

AUTOSPORT

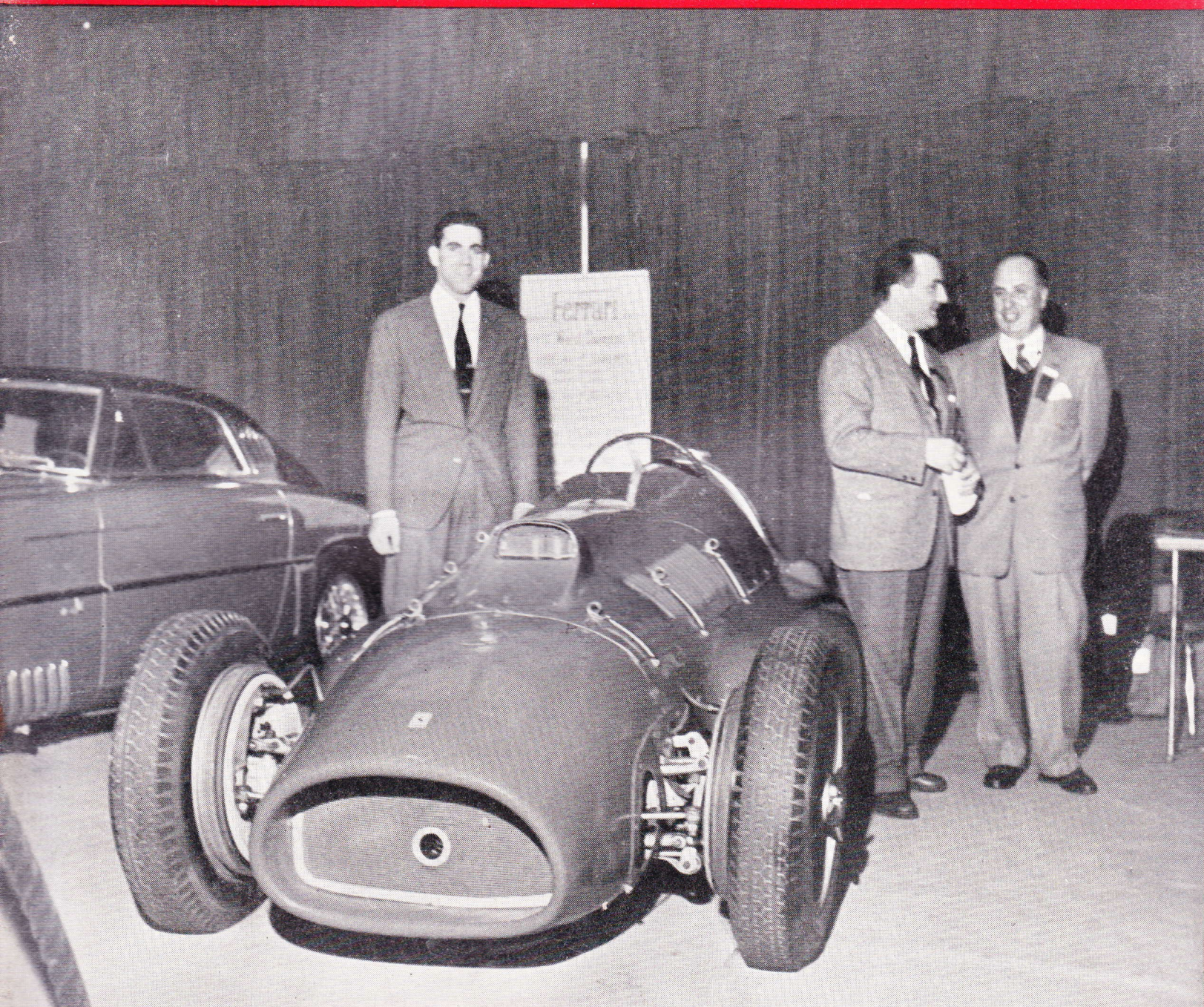
FEBRUARY 19, 1954

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EVERY FRIDAY

Vol. 8 No. 8

BRITAIN'S MOTOR SPORTING WEEKLY



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THE NEW YORK INTERNATIONAL MOTOR SPORTS SHOW—FULL, ILLUSTRATED REPORT
AUSTRALIAN 24 HOURS RACE : PETER WHITEHEAD'S NEW ZEALAND WIN
THE BUENOS AIRES CITY G.P. : YORKSHIRE S.C.C. RALLY

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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 8 No. 8

February 19, 1954

Managing Editor : GREGOR GRANT

Assistant Editors

C. POSTHUMUS

F. WILSON McCOMB

Art Editor

THEO PAGE

Continental Correspondents

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NOTICES

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EDITORIAL

ONE wonders whether or not the Royal Automobile Club has been altogether wise in confining the Rally of Great Britain to entrants of completely standard motor-cars, and it will be illuminating to see which of the well-known names in rally-driving are missing from the entry lists. After all, many regular competitors modified their cars for the "Monte", and will undoubtedly find it impractical to return them to standard. AUTOSPORT feels that the R.A.C. would have done well to permit the entry of modified touring cars, knowing full well that the organizers of the Monte Carlo Rally did so, being seriously perturbed at the fall in applications when it was announced originally that only standard production touring cars would be eligible. In any case, to judge by the results of the "Monte", the very promising European Grand Touring Championship appears rapidly to be developing into a farce—if confined solely to standard touring cars. It is most unlikely that the organizers of the other "Championship" events will limit their potential entries by insisting on Category I of the new F.I.A. regulations!

* * *

WITH regard to the amateur versus professional controversy that holds the attention of many competitors, surely the answer lies in the types of event which are organized? As AUTOSPORT has already pointed out, certain International events are of such importance that manufacturers support them. In point of fact, modern motor-car design benefits greatly from "works" entries, and it is only right that makers should be in a position to employ the most able drivers obtainable, whether or not they be so-called "professionals", or "shamateurs". By all means encourage the true amateur in International events, even if this entails creating special and separate classes; but do not attempt to interfere with factory-sponsored entries. The general classification in International rallies and sports car races must be open to all who take part in them, and there should be no attempt at segregation. Participation in International rallies is not a sport for the impecunious, and AUTOSPORT ventures to suggest that in the majority of events, private entries are generally as well prepared as are those sponsored by factories. There are a sufficient number of events in the National calendar designed to attract amateurs. Drivers who invade the International arena should do so realizing full well that they will be in direct competition with very experienced rally and racing conductors, without whom it would be difficult to organize events of sufficient importance to warrant the title "International". It is certain that any competitor who achieves more than ordinary successes with his (or her) privately owned car, will not have to wait long for the offer of a wheel in one or other of the factory-sponsored machines.

OUR COVER PICTURE

FOR INDIANAPOLIS: An exciting exhibit at the New York International Motor Sports Show was the special 4½-litre Ferrari entered by Howard Keck for the 1954 "500". Bob Said is examining the car while the importer, Luigi Chinetti, chats with Edgar Fronteras.

PIT & PADDOCK

ASTON MARTIN (and Lagonda) team drivers for 1954 include Reg Parnell, Peter Collins, Roy Salvadori, Pat Griffith, Dennis Poore and Graham Whitehead.

REG HUNT, of "Hunt Horror" fame, for several years resident in Australia, is coming to Europe for a racing season this year.

RIVERS FLETCHER has acquired a Cooper-J.A.P. "1,100" for sprint events and hill-climbs.

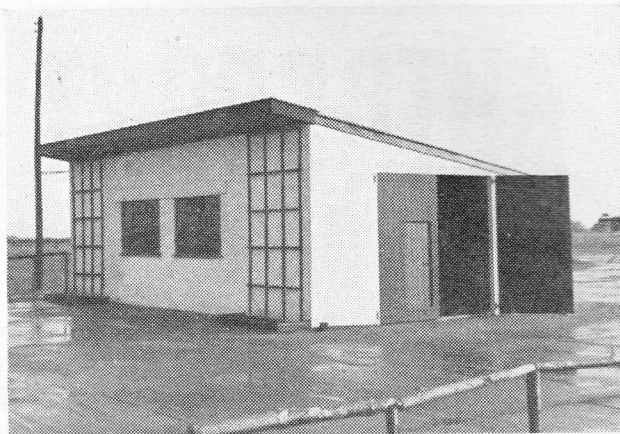
ALFA ROMEO will not have Formula 1 cars ready for 1954, but new "2.5s" should be ready by next year, and may even make an experimental appearance late this season.

SEGRAVE'S "Golden Arrow", which broke the world's land speed record at 231 m.p.h. in 1929, was televised recently in the new motoring feature "Driving Club". The car is being preserved by the Castrol Oil Co.

A. F. YOUNG, JNR., of West Palm Beach, Florida, has entered a Chevrolet Corvette for the Sebring 12 Hours race.

EIRE trials enthusiasts will no longer have *carte blanche* in the matter of tyres. An R.I.A.C. edict has banned competition, snow and cut treads.

SNETTERTON IMPROVEMENTS: (Right) Amongst new installations at the Norfolk airfield circuit are the new permanent service workshop, with welding plant, compressed air, power drill, oil and fuel pumps and other racing requisites laid on.



And (left) a new permanent club room, combined with steward's office, has been erected near the Paddock.

"PEGASO wins at San Remo." No, 'not a racing success for the intriguing V8 sports car from Barcelona, but for a Pegaso luxury coach in the annual autobus "concours" held annually at the Italian resort!

THE R.A.C. has arranged to make an annual donation of 50 guineas to the British Motor Racing Relief Fund.

SUBSIDY on single-seater racing cars built to an International Formula will again be made in 1954. This, in effect, offsets payment of purchase tax on F1 and F3 machines.

ANOTHER trophy for Le Mans winners Rolt and Hamilton. This time it is the Malcolm Campbell Memorial Trophy, awarded by the R.A.C. for the most outstanding competition performance in 1953 by British drivers in a British car.

THE 2½-litre Gordini driven by Behra in the recent Buenos Aires City G.P. was a new car with modified suspension and rear axle which gave much improved road holding.

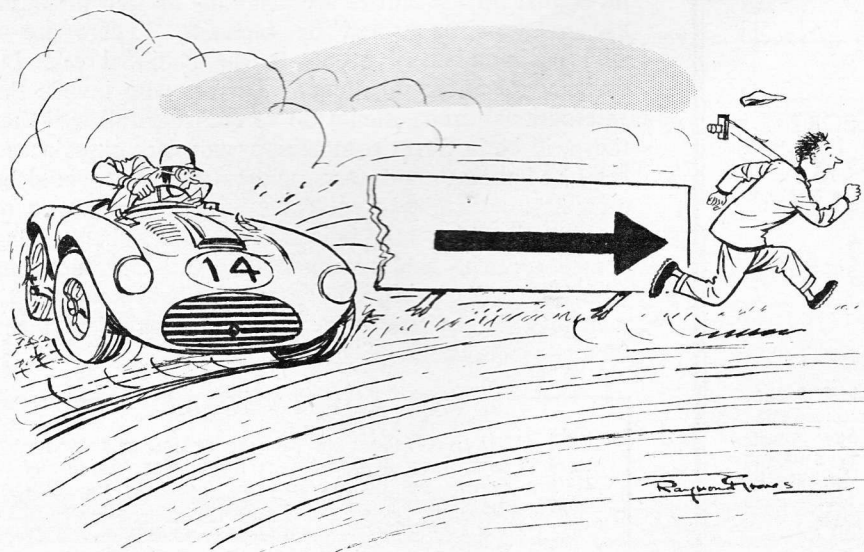
FANGIO'S win in the Argentine F1 Grand Prix is now confirmed, following consideration of the Ferrari protest by a special commission of the A.C. Argentine.

MONTE CARLO Rally winners Louis Chiron and Cyro Basadonna will drive their highly controversial 2.5-litre Lancia in the Sestriere Rally.

ALAN RIPPON has been nominated as driver of a Kieft "500" at Le Mans. This may have a Wooler horizontally opposed o.h.v. engine

RECENT troubles with the B.R.M. have been traced to oil percolating through the valve guides into the cylinders when the engine gets hot.

JAMES ("GREEN COVER") TILLING and Audrey Eves were married last week.



SPORTS-NEWS

SEBRING PROSPECTS

AMERICA'S sports car endurance race, the International Sebring 12 Hours on 7th March, will see the Italian teams competing for the first time in this event. Three Lancias have been entered, drivers Ascari/Villoresi, Fangio/Castellotti and Taruffi/Manzon; and Ferrari will field two, possibly three cars, with Farina, Gonzalez, Hawthorn and Maglioli amongst the drivers. Co-driver with Farina will probably be Maurice Trintignant.

From Britain go the works Aston Martin DB3S trio, and "Mort" Morris-Goodall to manage an Austin Healey entry. Two French D.B.s will attempt the hat-trick in Index of Performance category, drivers Bonnet/X and Crouzet/Gignoux, or Cornet.

Other entries include Harry Schell and the Marquess de Portago in the 3-litre Ferrari they shared at Buenos Aires, von Hanstein (Porsche) and Behra, who may co-drive a 3-litre eight-cylinder Gordini with Fred Wacker.

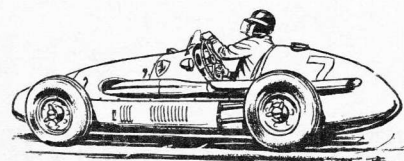
Starter of the race will be Donald Healey, and public address in the hands of Smith Oliver, noted veteran and sports car enthusiast in America, who accompanied the Cunningham team to Le Mans in 1953.

LANCIA REHEARSAL

A FULL turn-out of Lancia cars and drivers was staged recently on the Ospedaletti circuit at San Remo, Italy, in preparation for the Sebring 12 Hours race in Florida. Team newcomers Ascari and Villoresi, also Louis Chiron, were present, together with established Lancia drivers in Taruffi, Castellotti, Manzon, Bracco, Valenzano and Anselmi. Each drove examples of the latest sports car around the course, and although no serious attempts at high speeds were made, some excellent lap times were recorded. Luigi Villoresi had his throttle jam, and in avoiding two spectators on the roadside crashed into a wall, seriously damaging his car although he himself was unhurt.

"750"s AT DORTMUND

THE Germans recently staged a race for up to 750 c.c. cars on the short velodrome normally used for cycling at Dortmund. Run in three 50-lap heats, before a crowd of 5,000 spectators, the race was won by Helmut Schoo in a 750 c.c. Renault from Van Houw in a 750 c.c. engine Cisitalia and Kurt Ahrens in a Cooper.



LYON-CHARBONNIERES RALLY

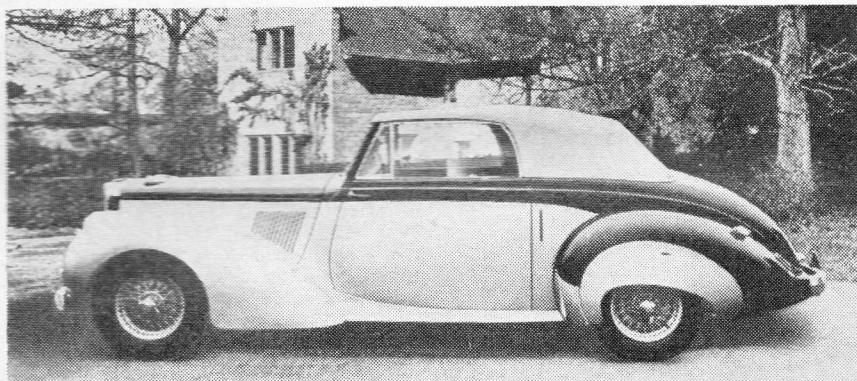
LATEST confirmed entries for the Lyon Charbonnières International Rally, which starts on 18th March are Mrs. Nancy Mitchell (3-carburettor Ford Zephyr), George Phillips/Alan Rippon (M.G. saloon) and Gregor Grant/Peter Reece (Triumph TR2). Mrs. Mitchell's entry is interesting in so far as the Coupe des Dames is generally hotly contested, being won last year by Monte Carlo Rally ladies' class winner, Mme. Pochon (Renault).

ARNOTT PLANS

THE Arnott concern, of Edgware, Middlesex, are working on 500 c.c. and 750 c.c. sports cars, as well as Formula 3 racing models this year. It is hoped the new sports will be ready in time for the Ulster T.T. in September. 1954 drivers will be John Brise, winner of last year's Prix de Picardie in a Cooper and creator of new Class 1 records last October, with the streamlined Arnott-Norton; and Gerald Smith, who has now recovered from his Brands Hatch accident. New attempts at Montlhéry in international class records are planned for early this season, using 350 c.c., 500 c.c., 750 c.c. and 1,100 c.c. J.A.P. engines.

DEATH OF A VETERAN

ONE of the great drivers of the "heroic" age, the Belgian-born Arthur Duray, died on 11th February at the age of 73. Duray drove Darracq, Lorraine-Dietrich, Delage and Voisin cars with distinction during a career lasting some 30 years. He won the 1906 Circuit des Ardennes with a Lorraine-Dietrich, was second in the 1905 Coppa Florio, and third in the Vanderbilt Cup race in America in 1906. He was still racing in the early 1930s.



NEW AT NEW YORK: (Above) A new Tickford convertible model on the 3-litre Alvis chassis made a successful début at the International Motor Sports Show.

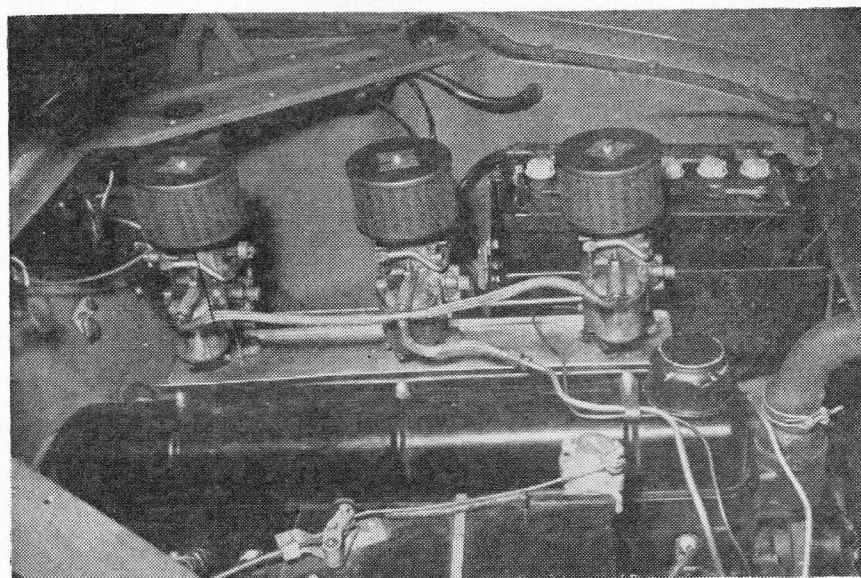
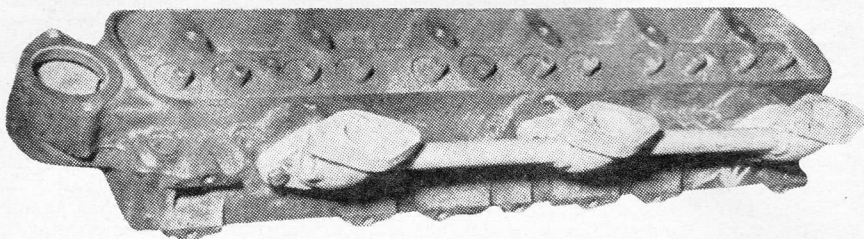
READERS' CORNER: (Right) The stand of Gordon's Book Store was amongst the busiest at the New York Show, with AUTOSPORT one of the customers' favourites. Looking up as the camera clicked is proprietor R. Gordon.

REDEX AUSTRALIAN TRIAL, 1954

THIS year's round-Australia Redex Trial has been extended in length to 9,600 miles. It begins at Sydney, N.S.W., on 3rd July, and finishes there about 18 days later. Prize money has been augmented to a sum of over £6,000, with a novelty amongst the outright winner's prizes in a prefabricated house, which will be erected on any site selected. Details and entry forms of this gruelling but highly popular event are now available from Redex Products (Australasia) Pty., Ltd., Lidcombe, N.S.W., or from the organizers, the Australian S.C.C. Ltd., 1 Regent Street, Redfern, N.S.W.



TRIPLE-ZENITH ZEPHYR



(Above) The conversion includes a special inlet manifold, supplied by the S.A.S. concern. (Left) The three Zenith downdraught carburetors are neatly installed in the Sports and Auto Services' Zephyr conversion.

MUCH attention has been paid recently to modifying Ford Consul and Zephyr saloons to give increased performance; in point of fact, the Ford Motor Co., Ltd., supported the entry of three-carburettor Zephyrs in the Monte Carlo Rally which impressed all by their acceleration and obviously extremely high maximum speed.

Sports Autos and Services, 7-18 Brook's Mews North, London, W.1, have been occupied for some time in developing a high-power-output version of the Zephyr which has been tested by AUTOSPORT. The results are certainly impressive; the already brisk performance of the standard Zephyr has been improved to such an extent that a speed of close on 100 m.p.h. is obtainable, together with remarkable acceleration. Under favourable conditions, the modified Zephyr was timed over a flying quarter-mile at 96.5 m.p.h., the highest speed reached one-way being 98 m.p.h.

Several acceleration figures were taken, the most impressive being a standing quarter-mile which was covered in 19.2 secs. This should be compared with the figures achieved by the standard Zephyr, which are around 21 secs. The former were obtained without any recourse to racing changes, as it was found that a certain amount of clutch spin occurred.

As is only to be expected, fuel consumption increases when full use is made

of the ability to cruise at 80 m.p.h. and over. As a matter of interest, 80-85 m.p.h. cruising uses fuel at the rate of 15-17 m.p.g. On the other hand, the car is commendably economical at lower speeds; for example, at a steady 50 m.p.h., 26 m.p.g. is obtainable.

Top gear acceleration is excellent; 30-50 m.p.h. is achieved in a shade over 5 secs., whilst 50-70 m.p.h. occupies only 8.8 secs.

At all times the engine is smooth and effortless, with absolutely no tendency to hesitate even when "lead-foot" methods are used in top gear. In starting from cold, no choke is necessary, one or two pumps of the accelerator pedal being sufficient for the engine immediately to fire. On the car tested a certain

amount of stalling took place, but this disappeared when the engine approached normal working temperature.

As regard technical specification, the S.A.S. conversion is available in three stages, the first comprising triple manifold, two additional Zenith carburetors, double valve springs and all fitting charges. This costs £36 10s., and, apart from a slightly raised compression, was the stage of the car tested.

Stage 2 includes milled cylinder head, ports opened and polished, certain ignition modifications and the fitting of a Servais silencer. Total cost (including all fitting) is £51 5s. 6d.

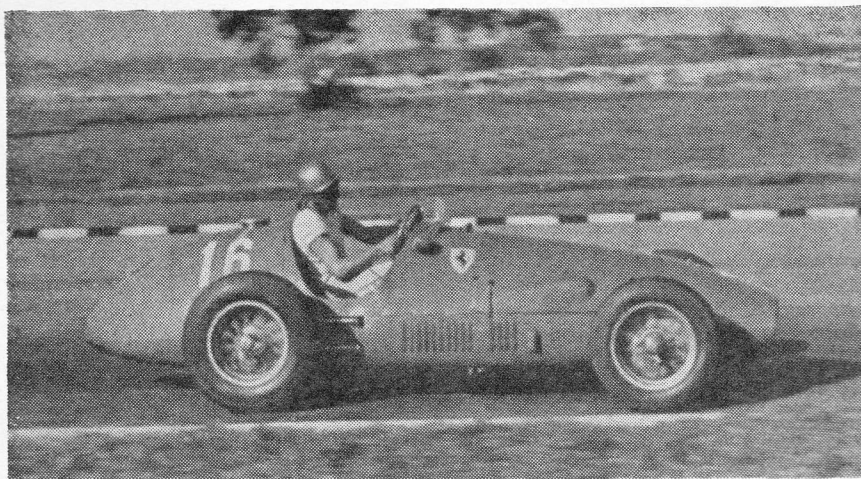
Stage 3 comprises all of the above-mentioned, plus branch exhaust system, high-lift camshaft and lightened fly-wheel, the cost being £118.

In all cases, Zenith d/d carburetors are used—as standardized on production Zephyrs and Zodiacs.

SINGAPORE SPRINT

THE ex-Michael Christie supercharged 1,100 c.c. Kieft-J.A.P., now reduced in wheelbase and track by owner Lim Peng Han, clocked best time of day at the Singapore M.C.'s annual sprint at Lim Chu Kang Road. Han's time over the standing half-mile was 22.99 secs., which bettered that of the fastest motorcycle, a Vincent "Black Lightning".

Class winners included L. H. Chan (Cooper), L. C. Chan (Cooper), and Freddie Pope, who took the 1,500 c.c. blown class with his FP23, and the unlimited sports class with his Jaguar. In the latter category Lim Peng Han was third with a new Triumph TR2.



GRAND PRIX CADET: Ferrari's fourth string. Umberto Maglioli, whose forte is long-distance sports car events, nevertheless led the Formule Libre Buenos Aires City G.P. in the opening rounds. The race is reported on pages 232-233.

WHITEHEAD'S WIGRAM WIN

Wharton (B.R.M.) Pushes Home Third in 100-mile New Zealand Race After Leading for 42 laps

AVERAGING 85.8 miles an hour with his 2-litre supercharged Ferrari, Peter Whitehead won the 100-mile Lady Wigram Trophy race, held at Christchurch on 7th February. Second was Tony Gaze's blown H.W.M., while Ken Wharton pushed a crippled B.R.M. the last quarter mile to the finishing line to take third place.

It was a race of much excitement, dominated by the three overseas competitors and particularly the B.R.M.—at least for 42 of the 48 laps of the 2.1 miles circuit. Whitehead ran through non-stop and was never farther back than third.

With not much more than 12 miles left to go the B.R.M., in which Wharton had been lapping at terrific speed, appeared to lose all its power and came into the pits. Another two 90 miles an hour laps, and the car slowed down to a walking pace and finally stopped in the last lap a quarter of a mile from home, leaving Wharton in the embarrassing position of having to push the car the rest of the way in blazing hot sunshine.

Official explanation for its failure was a "broken oil pipe", but the B.R.M. sounded very sick indeed and its ailments must have been considerably more widespread.

Fourth man home was John McMillan of Wellington with the ex-Goodhue 2.9-litre Alfa Romeo, followed in by Arnold Stafford in a 499 c.c. Cooper-Norton which had not missed a beat the whole way.

New Zealand's star driver, Ron Roycroft, did not practise with his 2.9 Alfa Romeo; drew a back-row position on the starting grid; and retired at the end of one lap with oiling trouble.

* * *

WHARTON, with the B.R.M., took the pole position on the grid by virtue of his fastest practice lap of 1 min. 23 secs. on the aerodrome circuit. Next to him were Whitehead, Gaze and the New Zealander, Fred Zambucka, with a 2.9 Maserati. In the second row were Archibald, the Christchurch driver Hec Green, with his R.A.—a 2-litre twin overhead camshaft, rear-engined car — Frank Shuter with a Mercury-motored special with Edelbrock heads, Maurice Stanton with a rear-engined car powered with a Gipsy Major aircraft motor and then behind these a bevy of Coopers, assorted specials and sports cars.

At the drop of the flag Whitehead jumped away from Wharton, Gaze and Shuter, but before the bunch went through the first corner the B.R.M. was in front and the first time round it was Wharton, Whitehead, Gaze, Shuter, Green, Ross Jensen (Austin-Healey) and the rest in a bunch. Wharton had done the standing lap in 1 min. 32.6 secs.—about 80 miles an hour. Roycroft came into the pits and was out of the race.

At the end of two laps Wharton had opened up quite a gap on Whitehead and Gaze after covering his first flying lap



in 1 min. 27.3 secs. Soon the B.R.M., which was reaching 150 m.p.h. comfortably on the back straight, had lapped the last man, while Zambucka went to the pits with his Maserati. Shuter's Mercury Spl. retired with a broken piston, then Zambucka, who had briefly rejoined the race, came in to retire.

Wharton was now pulling well away. He was taking a perfect line through the fast bends, blue smoke lifting from his back tyres as he accelerated out of them.

BY

PETER GREENSLADE

Whitehead, perfectly relaxed, was running with something in hand, contented to watch developments, and Gaze, motor-ing easily in third place, was happy to keep ahead of the faster New Zealanders. At quarter distance the order was Wharton, Whitehead, Gaze, Green, Archibald, McMillan, Stafford and P. J. Ward (498 c.c. J.B.S.).

The slower cars were giving the fast drivers plenty of room but, nevertheless, Wharton was showing them consideration. He came up behind a 500 Cooper at the right-angle bend at the end of the pit straight and, although he could have gone through easily, courteously slowed down and gave the slower car the corner, but flashed away once more as he straightened up.

Gaze Challenges Whitehead

Just after half distance, when the 15,000 spectators were beginning to wonder if there were going to be any pit stops, Gaze, lying about 15 secs. behind Whitehead, started to speed up until finally the gap was only 1.2 secs. Next time round the H.W.M. was in front of the Ferrari and Gaze began to draw away, though Whitehead seemed quite untroubled.

Then Archibald's Jaguar ran off-course when a worn right front tyre deflated on the fast bend into the pit straight. The car swiped a straw bale, which locked the wheel, but the driver waited until the course was clear, then drove the Jaguar, its wheel locked, to his pit about 220 yards away. Mechanics wrestled with

firmly jammed lumps of straw and changed the wheel as well as the two rear ones, but the stop cost Archibald his fourth place.

Gaze was next in-for a 31 secs. rear wheel change and refuel, a stop which let Whitehead back to second place behind the B.R.M.

Fourth man Green then pulled in for tyres and fuel, dropping several places, while McMillan moved up. It looked as if a B.R.M. was really going to win, for it was clear that Wharton was not stopping for fuel or tyres.

The Jinx Strikes

Suddenly, however, the ear-piercing note of the B.R.M. began to sound decidedly unhealthy, and Wharton came past his pit gesticulating and tapping the top of his crash helmet. Nevertheless he stayed ahead until the 42nd lap, when Whitehead flashed by and the B.R.M. came into the pits. The bonnet was lifted, quickly replaced, then Wharton was on his way again, now third behind Whitehead and Gaze. Momentarily the B.R.M. seemed to regain proper tune, and Wharton put in one lap in 1 min. 21.8 secs.

Meanwhile Whitehead crossed the line, winner after an incident-free non-stop drive, to be followed in by Gaze, $\frac{1}{2}$ min. behind. And as the Ferrari received the chequered flag, Green, whose R.A. special was about three laps behind, drove to the infield with the rear of his car belching flames. Before it stopped he jumped clear and fire tenders drenched the blaze. The car was not badly damaged and Green was unhurt.

But where was the B.R.M.? The unhappy Bourne car had slowed to a walking pace and finally came to a stop. Wharton jumped out and slowly pushed it the last quarter mile to receive the flag for third place just after the fourth man, McMillan, went into his last lap.

Results

1, P. N. Whitehead (Ferrari), 69 mins. 51.3 secs. (85.8 m.p.h.); 2, F. A. O. Gaze (H.W.M.), 70 mins. 32.3 secs.; 3, K. Wharton (B.R.M.), 76 mins. 19.5 secs.; 4, J. McMillan (Alfa Romeo, New Zealand), 76 mins. 59.5 secs.; 5, A. Stafford (Cooper-Norton, New Zealand), 77 mins.; 6, R. J. N. Archibald (XK 120 Jaguar, New Zealand), 78 mins. 19.5 secs.

AUSTRALIA'S FIRST 24 HOURS RACE

Arduous Event Won by XK 120 Jaguar Coupé—Rain and Mud Increase Difficulties—Peter Whitehead (Jaguar) Sets Pace, but Encounters Trouble

BY
H. A. C. RUSSELL

ANOTHER step in the progress of the sport in Australia was made when the first 24 hours race was held on the Mt. Druitt Circuit, N.S.W., on 31st January/1st February. Staged by the Australian Racing Drivers Club, this was the major event in a programme conducted on the long week-end which celebrates the unfurling of the Union Jack in N.S.W. in 1788. The circuit, owned by the Club, is situated 28 miles from Sydney on a main highway, and was originally an emergency airstrip. For three years the strip itself was used for sprint events, and this present circuit was completed and first used in November, 1952. Of 2.2 miles' length, a mile of the original strip is used—not exactly an ideal circuit for a race of this nature!

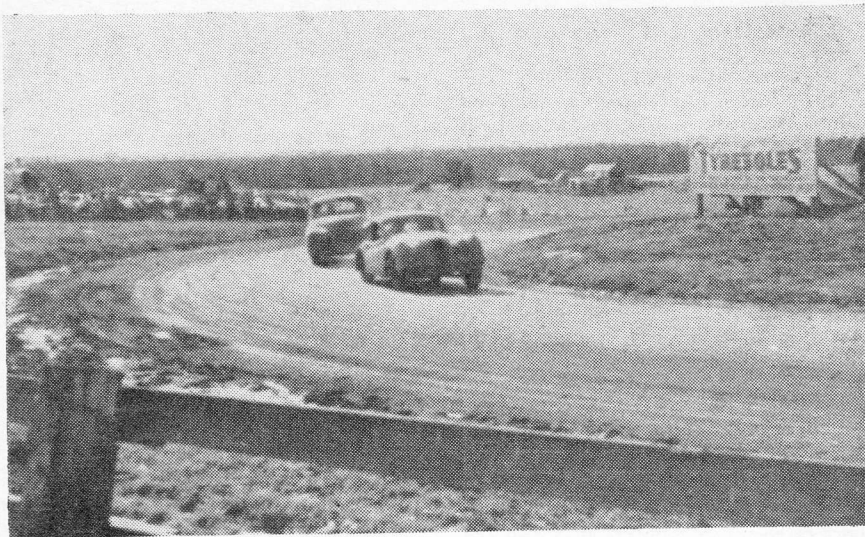
On Saturday, the N.S.W. motor-cycle Grand Prix was held, and the programme on Sunday allowed for two handicap races each of 25 miles and a scratch race of 13 miles before the commencement of the big event at 2 p.m. Incessant rain throughout Saturday night and Sunday morning, however, caused the postponement of these events until after the 24-hour grind.

The rain caused considerable inconvenience, lying in huge pools along the straights of the old airstrip. Everywhere except on the bitumenised circuit there was mud, inches deep, and it was worst where it had been trodden most, in the pit area. Mechanics and spectators alike abandoned shoes and socks, squelching around in bare feet. Several competitors had brought tents with which to equip their part of the "pits", which consisted of nothing more than a section of the field on the inside of the circuit with a string of electric light bulbs suspended overhead.

Of the 30 entries for the race, 25 faced the starter, notable amongst them being Peter Whitehead's XK 120C Jaguar, co-driven by Australians Tony Gaze and Alf Barrett, Les Cosh's Aston Martin DB2, and an XK 120 coupé with wire wheels, dual exhausts and other mods. belonging to Queensland enthusiast Mrs. Doris Anderson. The remainder of the field comprised everyday-type automobiles ranging from a Bristol 400 saloon to a Fiat 500.

Rain and Mud

From the start of the race, it was obvious that the XK 120C had no more formidable opposition than mishap. Mrs. Anderson's Jaguar coupé, driven by Bill Pitt, sounded as if it was being made to suffer far too many revs. to finish 24 hours. The rain came and went, and even when it wasn't raining, the excessive water on the track necessitated the use of windscreen wipers for some hours from the beginning of the race. Seventy minutes after the start Reg. Lewis's Mk. V Jaguar pulled into the pits with bearing troubles. The excessive mud made it difficult to come to rest in the right pit;



TYRESOLES CORNER: Mrs. Doris Anderson's winning Jaguar, co-driven by W. Pitt and C. Swinburn, leads Dick Shaw's Holden out of the 180-degree left-hander on the 2.2 mile Mt. Druitt circuit.

in fact, British trials exponents would have been more at home!

At 3.35 p.m., 95 minutes from the start, Peter Whitehead in the C-type had lapped the entire field in an effortless manner, at an average speed in excess of 57 m.p.h. By this time the Singer 9 of W. Ford sounded fluffy, and from then on, was a fairly consistent pit visitor. John Nind brought his TD Midget in for a replacement of the clutch. Not having a spare, they drove 12 miles to Parramatta to get one, which the loose regulations allowed. Co-driver of this car was motor-cyclist Tony McAlpine, who has represented Australia in the Isle of Man T.T., and who proved that he was equally at home on four wheels. After only two hours running, N. Perkins's Ford V8 saloon came in with the radiator boiling. The wet weather did at least spare many others from such troubles.

After two hours' driving a number of cars came in to refuel and change drivers, while others preferred to carry on at the wheel for four hours. The C-type, having completed 53 laps, was in the pits for 16 seconds only, when Tony Gaze took over. Some of the smaller cars had not been showing Peter Whitehead the respect deserved, but at the first sign of baulking, Tony blew the horn and shook his fist demonstratively as he glided past, in a manner which could not have been misinterpreted.

At 4 p.m. the Jaguar coupé came in, and Mrs. Anderson herself took the wheel. Considering that she has a son who rides motor-cycles in races, her enthusiasm and driving ability are surely quite unusual. At 20 minutes past four Reg. Lewis's Mk. V pulled out of the pits with the bearing replaced. This was short-lived, however, and it wasn't long before he was back again with the same trouble. Undaunted, the mechanics submerged under the car in mud inches thick, but this time they made sure that

the fault would not recur. The piston and connecting rod were removed, and the car left the pit running on five cylinders, with 20 hours still to go.

Meantime, one of the most interesting duels of the race had begun, and it was to last for most of the event. This was between Ken Tubman, driving the Peugeot 203 in which he won the Redex 6,500 mile Reliability Trial last year, and David McKay in a similar car which had competed and finished in the same trial. The cornering ability of these cars was remarkable and the drivers never spared them. McKay's car later had to have a brake drum replaced, and John Crouch took over, driving relentlessly to make up lost time. Eventually, Tubman's gearbox gave up and he carried on locked in overdrive top. Despite this handicap, he lost little ground.

The Course Deteriorates

With the constant high-speed passage of cars, and the wetness beneath the surface, the circuit soon began to break up. Along one short straight, water still lay long after the rain had ceased, and this was thrown up on to following wind-screens. Yet the next corner was completely broken up, so that each car sent up a cloud of fine dust on to already wet screens. The resultant amalgam obscured drivers' views more than somewhat, and though some were lucky in having screen sprays, others had to resort to the difficult expedient of reaching out to wipe with rags, wipers being completely useless to remove the caked mixture.

Darkness fell shortly after 7 p.m., making the broken sections more difficult. Les Cosh's Aston Martin, which had been consistently driven by Richard Cobden and himself, was the first to suffer a major mishap on the rough section, when the front engine mounting broke, forcing withdrawal (but not retirement) after 170 laps.

The Jaguar coupé was another to suffer from the bad surface when, striking a

bad hole, the engine moved so far in its mountings that it struck the steering column, cracking the carburettor jet assembly. The car had been holding second place, and the position now looked hopeless. An appeal for parts over the public address system, however, brought forward a kind Jaguar owner, whose car was quickly stripped. Seventy minutes after the mishap, the coupé was away again, in sixth position.

At 10 p.m., eight hours from the start, the C-type had covered 217 laps (477 miles) followed by Dick Shaw's Holden with 194 laps, G. Greig's Bristol with 192 laps, Tom Sulman's Humber Snipe, 189, and R. M. Daniel's TC Midget, 188.

At midnight, Whitehead's C-type came to grief, when a bracket holding the rear suspension gave way, literally dropping the car on the ground. It was brought into the pits and, after much trouble, repaired. Alf Barrett took over, but after a few more laps, the bracket gave way again. It was obviously impossible for the car to carry on, so after the bracket had been patched for the second

was now duelling with Dick Shaw's Holden for third place in the race.

At 12 o'clock, with two hours to go, the first four places were unchanged, with the same distance between them, while equal fifth were Crouch's Peugeot, and R. M. Daniel's M.G. TC.

The Anderson Jaguar was still cracking as well as it had at the commencement of the race, but at 35 minutes from the finish, Dick Shaw's Holden came to grief on the rough section, badly bending a front stub axle, and giving third position to the Humber. It was a pity that Shaw had seen fit to drive the Holden at such a high speed through the rough section, and it is in fact a wonder that the suspension stood it so long. The only other cars to show disrespect for this section were the two Peugeots, the suspension of which could not be equalled.

And so the chequered flag fell at 2 p.m. on Monday, 1st February, with Mrs. Anderson victorious. Several tired cars which had been sitting drunkenly in the pits lurched over the line so that they

too, could claim that they had finished the arduous test, amongst them Peter Whitehead's Jaguar, which took 16th place and won the over 3,000 c.c. open car class. Final positions are as follows:

1. Mrs. D. Anderson (Jaguar), 573 laps. 2. G. Greig (Bristol), 569. 3. T. N. Sulman (Humber), 563. 4. R. D. Shaw (Holden), 547. 5. J. Crouch (Peugeot), 546. 6. R. M. Daniel (M.G.), 537. 7. K. Tubman (Peugeot), 524. 8. P. Lowe (M.G.), 497. 9. J. Le Foe (Standard Vanguard), 482. 10. J. P. Nind (M.G.), 447. 11. W. Collins (M.G.), 12. K. Harrison (Morris Minor), 13. R. Lewis (Jaguar), 14. I. Boydell (Renault), 15. N. Perkins (Ford V8), 16. P. N. Whitehead (Jaguar), 17. W. Ford (Singer), 18. J. H. Webber (Fiat), 19. L. Cosh (Aston Martin), 20. B. J. Jones (Austin), 21. W. Broad (M.G.), 22. E. Wright (M.G.).

Class Winners, Open Cars:

Over 3,000 c.c.: P. N. Whitehead (Jaguar), 282 laps. 1,101-1,500 c.c.: R. Daniel (M.G.), 537 laps. Under 1,100 c.c.: K. Harrison (Morris Minor), 406 laps.

Closed Cars:

Over 3,000 c.c.: Mrs. D. Anderson (Jaguar), 573 laps. 1,501-3,000 c.c.: G. Greig (Bristol), 569 laps. 1,001-1,500 c.c.: J. Crouch (Peugeot), 546 laps. Under 1,000 c.c.: I. Boydell (Renault), 396 laps.

* * *

ANTIPODEAN AFTERTHOUGHTS

AFTER failure at its only two appearances in New Zealand, the B.R.M. will return to England, although it is rumoured that at least one New Zealand driver made an offer for the car after the Ardmore race at Auckland.

Ken Wharton attributed its failure at Auckland to the surface of the aerodrome circuit breaking up. Grit lodged in the disc braking system, causing it to heat up unduly, and finally resulted in one of the leads bursting. Discussing the race in Christchurch, Wharton said grit had also got into the supercharger and caused considerable damage there also. Before the car was brought to Christchurch the supercharger had to be rebuilt.

At Christchurch, winner Peter Whitehead played a waiting game, hoping history would repeat itself, and, indeed, it did. Second man home, Tony Gaze, whose H.W.M. appeared to be considerably faster than the Ferrari, believed that Whitehead would need a tyre change, but Whitehead managed to last out the 100 miles, a tribute to his driving skill, for Gaze and others needed new rear wheels during the race.



ROUGH GOING: Tommy Sulman's stock Humber Snipe saloon kicks up the dust on a fast section of the Mt. Druitt circuit. The car travelled the entire 24 hours without any needs other than fuel, oil, water and tyres, finishing in third place.

time, the car was left in the pits in company with the DB2, to be driven over the line at the finish.

Besides the Mk. V Jaguar circling without one cylinder, there was now an M.G. TC belonging to W. Collins running on three, that being the best cure of the moment for bearing trouble. Then, while the Bristol 400 made a pit stop, one rear wheel was overlooked, and Peter Vennermark set out with one tyre very thin. The pit crew realized this, and ran frantically back up the track in an endeavour to stop him before he reached Tyresoles corner. Too late, the tyre burst on the previous right-hand corner, and the car dropped neatly on its side in the ditch. Bodywork only was damaged and the Bristol was man-handled back to the circuit, to limp round to the pits for a new wheel.

By 11 a.m. the Anderson Jaguar coupé had climbed from sixth up into the lead, followed by Greig's Bristol, Shaw's Holden and Sulman's Humber. This latter car, used to survey and to compete in the Redex Trial last year for the Rootes team and also driven the week previous to the race in a 24 hours reliability trial,

STOCK CAR DRIVERS' MEETING

ON Sunday, 14th February, a meeting of prospective stock car drivers was held at Hammersmith Town Hall. A vast crowd, estimated to approach four figures, overflowed the available accommodation, and eventually the doors had to be shut.

After John Bolster, in the chair, had spoken of his experiences in French Stock Car races, "Digger" Pugh took the floor. He explained that each driver would be paid £10 starting money per meeting, plus £5, £3 and £2 for the first three in each heat, and £50, £25 and £15 in the final. Twelve cars would take the track for every heat.

A film show then took place, featuring American Stock Car racing in its most spectacular forms. This was followed by a free-for-all, when the assembled multitude fired their questions at "Digger" and his co-director, John Wiggins. Much useful information was imparted, and a general picture of the type of car required, with its essential

safety equipment and permissible modifications, emerged.

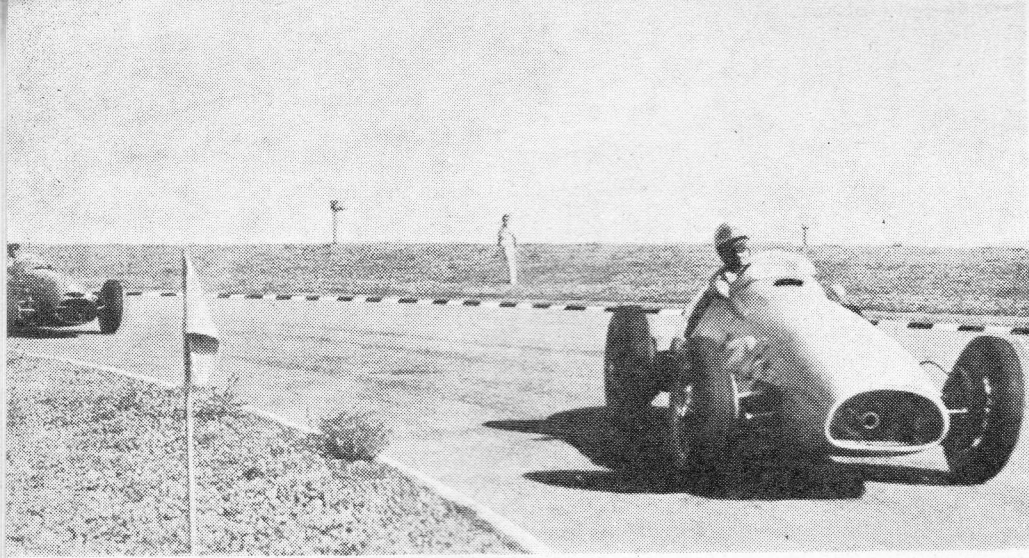
Briefly, an American-style car—Ford V8, Studebaker, Hudson, Chevrolet, or what have you—is the correct wear. Very tough bumpers, and a roll-bar to reinforce the roof, are compulsory, as is a padded bucket seat with safety strap. Two sample cars were on view.

It was emphasised that the thing was being run on a big scale from the start, with the object of organizing a nationwide chain of tracks eventually. There would be no unpaid officials with camera, girl friend, umbrella and arm-band. Good show!

After the meeting was over, an enthusiastic supporter was evidently eager to try the bumping technique. He drove his M.G. smartly into the petrol tank of John Bolster's ancient Rolls-Royce, and 17 gallons of petrol cascaded down the gutter!

The first performance will be at New Cross Stadium on Good Friday evening.

ECONOMIST—in seconds on the circuit, winner Maurice Trintignant corners his Ferrari fast while eluding Fangio's Maserati in the opening stages.



WIN FOR TRINTIGNANT

Broken Connecting Rod Eliminates Mike Hawthorn (Ferrari) after Leading until Last Lap in Buenos Aires City G.P.

BY DR. VICENTE ALVAREZ

A NON-FORMULA race, the Grand Prix of Buenos Aires City closed the 1954 South American International season on Sunday, 31st January. Maurice Trintignant came in a surprise winner when Mike Hawthorn spun off the course while literally coasting to victory on the last lap, after having led almost all the way. This unexpected incident caused bewilderment amongst the spectators and race officials. The chequered flag was up, ready to welcome Hawthorn as winner; as time passed and the red Ferrari did not appear, confusion reigned; then Trintignant's light blue Ferrari appeared on the main stretch, all out, and, obviously, in the lead; the man with the flag in his hand did not seem to know quite what to do. News came through eventually that Hawthorn, his engine locking with a con. rod broken, had run off the road on a bend, with only a few hundred yards to go. This was a great disappointment to the crowd, who had cheered the Englishman lap after lap on account of his magnificent driving. However, after the initial shock, a roaring ovation greeted Trintignant—a popular winner—whose untiring efforts had rewarded him with a long-due victory.

Enthusiasm also reached a high pitch to welcome runner-up Roberto Mières (Maserati), a local pilot whose meteoric career has earned him a large following. This has been, undisputedly, Mières's greatest performance ever, and though he could not possibly catch the flying Trintignant, he managed, during 15 laps, to keep ahead of third-place man, Farina, who was driving relief for Gonzalez at a record-breaking pace. Harry Schell brought his Maserati in fourth position.

The race was run under conditions of tremendous heat, and as drivers stopped at the finish line, signs of physical exhaustion were evident; most of them had to be helped out of their seats.

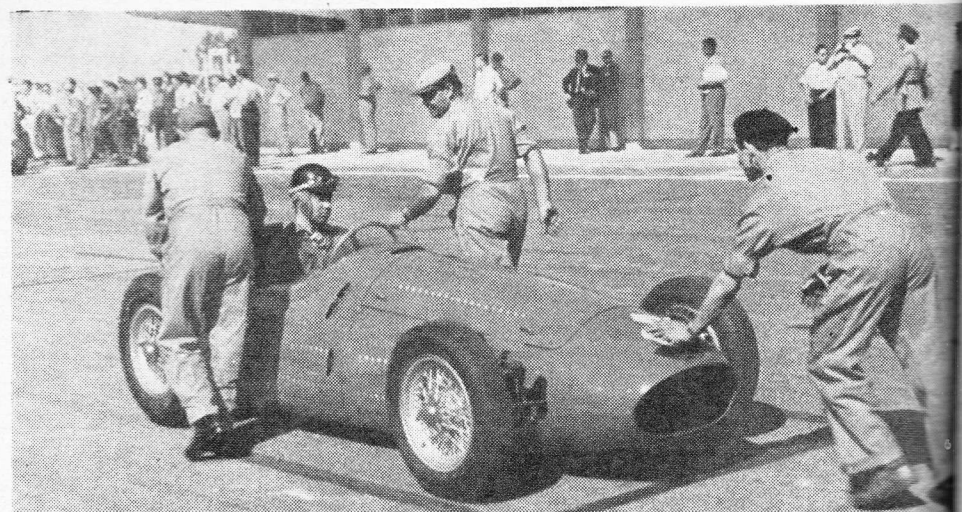
Heat played havoc with cars, too, their performance falling far short of what was to be expected. Both Ferrari and Maserati "works" teams experienced a definite failure, as two "independents" annexed the first two places. Fangio and Marimon, driving the de Dion-equipped 250F Maseratis, were forced out early in the race; Farina stalled with a broken differential on the tenth lap and took over Gonzalez's car as the latter stopped with burnt arms, unable to continue. Thus, the only official team driver left in the leading pack was Hawthorn, whose hard-luck story has already been told. Trintignant covered 65 laps on the 4.7-kilometre course in 2 hrs. 38 mins. 35 secs., averaging 71.930 m.p.h. Mières came in second, with an elapsed time of 2 hrs. 39. mins. 05.40 secs.

* * *

TWENTY-ONE cars lined up for the race, on Sunday, making a grid which closely resembled that of the Argentine Grand Prix of two weeks before. Some larger capacity cars were present, however; amongst them the 4½-litre Ferrari driven by Brazilian "Chico" Landi, a 2-litre, two-stage-blown Ferrari driven by Lopes, the ex-Varzi 4½-litre blown Alfa and a

4CL 1½-litre Maserati. None of them had shown up well in practice, nor were they expected to do much in the race itself. The race, indeed, turned out virtually to be another Formula 1 event, so soon as the only one of the oversized motors which made a good start (Landi's Ferrari) dropped out of the picture early in the race. It was Maglioli who took the lead at the start, followed by Farina, Hawthorn, Landi, Gonzalez and Trintignant. At the end of the third lap, the order stood at Maglioli, Hawthorn, Farina and Landi, but Hawthorn and Farina passed Maglioli on the fourth lap. Fangio, fairly well back, stopped on the fifth lap to change plugs, and Maglioli spun off the course on a hairpin bend. Farina then set out to catch leader Hawthorn, but a broken differential eliminated his Ferrari instead. Fangio, too, had to give up with a broken axle-shaft, Marimon's car had already dropped out for the same reason, and Landi's Ferrari was also a retirement, with overheating.

Thus, at the finish of the 10th lap, the race had already been deprived of some of its leading lights, and promised to be a rather dull one. Hawthorn was leading with ease, gradually drawing away from Gonzalez, with Trintignant,



NERVE - WRACKING: Marimon's Maserati proved reluctant to start, despite mighty efforts by mechanics. They got it running only seconds before flag-fall.

GETTING OLD: Landi's 4½-litre Ferrari, complying with the old Formula 1, retired early in the race with overheating troubles.

Mières. Bira and Schell some distance behind. These positions did not change until the 25th lap, when Schell got by Bira for fifth place. By the following lap, Hawthorn had 12 seconds over Gonzalez, and then the latter stopped at his pit, asking for relief. A serious pain in his back, and second-degree burns seriously incapacitated him. His pit-stop caught the pit crew unawares and it took Farina over 40 secs. to get ready and take over the wheel, by which time the car had dropped back to eighth place. So it was Hawthorn comfortably first after 30 rounds, followed by Trintignant, Mières, Schell and Behra. Farina was going flat out and managed to overtake Bira on the 35th lap, to achieve sixth place.

A tragic incident happened on the 41st lap, which cost the life of popular Enrico Platé, as he was hit by a spinning car. Jorge Daponte, driving one of the "works" Maseratis, found the motor starting to smoke and throw oil when approaching the judges' stand, and decided to stop at his pits. As he applied the brakes, he hit an oil patch and the car went into a side-spin, heading directly

towards the grandstands, considering that there was no sound reason for the race to be stopped.

After 45 laps, Hawthorn led by a goodly margin from Trintignant, who, in turn, had increased his lead over Mières. Both Ferraris were running like clockwork and no change in their positions was expected to take place. Mières could not ease up, for Farina was coming

ever closer, having overhauled Behra on the 46th lap and Schell on the 49th, setting the fastest lap of the day in 2 mins. 22.4 secs. (73.94 m.p.h.). "Nino" was already in fourth place, only 22 secs. behind Mières; he managed to close the gap to 14 secs. in a few laps, and was, seemingly, going to overtake the Argentinian before the finish, but Mières, by a final, desperate effort, succeeded in hanging on to his third place.

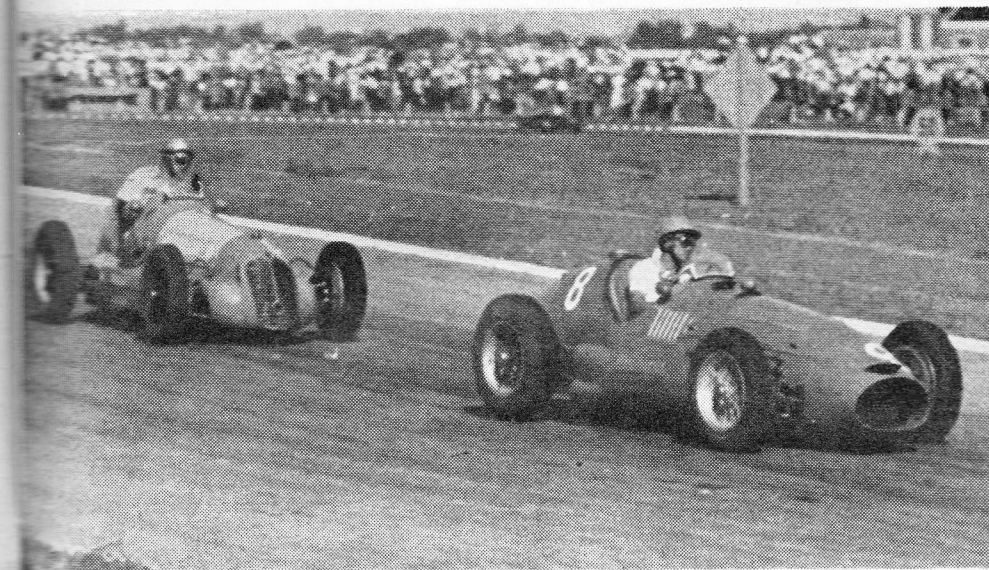
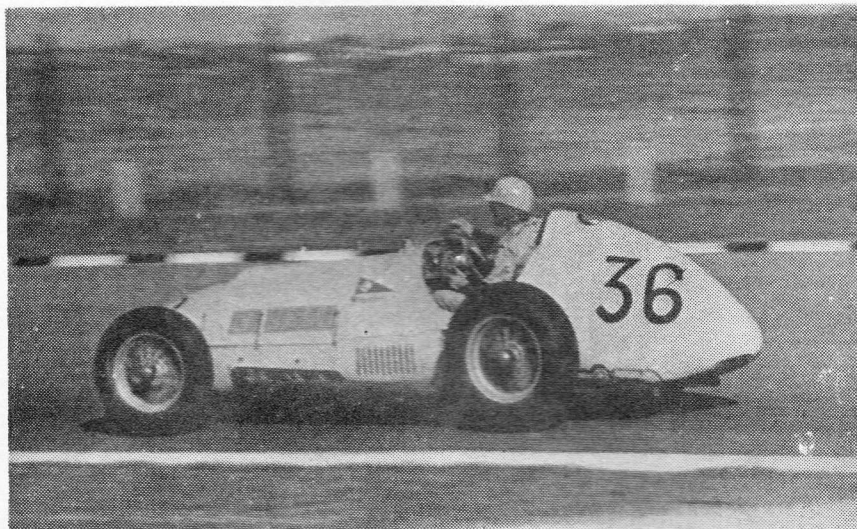
So to the last lap, with the public already cheering its new favourite, Hawthorn, as the winner. Race officials had the chequered flag ready, and all was set to hail him as the day's hero, but Hawthorn did not show; he was long overdue when Trintignant's Ferrari roared past the finish line, a winner, to the amazement of everybody.

The unfortunate Hawthorn had spun off the course on a bend, a few yards before entering the main straight. His Ferrari had broken a connecting rod, the rear wheels locked and the spin was inevitable—a very unlucky end to a well-driven race for the Englishman.

Results

1, Maurice Trintignant (2.5-litre Ferrari), 2 hrs. 38 mins. 35 secs. (71.93 m.p.h.). 2, Roberto Mières (2.5-litre Maserati), 2 hrs. 39 mins. 5.4 secs. 3, Gonzalez/Farina (2.5-litre Ferrari), 2 hrs. 39 mins. 13.6 secs. 4, Harry Schell (2.5-litre Maserati). 5, Jean Behra (2.5-litre Gordini). 6, Michael Hawthorn (2.5-litre Ferrari). 7, Bira (2.5-litre Maserati). 8, Umberto Maglioli (2.5-litre Ferrari).

Fastest lap: Farina, 73.944 m.p.h.

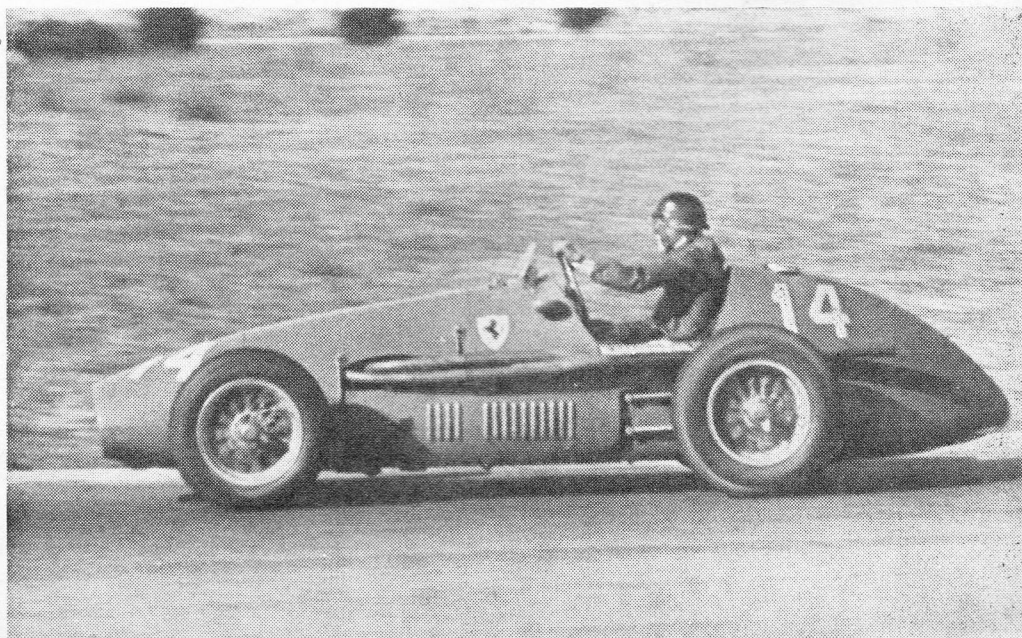


OF VARYING AGES: (Above) Two Maseratis, Bira's modified 1953 Formula 2 type, and Fortunati's old 4CL model.

UNLUCKY MIKE: (Right) Mike Hawthorn led the race until the very last lap in his Ferrari, when a broken connecting rod put him out.

for the pit-wall at high speed. Daponte veered abruptly to the centre of the track but the Maserati turned right round and began to run backwards, after hitting Platé with the nearside rear wheel. Platé's death was instantaneous. Daponte managed to stop his car some 30 yards farther on.

This mishap, and the evidence of physical exhaustion of many competitors, prompted some pit managers to call for the race to be halted at 45 laps. Race authorities turned down the appli-





TROUBLE IN YORKSHIRE

J. D. Scott (Vauxhall) Wins Arduous Y.S.C.C. Rally

THE Y.S.C.C. Rally held on Friday and Saturday, 12th/13th February, lived up to its earned reputation for toughness when 35 cars out of the 95 starters survived the rigours of the night to return to the Town Hall, Harrogate.

Special tests do not figure in results when the winner loses 1,368 marks on the roads, and this was J. D. Scott's total in winning the Scarborough Trophy with his Vauxhall Velox.

Conditions were only fair when Tommy Wise gave Alan Stross (Riley) the signal to lead the rally away, and fog was met almost immediately. The route lay north-west through Wass to Glaisdale and then turned south to Huggate; then north and east to cross the first leg of the route to Old Byland, where competitors turned south-east to Wath. Heptonstall was the next control, where they turned almost due north to Broughton, Threshfield and Thwaite, going cross-country to Croft, where breakfast was taken.

The first time-control at Glaisdale gave a clear indication of the difficulties to be faced, for marks were lost wholesale and retirements were already obvious.

Scott was 348 marks down, but Ernest Sneath's (M.G. 1½) was amongst the better returns with 192 marks gone. Bad fog was reported, and drift snow, which necessitated much digging, had been encountered. As the night went on the telephone at Rally H.Q., the St. George Hotel Garage, told stories of tribulations galore.

Don Rayner had motored his Allard Special through a hedge, and with brakes locked went gently sliding into a river far below road level. Unable to extricate the car, Don and passenger J. S.

Walker found a Dutch Barn, there to sleep until the morning came. Less than half a mile away they found "the biggest tractor in Yorkshire", complete with winch, which put them back on the road, but far too late for any further rallying.

Alan Stross reasoned that a sensible way of locating best conditions was by contacting a road patrol. From here he was recommended to try Hutton-le-Hole as being the least noxious route. One hour and a half's digging brought him out of the drift into which the car had nosed . . .

Wath saw Peter Reece's departure in a new Morgan Plus-Four drophead. The impact of front end on a stone wall called a halt to the Reece/Davies efforts.

Peter Bolton (Sunbeam-Talbot), last year's winner, had met Gordon Haith-

FOREARMED: M. Collinson had snow-grips on the tyres and a shovel on the back of his M.G., knowing what to expect in the Yorkshire Rally.

waite's Jaguar coming out of a control, and both were put out by the resultant bang.

Thwaite saw Johnny Wallwork (Standard Vanguard) pull back on the leaders, for after dropping 564 marks at Glaisdale he was debited only 36 here against the winner's 564; M. B. Colbeck (Ford Consul) lost 156.

When breakfast was taken it was obvious that, to avoid a very late finish, something would have to be done to the 500-mile route. A decision was quickly taken to revise the course, which should have taken competitors north and east to Meirnerby, and instead to make direct for Dunsop Bridge. This shortened the route by 1 hr. 35 mins.

It certainly enabled a number of weary drivers to make their way back to the finish banner at Harrogate, so that at approximately 5.30 p.m. Alan Stross led them home. He was followed by M. B. Colbeck, carrying number 59. One finisher was Willy Cave, of Northern TV fame, who had had a taste of rallying which he had found enough! Three teams only finished complete. Peter Clay's argument with a car containing three poachers, and the fact that C. W. Whiteley's Morgan Plus Four came back to Harrogate very much the worse for wear, were genuine enough, but the same could hardly be said of the "official" list of published reasons for retirement. However, they were amusing, if not to be quoted here!

WILSON ROGERS.

Provisional Results

Scarborough Trophy: J. D. Scott (Vauxhall Velox), 1,368 marks lost.

Navigator's Award: W. A. R. Crowther.

Special Award: J. C. Wallwork (Standard Vanguard), 1,560.

Eric S. Mayers Trophy: M. B. Colbeck (Ford Consul), 1,572.

Navigator's Award: G. Adams.

Special Award: E. S. Sneath (1½-litre M.G.), 1,854.

First Class Awards: J. G. Tooth (Dellow), 1,968; G. D. C. Rose (Austin), 2,112; E. J. B. Mitchell (Ford), 2,208; A. Stross (Riley), 2,244; T. A. Smith (Rover), 2,400; A. J. Burton (Aston Martin), 2,720; Dr. J. K. Armstrong (M.G.), 2,784; T. J. R. Mansbridge (Jaguar), 2,810; E. L. Yardley (Sunbeam-Talbot), 2,844; L. S. Stross (Bristol), 2,986; P. Lee (Sunbeam-Talbot), 3,060; J. A. Burnhill (Jowett), 3,384; C. V. Wray (Ford), 3,648; H. C. Hobson (Austin), 3,864. **Novice Award:** J. S. Allison (Ford Zephyr), 3,144. **Team Award:** "The Imps" (Mansbridge, Lee and D. J. G. Hindle).

★
OFF! Tommy Wise, co-organizer with Mike Wilson, gives the starting signal to Alan Stross (Riley), the first competitor to leave in the Yorkshire S.C.C.'s Yorkshire Rally. He finished eighth in general classification.
★





"MONTE Carlo Night" brought a large crowd to the Ulster Automobile Club's headquarters in Belfast on Wednesday, 10th February, to hear the Rally story as told by five of the six club-members who took part. The guests were Ronnie Adams, Desmond Titterington and Leslie Rawlinson, the crew of the Mk. VII Jaguar which finished sixth (at time of writing!) and Charles Eyre-Maunsell and Jack McMichael who, with Brian McCaldin, finished the course in a Humber Super Snipe. McCaldin was unavoidably absent for business reasons. U.A.C. chairman Commodore Shillington presided.

Like most other competitors, both crews had found the run to Monte Carlo uneventful, with the regularity section as the only portion worthy of comment. Ronnie Adams dwelt on this

THE ULSTERMEN'S "MONTE"

Ronnie Adams and Other Ulster Competitors Talk of Their Experiences

at some length. As a Monte Carlo starter, he had taken the opportunity of carrying out some practice runs over the regularity section in advance. His first attempt at the Col des Leques, under icy conditions, had made him think in terms of 50 k.p.h. as a target, but in the days immediately preceding the rally conditions had much improved.

Adams, having outlined the plan agreed to by the Jaguar team, paid tribute to the assistance given him by Tony Mattock, who drove the first of the Jaguars to attempt the Col and thus acted in a "guinea-pig" capacity. Cecil Vard also sent back useful information to Adams before the Ulsterman started his run. Mattock had attempted the run in 11 mins. 40 secs. and Vard in 12 mins.; both had thought their target on the low side.

So Adams aimed at 11 mins. 35 secs., with the major effort on the climb to the summit. The plan went slightly astray as, reaching the summit and the

sixth kilometre post, it was found that they had only 5 mins. 50 secs. in which to reach the end of the section. "We decided to press on," remarked Adams, whereupon Rawlinson interjected: "And that's when I first got frightened." The watches carried by the crew registered 11 mins. 36 secs. at the end of the section—the official watches 11 mins. 34 secs.

He had greatly enjoyed the final test round the Monaco G.P. circuit and, on the whole, had no real grumble about the 1954 Rally.

Maunsell and McMichael told of an uneventful run from Glasgow, with Maunsell waxing somewhat wrathful about what he called "discourteous driving" on the part of some of the Glasgow contingent during fog conditions. At the same time he said a good word for the long-distance lorry drivers, who had been most helpful. A broken shock-absorber between Paris and Bourges made things a bit tricky through the cols, and this, plus the selection of a low target speed for the regularity test and an unfortunate error in timekeeping, had spoiled their chances.

Question-time brought from Adams the theory that the regularity test should have started at the first section; that it should be retained in future rallies, but the time controls tightened, and the regulations left flexible enough to meet the actual weather conditions prevailing at the time of the rally. He had no support at all for the handicap system used for the final speed test. In his view the Monte Carlo Rally should not be won on a handicap, but should go to the best driver in the best car. He agreed with a questioner that the final test over the Monaco course gave an advantage to a driver with racing experience over one who had only rally experience.

What chance had the amateur owner with an amateur-prepared car in the 1954 Monte Carlo Rally? Maunsell thought he had none at all, due to last-minute regulations which permitted wholesale modifications to competing cars. Apart from this, too, the audience would have heard details of how vital information was relayed from one end of the regularity section to the other, and no private entrant could hope to provide himself with similar facilities.

How much does a "bash" at the Monte Carlo cost? Maunsell answered that, from the point of view of a Glasgow start, between £250 and £300 would cover a crew of three. Titterington put the cost of a Monte Carlo start at about £100 per head.

Films taken during the rally by Desmond Titterington and Jack McMichael were screened.

Thanking the speakers, Commodore Shillington said that his outstanding impression of the 1954 Monte Carlo Rally was that at long last a winner had been found on the road section of the rally, but that instead of this being the criterion the contenders had to go on to a race circuit, and there decide the results of a 2,000 miles journey by a lap lasting only two minutes or so.

W. A. McM.

SCOTCH CORNER

By "AENEAS"

TONIGHT the Scottish Sporting Car Club stage their Moonbeam Rally, and we hear that a good entry list lies in Bill Callander's office. The "Moonbeam" starts from Glasgow's Blythswood Square at 6.45 p.m., and a feature of the event is the fact that the awards include a special one for the navigator with the best cumulative total for the "Moonbeam" and the "Starlight", which was reported in last week's issue. We figure it will take a very good navigator to beat Margaret Lithgow, whose map-reading abilities have contributed not a little to her husband's continuing successes in his H.R.G.

THE date of the monthly get-together of S.S.C.C. members has been changed from Tuesday, 23rd February to Wednesday, 24th, and it takes place, as usual, in the Green Room of the Royal Scottish A.C. at 7.30 p.m.

We mention the alteration of dates because this is the meeting at which the convenors of the various club committees are present to answer members' questions concerning their activities. Chairman Pat Melville hopes that they will turn out in force.

SCOTTISH enthusiasts view Ron Flockhart's appointment to the Owen Organization with mixed feelings. While we all wish Ron every success and admit that he has made a wise move, we shall miss him as the shining example of the lone wolf in the highly organized and extremely expensive sport that modern motor racing has become. Flockhart did all his own work, and with the assistance of a part-time mechanic he gave his E.R.A. an annual overhaul, stripping it down to the last nut and bolt. Moreover, he and this mechanic shared the driving of the modified bus that provided living quarters for car and crew,

and took care of the breakdowns that occurred during the events. In addition to his racing activities, Flockhart held down a full time engineering post, that was unconnected with the motor industry. Scotland will miss this solitary representative with his remarkable blue E.R.A., blazoned with the rampant lion, but we shall watch his progress in the B.R.M. and his appearances in Austin-Healeys with particular interest.

THE friendly little Falkirk club's two-day rally is scheduled for 27th/28th February, and secretary Robin Traill promises that this event will live up to the standard set by last year's. Competitors may remember that this Closed Invitation rally was one of the few events settled on the road, and the first driving test was taken into account to settle the possession of one award only.

LAST week, our peregrinations took us to the Royal Hotel, Hamilton, and the annual general meeting of the Lanarkshire M.C. and C.C., which proved to be a most interesting evening. Under the presidency of Maurice Smillie, with Christine Neil as secretary and treasurer, plus a highly enthusiastic body of officials, this club has built up a membership of 200 within two years of its revival. So, very wisely, a good turnout of club members proceeded to re-elect those officials more or less *en bloc*.

An increase in subscription from 10s. to 20s. was accepted without demur, in view of the club's high standard of organization and the announced plans for club premises of their own.

Jeff Keighley, making a plea for the opening of club events to members of the Disabled Drivers' Club, found willing listeners, and it is hoped that ways and means will be found to have D.D.C. members take part.

TECHNICAL & OTHERWISE

By JOHN BOLSTER

RACE ORGANIZATION

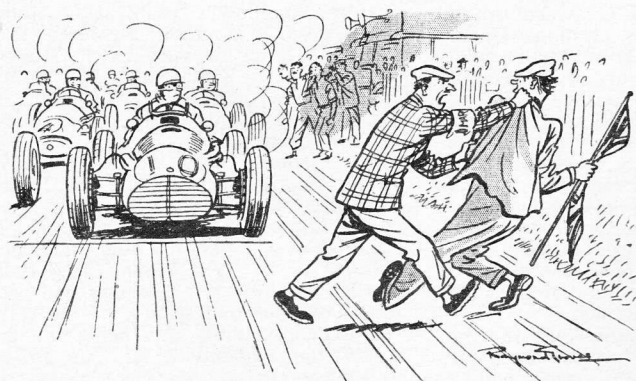
SOME time ago, I wrote a few articles on race organization and the duties of various marshals and officials. Several club committees were kind enough to discuss these efforts at their meetings, and to correspond with me about them. As a result we were able, between us, to do some work which may have made racing better and safer. In particular, the attention which was focused on flag marshals has brought about an obvious improvement in their efficiency at many events.

I wrote, in those days, from recent experiences as a racing driver, but since then I have seen the sport from another angle. As a bloke who has a job to do, either with notebook and pencil or with a microphone in my hand, I have come in contact with a different set of officials. Before being rude about some of them, I would like to express my admiration for an extremely efficient and very hard-working organization. I refer to "Desmond's" young ladies.

Press Service, Good and Bad

When the B.R.D.C. runs an event at Silverstone, the speed and accuracy of the press service is almost beyond belief. During practice the girls are handing out complete lists of lap times almost before the last car is off the circuit. However busy they are, they will answer the most trivial request for information with courtesy and dispatch. After one has been pampered in this way, it is indeed a sad contrast to work at some other venues. One can assert, categorically, that by the time a press hand-out appears it isn't news, and in any case it probably isn't true. The gentlemen of the press are human, and this is not the way to look after them. At some meetings a cocktail party is staged for their benefit, but to the conscientious scribe, accurate information is much more important than dry martinis. I would merely mention to organizers that without good "write-ups" the paying customers are going to stay away, and they are the people who make racing possible.

I had several complaints last season of discourtesy and obstruction from petty officials, and frankly I met a little of it myself. Most of the moans, however, have come from the oil and accessory representatives, and without their support we should be in a sorry plight.



The Hitler complex in some race officials, as seen by Raymond Groves. (From "Pit Stop", his book of cartoons, published by AUTOSPORT.)

It seems that some chaps become drunk with power the moment an armband proclaims their authority, but they should try not to work off their Hitler complexes on these highly experienced professionals.

Really, the reason for such things is also the cause of the occasional lapses one meets among higher officials. It is simply the choice of the wrong men for these responsible posts. Too many clubs operate on the "old boy" system. By that I mean that snobbery and knowing the right people will get you all the best positions. Before the war the situation was much worse than it is now, and the "closed shop" and "jobs for the boys" were not only found in the political field. I shall always remember a happy day at Brooklands, when a particularly unpopular official was actually knocked down in the paddock by an infuriated mechanic. That was very naughty, of course, but I'm all for a little anarchy and treason under such circumstances.

Anyway, it's up to us to keep our sport democratic, and if anybody feels he has been pushed around, he should complain at once to the clerk of the course, or write a letter to the committee. By the way, at those meetings—and there are quite a few of them—where everything works perfectly for driver and spectator alike, why not take the trouble to write and congratulate the club concerned? Without the hard work of many voluntary officials, the show could not go on, and it does no harm to let them know how grateful we are.

The Stock Car Racing Question

Now comes the question of "Stock Cars". My name has, to some extent, become linked with this form of motoring, because I was the first British journalist to experience it and write about it. As it has since been widely misrepresented in the daily press, let us, in one paragraph, decide what it really is.

Stock car racing is an attempt to develop a sport which shall be spectacular to watch, exciting for the drivers, and yet shall require *no expensive racing cars*. It is very much a game of skill, and any driver who has trained himself in this tough school must possess confidence and competitive experience, which would be invaluable for "real" racing. It does *not* compete in any way with motor racing as we know it, which will always be the sport we love. It does, however, give a chance to those people who have been longing to "have a go", but who had no hope of raising the money for any orthodox form of motoring.

Is it, then, so very wicked? If there are certain features which are objectionable to the purist, these are unavoidable in making an event for slow cars spectacular. To race cheap old cars in a normal manner would be boring beyond belief, hence the "circus element", to use a snobbish phrase. Let those who can afford it take their pleasures at Silverstone and Le Mans, but do not condemn the less fortunate who must make their sport pay for itself.

For some time, the R.A.C. would issue no statement on their attitude to "Stock Car" racing, and would not even acknowledge letters on the subject. Some daily

and evening papers pretended to have private information, which they proceeded to publish with their usual lack of responsibility. The suggestion was that we should lose our competition licences if we were caught playing with the "Stock Car" boys.

Now, the R.A.C. states that no action will be taken to begin with, although the first meetings will be watched, and a final decision taken later. Personally, I think that the most dignified thing for the R.A.C. to do would be to ignore the whole thing, don't you? If the sport were ever "outlawed" it would in no way affect it, for there is an enormous queue of would-be

drivers. "Real" racing would inevitably lose a few conductors, who are finding the game terribly expensive, and to whom the money offered would be a deciding factor. I hope that we shall be allowed to retain our freedom, for then some of us will be able to make a nifty dollar or two on the "Stockers", to help pay for our "real" racing. It would be both stupid and unreasonable to create a watertight dividing line between both sets of drivers.

I have no interest whatever in "Stock Car" racing, but if it is going to allow the "poor man" to drive, let's give it a chance.

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.

Formula Two Tonnage

ONE recent week-end I was browsing listlessly through a weekly illustrated magazine which comes into our house and was suddenly pulled up short by a photograph of Stirling Moss. As the paper does not appear to interest itself much in motoring matters I was suddenly interested and saw that it was an article called "I was thrown out at 60 m.p.h." and, indeed, it was by Stirling Moss. It referred to the rather unfortunate but lucky accident that Stirling had at Castle Combe in the autumn when his Cooper-J.A.P. overturned on a bend and threw him out, fortunately with not very serious consequences.

What, however, intrigued me was that he referred to the fact that he was overtaking Bob Gerard's "big 2-litre Cooper" which it is said weighed two to three tons. Because of the obstruction of this big Cooper car, Stirling was overtaking him on the bend and had to use his brakes, and following on behind was Tony Rolt's 2-litre Connaught "weighing about three tons" which, unfortunately, hit Stirling's car and put it out of control.

A. WARREN-LAMBERT.

LONDON, W.C.2.

* * *

The Touring Championship

MR. LUDKE, you get further and further off the mark! Who the heck would run a car in racing trim on a Rally, anyway—even if it were permitted! Your remark about the "Alpine Widow" and the Ferrari is no doubt relative to the Paris-St. Raphael Féminin Rally. Strangely enough, although this is a women's rally it does not enable anyone to score points for the Touring Championship. All cars, as indicated in Article 2, Chapter 1 of the International Regulations for either Tourist or Sports Car, are eligible, and superchargers may be fitted to sports cars answering the prescriptions of Appendix C of the International Sporting Code!! For the first time since the conception of the Rally, the ridiculous weight formula will not operate. However, those with highly tuned ultra-sports cars have got to get their unsuitable machines over rough ice and snowbound roads; if the intrepid women drivers accomplish this and their cars are not too highly tuned and have, of course, the right axle ratio, etc., they should win the event outright.

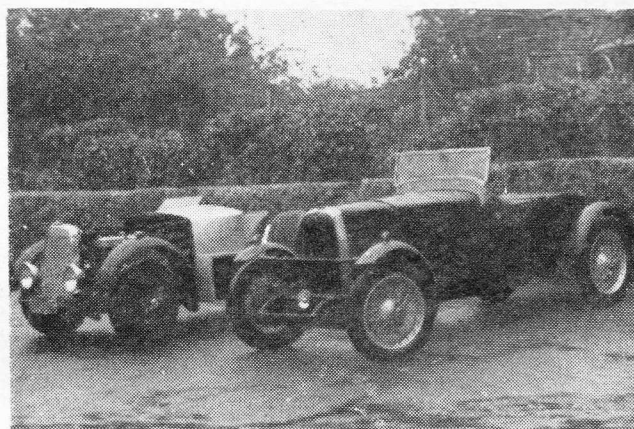
Before I was lucky enough to get "works drives" I did not run my own car in an International event unless I had sufficient money to see that my car was as well prepared as any other in its class. As far as I could see from competitors on the recent Monte Carlo Rally, the amateurs' cars were as well

fitted, if not better, than many of the so-called professionals' cars. It would be interesting to know how many Zephyrs were in standard trim!

The forthcoming R.A.C. Rally is open to Standard Touring Cars and Standard Sports Cars only. In spite of this there will be the "works entries" and, of course, the numerous works-prepared entries, so however many classes you have in an International Rally there will always be this amateur v. professional nonsense. So why not have all five of the International Classes in every rally and then we might know where we are!

NANCY MITCHELL.

HIGH WYCOMBE.



TWENTY-THREE YEARS BETWEEN: The two Aston Martins referred to in the letter below.

Aston Postscript

WITH reference to the article "D.B. Digest" in the 22nd January issue of AUTOSPORT, the enclosed photograph may be of interest.

Car on the left is the original DB1 in "test bed" form. The occasion was in September, 1948, when the late Jock Horsfall brought it down to Blechingley on a Sunday afternoon to show the Aston Martin O.C.

Car on the right is one of the late Richard (Dick) Stallebrass's three Astons—an early 1925 "Bamford" which he was restoring at the time.

DUDLEY CORAM.

DITCHLING, SUSSEX.

* * *

The Monte Carlo Rally

Is it not a tragedy to enthusiasts, to see that annual classic, the Monte Carlo Rally, rapidly becoming a slide-rule battle for manufacturers?

Would it not be possible for the organizers to arrange that details of eliminating tests be issued to competitors, not in advance, but on arrival at the test areas, or alternatively, that there be two classes, one for "works" entries and one for private entries?

J. D. PEARSON.

GLASGOW, S.2.

More Correspondence on page 242

HONOURED EXHIBIT: Fangio's Lancia, winner of the 1953 Pan-American road race, was a constant attraction at the New York International Motor Sports Show. Here Tony Pompeo is showing it to Brete Hannaway and Dr. Ralph de Pasquale.

THE Seventh Regiment Armory, located in New York's fashionable East Side, has never appeared so glamorous as it does now for the Third Annual International Motor Sports Show. For the first time in its history, this immense hall—one square block in size—is housing an exhibition. Albrecht Goertz, design consultant for the automobile show, has cleverly adapted the building by subtle use of coloured muslins and carpeting, and the various exhibits are enclosed with white fencing and window boxes of spring flowers. In the hallway leading to the great room, guests are greeted by impresario Herb Shriner's personal bolide, "The Phantom Corsair", recently redesigned by Albrecht Goertz. Mr. Shriner himself is present at the Show whenever his busy life as a television star does not call him away to face the cameras.



RUTH SANDS BENTLEY describes the

PARK AVENUE SALON

Many Fine and Famous Models at 3rd International Motor Sports Show in New York

Sports cars from Great Britain, France, Germany, Italy, Argentina and the U.S.A. are represented, with British cars predominating. Many of the new models were launched at Earls Court, the Grand Palais in Paris, or Brussels, whilst others are making their first appearance in New York.

Within the main room, the spectators first see what, to most of the enthusiasts, is the hit of the show, the Mercedes 300SL. Making its world *première*, the silver streamlined sports car, set on a turntable, is much smarter looking than

its Le-Mans-winning parent. The car will sell for \$6,820 in the U.S.A. with delivery rotated according to ordering date. The car has no carburettors, employing fuel injection, and can travel at from 15 to about 170 m.p.h. in top gear. The steering wheel is detachable, and the famous "gull" doors are retained. Rudolf Caracciola, pre-war Mercedes-Benz racing star, is on hand answering questions about the new 300SL.

Sitting low on the floor beside the turntable is a Mercedes 190SL roadster, also painted silver. This 110-h.p., 120

m.p.h. car will retail in the U.S.A. for \$3,888. Other handsome automobiles in the Mercedes-Benz group include sedans and dropheads in the 300 and 300S series, and a bright red limousine.

Across the aisle is the Rootes display, including the complete Hillman range for 1954, and the Sunbeam-Talbots, with Mr. Brian Rootes as genial host. Overlooking the exhibit on a platform is a cream-coloured "Californian" Hillman hardtop, a pretty car which would be just as welcome in any other state in the U.S.A. as it would be in California. Its manoeuvrability and ease of handling is ideal for city as well as country driving, and it is unquestionably one of the foreign cars most adaptable to America's standards. Below the raised Hillman sits a fire-engine-red Sunbeam Alpine, glowing with numerous rally successes. Other Hillmans and a smart cream-coloured Rover 90 are framed by two large white screens which are used as backdrops for exciting automotive paintings by Gordon Crosby and Peter Helck.

Next along the main aisle is the Austins-of-England stand, with Donald Healey on hand to greet visitors, and a red Austin-Healey "Hundred" forming the centrepiece for this interesting group of cars. Much talk is being heard around the Show about the Austin-Healey "Hundred" that was driven to Class C Production victory by George Huntoon in the Gasparilla Trophy race at MacDill Air Force Base last week in Tampa, Florida. Finishing sixth over-all,



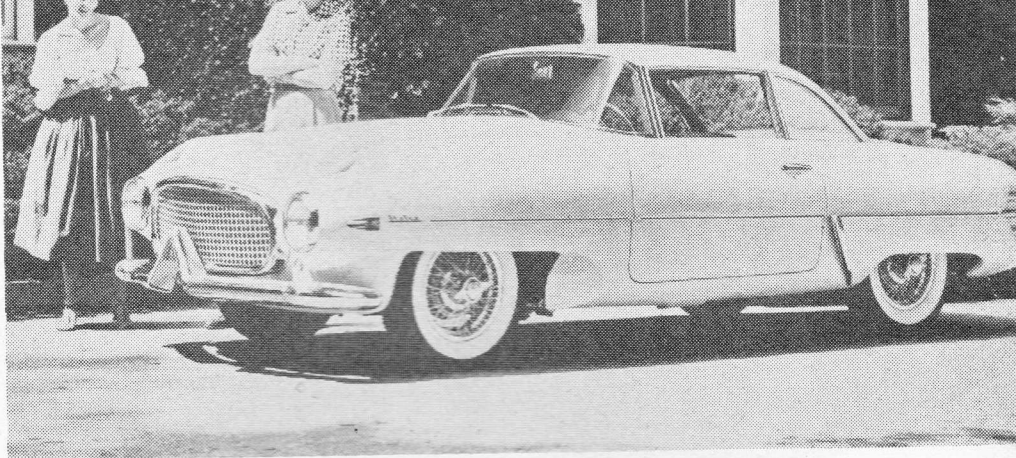
BALCONY VIEW: First stand to catch the eye on entering the Armory was that of Mercedes-Benz. Both the 300SL and the new 1.9-litre sports can be seen.

SPORTING HUDSON: The new "Italia" coupé with wire wheels and simple European-type radiator grille, somewhat marred by the shape of the bumper.

Huntoon defeated many drivers with far bigger engines. Surrounding the "Hundred" are an A.40 de luxe convertible, an A.30, an Austin-Healey chassis, and other Longbridge products.

Across the aisle is Hoffman Motors' Jaguar stand, with, in place of honour, the highly publicized "Golden Jaguar", an exquisitely turned-out XK 120 in Old English white with white leather upholstery, and 18-carat gold-plated accessories, fittings and trim. It was built in Coventry to commemorate Jaguar's International speed and endurance victories during 1953. At the four corners of the display are an XK 120 convertible, an XK 120 roadster, a Mark VII, and a coupé, all excepting the Mark VII having chromium-plated wire wheels.

Beyond the Jaguar exhibit is seen a carousel turning a little faster than the other turntables and holding the highest position in the room. Embedded in white drapery and clusters of red roses is the new Triumph TR2 sports car, making its U.S. debut. With its four-cylinder, 90 b.h.p. engine, this car will sell in the U.S.A. for \$2,448 at ports of entry. A TR2 chassis with twin-carburettor engine is also shown, together with a Vanguard Phase 2 and a Standard 8 h.p. "Cadet", the lowest priced production car on the American market, making



is the handsome red Bentley Continental which sells for \$17,320. Two beautiful Aston Martins, one a saloon, the other a convertible, sit side by side; a green M.G. Magnette is another crowd-drawer. The Morris Minor de luxe station wagon, selling for \$1,795 is ideal for country life or for carrying equipment to motor races. Of the august Rolls-Royces, the prettiest and simplest is a black Silver Wraith, standard model, with dark green leather, retailing for \$18,450.

The Packard Motor Company's stand features their new Panther, a new plastic-bodied two-seater which is making its initial appearance. At Herb Shriner's show three years ago, the forerunner of this car—the "Pan-American" Packard—won the Grand Prix. It is interesting to note that of all the cars in the Show today, Packard is the only make that

exhibited in the original New York Motor Show way back in 1900.

The Arnolt stand is probably the most unusual in the Show, with every car redesigned from its original version. The Alfa Romeo B.A.T., a coupé in gun-metal finish, is the newest of the Arnolt family. Built on a 1900 Sprint chassis, this 100 b.h.p. car is said to be capable of 127 m.p.h. Stabilizing fins turn slightly inward at the rear—giving the car a motor boat shape—and are razor-edged. The Arnolt-Bristol sports two-seater, costing \$5,500, is rakish in appearance and has a claimed speed of 135 m.p.h. A competition model, not shown, costs \$4,500. Other cars in the Arnolt group are two Arnolt M.G.s, one a red convertible and the other a bronze coupé; a bright red Nardi-Crosley with extremely good lines; a miniature "Grand Prix" car using a single-cylinder German Sachs engine; and an Aston Martin DB2-4.

Nearby is the French exhibit, having the largest group of cars from that country ever assembled at an American show. The display includes a trim Renault 4 cv sedan, a Renault Frégate, a 4 cv with plastic two-seater body, a record-holding "750", a sporting Simca in grey with wire wheels, two Simca Aronde saloons, and a Dyna-Special Panhard. The latter is all-aluminium and weighs 1,400 pounds. The plastic Renault is the first all-plastic-body automobile with rear-mounted engine; it will be priced at approximately \$2,000 and has the same engine as used in Henry Gauding's Renault which won Class H in the recent 200-mile race at MacDill. Over-all weight of the car is about 1,000 pounds, and fuel consumption is approximately 50 miles per gallon. As



SIATA FOR SEBRING: (Left) Tony Pompeo, second from left, sells John Bentley, second from right, a Siata with 1,100 c.c. Fiat engine. Bentley will drive the car at Sebring.

★

TRIUMPH TURN-ABOUT: (Below) The TR2 Sports Triumph was most effectively displayed on this carousel.

its first appearance. Giving more than 40 miles per gallon, this little car sells for \$1,387 at ports of entry. Standard-Triumph dealer Kenneth Ard told of driving the Cadet from Buffalo, New York, to San Diego, California, a distance of 2,765 miles, achieved in four days with perfect comfort.

J. S. Inskip, Inc., has the largest number of cars to grace any one stand and probably the greatest investment, for the 17 cars (ranging in price from \$1,400 to \$20,000) represent a total value of \$153,600. Some of the handsomest cars at the Show are to be found here, but the crowded condition of the stand tends to hide their beauty. Bentleys, M.G.s, Rolls-Royces, Aston Martins, Morrisises and Rileys, are all gleaming eye-catchers. An M.G. TF in light grey with red leather upholstery and chromium wire wheels is attracting as many people as





MUCH ADMIRER—was the 1,900 c.c. Fiat 8V with clean-lined coupé bodywork by Ghia of Italy.

yet unnamed, the new two-seater has an all-plastic body moulded in Celanese Marco reinforced fibrous glass in nine separate pieces, mounted on the standard Renault "750" chassis. Wheelbase of this model is 82½ ins. and the engine is a modified edition of the competition type which covered 107.1 miles in the hour in breaking International records at Montlhéry, France, in October, 1952.

Now we leave the centre aisle and move around the corner; but we cannot do that without passing Gordon's newsstand and noticing that AUTOSPORT is also a "hit of the Show". In front of Gordon's is one of the most exquisite cars in the Show, a silver-grey Fiat 1.9-litre 8V Darrin with body by Ghia of Italy. Its aesthetic lines appeal to everyone who sees it: the neighbouring bronze-henna Vega is another popular car.

Hudson Motors are showing three cars: a Hollywood sedan; a Jet Liner; and the interesting new Italia, with closed body by Touring of Milan. The tiniest car in the Show is the King

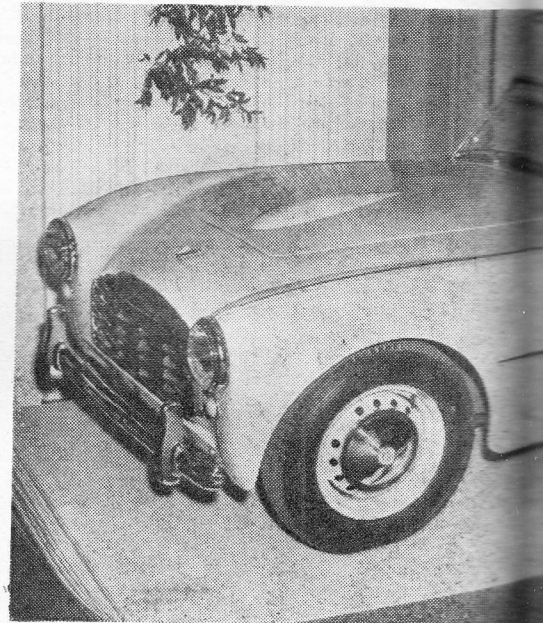
Midget, which is assembled from a kit costing a little over \$500. It has two forward speeds and does 50 miles to the gallon. Its top speed is a little over 50 m.p.h.

Alfred Momo, the greatest authority on racing engines in the U.S.A., planned the Momo Corporation's stand to please the technically-minded enthusiasts. Included are an Osca "1,400" racing engine made by the Maserati Bros.; an Austin-Healey "100" with modified engine; a Cunningham four-carburettor manifold which adds 38 b.h.p. to a stock Chrysler V8 engine; and a handsome green-and-cream coloured Cunningham fixed-head coupé with body by Vignale. The modified Austin-Healey "100" engine displayed separately has 1½ in. S.U. carburettors, special inlet manifolds, high-lift camshaft, and special heavy-duty valve springs. This kit increases developed b.h.p. from 90 to 102 at 4,500 r.p.m.; torque is 160 lbs. ft. at 2,500 r.p.m.

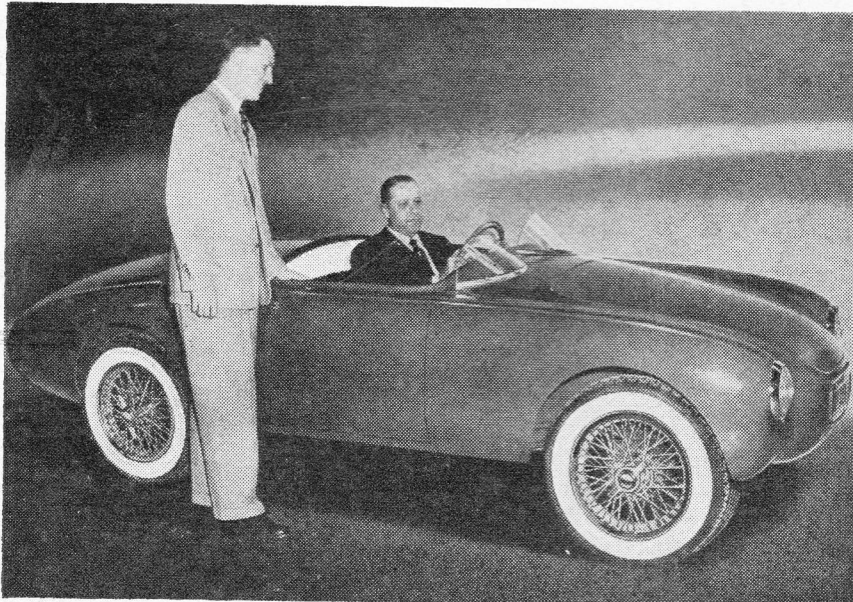
Antonio Pompeo, importer of fine Italian cars, is showing five outstanding

ones. His Siata Torino, containing a modified Fiat-1100 engine and guaranteeing over 100 m.p.h., is beautiful from every angle, as is the 2-litre Siata-8V sitting beside it. Turning slowly in the centre of this display is the bright red Lancia No. 36 which Fangio drove to victory in the Mexican race. At the formal opening of the Show, some of the sports car racing folk were seen lying flat on the floor beside the turntable in an effort to see up under the car and to admire the superb craftsmanship. Another car of potent character imported by Pompeo is the sports 2-litre Mille Miglia Maserati, the second to arrive in this country and already purchased by a Californian. The fifth car—small, but promising fast motoring—is the 750 c.c. Bandini with modified Crosley engine giving about 45 b.h.p. and having a top speed of 110 m.p.h. This car, weighing 750 pounds all up, is making its début at the Show.

Edgar Fronteras, sole importer for Osca in the U.S.A., shows a trim 1,452 c.c. model, painted in the American blue and white racing colours. He very



NEW FROM BRITAIN: The very clean praise. Victor Borge, whose "Comedy in a fit nicely, and smiles his feelings to Denon Triumph.



obligingly opens the bonnet for any of the visitors who express a desire to see the engine of the make that finished first, second and third in their class in the recent MacDill races, and have scored numerous other successes.

Luigi Chinetti, U.S.A. importer of Ferrari, is displaying the bright red Ferrari that will compete at Indianapolis. Although the driver has not yet been named, several world-famous men have expressed a desire to pilot it in the "500". Other Ferraris on exhibit are a 3-litre Europa 250, making its American début; a 4.5 America, identical to the one in which Kimberley won the 200-mile MacDill race and Farina/

SMOOTH "ROGUE": (Left) The Renault rear-engined, all-plastic "Rogue" by PlastiCars, with Z. W. Redd, President of that concern, in the driving seat.

Maglioli won in Argentina; and a 2.7 Ferrari 225 Export.

Vaughan Motors occupy most of the south wall space of the enormous room and are exhibiting a Daimler sedan; a Morgan two-seater; a Marathon; the new Vaughan "Wildcat"; an exquisite pearl grey Alfa Romeo "Paris"; a bright red Singer four-seater; and an SM 1,500. The Marathon has an 850 c.c. Dyna-Panhard engine and is a two-seater with closed fibreglass body. Walter von Schonfeld will drive the car at Sebring. A grey-green Multiplex 186 two-seater coupé is the last exhibit along the south wall. This neat little car has a six-cylinder, F-head Willys engine and is capable of 130 m.p.h.

Turning east, we now come to the Porsche stand and are disappointed not to find the much-heralded 4-o.h.c. model included with the Porsche "America" and the two convertibles, nice cars all right but—well, we were hoping. The blue convertible is about to be sold to a young man who looks extremely pleased with his acquisition!

The British-built Ford stand is exhibit-

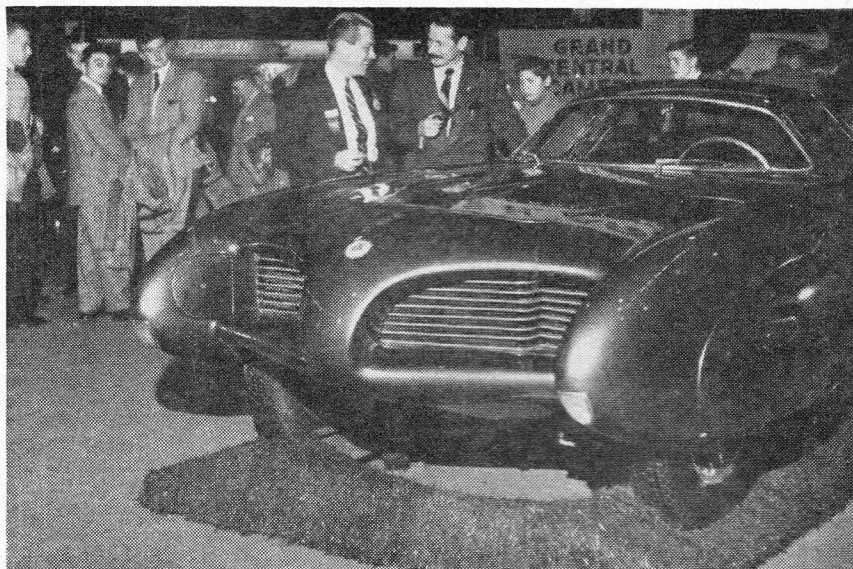


Triumph-engined Doretti 2-litre drew much "public" is a top hit on Broadway, seems to Massey, President of the U.S. Standard-Massey.

ing a Zephyr Six, a Consul and one of the new Prefects, making its bow to American viewers; it costs \$1,495. The very pretty Ford Consul coupé de ville has push-button top, an innovation for that make.

Viewing the Kaiser Darrin "161" two-seater, we were puzzled about the small air intake in front, but discovered a large scoop underneath. The car has sliding doors and a 90 b.h.p. Willys F-head engine with supercharger. Its lines are pleasant, and free from chromium.

From Argentina came the Justicialista, a two-seater with fully-enclosed fibreglass body painted red. This car has a Porsche



ECCENTRIC: The Arnott concern's latest, the Alfa Romeo "B.A.T.", with Bud Seaverns showing the car to Walter von Schonfeld, American motor sporting writer. The car is based on a 1,900 "Sprint" chassis, with 100 b.h.p. engine.

1½-litre, horizontally-opposed engine and front-wheel drive, and has a top speed of 100 m.p.h. It weighs 1,500 pounds and will be delivered in the U.S.A. for \$3,000.

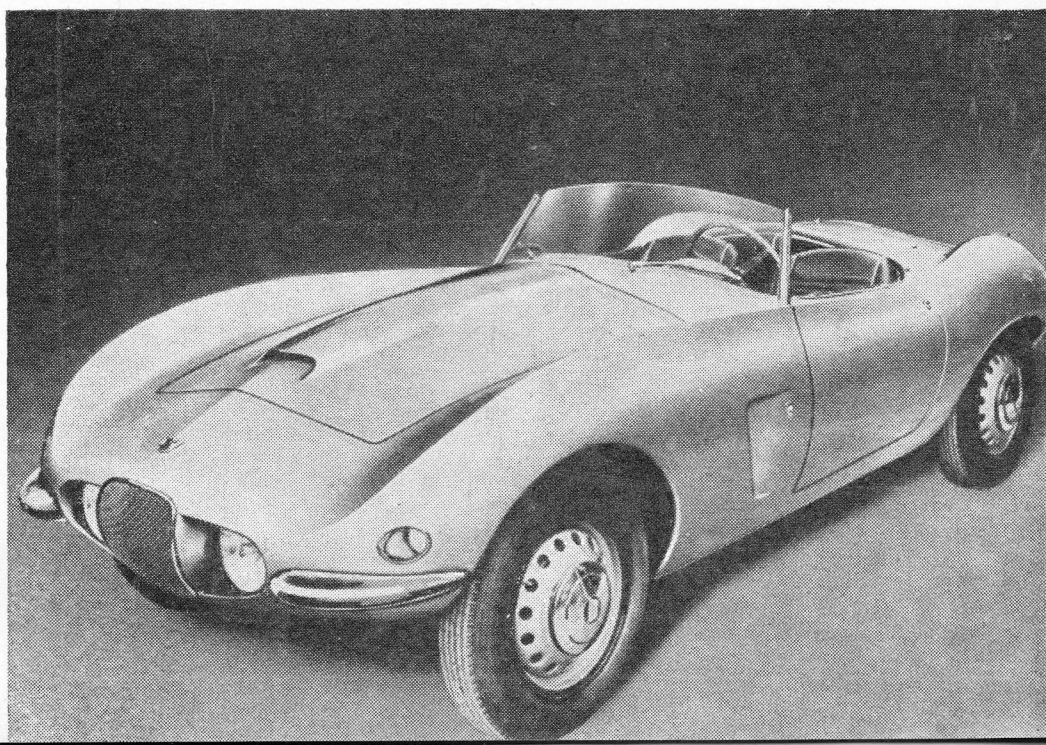
Fergus Motors are displaying an Alvis of classic lines, a handsome Armstrong Siddeley, and the new Doretti sports car. Inspired by Dorothy Deen, of California, the Doretti has features that appeal to women—such as the large door pocket for carrying numerous personal items that usually crowd a lady's purse, and crash padding on the dashboard to guard against bruised knees following sudden stops. This very pretty car, built by the Swallow Coachbuilding Company of Walsall, is fitted with a 1,991 c.c. Triumph engine and has 8.5:1 compression. The car costs \$3,295. Also on display is the Doretti chassis of chrome-molybdenum tubular steel.

The next booth shows the Chevrolet Corvette on a raised platform. Resplendent in white with red leather, this two-seater has a curved windscreen and both

seats are framed into the back of the car. Powerglide transmission is standard equipment, and the 150 b.h.p. car costs \$3,700. Headlights are covered with wire guards to protect them against flying pebbles, and in the rear are twin fins and twin exhaust pipes.

The last exhibit comprises three Volkswagens: a pick-up truck costing \$1,775; a Skytop VW at \$1,575; and a saloon at \$1,495. The Volkswagen has had a 20 per cent horsepower boost since last year, obtained by increased capacity, now resulting in 30 b.h.p. at 3,400 r.p.m.

Yes, it's an excellent show. But the crowds are packing the Armory to such an extent that it takes at least two visits to see everything that is in it. On opening day, Saturday, 6th February, more than 20,000 paid admissions were collected, a substantial increase over last year's record. Style shows, television broadcasts, and continuous music add zest to the sparkling International Motor Sports Show.



2-LITRE 2-SEATER: (Right) The Arnott-Bristol plastic-bodied open sports is functional and pleasingly free from frills. A speed of over 130 m.p.h. is claimed for this model.

Correspondence—continued

American Sports Cars

I FEEL I must comment on the current vogue for "sports" cars which seems to be capturing the hearts of designers across the Atlantic. Isn't it time someone hinted to the Americans just what does constitute a sports car? Merely putting a 200 b.h.p. motor in an open car does not.

Surely the motor in a sports car should be a high efficiency unit: I do not think such a power output from a 4- or 5-litre engine falls into this category. The "500 Mondial" Ferrari, for instance, pushes out 175 b.h.p. with only 2-litres, the 2.8-litre Pegaso, 170, and there are several other engines in production developing a similar power.

No doubt balloon tyres and wafting suspension give a wonderful ride down the straight, but oh—the corners. A small point, however, easily forgotten with just the mere sight of those "European-style chrome-plated clip-on wire wheels" and the exotically curved chromium strips increasing that "impression of forward motion". My, and aren't those three-dimensional gold plated mascots pretty, and those dummy air-intakes, and the half-ton of useless chromium on the front.

One never finds these things on the thoroughbred European and British cars which Uncle Sam so anxiously professes to copy. Do not forget that a car looks much more attractive with a simple, unostentatious and functional body with restrained plating than the Eastern Bazaar-cum-Space Travel effect produced on current transatlantic models.

No, Detroit, forget your "Le Mans Fire Dome Dual Jetfire Red Ram" engines and "knife through butter" transmissions, your Pilot View windcreens and hull-tight construction, and set about building a REAL sports car.

If British sports cars are the sweeping success claimed in the U.S.A., then surely you can build something comparable with the considerably greater resources available. Indeed, there seems no reason why you could not build better when one reads of the elaborate research and testing grounds being built by most of the manufacturers.

By the way, some British firms might take note as well. They might.

J. M. HAYWARD.

FERNDOWN, DORSET.

* * *

Amateurs and Professionals

As a competitor who drives a privately owned and, still more important, a privately financed car, I feel that there is a lot of loose writing about "amateurs" and "professionals" in International Rallies.

In that the prizes in most Production Car Races and Rallies are substantial sums of money, I would say that in the strict sense of the word no competitors in these events are amateurs. Or is it considered that the intention is nothing and that one does not become a "professional" until one wins?

Surely what is really meant is "works" sponsored or non-"works" sponsored.

Even this term can vary from the payment of all expenses, including even the hire of a house, plus a fee, to the loan of a suitably prepared car, for which the "loanee" bears all expenses.

If by stating "that the amateur is quite hopelessly outclassed before he starts in International Rallies", Mr. Freed really means that the private owner driving his own car is hopelessly outclassed, he is very wide of the mark. Of the 10 scoring rallies in the International Touring Championship, 1953, only three were won by "works" sponsored cars, although all were contested by "works" cars.

Turning from the general to the particular, I feel that Mr. Freed's reference to that great driver and sportsman, the late Pierre Pagnibon, is very unfortunate. He did not win the Rallye Soleil outright, being equal first with a Dyna-Panhard: his car was a 2.7 Ferrari, and was his own property, although attended by a Ferrari mechanic: finally, the Ferrari that was "lorried" to Monthéry belonged to Picard and not to Pagnibon. As the Editor has pointed out, Pagnibon's car was runner-up in a sports car race the day before starting the rally, and the fact that he beat a hot field, including two Jaguar XK 120Cs, and was fastest not only in the Monthéry test and the hill-climb, but also in a pylon dice which is generally reckoned not to suit a Ferrari, is surely proof of a versatility which should be admired rather than disparaged by inaccurate implications.

JOHN GOTT.

ST. ALBANS.

Ford 10 Carburation

HAVING read with much interest Mr. Bolster's comments on tuning the 1,172 Ford engine and also being the correspondent whom, he says, has taken him to task, may I beg further space in your columns to write more on this interesting subject.

As Mr. Bolster states, the twin carb. set-up with one carb. feeding Nos. 1 and 2 cyls. via a siamesed inlet and the other carb. supplying 3 and 4 cyls. in the same manner is theoretically wrong, but in many cases is very efficient in practice. Having given this subject more than a little thought I would like to attempt to give the reason why it works satisfactorily.

It may not be general knowledge, but gases, despite their appearance of lightness, are, in fact, appreciably heavy and consequently possess inertia; they therefore resent being rapidly accelerated, but once on the move they are very reluctant to stop.

With this firmly in mind it is not too difficult to see why the aforementioned practice is successful.

Take cyls. 1 and 2: near the end of the induction stroke of No. 1 cyl. there is a column of gas flowing from the carbs. via induction pipe and port, into that cyl. at several hundred feet per second, and it continues to do so after B.D.C., until the inlet valve closes despite the fact that the piston has started on compression stroke. This is so because of the inertia of the incoming charge. So, if this can happen in spite of a rising piston it seems quite in order to me that the opening of the inlet valve of No. 2 cyl. a few degrees before the end of No. 1 cyl. induction stroke will not effect to any great amount the charge which is entering No. 1 cyl. at a very high velocity of feet per second. If by chance No. 1 does lose a little of its charge, then it is gained by No. 2 on top of its normal charge. This cycle of operations is, of course, followed by cyls. 4 and 3 and although this slightly uneven filling may sound bad practice on paper, it is of little consequence in practice at medium and high revolutions.

I note that Mr. Bolster is prepared to say that the "Smyth" Ford 10 is the fastest in these isles. Surely he must realize that in Ireland there is no such thing as limited tuning as is so in our own 1,172 formula cars, and, therefore, racing camshafts, port reversal, and dividing of siamesed ports is allowed. I wonder if the Smyth Ford would still be in that position if Colin Chapman's Lotus was fitted with such aids to speed instead of as at present (warmed up as far as the 1,172 formula will allow).

One last point. The Ford 10 motor, when tuned and prepared by a well-known firm of tuning specialists for hydroplane racing, develops round about 45 b.h.p. unsupercharged. This figure is about the most that the motor will stand before really expensive noises make themselves heard and it is very often the case in this type of racing that complete blow-ups really happen.

The specification for the above stage of tuning is as follows: racing cyl. head, valves, springs and camshaft; alloy flywheel, water pump and oversize ports (but not valves); flywheel, crank, etc., very carefully balanced and, I nearly forgot, *twin carbs.*, either racing Amals or large bore Zeniths with accelerator pumps fitted. Yes, all this and siamesed ports too. So if this set-up can cause the downfall of a very stouthearted motor, what would happen if it had four separate inlet ports? Atomic explosions, I should imagine.

"1,172 ENTHUSIAST".

READING, BERKS.

[As I have already explained, No. 2 cylinder robs No. 1 cylinder, because its inlet valve opens before the preceding cylinder is fully charged. A direct measurement of cylinder pressures proves this, in the case of any engine with siamesed ports.

The Smyth Ford does not have a racing camshaft, nor are the ports reversed in function. For car racing, an engine can be much more highly tuned than for boat work, because in the first case full power is only used in short bursts, whereas marine use demands continuous full throttle.—J.V.B.]

* * *

Need for a New Formula 2

NOW that the new Formula 1 is in force (*i.e.*, 750 c.c. blown and 2,500 c.c. unblown) the need arises for a second formula, just as there was a second formula when the old regulations were in force. This is to provide a field in which the individual can race without being outclassed in the specialized Formula 1, dominated by works cars.

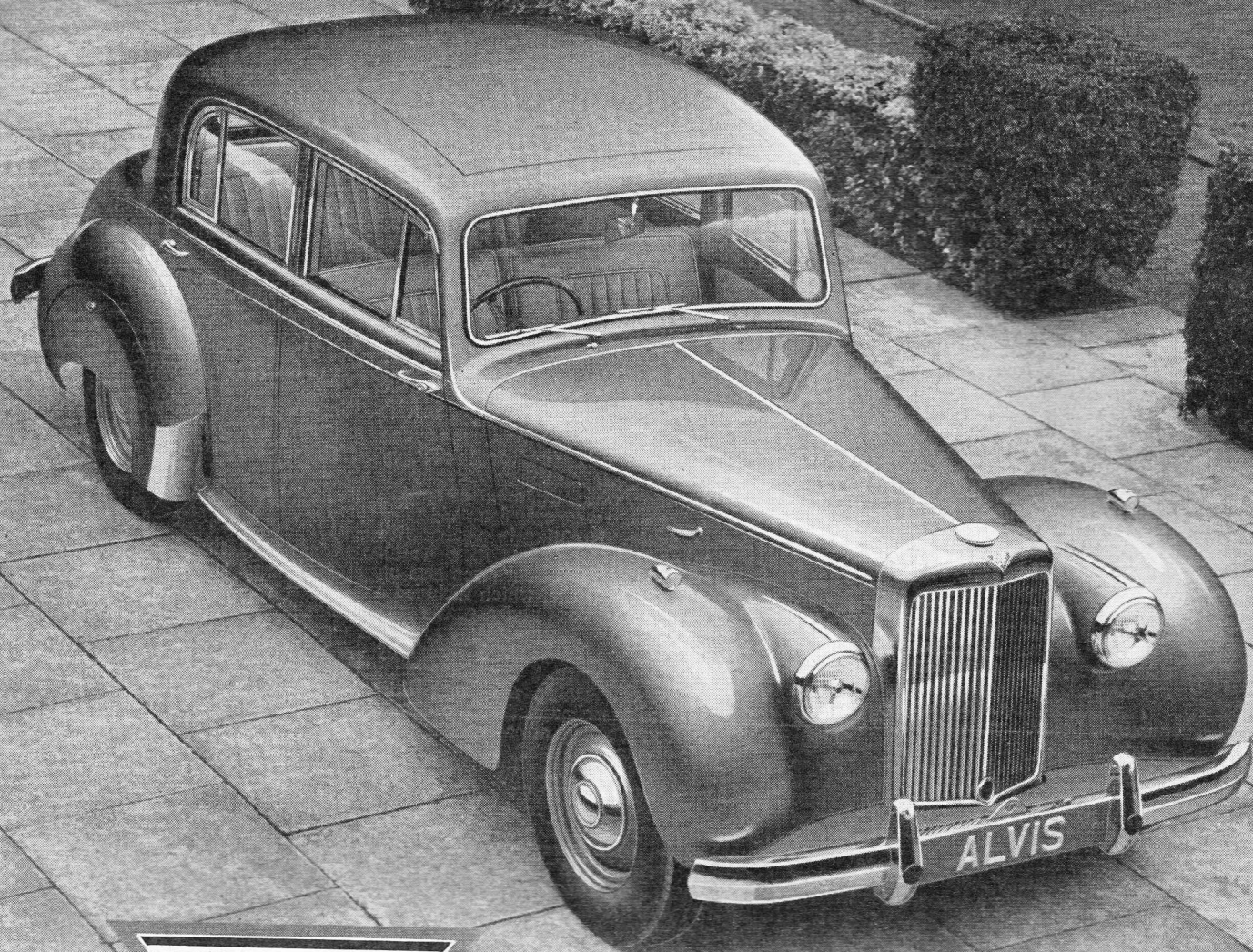
The old Formula 2 of 2-litres unblown is no longer practical as it is far too close to the new 2½-litre unblown rulings. The natural size then for such a formula is one for cars with an engine capacity not exceeding 1,500 c.c. unblown.

M. J. MANSELL.

REDNAL, BIRMINGHAM.

More Correspondence on page 249

Restyled for 1954



THE ALVIS THREE LITRE SALOON offers a complete specification at an inclusive basic price of £1,250. Twin S.U. Carburetters—over 90 miles per hour—over 20 miles per gallon—Lockheed hydraulic brakes with 189 square inches braking area. Sunshine roof—spaciously comfortable, separately adjustable front seats—heater and air conditioning unit—Trico windscreen washers. As the Autocar says, "A chassis that is right. In detail fittings, too, this car leaves little to be desired." You must see and try this car for yourself.

SALOON £1,250 plus £521 · 19 · 1 Purchase Tax.

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ALVIS LIMITED · COVENTRY

CLEE HILL TRIAL

Brian Baxter (Atkinson Special) Wins Hagley and D.L.C.C. Event

THE Clee Hill Trial, held in the wintry conditions which prevailed on 7th February, brought points to Brian Baxter in the B.T.D.A. Gold Star Competition. The Atkinson Special, which seems to be remembered by most as one of the TV cars, was probably the most "special" special present and was cleverly driven; Baxter's victory was clear-cut.

For the first time, the Hagley and District Light Car Club used the Angel Hotel, at Ludlow, Shropshire, as the starting point, and were very satisfied with their choice. An excellent entry of 40 cars was due to appear for the 10 a.m. start, but the weather inevitably kept some away. Included in the 11 non-starters was I. D. L. Lewis who, consequently, was unable to defend his previous year's victory.

Mrs. P. Marsh (Dellow) and Tony of the same ilk, in a blown car of similar make, probably made history by being the only mother and son ever to drive in an event of this type.

The trial was staged in the now familiar way of sending the odd numbers on one course and the even numbers on a second. Known as North and South, these loops were plotted by Geoff Taylor and Ron Lowe respectively, both of whom were kept very busy during the event.

The North loop, followed by the odd numbers before lunch, took the entry to a special test set in the yard of the Craven Arms Hotel, between some particularly solid walls; when the early numbers arrived, sheet ice was the surface which confronted them. The test, timed by a reluctant hockey stick, gave best time to J. D. Hollingworth (Oliver) in 36½ secs. Murray Austin was only ⅓ of a second slower in a blown Dellow.

The first hill, Horderley, was substituted for The Corner I and II (to the discomfiture of this reporter, who was not informed of the amendment). It claimed many failures until Bill Wykes literally broke the ice with his blown Dellow, to make the best climb to date. Murray Austin and B. R. Potts emulated his example, also in supercharged Dellows.

The well-known Marshbrook followed, and caused no trouble at all after No. 1,

F. D. Woodhall (Ford Special), had done some pioneering—a position which was not relished.

Strefford was a long lane set between high banks and carried 20-odd subsections on its snow and mud surface. Virgin snow still lay on the last 16 "subs" when all the entry had departed, and the only car to leave wheel marks in "17" was the O.N.S./Dellow of N. Nightingale. A bunch of 11 drivers was credited one section below. It was here that Mrs. Marsh (Dellow), after a gallant attempt, reversed to the foot of the hill with the *cri de cœur*, "It's impossible!"

From here the northern loop took in Golf Club, an old hill renamed, where Brian Baxter gave a clue to the final results by recording the best climb.

Following a welcome break for lunch at the Angel, the odds and evens changed courses. The southern loop started with Ashley Moor, which did a bit of sorting out in that there were only four "clean"—Baxter again, Nightingale again, Bill Wykes and B. J. Bodenham (Austin).

Bircher Quarry 1 was a steep rise on a hard, greasy surface, which included a sharp right-hand bend and a gentle left-hander where a hump brought loss of marks to many. Bircher 2 had only incline as a hazard. Cars attempting these in the morning met with little success, and the character of the climbs altered considerably after lunch. This, indeed, was true of many sections.

J. Deeley (Cranford) was the first to clear Quarry 1, with a well-judged climb in which he took his foot off just at the right moment. N. V. Terry (Dellow S.) was the first to prove that Quarry 2 could be climbed, and he went up very quickly. Deeley followed, while Tony Marsh did some one-handed wheel-wiggling to achieve the same success.

Deeley again showed his mettle on Lime Kiln 1, but N. Lawrence (Lawrence-Dellow) and Bill Wykes were best on Lime Kiln 2.

Eaton was made very difficult by the prevailing conditions. A long climb, it started between banks on wet clay and after a straight 30 yards called for a sharp right lock. Here trouble stalked, but Brian Baxter covered himself with

glory and made sure of the trophy in a magnificent climb. Several drivers, after intelligent approach work in gaining a maximum amount of land on the left, cut the corner very fine and found themselves on too stiff a gradient.

WILSON ROGERS.

(Results were published in last week's issue)

LONDON M.C. "LITTLE RALLY"

THE London M.C.'s annual "Little Rally", which last year attracted an entry of 240, will be held on 10th April, starting and finishing at the Royal Ascot Hotel, Ascot, Berks. It will be held over an interesting course in Surrey and Hampshire, with special tests *en route*, suitable for standard cars. A detailed route card will be provided.

The first car will start at about 8 a.m. and finish at approximately 6 p.m., when there will be dinner and music until midnight. The Secretary of the Rally is Mrs. Nina Imhof, Robin Hill, Coombe Hill Road, Kingston-on-Thames.

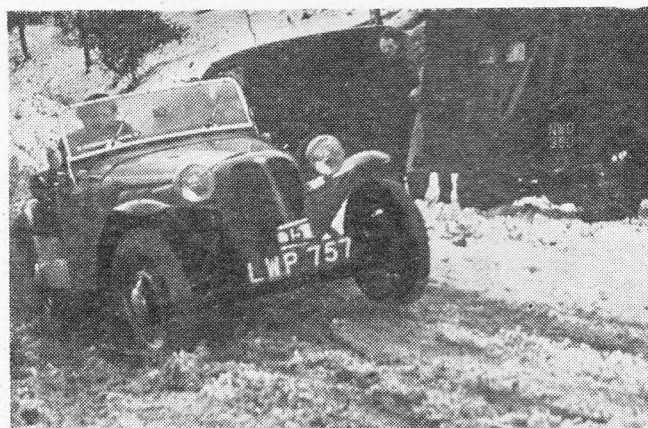
OMAGH M.C. TRIAL

A SHORT timed section, in which no competitor was penalized, opened the Omagh M.C.'s second trial on 30th January. It was followed by three enjoyable driving tests on ex-W.D. hard-standing in Ecclesville Woods, where tree stumps formed an interesting additional hazard. By contrast, the three untimed tests which were staged in the grounds of Seskimore House proved very staid. It was freezing hard when the last test commenced—a figure-of-eight around pylons which warmed everyone up.

Results, produced after thawing out in the Royal Arms Hotel, were as follows:

Open Cars: 1, M. Glover (Dellow), 140.8 marks lost; 2, H. G. Reilly (M.G.), 162.8; 3, I. Titterton (Dellow) and F. Charleton (Ford Spl.), 166.6. **Closed Cars:** 1, A. Hutchinson (Wolseley), 168.6; 2, R. B. Bleakley (Ford), 174; 3, Dr. Keatley (Sunbeam-Talbot), 181.

Leading positions for the Omagh Motor Traders' Trophy at present are: M. Glover, 21 marks; Dr. Keatley, 20; F. Charleton, 19½; H. G. Reilly, 18; J. P. Robinson, 15; H. Torney, 14. The club's next trial, on 13th March, will be the usual "rehearsal" for the Ulster A.C.'s Circuit of Ireland Trial.



FIRST-CLASS AWARD, BLOWN: His supercharged Dellow leaping gaily, Tony Marsh takes the first bend on Ashley Moor.



FIRST-CLASS AWARD, UNBLOWN: J. Deeley (Cranford) makes his way through the middle reaches of the Moor, during the Clee Hill Trial.

MICHELIN TYRES

have once again proved their
outstanding superiority

by their
overwhelming successes
in the

MONTE CARLO RALLY

CARS ON MICHELIN TYRES:
1st, 2nd, 3rd & 5th
in the main event

The winners of the following awards also
ran on Michelin tyres:

MONT AGEL HILL CLIMB
won by L. Chiron

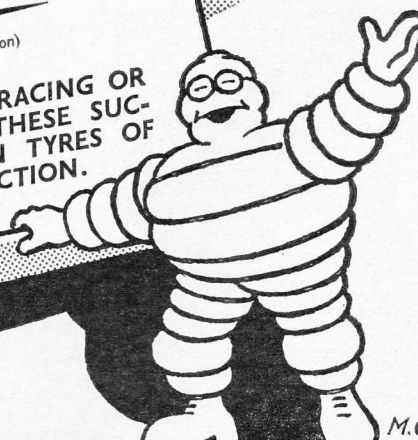
**The GRAND PRIX d'HONNEUR
for road safety**
won by "MIKE" COUPER (Armstrong Siddeley Sapphire)

R.A.C. TROPHY
won by "MIKE" COUPER (Armstrong Siddeley Sapphire)

**PRIX SPECIAL
for special equipment**
won by M. Anderson (Hillman Minx)

(Results subject to official confirmation)

★ MICHELIN DO NOT MAKE RACING OR
COMPETITION TYRES; ALL THESE SUC-
CESSES WERE ACHIEVED ON TYRES OF
STRICTLY STANDARD PRODUCTION.



M.C.3

MICHELIN TYRE CO., LTD., Head Office and Factory, STOKE-ON-TRENT

NEWS FROM THE CLUBS

By Wilson McComb

TOP secret: a certain very well-known film has been lent to the Eight Clubs by the distributors, and will be shown at the Porchester Hall, Porchester Road, W.2, on Tuesday, 9th March, together with "Moving Spirit" and a colour film of the Eight Clubs' 1953 Silverstone meeting. The film show is open to members and their friends, and will commence at about 7.45 p.m.; tickets (1s. 6d.) are obtainable from Barclay Inglis, 35 Frognaal, London, N.W.3, and only 600 people can be accommodated.

Talking of social occasions, I hear that members of the Ulster Automobile Club will be fêting Ronnie Adams and his Monte Carlo crew next Monday, at a dinner to be held in the Midland Hotel, Belfast. The Ulster folk are, naturally, very proud that their members should achieve such an excellent placing in the event; whatever the final result of the Rally, there is no doubt that Adams and his crew made a fine showing.

Bad luck led to the cancellation last Sunday of the M.G. Car Club's Chilterns Autocross, after an entry of 89 had been received (including 40 M.G.s). Recent thaws failed to disperse ice a foot below the ground, and when rain fell it was unable to drain away. A date in March is contemplated for the event, and Keith Hale asks me to convey apologies to those who were disappointed.

THE 13TH DERBYSHIRE

MEMBERS of the London M.C., Sheffield and Hallamshire M.C., North Midland M.C., Yorkshire S.C.C., Sunbac, Lancashire A.C. and Hagley and D.L.C.C. are invited to take part in the 13th Derbyshire Trial of the Lancs and Cheshire C.C. on Sunday, 25th April. The "Derbyshire" is, of course, an R.A.C. Championship and B.T.D.A. Star event, and in 1953 attracted the largest entry of any during the year. It will start and finish at the Bull-i'-th'-Thorn Hotel, Hurdlow, near Buxton, and the Secretary of the Meeting is John A. Sivey, 7 Brookfield Crescent, Cheadle, Cheshire.

BOLTON-LE-MOORS DATE

NO need for Northern enthusiasts to shoot their grandmothers; the date of the Bolton-le-Moors C.C.'s Rally Driving Tests is not, of course, 4th March (a Thursday), but Sunday, 7th March.

DAVIDSTOW MEETINGS

DATES allotted to Cornwall Motor Racing, Ltd., for meetings at Davidstow this year are Whit Monday, 7th June and Bank Holiday Monday, 2nd August. The June meeting will be run under a national permit, and races for F1, F2, F3, *Formule Libre* and sports cars are contemplated. Details will be available later from David F. Hussell, "Amberley", Little Fancy Estate, Crownhill, Plymouth.



AMONG THOSE PRESENT at the Sporting O.D.C.'s dinner on 12th February were Tony and Mrs. Rumfitt, Gregor Grant, Mrs. Harper and Peter Harper.

ALVIS O.C. NEWS

NEARLY 70 people have joined the Alvis Owners' Club during the last four months. Area secretaries are: *General and Southern Section*—K. R. Day, 31 Lawrence Avenue, New Malden, Surrey; *Midland*—G. B. Stokes, 56 Stonebridge Road, Coleshill, Birmingham; *Northern*—A. Ellison, Ryplstones, Earnshaw Avenue, Darwen, Lancs.

The Southern Section's next meeting will be held in the Osterley Park Hotel, Great West Road, at 7.30 p.m. on 3rd March.

ALVIS REGISTER ACTIVITIES

ENTRIES close next Wednesday, 24th February, for the Alvis Register's Night Navigation Run on 27th February, which will start at 6.45 p.m. from map reference 169936 near Stanmore, Middlesex. Entries should be sent to D. G. Preston, 23 South Way, North Harrow, Middlesex.

Another Night Navigation Run will be held on 6th March, starting at 6 p.m. from the Cock Inn, Wishaw, Birmingham. Members of the Humber Register, Lea-Francis O.C., Alvis O.C. and Morgan Three-Wheeler Club have been invited, and entries should be sent to G. N. S. Davies, 33 Vicarage Lane, Water Orton, near Birmingham.

The proposed amalgamation of the Alvis Register and Alvis O.C., abandoned in 1951, has now been raised again. It is suggested that a club should be formed, known as the Alvis Car Club, with vintage and post-vintage sections served by separate sub-committees. N. H. Johnson, 399 Ley Street, Ilford, would like to hear members' views on the subject before 1st March.

CHILTERN C.C. COMPETITION

SEVERAL observed sections, of a non-damaging nature, will be included in the Chiltern C.C.'s annual Committee Cup Competition on Sunday, 28th February, starting at 11 a.m. from the Swan Hotel, Ley Hill Common, near Chesham, Bucks. The 45-mile course in the Chilterns will finish at the Bell House Hotel, Oxford Road, near Beaconsfield, and the event is organized jointly with the Sporting O.D.C. Entries should be sent to B. L. McE. Sellman, 3 Parsonage Place, Station Road, Amersham, Bucks. (Amersham 1213.)

PLYMOUTH M.C. RALLY

ANATIONAL permit has been granted to the Plymouth M.C. for their Presidential Trophy Rally on 25th/27th June, which is also a qualifying event for the B.T.D.A. Rally Star and Silver Garter awards. Details may be had from L. Fredman, 91 Efford Road, Plymouth.

HERTS COUNTY MAP RUN

ON Sunday, 7th March, the Herts Co. A. and A.C. will hold their second annual Map Run over a 70-mile course in Hertfordshire, starting and finishing at Panshanger Aerodrome, near Hatfield. The event is divided into morning and afternoon sessions, in each of which there will be both manned and unmanned controls; obscure methods of location will not be used. Invited clubs are the A.C.O.C., Falcon M.C., Harrow C.C., North London E.C.C., S.O.D.C., London M.C. and Thames Estuary A.C. Enquiries should be sent to D. A. Wilcocks, The Cottage, Faircross Way, St. Albans.

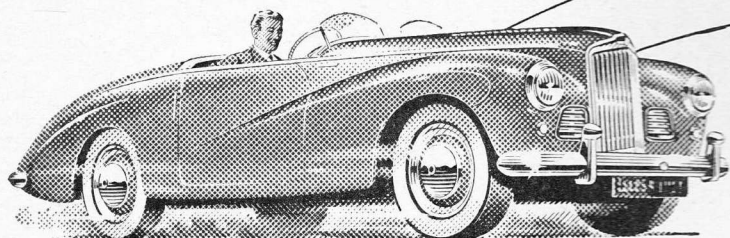
MONTE CARLO FILM SHOW

"MIKE" COUPER brought a ciné camera with him on this year's Monte Carlo Rally, and the film which he took will be used to illustrate a lecture which he is giving tonight, 19th February, to members of the St. Lawrence College M.C. in Ramsgate.

S.O.D.C. DINE & DANCE

LAST Friday evening, the Sporting Owner Drivers' Club held its annual dinner-dance at the Bell, Aston Clinton. As expected, Autocross featured largely in the various short speeches. "The Club" was proposed by the Editor of AUTOSPORT, who hinted that the club's C.I. date on 26th September might be a most intriguing event, making an appeal to rally drivers. O. Issard-Davies, staunch member of the "Sods" Club, replied and drew the first speaker's attention to the fact that he had told the same joke in 1953! Other speakers were Tony ("Rumfittercross") Rumfitt and Michael Clayton. In the chair was Bill Lockhart, the club's honorary secretary.

More News from the Clubs on page 248



*The car you judge
behind the wheel...*

SIT at the wheel of a Sunbeam-Talbot. Revel in the power, the acceleration, the stamina of this competition-bred aristocrat of a car. This is champagne driving. Luxury surrounds you. Riding comfort — road vision — effortless handling! If you have never before sat at the wheel of a Sunbeam-Talbot, you will remember this drive as one of the great experiences of your life. Let your dealer arrange a trial run.

THE 2½ LITRE

Sunbeam
TALBOT AND ALPINE

Illustrated above is the new Alpine sports two-seater. The Sunbeam-Talbot is available as a sports saloon (below) or sports convertible.



CONNACHT HENDERSON CUP TRIAL

Kevin Murray Wins on His Home Ground

UP to a couple of days or so beforehand, the Connacht Motor Club thought their Henderson Cup Trial would have to be cancelled on account of the Alpine weather conditions prevailing in the north-west of Ireland. As it turned out, there was a sudden thaw, and the event took place, as scheduled, on 7th February.

The Henderson Cup course was a short, six-mile circuit over unmetalled lanes in the hills just outside Sligo, on which were placed three tests. These three, repeated without variation on three laps, plus another test at the entry to the circuit, and one at the exit, made a total of eleven, while the surface of each was either mud, or muddy gravel.

At the first, at Dunally, a matter of driving forwards and in reverse round a grass triangle at a Y-junction, Kevin Murray made the best time, followed closely by T. P. O'Connell, as usual driving his very neat Ford Special, while scoring low marks by comparison were the Renaults of Sheila O'Clery and Bill Tamplin, and Hyde's Ford Anglia.

To avoid repetition in the course of this report, let it go on record now that the best time in nine of the eleven tests was made by Murray, in the M.M.II special, while in the remaining couple he was second fastest. The final result, therefore, was something of a foregone conclusion!

The final test was held at the same spot as the first, although this time the cars simply had to drive round the grass triangle as quickly as possible. The corners were rather tighter than they looked at first, and the specials and the Renaults of Tamplin, Hogan and O'Clery were the only ones that could be certain of doing them on one lock. Not surprisingly, therefore, the order of merit was, Murray, O'Connell, LeFanu, Malcolm and Tamplin.

Tests 2, 5 and 8, at Glackbawn, involved crossing lines at a T-junction, with a pylon set in the centre, where the road fell away, thus throwing the cars off their balance and, if they were unlucky, into an earth bank. Several collected chunks of undergrowth; O'Connell's marking dropped from +4 to -5 on the second lap when he ditched



BOXED: Class-winner Colm Hogan and his Renault, both recently returned from Monte Carlo, stop neatly in the first "box" during one of the Henderson Cup Trial tests on 7th February.

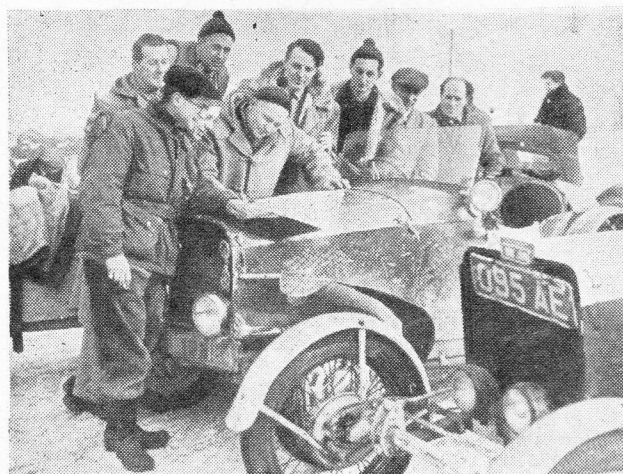
himself. Hogan and Tamplin, having a private duel in their respective Renaults, both improved their times.

In Nos. 3, 6 and 9 (forward and reverse at a T-junction, then drive forward again to stop with the nearside front wheel in the first of four "boxes") only M. Hartigan (M.G. TD) and A. D. Malcolm (Ford Special) improved their times on the second lap, four drivers faring worse, owing to the ground becoming broken up. Sliding into any of the three other "boxes" meant losing 5, 10 or 20 marks, but on the third lap Hartigan and Malcolm again improved, as did Hogan, in spite of the surface being practically liquid after a shower of rain.

The three remaining tests, Nos. 4, 7 and 10, were each located at another T-junction at Colgagh. A pylon was again set in the centre of the T, past at one side of which the cars had to drive, both forwards and in reverse. It was simple enough the first time, but on the second lap the marshal moved the pylon a few inches so that it was impossible to pass it in a straight line.

MAXWELL BOYD.

(Results were published in last week's issue.)



★
NO COOLING PROBLEMS: A group of competitors with their cars, in the wintry conditions which prevailed for the Bristol M.C. and L.C.C.'s Chappell Cup Trial on 6th February. Some of the hills were nine inches deep in snow.
★

HEREFORDSHIRE A.G.M.

THE Annual General Meeting of the Herefordshire Motor Club was held at the Talbot Hotel, Leominster, on 20th January, when it was unanimously decided to invite Alderman A. E. Farr, J.P., Mayor of Hereford, to become President of the club. The keen interest taken by Alderman Farr in the club's major events, together with his long and varied motoring experience and his efforts to bring about major improvements in the roads system, make the Mayor of Hereford a most appropriate choice for the post.

Other officers were elected as follows: Chairman, Dr. C. W. F. McKean; Vice-Chairman, J. D. Moon; General Secretary, J. R. W. Thomas; Press Secretary, B. F. H. Banes; Treasurer, O. P. Felton; Bulletin Editor, R. M. E. Mayall; Social Secretary, G. C. Warburton; Awards Secretary, E. W. Lindsay-Jones; Committee, H. E. Rumsey and P. J. Taylor.

BRISTOL'S CHAPPELL CUP TRIAL

CONDITIONS were more suited to ski-ing than trials-driving on 6th February, when the Bristol M.C. and L.C.C.'s Chappell Cup competitors made their way from the Mile Three Roadhouse to Brockley Combe. Covered in snow (to a depth of nine inches, in some cases), the three hills tested driving skill to the utmost, and competitors found them very much easier to come down than to climb. From Brockley Combe the field moved to Naish Hill for three more sections, equally difficult. At this stage, Chandler's car had blown a hose, whilst that of Seward was being troubled by blocked carburettor jets. There was still more trouble in store for Chandler, however, for on the first of the Naish Hill sections he lost the use of his back axle.

The event ended with a timed speed test up and down Naish Hill, which spectators seemed to enjoy more than passengers, and many were the cries of "Fiddle!" and "Practising!" when chief organizer "Tiny" Lewis was found to be the winner.

(Results were published in last week's issue.)

More News from the Clubs on page 250

Correspondence—continued

Small "Fours" and Pump Fuels

"THE Kiefts will be powered by twin-o.h.c. four-cylinder Turner engines—a type of unit which responds more readily to pump fuels than special racing mixtures."

Thus your recent Editorial, and if by "responds more readily" you imply "performs more efficiently" I must reluctantly disbelieve you, for this contradicts all the plentiful published information on the subject of thermo-dynamics as applied to the I.C. engine.

In the circumstances, may I please be told why pump fuels give better results than special racing mixtures in this particular engine and yet in no other.

JOSEPH BAYLEY.

CHARLTON, S.E.7.

[With this type of engine it is impossible to use a high enough compression ratio to take full advantage of alcohol fuels.—Ed.]

* * *

250 c.c. Formula

WITH reference to 250 c.c. formula facing, I would like to suggest some formula specifications. Firstly, that all engines should be of pre-war manufacture; this would stop the men with the money buying engines like the German N.S.U. 250 c.c. parallel twin. To my knowledge there are three pre-war engines with enough power to drive a light car at anything up to 80 m.p.h., namely, the MOV Velocette, the Excelsior "Manxman" and the Rudge 250 c.c. engine, all of which are still successful in lightweight class motor-cycle competitions.

Secondly, that no alloy cylinder barrels or heads be allowed—and there should be restriction on the type of carburettor and fuel used.

BARRY SIMPSON.

WEST TIMPERLEY, CHESHIRE.

* * *

B.R.M., Connaught, and B.M.R.A.

HAVING read Mr. John M. Burgess's letter without being able to connect his remarks with anything I have said, I can only conclude that he seeks an opportunity to advertise O.R.M.A., in which case he would be well advised to refrain from rudeness. Who, does Mr. Burgess suppose, is not interested in British prestige, and what does he think the B.R.M. has done to enhance it? It is fair to say that this controversial car has done a great deal of good in arousing the interest of the general public in this country in motor racing. It is undoubtedly fantastically fast, extremely exciting, utterly unreliable, definitely dangerous, and inevitably the centre of attraction. As an example of this latter trait, this correspondence is not supposed to be about the B.R.M. at all, but re the lack of interest shown by those who should realize the danger of allowing the Connaught enterprise to get into difficulties; these may have been overcome by now for all I know—at least all true enthusiasts will hope so. But to revert to my original theme, why not a British Motor Racing Association run on the lines recently suggested by AUTOSPORT?

R. E. A. DAY.

LEITCHWORTH, HERTS.

* * *

Prestige Overrated?

EVERYONE is entitled to his own opinion, Mr. Boote, but for me and for many others nothing is more interesting or important than British success in FI racing and the consequent gain in prestige.

The conditions that have prevailed in the car market since the war no longer hold; increased output and competition mean that we have got to fight all the way and race-winning prestige are a necessary adjunct to continued high sales figures.

May I quote Herr Neubauer of Mercedes-Benz, who said: "Racing cars are highly specialized products. . . . The living proof of engineering capability in its fullest sense. The inventive genius of the designer, the work of the technician and the quality of materials are subjected to a searching test. Thus motor racing becomes the yardstick of the highest level of engineering accomplishment and a world prestige factor for the industry."

P. DENDY.

CHELMSFORD, ESSEX.

[This correspondence is now closed.—Ed.]

The Englishman's★ Guide to Smirnoff Vodka



The Island Race are among the world's most discerning drinkers.

They are, however, notably conservative in their tastes, preferring to stick to what they know than experiment with alien beverages of doubtful potency. Believing, however, that Englishmen★

should share in the pleasures of cocktail imbibers in other lands, we gladly provide a few facts about the world-famous Smirnoff Vodka.

1. Smirnoff Vodka is a smooth palatable drink, no stronger than your Gin, Whisky or Rum.

3. Smirnoff Vodka makes a most attractive drink taken straight "à la Russe," especially when accompanied by savouries.

2. Smirnoff Vodka is today one of America's most popular drinks, where it is used as the blending spirit for new and established cocktails as well as for long drinks.

4. Smirnoff Vodka is made in this country according to the traditional recipe used by Pierre Smirnoff, purveyor of Vodka to the Imperial Court of Russia.

Try Smirnoff instead of Gin in your favourite cocktail. Try a VODKA-TINI (Smirnoff Vodka and Vermouth mixed in your favourite proportions) and a SCREWDRIVER (Smirnoff Vodka and Orange Juice).

★ To say nothing of the Scots, the Welsh and those of the Irish whose pleasures know no frontiers.



OBTAINABLE FROM ALL GOOD WINE MERCHANTS, CLUBS AND BARS

Ste. Pierre Smirnoff Fls., Oval Road, Regents Park, London, N.W.1.

Sole distributors in United Kingdom, W. & A. Gilbey, Ltd.

News from the Clubs—continued

BRENT VALE RALLY

TRULY wintry conditions prevailed for the Brent Vale M.C.'s first Winter Road Rally, which started from the Byron Hotel, Ruislip Road, Greenford, at 9 a.m. on Sunday, 7th February. There were 44 starters, flagged off at half-minute intervals, and the first section included controls at Cobham, West Horsley and Outwood, near Redhill, ending at West Hoathly in Sussex. The second section, involving a number of points to be visited in a given order, provided wonderful views of snowscapes and villages—for those who could take their eyes off slush-covered and occasionally icy tracks. The steep road to Ditchling Beacon, above Brighton, was particularly difficult, and those near Devil's Dyke, Hove, almost as tricky. A hidden marshal was found here, before continuing to Dowlands Hotel, Worthing, for the lunch break. Thirty-six of the starters appeared, but one, J. O. Knowles, decided to retire, having found his Overton Special too open for comfort.

There followed the third section, on which the event was won or lost; it was staged over better roads which, contrarily, were in much worse condition. Entrants had to choose an average speed between 25 and 30 m.p.h. between Worthing and Petworth, with a secret check at Amberley, and those who settled for 25 m.p.h. were indeed fortunate, for the roads were covered in ruts of frozen snow, slush or deep mud.

Realizing that most drivers would, by this time, be feeling tired, the last section had been planned as a steady run home to Greenford, with check-points located by map reference at Loxwood, Newlands Corner and Virginia Water. However, there was a sharp freeze at about 6 p.m., which meant icy roads for the later numbers. Thirty-three of the starters completed the course.

Results

Premier Award: D. S. Chamberlain (M.G.).
2. and Visitor's Award: Mrs. M. Wiseman (Sunbeam-Talbot); 3. H. W. Wensell (Rover); 4. F. Norris (Ford Anglia). **Class 1:** 1. F. Norris; 2. E. D. Brooks (Ford 10); 3. H. Bullivant (Morris Minor). **Class 2:** 1. D. S. Chamberlain; 2. E. H. Cuthbert (Ford Consul); 3. G. P. Douglass (Ford Consul). **Class 3:** 1. Mrs. Wiseman; 2. H. W. Wensell; 3. C. Duchmin (Humber). **Team Award:** Duchmin, H. Barrett (Standard) and G. Stevenson (Triumph).

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

THE following officials were elected at the A.G.M. of the Eastern Counties M.C., held on Wednesday, 27th January: **Chairman:** J. W. N. Bunbury; **Vice-Chairman:** M. H. Baker-Munton. **General Secretary:** N. G. Perkins; **Competitions Secretary:** H. F. Murland; **Treasurer:** C. M. S. Abbott; **Committee:** Messrs. L. J. Coe (retiring chairman), J. N. Abbott, J. T. Brown, E. Kinnell, R. G. Barton, G. J. Digby, J. C. Whitfield King, W. T. Harris, R. Cossons and K. O. Revell. The financial position was reported to be satisfactory, and paid-up membership was 284. The Committee made a special point of providing as varied a programme of competitions as possible, and this policy would continue. The Felixstowe Rally and Driving Tests would be "closed invitation" events, and the main race meeting would be run under a National permit.

Sir Charles Bunbury, Bt., Club President, was in the chair.

CEMIAN A.G.M.

THE Cemian M.C.'s Annual General Meeting was held on 26th January at the Lotus Restaurant, Haymarket, when 30 per cent. of the members attended what turned out to be a lively but pleasant meeting. The members take a keen interest in the club's activities and were glad to note that a comprehensive calendar of sporting events included a closed rally, an invitation rally, a closed driving test meeting and an invitation driving test meeting, together with the Eight Clubs' Silverstone Meeting and Eastbourne Rally. The previous officers were re-elected, the Hon. Secretary being R. L. Sadler, the Hon. Competitions Secretary G. T. Wilby, and the Hon. Treasurer E. C. Vreins. A new office of Assistant Hon. Secretary was created and filled by F. L. Rourke. The Club's President is A. Bolsom. All enquiries with regard to membership should be addressed to R. L. Sadler, 8 Beaumont Mews, Weymouth Street, W.1. (WEL. 8091.)

M.G.C.C. ACTIVITIES

ON Saturday, 27th February, the M.G.C.C. (S.W. Centre) will hold their first 1954 social evening at the Ship Hotel, Alveston, near Bristol. It will take the form of a film show at 7.30 p.m., after which members of the Monkey Stable will talk about their experiences in sports car racing. Tickets should be obtained from Dr. Michael King, The Fosse Way, Stow-on-the-Wold, Glos.

A Navigation Rally will be held on Sunday, 21st March, in the Cotswolds area. It will feature a short route, suitable for any type of car, and details are available from Tony Thompson, 84 Broad Street, Chipping Sodbury, near Bristol.

PER ARDUA FILM SHOW

ALL members, friends and prospective members of the Per Ardua M.C. will be welcome next Wednesday, 24th February, at the "Sun and Horseshoes", Mortimer and Tichfield Streets, N.W.1. There, the second annual film show will be held, starting at 7.15 p.m.

Membership of the Per Ardua M.C. is open to personnel of the R.A.F., W.R.A.F., R.Aux.A.F., and members of the United States Army and Navy Air Forces seconded to the R.A.F. The club's Hon. Secretary is Wing-Cdr. P. R. M. Williams, H.Q. Coastal Command, R.A.F., Northwood, Middlesex.

NEW IRISH CLUB

TO-NIGHT at 8 p.m. in the Golden Ball, Kilternan, Eire, "specialists" will meet to discuss the formation of a Specials-Only Club, to promote suitable events all the year round. The movement results from the preponderance of rally-type events over observed section trials in Ireland.

PETERBOROUGH RALLY

MEMBERS of the Northampton and D.C.C., Falcon M.C., Hants and Berks M.C., Herts Co. A. and A.C. and Vintage S.C.C. are invited to take part in the Peterborough M.C.'s 4th Annual Night Navigational Rally on 27th February. The secretary of the meeting is R. A. Johnson, 34a Priestgate, Peterborough.

FYLDE M.S.C. EVENT

THE newly re-formed Fylde Motor Sports Committee, comprised of the South Shore (Blackpool) M.C., the Lytham St. Annes and D.M.C. and the Blackpool M.C. and L.C.C., held their first trial of the year on 31st January. Icy roads and snow limited the entry to 15 competitors, who started off on the interesting course at 2 p.m.

Two driving tests were held, the first at Longridge being a dead-engine and reverse test in which A. Williams (M.G.) achieved 25.6 secs. and K. Dunn (Citroën) 26.6 secs. The second, held near Ribchester, was a forward-and-reverse on a slight curve, with a loose surface to make it more difficult. Dunn was again second, in 37 secs., while C. R. Taylor (M.G.) clocked 36 secs.

P. Heywood (Austin A.40) put up a fine performance to win the event without losing a mark on the road section; his father, also driving an Austin, took third place.

Results

Premier Award: P. Heywood (Austin); 2. Miss G. M. Gray (M.G.); 3. W. C. Heywood (Austin). **Navigator's Award:** D. Taylor. **Club Awards:** P. Heywood (South Shore); C. R. Taylor (St. Annes); J. Phillips (Blackpool).

LEICS A.G.M.

AT the recent Annual General Meeting of the Leicestershire C.C., the following officers were elected: **President:** H. E. Sawford. **Vice-Presidents:** Mrs. R. A. Webb; Messrs. F. S. Bowles, F. G. Sturges, P. H. J. Browett, F. R. Gerard, W. A. Tivey and G. Waddington. **Hon. Secretary:** H. H. Mayes. **Hon. Treasurer:** K. M. Law. **Hon. Comp. Secretary:** O. F. Williams. **Captain:** W. R. Yates. **Vice-Captain:** W. H. Green. **General Committee:** Messrs. G. Duncan, W. H. Green, N. Leedham, A. Payne, K. M. Towle and W. R. Yates. **Social Committee:** Misses B. Law and A. Waddington, Mrs. D. J. Herbert; Messrs. W. B. Hercock, R. F. Leversedge and K. M. Towle. **Hon. Auditor:** G. Spenser. **Hon. Solicitor:** C. F. Bray.

Owing to the introduction of the Silver Starting Handle event as a sporting trial, the club's Bacon Trophy Trial on 21st February will be a main road event. Regs. may be had from O. F. Williams, 73 Ashleigh Road, Leicester.

PETERBOROUGH'S WARCO CUP TRIAL

THE Peterborough Club held their annual Warco Cup Trial at Alwalton, near Peterborough, on Sunday, 31st January. The cold weather prevented a few entrants reaching the start; W. G. Tinsley, holder of the cup, had a water-pump on his special freeze and fracture, while Mrs. Bodenham's Dellow had an argument with a piece of concrete on the way.

All 12 sections were within a mile of the Wheatheaf Hotel, and all had to be made less severe, although only one was found to be unusable. Whirligig was a short Autocross, to be done as two sections in the morning and against the clock in the afternoon, as a tie-decider.

Only nine entrants completed the course, and the event was decided on the hills.

Results

Warco Cup: A. E. Cleghorn, 75 pts. **Adams Trophy:** J. Huggins, 63. **First Class Award:** B. J. Bodenham. **Second Class Award:** B. Gamble.

ALVIS O.C.'s KENTISH RALLY

THE Alvis O.C.'s Kentish Rally, the first of the Southern Section's 1954 events was held on 31st January, and started from Halstead, Kent. There were 17 entries, but weather conditions were so bad during the morning that there were six non-starters. However, by the time the first car left at 1.30 p.m. the sun was shining and there was only a thin layer of snow. Competitors were expected to cover 46 miles of very narrow, hilly roads, maintaining an average speed of 24 m.p.h. Much navigational and driving skill was needed to accomplish this (plus some brute force) and only three cars—the Speed 20s of Messrs. Day, Brearley and Berncastle—succeeded in doing so. Most competitors could only average about 20 m.p.h., but Byers (Speed 25), who was placed second, lost 10 marks for achieving 25 m.p.h.!

From Halstead navigators had to find the shortest route to Dorman's Land Station, north of East Grinstead. This presented little difficulty, although Dr. Banks and her crew, who were competing in their first rally, were unable to interpret the map reference. After two miles they adjourned to an inn, where the barman explained the grid system so successfully that her Speed 20 arrived at the control on time.

The marshal at this point was an un-



ALVIS IN SNOW: W. J. Merriott (Speed 20) takes part in the slow hill-climb near Knockholt, in the Alvis O.C.'s Kentish Rally.

known quantity; competitors were merely told his name, and near the station found a "sailor" trudging along the road or alternatively holding a lively conversation in the phone box. He was, of course, the marshal, but amazing as it may seem, a local inhabitant standing

near the station turned out to have the same name.

The next control was situated just south of Warlingham, and this wrecked most of the navigators' calculations. Unless they pin-pointed the control very accurately, it seemed necessary to take a circular route in order to approach it from the West (thus gaining 10 bonus marks), but in fact there was a direct route—up a very steep hill near Oxted lime-works.

Byers's Speed 25 was the first car to tackle the hill and had little difficulty—hence the too high average speed. The second, Brearley's Speed 20, also had no trouble, and he took first place in the rally. The third car, a Speed 20 driven by James, was more heavily loaded and the icy hill halted it. With the aid of some dead leaves and physical exercise on the part of his three lady passengers (who were left to walk up the hill) the car reached the top. Most of the following drivers gave up their attempts.

At the final control, near Knockholt, a test was held consisting of a stop with front wheels between two lines, followed by a slow hill-climb, all on a very steep gradient. Chace recorded the best time with a climb lasting 43 secs., his Firefly answering the challenge faultlessly. James followed with a climb in 39 secs. Dr. Banks, whose Speed 20 is fitted with a Bedford 27 h.p. engine and gearbox, took 30 secs.; she realised afterwards that she had used second gear, and in an unofficial attempt clocked 69 secs.

Results

Premier Award: 1, R. Brearley (1933 Speed 20); 2, F. Dorman Byers (1937 Speed 25); 3, A. James (1935 Speed 20).

CITROEN GENIUS AGAIN!

The greatest advance known in motor design was achieved when Citroen introduced their Front Wheel Drive range of cars. The current 'Six Cylinder' and 'Fifteen' models are basically unaltered yet they are still in an unchallengeable lead.

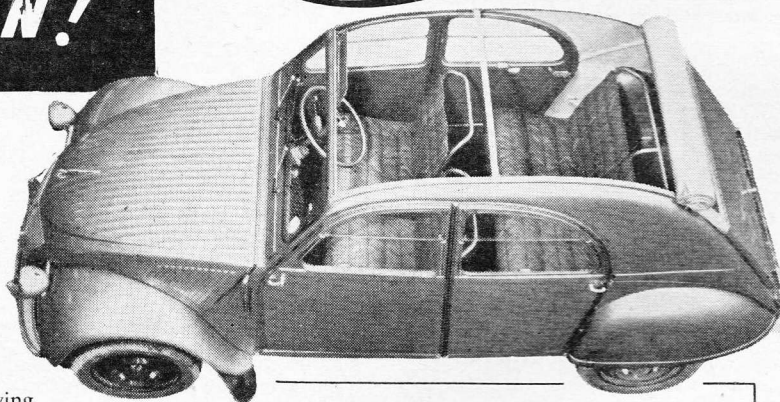
Citroen now revolutionise small car motoring with the 2CV.

- A four-door, full four-seater, with ample luggage space.
- A system of suspension unique in design, giving extraordinary road holding and comfort hitherto unknown in a small car.
- A convertible saloon, closed or open at will.
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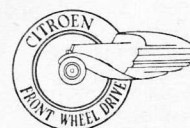
and 60 MILES TO THE GALLON

Ask your Citroen Agent to give you a demonstration

LOOK INTO THIS
WONDERFUL CAR



'2CV' - - -	£398 Plus P.T.
'LIGHT FIFTEEN' - -	£685 Plus P.T.
'BIG FIFTEEN' - -	£740 Plus P.T.
'SIX CYLINDER' - -	£940 Plus P.T.



LOUGHBOROUGH RALLY

WEATHER conditions more befitting the upper heights of Everest (there were even Abominable Snowmen, of juvenile origin, forming unexpected hazards) were faced by competitors taking part in the Day Rally organized by Loughborough College Motor Club, on 7th February.

Thirty cars left the start in Derby, blissfully unaware of the conditions ahead, only six miles out of the city. By the first check 10 competitors had fallen by the wayside—several failed to call at this point because they had misread the regs., which informed them that the location of time checks was given on boards at each route point.

The rally progressed into the snows of the Derbyshire Moors and by check three only fourteen had survived. The rally was due to finish at seven-thirty, but by 10 o'clock no car which had completed the route had appeared; not until midnight were officials informed by telephone that six worthy drivers had reached Loughborough, four-and-a-half hours late.

During the night the organizers were besieged by 'phone calls from competitors and marshals alike with requests for assistance, and transport set out from Loughborough. Rescue teams were themselves marooned by the elements and some spent the whole night on the moors. A roll call of all participants was taken on the Monday and by mid-afternoon all were accounted for, but it was not until the Wednesday that the weather improved sufficiently to allow stranded vehicles to be rescued.

There were many tales to be related by excited drivers on their return. Some told of verbal battles with irate snowplough operators; others were stranded in valleys with ice-bound hills on either side; one Ford 8 driver wheeled his punctured tyre for a mile, had it repaired and wheeled it back again. Altogether it was a day of driving that will long be remembered.

After much deliberation the organizers decided to terminate the event at check four, this being the last point at which cards were signed by official marshals and not by sundry café owners, publicans in pyjamas and fellow competitors.

Results

Premier Award: W. R. Anderson (Austin A.40). **Class Awards:** G. H. Breakell (M.G. TC); R. D. Wilson (Morris 8).

* * *

E.F.M.A. LE MANS TRIP

FOLLOWING the success of last year's venture, the Epping Forest Motorsport Association are again organizing a luxury air tour to Le Mans, leaving Croydon on the morning of Saturday, 12th June, and returning on Sunday evening, 13th June.

The return fare (including a light meal on board the aircraft) will be £14 10s. 0d. per person. Accommodation is very limited and those interested should contact the Secretary at 203 High Road, Loughton, Essex, as soon as possible, enclosing a stamped addressed envelope. All bookings must be accompanied by a deposit of £2 per person. No bookings or queries can be made by telephone.

COMING ATTRACTIONS

February 20th. Riley M.C. Winter Rally. Start, Barnett Wood Lane, Ashted, Surrey, 1.45 p.m.
Ulster A.C. Trial. Start, Castlehill Road, Belfast, 2 p.m.

February 20th/21st. U.H.U.L.M.C. Second "Rosette Rally". Start, King's Arms, Stokenchurch, Bucks, 9 p.m.

February 21st. North Midland M.C. Kitching Trophy Trial. Start, Maynard Arms, Grindleford, 10.30 a.m.

North London Euthusiasts' C.C. Jacobean Trophy Trial. Start, W. Waters and Sons, Ltd., Barnet By-pass, Hatfield, 10.30 a.m.

Northampton and D.C.C. Derngate Trophy Trial. Start, Market Square, Northampton, 10 a.m.

Furness D.M.C. Road Courtesy Rally. Start, Walney Island, 10 a.m.

Leics C.C. Bacon Trophy Trial.

Cheltenham M.C. Forest Rally. Start, Priory Street, Cheltenham, 10.15 a.m.

CHICHESTER NIGHT RUN

ON Sunday, 31st January, 15 members of the Chichester Motoring Club braved snow and ice to take part in a night navigation run over the Downs. The 50-mile route included Waterlooville, Chalton, Midhurst and Chichester, and much of the way lay along narrow lanes banked with steep snowdrifts. First, second and third places were taken by J. H. Renwick, W. Matheson and D. Silverthorn.

The general secretary of the Chichester M.C. is L. Pelling, 3 St. John's Street, Chichester, Sussex.

* * *

C.U.A.C. DRIVING TESTS

THE Cambridge U.A.C. Driving Tests held on 13th February enjoyed both the usual good weather and the pleasantly informal organization for which this club is well known. The entry included the customary assortment of strange motor-cars so beloved by undergraduates, and varied from a vintage Alvis 12/50 drophead coupé to a very modern Humber saloon.

Of the tests, by far the most popular with the drivers seemed to be the 200-yard sprint with a chicane in the middle; here drivers could be seen really trying, and seemingly getting in some useful practice for next month's Speed Trial. Best time was made by Henry Nott (750 Formula Austin) on his second run, after he had delighted spectators on his first by having his throttle stick open, demolishing the chicane in consequence.

The efforts of two different drivers to complete the wiggle-wobble in a Ford V.8 Coupé also caused some amusement, as did the convulsions of passengers doing Cossack acts picking up potatoes from the ground and depositing them on the tops of oil drums as the cars were driven past at, in most cases, considerable speed. Final results were: 1, W. H. M. Nott (Austin); 2, T. Faterini (Morris Minor); 3, R. Leaf. The "Fastest Lady" award was won by Mrs. D. J. Aley (M.G. TA).

LLOYD'S REACHES SIXTH CENTURY

SPEAKING at the annual dinner in the Café Royal, London, on 5th February, an all-male affair, of Lloyd's M.C., Eric Thompson revealed that in its third year of existence, the club had achieved a membership of over 600. The popular racing-driver was proposing "The Club and Our Guests", which he did in a most informative and entertaining manner. Rodney Walkerley replied in light-hearted vein, so light-hearted that he was accused of being a separate cabaret turn.

In the chair was Kenneth Poland, who distinguished himself by making two brief speeches. Guest of honour was Mr. K. Barry, chairman of Lloyd's. At the conclusion of a somewhat hilarious meal, Michael Bentine entertained, making use of his curious collection of domestic appliances.

CLUB FIXTURES

Public Schools M.C.—Film show, 19th February. Three Arts Centre, Cumberland Place, W.1. 8 p.m.

Mid-Surrey A.C.—Meeting, 19th February, Queen Adelaide Hotel, Ewell.

St. Lawrence College M.C.—Lecture and film show, 19th February, Big School, 8.15 p.m.

Cheltenham M.C.—Whist drive, 19th February. Priory Lawn, Cheltenham, 7.30 p.m.

Coventry and Warwicks M.C.—Annual dinner/dance, 19th February.

Aston Martin O.C.—Film show, 19th February. British Council Theatre, Hanover Street, London, 7 p.m.

Huddersfield M.C.—Annual dinner, 19th February, Albany Hall, Huddersfield.

Ferne C.C.—Annual dance, 19th February, Assembly Rooms, Market Harborough.

Mid-Cheshire M.C.—Annual supper dance, 19th February, Angel Hotel, Knutsford, 9 p.m.

North Midland M.C.—Annual dinner, 20th February, Maynard Arms Hotel, Grindleford.

Bristol M.C. and L.C.C.—Skittles match, 20th February, Cumberland Hotel, Bedminster.

A. C. Owners' Club.—Annual dinner/dance, 20th February, Londonderry House, Park Lane, London; 24th February, meeting, Marlborough Head, North Audley Street, W.1.

Bentley D.C.—Meetings: 20th February, King's Arms, Cookham, Berks, 7.30 p.m., and Victoria Hotel, Roche, Cornwall, 7 p.m.; 23rd February, Crown Hotel, Broad Street, Birmingham, 7.30 p.m.; 24th February, N.W. Region A.G.M., Bampton House Club, Heaton Moor, near Stockport, 7 p.m.

Guildford M.C.—Social run, 21st February. Start, 11 p.m.

750 M.C.—Meeting, 22nd February, Sheer House Hotel, Blythe, Surrey.

Ulster A.C.—Dinner, 22nd February, Midland Hotel, Belfast, 7.30 for 8 p.m.

Northampton and D.C.C.—Film show, 23rd February, Queen Eleanor Hotel, Northampton, 8 p.m.

London M.C.—Meeting, 23rd February, Pavilour's Arms, Page Street, Westminster.

Eastern Counties M.C.—Meeting, 23rd February, Red Lion, Martlesham, near Woodbridge.

Lagonda Club (Northern).—Meeting, 23rd February, Red Lion, Holme-on-Spalding-Moor.

Worthing M.C.—Novelty run, 23rd February. Start, Worthing Squash Club, 7.30 p.m.

Per Ardua M.C.—Film show, 24th February, Sun and Horseshoes, Mortimer Street, N.W.1, 7.15 p.m.

Plymouth M.C.—Social run, 24th February. Start, Elfordleigh Hotel, Plymouth, 7.30 p.m.

Riley M.C. (N.W.).—Film show, 24th February, Old Nag's Head Hotel, Jacksons Row, Manchester, 2, 8 p.m.

Kentish Border C.C.—Quiz with Tunbridge Wells M.C., 24th February, New Inn, Hayes, Kent, 8 p.m.

Southsea M.C.—Film show, 24th February, Aero Club, Portsmouth, 8 p.m.

Nottingham S.C.C.—Annual general meeting, 24th February, Black Boy Hotel, Nottingham, 8 p.m.

B.A.R.C. (S.W.).—Meeting, 24th February, Little Testwood Club, Totton, near Southampton.

Chiltern C.C.—Meeting, 24th February, George Hotel, Beaconsfield, 7.30 p.m.

Sunbac.—Discussion night, 25th February, Mason's Arms, Solihull.

M.C.R.B.C.C.—Dinner and film show, 25th February, Clarendon Restaurant, Hammersmith, 7 p.m.

(Right) Wilbert Todd, Jim Dowling, Mrs. Todd, Cecil and Eileen Atkinson, David Archibald and Derek Walker at the Annual Dinner of the Newry and D.M.C. on 6th February.

NEWRY DINNER/DANCE

THE annual dance and prize distribution of the Newry and D.M.C. brought over 200 enthusiasts from all over Ireland to Ballymascanlon Hotel, Dundalk, on Saturday, 6th February. Formalities began with dinner, presided over by Chairman H. E. Rungay. Afterwards, guests were welcomed by the Club President, A. I. McCann.

Desmond Titterington and Cecil Vard were prevailed upon to say a few words on the recent Monte Carlo Rally. Des paid high tribute to the driving of Ronnie Adams and regretted that Ronnie was unable to be with them personally on that occasion to receive the congratulations due to him. Cecil Vard had much to say in praise of his crew—Frank Bigger and Arthur Jolley—to whose efforts he attributed their high placing in the Rally.

Commodore Rives Shillington, on behalf of the Ulster A.C., congratulated the Newry club on their annual programme and on the success of their Irish Experts' Trial. He was supported by Gordon Neill, who created despondency by announcing that he had "nothing to say at this stage on the Circuit of Ireland arrangements". Other speakers were Stanley Woods, Barry Mason (Radio Eireann) and Billy McMaster (AUTOSPORT).



A formidable collection of trophies won in competitions during the year was distributed by Mrs. McCann, who was thanked by Major J. H. Morgan. The aggregate Shield, for the best performance during the year, went to Wilbert Todd, while the President's Cup for the best closed car driver was shared by Jim Dowling and J. D. Walker.

The formalities ended, the remainder of the evening was devoted to dancing. The arrangements were in the capable hands of Cecil and Eileen Atkinson, who lived up to the many tributes paid to their enthusiasm by guest speakers. The party was still going strong at 2 a.m., when the Northern contingent had to make a hasty exit to keep an appointment with the officers at the Ulster-Eire border.

W. A. McM.

NORTH CORNWALL ACTIVITIES

Esso's "Nürburgring", "Esso Reporter", "Belgian Grand Prix" and "1953 Competition Review" were seen at the White Horse Hotel, Launceston, when the North Cornwall M.C. presented another film show on 8th February. The club's Annual Dance will be held at 8 p.m. on Friday, 26th February.

WELSH COUNTIES' DANCE

It was generally agreed by those present that the Annual Dance of the Welsh Counties C.C., on 22nd January, was the best yet held by the club. Tickets were almost completely sold out some days beforehand; an excellent buffet had been arranged, and dancing and festivities continued until 1 a.m., under the effective management of John Whitehead.

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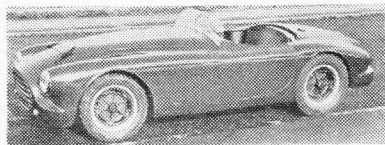
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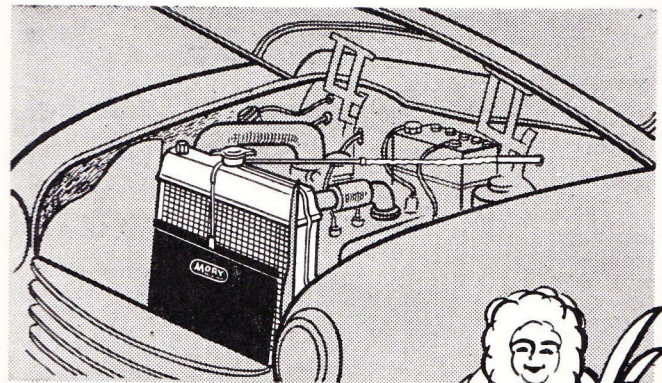
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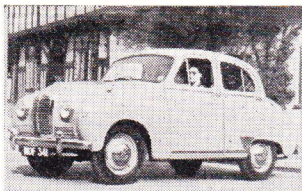
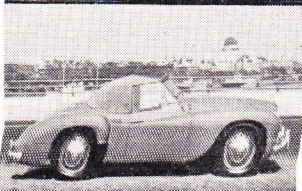
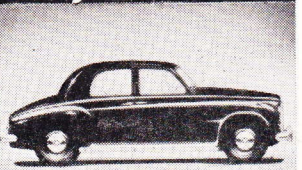
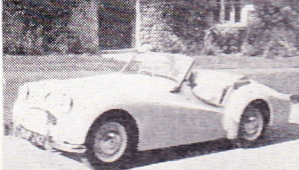
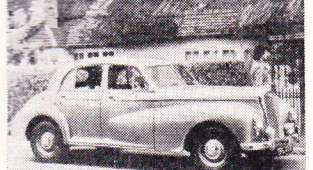
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