGHTOWN: Jacky Harrison of the Ulster A.C. gives the "off" to Albert Acheson (Morgan Plus Four), at the first test in the club's trial last Saturday.

Wilbert Todd retains the Victor Ferguson Trophy by a handsome margin and it looks, at present, as if only one or two will qualify for first-class awards. So far as the closed car contest for the Houghton Trophy is concerned, Jim Dowling has won this, with Roger McBurney as runner-up and Andy Hutchinson third.

W. A. McMASTER.

Results

Best performance: Robin McKinney (Dellow), 138.6 marks lost; 2, Gordon McNally (Dellow), 140; 3, Wilbert Todd (Todd Special), 140.6; **4, and best closed car:** Ernie Robb (Ford Popular), 142.4; 5, Ian Morrison (M.G. TD), 145.6; 6, Desmond Titterington (Dellow), 150.8; **7, and best novice:** Bill Morton (Austin Seven), 153.2.

* * *

V.S.C.C. EASTERN RALLY

A 40-MILE road course, complete with tests, was used for the Vintage S.C.C.'s recent Eastern Section Rally. A. E. Day (Bentley) won the premier award, followed by J. G. Vessey (Lancia), P. J. E. Binns (O.M.), Dr. D. P. Harris (Frazer-Nash), H. Spence (Lea-Francis) and G. G. MacDonald (Bentley).

* * *

LEA-FRANCIS O.C. EVENT

IN dull and overcast weather, the Lea-Francis O.C.'s social navigation event was held on Sunday afternoon, 25th October. A variety of cars, amongst which Lea-Francis, M.G., Alvis and Hillman were prominent, arrayed for the start at the Hog's Back Hotel, Surrey.

The course, some 70 miles long, consisted of eight controls located by means of six-figure map references and other navigational aids. A special test, involving the judgment of a 60-second interval, was held at the start to decide possible ties, and did in fact prove vital in deciding one of the leading positions. The navigational and time element combined afforded some difficulty to competitors for, with the exception of the winner, all crews over-ran the standard time set for the course.

The winner of the event, N. W. Norman, driving an Austin A40, completed the course in well under the standard time, and though failing to locate correctly one control point, recorded the best performance of the afternoon to take first place. His nearest rival was C. Kirkaloff (Hillman), who conceded points for navigational errors and by over-running his standard time finished second. Prominent amongst the leaders throughout was Ken Gregory driving his blue Hillman coupé. After dicing around the Surrey countryside, Ken had to concede a higher placing, by virtue of a two-second fault on the special test, to G. Chace (Alvis). Though not among the award winners, the Lea-Francis Club itself was well represented with J. Barnard (sixth) and E. Glover (eighth), holding the highest positions among Lea-Francis competitors.

Results

Best Performance: N. W. Norman (Austin A40).

Navigator's Award: R. Attwood.

Other Awards: C. Kirkaloff (Hillman), G. Chace (Alvis) and K. Gregory (Hillman).

* * *

C.U.A.C. DRIVING TESTS

WITH four tests all taking place at the same time and in close proximity to each other, and a large number of undergraduates dashing from one test to another, no wonder somebody remarked that the Cambridge University A.C.'s driving test meeting on Sunday, 15th November, looked more like a Rag Day than a motoring event. Nevertheless, it was in this way that the meeting was run off so speedily, and more than 20 competitors allowed two attempts at each of the four tests. Some of the driving suggested more enthusiasm than precision, but a good time was had by all, and the event was closely contested.

Results

Open Class: 1, T. Deville (Riley Spl.), 61.8 secs.; 2, D. R. Moore (M.G.), 62.8; 3, W. A. Scott-Brown (M.G.), 64.5. **Closed Class:** 1, D. Britton (Austin), 74.3.

NEWS FROM THE CLUBS

By Wilson McComb

It seems no time at all since we were pounding the aisles at Earls Court, but already we appear to be right in the middle of the mudlarks again. In two weeks' time, on Saturday, 12th December, the R.A.C.'s Trials Championship will be held near Bowness-on-Windermere, on a course made available by the Westmorland Car Club. Headquarters for the event will be the Windermere Hydro Hotel, where a B.T.D.A. dinner will be held when the fun is over.

As usual, the entry will be made up of drivers who have finished in one of the first three places in two qualifying trials, or in one of the first six places in three qualifying events; there will also be invited competitors, from Ireland and Scotland, for example. They will be split up into small parties and conducted around the course to the various sections; on each, the marking will be designed to pinpoint the actual position where a competitor comes to rest. Thus, a driver who climbs a hill loses no marks; the highest up of the failures, if you follow me, loses one mark plus the number of successful climbs, next highest up loses two marks plus the number of clean climbs, and so on. Awards will be made to the first three on general classification, and souvenir awards given to the next seven finishers. Special awards go to the best competitor from each of four areas—North England, South England, Scotland and Ireland. Bad luck, Wales; you'll just have to stick to Eisteddfod.

TORBAY M.C. RALLY

ENTRIES close tomorrow, 28th November, for the Torbay M.C.'s Torbay Rally on Saturday, 5th December, the first to be staged as a closed invitation event. It is open to members of the M.G.C.C., Bristol M.C. and L.C.C., North Devon M.C., North Cornwall M.C., Plymouth M.C., West Hants and Dorset C.C. and Taunton M.C. The route will be about 175 miles in length, situated in the West Country, and the Secretary of the Rally is J. G. Joseph, Villa Borghese, Ridgway Road, Torquay (telephone, 7718 business; 2534 home).

IMPORTANT BUGATTI ANNOUNCEMENT

SPEAKING on behalf of M. Bolloré, Roy Taylor told members and guests during the Bugatti O.C.'s annual dinner-dance at Grosvenor House, London, last Saturday, that Bugatti were going ahead with their new Grand Prix car. A 4½-litre sports car is also on the way.

M. Bolloré is, of course, chief of Bugatti, and the B.O.C. were most pleased to have him, accompanied by Mme. and Mlle. Bolloré, as guests of honour. Replying to Mr. Taylor's toast of "The Guests", Earl Howe remarked that he, as well as dozens of Bugatti enthusiasts, was highly delighted to learn that Molsheim indeed meant business.

It was also revealed that Signor



BATH FOR THE BLANDFORD: W. G. Tinsley, Class 1 winner in the Northampton and D.C.C.'s Sporting Trial on Sunday, 15th October, gives his Blandford Special an unavoidable dousing on one section.

Colombo, at present acting in an advisory capacity to Maserati, will join Bugatti before the end of 1953. Incidentally, 1954 is the jubilee year of the B.O.C. and it would be a happy coincidence if the season did, in fact, see a revival of the famous name Bugatti in G.P. events.

NORTHAMPTON SPORTING TRIAL

TWO separate courses were laid out over old ironstone workings near Northampton for the Northampton and D.C.C.'s annual Sporting Trial on Sunday, 15th November, specials taking odd-numbered sections and an easier route being arranged for saloons. Section 1, an S-shaped course on the steep side of a gully, brought Wicken, Waring, Tinsley and Cleghorn into the lead, with a loss of four points each. Goodwin had the misfortune to overturn his car, but escaped with scratches.

Section 3 proved easy, but Waring dropped a few points on Section 5. Only Gamble cleared Section 7, a descent into a gully, followed by a long, steep climb out again. Nine competitors were successful at Section 9, but only Wykes and Tinsley were clean at Section 11, these two drivers sharing the lead. Wykes, however, failed at Section 13, Tinsley thus gaining an advantage which he retained to the end.

Provisional Results

Class 1 (Specials): 1, W. G. Tinsley (Blandford), 19 pts. lost; 2, W. E. Wykes (Dellow S), 24; 3, B. Gamble (D.W. Spl.), 30; 4, W. H. Green (W.H.G.), 37; 5, A. E. Cleghorn (Dellow), 42.

Class 2 (Saloons): 1, D. Underwood (Hillman Aero Minx), 0 pts. lost; 2, M. R. Green (Ford 8), 15; 3, D. Balmer (Ford 10), 20.

LANCS AND CHESHIRE RALLY

THE "Rallye Petite", a closed-to-club event organized by the Lancashire and Cheshire C.C., will be held on Sunday,

13th December, starting from the Swan Hotel, Bucklow Hill, and following a 90-mile route to the finish at the Dixon Arms, Chelford. Entries should be sent to J. D. Warman, Braemore, 54 Gibwood Road, Northenden, Manchester, by Wednesday, 9th December.

FRAZER-NASH CHRISTMAS PARTY

ALL Frazer-Nash owners will be welcome at the Christmas Party and A.G.M. of the Frazer-Nash Section of the V.S.C.C., which will be held at 4.30 p.m. on 5th December in Tewkesbury, Glos. Tickets for the dinner may be had from P. Douglas-Osborn, Pedmore Court, Pedmore, Stourbridge.

WEST ESSEX ACTIVITIES

AN extraordinary general meeting of the West Essex C.C. will be held at the Three Jolly Wheelers, Woodford Bridge, Essex, at 8.30 p.m. on Wednesday, 9th December. It is also announced that the New Year Dance on 31st December will not be held.

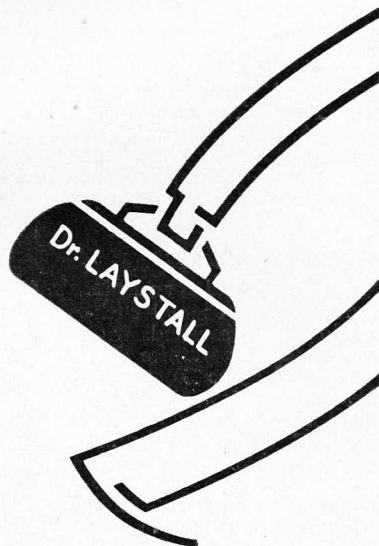
BERKO DINNER

SIXTY members and friends of the Berkhamsted M.C. and C.C. attended the annual dinner and prizegiving at the King's Arms, Berkhamsted, last Friday, under the benevolent control of Major Armand Blackley, J.P., and Norman Lane. A very warm welcome was accorded to W. E. J. Kentish, a past honorary secretary, who, whilst proposing the toast of "The Club", mentioned that it was precisely 25 years since he had been presented with a wristwatch to mark his retirement from that post. Replying to one of the toasts, at short notice, Rodney Walkerley produced a gem of a speech, freely interlaced with amusing stories. Afterwards, W. Alderton provided a film show and the prizes were presented by Mrs. Lane.

More News from the Clubs on page 712

"Dr." LAYSTALL SAYS:

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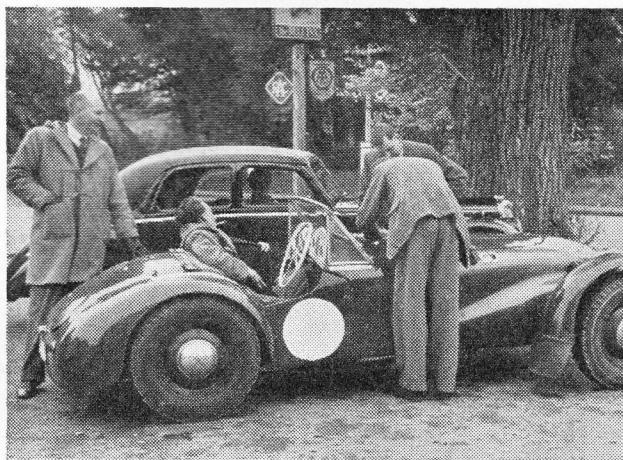
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first check-point in
the S.O.D.C. Half-
Day Rally.

★

SPORTING OWNERS' HALF-DAY

Harold Grace (Riley) Wins His First Rally

ON Sunday, 15th November, the Sporting Owner Drivers' Club held their Half-Day Rally, comprising 100 miles or so of motoring on main and by-roads and the customary series of driving tests. The excellent entry was started from the London Gliding Club Airfield, near Dunstable, at two-minute intervals. The morning section, approximately 40 miles of more-or-less main road motoring, was not difficult. Nevertheless, no competitor retained a clean sheet, although Arthur Baker in his well-known Land Rover, J. Nott's Sunbeam-Talbot, John Bassett's M.G. TC and Arthur Rusling's 1,089 c.c. Riley Kestrel had each forfeited only one mark at this stage.

The stop for luncheon was made at the Evenlode Hotel, Eynsham, and this was followed by the driving tests in the hotel grounds. Best overall time in the tests was made by Peter Jackson, driving his wife's recently acquired Austin A30. Runner-up was Harold Grace, who looked immensely fast in his 2½-litre Riley saloon, as also did Nott (Sunbeam-Talbot) and Bassett in the M.G. Close behind came Baker's Land Rover, now driven by navigator Robin Richards. G. Plummer's handling of his Triumph Renown was particularly neat. D. Steven's vintage Austin 7 and H. Attree's old Singer 9 Sports 4-seater performed well, while Michael Brettell handled his Ford Anglia with his usual verve. B. Turvey's pre-war Vauxhall was only fractionally slower than Peter Lockhart's more modern Velox.

Around 3.15 p.m., competitors were re-started at one-minute intervals on the 60-mile final section through Oxon, Bucks and Beds, finishing at Dunstable. The first map reference led the cars to a small hamlet called Easter Island. Here a certain amount of confusion reigned for a short time when Rusling led Eric Corless's Javelin, Nott's Sunbeam-Talbot and P. Norgard's Morgan into a nearby farmyard. Shortly afterwards travelling marshal Dr. G. E. Pinkerton was seen travelling quickly in his J2 Allard in close company with Harold Grace. The last two hours or so were spent in locating three check-points along country lanes before clocking-in at Dunstable. Least marks in the final section were lost by Grace,

followed closely by Peter Jackson and Arthur Baker.

When the provisional results were worked out, with commendable speed, it was learnt that the winner of the premier award, the Davis Trophy, was Harold Grace, driving in his first Rally.

Results

Davis Trophy: G. H. Grace (Riley 2½), 67 marks lost. **First Class Awards:** P. R. W. Jackson (Austin A30), 71, and A. H. Baker (Land Rover), 74. **Second Class Awards:** J. Nott (Sunbeam-Talbot), 90, and P. Lockhart (Vauxhall Velox), 92.

* * * "TUMSHIES TURNOUT"

"TUMSHIE" is a Scots word for turnip.

Witches, turnip lanterns and such-like are traditionally associated with Hallowe'en and in the Lanarkshire C.C. & M.C. event—called "The Tumshies" Turnout and staged on 31st October—the witches were all on the side of the organizers and not a few navigators would have been thankful for a turnip lantern.

Four road sections, a pure navigation section, an undisclosed route section with two secret checks and four tests that really were driving tests, all contributed to a well organized and thoroughly sporting event which reflects much credit on the club.

The day began with two tests which were laid out in the grounds of Hamilton Palace, and a series of clockwise and anti-clockwise circumnavigations plus garaging manoeuvres, and a straight line finish, opened the proceedings. This was a difficult test and was remarkable for the fine performance of young Sandy Morrison (Singer), the tidy driving of Ernie Herrald in his M.G. saloon, the dashing but penalized show laid on by David Horne in his Singer-based Torrance Special and a similar display by David Jack (Riley) who was to become the outright winner of the event.

The second test also involved the keeping of one's car within a prescribed area after some complicated twisting and turning, and if R. G. Stewart made the best time in his somewhat ancient Ford the skilful handling of an Austin by one-armed Jeff Keighley made him a very worthy second.

The first road section was a gentle

introduction to the hazards that were to follow but, even here, the entry did not escape unpenalized and—in view of our own shortcomings as a navigator—we were comforted by the fact that Ernie Herrald, who has planned the downfall of so many, was among those with large black marks.

The third test was also fairly simple and the main snag lay in the fact that round a curve lay a set of markers, closely related to the width of one's car, which had to remain undisturbed during a rapid passage. H. H. Taylor (M.G.) clocked the best time for this test while good times were made by Bertie Stewart (Ford Zephyr) and Bobbie Allan in his Mark VII Jaguar saloon.

The second road section followed a preconceived plan by getting progressively more difficult and the penalized grew more numerous. An unhappy man at the end of this section was J. P. Adam, whose Standard Vanguard sustained a puncture that meant the changing of a wheel amid the muddy morass of a country lane, with the fairly heavy rain which had now started to add to his discomfiture. This was, we are glad to report, the only casualty of the day.

Came the fourth test. This included a water splash, three garages which had to be gotten into and out of twice apiece and a stop astride. The location and layout of this test made it a very fine exercise in driving and that capable H.R.G. exponent Norman Lithgow made no mistakes or hesitations in recording the day's best time. His good example was closely followed by Bertie Stewart (Ford Zephyr) and the smart red Morgan of Charles Robertson.

Details of the undisclosed route section, with its secret checks, were then disclosed. Some of the roads were definitely of a "colonial" character but proved to be non-damaging, as promised, while grass sections proved awkward. W. Napier, H. H. Taylor and J. D. Simpson, all competing in M.G.s, are evidence that Scotland is missing the experience that mud-plugging provides, but David Jack showed good technique in throttle control and his 2½-litre Riley motored with the minimum of wheel-spin.

During the final part of the route four map references had to be visited in times that allowed little margin for entry and, in reaching them, not one of the entry came through with a clean sheet. For the open cars there was additional difficulty in the fact that the rain had reached truly blinding proportions and, for everyone, the dark led to uncertainties that saw event-competent types making circuits of small villages like Riccarton and Symington many times before they found a way out of the housing schemes.

However, at the final map reference, which was the Marine Hotel, Troon, the open car navigators duly poured themselves out of their bucket seats, joined with their more fortunate brethren in the closed cars and, as they wrung themselves out, proceeded to agree that it had been a very fine event.

A. N. FORD.

Results

Outright Winner: D. Jack (Riley), 229.3 marks lost. **Open Car Awards:** H. F. Sturrock (M.G.), 247.1; N. T. Lithgow (H.R.G.), 264.5. **Closed Car Awards:** D. Jack (Riley), 229.3; J. T. Keighley (Austin), 235.9.

More News from the Clubs on page 714



Don Parker, the AUTOSPORT Formula III Champion for the second year running

Don Parker, like most other successful Formula 3 drivers, has changed to Shell X-100 Motor Oil—the self-same oil sold at garages throughout Britain. During 1953, Don Parker entered this car in 46 races. He finished in 42 of them, gaining 31 firsts and 11 seconds. Steve Lancefield was responsible for the preparation of the Norton engine.

It is available in the following grades:

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News from the Clubs—continued

HERTS COUNTY NOCTURNE

SIXTY-THREE entries were received for the fifth of the Herts County Automobile and Aero Club's series of Nocturnes last Saturday; the Club's definition of this word being a night navigation trial which packs into about five hours' motoring as many navigational tasks as are usually found on an all-night event. With a course of 70 miles and seven points to find by varying methods, the accent is on swift and accurate map reading and point plotting.

The start and finish were at the control tower on Panshanger Aerodrome, near Hatfield, and early arrivals were able to make the most of the London Aeroplane Club's fine clubroom. The first batch of route cards were handed out at 8 p.m., and for the next twenty minutes the car park took on the familiar scene of rushing torches, warmly clad figures grouped over maps and the sweep of headlights as a car swung out on to the road.

Taking the control points in an anti-clockwise direction, the first one was only 1½ miles away and defined by a map reference. Nevertheless, an obscure turning up the right road put several people on the wrong one and "Nearly Home" caused early penalties. "Cold Feet", another map reference, required a walk up a more or less dry river bed to a wrecked car body in which sat the marshals. A "For Sale" notice bore a libellous resemblance to certain car adverts! It was remarkable how many crews scorned the hint of getting cold feet and walked along the top of the bank, thereby missing the point.

This was the easy side of the course, as yet another reference located "Sparrow" in a hedge on Bird Hill, near Baldock. No hedge was visible from the road, and those who left the road at the wrong place found themselves on a very barren and cold hillside.

From then on, navigators were kept well awake. "Windsor" was a longitude and latitude point in an area of the map where those helpful little crosses were almost non-existent. Prehistoric mounds and earthworks were the feature here and decoy lights collected their usual quota of human moths. "Copse Corner" was located by cross bearings, a mixture of magnetic and true, normal and back. A lighted tent with evidence of recent occupation worked well as a decoy—somebody waited there half an hour for the marshal to turn up!

Distances from two places and a grid line pin-pointed the only unmarshalled control, "Notice"—which was what it says. The less accurate plotters found the wrong one the other side of the road.

In the regulations, crews had been warned to bring with them two pins and a length of cotton. They needed it to find the last point "Nearly B.R.", since part of the instructions stated "Distance from point to X PLUS ditto to Y is so much". One chap said that for all the good it did him, he might as well have drawn a total eclipse.

And so to the finish. But not quite; on arrival, and without previous warning, the car had to be driven forward for an exact distance of 250 yards. That 13 crews got within 10 yards of the right distance is an indication of their skill and preparedness. The reactions

of the various crews to what they had to do was most interesting. Some considered putting a chalk mark on a wheel and then found they had no chalk, others retired for a technical confab, a few gazed confidently ahead and drove off. One car which got within two feet of the secret mark had a thing that ticked like a Geiger Counter, though it was obviously not counting geigers.

The tie decider that followed involved the calculation—or guessing—of the distance away of a light. It was 1,070 yards away and five folk came within 100 yards.

Having signed off the crews gratefully consumed hot soup and dogs. And at 2 a.m. the provisional results were announced. An especially loud ovation greeted the news that Mrs. J. Johns was the winner.

C. P. TOOLEY.

Provisional Results

Best Performance: Mrs. J. Johns (Austin), 5 marks lost

Navigator's Award: J. Johns.

Best Performance by Herts County crew: W/Cdr. C. A. Pike (Riley).

First Class Awards: P. Elbra (Sunbeam-Talbot), 9; S. Moore (M.G.), 53; E. W. Palmer (A.C.), 65; Miss J. Ritch (M.G.), 97; J. Lowrey (Citroën), 116, and A. J. Blair (Morgan), 122.

Second Class Awards: P. C. Harper (Sunbeam-Talbot), 131; H. V. Payne (Morris), 132; J. Higginson (Standard), 152; G. Parrish (Rover), 180, and J. Burn (Vauxhall), 209.

* * *

M.G.C.C. FILM SHOW

COMPETITORS who took part in the M.G.C.C.'s Silverstone meeting last July will be interested to know that a 40-minute film of the event will be shown next Tuesday, 1st December, at the "Golden Lion", Hillingdon, near Uxbridge, Middlesex, starting at 7 p.m. The supporting programme will include the Shell film of the 1953 Mille Miglia; tickets, at 8s. each, may be had from Keith Hale, Box 1250, Dorland Advertising Ltd., 18/20 Regent Street, S.W.1.

* * *

500 M.R.C.I. FUNCTION

MIKE HAWTHORN, Roy Salvadori and John Cooper were guests of honour at a midnight matinee in the Hippodrome, Belfast, on Friday, 13th November. The occasion was a big effort on the part of the 500 Motor Racing Club of Ireland to aid the funds of the Royal Inniskilling Fusiliers Old Comrades Association.

The spacious theatre was packed to overflowing and the guests were given a warm welcome, on being introduced by Sydney Durbidge, vice-president of the 500 M.R.C.I. and prime mover in the arrangements.

Hawthorn and Salvadori indulged in some good-natured banter about the prospects of Ferrari and Maserati next season, in the course of which they looked forward to seeing teams of both cars at Dundrod. On the stage were displayed two Formula 3 cars, one the Mark V Cooper purchased recently by the 500 M.R.C.I. and the other, a special, built by Belfastman T. E. Goligher but not yet raced. All three took part in a finale along with the artistes.

* * *

ALVIS O.C. MEETING

THE Southern Section of the Alvis O.C. will hold a social meeting at the George Hotel, Beaconsfield, at 8 p.m. on Tuesday, 8th December. Further details from K. R. Day, 31 Lawrence Avenue, New Malden, Surrey.

C.U.A.C. LITTLE RALLY

As usual, the Cambridge University A.C.'s Little Rally on Sunday, 22nd November, was designed to introduce inexperienced club members to rallying but, at the same time, to provide a not-too-easy day of motoring for the old hands. With a 200-mile course winding for the most part through narrow Essex and Suffolk lanes and three driving tests, it proved another triumph for Henry Litherland (M.G. TC), his splendid effort making this his third successive victory in this event. That the aim of the rally was achieved, however, may be judged by the fact that three novices were included in the first five places. In all, 10 competitors completed the road section without loss of marks, which, considering the difficult roads chosen, speaks volumes for their ability.

The event started from the Leys School, Cambridge, with a 12-mile run to the first control at Hadstock Airfield, where an acceleration and braking test was held. The best times were achieved by the Harris Austin-Healey and Graham Anton's Morgan Plus Four, which stopped with a bare half-inch to spare before the penalty line. Less fortunate was Archie Scott-Brown (M.G. TD), who thus suffered a 50-mark penalty without which he might have won the premier award.

So, on to the lunch halt at the Grand Hotel, Trinton. One section in particular troubled the competitors, only 13 of whom arrived without loss of marks on the road section; of these, several had fared poorly at the Hadstock test. Luckily, mechanical failures were few, although Litherland and Piggott, his navigator, were seen dismantling carburettors; Daley's early Buick developed a holed header tank, necessitating frequent calls on Essex villagers for water. The Australian, Keith Lawson, who has just completed a round-the-world trip with an Austin A40 Utility and sets off this week for Africa, found himself completely lost!

Immediately after lunch, navigators were given their route for the afternoon, and while they concentrated on map references their drivers tackled two more tests. Scott-Brown's time for the first, a forward-and-reverse manoeuvre, was a clear three seconds better than that of his nearest rivals, Litherland and Chris. Threlfall in a BMW-bodied Healey. Keith Lawson made by far the best performance in the second, a simple parking test.

Navigators having, by this time, at least a vague idea where they were going, the field commenced the return trip to Cambridge via a devious route. One very tight section near Shelley caught several napping, and by the end of the route three more of the morning's successful 13 had lost marks, including, surprisingly enough, Pat Stark, possibly owing to the illness of his navigator. Results were quickly announced, despite the fact that the Clerk of the Course had been stranded when his borrowed car ran out of petrol.

J. RICHARD ALEY.

Results

Premier Award: H. Litherland (M.G. TC), 475 marks lost.

Navigator's Award: B. Piggott.

Runner-up: J. D. Scott (Austin A30), 490.

Novice's Award: A. Thorman (Dellow), 490.

First Class Awards: J. R. H. West (Morris Minor), 590, and C. G. Anton (Morgan Plus Four), 540.

Best Pre-1936: W. Hooper (Riley 9 Monaco).

BEDFORD A.E.C. RALLY

DESPITE all the trials and tribulations that mud can cause, it was a remarkably happy and enthusiastic bunch of competitors which gathered together on Saturday, 7th November, at the end of the Bedford Automobile Enthusiasts' Club's Rally, the first R.A.C.-observed event organized by the club. For nine hours they had been motoring about the countryside, and it seemed that most of their time had been spent pushing their vehicles out of varying depths of mud.

Starting from Great Straughton, the course led by various route and time checks to the half-way control in the wilds of nowhere, where competitors enjoyed a one-hour break before being directed to a second control at St. Neots, about 10 miles away. Three or four timed sorties then had to be made, to obtain the code letters for the dozen or so check-points, defined by six-figure references only. This system worked very well and, besides requiring very few marshals, enabled the organizers to keep a close check on the progress of the rally. Most of the points were reached by way of the narrow, poorly-surfaced lanes which abound in this part of the country; only in one place was "colonial" motoring necessary but, as usual, most competitors insisted on taking ill-chosen short cuts.

At the end of the first half the Hutton brothers' Austin A40 was leading, but only by a small margin, and three entrants had disappeared completely. So alarming were the tales told of this section that a rescue party was sent out, and they arrived just in time to pay the tractor driver whom David Robinson had walked two miles to find, all other attempts to remove his P-type M.G. from a muddy field having failed. Another competitor subsequently turned up at the control, but of Stan Duddington's Ford 8 there was no sign, and it was reluctantly decided that it had foundered in the mud with all hands.

As the rally progressed, strange reports of abandoned cars, irate farmers, missing code-letter cards and more, bottomless mud, filtered in to the central control. The successful run of the Hutton brothers came to an end in ironic fashion; after leaving their A40 to walk half a mile across a field to help Dick Lucock get his M.G. TC out of the mud, they found on their return that the Austin, too, was well and truly bogged down. Eventually it was removed by leaving it in gear, with engine running and wheels spinning, while both occupants pushed. The ensuing chase must have been quite exciting.

But while these circus acts were going on, some competitors had been putting in a lot of very effective motoring. In particular, J. H. Wredden's Lagonda Rapier coupé and Brian Proffett's Lancia Augusta had been travelling through the night like a well-run train service, and Mike Farnell (Morris 8) had been so steady and unspectacular that nobody had noticed how well he was really doing.

J. R. A.

Results

Premier Award and best in Class A: M. Farnell/G. Jackson (Morris 8 tourer), 45 marks lost. **2, and best in Class B:** J. H. Wredden/Sorrell (Lagonda Rapier), 80. **3,** B. M. Proffett/P. J. Wilks (Lancia Augusta), 87. **4,** R. Lucock/J. Lilly (M.G. TC), 91.

More News from the Clubs on page 717

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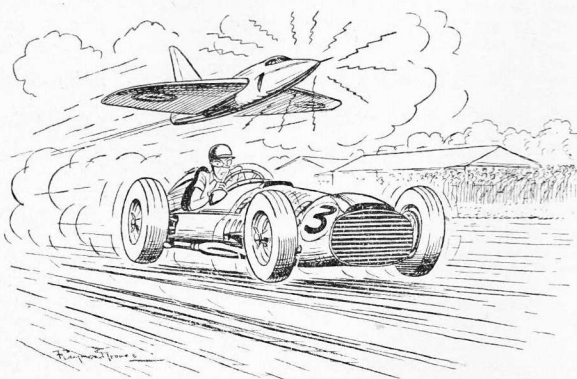


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Volume 6—January to June, 1953

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News from the Clubs—continued

B.A.R.C. NIGHT NAVIGATION TRIAL

W. R. SHORT, of the B.A.R.C.'s S.W. Centre, was responsible for an amusing night navigation trial held on Saturday, 7th November. Fifteen minutes before their starting time, each of the 21 competitors was given a diagram showing an imaginary racing circuit, with corners such as Madgwick, St. Mary's, Lavant and Woodcote marked thereon. At each of these "corners", which formed the check-points, a marshal had to be located by following the clues given, and the map reference of his position worked out.

The event started from the Little Testwood Country Club, Totton, Southampton, the first man leaving at 7.05 p.m. and the rest following at two-minute intervals. All but three found "Madgwick" at Row Down, near Exbury, but although most competitors reached "Fordwater" at Highcliffe-on-Sea, only 11 located the marshal who was lurking between two trees at the other side of a stream. From here the route led inland to "St. Mary's", where not a single entrant could find the marshal. The latter, deep in the middle of a plantation of young fir trees, eventually moved off to take up another duty, and was pounced on by two late-comers.

A purposely ambiguous clue sent competitors scurrying around in search of a Westminster Bank, although the next marshal was, in fact, ruminating on a river bank near Wimborne Minster. Only eight found him, and thus obtained the password enabling them to pass through "Lavant". This point was situated at Amen Corner, the clue reading "A suitable name for a corner, when all's said and done".

"Where would you expect the guy to be? He's on topical!" announced the next clue, and sure enough there was a Bonfire Hill at "Woodcote". But alas! the marshal had misunderstood his instructions, and was eventually found sitting in his car. From here the field went to "Paddock Bend" for a driving test in which the course was defined by illuminated petrol-pump globes—hence the name, "Round the Essos". T. H. Fisk, driving an Austin A.40, made the best time.

At "Subway", which was the Sounding Arch near Romsey, competitors were black flagged and told to proceed to "The Pits" for an essential repair. As the directions for reaching this point were given in reverse, it was not surprising that only five cars arrived. When they got there, the "essential repair" proved to be nothing more complicated than changing over a pair of hub caps. The navigators of E. J. Payne (Austin A.40) and Mrs. Teare (1½-litre M.G.), both of whom covered the distance in 47 minutes, shared the special award for the best time on this section.

Only 11 crews found their way back to the finishing point, and all were very late in arriving. T. H. Fisk was the only competitor who succeeded in locating all of the eight marshals, and thus won the premier award.

Results

Premier Award: T. H. Fisk (Austin A.40), 290 mks. lost; 2, I. R. Hammond (H.R.G.), 495; 3, E. J. Payne (Austin A.40), 590.

COMING ATTRACTIONS

November 28. N.I.M.C. Trial, N. Ireland.

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

November 29th. Kentish Border C.C. 11th Annual Sporting Trial. Start, Black Prince Hotel, nr. Eltham, 10.30 a.m.

Huddersfield M.C. Standard Car Trial. Start, Rising Sun Inn, Holmfirth, nr. Huddersfield, 11 a.m.

Leicestershire C.C. John Bull and L.C.C. Trophies Trial. Start, Lee Street Car Park, Leicester, 11 a.m.

King's College M.C. Hambleton Trophy Trial.

Connacht M.C. Winter Trial, Eire.

NEWRY CLUB TRIAL

WILBERT TODD and his Todd Special successfully defended their holding of the Newry and District M.C.'s McMullan Cup, for which the 1953 event was held in appalling weather on Saturday, 14th November. The opposition came from a squad of Dellowes which have been hounding Todd all year, but Wilbert singed their beards in no uncertain manner.

In all, only 15 vehicles took part, five of them closed cars. Two laps of a short circuit, starting at Edentrumly, were covered with five driving tests and four observed sections.

Results

McMullan Cup: W. T. Todd (Todd Special), net points 19.2. **Runner-up (Holt Cup):** R. Nesbitt (Dellow), 40.4. **Best closed car:** J. L. Dowling (Ford), 113.

First class awards: D. G. McNally (Dellow), 47.2; R. C. McKinney (Dellow), 49.8; G. A. N. Savage (Ford Special), 68.2; H. Rowland (Ford Special), 95.2.

Second class awards: C. E. J. Atkinson (Ford Special), 139.8; S. Pentland (Volks-wagen), 172.2; J. G. Peile (Hillman), 192.8.

* * *

HOOLEY TROPHY NIGHT TRIAL

THE Hooley Night Trial, organized by the Nottingham Sports Car Club, was run over an interesting course of 80 miles, starting from Attenborough, passing through parts of Derbyshire and Leicestershire and finishing near Castle Donington. There were 24 starters, of whom all but two completed the course. The first check, sited after a section of main roads, caught many competitors a few minutes early, a lead which most had lost by the third check, placed after a three-mile tour of Shipley Park. It was here that G. Holt (Morris) decided that it was quicker by rail, and tried a short-cut through some sidings; as he had plenty of ground clearance the rails did no material damage, but lost him much time. A. Hough (Vanguard) was known to have entered the Park but was not seen again that night. S. Pattinson (H.R.G.) also lost a little time here but pressed on and completed the course.

After a break for supper a concealed

water splash with a sharp climb out caught the unwary, and subsequent narrow lanes prevented their making up time before the next checks. The marshals here found the railway crossing gate being locked up for the night, but managed to persuade the custodian to stay up late until the competitors had all gone through. The next lane had a fair amount of liquid mud in one part, which caused no one to get really stuck but no doubt led to a lot of car washing later. It was about here that a group of late revellers returning home "assisted" navigators with instructions which were definitely not on the route card. On, then, to the lane where R. Weldon-Jackson, the club's Chairman, was having an argument with a local resident about payment for use of the public lane, as he had recently laid bricks down to repair it. This was followed by a steepish climb through woods to the finish, where tales were exchanged before passing homeward through the night to a well-earned rest.

The trial was won by Dr. G. K. Emsley, with Dr. E. J. S. Townsend and G. Wollerton navigating, in a Triumph Mayflower. A very close second was D. Wing (M.G. TC), with J. D. Atherton as his navigator. First class awards went to H. A. Shaw (Austin A70) and J. R. Crow (M.G. 14). Second class awards were earned by M. W. Newbold (Morris Minor), F. H. Frost (Citroën) and J. Sellors (Ford 10).

* * *

M.M.A. WOUND UP

A LETTER has been sent to all associate members of the Militant Motorists' Association, formed in July this year, advising them that the Association is to be wound up owing to lack of support. In four months the membership had risen to only 221, representing rather less than 0.001 per cent. of the British motoring population.

CLUB FIXTURES

British Racing Mechanics' S.C.—Annual dinner/dance, 27th November, Park Lane Hotel, Piccadilly, W.1, 7.30 p.m.

Thames Estuary A.C.—Annual dinner/dance, 27th November, Queen's Hotel, Westcliff-on-Sea, 7 p.m.

750 M.C. (N.W.)—Meeting, 27th November, Royal Thorn Hotel, Wythenshawe, Manchester.

North London M.C.—Meeting, 27th November, George Hotel, Beaconsfield, 7.30 p.m.

Bentley D.C.—West Region A.G.M., 28th November, Halfway Inn, Aylsbere, nr. Exeter, 7.30 p.m. Meeting, 28th November, The Inn Within, Banbury, Oxon, 7 p.m.

Berkhamsted M.C. and L.C.C.—Point-to-point, 29th November. Start, King's Arms, Berkhamsted.

"W.O." Club.—Social evening, 29th November, Manor Hotel, Yeovil, Somerset, 7 p.m.

M.G.C.C.—Film Show, 1st December, Golden Lion, Hillingdon, nr. Uxbridge, 7 p.m.

Vintage S.C.C.—Meetings: 1st December, Woolpack, Coggeshall, Essex; 3rd December, Phoenix Hotel, Hartley Wintney, King's Head, Telby, nr. Market Rasen, and Scott's, Rose Street, Edinburgh.

Wolsley Hornet S.C. (Northern)—Meeting, 2nd December, Corner House Hotel, High Heaton, Newcastle-on-Tyne. **Midland Meeting**, 3rd December, Red Lion, Church Street, Birmingham.

Allard O.C.—Christmas Party, 2nd December, Abbey Hotel, Neasden, N.W.10.

Monte Carlo Rally B.C.C.—A.G.M., 2nd December, Clarendon Restaurant, Hammersmith, W.6, 6.30 p.m.

Nottingham S.C.C.—Meeting, 3rd December, Five Ways, Valley Road, Nottingham, 7 p.m.

Singer O.C.—Meeting, 3rd December, Prince of Wales, Carterknowle Road, Sheffield.

West Essex C.C.—Annual dinner/dance, 3rd December, Assembly Rooms, Walthamstow, E.17, 7 p.m.

AUTOSPORT

CLASSIFIED ADVERTISEMENTS

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Classified Advertisements—continued

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1947 Healey 2½-litre tourer .. £595
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1953 1½-litre Lea-Francis engine, completely standard, £100.

Gearbox to fit any of the above, £25.

1939 Riley 12 Nuffield saloon, £295.

1946 Citroën Light 15 saloon, £350.

1940 500 Fiat 4-seater convertible, re-conditioned engine, £260.

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

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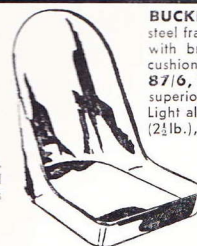


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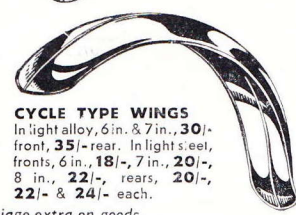


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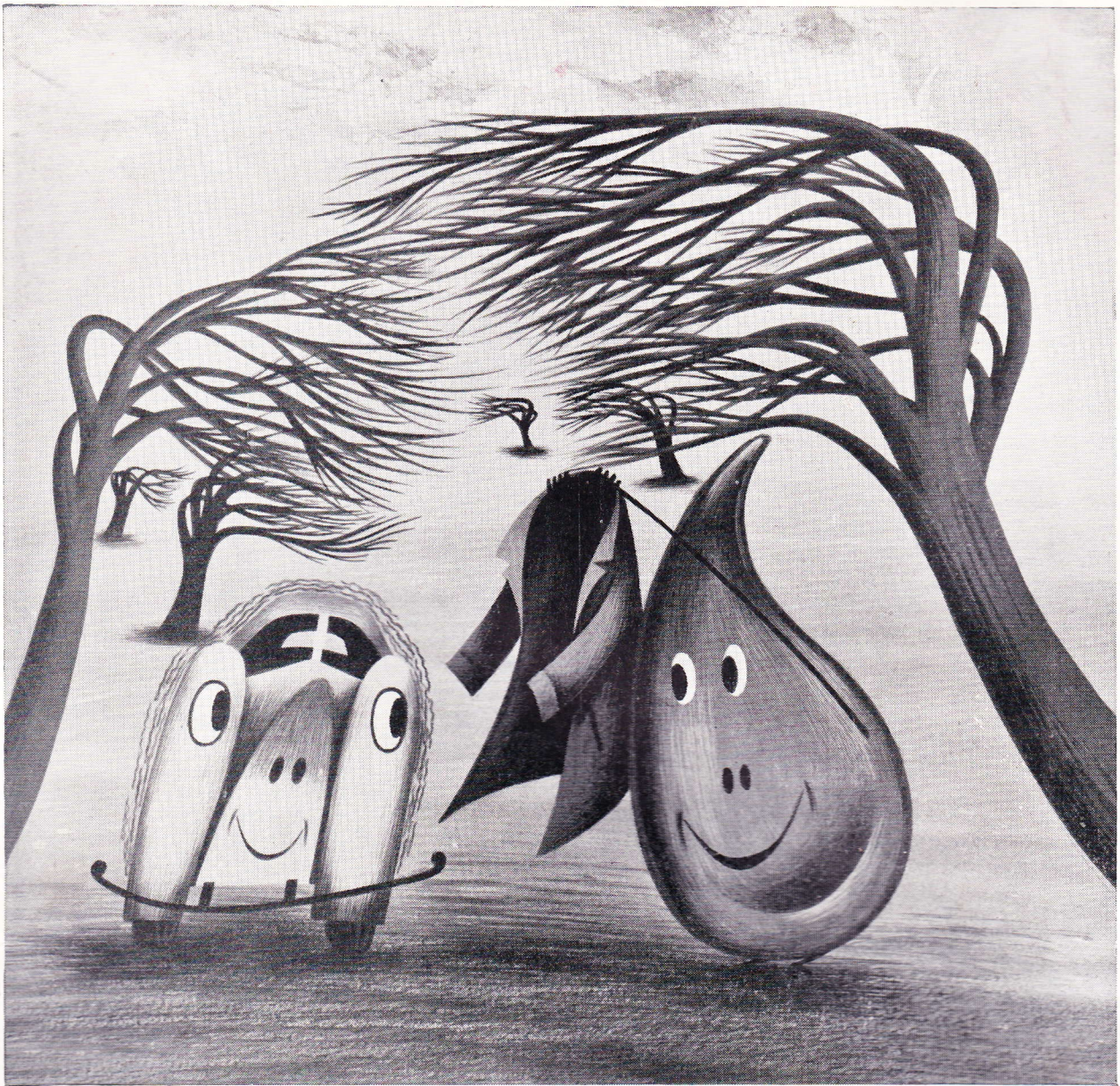
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