

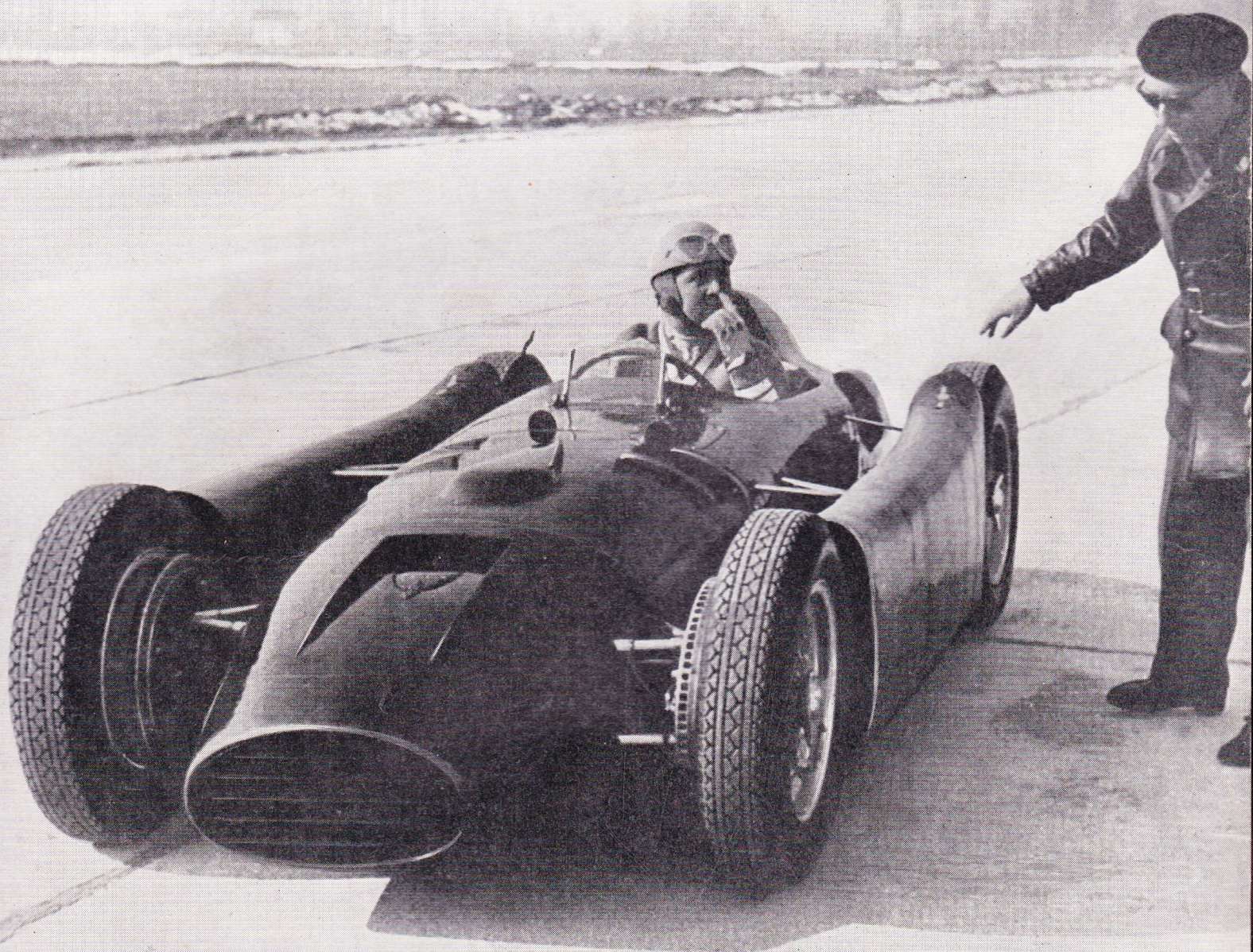
# AUTOSPORT

MARCH 12, 1954

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EVERY FRIDAY  
Vol. 8 No. 11

BRITAIN'S MOTOR SPORTING WEEKLY



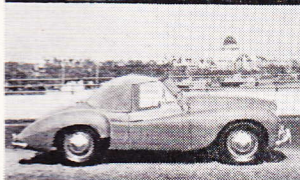
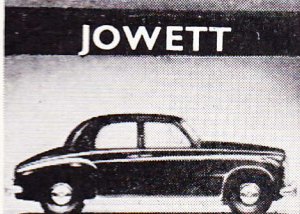
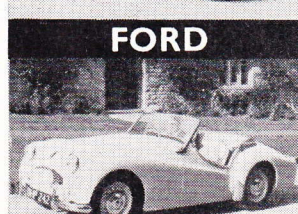
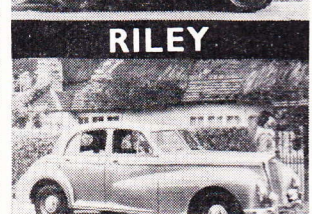
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CARBURETTOR OR FUEL INJECTION?—BY AURELIO LAMPREDI  
START OF THE 4th R.A.C. BRITISH RALLY

: SEBRING SENSATION  
SPEED SEASON STARTS



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# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 8 No. 11

March 12, 1954

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## NOTICES

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## EDITORIAL

THE thought of Le Mans next June is apt to be frightening where speeds are concerned. It is no secret that Aurelio Lampredi has developed a 5-litre Ferrari which has a power output exceeding that of any Grand Prix machine built by the concern; a figure of 360 b.h.p. has been quoted, bench-tested on high-octane pump petrol. This new machine may well be capable of over 180 m.p.h.—far faster than any 2½-litre Grand Prix racing machine at the present time. What it amounts to is this; apart from fuels and body regulations, international sports car racing is practically *Formule Libre*, and these very powerful machines are liable to supplant full-scale Grand Prix racing as a spectacle. Promoters realize that sports car events are far more international in character than Grands Prix, with a bigger variety of makes taking part. With no curb on engine size, the speeds attainable by modern, aerodynamic sports cars will far outstrip any limited capacity G.P. formula, no matter what type of fuel is used. It needs no great imagination to see how Mercedes-Benz have tackled the problem. Their new 2½-litre G.P. machine needs little alteration to turn it into a sports-racer, with any size of power-unit the designers feel necessary. The 300SL has been put into production as a road car, which would seem to indicate that it will no longer be used as a sports-racing car by the works.

In winning Le Mans last year, Jaguars brought considerable prestige to this country and gave Italian designers seriously to think, not to speak of the technicians of Germany and France. Briggs Cunningham's large-engined cars proved to be the fastest machines in the race (timed over the measured kilometre), and this may have decided Ferrari to go for larger-capacity power-units. The fact that 4½-litre Lagondas are being prepared by David Brown emphasizes the fact that his technicians are well aware of the tendency, and mean to be fully prepared to meet any contingency.

More and more cars of over 3-litres are being accepted each year; at the other end of the scale, the very small-capacity cars, such as the 500 c.c. Kiefts and the 350 c.c. Nardi, have been turned down for Le Mans, although the 1953 Index-winning 610 c.c. Panhard is still permitted to run, as are 750 c.c. editions of Renault and Panhard. It must be faced that the crowd comes to watch the "big stuff", and the Index of Performance creates little interest during the race, although the victors are loudly cheered afterwards—particularly if they happen to be driving a small, blue machine! After all, the race is the Grand Prix of Endurance, and the publicity value of winning anything that can be advertised is sufficient to attract manufacturers of practically any type of car which has any pretensions to high performance.

## OUR COVER PICTURE

WAIT FOR IT: The first year of the new Formula 1 has produced two formidable new challengers in Lancia and Mercedes-Benz. This photograph of Ascari in the new 2½-litre Grand Prix Lancia clearly shows the inter-wheel fairings which contain fuel tanks. The car may make its first race appearance at Rheims in July.





★  
**GETTING NOWHERE?** At one time dummy knock-off hubcaps were popular on British sports cars. Here we have an American-owned Rudge-wheeled Jaguar with what appear to be dummy "big" hubs! Behind are (l. to r.) Bill Baldwin, Brete Hannaway, Sherwood Johnston and Manuel Quintana of the S.C.C.A., New York Region.

## PIT AND PADDOCK

**C**ERTAIN now that Fangio drives for Mercedes-Benz this year. First race for the Germans probably Le Mans. He will race for Lancia in the Mille Miglia, and still hopes to compete at Indianapolis.

\* \* \*  
**F**ORMULA 1 Maserati has been considerably improved in the light of Argentine experiences. A lighter type tubular frame and cleaner bodywork are amongst the "mods".

\* \* \*  
**L**ATEST 2-litre 6-cylinder sports Maserati with new type brakes underwent tests in Italy recently, together with a new sports "four", also a 2-litre. Next off the stocks will be the prototype 2½-litre model, destined for Le Mans.

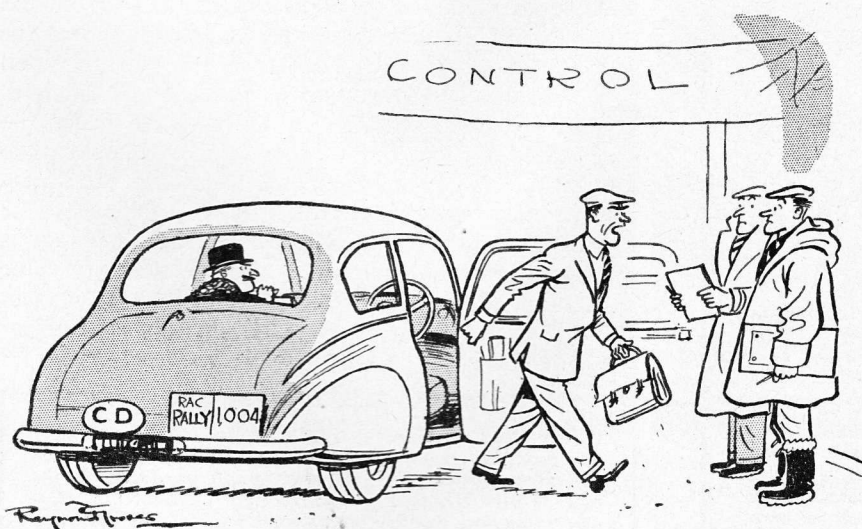


**DEHYDRATION**—of the Grandsen course by firemen, in preparation for last Sunday's C.U.A.C. Speed Trials which opened the British 1954 racing season.

\* \* \*  
**"P**OP" LEWIS-EVANS is to race a new Mark VIII Cooper 500, with Beart-tuned Norton "Featherbed" engine, this coming season.

\* \* \*  
**R**OBERT MANZON, going back on his 1953 "retirement" from racing, is negotiating with Maserati to drive in Formula 1 events.

\* \* \*  
**F**RENCH speed season opened quietly last Sunday with the Lapize hill-climb, won by Balsa in an Ardun-headed Ford Spl.



"In due course we shall be making a strongly worded protest to the United Nations Special Assembly."



# SPORTS-NEWS

## SWEDISH INTERNATIONAL MEETING

THE proposed Hedemora Nine Hours Race in Sweden is off. In its place the Swedish R.A.C. will stage a mixed international race meeting, for Formula 3 and sports cars on 23rd May. Negotiations already in progress suggest that drivers from England, France, Germany and Italy are interested in taking part, with home defence in the hands of Scandinavians with at least four new Ferraris and other machines.

The programme will comprise a 25-lap, 180-km. race for special sports cars of up to, and over, 2 litres; for which the outright winner receives £470 prize money and class winners £135; a 12-lap, 87-km. race for series sports cars up to 1,600 c.c., 1,601-2,600 c.c., and over 2,600 c.c., class winners gaining £100; and a 6-lap, 50-km. Formula 3 event, with £65 for the winner. Total prize fund is about £1,850.

The entry list is open until around 1st May. Enquiries can be made with Desmond Scannell of the B.R.D.C., or direct to the Secretary of the R.A.C. of Sweden, Capt. S. Agvald, Kungl Automobil Klubben, 6 Södra Blasieholmshamnen, Stockholm, Sweden.

## NEW CROSS STOCK CAR RACING

GOOD Friday, 16th April, is the date marking the introduction to England—at New Cross Stadium—of stock car racing, yet already the organizers have received over 250 applications to drive. Of these, 40 will be selected after trials and practice; four American and four French drivers will be taking part in the meeting.

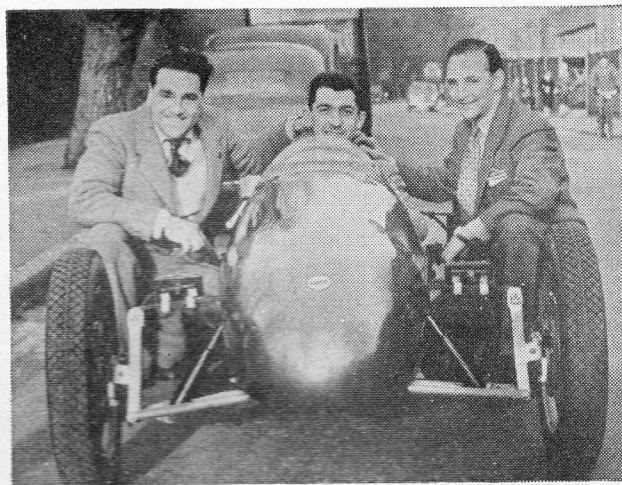
The programme consists of four 20-lap heats of 12 cars each, with the first three finishers of each heat competing in the final. A loser's *repêchage* will also be run.

## NEW INDIANAPOLIS REGULATIONS

WILBUR SHAW, president and general manager of Indianapolis Speedway, has announced several changes in the regulations for the 1954 500 Mile Race on 31st May. Most important changes are: (1) Diesel-engined cars will be restricted to a maximum piston displacement of 335.57 cubic ins. (5,498.5 c.c.) instead of 402.68 cubic ins. (6,598.7 c.c.). (2) Entry fees will be \$500 per car instead of \$250, the entire sum being added to the prize money for the 33 qualifying cars. (3) Adequate cockpit ventilation must be provided, all bodies having to pass stringent technical examinations. (4) All magnesium wheels must be Zyglotested (bearing A.A.A. stamp). From practice day, 1st May, no car will be allowed on the track unless steering mechanism and radius rods have been Magnaflux-tested. (5) The 100-mile tests for "rookie" drivers will consist of 25 miles at each of the following speeds: 110, 115, 120 and 125 m.p.h.

Mr. Shaw predicts a race average speed of over 130 m.p.h. on a dry track,

**SURBITON LINE-UP:** *Stuart Lewis-Evans (centre) and Les Leston (right) have signed up to drive works F3 Coopers this year. John Cooper (left) will join them on occasions.*



and that speeds of more than 136 m.p.h. would be necessary to win the right to one of the 33 starting grid positions. Average speed of the 1953 qualifiers ranged from 135.26-138.39 m.p.h.

Bill Holland and Sam Hanks will drive in Ed Walsh's team of 3 Bardahl Specials. Sumar Specials, entered by Chapman S. Root, will be driven by Jimmy Daywalt and Jerry Hoyt. Jim Rathmann will be at the wheel of the Elgin Piston Pin Special, driven last year by Agabashian and Russo; Jack McGrath will be in a new Hinkle Special.

Paul Russo and Johnny Tolan have been nominated as Hoosier team men; Tolan's car will have a brand new supercharged Meyer-Drake four-cylinder engine of 180 cubic ins. (2.9 litres).

## SAVANNAH—AN OLD NAME REVIVED

IN early American road racing, the Savannah course in Georgia was renowned as the scene of several of the American Grand Prize and Vanderbilt Cup races. The name has now been revived in respect of the National Sports Car meeting to be held at Hunter Air Base on Sunday next, 14th March. The new Savannah circuit differs vastly from the old, however, being of airfield type and five miles in overall length, with a shorter course for smaller cars.

Competitors at this, the second S.C.C.A. race fixture of 1954, include Jim Kimberly, Phil Walters and Bill Spear, all driving new and very fast 4½-litre sports Ferraris.

# LE MANS ACCEPTANCES

THE Automobile Club de l'Ouest has issued the final list of 60 acceptances for Le Mans on 12th/13th June. Chief surprise is an entry of three cars from Officine Maserati, a couple of new 2½-litre machines and a 2-litre.

Scuderia Ferrari has four acceptances, two of which will almost certainly be 5-litre cars. Amongst the drivers will be Farina, Hawthorn, Maglioli, Marzotto, Trintignant, and possibly Gonzalez. Lancia's representatives include Ascari, Villorosi and Manzoni. The three Mercedes-Benz first drivers are named as Kling, Lang and Frère.

Both 4½-litre Lagondas have been accepted, as have three "works" Jaguars and one from Ecurie Francorchamps. There are three Aston Martins, three Austin-Healeys, three Bristols, three Frazer-Nashes, a couple of 1,100 c.c. Kiefts, and an Allard, so the total of British-built cars in the race reaches the satisfactory total of 21—more than a third of the entry.

Briggs Cunningham has three of his "hush-hush" 4.1-litre cars; there are a couple of privately owned Talbots, four Porsches (one to be driven by Johnny Claes), three Osas, and 11 750 c.c. and under machines. Both of Cyril Kieft's 500 c.c. applications have been turned down, although five 610 c.c. Panhards appear in the list.

## FINAL ACCEPTANCES

No. 1, S. H. Allard, England (5,420 c.c. Allard). 2, 3, 4, 5, Automobili Ferrari, Italy (four 4.5-litre Ferraris). 6, 7, David Brown, England (two

4,485 c.c. Lagondas). 8, P. Levegh (4,483 Talbot). 9, G. Grignard (4,483 c.c. Talbot). 10, 11, 12, B. S. Cunningham Co., U.S.A. (three 4,101 c.c. Cunninghams). 13, 14, 15, Jaguar Cars, Ltd., England (three 3,442 c.c. Jaguars). 16, Ecurie Francorchamps, Belgium (3,442 c.c. Jaguar). 17, Frazer-Nash Cars, Ltd., England (3,435 c.c. Frazer-Nash). 18, 19, 20, Automobili Lancia, Italy (three 3,300 c.c. Lancias). 21, 22, 23, Daimler-Benz A.G., Germany (three 2,984 c.c. Mercedes-Benz). 24, Amedée Gordini, France (2,981 c.c. Gordini). 25, 26, 27, David Brown, Aston Martin, Ltd., England (three 2,922 c.c. Aston Martins). 28, 29, 30, Donald Healey Motor Co., England (three 2,660 c.c. Austin-Healeys). 31, 32, Officine Maserati, Italy (two 2,494 Maseratis). 33, 34, Amedée Gordini, France (two 2,473 c.c. Gordinis). 35, Officine Maserati, Italy (1,986 c.c. Maserati). 36, 37, 38, Bristol Aeroplane Co., Car Division, England (three 1,971 c.c. Bristols). 39, 40, Frazer-Nash Cars, Ltd., England (two 1,971 c.c. Frazer-Nashes). 41, 42, 43, Automobili Porsche, Germany (three 1,499 c.c. Porsches). 44, 45, 46, Automobili Osca, Italy (three 1,450 c.c. Osas). 47, Automobili Porsche, Germany (1,085 c.c. Porsche). 48, 49, Kieft Cars, England (two 1,086 c.c. Kiefts). 50, V.P., France (748 c.c. V.P.). 51, A. Guillard (748 c.c. Renault). 52, 53, 54, Automobili D.B. (three 748 c.c. D.B.-Renaults). 55, Automobili Nardi, Italy (747 c.c. Nardi). 56, Automobili D.B. (610 c.c. D.B.-Panhards). 57, 58, 59, 60, Automobili Panhard, France (four 610 c.c. Panhards).

## Reserves

61, A. Constantini, France (1,290 c.c. Peugeot). 62, P. Garczynski, France (747 c.c. Renault). 63, Société Monopole, France (610 c.c. Panhard). 64, L. Chinetti, Italy (4,500 c.c. Ferrari). 65, Nigel Mann, England (2,922 c.c. Aston Martin). 66, J. P. Colas, France (2,660 c.c. Austin-Healey). 67, L. Rosier, France (4,483 c.c. Talbot). 68, E. B. Wadsworth, England (1,991 c.c. Triumph). 69, R. Farnaud, France (1,092 c.c. Osca). 70, Automobili D.B., France (748 c.c. D.B.-Renault). 71, Amedée Gordini, France (1,095 c.c. Gordini). 72, J. Faucher (France (747 c.c. Renault). 73, J. Hébert, France (747 c.c. Renault). 74, J. Lecat, France (747 c.c. Renault). 75, L. Rosier, France (747 c.c. Renault).



*TYPE 300, 1954: More power and many refinements feature in the latest Mercedes-Benz, Type 300, a 100 m.p.h. saloon seen at Geneva.*

#### NEW MERCEDES MODELS

MERCEDES-BENZ have produced two new models in the "220" and "300" saloons, which made their debut at the Geneva show. The "220" has a six-cylinder overhead camshaft engine of 2.195 c.c., giving 85 b.h.p. at 4,800 r.p.m. The latest "300" is a considerably improved version of last year's model, and incorporates various technical features, notably in the brakes, evolved from experience in racing the 300SL derivative. Power output of the 3-litre engine has been augmented to 125 b.h.p. at 6,000 r.p.m., resulting in a maximum speed of 160 k.p.h., near enough 100 m.p.h.

\* \* \*

#### KENTISH MILE-AND-A-QUARTER—AND NO NITRO

##### First 1954 Brands Hatch Meeting on Easter Monday

FIRST occasion on which the extended Brands Hatch circuit—now 1.24 miles in length—comes into use will be the Half-Litre Club's opening 1954 meeting on Easter Monday, 19th April. Not only will Formula 3 cars race on this occasion, but sports cars up to 1,500 c.c. also, in a programme of five races commencing at 2 p.m.

A significant feature in the supplementary regulations is that, in accordance with the majority decision made at the Club's recent A.G.M., use of Nitromethane and other oxygen-bearing fuels is debarred, this ban applying to all national and lower status race meetings.

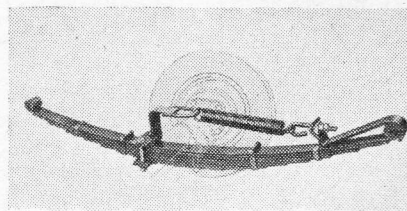
There are four races for the 500s, three of them in heats and finals; and the fourth exclusive to cars powered by J.A.P. "one-lungers"; the fifth race, over 25 laps, will be for sports cars. Concurrently with the increase in lap distance, the racing has been reversed to clockwise direction.

The entry list, now open, will close on Friday, 26th March.



#### A FASTER DAIMLER "CONQUEST"

WITH power output stepped up from 75 b.h.p. at 4,000 r.p.m. to 100 b.h.p. at 4,400 r.p.m. by the use of twin carburettors, special aluminium head, larger valves and other modifications, Daimler's newest model, the "Conquest Century" is a comfortable 2.4-litre six-cylinder saloon of considerable performance. Brakes and transmission have been modified to match up to the increased power output, while rear compartment dimensions are increased to afford greater comfort. Price is £1,172 plus £489 9s. 2d. purchase tax.



**AID TO ADHESION:** One of several "Ridemaster" spring control fittings marketed by Toledo Woodhead of Clifton Works, Sheffield, 3. The auxiliary coil spring can be fitted to semi-elliptic or transverse leaf springs.

#### THE MARK II 16-CYL B.R.M.

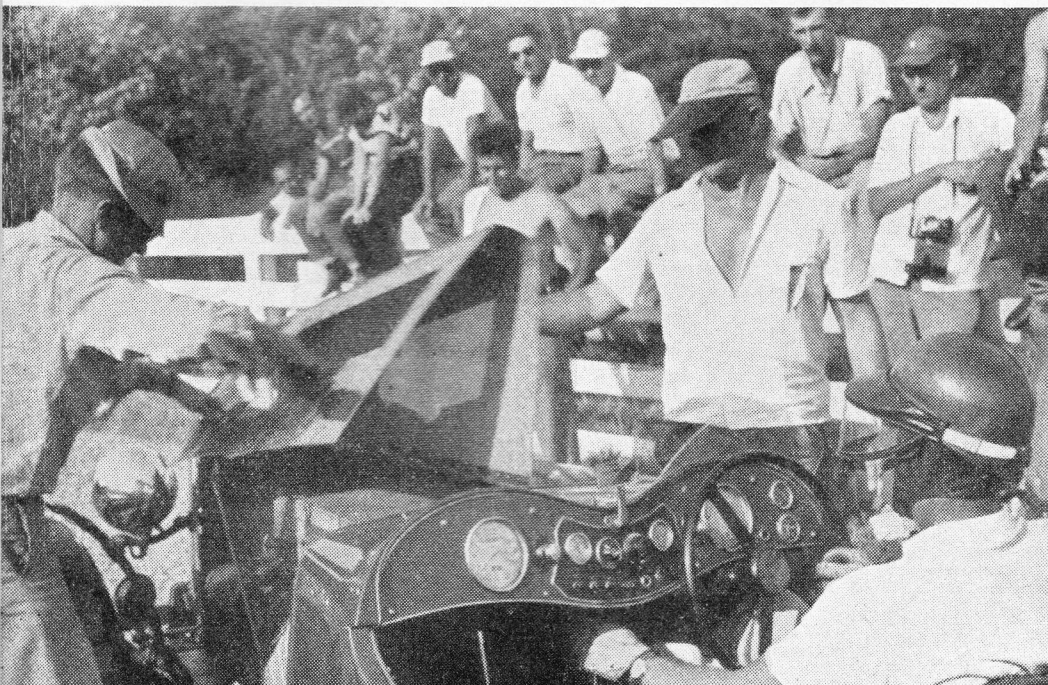
ALTHOUGH B.R.M. and the Owen Racing Motor Association are directing their principal effort this year to the design and development of new Formula 1 cars, they have devoted some time to effecting modifications and improvements to the old F1, 16-cylinder, 1½-litre cars for use in *Formule Libre* races this season. The result of their efforts is the B.R.M. Type 15, Mark II, an "interim" model already tested at Folkingham and Goodwood, which was announced in AUTOSPORT last month.

The centrifugally-blown power unit remains basically unaltered, although changes have been effected to the valve guide layout to prevent oil leakage which has occurred in the past. The chassis into which this urgeful engine is fitted is of entirely new design, with oval section side members, revised front cross member and suspension mounting, and redesigned rear suspension embodying parallel radius arms and single-piece de Dion axle. Rack and pinion steering is now fitted. Wheelbase is 6 ins. shorter than before, and the weight of the car at 14 cwt. is some 3 cwt less than the 1953 version.

Appearance of the B.R.M. has been much improved, the old nose with gaping maw and flat "foot scraper" guard being replaced by one very similar to the original 1950-51 form, with no blister above the air intake. The bonnet now contains many more, but smaller, louvres, and the tail is higher. The ugly 1953 exhaust system yields place to 16 short separate stubs, eight per side, which suggests even greater noise than before, if that seems possible!

It is hoped the first Mark II will appear in Ken Wharton's hands at the Easter Goodwood International meeting: a second car is now under construction. Raymond Mays will continue as Racing Director of the Owen Racing Organization, with Wharton and Flockhart as first and second drivers. As already announced, the organization are acquiring a Formula 1 Maserati, to be raced in some Grands Prix this year in order to maintain first hand knowledge of current conditions.

**CONSOLATION PRIZE WINNER—** in our International Camera Contest was Ralph Bauer of New York, who submitted this animated pre-race shot of an M.G. at an American meeting.







**BEFORE THE STORM:** (Left) The Lancia team lined up before the start. The three latest cars retired when leading, but Valenzano and Rubirosa in a 3.1-litre model finished second.

## SEBRING SENSATION

**Favourites Fail in Florida 12 Hours Race—Stirling Moss/Bill Lloyd Win with 1,500 c.c. Osca—Eleventh Hour Ill Luck for Taruffi/Manzon (Lancia)**

**D**RIVING an Italian 1,500 c.c. Osca with Bill Lloyd of Connecticut, Stirling Moss gained a long-deferred victory in a big International event last Sunday, when he won the 1954 Sebring 12 Hours Race, second round in the World Sports Car Championship. The official Lancia team of 3.3-litre cars, with Ascari, Fangio, Villorresi and Taruffi amongst their drivers, were strong favourites to win, but encountered wretched luck when, one after another, their cars pulled in with mechanical trouble. One car only, that driven by Luigi Valenzano and Porfirio Rubirosa, survived the 12 hours to finish second, some five laps in arrears of the little red Osca which won.

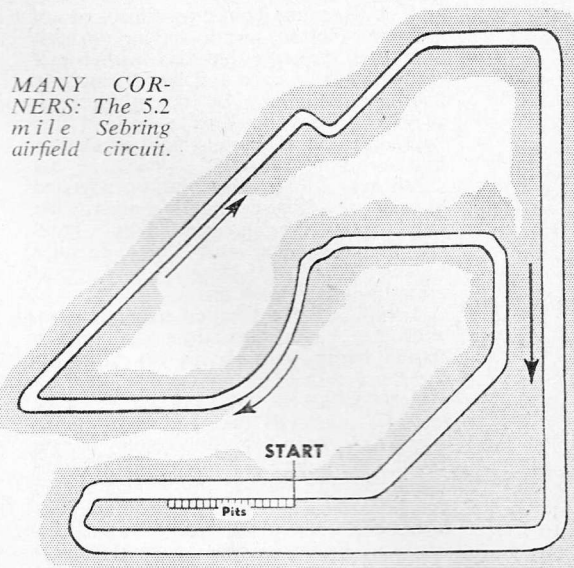
Taruffi and Manzon were holding a nine-lap lead at the 11th hour, when their Lancia broke down on the course. Taruffi pushed it an exhausting two miles into the pits, where mechanics strove desperately but in vain to persuade the engine into life again. Eventually Manzon pushed the car across the line, nominally occupying third place, but protests lodged subsequently took effect, and the Italian car was apparently disqualified.

As a result of these protests, there remains some doubt at the time of going to press as to who actually occupies third place. It was at first credited to the American drivers Linton and Beck with an Osca, but later information gives it to the Austin-Healey driven by Lance Macklin and George Huntoon.

The British Aston Martin team were as unlucky as the Italians. Peter Collins's car retired with brake trouble, and Parnell was forced out by engine



**GIANT KILLER:** Stirling Moss, joint winner of the Sebring International 12 Hours with Bill Lloyd in Briggs Cunningham's 1½-litre Osca. This was Moss's first big win since Rheims, 1953.



**MANY CORNERS:** The 5.2 mile Sebring airfield circuit.

faults; the third car, driven by the Americans, Carroll Shelby and Charles Wallace, did not finish either. A 2-litre Kieft in the hands of Van Driel and Carpenter finished sixth.

The pre-race withdrawal of the official Scuderia Ferrari entries was carried a stage further: the semi-official entry by Luigi Chinetti of a 4½-litre car was scratched, and team drivers Maglioli and Hawthorn had orders from Modena not to take part in the event.

Dave Hirsch's 4½-litre Ferrari was also a non-starter. Briggs Cunningham and Sherwood Johnston shared the former's CR4 Cunningham. Phil Walters and John Fitch were co-drivers in Briggs Cunningham's 4½-litre Ferrari, Young's Chevrolet Corvette was a non-starter.

From the 10 a.m. start, last Sunday, the Lancias of Ascari/Villoresi and Fangio/Castellotti went ahead, with Taruffi/Manzon in the third of the formidable Italian cars running steadily in third place.

First retirement was Goldschmidt's Cadillac-Allard, and during the second hour the Collins/Griffith Aston Martin and the Schell/de Portago 3-litre Ferrari quitted the race. Another blow befell Feltham an hour or so later, when the Parnell/Salvadori Aston Martin came in for good; and next to go was Fangio's

### PROVISIONAL RESULTS

**General Classification (Distance):** 1, Stirling Moss/William Lloyd (1.5 Osca), 883.85 miles, 73.65 m.p.h.; 2, Valenzano/Rubirosa (3.1 Lancia); 3, Macklin/Huntoon (2.6 Austin-Healey); 4, Linton/Beck (1.3 Osca); 5, Simpson/Colby (1.5 Osca); 6, Carpenter/Van Driel (2.0 Kieft); 7, Cicurel/Pauley (Siata); 8, Makins/Bott (Osca); 9, Kaplan/Boss (Jaguar); 10, Segura/Bojanich (Porsche); 22 finishers.

**Index of Performance:** 1, Moss/Lloyd (Osca); 2, Linton/Beck (Osca); 3, Simpson/Colby (Osca).

(Right) The unlucky Aston Martin équipe en route to U.S.A. by Pan-American Airways. L. to r.: Salvadori, Griffith, Wyer, air hostess Adrienne Corbishley, and Parnell.





**Sebring—continued**

Lancia with gearbox trouble, when lying second.

Taruffi and Ascari alternated in the lead until the latter's car retired with diverse troubles, primarily transmission. The Phil Hill/Walters 4½-litre Ferrari also went out, and both Taruffi/Manzon and Valenzano/Rubiroso (husband of Barbara Hutton) were having trouble with their Lancias, but the former pair recovered their pace and began to establish a good lead. By the ninth hour they were several laps ahead of the "pursuit", and the proud field of 58 cars had been reduced to 25.

Stirling Moss, thoroughly enjoying himself in Briggs Cunningham's little Osca, was driving beautifully, holding second place, and when Taruffi's Lancia failed to come round, sped on with even greater zeal.

Taruffi's car had halted two miles out with dire engine maladies; the veteran Italian began to push his car in, while the Osca gained hand over fist. Taruffi almost collapsed with fatigue when at last he reached the pits, and when mechanics found it impossible to get the car going again, Manzon waited until the finish and pushed the Lancia across the line. His effort was a vain one, for although lying third, the car was disqualified following protest, so that only one Lancia survived, in second place and too far back to catch the leader. Moss and Lloyd jubilantly completed

their 12th hour to win with the Osca, doughty product of the Maserati brothers. With three other examples of this marque in the first eight finishers, plus a provisional 1-2-3 on Index of Performance, Sebring, 1954, was undoubtedly an Osca occasion.

Further information and pictures will be published next week.

### BY AIR TO EUROPE'S RACE MEETINGS

THE Royal Aero Club Aviation Centre have drawn up a list of 1954 Continental race fixtures, with details of geographical position and nearest airport, for the benefit of Royal Aero Club members who propose to attend them by private aircraft.

The Club invite members to notify their air touring department when a flight to any particular meeting is proposed, with a view to informing other members wishing to attend the same event; should interest be sufficient, they hope to be able to arrange for reception and transport of members upon arrival at Continental airports.

Amongst the more popular European meetings on which information has been issued are the Syracuse G.P. (4th April), Pau G.P. (19th April), Ulster Trophy (22nd May), Albi G.P. (30th May), Le Mans (12th-13th June), Rheims meeting (3rd-4th July), Pescara meeting (14th-15th August), Swiss G.P. (22nd

August) and Nürburg 1,000 kms. race (29th August). Address of the Royal Aero Club, Aviation Centre, is Londonderry House, 19 Park Lane, London, W.1.

### "OBJECTIVE MONTE CARLO" FILM

THAT excellent and popular film by Christine Bruce Productions, Ltd., entitled "Objective Monte Carlo", can be seen at the following cinemas during the next few weeks:—

15th March, Sheffield News Theatre (three days); 21st March, Eros, Piccadilly (four days); 4th April, World News Theatre, Victoria Station (four days) and Classic, Portsmouth (four days); 5th April, Plaza, Basingstoke (three days); 8th April, News Theatre, Praed Street, London (three days); 11th April, Classic, Baker Street, London (four days) and World News Theatre, Waterloo (four days); 12th April, Super, Gravesend (six days); 19th April, Empire, Harrogate (three days); Capitol, Horsham, Surrey (three days) and Astoria, Brighton (six days); 22nd April, Classic, Tooting (three days); 25th April, Classic, Croydon (four days) and News Theatre, Leeds (four days); 26th April, Theatre Royal, King's Lynn (three days); 2nd May, Tatler News Theatre, Liverpool (four days).

The film will also be presented at club fixtures on 24th March by the Midland A.C. in Birmingham, and on 6th April by the West Hants and Dorset C.C.

### Rallye Neige et Glace Results

Gen. Classification: 1, M. and Mme. Prestail (Citroën); 2, Colton (Dyna-Panhard); 3, Guiraud (Peugeot); 4, Gignoux (D.B.-Panhard); 5, Vuelliet (Porsche); 6, Nicol (Peugeot).

Up to 750 class: 1, Dannenmuller (D.B.-Panhard).

751-1,600 c.c.: 1, Guiraud (Peugeot).

Over 1,600 c.c.: 1, Prestail (Citroën).

# THE 4th BRITISH RALLY BEGINS

LAST Tuesday, the fourth R.A.C. British International Rally started from Hastings and Blackpool. As it is more or less impossible to organize a long-distance event on the scale of Continental rallies, the R.A.C. have concentrated on introducing a number of special tests.

For example, immediately after the start, competitors were confronted with a Scissors Test, which will be repeated at Blackpool by Hastings starters, and vice versa. Test No. 2 was an acceleration and braking affair at Silverstone, followed by a high-speed manoeuvring business at Goodwood. Then came a fast "garaging" test at Oulton Park.

Tests were also arranged for Charterhall (in the dark), and a highly-involved affair on Blackpool Promenade which is surely a "wobble-wobble" to end all "wobble-woggles".

Just to give one an idea of the rally, here are the routes from both Hastings and Blackpool:—

### HASTINGS STARTERS

March 9th. Start, from 6.32 p.m. onwards: Scissors test.

March 10th. Alsop-en-le-Dale. First special stage in Peak District. Macclesfield: Nottingham; Silverstone test: Goodwood test: Epsom: Llan-santffraid.

March 11th. Second special stage in North Wales. Cross Gates: Llan-cornad: Prescott test: Oulton Park test: Bettws-y-Coed: Blackpool (overnight halt).

Total Mileage: 1,317.

### BLACKPOOL STARTERS

March 9th. Start from 6.31 p.m. onwards: Scissors test. Llan-santffraid.

March 10th. First special test, North Wales. Cross Gates: Leominster: Oulton Park test: Silverstone test: Epsom: Hastings (overnight halt).

March 11th. Goodwood test: Prescott test: Thetford: Alsop-en-le-Dale.

March 12th. Second special stage in Lake District. Macclesfield: Bolton Abbey-Blackpool.

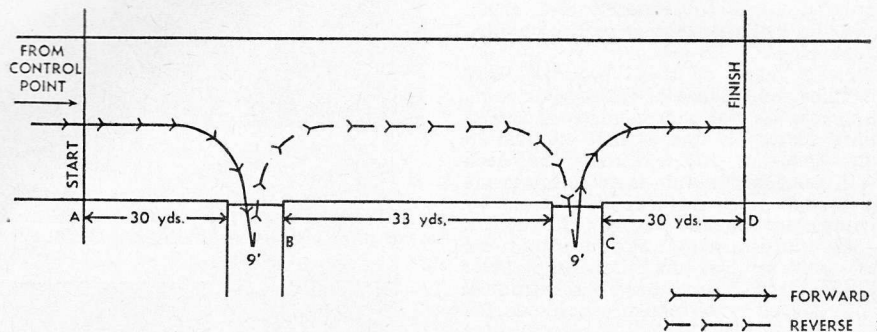
Total Mileage: 1,275.

### ALL COMPETITORS

(Stage 2—about 600 miles.)

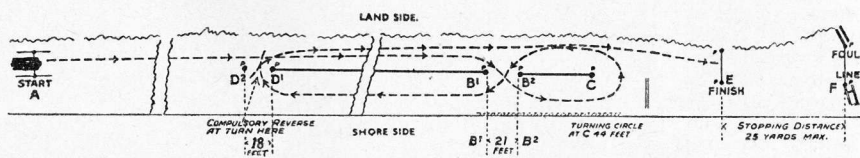
March 12. Blackpool (from 8.31 a.m.): Pennines—Consistency test: Charterhall (Scotland)—Special test: Navigation test: Consistency test (Yorkshire): Blackpool (arrive from 10.50 a.m., 13th March onwards. From 11.30 a.m., final tests.

Thus today's (Friday) route takes in the second stage of the rally, with tests at Charterhall and Blackpool promenade. The Charterhall test and the very complex affair on Blackpool promenade are illustrated herewith; both take place in the dark, to add to the difficulties.



### The Charterhall Test

Competitors are required to average 30 m.p.h. for the entire distance. The event concludes with the Rally Ball on Saturday evening, and the prize-giving on Sunday. Best performer in general classification, irrespective of category, gains the Peall Trophy, £250 and a souvenir award.



### The Blackpool Test





**SCRUTINEERING:** Geoff Sykes of the R.A.C. checks in Ken Best's Hillman Minx at Hastings before the start. Co-driver J. A. Christie is in the car.

From Gregor Grant,

Blackpool, Tuesday.

ONLY three non-starters were notified to the scrutineers at Blackpool: Miss Quarumby (Sunbeam-Talbot), Wood-Martin (M.G.) and P. L. Edwards (Standard). A. E. Belshaw (Austin) was a Hastings non-starter. N. B. Jarrett (Triumph TR2) took ill, withdrew, but was persuaded by his team-mates to carry on and did so, still far from well.

Whilst the car-park in front of the Savoy Hotel was filling up with competitors' cars, the hotel floors were littered with dozens of perplexed crews marking up their maps for the hitherto secret Welsh navigational sections. "Gatso" and his co-driver, artist Jan Apetz (Ford Anglia), complained that the Welsh place-names were unintelligible. Jack Reece suggested that the R.A.C. had translated them into double Dutch; consequently, folk from Holland should understand them *twice* as easily as mere entrants from Britain. The mystery driver entered by N. Quick to



**MODERN MOUNTED**—for once! (Above) Jack Sears, ardent Vintage enthusiast, with his XK 120 coupé Jaguar awaits the "go" signal at Hastings.

**MIND MY BACK!** (Left) No half measures by E. D. Woolley on his Porsche, which carries no fewer than nine assorted lights on its tail.



millimetre, while W. D. Steel (Morgan) must have spoiled what looked like a good time by braking too early into the pylon area. He clocked 25.1 secs., equalled by Ted Lund (M.G. TF). After about half of the Blackpool contingent had completed the test, the best time had been achieved by A. Newsham (Morgan) with 21.7 secs. Jock Somervail (Austin-Healey), of the Border Reivers, wasn't far behind with 21.9. Other good times were: J. H. King (Triumph TR2), 23.6; H. G. Webster (Sunbeam-Talbot), 24.5; Denis Scott (Ford Anglia), 24.5; Raymond Laird (M.G.), 24.9; J. W. Fleetwood (Ford Anglia), 24.9.

Full report will appear in next week's issue.





# CARBURETTER OR FUEL INJECTION?

by **ING. d. e. AURELIO LAMPREDI**  
CHIEF ENGINEER, AUTOMOBILI FERRARI

**M**UCH has been said—and much remains to be said—about petrol injection for internal combustion engines. It is often asked: what advantages can be obtained from carburation effected by the injection method; in other words, what increase of power and what reduction in fuel consumption can be obtained from an engine fitted with fuel injection equipment?

Before arriving at conclusions of a general nature it will be as well for us to discuss briefly the phenomenon of carburation, to enable us to form a judgment of the possible advantages of injection.

The oil engine, viz., the engine operating on the diesel cycle, is nowadays so familiar to everybody that we could leave it out of the discussion. Nevertheless, let us briefly recall that its cylinders take in, and highly compress, air only; the fuel is then injected into the combustion chamber a little before the piston arrives at t.d.c.; the air/fuel mixture must therefore build up in an extremely short period of time. The ignition of the explosive charge takes place automatically owing to the high temperature reached by the compressed air, and that temperature is higher than the flash point of the oil itself.

On the other hand, in the case of Otto cycle engines, an inflammable mixture of air and fuel is fed into the cylinders by means of the carburetter and it is then compressed during the compression stroke. Combustion is effected by the deliberate ignition of the mixture (usually by means of an electric spark produced at the sparking plug) near the t.d.c., and a violent increase in pressure due to the combustion then takes place.

This is the system used in the engines operating on gaseous fuels, or on easily volatilized liquid fuels mixed with the air sucked in, as is the practice with the standard motor-car engine.

The purpose of the foregoing remarks is to bring into relief the essential difference between the two types of engine and to classify them: the oil engine (injection) and the petrol engine (carburetter).

Accordingly, even if we assume that the problem of the petrol injection engine were already resolved, its cycle would still differ from that of the Diesel engine as already described, inasmuch as in the Otto cycle ignition must still be brought about through a suitably controlled source.

Consequently, when we say "oil engine" or "petrol engine" we automatically classify the type of engine.

But the petrol injection engine is not yet identified by any precise description and accordingly, for our own convenience, we shall call it the "injection-cum-ignition engine".

It is well known that the efficiency of an internal combustion engine is influenced by numerous factors, one of which is the supply to the cylinders of the explosive charge, or, as it is more commonly called, the carburetted mixture.

In recent years thermodynamic research—carried out first on aeroplane engines and then on racing car engines—has led to considerable progress; higher specific outputs have been obtained, although the consumption of fuel in grams per HP/hour has remained practically unchanged.

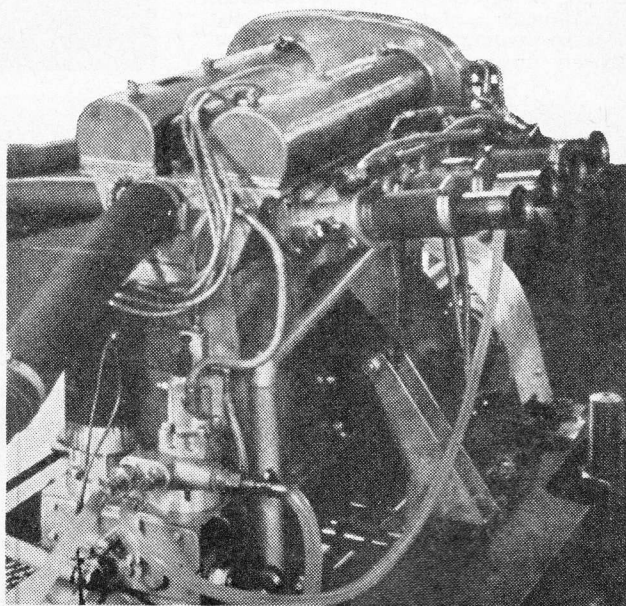
This progress has been made possible by following two entirely different methods, viz.:—

(a) using fuels endowed with high non-detonating characteristics, *i.e.*, having a high octane index number, as conceived some time back by Kettering in the United States.

This method, however, requires an effort on the part of the refining industry, which must produce petrol having a high octane number, with its consequent production complications and increased costs. Moreover, the high octane number of the fuel allows of the use of very high compression ratios and therefore gives a greater thermal efficiency of the working stroke;

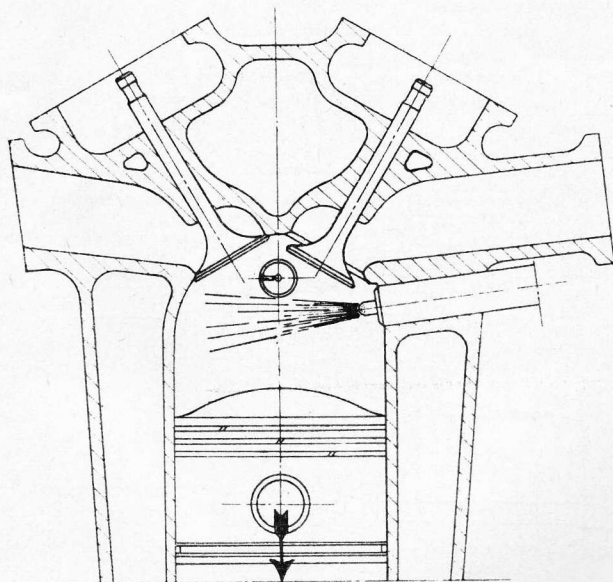
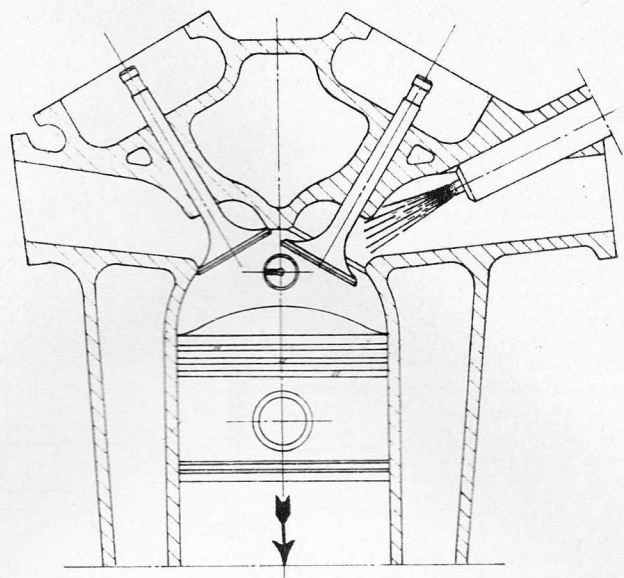
(b) adopting a rational design of the combustion chamber and inlet system.

The latter, in particular, has been carefully investigated with the object of improving the shape and direction of the pipes, so that they should comply with the physical requirements of the mixture passing through them. (To indicate a figure, it may be pointed out that at the maximum speed of the engine the carburetted mixture passes through the inlet pipes at an average speed varying between 125 and 225 miles per hour.)



*ALTA-S.U.: A four-cylinder Grand Prix engine by the Alta Car and Engineering Co., Ltd., with S.U. fuel injection. The pump is mounted at the front end of the crankcase.*



*Direct Fuel Injection.**Fuel Injection via Inlet Port.*

When we speak of the physical characteristics of the mixture we mean the quantity of fuel fed in in the form of a vapour and the quantity which has remained in the liquid form in the state of minute drops in suspension in the air. Although the necessity for improving the physical composition of the mixture is now fully recognized, little has been done in this direction so far as the carburetters are concerned, except for reducing the bores of the chokes and jets and, by way of compensation, augmenting their number.

In fact, the condensation of the fuel, that is, of the non-vaporized part, is increased by low speeds through the pipes, and it is for this reason that for large quantities of mixture it is preferable to increase the number of chokes whilst reducing their bores, so as to attain an inlet system velocity of about 330 ft./sec., this figure—at the present state of the investigations—having been found to be the most suitable one for the formation of the mixture.

Any further increase in this velocity would improve still more the formation of the air-fuel mixture, but at the same time the volumetric efficiency of the engine would fall owing to the increased loss of energy due to the high speed of the fluid through the inlet pipes.

To this consideration must be added still another of considerable importance. It is, in fact, known that in Otto cycle engines the thermal efficiency depends on the manner in which the heat has been generated and on how the engine has converted it. Now; the fundamental factor of the generation of the heat is the speed of combustion.

Experience has taught us that the best results are obtained from mixtures having the same speed of propagation in every direction inside the combustion chamber, and it is evident that this condition is realized by using a gaseous and homogeneous mixture consisting, therefore, of air and fuel together as a perfect vapour. With the present carburetters generally used on engines, part of the fuel entering the combustion chamber is still in the liquid state, and that quantity is then partially evaporated by the heat generated during the compression stroke.

It is therefore of fundamental importance that the vaporization period should be shortened as much as possible, leaving the remainder of the available time for the propagation of the gas.

At this point it should be explained that, given uniform conditions, the speed of evaporation of a fuel is a linear function of the surface to be vaporized. Now; in the case of a carburetter in which the fuel, when mixed with air, is subdivided into a number of drops having diameters varying between 0.00394 in. and 0.0315 in., it is evident that the mixture proceeding from it to the cylinder contains a big quantity of fuel still in the liquid state. But such a mixture in the cylinder cannot be correctly proportioned, by weight, in air and fuel, since the quantity and the dimensions of the drops are influenced by the turbulence to which the air is subjected while passing through the inlet pipes and valves.

This phenomenon will be readily appreciated when we state that any volume of air at normal pressure and temperature weighs considerably less than a similar volume of liquid petrol (which is about 600 times heavier), so that the inertia of these two masses differ. But the smaller the drops of fuel, the smaller will be the difference and the better will be the air-fuel mixture, since the latter will behave more like a gas.

All this points to the necessity of using drops of fuel of exceedingly small diameter, say, about 0.000787 in.

The foregoing considerations will, then, have shown that the present-day carburetters are incapable of reducing the fuel drops to such small proportions and—to use the modern expression—“atomizing” them.

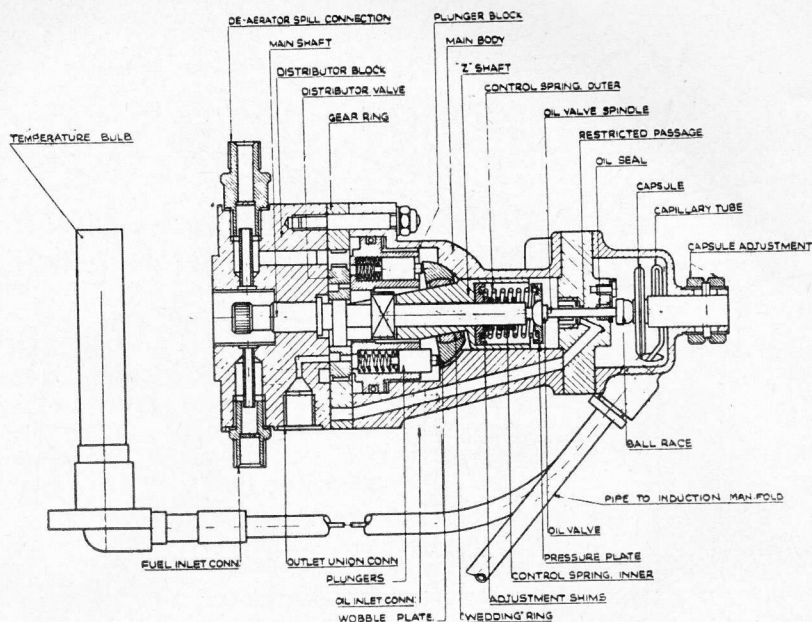
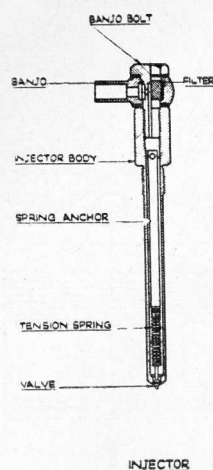
These conclusions are based on the assumption of an engine running at its maximum speed, and it is obvious that the situation becomes worse at smaller loads, when the velocity of travel of the mixture is still lower.

In actual fact, to ensure the proper physical preparation of the mixture it would be necessary to maintain conditions above the threshold of atomization. To do this we must have a jet of liquid travelling at a



★

IN SECTION: The S.U. fuel injector and pump in detail. As such units must be of small size, yet be built to the closest tolerances, their manufacture—especially in large quantities—is no easy matter.



velocity of at least 460 feet per second, equivalent to about 312 miles an hour, which is attainable—according to Torricelli's equation—at a pressure of about 711 lb. per sq. in.

This forces us to the conclusion that we must inject the fuel into the air, or, in other words, have recourse to injection.

In the case of the "injection-cum-ignition engine", there are two possible methods of forming the mixture:—

- (a) by injecting the fuel into the inlet pipe, outside the inlet valve; or
- (b) by injecting the fuel into the combustion chamber, *i.e.*, by direct injection.

In view of the fact that theoretically the lowest limit of injection pressure to ensure the atomization of the fuel is approximately 711 lb. per sq. in., it is evident that in practice we must use pressures of about 1,846-3,550 lb. per sq. in. Hence the advisability, at least in part, of finding the respective mechanical solution in the pumps which already exist for the injection of the fuel into Diesel engines.

In fact, the pump should comply with the necessity of varying the quantity of petrol, especially in the direct function of the quantity of air, by weight, drawn into the cylinders. However, in both of the above methods, the control of engine output should be effected by varying the section open to the passage of the air by means of a butterfly valve situated in the inlet pipe, because if we were to leave that section fixed, varying solely the quantity of fuel, we would have stratified carburetted charges, which are a cause of bad combustion.

From the foregoing remarks the reader will immediately appreciate the practical constructional difficulties standing in the way of an apparatus complying with these laws. There are further difficulties in regard to the pump and the injectors, since, during each minute of operation the pump must deliver two or three thousand tiny quantities of fuel having a volume of only a few tenths of a cubic millimetre, and these quantities become still smaller as the individual cylinder units of the engine are reduced in size, not to mention

the slower operational speeds. The same may be said of the injectors, which have to open and close at the exact point determined by their hydro-mechanical operation, and there is thus extremely little time available for the injection of the fuel. Moreover, there must be no dribble whatever from the injectors.

As regards the injection pump, the major difficulties are more or less the same as those met with in the case of the injectors, *viz.*, the small dimensions, made worse by the fact that the components in movement are in contact with a "dry" liquid, *i.e.*, one which is not oily and may therefore cause seizing. This, of course, can be avoided by having recourse to forced lubrication, but this would introduce another complication.

Nevertheless, we believe that, thanks to the investigations already carried out and to the efforts which will still be devoted to this problem by engine specialists and others, petrol injection is of possible realization and its ultimate development will constitute a real milestone in the technical progress of the automobile engine.

With the arrival of the injection system, specific consumption will be appreciably reduced in certain conditions of operation; in any case, such consumption will never exceed that of the standard carburettor.

Similarly, outputs will certainly be augmented, and even if such increase is only a limited one progress will have been achieved. To this should be added the fact that acceleration will be improved, in view of the fact that we shall no longer have to complain of the reprehensible blanks or misses caused by bad combustion.

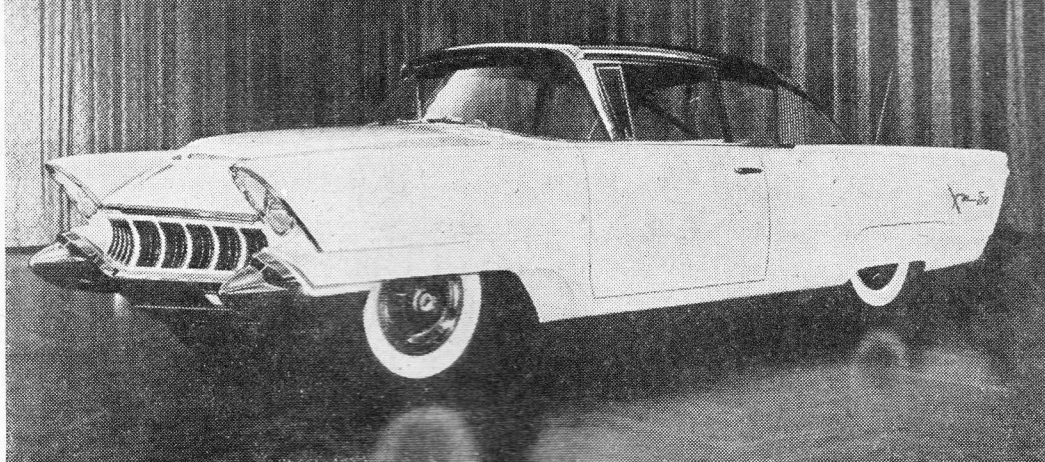
On the other hand, in addition to the above-mentioned difficulties standing in the way of the injection system, the costs of production of such appliances—even when manufactured in large standardized quantities—will always be higher than those of any improved carburettor, however complicated the latter may be.

We must now leave to the engineers and students of these problems the task of simplifying and overcoming these difficulties by further study, after which petrol injection will become general, like the present old but still trustworthy carburettor.

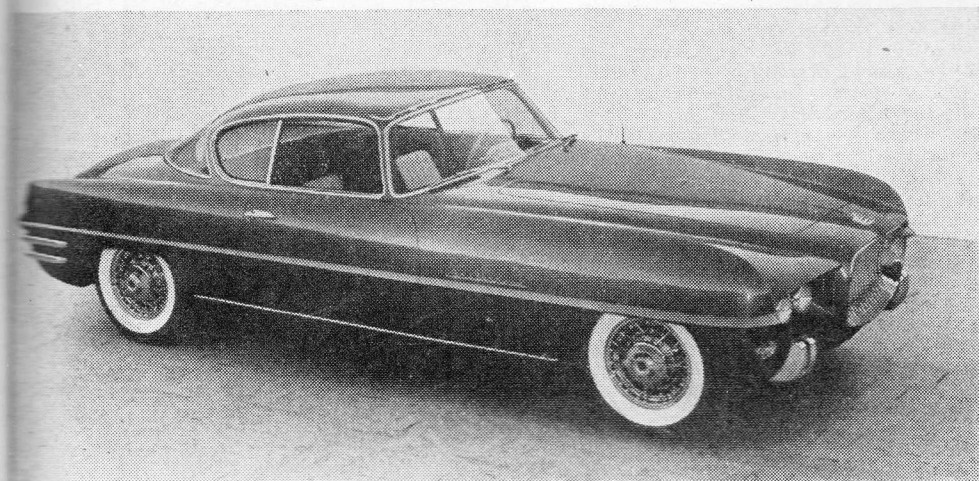


# MORE U.S.A. "DREAM" CARS

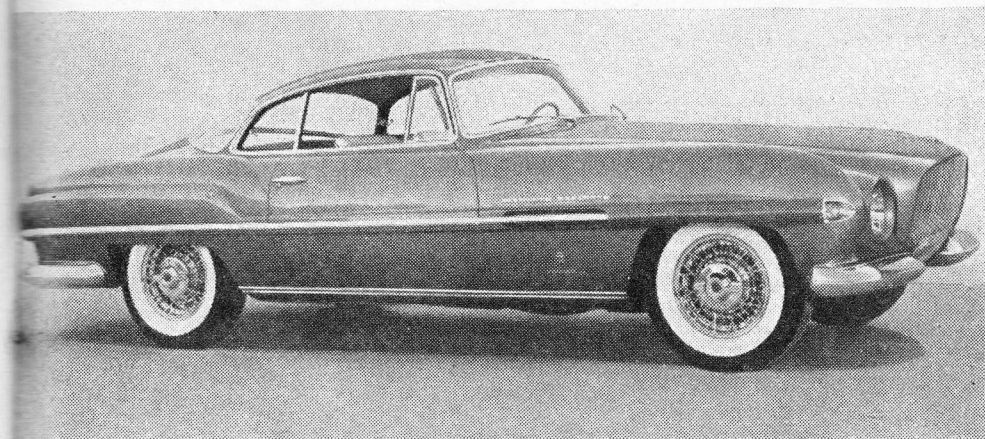
STILL they come! Following on the announcements of the Hudson "Italia", the Cadillac "Park Avenue", the Buick "Wildcat", the Pontiac "Bonneville", the Oldsmobile F-88, and other American sports-type designs—some of them mercifully impractical for production, others due to come off the lines within a few months—are now added four more models from famous manufacturers.



*MONTEREY—by Mercury, presents a malevolently spikey front and "pedestrian chipper" grille. Body is of fiberglass, engine an o.h.v. V8.*



*TWO OF A FAMILY: and both clean lookers. (Above) The Dodge Firearrow coupé, and (below) the Plymouth Explorer, both built by the Chrysler Corporation and following broadly similar lines.*



Two emanate from the Chrysler Corporation's Detroit plant, and two from the huge Ford factory at Dearborn. Chryslers called in the Italian Ghia body building concern of Turin for the styling of their two new "dream" models, one a coupé version of the Red Ram V8-engined Dodge "Firearrow", introduced

## AND ONE FOR THE PRODUCTION LINE

(Right) This is the new Ford Thunderbird high performance model, due to go into production this autumn. A quickly removable composition hardtop is an interesting feature.

last year, the other the Plymouth "Explorer", built on the standard production chassis. Ghia have firmly resisted transatlantic tendencies to superfluous encrustations and exotic angles in their bodywork, and the results are pleasingly restrained and pure in line for an American machine.

This, regrettably, cannot be said of the Mercury Monterey XM-800, a four-seater hardtop coupé of commendably low build but bizarre exterior with many conflicting lines. Styling in this instance was jointly by Ford and Lincoln-Mercury engineering staff. Ford's other "dream", the Thunderbird, will command major interest in the United States, as it is due to go into production before the end of 1954. Although of sporting character, the design embodies standard Ford components, ensuring ready service and spares supply. The engine is the latest short-stroke Y-block 160 b.h.p. o.h.v. Ford V8; the open two-three seater body is of steel, with a very light, quickly fitted hardtop or normal cloth convertible top. Power steering and Fordomatic transmission are "optionals" in this, Ford's new sports-type model, which was shown for the first time, together with the "Monterey", at the Detroit motor show which ended on 28th February.

That American machines are not necessarily fast in appearance only is stressed by U.S. aviatrix Betty Skelton's recent performance in a standard Dodge V8, which she took through a measured mile on Daytona Beach at a speed of 105.88 m.p.h. Another Dodge saloon clocked 108.36 m.p.h. at Bonneville last September, driven by Danny Eames.





# SPEED SEASON STARTS

Gransden in Use Again—Joint University Clubs

Stage Sprint Meeting Over Narrow, Twisty Course

HAVING found yet another interesting course for a sprint meeting (making the fourth since the war) on the roads round the old bomb dump at Gransden Airfield, the Cambridge U.A.C. brought a touch of nostalgia to their annual event on 7th March by calling it the Inter-Varsity Speed Trial. Unfortunately the name was scarcely justified, for although the event was run jointly with the Combined Universities M.C., nearly all the entries came from resident or veteran members of the former club. It was also a pity that spectator control should be poor, and the organization somewhat lacking in parts, so that some competitors managed only one run during the meeting. However, with fine weather and an entry of more than 80 cars, the drivers enjoyed the day hugely, although few seemed really at home on the many right- and left-hand bends which make up most of the narrow, ½-mile course.

During practice the previous day, the fastest runs were made by Leslie Marr's Connaught, but heavy overnight rain made the track too difficult for him to repeat this performance. The only incident of note was when Chris Bates overturned his ancient yellow Austin 7 tourer on a tight left-hand bend. Marshals picked it up again, packed the luggage back into the tonneau, and sent it on its way without the engine having stopped at all!

The meeting proper started, as usual, with the smaller sports car classes. No one could touch Don Moore's excellent 76.8 secs. with the old P-type M.G., although two undergraduates tried so hard that they tied for second place. Moore was also second in the next class, to the pretty Turner-Lea-Francis of Chris Threlfall, whose driving has improved out of all recognition during the last four seasons. Third was Archie Scott-Brown (M.G.), who, with the possible exception of Alf Thomas (Jowett Jupiter), seemed to have a far better grasp of the difficult

control, but did not seem happy on the course, and Tony Crook could not keep his very light Bristol Special on the road. A very creditable third place went to Tom Beevor, who also had his moments, while his blown M.G. sounded very stirring.

So to the unlimited class, where a mud-bespattered Crook came to the line muttering that he was no ... trials driver, and then proceeded to make best time of the day in typical, meteoric fashion. Stoop was a close second, and Steed showed that, in the right hands, an XK 120 can be driven fast at Gransden. Spectator interest focused on Hartree's rather tatty Sunbeam, which surely must have made S.T.D., and R. Gardiner's beautiful 3-litre Bentley, which seemed to shrug its shoulders at the bends, before going through with a complete absence of fuss or tyre squeal.

Next came the saloons, which wallowed and rolled as only a modern car can, but nevertheless were, in some cases, surprisingly fast. Derek Scott, who makes quite a practice of winning rallies, took second place in one class with his Austin A30, and won another with his father's Vauxhall Velox. Hattersley's "hot-rod" Ford V8 coupé was amusing, but fast and well driven.

It was expected that the poorly supported racing class would be a Marr benefit, but the Connaught was obviously a handful on the course, and Leslie did well to record 73.56 secs. Dr. Pinkerton drove the ex-Chevell Alvis skilfully to score a well-deserved victory, and third behind Marr came Jocelyn Stevens. He was driving the ex-Whitehead DB3, but had very wisely decided to learn slowly and leave fireworks until another occasion.

Thus, with night already falling to remind us that it is still really winter, ended the first speed event of the 1954 season. May they all be as enjoyable and as well patronized.

J. RICHARD ALEY.



**KEMP CAPER:** (Left) The Dellow of E. Kemp slides heartily on one of the many tight bends.

corners than any other competitor. Great joy was registered when the driver of a well-preserved J4 M.G. set off—in the wrong direction!

There was another victory for Threlfall's Turner in the 2,500 c.c. class, when he managed to beat even Dicky Stoop's Frazer-Nash. Stoop showed fine throttle

**LEAF IN A "LEAF":** (Right) Robin Leaf's Lea-Francis takes liberties and sends the dirt flying.



**OUT AGAIN:** Leslie Marr's 1953 single-seater Connaught on the wet, slippery course.

## RESULTS

**Sports, up to 1,200 c.c.:** 1, D. R. Moore (M.G.), 76.88 secs.; 2, E. Kemp (Dellow) and T. Deaville (Riley Spl.), 79.31; 3, W. H. M. Nott (Austin), 79.80. **Up to 1,500 c.c.:** 1, C. H. Threlfall (Turner), 73.73; 2, D. R. Moore (M.G.), 77.30; 3, W. A. Scott-Brown (M.G.), 80.00. **Up to 2,500 c.c.:** 1, C. H. Threlfall (Turner), 74.59; 2, J. R. Stoop (Frazer-Nash), 76.03; 3, T. A. Beevor (M.G. S.), 76.56. **Unlimited:** 1, T. A. D. Crook (Bristol Special), 73.30 (B.T.D.).

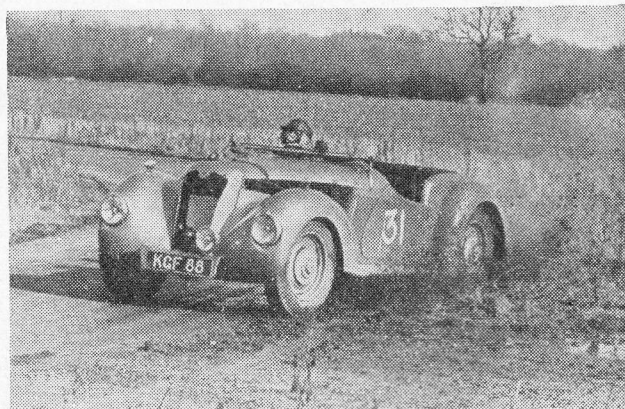
**Saloons, up to 1,200 c.c.:** 1, A. Palmer (Austin), 90.36; 2, J. D. Scott (Austin), 90.83; 3, J. D. Marks (Morris), 97.22. **Up to 1,500 c.c.:** 1, J. Magowan (Jowett Javelin), 88.47; 2, Butler (M.G.), 89.81; 3, Norris (Jowett Jupiter), 90.90. **Unlimited:** 1, J. D. Scott (Vauxhall), 84.11; 2, G. Duncan (Riley), 86.02; 3, T. S. Hattersley (Ford), 88.10.

**Racing:** 1, Dr. Pinkerton (Alvis), 73.39; 2, L. Marr (Connaught), 73.56; 3, J. E. Stevens (Aston Martin), 78.32.

## N.L.E.C.C. NEWS

By an amendment to the results of the Jacobean Trophy Trial on 21st February, A. D. Wilkinson (Triumph) joins the other recipients of a first-class award.

Social meetings of the North London Enthusiasts' C.C. will be held at "The Crown", Borehamwood on 26th March, and the "Green Man", Hale Lane, Edgware on 22nd April, both starting at 8 p.m. The club's 300-mile Radcap Rally, a navigational event, will be held on 19th/20th June.





# PARIS-ST. RAPHAEL RALLYE FEMININ

Hat-trick for Mme. Simon—Class Win for Betty Haig (Austin-Healey)

A 750 c.c. Monopole-Panhard of very "Le Mans" character, driven impeccably by Mme. Yvonne Simon, won the Paris-St. Raphael Ladies' Rally which began on 3rd March and ended on Sunday last.

This year's event, the 25th of the series, marked Mme. Simon's fourth outright victory and her third consecutive one. Mme. de Roquefort with another race-bred machine, a D.B.-Panhard, was runner-up, Mlle. Thirion of Belgium (Porsche) was third, and Frenchwomen occupied the next three places.

Highest-placed British entrant was Miss Betty Haig (Austin-Healey), who took seventh place and won the over 2-litre class from the Contessa Della Chiesa with a Lancia; Mrs. J. Branford (Triumph) was 21st. The Rally was marred by the death of Mme. Marguerite Delorme, whose Vedette collided at full

speed with a stationary lorry during the third stage, from Sestriere to Monte Carlo.

A full report of the Rally, by Betty Haig, will shortly be published.

## Provisional Results

**General Classification:** 1, Mme. Simon (Monopole-Panhard), 1,005.8 pts.; 2, Mme. Alziary de Roquefort (DB-Panhard), 1,015.1; 3, Mlle. Thirion (Porsche), 1,084; 4, Mmes. Achard Desoche (Peugeot); 5, Mmes. Cazon/Stempert (Dyna-Panhard); 6, Mme. Bagarry/Mlle. de Warren (Renault); 7, Miss B. Haig (Austin-Healey); 8, Contessa Della Chiesa/Sra. Zambini (Lancia); 9, Mme. de Cortanze (Peugeot); 10, Mme. Convent (Renault); 11, Mmes. Milani/Demcenko (Porsche); 12, Mlles. Jumeaux/Lafond (Renault); 39 finishers.

## CLASS WINNERS

**500-750 c.c.:** Mme. Simon (Monopole-Panhard).  
**751-1,000 c.c.:** Mmes. Cazon/Stempert (Dyna-Panhard).  
**1,001-1,300 c.c.:** Mmes. Achard/Desoche (Porsche).  
**1,084; 4, Mmes. Achard/Desoche**  
**Over 2,000 c.c.:** Miss Betty Haig (Austin-Healey).

## THE TURIN SHOW

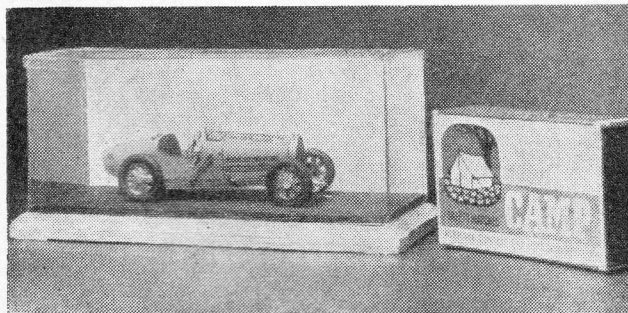
Record Number of Exhibitors—  
Argentinian Concern Introduces its Range

THE 36th International Motor Show at Turin takes place from 21st April to 2nd May. Included in the record number of 450 exhibitors are 63 manufacturers of private road vehicles. These are made up as follows:—

**Argentina:** (1) I.A.M.E. **France:** (6) Citroën, Ford, Panhard, Peugeot, Renault, Simca. **Germany:** (9) Auto-Union, Borgward, Mercedes-Benz, Ford (Taunus), Goliath, Opel, Porsche, Tempo, Volkswagen. **Great Britain:** (18) Austin, Austin-Healey, Bentley, Bristol, Ford, Hillman, Humber, Jaguar, M.G., Morris, Riley, Rolls-Royce, Rover, Standard, Sunbeam-Talbot, Triumph, Vauxhall, Wolseley. **Italy:** (9) Alfa Romeo, Ferrari, Fiat, Isotta, Lancia, Maserati, Moretti, Nardi, Siata. **Spain:** (1) Pegaso. **Sweden:** (1) Saab. **U.S.A.:** (18) Buick, Cadillac, Chevrolet, Chrysler, De Soto, Dodge, Ford, Hudson, Kaiser-Frazer, Lincoln, Mercury, Nash, Oldsmobile, Packard, Plymouth, Pontiac, Studebaker, Willys-Overland.

## CHROMED HUB CAPS FOR FORD POPULAR

AVAILABLE at 25s. per set of four, the plated hub cap centres marketed by Richard E. V. Gomm, of Birmingham, provide one agreeably inexpensive way of brightening the somewhat austere exterior of the Ford Popular saloon. They are easily fitted to the existing cap by means of two bolts, a task which can either be carried out by accessory depots supplying them, or by the purchaser.



**BABY "BUG":** The scale model Type 35B Bugatti which can be constructed from the Micro-models kit; a match box is shown for contrast in size.

## THE DAKAR MEETING

PIERO SCOTTI won the Critérium du Senegal at Dakar last Sunday with a 4½-litre Ferrari, heading Maurice Trintignant (Ferrari), J. Simone (Maserati) and Mike Sparken (Aston Martin). Retirements included Farina (Ferrari)—but not before he set fastest lap—Behra and Guelfi with Gordinis, and Lucas in a Ferrari.

Jacques Péron in his 1,500 c.c. Osea was first in the 1½-litre class, followed home by Bourrelly's Gordini, Mantovani (Porsche) and Mme. Bousquet (1,100 c.c. Gordini). The races were run over a 2.7-mile circuit for a duration of two hours.

Other events were won by Drevon (Dyna-Panhard), Radouch (Dyna-Junior) and Lacaze (Simca Aronde).

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## SELF-BUILD SCALE MODELS

THE Micromodels concern of 3 Racquet Court, Fleet Street, London, E.C.4, are producing an interesting series of small-scale self-constructed model car outfits of very simple type. The first "kit", a series of printed cards, is now available at model stores at a price of 2s. 6d., and comprises the 1903 Gordon Bennett Mercedes, the type 35B G.P. Bugatti, and the B.R.M. Designer is Geoffrey Deason, who has provided full constructional details and an interesting history of each type. Further kits, including 1895 Panhard, 4½-litre Bentley and 1907 Rolls-Royce, will be forthcoming.

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**NEW PACKS:** Castrol is now available in these handy new quart and pint metal containers, scaled-down versions of the gallon tins.

## STANDARD AUTOCROSS REGULATIONS?

IN view of the large number of Autocross events being planned for 1954, it is clear that some standardization of regulations, in so far as they affect types of vehicles and tyres, is desirable. It is suggested that competing cars should be classified as follows:—

**A. Series Production Cars** (of which at least 50 have been manufactured, and on which the chassis dimensions and engine position are as originally produced. The type and capacity (apart from rebore allowance) of the engine, and the main structure of the body, must also be unaltered): 1, Open cars up to 1,100 c.c. 2, Open, 1,101 to 1,600 c.c. 3, Open, 1,601 to 2,600 c.c. 4, Open, over 2,600 c.c. 5, 6, 7, 8, Closed, ditto. Supercharged cars to run in the next highest capacity class.

**B. Non-series Production Cars** (any car, open or closed, which does not comply with the requirements of Class A): 1, Up to 1,600 c.c. 2, Over 1,600 c.c. Supercharged cars to run in their own capacity class.

All vehicles must comply with R.A.C. regulations for vehicles taking part in trials and rallies, except in regard to tyres (Item II d). Any tyre normally on sale to the general public through the recognized trade channels may be used, provided that it does not exceed 7.50 ins. section.

These regulations are proposed in an attempt to group together cars of similar capabilities, but allow cars with modified wings, ignition, exhaust systems and the like to take part without being thrown into the "specials" class. Permitting the use of the numerous "Town and Country" tyres now on the market would enable organizers to run events on wet days, free from the fear of having the entire entry bogged down. Most important of all, the many owners of cars no longer suitable for trials or racing would be encouraged to turn to Autocross.

To forestall one criticism, at least, it should be pointed out that the main objection to "knobbles" in the past was the fact that mud was left on public roads, as competitors drove from one section to another. This question does not arise with Autocross meetings, as they are held on private ground, and tyres could be cleaned thoroughly at the end of the meeting.

Finally, I feel that it would be a good thing for organizers to restrict entries to, say, 50. In this way, all entrants could have at least four or five timed runs, and they would be saved from the boredom so often endured at lengthy sprint meetings when each competitor has only one or two attempts.

A. E. RUMFITT.

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## AUSTIN OWNERS' CLUB

AUSTIN owners are invited to contact Clifford R. Morris, Riverside, Shoreham-by-Sea, Sussex, who is acting as organizing secretary of a proposed Austin Owners' Club.

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# 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.*

## Amateurs and Professionals—Opinion from Sweden

I WAS very much surprised to read the suggestion that there should be separate categories in rallies for amateurs and professionals. Would this not be an insult for the experienced amateurs?

I can give you one example: In the Rally of the Midnight Sun of 1953, the Swedish Volkswagen and Porsche agent entered three Porsche Supers to be driven by three Swedish "professional" drivers. A young enthusiast from Gothenburg, Sture Nottorp, also bought a Super to be on equal terms. The "works" drivers had all the tuning and practice facilities and a large and wealthy organization behind them. During the rally, however, Nottorp proved to be faster than the "professionals" and won by a considerable margin. I think he would have hated to have been put in a separate and eventually easier category.

After the rally the Porsche factory in Germany gave his car a free overhaul because of his win and he was also contacted by a Swedish factory who offered him to drive one of their cars in national events. So Sture Nottorp's enthusiasm and skill were rewarded.

I think it is necessary that factories make facilities for people who have successfully spent a lot of time and money on competitions. If those people are not exceedingly wealthy they would sooner or later have to stop competing if the factories do not come to their help.

So let professionals and amateurs compete in the same category. If the amateur is good he will beat the professional, become a professional and later in his turn be beaten by another amateur—and fun will be had by all.

But if the rally favours those who have the most expensive stopwatches and average speed calculators, then the rally is wrong and not worth entering in. There are still some good rallies left, where the best driver in the best car will win. I refer to Liège-Rome-Liège, the Alpine, and the Rally of the Midnight Sun amongst others.

By the way, I know that all Swedish enthusiasts would welcome a large entry of British drivers in the Rally of the Midnight Sun. This event is decided on five or six speed sections, where everybody must go flat out. Each speed section takes about half an hour. The roads are very narrow and the surface is loose gravel. They go uphill and downhill and there are rarely more than 50 yards between the corners. No other traffic is allowed. The fastest cars like Aston Martins, BMWs, Lago-Talbots and Porsches average up to about 55 miles per hour (90 km. p.h.) under these conditions—and that is not exactly slow. As the roads are not known beforehand ultra-quick reaction times are needed.

So please come over to Sweden in June this year and have a go—amateurs and professionals. I am sure you will enjoy it.

"SWEDISH ENTHUSIAST".

Gothenburg.

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## Sensationalism

THE quiet account by Dr. Alvarez of Eric Forrest Greene's tragic death by burns in the Argentine 1,000 kms. race was for me vividly overshadowed recently, when a picture paper published a large photograph showing the unfortunate driver standing helplessly—blazing like a torch, with track officials running in all directions.

While we are trying to foster more enthusiasm for motor racing in the Press, etc., this type of sensationalism will do more harm than good.

F. W. RISBRIDGER.

London, E.14.

## Race Organization

JOHN BOLSTER's article on race organization rightly gave credit to the efficiency and courtesy of "Desmond's young ladies" and whilst I can only legally claim one of them as my young lady, I am indeed pleased that their efforts are appreciated.

However, in all fairness, I should stress that the primary responsibility for an efficient press service lies with the Time-keepers, and the success achieved by the B.R.D.C. press service is mainly due to R. H. "Bob" Wright and his enthusiastic and efficient staff.

Bob and his team come over from Ireland twice a year for the two major Silverstone race meetings. They ask no fees, they ask no thanks; but it is their efforts which contribute so enormously to the accuracy, speed and efficiency of the Club's press service.

D. J. SCANNELL,

Secretary, British Racing Drivers' Club.

LONDON, W.1.

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## A "Bamford" Aston Martin

ONE hesitates to take issue with such an active and erudite supporter of the marque Aston Martin as Mr. Dudley Coram, but I think it should be pointed out that TU 1313, the "Bamford" Aston shown with the original DB1 in the photograph you publish in AUTOSPORT, is, in fact, early 1926, not early 1925 as stated in Mr. Coram's letter.

This car, which Stallebrass bought from me in 1947, was, in fact, the last Bamford and Martin Aston to be made. Its engine and chassis number is 1966 and it has the cast aluminium water offtakes, unlike most of these cars, which have a beautifully fashioned three-branch copper system.

A few chassis were made up after this one, but these were fitted with proprietary engines, No. 1967 having an Anzani unit.

KENNETH W. YEATES.

SUTTON COLDFIELD.

Yes, the car is early 1926, Dudley Coram agrees; he apologizes for the slip.

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## A New Formula 2

I AGREE with your correspondent of 19th February,

Mr. Mansell, that there is a need for a new Formula 2. This would give the poorer enthusiasts a chance to have some real racing besides giving factory teams a proving ground for up and coming drivers.

I find Mr. Mansell's statement "The natural size . . . is one for cars with an engine capacity not exceeding 1,500 c.c. unblown" rather unacceptable. It is essential to restrict this class to small sized unblown engines in order to give the individual a chance of buying his unit. I would suggest therefore that a good engine size would be 1,100 c.c. This immediately admits such units as the 1,100 c.c. J.A.P. and gives the independent driver a chance to perform in such cars as the Cooper-J.A.P., which from the cost point of view would be very satisfactory. This might also give Britain a chance to take the lead in Formula 2 as she has done in Formula 3.

J. B. MUCKLOW.

EAST CARLTON PARK, LEICS.

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## America's "Sports" Cars

MAY I comment on Mr. Hayward's remarks re American sports cars? He makes a statement that engines of four or five litres do not come into the category of sports cars. I would suggest that he drives a Cadillac-Allard a few miles. While I have the greatest respect for the small output unit, it is quite absurd to condemn a car because it has a high rating capacity. Regarding his attack on the present styles in America, surely this is a matter of opinion. If Mr. Hayward thinks that the Americans are unable to make a car with superb cornering ability, I would suggest that he goes to Le Mans in June and watches Briggs Cunningham.

I have owned a considerable number of British sports cars during the last twenty years and will continue to do so as I think they are equal to the finest in the World, but I would also say "live and let live".

JOHN H. FARRAR.

NORTHOWRAM, NEAR HALIFAX.



## America's "Sports" Cars

IN this country, where there is a privately owned automobile 19th February, 1954, be not deceived by the advertising copy and the curiosities exhibited at the G.M. Motstama. The American sport cars that are manufactured, such as the Chevrolet "Corvette", the Kaiser "Darrin", and the "Nash Healey", represent relatively good value to the Americans who can afford them. Moreover, in terms of mechanical features and performance I should say that they are not bad cars when compared to the imported product—which in most cases does not function as reliably here as on its native heath.

Don't expect them to win any competitions. The day seems to be passed when an inexpensive car can come in ahead of the field. (I used to drive an H.R.G. in races hereabouts, but the Oscas discourage one from trying.)

While I am inclined to drool over the Bristo's, Aston Martins, Mercedes-Benzes, etc., \$7,000 is a lot of money and depreciation rates around here are pretty high.

Incidentally, do the cars mentioned in Mr. Hayward's letter—the 500 "Mondial" Ferrari and the Pegaso 2- and 2.8-litres—use pump gasoline when putting out 175 and 170 h.p. respectively? Engines that turn at 7,000 r.p.m. are apt to cost money and to give poor low r.p.m. performance. I believe the 200 h.p. Chrysler engine as used in such cars as the Cunningham put out 350 h.p. or more on a brake.

In conclusion may I express my sympathy to the European who feels that his name is being used in vain by the advertising fraternity in connection with wire wheels, etc., etc. It does look as though the Italian designers are co-operating in this. Something like a genuine sports car may show up here yet at a price which might make the importers of foreign cars unhappy.

PETER ISELIN.

NEW YORK, U.S.A.

## "Cheap" Racing Formula

SURELY the simplest answer for those seeking a new form of cheap racing single-seater is to go up the capacity scale, not down.

A specification calling for a Ford 1,172 c.c. engine and gearbox, as in the present "1,172" sports formula (with perhaps an increased compression ratio), together with a maximum cost of, say, £300. Additional possibilities are regulations calling for 80 octane and perhaps a Ford back axle. This last would help to keep the cost down as it precludes the use of expensive independent rear suspension.

I shall be interested to hear the opinions of others in this matter.

Yours faithfully,

G. R. WEBSTER.

EARLS COURT, S.W.5.

## Stock Cars/Cheap Racing Formula

MAY I thank John Bolster for his support of Stock Car Racing? What a pity more people are not so open minded. It will probably surprise a lot of characters when this form of racing flourishes without either support or assistance from the R.A.C.

Regarding a "cheap" racing formula for the young and the sufferers from impecuniosity, may I suggest a framework as follows:

**Engines:** Any type of push rod engine, capacity under 500 c.c., compression ratio limited to 10 to 1.

**Gearbox:** What you like.

**Chassis:** Any type of modified standard chassis or non-series "home built".

**Fuels:** What you like, but no "nitro" fuels allowed.

**Weight:** Minimum dry weight of car, 5 cwt.

Bar any car designed to defeat the spirit of the regulations. Finally may I suggest, should a club be formed, the deletion of the word "Official" from its vocabulary.

I consider that with the above as a basis, cheap racing for the "boys" would become a reality and not as at the moment, an enthusiasts' pipe dream.

W. V. SMYTHE, A.R.A.E.S.

SKIPTON, YORKS.

## The Monte Carlo Rally Broadcasts

MR. ROBB's further letter (issue dated 26th February) has obliged me, as the producer of the Monte Carlo Rally broadcasts, to make public the salient points of a letter which I wrote to him personally on 15th February. These were:—

(1) My intention in giving priority to the latest news of Mr. Leslie Johnson's health in my broadcast of 22nd February was to provide accurate and, I had hoped, welcome news in a matter of life and death concerning one of the outstanding figures of British motor sport. The relative importance in terms of news value between the condition of Mr. Johnson, who was known to be critically ill, and the placing in the Rally at that stage is admittedly a matter of opinion. But I can, I hope, reasonably ask that the motive behind my decision be accepted as purely humanitarian.

(2) A message was sent, by word of mouth, inviting my friends, Messrs. Ronnie Adams and Cecil Vard, to join us that evening at the studio. Mr. Vard appeared. Mr. Adams did not receive the message until the next day but joined us the following evening.

(3) If B.B.C. commentators were to refrain from announcing unofficial results as such, scarcely any motoring commentary could include results at all, for official confirmation is often delayed by hours if not days. In the case of the Charles Faroux Challenge, B.B.C. representatives were able to point out to the organizers an error in their calculations which favoured a Continental manufacturer.

(4) Cars I have used while broadcasting as a competitor are: 1950 Lisbon Rally, Allard; 1951 Monte Carlo, Jupiter; 1951 *Daily Express*, M.G.; 1952 Monte Carlo, Jaguar; 1953 Monte Carlo, Sunbeam-Talbot; 1954 Monte Carlo, Humber.

(5) Though personally I feel that these figures mean less than he appears to imagine, I have followed Mr. Robb's suggestion and have counted the naming of British cars throughout this year's Monte Carlo Rally broadcasts with the following results. The figures in parentheses indicate the number of cars entered: Sunbeam-Talbot, 25 (16); Ford, 23 (20); Jaguar, 22 (14); Daimler, 17 (7); Riley, 13 (13); Austin, 7 (8); Standard, 5 (5); Armstrong Siddeley, 5 (2); Morris, 4 (4); Hillman, 3 (5); Vauxhall, 2 (3); Bentley, 2 (2); Jowett 2 (6)—and one of each for Alvis, Rover, M.G., Wolseley, Singer, Lagonda and Triumph.

Any listener is entitled to express his opinion on a broadcast and no broadcaster can object to constructive criticism, but the accusation in Mr. Robb's letters of deliberate bias on the part of B.B.C. commentators in favour of certain manufacturers is one which we very much resent, and is, in fact, wholly without foundation.

RAYMOND BAXTER.

BROADCASTING HOUSE, LONDON, W.1.

## Stall Story

IN this country, where there is a privately-owned automobile for every three people, some pretty incredible things happen, but surely the enclosed takes the proverbial cake.

DANIEL O. HASTINGS.

GREENVILLE, DELAWARE, U.S.A.

READER Daniel Hastings's enclosure is a cutting from the *Wilmington Morning News*, which reads:—

## LADY DRIVER PROVIDES PUSH . . .

A motorist from this city sheepishly swears this story is true . . . He was driving on the Merritt Parkway toward New York when his car stalled and he discovered the battery was dead. He flagged down a passing driver, who was a woman, and she agreed to give him a push to get the car started.

Because his car has an automatic transmission the driver explained to the lady, "You'll have to get up to 30 to 35 miles an hour in order to get me started."

The lady nodded wisely and the stalled driver climbed into his car and waited for her to line up behind him.

He waited. And waited. Then he turned around to see where the woman was.

She was there all right—coming at him at 30 to 35 miles an hour. The crash caused \$300 damage to his car.

The motorist refused to identify himself and—gallantly—declined to identify his lady adversary. No charges were filed.

HANS SCHULZ, of Kaasterweg 13, Oberkassel, Dusseldorf, Germany, is keen to correspond, exchange photographs, etc., with a British motor sporting enthusiast.

INFORMATION on the installing of a Ford V8 engine in an M.G. TD chassis would be appreciated by N. H. E. Ahlers, of 8 Northfields Parade, Station Road, Hayes, Middlesex.

ADVICE on obtaining more b.h.p., for competition work, from a standard Austin Somerset engine is sought by C. A. Odium, of Rockview, Maryborough, Leix, Eire.



## TECHNICAL &amp; OTHERWISE

By JOHN BOLSTER

## THE 16-Valve ASTON MARTIN

WHEN Lord Charnwood was designer at Aston Martins, either he or Lionel Martin personally tested every car before it was delivered. It happened that one machine, which he remembers putting through its paces, was a special racing chassis for Humphrey Cook. In those days, each engine did 24 hours on the bench before it propelled its chassis for 500 miles, so the final test could be quite a rapid affair. Anyway, Humphrey had a prang on the first lap of his first race (the 1925 J.C.C. "200"), and, for various odd reasons, the car never raced again.

After being used on the road, still in racing trim, for only a nominal mileage, the A.M. was laid up around 1933, and apparently scarcely turned a wheel until Lord Charnwood met it again and purchased it in May, 1953. Thus, one beholds the astonishing spectacle of a virtually brand-new 1925 car.

Although the vehicle was delivered in 1925, it dates from considerably earlier in design. The 16-valve engine was originally commissioned by Count Zborowski for the 1922 Grand Prix at Strasbourg, where it gave away half a litre to the other competitors. Nevertheless, "Lou" and Clive Gallop did well till mag-

neto drive trouble forced them out. After that, the type was handled at Brooklands by George Eyston and Kensington Moir, and Zborowski was twice second at Barcelona. Whereas the Strasbourg cars had short racing chassis, Humphrey Cook preferred a longer wheelbase, and used a normal production frame of the "side-valve" type, but fitted with a Gordon England racing body.

The 16-valve 1½-litre Aston Martin engine originally appeared in single camshaft form. This gave poor results, and a new block and head were hurriedly designed. The new top half was the work of Marcel Gremillon, a pupil of the Swiss engineer Henry, of Peugeot and Ballot fame. It fitted on to the existing Robb-designed bottom end.

The head and block are in one piece, and the valves are inclined at an included angle of 60 degrees. There are, of course, four per cylinder, and the inlets are bigger than the exhausts. Double springs are fitted, and the twin camshafts operate the valves through inverted pistons, as is usual in modern high-efficiency engines. The camshaft drive is by a bevel-driven vertical shaft and spur wheels.

The three-bearing crankshaft has

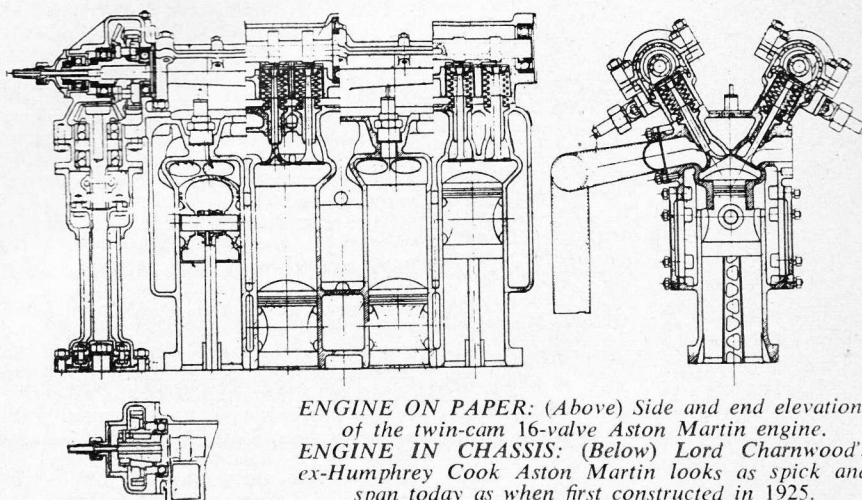
1½ ins. main journals, and runs in bronze-backed white metal. The crank case is aluminium, with wet sump and a gear-type oil pump. A typical Henry feature is the inlet ports, which form two vast galleries, each serving eight valves, and are the only really out-of-date feature of the engine. The steel connecting rods have white metal big ends in bronze shells, and the moderately domed pistons probably give a compression ratio around 5.5 to 1. The bore and stroke are 65 mm. and 112 mm., and 52 b.h.p. was developed at 4,200 r.p.m.

The Hele-Shaw multi-plate clutch has alternate steel and bronze discs, and a short jack shaft, with two universal joints, transmits the power to a four-speed gearbox. This is of interest, because it was copied from the Bugatti component, but with improvements. Thus, the layshaft is on the left of the mainshaft, and the right-hand lever goes forward for top, back for third gear. Splines, however, replace the squared shafts of the "Bug", a very worth-while improvement. The constant mesh gears are at the back of the box, causing high layshaft revolutions, especially on top gear; this is fundamentally a noisy design.



AIRING: Lord Charnwood cornering the Aston Martin at Prescott Hill, where it proved to be over-g geared.





*ENGINE ON PAPER: (Above) Side and end elevations of the twin-cam 16-valve Aston Martin engine. ENGINE IN CHASSIS: (Below) Lord Charnwood's ex-Humphrey Cook Aston Martin looks as spick and span today as when first constructed in 1925.*

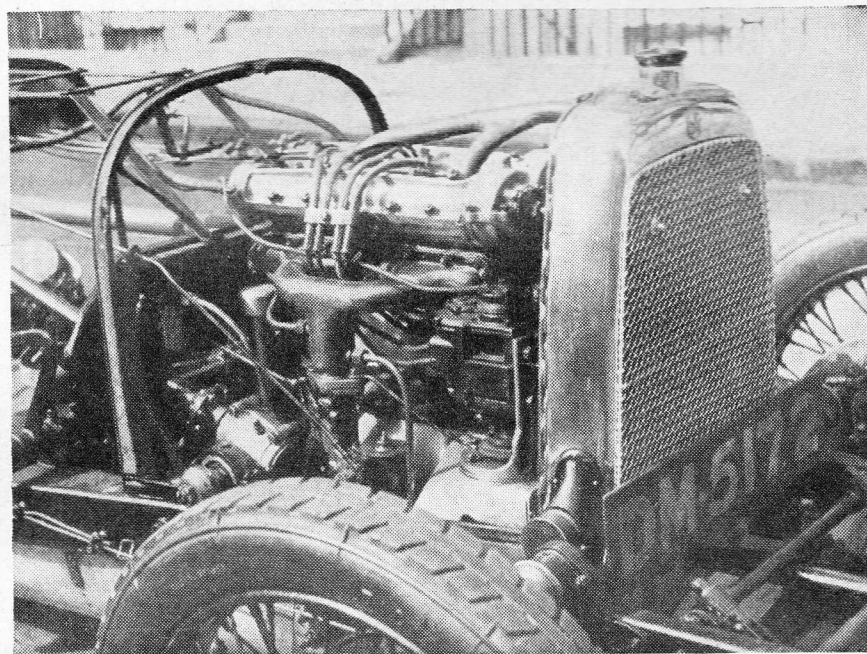
The gear ratios are as follows: Top 3.5 to 1—23.45 m.p.h. per 1,000 r.p.m.; 3rd 4.5 to 1—18.25 m.p.h. per 1,000 r.p.m.; 2nd 6.5 to 1—12.62 m.p.h. per 1,000 r.p.m.; 1st 9.25 to 1—8.9 m.p.h. per 1,000 r.p.m.

With a wheelbase of 8 ft. 9 ins., and a track of 4 ft. 2 ins. (front) and 4 ft. 1 in. (rear), the chassis is suspended on semi-elliptic springs, with Hartford friction shock absorbers. The fully floating rear axle has a torque tube and a straight-toothed bevel. Rudge racing wheels carry 710 mm. x 90 mm. beaded edge tyres. Approximately, that is a  $3\frac{1}{2}$  ins. tyre on a 21 ins. rim, giving an outside diameter of 28 ins. The brakes are of the Perrot self-wrapping type.

Naturally, I was delighted when the indulgent owner offered to lend this rare vehicle to me. As the other John is an even bigger bloke than I am, a folded mackintosh was required behind my back in the bucket seat. One sits low down inside the body, Brooklands-style, but I soon felt quite at home.

On starting the engine, there was a considerable clatter at tick-over, but the unit was reasonably quiet at higher speeds. On the other hand, the gearbox became more and more vocal as the revs increased. It would be impossible to imagine an easier change, and the right-hand lever could be flicked from gear to gear with only the most perfunctory use of throttle and clutch. Perhaps this is just as well, because there is simply no power at all below 2,000 r.p.m.

Between 2,000 and 4,000 plus, the engine really comes to life, and the acceleration is fairly brisk. I tried to get some stopwatch figures, but was defeated by the high bottom



gear and fierce clutch. I could only have made a good getaway by being really brutal, and as I was unwilling to treat this fine piece of mechanism roughly, I almost stalled the motor every time. I think that this is entirely due to the aforementioned port design, the gas velocity being far too low. Incidentally, the somewhat similar racing Ballot suffered from the same fault.

Once off the mark, it is no hardship to keep the engine turning over, with the aid of that delightful gearbox. If one reaches 4,500 r.p.m. on first and second speeds, this is equivalent to 40 m.p.h. and 57 m.p.h. respectively. 4,250 r.p.m. gives 77 m.p.h. on third speed, and of course one cannot achieve peak revs on the high top gear ratio. Nevertheless, with its narrow body and "bicycle" tyres, the car makes full use of all

the power available, and something in the region of 90 m.p.h. can eventually be worked up. I cruised at 3,000 r.p.m., an effortless 70 m.p.h.

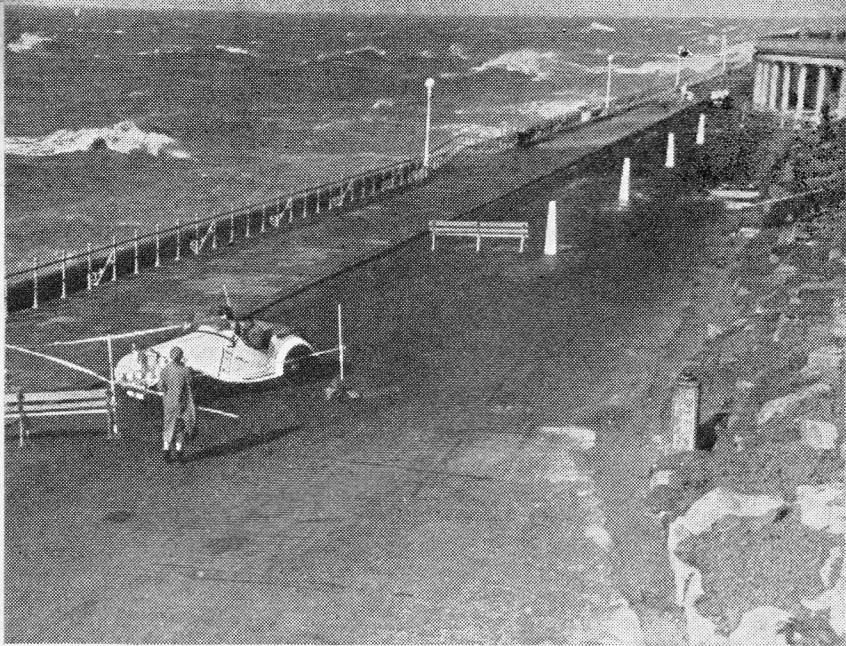
The handling is entirely different from that of a modern machine. Naturally, the narrow tyres have less cornering power than those we use today, but one can judge the limit with incredible ease, and it is almost inconceivable that anybody could misjudge a corner. The rear end breaks away with such smoothness that no conscious correction is called for. As the steering requires only three-quarters turn from lock to lock, a slight wrist movement is all that is required. The steering is light and

direct, and does not tend to wander at speed.

Surprisingly powerful, the brakes have perhaps a slightly "dead" feeling about them, as is common with self-servo types. As soon as one is used to this, and to the torque reaction on the front axle, one can really apply the anchors, and some extremely short stopping distances result.

Perhaps my most marked impression of the 16-valve Aston was that no racing driver has ever had a cushier job than to handle one of these. With a superbly balanced chassis, a gearbox that just asks to be used, and surprisingly comfortable suspension, this is a car to make a moderate driver good, and a good driver great. Come to think of it, I could use exactly those words about the DB2. There must be something in heredity, I feel!





★  
**BLACKPOOL BY THE SEA:** A general view of the Middle Walk of Blackpool Promenade, with G. T. Gibson (M.G.) tackling one of the Bolton-le-Moors Rally Driving Tests.

★

## BOLTON-LE-MOORS RALLY DRIVING TESTS

Hardman, Reece and Stross Win Main Awards

A MAGNIFICENT entry of 161 was received for the fourth Rally Driving Tests staged by the young and enterprising Bolton-le-Moors Car Club, held last Sunday at Blackpool. This event rightly ranks for the B.T.D.A. Silver Star Rally Competition; partly because of this, and most certainly because of enthusiasm for this all-too-rare type of competition, most of the well-known Northern rally names appeared in the lists.

There are three major awards offered, for the best performances by standard cars, non-standard cars, and the King William Trophy for the best promising club member. In returning the remarkable figure of 479½, Dr. Charlie Hardman won the non-standard award with his blown Dellow. Peter Reece drove his drop-head Morgan well to receive the standard car award, while Alan Stross (M.G.) took the King William Trophy.

The excellent organisation started at 12 noon at the Norbreck Hydro, Blackpool, where drivers received their final instructions, directing them to the first test at Gynn Square. Here was laid out an involved double figure-of-eight test on broken macadam surface.

At Derby Baths, there were four garages to be entered. The method of attack varied more than somewhat here, but the more experienced hands could not be faulted. Cuth Harrison took his 1953 Monte Carlo Zephyr through very well, and Peter Reece handled the Morgan smartly. The M.G.s (24 in Class A) were generally lively but Ken Bailey, driving Terry Edmonton's Austin-Healey, had not become accustomed to the car.

Test 3 was located on the Middle Walk of the Promenade, where the early numbers were faced by an unusually high tide breaking in great sheets of spray on the "fairway". A high wind was not so helpful, either. This test was the first of three here, and consisted of a dash between pylons into a garage; reverse between pylons into another garage, then a straight sprint to the finish. Ken Scales, after a fine drive in the ex-Reece Monte Carlo Anglia, braked heavily on what he thought was the finish line. In fact, a cloud of spray had hidden the

finish line officials, who were 10 yards or so beyond. The unfortunate Ken was not alone in suffering from this hazard.

The sun, too, was something of a handicap, as several drivers found on Test 4. Start and finish lines were over 260 yards apart, and just inside these were pylons which had to be circled. Two more pylons in the centre of the run indicated the spot where a reverse had to be made on each dash. It was literally a hockey stick start here, for the stick carried a green flag which gave competitors the "off". Gillie Tyrer made a sprightly start, getting his Triumph TR2 away quicker than many. T. Wilkinson was driving a very smart, prototype saloon T.V.R. This was a multi-tubular framed, A.40-engined job carrying fibreglass bodywork, and returned a good time.

On Test 5, four lines were involved. In addition to the usual A and D, B and C were marked 30 yards apart in the centre of the 133-yard run, and had to be crossed in forward and reverse during the sprint from A to D.

Two tests should have been located at the Open-Air Baths, but the unusual weather had washed the idea out. Test 6 was considerably altered, much to the disgust of marshal W. Altham; he had anticipated a lot of fun, for nearly half the course was under two feet of water. Alan Hopkinson treated the remaining piece very easily in his M.G., as did many others.

The seventh and eighth tests, at the Baths and Abercorn Place respectively, both had to be re-sited at Rigby Road car park.

Meanwhile, at the St. Anne's Road Park, four tests were laid out on the loose-surfaced tracks which cover the park. Here, activity was intense, and M. E. M. Marsh impressed the gathering as he drove a swaying Vanguard with great verve. E. B. Booth enjoyed his drive in a hard-top Jaguar, and J. Beardsworth demonstrated the potentialities of a Citroën in a fine drive.

The final scene was set on the Rigby Road Park, where six tests were held. Bob Oakes brought his E.R.H. (Ford 10) to the park without a second gear, this having disappeared earlier in the day. The Morgans were consistently good, and particularly so at Test 15. Here the scheme was: forward between pylons into a garage, reverse into a second garage, then forward between pylons to the finish. It was not a test to be done quickly, but called for care.

The final test was a double figure-of-eight on a dusty tarmac surface. Jack Reece almost got the wheel-rims of his new Ford Anglia on the ground, as did J. E. C. Oldham with his Vauxhall. C. P. Nichols also gave a bright if rocking display in his Ford Zephyr.

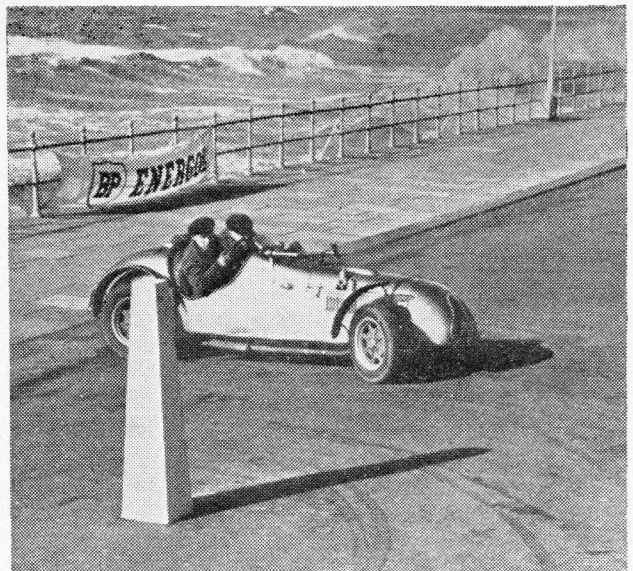
Back at the Norbreck Hydro, results were already on the way and leaders' names posted as received. In this way everyone was kept right up to date, and the final results were published only minutes after the last cards had arrived by despatch rider from the Rigby park.

There were 12 non-starters, including Arnold Pownall and Percy Clegg, while six drivers mysteriously disappeared in transit. It is noteworthy, too, that John Waddington bought his Ford Popular on Saturday and won Class "B" on Sunday!

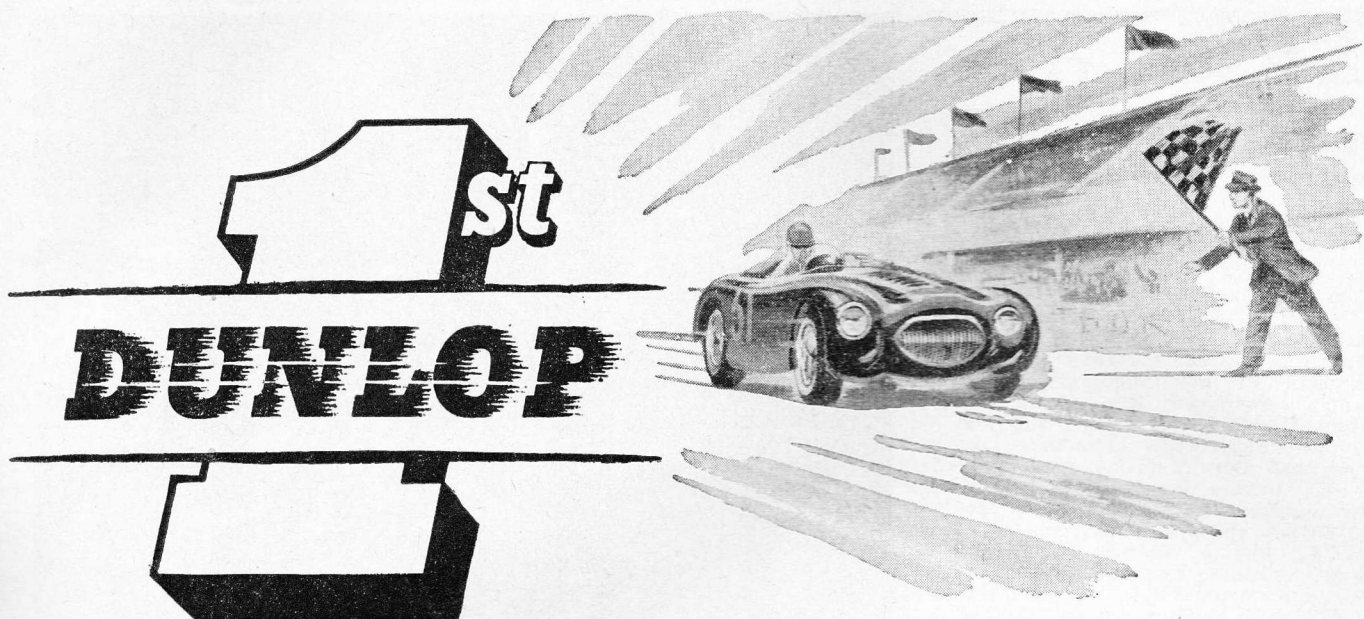
WILSON ROGERS.

★  
(Right) Ken Flint (Cooper - M.G.) swings round a pylon in the fourth test, against a background of waves and spume. Wind-blown spray formed an unusual hazard in the tests, some of which had to be re-sited or altered because part of the seafront was under water.

★







*British Sports Cars fitted with Dunlop Tyres gained the following successes in 1953*

**32 FIRSTS**

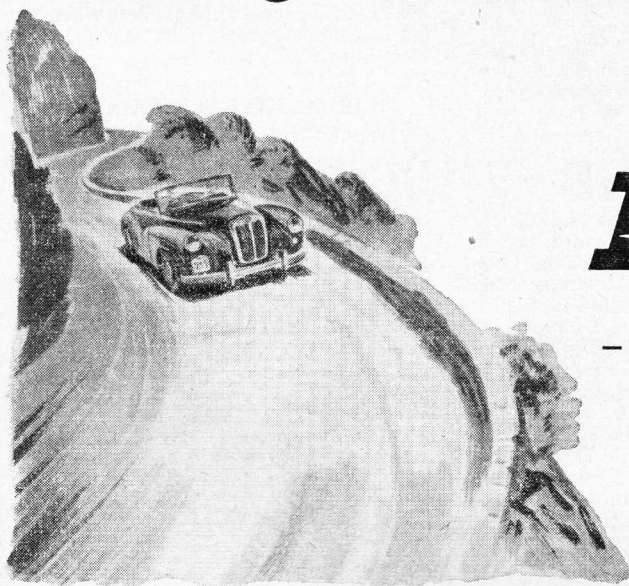
**21 SECONDS**

**16 THIRDS**

**11** *INTERNATIONAL CLASS "D" RECORDS*

**6** *INTERNATIONAL CLASS "E" RECORDS*

*IN INTERNATIONAL  
SPORTS CAR  
EVENTS & RALLIES*



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# NEWS FROM THE CLUBS

*By Wilson McComb*

ON 21st May, the M.C.C.'s Edinburgh Trial will be 50 years old. On that day, the M.C.C. will endeavour to repeat as far as possible the route and conditions of the first "Edinburgh" in 1904, with an Anniversary Run. It will start from St. Martins le Grand, and pass through Biggleswade, Grantham, Durham and Berwick-on-Tweed to Edinburgh, where a dinner will be held the following evening. The event is open to all past and present members of the M.C.C., driving vehicles of any age. Regs. will soon be available from 76 Kinnerton Street, S.W.1.

Talking of anniversaries and the like, a colleague considers that he has a legitimate grouse against those who put a coy *Dress Optional* on invitations to social gatherings. If you want it formal, say so, he suggests, remembering a recent function where the dress varied from white tie and tails to polo jersey with zip-fastener.

## RHYDYMWYN SPRINT MEETING

THERE will be three sports car and four racing car classes in the Wirral 100 M.C.'s first 1954 Sprint Meeting at Rhydymwyn, near Mold, on 3rd April. Entries close on Saturday, 20th March, and the Secretary of the Meeting is R. W. Francis, 9 Wesley Avenue, Wallasey, Cheshire. Members of the Mid-Cheshire M.C., Liverpool M.C., M.G.C.C. (N.W.), Half-Litre C.C., Sheffield and Hallamshire M.C., Bugatti O.C. and Waterloo and D.M.C. are invited to take part.

## MOTORING WRITERS' AUTOCROSS

OWING to delay in the issue of a permit, the entry closing date for the Guild of Motoring Writers' Autocross meeting on 20th March has been postponed until next Monday, 15th March; entries should be sent to Wilson McComb, 159 Praed Street, W.2. The meeting, organized by the Sporting Owner Drivers' Club, will be held at the London Gliding Club's Grounds, Dunstable, starting at 10.30 a.m.

## ALVIS REGISTER PLANS

OF 180 Alvis Register members who replied to the recent circular on the question of amalgamation with the Alvis O.C., only three were in favour of such a move. In consequence, the Alvis Register will continue as a separate organization.

Social evenings will be held at the "Abercorn", Stanmore Hill, Middlesex, on 24th March, and the "Bell", Godstone, Surrey on 11th April. Also on 11th April, the Register's Southern Area Rally will be held over a main-road course in Kent and Surrey. Details may be had from G. Bowthorpe, Southlands Lodge, Tandridge, Oxted, Surrey.



*BLISS: Wearing a happy smile, Tony Marsh contemplates the tableful of trophies presented to him at the annual dinner of the Hagley and D.L.C.C. last Friday.*

## HARTLEPOOLS SECRETARY

HONORARY secretary of the Hartlepoons and D.M.C. is Stanley E. Robson, "Woodside", Park Estate, West Hartlepool.

## MIDLAND M.E.C. ANNUAL RALLY

A ROUTE in the Cotswolds area, instead of Wales, has been chosen for the third Annual Rally of the Midlands M.E.C. on 2nd/3rd April. It will start late on the Friday evening from Lowsonford, and finish the following afternoon at Cheltenham. Invited clubs are the Birmingham University M.C., Cheltenham M.C., Cirencester M.C., Coventry and Warwicks M.C., Shenstone and D.M.C., Stroud M.C. and Vintage S.C.C. Regs. may be obtained from Len Hill, 8 Skelcher Road, Shirley, near Birmingham.

## B.A.R.C. (S.-W.) ACTIVITIES

REGULATIONS are now available from W. R. Short, 5 Brownhill Road, Chandler's Ford, Eastleigh, Hants, for the 7th Brunton Hill-climb of the B.A.R.C. (S.-W. Centre) on 11th April. Invited clubs are the West Hants and Dorset C.C., 750 M.C., Gosport A.C., Southsea M.C., Hants and Berks M.C., Bristol M.C. and L.C.C., and Taunton M.C.

At the Centre's A.G.M. on 2nd March the chairman, Dr. R. V. Havard, stated that membership had increased in 1953 by close on 50 per cent. to almost 500. Officers were elected as follows: *Chairman*, Dr. R. V. Havard; *Hon. Treasurer*, H. C. Pitt; *Hon. Secretary*, Mrs. Havard; *Committee*, Mrs. N. Teare, G. S. Emmence, T. H. Fisk, M. Parr, P. B. Pyle, W. R. Short, R. Wakeling and Dr. K. Maurice.

Another film show will be held at the Little Testwood Country Club, Totton, near Southampton, at 8 p.m. on Wednesday, 31st March.

## HORSHAM SPRING CUP TRIAL

ENTRIES close on Saturday, 20th March, for the Horsham and D.M.C. and L.C.C.'s annual Spring Cup Trial on 28th March, which this year will be a 120-mile road event starting from the Bishopric Car Park, Horsham, and finishing near Capel, Surrey. Members of the Brighton and Hove M.C., Civil Service M.A., Chiltern C.C., Cranleigh M.C., Hants and Berks M.C., Haslemere M.C. and London M.C. are invited to take part, and regs. are obtainable from E. G. Smith, 20 Guildford Road, Horsham.

## WESTMORLAND HILL-CLIMB

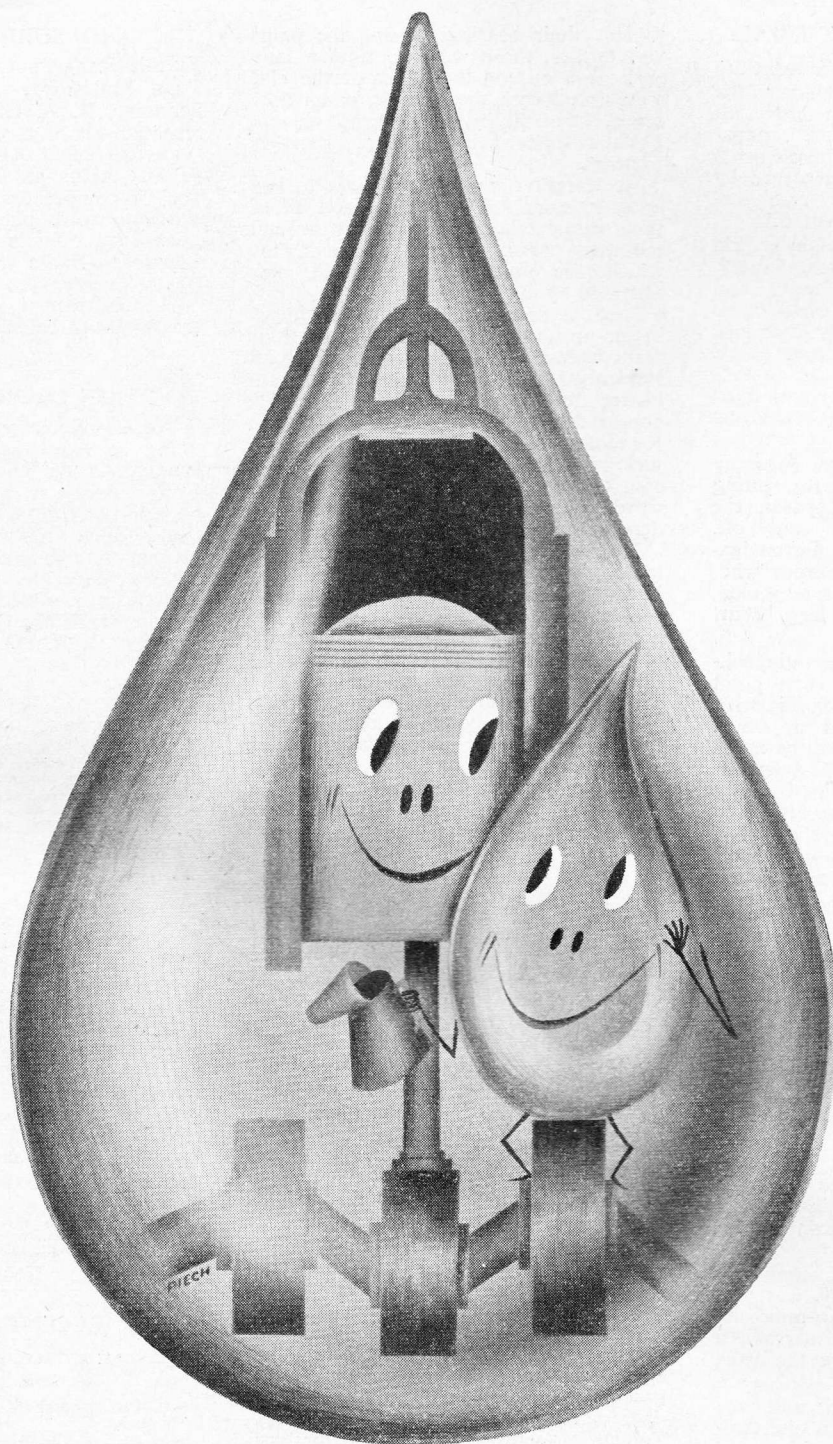
A CLASS for 500 c.c. cars is to be included in this year's Barbon Manor Hill-climb of the Westmorland M.C., planned for Saturday, 29th May. The course will be widened slightly over part of its length, and the following clubs are invited: Lancashire A.C., Vintage S.C.C., M.G.C.C., Furness D.M.C., Aston Martin O.C., Middlesbrough and D.M.C. and Half-Litre C.C.

## IRISH EXPERTS' TRIAL

QUALIFIED Irish "experts", and residents in England, Wales or Scotland who have entered for the 1954 R.A.C. Trials Championship, are invited to take part in the third Irish Experts' Trial, organized by the Newry and D.M.C. The winner of this event can claim the title, "Irish Trials Champion, 1954", the present holder being Dr. Hardman. The event will start from Armagh Road, Newry, Co. Down, at 1 p.m. on Saturday, 27th March, and entries should reach C. E. J. Atkinson, 17 Sandys Street, Newry, by 20th March.

On Monday, 15th March, the club's Annual General Meeting will commence at 8 p.m. in the Snack Bar, Hill Street, Newry. It will be followed by a film show.





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### PETERBOROUGH NIGHT TRIAL

LAST year the Peterborough Motor Club had to postpone their Night Trial owing to flooded roads. On 27th/28th February, when their fourth annual event of this type was held, the elements once again showed their displeasure by providing snowstorms, fog and ice-bound roads as the night went on.

The course, starting at Coleby's Café on the Great North Road, near Sawtry, was about 110 miles in length and embraced 10 control points which were located by map references on Ordnance Survey Sheet 134. Eight of these points were marshalled, the remainder consisting of code words. The marshals must have been very grateful to the organizers for putting their points under cover.

Shortly after 10 o'clock on the Saturday night, with a raging snowstorm cutting visibility down to about 20 yards, the first batch of cars was sent off. Sympathy was expressed for the navigator of a vintage 3-litre Sunbeam who, without the protection of side screen, crouched be-duffled over a large chart board.

Travelling north and thence anti-clockwise round the course, the first point appeared on the map to be in the wide open spaces far from road or track. Those who approached it from the north side along marked roads found an unmarked track going vaguely in the right direction. A little way down this, and there was revealed one of the Peterborough Club's specialities—a disused aerodrome. These places are confusing enough at the best of times with their mazes of tracks and runways, but on a dark night and with snow falling, losing yourself is easy. Just how easy was shown by one poor competitor who not only lost himself but his car as well—and it took him two hours to find it again! Anyway, by working out a bearing and distance from the road, and sticking to it, the marshal was duly found in a hut.

Light relief was given at the next point where, in the village of Sutton, one had to clamber over a haystack to reach the marshal in a pigless sty. Those who tried to cut off a nearby corner by using a ford, reached what is known as an *impasse*.

Near Deenethorpe was an organizer's delight, a ruined house. This was well strewn with decoys and rats—unfair to lady competitors?—and the marshal, a lady one, was outside where the back door used to be.

A short run to the next point, and once again concrete roads led to an old aerodrome. By finding the end of a wood marked on the map, the search area was narrowed down to a conglomeration of very tired Nissen huts, in which the marshal was duly run to earth.

Near Polebrook, a lodge was marked on the map and the control point appeared to be just beyond it. Those who took the drive down to the lodge found that beyond the empty house was another aerodrome and masses of buildings; the marshal was to be found in a derelict boiler house.

The route card told us to proceed with caution at the next point, which appeared from the map to be on the very edge of a large quarry near Thrapston. The marshals were actually in a cave at the foot of a cliff and, while those who approached it through the quarry tended

to lose their bearings among the paths and bushes, those who went up a lane and came out on the brink of the cliff were faced with the descent, when they realised that the marshal was not on top. Methods differed, but all were extremely exciting.

At Hargrave, the marshal was tucked away in some stables and a good bit of time was lost here by searching through the maze of buildings, permission for which, we must hasten to add, was obtained by the organizers.

Next, a code word had to be found in an apparently featureless spot. Our fears were confirmed when a side road suddenly stopped bearing any resemblance to the map, and Nissen huts appeared in the headlamps. This was Kimbolton aerodrome, and only by dead reckonings could one hope to reach the spot where, alongside the road, the code word was sited under the roof of a derelict shelter.

Mist was rising over a black, sinister-looking lake when we arrived at a point near Huntingdon. Little islets dotted its surface and on one could be seen the marshal's tent. No boat could be found, and luckily nobody tried wading; eventually, by wallowing or jumping from islet to islet, the marshal was reached.

And so, via a code-worded windmill, back to base, where the first six positions were announced after breakfast. This could be done quickly since, out of the 33 starters, only six had found all the points.

C. P. T.

(Results published in last week's issue.)

\* \* \*

### HEREFORDSHIRE WELSH RALLY

THERE will be five starting points, at Cardiff, Hagley, Ledbury, Shrewsbury and Trecastle, for the Herefordshire M.C.'s 400-mile Welsh Rally on 27th/28th March. Invited clubs are the Bridgnorth and D.M.C., Hagley and D.L.C.C. Pembrokeshire M.C., R.R.D.E.M.C. of Malvern, Severn Valley M.C., Welsh Counties C.C. and Worcestershire M.C. Entries should be sent to C. W. F. McKean, Greenacre, Leominster, by Friday, 19th March.

\* \* \*

### MID-CHESHIRE DANCE

AT the Annual Supper Dance of the Mid-Cheshire M.C. on Friday, 19th February, R. E. Tongue, the president, spoke of the club's development over the past year, and referred to the successful opening of the Oulton Park circuit. Mrs. Tongue presented the awards for last season.

\* \* \*

### PEMBROKESHIRE NIGHT TRIAL

MORE than half of the 32 competitors in the Pembrokeshire M.C.'s recent Night Navigational Trial failed to complete the course on time, and 14 were still missing an hour after the event finished. About 50 miles was allowed for visiting nine points, defined by six- and eight-figure map references. One competitor managed to cover more than 120 miles, and another had to substitute a travelling rug for his trousers, after his A40 Sports stuck in a stream. The winner was W. Lloyd Edwards (Ford Consul), with Dr. Rees (Ford Zephyr) and J. Thomas (M.G. TD) second and third.

### MID-SURREY EVENT

IN this year's Photo-Navigation Trial of the Mid-Surrey A.C., held on 28th February, R. A. Gifford (Ford Prefect) repeated his last year's win, A. Ford (Vauxhall) and G. Lewis (Sunbeam-Talbot) taking second and third places. The 30 competitors had three hours in which to solve photographic and other clues on a 50-mile course, starting and finishing at the Sugar Bowl, Burgh Heath, Surrey.

The club's next event is a "Six Point Nocturne" to be held on 27th March.

\* \* \*

### HERTS COUNTY MAP RUN

TWO 40-mile loops, starting and finishing at Panshanger Aerodrome, near Hatfield, made up the course for the Herts County A. and A.C.'s Map Run on Sunday, 7th March. Each loop included three code-worded points, located by map reference or cross-bearings, and flooded roads and swollen fords (sorry, Dagenham!) added to the fun. Bill Mason, of the Shell Film Unit, was navigator to D. R. Humphreys (A.C.), who won a first class award.

#### Results

Best Performance: D. A. Craps (Rover), 201 marks.

First Class Awards: C. Parrish (Rover), 193; A. W. Taylor (Morgan), 189; D. R. Humphreys (A.C.), 187. Second Class Awards: W. Palmer (A.C.), 185; A. J. Blair (Morgan), 173; G. Shaw-Yates (Standard), 170. Member's Award: G. Shaw-Yates/K. G. Andrews.

\* \* \*

### BRISTOL'S POOLE TROPHY TRIAL

INCESSANT rain on 27th February seemed to worry both navigators and drivers in the Bristol M.C. and L.C.C.'s Poole Trophy Trial, a 60-mile night navigation event. Several competitors, including the eventual winner, had difficulty in locating the first check-point, only half a mile from the start. The event finished at the Paradise Roadhouse on the Bridgwater road.

#### Provisional Results

Poole Trophy: J. D. Burston (F.-N./BMW), 35½ marks lost.

Souvenir Awards: C. M. Seward (M.G.), 40; G. W. Best (Ford), 56; J. T. Hocken (Triumph), 58½. Navigator's Award: W. J. Jones.

### RECENT RESULTS

#### LANCIA M.C. SPRING RALLY

7th March

Best Performance: H. F. Hamilton (Dellow), 1,106 marks.

First Class Awards: R. W. Colton (M.G.), 1,059; P. Anton (Sunbeam Alpine), 1,058; A. King (Standard Vanguard), 1,054. Best Performance by a Lancia: G. Robson (Lambda), 1,032.

\* \* \*

#### SHENSTONE and D.C.C. TRIAL

7th March

Class 1. Shenstone Cup: P. A. Atkinson, 2 marks lost. First Class Award: R. Kemp, 12. Second Class Award: T. R. Wood, 14.

Class 2. Shenstone Trophy: N. Lawrence, 27. Second Class Award: J. Deeley, 34.

Class 3. Vic Fellows Trophy: B. H. Thompson, 50. First Class Award: J. R. Rowley, 58.

\* \* \*

#### HARROW C.C. MOSS TROPHY TRIAL

7th March

Moss Trophy: V. Lovatt, 14 mks. lost. Cullen Trophy: L. Range, 22. First Class Awards: D. Lynn-Rees, 28; Miss A. Kenny, 32; F. Tricklebank, 35. Ladies' Award: Miss A. Kenny.



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## TWO SUNNY DAYS FOR FALKIRK

Sandy Morrison (Singer) Wins President's Trophy  
—Only One Entrant Retires

DURING the week-end of 27th/28th February, officials of the Falkirk and District M.C. were lucky enough to have two sunny days for the first closed invitation rally of the Scottish season. The route was a well-arranged mixture of detailed sections, map references, regularity stretches and confined distance controls which, besides providing grand sport, took the entry through magnificent country. Tests may not have been novel in their layout, but they were sited with cunning.

Saturday's initial road sections were fairly gentle progressions, but Aberdonian Dr. G. M. Duffus (Citroën) was obviously playing away from his home ground, and collected 64 penalty marks on the first of them. In the second section four of the entry went astray, and Dorothy Blair (Sunbeam-Talbot) got her baptism in the wiles of officialdom.

These two sections were followed by a test at a T-junction, with the approach on a fairly steep gradient. There were five forward and reverse movements to be made, and each involved keeping a pylon to the correct side of the car. We were intrigued by the qualities of the new Ford Anglia as handled by Maurice Smellie and Jimmy Nicholson. These little cars appear to have a remarkable urge for their capacity, and the steering lock makes light of confined areas.

Jack Hally, in a new Jaguar coupé, was very deft, but Anne Neil (Morgan) lost reverse gear to spoil what looked like being a really fast performance. A storming display by Jimmy Murray ended with his M.G. in the ditch, but fortunately the ground was soft and he was soon set on his way again. Best time in the test was made by Sandy Morrison (Singer), closely followed by Wilf Young in the redoubtable little Young Special. We noted a very neat performance by I. S. Munn, making his first appearance in the Mitchell Special.

This test was followed by a road section to a map reference above Drymon, which caught Bob Monteith (Singer) napping, in company with Bob McFarlane (Riley) and Dorothy Blair. Then came a detailed section with a quick succession of changes of direction, which nonplussed Alistair Ross (Riley) and found Stanley Kay (Morgan) very much off the beam for an old campaigner. This stretch was followed by a very short section to the hotel at Doune, but as some of the entry were confused by the location of the fourth check-point, the organizers wisely decided to scrub the section.

Concluding Saturday's programme was a manoeuvring test in the bed of a lily pond in the hotel grounds. This had been drained, but on one side of a little island there was enough water to affect one's braking calculations considerably. Calculations unaffected were those of Harry Ballantine (Riley) and Tom Legget (Ford), who shared the best time. One of the most amusing performances we have seen in a long time was that of

★  
*WET: R. D. McPherson ploughs his way through a lily pond during the Falkirk and D.M.C.'s Two-Day Rally on 27th/28th February.*  
★

J. K. Loudon (Morris 8). He motored quite well until he came to the stretch of water and then, unable to believe his eyes, pulled the test instructions out of his pocket to have another look at them. Deciding that the water *had* to be crossed, he reversed a bit, then sent the car forward through the water with his foot firmly to the boards, drowning eight little horses and becoming marooned as a result.

Sunday's programme started with another test in the lily pond, but there was not quite so much water involved in the layout. Best performance was that of Stanley Kay, and we are certain that Roy Clarkson would have been highly delighted at the way Stan shaved the pylons with the special-bodied Morgan.

Sunday's road work opened with two detailed sections, in the first of which two of the entry were penalized. In the second one Francis Dundas took his Javelin up the wrong side of Loch Earn, and did some hasty motoring to recoup six miles' error in a 22-mile stretch. He made it but Anne Neil didn't, for her Morgan was three minutes late at the check.

The next two sections were to map references, and the second had to be reached in the same mileage as the first. With the mileometer painted out for the second reference, things got a bit difficult, and 28 competitors in all were penalized.

A detailed section followed, but despite many changes of direction (amounting to 16 in the same number of miles), only two of the entry failed to check in on time. Then came two regularity sections, in which 19 of the entry were caught out as they made their way by Carnbo, Pool o' Muckhart, Dollar and over Kincardine Bridge to Larbert. There was an excuse for Alistair Ross's lateness, as we discovered when we came across his Riley crawling slowly over Kincardine with a broken front spring. Not counting drowned engines, this was the only casualty in a most enjoyable and sporting event.

A. N. FORD

### RESULTS

President's Trophy: J. A. Morrison (Singer), 10 marks lost.

Open Cars up to 1,500 c.c.: J. A. Morrison (Singer), 10. Closed Cars up to 1,500 c.c.: G. M. Smellie (Ford Anglia), 21. Open Cars over 1,500 c.c.: H. F. Sturrock (Morgan), 15. Closed Cars over 1,500 c.c.: J. Hally (Jaguar), 21. Best Initial Performance: W. Galloway (Austin), 39. Team Award: H. Ballantine (Riley); I. Welch (Riley).



### HEDLEY HOPE TRIAL

THIS year, the Durham A.C. (formerly the Burnhope and D.M.C.) had intended that their Hedley Hope Trial on 28th February should be a road event suitable for novices as well as experts. Despite B.B.C. warnings of snow, few of the 42 competitors who left the Cock o' th' North, Durham, in bright weather could have envisaged that only five would complete the course inside the time limit. It was in the Yorkshire Dales that snow was encountered, gradually becoming so thick that 15 were late at Bainbridge, Wensleydale, where lunch was taken. After lunch came the Buttertubs Pass, which only some of the earlier starters succeeded in climbing. Then a blizzard started to rage, and the rest of the drivers had no choice but to reverse down again and take a much longer alternative route to the finishing point, arriving very late.

#### Provisional Results

Premier Award: T. G. Shanley (Ford Popular); 2, Dr. C. Hutson (Ford Zodiac); 3, J. Day (D.B. Spl.); 4, M. Harris-Reed (Ford Anglia); 5, W. Garrick (Standard Vanguard). Navigator's Award: J. M. Dalkin. Novice Award: M. Harris-Reed. Awards of Merit: R. Goodhead, G. Norton, H. Palmer and G. McIntyre.

### WEST ESSEX ACTIVITIES

MONDAY, 29th March, is entry closing date for the West Essex C.C.'s National Speed Trial at Wethersfield, near Braintree, Essex, on 4th April. There will be a total of 17 classes for open, closed and racing cars, and they will be run two at a time on the 1½-mile course (timed section, one kilometre). Secretary of the Meeting is G. E. Matthews, 48 Gaynes Hill Road, Woodford Bridge, Essex.

The club's Annual General Meeting will be held at 8.30 p.m. on Wednesday, 24th March, at the Three Jolly Wheelers, Woodford Bridge. This, the club H.Q., was the scene of an enjoyable quiz match on Wednesday, 3rd March, attended by more than 200 members. Cliff Davis was pressed into service at short notice to captain the club team, which succeeded in defeating an Essex Police team, captained by Inspector Priestly, by 71 points to 51. McDonald Hobley acted as question-master.

The results of the "Starlight" Rally on 27th/28th February have been amended as follows: J. Bradley (M.G.) takes the place of O. J. Henley (Jaguar) as the winner of a first class award.



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Coupe de Dames  
—Sunbeam*

**MEDITERRANEAN  
TO CAPE RALLY**  
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**LE MANS**  
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1st Panhard  
4 Class Winners*

**SILVERSTONE 10.5.53**  
*2,000 cc. Touring  
1st Bristol*

**RHEIMS G.P.  
12 HOURS**  
*2,000 cc. 1st Bristol*

**MILLE MIGLIA**  
*6 Class Winners*

**SESTRIERES RALLY**  
*1st Citroen*

**LISBON RALLY**  
*1st Porsche*

**CAEN GRAND PRIX**  
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**SEBRING 12 HOURS**  
*Handicap: 1st Panhard*

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1,000 KM.**  
*5 Class Winners*

**BRITISH  
EMPIRE TROPHY**  
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1 HOUR**  
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**PAN-AMERICAN RACE**  
*1,600 cc. Class:  
1st Porsche*

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## LINCOLN AND NOLAN TRIAL

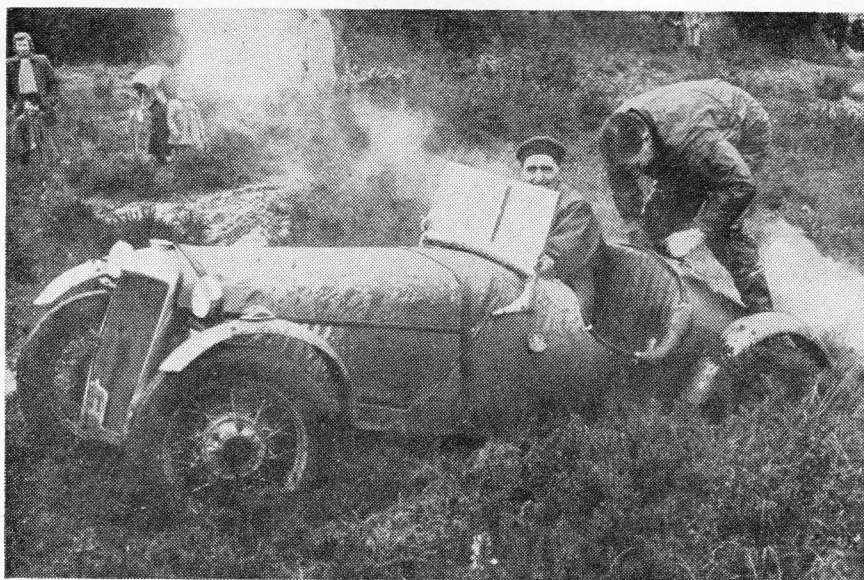
It is doubtful whether even the most enthusiastic supporter would have called the Leinster M.C.'s Lincoln and Nolan Cup Trial, on 27th February, anything but a farce. But, on the other hand, everyone seemed to enjoy themselves, including most of the competitors, though some of them might be loath to admit it, on account of the antics caused by an overdose of mud.

Regular followers of these reports may remember the last two Leinster trials: the G.V.B. Cup, where great controversy arose over a certain steep hill which some competitors refused to drive down, and the Boxing Day trial where nearly everyone got lost in an uncommonly difficult event, which, almost by tradition, is expected to be an easy one. In the last few months, therefore, the club had come in for more than its fair share of criticism, and the background to the Lincoln and Nolan was somewhat stormy.

Gathering at Killough, just below the Sugarloaf Mountain, on the Saturday afternoon, were nearly 20 specials and one Volkswagen. The course consisted of a couple of laps of a circuit containing two groups of observed sections, with two driving tests between them. The first group of sections lay a few hundred yards from the start, on the lower slopes of the Sugarloaf, but the organizers had unfortunately fallen into the trap of laying out all seven of them in a straight line up the hillside.

C. Manders (Ford Special) was first away, and he managed the first and second sections, with a certain amount of pushing from onlookers in the later stages. Next was Jimmy Millard, who gave up at the end of the first section, after his efforts to gain a little adhesion somewhere caused his radiator to boil furiously, making the special look rather like a spartan Stanley Steamer. Third came the ex-Knowles Ford Special in the hands of its new owner, Stanley Rutledge. He got stuck in the same spot as Millard, and as no further help was being given by onlookers, except in the case of retreat, Rutledge's passenger, Barney Manley, had a lot of hard work to do heaving, bouncing and pushing, in the course of which he caused something of a diversion for the spectators by falling flat on his back, flat on his face, and almost disappearing head first under the scuttle.

Following Rutledge were Le Fanu, Large, Murray, Vard, Norman Young, and the rest of the field; but no one, with the exception of Jack Gibney, who scored two marks on the second section, could get past the same pothole, which



*INCIDENT: A few seconds after this picture was taken, Stanley Rutledge's Ford Special embedded itself in a gorse bush, and Barney Manley (on the tail) disappeared head first under the scuttle.*

increased in size as each pair of rear wheels dug it out a little more. Meanwhile Manders had plodded on to the end of the seventh section, forgotten by everyone; but how much he actually drove and how much he was pushed up, only his long-suffering passenger knows. For the remainder of the entry, however, the group of seven sections ended at the top marker on the first of them, while for the second lap, even this one was withdrawn as impassable after consultation with the stewards.

The two driving tests were relatively simple, and Murray, Vard, Bill Young and Horner Beckett figured as fast travellers on one or the other lap.

The second group of sections, five in number, was located in the wood in the grounds of the Glenview Hotel, and once again the same mistake was made; there was no way round a section to pass on to the next, and no line of retreat once you had entered the first. And what a section that was! About 50 yards of thick, black, glutinous mud which, as a spectator quite rightly said, compared favourably with Bostik, and then a brook with a practically vertical bank on the far side.

Reaching the bank and getting stuck there meant scoring eight marks, which is exactly what nearly everyone scored. Nash (Dellow) made a clear run on the first lap, though, and Millard gave the entry a lesson in brilliant throttle manipulation on the second lap, when the section was in a dreadful state, plodding slowly but surely through the mud, and

climbing the bank at the exact and only possible spot. But others were less fortunate. Vard considerably modified the back bodywork of his new special; Gibney and Bill Young were stuck fast for at least 10 minutes until the concerted efforts of at least 10 men freed them; most of the rest of the entry found themselves in the same position, and Stanley Rutledge's special wallowed into the mud at just the wrong angle, smashing teeth off its crown wheel and pinion. As for the other four sections, they were cancelled and nobody went near them.

So, in effect, the whole trial consisted of three sections and four tests, instead of 24 sections and the tests, which to most people constituted farce, for a Hewison event anyway. But if use of that word is a strong condemnation, it cannot be denied that the choice of two "strings" of observed sections was a very unfortunate one, and may cause a spate of protests which render the results (given last week) very provisional indeed, for the time being.

MAXWELL BOYD.

## CHILTERN'S COMMITTEE CUP

SEVERAL interesting cars appeared for the first time in the Chiltern C.C.'s Committee Cup Competition on 28th February, including a new Sunbeam Alpine, Mick Cooper's full-width bodied Buckler, and a new Ford Anglia driven by Robin Richards. The course, in the Chiltern Hills, included several observed sections, some special tests and two regularity sections. Spectators derived most enjoyment from watching the first test, a crossing of a deep ford, in which Norman Overton (Overton Spl.) practically dried up the river bed as he charged through to record the best time.

### RESULTS

**Committee Cup:** R. N. Richards (1954 Ford Anglia), 0 marks lost.

**Open Cars, First Class Awards:** M. J. Cooper (Buckler), 2. A. C. Wood (Dellow), 3. **Second Class Awards:** A. E. Bray (T.E.S.T. 1), 4. N. H. Overton (Overton), 5.

**Closed Cars, First Class Awards:** Rene Boucher (Hillman Minx), 1 mark lost. A. D. Wilkinson (Triumph Roadster), 1. **Second Class Awards:** J. R. Marks (Ford Popular), 2.



*SALAM : Robin Richards' new Anglia bows low at Whiteleaf, in the Chiltern C.C.'s trial on 28th February. He won the premier award.*



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## M.G.C.C. MEETING

SOME 60 members and friends of the M.G.C.C.'s S.W. Centre watched a Shell film on engine wear detection by atomic methods, at the Ship Hotel, Alveston, on 27th February. After a buffet supper, members of the Monkey Stable gave an interesting talk on their racing experiences at Silverstone, Nürburgring, Lisbon and the Isle of Man. This season, they will use 1½-litre saloons with M.G.-based engines.

## HANTS AND BERKS BLACKWATER TRIAL

ALTHOUGH a mud-plug, the Hants and Berks M.C.'s eighth Blackwater Trial on 7th March was designed as usual to cater for the ordinary car; it was, therefore, of a mild nature, and specials were allowed only if driven by a novice.

The first three hills were familiar to regular competitors. "Leg of Mutton", quite a tough climb on clay, failed all but two. Maureen Mitchell (Ford Anglia 10), daughter of Nancy Mitchell, was the only entrant to climb "Wind Up", a fast, rough hill with an ugly hump at the bottom. The third hill, "Kiln", was fairly easy.

Competitors were then directed north of Reading to a most exciting special test; it was only an acceleration/braking affair, but there was an eighteen-inch ford between the two lines. Michael Burn established the record for the "crossing", motoring fast enough to do a Red Sea act and keep his Volkswagen's rear engine dry. In a Hillman Minx, Michael Hopkinson achieved the same result by covering the grille with an old raincoat—moral: carry two raincoats.

The last four hills were new for a Blackwater Trial. Most cars climbed "Foxhill", a long ascent with a thin layer of mud over a hard surface, and "Belle-hatch" was also easy enough. But "Maiden England" was very steep, and slow or hesitant starts resulted in failure. Half-way up the final hill, "Taken ill", was a home-made chicane of logs; it was rather bumpy, but easy if one stormed it.

G. M.

**Provisional Results**  
**Open Car Class:** J. Fisher (M.G. TD). **First Class Award:** J. Ellis (Ford 10). **Closed Car Class:** Miss Maureen Mitchell (Ford Anglia 10). **First Class Award:** M. Hopkinson (Hillman Minx). **Second Class Award:** H. Hamblin (Renault 750) and P. Kinggett (Ford 10).



IN MOTHER'S FOOTSTEPS? Driving a Ford Anglia 10, Maureen Mitchell, daughter of Nancy Mitchell, won her class in the Hants and Berks M.C.'s Blackwater Trial last Sunday.

## COMING ATTRACTIONS

**13th March.** Ulster A.C. Trial, N. Ireland.

*Omagh M.C. Trial, N. Ireland.*

**13th/14th March.** Oxford U.M.D.C. "Targa Rusticana".

**14th March.** Yorkshire S.C.C. 4/44 Trophy Trial.

*Kentish Border C.C. Taylor Cup Trial. Start, Hilltop Hotel, Wrotham, Kent.*

*Midlands M.E.C. Sporting Half-day. Start, Lowsonford, 2 p.m.*

*Chiltern C.C. Autocross, near Gt. Missenden.*

**18th/21st March.** Seventh Lyon-Charbonnières Rally, France.

## A.C.O.C. DINNER/DANCE

OVER 120 people gathered at London-derry House, Park Lane, on 20th February for the Annual Dinner/Dance of the A.C. Owners' Club. Speakers included the President, John Cooper, Mrs. Joan Bauchop, Len Drew, Mr. William Hurlock (of A.C. Cars, Ltd.) and George Grigs.

Mrs. Shelagh Cooper presented the awards as follows: **Overstone Trophy:** H. Day; **Buckland Trophy:** M. J. Mitchell; **Gymkhana Cup:** Dr. E. L. Ridge; **Silverstone Cup:** L. D. Inwood; **K-B.R. Cup:** Z. T. Marczewski.

## SUNBAC FILM SHOW

SUNBAC's film show on Thursday, 18th March, will be held at Perry Barr instead of Solihull. There will also be an "any questions" session with a fuel expert.

## MARGATE RALLY

ONLY six check-points, located by map reference, were included in the Margate and D.C.C.'s Clifford Cup Rally on 21st February. However, the event was far from easy, as a tight time schedule had been set and each point was difficult to reach. The 185-mile route took the 22 competitors as far south as Eastbourne, and north to Sittingbourne. It ended with an amusing test for both drivers and navigators at the Swan Hotel, Charing. J. Liddell (Morris Minor) won the premier award, followed by A. Ray (Morris Oxford) and L. Pout (Jaguar).

## VINTAGE S.C.C. ANNOUNCEMENTS

AT 7.15 p.m. on Thursday, 25th March, the Annual General Meeting of the Vintage S.C.C. will be held in Heal's Restaurant, Tottenham Court Road, London. Tickets for the buffet supper which follows must be obtained before Wednesday, 17th March, from T. W. Carson, Brook Cottage, Bishop's Green, Newbury, Berks.

The Pomeroy Memorial Trophy Competition on 27th/28th March will follow its usual form. On the Saturday there will be acceleration, speed and driving tests, followed by a one-hour high-speed run at Silverstone. Competitors will then drive to Cheltenham for a 60-mile regularity test the following day. Entry is open to members with cars of any age, whose capacity is over 2-litres. Regulations may be had from T. W. Carson.

Details are now available from J. G. Vessey, Curbar Lane, Calver, near Sheffield, for the Northern Rally and Trial, the date of which has been changed to 17th/18th April. Dates of the V.S.C.C.'s two Silverstone meetings have now been confirmed; they are 1st May and 19th June. Regulations will be sent to all members in due course.

## HAGLEY DINNER/DANCE

LAST Friday, the Hagley and D.L.C.C. held its Annual Dinner/Dance and Prizegiving at the Raven Hotel, Droitwich. It goes without saying that there was the usual barrage of bugles, hunting horns, trombones and klaxons, making themselves heard, but sedately, compared to the annual dinner of the club.

In the chair was President Ron Lowe. Prizes were presented by Mrs. Mary Lowe. Tony Marsh collected an impressive number of awards, so many that his father, in a short speech, remarked that "as he'd won 'em; he'd clean 'em!" The toast, "The Guests", was replied to by Mr. Jack Hey of the *Birmingham Post*. Amongst the guests were Mr. and Mrs. Douglas Clease, Mr. and Mrs. Harold Hastings, Cliff Davis, and the Editor of AUTOSPORT.

## CLUB FIXTURES

**Cheltenham M.C.**—Tramps' dance, 13th March. Priory Lawn, Cheltenham, 8 p.m.

**North London M.C.**—Navigation competition, 14th March. Start, Queen's Arms, Underhill, Barnet, 2 p.m.

**Newry and D.M.C.**—A.G.M., 15th March, Snack Bar, Hill Street, Newry, 8 p.m.

**Peterborough M.C.**—Film show, 15th March, Campbell Hotel, Peterborough.

**Lea-Francis O.C.**—Film show, 16th March, Albert Hotel, Kingston Hill, 7.30 p.m.

**Riley M.C. (London).**—A.G.M., 16th March, Clarendon Hotel, Hammersmith, 6.30 p.m.

**750 M.C.**—Meetings, 16th March, Dog and Gun, Banbury, 7.30 p.m.; 17th March, Highcliffe Hotel, Highcliffe; Annual dance, 18th March, Porchester Hall, Porchester Road, W.2.

**West Essex C.C.**—Members' film show, 17th March, Three Jolly Wheelers, Woodford Bridge, Essex.

**Singer O.C.**—Meeting, 17th March, Ashton's Hotel, Praed Street, W.2; 18th March, Prince of Wales, Carterknowle Road, Sheffield.

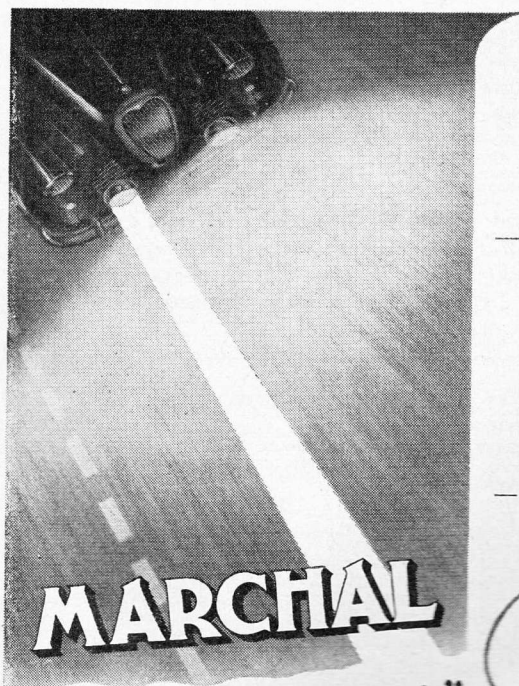
**Sunbac.**—Film show, 18th March, Perry Barr, Birmingham.

**London M.C.**—A.G.M., 18th March, Paviour's Arms, Page Street, Westminster, 7.30 p.m.

**Surrey S.M.C.**—"Scrounge", 18th March. Start, Warwick Arms Hotel, Redhill, 7.45 p.m.

**Vintage S.C.C.**—Meetings, 18th March, White Lion, Cobham, Surrey, and Mill Inn, Withington, near Cheltenham.

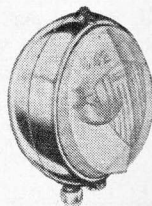




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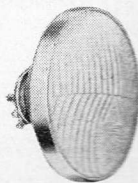
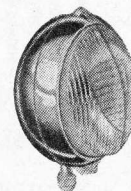


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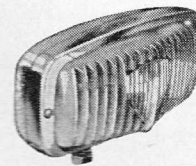


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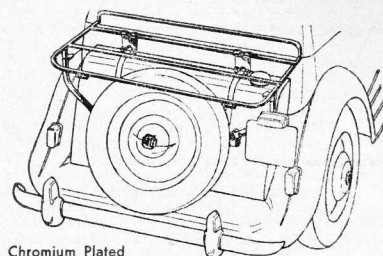
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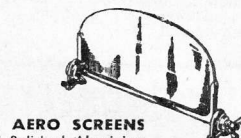


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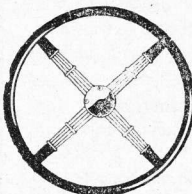
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