

AUTOSPORT

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EVERY FRIDAY
VOL. 8 No. 3

BRITAIN'S MOTOR SPORTING WEEKLY



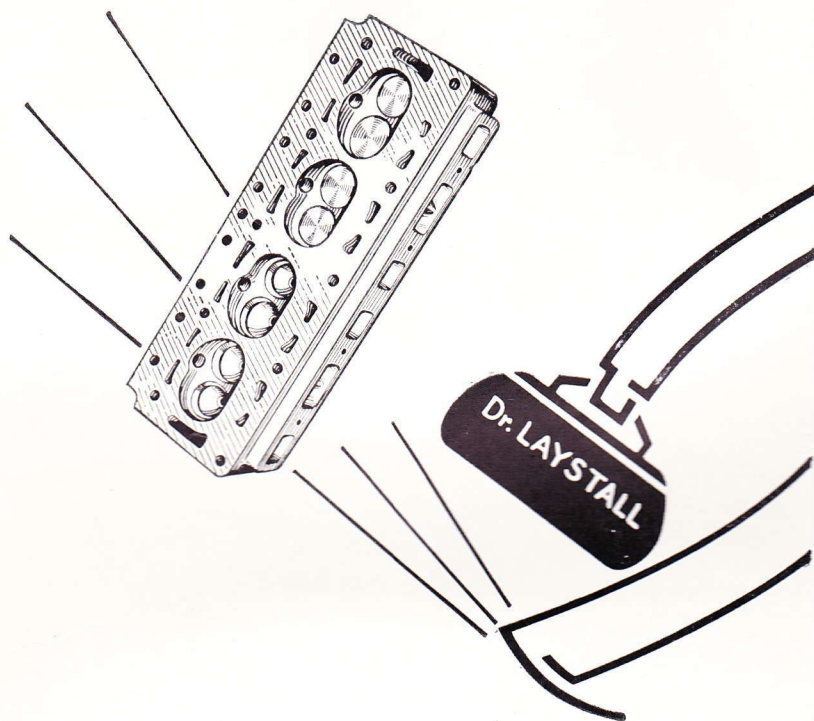
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THE 1954 COOPER "500" : MECHANICAL MARVEL : RECENT TRIALS : THE MEASHAM RALLY

JOHN BOLSTER • THEO PAGE • NORMAN SMITH • "AENEAS"

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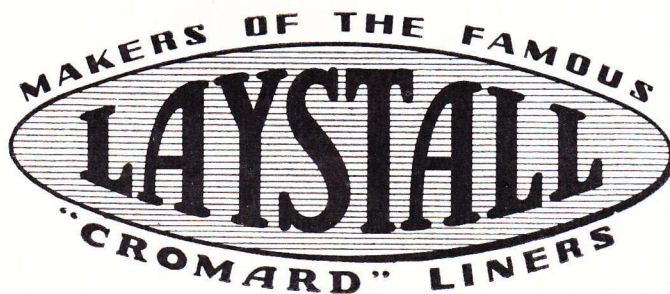
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BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 8 No. 3

January 15, 1954

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C. POSTHUMUS

F. WILSON McCOMB

Art Editor

THEO PAGE

Continental Correspondents

GERARD CROMBAC

MAURICE GATSONIDES

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WILSON ROGERS

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NOTICES

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EDITORIAL

NEXT Monday sees the start of the XXIV Rallye Automobile Monte-Carlo—one of the most highly publicized events in the International Calendar. The adventurous nature of the "Monte" invests it with a glamour not approached by any other road event, and which, during the past year or two, has captured the imagination of the general public to such an extent that several million people closely follow its progress from the radio and daily press. To win the rally outright is the hope of every manufacturer of touring cars whose products are eligible, and there is little doubt that this winter classic has a far higher proportion of factory-entered cars than any other rally. Last year the weather was kind—so kind, in fact, that it resulted in one of the easiest events so far staged. A record number of competitors reached Monaco without being penalized, and, in order to qualify for the speed-regularity test, underwent a braking and acceleration test which tended to favour drivers of large-capacity machines. This year the speed-regularity test is part of the road section, and the final 100 to take part in the speed test on the Monte Carlo Grand Prix circuit will be chosen from crews who arrive at the finish with the least penalty marks. The 1954 event begins with the prospect of severe wintry weather in parts of Europe; but the majority of competitors will welcome really difficult conditions, for what is the point of entering a rally of this nature unless one is prepared to overcome every conceivable type of hazard Mother Nature can produce?

British-built cars were driven to victory in 1952 and 1953, and it is the fervent hope of every enthusiast in this country and in the Commonwealth, that 1954 will see a hat-trick.

* * *

IT is a pity that, as yet, AUTOSPORT cannot congratulate the winner of the New Zealand Grand Prix. Unfortunately, a mix-up regarding the number of laps completed led to a protest entered after Stan Jones, Australian driver of his Maybach Special, had been declared the winner, with Ken Wharton (B.R.M.) in second place after experiencing braking troubles. Nevertheless, from all accounts, the West Country's Horace Gould (Cooper-Bristol) appears to have driven a storm of a race, and is almost certain to be placed in the first three. Also in the running for a place is Australia's Tony Gaze, who drove a supercharged H.W.M. By a coincidence, both Jones and Gaze were members of the Holden crew in the 1953 Monte Carlo Rally. Until the official results are known, this magazine can do little other than applaud the efforts of the drivers named!

OUR COVER PICTURE

ALL SET for the "Great Adventure": a 1½-litre M.G. saloon, one of the 120 British entries for this year's Monte Carlo Rally. The majority of crews from this country will start from Glasgow on Monday, 18th January.

PIT & PADDOCK

LES LESTON will be racing a new LKieft 500 in this year's Formula 3 events.

A. F.N. LTD., manufacturers of Frazer-Nash cars, are officially appointed United Kingdom concessionaires for Porsche of Germany. Charles Meisl, already associated with the Porsche, has joined the Company.

THE Railton Mobil Special, the late John Cobb's world record holding car, has been shipped to New York by Dunlop, its new owners. It will be exhibited, first at Buffalo, then, in March, at Toronto in the Canadian National Sportsmen's Show.

SPECULATION on the 1954 G.P. Mercedes continues. Just to add to the fun, a Continental journal has remembered the 1939 1½-litre car was a V8, and plumps for this type in the new car. Others bear in mind the 300SL and say a "six" is logical. Time will tell.

CO - ECURIER:
A. P. ("Hitch") Hitchings, who with Gerard Crombac of Paris has formed the Ang'lo-French Ecurie Bull Frog. They will share the driving of a Lotus in the Bol d'Or.

SEVERAL observant readers have pointed out that the second man in our 1st January cover picture is Onofre Marimon in a Maserati, and not Ascari, as stated.

DEVELOPMENTS since the prototype TR2 Triumph sports car appeared have resulted in a £40 increase in price, new basic figure being £595, plus £249 0s. 10d. P.T.

A 70 ENGINE into Morris Oxford? No, says an official Nuffield announcement, denying a recent newspaper report.

JIM MAYERS and the "Monkey Stable" will return to their first love, Lester-M.G., for this season's sports car races.

STIRLING MOSS may or may not drive a Jaguar at Sebring. In any case, he has been offered the wheel of an Osca by Briggs Cunningham.

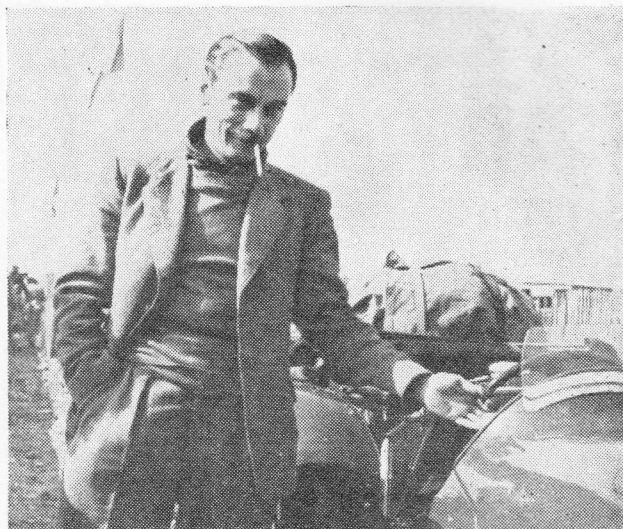
FOR the Brussels Motor Show opening on 16th January, Austins arranged a special train to take their 16 exhibits, ranging from an A.30 saloon to a five ton truck. M.G. Magnette and Riley Pathfinder are amongst the new British models to be exhibited.

JEAN LUCAS has resigned the team managership of the Equipe Gordini.

FRANCO BORDONI, successful Italian Gordini exponent, may join the official team this coming season. He is driving one of the sports cars in the Buenos Aires 1,000 km. race on 24th January.

LANCE MACKLIN will probably be a member of the Austin-Healey team for Le Mans. The very lovely "hardtop" seen around with Donald Healey at the wheel is not, repeat not, a prototype Le Mans machine.

B. S.A. Bantam 125 c.c. engine, mounted in a light car chassis, was driven by Reg Hunt, of Victoria, in the recent Australian Rob Roy hill-climb. Best time of the day went to a Vincent with 28.25 secs., but the Bantam Spl. managed 40 secs. despite a defaulting drive shaft.



"And finally, there's a section that's just up and down, up and down. . . ."

SPORTS-NEWS

THE ARGENTINE G.P.

THE recent reshuffle amongst premier Grand Prix drivers leaves the precise nomination of Ferrari and Maserati drivers in Sunday's Argentine G.P. at Buenos Aires somewhat in doubt, but there is no doubt about the cars' appearances in South America. On 29th December no less than 11 Ferraris—five of them sports cars, the remainder racing cars—left Genoa aboard the freight vessel *Julio Cesare*. Accompanying them were 10 Maseratis of racing and sports types. The boat called at Cannes on its way through the Mediterranean to pick up the Gordinis destined for the same races.

Subject, of course, to late changes, the Ferrari drivers in the G.P. will be Farina, Gonzalez, Hawthorn and Maglioli, plus *indépendents* Louis Rosier and Maurice Trintignant. The Maserati team will be led by Juan Fangio, supported by Marimon, Musso and Giletti. De Graffenried and Roy Salvadori are also down to drive. Behra, Elie Bayol and Roger Loyer will form the Gordini team. There is still a possibility that Ascari and Villoresi may take the wheel in two of the Maseratis.

The Argentine G.P. will be the first to be run to the new Formula 1, permitting supercharged cars of up to 750 c.c. and unsupercharged up to 2,500 c.c.

CHARTERHALL DEVELOPMENTS

THE success of Charterhall as Scotland's premier racing circuit since the loss of Winfield has encouraged the joint organizing committee (composed of representatives of the Berwick and District, Hawick and Border, and Lothian Clubs) to undertake the formation of a private limited company for the promotion of future motor and motor-cycle events. The proposed company would have a capital of £30,000, with registered offices in Edinburgh, and would make use of the valuable experience of the Winfield Joint Committee, and their trained and organized body of

officials in the organizing of meetings.

Once again the F.I.A. have granted Scotland an International date—2nd October—at Charterhall, and numerous improvements to the course are envisaged, amongst these being the complete resurfacing of the perimeter track to provide a circuit approximately 2½ miles long which, with certain modifications, would permit a lap speed of 100 m.p.h. The provision of permanent pits and buildings are also actively being considered, and with the owner of the ground favourably disposed to such developments, the future of Charterhall could well prove a very bright one. Perhaps the promotion of the first International Scottish G.P. is not far ahead?

It will be remembered that in the past two seasons several prominent International drivers have raced at Charterhall, including Giuseppe Farina, Louis Rosier, Yves Giraud-Cabantous and Bira, plus the premier British pilots such as Stirling Moss, Ken Wharton, Roy Salvadori, Bob Gerard and many others.

TWO NEW YORK SHOWS

A FULL and widely varied selection of the world's automobiles will be on show to the American public at the two Exhibitions to be staged in New York in the near future. At the first, the "World Motor Sports Show", running at Madison Square Garden from 23rd to 31st January, numerous interesting sports and touring vehicles will be seen, amongst them the Alfa Romeo "Disco Volante", a British H.R.G., the small Diesel-engined Joymobile from Holland, a sports-bodied Rolls-Royce and various American "one-offs" and prototype sports designs, including the Packard Balboa and a new Ghia-bodied sports. Many production models will also be shown, and two cars likely to attract especial interest are the Czech air-cooled rear-engined Tatraplan and a Russian Pobeda, the Soviet's medium-sized saloon model which has been produced in considerable quantities and has appeared in one or two European countries.

The second exhibition, the "International Motor Sports Show", will be based at the 7th Regiment Armory, Park Avenue, from 6th to 14th February. Here will be seen products of the Nuffield, Austin and Rootes-group companies, Jaguar, Aston Martin, Bentley,



★
NEW FROM TOLEDO: (Above) Latest American sporting car is the fibreglass-bodied Kaiser Darrin 161, on which sliding doors are a commendable novelty.

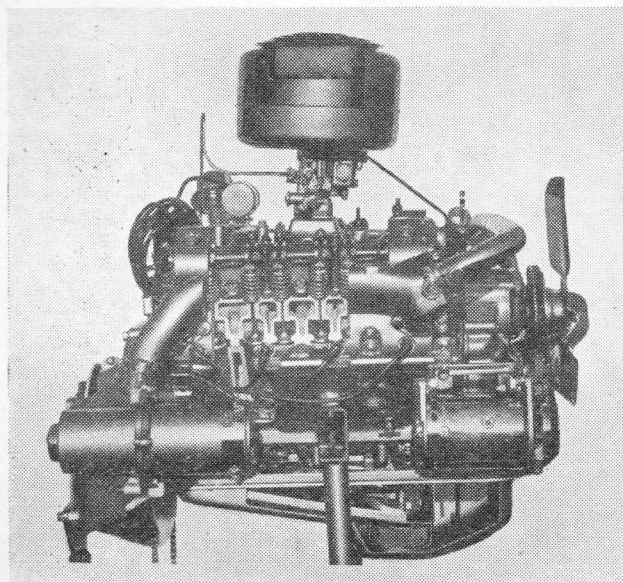
★
NEW FROM DETROIT: (Left) An o.h.v. Ford V8 engine at last. Replacing the current 101 b.h.p. "six", this 130 b.h.p. Y-block, short stroke, 239 cu. in. will appear in 1954 American Ford cars. A new six-cylinder engine is also being produced.

★
Porsche, Lancia and other production marques, plus various individual models, such as the Arnolt-Bristol, the Chevrolet Corvette, the Packard Balboa and the Hudson Italia.

FOR THE LATE JOHN COBB

AT a moving ceremony held at the R.A.C. last month, Mrs. John Cobb received on behalf of her late husband a special Gold Medal of Honour from the Union of International Motor Boating, presented by the Union's President, M. Alfred Buysse. With the Medal went a Certificate of Performance commemorating that Cobb's boat, *Crusader*, was the first in the world to achieve a speed of 200 m.p.h.

At the presentation were many motor-ing personalities, including Earl Howe, Lord Essendon, the Marquess of Camden, the Duke of Richmond and Gordon, Donald, son of Sir Malcolm Campbell, Kaye Don, R. S. Wilkins and Arthur Bray, one-time mechanic to Charles Jarrett.



MASERATI SPORTS CAR
PLANS

FROM Italy comes news of extending Maserati activities in sports car fields. A new competition coupé version of the successful 2-litre model is being constructed, with bodywork by Pinin Farina, while a larger sports/racing version, perhaps 3-litres, perhaps more, is expected to make its appearance in the Mille Miglia in April. This will probably have a six-cylinder engine based on the 2-litre.

Also planned, with a view to overseas markets and particularly that of the U.S.A., is a 1½-litre four-cylinder Maserati, with the engine based on the 2-litre "six".

During 1954 the Modena works will produce a batch of over 30 of the 175 b.h.p., 2-litre sports two-seater models, of the type so successful in 1953, one of which, owned by Sid Greene, was raced last year in this country by Roy Salvadori. A like number of less potent editions, fitted with "touring" coachwork, will also be built during the year.

DIFFERENT: (Above) The Vignale-bodied DB3 Aston Martin, driven into fourth place in the Casablanca 12 Hours Race by Mike Sparken and Roy Salvadori. The car is now in England, being fitted with an S-type engine.

TRY-OUT: (Right) Gordinis have lost Maurice Trintignant, who is to drive 2½-litre Ferraris this year. Here he is, trying out Rosier's car at Montlhéry prior to the South American races.

NOTES FROM FRANCE

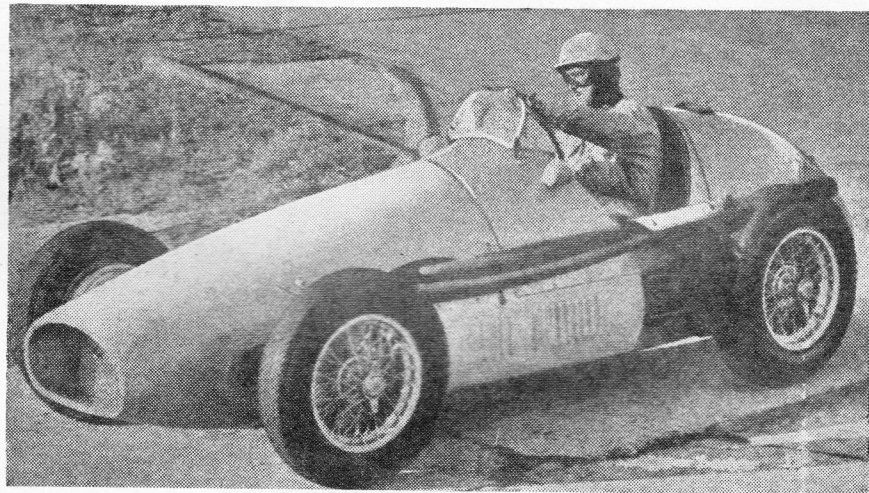
By Gerard Crombac

THE reason why the handsome, Vignale-bodied Aston Martin DB3 driven by Mike Sparken and Roy Salvadori at Casablanca suddenly dropped from third to fourth place, two minutes before the end of the race, is now made clear. It seems that the Aston's rear lamp wasn't illuminated, and the Talbot people immediately lodged a protest. The race stewards very reluctantly brought the car into the pits to have the lamp replaced; meanwhile the Etancelin/Rosier Talbot, lying third in the over 2-litre class, ambled into runner-up position. It was not a popular move on the part of the Talbot entrants!

ECURIE LOS AMIGOS should be quite a power to reckon with in this year's sports car events. The stable comprises a couple of 2-litre Maseratis (Johnny Simone and Armand Roboly), Mike Sparken's DB3 Aston Martin "Vignale", Jacques Peron's Tour de France-winning Osca, Guelfi's Gordini and Jean Lucas with a works Gordini. Lucas takes over temporarily from Col. Marceau Crespin who is at present with the armed forces in Indo-China.

GEORGE MONNERET, veteran French motor-cycle champion, is giving up two wheels in favour of car events and will probably acquire an 1,100 c.c. Osca.

CONFIRMED that a well-known manufacturer of cars and motor-cycles in England has been negotiating with Panhard-Levassor regarding making Panhard engines under licence in the U.K. Everyone seems to know who it



is, but as matters are not yet completely concluded—no names, no pack drill!

RACING abroad is a dream that many a driver is nursing at the back of his mind. But unfortunately it is very difficult to make an entry in most of the Continental races, unless you are a driver of acknowledged calibre with a record of some victories in England. There are a few races left on the international calendar that are nothing more than glorified club events, open to anybody who cares to take part in them. Such are the Montlhéry meetings near Paris. True, there is no starting money and little, if any, prize money. But the expenses of running are not so high and one can mix holidays with motor racing.

Here is a good opportunity to get oneself publicity on the Continent, in view of later races financially more interesting, especially as the entry is usually quite amateurish. Also, such meetings are open to touring cars, modified or not, and you have a wonderful opportunity to cross the Channel with your "hotted up" bread and butter vehicle, enjoy yourself by racing on one of the "classic" circuits of the Continent, then carry on your holiday tour. . . .

In an endeavour to bring more English

drivers across the Channel this chronicler and Midlands enthusiast A. P. Hitchings are launching the "Ecurie Bull Frog" scheme. This organization, which is backed by the A.G.A.C.I. and U.S.A., will provide English competitors wishing to race in France with every possible help, on a sporting, strictly non-financial basis: all details, negotiations with the organizing clubs, hotel reservation, lap-scoring on the race, etc. . . . It will give them the addresses of cheap garages if necessary, and, more important, will tell them where not to go.

There will be three international races at Montlhéry this year: 11th April, the Coupe de Vitesse (organized by U.S.A.), probably for sports cars and touring cars; 25th April, the Grand Prix de l'Île de France (organized by A.G.A.C.I.), probably for racing cars, sports cars and touring cars; and 3rd October, the Coupe du Salon (organized by U.S.A.), for sports cars and touring cars.

The Ecurie Bull Frog itself will race a Lotus (Ford-engined) on which "Hitch" and "Jabby" are planning an attack at the Bol d'Or (30th May, possibly not at Montlhéry) which is open for the first time to teams of two drivers instead of the exhausting 24 hours single-handed bid.

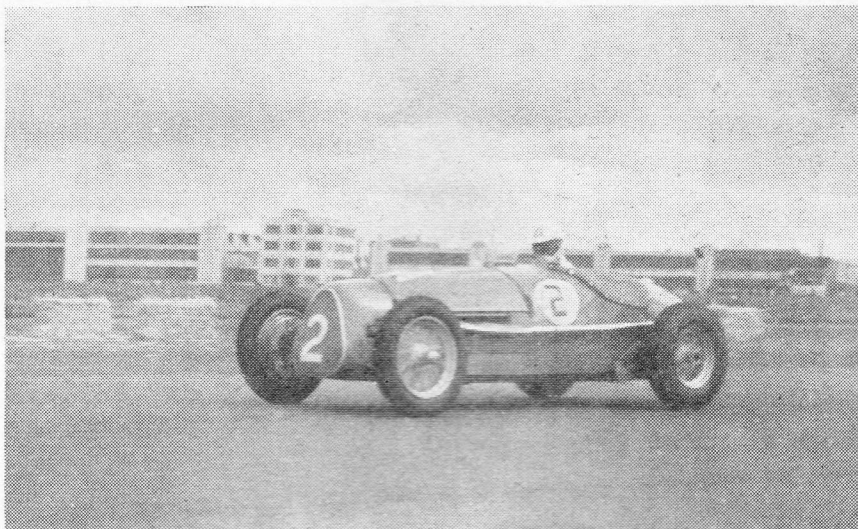
All drivers are warmly invited to join. Letters to this journal will be forwarded.

PROTESTS IN THE NEW ZEALAND G.P.

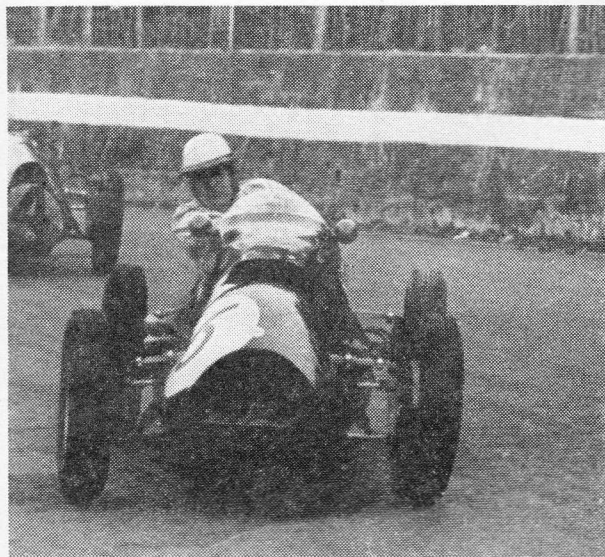
PENDING investigation into Horace Gould's protest, the results of last Saturday's New Zealand G.P. on the Ardmore circuit, Auckland, must be regarded as very provisional. The Australian, Stan Jones, is announced as the winner with his Maybach Spl., which incorporates parts of a German scout car reclaimed from the North African desert.

The 16-cylinder B.R.M. driven by Ken Wharton was second, Tony Gaze third with a supercharged H.W.M., and Gould (Cooper-Bristol) fourth. The latter claimed that lap scorers' sheets credited him with one lap less than he actually covered during the 200-mile race, and accordingly he entered an official protest.

Peter Whitehead (Ferrari) dropped out of the race when his Ferrari-built clutch failed. Full details of the New Zealand G.P. will shortly be published.



EX-ROMMEL: (Above) Stan Jones's Maybach Spl., provisional winner of the New Zealand G.P., has a 3½-litre six-cylinder engine originally powering a German desert scout car.



PLACED WHERE?: (Left) Horace Gould's Cooper-Bristol, credited with fourth place at Auckland. Final results are delayed pending inquiry into the Bristol driver's claim that he completed a greater distance than recorded.

BRANDS HATCH EXTENDED

F3 and Sports Car Racing for 1954

I AM now allowed to reveal that work is going ahead on an extension of Brands Hatch circuit. In future, racing will take place in a clockwise direction and, on descending Paddock Hill, a new section will be entered. This consists of a short straight and a bend of 300 ft. radius, after which one returns to the bottom straight, via another and slightly sharper corner to the left.

The extension will only add a quarter of a mile to the lap, but it should certainly make the racing even more exciting. The course is also being widened all round, and sports car racing is scheduled to take place, in addition to the ever-popular Formula 3 events. Truly, Brands Hatch goes from strength to strength, and there should never be a dull moment in 1954.

First 1954 racing fixture is the Half-Litre Club's meeting scheduled for 19th April.

J. V. B.

BRISTOL-BASE: This special 5-seater saloon is built around modified Bristol 401 components by tuning expert D. Creed of Shepherds Bush; 110 m.p.h. has been achieved in tests.

"DE GRAF." AGAIN

BARON DE GRAFFENRIED gained another Brazilian victory last week with his Maserati, when he won the Sao Paulo G.P. Details of this race will be published in next week's issue.



ARGENTINA'S 1,000 KM. SPORTS CAR RACE

PHIL HILL (Ferrari 4.1-litre), Bob Said (Osca), Masten Gregory (XK 120C Jaguar) and Carrol Shelby (J2X Allard) have been selected to run in the Buenos Aires 1,000 km. sports car race on 24th January. When the organizers contacted the S.C.C.A., offering all-expenses-covered trips for four selected entries, no fewer than 47 applications came in, posing the S.C.C.A. an insoluble problem.

They settled it by leaving the selection to the Argentinians, who wished for two cars of under 1,500 c.c. and two over 1,500 c.c. Shelby originally intended to race an Osca, but subsequently switched to his Cadillac-Allard with the organizers' permission.

Three Ferraris destined for this race—two 4½-litres and a 3-litre machine—have been held up in Italy through bad weather, missing the boat at Genoa as a result. They may now be flown over.

The Italian Gordini exponent, Franco Bordoni, is joining the Gordini équipe for the Buenos Aires meeting. Two sports cars are running, a 3-litre and a 2.5-litre, drivers Behra/Loyer and Bayol/Bordoni.

The Ecurie Ecosse and Aston Martin teams leave England by Argentine Airlines tomorrow.

AUTOSPORT

Rally Information Service

ALTHOUGH the Meteorological Office of the Air Ministry is reluctant to indulge in long-range forecasts of more than 48 hours in advance, it has been possible to gather details of what weather can be expected generally in Europe during the period of the rally, from Dutch, French and British sources.

It seems unlikely that severe wintry weather will be encountered on low ground, but that does not discount the risk of sudden frost—particularly in the evenings and at night. Fog is not generally expected, but there may be periods of ground mist in valley country. Rain may occur, but there will be many bright intervals.

On higher ground the story is different. Heavy snowfalls are expected at altitudes of anything over 500 metres; they may reach blizzard intensity and will be

XXIV RALLYE AUTOMOBILE MONTE-CARLO

On Monday Nearly 400 Crews Leave Starting Controls at Glasgow, Lisbon, Athens, Palermo, Oslo, Stockholm, Munich and Monte Carlo for Start of Big Winter Event

ON Monday, 18th January, Blythswood Square, Glasgow will be a seething mass of people eager to watch the start of the 14th Monte Carlo Rally. First car is due to leave the starting control organized by the Royal Scottish Automobile Club at 1.09 p.m., and thereafter entrants will leave at minute intervals on their 2,040 miles journey.

First car at the Llandrindod control is due off at 11.28 p.m., and from Dover, at 7.35 a.m. on Tuesday. Passage of competitors on the road should occupy just under a couple of hours and, for the sake of quick identification of competitors, a complete list of the Glasgow starters is given, together with the relevant numbers.

Last year's winner Maurice Gatsonides again drives a Ford Zephyr in company with the 1950 winner, Marcel Becquart; they are starting from Monte Carlo. Missing from the entry this year are the names of Sydney Allard and Ian Appleyard. Allard's cars do not qualify for the event, the rules of which specify that at least 600 of the same type of model must have been produced in a 12 months' period; for this reason, Bristol and Aston Martin cars are also not represented. Appleyard's absence is due to his decision to give up competitive motoring for a year.

The 1952 and 1953 R.A.C. trials champions, Cuth Harrison and Reg Phillips, share a Zephyr, as do the Reece cousins, Jack and Peter. Other Zephyr entrants include Nancy Mitchell and Denis Scott. Well represented are Sunbeam-Talbot and Daimler; leading the Rootes team are Stirling Moss/Desmond Scannell who, starting from Athens, are "No. 1" in the list of entries. Sheila van Damm and Leslie Johnson are also Sunbeam-Talbot entries. Trials men Cyril Corbishley and Doc Hardman are amongst the Daimler drivers, whilst George Murray-Fraser is in a Humber.

Runner-up in the 1953 Tulip Rally, Bill Banks has entered an Alvis, whilst "Pathfinder" Bennett and Mike Couper

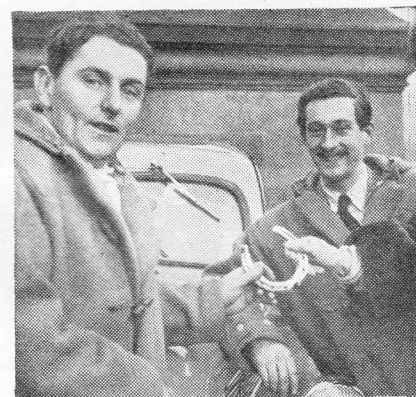
have Armstrong Siddeley Sapphires. B.T.D.A. "Silver Garter" winners, the Neil sisters Andy and Chris, are driving a Standard Vanguard; Dennis O'M. Taylor and Lew Tracey share a Standard Eight. Ken Carter, one-time F3 star, returns to competitions with a Jaguar.

Average speed for the rally up until competitors reach Gap is 50 k.p.h. Speed for the regularity test (Gap-Monaco) is anything between 45 and 65 k.p.h., competitors themselves making the decision. This stage is in four sections of 126, 12, 67 and 59 kilometres; the 12 kms. section will be used to set the average speed for each competitor, and differences in the remaining sections will be taken from the time taken to cover that particular section.

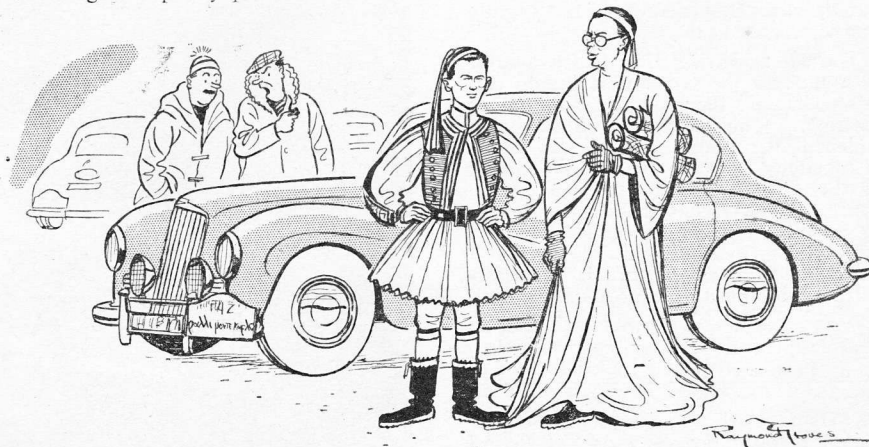
To determine the classification, the rally will conclude with a speed test on the Monte Carlo G.P. circuit over five laps, the first of which has to be covered in a minimum time of 3 mins. 26 secs. from a standing start. Performance will be worked out from the fastest lap accomplished, and the following formula will be applied: Speed equals time taken, multiplied by engine capacity, over engine capacity plus 150.

accompanied by drifting. Areas nearest the Swiss Alps are likely to be most affected; the Massif Central area of France is also expected to experience severe winter conditions, with, at times, extremely low temperatures.

Further towards the South of France,



Jack and Peter Reece who share a Ford Zephyr; they are starting from Glasgow.



"They started from Athens this year. . . ."

SPOT THEM BY THEIR NUMBERS

The Starters from Glasgow

- | | | |
|--|---|--|
| 147 Miss J. M. I. Slatter/Mrs. Jo Ashfield (Sunbeam-Talbot). | 180 A. Milton/K. Elvidge (Riley). | 211 C. Pilgrim/G. Walker (Jaguar). |
| 148 J. K. Bayes/X (Hillman). | 181 Ken Fraser/J. Marshall (Morris). | 212 A. Meredith-Owens/Alex Pitts (Rover). |
| 149 G. F. Hayward/D. Scott (Riley). | 182 C. Eyre-Maunsell/B. McCaldin (Humber). | 213 Ray Merrick/A. Grant (Sunbeam-Talbot). |
| 150 Denis Scott/Arnold Pownall (Ford Zephyr). | 183 Miss M. Walker/X (Sunbeam-Talbot). | 214 Duchess of Newcastle/Mrs. Snow (Sunbeam-Talbot). |
| 151 J. Duckworth/X (Morris). | 184 E. Evans/X (Sunbeam-Talbot). | |
| 152 E. London/J. Brown (Jaguar). | 185 G. D. Rose/H. Hobson (Austin). | 215 J. Bolton/D. Rabbitts (Singer). |
| 153 Bill Banks/Mike Porter (Alvis). | 186 A. Lincker/G. E. Neville (Vauxhall). | 216 L. Sims/A. P. O. Rogers (Riley). |
| 154 F. Vivian/C. Vivian (Jaguar). | 187 L. S. Norman/D. J. Farquarson (Jaguar). | 217 C. Oldbury/D. Pott (Sunbeam-Talbot). |
| 155 K. Richardson/H. Richardson (Rover). | 188 F. Baker/H. Appleby (Jowett). | 218 E. Wrangham/D. Fisher (Jaguar). |
| 156 W. Rosson/P. Rhodes (Lagonda). | 189 J. Millard/N. Jackson (Austin). | 219 A. Mitchell/J. Hastie (Wolseley). |
| 157 L. Taylor/L. Robson (Jowett). | 190 P. Edwards/G. Claybourn (Triumph). | 220 T. Dargue/R. Frazer (Riley). |
| 158 J. R. Skeggs/A. Teer (Humber). | 191 A. Wilcox/X (Hillman). | 221 N. Kastner/Jack Utley (Ford). |
| 159 W. R. Sutherland/I. Sutherland (Riley). | 192 W. Blomfield/A. Bennison (Ford). | 222 D. Wallace/W. Paul (Bentley). |
| 160 L. D. Collin/A. Linton (Simca). | 193 Jack Broadbent/W. Dennison (Austin). | 223 D. J. B. Brown/J. Lovett (Ford). |
| 161 Ron Faulkner/X (Ford). | 194 J. Campbell/R. Barrack (Riley). | 224 J. Blumer/F. Curtis (Ford). |
| 162 J. McLaughlin/L. McLaughlin (Austin). | 195 D. West/G. Haynes (Ford). | 225 A. Stross/D. Howard (Riley). |
| 163 Miss Hazel Dunham/Mrs. J. Howerd (Rover). | 196 J. Nairn/W. Steven (Austin). | 226 J. Bowdage/J. Wright (Riley). |
| 164 C. R. Hardman/R. Smith (Daimler). | 197 E. Lambert/W. Milligan (Morris). | 227 J. Glasgow/C. Croll (Jaguar). |
| 165 R. Syms/C. Syms (Austin). | 198 Maurice Tew/E. Marsland (Jowett). | 228 B. Dickson/G. Waugh (Standard). |
| 166 Frank Grounds/Ken Rawlings (Jaguar). | 199 D. O'M Taylor/Lew Tracey (Standard 8). | 229 Colin Edge/Margaret Edge (Standard). |
| 167 J. Kenyon/L. Bilbao (Ford). | 200 H. Fellman/J. Strang (Riley). | 230 A. McCracken/J. McCracken (Ford Pilot). |
| 168 L. Griffiths/Bob Wingfield (Riley). | 201 E. McCartney/B. Filgate (Bentley). | 231 Jack Reece/Peter Reece (Ford). |
| 169 J. Fleetwood/G. Read (Ford Zephyr). | 202 M. Kosubski/V. C. Ody (Sunbeam-Talbot). | 232 J. Lucas/L. Handley (Jaguar). |
| 170 W. Franklin/J. Miles (Austin). | 203 P. Walton/C. W. Batchelor (Vauxhall). | 233 N. Buchanan/E. Harte (Riley). |
| 171 S. Harris/J. Harris (Bentley). | 204 S. Croft-Pearson/S. Field (Ford Zephyr). | 234 W. M. Couper/P. Tabor (Armstrong-Siddeley). |
| 172 Peter Bolton/A. Slater (Daimler). | 205 A. Warren/F. Cooper (Riley). | 235 W. Humphries/J. Biggin (Sunbeam-Talbot). |
| 173 Jack Kemsley/P. F. Parker (Sunbeam-Talbot). | 206 Gregor Grant/George Phillips (M.G.). | 236 F. Merrill/R. Hodson (Jaguar). |
| 174 Cuth Harrison/Reg Phillips (Ford Zephyr). | 207 R. Sanders/X (Sunbeam-Talbot). | 237 R. Cade/C. Escot (Jaguar). |
| 175 Sid Henson/Alan Collinson (Ford Zephyr). | 208 Frank Dundas/X (Jowett). | 238 J. Stoddart/W. Stoddart (Standard). |
| 176 C. Bartlett/X (Ford Zephyr). | 209 Mrs. Nancy Mitchell/Mrs. E. Wisdom (Ford Zephyr). | 239 G. Wood/R. Stokes (Ford Zephyr). |
| 177 L. Leader/R. Birse (Vauxhall). | | 240 J. Trigg/Mrs. Trigg (Hillman). |
| 178 J. Eason Gibson/P. Scott-Russell (Daimler). | 210 Miss Andy Neil/Miss Chris Neil (Standard Vanguard). | 241 G. Lewis/W. Osborn (Jowett). |
| 179 T. Shanley/J. Dalkin (Daimler). | | 242 M. Anderson/R. Hastie (Hillman). |

snowfalls may be followed immediately by thaws, with the possibility of frequent rain. The probability of mist cannot be discounted, as cloud levels may generally be low.

On the whole, the most severe weather may be experienced in the mountainous

areas, due in no small measure, to a long overdue cold spell which has begun to settle in Central Europe.

RALLY GOSSIP: Bryn Lewis tells us that about 33½ per cent. of the British entrants will be running on Wyresoles
(Continued on page 93)



(Above) Sheila van Damm and Ann Hall (Sunbeam-Talbot) who, in 1953, had the cruel luck to suffer a puncture in the speed-regularity test. They are starting from Monte Carlo.

(Left) A busy scene at the Valence control after the generally difficult run from Le Puy.



SEASONAL SURVEY**PART III**

FORMULA 3 RACING

New Cars and New Fuel Raise 500 c.c. Racing Speeds—Successes to Parker, Moss, S. Lewis. Evans, Leston, Brandon and others—Don Parker and Ken Smith are "Autosport" Champions

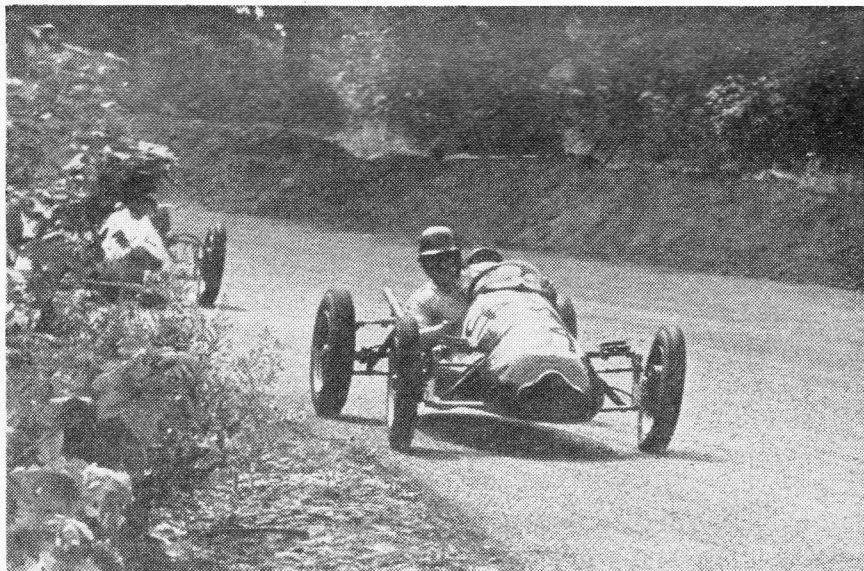
INTERNATIONAL by status but almost entirely British-supported, and certainly 100 per cent. British dominated; that is Formula 3 in its present, not wholly satisfactory, state. We've got the cars (and engines), we've got the men, and, as is quite evident from the number of machines competing, we've got the money, too; yet all these the Continent could also find, were they animated by sufficient interest. As it is, they aren't. The Italians have sold their Volpinis to a Marseillaise stable; the Germans, to whom one would expect the Formula would appeal, haven't tried seriously since Polensky and Schluter found rallying more lucrative; the French have a

crease, reared its controversial head. Being supplied of necessity to a select, successful few, it thereby posed a problem still waiting to be solved, namely—Nitro for all, or Nitro for none? Thirty years ago the advent of the supercharger brought a similar problem and similar cries of "ban it", but within a few years it was a universal fitment on racing cars. Research on the improving of fuels must never be retarded, and if the use of Nitro in F3 now means greater all-round benefits in the future, then once again racing will have proved itself a most valuable test-bed for progress. On the other hand, selective distribution only of the fuel must undermine the

very basis of good racing—equality amongst the field—splitting it into two factions, the Nitro, and non-Nitro competitors.

The effects have been seen during the past season at Brands Hatch, at Goodwood, at Crystal Palace and elsewhere, with Parker, Moss, Leston and Co. detaching themselves from the field and fighting their superior fights out ahead. Little has been lost by spectators in the arrival of Nitro, nor by the "haves", but to the "have nots" the chances of high placings have diminished, and some of the spice of racing inevitably departed. Time, and the wider use of the fuel in future, will doubtless remedy these difficulties; in the meantime comfort can perhaps be derived from the part Formula 3 is playing as a "guinea pig" for some extremely valuable research.

But to the racing itself; the events listed in the accompanying results table are not by any means the sum total of 500 c.c. races held last season, but only of International and major home events. During 1953 over 60 meetings included 500 c.c. races, a fair indication of their continuing popularity, despite ominous forebodings in some quarters. Easter opened the season's activities, with meetings at Goodwood, Brands Hatch, Castle



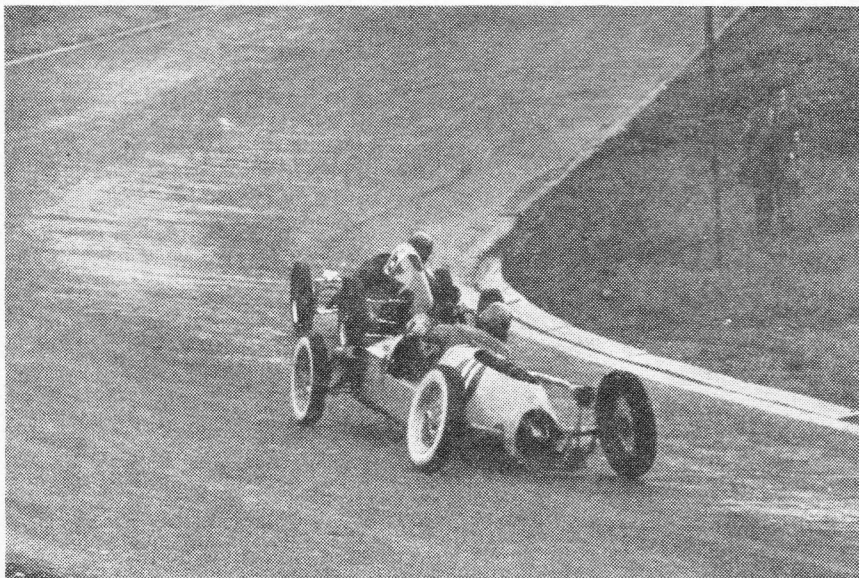
NEW CIRCUITS: The 1953 British season was notable for the opening of the Oulton Park road circuit in Cheshire, where (left) we have Tom Leigh (Cooper) leading C. Allison out of Druid Corner.

(Below) The Crystal Palace course in the heart of London was revived in shortened, faster form. In this picture Les Leston and Eric Brandon are duelling fiercely for Heat 3 of the Redex Trophy race in September.

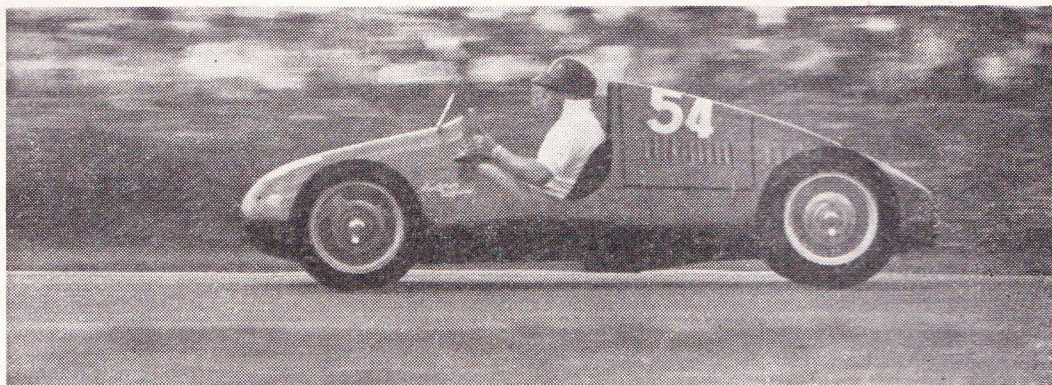
few ageing D.B.s, never a match for the British cars, and a few "one-off" jobs; Dutchman Lex Beels has given up his home-builds and has "gone British", and the Swedish Effyhs, also ageing, confine their activities to Scandinavian circles, usually to meet defeat from an influx of Coopers.

In effect, therefore, Formula 3 is still the national monopoly of the British, borne out by the fact that the year's most successful driver, Don Parker, never even had to leave these shores with his famous crimson Kieft in quest of victories. Yet F3, 1953, was no tedious monopoly by one marque or one driver; expensive as it has become since its pioneer days as a form of "poor man's racing", it is still far cheaper than the other Formulas, and the quantity and quality of competitors have ensured a series of struggles of almost cut-throat intensity, so close are the odds, so equal the skill of the first-rank drivers.

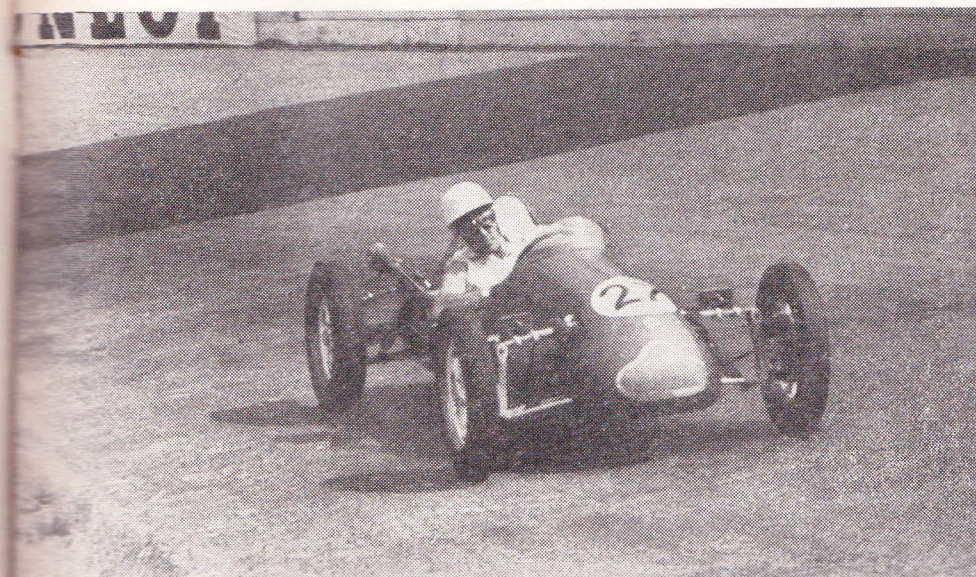
In mid-season, Nitromethane, that remarkable oxygen-producing fuel which realizes over 10 per cent. in power in-



FROM A B R O A D :
(Right) F. Antonelli's
Volpini-Gilera made an
unsuccessful appearance
at Brands Hatch in the
Daily Telegraph August
meeting.



★
AT HOME: (Below)
Stirling Moss looks
calm and comfortable
in his Cooper at Crystal
Palace. He won the
opening race there, to-
gether with events at
Nürburgring, Charter-
hall and Silverstone.



Combe and Brough. The Goodwood fixture, for the Earl of March Trophy, was the most important, and brought the Coopers into stern conflict with the new and rising 500 marque, Staride, with Reg Bicknell a valuable acquisition as a driver. He couldn't catch Alan Brown in the slimmed and lightened Cooper of Francis Beart, but he did duel with—and beat by a hair's-breadth—Stirling Moss's Cooper. An interesting newcomer we would like to see more of on this side of the Irish Sea was Rex McCandless's four-wheel-drive, envelope-bodied McCandless-Norton, which went well and shook quite a few home-based opponents by its pace.

During the same holiday period, Don Parker and Rodney Nuckey (Cooper) did well at Brands, Les Leston (Cooper) took the honours at Brough, beating Parker, and at Castle Combe the newest marque, Martin, scored a win at the hands of D. Taylor when Parker, leading, got held up by a gyrating Cooper on the last lap. Next big "do" was at the *Daily Express* Silverstone meeting. No fewer than 31 500s turned out for the 15-lap race, which proved a fierce Kieft-Staride struggle between Parker and Bicknell. Don took the flag by a bare second after a tense race, with Eric Brandon (Cooper) third despite a spin-round at Stowe—unusual for him.

Over in Finland the following day, John Cooper and Rod Nuckey were representing England at Helsinki. Neither won, but the race proved a Cooper success none the less, with the Finn Kurt

Lincoln winning from Pentti Loivaranta's Elhoo Special and John Cooper's works car. Nuckey led for seven laps, when his gearbox gave out.

Another Continental event, the Frontières race at Chimay, fell to André Loens and his Kieft, this combination romping away from Lex Beels in a Cooper, and two local drivers. Most British exponents had neglected the Belgian race in favour of Brands Hatch and/or the Crystal Palace opening meeting that same Coronation week-end. At Brands Hatch, a tigerish duel between Leston (Leston Special) and Parker (Kieft) resulted in retirement for Don and victory for Les in the 25-lap Coronation Trophy race.

At the new, simpler and faster "Palace" circuit the next day, Stirling Moss (Cooper) made all the running to win in comfort from Bicknell's yellow Staride and Stuart Lewis-Evans (Cooper), while Leston, initially the leader, ended his race in the sandbank at the Glade. Moss did it again the following Sunday in Germany, where he won the Eifelrennen Formula 3 event at the Nürburgring. Driving in wet, miserable conditions, he finished some three minutes ahead of Eric Brandon, also Cooper-equipped. Third place was disputed fiercely by two German Cooper exponents, Adolf Lang and Otto Kolan, who ran their last lap practically neck and neck, Lang reaching the finish one-fifth of a second ahead.

To France the same week-end went a larger British contingent for the Orléans

race; three Starides, several Coopers, two Martins, two Arnotts and Leston's Leston. The latter won the first heat, and Stuart Lewis-Evans the second. The Final was a Lewis-Evans-Bicknell-Leston affair, but a brakeless Bicknell lost ground, Leston shed a chain, and Lewis-Evans won at a fine pace, followed home by John Brise (Cooper), Dennis Taylor (Martin) and Bicknell.

Much the same gathering met a week later at Amiens for the Prix de Picardie, with spice from the "opposition" in the shape of Chazalet and Antonelli with two Gilera Saturno single-cylinder engined Volpinis. The second of two preliminary heats eliminated these interesting but disappointing cars, however, and the Final, marred by pelting rain, went to John Brise (Cooper). "Arnott" luck robbed Leslie Wood of a probable second place when he ran out of fuel, so Paul Emery stepped in, and Austen May (Cooper) was third.

At the second Crystal Palace meeting, organized by the Half-Litre Club, the Elizabethan Trophy race, in four heats and a Final, brought most of the British F3 men together again. Heat winners were Bueb (Arnott), S. Lewis-Evans (Cooper), Bicknell (Staride) and C. Headland (Martin-Headland). In the Final, Bicknell crashed into the bank, Lewis-Evans took the lead, Leston chased him hard but fruitlessly and Headland set the day's fastest lap, then ran out of road. So that excellent young driver S. Lewis-Evans won another race, Leston followed in, and third and fourth were two Martins.

Back to Germany, then, for the Avus race over the long and very fast course with its high-banked South Turn. John Cooper brought the works streamliner, but was lucky not to finish his race on round 1, when a German car shunted Loens's Kieft into the back of Brandon's Cooper. Keller's Swiss special dodged the mêlée and Cooper, coming up behind, also took evasive action, bounced off a wall and hit Keller. Result, a dented car and a stalled engine, requiring some acrobatic feats to restart it and rejoin the race. Picking up rapidly, Cooper tore through the field and caught the leaders Nuckey and Ahrens, to win at 93.85 m.p.h., a speed which could well have been over the 100 mark but for that early setback.

The big Silverstone meeting came next, with the 500 race a supporting event for the British G.P. It was the first Formula 3 race in which the use of Nitromethane became publicly known. Moss got out ahead and stayed there, Parker and Leston retired; Charles Headland executed a terrific gilhooley in a



(Left) Bob Gerard winning the last F3 race of 1953 in pouring rain at Snetterton with his Cooper-Norton.

very public place—at Woodcote, near the pits, scattering barriers and onlookers in his wake; Eric Brandon took second place to Moss, but Stuart Lewis-Evans made a tremendous effort to catch him, failing by 3 seconds but equalling Moss's lap record.

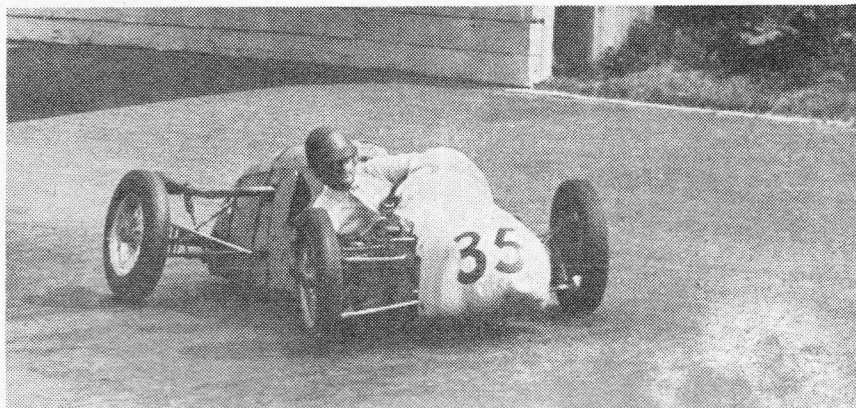
At Snetterton in the U.S.A.F. Trophy meeting put on by the Aston Martin O.C., Don Parker resumed winning form, but Brandon, Gerard and Leston waged a stirring battle for second place, Brandon achieving it by $\frac{2}{3}$ sec., with Gerard and Leston practically neck and neck for third.

Down to the South-West, then, went "the boys", to race on the comparatively new Davidstow airfield circuit in the August Bank Holiday meeting promoted by the Cornwall Motor Racing Association. Parker won Heat 1, Brandon Heat 2; in the Final it was a needle match between these two and Stuart Lewis-Evans, but Brandon was in terrific form and despite spinning on one lap, succeeded in heading Parker home by less than a length.

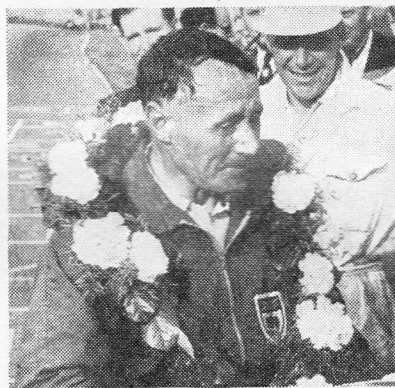
Don Parker atoned for this two days later, when he simply galloped away with the *Daily Telegraph* Trophy at Brands Hatch, followed in at a respectable distance by Leston's Special and S. Lewis-Evans. At Kirkistown, Northern Ireland, the same holiday week-end, no specific 500 c.c. race was staged, but the meeting was interesting for the brilliant but regrettably brief performance of Rex McCandless in his four-wheel-drive Norton-engined car, which led the first three laps of the free-for-all scratch race, made a long halt with fuel pump bothers, then rejoined the contest, to break the course lap record at 74.30 m.p.h.

A further holiday week-end meeting featuring 500s was that at Thruxton, where John Coombs scored an easy win in his new Staride from Don Truman (Cooper) and Billy Nicholson's Kieft-B.S.A. A week later several members of the circus moved north, to Cheshire and the new and very fine Oulton Park circuit. Don Truman (Cooper), Charles Headland (Headland-Martin) and Don Parker (Kieft) were heat winners, and Les Leston won the Final from Parker and Ninian Sanderson, the latter in his new Staride. Charles Headland added another crash to his list, but also a new Formula 3 lap record.

The big International Scottish meeting at Charterhall came a week after this, and to it went all the stars. Stirling Moss took the lead when Brandon disappeared after a meteoric first lap; then Don Parker decided to do something about it, and passed the green Cooper,

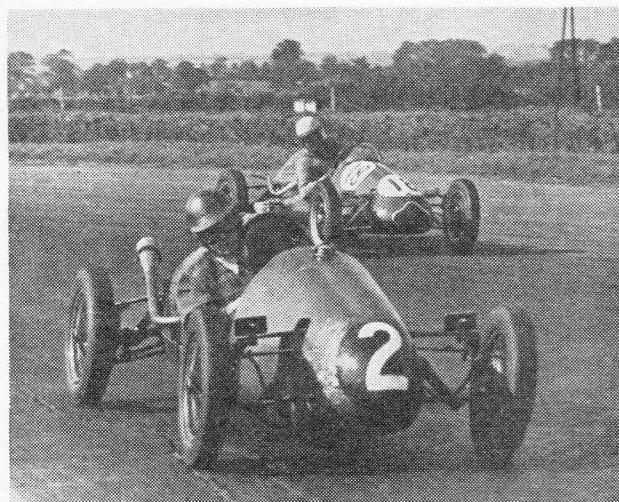


Reg Bicknell, Staride star, at Crystal Palace. He scored "seconds" at Goodwood, Silverstone and Crystal Palace.



"AUTOSPORT" 500 c.c. CHAMPIONS: (Above) Don Parker won numerous races with his Kieft at Brands Hatch, Silverstone, Snetterton, Goodwood, Castle Combe and other circuits. He gained the Championship for the second consecutive year.

(Right) Ken Smith of Enfield, winner of the first 100 miles race at Silverstone with his Norton-engined Smith, and Champion in the non-series-built class.



only to be repossessed. Again the Kieft spurred forward, but now Bob Gerard joined in the fun, depriving both of first place, until Moss reversed the placings, and Parker dropped back. Then Gerard's Cooper packed up, leaving Moss a safe and sure winner from Parker, with Leston third.

Those hardy annuals of the Half-Litre Club, the Silverstone 100 Miles races, were next on the list, but save for S. Lewis-Evans the top-liners gave them a miss. Even so, some 45 cars contested the two races, and Ken Smith (Smith) won race 1, despite heavy rain showers, at over 66 m.p.h. Reg Bicknell gave his Revis an outing, but had gearbox bothers when leading with nine laps to go; L.

Wood (Arnott) led thereafter until he ran out of fuel, and Lewis-Evans, who had no brakes and doubtful steering, could only manage sixth. The second race, run without rain, was won by Jack Westcott's Kieft at 68.23 m.p.h., so to him went the Yorke Trophy for the fastest average.

Rodney Nuckey journeyed once again across the North Sea to Sweden for the Stockholm race meeting on Skarpnack aerodrome, to win the rather short Final from an Elhoo and Loivaranta in a newly acquired Kieft. Lex Beels and Kurt Kuhnke, of Holland and Germany respectively, were next home, both driving Coopers. Also in the programme was a Finland-versus-Sweden match, in

which Loivaranta's Kieft, representing Finland, won from the Swede Andersson's Effyh and Kurt Lincoln's Finnish-entered Cooper.

The Half-Litre Club had a second session at Crystal Palace on 19th September, with the Redex Challenge Trophy in three heats and a Final as the main F3 event. Stuart Lewis-Evans appeared in Francis Beart's much "banted" Cooper on this occasion, and demonstrated his prowess with a really fast car by winning his heat, and then staving off a determined attack by Don Parker, to win the



John Cooper, winner of the Avusrennen Formula 3 race in the streamlined Cooper-Norton, despite a first-lap incident necessitating an awkward single-handed restart when his engine stalled.

Final by $\frac{1}{2}$ sec. Les Leston was third, having cracked the Formula 3 lap record during the day.

Parker reversed the order at the International Goodwood meeting a week later, although Lewis-Evans, again in the Beart Cooper, surprised him by passing the Kieft on the last round; he might have stayed ahead too, were it not for missing a gear emerging from the Chicane, which gave Don the race by a narrow margin, but a new F3 Goodwood lap record to Lewis-Evans at 83.24 m.p.h. Moss retired with a leaking oil filter cap, Bicknell (Staride) was third, Leston fourth and Nuckey fifth.

There was little time for discussions re Goodwood after the race for Lewis-Evans, for the following day he and his father were racing at Agen in France, alongside Brandon, Loens (Kieft), Bueb and J. Brise (Arnotts) and one or two others from Britain. Opposition included Hansen of Denmark with an Effyh, Lang (Cooper) from Germany, a Volpini, and three Swiss entrants. Lewis-Evans Jnr. lost a wheel during one of the heats, and trouble wrought havoc amongst cars tired after a season's work: Brise and Lang, amongst others, had mechanical maladies, Loens lost a wheel, and Brandon got out in front and stayed there to win the race, followed home by "Pop" Lewis-Evans, the Swiss Gilomen, in a Cooper, and Chazalet's Volpini.

October brought the Castle Combe National meeting, the 500 c.c. race in-

cluded in the programme being run in two heats and an 18.4 mile final. Don Parker won heat 1, Stirling Moss heat 2; but when it came to the Final no Moss was there to do battle, he having unfortunately crashed in the interim with the J.A.P. twin-cylindere car during the Formula 2 race. So there resulted instead one of those terrific Parker-Leston duels which had enlivened so many other 1953 meetings; Leston tried desperately hard, but the Kieft had the advantage at the end by the customary $\frac{1}{2}$ sec.

On the same week-end, Ninian Sander-son of the Ecurie Ecosse was making a corner in Northern events with his Staride, winning his heat and the Final, and making fastest lap for good measure, at Oulton Park; then going on to Brough the following day to repeat the performance. A week later, on 17th October, came the very last Formula 3 race of the



Stuart Lewis-Evans (Cooper) won the Circuit of Orléans, and the Elizabethan and Redex Trophy races at Crystal Palace.

season, at Snetterton. And a very wet affair it was, moreover, and one which revealed Bob Gerard's mastery in difficult conditions. He won his heat by over 10 secs. from Reg Bicknell's Staride, and he won the Final by well over $\frac{1}{2}$ min. from J. K. Hall (Cooper) and Bicknell. Bob Said of the U.S.A. drove well with Stirling Moss's Cooper, heading both Leston and Parker in his heat.

A busy season indeed, with sundry

lesser Club events going unmentioned in this Survey owing to space considerations. From it all, Don Parker (Kieft) emerged as clear winner of the AUTOSPORT 500 c.c. Championship for the second consecutive year, while Ken Smith became the praiseworthy winner of the non-series built class after a good season in the neat little Smith 500. Nor did this conclude the season's activities in the 500 c.c. class, for a keen inter-marque struggle was being waged to secure Class I international records on the banked *piste de vitesse* at Montlhéry.



Eric Brandon, victor in the Circuit of Agen and at Davidstow with Coopers. His streamlined Cooper was used by John Cooper to set up new records (later eclipsed by Taruffi and Brise) at Montlhéry.

John Cooper got the first blow in with Eric Brandon's Cooper, setting a highest speed of 114.92 m.p.h. during a run on 4th October which deprived Taruffi of his former 50 km. record with the Tarf plus six other records up to 200 miles.

On behalf of Italy Piero Taruffi lost little time in replying to these. As team manager to the Gilera motor-cycle racing team, he at least had access to one of the much yearned-for Gilera four-cylinder engines, which he installed in his unique twin-fuselaged Tarf, repairing with this equipage to the same *piste de vitesse* on 16th October. He retook the 50 km. record at 114.84 m.p.h., along with five other records which were



NINE IN THE BAG: George Thornton exultantly signals success to John Brise as the streamlined Arnott concludes its successful attack at Montlhéry on Class I records, six of which were held by Taruffi's Tarf-Gilera. Speeds of 122 m.p.h. were attained during the run.

Cooper property, the Tarf's highest speed being 115.44 m.p.h.

Unless Cooper retaliated promptly, it looked as if Italy would have the last word until the 1954 season, when up came a new contender in the shape of a very nicely streamlined Arnott-Norton, with Picardie race winner John K. B. Brise at the wheel. In a three-hour run on a wet track on 28th October, Brise succeeded in taking nine records with

the Arnott, including the 50 km. at 117.18 m.p.h. and the 500 km. at 118.13 m.p.h., highest figure of all. During the attempt lap speeds of over 122 m.p.h. were recorded.

One other incident relating to Formula 3 requires mention, and that was the winning by Eric Brandon's Cooper, fitted with a 600 c.c. Norton engine, of Italy's *Gran Criterium Vettura* at Chieti in late August. Not a Formula 3 race,

true, but won by a Formula 3 chassis; moreover, Stuart Lewis-Evans in his 500 c.c. Cooper was second, in a race drawing a number of stripped Italian sports 750s such as Giaur and Stanguellini. Other F3 competitors included Chazalet and Antonelli (Volpinis), Milonadis (Cooper), Bellocchio (Cooper), John Cooper (Cooper) and D. Taylor and J. Brown with Martins.

C. POSTHUMUS.

Principal 1953 Formula 3 Results

(Cars up to 500 c.c., unsupercharged)

Date	Race	Circuit, Number of Laps and Distance	First	Second	Third	Winner's Speed	Fastest Lap
6th April	Earl of March Trophy	Goodwood, 5 laps, 12 miles	A. Brown (Cooper)	Bicknell (Staride)	Moss (Cooper)	80.97 m.p.h.	Brown, 82.44 m.p.h.
9th May	Daily Express Trophy	Silverstone, 15 laps, 43.5 miles	Parker (Kieft)	Bicknell (Staride)	Brandon (Cooper)	84.34 m.p.h.	Parker, 86.37 m.p.h.
10th May	Helsinki Meeting, Finland	Djurgard Park, 25 laps, 32.5 miles	Lincoln (Cooper)	Loivaranta (Elhoo)	J. Cooper (Cooper)	—	—
24th May	Circuit de Chimay, Belgium	Chimay, 6 laps, 40.4 miles	Loens (Kieft)	Beels (Cooper)	Bossaert (BMW Spl.)	78.73 m.p.h.	—
24th May	Coronation Trophy	Brands Hatch, 25 laps, 25 miles	Leston (Leston Spl.)	Wicken (Cooper)	Taylor (Martin)	70.04 m.p.h.	—
25th May	Crystal Palace Opening Meeting	Crystal Palace, 10 laps, 13.9 miles	Moss (Cooper)	Bicknell (Staride)	S. Lewis-Evans (Cooper)	68.26 m.p.h.	Moss, 70.68 m.p.h.
31st May	Eifelrennen, Germany	Nürburgring, 5 laps, 70.8 miles	Moss (Cooper)	Brandon (Cooper)	A. Lang (Cooper)	65.55 m.p.h.	Moss, 66.42 m.p.h.
31st May	Circuit of Orléans, France	Orléans. Two 10 lap heats and 15 lap, 25.3 mile final	S. Lewis-Evans (Cooper)	J. Brise (Cooper)	Taylor (Martin)	61.66 m.p.h.	—
7th June	Prix de Picardie, France	Amiens. Two heats and 30 lap, 59 mile final	J. Brise (Cooper)	Emery (Emeryson)	May (Cooper)	62.2 m.p.h.	—
11th July	Elizabethan Trophy	Crystal Palace, 15 laps, 20.8 miles	S. Lewis-Evans (Cooper)	Leston (Leston Spl.)	J. Brown (Martin)	67.61 m.p.h.	Headland (Headland-Martin), 70.08 m.p.h.
12th July	Avusrennen, Germany	Avus, 15 laps, 78 miles	J. Cooper (Cooper)	Nuckey (Cooper)	Kuhnke (Cooper)	93.55 m.p.h.	—
18th July	British G.P. Meeting	Silverstone, 15 laps, 43.95 miles	Moss (Cooper)	Brandon (Cooper)	S. Lewis-Evans (Cooper)	84.74 m.p.h.	Moss and S. Lewis-Evans, 86.37 m.p.h.
25th July	U.S.A.F. Trophy Meeting	Snetterton, 10 laps, 27.1 miles	Parker (Kieft)	Brandon (Cooper)	Gerard (Cooper)	78.73 m.p.h.	Parker and S. Lewis-Evans (Cooper), 80.12 m.p.h.
1st August	Davidstow Bank Holiday Meeting	Davidstow, Two 10 lap heats and 20 lap, 37 mile final	Brandon (Cooper)	Parker (Kieft)	S. Lewis-Evans (Cooper)	76.85 m.p.h.	—
3rd August	Daily Telegraph Trophy	Brands Hatch, Four 10 lap heats and 40 lap, 40 mile final	Parker (Kieft)	Leston (Leston Spl.)	S. Lewis-Evans (Cooper)	70.42 m.p.h.	—
8th August	Oulton Park Opening Meeting	Oulton Park, Three 10 lap heats and 17 lap, 34 mile final	Leston (Leston Spl.)	Parker (Kieft)	Sanderson (Kieft)	71.95 m.p.h.	Headland (Headland-Martin), 75.86 m.p.h.
15th August	Charterhall International Meeting, Scotland	Charterhall, 20 laps, 40 miles	Moss (Cooper)	Parker (Kieft)	Leston (Leston Spl.)	76.47 m.p.h.	Gerard (Cooper), 79.12 m.p.h.
22nd August	Silverstone, 100-mile Races (Yorke Trophy)	Silverstone, 63 laps, 100.8 miles	1st Race: K. Smith (Smith)	Bueb (Arnott)	Russell (Cooper)	66.82 m.p.h.	—
			2nd Race: Westcott (Kieft)	Tyrrell (Cooper)	Symonds (Cooper)	68.23 m.p.h.	—
13th Sept.	Stockholm Meeting, Sweden	Skarpnack, Three 5 lap heats and 10 lap, 10.5 mile final	Nuckey (Cooper)	Rikkila (Elhoo)	Loivaranta (Kieft)	59.65 m.p.h.	—
19th Sept.	Redex Challenge Trophy	Crystal Palace, Three 10 lap heats, and 10 lap, 13.9 mile final	S. Lewis-Evans (Cooper)	Parker (Kieft)	Leston (Leston Spl.)	70.28 m.p.h.	Leston, 71.69 m.p.h.
26th Sept.	Goodwood Meeting	Goodwood, 5 laps, 12 miles	Parker (Kieft)	S. Lewis-Evans (Cooper)	Bicknell (Staride)	81.36 m.p.h.	S. Lewis-Evans, 83.24 m.p.h.
27th Sept.	Circuit of Agen, France	Agen, Three 20 lap heats and 30 lap, 31.7 mile final	Brandon (Cooper)	L. Lewis-Evans (Cooper)	Gilomen (Cooper)	52.5 m.p.h.	Brandon.
3rd October	Castle Combe National Meeting	Castle Combe, Two 7 lap heats and 10 lap, 18.4 mile final	Parker (Kieft)	Leston (Leston Spl.)	Loens (Kieft)	78.87 m.p.h.	Leston, 80.40 m.p.h.

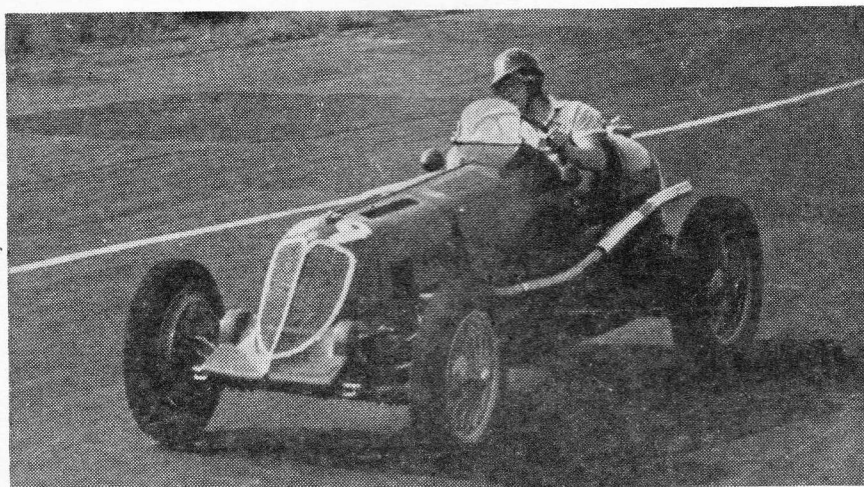
MECHANICAL MARVEL

The Racing History of The Famous 2.9 - Litre "Whitney Straight" G.P. Maserati

IN the Monaco Grand Prix of 1934 there appeared a new 2.9-litre single-seater 8-cylinder Maserati sporting American colours. Driven by the well-known Anglo-American star Whitney Straight, this attractive looking machine, later destined to become one of Britain's best known cars, made an inauspicious debut when, as the result of a hectic practice crash, its newly fitted rear axle was insufficiently run in to allow him to utilize the car's full performance and he could but finish seventh.

However, on his return to England, Whitney Straight amply demonstrated the potentialities of his recently acquired Maserati in the thrill-packed International Trophy at Brooklands (28th April, 1934) winning the unique J.C.C. classic by four seconds only from Brian Lewis's similarly engined ex-Tim Birkin car. The blue and white Maserati, flames playing around its exhaust on the over-run, averaged a remarkable 89.62 m.p.h., the drama attendant on its slowly diminishing lead in the last 30 laps (80 miles) vivid in the memory to this day, its offside front tyre showing the breaker strip all the way round that final decisive 100th lap.

After the Brooklands event, Straight, with his car and his Scuderia, embarked on an intensive programme of European racing and before the year ended the Straight-Maserati, as it was often called, had chalked up successes in the ratio of almost 2:1 against its failures. Probably one of its greatest achievements in 1934 (or in any other year either!) was its lowering of the Shelsley Walsh hill-climb record at the June meeting when both Straight's runs were under his pre-



SPRITELY 18: Tony Gaze leading a race at Snetterton with the Maserati in 1952, 18 years after Whitney Straight drove the car in Continental Grands Prix.

vious year's record, the better of his times, 40 secs. dead, characterized by that hall-mark of real driving skill—the appearance of slowness. At the September climb expectations of a third record from Straight and his by then internationally famous Maserati were nullified by Jupiter Pluvius (he's a Shelsley

by

NORMAN SMITH

"regular"!), Raymond Mays coping with the situation, though only to the extent of $\frac{1}{2}$ sec. better than the more powerful Italian car, which incidentally was now black and silver, having been repainted since its return from the Spanish G.P.

As far as Grand Prix road racing was concerned the Straight-Maserati rarely let its driver down and in most of its races, from Tripoli in May to the Border "100" in December, it came home in the money whenever it finished, and it never finished lower than fourth, except at Monaco and Monza! Its second major racing success was again at Brooklands, this time the British Empire Trophy, when it failed by two minutes to repeat its April victory, George Eyston's odd M.G. Magnette (The Humbug) winning a race now more notable as the event in which Dick Seaman, and the marque E.R.A., first raced. Three weeks after this Straight almost created more history by beating the Ferrari Alfas at Montreux. He'd done it in the second heat—and only a superb effort by the Alfa (Trossi driving) held off the Maserati by five seconds in the Final, Straight's skill wildly applauded by a delirious crowd.

Besides circuit racing the hard worked Maserati made excursions into the records field and Continental hill-climbing and in each sphere of activity it registered successes, capturing, for instance, the British and International Class D records for the Flying Mile and Kilometre at Brooklands on 29th June, with speeds of 135.49 and 139.68 m.p.h., speeds that are significant, for the car

was later clocked at 142.7 m.p.h. over the flying kilometre in its short six-lap run in the Coppa Acerbo in August. (Along the same distance of the Carrigrohane straight in the 1938 Cork G.P. Bira just managed 141.9 m.p.h., figures that agree very accurately with the speeds credited to the Maserati four years earlier.) Unlike British hill-climbs the European counterpart really is a *Hill-Climb*, and at the Klausen (14 miles) and Mont Ventoux (13 miles) Straight's ability was paid due reward for he ran third in the Swiss event and second in the French, being in opposition in each case to such stars as Caracciola (Mercedes-Benz) and Hans Stuck (Auto Union), his driving at Mont Ventoux, in particular, being brilliant, a 13 mins. 58.8 secs. run, although only second B.T.D., breaking the 1933 record by half a minute.

Another excellent exploit by the Straight-Maserati was in the Comminges G.P., which it led for five laps, eventually to finish third, whilst at Monza in the Italian G.P., despite complete brake failure early in the race, Whitney Straight drove unrelieved—one of five to do so—to the end to obtain the car's worst place of the year—eighth—in what was the most gruelling race of 1934.

Failures, as previously mentioned, were rarer than normal for a car so hard pressed as the Maserati, and six times only did the 2.9-litre drop out before the chequered flag flew, the most serious mishaps being cracked blocks and pistons at Tripoli and Rheims. A crash eliminated the Maserati at Nice, unannounced causes at Pescara and San Sebastian, and in the Algiers G.P. the self-change gearbox, Whitney Straight's chief mechanical modification, broke up, robbing it of a sure second place.

The change of colour, white and blue, to black and silver, effected late September, also changed the luck, 1934 ending for the Straight-Maserati in a fine sequence of victories, with four good wins and two record laps establishing it as England's fastest road racing car. Practising at Brooklands on 3rd October Straight cracked the out and out Mountain record with 79.18 m.p.h., going up to Donington to run in the 50-Mile



ORIGINAL OWNER: Whitney Straight drove the "2.9" Maserati in numerous 1934 events, winning the International Trophy, Donington Park Trophy, the Brooklands Mountain Championship, and the South African G.P., and setting a new Shelsley Walsh record.

Donington Park Trophy (6th October)—this being the actual trophy later awarded as first prize in the Donington Grand Prix! This the Maserati, flames still licking around it on the engine overrun, won at 67.09 m.p.h., retaining its good form and tune at Brooklands the following Saturday, when the Record Holders' Mountain Handicap, the Mountain Championship and the Mountain lap record (at 81 m.p.h.) were added to its bag. Finally, for that year, Whitney Straight and the Maserati visited South Africa for the Border "100" at East London on 27th December. Giving Dick Seaman (M.G.) 7 mins. 57 secs. start—and he was NOT the limit man—the Maserati won ridiculously easily, its 95.43 m.p.h. average the fastest race speed ever achieved in the Union, and a fitting conclusion to the Maserati's year's work.

Actually the Border "100" proved to be Whitney Straight's last drive in the Maserati, for faced with the Mercedes and Auto Union in true Grands Prix, and unable to purchase a car capable of challenging even the Ferrari Alfas and "works" Bugattis he wisely, but regretfully retired from motor racing, turning



ONE RACE, ONE WIN: Dick Seaman, subsequently of the Mercedes-Benz team, who won the British Empire Trophy of 1936 with the Maserati, its engine reduced to 2.6 litres capacity.

his attention to marriage and aviation. The 2.9 Maserati, however, was not immediately sold and in May, 1935, it was again in the Shelsley entry lists, Straight's place being taken, as a last minute deputy, by Harry Rose. In that meeting Mays (E.R.A.) broke 40 seconds at Shelsley for the first time, surpassing, of course, the Maserati's 1934 record, Rose, lacking Straight's driving flair, taking 45.6 and 45.2 secs. for his two attempts.

Not until the first Donington Grand Prix (5th October) was the 2.9 Maserati seen again that year, and in this first full length G.P. on the Derbyshire road circuit R. E. L. (Buddy) Featherstonhaugh, whom Straight rated as Britain's No. 1, handled the car, his steady driving, on a wet and misty day, consistently holding the Maserati either fourth or fifth until it coasted to a stand at Cop-pice Corner on the 82nd lap with its transmission gone. This defect was

remedied in time for Rose to use it in the Mountain Championship two weeks later, and he got it through the 10-lap sprint with credit—in fourth place, and ahead of Featherstonhaugh who'd had the car at Donington.

Whether Rose bought the car prior to the Mountain Championship or only borrowed it is not quite clear, but he certainly owned it when 1936's major British races commenced with the British Empire Trophy run on 4th April at Donington, Rose loaning the car to Dick Seaman, whose own Delage was unready. The astute Seaman, aided by Ramponi as O.C. Tuning, fitted a 2.6-litres block in order to reduce his handicap, and his clever dodge thoroughly justified the work it caused as Seaman romped home to his first big British race victory after a four-hour drive that at last convinced local racegoers that he was as good as his Continental reputation implied.

Rose himself drove the car in the second big British race of 1936, the J.C.C.'s International Trophy (2nd May), the engine retaining the 2.6-litres block as at Donington and running in the same group as the 2.3 Bugattis and Alfas. The Bira v. Mays finale made this race historic and at half-way Rose was ahead of Mays in third place, but fell back and eventually claimed fourth place, a quite notable effort in view of the race average of 91 m.p.h.

That, however, was Rose's last drive with the Maserati and it remained missing from the race scene for the next four months, when Prince Chula, mindful of Louis Chiron's advice re Bira's driving, bought it in early September. On his initial acquaintance with the Maserati, Bira, testing it at Brooklands, equalled Straight's one time lap record of 81 m.p.h. Satisfied, the Siamese stable packed it off to have it resprayed their own Bira blue, having it returned to them in time to take it to Dublin for the Phoenix Park "200", in which event Bira did (on lap two) the much heralded "first 100 m.p.h." lap, finished second at 99.34 m.p.h., and raised the lap record to 102.3 m.p.h.

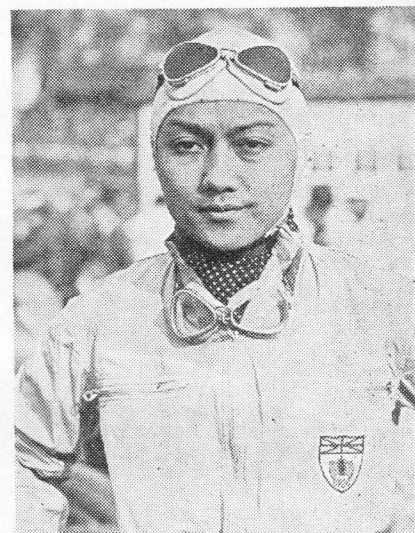
From then onwards the blue Maserati became as familiar in its new colours and with its new driver as it originally was under the Straight aegis, and up to the outbreak of war in 1939 "Bira (Maserati)" in the entry lists meant a probable winner every time. All told Bira drove the Maserati 25 times, mainly in long distance races, and as in Straight's day its success/failure ratio was impressive, something like 2.5 to 1. The chief successes of the Bira/Maserati combination were the 1937 Campbell Trophy and the 1939 International Trophy, but sometimes in defeat the car did greater things than when it won, as for example, whenever it appeared in Phoenix Park, a course on which the Maserati could never beat its handicap. In 1936 Bira put up the 102.3 m.p.h. record average yet only got second place, duplicating the performance in 1937 with 107.2 for the lap and 105 for a repeat second position. A third visit in 1938 gave the usual fastest lap, but only 104.4 m.p.h. by way of variety, the proverb not quite working true to form as Bira retired—third time unlucky!

Donington was quite a lucky spot for Bira when handling the Maserati, as in four races he retired but once, and that in the 1937 British Empire when the gearbox gave up at 64 laps, Bira lying

third at the time. When he didn't retire he scored fifth in the 1936 Grand Prix (a poor start cost him two laps, otherwise he might have been higher), second—minus 40 secs. to Dobson's E.R.A., later fated to become his own "Hanuman", in the 1937 J.C.C. 200-Miles and sixth in the 1937 Grand Prix—the race Rose-meyer won.

At Brooklands, and at the Crystal Palace, too, the Bira-blue Maserati was ever the centre of attraction, its debut at both tracks, the 1936 Mountain Championship at Weybridge and the 1937 Crystal Palace Cup at Sydenham, resulting in a third and a second respectively.

Prior to the Hitler war, Cork, in Eire, boasted as fine a road circuit as any in Europe and at Cork in 1937 the Maserati met with the worst racing accident of its career when Bira, off colour and duelling with Martin's Alfa, crashed it outwardly beyond repair, the battered remains looking only fit for the scrap yard. Fortunately the damage was not as severe as a quick glance suggested and in three months the car was again running, coming back to Cork in 1938 to rub out the memory of 12 months earlier with a fine run into second position in



25 RACES, TWO WINS, MANY PLACES: B. Bira won the 1937 Campbell Trophy and the 1939 International Trophy at Brooklands, and scored many creditable places with the ex-Straight Maserati.

the full scale formula Grand Prix sponsored by the Irish Hospital Sweepstakes £5,000 fund. This was the event in which the timed kilometre was operated and over which Bira did the previously mentioned 141 m.p.h., confirming in effect the 142 m.p.h. Straight achieved at Pescara in 1934.

Right in the shadows of war Bira ended the Maserati's pre-war racing by chasing Raymond Mays (his immortal rival!) home in a 25-mile scratch race for the Campbell Trophy at Brooklands on August Monday, 1939. Once the balloon went up and war started the two Princes, Chula and Bira, stored their racing-cars, the Maserati included, in the West country where they safely came through their hibernation remote from any danger of bombing.

Nearly 6½ years passed ere the Maserati was again used, when Bira

tested it on an aerodrome near London sometime in May, 1946, in preparation for its return to active competition in the Frontières G.P. at Chimay (Belgium) on 9th June. Although it was obviously the winner before it started the car simply wouldn't perform in either practice or the race and instead of a victory to celebrate its re-appearance it was sixth and last.

After this unexpected fiasco Bira never attempted any further long distance work in the car except for the 1947 Chimay event, when again it went so badly in the training that the later 4CL model was substituted on race day, the old Maserati being kept solely for sprints and hill-climbs in this country.

Being a novice at the sprint game Bira nevertheless did remarkably well, collecting second B.T.D. at Brighton, 1946, fourth B.T.D. Prescott (September, 1946), second B.T.D. Brighton, 1947, and fifth B.T.D. at Shelsley in September, 1947, an odd thing about the last meeting being that Bira got the Maserati up the Worcestershire hill faster than he did in June and indeed his time of 39.56 secs. was better than Straight's best, yet he was lower in the final placings.

To a top line G.P. star such as Bira, the old Maserati was by 1948 redundant, and so eventually it passed on to Ken McAlpine, already the owner of Earl Howe's 1934 car of like make. McAlpine promptly utilized his ex-Bira 2.9 in the Luton Hoo Speed Trials on 29th March, 1948, making sixth best time of the day. Thence onwards McAlpine and the Maserati, which he painted black and silver much as in Straight's days, went round and round

all the local sprint and circuit events, he in his turn becoming as synonymous with the Maserati as both Whitney Straight and Bira had been.

During McAlpine's tenure of ownership (1948-1951) the old—by now!—Maserati sprinted at Luton Hoo, Prescott, Brighton, Shelsley and Weston as well as taking in races at Tallaght, Goodwood and Silverstone, inevitably being—in the case of sprints certainly—one of the star attractions. Class wins by the Maserati were pretty regular, but only once, at Weston in 1947 did it achieve B.T.D., though a couple of excellent first places in short races at Silverstone (30th July, 1949) and Goodwood (17th September, 1949) must be mentioned.

The last race McAlpine had, before he, too, sold it, after 25 drives in the car, was in the Festival of Britain Trophy at Goodwood on Whit Monday, 1951. The faster modern F.I. metal squeezed it out of the Final by one place, however.

It was advertised for sale in mid-1951 and a new owner, one L. W. Boyce, was next seen with the car in the wet Brighton speed trials in September, red paint and a somewhat new profile failing to disguise it as the ex-Bira car. Boyce needed 33.7 secs. for the kilometre, giving himself ninth placing in the unlimited class. Then although Boyce entered it at Goodwood in the closing meeting of the year it was overturned in practice by H. C. Spero (of early J.C.C. 200 Miles race Austin fame), the mildly battered car thereby missing its run in the Woodcote Cup in consequence.

The year 1952 brought more activity

to a car now surely qualifying for the "old gentleman's" category amongst racing machines. Guy Gale gave it outings at Snetterton and Boreham, then at Snetterton in July the Australian Tony Gaze drove it in the *Formule Libre* race. The "Maser" got into the lead, then met a low-flying partridge which shattered the aero screen; a fluffing motor added to Gaze's handicaps, and he was caught by McAlpine's Connaught.

In the *Formule Libre* event at the British G.P. meeting, Gaze got the car going in the way she liked, and in a grand drive finished fourth to three 4½-litre Formula 1 Ferraris. At Turnberry in August he did even better, taking second place to Parnell's B.R.M., while at Goodwood a month later he took a seventh.

The Maserati passed a more leisurely season in 1953, but was introduced to yet another driver, Cliff Davis, this time. At Thruxton in August, Davis was running second in his first race with the car, when the exhaust pipe fell off, the cockpit got too hot, flames made themselves felt, and Cliff jumped. Rumour has it that things worse than flames arrested the Maserati's progress; be that as it may, it was repaired in time for the Charterhall "International", but Davis's run was shorter this time, mechanical trouble putting him out after a lap.

Whatever fates may befall the Maserati in 1954 and onwards its achievements of the past in the hands of its three chief owners will always ensure that the car remains one of the mechanical marvels of its age.

POINT-TO-POINT IN PAIRS

First 1954 Event for Hants & Berks M.C.

ON Sunday, 10th January, the Hants & Berks M.C. held their first event of the year, the "Pairs" Point-to-point. The start was at the Links Hotel, Liphook, at noon, where the 80 entrants paired up into 40 teams, mostly by prior arrangement and the remainder by drawing lots.

The route, on map 181, was in two main areas, Northern and Southern, each with separate route cards. Odd number pairs left the start on odd minutes with a subsidiary route card giving two six-figure map references, at each of which information had to be gathered to produce the reference of the Northern start; even number pairs left on even minutes, and had a different, subsidiary route to find the Southern start. This was simple enough; teams had to decide which car should tackle which reference and where to meet to combine information. However, the real test began only at these area starts, where the appropriate area route cards were handed out. Each of these gave one straightforward reference known as Northern or Southern "Question", and four pairs of references. In a similar manner to the subsidiary route card, each pair revealed information leading to a third reference—three of which had up to five code words, while the fourth was the opposite area start, where the whole process began again.

The organizers' note on the final instructions, to the effect that they did not think competitors would find time to



visit all points, ought to have given some idea of the difficulties to be expected. But the writer was amazed to discover that his navigators had run out of time, and after collecting the second main route card was able only to do a miserable one of its ten references before having to dice to the finish.

There were no time checks, although the whole course had to be covered in 3½ hours, late finishing up to 60 minutes carrying one minus mark for each minute late; except for incorrect code words or answers, all other marking was on the credit side, there being 50 marks for exchanging the area route card for the second, five for correct answers at the

two "question" points, five for first code words, three for second and one for all others.

If ever there was one, this was a navigators' rally, and congratulations must go to T. Clark and J. Higginson and their navigators as the winning pair, success in the event hinging upon strict adherence to a carefully planned procedure and time schedule.

GORDON MADGWICK.

Provisional Results

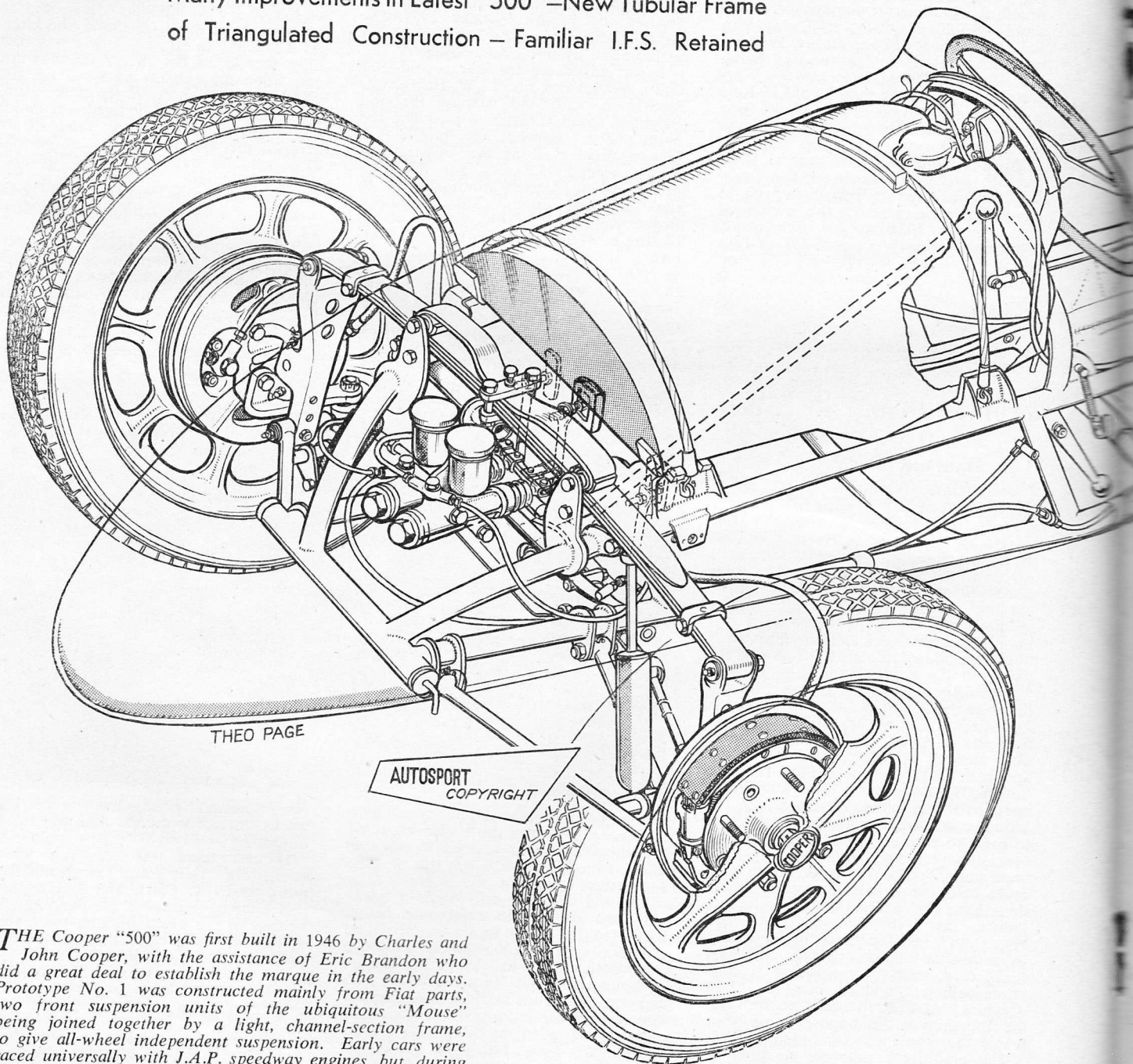
Premier Award: T. Clark (Wolseley 4/44) and J. Higginson (Standard 14); 2, Pat Stark (Vauxhall Velox) and A. Ambrose (M.G. TC); 3, Holland Birkett (Austin 7) and Michael Burn (Volkswagen); 4, H. Day (A.C.) and Blackmoor-Read (A.C.).
Best Impromptu Pair: Col. Moscadi (Lea-Francis) and J. B. Johnson (Vauxhall 12).

JOHN BOLSTER Describes The

MAIN features of the latest
The car shown in the
suspension by means of trans

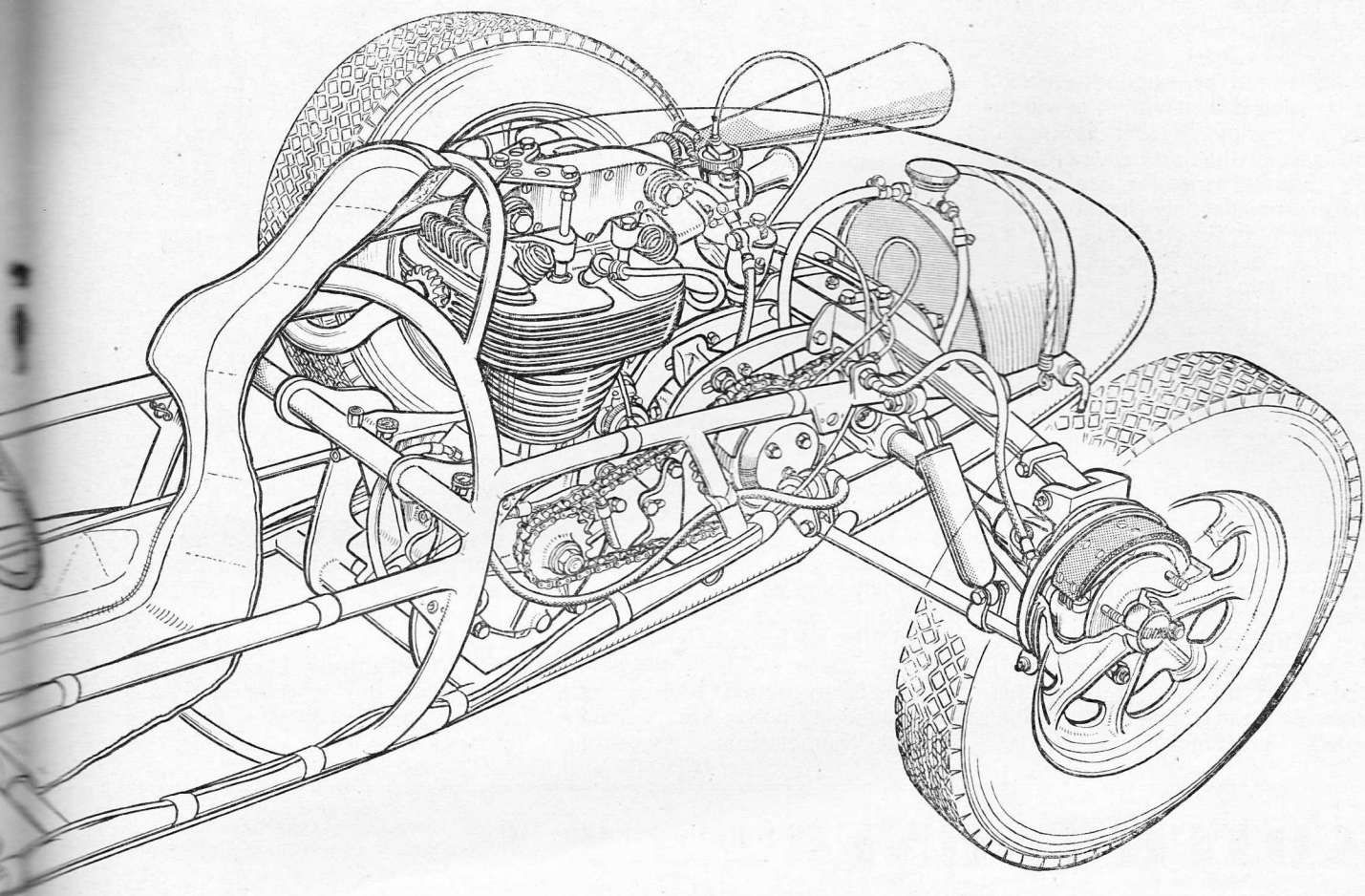
1954 Formula 3 COOPER

Many Improvements in Latest "500"—New Tubular Frame
of Triangulated Construction — Familiar I.F.S. Retained



THE Cooper "500" was first built in 1946 by Charles and John Cooper, with the assistance of Eric Brandon who did a great deal to establish the marque in the early days. Prototype No. 1 was constructed mainly from Fiat parts, two front suspension units of the ubiquitous "Mouse" being joined together by a light, channel-section frame, to give all-wheel independent suspension. Early cars were raced universally with J.A.P. speedway engines, but, during the past year or two, the "double-knocker" Norton has been adopted on the most successful F3 machines.

Cooper include new triangulated tubular frame, considerable reduction in weight, reduced frontal area and new body design. fitted with a double overhead-camshaft Norton engine giving a power-output of about 48 b.h.p. on alcohol fuel. Independent springs and wishbones is retained; the drive is taken by chain through a four-speed, close-ratio motor cycle racing gearbox to universally-jointed shafts via a single rear sprocket.



An exclusive AUTOSPORT cutaway drawing, by Theo Page, of the new Cooper 500.

ON a recent visit to the Cooper works at Surbiton, I was able to examine the latest model of this most famous make of 500 c.c. car. It is astonishing that the Cooper, which was the first machine of this size to be produced commercially, has always followed the original design, except for periodical detail improvements. Judging by the racing results, that must be a proof of the soundness of the conception. It is no surprise, therefore, that the new version follows the well-known layout in broad outline.

First of all, let me explain the object of the re-designed car. The idea, in principle, has been to cut down the weight considerably and, at the same time, to increase the polar moment of inertia. The frontal area has been reduced, and the body has been "cleaned up", to achieve the lowest possible wind

resistance consistent with the retention of an "exposed wheel" design. Coopers, of course, also pioneered the "all enveloping" type of half-litre racer, but for various reasons, of which weight and cost are not the least important, the conventional shape is likely to be with us for quite a while yet.

The 1954 car has an entirely new frame, triangulated from $1\frac{1}{2}$ in. 18 gauge steel tubing. It is carefully shaped to contain the driver and his engine with as little waste space as possible, and at the same time to support the body panels which cover it. The body is in three parts, the nose, the tail-cum-bonnet, and the undershield. The nose and tail pivot forward and backwards respectively on rubber mounted hinge bolts, and are secured by spring clips. Dzus fasteners look after the fixing of the undershield. About two minutes

would suffice to strip the chassis completely. The luxuriously upholstered seat is right down in the undershield, to keep the driver inside the body, and the gear and brake levers are within the scuttle.

A new fuel tank, containing eight gallons, is of light alloy, and is located in the nose section, above the driver's legs. It replaces the previous side tanks for reasons of weight distribution. Similarly, a light alloy oil tank is now right at the back of the tail. The rack and pinion steering, and 8 ins. 2.L.S. brakes, are as before, though new arms improve the steering geometry.

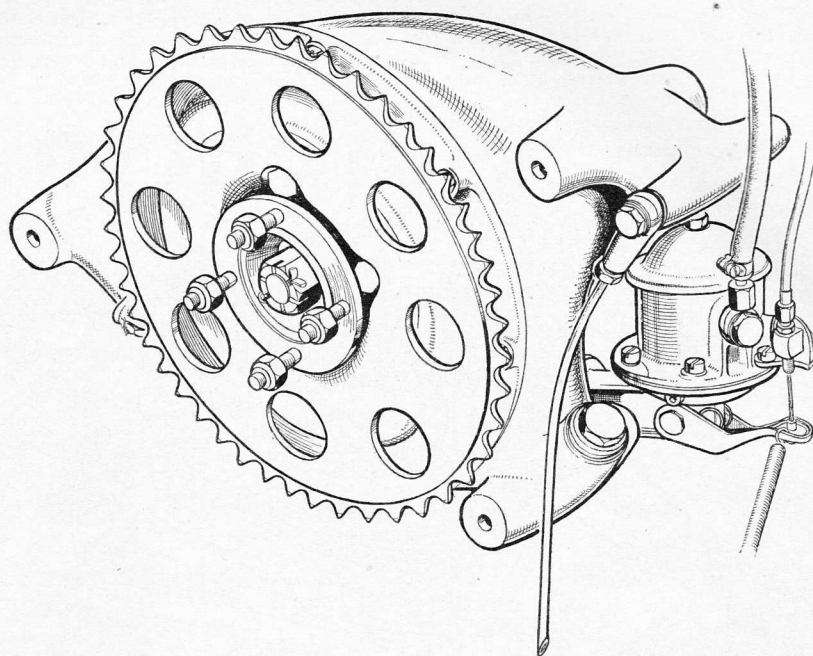
The various experiments in engine mountings have now culminated in the rigid pattern being proved the best. Not only is the power unit supported in chassis-mounted engine plates, but there is a stay to the gearbox, and another one from the

The light alloy final drive unit, and also the fuel pump. A gear-type differential will be available for use on faster circuits.

frame to the cylinder head. Norton or J.A.P. engines, and Norton gear-boxes, are the normal wear, though the new 4-cylinder J.A.P. will be tried when it becomes available. Transmission is by chain, as of yore.

A light alloy bearing housing, from which the articulated half shafts radiate, carries the final drive sprocket and also, incidentally, the fuel pump. It is interesting that a differential, of gear type, may now be fitted into this housing. Its object is to reduce the drag that a solid axle, or, for that matter, a limited-slip differential, may impose on a fast corner. This is optional equipment, and is likely to be used mostly for the faster circuits.

Cooper suspension has always been by transverse springs and wish-bones, both fore and aft. It will be remembered that, last year, an unconventional form of rear spring mounting, allowing some movement of the central anchorage, was introduced. This has now been deleted, and the very flexible back spring is bolted down solidly. In front, an ingenious arrangement has been adopted. This makes use of the



well-known anti-roll effect of a transverse leaf spring. The idea can best be followed from the drawing, but by connecting the spring to the frame at widely spaced points, there is marked resistance to body roll, though the suspension is soft in a vertical plane. The object, of course, is to obtain stability and high cornering power via an understeering characteristic. Armstrong

telescopic dampers are used all round.

The wheelbase is 7 ft. 3 ins., the front track 3 ft. 10 ins. and the rear track 3 ft. 7½ ins. The Elektron wheels, of 15 ins. rim size, carry 4.00 in. front tyres and 5.00 in. rears. With its delightfully low and speedy appearance, this car is indeed worthy to carry the Cooper name to further victories.

SCOTCH CORNER By "AENEAS"

WILL this be another "Monte" for Britain? After Gatsonides' victory of last year in a British Zephyr and Sydney Allard's triumph of 1952, we are all asking if our manufacturers can manage to chalk up three in a row.

In Scotland, of course, we have a particular interest in our "native" entrants, wondering if, this year, one of our friends or acquaintances may have that extra bit of luck that is of the utmost necessity even to the most able of drivers.

The Monte Carlo Rally is no event for novices but, among the starters from Glasgow, we have Scots who have got to their destination a number of times and in Jimmy Glasgow (Jaguar) we have an experienced competitor in many Continental rallies who may have Lady Luck on his side this time. It would be really quite something if a little Morris Minor was to win the event outright, but if preparation and the assembly of a good team has anything to do with it, then Ken Fraser should be in the hunt. In addition to young Nairn Marshall, who is a very promising driver, Ken has enlisted an excellent third man in Ian Jeffrey—a consistent performer in both rallies and track events in Scotland.

If Maurice Anderson is not among the competitive award winners, I am

almost certain he will again collect a share of the rewards in the Concours de Confort, for he has made further improvements in his notable Hillman Minx. This year, as well as such items as a constant supply of hot or cold water, a cocktail cabinet and a service of hot soup, Maurice has incorporated a device which will sand icy or greasy road surfaces as they are encountered.

Perhaps the most interesting Scottish competitor is, however, the one who is starting from Munich. George Murray Frame's record in the Alpine has made him a formidable opponent in any rally and he has already had experience of the Monte Carlo as co-driver to Norman Garrad in a Sunbeam-Talbot. Quiet and unassuming George should be well worth watching; with his Alpine partner, John Pearman, he shares a "works" Humber.

THIS evening you must turn on your television set and take a look at the gymkhana which is being staged by Edinburgh's Lothian Car Club. The programme will last for 40 minutes—from 8.45 p.m. to 9.25 p.m.—and among the exponents of motoring gymnastics will be such tidy drivers as Norman Lithgow (H.R.G.), Ninian Paterson (M.G.) and stylists Micky Gillespie and

Hugh Gunn, who can make anything from a Dellow to a Vauxhall sit up and beg.

At the same time as this is going on the members of the Scottish Sporting Car Club will be indulging in another type of gymnastics, for it is the occasion of the Club's annual dinner-dance and allocation of silverware. This is always an enjoyable occasion, and the entry are very loath to leave Glasgow's Central Hotel at the conclusion of the event.

Two of the Le Mans Jaguars and one of last season's cars from the *Ecurie Ecosse* équipe are now well on their way to Buenos Aires, accompanied by "gaffer" David Murray. The cars will be on show in the city for a few days before practising commences for the first big sports car race of the season, the 1,000 km. sports car race of the City of Buenos Aires.

Drivers for the Scots team will be Ian Stewart, Jimmy Stewart, Sir James Scott Douglas and Ninian Sanderson, with two Argentine drivers, as yet unannounced. We are looking forward to seeing how the two famous cars fare against the Ferraris and the Lancias in their class and there is also, of course, formidable opposition from David Brown's Aston Martins to be reckoned with in this, the first of the sports car championship races of 1954.

CORRESPONDENCE

The Touring Championship

OH! Mr. Ludke, how very unkind. Somehow I suspect that you are an American stationed in this country and perhaps unaware that for five years I drove my own H.R.G.s in International events. One doesn't land a "works drive" without a little bit of experience!

Anyhow, Ian Appleyard's original letter did not mention amateurs and so-called professionals and when I said "Free for all" I meant that if an International event included classes for all types of motor-cars then the drivers of these cars should be eligible to score points for the Championship. As it stands at the moment I can't even use my faithful Hurg, because, although standard, it is an open car.

A final word about my Zephyr. Admittedly it is a "works" car, but all the gadgets on the panel do not make it go any faster; rather they are aids to time-keeping and maintenance of the car. It is, of course, the three carburettors and enlarged petrol tank that make it non-standard according to the new ruling. And I still maintain that if there is a class for it in any International event, then whoever drives should be eligible for scoring points for the Championship.

NANCY MITCHELL.

HIGH WYCOMBE, BUCKS.

Wottle She Do?

ON page 14 of AUTOSPORT, 1st January issue, you publish a picture and article on the Cannon A30 special coupé.

What I am staggered about is this—are we to believe that this "bolide" cruises at 70 m.p.h.? No, sir, I never will—I can hardly believe that its *maximum* is 70 with a standard A30 engine. I have a recent Velox and Renown, plus a blown Ford 10, and if I had a *comparative* performance I would not want a Bristol or Jensen 541.

I always thought AUTOSPORT only published sane articles—or does a Cooper chassis have rocket tubes fitted in to assist in the car's propulsion?

G. M. G. OLIVER, M.R.C.V.S.

LANCHESTER, DURHAM.

[As the Cannon Special has a small frontal area and a rear-axle ratio of 4.875:1, 70 m.p.h. cruising does not seem wildly unlikely. But perhaps Mr. Cannon would care to comment?]

Sports Cars and Special Fuels

As a fair-minded magazine which endeavours to put motoring matters in their proper perspective, can you not campaign for the prohibition of dopes, Nitromethane and so on, when used in sports cars in the U.K.?

At present only the organizing club decides what fuel shall be used, but in International sports car races, e.g., Le Mans, the use of pump fuel is strictly enforced. Very little advantage is being taken of this loophole at present but it is not hard to foresee the day when 12/1 and 14/1 compression ratios, burnt piston crowns, and all the other complications will freeze out the more normal type of special sports racing car. Admittedly, motors can be made to perform perfectly satisfactorily on dopes but for every good one there can be many more people learning the expensive way.

No doubt Mr. Bolster will view the matter in much the same light as in his article on supercharging sports cars. It is not clear why race organizers do not automatically bar alcohol fuels. A very small minority of people would be affected.

A. J. CURRIE.

CHESHUNT, HERTS.

[We have already suggested banning anything other than pump fuels in sports car races.—Ed.]

East Anglia "Autoscamble"

WHILE not wishing to prolong unnecessarily a correspondence over which time alone will provide the answer, I feel I must add a few words in self-defence after reading Mr. Walther's letter.

No doubt the E.A.M.C. "Autoscamble" will continue to appeal to the odd few people who are either fortunate or wealthy enough to own trials specials or alternatively do not mind risking serious damage to their everyday cars. To me, however, it seems that the great appeal of Autocross lies in

the fact that on a reasonable course everyone can "have a bash". Yet this is the very factor Mr. Walther wishes to throw away. To quote a parallel case, surely Mr. Walther, with his long association with motor sport, cannot help seeing how popularity for trials has waned since they have become so very specialized, so does it seem likely that an event starting with this disadvantage can flourish?

Also, Mr. Walther will know how difficult it is at present to get entries for a trial, even though the course may have been chosen to make it especially non-damaging and quite suitable for normal cars. At every turn the organizers are met by extracts and photos from reports of recent "classic" trials showing strange Ford-engined devices attempting the impossible, and remarks on the lines of: "You think I'd do that with my car!" In company with the organizers of other Autocross meetings in 1954 I shall not feel at all charitably disposed towards the E.A.M.C. if I am presented with dozens of pictures taken at Earls Colne by would-be competitors accompanied by similar remarks!

Naturally, Mr. Walther feels a desire to defend his own event, but I feel that much of his letter was written with his tongue in his cheek, for does he not, himself, suggest many alterations to his course. So perhaps in a few years' time, when the Earls Colne Circuit has been bulldozed wider, the bumps removed, the "Bowl" rebottomed and the "roughs" generally "smoothed", we shall see the E.A.M.C., to whom much credit must go for pioneering this new sport, running meetings with as wide an appeal to its members as the other events its good secretary mentions.

J. RICHARD ALEY.

GREAT SHELFORD, CAMBRIDGE.

There's Stock Car Racing—and Stock Car Racing!

IN recent issues of your very enthusiastic magazine there has been some considerable coverage on the subject of stock car racing. Now with all due respect to John Bolster and others, please do not let us imagine that the circus-like efforts of our friends across the channel, who appear to partake in a form of roll 'em over motoring, in any way compares with the genuine article in the United States. During recent years I have been fortunate enough to be working for a well-known manufacturer of motor-cars on both sides of the Atlantic, and while in the States witnessed, and on occasions took part in, three full seasons of stock car racing in what is termed by N.A.S.C.A.R. to be the "Sportsman's" division. Although I will readily admit that it is a far cry from G.P. or sports car racing, the standard of racing by men such as Mike Klagak (National Stock Car Champion in 1950-51-52), Dick Linder, Mike Little and others is very high, and I feel sure that any true enthusiast would agree with me if they were able to see these drivers in action, even though their mounts may be pre-war Fords. This business in Paris and the steps being taken to promote it in this country, strikes me as somewhat distasteful, and is rather similar to a comparison between motor-cycle T.T. racing and a provincial speedway team. No sirs! let's have plenty of reading material on Formula cars, sports cars, trials, Autocross and what have you, but leave this farce out of it.

Congratulations on your Editorials in recent weeks; maybe we'll get some results soon and see the green cars running 1-2-3 on regular occasions instead of once at Albi!

D. C. HUTTON.

BLACKHEATH, S.E.3.

British Racing—Use TV to Foster Public Interest

MUCH has been printed and talked about on the subject of the development of motor racing, and its advantages to British Prestige.

One of the chief reasons why Germany was in the forefront of motor racing before the last war, and Ferrari holds the position today, is that the peoples of these respective countries are basically motor racing conscious. Until we become the same it is doubtful whether we shall ever hold a similar position.

Would it not be possible, through the medium of television, to give a series of programmes fully covering the development and progress of British cars in racing, and their various journeys to circuits in other countries? This would indeed foster that vital individual interest—more, perhaps, than a dozen publicly supported racing cars.

J. H. PARKIN.

MORTHEN, NEAR ROTHERHAM.

THE 30th "EXETER"



For many of the entrants, darkness was falling when they reached Meerhay, 32½ miles away, and headlights were in use at Knowle Lane, a hill which was climbed easily enough by determined folk. One competitor, however, was a little too determined, and overturned his Hillman Minx.

So the 30th "Exeter" drew to a close, as the field joined A.35 and made their way through Dorchester to a second stop-and-restart on Cocknowle Hill, the last observed section. With its surface of loose stones, and fair gradient, it was used instead of Afflington, which had caused hold-ups in previous years. Again the many trials specials and starker sports cars made the hill look easy, while the smaller saloons obviously suffered from lack of power. Morgans, Dellowes and the like came up rapidly, stopped astride

GOING UP: (Left) J. Tucker Peake (Scarlet Runner) romps up Simms, which was in difficult mood for the Exeter Trial.

COMING DOWN: (Below) D. Underwood slides backwards down Simms after failing, in his blown Aero Minx.

IN many branches of life, longevity is regarded as a virtue in itself. This idea applies to motoring events, with the nice distinction that a competition must be remarkably popular and well organized if it is to survive the changing tastes of competitors, year after year. Such is the "Exeter", that classic trial of the Motor Cycling Club, which was first held on 26th December, 1910, and has been run every year since, except when war has intervened.

This year's event was no less successful than its predecessors, although the weather conditions could scarcely have been less propitious; thick fog blanketed much of the country, disorganizing public transport and making it apparently impossible for competitors to keep going. But keep going they did, and only those two old favourites, Simms and Fingle Bridge, were to prove obstacles which few could overcome.

Of the 135 cars entered, 122 started from Kenilworth, Virginia Water and Launceston, to make their way to Honiton for the start of the common route. The 35 Kenilworth starters had the worst of the weather, visibility being very poor as they left the Queen and Castle Hotel on Friday evening, 1st January. For 94 miles they fought their way through the fog, passing through Cheltenham, Gloucester and Bristol to the Paradise Road House, nine miles beyond. This was the first time-check and refreshment halt, where the majority were behind schedule, even on a 24 m.p.h. set average.

Fortunately, they were able to make up lost time in Somerset and Devon when the fog cleared and ice-covered roads began to dry. At Honiton the trial proper commenced, as competitors from all three starting-points took to narrow lanes *en route* to the first observed section, Pin Hill, which was much less disturbing than it appeared to be in the early morning light. It formed a convenient appetizer for breakfast, which was taken 15¼ miles later, at Deller's Café, Exeter.

Windout, 10 miles away, was no more difficult than Pin Hill, but looked even



more frightening, for an overturned motor-cycle blazed away merrily on the second bend. This mishap had befallen one of the early competitors, who was unhurt.

Fingle Bridge, first used in 1932, was a very different matter. Leaves, slime and loose shale—all were present on its many corners. Only the trials specials and Dellowes were able to climb without difficulty and, whilst some standard cars got up, many made the ascent on the end of a rope. A delay soon built up, as a long queue of vehicles formed at the bottom of the hill. A 30-mile run followed, to Stretes, a steep hill which was easier, but claimed its share of failures. Close by was Harcombe, now resurfaced, but made suitably difficult by the inclusion of a stop-and-restart test; in this, the specials again made a good showing.

the line, and took off equally smartly in a cloud of flying stones.

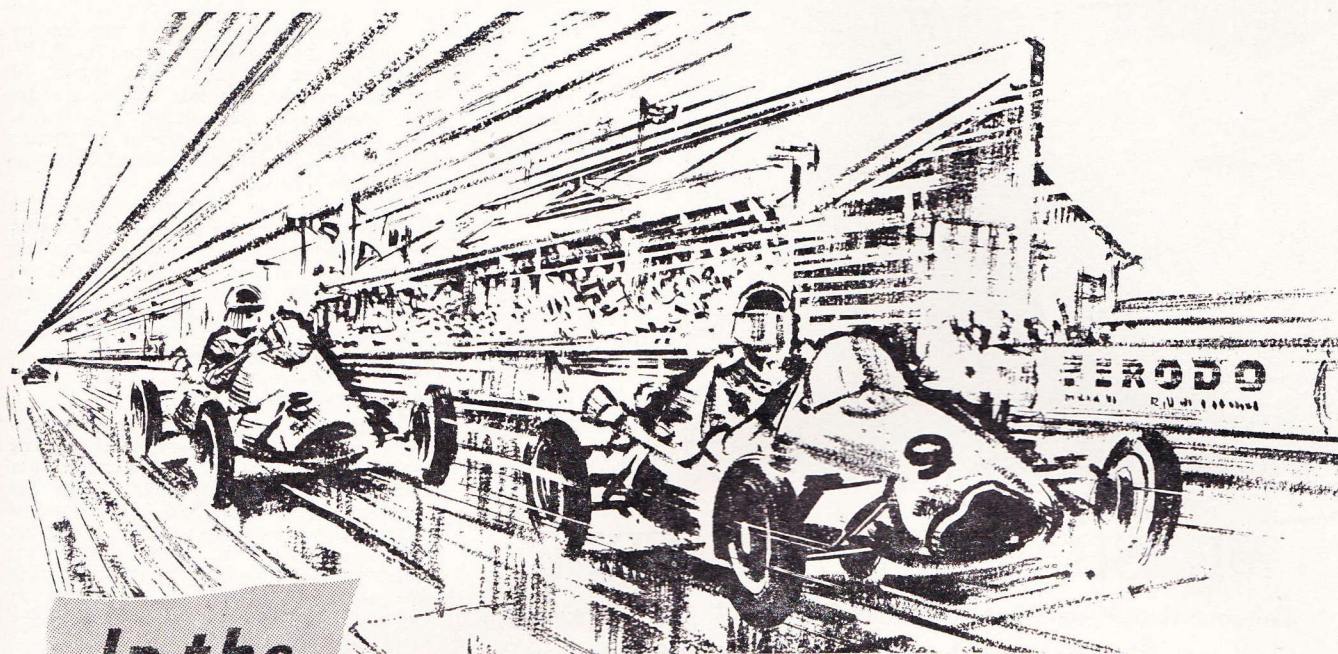
Then came the final time-check at Creekmoor, 14 miles away, and a half-dozen miles of main road motoring to the Grand Hotel, Bournemouth, and the finish of the event. It had been yet another successful Exeter Trial (only 20 car entrants retired), and a good omen for other motoring fixtures in 1954.

At the time of going to press, results have yet to be announced.

* * *

SOUTHSEA DINNER/DANCE

TICKETS for the Southsea M.C.'s 21st annual Dinner/Dance, on 12th February, may be had from W. Latter, 16 Romsey Avenue, Fareham, Hants. It will be held at the Royal Beach Hotel, Southsea.



In the

First Place...

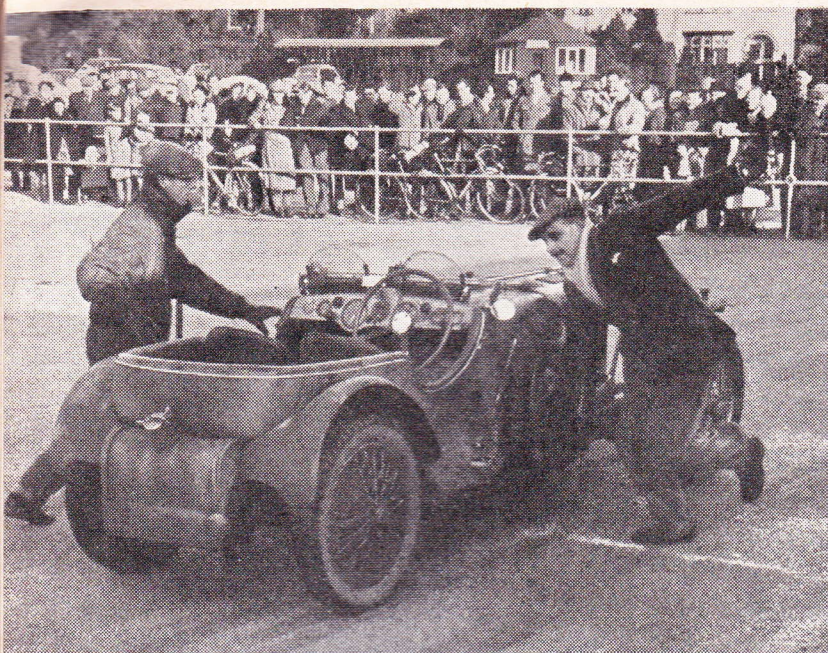
... let's hand a bouquet to the drivers who gave us such good 500 cc sport during 1953. It's quite safe to say that, in Formula III racing, British drivers can hold their own anywhere. Secondly, may we, in all modesty, bring to your notice the continued preference among racing men for Ferodo Anti-Fade Brake Linings. A glance at the list below shows that in 500 cc events—as in other formulae—you nearly always find Ferodo Brake Linings . . . in the first place!

FERODO'S 500 cc SUCCESSES IN 1953

April	6th	Goodwood	A. Brown—	Cooper	80.97 m.p.h.
May	9th	Silverstone	D. Parker—	Kieft	84.34 m.p.h.
May	25th	Crystal Palace	S. Moss—	Cooper	68.26 m.p.h.
May	31st	Nurburgring	S. Moss—	Cooper	65.55 m.p.h.
May	31st	Orleans	S. Lewis-Evans—	Cooper	61.66 m.p.h.
July	12th	Avus	J. Cooper—	Cooper	93.55 m.p.h.
July	18th	Silverstone	S. Moss—	Cooper	84.74 m.p.h.
August	15th	Charterhall	S. Moss—	Cooper	76.47 m.p.h.
September	26th	Goodwood	D. Parker—	Kieft	81.36 m.p.h.
September	27th	Agen	E. Brandon—	Cooper	52.5 m.p.h.

FERODO

ANTI-FADE BRAKE LININGS



★
NOT Highland dancing, but part of a V.S.C.C. driving test at Measham, with divertissement by Dr. D. P. Harris (1934 Frazer-Nash) and passenger.
 ★

AUTOSPORT, JANUARY 15, 1954

The best time here was put up by a husky 1926 Sunbeam, driven by P. W. McNaughtan. Against all forms of modern competition this old car's exact 11 secs. was magnificent. J. R. J. Mansbridge (Jaguar) could not get nearer than 11½ secs., while the third best was Len Shaw's 12 secs.

Breakfast was welcomed after the arrival test, and at 10.30 a.m. the battle was joined again. Two tests were then negotiated. In the first A. L. Yarranton (Morgan Plus Four) gave a very clean exhibition which resulted in the best time of 45.2 secs. The second best was put up by Dr. D. P. Harris, running his 1934 Frazer-Nash in Class 2 ("Thoroughbred Post-Vintage Cars").

A. Baillie (Ford Zodiac) was unfortunate in hitting one pylon, after driving well in this test. A. Jeddere Fisher received a round of applause for his performance in the 1928 Lancia, and it was well deserved; several spectators wondered how the dog, which sat serenely in the back, had behaved during the night run. Some saloon car drivers were not too well placed for seeing the

(Continued on page 92)

MEASHAM MANOEUVRES

Tougher-than-Usual Vintage Sports Car Club Event—Measham Challenge Trophy Won by McNaughtan (1926 Sunbeam)

THE Vintage Sports Car Club toughened up their Measham Rally this year—so much so that only five out of the 66 starters came to the Auction Ground unpenalized. The other arrivals there formed some 50 per cent. of those who left Longmynd Hotel, Church Stretton, on Saturday at 9 p.m., and many tales of trouble were told.

The 250-mile route took competitors through Radnorshire to Rhayader, then through Mid-Wales near to Llangollen and from the hills and lanes of Cambria via Repton back to a welcome meal at Measham. The run included a compulsory one-hour stop at the Adastra Café, which takes its name from the nearby Ternhill aerodrome, while five route controls and four time controls were given on the route card as map references.

From the start, competitors realized they were on no picnic. The average speed was up a little on last year—about 1½ m.p.h.—and this increase, coupled with the need for intricate map reading, soon had its effect.

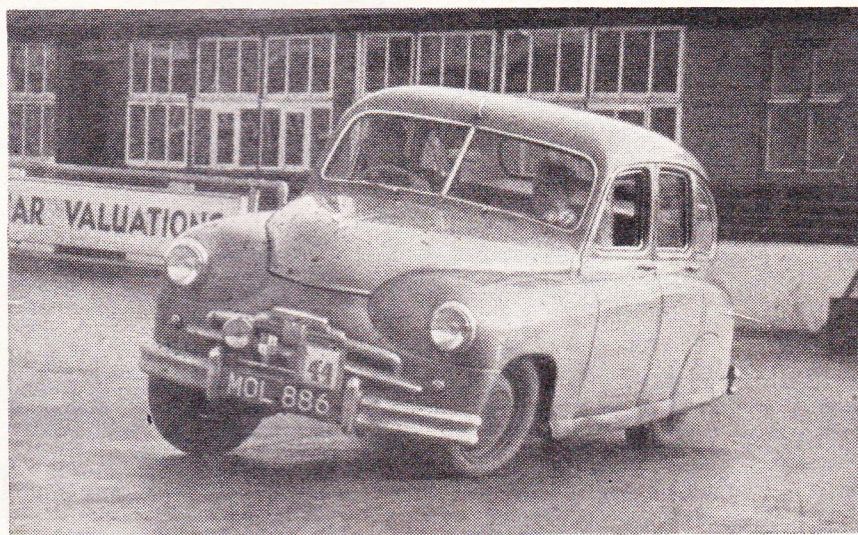
But these were by no means all the snags. K. J. Whitehead, for example, in his 1925 3-litre Bentley, had some electrical trouble; at one time he had to decide between using lights or petrol pump, and that his decision was the right one was proved by his presence at the finish.

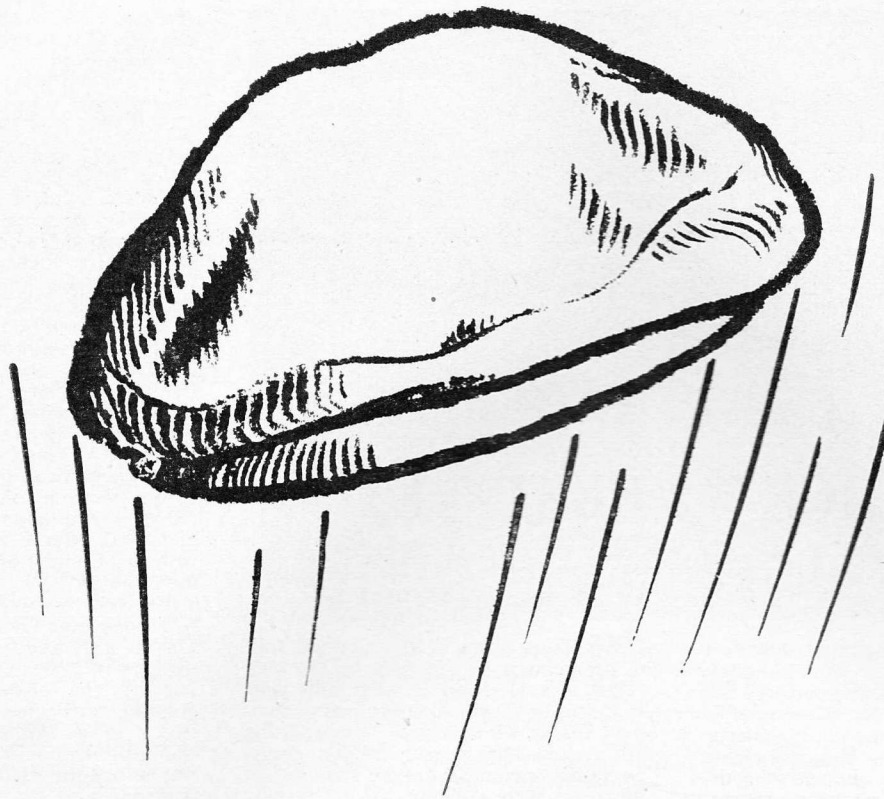
Harry Spence, running his spartan but potent Lea-Francis, also had a journey attended by incident. In the extreme, remote darkness of the Welsh hills, another competitor drew up alongside; after exchanging information about numbers and times of arrival at the next check-point, there followed a heated argument as to who was right with his times. Each thought the other wrong—until they found they were competing in two different rallies!

Len Shaw, driving his saloon M.G., smote a boulder during the night, which resulted in an unidentified noise at the back end. This did not prevent him from putting in a smart time for the arrival test, an acceleration and braking manoeuvre.



WHO LEANS MOST?: (Above) A. Baillie's Ford Zodiac put up a good time in Test 2, but hit a pylon. (Below) N. L. Hall (Standard Vanguard) won the Visitors' Award.

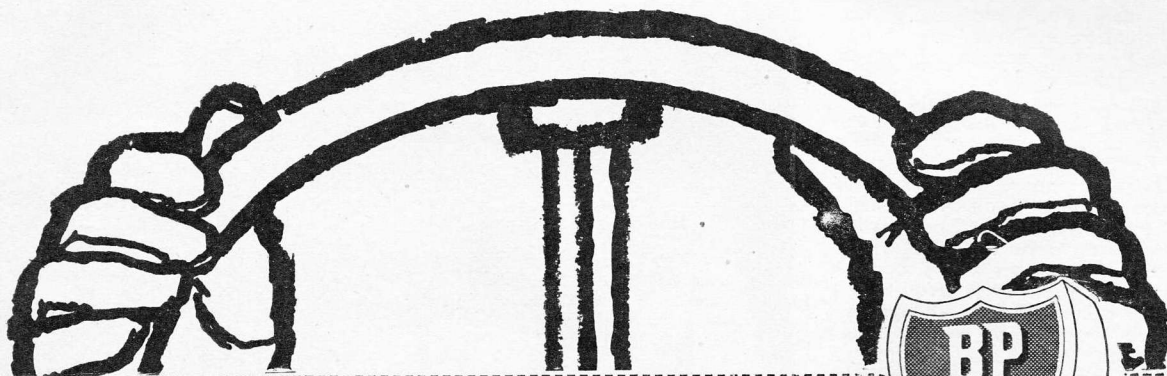




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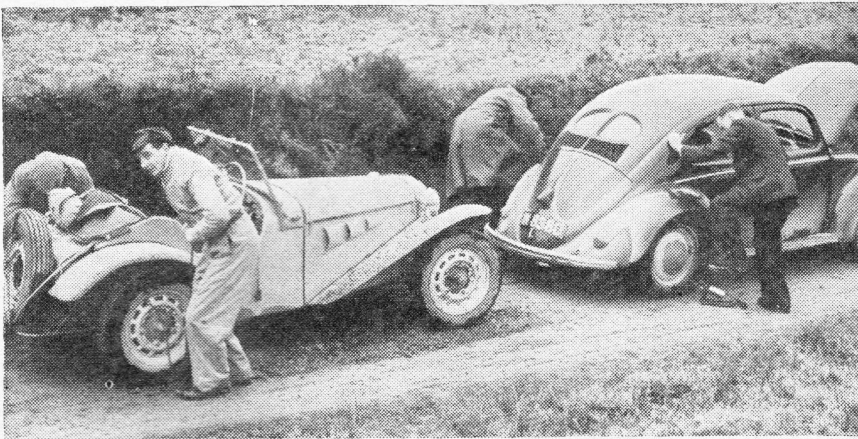


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LIMERICK'S "BEST YET"

Completely Successful Eire Event on New Course — Kevin Murray Wins, As Usual

ALL those who were present would, I am sure, agree that the Limerick Motor Club excelled themselves over the Winter Trial they ran last Sunday, 10th January. Limerick events have never been dull, far from it, but given this Hewison Trophy date, the new committee, under their secretary, M. G. Liston, set out to produce their "best yet". And how well they succeeded! In three years of writing about trials all over Ireland, the writer cannot remember offhand an event like it which was better organized in every way, from the lucidity of the sheet of regulations to the presentation of the results and awards.

Having found a brand-new course, the organizers dreamed up some new and novel tests, and started the competitors from the Dock Road, Limerick, soon after breakfast. The way led out along the Ennis Road and then off up into the hills of Clare.

The first group of tests, consisting of two turning tests, an observed section and a timed hill-climb, came at Woodcock Hill House. No. 1 consisted of a series of forwards-and-reverses at a complex road junction. The first man to try it, Elmer Connell, backed his special a little too far and had to be hauled out of the ditch. Thereafter, everyone else being forewarned, they took it more carefully, the fastest being Kennedy, whose M.G. TD now has a rather frightening compression ration! Tying for first place in the loose-surfaced hill-climb were Dick Nash and Kevin Murray, while the same two drivers made the highest score on the observed section. Kennedy climbed farthest of the M.G.s, Archie Canty made a very good attempt in that Le Mans Singer of his which never seems to die, while the section itself was not quite as dangerous as it looked, even though it was scattered with jagged rocks. The second turning test involved much driving forward and going round a pylon, which those with enough power did on the handbrake. Murray and Nash were in the picture again with 38½ secs. and

42 secs. respectively, while Connell split the partnership by doing it in 39½ secs.

Half a mile down a steep hill came the sixth test, which ingeniously combined the usual crossroads line-crossing with a deep watersplash. Nearly everyone rather expected to get stranded in midstream with a damp ignition system, but no one did, although at one point Nash threw his hands in the air in a "well, that's that" gesture, but the engine had seemingly only stalled since it started at the first pull, and he finished the test. Bill Young performed very neatly to finish first in 26 secs., Murray and Connell following, one and two seconds slower.

After another speed test round a pylon and a large triangular piece of bogland, in which Val Baker (Ford Spl.) tied with Young's blown Dellow for fastest time, there came an eight-mile-long road section, which seemed to climb all the way, up some very rudimentary tracks to the very top of the highest of the Clare Hills. Here, to the accompaniment of remarks about Everest and Abominable Snowmen and lack of oxygen, competitors did a

INFLATION: (Left) Bill Young (Dellow) and J. O'Mahony (Volkswagen), with passengers, pump 'em up again after an observed section.

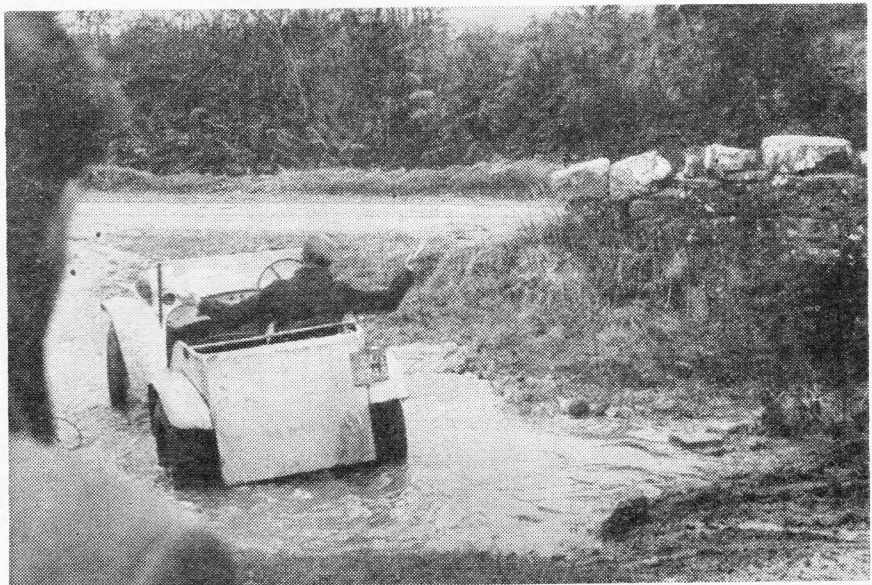
couple of observed sections. No one failed either, but on the second an unfortunate incident occurred when Elmer Connell's passenger bounced once too often and once too hard, coming down to find that the special had moved on while he was in mid-air! The bog being as soft as it is, there was no injury.

At this point nobody quite knew where they were, even though most of them had lived in the area most of their lives (which will show how fresh and unknown the course was) but the dye led downhill for five miles or so to a turning test at a Y junction with a large triangular grass island in the centre of it. Tin pylons were placed at each corner of triangle, and, among others, T. Liston and Val Baker flattened one each. Murray, Connell and Nash again shared the honours.

The last test was located at a double-fork road near Glenowura Wood. Bearing in mind the ditches and more slippery parts, it was extremely well thought out by the organizers, and involved crossing three lines as well as encircling two pylons. Although memorizing the track to take, and the order to take it in, was a feat in itself, not one driver did it wrongly as far as this reporter could see. Several people seemed to do the test quickly, but actually lost a lot of time by encountering vicious wheelspin on the very muddy surface. Connell in car No. 1 had the benefit of an unbroken surface and managed it in 49½ secs., but Murray was only ½ sec. slower, his passenger, Bill Tamplin, leaning out of the car round the pylons, like the passenger in a sidecar race.

The last leg was an easy road section to Castleconnell, via O'Brien's Bridge across the River Shannon, and Bridgetown, and owing to the excellence of the trials' organization more than anything else, the event ended almost two hours early at the Oldbawn Hotel (now rebuilt under new management and well worth a visit) where a meal was laid on.

(Continued on opposite page)



ADRIFT: (Right) Dick Nash makes signs of despair, as his Dellow stalls in a watersplash during the Limerick M.C.'s Winter Trial.

DOINGS AT DUNDROD

Knock M.C.C. Trial Held on Ulster Race Circuit

THE Knock M.C.C.'s trial on Saturday, 9th January, produced a spirited battle between the open-air brigade and drivers of closed cars, the latter now being fashionable among the intrepid Ulstermen. Gordon McNally and his Dellow succeeded in maintaining the *status quo* for the time being but Jim Dowling's Ford Utility recorded a better performance than Sammy Moore's Dellow, runner-up in the open car class.

The trial was held over two laps of a short course at Dundrod, with tests at Wheeler's Corner, a crossroads inside the course and at the starting-point of Dundrod races. All of the tests were of the forward-and-reverse type, through a maze of tin cans, and required considerable forethought on the part of the drivers before successful attempts were possible.

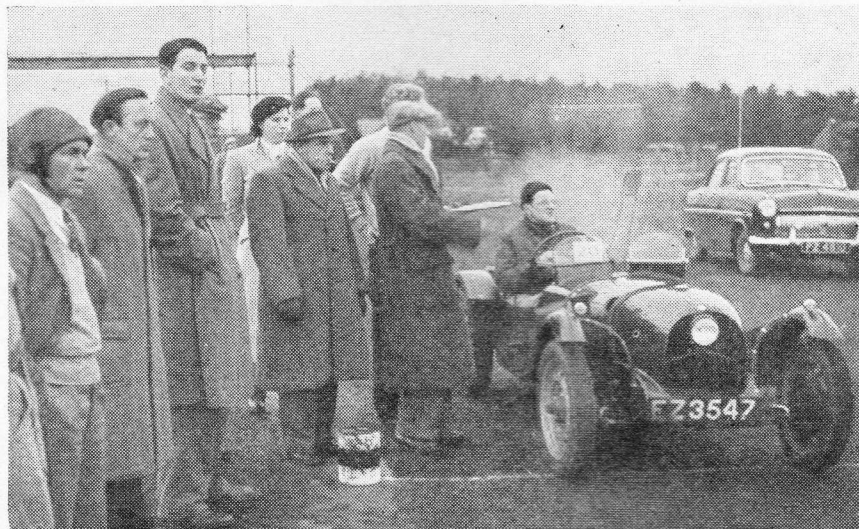
For long, Dundrod cynics have been observing that "no one ever goes near Dundrod". On Saturday the trial was repeatedly interrupted to allow the passage of "unattached" vehicles and one local ratepayer, observing a swarm of cars around the starting-area, stopped his car and enquired in all seriousness, "Is the road closed?" Perhaps the damp atmosphere, the biting wind and the swirling mist created in his mind the impression that mid-summer and motor racing had returned to Dundrod.

The first runs through the initial test produced a spirited 31.8 secs. by McNally, next best being David Archibald (Nufor) in 34.6 secs. Wilbert Todd, making his debut in his new Anglia, clocked 35.4 secs., a time equalled by Jim Dowling. Des Titterington (Dellow) clocked a similar time but clouted a tin, the same misfortune spoiling a good attempt by Ian Morrison (M.G. TD).

Second time round McNally got down to 31.2 secs. but everyone else was slower, Todd taking 37.2 secs. and Dowling, strangely enough, a similar time. Paddy Hopkirk (Volkswagen) was another who clocked 37.2 secs. but even this beat Andy Hutchinson (38.2 secs.) whose rejuvenated Wolseley Nine sounds more like a B.R.M. than ever.

The second test, in the heart of the Dundrod Circuit where only the *élite* and the Press are permitted to motor during race meetings, was conducted at a road junction where five roads converged. The plot was to place the front wheels over a line marked on each road some distance from the junction. It was all most confusing, the confusion being added to by a misinterpretation on the part of the test official who, for the first runs, demanded that the cars should cross each line *twice*!

Thus, for a time, there was absolutely "No Business" at the first and third tests and a long queue at the second hazard. To add to the fun, a local quarry approached by one of the five roads had decided to adopt a six-day week and the number of trucks despatched down the road would have done credit to the assembly lines at Dagenham or Longbridge. "Phenomenal avoid-



BACK TO THE PADDOCK: In its original sprint form, the Lindsay "Nufor" was often seen in the Dundrod paddock. It has now become two cars, one of which is still used for speed events by Ernest McMillen; the other "half" is seen here in the hands of David Archibald.

ances" were the order of the afternoon, but somehow the tests were completed.

Again McNally shone in the first attempts, taking only 31 secs. to complete the "twice each road" caper. Next best was Titterington in 33.2 secs., then Dowling (34.6 secs.), Todd (34.8 secs.), D. A. Wilkins (M.G. TD), 35.4 secs. and C. E. Robb (New Anglia), 35.6 secs.

On the second run, with the erring official duly admonished, Andy Hutchinson scooped the pool with a neat run in 19 secs. against which McNally replied with 19.4 secs., just beating Dowling's 19.8 secs. Todd took 21 secs. and Robb 23 secs.

The last test, held in what is normally the Competitors' Paddock at Dundrod, was a nerve-wrecking affair, calling for "see-saws" or crossings of countless lines between tins. Some were abreast of each other, some at extremely awkward angles and none so sited as to permit of a straight approach.

Only three drivers succeeded in beating 50 secs. Of these the fastest, first time round, was Sammy Moore, who took 45.4 secs. but, alas, collected a can (and penalty). David Archibald was one second slower than Moore but also destroyed a can on his journey. McNally was more circumspect and completed an unpenalized run in 47 secs. Robb's was fastest of the closed cars with a run in 50 secs., as compared with 50.2 secs. by Dowling and 50.8 secs. by Sydney Pentland (Volkswagen).

On the second run Archibald recorded a magnificent 40.2 secs. but also another can. Moore, this time, was more cautious and completed the run in 46 secs. while McNally was much slower than before, taking 52 secs., a time equalled by Hopkirk and Dowling. Most of the others failed to improve on their earlier time, mainly because the surface had become very loose.

The trial ended at Barnett House, Malone, where the general opinion seemed to be that tests held at road junctions used by normal traffic were not so good.

This event, incidentally, brought to an end the Knock club's 1953 season which, regarded in retrospect, can be chalked up as yet another in which well-organ-

ized trials were conducted with the greatest friendliness and complete absence of brasshattedness.

W. A. McMASTER.

HAGLEY CLUB TRIAL

STARTING from the Angel Hotel, Ludlow, the Hagley and D.L.C.C.'s annual Clee Hill Trial will be held on Sunday, 7th February; it will follow a 55-mile, figure-of-eight course. This is a B.T.D.A. Star and R.A.C. Championship event, and entries close on Saturday, 30th January. Invited clubs are the Hereford, Sunbac, Sheffield and Hallamshire, Lancashire and Cheshire, London, Shenstone and Leicester clubs. Regulations are available from J. W. Cox, 21 Dingle Road, Pedmore, Stourbridge.

LIVERPOOL RALLY

ON 23rd/24th January, the Liverpool M.C. will hold their New Year Night Rally over a 120-mile course in Cheshire and Wales, with a single driving test *en route*. Details and entry forms may be had from R. Radforth, 46 Kingsmead Drive, Woolton, Liverpool.

Limerick's "Best Yet"—(Continued from opposite page)

Shortly afterwards the results were given out and the awards presented, the latter a practice which the Club intends to follow at all its events in future.

All those who started finished in good order, and as a final efficient gesture, each driver was given a sheet of paper when the results were announced, which gave his individual times in all the tests. It was, perhaps, a pity that the trial had comparatively little support from Dublin, but those who did make the journey found it well worth while, and a most enjoyable day's sport, while Kevin Murray avenged his mechanical defeat in the previous week's event.

MAXWELL BOYD.

Results

Premier Award (Committee Cup): K. P. Murray (M.M.I.D.), 56 marks.
1st Class Awards: A. L. Young (Dellow), 47½;
R. Nash (Dellow), 42.
2nd Class Awards: E. Connell (Ford Spl.), 38½;
R. Kennedy (M.G. TD), 35½.
Sports Car Award: R. Kennedy (M.G. TD).
Saloon Car Award: J. O'Mahony (Volkswagen).

NEWS FROM THE CLUBS

By Wilson McComb

ON 31st July last year, we published a picture of four 1½-litre sports cars, which we asked readers to identify. One was an Aston Martin, later described as the ex-Murton Neale/Skeffington car.

Since that time, I have had a letter from an Australian reader, H. D. Dale, stating that the ex-Murton Neale Aston Martin, LM 20, is in his possession. Dudley Coram confirms this, but Arthur Rusling, who sent the picture, says he felt he had sufficient evidence that *his* Aston was the car in question. For myself, I feel that I am in the same position as the British Museum authorities, who have probably discovered by now that the Piltown Man is, in reality, a Bethnal Green plumber's mate by the name of Herbert Plunge.

THE EIGHT CLUBS

CHEQUES have been sent to competitors in the Eight Club's June 1953 Silverstone Meeting, in accordance with the committee's decision to repay 20s. in the pound of entry fees for this event. The organization's 1954 Silverstone Meeting will take place on Saturday, 29th May, and supplementary regs. will be issued in March or early April.

After four years in office as hon. secretary of the Eight Clubs, Barclay Inglis has resigned, his task having been taken over by R. P. N. (Pat) Stark, of 288 Oxford Road, Kidlington, Oxford (Kidlington 2323). Barclay Inglis will continue to be associated closely with the organization, as he has been elected President.

HUDDERSFIELD M.C. DINNER

PHILIP MELLOR, of 2 Arnold Avenue, Birkby, Huddersfield, is in charge of the sale of tickets for the Huddersfield M.C.'s Annual Dinner on 18th February. On 7th February a social run will be staged for both car and motor-cycle members, starting from Earnshaw's Garage, Manchester Road, at 10 a.m.



TRIALS are almost forgotten in Scotland, but in this picture Sandy Morrison (Singer) is seen tackling Hollandbush observed section, in the Falkirk and D.M.C.'s "Mixed Grill" on 20th December. He finished second.

SHENSTONE ANNUAL DANCE

AWARDS won during 1953 will be presented at the Annual Dance of the Shenstone and D.C.C., which will be held at the Crown and Cushion Hotel, Perry Barr, Birmingham, on Thursday, 28th January. Tickets should be obtained from W. A. Scott, 81 Lichfield Road, Shenstone, Staffs.

BMW C.C. DINNER

THE first annual Dinner and Dance of the BMW Car Club will be held in the Orchid Suite of the Dorchester Hotel, London, on Saturday, 30th January. Tickets may be had from G. G. Boyes Korkis, "Woodside", Southfield Place, Weybridge, Surrey.

After only a year of operation, the club has now more than 150 members. Herr Fritz Trotsch, of the Munich BMW factory, recently agreed to become Vice-president of the club, and has made special arrangements for the supply of spare parts; the factory will list all pre-war spares held by them and by Continental dealers, and make the lists available to members. Messrs. A.F.N., Ltd., will obtain from Munich and sell at cost factory-held spares for which members place firm orders.

RILEY M.C. SECRETARY

A. FARRAR, hon. secretary and treasurer of the Riley M.C., has now moved from Coventry. His new address is c/o Riley Motors, Ltd., Abingdon-on-Thames.

BRISTOL CLUB ACTIVITIES

SATURDAY, 23rd January, opens the Bristol M.C. and L.C.C.'s 1954 calendar with the Chappell Cup Trial, which will start from the Mile 3 Roadhouse, on the main Bristol/Bridgwater road (A.38), at 2 p.m., and finish at the Black Horse Inn. Chief Hill-Finder "Tiny" Lewis has already a score of entries in hand, so a full entry list is expected.

The club's annual Dinner and Dance was held on 11th December, 1953, and the A.G.M. on 15th December. The annual subscription was increased from 15s. to £1, and the following officials elected: *President:* Sir James Scott-Douglas, Bart. *Vice-Presidents:* Mrs. K. R. Maurice, Messrs. L. D. Atkinson, S. Hodges, W. G. Kay and A. W. Morrish. *Chairman:* C. B. Salter. *Vice-Chairman:* K. B. White. *Hon. Secretary:* E. G. Reynolds. *Hon. Asst. Secretary:* R. Akerman. *Hon. Treasurers:* L. F. J. Rundle and H. J. Flock. *Hon. Car Comp. Secretary:* Mrs. K. R. Maurice. *Hon. Social Secretaries:* Mr. and Mrs. G. A. Howell. *Car Captain:* A. W. Morrish. *M.C. Captain:* A. H. Mustard. *Hon. Press Secretaries:* M. J. D. Barrett and F. Edwards. *Hon. Journal Editor:* P. M. Cox. *Awards Secretary:* M. E. Dunscombe. *Finance Committee:* L. F. J. Rundle, H. J. Flock, W. G. Kay. *Committee:* M. J. D. Barrett, C. C. Bigwood, J. S. R. Jones, G. H. Millington, E. Storey, J. Y. Tomlinson.



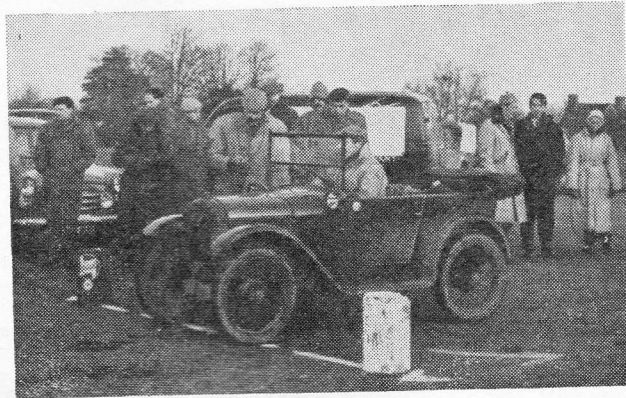
BRISTOL FASHIONS at the Bristol M.C. and L.C.C.'s recent Annual Dinner/Dance, displayed by C. B. Salter, the Lady Mayoress and Lord Mayor of Bristol, Sir James Scott-Douglas, Bt., Mrs. Salter, the Sheriff of Bristol, Alan Wills, Mrs. B. Howell and Mrs. A. Wills.

S.O.D.C Rally and Driving Tests

CAREFULLY planned by Robin Richards and Michael Brettell, the Rally and Driving Tests organized by the Sporting Owner Drivers' Club on Sunday, 3rd January, provided an afternoon's entertaining competitive motoring for a surprisingly large entry in a delightful miscellany of sporting and purely utilitarian motor cars. Unfortunately, that most utilitarian vehicle in the realm of motoring sport, Arthur Baker's (Relay Race) Land-Rover, was a regretted non-starter.

At 12.30 p.m. the first competitor, H. G. P. Brown in his new red Austin Healey 100, was despatched from the starting point, this being as usual the airfield of the London Gliding Club, near Dunstable. The remainder of the competitors followed at intervals of one minute, and all in due course found their way to Bovingdon Airport, where not a few were dismayed at the sight of the displayed diagrammatical interpretations of the tests cunningly devised for their especial benefit by Messrs. Richards and Brettell. After a quick, practical demonstration of what was required, by Robin Richards in a 1954 Ford Anglia—incidentally, with its short wheelbase and lively performance, the new Anglia is going to be rather good at this sort of thing—Pentus Brown, driving the Austin Healey in his very first competition, made a competent negotiation of the complicated and devious evolutions required of him. M. Mostyn's very pretty and equally well-known Le Mans Replica Frazer-Nash,

★
CHUMMY: Spectators were surprised by the fine performance of D. N. Stevens's "Chummy" Austin Seven in the Sporting Owner Drivers' Club's driving tests at Bovingdon. He won a first-class award.
★



proudly bearing record of its successful Monthléry excursion, was very quick and extremely noisy, its race-worthy exhaust note being matched only by that of the delightful 4.3-litre Alvis constructed by B. A. Chevell, here in the hands of its present owner, Dr. G. E. Pinkerton. However, despite the Alvis' rendering of calico-ripping noises and smoking rear tyres, the long wheelbase proved too great a handicap for the redoubtable doctor. The manoeuvrability and decidedly brisk performance of the supercharged 1,172 c.c. T.E.S.T. were used to advantage by A. F. Bray, while L. M. Needham's old P-type M.G. Midget and D. N. Stevens' older Chummy Austin 7 were quicker than many post-war cars of greater potential. G. Nott's 2-litre Sunbeam-Talbot tourer and Yeoman's 1½-litre M.G. saloon were neatly efficient, while the satisfactory times recorded by the post-war Morris Minors of B. Bennett and Tyson showed that

a short wheelbase and good handling qualities were of more importance than sheer performance. This fact was further emphasized by D. F. H. Wood's vintage Riley, G. Plummer's Ford 8 and J. Dunham's Austin A.40 Countryman. Popular S.O.D.C. Secretary Bill Lockhart looked unhappy in his most attractive Citroën Roadster Coupé, and even more so was Geoffrey Carter, whose well-preserved 12/50 Alvis tourer suffered from clutch slip.

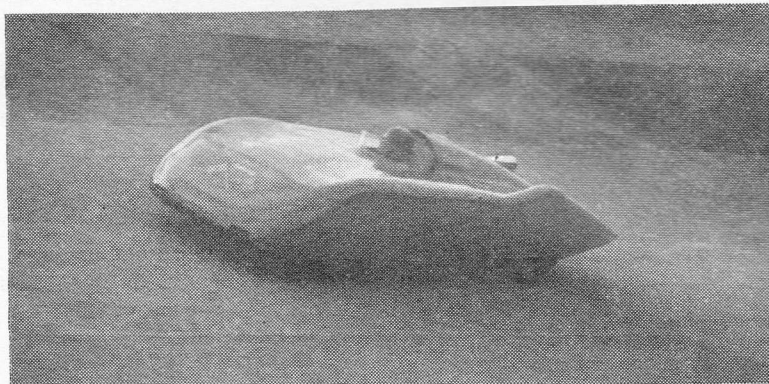
RESULTS

Best Performance: M. Mostyn (Frazer-Nash), 148 marks lost.

Best Open Car: A. F. Bray (T.E.S.T.), 154.

Best Closed Car: Yeoman (1½-litre M.G.), 189.

First Class Awards: L. M. Needham (P-type M.G.), 159; D. N. Stevens (Austin 7 Chummy), 169.



Monthléry, October 28th, 1953. Driver John Brise

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LANCASHIRE HOT POT

A HOT POT SUPPER, followed by a film show, will be held by the Lancashire and Cheshire C.C. on 21st January, at 7 p.m. in the Piccadilly Restaurant, Tib Street, Market Street, Manchester. Tickets are obtainable from L. D. Clarkson, 88 Stanley Road, Cheadle, Hulme, Cheshire.

RHYL'S BRAID RALLY

REGULATIONS for the Rhyl and D.M.C.'s Braid Rally (closed permit), on 30th/31st January, can be obtained from A. Hugh Rutt, Basingwerk, Greenfield, Holywell, Flintshire.

Measham Manœuvres—continued from page 86

pylons during the reverse, but this hardly applied to the vintage boys.

The second test was, in essence, a two-lap sprint from a standing start around the buildings. Here again, A. L. Yarranton returned a fine time—22 secs., a clear 1.6 secs. ahead of A. G. Allen's M.G. A. H. Westwood's M.G. TD was third best while, only 0.3 sec. away, the old Sunbeam cracked around again to a rousing run in 24.5 secs.

A run around the car, in the middle of the two laps, was not uneventful, one crew at least running head-on into each other! The results, which were being checked in an office in the centre of the ground, were soon available, and the Measham Challenge Trophy was presented by Mr. G. A. Hill, of the Measham Motor Sales Organization.

WILSON ROGERS.

Results

Measham Challenge Trophy (first Vintage): P. W. McNaughtan (1926 Sunbeam), 490 points.

Jeddere Fisher Trophy (second best Vintage): P. J. Binns (1927 O.M.), 473.5.

Best performance in any class: A. L. Yarranton (Morgan Plus Four), 489.

Class 1 (Vintage): 1, K. J. Whitehead (1925 Bentley), 430. 2, H. M. Sinclair (1930 Alfa Romeo), 135. Class 2 (Post-Vintage Thoroughbreds): Dr. D. P. Harris (1934 Frazer-Nash), 348. Class 3 (Visitors): 1, N. L. Hall (Standard Vanguard), 466.5. 2, J. L. Shaw (M.G.), 466. 3, B. Day (Austin), 453.

Best aggregate in tests: H. E. Hardman (M.G.). Best Frazer-Nash: Dr. D. P. Harris. Navigators' Awards: Navigators of P. W. McNaughtan and P. J. Binns. Ladies' Award and Best Vintage (Closed): Not awarded.



COMING ATTRACTIONS

January 16th. Leeds University M.C. Night Rally. Start, 7.30 p.m.

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

January 16th/17th. Blackpool and Fylde M.C. Welsh Rally. Start, Chester Barracks, 12 midnight.

January 17th. Argentine G.P. (FI), Buenos Aires.

750 M.C. and West Hants and Dorset M.C. "All Comers" Trial. Start, Four Seasons Café, Iford Bridge, Hants, 11 a.m.

Rover Sports Register Winter Rally. Start, Newlands Corner, Surrey, 11 a.m.

Circle C.C. "Chiltern Caramble". Start, The Target, Western Avenue, Northolt, 2.30 p.m.

January 18th/25th. 24th Monte Carlo Rally.

CAERNARVONSHIRE AND ANGLESEY A.G.M.

THERE was a good attendance of members at the A.G.M. of the Caernarvonshire and Anglesey M.C., held on Wednesday, 6th January, at the Aber Hotel, Aber. The President, J. J. Brown, M.B.E., was in Trinidad, but had sent a message of good wishes. The chairman, W. N. Owen, who presided, announced the retirement of D. I. Lloyd and H. D. Pritchard.

The following officers and committee-men were appointed: Chairman: W. N. Owen. President: J. J. Brown. Vice-chairman: J. C. Jones. Vice-presidents: George Edwards and J. Palferman. Hon. Secretary: Mrs. V. McNair. Hon. Treasurer: John Hughes. Competitions Secretary: W. H. Blunt. Press Secretary: A. McDermid. Hon. Auditors: V. Child and H. Turner. Committee: W. G. Jones, R. Williams, V. Child, R. D. McNair, W. Matthews, R. Edwards, J. D. Williams, S. Williams, N. Campbell-Blair and H. Turner.

A revised set of club rules was adopted, and among the features of the 1954 programme, it was stated, would be the Regent Trophy Rally on 20th March, and the Palferman Trophy Rally on 16th May.

PUBLIC SCHOOLS' ACTIVITIES

A GOOD time was had by all at the recent annual supper dance of the Public Schools' M.C., although foggy conditions made travel difficult. M. Ellis, who is now secretary of the club, again won the annual Rally Challenge Cup.

The A.G.M. will be held on 21st January, and a film show is planned for 19th February. The next road event will take the form of a treasure hunt, starting near Croydon, on 7th February; full details of the run, which is open to non-members, are available from A. D. Heilbron, The Lodge, Lyttel Hall, Nutfield, Surrey.

MID-ANTRIM MONSTER: (Left) Believed to be the largest cup awarded for motoring events in Ireland, the Fred Howe Trophy—weighing two stone!—is presented to Sammy Moore by Mrs. Howe, of the Mid-Antrim M.C.

CEMIAN A.G.M.

ON Tuesday, 26th January, at 7.30 p.m. sharp, the Annual General Meeting of the Cemián M.C. will be held at the Lotus Restaurant (Knowland Bros.), Norris Street, Haymarket, S.W.1.

* * *

PETERBOROUGH'S WARCO CUP TRIAL

MEMBERS of the Leicestershire C.C., Sunbac, Northampton and D.C.C., Shenstone and D.C.C., Eastern Counties M.C., Cambridge "50" C.C. and Nottingham Sports Car Club are invited to take part in the Peterborough M.C.'s Warco Cup Trial on Sunday, 31st January. It will be held in one area, with nine sections and one special test, and will start from the Wheatheaf Inn, Alwalton (off the Great North Road at Kate's Cabin), at 12 noon. Entries close on Thursday, 28th January, and regs. are available from W. J. Wardle, 34a Priestgate, Peterborough.

CLUB FIXTURES

Ilkley and D.M.C.—Annual Dinner, 15th January, Crescent Hotel, Ilkley, 7.30 p.m.

Cornwall Vintage C.C.—Annual Dance, 15th January, Headland Hotel, Newquay, 9 p.m.

Mid-Surrey A.C.—Meeting, 15th January, Queen Adelaide Hotel, Ewell.

Lothian C.C.—Television gymkhana, 15th January, Waverley Market, Edinburgh.

Alvis Register.—Midland Area meeting, 16th January, Nag's Head, Henley-in-Arden, 7.30 p.m.; Southern Area, 20th January, Hare and Hounds, Wyke Green, Osterley, Middx., 7.30 p.m.

Southsea M.C.—Children's Party, 16th January, Portsmouth Aero Club, 3.30 p.m.

"W.O." Club.—Social evening and film show, 16th January, Airmen's Rest, Kirby Muxloe, Leicester.

Brands Hatch Racing and Social Club.—Dance, 16th January, Brands Hatch Pavilion.

Bentley D.C.—Meetings: 16th January, The Ship Hotel, Alveston, nr. Bristol, 7.30 p.m.; The Fox, Bix, nr. Henley, Oxon, 7 p.m.; 20th January, Film Show and Sherry Party, Shell-Mex House, Strand, W.C.2, 6.30 p.m.; 21st January, King's Head, Roehampton, London, 8 p.m.

Lea-Francis O.C.—Treasure hunt, 17th January, Start, Watmill Restaurant, Dorking, Surrey.

British Salmon O.C.—Technical discussion, 18th January, 6 Sloane Gardens, Chelsea, 8 p.m.

Coventry and Warwicks M.C.—Navigational run, 18th January.

750 M.C.—Meeting, 18th January, Abbey Hotel, Stonebridge Park, N.W.10, 7.30 p.m. Oxon. Centre meeting, 19th January, Dog and Gun Hotel, Banbury, 7.30 p.m. Southern Centre meeting, 20th January, Highcliff Hotel, Highcliff.

North London Enthusiasts' C.C.—A.G.M., 19th January, Green Man, Hale Lane, Edgware, Middx.

Half-Litre C.C.—New Year Dance, 19th January, Paviour's Arms, Page Street, Westminster, S.W.1.

Southern Jowett C.C.—Annual Dinner and A.G.M., 20th January, Abbey Hotel, Park Royal, N.W.

Manchester U.M.C.—Prizegiving and dance, 20th January, Deanwater Hotel, Woodford, nr. Stockport.

Singer O.C.—Talk by Jack Sewell, 20th January, Ashton's Hotel, Praed Street, W.2; meeting, 21st January, Prince of Wales Hotel, Carterknowle Road, Sheffield.

Thames Estuary A.C.—Navigation lecture, 20th January, Smack Inn, Old Leigh, 7.45 p.m.

Leics. C.C.—A.G.M., 20th January, Bell Hotel, Humberstone Gate, Leicester, 8 p.m.

B.A.R.C. (Yorks).—Film show, 21st January, Bramley Liberal Club, Leeds, 7.30 p.m.

Edinburgh U.M.C.—Meeting, 21st January, University Union Bar, 7.15 p.m.

Lanes and Ches C.C.—Hot Pot Supper and film show, 21st January, Piccadilly Restaurant, Tib Street, Market Street, Manchester, 7 for 7.30 p.m.

Northampton and D.C.C.—Annual dinner/dance, 21st January, Salon de Danse, Franklin's Gardens, Northampton, 7.30 p.m.

Rally Information Service—continued

... Norman Freeman has a most imposing list of users of the new Dunlop Winter Grip covers for the mountain sections. . . . Many people still undecided whether or not to ignore fractions of seconds completely, as per speed-regularity test regulations, or to interpret them as to the nearest second, i.e., anything over or under 0.5 secs. to the nearest second. . . . Latest reports give the Le Puy-Valence section as being deep in snow, but very little on the Col des Lecques. . . . Several Press folk are travelling in A.C.V. Ltd.'s luxury coach, which is skipped by Bruce Ells. Mrs. "Georgie" Fotheringham-Parker is i.c. competitors' baggage. . . . Lucozade people are generously presenting each starter from Glasgow with a case of their product. . . . Lucas depots have had a busy time checking over electrical equip-

ment. . . . Smith's have been inundated with enquiries for dead-accurate, N.P.L.-tested chronographs as well as stop-watches. . . . Parr Equipment Ltd. have issued a record number of Portarack roof racks to competitors. . . . Vacuum Oil Co., Ltd., are assisting British Monte Carlo Rally Competitors' Club to provide representatives at controls from Liège onwards. . . . Vredestein Tyre Co. of Holland are operating a chain of walkie-talkie sets to give competitors information as to conditions on the Col des Lecques. . . . Photographs published in last week's AUTOSPORT identifying the approaches to the various controls in the Gap-Monaco test have been positively placed as being taken at spots between 700 and 800 metres before the actual controls.

seen, and remarkably fine efforts made by Cannon, Highwood and Barden. The final climb of the day was made by Rex Chappell, who succeeded in reaching a position one foot higher than that of Cannon.

F. G. NEWMAN.

Results

Brian Lewis Trophy: R. F. Chappell (Cotton III), 16 marks lost.

Fred Grant Trophy: M. R. B. Cannon (Cannon), 26.

Cannon Trophy: B. H. Dees (Deeford), 45.

Souvenir Awards: E. W. Vero (Dellow), 48; M. H. Lawson (Lotus), 48; E. J. Chandler (Chandler), 56; P. A. Barden (Cotton IV), 58; P. F. Highwood (Spence), 62.

Team Award: Cannon, C. H. Harris and G. J. Newman.

* * *

BOLTON-LE-MOORS TRIAL

A GOOD entry is expected for the Bolton-le-Moors C.C.'s main road trial on Sunday, 24th January, the first for the new Ladybower Trophy. It is also the first qualifying event for the club's new Navigators' Annual Award. The trial starts at 10.30 a.m. from Quick's Garage, Chester Road, Old Trafford, Manchester, and covers a 110-mile route in Derbyshire, finishing with a meal at Macclesfield.

Intending entrants for the Bolton-le-Moors Driving Tests at Blackpool on 7th March are advised to make early application to H. Whalley, 101 Blackburn Road, Darwen. In 1953 the entry list was heavily over-subscribed, and this year the event is included in those for the B.T.D.A. Silver Star.

* * *

BERKO POINT-TO-POINT

FINE weather, but extremely muddy by-roads, were features of the Berkhamsted M.C. and C.C.'s Point-to-point on Sunday, 10th January. All but five of the 22 starters reached the finish, although a clue in a sealed envelope proved the undoing of many. W. Rodwell (Humber) won the members' award, and J. H. White (Jowett) was the best visitor.

The event having been most successful, another run of the same type will be held on 14th February; details will shortly be available from P. Nerdier, Greenfinches, Canons Field, Welwyn, Herts.

BRIAN LEWIS TROPHY TRIAL

THE Maidstone and Mid-Kent M.C.'s Brian Lewis Trophy Trial was held on Sunday, 10th January, under conditions which can only be described as ideal for a sporting trial. The day opened fine and sunny, and the course, set out on the well-known Boxley Hills, had been made reasonably difficult by the thaw which followed the recent snowfall. Having set out early with the Clerk of the Course to make an inspection, we wondered if it was not *too* difficult, when we found stuck in the mud of Pilgrim's Way a Wolseley saloon which had been there all night. However, our Land Rover soon pulled them out, and the occupants went on their way saying that they had spent a pleasant night in the wilds.

After the preliminaries had been completed, 18 competitors left the Rootes Car Park, Maidstone, and went to the Pilgrim's Way for the special test. This was of a straightforward nature; forward over a line, then reverse, then forward to a flying finish. E. W. Vero clocked the best time of 19.8 secs. with his Dellow.

Following the test, entrants proceeded to the morning group of hills, eight in number, set out within 200 yards of each other. Hill 1, a modified version of that used in 1952, looked like a stopper, and only the first competitor, Rex Chappell, succeeded in climbing. He was followed closely by Vero and

Cannon, who lost two and three marks respectively. A number of competitors could scarcely get away from the start line, although it had been placed well back.

Even Chappell failed to climb Hill 2, but he, Lawson and Vero did at least get within sight of the top. Hill 3 presented no difficulties, and failed only two competitors. But the fourth hill, which had been set out when the course was dry (when it would have been a really good section), allowed no one further up than sub-section 8, and only Vero, Lawson and Cannon made sub-section 5 on Hill 5.

Real driving ability was needed on the sixth hill, to negotiate a difficult turn out of a pit, and once more Chappell made the only clean climb. Hill 7, with an adverse-cambered turn on a grassy surface, was climbed by Cannon, Dees and Chandler as well as Chappell, and the last of the pre-lunch sections was climbed by the majority. At that time, Chappell was leading Cannon by seven marks, followed closely by Vero, Lawson, Dees and Chandler.

For the afternoon session, seven of the morning's hills had been altered, and the well-known "Horror" included as a final touch. Chappell made repeated clean climbs, and thus drew further ahead of Cannon, who dropped an occasional mark here and there. On the "Horror", some excellent driving was



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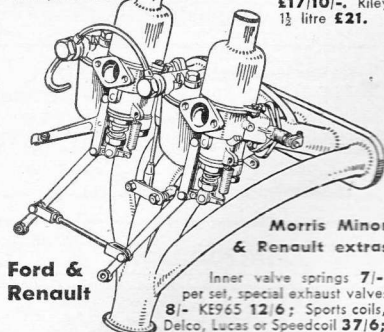
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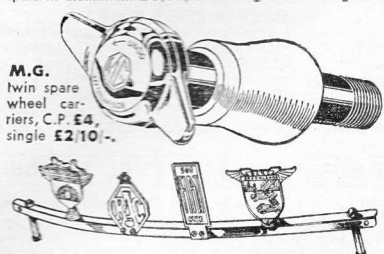
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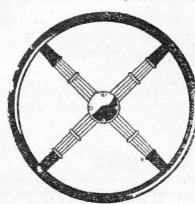
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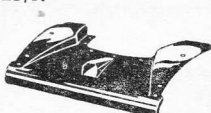
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Team Prizes: JAGUAR and
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