

# AUTOSPORT

DECEMBER 11, 1953

1/6

EVERY FRIDAY

Vol. 7 No. 24

BRITAIN'S MOTOR SPORTING WEEKLY



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GLOUCESTER AND NORTH MIDLAND TRIALS

JOHN BOLSTER • D. STOLLERY • MAXWELL BOYD • WILSON ROGERS

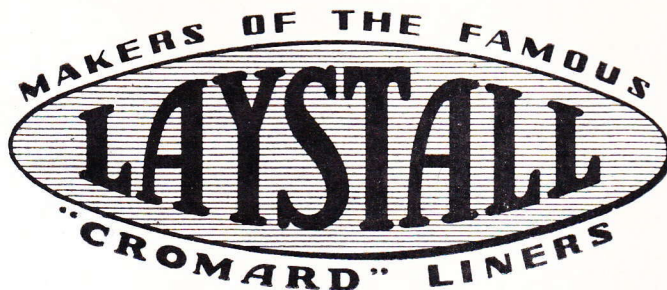


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# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY  
Vol. 7 No. 24 December 11, 1953

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## NOTICES

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## EDITORIAL

MANY prominent clubmen are of the opinion that Autocross is the solution to the ever-increasing difficulty of finding popular enough events for the average members. By organizing both "smooth" and "rough" circuits, the tastes of both specialists and more normal road car users can be satisfied. It is generally agreed that there are far too many rallies in the National Calendar, most of which entail covering fairly large mileages, and often mean away-from-home expenses which many club members are not prepared to meet. The sporting half-day trial has lost some of its popularity, owing to the entire unsuitability of production and near-production machines as compared with specially-built cars. Trials, of course, will always retain their popularity for out-and-out mud-pluggers, but it may be some years before entry lists reassume the proportions of the trials of a few seasons back. Nevertheless Autocross will shortly sweep the country, and AUTOSPORT suggests that, at the A.G.M. of the British Trials Drivers' Association, which takes place on Sunday, the 13th December, following the R.A.C. Trials Championship, plans should be formulated for bringing out watertight regulations covering all Autocross events staged in Great Britain. If an annual Autocross Championship is to be decided on, then AUTOSPORT offers to donate trophies to be awarded annually to the most successful drivers in both "rough" and "smooth" events, on a basis to be decided by the committee of the B.T.D.A.

\* \* \*

LAST Friday in the Royal Automobile Club, the Guild of Motoring Writers honoured the Belgian driver, John Claes. To him goes the first of a series of plaques, to be awarded annually to the most outstanding driver of the year. It will be recalled that, in the Liège-Rome-Liège Rally last August, Claes's co-driver Trasenster was taken ill shortly after the start, and was unable to take spells at the wheel. In an epic of endurance, Claes drove his Lancia for no less than 52 hours—and won! The same driver, with "Guild" member Jacques Ickx as navigator, won the same event in 1951 with a Jaguar, and are the only crew ever to complete this very arduous event without losing a road mark. AUTOSPORT applauds the Guild's decision to award the plaque to Johnnie Claes, whose Liège-Rome-Liège feat will rank with the achievements of the great G.P. drivers, in the archives of motoring sport history.

## OUR COVER PICTURE

SPORTING TRIAL: "A real mudplug" was the verdict on last Saturday's Gloucester Trial. J. V. Lewis (Chigford) is seen attempting to climb the Sawmills section, which defeated the entire entry for this London M.C. event.



**BRITISH SUCCESS:** The team of Sunbeam Alpine and Sunbeam-Talbot cars which won the Manufacturer's Team Prize in the American 1,000 Miles Rally. Left to right are J. Richmond-Crum, Sherwood Johnston, Ron Kessell, Miss Sheila Van Damm, Roy Carter, Don Fedeski and Ian Garrad.

**J. C. ELWES**, O.B.E., pre-war racing driver and director and sales manager of University Motors, Ltd., has resigned his position, and with his brother, R. C., has taken over D. Rowe & Co., Ltd., Ford main dealers, of Chichester.

**TONIGHT** (11th December) the T.B.R.D.C. holds its annual dinner/dance at the Dorchester. Mike Hawthorn will be presented with the Gold Star for 1953.

#### TV TROPHY TRIAL

**THE** second annual TV Trophy Trial organized by the London Motor Club was watched on Saturday, 5th December, by some seven million viewers and a large crowd at Wendover, when the Southern team again triumphed with a score of 90 marks over the North (65 marks) and the Midland team with 60.

Highest individual score was achieved by Rex Chappell (50 marks) in a series of magnificent climbs, while top marks for sensational driving went to Pat Atkinson who tackled most of the six sections with his front wheels three feet in the air, to the great delight of commentator Raymond Baxter and TV producer Bill Duncalf.

Slick organization was the order of the day and in spite of Bill Sleeman's blown head gasket, Cyril Corbishley's fully floating back axle, Michael Cannon's puncture and the inclusion of an extra hill, the programme finished only 15 seconds over its scheduled hour.

## PIT AND PADDOCK

**A**MEDEE GORDINI has built a new 1,100 c.c. Gordini, which should run in the Sebring 12 Hours next year. Crew will be all-feminine, namely Mlle. Thirion and Annie Bousquet.

**THREE** 2½-litre Formula 1 Gordinis will be ready for the Argentine Grand Prix in January, drivers Behra and those well known characters "X" and "X"—probably Manzon and Simon, said to be returning to the Gordini fold.

**HILLMAN** MINX in the *Daily Express* Rally with "Cluttered" interior, illustrated on page 672 of our 20th November issue, was wrongly stated to be the property of J. Hughes. Real owner is B. Sayers, of Cambridge, who won the up to £550 closed class in the Concours d'Elegance with the car.

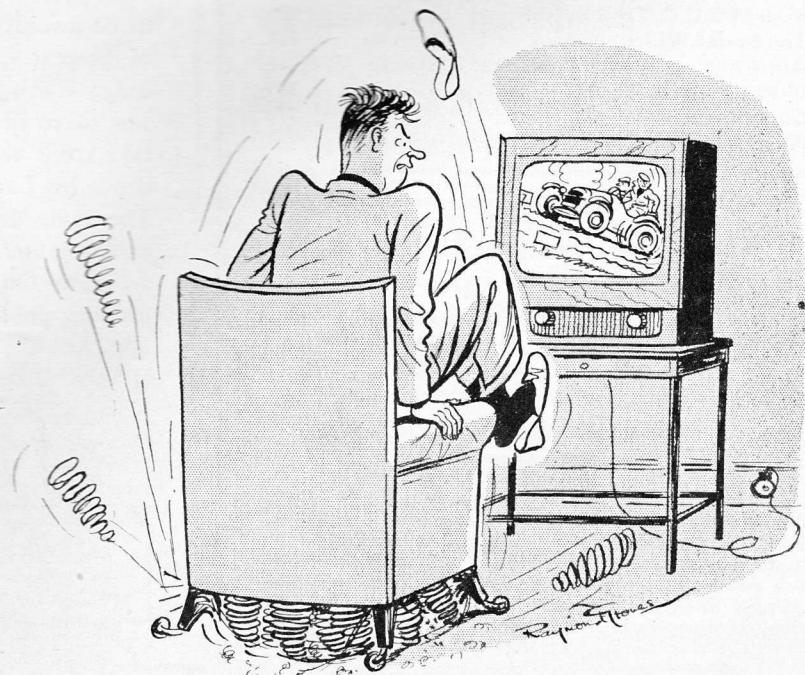
**THAT** fast and attractive sports car, the Barry Chevell 4.3-litre Alvis, has been acquired by "Doc" (Steyr-Allard) Pinkerton.

**BUTTONHOLE** badges for M.G., Jaguar, Wolseley, Vauxhall, Hillman, Standard, Ford, Austin, Morris and Riley can be obtained at 2s. each from Gomm's, 63 Ford Street, Hockley, Birmingham 18.

**CHARLES FAROUX**, doyen of French motor racing, was injured in a recent road accident near Dieppe, and is now in a clinic at Neuilly.



*A WHEEL FOR DAVIS: The Hon. Mrs. Gerald Lascelles presenting the President's Trophy to Cliff Davis on the occasion of the recent Dinner/Dance of the West Essex C.C. at Walthamstow.*





# SPORTS-NEWS

## "AUTOSPORT" APPOINTMENT

THEO PAGE, brilliant technical artist, has been appointed Art Editor of AUTOSPORT. Mr. Page, whose magnificently executed line drawings of mechanical subjects have been a feature of technical periodicals for a number of years, will specialize in sectioned illustrations of racing and sports cars, together with all aspects of automobile engineering design of interest to enthusiasts for high-performance vehicles.

These drawings will be invaluable to all readers, and will undoubtedly increase the prestige of AUTOSPORT all over the world, particularly in U.S.A. where meticulously-prepared technical illustrations are highly appreciated.

## B.R.D.C. 1953 AWARDS

FOR winning an Alpine Silver Cup (Coupe des Alpes) for the fourth year in succession with an XK 120 Jaguar, Ian Appleyard has been awarded the John Cobb Memorial Trophy, presented by the Vacuum Oil Co., Ltd., for an outstanding feat by a British driver in a British car. Appleyard is the only driver ever to have won an Alpine Gold Cup, presented for gaining Coupes des Alpes in three successive years.

Mike Hawthorn, Ferrari team driver,

and winner this year of the French G.P., the *Daily Express* Silverstone race, the Ulster Trophy, and co-winner of the Belgian 24 Hours and Pescara 12 Hours races, gains the 1953 Road Racing Gold Star as the most successful British driver, and the Seaman Trophy as the British

driver most successful in foreign races. Mike also shares the Johnny Wakefield Trophy with Ken Wharton for the fastest lap at Silverstone in 1953 by a British driver.

These awards will be presented by the Rt. Hon. the Earl Howe, P.C., C.B.E., V.R.D., President of the B.R.D.C., at the Club's Annual Dinner/Dance at the Dorchester Hotel, London, tonight, 11th December.

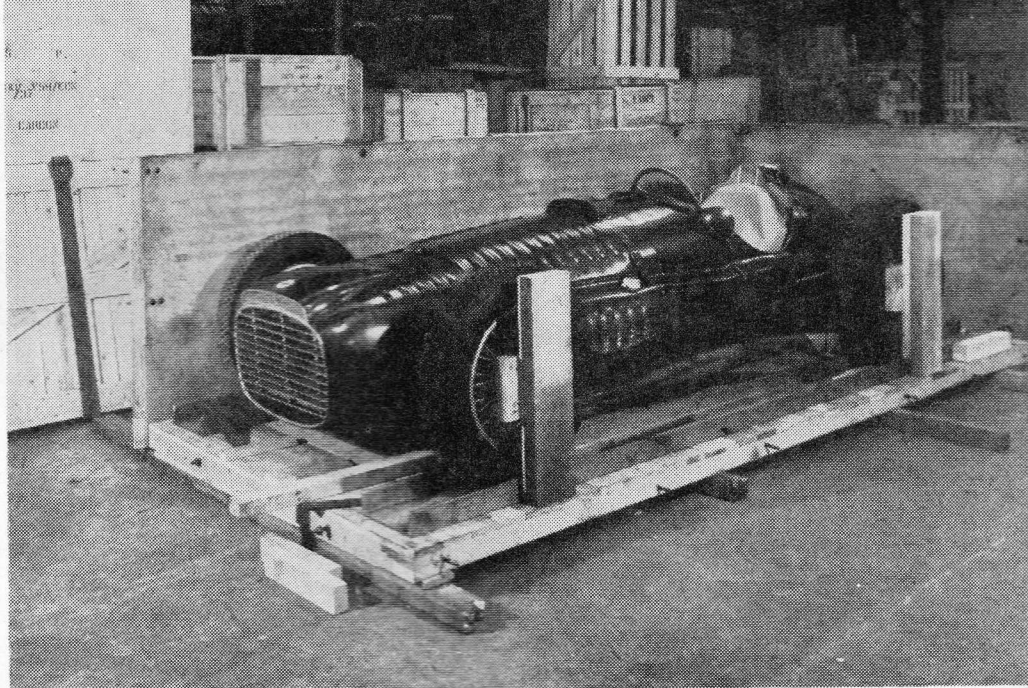
## ITALIAN RACING PLANS STABILIZED

ENZO FERRARI'S October announcement of his withdrawal from racing would seem to have had good effects, judging from a recent Continental report. The A.C. of Italy have seemingly decided to make an award of 50 million lira to the Italian manufacturer who wins the 1954 World Championship; or, should this not come about, to the highest placed Italian car in the Italian G.P. at Monza.

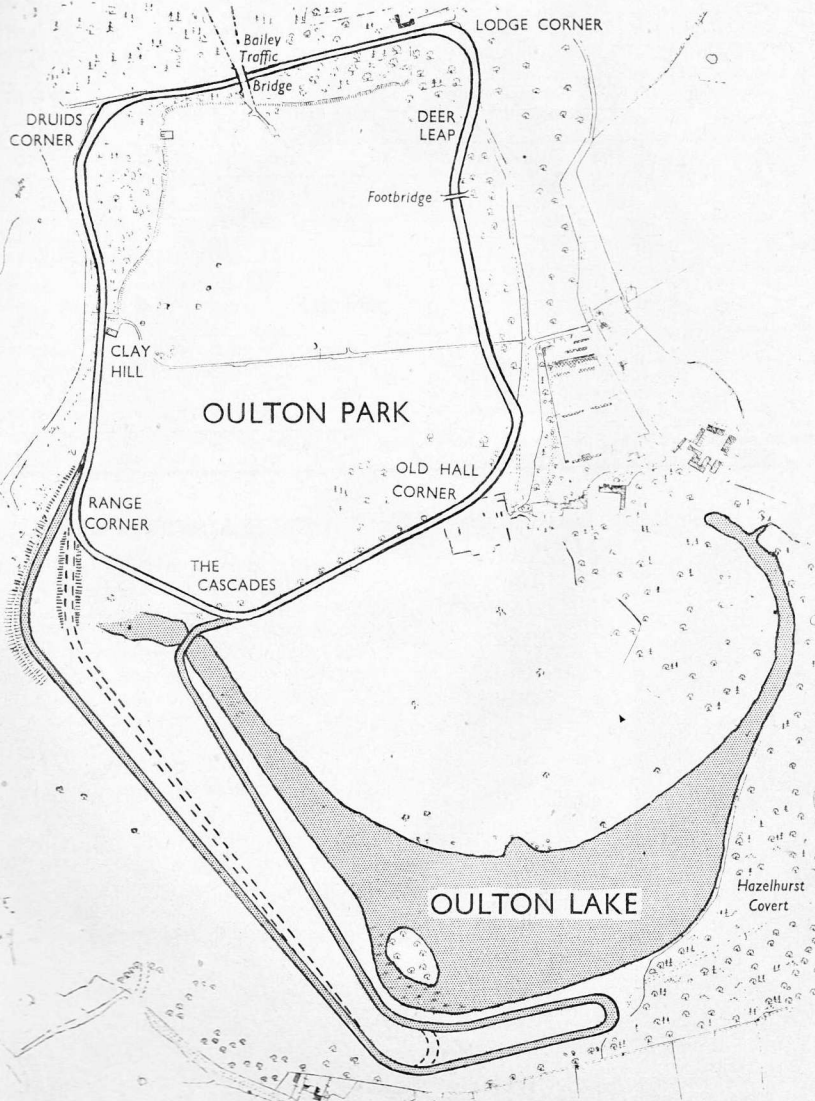
Further encouragement to Ferrari, Maserati and any other, potential, builders of racing cars in Italy comes with the distribution by the Italian Olympic Committee of 28 million lira, to the Italian Federation of Motoring Sport, who will in turn distribute it to manufacturers. A further 28 million may also be available for general racing funds and for worthy contributions to Italian technical progress.

Other plans are also afoot to alleviate the financial strains on marques undertaking a racing programme, success in which stands to benefit Italy's International prestige.

**BIGGER AND BETTER:** Cheshire Car Circuit Ltd. are pushing ahead with their plans for making Oulton Park the finest circuit in the country. This map shows the proposed extensions which, when completed, will provide a choice of four different course layouts. The shaded portion plus the original circuit will give a new length of 2½ miles.



**AUCKLAND-BOUND:** The B.R.M. which Ken Wharton is to drive in the New Zealand G.P. is now on the high seas in the hold of S.S. "Port Nelson". Here the car is seen at the Chiswick works of L.E.P. Transport, being packed for shipment.





# 24th MONTE CARLO RALLY

## AUTOSPORT INFORMATION SERVICE

### GAP—MONACO SPEED/REGULARITY TEST

THE Gap-Monaco speed-regularity section requires a considerable amount of calculation, and the table on this page was prepared by Mynheer van Santen, Competitions Manager of the Vredestein tyre and rubber concern, Holland, for the benefit of all competitors.

Realizing that the times taken between stages are all-important, van Santen worked on the basis that the times on the second stage of 12 kilometres (which set the standard times for all stages) would be more conveniently arranged in differences of 10 secs. The average speeds are given only as a guide.

However, it is comparatively simple to calculate any times taken, starting from the nearest and lowest time quoted on the table. Thus 1 second on Stage 2 = 10.5 seconds on Stage 1, 5.58 seconds on Stage 3, and 4.92 seconds on Stage 4.

To give some examples:—

Competitor covers Stage 2 in 13 mins. 13 secs. Using the nearest and lowest time (i.e., 13 mins. 10 secs.) published on the table, means that all calculations must be worked out from that particular line. Therefore Stage 1 will take 2 hrs. 18 mins. 15 secs. + (3 secs.  $\times$  10.5 secs. (factor per second) = 31.5 secs.) = 2 hrs. 18 mins. 46.5 secs. Stage 3 will take 1 hr. 13 mins. 31 secs. + (3  $\times$  5.58) = 16.74 = 1 hr. 13 mins. 47.7 secs. Stage 4 will take 1 hr. 04 mins. 44 secs. + (3  $\times$  4.92) = 14.72 = 1 hr. 04 mins. 58.7 secs.

Another example is:—

Stage 1 takes 2 hrs. 19 mins. 20 secs. As 2 hrs. 18 mins. 15 secs. is nearest and lowest time, the difference = 65 seconds. As 10.5 seconds in Stage 1 = 1 sec. for Stage 2, 65 secs. in Stage 1 =  $\frac{65}{10.5}$  or 6.2 seconds extra for Stage 2. Therefore total time required for Stage 2 is 13 mins. 10 secs. + 6.2 secs. = 13 mins. 16.2 secs.

Stage 3: 1 hr. 13 mins. 31 secs. + (6.2  $\times$  5.58) = 34.59 secs. = 1 hr. 14 mins. 05.6 secs.

Stage 4: 1 hr. 04 mins. 44 secs. + (6.2  $\times$  4.92) = 30.50 secs. = 1 hr. 05 mins. 14.5 secs.

Stage 1 126 kiloms.	Stage 2 12 kiloms.	Stage 3 67 kiloms.	Stage 4 59 kiloms.	Average Speed	
hrs. mins. secs.	hrs. mins. secs.	hrs. mins. secs.	hrs. mins. secs.	K.P.H.	M.P.H.
2 48 00	0 16 00	1 29 20	1 18 40	45.00	27.96
2 46 15	0 15 50	1 28 24	1 17 51	45.47	28.25
2 44 30	0 15 40	1 27 28	1 17 02	45.96	28.56
2 42 45	0 15 30	1 26 32	1 16 13	46.45	28.86
2 41 00	0 15 20	1 25 37	1 15 23	46.96	29.18
2 39 15	0 15 10	1 24 41	1 14 34	47.47	29.50
2 37 30	0 15 00	1 23 45	1 13 45	48.00	29.83
2 35 45	0 14 50	1 22 49	1 12 56	48.54	30.16
2 34 00	0 14 40	1 21 53	1 12 07	49.09	30.50
2 32 15	0 14 30	1 20 57	1 11 18	49.66	30.86
2 30 30	0 14 20	1 20 02	1 10 28	50.23	31.21
2 28 45	0 14 10	1 19 06	1 09 39	50.82	31.58
2 27 00	0 14 00	1 18 10	1 08 50	51.43	31.96
2 25 15	0 13 50	1 17 14	1 08 01	52.05	32.34
2 23 30	0 13 40	1 16 18	1 07 12	52.68	32.73
2 21 45	0 13 30	1 15 22	1 06 23	53.33	33.14
2 20 00	0 13 20	1 14 27	1 05 33	54.00	33.55
2 18 15	0 13 10	1 13 31	1 04 44	54.68	33.98
2 16 30	0 13 00	1 12 35	1 03 55	55.38	34.41
2 14 45	0 12 50	1 11 39	1 03 06	56.10	34.86
2 13 00	0 12 40	1 10 43	1 02 17	56.84	35.32
2 11 15	0 12 30	1 09 47	1 01 28	57.60	35.79
2 09 30	0 12 20	1 08 52	1 00 38	58.38	36.28
2 07 45	0 12 10	1 07 56	0 59 49	59.18	36.77
2 06 00	0 12 00	1 07 00	0 59 00	60.00	37.28
2 04 15	0 11 50	1 06 04	0 58 11	60.85	37.81
2 02 30	0 11 40	1 05 08	0 57 22	61.71	38.34
2 00 45	0 11 30	1 04 12	0 56 33	62.61	38.90
1 59 00	0 11 20	1 03 17	0 55 43	63.53	39.48
1 57 15	0 11 10	1 02 21	0 54 54	64.48	40.07
1 56 19	0 11 05	1 01 51	0 54 28	65.00	40.39
Factor per sec. 10.50	Factor per sec. 1.00	Factor per sec. 5.58	Factor per sec. 4.92	—	—

### DUTCH AIRFIELD RACING

A NATIONAL race meeting held on 14th November at Welschap airfield, near the town of Eindhoven, saw successes scored by Jaguar, M.G. Special, Cotura, Fiat Special, Peugeot and Renault Special. The course was approximately 2.8 miles long, and incorporated nine corners and two fast curves.

Fastest race speed of the day was achieved by Jhr. C. de Pestors with a special M.G., who won the 1,300-1,500 c.c. race over 18 laps from four Porsches at a speed of 66.27 m.p.h. The event for cars of over 2,400 c.c. went to B. Snel's XK 120, followed in by J. Martens (Aston Martin), Maasland (Jaguar), van Dijk (Ford) and two Opel Kapitans.

★  
RECCE: Peter Scott - Russell, John Eason Gibson and a Daimler saloon at the starting point of the all-important Stage 2 of this year's Monte Carlo Rally speed/regularity test.  
★





# The "Rally" Average Speed Indicator

A British-Built Instrument with Infinitely Variable Gear Ratios

PRODUCED by Brooks & Brierley, The Moorlands, Mossley, Manchester, the "Rally" Average Speed Indicator is, like the "Monastère" described in last week's issue, designed mainly for competitive motoring. The makers claim that it has several advantages over other types. In the first place, the "Rally" shows directly in minutes and seconds the variations from a fixed schedule, without having to refer to two separate dials. Secondly, the average speed settings are infinitely variable instead of being controlled by fixed ratios.

Considerable accuracy is claimed for the instrument; without wheelspin, errors do not exceed 1 second in 5 miles (or about 0.2 per cent.) at a 30 m.p.h. average.

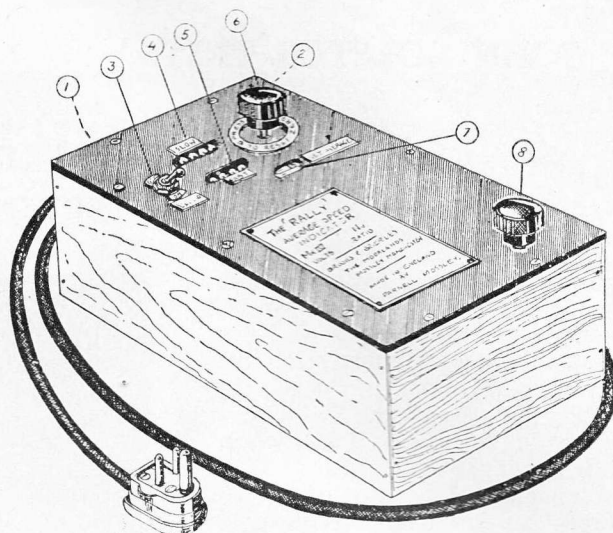
The instrument consists of a metal base-plate to which is firmly attached an electric motor driving a clock. The latter is geared to a differential shaft and thence to a counter mechanism calibrated in minutes and seconds. The opposite side of the differential is driven from the car's speedometer cable to which is fitted a take-off drive and gearbox. This drive operates through an infinitely variable adjustment which is fitted with a suitable setting knob and index plate; it drives the counter in the opposite direction.

Suitably engraved plates are fitted to the counter so that, at any given moment, it is possible to see how fast or slow the car is running compared to the predetermined average speed.

Operation is simple. The electrical supply is plugged in to the clock, drive cable connected to the gearbox supplied (this having been fitted permanently), the "set average" knob set to the speed required and the counters to zero.

When the clock is switched on, it will immediately read "slow" until the car gains speed. If the average is exceeded, the counter will subtract until zero is again reached whereupon the "fast" counter will begin to operate. On slowing down or stopping altogether, the reverse takes place. Consequently, during any journey, there is a continual

- (1) Input connection for Bowden cable.
- (2) Lead to battery.
- (3) Clockwork switch.
- (4) "Slow" indicator.
- (5) "Fast" indicator.
- (6) Re-setting knob.
- (7) Range indicator.
- (8) Range selector.



movement of the counter mechanism unless the exact set speed is being maintained.

The "Rally" is mounted in a polished mahogany case with bakelite top, and is complete with all setting knobs, clock switch, electric feed cable, gearbox and drive cable input socket. Price, complete, is £32. Weight is under 7 lb., and dimensions are 9 ins. x 6½ ins. x 4 ins.

## IRONCLAD PISTONS

### New Composite Iron-Alloy Construction

AJAX Ironclad Pistons have been introduced by B. & C. Pearson, Wilson Works, Warwick Road, Knowle, Birmingham. These have been devised to cut down the piston slap invariably associated with all-alloy pistons, and to give longer life to rings due to the grooves being machined in cast iron. The makers also claim that the composite "Ajax" pistons will give improved "gas-tightness", with consequent reduction in oil consumption.

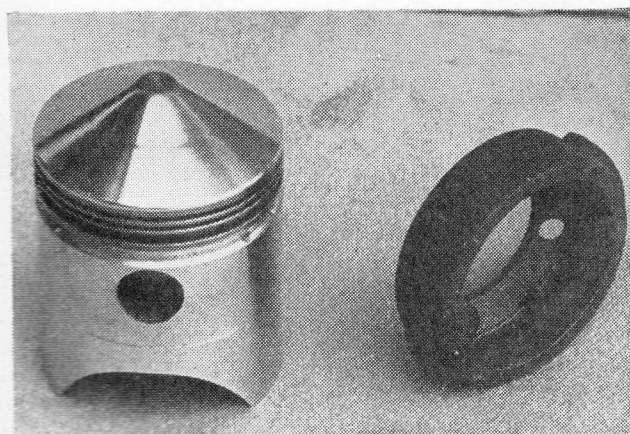
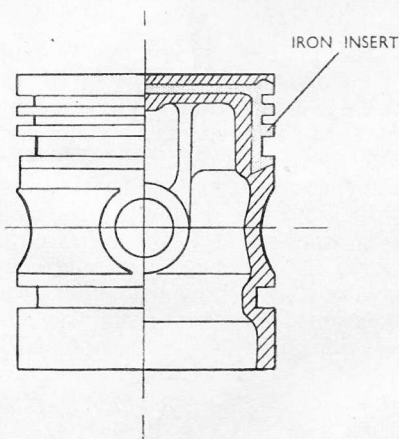
As the coefficient of expansion of the cast-iron insert differs from that of aluminium-alloy, the effective area can be machined to much finer limits than the all-alloy type. These often are as much as 12 to 15 thousandths of an inch below actual bore diameter.

The iron insert is cast integral with aluminium alloy, and is thus contained in the piston crown (see drawing). Weight is practically identical to that of a standard piston which it may replace.

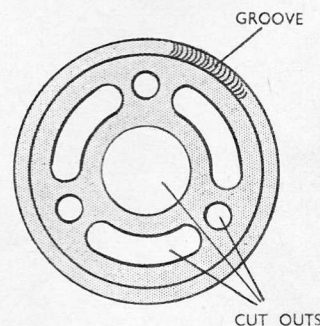
## BOOKS

OF particular interest to Formula 3 exponents will be the engine tuning sections in the seventh and latest edition of *Speed and how to obtain it*. Produced by *The Motor Cycle* primarily for the competition motor-cyclist, this book costs 5s., and is published by Iliffe and Sons, Ltd., of Dorset House, Stamford Street, London, S.E.1.

ANOTHER Iliffe production recently issued is *The Motor Cycle Road Tests*, second series, costing 3s. 6d.



(Left) An Ajax Ironclad high compression piston for racing, showing iron insert which is cast integrally with the alloy.



(Above) Diagrams showing the principle of the Ironclad design.



JOHN BOLSTER TESTS

## THE DYNA PANHARD JUNIOR

130 "SPRINT" ROADSTER

TO anybody who takes the least interest in racing and record breaking, the successes of the Dyna Panhard and its sporting derivatives are more than familiar. It is a surprising thing, nevertheless, that most of us, in this country, know very little about the standard models. I must admit that, although I had driven a supercharged competition type, I had had no experience until recently with the normal production job. I was thus very glad when, on the occasion of the recent Paris Salon, Messrs. Panhard et Levassor made it possible for me to repair this omission.

The car of which I was able to make a short test was a Dyna Junior. This model has an all-enveloping two-seater body that is quite wide enough to carry three people in comfort on its bench-type seat. In France it sells for about £595 or, with more elaborate equipment and winding windows in the doors, for £660. I had the latter version.

The Panhard is specifically built to maintain high average speeds on give-and-take roads, with exceptional fuel economy. Compared with a typical British car, the body is of simple construction and the finish almost crude, but in the engine and transmission no expense is spared in securing high efficiency and long life. The whole machine is designed from first principles, and it is refreshing to find that the oldest



*BUILT TO GO: The "Sprint" Panhard is of unpretentious form and finish, but possesses a remarkable and lasting performance. The "lovelies" in the photographs are not included as part of the equipment!*

firm in the industry is so little hampered by tradition.

It is the view of the Panhard designer that, for maintained high power production, very small cylinders are undesirable. Thus, he has taken the bold step of using only two cylinders in his engine, in the form of a flat twin, which is inherently a well-balanced unit, though by no means cheap to manufacture.

The counter-balanced crankshaft has roller main and big end bearings, of a patented construction with alternate large and small rollers. The light alloy cylinders have replaceable liners and there are shrunk-in valve seats in the non-detachable heads.

The austenitic steel valves, with nitrided stems to resist corrosion by leaded fuels, are inclined in the heads, and are operated by push-rods and rockers from a camshaft directly beneath the crankshaft. They are closed by concentric torsion bars and torsion tubes. The bore and stroke are 85 mm. x 75 mm. (850 c.c.), and with a twin choke carburetter, 42 b.h.p. is developed at 5,000 r.p.m. The engine is in unit with the gearbox, which it drives through a normal single dry-plate clutch.

Giving four speeds, with synchromesh on the upper three ratios, the gearbox provides a direct drive on third speed, with overdrive on fourth. Helical teeth are used on

*Three-quarter rear view of the Panhard. Aerodynamically clean body form contributes to the over 80 m.p.h. maximum of this 850 c.c. car.*





*Forward aspect, showing comparatively small inlet for the 42 b.h.p. flat-twin air-cooled engine, which drives the front wheels through a four-speed gearbox.*

first and second, while the "constant mesh" and overdrive pinions are of herringbone form. For compactness and strength, a double-reduction final drive is used. The short gear lever hangs beneath the instrument panel, and does not encroach on the passenger's leg room.

The chassis is of pierced box section with tubular cross members and a strong scuttle pressing. It is supported on superimposed quarter elliptic springs in front, and the rear axle beam is suspended on torsion bars. The wheels are, in effect, detachable rims, which bolt on to the large brake drums. Articulated shafts drive the front wheels, and the whole of the engine and transmission unit is ahead of the wheel centre line. It is thus ideally placed for air cooling, which is assisted by a fan on the front of the crankshaft. The steering is by rack and pinion.

#### Low Seating Position

One sits very low in the body, and, of course, there is no shaft tunnel in the floor. The hood fabric is rather close to one's head, and I would prefer an extra two inches of clearance here. No torque effects are felt on the very light steering, and the driver may, if he wishes, forget that this is a front-drive car. With a wheelbase of 7 ft., and a track of 4 ft., this is certainly no midget, but as it weighs only a few pounds over 13 cwts., ready to go, 42 b.h.p. is quite sufficient to ensure a lively performance.

The makers have accepted the fact that their high-compression "twin" may not be quite so flexible as a multi-cylinder engine, but have cleverly overcome this disadvantage by a careful choice of gear ratios. They explain that in hilly country or heavy traffic the car should be driven all the time on the direct-drive third speed. This gives vivid acceleration, and a maximum speed of 62 m.p.h. On the high indirect fourth gear, the clean body shape allows the speed to build up to 82 m.p.h., and 70 m.p.h. may be regarded as a comfortable cruising rate. Peak revs. on second gear are equivalent to 38 m.p.h. It is best to pause momentarily when changing up, or one may beat the synchromesh.

I was agreeably surprised by the moderate amount of mechanical



noise, even with the hood up. One could not mistake the engine for a "four", but the pulsations are by no means unpleasant. Indeed, at fast cruising speeds the unit is less fussy than the average small four-cylinder. The exhaust is well silenced, an unusual virtue among French cars, and the transmission is quiet, the geared-up fourth speed commendably so.

Typical of the modern Continental school, the ride at first feels firm, but smooths out rough roads with great ease. The cornering is excellent, and one at once feels safe in this car. Some people think that the body looks cheap, but I find that its plain, functional lines rather grow on one, and it is certainly solidly

constructed. The whole machine is built less for superficial appeal than to stand up, day after day, to the hardest thrashing that a fast driver can give it.

I understand that the current 42 b.h.p. engine is even more economical of fuel than its less powerful predecessors. It would appear that one can rely on obtaining 40 m.p.g. or more under almost any conditions, and that is one of the most attractive features of the car.

I am sorry that my trial of the Junior was only of short duration, and I hope that I may have another chance to sample this tough little machine under more leisurely conditions.

## THE CASABLANCA "12 HOURS"

Strong International Entry for December Race in Morocco—Ascari and Farina amongst Ferrari Nominations—Peter and Graham Whitehead to drive Aston Martin

THE Casablanca 12 Hours sports car race, formerly a fairly "local" type of event, should take on a new complexion this year with the announcement of an official Ferrari entry of four cars. Ascari, it is reported, will share a 4½-litre car with Manuel de Oliveira of Portugal, and Farina drives a similar model, while two other cars, a 3-litre and a 2-litre, will also compete, with a choice of drivers in Mike Hawthorn, Villoresi, Biondetti, Maglioli and Piotti.

Going from Britain will be Graham and Peter Whitehead, sharing the former's DB3 Aston Martin; another Aston Martin is entered by Poberejski; the Chancel brothers and Plantivaux are to drive two of the very successful 750 c.c. Panhards, René Bonnet and Moynet share a D.B.; Vernet a Renault, Péron (Moroccan Rally winner), Bayol and Collange have 1,100 c.c. Oscas, Storez a Porsche, Adolf Lang of Germany a Veritas, and Pozzi, Levegh and Grignard 4½-litre Talbots.

Jean Behra drives the very fast 3-litre Gordini, Crespin a 2½-litre, Loyer a 2.3-

litre and Borelli a 1½-litre. Robert Manzon is a Lancia works entry, with a car of unspecified type. Should it be one of the latest 3.3-litre competition machines he could well prove the strongest challenge to the Ferraris.

The race takes place on 20th December, over the Anfa circuit in Morocco, used in pre-war days for the Casablanca Formula Grand Prix. It will be decided in three categories: up to 750 c.c., up to 2-litres, and over 2-litres.

#### FIRST 1954 RALLY

THE A.D.A.C.'s German Winter Rally starting on the 7th January will open the 1954 sporting season in Europe. A three-day International event, it concludes at Oberstdorf, Allgau, on 10th January. It will be a production car event, with capacity categories from 500 c.c. to over 2 litres.

Closing date for entries is 21st December. The organizers' address is Koniginstrasse II, Munich 22, Germany.



*The "Fibreglass" M.G. convertible photographed with the famous Dickensian hostelry, the "King's Head" at Chigwell, as a background.*

chassis, but the radiator was replaced by a Morris-Oxford unit to provide a low frontal area.

There is considerable luggage space behind the seat squab, whilst spare wheel and tools are carried in the tail compartment. The design called for ample headroom when the top is up, and this has been achieved without detracting from the modern lines. Standard M.G. instruments and controls are utilized.

One of the most outstanding features of the car is its uncanny silence which seems to emphasize the sound-damping properties of plastic materials.

## A FIBREGLASS M.G.

**Interesting Convertible  
Built by North London Con-  
cern on Production Chassis**

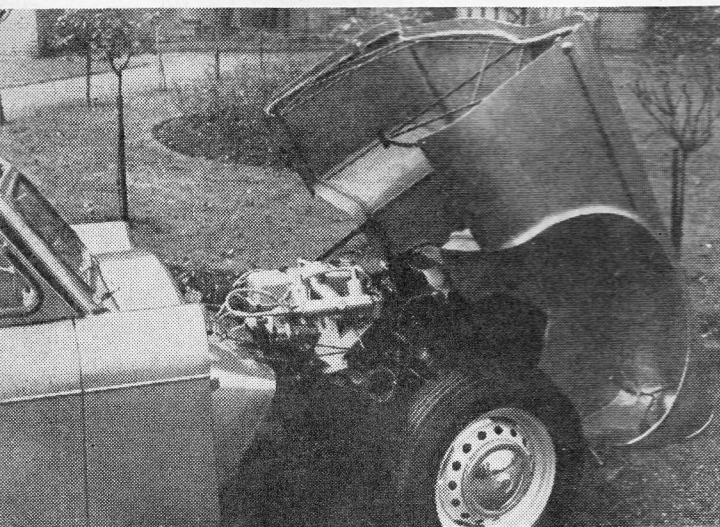
BUILT to the order of a customer by W. Jacobs & Son, Ltd., Mill Garage, South Woodford, the bodywork of an attractive M.G. convertible has been carried out entirely in "Fibreglass".

The moulded plastic parts are mainly those intended to fit a variety of chassis and were supplied by R.G.S. Components Ltd., of Winkfield, Ascot, Berks.

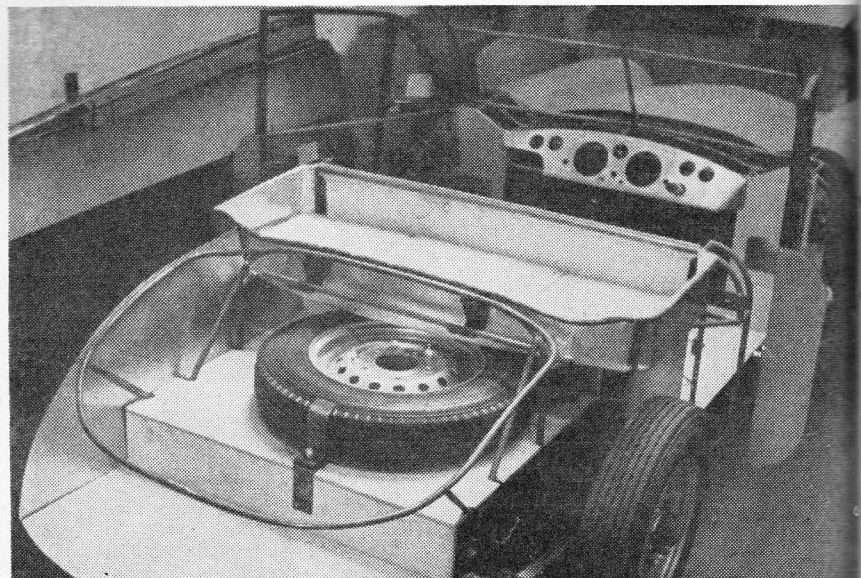
Rigidity of the structure is ensured by a sub-frame comprised of light, welded steel tubes to which the body shell and panels are secured. No alteration was required to the standard M.G.



(Above) Three-quarters front view of the car. The wind-up windows have fixed frames. (Below) The steel tubular superstructure to which are secured the Fibreglass shell and panels, is seen in this picture taken during assembly.



The entire front is hinged to give remarkable accessibility to the 1,250 c.c. engine. A Morris-Oxford type of radiator is used in place of the standard M.G. unit.





# Streamlining—Theory and Practice

THE astonishing performances put up at Le Mans and elsewhere by sports cars of modest power has emphasized the importance of streamlining, speeds of over 100 m.p.h. being obtained during races on less than 50 b.h.p. Streamlining is, of course, a major part of the quest for speed especially when power plants are similar, as in 500 c.c., 750 c.c. and 1,172 c.c. formula cars, and just how great a factor is air resistance we shall see from a simple example.

Let us consider a typical 1,172 formula car of high mechanical efficiency and fitted with a normal body (by which we mean a reasonably slim body with wheels outside, cycle type wings and aero screen and half-tonneau cockpit arrangements). The maximum b.h.p. available at the wheels will probably be about 38, or, say, 35 at maximum speed (assuming that the car is geared so that maximum speed occurs at slightly higher r.p.m. than maximum power in order to obtain top gear acceleration, that is when the b.h.p./r.p.m. curve is falling after the peak). Power required is that necessary to overcome (a) the resistance between tyres and road, and (b) air resistance. Component (a) is probably no more than 4 h.p., thus the surprising amount of some 31 h.p. is required merely to push the air to one side.

If we can reduce the power required to overcome air resistance we can gear for higher speed or use the additional "free" power to enhance acceleration, depending on the results desired.

It is not possible to say that we can reduce air drag by doing this, that and the other, but it is possible to state the principles involved, and to leave their use to the individual designer; it is hoped that these notes may prove of use to the amateur constructor rather than provide interest reading only. However, we must first study basic principles.

The drag of an object is given by  $D = K.A.V^2$  where  $D$  is the drag in lb.,  $A$  is the area of the maximum cross section in square feet,  $V$  is the speed in feet per second and  $K$  is a constant determined by the shape of the object. From this formula, we see that to increase  $V$  for the same value of  $D$  we must reduce  $A$ , or  $K$ , or both. Reduction of  $A$  is, of course, what every special builder does so far as he can and still keep within the rules; but it may be that increasing  $A$  decreases  $K$  by many times, thus reducing the

by

**D. STOLLERY**

product  $K.A$  as desired. For example, a typical special may have a frontal area of as little as 10 square feet but its drag value may be many times that of a well designed "Porsche" type of body, the frontal area of which probably approaches twice that figure. The best procedure would appear to be to reduce  $K$ , keeping  $A$  as low as possible consistent with minimum  $K$ , and in order to understand the significance of  $K$  we should know a little about airflow.

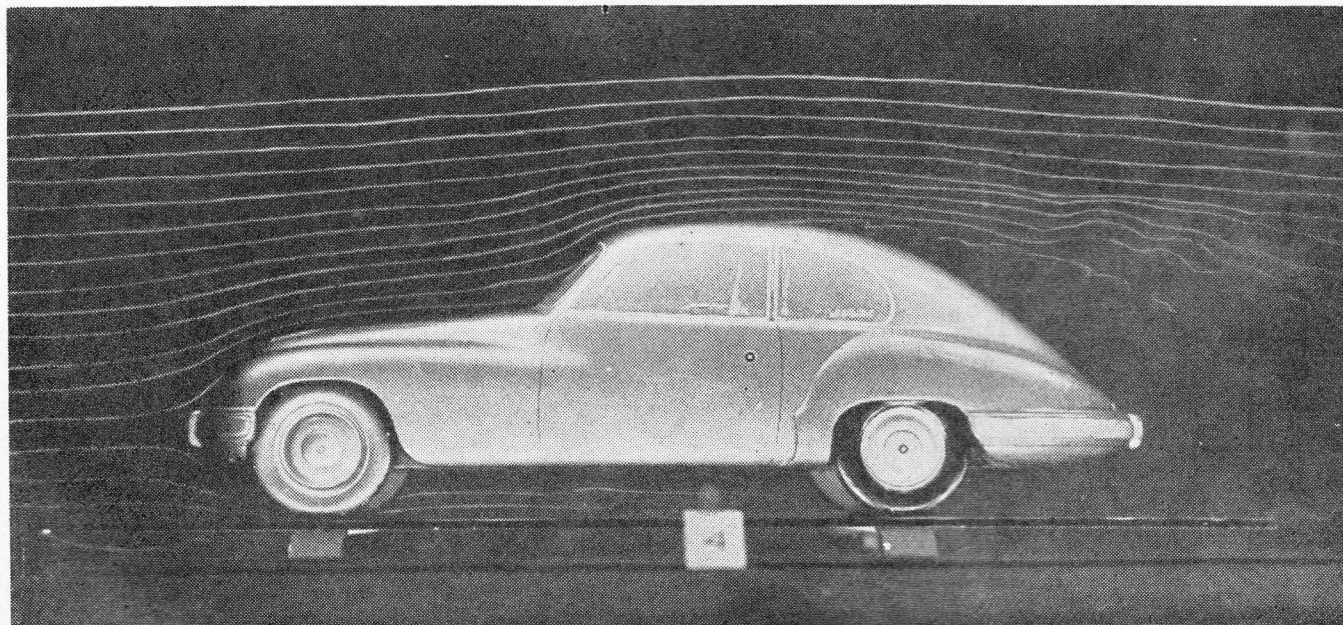
Doubtless we are all familiar with airflow diagrams, in which lines represent the flow (in wind tunnels these lines may actually be present as smoke trails from multiple jets upstream of the test object) and, of course, the air flows all round the object but we can only show the flow in two dimensions, that is, as a cross section of object and air. It is also conventional to consider the object as stationary and the airstream as moving, there being, of course, no difference from actual conditions.

Illustration No. 1 shows the flow round the simple flat plate. Of the two smaller diagrams, that on the left is a pictorial view of the object under review and the other represents the section at right angles to the flow. It will be seen that there is a very turbulent wake which causes a great deal of drag, also the division of the airflow is very sudden.

The second illustration shows the flow round a sphere. We see a considerable improvement here, due to the easier division of the flow and "filling in" of the wake behind the object, but the turbulence is still present though less marked. Filling in the wake with a pointed tail helps considerably, as shown in the third figure but the blunt nose still gives trouble. Figure No. 4 shows the familiar tear-drop shape well known in aircraft. The turbulent wake is still present but it has been reduced to more reasonable proportions. Note incidentally the truth of the well-known saying "What looks right is right" in connection with streamlining.

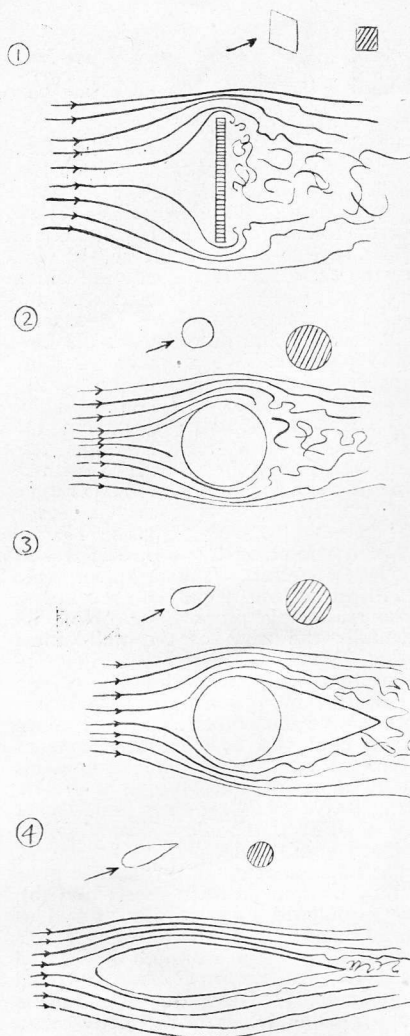
Let us now see what happens when we combine the points mentioned above rather than the development sequence given. First a box; this represents roughly a car with no thought of streamlining (say a trials car or a Land-Rover type of utility). The flow is very similar to that round the flat plate in figure one. Let's put a pointed tail on the flat plate as they used to do with sports cars (6). The turbulence is practically as bad as the box since the sudden division of the flow does not allow a smooth flow round the tail. We see in (7) that a round front on the box (a well designed estate car for example) is rather better than the pointed tail. A round nose and a pointed tail gives us the tear drop again, of course. The lesson of these examples is the importance of the front end.

We now have some idea of the flow round an isolated object, but what of



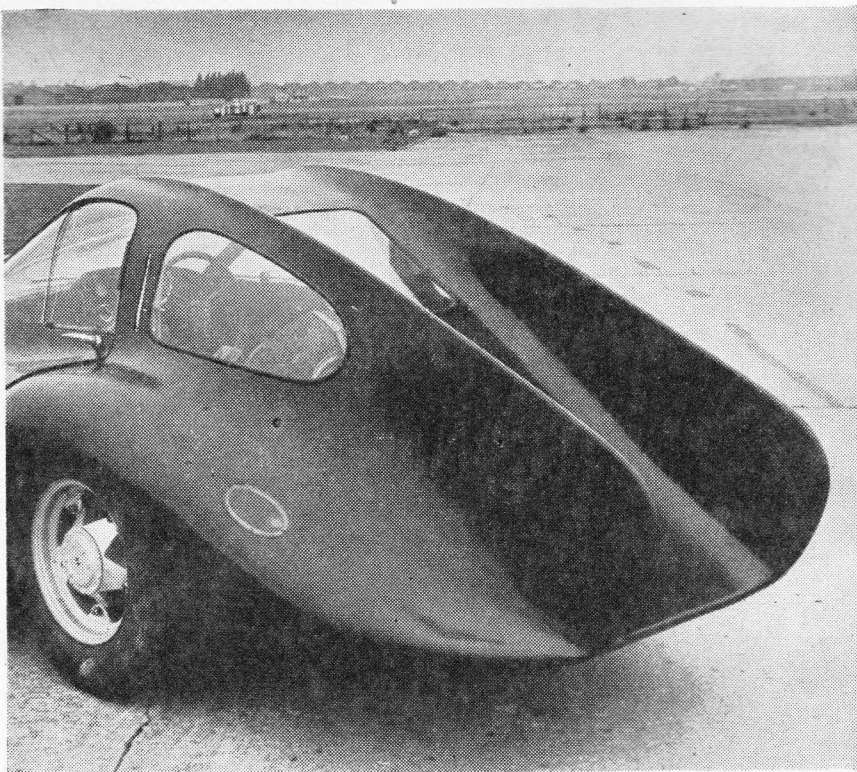
WIND TUNNEL TEST: A 1/10th scale model of the prototype 401 Bristol undergoing a tunnel test; the white streamers are formed with paraffin smoke, emitted through a series of jets.



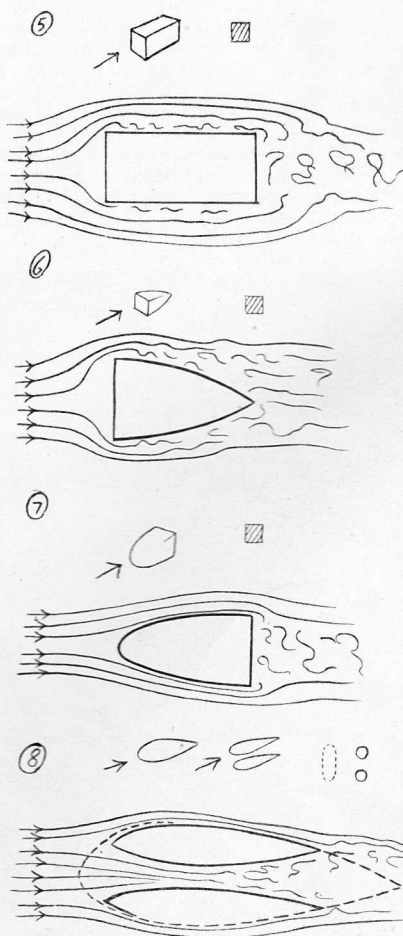


two bodies close to each other? Figure 8 represents these conditions, which are none too good. This type of drag is known as interference drag and can occur between wheels and the car sides, or between any adjacent parts of the car. One single "flattened cigar" shaped object as shown by the broken line in figure 8 will have a lower drag figure than the two adjacent ones (due to the lessened turbulence), the flow being as figure 4 although the area is greater. This is exactly the effect of an all-enveloping car body.

So far we have considered objects which are situated in an airstream, but, of course, when considering a car there is the road which is situated, for reasons of stability, rather close to the lower surface. If we introduce the road into our example of the tear drop shape we find rather objectionable features, mainly a compression effect under the car and a pressure effect above (to which we shall refer later) which forces result in an upward component, which may seriously affect road holding with a light car when speeds are sufficiently high to make this "lift" felt (9). This lifting force, incidentally, is, like drag, proportional to speed squared. Perhaps the best shape would be as in figure (10) but this is still a lifting profile due to the depression above. This is the first major snag which we come across when indulging seriously in streamlining, but it must

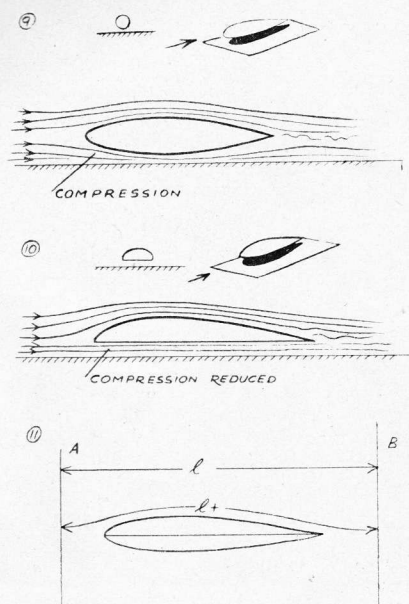


*AID TO STABILITY: On the Bristol "450" competition machine, Filton research engineers devised this twin-finned tail treatment.*



be stated that the speed must be very high and the car very light for any really serious effects to show; nevertheless, I see no reason why 100 m.p.h. should not be exceeded with an 1,172 car, and the minimum weight of eight hundredweights may be sufficiently low to cause unpleasant effects to the steering under certain conditions. Unfortunately, it is difficult to find any figures published on this subject. Incidentally, figure (10) gives us a much more workable section for use with a car than the previous circular examples.

Let us now consider what happens to

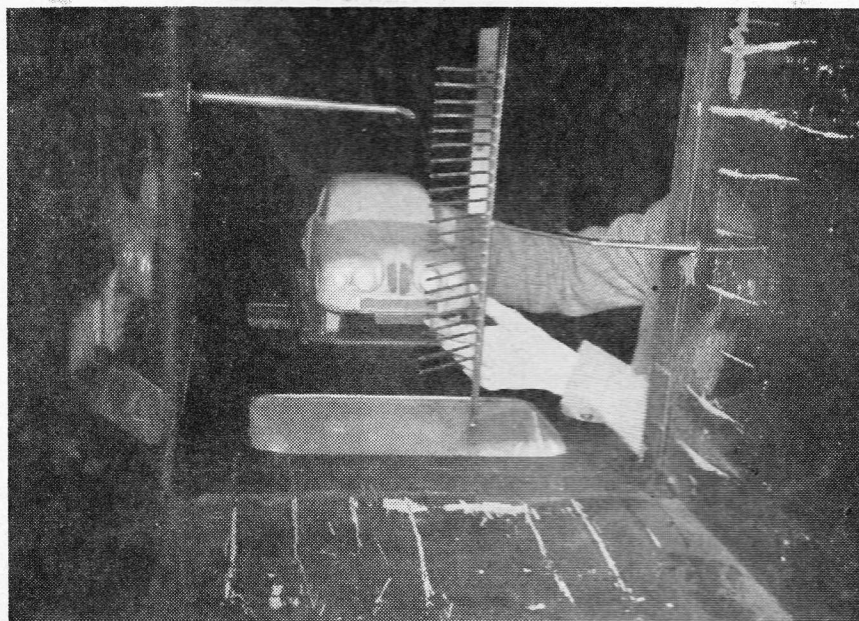




the air as it passes over the object. In figure (11) the surrounding air which is unaffected by the presence of the object passes from point A to point B in time  $t$  seconds (it will be recalled that the object is considered to be stationary and the air moving). However, the air adjacent to the object (turbulence neglected) must pass from A to B by a longer route ( $1+$ ) also in  $t$  seconds, thus it must speed up. Therefore we have the air near the surface of the object rushing round it in order to catch up with the rest of the air around it; this means that the drag of any projections on the object must be increased due to the increased speed of the flow.

Similarly, we know, from our knowledge of carburation, that an increase in air speed reduces pressure as the fast airflow past the jet in the carburettor sucks up the petrol. The fast airflow over the top of the body, in effect, sucks up the car, giving rise to the lifting effects noted in figures (9) and (10). The following is pure guesswork on the part of the author but this is possibly the cause of the reported instability at high speed of the well-known *Disco Volante* type of body as experimented with by Alfa Romeo. The excellent wind cheating lines of this type of body may well give the lifting effects discussed above.

Another form of instability, the ramifications of which have been given prominence recently, concerns the centre of pressure. That is the point at which side forces can be considered to act. Thus if the C.P. is forward of the centre of gravity the sideways component of any side wind will cause the car to turn away from the wind. In view of the

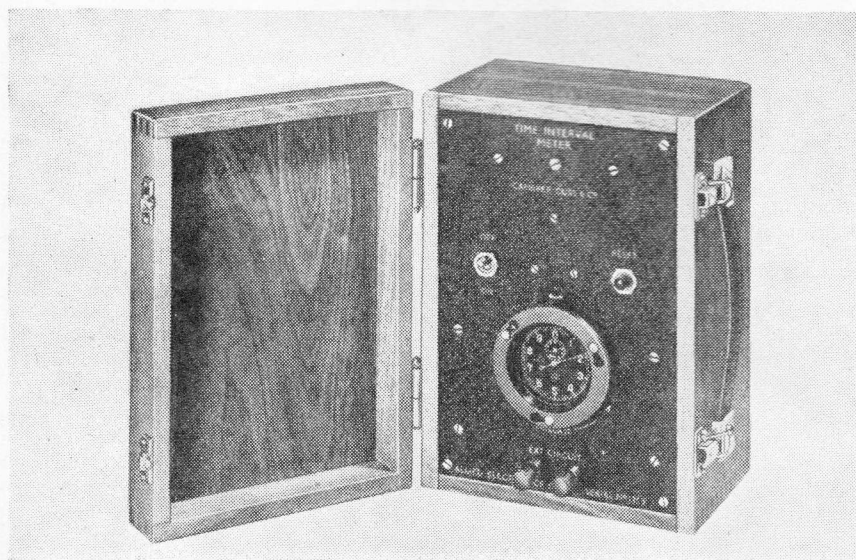


*A view from the mouth of the wind tunnel at Bristol, showing the multiple jets which feed paraffin smoke into the airstream.*

long bonnet lines required to give a clean entry, some side area at the back in the shape of fins may be necessary in order to move the C.P. back and reverse this tendency, to cause the turning effect to be zero or into the wind as is more desirable. This is not of very great importance from the design point of view since it is not a very

difficult operation to add a little side area should it prove desirable after tests. Alternatively side area may be incorporated (and as will be noted later constructional considerations may prove this to be desirable) but care should be taken not to overdo things so that the turning moment is too great.

*(To be continued)*



#### A NEW TIME INTERVAL METER

CAMERER, CUSS & CO., well-known clock and watch makers, of New Oxford Street, W.C.1, have produced a new time interval meter unit which should prove of especial value in motoring activities, such as speed trials, driving tests, Auto-cross and similar sporting events, and for various technical applications, e.g., fuel consumption tests and oil viscosity measurement.

The instrument is self-contained, portable and simple to operate. Power is provided by a pair of standard deaf-aid

dry batteries, rendering it independent of mains supplies. Start and stop are controlled by the closing of an electrical circuit, times being recorded automatically, using any standard N.P.L. quality stop watch. Resetting can be remotely controlled if required, and photocell units for race timing can be employed.

The Camerer, Cuss meter, developed in association with Allied Electronics Ltd., costs £25 without stop watch, or £36 10s. complete with the maker's model 308 stop watch. All information may be obtained from Camerer, Cuss & Co., 56 New Oxford Street, London, W.C.1.

#### KENTISH BORDER TRIAL

PROVISIONAL results issued for the Kentish Border Trial by the organizers, and published in last week's AUTOSPORT, have since proved incorrect in one or two instances. Michael Lawson now gains a first class award, and E. J. Chandler a second class award. Ron Faulkner is less fortunate, it being found that his total score of marks was 96, instead of the 106 which had placed him amongst the first class award winners. He now gets no award.

\* \* \*

#### NORTHERN HALF-LITRE CLUB INAUGURATED

THE inaugural meeting of the Northern Section of the Half-Litre Car Club was held on Thursday, 3rd December, in the Victoria Hotel, Leeds.

About 25 prospective members and members of the club attended in response to a mention of the proposed section in the motoring column of the *Yorkshire Evening Post*. A committee was formed with John Higham, the Leeds Cooper exponent, as secretary. It was through Mr. Higham's enthusiasm and organization that the meeting was arranged.

A full programme of social events was provisionally arranged for the rest of the close season, featuring film shows and "noggin and natter" evenings. It is hoped that a sprint meeting for club members, several of whom are already owner-drivers, can be arranged at the beginning of next season and that a Yorkshire Racing Team can eventually be formed.





# GLOUCESTER GLUEPOT

Maurice Wilde Wins the Thirty-fifth "Gloucester" by less than One Point from Bernard Dees

"It was a real, honest-to-goodness mud-plug," said a competitor last Saturday, at the end of the London Motor Club's 35th Gloucester Trial. "We couldn't climb a single hill, but it was darn good fun trying!" Indeed, the organizers would have been happier had the event turned out a little easier, but a thin coating of slimy leaf-mould had appeared on almost every section since the preliminary "recce", and during the course of the trial it really did seem that no hill would be climbed by any competitor.

However, 11 of them succeeded in getting up one of the sections, and both Wilde and Dees climbed the apparently impossible Fox Path 1. They finished the course with the same total, tied

again in the Steanbridge special test, each taking precisely 9.8 seconds, and only in the Park Corner test did Dees put a foot wrong. He overshot a line, making his score 17.8 secs. to Wilde's 17, and the Gloucester Cup was lost—and won.

Promptly at 9.45 a.m. the first man left the Royal George Hotel, Birdlip, the start having been put forward three-quarters of an hour so that competitors might finish in time to see the B.B.C. Television Trial. Five and a half miles away lay the first section for odd numbers, known as Wards, and a very fair indication of what was to come. Starting on a lane, competitors were required to take a full right-angled turn left, in less than five yards, and climb a steep,

earthen bank between trees; it was, quite simply, impossible. Some tried cutting the corner, some took a "square" approach and others took it wide, but all suffered the same fate; only Ernest Chandler and "Tiny" Lewis got the front wheels of their specials past the "Section 1" card.

The next treat for the odd numbers was Ballingers, which looked fairly easy, and was anything but. The approach to the starting line was by way of a water-splash, almost more difficult than the section itself. Lewis was seen making another fine attempt, which came to an end after Section 2, but W. T. Knill's tubby red Mullacott Special just failed to clear Section 1. A. M. Goldthorpe's Pelikan was pushed by his passenger in an endeavour to reach the starting line, but he couldn't make it; Denis Flather (Keystone) did, at the third attempt, but slid off the section itself within a couple of yards. Sinclair-Sweeney's attractive Lotus-Vicki reached the line without fuss, after which the engine sounded slightly "woolly", and he came to rest in the middle of Section 2. So, too, did Ron

## PROVISIONAL RESULTS

**Gloucester Cup:** M. Wilde (Ford Spl.), 27 marks gained, 26.8 secs. test aggregate. **Thomas Cup:** B. H. Dees (Deeford), 27, 27.6. **Committee Cup:** A. E. Marsh (Dellow), 24, 26.4. **First Class Awards:** W. H. Waring (W.H.W.3), 22, 25.6; I. D. L. Lewis (Ford Spl.), 22, 29.4; R. W. Faulkner (Paul Spl.), 21, 26.4; W. H. H. Durling (Spence VII), 21, 28.8; J. D. Hollingsworth (Oliver), 20, 26.4. **Second Class Awards:** R. Kemp (Kemp), 20, 27.2; W. T. Knill (Mullacott Spl.), 20, 28.2; E. J. Chandler (Chandler Spl.), 19, 26.8; H. Sinclair-Sweeney (Lotus-Vicki), 19, 27.4. **Gloucester Goblets (three successive cups or first class awards in the event):** W. H. Waring and R. W. Faulkner.

(Top) B. Harris (R.J.H.) slides on the "impossible" Sawmills section.

(Left) H. Sinclair-Sweeney (Lotus-Vicki) breasts a rise on Ballingers; he won a second-class award.



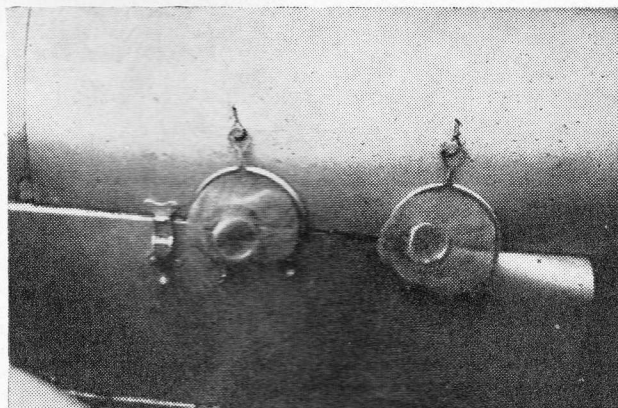


Faulkner, after he had deflated the tyres of his Paul Special in order to reach the start. Wilde and Dees both cleared Section 1, but Wally Waring (W.H.W.3) went one better. Later, A. E. Marsh was the only one of the even-number entrants to equal this with his Dellow; his excellent driving eventually earned him third place.

Whilst watching Ballingers, your reporter heard a steady, long-drawn-out exhaust note, followed by cheers, coming from the direction of Fox Path 1. Could this be Dees achieving the impossible, he wondered? It could, and it was; the Deeford exponent had succeeded in climbing the whole of this extremely difficult section, with its downhill start followed, after a watersplash, by a long, winding climb up a steep, wooded slope. The first competitor to try it, J. H. Appleton (Appleton), had reached the fifth section before halting; the next man, B. R. Potts (Dellow), had needed a tractor to help him up—as did many others after Dees had climbed. A few more reached Section 5, but none climbed higher, except Maurice Wilde, who later matched Dees' achievement.

Fox Path 2 having been scrubbed, the odd numbers then made their way to Sawmills, a devilish brew combining all the worst features of both Wards and

★  
**FULLY EQUIPPED:**  
*There was plenty of boiling (radiator) water available at the Gloucester Trial—and Sinclair-Sweeney had the tea-strainers! He used them as air-intake filters on his Lotus-Vicki.*  
★



Ballingers. From a short, slightly downhill start, competitors locked hard left to climb a muddy gradient—or rather, to try to climb. It was precisely on the turn that most of the field had reversed to reach the starting line, and as a result the surface was soon hopelessly slippery. "Wards" tactics were tried again, but with no better result, for those who cut the corner were passed out by the tail; any who adopted a square approach stopped dead with wheelspin, and taking-

it-wide enthusiasts drifted gaily sideways across the approach to the hill, stopping some distance beyond it. "Ar, yer wanter 'ang a couple of 'alf 'underweights on that left 'and front wheel," said the tractor driver. The unfortunate Lewis, who had earlier changed a tube and got some mud inside the cover, had his near-side rear tyre pulled clean off the rim as he tried to get round the corner. Goldthorpe found himself stuck across the track in such a complicated position that the tractor was used to pull him right up the hill—which it did, in spite of the fact that his handbrake was on!

Eventually, the track became so bad that competitors were spending anything up to fifteen minutes manoeuvring to reach the starting line, and in some cases their cars were boiling by the time they got there. There was talk of scrubbing the section, but it was decided to let everyone try. And everyone *did* try. And everyone failed. . . .

That old favourite, Juniper, was on the whole easier for the later starters. Coming to it early on, Bernard Dees cleared only the second section, and few entrants fared much better until "Tiny" Lewis, almost at the end of the odd numbers, succeeded in reaching Section 6. When the even numbers arrived Maurice Wilde cleared Section 3; A. E. Cleghorn, his Dellow pinking hard, travelled only a yard or two before stopping, and N. V. Terry's similar car stopped in Section 3, with great quantities of r.p.m. and a strong smell of burning tyres. J. V. Lewis (Chigford) travelled



(Above) Wards was another "impossible" section, and "Tiny" Lewis (Ford Special) was one of the only two entrants to get the front wheels out of Section 1.



**SAWMILLS STORY**—told by the tractor towing up A. M. Goldthorpe's Pelikan (left), and the cloud of steam round A. B. Napper's Ford (above)—which hasn't even reached the starting line!



quietly and neatly into the fourth section, then, too late, started to bounce. After him came Kemp, who went right up to Section 6 in a series of mighty bounds—only the second competitor to do so. His success was followed by those of Marsh, Bodenham and Pettit (Ford Spl.).

Odd numbers then performed the Steanbridge special test, a timed hill-climb, and tackled that part of the course already covered by the even numbers. First came Henwood Loop, a sticky piece of work in which most people came to rest after Section 1. Five managed to get out of the second section, but only Wilde and Dees cleared Section 3. Even worse was Hoskins 1, in which the entire entry failed to gain a mark. Hoskins 2, with an "impossible" turn

halfway up, was little better; 14 entrants cleared the first section, and only Dees and Chandler got past Section 2.

The only hill to be climbed that day, besides Fox Path 1, was The Gulf. Section 8 formed the resting-place for nearly everybody, but Wilde, Dees, Kemp, Bodenham, T. R. Wood (Tigford), B. Fitzwater (Ford), B. Harris (R.J.H.), H. R. Smart, "Tiny" Lewis, W. H. Durling and H. Sinclair-Sweeney all saw (and passed) the "Section Ends" notice.

"Please close the two gates at the top", said the route card of Grassy Banks, but if those two gates were open, they probably are still. More than half the field were unable to clear the first section; those who did so romped through the second one, but only five competitors cleared the third. They were Wilde and

Dees (of course), Chandler, Wood and Faulkner. Then came the Park Corner forward-reverse-forward test for the odd numbers, while the evens were at Steanbridge, and the 35th Gloucester Trial was over.

Within a very few minutes, the organizers had worked out the results. They passed no remarks about this, however, but quietly put through a telephone call to the B.B.C. Thus it was that the Gloucester competitors, watching the Television Trial on sets installed at the Royal George Hotel by "Goff" Imhof, were flummoxed by the announcement of their results as well—the final touch in a day of surprises. Not all of the shocks had been pleasant ones, admittedly, but of 35 starters only one had retired.

F. W. MCC.



**LANCIAQUATIC:** Local children at Brittas, Co. Dublin, made almost too successful a job of damming this stream, through which H. C. Johnson (Lancia) ploughs his way.

## IRISH M.G.C.C. TRIAL

Yet Another Victory for Kevin Murray—  
M.G. Award Held Over by Organisers

IN dry but chilly weather last Saturday afternoon, the competitors in the Irish M.G. Club's Winter Trial left the Embankment Inn, near Tallaght, for a 30-mile jaunt round the Brittas Cross Roads—Kilbride area, which included both tests and observed sections in an effort to cater for the mixed entry of specials, M.G.s and saloon cars. In point of fact the course consisted of two laps of a 15-mile loop beginning and ending at Brittas, where the first test made use of the natural watersplash at that point. A pylon had to be rounded before and after the splash, which had been dammed to make it worth going through. The results were spectacular to say the least, the water coming right over the bonnets of the M.G.s. Most of the cars entering the splash looked like seals at the zoo diving after herrings, but nobody seemed any the worse for the experience, no car got stuck halfway through, and Raymond Laird managed it in less time than anyone else—21 $\frac{1}{10}$  secs.—beating Bill Young by  $\frac{1}{10}$  sec., and LeFanu and Murray by  $\frac{1}{10}$  sec. Mike Heather (M.G.

TD) led the Standard Opens with 23 $\frac{1}{10}$  secs., and Wilson (Austin A 40) the saloons with 27 $\frac{1}{10}$  secs. On the second lap this test was varied slightly, and although Kevin Murray in M.M.2 was quickest of all, Dick Wood-Martin took his standard TD through in 26 $\frac{1}{10}$  secs.—third fastest.

After an observed section at Brittas Road came two forward-and-reverse, brake- and -acceleration tests, one at Ballyfolan, the other a couple of miles away at Kilbride. At the former, Murray led on the first lap, and Laird and LeFanu tied on the second, while Heather topped the M.G.s on both. L. Beshoff (Hillman Minx), who got lost without trace early in the last M.G. event, the night trial, came back into the picture in the third test by leading the saloon class.

Driving back from Kilbride to the west side of the main Blessington Road, the route card led competitors to the second observed section, where the specials scored the full 10 marks almost without exception, although the other two classes were completely defeated,

not one M.G. or saloon being able to get near the first marker. On both laps the third observed section, at Cromwellstown, also defeated everyone except the special-drivers, while the only competitors among them to score full marks were Young, Nash, Murray and Gibney; Young, however, managed it twice with his blown Dellow.

The last test of lap 1, and the last of the trial, both took place at the same location, a T-junction with a triangle in the centre, close to the previous observed section. Starting from Line A, on the down-stroke of the "T", cars had to drive twice around the triangle and over a line on the cross-stroke; anti-clockwise round the triangle in Test 4, clockwise in Test 8. There was much sliding and hand-brake work, of course; Murray's time was the best of the specials in both laps, and Dermot Falkner's that of the saloons, Falkner cutting no less than nine seconds off his previous time, in his second effort, a notable achievement even though the clockwise arrangement made the test slightly shorter.

Taken overall it was a successful event, and a very pleasant way of spending a winter Saturday afternoon, while the local children certainly made a job of damming up the watersplash. I understand the Club were not responsible—out of a desire to drown the whole entry, or any other desire for that matter!

It only remains to say that the award for the best M.G., the Sunbury Cup, has been held over until such time as the Club Committee decide whether the car driven by the class winner on points (M. D. Heather) was, or was not, a standard production car within the meaning of the regulations.

MAXWELL BOYD.

### Results

**Premier Award (Young-Valentine Cup):** K. Murray (M.M.2), 205 marks.

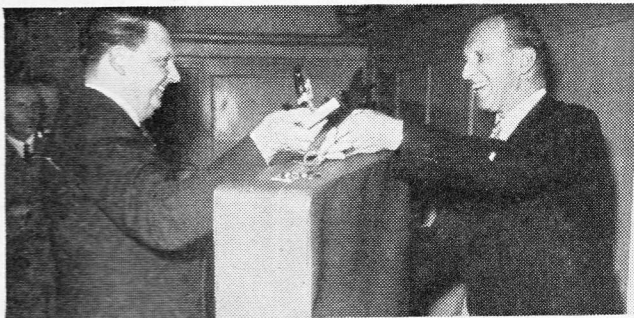
**Flynn Cup:** A. L. Young (Dellow S.), 173.

**First Class Award:** J. Gibney (Ford Spl.), 169 $\frac{1}{2}$ ; R. Nash (Dellow), 160 $\frac{1}{2}$ ; R. Laird (Dellow S.), 160; E. Connell (Ford Spl.), 144 $\frac{1}{2}$ .

**Second Class Awards:** J. C. Millard (Ford Spl.), 141 $\frac{1}{2}$ ; R. B. S. Le Fanu (Ford Spl.), 140; S. P. Soden (M.M.1), 137 $\frac{1}{2}$ ; H. Johnson (Lancia Spl.), 125.

**Best Saloon:** D. Falkner (Morris Minor), 90.  
**Standard Sports Cars (M.G.s):** M. D. Heather (TD), 102; S. Logan (TC), 100; K. Flynn (TD), 93 $\frac{1}{2}$ ; R. Wood-Martin (TD), 91 $\frac{1}{2}$ .





*A.M.O.C. AT THE RUBENS: (Above) Retiring Secretary Dudley Coram receiving gifts presented on behalf of the Club by the Marquess of Camden.*

*(Left) Ron Flockhart takes the Wyatt Trophy for setting the fastest lap at the A.M.O.C. September meeting.*

## THE SOCIAL WHIRL . . . .

### W.E.C.C. DINE AND DANCE

ON 3rd December, the annual dinner/dance of the West Essex C.C. took place at the Assembly Hall, Walthamstow, and over 450 members and guests attended. In the chair was the Hon. Gerald Lascelles, President of the Club, and the Hon. Mrs. Lascelles presented the main awards won during the season, including the W. Lyons Trophy, which was accepted by David Murray of "Ecurie Ecosse", in the absence of Ian Stewart in U.S.A. Vice-President Stirling Moss wired that he could not be present, as he was unavoidably detained—in Hollywood, California!

\* \* \*

### CHELTENHAM PRIZE-GIVING

LAST Saturday the Cheltenham M.C. held its annual prize-giving at the Priory Lawn H.Q., with Jack Readings in the chair. Unfortunately, the dates of the "Gloucester" and the TV trial clashing, caused the absence of several awards-winners. The season's awards were presented by Mrs. Gregor Grant, and Jack Readings, on behalf of the Club, presented the Editor of AUTOSPORT with a silver propelling pen-pencil.

Competitions Secretary Joe Dembowski said that there was great general interest in the Club's annual Economy Rally which takes place on 19th/20th June, 1954, and has now been granted International status by the F.I.A. This is probably the only International event of its kind.

The Cheltenham M.C. officials are eager to start Autocross, and have already obtained permission to use an all-purpose circuit near Prestbury, close to Prescott.

\* \* \*

### A.M.O.C. PRIZE-GIVING PARTY

THE Rubens Hotel, Buckingham Palace Road, London, was the scene, last Saturday, of the Aston Martin O.C.'s annual Prize-giving Party. Attendance was high, as were spirits, and a presentation to hard-working Dudley Coram, retiring Secretary, was hailed with great enthusiasm.

Many sporting celebrities were



*WICKEN PARTY: George Wicken, John Cooper, Sheila and Eric Brandon are in this group at the Annual Dance given by George Wicken's concern at Maidstone recently.*

present: "Mort" Morris-Goodall, without whom no Aston Martin function would be complete, Ron Flockhart, George Abecassis, Eric Thompson, Cliff Davis, Les Leston, Lt.-Col. Gallop and many, many others, all quite obviously enjoying themselves.

\* \* \*

### MONTE CARLO RALLY B.C.C.

ON 2nd December, at the Clarendon Restaurant, Hammersmith, the Monte Carlo Rally British Competitors' Club held a dinner and pre-rally discussion. Hon. Sec. Ray Gough found himself in something of a quandary, as the number of starters exceeded the entry list by over 50, and tables and chairs had to

be squeezed into all sorts of corners by a helpful management.

Jack Kelmsley was in the chair, and surprise visitors were Mynheers van Santen and Westerhoff, of the Dutch Vredestein tyre concern, who flew over specially to offer their services to British competitors. Well-known trade figures who explained what their concerns would do to help competitors were Peter Haynes and his successor Allerton (Lucas), Guy Edwards (Vacuum Oil), and Bryn Lewis (Tyresoles). Col. Stanley Barnes (R.A.C.) made himself available to answer any questions bearing on the rally regulations. Bruce Ells announced that A.E.C. would run a special baggage coach to Monte Carlo for the convenience of competitors.

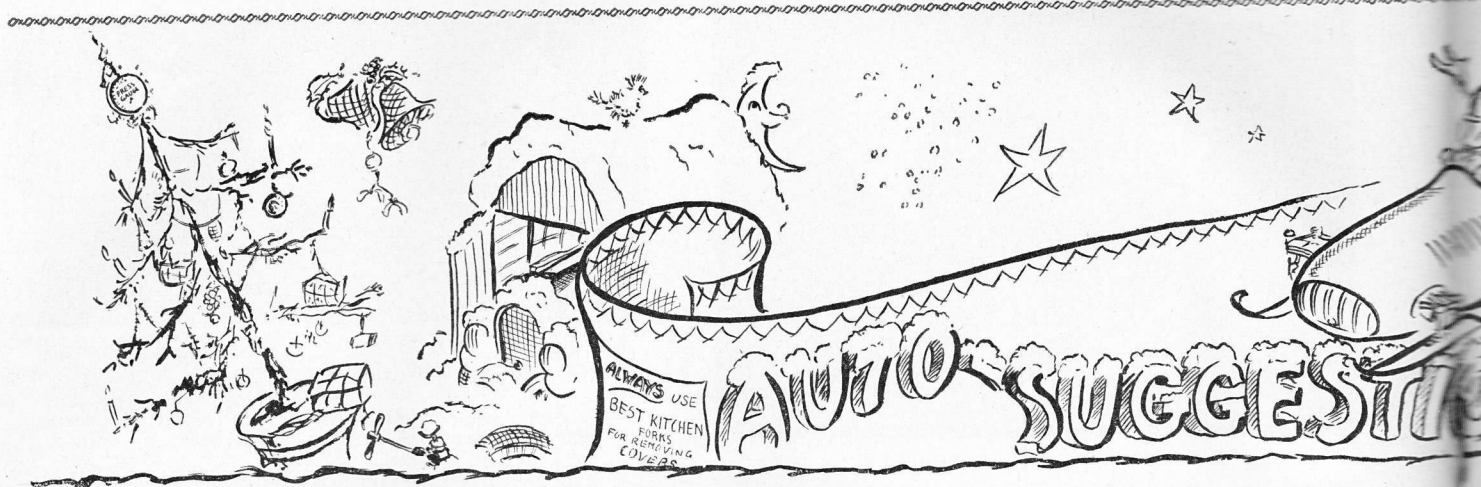
★

*CHELTHENHAM PRIZE-GIVING: (Right) A. E. Tumin receiving the George Cooper Cup and Replica from Mrs. Gregor Grant.*

★







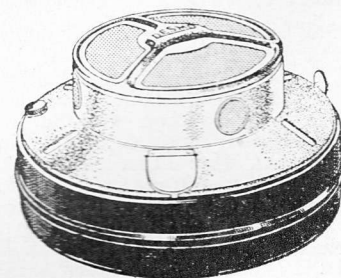
## Some Ideas on the Subject of Christmas

WHAT does daddy/son/nephew/boy-friend want for Christmas? The answer, if he happens to be a motoring enthusiast, is, of course, something for his car—or, better still, a car. However, let us be reasonable for a moment, and assume that you are not contemplating spending more than a pound or two; we are also taking it for granted that you haven't started looking for the present yet, which is a perfectly safe assumption, because nobody ever does until it is almost too late. As the procedure then develops into a wild rush round crowded shops, with only the haziest notion of a suitable gift in mind, obviously a few suggestions might be useful. And if one fond mother be thus prevented from buying a roof-fitting luggage rack for her son (who owns a two-seater sports car), then this article will have served its purpose.

In winter, one's mind turns naturally to the problem of keeping the engine and/or the crew at a reasonable temperature, and fortunately there is a wide range of accessories available which do just this, in a variety of ways. For many years the convenient radiator muff

has been deservedly popular, and almost every shape of radiator or grille is now catered for by such people as Weathershields (prices from 37s. 6d.), Midland (35s.) and Fabram (35s.). More expensive but affording more exact control is the roller-blind type fitted behind the grille, and operated from the driving seat. Firms marketing this design include Aircon, Broadfield, Key-Leather (55s.), Mory (50s.) and Weathershields (65s.), the latter concern also producing the simple, hinged "Radwarm" at 35s. For safety, a blind or muff should always be used in conjunction with a radiator thermometer, obtainable from such concerns as Smiths or Key-Leather, or one may be lucky enough to find a cheaper one in an ex-W.D. store.

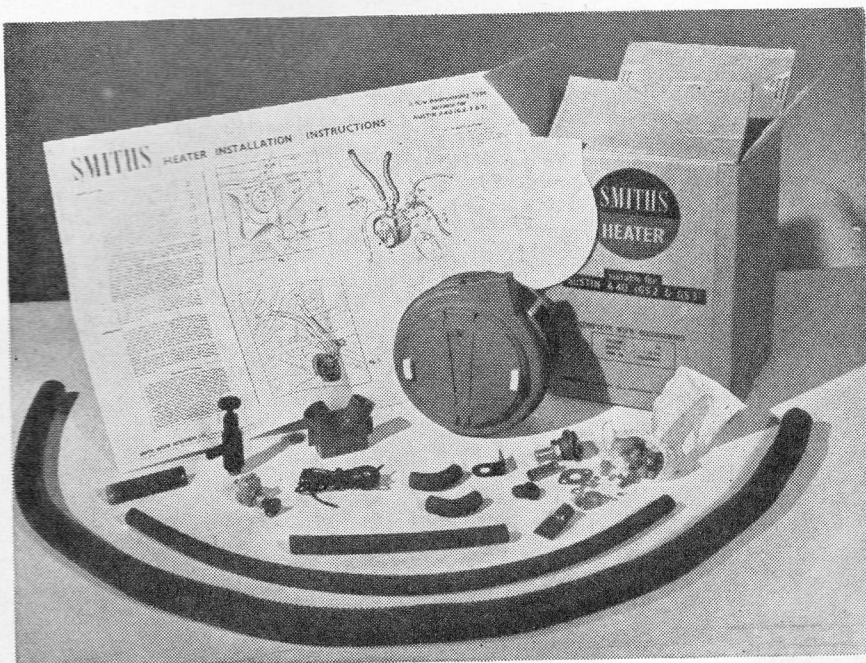
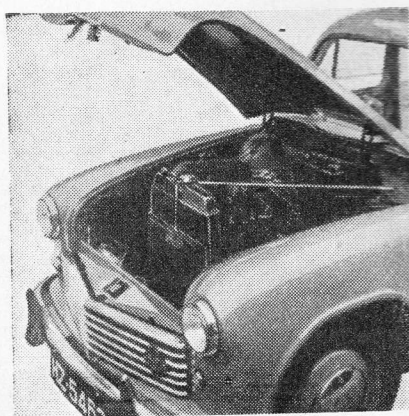
Anti-freeze, available from a score of manufacturers, would make an acceptable present, relieving the miserable chore of nightly draining in frosty weather. Desmo, of Shaftesbury Avenue, have paraffin heaters at 17s. 6d. and 23s.



Three Desmo products. (Above) A paraffin heater at 23s. (Right) Stop/Tail lamp (13s. 6d.) and reflector (2s. 9d.). (Below, right) Spring-loaded reversing lamp, complete with bumper bracket, and costing 23s. 6d.

(Right) A Smiths heater kit for an Austin A40.

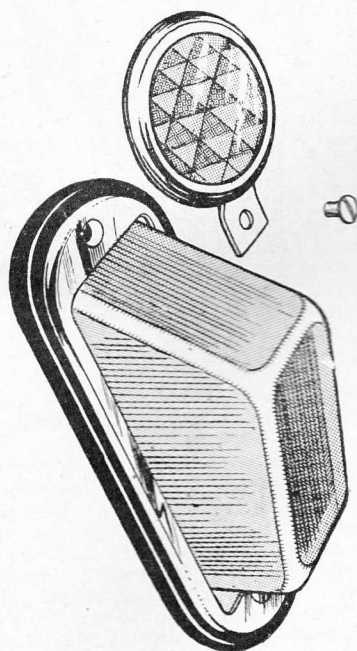
(Below) The Mory "Radblind" fitted to a Hillman Minx, and controlled from the driving seat. Prices range from 50s.







## Christmas Gifts for the Motoring Enthusiast

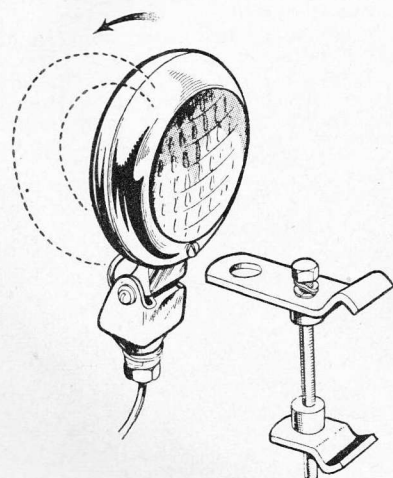


which reduce the danger of frost damage, and at the same time make the engine more ready to start on a chilly morning. Another aid to easy starting is a small battery charger, of which there are many types, including the Gamages 1 amp. model at £2 15s., the Runbaken (£4 15s.), Heayberd (£4 17s. 6d.), Easco (£5 15s.), Davenset and Westric (£5 17s. 6d.), G.E.C. (£7 2s.), and the 3 amp. SenTerCel (£7 10s.). A choice will have to be made between the low-output trickle charger, capable of keeping a battery "topped-up" when the car is seldom used for long runs, and the higher-output models which will bring a flat battery back to good health almost overnight; some models, such as the Runbaken and Easco, can be mounted on the car itself and connected to any convenient mains supply.

A naval officer friend of the writer was wont to remark that he didn't like

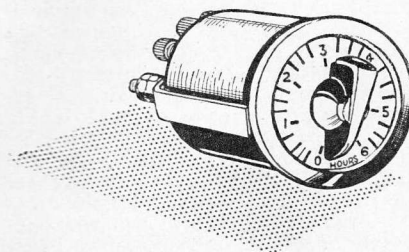
movements are unrestricted. Smiths heater kits are handled by many manufacturers, and may be fitted by a reasonably intelligent mechanic, possessed of a few tools. There is the Delaney Gallay kit for the new Ford at £8 8s. and more expensive outfits for other cars; Delco-Remy-Hyatt offer the D.R.H. at £10, Key-Leather have the K.L. at £9 19s. 6d., and there are the simple Tudor and Weathershields models at £6 5s. and £3 10s. respectively. Again, a choice will have to be made—between the more expensive but very efficient models operated by the engine cooling system, and the simple radiator-b'ock scoops which are cheap to buy and easy to install, but unable to produce such a blast of hot air.

Many of these heater kits include a demisting device for the windscreen, which is perhaps one of their most valuable features. For demisting per

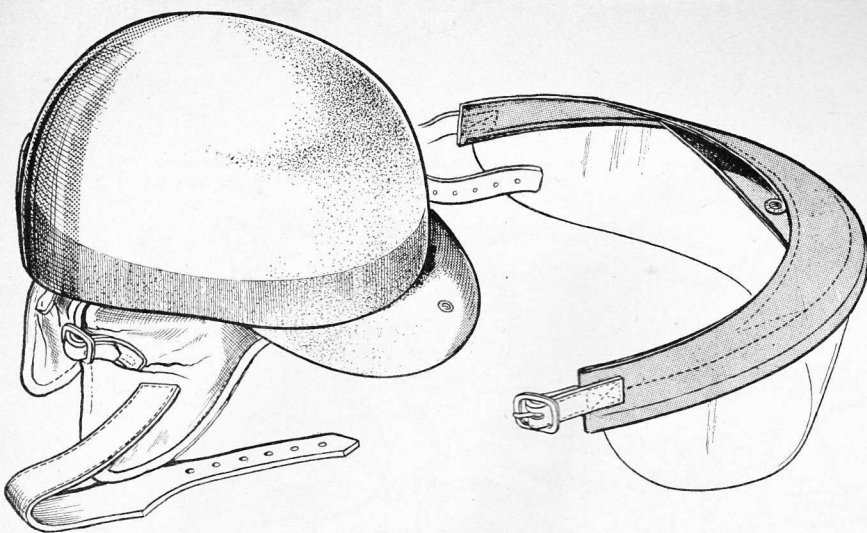


(Left) The "Chip Magnetplug" (10s.) replaces ordinary sump plugs, and retains metallic particles suspended in the oil. (Below) Gamages time-delay switch (47s. 6d.), adjustable for delays of from 0 to 6 hours.

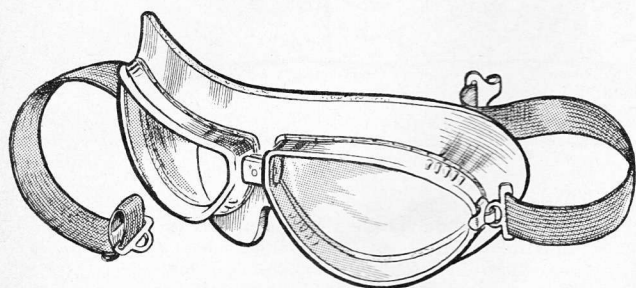
post-1932 cars, because they didn't keep his feet warm, and it is true that the insulation between engine and passenger compartment has improved enormously—so much so that, whilst we are relieved of unpleasant fumes in modern cars, they are also on the cold side in winter. Enthusiasts may frown on such devices as heaters, but even a sports car is pleasanter to drive when its temperature is such that heavy overcoats may be abandoned—and safer, too, because arm



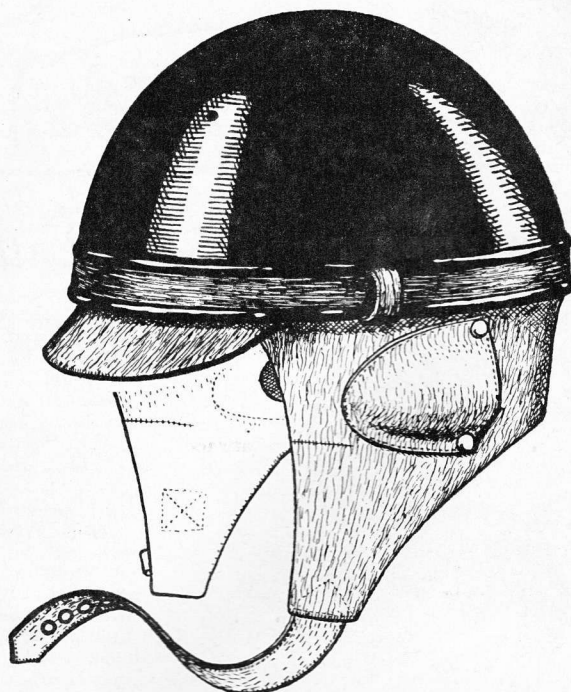




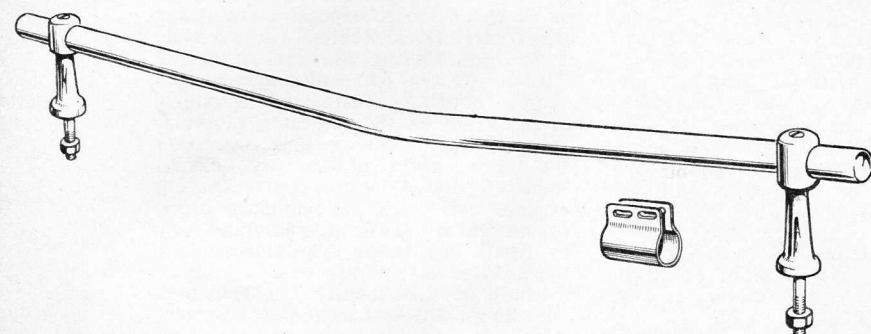
★  
From Herbert Johnson. (Left) Crash helmet and vizor. (Right) Silk- or string-back gloves.  
★



★  
From James Grose. (Left) Goggles at 9s. 9d. per pair. (Right) The French-made Géo crash helmet, costing £3 5s.  
★



The new Desmo badge-bar is priced at 28s. 6d. Badge clips are also marketed, at 2s. 6d. each.



se, when no heater is available, one may purchase electrically operated, wind-screen-fitting models like the Berkshire (42s.), Lucas (30s.), Desmo (17s. 6d.) and Gamages (7s. 6d.); the higher-output types will also prevent frost formation on the outside of the screen, but place a proportionately greater load on the battery. Another worthwhile aid to safe driving, in summer or in winter, is screenwash equipment, which may be operated either from the induction manifold, or manually by squeezing a bulb. A well-known example of the automatic type is the Trico-Folberth at 49s. 6d., and hand-operated models include the Cosmic (27s. 6d.) and the Trafalgar (24s.); most are offered with single or double jets, for spraying one or both sides of the windscreen.

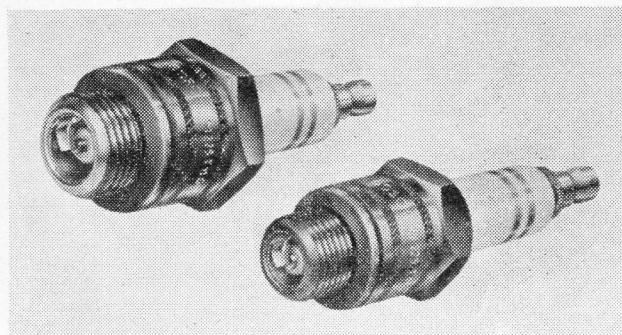
Even a clean screen is of little assistance, however, when a watery brand of pea-soup lies outside it, so you may be sure that a good fog- or spot-lamp is worth considering as a Christmas gift. The choice is quite bewildering, with lamps ranging in price from £2 10s. to over £6, and most manufacturers now offer a shallow type suitable for the modern car. Particularly attractive are the pairs of lamps—pencil beam and flat top—which, together, will cope with conditions of all but the poorest visibility. Another night-driving problem being that of dazzle, a pair of specially designed

spectacles like the "Safedrive" (20s. 7d.) or "Roadmaster" (16s. 2d.) might well be dropped into the stocking as an afterthought.

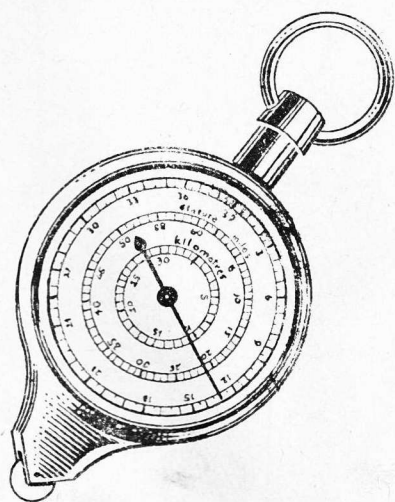
Those winter motorists who scorn such devices as heaters are likely to give a warm welcome to a pair of fleece-lined driving boots such as the "Corsair" at £4 4s., or to well-lined gauntlet gloves, obtainable at a variety of prices. Navigators might remain more cheerful with their toes encased in a foot-muff (at 52s. 6d.), and both would probably delight in clothing of the type popular amongst trials and rally competitors. The distaff side are sure to fall for a white duffle jacket, at less than £4, sold by Gardiner of Commercial Road, who

also has the now-fairly-scarce male version at £6; there are, too, Jacqmar scarves with a motoring flavour, selling at £4 19s. 6d. Gay, woollen "tea-cosy" caps may be had from most departmental stores for a few shillings, and at Lillywhites will be found waterproof clothing capable of defying the most fiendish rally weather. Although it may seem odd to suggest it at this time of year, a new crash-helmet, goggles, vizor or overalls would go down very well with the racing enthusiast; Johnson of New Bond Street has helmets at £5 15s., vizors at £3 3s., overalls at £9 5s., and silk- or string-back gloves for 33s. 6d. and 38s. 6d. respectively. From James Grose, of New Bridge Street, may be

★  
WELCOME in any motorist's Christmas stocking—a few sparking plugs of the right diameter and heat value.  
★

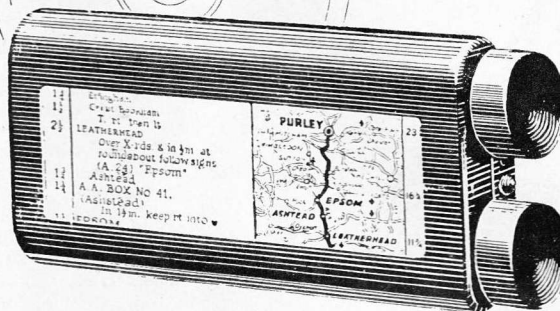
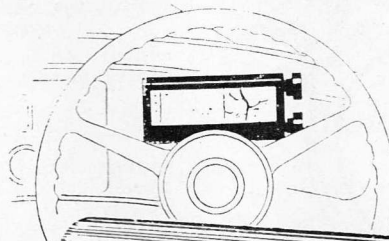






★  
AIDS TO NAVIGATION: (Left) The "Pathfinder" opisometer, for measuring distances, costs 14s. 6d.

(Right) 21s. is the price of the Hamilton "Route-Reader," for use with strip-maps.



had the French-made Géno helmet at £3 5s., and goggles of many types, at varying prices.

Having strayed, rather unexpectedly, into the world of fashion, let us return to the more important business of fitting out the vehicle. Seat covers, for example, make a car much more attractive and comfortable, and the prices range from about £4 for a set. "Universal" rubber mats run from £4 11s. 6d., and Trico-Folberth produce such accessories as clignoteur sets, traffic mirrors, air horns, and electric cigarette lighters (30s. 1d.). Bug deflectors cost anything from 5s. (Aero-Spares) to 25s. (the "Coco" deflector-cum-mascot), and badge bars, usually, £2; the new Desmo model is only 28s. 6d. A suitable gift from a nervous parent would be a fire-extinguisher; there is the Pyrene model for £2 15s., and at £3 17s. 6d. the "Eolo-press" carbon dioxide type, which will also serve to inflate tyres or a rubber

dinghy. High-voltage ignition coils may be had for under £2, and a new set of sparking-plugs will gladden the eye of any motorist (5s. to 6s. each, and don't buy four for an Allard-owner).

Users of A.A. or R.A.C. itineraries will be delighted by a Hamilton "Route-Reader", a roller holder which costs 21s.; another useful aid to navigating is the Stanford set of "Motorcards" maps, at 21s. 9d., including transparent envelope. Opisometers, costing around 15s., are a "must" for the modern rallyist. Those who practise pit control will hardly refuse a stopwatch, obtainable in varying degrees of accuracy at anything from three pounds to twice that figure, or more, while keen race-goers would assuredly jump for joy on being presented with a shooting stick or a pair of binoculars. And any motorist, sporting or otherwise, can find a use for a waterproof and virtually unbreakable Ever-Ready torch at 10s. Or you

could buy him a set of tyres; all right, then, *one* tyre. . . .

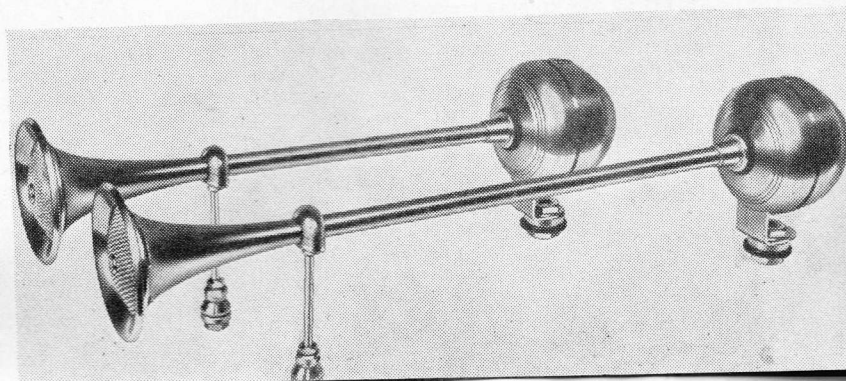
In the workshop of most enthusiastic motorists will be found empty spaces, reserved for the tools which he has always intended to buy, but never quite did. They may include a hydraulic jack, costing three or four pounds for a simple one, or £10 17s. 6d. for the "Epcos Minor" trolley type; this, together with a couple of adjustable "stands", will take all the hard work out of under-chassis maintenance. Other good labour-savers are a foot-pump, costing less than £2, or a "Flexy" hose-brush for car-washing, at 39s. 6d. Sprayguns can save a lot of repair bills, and may be worked off a tyre pump (Celspray, 30s.) or



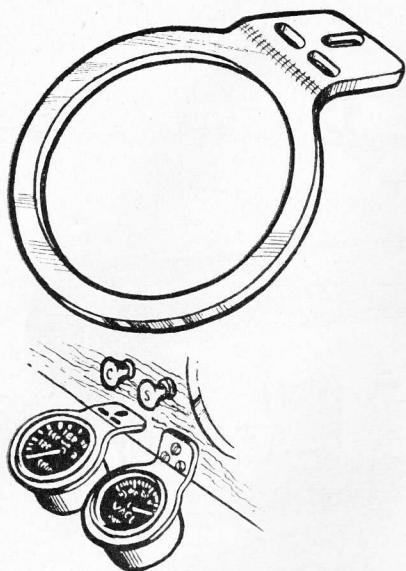
★  
(Left) Gamages' car-cleaning outfit at 18s. 9d.

(Right) The useful Lucas battery-filler, for 4s.

(Below) Almost essential for Continental motoring—a pair of Lucas Wind Horns.







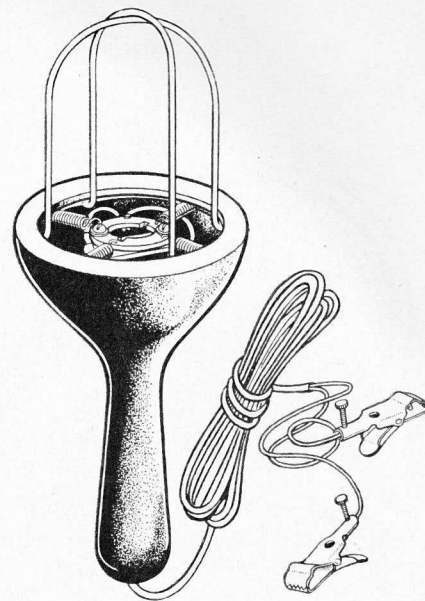
(Left) The Smiths bracket for extra instruments costs 2s.

(Right) Gamages offer this rubber inspection lamp, battery-operated, for 10s. 6d.

vacuum cleaner (Unida, 25s., and many others); there is also the electrical oscillator type such as the Burgess (£3 15s.), which is simply plugged into the mains. To bring real happiness to the handyman, buy him a good socket-wrench set, a collection of taps and dies, or the ever-useful portable electric drill.

Motoring widows who accept their fate, but would at least like to keep the brute by the fireside, will find the answer to their problem in the bookshops; a fine range of motoring books is on the market today, at prices to suit all tastes and pockets. There is, of course, one simple way to keep an enthusiast informed on every branch of the sport from now until Christmas, 1954, at a cost of precisely £4 4s. 6d. Yes, that's right—you've guessed it.

F. W. MCC.



★  
**SCOTTISH GATHERING:** Competitors get together at the starting point of the Lothian Car Club's Autumn Rally, which was held on Sunday, 29th November.

## AUTUMNAL ANTICS IN THE LOTHIAN

AFTER a spell of rainy weather, the Lothian Car Club were fortunate in getting a fine day for their Autumn Rally on 29th November, and a good entry assembled at the start. The day's route consisted of 12 sections, with each check point given as a map reference, and the route so adapted that no competitor was certain that the man in front was bound for the same checks. The road sections were short and, to save marshals, the check points were plainly indicated caches of tokens, each cache containing a token to be taken by such of the entry as had to visit it. These caches had to be reached in a specified order and, to make sure that this was done, strategic ones were manned by observers. As no one knew exactly which were the observed checks the plan worked very effectively.

Most of the map references were not too difficult to locate but, in two instances, there were alternative routes that contained snags. The first one—at Cloich—could be approached by a definitely "colonial" route that was brief as against the alternative, over well-metalled roads, that was quite a bit longer. First man over the rough section was Victor Brown (M.G.) and

he, being early in the day, went over it like a bird. Others were subjected to sudden attacks of wheelspin that took them nowhere, and ended with navigators having to get out and shove. John Brown took a look at these tactics, whipped his Vanguard around and retraced his tracks to the alternative route where, by spirited pressing of the loud pedal, he lost no time whatsoever.

The other tricky road section offered the alternative of sticking to a good loop on the map or taking a secondary track that included crossing Nesbit's Ford. This stretch of water did not look bad on the reference sheet, but wiser folk remembered the recent rains and gave it a bye. Not so Wilf Young (Young Special) and Sandy Morrison (Singer); Wilf sailed through the three feet of water and finished the day completely minus stern anchors, while Sandy had to be hauled out, but appeared to suffer no dampening of enthusiasm, and was able to motor home in the Singer at the day's end.

One of the road sections was used as a regularity test, and never have we encountered so many gates to be opened and closed within such a brief mileage. This was the section in which Ernie

Herrald's M.G. decided to part with a rear number plate, and Ted Paterson—navigating George Hendry's Ford—could be heard counting the seconds while it was fixed for, of course, there was just no room to pass on the section and time had to be made up. It was also on the regularity section that Ronnie Gray's Javelin gave up the ghost after boiling furiously. When things cooled down and ignition wires dried up Ronnie was able to get the Javelin to the section's end, where closer inspection revealed that the radiator hose had burst.

A pit-stop at Pathhead enabled him to get this fixed but, naturally, put an end to his chances. He was, however, able to motor to the finish and have a go at the driving tests, laid out in the grounds of Melville Castle Hotel, Edinburgh. The first was a forward-and-reverse around a triangle, in which Charles Robertson bent the wing of his Morgan in setting up the best time. Neat performances came from George Hendry (Ford) and Norman Lithgow (Austin), while as Ronnie Gray (Javelin) made his rounds it was obvious that he now had a blown exhaust gasket to add to his troubles.

Last of the day's doings was a test set around a triangle inside a triangle, and including a double reverse plus four astride stops. Best at these manoeuvres was Harry Ballantine's Riley Sprite, with Victor Brown (M.G.) running him close. Hugh Gunn (Dellow) was very neat and Jack Glass and John Brown, in their Vanguards, concluded their duel with John just managing to pip Jack by one mark.

A. N. FORD.

### Provisional Results

**Best Performance:** G. S. Hendry (Ford). Navigator, E. G. Paterson, 76 marks lost.

**Runner-up:** N. T. Lithgow/Mrs. M. Lithgow (Austin), 76.5.

**First Class Awards:** C. V. Brown/W. E. Brown (M.G.), 76.8; E. R. Herrald/J. S. Ross (M.G.), 82.4.

**Team Prize:** C. V. Brown/W. E. Brown (M.G.); C. R. S. Robertson/Mrs. S. M. Robertson (Morgan).



**FOURTH PAN AMERICAN ROAD RACE**

**WINNERS USED**  
**Mobiloil**

**INTERNATIONAL SPORTS CLASS**

**1st . . . FANGIO — Lancia**

**2nd . . . TARUFFI — Lancia**

**3rd . . . CASTELLOTTI — Lancia**

**INTERNATIONAL STANDARD CLASS**

**1st . . . STEVENSON — Lincoln**

**2nd . . . FAULKNER — Lincoln**

**SPORTS CAR CLASS UNDER 1,600 c.c.**

**1st . . . HERRARTE — Porsche**

**2nd . . . SEGURA — Porsche**

*(Subject to official confirmation)*

**ON MOBIL OIL—YOU'RE ON A WINNER TOO**



**THE WORLD'S LARGEST-SELLING MOTOR OIL**





## A SPORTING NORTH MIDLAND "SPORTING"

Alec Richardson (Ford) the P.A. Winner

THE 7th Annual Autumn Sporting Trial run by the North Midland Motor Club on Sunday, 6th December, included some excellent hills and was well carried out. Eighteen starters may not be thought a large number but, at any rate, they were "quality", while at least a half-dozen known trialists were on the side lines with pencils, flags, stop watches and other pertinent paraphernalia.

The "Devonshire Arms" at Baslow was, as indeed many times before, the H.Q. for the day, and there was no lunch stop. This was largely Cuth Harrison's idea and was generally well received. While the pint and sandwich during a break is enjoyed, nevertheless there is much to be said for finishing early on short winter days.

Three miles out of Baslow competitors were directed to Gipsy Lane, a section of some 75 yards over moist earth with a few rocks on the higher reaches. It caused little trouble and Bert Cryer in his Trident, the first to arrive, made it look rather foolish, while Mike Beardshaw with the Wharton had time to reset his hat. Reg Phillips (Le Tout) took it contemptuously fast and "Bar" Noble's method of picking the route for his B.N. Special served just as well to get him up clean. A kindly disposition demands that a veil be drawn over the only failure!

A six-mile road run brought everyone to Chapman's Challenge (a section watched by perpetrator Phil Chapman) and to All Trees, these two sections being entirely new. The "Challenge" was a steep hump following a grassy lane and a severe right-hand turn—the hump being on loam. It proved too much, in spite of differing approaches, and the best here were young John Harrison in Cuth's Harford IV and Jack Broadhead, who used some cunning for, having seen his first idea fail when someone else tried it, he readjusted his ideas and widened the turn taken by his Cotton. Maybe passenger Ken Bailey had something to do with it!

All Trees was an all-loam surface, the

section beginning downhill, turning right uphill, then sharp right with another "Chapman" hump. It was sticky going, but Bert Cryer, taking advantage of his early number, climbed clean, as did "Bar" Noble, who grinned happily while doing it. Reg Phillips failed on the hump, rolled back a couple of feet and then shot over the top with his left front wheel a foot off the ground. Norman Coates seemed well placed for a clean until his offside rear tyre arrived in the groove made by others.

The route card then directed the North Midlanders and many spectators to Mill Close Mine where four sections were marked. Here again was novelty, for, having done the four sections, two were rehashed and all four tackled a second time. Clay was the predominant feature of these hills although loose stones appeared in part of two. All had gradient, but on the second runs they were found a little easier. Section 1 notched seven failures the first time round and only four the second. On this climb there was a choice of straight-on over a gradual rise, or left turn over a bump with a few yards of almost flat "recovery" ground before coming to the higher slopes. The second course was the "land" and most on their second runs followed it. Ron Oakes (E.R.H.) climbed it with lots of fair passenger assistance and N. Carr in his Ward, after recovering well following early wheel-spin, was unlucky in failing in Sub-Section 10.

Mill Close 2 was a straight-up-the-clay-all-the-way section and of the seven to climb it Alec Richardson's meteoric rise to fame was by far the sharpest.

Mill Close 3, in its first form, was easy and did not bother anyone unduly. In spite of the two bends incorporated in this 30-yard steepish climb there was grip, and that is all these boys ask!

Mill Close 4 was different. It was a "stopper" without being a "breaker", and it did improve slightly as the top was taken off and something a wee bit harder found below. But not hard enough, for not one man got the better

"ALL TREES": (Left) Mrs. Bunty Wilde makes a determined assault on one of the stickier sections, while husband Maurice, winner of the "Gloster" the previous day, looks on from the passenger's seat.

"MILL CLOSE MINE I": (Below) Hubert Illingworth's passenger bales out to lighten the pushers' task on a section which saw several failures.



of it. Bob Oakes and Johnny Broadhead gained Sub-Section 8 on first runs, while Edward Harrison and Alec Richardson were only one "Sub" behind. Johnny Broadhead bettered this on his second run, for he achieved Sub-Section 11, as did Reg Phillips. They were both within a couple of feet of clearing the section and both took an inside line on the flat angular approach to this steep clay rise.

Mill Close 2 was deviated around a bush for the second efforts and the odds lengthened thereby. Mill Close 3 was further bent and this hill, from being easy, now became quite difficult. It was left to Alec (what, again?) Richardson and Hubert Illingworth to prove it possible.

Coming out of the mine which is Millclose, a Special Timed Test was laid, this being performed around a triangle so: forward along one leg—lock over—reverse up the second leg—brake across a line—forward down the third leg—finish across a line. This test, to be used in the event of a tie, sorted out only Reg Phillips and Hubert Illingworth, for the winner was already decided on the hills. Just to clinch matters the winner also made the best time here!

So back to the warmth of the Devonshire Arms, where already Bill Fleetwood and Dick Habershon were translating the observers' cards into numbers on a master sheet.

WILSON ROGERS.

### Provisional Results

**Best Performance** (Members' Trophy): Alec Richardson (Ford), 17 marks lost.

**Second Best Performance** (Committee Cup): Jack Broadhead (Cotton), 18.

**Third** (Club Cup): Hubert Illingworth (Ford), 21.

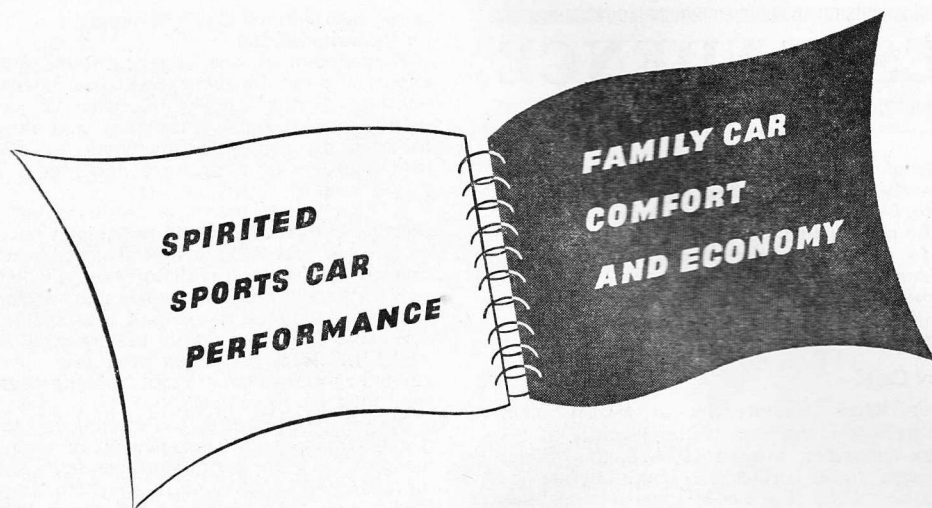
**Norton Team Trophy**: Eric Dibble (Harford), Jack Broadhead (Cotton) and Hubert Illingworth (Ford), total 75.

**Souvenir Awards**: Reg Phillips (Le Tout), 21; Ron Oakes (E.R.H.), 28.

### CITROEN C.C. ANNOUNCEMENT

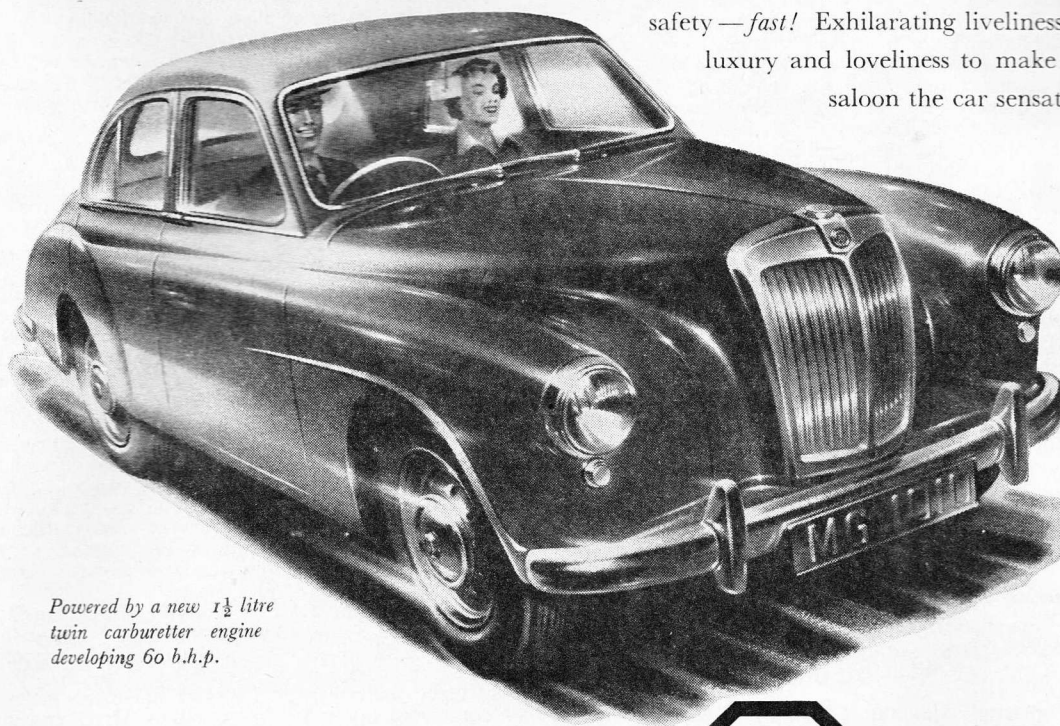
THE Citroën C.C. announce that John Heath has agreed to continue in office as President of their club.





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## 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.*

### Where are the Record Cars?

MR. WHITTINGHAM'S letter prompts me to ask if other readers can tell us where the rest of these giants of the past are? I seem to remember, around 1937-38, the "Silver Bullet" passing through Freddie Dixon's hands before he commenced planning his "Dart". It needs some official body to collect this and other historic cars in a national museum, before they all disappear.

R. H. KETTLE, A.M.I.Mech.E.

BIRMINGHAM, 11.

### The John Cobb Story

I AGREE entirely that it would be better if a good deal more about John's home and ordinary life could have been included in my book *The John Cobb Story*, reviewed in your 27th November issue. It took three years to get what particulars I could, and letter after letter to those I thought could help in any way, relations, friends, business associates included. For two years I tried to get John to tell me something of himself and, remember, I knew him very well. But though he was reticent about things he had done, or plans he had thought out, that was nothing to his absolute inability to talk about himself, although I honestly think he tried to do so. When enquiring for detail from his friends, always one came up against the bald statement that no person on earth could make a Cobb talk about himself or his family. Leven, who knows the Cobbs intimately, found the same difficulty when dealing with the "Cobbs of Surrey". Nothing could be obtained from Eton, nothing from the fur concern, and John's delightful mother is not well enough to make a long talk, or even a series of short chats, a fair burden to place on her. Eileen, John's sister, helped enormously, yet is so like the brother who was her particular "buddy" that it would take years more to get down to those really intimate details which are the essence of personality. I am sorry, naturally, but frankly this book was the most difficult thing to write I have ever tackled and many a time I thought I could never get sufficient detail to make it possible.

S. C. H. DAVIS.

HORSELL, WOKING.

### History of an Early Renault Required

AS the owner of a Renault car, registered No. FH6 (De Dion engine No. 9754), I am very anxious to trace its early history and should be most grateful if any of your readers can be of help.

The car was first registered with the Gloucester County Council on 1st January, 1904, by Frederick Goodwin Marner, of 571 Manchester Road, Cubitt Town, London, E.

P. FOTHERINGHAM-PARKER.

ISLINGTON PARK STREET, LONDON, N.1.

### That Racing Car Fund—A Levy on Export Cars?

THE news that Connaughts, who last season had clearly the quickest and most promising of the British Formula II cars, may be the next victim of the crazy financial structure of motor racing, is sad, if not surprising, news.

Sympathy, however, does not pay bills, and one racks the brain for helpful and practical suggestions: Organized small donations from the motor racing public, or (as suggested by Mr. Day last week) a grant from the as yet unused funds of the B.R.M.A.? This might help to tide over an immediate

crisis, but I doubt if it will supply a regular source of finance on the scale needed.

Sponsorship by one or more of the several big firms whose exports benefit by the energy and enterprise of British competitors? This raises problems of control, and of the permanence of such sponsorship; and above all, one fears that the view of each large firm would be, "Why should we alone bear the cost of a racing programme which will benefit the export sales of all British cars?"

A direct State grant out of consideration of the national prestige involved? Would not this at once make motor racing an issue of party politics? And remember: what politicians can grant so swiftly, and with so little pain to themselves, they can also take away again so swiftly and with so little pain to themselves, and they are notoriously unstable gentlemen.

As one considers details of any such schemes the ghost of the B.R.M. arises at every turn, even in spite of Connaughts' altogether praiseworthy record of unpretentious hard work and solid racing achievements.

May I put forward, to be shot at, an alternative scheme which would contain an element of contribution both by the State and by the car manufacturers. Since it is agreed that motor racing successes—even participation—boost export sales, why should not motor manufacturers agree to pay a fairly substantial levy towards the costs of motor racing, for every car exported. The levy might be £10 or £15 per car, or perhaps 1½ per cent. or 2 per cent. of the retail price. This would raise very substantial sums of money which I suggest should be administered by an independent body—the S.M.M.T. or perhaps the B.R.D.C.—and from which they could make grants towards the cost of developing and maintaining racing cars and allied research.

There would also be a measure of State contribution in such a scheme, as any such levy would surely be an allowable expense from a tax point of view before the profits of the firms contributing were assessed, and therefore not more than half the amounts raised would actually be contributed by the firms themselves, the remainder being painlessly extracted—a joyful thought!—from the Chancellor of the Exchequer.

M. F. YOUNG.

LINCOLN.

### A Twenty-five Hundred Club?

I WOULD like to enlarge on the suggestion put forward in my letter recently published in AUTOSPORT and propose the formation of a "Twenty-five Hundred Club".

The object of this club would be to give encouragement and assistance to those engaged in producing F1 engines. The immediate target and, of course, problem, would be the raising of sufficient funds to enable the club to offer a financial reward to the manufacturer or manufacturers whose car or cars put up the best performance in selected races against worthwhile opposition. It goes without saying that the selected races must be International in fact as well as name and the first choice of races would be the British Grand Prix.

It would be pointless to go into greater detail at this stage, though I have definite ideas on the administration of the scheme. It now remains to be seen whether there will be any measure of support for this or some similar proposal as so much could be done if only there is sufficient interest and keenness.

Read and re-read the J. V. B. Connaught story and tear your hair if you have any, then perhaps you will be in the right frame of mind to try to do something or stir things up to get something done—or are we all mad?

Anything I personally can do I will do and I am more than ready to contribute my mite. A word to Mr. Somerset on Stirling Moss and the Cooper Alta at Monza. Your criticism is much less than fair and if "the car was out-cornered and fell to bits quite soon", how in the heck did Stirling finish 13th?

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

CHELMSFORD, ESSEX.

### B.S.A. Scout Register?

AS the owner of a B.S.A. Scout and constantly in trouble obtaining spares, I wish to form an ownership and spares register for B.S.A. Scout and three-wheeler cars.

This will be advantageous to all such owners and I suggest that interested readers write to me giving the following information: model owned; spares required; spares they have and are willing to sell and price required for same; and finally information regarding whereabouts of any spares.

CLIVE LEEDAM.

CORNGREAVES HOUSE,

CORNGREAVES ROAD, CRADLEY HEATH, STAFFS.





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## NEWS FROM THE CLUBS

By Wilson McComb

THAT energetic competitor in, and organizer of, night trials, Les Needham, has now taken over the secretaryship of the Harrow Car Club. His address is 52 The Highway, Stanmore, Middlesex, and the new competitions secretary is Maurice Paige, of 22 The Close, Rayners Lane, Middlesex. Apropos my remarks on the club's "Petit Rally", taking place on the same date as the Lancashire and Cheshire C.C.'s "Rallye Petite", Les says, firmly, that both E's were omitted because theirs is a *man's* event!

Norman H. Johnson, of the Alvis Register, has asked me to say that they have now almost 300 members, all of them owners of vintage Alvis models, and that next spring their full programme of meetings and rallies will be resumed; it is only during the winter months that social meetings are arranged on a purely local basis.

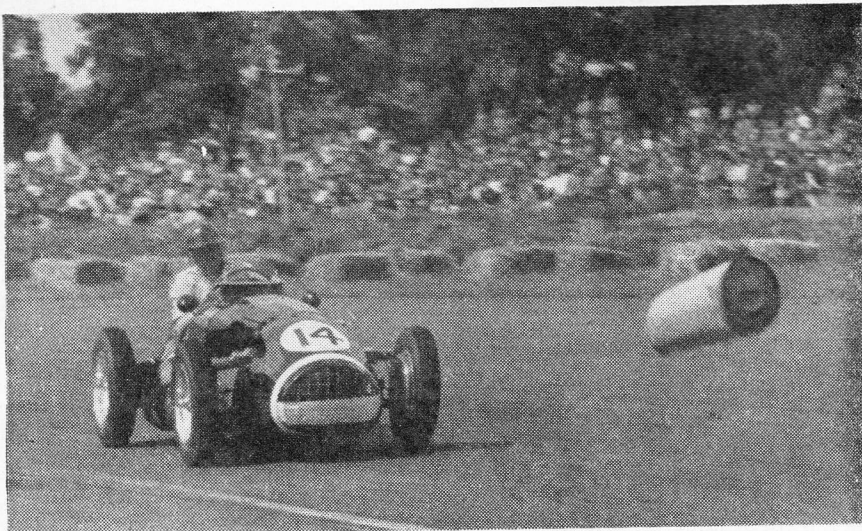
### "YOO-HOO" SECRETARY

PERMANENT address of the United Hospitals and University of London M.C. Secretary, D. F. Bicknell, is now 2A Royston Road, Richmond, Surrey (phone RICHmond 6570).

### THAMES ESTUARY "CAT'S EYES" RALLY

THE second "Cat's Eyes" Night Navigation Rally of the Thames Estuary A.C. will be held on 6th/7th February, 1954, and will follow a 300-mile circular route starting and finishing at Southend-on-Sea. Entries close on Monday, 25th January, and invited clubs are the London M.C., North London E.C.C., East Anglian M.C., Eastern Counties M.C., West Essex C.C., M.G.C.C. (S.E.) and Lloyds M.C. The Secretary of the Rally is S. L. Offord, 68 Exford Avenue, Westcliff-on-Sea, Essex.

On Friday, 27th November, the club's third annual Dinner/Dance was held at the Queens Hotel, Westcliff. In proposing the toast of the Club the Mayor of Southend, Alderman E. N. Selby, J.P., remarked on the contribution to road safety made by motoring organiza-



**TROUBLE FOR TONY?:** Remember this incident? It occurred when A. P. R. Rolt was taking his Connaught round Woodcote Corner at Silverstone during the British Grand Prix. Nothing serious resulted but he eventually retired with rear axle trouble.

tions; Richard A. Golding, the Chairman, replied. Kenneth Sloman proposed a toast to The Guests in a witty speech, to which "Goff" Imhof replied. The prize presentation followed, the Club Championship being won jointly by A. E. Hugo Parsons and P. J. Justesen.

### NORTH LONDON M.C. DINNER

SOME 40 members of the North London M.C. attended its first Dinner/Dance, on Friday, 27th November, since the reformation of the club 18 months ago. It was held in the George Hotel, Enfield, and after dinner a tape recording of an amusing speech by Professor A. M. Low, the President, was played to those present, Professor Low being unable to attend personally.

On Sunday next, 13th December, a social run entitled "Curiosities of London" will be staged, starting at 2 p.m. from Tally Ho Corner, Finchley. All members and friends will be welcome.

### BOLTON-LE-MOORS OFFICIALS

AT the recent A.G.M. of the Bolton-le-Moors C.C., the following officials were elected for 1954: *Hon. Secretary*, W. J. Turner, 157 Lammack Road, Blackburn. *Hon. Treasurer*, J. R. Brown. *Hon. Comp. Secretary*, H. Whalley. *Hon. Press Secretary*, J. E. McManus.

### N.L.E.C.C. ACTIVITIES

ON Sunday, 20th December, the North London Enthusiasts' C.C.'s Christmas Trial will start from Whelpley Hill at 10 a.m., and finish at the Royal White Hart Hotel, Beaconsfield, for a Christmas dinner at 1.30 p.m. Entries close next Monday, 14th December, and the Secretary of the Meeting is G. Bance, 11 Bath Road, Reading, Berks.

Tickets will shortly be available from J. A. Hobbs, 67 Loom Lane, Radlett, for the club's annual dinner and presentation of awards, which will be held at the Hendon Hall Hotel, Hendon, N.W.4, at 6.30 p.m. on Friday, 8th January, 1954. The club's A.G.M. will start at 8 p.m. on Tuesday, 19th January, in the Green Man, 168 Hale Lane, Edgware.

### LEICS. C.C. TRIAL

TWENTY-FIVE competitors left Lee Street, Leicester, on the morning of Sunday, 29th November, to take part in the Leicestershire C.C.'s annual sporting trial for the L.C.C. and John Bull Trophies. It was "all or nothing" at the first observed section, River Spence, for 15 of the field got through clean and the remainder collected a 12-mark debit. Peatling proved simple, but Little Dipper was not; Bill Bodenham did well to lose only 6 marks, for the rest suffered the full penalty of 12.

There were eight clean climbs at Laughton, which was followed by two special tests at Bruntingthorpe and lunch at Kibworth. Four sections at Slawston, tackled after lunch, defeated the entire entry except A. E. Marsh, E. J. P. Reynolds and F. T. Lewis, who all climbed the first one. The event ended with two more sections, on the old Gartree Road; eight competitors climbed the first, and five the second.

### PROVISIONAL RESULTS

**John Bull Trophy:** W. G. Tinsley (Blandford), 45 marks lost. **L.C.C. Trophy:** F. T. Lewis (Dellow), 46. **First Class Awards:** W. J. Ridley (Ridluoc), B. J. Bodenham (Austin) and A. E. Marsh (Dellow). **Second Class Awards:** W. H. Green (W.H.G.) and N. Lawrence (Dellow). **Team Award:** Lewis, Ridley and Bodenham.



**JUMP FOR JOY:** Miss Critchley Waring's Dellow becomes airborne on Gartree II during the Leics C.C.'s trial on Sunday, 29th November, for the L.C.C. and John Bull Trophies.



# TRIPLE ALLIANCE NIGHT RALLY

## Over-subscribed Entry for Navigation Event

THE three clubs that co-promoted the Rushmoor Sprint in September have again collaborated with good effect. A closed Night Navigation Rally on 5th/6th December was so well supported that even when the utmost limit of 85 entries had been accepted a further 21 were reluctantly turned away. The event was an attempt to recapture something of the spirit of the early Hants and Berks Night Trials which started it all, and it was arranged so that the veriest greenhorn would have time to get round to all the controls and derive such entertainment as the marshals might offer. This had the incidental advantage of so widely staggering the breakfast period that the modest-sized "Queen of Hearts" at Hindhead was able to serve everybody comfortably without delay—an unprecedented state of affairs, even for that willing establishment.

The usual wheel-shaped route was employed, giving a number of different starting points used simultaneously to disperse the entry. At "Deep Ship," a somewhat overgrown sheep-dipping installation happens by some chance to be marked on the map, and a marshal (not actually suffering from sheep-scab) was placed therein and lightly camouflaged. This modest gambit was followed by a taxi, covered with leaves, bearing a notice saying "Canterbury or Bust," in a very stranded condition on the Pilgrims' Way near Guildford. It was very readily accessible by car to the few who noticed an unfenced track on the map—and highly inaccessible to those who did not.

Hard by the village of Busbridge was a control helpfully called "Not 'Tramford'", indicated by a choice of simple angular bearings or a latitude and longitude. Some unfortunates preferred the latter, but supposing them to run parallel to grid lines, sampled in good measure the hospitality of a farmer who had not been warned of this contingency. He saw the funny side in the end. Those who found the correct point were told by a group of very comfortable marshals in deck chairs to find the proper signing-in marshal. This person was about 10 feet away in the rafters, in full view by torch light, but, nevertheless, this simple device caused the downfall of many. This building was on one side of a deep cutting, and on the other side, for the benefit of those not too sure of their plotting, was a decoy tent which could be reached by climbing a rope. Many competitors who in cold blood would faint at the sight of a vaulting-horse, took this exercise.

The simple request to find the meeting point of three county boundaries is guaranteed to cause a general rush of blood to the head, and those of Hampshire, Surrey and Sussex are particularly obscure. A helpful hint on the route card to take note of a change in the road surface was totally ignored by the ungrateful customers. The point itself was, inevitably, in midstream, and a rubber dinghy was moored there bearing suitable inscriptions.

★  
(Right) Bewildered competitors found this object on the Pilgrims' Way.  
★



Two special tests were staged. To quote "... a navigation test for drivers, using the car entered, and a driving test for navigators, using our vehicle." The latter was merely an old tyre with a brick in it giving a certain imperfection of balance, both static and dynamic. Attempts to roll this by hand through a wiggle-wobble of four oil drums caused enough gyroscopic phenomena to keep Bolster in material for weeks. However it was merely a tie-decider!

The drivers' navigation test was borrowed from the Dawn Handicap Rally, and represents exactly the sort of difficulty encountered in ordinary motoring. The driver had to perform a miniature night trial with two controls, alone in the car. Paradoxically, Les Needham, who specialises in this art, was listed as a navigator and had to roll the tyre. Bogey time was 25 minutes and bonus marks were gained by about a quarter of the entry for bettering this. The all-time high was achieved by one competitor who was away for almost an hour and a half. The organizers are looking for homes for all the kittens his navigator was having.

A ravine in the middle of a golf course housed a very heavily hidden and camouflaged marshal in the undergrowth, and the point was specifically stated to be an exercise in this particular type of hazard. It caused some difficulty to those not accustomed to and equipped for plotting quarter references. In addition, considerable distraction was caused by a golfer in vivid plus fours—fives, nearly—who explained to anyone who would listen that he was "just finishing a round before the light went; FORE!". His persistent hacking away with a number three iron just where people were searching is said to have given rise to a noticeable lack of sympathy towards his industry.

A control named Field Marshal was found to be a field full of wandering officials who claimed to be Marshal Foch, Marshal Law, Marshal Aid and so on, and who energetically referred the competitors to one another when accosted. Ignoring these distractions, a simple grid check indicated the only one of several empty pigsties not bearing a decoy lamp. The proper marshal was inside this behind some straw, and even then some people didn't find him.

Perhaps the *pièce de résistance* (Barclay Inglis tells us this is French for a young lady of the Maquis) was the

Moving Control. The route card said "Starting from 732609 at 10 p.m. a car bearing a white cross on the back will continuously travel clockwise at 22½ m.p.h. round a triangular circuit passing through Eversley Cross and Hartley Row. Write down its registration number." Just as simple as that. Those who struggled with map wheels may not have been surprised to find the circuit to be 11¼ miles round. It was also noticed to enclose the last named fixed control, and since the car could be intercepted at any convenient time, some planning was necessary including a variable factor of the time it would take to find the Field Marshal. The usual optimistic plan was to motor round the circuit anti-clockwise, or wait at a corner, with a handful of powerful torches. The driver was equal to that, however, and his counter-play was to switch on a powerful reversing lamp and to weave about a bit. His (let's face it) rather dirty number plate could thus only be read in the direct rays of headlamps. Of course, he would be well out of sight by the time the competitor's car had been turned round, and some very hot pursuits took place. It might be at times that the average speed fluctuated a little. The spectacle of three or four competitors jostling for pole position behind a wandering Austin Seven saloon will live long in the memory. There was a relief car in case of breakdowns (!) and the two were in radio communication. Competitors who, after a stern struggle, came up to their quarry at the moment of change-over, can hardly have known what to think. Both of the drivers had a pleasant little game of putting a slight weave on when approaching the apices of his triangle, and then nipping smartly right so that the pursuer missed the turning and pressed straight on with locked wheels.

The clubs were Hants and Berks, United Hospitals and Seven-Fifty. The chief perpetrators were Holland Birkett, Michael Burn, Gordon Madgwick and John Nelms.

H. B.

### Results

**Best Performance:** A. A. Arnold (M.G., Herts and Berks M.C.), 59 marks lost. **Runner-up:** B. R. Hardcastle (Hillman, U.H.U.L.M.C.), 82. 3, and **best H. and B. member:** D. Cobbett, 85. 4, and **best U.H.U.L.M.C. member:** R. Ebsworth Snow (Vauxhall), 111. 5, D. J. I. Garstin (Gowett, H. and B. M.C.), 119. 6, and **best novice:** J. B. Marley (BMW, H. and B. M.C.), 121.

**Best 750 M.C. member:** L. L. West (Austin 7), 173.



## COMING ATTRACTIONS

**December 11th.** *Scottish Sporting C.C. Night Rally.*

**December 12th.** *R.A.C. Trials Championship. Bowness area, Windermere.*

*Bristol M.C. and L.C.C. Trial.*

*Plymouth M.C. Night Navigation Trial, Start, 12 midnight.*

**December 12th/13th.** *Bugatti O.C. Welsh Rally. Start, Evesbatch Court, Bishop's Frome, nr. Worcester, 10.30 a.m.*

*Northampton and District C.C. Night Navigation Trial. Start, Sywell Aero Club, 9 p.m.*

*Loughborough College M.C. Night Rally. Start, Loughborough, 11 p.m.*

**December 13th.** *Harrow C.C. Petit Rally. Start, Car Park, Beaconsfield (opposite White Hart), 10.30 a.m.*

*Nottingham S.C.C. Autocross meeting, Stoke Bardolph, nr. Nottingham.*

*Lancs and Cheshire C.C. Rallye Petite. Start, Swan Hotel, Bucklow Hill, 1.45 p.m.*

*Armagh and District C.C. Trial, N. Ireland.*

**December 13th/14th.** *Manchester University M.C. Christmas Rally. Starting points, Measham and Manchester, 4 p.m.*

## CLUB FIXTURES

**B.R.D.C.**—Annual Dinner/Dance, 11th December, Dorchester Hotel, London, W.1.

**Sunbac.**—A.G.M., 11th December, Chamber of Commerce, New Street, Birmingham, 7 p.m.

**Old Merchant Taylors' M.C.**—Film Show, 11th December, Durrant's, Croxley Green, near Watford, 8 p.m.

**750 M.C.**—Fancy Dress Ball, 11th December, Abbey Hotel, Stonebridge Park, N.W.10.

**N. London Enth. C.C.**—Film Show, 11th December, Black Bull, 1446 High Road, Whetstone, N.20.

**Bentley D.C.**—Meetings, 12th December, The Inn Within, Banbury, Oxon., 7 p.m. 14th December, Sun Hotel, Dedham, Essex, 8 p.m. 15th December, Red Lion, Birmingham (Midland A.G.M.). 16th December, Windmill Inn, Shelf, Bradford-Halifax Road, 7.30 p.m. Red Lion, Cheam, Surrey, 7 p.m. 17th December, King's Head, Roehampton, 8 p.m.

**Hants and Berks M.C.**—Annual Dinner, 12th December, Falcon Hotel, Woodley Aerodrome, near Reading, 6.30 for 7 p.m.

**S.C.C. of Norfolk.**—Night Hunt, 12th December. Start, Morgan's Brewery, Norwich, 6 p.m. Annual Dinner, 17th December, Castle Hotel, Norwich, 7.15 p.m.

**N. London M.C.**—"Curiosities of London" run, 13th December. Start, Tally Ho Corner, Finchley, 2 p.m.

**B.T.D.A.**—A.G.M. and Annual Dinner, 13th December, Windermere Hydro, Bowness-on-

Windermere. A.G.M., 10.30 a.m. Dinner, 7 for 7.30 p.m.

**Citroën C.C.**—Treasure Hunt, 13th December. Start, 2 p.m.

**Thames Estuary A.C.**—Meeting, 14th December, Queen's Hotel, Westcliff, 8 p.m.

**750 M.C. (Oxon.).**—Meeting, 14th December, The Britannia, nr. Kidlington, 7.30 p.m.

**Alvis Register.**—Meeting, 15th December, The Abercorn, Stanmore, Middlesex, 7 p.m.

**Harrow C.C.**—Annual Dinner, 15th December, Tithe Farm, S. Harrow.

**Bolton-le-Moors C.C.**—Dinner/Dance, 15th December, Bolton Town Hall.

**Lagonda C.C.**—Christmas Party, 16th December, Bonnington Hotel, Southampton Row, London, W.C.2, 7.15 p.m.

**B.A.R.C. (S.W.).**—Christmas Party and Film Show, 16th December, Little Testwood Club, Tolton, Southampton.

**West Essex C.C.**—Film Show, 16th December, Three Jolly Wheelers, Woodford Bridge.

**Singer O.C.**—Meetings, 16th December, Ashton's Hotel, Praed Street, London, W.2. 17th December, Prince of Wales Hotel, Carterknowle Road, Sheffield.

**Cemian M.C.**—Christmas Party, 17th December, Gloucester Tavern, Sloane Street, W.1.

**Vintage S.C.C.**—Meetings, 17th December, White Lion, Cobham, Surrey. Frogmill Inn, Andoversford, Cheltenham.

## 750 M.C. WROTHAM CUP TRIAL

**M**EMBERS of the Hants and Berks M.C., London M.C., Maidstone and Mid-Kent M.C., Kentish Border C.C., Falcon M.C. and Herts County A. and A.C. have been invited to take part in the 750 M.C. Wrotham Cup Trial, which will be held on Sunday, 20th December. The Secretary of the Meeting is A. W. Butler, 1 Hawkhurst Way, West Wickham, Kent.

## LOUGHBOROUGH RALLY

**T**OMORROW, 12th December, the Loughborough College M.C.'s Night Rally will start at 11 p.m. from Loughborough and follow a 200-mile course to the finish, to be reached the following morning. Members of the Nottingham S.C.C., Leicestershire C.C., Oxford U.M.D.C. and Pathfinders and Derby M.C. have been invited to compete.

*More News from the Clubs on page 784*

## FOULIS

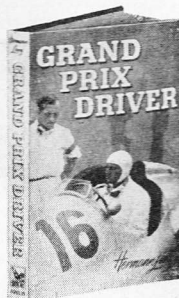
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##### MERCURY offer:

**£345** 1938 A.C. 16/90 supercharged 2-seater  
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6058-9.

**£65** 1934, rather stark 2-litre 2-seater, good  
battery and tyres, fast, 23 m.p.g.—Johnson  
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**ALVIS** Speed 25 drophead foursome, over £250  
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**RARE** 1924 ALVIS 12.50 "Duck's-back", ex-Betty  
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Exchange for single or 2-seater sprint car or  
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m.p.h. A wonderful opportunity at £745.—Elm  
Autosales, 68 Hartfield Road, Wimbledon, S.W.19.  
WIM 4825.

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tended for publication in the issue  
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publication in the issue dated the  
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A.M. THE 18TH DECEMBER.

Phone: PADdington 7671-2

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

### DELAGE

**1939** DELAGE, Model DC/75, 4-door saloon,  
colour black, red interior, 1,000 miles ago  
£120 overhaul. All new tyres. Must be sold to  
clear.—Duncan Hamilton and Co., 33 High Road,  
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**BALILLA** FIAT sports 2-seater. Second fastest  
in the country. Scope for further development.  
£325.—Laverton, Brantham Place, Manningtree.

**MAYFAIR GARAGES LTD.**—The new 1954 1½-  
litre Simca "Aronde" de luxe saloon, finished  
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One now available for immediate delivery from  
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Ltd. (Fiat Sales and Service), Balderton Street,  
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9-1.

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sound Hirth gearbox and 4.3 back axle.  
engine requires overhaul, good tyres, taxed Dec.  
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specimen.—35 Kinnerton Street, London, S.W.1.  
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2½-litre sports Leaf.—Willcox, Dean Street,  
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**1948** LEA-FRANCIS 1½-litre 4-seater sports  
saloon, specially coachbuilt body with  
pleasing, rakish lines. Similar to Riley Merlin.  
Exceptionally fast, thoroughbred car, doing 25  
m.p.g. £350.—Car Exchange Ltd., Brighton 29972.

### MERCEDES-BENZ

**MERCEDES-BENZ** saloon type 230, 1938, Black.  
Red hide upholstery, independent suspension  
all round. Overdrive, recently overhauled by  
Mercedes, £265. H.P. terms.—Raybern Cars, Ltd.,  
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0385.

**MERCEDES-BENZ** 1929 S.S. 38-250 sports 4-  
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order throughout, light grey with black hide,  
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Consider saloon car exchange.—D. A. Storr, 1-2  
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**M.G. MAGNETTE** saloon, 1936, good running  
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**M.G. SPARES**, most parts in stock for all  
models, 1930 onwards, including valves,  
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other extras. £375 o.n.o.—Collins, "Mostyn",  
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overhauled. Taxed and insured. Ready for  
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demister, P.700 headlamps, badge bar,  
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Reasonable offer accepted.—Dick James, 16  
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(Continued overleaf)

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**1950** M.G. TD, green and beige 2-seater  
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**1938** ALVIS 12/70, black, 4-door sports  
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**1937** JAGUAR 100, 2-seater sports, black  
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## Classified Advertisements—continued

## M.G.—continued

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- 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.

**C**ONNAUGHT offer Race Prepared and fully modified F2 cars as under, each with eight wheels, four axle ratios and racing jacks: AL9. 1953. 7 ft. 6 ins. wheelbase Amal carburettor model. Once property of John Lyons. AL10. 1953. 7 ft. 6 ins. wheelbase, fuel injection model. Shown at Earls Court. Very little raced. As new in all respects.—Send, Surrey. Tel.: Ripley 3122.

**D**DOUBLE-KNOCKER and s-knocker Nortons for sale. Both Beart-tuned.—Gill, Court House, E. Meon, Hants. Tel.: 74.

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**"AUTOSPORT"**: Number one to date (170 copies), £3. *Motorsport*: July 1950 to date, 15s.—Hunter, 212 Nevill Road, Hove.

**H**ANDBOOKS.—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 Manual, 31s. 3d.—Inquiries, stamp please. Catalogue 500 motoring publications, 6d.—Vivian Gray, Postal Booksellers, Hurstpierpoint, Sussex.

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**A**LVIS 12/70 sports saloon, late pre-war series 1938/9, metallic grey, red leather, smart, compact-looking car, modern bodylines and very good road performance, will cruise all day at high average speeds, good on petrol **£295**

**A**LVIS 4.3-litre sports saloon, 1937, with beautiful Mulliner bodywork, superbly equipped with many extra refinements, bills available for extensive overhauls by the makers in 1947 and again last year, extremely fast **£295**

**A**LVIS 16.9 Crested Eagle sports saloon 1936/7, very popular 5-seater model with usual Alvis sports performance, a nice car **£195**

**A**LVIS 14 h.p. saloon 1948, original maroon cellulose, with beige leather interior, one of the best post-war models produced **£595**

**B**OND Minicar 1953 model (Nov. 1952 delivery), de luxe series with glass windscreen, etc., very nice condition, moderate mileage **£195**

**F**IAT 500 coupé, late pre-war series, finished Ensign red, with fawn leather, smart, serviceable and most economical **£195**

**R**ENAULT 12 h.p. saloon 1939, right-hand drive, one of the famous Continental series renowned for its amazingly good petrol consumption, unrepeatable offer **£175**

**M.G.** Midget 1949 TC series, a little beauty, immaculate inside and out, and fitted special chromed discs, chromed luggage rack, pass-lights, moderate total mileage **£435**

**M.G.** Midget 1947 TC series, red with fawn leather, engine just serviced, overhauled and specially tuned by M.G. experts **£345**

**M.G.** Midget series TA, pre-war model, red with fawn leather, nice little car, very fast and fitted excellent tyres **£265**

**M.G.** 1½-litre saloon 1951, only one previous owner, the whole car original and in truly outstanding order throughout **£625**

**L**ANCHESTER 12 h.p. special drophead foursome coupé, 1935, a very smart-looking car with Mulliner body-styling, definitely of sporting appearance, large rear luggage boot, etc., cellulose particularly good, unrepeatable at **£145**

**L**ANCHESTER 10 h.p. saloon, slightly earlier registration than above, but with the same refined performance and quality, good tyres. **£95**

**L**ANCIA Aprilia 12.9 h.p. 4-door pillarless saloon 1939, a very fine example of this rare and highly prized Continental series, recent overhaul by Messrs. Lancia's (details available), fitted radio, telecontrols, etc. **£525**

**C**ITROEN 12 h.p. Grande Luxe saloon, front-wheel drive, 1939/40, similar appearance and features to the post-war 15 h.p. series, engine fitted new liners and generally overhauled last month, goes extremely well **£295**

**B**MW 2-litre 16 h.p. drophead foursome coupé 1937, Type 326, one of the very few models of this type available, magnificent performance **£375**

**M**ORRIS 8 2-seater 1938, quite a nice little car, finished grey with red leather, goes extremely well, hood just reproofed, brakes relined **£165**

**M**ORRIS 8 h.p. 2-seater, earlier model than above, good runner ready for immediate use **£55**

**A**LSO an 8 h.p. saloon, in fair condition. **£35**

**M**ORRIS Special sportsman's coupé 1936, attractive 4-seater body with nice lines, projecting rear luggage boot, etc., good performance **£125**

**R**ILEY Kestrel 6-light saloon, 1½-litre, 12 h.p. model 1937, engine and gearbox just reconditioned at considerable cost since when a road test of about 70 miles only has been undertaken, this car is unquestionably in magnificent mechanical order and its appearance, coachwork, interior, etc., is excellent, a little above our usual competitive price, but the car is still cheap at **£345**

**R**ILEY Kestrel saloon, 1937, similar model to above, one owner for some years and in good condition generally, a very fast car indeed **£265**

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**A**UTOMENDERS 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.

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**C**HRISTMAS CARDS.—4½ Bentley, Bugatti, de Dion Bouton, Jaguar, 4s. 9d. for six.—Graphic Designers, 233 Penionville Road, N.1.

**Q**UICK-LIFT JACKS and Trailers made for 500 c.c. racing cars, also gas and arc welding, drilling, milling, turning and capstan work.—Don Parker, 1a Sangora Road, S.W.11. Battersea 7327.

**S**OLID 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.

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(Continued overleaf)

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NAME.....  
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COUNTRY.....

This is to state that during 1953 I have:

- (a) received not more than £5. 5. 0. in reproduction fees for photographs (amateur contests excepted).
- (b) had no press passes, nor were special facilities granted when the submitted photographs were taken.
- (c) not been employed in any form of professional photographic business.

Furthermore, I agree to accept the Contest Panel of Judges decision as final.

SIGNED.....

Entries close first post on 1st February, 1954.



## Classified Advertisements—continued

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## News from the Clubs—continued

## PUBLIC SCHOOLS M.C. PUBLICAN RALLY

**A** RECORD entry of 46 competitors greeted the organizers of this event, which was run on Sunday, 22nd November. There were three non-starters when at 2 p.m. the field assembled at the "King's Arms" Hotel, Stirling Corner, on A.1, just north of Mill Hill. Thirty-nine competitors finished the course, which was a circular one bringing in parts of the counties of Hertfordshire, Bedfordshire and Buckinghamshire, the most northerly part being just south of Dunstable.

The object of the event was that competitors should visit 20 public houses—outside opening time—and three other specified points marked on the route cards as Ordnance Grid references. Nearly all the places which had to be visited were off the beaten track—especially a tricky one situated in the middle of Dunstable Downs. Of the 23 points which had to be visited, 19 gained competitors 10 marks, whilst the remaining four gave 20 marks, making a total of 270. The total time allowed was 4 hours 27 minutes, and the whole course by the shortest route was just over 100 miles. The finish was at the King's Arms Hotel, and competitors lost

## SPECIAL ACCESSORIES

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## FORD-BASED VEHICLES.

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

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8-10 h.p. .. .. £12 10s.  
"Consul" .. .. £16 10s.

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## DELLOW MOTORS LTD.,

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Tel.: Hillside 1879.

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

**B**UGATTI Type 35a engine, crank broken, top half crankcase and front cylinder block damaged. For sale as whole or parts. Large Centric blower with  $1\frac{1}{2}$  SU carburettor, £12 10s. Reconditioned Centric, suit up to 1,200 c.c., £15. Four good Aston Martin mudguards, £6. Many M.G. and Riley spares for sale. S.a.e. with your enquiries, please.—G. R. Stokes, Motor Engineer, Northfield Avenue, Sawley, Long Eaton. Tel.: Long Eaton 2950.

**R**EMEMBER "MOTOLYMPIA" when difficult car parts required. Over 1,200 cars dismantled. —Write "Motolympia", Oswestry (ring 480).

**Y**ELLOW headlamp bulbs for Continental driving available for most makes.—Beverley Motors, Airic Avenue, New Malden. MALden 4403.

## SUPERCHARGERS

**S**TANDARDIZED 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.—Carburetors, Ltd., Grange Road, London, N.W.10. WILlesden 5501.

## TYRES

**D**UNLOP RACING TYRES, set of five, offered half-price (one brand new, four quarter worn, or less), 5.50 x 15.—Box 1318.

## WHEELS

**T**WO 5-50 x 17 ins. spoked wheels complete with tubes and Pirelli tyres. 500 miles only. Suitable for M.G.'s. Offers!—Apply Box 1314.

## WANTED

**M**AYFAIR GARAGES, LTD., urgently want Fiat's for cash at highest prices.—Balderton Street, W.1. MAYfair 3104-5. Open 9-6, Sats. 9-1.

**"P"** OR "J" TYPE M.G. rear axle, complete less wheels. No fancy prices.—7 Hillcrest Avenue, Edware, STO 9824.

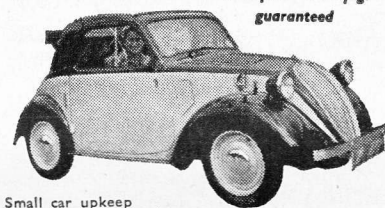
**R**ILEY 2½-litre, late 1952 or 1953, low mileage. Must be in first-class condition.—Box 1311.

**W**ANTED.—"Feather Bed" Double Knockers Norton engine, exchange car, cash adjustment. —Phone Brighton 29972.

**W**ANTED in any condition: Austin A40 engine and gearbox or Ford 10 engine. Also Morris Minor side valve gearbox, steering, wheels, etc.—J. E. Byrnes, The White Horse Inn, Kenilworth Road, Berkswell, Warwickshire.

**W**ANTED.—1934 ALVIS Firebird cylinder block. —A. J. Lloyd, Elgar 4948.

SO MUCH FOR SO LITTLE  
50 m.p.h. 50 m.p.g.  
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Small car upkeep  
BIG car comfort and performance. Takes two six-footers plus children or luggage. Pleasant low-cost spares. Complete service facilities. Used pre- and post-war 500's, 1100's and 1500's, also fully re-conditioned 500's all guaranteed for 3 months! Largest Fiat selection in the country. Write for illustrated literature and price list.

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BALDERTON ST. W.1 (opp. Selfridges clock) MAY 3104/5

one mark per minute late. There was also a handicap system for age, type of car and cubic capacity of engine. The results showed the high standard of navigation, for the first five competitors found all the points correctly and, of these, two arrived at the finish on time.

As a result of the handicapping the Club's secretary, M. Ellis, driving his 1936 Vauxhall 14, was first with 290 marks. P. D. Bailey was second in his 1947 Morris 10; R. V. Lambert (Javelin) came third; P. S. Rose, in a well turned-out M.G. TD, was fourth.

## CHILTERN HILLS TRIAL

**T**HE Ninth Annual Chiltern Hills Trial was held on Sunday, 6th December, 1953. Starting from Marlow, with an entry of 31, the competitors went to the first section, described as a "Moto-Cross" over some steep gradients in a local lime pit. The best times were recorded by N. H. Overton (Overton Special) and H. Tucker Peake (Tucker M.G.). Competitors found High Heavens Wood somewhat to their liking, but Section 3 in Burford Wood failed the entire entry. Shillingridge proved of great interest to spectators, but many of the sections in this location remained unclimbed. Section 7 here was of particular interest and Dees's climb to sub-section 8 caused

great excitement. After the lunch stop competitors proceeded to Dell's Wood for the three remaining sections. Section 8 was "highest up", and here only two competitors, G. Pettit and H. Hopkinson, managed to get their front wheels above sub-section 8. After tea at the King's Arms, Stokenchurch, the results were announced as follows:—

**Chiltern Hills Trophy:** E. W. Vero (Dellow Special). **First Class Awards:** M. R. B. Cannon (Cannon), J. K. Latta (Imhof), J. C. Smith (J.C.S.), A. M. Erskine (Ford), H. Tucker Peake (Tucker M.G.). **Second Class Awards:** H. Hopkinson (Aus./Ford), E. J. Chandler (Chandler). **Chiltern Member's Award:** C. O. Gregory (Gregory).

## SOUTHERN JOWETT PARTY

**N**EARLY 50 members and friends of the Southern Jowett C.C. attended a cocktail party at "The Denmark", Old Brompton Road, S.W., on Sunday, 29th November. New models which had appeared at the Motor Show, and the sporting events of the past season, formed the main topics of conversation. The club's annual dinner and A.G.M. will be held at the Abbey Hotel, Park Royal, N.W., on Wednesday, 20th January, 1954.



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	Bosch Distributors ...	£5 . 12 . 0	
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TWIN CARBURETTOR UNIT to your MORRIS MINOR, OXFORD  
FORD 8 & 10, RENAULT 750, RILEY 1½ litre, A.30

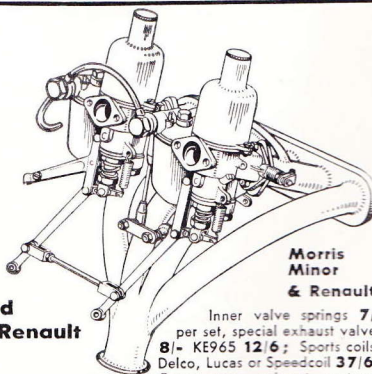
S.U. semi downdraught carburettors with large float chambers, with linked controls and petrol pipe on efficient manifold. Gives 25% more power, acceleration and hill climbing; only 5% more petrol. For Morris Minor, S.V. Oxford, Renault & Ford £26. Minor O.H.V. and A30 £17/10/-, Riley 1½ litre £21.

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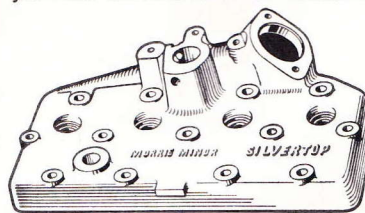
CANADA: The Campbell Sports Car Co., 122 Willowdale Street, Willowdale, ONTARIO.



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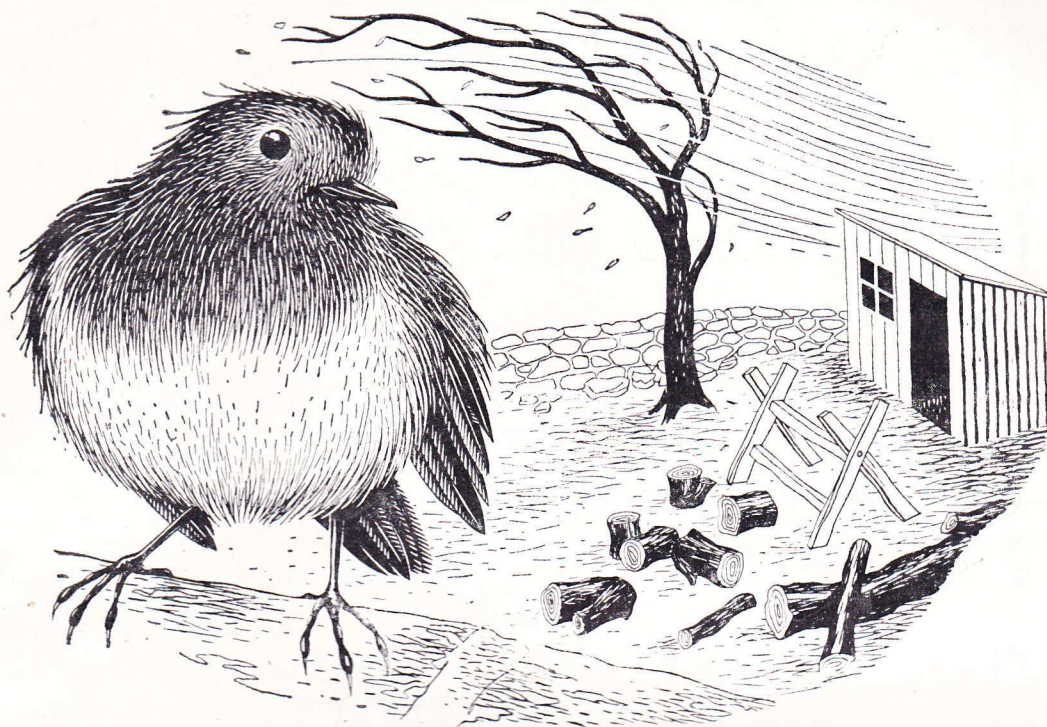
M.M. 75/-, Renault 45/-, Chrome badge bars 35/-, Lucas dual wiper drive set 37/6, rear wheel covers or spats in aluminium £8/10/-.

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For improving performance by 15 to 25% due to special design of combustion chamber, higher compression ratio for Premium fuel and better heat conductivity. Morris 8, Series I & II and Ford 8 & 10 (Spigot mounted dynamo), £8/-; Ford 8 & 10 (platform mounted dynamo), £8/10/-; Morris 8, Series E; Morris Minor '49 and '50 (illustrated), and '50 to '53, £9. Hillman Minx and Talbot 10, £10. "ALTA" for Austin 7, £6/10/-, Most types from stock.





*The north wind will still blow—*  
**FILL UP WITH BLUECOL**  
**DOUBLE SAFETY NOW!**

This may seem late to be putting Bluecol in, but a glance at the table will show you it's still as vital now as before. If you leave your car unprotected you will be running a big risk for another four months or so yet: the risk of a cracked cylinder block, a £30 repair bill, and your car in dock for a number of weeks.

If you haven't put Bluecol in yet, it may be because you intend to drain your radiator whenever the night seems likely to be dangerously cold. But you may forget to drain, one frosty night—or forget that you *have* drained, when

you start your car in the morning. And did you know that on very cold days the water may freeze at the bottom of your radiator, even while you are driving your car?

Bluecol, the doubly safe anti-freeze, gives you *complete* immunity from *all* these troubles—from *any* risk of frost damage—and because it contains Smiths special inhibitor, TP 291, it also protects your cooling system against rusting and similar chemical action. So why not be *doubly* safe for the rest of the winter? Why not fill up with Bluecol next time you fill up with petrol?

How many days\*  
do we have frost?

9.3 days	IN DECEMBER
10.1 days	IN JANUARY
9.0 days	IN FEBRUARY
7.5 days	IN MARCH
2.2 days	IN APRIL

\* Average figures recorded  
at Kew Observatory  
over 26 years

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