

FULL REPORT OF THE PARIS SALON

AUTOSPORT

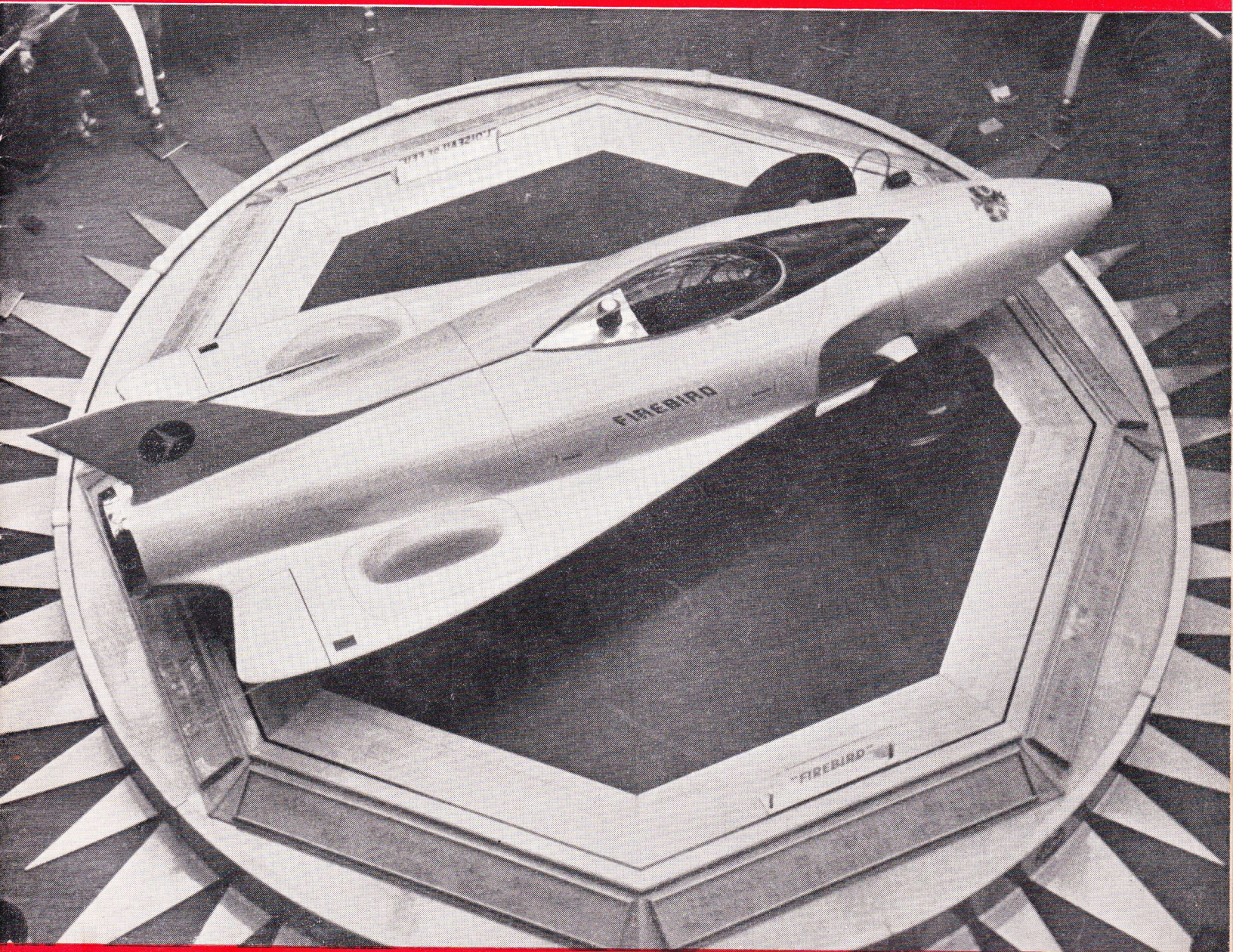
OCTOBER 15, 1954

1/6

EVERY FRIDAY

Vol. 9 No. 16

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

EARLS COURT PROSPECT

WITH JOHN BOLSTER AT THE PARIS SALON : COUPE DU SALON AT MONTLHÉRY

FINAL RACES OF THE BRITISH SEASON AT SILVERSTONE, SNETTERTON, CADWELL & KIRKISTOWN

more and more racing drivers...

on more and more racing cars...

are relying more and more on...

GIRLING

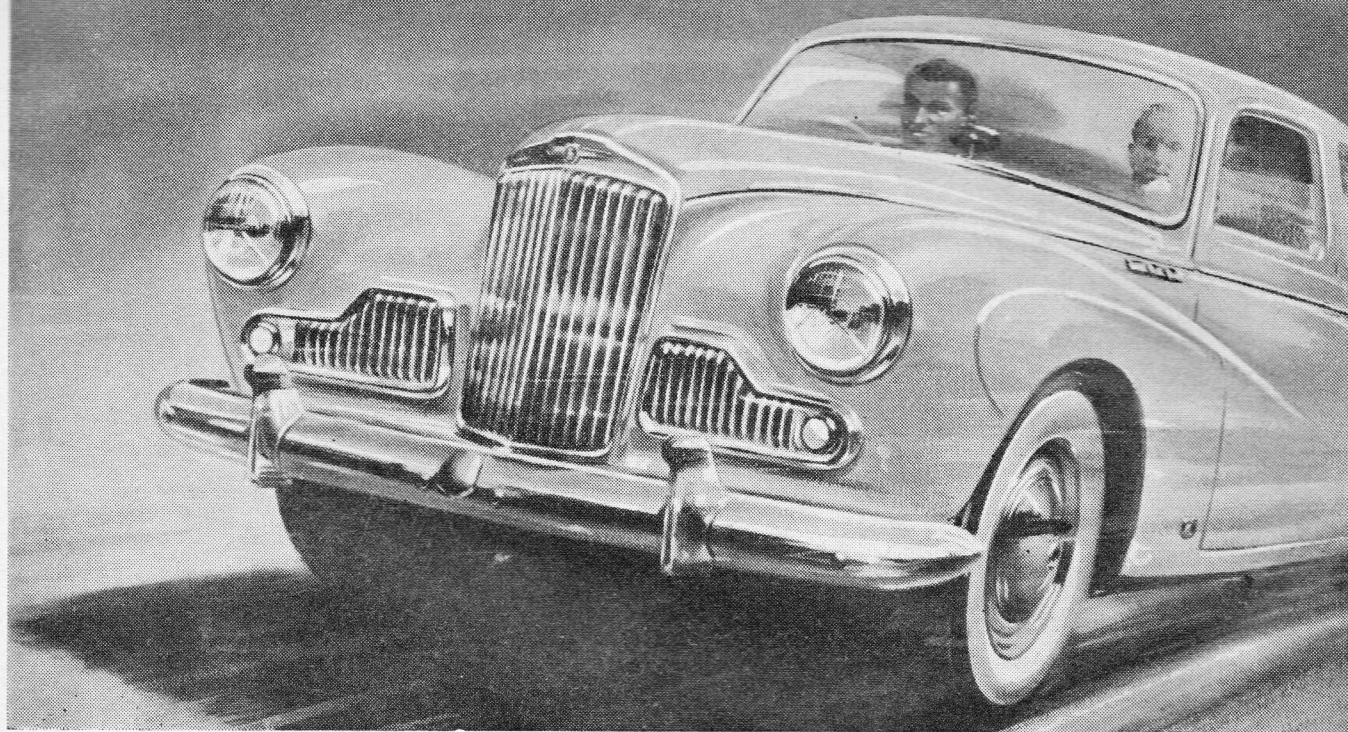
THE BEST BRAKES IN THE WORLD



Way Out Ahead →

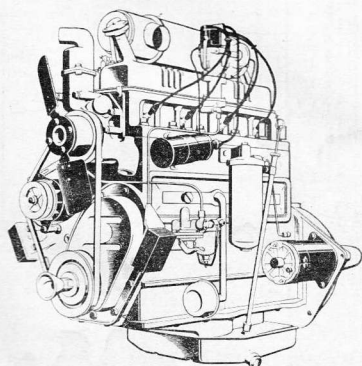
NOW...HIGHER TOP SPEED...FASTER ACCELERATION...

GREATER COMFORT



...the NEW *Sunbeam* MK.III

now with an 80 B.H.P. ENGINE



More Power Engineered from 2½ Litres

The 2267 cc engine of the Sunbeam Mark III has a completely new cylinder head with redesigned ports, larger inlet valves, a manifold hotspot and a higher compression ratio of 7.5 to 1.

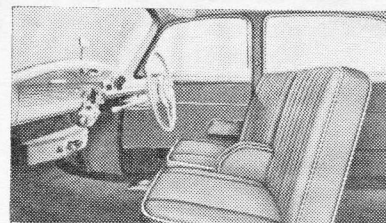
A superb 80 b.h.p. engine powers the new Sunbeam Mark III. A lusty 2267 cc unit that gives higher top speed, livelier acceleration — yet better fuel economy than before!

There's new-style front seating too, a new fascia panel — and many more feature improvements. This great rally-bred champion, with its unrivalled background of competition successes, is now, more than ever, a car to judge behind the wheel. It takes you far with never a trace of fuss or strain. Steering is precise and finger-light. Road-holding a revelation. Stopping power immense.

You must see, you must drive, this new Sunbeam to judge its outstanding merit. Ask your dealer to arrange a trial run.

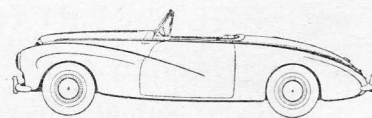
Overdrive Now Available

Overdrive is now available as an extra on the Saloon and Convertible models, and as standard on the Alpine. Operates by a flick of the switch on the steering column. Gives a higher-than-top ratio for cruising at low engine revs. You use less petrol and get longer life from the engine.

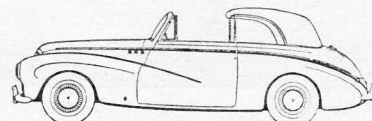


More Comfort and Ease at the Wheel

New-style front seating in the Sunbeam Mark III gives even greater comfort for the long journey. Beautifully upholstered throughout, with thick padded rests at centre and sides. On the new fascia, controls are neatly grouped — quickly to hand.



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The 2½ Litre Sunbeam Sports Convertible

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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 9 No. 16

October 15, 1954

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NOTICES

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EDITORIAL

SPORTS CAR SUBSTITUTES

DETROIT has apparently awakened to the fact that business done in the importation of foreign-built sports cars is not so inconsiderable as their statisticians once tried to make out. Following Chevrolet's introduction of the Corvette, Ford now present the Thunderbird, production of which is planned at the rate of 1,000 units per month. Both cars have been developed in the technical services laboratories of General Motors and Ford respectively, but so far as is known, neither has been subjected to the most severe test of all—racing.

Perhaps Detroit is not aiming at the Jaguar-Austin-Healey-TR2 Triumph-M.G.-Porsche market, nor that of the more expensive Italian products, but at a new market which seems to have sprung up in the United States for the pseudo-sports car. After all, there is a type of business executive whose main relaxation lies in his convertible, and it would not be difficult to convert him from the convertible to what expensive advertising persuades him is the answer to a fast open road car for "tired businessmen".

The hard core of sports car enthusiasts in the U.S.A. will be harder to convince, however, and until Detroit demonstrates that its products have been thoroughly proved in International competition, the ever-growing army of genuine sports car fans will continue to purchase from marques with a competition-proven background.

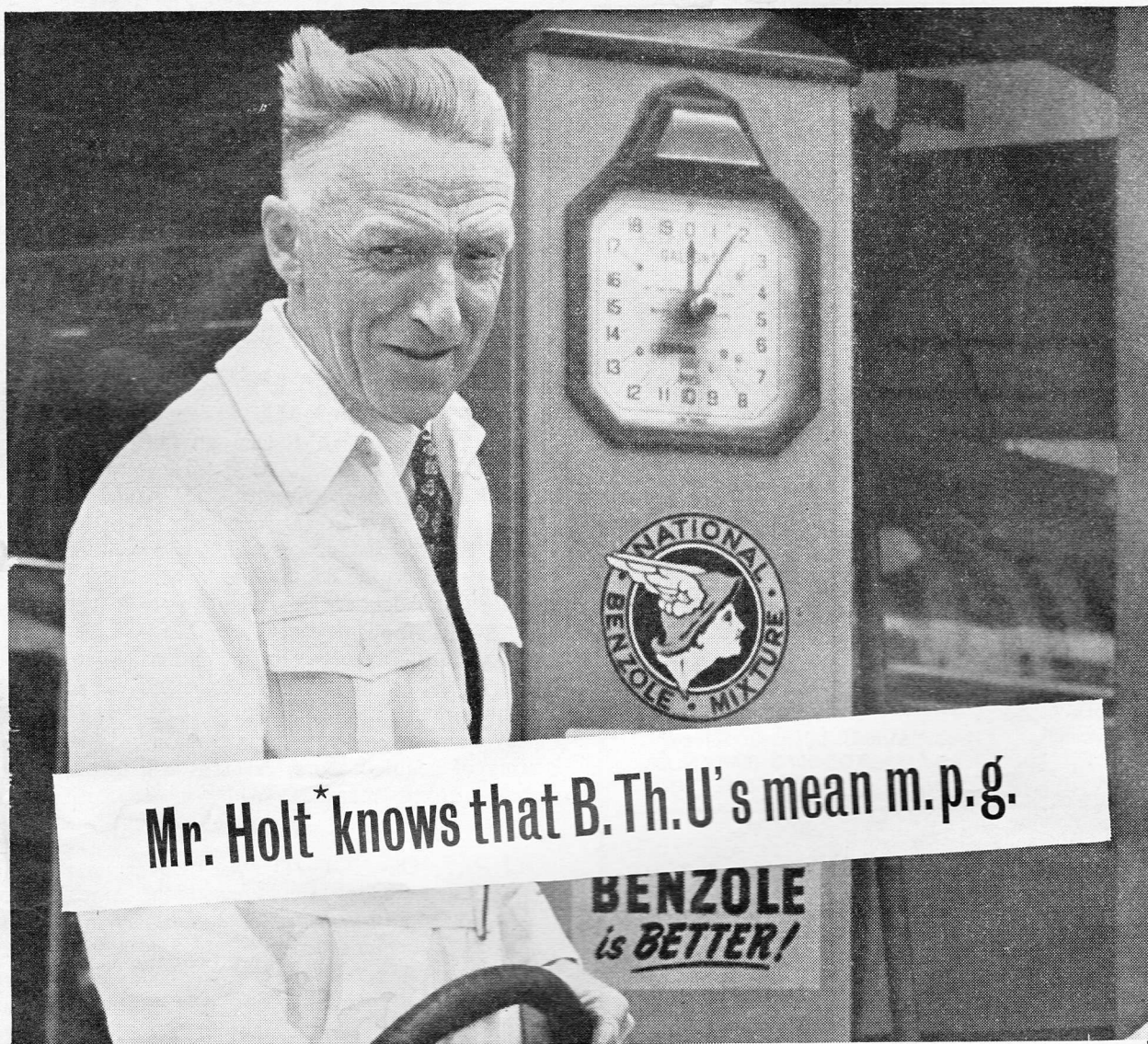
TO PAY, OR NOT TO PAY?

THE correspondence columns of the American magazine *Sports Illustrated* contain many arguments for and against "amateurism" and "professionalism" in sports car racing. In general, members of the powerful S.C.C.A. appear to be against professional participation in any form, and while many correspondents do advocate some form of payment for racing in the presence of spectators, the majority favour the continuation of a strictly amateur policy. In view of the ever-increasing desire on the part of the American race-going public to watch full-scale road racing featuring top-line European and South American drivers, this would seem to be at variance with the views of the majority of S.C.C.A. members. This issue will have to be faced sooner or later; perhaps if "get rich quick" promoters could be debarred for good and all, then there could be a useful fusion of "paid" and "unpaid" interests.

In Europe there is no distinction between amateur and professional in sports car racing. If a driver does well, he takes what rewards he can get—and good luck to him. Even the wealthiest amateurs do not turn down the chance of making money, and one has yet to hear of anyone turning down a bonus from an oil or components concern in order to avoid the "stigma of the professional"!

OUR COVER PICTURE

FOCUS ON THE FIREBIRD: Frenchmen had their first sight of "L'Oiseau de Feu", the American gas-turbine powered, plastic-bodied XP21 Firebird at the Paris Salon, where it occupied pride of place amongst General Motors' exhibits.



Mr. Holt^{*} knows that B.Th.U's mean m.p.g.

Mr. Norman H. Holt knows that when a customer buys petrol he buys energy. And energy is simply another form of heat. And heat is measured in B.Th.U's.

When a customer buys National Benzole Mixture, he buys premium petrol (which is, itself, high in B.Th.U's) plus benzole which is higher than any petrol in B.Th.U's per gallon. The

total number of B.Th.U's in National Benzole Mixture is therefore way ahead of what you get in petrol alone.

And experiment has shown that one gallon of National Benzole Mixture gives out even more energy—i.e., *more* miles per gallon—than is indicated by the extra B.Th.U's it contains per gallon.

★ *Mr. Norman H. Holt, proprietor of the Island Service Station, Handsworth, Birmingham, has been associated with National Benzole Mixture since its introduction in 1919. Mr. Holt says that 'National' has always been a firm favourite with his customers.*

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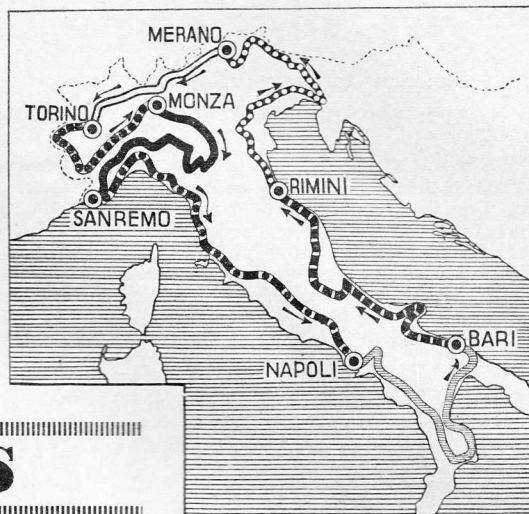


F.I.A. AUTUMN CONGRESS

At the Autumn meeting of the Federation Internationale de l'Automobile, held last week in Paris, dates for major international meetings, of the different member countries were fixed, and a number of other vital points dealt with.

Good news for Formula 3 exponents is that the use of any fuel, bar nitro-methane or similar oxygen-producing liquids, is to be permitted. The barred fuels or components are the following: nitro-methane; nitro-propane; hydrogen peroxide; di-tertiary butyl peroxide; ethyl nitrate; isopropyl nitrate; amyl nitrate; iso-butyl acetate; oxygen (liquid or compressed); nitrous oxide. The use

SEVEN STAGES made up the route for the recent Tour of Italy, first event of its kind in that country. Competitors started and finished at Monza circuit, covering a total distance of 5,763 km. Italy's Alfa Romeos dominated the event, winning three categories.



SPORTS-NEWS

of nitro-benzene in quantities exceeding 30 c.c. per litre is also forbidden.

This is the result of strong R.A.C. representations against the decision made by the F.I.A. in mid-summer that fuel should be restricted to petrol or petrol benzole.

Dates of British International races for 1955 so far agreed upon are the following:

Easter Goodwood, 11th April.

Daily Express/B.R.D.C. Silverstone Meeting, 7th May.

British G.P., 16th July.

Brands Hatch, 1st August.

Oulton Park, 20th August.

Aintree, 3rd September.

Tourist Trophy, 7th September.

For the World Drivers' Championship next year, it was decided the following races would be eligible: the G.P.s of Argentina, Monaco, Belgium, Holland, France, Gt. Britain, Germany, Switzerland, Italy and Spain, and the Indianapolis 500 Miles race. A driver's best five performances would count for marking.

Events ranking for the 1955 World Sports Car Championship will be the Argentine 1,000 kms., Sebring 12 Hours, Mille Miglia, Le Mans, Nürburg 1,000 kms., the T.T., Targa Florio and the Pan-American race. The Targa Florio enjoys the privilege of becoming an eligible event in celebration of its 50th anniversary.

Rallies ranking for the next European Touring Championship will be the Monte Carlo, Sestriere, British, Tulip, Nürburg, Midnight Sun, Alpine, Adriatic, Liège-Rome-Liège, Viking and Geneva; best performance in five events will count. An R.A.C. suggestion that it be renamed the "Rally Championship" was not accepted. On the other hand, their opposition to the complete revision of



SUPER SPRINT WINS: The Italians Taramazzo and Gerino with their Alfa Romeo "1900" in which they won the production Gran Turismo category in the Tour of Italy.

Appendix J of the International Sporting Code (regs. for touring and sports cars) succeeded, modifications only being agreed upon. A proposal by the R.A.C. de Belge that engine capacity in sports car races be limited was supported by Italy and U.S.A., and will be examined by the C.S.I. in January next at their Monte Carlo meeting.

MOSS FOR MADAME TUSSAUD'S

For the first time in the history of Madame Tussaud's waxworks exhibition, the figure of a road racing driver is to be presented to the public. Stirling Moss, three times Gold Star winner, has been invited by Mme. Tussaud's to accept the honour of having his likeness reproduced for exhibition at their Baker Street premises.

The finished wax "Stirling" will be exhibited in "Sportsmen's Corner", next to motor-cycle star Geoff Duke.

ALFA ROMEOS' TRIPLE SUCCESS IN GIRO D'ITALIA

THE first Tour of Italy, which began on 27th September, and concluded on 6th October, resulted in an overwhelming triumph for the marque Alfa Romeo with their "1900" model, which took first places in all three categories.

An entry of 103 cars was reduced by almost 50 per cent. during the 10-day, 5,753-km. route around Italy, which began at Monza, passed through San Remo, Naples, Taranto, Bari, Rimini, Trieste, and Turin, and concluded at Monza, when 56 cars signed off. The sole non-Italian victory in the numerous categories was that of the Belgian-entered Plymouth driven by Gendebien and Mme. Gilberte Thirion in the over 2-litre production touring car class.

Martignoni and Favero in a "1900" Alfa Romeo headed this class, irrespective of capacity; Carini and Gay (Alfa Romeo) took the special production class, and Taramazzo/Gerino (Alfa Romeo) won the Grand Touring category. Second came Georges Houel and José Behra in a French-entered "1900". Subject to confirmation, the best overall performance in the Tour was put up by Taramazzo and Gerino.



"She loves me . . ."

"She loves me not . . ."

"She . . ."

"... loves me!"

ONCE again the French Grand Prix is to be staged on the very fast Rheims circuit in 1955. It will be preceded by the 12 Hours sports car race, being run for the third consecutive year.

THE 10th COUPE du SALON

Successes for Behra (Gordini), Musy (Maserati), Moss (Connaught) and Clarkson (Morgan) at Montlhéry Sports Car Meeting

THE Coupe du Salon is a race meeting which takes place every year during the French Motor Show. No *grande épreuve* this, it nevertheless has an enjoyable "end of season" atmosphere.

At an unearthly hour of the morning of 10th October, motor-cycle racing began, but it was not till 11.15 that car racing was scheduled to start, which is quite early enough for a Sunday. Actually, no event ever starts on time at Montlhéry, and this was no exception.

The first race was for "Voitures de Hautes Performances", which meant saloons and coupés up to 2-litres. It was completely dominated by Roy Clarkson of Ecurie Bull-Frog, who would have lapped the entire field if team-manager "Jabby" Crombac had not made violent use of the slow-down signal. His Morgan, with aerodynamic closed body, was phenomenally fast, and Chavy, with a supercharged Peugeot, could do nothing about it; nor could Profichet's rapid old BMW or a brace of Porsche "Supers". A 1,300 c.c. sub-division was a Simca benefit, and in the 750 c.c. group, Fayen's pretty little Moretti coupé ran away from the Renaults and Panhards.

The Monomill championship followed. These little Panhard-engined cars were placed in a line, and the drivers drew their numbers out of a hat. There were two heats and a final, which resulted in some close and exciting racing. Some of the less experienced drivers, however, displayed a clottishness beyond belief. A chicane of straw bales had been erected before the grand stand, and several cars actually vaulted right over it, to land yards away in a shower of straw. *Formidable!*

By the time the Coupe du Salon itself was contested, the meeting was well behind schedule, and there was a danger that it would finish by lamp light. This 151 km. event was for sports cars unlimited, in every sense of the term. It was absolutely dominated by Jean Behra, who drove the straight-eight 3-litre Gordini with enormous skill and dash. Masten Gregory, of U.S.A., chased him grimly in his 4½-litre Ferrari, and

the speed of both these cars was awe-inspiring.

Duncan Hamilton, with his C-type Jaguar, dropped slowly back from second to fifth place, being bothered by weak shock absorbers. He then made a great effort when Picard spun his 3-litre Ferrari, and finished third ahead of that driver and Levegh in his famous old Talbot.

Da Silva Ramos, driving brilliantly, led the 2-litre section with a Gordini, only to blow up near the end, which gave the class to Benoit Musy's Maserati. Stirling (Bull-Frog) Moss won the 1½-litre class in a Connaught, after nearly letting Peron's Osca beat him in the mistaken impression that this was a 2-litre car! Blache's Ferry was the best "750".

Two Pegasos, one supercharged, ran in this race, but both seemed a little short of speed. The worst hard-luck story was that of Richard Steed, who broke a steering arm of his streamlined Lotus on the warming-up lap, after putting up an excellent show in practice.

JOHN V. BOLSTER.

B.T.D.A. NEWS

DENIS FLATHER, General Secretary of the British Trials Drivers' Association, announces his retirement from the post owing to business reasons. The position has been taken over, as from 1st October, by Bernard K. Thompson, "Fairways", 38 Torkington Road, Gatley, Cheshire (phone, Trafford Park 1881). Mr. Flather will continue to serve on the executive committee of the B.T.D.A.

At the last executive meeting, held during September, it was announced that a Navigator's Award had been offered to the Association by AUTOSPORT. It would be awarded to the navigator nominated by the winner of the "Gold Star" Rally Competition. Various questions regarding rallies were discussed, including those of adequate scrutineering, time allowances and observers' report forms; it was agreed to recommend to the R.A.C. the scrutineering of all cars at a time control, and the avoidance of cumulative time penalties in the interests

of safety. Another recommendation was:—

(a) That where a Club indicate to prospective competitors that the rally is a test rally, and as such introduces more than three tests, it is obvious that they are implying that the test is an important part of the rally, and as such will be marked accordingly with the road section.

(b) Where a Club runs a rally in which the road section is all-important and the tests are three or less, then these tests are only to be used aggregated for tie deciding, with two tests as a minimum.

Regarding trials, it was stated that the final revised draft of the standard regulations was ready for dispatch to the R.A.C., with the recommendation that they should come into force on 1st January, 1955. The Trials Sub-Committee expressed their approval of the punched card system of marking, and also stated that more attention should, in their opinion, be given to the testing of brakes during scrutineering.

It was announced that the annual dinner and prize distribution of the Association would be held on 18th December, at a venue to be announced later; presumably it will, as usual, coincide with the R.A.C. Trials Championship event, which is to be held in the South of England this year.

* * *

NOW confirmed—Lancia are entering two cars for the Spanish G.P. at Barcelona. Drivers will be Ascari and Villorosi. This decision follows successful tests of two F.1 cars at Monza and around the sinuous Ospedaletti circuit at San Remo, where Ascari succeeded in breaking his old Ferrari lap record.

MIKE HAWTHORN will probably drive an entirely new Lampredi-designed Ferrari at Barcelona. The type is designed for the South American races.

THE David Clarke to whom Maureen Mitchell, daughter of Mrs. Nancy Mitchell, has become engaged, as announced in "Pit and Paddock" last week, is not the Frazer-Nash/Cooper driver associated with Bob Gerard Cars, Ltd.

STIRLING MOSS was voted "Driver of the Year" at the dinner party staged by the Guild of Motoring Writers at the A.C.F. headquarters in Paris. He will receive the Guild Trophy, first awarded last year to Johnny Claes.

MANY parties were staged during the Paris Salon. Two of the most enjoyable were given by Rover and Renault. At the former, plans were announced for greatly increased production of all types of vehicles.

HALF-LITRE Championship goes to Don Parker (Kieft) for the third year running, subject to final confirmation. He heads Les Leston by ½ point.

MAURICE WILSON has resigned from his position as racing manager to the Gilbey Engineering Co.'s équipe.

Wow! Ferrari have officially entered four 4.9-litre cars for the Pan-American road race. Three 1½-litre Borgwards from Germany are also down to run.



MERC. MEN at the Paris Salon. Driver Karl Kling, team manager Alfred Neubauer and driver Juan Manuel Fangio, photographed while visiting the Ferrari stand.

THE FLAG FALLS on Silverstone, 1954, as J. P. Hacking (Cooper-M.G.) wins the final race last Saturday.

third place, and R. H. Higham's Austin-Healey tried too hard at Woodcote, where it meted out further punishment to the steadily diminishing *Daily Express* sign.

A somewhat involved Vintage Handicap followed, in which some cars received time allowances and some credit laps. However, W. P. S. Melville's 30/98 Vauxhall, from 20 secs., went just too quickly for MacDonald's scratch Bentley, the Austins of Harris and Udall had a delightful dice which landed Harris in third place, Winder's little Humber was as astonishing as ever, and R. R. Keiller, popular Towcester host to many Silverstone habitués, drove his first race in a Brescia Bugatti of mixed ancestry, said to include the mortal remains of "Cordon Bleu".

The delay at the start of the 10-lap racing car handicap was somewhat trying to the dozen half-litres in the two front rows, but once on the move Anderson and Harrison went out in front and held the advantage for some laps. McMillan's Bristol blew its second gasket and retired, and by lap 8 A. E. Marsh had brought the big Cooper-J.A.P. through the field from scratch to win in masterly style at 78.95 m.p.h., followed home by Clairmonte and Harrison's Cooper-Norton.

In the first heat of a series of sports car handicaps an unhappy accident befell T. J. T. Hiers, driving the newly acquired Stoneham 750, which slid and overturned in front of the pits, throwing the driver out in the fairway. Efforts to stop the race failed, but the unfortunate driver was happily avoided by following cars, and was taken to hospital suffering from severe concussion.

C. H. Summers (Austin) finally won the heat, and the two following heats brought further success to J. B. Naylor (Cooper-M.G.) and J. Venn in his well-driven Healey, the latter still manfully pursued by his permanent shadow, Simpson.

Dusk was falling as the unlimited sports cars started in the final race, Baxter punctiliously switching his lights
(Continued on page 510)

SILVERSTONE FINALE

North Staffs M.C. Close the Season at Popular Northants Circuit with Well-Supported 13-race Programme

THE curtain fell on the 1954 Silverstone season in glorious autumn weather last Saturday, when the North Staffs M.C. packed 13 scratch and handicap races into five hours' first-class sport. Proceedings opened with six scratch events, the first a combined affair including 750, 1,172 and general classes up to 1,250 c.c. In category 1, Austen Nurse proved the superiority of his Lotus, leading J. P. Whitehouse's Austin home by a fair margin, E. Lewis settled his feud with Marriott and Lambert in the 1,172 section, two seconds covering the three at the finish, and H. S. Ladd, in Garfith's M.G., took the general class.

The up to 1,500 c.c. race was dominated by J. P. Hacking's Cooper-M.G., which tore off from the start looking and proving a certain winner, whilst behind him J. P. Naylor (Cooper-M.G.) and E. J. Newton's Kileen gave each other no quarter, travelling wheel to wheel till Naylor squeezed past, spun, lost his place, and regained it in a magnificent last-lap effort, beating Newton over the line by less than half a second.

This warmed things up nicely for the 10-lap half-litre race, which once more, however, provided a fairly easy winner in Charles Headland (Martin), who was never seriously threatened by the pack. Second place was hotly argued by R. A. Anderson (Staride), Ken Smith (Smith) and R. E. D. Harrison (Cooper). On the eighth lap Harrison had consolidated his position in front of Smith, but Whitehouse (Kieft) made the most of his chances and came into the picture in the closing stages, pipping the Smith into third place.

W. A. McMillan's Cooper-Bristol looked promising in the up to 2,000 c.c. sports car race, but it was off colour, a blown head-gasket putting paid to its chances, and Naylor took the lead from D. Howard's Alta, Jackson's Cooper-M.G. and Clairmonte's Clairmonte. The latter moved up to third place but Clairmonte was presumably reserving his energies for the *Formule Libre* race to follow, and rested content with this position, Naylor winning at 70.86 m.p.h. with a very healthy sounding motor.

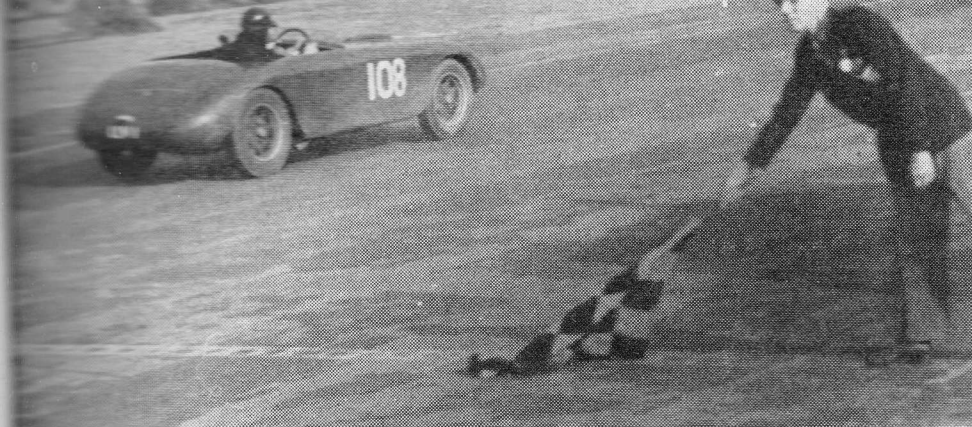
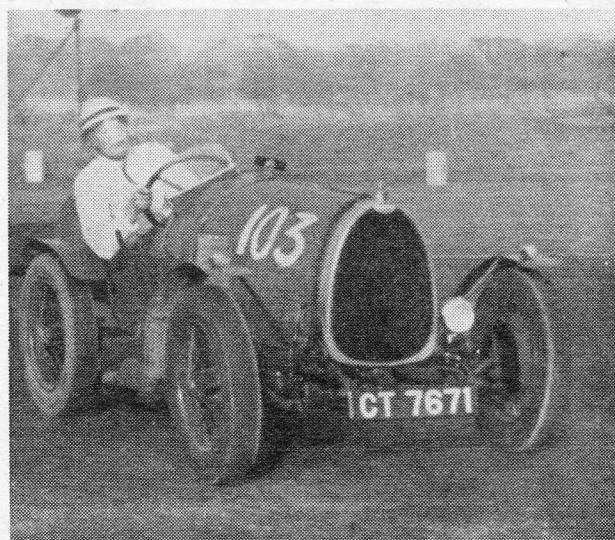
The 10-lap *Formule Libre* event drew 13 starters, six of them half-litre cars. In the initial full-bore rush through Copse, Headland had an uncomfortable moment when his plug-lead came off, the Martin pulling to the inside and

retiring. R. E. Berry's very fast and special XK Jaguar took the lead, most determinedly pursued by the Clairmonte, now going very much faster than in the previous race. Berwyn Baxter's C-type Jaguar was seemingly quite unable to match the speed of the leaders, and was in fact hard put to it to keep Harrison's Cooper astern. Doggedly Clairmonte held on to the XK's tail, the pair showing great pace and style; Berry finally winning a fine race at 76.69 m.p.h., with Clairmonte less than 2 secs. behind.

It was almost superfluous to run the unlimited sports car scratch race, since the irrepressible Berry did it again, this time a shade faster than before. Clairmonte and Baxter once more filled the places and Baxter, after a brief initial lead, fell even farther astern and was gesticulating unhappily as he passed the pits, whilst farther back among the field a minor traffic jam round Woodcote caused A. P. Hitchings (Healey) to get among the marker drums on the inside of the course.

A production car handicap gave J. Venn (Healey Silverstone) a nice win to consolidate his growing reputation on this circuit, although pressed hard by P. J. Simpson's sister car, which was laying a considerable smoke-screen. Gillie Tyrer's hard-top XK Jaguar looked and sounded fast, and thoroughly earned

★
MINE HOST, R. R. Keiller, popular Towcester hotelier, driving his Brescia Bugatti in the Vintage Handicap. This car is said to contain the earthly remains of Raymond Mays's famous old Brescia, "Cordon Bleu".
★



EARLS COURT PROSPECT

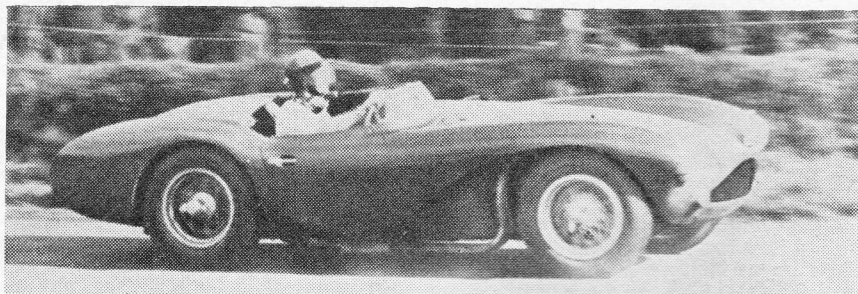
No Racing Car Stand This Year, but Many High-Performance Models to be Seen at Britain's Motor Show from 20th to 30th October

of today is a rich *gâteau* by comparison with its predecessors, and one is often hard put to it to draw the line between sports cars and family vehicles.

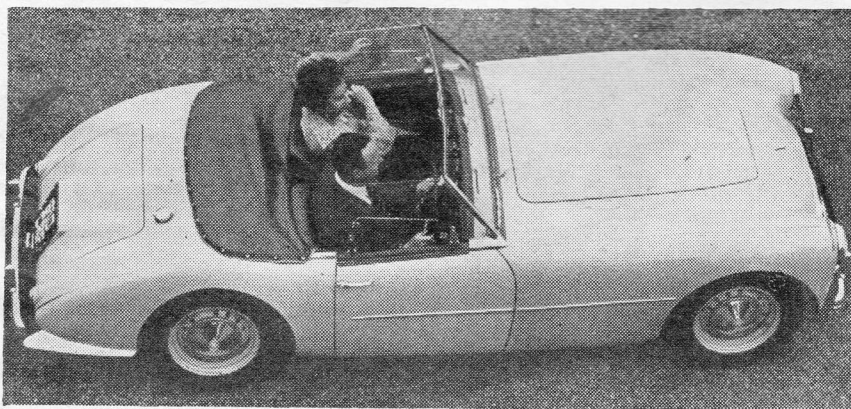
In addition to their new M-type Mark VII saloon, already announced, Jaguars will show three versions of their new XK 140 with 190 b.h.p. engine and rack and pinion steering. This will be obtainable as a two-seater sports, drop-head coupé or 2/3-seater hard-top

WHEN the doors of Earls Court are opened next Wednesday morning, a remarkably interesting assembly of vehicles will be on view to those who enter. The average motorist will make his way, as usual, straight to the stands of Messrs. Morstin, Dorf or Hildard, there to contemplate the latest developments in the realms of low-priced motoring. The sporting enthusiast, regardless of the state of his personal bank balance, will look for other things.

Unfortunately, he will search in vain this year for that unstaffed, rather-pushed-into-a-corner stand



ALL YOURS: The DB3S Aston Martin, famous 3-litre competition sports car (above), and the 2-litre TR2-engined Swallow Doretti (below) are now freely available on the home market.

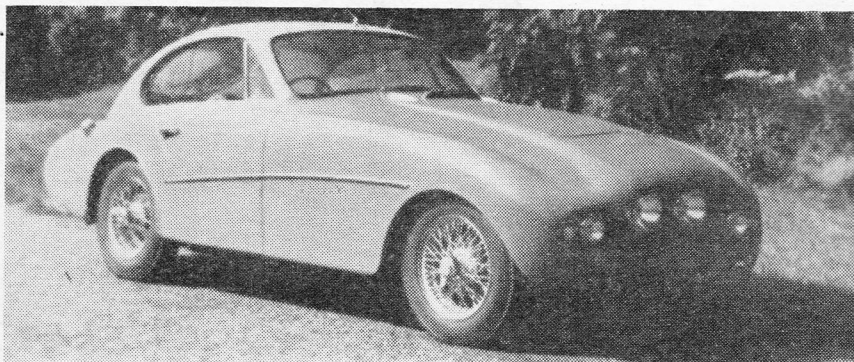


coupé; further to cloud the distinction between sports and family cars, both of the coupés will have occasional seats for children at the back. To the delight of the sports car racing man, the D-type competition car will be available to the public, replacing the well-tryed C-type.

The 140 b.h.p. 3-litre engine, as used in the DB3, will now be fitted to Aston Martin's popular DB2-4, shown as sports saloon and drop-head coupé. The Feltham concern will also offer their competition version, the 180 b.h.p. DB3S, to the general public. Our lips are sealed at the moment, more's the pity, but we can say that Jaguar and Aston Martin are not alone in making their more exclusive models "over

which was devoted to racing cars, and round which so many plans were hatched and specials designed by ecstatic pilgrims. However, the show as a whole is certainly not lacking in high-performance vehicles, although they must now be sought out on the stands of their manufacturers. The bread-and-butter car

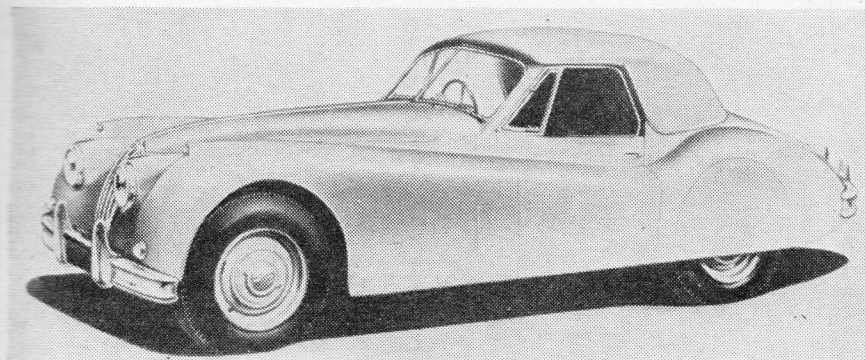
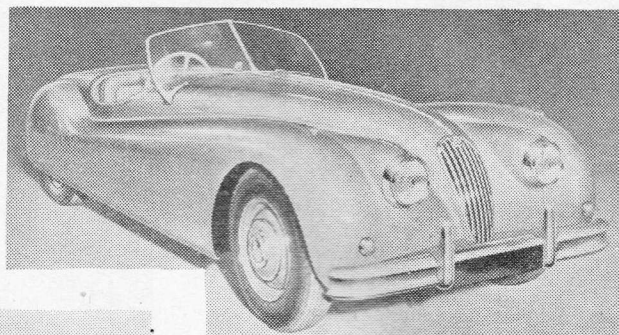
NEW ALLARD: (Right) Entirely new is this Allard saloon on the Palm Beach chassis, fitted with either Zodiac or Consul engine.



the counter" to the crash-hatted Tom, Dick or Harry.

The Rootes Group have fitted a new cylinder head to their Sunbeam range of saloon, drophead coupé and "Alpine", increased the compression ratio, and reduced the weight by dropping both hyphen and "Talbot" from the name. The Allard "Palm Beach" has grown up

★
NEW JAGUARS:
(Right) The XK 140
Jaguar as a sports
two-seater and
(below) in drophead
coupé form.
★



into a three-seater with new bodywork and Ford Zodiac engine; it is also obtainable with Consul power unit. Rovers have increased the capacity of their "75" engine to 2½-litres, and all models have a restyled luggage boot.

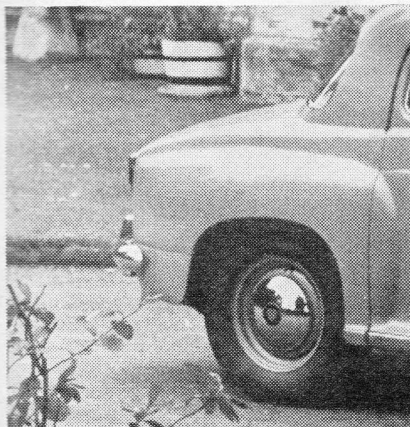
Of interest to all who take a load of tools, spares and other impedimenta to race meetings are station wagons such as the Hillman Husky—a very attractive proposition with its low price, good lines, sturdy s.v. engine and central gear lever.

At Earls Court we will be able to see the new 4.6-litre Bentley models which made their appearance at the Paris Salon, the lower Simca "55" Aronde with smaller wheels, the Singer "Hunter", the 1½-litre Lanchester "Sprite", the Bristol 405, the Frazer-Nash "Sebring", the Armstrong Siddeley "Sapphire" with

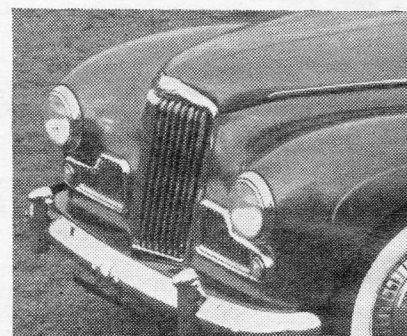
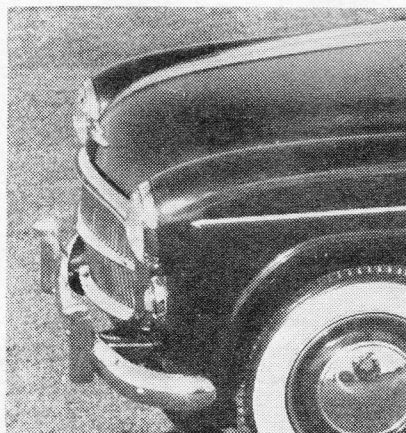
automatic transmission—but enough! To write of the prospects with one eye on the photographs of new models and the other on press release dates is tantalizing in the extreme. Next week we shall have more—much more—to tell you about the cars, and you will see them in all the glory of polish and plinth at the great Exhibition Hall. And AUTOSPORT?—We're on Stand No. 65 this year.

EARLS COURT DIARY

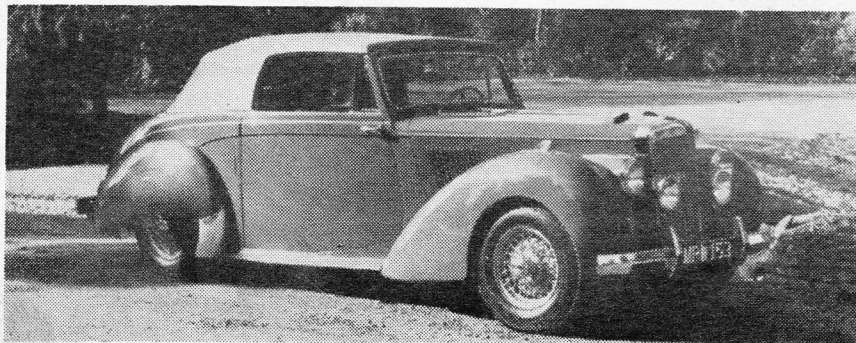
	Oct.	
Hyde Park Hotel	18th	B.M.C. Press Luncheon
Hyde Park Hotel	18th	Rootes Group Function
Earls Court	19th	S.M.M. & T. Press Preview Cocktail Party
Grosvenor House	19th	S.M.M. & T. Annual Dinner
Earls Court	20th	Official Opening of Motor Show
Grosvenor House	20th	Motor Show Ball (BEN)
Grosvenor House	21st	Nuffield Family Party
Hyde Park Hotel	21st	Standard Distributors' Luncheon
Grosvenor House	21st	Triplex Cocktail Party
Constitutional Club	22nd	Motor Industry Cocktail Party
Connaught Rooms	22nd	Fellowship of Motor Industry Luncheon
Park Lane Hotel	22nd	Riley M.C. Dinner/Dance
Dorchester Hotel	22nd	Sunbeam-Talbot O.C. Dinner
Grosvenor House	25th	Austin Distributors' Dinner
Mayfair Hotel	25th	Vauxhall Dealers' Cocktail Party
23 Knightsbridge	26th	British Wagon M.T. Cocktail Party
Shell-Mex House	27th	Shell-Mex & B.P. Cocktail Party
Hyde Park Hotel	29th	M.G.C.C. Dinner/Dance



ROVERS (above) have a new luggage boot. ALVIS (right) announce the TC21/100 3-litre model, successor to the "Grey Lady".



NEW NOSES for the Hillman Minx (left) and the Sunbeam (above), together with enhanced power outputs and other features.

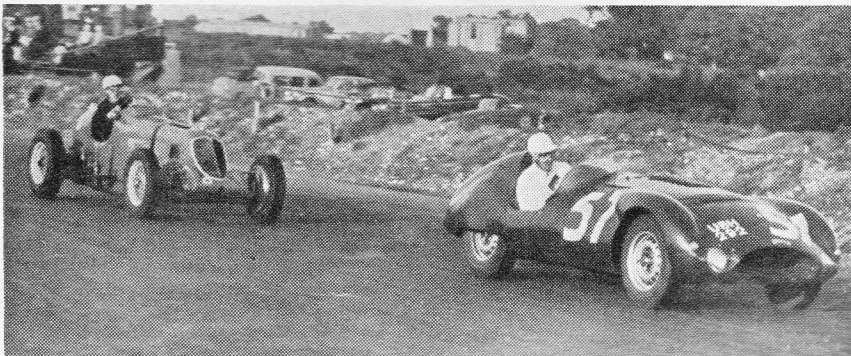


SNETTERTON SEASON CLOSES

Brisk Eastern Counties M.C. Meeting—Wins for Scott-Brown, Salvadori, Stoop, Chapman, Parker, Sopwith and Kasterine

LAST Saturday's weather at Snetterton was better than many a midsummer day in this most dubious of climatic years. An invigorating autumn crispness was mellowed by bright sunshine, bringing out a sizeable crowd to the Eastern Counties C.C.s national race meeting. This Club's astuteness in selecting a week-end not heavily occupied by other fixtures was rewarded by an excellent entry of 68 cars for their seven-event programme.

Reversion to "winter" time and unwelcome darkness an hour earlier necessitated a noon start, but schedules were firmly maintained through the afternoon, and all was over well before night-



fall. Race 1 was for cars up to 2,000 c.c., over five laps of the 2.71-mile circuit, with a sub-division for the up-to-1,300s. Alas, only one car, the M.G. TD of R. J. Dunnett, turned out for the latter class, so was able to win at leisure, whereas J. R. Stoop (Frazer-Nash) had to work harder for his "first" amongst the 2-litre cars. Ken Rudd in that very promising A.C. "Ace" of his was runner-up, with Dick Jacobs third, some way back in his plastic-bodied M.G. coupé.

Race No. 2, for the over 2-litre sports machines, brought a surprise in the shape of an XK 120 Jaguar driven most fleetly by D. Kasterine, new to racing this year, but who successfully evaded the threat of Roy Salvadori in an Aston Martin DB2; both won their respective classes, while Rudd's "Ace" popped up again, third amongst the up to 3,000 c.c.s behind Shale's 2.6-litre Austin-Healey.

A plague of Lotuses swarmed on Snetterton circuit for the third race, and,

REAL ROAD-RACE ATMOSPHERE is in these Snetterton pictures taken by George Phillips last Saturday: (Above) Two Connaughts in the Esses, that of Bill Whitehouse leading Don Beauman's.

(Left) Peter Walker in the Whitehead sports Cooper-Jaguar is chased hard by Formula 3 driver Jim Russell, trying his hand at a big car—H. C. Spero's 3-litre Maserati.

THE RESULTS

Event 1. Combined sports cars up to 2,000 c.c. (5 laps): 1, J. R. Stoop (Frazer-Nash), 10 mins. 48 secs. (74.98 m.p.h.); 2, K. Rudd (A.C.), 10 mins. 57 secs.; 3, R. W. Jacobs (M.G.), 11 mins. 18 secs.

Up to 1,300 c.c. Class: 1, R. J. Dunnett (M.G.), 14 mins. 13.4 secs. (56.95 m.p.h.).
Fastest lap: Stoop, 77.65 m.p.h.

Event 2. Combined sports cars over 2,000 c.c. (5 laps): 1, D. Kasterine (Jaguar), 10 mins. 31.4 secs. (76.97 m.p.h.); 2, J. Sears (Jaguar), 10 mins. 42.6 secs.; 3, H. Kemp-Place (Jaguar), 11 mins. 1 sec.

Fastest lap: Kasterine, 79.41 m.p.h.

2,001-3,000 c.c. Class: 1, R. Salvadori (Aston Martin), 10 mins. 36.8 secs. (76.32 m.p.h.); 2, D. S. Shale (Austin-Healey), 10 mins. 50.4 secs.; 3, K. Rudd (A.C.), 10 mins. 50.8 secs.

Fastest lap: Salvadori, 79.16 m.p.h.

Event 3. Combined sports cars up to 1,500 c.c. (10 laps): 1, C. Chapman (Lotus), 19 mins. 31.4 secs. (82.97 m.p.h.); 2, J. Coombs (Lotus), 19 mins. 39.6 secs.; 3, D. Margulies (Lotus), 21 mins. 9.6 secs.

Fastest lap: Coombs, 84.23 m.p.h.

Up to 1,200 c.c. Class: 1, D. R. Moore (M.G.), 22 mins. 31 secs. (71.95 m.p.h.); 2, F. G. Nichols (C.S.M.), 22 mins. 37.4 secs.; 3, R. R. Rayner (Lotus), 23 mins. 17.2 secs.

Fastest lap: Nichols, 73.86 m.p.h.

Event 4. Combined sports cars over 1,500 c.c. (10 laps): 1,501-2,500 c.c.: 1, W. A. Scott-Brown

(Lister-Bristol), 19 mins. 21 secs. (83.72 m.p.h.); 2, R. Salvadori (Maserati), 19 mins. 42.8 secs.; 3, P. Scott-Russell (Frazer-Nash), 19 mins. 58.4 secs.

Fastest lap: Scott-Brown, 85.86 m.p.h.

Over 2,500 c.c.: 1, T. Sopwith (Sphinx), 19 mins. 29.4 secs. (83.12 m.p.h.); 2, D. Kasterine (Jaguar), 20 mins. 41.8 secs.; 3, N. Cunningham-Reid (Aston Martin), 22 mins. 12 secs.

Fastest lap: Sopwith, 84.82 m.p.h.

Event 5. Formula 3 racing cars (10 laps): 1, D. Parker (Kieft), 19 mins. 34 secs. (82.79 m.p.h.); 2, J. Russell (Cooper), 19 mins. 38.8 secs.; 3, L. Leston (Cooper), 19 mins. 56.8 secs.; 4, I. Bueb (Cooper); 5, C. Allison (Cooper); 6, R. J. Barrett (Cooper).

Fastest lap: Parker and Russell, 84.50 m.p.h.

J.A.P.-engined cars: 1, C. M. Lund (Cooper), 22 mins. 35.6 secs. (71.70 m.p.h.) Only finisher.

Event 6. Formule Libre racing cars (10 laps): 1, R. Salvadori (Maserati), 18 mins. 7.6 secs. (89.37 m.p.h.); 2, D. Beauman (Connaught), 18 mins. 41 secs.; 3, W. J. Whitehouse (Connaught), 19 mins. 14 secs.; 4, J. Riseley-Prichard (Connaught).

Fastest lap: Salvadori, 91.26 m.p.h.

First E.R.A. to finish: J. A. Williamson, 20 mins. 17.6 secs. (71.96 m.p.h.).

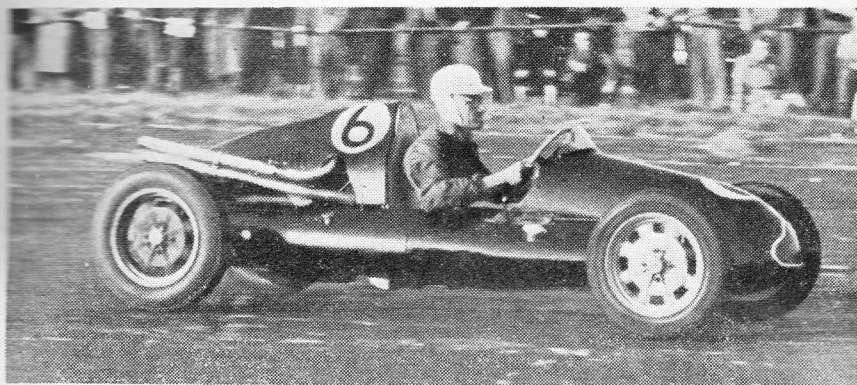
Event 7. Sports cars handicap (5 laps): 1, J. R. Stoop (Frazer-Nash), 10 mins. 53.8 secs. (77.91 m.p.h.); 2, R. Salvadori (Maserati), 11 mins. 6.2 secs.; 3, J. Sears (Jaguar), 11 mins. 7.4 secs.

Fastest lap: W. A. Scott-Brown, 85.56 m.p.h.

locust-like, proceeded to gobble up all the places. The event for "sports-racing" cars up to 1,500 c.c., over 10 laps, produced a goodly scrap between Colin Chapman in his Mk. 8 Lotus and John Coombs in the Connaught-powered ditto. The M.G.-engined car just had the edge of the other, but Coombs, coping nobly with marked understeer, managed fastest lap. Both outstripped the rest of the field, but two more cock-tailed Lotuses, driven by Margulies and Allen, came home third and fourth. The class for cars up to 1,200 c.c. went to Don Moore in his remarkable "cart-sprung" M.G. PB, after an exciting tussle with D. J. Hayles (Lotus), F. G. Nichols (C.S.M.) and R. R. Rayner in yet another Lotus.

Next came the 10-lap event for the bigger sports car boys, in which Salvadori (Maserati) manoeuvred sensationally through the field at flag-fall. Tommy Sopwith in the big Sphinx and Tony Crook (Cooper-Bristol) were quicker away, however, from a front row start, while Archie Scott-Brown, bearing Castle Combe in mind, seemed determined that his Lister would head the Maserati this time, and got by on that opening round.

Sopwith had little to lose in letting the fleetier 2-litre cars by, as they had the 1,501-2,500 c.c. class to battle out, whereas he led the over 2,500 c.c.s comfortably. On lap three, Scott-Brown was ahead, with Crook and Salvadori in his wake, while Peter Scott-Russell and C. A. S. Brooks in Frazer-Nashes duelled mightily. Next lap and Tony Crook, who was afflicted with a ferocious cold, went off-course at Riches, resumed racing, then dropped out with a drive shaft coupling gone. Scott-Brown went on to win a fine race, Sopwith and Salvadori spaced well out behind, whereas Scott-Russell and Brooks roared across the line abreast, mere inches between them.

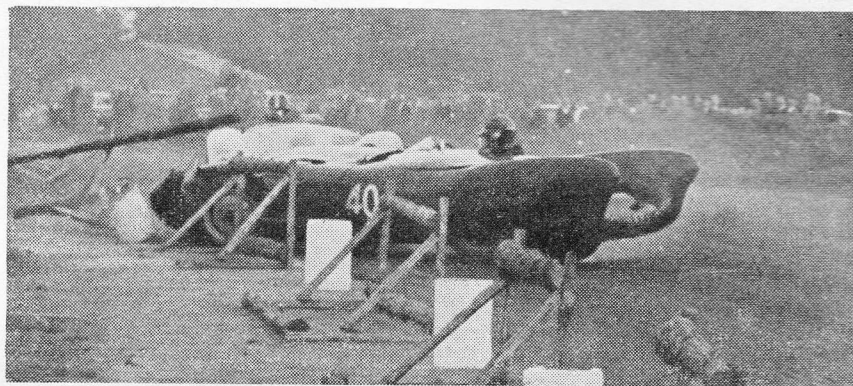


EX-MOSS: (Left) Ron Searles takes Stirling Moss's old Cooper "twin" through the Esses during the formule libre event at Snetterton.

which brought out the Grand Prix Maserati of Salvadori and a sprinkling of Connaughts, Coopers, an E.R.A. or two, the Emeryson-Alta, Peter Walker's Cooper-Jaguar and others, 16 cars in all. Jim Russell, "local 500 boy", was trying something much heavier in Spero's famous ex-Straight-Rose-Bira-McAlpine 3-litre Maserati of 1934 vintage. Nobody could approach the speed of Salvadori's Maserati, which sped comfortably round to victory, followed by a string of warring Connaughts. At first it was Bill Whitehouse's fuel injection

Further excitement followed in race 5, for the 500s—a class which can always guarantee real needle-match racing. Parker, Leston, Russell, Bueb—were names enough to ensure excitement, with the destiny of the 500 c.c. Championship at stake an additional attraction. Les Leston, $1\frac{1}{2}$ points behind Parker, took the initial lead, but that compact little man from Battersea soon got ahead, to lead lap one by two lengths. Leston made a tremendous effort to catch up on round two, but delayed his braking too long at the Hairpin and went wide, letting Russell through. Gradually inching up on the flying Kieft in ensuing laps, Russell made his challenge for the lead on the eighth round, only to touch a rear wheel of the Kieft when braking for a turn. That sent the Cooper sliding wide, and put paid to Russell's chances. Parker won, Russell was second, and Leston third, harried all the way by Bueb and Allison.

So to the 10-lap Formule Libre event,

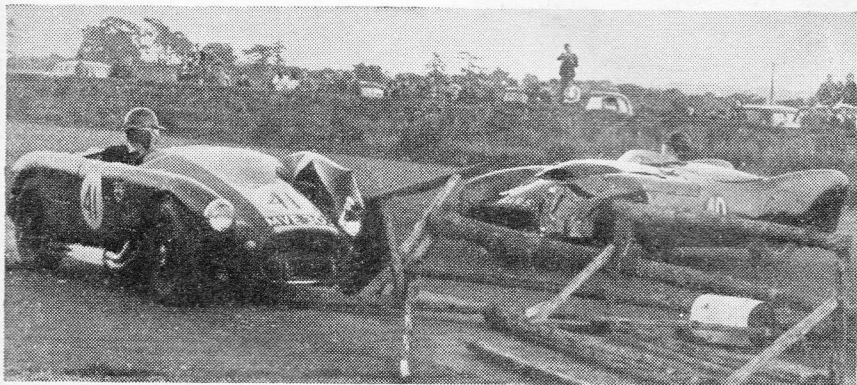


CRASH: (Above) Colin Chapman (Lotus) spins in front of Scott-Brown (Lister) on Coram Curve during the last race of the day. (Below) After the shunt was over—two bewildered drivers in two considerably bent motor cars.

model leading them, but Don Beauman got ahead when his rival lost time with a fractured exhaust pipe. Riseley-Prichard also went past, only to be recaptured on the last lap. Russell handled the big Maserati well, running fourth on lap six, then falling back.

A spirited 5-lap handicap for placemen in events 1, 2, 3 and 4 wound up the day's motoring. It produced a win, easy on paper, but excitingly narrow to behold, for Dicky Stoop (Frazer-Nash) from Roy Salvadori's sports Maserati and Jack Sears's Jaguar. It also produced a blood-chilling crash when Colin Chapman, hot in pursuit of Kasterine's Jaguar, slid round on the fast right-hand Coram Curve; Archie Scott-Brown, in very close attendance, tried to dodge the Lotus, and both charged inwards off-course, sending wooden hurdles flying. The Lotus suffered a distorted chassis and mauled front end, while the Lister's front end was also damaged, but less seriously.

C. P.



RON FAULKNER WINS THE ALLEN TROPHY

THE Allen Trophy Trial, organized by the Taunton Motor Club, an event which is included in the R.A.C. Championship qualifying trials and the B.T.D.A. Gold Star Competition, attracted an entry of 17 competitors, who gathered at Purchase's Garage, Priory Bridge Road, Taunton, at 10.30 a.m. on Sunday, 10th October; the only non-starter was J. H. Appleton.

After a test, drivers went to the Quantock Hills, already bathed in morning sunshine. Carpenter's Lane, a long muddy climb, presented little difficulty, but the next hill, Steep, was climbed by only two competitors, E. J. Chandler (1,172 Chandler) and R. Kemp (1,172

Kemp). The next batch of hills, Hill-side 1, 2 and 3, proved extremely difficult. Nos. 1 and 2 were unclimbable and 3 was cleared by only six competitors, these being P. A. Atkinson (1,225 Atkinson), F. T. Lewis (1,172 Squamigerous), E. J. Chandler, J. Debley (1,172 Cranford), the ultimate winner R. W. Faulkner (1,172 Paul II) and G. Pettit (1,172 Deeford). Then followed Pit 1 and 2 before competitors stopped for the lunch break at Bishops Lydeard.

Immediately after lunch Manor Hill was tackled, only three competitors retaining a clean sheet, these being R. W. Faulkner, E. J. Chandler and F. P. Faulkner (1,172 Paul). Then came Pit

3 and 4, the latter being a sharp turn over a bank, a slight dip and then an almost vertical bank, but five drivers managed to overcome this very tricky hill. F. T. Lewis was the first to conquer it, followed by E. J. Chandler, R. J. Harris (1,172 Ford), F. P. Faulkner and G. Pettit.

Within a very short distance Gibwood, then Gib Stream, Upper Gib and finally Quarry had to be attempted before competitors returned to the Market Garage.

Results

Allen Trophy: R. W. Faulkner (1,172 Paul II), 17 marks lost. **Bonner Trophy:** E. J. Chandler (1,172 Chandler), 20. **Alan Small Trophy:** R. J. Harris (1,172 Ford), 23. **First Class Award:** F. T. Lewis (1,172 Squamigerous), 26. **Second Class Awards:** F. P. Faulkner (1,172 Paul), 27; G. Pettit (1,172 Deeford), 27. **Club Award:** R. Willson (1,172 Dellow), 46.

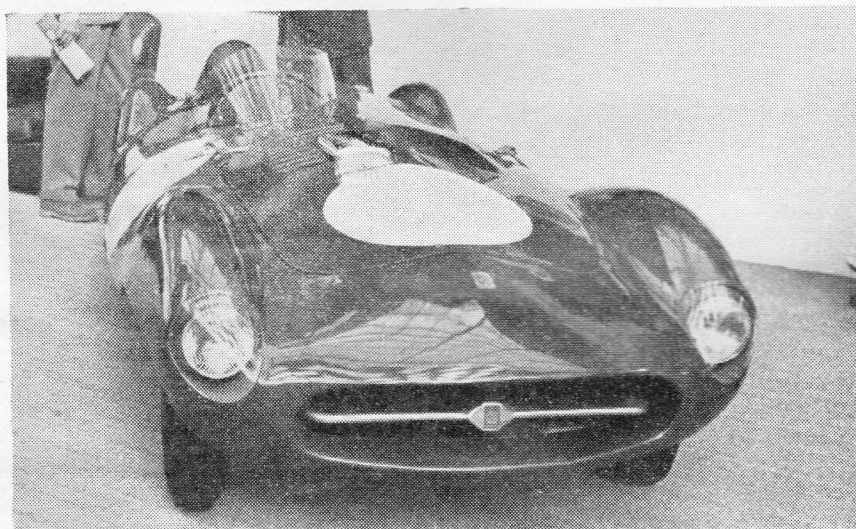
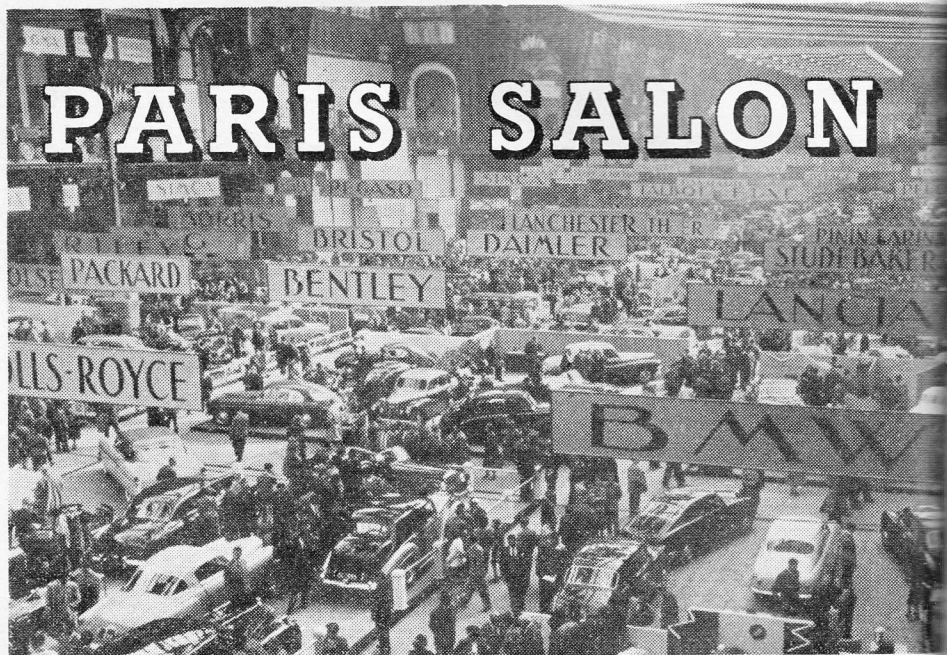
With JOHN BOLSTER at

THE

Accent on "Gran Turismo" Closed Models—Many Superb Continental Sporting Cars, but Fewer Novelties at the Grand Palais

ON the occasion of the last Paris salon, I remarked that the typical high-performance car had become an aerodynamic coupé. This year, the tide is even more marked, and the 1954 exhibition might well be called the "Gran Turismo" motor show. Certain tendencies are apparent in the development of these hard-tops. For instance, an improvement in all-round visibility is manifest, and many cars have a remarkable area of glass, much of it curved to preserve the streamlined shape.

Then, there is the question of beauty of line. Today's bodies have more overhang of noses and tails, and bonnets are



COMPETITION STYLE: The 1,100 c.c. Nardi-Danese super sports model bears a resemblance to the D-type Jaguar.



being worn longer this year. Yet, an artistic balance has been achieved so that this extension does not appear obvious. Front ends are lower and luggage space is for ever growing, rendering the modern fast car a very practical magic carpet.

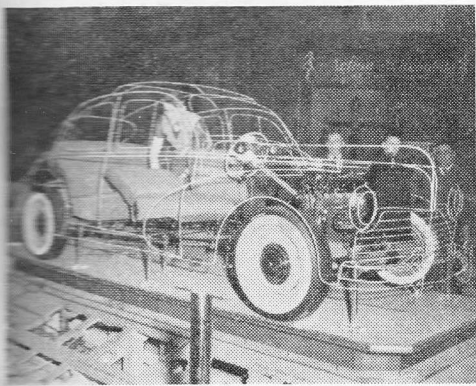
The perfect example of the type is a 4½-litre, 12-cylinder Ferrari, with a Farina body. This poem is not merely the most beautiful car at the Salon; it is, in my opinion, the loveliest machine that has ever been exhibited at any motor show. It is grey, with a very long bonnet and a minimum of chromium. There are two small fins incorporated in the long tail, a practice which is desirable to secure stability in a 160 m.p.h. projectile. A 3-litre car of the same make is of more usual appearance.

A Desirable "1,300"

Almost as perfect, though on a smaller scale, is the Alfa Romeo Giulietta Sprint. This 1,300 c.c. car is claimed to reach 100 m.p.h., and has a twin-cam engine of typical Alfa design. The box-section frame is suspended in front on very long wishbones, with ball joints for the ends of the king pins. The springs, front and rear, are helical, surrounding telescopic dampers. A conventional back axle is located by radius arms, and has a ribbed sump beneath the differential. The surprisingly large brake drums are turbo-finned in front, and the tiny central air intake is traditionally shaped, there being also horizontal entries on either side of it. The only fault one can find in this most desirable coupé is the steering column location of the gear lever, though one might prefer wire wheels to the discs fitted.

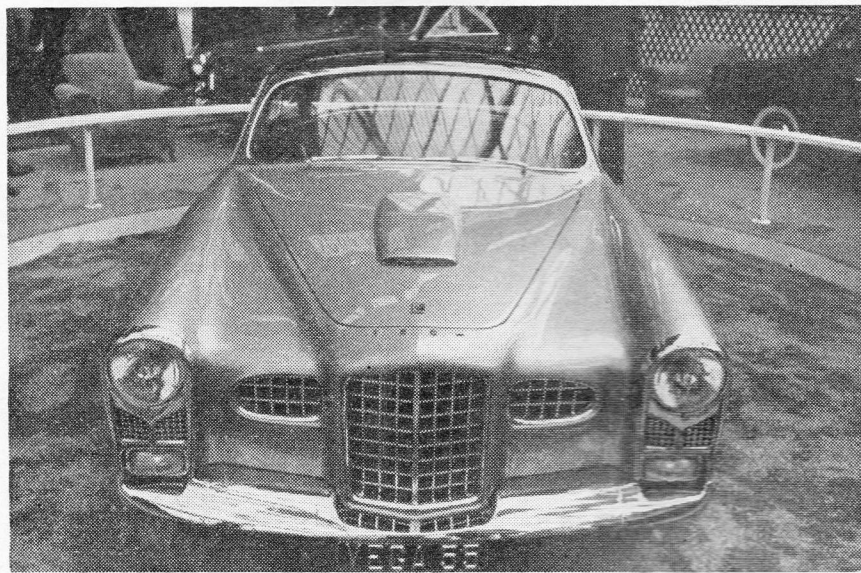
A different kind of coupé is the Maserati Mille Miglia model. It has such a literally enormous fuel tank that there is no luggage space. The engine and chassis are similar to those of the open two-seater which Roy Salvadori

SLEEK "750": The graceful fibreglass, coupé model shown on the D.B.-Panthard stand. The dummy wire wheels with large hubs are pointless but fashionable. This marque also exhibited a blown edition of their racing "750".

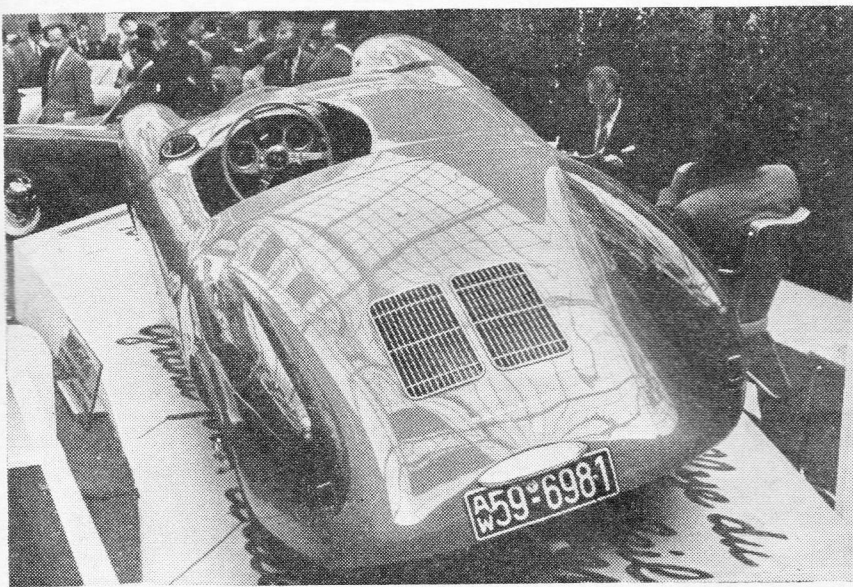


PHANTOM PEUGEOT: One of the Salon's novelties was the "203" Peugeot chassis, with coachwork outlined in tube to demonstrate folding seats and other amenities.

drives; in fact one of these cars is also on view. Chassis features include helical springs and wishbones in front, with



FRENCH: The Chrysler-engined Vega 55 with Facel bodywork has a complex frontal treatment.



GERMAN: A proved performer, the very fast and sleek-looking Porsche 1,500 Spyder.



quarter-elliptic rear suspension. The back axle is located centrally by a triangular member, and the chromium plated wire wheels are of Rudge type. A stubby little central gear lever works in a visible gate. Of course, this is a very expensive car, whereas the Giulietta is competitively priced in Italy.

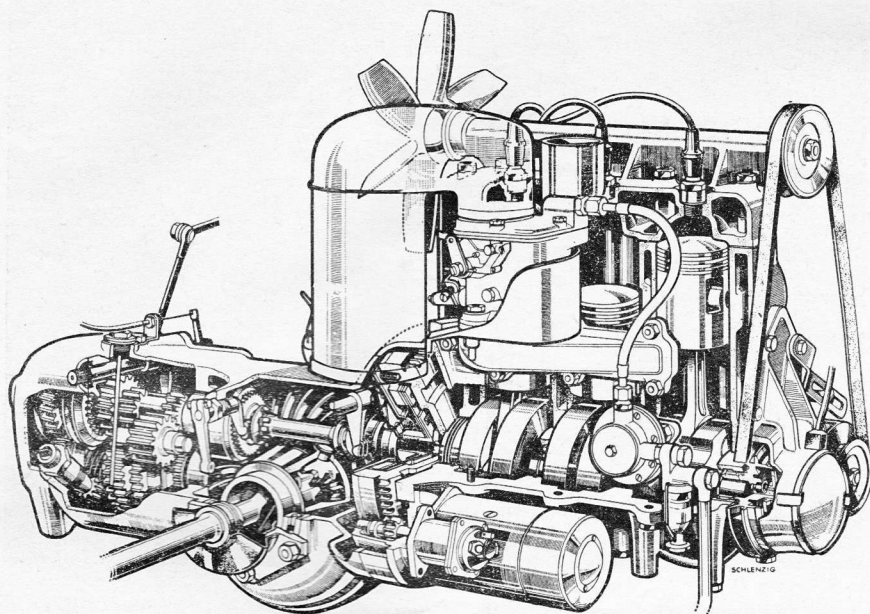
A Grand Prix racing car is also shown, and it is of interest that, although tubular space frames are used on all Maseratis, the diameter of the tubes is much greater on the racer than on the sports models. The front suspension of all types is similar, but the G.P. car has a de Dion axle with transverse leaf spring. Talking of Formula 1, the new Gordini racing car is shown, in addition to the 2½-litre sports two-seater that most of us have seen before. The new racing engine has direct valve operation from its twin overhead camshafts, instead of the rockers that were previously interposed.

The G.P. Gordini Now

The G.P. Gordini now has disc brakes, built by Messier, who also supply the shock absorbers. These brakes have twin hydraulic cylinders, and are of the type in which the disc is mounted solidly on the hub, while the rest of the unit can slide on very large splines to give correct alignment. Another Formula 1 racer is the D.B., a supercharged 750 c.c. Panhard derivative. As the air-cooled motor is only blown at low pressure by a belt-driven compressor, it cannot develop anything like the power that one expects in this class. However, its light weight and superior handling qualities may allow it to give a fair account of itself on slow and difficult circuits. To return to coupés, D.B. show a new one, with Panhard machinery and a fibreglass body.

The Porsche coupés, hard-top and drophead, still look almost futuristic. The type 550 open sports is also shown, with the engine ahead of the swing axles instead of behind them. It has a four-

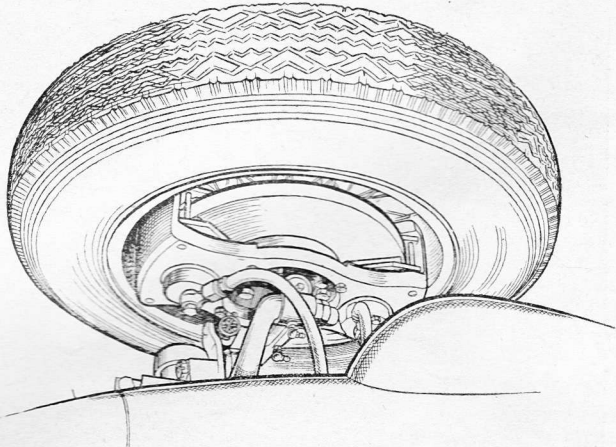
ITALIAN: The pretty little 1,300 c.c. Alfa Romeo Giulietta Sprint coupé has performance to match its fast appearance. Juan Fangio ordered one for his wife while visiting the Salon.



camshaft engine delivering 115 b.h.p. at 7,000 r.p.m. from 1½-litres. This is claimed to be a 130 m.p.h. car.

There is a really lovely little coupé on the Panhard, by Pichon-Parat, and a rather heavier Autobleu version of the Renault. Most exciting is the fabulous

GORDINI INNOVATION: (Right) The Messier-type disc brake as fitted to the latest 2½-litre Grand Prix Gordini.



SIMCA: (Left) A Ghia-bodied Simca, with lines suggestive of the Dodge "Fire Arrow" sports car, also designed by Ghia.

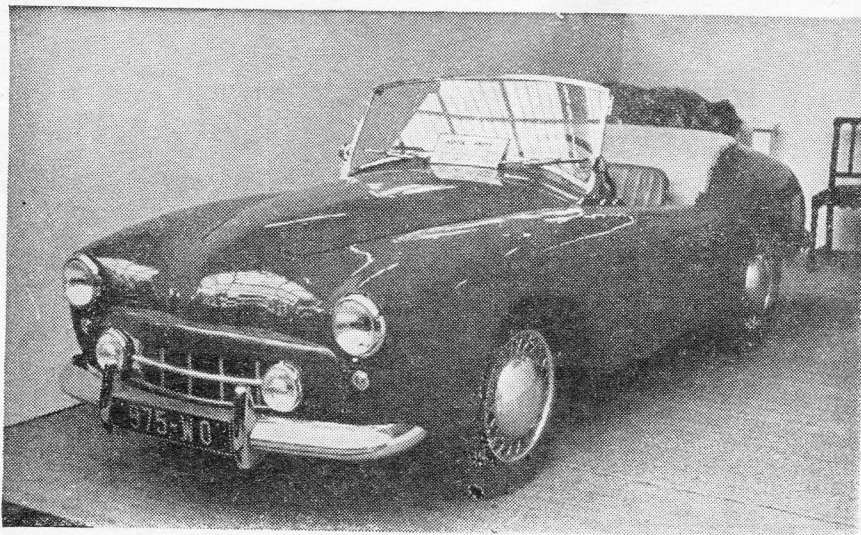
range, including that fine car the 1,100 Turismo Veloce. Excellent all-round visibility is provided. The fast, twin overhead camshaft Salmson has a workmanlike streamlined coupé body, but, in common with many French cars, has rather unpleasant wire wheels of the bolt-on variety.

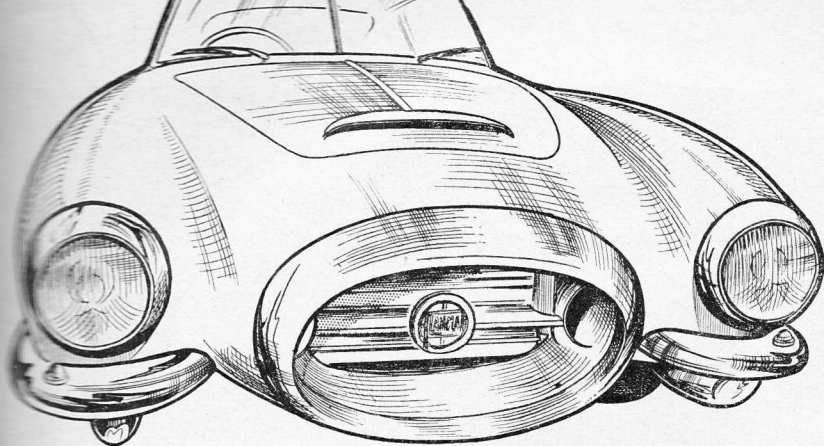
(Continued on page 504)

Pegaso, which can now be had with a larger engine of 3,178 c.c. One of the display features even excels the previous efforts of this firm. There is an absolutely complete car, made of transparent plastic, with sectioned engine and transmission actually in motion. Another Pegaso is a red and black hard-top by Saoutchik. It has somewhat individual lines, with considerably less overhang than most Continental coachbuilders produce. The light body has many detail features, including air scoops in the sides for cooling the inboard brakes. The roof is covered in thick foam rubber to protect the occupants' heads.

Of contrasting shape is the red coupé by Ghia on a 1900 Alfa Romeo. This has an extremely long tail, with

DYNA-PANHARD: (Right) Suggestive of a rounded TR2 Triumph is this Arista Berline open model on the famous "750" Panhard front-drive chassis.

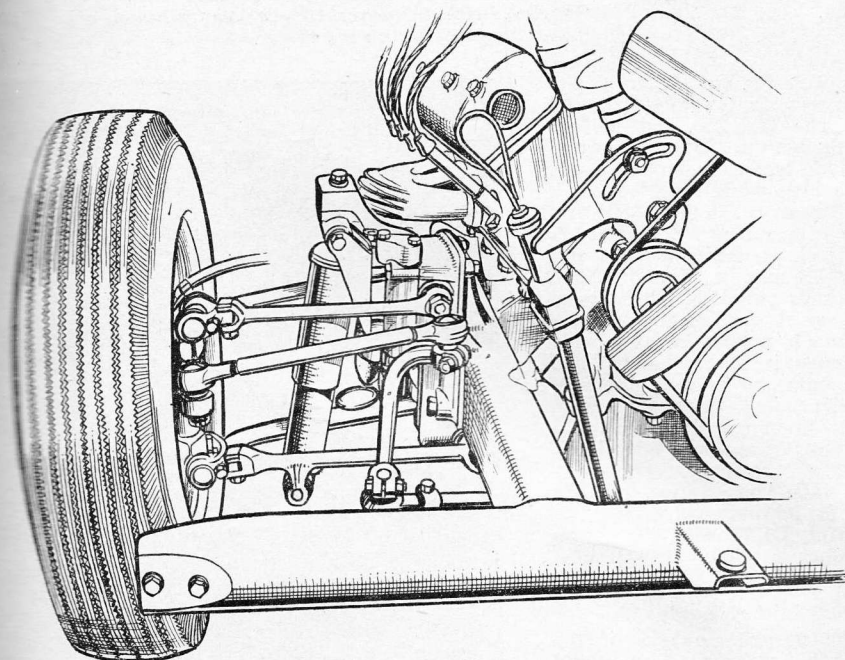




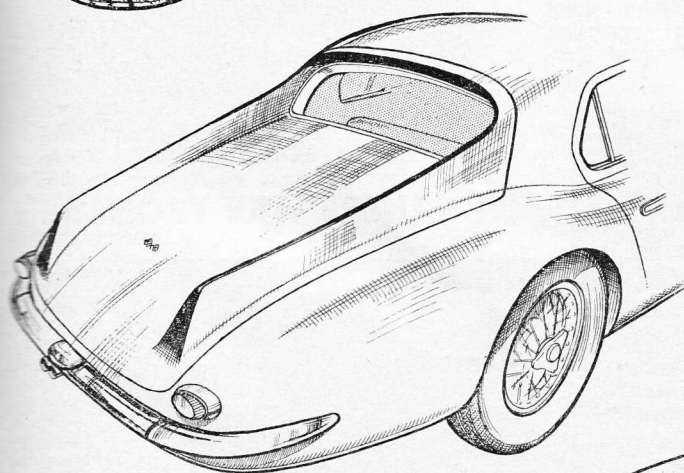
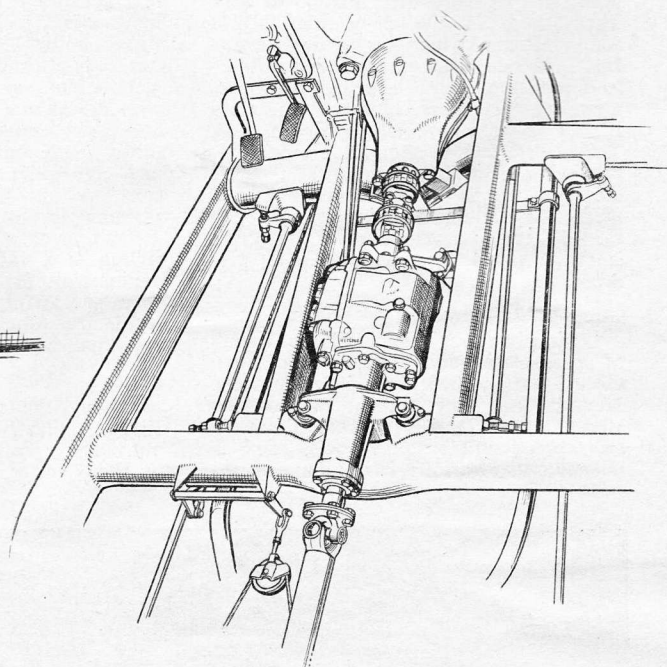
Lancia showed the latest development of this distinctive style of coachwork by Pinin Farina, which has featured at two previous Salons.

Salon Sketchbook

—Around the Grand Palais
with THEO PAGE

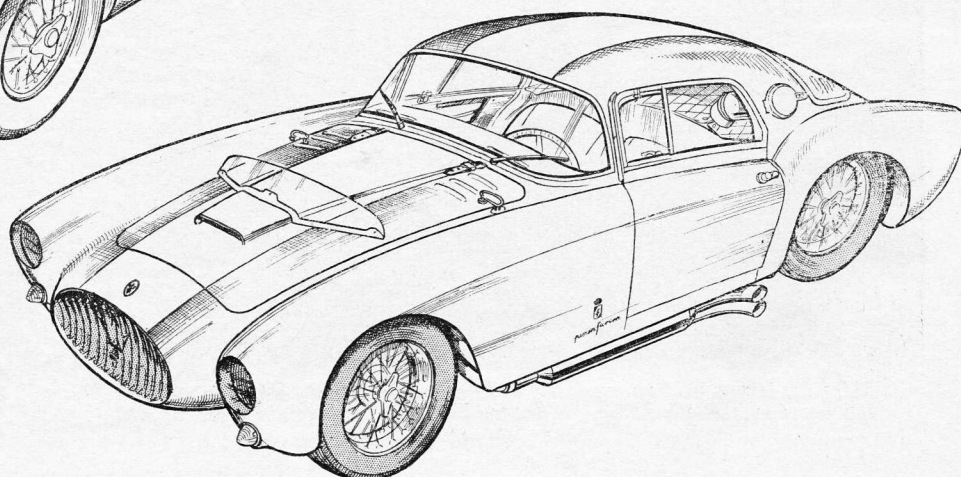


Pictured below is the BMW transmission and longitudinal rear torsion bars, and (left) the front suspension, showing the double wishbones and inclined telescopic dampers, also one bank of the 2.6-litre light alloy V8 engine.

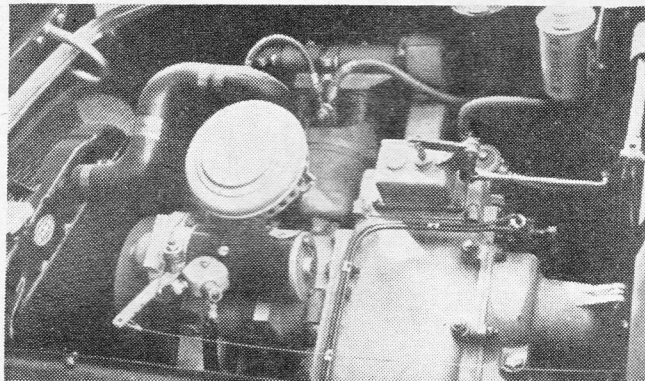


Above is seen the latest Pinin Farina tail treatment of the 4½-litre Ferrari.

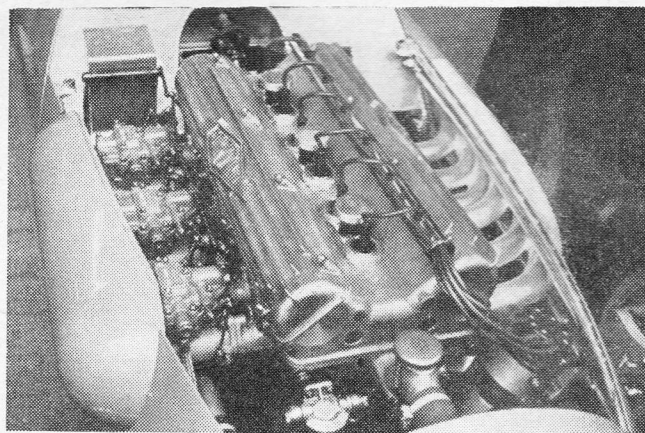
On the right, the new and very compact sports-racing version of the well-known 2-litre six-cylinder Maserati. The entire tail behind the two seats is occupied by a huge fuel tank.



THERE ARE ENGINES . . .



520 c.c. **DIESEL**: The twin-cylinder two-stroke engine of the pretty little Panther coupé, a new Italian design.



2,500 c.c. **GRAND PRIX**: The latest Gordini G.P. six-cylinder engine, with twin-overhead camshafts now operating directly on the valves.

Britain has not yet really taken wholeheartedly to the Gran Turismo type of coupé, though one hears rumours. However, our three examples are certainly near the top of the tree. One of these is the Bentley Continental, which has a slightly enlarged engine and is certainly one of the world's very great cars. Then there is the delectable DB2/4 Aston Martin, which has grown into a full 3-litre since last year. It is exhibited as a hard-top and as a drophead coupé, alongside the sister Lagonda. The third British speed coupé is the Bristol 404. This 2-litre car is somewhat expensive, but it has a fine reputation. The 405 is the long-chassis version which supplements the 403. It has similar styling to the 404, and is a very fine car, but there is rather less leg room than in its predecessor.

No Sports Mercedes-Benz

Curiously enough, in this large display of speed machinery, Mercedes-Benz have elected not to show their sports models. Nevertheless, they present one of the streamlined Grand Prix cars alongside their bread and butter models. One is able to notice various details that escaped

one on the circuits; for instance, the front wheels have larger hubs than the back ones. The 180, 220, and 300 are unchanged, though the 220 is really quite a recent model, having undergone some redesigning a little while ago.

Another German car is the BMW, and this appears with a new V8 engine. A light alloy block is used, the bore and stroke being 74 mm. x 75 mm. (2,580 c.c.). The power output is 100 b.h.p. at 4,800 r.p.m., which endows this machine with a 100 m.p.h. maximum. The wide and rigid frame is of very deep oval tubes, while both the normal rear axle and the independent front suspension work on torsion bars. These are of a phenomenal length, the rear ones being something like 7 ft. long. The body styling is a little conservative, but the engineering is beyond reproach. The very successful DKW and the Borgward are other examples of German craftsmanship.

Well-finished Fords

Among the normal products of the French industry, the new Fords stand out. They now have similar suspension to the Zephyr, but a redesigned side-

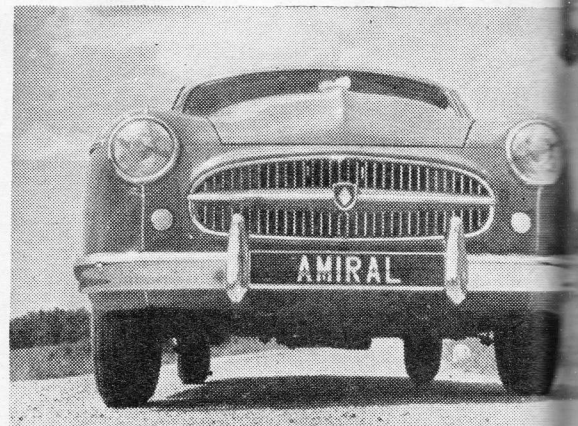


REVOLVING RENAULTS: A clever stand drew crowds to the Renault stand. The

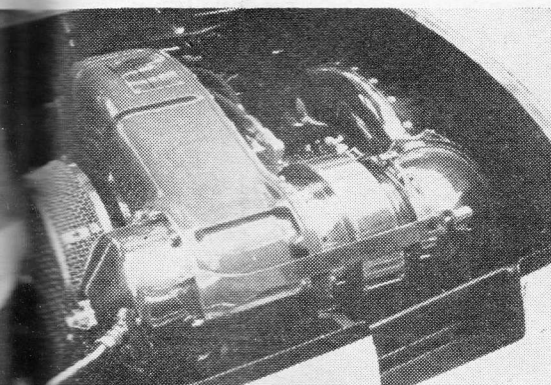
THERE ARE FRONTS . . .



SUPERB coupé by Farina on the 4½-litre Ferrari chassis, which is amongst the finest cars at the Salon. It is credited with a maximum speed of well over 160 m.p.h.!



FUNCTIONAL: The new Frégate Amiral model Renault has a radiator grille fairly devoid of super-ornamentation.

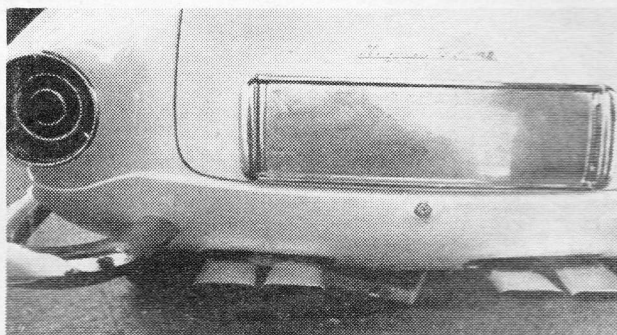


TURBINE: The remarkably neat appearance General Motors "Firebird" gas turbine car, a major attraction at the Salon.

... AND ENGINES



GHIA JAGUAR: (Above) The very fine XK 120 Jaguar with white coupé bodywork by the famous Italian Ghia concern. (Right) Rear view of the car, showing the four exhaust tail pipes. How many are dummies, we wonder?



valve V8 engine of 2,353 c.c. develops 80 b.h.p. at 4,600 r.p.m. The styling shows American influence, and the finish is better than that of most French cars, which is frankly shoddy in some cases.

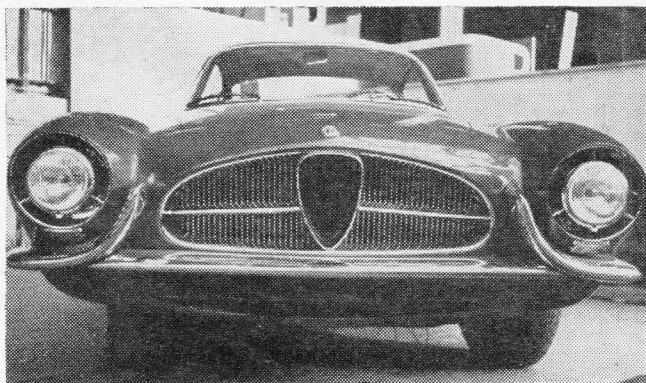
The new Citroëns have still not appeared, but the 2CV can be had with a bigger engine of 425 c.c., giving 12 b.h.p. instead of the former 9 b.h.p. There is also an automatic centrifugal clutch for these cars, which allows traffic driving without the use of the pedal. Renault have a similar type of clutch as an extra and the Frégate has been improved in detail, which slightly increases the performance. Frenchmen pay about £414 for the 4CV Renault and £366

for the 2CV Citroën. The new Panhard Dyna 54 is now seen in large numbers on the road, in spite of its £760 price ticket.

The Peugeot stand contains a display car with a "ghost" body. The folding seat is shown in action, with the model of a glamorous young woman reclining thereon. The Simca has been improved and lowered, and there is a new sports drophead coupé. Delahaye, Delage, and Hotchkiss have now amalgamated, though all their old models are still listed. Unfortunately, however, most of their production is of the Willys Jeep under licence.

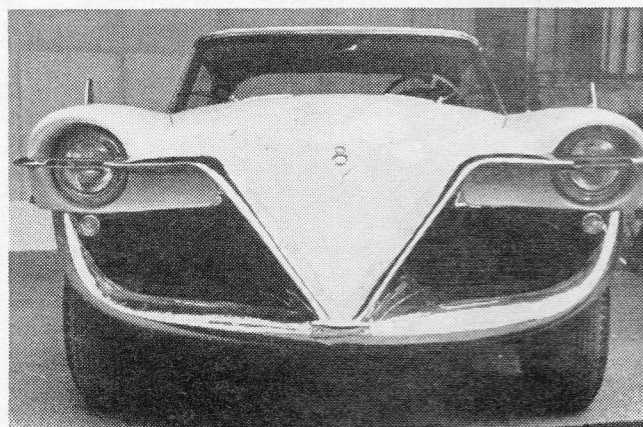
A representative show of British cars

... featuring two Frégate saloons which rotate constantly on an endless conveyor.



EXOTIC: Ghia's edition of the "1900" Alfa Romeo departs from this coachbuilder's tradition for good taste.

... AND FRONTS



ECCENTRIC: The Cadillac-engined Valkyrie, designed by American Brooks Stevens. Invert this picture and you have a fair impression of a pair of sunglasses!

are on view, though a full description would be pointless with Earls Court approaching. Among sporting machinery, the D-type Jaguar appears, as do the Austin-Healey and the Triumph TR2. A few of the cars, such as the M.G. Magnette and the new Sunbeam, look very well, but generally speaking the vehicles we produce have a somewhat stodgy and uninspired appearance; that is, in comparison with the more handsome continentals.

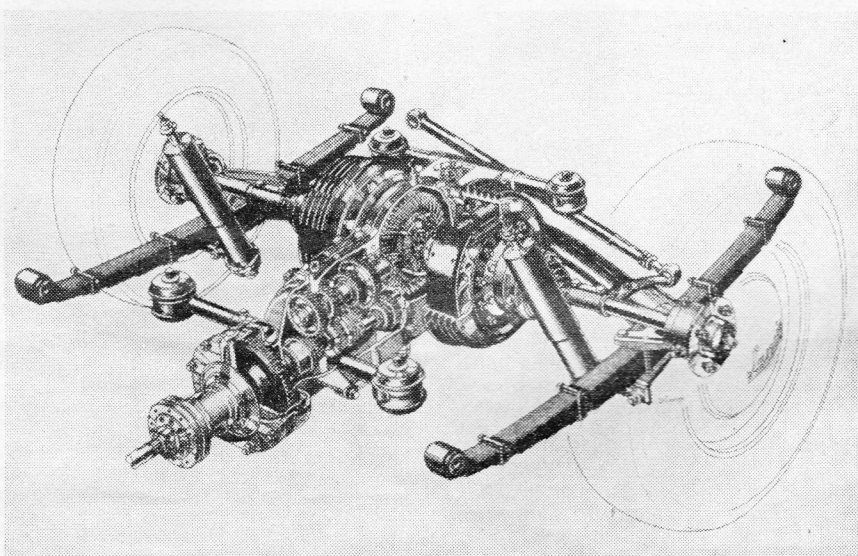
A Baby Diesel

The Salon would not be the Salon without a selection of novelties and tiny cars. These include the Italian Panther Diesel of only 520 c.c. It is a pleasant looking little coupé with swing axles all round, hydraulic suspension, and front wheel drive. It is claimed that the 2-cylinder 2-stroke engine gives phenomenal economy, but the speed is probably below 50 m.p.h. The whole design is full of novel features.

Among the babies, the best made and most practical is the Isetta. This has a novel front-opening door which carries the steering wheel with it, and must be one of the easiest cars to enter ever built.



NOW FOR PRODUCTION: The D-type Jaguar, second at Le Mans this year and first and second at Rheims, is now listed in the Jaguar 1955 range.



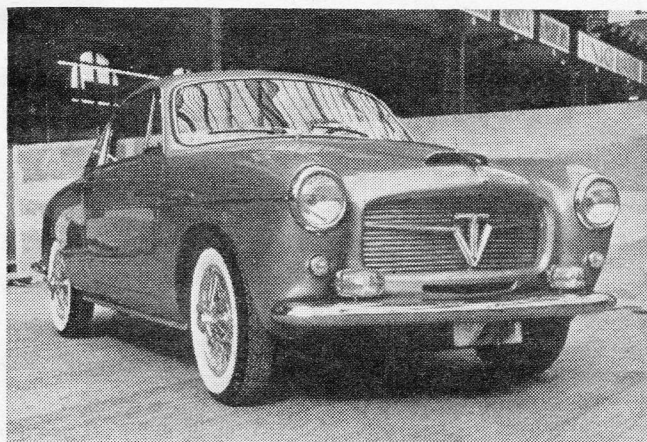
COMPLEX but proven; the latest de Dion rear axle assembly, utilizing semi-elliptic springs, of the 2½-litre "Gran Turismo" Lancia in detail.

Small sports cars include the Nardi and the Siata, the last-named being built largely of 1,100 Fiat parts.

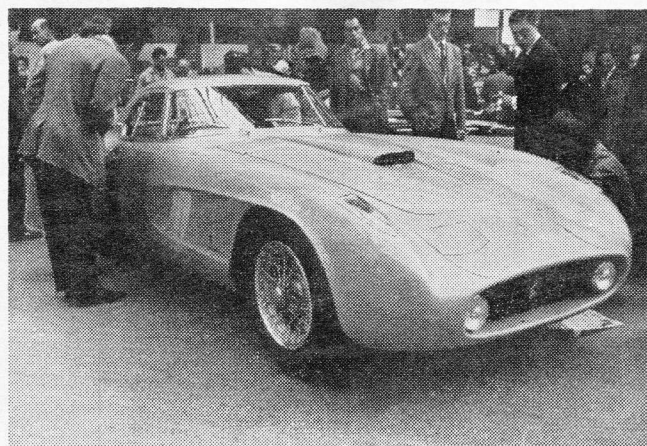
Finally, there are the usual large American vehicles—worthy, vast, but unexciting. Most American manufacturers are now making a prestige-model coupé with Continental styling, but these are too large and cumbersome to be regarded as sports cars. The Studebaker, smaller and lighter than most, is a pretty car by any standards.

A Veteran Exhibit

The 1954 Paris Salon shows few novelties, and is perhaps less exciting than usual. Nevertheless, very real progress has been made in the field of high-performance cars, and there is now a large array of really delectable sports coupés. Perhaps one should conclude by mentioning the astonishing old Fiat on the Ficoni stand. This is a 1907 racing car of about 17 litres capacity, in absolutely original condition. In choosing to display this, the stand holders have ensured a large crowd around their exhibit, and the contrast with modern vehicles is, of course, enormous.



FARINA FIAT: The Pinin Farina-bodied "Turismo Veloce" 1,100 c.c. Fiat, with TV motif embodied in the radiator grille.



FARINA FERRARI: Coupé body somewhat à la Mercedes-Benz 300SL, produced by Pinin Farina on a 4½-litre Ferrari chassis.

BP SUPERMEN SUCCEED AGAIN

SNETTERTON

10 LAP SPORTS/RACING CARS up to 1200 c.c.

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D. R. Moore*

2nd C.S.M.

F. G. Nichols

3rd LOTUS-M.G.

R. R. Rayner*

10 LAP SPORTS/RACING CARS over 1500 c.c.

1st LISTER-BRISTOL

W. A. Scott-Brown*

(Subject to official confirmation)

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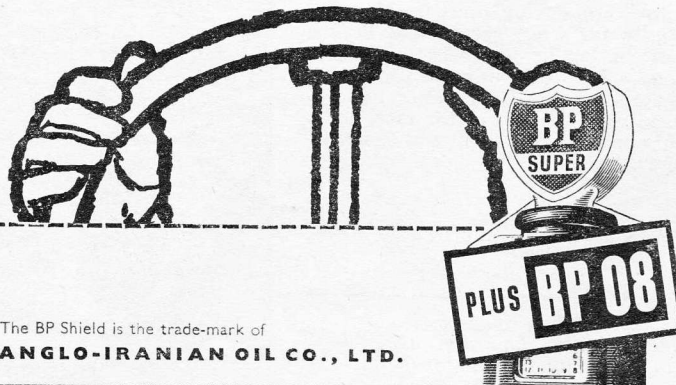
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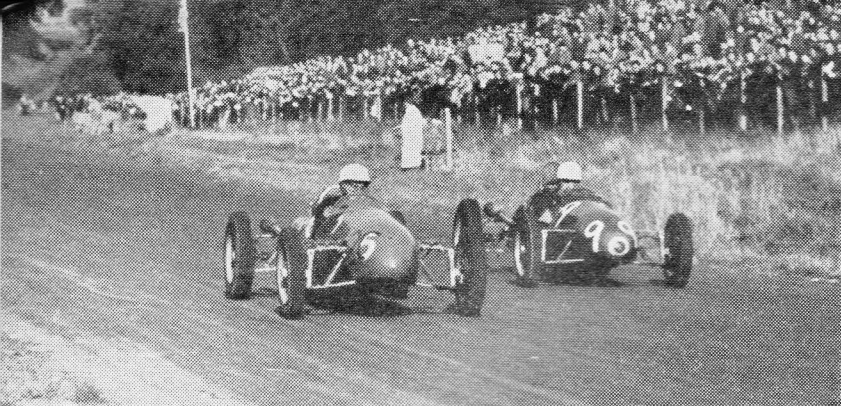
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BP Super!**



The BP Shield is the trade-mark of
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Russell takes Bueb on Barn Straight in the championship final.

SUNSHINE AND SPEED at Cadwell Park

Victory for Bueb Again in Half-litre Races

SUNDAY'S half-litre championships at Cadwell Park started in unpromising fashion with heavy mist and a damp and greasy track which gave drivers much trouble during practice. However, the sun came out in time for the first race and shone brilliantly throughout the rest of the day, with the result that the track dried out and the day was marked by high speeds and new track records. The strong field included Don Parker, fresh from his success at Snetterton the day before, Ivor Bueb and Jim Russell, all racing at Cadwell for the first time, and track record holder S. Bloor.

From the start of the first heat A. E. Elliott (Cooper-Norton) jumped into the lead up the hill on the back leg of the course, but coming through the Esses he tried too hard and overturned just outside the first-aid box, happily without serious injury to himself. The end of the first lap saw J. Brown (Staride) comfortably in the lead, with R. Spreckley (Cooper-J.A.P.) second, J. Higham (Kieft) third and B. A. Manning (Mackson-J.A.P.) in fourth position. These positions were maintained until the end of the race, but Spreckley was hard put to it to keep ahead of Higham.

Results

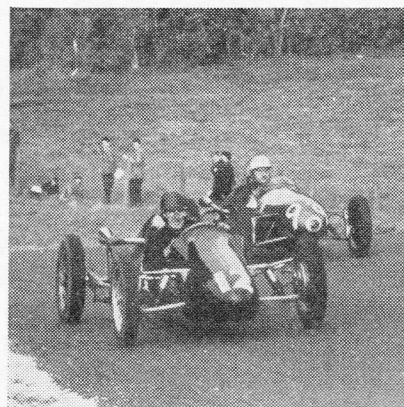
1, J. Brown, 8 mins. 7.2 secs.; 2, R. Spreckley, 8 mins. 10.8 secs.; 3, J. Higham, 8 mins. 11 secs.; 4, B. A. Manning, 8 mins. 11.6 secs.

Heat 2 was a travesty of a race, with only four starters, and of these P. Jopp, who had been occupied throughout practice in fitting a new liner, had the misfortune to stall on the line. E. H. L. Thornton (Cooper) went into the lead from the start from C. G. Summers (Kieft) and W. A. Jones (C.R.M.), with Jopp bringing up the rear, and the first lap was completed in this order. Lap 2 saw Jones producing much smoke, and obviously far from happy, and by the end of the lap he had been overhauled by Jopp. The field was by this time well strung out and the order continued unchanged until the end of the race, Jones being lapped by Thornton and Summers on the sixth lap.

Results

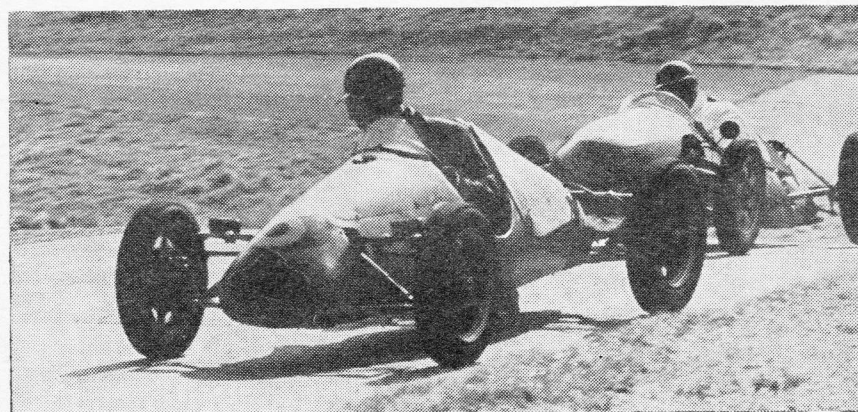
1, E. H. L. Thornton, 8 mins. 15 secs.; 2, C. G. Summers, 8 mins. 20.1 secs.; 3, P. Jopp, 8 mins. 39.2 secs.; 4, W. A. Jones.

On the mountain, Thornton takes a look to see if Summers is still there.



Bueb about to take Parker on the hill at the end of the course.

The third heat was a very different story, and with Parker (Kieft), Bueb, Russell and Bloor (Cooper-Nortons) all in the field, it was, as might have been expected, run at an extremely fast pace. Russell took the lead on the first lap with Bueb and Parker close behind, but going up the hill Parker got past Bueb into second place. Up the mountain Russell nearly became airborne, and at the end of the second lap had dropped back to third place. Bueb was now challenging Parker for the lead and on the next lap appeared in first place with Parker and Russell barely a couple of lengths behind. A considerable gap separated these three from the remainder of the field headed by Bloor, and the race finished in that order.



Results

1, I. Bueb, 7 mins. 26 secs.; 2, D. Parker, 7 mins. 27.6 secs.; 3, J. Russell, 7 mins. 28.4 secs.; 4, S. Bloor, 7 mins. 49.4 secs.

All these four were inside the previous record of 7 mins. 55.8 secs. for 6 laps held by S. Bloor.

The eight-lap final produced racing of a very high order. Summers had the misfortune to break his gear lever at Barn Corner on his way to the start and had to retire, leaving the line-up with Bloor, Russell, Parker and Bueb in the front row, and Thornton, Brown and Spreckley behind. Bueb was first off the line, but by the time the mountain was reached Parker was in the lead, with Russell in third place. With seldom more than two or three lengths between them, these three speedily outdistanced the rest of the field. On the third lap, Russell was challenging Bueb going up the hill. Next time round he was through into second place, and challenging Parker strongly for the lead going up the mountain. Pressed too hard by Russell, Parker must have met with trouble in the Esses, for by the time the leaders reappeared at the start of the sixth lap he had dropped back to third place, and Russell was leading from Bueb by two lengths, and barring accidents looked a certain winner. However, on the penultimate lap he overdid it and, going through the Esses, spun, clouted the bank with his rear wheel, and somersaulted, finishing upside down. Fortunately uninjured, he was able to wriggle out from under the car without a scratch. Bueb was, meanwhile, in first place from Parker, with Bloor third and Brown fourth, which positions remained unchanged for the final lap.

Results

1, I. Bueb, 9 mins. 46 secs.; 2, D. Parker, 9 mins. 47.2 secs.; 3, S. Bloor, 10 mins. 17.4 secs.; 4, J. Brown, 10 mins. 17.6 secs.; 5, R. Spreckley, 10 mins. 47.6 secs.

All five were inside the previous record of 10 mins. 55.3 secs. held by C. H. Allison.

The afternoon concluded with a handicap race in two six-lap heats and a final. This latter, over eight laps, saw back markers Bueb and Parker conceding 30 secs. to limit men Spreckley and Robinson. Parker retired on the mountain after leading Bueb for four laps, and Bueb came through the field to win from Manning by 8 secs., with Bloor third 3.8 secs. behind and Thornton fourth. Russell did not start in the final; using Elliott's car in the second heat, he had missed a gearchange and eventually lost a sprocket, having to retire. Anderson (Staride) also dropped out with engine trouble.

I. C. B. PEARCE.

Trick cyclist and juggler
Rudy Horn, performing his
amazing balancing act at
Bertram Mills Circus,
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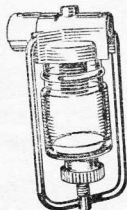
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AS13

KIRKISTOWN CONCLUSION

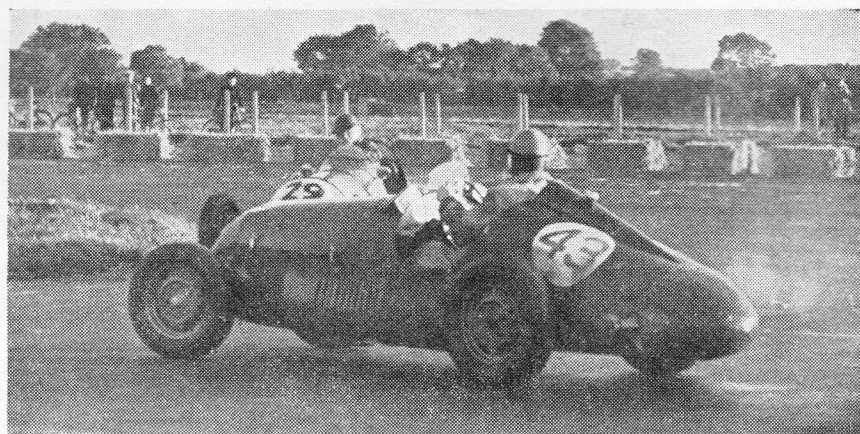
MOTOR racing in Ulster came to an end for the 1954 season with the 500 Motor Racing Club of Ireland's meeting at Kirkistown airfield on Saturday, 9th October. It must be confessed that the promoters took something of a chance in staging a meeting so late in the season, but it was part of their programme to make full use of the Kirkistown venue, on which they have taken a lease. At first entries were slow in arriving, but eventually speeded up to the respectable total of 46. Attendance at the meeting was, perhaps, smaller than for previous events here, but quite good having regard to the late meeting and drizzling skies.

Handicap racing was predominant, the only scratch race being that for Ford-based specials. It had even been found desirable to make the 500 c.c. race a handicap affair, with the two McCandless cars conceding a lap to the rest of the field. As events were to show, this concession failed to even out matters, Rex McCandless winning handsomely with the earlier version, although Laurie McGladery was forced to retire the Mark II with clutch trouble.

W. A. MCM.

Results

Saloon Handicap (10 laps): 1. S. Pentland (1,911 Citroën 1 lap and 30 secs.), 15 mins. 46 secs., 54.62 m.p.h.; 2. J. B. Emerson (1,172 Ford, 1 lap



In the first heat of the Open Handicap at Kirkistown, Watson's M.G. TD Spl. spins in front of R. G. Lovell-Butt's Magnette.

and 1 min.), 15 mins. 50 secs., 52.64 m.p.h.; 3. A. Hutchinson (1,250 Morris-M.G., 1 lap), 15 mins. 53 secs., 56.04 m.p.h. **Fastest lap:** Lovell-Butt (3,442 Jaguar), 1 min. 27 secs., 63.199 m.p.h.

500 c.c. Handicap (10 laps): 1. R. McCandless (McCandless Spl., ser.), 15 mins. 67.20 m.p.h.; 2. J. L. Meikle (Cooper, 1 lap), 15 mins. 3 secs., 59.06 m.p.h. **Fastest lap:** R. McCandless and L. McGladery (McCandless), 1 min. 20 secs., 68.73 m.p.h.

Ford Specials (Scratch): 1. A. R. Scott (Ford), 15 mins. 45 secs., 58.18 m.p.h.; J. McDonough (Ford), 16 mins. 12 secs., 56.56 m.p.h.; 3. B. W. Tughan (Ford), 16 mins. 22 secs., 55.99 m.p.h. **Fastest lap:** Scott and Tughan, 1 min. 33 secs., 59.12 m.p.h.

Open Handicap—Heat 1: 1. D. W. Archibald

(498 Cooper, 1 lap and 10 secs.), 14 mins. 35 secs., 60.64 m.p.h.; 2. R. G. Lovell-Butt (1,087 M.G., 50 secs.), 14 mins. 38 secs., 63.56 m.p.h.; 3. J. B. Johnstone (1,991 Triumph, 1 lap), 14 mins. 57 secs., 59.12 m.p.h. **Heat 2:** 1. A. Hutchinson (1,250 Morris-M.G., 1 lap and 1 min. 10 secs.), 14 mins. 33 secs., 56.68 m.p.h.; 2. E. D. McGuire (2,660 Austin-Healey, 1 lap and 30 secs.), 14 mins. 40 secs., 59.62 m.p.h.; 3. B. W. Tughan (1,172 Ford, 1 lap and 50 secs.), 14 mins. 46 secs., 57.81 m.p.h.

Final: 1. E. D. McGuire (Austin-Healey, 1 lap and 30 secs.), 14 mins. 10 secs., 61.85 m.p.h.; 2. A. Hutchinson (Morris-M.G., 1 lap and 80 secs.), 14 mins. 29 secs., 56.94 m.p.h.; 3. J. B. Johnstone (Triumph, 1 lap), 14 mins. 47 secs., 61.32 m.p.h.; 4. J. L. Meikle (499 Cooper, 1 lap and 10 secs.), 14 mins. 50 secs., 60.34 m.p.h.

SOME RECENT RESULTS

WIRRAL "100" M.C. SPRINT MEETING

Rhydyfynw, 9th October

Sports Cars—

Event 1. Up to 1,250 c.c. (U/s.): 1. P. Hughes (Tojeiro), 1 min. 21.6 secs.; 2. D. A. Haigh (Buckler), 1 min. 33.2 secs.

Event 2. 1,251-1,500 c.c. (U/s.): 1. J. H. Gee (Fiat/BMW), 1 min. 25.9 secs.; 2. H. Porteous (Porteous Spl.), 1 min. 27.4 secs.

Event 3. 1,251-1,500 c.c. (S.) and over 1,500 c.c.: 1. E. P. Scragg (Alta-Jaguar), 1 min. 22.8 secs.; 2. J. P. Chapman (Chapman Mercury), 1 min. 24.1 secs.

Racing Cars—

Event 4. Up to 500 c.c.: 1. M. C. Kearon (Cooper), 1 min. 18.7 secs.; 2. C. A. N. May (Cooper-J.A.P.), 1 min. 20.4 secs.

Event 5. 501-1,250 c.c. (U/s.): 1. P. Hughes (Tojeiro), 1 min. 19.6 secs.; 2. M. C. Kearon (Cooper), 1 min. 20.2 secs.

Event 6. 501-1,250 c.c. (S.) and 1,251-1,500 c.c. (U/s.): 1. C. G. Arengo (Cooper (S.)), 1 min. 25.3 secs.; 2. D. A. Hosking (Fiat/BMW), 1 min. 27 secs.

Event 7. 1,251-1,500 c.c. (S.) and over 1,500 c.c.: 1. W. Goodwin (Goodwin (S.)), 1 min. 22.2 secs.; 2. R. W. Phillips (Fairley-Ford), 1 min. 23.1 secs.

Pursuit Races. First Race: M. C. Kearon (Cooper 500), 2 mins. 35.8 secs. **Second Race:** M. C. Kearon (Cooper 1,100), 2 mins. 35.2 secs.

M.G.C.C. WESTON RALLY

8th/9th October

Nuffield Rally Challenge Cup: A. Day (Sunbeam Alpine), 63 marks lost.

Navigator's Award: Mr. Fullwood.

Class I: D. J. A. Smith (M.G. TA), 106. **Class II:** S. H. Smythe (Hillman Minx), 194. **Class III:** B. Day (Triumph TR2), 122. **Class IV:** R. Davis (Sunbeam-Talbot), 91.

S.W. Centre Cup: R. T. Mason (Citroën), 138. **Midland Centre Cup:** M. J. Hawley (Triumph TR2), 145. **S.E. Centre Cup:** Sqd.-Ldr. D. Giles (Triumph TR2), 124.

Team Challenge Cup: A. Day and B. Day, 185.

Special Test Cup: R. Davis (Sunbeam-Talbot).

Bristol Starters' Award: Dr. Gibbs (Ford Consul), 162. **Birmingham Starters' Award:** Sir Charles Kimber (Sunbeam-Talbot), 109. **London Starters' Award:** P. Johnson (Triumph TR2), 124.

First Class Awards: B. Phipps (Morgan Plus 4), J. W. Waddington (Triumph TR2), J. F. Haarer (M.G. TD), H. E. Hardman (M.G. TC), W. B. Thresher (Riley 14-litre), J. Yates (Austin-Healey), H. B. Bryant (M.G. TF), B. W. J. Lovell (Austin A30), Mrs. M. Sylvester (Triumph TR2), Dr. E. W. Deane (Sunbeam-Talbot), A. E. Westbrook (Austin Utility), I. F. Walker (Austin-Healey), T. G. Cunane (M.G. TF).

Silverstone Finale—contd. from page 495

on! A magnificent finale was played out by G. G. MacDonald and J. P. Hacking in their strangely contrasting cars, both driving on the absolute limit, and the lighter Cooper challenging on every corner. Hacking finally wrested the lead and held it by 1.4 secs., and Tyrer's desperate bid to take the Bentley for second place failed by a bare second. A truly grand finish to a grand season!

G. H. DEASON.

Results

Sports Cars up to 1,250 c.c. (7 laps, scratch)—750 Formula: 1. A. J. Nurse (Lotus), 65.95 m.p.h.; 2. J. P. Whitehouse (Austin); 3. T. J. Hiers (Austin). **1,172 Formula:** 1. E. Lewis (Lotus), 65.32 m.p.h.; 2. W. G. Marriott (Ford); 3. F. V. Lambert (Ford). **General:** H. S. Ladd (M.G.), 59.82 m.p.h. **Up to 1,500 c.c. (7 laps, scratch):** 1. J. P. Hacking (Cooper-M.G.), 70.86 m.p.h.; 2. J. B. Naylor (Cooper-M.G.); 3. E. J. Newton (Kilean-M.G.).

Formula 3 (10 laps, scratch): 1. C. Headland (Martin), 74.03 m.p.h.; 2. R. E. D. Harrison (Cooper); 3. J. W. Whitehouse (Kieft).

Sports Cars, 1,500-2,000 c.c. (7 laps, scratch):

WEST CORNWALL M.C. CONCOURS D'ÉLÉGANCE

Truro, 9th October

Class 1: 1. J. F. Hogen (Hillman 1929); 2. J. Simmons-Hodge (Bentley 1929); 3. A. J. Newman (Ford Model "T" 1910). **Class 2A:** 1. L. J. Limmer (Riley); 2. T. H. Woods (Austin); 3. N. R. Littler (Lagonda). **Class 2B:** 1. B. S. Prewett (Daimler 1925); 2. Dr. Shier (Rolls-Royce 1930). **Class 2C:** 1. H. G. Truscott (Austin 1938); 2. Mrs. G. Cornelius (Standard 1938); 3. C. A. Stanbury (Morris 1938). **Class 2D:** 1. E. Dennis (Riley); 2. R. Thwaites (Alvis); 3. — Bunt (Austin). **Class 3A:** 1. H. Luke-Dunne (M.G. TD); 2. J. L. Simmons-Hodge (M.G. TC); 3. G. C. Courtenay Hocking (Austin A40). **Class 3C:** 1. J. R. Johns (Austin A40); 2. R. Jenkins (Morris Minor); 3. J. C. King (Ford Prefect). **Class 3D:** 1. A. A. Polkinghorne (Mercury); 2. W. P. Michell (Triumph).

1. J. B. Naylor (Cooper-M.G.), 70.86 m.p.h.; 2. D. Howard (Alta); 3. C. M. Clairmonte (Clairmonte). **2,000-2,500 c.c.:** 1. J. Venn (Healey), 69.79 m.p.h.; 2. P. J. Simpson (Healey); 3. D. J. T. Randall (Healey).

Formule Libre (10 laps, scratch): 1. R. E. Berry (Jaguar), 76.80 m.p.h.; 2. C. M. Clairmonte (Clairmonte); 3. B. Baxter (Jaguar).

Sports Cars, unlimited (7 laps, scratch): 1. R. E. Berry (Jaguar), 76.80 m.p.h.; 2. C. M. Clairmonte (Clairmonte); 3. B. Baxter (Jaguar).

Production Cars (7 laps h'cap): 1. J. Venn (Healey), 69.72 m.p.h.; 2. P. J. Simpson (Healey); 3. G. Tyrer (Jaguar). **Vintage Cars (10 laps, h'cap):** 1. W. P. S. Melville (4,224 Vauxhall), 69.19 m.p.h.; 2. G. G. MacDonald (4,576 Bentley); 3. M. J. Harris (747 Austin). **Racing Cars (10 laps, h'cap):** 1. A. E. Marsh (1,100 Cooper-J.A.P.), 78.95 m.p.h.; 2. C. M. Clairmonte (1,960 Clairmonte); 3. R. E. D. Harrison (499 Cooper).

Sports Cars up to 2,500 c.c. (7 laps, h'cap)—Heat "A": 1. C. G. Summers (747 Austin), 61 m.p.h.; 2. D. Rees (747 Austin); 3. P. Taylor (747 Austin). **Heat "B":** 1. J. B. Naylor (Cooper-M.G.), 70.60 m.p.h.; 2. N. Naylor (Riley); 3. J. H. Price (Lotus-M.G.). **Heat "C":** 1. J. Venn (Healey), 69.74 m.p.h.; 2. P. J. Simpson (Healey); 3. H. M. Barron (Morris).

Sports Cars over 2,500 c.c. (7 laps, h'cap): 1. J. P. Hacking (Cooper-M.G.), 71.87 m.p.h.; 2. G. G. MacDonald (4,596 Bentley); 3. J. Tyrer (2,442 Jaguar).



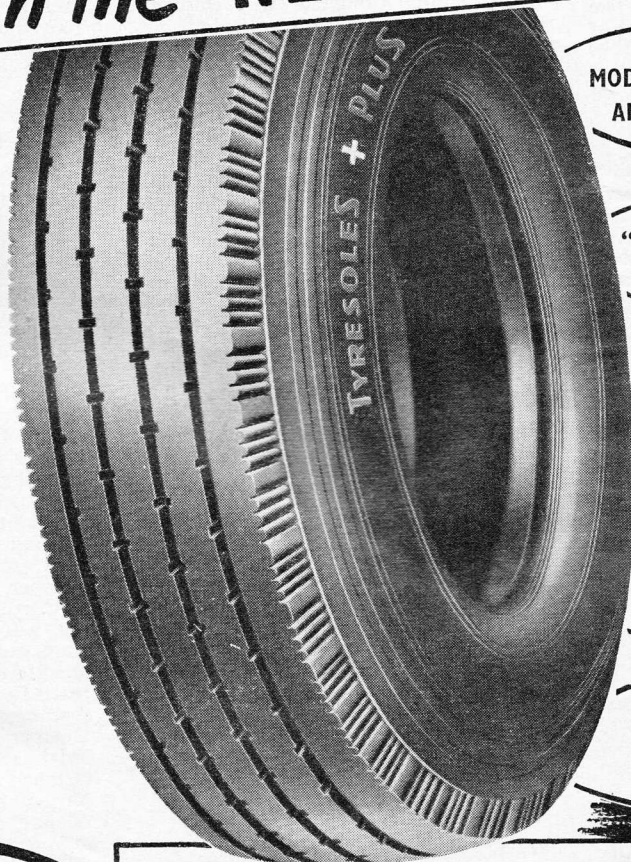
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NEWS FROM THE CLUBS

By Wilson McComb

SOME photographs which arrived at this office within the last few days emphasize what I have suspected for a long time—that it is not possible to achieve attractive lines in a full width body fitted to a short-wheelbase car; not, that is, unless the height can be reduced to a drastic extent. Modern radiators, being both wide and efficient, help a good deal in this direction, and the present-day engine, with its relatively short stroke, is far from tall. Unfortunately, however, human dimensions have not changed in the same way, resulting in a fairly constant scuttle height which tends to make the short car look like a distressed tortoise. The most attractive Austin special which I have ever seen had its wheels out in the fresh air—and very handsome it looked, too, in a businesslike sort of way.

SOMETHING novel for this year's Vesey Trial will be **Sunbac's** addition of a rally starting the previous night, 23rd October—and the rally itself promises to be a little out of the ordinary. Not more than three controls will be compulsory ones, drivers will choose their own routes, and the *maximum* average for the night section will be below 30 m.p.h. Only series production cars may be used; naturally, this rule does not apply to the Vesey Trial, which will start at 10.30 a.m. the following day, 24th October. Jack Woodhouse, 106 Jockey

M.G. CAR CLUB'S NORTHERN RALLY

WATERSPLASHES figured largely in the M.G.C.C.'s Northern Rally, run by the N.E., N.W. and Scottish Centres on 1st/2nd October, and in one remote village many of the inhabitants turned out at 3 o'clock in the morning to watch the fun. The competitors had started at midnight from Leeds, Manchester and Edinburgh, going through some stiff navigation sections before the breakfast stop at Rushyford, north of Darlington. At this stage only 10 were unpenalized on the road section.

The day section was defined by route card, and two driving tests were held at Croft Aerodrome, the second time control; fastest were M. Watson-Smyth (TD) and, in the saloon class, Dennis Butterwick (1½-litre). After Croft came a journey into the Cleveland Hills, with a 60-mile navigation section before lunch. As usual, many chose the oddest of so-called short cuts in preference to good main roads.

Lunch was taken at the Black Swan Hotel, Helmsely, and competitors then set off on the last 50 miles of the event. Butterwick was second to K. N. Lee (Morgan Plus Four) in a test on the



WHO DAT DOWN DERE? D. L. U. Scott (Austin-Healey) looks in some surprise at R. H. Higham's similar car, nestling in the ditch on the outside of Woodcote. Occasion is the production car race of last Saturday's North Staffordshire M.C. meeting at Silverstone.

Road, Sutton Coldfield, will close the entry list tomorrow, 16th October. . . . **Mid-Surrey A.C.'s** second annual Speed Trial at Brands Hatch will start at 11 a.m. on 24th October, with capacity classes for open and closed cars registered before and after 1945. Entries to Mrs. O. Richmond, 154 Wickham Avenue, North Cheam, by next Monday, 18th October. . . . **Loughborough College M.C.** invite members of the Pathfinders and Derby M.C., Nottingham S.C.C., Leicestershire C.C. and Combined Universities M.C. to take part in their 250-mile night rally on 27/28th November. It will start and finish in Leicestershire, and entries must be received by B. Simpson, Loughborough College, Loughborough, Leics, before 24th November. . . . **West Cornwall M.C.** plans include a film show at the Mounts Bay Hotel, Penzance, on 29th October,

and a night navigation trial on 27th November. Details of the latter will be available shortly from H. Luke-Dunne, 8 Tolver Place, Penzance. . . . Members of the B.A.R.C., Maidstone and Mid-Kent M.C., Oxford M.C., North London Enthusiasts' C.C., Singer O.C., Herts County A. and A.C. and Surrey S.M.C. are invited to take part in the **Margate and D.C.C.'s** Ramsgate Autumn Rally on 26/27th November. This event, some three to four hundred miles in length, will start from the Tudor House, Bearsted, Maidstone, and finish at Ramsgate Harbour. Entries close on 15th November, and regs. may be had from the secretaries of invited clubs. . . . **Public Schools' M.C.'s** second annual Publican Rally on 24th October is open to members of any R.A.C.-recognized motoring club. It will start after lunch from Keston Ponds, Bromley, Kent, and regs. are obtainable from M. F. Ellis, 90 Sandford Road, Bromley. . . . **Vintage S.C.C. (Frazer-Nash Section)** will be meeting at the Two Brewers, Chipperfield, at 6.30 p.m. on Saturday, 30th October. . . . **Blackpool Rally**, the **Riley M.C.'s** 250-mile event on 6/7th November, will start at 8 a.m. on the Saturday from five controls and finish in time for breakfast at Blackpool. Entries must reach E. M. Wainwright, 10 St. Michael's Avenue, Bramhall, Ches, by 23rd October. . . . **Southsea M.C.'s** President's Trial, scheduled for this Sunday, 17th October, has been postponed until 14th November because the Longmoor course is not available. . . . **Malden and D.M.C.'s** next event will be their "September" Rally this Sunday, 17th October. Competitors will meet at reference 078586, O.S. map 170, for a 2.30 p.m. start, and visitors will be welcome.

MORECAMBE HILL-CLIMB

WALTER FREED has written to inform us that in addition to the placings given (24th September issue) for the Morecambe C.C.'s Warton Hill-climb, held on 12th September, his Jaguar XK 120 recorded second B.T.D. His climb in 20.4 secs. also gave him first place in the combined class for specials, supercharged cars and unlimited capacity open cars.

Results

Cobbett Challenge Trophy: N.E. Centre Team (D. Butterwick (M.G. YB), K. N. Lee (Morgan) and V. Lewis (M.G. TF)).

Northern Challenge Trophy: V. Lewis. **North-Eastern Challenge Trophy:** K. N. Lee. **Navigators' Awards:** A. Bould and P. Toynbee.

Class Awards. **Class 1:** 1. P. Chisholm (M.G. TC); 2. N. Paterson (M.G. TD); 3. M. Watson-Smyth (M.G. TD). **Class 2:** 1. D. Butterwick (M.G. YB); 2. G. K. Armstrong (Ford Prefect); 3. D. G. Scott (Ford Anglia). **Class 3:** 1. E. S. Sneath (Morgan); 2. J. A. Beaumont (Triumph TR2); 3. H. B. Jacoby (Morgan). **Class 4:** 1. L. G. Stross (Jaguar).

Team Award (invited clubs): B.A.R.C. (J. T. Scott (M.G. TF), J. D. Scott (Triumph TR2) and L. G. Stross (Jaguar)). **Starting Control Awards:** Leeds, D. Butterwick; Manchester, D. G. Scott; Scotland, N. Paterson. **Special Award:** F. Buglass (M.G. TF).

CORRESPONDENCE

Driver Ability

IN AUTOSPORT of the 24th September I have read with considerable interest an article by John Bolster on Formula 1 progress, and I found it interesting as all his articles usually are. Nevertheless I have been rather astonished to read a very definite statement in which Mr. Bolster affirms that *no pre-war driver* could equal Fangio and Moss in their polished driving of Grand Prix cars.

I believe that Mr. Bolster talks only of style, because if one talked of general efficiency I believe that such names as Ascari, Farina, the *maestro* Nuvolari, Rosemeyer and Birkin should not be overlooked.

Talking only of polished and unspectacular driving, I really believe that Señor Fangio and Mr. Moss would be the first to say that such men as Varzi, Chiron, Wimille, Caracciola (all of course at the top of their form) would be able to "equal" their brilliant performances of today.

Cars are of course different, but the driving of these men on the "monoposto" Alfas and the big Auto Union and Mercedes monsters was really something to admire.

MILANO.

COUNT G. LURANI.

As a woman enthusiast, may I be allowed to mention to fellow reader P. Lawless that whilst we all agree that Mike Hawthorn is indeed a veteran driver, it is very natural that Stirling Moss, just as much a veteran, should receive more mention in your magazine, and indeed the National press, than Hawthorn, Moss being such a versatile driver that he is just as much at home in a 500 c.c. Cooper, Lister, Jaguar or Maserati and therefore enters many more events than Hawthorn. To the best of my knowledge, the latter does not make a practice of driving any other cars than Ferrari and, just recently, the Vanwall Special.

Moss has had such a run of rotten luck this year that one does feel a little encouragement, such as AUTOSPORT offers, is not at all misplaced. As for Juan Fangio, it is impossible to ignore the great performance this driver has put up at every race and one must recognize him as one of the greatest drivers in motor racing history. True, he has a wonderful car, but what is the use of even a Mercedes without a driver?

May I conclude by saying how much my husband and I enjoy reading AUTOSPORT. Your reports on race meetings are always written in such a way that they make excellent light reading even for the non-enthusiast. Can you please tell us if there are any clubs or organizations in London which arrange transport to and from meetings. At present we do not own a car and we find it extremely difficult to get to such places as Snetterton and Aintree.

LONDON, S.W.8.

PEGGY GRIFFITHS.

(We know of no club or organization in London which regularly arranges transport to race meetings, other than the larger coach companies who cater for major Silverstone events.—Ed.)

BOOK REVIEW

Title: "Those Wonderful Old Automobiles".

Author: Floyd Clymer.

Size: 11½ ins. x 8½ ins. 214 pages. Many illustrations.

Price: \$5.95 (47s. 6d. in U.K.).

Publishers: McGraw-Hill Book Company, Inc., New York, U.S.A., or 95 Farringdon Street, London, E.C.4.

CONSISTING, as it does, mainly of reprinted manufacturers' catalogues and advertisements, Floyd Clymer's latest book can scarcely be considered a bargain; he who seeks detailed specifications of such rarities as the Pic-Pic, Crestmobile, Knox or Maxwell (later the Chrysler) must look elsewhere. Still, it is fun to browse over the pictures, cartoons and jokes of the period 1895/1930, and to learn that crooners once sang such masterpieces of the plugging art as "In my Mercer racing car", or "Take me on a Buick honeymoon". There is some reference to the early history of Indianapolis, and pictorial proof that "sports" bodies were actually fitted to Model T Fords. Two pages are given over to paintings by that fine New York artist, Peter Helck; would that they were in colour, and many, many more reproduced.

F. W. McC.

The Englishman's* Guide to Smirnoff Vodka



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

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

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

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

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

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

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

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

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



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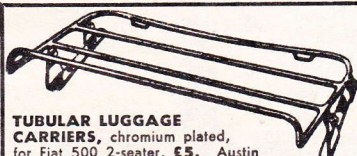
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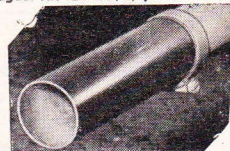
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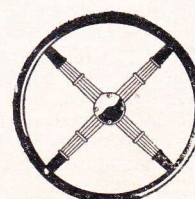
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With polished mahogany rim in contrasting colour, **£8**.

IRISH DATE CHANGE

THE Irish Motor Racing Club have sportingly transferred the date of the I.M.R.C./U.A.C. Inter-Club Trial from 16th October to 6th November, because they feel it might interfere with the Munster 20-Hour Trial, a Hewison Trophy event which is scheduled to start from Cahir at 10 p.m. on the night of the 16th. The I.M.R.C. intend combining the Inter-Club event with their Autumn Trial on 6th November.

SOUTHERN JOWETT EVENT

ON Sunday, 26th September, the Southern Jowett C.C. held their last field event of the season on Chobham Common, Surrey. In the first of two manoeuvring tests, R. H. Ashton (Javelin) returned a time of 64.6 secs. against 78.4 secs. from P. Kehl (Jowett 8) and 78.6 secs. from P. Huntley (Austin A40). Kehl was best in the second test with 45.2 secs., while N. J. Brockett (Jowett 8) returned 58.8 secs. and A. J. Hines (Jowett 10) took almost 10 secs. longer. Details of the club's fourth annual Hertfordshire Point-to-Point, on 31st October, may be had from C. E. Piper, 10 Orchard Avenue, Thames Ditton.

WELSH COUNTIES RALLY

THE Welsh Counties C.C.'s annual event for the Barry Corporation's Coronation Trophy was run as a 90-mile rally, mainly in Glamorganshire, on 26th September.

The cars left the Barry Memorial Hall at intervals from 11 a.m. and after passing through various controls and secret checks, via Bridgend and Maesteg, arrived at the lunch control on the Bwlch-y-Clawdd Mountains. Up to this point few competitors had lost marks, although the marshals at one control were somewhat surprised to see several arriving from two different directions, each convinced that they were going the right way!

After lunch the competitors left to collect various items of information on their way to the finishing control in Museum Avenue, Cardiff, where a test was run in order to decide any ties.

Results

Premier Award: M. K. Monk (Wolseley 6/80).
Open Cars: 1, D. J. Parsons (Frazer-Nash); 2, G. E. Turner (M.G. TD). Closed Cars: 1, D. Griffiths; 2, I. Gay. Team Award: D. Parsons and M. Seal.

COMING ATTRACTIONS

October 16th. *Pembrokeshire M.C. Speed Hill-Climb, Lydstep, nr. Tenby, Pems. Start, 1.30 p.m.*

Forces M.C. Driving Tests, Fowler Barracks, Perham Down, Tidworth. Start, 3 p.m.

B.A.R.C., East Sussex Branch, Night Navigation Test.

October 16th/17th. *Scarborough and D.M.C. "Two Ridings" Night Trial. Start, Scarborough, 8 p.m.*

Nottingham S.C.C. Nottingham Rally. Start, 9 p.m. Gregory Boulevard, Nottingham.

Munster M.C. and C.C. 20-hour Navigation Trial. Start, 10 p.m., Cahir House Hotel, Co. Tipperary, Eire.

October 17th. *Coppa d'Oro (S), Syracuse, Sicily.*

West Essex C.C. Speed Hill-Climb, Stapleford Airfield, nr. Abridge, Essex. Start, 11.30 a.m.

B.A.R.C. Yorkshire Centre, "Greenwood Cup", Semi-Sporting Trial. Start, Poole-in-Wharfedale, 12.30 p.m.

N. Midland M.C. Hopkinson Standard Car Trial.

Thames Estuary A.C. Rally. Start, 10.30 a.m., "Green Man", Navestock.

Swansea M.C., Hinwood Navigation Trial. Start, Fairwood Aerodrome, 2 p.m.

Berwick and D.M.C. Border Rally.

Edinburgh University M.C. Rally.

Rhyl and D.M.C. "Regal" Trial. Start, Central Garage, Rhyl, 10.30 p.m.

Malden and D.M.C. "September" Rally.

October 20th-30th. *S.M.M.T. 25th International Motor Show, Earls Court, London.*

NORTH WALES AUTOCROSS

THE first autocross in North Wales was held in Anglesey by the Caernarvonshire and Anglesey M.C. on Sunday, 10th October. Local interest was considerable and about 40 cars, most of them competing, assembled at Bangor to drive to the course.

Results

National Benzole Trophy (best time in under 1,500 c.c. closed class): M. Hinde (Renault), 1 min. 13½ secs. **First Class Awards:** Dr. D. N. Kiff (Volkswagen), 1 min. 14½ secs.; D. C. Mills (Renault), 1 min. 15½ secs. **Second Class Awards:** K. B. Dunn (Volkswagen), 1 min. 16½ secs.; W. Matthews (Austin 7), 1 min. 19½ secs.; W. H. Blunt (Austin 7), 1 min. 22½ secs. and Lloyd Davies (Austin 7), 1 min. 21 secs.

Sports Car Class: 1, J. B. Mullooley (Mullooley Spl.), 1 min 2 secs. (B.T.D.). **First Class Award:** D. W. Jones-Williams (Morgan), 1 min. 14 secs. **Ladies' Prize:** 1, Mrs. E. M. Fenton (Buckler), 1 min. 25½ secs.; 2, Mrs. V. McNair (Morris Minor), 1 min. 27½ secs.

CLUB FIXTURES

North London M.C.—Meeting, 15th October, Cat Inn, Cat Tilt, East Barnet.

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

Coventry and Warwicks M.C.—Annual dance, 15th October, Masonic Hall, Coventry.

Guildford M.C.—Talk by S. C. H. Davis, 15th October, Wooden Bridge Hotel, Guildford, 8 p.m.

Cambridge '50 C.C.—Meeting, 15th October, Ancient Shepherds, Fenditton, nr. Cambridge.

Bentley D.C.—Meetings: 16th October, Callis Court Hotel, Broadstairs, Kent; 20th October, Windmill Inn, Shelf, nr. Bradford, Yorks, 7.30 p.m.; 21st October, King's Head, Rochampton, London, 8 p.m.

Lancashire and Cheshire C.C.—Scavenger Hunt, 17th October. Start, Dixon Arms Hotel, Chelford, 2 p.m.

Alvis O.C.—Meeting, 17th October, Punchbowl, Warwick, 7.30 p.m.

750 M.C.—Meetings: 18th October, Abbey Hotel, Stonebridge Park, Neasden, N.W.10; 19th October, Dog and Gun Hotel, Banbury, and 43 Leigham Court Road, Streatham; 20th October, Highcliffe Hotel, Highcliffe.

Liverpool M.C.—Meeting, 20th October, Childwall Abbey Hotel, Liverpool.

West Essex C.C.—Film show and talk by A. F. Rivers Fletcher, 20th October, Three Jolly Wheelers, Woodford Bridge, Essex, 8.30 p.m.

Singer O.C.—Meetings: 20th October, Ashton's Hotel, Praed Street, W.2; 21st October, Prince of Wales, Eccleshall Road South, Sheffield.

Vintage S.C.C.—Meetings, 21st October: White Lion, Cobham, Surrey; Mill Inn, Withington, nr. Cheltenham.

Circle C.C.—Motor Show "noggin and natter", 21st October.

Southsea M.C.—Meeting, 21st October, Portsmouth Aero Club, 8 p.m.

Association of Northern Car Clubs.—28th Meeting, 21st October, White Swan Hotel, Halifax, 7.30 p.m.

Surrey S.M.C.—Meeting, 21st October, Warwick Hotel, Redhill.

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CARS FOR SALE

A.C.

A.C. 2-LITRE Greyhound saloon, £130.—Underwood-Rusling (Sports Cars), Ltd., 28 Queensberry Road, Kettering. Phone 3351. Terms and exchanges.

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.

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Coombe Road, New Malden, Surrey.
Telephone: MALden 3232.

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1939 Aston Martin 2-litre sports tourer, excellent condition £295

High Road, Loughton, Essex.

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(Three minutes Tube Central Line.)

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AUSTIN Nippy, late 1935, SU pump, electrics, as new, Sunbeam-Talbot hood, engine fair. £60 o.n.o.—Walker, Horton-cum-Studley, Oxon.

A30.—For higher performance. See our advertisement under Morris Minor. Prices from £25.—Alexander Engineering Co.,

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MERCURY Offer:—£875 1953 Austin-Healey 100, recorded mileage 11,000. Mist blue, heater, etc. Your present car in part exchange with pleasure.—Mercury Motors, 824-826 Harrow Road, Wembley, Middx. Phone: WEMbley 6058/9.

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1933 Bentley 3½—Rippon

1935 Bentley 3½—Park Ward

1936 (Oct.) Bentley 4½—Park Ward

DENTON MOTORS, LTD.,

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'35 BENTLEY 3½ saloon, works recondition, immaculate in every way. Accept best offer or exchange XK 120.—Uxbridge 2062.

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AUTOMOBILIA, LTD., offer

1948 (July) Bristol type 400 sports saloon, blue, beige leather, radio, heater, demister, excellent condition, cost £2,800, sacrifice £875.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304.

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BROUGH Superior car, d/h., 28 h.p. Hudson engine, exc. condition. Insured. £160.—Harnett, Oxford 77359.

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.

SPECIAL ANNOUNCEMENT

All copy for Classified advertisements MUST reach this office by Monday a.m., 18th October, for next week's issue.

CONNAUGHT

1953 2-SEATER CONNAUGHT, in immaculate condition, 7,000 miles only, not raced. Offers invited, exchange considered, private owner.—Hill, Woodhouse Place, Mansfield Woodhouse, Notts. Phone: Mansfield 652.

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COOPER Mk. VII, ex-Brandon, good order, less engine. £350.—TUL 6344, evenings.

DORETTI

THE 100 M.P.H. SWALLOW

DORETTI

A 2-LITRE DE LUXE SPORTS CAR AT A COMPETITIVE PRICE.

Early delivery from The Distributors,

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FIAT 1500, black, 5-seat saloon, 1939, l.h.d. No dealers. £190.—EAL 1578.

MAYFAIR GARAGES, LTD., hold a stock of no less than 16 pre- and post-war Fiats from £175-£475, any of which can be fitted with Arnott Supercharger at £30 extra. Price list, illustrated literature and copy of Autocar Road Test report on request.—Mayfair Garages, Ltd. (Fiat Sales and Service), Balderton Street (opp. Selfridge's clock), London, W.1. MAYfair 3104-5. Open 9-6, Sat. 9-1.

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Special sports 2-seater, 328 engine, preselector gearbox.

B.T.D. Warton, 12/9/54.

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1-27.2 Rhydymwyn, 9/10/54.

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Type 327/55 D.H.C., black.

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HEALEY Silverstone, 1951 model, modified suspension, body and chassis perfect, recent £200 engine overhaul. £525.—Telephone: Elstree 2424. 10-6.

H.R.G.

H.R.G. ENGINEERING CO., LTD., for makers' spares, repairs and service.—Oakcroft Road, Tolworth, Surbiton, Surrey. Elmbridge 4489.

JAGUAR

XK 120, black, 1951. Fitted radio and many modifications. H.P. terms or exchanges.—Hunts (Birmingham), Ltd., Edgbaston Garage, Sandon Road, Birmingham, 17. Phone: BEArwood 2226-7.

1938 S.S. 100 Comp. 2-str., 2½-litre, excellent specimen mechanically and coachwork, tyres, hood, etc., very good, telecontrol shockers, stoneguards. Any trial. £300.—Box 1599 (Surrey).

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1932 LEA-FRANCIS sports saloon, original and Brooklands engine. £135.—The Central Garage (Church Stretton), Ltd., Burway Road, Church Stretton, Salop.

M.G.

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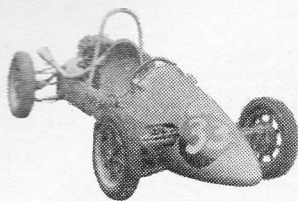
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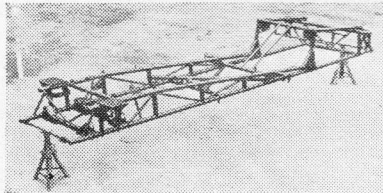
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M.G.—continued

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Cruising speeds between 65-70, 75-78 m.p.h. in top, 55 in third, 0-50 m.p.h. 18.6 secs.

Average fuel consumption 45 m.p.g. Conversion includes H.C. head, twin carburettors, high rear axle, etc. O.h.v. model, £55. S.V. model, £30. Complete, including fitting at our works.

Send for price list and road test. Demonstration any time. We have two cars completely converted:

1953 O.H.V. 2-door £595.
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Hire Purchase Terms and Part Exchanges.

ALEXANDER ENGINEERING CO.,

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Jim Fiander's well-known Tojeiro Racing Sports Car, competed over 20 meetings this season, including International and National, only unplaced at three meetings which included 10th place 1,500 c.c. Silverstone Grand Prix, Prescott 4.9.54. This car is kept up to racing condition, engine rebuilt recently with new cylinder block and crankshaft.

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MARK VIII Aerodynamic 1½-litre LOTUS-M.G. Built July 1954, de Dion, Lucas-Laystall head, All latest modifications carried out at works. Raced five times only. Price, including Bedford Transporter, £1,375.—D. Margulies, 59K Netherhall Gardens, N.W.3. HAMpstead 5732.

1954 STARIDE, fitted with Norton Featherbed, ready to go, £650. Also spare Featherbed engine and gearbox, best offer.—A. A. Butler, "Bryn Mair", Trinity Road, Sale, Manchester.

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1937 RILEY 12/4 Kestrel saloon, special series engine with Scintilla magneto, excellent condition. £245. Also 1933 Riley 9 saloon, good runner, £70. Terms. Exchanges.—Newbery Cars, Muswell Hill, N.10. TUDor 3394.

1935 FALCON saloon, sliding roof, well maintained. £125.—Richards and Carr, 35 Kinnerton Street, London, S.W.1. SLOane 5424.

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PHANTOM II d.h. coupé, maintained by Rolls' mechanic, and chassis in 100 per cent condition. 9 to 90 m.p.h. in top gear. A perfect example of this fascinating car. £500 or near offer.—Box 1595 (Middx.).

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M.G./FIAT Special, "C" type Monthéry engine, 12 head, gearbox and back axle. Fiat "500" chassis. Very pretty alloy 3-str. body, green. One of the fastest 750 c.c. cars on the road. Happy at 6,500 r.p.m.—Apply P. Shanks, Kingshill Camp, Hoo, Nr. Rochester, Kent. Tel.: Hoo 313, evenings please.

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TONY (Slipped Disc) ALLDRED, forced to sell his Bassinett J.A.P.-engined Trials Special. Many awards. £140. Also 1952 hardtop immaculate TD, heater, extras, full-staee tuned, really fast, 16,000 miles. £550.—4 Bannerdale Road, Sheffield. Phone 50172.

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Sports 2-seater.

First registered 1953, engine completely rebuilt by Bristol Aeroplane Co., 130 b.h.p., 132 m.p.h. Similar car to Alan Brown's Empire Trophy winning car.

£1,750.

Dorset House, Hastings Road, Bexhill-on-Sea.
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(Continued overleaf)

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19 Gns. 1933 Riley 9 Monaco. Good runner. Smoky engine.

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Any Car or Motor Cycle in part exchange.
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1938 M.G. TA. Black and cream.
recently rebuilt. £295

1949 MORRIS MINOR tourer. £405

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Classified Advertisements—continued

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H.R.G. sports-racing car with ex-Peter Clark 14-litre racing Lea-Francis engine, independent front suspension, Lockheed hydraulic brakes, Alfin drums, tubular chassis, professionally built aerodynamic body, numerous spares including four-carburettor manifold.

Photograph can be seen in 6th August copy of AUTOSPORT on page 200.

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Price £475.

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PRIDE & CLARKE, LTD.

New Sports Cars—immediate delivery.
Triumph TR2, Morgan Plus Four, Swallow Doretti,
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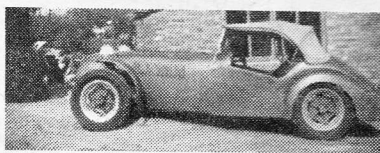
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1951 TURNER SPORTS CAR



2-seater, finished red. Tubular Chassis, independent suspension. This car is offered with three months' Mechanical Guarantee at £425 or offers.

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Select from their stock of over 150 sports cars
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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.

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M.G. SPECIAL 2-seater sports-racing car. Tubular chassis, i.f.s., Q-type engine, s/c 15 lb. sq. in. Rebuilt, 105 m.p.h. Excellent condition. Complete with spares, etc. £390 o.n.o. —Watson, 46 Seymour Road, Wandsworth, S.W.18. Putney 6799.

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ONE new Triumph TR2. Overdrive, wire wheels, B.R.G. List price.—Brown's of Loughton, High Road, Loughton, Essex. Tel.: LOUGHTon 6266.

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Two post-war Lea-Francis engines. One 1,767 c.c. standard complete. One racing 1,500 c.c. dismantled, with new Nitralloy crank and bearings, large sump, resleeved block, polished rods, many spares including valves, camshafts and four-speed gearbox. £170 the lot.

1951 Lea-Francis 14 h.p. saloon, in immaculate condition. Cost £1,600. £575.

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Lancia Asturia 1933 saloon. First-class condition. Late property of titled owner.

£150.

Renault 1954 750 de luxe, 8,000 miles. £525.

DENTON MOTORS, LTD.,

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Phone: POPesgrove 1568.

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Sanction II engine just fitted. Mileage, since new, under 50,000 (stored 1939-47). Recently cellulosed. New hood .. £595

COOPER-M.G. Just fitted 14-litre Listerized Unit .. £645

M.G. MAGNETTE. 4-seater Tourer Special H.C., engine in good order .. £145

M.G.-SINGER Special 2-seater, rebuilt and very little used since 1949 .. £125

Vintage Lancia 1924 4-seater Tourer. Original and very immaculate. Just fitted with new hood and side screens. New batteries. New tyres. Reconditioned starter and dynamo (spare engine) .. £95

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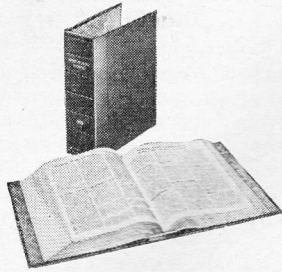
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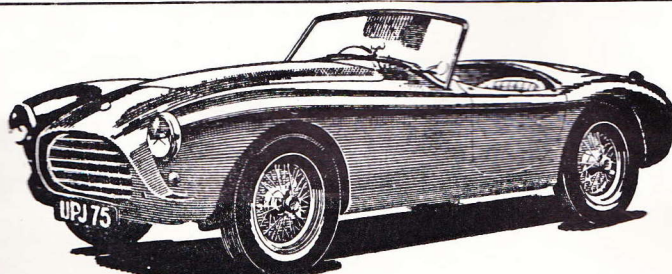
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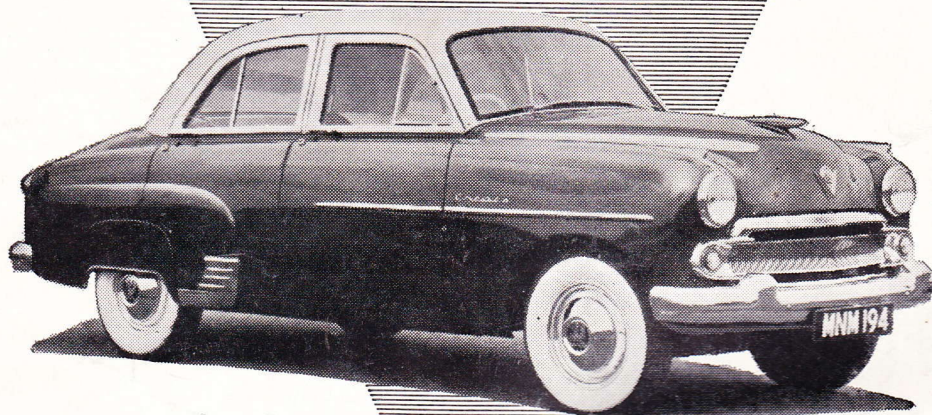
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