

AUTOSPORT

OCTOBER 29, 1954

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EVERY FRIDAY
Vol. 9 No. 18

BRITAIN'S MOTOR SPORTING WEEKLY



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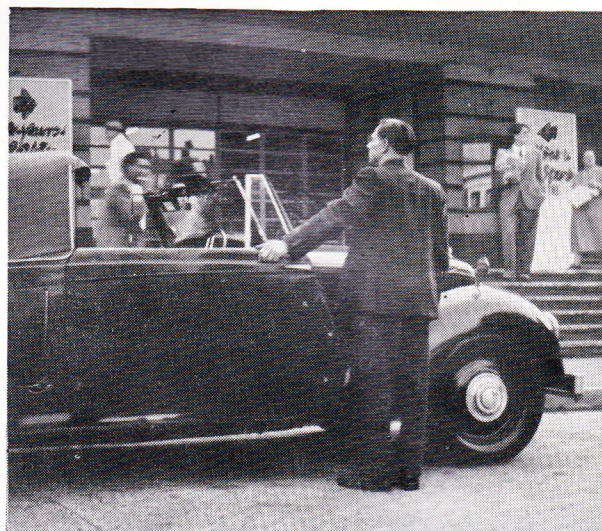
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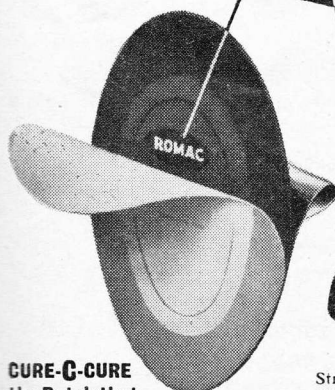
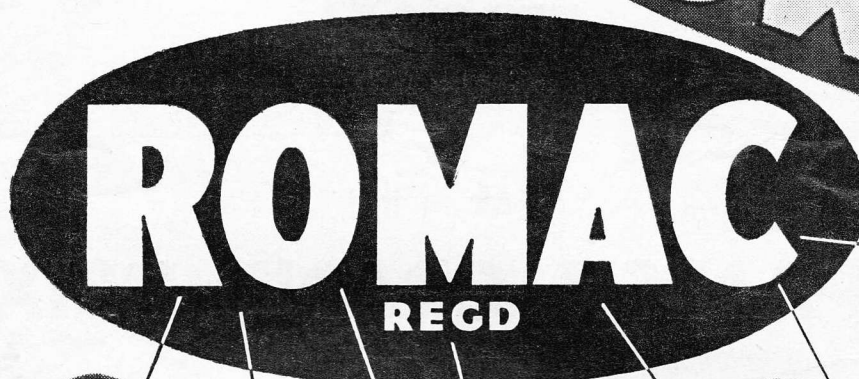
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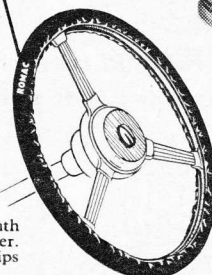
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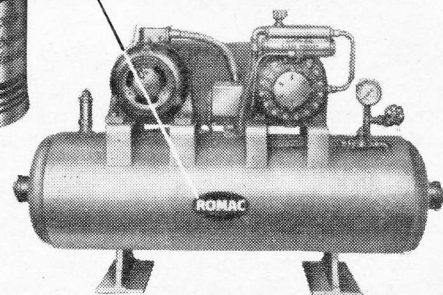


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and to

Mike Hawthorn

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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 9 No. 18

October 29, 1954

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EDITORIAL

COMPETITION ON THE CIRCUITS

BY winning the Spanish Grand Prix for Ferrari, Mike Hawthorn has performed a great service to motor racing. His victory will encourage Enzo Ferrari to continue Grand Prix racing, and it has given Daimler-Benz a severe jolt. The new Lancias did not last long, but Ascari demonstrated the remarkable acceleration of the tiny G.P. machine. Musso's second place for Maserati was also most encouraging and there will not be so much talk about the invincibility of Mercedes-Benz in racing circles in the future—which is, of course, a good thing for all concerned. Aurelio Lampredi has shown that clever design will often triumph over vast resources. His latest Ferrari was modified from the original "side-tanks" machine in a remarkably short space of time, and was completed just a few days before the Barcelona race. Yet this lone machine defeated the entire racing organization of Daimler-Benz, and Mike Hawthorn now equals the late Williams's and Segrave's record of being the only British drivers to win two *grandes épreuves*.

The Grand Prix issue will now remain excitingly open through the winter lull, until activities recommence in the Argentine next January. Neither Mercedes, nor Ferrari, nor Maserati, can claim any clear supremacy over each other, while Gordini and those promising newcomers, Lancia and Vanwall, will spur their rivals on. Seldom has competition in Grand Prix fields been keener—and *real* competition is the very life blood of the sport. On that basis alone, the new Formula 1 has proved extremely successful in its first year.

. . . . AND IN THE SHOWROOMS

JUST as healthy competition between the marques has made 1954 a year of memorable races, so the increased activity of the manufacturers, in their attempts to outdo each other, has improved the quality of the high-performance cars now on sale to the public. Sports cars are no longer of interest only to specialist firms—partly because there is now widespread interest in such cars, and partly because specialist firms have virtually ceased to exist in the motor industry. High-performance models have the backing, nowadays, of wealthy organizations with sufficient resources to investigate the latest developments in engineering practice, to test them in the only really satisfactory manner—racing—and to incorporate them in the cars now offered to the public.

THE CALENDAR

EVEN before the Barcelona race is run and the 1954 season closed, next year's Calendar is drawn up by the F.I.A. A glance at the list of events on page 573 suggests that the congestion of events in past seasons is not fully remedied yet, despite the hopes of British and Continental organizers. Team managers will have a headache deciding which events to support on 29th May, for example, but it must be remembered, of course, that the Calendar is provisional, and subject to modification. It is to be hoped that such clashes in the dates of events of similar nature can be remedied in good time.

PIT and PADDOCK

THE storms and heavy rains which have been assailing the American continent of late have caused damage to roads and bridges on the Pan-American race route between Tuxtla Gutierrez and Ciudad Juarez. The organizers are striving hard to have repairs completed before 19th November, when the five-day race begins.

LONGEVITY PLUS!—Hispano-Suiza service specialist G. P. Briand received a letter in August from an Auckland, N.Z., owner, whose family's Hispano, owned since 1924, had covered over 767,500 miles, requiring routine replacement of brakes and tyres, piston rings and clutch renewal, but was now using oil!

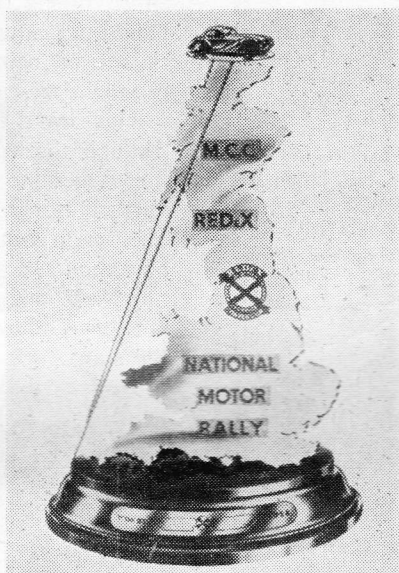
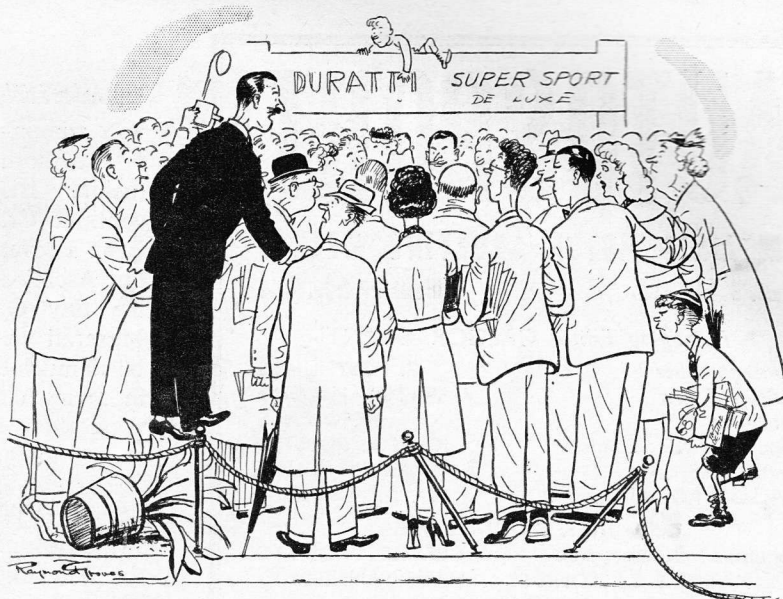
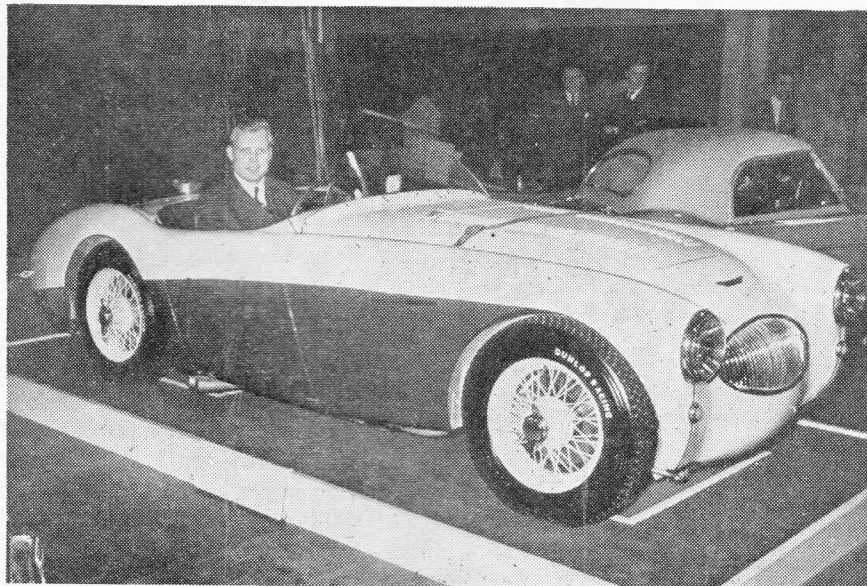
A NEW permanent circuit is to be built at Clermont-Ferrand, home town of Louis Rosier.

RENÉ BONNET has been busily breaking his own 750 c.c. D.B.-Panhard records at Montlhéry. He has set new figures for the 100 km., 100 miles, 1 hour and 200 km., at speeds up to 197.32 k.p.h. He also took Charlie Dodson's 1936 Austin record for 50 miles.

PRINZ ALBRECHT VON URACH of Mercedes-Benz recently presented a plaque and a £100 cheque to 88-years-old, British-born Otto Mayer of Bristol, who is the sole surviving member of the pioneer motorists who took part in the famous London to Brighton Emancipation Run in 1896. He drove a Cannstatt-Daimler.

AMERICAN sporting circles talk of proposals to construct a 2½-mile track on Daytona Beach, to supersede the old sand course. Within the bounds of the track a road circuit would be laid out.

STIRLING MOSS is driving a Sunbeam in the Second International Great American Mountain Rally (25th-28th November). So is Sheila van Damm.



TO THE WINNER of the M.C.C. National Rally (10th-13th November), sponsored this year by the Wayne V. Myers Co., Ltd., goes this unique Redex Trophy, as well as numerous other awards.

"It's all right, it's only somebody writing a cheque."

AN English version of J. M. Grégoire's "L'Aventure Automobile", describing his experiences as an inventor, driver, etc., is to be published on 25th November by Thames & Hudson, Ltd., under the name "Best Wheel Forward".

NOW settled that the Production Car Cup for first production-type sports car to finish in the 1954 T.T. at Dundrod goes to the Porsche 1500 Super driven by Raymond Flower and Ernest McMillen.

DRIVERS for the Australian G.P. include Peter Whitehead (Ferrari), B. Bira (Maserati), and Tony Gaze, possibly with a newly purchased 2½-litre Ferrari. All three will probably race in New Zealand as well, a few weeks later.

NEW events in the Formula 1 fold for 1955 include races at Dakar and Casablanca, the Luxembourg G.P., and the G.P. of Portugal. The Albi G.P., this year a Monomill affair, reverts to International F1 status, we are pleased to note.

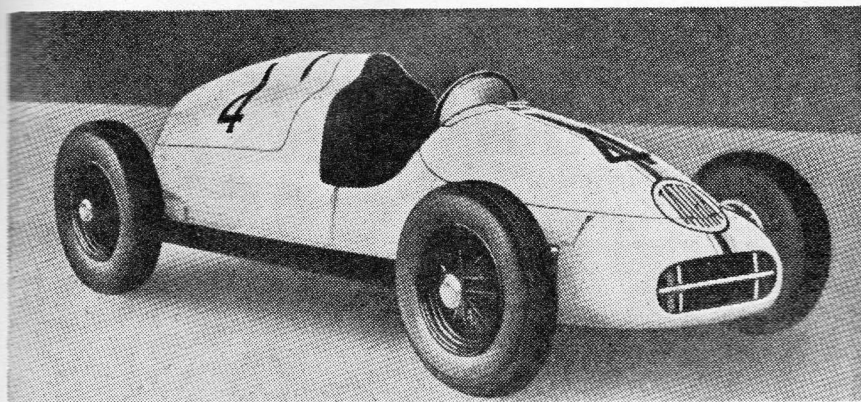
SOME 200,000 people watched Sunday's Spanish G.P. Amongst the many British visitors were Reg Bicknell, Horace Gould, Wilf Phillips, Brian Naylor and Dick Bickerton. Bicknell, on holiday in Majorca with his wife, met Colin Chapman honeymooning with his new bride.

FERODO's new racing service van makes just as good tea as the old one. . . .

DURING the entire Barcelona race distance of over 500 km., no tyre failures were reported—an easy day for Dunlop's Roy Barlow!

ALL Pegaso owners in Spain appear to run with racing numbers as standard equipment!

MIKE HAWTHORN, winner of last Sunday's Spanish G.P. in a Ferrari, samples the seat of the Austin-Healey 100S at Earls Court a day or two before leaving for Barcelona.



Yugoslavia. **19th, Dutch G.P.** (F1, S); Prix de Picardie (S, T), France; Imola G.P. (S), Italy. **25th/26th, G.P. of Portugal** (F1, S). **26th, Rouen G.P.** (F1, S, T), France.

JULY

3rd, French G.P. (F1) and Rheims 12 Hours (S). **9th, Leinster Trophy** (F.L., S), Eire. **10th, Dolomite Gold Cup race** (S, T); Rome G.P. (F1, S). **16th, British G.P.** (F1, S). **23rd/24th, Lisbon G.P.** (S, T), Portugal. **24th, G.P. of Caen** (F1, S, T), France. **31st, German G.P.** (F1, S, T).

AUGUST

1st, Brands Hatch meeting (F3, F.L., S). **7th, Swedish G.P.** (F3, S, T); Circuit of Senigallia (F1, S), Italy; Circuit of Cadours (F1), France. **14th/15th, Pescara G.P.** (F1) and Pescara 12 Hours (S, T). **20th, Oulton Park meeting** (F3, S). **21st, Swiss G.P.** (F1, S); La Baule G.P. (R, S, T), France. **28th, Nürburg 1,000 kms.** (S, T), Germany; Circuit of Vila do Conde (S, T), Portugal.

SEPTEMBER

3rd, Aintree meeting (F1, F.L., F3, S). **3rd/4th, Stockholm meeting** (F3, R, S, T), Sweden.

SPORTS-NEWS

SIX RECORDS FOR TARUFFI

THAT versatile person, Piero Taruffi, Lancia team driver, Ferrari "stand-in", Gilera motor-cycle team manager, and "recordman", took his four-cylinder Gilera-engined, twin-fuselaged Tarf out on to Monthéry track recently, to attack International Class I records some of which stood to John Brise's stream-lined Arnott. He was successful in lowering the 50 km. figure to 201.037 k.p.h.; the 50 miles record to 202.16 k.p.h.; the 100 km. to 199.89 k.p.h.; the 100 miles to 200.73 k.p.h.; the 200 km. to 200.78 k.p.h., and the 1 hour record to 200.79 k.p.h.

SICILIAN SUCCESS FOR STANGUELLINI

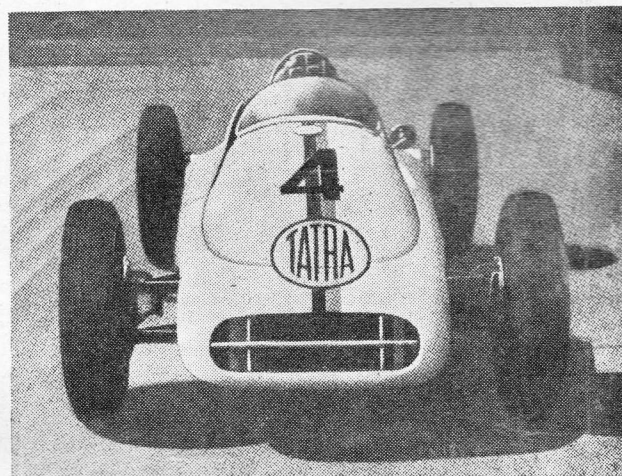
ALTHOUGH Piero Taruffi averaged the highest race speed, and returned the fastest lap of the day in a 3.3-litre Lancia, it was a 750 c.c. Stanguellini driven by Rossi which emerged victor in the 5th Sicilian Gold Cup race for sports cars, run on the Syracuse circuit on 17th October. Like the T.T., in which event Taruffi also met frustration, the Syracuse event was decided on a handicap formula which favoured the smaller machines.

Two events, for up to, and over 1,100 c.c. cars, preceded the final. The first proved a notable victory for the Italian lady driver Maria Teresa de Filippis (Stanguellini) after Giardini (Osca) retired. Second was Rossi, third Siracusa, both driving Stanguellinis.

The over 1,100 c.c. race fell to Taruffi's Lancia after an initial struggle with Piero Scotti's 4½-litre Ferrari and Franco Bordoni's Gordini 3-litre. Bob Said (2-litre Mondial Ferrari) was sixth. Taruffi's success gained him the Italian National Championship in the over 2-litre sports car class. Unfortunately he was unable to drive the Lancia in the Final owing to sickness, leaving Scotti and Bordoni alone to represent the larger cars. Neither could overcome the Stanguellinis' handicap advantage, however, the Gordini finishing fifth behind Rossi and Siracusa in Stanguellinis. Perdisa's 2-litre Maserati and Grimaldi's 1,100 c.c. Osca, while Scotti was seventh. The handicap winner's speed for the 82½ km. Final was 129.2 k.p.h., whereas Taruffi's class-winning speed was 144 k.p.h.

NO THREAT to Mercedes-Benz, Maserati, Ferrari, etc., is apparent in this Czechoslovakian Formula 1 G.P. design, the 90 deg. V8 aircooled Tatra, for which a modest 130 m.p.h. maximum is claimed. Chassis is tubular, suspension independent all-round.

Pictures from Motor Critic.



THE 1955 RACING CALENDAR

THE appended provisional International Calendar of racing events for the 1955 season has been drawn up by the C.S.I. at the recent F.I.A. Congress in Paris. Events in bold type are eligible for the World Drivers' Championship. F1 denotes Formula 1; F3=Formula 3; F.L.=Formule Libre; R=Racing (unclassified); S=Sports and T=Touring.

JANUARY

8th, Auckland G.P. (R), New Zealand. **16th, Argentine G.P.** (F1). **22nd, Lady Wigram Trophy** (R), New Zealand. **23rd, Argentine 1,000 kms.** (S). **30th, Buenos Aires G.P.** (F.L. or S).

FEBRUARY

27th, Circuit of Agadir (S, T), N. Africa.

MARCH

6th, Bollnäs ice race (F3, S), Sweden; G.P. of Dakar (F1), W. Africa. **13th, Sebring 12 Hours** (S), U.S.A. **20th, Casablanca G.P.** (F1), N. Africa; G.P. of Syracuse (F1), Sicily.

APRIL

3rd, Tour of Sicily (S, T). **11th, Goodwood meeting** (F1, R, F3, S); Pau G.P. (F1), France; Circuit of Marrakesh (S, T), N. Africa. **17th, Coupes de Paris** (F1, R, S, T), France. **23rd/24th, Bordeaux G.P.** (F1, R, S, T), France. **29th, Circuit of Marseilles** (S, T), France. **30th, Mille Miglia** (S, T), Italy.

MAY

7th, Silverstone meeting (F1, F.L., S, F3). **8th, Finnish G.P.** (R, F3, S); Naples G.P. (F1), Italy; Rhine Cup (S), Hockenheim, Germany; Spa Production car race, Belgium. **14th/15th, Bol d'Or** (S, T), France. **15th, Luxembourg G.P.** (F1); Circuit of Belgrade (S, T), Yugoslavia. **15th/17th, Six Hours** (S) and Bari G.P. (F1), Italy. **22nd, Monaco G.P.** (F1). **29th, Albi G.P.** (F1, R, S); Circuit of Tangier (R, S, T), N. Africa; Eifelrennen (F1, S, T), Germany; Frontières G.P. (F1, S), Belgium; Supercortemaggiore G.P. (S), Italy. **30th, Indianapolis 500 Miles Race.**

JUNE

2nd, Turin G.P. (F1), Italy. **5th, Belgian G.P.** (F1); Circuit of the Ramparts (S, T), France. **10th, Circuit of Vila Real** (S), Portugal. **11th/12th, Le Mans 24 Hours** (S); Circuit of Opatija (S, T).

10th, Wakefield Trophy (R), Eire. **11th, Italian G.P.** (F1). **17th, Tourist Trophy** (S), N. Ireland. **25th, Modena G.P.** (F1), Italy; G.P. of Berlin (F1, S, T), Germany; Circuit of Karlskoga (F3, R, S), Sweden.

OCTOBER

9th, Coupe du Salon (F1, R), France. **10th, Australian G.P.** (R). **16th, Targa Florio** (S, T), Sicily. **23rd, Spanish G.P.** (F1).

NOVEMBER

19th/23rd, Pan-American Road Race, Mexico (S, T).

DECEMBER

4th, Rio de Janeiro G.P. (R, S), Brazil. **18th, Sao Paulo G.P.** (R, S), Brazil.

INTERNATIONAL F3 EVENTS

February

20th, Freden meeting, Sweden.

March

6th, Bollnäs meeting, Sweden.

April

11th, Goodwood meeting. **17th, Coupe de Paris**, Monthéry.

May

1st, Circuit of Alsace, France. **7th, B.R.D.C./Daily Express Silverstone meeting**. **8th, Helsinki race**, Finland. **29th, Circuit of Metz**, France.

June

5th, Circuit of Orléans, France; Fagioli Cup race, Caldaie, Italy. **19th, Prix de Picardie**, France; Circuit de la Châtre. **26th, Circuit of Bressuire**.

July

10th, Falkenberg meeting, Sweden. **24th, Circuit of Locarno**, Switzerland.

August

1st, Brands Hatch meeting. **7th, Swedish G.P. meeting**; Circuit des Sables d'Olonne. **14th, Cran d'Escalles Hill-Climb**, France. **20th, Oulton Park meeting**.

September

3rd, Aintree meeting. **4th, Stockholm meeting**, Sweden; Circuit de Salon-Provence. **11th, La Faucille Hill-Climb**, France. **18th, Autumn Cup meeting**, Monthéry. **25th, Circuit of Agen**, France; Karlskoga meeting, Sweden.

October

9th, Coupe du Salon meeting, Monthéry.

BRTAIN'S Mike Hawthorn exploded the Mercedes-Benz myth in no uncertain manner when he and his Ferrari won the Spanish Grand Prix on the Pedralbes circuit. Driving as Ferrari's No. 1, he led for 57 out of the 80 laps.

Pace-makers were Ascari (Lancia) and Schell (Maserati). Ascari retired after 11 laps, and Schell drove a superb race till he packed up after 29 laps, having led on no less than 11 laps.

Stirling Moss was eliminated with engine trouble, whilst Fangio covered the last eight or so laps covered in oil when his engine suffered a fractured oil pipe during his vain chase of Hawthorn.

The Copa Barcelona sports car race was won by Picard's 3-litre Ferrari. Chief opposition was supplied by "Ecurie Ecosse" (Salvadori and Sanderson) and Peter Whitehead's Cooper-Jaguar. Jean Behra's ridiculously fast 3-litre Gordini led at first, and then broke its rear suspension. Salvadori took over, but

SECOND BRITON to win the Spanish Grand Prix, Mike Hawthorn with Maurice Trintignant and the victor's flowers after the race. The late H. O. D. Segrave won the G.P. at San Sebastian in 1924 with a Sunbeam.

(British), Fangio (Argentinian) and Ascari (Italian).

I had a talk with Fangio, using Johnnie Claes's knowledge of Spanish, and the World Champion was anything but optimistic regarding the chances of Mercedes-Benz. He said the cars were too heavy, and would lose on acceleration to Lancia, Maserati and Ferrari at the end of the straight (which is uphill). Fangio thought that the Maserati was ideal for the circuit, but favoured Hawthorn's Ferrari if the Lancias failed to last.

Came race-day and practically the entire population of Barcelona made its way to the circuit. The contractors had made a fine job of installations, and we press characters actually had proper chairs and desks, instead of having to hang from ladders. The police were as firm as usual, and it would be easier to slip into Heaven than to dodge into the circuit without a pass. On practice day, Ascari and Villoresi argued for nearly a quarter of an hour before the gendarmerie would allow them to cross the track to their pit.



VIII° GRAN PREMIO DE ESPAÑA

Mike Hawthorn's Magnificent Victory for Ferrari in the Final G.P. of 1954—Musso (Maserati) Runner-up—A Dismal Day for Mercedes-Benz

By

GREGOR GRANT

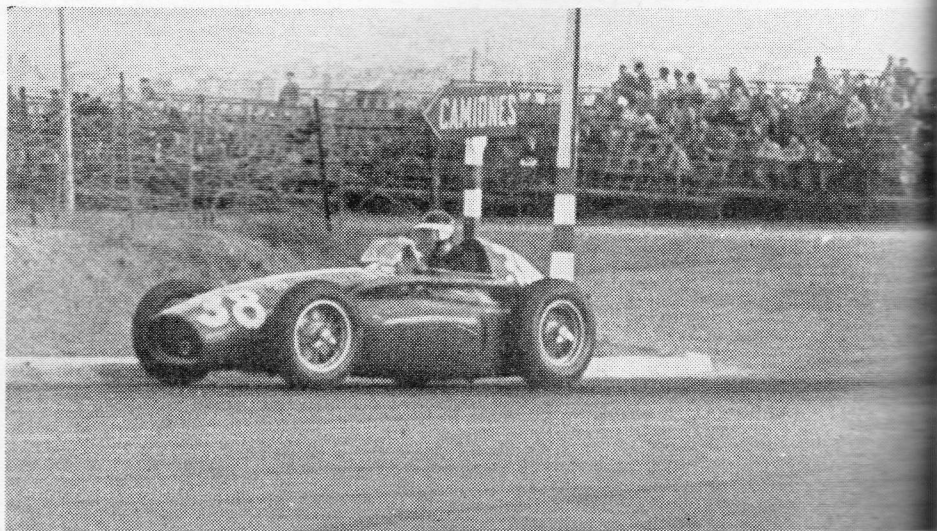
was eventually slowed by sticking on rear brakes. He finished second, with Ninian Sanderson third. Whitehead went out near the end with a broken valve.

* * *

THURSDAY was shunt-day: Peter Collins (Vanwall), Stirling Moss (Maserati) and Mike Hawthorn (Ferrari) were all involved in incidents, the Vanwall being so badly damaged that it had to be withdrawn. Moss's accident may have been due to his car having a central accelerator pedal position.

Incidentally Hawthorn's Ferrari had modified front suspension, with helical springs and double wishbones. The Lancias had four double-choke Solex carburettors—a departure for an Italian racing marque. They are tiny machines and have a curious exhaust note. Anyway, Ascari managed to push his machine round faster than anyone else in practice (2 mins. 18.1 secs.).

Fangio tried both types of Mercedes-Benz, but was precisely a second slower than Ascari. Hawthorn and Schell tied for next best with 2 mins. 20.6 secs. Thus four different makes of car, and four different nations, were represented on the front row—Maserati, Ferrari, Mercedes-Benz and Lancia, driven respectively by Schell (American), Hawthorn



ONE TO GO: Mike Hawthorn on his last lap at Barcelona in the short-wheelbase Ferrari—the car the Italians call "lo Squalo"—"the Shark".

Masses of Vespa scooters appeared on the circuit as part of an advertising stunt, and were immediately chased off by police—mounted, I was glad to note, on British-made Royal Enfield motorcycles.

All the cars were lined up on the grid before Villoresi's Lancia made a most belated appearance. Photographers crowded round the cars and were elbowed out of the way by the police: cameramen in Spain have to be very brave!

Harry Schell (Maserati) was already on the move when the flag dropped. His tanks were only half-filled as part of the Maserati plan. However, Ascari (Lancia) surged away in the lead, jostled by Fangio (Mercedes-Benz), Behra (Gordini) and Schell.

All 20 starters got away safely and the crowd settled down for the 80-lap race, many wondering when they would eat with an 11 a.m. start!

It was Schell in the lead—the plan was working!—closely followed by

Hawthorn, Ascari, Trintignant, Moss, Fangio, Herrmann, Villoresi, Mantovani, Kling and Musso. Behra had dropped back to 13th place, just ahead of the Maseratis of de Graffenried and Wharton.

Round 2, and Schell still kept his lead, but Ascari had displaced Hawthorn for second place, with Trintignant close behind. Fangio had moved up over Moss. To the great disappointment of the crowd, Villoresi drove straight into the paddock to retire his Lancia with non-existent brakes. Manzoni stopped with his blue Ferrari and also retired.

Ascari now began to hurry, and took the lead from Schell on lap 3. Moss re-passed Fangio, and already there was a considerable gap between the six leaders and Herrmann who headed the next group. Mercedes-Benz were not so prominent as expected, with sixth, seventh and 11th places!

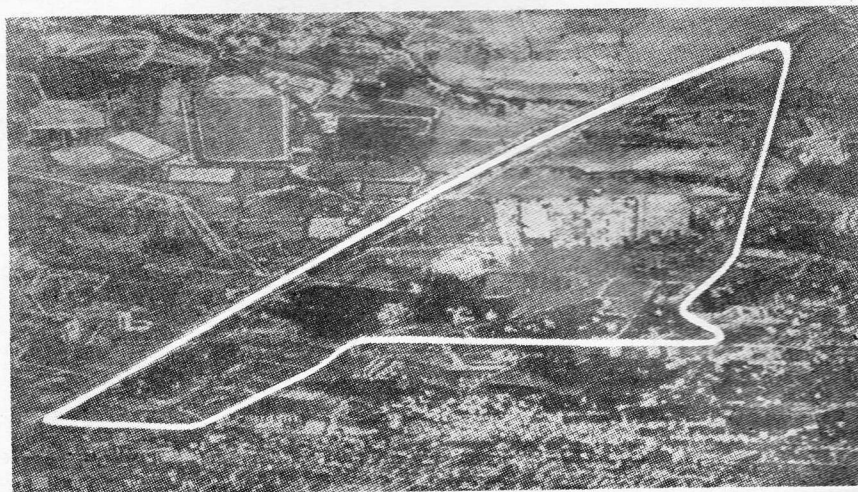
The question now was: "Would Ascari's Lancia hold together?" For lap after lap Schell held on to the dark red car, but on lap 8 Ascari came through with a big lead after Schell had spun and dropped back behind Hawthorn.

A moan of dismay arose when Ascari stopped at his pit on lap 9. Schell once

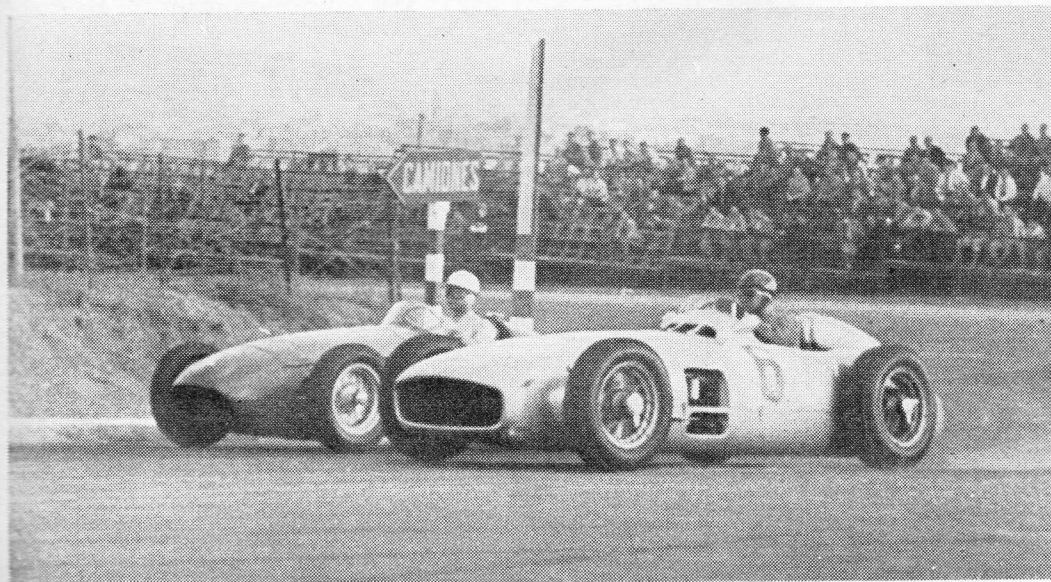
The fight for the lead thrilled the huge crowd. Schell held it for laps 9 and 10, Trintignant for two more tours, Schell again, Trintignant for one, then Schell, and so it went on. Hawthorn seemed to be content to stay with them, without bothering to take command. However, he had a spectacular spin at

the corner which starts the straight and dropped back behind Moss for about half a lap. Behra stopped with his Gordini, then got going again. Swaters (Ferrari) halted on lap 16, while Fangio took Moss a tour earlier. Behra stopped again—this time for good.

On the 18th round, Moss drew up at



LONG STRAIGHT of the fast Pedralbes circuit at Barcelona is emphasized by this aerial photo.



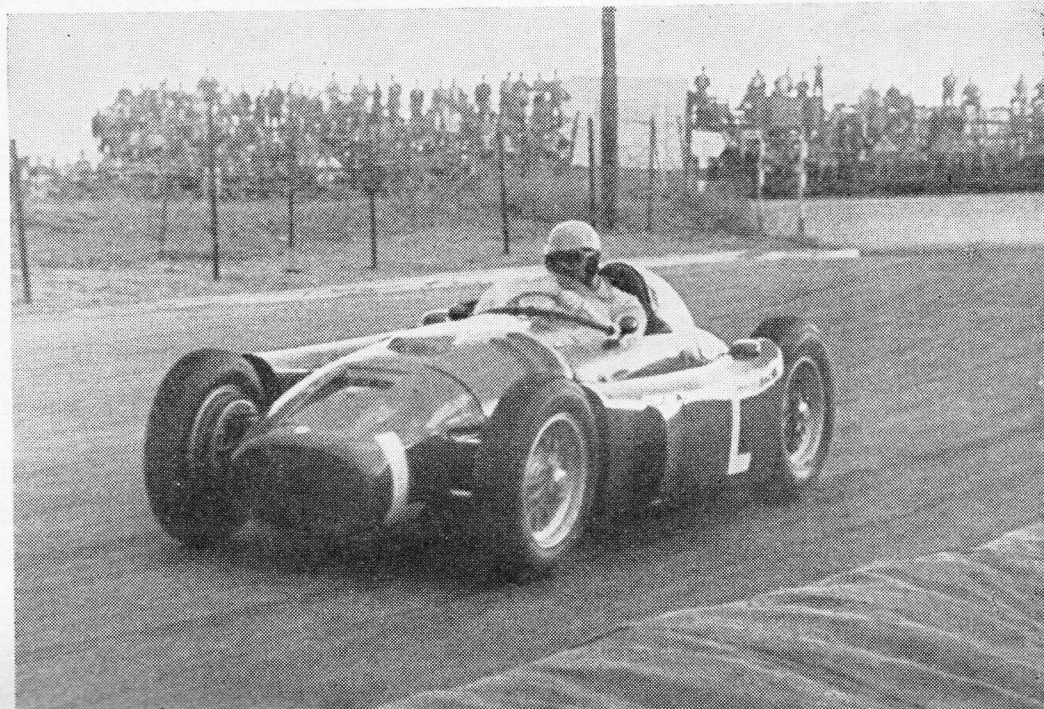
DEAD LEVEL: (Left) Two promising young drivers, new to Grands Prix this year, contest the issue out of a corner: Hans Herrmann is in the Mercedes-Benz, Luigi Musso, second finisher, in the Maserati.

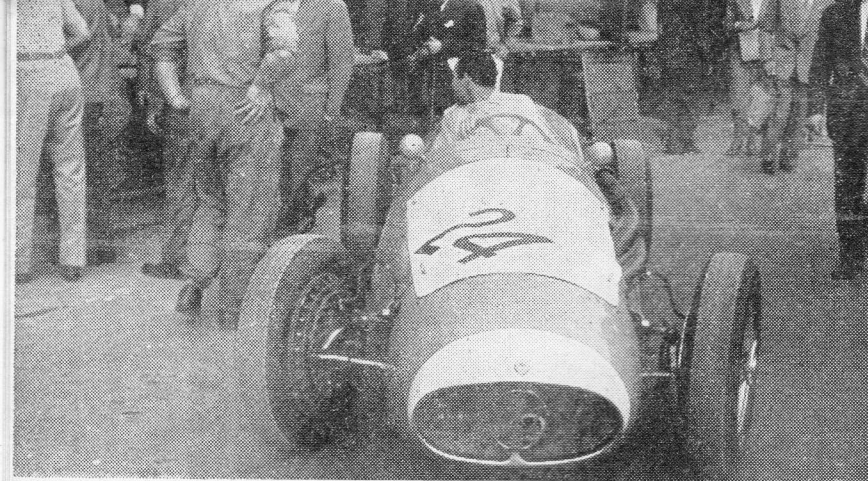
CHALLENGE to Ferrari, Maserati and Mercedes-Benz was flung down in no mean manner by Lancia with their new V8. Below is Ascari setting the fastest practice lap.

more seized the lead, but Hawthorn and Trintignant were on his tail. Moss was gradually drawing away from Fangio. Ascari restarted in 14th place, did one slowish lap, then retired with an inoperative clutch.

STARTING GRID

Schell (Maserati) 2 m. 20.6 s.	Hawthorn (Ferrari) 2 m. 20.6 s.	Fangio (Mercedes) 2 m. 19.1 s.	Ascari (Lancia) 2 m. 18.1 s.
Musso (Maserati) 2 m. 21.5 s.	Moss (Maserati) 2 m. 21.1 s.	Villaresi (Lancia) 2 m. 21 s.	
Mieres (Maserati) 2 m. 22.3 s.	Mantovani (Maserati) 2 m. 22 s.	Herrmann (Mercedes) 2 m. 21.9 s.	Trintignant (Ferrari) 2 m. 21.9 s.
Wharton (Maserati) 2 m. 25.7 s.	Godia (Maserati) 2 m. 24.2 s.	Kling (Mercedes) 2 m. 23.4 s.	
Behra (Gordini) 2 m. 27.8 s.	Manzon (Ferrari) 2 m. 27.5 s.	Pollet (Gordini) 2 m. 27.4 s.	Bira (Maserati) 2 m. 26.1 s.
de Graffenried (Maserati) 2 m. 29.8 s.	Rosier (Maserati) 2 m. 29.8 s.	Swaters (Ferrari) 2 m. 28 s.	





★
**S E N S A -
 TIONAL** was
Harry Schell
 with a 1954
Maserati, who
led initially and
set the fastest
lap of the race,
but eventually
retired with rear
axle failure.

his pit and mechanics examined the engine and removed some packing material which was trailing from the tail. He did a couple of slow laps and then retired with a suspected holed piston.

The position at "las 20 vuelta" was: 1, Trintignant (Ferrari), 50 mins. 29.01 secs.; 2, Schell (Maserati), 50 mins. 29.02 secs.; 3, Hawthorn (Ferrari), 50 mins. 29.08 secs.; 4, Fangio (Mercedes), 50 mins. 50.00 secs.; 5, Herrmann (Mercedes); 6, Musso (Maserati); 7, Mantovani (Maserati); 8, Mieres (Maserati); 9, Kling (Mercedes); 10, Wharton (Maserati).

Godia (Maserati) called at his pit, and dropped to last place behind Pollet's Gordini. A lap later Ken Wharton stopped to check a leak on his reserve tank. On the same lap (22) Hawthorn decided to lead for a change, was taken by Schell next time round, and then took command again. Harry's blue and white car must have had some adventures somewhere, for on lap 24 he came through behind Fangio.

Mike Hawthorn was now fully in the groove, and his team-mate Trintignant was supporting him admirably. It looked as though Schell had shot his bolt, for he began to lose ground to Fangio.

Things began to happen quickly. On lap 29 Schell coasted in to retire with a broken rear axle, getting a big hand from the crowd for a magnificent drive. One tour later, Trintignant halted at his "box", stayed there for a time, leaving Hawthorn with a vast lead over Fangio.

With 30 laps covered—and 50 to go—there were 14 drivers still in the race, of which Hawthorn, Fangio, Musso, Herrmann, Mantovani, Mieres and Kling were on the same lap.

Hawthorn had 21 secs. lead over Fangio, and Neubauer had boards hung out every lap for his No. 1. Herrmann could make no impression on Musso, who was showing fine form. The unhappy Kling was not gaining anything on Mieres.

On lap 36, Bira and Rosier, scrapping for eighth place, both stopped. Rosier won the "race" to get away, as Bira's car had lost its brakes and had oil pouring out of a cracked diff. housing.

Herrmann's car began to burble badly, and with much waving of flags Neubauer brought him in. Nobody appeared to bother to give signals to Kling, who had been unable to comply with "faster-faster" orders. Herrmann was stationary for over three laps, while Uhlenhaut & Co. had a pow-wow.

Meanwhile, half-distance had come up, with Hawthorn leading Fangio by 21.5 secs. and Musso by 38.7 secs. Juan Manuel began to drop back still farther, and the faces in the Daimler-Benz pit

grew longer and longer. Herrmann's car sounded terrible, while Hawthorn was on the point of lapping Kling, which he did on lap 42.

A sudden dust storm sprang up, and thousands of pieces of paper advanced rapidly down the circuit, many of them to be sucked against radiator grilles. On lap 47, de Graffenried came in bearing his exhaust pipe aloft and after a short consultation with his mechanics set off without it. Herrmann stopped again, and restarted with his engine sounding like a bag of nails. Buster Keaton would have looked like the world's happiest man if he had been in the Merc pit!

At 50 laps, Fangio had managed to cut Hawthorn's lead to 18.3 secs., and had 18 secs. over the enterprising Musso. Mantovani had come up close to the last-named, while Mieres had completely outstripped Kling. Herrmann's car was pushed to the dead park.

De Graffenried stopped for the third time, just being beaten by Bira for the honour of most constant visitor to the pits. Hawthorn once more widened the gap, Fangio being unable to do much about it. The situation was most interesting; with 23 laps to go, Fangio was 23 secs. in arrears. Unless anything happened to Hawthorn, it seemed unlikely that the rather tired-sounding Mercedes-Benz could pull back a second a lap.

Mantovani tried to take Musso on lap 55, overdid things and dropped back



TIRED and oil-soaked, Fangio after finishing third in a crippled car. Accompanying him is Artur Keser of Mercedes-Benz.

behind Kling. He toured round slowly for one more lap, then retired.

With 20 laps left to be covered, Wharton came in for a plug change. This dropped him from sixth place to seventh, and when he restarted his engine sounded ropery. There were now only nine cars left in the race, and Hawthorn, Fangio and Musso had lapped the other six.

Round and round went the "Farnham Flyer". His pit signalled his exact position every lap and Fangio was definitely dropping still farther behind.

There were just 10 laps to be covered when Fangio's Mercedes began to spew out smoke. It looked just ready for the great big bang, and the Ferrari pit gave Hawthorn the steady signal. Not so the Maserati "box". Temporarily unemployed drivers such as Moss, Schell and Mantovani conveyed the glad tidings to Musso, telling him to give it the boot. The Italian complied, and moved up to second place.

Fangio was being completely drenched in oil, but gamely battled on. It is of such stuff that champions are made. No one could have blamed him if he had stopped, as hot oil over one's face and arms is not the most pleasant form of bathing!

So ended the 1954 Spanish Grand Prix with Mike Hawthorn winning his second Grand Prix. He was absolutely mobbed at the finish, and one could hear the whoops of delight from the remarkably large British contingent above the "yack-yack" of excited Spaniards.

RESULTS

Spanish Grand Prix

1, Mike Hawthorn (Ferrari), 3 hrs. 13 mins. 52.1 secs. (157.734 k.p.h.), 97.858 m.p.h.; 2, Luigi Musso (Maserati), 3 hrs. 15 mins. 5.3 secs.; 3 (1 lap behind), Juan Manuel Fangio (Mercedes-Benz); 4 (1 lap behind), Roberto Mieres (Maserati); 5 (1 lap behind), Karl Kling (Mercedes-Benz); 6 (1 lap behind), Francesco Godia (Maserati); 7, Louis Rosier (Ferrari); 8, Ken Wharton (Maserati); 9, B. Bira (Maserati).

Fastest lap: Harry Schell (Maserati), 2 mins. 17 secs.

Retirements: Manzon, Villoresi (on 3rd lap); Ascari (11th); Swaters (17th); Behra (18th); Moss (21st); Schell (30th); Pollet (38th); Trintignant (48th); Herrmann (51st); de Graffenried (57th); Mantovani (59th).

* * *

IX COPA BARCELONA

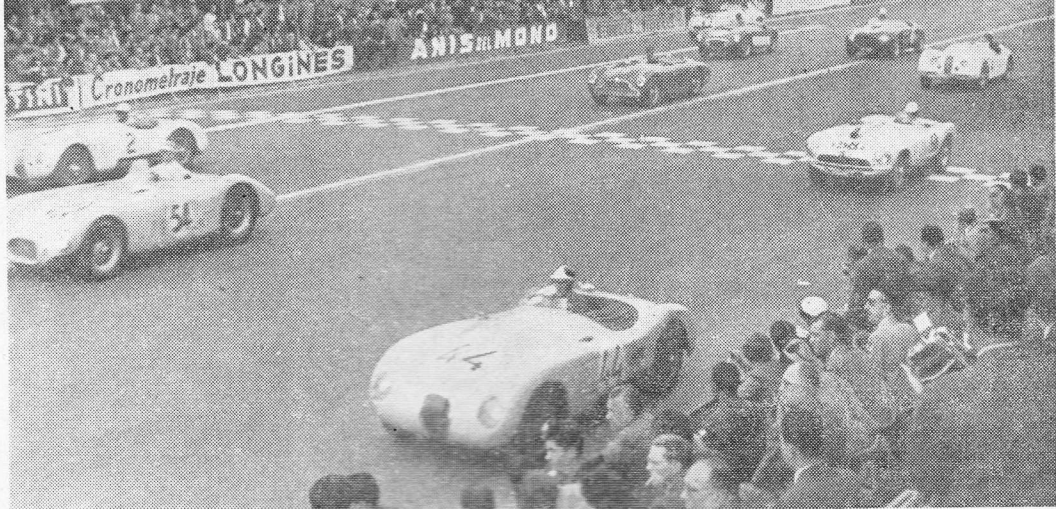
THERE was a strong British entry for the Barcelona sports car race, including three Jaguars of "Ecurie Ecosse", Peter Whitehead's Cooper-Jaguar, Graham Whitehead's DB3S Aston Martin and Don Beauman's DB3. Unfortunately, the engine of Sir James Scott-Douglas's car blew up when Roy Salvadori was driving it, which brought Ecurie Ecosse down to two. Easily the fastest car in practice was the latest 3-litre Gordini, with which Jean Behra clocked 2 mins. 27 secs.—5 secs. faster than the next best, Whitehead (Cooper-Jaguar).

Pegaso produced three cars with two-stage supercharging. Although they made a lovely noise, they were not particularly rapid. One of them was a 3.3-litre machine.

A surprisingly large crowd turned out. The circuit was closed by a red Ford Thunderbird which attracted a great deal of attention.

Behra rocketed into the lead when the 24 cars were unleashed, closely followed by Peter Whitehead, Roy Salvadori and

NEW TO BARCELONA was the sports car race, the Premio Penya Rhin. This picture shows Jonneret (Jaguar, No. 2), Estager (Talbot, 54), Arnold (Jaguar, 44), Beauman (DB3 Aston Martin, 36) and Palaci (Pegaso, 58) leaving the line.



Louis Rosier (4.5 Ferrari). "Ecurie Ecosse" took charge, and on lap 1 Ninian Sanderson and Salvadori came through ahead of Behra, with the Cooper-Jaguar in fourth spot.

Although it was a 40 laps race, it was flat out from the start. Behra whistled past the two Jaguars to establish a long lead, lapping at well over 90 m.p.h.

After five laps, the leaders were Behra, Salvadori, Picard (Ferrari), Sanderson, and P. Whitehead—all having lapped Felman's Gran Turismo Lancia.

Villamil's Pegaso spun at Numancia corner, and cars dodged him left and right. With nine laps gone, Behra had already passed the Lancia twice. Ducrey's little ex-prototype 2-litre Alfa Romeo "Disco Volante" was early in trouble, was put right, and hurtled away with a rare-sounding exhaust note.

Behra retired after 11 laps with a broken rear suspension, letting Salvadori into the lead. He held it for six laps, but was overtaken by Picard's Ferrari when his rear brakes began to stick on. Sanderson was also in trouble, fumes

from the engine making him violently sick and almost blinding him.

The Pegasos disappeared one by one. Villamil's going up in flames near the end of the straight. Behind Sameiro's Ferrari, Graham Whitehead was having a race-long duel with Nogueira's 3-litre Ferrari. The DB3S had the measure of the red car until the front dampers ceased to exist. It then became a problem to keep it on the road at all as well as keeping up with the Ferrari.

Peter Whitehead held what looked like a safe third place for 22 laps, then had a valve drop. Don Beauman had edged his DB3 into tenth place only to halt

with a mysterious misfiring. This was eventually traced to the fuel feed from the auxiliary tank. Musy's 2-litre Maserati was up amongst the bigger stuff, but vanished near the end.

Salvadori never gave up trying, but Picard held on to his lead. Sanderson was third ahead of Nogueira and G. Whitehead.

Sports Car Race

1, Francois Picard (3-litre Ferrari), 1 hr. 42 mins. 43.7 secs.; 2, Roy Salvadori (Jaguar); 3, Ninian Sanderson (Jaguar); 4, Sameiro (Ferrari); 5, Nogueira (Ferrari); 6, A. G. Whitehead (Aston Martin); 7, Arnold (Jaguar); 8, Estager (Talbot); 9, Jonneret (Jaguar); 10, Musy (Maserati); 11, Claes (Ferrari); 12, Michi (Maserati).
Fastest lap: Behra (Gordini), 2 mins. 30.2 secs.

1954 WORLD DRIVERS' CHAMPIONSHIP

Final Placings, subject to confirmation

Driver	Argentine G.P.	Indianapolis 500 miles	Belgian G.P.	French G.P.	British G.P.	G.P. of Europe	Swiss G.P.	Italian G.P.	Spanish G.P.	Best Five Performances	Final Placing
FANGIO	8	*	9	8	3	8	9	8	4	42	1
GONZALEZ	5		1½		8	3	6	3		25	2
HAWTHORN			1½		6	3		6	8	24½	3
TRINTIGNANT	3		6		2	4		2		17	4
KLING				6		4			2	12	5
HERRMANN				1			4	3		8	6=
VUKOVICH		8								8	6=
MIERES							3		3	6	7=
MUSSO									6	6	7=
FARINA	6									6	7=
BRYAN		6								6	7=
McGRATH		4								4	8=
MOSS			4							4	8=
MANZON				4						4	8=
MARIMON					4					4	8=
MANTOVANI						2	2			4	8=
BIRA				3						3	9
VILLORESI				2						2	10=
MAGLIOLI								2		2	10=
PILETTE			2							2	10=
BAYOL	2									2	10=
NAZURAK		2								2	10=
RUTTMANN		1½								1½	11=
CARTER		1½								1½	11=
SCHELL									1	1	12

SYSTEM OF SCORING: 1st place: 8 pts.; 2nd, 6 pts.; 3rd, 4 pts.; 4th, 3 pts.; 5th, 2 pts. Fastest lap of race: 1 pt. Co-drivers divide points.
Scoring on each driver's five best performances.

With JOHN BOLSTER at

CONSIDERING that the London Motor Show follows so closely on the heels of the Paris Salon, it is astonishing how different the two exhibitions are. In the first place, of course, there is the difference between the two capitals—a whale of a difference, if you ask me. It goes deeper than that, however. Traditionally, Paris is the home of the exotic, the futuristic, the prestige exhibit, but London is the place where orders and cheques are signed and cars, thousands of them, are actually bought and sold.

This year, the Motor Show at Earls Court is more practical than ever before. It lacks the almost apocryphal Pegaso, the fabulous Ferrari, and the magnificent Maserati, but every car shown is good value for money, well suited to the type of work for which it was built, and a thoroughly sound engineering job. There are no bad cars, and if, in the following descriptions, I find it necessary to criticise any of them, that detracts but little from the very high standard they all achieve. This is, in fact, as good a show as I can remember.

If this is a serious exhibition of the kind of cars that you and I, or perhaps our wealthier relations, can buy, I am delighted to say that on one coach-builder's stand, sheer display of wealth and vulgar ostentation are allowed to run riot. I refer to what most of us, almost affectionately, refer to as, "the Docker Shocker". When I entered the hall, I had heard rumours of a dockers' strike, but there it was, star spangled as usual, with all the sinful luxury, the cunningly hidden glasses, the crocodile hide, in fact, everything that we now feel we have a right to expect.

Away with frivolity, however. Let us turn to the technical lessons of the show. After going from stand to stand, one might be forgiven for thinking that most manufacturers were offering detail improvements and better value for money, but that there had been no real advance. A few more 100 m.p.h. cars have been added, certainly, which merely confirms last year's trend, but the new progress is elsewhere. The most important news is that, at last, the Achilles heel of the modern car is receiving attention. The accent now is on brakes.

It is of enormous interest that the disc brake is at last exhibited on cars offered

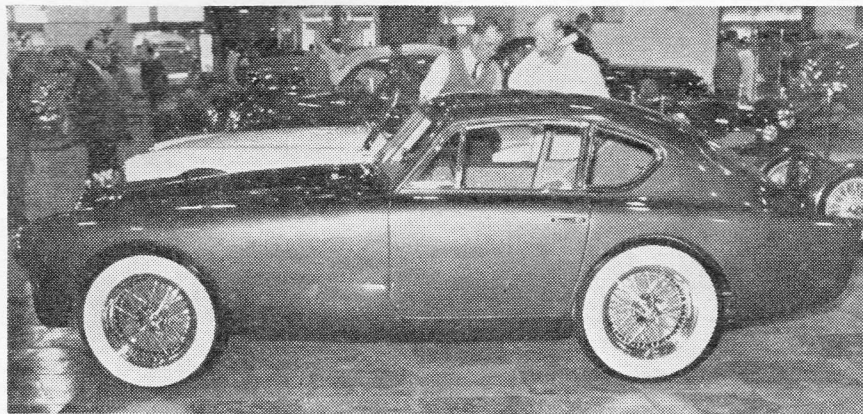


for sale. The Healey 100S is admittedly a special case, for at the moment only 50 of them are being constructed, to be sold for dollars—4,995 of them, to be precise. The D-type Jaguar, on the other hand, is shown with a price ticket in pounds, and an astonishingly moderate one at that. These disc-braked, super-speed models are the shape of things to come, and if this form of anchor is not just round the corner, it may quite soon be available for the faster and more expensive cars.

Among normal production machines much attention is being given to brakes. The Bristol, for one, has considerably greater lining area, and so has the Triumph. Servo operation is met with increasingly, and the latest Lagonda has an excellent example of this system. Most cars with a competition background

can be recognized by their large drums, and the Alfa Romeo "Giulietta", for instance, has enormous brakes for a car of only 1,300 c.c. Most American machines have relatively tiny drums, but these are mercifully hidden. In the case of the Hudson "Italia", however, the use of "knock-on" wire wheels displays such minute brakes that one realizes this is no sports car, streamlined coachwork notwithstanding. It is, however, the exception that proves the rule, and bigger and better brakes are generally to be found.

Another technical trend is the general adoption of the overdrive. The Laycock-de Normanville unit features on a great number of cars, being mounted as an extension at the rear of the gearbox. Certain short-chassis machines are debarred from employing it, by reason of insufficient propeller shaft length, but



GRACEFUL indeed is the new coupé Aceca (above) on the 2-litre A.C. Ace chassis. One has been ordered by Norman Wisdom.

★

CAPACIOUS: (Left) The boot of the Aceca offers ample luggage accommodation—and, perhaps, a means of entry when the car door keys are mislaid!



it is small enough to fit easily into the majority of chassis.

Quite the best idea in this connection is the overdrive switch on the Bristol. In this case, the switch automatically clicks back to the direct drive position when one changes down to third gear. It avoids the disconcerting effect of changing back into top and finding the overdrive already engaged. This is easily done through forgetfulness with a plain switch, but may actually be dangerous if one is engaged in passing another vehicle.

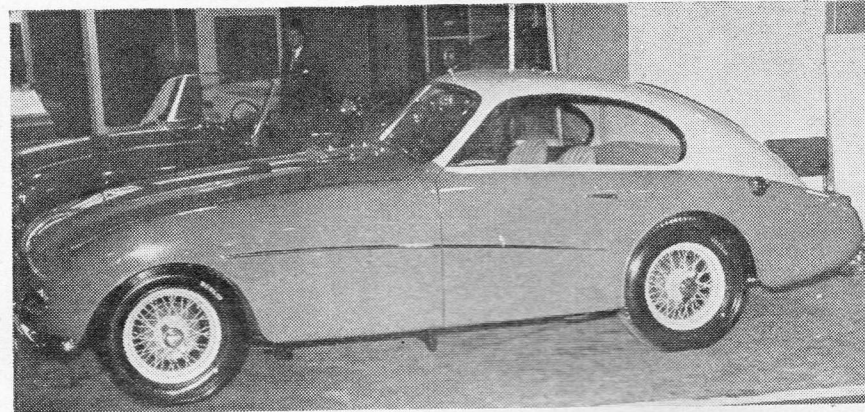
A great advantage of the overdrive is the opportunity it gives to lower the axle ratio slightly. This makes the normal performance more brilliant, while the geared-up ratio ensures effortless cruising. The component is at its best when mated with a good four-speed gearbox,

ANOTHER new hard top of pleasing lines is that of the 2½-litre Zephyr Zodiac-engined Allard.

but it can be applied to a wide-ratio three-speed box, when "overdrive second" becomes a useful passing gear.

Another transmission development is the gradual spread of fully automatic gearboxes. These have been available for some time on Rolls-Royce, Bentley, and Jaguar cars, and now the 3.4-litre Armstrong Siddeley Sapphire can be so equipped, as a third alternative to the "Preselectric" or all-synchromesh boxes. Borgward also offer an hydraulic torque converter, plus an automatic two-speed epicyclic reduction box, on their 2.4-litre model.

Perhaps the most interesting "two-pedal" car, though is the new Lanchester "Sprite", for with an engine of only 1,622 c.c., it brings an automatic transmission within the reach of the average British motorist for the first time. I predict a great success for this car; it is



seat to get in myself, whereupon he chased Jock Henderson round the stand, forlornly waving a cheque book. This is a lovely, lovely car, and it has everything—looks, comfort, room, luggage space, all the "musts" for a real sports

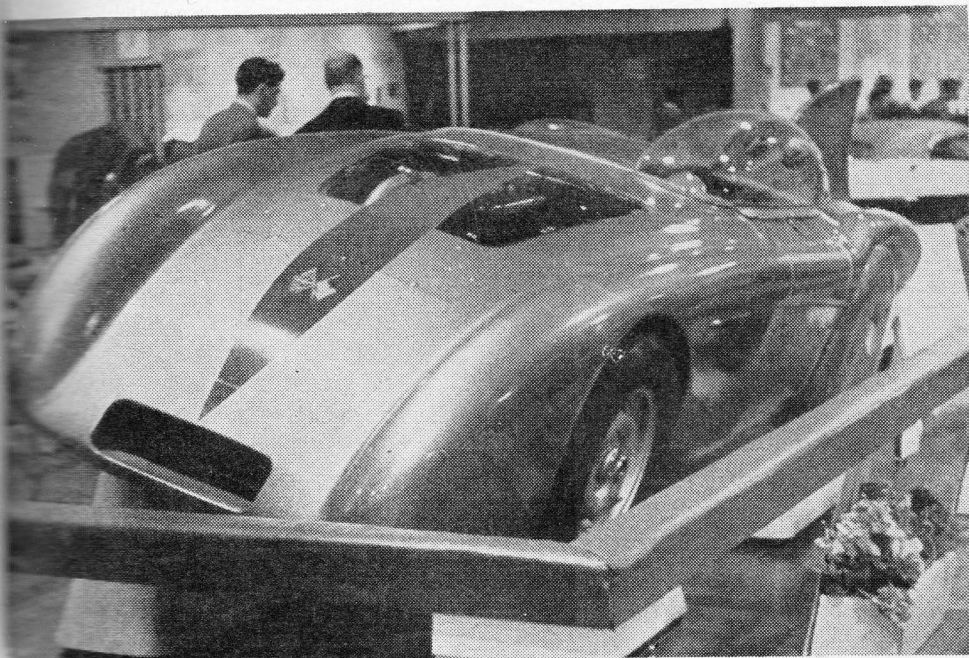
hard-top coupé. The chassis is the all-independent Tojeiro design, and the engine the well-known light-alloy 2-litre which, being smooth and quiet, is ideal for a closed car. Price £1,722, including P.T.

Another delectable hard-top is the little twin-cam Alfa Romeo "Giulietta". We have already described this in our Paris number, but one might mention that two gentlemen named Fangio and Moss have signed order forms!

The Allard makes a come-back, still with swing axles in front and Ford machinery. There is a nice coupé by Abbott with a Zephyr engine, but at £1,772 it seems a bit pricey. The Alvis still offers quiet dignity to the man who dislikes the new look, and the fastest model has a maximum around 100 m.p.h.

The beautiful Aston Martin and its equally lovely engine are on view, and this is still one of the world's very best sports cars. The DB3S competition car is also shown, and this is a magnet for all the younger enthusiasts, and some who are not so young. Of superb design and finish, it looks so very right, and one can only wish that more of the chassis details were visible.

The extremely popular Austin-Healey can now be had with a detachable hard-top, which brings many saloon amenities to the sports-car owner. The appearance is quite pleasant, though the absence of wind-down windows betrays its temporary nature. The new "100S" is for export only at the moment, but it



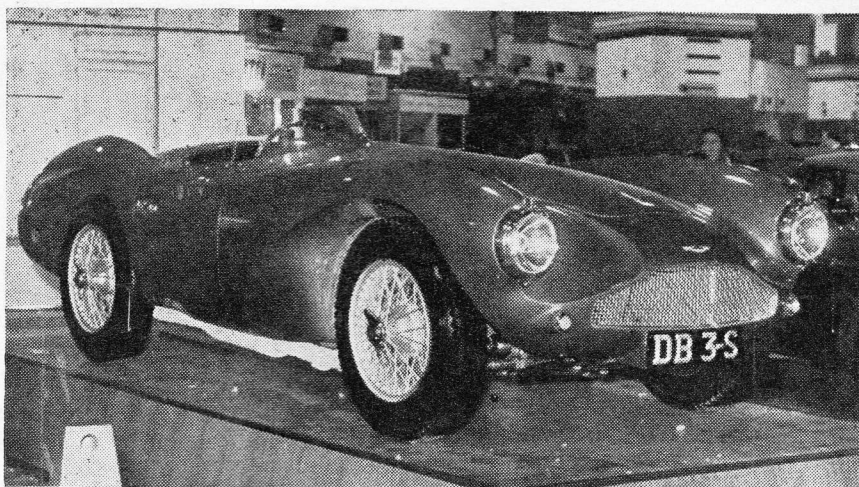
SALT ON ITS TAIL: The special record-breaking Austin-Healey is a great attraction at Stand 132. The car established several International Class D records last August on the Utah Salt Flats, reaching the remarkable speed of 192.6 m.p.h. over the flying mile.

SILVER SALOON: Another attractive exhibit is the Mercedes-Benz 300SL, amongst the finest-looking machines at the Show.

wanted in this country by many people who have been hankering after an "automatic", and it will sell well abroad where a new generation of drivers have been brought up on clutchless American cars. The transmission in this case is the Hobbs, which, by ringing the changes on clutches and brakes, produces four useful ratios from a double epicyclic train.

However, let us stop being technical and talk about actual cars. Both alphabetically and aesthetically, the new A.C. coupé comes high on the list. I had to push Norman Wisdom out of the driving





DRAW to motor sporting enthusiasts is the Aston Martin DB3S (left) which in production form has a modified front grille.

features a new four-port light-alloy head, and a special close-ratio four-speed gearbox, in addition to its disc brakes. The Bonneville record-breaking car is also shown, but surely the size of the super-charger makes nonsense of the claim that it was used "to compensate for loss of power at high altitude". At that rate, one calculates that the Salt Flats must be higher than Mount Everest!

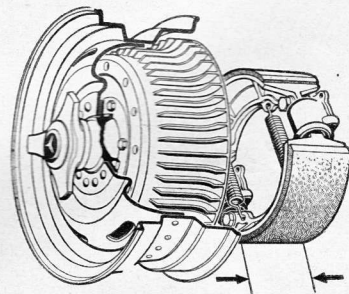
Personal trial has proved that the Bentley Continental provides more effortless travel than any other car. It now has an extra 3 mm. in the bore, and the new Park Ward drophead coupé is one

has many imitators, a proof, if such were needed, of their excellence. The American Ford "Thunderbird" sports car is of great interest, because one gathers that it really is going to be produced in quantity. It is a compact and attractive car, with a wheelbase of only 8 ft. 6 ins. The new overhead valve V8 engine has a capacity of just over 4 litres, which, with a four-barrel carburettor and 8.1 to 1 compression ratio, should produce some real power. The conventional box frame has i.f.s. by helical springs, semi-elliptic rear suspension, and a proper little floor-mounted lever for

the three-speed gearbox. The French Ford, exhibited under the name Vedette, is a small V8 of very smart appearance.

Frazer-Nash exhibit well-tryed models, though the "Sebring" is an all-enveloping two-seater that may be new to some of us. The new Hillman Minx o.h.v. engine is worthy of study. With an equal bore and stroke of 76.2 mm. (1,390 c.c.), it might well be a suitable power unit for a small sports car.

It is almost impossible to get on to the Jaguar stand, so enormous are the crowds. These great cars represent even more amazing value for money this year, and one is lost in admiration at this astonishing achievement. The 3½-litre engine has been developed till it gives 190 b.h.p. without loss of docility. Of all the Jaguar exhibits, perhaps the XK 140 fixed head coupé is the most attractive. This is basically a two-seater, but with room for one adult or two children behind. With its excellent all-round visibility and attractive appearance, this car must appeal greatly at only



Laterally-ribbed brakes of notable width are a feature of the 300SL Mercedes-Benz.



£1,140 (plus £476 P.T.). The "D" type sports-racer with its magnesium integral construction, 250 b.h.p. engine, three twin-choke Weber carburettors, and servo-operated disc brakes, has a basic price ticket of £1,895 on it. Personally, I would expect to pay at least £5,000 for all that engineering, judging by some Continental prices!

Quite one of the most attractive cars in the show is the Jensen 541. This extremely pretty two-door close-coupled four-seater coupé is made of fibreglass, but it is easily the best-finished plastic body that has yet appeared. Low, small, and beautifully shaped, one sees many

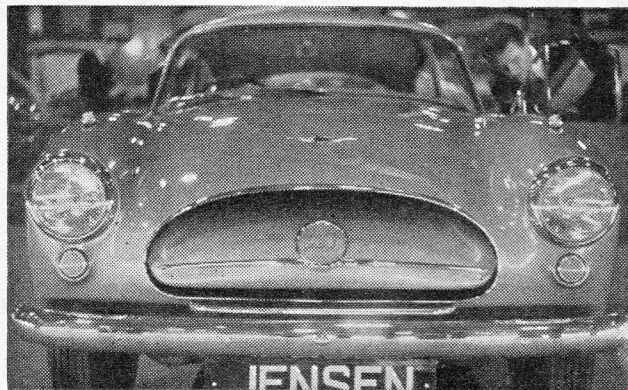
of the most patrician carriages ever offered. One can have automatic transmission, or the delectable right-hand lever, to choice.

Lower and even more luxurious than before, the new Bristol is a logical development from previous models. Daimlers only show their more dignified models, but a fixed-head two-seater coupé on the Conquest chassis is displayed on the Carbodies stand.

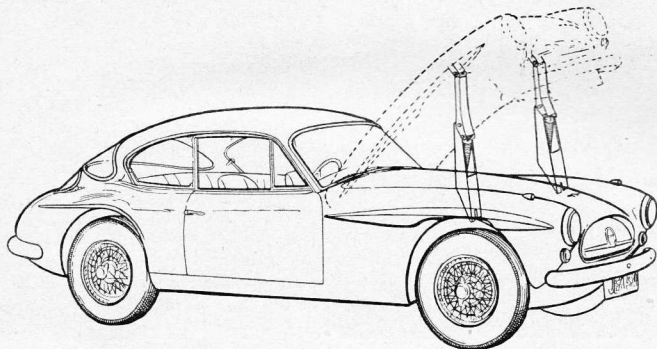
Fiat show the 1,100 TV, which is a very compact four-door saloon with a maximum speed of well over 80 m.p.h. Many racing drivers own these cars, and Tony Crook bought one on the first day of the show.

The British Ford range of cars now

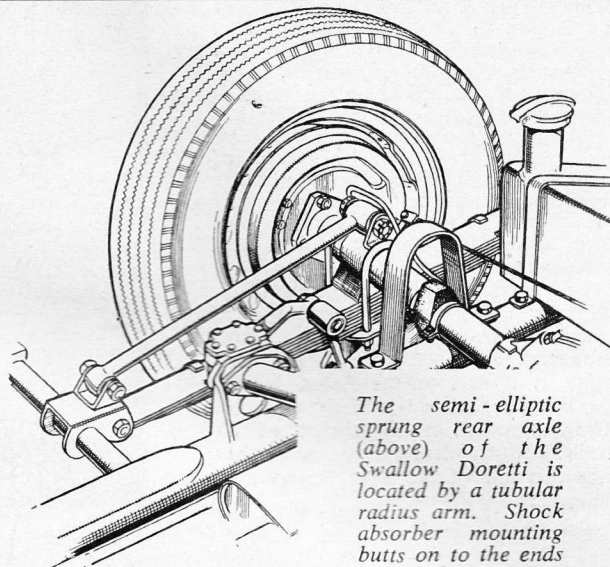
PLASTIC, and one of the finest-bodied cars at the Show, is the Jensen 541, with 4-litre Austin engine. View above shows the graceful tail treatment. On the right, the front grille which can be closed or open at will.



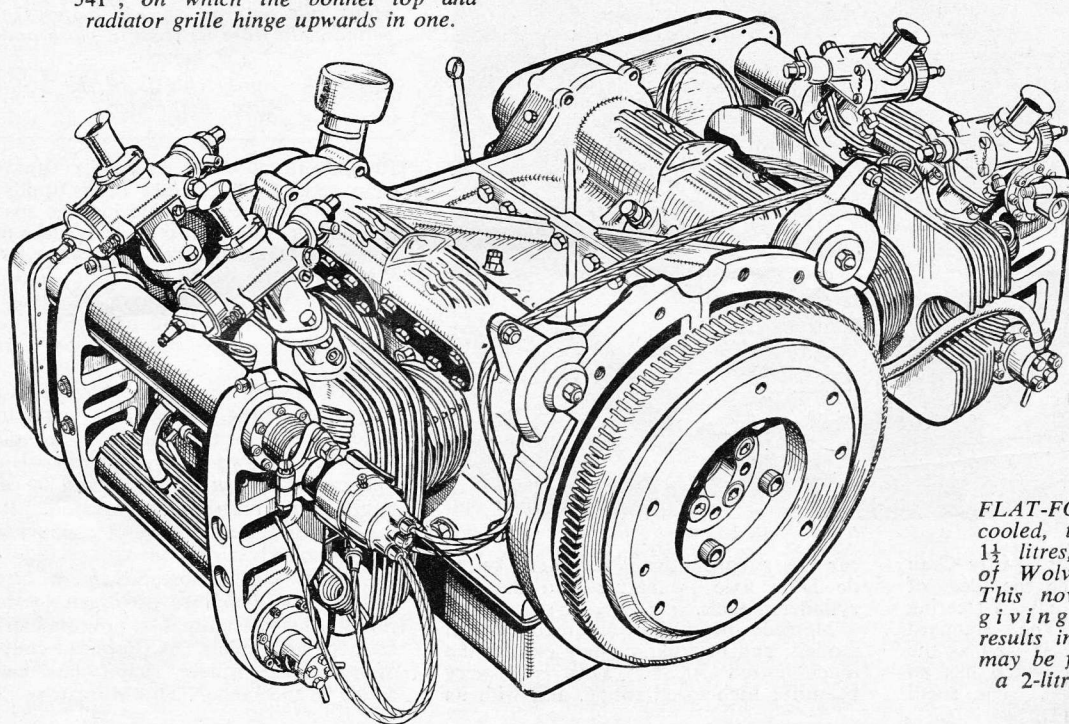
EARLS COURT SKETCH PAD by THEO PAGE



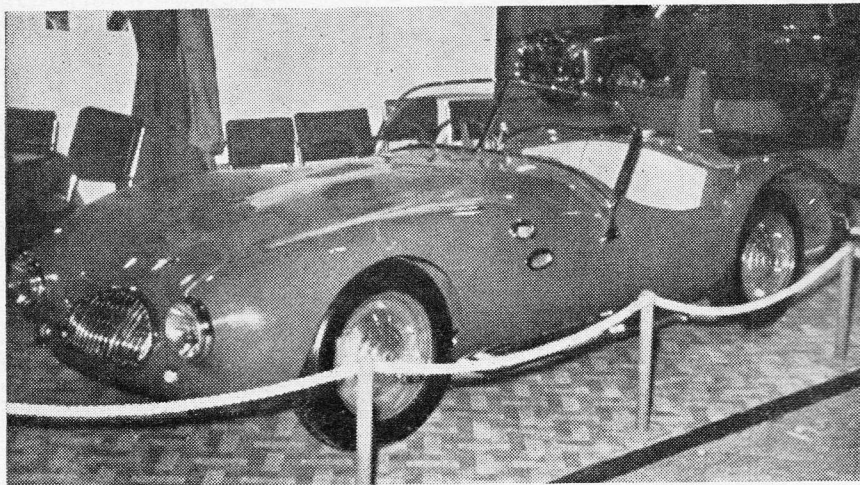
One of the most striking cars at the Show, the all-plastic bodied Jensen "541", on which the bonnet top and radiator grille hinge upwards in one.



The semi-elliptic sprung rear axle (above) of the Swallow Doretti is located by a tubular radius arm. Shock absorber mounting butts on to the ends of a chassis cross member.



FLAT-FOUR, air-cooled, twin o.h.c., 1½ litres, by Kieft of Wolverhampton. This novel unit is giving promising results in tests, and may be followed by a 2-litre edition.



celebrities fingering their cheque books round this one. It has a conventional chassis, with helical spring for the i.f.s. and semi-elliptic rear springs. The motive power is a 4-litre Austin engine which, with three S.U. carburettors, probably develops 140 b.h.p.

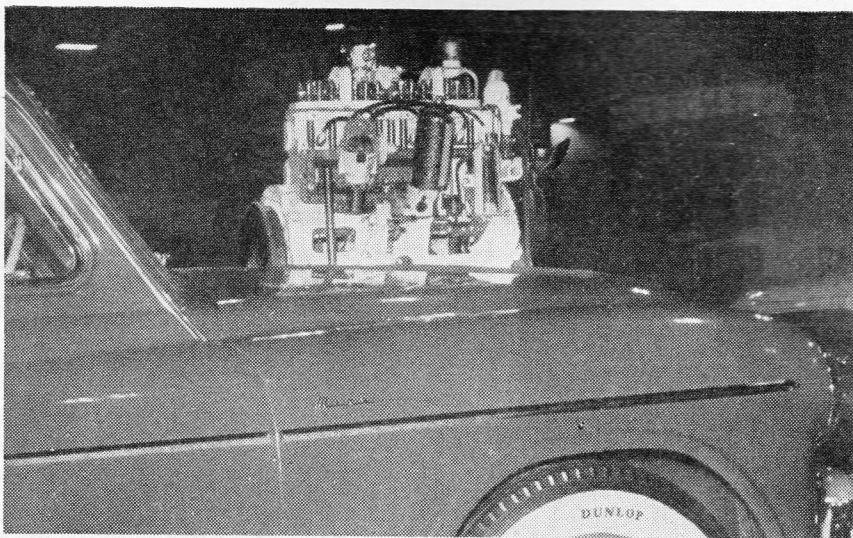
The Kieft stand contains much of interest to the sporting driver. Two 1,100 c.c. competition models are shown, one an actual T.T. car. The fibreglass bodies are low and functional, and the driver is seated normally on the right, unlike earlier Kiefts. The suspension is independent all round, by helical springs in front and a transverse spring behind, plus wishbones. Both cars are fitted with

KIEFT "1,100": The very neat plastic-bodied Kieft sports. Our apologies for labelling an earlier 2-litre model an "1,100" in last week's issue.

the new light-alloy Coventry Climax engine. This is an over-square unit of 72.4 mm. x 66.7 mm. bore and stroke. On a compression ratio of 8.8 to 1 it develops 75 b.h.p. at 6,300 r.p.m.

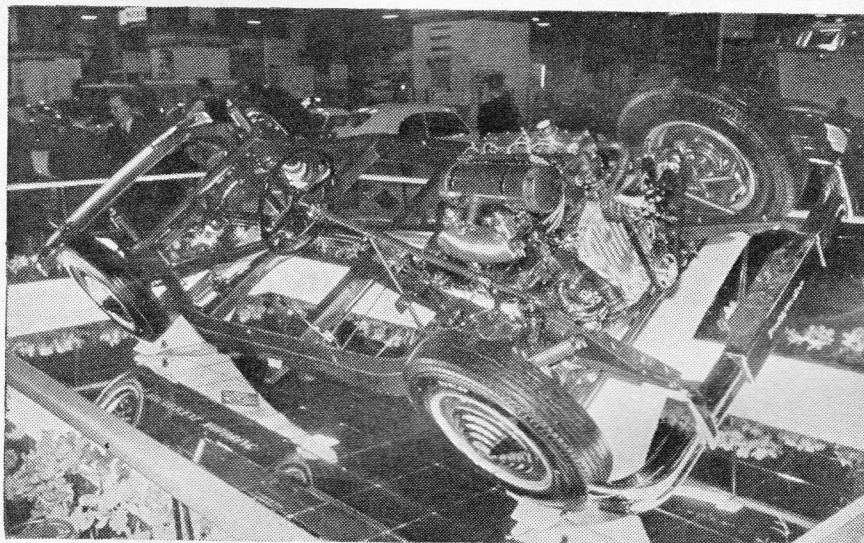
Another Kieft project on the stand is a flat-four air-cooled engine. This has Norton cylinders and four overhead camshafts, which are driven by a train of gears and two chains. It looks rather a box of tricks, but tests are proving very promising. The show engine is a 1½-litre, but a 2-litre with two-plug heads is also envisaged.

The Lagondas look most gentlemanly, and their appearance is an acceptable compromise between the traditional and the aerodynamic. The twin camshaft engine is related to the Aston Martin unit, but the chassis is entirely different, having independent suspension of all wheels. Much development work has made this one of the most desirable of luxury cars.



POWER BULGE! (Above) An amusing exhibit is that of the newest Hillman Minx, the engine of which pops up periodically from its rightful place under the bonnet.

(Left) The sturdy chassis of the 2½-litre Riley "Pathfinder".



Lancia show the famous 2½-litre Gran Turismo, which would be the ideal of many of us if it did not have a steering column gear lever. The standard "Aurelia" is also shown, as well as the little 1,090 c.c. "Appia", which has an incredibly compact engine. The small

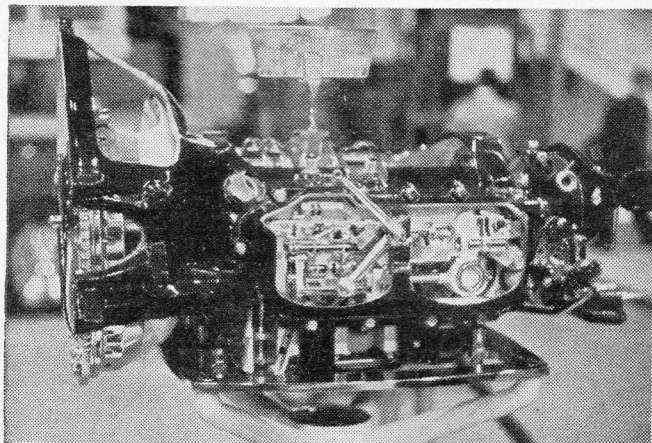
car has a conventional rear axle, but a de Dion axle is featured on the six-cylinder models.

Mercedes-Benz show all their normal models, and in addition they exhibit the much-desired 300SL. This is a very beautiful high-speed coupé, and with its

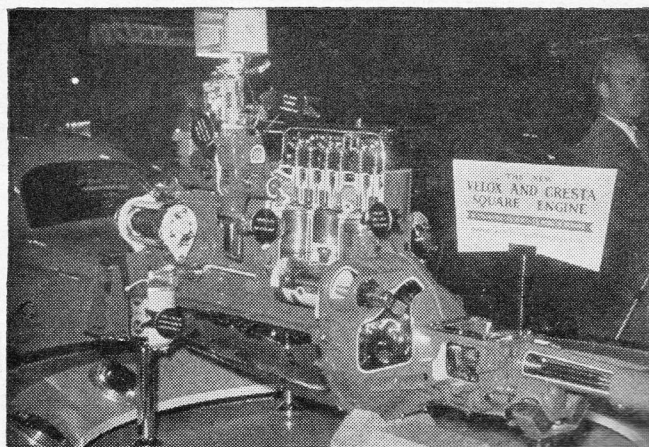
fuel-injection 3-litre engine is capable of exceeding 150 m.p.h. It is quite a practical car, having some luggage space in addition to the two seats. Although the space frame naturally impedes entry, the gull-wing doors and the folding wheel make this as easy as possible. There is very little head room for a tall driver, but this is certainly a most exciting car.

M.G. show the good-looking 1½-litre Magnette saloon. They also come up, once again, with the frankly old-fashioned TF two-seater. The chassis of this car is shown stripped, and it certainly is of massive construction. Remarks about weight are not encouraged on this stand!

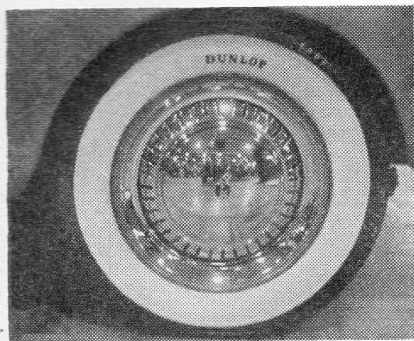
The new curved nose, which was fitted to the TR2-engined Morgan tested recently by this journal, is now standardized for all models. A drophead coupé, of somewhat square shape, has been added to the range. The Morgan is still



Sectioned automatic gearbox shown by Rolls-Royce, and built under General Motors patents.



The new Vauxhall Cresta six-cylinder engine imparts still further urge to the Velox chassis.



SUNBEAMS will shine in 1955 with these new and attractive wheel discs (left) to be used on all Mk. 3 and Alpine models.

★

DORETTI: (Right) The distinctive Triumph - engined Swallow Doretti is displayed to full advantage on a turntable at Earls Court.



the cheapest genuine 100 m.p.h. sports car.

On the Porsche stand are the very attractive coupés, both hard- and soft-top, that we know so well. There is also the four-camshaft "Spyder" open two-seater, with the engine mounted amidships instead of behind the swing axles. This is an extremely potent sports-racing car, and one of the fastest 1½-litre machines in existence.

The Panhard, with its forward engine and front-wheel drive, and the rear-engined Renault, are two small French cars which repay the closest inspection. The Renault convertible is a dear little thing in every sense of the term, the price being somewhat steep. Why it should cost £550 basic, compared with £422 10s. for the saloon, passes one's

understanding; something to do with import duties, one imagines.

Sunbeam have some detail improvements, and the second half of the name has gone. The Alpine engine is standardized throughout the range, and an overdrive is optional on all models. The Swallow Doretti, a fast 2-litre car of fine appearance, looks particularly well under the bright lights of Earls Court.

The Triumph TR2 sports remains as before, except for an increase in brake area. There is now a hard-top for attachment to this machine, which is light

in weight and does not look too much of an afterthought.

There are other fine cars at Earls Court, but that is a representative cross-section. The more cynical can try to spot how often the same body, with different radiator and trimmings, appears in the range of a certain great combine. Then there are one or two engines that crop up under all sorts of names. Nevertheless, it's a jolly good show this year, in fact, one of the best.

See you on Stand 65, chaps, or, more likely, in the Alpine Tavern.

Two New Economy Models

Three Engine-sizes for "Pathfinder"
Bennett's New "Atom"—An Allard 3-Wheeler

THE FAIRTHORPE ATOM

FAIRTHORPE, LTD., of Chalfont St. Peter, Bucks, have announced a new small car of clean, distinctive and practical appearance, the Atom, selling in three engine sizes at the remarkably reasonable figures of £259 17s., £274 17s. and £315 14s., respectively, plus purchase tax in each case. The engines, 250 c.c., 350 c.c. and 650 c.c., for Atoms Mk. 1, 2 and 3, are B.S.A. o.h.v. four-stroke air-cooled units driving a steel backbone-type chassis. All four wheels, carrying large, low pressure tyres, are indepen-

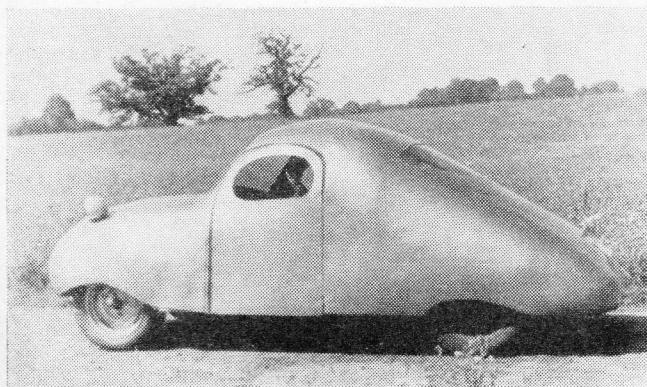
dently sprung, while a wide track and low centre of gravity contribute to the stability of the machine. Length overall is 12 ft. Three adults, or two adults and two children, can be accommodated in the streamlined plastic body. Unladen weight of the Atom is below 8 cwt.

THE ALLARD CLIPPER

A THREE-SEATER saloon car selling at 255 gns., inclusive of purchase tax, is a novelty indeed in these days, and the new three-wheeled Allard Clipper is a novel vehicle through and through.

It has an all-plastic moulded body, mounted on a channel steel cruciform chassis, powered by a 350 c.c. Villiers two-stroke engine driving a Burman three speed and reverse gearbox through silent Goodyear triple vee-belts.

All three wheels are independently sprung by swinging arm type suspension units, and the rear pair have an anti-roll bar for added stability. Seven-inch Lockheed hydraulic brakes are fitted. The Clipper achieves a cruising speed of 40 m.p.h., on a petrol consumption of 70 m.p.g. The body, available in maroon, blue or ivory self-coloured plastic, is manufactured by Horde-n-Richmond, Ltd., airscrew specialists. The Clipper is a marked departure from J.2, Palm Beach and similar famous Allard products, but in its own sphere offers remarkable value as an ultra-economical family conveyance.



FOUR-WHEELED "ATOM": The prototype of the Fairthorpe design, utilizing B.S.A. motor-cycle type engines.



THREE-WHEELED "CLIPPER": The plastic-bodied Allard model has a 350 c.c. Villiers two-stroke engine driving through belts.

First Night in the Gallery

Plenty to Interest the Sporting Motorist
on the Accessory Stands at the Motor Show

REALLY, there's so much of interest to be seen in the gallery at Earls Court this year that once the visitor has ascended on the escalator (taking in the magnificent view of the hall on the way) he is quite likely to forget the motor-cars down below and spend the rest of the day rummaging around the glittering gadgets. We certainly did, and had to keep our tendencies towards kleptomania strictly under control.

Good lighting equipment is a prerequisite of enjoyable night driving and, as usual, the lamp collector is well catered for. **Butlers** are showing their well-known fog and headlamps and a range of "saucer" lamps in spot and fog varieties. Lamps are being worn in matched pairs this year. The well-known ranges of **Lucas** and **Notek** also include these neat shallow types, though the **Butler** lamps feature particularly easy bulb replacement, for the bulb faces rearward, and is removable in its holder from the centre of the glass. A new "flame-thrower" has appeared, too. **Ceag, Ltd.**, are now marketing their new Lumax long-range driving lamp, a well-made and attractive 7-in. model with clear glass and shielded bulb at the very reasonable price of £3 10s., complete with all fittings. The **Marchal** range of high quality French-made lamps runs from the 10-in. de luxe headlamp at £8 10s. each to the new "Bijou" model, an excellent 5½-in. black-enamelled double filament lamp retailing at 49s. 6d.; just the thing for that trials special. There is also the "Girofar" swivelling spotlight that sticks inside the windscreen by suction; price, 75s.

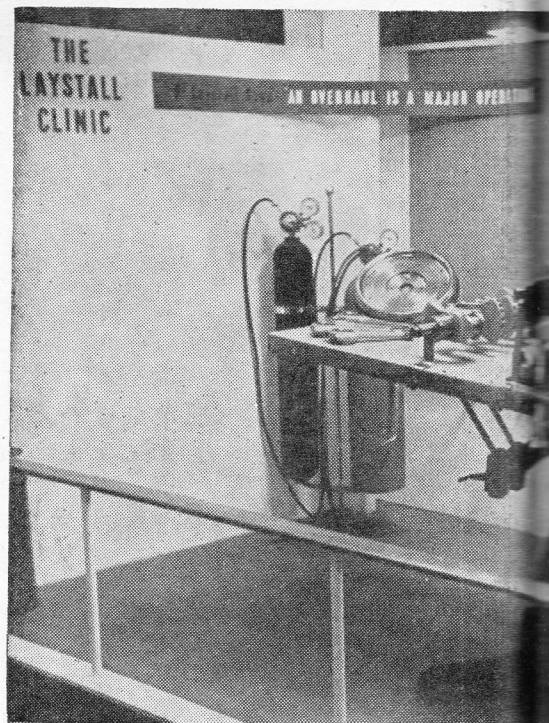
For better or worse, flashing direction indicators are well and truly with us, and they blink fitfully from nearly every

stand. The cheapest and simplest conversion set—and we are inclined to think, the most effective—costs just 18s. 6d. Made by **Creators, Ltd.**, of Woking, it consists of just a pair of specially made bulbs for replacing those in standard trafficator arms. In operation, the bulb flashes automatically.

Dazzle from following cars, reflected in the driving mirror, is combated by several makers, including **Wingard**, who have a prismatic type; on operating a trigger an image of reduced brightness replaces the dazzling one. **Barnacle** also include a wide variety of mirrors with suction and screw fittings and an interesting parking-cum-inspection lamp with a rubber body (you can keep it safely in the toolbox). The price is 16s. 6d.

To keep the battery in fit condition to run all your equipment, a good charger is a wise investment. There are plenty to choose from; **Davenset** have a particularly wide range that includes full-scale garage equipment, but there is the Model H at £5 17s. 6d. that is good for 2½ amps. at 12 volts, or the Junior (1 amp.) at £3 10s. The Model M at £20 charges at 6 amps. and will "bump up" a flat battery overnight. **Runbaken** make a very impressive charger (if you feel like lashing out £29 17s. 6d.) that at 25 amps. will resuscitate a flat accumulator in minutes, while capable of slow charging if desired. **Davenset**, by the way, also make a handy battery-voltage clip-on inspection lamp (with a transformer if you wish).

Just to give the battery a little more to do, there is, of course, a winter wonderland of heaters and demisters. Amongst the latter the **Airflow** Major at 30s. is worth noting. Rated at 40 watts



SURGERY: The very effective "operating"

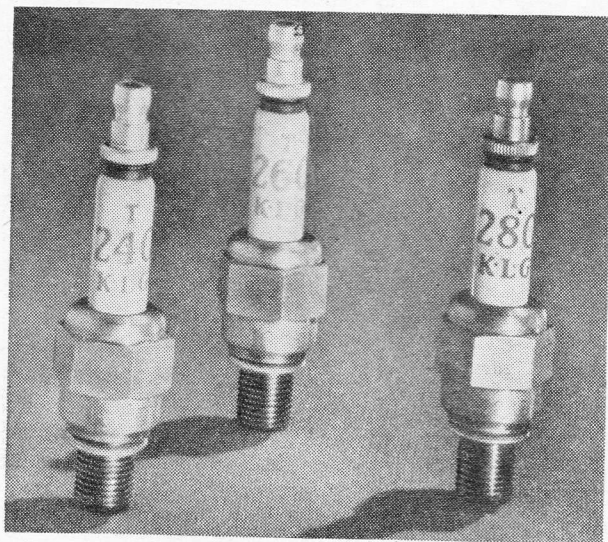
it works on the convection principle and is neat and effective in use. Among the "Key-Leather" heaters are models specially for TF and TD M.G.s, and for the TR2 and Ford New Anglia and Prefect. At 10 gns. complete there is no need for cold feet this winter. **Delaney-Gallay** have a simple but effective heater for cars with thermo-syphon cooling, priced at 8 gns., and incorporating a "rad. in reverse" fitted into the top radiator hose. **Tudor** as well have a simple heater taking warm air from the radiator at a cost of only £6 5s.

Screenwashers, too, are in great variety this year. **Trico** have an automatic one, operated at a touch of the button by manifold suction and priced at 49s. 6d., and **Remax** have the cheapest one yet—9s. 6d. for the single jet model and 12s. 6d. for the twin jet. You just squeeze the plastic water bottle: what could be simpler?

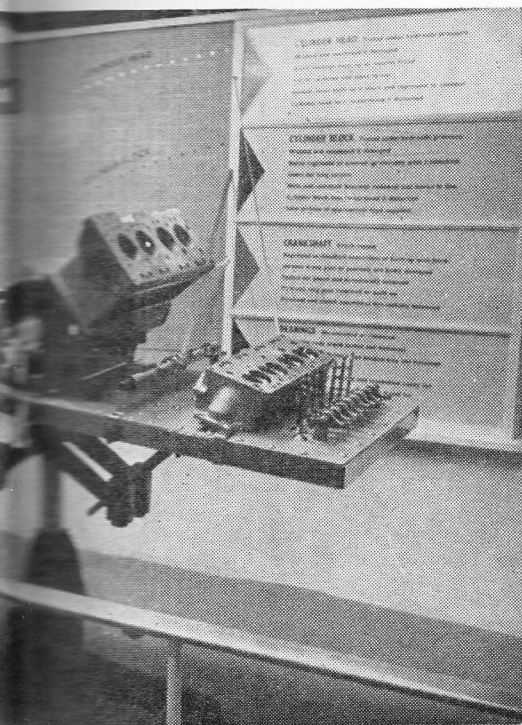
Midland are still marketing their enormous range of radiator muffs and "Wintershields" at prices from about £2-£4 and, amongst others, **Aircon**, of Halifax, have their well-made radiator blind to fit behind the grille and controllable from the cockpit. The price is £3, plus of course that of a radiator thermometer if you are to get the best out of this useful fitting and your car lacks this instrument (shame!).

Talking of fitting, the displays of tools and workshop equipment are apparently boundless and we can only mention a very few of the items that caught our eye. "Blow your jack, mine's all right!" you may say, but there is quite a choice of lifting gear to tempt you. The **Skyhi** Minor hydraulic jack at £5 4s. 6d. will lift two tons, has a closed height of only 6½ ins. and a maximum height of 14 ins. Of the trolley-type jacks (on wheels, low clearance, high lift) the **Epcor** Minor at £10 17s. 6d. deserves mention.

Tewel Industries are marketing the



★
SPARKPLERS: These 10 mm. plugs are the latest addition to the range of K.L.G. racing plugs with the Hylumina ceramic insulators. They are the T240/3, T260/3 and T280/3.
★

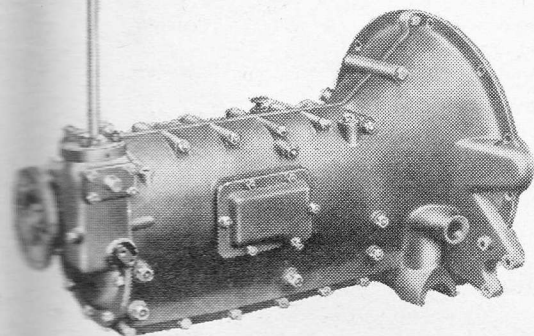


display on the Laystall stand.

extensive range of German **Belzer** tools and we liked the "flexible fingers", an 18 ins. long flexible tube with tongs at one end and a plunger at the other. Press and release the plunger and the tongs open and close. Just the thing for retrieving nuts from the bottom of the gearbox. Then there are the **Presto** hand knurling tools for making shafts fit bearings. It may sound brutal, but a precision job can be done this way, and internal and external types are available. **J. W. Pickavant**, of Birmingham, are showing a most useful illuminated inspection mirror. In effect it is a well-made pen-cell torch with a dental mirror on the end. At 10s. 6d. it is tappet adjusting made easy.

Where a thread is to be cut in soft alloy (or where it is too late and you've already stripped it), **Heli-coil** stainless steel thread inserts are the things to use. Drill a hole, thread with the special profile tap and screw in the steel spiral. Result: a strong installation or repair, with a full range of threads and sizes available.

FIVER: The David Brown S532 5-speed gearbox with integral overdrive as used in the special Utah Austin-Healey 100.



Another useful new development is the **Surform** hand-surfacing tool. This is a cross between a rasp and a cheese-grater and consists of a rasp-like strip made of carbon steel, fitted on to a frame. Each tooth has an aperture behind it (cheese-grater) and thus cannot clog. Two frames are available—one for use like a rasp and the other like a plane. Certainly it cuts cleanly and very quickly at all non-ferrous metals, wood and plastics, and even quite well at mild steel. Prices are 12s. 6d. and 17s. 6d.

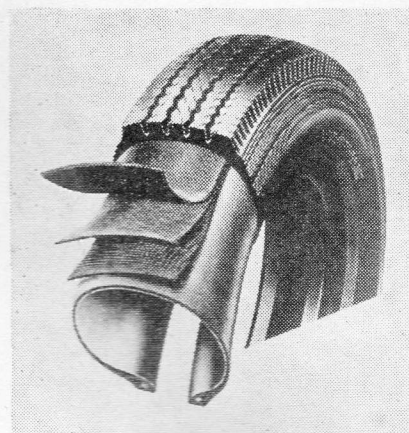
Non-setting jointing compounds are coming into general use nowadays and **Holt's** have just added one to their collection of chemical products. These soft materials resist vibration and can be used to replace paper gaskets in most circumstances. Holt's have also introduced a good-quality anti-freeze solution containing a green fluorescent ingredient—just to remind you as you absent-mindedly drain it away!

Industrial chemistry is still advancing and plastics are firmly established in their rightful places in engineering. **Plansel** products now include thin and flexible moulded PVC distributor covers that should interest the mud-plugging brigade particularly. Prices are 5s. for six cylinders and 4s. for fours. Tubular spring gaiters of the same material, complete with grease nipples, are 10s. 6d. each, but they also make a tape variety that can be wound on without disturbing the shackles, at 19s. 6d., for enough bits and pieces for one pair of springs. Then their "Armourvin" fuel hose is worth noting. Transparent or black, remarkably flexible, and reinforced with a steel wire spiral, it is made in five bore sizes and with a variety of end fittings.

While on the subject of fuel systems, the **Solex** stand was worth a visit, for there are displayed many of the special racing and sports-racing carburettors as fitted to Aston Martins, Cunninghams, the DB Panhards, Mercs., Frazer-Nashes, Alfes and many others in this year's racing.

Zenith are displaying a new variant of their well-known edge-type filter, designed to fit right on the carburettor without alterations in plumbing. **Fram**, too, now have a filter, similar in appearance but of the replaceable cartridge type. Zenith, Solex and **S.U.** are all offering replacement carburettors at favourable exchange rates for the purpose of reducing the amount of petrol we have to pour in the tank. And while doing so, why not pour it through the new T.I.L. magnetic filler cap? Solidly made by **Transport Improvements, Ltd.**, it is a hinged cap, heavily plated and held closed by a powerful magnetic ring. As a quick filler for competition use, this is well worth seeing. Price around 17s. 6d.

Specialised tyres are steadily increas-



STEEL-LINED: The Michelin X speed tyre was used on this year's Monte Carlo winner.

ing in variety and the competition motorist is well catered for now. **Pirelli** have just introduced their new Speed tyre for fast road-work up to 120 m.p.h. **Dunlop**, too, have a Road Speed tyre, plus the Sports trials tyre, the new Snow tyre with small square blocks superimposed on a normal tread (when the blocks are worn down it's a normal road tyre) and the Winter Extra Grip, an all-surface design. Most manufacturers now produce one of this latter type. **Michelin** have the fine "X" tyre with three layers of steel cords under the tread—another tyre designed for high speed use and which has proved its worth in rallies this season.

Punctures have not been entirely eliminated, but tubeless tyres are going some way towards that ideal, and three makers now have this interesting development. However, if you do get a



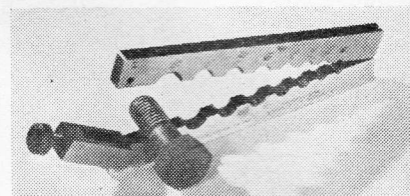
SQUEEZE: Shell Retinax A grease is now available in these 1 lb. tubes with key operation, price 3s. each.



★
 RIGHT: The Edwards Bolt-Saver, for re-conditioning damaged threads. Available for Whitworth, B.S.F. and S.A.E. threads at 27s. 6d.

Left: SU made a special display of their new petrol injection system.

Below: A Shorrock supercharger installed in an M.G. TD.

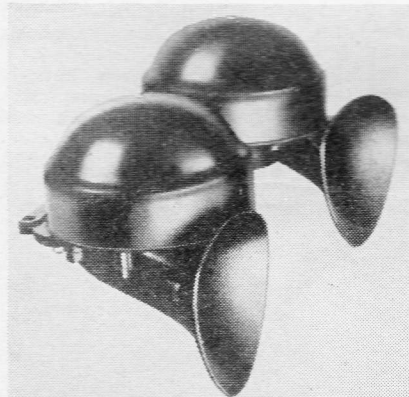


of Burgess silencers, who co-operated on the exhaust system. This head gives a compression ratio of 8.2 to 1 and a power output of 100 b.h.p. is claimed.

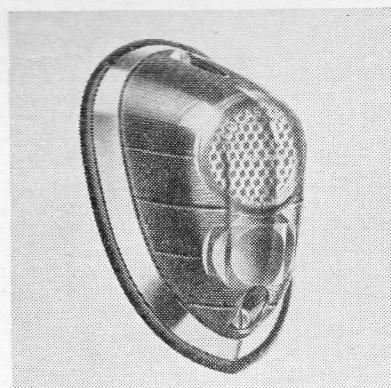
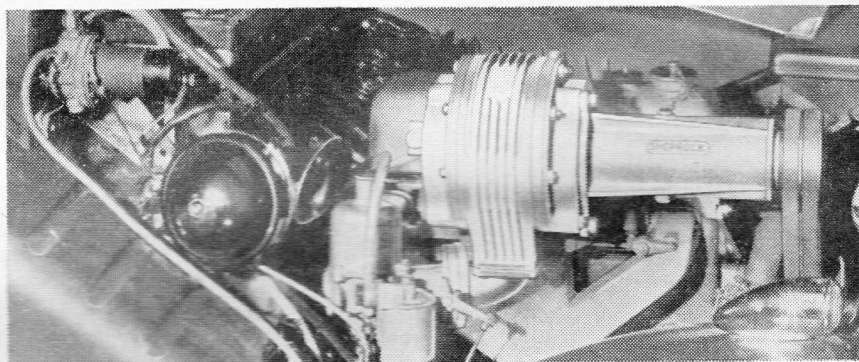
And once your machine has been equipped with this incredible variety of accessories and tuned up to the high standards possible, there remains merely to wash the oily fingerprints off, perhaps with the Listergent Foam-master shampoo equipment and the Flexy hose brush or the Hydrax foam spray? Thus made highly desirable, theft is the only fear. Fear not—for 42s. you can install the Petromag safety lock, a Yale type lock that cuts off ignition and fuel.

S. P. S.

flat with the ordinary tubed tyre, and if you do go so far as to rip the valve out, all is not lost, for Romac are now marketing replacement valves moulded into their Cure-Cure patches. Finally, when the tyre itself is really bald, the new Tyresole process of complete remoulding will make it "like new" again. Apart from their tyres and allied accessories, John Bull make excellent rubber



ELECTRICS: (Above) Matched pairs of wind horns are now marketed by Clear Hooters, Ltd. (Right) This new stop/tail lamp by Lucas incorporates a reflector.



snow grips to strap on when things get sticky. Parsons chains are still in evidence in a fine range of types and in company with an intriguing working display of model cars in a snowscape scene. And while we are still rubbery, there are the protective coatings for the chassis. Underseal is sprayed on, and now Dunlop have Rubbaseal, which can be applied with a stiff brush.

Rubber is also used (almost unrecognizably) in Rotoflo dampers. This firm also offers the Telflo, which can replace other telescopic dampers. The principle is of forcing a semi-solid rubber compound around instead of fluid. Less maintenance is the claim. Newtons have brought out a new telescopic hydraulic damper, adjustable for

resistance by rotating the body. Andre, you will remember, brought out last year a telescopic version of their friction damper with a similar adjustment. And he have now taken over and improved the Ballamy i.f.s. conversion for Fords and of course Andre telescopic friction dampers are used there, too.

Laystalls are showing their "operating theatre" for sick engines. Their services to competition motorists are well known and all their specialized components are on show. The Laystall-Lucas high-efficiency cylinder heads for M.G.s are there and their Cromard liners are familiar friends. Raymond Mays has a special light-alloy head for Ford Zephyrs now and this can be seen on the stand

CHANGES IN LE MANS REGULATIONS

A NEW formula for the calculation of minimum distances to be covered on Index of Performance is to be introduced for next year's Le Mans 24 hours race, whereby the smallest cars, such as D.B., Panhard, Monopole, etc., will have a stiffer task than formerly. Distances for all categories have been increased, as the table appended shows.

Entries for manufacturers' prototypes must be in the organizers' hands by 15th January; the closing date for all entries is 15th February. Prize money has again been increased, this time totalling 20 million francs—some £20,000. A prize of 500,000 francs goes to the driver finishing the race who breaks the lap record, currently standing to Froilan Gonzalez (4.9-litre Ferrari).

New Minimum Distances, Index of Performance		
Up to 750 c.c.:	2,700 km.	
	Plus 371.429 km.	
.. 1,000 c.c.:	2,880 km.	
	Plus 265 km.	
.. 1,100 c.c.:	2,933.316 km.	
	Plus 261.888 km.	
.. 1,500 c.c.:	3,085 km.	
	Plus 252.371 km.	
.. 2,000 c.c.:	3,199.968 km.	
	Plus 243.447 km.	
.. 3,000 c.c.:	3,323.052 km.	
	Plus 232.143 km.	
.. 4,000 c.c. and over:	3,388.212 km.	
	Plus 225.422 km.	

NEWS FROM THE CLUBS

By Wilson McComb

MY comments in the 15th October issue, when I said that aerodynamic, short-wheelbase cars looked like distressed tortoises, have distressed someone who is very far from being a tortoise. He is J. W. Whitehouse, who has won each of the last eight races in which he has competed with the neat Austin 7 Special illustrated here. Considering that the car is basically 1928, and all the panel-beating was carried out by Whitehouse himself, the result is very praiseworthy indeed—both in appearance and performance.



AERODYNAMIC AUSTIN: J. W. Whitehouse sends this picture of his home-built and home-bodied 1928 Austin, winner of eight races.

HASTINGS and Brighton, although close enough geographically, will be poles apart in the events to be staged there two weeks from now. On Saturday, 13th November, Hastings visitors will see examples of some of the latest cars in the *concours d'élégance* which concludes the M.C.C.'s Redex Car Rally. Brighton, the following day, will form the finishing point for the R.A.C.'s famous Veteran Car Run, in which all the competing vehicles must have been manufactured prior to 1905. . . . Yorkshire S.C.C. will hold their annual Pennine Trial on 14th November, starting at 10.30 a.m. from the Pack Horse Inn, Southowram, near Halifax. There will be 10 hills, seven of them new; regs. from P. J. Clay, Kittymoor Cottage, Norland, nr. Halifax. . . . Ulster A.C.'s 29th annual general meeting will be held at Donegall Chambers, Donegall Place, Belfast, on 16th November, starting at 7.30 p.m. Nominations for office-bearers must be received by 9th November. The club's first trial of the winter will be held tomorrow, 30th October. . . . Bugatti O.C. dates to remember are 26th November for the Jubilee Dinner Dance (tickets from A. F. Rivers Fletcher, Kent

House, Market Place, Oxford Circus, W.1) and 4/5th December, on which date the Winter Rally will be held instead of 13/14th December. Details of the rally may be had from David Potter, Evesbatch Court, Bishops Frome, near Worcester. . . . United Hospitals and University of London M.C. ("Yoo-Hoo" to you) will hold a night navigation rally in the Guildford area on 4/5th December, as a joint event with the Hants and Berks M.C. J. V. Dibble, Wey Valley House, Hindhead, Surrey, will close the entry list on Monday, 29th November—and note that "a car with a noisy exhaust may be excluded at the start". . . . Burnham-on-Sea M.C. social functions include a midnight matinée on 18th November and the annual dinner dance on 10th December: details from G. J. Anderson, 3 Rectory Road, Burnham-on-Sea. . . . Regs. for the Lancashire and Cheshire C.C.'s second "Rally Petite", on 28th November, may be had from Cmdr. P. L. D. Attwood, 34 Palatine Road, Manchester, 20. The club's annual dinner dance will be held in the Grand Hotel, Manchester, on 5th November: tickets from L. D. Clarkson, 88 Stanley Road, Cheadle Hulme. The children have not been forgotten, how-

ever, for the club's bonfire and firework display will take place the following evening, 6th November. . . . S.C.C. of Norfolk will stage their first annual dinner dance in the Flixton Room, Samson and Hercules House, Norwich, on 3rd December. D. B. Millbank, Town House Hotel, Thorpe, can supply the tickets. . . . Newry and D.M.C.'s annual McMullan Cup Trial will be held on 6th November in Northern Ireland, and entries close on 3rd November with Mrs. Eileen Atkinson, 17 Sandys Street, Newry, Co. Down. . . . A social run will be held on Sunday, 14th November, by the Cemian M.C. Entries should be sent to B. G. Norman, 181 Wembley Hill Road, Wembley. . . . Three Alvis O.C. meetings to be held shortly are: 2nd November, Duke of York, Great West Road, Brentford; 4th November, Horse and Groom, St. George Road, Bristol; 14th November, Three-Legged Cross, Warfield Street, Warfield, near Bracknell, Berks. . . . 750 M.C. announce that their Wrotham Trial will not be held this year, "owing to the declining popularity of reliability trials under the present regulations, and the absence of a workable formula for near-standard cars". . . . Tickets for the Hagley and D.L.C.C.'s annual dance on 3rd December may be had from J. W. Cox, "Timberdine", Hyperion Road, Wollaston, Stourbridge. . . . To obtain regs. for the B.A.R.C.'s (N.W. Centre) "War of the Roses" on 21st November, a competition between members of that Centre and of the Yorkshire Centre, write to Mike Wilson, Silver Royd House, Leeds, 12. . . . A. F. Rivers Fletcher's talk and film show for the West Essex C.C. has been postponed until next Wednesday, 3rd November, and will now include a film of the Stapleford hill-climb. . . . M.G.C.C.'s November Rally on 6th/7th November is open to Thames Estuary, Harrow, M. and M.-K., H. and B., Guildford, Mid-Surrey and Singer club members; entries to Keith Hale, Box 1250, Dorland's Advertising, Regent Street, W.1.



NEW HARFORD: (Left) The front end of Harford II, a new rear portion and a Consul engine comprise Edward Harrison's new car, which made B.T.D. at the Liverpool M.C. autocross on 10th October.

FAULKNER WINS AGAIN

Bossom Trophy Another Success for Ron Faulkner (Paul Special)

THOUGH the overnight deluge was thought to have provided an organizers' delight of glutinous mud on the very steeply sloped, tree-clad Boxley Hill, Maidstone, later sun and a drying wind brought about changed conditions and last Sunday's Bossom Trophy Trial was only "medium difficult".

Before lunch competitors had to tackle eight observed sections of differing gradient and severity, the same eight, slightly revised, being used again in the afternoon.

Section 1—a straight "bash" up an open, grassy hillside—produced clean climbs from six of the 23 entrants, with the experts coming out on top (though Mike Lawson for once overdid the "soft-shoe" technique and just failed). Rex Chappell impressed with the new "Cannon-ton" (Cannon/Cotton with the accent, seemingly, on the "CAN") and Chandler romped up at speed. Pat Atkinson's "bouncing boy", though agile, was just not heavy enough.

None of the remaining pre-lunch sections produced a clean climb, although Pettit on the Deeford only just failed the last "side-of-a-house" portion of section 4 after disappearing among the pine-trees in fine style.

By lunch-time, Percy Barden in the new P.A.B. enjoyed a clear 3 points lead. In the special test which followed, Chappell showed the Cannon-ton to be 2 secs. faster than anything else, but these results were discounted as there were no ties to decide.

Energetic spectators tackling the weary climb to steep and bumpy section 14 were rewarded not only with a magnificent sunlit view of Kent countryside, but by some fine demonstrations of near-vertical take-offs—Jim Appleton, Ron Faulkner and Geoff Newman being



especially praiseworthy. Here Barden came unstuck, buckling a wheel in a frenzied leap towards the alarmed spectators.

And so to the last two sections, extending in opposite directions from a natural bowl—one side a long, snaking, loose surfaced climb with a murderous (and cunningly man-made?) hump, the other on soft, powdery earth with a pine-tree snare, that, if you succeeded in avoiding it on the way up, stretched out a limb and hooked you on the way down!

At the high-tea and prize-giving (by Dean Delamont) which followed all were agreed that the Maidstone & Mid-Kent organizers, under Secretary Fred Newman, had provided a thoroughly sporting trial.

Sight of the day? The normally clean-shaven Chandler emerging from the trees with a monstrous moustache—which, on closer inspection, proved to be a mouthful of pine-needles!

RICHARD HEWLETT.

Provisional Results

Bossom Trophy: R. W. Faulkner (Paul Spl.), 53 marks lost.

Anstey Trophy: M. H. Lawson (Lotus), 58.

Kenneth Riley Trophy: P. A. Barden (P.A.B.), 59.

Founders' Trophy: G. Newman (Cannon), 61.

Souvenir Awards: G. Pettit (Deeford), J. Appleton (Appleton), P. F. Highwood (Spence VD), A. W. Francis (Spl.).

Team Prize: R. W. and F. P. Faulkner and J. H. Appleton, 207 marks lost.

NEWRY "HIGHEST UP" TRIAL

It was unfortunate that the Newry and District M.C.'s annual "highest up" competition on Saturday, 9th October, clashed with the 500 M.R.C.I.'s race meeting at Kirkistown, to the detriment of both events. The Newry meeting attracted only five closed and 16 open cars.

This year, secretary Cecil Atkinson had found a new venue, in Goblin Wood, near Narrow Water Castle, Warrenpoint. The course consisted of a steep climb, almost 200 yards long, up a grass track. Until recently the "course" had been covered with trees, but felling operations had cleared the timber, leaving some particularly atrocious stumps and roots still firmly embedded. These, plus the steady drizzle which fell during the early part of the meeting, soon turned the surface into a slimy mess which cancelled out wheel-grip at an early stage. Despite this, the fun was good and thoroughly enjoyed by all.

Best climb (and the matter was decided down to the last inch!) was by Wilbert Todd, who had produced the Todd Special after a long hibernation. Wilbert fought his spinning rear wheels to keep his special edging forward until he had covered just over 148 yards—and none was to get higher.

Early climbs were made by David Archibald in his 750 c.c. Renault and Ian Titterton (Dellow), after which both disappeared at high velocity in the direction of Kirkistown, where they took part in the racing. For Archibald, who was to win his heat at Kirkistown, the afternoon's divided interest was worthwhile, as no closed car succeeded in bettering his climb of 136 feet.

W. A. MCM.

(Results published in last week's issue)

THE FOURTH WESTON RALLY

Thick Mist Troubles M.G.C.C. Competitors

THE fourth annual Weston Rally, run by the South-West Centre of the M.G. Car Club, was held on Friday and Saturday, 8th/9th October.

Friday evening brought unpleasant weather conditions with thick mist and drizzle, especially on high ground, as the 90 starters assembled at Bristol, Birmingham and London. Bristol starters proceeded via a route check at Burford, and then after 75 miles all cars converged on Swindon for the first control, where everyone checked in without incident. But no sooner had the second car left (T. Pascoe's TR2) when reports came in that he had suffered brake trouble and collided with a road island.

The scene now moved to Blakehill Aerodrome, near Cricklade, for the second control and the first test. This was an acceleration through pylons and into an ever increasing right curve in a narrow channel. Although many cars took it carefully in the thick mist, and two missed the channel altogether, Dr. P. Holliday, driving Mrs. Sylvester's TR2, produced a very good time in 21 secs.

Competitors now left for the first navigation section of about 50 miles through Wiltshire and Berkshire. Halfway through this section Test 2 had to be tackled.

By this time, navigators were getting worried and drivers losing time. Mist now took a hand and driving across Salisbury Plain, with a route check at Stonehenge, was not very pleasant; some crews, already very late, decided to retire, accompanied by one or two who were pulling themselves out of ditches! At 4 a.m. amongst leading competitors were: T. D. Cunane (M.G. TF), Dr. J. T. Spare (Morgan), R. Davis (S/Talbot), Sir

Charles Kimber (S/Talbot), A. Day (S/Alpine), B. Day (TR2), I. Walker (Austin-Healey), D. J. A. Smith (M.G. TA), Sq.-Ldr. D. Giles (TR2).

Competitors now started their second navigation section of 60 miles, concentrated in the lanes of Dorset with six timed controls. The majority continued to find things difficult and the breakfast control at the Balmer Lawn Hotel at Brockenhurst, New Forest, saw the marshals waiting for long periods without any cars coming in; those that did were running very late. Competitors stayed here for one hour, and were then given their Day Rally books. The first seven miles were occupied by an observation section at 20 m.p.h. through the Rhinefield Drive in the forest, navigators writing down nine code words given on notice boards at various intervals. Cars then went to Tollard Royal, where Tests 3 and 4 were held.

By this time (10.30 a.m.), Dr. Spare and H. M. Denton in Morgans had fallen out, while some were running over two hours late and had to miss out controls that had closed. Nearly 400 miles had been covered, and the 55 remaining competitors converged on Somerset and Gloucestershire for the last 50 miles of the third navigation section, together with a special contour section at a 15 m.p.h. average.

At the end of this section, competitors crossed to the south of Bristol, and proceeded to Weston-super-Mare via two route checks, the first car arriving at 1.30 p.m. to do the final test on the promenade, watched by several hundred spectators. There were 52 finishers.

(Results published in last week's issue)



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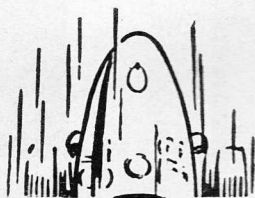
1st FERRARI
J. M. Hawthorn

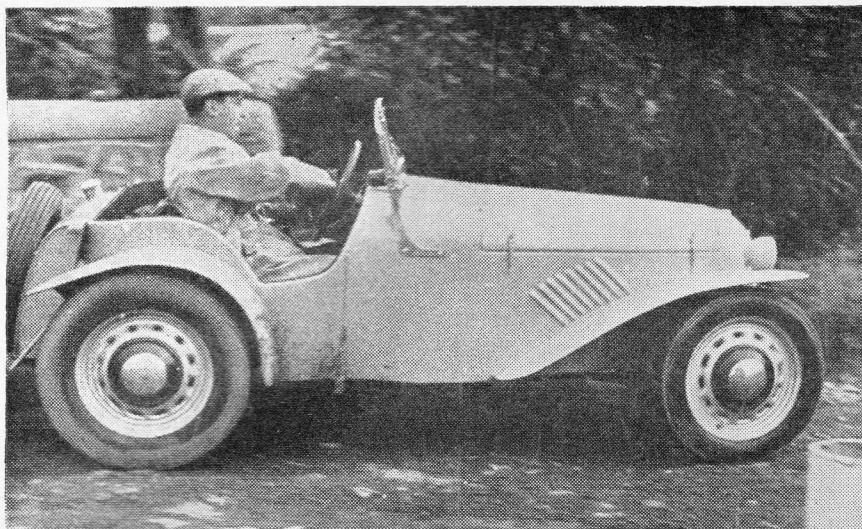
2nd MASERATI
L. Musso

(Results subject to official confirmation)

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WINNER of the Vigzol Trophy was Norman Young, here seen putting his Dellow through the Oldbridge test.

VIGZOL TROPHY FOR YOUNG

N. R. Young Wins First Hewison Trophy Event

STRICTLY speaking, the Leinster Motor Club's Vigzol Trophy Trial on 2nd October was not the first event counting towards the Hewison Trophy for this season, for that honour goes to the Circuit of Munster which takes place each Whitsuntide. However, trials drivers look upon the Leinster event as the first of the season and as this was the first to be run under the new Hewison regulations, drawn up by the R.I.A.C., it was of particular interest.

Bluntly, the entry was disappointing, only 17 cars starting on a balmy Saturday afternoon although all rough stuff and observed sections were eliminated. On the credit side was the appearance of many new faces in a Hewison event, but on the debit side was the absence of many old ones, whose names have appeared in so many AUTOSPORT reports of Irish events.

The trial was a navigation affair over a 67-mile course in the Dublin Mountains, with one more than the regulation Hewison minimum of five tests thrown in. Navigation demanded the finding of a route from Oldbawn to Kilbride, thence across the mounts to Poulaphouca (rough translation, "The Ghost's Hole"), then back through the Wicklow Gap and via Lough Dan, Roundwood and Old Long Hill to Kilmacanogue. No headaches here for navigators, and methinks it is now well-nigh impossible for organizers to fox any of the local enthusiasts on beloved and well-worn Sheet 16 of the Ordnance Survey map.

The time factor worried some because of the short distances between controls and because tests had to be completed in running time. In the final analysis, two crews lost a total of less than 10 marks between them, but Vincent Hartigan probably lost the Open Car Class award by being 3½ minutes late at the final control. The standard of driving was quite high all round, as befits a Hewison event, but the six tests were lack-lustre affairs which did not particularly tax the skill of the drivers. No less than five times competitors found themselves at "Y" junctions with various

changes being rung in the required order of going forwards, then backwards.

Raymond Laird (Triumph TR2) showed everybody how to forward/reverse/forward/reverse/forward on the first "Y" junction test at Cunard Bridge, the sum total of his manœuvres taking him 35.2 secs. and leaving him going left at the "Y" for Ballinascorney Gap. Paddy Hopkirk (Volkswagen) and Norman Young (Dellow) tied for second place with 36.4 secs. Test 2 at Kilbride Rifle Range saw five tie for best time; Laird, Hopkirk, Young, Jack Woulfe and Horner Beckett, the last two being Ford Special mounted. Test 3 found several in difficulties when a reverse brought them uphill on to a greasy patch. Heber McMahon tied this time with Norman Young for fastest (24.8 secs.), while S. H. Logan (M.G. TD) was next in 25 secs.

Somewhere between the Wicklow Gap and Laragh, Anita Newell (M.G./Ford) and D. P. Jones (Austin A30) succeeded in getting off route, and coming smartly round a corner from different points, collided. However, damage was superficial and both got back on route to finish on time. Test 4 at Lake Nanahagon gave best to Jack Woulfe in 13 secs., while Paddy Hopkirk, running slightly

the finishing line in this test, but still managed to finish on time at Kilmacanogue, 5½ miles farther on.

Fair comment demands that this be described as a drab trial, but let it be said that everyone seemed to enjoy themselves. In fairness to the Leinster club it should be stressed that they have been running observed trials for so long now that a navigation affair, with tests suitable for saloons, open cars and specials, is something of which they have had little experience for some years back. Let it also be said that if the entries are forthcoming, the Hewison Trophy could prove a very keenly contested affair before the season is out—and it is far from being a certainty that a special will collect the Irish Trials Championship this season.

JACK O'DONOGHUE.

Results

Vigzol Cup: N. R. Young (Dellow), 136 marks lost.

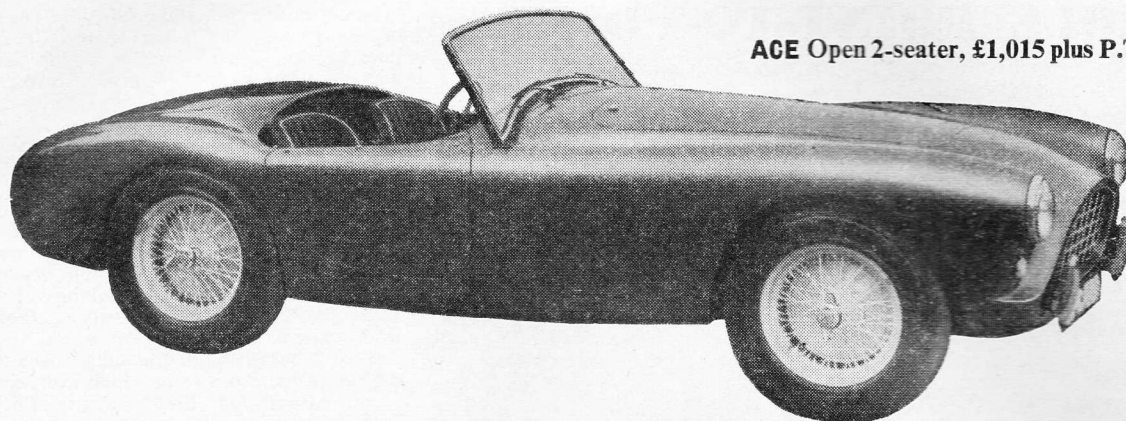
Special Class Awards: C. H. Beckett (Ford), 137.5; J. M. Woulfe (Dellow), 148.4; A. D. Malcolm (Buckler), 149.2.

Sports Car Class Awards: S. H. Logan (M.G.), 139.4; V. Hartigan (M.G.), 143.3; R. A. Laird (Triumph), 151.5.

Saloon Class Awards: Dr. J. MacDougald (M.G.), 144.2; R. E. Newell (DKW), 146.6; D. P. Jones (Austin A300), 149.8.

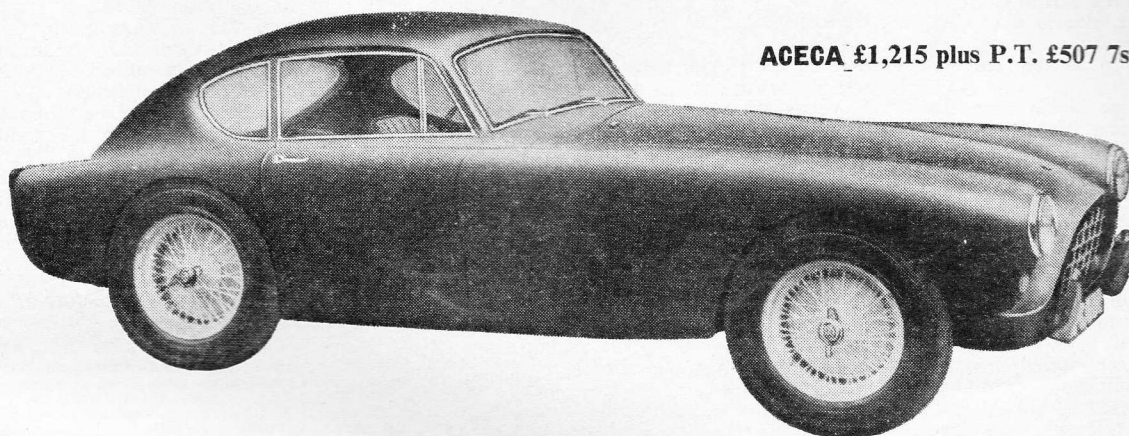
★
CONFERENCE OF COLLEENS: (Right) Fair navigators make use of the bonnet of Alex Malcolm's Buckler for some route-checking at the start of the Leinster M.C.'s Vigzol Trophy Trial.
★





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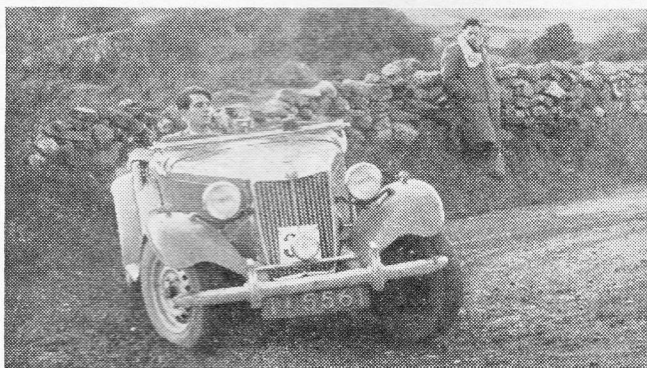
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POTHOLE POINT-TO-POINT

A. G. Ryan (Volkswagen) Wins Circuit of Clare



★
FIRST in the open car class, driving in his first trial, was M. J. Kennedy (M.G. TD), seen here at the Ballinvaun test.
★

THIS correspondent has often heard it remarked that the secondhand value of a car with a Co. Clare registration number is the lowest in Ireland. Now he knows why! Main roads in Clare are good, but everything else is diabolical; pothole follows pothole, every one strategically placed to shatter car and driver.

The Limerick Motor Club's Circuit of Clare was a very good trial despite, or perhaps because of, the Co. Clare roads. Starting from Limerick at 9.30 a.m. on Sunday, 10th October, the event was divided into two sections. The first half of the route wound through the southern part of Co. Clare, going west along the northern shore of the Shannon Estuary to Kilkee. Details of the route and of several tests were issued at various points as the trial progressed, so navigators had to work for their keep and drivers did some fast route-planning too, when faced with tests which offered several alternative ways of completing the manoeuvre. Tests were good, with nothing damaging, but drivers needed the ability to cope

with rough, greasy surfaces while placing their cars precisely to succeed.

The first test at Ballycar was a superb affair laid out on a wide, complex junction containing several grassy islands. Heber McMahon made no mistakes in his Volkswagen, his 36 secs. beating Val Baker's Ford Special by 0.8 secs. Third was a newcomer to the game, M. J. Kennedy, driving an M.G. TD. He took 37 secs.

Test 2 at Newhall was cross-roads stuff, but not of the type for which this correspondent has so little time. The goings-on called for driving skill. At this point A. G. Ryan, who has forsaken his old Green Label Bentley for a somewhat more manoeuvrable Volkswagen, came into the picture and won the test with 33 secs.

After lunch at Kilkee, competitors were faced with a sizeable crowd and two intersecting 8 ft. wide lanes of pylons, neatly laid out on the promenade. Many were the routes chosen; no cars were laid on their sides, but most went on two wheels at some point. Joe

Garry supplied the comic relief by electing to reverse out after crossing each line, for his Consul tried to sit up and beg each time he braked hard in reverse. Ryan (23.4), Baker (23.5) and Kennedy (23.8) were best.

Test 4, near Stackpool's Bridge, saw Baker and McMahon tie for best with 22.8 secs. More potholes led to Test 5 at Tulla, up near the borders of Co. Galway (not the Tulla so invitingly near the site of Test 4). Saloons were best again in this tricky wobble-wobble, Ryan, McMahon and Connolly taking 21.6, 22.2 and 22.4 secs. respectively in their Volkswagens.

Back down through the hills, then, to a place called Ballinvaun which everyone found except Dr. Blake, whose Ford Special gave up the ghost somewhere along the way. Dermot Conway's TD, with an exhaust note to prove a 9 to 1 compression ratio and a tachometer showing "6,000" while his speedometer indicated 10 m.p.h., made best time in Test 6 at this point.

Just in case tired competitors were beginning to feel complacent, a mere 30 miles from the Killaloe finish, the marshals reminded them that the most difficult navigation lay ahead. So it proved for poor Heber McMahon. Two miles from the final control he stopped to ask a local if he was on the right road—he was, but the native said "No". Heber turned about and headed back into the hills until he met other competitors coming against him, and as a result lost 40 marks through lateness to finish tenth, 38 marks behind the winner.

JACK O'DONOGHUE.

Results

Premier Award: A. G. Ryan (Volkswagen), 165.8 marks lost. Class 1 (open cars): 1, M. J. Kennedy (M.G.), 168.2; 2, D. Conway (M.G.), 168.4; 3, V. Baker (Ford Special), 172.5. Class 2 (saloons up to 1,000 c.c.): 1, W. Bogue (DKW), 252.6; 2, A. M. Canty (Singer), 358.4. Class 3 (saloons over 1,000 c.c.): 1, A. G. Ryan; 2, H. Newenham (Ford Anglia), 173.2; 3, Dr. T. O'Sullivan (M.G.), 179.2.

SOUTH OF SCOTLAND C.C. AYRSHIRE RALLY

9th/10th October

Premier Award: A. B. Carlaw (M.G.), 93.8 marks lost.

Navigator's Award: T. Robertson.

Best performance by a South of Scotland member: F. D. Dundas (Morgan), 94.6.

Closed cars, under 1,500 c.c.: 1, H. A. G. Meikle (Morris), 116.0; 2, G. M. Smellie (Ford Anglia), 118.8; 3, R. D. Macpherson (Ford), 122.6. Open cars, under 1,500 c.c.: T. H. Leggett (Crocus), 96.0. Closed cars, over 1,500 c.c.: R. C. Dymock (Stan. V'guard), 186.0. Open cars, over 1,500 c.c.: F. D. Dundas (Morgan), 94.6. Team Award: A. B. Carlaw (M.G.), R. C. Stuart (Ford) and R. T. Abbott (Triumph TR2).

MID-CHESHIRE M.C. OCTOBER RALLY

9th/10th October

Premier Award: A. P. B. Birt/G. R. Hall (Renault).

Class 1: 1, J. J. Gore (M.G. TD). Class 2: 1, P. W. D. Smith (Triumph TR2); 2, W. S. Underwood (Triumph TR2). Class 4: 1, H. M. Synge (Morris); 2, R. H. Quayle (Austin); 3, N. H. Wood (Hillman). Class 5: 1, R. D. Lodge (Sunbeam-Talbot); 2, R. M. Craig (Ford Zephyr). Class 6: 1, W. G. Sexton (Austin A90).

M.G.C.C. (SCOTTISH CENTRE) AUTOCROSS

Biggar, 10th October

Closed cars: 1, W. A. Morris (Allard); 2, P. S. Hughes (Ford Zephyr). Open cars, under 1,300 c.c.: 1, I. M. Skelly (M.G.); 2, P. Chisholm (M.G.). Open cars, over 1,300 c.c.: 1, C. Robertson (Morgan); 2, G. Hendry (Ford). Unlimited capacity: 1, P. Hughes (Harfeach); 2, I. M. Skelly (M.G.). Consolation Award: J. Murray (Murmor).

SOME RECENT RESULTS

LIVERPOOL M.C. "SWAN" AUTOCROSS

Frodsham, 10th October

Open cars up to 1,500 c.c.: W. Fraser (Singer), 2 mins. 15 secs. 1,101-1,600 c.c.: E. Harrison (Harford), 1 min. 43 secs. 1,601-2,600 c.c.: G. E. Cubley (Morgan), 1 min. 52.4 secs. 2,601 c.c. and over: Miss M. Hornby (Jaguar), 2 mins. 11 secs.

Closed cars up to 1,100 c.c.: M. Caplan (Standard), 2 mins. .05 sec. 1,101-1,600 c.c.: E. Lister (Volkswagen), 1 min. 55.4 secs. 1,600-2,600 c.c.: W. E. J. Allen (Healey), 1 min. 58 secs. 2,601 c.c. and over: H. Murray (Jensen), 2 mins. 8.2 secs.

WEST HANTS AND DORSET C.C. MOONFLEET RALLY

16th October

Premier Award: G. N. Dear (M.G. TF), 212 marks lost; 2, Dr. E. S. Bolton (Jowett Javelin), 288; 3, G. C. Langdon (Sunbeam-Talbot), 254; 4, J. R. E. Proctor (Ford), 294; 5, M. J. Drewitt (M.G.), 310.4; 6, H. G. W. Kendrick (Austin-Healey), 322.4.

Ladies' Award: Mrs. C. M. R. Birney (Sunbeam-Talbot).

FORCES M.C./PER ARDUA M.C. DRIVING TESTS

Tidworth, 16th October

Best Performance: Lt. W. G. Calvert, R.N. (Morris Minor). Runner-up: R. L. Keiller (Austin Atlantic). Class 1: 1, P. A. S. Cotterill (M.G.); 2, D. H. Probert (M.G.). Class 2: 1, Sgt. S. G. Bandy (Hudson); 2, Capt. A. W. K. Cook (Lea-Francis). Police driving test: P. A. S. Cotterill (M.G.).

BURNHAM-ON-SEA M.C. NIGHT RALLY

16th October

Best Performance: D. J. Hall (Austin A30); 2, P. H. Mayer (Austin A30); 3, T. D. Warren (Morgan Plus Four); 4, R. H. Williams (Triumph TR2).

FALCON M.C. NIGHT RALLY

16th/17th October

Premier Award: P. Harper (Hillman Minx); 2, P. Sapsed (Vauxhall) and G. Parrisi (Rover); 4, D. Johns (Ford New Anglia).

BOLTON-LE-MOORS C.C. MIDNIGHT TRIAL

17th October

Premier Award: R. A. Dando (Hillman Minx); 2, P. L. Glaister (Morris Minor); 3, K. Maitland-Hughes (Morris Minor).

MALDEN AND D.M.C. "SEPTEMBER" RALLY

17th October

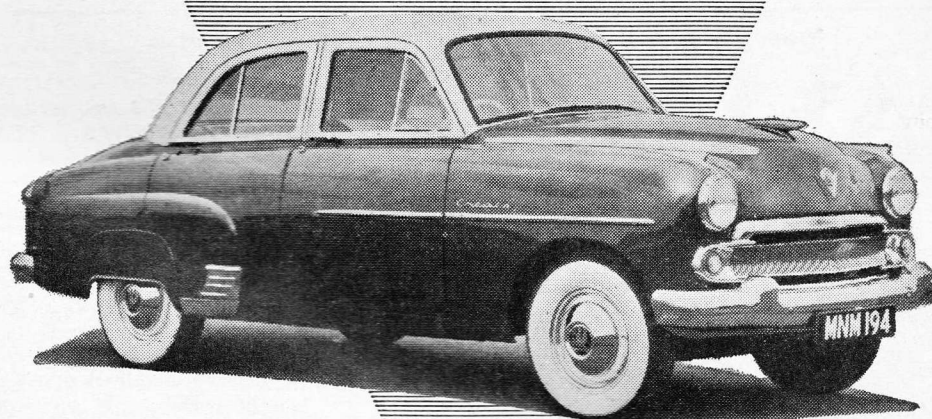
Best Performance: M. Gammon (Ford), 126 pts.; 2, J. V. Jasper (M.G.), 125; 3, R. W. Avey (H.R.G.), 123.

NORTH MIDLAND M.C. HOPKINSON TRIAL

17th October

Best Performance: F. Harrison (Ford 10 Anglia). Opposite Class: J. Thompson (M.G. TD). Second in closed class: R. Frolich (Volkswagen). Second in open class: E. Sneath (Morgan). Novice Award: D. J. Carter (Austin A40). Team Award: F. Harrison and J. Thompson.

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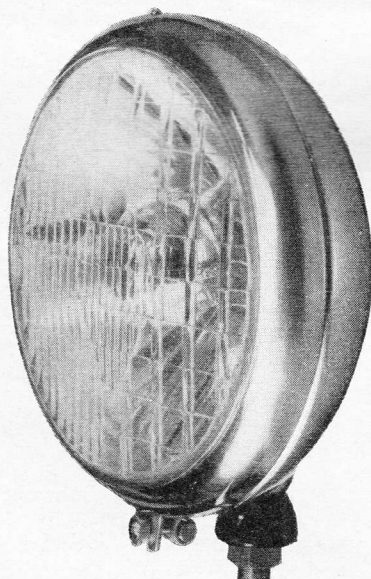
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HANTS AND BERKS M.C.

CALIFORNIA DRIVING TESTS

A DISAPPOINTING morning on 10th October gave way to a sunny afternoon for the Hants and Berks Motor Club's last driving test meeting of the 1954 season. The entry was not large and this, combined with the lack of heavy officialdom, resulted in an enjoyable and informal day's sport.

Those who are familiar with the usual driving test meetings, held on disused aerodromes and other hard surfaces, might well pay a visit to one of the California events, where all the tests are held on an oval dirt track and a rather different type of handling is required.

The event consisted of five tests—all of which were basic manoeuvring and driving, without any gymkhana complications. The best performance appeared to be going to either Sam Moore in his TF or Michael Hopkinson in his Ford Special, until Test 3, when the latter mistook a stop-and-restart for a "garage", and returned a bad time in consequence. After this it appeared that Molly Hopkinson would be second, until she mistook a "stop astride" for a flying finish in the last test, letting her brother back into second place.

P. C. D.

Results

Best Performance: S. Moore (M.G.).
Second Best Performance by open car: M. Hopkinson (Ford Spl.). Best Performance in opposite class: D. Laver (Ford Anglia). Second best saloon: D. C. E. Johns (Ford Anglia). Best Performance by lady driver: Mrs. J. Johns (Ford Anglia).

COMING ATTRACTIONS

October 29th/30th. S.C.C.A. "Ohio 24" Rally, U.S.A.

October 30th. Kilkenny L.C. and M.C. Navigation Trial, Eire.
Ulster A.C. Trial, N. Ireland.

October 30th/31st. Combined Universities M.C. 4th Inter-Varsity Rally. Start, Bedford, Kidderminster, Huddersfield and Durham, 1 p.m.

Tunbridge Wells M.C. Night Navigation Rally. Start, High Rocks Hotel, nr. Tunbridge Wells, 8 p.m.

Blackpool and Fylde M.C. Driving Tests, Blackpool.

October 31st. Sheffield and Hallamshire M.C. 9th High Peak Trial. Start, Rising Sun Hotel, Bamford, 10 a.m.

Sporting O.D.C. Speed Trial, Brands Hatch, nr. Farningham, Kent. Start, 12 noon.

Coventry and Warwickshire M.C. Golden Jubilee Night Rally.

West Hants and Dorset C.C. Auto-cross Meeting, Lulworth Castle, Dorset. Start, 2 p.m.

Leicestershire C.C. Wentworth Trophy Trial.

Southern Jowett C.C. Point-to-Point, Hertfordshire.

November 4th/7th. Geneva Rally (S, T), Switzerland.

CLUB FIXTURES

West Cornwall M.C.—Film show, 29th October, Mounts Bay Hotel, Penzance, 7.45 p.m.

Cambridge '50 C.C.—Meeting, 29th October, Ancient Shepherds, Fenditton, nr. Cambridge.

Hants and Berks M.C.—Talk by Mrs. Nancy Mitchell, 29th October, New Inn, Eversley, 8.30 p.m.

Aston Martin O.C.—Meeting, 29th October, Ye Olde Cock Hotel, Epping, 7.30 p.m.

Cheltenham M.C.—Whist drive, 29th October, Priory Lawn, Cheltenham. Autumn dance, 30th October, Priory Lawn, 9 p.m.

North London M.C.—Meeting, 29th October, Cat Inn, Cat Hill, East Barnet.

Vintage S.C.C. (Frazer-Nash section).—Meeting, 30th October, Two Brewers, Chipperfield, 6.30 p.m.

Bentley D.C.—Meeting, 30th October, Elcot Park Hotel, Newbury, Berks, 7.30 p.m.

Southsea M.C.—Scavenger hunt, 31st October. Film show, 4th November, The Leopard, Purbrook.

Mid-Thames C.C.—Film show, 1st November, Anglers' Hotel, Teddington, Middx.

750 M.C.—Meeting, 1st November, Abbey Hotel, Stonebridge Park, Neasden, N.W.10.

Wolsley Hornet S.C.—Meetings: 1st November, Derby Arms, Upper Richmond Road, Sheen, S.W.15; 3rd November, Corner House Hotel, High Heaton, Newcastle-upon-Tyne; 4th November, Red Lion, Church Street, Birmingham.

Jersey M.C. and L.C.C.—Nomination meeting, 2nd November.

Alvis O.C. (Southern).—Meeting, 2nd November, Duke of York, Great West Road, Brentford.

Vintage S.C.C.—Meetings: 2nd November, Woolpack, Coggeshall, Essex; 4th November, Phoenix Hotel, Hartley Wintney, Hants; King's Head, Telby, near Market Rasen, Lincs; Scott's, Rose Street, Edinburgh.

Liverpool M.C.—Meeting, 3rd November, Childwall Abbey Hotel, Liverpool.

Surrey S.M.C.—Meeting, 4th November, Warwick Hotel, Redhill.

Nottingham S.C.C.—Meeting, 4th November, Travellers' Rest, Plains Road, Mapperley.

Singer O.C.—Meeting, 4th November, Prince of Wales, Eccleshall Road South, Sheffield, 8 p.m.

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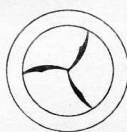
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AUTOMOBILIA, LTD., offer

1952 (Sept.) AUSTIN A40 Sports convertible coupé, beige, red leather, wing mirrors, reversing lights, heater, two spare wheels, low mileage, one owner, excellent condition. £545.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304.

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

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1936 FRAZER-NASH Colmore 2/4-seater, very good condition throughout. £215. Terms and exchanges.—Underwood-Rusling (Sports Cars), 28 Queensberry Road, Kettering. Phone: 3351.

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

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Austin Big Seven saloon, October, 1938, smart and attractive looking car with quite a roomy body, east-cleans, leather upholstery, sun roof, goes very well £145

Austin 7 two-seater semi-sports roadster 1937, nice tidy little car, good hood and screens, almost new tyres, brakes and steering just overhauled, does nearly 50 m.p.g., quite reasonably fast too £95

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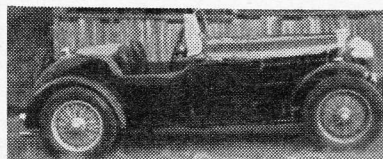
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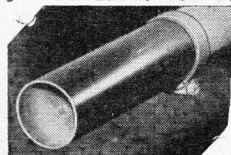
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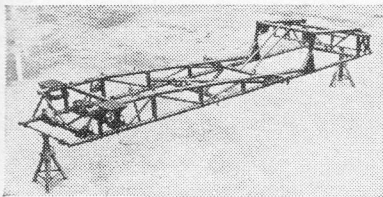
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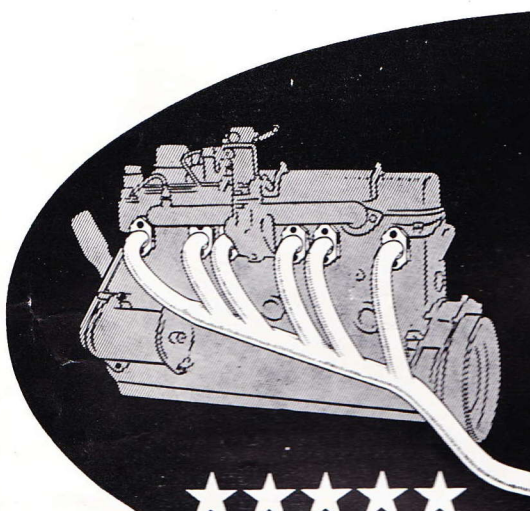


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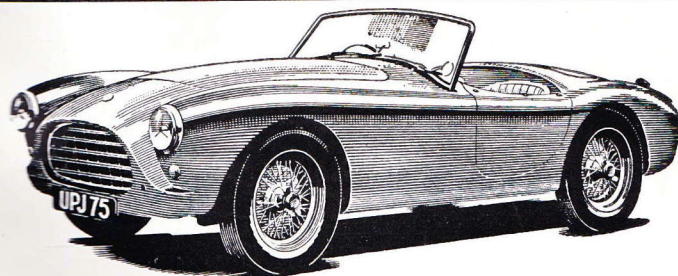
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