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EVERY FRIDAY

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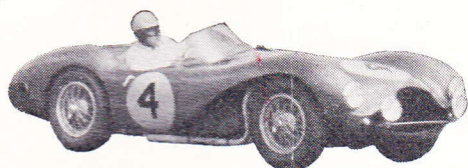
BRITAIN'S MOTOR SPORTING WEEKLY



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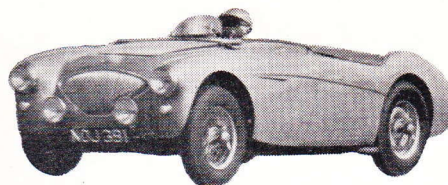
SEASONAL SURVEY, PART IV—SPORTS CAR RACING : THE ROAD TO MONTE CARLO : NEW ZEALAND'S GRAND PRIX
THE LAYSTALL-MODIFIED FORD CONSUL : THE NEW FERRARI "500 MONDIAL" : TRIALS IN ENGLAND AND IRELAND

Thanks FOR A WONDERFUL 1953



TO ASTON MARTIN

Winner of the Silverstone Production car race, the Goodwood 9-hour Race and the R.A.C. T.T.



TO AUSTIN-HEALEY

Holder of over 100 new sports car records (including 11 new international records).



TO JAGUAR

Winner of the Le Mans 24-hour Race (XK120C) R.A.C. Rally of Great Britain (XK120).

TO SUNBEAM ALPINE

Winner of the Coupe des Dames and three other cups in the Alpine Rally



and TO COOPER-BRISTOL
COOPER-M.G. FRAZER-NASH

and the many other prize-winning British sports cars which were fitted with

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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 8 No. 4

January 22, 1954

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NOTICES

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EDITORIAL

FORTY-THREE years ago, in 1911, Henri Rougier won the first Monte Carlo Rally with a Turcat-Méry car. What was then just another motoring event has since achieved a unique status amongst sporting events. There are more difficult rallies than the Monte Carlo, but none has quite the glamour, the excitement, nor the appeal to the lay public. Four hundred crews, starting from cities in seven different countries, all converging on one point, all battling against winter's worst, and testing their skill in driving and navigating, and the endurance of their vehicles, to reach the Riviera within a four-day span.

The public in Britain, France, Germany, Norway, Sweden, Denmark, Holland, Belgium, Portugal, Spain, Italy, Switzerland, Greece and Jugo-Slavia will all have the Rally brought before their eyes, and into their thoughts, in the passing through of competitors. "The Monte" is on, and by Monday the winners will earn their just acclaim. "May the best man win" is a well-worn cliché; may it apply to the 1954 Monte Carlo Rally. And dare we place a firm order with our printers for green ink on next week's cover of AUTOSPORT?

* * *

THE first race to the new Formula 1 has been run. That it was clouded by protests, as also was the New Zealand G.P., is regrettable, and it is to be hoped this is no augury of further dissent between drivers and officials in future events. In the circumstances, little can be concluded from the racing at Buenos Aires last Sunday. Fangio won with the new Maserati, which delighted his compatriots and establishes the Modena concern's latest product as a formidable challenger; but could Farina have caught him, had he extended his Ferrari to its utmost instead of being lulled into a false sense of security by "take it easy" signals from his pit?

The answer will only be known when the new 2½-litre Ferraris and Maseratis meet again. This should be in the Buenos Aires G.P. on Sunday week, 31st January. Yet whatever the outcome of this race, it will not set the pattern for 1954. New contenders are forthcoming, which may well break the Italian monopoly in Grands Prix. The painstaking Mercedes-Benz concern will certainly not enter so exacting a field without designs they have full confidence in, while Ascari and Villoresi will surely not have signed with Lancia without tangible knowledge of intriguing things to come. And Britain? Hopes are high for a really raceworthy car bearing the green, but will it—or they—be seen in 1954?

Mr. Asquith said it: "Wait and see", and perforce we must. But let it not be too long a wait before we see something—Formula 1 is in force now.

OUR COVER PICTURE

FIRST AWAY: The Sunbeam-Talbot of Miss J. M. I. Slater and Mrs. Jo Ashfield was the first car to leave Blythswood Square, Glasgow, on the 1954 Monte Carlo Rally. R.S.A.C. secretary A. K. Stevenson is in close attendance, and the starter's flag is in the hands of Lord Weir of Eastwood.

PIT & PADDOCK

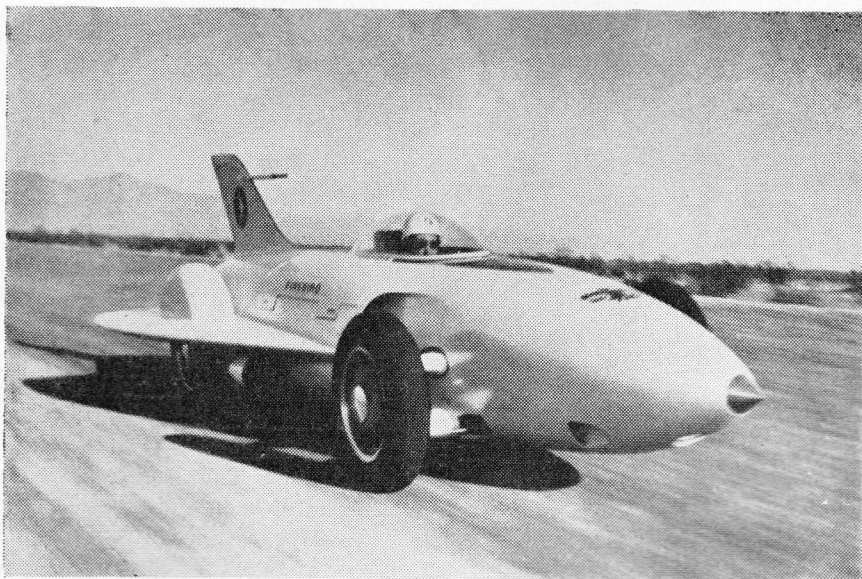
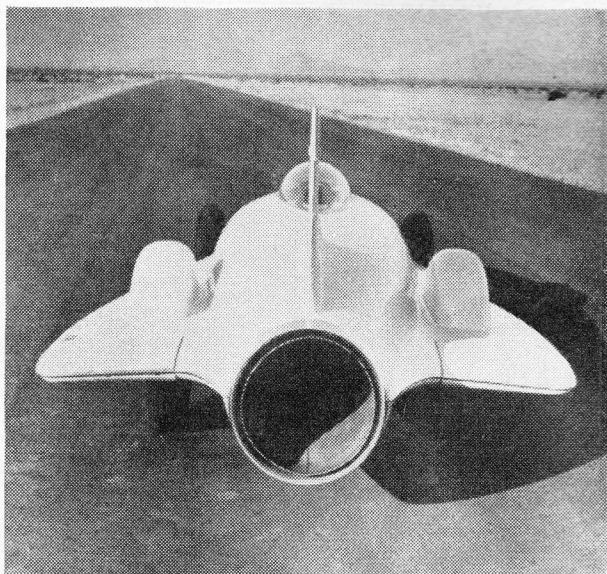
THE Italian *Gazzetto dello Sport* reports that Ascari and Villoresi have definitely signed contracts to drive for Lancia this year. They are hoping for Formula 1 mounts in time to contest the World Drivers' Championship this year.

EARLY in the list of those purchasing 1954 Mark VIII Coopers for F3 work this year is Ivor Bueb.

LAYCOCK DE NORMANVILLE overdrive is to be available on the Mark VII Jaguar, basic price of the car so equipped being £1,185.

JET PLANE?—NO, JET CAR: (Right) This is General Motors' latest, the fibre-plastic bodied XP-21 Firebird with gas turbine motor, on test at the G.M. desert proving ground near Phoenix, Arizona.

(Below) The car in full "flight", driven by Mauri Rose, three times winner at Indianapolis.



ECURIE YANKEE, for which stable Bob Said is driver, will race American cars exclusively this season. They will run a Kurtis-Kraft sports at Sebring, also, it is hoped, at Le Mans. And they have ordered an Offenhauser-engined Kurtis for Formula 1 racing abroad.

SUBJECT to final confirmation, Austin-Healeys won 1st, 4th and 5th places in the 10½-mile sports car curtain raiser to the New Zealand G.P. at Auckland.

BROOKLYN exponent of the "quart in pint pot" type of sports car is Leon Schorr, who has had fitted into a 1,400 Siata Gran Sport a Studebaker V8 engine, with considerable reward in the way of zestful motoring.

GEORGE TROUS will have quite a stable of cars for this year. One—perhaps two—DB-Panhard's, a Stanguellini 750 or 1,100, and a Kieft, all of which seem to suggest a busy season ahead for the Parisian amateur.

THE Redex film of the 6,500-mile Australian Trial will feature at the World Motor Sports Show in Madison Square Gardens, New York. Previewed at the New York showrooms of the Allard Co., it gained enthusiastic approval from TV and press representatives.

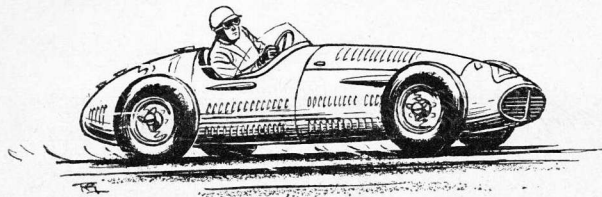
WE hear the record-breaking Austin-Healey "Hundred", exhibited at Earls Court last October, was at Dunlops recently, being fitted with disc brakes.

PROVISIONAL future Sunbac entertainment, billed by Chris Wyatt: 25th March—Talk by unnamed Sunbac member: "How we won the Monte". No names, no Jaguar.

LOCAL residents are showing some resistance to the proposed Bulstrode Park racing circuit at Gerrard's Cross, 500 having signed a petition to the Ministry of Transport.



"Oh, he's not so old—it's just that he's been a passenger so often."



SPORTS-NEWS

FORMULA 1, ROUND 1

Fangio (Maserati) Wins Formula 1 Grand Prix of Argentina—Ferrari Second and Third

THE first race to the new Formula 1 (2½-litres unsupercharged, 750 c.c. with supercharger) was run in rainy weather last Sunday over the "Ottobre 17" Circuit at Buenos Aires. The event was the Argentine Grand Prix, first round in the 1954 World Championship, and the winner was Juan Fangio with one of the new 2.5-litre, six-cylinder Maseratis. Second, over a minute behind, was Giuseppe Farina (2½-litre Ferrari), followed in by Froilan Gonzalez, driving his first race for Ferrari. Mike Hawthorn of the same team retired.

Other entries included Luigi Musso and Emilio Giletti (works Maseratis), Behra, Bayol and Bordoni (Gordinis), Mières, Schell and de Graffenried with independent Maseratis, and Louis Rosier's two Ferraris, driven by himself and Trintignant.

The event was clouded by the protest lodged by Farina against the Maserati team's use of five mechanics when changing wheels on Fangio's car, whereas the regulations permitted a maximum of three mechanics. Ferraris claimed that an announcement was made over the loudspeakers to the effect that Fangio would be disqualified, so that accordingly they did not press Farina to hold the Maserati. The protest was rejected, and Fangio confirmed as the winner.

Gonzalez made the fastest lap of the day, beating Farina's old record. Maurice Trintignant, another Ferrari novice, took fourth place, and Elie Bayol, driving for the Equipe Gordini, was fifth. The G.P. was run over the 3.912-km. layout of a course permitting many variations; duration was three hours.

Results

1, J. M. Fangio (Maserati), 87 laps in 3 hrs. 0 mins. 55.8 secs., 70.13 m.p.h. 2, G. Farina (Ferrari), 87 laps in 3 hrs. 2 mins. 14.8 secs. 3, J. F. Gonzalez (Ferrari), 87 laps in 3 hrs. 2 mins. 56.8 secs. 4, M. Trintignant (Ferrari). 5, E. Bayol (Gordini). 6, H. Schell (Maserati). 7, B. Bira (Maserati). 8, de Graffenried (Maserati). 9, U. Maglioli (Ferrari).

Fastest lap: Gonzalez, 1 min. 48.2 secs.

THE ITALIAN CHAMPIONSHIPS

NOT surprisingly, Alberto Ascari, winner of the Argentine, Pau, Bordeaux, Dutch, Belgian, British and Swiss G.P.s, and of the Nürburg 1,000 km. race with Farina, has been acclaimed Italy's Absolute Champion for 1953. Italian Formula 2 Champion, however, is Giuseppe Farina, on the strength of his Naples G.P. win and his second place at Monza.

The Sports Car Champion, irrespective of category, is Luigi Musso, Maserati driver, and to him also falls the 2-litre class Championship. Gordini driver Franco Bordoni wins the over 2-litre sports Championship, Roberto Sgorbati (Osca) the 1,100 c.c., and Sesto Leonardi (Giau) the 750 c.c. category.

Italian Hill-climb Champion in the racing class is the late Antonio Stagnoli, who was killed in the Pan-American road race. Eugenio Castellotti wins the sports class, and Franco Cornacchia the production sports class.

MERCEDES-BENZ NEWS

THE new Formula 1 Mercedes-Benz which, it has been announced, will make its International debut in the French G.P. at Rheims, may be tried out initially in a German event. If following the tradition of the old 750 kg. formula cars, this may well prove to be the Eifelrennen at Nürburgring. Restricted disclosures from Stuttgart suggest the machine will follow 300SL principles mechanically, which infers a six-cylinder

engine, probably steeply inclined to ensure low body line. Direct fuel injection, all-round independent suspension, and gearbox on the rear axle will be features of the design. The first car is practically ready.

Referring to the driver problem, it has been stated that, although an all-German team is desired, the initial need for men with extensive Grand Prix experience may compel them to seek the services of a foreign star. This, again, would follow pre-war pattern, for in 1934 Mercedes-Benz engaged Luigi Fagioli as a team driver, in company with the Germans Caracciola and von Brauchitsch; and it was Fagioli who led the team and scored most successes in that first year.

The intriguing question of who the foreign driver would be then arises. Having driven for Mercedes-Benz in the 1951 Argentine races, Juan Fangio is distinctly a "possible"; neither Ascari nor Villoresi have so far been approached by the Germans.

DE GRAFFENRIED'S "DOUBLE"

REVERTING to the two Brazilian races run recently at Gavea and Sao Paulo, it is confirmed that the sports Maserati driven to victory on both occasions by Baron Emanuel de Graffenried was a 2-litre model. In each case the Swiss was challenged by Brazil's champion driver, Francisco ("Chico") Landi, and by the Italian Musitelli, both driving Ferraris.

At Gavea, Musitelli became involved in a fierce duel with Vasco Sameiro of Portugal on the 19th lap. The two Ferraris ran nose to tail for five laps, then Musitelli got past, and shortly afterwards Sameiro crashed. De Graffenried followed up his win at Sao Paulo, over the Interlagos circuit, with eighth place in last Sunday's Argentine G.P., which event was contested by Maserati and Ferrari works' drivers.



U.S. CHAMPION: (Above) This is Sam Hanks, of Burbank, California, proclaimed A.A.A. National Champion for 1953 after a successful season driving a Bardahl Special.

"JUSTICIALISTA": (Left) Argentina's new plastic-bodied sports car made its debut at the New York World Motor Sports Show at Madison Square Garden. Engine is a 1½-litre Porsche, mounted in front and driving the front wheels.



NEW ZEALAND'S GRAND PRIX

More B.R.M. Misfortune—Stan Jones's Great Win with Maybach Special

By PETER GREENSLADE

AVERAGING 72.5 miles an hour, Stan Jones of Melbourne won New Zealand's first international car race—the 210-mile Auckland Grand Prix—on a 2.1-mile airstrip circuit on 9th January. Jones drove his Maybach Special, a car based upon a Maybach German scout car which was captured from the Germans in the Western Desert. Second place winner, following investigation into the protest which delayed issue of the results, was Horace Gould (Cooper-Bristol), who was followed by the Auckland driver, Ron Roycroft (monoposto Alfa Romeo), Australian Tony Gaze (H.W.M.) and Ken Wharton (B.R.M.).

Peter Whitehead, driving a 2-litre supercharged Ferrari, held second place to Wharton for the first 13 laps and then went out of the race in spectacular fashion when a drive-shaft universal joint broke and the clutch of the Ferrari disintegrated. There was virtually an explosion in the cockpit of the Ferrari and Whitehead was badly burned as a result.

The start of the race brought 70,000 people to their toes. Wharton in the shrieking 16-cylinder B.R.M. immediately took the lead, with Whitehead, Jones, Gould and Roycroft close behind. With five laps completed, Wharton had lapped much of the field. At 12 laps he had a 27 secs. lead over Whitehead, but two rounds later the Ferrari's clutch disintegrated, letting Jones up, followed by Gould, Gaze and Roycroft.

At quarter-distance the B.R.M. was 37 secs. ahead of the second man, his increasing margin allowing Wharton the subsequent indulgence of a spin on a hairpin, and a push start without losing the lead. Then rain began to fall, and no doubt this enabled many cars to go right through without a tyre change. However, the B.R.M. came in at 44 laps for fuel and a wheel change, the stop costing him 44 secs. and the lead to the Maybach. The wet track was not helping Wharton, and his lap times dropped by two or three seconds.

Nevertheless Wharton overhauled Jones's Maybach seven laps later and things looked set for a B.R.M. success in a long race at last. Then, on lap 60, the Bourne jinx reared its head. Coming down the main straight, vaporized fluid suddenly streamed from the front brake cylinders of the B.R.M. Looking as though it was on fire, the car slowed down and came into the pits. Repairs were impossible so the front brake leads were disconnected and from then on Wharton drove with rear brakes, and his gearbox. He gradually dropped back through the field, but kept going in what must have been one of the greatest drives of his career to bring the B.R.M. home fifth and to complete the longest race in the car's history.

Jones, thereafter, had only to keep going at his established pace to win. Tony Gaze had suffered a first-lap pit-stop with the blown H.W.M., recovered

and got up to fifth place, but it was not his lucky day. In the latter stages it looked as if he might catch up with the Maybach, but on about the 95th lap he coasted into the pits, his fuel tank empty. Fuel was hastily siphoned from the tank of Whitehead's abandoned Ferrari, and Gaze was soon back in the race, but now could not possibly make up the leeway.

Horace Gould, who had been particularly fast with the Cooper-Bristol in practice, drove a fast, steady race, displaying ruthless determination. On being classified fourth behind Jones, Wharton and Gaze, he entered a protest claiming he had covered an extra lap and should have been placed first. Following investigation, his placing was raised to second behind the Maybach, with New Zealand's premier driver, Ron Roycroft of Auckland (Alfa Romeo) third, Gaze fourth, and the B.R.M. back to fifth.

The remainder of the field was hopelessly outclassed. The English driver Fred Tuck took no major part in the race with his Cooper-Bristol. Mechanical trouble before the race cost him 20 miles an hour on his top speed. And coming into the straight in the third lap he spun and struck a marker drum, fracturing his oil feed. He kept on until the 86th lap when he retired with a broken fuel pipe.

The B.R.M. was easily the fastest car in the race and it was only ill-luck that robbed Wharton of a certain win, but hero of the day was Jones with the Maybach.

After completing only three laps in practice three days before the race, the Maybach threw a connecting rod which went through the crankcase. An attempt was made to get spare parts from Australia, but twice the parts were off-loaded from the aircraft. Eventually a new connecting rod was made from that of a G.M.C. truck and an Auckland firm made a new cylinder liner. The crankcase was patched up and the motor was put together during the night before the race. The motor turned over for the first time three hours before the race. At that stage the 20-mile route to the circuit was jam-packed with traffic and the car had to be driven to the circuit. Jones arrived shortly before the start of the race. For fear of breaking up the motor he had to take things easily for

the new connecting rod was not properly balanced. The only pit signal he was given during the race was to slacken speed!

Originally captured in the Western Desert, the Maybach, a half-track scout car, was taken to Australia for examination by the Federal Government. It was later sold to a Melbourne junk dealer for £10. Chief engineer for one of Australia's largest automotive component firms, Charles Dean bought the scout car for £40. He removed the motor and fitted it in a sports chassis, and was amazed when it clocked 100 miles an hour in a vintage car club sprint.

Realizing the motor had possibilities, Dean rebuilt it entirely, using Australian parts. It was then fitted into a new chassis with an offset single-seater body. In a short time the Maybach came to be known as the fastest sprint and hill-climb car in the country. In the last three years it has won the Victoria Trophy race with ease. Jones bought the car in 1951, but Dean has supervised its tuning and maintenance. It is estimated that it was constructed at a cost of £1,000. In the New Zealand race it collected about £1,800 of the stake of more than £3,000.

According to Jones and Dean the Maybach has always been a paying proposition. Thus it surely must be a unique racing car!

ANOTHER CHANCE FOR B.R.M.

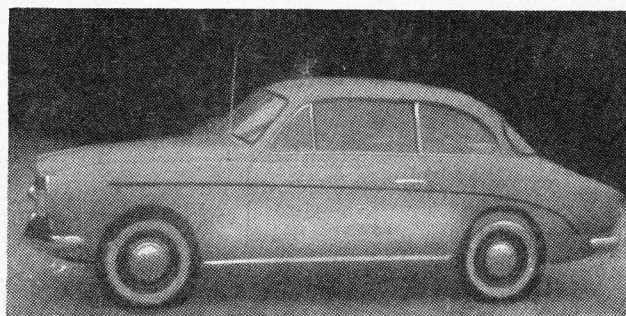
NEXT event on the New Zealand racing calendar is the classic Lady Wigram Trophy to be held on an airstrip circuit in Christchurch on 6th February. Overseas entries will include Wharton (B.R.M.), Gaze (H.W.M.) and Whitehead (Ferrari). No attempt will be made to tune the B.R.M. engine used at Auckland. Instead a spare, which was brought to New Zealand with the car, will be installed.

The Wigram circuit is considerably faster than that used for the Grand Prix and should suit the B.R.M. This race is only of 100 miles and has been won by a P3 Alfa Romeo at an average speed of about 75 miles an hour on the last three occasions.

Before the race Wharton will exhibit the B.R.M. in New Zealand towns and cities. After the Wigram race he intends to return home by way of Tahiti and Honolulu. He expects to be in England by Easter.

Peter Whitehead is getting new parts for his Ferrari from Italy. He will collect them while he is in Australia for the 24-hour sports car race at Mount Druitt.

★
BERLINETTA: The latest model by the Italian Moretti concern has a 1,200 c.c. twin o.h.c. engine, set in a tubular frame with all-round independent suspension.
★





DB1: The 1948 Aston Martin drophead coupé, with 2-litre four-cylinder engine, first of the very successful DB series of post-war Aston Martins.

D.B. DIGEST

A Short History of the Development of the DB2 Series Aston Martin

FOLLOWING the article entitled "The Flyers from Feltham," which appeared in AUTOSPORT on 25th December, 1953, several readers have written to ask for information as to which men were responsible for developing the design of the much-discussed DB series of Aston Martins.

This brief article gives a more detailed picture of how the DB2 Aston Martin came into being, and of the technicians mainly responsible for its subsequent development.

The prototype of the car which Gordon Sutherland proposed to make after the war was the "Atom", which was building as long ago as 1939. The chassis (and body) of this car was designed by Claude Hill, and the engine fitted was one of the pre-war, overhead-camshaft, 2-litre, 4-cylinder units. This car had helical spring trailing link i.f.s., and the general frame construction was very similar to the later cars; but the rear suspension was by normal, semi-elliptic springs.

As a result of experience gained with this car, a production design was started before the end of the war and the first step was a new 4-cylinder, push-rod engine, the main objects of which were reliability, long life, cheap manufacture and good torque rather than high peak b.h.p. It is important to realize that at this time the object was a fairly simple, medium-priced sports

car, and that pool petrol was then the order of the day. The engine was designed entirely by Claude Hill.

Just about the end of the war, design work was started, again entirely in the hands of Claude Hill, on the chassis for this car, which, in the first instance, was to have been a saloon. At the time when David Brown took over from Gordon Sutherland, several engines had been built and the chassis design was well advanced. D.B.'s first decision was to make it an open 2/4-seater, and the chassis was therefore modified by the removal of the rectangular tube roof structure, and the duplication of the side members to compensate for the stiffness thus lost.

The first chassis of this type, complete with new 4-cylinder engine, was completed early in 1948, and shortly after this Jock Horsfall came on the scene and later joined the firm as a tester; a vast number of miles were covered by him and Claude Hill with a rough test body. The basic design immediately proved highly successful, and during this time only detail adjustments and refinements to the suspension, steering and so on were carried out. After putting the car through a most gruelling series of tests, Jock was so impressed that they decided to approach David Brown for permission to enter a similar car for the Spa 24 Hours Race. This car, of course, had helical spring rear suspension with

the rear axle located by twin parallel radius arms on either side, and a Panhard rod. The credit for this arrangement (as applied to a de Dion axle) has been given to Lampredi when he employed it on the later Ferraris. It is interesting to note, however, that there was an experimental DB1 chassis with de Dion rear axle located in this way, running round the Aston Martin works in 1949. (This was the last design job carried out by Claude Hill before he left the concern.)

It was, therefore, actually the second chassis built to the post-war design which won the 1948 Spa race, and it was after this that David Brown decided to instal the Lagonda engine in the same chassis. The first car with the latter engine ran at Le Mans in 1949, but Jock Horsfall had severed his connection with the Aston Martin Company soon after the 1948 Spa race, as, for some strange reason, his services were not then considered to be worth retaining. As a result, he rebuilt and raced his own privately owned, pre-war non-i.f.s. Speed Model, which he ran on occasions with a post-war push-rod engine, and on others with his specially tuned version of the pre-war o.h.c. engine. (Luton Hoo, for example.) This is the car which he drove single-handed in the 1949 Spa race and has often been confused with the 1948 works Spa car.

It is interesting to note that throughout its development from DB1 to DB2 and now to DB2/4, the original chassis design has only altered in minor details and this says a great deal for the original design and development work. Claude Hill, of course, left Aston Martin's in February, 1949, and later still Prof. Eberan von Eberhorst took over the design work, and the DB3 was the result.

* * *

750 CLUB RALLY TO LE MANS

THE 750 Club is organizing a Rally to see the Grand Prix d'Endurance. The party will be travelling over by the night ferry on either Thursday, 10th June, or Friday, 11th June, and will be back in England the following Monday morning. The minimum cost per car will be £11 10s. and the return fare Dover/Dunkerque is £3 8s. 6d. per person. Intending Rallyists are asked to communicate as soon as possible with the organizer, R. H. Ambrose, 57 Chatham Avenue, Hayes, Bromley, Kent.

JAGUAR
18
1
+100



AUTOSPORT, JANUARY 22, 1954

★
SYMBOLS OF SUCCESS: Le Mans night signals to the Rolt/Hamilton Jaguar, leading the race from the 4½-litre Ferrari driven by Ascari and Villoresi.
★

McDill was but the prelude to a far bigger Florida meeting, the Sebring International 12 Hours race, round 1 in the newly instituted World Sports Car Championship. David Brown entered two official Aston Martin DB3s, with Parnell/Abecassis and Collins/Duke as drivers. In the Le Mans type start, Parnell's engine stalled, and he had the task of forcing his way up through a field of 56 cars. After two hours, however, he was third to Collins's Aston and the Fitch/Walters's Cunningham. Then Geoff Duke took over the leading Aston Martin, only to be involved in an accident caused through a slower car swinging out to take a line through an approaching corner, the blue cautionary flag being lamentably absent. Parnell and Abecassis went on, despite a lighting

SEASONAL SURVEY, 1953

PART IV

SPORTS CAR RACING

An Intensely Busy Season in 1953's Most Widely Supported Class of Racing — Britain
Victorious at Le Mans and elsewhere, but Ferrari wins First World Sports Car Championship

IN no class of motor racing competition is there to be found such variety, such worldwide interest, and such keen rivalry as in sports car racing. Italy competes with Ferrari, Lancia, Maserati, Osca, and others; France with Talbot, Gordini, Panhard, Renault, D.B. and others; Germany with Porsche and Borgward; Britain with Jaguar, Aston Martin, Bristol, Frazer-Nash, Kieft, etc.; America with the Cunninghams. . . . Yet so wide are the opportunities, so numerous the events, that to each and every one of these marques has fallen some race success, somewhere, as the reward of their endeavour.

Britain, of course, won at Le Mans, the classic of the year; Jaguar outpacing or outlasting Ferrari, Lancia, Talbot, Cunningham and others to score a resounding 1-2-4 victory. But we lost the first World Sports Car Championship by the narrowest of margins to Ferrari, who won the Mille Miglia, the Spa 24 hours and the Nürburg 1,000 kms., Jaguar, regrettably, did not run officially in either of the latter two events, and in the T.T., when Ferrari were absent, suffered defeat at the hands of a rival British team, Aston Martin. Ferrari also met a formidable home challenger in Lancia, whose new *Competizione* models made serious inroads on former Maranello territory, and wound their season up with a grand slam in the final Championship event, the Pan-American road race in Mexico.

Maserati, too, intruded successfully in the 2-litre class, while Borgward, Porsche, Osca, Kieft, Panhard, D.B., Renault, and one or two others vigorously disputed the issues in their respective categories. Never a dull moment, in fact, where sports car racing was concerned, in a season commencing in February and

ending in December, and no race an interest-sapping certainty to one make or one driver.

The year's racing started at Buenos Aires on 1st February, when Roberto Bonomi in a brand new 2.7-litre Ferrari won a 61.7-mile event from two more "2.7s" and Adolfo Schwelm's gallant old Monza Alfa Romeo. In North Africa a fortnight later, Gordinis took the trouble to fly out 1½- and 2.3-litre cars for Guelfi to drive in the Circuit of Agadir. He did them proud, moreover, winning both races, the smaller capacity class from two Lancias, the larger from Pagnibon's Ferrari, Simone's XK 120C and another Jaguar, giving the lap record a crack in passing.

The very full United States calendar kicked off with the McDill meeting in Florida on 25th February, when Briggs Cunningham won the 6 Hours Sam Collier Memorial Trophy race on handicap, driving—no, not one of his own big Chrysler-powered cars, but an Osca. John Fitch, however, did drive a Cunningham, winning on distance classification from two Ferraris.

handicap, to finish second to the Cunningham. Jaguars in U.S. drivers' hands were third and fourth, while René Bonnet's 750 c.c. D.B.-Panhard won on Index of Performance.

At Nîmes, France, in late March, Maurice Trintignant gained another victory for Gordini, leading Pagnibon's Ferrari home by the proverbial skin of his teeth; and a week later Guelfi won another Moroccan race—the Circuit of Marrakech—for Gordini, once again eluding Simone's C-type Jaguar. Meantime the British season was getting under way with the usual short events embodied in Clubs' "all-rounder" programmes, as at Goodwood, Castle Combe, Silverstone, Snetterton and numerous other venues. Events of this type run during the whole season were legion, and space prevents mention of all but major ones. Two or three meetings of similar type, but International status, were run off at Monthléry, France, during the year. On 12th April the Italian Bordoni went there to drive a Gordini, and beat Pagnibon's Ferrari home in the main race. Sparcken's Aston Martin DB2 won its class.

GREAT MOMENT: Duncan Hamilton brings the victorious XK 120C Jaguar over the line at Le Mans; the Coventry marque's second success in the annual 24 hours classic.



In the gruelling 671-mile Circuit of Sicily, some of the "big boys" came out, and one, Luigi Villoresi, did the winning with a 4.1-litre Ferrari after Taruffi's Lancia retired. The season was now really warming up, and next on the list was the Mille Miglia, Italy's great 1,000 mile town-to-town classic. Villoresi, Farina and Hawthorn in works Ferraris, with strong private support from the three Marzotto brothers, Bracco, Tom Cole and others, faced real opposition from Fangio, Kling and Sanesi in *Disco Volante*-derived 3.6-litre Alfa Romeo coupés, and no fewer than five new and very intriguing 3-litre Vee-6 Lancias, drivers Bonetto, Maglioli, Taruffi, Biondetti and Bornigia.

Many Makes in the Mille Miglia

From Britain came two works disc-braked Jaguars, drivers Moss and Rolt, Johnson in another C-type, and three works Aston Martin DB3s with Parnell, Collins and Abecassis driving. Lockett and Hadley had Austin-Healeys and John Fitch a Nash-Healey. Heurtaux and Descollonges of France had private XK 120Cs, and Porsche of Germany were represented. The Alfas led as far as Florence—about three-quarter distance—

(Aston Martin). The touring car event over a similar distance went to Stirling Moss with a Mk. VII Jaguar.

Five days later the 37th Targa Florio was run off. Ferraris gave it a miss, but Lancia fielded a five-car team with experts Taruffi, Bracco, Bonetto, Manzon and Maglioli as drivers; Fangio had a 2-litre Maserati, together with Mantovani, Musso and Giletti; a lone British entry was Tommy Wisdom's XK 120C Jaguar. Italian "youngsters" Giletti and Maglioli showed their prowess by holding off Bracco, Fangio and Taruffi. Fangio's car broke up, and he took over Mantovani's, while Taruffi put on speed, set a record lap, then crashed. Maglioli scored the first Lancia victory with the new car, Giletti was runner-up, and Fangio third; while Wisdom's Jaguar, way back but still going, gained a medal as first foreign finisher.

Two lesser events followed, the Circuit of Safi, a three-hour handicap race in Morocco, going to Lacaze's Renault despite all Guelfi (Talbot) could do from scratch, whilst at Spa in the annual production car race Welter's Dyna-Panhard won on fuel consumption formula, and Paul Frère (Chrysler) on speed. At Charterhall the same week-end Parnell

(Jaguar), with Tom Cole co-driving, in the 12 Hours race down on France's *Côte d'Azur*; another C-type, that of Roboly and Simone, was second, followed in by a Ferrari 2-litre. Amongst retirements were Graham Whitehead's DB3 Aston Martin and Manzon with a works Lancia, whilst the race, run in dull, damp weather over slippery roads, was marred by the accident to Pagnibon's Ferrari, which left the road and struck a telegraph pole, the driver being killed.

That same day, Cliff Davis was introducing the Tojeiro-Bristol to the Continent in no mean manner, winning the Zandvoort one hour race preceding the Dutch G.P. by a clear margin from Fritz Koster's 2-litre Maserati and Dutch veteran Hertzberger's Aston Martin DB2. Jim Mayers, coming up fast with a 1,500 c.c. Kieft-M.G., was closing on the Maserati when he ran irretrievably off course into the Zandvoort sand.

The Race of the Year

So to the keenly anticipated 24 Hours G.P. d'Endurance at Le Mans; where Britain looked to Jaguar or Aston Martin to redeem the 1952 failure, Italy looked to Ferrari, Alfa Romeo and Lancia to do likewise, and Germany looked to the Porsches, not for a repeat of Mercedes-Benz's outright victory of the previous year, but for a 1½-litre class win. And what a race was promised, with Cunningham, Lancia, Ferrari, Jaguar (now disc-braked), Alfa Romeo, Gordini and Talbot contesting the main issue.

Stirling Moss led off with one Jaguar, chased by Ascari and Villoresi, sharing a 4½-litre Ferrari, and with Rolt sitting behind in a second Jaguar. Allard, Hawthorn/Farina (Ferrari), Parnell (Aston Martin) and Fangio (Alfa) all dropped out; Ascari momentarily led, but the Rolt/Hamilton Jaguar soon took over when Moss's car began misfiring. By half-distance the Jaguar had a two lap lead over the Ferrari, and all the Alfas and two Lancias had retired. Poor Tom Cole crashed his Ferrari at dawn and was killed. The remaining Aston Martins retired, likewise the Lancias.

Then the threatening Ferrari of Ascari/Villoresi went out with clutch trouble five hours from the end. On and on went the Jaguars, now first and second, followed by the Fitch/Walters Cunningham, and 4 p.m. on Sunday, 14th June was a very great moment indeed for Britain, for Jaguar and for Tony Rolt and Duncan Hamilton when they won at the record speed of 105.85 m.p.h. Second were Moss and Walker, third the Cunningham and fourth Peter Whitehead and Ian Stewart in yet another Jaguar. Gordini, Frazer-Nash (Wharton and Mitchell), Porsche, Osca and D.B. won their classes and to the Chancel brothers (Panhard) went the Index of Performance.

After that terrific week-end there was little peace for Parnell (Aston Martin), Moss (Jaguar) and Wharton (Frazer-Nash), who had to be in Douglas, Isle of Man, for the following Thursday's British Empire Trophy race, run in heats and a final. Hans Ruesch of Switzerland was sole foreign competitor, but even his 4.1-litre Ferrari couldn't hold Parnell, who made up for his Le Mans failure by winning at record-breaking speed; Wharton was second home in a 2-litre de Dion rear-end Frazer-Nash, winning his class as well, Ruesch was third and Moss fourth. Pat



DB3 DESOLATE: Geoff Duke's Aston Martin abandoned at Sebring after its accident. Duke and Collins were leading the 12 hours race at the time.

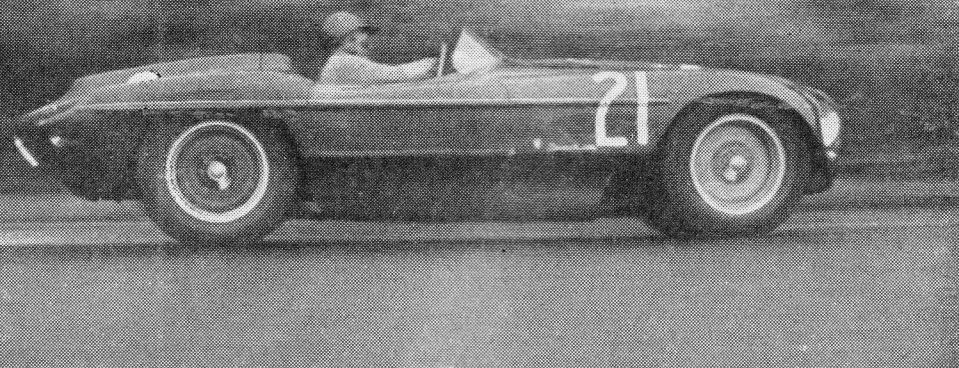
then drivers and cars wearied, and Giannino Marzotto (Ferrari) passed Fangio to win at record speed, while Bonetto in a surviving Lancia came up to third, ahead of Tom Cole (Ferrari). An incredible fifth was Reg Parnell—incredible because the DB3's throttle cable had broken and Reg had remedied it by fixing the throttle wide open and slowing up when necessary with the ignition switch. All Jaguars retired, as did the Austin-Healeys and Abecassis and Wisdom with Austons. Yet another new Italian contender, the 2-litre Maserati, proved successful, Giletti and Musso taking first two places in the 2-litre class.

Mike Hawthorn had been amongst the numerous retirements in the Mille Miglia, but his highly successful visit to the *Daily Express* Silverstone meeting in May must have made up for it. Not only did he win the Formula 2 race, as already recounted in No. 2 Seasonal Survey, but added to his day's bag the 17-lap production sports car race with a 4.1-litre Ferrari, chased home by Tom Cole, similarly mounted, and Reg Parnell

(Aston Martin) won a shortish race from two Ecurie Ecosse Jaguars, the significance being that this particular Aston Martin was a new and much cleaned up version of the DB3, known as the DB3S.

Events were popping up all over the map as the season progressed; at Algiers Pierre Pagnibon at last gained a win with his Ferrari in the three hours race on 24th May, and a week later returned to France for the Coupe de Paris at Monthléry, where he drove the ex-Farina Mille Miglia car to gain first place. The same week Eugenio Castellotti took a Ferrari to victory in the Circuit of Sardinia, run over a rugged course on that Mediterranean island. Gerini (Ferrari) was second, ahead of Biondetti's Lancia and another Ferrari. At Bridgehampton, New York State, Harry Gray's C-type Jaguar spun off the road, striking three ill-positioned spectators, and bringing to a premature end the main race of the day. Leader when the red flags came out was Bill Spear (Ferrari), with Phil Hill (Osca) giving keen chase.

At Hyères early in June, a British victory was scored by Peter Whitehead



NEW 2-LITRE FROM ITALY: The six-cylinder sports Maserati gained numerous successes during the year. Here is Hermann Lang, pre-war Mercedes driver, during the Nürburgring 1,000 kms. race.

Griffith, last year's victor, won the 1½-litre class with a Kieft-M.G.

Meanwhile Michel's Renault had won the 24 hours Bol d'Or race at Montlhéry, and on the Sunday after Douglas came two further sports car events. At Oporto, the G.P. of Portugal proved a national victory by falling to Pinto Nogueira, winning with a Ferrari after Bonetto (Lancia) retired with six laps to go. Two other Portuguese were second and third, while Tony Gaze's Aston Martin DB3 was forced off the road, crashed, caught fire, and was burnt out. Hamilton (Jaguar) and Manzoni (3-litre Lancia) were other retirements. The Roubaix handicap G.P. the same day went to a French D.B. with Mières of the Argentine in a 1½-litre Gordini haring after it in vain. Other cars such as Abecassis's new H.W.M.-Jaguar, Simone and Roboly (C-type Jaguars) and Loens's Kieft-Bristol were also handicapped out of things, but Graham Whitehead (DB3) got home fifth and "Taso" Mathieson sixth in a new 2-litre Maserati.

Mathieson went on to Bressuire the following Sunday, finishing third to Rinen's Gordini and Blanc's ex-G.P. Talbot. The following day saw Luigi Villorosi win the Monza G.P., although the Lancia drivers pushed the Ferraris hard—too hard in all but Bonetto's case, he being the sole survivor of the team, finishing second, ahead of the Ferraris of Farina and Hawthorn. At Rouen the same week-end the American enthusiast Bob Said scored a win with his Osca in the 2-litre class of the sports event, leading a Porsche and a Ferrari home.

Still the races came; the next week-end it was Rheims and the 12 Hours race, novel in that it began at midnight and ended at midday. It proved another

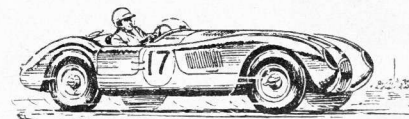
Jaguar victory, with Moss and Peter Whitehead the drivers. Ferraris got very cross during the race, for the Maglioli/Carini 4½-litre set a terrific pace, only to be disqualified for contravening various regulations, one being a premature switching off of lights, another the pushing off of the car by mechanics instead of the drivers from an area in which petrol was spilt, and yet another the excessive number of mechanics in use. Maglioli chose to ignore the black flag until his own pit signals brought him in, while the crowd showed their disfavour at the officials' move in no mean manner. Two Cunninghams ran, Briggs Cunningham/Sherwood Johnston taking third place with one, behind Rosier's Talbot, while John Fitch's car was wrecked in a high speed crash.

On 12th July it was Italy's turn again for a race; the Dolomite Gold Cup on the severe circuit around Cortina d'Ampezzo incorporated in the Alpine Rally. Taruffi had a 3-litre Lancia for this event, but Paolo Marzotto (3-litre Ferrari) kept him at bay to win, with Maglioli (Ferrari) third. The British G.P. meeting at Silverstone included a 100-mile sports car event in which Tony Rolt tried hard for Jaguar with a disbraked car, but had to give best to a determined Parnell in an Aston Martin DB3S and eventually to a broken piston. Salvadori and Collins followed Reg in, making it a joy day for Feltham and David Brown. Two Cunninghams ran, but both retired, though Bill Spear upheld the U.S.A., albeit in a Ferrari, by taking fourth place.

Came the Belgian 24 Hours at Spa, a race disappointing in that works Aston Martins and Jaguars were absent, Britain being represented by the Ecurie Ecosse

team of Jaguars. Ferraris sent a full team with their best drivers, but only one car, that of Farina and Hawthorn, survived, to win from the Ecosse Jaguar ably handled by Sir James Scott-Douglas and Guy Gale, with Dutchman Roosdorp's similar C-type third. Fangio ran with a works Alfa Romeo but retired. The ominous noises from the Ferrari's rear axle in the final stages suggested that the Ecurie Ecosse Jaguar came very near to outright victory, but Hawthorn kept going to the end.

At Caen that week-end Pierre Chancel gained another handicap success with the fleet little Panhard, Mathieson (Maserati) made fastest lap and took fourth place, Graham Whitehead scored another fifth with his Aston Martin, and Abecassis was seventh with his H.W.M. Jaguar after tyre bothers. On the same day the Jubilee G.P. of the Portuguese A.C. was staged at Lisbon, Felice Bonetto winning in one of the new



Lancias, with Moss (Jaguar) a creditable runner-up ahead of Nogueira's 4.1-litre Ferrari. Gonzalez suffered considerable injuries in a practice crash with his Lancia. 2-litre class winner was Britain's Jim Mayers with a Kieft-Bristol, followed in by Trevor Line driving the smaller M.G.-engined Kieft.

In support of the German G.P., and to give German drivers an outing, some sports car races were staged at Nürburgring on 2nd August. That young and promising driver Hans Herrmann simply ran away with the seven-lap event in a fast Porsche, followed in by two Borgwards, an EMW and Michael Keen with a Kieft-M.G. In another class event John Fitch took a third with a standard Porsche.

Two long-distance races in Italy came in August, the first the Messina 10 hours, won by Castellotti and Musitelli with a 3-litre Ferrari; the second the Pescara 12 Hours, in which Mike Hawthorn gained a joint victory in a 4½-litre Ferrari with Umberto Maglioli. A 2-litre Maserati followed them home, heading a Ferrari. Tom Meyer and Tony Gaze drove the former's special bodied 2.9-litre Aston Martin, taking a third in the unlimited class, while Peter Whitehead and Duncan Hamilton were unfortunate to have to retire with steering trouble when well up. Villorosi and d'Oliveira, both in Ferraris, retired with broken differentials.

At Charterhall on 15th August, Reg. Parnell chalked up another win for the DB3S Aston, coming through from last

FAST "4½": Mike Hawthorn cornering the winning Ferrari coupé at Spa during the Belgian 24 Hours Race.



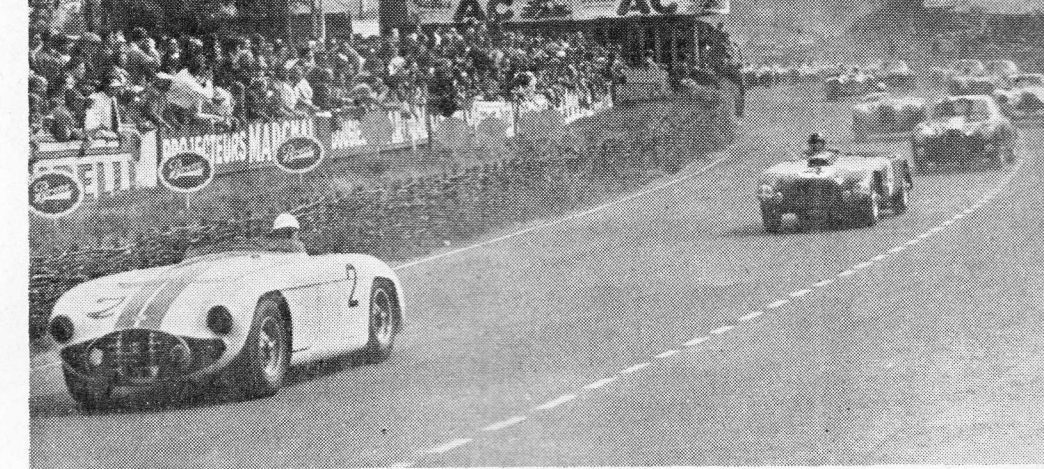
FROM THE U.S.A.: The latest 5.4-litre Cunningham, the C5R, at Le Mans on the opening round. The American cars won several home events, and also ran at Rheims and Silverstone.

place at the start when his door refused to open, to first at the finish, heading the Ecurie Ecosse Jaguars of Ian and Jimmy Stewart. Goodwood's second, and it would seem last, Nine Hours Race took place the following Saturday, and as in 1952, it was remarkable for the last hour failure of the Jaguars and the final triumph of the Aston Martin team. The disc-brake "Jags" set the pace, but the short, twisting circuit proved their undoing, continual oil surge eventually resulting in zero oil pressure and the humility of retirement for two cars within an hour of the finish, only Whitehead's surviving to take third place behind two Astons.

Reg Parnell and Eric Thompson were the winning drivers, while Bob Gerard and D. A. Clarke (Frazer-Nash) won the 2-litre class. A pity if the "Nine Hours" is no more; Goodwood is, indeed, a short course for a long race, and tyres were consumed at a prodigious rate, but the event is extremely interesting, providing the unique spectacle of night racing in Britain, albeit the public did not turn up in any great numbers this time to witness it.

Ecosse Jaguars Well Up

To Germany next went the hard-worked teams, for the 1,000 kms. race at Nürburgring, a Championship event, and one drawing Ferrari, Lancia, Maserati, Osca, the Ecurie Ecosse Jaguars, the Monkey Stable Kiefts, Alan Brown's Cooper-Bristol, and, of course, many home-based exponents with Porsche, Borgward, Veritas, etc. Scott-Douglas had a phenomenal escape when his C-type Jaguar crashed in practice and overturned, but Sir James imperturbably turned out in a standard XK 120 hurriedly "readied" by Wilkie. Lancias led initially, but suffered electrical failures, all five cars sensationally retiring, leaving Ascari and Farina to share victory in an open 4½-litre Ferrari. Ian Stewart and Roy Salvadori gained a fine second with an Ecurie Ecosse Jaguar, a works 1½-litre Borgward was third, a second Ecosse C-type sixth, and Scott-Douglas 10th with Ninian Sanderson. Michael Currie and Donald Beauman shared the 2-litre class win in the former's Frazer-Nash. Currie most tragically met his death in a crash



with the car when returning from Germany a day or two later.

Then came Britain's Championship event, the T.T., run this year solely by the Ulster A.C. under R.A.C. sanction. Again circumstances conspired to spoil what should, on paper, have been one of the year's finest races. None of the big Continental teams deigned to come, but Stanguellini made an entry, as did Bordoni and Casella of Italy with two Gordinis, and Porsche of Germany with three cars. None turned up. Nor did Bob Said's Osca, Mme. Biseray's Renault, one of the D.B.-Panhard's, Sid Greene's new and exciting Maserati. . . . To add to the depression, the Ecurie Ecosse, their cars "clapped" after a hard season gaining points for Jaguar in the World Championship, felt obliged to withdraw, leaving the main issue virtually between the three works disc-braked Jaguars and the Aston Martins.

A Jaguar/Aston Battle

Extended this year to a duration of nine hours, a 9 a.m. start was necessary; the Dundrod gremlins, however, decided to lay on a swirling white mist, so zero hour had to be postponed; 1½ hours later the mist changed to slight drizzle, and the race began. And despite all the foregoing disappointments, and the usual T.T. confusion of capacity handicaps instead of a straightforward race with class sub-divisions, it proved a good and exciting race.

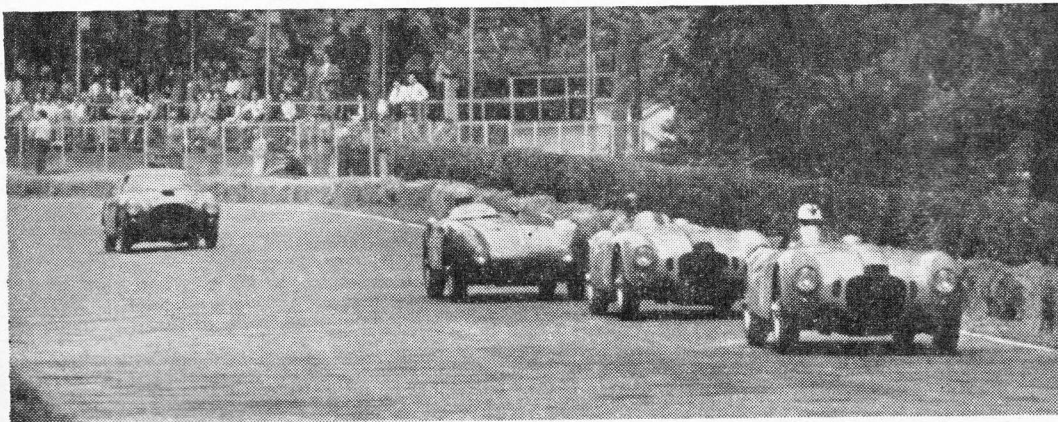
Dundrod's banks collected their quota of victims: C. J. Manussis from Kenya in an XK 120C Jaguar; Calvert's Kieft, and Poore's DB3S Aston Martin amongst them. Jaguar suffered an early reverse when Rolt retired after five laps, but Stirling Moss was leading. Then Peter Walker took over and set a new lap record, but cancelled the gain out by intimacy with a bank at cost of a bent

rear wheel. The Panhards clung to the handicap lead until around half distance, but soon Aston Martin loomed large on the leader board. The Whitehead/Stewart Jaguar retired, but Walker went like the wind on behalf of Coventry, turning the day's fastest lap, then handing over to Moss. Alas, the gearbox trouble which eliminated the other Jaguars now struck at Moss, who slowed, and probable victory for Collins and Griffith and Aston Martin became a certainty, with Parnell and Eric Thompson second home. Moss's astuteness in waiting near the line for Collins to finish his race gained Jaguar fourth place, a class win, and three valuable points in the Championship, which set them ahead of Ferrari.

The absence of at least one potential T.T. starter was accounted for when Bordoni, having won the Circuit of Pergusa in Sicily the previous week-end, elected to remain on home ground with his Gordini for the new event at Merano, the Cortemaggiore G.P., on the day following the T.T. He finished fourth in a race disputed by Bonetto (Lancia) and Fangio (Alfa Romeo), and ending in the latter's favour when the Lancia retired.

A two-hour curtain raiser to the Italian G.P. at Monza the following Sunday was the Coppa Inter-Europa, a race of grandiloquent title but gaining indifferent support. Cornacchia (Ferrari) won from two works Aurelia Lancias. A lesser event included in the Stockholm International meeting at Skarpnack gave the Swedes their first sight of an XK 120C Jaguar, owner O. Swahn, beating a Ferrari home in the national race. Roberto Rossellini, famed in more exotic spheres, drove his Ferrari in the International event, but couldn't get near two Allards and Stener's Ferrari.

Cunningham clocked in another home



★
CHALLENGE TO THE FERRARIS: Lancia's new competition models won the Targa Florio, and the Lisbon Jubilee G.P., and took 1st, 2nd and 3rd places in the Pan-American race. Here Bonetto and Taruffi lead Ascari's Ferrari "four" and Villorosi's 12-cylinder coupé in the Monza G.P.
★

Principal 1953 Sports Car Race Results—continued.

Date	Race	Circuit and Duration of Race	First	Second	Third	Winner's Speed	Fastest Lap
7th June	Zandvoort 1 Hour Race, Holland	Zandvoort. 1 Hour	F. C. Davis (Tojeiro)	Koster (Maserati)	Hertzberger (Aston Martin)	69.85 m.p.h.	Davis 72.31 m.p.h.
13th/14th June	Le Mans. 24 Hours G.P. d'Endurance, France	Sarthe. 24 Hours	Rolt/Hamilton (Jaguar)	Moss/Walker (Jaguar)	Walters/Fitch (Cunningham)	105.85 m.p.h.	Villoresi (Ferrari) 112.87 m.p.h.
		Index of Performance:	P/R. Chancel (Panhard)	Bonnet/Moynet (D.B.-Panhard)	Trintignant/Schell (Gordini)	—	—
		Class Winners: 750 c.c. Bonnet/Moynet (D.B.-Panhard); 1,100 c.c. Damonte-Heldé (Osca); 1,500 c.c. Von Frankenberg/Frère (Porsche); 2,000 c.c. Wharton/Mitchell (Frazer-Nash); 3,000 c.c. Trintignant/Schell (Gordini); 5,000 c.c. Rolt/Hamilton (Jaguar); over 5,000 c.c. Walters/Fitch (Cunningham).					
18th June	British Empire Trophy	Douglas, I.O.M. Three 8 lap Heats and 16 lap, 60.8 mile Final	Parnell (Aston Martin)	Wharton (Frazer-Nash)	Ruesch (Ferrari)	73.96 m.p.h.	Parnell 75.48 m.p.h.
		Class Winners: 1,500 c.c. Griffith (Kieft-M.G.); 2,600 c.c. Wharton (Frazer-Nash); over 2,600 c.c.: Parnell (Aston Martin)					
21st June	G.P. of Portugal	Oporto. 60 laps, 276 miles	P. Nogueira (Ferrari)	M. d'Oliveira (Ferrari)	Valentin (Ferrari)	85.44 m.p.h.	d'Oliveira 89.60 m.p.h.
21st June	A.C. du Nord. G.P., France	Roubaix. 101 laps, 186.8 miles Handicap	Bonnet (D.B.-Panhard)	Mières (Gordini)	Chancel (Panhard)	66.88 m.p.h.	Lucas (Gordini) 79.26 m.p.h.
29th June	Monza G.P., Italy	Monza. 137 miles, Two 35 lap Heats	Villoresi (Ferrari)	Bonetto (Lancia)	Farina (Ferrari)	109.01 m.p.h.	Farina 110.8 m.p.h.
4th/5th July	Rheims. 12 Hours Race, France	Rheims-Gueux	P. N. Whitehead/Moss (Jaguar)	Rosier/Giraud-Cabantous (Talbot)	Cunningham/Johnston (Cunningham)	105.52 m.p.h.	Carini (Ferrari) 114.69 m.p.h.
		Class Winners: 750 c.c. P/R Chancel (Panhard); 2,000 c.c. Wilson/Fairman (Bristol)					
19th July	Daily Express. 100 Miles Race	Silverstone. 36 laps, 102 miles	Parnell (Aston Martin)	Salvadori (Aston Martin)	Collins (Aston Martin)	89.41 m.p.h.	Parnell 91.63 m.p.h.
25th/26th July	Belgian. 24 Hours Race	Spa-Francorchamps. 24 Hours	Farina/Hawthorn (Ferrari)	Sir J. Scott-Douglas/G. Gale (Jaguar)	Roosdorp/Ulmen (Jaguar)	94.9 m.p.h.	—
		Index of Performance:	Cotton/Sigrand (Panhard) Touring Class: Vallagao/Narichkine (Mercedes)				
26th July	Caen G.P., France	La Prairie. 84 laps, 186.4 miles. Handicap	Chancel (Panhard)	Bonnet (D.B.-Panhard)	Mières (Gordini)	65.18 m.p.h.	Mathieson (Maserati). 82.96 m.p.h.
26th July	Lisbon Jubilee G.P., Portugal	Monsanto, Lisbon. 50 laps, 169 miles	Bonetto (Lancia)	Moss (Jaguar)	Nogueira (Ferrari)	82.68 m.p.h.	Bonetto 84.05 m.p.h.
		Class Winner: 2,000 c.c. Mayers (Kieft)					
15th August	Daily Record/Newcastle Journal Meeting, Scotland	Charterhall. 20 laps, 40 miles	Parnell (Aston-Martin)	I. Stewart (Jaguar)	J. Stewart (Jaguar)	72.07 m.p.h.	Parnell 73.77 m.p.h.
		1,500 c.c. (10 laps)—Davis (Cooper-M.G.); 2,500 c.c. (10 laps)—Walton (Cooper-Bristol)					
15th/16th August	Pescara. 12 Hours, Italy	Pescara. 12 Hours	Hawthorn/Maglioli (Ferrari)	Mancini/Dal Cin (Maserati)	Sterzi/Cortese (Ferrari)	79.9 m.p.h.	—
		Class Winners: 1,100 c.c. de Filippis/Sgorbati (Osca); 2,000 c.c. Mancini/Dal Cin (Maserati); Over 2,000 c.c. Hawthorn/Maglioli (Ferrari)					
22nd August	Goodwood Nine Hours	Goodwood. 9 Hours	Parnell/Thompson (Aston Martin)	Collins/Griffith (Aston Martin)	P. N. Whitehead/I. Stewart (Jaguar)	78.94 m.p.h.	—
		Class Winners: 2,000 c.c. Gerard/Clarke (Frazer-Nash); over 2,000 c.c. Parnell/Thompson (Aston Martin)					
30th August	Nürburgring 1,000 km Race, Germany	Nürburgring. 1,000 km.	Ascari/Farina (Ferrari)	I. Stewart/Salvadori (Jaguar)	Bechem/Helfrich (Borgward)	74.7 m.p.h.	—
		Class Winners: Open Sports—750 c.c. Komossa/Arnold (Scampolo); 1,500 c.c. Bechem/Helfrich (Borgward); 2,000 c.c. Seidel/Peters (Veritas); over 2,000 c.c. Ascari/Villoresi (Ferrari) Production Sports—750 c.c. Glockler/Beckers (Renault); 1,300 c.c. Von Hoesch/Engel (Porsche) 2,000 c.c. Currie/Beauman (Frazer-Nash); over 2,000 c.c. I. Stewart/Salvadori (Jaguar)					
5th Sept.	Tourist Trophy, N. Ireland	Dundrod. 9 Hours	Collins/Griffith (Aston Martin)	Parnell/Thompson (Aston Martin)	Wharton/Robb (Frazer-Nash)	81.71 m.p.h.	—
		Class Winners: 750 c.c. Trouis/Hitchings (D.B.-Panhard); 1,500 c.c. Gallagher/Cahill (Gordini); 2,000 c.c. Wharton/Robb (Frazer-Nash); 3,000 c.c. Collins/Griffith (Aston Martin); over 3,000 c.c. Moss/Walker (Jaguar) Series Production Cars—Flower/Phillips (M.G.)					
6th Sept.	Cortemaggiore G.P., Italy	Cortemaggiore, Merano. 158.45 miles	Fangio (Alfa Romeo)	Mantovani (Maserati)	P. Nogueira (Ferrari)	79.01 m.p.h.	—
19th Sept.	Watkins Glen G.P., U.S.A.	Watkins Glen. 22 laps, 101.2 miles	Hansgen (Jaguar)	Harris (Allard)	Ullrich (Excalibur J.)	76.1 m.p.h.	—
25th Oct.	Sowega International Races, U.S.A.	Turner Airfield, Albany, Georgia. 57 laps, 252 miles	Spear (Ferrari)	Fitch (Cunningham)	Walters (Cunningham)	93.48 m.p.h.	—
		Class Winners: 750 c.c. Schrafft (Crosley); 1,500 c.c. Johnston (Osca); 2,000 c.c. Benett (Maserati); 3,000 c.c. Ullrich (Excalibur J.) 5,000 c.c.; Spear (Ferrari); over 5,000 c.c. Fitch (Cunningham)					
19th/23rd November	Pan-American Race, Mexico.	Tuxtla Gutierrez to Cd. Juarez. 1934 miles	Fangio (Lancia)	Taruffi (Lancia)	Castellotti (Lancia)	105.73 m.p.h.	—
		Class Winners: Sports up to 1,600 c.c.; Herrarte (Porsche). International Touring: Stevenson (Lincoln); Touring, Special: Evans (Chevrolet)					
20th Dec.	Casablanca. 12 Hours, Morocco	Anfa. 12 Hours	Farina/Scotti (Ferrari)	Ascari/Villoresi (Ferrari)	Levegh/Etancelin (Talbot)	73.03 m.p.h.	—
		Class Winners: 750 c.c. P/R. Chancel (Panhard), 2,000 c.c. Ascari/Villoresi (Ferrari); over 2,000 c.c. Farina/Scotti (Ferrari)					

B.T.D.A. 1954 COMPETITIONS

COMPETITIONS planned for 1954 by the British Trials Drivers' Association are five in number; they are the Gold Star Trials and Rally Awards, Silver Star Rally Award, the Silver Garter for ladies and the Marcel Becquart Trophy.

For the Gold Star Trials Competition, marking will follow the same general principle; i.e., competitors must choose eight out of 20 recognized events. This year, the Cemian M.C.'s Knowland Trophy Trial is omitted from the list of qualifying events, having been cancelled in 1953. The Darlington and D.M.C.'s Roderick Gray Sporting Trial and the Maidstone and Mid-Kent M.C.'s Bossom Trophy Trial are newcomers to the list, which reads as follows:

7th February, Hagley and D.L.C.C. Clee Hill Trial; **21st February**, North Midland M.C. Kitching Trophy Trial; **14th March**, Yorkshire S.C.C. 4/44 Trophy Trial; **20th March**, Sunbac Colmore Trophy Trial; **21st March**, Darlington and D.M.C. Roderick Gray Sporting Trial; **25th April**, Lancs. and Ches. C.C. Derbyshire Sporting Trial; **23rd May**, B.A.R.C. Wilson Trophy Trial; **25th September**, Maidstone and Mid-Kent Bossom Trophy Trial; **26th September**, West Hants and Dorset C.C. Knott Cup Trial; **9th October**, Lancashire A.C. Davis Trophy Trial; **10th October**, Taunton M.C. Allen Trophy Trial; **17th October**, Plymouth M.C. "200 Challenge Trophy" Trial; **17th October**, Southsea M.C. President's Trophy Trial; **30th/31st October**, Sheffield and Hallams. M.C. High Peak Trial; **6th November**, Cheltenham M.C. Cheltenham Trophy Trial; **7th November**, Shenstone and D.C.C. Chase Trophy Trial; **13th November**, Harrow C.C. Cottingham Memorial Trophy Trial; **20th November**, Bristol M.C. and L.C.C. Roy Fedden Trophy Trial; **28th November**, Kentish Border C.C. Kentish Border Trial; **4th December**, London M.C. Gloucester Trial.

The Gold Star Rally Award is a new one, taking the place of the Silver Star as the B.T.D.A.'s major rally award, now that the Silver Star is to be presented for closed invitation events. It will not be necessary to nominate events beforehand, but an entry form should be sent to the hon. secretary. The nine chosen events are: **9/14th March**, R.A.C. International Rally; **17/20th April**, Ulster A.C. Circuit of Ireland; **14/16th May**, Lancashire A.C. Morecambe Rally; **7/11th June**, R.S.A.C. Scottish Rally; **25/26th June**, Plymouth M.C. Presidential Rally; **11th June**, South Wales A.C. Welsh Rally; **28/29th August**, Sheffield and Hallams. M.C. Rally of the Dams; **17/18th September**, London M.C. London Rally; **10/13th November**, M.C.C. Daily Express Rally.

For the Silver Star Rally Award, there will be a separate marking system for open and closed cars, and entry must be made before competitors take part in their first nominated event this year. Eight rallies must be chosen out of the following 15 competitions:

12/13th February, Yorkshire S.C.C. Yorkshire Rally; **7th March**, Bolton-le-Moors C.C. Bolton-le-Moors Rally; **4/5th April**, Rhyl and D.M.C. North Wales Rally; **2nd May**, Welsh Counties C.C.

Welsh Counties Rally; **8/9th May**, North Devon M.C. Ilfracombe Rally; **4/5th June**, M.C.C. Edinburgh Rally; **19/20th June**, Furness M.C. Furness Festival Rally; **20th June**, Brighton and Hove M.C. Brighton Rally; **26/27th June**, Maidstone and Mid-Kent M.C. Margate Rally; **24/25th September**, Midland A.C. Birmingham Post Rally; **24th/26th September**, East Anglian M.C. Clacton Rally; **25/26th September**, Lancs and Ches. C.C. Lakeland Rally; **2nd/3rd October**, M.G.C.C. M.G. Centre Rally; **15/16th October**, Eight Clubs' Eastbourne Rally; **4/5th December**, Lancashire A.C. Night Rally.

Those events chosen for the Gold Star Rally Award will also be used to determine the positions in the Silver Garter Competition for lady competitors; marking will depend on the number of lady starters in each event. It is not necessary for lady members of the B.T.D.A. to send a written entry for this competition, but the car used in each event must not be "works" provided.

Finally, we come to the Marcel Becquart International Trophy, presented by Marcel Becquart in 1953 and won by Ian Appleyard, who gained the highest number of marks in three out of six European rallies. It is not necessary to nominate the chosen events, but the entry form includes a declaration to the effect that the car(s) used are the *bona fide* property of the driver, or of his company. For 1954, the same events have been selected as last year, namely: **18/25th January**, Monte Carlo Rally; **9/14th March**, R.A.C. International Rally; **18th/21st March**, Lyons-Charbonnières Rally; **12/16th April**, Rallye Soleil; **25th April/2nd May**, Tulip Rally; **27th July/1st August**, Evian-Mont Blanc Rally.

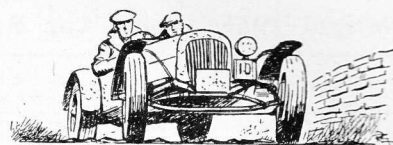
The hon. secretary of the British Trials Drivers' Association is Denis G. Flather, Standard Steel Works, Tinsley, Sheffield, 9.

NORTHERN NOTES by Wilson Rogers

GILLIE TYRER—hard-top XK-mounted for a visit to the Measham Rally tests, has sold his smart Supermotor and has some ideas about sports car racing this year. Interesting notions, too.

SPEAKING of projects, Tony Alldred has a new special on the stocks—on most unusual lines. Power/weight is the theme, this time carried almost to the ultimate! The Alldred is for trial work which form of competition, in spite of the Jonahs, still has many enthusiastic adherents in the North. At the same time the layout of this special will make it a doughty rival in Autocross.

AUTOCROSS! The centre of many Club discussions just now. This four-wheel scramble game will shortly be seen in the North-West. Two Clubs at least are nurturing notions. Maybe the Chester Motor Club will be first in the N.W. field. With Colin Edge as prime



M.C.C. EXETER TRIAL

RESULTS of the M.C.C.'s Exeter Trial on 1st/2nd January have now been announced. In so far as they affect car entrants, they are as follows:

First-Class Awards: W. E. Wykes (Dellow S), Mrs. M. E. Woodall (Ford), A. A. Wilson-Gunn (Dellow), G. M. Sharp (Dellow), J. Tucker Peake (Scarlet Runner), H. W. Tucker Peake (Tucker-M.G.), W. F. Mead (Dellow S), W. E. Wonnacott (L.R.G. Spl.), E. G. Smith (A.R.H. Spl), D. S. Price (Dellow S), D. E. Read (Dellow), H. H. Alderton (Ford), E. D. Scobey (Dellow S), C. R. Parsons (Dellow), W. G. A. Penhale (Ford Spl.), R. Willson (Dellow), H. G. Ackland (Ford), L. R. Gear (L.R.G. Spl.).

Second-Class Awards: A. C. Hobbs (Morgan), J. Moore (Morgan), W. A. G. Goodall (Morgan), D. Underwood (Aero-Minx S), W. J. Haward (Bayliss-Thomas), C. F. Crossby (Vauxhall S), A. E. Cleghorn (Dellow), A. C. Westwood (Dellow), H. W. Inderwick (Batten V8), B. W. J. Hindes (Dellow), H. G. W. Kendrick (Ford Popular), J. H. Ahern (Morgan), C. J. Girling (Allard), A. E. H. Parsons (Dellow), C. G. Faber (Renault), F. P. Barker (Frazer-Nash), D. G. Fleming (Hillman), Mrs. E. N. G. Parsons (Dellow), J. B. Banbury (B.H.M.), I. J. Cruikshank (Morris Spl.).

Third-Class Awards: R. M. Barford (Bradford Utility), D. J. Parsons (Frazer-Nash), K. W. Hobbs (Renault), P. Hewins (Vauxhall), P. Small (Austin A30), A. F. Rollason (Allard), G. R. Allen (Triumph Mayflower), J. P. Davis (Allard), E. G. Walsh (Dellow), K. B. Shaw (Morris), D. C. Mitchell (H.R.G.), Miss P. J. Roake (M.G. TD), F. W. Scott (M.G.), M. J. Lawrence (M.G. TC), F. G. Ruggles (M.G. TD), The Earl of Northesk (Jaguar XK 120), F. Downs (Sunbeam-Talbot), G. L. Gutteridge (Bartlett Spl.), C. R. Price (Pelikan), A. G. Norgard (H.R.G.), E. W. James (Morgan), P. Garnier (Morgan), J. H. L. Bingham (Ford Anglia), H. J. Kingwell (Austin A40), T. D. H. Rutter (M.G. TD), A. H. Baker (Land Rover), R. F. Sear (M.G.), E. J. W. Snusher (Ford), S. H. Goddard (Austin A30), J. R. Templeton (Dellow), E. J. Kehoe (Buckler), R. W. Woolaway (Dellow), I. T. Bale (Vauxhall), R. J. Harris (Allard), W. Ivey-Mollard (M.G.).

Team Championship (Cars): J. Tucker Peake, H. W. Tucker Peake and C. F. Crossby.

Triple Award, 1953 (Cars): W. F. Mead (Dellow S).

mover this Club has an ideal location which they are anxious to tie up with a date. More news to follow.

The A.G.M. of the Mid-Cheshire Motor Club Ltd., also brought Autocross discussions. While plans are not so advanced here, enthusiasm is great.

STIRLING MOSS, at Oulton Park the other week, motored a Sports Triumph around the existing 1½-mile circuit. In adverse weather conditions, hand timing showed 1 min. 30 secs.

He then walked over the new land, thereafter enthusing greatly over the 2½-mile circuit layout. He is all for it, and left heading for Athens with, "See you in April".

It will be very satisfying to welcome the British Empire Trophy race to England again, and there is promise of first rate support for this first Meeting of the Oulton Park season, 10th April—Saturday.

HARKING back to trials for a final paragraph. Some of we Northerners have taken a modicum of umbrage at recent statements that trials are on their way out.

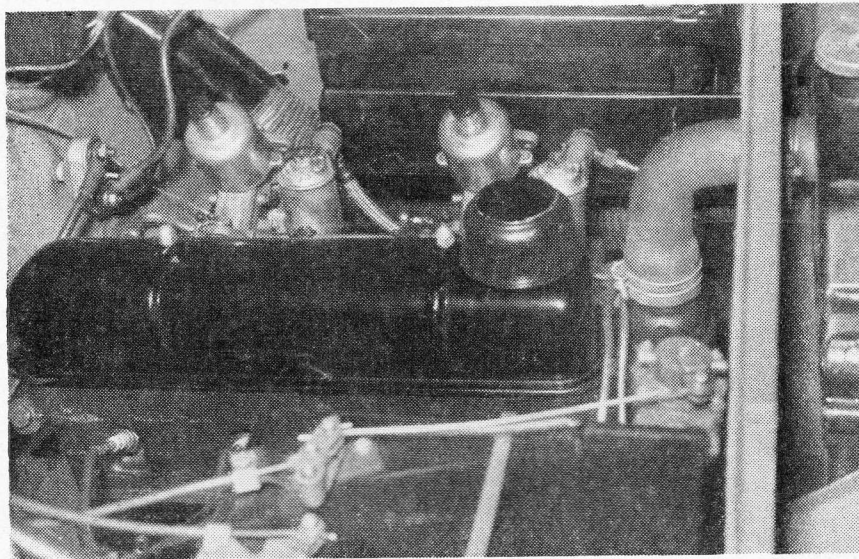
We are still very keen, and although we don't claim to advance car design (we never professed to) we do enjoy ourselves.

As is well known, the Ford Consul and Zephyr are very similar cars, except for a difference in engine size. Both units are "over-square", with a bore and stroke of 79.37 mm. and 76.20 mm., which gives a capacity of 1,508 c.c. for the four-cylinder Consul, and 2,262 c.c. for the six-cylinder Zephyr. The makers claim 47 b.h.p. at 4,400 r.p.m. for the smaller engine, and 68 b.h.p. at 4,000 r.p.m. for the "Six".

Although the Zephyr has, naturally, considerably the better performance, the Consul is less nose heavy, which makes it a more pleasant car for the enthusiast to handle. All Ford engines have considerable margin for "hotting up", and so Messrs. Laystall conceived the idea of getting the best of both worlds by

JOHN BOLSTER TESTS

A LAYSTALL-MODIFIED FORD CONSUL



tuning the four-cylinder unit to give as much power as a standard Zephyr. The bench and road-testing having proved satisfactory, and a standardized tuning routine having been settled, I received an invitation from Basil de Mattos to try one of the modified cars.

Briefly, the treatment involves raising the compression ratio from 6.8 to 8.4 to 1. The ports are opened up and larger valves installed, while flanges are fitted to the head to carry twin carburetors. These are 1½ in. S.U. instruments, and have a balance pipe between them. Double valve springs are employed. Curiously enough, no appreciable improvement resulted from the use of a special exhaust manifold, so the standard arrangement was retained.

On the test bench, these modifications gave the following results:

R.P.M.	B.H.P. Standard Engine	B.H.P. Modified Engine
2,000	27.1	29.8
2,500	34.1	37.9
3,000	30.6	46.0
3,500	43.7	53.7
4,000	45.7	59.3
4,500	45.4	64.3
5,000	43.7	66.0
5,200	—	66.8

Excellent as these figures are, they only tell part of the story, for road behaviour depends on other things than maximum power output. I therefore began by driving the machine quietly through London to see whether the low speed performance or traffic manners had been impaired. I found that the engine was just as smooth and flexible as the standard unit, and that the Consul's character as a comfortable family saloon was perfectly normal. A very moderate increase in sound, due to the unscreened carburettor air intakes, was only apparent on sudden acceleration.

Once out in the open country, I gave the car its head and I found that it was, in fact, slightly faster than a standard Zephyr; furthermore, the handling on wet roads, snow and ice was superior to that of the larger vehicle, which is inclined to suffer from wheelspin under these conditions. Although the modified Consul is entirely flexible, one tends to use the gear lever rather more than one would with the six-cylinder car.

The increase in performance was very great, and as I have not myself done an official road test of the smaller Ford, I have taken the liberty of borrowing

84 M.P.H., 23.6 M.P.G.: Left- and right-hand views of the Consul with Laystall modifications, which include twin 1½ in. S.U. carburetors, larger valves, and raised compression ratio, endowing a family-type saloon with sports car performance.

some test figures from a contemporary to provide a basis of comparison in the following table:

M.P.H.	Acceleration	
	Seconds Standard Engine	Seconds Modified Engine
0-30	6.3	4.0
0-40	10.7	7.8
0-50	17.2	11.2
0-60	27.2	16.8
0-70	41.8	23.6

Maximum Speed

Standard Engine	72.6 m.p.h.
Modified Engine	84 m.p.h.

Naturally, all my figures are the mean of runs in both directions, and I carefully calibrated the speedometer over a measured distance. As a matter of interest, it was 3 m.p.h. fast at 60 m.p.h., and showed just over 90 m.p.h. during the fastest run. On the gears, 32 m.p.h. is available on first speed, and 57 m.p.h. ("60 on the clock") on second. Actually, I got the best acceleration figures by changing into top around 50 m.p.h. 6,000 r.p.m. may be exceeded without any valve bounce occurring.

All this extra performance is not bought at the expense of additional fuel consumption. Indeed, my overall figure of 23.6 m.p.g., which included driving in London and the speed tests, was fractionally better than that recorded by another journal when testing the standard model. In normal use at least 25 m.p.g. could be expected. Of course, I used one of the better grades of petrol, but no pinking was ever experienced, nor did the engine "run on".

Perhaps the greatest virtue of the conversion is in rendering a saloon car acceptable to the family man who has secret sports car leanings. The Laystall-modified Consul can show a clean pair of heels to many small sports models, and yet it is in no way inferior to the

(Continued on page 110)

THE FALSE BAY "100"

South Africa's Early Start to 1954 Racing Season

SOUTH AFRICA'S 1954 racing season opened very promptly on 1st January with the False Bay "100", held at the Gunner's Circle course at Cape Town. Weather conditions, following precedent, were extremely good, with hot sunshine tempered by a mild breeze.

The day began early for drivers, with a practice session at 7.30 in the morning, when Tex Kingon, in the grand old 3.7-litre G.P. Maserati formerly raced in Union events by Dr. Massacuratti, lapped the 3½-mile circuit at over 85 m.p.h., a performance equalled by Stanley Reed's rear-engined 2-litre Citroën Special. J. A. de Villiers, a former amateur heavyweight boxing champion who had towed his 1,100 c.c. Mark VI Cooper-J.A.P. nearly 2,000 miles from Rhodesia to Cape Town, was plagued by clutch trouble, and C. L. R. Page's 1½-litre M.G. Special threw a rod.

The programme of races commenced at 2.30 p.m. with a 20-mile stock-cum-sports car handicap, before a gathering of some 25,000 spectators. Some lurid driving was to be seen in this race, and R. Ruskin, lying second in a Citroën Light 15, broadsided 20 yards at the last corner of the last lap and turned over. Tony Hoyle (M.G. TD) won after a faultless drive, and F. E. Blewett came home second despite running all the bearings in his Ford Consul.

After this curtain-raiser, the False Bay "100"—third of the Amateur Automobile Racing Club's series—took place. In the style of Irish events such as the Leinster and Wakefield Trophies, it incorporated scratch and handicap contests run con-

currently. The mass start was notable for the thorough break-up of de Villiers's Cooper gearbox, which shed much oil and many gear teeth on the line, an unfortunate ending after the Rhodesian's long trek.

Lap 1, and Reed's Citroën was leading from Kingon's big Maserati and Raymond Rieder's 5½-litre Indianapolis Studebaker.

The much-fancied Cooper-J.A.P. of Chris Fergusson dropped out after two rounds with a holed piston, but Kingon gradually closed on the leading Citroën Spl., lopping off a second per lap until a broken oil pipe put him out.

Then Rieder's Studebaker, lying second, made a short excursion off the circuit, letting D. L. Duff (1½-litre Riley) past, followed by Hoal (2½-litre Riley), Jennings (1½-litre Riley) and Tony Fergusson (Cooper-Norton 500). Stanley Reed's Citroën still had a comfortable lead, but on the 29th lap his cylinder-head cracked and that was that. Duff in the 1½-litre Riley took the lead, but a broken gear selector and a defaulting top gear were no aids to speed, and he was passed successively by Edgar Hoal, D. Jennings and Tony Fergusson, that being the order at the finish. Handicap class winner was Jennings's Riley.

* * *

POINTS OF INTEREST: Both D. L. Duff (Riley 1½-litre) and Tony Fergusson (500 Cooper) were using Nitromethane. . . . The original engine from winner Hoal's Riley was installed in Jennings's Special, which makes this probably the

first time that different parts of the same car have finished first and second in the same race. . . . Stones kicked up by the front wheels of John Honeyman's Ford 10 Special were sucked into the valve ports, thereby breaking two valves. . . . To publicize the race, some of the faster cars taking part paraded up and down Cape Town streets, with the co-operation of the Traffic Department, on the Wednesday before the race. The procession was preceded by four traffic cops on motor cycles, who kept their sirens wide open and went as fast as possible through the streets. The sight of a Cooper 500 dicing with a policeman on a 650 c.c. B.S.A. in a traffic-crowded street was something to be remembered.

R. K. R. MACFARLANE.

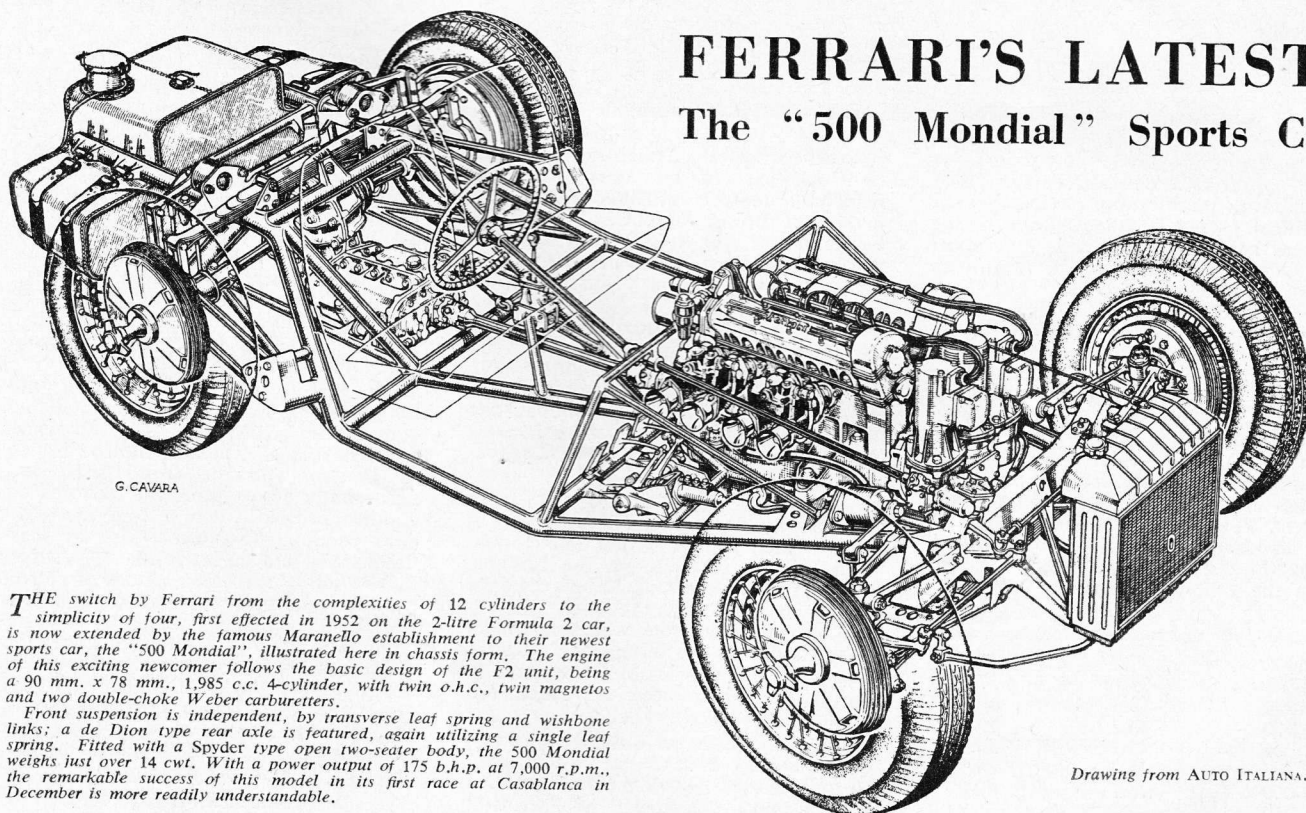
A Laystall-Modified Ford Consul—

continued

standard job for shopping and business transport. The pleasure of driving is greatly enhanced, and the road-holding and steering are entirely adequate for the increased speed.

The cost of converting the head, including valves, carburettors, etc., is £45, and heads will be available on an exchange basis. Alternatively, one can have the fitting done at Laystalls, and this brings the price up to £50, the work being completed in one day.

I enjoyed using the Consul, and it was great fun to surprise the owners of apparently similar cars. As the vehicle is fairly heavy, the performance of this engine in a light sports car would be quite something. Unfortunately, one would have to lose 8 c.c. before entering the 1½-litre class, and so the additional cost of cylinder liners would then have to be borne.



FERRARI'S LATEST: The "500 Mondial" Sports Car

THE switch by Ferrari from the complexities of 12 cylinders to the simplicity of four, first effected in 1952 on the 2-litre Formula 2 car, is now extended by the famous Maranello establishment to their newest sports car, the "500 Mondial", illustrated here in chassis form. The engine of this exciting newcomer follows the basic design of the F2 unit, being a 90 mm. x 78 mm., 1,985 c.c. 4-cylinder, with twin o.h.c., twin magnetos and two double-choke Weber carburettors.

Front suspension is independent, by transverse leaf spring and wishbone links; a de Dion type rear axle is featured, again utilizing a single leaf spring. Fitted with a Spyder type open two-seater body, the 500 Mondial weighs just over 14 cwt. With a power output of 175 b.h.p. at 7,000 r.p.m., the remarkable success of this model in its first race at Casablanca in December is more readily understandable.

Drawing from AUTO ITALIANA.

CORRESPONDENCE

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

Government Support for British Racing—Yes!

MR. HALL states that there are good reasons for not wanting the help of H.M. Government in the construction of a Grand Prix car and then goes on to give but one reason—the obvious and only one, “interference and supervision”.

AUTOSPORT's Editorial, which started all this, covers this point nicely by proposing an advisory board of knowledgeable persons headed by someone like Capt. George Eyston to see that the money is put to the best possible use. This would preclude “concomitant interference”, as “knowledgeable persons” knowing the game would know what they were about and how really to assist and not encumber the circuits with red tape.

Mr. Hall's theory about the political maxim “export or die”, which can be so easily disproved, amazes me, and I should imagine would render the Rt. Hon. R. A. Butler speechless. However, I will merely remark that this country is an island and is not self-supporting; therefore we must import to live and produce, and export to pay for the imports, and if we lose our overseas car markets we shall be in a rather sticky position.

This business of leaving it to the manufacturer is not the answer, as it is quite certain that no individual manufacturer could show a profit by increased sales over the colossal expenditure of an all-out Grand Prix project, and his shareholders would not wear the idea for a moment.

We are left pinning our hopes on the small concerns run by enthusiasts who are financially handicapped almost out of the race, and I would subscribe to any system at all that might give them the support they so urgently need.

In conclusion may I say, Mr. Hall, that the need for PRESTIGE in the Grand Prix sphere is imperative.

P. DENDY, A.M.I.MUN.E., M.R.S.I., A.M.I.H.E.
CHELMSFORD, ESSEX.

No! . . .

I THOROUGHLY agree with your correspondent, Mr. J. E. Hall (AUTOSPORT, 8th January). I believe we are receiving quite a lot of moral support as it is, without asking Her Majesty's Government for financial backing.

Surely, it would be far better if individual manufacturers, of either vehicles or accessories, were to participate in the same spirit as Tony Vandervell and Alfred Owen.

Our American counterparts seem to find it quite a profitable form of advertising, if Indianapolis is anything to go by.

So if English firms spend less on paper and more on practical advertising, we may not get a world beater, but there would certainly be some good racing and prestige.

MICHAEL M. DE LA FOSSE.
ST. MARTINS, GUERNSEY.

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

MY sole object in starting this correspondence was to endeavour to combat the deplorable apathy manifest towards the gallant efforts of such men as Kenneth MacAlpine, John Heath, and others, who, had they received a fraction of the support accorded to the B.R.M., would assuredly have produced a G.P. winner by now, and I cannot allow Mr. Bannister to misrepresent me as wishing to form an organization for the sole benefit of Connaught, Ltd. Had I been able to accept his invitation to attend the A.G.M. of B.R.M.A. I might have been able to convince Mr. Bannister that I meant what I said, no more and no less, and that being in no way connected with the motor or engineering industry I have no axe to grind. However, apart from the fact that 6.30 p.m. in mid-week is an impossible time for me (and many others) I

am no longer associated with B.R.M.A. As for Mr. Bannister's repetitive cry of B.R.M.A. belonging to the B.R.M. alone, I am under the impression that early brochures issued by the Association gave as its aim the furtherance of British interests in G.P. racing in any way possible, which is precisely what I suggested it might do.

R. E. A. DAY.

LETCHWORTH, HERTS.

Indignation

I HAVE just watched a repeat of the TV feature “Retrospect” which showed the highlights of 1953. I saw the Coronation, peace in Korea, etc., and some sports highlights.

Quite rightly the magnificent achievement of Sir John Hunt's Everest expedition was shown. Naturally, too, we saw England winning the Ashes, tennis, the boat race—all these. But did we see our great car victory at Le Mans? As usual NO! Not a word—an insult to Tony Rolt and Duncan Hamilton and to Jaguars! Of course, we know Jaguars only got First, Second and Fourth places, beating the cream of the world's sports cars, but that is hardly worth mentioning in a programme that includes sporting highlights of the year!

Now to another matter. Cannot a campaign be begun to hold the major British events such as the British Grand Prix, Daily Express Trophy Race, Ulster T.T., etc., on a Sunday as they do on the Continent? I am very pleased to see that both Shelsley Walsh meetings are to be held on that day this year, and, of course, Prescott always has been.

There are thousands of enthusiasts who work on Saturdays and are deprived of the chance to attend these meetings.

J. H. PATERSON.

LLANHARDN, GLAM.

Formula Flea?

AFTER reading the Formula 3 article (AUTOSPORT, 15th January) I was struck by the words “poor man's sport” and the remark that it is now expensive is, alas, only too true.

Many enthusiasts would like to participate in 500 c.c. racing but the financial aspect dampens one's enthusiasm down to that of a spectator.

May I suggest then, as a solution to the cash question, a 250 c.c. class, which should be considerably cheaper than its larger brother, especially if the machines are “home made” as opposed to works-produced jobs? Speeds, of course, will be a lot lower than 500s but I am sure a good deal of fun could be had with some “flea-sized motors.” If any readers are interested in this line of thought I shall be pleased to hear from them, also any ideas of forming a club on these lines.

A. F. BUDD.

12 CORBETT HOUSE, HOLLYWOOD ROAD,
SOUTH KENSINGTON, S.W.10.

The Touring Championship

IT is Mrs. Mitchell who is unkind and evasive. She stated in her letter that she wanted the Ladies' Touring Championship to be all-in. This would permit cars tuned to racing specifications, which would cost anything up to £200 extra. The Monte Carlo Rally entrance fee is £30, plus £30-£70 for an insurance policy, plus £50 for petrol, and over this one has to buy six tyres, one extra wheel, extra heaters, lamps, etc. Mrs. Mitchell gets all this free, and would be at a great advantage over the amateur who just cannot afford the extras.

Would Mrs. Mitchell be of the same opinion if she was not again offered a works entry and had to pay her own? Or would she then have the opinion of “Alpine Widow,” who wished cars like Ferraris banned?

K. LUDKE, U.S.A.F.

WETHERSFIELD, NR. BRAINTREE.

The Ex-Whitney Straight Maserati

CONCERNING the article entitled “Mechanical Marvel” by Norman Smith, published in last week's issue of AUTOSPORT, there are errors in this to which I take exception.

In the first instance the car was bought from McAlpine by me, and is still my property today. Secondly, the car was being driven by L. W. Boyce when it overturned at Goodwood.

These true facts I wish to be known as soon as possible.

H. C. SPERO.

CLAPHAM PARK, S.W.12.

INFORMATION on building an Austin 7 Special from 1934 components, with particular gen on engine modifications and body construction, is sought by reader D. Bean, of 7 High Street, Brompton, Chatham, Kent.



RADIATING from the centre, like the spokes of a wheel, are the parked cars of competitors at Blythswood Square, Glasgow.

From GREGOR GRANT.

Glasgow.
18th January.

LAST week-end the Glasgow starters in the 24th Rallye Automobile Monte-Carlo trickled into the Second City. Several cars bore evidence in paintwork scratched by falling branches of the gales which swept the country on Friday.

I came up early on Friday morning with the M.G. Near Boroughbridge, three large furniture vans had been blown completely over—fortunately without blocking the road. In many places tree trunks were across the road; walls blown down; hoardings demolished, and slates and chimney pots by the hundred littering the streets of border towns.

Out of the original entry of 96 cars, five failed to report for sealing. These were G. F. Haywood (Riley), W. Rosson (Lagonda), S. Harris (Bentley), A. Lineker (Vauxhall), and R. Sanders (Sunbeam-Talbot).

As usual, Mike Couper's car came in for a great deal of attention. This Armstrong-Siddeley Sapphire has most lavish equipment, including a special heating device for coffee. The Minx of the

Andersons is fitted with all mod. cons.; both cars mentioned have a gadget which empties sand on to the road in front of the driving wheels.

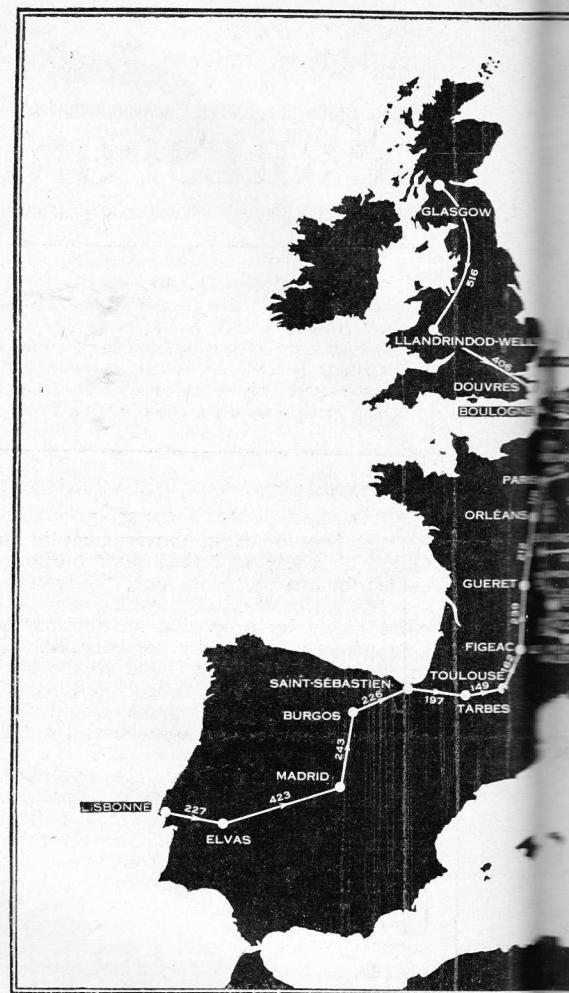
The three-carburettor Ford Zephyr of the Reece cousins has a novel double windscreen to defeat frost. They tried vainly to fit chains, but found that they fouled the mudguards, so have decided to depend on their snow tyres.

Both the Eyre-Maunsell/McCaldin Humber and the Grounds/Rawlins Jaguar are fitted with enormous Lucas post-horns. Rawlins says the intention is to blast the snow off the road by sheer force of "phons".

The illness of George Hartwell left Peter Harper without a drive, but he is now included in the Skeggs/Teer "cops car"—also a Humber Super Snipe.

There was the usual panic the night before the start. Competitors found that their road books gave them a minute less at many controls than should have been the case. A minute may not sound very much—but at places like Valence it may make all the difference!

The Taylor/Tracey Standard "Eight"

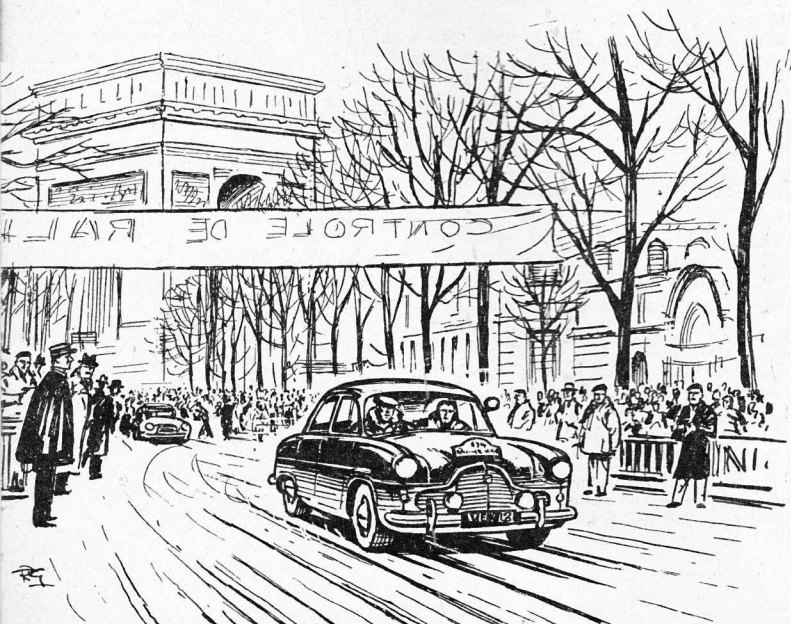


THE ROAD T

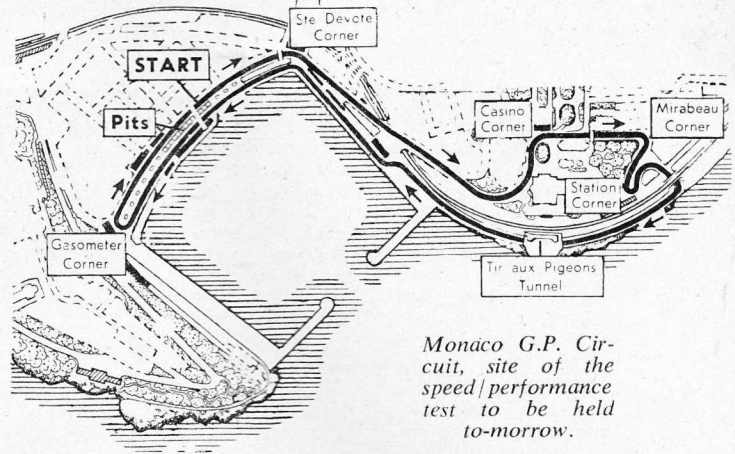
The 24th M

has been christened the "Birmingham Bombshell". Dennis Taylor admits to a slight number of modifications—all, of course, allowed by the regulations. The Daimlers also sound particularly healthy.

Weather reports from the Continent do not sound too encouraging. Heavy snow has fallen in the Massif Central



RAIN: Even heavy rain failed to discourage the winners.



Monaco G.P. Circuit, site of the speed/performance test to be held to-morrow.

(Left) Official map of the routes followed by competitors in the 1954 Monte Carlo Rally. Starting points were Glasgow, Oslo, Stockholm, Munich, Athens, Palermo, Lisbon, and Monte Carlo itself.

Sunbeam-Talbot. One minute later, they were followed by John Bayes' Minx, and then Denis Scott's Zephyr. A huge crowd gathered to watch the start. A. K. Stevenson and his merry men have certainly been most helpful up here. Documentation, sealing and so on have been carried out speedily and courteously.

Llandrindod Wells, 18/19th January.

THE run down from Glasgow was not particularly difficult. As far as Carlisle it was raining very heavily, and there was low cloud on Shap causing poor visibility.

(Continued overleaf)

TO MONTE CARLO

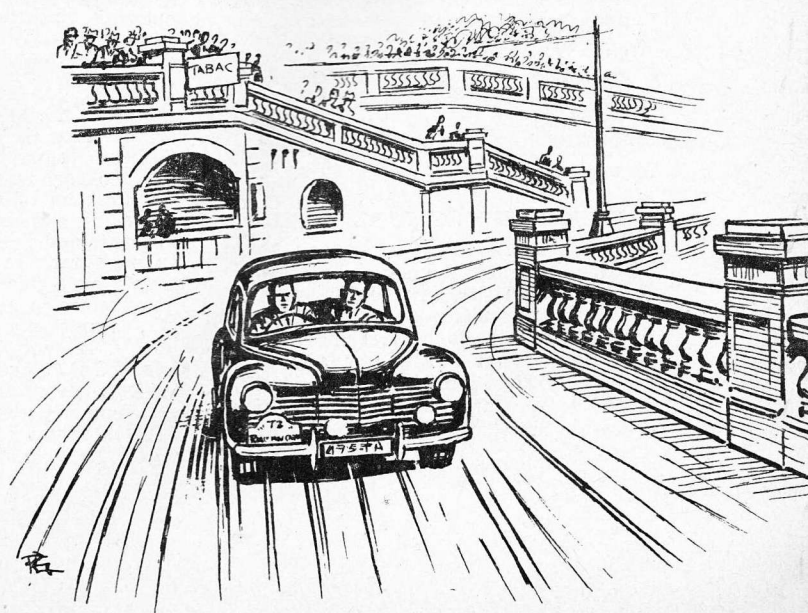
Monte Carlo Rally Begins

area, and many competitors had difficulty in reaching the Monte Carlo start. By the evening before zero hour, some 20 crews had not reported. The Athens contingent had the greatest difficulty in reaching the start. Stirling Moss and Desmond Scannell had to abandon their Sunbeam-Talbot near Belgrade and continue by train. Their rally car was waiting for them at Athens, but from all accounts, the journey out of Greece will not be easy. Shortly after 1 p.m., Lord Weir of Eastwood dropped the flag and off went Miss Slatter and Jo Ashfield in their

LEGAL AID: (Right) Llandrindod Wells police repaint the numbers on the Grant/Phillips M.G. Heavy rain had soaked the masking paper, which pulled off the original numbers when removed.



NO RAIN in Ireland, as George Mangan bids farewell to Jimmy Millard and Dr. Norman Jackson (Austin A30).



Seven Roads to Monte Carlo—continued

Both George Phillips and I cursed the R.A.C. for suggesting that the car numbers painted on the sides should be obscured during the run down to Dover. The heavy rain battered against the brown paper we used to cover the numbers—and when it was removed the bally numbers came off just like a transfer! However, Welsh friends came to the rescue at Llandrindod, and the local police painted on new numbers.

The arrival at the Metropole car park control was the scene of what looked like a gigantic blaze. Actually it was some photographers' magnesium flares being used as fireworks.

As cars came into the control, Welsh officials decorated them with huge leeks. The Metropole had an all-night extension, and the local people were making the best of it. Everyone was in the highest possible spirits, and the only competitors who were downhearted a little were the unfortunates who were



★
ULSTERMEN:
(Above) Charles Eyre-Maunsell, Jack McMichael and Brian McCaldin (Humber), seen at Llandrindod Wells during the night.

★
BRAKE MEN:
(Left) Allan Collinson of Ferodo Ltd., co-driving a Ford Zephyr with Sid Henson, gets a friendly greeting at the Llandrindod Wells control from Charles Russell of Girling Ltd.

caught doing over 30 m.p.h. in a restricted area in the Carlisle district.

All down the way to Wales, large crowds congregated in town and at suitable vantage points to cheer on competitors. Truly the U.K. has gone almost Continental for the "Monte".

By the time these words are read, the road section will have been completed, and the lucky first 100 will have been detailed for the speed test on the Monaco Grand Prix circuit.

Next week AUTOSPORT will print the full story of the rally, illustrated with numerous photographs.



BLACKPOOL AND FYLDE WELSH RALLY

PROVISIONAL results of the Blackpool and Fylde M.C.'s Welsh Rally, held on 16th/17th January, are as follows:—

Reeco Trophy (Premier Award): L. Cordingley (Jowett Jupiter), 5 marks lost.

Navigator's Award: P. Heyworth.

Aitkin Trophy (Class A): R. Hardman (Austin), 9.
Class B: O. G. Stirling (Sunbeam-Talbot), 51.
Class C: J. Summers (Clegg Spl.), 9.

Team Award: A. Williams (M.G.), G. Greaves (Jaguar) and O. G. Stirling, 115 marks lost.

A report by Wilson Rogers will be published in our next issue.

* * *

B.A.R.C. MIDNIGHT MATINEES

THIS year, the B.A.R.C.'s annual Midnight Film Matinees will be held on Friday the 5th, Monday the 8th, Wednesday the 10th, and Friday, 12th February. Each show will be held at the Curzon Cinema, Curzon Street, Mayfair, W.1, starting at 11.15 p.m. and ending at 1.30 a.m. Tickets are obtainable from the General Secretary, B.A.R.C., 55 Park Lane, W.1.

NOTTINGHAM S.C.C. EVENT

TOMORROW, 23rd January, the Nottingham S.C.C. will hold an event entitled "Cuckney Caper" at Cuckney, near Warsop, starting at 2.30 p.m. It will be suitable for any type of car, and is intended as an introduction to Autocross events; an Autocross-type driving test on non-damaging ground will be followed by a short route-finding contest.

* * *

M.G.C.C. AUTOCROSS

AFTER a lot of quiet but intensive activity, the M.G. Car Club have unearthed what is described as a really excellent "smooth" Autocross course near Stokenchurch, Bucks; it is about three-quarters of a mile in length, and situated in a meadow used by the High Wycombe and District Motor-Cycle Club for grass-track racing. A meeting will be held on Sunday, 14th February, open by invitation to members of the Chiltern C.C., Hants and Berks M.C., Herts County A. and A.C., M.C.C., Singer O.C., S.O.D.C. and Thames Estuary A.C. Entries close on Saturday, 6th February, and should be sent to Keith Hale, Box 1250, Dorland Advertising Ltd., 18 Regent Street, S.W.1.

All-Comers' Outing—continued from opposite page

to the bend, their cars digging in as soon as lock was applied. Norris's Ford tourer was excellent, the driver keeping his foot firmly down, while Wilks and Hargreaves were also rapid. Frank Downs came up in fine style, but was defeated by the sand, while Burns's Volkswagen got all the way, aided by hearty bouncing and a rear engine. Langdon was a little hectic on the Sunbeam-Talbot, but dug-in. Baker failed with the Land Rover, and cheerfully reversed down a miniature precipice, drawing gasps from the less experienced spectators.

Another section observed started on the flat, with a right-handed bend, and a long climb upwards on slippery earth. Most people went flat out into the corner, and some real "drifts" were seen. Langdon had a series of fearsome tail slides, which scattered the spectators. The M.G.s all failed fairly low down, but the 750 Formula cars put up a good showing, and were quite exciting to watch on the corner.

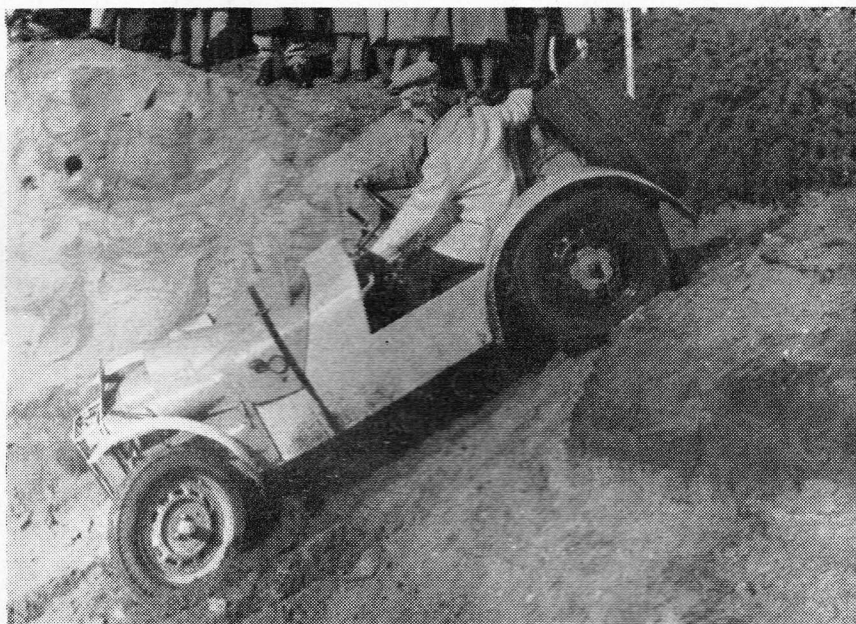
A. HOLLISTER.

ALL-COMERS' OUTING

ON Sunday last, 17th January, the 750 Club held its annual "All-Comers' Trial", in conjunction with the West Hants and Dorset C.C. The popularity of this event, in its second year, can best be judged by the surprising entry of over 60 cars, ranging from 750 Formula machines to Nicholson's vast Speed Six Bentley saloon.

The start was at Iford Bridge, near Bournemouth, and promptly at 11 a.m. the first cars left for the hills, which were all situated at St. Catherine's Plain. There Arthur Mallock had devised a course of 20 observed sections, in the radius of approximately a mile. As the entry was divided into four classes, it was not necessary for the more staid motors to tackle all the sections.

Section one was for "specials only", and consisted of a very steep downhill approach in deep sand, a sharp hairpin and a steep rise up the other side. A



"RANGING FROM . . ." A more varied entry than that for the All-Comers' Trial can scarcely be imagined. (Above) W. A. Walters's Vauxford deals with a tricky, downhill section. (Left) W. Nicholson's large Bentley saloon looks unfamiliar in trials country.



number of folk found steering lock the problem, one of whom was W. A. Walters, driving his latest acquisition, the ex-Bartlett Vauxford, which looked a very fierce motor car indeed. H. H. White, borrowing Peter Cooper's Ford Special, had no trouble, while D. H. Small, his Special waving a long radio aerial, had little difficulty either.

For Class 2, the hairpin was removed and the customers got a straight run. This wasn't much help, for the sand was deep. Bruce White's 1931 M.G. failed, with a cloud of evil-smelling smoke from a slipping clutch. Most of the M.G.s were manhandled to the top, but the 750 Formula Austins were surprisingly good. The two Land Rovers treated the whole thing with contempt, Baker's car being the one which did so well at the Silverstone Six Hours race.

The next hill was long, and straight, ending in a climbing turn across the heather. A lot of folk had trouble on the starting line, but excellent climbs

were registered by Stevens's Riley tourer and Cooper's Standard Vanguard. The three Volkswagens showed the advantage of a rear engine, while Downs and Langdon fairly raced upward with their Sunbeam-Talbots. Battrick's elderly Vauxhall saloon put up a good show, but some of the more modern types grounded heavily on the humps.

Sections four and five were steep and loose, and failed many. On section four the Volkswagens were excellent. Kendrick's Ford Popular took a cunning

line on firm ground and romped to the top, while Collins's early Austin 7 saloon practically reached the summit, then failed. The driver remarked, "It's a long way back, isn't it?"

Jesty's Morris Minor got far up, the lady passenger bouncing mightily, and Horne's very ordinary Standard Eight made the hill look easy. Then came the turn of Nicholson's vast Bentley and the huge car thundered at the hill, and simply tore over the top, to the astonishment of all spectators.

Section five, run parallel, stopped most people, though the Volkswagen team all climbed high, and Downs made a terrific effort.

From here we went to Section 10, which was a tricky run through a sand pit. The specials had an S bend to negotiate, and Concannon's Austin slid, travelling fast, and rammed the bank with a thump which must have shaken the driver to the core. Walters and White were more cautious, and climbed considerably higher, though D. H. Small got highest of all.

Once again the "Chicane" was removed for the next class and a convoy of M.G.s attacked the hill. Many seemed to lack power and petered out quite low down, though Tokeley's Magnette possessed plenty of urge, and a very healthy exhaust note. Drewitt's TD climbed high before failing with wheel-spin, but got well dug in as it reversed back and had to be lifted out. The first clean climb was made by J. H. Street's Earlswood, followed by Stanton and Hargreave's Austins, and Baker's Land Rover, who went over with all four wheels spinning (regulations allowed the use of four-wheel drive, apparently).

The hill which followed was approached through deep sand, with a tight hairpin at the top, and a downhill escape road. Many people failed to get

(Continued on previous page)

Results

Class 1. "Specials": 1, H. H. White (1,172 Cooper Special), 55 marks. 2, D. H. Small (1,172 D.H.S.), 51. 3, W. A. Walters (1,496 Vauxford Special), 37.

Class 2. Open Cars: 1, J. Hargreaves (747 Austin), 59. 2, A. Baker (1,997 Land Rover), 57. 3, W. E. Wilkes (747 Austin), 53.

Class 3. Saloons: 1, F. Downs (2,267 Sunbeam-Talbot), 40. 2, H. G. Kendrick (1,172 Ford), 38. 3, J. M. Burn (1,131 Volkswagen), 36.

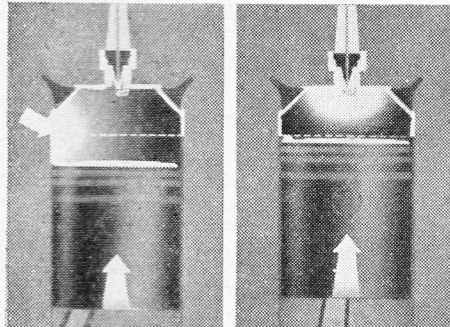
Class 4: 1, A. J. Horne (1,009 Standard), 34. 2, J. Smith ("M.I.G."), 25. 3, D. Langdon (747 Austin), 24.

How **SHELL** with **I·C·A** gives you smoother running

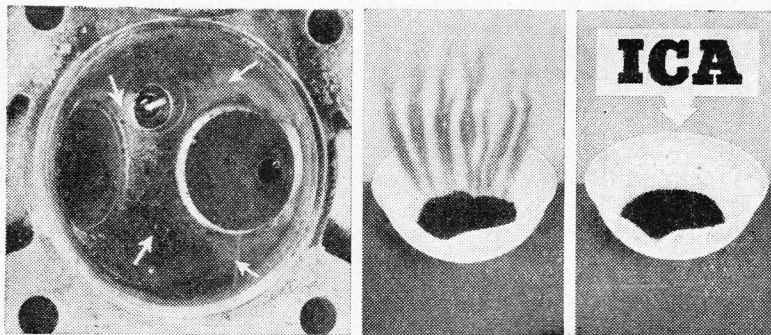
PROVED EFFECTS OF SHELL'S

NEW ADDITIVE ON YOUR ENGINE

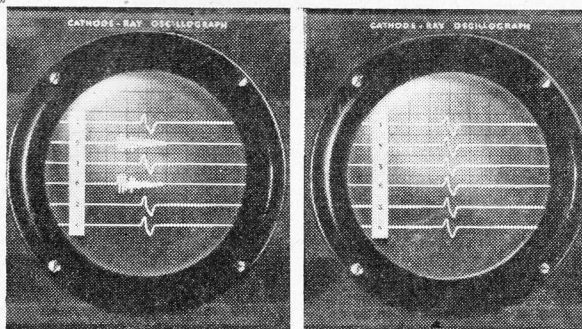
1 Car manufacturers are always trying to make engines more powerful and economical. Their best way of doing this is by increasing compression ratios (the average ratio of the new models at the last Motor Show was 7 : 1—and next year it will be still higher). This advance is extremely valuable, but it has made two problems much more serious : pre-ignition by glowing combustion chamber deposits, and spark-plug fouling.



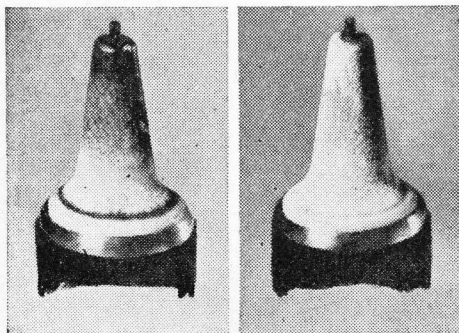
3 Any glowing spot of deposit will fire the mixture in the cylinder well before the piston reaches the top of its stroke, as the left-hand diagram shows. This is *pre-ignition*. By fireproofing the deposits, I·C·A makes pre-ignition impossible : your cylinder fires correctly, as shown on the right, and you notice *definitely smoother running*.



2 Every moment your engine is running, deposits (arrowed in the picture) are forming on your cylinder-heads. These deposits glow with the heat of combustion. The next picture shows deposits from a car which has been running on ordinary petrol : they have been heated up and are glowing and smoking. The deposits on the right — being heated to the *same temperature* — are from an engine which has been running on Shell with I·C·A. They have been completely fireproofed by I·C·A.

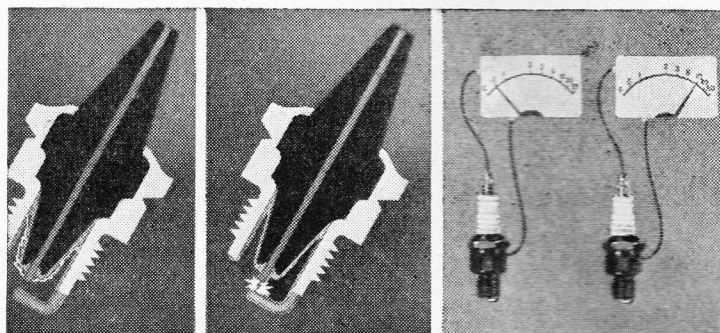


4 Pre-ignition is the major enemy of smooth running. These oscillograph diagrams show why. On the left, cylinders 5 and 6 are showing early, violent fluctuations. This means that these cylinders are suffering from pre-ignition. The engine is not developing its power properly and its life is being shortened. On the right pre-ignition has been entirely cured by I·C·A's action on the deposits.



5 Plug failure can also result

from deposits. These plug insulators were taken from similar cars. The one on the left came from a car running on ordinary petrol: the deposit has fused and become a conductor of electricity. The right-hand plug came from a car running on Shell with I·C·A: the deposit has not fused, its electrical resistance remains high, and the insulator still insulates.



6 No spark comes from the plug at extreme left, because the charge is being short-circuited back by the deposits. But when the engine it belongs to has run for a few hundred miles on Shell with I·C·A, the electrical resistance is raised and the plug again delivers a hot spark (second from left). Compare also the resistance readings on the right. The plug with fused deposits has very little resistance and so cannot spark properly; the plug protected by I·C·A retains the full insulation resistance needed for reliable sparking.



WITH **I·C·A**

PROVE SMOOTHER RUNNING—

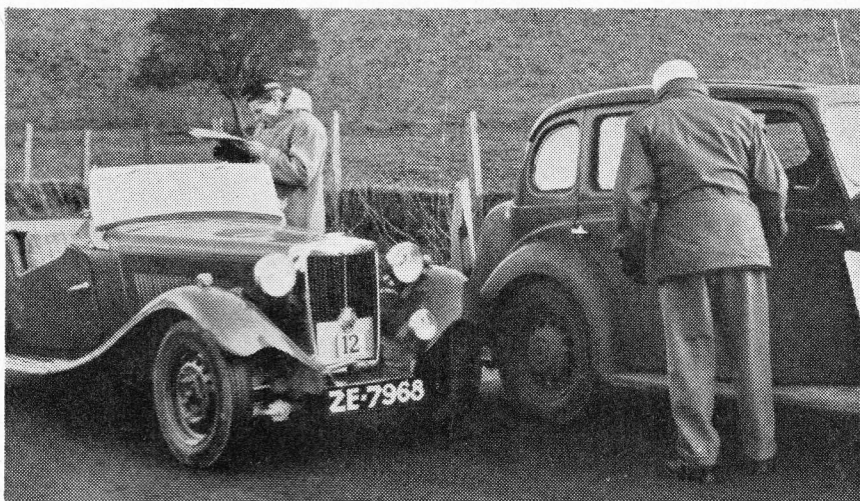
TRY THIS TWO-TANKFUL TEST

During your second tankful of Shell with I·C·A—the second one, because I·C·A must have time to work on the deposits already in your engine—you will get *definitely smoother, sweeter running.*

LOOK FOR THIS LABEL

Only SHELL has I·C·A

Only SHELL with I·C·A gives you smoother running



CHECK: Noel Gleeson (back to camera) "clocks in" at Wilfred Fitzsimmons's Morris, while his navigator snatches a hurried glance at the map.

I.M.R.C. WINTER RALLY

Kevin Murray Wins Again—in an M.G. Saloon

AT this time of the year the Irish Motor Racing Club usually runs a trial of the "secondary roads and special tests" variety, over 30 or 40 miles in the Dublin hills. However, last Saturday they decided to cash in on the current enthusiasm for long-distance motoring engendered by the Monte Carlo Rally, and put on a 235-mile affair, known for want of a better term as the Winter Rally. The emphasis would be on navigation and the ability to maintain a reasonable average speed over difficult country.

The entry of 23 was rather disappointing, but it must be remembered that almost a dozen potential entrants were away in Scotland or on the Continent, lining up for the Monte Carlo affair. Only two "specialists", Jack Gibney and Elmer Connell, turned out to face nine hours of continuous exposed motoring, and even the hardy Kevin Murray, now in immaculate lounge suit, smiled serenely from the cosy interior of a borrowed 1½ M.G. Paddy LeFanu abandoned his special (and his tartan deerstalker) in favour of the slightly more weatherproof TC, and took Shirley Moran along, to make sure that he didn't get lost.

The start was on the main Enniskerry road at Kiltarnan, where two special tests were laid out. There was slight delay while double-decker buses, going about their lawful business, weaved their way among the pylons and white lines, but the 20 starters left at the appointed two-minute intervals. Connell's was best of the open cars in these tests and Volkswagen driver J. O'Mahony from the south was fastest among the closed cars. From here the course went via Sally Gap to Laragh, where three competitors were late; Jack Gibney had the bad luck to lose a brake cable, and was not seen again. Then across the Wicklow Gap, usually more or less impassable with snow and fog at this time of the year, but now bathed in cold bright sunshine; on through the Glen of Imaal, where Mrs. Frank Bigger (whose husband is navigating for Cecil Vard in the big Rally) got lost, and crossed the path of the O'Reilly's Minx at considerable speed in her beautiful Simca. She later re-

joined the course, but lost several minutes. At Aughavanagh another special test at a Y-junction was held, but by this time several competitors were running late, and it was hoped that these eliminating tests might not be necessary to find a winner.

Twenty miles on came the next check at Gorey, where it was rumoured the local fair was in progress; however, by the time the first competitors were due, all was quiet and there was no difficulty in getting through. Westward again into County Kilkenny for a check at Inistioige; on this stretch Elmer Connell had a bearing go and was seen coasting engineless through Thomastown. The course then passed into County Carlow, heading for Kelly's Bridge, where Shirley Moran allotted two minutes and 50 seconds to Paddy LeFanu to eat his sandwiches and then proceeded on their carefully worked-out schedule. J. Matheson dropped out hereabouts and was not seen again. Although a fine bright moon was up, navigating was getting difficult, and there was a good deal of argument of the "that way's faster, this way's shorter" variety. Harry Barlee was in trouble with his Skoda's dynamo, which had ceased to

charge, and he was seen tearing off any electrical gadgets which might possibly use up current, in an effort to conserve some light. Back into County Wicklow and the check among the beautiful forestry plantations at Drumgoff, and then 26 miles across the lonely Gap to the little Italian-style village on the edge of the moonlight-bathed Blessington Reservoir, where the first three competitors arrived before the checker, but checked each other in before proceeding to the finish, which lay on the other side of the Dublin mountains, at Old Bawn.

Here frozen officials again laid out the white lines and pylons for two final eliminating tests of the forward-reverse-forward type, and as each tired finisher arrived he was subjected to this last spasm. Noel Gleeson was particularly fast and neat in his M.G., cascades of sparks flying up from his Wyresoles. Indeed he earned most marks in the tests, but was not in the running as he was late at a check. Only five finished unpenalized, and for these five the tests were all-important. Kevin Murray demonstrated his mastery over yet another type of vehicle, finishing with five clear marks ahead of LeFanu's well-tried TC. Barlee's Skoda had been reported going strongly some 20 miles in arrears, but entirely without lights, and officials waited on grimly to give him the chance to finish inside the time-limit. Just as they were about to pack up the Skoda roared in, but from the wrong direction, thereby failing to qualify as a finisher.

D.C.

Results

Winter Cup: K. P. Murray (1½-litre M.G.), 31 marks gained in tests.

Closed Cars: 1. Dr. D. F. McDougall (1½-litre M.G.), 22. 2. V. O'Reilly (Hillman Minx), 15. 3. N. Flynn (Volkswagen), 14.

Open Cars: R. B. S. LeFanu (M.G. TC), 26.

Special Award: S. Rutledge.

NORTH DEVON DINNER/DANCE

TONIGHT, 22nd January, the North Devon M.C. are holding their annual Dinner/Dance in the Dilkhusa Grand Hotel, Ilfracombe. The club's Mullacott Trophy Trial will start at 11 a.m. tomorrow from the Hunter's Inn, Parracombe.

★

KEEPING THE OIL WARM: Frank Bigger may be in Monte Carlo, but his Simca is not being left idle in his absence—Mrs. Bigger drove it in the I.M.R.C.'s Winter Rally last Saturday.

★



The Spark of Victory in the Aston Martin

BRITISH EMPIRE

TROPHY RACE

1st

SPORTS

CAR RACE

SILVERSTONE

1st 2nd 3rd



CHARTERHALL

1st

GOODWOOD 9 HOUR RACE

1st 2nd

TOURIST TROPHY RACE

1st 2nd

K.L.G.

Sparkling Plugs

one of **SMITHS** *accessories for better motoring*

.....

NEWS FROM THE CLUBS

By Wilson McComb

TOWARDS the end of last year, A.M.O.C. member John Langrishe suggested to AUTOSPORT that a special race should be held in 1954 to mark the "coming of age" of the E.R.A. Dudley Coram received this idea enthusiastically, and Ernest Stapleton, who looks after competitions affairs for the A.M.O.C., has now given some further news of the plan.

Humphrey Cook, E.R.A. sponsor and team driver (and one-time "works" driver for Aston Martin), has generously donated a trophy to the Aston Martin O.C., to be known as the E.R.A. Anniversary Trophy. Special races, 20-30 miles in length, will be included in the Snetterton meetings on 24th April, 5th June, 4th July, 24th July and 11th September, and points awarded throughout the season to pre-1939 E.R.A. drivers, on the basis of two points per start, two per finish, and five for first place, four for second, and so on. Financial assistance and reasonable cash prizes will also be available. Other organizers of race meetings or hill-climbs, who would like to mark the E.R.A. anniversary by including similar classes, are asked to contact Ernest Stapleton, 1 Grove House, Straight Road, Windsor, Berks.

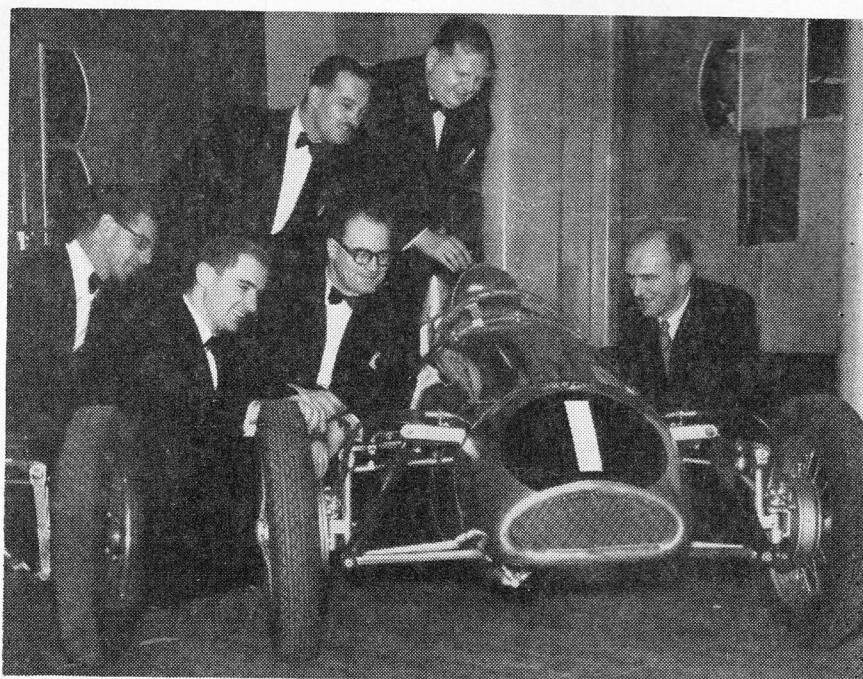
As the E.R.A. has perhaps done more for British racing prestige than any other marque, it is fitting that its "twenty-first" should be honoured in this way. But I hope the organizers will receive sufficient support from competitors; offhand, I cannot think of more than half a dozen drivers who regularly raced E.R.A.s last year.

S.O.D.C. PLANS

DATES chosen by the Sporting Owner Drivers' Club for the coming season include 27th/28th March for a Night Navigation Rally, closed invitation Autocross Meetings at Dunstable on 11th April and 26th September, closed Autocross Meetings (with the London M.C.) on 30th May and 15th August, the Half Day Rally on 4th September, and Speed Hill-climbs at Hastings on 19th June and 16th October. The Annual Dinner/Dance will be held at the Bell Hotel, Aston Clinton, on Friday, 12th February at 7.30 p.m.; tickets may be had from Allan Moore, Ashridge Cottage, Edlesborough.

NORTHAMPTON'S DERNGATE TROPHY TRIAL

THE Northampton and D.C.C. will hold their Derngate Trophy Sporting Trial on Sunday, 21st February. Assembling in the Market Square, Northampton, for a 10 a.m. start, entrants will proceed to the Tank Training Ground, Tiffeld, near Towcester, where the whole event will be held. Spectators, for whom car parking facilities will be available, are welcomed. Entries should be sent to Ted Holt, 41 Barrack Road, Northampton (Phone: 4418).



SCRUTINEERING: C. A. N. May, Bill Webb, Vic Labrum, Don Truman and Bertie Bradnack examine L. J. Rowbotham's L.J.R. 500, at the Half-Litre Club's (Midland Centre) Inaugural Dance in Birmingham, on 5th January.

SOUTHSEA'S INTER-CLUB TRIAL

TEAMS from any recognized motor club are invited to enter for the Southsea M.C.'s third annual Inter-Club Team Trial, which will start at 11 a.m. on Sunday, 7th February, from the Deers Hut Hotel, Longmoor, near Liphook, Hants. Members of the organizing club may also enter for the Hunt Trophy Trial, which is run concurrently. Entries close on Monday, 1st February, and should be sent to S. A. Faulkner, 113 London Road, Waterlooville, Hants.

Marshals for this trial are asked to attend a meeting at the Aero Club, Portsmouth, on Tuesday, 2nd February at 8 p.m.

SAND-RACING REVIVED?

SAND-RACING was discussed by 150 enthusiasts at the Prince of Wales Hotel, Southport, on Monday, 4th January, at the inaugural meeting of the "Southport Autosports Club".

The club, founded by G. L. McLean and F. T. Duffy, now chairman and secretary respectively, has nearly 200 members already. Mr. Duffy outlined some of the plans of the new club. The revival of sand-racing, which used to draw crowds of 30,000 before the war, was their chief aim, he said. He had spoken to Stirling Moss and Mike Hawthorn about the scheme, and both seemed enthusiastic. Hawthorn's father, he recalled, used to compete at Southport, as did Malcom Campbell, Freddie Dixon and Billy Cotton.

The club anticipate the full support of Southport Corporation, including labour for marking out and flagging the course. They had been promised that the first major event to be held on the beach would be televised.

Some members thought sand-racing might be unsuitable for speeds attained by modern racing cars, and that it

would never regain its pre-war popularity in face of competition from the new road-racing circuit at Oulton Park, only 50 miles away. Mr. Duffy replied that world record attempts had been made at Southport, and speeds approaching 300 m.p.h. attained. They had the finest beach in the country, with a seven-mile straight.

Mr. McLean pointed out that sand-racing was not the only project they had in mind. Other events for club members—trials, rallies, hill-climbs, and concours d'élégance—were planned and were just as important. There would be motor-cycling and hydroplane sections of the club as well.

The following officials were elected: G. L. McLean, chairman; R. A. Levers, vice-chairman; F. T. Duffy, secretary; L. E. Harris, treasurer; Messrs. J. Charnley, K. Bridge, J. Watts, V. Kilner, R. A. Holding, T. Taylor, R. McKillop and Miss Pam Tirrell, committee members.

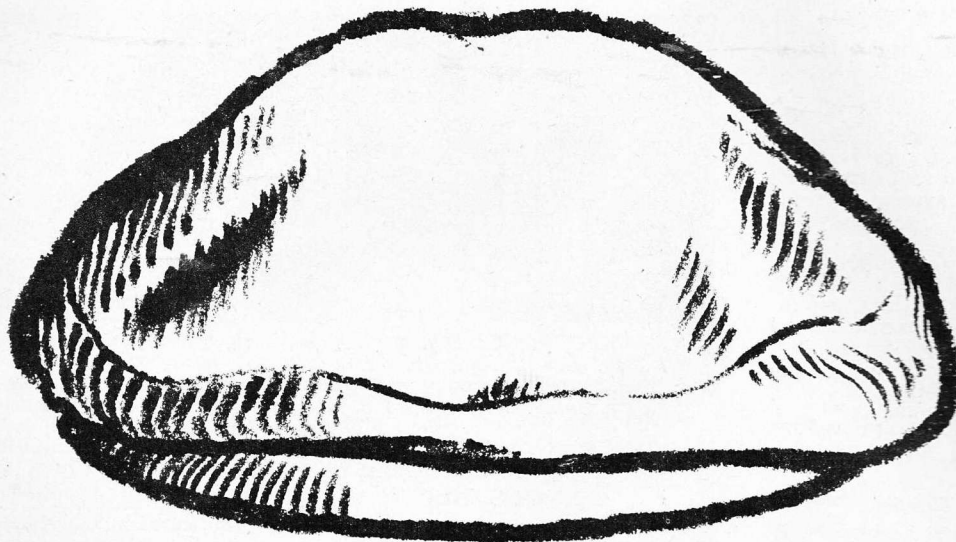
BRISTOL TRIAL POSTPONED

THE Bristol M.C. and L.C.C.'s Chappell Cup Trial, which was to have taken place tomorrow, 23rd January, has been postponed until 6th February, and the Allen Trophy event brought forward until 13th February.

HAGLEY SOCIAL RUN

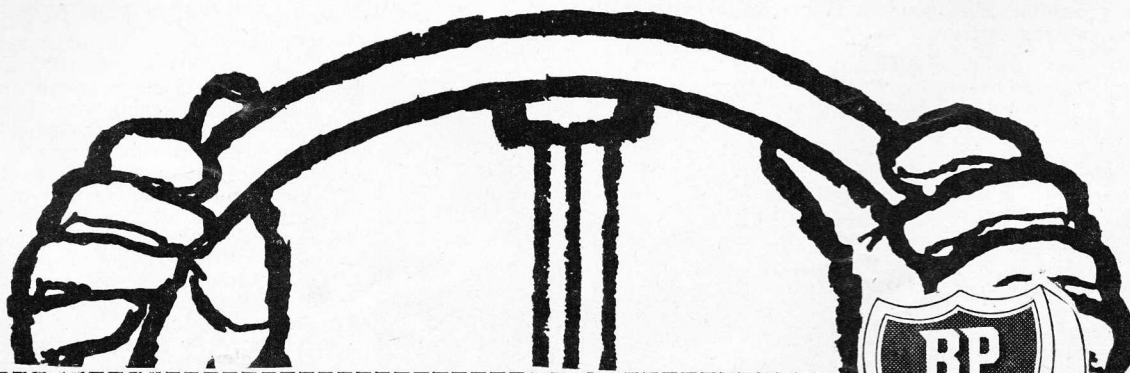
AN entry of 49 was received for the Hagley and D.L.C.C.'s Social Run on Sunday, 10th January. Competitors had to cross the River Stour by every bridge from Hagley Green to Kidderminster, collecting various pieces of local information on the way. Tea and a social evening concluded the event, which was enjoyed by all. C. A. Brindle (Ford Zephyr) was the winner, with a loss of only four marks. P. Tanser and T. Mockett were second and third.

More News from the Clubs on page 122



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EASTWOOD CLUB TRIAL

TWENTY competitors left Ripley Market Place on the morning of Sunday, 3rd January, to take part in the Eastwood and D.M.C.'s New Year Trial for the Hemmington Memorial Trophy. Entrants had to visit 10 map-reference points in the order given on their route cards, and maintain a 24 m.p.h. average over the 60-mile route through the Derbyshire Dales.

Fortunately for the organizers, secretary F. J. Chambers and treasurer E. W. Holmes, the weather was perfect. Competitors enjoyed an excellent meal at the Lathkill Dale Hotel before completing the second half of the course, and only one man complained of feeling cold when he arrived at the finish. It was learned later that his M.G. lacked a door—removed by his wife when clipping a stone wall.

Provisional Results

Hemmington Memorial Trophy: N. B. Shepperson (Lea-Francis). **First Class Awards:** H. Pinkett (Standard Vanguard); H. Shaw (Austin A.70). **Novice's Award:** G. H. Johnson (Riley).

PLYMOUTH A.G.M.

THE Plymouth Motor Club's Annual General meeting was held on Thursday, 14th January. The retiring Chairman, L. Chard, stated that the club had had a most successful year, and was in a sound position. In looking forward to 1954, he was pleased to announce that a National permit had been obtained for the club's annual Presidential Rally on 25th/26th June, and also for the Whitsun meeting at Davidstow.

The following officers were elected for the ensuing year: C. C. Reed, *President*; W. Marrett, *Chairman*; L. Fredman, *Vice-Chairman and Competitions Secretary*; R. Burn, *Secretary*; G. Burn, *Treasurer*; D. Jeffery, *Public Relations Officer*.

At the meeting it was confirmed that the Elfordleigh Hotel, Plympton, should again be club headquarters for 1954, and that club nights should be held every Wednesday. It was announced that a film show would take place on 27th January, when Messrs. Shell-Mex & B.P. are presenting a programme of sporting and rallying interest.



SUNBAC FOLK: Duncan Hollingsworth, Ken Rawlings, Miss Barbara Ridley, Lew Tracey, Ron Lowe, Mrs. Tracey, John Deeley and Jack Woodhouse, all present and correct at the annual Dinner/Dance of the Sutton Coldfield and North Birmingham A.C. (no wonder they abbreviate it!) on Thursday, 7th January.

NORTH LONDON ENTHUSIASTS' DINNER/DANCE

TWO HUNDRED AND TWENTY members and friends of the North London Enthusiasts' C.C. turned up at the Hendon Hall Hotel, N.W.4, on Friday, 8th January, for the annual Dinner/Dance. John Eason Gibson, John (Cars) Cooper, Tom Walkerley, Sydney Allard and David Render were prevailed upon to act as "wheelbarrows" in a wheelbarrow race, and Eason Gibson later reproduced the sound of a G.P. Mercedes leaving the starting line. Speeches were made by W. E. Herbert, Tom Walkerley, Sydney Allard and A. F. Rivers Fletcher. Mrs. Eason Gibson presented the 1953 awards.

ALLARD O.C. DINNER/DANCE

BRIEF, witty and effective were the speeches at the annual Dinner/Dance of the Allard Owners' Club, held in Frascati's Restaurant, London, on Tuesday, 12th January. Almost 100 enthusiasts attended, to hear speeches from Major-General Griswold, U.S.A.F., Sydney Allard, A. G. Imhof and Raymond Baxter. The awards for 1953 events were presented after dinner by Mrs. Griswold.

Members of the Allard O.C. are invited to visit Shell-Mex House, Strand, W.C.2, on Tuesday, 9th February, to see a programme of Shell films; they will include "Mille Miglia", "Logbook, 1953" and "The Moving Spirit".

NEWRY CLUB AWARDS

AWARDS for the 1953 season will be presented at the Newry and D.M.C.'s annual Dinner/Dance, to be held at the Ballymascannon Hotel, near Dundalk, on Saturday, 6th February. Tickets should be obtained from C. E. J. Atkinson, 17 Sandys Street, Newry, Co. Down, N. Ireland.

In the Aggregate Shield Competition, placings are: 1. W. T. Todd (30 pts.); 2. D. G. McNally (24); 3. R. H. Nesbitt (20). J. L. Dowling (24 pts.) wins the President's Trophy, for saloon car drivers, from J. D. Walker (24) and J. Peile (22).

The club's annual Spring Trial will start from Bridge Street, Newry, at 2.30 p.m. on Saturday, 13th February. As usual, this is a "cross-Border" event finishing in Eire, and triptyques will be required by all entrants from Northern Ireland. Entries close on Wednesday, 10th February, and should be sent to C. E. J. Atkinson (address above).

FERNIE C.C. NIGHT TRIAL

ON 30th/31st January, the Fernie C.C.'s Night Trial will be held, starting at 9.30 p.m. from the Wheel and Compass, Weston by Welland. The annual dance will take place on 19th February at the Assembly Rooms, Market Harborough.

NEW NAME FOR BURNHOPE

OWING to the growth of its membership, the Burnhope and District Motor Club has decided to change its name to one more in keeping with the larger area from which this membership is drawn. It is in future to be known as the "Durham Automobile Club" and will continue to serve motorists as previously with a full calendar of sporting events, including social runs, hill-climbs and day and night rallies. The President is Councillor G. McIntyre, and the hon. secretary is S. R. Taylor, 6 Durham Moor Crescent, Durham (Tel.: Durham 321).

Fortnightly meetings are held on Wednesday evenings, alternating between the King's Head, Lanchester, and the Salutation Inn, Framwellgate Moor, Durham.



WHAT, ALREADY? (Left) Yes, the new Ford Anglia is making its bow (literally) in competition motoring. This one was driven by Robin Richards at the Sporting Owner Drivers' Club's driving tests at Bovington on Sunday, 3rd January.

IRISH 500 CLUB A.G.M.

THE annual general meeting of the 500 Motor Racing Club of Ireland was held in Belfast on Wednesday, 13th January and a good attendance of members heard hon. secretary Jim Stirling report on a successful year in 1953.

One of the most satisfactory aspects, he reported, was an increase in membership during the year from 70 to 247, making the 500 M.R.C.I. the second largest motoring club in Ulster. During the year two race meetings had been held at the club's own venue, Kirkistown airport, a hill-climb had been held at Cairncastle and the programme had included two Treasure Hunts of a social nature. Of these the airfield meetings had been the most successful, financially.

The club had renewed their lease of Kirkistown for another year and the lessor had also placed at their disposal some buildings which could be used for storage. It was the club's intention to promote five meetings at Kirkistown during 1954 and this would call for a greater effort on the part of every member.

Brian Thomas reported upon the success of the club scheme for training racing drivers in club cars. Early last year a Mark V Cooper chassis had been purchased and club member Jim Meikle had made available a Mark VIII J.A.P. engine. This car had now completed about 420 laps of the Kirkistown circuit in the hands of 45 trainees. Maintenance of the car had been carried out by club members and the car was now being prepared for the new season.

A second car, reputed to be a Mark

V Cooper, had been purchased by telephone from England during the year. Upon arrival in Belfast, however, it was found that the car was, in fact, a much earlier model and had promptly been returned to the vendor. A search was in progress for another car and the club was indebted to Charles Headland for the assistance he was rendering in this matter.

Presenting the financial statement, hon. treasurer Louis Charlton revealed that the Cairncastle hill-climb had produced a heavy loss but this was offset by good monetary returns from the Kirkistown meetings and, of course, from increased revenue from the growing membership.

The meeting then moved to the election of officers. Mrs. "Bobbie" Baird was unanimously elected president of the club, an office held by her husband at the time of his death. Vice-president Sydney Durbidge told the meeting that Mrs. Baird, when invited to accept the presidency, had expressed herself as being "deeply moved" by this gesture to the memory of her husband.

Robert McCann, who had acted as club chairman for most of the year in, as he put it, a "stop-gap" capacity, was thanked for his services and unanimously elected to the panel of vice-presidents, to join Geoff McCrea, Sydney Durbidge and Commodore Rives Shillington.

Geoff McCrea was elected to the chairmanship of the club, with Brian Thomas as vice-chairman. Jim Stirling's re-election to the post of hon. secretary was passed by acclamation, as was the re-installation of Drew Jamison as

competitions secretary and Louis Charlton as hon. treasurer. Arthur Clapham, Hector Graham and Sydney Durbidge were appointed trustees; Tony Campbell and Mrs. Pearl Thomas were deputed to audit the books and Basil Lapworth elected to ensure that the club received publicity and the Press kept informed of its activities.

A ballot was necessary to select the new Council and this resulted in the election of Tommy Graham, Tony Campbell, Arthur Clapham, Henry Kyle, Billy Leeper and Doctors Tinsley and Glass.

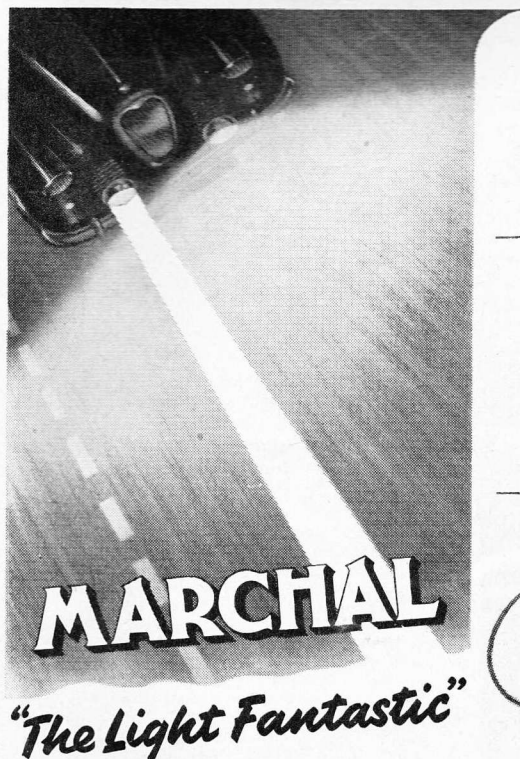
This concluded the routine business and the meeting ended with discussions on methods to improve the 1954 meetings, the first of which, so far as the 500 Club is concerned, will be at Kirkistown on 20th March.

W. A. McM.

ALVIS REGISTER MEETINGS

SOCIAL meetings of the Alvis Register will be held on 10th February at the George Inn, High Street, Beckenham, Kent, and on 17th February at the Bull's Head, Meriden, on the Birmingham/Coventry road. Members are also invited to attend a party to be held by the Lagonda Club (Northern Section) at Cotton's Hotel, Knutsford, on 26th February; tickets should be obtained from D. H. Coates, Hill Farm, Swine, near Hull.

The Register's Night Navigation Run on Saturday, 27th February, will start near Stanmore, Middlesex, at 7 p.m., and finish at about 10 p.m. Regs. from D. G. Preston, 23 South Way, North Harrow, Middlesex.

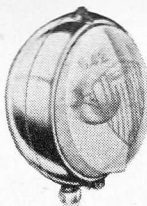


MARCHAL

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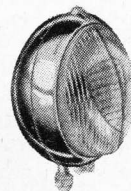
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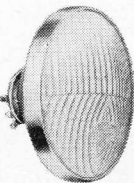
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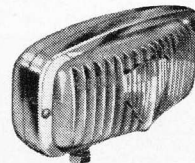
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OPTIQUES



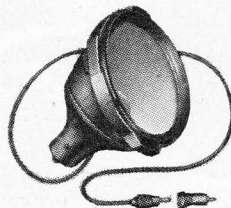
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BRENT VALE FILM SHOW

ANYONE interested in motoring will be welcome at the Byron Hotel, Ruislip Road, Greenford, on Tuesday, 2nd February, when a film show will be staged at 7.30 p.m. by the Brent Vale M.C.

OMAGH BOXING DAY TRIAL

THIS aquatic event began with a 12.9-mile, 20 m.p.h. timed section. To ensure that the correct route was covered competitors had to mark on their route cards answers to queries regarding strategic points. This needed accurate map reading, and only Dr. Keatley (Sunbeam-Talbot) was on time; he also returned all the correct answers. The rest lost the maximum of 30 marks on time and all except Harry Reilly (M.G. TC) lost further marks for incorrect answers.

Then came two driving tests in a very muddy but hard-bottomed yard. Keatley was best saloon driver in both, and Chesney (Hayrake) best in the open class, with 28.2 secs. and 27.4 secs. Fred Charleton (Ford Special) was next in 32.4 secs. and 33.6 secs.

After that it had been hoped to have a short circuit event and other tests, for saloons as well as open cars, in a stubble field. But the surface was too bad for saloons, and even the modified tests for open cars defeated some of the more normal machinery. Barry Stuart (Ford Special) was fastest with two laps of a circuit in 73.8 secs., but Fred Charleton beat him on a longer and steeper circuit with 49.4 secs. All the other open cars failed to complete the long circuit. Then in a "furthest up wins" hill, Barry Stuart scored 15 with Chesney next best at 20. Mervyn Archdale, owner of the field, abandoned his Land-Rover in a hollow, to be subsequently extracted by his tractor—it was that sort of field!

Results showed Dr. Keatley (Sunbeam-Talbot) an easy saloon winner with 72.2 marks; M. Glover (Sunbeam-Talbot), second (145); Joe Robinson (Vauxhall Velox), third (168); Fred Charleton (Ford Spl.), was best open (269.6); Barry Stuart (Ford Spl.), second (290); and Chesney (Hayrake), third (327.8).

W. B. W.



CONFERENCE: Secretary of the Meeting, Mrs. Waugh, talks with Clerk of the Course, B. Birch, during the Brian Lewis Trophy Trial (reported in our last issue).

COMING ATTRACTIONS

January 22nd. *Ulster A.C. Night Trial, N. Ireland.*

January 23rd. *North Devon M.C. Mullacott Trophy Trial. Start, Hunter's Inn, Parracombe, 11 a.m.*

January 23rd/24th. *Liverpool M.C. New Year Rally. Start, Geo. Boyle Ltd., Mollington, Cheshire, 12 midnight.*

January 24th. *1,000 Km. Sports Car Race, Argentina.*

Herts Co. A. and A.C. Winter Cup Trial. Start, Platt's Garage, West Street, Marlow, Bucks, 11 a.m.

East Anglian M.C. Winter Rally. Start, The Woolpack, Coggeshall, 11 a.m.

Bolton-le-Moors C.C. Ladybower Trophy Trial. Start, Quick's Garage, Chester Road, Old Trafford, Manchester, 10.30 a.m.

Leicester C.C. Silver Starting Handle Trial.

LOUGHBOROUGH COLLEGE RALLY

ENTRIES close on Thursday, 4th February, for the Loughborough College M.C.'s 150-mile Day Rally on Sunday, 7th February. Regulations may be had from B. Simpson, Loughborough College, Leics.

NORTH LONDON M.C. MEETINGS

A.G.M. of the North London M.C. will be held in the White Lion Hotel, High Street, Edgware, at 7.45 p.m. on Tuesday, 26th January. There will be a social meeting afterwards, and visitors will be welcomed.

At the same hotel, a film show will be held on Wednesday, 10th February, starting at 7.30 p.m. Admittance will be by ticket only, obtainable from G. F. Luck, 27 Ferney Road, East Barnet, Herts, or from G. J. Waple, 62 Longmore Avenue, New Barnet (BARNET 2919).

A.C.O.C. ACTIVITIES

PLANS laid by the A.C. Owners' Club for the near future include the annual Dinner/Dance at Londonderry House, Park Lane, London, on Saturday, 20th February; tickets from L. N. Drew, 54 London Road, Brentwood, Essex. The usual "last Wednesday" meeting will be held on 24th February at the Marlborough Head, North Audley Street, London, and another social evening will be staged at the Black Prince, Bexley, Kent, at 8 p.m. on Wednesday, 10th March.

For novices, an open invitation event of the point-to-point type will be held on Sunday, 28th February, of which details may be had from T. H. Hands, 18 Waverly Road, Enfield, Middlesex. The club's fifth annual Night Trial will take place on 20th/21st March, and invited clubs are the Hants and Berks M.C., Lagonda C.C., North London Enthusiasts' C.C., Herts County A. and A.C., Cranleigh and D.M.C. and Tunbridge Wells M.C. S. C. W. Wilkinson, Gate Cottage, Cookham Dean, Berks, will supply regs. and entry forms.

NOTTINGHAM S.C.C. DANCE

JOHN BOLSTER will be Guest of Honour at the Nottingham Sports Car Club's sixth annual dance, to be held at the George Hotel, Nottingham, on 5th February. Secretary of the club's social committee is W. Harbord, "Zigzag House", Mansfield Road, Linby, Notts.

CLUB FIXTURES

- Lea-Francis O.C.**—Dinner and dance, 22nd January, The Toby Jug, Tolworth, 7.30 p.m.
- North Devon M.C.**—Annual dinner/dance, 22nd January, Dilkhusa Grand Hotel, Ilfracombe, 7.30 p.m.
- A.M.O.C.**—Film show, 22nd January, Shell-Mex House, Strand, London, 6 p.m.
- Bentley D.C.**—Meetings: 23rd January, The Inn Within, Banbury, Oxon, 7 p.m.; 28th January, Crown Hotel, Broad Street, Birmingham, 7.30 p.m.
- East Anglian M.C.**—A.G.M., 24th January, The Bull, Halstead, after Winter Rally.
- "W.O." Club.**—Social evening, 24th January, Crown Hotel, Blandford, Dorset, 7 p.m.
- Thames Estuary A.C.**—Robbie Burns Night, 25th January, Green Man, Navestock, 8 p.m.
- Eastern Counties M.C.**—Meeting, 26th January, Red Lion, Martlesham, nr. Woodbridge.
- London M.C.**—Film show, 26th January, Paviour's Arms, Page Street, Westminster, 7.30 p.m.
- Cemian M.C.**—A.G.M., 26th January, Lotus Restaurant, Norris Street, Haymarket, S.W.1, 7.30 p.m.
- North London M.C.**—A.G.M., 26th January, White Lion, Edgware, 7.45 p.m.
- Lagonda C.C. (Northern).**—Party, 26th January, Cotton's Hotel, Knutsford, Cheshire.
- Northampton and D.C.C.**—Film show, 26th January, Queen Eleanor Hotel, Northampton, 8 p.m.
- Plymouth M.C.**—Film Show, 27th January, Elford-leigh Hotel, Plympton.
- B.A.R.C. (S.W.).**—Talk by A. F. Rivers Fletcher, 27th January, Little Testwood Country Club, Totton, 8 p.m.
- A.C.O.C.**—Meeting, 27th January, Marlborough Head, North Audley Street, W.1.
- Chiltern C.C.**—Meeting, 27th January, George Hotel, Beaconsfield, 7.30 p.m.
- Shenstone and D.C.C.**—Annual dinner/dance, 28th January, Crown and Cushion Hotel, Perry Bar, Birmingham.
- Circle C.C.**—Meeting, 28th January, Northwich Social Club, 68a Kenton Road, Northolt, 8.15 p.m.
- Sunbac.**—Film Show, 28th January, Mason's Arms, Solihull.
- S. Caernarvonshire M.C.**—Annual dinner, 28th January, Lion Hotel, Criccieth, 7.30 p.m.

"OPENS" AT ARMAGH

Dellows 1, 2, 3 in Ulster Trial

THE Armagh and District M.C. held a closed drive-ability trial in the grounds of Tandragee Castle on Saturday, 16th January. The trial was confined to open cars only, resulting in a relatively low entry of 14 cars, but the fun was good throughout.

Features of the entry were the appearance—and very successful, too—of Mervyn Glover in a newly acquired Dellow, the Todd Special in the hands of its new owner, Philip Harding, and the reappearance, after a period of idleness, of that fearsome device—Wilbert Todd's Humber Special.

Making the most of the terrain at their disposal the promoters worked in three driving tests, two observed hills and a glorious track race round a pond. The first test was a half-circle in reverse, over a line and forward to complete the circle, the test ground embracing a short, steep ascent. Each test was completed twice.

Mervyn Glover (Dellow) had best performance on the first round, clocking 57.5 secs., with David Archibald (Nufor) next in 74 secs. and Jim Hyde (Phoenix) third with 77 secs. With the ground cutting badly, everyone was slower second time round, but again Glover was best in 63.8 secs., with Archibald 75.8 secs. and Hyde 89 secs.

The first observed hill was climbed by Glover, Gordon McNally (Dellow) and Ian Titterington (Dellow). Robin McKinney (Dellow) just failed to reach the summit, while Bob Nesbitt (Dellow), R. E. Hamilton (Ford Special) and Billy Sinton (Richford) failed completely. On the second attempt there were no failures at all and clean climbs were recorded by Glover, McKinney, Harding, McNally, Hyde, Archibald and Titterington.

On the second observed hill, first time round, the only clean attempts were by Mervyn Glover, Gordon McNally and Ian Titterington. A strong effort by Todd ended half-way up with spinning wheels. Next time round eight drivers got to the top, but Todd was again halted.

The skirmish round the "lily pond" had all the thrills of a miniature Alpine Rally, the cars climbing a greasy narrow ledge high above the pond, then crossing a grass-patch and emerging on to a level road alongside the pond. Most of the bother, provided one successfully negotiated the twists and bends, arose from the soft nature of the grass patch and quite a few bogged down here while the watches ticked on.

On the first round Archibald made a heroic dash in 98 secs., to beat Nesbitt by two seconds. Next best was Ian Titterington in 103.2 secs., then Gordon McNally in 104.4 secs. Todd met trouble in the "sheugh" but extricated himself to record 112.6 secs., only to find himself beaten by Harding with Todd's former property, in a time of 109 secs. On the second run Archibald's 100 secs. remained the best, while Todd almost disappeared completely in the soft ground and spent nearly four minutes getting free.

At a T-junction where two estate roads joined, a neat little triangular test was staged. The junction road rose steeply

FRESH AIR AGAIN: For a time, Jim Hyde abandoned his Dellow for a Ford saloon. Now, however, he is seen at the wheel of his "Phoenix", which certainly looks like a Dellow!



and was grass-covered, producing an extremely slimy surface. The tests consisted of moving forward and up into the adjoining road, then reversing back round a pylon, forward round the pylon and up into the adjoining road again.

First time round Mervyn Glover had an extremely good run in 27.4 secs., with Archibald next best in 27.8 secs. Harding took the Todd Special through in 29 secs., a time equalled by Robin McKinney. Jim Hyde and Bob Nesbitt each took 30.4 secs. but Titterington clipped a second off this time. On the second run Titterington was best in 28 secs., with Glover second (29 secs.) and Harding third (29.4 secs.).

The last test was a "dicy" affair round two pylons, each of which had to be driven round twice in forward direction and twice in reverse. Gordon McNally's

61 secs. on his first attempt remained unbeaten during the day, Glover taking 64 secs. and Hyde 73.4 secs. On the second attempts McNally was again best, albeit slower, in 67.8 secs. with Sinton, in his handsome little Richford, second best in 71 secs. and Nesbitt third best in 75.4 secs.

The final results showed a win for Mervyn Glover with 493.3 marks lost; 2, Gordon McNally (Dellow), 499.6; and third Ian Titterington (Dellow), 570.6.

As a footnote, it can be taken for granted that enthusiasm is as high as ever in the Armagh district and the club have a busy 1954 ahead. It is not beyond the bounds of possibility that an effort will be made to stage an Auto-cross meeting during the year.

W. A. McMASTER.

SCOTTISH CELEBRATION

Scottish Sporting Car Club Celebrate Their 21st Birthday at Glasgow

THIS year's annual dinner-dance of the Scottish Sporting Car Club celebrated the Club's coming of age and was, in fact, a real 21st birthday party. Held in Glasgow's Central Hotel last Friday under the chairmanship of that most genial of vintage enthusiasts, Pat Melville, the occasion was a particularly happy one and Pat the ideal man to do it justice.

In his quietly amusing style chairman Melville set the tone for the whole evening in treating the gathering as a family one and, at the same time, making the Club's guests feel they were members of the family. Among the guests were Jack McGregor—the Club's first chairman—and J. F. Diack, who had taken part in the Club's first event in a little Morris Minor which, like its owner, is still going strong and was ensconced in the assembly room to prove it.

There was a particular welcome for Gregor Grant, with Pat reminding us of his Scottish origin, and for Dr. James Watson of the South of Scotland C.C. and Maurice Smillie of the Lanarkshire M.C. and C.C., whose clubs are doing so much for the sport in Scotland. As ever, of course, there was mention of A. K. Stevenson, Pat reminding us just how much the sport in Scotland owes to his endeavours as secretary of the R.S.A.C.

Pat also did a little reminiscing, and thanked those who had served the club

so well, secretary Bill Callander getting honourable mention. All of which was accompanied by the quiet wisecracks that mean little on paper as they are more or less club jokes, but, delivered in the Melville manner, certainly were grand fun.

Thereafter Mrs. Pat Melville presented the year's awards very graciously indeed, and besides the familiar bouquet also received the traditional double Scotch, which has to be knocked off in one go—it took two, Pat giving noble assistance.

There were loud cheers for Ron Flockhart as he collected his trophy for the record-breaking climb of Bo'ness.

A speech from Jack McGregor was the only other one made and in it the original chairman briefly mentioned the happy beginnings of the Club, 21 years ago, and hoped that he and all of the members present would be at the jubilee dinner, 29 years from now. Jack also was at Ruth Melville's side to congratulate Miss M. F. Wallace on being the first to win the handsome trophy which he has presented as the ladies' award for the Anniversary Run.

With a huge birthday cake to be shared, Alex Bennie to do his stint as social convenor and the pleasant surroundings of the Central Hotel to make merry in, the rest of an extremely jolly evening passed all too quickly.

A. N. FORD.

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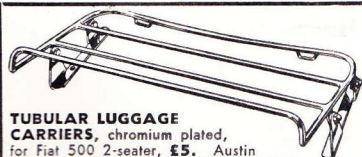
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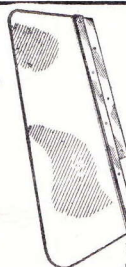
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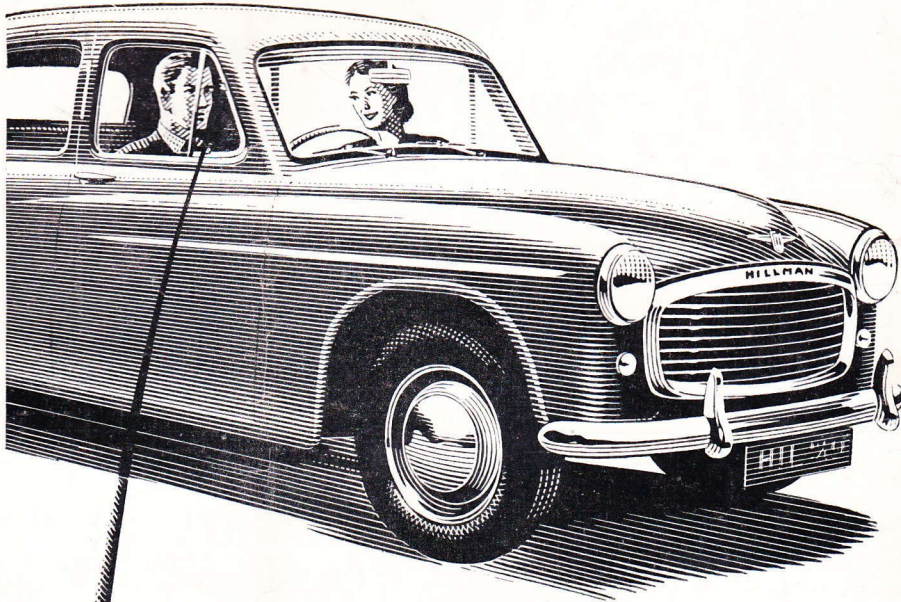
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