

THE STANGUELLINI "750"—EXCLUSIVE CUTAWAY DRAWING

AUTOSPORT

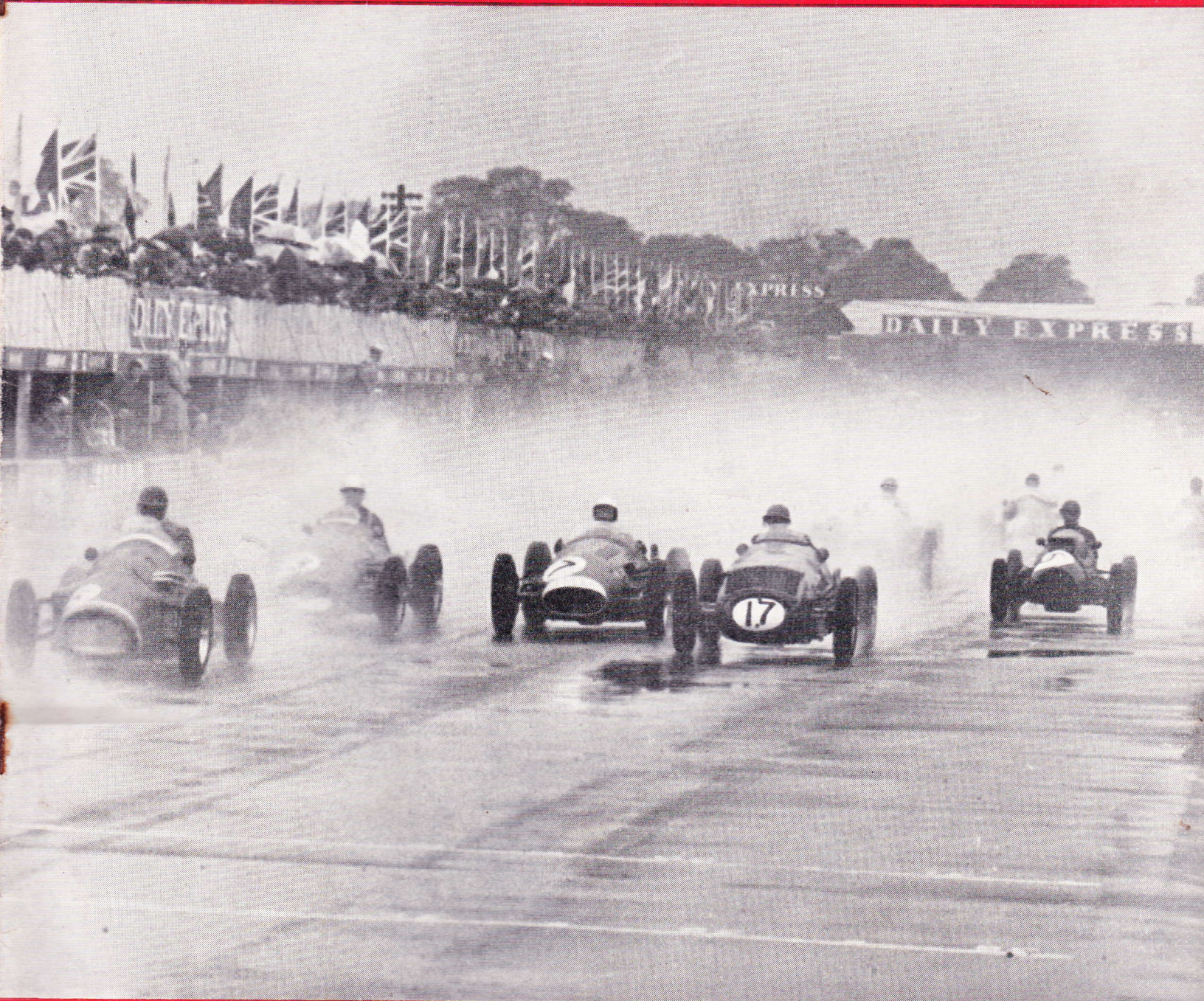
MAY 21, 1954

1/6

EVERY FRIDAY

Vol. 8 No. 21

BRITAIN'S MOTOR SPORTING WEEKLY



SILVERSTONE—FULL REPORT AND PICTURES



INTERNATIONAL "DAILY EXPRESS" TROPHY MEETING

PRODUCTION TOURING CARS***GENERAL CLASSIFICATION:*****1st** IAN APLEYARD JAGUAR**2nd** A. P. R. ROLT JAGUAR**3rd** STIRLING MOSS JAGUAR**MANUFACTURERS TEAM PRIZE—JAGUAR****4 OUT OF 5 CLASS WINNERS****SPORTS CARS*****GENERAL CLASSIFICATION:*****2nd** G. ABECASSIS H.W.M.**3rd** P. D. C. WALKER JAGUAR**TEAM PRIZE — JAGUAR**
(ECURIE ECOSSE)**2 OUT OF 4 CLASS WINNERS****500 C.G. RACE** **1st** STIRLING MOSS — COOPER**2nd** L. LESTON — COOPER **3rd** J. RUSSELL — COOPER

(Subject to Official Confirmation)

**FIRST CHOICE FOR TRACK AND ROAD**

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 8 No. 21

May 21, 1954

Managing Editor GREGOR GRANT

Assistant Editors

C. POSTHUMUS

F. WILSON McCOMB

Art Editor

THEO PAGE

Road Tests and Technical

JOHN V. BOLSTER

North of England

Northern Ireland

WILSON ROGERS

W. A. McMASTER

Eire JACK O'DONOGHUE

Continental Correspondents

GERARD CROMBAC

MAURICE GATSONIDES

HANS TANNER

Western Germany ALAN BRUCE

Canada

Scandinavia

R. J. THURGOOD

HANS FRIES

U.S.A.

South America

RUTH SANDS BENTLEY

DR. VICENTE ALVAREZ

Photographic Section

Chief Photographer

GEORGE PHILLIPS

North of England

FRANCIS N. PENN

Scotland

W. K. HENDERSON

Continental

MAURICE LOUIS ROSENTHAL

RODOLFO MAILANDER

CONTENTS

	Page
Pit and Paddock	643
Sports-News	645
Carncastle Hill-climb	649
Hat-Trick for Gonzalez	650
The 750 c.c. Sports/Racing Stanguellini, drawn by Theo Page	656
The Van-Wall Special	662
News from the Clubs	664
Third "Island Rally"	666

NOTICES

Published every Friday by AUTOSPORT
159 Praed Street, London, W.2

Editorial and General Office
Advertisement Department

PADDington 7673
PADDington 7671-2

General Manager PETER BAYLEY

Advertisement Manager NORMAN H. BIGSBY

Annual Subscription £4 4s. 6d.

(U.S.A. and Canada \$12.00)

Direct from the Publishers or all Newsagents

Reprinting in whole or in part, of any matter appearing in AUTOSPORT is forbidden, except by permission of the publishers. Unsolicited MSS., drawings, photographs, etc., should be addressed to the Editor. Unsuitable contributions will be returned if accompanied by a stamped addressed envelope, but the publishers accept no responsibility for their safe return. Payment for contributions will be made the month following publication, unless by special arrangement.

EDITORIAL

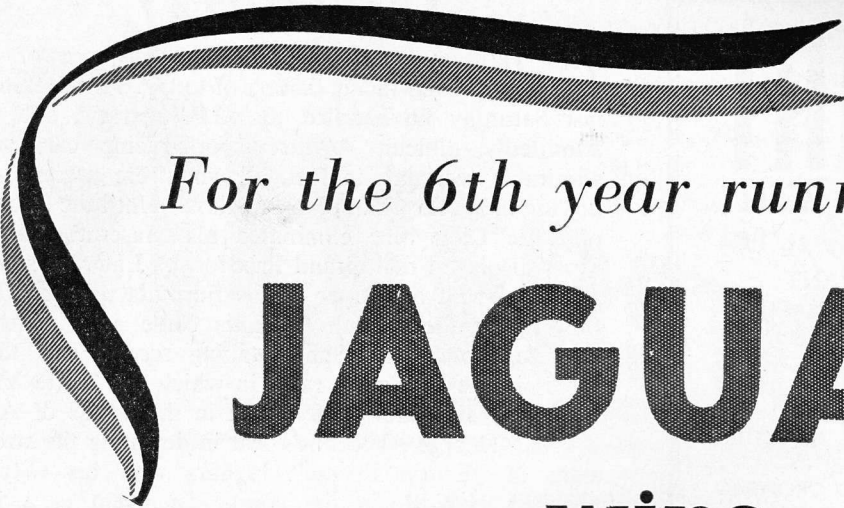
JOSÉ FROILAN GONZALEZ is undoubtedly one of the most improved racing drivers of today. At Silverstone last Saturday he handled the G.P. Ferraris, and the admittedly difficult 4.9-litre sports-racing car, with admirable restraint; in fact, all who were present saw driving in World Championship class. Until the fracture of a de Dion tube eliminated his Maserati, Stirling Moss displayed real Grand Prix form. Later he scored a victory with a Cooper in the Formula 3 race. The showing of the French Gordins came as a pleasant surprise, Behra and Simon taking second and third places in the "Trophy" race, in which the 2-litre Van-Wall Special made a fine début in the hands of Alan Brown. George Abecassis's feat in defeating the strong team of "Ecurie Ecosse" Jaguars with his C-type-powered H.W.M. in the sports car event is a just reward after several reverses. The DB3S Aston Martin coupés were impressively quick, and the new V12 Lagonda is full of promise. Nevertheless, the remarkable speed of the little M.G.-engined Lotus was something of an eye-opener to the Continentals. Ian Appleyard, this country's premier rally exponent, showed that he is also a first-class racing driver, by leading Jaguars to a 1-2-3 victory in the production touring car race, in which Daimler fully justified their right to the title "high-performance cars", when applied to the new "Century". Dick Jacobs and his 1½-litre M.G. won the 1½-litre class for the third successive year, whilst the Auto-Union DKW more or less dominated the smaller class.

On the whole, these B.R.D.C. *Daily Express* meetings have become something of an institution. They give the general public the opportunity to watch the latest Grand Prix, F3 and sports-racing machines in action, and to applaud the appearance of production touring cars—always a popular feature. Perhaps next year, this country may at last put cars on the grid which are capable of holding their own with the Continental machines which have completely dominated G.P. racing since the end of the Hitler War!

THE withdrawal of Mercedes-Benz from the Le Mans 24 Hours Race is now followed by the announcement that Lancias will not start, although a solitary experimental prototype may be run. Apparently the Turin concern has not been able to get ready its larger-capacity machines, and is unwilling to depend on the present 3.3-litre cars to challenge the very powerful Jaguar, Ferrari and Cunningham machines. However, it will be interesting to see whether or not Alberto Ascari may be loaned to Ferrari, to ensure that Italy's fastest sports-racing cars do not want for the presence of at least one world champion, and a top-liner partner for Gonzalez!

OUR COVER PICTURE

GONZALEZ GONE: in Heat 1 of the B.R.D.C. "Daily Express" International Trophy Race at Silverstone last Saturday; behind the vanished Ferrari come (l. to r.) Tony Rolt (Connaught), Umberto Maglioli (Ferrari), Stirling Moss (Maserati), Alan Brown (Van-Wall Special) and Jock Somervail (Cooper-Bristol).



For the 6th year running!

JAGUAR

wins

at

SILVERSTONE

DAILY EXPRESS INTERNATIONAL PRODUCTION

Touring Car Race

1st • 2nd • 3rd

(Ian Appleyard)

(A. P. Rolt)

(Stirling Moss)

ALL DRIVING MARK VII SALOONS

AND

Manufacturers' Team Prize

also

Winners of Unlimited Class

and

Record Fastest Lap at 77.48 m.p.h.

Winner's average speed 75.55 m.p.h. (Touring Car Record)

Congratulations to Ecurie Ecosse who, with their team of Jaguars, won the
TEAM PRIZE IN THE INTERNATIONAL SPORTS CAR RACE

subject to official confirmation



PIT & PADDOCK

FANGIO is expected to lead the Mercedes-Benz team in the French G.P. at Rheims on 4th July.

DAVID BROWN entries of Lagonda and Aston Martins for the Hedemora races on Sunday had to be withdrawn following the Mille Miglia accidents.

MARQUIS DE PORTAGO of Spain returns to racing at Aintree on 29th May. Last time, several years back, he competed successfully on horseback; this time his mounts will be two Maseratis.

NEW Lancias will not be ready in time for Le Mans; they hope to run one car, however, with Castellotti and Manzoni as drivers.

LE MANS "old timer" Charles Brackenbury, successful in pre-war days with 1½-litre Aston Martins, returns to the Sarthe circuit this year as co-driver in Nigel Mann's DB2.

WHILE testing the Grand Prix Mercedes at Hockenheim recently, Hans Hermann crashed and was injured after a broken oil pipe released hot oil over his legs and feet, causing him to lose control.

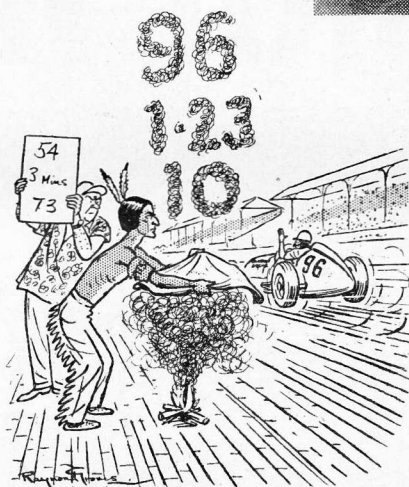
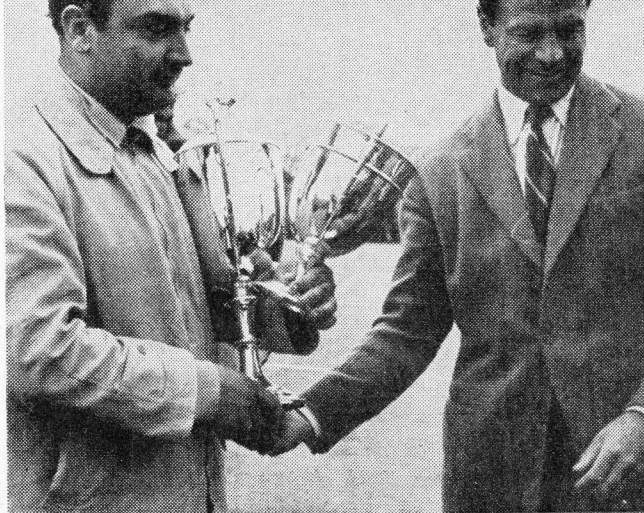
MICHAEL HEAD, over in Finland with his white, ex-Wisdom C-type Jaguar, followed up his Helsinki win with another in the Lappeen races on 16th May.

LORD CHARNWOOD, having ridden with John Bolster in the Jaguar coupé which formed the subject of our road test last week, immediately ordered a similar car for himself.

FELICITATIONS to Peter Binns and Rena Davenport, who become man and wife on 25th May.

NEXT week's issue will contain a road-test report by John Bolster of the Bentley "Continental".

★
REWARD: José Froilan Gonzalez receives the "Daily Express" International and Sports Car trophies from the Hon. Max Aitken, after his Ferrari victories at Silverstone.
★



THAT invaluable guide "Les Auberges de France", of the Club-Sans-Club, has been published in English by the Seymour Press at 15s.

GERARD CROMBAC will share a Porsche "1,500" with Anglo-Frenchman Montgomery in the Bol d'Or. "Ecurie Bull Frog" will be represented by John Horridge and George Trouis in the former's aerodynamic, Riley-powered Jupiter.

JUAN MANUEL FANGIO is expected to drive a sports Maserati in the Targa Florio on 30th May.

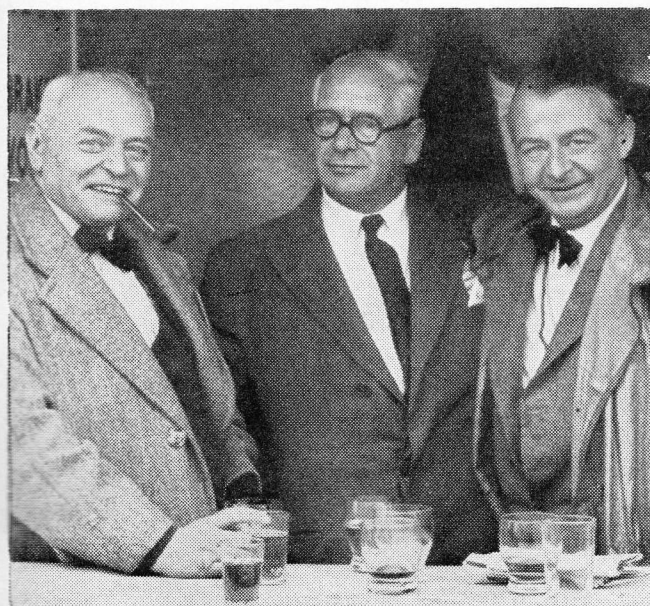
LAST Sunday's hill-climb at Planfoy, near St. Etienne, was won by Bozzi (4½-litre Talbot), with Blanc (Talbot) 1.2 secs. slower.

BRITISH "Bergmeister" Ken Wharton will drive a B.R.M. at the National Shelsley hill-climb on 20th June.

FERRARI's experimental six-cylinder Grand Prix engine has yielded 270 b.h.p. at 8,500 r.p.m., as compared to 250 b.h.p. at 7,500 r.p.m. from the current "four".

RUTH SANDS BENTLEY was interviewed on the radio after the Suffolk County races at Westhampton Airfield, U.S.A. She answered numerous questions put to her concerning AUTOSPORT.

THREE radio, screen and stage stars, Mary MacKenzie, Hubert Gregg and Vernon Harris, together with script writers Laurie Wyman and Len Fincham, will be attending the Eight Clubs race meeting at Silverstone on 29th May. Object: to gain true background and atmosphere for a new B.B.C. comedy radio play entitled "Spanner in the Works", commencing on 11th July.



INDUSTRIALISTS: (Above) Harry Ferguson and Tony Vandervell discuss the latter's new Van-Wall Special, which made its first appearance last Saturday at Silverstone.

HIGHLY DELIGHTED (Left)—with the showing of the 2½-litre Daimlers at Silverstone were (l. to r.) Chief Engineer C. M. Simpson, Alex Frazer (of Giralings) and Daimler Development Engineer C. J. Hellberg.



CASTROL WINS

AT SILVERSTONE

SPORTS CAR RACE

UP TO 3 LITRES

1ST R. SALVADORI ASTON MARTIN

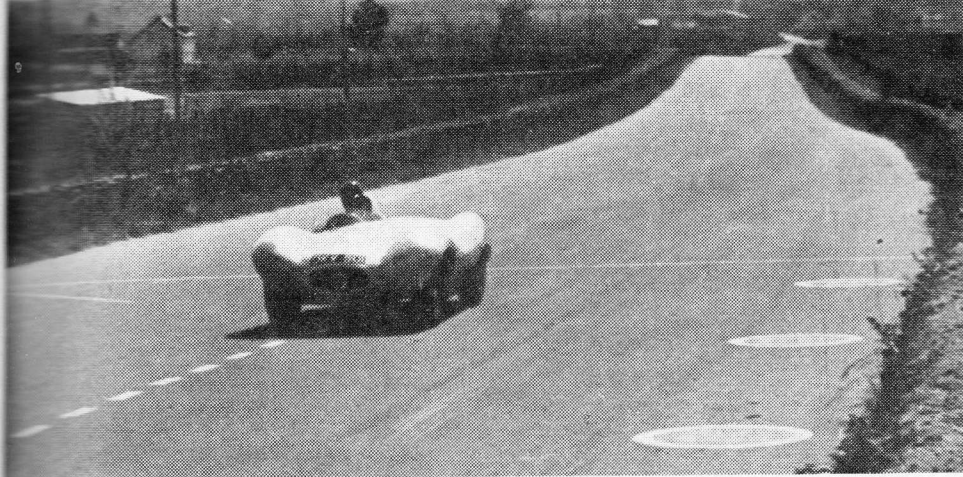
2ND P. COLLINS ASTON MARTIN

3RD G. WHITEHEAD ASTON MARTIN

Subject to official confirmation



THE MASTERPIECE IN OILS



A NEW O.H.V. MORRIS OXFORD
ANNOUNCED this week is an entirely new Morris Oxford, styled the Series 2. It is powered by a 4-cylinder, o.h.v. (73 x 89 mm.) B.M.C. engine developing 50 b.h.p. at 4,800 r.p.m. on a 7.43 to 1 compression ratio; carburation is by a single SU semi-downdraught instrument. In all, the Series 2 is a much

LE MANS REHEARSAL for Jaguar, whose latest car, driven by Tony Rolt (left), exceeded Ferrari's 1953 lap record in recent tests. Below is shown the SU fuel injection system which was installed on one of the XK 120 C-type cars.

SPORTS-NEWS

THIS SUNDAY—THE EIFELRENNEN

A STRONG British entry will contest the Formula 3 event in Sunday's mixed race meeting at Nürburgring. Amongst those competing will be Moss, S. Lewis-Evans, Leston, Alan Brown, Austen May, A. Cowley and Bueb with Coopers, Parker, Burgess and D. Walker (Kiefts), J. Byrnes (Mezzolitire), Gerald Smith and J. Brise (Arnotts), and Loens and Fenning (Starides). Continental drivers include Paul Swaelens, G. Berger, Hutchinson, Hellfrich, Kuhnke, Ahrens and A. Lang, all in Coopers, Audibert (Panhard) and numerous others.

The 1,500 c.c. sports car race has attracted many Porsches, three Oscars from Italy, three EMWs and a works Borgward trio. Two other events, for touring cars, have almost 100 per cent. Porsche entries.

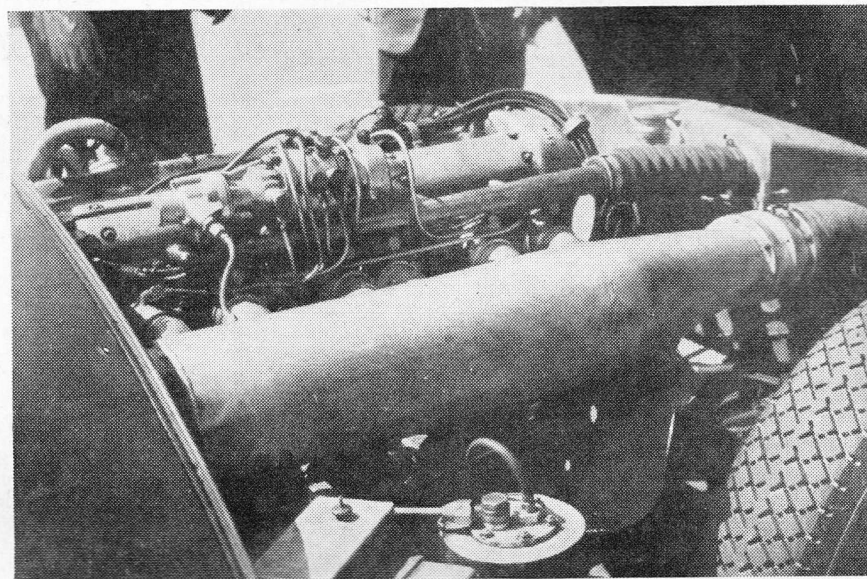
THE HELSINKI RACES

RODNEY NUCKEY did more than merely finish second in the Formula 3 race during the Finnish meeting at Helsinki on 9th May. He also won the *Formule Libre* race, driving his 2-litre Cooper-Bristol, which appeared bewilderingly as an "Aston-Cooper" in first news bulletins. Nuckey's win was in fact a lucky one, for Roger Laurent led unchallenged in his yellow Ferrari to the finish, but was penalized one minute for jumping the start. That gave victory to the British driver by 50 secs., with G. Carlsson's Ford Special getting in second, ahead of the unfortunate Belgian.

Michael Head, like Nuckey and Laurent, a frequent and popular visitor to Scandinavian races, led the sports car race from start to finish in his XK 120C Jaguar; Valdemar Stener won a duel for second place from Olle Persson, both driving Ferraris. An Allard and an Austin-Healey were fourth and fifth. The under 2-litre sports car race went to Bengtsson's Type 166 Ferrari, with Vaino Helin of Finland second in a TR2 Triumph.

Eric Brandon's victory in the 500 c.c. race was an unchallenged one. Rod Nuckey stalled his Cooper's engine at the start and spent the rest of the 25-lap race working through to second place. Finnish drivers Lincoln (Cooper), Loivaranta and Rikkila in Elhoos, and Finnilla (Cooper) were next home, followed by the German Kuhnke (Cooper).

HANS FRIES.



MASERATI FIRST AT NAPLES

LUIGI MUSSO (2-litre Maserati) won last Sunday's Naples G.P. for sports cars over the winding Posillipo "figure of eight" circuit. Second home was Musitelli in a 3-litre Ferrari. Amongst entrants was Paolo Marzotto, due to race at Silverstone the previous day.

DKW WINS AGAIN!

Menz and Schlüter First in Wiesbaden Rally

THE 16th International Wiesbaden Rally proved to be a victory for the Auto-Union works-entered DKW, driven by Menz and Walter Schlüter; another DKW (Meier/Schellhaas) was runner-up. Gatsonides (Zephyr) crashed when leading the over 2-litre category. The Bader Rally was run in conjunction with the touring car event, and was confined to sports and *grand tourisme* machines.

Results

General Classification*

1, Menz/Schlüter (DKW); 2, Meier/Schellhaas (DKW); 3, Kraus/Schwid (BMW); 4, Wencher/Behringer (BMW); 5, Brand/Luba (DKW); 6, Vogel/von Schroeter (DKW); 7, Zeller/Willberger (Fiat); 8, Glockler/Wagner (BMW); 9, Von Regius/Springer (Ford); 10, Fischer/Bauer (Fiat).
*Based on European Grand Touring Championship.

Team Prize: Auto-Union DKW.

Coupe des Dames: Fraulein Lautmann/Fraulein Gallo (Ford).

Class Winners: Under 1,000 c.c., Menz/Schlüter (DKW). Up to 1,500 c.c., Zeller/Willberger (Fiat). Over 2,000 c.c., Kraus/Schwid (BMW).

Bader Rally: Under 1,300 c.c., Westerholt/Theden (Porsche). Over 1,300 c.c., Wirth/Meternich (Porsche).

livelier, faster and roomier machine than its side-valve predecessor.

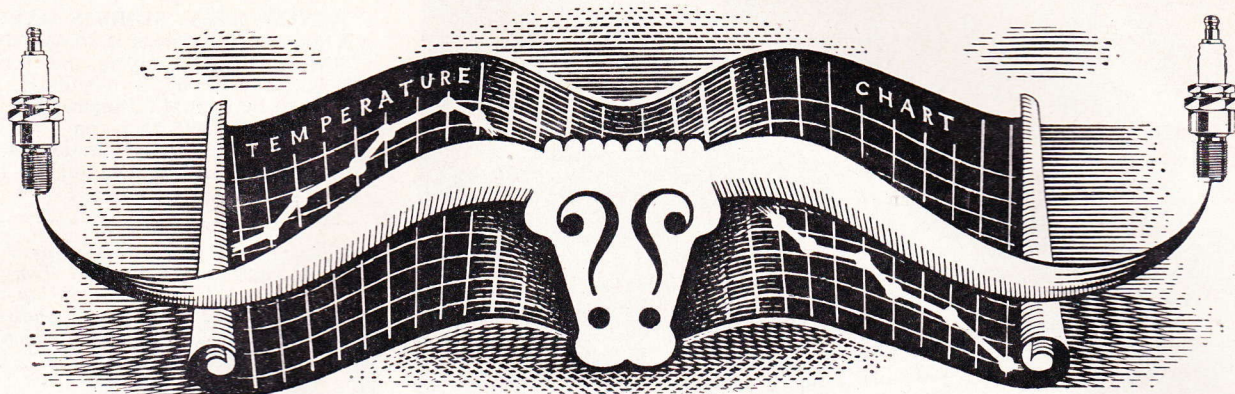
A hydraulically-operated clutch is used, the Lockheed brakes have 9 ins. drums, a built-in heater-cum-ventilator is standardized, visibility all-round is excellent, and a 12-gallon fuel tank ensures a range of over 350 miles. Top speed exceeds 70 m.p.h. The car is priced at £525 (plus £219 17s. 6d. P.T.).

AINTREE DATA

APPLICATION for tickets in respect of the 200 Miles race at Aintree on 29th May should be made to the Secretary, Aintree Automobile Racing Co., Aintree, Liverpool, 9. Admission details are as follows:

Public Enclosures	5s.
Enclosure stands (additional to admission) as available	5s.
Grand Stands, reserved seat and paddock enclosure admission	35s.
County Stand enclosure and paddock enclosure admission	45s.
County Stand enclosure reserved seat and paddock admission	65s.
Transfers to paddock from public enclosures	20s.
*Transfers County Stand enclosure from paddock	20s.
Car Parks—Adjacent to public enclosures	5s. & 7s. 6d.
Car Parks—Adjacent to stands	10s. & 12s. 6d.
Combined admission, car and 4 occupants	30s.
Solo motor-cycles at half car park rates.	
Coach Parks	10s.

*Extra for reserved seat in County Stand, 20s.
(Use of portable structures as vantage points is prohibited.)



Your sparking plugs on the horns of a dilemma

The Dilemma that faces you when you choose a new set of sparking plugs is to choose plugs that will be safe from overheating on the one hand and from fouling on the other. K.L.G. will answer your problem with a plug to suit your engine *exactly*. Of all the sparking plugs commonly stocked by British garages, K.L.G. offer you the most complete range of heat values, with the smallest steps in heat value between one plug and the next. Every K.L.G. plug combines the finest qualities

of design, manufacture, and careful testing, with a heat value exactly suitable for its purpose—whether it's for everyday motoring in your own car or the winning * of strenuous trials or races anywhere in the world. Your garageman can advise you which K.L.G. plug will suit your engine *exactly*. Ask him for help, or let us send you a leaflet for your guidance: write to Dept. K/AA18 Smiths Motor Accessories Limited, Cricklewood Works, London, N.W.2.

K.L.G.

sparking plugs

one of **SMITHS** accessories for better motoring



INTERNATIONAL TROPHY MEETING SILVERSTONE

SPORTS CAR RACE

CLASS "D" (2-3 litres)

1st R. Salvadori . . **ASTON MARTIN**
2nd P. Collins . . . **ASTON MARTIN**
3rd A. G. Whitehead **ASTON MARTIN**

CLASS "E" (1½-2 litres)

1st Alan Brown . **COOPER-BRISTOL**
2nd H. Gould . . . **KIEFT-BRISTOL**
3rd T. A. D. Crook **COOPER-BRISTOL**

500 c.c. RACE

1st Stirling Moss . . . **COOPER-NORTON**
2nd Les Leston . . . **COOPER-NORTON**

(Subject to official confirmation)

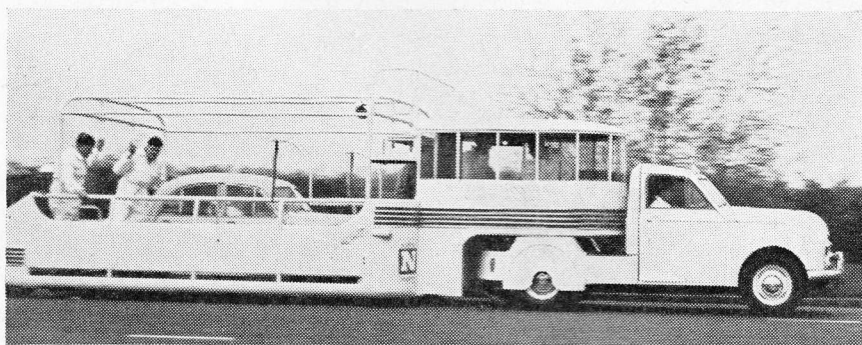
NUFFIELD NURSEMAID

Some Details of the Nuffield Organization's Interesting Research Tender

CONSIDERABLE interest was aroused when the Nuffield Organization's mobile research tender first made a public appearance at Goodwood last year, in connection with the 10,000-mile non-stop run by a Morris Minor. But it soon became obvious that the specially built tender could be used for other purposes, with perhaps less publicity value, but enormously worth while to a manufacturer bent on constantly improving his products. At present, it is being employed in connection with research into the problem of "road noise". The long-suffering Morris Minor has been fitted with microphones, close to the tyres, and recordings are made on an E.M.I. magnetic tape recorder. The design of the tender is such that one or more wheels of the Minor can be held off the road whilst in motion (a double handbrake linkage is used at the rear), and the contribution of each wheel to the general noise-level noted exactly.

Recently, members of the Press were given the opportunity of examining the tender in its present form (it is now capable of up to 50 m.p.h. with the test car in position). The test car is held in place by means of a special front bumper attachment, with a vertical pin inserted between four plungers which are at right angles to the pin and to each other. These plungers, mounted on the tender itself, operate hydraulic cylinders connected to direct-reading gauges; thus, an immediate assessment of thrust, drag or side-thrust may be made under varying conditions.

The multifarious equipment on the "guinea-pig" Minor, besides a line-up of thermometers to make any gadgeteer's eyes bulge, includes a supplementary steering wheel clamped to the original one. This is provided with a protractor to measure turning angle, and connected to an electrical meter which gives a direct reading of steering effort in foot-pounds. The driver of the test car has only to turn the steering wheel through a given angle and read off the effort required, what time the tender staff read off the side-thrust and drag, and the tape



records the tyre squeal. The result is a simulation of the effects of 50 m.p.h. cornering, at perhaps only 30 m.p.h.

Unfortunately, lack of space prevents the writer giving a full description of this fascinating vehicle. However, one cannot resist mentioning the pivot between the tractor and trailer, which is, believe it or not, a Wolseley 6/80 front wheel complete with tyre and tube,

swivelling on its own stub axle. The latter is mounted on the tractor, and the wheel connected to the trailer by means of claws which grip the inflated tyre. In this way, a considerable amount of "come-and-go" is allowed in the vertical plane, and the extremely long tender is able to pass from a horizontal surface to a 1-in-6 gradient without strain on the pivot.
F. W. McC.

MILLE MIGLIA MUSINGS

The Ferrari/Lancia Struggle for Victory

AT last Ferrari has had to give way to another marque on post-war Mille Miglia superiority. Lancia started off with little hope of outright victory, still smarting under their Sebring wounds, and general favourite was the astoundingly rapid 4.9-litre Ferrari. But Farina's crash at Peschiera put out one Ferrari, and Lancia had already assumed a 1-2-3 road position. At Verona, Maglioli urged his 4.9-litre Ferrari up into second place, but did not appear too happy about its directional stability, and fell back again to 4th place at Ravenna. Behind him came Paolo Marzotto (4.9 Ferrari) and Vittorio Marzotto in the wonderful little 2-litre "Mondial" 4-cylinder Ferrari.

At Pescara, Lancia were still 1-2-3, and just after Ancona a drizzle allied to greasy roads handicapped the very powerful Ferraris, setting them back several minutes.

The Lancia misfortunes began. Castellotti retired with mechanical trouble, and Valenzano crashed, breaking his collar bone. This should have spurred the Ferraris to greater efforts, but Marzotto was finding the 350 b.h.p. car almost unmanageable and lost much ground.

The order at Rome was Taruffi, Ascari, Maglioli and P. Marzotto, the latter stopping *en route* for a plug change and

a prayer! As the cars left Rome, Peter Collins had closed right up on Marzotto for 5th place.

Before Viterbo, Taruffi packed up, leaving Ascari with the last Lancia in the lead, and the Ferraris moving up. Near Siena, Ascari stopped to change a plug, Maglioli promptly putting on the pressure. Paolo Marzotto, thoroughly at home in the Siena hills, drove a fantastic race with Collins keeping up with him brilliantly, to shoot past Maglioli and begin to close the gap between the Ferrari and Ascari's Lancia.

Coming up now was Marzotto's favourite Futa Pass, and Ferrari hopes of eventual victory were becoming rosier. Instead, however, Marzotto packed up with transmission troubles, then Maglioli also went out with the last of the 4.9-litre cars.

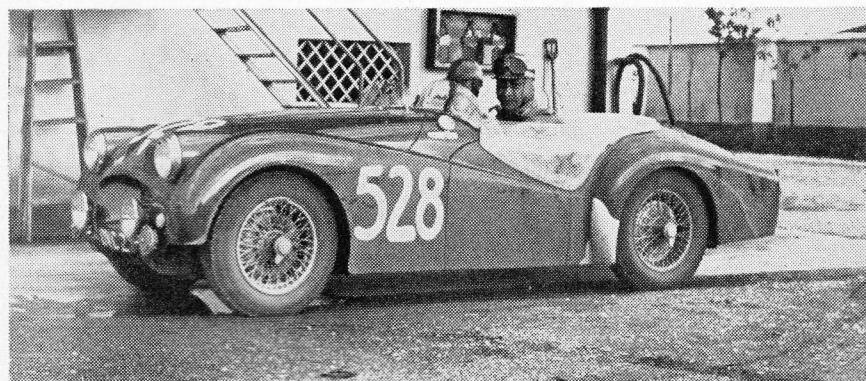
After these disasters, Ascari just had to keep going to win on behalf of Lancia, while over half an hour behind, Vittorio Marzotto gallantly defended Ferrari's name in the 2-litre "Mondial", hotly challenging Musso's Maserati to the very end. The 3.3-litre V6 Lancia D24 has certainly made itself felt in the sports car racing field. The team's next major activity will be in the Targa Florio on 30th May—the race which, last year, marked the new car's first outright win.

Out of 472 Mille Miglia entries, 374 actually started. The following table (by classes) gives a résumé of the finishers:—

Sports Class	Started	Classified
Up to 750 c.c.	46	14
Up to 1,500 c.c.	26	12
Up to 2,000 c.c.	26	12
Above 2,000 c.c.	31	6
Gran Turismo	46	29
Touring		
Up to 750 c.c.	67	34
Up to 1,300 c.c.	95	53
Over 1,300 c.c.	37	20
	374	180

HANS TANNER.

TENTH 2-LITRE finisher in the sports car classes of the Mille Miglia was the TR2 Triumph driven by Maurice Gatsonides and Ken Richardson.





SILVERSTONE

PRODUCTION TOURING CAR RACE · CLASS F

(1,100 c.c. — 1,500 c.c.)



FIRST

R. W. JACOBS



-THIRD SUCCESSIVE YEAR!

Subject to Official confirmation

Safety fast!

THE M.G. CAR COMPANY LIMITED, SALES DIVISION, COWLEY, OXFORD

London Showrooms: Stratton House, 80 Piccadilly, London, W.1

Overseas Business: Nuffield Exports Limited, Cowley, Oxford, and at 41 Piccadilly, London, W.1



CARNCASTLE HILL-CLIMB

Record for McCandless Special

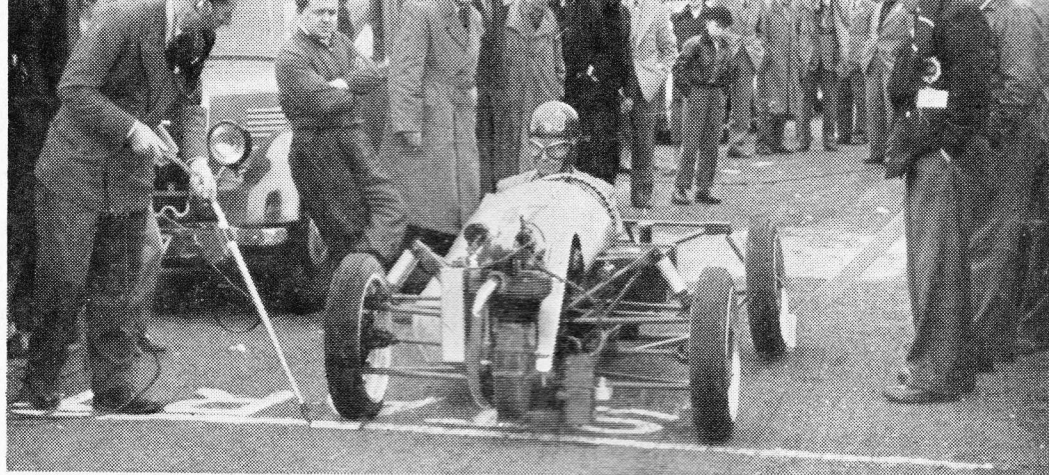
HILL-CLIMB exponents in Ulster had a rude shock on Saturday, 1st May, when, during the 500 Motor Racing Club of Ireland's meeting at Carncastle, Co. Antrim, a complete stranger to motoring sport, one Laurie McGladery, cracked the hill record wide open.

McGladery, who only a few weeks before had not been permitted to take part in the 500 Club's Kirkistown races on the score that he lacked racing experience, set the new Carncastle record at 64.2 secs. as compared with the previous record of 66 secs., established by Desmond Titterington in his J2 Allard last year. McGladery, as well as being a new driver, used a new car—the latest version of the Norton-engined McCandless. That his run was no fluke was demonstrated by the fact that each of the three runs he made at Carncastle were faster than anyone else's. Two of them were less than one second outside Titterington's record; the third cracked it.

The Mark II McCandless is, by comparison with the first version, a stark affair and makes no attempt to conceal its salient features. I understand that the only modifications incorporated lie in the province of steering geometry and the substitution of a steering wheel (mounted vertically) for the earlier handlebar control. The power unit used at the hill-climb was the 499 c.c. double-knocker Manx Norton.

From a total entry of 65 cars, 54 took part in the climbs. The saloon car class was decided on handicap, with the Ford Anglias of Robb and McNally doing battle with Andy Hutchinson's M.G.-engined Morris Minor, several Austin A30s, two Citroëns, a Bristol and a Delahaye.

In the practice climbs Desmond Titterington clocked 69 secs. in his Triumph TR2, fastest until McGladery put in a run at 66.8 secs. The proceedings were started in earnest by Desmond Montgomery (Austin A30) climbing in 95.6 secs., fastest until Ernie Robb (Ford Anglia) clocked 86 secs., which Gordon McNally (Ford Anglia) reduced to 85.8 secs. Andy Hutchinson (Morris-M.G.) brought the figure down to 82.6 secs. but was beaten at once by Sydney Pentland



STARTLING: The four-wheel-drive McCandless Special in its latest form, when, with only 500 c.c. at his disposal, newcomer Laurie McGladery established a new Carncastle record. Unfortunately the front drive failed in an Eire hill-climb last Sunday, the car hitting the bank and being damaged.

(Citroën) with 80.6, fastest saloon climb of the first runs.

The open car class warmed up when J. W. Wilson (M.G. TC) clocked 76.6, then J. McDonagh (Ford) got up in 72, which time David Archibald (Nufor) reduced to 69.4. Then came a tremendous run by Alan Brown (H.R.G.) in 68.8, fractionally faster than Des Titterington's first official run in 69 secs. Billy Leeper (M.G.) clocked 68.4 and McGladery (McCandless) made the first serious tilt at record-breaking with a run in 66.2 secs. Syd Durbidge (Griffen) made an initial run in 69.2, leaving McGladery victor of the first runs.

On the second climbs Robb reduced his time to 85.6 but McNally went better with a climb in 85. Pentland's second effort was also an improvement at 79.6, but not good enough to overcome the handicap of eight seconds conceded to the Fords. In general, most of the second climbs were improvements, even Brown getting down to 67.8 secs., one second better than Titterington's second effort. Billy Leeper made a great run in 67.4 but even this was again beaten by McGladery's final burst—which kept the clocks operating for only 64.2 secs. New boy, new car, new record!

Of the secondary entries, the features were that David Archibald (Austin A30) recorded best time for the marque by climbing in 92.4, what time his own Nufor, now driven by J. McDowell, beat Archibald's own Nufor climb with a run in 67.6 secs.

W. A. McMASTER.

Results

B.T.D.: Laurie McGladery (499 McCandless), 64.2 secs. (Course record.)

Saloon car handicap: 1, Gordon McNally (Ford Anglia), net time 73 secs; 2, Ernie Robb (Ford

Anglia), 73.6 secs.; 3, Andy Hutchinson (M.G./Morris Minor), 75.2 secs.

Non-racing cars, up to 1,199 c.c.: 1, J. McDonagh (Ford Spl.), 71.6 secs.; 2, W. J. Pearson (Ford Spl.), 74.4; 3, J. Neilson (Ford Spl.), 75.2.

Non-racing cars, 1,200-1,750 c.c.: 1, Alan Brown (H.R.G.), 67.8 secs.; 2, Harvey McWhir (H.R.G.), 70.4; 3, Ian Titterington (Lotus-Consul), 71.

Non-racing, over 1,750 c.c.: 1, Desmond Titterington (Triumph TR2), 68.8 secs.; 2, D. Eagleson (Triumph TR2), 71.2; 3, Arthur Clapham (Morgan Plus Four), 76.6.

Racing cars, up to 500 c.c.: 1, Laurie McGladery (McCandless), 64.2 secs.; 2, W. R. McMillan (J.P.), 67.8; 3, A. D. Jamison (J.P.), 69.

Racing cars, over 500 c.c.: 1, Laurie McGladery (McCandless), 64.2 secs.; 2, Billy Leeper (M.G. Spl.), 67.4; 3, J. McDowell (Nufor), 67.6.

General handicap: 1, Alan Brown (H.R.G.), net time 58.8 secs.; 2, J. W. Wilson (M.G. TC), 59.2; 3, Harvey McWhir (H.R.G.), 61.4.

GOLDEN JUBILEE OF "THE EDINBURGH"

FIFTY years ago, on 20th May, 1904, the first London to Edinburgh event began from the General Post Office, London, E.C. War-time years and 1948 and 1950 excepted, it has been run annually ever since. This year the M.C.C. celebrates the 50th staging of their classic event by following as far as possible the actual route used in 1904. The 1954 Commemoration Edinburgh, as it will be called, begins tonight, 21st May, at 8 p.m. from the G.P.O., London, and finishes tomorrow night from 7 p.m. at Edinburgh.

WESTHAMPTON BEACH RACES, U.S.A.

Provisional Results

Production Sports Cars over 1,500 c.c., modified over 1,100 c.c. (150 miles): 1, Bill Eager (2.0 Maserati), 92.5 m.p.h.; 2, Bill Lloyd (2.0 Maserati); 3, Fritz Koster (Maserati); 4, Sherwood Johnston (1.5 Osca).

Class Winners: Wallace (Jaguar), W. Hansgen (Aston Martin-Offenhauser), F. Allen (Austin-Healey), B. Eager (Maserati), S. Johnston (Osca).

Production Sports Cars, any capacity, modified Sports up to 1,100 c.c. (50 miles): 1, Russ Boss (Jaguar), 88.1 m.p.h.; 2, W. Hansgen (Jaguar); 3, J. Crusoe (Jaguar).

Class Winners: R. Boss (Jaguar), F. Allen (Austin-Healey), J. Graham (Porsche), J. Bentley (Siata), D. Vitale (Nardi).

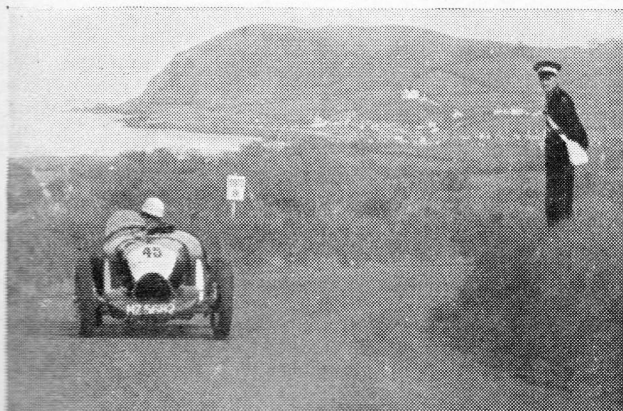
Modified Sports Cars over 1,100 c.c. (50 miles): 1, Fritz Koster (Maserati), 92.5 m.p.h.; 2, Bill Procter (Maserati); 3, Sherwood Johnston (Osca); 4, Duncan Black (Lester-M.G.).

Class Winners: Jackie Cooper (Austin-Healey), F. Koster (Maserati), S. Johnston (Osca).

Production Sports up to 1,500 c.c., modified up to 1,100 c.c. (100 miles): 1, J. Graham (Porsche), 81 m.p.h.; 2, J. Bentley (Siata); 3, E. Pupuplidy (Porsche); 4, A. Koster (Porsche).

Class Winners: J. Graham (Porsche), G. Hunt (M.G.), J. Bentley (Siata), G. Schrafft (Crosley Palm Beach).

(Report by Ruth Sands Bentley next week)



★
SECOND BEST
was Billy Leeper's
single-seater M.G.
special, which
clocked 67.4 secs. to
McGladery's record-
breaking 64.2 secs.

★

A HAT-TRI

Argentinian Driver Wins Heat, "Trophy"
Production Touring Car Event

George Abecassis drove a magnificent race to come second to Gonzalez in the sports car event with his H.W.M. The "Ecurie Ecosse" Jaguars secured the team prize. The new Lagonda proved to be quite fast, but not too manageable on the slippery circuit. A most outstanding machine was the little M.G.-powered Lotus driven by

VICTORY ONE: (Above) Gonzalez winning Heat 1 of the International Trophy race with the latest Grand Prix Ferrari, on a soaking wet circuit.

It was a great day for José Froilan Gonzalez and the marque Ferrari at Silverstone last Saturday. Before a record crowd, and on a wet circuit, the Argentinian won both his heat and final of the B.R.D.C. *Daily Express* International Trophy race, and also the sports car event with the fabulously fast, 350 b.h.p., 4.9-litre machine. Gonzalez drove with great restraint on a tricky surface, and emerged from this meeting with a considerably enhanced reputation.

Stirling Moss (Maserati) drove a very fine race but retired with a fractured de Dion tube when lying second to Gonzalez after 24 laps. Moss won the F3 event with the Francis Beart Cooper from Les Leston and J. Russell (Coopers). The production saloon car race saw a 1-2-3 Jaguar victory, Ian Appleyard being followed home by Tony Rolt and Stirling Moss, with Reg Parnell fourth in the remarkably rapid 2½-litre Daimler "Century".



VICTORY TWO: (Above) Gonzalez, this time in Trintignant's older-type Ferrari, on his way to win the final of the "Trophy" race.

MASERATI v. GORDINI: (Below) Stirling Moss and Jean Behra at Woodcote during their exciting battle for second place in the final of the International Trophy.

Colin Chapman, which won the 1½-litre category and lapped as fast as many of the larger cars.

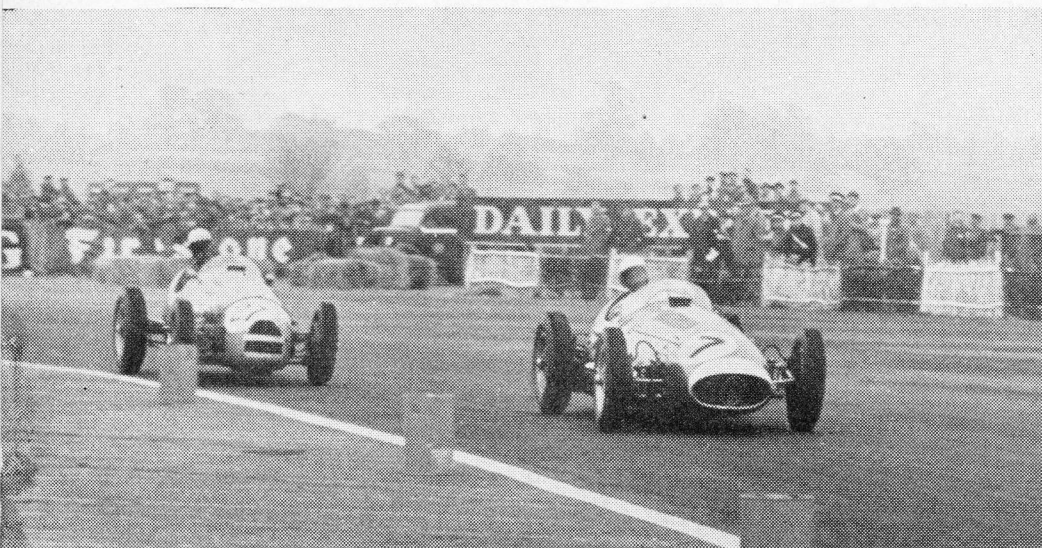


THE INTERNATIONAL TROPHY

Heat 1

FOURTEEN cars lined up in heavy rain for the 10.15 a.m. start of Heat 1 of the International Trophy race. Front row was occupied by Gonzalez (Ferrari), Behra (Gordini), Moss (Maserati) and Brown (Van-Wall Special), their practice times being 1 min. 48 secs., 1 min. 51 secs., 1 min. 51 secs. and 1 min. 53 secs. respectively. As predicted in last week's AUTOSPORT, Gonzalez had the latest side-tank model Ferrari.

Gonzalez made a lightning start, followed in a cloud of spray by Behra, Rolt (Connaught) and Brown, in that order. Rolt shot past Behra to take second place, and Moss closed up on Behra, with Bira (Maserati) on his tail. Alan Brown revolved at Copse, then slid



RACE FOR GONZALEZ

Sports Car Races for Ferrari at Silverstone—Jaguars 1.2.3 in
Début of Daimlers—Moss (Cooper) Victorious in Formula 3

wildly at Woodcote to drop back to eighth place.

None could approach Gonzalez, and Rolt held his second place with Moss and Bira duelling close behind. Bira was driving like the Bira of old, leaving his braking later than anyone else and closing up on Moss at every bend.

Bira was trying to pass Moss, who, in turn was attempting to take Rolt. The latter had his front suspension do peculiar things at Stowe on his seventh lap, the Connaught doing a spectacular revolving act. Rolt rejoined the race in sixth place, behind Maglioli (Ferrari) and Behra. Bira at last took Moss, held second place for three laps, and was then re-taken. After 10 laps, Gonzalez eased up slightly with a 25

secs. lead; towards the end, Rolt made an effort to take the Van-Wall, and failed by one second.

Result

- 1, Gonzalez (Ferrari), 31 mins. 49 secs. (82.79 m.p.h.).
- 2, Bira (Maserati), 32 mins. 03 secs.
- 3, Moss (Maserati), 32 mins. 05 secs.
- 4, Maglioli (Ferrari), 32 mins. 37 secs.
- 5, Behra (Gordini), 32 mins. 40 secs.
- 6, Brown (Van-Wall Spl.), 32 mins. 56 secs.
- 7, Rolt (Connaught), 8, Rosier (Ferrari), 9, Beauman (Connaught), 10, Somervail (Cooper-Bristol), 11, Marr (Connaught), 12, Chapman (Emeryson), 13, Richards (H.A.R.).

Fastest lap: Gonzalez, 2 mins. 3 secs. (85.67 m.p.h.).

Heat 2

NON-STARTERS for Heat 2 were Ken Wharton (Maserati), Peter Whitehead

(Cooper-Alta) and Graham Whitehead (Cooper-Bristol). Jack Fairman took over Webb's Turner, whilst André Simon replaced Elie Bayol in the Gordini.

Row 1 of the starting grid was made up of Trintignant (Ferrari), 1 min. 52 secs., Parnell (Ferrari), 1 min. 53 secs., Simon (Gordini), 1 min. 54 secs., and Gerard (Cooper-Bristol), 1 min. 55 secs. In Row 2 were Thorne (Connaught), Fairman (Turner) and Gould (Cooper-Bristol).

On a slightly drier track, the heat developed into a fierce Parnell-Trintignant battle, the two Ferraris circulating almost nose to tail, with Parnell holding the advantage. Behind came Manzoni (Ferrari), Simon (Gordini), Gould (Cooper-Bristol), and Gerard (Cooper-Bristol), in that order.

For 10 laps Parnell kept in front; on one occasion Trintignant passed him on Hangar Straight, but Reg re-took him in Stowe Corner to the delight of the crowd. Young (Connaught) stopped for a plug change, as did Mieres (Maserati) and McAlpine (Connaught). Richardson (R.R.A.) dropped a valve.

The leaders lapped faster and faster: both returned 1 min. 59 secs. (88.55 m.p.h.). Then Trintignant, making an all-out bid, swept past Parnell to lap in 1 min. 57 secs. However, the Derby driver stayed close behind, being well content to hold second place to the "works" machine. Salvadori (Maserati) overtook Gould on lap 9, then shot past Simon to hold fourth place till the end. Fairman did well to head the 2-litre cars with the fuel-injection Turner. Gould retired on his last lap with a broken distributor drive.

Result

- 1, Trintignant (Ferrari), 30 mins. 9 secs. (87.37 m.p.h.).
- 2, Parnell (Ferrari), 30 mins. 15 secs.
- 3, Manzoni (Ferrari), 30 mins. 56 secs.
- 4, Salvadori (Maserati), 31 mins. 17 secs.
- 5, Simon (Gordini), 7, Fairman (Turner), 8, Mieres (Maserati), 9, Whiteaway (H.W.M.), 10, Thorne (Connaught), 11, Gerard (Cooper-Bristol), 12, Young (Connaught), 13, McAlpine (Connaught).

Fastest lap: Trintignant, 1 min. 57 secs. (90.06 m.p.h.).

The Final

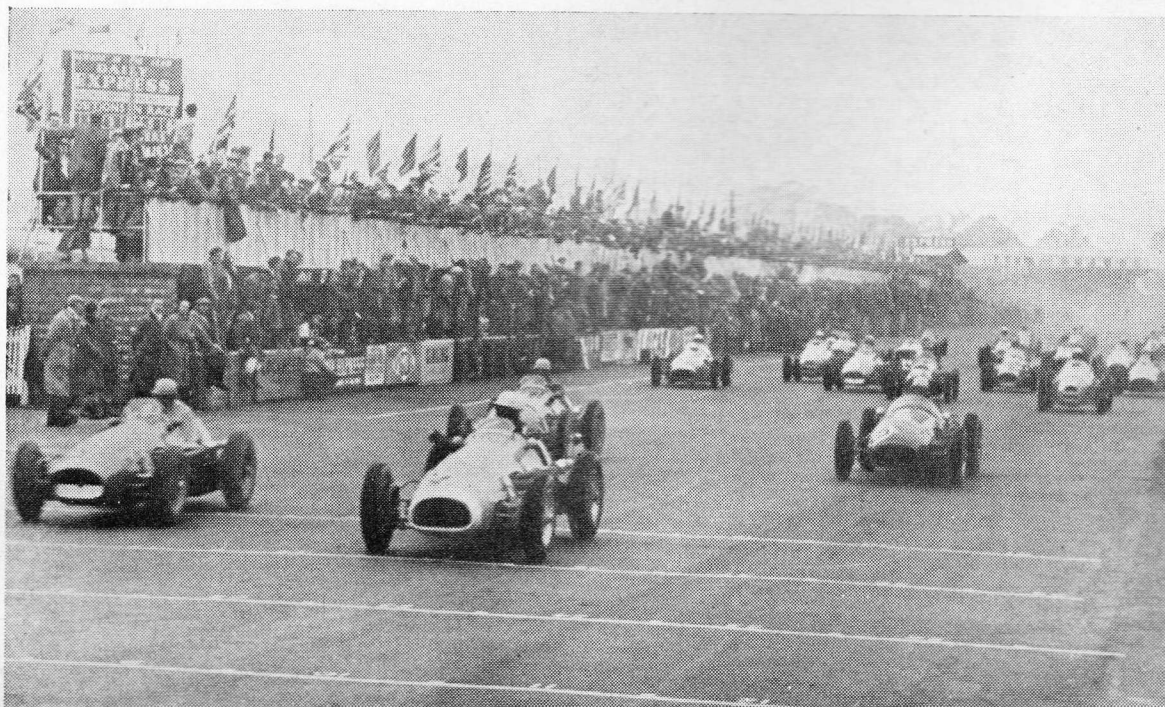
THERE was consternation in the Ferrari pit when the engine of Gonzalez's 1954-type Ferrari broke something inside. Permission was sought from the stewards for the Argentinian to take over Trintignant's 1953-type car, whilst

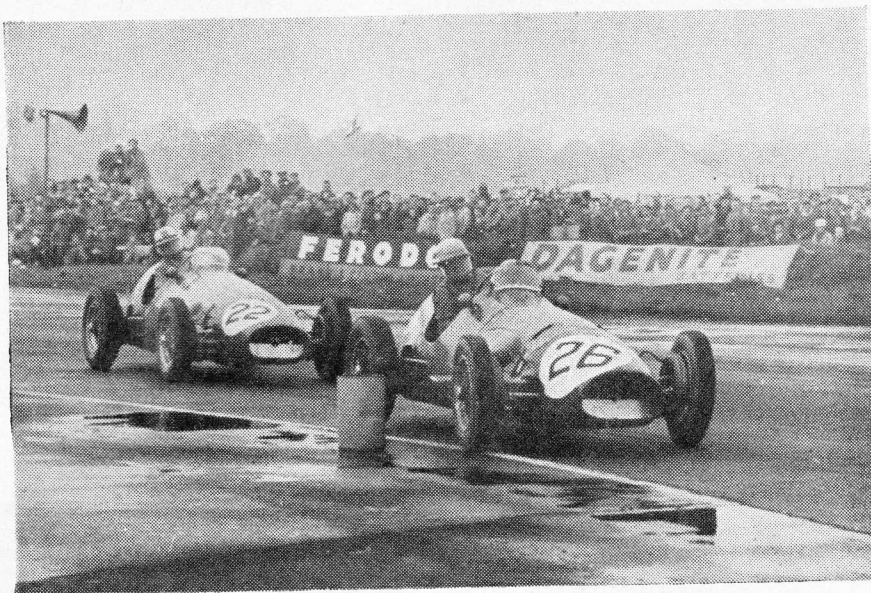


RAINMASTER: (Above) Tony Rolt, who was leading British driver and winner of the 2-litre category in the "Trophy" race with Rob Walker's Connaught, fitted with fuel injection.

★

FERRARIS TO THE FORE: (Right) Gonzalez, Manzoni and Trintignant sweep away at the start of the "Trophy" final, with Salvadori's Maserati leading the rest of the field, and Moss (Maserati) darting through from row 3.





DUEL: A feature of Heat 2 was the combat between Reg Parnell (Ferrari) and Maurice Trintignant ("works" Ferrari). Parnell is seen here leading at Copse Corner.

BRITISH: Ken McAlpine (Connaught) and Colin Chapman (Emeryson) at Woodcote.

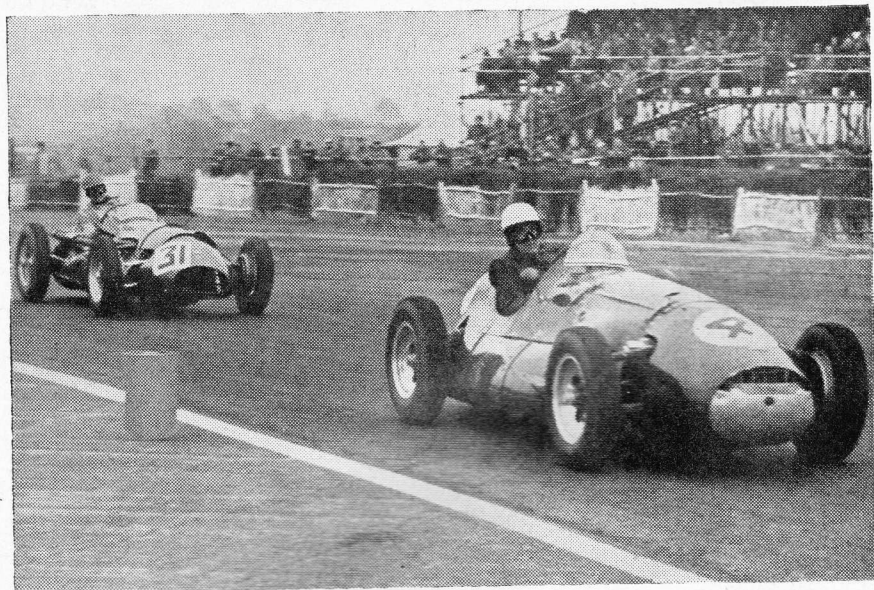
the latter replaced Maglioli. Despite giving Gonzalez a front row position, the request was granted and the 24 machines lined up as follows:—

Salvadori (Maserati)	Manzon (Ferrari)	Parnell (Ferrari)	Gonzalez (Ferrari)
Bira (Maserati)	Trintignant (Ferrari)	Simon (Gordini)	
Behra (Gordini)	Fairman (Turner)	Moss (Maserati)	
Rosier (Ferrari)	Rolt (Connaught)	Brown (Van-Wall)	
Thorne (Connaught)	Beauman (Connaught)	Whiteaway (H.W.M.)	Mieres (Maserati)
Chapman (Emeryson)	Marr (Connaught)	Somervail (Cooper-Bristol)	
McAlpine (Connaught)	Richards (H.A.R.)	Young (Connaught)	Gerard (Cooper-Bristol)

The majority of the drivers looked cold as they waited for the start. Gonzalez tried several seating positions in Trintignant's car before he relaxed. At the fall of the flag, Gonzalez streaked away, and Moss weaved in and out from his third row position. As the field hurtled into Woodcote at the end of lap 1, it was Gonzalez, Moss, Manzon, Behra, Parnell, Bira, Salvadori, Brown and Rolt—Ferrari, Maserati, Ferrari, Gordini, Ferrari, Maserati, Maserati, Van-Wall and Connaught.

Behra swept ahead of Manzon who slowed, and finally stopped at Woodcote. Bira took Parnell, then moved up to fourth place as Manzon retired. After five laps, the order was Gonzalez, Moss, Behra, Bira, Salvadori and Mieres, with 5 secs. separating the two leaders.

Moss was driving magnificently, but Behra spurred ahead on lap 6, at the same moment as Mieres took Salvadori. The Gordini began to close on Gonzalez, the Frenchman lapping in 1 min. 51 secs. (94.93 m.p.h.). Gonzalez received a faster signal from his pit, and cut a



second off this time. Leslie Thorne stopped for good with suspension bothers, and Salvadori lost over a minute rectifying a jammed throttle connection.

Whilst Gonzalez slightly increased his lead, Behra and Moss were having an exciting duel for second place, the British driver displaying real Grand Prix form. Some way behind came Bira and Mieres, and Alan Brown came into the picture with the very impressive 2-litre Van-Wall, to lead the F2 category. Bira dropped back, his engine sounding erratic. Moss's perseverance was rewarded on lap 15, when he sailed past the blue Gordini to snatch second place; Gonzalez, driving an impeccable race, was then 19 secs. ahead. Whiteaway's H.W.M. was retired with a broken U.J., and Parnell's Ferrari was eliminated with a broken throttle ball-joint.

Just as Brown was getting the feel of the Van-Wall, the machine burst an oil pipe and that was that! The car had shown up remarkably well against its G.P. rivals, the engine sounding very healthy indeed.

Gonzalez gradually went further

ahead, and Moss slightly increased his lead over Behra. After 20 laps, the leader board read as follows:—

1, Gonzalez (Ferrari), 37 mins. 43 secs. (93.12 m.p.h.). 2, Moss (Maserati), 38 mins. 03 secs. 3, Behra (Gordini), 38 mins. 07 secs. 4, Mieres (Maserati), 39 mins. 23 secs. 5, Simon (Gordini), 39 mins. 34 secs. 6, Trintignant (Ferrari), 39 mins. 45 secs.

Tony Rolt now led the 2-litre category. Bira, whose progress had been arrested by a slipping clutch, stopped for good at Copse. Moss's brilliant drive came to an abrupt end on his 25th lap, when his de Dion axle tube came apart at a welded joint, at Club Corner. This left Behra firmly in second place, 25 secs. behind Gonzalez. Mieres, in third place, was being harried by Simon (Gordini) who eventually forged ahead of the blue and yellow Maserati to make the French cars second and third.

Colin Chapman had a lengthy halt at the pits, whilst mechanics struggled to repair a broken fuel filter on the Emeryson. Meanwhile Mieres closed up again on Simon, and Rosier's blue Ferrari

shadowed Trintignant's factory machine, with Rolt coming ever nearer.

Eventually Gonzalez received the chequered flag, followed 36 secs. later by Behra. Both drivers had lapped the entire field. In third place came Simon, 6 secs. ahead of Mieres; then came a tremendous struggle for fifth place, Trintignant, Rosier and Rolt coming up Abbey Curve almost abreast. They finished in that order, only 2 secs. covering them.

Result

- 1, Gonzalez (Ferrari), 1 hr. 6 mins. 15 secs. (92.78 m.p.h.).
- 2, Behra (Gordini), 1 hr. 6 mins. 51 secs.
- 3, Simon (Gordini), 34 laps.
- 4, Mieres (Maserati), 5, Trintignant (Ferrari).
- 6, Rosier (Ferrari), 7, Rolt (Connaught)*, 8, Gerard (Cooper-Bristol)*, 9, Beauman (Connaught)*, 33 laps, 10, Salvadori (Maserati), 11, Marr (Connaught)*, 12, Somervail (Cooper-Bristol)*, 13, Fairman (Turner)*, 32 laps, 14, Young (Connaught)*, 15, McAlpine (Connaught)*, 16, Richards (H.A.R.)*, 27 laps, 17, Chapman (Emeryson)*, 27 laps.

* 2-litre cars.

Fastest lap: Gonzalez, 1 min. 50 secs. (95.79 m.p.h.).

Retired: Thorne (Connaught), Whiteaway (H.W.M.), Moss (Maserati), Bira (Maserati), Brown (Van-Wall Spl.), Parnell (Ferrari), Manzon (Ferrari).

Fastest Lap of each Competitor

Gonzalez (Ferrari), 1 min. 50 secs. Behra (Gordini), 1 min. 51 secs. Moss (Maserati), 1 min. 52 secs. Simon (Gordini), 1 min. 53 secs. Salvadori (Maserati), 1 min. 54 secs. Mieres (Maserati), 1 min. 54 secs. Bira (Maserati), 1 min. 54 secs. Rosier (Ferrari), 1 min. 55 secs. Rolt (Connaught), 1 min. 56 secs. Brown (Van-Wall Spl.), 1 min. 56 secs. Trintignant (Ferrari), 1 min. 56 secs. Manzoni (Ferrari), 1 min. 56 secs. Gerard (Cooper-Bristol), 1 min. 57 secs. Parnell (Ferrari), 1 min. 57 secs. Beauman (Connaught), 1 min. 57 secs. Marr (Connaught), 1 min. 58 secs. Somervail (Cooper-Bristol), 1 min. 58 secs. McAlpine (Connaught), 2 mins. 01 sec. Fairman (Turner), 2 mins. 02 secs. Young (Connaught), 2 mins. 03 secs. Whiteaway (H.W.M.), 2 mins. 04 secs. Thorne (Connaught), 2 mins. 06 secs. Richards (H.A.R.), 2 mins. 22 secs.

Winners' Equipment

1. Gonzalez (Ferrari): Shell fuel and oil; Weber carburettors; Marchal plugs; Pirelli tyres; Ferodo brake linings; Fimac fuel pump; Marelli ignition; Houdaille dampers; Borrani wheels.

Behra and Simon (Gordini): Shell fuel and oil; Weber carburettors; Champion plugs; Englebert tyres; Ferodo brake linings; Zenith fuel pump; Scintilla ignition; Messori dampers; Borrani wheels.



THE SPORTS CAR RACE

HALF-AN-HOUR after Gonzalez had crossed the line to win Heat 1 of the Trophy race, Ferrari mechanics were wheeling out his next "weapon", the ferocious 4.9-litre two-seater, originally to be driven by Paolo Marzotto in the 17-lap *Daily Express* sports car race. Although the two works Jaguars, the Austin-Healeys, Gaze's H.W.M., Cliff Davis in the Gilby Engineering Co.'s 2-litre Maserati, which dropped a valve in practice, and Ian Burgess (Kieft) were non-starters, an extremely interesting and varied field of 27 sports cars remained. Fastest British representatives were the Ecurie Ecosse Jaguars of Peter Walker and Jimmy Stewart, the latter having equalled Gonzalez's fastest practice lap in 1 min. 54 secs.; Hamilton (Jaguar) and Abecassis (H.W.M.), the V12 Lagonda, in which Parnell had worked hard to get round in 1 min. 57 secs., and the DB3S Aston Martins, to be driven by Collins, Salvadori and Graham Whitehead, the latter pair's cars being fitted with graceful coupé tops.

Some inter-marque class wars were clearly to be waged anew amongst the 1½-litre and 2-litre cars, with Alan Brown

(Cooper-Bristol), Horace Gould (Kieft), Tony Crook (Cooper), Peter Gammon (Lotus), John Coombs (Connaught), Colin Chapman (Lotus), Les Leston (Leonard-M.G.), and Peter Reece (Osca) amongst the protagonists. The rain had stopped now but the track was still wet, with pools of water gathered on the corners.

11.29, and all eyes in the starting area were on 27 vari-coloured figures, lined up opposite the pits, ready for the Le Mans-style release at 11.30. There were thick, stocky figures like Reg Parnell, Gonzalez, Gould and Duncan Hamilton, tall ones like Peter Walker, George Abecassis and Roy Salvadori, athletic ones like Peter Collins, Ninian Sanderson and Lance Macklin . . . and when Kenneth Evans released the starting flag, they rushed as one for their cars, a streak of green overalls at the top end denoting Jimmy Stewart beating Gonzalez by yards; a whirl of starter motors and static cars became urgently mobile, with Sanderson's blue Jaguar bursting through from 11th down the line to head the pack, followed by team-mates Stewart and Walker, and Hamilton's green Jaguar. Risely-Prichard's *Disco volante* replica Cooper-Connaught, which had much intrigued the Italian mechanics, refused to start until the rest were well away.

"Wilkie" and David Murray of Ecurie Ecosse beamed at this wonderful start for their team, and on that opening round new member Peter Walker put his foot hard down, passing Sanderson and Stewart to lead, but Gonzalez,

already familiar with conditions on the corners, sliced his determined way through the field, and was up to second behind Walker as they swept past the stands. Gonzalez now closed remorselessly on Walker, the Ferrari's high-revving 12-cylinder engine sounding wonderful as it accelerated away from the turns; 3½ litres just couldn't hold 4.9, and the big red car went ahead, "Gonzo" turning a lap at 85.67 m.p.h., equalling his fastest lap when winning Heat 1 of the Formula 1 race. Another V12, Parnell's new Lagonda, sounded equally strident, but clearly both driver and car were worked far harder to hold their sixth place than the leader his lead. Peter Reece's Osca developed serious clutch slip after a meteoric start, and retired after two rounds only.

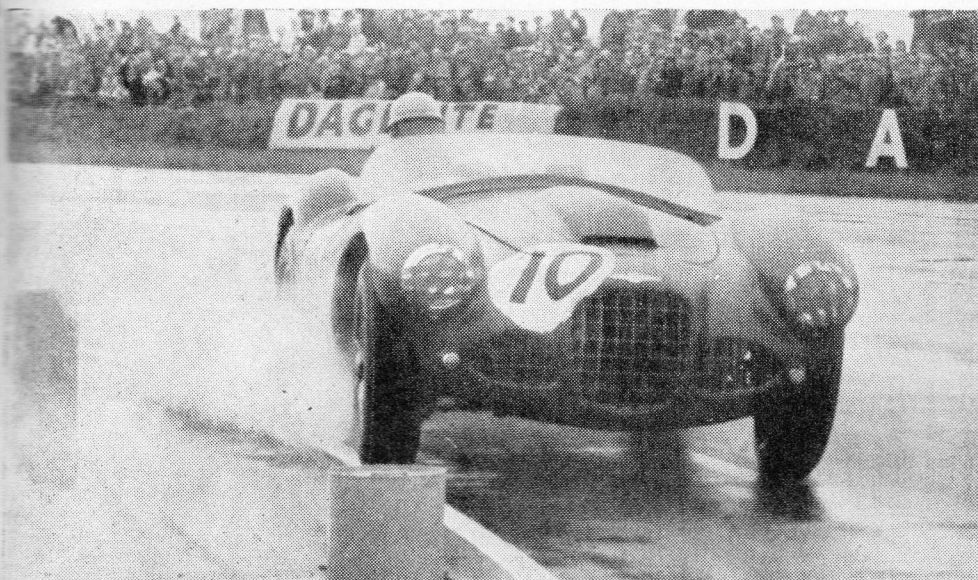
Third lap completed, and the order was Gonzalez, Walker, Stewart, Abecassis, going magnificently in the H.W.M.-Jaguar, Sanderson, Parnell, Hamilton, then Peter Collins in the open DB3S, Peter Whitehead in his new and very distinctive Cooper-Jaguar, and Salvadori's closed DB3S. Leading the 2-litre cars came Horace Gould's Kieft, wagging a bit through Copse but holding off Tony Crook's Cooper, while next came the amazing Lotus of Colin Chapman, ahead of many larger cars. Alan Brown was now coming up fast, and a lap later had snatched the 2-litre lead from Crook and Gould.

Dangerous though the 4.9-litre, 350 b.h.p. Ferrari may be, Froilan Gonzalez was showing his complete mastery of the machine, and was also



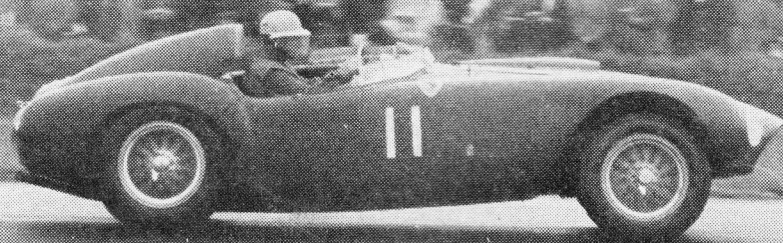
CHANGE IMMINENT: (Above) Gonzalez in the 4.9-litre Ferrari comes up behind Peter Walker's Jaguar, leading the sports car race in its opening stage.

LAGONDA "TWELVE": (Left) Reg Parnell sends the spray flying at Copse with the new 4½-litre Lagonda in which he finished fifth.



sabotaging some past tenets to the tune that "Of course, put old 'Gonzo' on a wet track and he's hopeless—look at Boreham in 1952. . . ." He was motor-ing very rapidly and competently, indeed, and such was the pace of his car that none could approach him. After five laps, when he was already lapping the

PLACID "BULL": Sports car race winner Froilan Gonzalez handled the tricky 4.9 Ferrari impeccably on a slippery course.



tailenders, his lead over Walker's Jaguar was 20 secs. and his average speed nearly 3 m.p.h. higher. Clearly, so long as he kept going, he could win with ease.

Farther back, sterner struggles were being waged. Hamilton caught Sanderson, Collins and Salvadori following suit in quick succession. Chapman's little Lotus was a veritable eye-opener, leaving Gammon's more perpendicular edition behind, and sporting with the 2-litre boys, amongst whom Gould and Crook were engrossed in a hearty scrap behind Alan Brown. Then Abecassis, going great guns in fourth position, got to grips with Jimmy Stewart and passed him on lap 10, turning a round of Silverstone at 83.63 m.p.h. to consolidate his newly acquired third place. He then set about the other Ecosse Jaguar, Walker's, getting nearer and nearer until, with four laps to go, the H.W.M. went ahead to occupy a triumphant second place, some 50 secs. behind leader Gonzalez.

So to lap 17. The chequered flag was out ready, and round came Gonzalez in the whining Ferrari to win, after making none of the mistakes some expected of him. George Abecassis was a truly brilliant second, his 11th lap the second best of the race; Peter Walker was third, followed closely by Stewart. Next home was Reg Parnell in the exciting V12 Lagonda, his fifth place well-earned in a car whose handling is far from perfect yet, and whose engine has yet to give of its full potency; he never achieved top gear throughout the 17 laps. "Lot of work to do before Le Mans," said Reg tersely, climbing out. Hamilton was sixth, heading Salvadori, who had passed Collins in the closing stages. The three Aston Martins had gained an easy, unopposed win in the 2-3-litre class.

Peter Whitehead came in ninth after a typically calm, steady run, and Alan Brown won the 2-litre class by a goodly margin from the battling Gould and Crook, between whom there was a bare fifth of a second as they rasped over the line. A mere 6.8 secs. behind them came Chapman's astonishing Lotus, which headed the formidable Coombs Connaught in the 1½-litre class by no less than 44 secs. and Peter Gammon by 1 min. 3 secs. Chapman turned a lap in 2 mins. 14 secs. (78.64 m.p.h.) equalling Horace Gould's fastest during his fight with Crook.

NEW AND NOVEL: (Right) Peter Whitehead's Cooper-Jaguar, with driver's seat set well to the off-side between the wheels.



A ROOF FOR ROY: Two of the DB3S Aston Martins appeared with coupé tops. This one is Salvadori's, winner of the 2-3-litre class.

Felicitations over, Froilan Gonzalez vacated his nice warm Ferrari cockpit and hastened from the pits into one of the Ferrari vans to seek insulation from England's uncharitable May weather.

Results

1, J. F. Gonzalez (4.9 Ferrari), 35 mins. 56 secs., 83.08 m.p.h. 2, G. E. Abecassis (H.W.M.-Jaguar), 36 mins. 42 secs. 3, P. D. Walker (Jaguar), 36 mins. 48 secs. 4, J. Stewart (Jaguar), 36 mins. 50 secs. 5, R. Parnell (Lagonda), 37 mins. 6, J. D. Hamilton (Jaguar), 37 mins. 4 secs. 7, R. F. Salvadori (Aston Martin), 8, P. J. Collins (Aston Martin), 9, P. N. Whitehead (Cooper-Jaguar), 10, A. Brown (Cooper-Bristol), 11, N. Sanderson (Jaguar), 12, A. G. Whitehead (Aston Martin), 13, H. H. Gould (Kieft-Bristol), 14, T. A. D. Crook (Cooper-Bristol), 15, A. C. B. Chapman (Lotus), 16, J. Kelly (Jaguar), 17, A. P. O. Rogers (Cooper-Bristol), 18, J. Coombs (Connaught), 19, P. Scott-Russell (Frazer-Nash).

Class E (1½-2 litres): 1, A. Brown (Cooper-Bristol), 37 mins. 41 secs., 79.22 m.p.h. 2, H. H. Gould (Kieft-Bristol), 3, T. A. D. Crook (Cooper-Bristol).

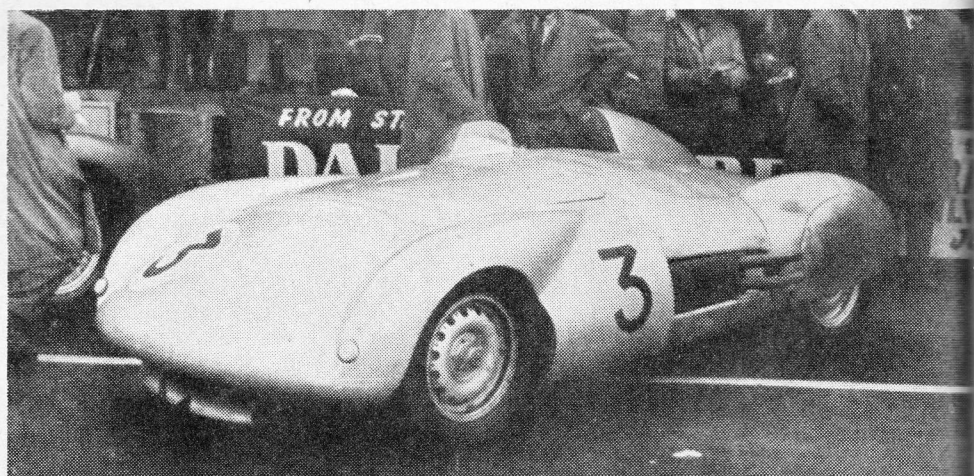
Class F (1,100-1,500 c.c.): 1, A. C. B. Chapman (Lotus), 16 laps in 36 mins. 46 secs., 76.42 m.p.h. 2, J. Coombs (Connaught), 3, P. D. Gammon (Lotus).

Winners' Equipment

General Classification: Gonzalez (Ferrari): Fuel: Shell. Carburetter: Weber. Plugs: Marchal. Tyres: Pirelli. Brake linings: Ferodo. Oil: Shell. Fuel pump: Finmac. Ignition: Marelli. Shock Absorbers: Houdaille. Wheels: Borrani.

Abecassis (H.W.M.): Fuel: Esso. Carburetter: Weber. Plugs: Lodge. Tyres: Dunlop. Brake linings: Ferodo. Oil: Esso. Fuel pump: SU. Ignition: Lucas. Shock Absorbers: Girling. Wheels: Dunlop.

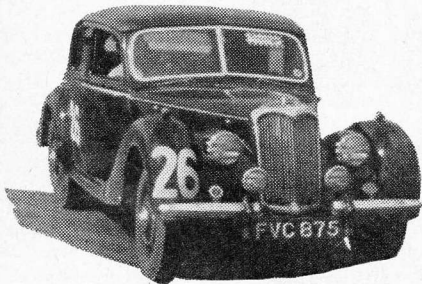
Walker (Jaguar): Fuel: Esso. Carburetter: Weber. Plugs: Lodge. Tyres: Dunlop. Brake linings:



Mintex. Oil: Esso. Fuel pump: SU. Ignition: Lucas. Shock Absorbers: Girling. Wheels: Dunlop.
 Class D: Salvadori (Aston Martin): Fuel: Esso. Carburetter: Weber. Plugs: K.L.G. Tyres: Avon. Brake linings: Mintex. Oil: Castrol. Fuel pump: SU. Ignition: Lucas. Shock Absorbers: Armstrong. Wheels: Borrani.

Class E: Brown (Cooper-Bristol): Fuel: Esso. Carburetter: Solex. Plugs: K.L.G. Tyres: Dunlop. Brake linings: Mintex. Oil: Esso. Fuel pump: A.C. Ignition: Lucas. Shock Absorbers: Armstrong. Wheels: Austin-Healey.

Class F: Chapman (Lotus): Fuel: Esso. Carburetter: SU. Plugs: Lodge. Tyres: Dunlop. Brake linings: Mintex. Oil: Esso. Fuel pump: SU. Ignition: Lucas. Shock Absorbers: Woodhead-Munroe and Armstrong. Wheels: Lotus.



THE PRODUCTION TOURING CAR RACE

AT the risk of shocking the Formula-fervid, one is tempted to suggest that the Production Touring Car Race was the best spectacle of the day. From the breathtaking start (reminiscent of Hyde Park Corner at 5.05 p.m.) to the Jaguars' triumphant finish, it was packed with interest. Battles were being waged all the time in one or other of the five capacity classes; someone was always lapping somebody else; tyres were squealed or wheels lifted high in the air—and the crowd loved it.

For once, Stirling Moss was not first away from a Le Mans start; he was, in fact, still trying to free the starter of his Mark VII Jaguar when most of the field had rounded Copse Corner, and would have been last to leave had Jack Newton not been even slower in starting his 750 Renault. At the end of the first lap, it was—astonishingly—Lyndon Sims who appeared first round Woodcote, in his very fleet 2½-litre Riley, followed by Appleyard (Jaguar Mk. VII), Wharton (Daimler Conquest), Crook (Lancia Aurelia) and Adams (Jaguar Mk. VII); Moss, however, had already reached 11th place. Another lap, and Sims did a spectacular spin at Stowe, falling right back behind the Rileys of Harold Grace and Bert Rogers, while Crook and Rolt (his Jaguar Mk. VII previously lying sixth) had passed Wharton to take up second and third positions behind



(Above) Wharton (12) in front at the start of the Production Touring Car Race, followed by Appleyard (3) and Sims (18). Dunham (10) has chosen the line of least resistance, while Moss is rocking his Jaguar (4) to free the jammed starter.

(Right) Sleeman (Austin), Foster (Morris) and Done (Standard) battling round Woodcote.



Appleyard. Not without difficulty, Rolt passed the speedy Crook two laps later, with Moss now fourth behind him.

At this stage, Crook was, of course, leading Class D, while Dick Jacobs (1½-litre M.G.) was well in front of the other Class F contestants. Basil de Mattos had little difficulty in leading Class E, for the only other entrant, James Tilling's diesel Borgward, was proving almost unbelievably slow. In Class G, C. A. S. Brooks's Auto-Union DKW was staying in front of Foster's Morris Minor—fitted with an Alta o.h.v. head to its 918 c.c. engine—and both were leading Sleeman's Austin A40 sports. Even further back, behind all three Standard 8s, was Spreckley's 1½-litre Riley.

But on lap 5 the Lancia effort came to an end, when Crook spun round and was unavoidably rammed by Wharton. This put both drivers out of the running, and the Jaguars were then in the 1-2-3 position which they were to hold until the finish, while Gerry Dunham (3-litre Alvis) took up fourth place and leadership of Class D. He was followed by the Ulsterman, Ronnie Adams (Jaguar Mk. VII), and Reg Parnell (Daimler

Conquest), who passed Adams five laps later. On lap 11, Moss established a new production touring car record with a time of 2 mins. 16 secs. (77.48 m.p.h.), although this was 3 secs. longer than his best practice lap. Shortly afterwards, he appeared to be pressing Rolt, but did not go past him, while both remained some distance behind Appleyard, who in his first race was driving impeccably.

The leading positions changed for the last time at the beginning of the 12th round, when Dunham spun at Copse, halted, and shed the Alvis's bonnet, which had been loose almost since the start. He lost half-a-dozen places, and George Abecassis (Daimler Conquest) came on to the leader board in sixth place behind Adams. After Abecassis, and lying third in Class D, came the Sims Riley, followed at some distance by Harold Grace (Riley). Moss repeated his 2 mins. 16 secs. on the 15th lap, and both Appleyard and Rolt equalled the new record figure. At the finish, the first 10 were all on the same lap, but Dick Jacobs's splendidly driven M.G. was the only other car which was not two or more laps behind. It had, in fact, satisfied its driver's ambition to win his class with UHK111 for the third successive year.

Results

Class C (over 3 litres): 1, I. Appleyard (Jaguar), 39 mins. 31 secs. (75.55 m.p.h.). 2, A. P. R. Rolt (Jaguar), 39 mins. 42 secs. 3, S. Moss (Jaguar), 39 mins. 36 secs.

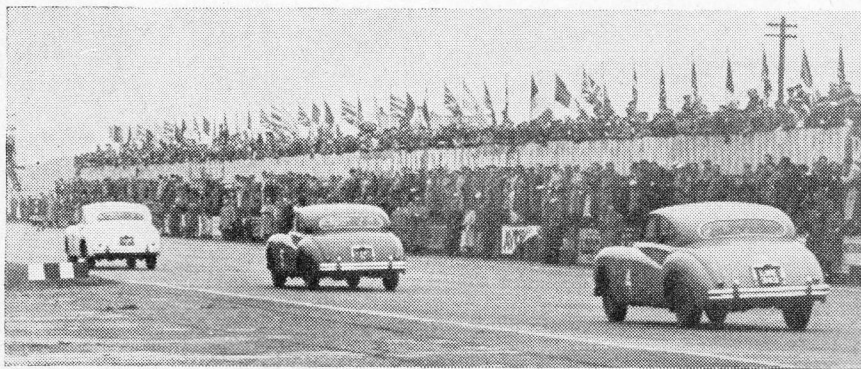
Class D (2,001-3,000 c.c.): 1, R. Parnell (Daimler), 40 mins. 29 secs. (73.74 m.p.h.). 2, G. Abecassis (Daimler), 40 mins. 36 secs. 3, L. Sims (Riley), 40 mins. 36 secs.

Class E (1,501-2,000 c.c.): 1, B. G. de Mattos (Ford), 15 laps in 39 mins. 58 secs. (65.91 m.p.h.).

Class F (1,101-1,500 c.c.): 1, R. W. Jacobs (M.G.), 16 laps in 42 mins. 5 secs. (66.77 m.p.h.). 2, J. E. G. Fairman (Borgward), 15 laps in 39 mins. 59 secs. 3, W. G. Wright (Jowett Javelin), 15 laps in 40 mins. 10 secs.

Class G (up to 1,100 c.c.): 1, C. A. S. Brooks (Auto-Union DKW), 15 laps in 41 mins. 4 secs. (64.15 m.p.h.). 2, A. T. Foster (Morris Minor), 41 mins. 5 secs. 3, D. S. Done (Standard 8), 41 mins. 54 secs.

(Continued on page 658)



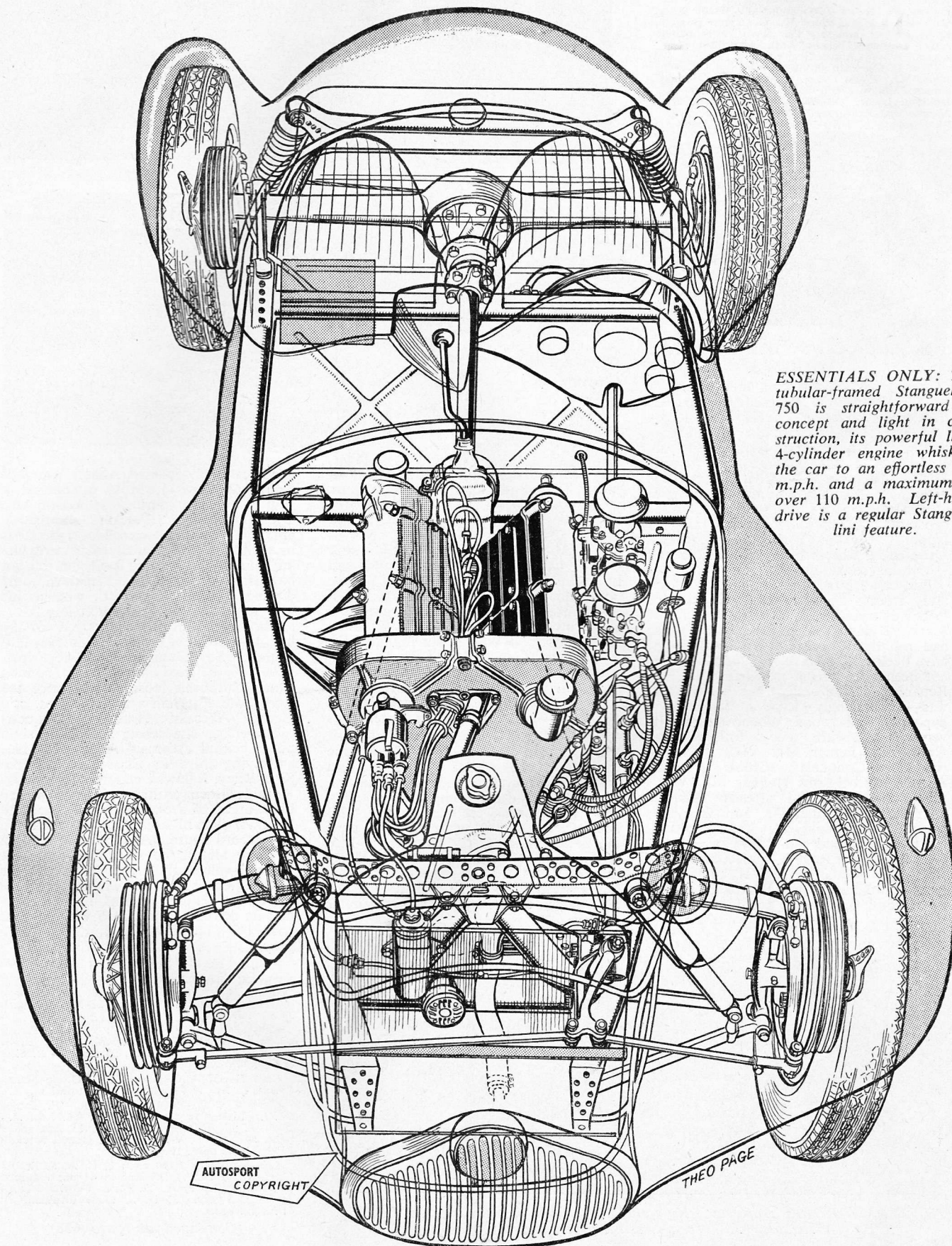
TEAM ORDER: Appleyard, Rolt and Moss flash past the pits in their Jaguars. All three shared the fastest (record) lap.

An exclusive AUTOSPORT cutaway drawing, by Theo Page.

The 750

S

Over



ESSENTIALS ONLY: The tubular-framed Stanguellini 750 is straightforward in concept and light in construction, its powerful little 4-cylinder engine whisking the car to an effortless 100 m.p.h. and a maximum of over 110 m.p.h. Left-hand drive is a regular Stanguellini feature.

AUTOSPORT
COPYRIGHT

THEO PAGE

500 c.c. SPORTS/RACING

STANGUELLINI

60 b.h.p. and 112 m.p.h. from 360 kg. Italian Competition Model

MODENA, in the heart of industrial Northern Italy, is the home, not only of Ferrari and Maserati, marques of world renown, but of smaller establishments such as that of Vittorio Stanguellini, whose brisk little Fiat-derived sports cars have figured so largely in Italian post-war small-capacity sports car racing.

The augmenting of performance by the use of special components adapted to standard Fiat parts has been a *Tras-*

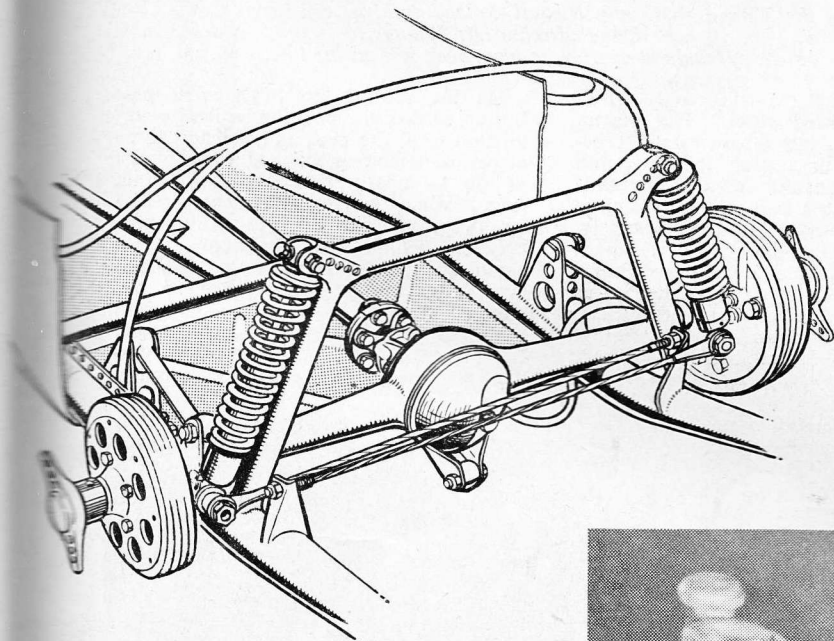
ratio. Light alloys figure largely in the construction of this unit, the special hemispherical head and cylinder block, valve covers, etc., being of this material. Valves at 90 deg. are operated by twin overhead camshafts, themselves driven by silent chain with spring tensioner.

The crankshaft is dynamically balanced, ignition is by battery, coil and distributor, or by magneto, as required; twin, downdraught, single-choke carburetters are used, and a special alloy

finned sump, oil capacity 5 litres, is fitted. A belt from the fore-end of the crankshaft drives the dynamo, while the water pump is gear driven.

This fine little power unit is set in a typically Italian lightweight tubular chassis, with independent front suspension by single transverse leaf spring and single wishbones, and helically sprung rigid rear axle; telescopic dampers all-round and brakes are hydraulic.

Chassis dimensions are: wheelbase, 6 ft. 6½ ins.; track (front), 3 ft. 9½ ins. (rear) 3 ft. 8½ ins. The unladen weight is 7 cwt. 7 lbs., and the fuel tank capacity 10½ gals. Ratios of the four-speed gearbox are 3.6, 1.86, 1.33 and 1:1; the light alloy wire wheels carry 4.25 x 15 ins. tyres. Top speed of this charming and advanced little machine is approximately 112 m.p.h., but the Stanguellini concern may be relied upon to extract a few extra b.h.p. and m.p.h. when required in competition work.

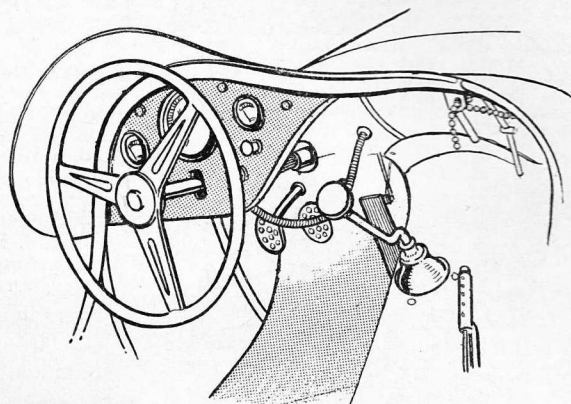


REAR SUSPENSION of the rigid-type axle is by these inclined helical springs, with single radius arms running forward to the tubular chassis members. Lateral location is by two transverse wire cables.

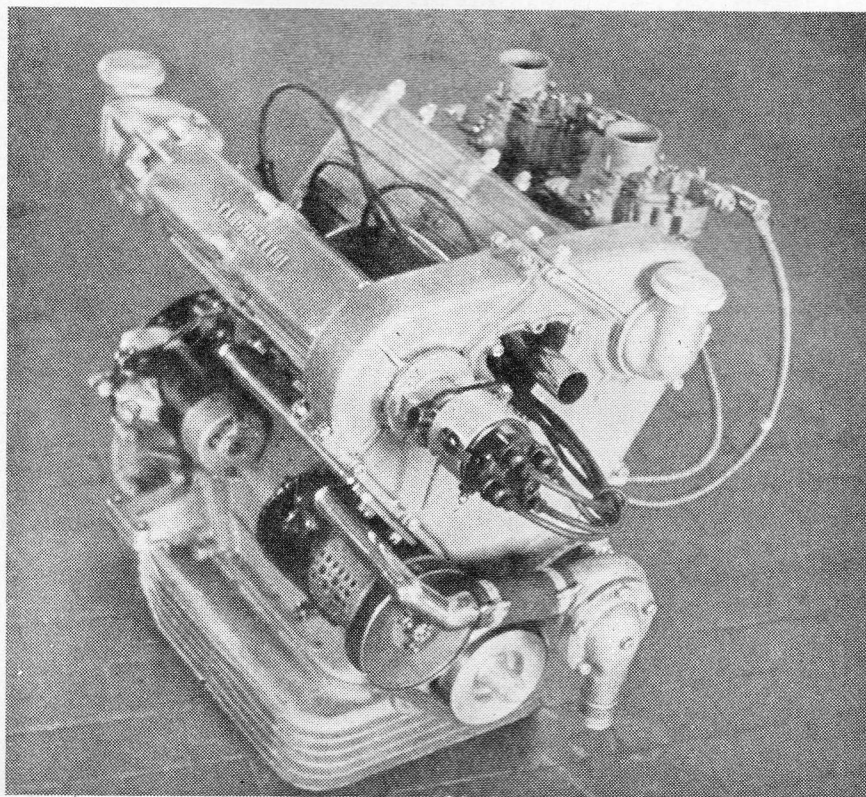
THREE-QUARTER LITRE: (Right) The compact 745 c.c. twin-overhead camshaft four-cylinder Stanguellini engine, which produces a ready 60 b.h.p. in production form. Twin carburetters are employed, and coil or magneto ignition is available to choice.

formazioni Stanguellini activity for over 15 years now, but said *trasformazioni* have developed to such an extent that the current products are far more Stanguellini than Fiat. From the latter come the basic engine components and some suspension features, but Stanguellini's special heads, crankshafts, manifolds, and a bold, expert use of light alloys, have produced some remarkable performances from basic Fiat 500, 1,100 and 1,400 materials.

The latest 745 c.c. Stanguellini, illustrated herewith, has a 62 mm. x 62 mm. four-cylinder engine which produces a willing 60 b.h.p. at an engine speed of 7,500 r.p.m., on an 8 to 1 compression



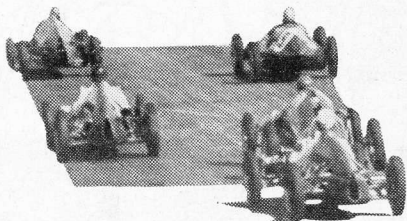
AUSTERITY furnishings of the cockpit of the competition model, with three instruments only in the small fascia, short central gear lever, and lightened pedals.



A Hat-trick for Gonzalez—continued.

General: 1, Appleyard; 2, Rolt; 3, Moss; 4, Parnell; 5, R. J. Adams (Jaguar); 6, Abecassis; 7, Sims; 8, G. H. Grace (Riley); 9, C. G. H. F. Dunham (Alvis); 10, A. P. O. Rogers (Riley); 11, Jacobs (16 laps); 12, de Mattos (15 laps); 13, Fairman; 14, Wright; 15, J. M. Sparrowe (Jowett Javelin); 16, J. D. Sleeman (Austin); 17, Brooks; 18, Foster; 19, Done; 20, L. Potter (Panhard); 21, R. T. Spreckley (Riley); 14 laps; 22, D. O'M. Taylor (Standard); 23, K. A. Gregory (Standard); 24, H. Sutcliffe (Morris); 25, V. W. Derrington (Morris); 26, J. Newton (Renault); 27, R. E. Owen (Volkswagen); 28, J. Tilling (diesel Borgward), 13 laps. **Fastest lap:** Appleyard, Rolt and Moss, 2 mins. 16 secs. (77.48 m.p.h.), New record. **Manufacturers' Team Prize.** Jaguar (Appleyard, Rolt and Moss).

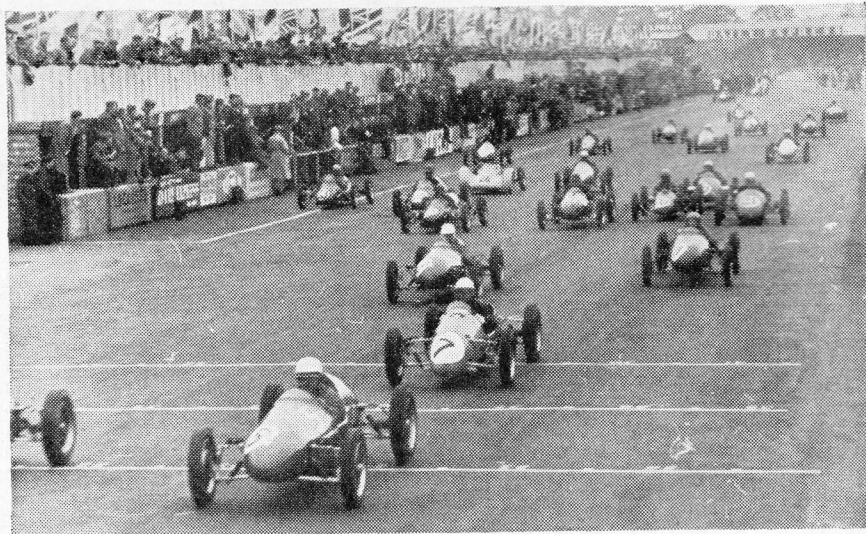
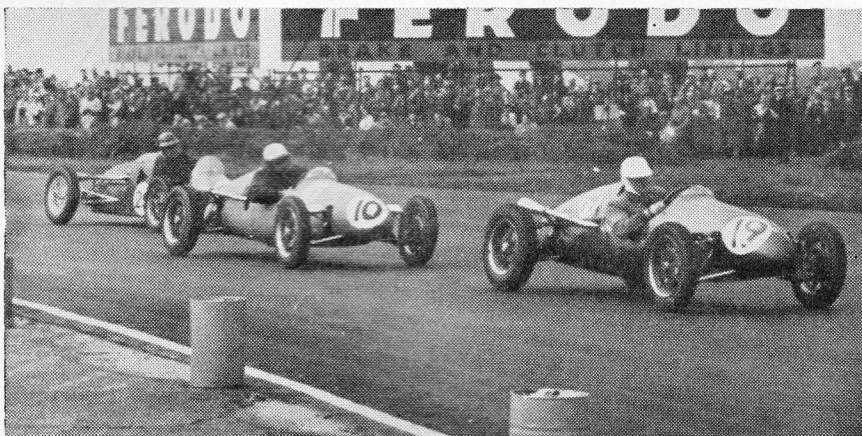
Winners' Equipment. **Class C:** Appleyard (Jaguar). **Fuel:** Shell. **Oil:** Shell. **Carburettors:** SU. **Plugs:** Champion. **Tyres:** Dunlop. **Brake linings:** Mintex. **Fuel pump:** SU. **Ignition:** Lucas. **Shock Absorbers:** Girling. **Wheels:** Dunlop. **Class D:** Parnell (Daimler). **Fuel:** Shell. **Oil:** Shell. **Carburettors:** SU. **Plugs:** Lodge. **Tyres:** Dunlop. **Brake Linings:** Mintex. **Fuel pump:** A.C. **Ignition:** Lucas. **Shock Absorbers:** Girling. **Wheels:** Dunlop. **Class E:** de Mattos (Ford). **Fuel:** Shell. **Oil:** Shell. **Carburettors:** SU. **Plugs:** Champion. **Tyres:** Dunlop. **Brake linings:** Mintex. **Fuel pump:** A.C. **Ignition:** Lucas. **Shock Absorbers:** Armstrong and Girling. **Wheels:** Ford. **Class F:** Jacobs (M.G.). **Fuel:** Esso. **Oil:** Vacuum. **Carburettors:** SU. **Plugs:** Champion. **Tyres:** Dunlop. **Brake linings:** Ferodo. **Fuel pump:** SU. **Ignition:** Lucas. **Shock Absorbers:** Girling. **Wheels:** Dunlop. **Class G:** Brooks (DKW). **Fuel:** Esso. **Oil:** Esso. **Carburettor:** Solex. **Plugs:** Bosch. **Tyres:** Michelin. **Brake linings:** Not stated. **Fuel pump:** Bosch. **Ignition:** Bosch. **Shock Absorbers:** DKW. **Wheels:** DKW.



THE FORMULA 3 RACE

THE 500 c.c. race promised well, for during practice Bicknell (Revis) and Parker (Kieft) had both equalled the Moss/Lewis-Evans lap record of 2 mins. 2 secs. (86.37 m.p.h.), while Moss himself and James Russell had turned in laps of 2 mins. 3 secs., Stirling in the crisp-sounding Beart Cooper and Russell in a Mark 8 model. These four occupied the front row of the grid, with Leston, J. K. Hall and Michael Keen in the second row with their Coopers. The only non-starters were Ken Smith's Smith 500, and the Arnotts of Gerald Smith and John Brise; Ken Gregory (Arnott) was announced as a non-starter, but appeared on the grid, only to retire after three laps.

Bicknell got away to a splendid start, but missed a gear in the first 20 yards,

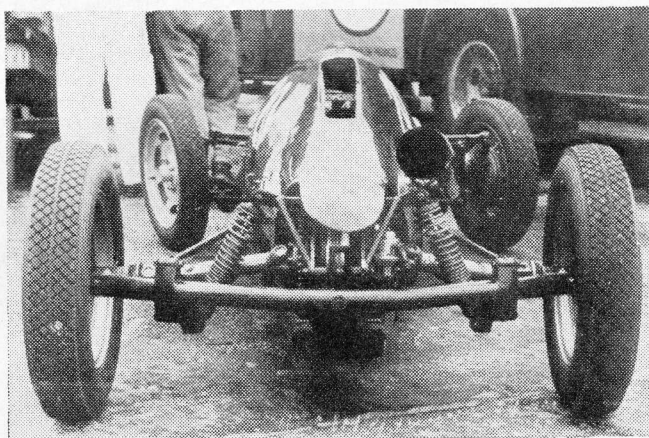


START of the 500 c.c. race, with Russell (5) leading Moss (7), Lewis-Evans (11) and Hall (19). Wheel at the extreme left belongs to Leston's Mark 8 Cooper. Headland and Grose have been left on the line.

while Headland (Martin) and Grose (Grose) both oiled plugs. The Martin soon got away, but Grose was left behind, waiting for a plug spanner, until the field came round for the first time with Leston in the lead. Moss was close behind the Mark 8, and followed by Russell, J. K. Hall, Ivor Bueb (Cooper), Parker, André Loens (Staride) and Stuart Lewis-Evans (Cooper). Bicknell was lying 11th, and the unfortunate Otterbein, far behind, was pounding the steering wheel of his Simca Surva in sheer frustration.

(Right) Rear view of the new J.P., showing the de Dion suspension with helical springs. Sanderson drove the car, but retired in the early stages of the race.

(Below) Hall (Cooper), Bueb (Cooper) and Taylor (Staride) at Copse Corner, in hot pursuit of Keen (Cooper). Bueb won this battle for fourth place, followed by Keen, Hall and Taylor.



tight-packed, struggling mass consisting of Bueb, Mike Keen (Cooper), Taylor (Staride), Loens and Lewis-Evans, with Westcott's Kieft and Sanderson's new de Dion J.P. scrapping behind them. Keen then took Bueb and began to challenge Hall, while Loens dropped further back and retired on the eighth lap. Ninian Sanderson disappeared and Otterbein, lapped by the first eight already, retired in disgust at Club Corner.

While the unapproachable Stirling was putting still more daylight between himself and Leston, although both had now equalled the old record, the battle for fourth place became even more hotly contested. Keen passed Hall, Bueb repassed Taylor, and all four closed up together. Behind them, an equally stern

(Continued on page 660)

SILVERSTONE

MORE BRITISH SUCCESSES WITH MINTEX

IN THE PRODUCTION TOURING CAR RACE

1st Ian Appleyard — Jaguar Mk VII

1st (class D) Reg Parnell — Daimler

1st (class E) B. G. de Mattos — Ford
Team Prize won by Jaguar Cars Ltd.

IN THE INTERNATIONAL SPORTS CAR RACE

1st (class D) — Roy Salvadori — Aston
Martin

1st (class E) — Alan Brown — Cooper-
Bristol

1st (class F) — C. Chapman — Lotus
Team Prize won by Ecurie Ecosse Jaguars

IN THE DAILY EXPRESS INTERNATIONAL TROPHY RACE

2 litre Award

1st Tony Rolt — Connaught

(Subject to official confirmation)

All these cars were fitted with MINTEX brake liners



When you've got to STOP

you can rely on **MINTEX**
BRAKE LINERS



Manufactured by British Belting & Asbestos Ltd. Available at leading garages throughout the country.

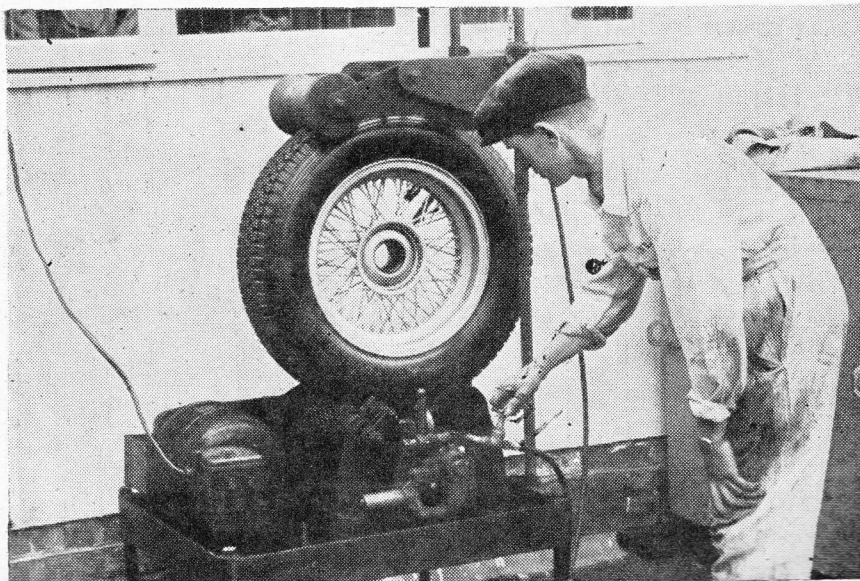
A Hat-Trick for Gonzalez—continued

struggle was being waged between Lewis-Evans, Parker and Bicknell, the positions changing on almost every lap. On the 12th round, Bueb settled the fourth-place argument once and for all with a terrific spurt which brought his Mark 8 Cooper past both Keen and Hall. Moss again equalled the lap record, and his race average was 84.56 m.p.h.; by this time, he had lapped the Hon. E. G. Greenall (Cooper) as well as Symonds (Cooper) and Grose. "Pop" Lewis-Evans's Cooper, which had also been lapped, began to misfire and eventually dropped out at Club Corner.

As the cars went round for the last time, there was little doubt as to which would appear first—or second, or third—around Woodcote. Bueb, too, was managing to hold off those who coveted his fourth position, although a mighty small blanket would have covered Bueb, Keen, Hall and Taylor. Eighth place was the only one still in doubt, for Bicknell and Parker were fighting it out to the end, and when the Revis finally



(Above) The enormous brake drums of the 4.9-litre Ferrari which Gonzalez drove to victory in the sports car race.



(Left) A Dunlop operative "Pneugripping" a racing cover to deal with the problem of grip on a slippery circuit.

swept over the line, only $\frac{1}{2}$ sec. separated it from the Kieft.

500 c.c. Race (15 laps)

1, S. Moss (Cooper), 31 mins. 5 secs. (84.21 m.p.h.). 2, L. Leston (Cooper), 31 mins. 28 secs. 3, J. Russell (Cooper), 31 mins. 33 secs. 4, I. L. Bueb (Cooper), 31 mins. 51 secs. 5, M. Keen (Cooper), 31 mins. 51.2 secs. 6, J. K. Hall (Cooper), 31 mins. 52 secs. 7, D. Taylor (Staride). 8, R. G. Bicknell (Revis). 9, D. Parker (Kieft). 10, S. Lewis-Evans (Cooper). 11, J. Westcott (Kieft). 12, F. R. Gerard (Cooper). 13, D. Truman (Cooper). 14, E. Fenning (Staride). 15, Hon. E. G. Greenall (Cooper), 14 laps. 16, G. H. Symonds (Cooper). 17, W. L. Grose (Grose), 12 laps.

Fastest lap: Moss and Leston, 2 mins. 2 secs. (86.37 m.p.h.). Equal record.

Winners' Equipment. Moss (Cooper): Fuel: Shell. Oil: Shell. Carburetter: Amal. Plug: K.L.G. Tyres: Dunlop. Brake linings: Ferodo. Fuel pump: A.C. Ignition: Bosch. Shock Absorbers: Girling. Wheels: Cooper. Leston (Cooper): Fuel: Shell. Oil: Shell. Carburetter: S.U. Plug: K.L.G. Tyres: Dunlop. Brake linings: Ferodo. Fuel pump: A.C. Ignition: Lucas. Shock Absorbers: Armstrong. Wheels: Cooper. Russell (Cooper): Fuel: Esso. Oil: Esso. Carburetter: Amal. Plug: Lodge. Tyres: Dunlop. Brake linings: Ferodo. Fuel pump: A.C. Ignition: Lucas. Shock Absorbers: Armstrong. Wheels: Cooper.

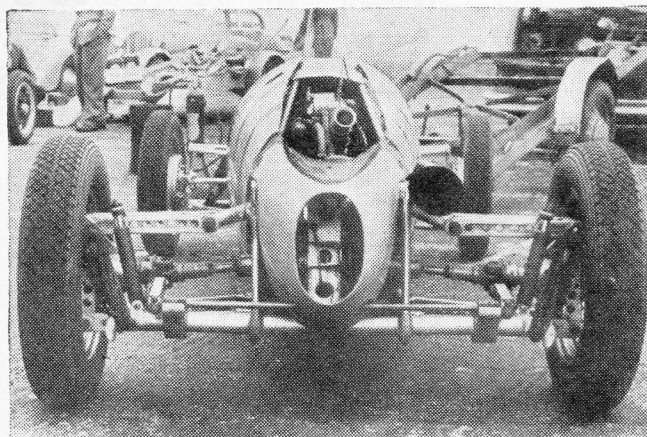
TRACK TOPICS: Kenneth More drove round the circuit with that famous veteran, "Genevieve". . . . Mr. and Mrs.

Bobbie Leapingwell kept open house in a commodious double-decker caravan situated at the top of the paddock area.

The Press Information Service, directed by Nevil Lloyd and Dennis May, was absolutely first-class. . . . Earl Howe, on behalf of the B.R.D.C., sent a "welcome home" telegram to Her

Majesty the Queen before the start of the racing. . . . Amedée Gordini was delighted with his second and third places in the "Trophy" race. . . . Peter Gammon immediately ordered an aerodynamic Lotus as a result of Colin Chapman's meteoric progress in the sports car race. . . . Bud Olney, on the technical staff of the U.S.A.F., watching his first Silverstone, mentioned casually that he is 65th on the waiting list for a 300SL Mercedes. . . . Dicers' Do in the Brackley Town Hall was, as usual, packed to capacity. . . . Philip Fotheringham-Parker's command of language was impressive when he had to push one of the marshals' Lambrettas half-way round the circuit, after running out of petrol! . . . Colin Chapman's Emeryson cut a gigantic swathe through the grass and crops on the inside of Copse when running out of road in Heat 1 of the "Trophy" race. . . . Gonzalez was already "in the groove" for wet track driving in a Ferrari, having won the Bordeaux race in pouring rain the previous Sunday.

(Right) Jack Moor's interesting new Wasp, which features wishbone-and-elastic suspension and a transverse anti-roll bar. Mounting of the telescopic dampers is also unusual.



FIRST AGAIN



leads!

SILVERSTONE

(Daily Express International Trophy Meeting)

EVERY RACE WON ON SHELL X-100 MOTOR OIL

INTERNATIONAL TROPHY RACE

1st FERRARI — F. GONZALEZ

PRODUCTION TOURING CAR RACE

1st JAGUAR* — IAN APPELYARD
 2nd JAGUAR* — A. P. R. ROLT
 3rd JAGUAR* — STIRLING MOSS

**TEAM PRIZE AND CLASS C
 JAGUAR***

**CLASS D
 1st & 2nd DAIMLER***

**CLASS E
 1st FORD***

PRODUCTION SPORTS CAR RACE

1st FERRARI* — F. GONZALEZ

FORMULA III RACE

1st COOPER — STIRLING MOSS

2nd COOPER — L. LESTON

(Subject to official confirmation)

You can be sure of



*ALSO USING **SHELL** WITH **I.C.A.**

WOODCOTE: Alan Brown with the Van-Wall Special in Heat 1 of last Saturday's International Trophy Race at Silverstone. The car put up best practice time on Friday.

head by distance pieces; valve stems and hairpin valve springs are therefore out in the open air, and operated by very short tappets. A train of gears drives the camshafts at the front, from which point right-angle gears are used for the twin Scintilla magnetos. There are two plugs per cylinder.

The cylinder head and crankcase are both of light alloy, the block being sandwiched between them. A dual-radiator cooling system is used, a secondary unit made up of Hartley pattern tubes being carried on top of the bonnet nose. A last-minute modification was the addition of a second layer of tubes to increase the amount of coolant circulation. The header tank, which supplies both radiators, is located on the bulkhead.

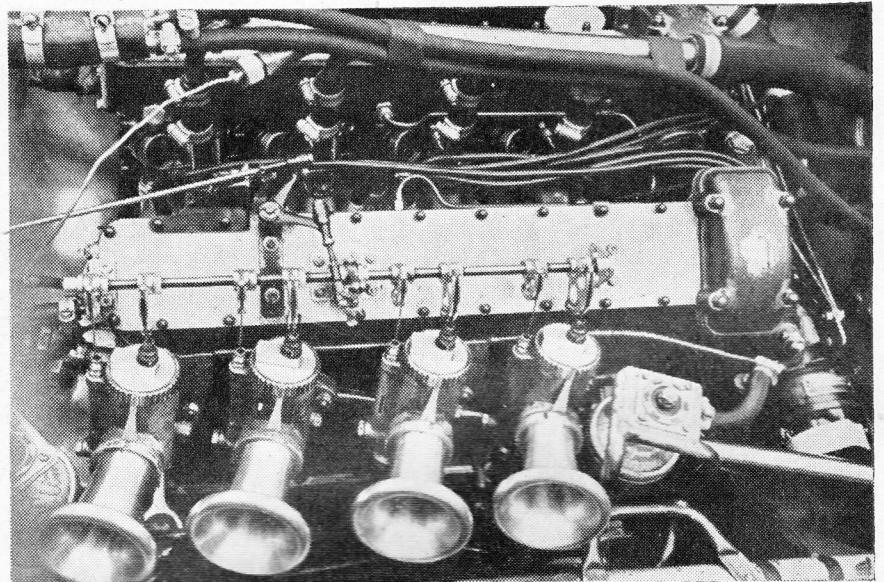
J. V. B.

THE VAN-WALL SPECIAL

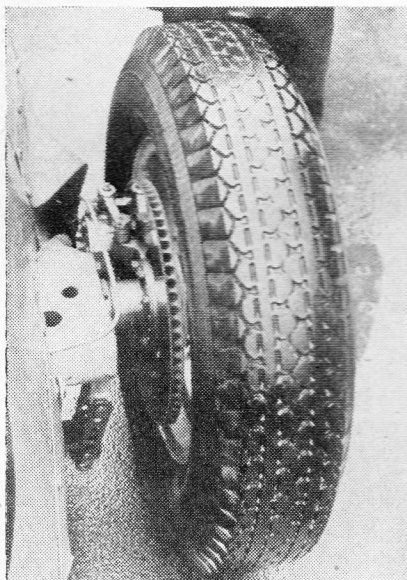
Interesting British-Built 2-litre Car
Has Many Novel Features

MR. C. A. VANDERVELL'S Van-Wall Special created a great deal of interest at Silverstone. Designed originally for Formula 2, it is now being used as a "guinea pig" for new G.P. cars. Chassis frame is of tubular triangulated construction; suspension follows Ferrari pattern in the use of transverse leaf springs, with unequal-length wishbones in front and a de Dion axle at the rear. A four-speed gearbox is in unit construction with the final drive assembly.

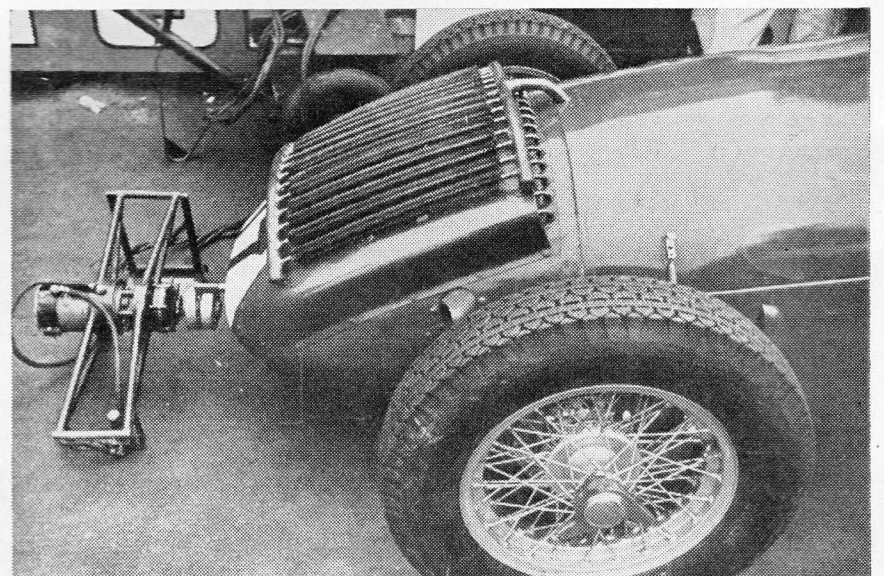
The Goodyear-type disc brakes have only one plunger per disc, the latter being generously drilled for ventilation. The four-cylinder engine shows a reversal to 1914 practice, in that the overhead camshafts are carried in alloy housings, separated from the cylinder



(Right) The 4-cylinder, twin-o.h.c. engine has four Amal carburetters, semi-exposed valves with hairpin springs and dual Scintilla magnetos.



(Above) The hydraulically operated Goodyear-pattern disc brakes are generously drilled for ventilation.



(Above) Much speculation was caused at Silverstone by the double layer of tubes on the bonnet-nose. It is actually a secondary cooling radiator, made up of Hartley pattern tubes.

Ferodo First

Ferodo Limited use race meetings such as Silverstone as the final and most ruthless test of their anti-fade brake linings. Be safer for longer by *asking* for Ferodo when your brakes need relining.

INTERNATIONAL "DAILY EXPRESS" TROPHY MEETING

INTERNATIONAL TROPHY RACE

1st F. Gonzalez FERRARI

92.78 m.p.h.

2nd J. Behra GORDINI

3rd A. Simon GORDINI

INTERNATIONAL SPORTS CAR RACE

1st F. Gonzalez FERRARI 83.08 m.p.h.

2nd G. Abecassis H.W.M.

500 c.c. RACE

1st S. Moss COOPER 84.21 m.p.h.

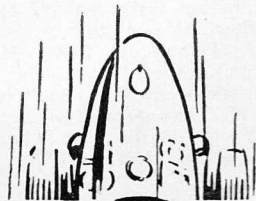
2nd L. Leston COOPER

3rd J. Russell COOPER

(Results subject to official confirmation)

FERODO

ANTI-FADE BRAKE LININGS



NEWS FROM THE CLUBS

By Wilson McComb

THANKS to the efforts of various organizations, there seems little likelihood that the "old soldiers" of racing will ever be allowed to fade away. The Vintage S.C.C.'s second Silverstone meeting, on 19th June, will include a 100-kilometre race for the Richard Seaman Memorial Trophies (won by Seaman when driving for Mercedes-Benz, and presented to the club by George Monkhouse). Although this meeting is a closed-to-club one, the main event will also be open to members of the B.R.D.C., Bugatti O.C., Nottingham S.C.C. and West Hants and Dorset C.C., driving racing cars manufactured before 31st December, 1939. Details can be had from T. W. Carson, Brook Cottage, Bishops Green, Newbury.

R.A.C. ANNOUNCEMENTS

FOLLOWING upon the discussion at the recent Conference of the Clubs, it is announced by the R.A.C. that the date of this year's Trials Championship will be 18th December instead of 11th December. No change has been made, however, in the ruling that information about events must be sent to the R.A.C. within seven days.

In future, there will be no restriction on the type of tyres fitted to vehicles taking part in rallies, provided that the route does not include other than hard-surfaced highways.

B.T.D.A. AUTOCROSS STAR

STANDARDIZED regulations for vehicles taking part in autocross meetings have been drafted by the B.T.D.A., and must be used by clubs if their meetings are to count towards the B.T.D.A. Autocross Star. Club secretaries must advise the B.T.D.A. by 30th April, if their events are to be included in the series.

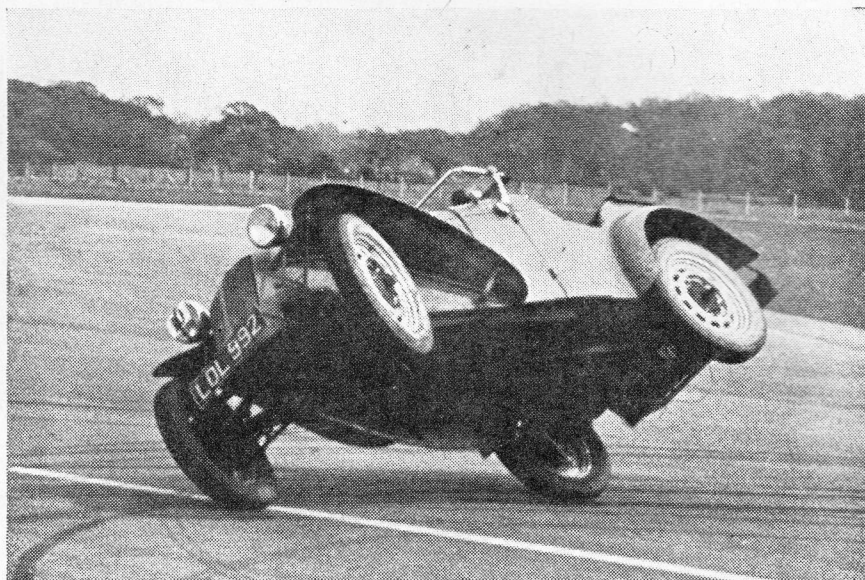
The regulations follow precisely the form suggested by A. E. Rumfitt in our issue of 12th March this year.

WINDSOR C.C. SECRETARY

NEW General Secretary of the Windsor C.C. is John Bridgewater, "The Plateau", Warfield Park, Bracknell, Berks.

CIRCUIT OF IRELAND RESULTS

THE results of the Ulster A.C.'s 1,000 miles Circuit of Ireland Trial have now been confirmed by the U.A.C. Council. Since the provisional results were published, a slight error in the performances recorded in the braking test at Bangor on the last day of the trial has been revealed. As a result of the amended calculations, the only change is that the novice award now goes to Lyndon Mills (Triumph TR2), while in the general classification, third place is taken by W. R. Chambers (M.G. TF) with 359 marks lost and fourth place by W. T. Todd (Ford Anglia) with 362.3. Other placings are as provisionally announced.



GREASEGUN READY, JOE? G. A. Roberts makes the underside of his Dellow accessible during the Liverpool M.C.'s tests at Burtonwood on 9th May. The car finished upside-down, but Roberts walked away from it.

MARGATE RALLY

MEMBERS of the B.A.R.C., Margate and D.C.C., Hants and Berks M.C., Thames Estuary A.C., London M.C., Kentish Border C.C. and Southsea M.C. are invited to enter for the Maidstone and Mid-Kent M.C.'s Margate Rally and Concours d'Élégance on 18th/20th June. This is a B.T.D.A. Silver Star event, and entries close on 6th June. The Secretary of the Rally is F. G. Newman, 48 Chamberlain Avenue, Maidstone.

MORECAMBE AUTOCROSS

A 600-YARD course with two hairpins has been marked out on a smooth football field for the Morecambe C.C.'s first autocross meeting, which will be held on 20th June. It is at Clawthorpe Hall Farm, Burton, Westmorland, and further details can be obtained from A. Eastwood, 71 Euston Road, Morecambe, Lancs.

BROADSTAIRS RALLY

CARE has been taken by the Kentish Border C.C. in choosing a route for their Broadstairs Rally, on Whit Sunday, which will avoid all the usual coastal traffic through Kent, Sussex and Surrey. Invited clubs are the London M.C., Margate and D.C.C., Maidstone and Mid-Kent M.C., Falcon M.C. and Cemian M.C., and regs. are now available from Mrs. K. W. R. Shackel, 21 Forest Drive, Keston Park, Kent.

TRENGWAINTON DATE CHANGED

THE West Cornwall's closed hill-climb at Trengwainton will be held on 31st July instead of 2nd August.

CEMIAN RALLY

SATURDAY, 19th June, is entry closing date for the Cemian M.C.'s second Coronation Rally on 3rd/4th July. Invited clubs are the A.C.O.C., Falcon M.C., Hants and Berks M.C., Harrow C.C., Kentish Border C.C., Maidstone and Mid-Kent M.C. and North London E.C.C. The Secretary of the Meeting is G. T. Wilby, 18 Glenloch Road, Hampstead, N.W.3.

BOLTON-LE-MOORS OUTING

TWENTY cars belonging to Bolton-le-Moors C.C. members gathered at B.L.E.S.M.A. House, Blackpool, on 9th May, to take some 30 disabled ex-servicemen for a day's outing. The patients were all casualties of the First World War, one sprightly old gentleman being 79 years of age. A pleasant run through the country was interrupted for a splendid picnic lunch, provided by members' wives, and ended with an equally lavish turkey dinner.

HAGLEY A.G.M.

ANNUAL General Meeting of the Hagley and D.L.C.C. will be held at 7.30 p.m. on 26th May, in the Lyttelton Arms Hotel, Hagley.

SYONFIN HILL-CLIMB

NEXT Thursday, 27th May, is entry closing date for the Omagh M.C.'s annual hill-climb at Syonfin, Co. Tyrone, on 5th June. Invited clubs are the Ulster A.C., Newry and D.M.C., North of Ireland M.C., 500 M.R.C.I., Mid-Antrim M.C. and Armagh and D.M.C. and C.C., and regs. are obtainable from G. Mur-naghan, "Birchfield", Omagh, Co. Tyrone, N. Ireland.

ALLARD O.C. SPRINT

SATURDAY, 29th May, is the date chosen for the Allard O.C.'s annual sprint meeting at Goodwood. Members who wish to take part should communicate with Miss Pat Downey, 24/28 Clapham High Street, S.W.4.

CIRCUIT OF DOWN

MEMBERS of the Ulster A.C., Knock M.C.C., Omagh M.C., Armagh and D.M.C. and C.C., M.G.C.C. (Irish Centre), Connacht M.C. and Irish Motor Racing Club are invited to take part in the Newry and D.M.C.'s annual Circuit of Down Trial, a 200-mile event taking place on Saturday, 29th May. Entries close next Wednesday, 26th May, and should be sent to Mrs. Eileen Atkinson, 17 Sandys Street, Newry, Co. Down, N. Ireland.

ESSO EXTRA

wins time and again!

Daily Express International
SILVERSTONE — MAY 15

Sports Car Races

CLASS C	CLASS F
1st R. SALVADORI <i>Aston-Martin</i>	1st C. CHAPMAN <i>Lotus</i>
2nd P. COLLINS <i>Aston-Martin</i>	2nd J. COOMBS <i>Connaught</i>
3rd G. WHITEHEAD <i>Aston-Martin</i>	3rd P. GAMMON <i>Lotus</i>
CLASS E	TEAM PRIZE
1st ALAN BROWN <i>Cooper-Bristol</i>	Won by ECURIE ECOSSE P. D. C. Walker J. Stewart N. Sanderson

Production Touring Car Races

CLASS F	CLASS G
1st R. W. JACOBS <i>MG.</i>	1st C. S. BROOKS <i>Auto-Union DKW</i>

Subject to official confirmation

Over 68% of the experts in these races

CHOOSE **ESSO** EXTRA WITH **N.S.O.**

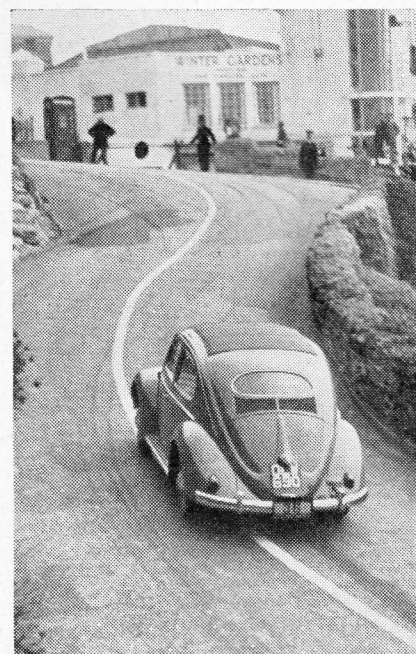
Exactly the same superb petrol you can buy from your local Esso Dealer



VENTNOR: (Left) W. Slocombe (Jaguar XK 120) climbs the hill. He made third B.T.D. to two TR2 Triumphs.

★

FOLLOW THE WHITE LINE: (Right) R. Frolich (Volkswagen), all the way from Sheffield, makes his way up Cascade Hill.



THIRD "ISLAND RALLY"

COWES, universally famous for its yachting associations, provided another attraction on 29th April, when a large crowd gathered on the Parade to watch the start of the Isle of Wight Car Club's third "Island Rally".

At 7 p.m. the first car, an Allard driven by Miss Mary Wilkins, set off for Newtown (once the old capital of the Island), the first check-point on the 322-mile road section. From Newtown the route followed the north-west coast-line through Yarmouth to Alum Bay, the most westerly point. Competitors then drove towards the centre of the Island, to Newbridge, their first time control, and then on to Yafford, St. Lawrence, Ventnor, Shanklin, Lake Newchurch, Brading and Somerton Airport, where there was another time control. Altogether there were 61 check-points to be visited and 23 time controls, nearly all of which were situated on second or third-class roads. The night was not without its incidents. F. S. Day's Riley chose the middle of a ford to stall its engine when another competitor was immediately behind, and got shunted as a result; W. Bryant's Wolseley had the misfortune to be hit by a marshal's car, which made him late at the next control.

Having completed the road section,

competitors began arriving at the Trouville Hotel, Sandown, between 7.45 and 8.30 a.m. for breakfast. Here it was found that out of the original 36 starters 33 had completed the course, most of them without loss of marks.

Sandown lived up to its reputation as holder of the sunshine record, and competitors had a warm, sunny morning for their eliminating tests on the Esplanade, in which the Triumph TR2s driven by P. G. Cooper and G. D. Glanville were outstanding. In the Concours d'Élégance, held at Ryde in the afternoon, W. J. H. Snellgrove's Ford Zephyr was immaculate in every conceivable detail, and fully deserved the first award; W. Shotter's Vauxhall Velox and V. Peach's Jaguar Mk. VII were very close runners-up.

The hill-climb, which proved to be the highlight of the rally, took place at Ventnor the following afternoon. Starting along the front, competitors had a straight, level run of approximately 300 yards before tackling the first hairpin at the bottom of Cascade Hill. This was followed by three more very acute hairpins, the last being the worst, before the final straight climb to the finish in Hamborough Road. Competition was very keen, and once again the Triumph TR2s were in the limelight,

battling for first place. P. G. Cooper, the winner, took 30.73 secs. to G. D. Glanville's 31.04 secs., and W. Slocombe (Jaguar XK 120) was third (31.19 secs.).

Results

"Daily Telegraph" Challenge Trophy: P. G. Cooper (Triumph TR2), 9 marks lost. **Red Funnel Steamers Challenge Trophy:** G. N. Dear (M.G. TF), 11. **Motor Agents' Association Challenge Trophy:** W. Shotter (Vauxhall Velox), 19. **Cowes Urban District Council Trophy:** P. G. Cooper (Triumph TR2), 9. **Sandown Business Association Trophy:** Mrs. C. M. R. Birney (Sunbeam-Talbot), 91. **Borough of Ryde Challenge Trophy:** W. J. H. Snellgrove (Ford Zephyr). **Woodnut Challenge Trophy:** A. K. Paine (Citroën).

Class Awards

Open, over 3,000 c.c.: L. F. Parnham (Jaguar XK 120). **Closed:** J. C. Smith (Allard). **Closed, 2,000-3,000 c.c.:** W. Shotter (Vauxhall Velox). **Closed, 1,300-2,000 c.c.:** A. K. Paine (Citroën). **Open:** J. M. Bolwell (Land Rover). **Closed, up to 1,300 c.c.:** E. J. Crinage (M.G.). **Open:** B. W. Channing (M.G.). **Team Award:** "Hot Rods" (E. J. Crinage, W. J. H. Snellgrove and P. H. Brown).

Hill-climb

"Daily Telegraph" Challenge Trophy: P. G. Cooper (Triumph TR2), 30.73 secs. **Saunders-Roe Challenge Trophy:** G. D. Glanville (Triumph TR2), 31.04.

SOME RECENT RESULTS

WINDSOR C.C. "GEN HUNT"

25th April

1, L. D. Clifton (Standard Vanguard); 2, R. J. Piner (Jaguar); 3, J. C. White (Volkswagen); 4, G. A. Stacey (Riley).

TORBAY M.C. THIRD TORBAY RALLY

1st May

Premier Award: K. D. Evans (Morris Spl.), 91.3 marks lost. **Runner-up:** S. P. S. Freeman (M.G. TA), 96.3. **Class A:** J. K. Morris (Morris Minor), 104.5. **Class B:** R. S. Prout (Austin A30), 103.5. **Class C:** S. P. S. Freeman, **Class D:** S. White (Ford Anglia), 98.5. **Class E:** Dr. J. T. Sparc (Morgan Plus 4), 120.5. **Class F:** N. H. H. Cordwint (Ford Zephyr), 99.7. **Class G:** K. D. Evans. **Team Award:** Wimpenny (Volkswagen), Haarer (M.G.) and Perry (Morris). **Navigator's Award:** L. Cutler.

V.S.C.C. (LIGHT CAR SECTION) RALLY

2nd May

Winner: R. Barker (1922 Peugeot). **First Class Award:** L. P. Sawyers (1926 Lea-Francis). **Second Class Award:** N. D. Routledge (1924 Morris). **Third Class Award:** F. Lockhart (1923 Peugeot).

CONNACHT M.C. NATIONAL PETROL

ECONOMY RUN

2nd May

Premier Award: V. Brennan (Ford Zephyr), 197.3 per cent; 2, R. Sherry (Volkswagen), 188.2 per cent; 3, R. Wood-Martin (Ford Zephyr), 179 per cent.

WELSH COUNTIES C.C. RALLY

2nd May

Open Cars: 1, Miss G. Weaver (M.G.), 42 marks lost; 2, Dr. J. Sparc (Morgan), 64. **Closed Cars:** 1, J. J. Bott (Riley), 35; 2, E. J. Read, 64. **Team Award:** Bott and Read. **W.C.C.C. Challenge Trophy:** C. Paul (Triumph), 53. **Premier Award:** P. Anton (M.G. Car Club).

SINGER O.C. DRIVING TESTS

Bovingdon Aerodrome, 2nd May

Singer Challenge Trophy: Morgan 4/4 Club (H. M. Denton, A. L. Yarranton, B. Phipps and J. McDonagh). **Best Mixed Team:** Sporting O.D.C. (Dunham, Nott, Brettell and Bennett). **Best Saloon Team:** M.G.C.C. (S.E. Centre), (Paul, Cobban, Sheppard-Yeoman and Hale). **Best pre-1939:** Singer O.C. (Messent, Richmond, McDowall and Simmons). **Best Individual Performance:** J. McDonagh. **Best saloon driver:** K. Hale. **Best lady driver:** Miss A. Jervis (Morgan 4/4).

CHICHESTER M.C. NAVIGATION RUN

2nd May

Premier Award: Miss P. M. Burt/L. Pelling (Aston Martin DB2/4); 2, D. G. Lough/R. Coulthard (Standard Vanguard); 3, P. Tunley/B. J. Fisher (Vauxhall).

EAST ANGLIAN M.C. DRIVING TESTS

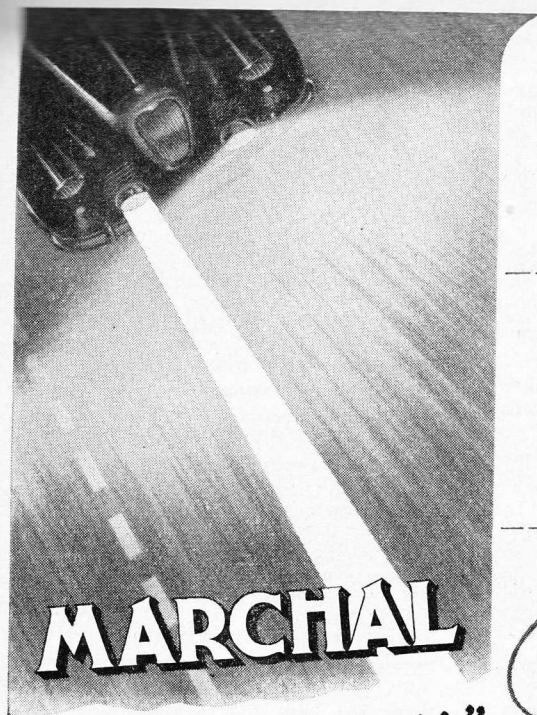
Wormingford Aerodrome, 2nd May

Best Performance: J. Shand (Jaguar XK 120). **Open, up to 1,500 c.c.:** 1, H. J. Bone (Dellow); 2, C. W. Vigar (M.G.); 3, A. C. Westwood (Dellow). **Over 1,500 c.c.:** 1, J. Shand; 2, R. Alston (Jaguar XK 120); 3, R. E. D. Green (Healey). **Closed Cars:** 1, R. B. Goddard (Vauxhall); 2, B. Sugden (Ford Anglia); 3, D. J. Morley (Ford Consul).

LOTHIAN C.C. RALLY

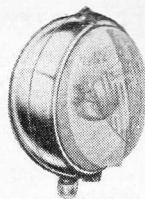
2nd May

Outright Winner: N. T. Lithgow (H.R.G.), 43.5 marks lost. **Open Cars, up to 1,200 c.c.:** 1, J. A. Morrison (Singer), 49.5; 2, W. R. Young (Young Spl.), 52.5. **Closed:** 1, G. M. Smellie (Ford Anglia), 46.9; 2, R. J. Trail (Austin A40), 48.4. **Open Cars, over 1,200 c.c.:** 1, N. T. Lithgow (H.R.G.), 43.5; 2, C. R. S. Robertson (Morgan), 43.9. **Closed:** 1, D. Jack (Riley), 45; 2, T. H. Legget (Aston Martin), 46.8. **Team Award:** N. T. Lithgow (H.R.G.) and J. Hally (Jaguar).



"The Light Fantastic"

GENUINE MARCHAL LAMPS — MADE IN FRANCE.

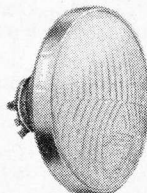


DRIVING LAMP

Extremely powerful pencil beam giving long range illumination. Shallow back body. Full chromium. 6 and 12 volts. Complete with bracket, switch and cable. 642/300. Price 79/6d.

FOG LAMP

Widespread 180° amber beam illuminates both sides of the road. Shallow back body. Full chromium. 6 and 12 volts. Complete with bracket, switch and cable. 640/300. Price 79/6d.

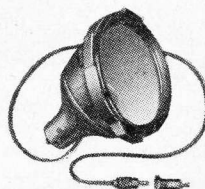
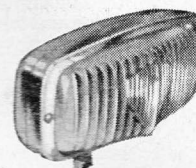


OPTIQUES

Easily fitted lighting units to give your own lamps increased efficiency. Double-dipping. Model 5014 for post-war British cars 48/-. Model 5016 for post-war U.S.A. cars 46/-. Other models available.

"RECTILUX"

Rectangular fog lamp in full chromium. Designed to blend with modern styling. 180° beam, free from upward rays of light. 6 and 12 volts. Complete with bracket, switch and cable. 650/300. Price 89/6d.



"GIROFAR"

Swivelling spot - light, easily affixed to inside of windscreen by suction. Small, light and efficient—ideal for rally enthusiasts. 6 and 12 volts. Complete with cable and plug-in socket. Model 90. Price 92/6d.

REVERSING LAMP

Extremely wide beam for easy reversing at night. Full chromium finish. 6 and 12 volts. Complete with cable and tell-tale illuminated control switch. 520/322. Price 44/6d.



Your garage can supply and fit.

For further information write for descriptive literature.

MARCHAL DISTRIBUTORS LTD • BROOK LANE NORTH • GREAT WEST ROAD • BRENTFORD • MIDDLESEX
TELEPHONE: EALING 2672/3671

'THE ACCENT IS ON



SPARES'
SAYS Mr. Toulmin

OUR SPARES DEPARTMENT IS AN ASSET TO THE M.G. OWNER. We are open until 6 p.m. on Saturdays and 10 a.m. to 1 p.m. on Sundays — WHY NOT CALL AND SEE US?

Reconditioned exchange engine units—specifications sent free on request.

It pays to buy your SPARES from the exclusive M.G. firm—have you tried our speedy C.O.D. service yet?

1500 c.c. ENGINES ALWAYS AVAILABLE.

STAGE 1a, 1 and 2 CYLINDER HEADS ALWAYS IN STOCK.

OBTAIN YOUR NEW TF HERE

TOULMIN MOTORS

Official M.G. Stockists

343 STAINES RD. HOUNSLOW

TELEPHONE: HOUNSLOW 2238 & 3456

Blakes

**THE Northern sports
and RACING car
specialists**

*To all Competitors at the forthcoming
Aintree Race Meeting.*

We would like to bring to your notice the fact that we have garage space for your racing cars and tenders, and also full workshop facilities which are open to you at any time on the Friday and Saturday. Our mobile workshop truck will be on the course during practice and the event.

Also should you be in difficulty over accommodation please contact us and we will endeavour to fix things for you.

These arrangements will apply to all Aintree meetings and our Chester depot can offer the same facilities for the Oulton Park meetings.

But please Competitors ONLY.

J. BLAKE & CO., LTD.

112 BOLD STREET, LIVERPOOL, 1

ROYAL 6622.

'Grams: "Autocar, Liverpool"

PLYMOUTH PRESIDENTIAL RALLY

WE have been asked by the Plymouth M.C. to announce that the entry closing date for the Presidential National Rally on 25th-26th June is 7th June, not 17th June as stated in their recent advertisement.

MID-CHESHIRE ACTIVITIES

THE first autocross meeting of the Mid-Cheshire M.C. will be held at Sherrow Booth Farm, Bott Shrigley, nr. Bollington, Macclesfield, on 30th May. Regs. are obtainable from A. E. Grimes, The Manor House Cottage, Prestbury, Cheshire.

Entries close today, 21st May, for the National Meeting at Oulton Park on 12th June, and an excellent entry has already been received for the 500 c.c., *Formule Libre* and sports car races. Many of the best known 500 c.c. drivers will be present, and the Ecurie Ecosse have entered for the *Formule Libre* event.

PETERBOROUGH M.C. RALLY

ORGANIZED for members of the Peterborough Motor Club only, the Spring Evening Rally was held on Sunday, 25th April, and in spite of the bitter east wind 28 entrants had a really enjoyable evening's motoring.

The start and first test were at Milton Park, and the 40-mile course included a regularity test, with a secret check, and seven other tests.

Provisional Results

Howarth Trophy: J. Starsmore.
First Class Awards: (Open) M. Cook; (Closed) J. Huggins. Second Class Awards: (Open) B. Achurch; (Closed) S. Burr. Ladies' Cup: Mrs. Pat Sears. Team Award: J. Starsmore, J. Huggins and R. F. Horrell.

MARGATE RALLY

THE Margate and D.C.C. held a Photographic Rally on Sunday, 25th April, for the Margate Cup, with 25 competitors. The route cards took the form of a sheet of photographs, and maps were scanned for a windmill by a church, a church by a lake, and so on, the only clues being in the photographs themselves. The second and last section of the event comprised a one-hour regularity run, with an average of 23 m.p.h. over approximately 21 miles of difficult countryside.

Results

1. W. Doe (Volkswagen); 2. L. Knight (Vauxhall); 3. J. Turnpenny (Wolseley).

COMING ATTRACTIONS

May 21st/22nd. M.C.C. 50th "Edinburgh" Commemoration Run. Start, G.P.O., St. Martin's le Grand, London, 8 p.m.

May 21st/23rd. Lancashire A.C. Morecambe National Rally and Concours d'Elégance.

May 22nd. M.S.C.A. Keene Hill-climb, N.Y., U.S.A.

Maidstone and Mid-Kent Race Meeting, Silverstone, nr. Towcester.

B.A.R.C. (Yorks) Sixth Scarborough Rally. Start, Pool-in-Wharfedale and Scarborough, 1 p.m.

Cheltenham M.C. Speed Trials, Staverton Airfield, nr. Cheltenham. Start, 1.30 p.m.

London M.C. Sprint Meeting, Goodwood, nr. Chichester. Start, 12.30 p.m.

Herts C.A. and A.C. Hill-climb, Westbrook Hay, nr. Hemel Hempstead. Start, 2 p.m.

Veteran C.C. Southport Rally and Run. Rallying point, Lower Promenade, Southport, 11.30 a.m.

May 22nd/23rd. Dieppe Rally (S, T), France.

Friouls/Alpine Rally (S, T), Italy.

B.A.R.C. (S.W.) North Devon Rally. Start, Totton, Southampton, 6 p.m.

Sunbeam-Talbot O.C. Fifth Annual Eastbourne Rally.

May 23rd. Bari G.P. (F1), Italy. Eifelrennen, Nürburgring (F3, S, T), Germany.

R.A.C. de Spa Race Meeting (S, T), Belgium.

Val de Cuech Hill-climb (F3, S, T), France.

Hedemora Races (S), Sweden.

B.A.R.C. (Yorks) Eighth Wilson Trophy Trial. Start, Horse Shoe Inn, Levisham, 1.30 p.m.

Morgan 4/4 Club Road Rally. Start, Moreton-in-the-Marsh, 10.30 a.m.

South Essex M.C. Thurrock Day Rally.

Worthing M.C. Driving Test Meeting. Start, 2.30 p.m.

T. G. JOHN CUP RALLYETTE

FORTY-SIX competitors took part in the Coventry and Warwickshire M.C.'s T. G. John Cup Rallyette on 25th April. The event started from Allesley, and all reached the first time check, at Stoneleigh Deer Park, without loss of marks. A. L. Yarranton (Morgan Plus Four), the eventual winner, made best time in all three of the tests which were held there.

Entrants continued through the second control at Flecknoe Station, to the start of the regularity section in Inkberrow, near Worcester, where everyone lost marks. After the tea break at Sambourne, they faced some unexpectedly difficult motoring in the Hagley area.

Results

T. G. John Cup: A. L. Yarranton (Morgan Plus-4). Ladies' Award: Mrs. D. M. Osborn (H.R.G.).

First Class Awards. Closed: R. A. G. Foster (1½-litre M.G.), R. J. Edwards (Standard 8), Murray Austin (Ford Zephyr), Miss F. Haynes (Ford Zephyr). Open: A. F. Keen (Sunbeam Alpine), R. D. Leese (Jaguar XK120), G. M. Sharpe (Austin-Healey); Dr. W. H. Osborn (Triumph TR2). Second Class Awards. Closed: R. Hunter (Standard Vanguard), R. P. Bakewell (Vauxhall Velox). Open: J. C. Winby (Dellow), D. A. Blundell (Healey).

More News from the Clubs on page 672

CLUB FIXTURES

Northampton and D.C.C.—Flannel dance, 21st May, Angel Hotel, Northampton, 8 p.m.

Aston Martin O.C.—A.G.M., 21st May, R.A.C., Pall Mall, London, 7 p.m.

North London M.C.—Meeting, 21st May, Cat Inn, Cat Hill, East Barnet, Herts, 8.15 p.m.

Mid-Surrey A.C.—Meeting, 21st May, Queen Adelaide Hotel, Ewell.

Sunbac.—Tallylyn Railway Trip, 22nd May, Rendezvous, Tynycornel Hotel, Tallylyn Lake, 12 noon.

Bristol M.C. and L.C.C.—Treasure Hunt, 22nd May.

Alvis Register (Southern)—Meeting, 22nd May, Phoenix Hotel, Hartley Winney, 6 p.m.

Bentley D.C.—Meetings, 22nd May: The Punch-bowl, Lanreath, Cornwall; Elcot Park Hotel, Newbury, Berks, 7.30 p.m.

750 M.C.—Meeting, 24th May, Sheer House Hotel, Byfleet, Surrey.

London M.C.—50th Anniversary Party, 25th May, Paviour's Arms, Page Street, Westminster, S.W.1.

Eastern Counties M.C.—Meeting, 25th May, Red Lion, Martlesham, Nr. Woodbridge.

Hagley and D.L.C.C.—A.G.M., 26th May, Lyttelton Arms, Hagley, 7.30 p.m.

A.C.O.C.—"Table-Top" Rally, 26th May, Start, Marlborough Head, W.I., 8 p.m.

B.A.R.C. (S.W.)—Meeting, 26th May, Little Testwood Club, Totton, Southampton.

Chiltern C.C.—Meeting, 26th May, George Hotel, Beaconsfield.

Vintage S.C.C.—Meetings: 26th May, Ferry Boat, Holywell, St. Ives, Hunts; 27th May, Jolly Farmers, Enfield Road, Enfield; Smoker Inn, Plumley, Nr. Northwich; Crescent Hotel, Ilkley.

Surrey S.M.C.—Meeting, 27th May, Warwick Hotel, Redhill.

UNIVERSITY MOTORS LIMITED

For your

NEW

Magnette

Safety



fast!

For your

NEW

T.F. Midget

SOLE LONDON DISTRIBUTORS

STRATTON HOUSE 80 PICCADILLY LONDON W-1

TELEPHONE: GROSVENOR 4141

AUTOSPORT

CLASSIFIED ADVERTISEMENTS

PRESS TIME:
TUESDAY 10 a.m.

Tel.: PADdington 7671-2

RATES: 6d. per word, 3s. 6d. per line, 35/- per single column inch. Minimum charge 6/-, not including Box Number. Particulars of Series Discounts may be obtained on application.

All advertisements must be prepaid and should be addressed to "Autosport", Classified Advertisement Department, 159 Praed Street, London, W.2.

BOX NUMBERS: Facilities are available to advertisers at an additional charge of 1/- to defray cost of booking and postage. The words "Box 000" must be included in the advertisement and paid for.

The publishers reserve the right to refuse advertisements, and do not accept liability for printers' or clerical errors, although every care is taken to ensure accuracy.

CARS FOR SALE

ALFA ROMEO

ALFA ROMEO
Customer posted abroad wishes to dispose of 2.3-litre, 8C, Alfa Romeo. Vertex magneto. Coachwork unmarked, hood, screens in first-class condition. We solicit offers for this very fine motor-car.

BEVERLY MOTORS

(N. H. MANN, Prop.)

Alric House, Alric Avenue, New Malden, Surrey. Telephone: MALden 4463

ALFA ROMEO 1,750 c.c. Zagato two-seater, red. First-class condition throughout. £375 o.n.o.—"Ashpools", Northall, Dunstable, or St. Albans 6688.

ALVIS

ALVIS chassis complete, engine stripped for examination, perfect. Offers or exchange 500 c.c. car or Ford Ten, etc.—2 Lothian Road, Middlesbrough. Phone 44727.

ALVIS "Firefly" sports saloon, 1933, very sound throughout, excellent appearance, recent overhaul. £150.—40 Clifton Road, Rugby. Tel.: 3222.

1937 ALVIS Speed 25 sports saloon. Late property of titled owner. This must surely be one of the finest examples of this model in existence and really has been maintained regardless of expense. Finished in black with red wheels. The interior is in red hide with polished walnut fittings. All chrome is excellent and car is fitted with Lucas P.100s, twin spot lamps, twin wind-tones, Andre telecontrols, etc. A genuine thoroughbred with exhilarating performance. Astounding value at £345!!!—Harold Webb Motors, Ltd., 765-767 Romford Road, Manor Park, E.12. ILFord 3151-2.

ASTON MARTIN

ASTON MARTIN, 1½-litre, supercharged, hydraulics, completely rebuilt.—Allen, 35 Ridley Avenue, Blyth, Northumberland. Tel.: 304.

FRIARY MOTORS, LTD., Old Windsor, Tel.: Windsor 2002, offers: 1938 2-litre d/h. coupé, resprayed green, new hood, taxed, clean and attractive. £395. 1936 Mk. II L.C., black, reasonable condition, taxed, £280.

AUSTIN

AUSTIN A40 sports cylinder head complete with valves and twin carbs. Bargain, £20.—Luxury Cars, 17 Streatham Hill. TUL 1051.

AUSTIN-HEALEY

NEW, AUSTIN-HEALEY—available owing to cancellation, list price.—Kingsway Motors, Hoylake. Tel.: Hoylake 3351/2.

BENTLEY

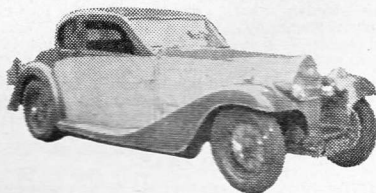
4½-LITRE Van den Plas tourer, exceptionally well maintained condition. £265. Terms arranged.—Rudds, Worthing 7773-4.

1934 (late) **BENTLEY** 3½-litre sports saloon. Very attractive Barker body, finished in two-tone grey with chrome waist line and red hide interior. Fitted bumpers, P.100 headlamps, spot-lamp, twin wind-tones, etc., new tyres. Taxed December. Superb condition throughout. £495.—Harold Webb Motors, Ltd., 765-767 Romford Road, Manor Park, E.12. ILFord 3151-2.

B.S.A.

BASIL ROY, LTD., B.S.A., (Scout Models), spares, Comprehensive stock, wholesale and retail.—161 Gt. Portland Street, W.1. LANGham 7733.

BUGATTI



1935 BUGATTI TYPE 57

Bargain £295 or exchange

CAR EXCHANGE BRIGHTON LTD.,

31 Clifton Hill.

Brighton 29972.

BUGATTI Special racing/sports 2-seater, type 35 engine, 1½ chassis. Ideal enthusiasts, in good condition. £180 o.n.o. accepted.—S. Barnett, Cowcombe House, Chalford. Tel.: Frampton Mansell 49.

BUICK

BUICK d/h. coupé, late 1935, straight eight, very good condition, any trial. What offers? —Parker, York House, Melksham. Tel.: Melksham 2366.

CITROEN

WORTHING MOTOR CO., LTD., for Citroën sales, spares, service.—Tel.: Worthing 71.

COOPER

MARK IV COOPER chassis and body, steering wheel and shaft, fuel tanks, etc., £40. 1952 J.A.P. 500 Alfin engine, T.T. Amal large bore new carburettor, exhaust pipe, whole engine in new condition. £60.—Car Exchange, Ltd., 31 Clifton Hill, Brighton 29972.

DELAHAYE

SELBORNE (MAYFAIR), LTD., World Concessionaires. £395!!! 135M (1st regd. 1944) foursome drophead coupé. £595, 135MS (1st regd. 1940) foursome drophead coupé.—82 Park Street, W.1. MAY. 4733.

FIAT

FIAT 1,100 c.c. 1939, fitted new engine April body, tyres, battery as new. £250.—Post Cottage, Little Bookham 2534.

MAYFAIR GARAGES, LTD., 1938 model 500 hard top coupé, green, excellent and economical road performance. £175.—Below.

MAYFAIR GARAGES, LTD. Five post-war Fiat 500s, from £310-£475. Ten post-war Fiat 500s, from £175-£295.—Mayfair Garages, Ltd. (Fiat Sales and Service), Balderton Street (opp. Selfridge's clock), London, W.1. MAYfair 3104-5. Open 9-6. Sats. 9-1.

FRAZER-NASH

FRAZER-NASH, 1953 Targa Florio, 140 b.h.p. Bristol engine, genuinely as new. Ice blue with blue leather. Spare wheel in wing giving extra large boot.—Apply A. F. N., Ltd., or Brooklands, Bond Street.

FRAZER-NASH 1934 T.T. Rep. Complete engine rebuild. New clutch, rebuilt bevel box, brakes relined. New hood, tonneau, side curtains, carpet, etc. Whole car in excellent condition. £300 o.n.o.—Fuller, Hall and Foulsham, 212 High Holborn, W.C.1.

HEALEY

1950 HEALEY Silverstone, finished red, faultless condition in every detail, low mileage, one owner, recent special maintenance overhaul and tuned to 120 m.p.h. Almost indistinguishable from new. £695.—Pantiles Service Garage, Ltd., London Road, Guildford, Surrey. Guildford 5326.

1950 SILVERSTONE HEALEY, refitted with Healey 1951 Mille Miglia, sports 2-seater body, 120 m.p.h. £525. Exchanges.—Luxury Cars, 17 Streatham Hill. TUL 1051.

JAGUAR

AUTOMOBILIA, LTD., offer

1938 3½-litre JAGUAR Foursome drophead coupé, black with red leather, radio, excellent condition. £295.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891.

S.S. 100 2½-litre. Reluctantly for sale due to illness of owner. Brakes, wheels, steering overhauled, new gearbox, wheel bearings, etc. Very good-looking, fast and economical.—First good offer to 102 Harestone Valley, Caterham. Caterham 2032.

1951 JAGUAR XK 120 sports, finished ivory and fitted many extras, a beautiful low mileage, carefully used car, almost indistinguishable from new. £945.—Pantiles Service Garage, Ltd., London Road, Guildford, Surrey. Guildford 5326.

1938 2½-litre JAGUAR saloon, ex Annie Holmes. £150.—Box 1469 (Norfolk).

M.G.

MERCURY Offer the best possible price for M.G.s. J., P. and T. types required. Write, phone or call. We can usually arrange for our representative to call.—Mercury Motors, 824-826 Harrow Road, Wembley, Middx. Phone: WEMbley 6058-9.

(Continued overleaf)

PARADE MOTORS (MITCHAM) LIMITED OFFER

1948 M.G. TC, black and beige.

Original motor car **£395**

1946 M.G. TC, Cream, H.M.V. radio,

Flamethrower lamps, luggage carrier, wind-

tone horns, Redex conversion, recondi-

tioned engine **£370**

1939 M.G. TA Drophead coupé,

Pickford reconditioned engine, black and

red **£295**

1938 M.G. TA, first-class order, many

extras **£265**

1935 M.G. 12 h.p. Magnette Pillarless

Saloon **£155**

1949 SINGER, black and red sports four-

seater, taxed year **£365**

1937 SINGER, Le Mans four-seater, ex-

cellent condition **£165**

1938 ASTON MARTIN, D/H coupé,

black, excellent condition throughout

£360

M.G.s WANTED

SELF RIDE HIRE MOTOR SCOOTERS

We are in the position now to supply Motor Scooters for hire fitted with side cars. For further details inquiries to:

Lambretta Hire Services

57/67 Monarch Parade, Mitcham

Phone: 3392

Classified Advertisements—continued

M.G.—continued

M.G. SPARES, most parts in stock for all models, 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, road springs, wheels, hubs, vertical drive assemblies, prompt postal service, c.o.d., and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Road, Wimbledon, S.W.19. LIBerty 3083.

SMITH'S MOTORS of Dovercourt offer for immediate delivery, one only M.G. TF, finished in ivory with green upholstery.—Tel.: Harwich 700.

1949 TC 2-seater, recellulosed, new engine, exceptional condition, £445.—Richards and Carr, 35 Kinnerton Street, London, S.W.1. SLOane 5424.

1948 M.G. TA 2-seater, reconditioned, £395. Also 1937/8 TA, £265. Terms.—Roy's Automobiles, Ltd., 127 Parkway, Regent's Park, N.W.1. Euston 2700-8894.

£165 N.A. Magnette 1934 black, 2/4-seater, engine perfect, hood, screens fair. Reliable, fast, no hidden faults. 'Phone: M. Bill, London Wall 4724. 9 to 5.

MORGAN

MORGAN 4/4 Official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161 Gt. Portland Street, W.1. LANgham 7733.

F. H. DOUGLASS, the MORGAN specialists. New and second-hand chassis and engine spares for J.A.P., Matchless, Anzani, cylinders rebored and relined, new pistons supplied.—1a South Ealing Road, Ealing, W.5. EAL 0570.

MERCURY Offer the best possible price for good used Morgans, both three-wheelers and 4/4s. Write, 'phone or call, we can usually arrange for our representative to call.—Mercury Motors, 824-826 Harrow Road, Wembley, Middx. Phone: WEMBLEY 6058-9.

MERCURY OFFER the following Morgan three-wheelers for those who require a sports car with Motor-cycle running costs:

- £345!! 1952 F. Super, red, perfect.
- £345!! 1949 F. Super, red, many extras.
- £315!! 1949 F. Super, red, spotless, choice two.
- £295!! 1949 F. Four, green, exceptional order.
- £295!! 1947 F. Super, black, excellent.
- £225!! 1939 F. Four, blue, nice car.
- £225!! 1939 F. Super, resprayed.
- £215!! 1937 Super sports, two-seater, immaculate.
- £215!! 1939 Super sports, resprayed.
- £175!! 1938 Super sports, excellent runner.
- £175!! 1937 Super sports, fast, smart car.
- £95!! 1935 Sports, side-valve, two-seater.

Your present car or motor-cycle in part exchange. Terms with pleasure. Hours 9-6, Sundays 10-1 p.m. for inspection.—Mercury Motors, 824-826 Harrow Road, Wembley, Middx. Phone: WEMBLEY 6058-9.

1947 (Sept.) MORGAN 4/4, 1,267 c.c. 2-seater drophead coupé, complete engine overhaul 5,000 miles ago, good condition.—Derek Howard, Bridlington 5012.

MORRIS MINOR

OUR conversion for O.H.V. models, including twin carb, modified H/c head, 4.5 to one rear axle, gives outstanding performance, 0-30 m.p.h. 6.5 secs, 0-50—16, 0-60—25. Maximum speed over 75 m.p.h. with 45 m.p.g. Maximum speed in gears: 2nd—38, 3rd—55, top—75-80. Complete conversion £55 fitted our works, send for details. This week we offer: 1953 O.H.V. convertible, with heater, 4,000 miles.

1953 O.H.V. four-door with heater.

1951 (Reg.) S.V.

The two O.H.V. models with conversion. Demonstrations any time at Alexander Engineering Co., Ltd., Haddenham, Bucks. Tel. 345.

PERFORMANCE CARS

THE SPORTS CAR PEOPLE

Select from their stock of over 150 sports cars

1950 Allard 91.P. saloon	£445
1936 Alvis 3½-litre sports saloon	£295
1938 Aston Martin 2-litre d/h 2-seater	£395
1934 Bentley 3½-litre d/h foursome	£495
1937 Frazer-Nash type 329 4-seater cabriolet	£265
1952 Frazer-Nash, Mille Miglia	£1,495
1937 Fiat 500 cabriolet	£265
1948 Jaguar 3½-litre d/h foursome	£445
1938/9 Jaguar S.S. 100 3½, two from	£375
1938 Lagonda V/12 Sedan de Ville saloon	£545
1949 Maserati 4 CLT San Remo	£995

NEVER LESS THAN 25 M.G.s IN STOCK
OFFICIAL VOLKSWAGEN AGENTS

Immediate H.P., insurance and part exchanges
Great West Road, Brentford, Middx.

EALing 8841-2-3

3 minutes from Northfields Tube Station
(Piccadilly or District Lines).

(Buses 91, 97 and Green Lines pass our door.)

RACING CARS

COOPER Mk. IV J.A.P., overhauled ready to race, never crashed, new tyres, modified cooling and lubrication system. £200 o.n.o.—8 Eden Road, Smallholme, Kelso, Roxburghshire.

FRAZER-NASH 1953 F2 single-seater, fitted Bristol racing engine, 145 b.h.p., has only covered 700 miles since new. In brand-new condition, easily and cheaply converted to "Le Mans Replica", and would be undoubtedly one of the fastest sports 2-litres in existence. Price, including all spares, etc., £1,250.—Billy Skelly, Manse Road, Motherwell. Phone: Motherwell 1560.

RAILTON

RAILTON 1936, black sports saloon, in very good general condition, £110 o.n.o.—Lieut. Hunt, R.A.M.C. Officers' Mess, Tidworth, Hants.

RILEY

AUTOMOBILIA, LTD., offer

1946 (July) RILEY, 1½-litre 4-door de luxe saloon, black, brown hide, fog lamp, one owner, excellent condition. £475.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891.

RILEY 1½-litre Sprite/Lynx, Nov., '37, resprayed new hood, tonneau, four new tyres. £280 o.n.o.—Dudley Smith, 65 Ness Road, Burwell, Cambs. Phone 264.

ROVER

1939 SIX Light 14 h.p. saloon. An absolute bargain at £250. Immaculate.—Alexander Engineering Co., Ltd., Haddenham, Bucks. Tel. 345.

SPECIALS

AUTOCROSS or Trials Special. Potent twin-carb. tuned Rover Ten in shortened chassis with wish-bone i.f.s. Roadworthy, presentable and conforms with regulations. Nearest £100.—Fisher, 72 Manor Hill, Birkenhead. Phone: 2317.

NORTH LONDON'S prettiest AUSTIN special. All usual mods. plus many bits. £85 cash sale, o.n.o.—PAL 5607.

RICHMOND-M.G., new TD engine, multi-tubular chassis with i.f.s. and de Dion rear suspension, aluminium 2-seater body and frame, all-weather equipment, weight 10 cwt. Built for club events and daily use. Only raced once. Reg. Summer 1953. Further details and photos on request. £585.—Box 1470 (Sussex).

SPORTS CARS

CARS FOR THE ENTHUSIAST

If you require a good, pre-war thoroughbred car, in excellent condition, at a reasonable price, we have the finest selection in the country.

Our stock consists of good Veteran, Vintage, Continental and Sports cars, with all types of coachwork. Immediate Hire Purchase, Insurance and Part Exchanges on any car. We are open till 9 p.m. every night including Saturday and Sunday.

VINTAGE AUTOS.

Head office and main showrooms: 66 London Road, Tooting, S.W.17. Phone: MITcham 3951. And Bargain Basement for thoroughbreds under £150: 185 Elmers End Road, Beckenham. Phone: BECKenham 2521.

FRAZER-NASH, 1953 Targa Florio, 140 b.h.p. Bristol engine, genuinely as new. Ice blue with blue leather. Spare wheel in wing giving extra large boot.—Apply A. F. N., Ltd., or Brooklands, Bond Street.

GILLIE TYRER offers early delivery of the new Triumph TR2, M.G. TF and A.C. Ace sports cars. Your present car in part exchange.—Litherland Motors (Liverpool), Ltd., Hawthorne Road, Liverpool, 21.

SUNBEAM-TALBOT

AUTOMOBILIA, LTD., offer

1950 (Reg. 1949) SUNBEAM-TALBOT "90" 4-door de luxe sunshine saloon, black, brown hide, radio heater, excellent condition. £575.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891.

TRIUMPH

TRIUMPH Dolomite 1939 2-litre sports coupé, immaculate condition throughout. £300.—45 Gilda Terrace, Rayne, Braintree, Essex.

1934 TRIUMPH Gloria saloon (10 h.p.), excellent condition inside and out, mechanically perfect. £129. Terms.—Newbery Cars, Muswell Hill, N.10. Tudor 3394.

UNCLASSIFIED

GODDARDS OF SALISBURY, Austin Distributors, New M.G. (TF), Cream trimmed Red, Wire Wheels, £831 8s. 4d. Mercedes-Benz, 170 S.V. Coupé, £325. Orders accepted for delivery in rotation of Austin-Healey 100.—41-45 Winchester Street, Salisbury. (Telephone: 2292/3.)

W. JACOBS & SON, LTD.

MILL GARAGE

CHIGWELL ROAD, SOUTH WOODFORD, E.18

'Phone: WANSTEAD 2783/4/5

Offer:

M.G. 1250 c.c.

Y.B. SALOON 1952

UHK 111

This car, in absolutely new condition, is the actual car used to win the International Production Touring Car Race 1500 c.c., Class F, at Silverstone, for three consecutive years and is the only car to have achieved this triple success. We will only supply the car in first class condition to its new owner, but the stage of tune will be left to the purchaser's choice.

Colour—Maroon and Beige

Price £750

HUNT'S
(BIRMINGHAM) LIMITED

offer

1953 BUCKLER 1172. Green, twin SU's, 4 branch exhaust, 8 head, 4.7 axle, etc. £325

1952 DELLOW MARK II. Green, specification as above. 12 v. Low built to special order. £375

1951 (Feb.) JAGUAR XK 120, black, all modifications and many extras. Timed at over 140 m.p.h. One owner. £875

1949 CITROEN 15 Saloon, black. £405

SPARES—Peugeot 402 engine requiring overhaul. Austin 8 h.p. 3-speed gearbox. 1937 Austin 10 Steering column assembly, new. New T type M.G. remote control unit. Morris 8 side-valve block. Citroen 15 cylinder block and pistons.

The above selection and other vehicles are all subject to offer.

H.P. terms available. Any vehicle taken in part-exchange

Orders taken for early delivery for:—
AUSTIN, MORRIS, ROVER, WOLSELEY,
STANDARD & TRIUMPH.

199 HAGLEY ROAD, BIRMINGHAM 16
Phone: EDGBASTON 2921/2/3

LOTUS Sports Cars



★90 MPH. ★45MPG

★FORD COMPONENTS

"The best attempt yet to provide the enthusiast with a competition car at a price he can afford to pay."

J. V. Bolster—Autosport

Write for illustrated Brochure

7 TOTTENHAM LANE, HORNSEY, LONDON, N.8

UNCLASSIFIED—continued



Fast consistent winner of good-class competitions. 1,172 modified motor, M.G. gearbox, TC diff. £225. I.f.s., i.r.s., tubular chassis, Vauxhall 12 engine, gearbox, 3.7 diff., hydraulic clutch, brakes. £300.

Seen **SUMMERHILL AND CO.**,
Horseley Fields, Waverhampton. Phone 20172.
Ext. 6.

ALUMINIUM

BULLANCO FOR ALUMINIUM.

Any sizes cut or folded.

SHEET — EXPANDED — TUBES — ANGLES
BARS — RODS — MOULDINGS — RIVETS

Write for list.

66 **QUEEN'S ROAD, PECKHAM, S.E.15.**
Tel.: New Cross 1092.

BOOKS

HANDBOOKS.—Austin, Ford, Morris, Standard, Triumph, Vauxhall, 5s. 6d.; Cord, Jowett, Renault, Volkswagen, 7s. 6d.; Hillman, Humber, Jaguar, Morgan, Rover, 9s.; Chevrolet, American Ford, S/Talbot, Wolseley, 11s.; Riley, Singer, 12s. 6d.; Alvis, Chrysler, M.G., 15s. 6d.
WORKSHOP MANUALS.—Morris, 17s. 6d.; Jowett, 21s.; Chevrolet, American Ford, 32s.; Austin, Hillman, 35s.; M.G., 42s.
CATALOGUE (May) Motoring Publications, 6d. Inquiries, stamp please.—Vivian Gray, Postal Book-sellers, Hurstpierpoint, Sussex.

Tomorrow Week,
May 29th
**SPORTS-CAR
RACING
SILVERSTONE**
organized by
THE EIGHT CLUBS

Two High Speed Trials,
7 Handicap and 7 Scratch
races (including 750 and
1172 Formulae). First race at
11.30, last at 6.20. Refresh-
ments, solid and liquid,
available all day. No red
tape and no charge for
admission—but modest car
park fee. Unrestricted
access to paddock.

**Club racing at its best—
don't miss it!**

21,000 MOTOR INSTRUCTION Manuals,
Sale-Exchange. Inquiries stamped en-
velope. Manuals bought.—Final, 15 Nashleigh Hill,
Chesham, Bucks.

CARAVANS

£230 26 h.p. DENNIS Motor Caravan, 4 berth,
Calor, Elsan.—Phone NEW Cross 1902
(London).

CELLULOSE

CAR SPRAYING HANDBOOK (1952 Ed.)
3s. 6d. Cellulose and Synthetic Paints and all
Allied Spraying Materials. Catalogue free.—
Leonard Brooks, Ltd., 70 Oak Road, Harold
Wood, Romford. Phone: Ingrebourne 2560.

ENGINES

J.A.P. ENGINE, extremely fast, reconditioned
by Victor Martin, complete with
Cooper Mark VI engine mountings, Norton gear-
box and three sprockets, £55, or will sell separately.
—Cowley, Broadlands Cottage, Camden Park,
Tunbridge Wells.

LATE 1953 Double Knock Norton engine, used
in motor-cycle only. Correct dope set up and
full information, £200.—Bottomley, 1 Scott Road,
Prestwich, Lancs. PRE 3351.

M.G. PA engine, only 1,000 miles, lined,
competition tuned, Scintilla magneto.
Also E.N.V. gearbox. Together £50 (including
clutch) or will separate.—Tel.: Yeovil 24.

XK 120 engine completely overhauled, 9 to
1 C.R. pistons, high-lift camshafts,
new balanced crankshaft, new rods, bearings,
timing chains, etc. Polished cylinder head, ports,
etc. Offers to Merchiston Motors, Merchiston
Mews, Edinburgh, 10.

ENGINE SERVICE

D. CREED,
2 Goldhawk Mews, Shepherds Bush
(late mechanic, Brooklands Service Station).
Offer an exceptionally quick service.—Your cylinder
head re-surfaced in 2 hours—at these most reason-
able prices: 8-10 h.p., 14 shillings; 12-18 h.p.,
17s. 6d.

D. CREED,
2 Goldhawk Mews, Shepherds Bush
(late mechanic, Brooklands Service Station).
Highest precision work, crank grinding, metallising,
boring, reconditioned engine service at most com-
petitive prices. F. C. Davis engines are rebuilt,
tuned and maintained by us. All types of tuning
for competition purposes. Bristol engines specialists.
Trade invited.
Phone: SHE 6518.

INSURANCE

THE BEST KNOWN NAME for insurance of
Vintage or Sports cars.—Antony Hyde-East, 9
Waldegrave Road, Teddington. MOlesey 6222.

MISCELLANEOUS

ALAN BROWN offers Continental racing overalls,
drivers' superfine poplin, most colours, £6 6s.,
mechanics' best quality drill, navy, maroon, blue,
green, 79s. 6d.—Kinch and Lack, Ltd., Sports
Wear, 117 High Street, Guildford. Tel. 61033.

AUTOMENDERS have very comprehensive
facilities for the machining and repair of all
automobile parts and units. Whatever your prob-
lem we shall be pleased to assist in any possible
way.—Automenders, Ltd., Lowther Garage, Ferry
Road, Barnes, S.W.13. RIVerside 6496.

BEVERLEY MOTORS (N. H. Mann, Proprietor)
undertake special coachwork designs, primarily
on Alfa Romeo chassis, but also any other good
quality sports car chassis. Inquiries to Alric
House, Alric Avenue, New Malden. Phone: Malden
4403.

SSOLID DRAWN, exhaust and flexible steel tubes,
steel bars, light alloys, etc., from Stockists C. S.
Harbour, Ltd., Syon Hill Garage, Great West
Road, Isleworth, Middx. Tel.: HOU 6613.

PERSONAL

YOUR OPPORTUNITY to drive a Formula 3
racing car. Membership £5 5s. S.a.e. for
details.—Premier Motor Racing Club, Hoosey
Common, Westerham, Kent.

(Continued overleaf)

J. DAVY LTD.

Again offer a fine selection
of

SPORTING CARS

ASTON MARTIN DB2 Saloon. 1953.
Vantage engine. Bronze/red leather.
Heater. 11,000 miles. This car has been
maintained by well-known Aston Martin
specialist and is in equal to new condition.
£2,100.

BRISTOL 401. 1950. Grey. Ekco radio.
Manual radiator shutter. Engine com-
pletely overhauled by Bristol Aeroplane Co.
£1,575.

BENTLEY Mark VI Standard Steel
Saloon. 1948. Black/beige hide, H.M.V.
Radio. Superlative example. £1,725.

JAGUAR 1951 XK 120. 14,000 miles.
Ivory with red hide upholstery. A very
nice example unmodified and unraced Jaguar.
£895.

LAGONDA V.12 Saloon. Short chassis.
Black/green with green hide. 1938.
Whole car in superb condition. £695.

RILEY 2½-litre Saloon, late 1952. Green/
beige hide. Latest series open propeller
shaft. 15,000 miles, but condition consistent
with 5,000 miles. £1,025.

M.G. TF. Brand new, immediate delivery.

M.G. Magnette Saloon. New model
available for demonstration.

KIEFT Racing 500. 1953. Raced only
twice. Lancefield-tuned, double knocker
Norton. Show model with chromed axles,
radius rods, etc. In perfect condition and
ready to race. Complete with Luton V.8
Van. Fully equipped as racing workshop
and ready to carry Kieft and larger car.
Offers wanted.

DAIMLER 2½-litre Special Sports D/H
Coupe. Duo grey, low mileage, H.M.V.
radio, heater, washers, etc. A really im-
maculate and fast, high quality car. Body
by Barker. £1,250.

JAGUAR Mark V Saloon. Black, red
hide, H.M.V. radio, heater. An exception-
ally good chassis, and whole car in very good
condition. £650.

JAGUAR Mark V Saloon. 1951. Grey,
red hide. Superb condition. £775.

LAGONDA L.G.45 4½-litre Saloon.
1936. Black, brown hide, latest series
engine recently fitted. Both interior and
exterior in immaculate condition, and whole
chassis overhauled. The best example of
this model on offer. £395.

AUSTIN-HEALEY. New. Almost im-
mediate delivery.

RILEY 1½-litre Saloon. New, black and
green. Immediate delivery.

RILEY 1½-litre Saloon. New, black and
grey. Immediate delivery.

★

We are urgently in need of high quality and
sporting cars in good condition, and will pay
highest prices for same.

★

We are always glad to receive enthusiasts
at our Brompton Road showrooms, to
discuss or give advice on all types of
sporting cars, including latest models.

★

Our Car and Boat Radio Fitting Station is staffed
by Radiomobile trained engineers who will install
and service all types of Car Radio.

★

We will open on Saturday afternoons or
Sunday mornings by appointment.

215 Brompton Road, London, S.W.3. KNI 4211
and

180 Kensington High St., London, W.8. WES 9641

Classified Advertisements—continued

PHOTOGRAPHS

PHOTOGRAPHS of every car at *Daily Express* Silverstone and at the Hants and Berks Autocross Fairley Hill.—Charles Dunn, Greenleaves, Woking, Surrey. Tel.: Woking 3737.

RICHMOND PIKE, F.R.P.S., for the best motor racing photography.—Woodside, Plantation Road, Leighton Buzzard, Beds. Tel.: 2027.

Autosport Souvenir Photographs

SILVERSTONE.
"Daily Express" International Trophy, 1954.

The AUTOSPORT souvenir set of photographs depicting the above meeting is now available. Photographs include the Van-Vall engine; Parnell driving the new Lagonda; Moss driving the Maserati; Behra (Gordini); Gonzalez (Ferrari); the Jaguar team (last lap Production Touring Car Race); the start of the 500 c.c. race and Heat 1 of the Trophy.

The set consists of eight (8 ins. x 6 ins.) photographs. Readers should send one guinea for each set required to AUTOSPORT, Souvenir Photos Dept., 159 Praed Street, London, W.2, marking orders Silverstone (Express) 1954. Sets of the B.A.R.C. Easter Goodwood meeting are also available, price one guinea.

RADIATORS AND FUEL TANKS

GALLAY, LTD., give immediate service in repair and rebuilding of radiators, oil coolers, fuel tanks and wings, etc. 103-109 Scrubs Lane, Willesden, London, N.W.10. Phone: Ladbroke 3644.

SAFETY GLASS

SAFETY GLASS fitted to any car while you wait, including curved windcreens.—D. W. Price, 490 Neasden Lane, London, N.W.10. Gladstone 7811.

WINDSCREEN PERSPEX $\frac{3}{8}$ in., rectangles 8s. sq. ft. delivered.—Wilson, Crosshouses, Bridgnorth.

SITUATIONS VACANT

A HIGHLY SKILLED motor engineer with initiative, integrity and experience of good-class work and, although not essential, experience with sports cars and racing cars is required by "Wilkie" Wilkinson, Merchiston Motors, Merchiston Mews, Edinburgh, 10.

SKILLED fitters required, permanent positions. Free transport available from South London area.—Write Anthony Crook Motors, Caterham Hill, Surrey. Distributors Bristol, Aston, Lagonda, Simca, Fiat, Ford.

SPARES & ACCESSORIES

SPECIAL ACCESSORIES

FOR

FORD-BASED VEHICLES

4.7 to 1 Crown Wheels and Pinions
(8/10 h.p.) £7 18s. 6d.

Twin Carburettor Sets complete:

8-10 h.p. £12 10s.

"Consul" £16 10s.

Available ex stock.

DELLOW MOTORS LTD.,
ALVECHURCH, Nr. BIRMINGHAM.
Tel.: Hillside 1879.

SALISBURY Differential, 4.1:1, unused, £25. J.A.P. Alfin barrel, needs sleeving, 30s.—Manning, 18 Alverley Lane, Doncaster.

YELLOW headlamp bulbs for Continental driving available for most makes.—Beverley Motors, Alric Avenue, New Malden. MALden 4403.

SUPERCHARGERS

WADE Supercharger, good, serviceable condition with SU Carburettor and all fittings for Ford 8 and 10, etc., £39 or near offer.—Overton Motors, Ltd., Chesham, Bucks. Chesham 234.

WANTED

ASTON LE MANS, Mk. II, S.C. or Ulster. Condition unimportant.—Palmer, Tubo Metal Products, Treforest Trading Estate, Pontypridd, Glam.

ENGINE and gearbox wanted, either TC, 4ED Meadows or 1½-litre Riley. Series M Morris 10 considered.—Tel.: Yeovil 24.

FORD TEN starter, 2-bolt fixing.—PRO 1850, 104 St. Leonards Road, S.W.14.


MAYFAIR GARAGES, LTD., urgently want Fiats for cash at highest prices.—Balderton Street, W.1. MAYfair 3104-5. Open 9-6, Sats. 9-1.

WANTED for Ford 10, twin SUs, four-branch exhaust, aluminium head.—Brearley, Elm Row, Galashiels.

WANTED.—Standard Vanguard engine and gearbox or Lea-Francis 14 h.p. or 2½-litre engine and gearbox. Must be in serviceable condition.—Lindsay, 1 Oswald Road, Edinburgh 9. Telephone 44062.

WANTED.—401 Bristol, must be in good condition.—Box 1468 (London).

750 OR 1,172 Special required. Must be potent.—Welton, Gerrards Cross 3765.

L E S T E R I Z A T I O N	For Touring or Racing		T B T C T D T F Y
	1½-Litre Blocks		
	M.S. Cylinder Heads		
	M.S. Head Gaskets		
	K.E. Valves		
	M.S. Flywheels		
	Sumps		
	Oil Pumps		
	Tuning		
			
H. LESTER CARS (1951) LTD. BATH ROAD • THATCHAM • BERKS THATCHAM 3129			

News from the Clubs—continued

MORE RECENT RESULTS

CIRCLE C.C. RALLY

2nd May

Paul Trophy: M. Mostyn (Jaguar XK 120). **First Class Awards:** K. W. Barrow (Aston Martin DB1), T. B. Riley (Rover P4), W. W. Paul (Jaguar Mk. V). **Second Class Awards:** E. Gooding (Wolseley), A. Wheatland (Ford Zephyr), P. J. Butler (Austin), G. S. R. Dewsnay (Austin A40). **Best performance by a visitor:** E. K. Lawrence, Chiltern C. C. (Ford Zodiac).

LEICS C.C. TRIAL

2nd May

Sturgess Trophy: A. Payne (Ford Anglia), 2 marks lost. **Navigator's Award:** H. Smith. **First Class Awards:** Miss Anne Waddington (Mayflower), 3; Ken Law (M.G. TF), 4. **Second Class Awards:** Miss Gaynor Hercock (Sunbeam-Talbot), 4; Alan Shipley (Austin Spl.), 4. **Novice Award:** J. M. Taylor (Sunbeam Alpine), 8.

VETERAN C.C. SPRING RALLY AND RUN

Brighton, 8th May

Rally Class A: 1, C. A. Oakden (1903 Panhard-Levassor); 2, C. A. Shillan (1901 Panhard-Levassor); 3, A. J. Bailey (1904 Phoenix Tricar). **Class B:** 1, G. F. Hodekinson (1913 Calcott); 2, J. S. W. Simonds (1910 Leon Bollee); 3, C. C. Tuftnell (1908 Rover).

Timed Run, Class 1: 1, N. R. Cole (1899 Benz). **Class 2:** 1, C. A. Oakden (1903 Panhard-Levassor); 2, J. G. Hampton (1903 Panhard-Levassor); 3, H. E. Bowden (1904 Cadillac). **Class 3:** 1, S. E. Segars (1905 Rolls-Royce); 2, W. J. Harryet (1908 De Dion Bouton); W. A. L. Cook (1908 Mercedes) and C. C. Tuftnell (1908 Rover). **Class 4:** 1, C. H. Smith (1914 Darracq), Mrs. F. E. Davis (1914 Ford) and S. J. Humphries (1914 Perry).

SHENSTONE AND D.C.C. RALLY

8th May

Lawrence Trophy: L. M. Austin (Ford Zephyr). **Open Car class:** J. Deeley (Austin-Healey). **Second Class Awards:** D. H. Holland (Austin); B. H. Thompson (Alvis). **Third Class Awards:** W. P. Clayton (Standard); R. F. Collins-Jones (M.G.).

FORCES M.C. TIDWORTH REGULARITY RALLY

8th May

Anna Valley Cup: C. R. Doig/J. C. Playll (M.G.); 2, D. Kent/J. T. Budden (Standard). **Class 1:** Lt. W. G. Calvert, R.N./Lt. J. A. F. Fisher, R.N. (Morris Minor). **Class 2:** 1, R. T. Starr/M. Alexander (Frazer-Nash); 2, G. M. Crozier/A. Ingham Clark (Trojan). **Class 3:** C. R. K. Peal/M. Peal (Bentley). **Class 4:** Dr. W. J. Drummond/Col. C. S. Kidd (Bentley).

NORTH DEVON M.C. ILFRACOMBE RALLY

8th/9th May

Premier Award: 1, H. M. Denton (Morgan Plus 4); 2, Dr. J. J. Spare (Morgan). **Opposite Class:** 1, R. Davis (Sunbeam-Talbot); 2, S. White (Ford Anglia). **Members' Award:** R. J. Harris (Vauxhall). **Up to 1,499 c.c., Open:** G. N. Dear (M.G.). **Closed:** G. W. Best (Ford Anglia). **Over 1,499 c.c., Open:** B. Phipps (Morgan). **Closed:** R. J. Harris. **Specials:** K. D. Evans (Morris Spl.). **Navigator's Award:** A. F. Teesdale. **Ron Lake Trophy:** P. W. Purchase (Riley Spl.). **Team Award:** Morgan 4/4 Club (Denton, Sparc, Phipps).

RILEY M.C. INTER-CENTRE TRIAL

8th/9th May

Premier Award: N.E. Centre "2" (J. V. H. Holt, T. B. Hague, Mrs. Hague); 2, London Centre "1" (Ellard, Delves, Fenwick); 3, London Centre "2" (Doxford, Hawkins, Farrar). **Best individual performance:** Mrs. Jackson (Riley 1½-litre).

NOTTINGHAM S.C.C. DRIVING TESTS

Ossington Park, Newark, 9th May

Up to 1,100 c.c., Open: C. A. Muncaster (M.G.), 180.8 secs. **Closed:** B. E. Lawson (Standard), 204.6. **1,101-2,000 c.c., Open:** C. B. Taylor (Triumph TR2), 155.9. **Closed:** K. Scales (Ford), 171.1. **Over 2,000 c.c., Open:** A. H. Piper (Alfa Romeo), 189.0. **Closed:** J. R. J. Mansbridge (Jaguar XK 120), 182.8.

SUNBEAM REGISTER GLOUCESTERSHIRE RALLY

9th May

1, B. E. W. Bowsher (1932 TL Alvis); 2, S. H. Darbshire (1926 14/40 Sunbeam); 3, Lt.-Cdr. A. P. Rabbit, R.N. (127 SD Alvis). **Best Humber:** D. C. Allen (1928 9/20). **Best Talbot:** K. G. Langley (1934 7S).

HEREFORDSHIRE M.C. DRIVING TEST RUN

9th May

1, H. Rumsey/D. Howard (Ford Spl.), 18 marks lost; 2, A. L. Yarranton/D. Thompson (Morgan), 28; 3, R. A. G. Foster (M.G. 1½-litre), 44. 4, S. Black/Mrs. Black (Morgan), 51; 5, J. D. Moon/Mrs. Moon (M.G. 1½-litre).

U.H.U.L.M.C. RALLY AND DRIVING TESTS

9th May

Premier Award: D. Llewellyn Rees (Healey Silverstone); 2, J. B. Morley (Frazer-Nash/BMW); 3, P. A. Sheffers (Bentley Mk. VI); 4, E. K. Lawrence (Ford Zodiac); 5, M. Burn (Frazer-Nash); 6, J. R. Waller (Dormobile); 7, I. H. Sichel (Rover 16).

M. and M-K. M.C. TYRWHITT DRAKE TROPHY RALLY

9th May

Premier Award: P. A. Barden (Triumph TR2), 132.8 marks lost. **Opposite Class:** J. Liddell (Morris Minor), 139.4. **First Class Awards:** B. Birch (Austin A40 Sports), 161.2, D. Lampard (Morris 10), 163.4, R. Sinclair (Sunbeam Alpine), 162.2. **Lady Navigator's Award:** Mrs. B. Birch.

HALL of BALHAM LTD. for **B · M · W**

Offers replacement B · M · W Engines. Prices on application. All Bored and Sleeved to standard, also now available new Bosch equipment.

Types	Bosch Distributors ...	£5 . 12 . 0	Types
	Bosch Windscreen Motors ...	£3 . 7 . 6	
	Bosch Coils ...	£1 . 15 . 0	
	Bosch Points ...	5 . 6	
	Bosch Rotors ...	2 . 0	
328	Bosch Condensers ...	5 . 0	55
	Bosch Regulators ...	£2 . 10 . 0	
326	Bosch Starter Pinions ...	£2 . 0 . 6	45
	Bosch Starter Springs ...	£1 . 3 . 0	
320	Bosch Starter Ratchets ...	11 . 3	40
	Bosch Plugs, all types ...	5 . 0	

BOSCH SPOT AND FOG LAMPS

Ring BALHAM 7855

197'9 HIGH STREET, TOOTING, S.W.17

WANTED for spot cash **CARS of ALL TYPES**

Hours of Business
WEEKDAYS
SATURDAYS
9 till 7

ROWLAND SMITH
MOTOR LIMITED

HAMPSTEAD HIGH ST., LONDON, N.W.3

(HAMPSTEAD TUBE)

HAMPSTEAD 6041 (10 lines)

Established over a Quarter of a Century

SILVERSTONE

WHIT SATURDAY, JUNE 5th, 1954

6th Annual

MIDLANDS MOTORING **ENTHUSIASTS' CLUB MEETING**

Racing, Sports and ½-Litre Cars

Details from: L. Hill, 8, Skelcher Road, Shirley, Nr. Birmingham.
Or Club Secretaries of: Half Litre Club, Vintage Sports Car Club,
Nottingham Sports Car Club, 750 Club, Bugatti Owners' Club,
Sheffield & Hallamshire Motor Club.

R. R. C. WALKER

Congratulates

A. P. R. Rolt - - - 1st CONNAUGHT
2 Litre Class

INTERNATIONAL TROPHY RACE
SILVERSTONE

R. F. Salvadori - - - 1st ASTON MARTIN

R. W. Fitzwilliams - 2nd ALFA ROMEO

Captain R. L. Woods - 3rd ASTON MARTIN

IBSLEY MOTOR RACE MEETING

Driving Racing, sports-cars
prepared and maintained by

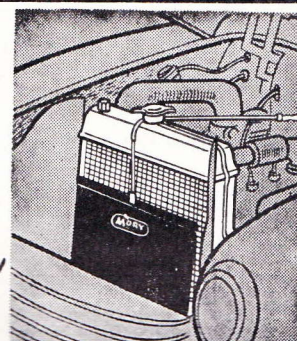
PIPPBROOK GARAGE
DORKING

Telephone Dorking 3891



**MAKES A
GOOD CAR BETTER!**

*Summer
and Winter*



MORY & COMPANY LTD
Cunard House Leadenhall Street London E.C.3
Telephone Ave 3434

MILL GARAGE

for everything



NEW AND SECOND-HAND MIDGETS IN STOCK

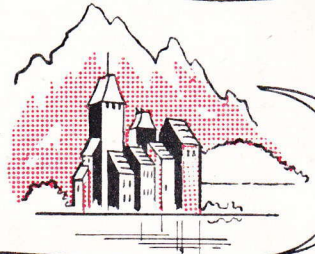
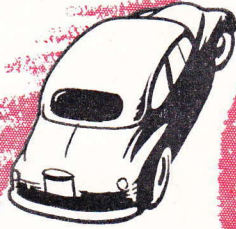
W. JACOBS & SON LTD., MILL GARAGE, CHIGWELL RD., SOUTH WOODFORD, E.18

Telephone : WANstead 7783-4-5



SPECIALISTS

*Are you taking your car abroad
this year?*



If you are taking your holidays on the Continent, this specially prepared Touring Spares Kit will not only prove invaluable should you need to carry out any emergency replacements whilst abroad, but will conserve your currency. The kit consists of Ignition Coil, Distributor Cover, Rotor Arm, Brushes, Bulbs, etc., and costs vary from £5 to £7.10.0 according to type of car, and you can take advantage of our special scheme—an allowance for all spares returned in good condition.

Special continental Light Units, yellow bulbs and extra loud note horns for use abroad are also available. Ask your local Lucas Agent or write for illustrated literature giving details of these Lucas facilities for tourists on the Continent.

The Lucas Continental guide No. 904 giving the names and addresses of our official Agents on the Continent is included with the travelling documents handed to you by the R.A.C. before embarking or from A.A. offices.

LUCAS

European Touring

PARTS KIT

JOSEPH LUCAS LTD • BIRMINGHAM • ENGLAND