

AUTOSPORT

DECEMBER 18, 1953

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EVERY FRIDAY

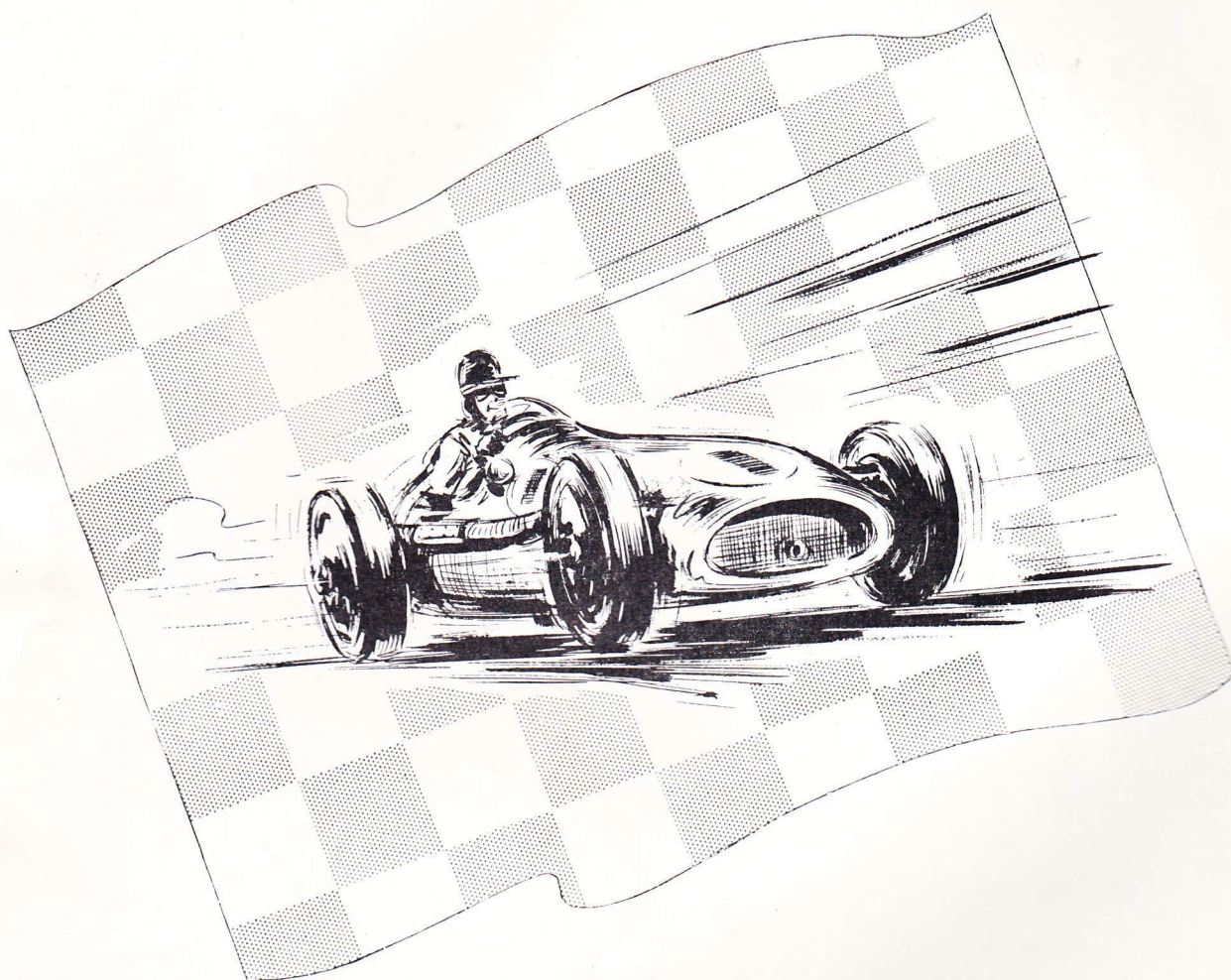
Vol. 7 No. 25

BRITAIN'S MOTOR SPORTING WEEKLY



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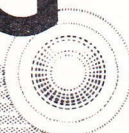


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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 7 No. 25

December 18, 1953

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NOTICES

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EDITORIAL

IT now appears reasonably certain that the use of special fuels will not be permitted in International sports car racing. This is as it should be; the development of series-production high-performance machines through the medium of competitions work is an important aspect of modern sports car production. Any suggestion that power units are vastly different to those sold to the public would lead to a most unsatisfactory state of affairs. When purchasing cars, buyers are far more impressed by results obtained on "same-as-you-can-buy" fuel, than when "dopes" are used. AUTOSPORT feels that the banning of special fuels should be extended to cover *all* races from which out-and-out racing and pukka formula machines are excluded. It has happened in certain events, in which special fuels were permitted, that an entirely false picture has been given of the true performance of sports-racing cars. The suggestion that the fuels used must be available to the public, and be not more than 90 octane (Motor method) may be adopted generally for all International races. The somewhat high octane rating may be due to the fact that at least one petrol sold from the pumps in Italy has a reputed octane figure of "90".

* * *

IT is the opinion of many prominent rally drivers that the regulations for the 1954 European Grand Touring Championship have something of a Marx Brothers aspect—particularly in regard to the Monte Carlo Rally. Championship regulations definitely specify production touring cars for the 10 events, yet the "Monte" organizers have permitted modified production cars to be entered. As Ian Appleyard pointed out in a recent letter to this magazine, the leading places in the general classification could quite well be filled by modified cars. The financial inducements in the majority of the rallies counting for the Championship being considerable, it is fairly reasonable to assume that, whenever the regulations apply, fully modified cars will be entered. This could mean that the Touring Championship would be disputed by a few entrants whose performances were such as not even to be included in the lists of results—a poor substitution for a Grand Touring Championship!

* * *

THE North of England has done it again! In the R.A.C. British Trials Drivers' Championship, the Sheffield driver Reg Phillips finished on top, followed by his fellow-citizen Cuth Harrison (last year's winner), and with the "South's" Michael Cannon in third place. AUTOSPORT congratulates the ever-cheerful Reg Phillips on his success, and it is significant that both 1952 and 1953 champions are to be co-drivers in the forthcoming Monte Carlo Rally!

OUR COVER PICTURE

BECQUART COUNTRY: Two Dyna-Panhards passing through typical French Alpine terrain during last July's very difficult Evian-Mont Blanc-Megève Rally, an event in which Marcel Becquart of Annecy is a prominent organizer.

PIT AND Paddock

RIO DE JANEIRO sports car G.P., listed in the Calendar for 13th December, is postponed until the 27th. The race takes place over the long and difficult Gavea circuit.

TONY ROLT and Duncan Hamilton are awarded the E.R.A. Club Trophy for 1953 for their winning drive in the Jaguar at Le Mans.

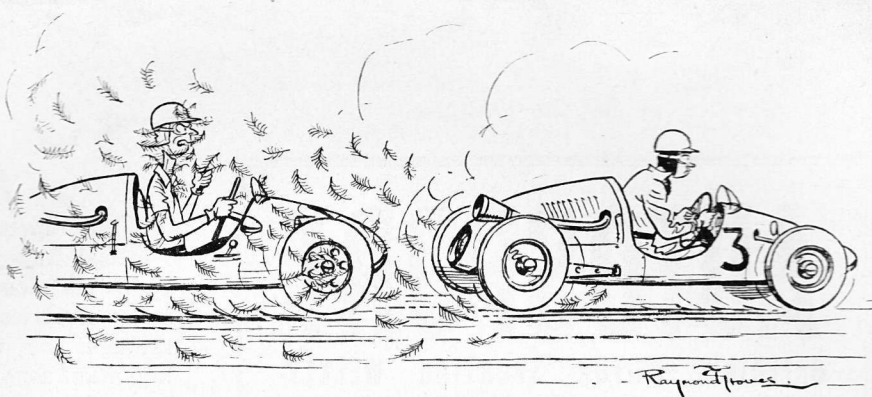
LE MANS-WINNING Jaguar is to be exhibited at the Henry Ford Museum, Detroit, during a special Sports Car Show in January; it will occupy the place of honour in the Grand Hall. "Ecurie Ecosse" will take over the car after the Show.



TRADE "DO": (Above) Monty Wood (centre) receiving the "Blue Peter" Cup from Alderman S. H. J. Bates at the dinner given by the Blue Peter Retread concern to over 200 service dealers and others at Westcliff on 26th November. **CLUB "DO":** (Right) A happy gathering at the Hagley and District L.C.C.'s recent Annual Dance, featuring, amongst others, Peter Collins, Ken Wharton, Ken Rawlings (extreme right) and Murray Austin (right, centre row). Gentleman on the floor is Doug Lawton.

REG BISHOP has now been appointed General Publicity Manager for the British Motor Corporation, while remaining as General Manager of Nuffield Press.

NINIAN SANDERSON hopes to go to Finland next May to take part in local International races with his Formula 3 Staride.



"Damn Featherbed motors!..."

PROBABLE that next year's British Empire Trophy race will be staged by the B.R.D.C. on a mainland road circuit.

BRISTOLS plan to enter cars in 1954 for Le Mans, and the Rheims 12 Hours Sports Car Race.

NATURAL HISTORY experts must have been puzzled at the sight of a two-legged creature at the B.R.D.C. dinner/dance last Friday, wearing a dinner-jacket—and also a couple of very handsome mink tails!

RUMOURED "moonlight flitting" near the Dorchester last Saturday morning around 4 a.m. seems to have been a certain large drawing by Barry Appleby on its way to a new home North of the Border. It depicted Gonzalez at Silverstone, and was done for the B.R.D.C. function.

SSPOTTED at London Airport last Sunday was Stirling Moss's manager, Ken Gregory, about to board a plane for Milan. For what, we wonder?

LESLIE MARR has ordered a new Formula 1 Connaught for next season.

PPRICE of the Delahaye 135M in 4/5-seater drophead coupé form is announced by the Concessionaires, Selborn (Mayfair), Ltd. to be £2,395, inclusive of purchase tax.

STOCK car racing comes to this country next year, and will take place on several converted speedway circuits. The promoters have purchased a great many cars and are on the look-out for likely drivers. Letters addressed to this magazine, and marked Stock Car Racing, will be forwarded.



SPORTS-NEWS

REVENGE FOR MAGLIOLI

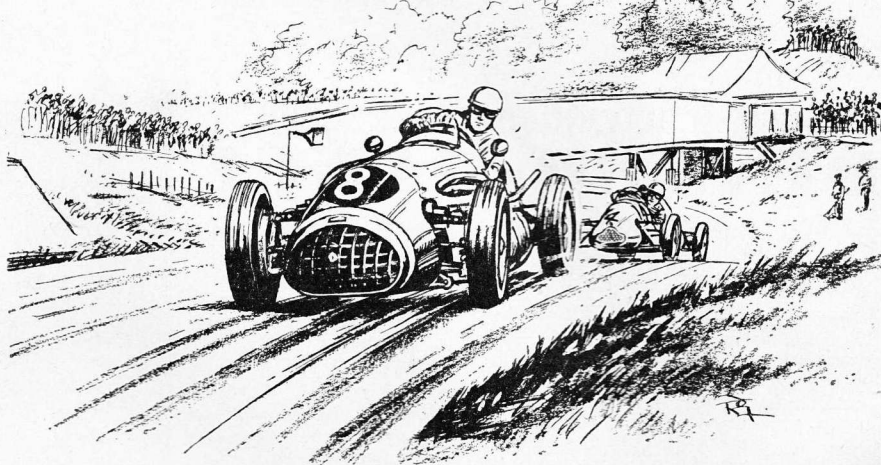
DOGGED by trouble in the Pan-American Road Race, Umberto Maglioli compensated a little for his misfortune by winning the Grand Prix of Guadalupe on Sunday, 6th December. This race, run for sports cars over 60 laps of a 2.17-mile circuit at Puebla, was promoted to take advantage of the presence of European drivers and cars in Mexico, and amongst those taking part were two Scuderia Guastalla drivers with their 4½-litre Ferraris, Louis Rosier in his "Cognac Special" 4½-litre Talbot, von Hanstein (Porsche) and Péron in the Osca, which had run out of tyres early in the Pan-American race. In the absence of the Lancias, Taruffi and Castellotti entered for the touring class.

Maglioli took an early lead with his 4½-litre Ferrari, and retained it comfortably to the end, followed by teammate Mancini. Louis Rosier drove his usual calm race to run third despite brake troubles, staving off Ruiz Eccheverria of Mexico in a Ferrari. Jaroslav Juhan in a Porsche was a creditable fifth, heading Mariscal's Jaguar, von Hanstein's Porsche and Jacques Péron in the Osca. Maglioli covered the course in 1 hr. 31 mins. 31 secs., averaging 85.6 m.p.h., and winning by 6 secs. from the second Ferrari.

The touring class, over 25 laps, was won by Mario Pedilla of Mexico in an Oldsmobile, Taruffi finishing fourth.

NEW ZEALAND GRAND PRIX

FOUR Britons have entered for the New Zealand *Formule Libre* G.P., which takes place on 9th January on an aerodrome course at Auckland. Besides Ken Wharton and the B.R.M., Peter Whitehead is running his Ferrari in supercharged form, while F. Tuck and H. H. Gould have entered a pair of



"THE PALACE": An impression by Raymond Groves of a Connaught/Cooper duel on the London circuit, fought by Roy Salvadori and Les Leston.

2-litre Cooper-Bristols. The remainder of the entrants are from Australia and New Zealand, formidable amongst them being "Lex" Davison in his XK 120-engined H.W.M., Tony Gaze's 2-litre H.W.M. with supercharged Alta engine, Stan Jones in the Maybach Special, which performed so well at Albert Park in the recent Australian G.P., and J. Brabham with a Cooper-Bristol.

J. Wylie, editor of *Australian Motor Sports*, is entered to drive his fine looking, "Auto-Union" style Javelin Special. Five Coopers with New Zealand drivers are down to take part, as are three Austin-Healey Hundreds, a blown Kieft, two supercharged Alfa Romeos and a Maserati.

A NEW CISITALIA

CISITALIA of Turin are producing a new sports coupé from American Ford components. The "souped-up" 3½-litre six-cylinder engine, fitted with twin carburettors, is mounted in a lowered, lightened chassis with Cisitalia-designed suspension.

Output of this new model is reserved for the United States and other dollar markets, where there is a keen demand for a machine embodying readily-serviced American components, but European standards in suspension and coachwork.

CASABLANCA ON SUNDAY

THE off-season "sleep" of many European racing *équipes* has been broken by the staging on 20th December of the 12 Hours sports car race on the Anfa circuit, Casablanca. The three Ferraris entered for Ascari, Farina and Villoreasi to drive are described as "independent" entries, the aforementioned drivers being "loaned" by the works, with co-drivers and owners of the cars respectively Manoel de Oliveira of Portugal, Piero Scotti, and Pierre Picard of France. Biondetti and Piotti are sharing an independently entered 3-litre Ferrari.

The veteran Frenchman "Phi-Phi" Etancelin, officially retired from racing, is nominated as co-driver to Pierre Levegh with one of the three 4½-litre Talbots entered. Peter and Graham Whitehead are the sole British representatives, sharing a DB3 Aston Martin. An XK 120C is entered, drivers Col. Simone and Roboly, and Sparken's DB2 coupé Aston Martin is also running.

ENTRY LIST

Over 2 litres: Ferrari: Ascari/de Oliveira, Farina/Scotti, Biondetti/Piotti, Vanoni/Janin, Talbot: Levegh/Etancelin, Grignard/Fayen, Pozzi/X. Aston Martin: A. G. Whitehead/P. N. Whitehead, Sparken/X, Poberejski/X, Kerguen/X. Gordini: Crespin/Guelfi, Behra/X. Jaguar: Roboly/Simone. Reserves: Yakoubson/Mondeti (Ferrari), Cecchetti/X (Lancia).

751-2,000 c.c.: Ferrari: Villoreasi/Picard. Gordini: Loyer/Rinen. Porsche: Nogueira/Martorel, Veyssières/Oesterle. Lancia: Dominici/Gaillard. Fiat: Carini/Martignoni, Dusteritz/Dupont. Osca: Bayol/Armengaud. Veritas: Lang/Hoffmann. Simca: Barthe/X. Reserves: Torre/Maurice (Fiat).

Up to 750 c.c.: Panhard: P. Chancel/R. Chancel, Plantivaux/Magri. Renault: Michel/Pons, Lacaze/Armand, Dufour/Bruckner, Anselin/Le Chevalier. Dyna-Reve: Deschazeaux/X. Dyna-Allemans: Castelbajac/St. Remy. D.B. Panhard: Da Silva/Pereira, Barbey/X. Reserves: Deschazeaux/Allègre (Dyna-Reve), Chalencin/Paryx (Dyna-Allemans).

1953 B.T.D.A. AWARDS

B.T.D.A. Gold Star: R. F. Chappell, 146 marks out of 150.

Runner-up: B. H. Dees, 142.

Silver Star Rally Award: J. H. Ray, 89 marks.

Runner-up: J. Cunningham, 52.

Monte Carlo Rally Star: I. Appleyard.

Marcel Becquart International Trophy: I. Appleyard.

Silver Garter Award: Miss A. Neil, 41 marks.

Runner-up: Miss A. Newton, 39.

WHAT IS IT?: Beneath this Italian style coupé bodywork is an XK 120 Jaguar chassis and engine; Laroche and Radix drove it in the Liège-Rome-Liège Rally.



BRITISH RACING DRIVERS' CLUB DINNER-DANCE

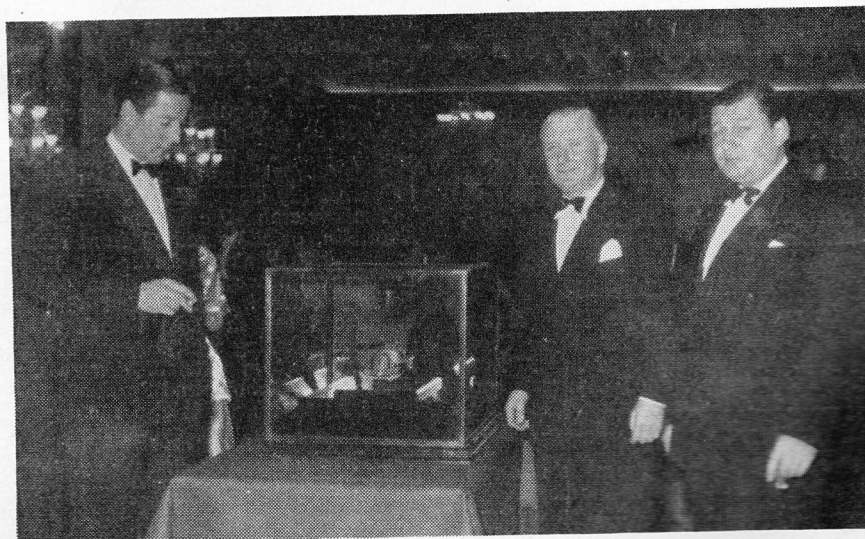
Magnificent Gift to Club by "Daily Express"

—Gold Star Presented to Mike Hawthorn

HIGHLIGHT of the annual dinner-dance of the British Racing Drivers' Club, at the Dorchester Hotel, London, last Friday, was the announcement by Mr. Tom Blackburn, of Daily Express Newspapers Ltd., that his concern had decided to present the sum of £10,000 to the club to assist in the running of Silverstone. Later, Earl Howe, President of the B.R.D.C., presented Mr. Blackburn with a memento, in the shape of a silver-coloured stone in a glass case.

Lord Howe, during the course of his speech, appealed to British motor manufacturers to do something about helping to build Grand Prix racing cars. His Lordship stressed, as AUTOSPORT has been doing for many months, the importance

★
Mike Hawthorn receiving the Seaman Trophy from Earl Howe, President of the B.R.D.C. Hawthorn was also presented with the 1953 Gold Road Star.
★



(Above) Tony Rolt, Mr. W. Lyons, and Duncan Hamilton with the E.R.A. Club Trophy, modelled by Rex Hays.

(Right) Peter Ustinov replying on behalf of "The Guests".

of Grand Prix racing to British automobile engineering prestige, and to motor vehicle exports generally.

Duncan Hamilton spoke on behalf of the "Guests", to which Peter Ustinov replied in an "off-the-cuff" speech which delighted the 600 or more people present. Mike Hawthorn, receiving the Gold Road Star for 1953, said that although he "drove for the red, he wished he could drive for the green". Mike was also presented with the Richard Seaman Trophy, and the Johnny Wakefield Trophy which he shared with Ken Wharton. To Le Mans-winning pair, Tony Rolt and Duncan Hamilton went the E.R.A. Club Trophy, whilst Ian Appleyard was presented with the magnificent new John Cobb Memorial Trophy, donated by the Vacuum Oil Co., Ltd.

Theme of the evening was "Oil on the Track", a reminiscence of the Gonzalez episode at Silverstone. Table decorations consisted of one-gallon oil tins of the various companies, surmounted by the



familiar red and yellow oil flag originally introduced to racing by the club. Bottles of champagne were offered for the first all-correct solutions received of a "Lubriquiz"; these were won by Mrs. Gregor Grant and Mrs. Margaret Inglis, both from the "Ecurie Ecosse" table.

Billy Cotton presented one of the best cabarets ever seen at a motoring function. There were wolf whistles a-plenty for Sheila Douglas and the Daughters of Eve; Johnny and Suma Lamonte put over a first-rate juggling act; the Deep

River Boys were right on top of their form; whilst Michael Bentine's routine produced howls of mirth. Dancing continued till nearly 3 a.m. and all present were of the unanimous opinion that Desmond Scannell and Co. had given still further evidence of unsurpassed organization.

THE SEBRING 12 HOURS RACE

SUBJECT to final confirmation, the Sebring 12 Hours sports car race will once again count as the United States' qualifying event for the World Sports Car Championship. The 1954 race takes place on 7th March over the 5.2-mile long circuit formed by runways and private roads at Sebring Airport, Florida. "Le Mans" principles will again be followed, with winners on distance and on Index of Performance.

Entries are already being received, and Reg Parnell, Peter Collins and George Abecassis are probable competitors with a team of DB3S Aston Martins. A number of Kiefts will take part, including one fitted with a large American engine; Stirling Moss has signified his intention to run with a Jaguar; D.B. of France, who have twice succeeded before in the Index classification of this race, will again be there, while Borgward and Porsche entries from Germany are possible.

1954 WORLD CHAMPIONSHIP FIXTURES

AT their recent Paris meeting, the Commission Sportive Internationale decided the list of events which would count for the 1954 World Drivers' Championship. They will be the Argentine G.P., Buenos Aires, on 17th January; the Indianapolis 500 Miles Race, U.S.A., on 31st May; the Dutch G.P. at Zandvoort on 7th June; the Belgian G.P. on 20th June; the French G.P. at Rheims on 4th July; the British G.P. at Silverstone on 17th July; the European G.P. at Nürburgring, Germany, on 1st August; the Swiss G.P. on 22nd August; the Italian G.P. at Monza on 5th September; and the Spanish G.P. at Barcelona on 24th October.

Placings will be decided on a driver's five best performances this year, and not four as hitherto.

GOLD-STAR WINNER ★ 1953

British Racing Drivers' Club's Leading Individual Award Goes to Mike Hawthorn

THE B.R.D.C. "Gold Star" is awarded to the member who scores the most points in International races during the season. For 1953, the honour goes to Mike Hawthorn of Scuderia Ferrari, whose total of 230.75 points was considerably greater than the runner-up, Stirling Moss, who scored 107.75.

Hawthorn has had a grand season. His first race in 1953 was at Buenos Aires on 18th January, when he took fourth place in the G.P. of Argentine. A fortnight later he was third with a new 2½-litre Ferrari in the Buenos Aires Grand Prix for *Formule Libre* machines.

In company with the entire Ferrari team, he retired in the Syracuse debacle on 22nd March. On Easter Monday he was runner-up to Ascari at Pau, but had to retire in the Mille Miglia. At Silverstone on 9th May, he scored a great triumph, winning his heat and the final of the International Trophy race, and also the sports car event with a 4.1-litre machine. A week later he won the Ulster Trophy race at Dundrod.

Mike signalized his participation in the first of the European *grandes epreuves* by notching fourth place in the Dutch G.P. on 7th June. A week later he and Farina were disqualified at Le Mans for a breach of the regulations affecting replenishment of hydraulic fluid. On 21st June he was fifth in the Belgian Grand Prix at Spa, and a week later was second at Rouen to Farina, both driving 2½-litre cars.

Came 5th July and his greatest victory. After a classic duel with Fangio (Maserati), the "Farnham Flyer" won the French Grand Prix. He was out of luck at Silverstone when he spun his Ferrari in the British G.P. on 19th July, although he gained fifth place. In the *Formule Libre* race his 2½-litre machine went out with overheating.

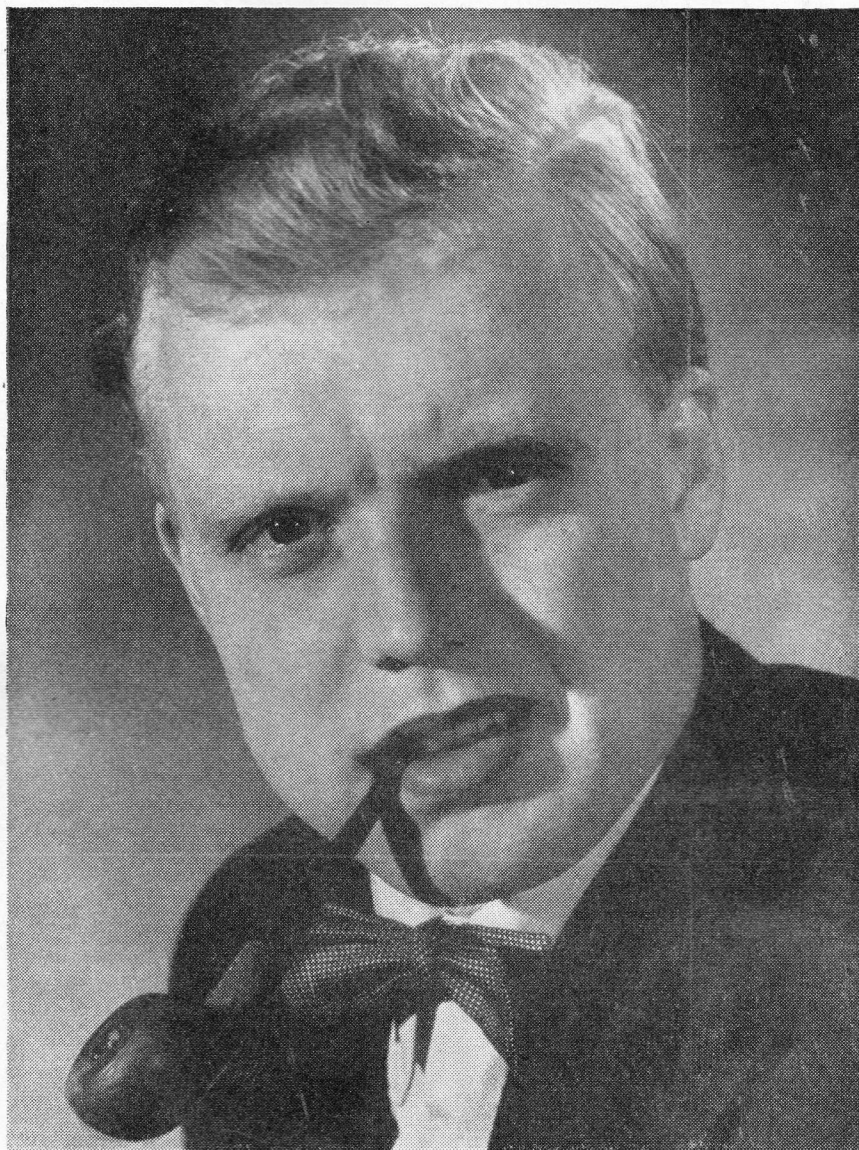
Came the Belgian 24 Hours Race at Spa on 26th July and another victory, shared with Farina in a "4½". He drove a storm of a race in the German G.P. at the Nürburgring to finish third behind Farina and Fangio.

Co-driving with Maglioli, "Le Papillon" won the Pescara 12 Hours Race on 16th August. A week later he was third in the Swiss G.P. at Berne.

Scuderia Ferrari's 1953 swan-song, the Italian Grand Prix, produced a fierce Maserati-Ferrari duel, and Hawthorn was pleased to take fourth place behind Fangio, Farina and Villolosi. At Goodwood, Mike drove the Thin Wall Special at tremendous pace to win both Woodcote Cup and Goodwood Trophy races, setting up a new lap record of 94.53 m.p.h. in the process.

Altogether a most impressive record, and one is also reminded that this young man finished fourth in the World Championship.

As all followers of motor racing know, Hawthorn began his career with a Riley



Mike Hawthorn, an exclusive AUTOSPORT portrait by Patrick Benjafield.

"Nine". First reference to him in AUTOSPORT was in a report of the Brighton Speed Trials in our issue of 8th September, 1950. We said, "In the classes for sporting devices up to 1,100 c.c., one J. M. Hawthorn confounded all prophets by beating Harry Lester's Lester-M.G.".

First racing success in 1951 was at Castle Combe on 31st March, when he won the opening event—again with the Riley. With the ex-Gee 1½-litre car, he scored in another race. Success followed success, and his many wins at Goodwood members' meetings netted him the Brooklands Memorial Trophy.

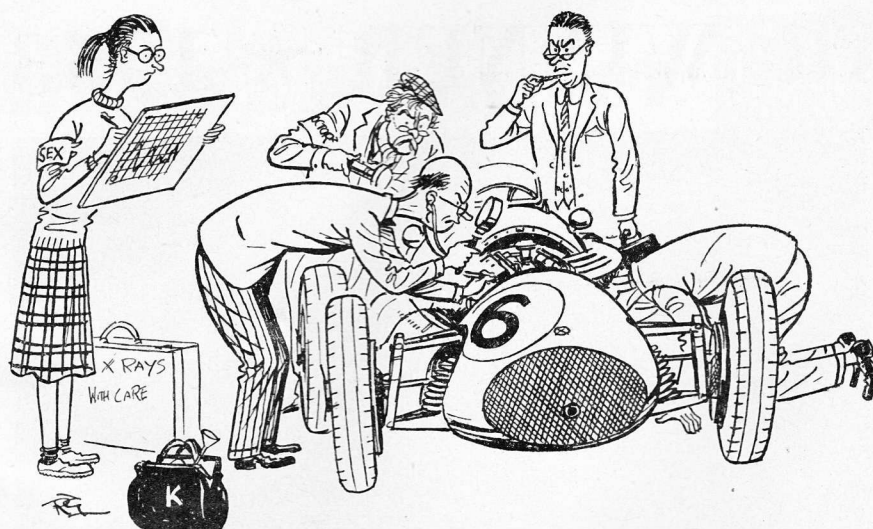
First photograph of Hawthorn in action in AUTOSPORT was published in the issue of 8th June, 1951, when he won the 10-lap handicap event which preceded the Ulster Trophy race. This showed him in the 1½-litre Riley. In the 24th August issue, he was the subject of our cover picture.

What happened in 1952 is a familiar story. His rocket-like ascent to front page news value with the brand-new Cooper-Bristol for which Bob Chase acted in the role of "fairy godfather"; his performances at Spa, Boreham and elsewhere; all were duly noted by Enzo Ferrari and led to an offer to drive the red machines—after only one complete season in first-class racing!

G.

BRITONS FOR THE LYONS-CHARBONNIERES RALLY

EARLY entries for next March's Lyons-Charbonnières Rally include Sir James Scott-Douglas (Ferrari), Harry Sutcliffe (Frazer-Nash) and Dennis Scott (Allard Palm Beach). The event includes a class for out-and-out sports cars, and there is no Index of Performance or any sort of handicap for the general classification.



DR. KINSEY ON— MOTOR RACING

By RAYMOND GROVES

WHO ALSO DREW THE PICTURES

Behaviour of Formula Machines Provides
Additional Studies for Distinguished Biologist

WHILE it is commonly agreed that ships are feminine whether they be mud dredgers or transatlantic liners, the gender of racing cars is by no means so certain. Under trying conditions drivers often refer to their machines by epithets that suggest that they are feminine—although, curiously, of canine or

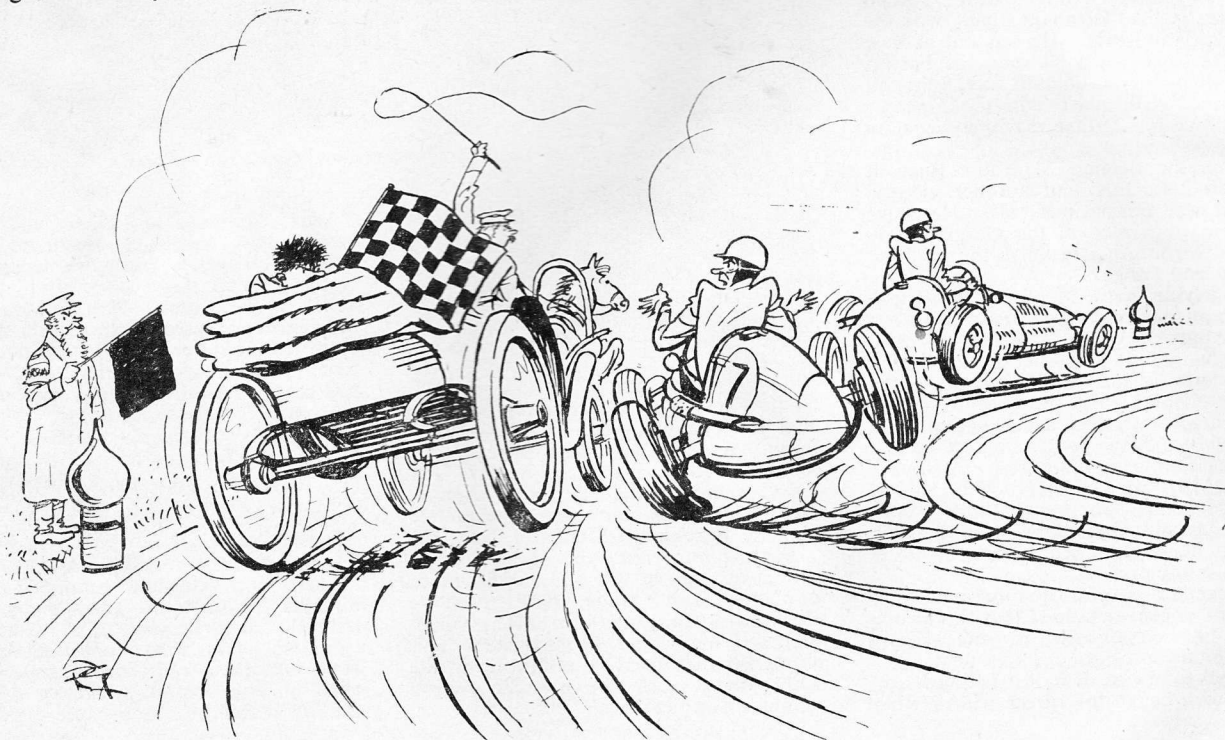
bovine extraction—but careful study would seem to indicate that racing cars can in fact belong to both sexes with an occasional neuter to add a spice of oddity to the field. To judge by the exhaust note or voice alone is apt to be misleading, for some cars, like French railway engines, have that strange androgynous

quality of appearing masculine to the point of being muscle bound until the voice gives shrill warning of their approach and earlier conclusions have to be revised.

Intuition alone is the only means of determining the sex of a racing car and much of it must perforce be pure, or impure guesswork. Instinct, presumably, takes care of the matter among the cars themselves and who knows what dramas of unrequited love may be taking place while we imagine we are watching soulless machines taking part in a Grand Prix.

The A, B and C Type E.R.A.s always seemed the perfect examples of the feminine species, especially in their later years when they scuttled round the circuits rather like indomitable elderly British ladies who refused to allow their age and infirmities to prevent them from joining in the young things' fun and games. They kept up with all the latest developments, even, in one case, experimenting with two-stage blowers which must have been the equivalent to a human taking an overdose of hormones, monkey glands and Epsom Salts rolled into one. Typically feminine, one even appeared with a new line in radiator cowls—it was, of course, much too young for her and made her look like a spinster of 70 in a gym slip, but her spirit was unquenchable.

The E Type E.R.A. was even more typically feminine in quite a different way. She was the mysterious, unpredictable female about whom so



many thousands of novels have been written, but, like so many of her kind, she overdid it. Just when she had been petted and coaxed into behaving in a reasonable manner, she would throw a temperament and go and sulk in the pits. At first it had the desired effect. Everyone was vastly intrigued and she basked in that kind of high-powered lime-light that surrounds film stars who shut the door on reporters and refuse to discuss their matrimonial arrangements. Then one day she found she had gone too far and gone on too long and nobody really cared any more. Nevertheless she went out in a blaze of glory and pyrotechnics, thereby confirming the sages who had predicted a future of eternal flames for her.

The B.R.M. began by using the same technique, but, warned by her press agents, varied the monotony by behaving sweetly on occasions and, being the possessor of a voice that would—and probably did—lift the roof of the Albert Hall, much has been forgiven.

Le Mans type Bentleys, Ferraris and Alfa Romeos are all masculine

male and female Maseratis. It is still veiled in mystery and a whole saga of Slavonic folk lore has been built around it, but only an expurgated version can be given here. Nevertheless it should make scrutineers even more careful in their pre-race examinations because, as love knows no frontiers, there would seem to be no reason for supposing that it could not happen here given similar circumstances. These,

offering two roubles to one on there being the little mother and father of all pile-ups. The female Maserati behaved in a typically coy and feminine way, sliding on the corners and almost—but not quite—allowing herself to be caught, then dashing up the straights like a scalded female Maserati. The male car blundered after her, his tyres emitting shrill wolf whistles on the corners as he strove to make up those maddening

... are the
offspring of
Formula 2
models that
have paired up
during the
mating season!



... with automobile stud farms operating in great secrecy.

—solid, dependable males who can be relied upon in emergencies. The elderly Bentleys that trundle round in vintage events today resemble the types who play in Old Boys' matches—slightly rheumatic, a wheeze, and creaking joints here and there in the scrums—but still lusty and full of nostalgic reminiscences of what happened at Sarthe in 1929.

If the technically minded feel inclined to dismiss all this as the most disgusting whimsy there is irrefutable proof to back it up. In the deepest vault of the R.A.C. there is on record the curious case of the

Professor Litmus has stated, are the unusual conjunction of two cars of the same make but opposite sex, a full moon and Venus very definitely in the ascendant.

At Nijni-Novgorod during a very minor Grand Prix in 1949 it appears that a male Maserati began to slipstream a female product of the same factory. They hurtled round and round the narrow twisting circuit to the terror of the spectators and the stark horror of the two drivers who realized that forces beyond their control were at work. The pace was such that the local peasantry were

few feet of distance between them. The age old question of whether the male chases the female or *vice versa* was never for one moment in doubt on this occasion.

The chequered flag was held out, was waved and finally carried round the course on the official droszky, but all to no effect, for no man can interfere with the course of true love. As the short Arctic day deepened into night the two Maseratis still carried out their bizarre high-speed courtship round the circuit. Finally it was decided that nothing could be done and everybody went home, with the exception of the two unfortunate drivers. It was argued that eventually they must run out of fuel and then, like the courting flight of ants, their brief love life would be over. But what did happen no one really knows to this day. All that is certain is that the two cars and their drivers disappeared completely and have never been seen from that day to this, which goes to show that the little boards inscribed "Motor Racing is Dangerous" refer to unknown as well as known and more obvious perils.

However, on dark, winter nights, when the samovar is nicely on the boil and the peasants crouch around the stove, one sometimes hears

(Continued on page 797)

Streamlining—Theory and Practice

PART TWO

HAVING digested the basic principles of streamlining we can go on to consider practical applications. First, though, let us briefly run through the points noted. The main points to remember are the design of the entry, to displace the air as smoothly and as gently as possible; the tail should be shaped to the airflow, which has to come together after displacement; and the behaviour (speed) of the flow over the surface. Interference drag should be

by

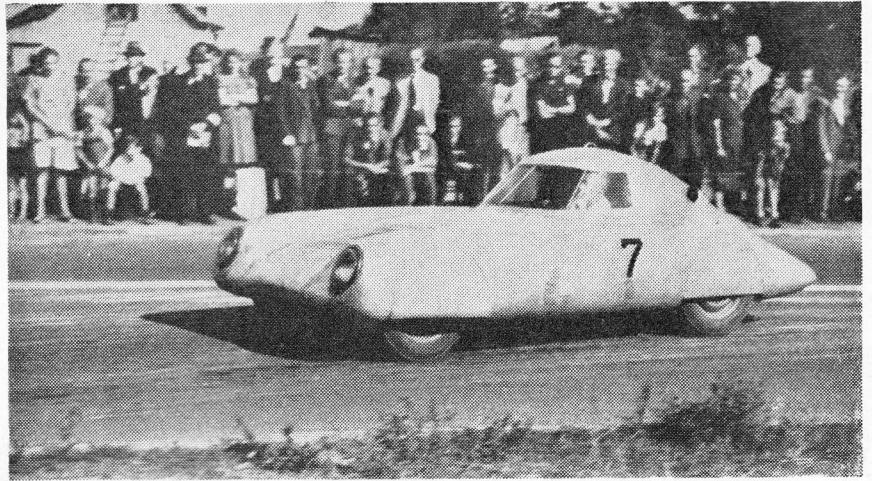
D. STOLLERY

reduced by enclosing the car in one envelope, and a further point concerns the surface of the envelope. The gain is not very great considering the number of projections on the car body, but a smooth surface will offer less drag than a rough one, as witness the very high finishes applied to the surface of aircraft which are intended for high speed runs or races.

A point of interest to the motorist is contained in the above paragraph, namely the use of the term envelope, which assumes the presence of an under-shield. The undershield, however, may not be quite as important as is usually thought, since, as has been noted previously, various considerations mean that the car is very near to the ground and it is possible that the section of air between the road and the car is pushed along with the latter, thus rendering the undershield useless; if this is the case there must be some point in increasing ground clearance to where the undershield shows a profit, but just where this point occurs cannot be stated. It must be stressed, of course, that the above is merely conjecture on the part of the author, and is not substantiated by experiment and should not be taken as fact. Indeed, if it is so, it is difficult to understand the action of the cooling air scoop fitted beneath 500 c.c. cars, but it is certainly possible that rather unexpected airflow conditions exist between a car and the road.

The application of streamlining theory to car body design shows the inevitable compromise due to the points essential to the car. These concern interference drag between various parts of the car, extra drag due to essential projections on the surface, and provision of air inside the car for induction, engine and brake cooling, etc.

The essentials which spoil the surface of the car are the clearances over wheels,



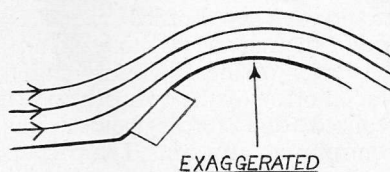
PLEBEIAN STREAMLINER: A German amateur-built Volkswagen Special of 1946-47, with saloon bodywork giving smooth airflow and a considerable rise in performance. It bears a striking resemblance to the much later Porsche!

adequate driver vision and, of course, clearance over the works. The engine position will be as low as possible and will determine the height of the bonnet and scuttle which determine the height of the driver's head above them. The bonnet will be as long as a good entry shape demands, and the lead-in to the wheel arches, which will probably project above the bonnet line, should be smooth enough to eliminate any interference. Lamps are normally required by race regulations and should be set inside the body, and smooth transparent panels set in to allow the light through but to present no projection to the airflow, which is very fast over the nose of the car. The lighting arrangements on the XK 120C or Bristol 450 are good examples to follow. Fuel fillers, bonnet catches, door handles and other small items should be inside the envelope covered by hinged panels where necessary. Mirrors should be cowled as part of the body, since separate cowling will cause interference with the body.

The biggest bump of all is the cockpit, and it goes without saying that this should be enclosed. An open cockpit must set up tremendous turbulence which probably destroys much of the advantage of a well designed tail. Again applying the general principles, the entry—that is the windscreen—must be smooth, which means that the screen should be sharply raked, and bearing in mind that the flow goes all round the car, the screen should be curved in plan view. The value of a smooth entry will be nullified if the follow-on is badly designed so, rather than a relatively sharp angle at the top of the screen, there should be a definite

hump to follow the flow through (Figure 1). This hump may be usefully employed in giving headroom for the driver. Look again to the Bristol 450 for an example.

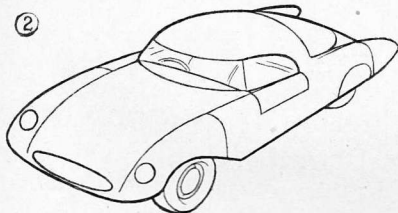
A certain proportion of the airstream must actually enter the car in order to take away heat from the coolant, and the brake drums and any obstruction at these points will affect the airflow and increase the total drag. Applying our rules: a clean entry must be provided and the air ducted to the radiator. Brake cooling air can be taken from the same duct or separate entry points. The airflow meets an obstruction in the radiator, of course, and there is little we can do to help matters here, but we may as well note at this point that the flow will be slowed somewhat, due to the resistance of the cooling tubes. The air exit must be carefully considered, and allowing the flow to wander through the engine compartment is not correct practice. If possible, the air should be ducted straight out after passing through the radiator, as seen in embryo in the Mk. 2 Cooper-Bristol. Since entry shape will probably demand a long nose, the use of a low, wide radiator will enable that component to be placed fairly forward of the engine, thus leaving room for ducting. Incidentally, it is, perhaps, a safe rule to allow as much exit area as there is entry, and since the air is slowed by the cooling element, equal areas should give the right amount of extraction. Always aim to err on the side of too much exit area than the opposite. The design of the ducting to the radiator may be arranged to compensate for the slowing down of the flow at the element, but it is rather tricky. Theoretically the entry area should be that of the air space between the cooling tubes, with compensation for their ovality and "friction" between air and tubes. If the air exit is arranged to be behind the wheels, the brake cooling air can exhaust at the same point. The air entry to the carburettors is not easy to design, since it should be "straight



through" to avoid building up pressure which, of course, would be different at full throttle in second from similar conditions in top, and much of the air entering the duct enters the carburettors, thus complicating the exit design. However well one designs the cooling arrangements, there will be increased air resistance, and, if the cooling problem can be overcome in some other way, a considerable saving will result. (Could there be anything in the use of some kind of surface radiator for the engine?)

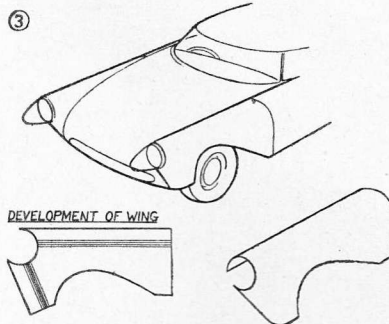
The wheels are not easy to deal with; the front ones will probably have to be open to provide room for them to steer and it makes a convenient point from which to exhaust cooling air, but the back ones may be spatted, since rear braking is not as important as at the front, and a spinning wheel must cause a great deal of drag.

Again we have been striving for perfection, and practical considerations may demand modifications such as rear brake cooling for long distance racing, while open wheels (no spats) and external fillers would save valuable time in pit stops.

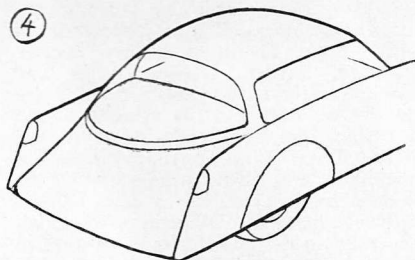


Of course, the particular purpose for which the car is intended will settle such points. Referring again to the under-shield, it is a notorious nuisance in practice and they are often to be seen trailing on the ground or detached completely.

As previously stated, these notes are intended for the guidance of amateur constructors as well as for the interest of all, so therefore let us consider the production of bodywork, bearing in mind the limitations of the average amateur's workshop and metal working ability.

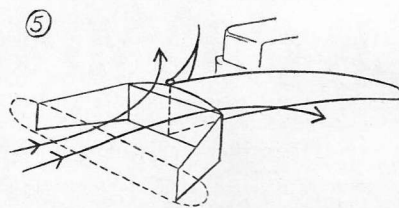


Any car body can be split into sections, some of which are easy to produce and some of which aren't. In the diagram the tricky sections are obvious (Figure 2). It will be seen that these trouble spots are the four "corners" and the cockpit cover, and in these places constructional simplicity may have to take precedence over streamlining, but these are unfortunately the most important from the flow point of view. Figure 3 gives some idea of what may be done. It will be seen that no panel beating is required except possibly round the air intake, but the aerodynamic qualities can never be as good as in Figure 2; if, however, they can be made successfully, pointed transparent covers over the lamps—as on the Le Mans Panhard—would help. The rear corners are rather simpler, since the side area mentioned earlier can be incorporated and the now "sharp" upper corners of the wings may be filled in by rear lamps (Figure 4).



The cockpit cover is rather more difficult, but little strength is required here and rather unorthodox materials may be used if they work more easily. Incidentally, the cover may sit on a strong hoop similar to, and in the same position as, the crash hoops to be seen on some Formula 3 cars, similar protection being afforded to the driver and relieving the cockpit cover itself of any strength requirements. Merely as a suggestion, there are some beautifully finished shapes of much sharper curvature to be seen in the hulls of model boats or the fuselages of model aircraft, and built on the same principle (planked as in small boats), and using the same materials (balsa wood with a binding layer of nylon cloth doped on both inside and out) a very light and smooth cover with adequate strength for its job would result. The rear window can be made to take up a lot of space and thus save materials and work, especially if a "Farina" type is used as in Figures 2 and 4.

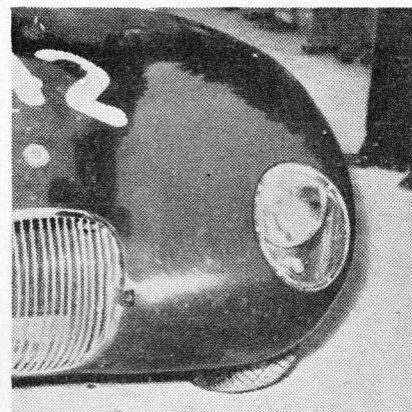
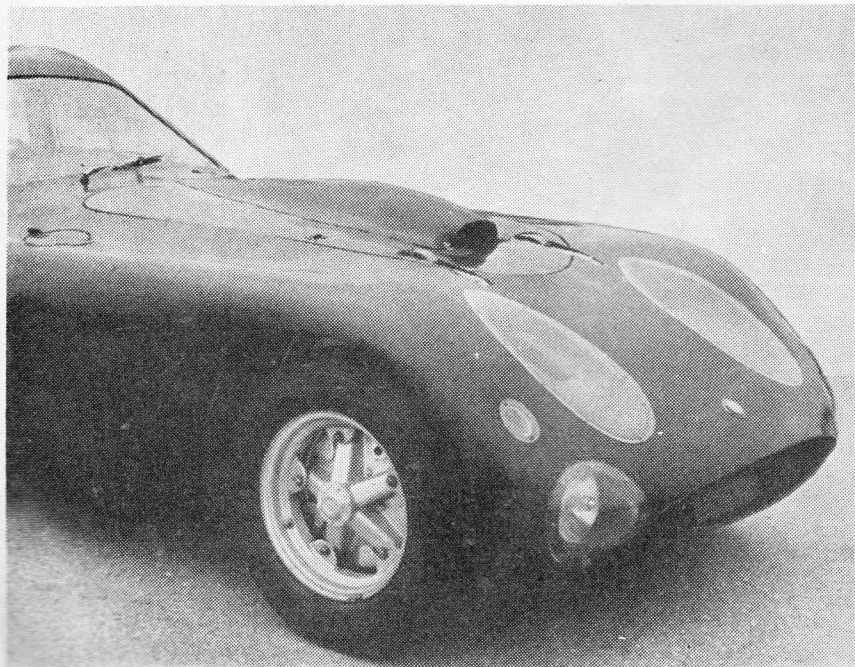
Considering now the troublesome but necessary problem of the cooling air, as



noted previously, a low, wide (say, Morris Minor) radiator, can be mounted well forward and a ducting system to the wheel arches can be devised. Figure 5 shows one way, but again the design must rest with the individual constructor.

So far we have assumed that streamlining has no real practical disadvantages but, of course, there are many, mainly the inconvenience of a true wind-cheating shape when quick access to all parts is essential. Careful comparison between the Rheims/Le Mans and record breaking versions of the Bristol 450 will show this in the fuel fillers and other points. Incidentally, close study of record

(Continued on page 808)



WIND CHEATING: (Above) The headlights of the XK 120C Jaguar are merged smoothly into the bodywork by use of transparent covers.

(Left) The Bristol 450 design embodies many lessons of wind tunnel experimentation.

OUT-OF-PHASE bouncing by Reg and Peggy Phillips (*Le Tout*) at one of the Yewbarrow sections in last Saturday's R.A.C. Championship Trial.

featured a left-hand turn up a steep patch of mud and stones, with an awkwardly placed tree stump halfway up. One after another the competitors came to rest on the tree stump, and it was left to Ted Harrison (Harford) to go further, followed by Cannon (Cannon) and Faulkner (Paul). Then came A.3, a right-hand, adverse-cambered turn on mud, with another stump in quite the wrong place. Four competitors proved—if proof were needed—that it was an impossible section, after which the wily Lewis adopted different tactics. Noting that the left-hand side was untapped, he made no attempt to turn right but drove straight on until stopped by a wall, and claimed the highest position. Naturally, the resulting argument waged loud and fierce, and this section was eventually scrubbed because of the difficulty in marking it.

Not far away, at Yewbarrow, there

LE CHAMPIONNAT POUR "LE TOUT"

Reg Phillips (*Le Tout*) Wins the R.A.C. Trials Championship from Cuth Harrison (Harford)—Mike Cannon (Cannon) Third and Best Southern Driver

ACCORDING to the *Lancashire Evening Post*, spring flowers have been blooming in the Lake District, encouraged by the strange mildness of this December and nourished by occasional showers of light, penetrating rain. However, the brand of mud which resulted from these weather conditions found no favour with Southern trials drivers last Saturday, and it was a Northern man, Reg Phillips, who carried off the R.A.C. Championship. Of the twelve hills he climbed three clean, and was "highest up" on another four. Runner-up was last year's R.A.C. Trials Champion, Cuth Harrison, who climbed three hills, whilst the most successful Southern entrant was Mike Cannon, who took third place with two successful climbs.

From the Hydro Hotel in Bowness-on-Windermere, the 21 invited competitors made their way to Kendal for scrutineering in a fine, mist-like rain, after which they were split into four groups which were convoyed around the course. We

went first to Hill A.1 at Garnett Bridge, a steep climb on muddy grass, the quality of which Dean Delamont demonstrated (unintentionally) by sliding down in a Land Rover, all four wheels locked solid. Soon, Group 4 ("Tiny" Lewis, Atkinson, Barden, Deeley, Wilde and Eire driver Kevin Murray) arrived at the foot of the hill, and the familiar sound of rushing air from deflating tyres was heard. Lewis (Ford Spl.) tackled the hill first, and climbed three-quarters of the way up before coming to rest; he was followed by Pat Atkinson (Atkinson), who made a delightful climb, straight to the top, which was destined to be the only successful performance on the section. Barden and Deeley stopped a length short of Lewis's position, but Maurice Wilde improved on it by a foot or so, to make the second best performance. Afterwards, the hill deteriorated rapidly, and only Cannon came within striking distance of climbing.

Hill A.2, also at Garnett Bridge,

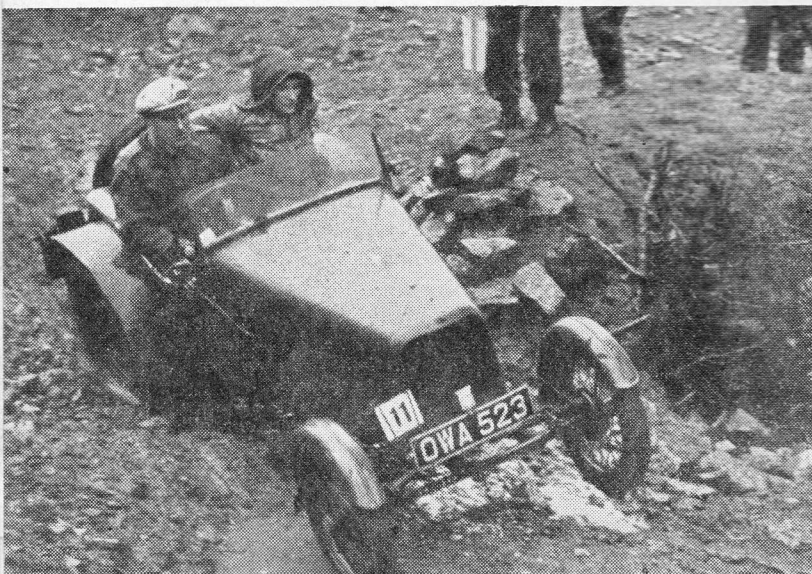
were three more sections, of which the most difficult was C.3, a long climb on grass with a rock outcrop near the top. "Doc" Lilley (J.E.M.) and Cannon had already made good attempts, coming to a halt halfway up to the outcrop. Cuth Harrison, with steam pouring from the Harford's radiator, just bettered Cannon's position but failed to reach Lilley's, while Appleton and Waring stopped lower down. Then, along came Reg Phillips, to make a superb climb far beyond the others and right over the rocks—a performance unequalled for the rest of the day.

C.2 was a muddier and more involved section, with a left turn over a river bed, a steep hump, and a winding climb to follow. The hump had already beaten Richardson, while Lilley and Cannon had got a little further, and the Ulster driver, Sammy Moore, had surprisingly got highest up with his Dellow. N. H. Coates (N.H.C.), his split axle giving a gay demonstration of its action, went past Moore's position before halting. Cuth Harrison, the next arrival, bottomed momentarily in the river bed, bounced vigorously, got away again, and to everyone's amazement proceeded to climb the entire section. Phillips made a determined effort to equal this, but came to rest when the car's tail slid too far to the right; however, his attempt remained the second best until Ted Harrison later improved on it. Only Cuth Harrison scored a clean climb.

C.1 was a long section, the first part of which wound its way up and over another river bed, with large stone slabs. This portion gave little trouble, but the section ended with an impossible left turn up a steep bank, covered in leaf mould. Phillips failed early on the bank, as had most people, but Cuth Harrison fared better and the 1951 R.A.C. Champion, Wally Waring, achieved the highest position with a cleverly chosen wide approach to the right.

★
EX-CHAMPION: Runner-up to Reg Phillips was last year's winner, Cuth Harrison (Harford). He is seen halting momentarily at Yewbarrow 2: he got going again, and was the only entrant to climb this section.

★



Not long afterwards, "Tiny" Lewis improved on Harrison's climb at this section, and it was obvious that the honours were still very evenly distributed. Phillips and Coates, respectively, had at this time made the first and second highest climbs on B.1 at Kilnstones, but Ted Harrison then made a very nice climb indeed, almost clearing the section. This hill comprised a steep first part on grass, followed by a left turn through a gateway and a long climb round a gradual, right-hand bend. The early part had been badly cut up by the antics of a rather foolish marshal, making practice climbs on a two-stroke motor-cycle, and was well-nigh impossible. Harrison swung well to the right of it, and gathered enough impetus to take him over the most slippery part, after which the climb was relatively easy, until he failed on the last part of

FAILURE: (Right) Every entrant except Pat Atkinson had to be pushed up the first hill at Garnett Bridge; J. Deeley (Cranford) was one of the many.

SUCCESS: (Below) The Phillipses register pleasure after being the first to climb the final section. Rex Chappell was the only other driver to succeed there.



the right-hand bend. Chappell and Chandler tried the same approach, but were unable to clear the worst portion.

No one, however, was able to climb higher than Phillips on B.2 and B.3, two steep sections on muddy grass and leaves. Ted Harrison came close to Phillips's position on B.2, but his performance was bettered by Mike Cannon soon afterwards. Looking into the crystal ball, it began to seem like Phillips's trial, with Cannon and the two Harrisons close behind.

So to the final group of sections, at Washowe. On D.1, competitors swung left across a stream and immediately right again on to a steep stretch of mud and stones, with large rocks two-thirds of the way up. It was, undoubtedly, an extremely difficult section, and once again it gave best to Phillips, with Cuth Harrison and Waring making the next best performances. Most people came to rest just after the rocks, but Maurice Wilde, with his usual deceptively quiet tactics, and aided by the usual vigorous bouncing of Mrs. Wilde, climbed nicely to achieve the fourth highest position.

Hills D.2 and D.3 were first taken separately, and then combined to form the final section S. For D.2, the field started in a farmyard, drove through a gateway, then round a fairly tight left-hander and a more gradual right-hand bend to the finish, the surface being well-churned mud and grass. As competitors were given a good, firm start to the hill, it proved the easiest in the event, which only five people failed to climb. Of these, "Doc" Lilley was undoubtedly the most unfortunate, the rear

axle of his car giving up the ghost when he was within inches of a clean climb. Faulkner, Coates and Murray failed lower down, and Maurice Wilde got himself farther and farther off-course after the start, until he finally rammed a large rock on the outside of the left-hander.

D.2 ended at an opening in a stone wall, and on the other side of the wall a length of stake fencing was laid down to provide the starting area for D.3, a long and very much more difficult section which, it was suggested, became easier for the late arrivals, although the results scarcely confirm this. Chandler, Cannon and Chappell all made good attempts

which ended in failure, and the first clean climbs were achieved by Phillips and Cuth Harrison. "Tiny" Lewis, with quick snatches at the handbrake, then forced his way to the top, as did the Wildes with soul-destroying bounces.

The combination of D.2 and D.3 would have been quite difficult enough, but was made more so by the shifting of the start to the gateway at the bottom of the first section. As a result, the first few competitors were defeated by wheel-spin before reaching the first corner, and it was the eighth man to attempt it, Phillips, who astonished everyone by making a beautiful climb of the entire hill; it was noted that Peggy Phillips started her bouncing before he left the starting line. Encouraged by this, Wally Waring made an excellent attempt, but failed on the upper stretch, as did Cuth Harrison, while Mike Cannon and Ernest Chandler very nearly reached the top. The light was failing fast, and it was practically dark when Rex Chappell rounded off an unsuccessful day, for him, by making the only other clean climb of the hill.

F.W.MCC.

Provisional Results

R.A.C. Championship Trophy: R. W. Phillips (Le Tout), 45 marks lost.

Runner-up: T. C. Harrison (Harford), 56.

3, and Best Southern Driver: M. R. B. Cannon (Cannon), 72.

Souvenir Awards: E. Harrison (Harford), 75; P. A. Atkinson (Atkinson), 88; R. F. Chappell (Cotton), 93; E. J. Chandler (Chandler), 97; W. H. Waring (W.H.W.), 105; I. D. L. Lewis (Ford), 105; M. Wilde (Ford), 107.

Best Irish Driver: S. Moore (Dellow), 145.

★
STUMPED: Maurice Wilde (Ford Special) comes to an abrupt halt on the second section at Garnett Bridge, his nearside front wheel stopped by a tree stump. He gained a souvenir award, finishing in 10th place.
★



ALPINE IN THE ALLEGHANYS: One of the Sunbeams entered by Rootes Motors Inc. approaches a Swiss-style covered-in bridge at Lincoln Gap, officially marked closed to normal traffic, on the last day of the Rally.

clock and start his stop-watch when the next minute clicked up, and the official said, "Sorry, the official clock has stopped. Have a look at my wrist-watch."

Eventually it became obvious that our own watches were of no use at all and all one really needed was a crystal ball. I found it exactly like playing roulette and almost as baffling. But in fairness to the Motor Sports Club of America there was a very simple explanation. The temperature was very low and the clocks in use were in every case standing outside in the cold, either on the bonnet or the boot of the car, and were naturally being badly affected. The Sunbeam-Talbot team was using two Smiths clocks and two stop-watches.

THE GREAT AMERICAN MOUNTAIN RALLY

An "Alpine"-styled Event Without Alpine Conditions—Low Temperature Brings Timing Troubles in an Enjoyable Event

THIS Rally, which was organized by the Motor Sports Club of America, was not only the first international rally to be run in America but was the first time the M.S.C. of A. had organized a rally with A.A.A. sanction. The idea was to produce an event which would give sports cars a chance to show their paces, but unfortunately the lack of experience in organizing such an international rally told. There were, as a result, a lot of very disillusioned officials at the end of the Rally; there were a few disillusioned drivers as well!

I was the only woman allowed to drive, as the "Three A's" do not give competition licences to women, but there were a number of women who acted as navigators.

On Thanksgiving Day, 26th November, the Rally set off. It was run over a distance of 1,100 miles and started in New York, passing through Connecticut, Massachusetts, to Rutland, Vermont, where the first stage ended. The second day was through New Hampshire to Newport, Vermont, which is up near the Canadian border, and finally back down to Poughkeepsie, 90 miles north of New York.

Mild Autumn Eases Conditions

The M.S.C. of A. set out to base the Rally on the "Alpine", as the first prize was a free trip to Europe, and an entry in the 1954 "Alpine". Here they had been badly advised, since there are no mountains there as I know them in Europe. This time of year a lot of New England should be covered in snow but there has been a very mild autumn and so there were no "Monte Carlo" conditions. This was unfortunate for competitors, as no one was allowed to exceed an average of 40 miles in any one hour and thus conditions became easier than might have been the case.

I will come back to this point later on; but all in all, I personally thoroughly enjoyed seeing a small part of America.

The first day there were six time con-

A PERSONAL ACCOUNT by SHEILA VAN DAMM

trols with penalties of 4 marks per minute, early or late. In other words, the six time controls were arranged exactly along the lines as for the final regularity test in the "Monte Carlo", excepting that one did not know the exact location of the controls, while the mileage given was often approximate.

Speed Limit Problem

At the start I was handed a route sheet giving distance between controls and the average speed for each section. This average speed varied, but the highest was 40 m.p.h. in any hour. This, I might say, became quite a problem, for when an average of 40 m.p.h. was exceeded there was a heavy penalty, while it did not help matters with the distance between checks being only approximate! But believe me, that was not the only problem. I know it is an understood thing that most rally drivers often do not see eye to eye with the official time, but on more than one occasion several drivers told the officials at a time check that the official clock was wrong and they agreed. It was all rather confusing. One of our team members, Sherwood Johnston, saw one of the Alpine-type clocks in use "jump" two minutes instead of moving on one minute at a time. Our team worked to a system which meant we started a stop-watch when the clock moved on the first minute, so we had the benefit of a full 59 seconds.

Our surprise can be imagined when later on I arrived at the control half an hour after Johnston and was told that I was one minute late.

On two other occasions my navigator, Ron Kessell, jumped out to check the

I now come to the most fascinating regulation of all. On arrival at scrutineering, the day before the start, all competitors had been told to declare their speedometer error; not a word of this had been printed in the regulations. Luckily there was a section of road called the Jersey Turnpike which is near New York and which is marked for 111 miles with mile posts, so we were all able to declare the correct error.

At the Rally's start my speedometer reading, not the trip, was taken, and at the end of the day it was taken again. During the first day's run, one of the checks was approximately four miles farther on than was stated on the route sheet, and so at the end of the day all three of the Sunbeam-Talbot team were out by that four miles. The penalty was 10 marks a mile.

When the results went up the team was way down the list. The team had started the day with 1,000 bonus marks, and the loss of marks was deducted. Ian Garrad had 910, I had 904, and Sherwood Johnston had 900. We did not see our score card but it was obvious that we had all the same mileage error and it was also painfully obvious that some of the leading cars had not got the same four-mile error.

Being a believing kind of soul, I thought the organizers would realize what an impossible regulation it was, but the next day I finished the day's run and my speedometer again read over the official distance; no allowance having been made for wheel-spin. The results went up that night and I was again way down the list.

Then came the final day and I experienced sheet ice and snow on the Lincoln Gap, which consisted of a hilly section. Competitors got stuck all over the road whilst fitting chains. I tore up without chains and, of course, with plenty of wheel spin; by dint of a tremendous amount of weaving in and out of cars and their competitors and also tools lying all over the road, plus much

blaring of the horn, I got over without trouble. Those who fitted chains must also have caused their speedometer to record an inaccurate mileage but I was surprised—and you will be too when I tell you—that most of the competitors reported at the end of the day's run an almost accurate official mileage!

Not till then did dawn break, and the Club officials did the only thing possible in the circumstances—they ruled out the speedometer regulation. Then chaos reigned. It did not alter the position of the first man but there were many changes after that.

Right at the start this regulation had been unanimously agreed by the competitors to be impossible, and I believe I am right in saying that, unofficially, most of the officials agreed with that opinion.

Finally, the "top ten" did a regularity test, and an acceleration and braking test, to decide the over-all winner. The position as I write is this. All results at the end were stated to be provisional.

accurate crystal ball and a telescope to be able to see the control point when it was farther away than the officially stated distance. Once, just to fool all the competitors, the control point came up approximately three miles sooner than it should have done and everyone roared through minutes too early; that control was ultimately cancelled.

The road regulations are very strict in America: there is a traffic speed limit on every section. There are magnificent twin-track parkways with a limit never exceeding 60 m.p.h., and on the quieter back roads almost every inch of the way there are limit signs—either 25, or 30 or 35 miles an hour—and on the normal open roads in the country the top limit is 50 m.p.h.

What strikes me most is the fact that American cars have such tremendous power under the bonnet. The women, apart from those who drive the small British family type of car when taking their children to school or doing the shopping, are all driving cars producing

Provisional Results

Gen. Classification: 1, S. B. Blodget (M.G.), 3,893 marks; 2, W. Dewess (Jaguar), 3,866; 3, N. J. Joseph (Jaguar), 3,838; 4, L. Ziluca (M.G.), 3,834; 5, R. Samis (Dodge); 6, A. E. Goldschmidt (Studebaker); 7, Sherwood Johnston (Sunbeam Alpine); 8, D. Bekrag (Sunbeam-Talbot); 9, J. B. Scannell (Jaguar).

Sports Class, up to 1,500 c.c.: L. Ziluca (M.G.), 1,500-3,000 c.c.: 1, Sherwood Johnston (Sunbeam Alpine); 2, Sheila van Damm (Sunbeam Alpine) (18th in Gen. Classification).

Over 3,000 c.c.: 1, J. B. Scannell (Jaguar).

Touring Class, up to 1,500 c.c.: 1, Miss M. Phillips (Volkswagen).

1,500-3,000 c.c.: 1, D. Bekrag (Sunbeam-Talbot); 2, I. Garrad (Sunbeam-Talbot).

Over 3,000 c.c.: J. R. Ghent (Jaguar).

Manufacturers' Team Award: Sunbeam/Sunbeam-Talbot (Rootes Motors Inc.). Drivers: Sherwood Johnston, Sheila van Damm, Ian Garrad.

Dr. Kinsey on Motor Racing— continued

strange stories of two phantom Maseratis that leave no wheel marks in the snow. The leader twists and coquettes and the pursuer belches lurid yellow flame from his exhaust, so it seems that even in the hitherto pure atmosphere of motor sport, sex has reared a singularly ugly head, and where it will rear up again none can foresee.

One research worker has put forward the ingenious theory that a definite heredity system can be traced in racing cars. He argues that 500 c.c. cars are the offspring of Formula 2 models that have paired up during the mating season (between October and March according to the ubiquitous Professor Litmus again), while Formula 2 cars in turn spring from *Formule Libre* parents. If this is correct—and it must be admitted that it is a pleasing thought and a logical one—it suggests that somewhere a mysterious and highly involved breeding system has been evolved with automobile stud farms operating in great secrecy.

When they have been located and the whole dark business brought to light, there would seem to be nothing to prevent pre-race forecasts being worked out on a family tree basis as with horse racing.

"The Cooper 500 c.c.," we may read, "out of Cooper-Bristol by Norton Featherbed will stay and should be there at the finish, but the Epiglottis has a bad mechanical history on his sire's side and a long line of skeletons in the cupboard by his dam which may well prove his undoing in a Grand Prix of this length."

As one rather mixed-up young lady remarked when we told her about this: "It's a lovely idea and will add that human touch that I always think has been lacking in motor racing."

We think we can probably see what she meant!



ROOTES REPS.: Taking a look at the route card half an hour before the start of the Great American Mountain Rally. (L. to r.): Sherwood Johnston and co-driver Jim Crum, and Sheila Van Damm and co-driver Ron Kessell.

No cups were presented, as all the route cars had to go to the "Three A's" in Washington to be checked, and in the meantime all the protests have to be heard.

Not Quite a "Monte"

From my own point of view I thoroughly enjoyed the motoring. If the weather had been bad it could have developed into a "Monte Carlo" but there were only short squalls of snow, just sufficient for me to prove to myself at long last that a snow-deflector is a very efficient piece of equipment. I have no complaints about the final results. In all rallies, after having a 100 per cent. reliable car, a lot of luck is needed, and here especially, the only equipment, apart from normal rally equipment, that seemed to be really essential was a very

200 brake horse-power or more. One of the most commendable ideas is a 20-minute flare; if there is an accident or incident around a blind corner a flare is stuck in the ground to warn you to slow down; this was used once on the Rally when a competitor ran out of road and it certainly prevented a further accident.

My Sunbeam Alpine went as usual like a bomb and we won the Manufacturers' Team Prize and came first and second in both the open and closed classes for cars 1,500 to 3,000 c.c. Out-right winner was S. B. Blodget, driving an M.G.

I know the M.S.C.A. will profit from their experiences this year: they are a grand club with the right idea, and were all exceedingly hospitable and kind.

CHAMPION PAIR: *Helmut Polensky and Walter Schluter, winners of the first Touring Championship of Europe, seen in the Alpine Rally, which they won with a 1½-litre Porsche.*

in the Regulations, some of which when printed in subsidiary languages did not agree with the master copy, somewhat unsatisfactory timing arrangements when timing was of the utmost importance, slack organization and a lack of unity and decision in enforcing a common standard. A notable exception to this latter criticism was, however, the R.A.C.-West of Holland, whose officials did not hesitate to disqualify many well-known competitors, including two former Monte Carlo winners, when their cars were found to have been illegally modified, when scrutineered at the finish of the Tulpen-Rallye.

The Rally season opened with two events which proved rather disappointing—anyway as regards difficulty!

THE FIRST EUROPEAN TOURING CHAMPIONSHIP

A Review of the Ten Classic Rallies of 1953

By JOHN GOTT

THE Rally Championship, first introduced in 1953, has attracted such interest that it will almost certainly become a permanent feature of the Calendar.

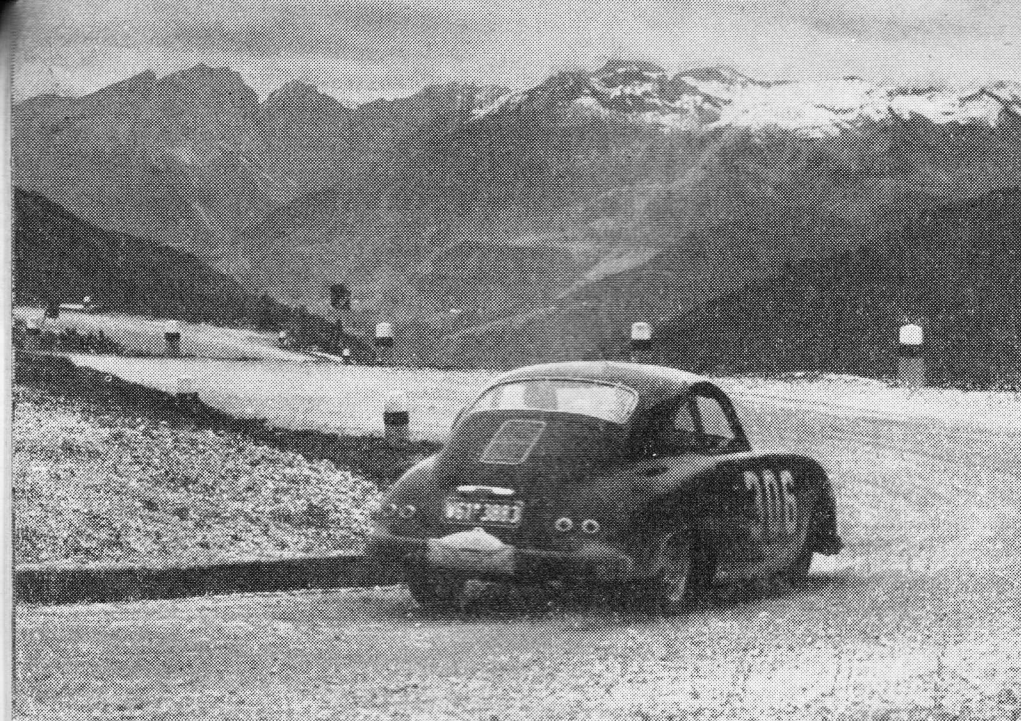
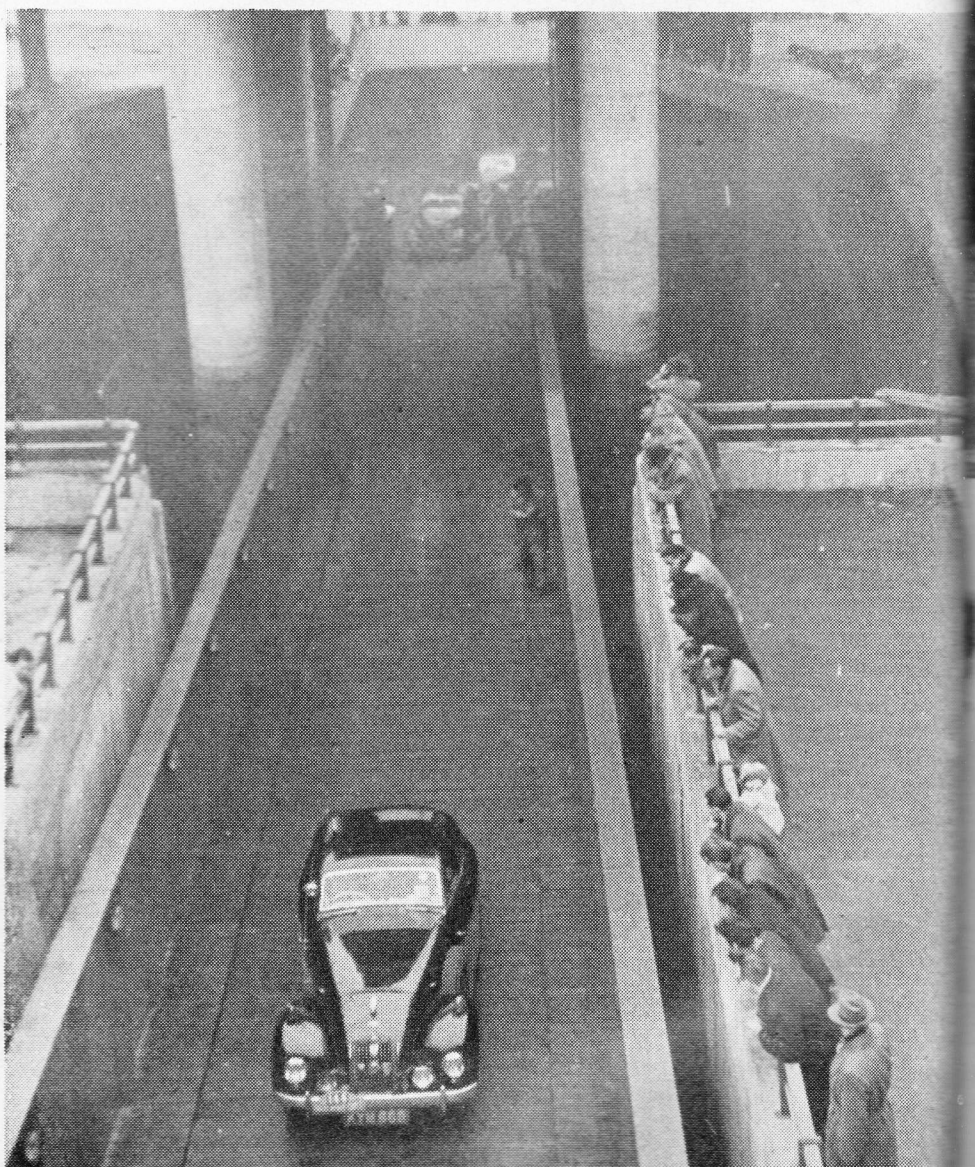
For 1954 the Championship will be decided by the best performances returned in any four of the 10 "classic" Rallies used in 1953, plus the Swiss Rallye de Genève, previously known as the Rallye des Neiges.

The dates of these scoring Rallies will be:—

1. XXIIIème Rallye Monte-Carlo (Monaco). 18-27th January.
2. Vème Rallye del Sestriere (Italy). 22nd-28th February.
3. Fourth Rally of Great Britain (Great Britain). 9th-14th March.
4. VIème Tulpen-Rallye (Holland). 25th April-2nd May.
5. IVème Rallye Travemünde (Germany). Date not yet definite (either 3rd-6th June or 23rd-27th June).
6. Vde Rallyt till Midnattssolen (Sweden). 16th-20th June.
7. XXVIIème Criterium International des Alpes (France). 9th-16th July.
8. Liège-Rome-Liège (Belgium). 18th-22nd August.
9. IVème Rally-Viking (Norway). 10th-13th September.
10. Rallye de Genève (Switzerland). 4th-7th November.
11. VIIIème Rallye Automovel de Lisboa (Portugal). 1st-5th December.

It is somewhat saddening to have to record that the great interest and keen competition aroused by the Touring Championship seemed to coincide with a decrease in the spirit of sportsmanship and of camaraderie which was formerly a feature of International Rallies. On the competitors' side there were protests and counter-protests, complaints about the difficulties of the courses, illegal modifications to competing cars and "organized assistance" carried certainly right up to the letter of the Regulations and possibly well beyond its spirit. On the organizers' side there were loopholes

HEADING FOR FOREIGN SOIL: *British cars competing in the Monte Carlo Rally coming off the "Lord Warden" motor ferry vessel at Boulogne.*



The XXIIème. Rallye Monte-Carlo (20th-27th January), although attracting a record entry of 440 crews, was one of the least satisfactory of this famous series. This was principally due to the mild weather conditions which made the Road Section so unexpectedly easy that no less than 253 crews arrived at Monte Carlo without penalty. As only 100 cars could take part in the Regularity Section over the Col de Braus, the fortunate crews were selected on arrival at Monte Carlo by a braking and acceleration test. This favoured the more powerful cars and, in effect, hazarded the result of a Road Section of more than 2,000 miles upon a test lasting less than 30 seconds. The fastest qualifying time was returned by Sydney Allard (Allard) in 21.8 seconds, and four competitors shared the slowest qualifying time in 25.9 seconds. As a result of this tie, 101 cars took the Regularity

winner, was perhaps prophetic when, writing in AUTOSPORT prior to the event, he entitled his article, "It's a Gamble!".

Gamble or not, GB-plated cars took 40 of the first 100 places, outstanding results being obtained by Ian and Pat Appleyard (Jaguar Mk. VII), second; Stirling Moss (Sunbeam-Talbot), sixth; Don Bennett (Jaguar Mk. VII), eighth; and Sydney Allard (Allard), ninth. Sheila Van Damm (Sunbeam-Talbot) just missed the Coupe des Dames when she had a puncture on the Regularity Test, and Cecil Vard of Eire maintained his excellent record in this Rally by finishing fifth in a Jaguar Mk. V saloon.

It is only fair to add that no one took the defects of the event more to heart than the organizers, and it is almost certain that the 1954 Monte will once more be in the great tradition.

The 4th Rallye del Sestriere (26th February to 2nd March) was another

event which did not live up to its promise. Whilst the Regulations contained many novel features, such as penalization for not attaining within 95 per cent. of the catalogued maximum speed over a timed 2 kilometres (which penalized almost half the entry), and the Road Section was made interestingly difficult by fog, snow and ice, the organization was indifferent. The official Italian version of the Regulations did not agree in certain vital particulars with those printed in other languages and competitors gained the unfortunate impression that the eligibility of competing cars was a matter of indifference to the Club officials.

Although the majority of the entry of 96 crews were Italians mounted upon potent Lancias, Alfa Romeos and Fiats, the winners were the Alsatian crew of Seibert and Bolz in a second-hand Citroën which they had bought only a few days before the start of the Rally.

The only British crew to finish was Rogers and Tozzi Condivi (2½-litre Riley), who were placed second in the unlimited Touring Class, and 14th in General Classification.

Monte winner "Gatso" was a victim of the language difficulty in the Regulations, and Helm Polensky, who was to win the Championship, made an unpromising start to his season by finishing 15th, with an Italian co-driver, in his Porsche Super.

The Best R.A.C. Rally Yet

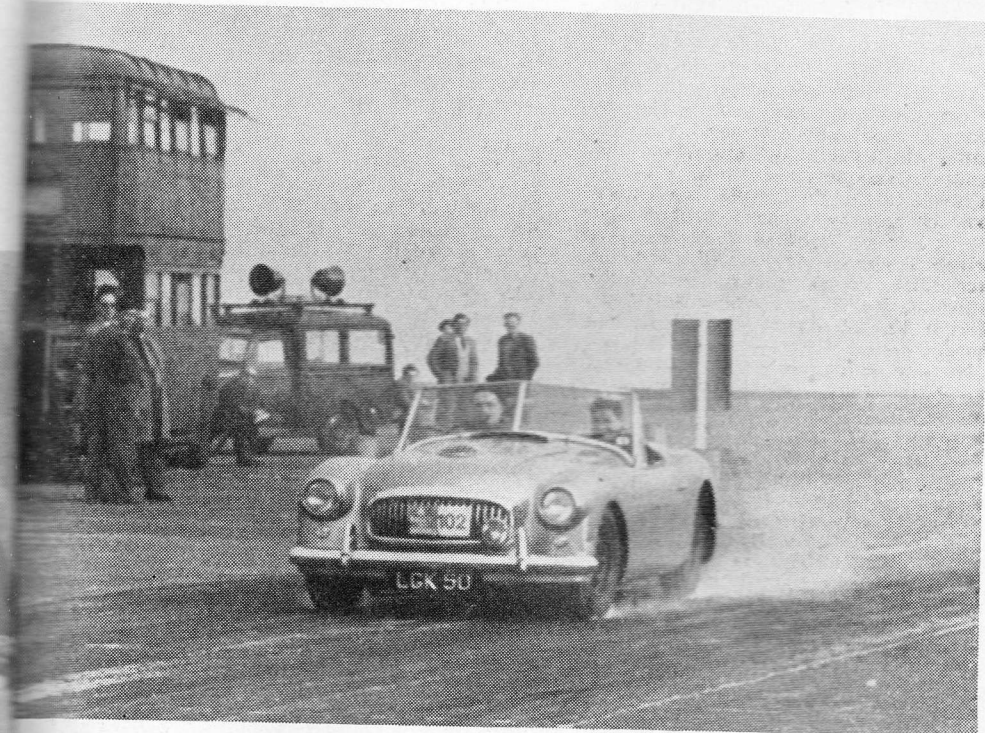
In contrast to these two opening events the third Rally of Great Britain (23rd-28th March) was probably the best yet run. The Road Traffic Laws of this country make the Rally Organizer's ideal of an event won on the road almost impossible to fulfil in Great Britain unless emphasis is laid rather upon navigation than upon driving, which makes for a specialized type of event unlikely to attract an International entry. The R.A.C., although stiffening their Road Section, were therefore compelled to find their winners by a series of driving tests. In general these were well conceived, but a pertinent criticism could be that failure to complete even one test correctly could and did entail so large a penalty (100 penalty marks plus the penalty points incurred by the slowest driver in the group), that the culprit was

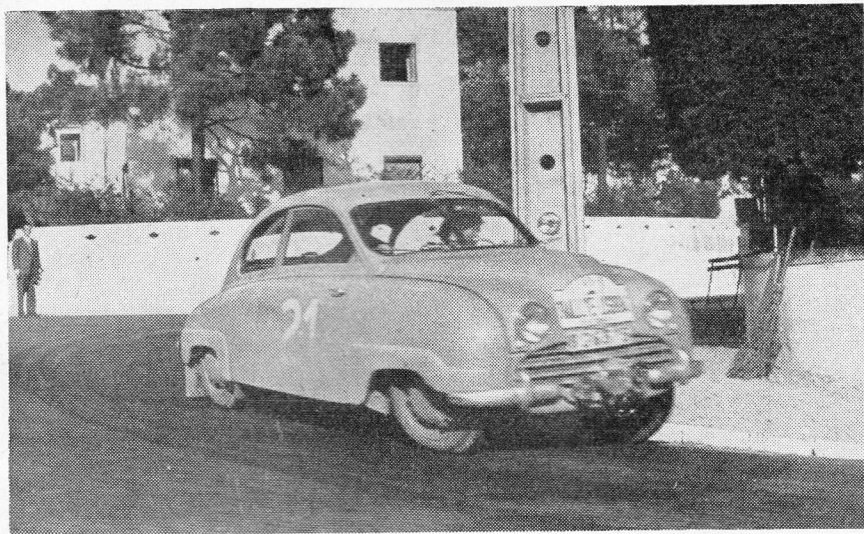
AT SILVERSTONE: R. P. Faure's Nash-Healey pulling up with smoking tyres during the acceleration/braking test held on the opening day of the R.A.C. Rally of Great Britain.

ON THE STELVIO: (Right) An XK 120 Jaguar—that of the Swiss drivers Hoernig and Habisreutinger—in a typical mountain setting during the Alpine Rally.

Test. This was also not very satisfactory. Run over a circuit of 74.352 kilometres (approximately 46¼ miles), with six timing points, the competitors' watches and those of the officials did not agree within seconds. Whilst the verdict of the official watches must stand, it is perhaps pertinent to remark that the timing was visual with watches running for many hours under climatic conditions varying from bright sunlight at Monte Carlo to damp cold in the mountains.

As only 8 secs. separated the first 27 competitors, Maurice Gatsonides (Ford Zephyr), who emerged a most popular





BEST IN THEIR CLASS: Mrs. Greta Molander and Helga Lundberg, winners of the 1953 Ladies' Touring Championship, cornering at Estoril in their Swedish Saab during the Lisbon Rally.

immediately excluded from any chance of a high placing. The General Classification was evaluated by comparing competitors' times in these tests with the standard performance returned by the 10 best crews in the Touring and Sports Groups. Although only eight crews improved on the aggregate times of their groups, these were mainly in the Sports Group. Ronnie Adams (Sunbeam-Talbot) and Len Shaw (M.G. 1½-litre saloon) were, however, models of fast and accurate driving and their consistent displays rightly gave them second and sixth places in the General Classification.

Ian Appleyard (XK 120 Jaguar) was a worthy winner, and took an early lead in the Championship.

There was a disappointingly small foreign entry of only six crews, of which the highest placed was Marcel Becquart (Jowett Javelin) in 67th position.

Retaining and even improving on its high standard, the fifth Tulpen-Rallye (27th April to 2nd May) was considered by many experienced competitors to be the best Rally of the year. The route was shortened but still contained the usual special stages, run at increased average speed over short but difficult sections. The winners were determined firstly by their ability to maintain schedule and secondly by bonus points gained by their class performances in five tests, the final test being a class scratch race over 10 laps of the Zandvoort Circuit. This well-trying plot worked so well and fairly that only 70 crews out of 237 starters retained "clean sheets", and although many potent sports cars were engaged, not one was placed amongst the first five cars in the General Classification.

Piet Nortier of the R.A.C.-West, however, lost a great opportunity to reduce the "clean sheets" to only 17 when he added 5 minutes to the schedules of all cars when cloud came down in the Ardennes and the first test, a dead engine roll for about a mile down a very steep hill, seemed a little pointless in a Rally of this calibre. Further, although the tests were supposed to be secret, it was obvious from the equipment on their

cars that some foreign crews knew all about them long before the start.

The R.A.C.-West, however, more than redeemed these minor blemishes by taking a much-needed strong line in the matter of illegal modifications and disqualifying no less than nine cars for infringements of the Regulations. Unfortunately for the reputation of British sportsmanship, eight of the cars were British-sponsored or crewed, and the peccadilloes of his countrymen had the unfortunate effect of robbing Bill Banks (Bristol 401) of a victory which he had morally earned.

No one was more sorry than Graaf van Zuylen van Nijeveld, the winner in his Jowett Javelin, that the first Dutch victory in their own Rally had to come about in this fashion, a fact he made clear in his sporting speech at the official presentation of prizes.

As often happens in other spheres apart from motor sport, the sins of the guilty reacted unfairly against the innocent. Whilst the majority of the offending cars were "works" sponsored, it must be remembered that the No. 1 drivers sign the entry form, and any failure to check that the cars are standard lies eventually with them.

Ian Appleyard came fifth in his Jaguar Mk. VII, which was checked and found as per entry form, thus disposing of the jealous rumours of a C-type engine put about by those who gave too much credit for his unfailingly outstanding performances to potency of engine

and not enough to his brilliant driving.

He was thus already beginning to look a likely winner of the Championship, although the consistency of Grosogeat and Biagini in their little Dyna-Panhard (fourth in the "Monte" and third in the Tulip) was bringing them well up amongst the leading crews. "Gatso", although having run in every Rally to date, had failed to amass any more points after his "Monte" win, and Lady Luck had apparently deserted him.

The third Rallye Travemünde (3rd-7th June) had the unenviable distinction of attracting the smallest entry of any Rally in the series, as only 42 crews started. This was indeed a pity, for the organizers had gone to considerable trouble to make it as fair as possible and to attract non-German crews. Cars were grouped according to their catalogued power/weight ratio and foreign entrants were credited with a 3 per cent. bonus. The Rally was again run on the same system of dotting controls all over Germany between Freiburg and Travemünde, the winners being the crew which, subject to adjustment for category, passed through the most controls. As might be expected, this resulted in what was termed the longest Grand Prix in Germany, from which Helm Polensky and Walter Schlüter emerged as worthy winners in a 1,100 Fiat. The runners-up were Seibert and Bolz in the Sestriere-winning Citroën.

The fourth Rally of the Midnight Sun (10th-16th June) attracted 172 starters, of which the majority were Scandinavian crews. The event went close to the ideal as the route was not so hard on the cars that few finished, yet all the 147 finishers were penalized. This was done by setting very high average speeds over five short special sections of narrow, twisty, gravelled roads where the passage of the competing cars left clouds of dust. Under these conditions, the practised technique of the Swedish drivers came into its own: two of the drivers taking the first places in 1953 had been amongst the five leaders in 1952. Porsche 1,500 Supers again showed themselves as almost unbeatable over this type of surface, as they filled three of the first five places

SESTRIERES: Maurice Gatsonides (Porsche) in the Apennines during Italy's qualifying rally, won by Seibert and Bolz in a second-hand Citroën.



LIÈGE-ROME-LIÈGE: Johnny Claes (right) who made a remarkable performance with 2½-litre Lancia B20 to win Belgium's classic rally lone-handed. His co-driver Trasenster (left) fell ill early in the event and was unfit to drive.

and Store Nottorp used a car of this type in taking first place.

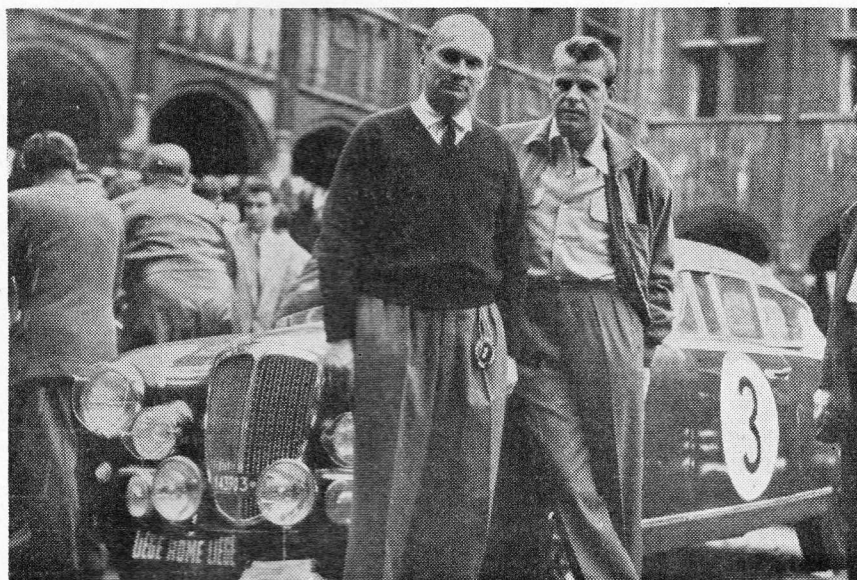
The only English crew was Harry and Pauline Sutcliffe (Mille Miglia Frazer-Nash), who were doing quite well until the all-pervading dust found its way into the fuel system on the third special section.

Although little known to English competitors, this is an excellent Rally, with fabulous hospitality, where British crews can be assured of a warm welcome. Owing to the dust, an open car is, however, at a disadvantage and any competing crew would do well to make dust-proofing, especially of all moving parts, the No. 1 item of their pre-Rally preparation.

A Surprisingly Easy Alpine

The 1953 "Alpine" (Rallye International des Alpes, 10th-16th July) provided another upset of form. Although prior to the start many experienced competitors were convinced that the route was almost impossible—and several went so far as to complain to the organizers—The Automobile Club de Marseille et Provence had to award no less than 25 Coupes des Alpes (awarded for an unpenalized run), or rather more than half the total number won up to and including 1952.

Whilst the reason for the complaints was the inclusion of the Gavia Pass, one of the narrowest and worst-surfaced in the Alps, the main reason for the record number of Coupes des Alpes was that the entry of 102 cars represented the pick of Europe's competition cars manned by highly experienced crews. Even so, only 54 cars finished, so that the "Alpine" still cannot be regarded as an easy event. It must be admitted, however, that this large number of Coupes had the unfortunate effect of lessening their value as a Rally trophy, and thus of reducing their publicity value. The organizers were keenly aware of this, and in 1954 a Coupe des Alpes is again likely to be won, after



a real struggle, by the select few in outstanding motor cars. This can easily be done on the same course as in 1953 by lessening the distance between controls. If, for example, the Gavia section was timed only over the actual pass instead of allowing a run in to the control of 19 kilometres (11½ miles), it would probably have created as much havoc amongst the "clean sheets" as it does in Liège-Rome-Liège. This main road run, where the faster cars were travelling at well over the "ton", enabled many competitors to regain schedule and just get in on time.

The rally was run in its usual successful pattern of varying class average speeds over a common course about 2,100 miles long, a General Classification being computed by a coefficient applied to five tests, four timed hill-climbs and a standing kilometre at Monza. The actual coefficient applied to the Monza test differed from that applied to the others with the result that this first test had rather too decisive a bearing upon the final placings. It was therefore unfortunate that the test was visually and not electrically timed. Taken overall, the coefficients favoured the smaller cars. The 1,500 Porsche

Supers made full use of this and took three out of the first five places, a class win and the team prize. Polensky and Schlüter (Porsche), whose times in the climbs were always amongst the first five cars, irrespective of category, were easy winners, and the best-placed large car was the XK 120 Jaguar of Ian and Pat Appleyard in fifth position.

Although British crews comprised more than a third of the entry of 102, and although the GB-plated cars normally carry away the lion's share of the premier honours, on this occasion they met better cars, better driven, and could only win one class (the immaculate Appleyards) and five Coupes (Appleyard and Mansbridge, XK 120 Jaguars, and Moss, Murray Frame and Sheila Van Damm, Sunbeam "Alpines"). Sheila Van Damm and Anne Hall, however, covered themselves in glory by being the first all-feminine équipe to win a Coupe des Alpes.

An Interesting Position in the Championship

With seven rallies run, the battle amongst the leaders was extremely interesting. Ian and Pat Appleyard (winners of the R.A.C., second in the Monte and fifth in the Tulip and the Alpine) were just leading Polensky and Schlüter (winners of the Travemünde and the Alpine), with the consistent Seibert and Bolz (winners of the Sestriere and second in the Travemünde), and Grosogeat and Biagini (third in the Tulip and fourth in the Monte) waiting to step in should the leaders fail. For the Ladies' Championship, Greta Molander and Sheila Van Damm, each having won the Coupe des Dames in two rallies, were running neck-and-neck.

As, however, the Championship was decided on the best four performances in any of the 10 Rallies, the results of the remaining three, Liège-Rome-Liège, Rally-Viking and Lisbon Rally, could change the whole picture immediately.

Polensky and Schlüter, as might be



TULIP: An Armstrong Siddeley Sapphire, driven by S. R. Taylor, making its Continental competition début in the famous Dutch Rally.

expected in view of their 1952 win and the fact that they had been promised a "works" 2,500 Lancia Aurelia, entered for Liège-Rome-Liège (19th-23rd August). This great event again lived up to its formidable reputation as the toughest Rally of all. Out of a magnificent field of 92 cars, only 28 crews, none of them unpenalized, finished the gruelling run of 3,500 miles.

Amongst the fallen were Polensky and Schlüter, who went out at Cortina with mechanical trouble when in the lead. The event was, however, a great triumph for Lancias, as their cars took first, fourth and fifth places, a class win and the team prize. It was an even greater personal triumph for Johnnie Claes (Lancia), who gained a magnificent victory after driving single-handed for 52 hours. This wonderful drive rightly gained the award of the Guild of Motoring Writers for the finest achievement of the season.

It was perhaps not altogether a coincidence that three of the first five crews (Fraikin / Gendebien, Jaguar, second; Herzet/Bianchi, Ferrari, third; and Gatta/Marsaglia, Lancia, fifth) had won Coupes des Alpes a month earlier. The only British crew was Slater/Bolton (XK 120 Jaguar "hardtop"), who put up a magnificent show to finish eighth.

If Liège-Rome-Liège had not greatly affected the Championship leaderboard, the third Rally-Viking (11th-13th September) was to make the struggle even more intense. Both the Appleyards (Jaguar Mk. VII saloon) and Polensky and Schlüter (Fiat 1,100) were entered. But whereas Ian and Pat were involved in one of their rare accidents and did not finish, the German crew took second place.

The premier Norwegian Rally ran true to the Scandinavian pattern as the road section penalized the whole field of 79 crews without, however, being so hard that the finishers were few. In fact, 59 crews completed the 1,100-mile course.

Local driving technique again paid dividends over the narrow mountain roads with their loose surface, as C. Johansson and G. Jensen (Ford Zephyr) were worthy winners and the only non-Scandinavian crew in the first five places was the German combination.

Everything Depends Upon the Lisbon

The destination of the First Touring Championship now depended upon the results of the Lisbon Rally (13th-18th October). Interest in this event has been decreasing year by year, and even the entry of all the leading contenders for the Touring Championship, who otherwise would almost certainly not have entered, could not bring the starters over 53 crews, the second lowest field in the Championship series.

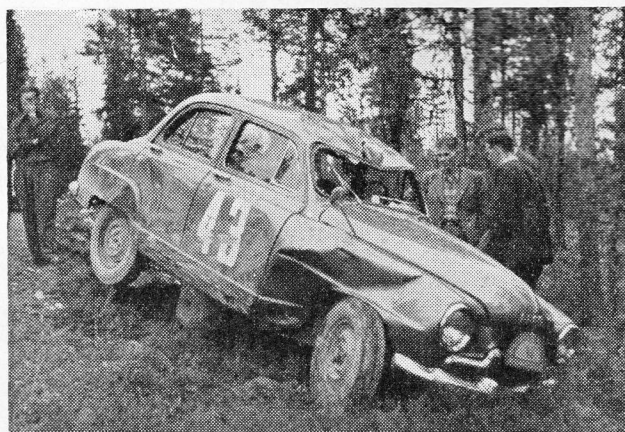
The route was, however, surprisingly difficult and penalized all except 14 crews. This was partly due to floods in the Basque country, but the havoc was chiefly caused by two short but difficult sections just after the route crossed into Portugal.

The arbitration of the watch had therefore to be sought and the winners were found by an acceleration and braking test on arrival and a Speed/Regularity Test over the Estoril circuit.

When the squeal of tyres had died away, it was found that Ian and Pat (XK drophead) had finished second and

MIDNIGHT SUN:

—And a first stage crash in Sweden's Championship Rally, featuring the Simca Aronde of C. Lohmander and L. T. Flodén.



Polensky and Schlüter (this time on a Porsche), third. The Championship thus went to Germany.

Interest in the Championship result tended somewhat to overshadow the Lisbon results, but Joaquim Nogueira (Porsche) carried off a magnificent hat-trick by winning yet again. His three victories were the more laudable as they were accomplished on each occasion on a 1,500 c.c. motor-car, in direct competition with cars three times as large.

Although Greta Molander could only finish third in the Coupe des Dames behind Mesdames Mitchell/Leavens (Ford Zephyr), her three previous victories (Tulip, Midnight Sun and Viking) were enough to give her the Ladies' Championship, Sheila Van Damm being a worthy runner-up.

It is perhaps interesting to recall that when reviewing the 1952 Classic Rallies (AUTOSPORT of 9th January, 1953), I wrote . . . "the most successful driver was the German, H. Polensky. . . the most successful lady driver was the Swede, Greta Molander. . . of British drivers Ian Appleyard was the most successful. . . the most successful Rally car was the Porsche".

It can now be written: as in 1952, so in 1953!

Unfortunately, it is unlikely to be written: as in 1953, so in 1954. Ian and Pat Appleyard have announced their retirement, at the height of their success, and when they were the pre-eminent British Rally combination. Perhaps they will prove an exception to the old boxing adage . . . They never come back!

One of the remarkable points about the 1953 season was the steady improvement amongst the lady drivers, who are now more than capable of holding their own against the mere males. On the first day of the Alpine, the entire Rally field was led by two feminine crews, Mesdames Pochon/Terray (Renault) and Mlle. Thirion/Mme. Renaud (Porsche).

At the finish Sheila Van Damm/Anne Newton (Sunbeam Alpine) held 24th position and the coveted Coupe des Alpes. In Liège-Rome-Liège, usually shunned by all but the toughest Rally males, Mmes. Terray/Gordine not only finished high amongst the 28 survivors, driving a 1,300 c.c. Peugeot in a Rally where no allowance is made for small cars, but comfortably won their class. In the Lisbon, three feminine crews were amongst the select 14 unpenalized on the Road Section.

A glance at the accompanying "digest" will show some illuminating facts.

In only four of the Rallies (Trave-

münde, Midnight Sun, Viking and Liège-Rome-Liège) were the winners found only by their performance on the road, without recourse to tests or Regularity Sections. It is interesting to note that Polensky and Schlüter competed in three of these.

By far the toughest Rally was Liège-Rome-Liège (92 starters, 28 finishers, none unpenalized). The easiest was the Monte (404 starters, 346 finishers, 253 unpenalized). The winter classic will, however, still rank as the most glamorous of the lot, due to its great past reputation and the interest aroused by the national Press and radio.

It is pleasant to note that the Tulip attracted the second highest number of starters, which is all the more surprising as it is the only Rally not to give cash prizes. This is due not only to the delightful atmosphere of the event but also to the scrupulous fairness of the organizers.

Of the crews, the Championship winners' names figure consistently high in the results.

As Rally driving is particularly a team matter, it may be no coincidence that, apart from mechanical failure, the only time that Polensky was not "in the money" was in the Sestriere, when he was not with his usual partner, Schlüter.

Of the cars used by the winners, Polensky and Schlüter used Porsches (Sestriere, Alpine and Lisbon), Fiat 1100 (Travemünde and Viking), and Lancia (Liège-Rome-Liège), the Appleyards used Jaguars (Mk. VII saloon, XK 120 open and drophead). Third place winners Grosogeat and Biagini used Dyna Panhards, and Seibert and Bolz their second-hand Citroën Six.

It is unlikely that any competitor will stand a great chance of premier Rally honours unless he or she is either extremely wealthy or has "works" backing. The leaders ran in six Rallies, which in time alone represents something like two months' absence from business and in cash outlay around £1,000 in entry fees, insurance premiums, shipping expenses, petrol and oil and living expenses. Nor does constant competition necessarily bring success. "Gatso" ran in seven Rallies, but only finished "in the money" in one—the Monte. Luck is a necessary ingredient.

It is to be hoped, however, that 1954 will bring, on the organizers' side, a willingness to enforce a common standard set as high as possible, and on the competitors' side a little more sporting give-and-take.

TOURING CHAMPIONSHIP, 1953. "DIGEST" OF THE TEN "CLASSIC" RALLIES UPON WHICH THE CHAMPIONSHIP WAS BASED

Date	Event	Approx. distance (miles)	Starters	Finishers (% of starters)	Unpenalized on road (% of finishers)	GENERAL CLASSIFICATION	CLASS PLACINGS
20th to 27th Jan.	XXIIème Rallye Automobile Monte-Carlo	2,050	404	346 85.6%	253 62.6%	1. M. Gatsonides/P. WORLEDGE (NL/GB), Ford Zephyr 2. Ian and Pat APPLEYARD (GB), Jaguar Mk. VII 3. R. Marion/J. Charmasson (F), Citroën 15 4. M. Grosgeat/P. Biagini (F), Dyna-Panhard 5. C. Vard/A. R. Jolley (EIR), Jaguar Mk. V Team Prize—Jaguar (2nd, 5th and 8th)	Unlimited. Gatsonides, Ford Zephyr 1,500 c.c. P. Skawinski, Peugeot 1,100 c.c. M. Grosgeat, Panhard 750 c.c. J. Estager, Renault Ladies—Mmes. Pochon/Terray, Renault
26th Feb. to 2nd Mar.	IVème Rallye del Sestriere	1,750	96	44 45.8%	—	1. Seibert/Bolz (F), Citroën 15 2. Scala/Mazzonis (I), Lancia Aprilia 3. Damonte/Marsaglia (I), Lancia Aurelia 4. P. Valenzano/Sposetti (I), Lancia Aurelia 5. Maranzana/Cariotti (I), Dyna-Panhard Team Prize—Lancia (2nd, 3rd and 4th)	SPORTS Valenzano, Lancia Aurelia B.20 TOURING Unlimited. Seibert, Citroën 15 2,000 c.c. Damonte, Lancia 1,500 c.c. Scala, Lancia 750 c.c. Maranzana, Panhard Ladies—Souvenir Award only
23rd to 28th Mar.	IIIrd RAC Rally of Great Britain	1,650	195	148 75.8%	129 66.1%	1. Ian and Pat APPLEYARD (GB), Jaguar XK 120 2. R. J. ADAMS/J. N. PEARMAN (GB), Sunbeam-Talbot 3. A. G. IMHOF Mrs. B. K. Frayling (GB), Allard J2 4. J. C. BROADHEAD/J. LILLEY (GB), Jaguar XK 120 5. A. V.-M. and Mrs. D. BENNETT (GB), Jaguar XK 120 Team Prize—Jaguar (1st, 8th and 14th)	SPORTS Unlimited. I. and P. APPLEYARD, Jaguar 1,500 c.c. N. T. LITHGOW, H.R.G. TOURING Unlimited. D. G. SCOTT, Jaguar Mk. VII 2,600 c.c. R. J. ADAMS, Sunbeam-Talbot 1,600 c.c. E. ELLIOT, Jowett 1,300 c.c. J. L. SHAW, M.G. Ladies—Sheila VAN DAMM, Sunbeam-Talbot
27th April to 2nd May	Vème International Tulpen-Rallye	1,750	237	184 77.6%	70 29.5%	1. Graf van Zuylen van Nijvelt/F. M. A. Eschauzier (NL), Jowett Javelin 2. J. W. E. BANKS/M. PORTER (GB), Bristol 401 3. M. Grosgeat/P. Biagini (F), Dyna-Panhard 4. P. Jetten/L. van Noordwijk/A. J. van den Vlies (NL), Vauxhall Velox 5. Ian and Pat APPLEYARD (GB), Jaguar Mk. VII Team Prize—Jowett (1st, 8th and 25th)	SPORTS Unlimited. A. G. IMHOF, Allard J2 2,000 c.c. D. G. SCOTT, Allard P.B. 1,400 c.c. Roeloffzen, M.G. TD TOURING 1,100 c.c. Grosgeat, Dyna-Panhard 1,150 c.c. Damonte, Fiat 1,240 c.c. Carstedt, Simca 1,400 c.c. Heidendahl, Peugeot 1,600 c.c. G. van Nijvelt, Jowett 2,250 c.c. J. W. BANKS, Bristol 401 2,400 c.c. P. Jetten, Vauxhall Velox 3,500 c.c. I. APPLEYARD, Jaguar Unlimited. Dee, Chevrolet Ladies—Greta Molander/Helga Lundberg (SAAB)
3rd to 7th June	III International Rallye Travemünde	To choice	42	24 57.1%	—	1. H. Polensky/W. Schlüter (D), Fiat 2. Seibert/Bolz (F), Citroën 15 3. W. Scheube/P. Gierke (D), Ford 12M 4. Bossmüller/Von Wencher (D), Fiat 5. Deutsch/Rousselle (B), Aston Martin Team Prize—Fiat	A—SPORTS Unlimited. Deutsch, Aston Martin 1,300 c.c. Engel, Porsche B—TOURING Unlimited. Seibert, Citroën 1,300 c.c. Polensky, Fiat 750 c.c. Schwind, Gutbrod Ladies—Frl. Lautmann/Frau Meichen (Ford)
13th to 16th June	IVde Svenska Rallyt till Midnattssolen	1,750	172	147 85.7%	None	1. S. Nottorp/B. Jonsson (S), Porsche 1,500 Super 2. J. Kvaström/S. Lundberg (S), Ford Custom 3. R. Sjöqvist/R. Berggren (S), Citroën 15 4. A. Wessblad/B. Hellberg (S), Porsche 1,500 Super 5. O. Persson/O. Norrby (S), Porsche 1,500 Super Team Prize—Porsche (1st, 4th and 5th)	SPORTS Unlimited. S. Nottorp, Porsche 1,300 c.c. Dahlström, M.G. TOURING Unlimited. Kvarström, Ford 2,000 c.c. Backlund, Volvo 444 1,300 c.c. Pettersson, Simca 1,100 c.c. Andersson, Fiat Ladies—Greta Molander/Helga Lundberg (SAAB)
10th to 16th July	XVIème Rallye International des Alpes	2,078	102	54 53.4%	25 24.5%	1. H. Polensky/W. Schlüter (D), Porsche 1,500 Super 2. R. Sauerwein/G. Castell (D), Porsche 1,500 Super 3. J. Herzet/P. Bianchi (B), Ferrari 2 litre 4. H. Zeller/H. Wencher (D), Porsche 1,500 Super 5. Ian and Pat APPLEYARD (GB), Jaguar XK 120 Coupes des Alpes for an unpenalized run also won by MOSS, MURRAY - FRAME, Sheila VAN DAMM (GB), Sunbeam "Alpine", MANSBRIDGE (GB), Fraiken (B), Jaguar XK 120 hardtop; Fitch (U.S.A.), Sunbeam "Alpine"; Von Hoesch (D), De Caralt (E) and Bulto-Marques (E), Porsche 1,500 Supers; Gatta and Count Lurani (I), Fabregas (E), Lancia Aurelia 2,500 c.c.; Von Falkenhausen (D), Frazer-Nash; Stempert (P), d'Hericourt and Chieusse (F), Dyna-Panhard; Persoglio (F), Renault 746 c.c.; Poletti (I), Simca; Asso (F), Alfa Romeo; Marion (F), Citroën Team Prize—Porsche (1st, 2nd and 4th)	Unlimited. I. APPLEYARD, Jaguar XK 120 2,600 c.c. Gatta, Lancia Aurelia 2,000 c.c. Herzet, Ferrari 1,600 c.c. Polensky, Porsche Super 1,300 c.c. Poletti, Simca Aronde 1,000 c.c. d'Hericourt, Dyna-Panhard 750 c.c. Stempert, Renault Ladies—Sheila VAN DAMM/Anne HALL (GB), Sunbeam "Alpine"
19th to 23rd Aug.	Liège-Rome-Liège	3,446	92	28 21%	None	1. J. Claes/S. Trasenter (B), Lancia Aurelia 2,500 2. Fraiken/J. Gendebien (B), Jaguar XK 120 hardtop 3. J. Herzet/P. Bianchi (B), Ferrari 2 litre 4. Christillin/Fiorio (I), Lancia Aurelia 2,500 5. Gatta/Marsaglia (I), Lancia Aurelia 2,500 Team Prize—Lancia (1st, 4th and 5th)	Unlimited. Claes, Lancia Aurelia 2,000 c.c. Herzet, Ferrari 1,300 c.c. Mmes. Terray/Gordine, Peugeot 1,000 c.c. Fabre, Dyna-Panhard Ladies—Mmes. Terray/Gordine, Peugeot
11th to 13th Sept.	IIIème Rally-Viking	1,100	79	59 74.6%	None	1. C. Johansson/G. Jensen (N), Ford Zephyr 2. H. Polensky/W. Schlüter (D), Fiat 3. I. Hartley/H. Tillbjörn (S), Ford Zephyr 4. P. Bergan/W. Schjöberg (N), Fiat 5. A. Busch/A. Lindholm (N), Fiat Team Prize—Fiat (2nd, 4th and 5th)	Unlimited. Johansson, Ford Zephyr 1,600 c.c. Hellm, Simca Aronde 1,100 c.c. Polensky, Fiat 750 c.c. Sorenson, Renault Ladies—Greta Molander/Helga Lundberg (SAAB)
13th to 18th Oct.	VIIème Rallye Automovel de Lisboa	2,026	53	27 50.9%	14 26.4%	1. J. F. Nogueira/ — (P), Porsche 1,500 Super 2. Ian and Pat APPLEYARD (GB), Jaguar XK 120 drophead 3. H. Polensky/W. Schlüter (D), Porsche 1,500 Super 4. A. G. IMHOF/ — (GB), Sunbeam-Talbot 5. J. G. REECE/P. REECE (GB), Ford Zephyr Team Prize—Porsche	Unlimited. I. APPLEYARD, Jaguar 3,000 c.c. A. G. IMHOF, Sunbeam-Talbot 2,000 c.c. F. Nogueira, Porsche Super 1,300 c.c. F. Stock, Porsche 750 c.c. de Burnay, Dyna-Panhard Ladies—Mmes. MITCHELL/LEAVENS (GB), Ford Zephyr

Notes.—GB—Great Britain. F—France. I—Italy D—Germany. NL—Holland. E—Spain. P—Portugal. B—Belgium. S—Sweden. N—Norway. EIR—Eire. Co-driver's names inserted when shown in programme.

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.

B.R.M.A. and B.R.M.

MUCH as I admire the Connaught contribution to British motor racing, and feel deeply sorry about their unfortunate position, I wish people would stop worrying about B.R.M.A. funds. I believe the B.R.M.A. has already decided to support Mr. Alfred Owen who, after all, runs the present, and we hope will in future run the new, B.R.M.s.

I feel that any support needed by any firm building 1954 Formula 1 cars should come from the Government. I would just like to wish success to the men at Bourne.

T. N. HUNTLEY.

LUTON, BEDS.

MAY I ask your correspondent, R. E. A. Day (AUTOSPORT, 4th December issue), why he suggests that B.R.M.A. funds should be made available to the Connaught concern? If Mr. Day is a true enthusiast, then he should know that the B.R.M.A. is not dormant. It is, in fact, far from it. The Association is still alive and working—working in conjunction with the Owen Organization. We members, Mr. Day, did not turn our backs on the B.R.M. simply because of a change of ownership.

Mr. Day states that the B.R.M.A. "has done little to justify its existence. . . ." When Mr. Alfred Owen decided to buy the B.R.M. concern, one of the major factors that helped him in making the decision was the knowledge that there was still a number of faithful supporters backing the car. Surely Mr. Day realizes that the unstinting moral and financial support given to Mr. Owen by B.R.M.A. members, gave him the courage to carry on with the project. Remember Albi, 1953, Mr. Day! I think it would be no exaggeration to say that but for the B.R.M.A. we should not have seen such a stirring performance on the part of the B.R.M.s. In fact, they might never have reached the starting grid.

No, Mr. Day, leave the B.R.M.A. alone. We all have a tremendous admiration for the Connaught people and will be eternally grateful for their efforts in Grand Prix, but the B.R.M.A. belongs to the B.R.M.

P. T. BANNISTER.

CHESTERFIELD, DERBYSHIRE.

Art and Motor Racing

I WAS intrigued by the appearance of the words "Arts Council" in your Editorial of 4th December, and I agree that money has been squandered in various transactions, but nevertheless the educational principle of the Council is sound, and correction of some of its more blatant spending habits would doubtless justify its existence.

I am at the moment studying for a career in the art world and at the same time pursuing my hobby of following motor racing largely through AUTOSPORT and attendances at a few British meetings during the season. Members of the art world have accused me of possessing a 12-year-old's mentality, or suggested I join the engineer's department; motoring enthusiasts have either said nothing or suggested a few posters for the club secretary. However, with the encouragement of club film shows and get-togethers I feel quite able to disregard the contempt of my fellow students for the sake of the sport.

With thought, an analogy can be drawn between an artist working out perspective and a racing driver learning his corners. Taking this farther, Westminster Abbey should be saved because it is a "national" art treasure inherited from the past; Connaughts should receive financial help because they carry a reputation for engineering ability to be inherited by Britons in the future.

This seems to me a logical approach to the question "Who gets the money, British motor racing or (for instance) the Arts Council?" There is plenty for both, if and when it is fairly distributed.

As the above-mentioned Editorial pointed out, it seems illogical that the progressive arm of our premier export industry should be neglected by the apparently wealthy authorities, and thereby much good work and private enterprise go to waste.

Best wishes to AUTOSPORT and fellow enthusiasts for a Happy Christmas and Prosperous New Year.

CLIVE V. MATTHEWS,
Branch Secretary,

LONDON, E.12.

Epping Forest Motorsport Association.

British Manufacturers and the "Pan-American"

IN your Editorial of 27th November you deplore the fact that, considering the vital importance of increasing our export trade, there were no British entries in the Pan-American Road Race.

However, from your own descriptions of the race for the last three years it would appear that no less than 10 drivers or co-drivers have been killed or very seriously injured; two of these, Felice Bonetto and Jean Behra (injured), were drivers of very considerable experience. Also, no small number of spectators have lost their lives or suffered injuries.

It is clear, therefore, that although the surface of the roads is generally good, the occasional hazards are so extreme and unpredictable and the marking of danger spots so inadequate that the course is made quite unsuitable for this type of racing and the tremendous speeds attained. In addition, the length of the race is such that adequate spectator control is rendered impossible.

The cost of sending over a team for this race would, of course, be very large, and no doubt this fact greatly influenced British manufacturers in their decision not to enter.

Should, however, any manufacturers consider in the future that the cost of such an expedition is justified, it is clearly their duty to refrain from taking part in order to demonstrate that in Britain the view still holds good that human lives are of far greater importance than any form of material profit.

I sincerely hope that with AUTOSPORT too, regardless of your Editorial comment, this fundamental principle of our way of life still persists.

THE EARL OF MARCH.

LONDON, W.14.

Minor/A40 Mating Query

I WISH to fit an Austin A40 engine to my 1953 Morris Minor, at present fitted with a side valve engine. I wish if possible to use the Morris gearbox, and if there is anyone who could give me full details about engine mounting brackets, clutch housing, prop. shaft, radiator modifications, etc., I should be extremely grateful. I have seen the published article on fitting a Ford 10, but would prefer to fit the Austin A40 if this does not involve too much work.

J. BYRNES.

WHITE HORSE INN, KENILWORTH ROAD, BERKSWELL, WARWICKS.

The Touring Championship

AS a mere female I should like to endorse everything that Ian Appleyard says about the European Touring Championships. Personally I feel that it would be far better to have a free-for-all for 1954, especially for the women. At the moment there are all too few of us competing and with this division of standard and modified cars I feel that the result will be quite ridiculous.

It could happen that no one on the Monte Carlo Rally will score points for the Championship because all first 10 places are filled by modified cars!

NANCY MITCHELL.

HIGH WYCOMBE, BUCKS.

Les Courses des Stock Cars

WHILE realizing that stock car racing is not meant to be a serious form of motor racing, it seems to me to be a very exciting form of entertainment.

Let us hope that the objections of the exclusive sporting set will not prevent the development of stock car racing in England.

Mr. Bolster seems to be in favour of it, thereby showing himself to be a person of very broad outlook. May we have some more details of stock car racing in AUTOSPORT, please?

MICHAEL R. ALBANY.

HALESWORTH, SUFFOLK.

AMERICAN MOUNTAIN RALLY

1000 MILE COURSE, NEW YORK — POUGHKEEPSIE

MANUFACTURERS' TEAM PRIZE

1st SUNBEAM-TALBOT

(Drivers : Sherwood Johnston, Sheila Van Damm, Ian Garrad)

TOURING CAR CLASS 1500-3000 c.c.

1st SUNBEAM-TALBOT SALOON (D. BEKRAG)

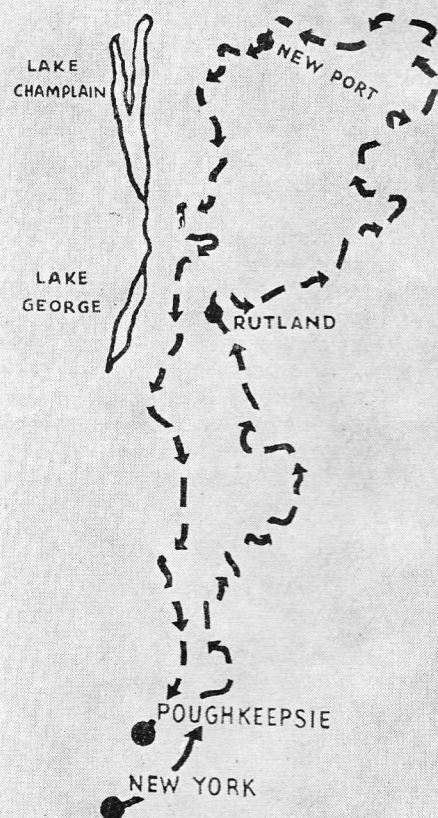
2nd SUNBEAM-TALBOT SALOON (IAN GARRAD)

SPORTS CAR CLASS 1500-3000 c.c.

1st SUNBEAM ALPINE (SHERWOOD JOHNSTON)

2nd SUNBEAM ALPINE (SHEILA VAN DAMM)

(Subject to official confirmation)



All on

DUNLOP

THE TYRE FOR ENDURANCE

TECHNICAL & OTHERWISE

BY JOHN BOLSTER

THE SHAPE OF THINGS TO COME

SOME time ago, I wrote an article called "Nitromethane", in which I discussed the use of that fluid in particular, and oxygen-bearing compounds in general. I made it clear, if I remember aright, that the increase in power to be obtained by this means was so great that, cost what it might, nobody who wanted to win races could afford to ignore it. Since then, it has become obvious, especially in Formula 3 racing, that the "nitro-boys" are in a class by themselves. The rest of the field, drive they never so brilliantly, have just been making noises off for the benefit of the lucky few.

Now, at this writing, I have no intention of discussing the ethics of the thing, or of fermenting a revolution among the "have-nots". Nor am I in a position to tell you whether the stuff will become readily available, or if it will continue to be a £20 per gallon luxury. I feel that an examination of that side of the problem is a matter for the B.R.D.C., first of all, and possibly for the international governing body later on. Be that as it may, I propose to confine myself to theoretical matters today, and let the politics go hang for the moment.

First of all, I would like to justify my previous assertion that nitromethane must eventually beget a new and useless type of engine. It might be pointed out that "double knocker" Norton engines, with ordinary carburettors, work extremely well on a blend of nitromethane plus methanol plus what-have-you. Nevertheless, the use that can be made of "nitro" is strictly limited if the normal type of power unit, originally designed for hydrocarbon fuels, is pressed into service. The reasons are not far to seek.

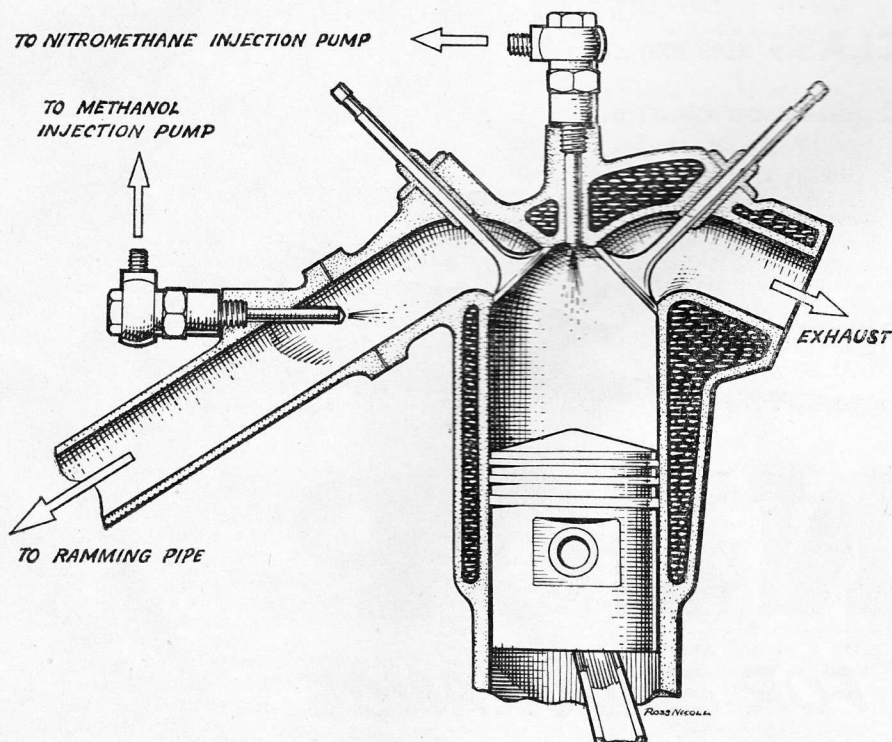
Let us, for the moment, ignore the fact that our nitromethane is not the only constituent of the fuel we will

use. Now, "nitro" has a much higher specific gravity than the usual racing "dopes". "It's nailed to the ground!" remarked Rob Walker, when he tried to pick up a can of the stuff. Anyway, the correct air/fuel ratio, by weight, works out around 1.7/1. This means that if 1 lb. of correct air/fuel mixture is inspired through the inlet valve, it will not produce anything like as much power as 1 lb. of plain air sucked in, plus the right amount of fuel directly injected into the cylinder head afterwards. My friend, F. R. B. King, has worked out for me that in the first case some 1,690 B.T.U.s might be liberated, and in the second 2,690 B.T.U.s.

As regards the methanol part of the mixture, better results will be obtained by injecting it into the inlet tract. In this way, its cooling properties—it has four times the latent heat value of "nitro"—will ensure a denser charge, and avoid any stratification, which will more than counterbalance any gain which cylinder head injection could show. Thus, we have, willy nilly, started to design an engine with two separate systems of injection, and this, as I see it, is the crux of the matter. Let me go a stage further.

In a conventional power unit, there are certain restrictions to the employment of CH_3NO_2 (well, I'm tired of writing "nitromethane"!). If one gaily mixed a vast quantity of it with the rest of the "dope", it could carry sufficient oxygen for its own combustion in liquid form, without the formality of atomization in air. In other words, one would have an explosive on one's hands, so the chemists tell me. Then, too much "nitro" produces detonation, unless the compression ratio be drastically lowered.

The answer is to make use of these properties. Let
(Continued on page 808)



★
DOUBLE INJECTION ENGINE:
This power unit employs inlet tract injection for methanol, and timed direct injection into the cylinder head for nitromethane.
★

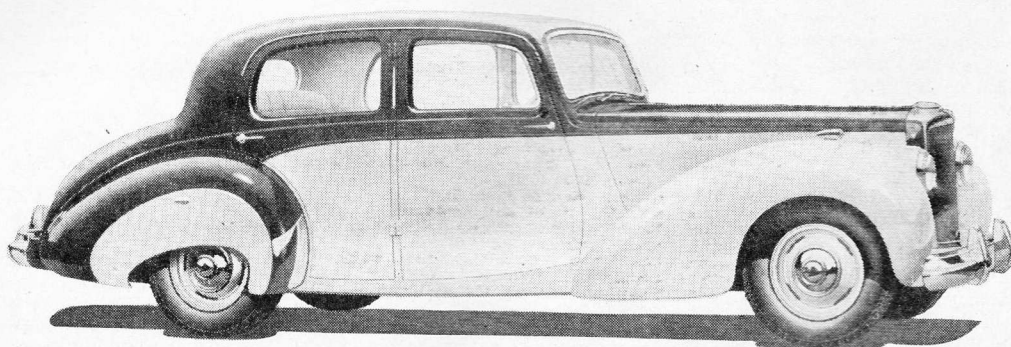
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The Shape of Things to Come—continued

a suitable quantity of methanol be injected, or even carburetted, with the incoming air. Then, throw away the sparking plug and, instead, carefully time the injection of "nitro" into the cylinder head. If the compression pressure be sufficiently high, ignition will at once take place, and we shall have a compression-ignition engine that will give more power than any spark-ignition job.

What are the disadvantages of such an engine? In the first place, its fuel consumption would be just as heavy as that of a highly supercharged unit. Thus, one of the principal objects of the new Grand Prix formula would be vitiated. Then, the engine itself would be heavy, because immensely rigid construction would be dictated by the high mechanical loadings involved. The thermal loadings would be heavy, too. It all boils down to a weight penalty, consisting of a hefty lump of engine burning a vast quantity of extra heavy fuel.

These disadvantages are not sufficient to deter the

racing driver in search of extra speed. It is well known, for instance, that an American "hot rod", powered by a nitro-burning Mercury engine, has taken the short distance class "C" records. As these were previously held by Rosemeyer, driving a very special supercharged Auto Union, it is simply impossible to ignore the new carburant. The double injection engine is on the way, and nothing, except legislation, can stop it.

Quite apart from entirely special power units, there is another somewhat sinister use to which $\text{CH}_3 \text{NO}_2$ has been put. That is to obtain a temporary boost of speed for qualifying a car, or getting it on to the front row of the starting grid. After all that, the machinery is stripped down and converted to the use of ordinary fuel. Such goings on seem to me to verge on sharp practice.

To design "funny" engines that can be of no use to posterity, and which will burn vast quantities of a crazily expensive fuel, seems more than a waste of time. Yet, that is what everybody will be doing if no fuel restrictions are imposed. What do you think about it?

Streamlining—Theory and Practice,

Part 2—continued

breaking cars, notably Bristol 450, Arnott, Cooper and M.G. will be amply repaid by following the examples set. Unless an arrangement of bonnet and "boot" similar to the Kieft sports car or the bonnet arrangement used by Aston Martin, XK 120C and others is employed there will be considerable difficulty in gaining access to those parts of the mechanism which may require it during competition work, and such bonnets present certain difficulties to the amateur constructor. Again, a driver may be so uncomfortable in competition with a closed car that the advantages of reduced wind resistance are nullified. The amateur constructor cannot allow for much experiment on a large scale, and the "old-fashioned" bodywork may be hacked about and added to without spoiling its lines. It is the writer's own opinion that streamlining should be considered as a development stage to be employed when the first stages have been finally proved; that is, it would be a good idea to play with streamlining this winter in preparation for next season with a car which ran in conventional form last season, but to design and build a streamlined car from scratch would prove rather tricky unless one were very lucky to get things right first time.

HAGLEY AND DISTRICT ANNUAL DANCE

ON Friday, 4th December, at the Raven Hotel, Droitwich, the Hagley and District L.C.C. held their annual dance—not to be confused with that other popular fixture of theirs, the annual dinner and prize-giving.

Amongst many well-known Midland motoring celebrities were Peter Collins and Ken Wharton. The dance floor was heavily peopled, as were the bars, the proverbial good time being obviously had by all.

NOTTINGHAM S.C.C. MEETING

THE January "first Thursday" meeting of the Nottingham Sports Car Club will be held at the Falsted Club, Plains Road, Mapperley, Nottingham, not at the club's usual "Five Ways" venue.

SCOTTISH 1954 CALENDAR

(PROVISIONAL)

January	23rd S.S.C.C., Starlight Rally (C).
February	17th Lothian C.C., Gymkhana (C).
	19th S.S.C.C. Moonbeam Rally (C).
	20th Edin. Univ. M.C., Driving Tests (C).
	27-28th Falkirk & Dist. M.C., Two-Day Rally (C.I.).
March	6th S.S.C.C., Night Navigation Trial (C).
	10th Lanarkshire M.C. & C.C., Evening Rally (C).
	13-14th South of Scot. C.C., Night Navigation Trial (C).
	14th M.G.C.C., Rally (C).
	20th S.S.C.C., Trial/Rally (C).
	27th Riley M.C. (Lowlands), Candlelight Rally (C).
	28th Lothian C.C., Autocross (C.I.).
April	4th Falkirk & Dist. M.C., Cadgers' Trophy Rally (C).
	11th South of Scot. C.C., Gymkhana (C).
	11th Aberdeen & Dist. M.C., Rally (C).
	11th M.G.C.C., Test Teasers (C).
	18th Riley M.C. (Lowland), Gymkhana (C).
	17-19th S.S.C.C., Highland 3-days Rally (N).
	24th Scottish M.R.C., Formula 3 Race Meeting (C.I.).
	25th Edin. Univ. M.C., Rally (C).
May	2nd Lothian C.C. Rally (C.I.).
	8th Winfield Joint Committee, Race Meeting (N).
	9th South of Scotland C.C., Galloway Hundred (C).
	16th Riley M.C. (Highland), Trial (C).
	15-16th M.G.C.C., Week-end Rally (C).
	22nd S.S.C.C., 24-hour Rally (C).
	29th Aberdeen & Dist. M.C., Race Meeting (C.I.).
June	1st C.S.M.A., Gymkhana (C.I.).
	6th Riley M.C. (Lowland & Highland), Inter-Centre Trial (C.I.).
	7-11th R.S.A.C., Scottish Rally (I).
	12th S.S.C.C., Inter-Club Gymkhana.
	13th Falkirk & Dist. M.C., Rally/Gymkhana (C).
	17th S.S.C.C., Sunlight Rally (C).
	19th Lanarkshire M.C. & C.C., Night Rally.
	20th Lothian C.C., Sprint (C).
	20th South of Scotland C.C., Gymkhana (C).
	26th S.S.C.C. Hill-Climb (I).

July	3rd R.S.A.C., Hill-Climb (I).
	4th Riley M.C. (Highland), Gymkhana.
	10th M.G.C.C., Hill-Climb (C.I.).
	10th R.S.A.C., Veteran Car Rally.
	11th South of Scotland C.C., Circular Rally (C).
	17th Winfield Joint Committee, Race Meeting (C).
	24th Aberdeen & Dist. M.C., Race Meeting (C.I.).
	31st S.M.R.C., Race Meeting (N).
August	1st Aberdeen & Dist. M.C., Rally (C).
	21st Riley M.C. (Highland), Sprint or Autocross (C).
	22nd Falkirk & Dist. M.C., President's Trophy Autocross (C).
September	4th Lanarkshire M.C. & C.C., Rally.
	5th Riley M.C. (Lowland), Pathfinder Rally (C).
	11th S.S.C.C., Hill-Climb (C).
	18-19th M.G.C.C., Night Rally (C).
	22nd Lothian C.C., Gymkhana (C).
	25-27th S.S.C.C., Heather Rally (C.I.).
October	2nd Winfield Joint Committee, Race Meeting (I).
	9th M.G.C.C., Autocross (C).
	9-10th South of Scot. C.C., Ayrshire Rally (C.I.).
	17th Edinburgh Univ. M.C., Rally (C).
	17th Lothian C.C., Autocross or Rally (C).
	17th Berwick & Dist. M.C., Border Rally (C.I.).
	23rd Riley M.C. (Lowland), Glow Worm Rally (C).
	23-24th Aberdeen & Dist. M.C., Two-Day Rally (C).
	24th South of Scotland C.C., Hill-Climb (C).
	30th Lanarkshire M.C. & C.C., Rally (C).
	31st M.G.C.C., Moorfoot Trial (C.I.).
November	6th S.S.C.C., Anniversary Run (C).
	14th Riley M.C. (Highlands), Town & Country Cup.
	20-21st Aberdeen & Dist. M.C., Night Navigation Trial (C).
	21st South of Scotland C.C., Gymkhana (C).
December	4th S.S.C.C., Cat's Eye Rally (C).
	11th Falkirk & Dist. M.C., Autocross (C).

C=Closed Permit; C.I.=Closed Invitation;
N=National; I=International.

WORTHING M.C. INAUGURATED

OVER 60 people attended the inaugural meeting of the Worthing Motor Club, held recently at the Squash Club, Worthing. In the chair was Mr. D. W. Dewhurst, and an organizing committee was appointed, consisting of B. Hardwick as secretary, R. D. Pritchard as treasurer, and H. R. Davies; this committee to remain in office until the club's first general meeting on 5th January, 1954.

It is hoped to promote the first club event on 24th January, with a film show in between; while a monthly programme of events catering for all types of car is planned. To judge from the enthusi-

asm at the opening meeting it is felt there is a successful future for this new club.

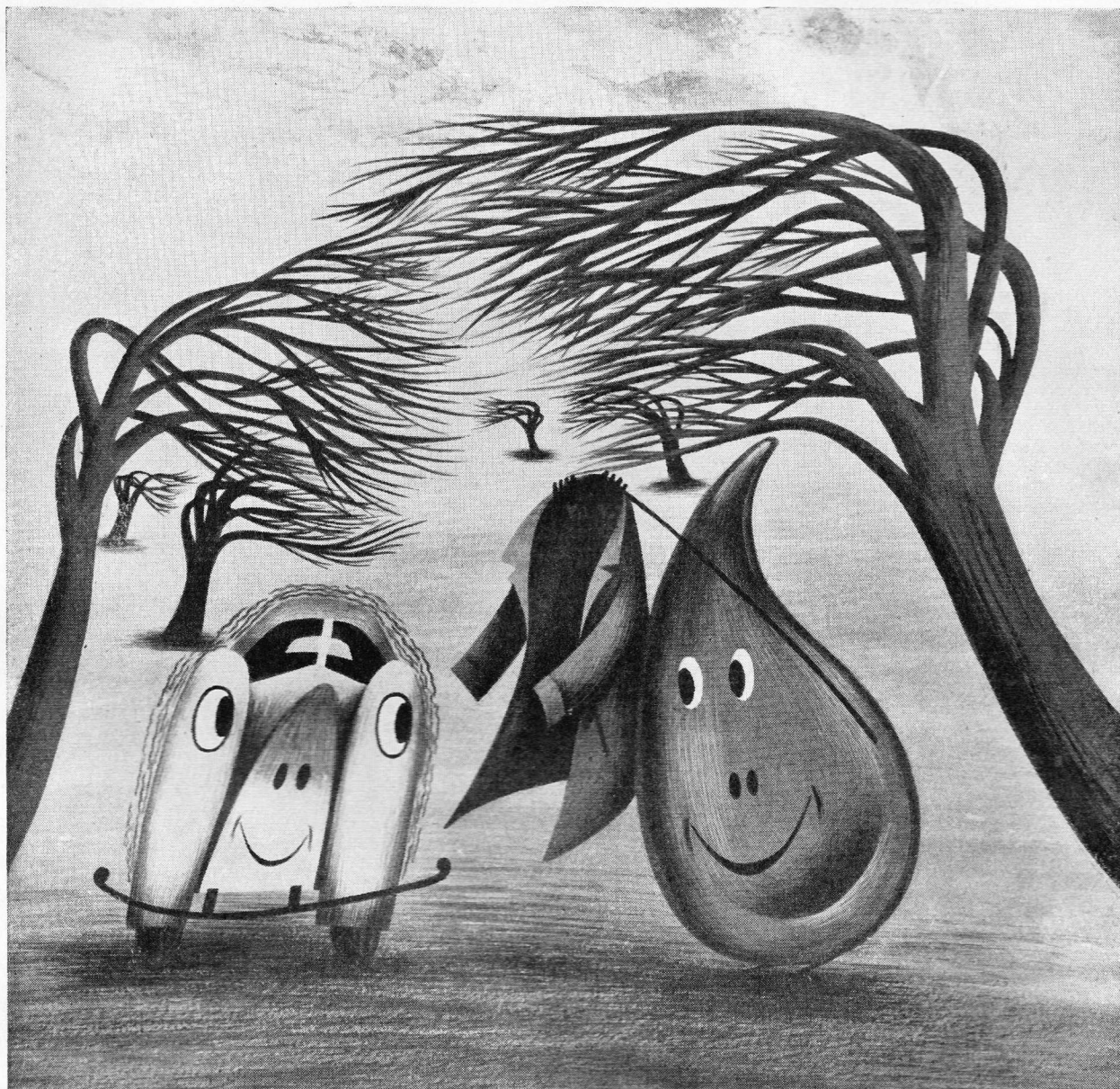
BUGATTI O.C. WELSH RALLY

Provisional Results

General Classification: 1, C. Tyrer (Jaguar XK 120), 357 marks lost; 2, J. W. E. Banks (Bristol), 359; 3, J. Moore (Morgan), 364; 4, S. Loxton (M.G.) and H. Lotery (M.G.), 381; 6, P. Lee (Sunbeam-Talbot), 382.

Results of 6 Special Tests.—Test 1 Reversing: 1, J. W. E. Banks (Bristol). Test 2 Acceleration and Braking: 1, C. Tyrer (Jaguar). Test 3 Regularity: 1, J. W. E. Banks (Bristol). Test 4 Rolling: 1, J. W. E. Banks (Bristol). Test 5 Acceleration: 1, C. Tyrer (Jaguar). Test 6 Gearing: 1, H. Bryant (M.G.).

(Report will be published in next week's issue)



**When you feel the need of your overcoat
it's time to change to**

ENERGOL the oiliest oil

A PRODUCT OF ANGLO-IRANIAN OIL COMPANY WHOSE SYMBOL IS



NEWS FROM THE CLUBS

By Wilson McComb

ALTHOUGH it has not the slightest connection with motor sport in any form, I cannot resist passing on a story told to me by Jack Twyford at the B.T.D.A. dinner last Saturday. It concerns a young man, straight from Cambridge, who joined a firm of which his father was one of the directors. Other employees soon became a little irked with this gentleman's airs and graces, hat, stick and gloves. So they replaced the 6½ hat by another of the same make, type and colour—but of size 7½. The young man, innocent of this, found that his hat flopped down over his ears, and decided to pack it with newspaper. Next day, the hats were quietly exchanged again—and the paper packing put inside the 6½ one; as a result, it sat perched on top of the unfortunate fellow's head. He didn't turn up the following day. His mother telephoned to say that he had gone to the doctor, because he thought he had something wrong with his head.

B.T.D.A. DINNER AND A.G.M.

WEARY though they may have been after the R.A.C. Championship Trial last Saturday, nobody was prepared to go to bed until they had attended the British Trials Drivers' Association's annual dinner, held that evening (12th December) at the Windermere Hydro Hotel. It was a crowded function, for more than 150 people attended, to enjoy an excellent dinner and the bare minimum of speechmaking; no cabaret was necessary, Mike Wilson being present with his famous "copper exhaust" laugh to keep everybody cheerful.

After the dinner, Secretary Denis Flather stated that interest in trials was becoming a possibility in the U.S.A., and said that one of the B.T.D.A. members had been asked to act as correspondent for a hot-rod magazine called *Honk* ("How about Mike Wilson?" said someone). He said that next year the Silver Star rally award would be presented for competition in closed invitation events, and supplemented by a Gold Star award for more important rallies. Dean Delamont announced that in 1954 the R.A.C. Championship Trial would be held in the South—news which was greeted with cheers and boos in exactly equal proportions. Maurice Toulmin, Chairman of the B.T.D.A., mentioned the possibilities of Autocross.

Mrs. Toulmin then presented the awards (see "Sports News"), after which there was dancing until midnight, when Jack Twyford gave a film show, at which two films of the French Sporting Trial at Anney were seen, and the 1953 Esso films shown for the first time.

The following morning, the annual general meeting was held, attracting a smaller and slightly jaded gathering. Presenting his report, Denis Flather stated that membership of the Association was now 310, including several lady



KEY MAN IN KEYSTONE: Denis Flather, secretary of the British Trials Drivers' Association, tackles the first hill in the London M.C.'s recent Gloucester Trial, driving his immaculate Keystone Special.

members, and that entries for the Rally Star had risen slightly, whilst those for the Trials Star had fallen. Roy Clarkson having resigned from the Executive Committee, B. K. Thompson was elected to fill the vacancy, whilst the retiring members, Dennis Dent and Ken Rawlings, were re-elected. P. A. Barden, E. J. Chandler and R. W. Phillips were elected to the Trials Sub-Committee, and Major A. Pownall, M. S. Wilson and Len Shaw to the Rally Sub-Committee. The discussion which followed centred on the question of trials and rallies in Scotland, the definition of a professional driver and organized assistance in international rallies, competition tyres, Autocross, and the overcrowded calendar.

YORKSHIRE S.C.C. RALLY

ENTRIES close on Monday, 1st February, 1954, for the Yorkshire S.C.C.'s fifth annual Yorkshire Rally, the first closed invitation event included in those chosen for the B.T.D.A.'s new Silver Star rally competition. It will take place on 12th/13th February, starting from the Town Hall, Harrogate, at 10 p.m., and the course will be about 500 miles in length. Invited clubs are the B.A.R.C., Bridlington and D.M.C., Darlington and D.M.C., Ilkley and D.M.C., Lanes and Ches. C.C., North Midland M.C., and Sheffield and Hallamshire M.C., and the Secretary of the Meeting is P. J. Clay, Hollings Mills, Sowerby Bridge, Yorkshire.

THE SECOND CATS EYES NIGHT RALLY

IN the Regulations for their second annual Cats Eyes Night Navigation and Map Reading Rally on 6th/7th February, the Thames Estuary A.C. emphasize that all time controls and route checks will be on metalled roads; there will be no arduous expeditions on foot to hunt out marshals hiding in trees or behind bushes, or to find hidden clues. All time controls and check points will be located by six-figure map references, indicated

in the road book or in supplementary route cards issued during the event.

Four sections, one incorporating a Regularity Test, make up the 300-mile route. Time and marks lost on one section will not be carried forward to the next, thus eliminating the need for furious driving to make up schedule. There will be no secret time checks.

Closing date for entries is 25th January; S. L. Offord is Secretary of the Meeting, and his address 68 Exford Avenue, Westcliff, Essex.

WINDSOR AND OLD MERCHANT TAYLORS' RALLY

THIRTY-ONE entries were received for the recent Afternoon Rally run by the Windsor C.C. and Old Merchant Taylors' M.C., the field seeking map reference locations in Bucks and Berks, and finishing at Bourne End for tea. Placings were: 1, G. Connelly/S. P. Deyong (Austin A40); 2, P. R. Everett/B. R. Milward (Morgan); 3, D. Allan/M. Vaughan (Delage 14/40).

CUMBERLAND S.C.C. DINNER

COL. and Mrs. Stobart presided over the annual dinner of the Cumberland Sporting Car Club, held on Thursday, 3rd December, which proved as bright and entertaining an evening as always. Noel O'Reilly proposed the toast of The Club, in reply to which David Small congratulated the members, in particular Bob Dickson, who in spite of participating in National and International events still found time to enjoy local club affairs. Mr. Stephenson, of Penrith, proposed The Guests, and wished good luck to Reg. Parnell, leaving shortly for Buenos Aires with the Aston Martin team. Mrs. Parnell presented awards to the following: J. R. Robinson (Graham and Roberts Trophy and Tirrel Trophy); C. W. A. Slater (County Motors Trophy); G. V. Howe (Armstrong Trophy); Miss Joyce Farquharson (Marshal's Trophy).

DELLOWS 1-2-3 IN KNOCK TRIAL

THE Knock M.C.C.'s trial on Saturday, 5th December, was won by Sammy Moore (Dellow) from Desmond Titterington (Dellow), with yet another Dellow, driven by Gordon McNally, in third place. Among the closed car drivers Ernie Robb made the best performance in his Ford Popular, finishing fourth best in the whole trial and beating his nearest rival, Andy Hutchinson (M.G.-engined Morris Minor) by a handsome margin.

The trial was held in the gloom of a mid-winter afternoon with, at times, a troublesome mist as the cars skirted the valley of the River Lagan. A short course of about five miles was covered twice, with three tests on each circuit.

Physical fitness (or lack thereof) was demonstrated at the first test, where drivers sprinted 10 yards to their cars, leapt aboard and set off on a 50-yard sprint with two "see-saws" before the finish. Robb created a shattering time of 21.2 secs., which remained best of the closed cars and which only the élite of the open car boys succeeded in approaching. Eventually, Wilbert Todd (Todd Special) clocked 21.8 secs., then David Archibald (Nufor) clocked 21 secs., to be equalled almost immediately by Sammy Moore.

On the second lap the section was got under better control. Robb reduced his time to 21 secs., Jim Dowling (Ford Utility) clocked 22 secs., Victor Stanfield (Austin A30) 22.8 secs. and Andy Hutchinson 23 secs. Todd repeated his 21.8 secs. (the Special seemed over-gear) and McNally got down to 21 secs. Then, in a row, Titterington, Archibald and Moore each recorded 20 secs. to share the best time.

The second test was the only one which gave open cars a real advantage. It was a double-reverse round two pylons at a T-junction. At the first attempt Jim Dowling clocked 26.4 secs. as compared with 28.6 secs. by Robb, 27.2 secs. by Hutchinson and 29 secs. by Stanfield. McNally's 23.8 secs. was beaten only by Moore's 21.2 secs., Todd taking 24.6 secs. and Archibald 24.8 secs. Second time round Robb got down to 26.4 secs. and was equalled by Hutchinson, while Dowling was fractionally slower in 26.8 secs. McNally made best open car time in 21.8 secs. as compared with 23 secs. by Moore and 24.2 secs. by Todd.

The third test, held in a quarry, was the best of the afternoon. From the starting-line, the front wheels had to cross five lines variously dispersed in such a manner as to cause great argument as to the proper sequence. The "course" was roughly circular, loose and waterlogged. Robb made an astonishingly good run in 26.2 secs., a time which could be equalled only by Moore. Todd, surprisingly in a test which was absolutely made for him, was relatively slow in 30 secs. and his time was equalled by Stanfield's little Austin. Hutchinson took 31.4 secs., McNally 30.4 secs. and David Archibald, despite hair-raising antics, the relatively lengthy

period of 40.4 secs. Harry Catchpole (M.G. TD) had a good run spoiled by collecting a can (and penalty) by sheer bad luck.

On the second run Robb was slower (27.6 secs.), while Hutchinson improved to 29 secs. Then Archibald adopted a most unusual sequence and careered round faultlessly to record 24.8 secs. After that some tried the Archibald way, others methods of their own. McNally got down to 28 secs. and Todd to 28.8 secs. Moore, disdaining the new method, stuck to the old way and repeated his 26.2 secs., which, strangely enough, looked faster than had Archibald's attempt.

W. A. McMASTER.

Results

Open Cars: 1, S. Moore (Dellow), 137.6 marks lost; 2, J. D. Titterington (Dellow), 145. **Closed Cars:** 1, C. E. Robb (Ford Popular), 151; 2, A. Hutchinson (M.G.-Morris Minor), 163.

V.S.C.C. MEASHAM RALLY

MEMBERS of the Shenstone and D.C.C., North Staffs C.C., Nottingham S.C.C., Midland M.E.C., Hagley and D.L.C.C. and Wolverhampton and Staffs C.C. are invited to compete in the Vintage Sports Car Club's Measham Rally on 9th/10th January, 1954. The event will consist of a 250-mile night road section, followed by driving tests on a tarmac surface at the Measham Motor Sales Depot. Entries close on Monday, 21st December, and the Secretary of the Meeting is F. E. Day, 1 Church Road, Tettenhall Wood, Compton, Wolverhampton.

M.G.C.C. A.G.M.

A.G.M. of the M.G. Car Club (S.W. Centre) was held on Saturday, 28th November, at the Ship Hotel, Alveston, near Bristol. The existing committee members were all re-elected, with the addition of three new members to help with the extensive programme planned for 1954; this includes a navigation rally,

a gymkhana, the Cecil Kimber Trophy road trial and the Western Rally.

The club expressed their grateful thanks to the secretary, Michael King, for his untiring work during the year, and to the treasurer, Eddy Goodenough. The meeting was followed by a buffet supper, dance and prizegiving.

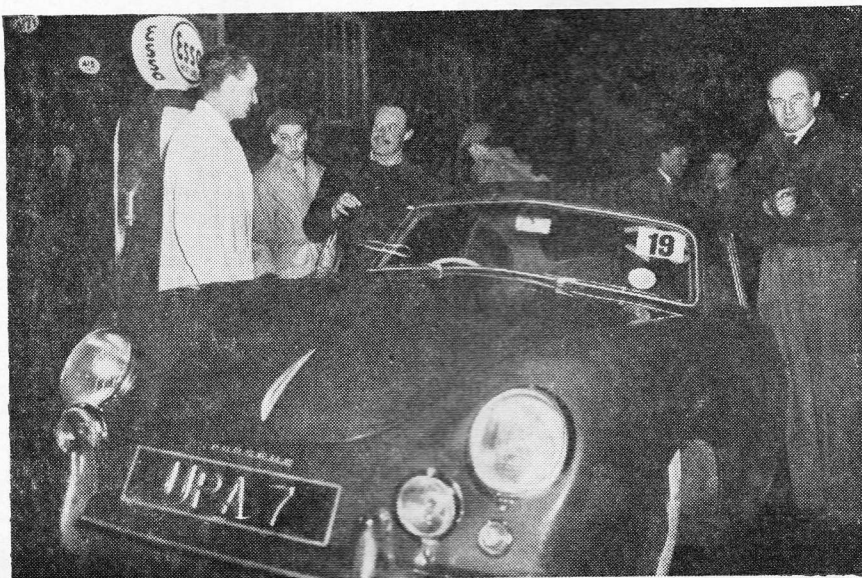
This Centre will hold the Cecil Kimber Trophy Trial on Boxing Day, 26th December, invited clubs being the Bristol M.C. and L.C.C., Burnham M.C., London M.C., Exmoor M.C., Vintage S.C.C., Sunbac and West Hants and Dorset C.C. Entries close tomorrow, 19th December, and should be sent to G. L. Bird, 67 Bristol Road, Keynsham, near Bristol.

NEW GUILDFORD MOTOR CLUB

ON 11th November last, more than 50 motorists gathered at the Wooden Bridge Hotel, Guildford, to consider the possibility of forming a Guildford Motor Club. That Club has now been formed, and already boasts a membership of over 90, including such folk as Mike Hawthorn, Alan Brown and Holly Birkett. There was a large attendance for the club's first function, a film show at the same hotel on Wednesday, 2nd December; meetings will in future be held on the first Wednesday of every month at the same venue. Officials are: *Chairman*, A. D. Knight; *Secretary*, W. D. J. Roscoe, 1 Downsway, Merrow, Guildford, Surrey; *Treasurer*, J. T. H. Rice; *Committee*, A. E. Brown, D. Cobbett, A. F. Cobbett, D. Wilson, R. Williams, R. D. Jennings, D. Saunders and P. Mills.

OMAGH CHALLENGE TROPHY

PLACINGS in the Omagh Motor Traders' Perpetual Trophy, awarded for the best performance in the 1952/3 trials season by an Omagh M.C. member, are as follows: 1, F. Charlton, 50 points in 7 trials; 2, J. P. Robinson, 48 in 7; 3, H. G. Reilly, 45 in 6; 4, H. Torney and W. O. Reid (tie), 44 in 5; 5, W. Torney, 44 in 7; 6, M. Glover, 43 in 5; 7, J. Eaton and R. Chambers (tie), 38 in 4; 8, Dr. Keatley, 28 in 3; 9, C. E. B. Stuart, 27 in 4.



MIDNIGHT MOMENT: Birmingham rally exponent Harry Sutcliffe's new Porsche "Super", seen at the Streetly control before the final 200-mile stage in the Morgan 4/4 Club's Annual Night Rally.

CAMBRIDGE "50" CAR CLUB'S AUTUMN TRIAL

RUN over a course which, although tough, was ideally suited to normal production cars, the second in the Cambridge "50" Car Club's series of autumn sporting trials was a great success. Unfortunately, the club enjoyed its traditionally good weather, which this time made the organizers gnash their teeth in anguish, for sections that a week earlier had been quite impassable proved fairly innocuous. Even so, the sections took their toll, particularly among the saloon car class where nobody maintained a clean sheet.

All the sections were laid out within a few miles of a village south of Cambridge, so that the road mileage for the trial amounted to little over 20 miles. By lunch time all the saloons had lost marks, but among the open cars there were eight clean sheets, including the three trials cars running, an H.R.G. and a number of M.G.s. Immediately afterwards came a section involving a deep ford with a muddy exit. At first it appeared that this would prove a "stopper", but most of the open car boys—and girls!—found that provided it was treated correctly it did not present any great hazard. It did, however, provide some very spectacular entertainment. So much so that earlier competitors left their cars near the "section ends" card while they went back to watch the fun, and caused such an obstruction that late comer Mike Lawrence, who had made a very fast crossing, also made a hole in a nearby fence, to the considerable annoyance of its owner.

From here competitors were taken to the real *pièce de résistance* of the day. This consisted of a timed section down a hill, along a track, at which any self-respecting tractor would turn up its nose. Proceedings started off comparatively quietly with the saloon cars many of which had to be manhandled out of the 2 ft. ruts on each side of the track.

With some of the bushes having been removed by earlier competitors, came the turn of the faster open cars. Realizing that this was to be the deciding point in the trial, drivers now really tried. The specials were rather disappointing and at first the best time looked like going to Don Moore's stark "M"-engined P-type M.G. in 1 min. 14 secs., but this was beaten by John West with 1 min. 13 secs., in which he lost his H.R.G.'s door and nearly his passenger. The writer in his white M.G., urged on by the ribald remarks of his friends, descended the hill in a series of leaps and bounds, prancing in and out of the deep ruts and off the banks at each side, narrowly missing a gentleman unconcernedly pushing a pram up the track, unseen by the marshals, to the tune of 1 min. 5 secs. Perhaps it was just as well second runs were not allowed!!

A collection of muddy cars and occupants then adjourned to the Greenhill Café for tea, where the results were announced with commendable promptness.

J. R. ALEY.

Results

Best Open Car: 1, J. Richard Aley (M.G. TA); 2, J. Bradford (Dellow Mk. D); 3, A. Huggins (Dellow Spl.); 4, J. R. H. West (H.R.G.).

Saloon Cars: 1, K. R. Clark (Riley Falcon); 2, H. Mansfield (Austin A.40); 3, R. Moore (Standard 12).

COMING ATTRACTIONS

December 20th. Casablanca 12 Hours Race (S), Anfa Circuit, Morocco.

750 M.C. Wrotham Cup Trial.
Start, Spring Tavern, Wrotham Hill, Kent, 12 noon.

N. London Enth. Club Christmas Trial. *Start, Whelpley Hill, 10 a.m.*

Bolton-le-Moors C.C. Driving Tests.

HEREFORDSHIRE TREASURE HUNT

DESPITE the patches of thick fog which covered some parts of Hereford and the surrounding district on Saturday evening, 28th November, there was an excellent turn-out of about 15 cars for the Herefordshire Motor Club's Treasure Hunt, which started from the "Plough" at Canon Pyon.

A course of about 40 miles had been planned, the organizer, E. J. Read, locating by map reference three controls at Englands Gate, Munstone and Stoke Prior, where competitors received a list of various articles which they were to attempt to collect, gaining marks for each one brought back. At Englands Gate, instead of being handed a list, they were informed that this was hidden within 25 yards of the signpost at the road junction. After much frantic searching by the light of torches and car lights along the hedges, grass verges and even in rabbit-holes, it was found on top of the signpost!

A most remarkable selection of objects to be collected included a boltin of straw, a frog, various coins of given dates and certain items of attire. All the controls had to be visited not later than two hours from the time of the start, to avoid penalty, and anyone returning to the finish at Canon Pyon later than 9.45 p.m. was liable to be disqualified.

When stock was taken of the collections brought in, it was found that for first place there was a tie between the club chairman, Dr. C. W. F. McKean of Leominster (Jowett Javelin), and reliability trials exponent P. M. Appleton of Bodenham (Buckler), the runners-up being Misses Weaver and Bott (M.G. TC).

CORNWALL V.C.C. DINNER

PRESENTING the year's trophies at the annual dinner of the Cornwall Vintage Car Club at the Hotel Bristol, Newquay, on Saturday, 5th December, Mrs. E. N. Wilyams, wife of the president, offered special congratulations to the only woman to appear in the club's prize list. Mrs. Hussell, who won third prize in driving tests at Davidstow, and her husband, were winners of their class in the Languedoc rally during the summer.

L. B. Fredman, of the Plymouth Motor Club, proposed the toast of the Vintage Car Club of Cornwall, and said he hoped the co-operation between the two clubs, which had seen the inauguration of the Davidstow track, would continue for many years to come.

The president, Col. E. N. Wilyams, responded and recalled how he motored from Newquay to Northumberland in 1906 in a 1904 Argyle, being greatly excited at reaching Exeter, 77 miles away, the first day.

The health of the guests was proposed by Major G. R. Dewey, of Helston, and the response was by G/Capt. D. M. Somerville, of R.A.F., St. Eval. The chair was taken by J. W. Limmer, chairman of the club.

Winners of the club's principal trophies were: **The President's Cup (navigation trial)**, J. H. Milner (750 Renault). **H.T.P. Motors Cup (highest marks obtained by club member)**, J. H. Milner (1925 A.C.). **John Rose Cup (most meritorious performance)**, E. M. Angel (12/60 Alvis). **Dewey Trophy (best performance in vintage car)**, R. Barton (1913 Napier). **Williamson Trophy (best performance in non-vintage car)**, J. T. Skinner (2½-litre Riley).

McLEOD-CAREY TRIAL

AN innovation of the Welsh Counties C.C.'s Autumn Trial on 6th December was the inclusion of a production car class which produced a large number of entries. Starting from the R.L.S. Service Station on the Rhooose Road, competitors headed for Cuckoo Mill, first hill this year. It stopped several cars, but not last year's winner George Turner's new Ford Special.

The second hill, St. Nicholas, was an old favourite which defeated all the production cars except Bob Phillips's Riley, which took the grade non-stop. Monty Seal in a standard Ford Prefect saloon made a gallant effort. Peter's Peril, first post-lunch hill, was made short work of by the specials, while Monty Seal had another gallant try, greatly assisted by the energetic bouncing of passenger Sandy Palmer.

Fourth and last section was Garth Farm, which only stopped a few competitors. Results later announced at the St. Mellons Golf Club by Secretary of the Meeting, Dennis Parsons, showed George Turner the winner of the McLeod-Carey Trophy, and Maurice Seal best production car driver. Runner-up of the trials-type cars was N. Evans with an Austin Special, while second to Seal's Prefect came the Sunbeam-Talbot 90 of F. Roscoe.

CLUB FIXTURES

B.A.R.C. (Yorks).—Dinner/Dance, 18th December. Grand Hotel, Harrogate.

Mid-Surrey A.C.—Talk by Kensington Moir, 18th December. Queen Adelaide Hotel, Ewell, Surrey.

Thames Estuary A.C.—Xmas Party, 18th December. Queen's Hotel, Westcliff-on-Sea, 8 p.m.

750 M.C.—N.W. Centre Xmas Dance, 18th December. Royal Thorn Hotel, Wythenshawe. Meeting, 21st December. Abbey Hotel, Stonebridge Park, N.W.10, 7.30 p.m.

Bentley D.C.—19th December, Scottish Region Dinner/Dance, Forest Hills Hotel, Lochardside, Aberfoyle, Perthshire. Meetings: King's Arms, Cookham, Berks; King's Arms Inn, Salisbury, Wilts.

Peterborough M.C.—Dance, 19th December, Peterborough Town Hall.

Leicestershire C.C.—Children's Xmas Party, 20th December. Airmen's Rest Hotel, Ratby Lane, Leicester, 4 p.m.

W.O. Club.—Social Evening, 20th December. George and Pilgrims Inn, Glastonbury, Som., 7 p.m.

West Essex C.C.—Xmas Party, 21st December. Three Jolly Wheelers, Woodford Bridge, 8 p.m.

Northampton and Dist. C.C.—Xmas Party, 21st December. Angel Hotel, Bridge Street, Northampton, 8 p.m.

Coventry and Warwicks M.C.—Xmas Party and Film Show, 21st December, City Arms Hotel, Earlsdon, 8 p.m.

London M.C.—Xmas Party, 22nd December. Paviour's Arms, Page Street, Westminster, 7.30 p.m.

Vintage S.C.C.—Meeting, 23rd December, Ferry Boat Inn, Holywell, St. Ives, Hunts.

HAGLEY TRIAL AND RALLY

THIS year, the Hagley and D.L.C.C. decided to incorporate a rally in their annual Shropshire Trial. Good entries were received for both events, and the first of the rally competitors left the Lyttleton Arms, Hagley, at 10 a.m. on Sunday, 6th December; the first trial entrant started half an hour later.

The rally route embraced Kinver, Tenby and, after a lunch break at Worfield, Long Mind, Ludlow and Clee Hills; then back to the starting point. One of the most difficult controls to locate was that at the top of Long Mind, to which no road seemed to lead. The Marsh Trophy (best open car performance) was won by Peter Anton (M.G.), who lost one mark, and a second-class award by H. Hamilton (Dellow), who lost four. The Grove Cup (saloon class) went to J. W. Cox (4), a first-class award to J. D. Marsh (Sunbeam-Talbot, 4), and a second-class award to R. J. Sanders (Sunbeam-Talbot, 7).

Quarry, the first section in the trial, proved fairly easy, but Gibbett Wood I and II, long steep climbs winding between trees, failed about half the entry. After a tricky driving test in a farmyard, competitors proceeded to the "Wheel" at Worfield to investigate, first, the hill of this name, and then the licensed premises with the same title. Another attempt was made on the hill after lunch, but the surface was found to have deteriorated considerably. They then returned to modified versions of the morning's hills, and made their way back to the Lyttleton Arms for a driving test, watched by many spectators, including the majority of the rally entrants.

Tony Marsh had the bad luck to break his axle in this test, and it was later found that he had tied on the hills with Frank Lewis, driving Pat Appleton's special. Lewis had failed the first driving test, so no aggregate could be found to settle the tie. Eventually, the event was decided on the first test, making Marsh the winner, with first-class awards for Lewis and John Deeley (Cranford); second-class awards were won by W. G. Tinsley (Blandford), F. D. Woodall (Ford) and L. Oliver (Oliver). The proceedings ended with a meal and film show.

SUNBAC MEETINGS

THERE will be no Sunbac meeting at the Mason's Arms, Solihull, on 24th December. The next of the regular meetings will be on 14th January.

S.T.O.C. RALLY

FRANK DOWNS, winner of the recent M.C.C. Daily Express Rally, also won the S.T.O.C.'s Bournemouth Winter Rally on 5th December. The event ended at Bournemouth with a series of tests on the Undercliff Drive, followed by a dinner/dance and prizegiving at the Royal Bath Hotel.

Runner-up to Frank Downs in Class A was S. B. Southcombe, with a first-class award for J. A. Lanz. Other awards were: Class B (Hillman cars): 1, S. Scali; 2, Ken Gregory. Novice Award: R. Whiteley. Ladies' Prize: Miss P. Ozanne. Route Awards: O. G. Sterling, D. H. Perring, J. F. Butcher and G. R. Hartwell.

SCOTTISH M.G. DINNER/DANCE

THE annual dinner/dance of the M.G. Club's Scottish Centre is always reckoned to be one of the parties of the Northern season and this year's event was no exception.

Held in the Grosvenor Hotel, Edinburgh, on 4th December, the ballroom of that hotel made the ideal racing circuit for the traditional duel between the marques M.G. and H.R.G.

Good friend of the Club, John Gibson, provided two custom-built pedal cars for the occasion, undermining H.R.G. by seeing that they were both blazoned with the octagonal M.G. badge. Round a tricky chicane of champagne bottles Russell Lowry scored a resounding victory over John Thornley, or was it the other way about?—sorry, we can't remember. It was a very good party!

There were awards presented, and this we do know was done very charmingly by Mrs. Joan Thornley. Ninian L. Paterson got himself a wonderful load of loot, and was a real credit to the club marque, but H.R.G. exponent Jimmy Mitchell did not do badly and it was suggested that if he changed to an M.G. next year no one would get a look in.

Only exception, of course, would be Agnes Balfour who, we hope, will continue to collect in the saloon car classes.

Duggie Mickel never let up in seeing that everyone had a good time, chairman Bert Kay made an excellent host, while committee members Archie Craig, Ted Paterson and Ernie Herrald saw to it that fun never ceased in a night that was much too short.

A. N. F.

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1949 M.G. TC. 2-seater. Blue. Many extras.	£435
1948 M.G. TC. 2-seater. Green.	£375
1928-29 RILEY BROOKLANDS. Sports-racing 2-seater. Black.	£260
1951 SINGER 9 Roadster. Green with brown upholstery.	£425
1934 SINGER 9 Le Mans 4-seater. Blue.	£135
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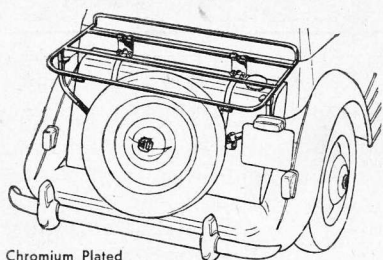
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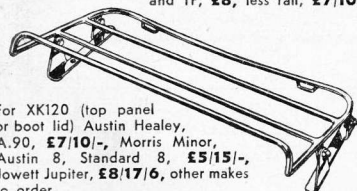
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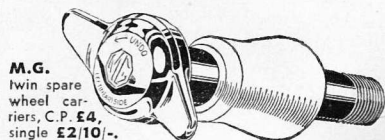
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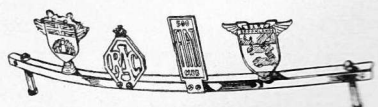
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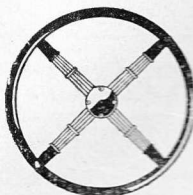
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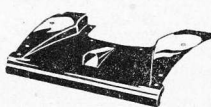
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NEVER LESS THAN 25 M.G.s IN STOCK

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Twin Carburettor Sets complete:
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"Consult" £16 10s.

Available ex stock.

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

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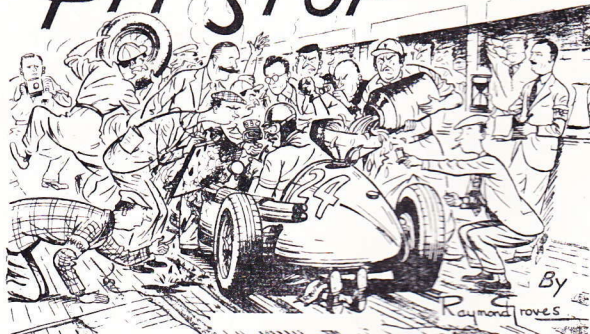
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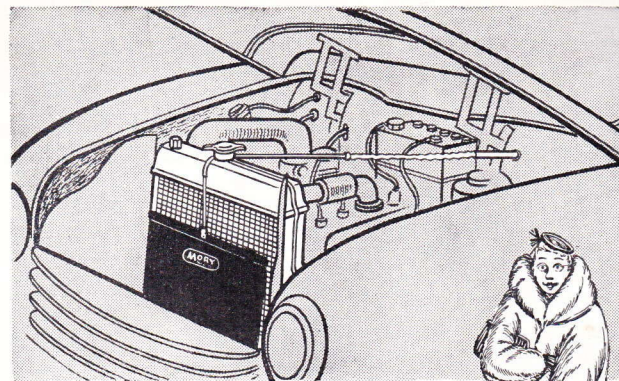
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