

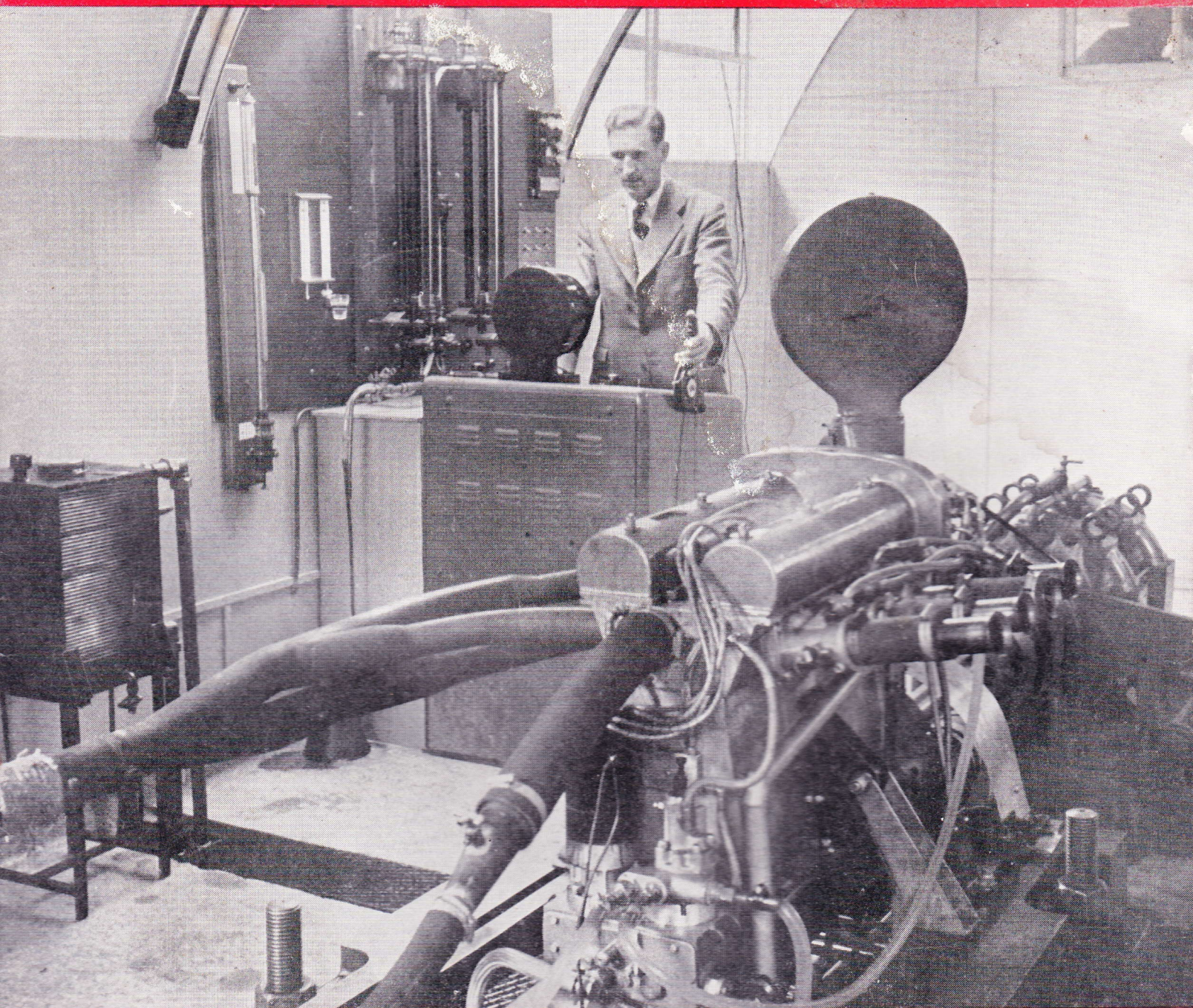
AUTOSPORT

DECEMBER 4, 1953

1/6

EVERY FRIDAY
Vol. 7 No. 23

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

THE CONNAUGHT STORY : AUSTRALIAN GRAND PRIX : TOJEIRO — From Little Gransden to Earls Court
PAN-AMERICAN POSTSCRIPT : THE MONASTÈRE AVERAGE SPEED INDICATOR : RECENT TRIALS AND RALLIES

JOHN BOLSTER • MAURICE GATSONIDES • J. RICHARD ALEY • WALTER VON SCHONFELD

**FOR
EASY
STARTING
THIS
WINTER**



THE MASTERPIECE IN OILS

For Winter use, the maker of your car approves
CASTROLITE or CASTROL XL. Drain your sump now
and refill with the correct grade

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 7 No. 23

December 4, 1953

Managing Editor : GREGOR GRANT

Assistant Editors

C. POSTHUMUS

F. WILSON McCOMB

Continental Correspondents

GERARD CROMBAC

MAURICE GATSONIDES

HANS TANNER

North of England

WILSON ROGERS

Northern Ireland

Eire

W. A. McMASTER

MAXWELL BOYD

Canada

Scandinavia

R. J. THURGOOD

HANS FRIES

South America

DR. VICENTE ALVAREZ

U.S.A.

RUTH SANDS BENTLEY

Road Tests and Technical

JOHN V. BOLSTER

Photographic Section

Chief Photographer

GEORGE PHILLIPS

North of England

FRANCIS N. PENN

Scotland

W. K. HENDERSON

Continental

MAURICE LOUIS ROSENTHAL

RODOLFO MAILANDER

CONTENTS

	Page
Pit and Paddock	722
Sports News	723
Pan-American Postscript	724
Maurice Gatsonides Describes the Monastère	
Average Speed Indicator	726
Ulster's 1954 Calendar	727
Tojeiro—From Little Gransden to Earls Court	728
Australian Grand Prix	730
Cannon Wins in Kent	731
Correspondence	733
The Connaught Story, by John Bolster	734
Raid Across the Border	738
Ribblesdale Rally	739
Workshop Corner	740
News from the Clubs	741
Scotch Corner, by "Aeneas"	749

NOTICES

Published every Friday by AUTOSPORT

159 Praed Street, London, W.2

Editorial and General Office PADDington 7673

Advertisement Department PADDington 7671-2

General Manager: PETER BAYLEY

Advertisement Manager: NORMAN H. BIGSBY

Annual Subscription: £4 4s. 6d.

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

Direct from the Publishers or all Newsagents

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

EDITORIAL

IT now appears reasonably certain that the main reason underlying Enzo Ferrari's sudden decision to give up motor-racing in 1953, immediately after the Italian Grand Prix, was a financial one. Moreover, the fact that Scuderia Ferrari will race again in 1954 lends substance to the belief that some sort of agreement was reached between the concern and the Italian Government, to enable the "Prancing Horse" to carry on. With two World Championship titles to its name, Scuderia Ferrari is far too valuable an asset from a prestige angle for it to be lost to Italy. That the world's most successful racing organization should not be too happily placed financially will come as no surprise to those who closely follow every aspect of running a Grand Prix racing team. Ferrari is a comparatively small concern, and the cost of running the Scuderia must be found out of starting money, prizes and bonuses. Fees to drivers swallow up a large proportion of the general income, and, of course, there are wages to pay for technicians, transport costs, and the considerable outlay necessary to maintain expensive machines which have already cost a great deal of money to design, produce and develop. What everyone who cries out for successful British Grand Prix cars should understand is that there is very little financial inducement to manufacturers to produce racing machines. Drivers, by and large, do far better out of racing than do manufacturers. True, they take most of the risks and, without the top-liners, crowds would not be attracted to events in such large numbers as attend present-day races. However, AUTOSPORT feels that unless manufacturers can obtain a better return for their outlay than that which exists today, only very large concerns will be able to continue.

Which brings us once again to that ever-recurring question: "Why cannot the money be made forthcoming to encourage manufacturers to build and race Grand Prix cars?" It must infuriate all connected with Britain's great motor industry to read of the millions squandered annually on projects such as the Arts Council, whilst the Government appears to be blissfully unaware of the dwindling export markets and the imperative need for PRESTIGE. AUTOSPORT stresses yet again that successful participation in the most highly developed form of motoring, namely Grand Prix racing, is the finest possible advertisement for British automobile engineering. The facts must, by now, be well known to the Society of Motor Manufacturers and Traders, and that organization should lose little time in appointing a knowledgeable spokesman who could communicate to the Government the true reason behind the re-entry of Mercedes-Benz into Grand Prix racing, and how the very rapid expansion of the Italian motor industry has coincided with a remarkable run of successes by Ferrari, Maserati and Alfa Romeo.

OUR COVER PICTURE

TEST-BED: Mike Oliver in the superbly equipped engine test room at Connaught Engineering, Ltd., watching the dials whilst a 2½-litre Alta unit is on the Heenan & Froude dynamometer. To the right of Oliver can be seen flow-meter tubes. (See article on page 734.)

PIT & PADDOCK

DON PARKER is to have a new, ultra-lightweight Formula 3 Kieft for next year's events.

To keep himself in trim during the winter season, Mike Hawthorn ordered a 350 c.c. competition A.J.S. at the recent Earls Court motorcycle show.

A TEAM of Type 501 BMWs will compete in the Monte Carlo Rally. Crews will be George Meier/Helm Glockler, Ernst Loof/Wencher and Scheube/Osterman.

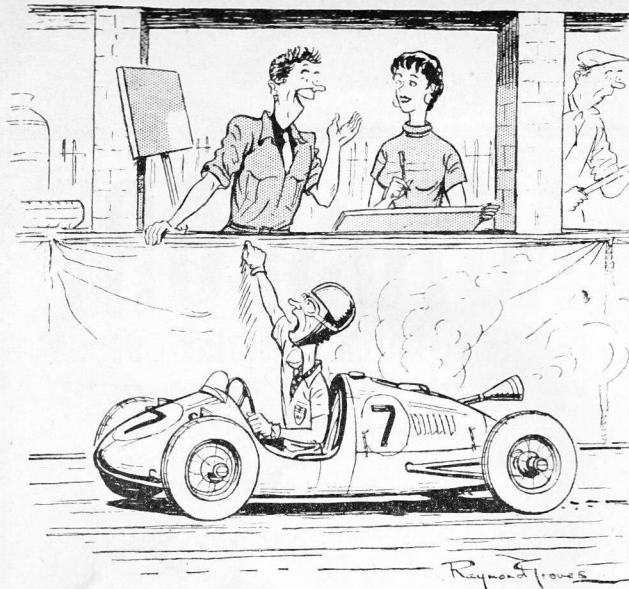


FURTHER information on the Formula 3 J.A.P. four-cylinder engine is that the five-bearing, fully counterbalanced crankshaft is of Laystall manufacture.

TV TRIAL is again being run as an Inter-Team Regional contest by the London M.C. It takes place on Saturday, 5th December, and will be televised from 3 to 4 p.m.

EBERAN VON EBERHORST, associated of late with the design of the DB3 Aston Martin, has rejoined the Auto Union group. He was intimately concerned in the production of the famous German rear-engined Grand Prix cars before the war. In 1948 he joined E.R.A., Ltd., in their fight to subjugate that recalcitrant machine, the E type.

"SHOP!"



Earl Howe, President of the B.R.D.C., accepts from Mr. J. C. Gridley, C.B.E., Chairman of the Vacuum Oil Co., Ltd., the parchment scroll containing the terms of reference for awarding the handsome John Cobb Memorial Trophy (seen on left). Also seen are the Duke of Richmond and Gordon, and Mr. Cobb, uncle of the late John Cobb.

BOTH of the twin-o.h.c. "Pan-American" Porsches have been sold to American purchasers.

WITH every new Austin-Healey is sent a reprint of an excellent article by John Fitch from *Esquire*, entitled "Safety at Speed".

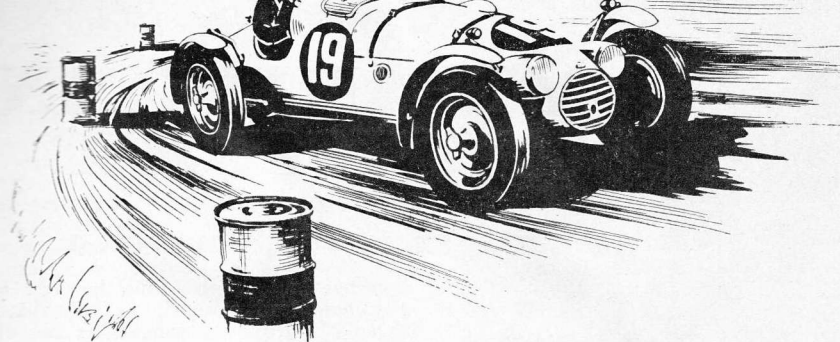
BORGWARD is the latest concern to contemplate entering Grand Prix racing. A twin-o.h.c., four-cylinder, 2½-litre engine has been bench-tested to produce 220 b.h.p. at 7,000 r.p.m.

ASTON MARTINS will compete in January's 1,000 kilometres race at Buenos Aires. Three DB3S cars will be sent. Included in the team are Reg Parnell, Roy Salvadori, Peter Collins, Pat Griffith and—two Argentinian drivers!

JUAN MANUEL FANGIO is reported to have signed up with Lancia for next year's sports car races.

Two millionth Austin, an A40 Somerset saloon, left the Longbridge production line on 26th November.

ESSO put on a private preview of their competition films of the 1953 season at Film House, War-dour Street, London. These are in colour and cover many subjects including motor racing, vintage rallying, motor-cycle racing and scrambling, yachting, outboard motorboat racing and, of all things, a delightful race between several veteran steam traction engines. The films are, of course, available for loan to clubs on application.



SPORTS-NEWS

"AUTOSPORT" CHRISTMAS CARDS

A CHOICE of four AUTOSPORT Christmas cards, each featuring an original Raymond Groves cartoon, and attractively printed in black on white art board, are available to readers. Sizes are 4½ in. x 5½ in., and cards can be purchased singly or in dozens; price, 6s. 6d. per dozen, complete with envelopes.

For orders of 50 cards or over, buyers can have their name and address overprinted at an extra charge of 18s. per 50 and pro rata. All orders should be sent to Better Books, Ltd., 94 Charing Cross Road, London, W.C.2.

* * *

JOHN COBB MEMORIAL TROPHY

ON 26th November, the John Cobb Memorial Trophy was handed over to the B.R.D.C., at a luncheon party in Dorchester House, London. This trophy is to be given (not more than once a year) to the British driver of a British car who scores the most outstanding success during the year. The recipient of the Trophy will be nominated by the committee of the B.R.D.C. A plaque will also be awarded.

Despite the fact that this magnificent gift was presented by the Vacuum Oil Co., Ltd., no indication of the origin is given on the trophy itself—or anywhere else. It is simply the "John Cobb Memorial Trophy".

Mr. J. C. Gridley, Chairman of the Vacuum Oil Co., Ltd., spoke feelingly of the high regard in which the late John Cobb was held by all who knew him. Mr. Gridley's sentiments were endorsed by Earl Howe, who accepted the trophy on behalf of the B.R.D.C., and also by the Duke of Richmond and Gordon, who spoke on behalf of the Guild of Motoring Writers, of which he is President.

* * *

MOROCCAN ENDURANCE RACE

DESPITE rumours of cancellation, the Casablanca 12 Hours sports car race on the Anfa circuit in Morocco is definitely to take place on 20th December next. It will be contested in three classes—up to 750 c.c., up to 2-litres, and over 2-litres.

PRETTY: Ernie McAfee's Siata, sleeved-down to 1,600 c.c. for the smaller sports car class of the Mexican road race. It challenged the Porsches and Borgwards initially, but dropped out.

NEXT YEAR'S MOTOR SHOWS

PRINCIPAL European motor exhibitions of 1954 have been allotted dates as follows:—

16th-27th January: Brussels, Belgium.
26th February-7th March: Amsterdam, Holland.

26th February-7th March: Copenhagen, Denmark.

11th-21st March: Geneva, Switzerland.
14th-21st March: Vienna, Austria.

26th March-4th April: Stockholm, Sweden.

21st April-2nd May: Turin, Italy.

7th-17th October: Paris, France.

20th-30th October: Earls Court, London.

In the United States, the International Motor Sports Show in Park Avenue, New York, takes place from 6th to 14th February; and the World Motor Sports Show in Madison Square Gardens, New York, from 23rd-31st January.

* * *

A FORMULA 1 KIEFT

CYRIL KIEFT and Gordon Bedson are busily producing a prototype 2½-litre Kieft racing car for Formula 1. Engine will be the Coventry Climax twin-o.h.c. V8, delivery of which unit is hoped for during December; it will be installed in a chassis of multi-tube construction, with cast Elektron torsion boxes fore and aft.

Suspension will be based on that of

the 1953 Kieft sports car, i.e., independent all round, with helical springs and wishbones at the front, and single transverse leaf spring and wishbones at the rear. A pre-selector gearbox will be mounted at the rear; disc brakes are a future fitment, but normal drum type will be used on the prototype, which, it is hoped, will be ready for track testing at Silverstone by late January.

With extensive use of light alloys throughout, a dry weight of 11 cwt. is aimed at. The first car will probably be tried out by Ken Wharton and Alan Brown. Should extensive tests prove the design to be successful, three more cars will be built.

* * *

MALACCA HILL-CLIMB

THREE J.A.P. twin-cylinder-engined cars, L. H. and L. C. Chan's Coopers, and Lim Peng Han's Kieft fought a close struggle for best time in the Malacca Hill-climb, run over a half-mile tarmac course incorporating a right, a left and an S bend. L. H. Chan's time of 30.6 secs. proved fastest of the day and stands as a new record. His brother L. C., J. G. M. Ferguson (Cooper) and Lim Peng Han in the supercharged ex-Michael Christie Kieft all bettered the old record.

Class winners included Saw Kim Thiat (Mk. VII Jaguar and M.G. TC), S. R. Knight (Singer), Au Nai Fai (Jaguar XK 120), L. C. Chan (Cooper) and L. P. Han (Kieft). C. F. Pope (FP 23) won the class for Malayan built specials.

* * *

GAP-MONACO REGULARITY TEST

OWING to an error in calculation on the part of the compiler of the table for the Monte Carlo Rally Gap-Monaco Regularity Test, published in our 27th November issue, there are several discrepancies in the times published between distances. Intended competitors should disregard this table as an accurate guide.

An entirely new and corrected table will be published in next week's issue. AUTOSPORT apologizes to all entrants of the Rally for any inconvenience that these errors may have caused.



PAN-AMERICAN POSTSCRIPT

by

WALTER K. VON SCHONFELD

★

*ELATION:
Winner Juan
Fangio in his
Lancia at
Ciudad Juarez
after the finish.*

★

Porsches had dropped out, he held a 19-minute lead going into Chihuahua, ahead of Jaroslav Juhan in the last of the Le Mans Porsches. Both were plagued with mechanical difficulties on the last leg, and Juhan was the first to go. That left Hartmann with a two-hour lead over Guatemalan José Herrarte in a Porsche coupé, then the Borgward was smitten with engine trouble, and while Hartmann slaved to remedy matters Herrarte streaked across the finishing line at Cd. Juarez. The Borgward later limped in, to be disqualified for finishing seven seconds outside the maximum time limit—the very worst of luck after driving a great race. Second of the under 1,600 c.c. cars was a stock Porsche driven by the Argentine architect Fernando Segura. He had purchased the car one week previously from an American dealer in Texas.

Péron and Brudes Out

The second Borgward, driven by Adolf Brudes, of Germany, crashed at the 224-mile mark, Brudes suffered slight face lacerations. Jacques Péron's 1,500 c.c. Osca went out at 200 miles with serious tyre trouble. The sole woman driver in the race was Jacqueline Evans. Her tuned Porsche was too much for her, she exclaimed at the end of the first leg, and she was disqualified for exceeding the time limit allowed, 6 hrs. for 329.3 miles. Most interesting car in this class was Ernie McAfee's sleeved Siata. McAfee led the class at one point, but maintained second spot behind the leading Borgward until he approached the tricky downhill turn which, in last year's race, stopped Jean Behra as well as the writer and nine other competitors. This year, blood-thirsty spectators were disappointed by my suitcase, on which I had painted the legend "Behra Curve Ahead" to warn all drivers. McAfee

German Misfortunes

The failure of Karl Kling's and Hans Herrmann's Porsches to last the race was a disappointment to many. Both were big pre-race favourites, and it is this writer's opinion that had they not tried so desperately to keep up with the bigger sports car class they would have won the 1,600 c.c. class. Kling went out the second day with gearbox difficulties and Herrmann's steering mechanism went wrong, causing him to smash his car against a stone wall. Hans Hugo Hartmann, very capable German driver of one of the 1,500 c.c. Borgwards, was the hard-luck entry of the race. After the

It was Lancia all the way this year, in the Pan-American Road Race. Right from the start in tropical Tuxtla, experts and enthusiasts placed their pesos on the Italian entries. Juan Manuel Fangio, of Buenos Aires, was the second driver to cross the finish line at Cd. Juarez, but clung to the lead he built up after Felice Bonetto was killed when his Lancia bounced off a wall in a narrow village street and struck a lamp post. Fangio's total elapsed time for the complete distance was 18 hours and 11 minutes, which clipped more than 40 minutes off Karl Kling's mark set last year in a Mercedes-Benz.

In the over 1,600 c.c. category only 20 of the original 30 starters were able to complete the first leg between Tuxtla and Oaxaca. First man out was Paco Ibarra, of Mexico City, driving a C-type Jaguar. Ibarra seemed to have fouled his plugs during the minute he waited at the starting line, and, when he got the green flag, pulled to the side a hundred yards from the start. Two hundred miles from the start Ibarra's timing chain gave way, and the Jaguar's run was finished. Chryslers driven by Fernando Marciel, Owen Gray, John Fitch and Reginald McFee all retired in the first leg. The American Kurtis-Kraft sports cars, one powered with a Cadillac engine, driven by Indianapolis night club proprietor Jack Ensley, ran out of fuel, the other, powered with a Chrysler and driven by Tony Bettenhausen and Murren Belanger, encountered overheating trouble with a rapidly installed radiator. This car was driven the second day by Duane Carter, who failed to cover the distance on the second leg within the time limit.

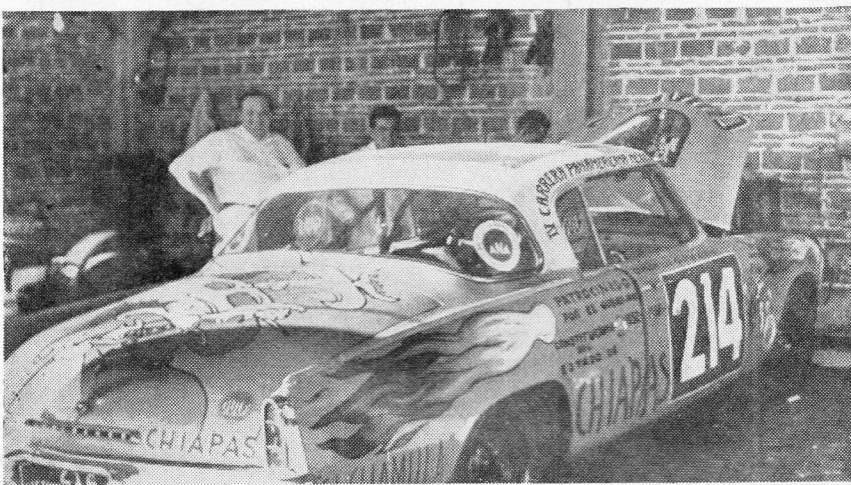
Behind the leading Italians and Rosier's French Talbot came the Mexican Efraín Ruiz Echeverría in a Ferrari and Akton Miller's amazing "California", a home-built "hot rod" type of machine with an Oldsmobile engine in a 1927 Model T Ford chassis. He took eighth place with this remarkable 900 dollars' worth, and was followed in by an XK 120 Jaguar coupé driven by G. Giron, of Guatemala.

WHAT WILL MR. LYONS SAY!
Banner-blazoned XK 120C Jaguar, a Mexican state-sponsored entry, driven by Paco Ibarra.



was the only entrant who neglected to shut off at this point!

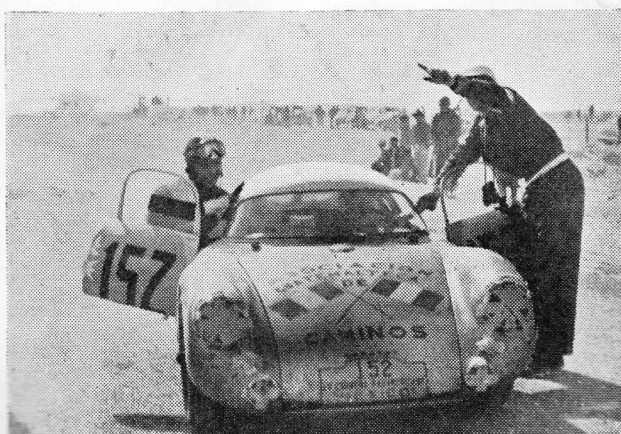
The Lincoln victory in the large stock car division was very impressive, four cars sweeping across the line less than two minutes apart. Chuck Stevenson, former air force pilot who won the 1952 race, successfully defended his crown by negotiating the entire course in 20 hours and 31 minutes! Three of the four Lincoln pilots also were among last year's top four. Walt Faulkner, in third place last year, moved to second this year, and Johnny Mantz, second in 1952, dropped to fourth spot just 23 seconds behind Jack McGrath. Jim Rathman, driving an Oldsmobile, was first declared fifth place winner, but the technical committee after inspecting Rathman's engine discovered alterations violating the stock car regulations. Rathman was disqualified and will not be eligible for any prize money. Of the 57 entries in this



WOW! (Above) the American stock car entries added colour to the Mexican race. This Studebaker looks like a mobile billboard.

★

GUATEMALAN WINNERS: José Herrarte and co-driver Carlos Gonzales are congratulated by von Hanstein of Porsches after their 1,600 c.c. sports class win.



category, 24 completed the race, of which one was disqualified.

60-Year-Old Wins

In the small Stock Car Division, C. D. Evans of El Paso, Texas, roared across the finish line ahead of 25 others still remaining from the original 74 starters! Evans, who claims to be the "safest driver in the world", is no youngster; the sixty-year-old race driver copped the small stock car championship in his Chevrolet, covering the distance in 24.48.21. Norman Patterson, El Paso dancing instructor, who quit his job to practise for the race, came in second with a Ford. Third man in this category was Scotty Yantis of New Mexico, also in a Chevrolet.

The gruesome record of the race, which claimed the lives of three drivers and six spectators, brought strict emergency measures to prevent any such disaster at the finish line. In the last two years, spectators were allowed close to the strip of highway between the actual finish line at Juarez and the two kilometre mark at which they slowed down. This year everybody was kept behind barbed wire, with the exception of hundreds of photographers and newsmen, representing American, Mexican, South American and European publications.

A large, flat truck, running ahead of

competitors, gave the crowd an anticipatory chill. On the flat truck was the battered wreckage of a car driven by Rodger Ward, a grim reminder of the dangers in the curves and dips of the border to border race.

Some of the Italians, grieved at the loss of Felice Bonetto, voiced their resentment over the road not being properly marked to warn them of dangers, threatening to stay away from the race in future. Just before Bonetto's start on the fatal leg, he was overheard saying that he loved this course, and that the only thing that would keep him from racing next year would be death...

American drivers, as well as the Germans, agreed that danger was part of any race, and that no roads designed for everyday travel are marked for racing. The French drivers Jean Trevoux and Louis Rosier both pointed out that proper preparation for such a race requires a careful check of all the dangers. Of the 66 cars left from a field of 177 starters, 57 survived the final leg before the official red flag waved the IV Carrera to a stop, at 2.13 p.m. El Paso time.

Class Results (Provisional)

(General race order published last week)

International Touring: 1, Chuck Stevenson (Lincoln), 20 hrs. 31 mins. 32 secs. (New record). 2, Walt Faulkner (Lincoln), 20 hrs. 32 mins. 55 secs. 3, Jack McGrath (Lincoln), 20 hrs. 33 mins. 7 secs. 4, Johnny Mantz (Lincoln), 20 hrs. 33 mins. 30 secs. 5, *Jim Rathman (Oldsmobile), 21 hrs. 16 mins. 47 secs. 6, T. Drisdale (Chrysler), 21 hrs. 21 mins. 19 secs. 7, R. Russell (Chrysler), 21 hrs. 34 mins. 26 secs. 8, O. Galvez (Lincoln). 9, J. Descote (Lincoln). 10, Petrini (Lincoln). 11, Ehlinger (Packard). 12, Sterling (Cadillac). 13, Zoccano (Buick). 14, Tostado (Chrysler). 15, de Leeuw (Lincoln). 16, Ramirez (Lincoln). 17, d'Aguinace (Oldsmobile). 18, Rogers (Chrysler). 19, Hall (Buick). 20, Garzon (Oldsmobile). 21, Palacio (Oldsmobile). 22, Riega (Lincoln). 23, Aspe (Mercury).

Sports, up to 1,600 c.c.: 1, José Herrarte (Porsche), 23 hrs. 57 mins. 4 secs. 2, F. Segura (Porsche), 24 hrs. 18 mins. 25 secs.

Touring, special: 1, C. D. Evans (Chevrolet), 24 hrs. 48 mins. 21 secs. 2, Patterson (Ford), 24 hrs. 58 mins. 55 secs. 3, Cabalen (Ford), 25 hrs. 3 mins. 49 secs. 4, Yantis (Chevrolet), 25 hrs. 9 mins. 51 secs. 5, Eckart (Hudson). 6, Mancilla (Chevrolet). 7, Ortiz (de Soto). 8, Fonseca (Hudson). 9, Paredes (Hudson). 10, Taddia (Chevrolet).

*Rathman subsequently disqualified.



THOUGHT: The author, Von Schonfeld, improvised this warning notice with a suitcase near the bend where he, Behra and several other drivers crashed last year.

Maurice Gatsonides Describes:—

The Monastère Average Speed Indicator

An Accurate Instrument Almost Essential for Rally Competitors, and Useful for Everyday Use

IN every rally, competitors have to adhere to a given average speed. During special tests it often happens that this average is checked very accurately at secret time controls, the situation of which are unknown. In these cases an instrument is almost essential which gives the exact average or the aberrations in time from the prescribed average speed.

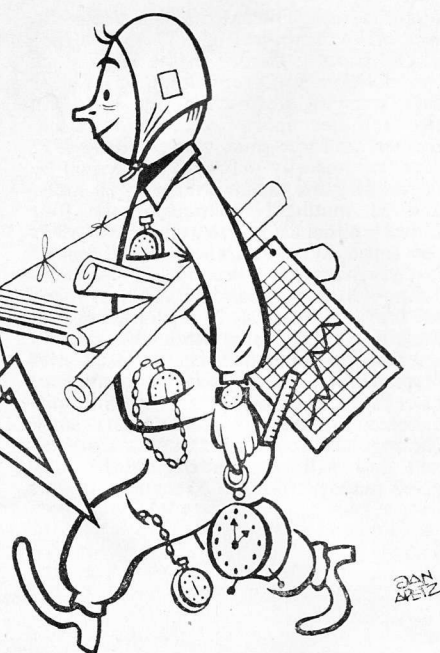
Also, such an instrument can be very handy in normal traffic conditions. How many times does one want to know, without any calculations, if one is ahead of, or behind, a travelling schedule—particularly when there has been some unexpected delay, or when traffic does not allow progress at one's normal speed. Then it is good to know how far one is behind the predetermined average speed. Again, it would be equally nice to be able to see on the clock than one is back on schedule, in order to proceed at a more leisurely speed.

In Italy, some years ago, a special instrument was developed for this purpose, named the Tachimedion. This clock was even built-in as standard equipment on certain cars.

This instrument indicates the average speed, but it has several drawbacks. It can only be read 12 kms. or 15 minutes after the start of the Tachimedion, while the clock stops after 12 hours' driving

or a distance of 750 kms. These drawbacks may not prove to be very serious in normal practice, but what is more serious is that readings can never be accurate, as the error may be anything up to 15 per cent. The main advantage is that every average between 15 and 140 k.p.h. can be read at once, so that the Tachimedion is very practical for normal use.

In rallies, where it is known beforehand which average should be adhered to, it would be very handy to have an instrument geared for that average and which clearly indicates every minute aberration. The Monastère has been built for that purpose and gives an immediate answer to those questions. This indicator is in fact nothing more than an odometer, a distance indicator, which is not, however, designed to be read in the normal way. The instrument has a dial with two hands, like an ordinary clock. These hands travel round the dial in an hour, not in 60 minutes' time, but



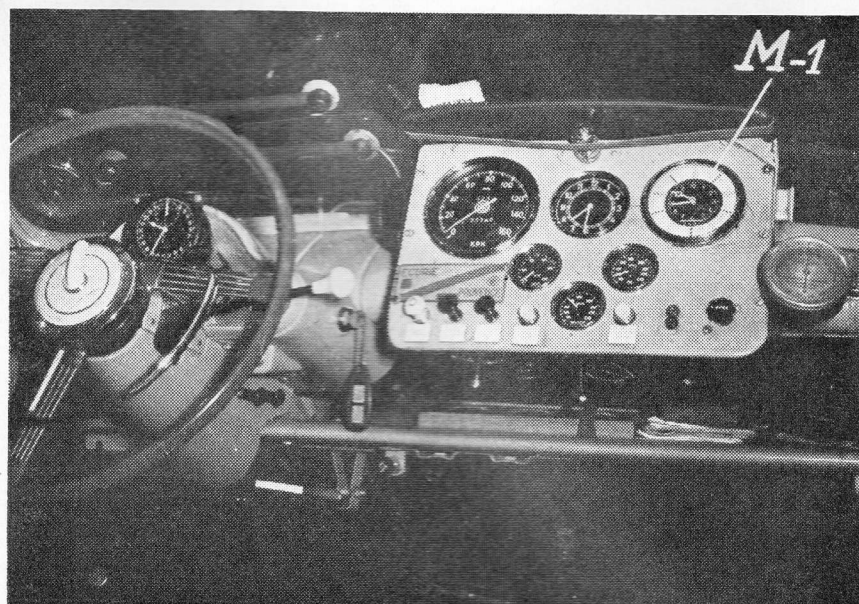
“... poor overworked navigator-timekeeper...”

only when the number of kilometres or miles for which the clock has been geared has been covered. If the Monastère is geared for 30 m.p.h., then the big hand does half a revolution in 15 miles and goes round the dial once in 30 miles.

In comparing the Monastère with a chronometer, one immediately knows how much one is before or behind the average which is indicated. Slide rules, tabulators and the famous number nine hat are not needed for this calculation. Even the driver himself can see at a glance whether or not he should go faster or slower. The poor overworked navigator-timekeeper has got a much easier job, and may even go to sleep on long stretches where a route-error is out of the question.

On the Monastère Mark 1, as used on the 1953 works Rally Zephyrs, an additional white scale is fitted around the black dial (see photo). This scale can be used when one has lost the way. The moment this is found out and the car is turned back, the position of the big hand should be noted down. This must be done again on the spot where the route is regained again. By simple deduction of these two readings the exact number of miles or kilometres of the deviation is known. By putting back the clock twice this number, the instrument is corrected and one can see at a glance how far one is behind time. When, after having driven fast for some time, the Monastère is synchronized again with the chronometer, one knows that the mistake has been corrected and that one is back again at the prescribed average.

Gearing for another average is simply done by changing the gear-wheel which is built in at the back of the housing of

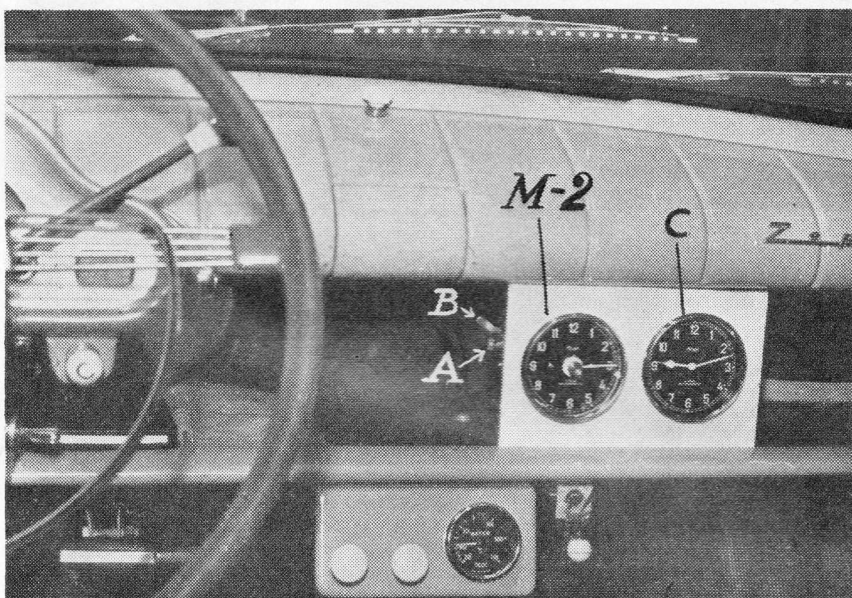


The Monastère Mark 1 Average Speed Indicator fitted on the 1953 Monte Carlo Rally-winning Ford Zephyr. The reading of the two top-right clocks indicates that the competitor has 1 hr. 20 mins. in hand.

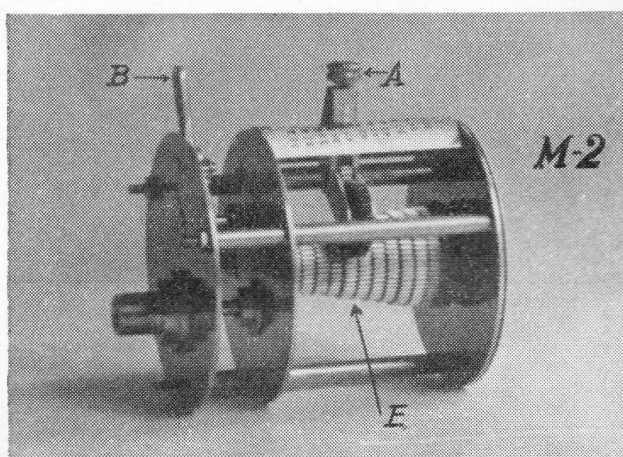
the Monastère. A simple push-button secures the wheel on its axle. This means that it can be pulled off quickly, and another wheel can be pushed on to the axle easily. If the white outer scale is also used, another one, made for the other average, should be substituted. The rim, which keeps the glass in its place, is fitted to the clock with a bayonet-fitting and can be taken off at the side.

The Mark 2 Model

The Monastère Mark 2 has a built-in 12-speed gearbox with a "reverse". By pushing a small handle one can choose any average wanted, while "reverse" comes in handy when one has deviated from the right road. By simply pushing a slide, the hands travel anti-clockwise. When one does this until the right road has been regained, the Monastère is again completely exact and the slide has to be put in the "forward" position again. This is why the Mark 2 lacks the white outer rim. To facilitate manufacture, and reading, the small



(Above) The Mark 2 Monastère, showing (A) gear lever for 12-speed interchange; (B) reverse lever; and (C) normal 8-day clock. The knob to set indicator hand protrudes through the glass.



(Left) Main driven unit of the Mark 2. By utilizing a conical arrangement of gear wheels (E), any one of the 12 speeds can be selected by operating the gear lever (A).

hand is omitted. In practice, errors and deviations are read in minutes, not in hours. The clock is driven from the driving gearwheel of the speedometer in the gearbox. From there, the drive is taken to a small gear-housing by a heavy torsion-free cable. From the gear-housing are led two cables, one to the Monastère and another one to the original speedometer, which can still be used.

The errors in both Monastère clocks can be reduced to very small percentages. For accurate use, errors of the value of less than 1 per cent. are acceptable. Accuracy is greatly influenced by the percentage of slip of the driving wheels, by the pressure of the tyres fitted to those wheels, and last but not least by the driving habits of the man at the wheel himself.

ULSTER'S 1954 CALENDAR

THE Ulster motoring clubs have had a "get together" and as a result have agreed on the 1954 calendar. This formidable document lists 54 events, promoted by seven clubs. Of special interest is the inclusion of both the Ulster Trophy Race (22nd May) and the R.A.C. Tourist Trophy (11th September) despite forebodings as to the future of Dundrod at the U.A.C.'s annual meeting.

The Newry Club plan to exploit Autocross next July and have moved the Irish Experts' Trial forward to a date in March. Also on the list for promotion by this club are the Circuit of Down Trial and Spelga Hill-climb. The 500 M.R.C.I., with an airfield at their disposal, have an ambitious programme of five speed events and a hill-climb at Cairncastle.

So far as the Ulster A.C. are concerned, the programme is similar to last year's, with monthly trials, two hill-climbs and (we hope!) two international races at Dundrod. The annual Circuit of Ireland Trial will be held 17th April to 20th April (Easter).

The complete list is as follows:—

January

- 9th Knock Motor Cycle Club, Ltd.—Trial.
- 16th Armagh and District Motor Cycle and Car Club—Trial.
- 22nd Ulster Automobile Club—Night Trial.
- 30th Omagh Motor Club—Trial.

February

- 13th Newry and District Motor Club—Trial.
- 20th Ulster Automobile Club—Trial.
- 27th North of Ireland Motor Club—Trial.

March

- 6th Armagh and District Motor Cycle and Car Club—Trial.
- 13th Ulster Automobile Club—Trial.
- 13th Omagh Motor Club—Trial.
- 20th 500 Motor Racing Club of Ireland—Speed Event.
- 20th Mid-Antrim Motor Club—Trial.
- 27th Newry and District Motor Club—Irish Experts' Trial.

April

- 3rd Armagh and District Motor Cycle and Car Club—Trial.
- 10th North of Ireland Motor Club—Trial.
- 17/20th Ulster Automobile Club—Circuit of Ireland Trial.
- 24th Knock Motor Cycle Club, Ltd.—Trial.

May

- 1st 500 Motor Racing Club of Ireland—Cairncastle Hill-climb.
- 4th Newry and District Motor Club—Night Trial.
- 8th Mid-Antrim Motor Club—Trial.
- 15th Armagh and District Motor Cycle and Car Club—Cranfield Sprint.
- 22nd Ulster Automobile Club—Ulster Trophy Race.
- 29th Newry and District Motor Club—Circuit of Down Trial.

June

- 5th Omagh Motor Club—Hill-climb.
- 12th 500 Motor Racing Club of Ireland—Speed Event.
- 18/19th Knock Motor Cycle Club, Ltd.—All-night Trial.
- 26th Armagh and District Motor Cycle and Car Club—Trial.

July

- 3rd Newry and District Motor Club—Spelga Hill-climb.

- 17th 500 Motor Racing Club of Ireland—Kirkiston Sprint.
- 21st Omagh Motor Club—Trial.
- 24th Newry and District Motor Club—Autocross.
- 31st North of Ireland Motor Club—Circuit of Ulster Trial.

August

- 7th 500 Motor Racing Club of Ireland—Kirkiston Speed Event.
- 14th Ulster Automobile Club—Craigantlet Hill-climb.

September

- 3rd Mid-Antrim Motor Club—Trial.
- 4th Newry and District Motor Club—Speed Event.
- 11th Ulster Automobile Club—Tourist Trophy Race.
- 15th Omagh Motor Club—Trial.
- 18th Armagh and District Motor Cycle and Car Club—Trial.
- 18th North of Ireland Motor Club—Trial.
- 25th Ulster Automobile Club—Knockagh Hill-climb.

October

- 2nd Knock Motor Cycle Club, Ltd.—Trial.
- 9th 500 Motor Racing Club of Ireland—Kirkiston Speed Event.
- 9th Newry and District Motor Club—Trial.
- 16th I.M.R.C. and U.A.C.—Inter-Club Trial.
- 23rd Armagh and District Motor Cycle and Car Club—Trial.
- 30th Ulster Automobile Club—Trial.

November

- 6th Newry and District Motor Club—Trial.
- 13th Omagh Motor Club—Trial.
- 13th Knock Motor Cycle Club, Ltd.—Trial.
- 19th Mid-Antrim Motor Club—Trial.
- 20th Armagh and District Motor Cycle and Car Club—Trial.
- 27th Ulster Automobile Club—Trial.

December

- 4th North of Ireland Motor Club—Trial.
- 27th Ulster Automobile Club—Trial.
- 27th Omagh Motor Club—Trial.

FAST TWO-LITRE: Cliff Davis's famous Bristol-engined Tojeiro, most successful example of the new marque, in action at Crystal Palace.

chassis. To this point all the chassis are the same except that the brakes, by Alfin, are supplied in two sizes depending on the performance expected.

Various engines have been fitted according to the whim—or the pocket!—of the purchaser. Chris Threlfall, who had the first chassis, pinned his faith on a hybrid Wolseley-M.G. unit, but Brian Lister courageously fitted his with a J.A.P. twin. Up to this season this latter car proved only a limited success, mainly due to vibration troubles, but whatever else has fallen off, the chassis remains intact! But this season, after proving itself one of the fastest 1,100

TOJEIRO—From Little Gransden to Earls Court

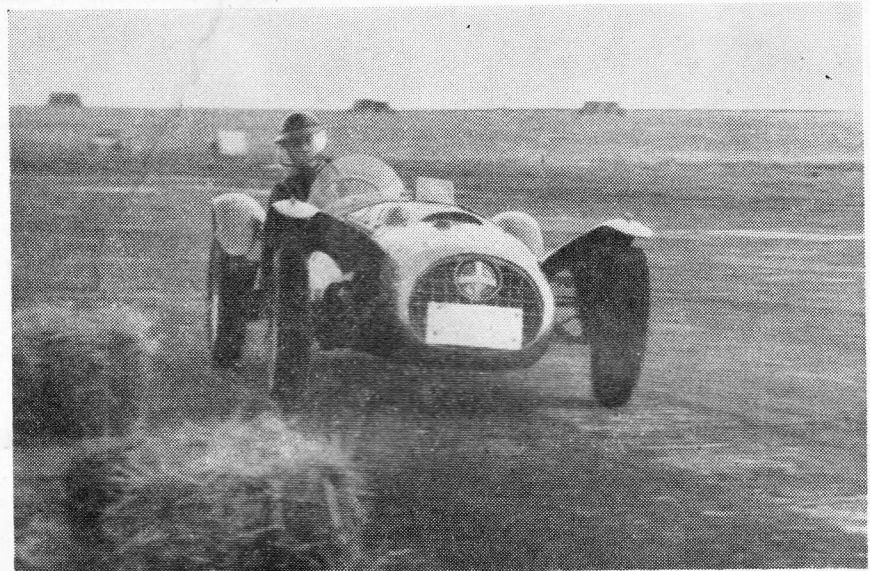
Few people reading this season's race results can fail to have noticed the name Tojeiro appearing regularly among the winners, but probably many have wondered just what kind of motor-car lies behind this weird name. Many have even suggested that it might have a Japanese origin!

The answer can be found in a small shed in a village near Cambridge, where designer John Tojeiro, with a minimum of equipment but more than a little ability, has himself built the chassis of all these cars that now exist. The idea was born three years ago when John was racing in a small way with an M.G. TA, equipped with a lightweight body, the roadholding of which he considered to be the limiting factor of performance. Thus, having strong ideas about suspension, he set himself the task of building an all-independent chassis to take his existing engine. So much did the result impress all who saw it, however, that before it had been finished, it had changed hands, and orders had been placed for several more!

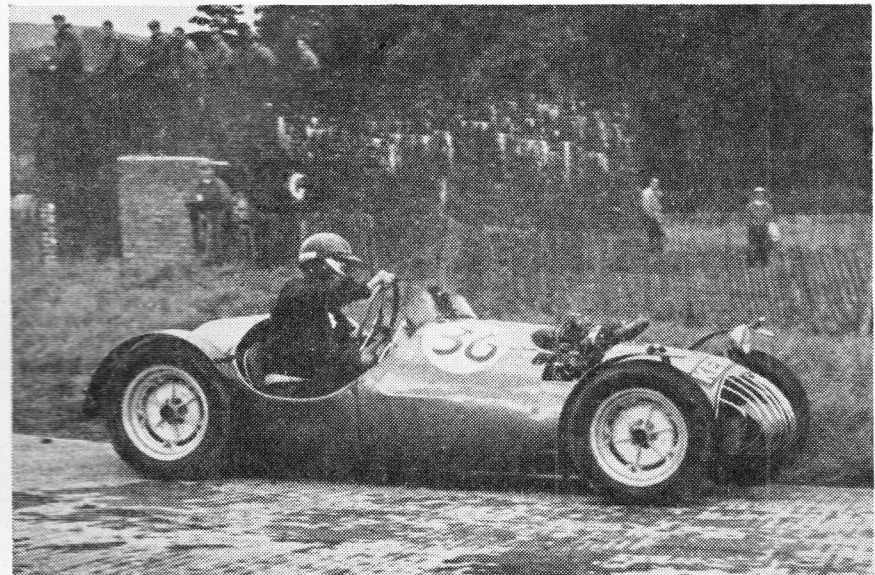
The chassis—even today when every successful special has independent suspension of one kind or another, and everyone talks learnedly about "tubular chassis, old man, with low rate coil springs"—whatever that means—was obviously destined to be outstanding. This is not so much due to the principles being in any way revolutionary, but to its possessing that appearance of rightness that characterizes all successful pieces of engineering.

Its frame is composed of two large diameter parallel tubes of 16 gauge T45 alloy steel, joined in the middle by a cross-member of the same size material. The ends of the "H" so formed are connected by 12 gauge steel boxes carrying the suspension members, which consist of transverse leaf springs at the top and wishbones below, made from $\frac{3}{8}$ in. T45 tube. Morris hubs, an E.N.V. hypoid rear axle assembly, Morris Minor rack and pinion steering, Girling dampers and Turner alloy wheels complete the

SPRINT SPORTS: (Right) The ex-Brian Lister twin-cylinder J.A.P.-powered car, driven by Peter Hughes at Rhydymwyn, where this year it set a new sports car record.



FIRST-OFF: The original Tojeiro chassis, fitted with a hybrid Wolseley-M.G. engine for Chris Threlfall, and here being raced by new owner J. Fiander at Tarrant Rushton.



c.c. cars in the country it was sold to Peter Hughes who, after boring it out to over 1,200 c.c., has run it very successfully in races and hill-climbs.

Completed this season was the car built for Chris Sears, who had fitted the 1½-litre Lea-Francis engine which previously propelled his "chain-gang" Nash so quickly. Another one which has been seen frequently is the car built for Lionel Leonard, fitted with an enlarged M.G. power unit, which has been raced both in this country and the Nürburg sports car race as the "Leonard-M.G."

But what has really caught the headlines is the Cliff Davis Tojeiro-Bristol special which seems to have made a habit of showing its pretty "Tojeiro touch" tail to the up to now invincible Frazer-Nashes and other 2-litre competitors. When asked about this car, the designer lays much of the successes to the credit of the driver, but he in turn has nothing but praise for the chassis!

There is no doubt however that, even allowing for the more than average skill



Designer-builder John Tojeiro.

of the driver, much of its success must be due to its excellent roadholding, particularly as many of its victories were gained when it was fitted with an engine known to be developing far less power than some of its competitors.

While not prepared to say too much about future plans, the designer does not consider the present chassis as the ultimate, but is now working on a design using coil springs, de Dion rear and centre lock wire wheels. Meanwhile, his present design has so impressed one noted firm, A.C. Cars, Ltd., that production has been announced of that modern and very handsome 2-litre sports car, the "Ace", using a Tojeiro-designed chassis, and proclaimed as one of the most attractive exhibits at the recent Earls Court Show.

J. RICHARD ALEY.

* * *

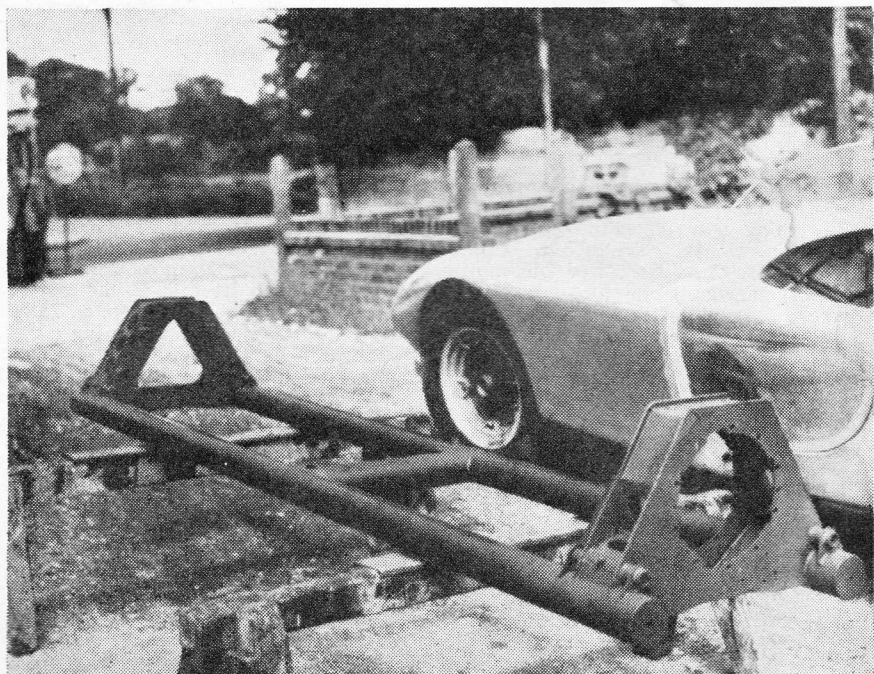
THE WORLD SPORTS CAR CHAMPIONSHIP

SUBJECT to final confirmation by the F.I.A., Ferrari are the winners of the first World Sports Car Championship with a total of 29 points as against 28 points achieved by Jaguar; third are Aston Martin with 16. The scoring was based on seven major events, the Sebring 12 Hours, the Mille Miglia, the Le Mans 24 Hours, the Belgian 24 Hours, the Nürburg 1,000 kms., the Tourist Trophy and the Pan-American race. First place on distance covered gains 8 points, second 6, third 4, fourth 3, fifth 2 and sixth 1 point. Only the highest placed car of any one marque is eligible for points.

Ferrari gained 8 points in the Mille Miglia, 2 at Le Mans, 8 in the Belgian "24", 8 at Nürburging and 3 in the Mexican race; total 29. Jaguar's score is: Sebring 4, Le Mans 8, Belgian 6, Nürburg 6 and Tourist Trophy 4 (covering third greatest distance), totalling 28 points. Of this number, it will be noted that 12 marks were contributed by the Ecurie Ecosse Jaguars, and not by works machines.

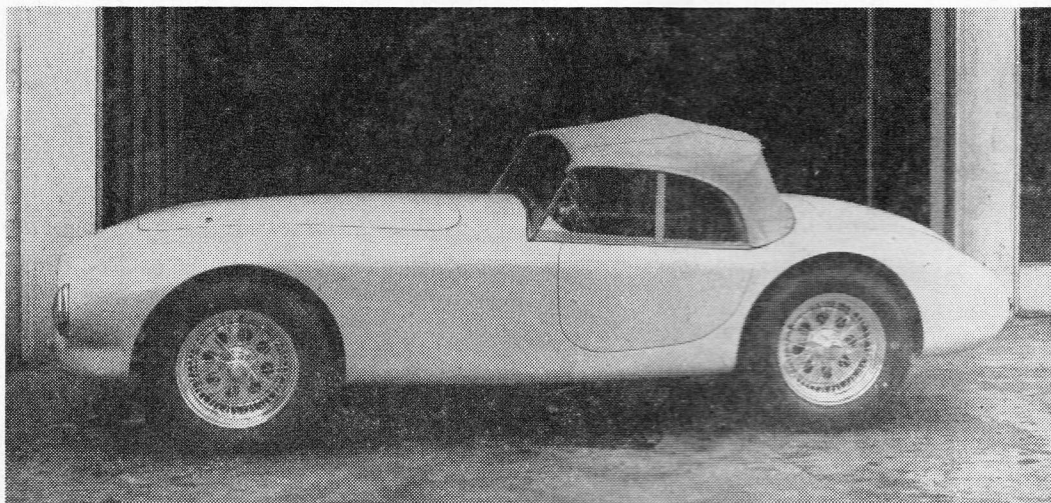
Aston Martin's score is 6 at Sebring, 2 in the Mille Miglia and 8 for their outright win in the T.T. Provisionally fourth in the Championship are Lancia and Cunningham, with Alfa Romeo fifth for their 6 points earned by second place in the Mille Miglia.

SIMPLE AND STURDY: (Above) A Tojeiro chassis on the trestles at the Cambridgeshire workshop, with Cliff Davis's 2-litre car keeping it company.



★

"ACE": (Right) With its plated wire wheels and clean body line, the Tojeiro-designed A.C. "Ace" is a very handsome machine. It drew forth much favourable comment when exhibited at Earls Court in October.





ALBERT PARK ALLSORTS: The start of the Australian G.P., with A. N. (Lex) Davison in his Jaguar-engined H.W.M., Stan Jones's Maybach Special, devised from a German scout car, and Doug Whiteford's 4½-litre Formula 1 Talbot, leading the rush away from the line.

AUSTRALIAN GRAND PRIX

Fine Racing in Melbourne City's "Hyde Park"—D. Whiteford's Third G.P. Victory

DRIVING the 4½-litre Lago-Talbot with which, in 1949, Louis Chiron won the French G.P. at Rheims, Doug Whiteford of Victoria scored his third outright success in the Australian G.P. when he came home an easy winner of the 18th event, held at Albert Park, Melbourne, on 21st November. He previously won the race in 1950 with a Ford Special, and in 1952 with the Talbot.

For the first time in Australian history, public roads in a capital city were closed for a motor race. The Albert Park circuit, which is ideally situated less than three minutes' drive from the heart of the city, is 3½ miles in length, with ample space for spectators. The Department of the Army assisted the Light Car Club of Australia in organizing the event by providing over 1,000 troops for erecting barricades, communications, placing of straw bales and handling spectator control. For the Club to obtain any circuit, it is necessary for the event to be run for a charitable cause, and in this instance proceeds were divided between the Army Southern Command Auxiliary and the Albert Park Trust. Necessarily prize money was low, £1,510 and trophies being allocated for the meeting, of which the winner of the Grand Prix received £500.

Entries were received from all States of Australia except Queensland, one competitor coming over 1,800 miles from Western Australia. The distance for the Grand Prix was 64 laps (200 miles) and the field was limited to the 40 fastest cars under *Formule Libre*. Those not included in the 40 ran in a 50-mile (16 laps) race entitled the Albert Park

Trophy. In this event a handicap section was incorporated over 12 laps.

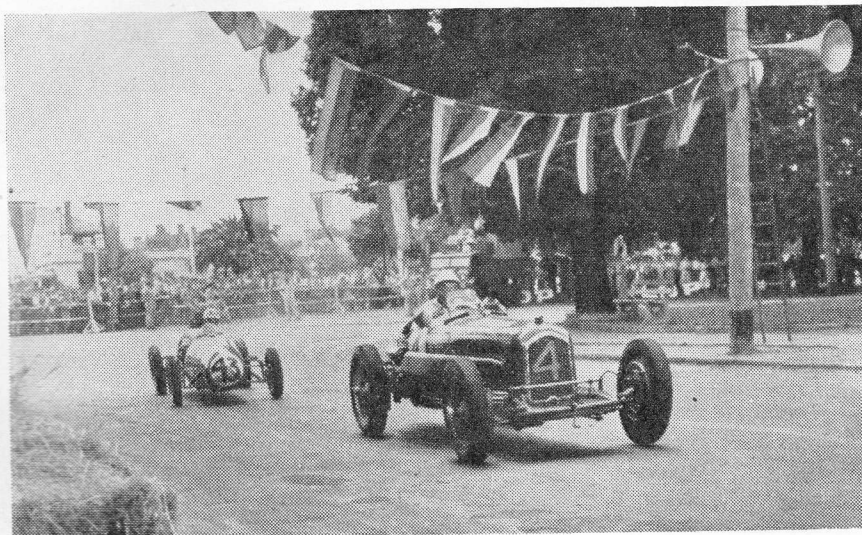
The event was officially opened by Lieut-General W. Bridgeford, C.B., C.B.E., M.C., Chief Executive Officer of the Organizing Committee of the Olympic Games to be held in this city in 1956. Twenty-eight cars started in the Albert Park Trophy race, and it soon became apparent that two entrants only would be concerned with first placing. They were A. N. Davison in his 2.9-litre Alfa Romeo and S. J. Jones in his 1,100 c.c. Cooper-J.A.P., both of whom had represented Australia in this year's Monte Carlo Rally.

They gave a fine exhibition of driving, the little Cooper out-manceuvring the big Alfa on the corners, but again being passed in the straights. Right to the last corner it was either's race, when Jones took the corner a little too wide, clipping the straw bales. This retarded

him sufficiently to enable Davison to reach the finish line 6 secs. ahead. Third was R. H. Hunt in a J2 Allard, and Jones won the handicap section. The winner's time was 36 mins. 5 secs.

Practice took its toll of the cars in the Grand Prix. Whiteford's Talbot struck the straw bales, fracturing a supporting arm of the front assembly. The car was rushed away for repairs, and returned to the grid 15 mins. before the start of the race. Another favourite, J. Brabham of N.S.W., driving a Cooper-Bristol, ran a set of bearings and was unable to start.

At the drop of the starter's flag, first off the grid was A. N. Davison, driving a Jaguar XK 120-engined H.W.M., but he was soon passed by Whiteford in the big Talbot and S. J. Jones in his Maybach. After only three laps Davison retired without bearings, having already done a set in during practice. In the



DUELLISTS: Lex Davison's 2.9-litre monoposto Alfa Romeo leads Stan Jones's 1,096 c.c. Cooper during the keenly fought 50-mile scratch race. Davison won by 6 secs., after the Cooper hit the straw bales on the last corner.

first lap E. D. McKinnon in a 6C Maserati struck the straw bales on Redex Corner, but was able to continue.

After 14 laps the Talbot and the Maybach had lapped the field. Humid weather was causing overheating, and two K2 Allards driven by Phillips and Hurst had frequent pit stops for water. Both later retired, that of Hurst having run its bearings.

The race provided 70,000 spectators with thrills galore. Dunlop Corner into the main straight proved the most difficult to negotiate, with several cars spinning off. Several cars took to the escape road at the end of the straight, including R. Nutt in a 1926 1½-litre s/c Talbot-Darracq, which dropped a valve, after 14 laps.

J. Barrett's B.W.A. special, built around a Meadows engine originally fitted to a Frazer-Nash T.T. replica, caught fire in the pits while refuelling. This was quickly extinguished, and the car continued.

Meantime, Whiteford in the Lago-Talbot had almost caught leader Jones in the Maybach, and then, with about 25 laps to go, Jones pulled in to refuel. The Maybach was boiling, and it was found that the waterpump drive belt had broken. A badly organized pit kept him there 3½ mins., in which time the Lago-Talbot was able to gain 1½ laps.

Fifteen laps before the end, W. Gillespie overturned his H.R.G. when he became involved with straw bales on South Corner. He was thrown out, lying unconscious on the track. C. Warren, following in his 4CL Maserati, had to

take to the straw bales to avoid Gillespie, who was taken to hospital with fractured ribs.

Just after this, J. Calvert in a Jaguar XK 120 leapt the straw bales coming out of Redex Corner, ending up in a small adjacent field unhurt. He later stated that he was off line on this corner due to two spectators breaking through the barriers and crossing the track in front.

Ten laps to go and the Maybach came in to the pits for the second time, there to stay. Jones's big effort to make up for his last stop had been too much for the clutch, and he was forced to retire. However, he put in the fastest lap of the day, at just on 90 m.p.h., and was clocked at 142 m.p.h. along the straight.

This left Whiteford unchallenged, when, two laps before the end, the Talbot burst a rear tyre coming into Dunlop Corner. A new wheel was fitted in 35 secs., and Whiteford took the chequered flag 144 mins. 50 secs. after starting, having averaged just under 82 m.p.h.

Second place was provisionally given to A. G. Brown with a K3 M.G., and third to A. H. Brydon in a supercharged M.G. TC, both of whom had driven a very steady race. Three protests were lodged with the Clerk of the Course, however, the first being against Whiteford, who was reputed to have had more than three mechanics working on his car during his short pit stop. This could have been so, in that the pit area was neither properly barricaded nor policed, and it is understood that in the excite-

ment a spectator did assist. Yet had Whiteford taken as much as 10 mins. to change the wheel it would not have affected the result, and this was a difficult situation for the stewards. The protest was withdrawn, however, and Whiteford was confirmed as winner.

The second protest was against Brown, who, it was stated, had completed less laps than had Brydon when the cars were flagged off. The protest was upheld when lap scores were checked, and Brydon given second place. A similar protest against Brown was lodged by Murphy, who was provisionally placed fourth, but this was dismissed.

The following are the official placings:—

1, D. Whiteford (Lago-Talbot); 2, A. H. Brydon (M.G.); 3, A. G. Brown (M.G.); 4, L. P. Murphy (M.G.); 5, L. Molina (MM Holden); 6, C. R. Dickason (Austin-Healey); 7, K. Kleinig (Hudson 8); 8, L. J. Gray (Austin-Healey); 9, A. J. Wylie (Javelin); 10, R. H. Hunt (Allard J2); 11, B. S. Stillwell (Austin-Healey); 12, J. Barrett (B.W.A.); 13, N. and S. Charge (M.G. TC); 14, F. Lobb (Jaguar XK 120); 15, E. D. McKinnon (Maserati); 16, J. P. Nind (M.G. Spl.); 17, G. W. Patterson (Cooper); 18, S. A. Negus (Plymouth).

Considering that the Army had never been involved in this type of manoeuvre, the event was highly successful. As Melbourne has a population of 1½ million, it is not expected that the combination of L.C.C.A. and the Army will have difficulty in persuading the authorities to close the park for motor racing, when it is hoped that a bigger gate will enable bigger prize money to be offered, and encouragement will be given to overseas competitors to join us.

H. A. C. RUSSELL.

CANNON WINS IN KENT

Close Finish in 11th Kentish Border C.C. Sporting Trial

A TRIAL in the Kentish hills on the last day but one of November. . . Fog? Rain? Cold? No, none of them; instead, mild, sunny, dry weather, ridiculing the pessimist's precautionary extra pullovers and waterproof garments, and drawing a gay and interested crowd to the 1½ sq. miles area of thickly wooded hills near Bexley, where the 11th Annual Sporting Trial of the Kentish Border Car Club was being contested.

The organizers received a quality entry of 28, with Reg Phillips, Ron Faulkner, Michael Cannon, Jim Appleton, Mike Lawson, Goff Imhof, Pat Atkinson, Bernard Dees, Rex Chappell, Wally Waring and E. J. Chandler amongst the notable names. They had a busy day ahead of them, with 17 sections to tackle, some easy, some possible, and some—oh boy, oh boy!

Section 1, Joyden's Wood Won, was no gentle initiation to the day's rigours; competitors were confronted with a start at a very steep angle, an S bend with a nasty ridge to negotiate, then away up—for those getting that far. Seventeen didn't, and of these five failed to leave the very starting line. First of the 11 who successfully scaled the hill

was Michael Cannon, while Bernard Dees, who was to run Cannon close throughout the day, mounted the bank beyond the S and re-distributed much of it skywards as he rocketed up. "Slightly acrobatic" was his comment on returning to the foot of the hill.

Off, then, to Pebblecombe III, a positive brute of a climb which defeated the entire entry. Highest up were Cannon, Bardon and Dees, all reaching the "6 marks" region. "It must be hard", said a spectator, when "the Champ" Chappell

spun to halt by the "4" marker. "Feet and Inches", another steep, loose grade, was conquered only by Cannon and Dees, with Rex Chappell very nearly achieving the summit. Even these stalwarts had to give best to Bush Allez I, and this time it was Chappell who climbed highest.

Mossy Banks, a straight, short hill, brought relief and a crop of "cleans", but elation was soon damped by Martin's Bank, where a sharp left-hander, a few feet after a loose start, prevented charging tactics. Cannon, Appleton, Atkinson and Dees made gallant efforts here, but none saw the top. Penultimate morning section was The Laurels, a wiggly, tree-lined affair with a left-hander requiring to be broadsided for success. Ten cars topped it but, remarkably, Mike Cannon



FIRST UP: Michael Cannon, winner of the K.B.C.C. Trial by a close margin, making the first successful climb of Joyden's Wood Won, opening section of the day.



GOING UP: "Feet and Inches" was climbed by two competitors only; B. H. Dees (seen above) and M. R. B. Cannon, who were close contestants for premier honours.



COMING DOWN: Pat Atkinson's Atkinson on the end of the tow rope after the grade had halted him—not so regular an occurrence as the permanent notice on his tail suggests.

was not amongst them, his run ending feet from the end.

Last pre-lunch exercise was Speed Copse, the shortest section ever so far as distance actually covered, with a right-hand turn over a formidable ridge at the very start. Off-side rear wheels spun fruitlessly on car after car; Jim Appleton got his front wheels—or one of them—over the ridge, Mike Lawson too, while Pat Atkinson made the best effort of all, to earn himself one mark!

Lunch over, "the boys" gathered for the fray once more, with "Bounce" as an easy opening round, levying no toll of failures at all. "Shootup Hill" was a different story. A sticky start, just preceding a sharp turn, with a bumpy climb following, it defeated everyone, although Cannon and Dees were again amongst the best half-dozen. "Old Sandy" was hardly as benevolent as its name, failing car after car in depressing succession. Michael Cannon made a beautiful attempt, as did Ron Faulkner (Paul Spl.), both gaining appreciative claps from the onlookers. Godfrey Imhof had a good try, too, but it was late-number E. J.

Provisional Results

Best Performance (Alexander Bronze): M. R. B. Cannon (Cannon Spl.), 119 marks. Spl. Test, 14.72 secs.

Runner-up (Alexander Trophy): B. H. Dees (Deeford), 119 marks. Spl. Test, 16.40 secs.
3 (Committee Cup): R. F. Chappell (Cotton III), 115. Spl. Test, 16.00. **4, (Harvey Cup):** P. E. Barden (Cotton IV), 111. Spl. Test, 14.96.

First Class Awards: P. A. Atkinson (Atkinson), 106, Spl. Test, 15.13; E. W. Vero (Dellow), 106, Spl. Test, 15.14; R. W. Faulkner (Paul Spl.), 106, Spl. Test, 15.45.

Second Class Awards: E. J. Chandler (Ford Spl.), 102; J. H. Appleton (Appleton), 100.

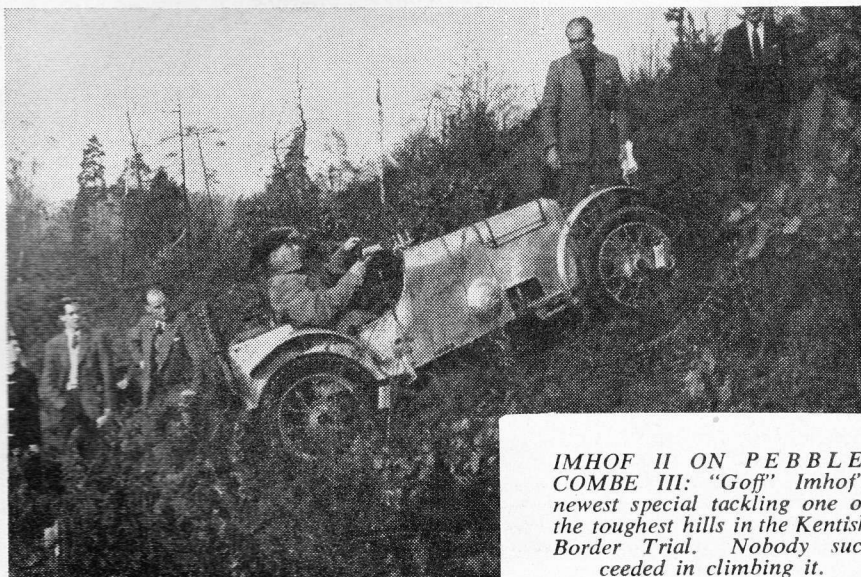
Shackel Cup (Best performance by K.B.C.C. member who has not previously won an award in a post-war Sporting Trial): C. H. Harris (M. & H. Spl.), 89.

Chandler who did the "Tensing act" and finally overcame "Old Sandy's" heights.

"Uphill" served to restore reputations somewhat, the sector marshal's score card showing a liberal number of "cleans" after the entry had gone through. "Haddon's Horror" was far less of a "horror" than last year's famous effort, but the succeeding section amply made up for it. "Bush Allez II" was its title, but that wasn't what the drivers called it! A start upon a brow overlooking a road, plunging down across said road, up another steep, earthy bank and between two villainous tree stumps. The gap between these was too narrow for the passage of a car, so drivers reach-

ing the stumps, a feat in itself, had to charge the offside one in the hopes of leaping over.

One after another, cars foundered on the stump like ships on a reef; and each had to be exhaustingly manhandled off-course. Passengers, steeled to bounce their way uphill, found themselves practically bounced out of the car as it plunged across the road. W. H. Durling (Spence), Bill Vero (Dellow) and Rex Chappell got past the stumps; Goff Imhof's new Imhof II boiled itself into a frustrated fury as it was manhandled up the hill; Pat Atkinson crossed the hazard in one terrific charge, then went right instead of straight up, scattering



IMHOF II ON PEBBLE-COMBE III: "Goff" Imhof's newest special tackling one of the toughest hills in the Kentish Border Trial. Nobody succeeded in climbing it.

onlookers right and left, and was last seen heading westward before disappearing into the thicket. Anyway, he made a new escape road! Rex Chappell burst his way over the menace, ending up inches from a tree, with his wife entangled in the branches.

"One Step" saw 10 successful climbs, with Mr. Dees, but not Mr. Cannon amongst them; and "Engine-uity", a steep climb commencing in a right turn, saw 17 cars succeed, with Mr. Cannon

but not Mr. Dees amongst the drivers. The balance of power was being maintained, for each now had 119 marks to their credit, with only the special test to settle the issue.

So to the park drive, for the "decider", an electrically-timed sprint, interrupted mid-way by a halt beyond a tape and a reverse to behind it. It looked straightforward, but heavy feet on throttles and heavy feet on brakes could so easily result in overshooting and sideways

sliding. One or two stalled their engines; G. J. Newman in the Newford did a remarkable 14.39 secs., best of the day, but most eyes were on Cannon and Dees. Cannon's run was clocked at 14.72 secs.; as for Dees, 16.40 secs. was the time the Deeford occupied, so the "Kentish Border" went to Michael Cannon and his 1,172 c.c. Cannon, with Dees the runner-up; Rex Chappell was third and Percy Bardon, passengered by Tony Rumfitt, a fine fourth. C.P.

CORRESPONDENCE

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

Autocross

I HAVE read with interest the many letters which you have published re. "Autocross".

I am sure that too many of your correspondents have been outspoken in their denunciations of one or other type. Surely they must realize that a very real difference of opinion exists not only among club officials but also among competitors, as to which type of Autocross has the more future?

It is up to the clubs to organize both types of event, thus preventing clubs "fighting" for entries, and also allowing two meetings to be held in the same district on the same day, since they are unlikely to attract the same competitors in the majority of cases.

Different names? After reading Wilson McComb's "Autocross Purposes" I should call dry and wet respectively "Autocross" and "probably-won't-cross".

D. A. HARRISON.

ILKLEY.

I SHOULD like, through the medium of your columns, to make a plea to organizers of Autocross events, which suggestion will, I feel, be of benefit to the sport.

In endorsing the remarks made by Tony Rumfitt, it seems obvious that Autocross events are going to be organized on two types of course:—

(a) A smooth course of a completely non-damaging character, suitable for any type of motor car, including the small family saloon and the low-built sports car (the type, of course, favoured by the London Motor Club/Sporting Owner Drivers' Club at Dunstable), and

(b) The tough type of course suitable only for trials specials, favoured by the East Anglian Motor Club and others.

No one will doubt that the E.A.M.C. type of course is utterly unsuitable for anything but an out-and-out trials special or Dellow, and that there are portions of it which, under certain conditions, might not be covered at all even by these types of car. Surely the essence of an "Autocross" is that each man should finish the course and a time should be announced for his performance; if this does not happen then much of the spectator value must necessarily be lost as one cannot compare the performances of cars that do not finish the course if time is the basis of comparisons, as it must be by the very nature of "Autocross".

Would it not be more correct to say that the E.A.M.C. type of event is, in fact, a "Timed Trial"?

It seems obvious that the word "Trial" is now synonymous in the mind of the standard car owner with a tough, chassis-breaking event for which his car is unsuitable. Any club which has tried to organize a standard car trial will know that it is almost impossible to get a reasonable number of entries for such an event from owners of standard cars and I have always believed that it is the word "Trial" which puts them off.

What I am afraid of now is that, if the E.A.M.C. type of event is described as an "Autocross", as well as the type of

event put on by the L.M.C. or S.O.D.C., reports in the motoring Press on damaging courses might frighten away the standard car driver in a smooth event also described as an "Autocross" and it is here that I make my plea.

I suggest that, in future, the organizers of a tough event of this nature be persuaded to describe the event as a "Timed Trial" leaving the word "Autocross" to be used to describe events on courses of a smooth nature suitable for standard cars so that, if an owner of a standard car is asked to enter an event described as "Autocross", he will know that by calling the event "Autocross" the organizers are automatically signifying the event as suitable for his car, which an event called a "Timed Trial" would not be.

F. DENNIS DENT.

LONDON, W.3.

[It should be mentioned that Dennis Dent's letter was written before the publication of "Autocross Purposes", but received after our last issue had gone to press.—Ed.]

Les Courses des Stock Cars—and a Winter Reminder

ON the subject of John Bolster's article "Les Courses des Stock Cars", it shocks me that Britain's Motor *Sporting* Weekly should allow Bolster to praise this most unsporting pastime.

The only attractions appear to be money to the organizers and drivers, and the sight of blood to the spectators. If all Bolster can say concerning the danger to life is, "Why nobody is killed, I simply haven't a clue"; especially after his previous comments on personal safety at race meetings, I suggest he attends one or two more meetings of this sport when, no doubt, his query will not arise.

May I congratulate you on a very good magazine which, in spite of the above criticism, will continue to receive my 1s. 6d. I would also like to remind all motorists that the wet and frosty roads of the near future are even more difficult for the motor-cyclist to cope with than for the car driver.

D. E. WRIGHT.

LINCOLN.

[We sent this letter to John Bolster, and append his reply herewith.]

I WROTE the article for laughs, but apparently Mr. D. E. Wright has taken it very seriously.

Nobody, least of all myself, would pretend that the "Stock-Car" game is real motor racing, but it is enormous fun for the drivers, most of whom could not afford any other form of competitive motoring. Provided that the course is short and has a loose surface, so that no high speeds are ever attained, and that hefty, American-style cars are used, this does not appear to be a dangerous sport.

Anyway, "Stock-Cars" will in no way compete with normal racing, and as the sport is shortly to be seen in this country, I hope that Mr. Wright will come along and have a look. I only hope that he does not injure himself laughing!

JOHN V. BOLSTER.

WROTHAM, KENT.

British Grand Prix Cars

IT is assumed by Mr. Dendy and many others that Britain has had little recent success in Grand Prix racing because of lack of a suitable engine. This is not wholly correct, as the performance of Moss's Cooper-Alta at Monza showed. He was nearly as fast as the fastest along the straight, but the car was out-cornered, and fell to bits quite soon.

Not only can British cars not hold the road well enough, but, as a correspondent points out, they cannot even hold together. When wheels fall off and oil pipes break it is called "bad luck", whereas it is more often bad management. We can subscribe to this and that project till we are blue in the face, but unless our constructors and tuners learn to take some real trouble, no British car can ever win a Grand Prix race.

F. J. SOMERSET.

USK, MON.

More Correspondence on page 747

AUTOSPORT, DECEMBER 4, 1953

VAN VIEW: Connaught mechanics follow the progress of their cars around Silverstone during the British G.P. Will Connaughts be "in the van" of International Formula 1 racing next year, or must this fine enterprise die for lack of support?

TECHNICAL & OTHERWISE

by

JOHN BOLSTER

THE CONNAUGHT STORY

Future of Another British Racing Enterprise in the Balance—"B"

Type Formula 1 Car on the Stocks—Rear-engined Project for 1955

TO everybody who cares about national prestige—and that means all of us—the shattering news that we may have seen the last of the Connaught team came as a kick in the solar plexus. The Formula 2 Connaught was undoubtedly Britain's best car in that class, and its roadholding was envied even by the Italians. We all knew that a Formula 1 machine was on the way, and looked forward complacently to its carrying the green, if not to victory, at least nearer to it than would seem possible for a relatively tiny, privately financed concern.

On receipt of the bad news, I hurried off down the Portsmouth road to find just what had happened, and was able to spend a number of hours getting the picture in focus. Let me say, straight away, that I was enormously impressed with all that I saw. The organization is laid out in the most businesslike manner, and in addition to the necessary arrangements for servicing the current racers, cars are being built to race in 1954 and 1955. Actually, the 1954 model was begun in August this year and is almost complete, while the machine for racing in 1955 was originally laid down in late 1952, being, as I shall explain, a somewhat radical departure.

Parallel with all this, different types of engines are being tested and developed, again with a view to having always a new type coming up to replace any design which has reached its limit. It is in line with this policy that the concern has done so much pioneer work in fuel injection and oxygen-bearing compounds, and has carried out a great deal of research on rotary valves, to name only three examples.

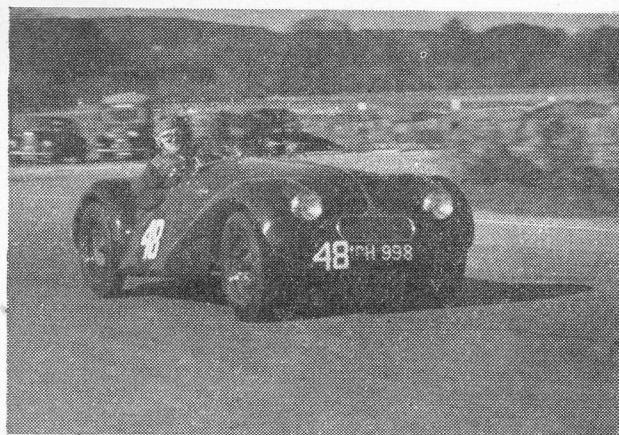
The point which I am leading up to is this. The present organization is the result of five years concentrated motor racing experience. Although, up to the present, the Connaught has been a Formula 2 car, from now on, it's Formula 1 or nothing. As a consequence, the set-up is the very minimum establishment for building and racing Grand Prix cars, and it can in no way be cut down if the results are to be a credit to the nation. Yet, to maintain even this small firm, it will become necessary to spend more money than the present financial structure will accommodate, because the backing is private.

If, as appears horribly likely, the show breaks up, it does not mean that only the work of Kenneth McAlpine

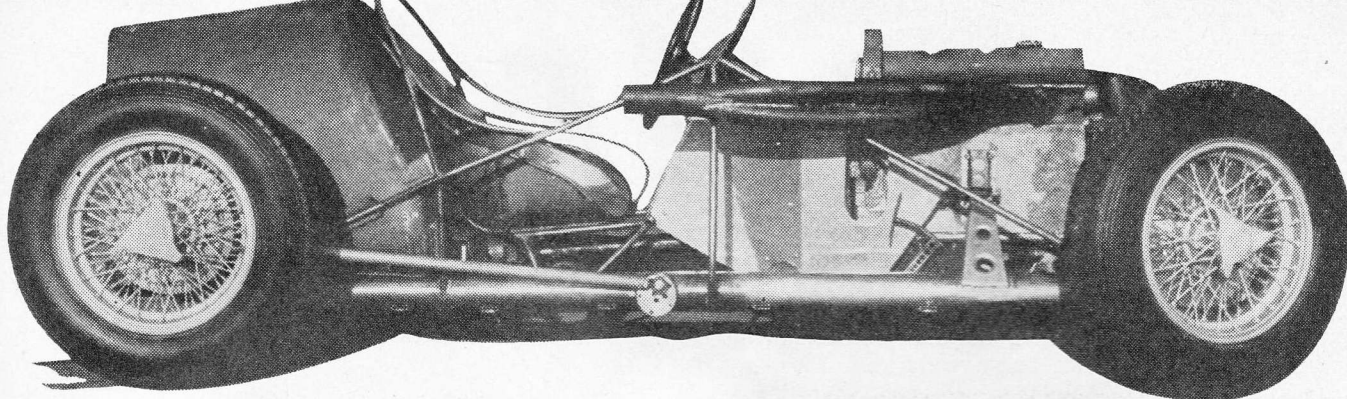
and Rodney Clarke will be wasted. It means that the mistakes which they unavoidably made must be made all over again by any firm which treads the same path. A big motor company could take over Connaughts, charge it up to research, and not even notice the cost. The five years of "know how" represent an intangible asset that it is impossible to value, but which, once lost, will be gone for all time. It is now or never, if the tragedy is to be averted.

At this moment, work is still going on at full pressure in all departments, including the drawing office. Last season, as is well known, a considerably modified Lea-Francis engine was being used, and a wonderful little unit it turned out to be. In reality, it was a "stretched" 1½-litre, and the 2-litre bore took the block out almost beyond the limit of safety. Therefore, although the Formula 2 Connaught could match the Italians for road holding, to attempt to equal the sustained power output of their engines was to invite trouble.

The "Leaf" motor had, in fact, been developed almost too far, and in any case it could not be bored out to 2½-litres. Consequently, the 2½-litre Alta engine has replaced it. This is a "big four", and is similar to the well-known 2-litre except that it has a 10 mm. larger bore, the dimensions now being 93.5 mm. x 90



BEGINNINGS: The sports Lea-Francis-engined Connaught which preceded production of the Formula 2 racing machine.

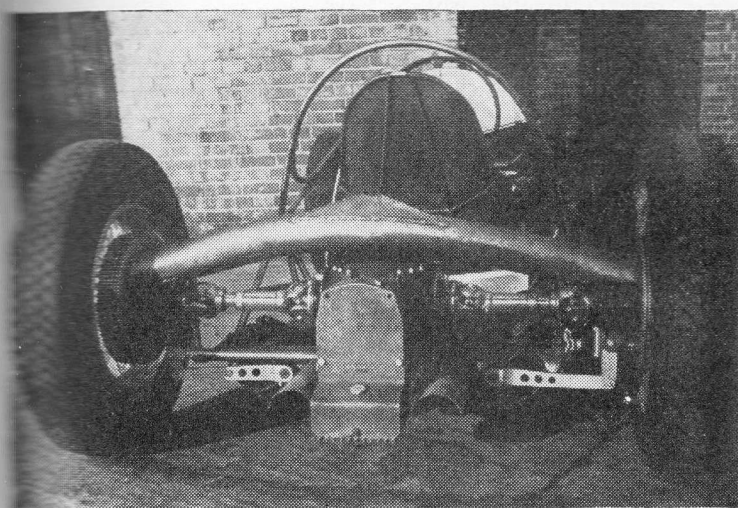
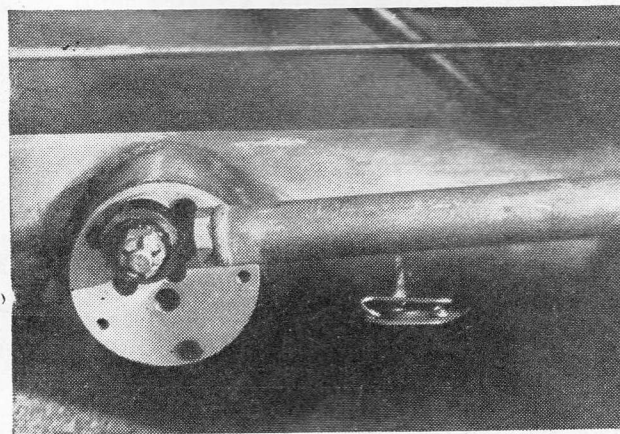


(Above) Chassis of the 1954 Connaught with 2½-litre Alta engine installed.

(Right) Novel method of speedily altering the positioning of the new suspension radius arms.

mm. An Alta engine, with S.U. fuel injection equipment and variable length ramming pipes, is now in the test house, and the results so far attained are extremely promising. In addition, the V-8 Coventry Climax engine will be taken over as soon as it is available and, in reserve, there is a four-cylinder of Connaught design which will be developed if necessary.

The new cars are designed to take any of these power units. This is very wise, for the Alta is a race-proved design which, when tuned and serviced by Connaughts, should be a match for any current engine. The Coventry Climax must, eventually, be a most powerful piece of machinery, but nobody knows how



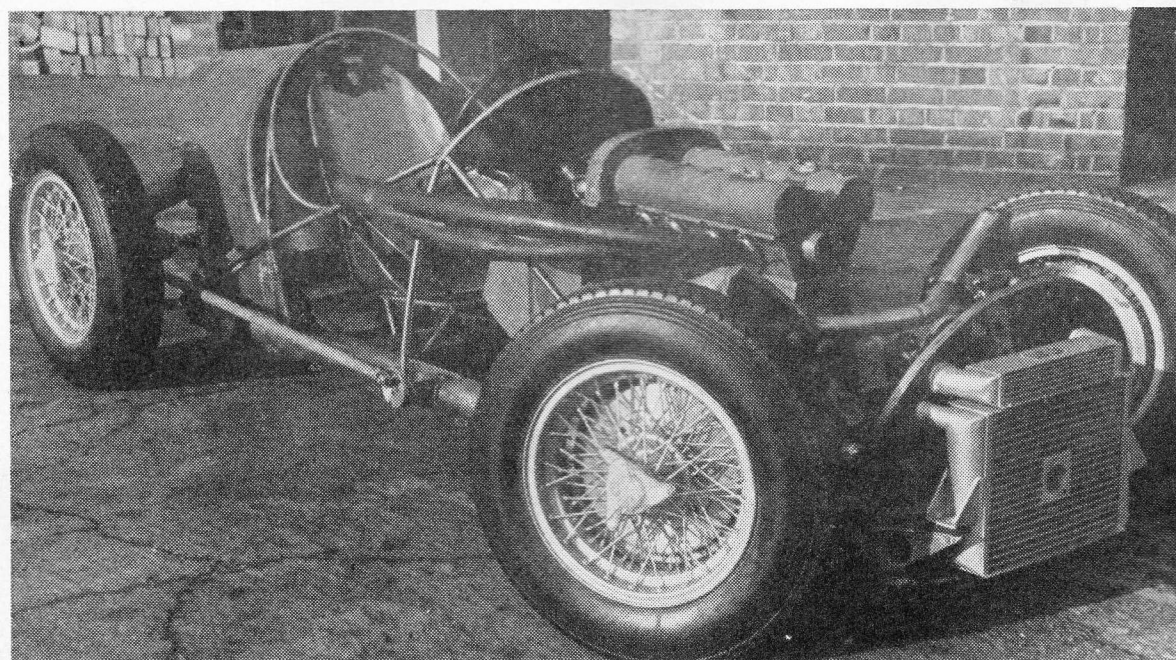
(Above) The de Dion rear axle layout is by torsion bars. The pre-selector gearbox has been moved closer to the final drive than was the case in earlier cars.

much development it will require before it becomes raceworthy. To expect immediate success would be to pin one's hopes on a near-miracle. Thus, the "four" may well be the best bet for some time, in spite of the palpable advantage of the "eight's" greater piston area.

The new car which is approaching completion, and which would have been raced next season, is called the B type, whereas the 1955 type is the C, or J3 type. The "B" has many similarities to the A type Connaughts we have already seen, but has a number of worth-while improvements. Briefly, the object has been to make room for the larger engines, and at the same time to redistribute the masses to obtain a greater polar moment of inertia.

The wheelbase is 7 ft. 6 ins. as before, and the track, at 4 ft. 2 ins., is 2 ins. wider. The frame is basically built round two 3½ ins. 16 gauge steel tubes, but much repositioning has been necessary with the V-8 motor in view. The anti-roll bar is now in front of the suspension members, and helical springs embracing Armstrong

(Right) Another view of the "B-type" chassis. The wire wheels are of the centre-lock pattern with three-lobed knock-off hub-caps.



telescopic dampers have replaced the torsion bars, though the i.f.s. and rack and pinion steering are otherwise broadly similar.

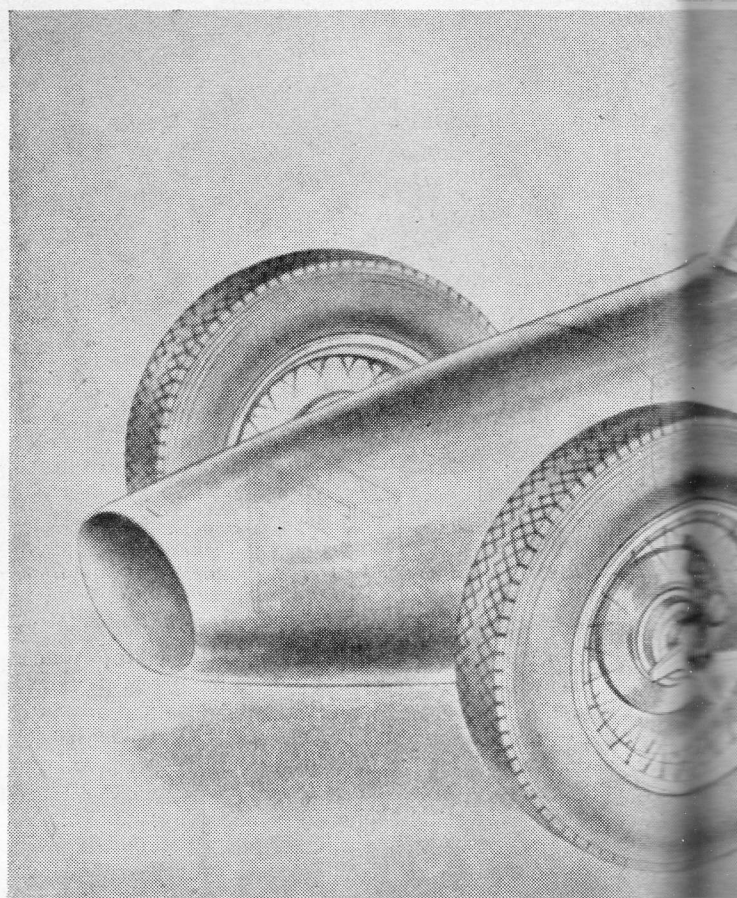
At the rear, the de Dion axle is very properly retained, with torsion bars arranged as before. Very long radius arms are carried to the centre of pitch, so that braking and acceleration shall never cause rear-end steering. For immediate use, the prototype chassis has 12 ins. x 2 ins. front brakes and 9 ins. x $1\frac{1}{4}$ ins. rear, both 2L.S., but all future cars would have had disc brakes, and the preliminary work on these has already been done.

The transmission still includes a close-ratio Armstrong Siddeley preselector gearbox, but this has been moved back close up to the final drive. The latter incorporates a "quick-change" pair of spur gears, straight bevel, and ordinary differential. The side tanks have been deleted, and the light alloy fuel tank is above the gearbox and differential. Tubular body supports are welded to the main frame, and the driver sits about a foot and a half further forward than hitherto. The seat is able to be mounted well down in the car because of the low transmission line conferred by the double reduction rear end.

The bolt-on light alloy wheels of the Formula 2 job have been abandoned in favour of the Borrani wire wheels with duralumin rims and Rudge hubs. Eventually, however, Indianapolis-type pin-drive magnesium alloy wheels were scheduled for adoption after test. There are many other interesting improvements, but, in a nutshell, the B type Connaught is designed for even better roadholding, slightly reduced weight, and to accommodate almost any shape of engine that might become available. Actually, it *would* carry one of the big American units, if one wished to motor thataway!

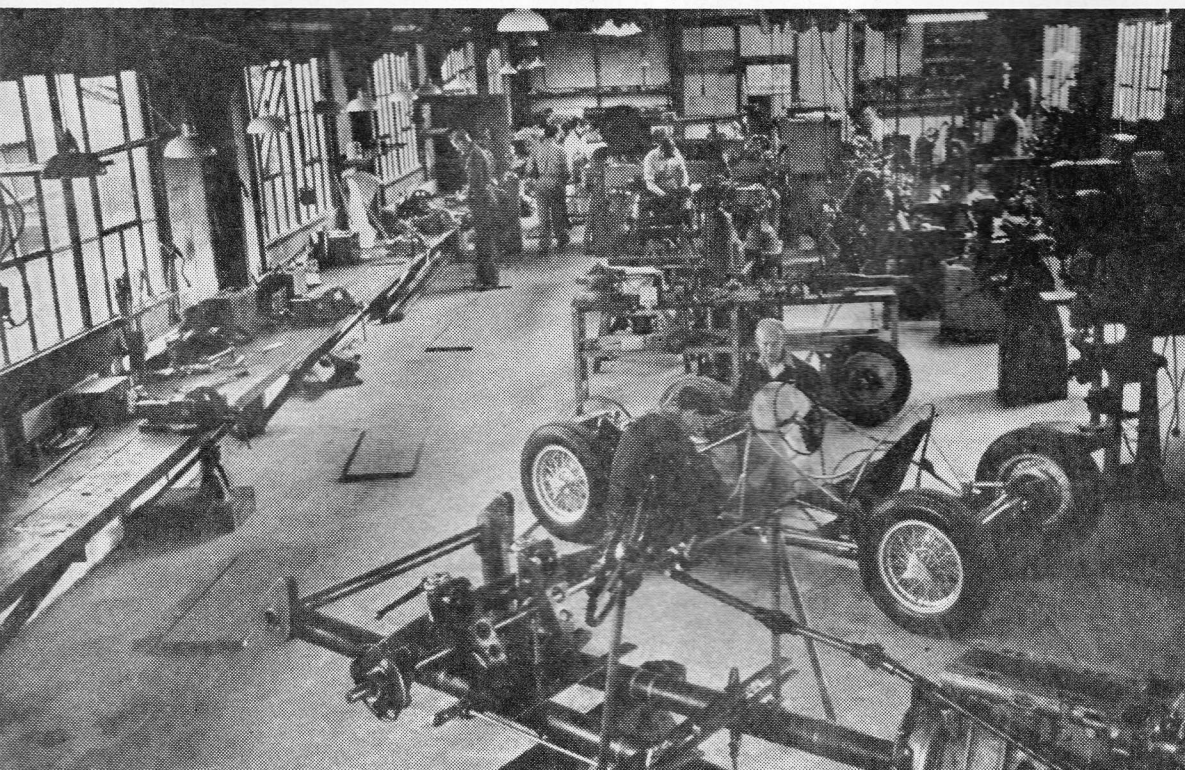
Finally, let us look into the future, in the form of the C type; or the future as it would have been if pounds, shillings and pence had not reared their ugly heads.

For stressing purposes, a space-type multi-tube frame was roughly assembled, but it soon became apparent that, if it were to hold such things as four-camshaft V-8s, with their attendant exhaust outlets and so forth, it would have to be "cut about" to an extent which

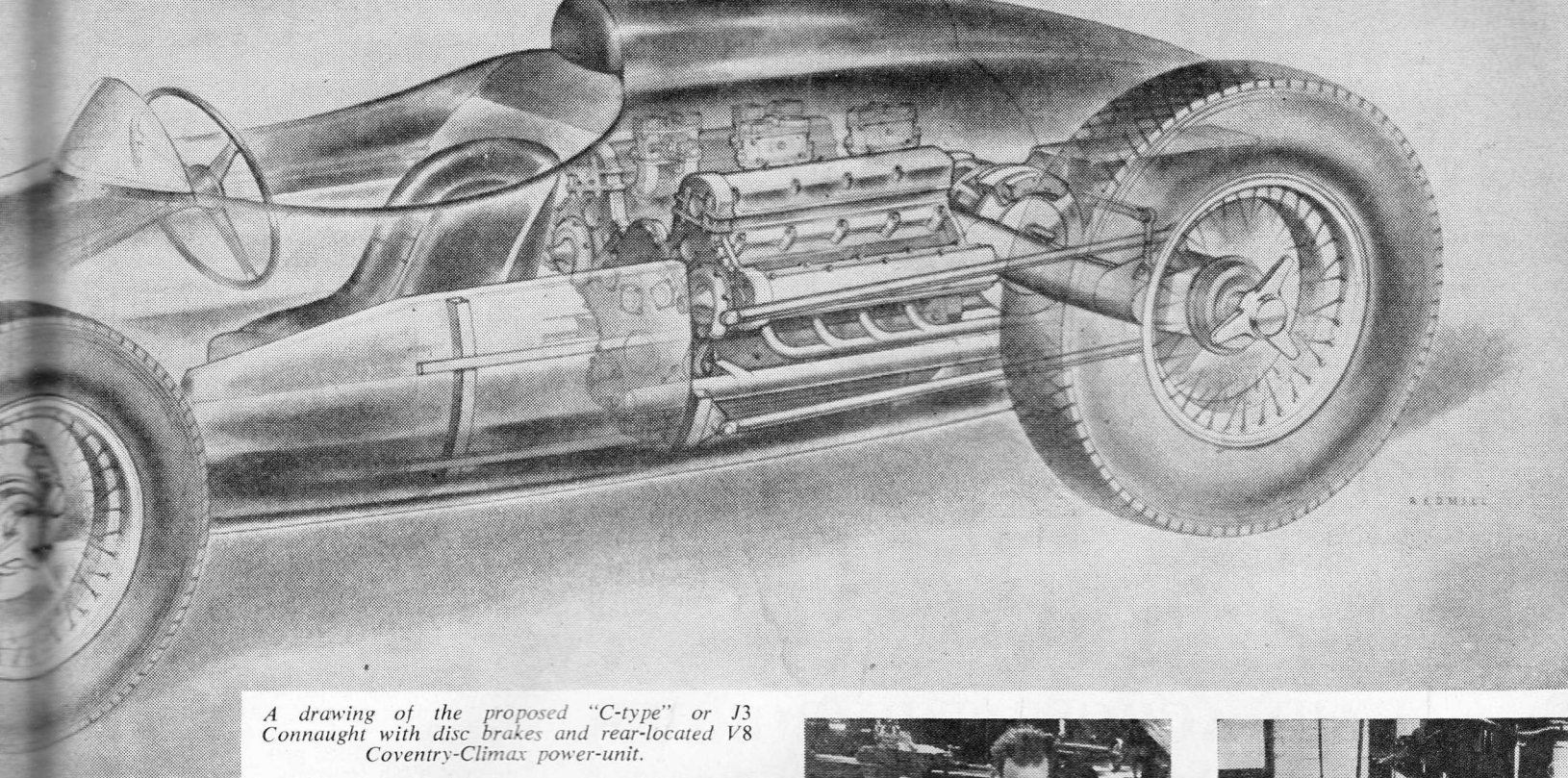


would vitiate any advantage that it might have. A mathematical approach to the problem resulted in the decision to construct a geodetic fuselage, with no "holes" except for the driver's head, and into which the engine could be "fed" from one end. This fuselage, or chassis, is welded up from a large number of rectangular steel tubes, and merely has to be panelled with an outer body skin.

With the very light weight of such a car, and the high power output of a 1955 2½-litre engine, wheelspin would be a great problem, and as four-wheel drive was not favoured, it was decided that as much as 65 per cent of the weight must be carried by the rear wheels. Also, to keep the diameter of the fuselage to the minimum, and to reduce the frontal area, it was desirable that



A general view of the main assembly shop at Send, Surrey. Mechanics are working on a B-type chassis, whilst the frame of a sports-type is seen in the foreground. Connaughts have one of the finest and best-equipped racing shops in the country.



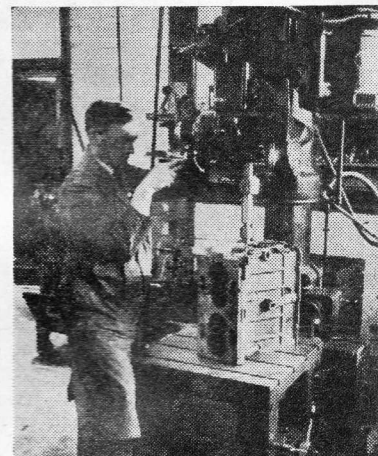
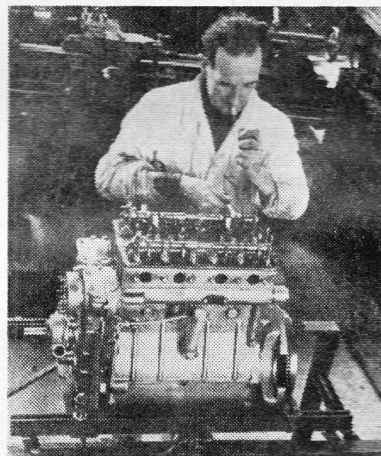
A drawing of the proposed "C-type" or J3 Connaught with disc brakes and rear-located V8 Coventry-Climax power-unit.

the driver's cushion should rest on the undershield. The answer to both these problems—or at least the tidiest answer—was to seat the driver ahead of the engine.

This allows the power unit, complete with its 5-speed special preselective gearbox and final drive, to be mounted on a short sub-frame. This can be withdrawn in a few minutes for servicing, or replaced with a spare assembly. All the necessary work on suspension has already been carried out, and tests have been run with an artificially loaded racing car to ensure that the desirable degree of understeer can, in fact, be attained. Thus, although the C type Connaught is not yet a "runner", it can be confidently predicted that it will handle as well as the Formula 2 cars, in spite of its much higher performance potential.

A Streamlined Organization

There was much that I learned as I pored over drawings with Rodney Clarke, or talked fuel ignition with Mike Oliver, and I hope to write more of these things at a later date. Suffice it to say that here, in England's green and pleasant land, we have an efficient and streamlined organization which can prove or disprove all the latest theories, and out of the best of them evolve a team of racing cars. Furthermore, they can probably do it more cheaply than anybody else, because that is what they have been doing all the time. In Kenneth McAlpine and Rodney Clarke we have two



(Left) Harry Foster putting final touches to a 2-litre Connaught sports engine. (Right) Gordon Ross engaged in precision drilling on a cylinder block.

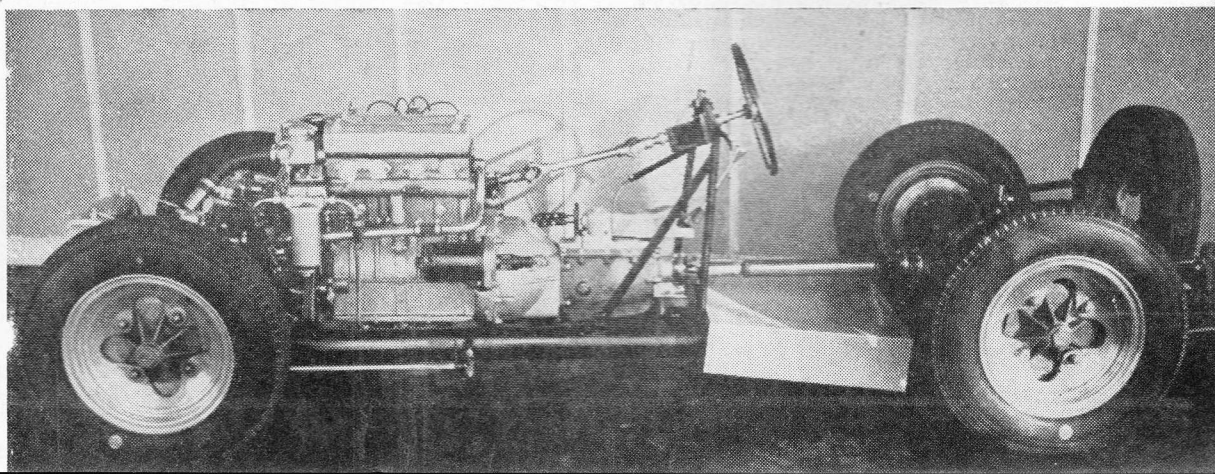
young and battle-scarred veterans straight from the Continental front, and yet it looks as though their experience is to be wasted and that the green cars will never reach the starting grid.

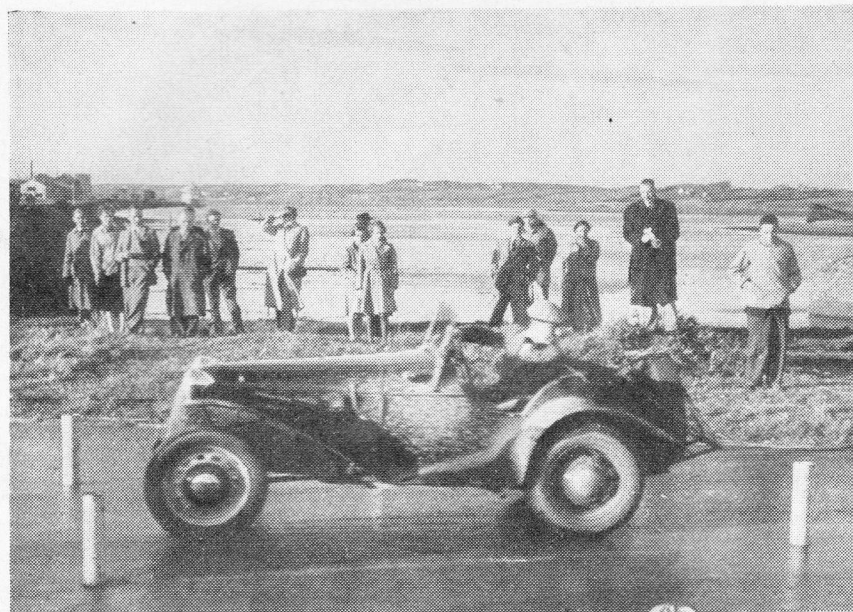
The Germans know that Mercedes-Benz racing successes sell tens of thousands of Volkswagens abroad, and every Ferrari victory means more foreign currency for Fiats. Yet our great manufacturers sit back and watch Connaughts fade away. Are they quite mad, I wonder?

★

A 2-seater, sports-racing 2-litre Connaught ready for transmission to the body-builders. This has a power-unit based on the 1953 racing engines.

★





RAID ACROSS THE BORDER

Ulsterman Titterington (Dellow) Wins Connacht Winter Trial

EACH year the Connacht Motor Club most effectively kills two birds with one stone by holding their Annual Dinner and Winter Trial on the same week-end, thus making the 130-mile journey to Sligo worth while for all the friends and members of the club in Dublin, who like to attend both very enjoyable events.

This year's "double date" took place last week-end, the dinner on Saturday and the trial on Sunday. Eighty-three on Saturday evening saw no less than 110 members, friends and guests assembled in the Great Southern Hotel, Sligo, for the most successful Annual Dinner yet held by the Connacht Club. There was a good attendance from Dublin and other parts of the Twenty-Six Counties, while Leslie and Pat Rawlinson and Albert Aitchison had come down from Belfast, and Desmond Titterington arrived with Ernest McMillen after taking part in the Armagh Trial that afternoon.

When everyone had fed very well, the year's silverware was distributed by Bill Poole, the Club's representative on the Competitions Committee of the R.I.A.C., who said he was deputising for a lady and maintained it was the first time in his life he had ever done *that*. After the lesser pots had been given to their rightful owners, premier awards for various events went to Paul Soden, T. P. O'Connell, and Lance Murdoch, who had performed extremely well throughout the season in his far from youthful Ford Anglia. All this led up to the big presentation of the evening, the award, for the third year in succession, to Kevin Murray, of the Trials Championship, the Hewison Trophy, and to himself, Paul Soden and Raymond Laird, the Hewison Team Award; three extremely successful drivers from the most westerly city in Europe, who have this year shown the rest of the country how to do it. In recognition of Murray's unprecedented hat-trick, it was announced

that he had been created the first honorary life-member of the Connacht Club.

Next day, at the respectable hour of 12.30 p.m., which seemed to have allowed everyone to recover from the previous night's fun and games, 27 competitors assembled at the Town Hall for the start of the Winter Trial. The total entry showed that, contrary to some opinion, the Connacht Club at least is worthy to hold a provincial Hewison event, whilst its composition (10 specials, nine M.G.s and eight saloons) showed that it was representative of everyone who likes to take part in competition motoring.

The course was a short one of some 20 miles in the hills north of Lough

Results

Premier Award (Gilbride Cup): J. D. Titterington (Dellow), 129½ marks.

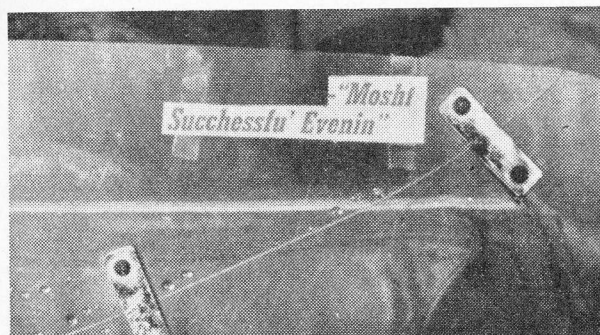
First Class Awards: K. P. Murray (M.M.2), 127; A. L. Young (Dellow Spl.), 107; J. Grew (Ford Spl.), 101½; E. Connell (Ford Spl.), 100; T. P. O'Connell (Ford Spl.), 100.

Second Class Awards: P. Soden (M.M.1), 94; S. Logan (M.G. TD), 84; R. Wood-Martin (M.G. TD), 82; R. B. S. LeFanu (Ford Spl.), 80; A. A. P. Toher (M.G. TD), 79; K. Flynn (M.G. TD), 78.

Standard Open Car Class: 1, S. Logan (M.G. TD), 84.

Saloon Car Class: 1, R. W. Tamplin (Renault), 75.

★
COMMENT — on the dinner which preceded the Connacht M.C.'s Winter Trial, pasted to the windscreen of a competing trials special!
★



DEEP WATER: But not for Desmond Titterington (Dellow), making a successful job of one of the tests at Deep Water Quay, Sligo.

Gill. There were only five tests *en route*, Nos. 4 and 5 being repeats of Nos. 2 and 3, with a final three tests at the finish on the Deep Water Quay at Sligo, making a total of eight. Some complaints were heard that the whole thing was too short, but it was designed out of consideration for the Dublin competitors who had a long drive back home.

Kevin Murray was first man away, giving him the disadvantage of finding the difficulties in the tests, when everyone else could watch several cars performing before they tried. At the first one, round a couple of pylons in a quarry, Kevin's engine stalled, losing him time and marks from which he never recovered.

"The Cresta", as can be imagined from the name, was a hill-climb; a short and quite gentle one, but with a deceptively loose surface which caused a good deal of wheelspin, particularly at the start. Paul Soden (M.M.1.) and Bill Young (Dellow S) were the fastest up with 28½ secs. and 28¾ secs. respectively; Connacht Club secretary Tony Toher led the M.G.s with 30 secs., and Mike Kineen (Ford Zephyr) the saloons with 33½ secs., while Sheila O'Clery retired her baby Renault when a fan-blade broke on the way. Immediately following came a drive round a grass island in the centre of a T-junction, and a pylon in the muddy "down-stroke" of the T. Several cars took the wrong line round the pylon and had to be pushed and heaved out, among them Kineen's Zephyr, whose little wheels just spun and spun.

The second time through these two tests, most people learned by their mistakes and improved their times. At the muddy and slippery Keelogyboy T-junction, the best times by class were: Murray, 20½ secs., Toher, 25½ secs. and Tamplin (Renault), 25 secs.

From that point the competitors made their way back to Sligo and to the Deep Water Quay, where the first of the three final tests consisted of driving forwards into two parallel "garages" and whipping the car round smartly to cross the finishing line bonnet first. Kevin Flynn was by far the neatest of the M.G. drivers and Wood-Martin, also in a TD, lost marks for carrying away part of the second "garage". A hundred yards down the quay, at another T-junction, the cars drove forward, round the corner and

(Continued on page 744)

RIBBLESDALE RALLY

Successful Vintage Event in the North

THE Northern Section of the V.S.C.C. perforce changed the identity of the Nidderdale Trial this year by having a rally, or more accurately a road trial, which was held on Saturday, 28th November, starting from the Bayley Arms Hotel at Hurst Green, near Clitheroe.

Twenty-four members supported the event, and some well-kept machinery turned out, notably John Crowther's beautifully maintained 2.3 Alfa Romeo and W. P. Dale and his 3-litre Bentley from Dunbar in Scotland. Peter Binns had motored his O.M. from London, being, as he termed it, "the entire Southern team".

A very brief route card directed the entry to Marl Hill, there to go through a special test. This necessitated rolling downhill for 100 yards and then uphill to brake astride a line. An early incident here was Maurice Palmer's excursion into the unknown in the form of a narrow ditch on the left of the road. Willing helpers extricated the Riley, driver and a rather mud-bespattered passenger, none being much the worse for the adventure!

Some of the rear-brakes-only vintages had to exercise cunning to produce reasonable results, while some had more faith than brakes. But let not vintage machinery be wronged—they pulled up in a straight line!

Here Harry Spence's Lea-Francis, which might be termed *modifié*, gave an excellent 22.6 secs, while John Crowther returned 23.8, a time equalled by David Latham's surprising Riley Monaco.

The 1913 Napier of C. J. Bendall, with five up and hood erect, looked a most impressive sight as it came down the hill. Driver Bendall braked steadily and accurately athwart the line, but, as he said, "Now we've got to start."

The route card then read "proceed to Hellifield", followed by "proceed to Falcon Inn". These proceedings caused not a little heartburning in many ways



CROWTHER COASTS: The beautifully maintained 2.3-litre Alfa Romeo of John Crowther rolls downhill in the Marl Hill test of the Ribblesdale Rally.

and your chronicler, following some, at least, of the protagonists, saw traces of meandering over the moors where a gate across the road had appeared rather too quickly. Douglas Webb's type 23 Bugatti probably was not alone in being searched for more brakes.

So to Kettlewell, where lunch was taken, doubtless because in this village two excellent hosteleries face each other (and the local constable rides a 16H Norton!).

The lunch stop was in the best vintage tradition. The day was fair, which enabled contestants to put their pints on the cars while studying the afternoon run. Stories were swapped and the whole thing conducted in a leisurely manner. Tony Emminson's Frazer-Nash was not now in evidence, while it was known that B. L. Matthew's Clement-Talbot had broken a half-shaft.

Then to Park Rash for the second test. The scheme was to start from rest on a gradient, do the sharp left and right turns on the steepest part of

the hill and so to a marshal placed at a Y-junction some 400 yards or so from the start. Here competitors turned as they wished to return down the hill where, at a little over half-way, they braked on a line. On again to the start where again they came to rest across a line. The whole movement was timed. Two minutes was regarded as good for this manoeuvre, so that Peter Binns's 1 min. 56.2 secs. with the O.M. and John Crowther's 1 min. 58.6 secs. with the Alfa were thought excellent. Imagine the consternation at Harry Spence's 1 min. 36.1 secs.! A meteoric performance.

Park Rash was not without incident, such as, for example, when Martin Attock found his Alvis Silver Eagle baulked by sheep, or again when C. Ree in his beautiful Rolls-Royce Phantom II had to go way beyond the marshal to find somewhere to turn around!

Delightful, too, was the sight of John Grice patting his 1923 Jowett Continental gratefully as it took him over the worst of the gradient. Tony Emminson's Frazer-Nash appeared here again, only to experience more chain trouble.

So the crews in their varied bolides wended their way to Ilkley, there to refresh, swap even more yarns and, shortly, to hear results read by enthusiast and vintage inspiritor Tim Carson.

WILSON ROGERS.

Provisional Results

First Class Awards: Harry Spence (Lea-Francis 1930, 1,496 c.c.), 2 marks lost; David Lathams (Riley Monaco 1930, 1,087 c.c.), 21.

Second Class Awards: Norman Routledge (Morris Cowley 1924, 1,545 c.c.), 23; H. M. Sinclair (Alfa Romeo 1930, 1,767 c.c.), 24.

Third Class Awards: Martin Attock (Alvis Silver Eagle 1929, 2,148 c.c.), 34; Peter Binns (O.M. 1927, 1,991 c.c.), 32.

Post-Vintage Thoroughbred. First Class Award: Henry Coates (Lagonda Rapide 1934, 4,467 c.c.), 16.

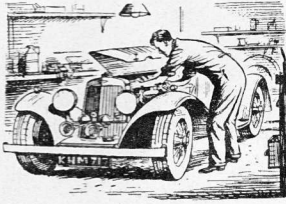
Second Class Award: John Crowther (Alfa Romeo 8c 1932, 2,336 c.c.), 29.



—AND BENDALL BRAKES: Onto the finish-line at Marl Hill comes C. J. Bendall's 1913 Napier.

WORKSHOP

CORNER



IN QUEST OF PERFORMANCE

LET us make it quite clear at the beginning of this article that it is not intended to be highly technical; qualified engineers and experienced racing mechanics will, no doubt, laugh themselves sick if they deign to read any further. We are not automobile engineers, we cannot quote formulae *ad lib*, and we would not recognize a dynamometer if we saw one. What we do know, however, are the basic principles of engine tuning and some of the many ways in which one can waste time when working on engines.

Do What the Book Says

To begin with, there seems to be a very general belief that the addition of sundry carburetters will make the engine go faster. This is nothing more than sheer poppycock, as the average production engine does not utilize its existing carburation really efficiently in the first place. Rather than bolting on stray carburetters the amateur driver should spend his time and money on ensuring that his existing one is working at its maximum efficiency. Such matters as replacement of old or worn jets, needles and slides are obvious and not to be dealt with here. Too many people gleefully "invest in" these new components when their first purchase should have been an instruction manual for their particular make and type of carburetter in order that they may learn how the thing *really* works. For instance, the average car owner simply hasn't a clue on what the many drillings and air passages are for in a Solex or Zenith carburetter, and there would be less mystery and odd whispers concerning the tuning of S.U. units.

There are several establishments claiming to specialize in the tuning and balancing of S.U.s which make reasonable and justified incomes out of the ignorance and laziness of the private owner. Two or three evenings spent in reading a manual and remembering the information given will save many hours and money spent in well intentioned but unguided "experiments" such as "... Well, put that jet back then, but don't turn it quite so far, and we'll try that! ..."

In our opinion, the first thing to do with any carburetter when commencing the tuning of an engine is to ensure that the component slides, jets, needles and floats, etc., are all calibrated and adjusted in *precisely* that manner which the engine manufacturer recommends. This procedure alone will result in many cases in a surprising increase in m.p.h. The foregoing applies, of course, to carburetters which are not seriously worn anywhere and whose control linkages are likewise free of sloppiness. A little slack in the pedal linkage will frequently

result in the butterfly, where used, being unable to open fully.

After having accurately set up the carburetter, attention should now be paid to the exhaust and silencing system. First, one would like to recommend the complete removal of the silencer and the substitution of a straight-through pipe which would quite definitely improve the speed of the vehicle. It could, however, also result in prosecution by the police because of the noise, so you won't be able to get away with that one. As the

"CROWN WHEEL"

BY and
"PINION"

next best thing to a straight-through pipe, investment in one of the modern straight-through absorbent-type silencers is advised. These silencers, whilst doing very little to obstruct the flow of gases, nevertheless do quite a good job of noise reduction and give a greatly improved performance.

Smoothing Out

Taking things a stage further, the next obvious step is the thorough cleaning-up and polishing out of the whole of the inlet tract. It is not necessary to go to fantastic lengths of manifold polishing as long as the major bumps and roughnesses are eliminated. We are well aware that in the eyes of many tuners this statement ranks as nothing less than heresy, but for all practical purposes a reasonably smooth surface will suffice. A place which is frequently overlooked in this smoothing-out procedure is the joint where the inlet manifold meets the head or block as often the two holes in head and manifold do not line-up accurately. The port in the head is all too often smaller than the matching port in the manifold. This is a simple matter to check—all that is needed is a piece of paper inserted in place of the gasket and if, after offering up the manifold, the dirty marks on both sides of the paper do not correspond, then it is clearly time for some enthusiastic work with a file and large pieces of emery cloth. Any protrusions and obstructions to the gas flow must be removed entirely—just rounding off the edges is not good enough. It is unnecessary and indeed inadvisable to go to the length of cutting away the valve-guides—a policy frequently advocated, but it is important to straighten out the flow of gas from the port to the valve as much as possible. When engaged on this straightening-out process it is as well to find out before cutting any metal away just how much you *can* cut away before ending up in the water jacket.

Whilst the head is off, you may just as well decarbonize it and at this time it is worth while reducing the head diameter of the valves. This is not just to reduce the seating area but is, in fact, to increase the thickness of the valve edge, for thin edges always tend to warp or crinkle at higher temperatures. This is of more value for the exhaust valves than for the inlets, due

to the higher temperatures reached. It may be quite possible to increase the compression ratio significantly by the use of thinner gaskets. These will probably not be obtainable in standard form, but there are several excellent laminated foil materials on the market from which suitable gasket replacements may be made. In the case of o.h.v. engines, it is important to remember that the rocker bar assembly must be raised by the same amount as the cylinder head is lowered in order to avoid undue displacement of the thrust centres, both on the rockers and on the valves. If this is not done, rapid wear of the valve stems and guides will almost certainly occur and in extreme cases, bent valve stems may result.

The treatment already advocated for the inlet manifolds and ports must, of course, equally apply to the exhaust side of the engine. Gases that have been got in must be allowed to get out with the minimum of obstruction. All this has been said many times before, but it has usually been accompanied by fantastic polishing schemes which, in the majority of cases, are nothing more than a waste of time. Do not waste time polishing the inner surface of the head; it may look very pretty, but it is of doubtful value and will not increase the power output by any insignificant figure. Similarly, do not waste time lapping in the valves with Bluebell; this, too, may look and sound very nice and technical, but how much of that pretty surface is going to be left after 500 miles of motoring?

Don't Play with "The Sparks"

Instead, spend the time usefully inspecting the transmission for tight or stiff points, check all the wheel bearings to ensure they are free, and check the brake mechanism for the same reason.

The ignition system is another item which repays careful attention, but here again, exact and sure knowledge of what the original fittings and figures were is worth many hours of "experimentation" with unadvised and guessed-at variations either of components or in the timing. If you really have money, advantages may be gained by the purchase and fitting of oil-coils and special grades of plugs, but the first step, cheaper and more essential, must surely be the fitting of an overriding manual control on the advance and retarding mechanism of the distributor. Scrupulous cleanliness throughout the electrical system, and the fitting of new unfrayed leads and wires is worth much more than hasty purchases.

When your car is once more on the road, the last step for a livelier performance is a call at the garage to raise the pressure in the tyres by 5 lb. all round.

Through this article, we have tried to show that, although astonishing performances from an engine are naturally going to cost real money, it is possible for the amateur owner-driver to do quite a lot to improve matters in his car with very little expense. If you can make the engine do *exactly* what the manufacturer intended when he first sold the car, and keep it that way, your friends after paying out very heavy bills, will still be left at the first set of traffic lights.

As a parting thought, if anybody wants to know the reasons why the fitting of extra carburetters is liable to be time-wasting, we would recommend John Bolster's recent article in AUTOSPORT.

NEWS FROM THE CLUBS

By Wilson McComb

STILL the Autocross argument continues, and one reader, Thomas G. Cock of Tingley, Yorks, has waxed almost lyrical on the subject of nomenclature. He has made the following suggestions for suitable names: *Dry*; Autograss, Fieldcross, Drycross, Autodrycross, Motorcross, Carcross or Autofieldcross. *Wet*; Autocross, Wetcross or Autowetcross.

One is irresistibly reminded of such Teutonic masterpieces as *einscheiben-trockenkupplung* (dry-plate clutch), but it is worth remembering that Motocross, which, like Motorcross, has been suggested, refers to a cross-country motor cycle event popular on the Continent. On the whole, I think that Dennis Dent's suggestion of "Autocross" for smooth events, and "Timed Trial" for rough ones, is least likely to lead to further confusion.

Even more argument—and mystery—surrounds the origin of the term. It is a fact that the first French Sporting Trial, held at Annecy on 22nd June, 1952, was described as an "Auto-cross". The French were not familiar with that peculiarly English sport, the trial, and it would have been rather pointless to call it an *essai*; *épreuve* would have been misleading, and *tribulation* unthinkable! But in a dusty drawer in the office, I have found an article by the Editor, suggesting closed-circuit, cross-country racing with "no-passing areas" for safety, and proposing the name "Auto-cross" for such events. This article, which for some reason was never published, bears no date, but there is good reason to believe that it was written in 1950!

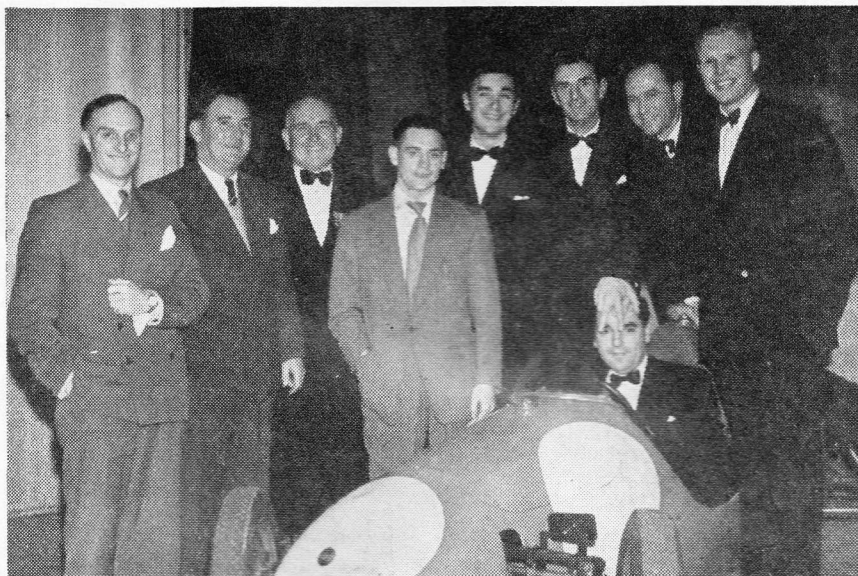
B.T.D.A. MEETING

THE annual dinner of the British Trials Drivers' Association, to be held after the R.A.C. Championship on Saturday, 12th December, at the Windermere Hydro, Bowness-on-Windermere, will be followed by the A.G.M. at 10.30 a.m. on the Sunday morning. Nominations for committee vacancies should be in the hands of Denis G. Flather, Standard Steel Works, Tinsley, Sheffield, 9, by Monday next, 7th December.

MARGATE WYE CUP TRIAL

SOME 85 miles were covered by competitors in the Margate and D.C.C.'s Wye Cup Trial on Sunday, 22nd November, starting from Sarre. There were several tests, of which a small hill-climb proved the most popular and the most testing. After lunch, a complicated route brought the field to Hythe. P. Derry (M.G.) was the winner, followed by E. Wiseman (Rover) and Capt. Bledsoe (Jaguar).

The club's dinner/dance was held on Friday, 13th November, at the St. George's Hotel, Margate; John Bolster, who replied to the toast "The Visitors," gave a most entertaining speech.



STAGE APPEARANCE: Motoring personalities taking part in a recent function at the Hippodrome, Belfast, included Roy Salvadori (fifth from left), 500 M.R.C.I. vice-president Syd Durbidge (sixth from left), John Cooper (in car) and Mike Hawthorn (making mystic signs).

RHYL STANDARD CAR TRIAL

DESPITE the difficulty of finding a suitable course, the Rhyl and D.M.C. held a successful Standard Car Trial on Sunday, 22nd November, in which 23 competitors took part. G. A. Roberts of the Liverpool M.C. won the premier award, the Regal Cup, and Lances and Ches C.C. member, H. Harrop, the cup for the best performance in the opposite class. Other awards were: **Best Member:** Glynne Edwards. **First Class Awards:** Brian Roberts, Colin Edge and Jimmy Ray. **Team Award:** G. A. Roberts, B. Roberts and Colin Edge.

BOLTON-LE-MOORS ACTIVITIES

MEMBERS of the Bolton-le-Moors C.C. are advised to make early application for tickets for the club's dinner/dance at Bolton Town Hall on Tuesday, 15th December; they are obtainable from J. R. Brown, 17 Rydal Road, Heaton, Bolton.

Next event for members will be a series of driving tests on Sunday, 20th December, probably to be followed by a film show.

CEMIAN DRIVING TESTS

THIRTY-ONE competitors made their way to Hunsdon, Bedfordshire, on 15th November for a driving test meeting. Each had two runs at a series of high-speed tests and covered two laps of a regularity circuit, before tackling a standing start, 440-yard acceleration test in which J. I. Hamilton (Jaguar XK 120) made the best time. Results were:

Best Performance: B. D. Frost (M.G.). **Best Closed Car:** C. W. Yates (Jowett Javelin). **Class A:** G. T. Tughan (M.G.). **Awards of Merit:** R. E. Reynolds (M.G.) and M. H. Wilby (Lagonda Rapier). **Class B:** A. J. Range (Ford Zephyr). **Award of Merit:** R. A. H. Arnold (Jowett).

Next function for the club will be the Christmas Party at the Gloucester Tavern, Sloane Street, London, on Thursday, 17th December.

THAMES ESTUARY NIGHT TRIAL

MEMBERS drove to Southend from as far away as Tunbridge Wells and Twickenham to take part in the Thames Estuary A.C.'s "Kitten's Eyes" night navigational trial on Saturday, 21st November. A closed-to-club event, it attracted an entry of 36, the first car leaving Southend Aerodrome at 8.01 p.m.

The opening section, occupying some 80 minutes, involved the location of three map references, in any order, before proceeding to the first time control at the Green Man Inn, Navestock, a few miles north-west of Brentwood. Two average-speed sections followed, 32 and 24 miles in length, both terminating at Navestock. Competitors then made their own choice of six out of nine given map references to visit in the southern half of Essex, in a time allowance of 90 minutes, on the way back to the final control at Southend.

Provisional Results

Best Performance: A. E. Tolman (Ford Zephyr).

Navigator's Award: J. Jeffries.

Runner-up: A. E. H. Parsons (Dellow). **Ladies' Award:** Mrs. E. M. Price (H.R.G.). **First Class Award:** K. T. Sloman (M.G. TC). **Second Class Awards:** D. Corder (M.G. TD), A. Freeman (Jowett Javelin), T. B. N. Jennings (Sunbeam-Talbot) and P. Watkin (Morris 8).

LANCS NIGHT RALLY

FOLLOWING the success of their Night Rally last year, the Lancashire A.C. have been granted a closed invitation permit for their event on 5th/6th December, and members of the Lances and Cheshire C.C., B.A.R.C., M.C.C., M.G.C.C., Sheffield and Hallamshire M.C. and Yorkshire S.C.C. have been invited to take part. The rally will start from Isherwood's Garage, Blackburn, at 11.30 p.m. tomorrow, and finish at the Aspinall Arms. Details from J. Taylor, County Bank Chambers, New Market Street, Blackburn (telephone 49372).

BIRMINGHAM OUTING

Elliott (Ford Spl.) Wins
University Club Rally

THE Herefordshire Rally, first winter event of the Birmingham University Motor Club, was held on Sunday, 22nd November. Competitors started from the Undergraduates' Union, and after a deceptive stretch of main road were soon plunged by the heartless organizers into a maze of lanes, leading to a control placed appropriately close to the local mental hospital; thence via a "blind" route control, cunningly devised to keep 'em off the main roads, across the River Severn to King's Green where a tie-deciding special test was situated. This was an involved affair with plenty of backwards and forwards motoring in and out of three lanes meeting at a tiny triangle; the careful exploitation of cruel



ACTIVITY: (Above) Competitors get down to a spot of route plotting as soon as the route cards have been issued.

★

BIRMINGHAM BABY: (Left) Tim Baker, winner of the 1,100 c.c. class with his Austin A30, leaves the Birmingham start of the Herefordshire Rally.



gradients and unlikely road cambers was certainly appreciated by the onlookers, if not by the gearboxes, many of which expressed their protests distinctly audibly. Ironically enough the team from the Dental School, rejoicing in the name of Scuderia Scale and Polish, appeared particularly fraught with tooth troubles! The M.G.s especially seemed to have difficulty in maintaining reverse gear, in particular that of Brian Twigg, whose apparently three-handed driving was most spectacular.

If, as may so often happen, the Rally was not won in the tests, it was certainly lost when Mike Harper in his A40 Sports, after bouncing his valves round very neatly in the best time for his class, "faulted" on the last line and lost the equivalent of five seconds, which at a mark for every fifth of a second was an expensive, if unlucky, mistake. This left Gordon Elliott, in a neat variation on the Ford-engined-special theme, and John Teall with a "Sports"-engined Somerset A40, tying for best time, until Tim Baker appeared with a much worked-on A30 which he threw round in a clear three seconds less than anyone else.

The middle part of the route lay on a wide circle beginning and ending at Bromyard, with Hereford at its centre. Through a route control delighting in the name of Gasbage, and via a number

of equally unlikely but inviting Herefordshire names, competitors worked their way down into the Wye valley at Bridge Sollers. A certain level-crossing *en route* caused general trouble, as almost the entire latter half of the entry found it firmly closed, what time a decidedly "L" driver was apparently given a few empty wagons to play with, it being a quiet bit of track and a Sunday afternoon. Earlier cars were hardly less fortunate since, taken at anything but a walking pace, the crossing gave rise to cries of righteous indignation concerning the non-chassis-breaking qualities of the course.

The inevitable uncharted aerodrome had been cunningly included in the best route to Control 8, which left some with an infuriating expanse of nothing in which to get lost. It was not far from here that on two occasions the Clerk of the Course was reported to be lost also.

Nightfall did little to aid competitors in what proved to be the hardest part of the Rally—a regularity section along about 14 miles of the Wye valley through Hoarwithy, ending at Bagpiper's Tump. (What is a Tump, and what did a bagpiper want with it anyway?) Near here, Brian Pickering of the Dental Team had the gear lever part company with the selecting mechanism of his Wolseley Hornet, but somehow managed to get it welded. The regularity section, checked

in three places, caught out all but three, Elliott the ultimate winner, Harper and Hollier, whose gallant effort in a definitely vintage Longbridge baby was most praiseworthy.

Those who thought it was then just a matter of Holme Lacy and don't spare the horsepower, found plenty more to come, and the full circle was completed from there by returning through Bromyard via a tempting main road section to Control 11, though not sufficiently tempting to allow any to fall prey to the "40 m.p.h. maximum average" trap the organizers timed here. The evil workings of their minds was further shown by the way in which Controls 11 and 12 had been placed in diabolical proximity to Controls 4 and 3 respectively, giving conscientious navigators more than a minor headache. Everyone fell fair game to a real rally section here with a 19-minute allowance and a four-mile stretch of gated, unsurfaced road; everyone, that is, except Teall, whose navigator took him round two sides of the triangle, on first-class roads all the way, to arrive on time.

Thence it was an easy run to The Golden Cross at Marlbrook, where competitors finished with a hot meal and other suitable refreshments. Results revealed an outright win for the club's past chairman, Gordon Elliott, with the Navigator's Award divided between his companion, Jerry Selvester, and Don Wade who kept Mike Harper on course and time throughout. Winner of the under 1,100 c.c. class was Tim Baker in the A30, and the Team Prize went to the Ecurie Gobe-Mouches, Messrs. Elliott, Baker and Teall. When the "complaints" had been dealt with in true university fashion, the outing was voted a great success by all.

T.N.I.

Results

Premier Award: W. R. G. Elliott/G. Selvester (Ford Spl.), 0 marks lost; 2, J. G. Teall/Miss M. E. Lloyd (Austin A40), 4; 3, T. S. Baker/J. Cooper (Austin A30), 12; 4, Dr. and Mrs. Dallas Ross (1½-litre M.G.), 16; 5, M. Harper/D. H. Wade (Austin A40 Sports), 22; 6, R. W. Heslop/J. I. Sellers (Morris Minor), 30.
More News from the Clubs on page 744



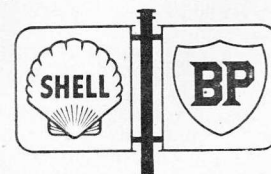
MR. TROWBRIDGE has a problem

Mr. Trowbridge—active young director of a furniture concern. Lives with his wife and baby daughter in Richmond. All winter drives three mornings a week to the company factory in High Wycombe and then back to his office in the City. Owns a Mark VII and *has* to be certain the radiator will never freeze on frosty mornings.

THE ANSWER: Snowflake—the best, most reliable anti-freeze there is; the tested brand marketed by Shell-Mex and B.P. Ltd. It's *guaranteed* to safeguard any car against temperatures down to 35° of frost.

SNOWFLAKE anti-freeze

The safe radiator service, a part of the Shell and BP Service. Ask for it where you see this sign.





GLOBE-TROTTER: Keith Lawson, an Australian "round-the-world" enthusiast, making the best performance in a parking test at Frinton, during the Cambridge U.A.C.'s Little Rally on 22nd November.

News from the Clubs—continued

"W.O." CLUB FUNCTIONS

NEXT Sunday, 6th December, the third Anniversary Party of the "W.O." Club will be held at the Royal Hop Pole Hotel, Tewkesbury, Glos., starting at 3.30 p.m. for tea at 4 p.m. At 5.30 p.m. a collection of Esso films will be shown. Another social evening will be held a fortnight later, on Sunday, 20th December, at 7 p.m. in the George and Pilgrims Inn, Glastonbury, Som. (junction of A.368 and A.361).

BERKO POINT-TO-POINT

TWENTY-TWO competitors, all but three of whom finished the course, took part in the Berkhamsted M.C. and L.C.C.'s point-to-point on Sunday, 29th November. The premier award, the Winwood Cup, was taken by P. Bone (Morris 8) with 59 marks plus 1 (tie award). A souvenir award was won by C. E. Williams (Riley Sprite), 59, and the Visitor's Award by N. Dangerfield (Hillman), 48.

Raid Across the Border—continued

over a line, reversed at right angles through a channel of pylons, over another line, then reversed through a second channel immediately opposite, over the line behind that, and made a flying finish forwards through the second channel and over the line round the corner. It was as complicated as it sounds, and made more tricky by a thin coating of mud on the concrete surface, which caused cars to slither to a halt, wheels locked, and M. Heather (M.G. TD) to cross the first line sideways instead of forwards. Tamplin and Wood-Martin each collected a pylon apiece. Toher took two, and Lance Murdoch (Ford Anglia) a whole channel-side of three, while Raymond Laird's Dellow, driven on this occasion by A. Robertson, had a radius rod come adrift, causing his retreat in mid-test. As for those who managed it without incident, Kevin Murray was fastest with 39½ secs., followed by Desmond Titterington (Dellow), 40½ secs., and the saloons were headed by Tamplin's Renault in 51½ secs.

EXETER ENTRIES

INTENDING entrants for the M.C.C.'s Exeter Trial on 1st/2nd January, 1954, are reminded that entries close tomorrow, 5th December. The general secretary is, of course, J. A. Masters, 76 Kinnerton Street, Knightsbridge, S.W.1.

B.A.R.C. SOCIAL ACTIVITIES

FRANK DOWNS, W. Bartley and D. Heagren, the winning crew in the Daily Express Rally and members of the B.A.R.C.'s S.-W. Centre, were entertained to dinner by the Centre on Wednesday, 25th November, as a tribute to their achievement. Afterwards, they gave an interesting and amusing account of their experiences; motoring films were also shown during the evening.

On Wednesday, 16th December, the Centre's Christmas Party will be held at the Little Testwood Country Club, Totton, Southampton.

The final test (drive forward, reverse through a couple of pylons, and then drive forward again over a line) passed off entirely without incident, and everyone made their way back to the Great Southern Hotel, where the results were announced in the early evening. These showed that Desmond Titterington, in his first appearance south of the Border at the wheel of his newly acquired Dellow, had taken the Premier Award to Belfast, beating Murray by a mere 2½ marks. This, however, does not affect the Sligo driver's present lead in this year's, and his fourth, Hewison Championship.

Finally, a bouquet to the Great Southern Hotel, run by Ireland's nationalised railway company, Coras Iompair Eireann, for the excellently prepared and served dinner, and several others to the Connacht Club for one of the most enjoyable week-ends in the calendar. No matter how many miles anyone travelled to be in Sligo, it is quite certain they did not regret it.

MAXWELL BOYD.

HARROW C.C. RALLY

ON Sunday, 13th December, the Harrow C.C. are holding their "Petit Rally" (no respect for gender!), a title chosen before they knew of the Lanes and Cheshire C.C.'s Rallye Petite on the same date. The last event on their calendar for 1953, the Harrow C.C.'s rally will start at 10.30 a.m. from the Royal White Hart, Beaconsfield, and promises to test both experts (who will have a tight time schedule) and novices (no time schedule). Details may be had from Miss Barbara Richardson, 10 Elms Court, Wembley, Middx.

Two days later, on 15th December, the club's annual dinner/dance will be held at the Tithe Farm, South Harrow. Full particulars from M. Paige, 22 The Close, Rayners Lane, Pinner, Middx.

C. and A.M.C. FIXTURES

NEXT Wednesday, 9th December, the annual dinner of the Caernarvonshire and Anglesey M.C. will be held at the Royal Victoria Hotel, Llanberis; it will be followed by a film show.

The club's President's Trophy Rally ("Operation Icicle") will start from The Look-Out, Bangor, at 6 p.m. on Saturday, 26th December.

ALVIS REGISTER MEETINGS

LONDON area meetings of the Alvis Register, having been poorly supported in the past, the club's get-togethers will, in future, be held in Middlesex. A "noggin and natter" will be held on Tuesday, 15th December, at 7 p.m. in the Abercorn, Stanmore, Middlesex.

SUNBAC A.G.M.

NEXT Friday, 11th December, at 7 p.m., the Sutton Coldfield and North Birmingham A.C. will hold their annual general meeting in the Chamber of Commerce, New Street, Birmingham. Details of business to be included in the agenda should be sent to J. D. Woodhouse, 106 Jockey Road, Sutton Coldfield, before noon on the previous day.

CITROEN SOCIAL FUNCTIONS

NEXT Tuesday, 8th December, the Citroën C.C. will hold a film show at the Marquis of Granby, Esher, starting at 7.30 p.m. Other social events include a treasure hunt on Sunday, 13th December, starting at 2 p.m., and a New Year party on Wednesday, 13th January, 1954. Details from Frank J. Clements, 17 Temple Road, Croydon, Surrey.

ROOTES FILM AVAILABLE

ROOTES, Ltd., Australia, have prepared a 16 mm. sound film in colour of the recent 6,500-mile Australian Reliability Trial. It is available on loan to motor clubs and similar organizations in Great Britain and throughout the world. Bookings in Great Britain should be made with the Rootes Group Film Library, 269 Kingston Road, Merton Park, S.W.19.

More News from the Clubs on page 746

*"The safest, most reliable
brake linings are
Ferodo - I've proved it"*

says Sydney Allard



That's quite a recommendation coming from Sydney Allard—outright winner of the 1952 Monte Carlo Rally, National Hill Climb Champion for 1949, and designer and manufacturer of the world-famous Allard cars.

It is because Sydney Allard has tested Ferodo Anti-Fade Brake Linings for himself, on the racing circuit and in countless rallies, that he fits them on his production cars. "When I'm racing" he says, "I must have a brake lining that will remain efficient no matter how fiercely I brake nor how often, and the one lining that meets these specifications to my complete satisfaction is the Ferodo Anti-Fade Brake Lining".

Sydney Allard's opinion of Ferodo Linings agrees with the findings of the large Ferodo scientific research and testing staff. Namely, that for safe, smooth, reliable braking and greater driving control under all traffic conditions, Ferodo Anti-Fade Brake Linings are the most efficient in the world!

**SYDNEY ALLARD
RECOMMENDS**

FERODO
**ANTI-FADE
BRAKE LININGS**

News from the Clubs—continued

PETERBOROUGH MAIN ROAD TRIAL

ON Sunday, 22nd November, the Peterborough Motor Club held their annual Main Road Time Trial, organized by J. Huggins, when 27 cars competed for the Beckett Trophy. An excellent and tricky course had been plotted and several entrants dropped behind the average speed of 24 m.p.h. After working out the results it was found that only one point separated the first two cars, the winner being Peter Brand driving a Ford V.8, who just beat D. Shrive into second place. Third was Tony Murkett in an Armstrong Siddeley.

Future events include a dance at Peterborough Town Hall on 19th December, a film show featuring the 1952 Tulip Rally and the 1953 Mille Miglia, at the Campbell Hotel, Peterborough, and the Annual Dinner and Dance and presentation of trophies at Peterborough on 4th February, 1954.

M.R.C.C.I. ANNUAL DINNER

THE annual dinner and prizegiving of the Midget Racing Car Club of Ireland took place at the Central Hotel, Dublin, last Saturday, 21st November. The proceedings were presided over by the club's chairman, Andy Morrissey, while the president, Dudley Colley, said in the course of his speech that although the prospects of racing at Chapelizod Stadium next year were distinctly faint, the club would doubtless find another track somewhere. It was not the first time that that sort of crisis had been encountered and overcome.

Col. Niall McNeill replied on behalf of the R.I.A.C., and Maxwell Boyd on behalf of the Press.

The principal prizewinner was Leo Mulvanny, who has had a most successful season. He took home with him the Liffey Cup, the Morrissey Cup (850 c.c. handicap), and the principal award of the year, the Geller Cup for the Chapelizod Trophy. Two new cups for this season were presented by the Club Secretary, Paddy Torphy, and Eric Hamilton. The former went to Paul Maher, while Freddy Williams and Michael Keenoy shared the latter for 1,200 c.c. racing. Williams also received the award for scoring the fastest lap in any race during the year.

With a member of the Army School of Music at the piano, a most enjoyable evening ended in the Irish tradition with a sing-song, and, finally, the Secretary would like it known that the Club's Annual General Meeting will be held at the Central Hotel on Friday, 18th December, at 8 p.m., when a film-show will probably be held after the business of the year has been dealt with.

CAMBRIDGE "MINIATURE MONTE"

THE fourth Lent Term Rally, known as the "Miniature Monte", of the Cambridge University A.C. is planned for Saturday and Sunday 30th/31st January, 1954. This will be a 500-mile event, and invited clubs are stated to be the B.A.R.C., London M.C., Yorkshire S.C.C., Vintage S.C.C., Sunbac, Lincs and Ches. C.C. and Combined Universities M.C. Details may be had from G. Bradley, Trinity College, Cambridge; entries close on 23rd January, 1954.

COMING ATTRACTIONS

December 5th. *London M.C.* 35th Gloucester Trial. Start, Royal George Hotel, Birdlip, Glos., 10.30 a.m.

Torbay M.C. Torbay Rally. Start, Torquay and Taunton.

Sunbeam - Talbot O.C. Winter Rally, Bournemouth.

M.G.C.C. Winter Trial, Eire.

Knock M.C.C. Trial, N. Ireland.

December 5th/6th. *Lancashire A.C.* Night Rally. Start, Isherwood's Garage, Blackburn, 11.30 p.m.

Hants and Berks M.C. Night Navigation Rally. Start, Queen of Hearts, Hindhead, Surrey, 9 p.m.

December 6th. *Hagley and D.L.C.C.* Shropshire Trial and Rally, Lytleton Arms Hotel, Hagley, near Stourbridge.

Nottingham S.C.C. Standhill Trophy Trial. Start, Greyhound Hotel, Cromford, Derbyshire.

North Midland A.C. Autumn Sporting Trial. Start, Devonshire Arms Hotel, Baslow, 10.30 a.m.

Old Merchant Taylors' M.C. Afternoon Rally, Windsor.

Chiltern C.C. Chiltern Hills Trial. *Jersey M.C. and L.C.C.* Winter Trial.

NORFOLK SIGNPOST RALLY

NEARLY 40 entrants took part in the Sporting Car Club of Norfolk's annual Signpost Rally on Sunday, 22nd November. These included members from London and other parts of East Anglia. Competitors were given photos of signposts which they had to locate and visit in turn, covering the shortest mileage as quickly as possible. The choice of routes called for careful navigation.

Results

Over 1,500 c.c., Open: E. Hadden (XK 120 Jaguar). **Closed:** S. Norman (Mark V. Jaguar). **Under 1,500 c.c., Open:** Mrs. K. N. Gibson (M.G.). **Closed:** R. Jeckells (Hillman Minx). **Navigator's Award (Shortest mileage):** M. Everard (Ford).

MANCHESTER CHRISTMAS RALLY

A SHORTER course than last year's will be used for the Manchester University M.C.'s Christmas Rally on 13th/14th December, but every known device for testing the skill and stamina of drivers and navigators will be used, in the hope of achieving a similar result to that in 1952, when only two cars finished within the time allowance. From the two starting points, at Measam and Manchester, routes of 350 miles will lead to the final eliminating tests at Southport.

Invited clubs are the Combined Universities A.C., Grimsby M.C., B.A.R.C., M.G.C.C., Bolton-le-Moors C.C., Liverpool M.C. and Knowlesdale C.C. Entries close tomorrow, 5th December, but late entries will be accepted until next Tuesday, 8th December, by F. R. V. Abraham, University Union, Burlington Street, Manchester, 13.

NOTTINGHAM AUTOCROSS

YET another club to embrace Autocross is the Nottingham S.C.C., who will hold their first meeting of this type at Stoke Bardolph, near Nottingham, on Sunday, 13th December. Details may be had from M. J. Andrew, Leen Valley Dyeworks, Bulwell, Nottingham.

Next Sunday, 6th December, the club's Standhill Trophy Trial will be held, in conjunction with the Eastwood and D.M.C. It will start from the Greyhound Hotel, Cromford, and cover about 70 miles of main and secondary roads in Derbyshire.

S.T.O.C. RALLY

NO less than 30 starting-points will be employed for the Bournemouth Winter Rally of the Sunbeam-Talbot O.C., which takes place tomorrow, 5th December. All routes converge at Ibsley for the final section to Bournemouth, where driving tests will be held on the Undercliff Drive, starting at 2 p.m. The entrants include many drivers who have entered for the forthcoming Monte Carlo Rally.

More News from the Clubs on page 748

CLUB FIXTURES

Circle C.C.—Annual dinner/dance, 4th December, Headstone Hotel, North Harrow.

Hagley and D.L.C.C.—Annual dance, 4th December, Raven Hotel, Droitwich.

Mid-Surrey A.C.—Film show, 4th December, Village Hall, Woodmansterne, 8 p.m.

B.A.R.C. (Yorks)—"Monkey Puzzle" run, 5th December, G.N. Victoria Hotel, Bradford, 4.30 p.m.

V.S.C.C. (Frazer-Nash Section)—Christmas party and A.G.M., 5th December, Swan Hotel, Tewkesbury, Glos., 4.30 p.m.

Cornwall V.C.C.—Annual dinner, 5th December, Hotel Bristol, Newquay, 7.30 p.m.

A.M.O.C.—Christmas party, 5th December, Rubens Hotel, Buckingham Palace Road, 7 p.m.

Cheltenham M.C.—Prize-giving and dance, 5th December, Priory Lawn, Cheltenham. General meeting, 7th December.

Inc. Auctioneers C.C.—Social run, 6th December, Royal Saracen's Head Hotel, Beaconsfield, 2.30 p.m.

"W.O." Club—Third anniversary party, 6th December, Royal Hop Pole Hotel, Tewkesbury, Glos., 3.30 p.m.

Mid-Cheshire M.C.—A.G.M., 7th December, White Barn Hotel, Cuddington, nr. Northwich, 8 p.m.

Welsh Counties C.C.—Social evening, 7th December, St. Mellons Golf Club.

Oxford M.C.—Film show, 7th December, George Restaurant, Oxford.

750 M.C.—Meeting, 7th December, Abbey Hotel, Neasden, N.W.10, 7.30 p.m.

Wolsley Hornet S.C.—Meeting, 7th December, Derby Arms, Upper Richmond Road, Sheen, 7.30 p.m.

Citroën C.C.—Film show, 8th December, Marquis of Granby, Esher, 7.30 p.m.

Northampton and D.C.C.—Film show, 8th December, Queen Eleanor Hotel, Northampton, 8 p.m.

Alvis O.C. (Southern)—Social meeting, 8th December, George Hotel, Beaconsfield, 8 p.m.

London M.C.—Annual dinner/dance, 8th December, Park Lane Hotel, London, W.1.

Allard O.C.—Meeting, 8th December, Abbey Hotel, Neasden, N.W.10, 7.30 p.m.

Vintage S.C.C.—Meetings: 8th December, Bridge Hotel, Bedford. 10th December, Red Lion, Church Street, Birmingham; George and Dragon, Colney Street, nr. St. Albans; Wheatheaf, Baslow; and Bull Hotel, Wrotham.

West Essex C.C.—Extraordinary general meeting, 9th December, Three Jolly Wheelers, Woodford Bridge, 8.30 p.m.

Caernarvonshire and Anglesey M.C.—Annual dinner, 9th December, Royal Victoria Hotel, Llanberis.

Epping Forest M.A.—Film show, 9th December, St. Mary's Hall, Loughton, Essex, 8.30 p.m.

Sunbac—Meeting, 10th December, The Mason's Arms, Solihull.

Southsea M.C.—A.G.M., 10th December, Portsmouth Aero Club, 8 p.m.

Correspondence—continued

Snags in the World Touring Championship

As the runner-up in this year's European Touring Championship and a non-starter in next year's series of classic rallies, may I be allowed to indulge in a little back seat driving?

As the Touring Championship is the only international championship open to rally drivers it will presumably tend to become their "blue riband" in the same way as the World Championship is the ultimate goal to be attained in the racing car world. That being so, the regulations should be so drawn up that the most successful rally driver of the year by aggregate of his results in any four out of the 10 nominated classic events, should also win the Touring Championship.

In 1953 this object was achieved as the winners were Polensky and Schluter who competed in six of the nominated events, and chalked up the remarkable score of two firsts, one second and one third.

Next year, however, the Touring Championship is open only to those drivers who compete in series production touring cars, although the Monte Carlo Rally, for example, allows another and presumably faster category of car to enter known as "Modified Series Production Cars". It could happen therefore that all the leading places in the Monte were filled by modified and thus non-qualifying cars, and the best Championship driver might be well down the general classification. A similar position could arise in the other events like the Alpine and Liège-Rome-Liège, in either of which the organizers might even allow open and closed sports cars to run in order to attract a big entry.

At the end of the season one could, therefore, have a Touring Champion who had never finished "in the money" in any of the classic events—surely a rather hollow victory for him, and very confusing for the general public who will never understand complicated systems.

Would it not be better either (a) to restrict the entry in all international classic rallies solely to Series Production Cars qualifying for the Championship; or else (b) have a free-for-all as in 1953, in which any car accepted by the organizers was counted automatically for the Championship.

As was the case this year, either of these systems would produce a Touring Champion who was at the same time the true rally champion of Europe.

Which, if either, of these suggestions do the customers prefer?

IAN APPEYARD.

LEEDS, 7.

Connaught and the B.R.M.A.

It would indeed be a disaster if the gallant Connaught enterprise had to discontinue through lack of support when on the verge of great achievement. The British motor industry must surely realize the danger of continued foreign supremacy in the field of International motor racing, and it should now take active steps to help those who can no longer bear the financial burden of competing against foreign "works" teams after most clearly demonstrating what they could achieve with adequate resources. Meanwhile B.R.M.A. funds might well be used to afford temporary assistance—the Association has so far done little to justify its existence and appears to be dormant. Why not rename it B.M.R.A. (British Motor Racing Association) and let it serve a useful purpose in assisting British motor racing generally?

R. E. A. DAY.

LETCORTH.

100 m.p.h. Cars

YOUR correspondent, B. Head, writes in your issue of 20th November that he would like to hear of the names of 24 different makes of cars which would exceed 100 m.p.h.

I therefore append a list of such cars, all of which makes were represented at Earls Court: Frazer-Nash, Allard, Alvis, Armstrong Siddeley, Aston Martin, Bentley, Borgward, Bristol, Chrysler, Porsche, Dodge, Healey, Jaguar, Jensen, Lancia, Cadillac, Lincoln, Panhard, Pegaso, Alfa Romeo, Triumph, Packard, Fiat, Mercedes-Benz.

I have left out such possibles as the A.C. Ace, Daimler Conquest Roadster and the Jowett R.4, also several makes that were not showing at Earls Court, namely, Ferrari, Osca, Maserati, Talbot, Delahaye, Cunningham, etc., etc.

It strikes me as surprising that a "reader" of AUTOSPORT should need this information.

N. FREEDMAN.

LONDON, N.W.1.

Specially blended to give

MAXIMUM ENGINE PERFORMANCE



CLEVECOL SPECIAL is blended to produce the highest engine performance—greater power, more mileage, faster and smoother acceleration, and a lot more pleasure in driving! Clevecol Special is far superior to any petrol previously marketed.

The Super quality Petrol distributed by

CLEVELAND

THE SPECIALISTS IN

MOTOR SPIRITS

CLEVELAND BENZOLE MIXTURE

is a most excellent blend for smooth running and extra miles per gallon.

CLEVELAND GUARANTEED

the well-known general purpose spirit is superb value for engines which do not demand a premium grade.

News from the Clubs—continued

LAGONDA CLUB HANDICAP

AN excellent entry took part in the Lagonda Club's November Handicap on Saturday, 14th November. The first section comprised a five-mile regularity test, in which H. J. Chalcraft (V.S.C.C.) lost no marks, while the second section was made up of five driving tests in which J. R. Stoop (P.A.M.C.) made the best performance. Last of all came a 75-mile navigation run to the Red Lion Hotel, Milford, won by C. Whitehall (B.D.C.), who also won the premier award. First class awards were gained by J. R. Stoop, M. Wilby, A. J. Fisher and H. J. Chalcraft, and second class by D. Midgley and P. Bartleet.

The club's annual Christmas Party and Prizegiving will take place at the Bonnington Hotel, Southampton Row, London, W.C.2, starting at 7.15 p.m. on Wednesday, 16th December. Tickets are obtainable from C. S. Rexford-Welch, 124 Clarence Gate Gardens, London, N.W.1.

E.C.M.C. NIGHT TRIAL

THE Eastern Counties M.C.'s annual night navigation trial, held on 21st November, was run on somewhat less serious lines than hitherto, and despite rumours beforehand, it was evident that many of the 32 competitors were not wholly prepared for hidden marshals, red herrings, and the like. The hazards included mass decoys in a sand pit, sign-post-finding, directions-in-reverse, and a haunted churchyard only attainable on foot across a park. One unannounced marshal was stationed on a map reference just off the route, and half the entry

thought the organizers couldn't plot correctly; the other half couldn't plot correctly themselves, so they all missed him. The unkindest clue of all required the use of a bearing from Wood Farm, itself on a bearing from the start control. But within six miles there were two Wood Farms on the bearing, and one just a pinhead off it. . . . Strangely enough the use of the latter led to a crazy man in a lane, with a black cat on his shoulder—an unintentional red herring which convinced erring competitors that they were right!

Results

Premier Award: J. Shand (Jaguar XK 120); 2, W. Smith/ E. Ridley (1½-litre M.G. saloon); 3, P. Goodbody/J. Haywood Smith (Rover); 4, J. Whitfield King/E. Kinnell (Riley). **Navigator's Award:** T. Harris.

A.N.E. AND C.C.C. MEETING

MEMBERS of the Burnhope and D.M.C., Cumberland S.C.C., Hartlepool and D.M.C., King's College M.C. and Newcastle and D.M.C. were present at a meeting of the Association of North-Eastern and Cumberland Car Clubs, held on 21st November at the Edenhall Hotel, Penrith. Agreement was obtained on a draft calendar for 1954, later to be confirmed, and other proposals included the organizing of a joint two-day rally and, granted a suitable course, one or more Autocross meetings. Votes of thanks were passed to Dean Delamont for his attendance, and to the Cumberland S.C.C. for providing accommodation and refreshments.

M.C.C. ANNUAL

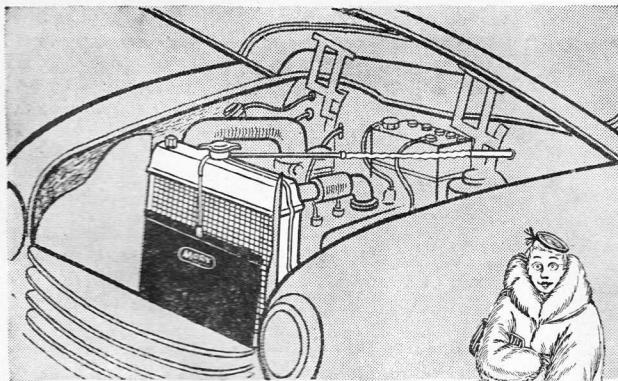
FRIDAY, 20th November, at the Park Lane Hotel, London, saw the annual dinner-dance of the M.C.C. with the new chairman, Sir Algernon Guinness, presiding. Speeches were limited to five minutes, and speakers were forcibly reminded of this by Jack Bolton, who let off a particularly insistent alarm clock when time was up. However, Leslie Freeman pleaded extra time, and Albert Asher of the *Daily Express* said that possibly the timing was wrong, and that he might enter a protest.

Many of the ladies present were asked to draw tickets for the raffle. Leslie Freeman won a voucher to have his engine parts balanced by Laystall's; one lady won a set of lingerie, but her husband happens to be in that line of business!

After a cabaret there was dancing till the early hours of Saturday morning and one of the more notable sights was to see Jackie and Bee Masters doing a very spirited rendering of the "Gay Gordons"!

E.F.M.A. FILM SHOW

A. F. RIVERS FLETCHER, P.R.O. of the A. Owen Organization and a vice-president of the Epping Forest M.A., will give a film show at St. Mary's Hall, 201 High Road, Loughton, Essex, next Wednesday, 9th December, starting at 8.30 p.m. All motorists are welcome, and especially members of the B.R.M.A., for the show will cover B.R.M. activities in 1953; admission is free.

**Winter draws on**

Reduce your motoring problems this winter by fitting the original, patented, radiator blind. Proved by over 25 years of hard continental weather extremes, the Mory Radblind gives the fastest warm-up from cold, and reduces petrol and oil consumption by maintaining your engine at its most economical running temperature.

DASHBOARD CONTROL

Completely out of sight, the Mory Radblind is precision controlled from the comfort of your driving seat.



- Quicker winter warm-up
- Save petrol and oil
- Complete outfits from 50/-

Full details from your local garage or write direct to:— Dept. G

MORY & COMPANY LTD

Cunard House, Leadenhall Street, London, E.C.3

Telephone: Avenue 3434 (20 lines)

Blakes

THE Northern sports and RACING car specialists

BLAKES buy, sell, and repair
Racing and Sports Cars. Write
for list and quotations.

J. BLAKE & CO., LTD.

112 BOLD STREET, LIVERPOOL, 1

ROYAL 6622.

'Grams: "Autocar, Liverpool"

SCOTCH CORNER

By "AENEAS"

A CROWDED week started with your Scottish scribe being whisked from Glasgow to Edinburgh in Bob Dickson's little Standard Eight which did so well in the M.C.C.'s *Daily Express* Rally. We were for the Lothian Car Club's annual dinner/dance on 20th November and, in company with John Brown, Jack Glass and ex-Ecurie Ecosse driver Bill Dobson, spent a fine evening in the pleasant surroundings of Edinburgh's George Hotel.

Most worried man at this gathering was trials type Bill Lamb, guardian of the silverware. Once Mrs. Edney—wife of the well-known Winfield official—had presented the awards, Bill's countenance took on a more cheerful cast and he told me he has bought a Ford Special and is hoping to get among the mud again in the Autocross events scheduled for next year's calendar.

Kilted Ron Flockhart, having a night out from working on his E.R.A., has made no definite plans for next season, but according to a variety of reports from the newspapers will drive for Aston Martin, Connaught, Bristol and B.R.M. He is now wondering just when he is going to get time to do some racing in his own car.

A representative selection of Lothian officials, which included Dan McKay, R. R. Aitken and J. A. Dick Peddie, saw that things went with a swing, and if customers did not enjoy themselves then it was very much their own fault.

* * *

As handsome a display of awards as we have seen in a long time was on show in Hamilton Town Hall on 24th November, when we made our foray to the Lanarkshire M.C. and C.C.'s first really big shindig in years. Thanks to the efforts of an energetic committee, which has the two Neil sisters and Jimmy Murray among its members, this club has come on by leaps and bounds. Their events have been among the most interesting in the calendar and this social occasion lived up to the standard set by their sporting ones.

Club president Maurice Smellie introduced Lord Bruce—whose 1911 Rolls-Royce performs gallantly in our Scottish Rally and Veteran Car Runs—and under instruction from Christine Neil he presented the awards.

We are wondering where David Jack will get hold of a sideboard big enough for his loot as, in his path towards the club championship and the John G. Robertson shield, David amassed quite a lot of booty. Not far behind him were Norman Lithgow, Howard Sturrock and Keith Foulis; when all the prize-givings are over it looks as though Norman Lithgow's home will be a burglar's paradise.

A happy feature of the evening was a club presentation to Anne and Chris Neil in recognition of their winning the Ladies' Award in the M.C.C. *Daily Express* Rally, and the cheers which followed Maurice Smellie's good wishes for their Monte Carlo venture left no doubt as to the popularity of these two attractive sisters.

Older followers of Scottish sport will

remember James J. Nicholson in the Lanarkshire club's trials events, and his support of the club continues in the shape of a magnificent silver trophy which he has presented for one of next year's major events.

* * *

WELL-INTENTIONED, beautifully bearded but badly briefed was Johnny Wallwork when he came North of the Border to attend the Scottish Club Conference on 25th November, as the representative of the British Trials Drivers' Association.

This Conference took place in the Royal Scottish A.C. and in the absence of Tom Forrest of that club Dr. J. Hendry, of the Scottish Sporting Car Club, took the chair while, as ever, A. K. Stevenson was secretary of the Meeting.

As we understand it, Johnny's job was to interest the Scottish clubs in the organizing of a B.T.D.A. Scottish "Star" competition rather similar to the existing "Silver Star" rally competition. The idea was that a selected number—perhaps 10—Closed Invitation events should be chosen from the Scottish calendar and the best cumulative performance in a fixed number of those events would count towards the winning of a Scottish "Star" award by such members as had entered for the competition.

This was a good idea that should have been plugged but, given leave to address the meeting, Johnny merely mentioned it in passing and talked largely of extraneous matters such as the formation of an association of the Scottish clubs and some generalities about the functions of the B.T.D.A.

In talking of the B.T.D.A. he mentioned the matter of its hospitality at various events and suggested that this might be extended to those Monte Carlo Rally competitors starting from Glasgow. In his talk of hospitality to those competitors Wallwork rather thoughtlessly neglected to emphasize that he was talking of the cocktail party which the B.T.D.A. stage on such occasions. Particularly so in view of the fact that he was in the presence of A. K. Stevenson and the Conference was being held in the Royal Scottish A.C., for "A.K." has perhaps the longest connection with the Monte Carlo Rally of any official and the hospitality of the club to the competitors has always been one of the features of this event.

We are certain, however, that anything Johnny Wallwork said was well intentioned and there is no doubt of his likeable personality—but we do think he would have done a bit more good had he stuck to his briefing and laid more emphasis on the B.T.D.A.'s plans for the institution of a Scottish "Star" competition.

* * *

Now, as to the Club Conference itself.

The main item on the agenda was the laying out of next year's Scottish calendar and, once more, the assembled club representatives showed themselves to be most accommodating in the matter of switching around their proposed dates to suit each other.

Under the chairmanship of Dr. Hendry this business was gone through rapidly and harmoniously, and in the general discussion which followed one or two points of interest arose. Dr. James Watson, of the South of Scotland C.C., raised one item for which the R.A.C.'s Motor Sport Bulletin (concerning the organization of motor competitions) does not seem to cater. This is the case of a club which had a Closed Invitation permit in last year's calendar but may, perhaps, wish to drop the particular event in this year's programme in order to support an event organized by another club. Should this happen, would the Closed Invitation permit be available automatically during the following year or would the club concerned need to have an event on this year's programme officially observed by the R.A.C.? On the face of the statements in the R.A.C. Bulletin, it would appear that the club must have one of this year's events observed to maintain the Closed Invitation permit. It may be, however, that the R.A.C., from past experience of the club's organizing, would grant the permit but, to be clear on the matter, I understand it will be raised in communication to the R.A.C.

Bill Lamb, representing the Lothian Car Club, asked about Autocross events by inquiring if they had to be organized under the same conditions as speed events. The general consensus of opinion was that this was the case but there was a feeling that, in the meantime, the exact definition of an Autocross was hard to come by—a feeling that was to be confirmed by Wilson McComb's article in last week's AUTOSPORT.

The question of events being run by clubs not recognized by the R.A.C. was also discussed. It was pointed out that the members of recognized clubs must not compete in those events or they would lose their competition licences, and although it was agreed that there should be freedom for such clubs, it was hoped that some method might be found of inducing them either to merge with a recognized club or make application to the R.A.C. for recognition.

The harmonious proceedings concluded with a vote of thanks to Dr. J. Hendry for his chairmanship and to the Royal Scottish A.C. for their hospitality. These were proposed by Bill Callander of the S.S.C.C. and heartily accorded by the club representatives.

* * *

FINAL journey in a crowded week took us to the Covenanters' Inn at Aberfoyle on 28th November, for the annual "do" of the Riley M.C.'s Scottish Lowland Centre. The Riley lads managed to combine a film show, a dinner, a prize-giving and a spot of dancing, all in the same evening.

Thanks to Esso, the film show was a good one, while Harry Ballantine introduced a local touch with his film of incidents at Charterhall, Bo'ness and last year's Turnberry meeting.

Once more David Jack was loaded with the spoils earned by his 2½-litre Riley, and won the club championship, while there was no doubt of the popularity of Ian Bennie as he stepped up smartly to collect a share or two. Also among the award-winners were Jim Pearson and Bill Dennison, and crowning applause went to Ian Brown who was able to collect an award and the presenter thereof, she being his wife.

AUTOSPORT

CLASSIFIED ADVERTISEMENTS

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

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

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

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

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

CARS FOR SALE

ALLARD

ALLARD saloon 1952, new 4,375 engine, just run.
In, immaculate condition, every refinement for
the enthusiast. One owner, works maintained and
prepared.—Leach, Collingwood Hall, Camberley,
Surrey. Tel.: Camberley 2187.

ALVIS

ALVIS SPARES.—See Johnson & Brown under
Spares and Accessories column.

1936 ALVIS Firebird drophead 4-seater coupé,
recent engine overhaul. £130.—Tunbridge,
Vale Road, Tunbridge Wells. Tel. 3416.

ASTON MARTIN

INTERNATIONAL ASTON MARTIN 1½-litre
1932, good condition. £175 o.n.o.—BYRon 1493.

B.S.A.

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

FIAT

MAYFAIR GARAGES LTD. for your FIAT—
the elegant light car.—Below.

MAYFAIR GARAGES Ltd. hold the largest stock
of these amazing cars in the country, proba-
bly in the world. All plainly price ticketed in
their Showrooms.—Below.

MAYFAIR GARAGES LTD. Send for illustrated
literature and Road Tests.—Below.

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

1928 FIAT Tourer, 10.4, good condition (spares)
engine, gearbox, £45.—Mr. N. Dickens,
2, New Street, Brixworth, Northampton.

FRAZER-NASH/BMW

MERCURY OFFER: £225 1937 FRAZER-NASH/
BMW 326 saloon in excellent condition.
Finished in dark blue/black. First class mechan-
ically, smart car. £75 deposit.—Mercury Motors,
824-826 Harrow Road, Wembley, Middx. Phone:
WEMbley 6058-9.

HILLMAN

1939 HILLMAN MINX Saloon, absolutely
perfect condition, sell to first reasonable
offer or exchange for 2-seater M.G.—15 Nashleigh
Hill, Chesham, Bucks. Phone: Cholesbury 360.

Classified Advertisements

NOTICE

[All classified advertisements in-
tended for publication in the issue
dated the 18TH DECEMBER,
must be received in this office by
MONDAY A.M. THE 14TH
DECEMBER.

All advertisements intended for
publication in the issue dated the
25TH DECEMBER must be re-
ceived in this office by FRIDAY
A.M. THE 18TH DECEMBER.

Phone: PADdington 7671-2

AUTOSPORT Classified Advertisement Dept.,
159 Praed Street, London, W.2

HOTCHKISS

3½-LITRE PNS Super sports Hotchkiss 1937
fixed head foursome coupé. This beautiful
car has been rebuilt mechanically to as near new
standard as possible. Engine ground and sleeved,
etc., all new parts where needed. Brakes over-
hauled, all new cables. Radiator rebuilt, new
battery. Marchal Aerolux lamps, special instru-
ments, carburettor renewed. Scintilla vertex.
Whole car rewired, all re-chromed. Lines modern
by XK standards. All-steel body, French blue
with white line. All receipts and information
available. Not yet fully run in, performance good
by any standard (3.6 rear axle ratio). Car offered
at £450.—304, Vauxhall Bridge Road, London,
S.W.1. Tate Gallery 0359 (evenings, Emberbrook
4092).

JOWETT

1953 JUPITER series III, 12,000 miles, £750.
—Denton Motors, Ltd., Denton Road,
East Twickenham. Tel.: Popesgrove 1568.

LANCIA

RICHARDS AND CARR offer: Aprilia saloon,
recellulosed, complete mechanical overhaul,
specimen.—35 Kinnerton Street, London, S.W.1.
SL.Oane 5424.

LEA-FRANCIS

1948 LEA-FRANCIS 1½-litre 2/4-seater sports,
29,000 miles, good condition. Offers.—
Ogilvie, Guthrie, Angus.

M.G.

M.G. SPARES, most parts in stock for all
models, 1930 onwards, including valves,
guides, springs, rocker bushes, shafts, etc., replace-
ment camshafts, rockers, dynamos, road springs,
wheels, hubs, vertical drive assemblies, prompt
postal service, c.o.d., and guaranteed workmanship
in all our repairs.—A. E. Witham, Queens Garage,
Queens Road, Wimbledon, S.W.19. LIBerty 3083.
M.G. TC '46, superb condition, works replace-
ment engine, two spare wheels and many
other extras. £375 o.n.o.—Collins, "Mostyn",
Harlow, Essex. Phone 3204.

MORGAN

MORGAN 4/4 Official spare parts stockists, ser-
vice and repairs.—Basil Roy, Ltd., 161 Gt.
Portland Street, W.1. Langham 7733.

F. H. DOUGLASS, the MORGAN specialists.
New and secondhand chassis and engine spares
for J.A.P., Matchless, Anzani, cylinders rebored
and relined, new pistons supplied.—14 South Ealing
Road, Ealing, W.5. EAL 0570.

PARAMOUNT

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

RACING CARS

FORMULA 2 ALTA racing car, rebuilt as new,
also available with new 1½-litre twin-stage
250 h.p. ALTA engine. Various chassis and
engines for disposal.—Alta, Ltd., Fullers Way,
Surbiton.

FOR SALE.—COOPER Mark V, fitted with
Norton gearbox and single knocker engine. The
car is immaculate and ready to race. £350.—
John McBain and Son Ltd., Chirnside, Berwickshire.
Phone: Chirnside 351.

MARK IV Cooper, ex Moss, Burgoyne. Winner
of many big events. Good condition. ZF
diff., two leading shoe front and rear. Without
engine, £220, with special J.A.P. £260. Spares.—
Alick Pitts, Streetsbrook Road, Shirley, Birmingham.
Shi. 1251.

KIEFT CARS LIMITED

1953 KIEFT 2-LITRE SPORTS CAR fitted with
Bristol Engine and all latest modifications,
painted to customer's colours. £1,500.

1953 KIEFT FORMULA III, raced four times.
Only 500 to ascend Shelsley in under 40 secs.,
£725, with Lancefield-Norton engine which
was used by Don Parker to win Daily Tele-
graph 1952 and 1953, Daily Express 1953, etc.
Car without engine, £450.

1952 KIEFT 1,100 Swing Axle Racing Car. Offers.
2 2-Litre A.J.B. racing engines, one unused.
Offers.

1 498 Double Knocker Norton, rebuilt by
Lancefield. Offers.

1 497 Double Knocker Norton, rebuilt by
Beart. Offers.

1 596 Double Knocker Norton, fitted with high
compression piston. Offers.

1 750 Special V twin J.A.P. ex-Peter Collins.

Reliance Works, Derry Street,
Wolverhampton.

Telephone: 24394-24395.

MK. 6 COOPER, less engine and gearbox, new
tyres, stripped and rebuilt for next season,
price £320, seen at Cooper's, Surbiton, or South
Mimms, near Barnet. Phone Nuckey, South
Mimms 3130.

TWO MK. V COOPERS in excellent condition,
ready to race, colour cream with red up-
holstery. Also BUGATTI 35B, first registered
1952, fitted with Allard engine and hydraulic
brakes, 20 m.p.g. and 105 m.p.h., in absolute
first-class condition. Offers.—Inquiries Mervyn
Kearon, Perris & Kearon, Vine Street, Liverpool.
ROYal 4262/3.

2-LITRE sports/racing LEA-FRANCIS, pro-
fessionally built, new 2-seater, Frazer-Nash type
body, genuine dirt-track racing engine and close-
ratio box, both only 1,500 miles. Rebuilt, first
registered August 1953. Definitely as new. Many
spares, four wheels, clutch, axle, etc. £725.—
Escott, Smithfield Market, Manchester. Tel.: DEA
5204.

1951 C.R.M. Completely rebuilt, well shod,
any trial. One of the lightest (510 lbs.),
prettiest and fastest cornering 500s in existence.
Complete with Alfin J.A.P., two gearboxes.
Genuine bargain. £190 o.n.o.—Douglass House,
Ashley Road, New Milton, Hants.

£40 500 c.c. racing car, modified Austin chassis,
neat body, Rudge engine and box at rear,
new tyres, eligible Vintage. Spare engine.—C.
Arnold, 8 Homestead Way, Northampton. Tel.
31001.

£5 TRAILER for Transporting Racing Car or
Special.—Hardy, 2 Clorane Gardens, N.W.3.

PARADE MOTORS (MITCHAM) LIMITED OFFER

1946 M.G. TC, black, many extras. £345
1949 M.G. TC, green, many extras. £399
1932 M.G. Magna 4-seater, fitted Lockheed brakes. £75

1936 ALVIS sports saloon. £155
JAGUAR 100 2-seater sports. Black. First-class
condition. £325

WANTED—M.G.s

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

Hire Purchase and Insurance effected.
Exchanges welcomed.

55/67 Monarch Parade, Mitcham

Phone: 3392

RENAULT

RENAULT 1934 Speed 6 d/h coupé, 20 h.p., good condition, reliable, modern appearance, 285 o.n.o.—Graham, 53 Benton Road, Newcastle-on-Tyne, 7.

RILEY

RILEY Nine 4-seat tourer, excellent mechanical condition, hydraulic brakes, c.r. gearbox, lightened flywheel, single or twin SUs, double valve springs, etc. £95 o.n.o.—I. R. Linley, 65 Markfield Road, Caterham, Surrey.

SPECIALS

TRIALS FORD 10, partly dismantled, 53 formula, recon, engine with mag, £80. Would consider splitting up.—TUDOR 4312.

WANTED, Ford engine, Austin 7 chassis, preferably Ruby, for trial purposes, must conform to 1953 Formula.—Box 1305.

500 C.C. Racing Car, de-tuned, fitted two-seater body, Triumph Tiger 100 racing engine, 1952 specifications, i.f.s. and hydraulics, max. tuned over the ton, de-tuned 90, £150 or offers.—D. J. Hammond, 2 James Street, Armadale, W. Lothian.

£50 O.N.O. AMILCAR-TRIUMPH (1935), just rebuilt with new body. Seen Bromley.—Box 1308.

STANDARD

FOR SALE—STANDARD Vanguard (Ferguson) engine, complete with all accessories, good condition. Reason for sale, fitted Diesel engine. What offers?—Phone: Treforest (Glam) 2424, after 6 p.m.

WOLSELEY

WOLSELEY Hornet Special, 1934, 2/4-seater tourer body in very good condition, recently resprayed, engine last overhauled by Laystalls, special camshaft, oil cooler, £165, offers.—29 Merc Lane, Sandiway, Northwich, Cheshire.

ALUMINIUM**BULLANCO FOR ALUMINIUM.**

Any sizes cut or folded.

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

Write for list.

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

Tel.: New Cross 1092.

MUST BE SOLD BEFORE XMAS

1952 COOPER - M.G. 1,467 c.c.
KOY 500

FORD 1,172 c.c. Trial & Sprint
Special

FORD V8 30 h.p. Coupé Body
Special

2 Bedford Coaches, one as used
by myself as transporter

The above were advertised in the
AUTOSPORT edition of October 16th,
for offers

Due to my commitments for the
coming season any reasonable offer
will be considered for all or any one
of the above cars. To those who have
made previous enquiries I must state
that same will be sold for the best
offers within 21 days of advertising

**HORACE GOULD
GOULDS GARAGE**

214, NEWFOUNDLAND STREET, BRISTOL, 2.
PHONE: 23507

PIT-STOP

by

Raymond Groves

A book of cartoons by
AUTOSPORT'S famous
cartoonist with a foreword
by the artist himself
and an introduction
by Gregor Grant, the
Editor of AUTOSPORT.

"There is a laugh on every one
of the 63 pages, indeed two
laughs on some—and opinion as
to which are the funniest will
lead to much hilarious argument."

R. L. W., *The Motor*

"If it's laughter you're after then
for half-a-crown this Raymond
Groves collection is a first-class
investment."

The Motor World

64 pages

price

2'6

plus 3d. postage and packing

Order now from

AUTOSPORT

159 PRAED ST., LONDON, W.2

BOOKS

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

"AUTOSPORT", 158 copies, clean. First worthwhile offer, whole or part.—32 Sandringham Road, Northolt.

HANDBOOKS—Austin, Ford, Jowett, Morris, Standard, Triumph, Vauxhall, Wolseley, 5s. 6d.; Cord, Renault, Volkswagen, 7s. 6d.; Alvis, Armstrong, Fiat, Hillman, Humber, Riley, Rover, Singer, 9s.; Chevrolet, American Ford, Sunbeam, 10s. 6d.; Chrysler, 14s.; M.G., 15s. 6d.; M.G. Workshop and Tuning Manual (all models), 31s. 3d. Inquiries, stamp please. Catalogue 500 motoring publications, 6d.—Vivian Gray, Postal Booksellers, Hurstpierpoint, Sussex.

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

CARAVANS

£460 26 h.p. DENNIS Motor Caravan, 4 berth, Calor, Eisan.—Phone NEW Cross 1092 (London).

CELLULOSE

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

CHASSIS

CHASSIS FRAME, Minor, with Ford front and rear cross members, 7 ft. 6 ins. wheelbase. Very rigid, £5. 7-gall petrol tank with reinforced base, £1. Ford 16-in. wheel, 10s. Steering column, £4. Offers considered.—Oldfield, 32 Montague Road, Hanwell, W.7. EALing 9942 evenings.

ENGINES

TRIUMPH dope twin, complete with pipes, carburettors, magneto, Cooper mountings, one rod broken, crankshaft intact, case and barrel easily repairable. £16.—Advertiser, "Cressington", Tillingdown Lane, Caterham, Surrey.

TRIUMPH Grand Prix type engine, with 4 kW generator, £25.—Heath End Service Station, Farnham, Surrey.

327/55 BMW Engine and "Hirth" Gearbox, reconditioned, raised compression, complete with manifolds, twin carburettors, starter, dynamo, distributor, etc. Owner-fitted Bristol engine. £125.—Mayford Motors, Ltd., Woking, Surrey.

ENGINE SERVICE

D. CREED, 2 Goldhawk Mews, Shepherds Bush (late mechanic, Brooklands Service Station). Offer an exceptionally quick service—Your cylinder head re-surfaced in 2 hours—at these most reasonable prices: 8-10 h.p., 14 shillings; 12-18 h.p., 17s. 6d.

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

MISCELLANEOUS

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

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

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

(Continued overleaf)

"AUTOSPORT" INTERNATIONAL CAMERA CONTEST

Entry Form

NAME.....

ADDRESS.....

COUNTRY.....

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

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

Classified Advertisements—continued

PERSONAL

SPORTS CAR RACING DRIVER (23), experienced internationally, unable to buy car, desires fastish "mount" for '54. Will pay all racing costs, insurance.—Box 1312.

PHOTOGRAPHS

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

RADIATORS AND FUEL TANKS

GALLAY, LTD., give immediate service in repair and rebuilding of radiators, oil coolers, fuel tanks and wings, etc., 103-109 Scrubs Lane, Willesden, London, N.W.10. Phone: Ladbroke 3644.

SAFETY GLASS

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

WINDSCREEN PERSPEX $\frac{1}{2}$ in., rectangles 8s. sq. ft. delivered.—Wilson, Crosshouses, Bridgnorth.

SPARES & ACCESSORIES

SPECIAL ACCESSORIES

FOR

FORD-BASED VEHICLES.

4.7 to 1 Crown Wheels and Pinions
(8/10 h.p.)... .. £7 18s. 6d.

Twin Carburettor Sets complete:

8-10 h.p. £12 10s.
"Consul" £16 10s.

Available ex stock.

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

ALVIS FIREFLY. Breaking for spares. Everything except chassis frame. Reasonable prices asked.—Johnson & Brown, Ringers Road, Bromley, Kent. RAVensbourne 6479-2322.

BREAKING. 1929 Austin Seven, Singer Eight tourers.—Les Payne, One Crown, High Street, Watford.

FORD 8 h.p. engine and gearbox, complete but needs a check over, £15. Singer 9 h.p. Le Mans chassis, front and rear axles, new springs and prop shaft, reconditioned master cylinder and 6-volt S.U. pump, £30. Complete Singer Le Mans engine, crankshaft w/s, gearbox, radiator, front wings, etc., going to anybody who will make an offer. All the above must be quickly sold or else the local scrap dealer will benefit. Make an offer by post to Philip J. Cawsey, 20 Moorland Road, Yate, Bristol.

PERFORMANCE CARS

THE SPORTS CAR PEOPLE

Select from their stock of over 150 sports cars
1949 Allard 81M D/H coupé (choice of 2) £375
1937 Alvis Speed 25 sports saloon .. £145
1936 A.C. 16/56 D/H foursome .. £225
1933 Aston Martin 1½ Le Mans, recon. unit £325
1948 Atalanta V/12 D/H foursome .. £395
1951 Frazer-Nash Le Mans, ex-Sydney Greene £1,395
1951 Jaguar XK 120 roadster .. £845

NEVER LESS THAN 25 M.G.s IN STOCK

Maserati 2.9 s/c. 2-seater, ex-Tim Birkin .. £595
1937 Mercedes-Benz 500K type B cabriolet £415
1935 Riley 9 Imp 2-seater .. £265
1934 (Dec.) Rolls-Royce 20/25 Hooper Lim. £465
Immediate H.P., insurance and part exchanges.
The Windmill Garage, Great West Road, Brentford, Middx. EALing 8841-2-3
3 minutes from Northfields Tube Station (Piccadilly or District Lines)
(Buses 91, 97 and Green Lines pass our door.)

Lambretta

SELF RIDE HIRE

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

Lambretta Hire Services
66/67 Monarch Parade, Mitcham

Telephone Mitcham 3392

FORD 8/10 Special parts: Buckler i.f.s., cost £39 accept £20 (unused). Pair 18-in. Easiclean wheels, £2. New road-racing camshafts, £11 10s. High pressure racing oil pumps, 97s. 6d.—Two Yew Trees, Charsfield, Woodbridge, S/k.

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

SPECIAL J.A.P. Flywheel assembly, cylinder, piston, head for 580 c.c., used once, two spare pistons, new, dry sump case and pump, £22.—Clive Lones, The Leys, Chipping Norton, Oxon.

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

SUPERCHARGERS

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

APPLETON JUPITER SPECIAL



THIS car has been completely rebuilt at very considerable expense and is fitted with high compression pistons, new close ratio four speed gear box, completely new electrical equipment, new instruments and new wheels. The car is complete and ready for use with the exception of painting and although taxed and insured has not been used since 1952. In offering this car at **£299** it is only a fraction of the cost of rebuilding.

APPLETON

99 Goldhawk Road, Shepherd's Bush, W.12

Telephone: SHEpherd's Bush 2244

UNCLASSIFIED

AUTOMOBILIA offer:

1952 (Nov.) Mark VII Jaguar, 4-door de luxe sunshine saloon, finished in most attractive shade of royal blue, red leather upholstery. Fitted with the following extras: radio, heater, fog lamps, stoneguards, wing, mirrors, windscreen washers, etc. Genuine 15,000 miles £1,295
1950 Austin Sheerline, 4-door de luxe sunshine saloon, black with beige hide, radio, heater, fog lamps, one owner, mileage 18,000. Indistinguishable from new £750
1949 Sunbeam-Talbot 80, 4-door de luxe sunshine saloon, leather, heater, low mileage £575
1934 Riley Ulster Imp, 1,100 c.c. Original ex works car in almost original condition. This is the ex-Mike Hawthorn car and is the only one left in this country. It is fitted with an ENV 75 racing gearbox, four Amals, Scintilla mag, two 16-in., two 18-in. spare wheels. The only departure from standard is a Gallay lightweight water and oil radiator fitted, hydraulic brakes, and Woodhead Monroe shock absorbers on the front and Girling racing dampers on the rear. The car was completely overhauled in July and was resprayed £375

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

PIPPBROOK GARAGE, LONDON ROAD, DORKING, SURREY.

Phone: Dorking 4304, 3891.

MERCURY OFFER: £245 1938 M.G. VA 14-litre 4-seater, resprayed duo-green, new hood and screens, excellent car. £225 1938 MORGAN 4/4 4-seater, reconditioned engine, new hood, fast car. £175 1935 M.G. PA 2-seater, resprayed green, new hood and screens, very good. £145 1933 M.G. J2 2-seater in red, full tonneau, good hood and screens, nice condition. Another, £135. Your present motor-cycle or combination in part exchange. Terms on all cars.—Mercury Motors, 824-826 Harrow Road, Wembley, Middx. Phone: WEMbley 6058-9.

WHEELS

SEVERN 400 x 16 Dunlop wire wheels with Rudge type hubs.—Peter Woolley, The Hanger, Rymer Lane, Barnham, Nr. Thetford. Tel: Elvedon 69.

WANTED

RON MCKENZIE, 961 Chester Road, Stretford, Nr. Manchester, requires sports cars, and offers a selection of new and used motor-cycles. Open to 8 p.m. Sun. 5 p.m. Telephone: Longford 2100.
MAYFAIR GARAGES, LTD., urgently want Fiat's for cash at highest prices.—Balderton Street, W.1. MAYfair 3104-5. Open 9-6, Sats. 9-1.

MORGAN Plus Four. Must be mechanically sound. No fancy prices.—Leigh, 73 Rosemary Hill Road, Streely, Staffs.

WANTED.—COOPER, KIEFT or any other make 500 front and rear axles complete and steering gear, to make up special. Would consider crashed car cheap.—Box 1310.

WANTED, private, 2-seater M.G. T type, with 16-inch rear wheels and twin spares. Cash to first reasonable offer.—Box 1309.

3.3:1 CROWN WHEEL and pinion wanted for 1934 4½-litre Lagonda.—W. J. Coe, Ltd., Crown Street, Ipswich. Phone 3555.

FRIARY MOTORS LTD.

ASTON MARTIN SPECIALISTS

1937 2-litre saloon black/red £195
Mk II s.c. first reg. 1937, green/green
£375

1934 Mk II L.C. tourer, new hood and tonneau, engine overhauled 5,000 miles ago
£355

1933 Le Mans S.C., green/black £250

Others expected

EXCHANGES, TERMS, INSURANCE

OLD WINDSOR • BERKS

Telephone: Windsor 2002/3

M.G. OWNERS

Specialized Spares now in stock for
TB, TC, TD and 1 $\frac{1}{4}$ series

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

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

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



Hounslow 2238 & 3456

TOULMIN MOTORS

★ **MOST COMPREHENSIVE STOCK OF M.G. SPARES IN THE COUNTRY** ★
● Clutch Plates—all models. ● New J2 clutch toggles. ● New rockers for overhead valve models. ● Luggage carriers—all models. ● Our patent modified oil seal.
● Reconditioned engines for all models from stock. ● Spares for all types of M.G. available. ● Dynamos, starters and all electrics

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



SPECIAL OFFER

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

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

The **WEST ESSEX**
Engineering Company Limited
R. C. Willis *Theydon Bois 2077*

Suppliers of Light Alloy Components

Unnecessary weight and the Sports car should be at opposite poles—but are they? The saving of unsprung weight in the form of light alloy wheels, brake drums, etc., improves acceleration, gives better braking, greater ease of control and saves money. Less weight means increased M.P.G.

LET US PROVE IT

MARKET SQUARE, ABRIDGE, ESSEX

HALL of BALHAM LTD. for **B · M · W**

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

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

BOSCH SPOT AND FOG LAMPS

Ring BALHAM 7855

197'9 HIGH STREET, TOOTING, S.W.17

WANTED for spot cash

CARS of ALL TYPES

Hours of Business
WEEKDAYS
SATURDAYS
9 till 7

ROWLAND SMITH
MOTORS LIMITED

HAMPSTEAD HIGH ST., LONDON, N.W.3

(HAMPSTEAD TUBE)

HAMPSTEAD 6041 (10 lines)



TIES AGAIN!

Phone: Wanstead 7783/4
and have one sent
to you today.

OWING to the enormous success of the British Racing Green M.G. Ties introduced by us last Christmas, we have pleasure in announcing a further supply now available in time to solve the problem of Christmas Presents for the M.G. enthusiast.

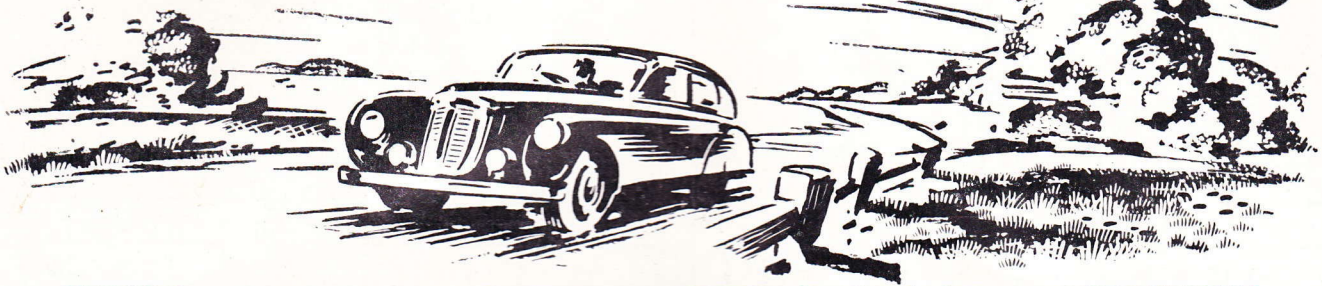
12/6 each including postage.
ORDER NOW

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



SPECIALISTS

Lucas quality makes for better motoring



No. 471. Stop Tail Lamp. Fitted in pairs one on each rear mudwing for 6 or 12 volt 19/6 each.

No. 494. Reversing Lamp with specially designed rimless lens gives maximum spread of light 47/6

RER2. Reflectors for fitting in pairs to the rear mudwings. 4/6 per pair.



BC9. Bulb Case to carry nine bulbs. Oxidised copper finish. 11/6 (less bulbs)

No. 584. Anti-Dazzle Dipping Mirror prevents blinding reflection from following cars 40/-.

Double Dipping conversion sets for the older car from 90/-.

LUCAS

"King of the Road"

QUALITY EQUIPMENT

OBTAINABLE AT ALL GOOD GARAGES

JOSEPH LUCAS LTD · BIRMINGHAM · ENGLAND