

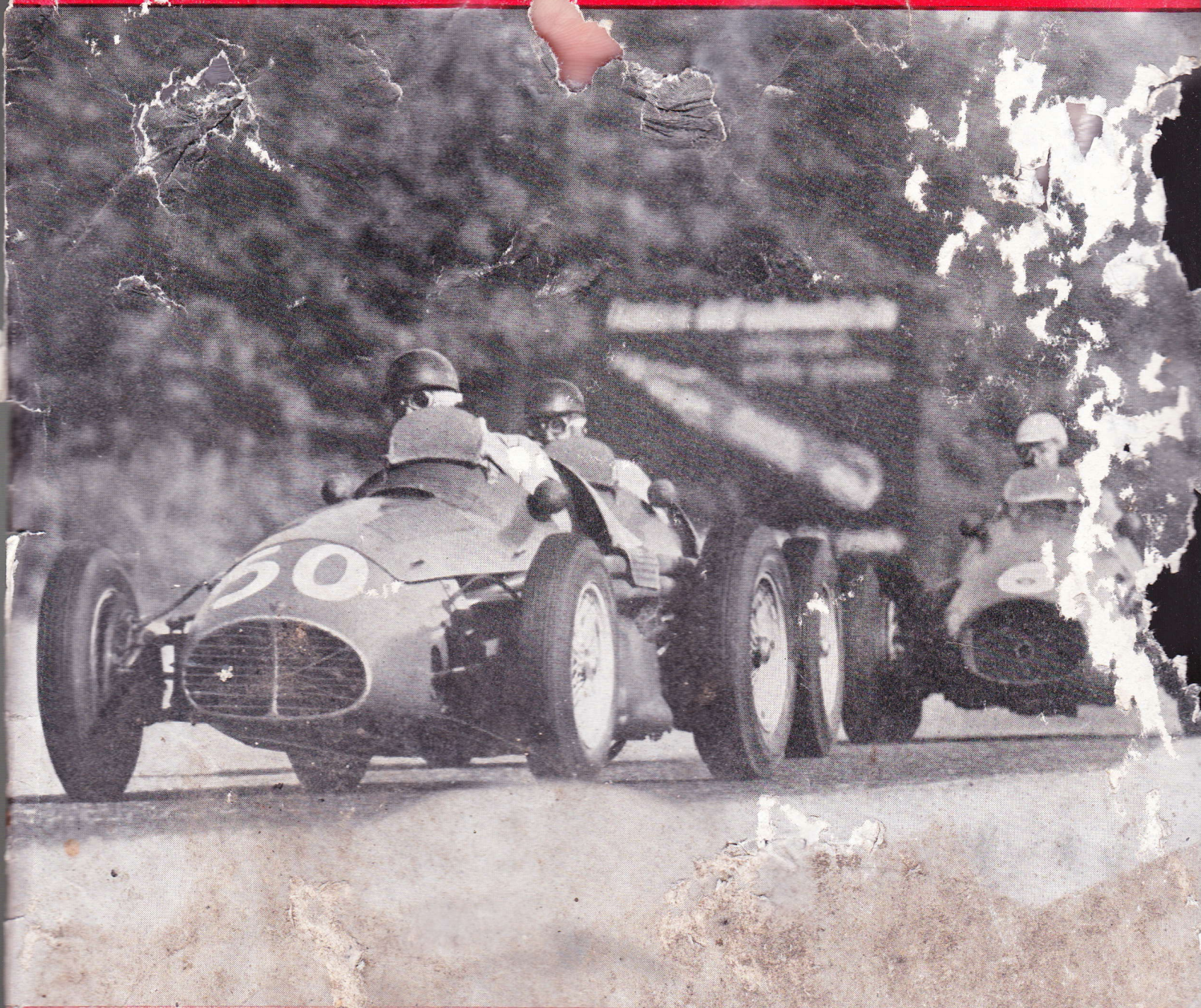
# AUTOSPORT

JANUARY 1, 1954

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EVERY FRIDAY  
Vol. 8 No. 1

BRITAIN'S MOTOR SPORTING WEEKLY



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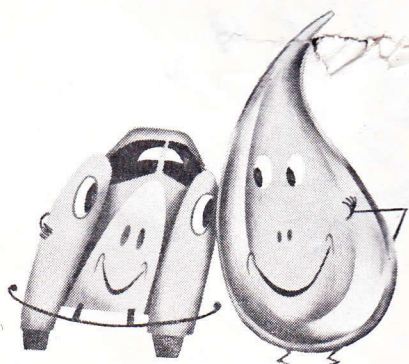
A VISIT TO THE KIEFT WORKS : CASABLANCA 12 HOURS RACE : SCOTTISH SPORTING REVIEW  
SEASONAL SURVEY, PART 1 - FORMULA 1 RACING : CHRISTMAS SPORTING EVENTS  
JOHN HOLSTER • 'AENEAS' • MAXWELL BOYD • W. A. McMASTERS





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# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 8 No. 1

January 1, 1954

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## NOTICES

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## EDITORIAL

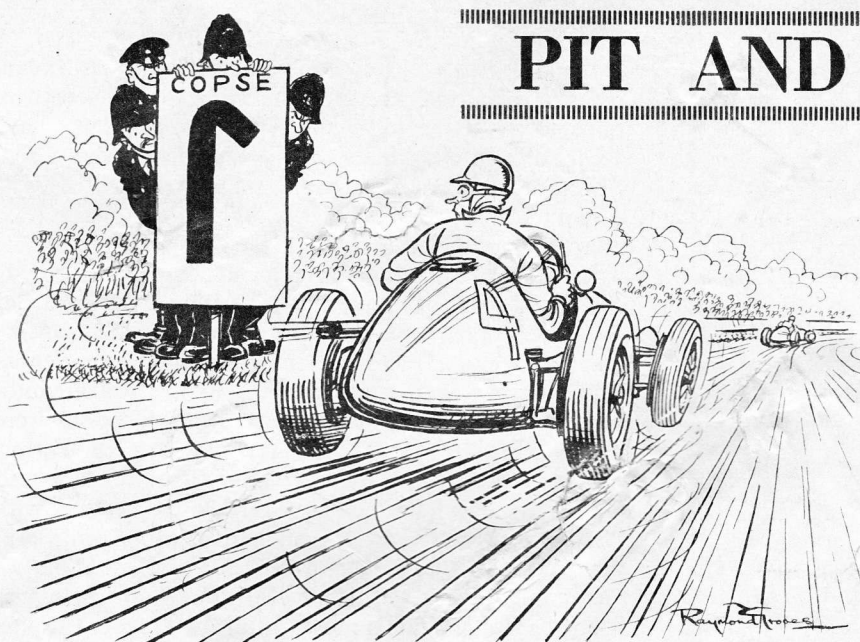
STIRLING MOSS'S decision to go over to an Italian make for Grand Prix racing was inevitable. To continue to be in the top-flight of drivers, one must have a car capable of winning races—and that is what Great Britain does not possess at the present time. In sports car, and Formula 3 racing, the green cars have been more than successful, but that does not alter the indisputable fact that Grand Prix racing is the most highly developed form of motoring sport, and, as such, carries the greatest possible amount of national prestige. Mike Hawthorn, in addition to making his name a household word, has brought great prestige to the Italian automobile engineering industry because his successes were gained on cars designed and built by the Ferrari concern. Reg Parnell, this country's most experienced G.P. driver, will be seen in Grands Prix in 1954 with a 2½-litre Ferrari; Roy Salvadori, like Moss, will be at the wheel of a G.P. Maserati. Surely Her Majesty's Government must be dismayed by the knowledge that four of Great Britain's most skilful drivers are, through necessity, assisting to bring even more prestige to the products of a nation competing for the world's export market? This sad state of affairs has been brought about solely by the failure of certain leaders of the Industry to realize that the building and racing of successful Grand Prix cars is of vital importance in the highly competitive business of selling motor vehicles overseas. Mercedes-Benz may not be able to depend on a fraction of the finance available in pre-1939 days, but it is more than certain that a rapidly recovering Germany looks to Unterturkheim to re-establish her prestige in full-scale Grand Prix racing—with advantageous results to the entire German motor industry. The fact that Enzo Ferrari soon found financial backing in Italy should also serve as a warning to those who still cannot be convinced that G.P. racing is a major form of propaganda!

AMONGST AUTOSPORT'S New Year's resolutions is the avowed intention to continue our campaign of convincing members of Her Majesty's Government, and the Motor Industry, of the vital necessity of ensuring financial support for manufacturers willing to build and race cars which will bring credit to this country's automobile engineering enterprises. We are glad to realize that this magazine will not fight this battle alone; more and more periodicals, even outside the motoring press, are joining in, and the motoring correspondents of many important newspapers are also hammering on the same theme. No one should be allowed to forget for a single moment that the very future of this country's hard-won exports markets may be at stake. The British public is already asking itself, "Why don't British cars win these big Grand Prix races?" One may be quite certain that potential overseas buyers are asking that self-same question!

### OUR COVER PICTURE

FAREWELL, FORMULA 2: A fine Monza study, featuring Fangio, Ascari and Farina, fighting out the issue in the memorable 1953 Italian Grand Prix, when the Maserati-Ferrari struggle during the last season of Formula 2 racing reached its dramatic peak.





## PIT AND PADDOCK

**CANCELLED**—The Luxembourg G.P., due to be run on 27th May, for Formula 1 cars; reason given: fear of poor F1 entries so early in the season.

\* \* \*

**GERMAN** cars likely to be seen at Le Mans are the new 300SL "Super" Mercedes-Benz, twin-o.h.c. Porsche "Mexico," 2-litre Borgward and BMW-Veritas.

\* \* \*

**STIRLING MCKEEN**, as has been rumoured some time, has finally decided to race a 2.5-litre Maserati in Grand Prix in 1954. Owing to Christmas Press arrangements, this news had to be held over.

\* \* \*

**COLONEL MICHAEL McEVY** tells us that the site of the proposed new circuit at Bulstrode Park, near Gerrards Cross, was recently inspected, and approved by members of the R.A.C. Competitions Committee.

\* \* \*

**LATEST** addition to the growing list of potential Formula 1 participants would seem to be the revived Cisitalia establishment at Turin. They are reported as having an unblown 2½-litre engine already constructed and ready for testing.

**THE EDITOR** and staff of AUTOSPORT wish every reader a most prosperous and happy New Year.

\* \* \*

**AUTOSPORT** wishes to thank its many well-wishers for their Christmas cards, which this year reached an incredible total.

\* \* \*

**TALKING** about Christmas cards, we feel certain that more ingenious, original and humorous greetings are sent out by motoring folk than anyone else.

\* \* \*

**RUMOURED** that Panhards will shortly be built in Great Britain—possibly by a big motor-cycle concern.

\* \* \*

**MAURICE GATSONIDES** hopes to drive a 2-litre Triumph in the Mille Miglia, and a Frazer-Nash at Le Mans.

\* \* \*

**LATEST** U.S.A.-built "dream car" is the Ghia-bodied De Soto, styled the Adventurer. It is powered by a 170 b.h.p., V8 "Firedrome" engine, has fluid flywheel transmission and power-operated brakes.

**G.P. DE GUY:** Wheelchairs, converted to G.P. machines, were used by convalescents taking part in a "race" in Guy's Hospital on Christmas Day. The ward was given a Silverstone atmosphere by the "Daily Express", and one of the cars which crashed was the B.M.R. (Basal Metallic Rate).

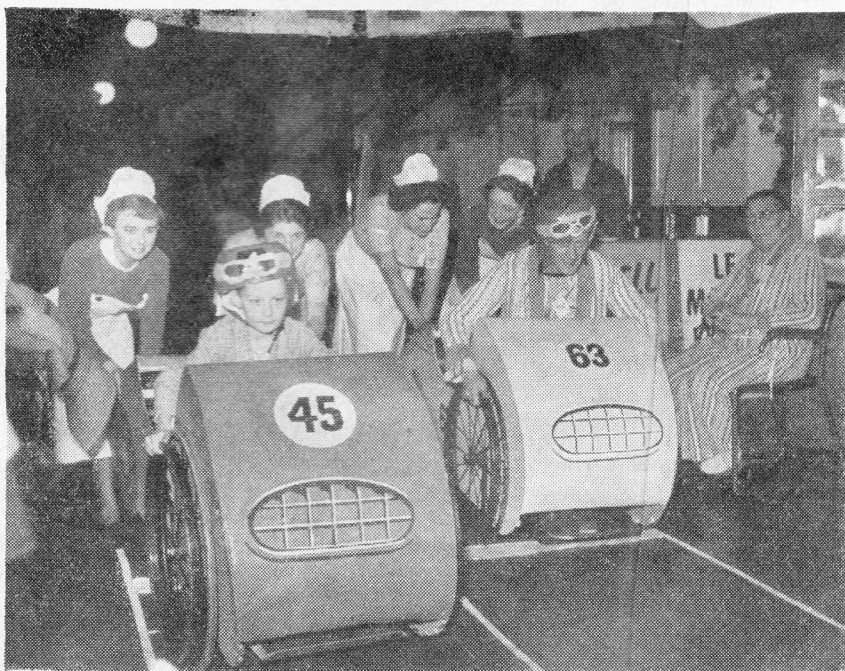
**CONTRARY** to rumour, the use of Nitromethane and other oxygen-producing fuels will not be banned at Indianapolis this year. This is announced by Wilbur Shaw.

\* \* \*

**ENZO FERRARI** has announced that Scuderia Ferrari will defend both World Drivers' and World's Touring championships in 1954.

\* \* \*

**THE 250F Grand Prix Maserati** for this season's racing has a new Colombo-designed de Dion axle and six-cylinder, 12-plug engine.







**BRITON IN GERMANY:** Capt. George Eyston with Karl Kling in the Mercedes-Benz museum at Stuttgart. The one-time world record holder with "Thunderbolt" was much intrigued by the Mercedes T80 projected record car, seen behind him in the picture.

## SPORTS-NEWS

### AMERICAN MOUNTAIN RALLY

**F**INAL results of the recent Great American Mountain Rally have now been issued by the Motor Sports Club of America, organizers of the event. Winners are confirmed: Stewart Blodgett and Egbert Ayes with an M.G. TD, who gain the Lugs Trophy, a free trip to Europe and a paid entry in the 1954 Alpine Rally. Placings herewith:—

1, S. Blodgett/E. Ayes (M.G.); 2, W. Dewees/E. Schellenberg (Jaguar); 3, R. Wehman/L. Braun (Jaguar); 4, L. Zilu/A. Rosen (M.G.); 5, E. Goldschmidt/W. Frick (Fordillac); 6, S. Johnston/J. Richmond-Crum (Sunbeam Alpine); 7, R. Sammis/E. Schmitt (Dodge); 8, K. Krag/W. Giltzow (Sunbeam-Talbot); 9, J. Scannell/D. Hebb (Jaguar); 10, M. Collins/L. Steingler (Ford).

**Manufacturers' Trophies:** 1, Rootes Motors Inc., U.S.A. (Shebod Johnston/J. Richmond-Crum); Sheila van Dam/Ron Kessell; Ian Garrad/R. Carter). 2, Aun of England (U.S.A.). 3, Rootes Motors Inc., Canada.

#### Class Winners

**Up to 1,500 c.c. touring:** D. Swall/M. Swall (Volkswagen).

**1,500-3,000 c.c. Tiring:** K. Krag/W. Giltzow (Sunbeam-Talbot).

**Over 3,000 c.c. Tiring:** J. Ghent/K. Denston (Jaguar Mk. VII).

**Up to 1,500 c.c. sports:** L. Zilu/A. Rosen (M.G. TD).

**1,500-3,000 c.c. Sports:** S. Johnston/J. Richmond-Crum (Sunbeam Alpine).

**Over 3,000 c.c. Sports:** J. Scannell/D. Hebb (Jaguar XK 120).

**René Dreyfus Distaff Award:** D. Kriplen/J. Holland (M.G. TD).

### CALIFORNIA HILL-CLIMB

**B**ARON HUSCHKE VON HANSTEIN, of the Porsche company, was a competitor in the Willow Springs hill-climb, held on 13th December on a 1.1-mile course a few miles west of Palmdale, California. He drove Jack McAfee's Porsche Special to clock second B.T.D. in 1 min. 1.62 secs.

Fastest of the day was an Oldsmobile-engined J2X Allard in which Marine Corps Major Skip Swartley climbed the hill in 1 min. 0.3 sec. Immediately after completing its run, the Allard caught fire, but this was speedily extinguished. Jaguar, Morgan, Creley, Singer, M.G., Jupiter, Volkswagen, Lincoln and Porsche scored class wins.

**GERMAN IN U.S.A.:** Von Hanstein holding a slide in Jack McAfee's Porsche Special during the Willow Springs hill-climb in California, where he scored 2nd B.T.D.

### FERRARI FOR INDIANAPOLIS

**A** 4½-LITRE 12-cylinder Ferrari, specially prepared by the Modena works, has been entered by Howard Keck for next May's Indianapolis 500 Miles Race. This car is to embody features intended for the special works car which was entered, but non-started, in the 1953 race.

It is reported that Juan Fangio has expressed a keen desire to race at Indianapolis, and a proposal to install a special Lancia engine in a Kurtis-Kraft chassis is being considered.

### THE 4TH BRITISH RALLY

**A**DVANCE details issued by the R.A.C. of the 1954 British International Rally, which takes place from 9th to 14th March, indicate some changes in this popular event. Starting points will be Blackpool and Hastings, from which cars will follow a "twin route" system, running concurrently until the re-start from Blackpool on 12th March, when they converge on a common route to the finish control at Blackpool.

Special tests will be staged at Silverstone, Prescott, Oulton Park and Goodwood, whilst the route will encompass Wales, the Peak District, the

Lake District and Scotland, where an additional test may be held at the Charterhall circuit. The event concludes with final tests at Blackpool, after which comes the Rally Ball on Saturday evening and the official prize distribution on the following day.

As one of the 1954 European Touring Championship qualifying events, the British Rally is open to two categories of vehicles, as defined by F.I.A. regulations. These are:

**Category 1:** Normal series production touring cars, sub-divided into five capacity classes—1, up to 1,000 c.c.; 2, 1,001-1,300 c.c.; 3, 1,301-1,600 c.c.; 4, 1,601-2,600 c.c.; and 5, over 2,600 c.c.

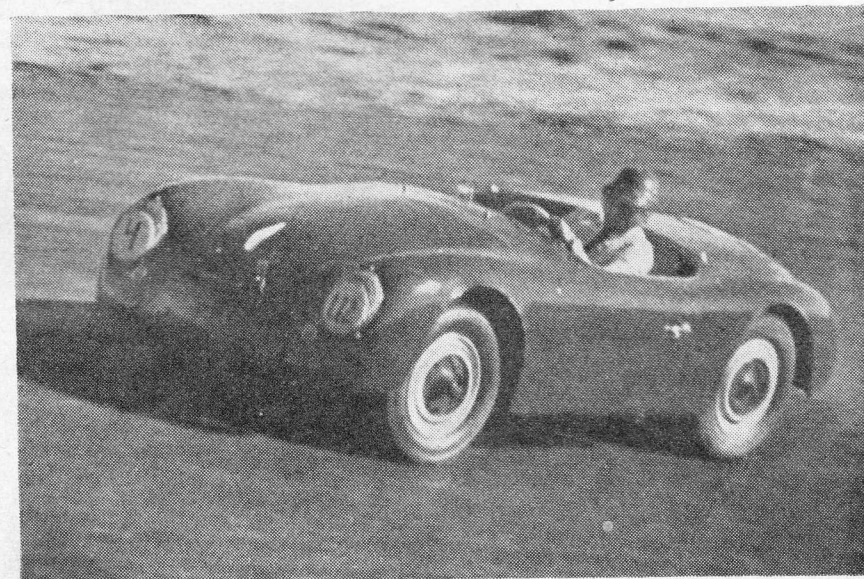
**Category 2:** Normal series production sports cars, sub-divided in the following classes—6, up to 1,600 c.c.; 7, 1,601-2,600 c.c.; 8, over 2,600 c.c.

Supplementary regulations and complete entry forms for the Rally will shortly be issued by the R.A.C. Entry closing date will be Monday, 15th February.

### FLORIDA WINTER SPORT

**P**RIOR to the International 12 Hours Race at Sebring in March, two other motor race meetings are due to take place in sunny Florida. From the 15th to 21st of February constitutes Daytona's "Week of Speed", when stock, modified stock and sports cars congregate for a series of speed trials along the famous sand beach, following up with two week-end races over a four-mile circuit, part beach, part roadway. The first of these, for modified American cars, may realize a field of over 100 starters; the second, for strictly stock cars, will be over a distance of 150 miles.

For the annual meeting at McDill Airfield, near Tampa, 7th February has been provisionally reserved; there are possibilities of A.A.A. sanction for this meeting, in which case foreign entries will be permissible.





# FERRARI RUNAWAY VICTORY

Farina and Scotti lead the Casablanca 12 Hours Race from Start to Finish

SHARING the wheel of a 4½-litre Ferrari sports coupé, Giuseppe Farina and Piero Scotti gained a clearcut victory in the 12 Hours race at Casablanca, North Africa, on Sunday, 20th December. The triumph of the Maranello marque was reinforced by Ascari's and Villoresi's first place in the 2-litre class, and second in general classification. Two DB3 Aston Martins, driven by Sparken/Salvadori and Graham and Peter Whitehead, finished fourth and fifth in general order and third and fourth in the over 2-litre class, behind the winning Ferrari and the 4½-litre Talbot of Levegh and Etancelin.

THE A.C. Marocain, organizers of the Douze Heures de Casablanca, had secured a fine entry for their December race, run over the sinuous 3.26-mile Anfa circuit outside the Moroccan seaport. Most formidable contestants on paper were the nominally private, but

to share the wheel of another DB3 with Sparken. Two Jaguars, one Col. Simone's C-type, the other Radouch's XK 120, were also running. Jean Armengaud shared an 1,100 c.c. Osca with Elie Bayol; German representatives were Adolf Lang/Paul Hoffmann and Karch/Sturzebecher, both with 2-litre Veritas cars; whilst Filipe Nogueira, Lisbon Rally winner, drove his fast 1,500 c.c. Porsche with compatriot Martorel.

A dramatic practice incident eliminated one of the fastest of the Ferraris, when the Portuguese d'Oliveira lost control of his car at over 90 m.p.h., ran off the course and struck a palm tree head-on. The driver was projected some 25 yards beyond the accident, suffering serious injuries, while the 12-cylinder engine of his car went twice as far, so terrific was the impact.

Ascari was thus deprived of a wheel, but Pierre Picard sportingly offered his place with Villoresi in the 2-litre class to Ascari, so that the two Italians, master drivers both and old friends, found themselves together. It turned out that the car they drove was the first of a new 2-litre, four-cylinder model, called the "500 Mondial", fitted with de Dion rear end, and intended for small-scale production and sale to private owners.

Hot Moroccan spring sunshine beat

down on the scene at Anfa, as cars marshalled, Le Mans fashion, for the start. At 10 a.m. the flag dropped, and some 30 cars rushed off, to jockey for places in alarmingly close proximity during the opening lap of the short course. Farina and Levegh headed the throng, with Villoresi, Behra and Loyer in close pursuit; the two 4½-litre Italian and French, clung together for some distance, but soon Farina gave the 12-cylinder Ferrari full power, and began to outstrip the blue Talbot. The Behra (who owed his drive in the Gdini to the call of French Army Captain-resp in service in Indo-China) began to close on Levegh, soon to pass him while Villoresi took the Ferrari "Mondial" past both French cars in a fine flurry of sand and dust, to take the lead and run second in race order.

The XK 120 of Farina and Simone had a Jaguar of Roboly and had a fuel feed trouble after an hour and a half's running. Then Magri, in a Panhard, overtook while negotiating a corner too enthusiastically, with slight damage both to car and driver; the Piotti/Biondetti 3-litre Ferrari, going well, was another retirement, with transmission ailments.

Levegh's Talbot had now dropped back, but the Farina/Scotti Ferrari—the car driven by Maglioli in Mexico—was maintaining a terrific pace, breaking the old lap record time after time; Villoresi and Ascari were equal well entrenched in first place of the 2-litre class, followed by Loyer (Gordini) and Bayol's Osca, whilst the Chancel Brothers' Panhard led the 750s from the Renaus of Lacaze and Michel. The Whiteheads, and Sparken and Salvadori, with John Wyer in the pits, were playing a dim, waiting game with their Aston Martins, whilst the standard Jaguar lay well back behind the flying Ferraris.

Nogueira's Porsche broke its gearbox, the Dominici/Gaillard Lancia dropped a valve, and the Reault of d'Anselin/Chevallier broke a piston. Then Fayen, in Grignard's 4½-litre Talbot, ran out of



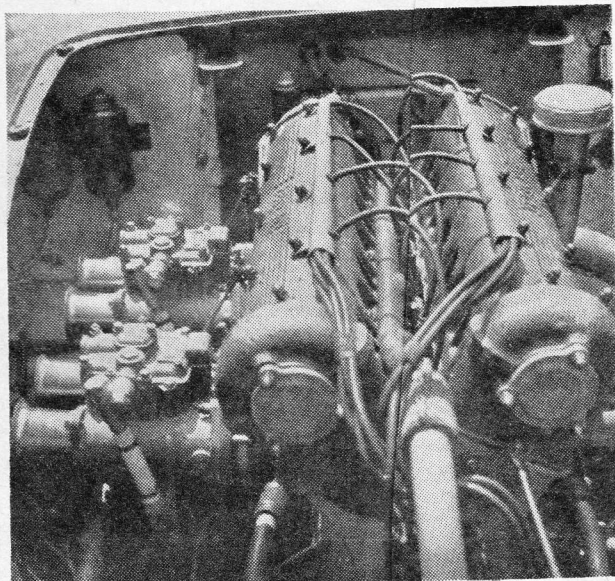
works-supported, Ferraris of 1953 type, two of which were 4½-litres, one a 3-litre, and one a 2-litre. Drivers were down to be d'Oliveira/Alberto Ascari, Piero Scotti/Giuseppe Farina, Luigi Piotti/Clemente Biondetti, and Pierre Picard/Luigi Villoresi; a tough octet indeed, backed by yet another Ferrari, the 2-litre of Carini and Martignoni.

"Home" defence—Morocco being a French protectorate—was in the hands of Pierre Levegh/Philippe Etancelin in one 4½-litre Le Mans-type Talbot, and Georges Grignard/Lino Payen in another; Jean Behra and André Guelfi, one of Morocco's most successful drivers, in a 2.3-litre Gordini, and Roger Loyer/Rinen in a 2-litre, plus Lucien Barthe with his fast Simca Special, Veyssières (Porsche) and others, and a host of Panhard and Renault 750s, amongst which the Chancel brothers, Le Mans Index of Performance winners with a Panhard this year, Guy Michel and Robert Lacaze were likely class winners.

Britain was represented by Graham and Peter Whitehead (DB3 Aston Martin), while Roy Salvadori flew out

**SPORTS "FOUR":**  
(Above) Ferrari's new "500 Mondial" made a successful debut at Casablanca when Ascari and Villoresi won the 2-litre class and finished second to the Farina/Scotti 4½-litre car in general order. Here is Ascari, racing the open prototype sports "four".

(Right) A view of the engine, showing typically neat Ferrari layout and Weber twin-choke carburettors. It produces 172 b.h.p. at 7,000 r.p.m. The Mondial is fitted with a de Dion rear axle, and weighs about 700 kg





fuel circuit, and dashed back on foot at some, dropping well back as a result. At quarter distance (3 hours) the 11 order was Farina/Scotti, Gueffrion two laps behind, and Ascari, Bresì, the latter combination an ever-present threat to the Gordini. Then, some 3½ hours, the old Gordini suffered a trouble manifested itself, and Beccia brought the car in. Repairs being completed at the cost of valuable minutes, the car rejoined the race, only to suffer a fuel tank when a shock absorber socket broke, this finally putting it

Now that Tony Martin moved up to second and third positions in the unlimited class heading the Levegh/Etancelin 1, but four laps in arrears of the 2-lit class leaders Ascari and Villoresi. A fifth hour the Chancels' Dyna-Panha, as enjoying a three-lap lead over La Renault. Michel had already dropped back with a wayward fuel pump, and La suffered engine trouble. The Reac of Deschazeaux, to second. The heat and the pace were having their effects on others too. Here, Veyssieres' Porsche and the Verne, all making lengthy pit stops while Etancelin in the Talbot called for broken goggles.

Then the Wreckers' DB3 became involved in a car accident which perhaps cost the second place in the unlimited category, when Lang's Veritas and Bar fast special Simca became entangled ended up in the straw bales. Bartco-driver Dupeyron helped to extricate cars, taking over the Simca immedly and thereby earning prompt disqualification for a forbidden change of drivers other than at the pits.

At half-distance leaders Farina and Scotti had led 140 laps, eight more than the second-placed car, the Sparken/Salvadori on Martin. Third amongst the big six now was the Talbot, fourth the Itheads, fifth the Radouch/Stezenco, 120 and sixth Grignard's Talbot Of the 2-litre machines, Ascari/Vresi held a five-lap advantage over the Gordini, which was followed by Carini/Martignoni (Ferrari), Armengaud/Bayol (Osca), Dutaris (Viat) and Karch (Veritas). The two hancels in their Panhard were a lap ahead of Jean Deschazeaux (Dynaac) and Dufour (Renault) in the smst class. Lang's

Nothing could stop Farina and Scotti in the Ferrari, which went round and round with relentless speed and efficiency; Grignard's Talbot was the next casualty with big-end failure, but at the eighth hour trouble struck at one of the Ferraris—the Ascari/Villoresi 2-litre—which passed a lengthy sojourn at the pits with dynamo faults, letting the Loyer/Rinen Gordini to within seconds of the class lead before rejoining the race.

The Ferrari extended the margin to 40 secs. within the next hour or so, then had to make a further stop, which left the Gordini past, to the huge delight of the spectators. The Italians caught up again, however, and with two hours to go were three minutes ahead. Roger Loyer strained every nerve to close the gap, but overdid things at a corner and charged through the protective barrier, damaging the fore end of the Gordini too badly to continue. That left the 2-litre class, and second place in general classification, securely in the hands of Ascari and Villoresi with Ferrari's latest model.

Then Levegh's big blue Talbot made an exciting 11.1h hour dash, to prise the Sparken/Salvadori Aston Martin from second place amongst the big cars. As 10 p.m. drew near, great crowds gathered around the finishing area, to send up a rousing cheer as the winning Ferrari coupé crossed the line, its engine sounding as hearty as when the race began, 12 hours before. Next home was the Ferrari 2-litre "four", but the loudest acclaim of all from the partisan crowd went up as the Levegh/Etancelin Talbot drew in, the ever-popular veteran "Phi-Phi" and little Pierre Levegh practically vanishing beneath a mob of admirers.

Fourth and fifth in general order, third and fourth in their class, went to the two British Aston Martins after running fast and reliably throughout the race, whilst behind them, and fifth amongst the large cars, was the XK 120 Jaguar of Radouch and Stetzenco.

Armengaud's pretty little 1,100 c.c. Osca couru  was a brilliant second to the Ferrari Mondial in the 2-litre class, handsomely beating the Carini/Martignoni Ferrari and D staritz' 2-litre 8V Fiat. First of the "babies", having covered a greater distance than several far larger cars, came the Chancels' Panther; winners already at Le Mans on

Index of Performance, in the Rheims 12 Hours and in the Caen G.P., Casablanca concluded a brilliant season for the two brothers.

General opinion amongst competitors seemed to be that, although the organization of the race was impeccable, the course itself, with its numerous bends and kerbs, was somewhat short and tiring for a race lasting 12 hours.

### Provisional Results

**General Classification:** 1. Farina/Scotti (4½-litre Ferrari), 1,410.41 km. (876.4 miles), 73.03 m.p.h. 2. Vilkoresi/Ascarei (2-litre Ferrari), 1372.8 km. 3. Levegh/Etancelin (4½-litre Talbot), 1,354.7 km. 4. Sparken/Salvadori (2.9-litre Aston Martin), 1,335.69 km. 5. A.G./P.N. Whitehead (2.9-litre Aston Martin), 1,306.28 km. 6. Armengaud/Bayol (1,100 c.c. Osca), 1,283.15 km. 7. Carini/Martignoni (2-litre Ferrari), 1,259 km. 8. P./R. Chancel (Dynaplane), 1,227.9 km. 9. Dusteray/Dupont (2-litre Fiat), 1,138.6 km. 10. Dufour/Heyder Bruckner (750 c.c. Renault), 1,102.38 km.

Up to 750 c.c. Class: 1, P./R. Chancel (Dyna-Panhard). 1,227.9 km., 63.58 m.p.h. 2, Dufour/Heyder Bruckner (Renault). 3, De Castelbajac/St. Remy (Dyna-Allemano). 4, Da Silva/Pereira (D.B.-Panhard).

**751-2,000 c.c.:** 1, Villoresi/Ascari (Ferrari), 1,372.8 km., 71.09 m.p.h. 2, Armengaud/Bayol (Osca). 3, Carini/Martignoni (Ferrari). 4, Dusterlitz/Dupont (Fiat). 5, Veysieres/Cesterle (1.1-litre Porsche). 6, Karch/Sturzebecher (Veritas).

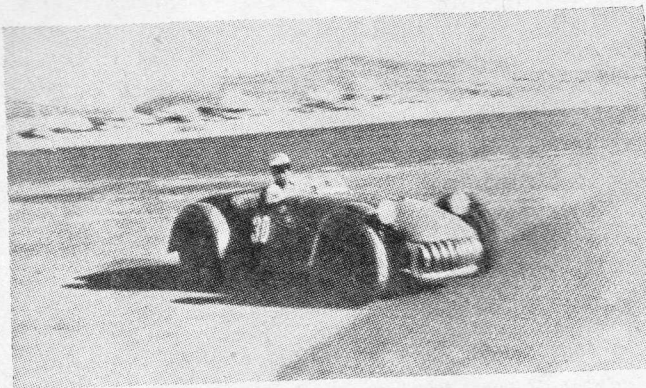
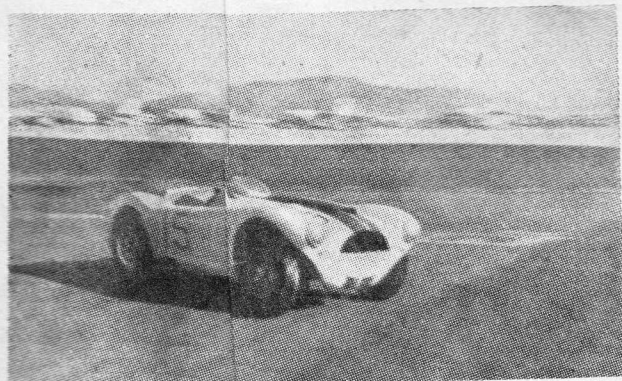
Over 2,000 c.c.; 1, Farina/Scotti (Ferrari), 1,410,415 km., 73.03 m.p.h. 2, Leagh/Etancelin (Talbot). 3, Sparken/Salvadori (Aston Martin). 4, A. G./P. N. Whitehead (Aston Martin). 5, Radouch/Stetzensco (Jaguar).

## THE LATE T. A. DUFFY

IT is with very real regret that we record the tragic, accidental death at the age of 37, of Thomas A. Duffy, for many years Secretary of the Irish Motor Racing Club.

Tony Duffy was one of the hardest working and most efficient "men behind the scenes" of Irish motor sport, and apart from the week-to-week administration of the I.M.R.C. and the organization of trials and smaller events, he will be best remembered by all in Ireland and many in Great Britain for his efforts and tireless energy each year in connection with the promotion of the Wakefield Trophy Race at the Curragh. The success of the race was due in no small measure to his eager activity, and Irish motor sport as a whole will be the poorer for the loss of his skill as an organizer.

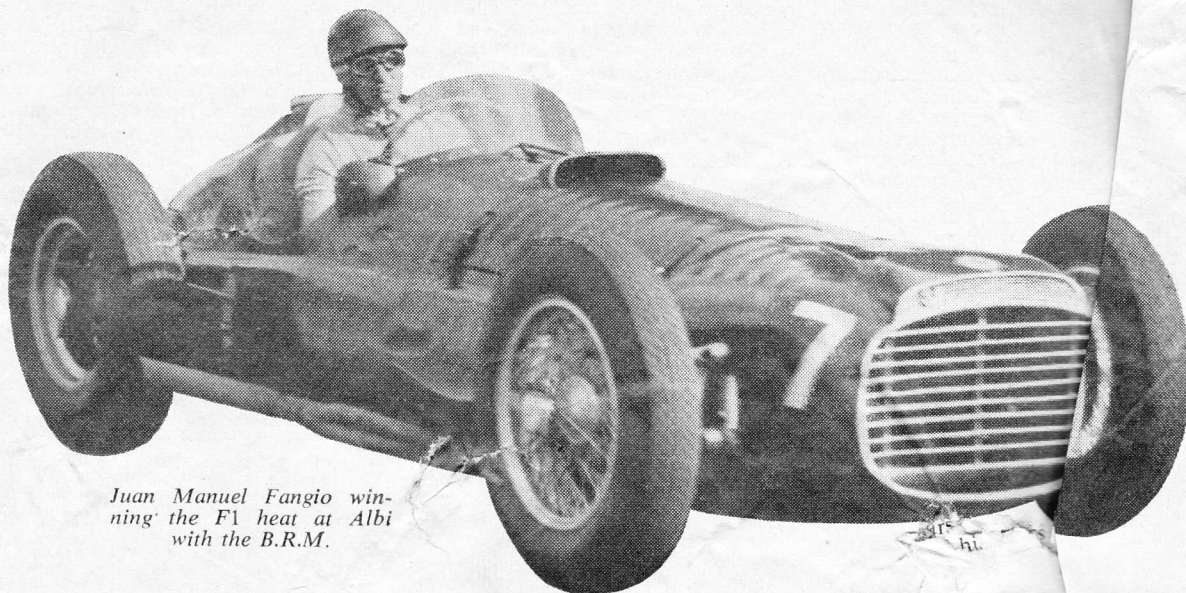
He leaves a widow and three young children.



**CUNNINGHAMWIN:** Final airfield meeting of the U.S. 1953 season was at March air base, California, in November. On the left is **Jon Fitch**, winner of the 175-mile Orange Empire Trophy, at speed in the C4R Cunningham; on the right is **Troy Kuttman**, 1952 Indianapolis victor, trying his hand at sports car racing with **Bill Stroppe's** highly successful KurtiKraft Mercury. It threw a rod when lying fourth. [Photos from "Sports Car".]

[Photos from "Sports Car".]





*Juan Manuel Fangio winning the F1 heat at Albi with the B.R.M.*

## SEASONAL SURVEY

## PART I

# FORMULA 1 RACING

**Only Albi and Rouen Stage Events for the Obsolescent 1½-lit(S) and 4½-litre (U/S) Machines — Victory for Ferrari in Both Races**

THE 1953 season did not hold out many hopes for Formula 1. With Formula 2 raised to the status of Grand Prix racing, which meant that all events counting towards the World's Championship would be for cars coming within this category, there were few, very few, organizers courageous enough to stage races which might attract, at the most, about half a dozen cars. It was known that Alfa Romeo had put dust-sheets over their Type 159s and declared them obsolete; Enzo Ferrari had disposed of practically all of the 4½-litre G.P. cars, with the possible exception of a couple of cars built for the 1952 Indianapolis race; the Lago-Talbots were not only comparatively slow, but many of them had been, or were in process of being, converted to sports-racing machines.

This left, as a field, the enigmatical B.R.M.s, Rosier's 4½-litre Ferrari, the Vandervell Thin Wall Special 4.5 Ferrari, and some completely outclassed 1½-litre Maseratis and Ferraris. Gordini, with an eye to the 1954 Formula, was building a 2.5-litre version of his F2 machines; Ferrari, too, had 2½-litre cars which had raced successfully at Buenos Aires, and he would doubtless take the opportunity to try them out in any European event for which they were eligible.

At the beginning of the season it looked as if there would be no F1 races on the Continent, and that Alfred Owen's B.R.M.s would have to confine their activities to British club events. A couple of the cars went to Goodwood for the

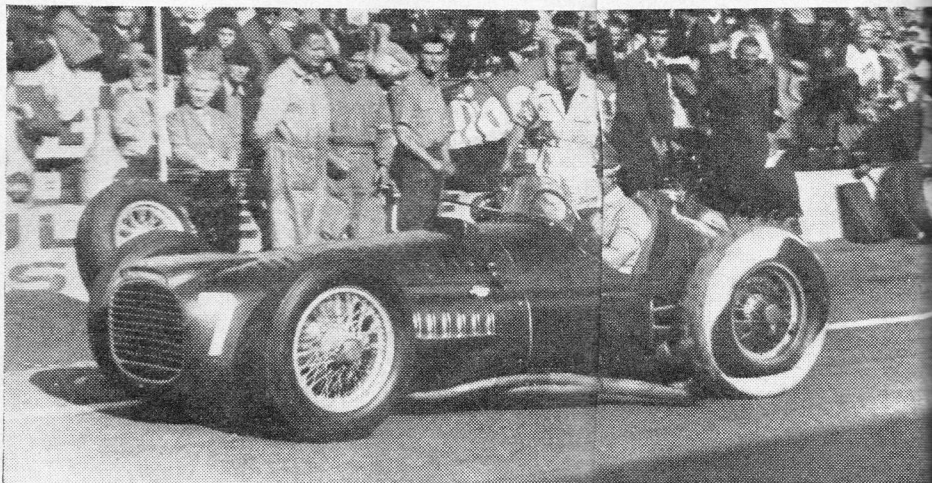
Easter Monday meeting, and in the nearest approach to a Formula 1 race—the 15-lap Glover Trophy—Ken Wharton won from Taruffi who was driving the Thin Wall. Wharton set up a new circuit lap record of 1 min. 33.8 secs. (92.21 m.p.h.), leading the race from start to finish.

In the meantime, the Owen organization had been in constant touch with the organizers of the Albi race, in which the cars had impressed Frenchmen in 1952. Naturally the Albi folk were keen to attract the B.R.M.s, particularly when it was announced that three cars might be entered, to be driven by Juan Manuel Fangio, Ken Wharton and José Froilan Gonzalez respectively; but the difficulty was to ensure opposition. Fortunately

Scuderia Ferrari decided against going to Indianapolis, as supercharged 3-litre cars had not lived up to expectations. This left Ascari and Farina available for the French race.

Alberto was in the use of the 1952 Indianapolis-type car, whilst Mr. Tony Vandervell, everwilling to join battle with Mr. Alfred Owen, nominated Farina to drive the Thin Wall. Alfa Romeo considered enough, but time was too short to prep any of the laid-up machines.

To make gain of a good day's racing, the A organizers hit on the novel idea of running the Grand Prix for both F1 and F2 cars in heats and a final. By the time the first day of practice came round a few more F1 entries



*Fangio, victim of a stripped tyre, retires at the pits in the Albi G.P. final, with a damaged wheel bearing.*



★

*The unforgettable opening laps of the Formula 1 heat at Albi, when Ascari (4½-litre Ferrari) vainly chased Fangio (B.R.M.), and finally retired with mechanical trouble. This was Formula 1 racing at its fastest—and best!*

★



had been secured, and on 31st May, in addition to the two big Ferraris and the three B.R.M.s, there were two Lago-Talbots (Duncan Hamilton and Giraud-Cabantous), Trintignant in a hurriedly converted F2 Gordini with sports-racing type 2.5-litre engine running on alcohol, Louis Rosier in his big 4½-litre Ferrari, and an old San Remo-cum-Maserati-Milan 1½-litre Maserati to be driven by one de Riu.

Much has been written about the fantastic Albi race. In the F1 heat, Fangio drove at such a tremendous pace that both Ascari and Farina retired with mechanical trouble. Ascari tried all he knew to get in front of that dark green machine, but his 4½-lit Ferrari was not equal to the task of maintaining the pace set by the Argentina master.

There was a hint, though, of troubles to come for B.R.M.s had happened in practice. Gonzalez flew into his pit with his nearside rear tyre in ribbons, letting Rosier move into third place behind Ken Wharton. Fangio continued to circulate at great speed—his third lap was covered in 2 mins. 2.3 secs. (115.48

m.p.h.)—exactly 13.7 secs. faster than Gonzalez's 1952 record—also with a B.R.M.!

Wharton was firmly in second place, and Rosier was having his work cut out to keep Trintignant's Gordini at bay. Duncan Hamilton went out with a broken gearbox. Fangio eased up slightly, but came home an easy winner, with Wharton in second place, and Rosier about 3½ secs. ahead of the little Gordini.

Grid positions for the combined F1 and F2 final were worked out on actual race average speeds. This put Fangio, Wharton and Rosier in the front row; behind were Trintignant and Bayol (2-litre Osca); third row was occupied by the late Tom Cole (Cooper-Bristol), Roberto Mieres (2-litre Gordini) and Peter Whitehead (Cooper-Alta); row four comprised Gonzalez and the late Baron de Tornaco (F2 Ferrari); bringing up the rear were Johnnie Claes (Connaught) and Cabantous (4.5 Talbot).

When Faroux dropped the flag, Rosier was already on the move and went into the first corner ahead of Fangio, Whar-

ton and Bayol. Down the back straight, Fangio streaked ahead, and Wharton menaced the blue Ferrari. Gonzalez, with several slower cars to pass, was swiftly coming up to the forefront of affairs. Bayol burned out his clutch after five laps, and next time round Gonzalez hurtled past Rosier to make B.R.M.s 1-2-3.

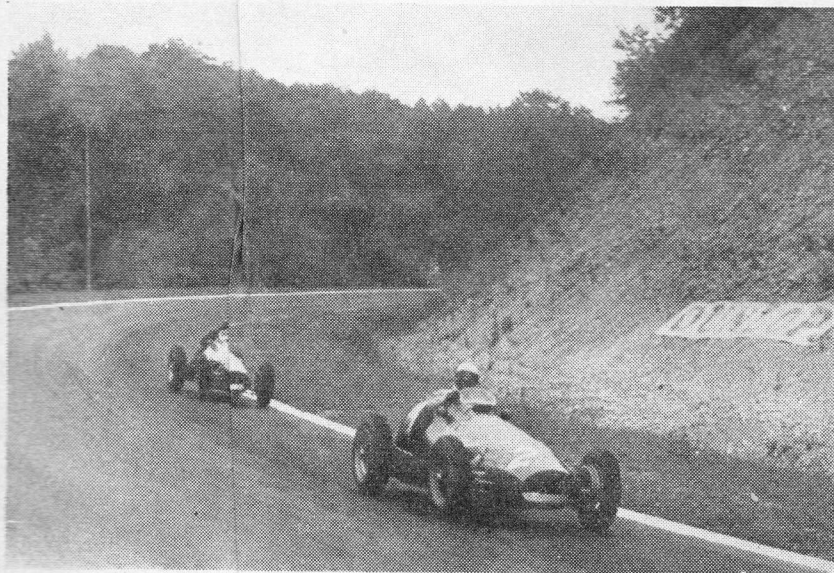
The sight and sound of the three dark green machines screaming round that fast circuit was something that few will ever forget. Alas, a cruel fate overtook the Bourne cars! On lap eight, Wharton stopped with his nearside rear tyre disintegrated, and a 47 secs. halt dropped him to fifth place. About the same time Fangio threw a tread on his nearside rear wheel, and charged the bank at Montplaisir; the shock of the impact damaged a wheel hub, and Juan Manuel drove slowly into his pit to retire.

On lap 12, race-leader Gonzalez drew into his pit, this time with his *offside* rear tyre chewed to ribbons. Fate hadn't quite done with the unlucky cars from Bourne; whistling down to St. Juéry Corner at high speed, Wharton crashed and the car was completely wrecked. Ken was catapulted out of the car into the ditch, and clearly recalls seeing it reducing itself to what was more or less a heap of scrap metal. How the Smethwick man escaped practically uninjured, was a near-miracle!

This debacle left the plodding Rosier with an undisputed lead; Gonzalez tore round after him, but it was a hopeless task to win back almost a minute, with only six laps left to go, and the B.R.M. driver had to be content with second place.

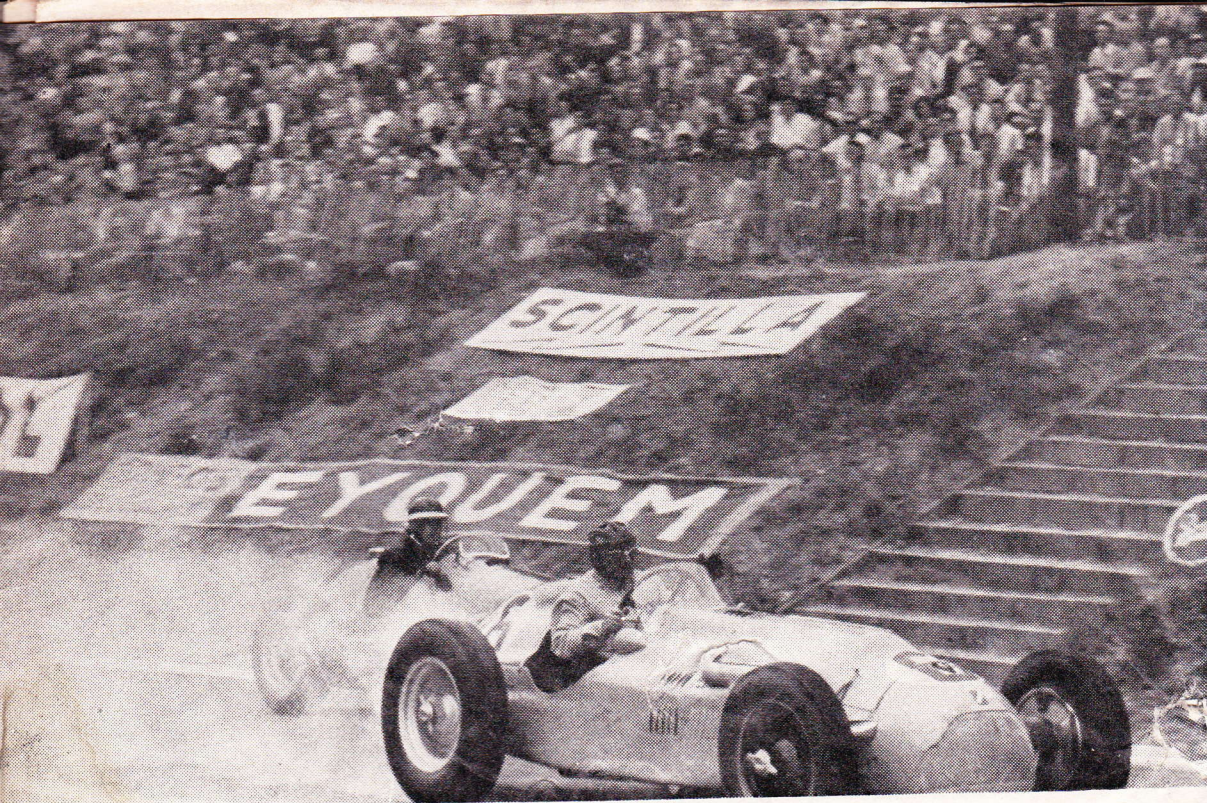
Whatever one may think about Albi, there is no question but that the speed of the B.R.M.s was an eye-opener to all who were lucky enough to be there—and those three, blistering opening laps in the F1 heat will be recalled for many years to come.

For 28th June was billed a Formula 2



*The 2½-litre Ferraris swept on to an undisputed 1-2 at Rouen. Here Farina is seen followed by Mike Hawthorn, who set up a new circuit lap record.*





★  
*"Phi-Phi" Etancelin, that grand veteran of countless races, drove a superb race at Rouen with his 4½-litre Lago-Talbot, to take third place behind the Ferraris. Here he is being overtaken by Hawthorn.*  
 ★

race at Rouen on the fine Essarts Circuit. Suddenly the organizers announced that the race would follow the Albi pattern, i.e., two heats and a final for F1 and F2 machinery. However, they neglected to inform B.R.M., and it was left to AUTOSPORT to let the Bourne folk know that their cars would be eligible for yet another Continental event. By the time B.R.M. got in touch with the Rouen people, it was much too late to prepare a car, or cars, and the date had to be scrubbed from the Bourne calendar.

Quite candidly, the organizers had very little idea as to what entries they were getting. Ferrari had promised two cars, but had not specified the type; John Heath was said to be entering an enlarged-engine H.W.M.; Gordini said he would send one, or two, or three machines; several of the old Lago-Talbots were to be resurrected, including that of "Phi-Phi" Etancelin, who had officially retired from racing in 1952. Rosier signed to run his big Ferrari or his F2 car, whilst there were sundry entries from owners of Cooper, Connaught and Osca F2 cars; Stirling Moss was due to drive his Cooper-Alta.

During practising, it was announced that the race would be staged over 60 laps of the circuit, admitting both F1 and F2 cars. The two Ferraris turned out to be 2½-litre "Buenos Aires" machines, driven by Mike Hawthorn and Giuseppe Farina; only serious challenger to the

Modena machines was the "Albi" 2½-litre Gordini driven by Maurice Trintignant, which was only a second or so slower than the red cars. The big Talbots were slow and cumbersome as compared with the new "2½s", whilst Rosier's Ferrari was clearly outpaced.

The race itself was a complete and utter cake-walk for the Ferraris, Hawthorn, under team orders, tailing Farina round for lap after lap. The Gordini was never in the picture, Trintignant losing ground at the rate of about two seconds a lap, and finally packing up after 31 laps with back-axle bothers.

Towards the end of the race, there was a modicum of excitement. Rosier, who had been trundling round in third place, miles behind the 2½-litre Ferraris, began to have gearbox trouble and was caught by Etancelin (Talbot), Schell (2-litre Gordini) and Levegh (Talbot) in that order. "Phi-Phi" was driving with all his old dash and skill, hurtling the Talbot round the bends to the great delight of his own local admirers. However, Harry Schell's Gordini was patently more rapid than the "4½", and gradually began to close up.

Etancelin's pit gave him the "all out" signal, and Schell's did likewise. The big Talbot started lapping even faster; Harry Schell gave the little Gordini the stick, overdid things at the hairpin, revolved, and thereafter found himself with only five cylinders. Meanwhile

Hawthorn had received the "naughty boy" sign from his pit for getting too close to the tail of Farina's car, and eased off, leaving his team-mate to sail home at 84.96 m.p.h. Mike had the satisfaction, however, of setting a new Essarts record of 2mins. 12.8 secs. (85.85 m.p.h.).

The biggest ches were for Etancelin; the Frenchman had driven with such determination into third place that he immediately decided to withdraw his "resignation" from racing, and look around for a fast car for 1954. Schell did remarkably well to bring his F2 Gordini into fourth place, in front of three 4½-litre cars!

Save for the Helsinki meeting in Finland, won by Rodney Nuckey's Cooper-Bristol, and a short race at Skarpnack, Stocliolm, neither truly representative of the class, that was the sum total of Fmula 1 racing in 1953. But both Alb and Rouen supplied answers to manquestions. For example, the tremendous power of the B.R.M.s suggested problems that would beset tyre manufacturers ere the formula to be continued; Ron proved that Lampredi had already reduced for Scuderia Ferrari a veryst car to comply with the 1954 Formula 1. On the other hand, whilst Albi was a memorable event in every way, Ren was as commonplace a race to receive the title Grand Prix, as was staged during the entire season. G.

## 1953 FORMULA 1 RACE RESULTS

Date	Race	Circuit, Number of Laps and Distance	First	Second	Third	Winning Speed	Fastest Lap
10th May	Finnish G.P.	Djurgard Park, Helsinki 25 laps	R. Nuckey (2-litre Cooper-Bristol)	R. Laurent (2-litre Ferrari)	—	—	—
31st May	Albi G.P., France	Circuit des Planques Two 10-lap Heats (F1 and F2 cars) 18 lap Final 99.4 miles	L. Rosier (4½-litre Ferrari)	J. F. Gonzalez (1½-litre B.R.M. S)	M. Trintignant (2½-litre Gordini)	105.51 m.p.h.	Fangio (B.R.M.) 115.56 m.p.h.
28th June	Rouen G.P., France	Rouen-les-Essarts 60 laps; 190.14 miles	G. Farina (2½-litre Ferrari)	J. M. Hawthorn (2½-litre Ferrari)	P. Etancelin (4½-litre Talbot)	84.39 m.p.h.	Hawthorn 85.85 m.p.h.
13th September	Stockholm G.P. Sweden	Skarpnack 15 laps 15½ miles	E. Lundgren (3.9-litre Ford Spl.)	L. Mattila (1,100 c.c. Cooper)	E. Hagstrom (3.9-litre Ford)	60.18 m.p.h.	—



## WARMING UP FOR "THE MONTE"

### Rally Information Service—Continental Starters

STARTING day for the Monte Carlo Rally, 8th January, is little more than a fortnight ahead, and British and Continental teams are busily preparing for the annual classic. Stirling Moss, again driving a Sunbeam-Talbot in company with Desmond Scannell, has selected Athens as his starting point this year, together with Harry Sutcliffe, who is to drive a Morris Minor. Of the other 14 starters from this point, eight are Greeks, one Jugo-Slav and five French, including 1952 third place man, Dr. Angelvin, with a Simca Aronde.

Monegasque Louis Chiron is starting from his home town, Monte Carlo, with a Lancia; Moroccan Rally winner Van der Kaart (Porsche), Tommy Wisdom (Daimler), Houel/Quinlin (Alfa Romeo), Herzet (Lancia), and Wynn (Ford) are among the 11 starters from Monte Carlo. From Palermo, Italy, go 20 competitors, 17 of them Italian, including Ovidio Capelli (Fiat) and Christillin (Lancia Aurelia), two French, and the Swiss driver, Hubert Partley, with a Porsche.

The Oslo starters are all Swedish, Danish or Norwegian, one, a French entered Citroën; from Stockholm, Sweden, 48 cars will start amongst them a Simca Aronde driven by the European Lady Champions of 1953 Mrs. Molander and Mrs. Lundberg; the Danish Allard exponent, Robert Nellen, drives a Ford Zephyr, and the German, Proos Hoogendijk, a Sunbeam-Talbot.

The bulk of British competitors start from Glasgow, but six are selected Lisbon, and eight Munich, including Leslie Johnson and Sheila van Damme (Sunbeam-Talbots) and C. Hartwell, Godfrey Imhof and G. Murray-Frame of the Humber team. Walr Schluter, co-Rally Champion of 1953 (with Helmut Polensky, drives a D.K.W. with German Formula 3 exponent, G. Aens, from Munich.

### EUROPEAN TOURING CHAMPIONSHIP

#### Eligible British Models

THE following 1953/54 cars have been recommended to the C.S.I. as complying with the requirements for series production cars in 1954 International rallies. All cars named are, therefore, eligible for the Grand European Touring Championship which is confined to completely unmodified machines:—

**Alvis:** 3-litre. **Armstrong Siddley:** 3½-litre Sapphire. **Austin:** A30; A40; A70 and A125. **Bentley:** 4-litre sports saloon. **Daimler:** 2.4-litre Conquest. **Ford:** Popular; Anglia; Pretec; Consul; Zephyr; Zodiac. **Hillman:** Minx Mk. VII; Californian. **Humber:** Hawk Mk. V; Super Snipe Mk. IV. **Jaguar:** Mk. VII. **Jowett:** Javelin. **Morris:** Series YA and YB saloons. **Morris Minor:** Series II; Oxford; Six. **Riley:** 1-litre; 2½-litre.

**PORSCHE POWER:** An interesting photograph of the special Le Mans-type 1½-litre Porsche flat-four air-cooled engine, as used in José Errarte's class-winning car in the recent Pan-American race.

**Rover:** 60; 75 and 90. **Singer:** SM.1,500. **Standard:** Eight; Vanguard. **Sunbeam-Talbot:** 90 Mk. IIA. **Triumph:** Mayflower; Renown. **Vauxhall:** Wyvern; Velox. **Wolseley:** 4/44; 6/80.

### FLASHER EQUIPMENT

THE set of "flasher" equipment, marketed by Aero Spares Ltd., of High Holborn, is priced complete at 49s. 6d., and not 45s. 6d. as given in our issue of 24th December. The price includes four lamps, two "flasher" units, switch and wiring diagram.

## OUR CHRISTMAS QUIZ

SOLUTIONS to the Quiz, published in last week's issue of AUTOSPORT, are the following:—

- (a) Peter and Graham Whitehead.  
(b) P. and R. Chancel.  
(c) Luigi and the late Emilio Villorosi.  
(d) Oscar and Juan Galvez.
- Benz, 1886.
- Hermann Lang (Mercedes-Benz) in the 1937 Avus G.P., won at 162.62 m.p.h.
- Eifelrennen, 25th, 1952, at Nürburgring: Stirling Moss (H.W.M.), Duncan Hamilton (H.W.M.), Ken Wharton (Frazer-Nash).
- After winning the Italian G.P. in 1951 with the 4½-litre Ferrari, Ascari went to Modena and won at 72.2 m.p.h. with the F2 car. However, he fell victim to tyre troubles which afflicted the entire Ferrari team at Barcelona. The race went to Fangio with an Alfa Romeo.
- The first post-Hitler war motor race in Europe was held in the Bois de Boulogne, Paris, on 9th September, 1945. In a meeting comprising three races, the first was the Coupe Robert Benoist, for

up to 1,500 c.c. cars. It was won by Amedée Gordini in an 1,100 c.c. Simca.

7. (a) Ford Zephyr, (b) Humber, (c) Triumph, (d) Dodge, (e) Bentley, (f) Hillman, (g) Wanderer, (h) Bristol, (i) Pegaso, (j) Paramount, (k) Singer.

8. (a) Peter Whitehead, (b) Stirling Moss, (c) Johnny Morgan, (d) Don Parker, (e) Boris Said, (f) Duncan Hamilton, (g) Paul Emery.

**Anagrams:** 1, Cooper-Bristol; 2, Gordini; 3, Maserati; 4, Lago Talbot; 5, Mercedes-Benz; 6, Porsche Super; 7, Allard Palm Beach; 8, Armstrong Siddeley Sapphire; 9, Austin-Healey; 10, Aston Martin; 11, Alfa Romeo; 12, Connaught; 13, Studebaker; 14, Triumph Sports; 15, Oldsmobile; 16, Borgward.

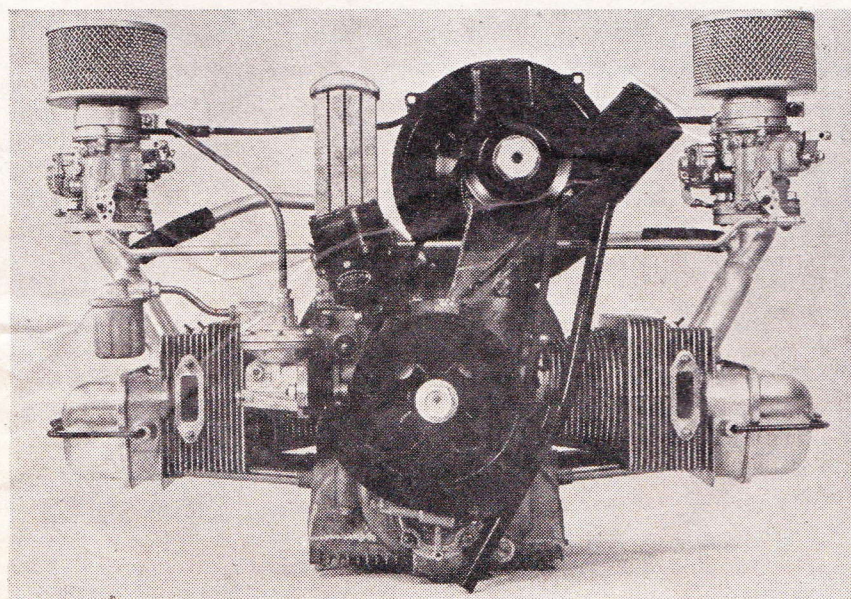
**Picture Query:** The Ferrari (are you sure?) is racing at Santa Barbara, California, U.S.A. Clues are: the venue is obviously an airfield; the cars are left-hand drive; the second car, a Jaguar, has white sidewall tyres. BUT, as 13-year-old Brian McDuffie of East Molesey points out, the "Ferrari" isn't. It is a 2-litre Siata. . . .

### CHEAPER CROSS-CHANNEL RATES

TOWNSEND BROS. FERRIES LTD. open 1954 with an announcement of 20 per cent. fares reductions for small cars on their Dover-Calais boat service. The cost for ferrying a car of 7 ft. wheelbase will now be £4, including all port dues.

This means that the charge for taking a car from Britain to France is now less than half that from Britain to Northern Ireland—a significant reason, perhaps, for the paucity of mainland entries in Dundrod races.

Cuts of from 10 to 37 per cent. in cross-Channel fares are also announced by Silver City Airways Ltd., with effect from 15th April. Cost for flying a small car, such as a Morris Minor, from Lympne to Calais will be £6 1s. 6d. instead of £7 10s. as at present. Ten per cent. cuts in all five Silver City cross-Channel air ferries will apply on Tuesdays, Wednesdays and Thursdays.





*PLEASURE AHEAD: For John Bolster, here seen with Cyril Kieft at the Kieft works, and about to try out the 140 b.h.p. central-seated Kieft-Bristol sports car.*

passenger's seat to one's left, an auxiliary fuel tank to one's right. These are carried outside the main frame, on outriggers. The idea is most unconventional, but, on reflection, entirely practical, and I felt right at home from the start.

With a wheelbase of 7 ft. 6 ins. and a track of 4 ft. 2 ins., this is a compact car. Driving away from the works in Wolverhampton, I negotiated the heavy traffic easily. The very positive grip of the clutch, and the metallic exhaust note, were there to remind me that this was a

## A VISIT TO THE KIEFT WORKS

Intriguing New Projects at Wolverhampton include Coventry Climax-engined Formula 1 Car and a Sports "500"—Turner "Four" Engine Developments

AMONG normal, medium-sized saloon cars, a vehicle that boasts a power-to-weight ratio of 50 b.h.p. per ton may be regarded as quite a lively performer. What, then, would it feel like to handle a 140 b.h.p. sports car which, ready for the road, weighed only 12 cwt.? I had that delectable experience a few days ago, when I drove a Bristol-engined 2-litre Kieft. Let me tell you all about it.

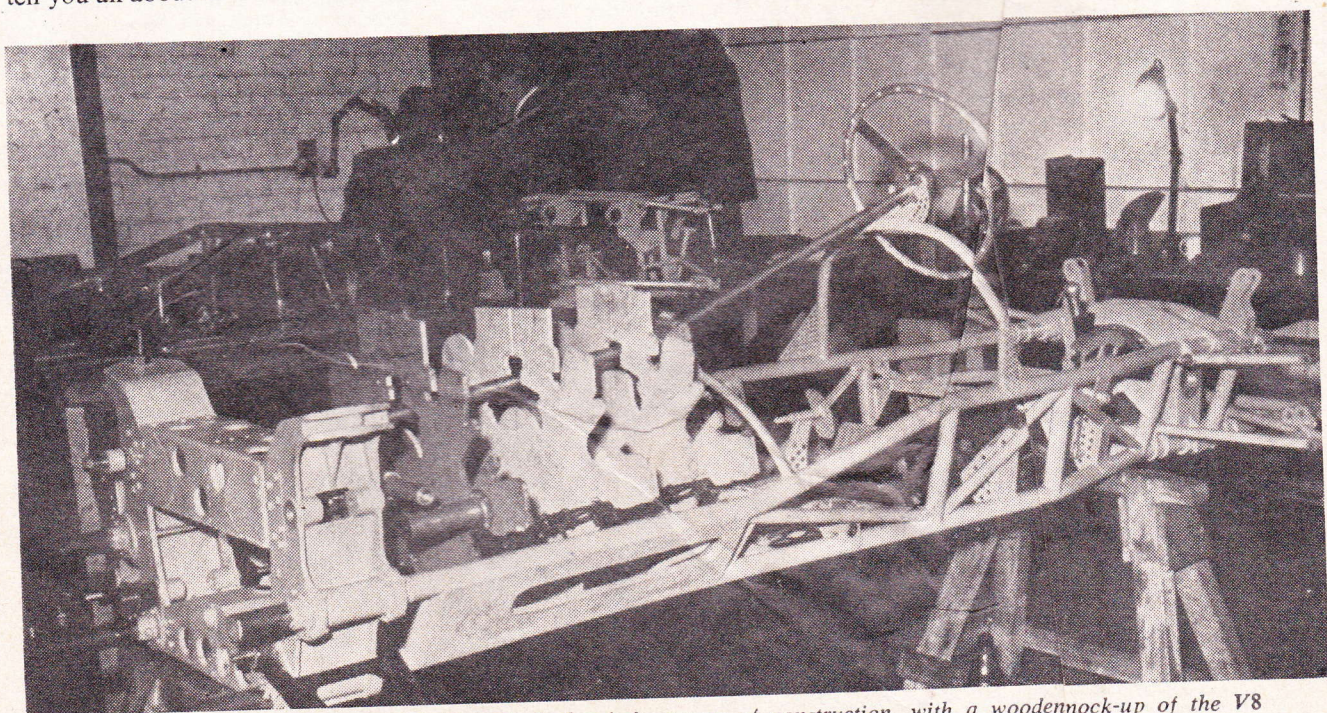
By

JOHN BOLSTER

The sports Kieft is unusual in having a central driving position. One sits in what is, in effect, a single-seater racing car with a tubular chassis. The wide, streamlined body envelops the wheels, and there is a

competition machine. The gearbox clattered a little on the overrun, denoting ring clearances, but here was a docile shopping car with no vices. One away from built-up areas, the Kieft came into its own, and I exceeded 100 m.p.h. over and over again.

Naturally, the acceleration on the gears was very fine indeed, but the surge of power on top speed, from quite moderate rates, was perhaps

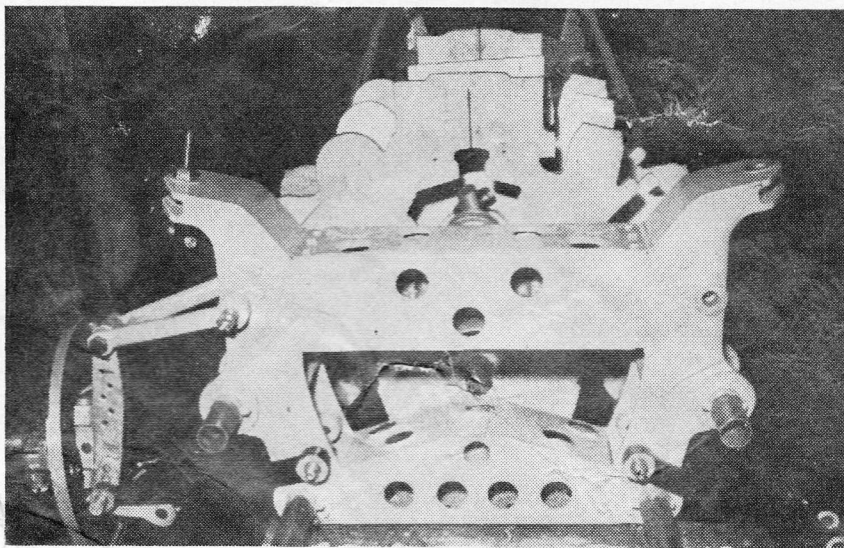


F1 IN EMBRYO: The new Kieft Formula 1 chassis in course of construction, with a wooden mock-up of the V8 Coventry Climax engine which will ultimately be fitted.

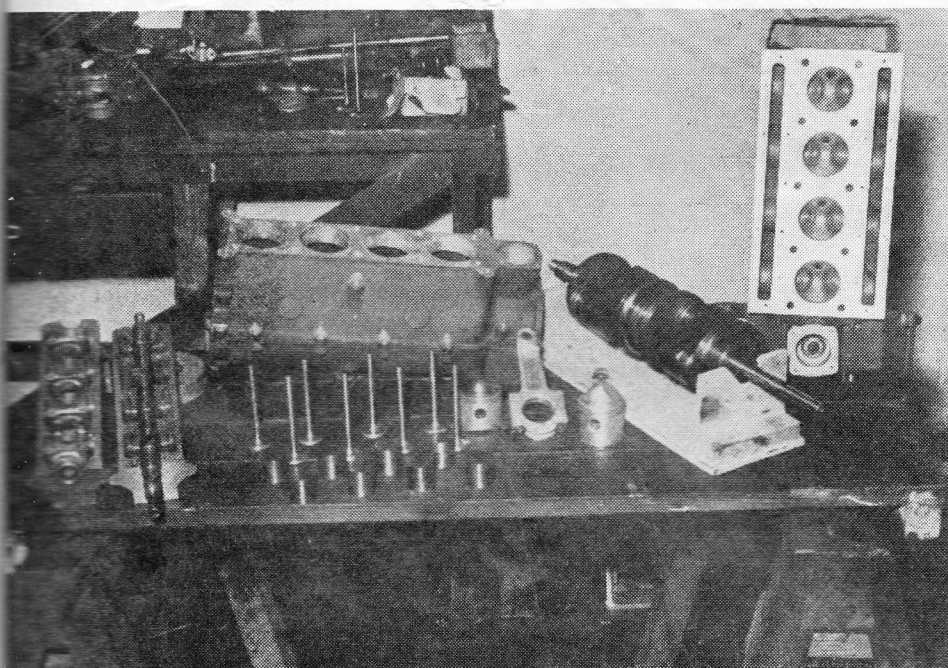


even more impressive. The independent rear suspension which, like that in front, is by unequal length wishbones, keeps the wheels firmly on the road. As is usual with such systems, the absence of undesirable driving torque effects renders the car notably free from wheelspin. Similarly, the powerful brakes cause no unsteadiness.

That elusive understeering characteristic really has been attained on this car, and sudden rear-end break-away—the curse of so many modern sports cars—is entirely absent. At first, the steering has a light and somewhat dead feeling on the curves, but once this is forgotten, one is able to enjoy the exceptional high cornering power which this



**MASSIVE LOOKING:** Forward end of the Formula 1 Kieft; front suspension will be by helical springs and unequal length wishbones. Dunlop disc brakes will be fitted.



**"500 FOUR":** (Above) Components of the Turner 4-cylinder twin o.h.c. engine, to be used in the projected Kieft 500 c.c. sports car.

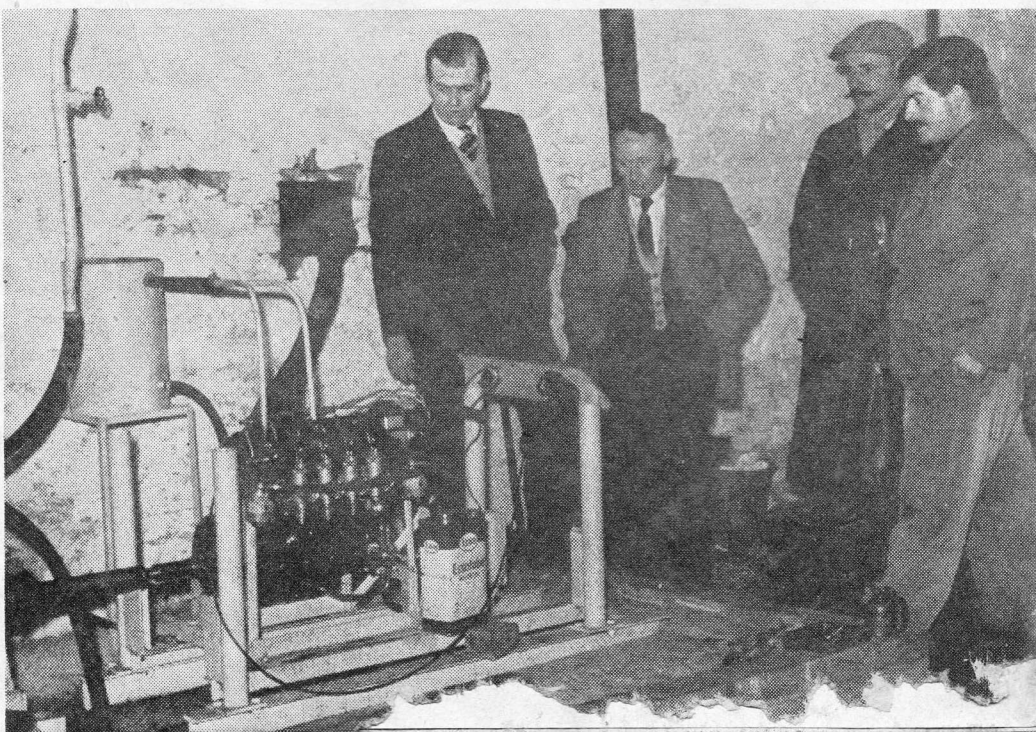
**ON TEST:** (Right) The Turner engine undergoing a bench test, watched by (l. to r.) Cyril Kieft, Don Parker, John Bolster and John Turner.

chassis provides. The fairly elevated and central seating position is ideal for control and visibility, while the falling nose, with raised headlamp fairings on either side, gives one something to "aim". I have, of course, previously driven racing cars with the gear lever between my legs, and I was therefore quite at home with the Kieft, though I prefer the more normal location.

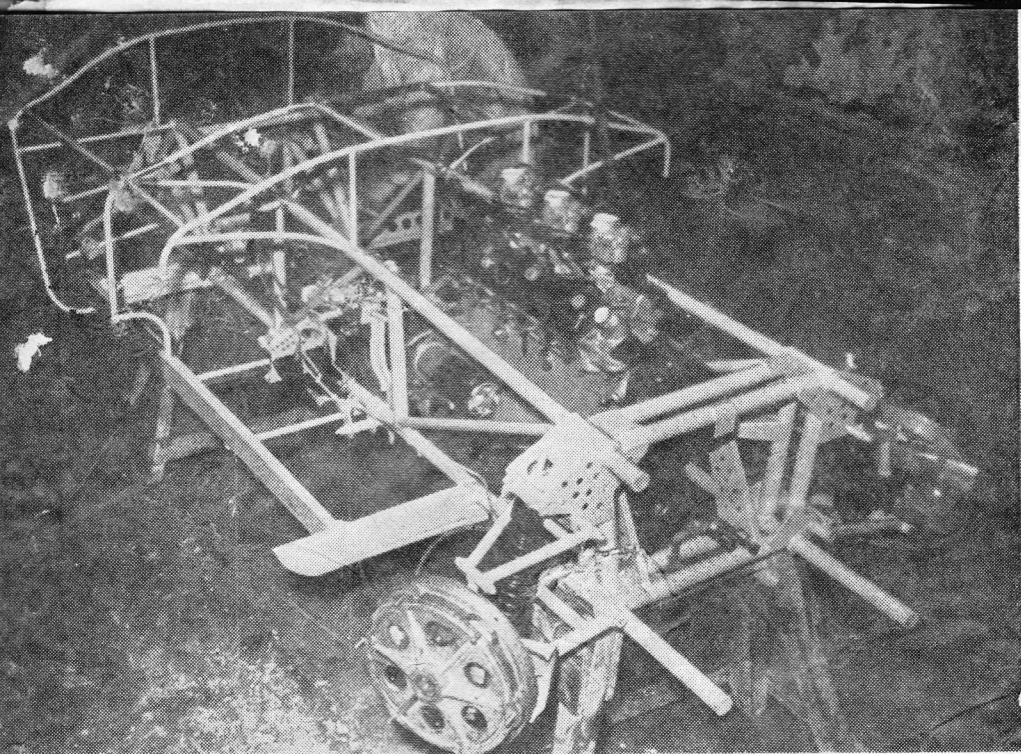
So effortless was the car that it was with the utmost difficulty that

I judged my speed, three-figure velocities requiring no extra steering activity from the driver. Actually, the machine was due to be packed up next day for the States, where it is to be driven at Sebring and other events by the American driver, Paul Ceresole. Consequently, I handled it with considerable care, though I did allow myself to achieve 5,250 r.p.m., which is equivalent to 108 m.p.h. Incidentally, Carpenter, another American driver, is also taking delivery of a Kieft for Sebring.

The astonishing thing about the Kieft works is the number of projects that are on hand in what is,







let's face it, quite a small establishment. For instance, there was Don Parker, the half-litre "champ", taking delivery of an even lighter 500 c.c. chassis. Right alongside that was a full Formula 1 bolide, though as yet its Coventry Climax engine is only a wooden mock-up. That doesn't worry Cyril Kieft in the least, for he has another engine, of high performance and comparable weight, that can be used for testing as soon as the car is ready for the road.

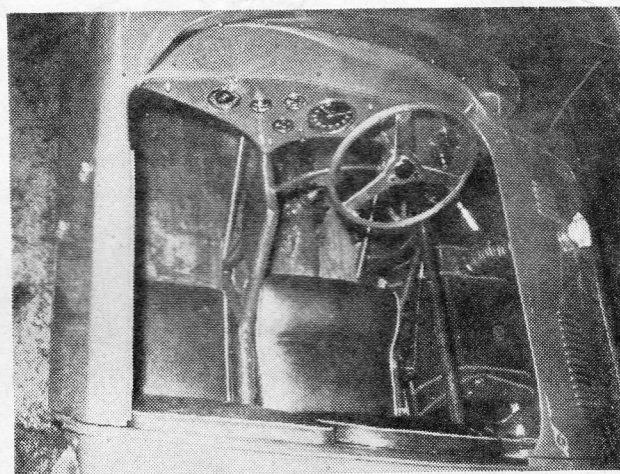
#### 2½-litre G.P. Model

The Formula 1 Kieft has a tubular chassis of somewhat complex shape. The frame is narrow behind, but spreads out to accommodate the V8 engine, which, with its four cam-shaft covers and outward-facing exhaust ports, is notoriously a chassis-designer's nightmare. A short shaft connects the integral reduction gear

**CENTRAL - SEATER:** (Above) A 2-litre Bristol-engined sports chassis under construction at the Kieft works in Wolverhampton.

★

(Right) View of the cockpit layout from above, showing passenger's seat to the left, and auxiliary fuel tank to the right.



of the Coventry Climax with an Armstrong Siddeley preselective gearbox, located just ahead of the driver's seat. A second shaft takes the power to the E.N.V. crown wheel and pinion, with Z.F. differen-

tial. Hardy-Spicer articulated shafts drive the rear hubs.

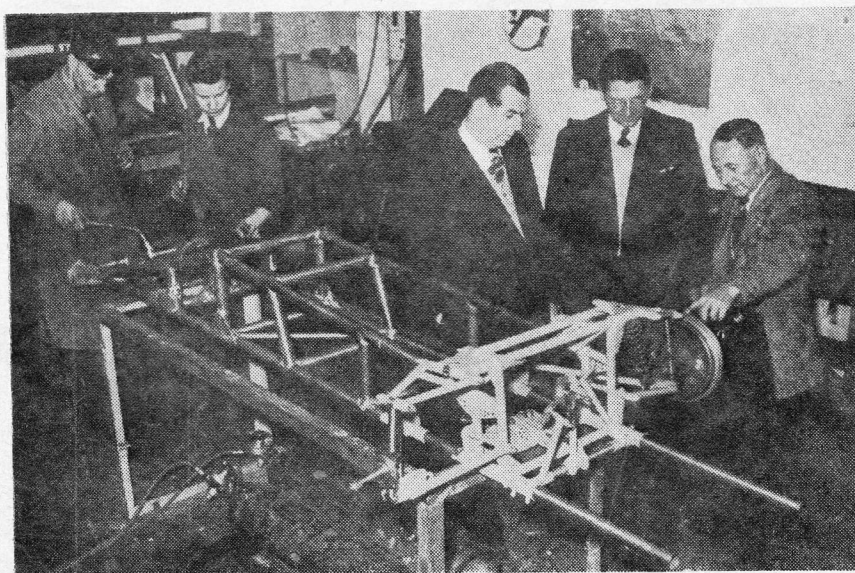
The hub design is very neat, a new Timken double-opposed taper roller race looking after all stresses. It is pre-loaded, and carries the wheel hub on its outer periphery, the drive shaft being fully floating. This ensures that no breakage can allow a wheel to come off, a type of failure that has been all too common lately. The wheels themselves are a new Dunlop product, of Magnesium-Zirconium, featuring knock-off hubs and pin-drive, like the Halibrand Indianapolis wheel. The tyres are 5.50-16 in front and 7.00-16 at the rear.

Also of Dunlop manufacture, the disc brakes save no less than 15 lb. per wheel over a comparable drum-

type installation. The suspension, like that of the sports car, is by unequal length wishbones fore and aft, with a transverse leaf spring behind and helical springs, embracing telescopic dampers, in front. A rack and pinion steering gear, of Kieft's own make, has a universally jointed column passing through the Vee of the engine.

#### A Sports "500" Projected

Such a short description cannot do justice to this interesting and exciting car, but, in addition to his M.G.-engined sports cars, Cyril Kieft has yet another project on hand! This is a 500 c.c. sports car, and 25 are being laid down at once to render the type eligible for production car events. The four prototypes that are being built are to be distributed thus: one to "the works", one for export and two to relatively im-



**LIGHTER STILL:** Cyril Kieft, Gordon Bedson and Don Parker examine the new Formula 3 car being built for the 1954 season.



pecunious drivers or racing organizations.

These little machines are to have all-enveloping bodies, with a proposed total weight of 8½ cwt. The four-cylinder engines will produce 35 b.h.p. on pump fuel, and each one will be run on the bench for 12 hours at speeds between 5,000 and 6,000 r.p.m. The general design will be on big-car lines, with four-speed transmission, electric starter, and all the usual equipment. Three "works" entries for Le Mans are being sent in.

Having become almost dizzy with the variety of information which Cyril Kieft and his chief designer, Gordon Beeson, provided, I was then whisked off to the nearby workshop of John Turner, to see his four-cylinder engine undergoing a bench test. This unit was in the 500 c.c. Kieft at Earls Court, and so it was most interesting to see it in action.

In brief, the four cylinders, with

a bore and stroke of 54 x 54 mm., have air-cooled barrels and a water-cooled light alloy head. This is an R.R. alloy, in which the valves can rest directly without inserts, their operation being via inverted pistons and twin overhead camshafts. The camshafts are driven by a vertical shaft and a train of gears from the front of the crankshaft.

The test engine had a built-up roller-bearing shaft, but the production version, for which many sets of parts are already in hand, will have light alloy connecting rods with split big ends, bearing directly on the nitralloy journals. The crankshaft runs on three main bearings in the aluminium crank case.

On the bench, there was less mechanical noise than one would expect, and the little motor ran smoothly at 8,000 r.p.m. The four Amal carburettors had yet to be set for maximum performance, but some 38 b.h.p. was being delivered

around 6,000 r.p.m., above which the mixture proved too weak. As this was only a preliminary run up, and the fuel was ordinary 80 octane, it can be said that this little unit is most promising. With very small cylinders, induction and exhaust arrangements are apt to be critical, and some experimenting may be called for before clean carburation is available right up the range. The eventual idea, in any case, is to employ fuel injection, on the lines of the well-known Turner Formula 2 car that we saw last season. The engine has been stressed for a 10,000 r.p.m. maximum.

My day in Wolverhampton was a memorable one, and I have no room here to write of all that I saw. Suffice it to say that it was from this town that Britain's Grand Prix winner, the Sunbeam, came many years ago. If energy and enthusiasm count for anything, well . . . who knows?

## ULSTER BOXING DAY TRIAL

Gordon McNally Wins Another "Dellow Dispute" in Ulster A.C. Trial

THERE was a familiar pattern about the results of the Ulster A.C.'s Boxing Day Trial, the opening event of the 1954 season, which indicates that the "Dellow brigade" intend to fight things out among themselves for yet another season. This impression was strengthened, on Boxing Day, by the appearance of their chief opponent of 1953, Wilbert Todd, in a plebeian Ford Anglia saloon, to the delight of the open car exponents and the consternation of the closed car boys.

The trial started near The Battery, Ballyclare, and covered two laps of a short course, with one observed hill and three tests on each circuit, after which the route lay to Glenoe, near Larne, where there was a final test—a timed climb.

Rain started just before the first competitor, Ernie Robb (Ford Popular), got under way, and fell remorselessly for the remainder of the trial. The surface of the observed hill was in a treacherous condition, but Robb climbed steadily and reached the top. Just behind him Jim Dowling (Ford Utility) halted in section 8, not from lack of power but to avoid pranging a huge boulder. Desmond Montgomery and Victor Stanfield (both Austin A30s) each stopped in section 10. Roger McBurney (Singer Bantam) made his usual neat ascent, as did Esdale Dowling (Hillman Minx).

Most of the open car drivers found little difficulty in getting to the top, particularly good climbs being those of Sammy Moore (Dellow), Des Titterington (Dellow) and Robin McKinney (Dellow).

The first test consisted of a forward-and-reverse round three pylons. Gordon McNally's Dellow tramped neatly round the manoeuvre in 36 secs., to beat Sammy Moore by one second. David Archibald

(Nufor) started well but ended in the ditch to collect the maximum penalty. Titterington essayed the test in 37.4 secs. and Jim Dowling in a creditable 38, to beat Robb by one second.

Test 2 was a two-way trip over two lines set at the mouth of a T-junction, and again McNally scored with a good run in 20.2 secs. Robin McKinney (Dellow) was next best in 21.4 secs. A neat test was accomplished by Ian Morrison (M.G. TD) in 24 secs. Among the closed car drivers Todd got through in 25 secs., Jim Dowling in 27 secs. and Robb in 29 secs.

The third test was a straightforward downhill plunge and stop between two lines. Some of the entry misjudged the stopping distance required and overshot the halt line, to incur a loss of 50 marks. The more cautious approach paid dividends and McNally completed the test in 11 secs. Paddy Hopkirk (Volkswagen) took 12 secs., Andy Hutchinson (Morris Minor) 12.4 secs., Billy Chambers (M.G. TC) 12.6 secs. and Desmond Montgomery 13.2 secs.

For the second lap the observed hill was in vile condition. Robb again climbed clean and this time Jim Dowling managed to avoid the baulking boulder to reach the summit. An especially good climb was that of Desmond Montgomery, but the other A30, driven by Stanfield, stopped in the first section. Roger McBurney again reached the top, but on this trip Esdale Dowling spoiled his previous good climb by halting in section 20.

McNally was again outstanding in the first driving test, reducing his previous time to 33.8 secs. Archibald relieved his previous misfortunes a little by accomplishing a run in 37 secs. Titterington improved his first lap attempt to

35.8 secs., while Jim Dowling repeated his earlier 38 secs.

Robin McKinney made a bold challenge to McNally by completing the second test (second attempt) in 20 secs., McNally being slower than previously in 21.2 secs. Most of the field improved their earlier times on the second lap, Todd, in particular, clocking a useful 22.4 secs.

McNally was again best in the third test, taking 12 secs. Desmond Montgomery was only one-fifth second outside this time and Billy Chambers took 12.8 secs. Andy Hutchinson clocked 13.2 secs. and Ernie Robb 14 secs.

The timed hill, final test of the trial, was great fun. Here the open car drivers had the best of matters and Robin McKinney's 14.8 secs. was B.T.D. David Archibald took second place with an exuberant run in 15.4 secs., while Sammy Moore and Gordon McNally tied with a time of 16 secs.

The rain apart, the U.A.C.'s 1954 season opened in a most enjoyable manner and, while first blood has been drawn by the products of Dagenham, the season is young enough to permit someone to do something about this state of affairs.

W. A. McMASTER.

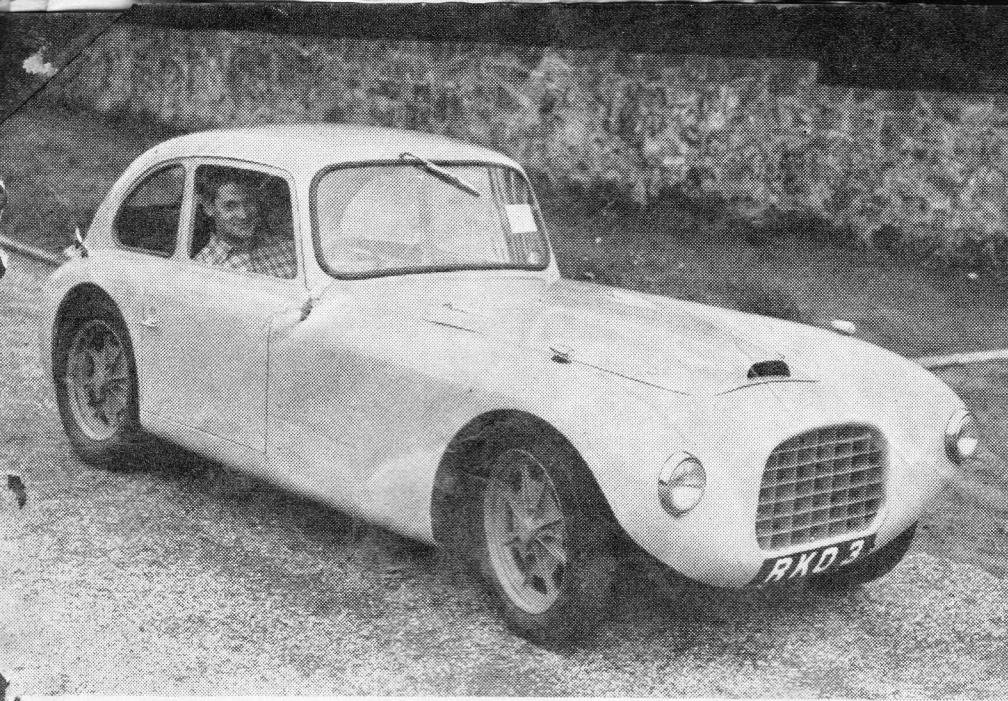
### Results

**Best Performance:** D. G. McNally (Dellow), 150.2 marks lost; 2. R. C. McKinney (Dellow), 159.6. **Best closed car:** C. E. Robb (Ford Popular), 183.4; **Runner-up:** W. T. Todd (Ford Anglia), 184. **Novice award:** J. T. Spence (Ford).

### ALVIS O.C. KENTISH RALLY

STARTING from Badgers Mount Café, Badgers Mount, near Halstead, Kent, at 1 p.m., the Alvis O.C.'s Kentish Rally will be held on Sunday, 31st January. Entry forms and full particulars are obtainable from K. R. Day, 31, Lawrence Avenue, New Malden, Surrey.





## HALF-LITRE HARDTOP

Cooper Chassis and Austin A30 Engine — An Interesting Vehicle Designed by Michael Cannon

ANYONE who has looked at a 500 c.c. racing car and said to himself not "How small it is" but "How long it is", must have been struck by the possibilities of the chassis as the basis for a two-seater road car, preferably with a four-cylinder engine fitted in front. It was not very long after Coopers appeared in full-scale production that experiments were made with Vauxhall, M.G. and other engines in a longer, heavier-gauge version of the same chassis, bodied in a neat, two-seater sports style.

Michael Cannon, a young Tasmanian who has made a considerable reputation for himself in the trials world since he came to this country to take up farming after the war, is an enthusiast who has made the experiment with great success; the result is a delectable little two-seater saloon which draws a crowd of admiring onlookers wherever it is parked. Nothing could be more calculated to stir the enthusiast's envy than the sight of this vest-pocket DB2, with its Ferrari front and attractive light grey finish.

For the "bones" of his car, Mike chose the long-chassis Cooper previously driven by Dick Richards and Peter Jopp. Into its modest dimensions (7 ft. 2 ins. wheelbase; track 3 ft. 9 ins. front, 3 ft. 7 ins. rear) he insinuated an Austin A30 engine, only one cross-member having to be cut for this purpose. The shortened prop. shaft of an o.h.v. Morris Minor was used, with an M.G. TA differential mounted on the chassis

at the rear. The Cooper rack-and-pinion steering was retained, with Layrub universal coupling and an extra length (actually, the prop. shaft of a Sunbeam motor-cycle!) to carry the wheel off-centre; the front and rear springs were set up by  $1\frac{1}{2}$  ins. An o.h.v. Minor radiator was mounted low in front, and an A30 petrol tank equally low at the rear. Tyre sizes are 400 x 15 ins. at the front, and 500 x 15 ins. rear.

### Off to the Body Builders

With all the components in what seemed to be the right places, Cannon welded up a tubular body framework and handed over the car to Messrs. Williams and Pritchard, of Hornsea, the people who attend to the *carrosserie* of Lotus machines. Whilst admitting that they had never tackled saloon bodywork before, they proceeded to complete the job most efficiently in 18 s.w.g. aluminium, with a full-length undertray of toughened alloy. The doors were cleverly contrived to give the greatest possible width inside the car, without going beyond the wheeltrack; sliding windows, made of Perspex, are fitted. The battery lives behind the passenger's seat, and there is room for a little luggage above the low-slung petrol tank. A Ford Zephyr rear window forms the windscreen, and Cannon admits that he decided on its rake rather too hurriedly. This abrupt screen angle is the only fault in an otherwise delightful body shape, the propor-

*TINY FIREARM: The Cannon A30, with designer-builder Michael Cannon at the wheel. Despite the small size of the car, there is ample room for two people to travel in comfort, whilst the Cooper chassis provides excellent road-holding. A forward-mounted, Austin A30 engine is used, with shaft drive to the rear axle.*

tions of which come very close to perfection.

What is it like inside this *kleine-wagen*? Climbing in, the writer was astonished to find ample leg-room, even for his 6 ft. 2 ins. dimensions. Forward vision was excellent, and the wooden-rimmed alloy steering wheel came nicely to hand. An all-too-brief road test revealed that a kerb weight of 9 cwt. had conferred a lively performance, although the A30 engine still retains its single carburetter and standard manifold. Acceleration (starting normally in second gear) was brisk, and steering very direct, but some whine was noticeable from the chassis-mounted final drive. With only 1,500 miles on the speedometer, Cannon has not yet fully unleashed his infant prodigy, but already it cruises at an easy 70 m.p.h., while at 50 m.p.h. a fuel consumption of 50 m.p.g. is the order of the day. When he eventually installs the high-compression pistons and twin carburetter manifold which are waiting in the workshop—look out, you drivers of high ground-clearance vehicles; that's Mr. Cannon, that was, shooting out from between your front wheels!

### THE M.C.C.'s 30th EXETER TRIAL

FROM starting points at Kenilworth, Virginia Water and Launceston, 135 sports and touring cars, five three-wheelers and over 150 motor-cycles set off tonight (1st January) and early tomorrow morning, on the Motor Cycling Club's annual Exeter Trial; the 30th running of this classic event. Prominent amongst entries are those Morgan stalwarts W. A. G. Goodall, E. P. (Tom) Huxham and C. J. McCann, A. C. Westwood, A. E. Cleghorn, E. D. Scobey and D. S. Price with Dellowes, the Tucker-Peakes, J. and H. W., with Scarlet Runner and Tucker-M.G. respectively, and that "old faithful" of the Exeter, W. J. Hayward's Bayliss-Thomas.

Following the motor-cycles, the first car from Kenilworth leaves the Queen and Castle Hotel, Castle Green, at 12.08 a.m., Saturday morning; from Virginia Water (Wheatsheaf Hotel) at 1.24 a.m., and from Launceston (Guildhall Car Park) at 2.39 a.m. The route takes in all the old Exeter favourites, such as Honiton, Pin Hill, Fingle Bridge, Simms, Stretes and Cocknowle. The Trial finishes at the Grand Hotel, Bournemouth, where the first competitors are expected to arrive at approximately 2.30 p.m.



# 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. and the B.R.M.A.

YOUR correspondent Mr. P. T. Bannister should not question the enthusiasm of anyone with whose views he happens to disagree. I have never "turned my back on the B.R.M.", as he can easily verify by reference to the correspondence columns in your issue of 1st May, 1953. My suggestion that B.R.M.A. funds might be made available to Connaughts (I did not use the word "should") was prompted by the belief that the latter concern was in greater and more urgent need of support, and on past showing was more likely to produce the desired result within a reasonable time. I am sorry to have upset your correspondent, but I still think that an Association for the furtherance of British motor racing generally, rather than one supporting any particular marque, would have a far wider appeal, and would not tend to wax and wane with the success or failure of any particular design, as has B.R.M.A. Mr. Bannister is perfectly entitled to his own views but I venture to think that the majority of subscribers to B.R.M.A. (of which I am one) would wish to help Connaughts if this could be done without hindrance to Mr. Alfred Owen's plans. I must say I am surprised by Mr. Bannister's assertion that Mr. Owen's decision to purchase the B.R.M. concern was in any way influenced by the existence of B.R.M.A., and if I thought that this was so I should at once withdraw my suggestion, as it would obviously be wrong to pursue it in such circumstances.

R. E. A. DAY.

LEITCHWORTH, HERTS.

## Verse and Verse

LET'S hope this will not be "Seasonal Survey" 1954:—

### ELIMINATION RACE

*Ten Grand Prix racing cars standing on the line,  
One stalled his engine and then there were nine.  
Nine Grand Prix racing cars dicing down the straight,  
One forgot there was a bend and then there were eight.  
Eight Grand Prix racing cars, no quarter given,  
One did a terrific shunt and then there were seven.  
Seven Grand Prix racing cars, some race, this Grand Prix,  
A very loud, expensive noise and then there were six.  
Six Grand Prix racing cars "humming" like a hive,  
One "hummed" a bit too high and then there were five.  
Five Grand Prix racing cars, gears fell on the floor,  
One slowed, the rest went on and then there were four.  
Four Grand Prix racing cars; who's leading? don't ask me,  
Look out, man. Damme, that was close, and that makes three.  
Three Grand Prix racing cars, a red, a green, a blue,  
The track goes left, a car goes right and that makes two.  
Two Grand Prix racing cars travelling like fun,  
One became a tricycle and then there was one.  
One Grand Prix racing car motoring quite fast,  
The flag goes down, he's crossed the line, a green car's*

*won at last.*

JOHN H. FURLONG.

HAMPSTEAD.

## Streamlining—Theory and Practice

I HAVE noticed the letter criticizing my "Streamlining" article; M. Dupuis is quite correct for a body in free air, but, as I pointed out, we were dealing with a body very close to the ground, when I maintain that conditions are vastly different.

My critic is also correct in his statements concerning relative efficiency of the two profiles, but I would like to remind him that I was dealing with lifting forces only.

Both points are very small since the practical advantages of my figure (10) profile make its use a certainty (for the

amateur, that is) whatever the aerodynamic considerations may be; and the fineness ratios in normal use mean that variations in curvature have little effect.

The greatest difficulty about this aerodynamics business is that we are forced to have so many bits and pieces sticking out here that much of the good work is spoiled, and this applies especially to the amateur who must always be compromising, so the aim should be to make sure that the basic principles are followed. Smoothing rivet heads and polishing the surface and the like are very little use, which also applies to minor theoretical points.

D. STOLLERY.

HALIFAX, YORKS.

It is not very often that I have cause to write to you with reference to AUTOSPORT, but I must congratulate you and the author on the exceedingly fine article "Streamlining—Theory and Practice", and look forward to seeing more of this type of article in future copies of AUTOSPORT.

Very many thanks for the fine standard during the last seven volumes.

V. S. ASH.

PORTSMOUTH, HANTS.

## The Touring Championship

I AM not surprised that Mrs. Mitchell wishes International Rallies to be a "Free for all". As she is obviously a professional driver it probably costs her nothing to prepare her car nor, I suppose, to buy it or enter the car in events. Should rallies come to this, I pity the poor amateur who cannot afford all this added expense.

If you want American entries, then you must make the cars more stock than they are at present. I would hardly call the Ford driven by Mrs. Mitchell a standard production car; the engine is specially fitted and tested by the works and so many gadgets fitted that it should be impossible to do anything wrong. The ordinary driver can pit his skill against the professional but not his car against a works car.

The only solution I can see for this is to have two classes, one for the professional and one for the amateur.

K. LUDKE, A/L.

WETHERSFIELD,  
NEAR BRAINTREE.

## Support for British Racing

I HAVE written to my M.P. as suggested by the AUTOSPORT Editorial of last week; have you? No? Well, do it now.

P. DENDY.

CHELMSFORD, ESSEX.

## J.A.P. Twin in Racing

MAY I, through AUTOSPORT, request the Competition Department of the R.A.C. to give a definite ruling about the twin J.A.P. controversy.

During the past few seasons, we have seen leading drivers, such as Les Leston, etc., have their Formula 2 entries rejected without being given a satisfactory explanation, other than the fact that the car has been regarded as unsuitable.

In addition, at hill-climbing events, there has been a growing tendency to make a special class for the "chain gang" competitors. My reason for wishing to bring this matter to a head is due to the fact that I have an "axe to grind."

As you will know, I am building a Formula 1 car for Grand Prix racing which is fitted with a 2½-litre V-8 "Godiva" engine, but I still consider that for hill-climbing, sprints and short circuit racing the V-twin J.A.P. engine rear mounted in the lightweight chassis will take a lot of beating and, consequently, for hill climbing this season our Formula 1 car will be fitted with a 750 supercharged "V" twin J.A.P. engine.

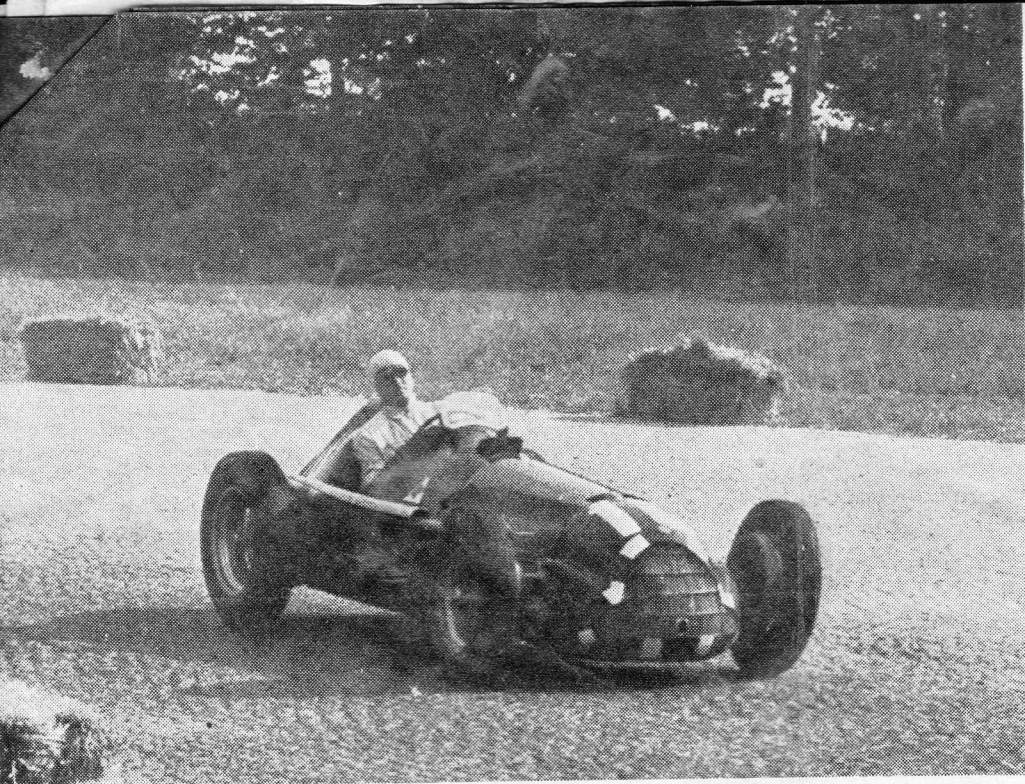
I consider this car to comply entirely with the formulae as laid down, but I would like this business to be settled before the commencement of the season by the R.A.C., in case some Club Secretaries or organizers are likely to maintain the past prejudices and refuse to accept the entry of this car in the Formula 1 category.

CYRIL KIEFT.

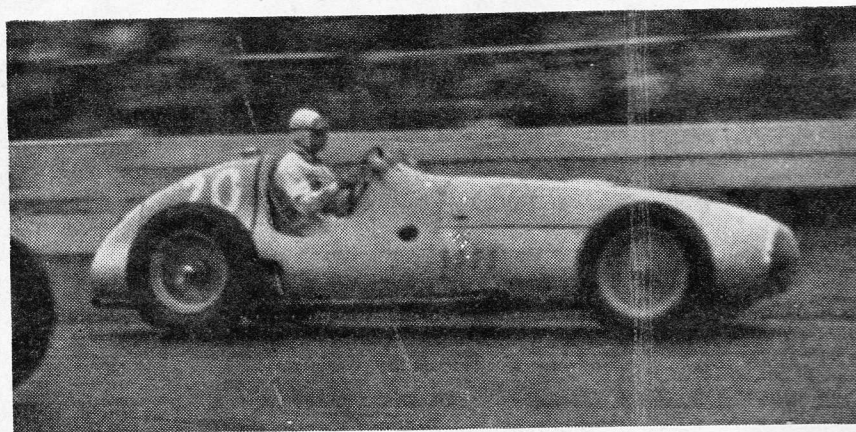
WOLVERHAMPTON.

750 SPECIAL owner and enthusiast T. D. Overfield, newly arrived in Birmingham, is keen to meet fellow enthusiasts in the district. His address is c/o 1 Sherbourne Drive, Acocks Green, Birmingham, 27.



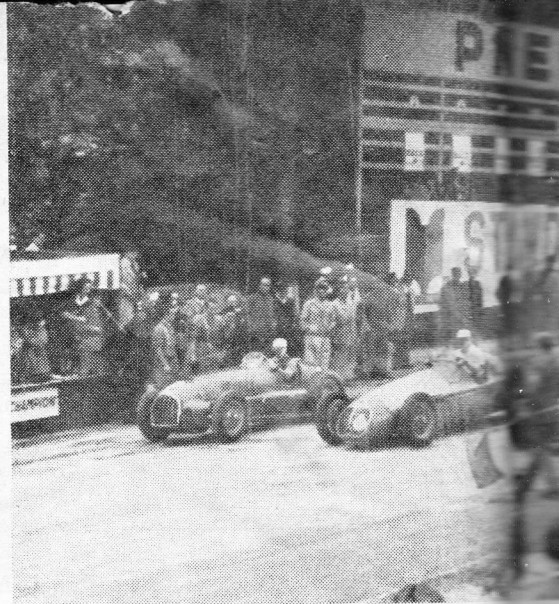
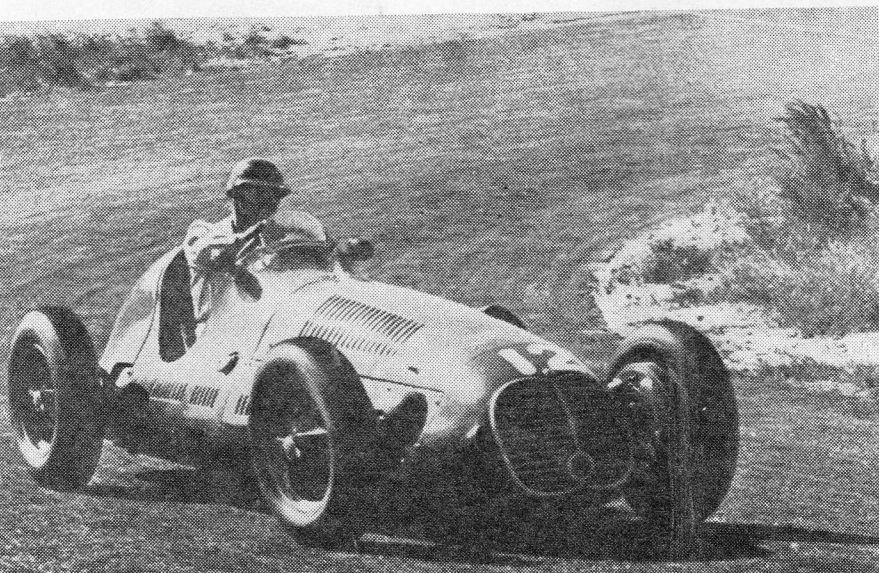


**MONOPOLIST:** The remarkable Type 158 and 159 Alfa Romeos dominated Formula 1 until mid-1951. Here is Farina winning the 1950 Italian G.P. at Monza.



**LONE EFFORT:** (Above) The 4½-litre unblown Osca, produced by the Maserati brothers and raced by Bira. A victory at Goodwood in 1951 was its sole success.

**SAN REMO:** (Below) Successful when no works Alfas or Ferraris were around, the 4CLT/48 Maserati was a fast but brittle machine raced by many "independents".



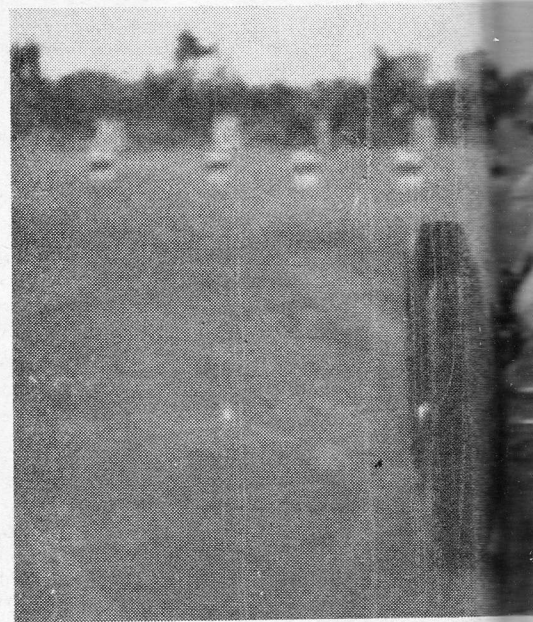
## FORMULA 1

### Ring Out the Old, K

**FROM** today, 1st January, 1954, a new

Formula 1, permitting cars with supercharger of up to 750 c.c., and without supercharger up to 2½-litres, comes into force. The first Formula 1 is dead at last, but memories of the dramatic races run to its ruling will live on. Beginning in 1948 as a monopoly for the wonderful Type 158 1½-litre blown Alfa Romeo, it developed into a thrilling Alfa-Ferrari struggle for supremacy which reached a climax in 1951.

We in this country who attended the British Grand Prix at Silverstone that year were fortunate in witnessing that historic defeat, but Alfa Romeo applied a last spur to cars of basically pre-war design and rounded on the Ferraris with a final triumph at Barcelona in October the same year, never to race again.



**FORCEFUL:** Froilan Gonzalez gaining the British G.P.



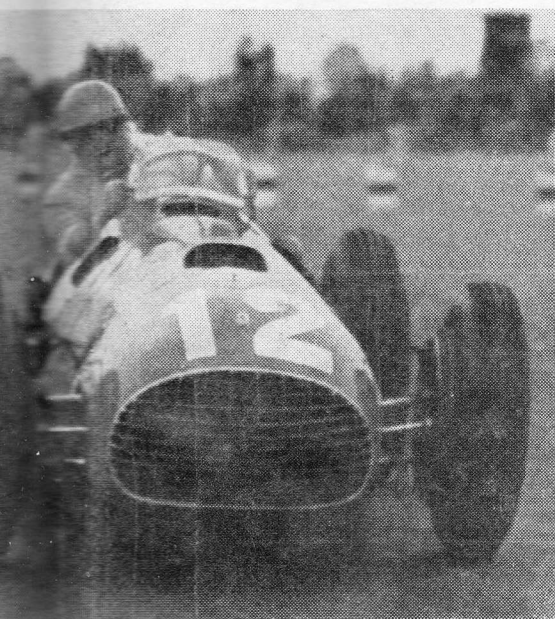


# ONE—

## Ring in the New . . .

Interlaced with this main drama was Britain's hapless B.R.M. project, the occasional Maserati or Talbot success, and the valiant efforts by Gordini and Osca, which ensured full and interesting variety in the premier class of racing. Formula 1 the First provided the very essence of Grand Prix thrills, with speeds of 190 m.p.h. attained by the fastest cars and the world's finest drivers.

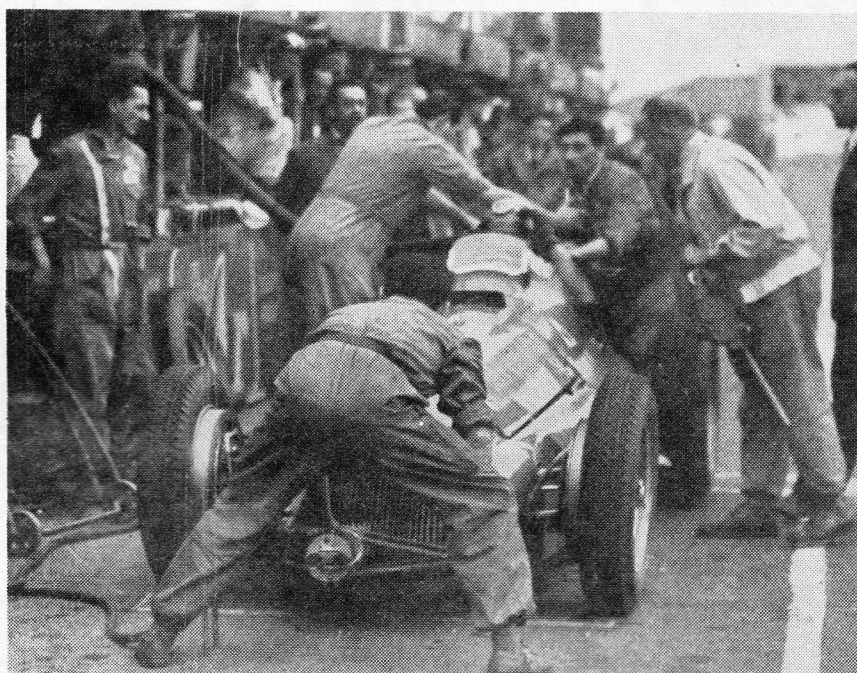
The Alfa withdrawal in 1951 sounded the death knell of Formula 1, but the ruling survived two further years, giving to B.R.M. a chance to achieve race-worthiness and to Ferrari a few more victories. Now it is all over, and Formula 1 the Second reigns in its place. May the new order prove equally exciting, less expensive, and end its span in a flourish instead of fiasco, when it will be a very good Formula, indeed.



the historic Ferrari victory over the Alfas in the 1951 G.P. of 1951.

**GRAND PRIX START:** (Above) Line-up for the Belgian G.P. of 1949, the year Alfa Romeo did not race. Front row occupants are Villorosi (Ferrari), Fangio (Maserati) and Etancelin (Talbot). Race winner was Rosier (Talbot).

**TYRES, TALBOT, FOR THE USE OF:** Pre-Swiss G.P. pit scene at Berne, featuring two 4½-litre Talbots and several spare wheels.



**BACK TO THE FRAY:** Fangio (Alfa Romeo) about to rejoin the struggle with Gonzalez's Ferrari after a rapid pit stop in the 1951 British G.P.

**BRITISH HOPE:** (Below) Reg Parnell's 16-cylinder B.R.M. in the pits at Silverstone during the same race, when he finished fifth despite terrific heat and fumes.







*ECURIE ECOSSE folk in this group at Rheims include David ("The Gaffer") Murray, "Wilkie" Wilkinson, Sir James Scott-Douglas and Ninian Sanderson.*

## SCOTCH CORNER

### "Aeneas" Looks Back on a Year of Scottish Motor Sport

**A**MID the flurry of dinner-dances, prize-givings and film shows to which your scribe is so kindly invited by Scottish club officials, there are now week-ends when we can get our feet on the mantel-shelf, catch up on our sleep and do a little looking back on a season so crowded that there has been but little chance of recapping or getting things back into their proper perspective.

It has been a good season for the Scottish clubman, but for the racing enthusiast and spectator it has had its disappointments. Perhaps the greatest of these disappointments have been the complete loss of the Scottish Sporting Car Club's circuit at Turnberry and the fact that the negotiations by the Aberdeen and District M.C. to replace their fine track at Crimond have been baulked so repeatedly.

Despite this—or perhaps because of it—the reputation of our "native" drivers has grown tremendously. In making up for their lack of opportunities at home, Scottish drivers have gone farther afield than ever, and their names have appeared repeatedly in the reports and awards lists from all parts, which have appeared in the pages of this journal.

This is particularly the case with that very fine *équipe*, the Ecurie Ecosse. Under the blue shield bearing the saltire of St. Andrew, which is the team's banner, David Murray's merry men have scored an enormous number of successes and as well as adding to their own prestige have enhanced that of the Jaguar marque so much that it is little wonder Bill Lyons has let the stable have the three famous Le Mans cars for their forthcoming programme.

Of the team drivers' appearances out-

side Scotland perhaps the best remembered are Ian Stewart's fine supporting performance in the Jaguar team's Le Mans victory, and Jimmy Stewart's grand drive in the British Grand Prix at Silverstone where, in the final stages of the race, he had the misfortune to run out of road at a time when he looked like being the first British driver in a British car to take the chequered flag in his Cooper-Bristol. Also remembered will be Sir James Scott-Douglas's fine drive into second place with Guy Gale in the Belgium 24 Hours Race, and the stalwart display laid on by the whole team in the 1,000 kilometre race at the Nürburgring where, with Roy Salvadori as co-driver, Ian Stewart was second in the overall classification, while Jimmy Stewart and John Lawrence, Ninian Sanderson and Sir James Scott-Douglas took second and fourth places in the over 2,000 c.c. class—and as a result they won the Team Award.

Another driver particularly worthy of mention in any review of Scottish sport is surely that lone wolf Ron Flockhart. In his beautifully prepared E.R.A. he has caught discerning eyes wherever he appeared and his successes on his own were rewarded towards the end of the season when, by invitation, he drove for the Connaught stable and had a "try-out" by David Drown in a DB3S Aston Martin. His easy style, his single-mindedness and complete concentration on the drive in hand have made Flockhart a force to be reckoned with in any company. His progress in the past season has been of exceptional interest and his future should be well worth watching.

And now, what of the actual race meetings in Scotland? They were but

five in number and, if we lacked in quantity, we could not complain of quality.

From their opening meeting in April until their closing one in September the Winfield Joint Committee have served us very well indeed. They have continued to improve the Charterhall circuit and with the Glasgow *Daily Record* to sponsor their National and International meetings we have again had the pleasure of seeing Ken Wharton display his virtuosity while Stirling Moss delighted us with his mastery of a "500" in the teeth of such formidable opposition as AUTOSPORT Champion Don Parker and that other stylish half-litre expert Les Leston. We heard once more the sound and fury of the B.R.M. and saw Reg Parnell make a DB3S Aston Martin go very rapidly indeed, and were again happy to watch Cliff Davis and Jack Walton as they drove into the awards lists.

In addition, the Winfield Joint Committee saw to it that there were opportunities for vintage car drivers and introduced handicap racing in the sports car classes, which gave some incentive for the young enthusiast to continue more hopefully. It was also good to see wily Alex McGlashan exercising his craft in a Cooper and then a Staride, watch Jimmy Gibbon get the "bugs" out of a new Rover Special and witness the growing competence of Peter Kenneth and John Melvin in their Frazer-Nashes; so we certainly have cause to be grateful to the Winfield Joint Committee in their strenuous efforts to provide first class motor racing.

Similarly, we must commend the Scottish Motor Racing Club for their



*RON FLOCKHART, whose deeds in 1953 included breaking the Bo'ness hill record with his 2-litre E.R.A.*



continuing interest in the half-litre movement. Kirkcaldy's pleasant little Beveridge Park Circuit has the faults of narrowness and the too close proximity of trees, but it is a pleasant place for a race meeting. The S.M.R.C. staged a very good one in which Ron Tyrrell (Cooper) managed to outsmart dashing Charles Headland (Kieft), and such Scots as Leslie Thorne, C. M. Mauritzen, J. K. Hall and Ian McKay got a chance to show their mettle against more well-known opponents. We trust that these meetings will continue and that the S.M.R.C. may be successful in their plans to extend their activities.

No one could complain of a lack of rally events and, from early March until late October, your Scottish correspondent has attended a club event every weekend, almost. Some of these rallies have not been as well attended as they might be, but the reason is obvious and a cutting down of the programme would make the efforts of the organizers more worthwhile. Despite this, most of the events were really enjoyable and the standard of organization high.

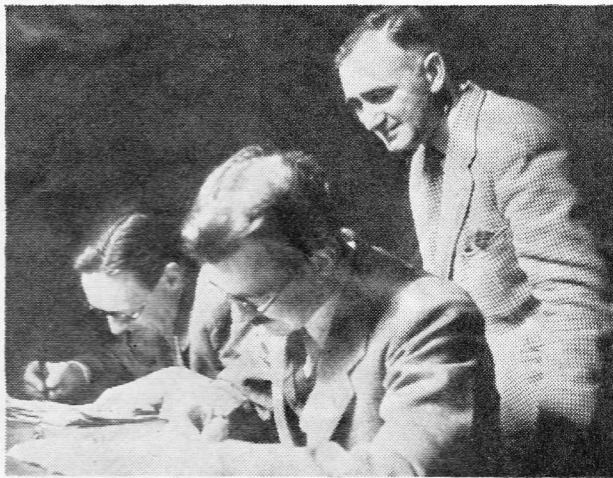
The Scottish Sporting Car Club's events have continued to maintain this club's reputation and their familiar classic, the Highland Three Days, was an excellent rally. In the M.G. Car Club's Scottish Centre we have a club that manages to combine remarkable friendliness with capable organization in events that competitors really enjoy, while in the growing Lanarkshire M.C. and C.C. we have a club with some novel ideas that have resulted in sporting and well attended competitions.

Growing in strength, too, are the South of Scotland C.C. and the Berwick and District M.C., who are staging events that are talked about with enthusiasm by their members.

In our Scottish rallies there is some keen competition, but it is mingled with good fellowship, and although most of the enthusiasts are members of three and four clubs, it is remarkable how the honours go round. This has been an outstanding year for Ninian Paterson in the M.G. Club, while David Jack managed to scoop most of the main awards in the Lanarkshire M.C. & C.C. In the friendly little Falkirk and District M.C. Alistair Ross always does well and down in the South of Scotland C.C. Doctor James Watson and Denham Cookes managed to get their names on the silverware.

It would be difficult to count just how many times Norman Lithgow has taken his H.R.G. into second place in events all over the calendar, and perhaps one

★  
(Right) Our contributor "Aeneas" watches Secretary Robin Traill and President Jim Morrison of the Falkirk M.C. working out the results of a two-day rally.  
★



**NURBURG SUCCESS:** Ian Stewart with Roy Salvadori and victor's laurels, after winning the over 2-litre class with an Ecurie Ecosse Jaguar at Nürburgring in the "1,000 kilometres" sports car race.

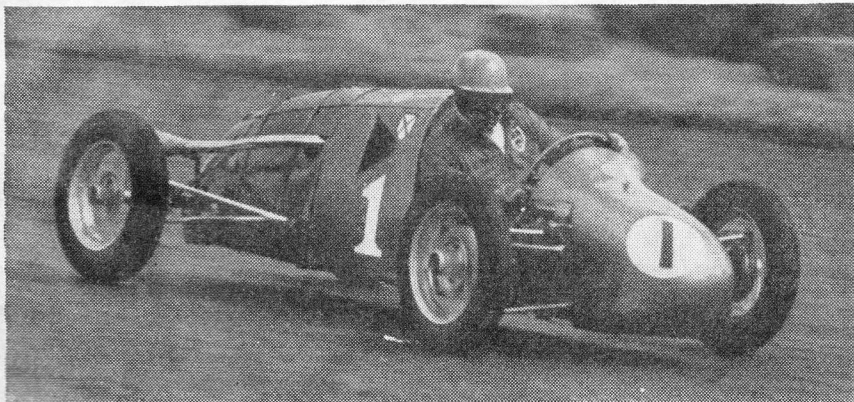
of the most pleasant of this year's results was his class win in the R.A.C. Rally, which will make up for all the Premier Awards he has lost by less than a full mark on many occasions. In the past season Peter Hughes has been haunted by a gearbox jinx or some other djinn that seems to step in just when he is going really well; he did, however, take his Allard to the top of its class in the Scottish Rally, just as did Francis Dundas, who, whether in a Cooper-M.G. or a Javelin, is a force to be reckoned with in any event.

Among the ladies we have a con-

sistent and tidy performer in Agnes Balfour, whose spick and span M.G. is capably handled in the events of the M.G. Car Club's Scottish Centre and those of the Scottish Sporting Car Club. The record of Christine and Anne Neil in their Morgan is a particularly good one that goes beyond our Scottish borders, for Christine navigated Anne to the Silver Garter rally award presented by the B.T.D.A. in conjunction with the Association's well-known "Star" award for male competitors. This is a remarkably good effort when one considers that the Neil Sisters have been competing for less than two years.

At all times we have a band of competitors who turn in consistent performances that get their share of recognition, and such names as Ian Jeffrey, Ken Fraser, Jin Broadbent and Charles Robertson spring quickly to mind amid others too numerous to mention. So long as we have these and so long as we have such friendly events as the Royal Scottish Automobile Club's annual Scottish Rally there is no doubt that this form of competition will continue to flourish.

The trials situation in Scotland does not, of course, bear writing about. We



**NINIAN SANDERSON,** Scotland's foremost 500 c.c. driver, in action with his Staride.



can only doff our "titfor" to the Lothian Car Club, which continues to run one trial per year to let the enthusiasts have a chance of remembering the good old days and, as we blush for the fact that we couldn't even manage to send one representative to the R.A.C. Trials Championship, hope that the reduced prices in the second-hand market may induce some of the rising fraternity to have a go at mud-plugging.

Hill-climbing, too, is losing its popularity, but this may be a temporary thing as it was no iceable in the South that at the beginning of the season attendances of both competitors and spectators were small, but, at the end of the season, they rose considerably.

International Bo'ness was a fine meeting this year that was run under ideal conditions, and will long be remembered for a really magnificent climb by Ron Flockhart in his E.R.A. In making it the Edinburgh driver beat Dennis Poore's record, which had stood since 1949, and everyone thought that the new figure

would stand for a very long time. We had not reckoned with the determination of Hill-Climb Champion Ken Wharton.

Flockhart's claim to the Bo'ness record must be the shortest one ever, for the enterprising Scottish Sporting Car Club staged a television hill-climb on the Monday following the actual meeting and, during it, Wharton proceeded to "Cooper" Ron's record by reducing the E.R.A.s time of 33.82 seconds to 33.61, and this, we imagine, will quite definitely take some beating.

There was some excuse for no large turnout of spectators at the Royal Scottish A.C.'s Rest-and-be-Thankful, for never, even in a particularly shocking summer, did we see such a day of rain. It reflects much credit on Michael Christie that not only did he make the fastest time of the day, but his Cooper also broke Ken Wharton's record for the hill. We were pleased to see Alex McGlashan as the day's Fastest Scot on the hill in his Cooper for, throughout

the season's speed events, Alex displayed a never failing enthusiasm coupled with the sportsmanship that makes him one of the best-liked of our Scottish competitors.

To wind up this review what better event could there be than the Scottish Sporting Car Club's September meeting at Bo'ness. Amid bright sunshine and ideal track conditions this club meeting was a real "members' and friends' do". Free from the tension of International competition, seven records went by the board in various classes, and the best time of the day was made by Ninian Sanderson in his new Staride; though not breaking Wharton's record, it was a very good time indeed.

The important thing, however, was that the sport combined the competitive spirit with outstanding good fellowship and high standards of driving. It was Scottish motor sport at its best and reflected the conditions which make your scribe's job one that, besides being interesting, is highly enjoyable.

### M.G.C.C. KIMBER TROPHY TRIAL

THE Mile 3 Roadhouse, near Bristol, saw the start of the M.G.C.C.'s (S.W. Centre) annual Boxing Day event. Unlike Christmas Day, it was very overcast with intermittent rain and mist on the high ground. The first car left at 11.30 a.m., the rest following at the usual intervals, to tackle the 30 miles of very changeable N. Somersetshire territory. Obstacle number one, a steep hill of mud and stones, was fairly simple, and only one or two of the later cars found the surface unmanageable. The next observed section was a grass-covered hill and the approach to it, across a common, caused nearly as much trouble as the climb itself.

A short run on hard roads found test 3, estimating three revolutions of the road wheels, without looking. Consternation was caused by one competitor nearly disappearing from view; apparently he thought it was 30 revolutions!

From here cars converged on the old Roman site near Charterhouse, where four observed sections were to be attempted. Passengers now came into their own and were able to work off the effects of Christmas fare. In spite of this many cars were unable to climb the greasy hills. However, Alf Morrish in an M.G. and J. T. Spare (Morgan) showed them how. One hill called Serpentine had to be climbed in reverse; Michael King, in his TD, was over-encouraged by the marshal and disappeared over the top, only to be drawn back by rope for another attempt. Twelve miles of hard road followed and then the last test, forward to clear a line in three seconds. The finish saw cars covered in mud, but the occupants were very happy after a good morning's sport.

C. J. T.

#### Provisional Results

Cecil Kimber Trophy (best performance by standard car): J. T. Spare (Morgan), 41 marks.  
Spencer Cup (best performance in opposite class): R. M. Pow (Renault), 32.  
Welch Cup (best M.G.C.C. member driving an M.G.): A. W. Morrish (M.G.), 36.  
First-Class Awards: R. Wilson (Dellow), 55; D. Gooding (M.G.), 35; F. Bruce-White (M.G.), 32; F. A. Woodward (M.G.), 31; J. H. Leigh (H.R.G.), 30.  
Second-Class Awards: M. D. King (M.G.), 30; B. H. Thompson (Alvis), 30; C. Shove (M.G.), 27; P. G. Cooper (Standard), 26; A. Seward (Ford), 26.

### CAMBRIDGE "50" CHRISTMAS PARTY

HELD at the Swiss Cottage Hotel at Fenstanton on 18th December, the Cambridge "50" Club's Christmas Party went with a real swing. A large attendance enjoyed the hospitality offered and showed great enthusiasm at the games and dancing.

During the evening it was announced that the Heyworth Challenge Trophy for the best aggregate performance in the club's competitions during the past season had been won by Roy "Bubbles" Clark. This gentleman was so pleased by this that he straightaway devised a game calling for steady hands and a bag of flour. Unfortunately, most of the latter was spilt on the floor and this, together with the bucket of water that had been spilt in the previous game, so spoilt the appearance of the floor—and many club members—that, judging by the landlord's face, a new venue will have to be found for next year's party.

J. R. A.

### PEMBROKESHIRE RALLY

FIVE driving tests at Withybush Aerodrome made up the Pembrokeshire M.C.'s Autumn Rally on Sunday, 6th December, there being no road section. They called for considerable skill, and each was negotiated twice. The premier award was won by G. F. Reason Jones (M.G. TD), while the sports car award went to J. F. Thomas (M.G. TD), and the saloon prize to O. H. J. Davies (M.G. 1½-litre saloon).

Tickets for the club's Annual Dinner on Friday, 8th January, are now available from G. F. Reason Jones, Royal Lion Hotel, Tenby.

### HAGLEY SOCIAL RUN

THE Hagley and D.L.C.C. are holding a Social Run on Sunday, 10th January, starting at 2.15 p.m. from the Lyttelton Arms Hotel, West Hagley. The route will be a simple one of about 30 miles, finishing at the Black Horse, Kidderminster, for tea and a film show. Further details may be had from R. A. Jameson, Glenroy, High Park Avenue, Wollaston, Stourbridge, Worcs.

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

TICKETS for the North London Enthusiasts' C.C.'s annual Dinner/Dance on 8th January should be obtained from H. A. Meacock, 22 Longford Avenue, Mill Hill, N.W.7, and not from the Hon. Secretary, George Bance.

The club's Christmas Trial on Sunday, 20th December, started from Whelpley Hill, near Chesham, and covered a 40/50-mile course with five observed sections and special tests, finishing at the White Hart for Christmas dinner. The premier award was won by G. R. Lindsay (Sunbeam-Talbot), and first class awards by J. G. Hards (Austin 12) and S. L. Pipe (Ford Spl.); second class awards were taken by G. H. McDonald (Ford Spl.) and K. G. Jones (M.G.).

\* \* \*

### BLACKPOOL WELSH RALLY

ENTRIES close on Monday, 11th January, for the Blackpool and Fylde M.C.'s annual Welsh Rally, which will cover a route of about 275 miles, starting from Chester at 12 midnight on Saturday, 16th January. The event is open to members of the St. Anne's M.C., Morecambe M.C., Bolton-le-Moors M.C., Lancashire A.C., Manchester U.M.C., Liverpool M.C. and M.G.C.C. (N.W. Centre), and the secretary of the Rally is F. J. Curtis, West End Garage, Kirkham, Lancs.

\* \* \*

### HALF-LITRE C.C. FUNCTIONS

THE size of their previous meeting place having proved inadequate, the Half-Litre C.C. will in future hold their social functions at the Paviour's Arms, Page Street, Westminster (opposite Westminster Hospital). The first function at this venue will be an informal New Year's Dance on Tuesday, 19th January.

On Friday, 26th February, the annual Dinner/Dance of the Half-Litre C.C. will be held at the Park Lane Hotel, Piccadilly, starting at 7.30 p.m. Four hundred and ten folk attended this function last year, so early application for tickets is advisable: they are obtainable from K. A. Gregory, 20 William IV Street, London, W.C.2.





## EIRE BOXING DAY TRIAL

**Only Eight Finishers in Unexpectedly Difficult  
Leinster M.C. Trial—Harold Johnson (Lancia) Wins**

THE Dublin Boxing Day Trial is almost part of the tradition of Irish motor sport, and it is generally taken for granted that the event is of the "bring-the-wife-and-kids" variety; a pleasant afternoon's run round the countryside with a test here and there to make the thing competitive enough to call a trial. This Christmas, however, the Leinster M.C. sprang something of a surprise, and if any competitors brought their families, they must have been somewhat shaken, literally and otherwise. The time schedule round the 50-odd mile course was so tight that only a single driver out of the 20 entries finished within his allotted time, and the route so involved in places that almost two-thirds of them got lost. Anyway, there were only eight official finishers, of which seven were open cars driven by well-practised enthusiasts, while the one and only saloon to arrive in time was manned by Alf Potter, who could hardly be called a novice. Where the family parties finished up, or gave up, is known only to themselves.

Starting from Clarke's pub at Jobstown, the first test came a couple of miles away at Old Bawn Bridge. Drive forward, weave past three pylons, stop with the front wheels in a box and get out of the car. There proved to be a lot of ways of dismounting when you have to do it against the clock, some of them confirming that old saying about more haste and less speed, but Raymond Laird (Dellow) did best and landed on his feet in 10 secs. and Harold Johnson (Lancia Spl.) and Dr. McMahon (Volkswagen) tied with 10½ secs.

The cross-country run that followed to Ballinagee House, near Powerscourt, needed careful navigation, no matter how well you thought you knew the route. Some drivers cut across the hills on rough roads, but others wound in and out of the network of better-surfaced lanes

near Rathfarnham and Dundrum, and then went via Enniskerry. The test at Ballinagee House gave the advantage to specials, being an uphill brake and acceleration on a wet, loose gravel surface. Let it go on record that among those who scored an honourable maximum failure were Messrs. Bewley, Moran, Potter, Niblock, Val Baker, Hartigan, O'Mara and Wilson, the latter making a brave attempt at the trial in a Commer station wagon.

Thence over the bogs and the Old Long Hill, through wind and rain of gale force, to Roundwood and slightly east to the third test at the cross-roads beyond Tomriland, where Johnson, Beckett and McMahon tied with 17.7 secs. for best time in a muddy forward and reverse.

By now it was growing dark and navigators needed torches, or interior lights if they weren't going to lose their drivers along the winding lanes. Most of those who were still in the running found the control at Cronybyrne House, but nearly everyone was behind time at this stage. Crossing the Avonmore River at Clara, the route led through Rathdrum and out along the road to Wicklow, as far as a very easily missed turning which led to Sheila O'Clery's control and Jimmy Millard's test at Kilmacurragh. This test was kept secret until each car arrived, but turned out to be a cross-roads where the lines painted across the road on the three branches had to be crossed bonnet first, and the one on the left last. Those that began by going to the right only had to do a couple of quick half-turns in reverse, but those who, in their hurry, drove forward over the line directly opposite to start with, found themselves held up and losing time by having to perform a complete 180° change of direction in a very confined space. Quickest of all was Cecil Vard, giving his new Aston Martin

*IRISH ASTON? Cecil Vard's new special, which appeared at the Leinster M.C.'s Boxing Day Trial, has a Ford engine, Hillman Minx front suspension, and a body following the lines of the DB3S Aston Martin.*

DB3S-style Ford Special a first airing in this event. For reasons undisclosed, both Beckett and Johnson were given average marks for this test, but it was found afterwards that even if they had failed completely and scored minus five, the final result would not have been affected.

Thereafter, the route northwards to the finish was a series of checks which required a good knowledge of map-reading to find in the dark. All those who were still in the fight against the clock, were behind time by now, with the single exception of Harold Johnson, but the casualty list was growing. Only 11 cars checked in with Tor y Large at Killiskey, 10 with Tom Lord at New-castle on the coast road to Rathnew, and eight with Edmund Gill at Bellvue, above Delgany, while a local gentleman by the name of Doyle appointed himself as marshal at the Beehive Inn check, in the absence of a club official, and signed road books between drinks!

The final test came at Bellvue, too, and was a long, fast and involved forward-and-reverse at a Y junction. Without a reversing light things were a little tricky in the darkness. In Potter's Hillman Minx, the navigator got down on the floor in the back and waited for the big bump into something that seemed inevitable, while the driver obeyed the shouted instructions of the third member of the crew. However, everything passed off without incident, and Potter made a creditably fast run under the circumstances.

At the Glenview Hotel finish control, Harold Johnson was the only one to finish within his time schedule. Of the other seven who checked in during the 30 minute qualifying allowance, lateness varied between four and 12 minutes, while a special word of praise is due to Miss Adrienne Le Fanu, competing solo for the first time, after many seasons as passenger in her father's special. She was the only lady to finish and thus received the well-earned ladies' prize.

MAXWELL BOYD.

### Results

**Premier Award (Le Fanu Cup):** H. Johnson (Lancia-Standard Spl.), 118 marks.

**Specials:** 1, J. Grew (Ford), 103; 2, C. H. Beckett (Ford), 99; 3, C. Vard (Ford), 90½.

**Standard Sports:** 1, A. Malcolm (M.G. TC), 85½; 2, J. Bewley (M.G. TD), 83.

**Saloons:** A. Potter (Hillman Minx), 61.

**Ladies' Prize:** Miss A. Le Fanu (M.G. TC).

\* \* \*

### RILEY M.C. RALLY

**RESULTS** of the Night Navigational Rally held by the London Centre of the Riley Motor Club on 5th/6th December are as follows:—

**Best Performance:** G. Howard-Sorrell, 105 marks lost. **Runner-up:** J. K. Evans, 160.

**Standard Awards:** L. W. Range, 190; N. G. Goodman, 235; J. Williamson, 275; A. E. Williamson, 425; P. E. Bick, 435; Dr. A. W. Hagger, 495; Euin Steele, 525; Mrs. O. I. Johnson, 600; G. H. Grace, 600.



# ... another



The central image is a black and white photograph of a Jaguar car, likely a Daimler Double Six, viewed from the front quarter. The car is enclosed within a large, ornate, circular frame that resembles a silver-plated mirror or a decorative plaque. Surrounding the car are five white rectangular cards, each tilted at an angle, containing congratulatory messages and logos from various suppliers.

*We are happy to have supplied the instruments contributing to a year of great success by a great car.*  
**SMITHS**

*Congratulations on the completion of yet another year of outstanding international achievement.*  
**DUNLOP**

*We are proud contributors to another year of outstanding Jaguar success.*  
**CHAMPION**  
PLUGS

*Shell are proud to have been associated with Jaguar in their great contribution to British prestige.*  
**SHELL**

*Hearty congratulations to Jaguar on a year of momentous successes.*  
**BRICO**  
PISTONS & RINGS

*Grace ... Space ... Pace*



# JAGUAR year

## *of outstanding achievement...*

**A**t the close of yet another year of achievement in the field of international and national events, Jaguar pays tribute to all those who have contributed so much to their success. To the designers, staff and workpeople of Jaguar, and to their suppliers great and small... to the drivers amateur and professional... to the mechanics... to the private owners of all nationalities, we offer grateful acknowledgement of their invaluable aid and unfailing enthusiasm. We trust that they, too, will share our gratification in looking back on the following principal achievements of 1953.

### LE MANS 24 HOURS GRAND PRIX D'ENDURANCE

Jaguar 1st, 2nd, 4th and 9th, covering record distance of 2,540 miles at the record speed of 105.85 m.p.h., Jaguar being the first make ever to win at over 100 m.p.h.

**MONTE CARLO RALLY** Team prize for the best performance of three cars of one make won by Jaguar.

**INTERNATIONAL ALPINE TRIAL** Jaguar 1st, 2nd and 3rd in unlimited class and winners of three Alpine cups. Jaguar alone of all makes returned fastest time in all six timed tests.

**RHEIMS GRAND PRIX MEETING** The Twelve Hour Sports Car Race won by Jaguar at an average speed of 105.5 m.p.h.

**SILVERSTONE** Production Touring Car Race won by a Jaguar Mark VII which also set up new lap record for touring cars.

**RALLYE DE DIEPPE** Won by

Jaguar which also won the unlimited class. **HYERES 12 HOURS RACE** Won by Jaguar, which also finished 1st, 2nd and 3rd in unlimited class.

**LYONS-CHARBONNIERE RALLY** Won outright by Jaguar without the loss of a single mark.

**R.A.C. INTERNATIONAL RALLY** Jaguars returned best over-all performance, best performance by a sports car and won team prize.

**Observed Speed Trials at Jabbeke**

During high speed tests carried out under the official observation of the Belgian Royal Automobile Club, a standard production Jaguar XK120, fitted with catalogued optional extras, cockpit cover and undershield, covered a flying mile at a speed of 172 m.p.h., the highest ever officially recorded by any production car in the world thus equipped.

### SPECIAL AWARDS

#### The John Cobb Trophy

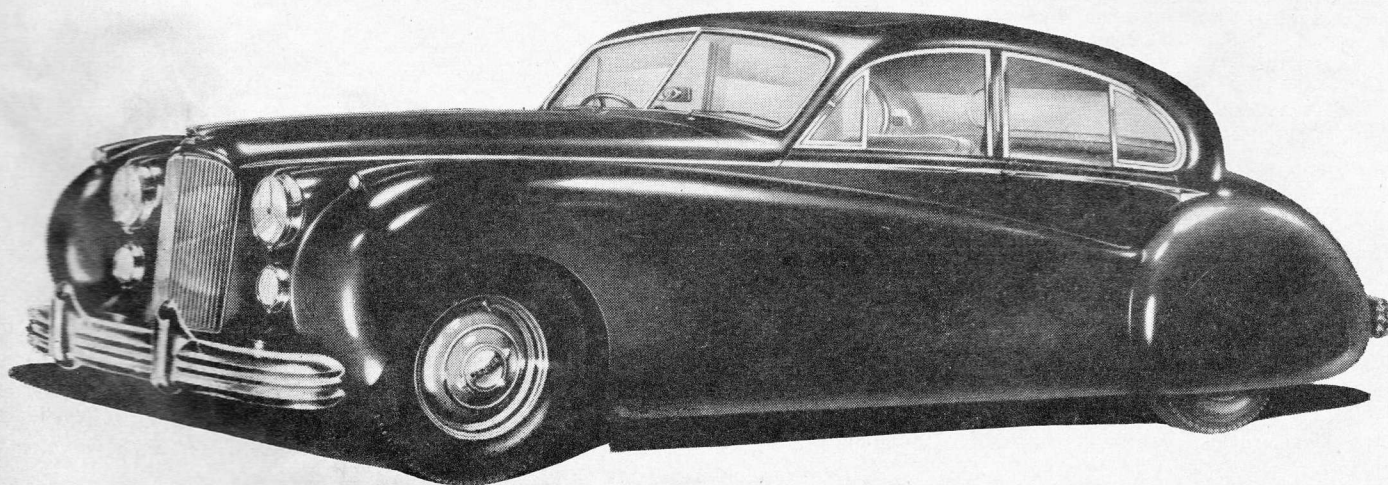
The John Cobb Memorial Trophy for the British driver driving a British Car and achieving a success or successes of an outstanding character, was awarded by the British Racing Drivers' Club to Mr. Ian Appleyard for winning four Alpine Cups in successive International Alpine Trials, and for winning the only Gold Alpine Cup ever to be awarded.

#### The E.R.A. Club Trophy

The E.R.A. Club Trophy for the British driver driving a British car achieving the most meritorious performance for an event outside the British Isles was awarded by the British Racing Drivers' Club jointly to Major A. P. R. Rolt and Mr. J. Duncan Hamilton for their victory in the Le Mans 24 Hours Grand Prix d'Endurance.

### WORLD AND EUROPEAN CHAMPIONSHIPS

In this, the inaugural year of the World's Sports Car Championship and the European Touring Car Championship, Jaguar were runners up in both events.





## NEWS FROM THE CLUBS

*By Wilson McComb*

It may not be generally known that when "Doc" Hardman paid a visit to Ulster for the Newry and D.M.C.'s 1953 Irish Trials Championship, and tactlessly brought the Championship title away with him, he was but following in the footsteps of Charles Headland. Back in 1951 Headland was one of the three English drivers who took part in the first 500 c.c. race at Newtownards airfield, organized by the 500 Motor Racing Club of Ireland; he won after a monumental scrap with Cromie McCandless. The following year the 500 M.R.C.I. inaugurated the 500 c.c. Championship of Ireland, so Charles Headland took another trip from Birmingham to Belfast—and returned with the Championship Trophy tucked safely away in his baggage. To add insult to the injury, both events were held on the nearest Saturday to St. Patrick's Day!

Owing to difficulties in finding a new course after the loss of Newtownards, no Championship event was held last year, but the 500 M.R.C.I. are hoping that one of the few Irish 500 c.c. drivers will be able to bring the trophy back to its native land on 20th March, 1954. The race will be held over 25 laps (approximately 40 miles) of the Kirkistown airfield circuit near Belfast, and the Half-Litre Club will, as usual, be one of those invited. The Championship Trophy carries with it £25 in prize money and, while the modestly sized 500 M.R.C.I. is not in a position to offer starting money, they will certainly assist visiting drivers with expenses; it is hoped that the Belfast Steamship Co. will again offer special, reduced freight charges for the cars. English or Scottish 500 c.c. men who would like to emulate the Headland/Hardman feat should contact Drew Jamison, "Shemara", Old Dundonald Road, Ballybeen, Dundonald.

### SHELSLEY PLANS FOR 1954

As a result of many requests from competitors and the public, it has been decided to hold both Shelsley Walsh meetings on Sundays this year. The National meeting will be held on 20th June, and the International hill-climb on 29th August. These dates have been approved by the R.A.C. and F.I.A., whilst the meetings themselves have been approved by the S.M.M. and T. for trade support. All communications in connection with Shelsley Walsh should be sent to Leslie Wilson at the Midland Automobile Club's new address, Temple House, 184 Bath Row, Birmingham, 15.

### WEST ESSEX FILM SHOW

At the West Essex C.C.'s next club night in the Three Jolly Wheelers, Woodford Bridge, on Wednesday, 6th January, members will see Esso's 1953 films. They will meet at 8 p.m., and the show will start at 8.30 p.m. sharp.



*DAPPER: Apt indeed are the registration letters of A. J. D. Brown's 1924 Alfa Romeo, for they go halfway to describing the beautiful condition of the car, after nearly 30 years of life. It is seen during the Vintage Sports Car Club's Slough Rally on 13th December.*

### ANNECY ARRANGEMENTS

As usual, the London M.C. and A.C. du Mont Blanc are planning to hold the French Sporting Trial at Annecy the week after Le Mans (on 13th June). This year, however, a rally will also be held, together with other functions, so that the whole outing will last from Wednesday, 16th, to Sunday, 20th June. Entrants will arrive at the Hotel des Tresoms, Annecy (where *en pension* terms have been arranged) on 16th June, and on the following day take part in a 100/125-kilometre rally similar to the London M.C.'s "Little Rally". Friday is free, apart from a rendezvous at a restaurant in Geneva for dinner, followed by a visit to a night club.

It is expected that competitors will once again be the guests of the A.C. du Mont Blanc on the Saturday, when coach trips, cocktail parties, receptions, trips on the lake and on the funicular, are usually laid on. On Sunday, 20th June, the Sporting Trial will be held, on the same course as that used last year; those who enter for the rally, but not the trial, will assist in marshalling duties. Last of all comes the prizegiving, at the Annecy Casino that evening.

Further details of the event may be had from Mrs. Nina Imhof, Robin Hill, Coombe Hill Road, Kingston-on-Thames. Surrey.

### BURNHAM-ON-SEA DINNER

Nearly 140 folk attended the first annual dinner of the Burnham-on-Sea Motor Club, held at the Royal Clarence Hotel. The guests included the Presidents of all the neighbouring motor clubs, and the awards were presented by Mrs. V. G. Tucker, wife of the Burnham Club's President. Membership of the club is approaching the 200 mark, although it has been in existence for only 11 months, and a comprehensive programme of events is planned for this year.

### NEWCASTLE HUNTER CUP TRIAL

J. R. ROBINSON of the Cumberland J.S.C.C., driving a Hillman, won the Newcastle and District M.C.'s Hunter Cup Trial on Sunday, 13th December, with a total penalty of 60 marks. Other results are: **Class B:** S. A. Middleton (Newcastle and D.M.C., Standard Vanguard), 76; **Class C:** I. W. Scott Watson (Berwick and D.M.C., M.G.), 82; **Class D:** F. F. Rankin (Burnhope and D.M.C., Morgan), 72; **Class E:** G. Major (Newcastle and D.M.C., Ford Spl.), 62; **Other Awards:** P. G. Walton (Newcastle and D.M.C., Dellow), 63; F. Potts (Newcastle and D.M.C., Morris), 73; **Team Award:** T. A. Irvine, J. J. Smith and P. G. Walton (Newcastle and D.M.C.).

### BARNOLDSWICK NIGHT RALLY

At 6.30 p.m. on Saturday, 28th November, the first of 33 starters left on the first night Rally run by the Barnoldswick and D.M.C. The set average speed varied over the 124-mile course, but no fog or bad weather conditions were encountered to add to navigators' worries. The route took competitors via Grindleton, Dunsop Bridge, Lancaster and Ingletton to Hawes, where a compulsory halt was made; then, back to Barnoldswick by way of Oughtershaw and Kettlewell.

The winner proved to be Frank Barrett (Ford 10 Utility) who lost three marks. Running him a close second was Maurice Hoyle (Austin A70), who lost four. So popular was the run with competitors that it has been decided to make it an annual event.

#### Results

**Best Performance:** Frank Barrett (Ford 10 Utility), 3 marks lost; **Navigators' Award:** Geoff Stacey; **Runner-up:** Maurice Hoyle (Austin A70), 4; **First-class Awards:** K. M. Ashley (Ford Consul), D. H. Gott (Morris 8), D. Green (Austin 16), J. Holmes (Vauxhall 12); **Team Award:** F. Barrett, K. M. Ashley and P. B. Smith (Dellow S.).



## MANCHESTER CHRISTMAS RALLY

OUT of an entry of only 20 crews for the Manchester University M.C.'s Christmas Rally on 13/14th December, 13 got to the finish, and of these only one, Derek Scott/Chris Bates (Austin A30), had lost no marks. The team award (for this is primarily a team rally) went to the Cambridge University Automobile Club's team, consisting of Scott/Bates, R. P. N. Stark/M. Hilton (Vauxhall Velox) and A. D. Tasker/D. Piggott (Vauxhall Velox).

Starting from Measham and Manchester, the route led via a central control near Haddon Hall over to the Staffordshire hills, and thence across the plains, through the Marches into Wales. Once the control at Haddon was reached there was no rest for driver or navigator; J. C. Keay/A. Harvey (Jaguar 3½) and R. W. Brown/D. H. Cole (Vanguard) of Grimsby Motor Club's team, not quite sure of the interpretation of "shortest practicable route", found themselves motoring through what appeared to be a ploughed field, which was a rather over-liberal interpretation of the regs. Actually, in the organizer's idea of "shortest practicable", all the roads were tarmac. This lapse into colonial motoring cost the Grimsby contingent a lot of minutes, but thereafter they lost few. N. Collighan/H. Whitehead (Citroën) also got a bit bogged later on, in the hills above Llangollen, and said afterwards that it was all very well having *traction-avant*, but what they needed at the time was *traction-derrière*.

G. E. Thomas (Lagonda Rapier), having taken a wrong fork, decided to cut across country to get back on the right road, and found himself going down what seemed to be the side of a precipice. When he got to the bottom, he found a bridge three inches narrower than the car and was quite incapable of getting back up the hill he had just come down. So he spent the night, warm and comfortable, in the police cells in Llangollen, and coped with the problem in the morning.

From Llangynog, near Lake Vyrnwy, the route passed over the hills to Chester and so, via the Wirral and the Mersey Tunnel, up to the Bolton backwoods and thence to Southport for the finish and special tests on the Marine Drive.

Over the mountain road from Llangynog to Bala the cloud lay thick, but this was the only place where the weather was on the side of the organizers, and even then it made little difference for there was plenty of time to make up lost minutes later. Just south of Chester, Tasker and Piggott came to a stop with no dynamo and, after working like blacks for the better part of an hour, got it to go again, thus saving the day for the Cambridge team and bringing their car into second place in the big car class. Paddy Quin and his wife (Dellow) were less fortunate, for not only did the dynamo despair but the transmission became exceedingly vague, and they were forced to retire.

After the control near Chester, little trouble was experienced and the final run into Southport was quite sedate. The special tests were held on the Marine Drive and in the fairground car park. These, though not needed to decide the rally, were performed by all competitors who finished. Derek Scott added an exclamation mark to his road section win by putting up best time by several



**CHRISTENING TIME:** Award-winners at the Bolton-le-Moors C.C.'s annual dinner perform the customary ceremony with their trophies. They are C. L. Kinns, Peter Reece, Jack Reece, H. Whalley, P. L. Glaister, F. Marsh and J. E. McManus.

seconds on the tests, whipping the little car around with immense verve and consistency. Second fastest was C. L. Kinns (Ford Prefect), who also performed with polish in a rather less stable car. The tests were excellently laid out, thanks to the Southport "Syndicat d'Initiatif", and brought to an end a rally which seemed to have given enjoyment to every competitor.

## D.F.G.C.

## Results

**Team Award:** 1, Scuderia Cantabria—Scott/Bates (Austin A30), Stark/Hilton (Vauxhall Velox) and Tasker/Piggott (Vauxhall Velox), 84 marks lost. 2, B.A.R.C.—Kinns/Mrs. Kinns (Ford Prefect), Smith/Russell (M.G. TD) and Waddington/Tattersall (Jowett Jupiter), 185. 3, Grimsby M.C.—Keay/Harvey (3½-litre Jaguar), Brown/Cole (Standard Vanguard) and Cooper/Green (Ford Zephyr), 311.

**Class A:** 1, J. D. Scott/C. Bates (Austin A30), 0 marks lost. 2, N. P. Freedlander/F. Butterworth (Morris 8), 84.

**Class B:** 1, P. Lockwood/P. Midgley (Jowett Jupiter), 20. 2, P. W. D. Smith/I. G. Russell (M.G. TD), 33.

**Class C:** 1, R. P. N. Stark/M. Hilton (Vauxhall Velox), 5. 2, A. D. Tasker/D. Piggott (Vauxhall Velox), 79.

## B.S.O.C. DISCUSSION

THE first formal meeting of the British Salmson O.C. for technical discussions will take place on Monday, 18th January, at 6 Sloane Gardens, Chelsea, starting at 8 p.m.

## SINGER MYSTERY RUN

TWENTY Singer O.C. members took part in the club's Christmas Mystery Run, held on 13th December. The drivers followed the wanderings of an imaginary character, named Horace, devised by Secretary Keith McDowall; his journey led them through Hertfordshire lanes from the Spider's Web on A41 to Wadesmill, near Ware. There were 84 clues to be found, of which Tony and Mrs. Bennett (Morris Minor) missed only one. Jack Sewell (Singer Le Mans) was second with 79 answers, and Leslie Longshaw (M.G.) third with 75. The results were announced in the Feathers Hotel, Wadesmill, where 62 members and friends had a Christmas lunch.

After lunch there was a film show, followed by dancing and games in the evening. Roy Ince judged the club's photographic competition, and awarded prizes to Kurt Steinman, Basil Goldberg and Reg Walker.

BOLTON-LE-MOORS  
DINNER/DANCE

AT the end of the Bolton-le-Moors C.C.'s first annual dinner, held in Bolton Town Hall on 15th December, the Chairman, Mrs. Jennie Whalley, proposed the Loyal Toast. Proposing "The Club", Roy Astley insisted that he was not a fit person to do so, having opened the bonnet of his car only to (a) see what was underneath, (b) put out a fire, and (c) check the oil. Responding, Jack Brown capped this by saying that he had driven his Jaguar into the back of a lorry that very morning, and was now quite unable to open the bonnet.

The Mayor of Bolton, Alderman Parkes, presented the annual trophies to the following: **Alice Glaister Trophy:** J. E. McManus. **Runner-up:** S. K. Cunliffe. **Apollo Trophy:** W. W. Hosgood. **Balmforth Trophy:** C. L. Kinns. **Turner Trophy:** H. Whalley. **California Award:** P. Glaister. **Phillips Trophy:** G. W. Altham. **King William Trophy:** J. Reece. **March Driving Tests Trophy:** P. Reece.

## JERSEY A.G.M.

MEMBERS of the Jersey M.C. and L.C.C. were surprised by the announcement of R. L. Sangan, at their A.G.M., that he would no longer be able to retain the Presidency, which he had held for five years. S. G. Gilley, a member for 20 years, was chosen as the new President. The full list of 1954 officials is as follows: President, S. G. Gilley; Life Hon. Vice-Presidents, Mrs. P. Oxenden, S. G. Logan; Vice-Presidents, C. A. Kent, R. L. Sangan, P. F. Duvey, P. Le Sauter; Hon. Treasurer, P. F. Duvey; Hon. Secretary, P. Le Sauter; Hon. Assistant Secretary, E. Bouchet; Hon. Awards Secretary, D. Le Sueur; Captain—Cars, D. Vardon; Captain—Motor-cycles, R. Le Masurier; Joint Equipment Officers, E. Queripel, S. Margerie; Press Liaison Officer, C. A. Kent; Vice-Captain—Cars, W. D. Knight; Vice-Captain—Motor-cycles, E. Bouchet; Hon. Auditors, G. Le B. Gibaut, D. Le Sueur, A. G. Le Feuvre; General Committee, G. L. Aspland, F. Gateley, A. G. Le Feuvre, J. Bush, J. R. Lanyon, P. A. Touzel, J. Bonhomme, R. J. C. Jimpson, D. Le Sueur, E. R. Ching, K. Landick, E. Queripel, D. A. Buesnel, W. D. Knight, S. Margerie, D. De Gruchy, F. Le Gallais, F. White.



## SCOTTISH SPORTING CAR CLUB'S CAT'S EYE EVENT

### Jimmy Murray Scores His First Rally Win

ON the face of it, no competitor should have got lost on the evening of 13th December, for the four sections of the S.S.C.C.'s Cat's Eye Rally were very plainly detailed indeed. But, as ever, there were those who were familiar with the area, knew better what was in trials convenor Robert Balfour's mind than he did and who, from the driving seat, were convinced that the navigators were clueless. As ever, they were wrong!

Even the short initial section that deviously stretched the distance from Glasgow's Blythswood Square to Cathkin Quarry into a 6½-mile dash found the entry wanting, and Grant Purdie (Triumph) managed to land himself no less than 30 penalties.

It was in Cathkin Quarry that the first test took place, and among the various work-roads some of the competitors found byways more attractive than the prescribed paths. However, in a dash round a tight left-hand bend to an astride stop, followed by a reverse and then a forward motion to straddle line C on an adjacent road, Jimmy Murray (M.G.) showed just how it should be done in 17 seconds dead. This was one second better than those steady performers, Norman Lithgow (H.R.G.) and Ninian Paterson (M.G.), and a couple of seconds better than genial

Despite clutch trouble John Bain (M.G.) performed well, while Peter Hughes had more of his gearbox bothers, and had to pack up in his Allard. The remaining highlights of this very good club event were those surrounding time-keeper Johnnie Millar, who seemed to have more lights around his car than a travelling fairground. They certainly helped his eagle eyes, and results reading as follows were produced with commendable speed.

A. N. F.

**Premier Award:** J. L. Murray (M.G.), 39.6 marks lost. 2, N. T. Lithgow (H.R.G.), 41.9. 3, N. L. Paterson (M.G.), 42.2.

**Ladies' Award:** Miss A. M. Balfour (M.G.), 47.1.



**ONE-MAKE ENTHUSIASM:** (Left) Members of the Morgan Three-Wheeler Club, with their vehicles, at the Vintage S.C.C.'s Slough Rally on 13th December. (Above) Fiat "Mice" lined up at the Wheatsheaf Hotel, Virginia Water, during the Fiat 500 Club's Christmas Run.



James Grieve (H.R.G.), who improves with each appearance.

In the three sections which followed we had such normally capable gentry as Howard Sturrock (M.G.), Peter Hughes and J. A. H. Broadbent in their Allards going off the beam and, from the scars on walls plus furrows around the ditches, it was obvious that the bent front ends which reported to the second test were not acquired in city parking places.

This second test was an exact duplicate of that held on Turnberry airfield during the R.A.C. Rally and, on the parking place at Largs, the weather was very similar also for a bitter wind whipped at the battens outlining the garages. Very neat handling by Ian Hopper in his smart Hopper Special was the highlight of the test, and there is no doubt that this car is a very potent vehicle. Miss Wallace was unfortunate in her manoeuvrings and had to have two attempts at garaging in her Minx, which seemed odd, considering her deftness during daylight driving tests.

## S.T.O.C. SCOTTISH OCCASION

THE sixth annual Scottish Dinner/Dance of the Sunbeam-Talbot Owners' Club was held recently in the Station Hotel, Perth, and proved a highly enjoyable festivity. Peter Miller, the club's new Organizing Secretary, was initiated into the mysteries of Eightsome Reels and Highland Schottisches, and but for the fact that he is going along with George Hartwell on the Monte Carlo Rally, we might have inveigled him into coming North for the haggis shooting season, which begins on 25th January.

Guests were present from all over Scotland and we encountered former racing driver Alistair Cormack from Edinburgh, Rob Holmes and Fred Smith, two Sunbeam-Talbot enthusiasts from Aberdeen, as well as such Glaswegians as D. L. Melvin and Jimmy Duncan. The evening flew past all too quickly and the Station Hotel provided an intimate atmosphere which made the occasion very much of a party.

A. N. F.

rather difficult to negotiate. Best time here was put up by G. Greaves (XK 120), 15.2 secs., with J. Summers (Ford Special) a close second in 15.6.

Competitors now proceeded through a series of checks to a point near Longridge, where the regularity test was held. Here competitors were required to complete two circuits of a 1.1-mile section, the second run to be 5 secs. faster than the first, with penalties for failing to do this.

Three further checks brought competitors to the finish, where the result was found to be a tie between South Shore members, R. Gradwell (Sunbeam-Talbot) and Miss M. Gray (M.G.), with a loss of eight points each. R. Gradwell was declared the winner as a result of his better time in the eliminating test. He therefore succeeded in retaining the trophy which he had held for the previous 12 months. Third place was also a tie, between Lytham St. Annes Club members G. Greaves (XK 120) and J. Summers (Ford Special), with a loss of 10 points each, the former gaining third place on the result of the elimination test.

## MANCHESTER DANCE

ON 20th January, at the Deanwater Hotel and Country Club, Woodford, near Stockport, the Manchester U.M.C.'s Christmas Rally Dance will be held. Tickets are available from R. Battye, University Union, Burlington Street, Manchester, 13.

More News from the Clubs on page 28





*Les Leston*

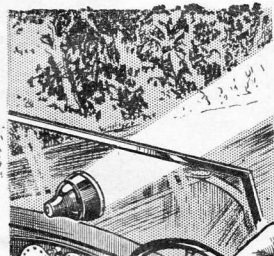
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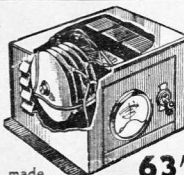
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**7/6**

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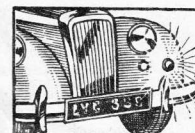
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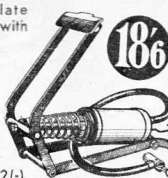


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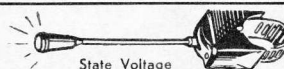


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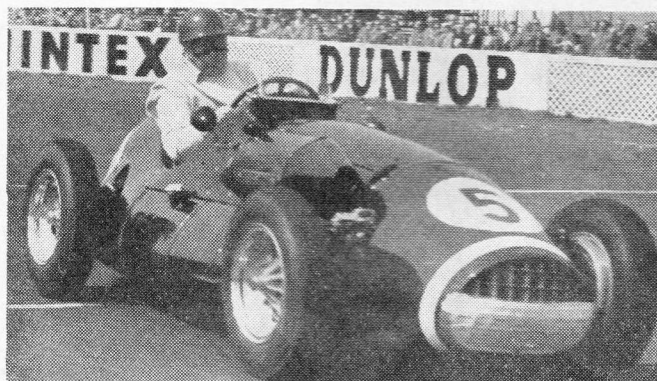
### NOTABLE SUCCESSES

#### 1952 K. DOWNING

- 1st Madgwick Cup
- 1st International Prescott Formula II Class
- 2nd Chimay Grand Prix

#### 1953 A. P. R. ROLT

- 1st Coronation Trophy
- 1st U.S.A.F. Trophy
- 1st Crystal Trophy



### RECORDS HELD

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- Lap Record, Oulton Park
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This car competed at 23 Meetings last season, where it gained 16 firsts, 7 seconds and 5 thirds, during the various races at these Meetings. During the whole season the car only failed to be placed 1st, 2nd or 3rd in two of the Meetings which it attended.

This car can now be seen partially stripped at Pippbrook Garage, and will after sale be assembled ready for racing this year.

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**Enquiries to:— S. R. Jolliffe, Pippbrook Garage, London Road, Dorking Dorking 3891**



## News from the Clubs—continued

## S.C.C. OF NORFOLK DINNER

Nearly 80 members and guests of the Sporting Car Club, of Norfolk, attended the club's second Annual Dinner on Thursday, 17th December, at the Castle Hotel, Norwich. The health of the club was proposed by "Goff" Imhof, a vice-president, who spoke of his various experiences in Monte Carlo Rallies. In replying, the Chairman, S. J. Boshier, said that membership of the club had now risen to more than 200, the majority of their events had been well supported, and the small family car had proved its worth by taking most of the prizes. Mrs. Nina Imhof presented the awards as follows: **Pancake Trophy:** A. C. Larwood. **Morgan Challenge Cup:** A. J. Hind. **May Trophy:** P. Tacon. **Norfolk Cup:** E. Haddon. **S.C.C.N. Trophy:** Mrs. Gibson. **Willimen Trophy:** S. No man. **Jensen Trophy:** R. Jeckells.

There were more than 30 competitors in the club's December Night Hunt, which took place the previous Saturday, 12th December. A. C. Larwood (Jaguar) won the premier award, and D. Burrell (Hillman) was runner-up. Third and fourth places were taken by P. Tacon (M.G.) and R. Stanforth (Morris).

## WELSH COUNTIES' C.C. DANCE

Tickets for the Annual Dance of the Welsh Counties' C.C., which takes place on 22nd January at the St. Mellons County Club, are available from Club Committee members or from Mr. Ossie Bartlett of Roseland, Pendwyallt Road, Whitchurch, Glam.

## COMING ATTRACTIONS

**January 1st/2nd. M.C.C. Exeter Trial.** Start, Kenilworth, Virginia Water and Launceston.

**January 3rd. East Anglian M.C. and London M.C. "Motocourse", Chalkney Mill, Earls Colne, Essex.** Start, 11 a.m.

**Jersey M.C. and L.C.C. New Year Trial.**

**Eastwood and D.M.C. Trial.\***

**S.O.D.C. Driving Tests, Dunstable.\***

\*Provisional.

## B.A.R.C. CHRISTMAS PARTY

A large number of members and friends were present at the Christmas Party of the B.A.R.C. (S.W. Centre), held in the Little Testwood Country Club, Totton, on Wednesday, 16th December. The evening began with a showing of the latest Shell films, and concluded with a dance.

On Wednesday, 27th January, A. F. Rivers Fletcher will deliver a talk to members on B.R.M. activities. The Centre's annual Dinner/Dance will be held at the Polygon Hotel, Southampton, on Wednesday, 3rd February. Tickets should be obtained as soon as possible from Mrs. R. V. Harvard, 61 Portsmouth Road, Woolston, Southampton.

## R.A.C. MEMBERSHIP RECEIPTS

Several clubs having complained of difficulties in having their membership receipts endorsed as required by the new regulations, the R.A.C. have decided to produce a standard form of membership receipt card. These are available, from the R.A.C., at 1s. 6d. per 100. Clubs which have already made arrangements for the endorsement of their receipts are not obliged to use the standard card.

## CLUB FIXTURES

**Mid-Surrey A.C.**—Meeting, 1st January, Queen Adelaide, Kingston Road, Ewell.

**Thames Estuary A.C.**—Meeting, 2nd January, Smack Inn, Old Leigh, 8 p.m.

**Wolsley Hornet S.C.**—Yorks and Lanes Area Inaugural Meeting, 2nd January, King George Hotel, Doncaster, 7 p.m.

**London Area Meeting,** 4th January, Derby Arms, Upper Richmond Road, Sheen.

**Northern Area Meeting,** 6th January, Corner House Hotel, High Heaton, Newcastle-upon-Tyne.

**Midland Area Meeting,** 7th January, Red Lion, Church Street, Birmingham.

**750 M.C.**—Meeting, 4th January, Abbey Hotel, Stonebridge Park, N.W.10, 7.30 p.m.

**Half-Litre C.C.**—Midland Centre Inaugural Dance, 5th January, Old Crown and Cushion Hotel, Perry Bar, Birmingham.

**Vintage S.C.C.**—Meetings: 5th January, Woolpack, Coggeshall, Essex; 7th January, Phoenix Hotel, Hartley Wintney, Kings Head, Telby and Scott's, Rose Street, Edinburgh.

**West Essex C.C.**—Film Show, 6th January, Three Jolly Wheelers, Woodford Bridge, Essex, 8 for 8.30 p.m.

**Cheltenham M.C.**—Children's Party, 6th January, Priory Lawn, Cheltenham.

**Guildford M.C.**—Meeting, 6th January, Wooden Bridge Hotel, Guildford.

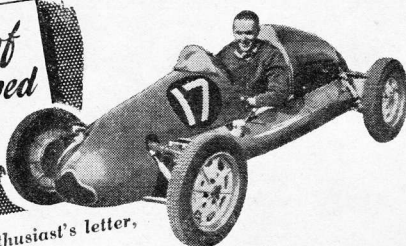
**Nottingham S.C.C.**—Meeting, 7th January, Falsted Club, Plains Road, Mapperley, Nottingham, 7 p.m.

**Leics C.C.**—New Year Party, 7th January, Leicester Aero Club, 8 p.m.

**Singer O.C.**—Meeting, 7th January, Prince of Wales, Carterknowle Road, Sheffield.

**B.A.R.C. (Yorks).**—Film Show, 7th January, White Hart Hotel, Pool-in-Wharfedale.

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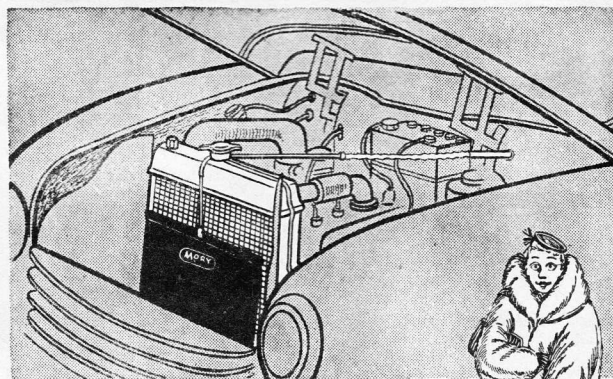
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## HAPPY CHRISTMAS FOR WALTERS

West Hants and Dorset Christmas  
Cup Trial Won by M.G. Driver

THE West Hants and Dorset Car Club's annual Christmas Cup Trial is always popular with members, catering for all types of car and driver. Although the organization is usually impeccable, there is always a party atmosphere, and a generally light-hearted view is taken by everyone of the day's adventures.

An excellent entry of over 40 was received for 13th December, with many new members making a first appearance.



**R. H. D. BOUNCE:**  
(Above) Mrs. Walters does the hard work while W. A. Walters, winner of the West Hants and Dorset C.C.'s Christmas Cup Trial, makes his way up Crutchers 2.

★

**L. H. D. BOUNCE:**  
(Left) A. E. R. Gray's passenger indulges in Continental bouncing at St. Catherine's, their Peugeot looking even more unfamiliar in a trial than Walters's M.G.

The start was from the St. Leonard's Hotel, near Ringwood, and the spacious car park was soon crammed to capacity, with vehicles ranging from Carlile's immaculate O.M., of 1926 vintage, to the latest models in the Sunbeam-Talbot range, with a number of interesting special types thrown in for good measure.

The morning's activities consisted of a map-reading run, with an average speed of 15 m.p.h. This, however, was for the shortest distance between points as the crow flies. Not having the airborne performance of a crow, most competitors had to find their way round via sundry lanes, and locate hidden marshals; the relatively low average of 15 m.p.h. turned out to be rather optimistic! From what your reporter saw in his travels, most competitors appeared to be travelling in a very rapid manner, and he found it quite impossible to keep up without considerable strain on nerves and tyres! It was only possible to visit a couple of check points, both of which were well concealed. So well hidden were they, in fact, that a few early numbers went sailing past at speed, much to the marshal's glee.

Many people arrived hurriedly and departed just as rapidly, but exceptions were A. Durrant (Austin 7) and N. Crane (Lea-Francis), who seemed to have time in hand. W. A. Walters (M.G.), with his wife as navigator, seemed quite happy, as did O. L. Leighton (Ford) and S. B. Southcombe (Sunbeam-Talbot).

The next point visited was "Bonzo's Barrow," which was situated on top of a bare heath. The main snag here appeared to be that once you had found the marshal, which was easy, one had to decide the best way onward, which wasn't easy at all! Various people decided that the left-hand fork was the correct one, but got bogged-in on a grassy patch; others retraced their steps after signing-on. Among these was S. B. Southcombe, who approached at high speed, and saved reversing time by spinning round on the handbrake.

The afternoon session consisted of a series of hills, and two special tests. Crutchers 1, 2 and 3 were situated close to a speedway training track, and were named after a well-known local rider. They were fairly easy, and the dry surface gave plenty of grip; one or two people carefully deflated tyres at the foot, and caused some good humoured leg-pulling. The second hill had rather a tricky start on an adverse camber among bushes, and the heavy-footed types found themselves sliding sideways off the road with wheelspin. A. G. Cooper's Riley suffered with spin, and Mrs. Birney's Sunbeam-Talbot coupé had a gear jump out at the crucial moment. Walter's M.G. headed for the bushes momentarily, but made a good climb, as did J. B. Jesty's Morris Minor, Leighton's Ford and many others. The escape road proved more terrifying than the actual hill.

A special test followed the hills, and consisted of a variation of "A" to "E" via "B," "C" and "D," marked with

drums, and entailing a certain amount of reversing. As this was done against the watch, it was quite diverting. Walters was very good, as were Dear, Southcombe and Standbridge, while Peter Cooper's time in a small Standard Eight was quite impressive. Macklin's Ford shooting brake heeled well over, and Leighton's Ford had wheelspin in reverse, the axle jumping up and down for a few moments. Surprisingly few people hit the drums, but rearward visibility troubled a few, although Mrs. Birney did well with the tiny rear window on her coupé.

A group of hills labelled "St. Catherine's" rounded off the day's diversions. These were the most difficult of the course, and stopped a high proportion. One was very short (almost a small hump, in fact) but loose enough to fail a good many. The second hill was fairly long, with a straight approach, and a loose patch on the steepest part.

Walters climbed all three hills in the M.G., but a long list of failures followed. Scott's M.G. came to a standstill with clouds of rubber smoke from the spinning wheels; Southcombe dug the deepest furrow with his Sunbeam-Talbot, while Frank Downs's similar car stopped in the rough after a gallant effort.

N. W. Hullah and passenger, both men of considerable bulk, bounced mightily in their tiny Ford Special and made a very good climb, while Arthur Mallock's Austin treated the whole thing with contempt and fairly tore up. Dr. Kelleher's Renault got a bit off-course and stopped, while the two Volkswagens failed low down. The M.G.s were inclined to dig in on the soft surface, and Gray's Peugeot stopped despite mighty bouncing by the passenger.

From St. Catherine's the route led to Burley Manor, where the finish was situated, and everyone sat down to tea well satisfied with a very good day's sport, held in pleasant country and in perfect weather.

A. HOLLISTER.

### Results

**Christmas Cup:** W. A. Walters/Mrs. E. Walters (M.G.).

**Coronet Cup (Best opposite class):** J. J. Macklin (Ford V8).

**Other Awards:** H. Biggs (Wolseley), W. G. Cawsey (Renault), F. Downs (Sunbeam-Talbot), G. N. Dear (M.G.), R. W. Edwards (Hillman), N. W. Hullah (Ford Spl.), J. B. Jesty (Morris Minor), Dr. Marie Kelleher (Renault), O. L. Leighton (Ford Spl.), Major A. M. R. Mallock (Austin), F. W. Scott (M.G.), S. B. Southcombe (Sunbeam-Talbot), W. B. Thresher (Riley), R. J. Waters (M.G.).

More News from the Clubs on page 32



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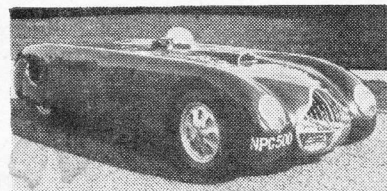
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## IRISH MOTOR RACING CLUB A.G.M.

**THE** Annual General Meeting of the Irish Motor Racing Club was held in the R.I.A.C. on 14th December.

Before the meeting was thrown open to "any other business", Mr. M. P. Cahill was elected President for the coming year, and the Treasurer reported on the finances of the club for 1953. His report showed a loss of £53 this year, against a profit of £65 in 1952, and this was due to a downward trend in the revenue from running events, together with a decline in membership and, thus, subscriptions.

A certain amount of revenue was lost at the Wakefield Trophy Race, and the receipts would probably have been higher if some of the principal entries had not had to withdraw owing to mechanical troubles in earlier races. Nevertheless, approximately £180 was handed to the Army Benevolent Fund.

When the meeting was opened for general discussion, Mr. T. Lord brought up the question of the club running an Autocross meeting, and the outgoing President (Mr. G. Mangan) said that the board would look into it. Mr. O'Neill spoke of "much misinformed discussion in the papers about reviving the Irish Grand Prix". The whole trouble was raising the necessary money, which in these days of high costs, starting money and prizes, would come to about £10,000. The newspapers had been approached with no favourable result. On the question of the difference in the regulations appertaining to trials specials in Eire and Ulster, which will be more distinct

when the Ulster Automobile Club adopts the R.A.C. rules on 1st January this year, it was felt that there would be few practical difficulties, but that the matter should be referred to the Competitions Committee of the R.I.A.C., who were the proper authorities to deal with it.

Mr. Mangan spoke of the feelings of both the board and the club in general, in having to record the tragic death of the Secretary, Tony Duffy. He will be sorely missed, and the sympathy of every member will go out to his widow and her family.

It was announced that the Annual Dinner and Dance will be held at Dublin Airport on Shrove Tuesday next, the Prize-giving and Film Show at the Royal Hibernian Hotel, Dublin, on 18th January, and that in place of the Winter Trial on 16th January, the club propose running a 10-hour rally for all types of car. The accent of the rally will be on navigation and map-reading, as the course will be secret until four or five hours before the start of the event, and tests will be used only to decide ties. The board felt that there was room for an event of this type in the calendar; they hoped a large entry would be received and that, in time, starting points would be instituted in various parts of the country to encourage provincial entries. This year, however, double or treble starting points would strain the organization too much.

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## 750 M.C. WROTHAM CUP TRIAL

**DESPITE** the ravages of an excellent party at his home the previous evening, Rex Chappell (Cotton III) scored a convincing win in the 750 M.C.'s annual trial, the Wrotham Cup event on Sunday, 20th December. Mike Cannon, who also attended the party, managed to finish six marks behind Chappell and 24 ahead of his nearest rival; he also won the Committee Cup for the best aggregate performance in this trial in 1952 and 1953. Full results are as follows:—

**Wrotham Cup:** R. F. Chappell (Cotton III), 11 marks lost.

**Committee Cup:** M. R. B. Cannon (Cannon), 17.

**First Class Awards:** M. R. B. Cannon, E. W. Vero (Dellow), 41; P. F. Highwood (Spence), 44. **Second Class Awards:** G. Pentony (Cyclops), 46; D. W. Price, jun. (Price), 47.

**1,172 Formula Award:** C. H. Harris (M.H. Spl.), 47.

**Walsingham Cup (Best Austin 7):** J. Hargreaves, 96.

## LEA-FRANCIS O.C. ACTIVITIES

**FUTURE** plans of the Lea-Francis O.C. include a treasure hunt on 17th January, and a dinner/dance on 22nd January. The treasure hunt will start from the "Watermill", Dorking, Surrey, and cover a course of approximately 70 miles; entries will be accepted from members of any recognized motor club, and should be sent to P. G. Tompson, Flat 3, Effingham House, Kingston Hill, Surrey, from whom tickets for the dinner/dance may also be obtained.





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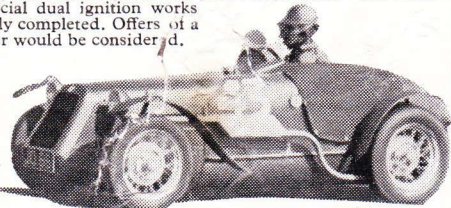
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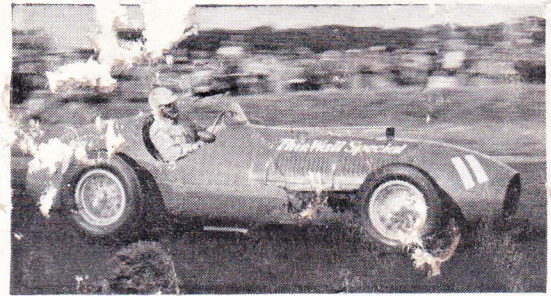
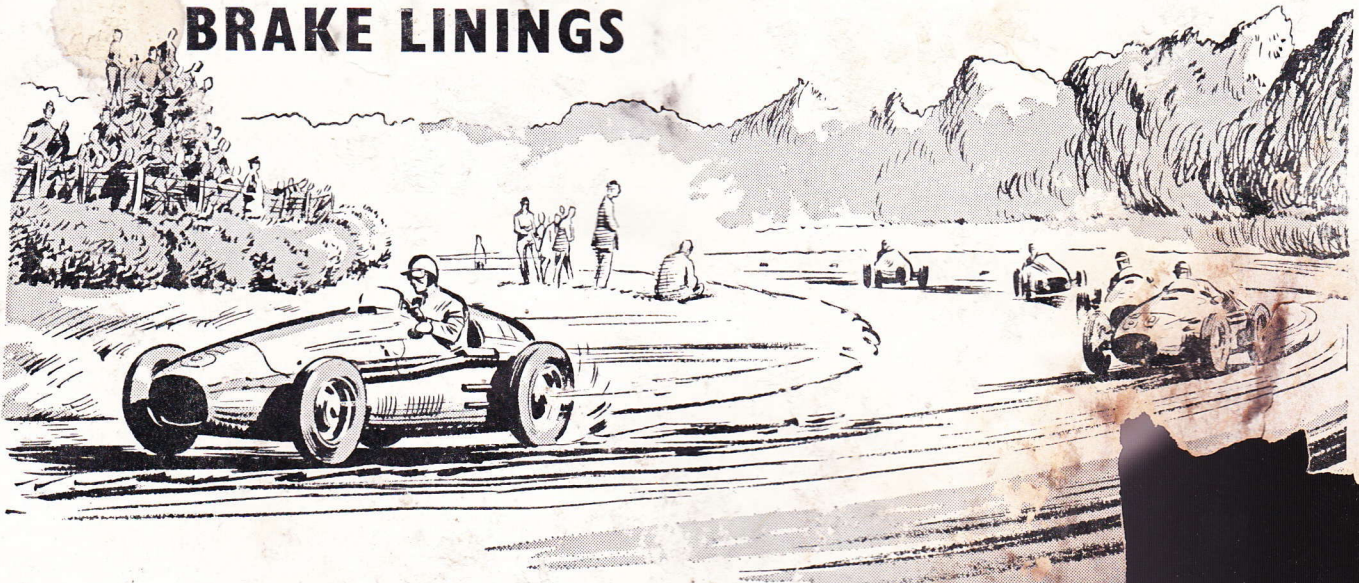
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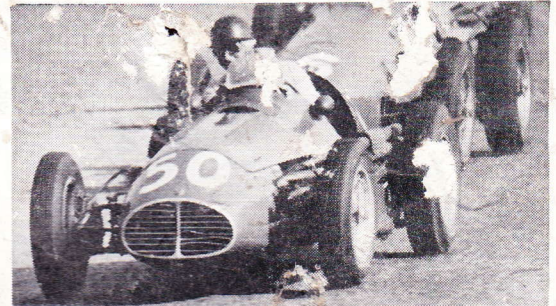
# They braked their way to lap records!

Consider these two facts. The longer that braking for a corner can be delayed, the faster will be the lap. And shortening the time left for braking generates higher temperatures. That's how you get 'brake fade'. It is interesting, therefore, to see that Farina, Fangio and Hawthorn have each set up new lap records this season on cars fitted with Ferodo Anti-Fade Brake Linings. These three remarkable successes, taken from the crowded list of thrilling Ferodo winners, proves that for safe, reliable, smooth braking you should fit Ferodo Anti-Fade Brake Linings—the majority of private motor car manufacturers do!

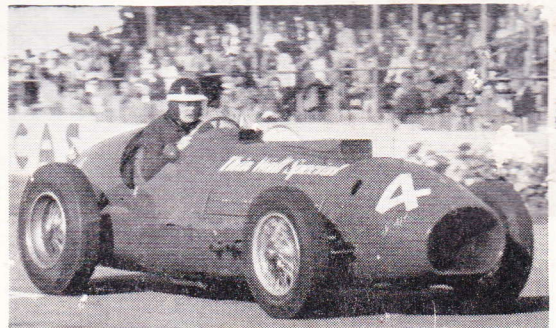
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