

AUTOSPORT

NOVEMBER 5, 1954

1/6

EVERY FRIDAY

Vol. 9 No. 19

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

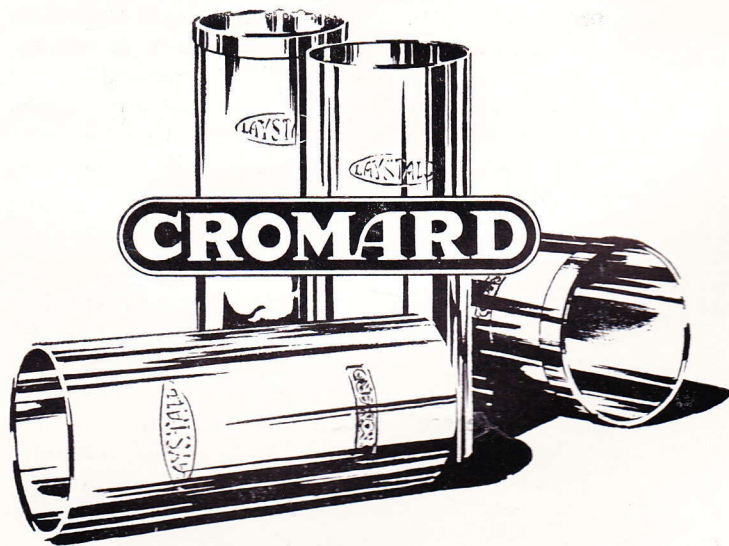
JOHN BOLSTER TESTS THE T.T. PRODUCTION CLASS-WINNING PORSCHE : GUILD DAY AT GOODWOOD

SPEED THAT DECEIVES, BY RAYMOND MAYS : BARCELONA BACKCHAT : WORKSHOP CORNER

THE HIGH PEAK AND VESEY CUP TRIALS : SPRINTING IN THE RAIN

"Dr." LAYSTALL says:

*A Quarter of a million
miles running without
spending money on reboresing
is not uncommon, if —*



you have the engine overhauled by Laystall and get CROMARD cylinder liners fitted.

CROMARD are *hard chrome plated steel liners* and will definitely lengthen the life of your *entire engine*.

They are available for almost all makes, to name a few, Austin, Citroen, Ford, Hillman, Humber, M.G., Morris, Riley and Wolseley.

With CROMARD fitted you can forget cylinder wear for the life of your car.

Write and ask



**LAYSTALL
ENGINEERING
COMPANY LTD.**

53 Great Suffolk Street,
London, S.E.1.

Telephone: WATERloo 6141

Northern Branch: 63 ST. ANNE STREET,
LIVERPOOL 3. Telephone: North 0178

Laystall Laystall Laystall Laystall Laystall La

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 9 No. 19

November 5, 1954

Managing Editor GREGOR GRANT

Associate Editor C. POSTHUMUS
 Assistant Editor F. WILSON McCOMB
 Art Editor THEO PAGE
 Road Tests and Technical JOHN V. BOLSTER
 North of England Northern Ireland
 WILSON ROGERS W. A. McMASTER

Eire JACK O'DONOGHUE

Continental Correspondents GERARD CROMBAC
 MAURICE GATSONIDES JOHN CLAES
 Western Germany ALAN BRUCE

Canada Scandinavia
 R. J. THURGOOD HANS FRIES
 U.S.A. South America
 RUTH SANDS BENTLEY DR. VICENTE ALVAREZ

Photographic Section

Chief Photographer GEORGE PHILLIPS
 North of England FRANCIS N. PENN
 Scotland W. K. HENDERSON
 Continental MAURICE LOUIS ROSENTHAL
 U.S.A. RODOLFO MAILANDER
 OZZIE LYONS

CONTENTS

	Page
Pit and Paddock	602
Sports-News	603
John Bolster Tests a T.T. Cup Winner	606
Workshop Corner	607
The Vesey Cup Trial	608
Speed that Deceives, by Raymond Mays	609
1955 Provisional Northern Calendar	610
North v. Midlands Driving Tests	611
Seventh Heaven—The Guild of Motoring Writers Test Day at Goodwood	612
Sprinting Through The Rain	615
Barcelona Backchat	616
The High Peak Trial	618
News from the Clubs	620
Correspondence	626

NOTICES

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

Editorial and General Office PADDINGTON 7673
 Advertisement Department PADDINGTON 7671-2

General Manager PETER BAYLEY
 Advertisement Manager NORMAN H. BIGSBY
 Annual Subscription £4 4s. 6d.
 (U.S.A. and Canada \$12.00)

Direct from the Publishers or all Newsagents

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

EDITORIAL

GRAND PRIX FLITTING

FOR the first time since the war, the British Grand Prix will be held on a circuit other than Silverstone, a name which has become synonymous with the staging of this country's premier motoring event. Starting as a roughly-planned course on a redundant aerodrome, Silverstone was gradually improved until it became the main centre of British motor-racing, club meetings being held practically every Saturday during the season. Although by no means an ideal circuit, it managed to capture much of the Continental atmosphere when its two major meetings, the *Daily Express* and the British Grand Prix, were held. Every famous post-war driver has appeared at Silverstone and many hard-fought battles have been won and lost. Now the R.A.C., which is responsible for delegating the venue of the Grand Prix, has asked the B.A.R.C. to stage the event on the new road circuit at Aintree, Liverpool, and the club will have the backing of the *Daily Telegraph*. With its meetings at Goodwood, Aintree and Crystal Palace, the B.A.R.C. has built up an experienced corps of officials, and there need be no qualms as to the organizational ability of the club. It is no easy thing to organize a full-scale Grand Prix, which the B.R.D.C. has done so capably in the past; but as long as the clubs concerned are permitted to plan and carry out their arrangements without outside interference, matters usually go without any major hitches. Aintree will be something in the nature of a test-case, and it will be interesting to see whether the vast crowds which make the annual pilgrimage to the Northamptonshire circuit will do the same to Merseyside.

FOR SERVICES RENDERED

SPORTS car racing is becoming more and more attractive to spectators, who have witnessed many thrilling contests this season. Promoters are already thinking in terms of sports car races to supplement formula events for their next season's programmes, and not a few are considering devoting entire meetings to the category. In fairness to drivers and entrants, the question of adequate starting money should be studied, otherwise many people who have supported events in this country may be tempted to concentrate on Continental races where organizers usually take a more realistic view of such things. Owners of really fast sports racing machines should be assured of some method of off-setting the very considerable expense of travelling to and from meetings, which the B.R.D.C. and a few others have long recognized. The majority of drivers do not ask for large sums, but generally agree to accept what promoters offer—hoping to augment this by prize money.

OUR COVER PICTURE

HAIRPIN: A fine Continental race scene, featuring a hardtop XK 120 Jaguar driven by Dutroquet, taking the sharp Doullens turn on the Amiens circuit during the 1954 Prix de Picardie sports car race.

EARLS COURT, 1954, closed with a fanfare of motor car horns, showers of paper from the galleries, and a disgraceful outbreak of petty thieving from many stands.

JOSÉ FROILAN GONZALEZ has informed AUTOSPORT that he has not, so far, signed for Scuderia Ferrari for next year. He has not yet retracted his statement that he would retire from motor racing.

STIRLING MOSS has not yet come to terms with Officine Maserati for 1955, but will be No. 1 driver for them in Brazil and Argentina.

SIR JEREMY BOLES, who drove a DB3 Aston Martin and an F2 Connaught during 1954, plans to race both 750S "Mondial" and Grand Prix Ferraris next season.

LANCIAS will not be going to Mexico for the Pan-American race, as this cannot affect results in the World Sports Car Championship, already in Ferrari's pocket.



PIT & PADDOCK

INTERNATIONAL Cycle and Motor-cycle Show takes place at Earls Court from 13th to 20th November.

PETER GAMMON, recovered from his Brands Hatch accident this season, plans to return to racing next year with two Lotuses—one an "1,100", the other a "1,500".

FOREIGN entry for the London-Brighton Veteran run, the Danish Hammel to be driven by V. Loft, is also the oldest vintage—1886.

MR. AND MRS. W. LYONS gave a show-time reception and cocktail party at Grosvenor House, London, last Friday. P.R.O. Bill Rankin was responsible for exhibiting a very excellent film depicting Le Mans, 1954, with particular reference to the D-type Jaguars.

VOLKSWAGEN production now ranks fourth in volume in the world to General Motors, Ford and B.M.C. The German factory now turns out nearly 1,000 cars per day.

DELOW owned by American enthusiast Dan O'Connell, and believed to be the first imported into the U.S., can claim to have a record delivery mileage. First dispatched last March, it was not off-loaded because of the New York dock strike and went straight back to England. One month later it returned—having crossed the Atlantic three times *en route* to its impatient owner.

THE BMW concern have concluded an agreement to build and market the Italian Isotta miniature car in Northern Europe.

DISQUALIFICATION of Stuart Lewis-Evans's Cooper from the Brands Hatch Senior race, on 3rd October, was based purely on a technical breach, that of a defective ignition switch. The organizers, the B.R.S.C.C., wish to stress that in no way was the driver's integrity in question.

PAT GRIFFITH will not be seen racing next season, as business commitments will take him as far afield as South Africa and Australia.

LANCE MACKLIN and Carroll Shelby are to drive two Austin-Healey 100S models in the Pan-American road race. Macklin is the first British driver to take part in this event.

ANNUAL Dinner/Dance of the British Racing Mechanics' Social Club takes place on 26th November at the Park Lane Hotel. Tickets are 27s. 6d. each; reception 7 p.m., dinner 7.30 p.m.; dancing to 1 a.m. Hon. Sec. is T. Harding, 18 Delta Road, Worcester Park, Surrey.

SHELL-MEX and B.P., Ltd., had a preview of two excellent films last week at Shell-Mex House, London. These were "Nürburgring", with commentary by Nevil Lloyd, and a well-produced feature entitled "Motor Race Marshalling", based on a suggestion by the A.M.O.C. The last named is a *must* for clubs.

DESMOND TITTERINGTON is spoken of as a likely recruit to Jaguars for 1955 sports car races.



★
NOT a method of getting into the circuit without a pass, but merely driver Karl Kling (standing) and team manager Alfred Neubauer (reposing) demonstrating the impressive capacity of the boot on the "220" model Mercedes-Benz.

★

SPORTS NEWS

THE GRAND PRIX LANCIA

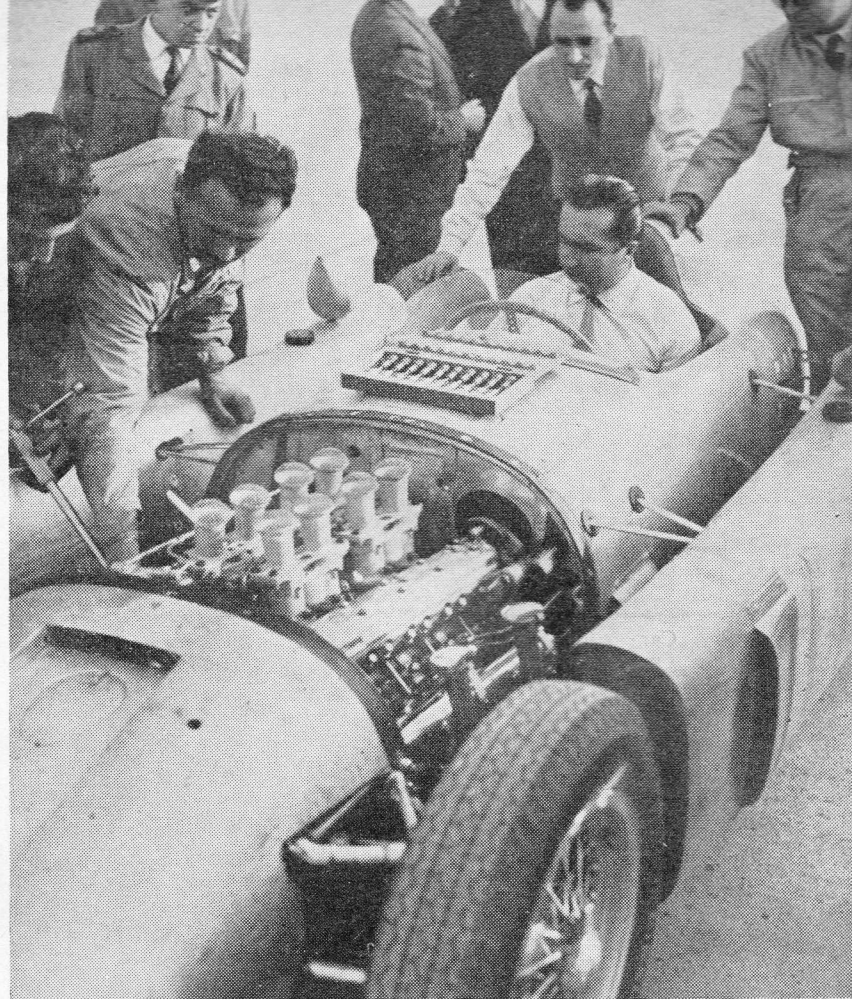
After a season of doubts and dubious rumours, Scuderia Lancia's new Grand Prix car proved a major surprise in the Spanish G.P. where it returned the best practice times and led the race in the opening stages. Power-to-weight ratio was obviously a prior consideration in the design of this car, which is of compact dimensions and scales only 620 lbs. without driver. The chassis is of steel tube lattice construction, mounting an aluminium body. Front suspension features a transverse leaf spring, with swinging links attached directly to the power unit. The rear end is de Dion, again with single transverse leaf spring. A five-speed gearbox is integral with the differential. A unique feature of the car is the mounting of the fuel tanks on sponsons between the wheels, a system which improves the streamlining and achieves a better weight distribution, with no effects from emptying tanks.

The engine is a 90° vee 8, of 73.6 mm. x 73.1 mm. bore and stroke and a capacity of 2,487 c.c. Four twin-choke Solex carburettors are fitted—a change from the customary Webbers—and ignition is by twin Marelli magnetos. This unit turns at a comfortable 8,000 r.p.m., when its output is some 260 b.h.p.

Announcing these facts on 14th October, Attilio Pasquarelli of the Scuderia

FRUITION of Lancia hopes in Grand Prix racing came several stages nearer at Barcelona, where Alberto Ascari made fastest practice lap, and led the race until clutch trouble put him out. Here is the car with the bonnet off, revealing its 90° V8 engine with four double-choke Solex carburettors and twin overhead camshafts. B.h.p. is approx. 260.

(Below) The G.P. Lancia is very compact, as this picture shows. Vents in the side tanks direct air to the oil coolers. Amongst the group around the machine are Gianni Lancia and Alberto Ascari.

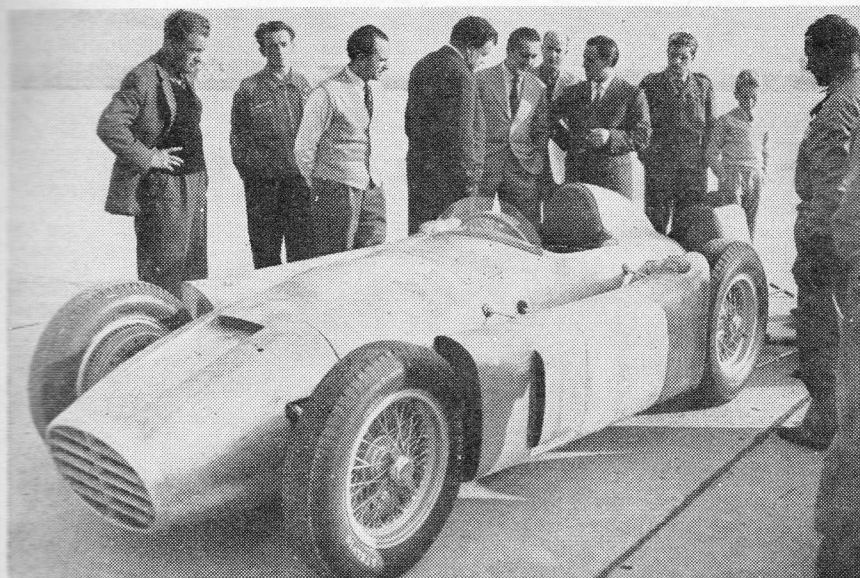


MONTE CARLO RALLY NEWS

KEN WHARTON is Competitions Manager for the Daimler team which he will lead; Nancy Mitchell/Susan Hindmarsh are contenders for the Coupe des Dames. . . . Ford has such names as Sydney Allard, the Reeves, the Harrisons, Reg Phillips, Bill Fleetwood, Raymond Baxter, Robin Richards, Jo. Ashfield. . . . Aston Martins have Gatso, Peter Collins, Marcel Becquart and Reg Parnell. . . . Mrs. "Bill" Wisdom is in an Austin, husband Tommy in an Armstrong Siddeley. . . . M.G. Magnettes will be driven by Geoff Holt, Reg Holt, Len Shaw ("The Musketeers") and Gregor Grant. . . . New Competitions Manager for the M.G. Car Co., Ltd., is Marcus Chambers. . . . Peter Harper, Sheila Van Damm and Jack Fairman form spearhead of Sunbeam attack. . . . Mort Morris-Goodall and Oscar Moore are starting from Athens with an Austin Westminster. Ken Wharton's co-driver in the Daimler Century will be Jan Langelaan of Holland.

THE GRAND PRIX BUGATTI

It is hoped to have the prototype of the Colombo-designed 2½-litre Bugatti ready for testing before the end of December. Reports from a reliable source indicate that it is a twin o.h.c. straight-eight with Bosch fuel injection, rather similar in general principle to the Mercedes-Benz, but mounted behind the driver. In spite of reports in Continental newspapers, Maurice Trintignant informs AUTOSPORT that he has not signed up to drive with the Molsheim concern for 1956, and will not consider doing so until he has tried the car. First race appearance of the G.P. Bugatti will probably be at Rheims for the Grand Prix de l'A.C. de F.



Lancia stated that their Barcelona entry of two cars was merely to gain practical racing experience of the prototypes, without any anticipation of victory. "Results of recent tests (at Monza and San Remo), although comforting, show we have yet to achieve perfection in our car," he said.

BRITISH G.P. FOR AINTREE

It is announced by the R.A.C. that, subject to agreement on detail, the R.A.C. British Grand Prix for 1955 will be staged on the Aintree circuit and organized by the British Automobile Racing

Club. The race will be sponsored by the *Daily Telegraph*.

An application for the G.P. to be delegated to the B.A.R.C. has been approved in principle by the Committee of the Royal Automobile Club.

After the war, from 1948 to 1951, the race was organized by the R.A.C. at Silverstone, and under delegation to the British Racing Drivers' Club during the past three years. The R.A.C. now feel that, in view of the successful inauguration of Aintree, northern followers of the sport should be given an opportunity of seeing the country's premier motor race.



GENTLEMEN OF THE JURY: Members of the Guild of Motoring Writers at the A.C.F. H.Q. in Paris just after voting Stirling Moss the Driver of the Year. Amongst those present are (l. to r.), seated, J. Eason Gibson, Marcel Reichel, Maurice Gatsonides and T. H. Wisdom. Front row, standing (l. to r.), Jacques Ickx, Jacques Ricquier, Gregor Grant, Charles Fothergill, Bill Bradley (reading out the ballot result), Courtenay Edwards, Gordon Wilkins, Mme. Ricquier, Georges Fraichard and Paul Frère. Visible in the second row, standing (l. to r.) are Oliver Billingsley, Basil Cardew, Sidney Henschel and, in the right-hand corner, Dudley Noble.

A CHRISTMAS RACE MEETING!

THE British Racing and Sports Car Club are breaking entirely new ground in the promotion, on Boxing Day, of a Brands Hatch race meeting, for sports, Formula 3 and *Formule Libre* racing cars! Feature event will be the Christmas Trophy race. Regulations of the meeting are obtainable from the Secretary of the B.R.S.C.C., 20 William IV Street, W.C.2.

R.A.C. TRIALS CHAMPIONSHIP FOR KENT

AN invitation from the Maidstone and Mid-Kent M.C. to organize the 1954 R.A.C. Trials Championship in the Maidstone area has been accepted by the R.A.C.

Entry to the Championship, which will be held on 18th December, is by qualification only, and this will be the first time the event has been staged in the Home Counties.

An entirely new course is being planned for the trial.

RECORD ENTRY FOR LONDON-BRIGHTON RUN

ENTRIES for the R.A.C.'s Veteran Car Run from London to Brighton, which takes place on Sunday, 14th November, have closed at the record total of 223. Last year's entry totalled 181. The start will be from Hyde Park, the first cars leaving at 8.30 a.m.

To be eligible to take part in this event all cars must now be at least 50 years old.

For the first time in many years this classic event is taking place on the historically accurate date. It was on the 14th November, 1896, that the first Emancipation Run was organized by the motoring pioneers of that time, in order to celebrate their victory over restrictive legislation.

"And now our roving eye camera will try to give viewers a competitor's angle on the course. . ."

JOHN CLAES

TWICE outright winner of the Liège-Rome-Liège Rally—the only man ever to do this without loss of marks—experienced sports car racing and Grand Prix driver Johnnie Claes needs no introduction to readers. Radio commentating, and virtuoso musicianship are amongst the accomplishments of this very versatile personality, and he has lately taken to journalism. AUTOSPORT is pleased to announce that John Claes has become a Continental Correspondent to this magazine, replacing Hans Tanner, who now ceases to have any connection whatsoever with AUTOSPORT.

CARRERA PANAMERICANA

ONE-HUNDRED-AND-FIFTY-FOUR entries have so far been received for the Pan-American road race from 19th/23rd November. Amongst them are Maglioli and Trintignant (4.9 Ferraris), Bracco (3-litre Ferrari), Rubirosa (Ferrari), five Alfa Romeo 1,900 T1 saloons (Sanesi,

Carini, Mantovani, Bonini and a Mexican driver), Louis Rosier (4½-litre Talbot) and Louis Chiron (Osca).

A Pegaso has been nominated by the Dominican president, Rafael Trujillo, but no driver has been named as yet.

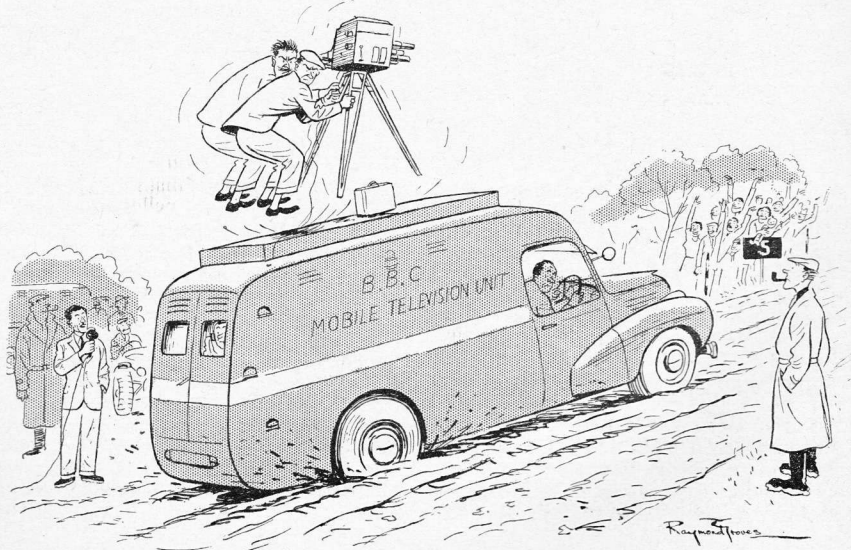
STAND 65

AUTOSPORT's stand at Earls Court was the recognized rendezvous for all motor-sporting people. Many famous racing and rally personalities visited the stand, and drivers like Stirling Moss almost developed writer's cramp from signing visitors' autograph books.

A glance at the visitors' book sees the signatures of such famous personalities as Count Lurani, John Cooper, Ivor Bueb, Cliff Davis, Jack Reece, Peter Reece, Denis Scott, Eric Thompson, Guy Gale, Johnnie Claes, Sir James Scott-Douglas, John Thornley, Paul Frère, John Coombs, Reg Parnell, Mike Hawthorn, Stirling Moss, Les Leston, Gatso, Marcel Becquart, Anthony Heal, Colin Chapman, Raymond Mays, Sheila van Damm, Owen Davies, Lance Macklin, Bob Gerard, Peter Collins, Ninian Sanderson, Jimmy Stewart, Mme. Sigrand, Jim Mayers, Ron Flockhart, Duncan Hamilton, George Abecassis, Peter Whitehead, Graham Whitehead, Tony Rolt, Horace Gould, Peter Stubbs, Dick Henderson, Tony Gaze, Roy Salvadori, Rob Walker, J. Riseley-Prichard, Bob Said, Rex Hays, Reg Bicknell, John Habin, Joan Gerard, Werner Göst (Sweden), Harry Sutcliffe, Don Beauman, Peter Gammon, Don Truman, Bertie Bradnack, Hon. Gerald Lascelles, Stuart Lewis-Evans and a host of others.

AGREEMENT has been reached between Amedée Gordini and M. Garczynski of the Ecurie Le Mans, whereby the former will continue development of his competition machines under the directorship of the latter.

EVERY new Austin from now on will have a very welcome new gadget—in the tool kit, of all places. It is a "paint pencil" for putting right those scratches that are always caused by somebody else. Rather on the principle of a fountain pen fitted with a brush, it is supplied filled with cellulose of the correct shade for the car.





DISTINGUISHED VISITORS to AUTO-SPORT'S stand at Earls Court included (above) Reg Parnell, Peter Collins and Lance Macklin; (above, left) Mme. François Sigrand, famous French rally driver; and (left) Bob Gerard, Mrs. Joan Gerard and Miss Susan Vale.



car meetings and the I.O.M. motor-cycle T.T.s, since that time. For his ever-ready wit, his knowledge and his wise counsel, "Algy" Guinness will be greatly missed.

★
WILBUR SHAW
★



THE death in a flying accident on 30th October, of Wilbur Shaw, deprives American motor racing of a very fine driver and popular public figure. Shaw was born only a few miles from the Indianapolis speedway, and made his first appearance there as a small boy, through a hole in the fence! Ejection failed to damp his enthusiasm, and by the mid-'20s he was a competitor in the great 500-mile classic. In 1936 he was one of the few American drivers to keep the European Grand Prix drivers in sight during the Vanderbilt Cup road race at Long Island. In the following year came his first Indianapolis 500-miles race victory.

Nineteen thirty-nine saw the importation of the 3-litre G.P. Maserati, a car which immediately established its superiority at Indianapolis over the U.S. specials, and with which Wilbur Shaw gained a resounding victory. In 1940 he repeated this success, and was three-quarters of the way to a third successive victory in 1941 when a tyre burst, putting the Maserati out.

Shaw gave up racing after that, joining the Firestone company, and later becoming General Manager of Indianapolis speedway. Besides being a star racing driver, Shaw's talents extended to flying, rifle-shooting, and golfing. He was 52.

C. P.

★
**SIR
ALGERNON
GUINNESS**
★



ONE of Britain's great pioneer racing drivers, Sir Algernon Guinness, Bart., died on Tuesday, 26th October, at Cookham, Berks, at the age of 71. "Algy" Guinness, as a steward of the R.A.C. and Vice-Chairman of their Competitions department, has given invaluable aid for years on motor racing matters, based on his wide experience in this sphere since the early days. He it was who so fearlessly handled the great 200 h.p., 24-litre V8 Darracq, exceeding 120 m.p.h. in it, and clocking a British record at 111 m.p.h. on Saltburn sands in 1907.

A year earlier he had finished third with a Darracq in the Isle of Man T.T., and in 1908 he was second in this event, again with a Darracq. A very fast driver, one of Guinness's finest races

ever was in the 1907 Circuit of Ardennes in Belgium. Driving an 8-litre Minerva, he led his team-mates Moore-Brabazon (now Lord Brabazon of Tara) and Fritz Koolhoven (later a Dutch aircraft manufacturer) until tyre trouble set him back. He eventually finished third, after making a record lap at 66.55 m.p.h. In the G.P. class, of the same meeting, he came in second with a Darracq to Baron de Caters's Mercedes.

With his equally famous brother Kenelm Lee Guinness ("K.L.G."), "Algy" was later attached to the Sunbeam racing *équipe*. His quick-wittedness averted disaster in the 1914 T.T. when the propeller shaft on his near-brakeless 4½-litre Sunbeam broke, depriving him of the transmission brake while approaching a corner. Coolly he pulled on the brake cables outside the cockpit, taking up the slack and checking the car's pace in time.

In 1922 he surprised many younger drivers by his fire and skill with a 1,500 c.c. Talbot in the I.O.M. Voiturette T.T., winning in the pouring rain after outpacing his team-mates and all opposition. He retired from active racing thereafter, but has remained a familiar and popular figure at most major British

JOHN BOLSTER
TESTS

A T.T. CUP WINNER

The Porsche "1500 Super" with which Raymond Flower and Ernest McMillen gained the Production Car Award

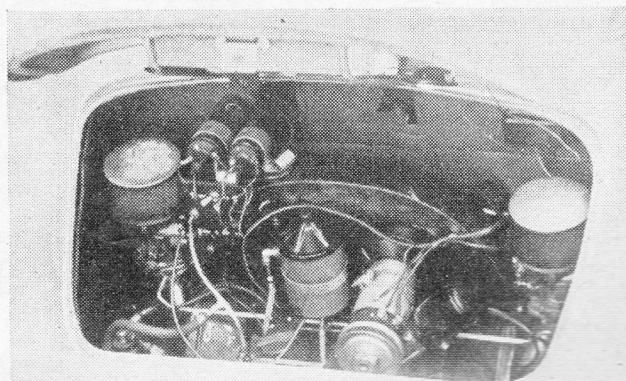
IN the past, I have carried out a couple of abbreviated tests of Porsches. These were a standard model and a Super, and I received a good deal of correspondence after these short articles. It was thus obvious that a full-length road test would be of considerable interest, and I was therefore grateful when Raymond Flower very kindly offered to let me put his car through its paces. This was the actual machine which he drove in the T.T., and it had not been touched since that gruelling event.

As everybody knows, the Porsche was developed from that worthy but unexciting vehicle, the Volkswagen. Although the two designs are similar, however, the Porsche has so much the greater performance that no comparison is possible. Let us merely say that both cars have an air-cooled rear engine and independent suspension of all wheels, and let it go at that.

The engine of the Porsche is a flat four, with finned light-alloy cylinder barrels cooled by a centrifugal blower. The cylinder heads are unusual, for although they are roughly hemispherical they are not symmetrical; whereas the



THE CAR, and owner Raymond Flower (above), photographed outside Buckingham Palace.



THE ENGINE (left) of the Porsche, an air-cooled 1,488 c.c. flat-four, with higher lift cams and special crankshaft with roller bearing big ends.

exhaust valves are inclined, the inlets are not. They are operated by pushrods and rockers from a camshaft in the crank case. There are two downdraught Solex carburetters.

The Super differs from other Porsche models in having a special crankshaft with roller bearing big ends. A camshaft giving more lift and overlap is also employed. The engine is in unit with the all-indirect gearbox and spiral bevel final drive. The urge is transmitted to the rear wheels through swing axles.

This power unit is mounted at the very back of a steel, punt-type frame, with built-in box-section side members and a central backbone. Each front wheel is carried on a pair of trailing arms, the suspension all round being by laminated torsion bars. Although the division of the two-piece track rod is by no means symmetrical, no noticeable effect can be felt.

A hard-top coupé body of pleasing

appearance is built on to the chassis, of which it forms an integral part. It is a two-seater with luggage space behind, and two very small occasional seats are normally concealed unless required. The front bonnet is largely occupied by the spare wheel. It is obvious that this body is extremely efficient aerodynamically.

On taking one's seat, one is at once struck by the delightful layout of the instruments and the general finish. The driving position could not be bettered, and the all-round vision is excellent. The car I drove had left-hand steering, which brought the central gear lever under the right hand—an admirable arrangement.

When I moved off, I was at once struck by the lightness of all the controls. I have a personal preference for light, "quick" steering, and the Porsche combines these qualities with accuracy of response. The gear lever has a fairly long travel, but moves with great ease.

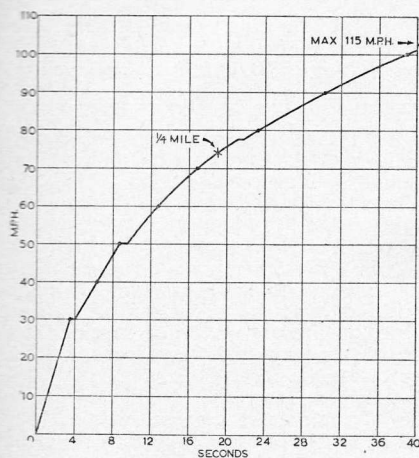
It has a typically Continental synchromesh, which will correct slight errors but can be beaten by brutal handling. It is a very good point that synchromesh is applied to bottom gear, for this ratio is often used during traffic driving.

The general behaviour is, in some ways, contradictory. Thus, the engine is not particularly flexible and has a hard, throbbing note during violent acceleration. If both windows are fully open, one can be very conscious of the beat of the engine at certain speeds.

When a high cruising velocity is being maintained, the car completely changes its character. Then, all noise is left behind, and travel becomes wonderfully effortless. From this point of view, the rear engine location is certainly an advantage. A momentary check, such as catching up with a slower car, is merely an excuse to employ that high third gear. Soon, one is back in the eighties and nineties, and the miles slip past unnoticed. The suspension is soft, and gives a comfortable ride. Over certain surfaces, and at the higher speeds, there is a fairly quick up-and-down movement. This is due to the swing axles, and the rearward weight distribution, but the general standard of comfort is good.

The handling qualities naturally differ from those of a conventional car. Driving gently, the heavy tail can be forgotten, but at high speeds on winding roads it is always at the back of one's mind. This car really needs knowing before one can throw it around. Then sharp corners can be taken very quickly indeed, the tail sliding out but being checked at exactly the desired moment.

I am not convinced that the Porsche can be taken through really fast corners as quickly as the best normal cars; if it can, then I have not yet acquired the necessary technique! On the average type of main road bend, which one



ACCELERATION GRAPH OF THE PORSCHE "1500 SUPER"

habitually negotiates at 80 to 100 m.p.h., there is a certain tendency to run wide. Nevertheless, it is only under the hardest driving that these characteristics are manifest, though wet roads emphasize what I have said.

It is all too easy to forget that the Super is only a 1½-litre car; perhaps that is one of the nicest compliments that one could pay it. The speed would be phenomenal for a stark competition-type two-seater, but when one considers that it is a closed car of solid construction, the performance stands out in its true perspective. The acceleration is very

good, the maximum speed is tremendous, and the brakes can easily cope with any situation.

I was a little concerned with the question of timing the maximum speed, for the rev. counter goes into the red at around 107 m.p.h. I therefore asked Raymond Flower what speed was permissible on top, but he insisted that I should wind her right up, even though the timed tests would entail travelling for several miles with the needle in the danger area. I can only say that, although I had the decency to avert my gaze from the rev. counter, the machine seemed entirely happy while recording a mean speed of 115 m.p.h. I think that the makers rate their engine conservatively, and that it would be perfectly safe at 6,000 r.p.m. The speedometer was quite remarkably accurate, a state of affairs which seems to be a German monopoly at the moment.

There is something immensely attractive about the Porsche. The beautifully made body, the instrument panel, the arrangement of the controls—all these are things that give pride of ownership. The short stroke and ultra-high gearing mean that the engine is never highly stressed, and I am certain that this is a robust and hard-wearing car. A glance at the performance figures give some idea why this *marque* has so many competition successes. This could well be the car for the man who wants something different. If I am still not convinced that the rear engine confers the best handling qualities—it certainly has

poor accessibility—I definitely consider that the Porsche is one of the best made sports cars on the market today.

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Porsche "1,500 Super" two-seater hard-top coupé. Price: £1,380 + £576 2s. P.T.

Engine: Four horizontally opposed air-cooled cylinders 80 mm. x 74 mm. (1,488 c.c.). Pushrod operated inclined valves. 70 b.h.p. at 5,000 r.p.m. 8.2 to 1 compression ratio. Twin Solex downdraught carburettors. Bosch coil and distributor.

Transmission: Single dry plate clutch. Four-speed gearbox with synchromesh on all gears, ratios 3.56, 4.94, 7.72, and 13.92 to 1. Spiral bevel final drive in unit with gearbox.

Chassis: Pressed steel punt type frame, forming bottom of body, with integral box section members. Independent front suspension by trailing arms. Worm-type steering box and two-piece track rod. Independent rear suspension by swing axles. Laminated torsion bars and double acting telescopic dampers all round. Bolt-on steel disc wheels fitted 5.00 x 16 in. tyres. Hydraulic brakes, 21S in front, in light alloy drums with cast iron liners.

Equipment: 12-volt lighting and starting. Speedometer, revolution counter, fuel and oil temperature gauges. Warning lights for oil pressure and dynamo charge. Clock. Flashing indicators.

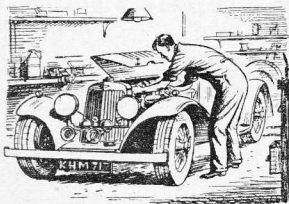
Dimensions: Wheelbase, 6 ft. 11 ins. Track, front 4 ft. 2½ ins., rear 4 ft. 1½ ins. Overall length, 12 ft. 11½ ins. Width, 5 ft. 5½ ins. Height, 4 ft. 3½ ins. Ground clearance, 6½ ins. Turning circle, 33 ft. Weight, 15½ cwt.

Performance: Maximum speed, 115 m.p.h. Speeds in gears, 3rd 78 m.p.h., 2nd 50 m.p.h., 1st 30 m.p.h. Standing quarter mile, 18.5 secs. Acceleration, 0-30 m.p.h. 3.6 secs., 0-40 m.p.h. 6.2 secs., 0-50 m.p.h. 8.4 secs., 0-60 m.p.h. 12.6 secs., 0-70 m.p.h. 17 secs., 0-80 m.p.h. 23 secs., 0-90 m.p.h. 30.8 secs., 0-100 m.p.h. 39.4 secs.

Fuel Consumption: Driven hard, 23½ m.p.g.

WORKSHOP

CORNER



FEW cars have captured the imagination of the enthusiast to such an extent as the DB2 Aston Martin—or its successor, the DB2-4. For most of us ownership of such a car must remain a pipe-dream, to be realized only if rich Aunt Flossie forgets the oil stains we left on her sitting room carpet, but a Swedish motorist has achieved his ambition by means of

determination, hard work and the expenditure of under £500 in hard cash.

Per W. Schurer, of Alingsås, started by buying the sad relic of a DB2 saloon which had left the road at high speed and somersaulted back again, upside down. Despite the battered appearance,

SCANDINAVIAN PHOENIX

A DB2 FOR £500!

as shown in our photograph, it is a fine testimony to the car's sturdy construction that the chassis frame was not bent or damaged in any way—nor was the driver, by the way. Mr. Schurer's self-imposed task was to restore the car to its original condition, and he succeeded

in repairing almost every part of the body, with the exception of one headlamp rim. The aluminium panels were laboriously hammered out and replaced, but Mr. Schurer substituted for the original front grilles a one-piece version of his own design, made of chromium-plated brass and wire netting. He then painted the car in an effective blue-grey colour.

There was surprisingly little other damage. One half-shaft required straightening in an hydraulic press, and the wheels were rebuilt and checked by a specialist in Gothenburg. Slight damage to the camshaft drive was put right with the aid of parts obtained from Feltham, a new radiator fitted, and Mr. Schurer's hard-won Aston Martin was ready for the road. His verdict on the result of his efforts? "Now the car runs perfectly. You can't drive a better car than the DB2 in my opinion."



BEFORE: The Aston Martin looking very sorry for itself as bought by Per Schurer of Alingsås, Sweden.



AFTER: Looking as good as new, following much hard work and ingenuity. The car is finished in blue-grey.

LOWDEN (Left) Tony Marsh, who won a second-class award, picks his way along Plowden Wall in his blown Dellow.

As things were going it seemed that only rank bad luck could prevent the genial Yorkshireman from lifting the Premier and the last hill, Allez 'Oop, was approached with this in mind.

While earlier numbers were floundering in sub-sections four or six, Phillips came along to make a storming climb which proved the only clean of the day. But Bill Bodenham failed in clouds of steam, surely only inches from the finish card, after a most gallant effort.

Norman Terry pulled his Dellow up to "6" before the gradient claimed him. B. R. Potts (Cotton IV) reached the same marker and H. B. Woodall managed even a few more feet before his Ford refused.

Two tie-deciding driving tests had been slipped in during the day, one on a Y-basis and the other through a right and left-hand bend. The final totals were so disposed that the figures obtained on the tests were not used.

A rally was held during the same week-end on rather original lines. The nine starters gained bonus marks by visiting various towns in Lancashire and Yorkshire. Just how the system worked in detail must remain a secret locked in the hearts of organizers Lou Tracey and Denis Taylor.

But it did work, and in spite of the shocking weather during the night of the 23rd/24th, W. A. Machin and R. H. Dillow (Austin) amassed no less than 77 marks.

WILSON ROGERS.

Results

Vesey Cup (best car performance): R. W. Phillips (1,172 c.c. Le Tout). **Watson Glynne Bowl (next best, under 1,500 c.c.):** J. D. Hollingworth (1,172 Oliver).

First Class Awards: A. E. Marsh (1,172 Dellow); B. J. Bodenham (1,172 Austin).

2nd Class Awards: B. R. Potts (1,172 Cotton IV); H. B. Woodall (1,172 Ford); N. Nightingale (1,172 Ford); N. V. Terry (1,172 Dellow).

Autumn Rally

Muratti Arston Trophy (best performance): W. Machin/R. H. Dillow (1,200 c.c. Austin); 2. Dr. P. Pollitt/Dr. M. Redfern (918 c.c. Morris).

Ladies' Award: Miss D. Hubner/Miss B. Price (1,991 Triumph).

Novice Award: G. T. Baxter/M. Taylor (1,250 M.G.).

SUNBAC'S "VESEY"

Premier Award Goes to Reg Phillips (Le Tout)

SUNBAC'S old-established Vesey Cup Trial attracted 15 entries and was held in perfect weather on 24th October, in spite of the many floods which were prevalent at that time. Reg Phillips brought his spartan Le Tout down from the North to take a comfortable victory from the home-grounders.

A four-mile run took the 14 starters from the Stokesay Castle Hotel at Craven Arms to Timber, John Deeley unfortunately being missing as a result of an incident with a lorry. The towing Austin-Healey was saved but the Cranford was badly mauled.

The first hill was through mud to a greasy grass surface, and was used before and after lunch. After the abortive efforts of the morning a longer run at the hill was permitted for the second attempt. Even so, it was not easy, and Reg Phillips made an early mark here. Pat Reynolds took his Dellow up very hard but Tony Marsh, in a blown edition of this marque, ventured higher. John Hollingworth (Oliver) equalled Marsh's performance.

The often-used Marshbrook was in the itinerary and did not cause undue perturbation to the majority. Phillips sailed up it, possibly recording an unofficial B.T.D.

Bill Bodenham had no nonsense from his Austin (ex-Bassinet I) and Hollingworth and Reynolds disappeared around the final bend. M. Davies (Dellow) travelled sideways to fail but Nightingale's Ford Special, looking more Austin 7 than many, made the grade.

Harton Wood was altered for the afternoon session by the inclusion of some very daring chicanes. A muddy lane wound its way between steep earth banks all overhung with trees. The banks were used as a wall-of-death by Marsh, Hollingworth, Phillips and others, whereas Pat Reynolds had revs. but no grip at the second obstacle, quite high up.

Frank Lewis ran out of big ends before the lunch break, so he was unable to join the others at Plowden Wall and the excellent Allez 'Oop.

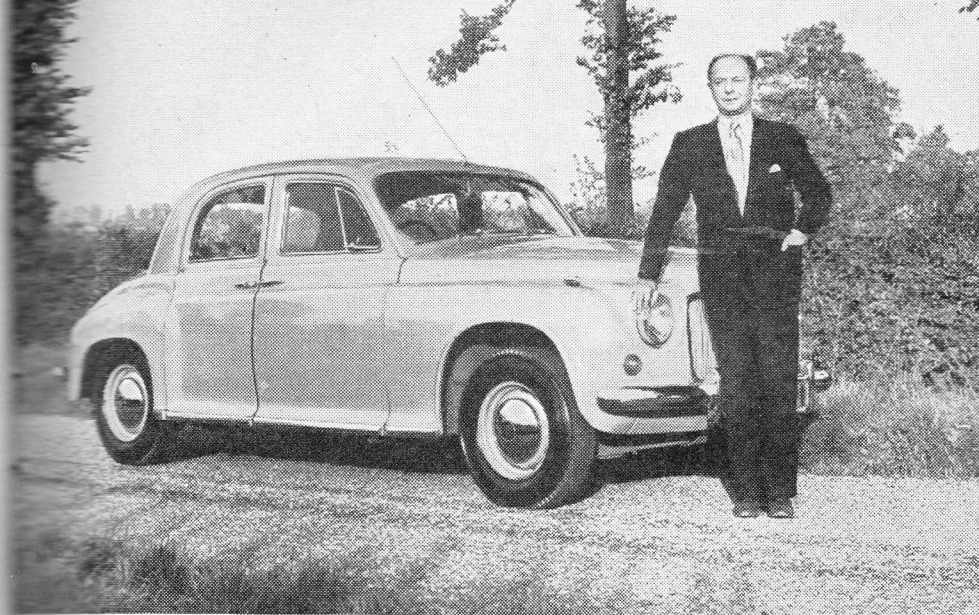
Plowden Wall was over 100 yards long and on deeply rutted grass. It did not

claim many failures and in fact Marsh and Phillips never even used full urge for the hill. By this time Reg was almost clean in all but appearance. Bill Bodenham was one of the few to have an incident on this hill, but he recovered to bound over the final sharply-rising hump.



(Above) John Hollingworth (Oliver) was runner-up to Phillips. (Right) N. Nightingale, who took a second-class award, looks concerned on Plowden Wall.

AUTHOR and SUBJECT: Raymond Mays with his Rover 90 saloon.



dearing qualities as acquaintanceship ripens.

Random examples that come to mind as I write are (i) the vertical adjustment for seat height, which, please note, is independent of the fore-and-aft variability and thus does not condemn one to a comfort-restricting choice between low-and-far-back or high-and-far-forward positions; (ii) the rotating head of the gear lever turret, giving two options of lever placing relative to the centre-line of the car; (iii) the almost entire absence of change in the feel of the car as between driver-only and full-crew loadings, due to the variable-rate suspension; (iv) the provision of a fuel reserve, and of a warning light to jog the absent-minded if the choke is left out for longer than necessary.

SPEED that DECEIVES

Some Far-and-Fast Experiences with a Rover 90

BY *Raymond Mays*

IN these performance-conscious days, when even grandmothers are apt to prove sales-resistant to cars that have not grandiose b.h.p. and r.p.m. letters after their names, there is a temptation for designers to put first things last and vice versa. Their labours in such cases assume this order of precedence: (i) Procure fire-ball performance; (ii) scratch worriedly around for roadability to match, adding it if necessary on the instalment plan.

If I were asked to crystallize the Rover 90's genius in a single sentence—a tallish order—I would say that this car represents the outcome of just the opposite process. Here, roadability has obviously been objective number one, with the quest for power and speed relegated to its proper place—the secondary one. This emphatically does not mean that the 90 is a sluggard; it is not. But, within the range of its 2.6-litre engine's extremely deceptive capabilities, only the veriest “ham” could be excused for placing himself, or others, in peril.

To qualify as a critic of the facets of a car's character which add up to this thing called roadability, one has to drive it with considerably less regard for its finer feelings than the average owner will show. This I can claim to have done already during the 9,000 miles covered on HTL 299.

Diaries of long-distance here-to-there averages do not make gripping prose, but, boring or not, they still make a valuable yardstick of any car's capabilities. It therefore must go on record that during some of my Continental travels this season, which included personal transport to and from the French and Swiss Grands Prix, averages of just above 60 m.p.h. were put up over durations of three hours and thereabouts. A three-hour slice of the return journey from Berne, about a third of it in the dark and three-quarters of it in pouring rain, showed a 55 m.p.h. mean. Distances and times were in all cases conscientiously checked and recorded.

Performances like these, uttered in

such a sports car stronghold as the columns of AUTOSPORT, do, I suggest, give food for thought. Some years ago, before the advent of the admittedly sprightly and inexpensive sports cars which abound today, the detractors of the type often drew derisive attention to the close and progressively closing gap between the performances of allegedly noisy and uncomfortable sports cars on the one hand and the best of the unpretentious saloons on the other. As time went by, the gap widened until this taunt lost its sting. But vehicles of the Rover 90's stamp, quiet and unassertive family machines of considerably less than 3-litres capacity which will reach 90 and cruise between 75 and 85 m.p.h., do make one wonder whether these disrespectful comparisons will not soon regain their old validity.

The cruising-speed range I have mentioned, incidentally, is taken from actual experience, though the figures are admittedly “indicated”. From a road test report published by a contemporary of AUTOSPORT, I see that a presumably representative car showed a consistent 4 m.p.h. “flatter” from 70 up to its maximum of a genuine 90. This was on a car with the higher of the two optional axle ratios—giving 3.9 to 1 in top. My own 90 has this ratio, which for the fast Continental travels that form a considerable part of its duties, seems preferable to the lower gearing (4.3 to 1).

A journalist, if he were writing this appreciation, would avoid using the adjective “unassertive” twice in three paragraphs, but the word so perfectly epitomizes Rover products that I make no excuse for exhuming it. Their behaviour, as exemplified by HTL 299, is indeed entirely in the same modest spirit as the slogan, “One of Britain's fine cars”. So far from putting all the goods in the shop-window, the 90 seems to take trouble to hide them away, leaving the owner to discover fresh en-

But these are detail matters which merely serve to strengthen and confirm the very high opinion earned by the car's basic character. I have referred briefly already to its outstanding roadability, and this is a department in which drivers with racing experience are not easily satisfied; and still less so when, as in my case, they are fortunate enough to “take into partnership” the latest Bentley product as it comes into production each year.

To describe the Rover as “the Bentley of its class” is a compliment to both *marques*, and a well-deserved one. In fact, although the well-stocked 2- to 3-litre class includes several cars which anyone might be proud to possess, I say with complete sincerity that, in this category, only the Rover owner really knows what Bentley motoring means. How the makers manage to combine such refinement, comfort, performance and good handling qualities in a vehicle costing only just over £900, basic, is nothing short of a mystery.

In almost all aspects of controllability, the 90 is right out ahead of the performance available; and that, as I said back at the start of this article, is the right way to design a car. At speed in a straight line it holds its course with what must I think be the irreducible minimum of effort on the driver's part; and on good surfaces and bad, alike.

On corners it is a model of accuracy and, for a machine of by no means exaggeratedly low C. of G., resists roll in a really remarkable way. It takes sheerly brutal helmsmanship to produce audible tyre shriek, and adhesion at fast cornering speeds in the wet is superior to that of several racing cars I could name. There is a slight tendency to under-steer—just about the degree that is accepted nowadays as the ideal. In

the sort of emergency that arises occasionally even in the most survival-loving circles—situations where one inadvertently makes a too-fast run-in to a bend that proves acuter than one had thought—I have never once known the 90's stern to lose its lateral grip.

The brakes I would call good but not superlative. But here it has to be allowed that my driving—not just sometimes but invariably—is harder than anything the car would undergo in normal private-owner service; harder even than the treatment meted out by the various works and Press testers whose travels I have shared in my time. These brakes could, I think, be improved a little in the sense of obtaining shorter stopping distances for a given pedal pressure.

This makes the ninth Rover I have owned since the beginning of the last war. All have had impeccably refined engines, but HTL 299 easily beats its eight predecessors on this count. In fact, its great silkiness can easily lead one to underrate its vigour, both in acceleration and sustained speed. Even now, my own mental m.p.h. guesses are often belied by a glance at the speedo-

meter—and I have yet to make a guess that was not low of the mark.

My engine has never failed to start at a touch of the button, never missed a beat and never failed to resume its dead-regular and virtually inaudible tick-over after prolonged spells of full-load and/or high-r.p.m. motoring. If this unit has a breaking point, or for that matter a faltering point, then it would take a heavier foot than mine to discover it.

For a car of its type, planned to sell mainly to drivers of a fairly sedate caste, the spacing of the gear ratios is satisfyingly close—3.9, 5.36, 7.98 and 13.15 to 1. And when, added to this, the change itself is fast and positive, and the lever placed exactly where the hand instinctively grabs for it, one naturally tends to make good use of the box. On the other hand, the engine's low- and middle-range torque is such that the 90 can, if the owner's preference lies that way, be handled as a top-gear car. Superbly flexible, it will pick up from 5 m.p.h. in top with a dead-even beat and not a trace of transmission snatch.

The free-wheel? Well, it's there, of course, for those who like it. Person-

ally, I do not, and am therefore prepared to forgo its use while acknowledging its value as a fuel economizer.

Outside of the *grande luxe* class, I know of no car with a better-made body than this Rover's. You can clout and hammer it over the most atrocious of Continental level-crossings and not get a groan out of it. Today, it is as free from rattles as when the car was delivered, and not a single man-hour has been spent on it. In the thoroughness and thoughtfulness of its appointments and equipment, it bears comparison with the works of famous specialist firms.

Criticisms? Yes, two. The front seat centre arm rest is too short for maximum support . . . though I doubt whether the fact would be noticed by anybody who did not make a habit of fast non-stop travels of the 300 to 500 miles order. Second, in a car of this one's patrician class one looks for pleated seat upholstery, which does not "ruckle" so quickly as the plain type.

But it would take more than these little imperfections to make me stop at number nine in Rover ownerships!

1955 NORTHERN CALENDAR

At the twenty-eighth meeting of the Association of Northern Car Clubs, held at Halifax on 21st October, a provisional list of Northern events for 1955 was drawn up, and appears below. It should be stressed that this is a *provisional* calendar, so that the dates should not go into your diary until confirmed.

JANUARY

January 9th: N.M.M.C. Standard Car Trial (C); Bolton le Moors, Standard Car Trial (C). January 16th: Liverpool Motor Club, Rally (C); Lanes A.C., Main Road Trial (C). January 23rd: Manchester University M.C., "Howarth Rally" (C). January 29th/30th: Stockport Motor Club, Night Rally (C).

FEBRUARY

February 5th/6th: Leeds University M.C., Rally (C.I.). February 11th/12th: Yorkshire Sports Car Club, "Yorkshire Rally" (C.I.). February 12th/13th: Rhyl & District M.C., Rally (C). February 13th: Sheffield & Hallamshire M.C., "Harrison Trophy Trial" (C). February 19th/20th: Blackpool & Fylde M.C., "Welsh Rally" (C.I.); Manchester University Motor Club, "Rally of the Roses" (C). February 20th: North Midland Motor Club, "Kitching Trophy Trial" (R). February 26th/27th: Liverpool Motor Club, "Jeans Gold Cup Rally" (C.I.). February 27th: Yorkshire Sports Car Club, "White Rose Trial" (C).

MARCH

March 6th: Bolton le Moors Car Club, "Rally Driving Tests" (C.I.). March 13th: Yorkshire Sports Car Club, "4/44 Trial" (R). March 20th: Darlington & District M.C., "Roderick Gray Trial" (R). March 26th/27th: B.A.R.C. Yorkshire Centre, "All Fools' Rally" (C). March 27th: Mid-Cheshire C.C., Trial (C.I.); North Midland Motor Club, "Hopkinson Standard Car Trial" (C); Knowldeale Car Club, Main Road Trial (C).

APRIL

April 2nd/3rd: Rhyl & District M.C., "Rali Gogledd Cymry" (C.I.). April 3rd: Chester Motor Club, "Barclay Trophy Trial" (C.I.); Darlington & District Motor Club, "Grinton Picnic" Rally (C.I.); Sheffield & Hallamshire Motor Club, Standard Car Trial (C). April 10th: Brit. R. & S.C.C., Sprint Meeting (C.I.). April 17th: Yorkshire S.C.C., "Horsfall Trophy" Trial, Driving Tests, Sprint (C); Southport M.C. & L.C.C., Main Road Trial (C); Lancashire & Cheshire C.C., Driving Tests (C); Bolton le Moors C.C., "Broad Acres Rally" (C). April 23rd/24th: Blackpool & Fylde M.C., Rally (C). April 24th: Lancashire & Cheshire Car Club, "Derbyshire Trial" (R); Lancashire Automobile Club, Main Road Trial (C). April 30th: Stockport Motor Club,

MAY

May 1st: "Blackpool Rally" (C.I.); Ilkley & District M.C., Speed Event (C). May 7th: Rhyl & District M.C., Driving Tests (C). May 8th: Liverpool Motor Club, Driving Tests (C). May 13th/14th/15th: Lancashire Automobile Club, "Morecambe Rally" (N). May 15th: North Midland Motor Club, "Sporting Hill-Climb" (C). May 22nd: Blackpool & Fylde, Autocross (C); B.A.R.C. & Y.S.C.C., Autocross (C). May 28th: Mid-Cheshire Car Club, Autocross (C). May 28th/29th: Grimsby Motor Club, "Poacher Rally" (C.I.). May 29th: Bolton le Moors, Standard Car Trial (C); Sheffield & Hallamshire M.C., Sprint (C).

JUNE

June 4th: Rhyl & District M.C., Autocross (C); B.A.R.C. Yorkshire Centre, "Scarborough Rally" (C.I.). June 5th: B.A.R.C. Yorkshire Centre, "Wilson Trophy Trial" (R). June 11th/12th: Ilkley & District Motor Club, "Ilkley Rally" (C.I.); Manchester University Motor Club, Night Rally (C). June 12th: Y.S.C.C., Standard Car Trial (C); Sheffield & Hallamshire M.C., Driving Tests (C); Lanes & Ches C.C., "Capt. Stott Trial" (C). June 18th/19th: Furness Motor Club, "Furness Festival Rally" (C.I.). June 19th: Knowldeale Car Club, Main Road Trial (C); N.M.M.C., "Midsummer Road & Test Trial" (C); Leeds University M.C. Rally (C). June 25th: Chester Motor Club, Sprint (C); Yorkshire Sports Car Club, Driving Tests (C). June 25th/26th: Rhyl & District Motor Club, Rally (C). June 26th: Sheffield & Hallamshire Motor Club, "Team Test Rally" (R).

JULY

July 2nd/3rd: Liverpool Motor Club, Night Rally (C). July 3rd: Lancashire & Cheshire Car Club, Autocross (C.I.); Stockport Motor Club, Rally (C). July 9th: Lancashire Automobile Club, "Clerk Hill Sporting Hill-Climb" (C.I.). July 9th/10th: Blackpool & Fylde M.C., "Midnight Rally" (C). July 10th: Manchester University Motor Club, Driving Tests (C). July 17th: Bolton le Moors "Phillips Trophy Trial" (C). July 23rd: North Midland & Sheffield & Hallamshire, "Autocross" (C). July 31st: Liverpool Motor Club, "Driving Tests" (C.I.).

AUGUST

August 7th: B.A.R.C. & Y.S.C.C., "Autocross" (C). August 14th: Sheffield & Hallamshire M.C.,

SEPTEMBER

September 3rd: Mid-Cheshire Car Club, Driving Tests (C). September 3rd/4th: Knowldeale Car Club, Night Rally (C.I.). September 4th: North Midland Motor Club, Driving Tests (C). September 10th: Yorkshire Sports Car Club, Sprint (C). September 10th/11th: Chester Motor Club, Rally (C.I.). September 11th: North Midland & Sheffield & Hallamshire M.C., "Over Reversers" Sporting Hill-Climb (C); Bolton le Moors M.C., "Standard Car Trial" (C). September 17th/18th: Southport M.C. & L.C.C., "Southport Motoring Weekend" (C.I.). September 24th/25th: Lancashire & Cheshire Car Club, "Lakeland 300 Rally" (C.I.). September 25th: Sheffield & Hallamshire M.C., Sprint (C); Stockport Motor Club, Rally (C).

OCTOBER

October 2nd: Ilkley & District Motor Club, Sporting Trial (C.I.); Rhyl & District M.C., Standard Car Trial (C.I.). October 8th: Lancashire Automobile Club, "Davis Trophy Trial" (R). October 9th: Liverpool Motor Club, Autocross (C.I.); Mid-Cheshire Car Club, Rally (C.I.); Y.S.C.C., "Stone Trough Trial" (C); Knowldeale Car Club, Standard Car Trial (C). October 15th/16th: Sheffield & Hallamshire Motor Club, "Rally of the Dams" (R). October 23rd: British Racing & Sports Car Club, "Sprint" (C.I.); Bolton le Moors Car Club, Rally (C.I.); Southport M.C. & L.C.C., Rally (C). October 29th/30th: Blackpool & Fylde Motor Club, Blackpool Rally Driving Tests (C.I.); Combined Universities Motor Clubs, "University Rally" (C.I.).

NOVEMBER

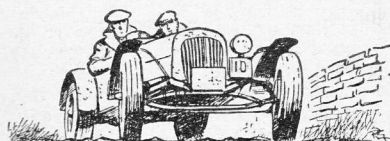
November 6th: Sheffield & Hallamshire Motor Club, "High Peak" Trial (R); Bolton le Moors Motor Club, Rally (C); Chester Motor Club, Trial (C); Knowldeale Car Club, Standard Car Trial (C). November 13th: Yorkshire Sports Car Club, "Pennine Trial" (C); Lanes Automobile Club, Main Road Trial (C). November 20th: Stockport Motor Club, Rally (C); North Midland Motor Club, "Autumn Sporting Trial" (C); Blackpool & Fylde Motor Club, Main Road Trial (C). November 26th: B.A.R.C. Yorkshire Centre, "Night Monkey Puzzle" (C). November 27th: Lancashire & Cheshire, Rally (C).

DECEMBER

December 3rd/4th: Lancashire Automobile Club, "Night Trial" (C.I.). December 4th: M.G. Car Club N.E. Centre, "Goathland Rally" (C.I.). December 10th/11th: North Midland Motor Club, "Night Rally" (C); Manchester University Motor Club, "Xmas Rally" (C). December 18th: Sheffield & Hallamshire Motor Club, "Christmas Standard Car Trial" (C); Bolton le Moors Car Club, Rally (C); Blackpool & Fylde Motor Club, Standard Car Trial (C).

C = Closed; C.I. = Closed Invitation;

N = National; R = Restricted.



NORTH v. MIDLANDS

Marsh Wins Challenge Match for Midlands Team

KEN WHARTON was invited to take the wheel of a Dellow in the North versus Midlands driving tests at Blackpool last Saturday, but it was team-mate Tony Marsh and his blown Dellow who stole the show and made a firm foundation for the Midland victory which followed.

Each team had 15 drivers, many of whom were well known in this form of competition, so that a close match was anticipated. Doctor Charles Hardman captained the Northern team but Midlander David Hurd was a non-playing captain.

Four tests were attempted, all on the Middle Walk Promenade, in cold but fine weather.

The first was just over 200 yards long, involving a dash between pylons, around another, forward into a garage where a very sharp lock was the order—reverse—then a flying finish with a foul line.

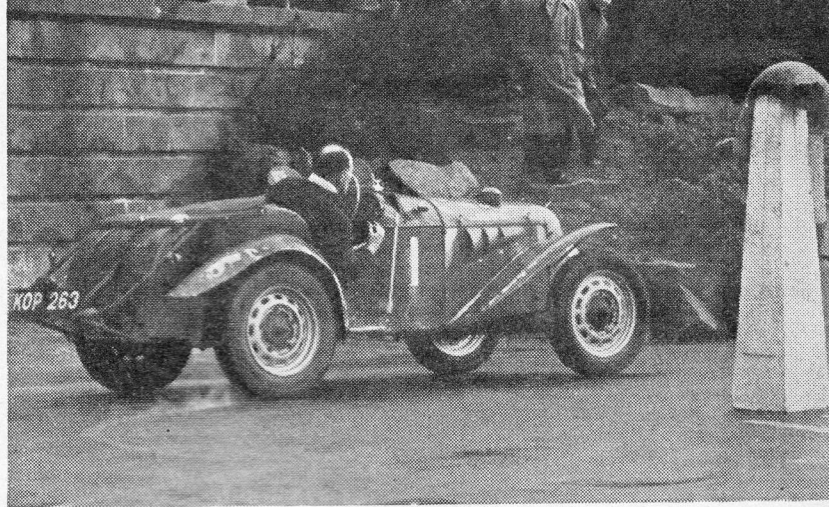
Doctor Hardman led off and surprised us by having two goes at the garage (44 secs.). Ken Wharton, who was using what might be termed the Marsh Family Dellow (it belongs to Tony's mother), knocked 3 secs. off this, then came the amazing Marsh.

In a drive where he fairly skated over the concrete the supercharger howled him round the obstructions in a time 3 secs. better than the famous B.R.M. driver's. Tony's 38 secs. stood out as by far the best.

Jimmy Ray handled his Morgan superbly for his 41.8 time, but Duncan Hollingworth in the car which Lou Oliver built, and Harry Livingston (Dellow) kept the Midlanders ahead with 41.2 and 41.4 respectively.

Test 2 had more pylons (or drums) per square yard than ever appeared anywhere, but surprisingly only one driver got intermingled. He shall remain anonymous! For the rest a good time for this four-left-and-four-right-locks-drive was 10 secs. flat. This was done by Ray and Wharton, and Charles Hard-

(Right) "Doc" Hardman leaves a neat smoke trail behind one tyre of his Dellow in the process of winning the class for specials.



man and Peter Reece were only 0.2 sec. longer. But Marsh had pulled out a fantastic 9.6!

Spectators and competitors alike are still scratching their heads over Test 3. This called for more sheer judgment than any in reversing two ways through two sets of pylons. As someone said, you could hardly hear yourself speak for falling pylons.

But the head-scratching came after Ken Scales' run. In his export Anglia his time of 30.8 secs. was only 0.8 longer than Marsh's best of the day here. An incredible effort.

Hardman at 30.4 equalled Harry Livingston's and John of the same name, driving an oldish Standard 8, returned a fine 35 secs. Throughout the day this car, altogether strange in this sort of event, was handled well.

The simple manoeuvre of crossing a line, reversing over it again and a flying finish to foul lines 18 ins. apart was required for the last test. Hardman's 18 secs. set a standard which Marsh promptly defeated with 16.8. This was good, but no less brilliant was Peter Reece's 17.2 for the course in his Morgan. Johnny Wallwork, with a new line in windshields on his TR2 Triumph (which had just had some useful last-minute work at a local garage) returned an 18 secs. time. Denis Flather (Keystone) was 0.6 longer over the journey

against the 19 secs. of Ken Wharton and Doug Lawton (Dellow).

There was a short breather before the second half was attempted when the Midlanders led with Ken Wharton over the same four tests.

However, Ken found the rockery extremely hard and the Dellow suffered a bent rim and a puncture. Doc. Hardman made no mistakes the second time as he covered the distance in 38.8 secs.—a time subsequently equalled by Tony Marsh.

John Dorsett handled his Ford Anglia in a most lively manner, spinning completely at the finish to avoid the foul line. Denis Scott in a Prefect performed a similar about face.

Peter Anton, driving in place of Tony Fisher, had the bad luck to break a petrol pipe and earlier Ross Preston had had his Preston pack up when a wire came adrift. He pressed on.

Wharton was troubled with his gear change on the third test, which lost him some time. He was faulted, too, as he "tickled" a pylon. Jack Clegg (Clegg) went through this test in a series of staccato jerks, but Denis Flather's run was marked by its steadiness.

Lou Tracey (Triumph TR2) and Jimmy Ray (Morgan) probably used less road than anyone for braking, but Ray blotted his copybook on Test 3 when he collected a pylon. This was also achieved by Harry Hamilton (Dellow), but in addition to being free of pylon-potting Johnny Wallwork was neat and fast.

Bonner Smith handled a Zephyr well in tests which favoured the smaller cars, and his team-mates Pat Reynolds (Dellow), Harry Livingston (Dellow) and John Dorsett (Ford) were also good.

The event had started with an excellent luncheon at the Blackpool and Fylde Club H.Q. and ended with an enjoyable social occasion while the results were being decided.

WILSON ROGERS.

Provisional Results

Team Match: 1, Midland Team, 2686.2 secs.; 2, Northern Team, 2753.4 secs.

Best Time of Day: A. E. Marsh (Dellow S.), 194.6 secs.

Special Class winner: Dr. C. R. Hardman (Dellow S.), 199.2 secs.

Sports cars: H. L. Livingston (Dellow), 206.0 secs.

Saloon cars: K. Scales (Ford Anglia), 227.8 secs.



(Left) Racing driver Ken Wharton returns to his earlier pursuits—rallies and trials—at the wheel of a Dellow which belongs to winner Tony Marsh's mother.

INGREDIENTS for a very rich day's fare: The imposing line-up in front of the pits at Goodwood of all the cars available for test.

accustomed to going round Goodwood. And let me stress from the start that three laps of that 2.4-mile circuit, in an unfamiliar car, can provide *impressions only*, and not considered opinion on its character.

The Singer Roadster still has the "1937" looks of last year. For all I know it was the same "demo" car, but I liked it. It cornered nicely, its engine

Seventh Heaven . . .

With the Guild of Motoring Writers at the 7th Goodwood Test Day

ROUND about Showtime, most of the better-known motoring journalists may be found hiding at the back of Earls Court stands, a strange gleam in their eyes, muttering under the breath and counting feverishly on the fingers. Simultaneously, people like Courtenay Edwards, Dudley Noble, Charles Fothergill and Sidney Henschel find that they have a whole host of new friends—friends they didn't know before, but all remarkably anxious to be friendly. To those in the know the explanation is simple—the Guild of Motoring Writers' Test Day is approaching. Journalists, photographers, and the ads man from the *Bee-Keepers' Bulletin* are fighting for the opportunity of sampling the latest cars down at Goodwood. Fantastic excuses for attendance will be trumped up, hitherto unheard of publications will be mentioned, but eventually those who are really entitled to them will be issued with driving permits and the Day of Days is on.

AND what a pleasant, terrible problem confronts the Guild member, as he heads for the Chief Paddock Marshal's office, armed with personal token badge which is his *open sesame* to the day's joy. Which shall be first choice, of all the delectable 1955 offerings featured in

the list? A.C. Ace, TC 21/100 Alvis, DB2/4, Bristol 404 or 405, Jaguars of all types, even—wonderful thought—to a genuine D-type!—Jensen, TR2, Doretti . . . ? The problem is generally solved by being beaten to the desired number disc by somebody quicker. The "Ace", I found, arriving about 10 minutes after "starting time", was not yet available, but was already heavily booked; the Bristol discs were bagged too, Jensens, Jaguars, Doretis . . . all gone! A nice A30 saloon then? Well, no, thank you, I'll settle for the Singer Roadster—just a nice size to get re-

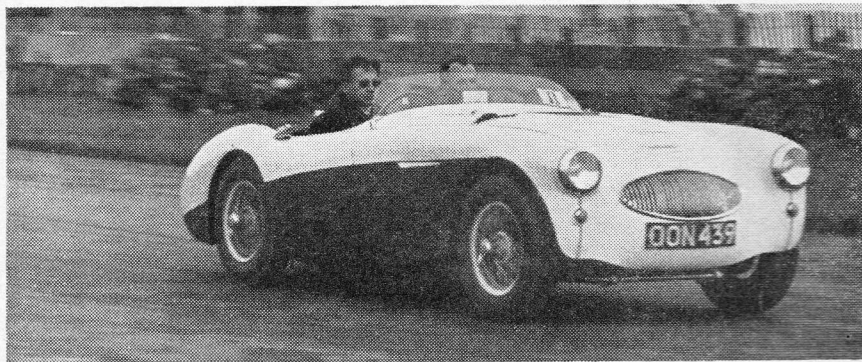
was willing, its gearbox not demanding but inviting use; the car and Goodwood constituting really good fun after months of dreary town motoring in saloons. Haunting thoughts of black Wolseleys and Austins with bells on their fronts were banished for the day, making the initial three laps with that Singer a veritable tonic.

But three laps don't last long, and soon I was back in the paddock, there, amazingly, to spot and secure a Jaguar. Not the D-type—that was hopelessly booked—but a very handsome XK 140 drophead. This was a superb machine, with that wonderful surge of power of which one needs so little to be really happily moving. Three rounds only was cruel, yet divine. This drophead seems more of a quality-bred fast touring car than an out-and-out sports device, its coachwork, seating and fittings being most luxurious, and its manners impeccable; yet one had only to tread a little harder with the right foot to get amazing response.

Walking off, still bewildered at this wonderfully Jekyll and Hyde motor car, I encountered colleague McComb light-heartedly feigning *mal de mer* and indicating the Ford Zodiac. Fond memories of Zephyrs in previous years aroused my curiosity, so I secured No. 24, a two-tone saloon, to find it had all

NEW VIEW (left) of the chicane taken from the Jensen as the M-type Mk. VII Jaguar followed us through, and (above) in the Bristol 405 during a spot of McComb cornering.





DEMONSTRATING the new Austin-Healey 100S is racing driver Lance Macklin, with Barclay Inglis as passenger.

the Zephyr's effortlessness, but had seemingly acquired some American characteristics alien to its cheaper, less-embellished counterpart. Cornering was distinctly transatlantic in its softness and gentle wallow, mainly due, the man said, to less firm shock absorbers at the rear. But perhaps the memories of the XK 140 still lingered on, to accentuate the different handling.

What next? The A.C. Ace was now in circulation—very active and rapid circulation, moreover, with scarcely a minute to breathe before the next eager driver took over. Bristols were highly popular too. The TR2 drophead then? Yes, and there it actually stood, waiting for the next customer! What a fine little car this Triumph is. It sells at an amazing £595 basic, yet at any price its performance is remarkable. In feel it is absolutely right, and for sheer life and zest it takes some beating. The gearbox is a veritable "honey"—one is even pampered with an overdrive—the steering is very high-g geared, the wheel of satisfyingly large diameter. Successes this year show how good the TR2 is, yet remembering "Super Sevens" and "Nines" of the past, I still remain somewhat surprised that this grand little car is a Triumph! After this, three laps in a Riley Pathfinder, with full complement of passengers, seemed fairly sedate, yet, put through the turns at what could have been reckless pace, the car handled well and never felt unsafe. It had a delightful right-hand gearchange, reminding one of Formula 3 Coopers.

Each year a drive in a Morgan is a "must"—and the Vanguard-engined Plus-Four is a joy to drive. It has something of the TR2's briskness, yet it performs in its own individualist Morgan manner, inviting you to do your worst through the

corners. My feeling was that there is a greater margin for folly in the Morgan steering than in the TR2, due perhaps to a slightly longer wheelbase, but three laps of Goodwood is too short a distance to form a set opinion. Certainly I rated the TR2 and Morgan drives two of the pleasantest of my day.

The Sunbeam Mk. III I approached with faint suspicion, recollecting "break-away" tendencies of an earlier Sunbeam-Talbot on the St. Mary's left-hander. But the latest model was good-mannered in every sense, and it certainly was no fault of the car that, with 30 stone of rear passengers, it should go into a spin in the wet at Madgwick—a sharp lesson for me to keep eyes firmly on the bend and not on D-types in the vicinity.

Demand on "Aces", 404s, Doretis, etc., still exceeded supply, and with "closing time" approaching with appalling rapidity I took, willy nilly, No. 22, which turned out to be the Ford Consul. Any impressions that this is a sort of underpowered Zephyr are entirely erroneous; it is a car in its own right, and a very fine one, handling most pleasingly, and possessing boundless energy allied with a feeling of complete security—these, at least, were my feelings after three laps, confirming other brief drives I have enjoyed in Ford Consuls. After that came tea, in a daze, and a homeward drive in a conglomerate Jaguar-Zodiac-TR2 - Riley - Plus-Four - Sunbeam - Consul-Roadster, marvelling, yet again, at drivers like Parnell, Hawthorn, Collins, Moss and others, who get round Goodwood at an average speed of over 90 m.p.h.!

Thank you, manufacturers, Guild organizers, and the Goodwood management, for another grand Test Day.

C. P.

IF C.P.'s impressions of seven cars are confused, mine—with a total of 11—are but a whirl of different dashboards, different steering wheels and different gear levers. Fortunately, overlying the whole mixed salad there is a rich mayonnaise of performance—honest, high performance allied to a confidence-inspiring feeling of unbreakableness, obtained from almost every car. One leaves Goodwood with the conviction that British cars are really not so bad, despite the popular adulation of foreign products. Some are remarkably cheap, and excellent value; others are very expensive, but still good value for money. Nearly all of them are exhilaratingly different from each other, and in these days of standardization that is a virtue indeed.

A psychiatrist might draw weighty conclusions from one's choice of cars on an occasion such as this, only to be misled because on Test Day one sometimes passes time by driving an uninteresting vehicle whilst waiting for more desirable machines. But there was nothing fortuitous about my first choice. In 1952 I had made straight for a DB2 Aston Martin; in 1953 I had been unable to book the DB2/4, which was mobbed all day by enthusiastic journalists. Better late than never, and this year I did not hesitate to secure the Aston. I was most impressed by the neat way in which occasional seats had been insinuated into a *svelte* drophead coupé, but hesitated to use its performance to the full. The track was wet, and there was a mud trail across Lavant which, to my mind, dictated extreme caution. But the Aston looked after me, as I had known it would.

After that drive, it was a distinct shock to climb into a Zephyr Zodiac saloon and find it possessed of disconcertingly blancmange-like qualities. Rally drivers have proved, over and over again, that the Zodiac is a good car, and I left it back in the paddock with a much enhanced opinion of rally drivers.

The fact is, I like to corner fast (within the limits of my own ability), and it was with relief that I turned to the Morgan Plus-Four, a car which can be flung around bends with utter confidence. Two previous Test Days had taught me to



TWO ANGLES on the Zodiac at Lavant Corner: (Above) from the outside and (right) from the inside.

trust the "Moggy", and I was not disappointed this year. The car I tried was an occasional four-seater, with the accent on "occasional", but unfortunately it was powered by the 2,088 c.c. engine instead of the TR2 unit, so that there was slightly less performance available.

Impressed by the neat, workmanlike lines of the Hillman Husky, I then sampled this little utility vehicle. It was devoid of frills, but the suspension was surprisingly soft for a machine of this nature. In a different sense, the same remark might be made about my next car, the Palm Beach Allard, which rolls a good deal when propelled speedily around corners by its three-carburettor Zephyr engine. We tried it "three up", which put an end to sideways sliding on the bench seat; it is a pity that bucket seats have still not been fitted to this undoubtedly lively sports car, and that the position of gear lever and steering-wheel is still a little peculiar.

It had already been established that the Jensen 541 was an outstandingly attractive motor-car. It remained to be seen how it handled, but there was a Jensen representative in the back to see how it was handled! Consequently, our ride became a gentlemanly affair, never exceeding 3,500 r.p.m. (representing about 80 m.p.h. in top gear), but I for one was delighted with the car's behaviour in every way. It was not unlike the Bristol 405 which followed—and that is a compliment indeed.

At this stage of the day one is inclined to feel a little jaded with such a surfeit of splendour, and there could have been no better tonic than the ride in a Jaguar XK140 drophead coupé which came next. Once again I had two passengers, for this car, too, now features occasional seats at the rear. However, their presence made no apparent difference to the available performance. There was that familiar surge of Coventry acceleration which is one of a Jaguar's most pleasing attributes; the excellent upholstery and finish; the impressive road-holding—all the qualities which add up to superlative value for money. There was, too, the personal joy of seeing my highest-ever indicated speed—115 m.p.h.—before cutting off for Woodcote. The rack and pinion steering, the extra 20

b.h.p. and, we fancied, improved brakes, had all done their bit towards making a good car very much better.

A sudden heavy shower of rain demanded prudence as we returned to the track in a hardtop Triumph TR2, and tended to find its way past the forward edges of the sidescrims, but again I had the same impression of sound value. This is another car which is a good bargain, as the large numbers in use bear witness. So is the Austin-Healey 100, which resembles the TR2 (and, of course, the Morgan and Allard) in the use of a relatively large, rugged engine which has already been proved successful in another sphere. I enjoyed another drive in this car, but still feel that a four-speed box is a better proposition than three speeds and overdrive.

This modern tendency to endow a car with sporting performance by utilizing a large-capacity engine and a light chassis is particularly noticeable in the 2-litre category, and the results have so far been very satisfying. One of the best examples of the formula is the A.C. Ace, and for my last car I had the privilege of driving K. N. Rudd's personal transport, a bright red device which has been seen at many hill-climbs and sprint meetings during the 1954 season. I was more than pleased with it; the well-known six-cylinder engine and Tojeiro chassis live together in great harmony, and the controls are well-placed inside the handsome bodywork. The Ace also lived up to my expectations in handling qualities, showing the true sports car's preference for plenty of throttle when cornering, and allowed me to close my day at Goodwood with an easily-obtained 100 m.p.h. before going back to more ordinary vehicles until next year.

F. W. McC.

BACK SEAT VIEW

ENCOUNTERING Goodwood Test Day for the first time, it was probably just as well that I remained a passenger, for the intoxicating orgy of desirable motor cars (I experienced two over the eight) might have been bad for me; as it was, I was able to obtain a sober impression mainly from the back seat (chosen for the purpose of photography *en marche*).

I was particularly grateful for the

tendency nowadays to provide "occasional" seats in the back of sports cars. The DB2-4, of course, is very nearly a four-seater, and two rear passengers would find little discomfort on a long run. The Morgan, on the other hand, only takes a third man on sufferance, and I had to wedge myself in transversely. The XK 140 seemed to have the best compromise. Two children could have been taken, but by shifting the pads around, I made myself very comfortable, cross-wise. The Palm Beach Allard has a bench seat, and there was reasonable room for three of us, but I was on the nearside with nothing to hold on to and only the door-lock between me and eternity, which did not make for peace of mind on right-hand bends. Please, manufacturers, a good grab-handle is *essential* in a fast car.

Among the four-seaters, the Bristol 405 impressed particularly as a car in which the back seat passengers are as well catered for as those in the front. Contrasting dramatically with the flame red exterior, the upholstery was in white leather and cradled all four occupants firmly and comfortably despite F. W. McC.'s enterprising cornering. The Rover 90, for a saloon of comparatively sedate aspect, was amazingly steady when taken round fast in pouring rain, but the same could not be said for the Zodiac, in which I had to brace myself across the rear compartment as it rolled and swayed round the corners. The Morgan gave one of the most enjoyable rides, cramped for room though I was in the back. It *felt* fast—and safe. Unpretentious, it really has all the essentials for very rapid motoring at remarkably moderate cost.

The Austin-Healey is obviously made with the passenger (probably feminine?) very much in mind and while the ride is soft the comfortable seat holds one firmly. I rode in the back of the Jensen beside the company's invigilator and his presence gave us a comparatively sedate ride—hardly a word was spoken!—but even so it certainly goes, and without unseating the passengers. It seems hardly fair to judge the Hillman Husky amongst these road-burners, but this handy and very inexpensive utility will obviously cover the ground, well laden, without wasting time or money.

All in all, I think the XK 140 drophead impressed most of all, so much that I scrounged a second ride in it, this time in the front with the hood up. And a very fine hood it is, every bit as snug as a saloon. Firm comfortable seating, elegant but not opulent interior and beautiful sleek lines; no qualms on corners and a truly breathtaking performance on the straight; all at a price I would cheerfully pay—if I could!

It was really great fun to be a passenger that day—but I can hardly wait for a Guild driving permit of my own.

S. P. S.



MYSTERY: (Left) It has a fibreglass body, independent front suspension by unequal length wishbones and helical springs, trailing link rear suspension and chain drive to the solid rear axle from a 250 c.c. twin-cylinder, two-stroke engine. We liked the look of it when we saw this prototype at Goodwood, but the driver wasn't going to give away any secrets.



SPRINTING THROUGH THE RAIN

Les Leston (Cooper) Makes B.T.D. at Rain-Soaked Brands Hatch S.O.D.C. Speed Trial

ON the occasion of their Speed Trial at Brands Hatch on Sunday, the Sporting Owners' D.C. had their best entry figures yet. Some 60 cars were ready for a timed lap of the circuit from a standing start, but this promising outlook was somewhat marred by rather an overdose of weather. A steady drizzle came down for the beginning of the meeting, then eased off for an hour or so, to resume heavily later on. The only thing that could be said for it was that the track was uniformly wet for the whole day, giving everyone equal conditions, while separating out the times of those of greater and less experience. It would probably surprise many of the less intrepid entrants to know how fast they could have gone with safety, but many evidently felt disinclined to take too many chances with their everyday means of transport.

Which, of course, reminds us of the amazing variety among the motor cars competing. The clubs who were invited to take part were the North London Enthusiasts, Maidstone and Mid-Kent, London, Herts County, Berkhamsted, Bugatti Owners and B.A.R.C., the latter accounting for most of the entries in the four racing car classes. There were 12 classes all told, at the other end of the scale being that for saloons up to 1,100 c.c., which included a Standard Eight and a couple of Austin Sevens.

Reg Owen gave a very competent performance in his Volkswagen to win the 1,101-1,500 c.c. saloon class and Harold Grace drove his Riley 2½ very rapidly to win the up to 2,500 c.c. closed car category; H. M. Johnson showed understandable restraint in handling his delectable Bristol 404 on the wet track!

In the over 2,500 c.c. saloon class, Miss P. Burt and R. W. Fitzwilliam shared the same blue Aston Martin DB2-4, and on each run Fitzwilliam took the longer time. Could it have been Miss Burt's car? In any case A. R. Twentyman in the older DB2 won the class with 83.99 secs.

S. F. Pile's immaculate dark blue 1½-litre Aston Martin Ulster was the show-piece of the day. Entered in four classes, it won three of them with its best run of 80.83 secs. It also ran

among the large gaggle of TR2s in the 1,501-2,500 c.c. open class, but Bert Rogers in his impressively fast Cooper-Bristol cleared the board with 80.05 secs. However, Pile had the laugh on all the large machinery in the over 2,500 c.c. open class, for no one managed to beat his earlier time, not even with the blown XK 120-engined Jaguar of Gordon Parker, Coleman's Jaguette, the assort-

★
DELECT-
ABLE: H. M.
Johnson rounds
Bottom Bend in
his beautiful
Bristol 404.
★



FASTEST: Les Leston in the Norton-engined Cooper with which he made best time of the day, travelling rapidly along the bottom straight.

ment of ordinary XKs or the strange-sounding Mercury V-8-engined Alfa Romeo of S. A. Hurrell.

John Bolster also put in an appearance as a late entry in this class, with a sleek black Swallow Doretto, and showed us that the track conditions were really nothing to worry about.

However, Parker's time of 82 secs. won him the unlimited racing car class. Leslie Marr (Connaught) just pipped Rogers's time for the 1,501-2,500 c.c. group and Les Leston, who turned up with both his Coopers and had trouble with the big one, made B.T.D. and won the 500 racing class with a confident run of 75.60 secs. in his half-litre Mark 8.

S. P. S.

CLASS WINNERS

Saloon cars up to 1,100 c.c.: P. Westley (Austin A30), 108 secs.; **1,101-1,500 c.c.:** R. E. Owen (Volkswagen), 96.06; **1,501-2,500 c.c.:** H. Grace (Riley 2½), 86.14; **over 2,500 c.c.:** A. R. Twentyman (Aston Martin DB2), 83.99.

Open cars up to 1,100 c.c.: R. L. Manwaring (Lotus Mk. VI), 80.35; **1,101-1,500 c.c.:** S. F. Pile (Aston Martin Ulster), 80.83; **1,501-2,500 c.c.:** A. P. O. Rogers (Cooper-Bristol), 80.05; **over 2,500 c.c.:** S. F. Pile (Aston Martin Ulster), 80.83.

Racing cars up to 500 c.c.: L. Leston (Cooper), 75.60; **501-1,500 c.c.:** S. F. Pile (Aston Martin Ulster), 80.83; **1,501-2,500 c.c.:** L. Marr (Connaught), 79.34; **over 2,500 c.c.:** G. Parker (Jaguar), 82.0.

Best Time of the Day: L. Leston (Cooper), 75.60.

RECENT RESULTS

WEST HANTS & DORSET AUTOCROSS

31st October

Class 1. Saloons and tourers up to 950 c.c.: 1. W. G. Cawsey (748 Renault), 4 mins. 15.4 secs.

Class 2. Saloons and tourers up to 1,600 c.c.: 1. W. A. Walters (1,200 Austin), 3 mins. 30 secs.

Classes 3 and 4. No Runners.

Class 5. (750 Formula): 1. P. B. Zingel (747 Austin), 2 mins. 50 secs.; 2. B. Vyse (747 Austin), 2 mins. 53 secs.

Class 6. (1,172 Formula): 1. P. G. Cooper (1,172 Ford), 2 mins. 14 secs.

Class 7. Sports cars and specials not complying with other classes: 1. G. N. Dear (1,250 M.G.), 2 mins. 53 secs.; 2. F. Bruce-White (847 M.G.), 3 mins. 5.5 secs.

Best Time of the Day: P. G. Cooper (Ford), 2 mins. 14 secs.

B.R.S.C.C. (NORTHERN) GOATHLAND RALLY

17th October

Premier Award: J. Mayne (Standard Vanguard); 2. R. Buttle (Invicta); 3. D. Wilson (Daimler); 4. G. Brown (Volkswagen).

HEREFORDSHIRE M.C. TREASURE HUNT

17th October

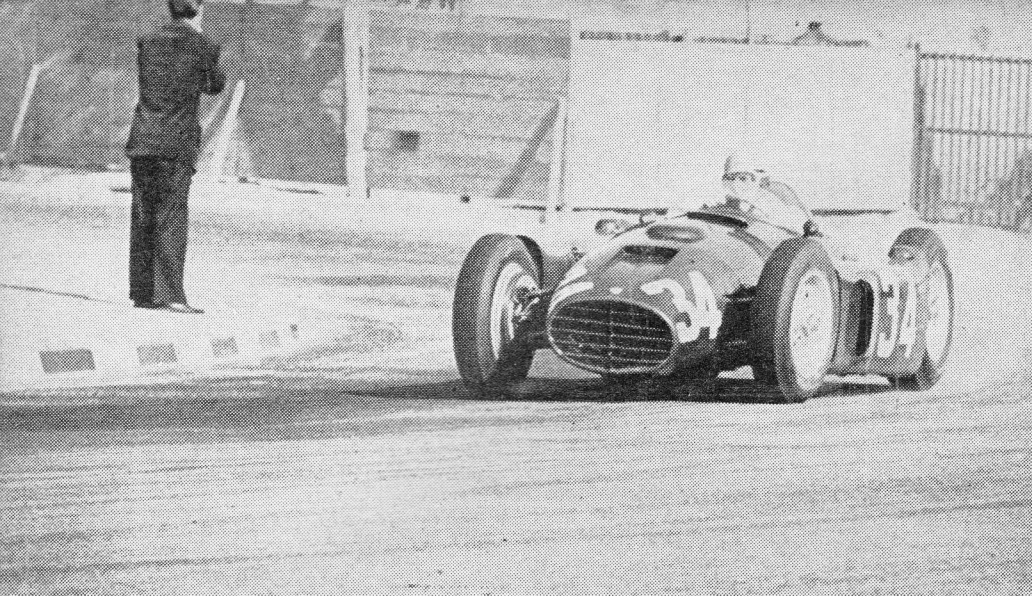
Best Performance: R. M. Jones/Mrs. Jones (M.G. TC); 2. Mrs. G. Appleton/Miss H. Bott (M.G. TC); 3. J. J. Bott/D. Hayward (Riley 2½-litre).

CAMBRIDGE '50 CAR CLUB

October Evening Rally

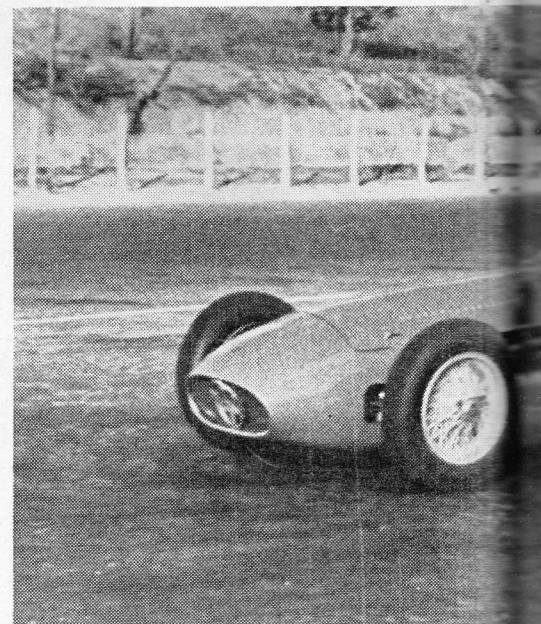
30th/31st October, 1954.

1. J. Richard Aley/S./I.d.r. T. James (H.R.G.), 0 marks lost; 2. A. G. Cooper/J. Paddock (Sunbeam-Talbot IIA), 10; 3. P. G. Withrow/M. J. Leech (Morris), 25; 4. B. D. Graham-Cameron/D. G. S. Williams (Ford Anglia), 40.



LANCIA: (Above) Ascari leading with the new V8 Lancia, just before his retirement.

STAR IN THE MAKING: (Right) Luigi Musso, Maserati "colt", who drove a fine race to finish second.



THE final round of the World Championship was most interesting. This 8th Spanish Grand Prix brought an end to an exciting year of Formula 1 racing with the promise of even more fierce competition in 1955. Mercedes-Benz were soundly trounced by Mike Hawthorn and his Ferrari, and the result of the race will make Rudolf Uhlenhaut and his men more eager than ever to produce a machine with an overwhelming superiority over its rivals. I have heard tell that Daimler-Benz technicians are not too displeased with the defeat, as the reverse may lead to even more resources being made available to the experimental and development sections.

Two reasons can be put forward for the comparative failure of Mercedes-Benz. Firstly, as reported in last week's issue, Fangio's contention that the cars were too heavy for the Pedralbes circuit was confirmed. It was noticeable that all three fell away considerably on the uphill section of the straight, where it was anticipated that the superior power-output of the eight-cylinder cars would give them a higher maximum speed than their rivals. Secondly, the general handling of the machines was inferior to that of Ferrari, Maserati and Lancia; even the great skill of Fangio could not compensate for the peculiar antics of the front wheels while braking for the four decidedly tight bends.

Herrmann drove competently enough, but neither he nor Kling impressed as being anywhere near top-line G.P. class. Kling ran non-stop, but it could not have given any delight to Alfred Neubauer to see a Mercedes-Benz being

lapped by a Ferrari at about half-distance. In fairness to the German driver, his engine never sounded really healthy! Herrmann's car suffered many troubles, first with the gearbox and then with the fuel-pump. Fangio's machine broke a main oil pipe and finished with scarcely a drop of lubricant in the tank. His last eight laps bordered on the heroic, and one cannot fail to admire the courage of a man who continued to press on while being bathed in hot oil. I have often been accused of over-praising this great driver, but I am certain that the majority of racegoers will agree with the drivers that the Champion of the World is in a class by himself.

Mike Hawthorn once again proved that he not only drives a racing car, but uses his head. Nevertheless, a share of the credit should go to Maurice Trintignant who countered the Maserati plan in preventing Harry Schell from establishing a really convincing lead. "Trint" and his older type Ferrari lay fourth for the first nine laps; when Ascari stopped, Schell retook the lead he had held on laps one and two, but on 11 and 12 had to give way to the Frenchman. From then on it was a real ding-dong. Hawthorn spun on the 13th round, but quickly restarted behind Moss, whom he retook on the back leg of the circuit.

BARCELONA

GREGOR

Trintignant nipped ahead on lap 14, was passed again by Schell whom he slipstreamed for three more laps, led again, then was retaken.

All this time, Hawthorn was a few yards behind. On the 20th "vuelta", Trintignant edged past the blue and white Maserati again, and Hawthorn made his first bid for the lead. Schell had started with half-full tanks, but now the two Ferraris were matching his acceleration as the level of their tanks dropped. Lap 21, and Schell had Hawthorn on his tail, with Trintignant ready to pounce if anything happened to Mike. The British driver then took the lead for the first time and Harry Schell's troubles started. Hawthorn had the Maserati's nose within inches of the Ferrari's tail as he swept into the hairpin. He got round safely—but Harry didn't! The Maserati spun wildly and careered off course backwards, fortunately without hitting anything. By the time he recovered, he had dropped to fourth place behind Fangio's Mercedes, which now came into the picture for the first time. Schell battled gamely on, but he had lost far too much ground. On the 30th lap he coasted in with a silent engine, his rear axle having given up. He was deservedly given a rousing reception for yet another of those dashing drives which entitles him to a place amongst the *real* Grand Prix conductors.

It was announced over the P.A. that Schell had set *vuelta mas rapida* in 2 mins. 17 secs., but this was later amended by the timekeepers, who confirmed that Ascari's Lancia had accomplished the quickest tour with 2 mins. 20.4 secs. This puts Ascari into our

ECURIE ECOSSE: Roy Salvadori (Jaguar) finished in second place in the Gran Premio Penya Rhin driving for David Murray's Scottish team.





BACK-CHAT

GRANT

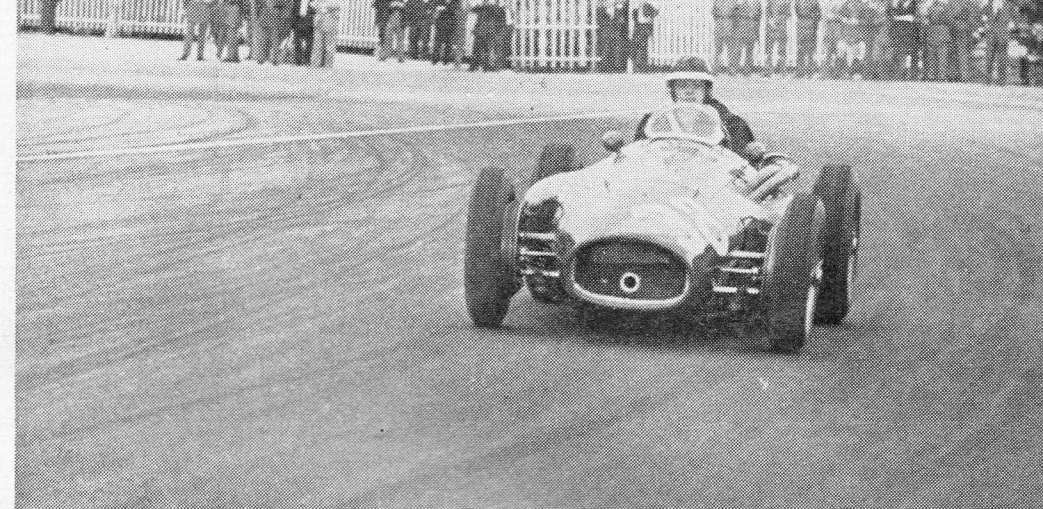
World Championship table, published last week, in place of Schell, credited with 1 point.

Anyway, as Trintignant stopped at his pits immediately after Schell's retirement, Harry had weakened Ferrari opposition by 50 per cent. However, Moss had retired earlier with a broken piston, and Maserati chances were none too rosy, their highest-placed driver being the comparatively inexperienced Luigi Musso. He kept his end up magnificently, and thoroughly earned his second place when Fangio slowed near the end. Musso can be said to be one of Italy's most promising young drivers, as he has already demonstrated in sports car racing.

When Schell packed up, Fangio was 22 secs. behind Hawthorn. The Ferrari's lead varied between 21 secs. and 30 secs. Mercedes-Benz hung out Hawthorn's advantage every lap to Fangio but the Argentinian could do nothing about it. Hawthorn slowed ever so slightly, and on the 51st tour, the Mercedes came within 17 secs. of the red car. Mike speeded up again and took back 4 secs. in one lap, holding a minimum lead of 21 secs. until Fangio's machine ran into trouble and struggled to the finish.

It was quite obvious that Scuderia Ferrari had the situation in complete command. Barring mechanical trouble, or some unforeseen incident, Mike could always lap faster than Fangio. The revised, Maserati-like front suspension had improved road-holding beyond belief, while Lampredi had managed to coax even more power from his well-proved "four". On top of this, Haw-

DICE: Nogueira (Ferrari) and Graham Whitehead (Aston Martin DB3S) during their duel which lasted for the entire 40 laps of the sports car event.



VICTOR: Mike Hawthorn cornering with his Ferrari, which is the first car from the Maranello factory to have helically sprung front wheels.

thorn drove one of his best-ever races, his early spin being his sole mistake.

Despite the all-too-brief début of the Lancias, these little machines were very impressive. Alteration to the spring rates has improved road-holding no end, and careful carburation (Solex) has increased torque in the middle r.p.m. range—hence the remarkable acceleration out of corners! Both cars showed signs of last-minute preparation. Bodywork fitted where it touched, while the maroon finish, attractive at a distance, was a poor enough spray job looked at closely. At the moment, transmission is the weakness. Villorelli ran completely out of brakes, and broke his rear axle using the gears to stop. Ascari's clutch went almost immediately, and he too abandoned with something seriously wrong in the transmission department.

Incidentally, more could be made of Fangio's virtuosity this season. Since the introduction of the World Championship, he is the only driver to record a 100 per cent. finish record. In all eight *grandes épreuves* in which he competed, the incomparable Argentinian scored points. These were compiled from six victories, one third place and one fourth position—a remarkable achievement altogether.

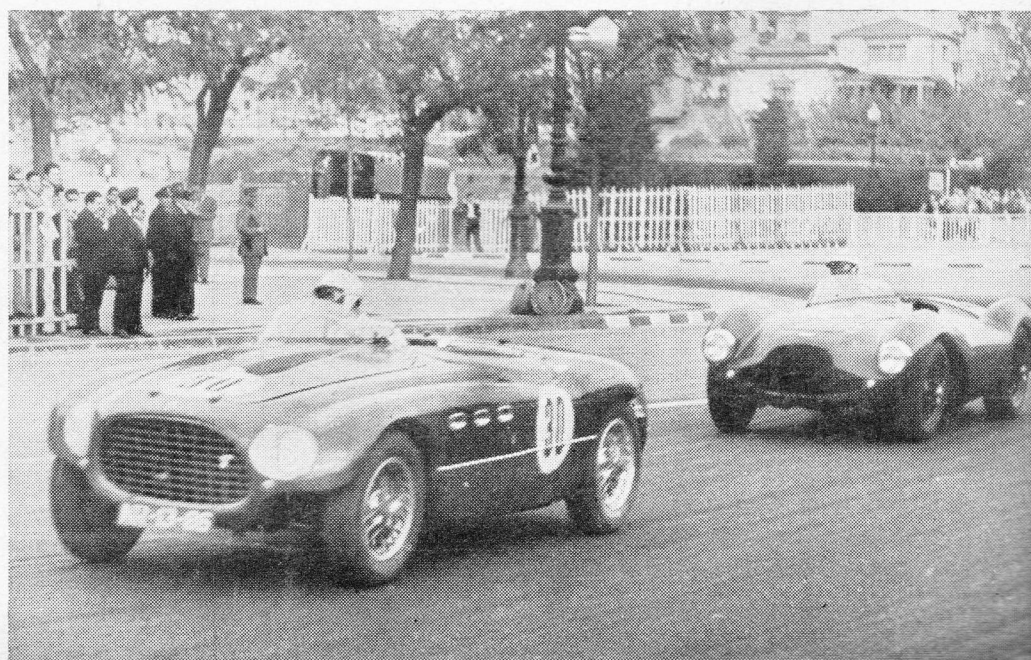
Before Barcelona I was criticized for bracketing Moss and Hawthorn together in my list of the 12 best G.P. drivers.

The majority of enthusiasts (who had only seen Moss in action in the U.K.) were convinced that Stirling was much faster than Hawthorn. I still maintain that there is nothing to choose between them. Both have entirely different driving styles: Moss invariably looks calm and entirely at ease, while Hawthorn seems to be working much harder all the time. Nevertheless, I must say that I have seldom seen anyone so fresh as Mike Hawthorn after winning a 500-kilometre Grand Prix! What is more, the spick-and-span appearance of his overalls bore tribute to the oil-tightness of Amelio Lampredi's wonderful engine.

An analysis of the 8th Gran Premio de España shows the following casualty rate:—

Make	Driver	Laps completed	Position
Maserati	Moss	21	—
Maserati	Schell	30	—
Maserati	de Graffenried / Volonterio	57	—
Maserati	Mantovani	59	—
Maserati	Bira	68	9th
Maserati	Wharton	74	8th
Maserati	Rosier	74	7th
Maserati	Godia	76	6th
Maserati	Mieres	79	4th
Maserati	Musso	80	2nd
Ferrari	Swaters	17	—
Ferrari	Trintignant	48	—
Ferrari	Hawthorn	80	1st
Ferrari	Manzon	3	—
Mercedes-Benz	Herrmann	51	—
Mercedes-Benz	Kling	79	5th
Mercedes-Benz	Fangio	79	3rd
Lancia	Villoresi	3	—
Lancia	Ascari	11	—
Gordini	Behra	18	—
Gordini	Pollet	38	—

Fastest lap: Ascari (Lancia), 2 mins. 20.4 secs., 162.200 k.p.h. (100.79 m.p.h.).



RUNNER-UP to Stan Jenkins was J. C. Broadhead (Cotton), seen making a lively—and successful—attempt on the fourth of the 10 Canyards sections. Very few other drivers succeeded in climbing this hill.

up the hill for maximum marks, as did Jack Broadhead and G. E. Pettit (Deeford). Then in the rain came the bad climbs and long faces! All praise then to G. J. Newman (Cannon III), whose effort was magnificent.

No one climbed the fifth section at all and many drivers, after the first 10, failed to get away at all, so bad was the surface. In fact, when R. C. Needham (Needham Special) came quite late and gained three whole marks, it was voted quite an achievement—as indeed it was!

So they went on to the sixth section, where it was again the same story, this time with Frank Lewis (Squamigerous), Reg Phillips and Mike Cannon as the weather-beaten heroes.

THE NINTH HIGH PEAK TRIAL

Jenkins (Austin) Wins from Broadhead (Cotton) — Difficult Conditions for Late Starters—Thorpe's Height Stops Everyone

FOR the third year in succession rain fell during the High Peak Trial, and coming, as it did, in mid-morning, the later numbers of the 41 entries suffered thereby. Stan Jenkins (Austin Special) profited by his early start and with fine judgment ended the day with an eight-point margin over popular Jack Broadhead (Cotton Special) to take the premier award.

Several Southern drivers were welcomed to this classic Northern event which started, as usual, from the Rising Sun Hotel, Bamford, last Sunday. But for the most part they were late numbers and it was significant that seven of the eight award winners started in the first 11.

Pat Atkinson (Atkinson Special), who broke his car on the previous day's TV Trial, was amongst the four non-starters, but the remainder got away to tackle those Sheffield and Hallamshire old favourites, Old Lees and Green Hope.

The boys from the South took an early grip of affairs when P. A. Barden (P.A.B.) and Mike Cannon (Cannon Spl.) gained nine marks on the first hill. There were a dozen drivers on their heels with seven marks gained, but their supremacy was maintained on the mud of Green Hope, for although the hill was never mastered a further nine marks each were registered. Opposition came from the two Harrisons in their Harfords, Jack Broadhead, Cyril Corbishley (C.C.S. 4) and Reg Phillips, whose Le Tout has had its name freely translated as "My All".

So the friendly zonal rivalry was

carried to the Canyards, where no fewer than 10 excellent sections were marked. All these were on heather-strewn slimy ground, some straight, some twisty, but all with gradient. It was while these hills were being attempted that cold rain swept down off the moors, and the few who were lucky enough to compete in the dry made the most of their advantage.

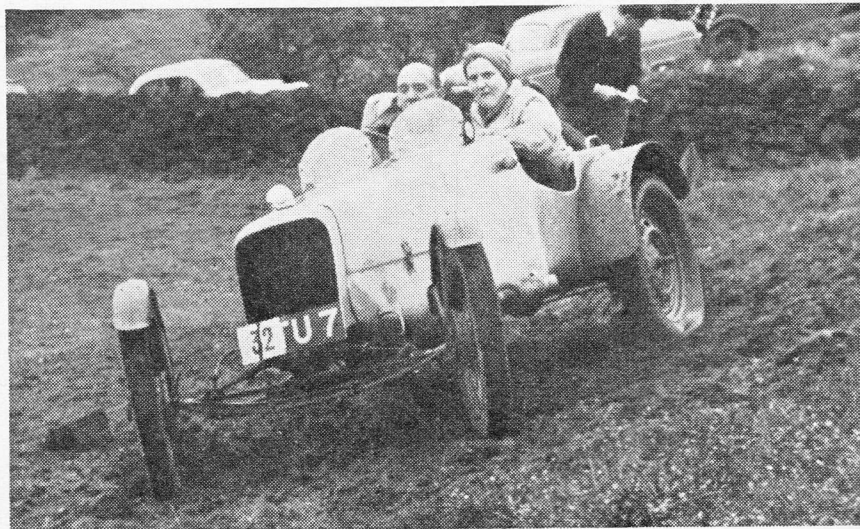
Of these sections, Canyards 3 was least affected by the weather. Bert Cryer (Trident) at No. 2 made a notable climb after Norman Coates (N.H.C.) had gained eight. Cuth Harrison and Cyril Corbishley made fine attempts as conditions worsened even here, while Rex Chappell and Mike Cannon displayed determination.

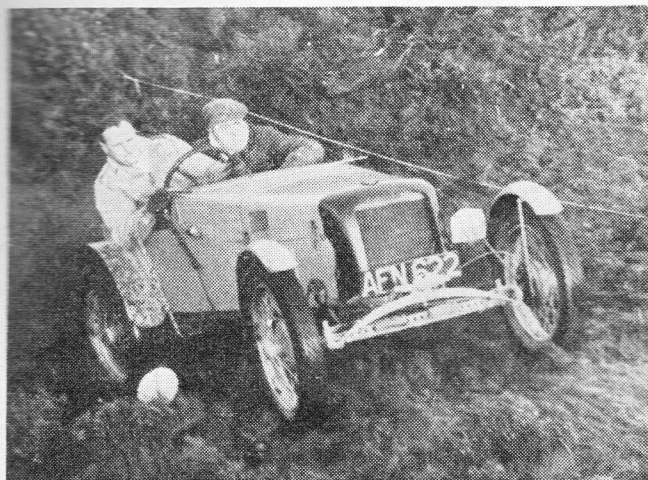
Canyards 4 really deteriorated! The first four—Coates, Cryer, Ron Kemp (Kemp Special) and Stan Jenkins—shot

One outstanding section of these 10 was that at No. 9. The start line was at right-angles to a short steep incline numbered at very short gaps from 1 to 10. To the left front of the start was a black, ominous-looking pool which nobody cared to test for depth. If the pool was to be avoided the approach to the hill was short and angular. It was left to Jack Clegg (Clegg) to sort it out. With Machiavellian cunning he did a complete circuit of the pool (there was no limit mark indicated) and made a direct dash at the incline. Competitors may like to know that it *wasn't* for this reason that the hill was ultimately scrubbed!

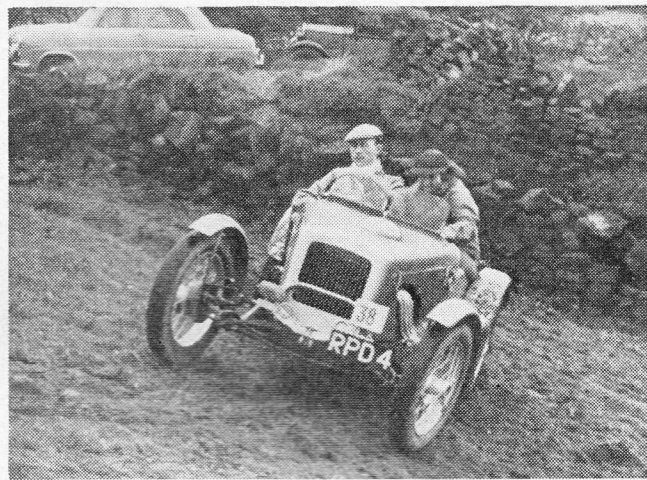
The longest hill at Canyards was No. 10, which climbed between high banks, over one of these, and around yet another pool to end at a short steep hump which very few saw.

ODD ANGLE (right) is assumed by "Doc" Lilley's car on the first of the Canyards sections. Ultra-low tyre pressures seem to be the order of the day!





WINNER of the premier award was Stan Jenkins (Austin Special), seen on Canyards 3.



NEW CAR: Rex Chappell tackles Canyards 1 in his new special, the Cannottan.

In the main the first 10 to arrive at the hill just romped up the lower slopes, and only met disaster in the last few yards. Edward Harrison and Norman Carr (Trafford) were of this number. Jack Broadhead not only arrived, but lowered the level of the pool by some inches when he and Ken Bailey took aboard several gallons of water.

When such past-masters as Cyril Corbishley failed low down in the wet, the performances by Cuth Harrison and Reg Phillips in getting higher up will be appreciated.

A lunch stop was made at High Bradfield, where already officials were pressing on with results. They showed Cryer, Jenkins, Broadhead and Cannon all nicely placed.

A few miles of road led to the Spout House area, where three sections were plotted. Even the approach to these sections looked good for loss of marks, and this was certainly true of the sections proper. Adverse Camber was very slimy and approached at an acute angle. Lister's Clough was good. Deep mud at its start caught many napping while the

greasy higher surfaces put paid to many attempts.

Jack Broadhead gained half the possible marks and even at this he was the best. Reg Phillips was one of the best of the later arrivals and Cuth Harrison, who arrived after Reg Phillips, had to work extremely hard to slide crab-wise to sub-section 3.

Stan Jenkins set the pace, but not the fashion, when he climbed Lister's Clough. Picking a line on the little hard ground which remained he used just enough "clog" to get himself straight before turning the taps on.

Similar tactics were employed by Frank Lewis, but he arrived when much churning up had taken place, so was cheered heartily as he topped the rise. Corbishley used the right line on the approach through the Clough, but had misfortune when he struck a hard knob of earth higher up. Ron Stallard gave his new Ford Special something of a hectic baptism here, and Harry Tregenza made a wild dash which took him more sideways than he wished, to land his Terrier in deep mud.

The third section here was Thorpe's Height, which turned out to be another impossible one. Stan Jenkins managed to get his rear wheels on a bit of hard ground and rocketed up for the best performance. But it was more hard going than hard ground for most, although P. S. Hughes (Harfeach) gained a meritorious three marks. Probably one of the best efforts was that of "Doc" Lilley (R.M.S.), who reached sub-section 4, although he was a late number. Rex Chappell shrugged his shoulders as he gazed on the first 15 yards of the hill—and that was all he used. Mike Cannon realized the futility of tackling the obvious track and went left for the hump, but it was too much for even his car.

Before returning to Canyards for the last hills of the day, an autocross test was held, in which Bert Cryer returned the best time of 38.4 secs. Second (jointly) were Norman Coates and Cuth Harrison with 39.2 secs. As usual, the test was only to be used in the event of a tie and it did not, in fact, resolve any of the awards.

Seven of the 10 Canyard hills were used after lunch, when more rain had fallen on them. The early numbers maintained their lead, with the back markers making laudable but vain attempts to catch up.

Back at the Rising Sun it was found that Jack Clegg had called it a day when the front suspension packed up—this following clutch trouble. Don Ackernley (Dellow) had heard an ominous "clunk" at the back end of his car and become disinterested in the competition. Barry Potts (Cotton IV), S. H. Fox (Ford Special) and John Mitchell had also given up.

WILSON ROGERS.

DUBLIN UNIVERSITY NIGHT TRIAL

Derek Monson (Dellow) Wins Hewison Trophy Event

DEREK MONSON, driving his rebodied, supercharged Dellow, scored his first major success by winning the Dublin University Motor Club's Night Trial on Friday, 22nd October. This event counted towards the Hewison Trophy and drew 24 starters. The weather was fine but bitterly cold, and the route of about 65 miles led from Old Bawn via Johnstown, Ballysmutton Bridge, the inevitable Sally Gap and a place called Carrigower Sanatorium, to the Glenview Hotel, where so very many Dublin motoring events end.

Navigation caused no particular headaches, though some crews were a bit worried about finding Carrigower Sanatorium. Most of the six tests were concentrated in the second half of the trial and all were reasonable manoeuvres at road junctions.

Paddy Hopkirk had the bad luck to smash the crown-wheel of his Volks-

wagen, thereby relinquishing his lead in the Hewison Trophy. Elmer Connell brought out his brand new, and not quite complete, M.M.4 with the obvious Kevin Murray "stamp" about it. Kevin's design and Elmer's driving gained him the award in the Specials Class. No test times were available, but Sam Logan looked very fast with his TD, and as a result of winning the Standard Sports Car Class now leads the race for Hewison honours.

J. O'D.

Results

Premier Award: W. D. Monson (Dellow), 159.4 marks lost.

Saloon Class: H. McMahon (Volkswagen), 187.6; D. Connolly (Volkswagen), 196.2; R. E. Newell (DKW), 196.3.

Standard Open Car Class: H. Logan (M.G.), 168.6; J. Bewley (M.G.), 188.2; N. Gleeson (M.G.), 269.7.

Specials Class: E. Connell (M.M.4), 170.6; H. Johnson (Languard), 172.3; Miss A. Newell (M.G./Ford), 188.5.

Provisional Results

Best Performance, High Peak Challenge Trophy: J. S. Jenkins (Austin Spl.), 127 marks.

Second Best Performance, Beeston Trophy: J. C. Broadhead (Cotton Spl.), 119 marks.

Third Best Performance, Needham Trophy: H. H. Cryer (Trident), 117 marks.

Special Awards: E. Harrison (Harford), 113; N. H. Coates (N.H.C.), 111; T. C. Harrison (Harford), 106; E. J. Chandler (Chandler), 94; R. Kemp (Kemp Spl.), 92.

Best Performance by Promoting Club member: J. S. Jenkins (Austin Spl.), 127.

Team Award: Sheffield and Hallamshire "2", N. H. Coates (N.H.C.), H. H. Cryer (Trident) and P. S. Hughes (Harfeach), 307.

NEWS FROM THE CLUBS

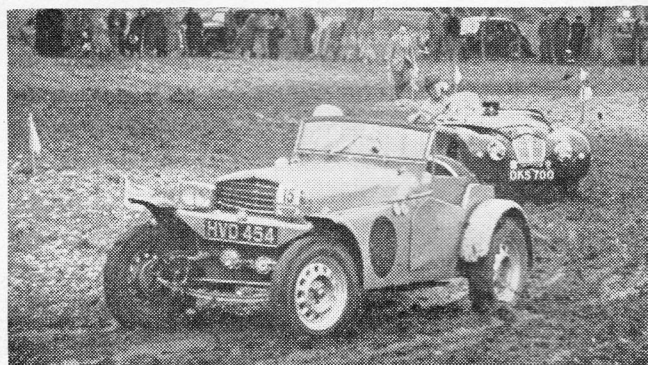
By Wilson McComb

D. G. MCCLURE writes to tell me—most gratifyingly—that my arithmetic was correct, but nevertheless he did not win the Bentley handicap class at Stapleford on 17th October. The handicap published in the programme referred to a 4½-litre saloon, whereas he used an open, short chassis model and was re-handicapped accordingly; Basil Mountford won the class with a time of 56.54 secs. Still on the subject of Stapleford, Ken Rudd tells me that he actually managed to chop another 0.16 sec. off his impressive first run (51.73 secs.) in the A.C. Ace.

Talking of arithmetic: there is a 37-mile stretch of railway line which runs in a dead straight line from Ashford to Redhill. The M.G.C.C.'s S.E. Centre have dreamed up a whole series of imaginary trains running at 15 m.p.h. and starting at one-minute intervals, and are asking competitors in their rally this week-end to cross each bridge over the railway line at the same instant as the train passes underneath. This sounds like a nightmare of a regularity test, calling for large-scale maps, three-speed opisometers with synchromesh, and water-cooled slide-rules. Me, I'd rather drive along the railway line.

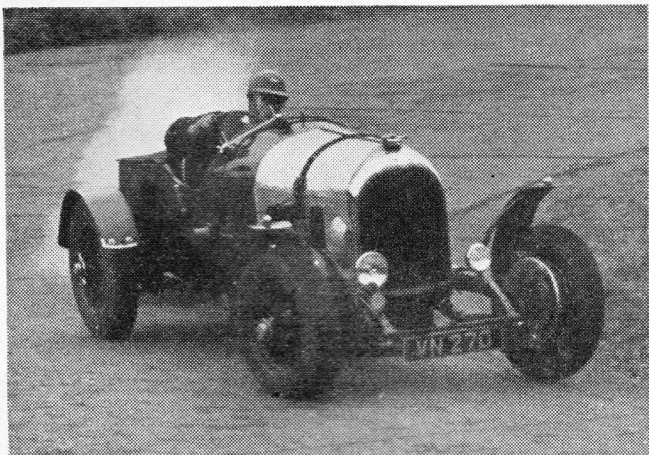
THE Southsea M.C. are holding the President's Trophy Trial on 14th November. This is a qualifying event for the R.A.C. Championship and counts towards the B.T.D.A. 1954 Star. Invited clubs are the Cemian, Bristol, London, Hants and Berks, Kentish Border, West Hants and Dorset, and Maidstone and Mid-Kent, and entries must be in to S. A. Faulkner, 113 London Road, Waterlooville, Hants, by last post on 8th November. . . . On the same Sunday, the Harrow C.C. are running the 12th Annual Cottingham Memorial Trophy Trial. Members of the Allard O.C., Chiltern, Circle, Falcon and M.G.C.C. are invited and entries must be in by first post on

★
(Right) Ian Mann
(Mitchell Spl.)
leads Scott-
Watson's Buckler
in a recent auto-
cross held by the
M. G. C. C.'s
Scottish Centre.
★



10th November, to L. N. Needham, c/o Radio & Sound Service, 279 Edgware Road, London, N.W.9. . . . The British Racing and Sports Car Club (ex-Half-Litre) are holding a 100-mile social road rally on 7th November, starting at the Watermill, near Dorking, at 11 a.m. . . . The members of the Eastern Counties M.C. will be travelling some 110 navigational miles around the eastern counties on the night of 20th November. The start is near Ipswich at 5 p.m. . . . The Hagley and D.L.C.C. are holding their Shropshire Trial and Rally on Sunday, 5th December. This combined event starts and finishes at the Lyttelton Arms Hotel, Hagley, near Stourbridge. . . . The Old Merchant Taylors' M.C.'s second annual Firework Rally starts and finishes at "Durrants", Croxley Green, near Watford, is a gentle 45-50 miles between 6 and 9.30 p.m. and entries from neighbouring clubs are welcomed. G. Connelly is the secretary; address, 98 St. Martin's Lane, London, W.C.2. They are also running a closed event with the Windsor C.C., the Winter Rally on 12th December. . . . Sunbeam Register's annual dinner will be held at the Bonnington Hotel, Southampton Row, London, on 4th December; tickets from Mrs. W. Boddy, "Carmel", Wood Lane, Fleet, Hants. . . . Austin owners are asked to attend a meeting at the Diglis Hotel, Worcester, on 19th November, to discuss the re-formation of the Worcester Austin Owners' Club. Hon. secretary is N. H. Atkinson, Hembrey House, Three Quarter Mile Lane, Rushwick. . . . Cemian M.C. will hold a social run on 14th November and their annual dinner dance

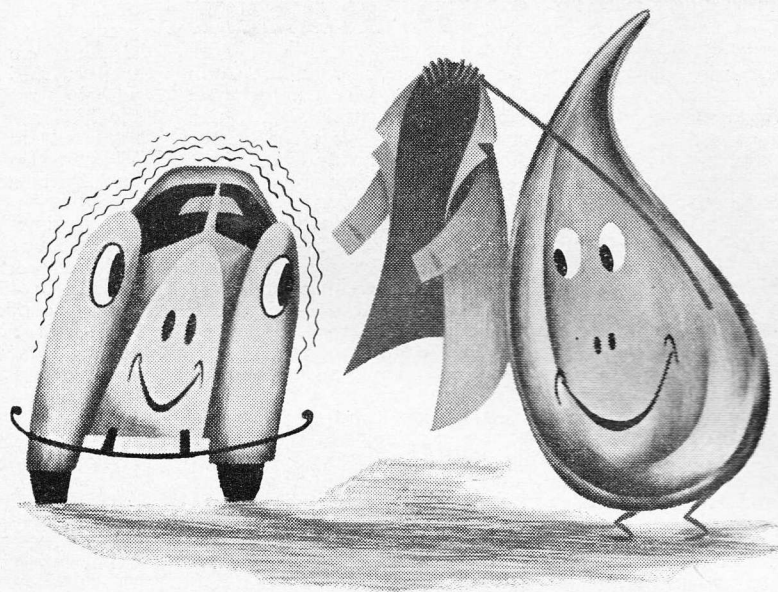
on 28th January. . . . The 31st Exeter Trial, run of course by the Motor Cycling Club, is to be held on the 7th and 8th January next. There will be three starting points: Virginia Water, Kenilworth and Launceston, starting time being 10.30 p.m. on the Friday. The finish will be at Bournemouth the following day. Car entries, plus £2 10s., must reach J. A. Masters, 76 Kinnerton Street, London, S.W.1, by Saturday, December 11th, and only paid-up members of the M.C.C. or the Army Motor Cycling Association may compete. . . . If you're wondering where to let off your fireworks tonight, the Berkhamsted M.C. & C.C. will be lighting the first blue touch paper at 8 p.m. at Greenfinches, Canonsfield, Welwyn (turn off the A1 north of the Welwyn by-pass at Oaklands Garage). . . . The Brighton & Hove M.C.'s navigational rally starts from Brighton at 2 p.m. on Saturday, 27th November, and runs for about 600 miles of metalled roads, finishing the next day. Regs. are available from the Secretary at 296/7/8 Madeira Drive Arches, Brighton; entries are welcomed from the B.A.R.C., Hants & Berks, London, Mid-Surrey, Thames Estuary, West Essex and Worthing M.C. and must be in by 23rd November. . . . Members of the W. Hants and Dorset, Taunton, Sunbac, Southsea, North Devon, London and Cheltenham clubs are invited to enter for the Bristol M.C. and L.C.C.'s Roy Fedden Trophy Trial on 20th November. K. B. White, 30 Chandos Road, Keynsham, nr. Bristol, closes the entry list on 15th November for this R.A.C. Championship contest.



OLD STYLE: D. G. McClure takes his 4½-litre Bentley up Stapleford hill in 56.05 secs.



NEW STYLE: K. N. Rudd (A.C. Ace) rounds the same bend to clock 51.13 secs.



Your car faces a hard winter

CHANGE NOW TO BP ENERGOL

WHEN it's time to put on an overcoat it's time to give your car the extra protection of BP Energol. The correct winter grade for your engine is specially balanced for winter running. It flows more freely when cold and so gives easier starting and fuller lubrication

from the first turn of the engine. It also reduces the amount of power needed to overcome the drag of the oil in bearings and on cylinder walls especially on short runs. It's not only kinder to your car but costs you less in the long run.

IF YOU REALLY CARE FOR YOUR CAR, ASK FOR



ENERGOL

... the Super oil

SOUTH OF SCOTLAND RALLY

A MODICUM of unclassified roads, the judicious use of a few well-placed route checks, two special navigation sections and two first-class driving tests all contributed their share in making the South of Scotland Car Club's "Ayrshire Rally" a thoroughly interesting event. Spread over two days, the rally started from Old Cumnock on 9th October and finished in Thornhill on 10th October, covering a great many roads well down into the Mull of Galloway that were completely new to most of the entry.

An interesting feature of the sport was the fact that the premier award was won by A. B. Carlaw (M.G.), who, with his navigator Tom Robertson, made up a young and comparatively inexperienced crew but managed to beat such capable competitors as Francis Dundas (Morgan), Tom Legget (Crocus) and Herbert Meikle (Morris). The event was almost won on the road, for only four competitors—R. D. Macpherson (Ford), F. Dundas (Morgan), H. A. G. Meikle (Morris) and, of course, A. B. Carlaw (M.G.)—got through with clean sheets. It was Carlaw's consistency and neatness in the two tests that won the day, for he did not actually make the best time in either of them.

On the first day's running Colin Carnie (Renault) was unfortunate enough to bypass a check sign, which cost him 50 marks and a place on the awards list. Going up to Barr there were skid marks on the road where H. G. Vaughan had inverted his little Morris convertible; there were no real injuries to car or crew, and when Vaughan had received assistance to get back on the road he carried on very gallantly for the rest of the event. An unclassified road to New Luce meant trouble for R. G. Stuart in an old style Anglia, for in dodging an unexpected sheep he spun the car into a stone dyke and did its offside a bit of no good. However, this car, too, was soon on its way again.

Finishing the day came a garaging test at Portpatrick, whose complications were most rapidly surmounted by F. Dundas (Morgan). Best saloon driver was J. Hughan (Morris Minor), but we must make mention of a very neat performance by Douglas Wilson (Austin 8), who did the test in complete darkness.

Sunday's rallying was really something, and the two special navigation sections took heavy toll amid map references, elevation points and stretches

of road clues by ball-and-arrow diagrams on the route sheets. Douglas Organ (Javelin) disappeared from our ken in the region of New Galloway with ball race bothers and, coming over the hill from Minigaff, T. Barclay disappeared into the scenery with his Hillman—to the detriment of the car but, fortunately, with little damage to the crew.

Best time in the next test was the 42.2 seconds of Tom Legget's Crocus, and the best saloon was C. Carnie's Renault in 45.4 seconds. A. B. Carlaw showed confidence in the lock of his M.G. and clocked 43.8 seconds, which was to become the deciding factor in a well-organized event during which interest never flagged.

A. N. FORD.

Results

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. Legget (Crocus), 96.0. **Closed cars, over 1,500 c.c.:** R. C. Dymock (Stan. Vanguard), 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).



MOONFLEET RALLY

Geoff Dear (M.G.) Wins Premier Award
in West Hants and Dorset C.C. Event

★

DIGGING IN:
(Left) Geoff Dear,
winner of the Moon-
fleet Rally, brakes
hard at the second
test in his M.G. TF.

★

scribed time limit, closed down, with nearly half the entry still out on the roads of Dorset, which proved that this year's "Moonfleet" was the toughest yet.

A. HOLLISTER.

Results

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).

B.R.S.C.C. SPRINT

THE Sprint Meeting held on 24th October, by the Northern Centre of the B.R.S.C.C. at Sherburn-in-Elmet aerodrome, in Yorkshire, was a great success and, in fact, decided the AUTOSPORT National Clubman's Championship. The winner was J. W. Higham with R. A. Anderson second, one point behind.

Despite the weather being bitterly cold and the rain lashing the track for the whole of the meeting, 40 car competitors fought out the issue.

Results

Sports Cars up to 1,300 c.c.: 1, F. V. Lambert (Lotus); 2, K. Haigh (M.G.). **1,301-1,500 c.c.:** 1, J. Clarke (C.L.M.). **1,501-2,500 c.c.:** 1, G. S. Bates (TR2); 2, K. A. Gregory (TR2). **Over 2,500 c.c.:** 1, J. Roberts (XK 120). **Saloon Cars up to 1,300 c.c.:** 1, E. J. B. Mitchell (Ford New Anglia); 2, G. H. Brown (Volkswagen). **1,301-1,500 c.c.:** 1, R. Davenport (Riley). **1,501-2,500 c.c.:** 1, M. J. Wayne (Healey). **Over 2,500 c.c.:** 1, T. Graham Maude (Austin A90). **Formula III Racing Cars:** 1, J. W. Higham (Kieft), 37.1 secs.; 2, E. T. Dawson (Cooper), 37.2; 3, R. A. Anderson (Staride), 37.3.

B.T.D.: J. W. Higham (Kieft), 37.1 secs.

ON Saturday, 16th October, the West Hants and Dorset Car Club held their annual Moonfleet Rally, over a course of approximately 170 miles, in Hants and Dorset. An average speed of 30 m.p.h. was required, between five control points, while competitors also had to visit other check points and bring back such items of local interest as "the time of Sunday School at Crippestyle", marked on their route cards.

The start was at Carbery Garage, Bournemouth, and first man was away at 9.51 a.m., *en route* for the first test, at Odstock, 26 miles away. This was a regularity test, divided into three sections, of different distances and road conditions, and provided the usual frantic calculations, corrections, and subsequent blasphemous conversations between navigators and drivers.

From this diversion, the field proceeded to the second test, which entailed free-wheeling downhill from A to B, and braking to a standstill between B and C. Engines were then started, cars re-

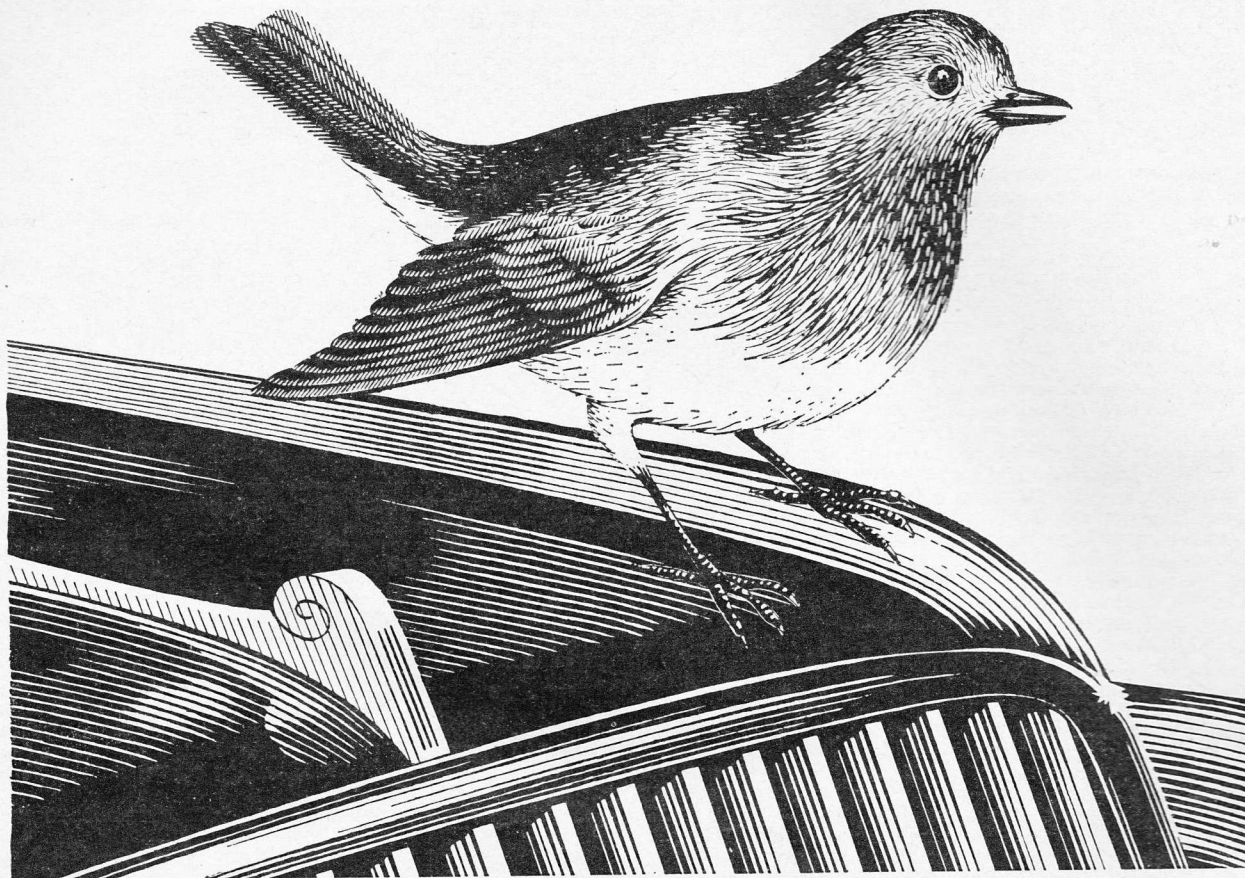
versed back over B, and then forward flat out to a flying finish. It was surprising to see how many people were unversed in the art of rapid starting and change of direction. One or two carried out the whole manoeuvre as per Ministry driving test, with great dignity and deliberation and times suffered thereby.

The best time was made by M. E. Lanz, with a Sunbeam-Talbot, with 23 secs. dead.

A road section of nearly 100 miles followed, before the final tests at Hardy's Monument, near Dorchester, over heathland. The first car was due to arrive at 3.16 p.m., but the fact that it did not appear for nearly 40 mins. after this time was an indication of the severity of the road section.

The final tests consisted of two laps of a gravel pit, and a sprint down a grassy lane, turning round a small circle, and returning to the start again.

By now, darkness was almost setting in, and the control, reaching the pre-



BLUECOL is always on guard

Unless you protect your engine cooling system against frost, every one of the 180-odd days from late October to early April brings *some* risk of frost damage, which may cost you £30 or more to repair.

There is the risk of frost overnight. If you tackle this by draining, there is the risk of incomplete drainage because of an air-lock, and the risk of sudden frost on the night you thought too warm to call for draining. There is the risk of a freeze-up while your car is parked on a very cold day. And on the very coldest days there is the risk from

ice that can form in your radiator *while you drive*.

Every one of these risks has caused costly damage to considerable numbers of cars in Britain. One fill of Bluecol, the doubly safe anti-freeze, eliminates them *all*, for the whole winter, and also keeps your cooling system safe against rusting and similar chemical action. The frost-risk period is already well advanced, and soon we shall be entering the riskiest time of all. If you haven't put Bluecol in your cooling system yet, you'll be wise to do so next time you visit your garage.

NEXT TIME YOU VISIT YOUR GARAGE—HAVE YOUR CAR FILLED WITH

BLUECOL

THE DOUBLY SAFE ANTI-FREEZE

one of **SMITHS** accessories for better motoring

SMITHS MOTOR ACCESSORIES LIM.TED, CRICKLEWOOD WORKS, LONDON, N.W.2—THE MOTOR ACCESSORY DIVISION OF S. SMITH & SONS (ENGLAND) LIMITED

SAVAGE SCORE

Munster M.C. 20-Hour Trial

NEVER in this correspondent's experience of trials has anything so utterly intense and tough been run as the Munster Club's 20-hour Navigation Trial on 16th/17th October, which started from Cahir at 10 p.m. on the Saturday night. At the outset let it be said that the weather, which varied from fog, through mist, to plain downpour, had quite something to do with the severity of the event; nevertheless, this would have been a difficult trial if run on a balmy midsummer week-end. All credit goes to Joe O'Mahoney and navigator R. O'Sullivan, who brought their Volkswagen home a full 18 points ahead of anyone else (this was O'Mahoney's third consecutive win in the event). All credit, too, to Neill McCann, who planned the whole trial, and to Harvey McWhir, who came all the way down from the North of Ireland to help him run it. Thirty-four entered, 32 started, 18 finished; two were eliminated through crashes, seven got through the night section without penalty, but only four got through the road section proper without loss of marks. Nobody finished with a clean sheet; a special navigation test took care of that.

Ernie McMillen was the first victim, losing himself hopelessly in the darkness and fog on the Comeragh Mountains while the night was still young; he headed for Dublin, Belfast and home. Motor-cyclist Lou's Carter, co-driving with Heber McMahon, went straight on when he mistook a "T"-junction for a cross-roads. This did Heber's Volkswagen no good and they were obliged to retire. Dermot Conway saw his oil pressure disappearing on his TD, found



Paddy Hopkirk puts his Volkswagen through the test outside Cork during the Munster M.C.'s 20-hour Navigation Trial. He took fifth place.

a cracked sump, and was out. Crew after crew filtered into the Cork City control shortly after dawn, looking just as grey as that Sunday morning; all had tales of adversity to tell in their night-long searchings for 11 check points and two controls.

After a two-hour rest period, another day of mist, rain and navigation was on, this time through the intricacies of north Co. Cork to Kilgarvan, then down to the coast and back through a maze of abominable little by-roads to a final control in Cork. Five conventional tests were held during the day, all simple but notable for the way in which experienced drivers make mistakes through fatigue. The sixth test was the navigation affair which cost everyone marks, and O'Mahoney less than the rest. Putting a navigation test into this event was like bringing coals to Newcastle. In all 27 check points, seven

controls and six tests had to be accounted for in 450 miles of driving—and all within the space of 20 hours in foul weather.

This was applied savagery, yet the competitors loved it, and there were no complaints. It was the stuff that Hewison championship trials are made of, and there should be a record entry in 1955, judging by the praises we have heard.

JACK O'DONOGHUE.

Results

Premier Award: J. O'Mahoney/R. O'Sullivan (Volkswagen), 242 marks lost; 2, Dr. T. O'Sullivan/R. Tilson (Volkswagen), 262.2; 3, J. D. O'Leary/J. Turner (Volkswagen), 279.8; 4, C. Hall/C. McKenzie (Fiat), 312.4; 5, P. Hopkirk/J. Garvey (Volkswagen), 393.8.

FIRST NOTTINGHAM RALLY

THIS Rally started from the R.A.C. Offices, Nottingham, at 9 p.m. on Saturday, 16th October, where competitors left at one minute intervals *en route* for the first control at the Fleur de Lys, Lowsonford. Mr. Brookes, the landlord, had a most adequate supper waiting for competitors as they arrived at the control.

After a compulsory stop of one hour, competitors left on the second leg through Alcester, Droitwich, Tenbury Wells, Craven Arms and thence by way of the Lord Mynd to Church Stretton. The control was at Brown's Garage, which had opened to refuel competitors.

The third section of the route was through Much Wenlock, Broseley, Albrighton and Cannock Chase to the control at the Shrewsbury Arms Hotel, Alton. Breakfast was taken during the one hour's compulsory break at this control.

The final control was at the Hutt Hotel, near Nottingham, and was reached via Hartington, Youlgreave, Tupton and Mansfield.

Results

Nottingham Trophy: A. Lineker (Velox). **Navigator's Award:** W. H. North.

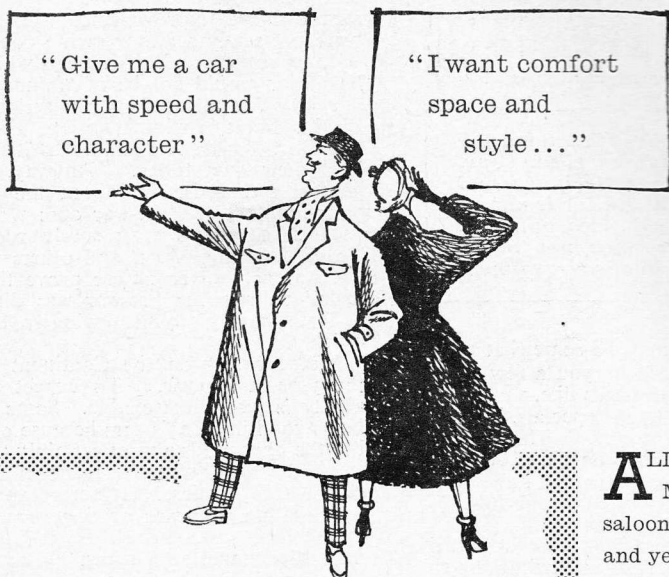
Class Awards (up to 1,500 c.c. open): S. J. R. Pattinson. **Over 1,500 c.c. open:** Mrs. P. Y. Strawson. **Up to 1,500 c.c. closed:** R. Palmer; 1st class award: E. J. S. Townsend. **Over 1,500 c.c. closed:** Premier award: A. Lineker; Cup: H. A. Shaw; 1st class award: W. E. Needham.

TWO RIDINGS NIGHT TRIAL

THIRTY-ONE competitors took part in the Scarborough and D.M.C.'s "Two Ridings" Night Trial on 16th/17th October. Many disregarded the organizers' declaration that only metalled roads would be used (probably by bitter experience from other rallies) and consequently landed themselves in the mud. Heavy rain, and fog where there was no rain, also took their toll, as will be seen from the fact that between two checks, two miles apart, some competitors took as long as 39 minutes. By the end of the first 110 miles, where there was a welcome break of one hour, more than half the field was hopelessly late and the once bright and gleaming motor cars were now very, very dirty. The organizers had perhaps been a little too ambitious in giving the big sports cars an average of 29 m.p.h. to maintain, and even 25 m.p.h. for a pre-war Ford 10 was very hard going. Several competitors insisted that the only way to one check was through a ploughed field, across an unforded river and through the back garden of a cottage, but the fact that one or two did not need to go this way proved the infallibility of the experts.

The second half was by way of detailed route card through 15 checks at approxi-

mately 10-mile intervals. The moorland route, through Boltby, Hawaby and Osmotherly, was difficult enough in the mist, but the rain and mud in the valleys was even worse. The only contender for the ladies' award removed a large stretch of iron railings with her Mayflower, and the number of ungallant males who passed her had to be seen to be believed. D. P. Wittering, who was well in the lead on the first half, thought he had taken a wrong turning and in reversing landed himself in a ditch, thereby ruining his chances. J. E. Osborne found his Mark VII Jaguar rather too big to handle at speed, though he did manage to complete the course. The event was finally won by G. H. Gardner (1936 Ford 10) with 97 points lost; second was C. Moor (Healey) with 212 and third N. R. Gray (Morris Minor), 285. The best result from an invited club member was by Haro'd Ripley (Prefect), 476. The fact that only 11 competitors completed the course within the time limit is sufficient evidence of the hazards of the night, but one of the unexpected hazards was a local butcher's van which, for some obscure reason, was at large at 2 a.m. and clocked through at least three check points.



Everyone's pleased

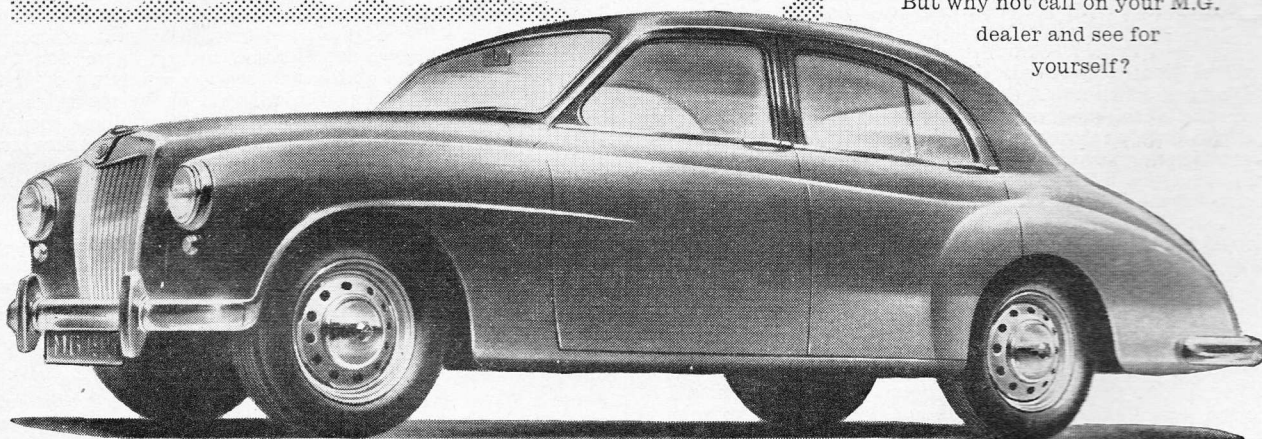
WITH THE



MAGNETTE

ALL honours are satisfied by the M.G. Magnette. For this fast saloon has a genuine sports car feel and yet is most elegant in appearance and seats four in spacious comfort. Its 1500 c.c. engine enables you to put up a truly athletic performance; well-damped suspension and responsive rack-and-pinion steering give you safe and steady motoring at a remarkably high cruising speed — with plenty in reserve. Inside, the Magnette has an air of luxury and good taste. The facia panel is of polished walnut; so are the window sills. Safety-glass is fitted throughout. And real leather covers the comfortable upholstery of the seats.

But why not call on your M.G. dealer and see for yourself?



**M.G. CAPTURES
37 NEW RECORDS!**

Established with a basic 4 cylinder T.F. Series M.G. engine by Captain George Eyston and Ken Miles at Utah, U.S.A. For 12 hours their speed averaged **120.74 m.p.h.**

Safety fast

REMEMBER Quality and dependability are guaranteed by the B.M.C. Used-Car Warrant and you are certain of a good deal when you sell.

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

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

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

CORRESPONDENCE

We are delighted to receive letters intended for publication. We do not insist on typewritten copy, but please write in a hand we can decipher and on one side of the notepaper. The Editor is not, of course, bound to be in agreement with opinions expressed by readers, but this does not mean that subjects will be excluded on these grounds.

One for Bolster

YES, Mr. Bolster, the Mercedes-Benz may be somewhat ugly, but I seem to recall an article, written by you a few years ago, which inferred "to heck with what it looks like, as long as it goes". You may have been referring to 500 specials, but this also applies somewhat to Formula 1 today. The unconventional looking Lancia has still to prove its pace, but like Mercedes, they apparently refuse to race until they have been exhaustively tested. (Some difference in policy to our B.R.M., and that car "looked the part".)

Mercedes-Benz deserve top marks for their high standard of efficiency, thoroughness and results. Rather bewildering to the onlooker that, after 15 years' absence from Formula racing, Mercedes return and sweep all before them.* The detail finish of their cars at the Nürburgring, I think, made all other entrants appear like amateur specials in comparison, such is their immaculate preparation.

Can anyone suggest, please, why certain recent Italian sports and racing cars (including the Ferrari Mondial) seem to disregard the Ackermann steering principles (the steering arms being almost straight ahead) and yet without detriment to the handling of the cars?†

M. F. MATTHEWS.

R.A.F., BRUGGEN, B.A.O.R. 34.

* This letter was, of course, written before Barcelona.

† Despite the apparent positioning of the steering arms, full Ackermann principle is retained.—Ed.

One from Bolster

IN your issue of 22nd October there is a letter from Kurt H. Miska and Herbert H. Miska, suggesting that it is wrong to criticize foreign Formula 1 cars in general, and Mercedes-Benz in particular. May I point out that if one wrote an article stating that these cars were perfect, one would not only fail to give readers the information for which they pay, but one would be downright dishonest.

It is immaterial whether Mercedes-Benz have just made a brand new start (which is true) or whether their next season's cars will be greatly improved. My articles have referred only to the current situation, and I stand by every word I have written, refusing to withdraw a single syllable.

Finally, I deeply resent the suggestion of national prejudice. If Messrs Kurt and Herbert will read some of the stuff I have written about the B.R.M. they will, I am sure, at once offer me the apology I deserve!

JOHN V. BOLSTER.

WROTHAM, KENT.

The "Plus-Four" another 100 m.p.h. car

RE your Editorial in the 22nd October issue, I would like to point out a wrong impression which may be formed from your statement that 100 m.p.h. cars range from the TR2 Triumph upwards.

As you know, the Morgan Plus-Four with TR2 Triumph engine was tested at over 100 m.p.h. and the list price of this car is approximately £50 cheaper than the Triumph.

With this fact in mind I think your statement may have an adverse effect on Morgan sales and I certainly do think that Morgans do *not* have a fair crack of the whip when 100 m.p.h. cars are mentioned in AUTOSPORT or in write-ups of rallies, etc.

SOUTHPORT.

G. HOYLE.

Drivers, Pre- and Post-War

I MUST agree with Count Lurani that John Bolster sees present-day drivers through rose-tinted goggles. It is obviously a fallacy to assume that there must be an improvement in a sport which depends on such human faculties as eyesight, sense of timing and balance, and so on. One might just as well expect an improvement in ability in sport like boxing.

Bolster draws another red herring across the trail when he mentions the improvement in British driver ability. As we were not really a motor racing country before the war that is only to be expected. Although which of the household names he means would not be of "minor club" standard today I do not know. Bolster does not seriously mean that people like Birkin, Mays, Arthur Dobson, Fairfield, Seaman, Wakefield and Bira (for he was almost "British" pre-war) could not have held their own today. Anyway, we are not talking about general standards, but about the stars. I find it a curious assertion that the pre-war aces would not be just as fast as today's in today's cars; surely people like Farina, Villorosi, Trossi, Wimille, Varzi and others who have been stars since the war as well as before prove that they would. True, the technique required pre-war was different, but a Nuvolari, or a Rosemeyer,‡ would obviously have adapted himself very quickly.

Motor racing on the Continent pre-war was just as big a thing as it is now. To expect an improvement in driver ability is just unreasonable. Some pre-war drivers would not be as good in today's cars because of peculiarities of technique, but the opposite is almost certainly true.

By the way, why no mention of Bira in the "Lightning Conductors" article? It seems to me that before his mid-season illness he was driving very well, as you yourself said at the time. If a British driver had driven as Bira did at the first Silverstone, at Rheims, Pescara and elsewhere, he would have been lauded to the skies.

HARLOW, ESSEX.

J. D. STOCK.

‡ The superb driving ability of both drivers mentioned would have put them in the top class with *any* type of car.—Ed.

BEAUTY, we are told, is apparent only to the eyes of its beholder. Similarly, ability is but a matter of opinion, unless the conditions under which it is assessed remain the same.

In motor racing, the nearest we can hope to get when assessing the skill of the past and present generations of drivers is to compare lap speeds and times over such circuits as Berne, Monaco, and the Nürburgring, which have remained substantially the same since the war ended.

At all three, we find the pre-war boys are miles-an-hour faster. No one, for instance, has yet approached Caracciola's lap of 107.14 m.p.h. during practice at Berne in 1937, or Rosemeyer's 105.1 m.p.h. in the race of 1936. Caracciola's lap in 1 min. 46.5 secs. (66.99 m.p.h.) at Monaco in 1937 will, I am willing to wager, be intact after the next G.P. is run; while Lang's 1939 race and practice lap times at the Nürburgring, a driver's circuit if ever there was one, are yet to be beaten.

Those of us who had the good fortune to witness the great races of the 1930s would, I think, mostly agree that there exists no difference in ability between the exponents of yesterday and today. The higher speeds put up by the masters of the later 1930s would not remain unbeaten if these men had not possessed the ability to utilise to the full the advantages of the superior technical design and all-round performance of the cars at their disposal.

LONDON, S.E.7.

JOSEPH BAYLEY.

Climbing

I READ in AUTOSPORT'S "News From The Clubs" (15th October, 1954) Mr. Freed's report of his spectacular performance with his XK 120—second B.T.D. and a class win at the Morecambe Car Club's hill-climb.

With the official results here before me, I fail to see on what grounds these claims are founded. Two other competitors, in smaller and older machines—Murray (Frazer-Nash) and Crabtree (M.G. supercharged)—tied with Mr. Freed on their fastest runs and by a process of very simple arithmetic the aggregate of the three runs indicates: second B.T.D., Murray; third B.T.D., Crabtree; and fourth B.T.D., Mr. Freed. By the same process, Mr. Freed becomes second in his particular class.

Perhaps in its future editions AUTOSPORT would publish more extensive results, so that more competitors could see their names in print and thus spare us the agony of having to read such pathetic little "Trumpet Voluntaries".

The moral of this epistle compels me to sign myself—

'WAY UP NORTH.

"SPORTY BOY".

OFFERING HIS SERVICES as an expense-sharing co-driver for next January's Monte Carlo Rally is T. M. Rowden of 75 Thornton Road, Cambridge.

Aintree and the British Grand Prix

It is with surprise that I learn of the decision to transfer the British Grand Prix from Silverstone to Aintree, the reason given being that it is an opportunity for Northern enthusiasts to see the event.

I regard this as a very retrograde step, as many who have attended meetings at Aintree will agree.

Firstly, due to the intervening horse track, the road is too far away from the public enclosures to provide a good spectacle and the viewing at the corners is severely restricted. Admitted some racing is visible, through glasses, on the centre of the course, but even here the corners were obscured by advertising signs. Secondly the very high prices charged for the facilities that are available suggests a return to the pre-war idea of "The right crowd and no crowding", which is one reason why we were without a British Grand Prix for nearly 20 years. In the third place Aintree is situated in what can only be described as industrial surroundings after the pleasant atmosphere of our other circuits. Finally the R.A.C.'s reason for the move does not carry much weight, as the support by the public at Aintree to date cannot possibly justify it. The two meetings held so far have both had good entries, on a par with, say, the Silverstone International Trophy meetings, but the attendances have barely reached those of an average Goodwood meeting, and this in the centre of a densely populated area.

The Grand Prix races organized at Silverstone have, to date, been very well run and the B.R.D.C. have been donated a considerable sum of money for improvements, and many have been carried out, with a view, no doubt, to making that circuit the centre of British racing.

I suggest that all enthusiasts raise their voices in protest at the proposed move, in an effort to retain Britain's top-line event at a circuit under the control of an organization whose sole interest is the furtherance of motor sport, and not see the race transferred, with detrimental effects, to a venue where motor racing must always take second place to another sport.

"G. P."

SHIRLEY, BIRMINGHAM.

Southern Substitute G.P.?

As I understand the British Grand Prix is to be transferred to the Aintree circuit in the North, may I suggest a Grand Prix style race, about 200 miles long, could with advantage be staged at Goodwood as a substitute and to keep many race enthusiasts in the South happy. We've lost the 9 Hours already—how about a Sussex G.P. for Formula 1 cars? Or would it cost too much?

E. K. SCOTTON.

S.W.1.

BOOK REVIEW

Title: "The Moving Spirit".

Size: 10 ins. x 8½ ins. 52 pages.

Price: 5s. 0d.

Publishers: Motor Racing Publications, Ltd., 13 Conway Street, Fitzroy Square, London, W.1.

IF a motoring father is seeking literature that will guide the education of his offspring in the right direction, then this book will be just what he is looking for. Adapted from the Halas & Batchelor cartoon film of the same name, made for the Anglo-Iranian Oil Co., this is a child's picture book that we found fascinating. It is sub-titled "How the Motor Car Grew Up" and takes the young reader right from the stage-coach, via the steam- and gas-engine to the modern motor car in a sequence of lively full-colour drawings with the minimum of text. While extreme technical detail is sacrificed (justifiably) in the cause of artistic jollity, the basic principles of the internal combustion engine are clearly illustrated; and while the advances in modern fuels and lubrication are subtly emphasized, the only advertising content is a BP badge on the back cover. There is also a painting competition included for children up to 15 years of age, with cash prizes.

S. P. S.

The Englishman's[★] Guide to Smirnoff Vodka

The Island Race are among the world's most discerning drinkers. They are, however, notably conservative in their tastes, preferring to stick to what they know than experiment with alien beverages of doubtful potency. Believing, however, that Englishmen[★] should share in the pleasures of cocktail imbibers in other lands, we gladly provide a few facts about the world-famous Smirnoff Vodka.



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

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

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

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

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

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



OBTAINABLE FROM ALL GOOD WINE MERCHANTS, CLUBS AND BARS

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

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

COMING ATTRACTIONS

November 5th/7th. *Appalachian National Rally.* Start, Hershey, Pennsylvania, U.S.A.

November 6th. *Cheltenham M.C. Ninth Cheltenham Trial.* Start, Belle Vue Garage, Cheltenham, 10 a.m.

Shenstone and D.C.C. Chase Trophy Trial. Start, Sutton Coldfield.

Irish M.R.C./Ulster A.C. Inter-Club Trial, Eire.

Lagonda Club "November Handicap". Start, Hog's Back Hotel, nr. Guildford, 1 p.m.

Old Merchant Taylors' M.C. Second Firework Rally. Start, "Durrants", Croxley Green, nr. Watford, 6 p.m.

Newry and D.M.C. McMullen Cup Trial. Start, Edentrumly, N. Ireland, 2.30 p.m.

November 6th/7th. *Riley M.C. Blackpool Rally.*

Falcon M.C. Guy Fawkes Rally. Start, London, Birmingham and Taunton, 12 midnight.

M.G.C.C. (S.E. Centre) November Rally. Start, Burgh Heath, Surrey, 7 p.m.

Circle C.C. "Owl" Night Navigation Rally.

November 7th. *National Race Meeting, March A.F.B., Riverside, California, U.S.A.*

B.R.S.C.C. Rally. Start, Watermill Restaurant, nr. Dorking, 11 a.m.

Peterborough M.C. Daylight Rally. Start, 9 a.m.

N.L.E.C.C. Novices' Rally. Start, Coach and Horses, Croxley Green, nr. Watford, 3 p.m.

Vintage S.C.C. Northern Rally.

Plymouth M.C. Presidential Trophy Trial. Start, Victoria Filling Station, Roche, 11 a.m.

November 10th/13th. *M.C.C. Redex National Rally.*

B.A.R.C. (YORKS) GREENWOOD CUP TRIAL

ALL the 35 starters in the B.A.R.C.'s (Yorkshire Centre) 26th Greenwood Cup sporting trial, for standard cars, finished the 44-mile course on Sunday, 17th October. It started from Pool and had 10 observed sections in the area around Dob Park, Norwood Edge, West End and Sutton-in-Craven, returning to the finish at the Crescent Hotel, Ilkley, via the Ilkley Moors.

There were two special tests, and conditions were ideal in typical "trials" weather, with lots of mud, mist and rain.

The Greenwood Cup, for the best performance, went to K. N. Lee (Morgan Plus Four). The "opposite class" award was won by L. S. Stross (Bristol). Other results were:—

Touring cars: 1, W. L. T. Winder (Humber); 2, T. A. Smith (Jowett); 3, M. Tordoff (Austin A30).

Sports cars: 1, C. N. Austin (Morgan Plus Four).
Novice Award: G. R. Monkman (Hillman Minx).

P.M.C.

M.G. CAR CLUB DINNER-DANCE

LAST Friday the M.G.C.C. held its annual showtime dinner-dance at the Hyde Park Hotel with the usual large attendance of octagonites. To the South-East centre went the Nuffield Gold Cup, which was received by Mary Harris and Keith Hale (complete with M.G. bow tie). It was grand to see Goldie Gardner once more up and about after his crash at Utah in 1952; the famous record-breaker tells AUTOSPORT that he will soon be at the wheel of his famous car again.

The Club toast was proposed by Michael Trodd, and replied to by Keith Hale. John Thornley spoke of the guests, the response being undertaken by George Eyston, who also showed a short film of the Bonneville adventure with the new record-breaking M.G. Amongst the guests were Sammy Davis, John Bolster, Mr. and Mrs. Eric Findon, Mr. and Mrs. R. F. Hanks, Mr. and Mrs. Gregor Grant, Mrs. Trixie Leverett, Mr. and Mrs. Jack Woodhouse, Mr. and Mrs. Wilson McComb and Mr. and Mrs. Quale.

CLUB FIXTURES

Berkhamsted M.C. and C.C.—Guy Fawkes meeting, 5th November, Greenfields, Canonsfield, Welwyn, 8 p.m.

Cambridge '50 C.C.—Meeting, 5th November, Ancient Shepherds, Fenditton, nr. Cambridge.

Lancashire and Cheshire C.C.—Annual dinner/dance, 5th November, Grand Hotel, Aytoun Street, Manchester.

North London M.C.—Meeting, 5th November, Cat Inn, Cat Hill, East Barnet.

Bolton-le-Moors C.C.—Social evening and bonfire, 5th November, Ye Jolly Crofters, Chorley Old Road, Horwich.

Cornwall V.C.C.—Meeting, 5th November, Pheasant Inn, Newlyn East, 8 p.m. (committee, 7.30 p.m.).

Mid-Surrey A.C.—Meeting, 5th November, Queen Adelaide Hotel, Ewell.

B.A.R.C.—Annual dinner/dance, 5th November, Grosvenor House, London.

750 M.C.—Meetings: 5th November, Heild Moon, Barclose, nr. Carlisle; 8th November, Royal Thorn Hotel, Wythenshawe, Manchester, and Saddlers Arms, New Yatt, nr. Witney; 9th November, Railway Inn, Patchway, Bristol; 11th November, Forest Hotel, Dorridge.

Bentley D.C.—Meetings: 6th November, Cat Inn, Dartington, Devon, 7.30 p.m.; 8th November, Bell Inn, Outwood, nr. Redhill, Surrey; 9th November, Bell Inn, Seend, nr. Devizes, Wilts, and Queen's Hotel, Cardiff, Glam; 10th November, Compasses, Pattiswick, nr. Coggeshall, Essex, and King's Head, Old Bexley, Kent; 11th November, George, Amesbury, Wilts, and Corner House, Canons Park, Edgware, Middx.

Bristol M.C. and L.C.C.—Firework party, 6th November, Ship Hotel, Alveston.

Northampton and D.C.C.—Meeting, 9th November, Whyte Melville Hotel, Boughton, 8 p.m.

Lagonda Club (Northern).—Meeting, 9th November, Roe Cross Hotel, Mottam.

Lea-Francis O.C.—Meeting, 9th November, Albert Hotel, Kingston-on-Thames.

Jersey M.C. and L.C.C.—Annual general meeting, 9th November, Grand Hotel, Jersey, 8 p.m.

Southsea M.C.—Marshals' meeting, 9th November, Portsmouth Aero Club, 8 p.m.

Liverpool M.C.—Meeting, 10th November, Child-wall Abbey Hotel, Liverpool.

Vintage S.C.C.—Meetings, 11th November: Red Lion, Church Street, Birmingham; Greyhound, Fenny Bridges, Devon; Wheatsheaf, Baslow, Derbyshire; Bull Hotel, Wrotham, Kent; George Hotel, Amesbury, Wilts.

West Hants and Dorset C.C.—Meeting, 11th November, Westbourne Hotel, Bournemouth.

Sunbac.—Meeting, 11th November, Mason's Arms, Solihull.

Surrey S.M.C.—Meeting, 11th November, Warwick Hotel, Redhill.

Harrow C.C.—Film show, 11th November, Tithe Farm House, South Harrow, 8 p.m.

You know where to go!

UNIVERSITY MOTORS LIMITED

STRATTON HOUSE 80 PICCADILLY LONDON W-1.

FOR
YOUR
NEW



T.F.
MIDGET

*... and enjoy the thrill of a
motoring holiday with the 'zippiest'
ever M-G Midget ... 10 to 80 m.p.h.
in TOP—that's motoring! Just*

TELEPHONE GRO 4141

AUTOSPORT

CLASSIFIED ADVERTISEMENTS

PRESS TIME:
TUESDAY 10 a.m.
Tel.: PADDington 7671-2

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

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

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

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

CARS FOR SALE

A.C.

FOR SALE.—Completely rebuilt 1937 comp. A.C. 2-seater, cost over £500. All chrome parts including carbs, dynamo, etc., heavily plated. Five brand-new tyres and tubes, cream plastic hood and tonneau, Alfa red body, silver wheels, cream vinyl leather upholstery. Eight wins in seven Concours, trial by arrangement, colour photo on request. Accept £450 or exchange, with cheque, for A40 Sports.—Blackmore-Reed, 372 Wickham Road, Shirley, Croydon.

ALFA ROMEO

ALFA ROMEO

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

BEVERLEY MOTORS SERVICE STATION
(N. H. Mann, Prop.)
Coombe Road, New Malden, Surrey.
Telephone: MALden 3232-3.

ALLARD

ALLARD 1949 d/h, coupé, £265. Bentley 1931 2.4-litre, £150.—W. H. Arthur and Co., Ltd., Station Garage, Billericay, Essex. Phone 110.

ALVIS

ALVIS Speed 20 1935 Charlesworth saloon, re-sprayed black and red, engine rebuilt, C. and P. fitted 1953, new wheels, brakes, tyres. Any inspection. £200.—James, Fox Road, Wigginton. Tring 2389.

ASTON MARTIN

OPPORTUNITY to acquire one of the most handsome and well-kept Astons on the road. Mark II, 2/4-str., B4/402/S. 1954 complete overhaul and rebuild including resleeving, new valves and springs, and replacement of all worn or doubtful engine parts. Similar exhaustive treatment of clutch and whole transmission. All accessories reconditioned. Chassis completely rebuilt post-war. Recellulosed B.R. Green, new hood and screens. All chrome parts replated. Thoroughly tested and tuned by ex-Aston works mechanic. This car, one of the most admired in the country, is reluctantly offered for sale, the owner's family having outgrown the rear seats thus forcing the purchase of a larger car. Best offer over £425 will secure this magnificent car. Inspection by appointment.—G. L. Hawkins, The Old Coach House, Alcombe, Minehead 145.

1934 ASTON MARTIN Le Mans, Mercury engine, original body. £155.—Uxbridge 3154.

ATALANTA

BARGAIN.—New ATALANTA chassis, complete with four-wheel independent suspension, all brake mechanism, steering, wheels, tyres, and all chassis fittings, with tuned Healey engine. Ideal for racing or fast sports car, requires only gearbox and body. Glass fibre body available if desired. Offers.—Reply Box 66, c/o A. W. Brown, 37 Tothill Street, S.W.1.

AUBURN

£145 1936 8-cyl. supercharged model, 4-door, 6-light saloon, original black cellulose, white waistline, unmarked cord upholstery, chromium-plated exhaust pipes, rev. counter, dual-axle ratio, small total mileage, supercharger disconnected, taxed, 80 m.p.h. The whole car in original and immaculate chauffeur-kept condition. Original cost £700. Terms. Exchanges.—James Fleet, 15 Sheep Street, Winslow, Bucks. Tel.: Winslow 259.

AUSTIN

AUSTIN 7 chassis, complete mechanical overhaul, new tyres. Ideal for 750 formula. £35.—Edgar, 208 Moss Lane, Hale, Cheshire. Ringway 2885.

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

1931 AUSTIN 7, ideal for 750 special.—Write, for full particulars.—Gunter, Crescent House, Billericay, Essex.

BENTLEY

BENTLEY Red Label 3-litre, short chassis, speed model, "A" type box, 3.7 back axle ratio, full weather equipment. Excellent condition throughout. £235.—58 Foxholms Road, Acoccs Green, B'ham.

BENTLEY 3½-litre sports saloon, Park Ward body, first registration Sept. 1934, reconditioned radiator, brakes and back axle, excellent condition.—Swan Garage, Tenbury Wells. Tel.: Tenbury Wells 66.

BRISTOL

AUTOMOBILIA, LTD., offer:

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

B.S.A.

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

BUCKLER

BUCKLER "90"

W. A. Liddell offers his car for sale as successfully raced, owing to a change of plans for 1955. Built this spring from new parts, in perfect condition and one of the fastest 1,172 formula cars.

Silverstone Club Circuit 1 min. 26 secs.
Price £520.
Fullerton Grange, Andover, Hants.
Tel.: Chilbolton 242.

COOPER-BRISTOL

SPORTS 2-seater, first registered 1953, Bristol B.S.1, engine, 130 b.h.p., 132 m.p.h. Similar car to Alan Brown's Empire Trophy winning car. £1,700 or offers.—Cooper Car Co., Ltd., 243 Ewell Road, Surbiton, Surrey. Tel.: Elmbridge 3346.

DELAGE

DELAGE 1924, with aluminium coach-built body, open 4-seater, very "do-able". Nearest £50.—Shelley, Huntley Court, Glos.

FIAT

MAYFAIR GARAGES, LTD., West End stockists of the new 1955 Fiat cars, can now offer very early delivery of all models. Catalogues on request.—Mayfair Garages, Ltd. (Fiat Sales and Service), Balderton Street (opp. Selfridge's clock), London, W.1. MAYfair 3104-5. Open 9-6, Sat. 9-1.

FORD

1935 FORD 10 for sale. Suitable for spares. all mechanical parts good. Evenings after 7.0, or week-end.—13 Peterfield Close, N.18.

FRAZER-NASH

1951 FRAZER-NASH Le Mans, 10,000 miles, excellent condition, new stub axles, bearings, back axle, spare c.w. and p., second spare wheel. £1,250.—Box 1610 (Surrey).

FRAZER-NASH/BMW

1936 TYPE 55 sports 2-seater, completely overhauled and resprayed, 100 per cent condition. £250. Bargain.—74 Beechcroft Road, Ipswich.

HEALEY

HEALEY Elliott saloon, 4-seater, heater, radio.—Phone Reigate 4422 or 4002 (evening).

JAGUAR

S.S. ONE 4-seat tourer, 1935, mechanically sound, brakes, bodywork good, taxed December. £50.—Photos, details from Hibbins, 1 Hamilton Road, Wallasey.

1951 JAGUAR XK 120, heater, underseal, immaculate condition, 22,500 miles. £795.—New Cross 3704.

(Continued overleaf)

PARADE MOTORS (MITCHAM) LIMITED

OFFER

1947 M.G. TC, Black with Green upholstery, works reconditioned engine. Luggage carrier, excellent tyres **£375**

1947 M.G. TC, Black with Red upholstery, reconditioned engine just fitted, yet to be run in **£365**

1938 M.G. TA, Green, original condition **£285**

1938 M.G. VA, drophead coupe, an outstanding example **£265**

1938 TALBOT 10 4-seater sports **£225**

1938 B.S.A. Scout, 2-seater sports **£145**

M.G. SPARES

1939 M.G. TA, Tickford Drophead coupe, being dismantled for spares, all parts available.

Lambretta Hire Services

56/67 Monarch Parade, Mitcham

Phone: 3392

J. DAVY LTD.

Immediate delivery—Brand new

SWALLOW DORETTI choice of colour.

AUSTIN-HEALEY. Choice of colour.

TRIUMPH T.R.2. Choice of colour.

SINGER ROADSTER. Red/Red.

HILLMAN MINX. D/H. coupe. Green/fawn and white wall tyres.

Available Shortly

DAIMLER CENTURY. D/H. coupe. Ivory with green hood and upholstery.

Secondhand

A.C. 1951. Blue with blue hide. 29,000 miles. A really exceptional car maintained by A.C. Cars, Ltd. £645

A.C. 1949. Bottle green with fawn hide, loose covers, etc. £300 overhaul by makers, also new tyres, battery, etc. £585

ALVIS SPEED 25 Sports saloon. 1939. Vacuum brakes. Black, green hide, extremely good example. £395

ASTON MARTIN 1953. Grey with blue hide 6,000 miles, plaid wool covers, superb condition. £1,675

ASTON MARTIN 1953. Bronze with red hide and red wheels, 14,000 miles, immaculate. £1,635

AUSTIN-HEALEY. Air Force blue with dark blue hide. Many extras. 11,000 miles but complete check and overhaul by Healey Motor Co. £880

BENTLEY 3½-litre H. J. Mulliner Sports Saloon. 1953. Silver grey. Bentley maintained. Full history since 1947 with bills of over £800. An exceptional example of the model. £595

CITROËN light 15 Saloon. 1951. Black with red hide. One owner. 27,000 miles. Completely resprayed metallic grey with blue hide, new hood and completely re-chromed. Electric gearbox. £535

DELAGE D/H coupe. 1950. Show model. Resprayed original blue with new white hood. Electric gearbox. Complete specialists' overhaul as necessary. £885

HOTCHKISS 3½-litre. Paris-Nice Sports 2-door Saloon with Grand Sport engine. First registered 1949. Low mileage. Wonderful road holding with terrific performance. £495

JAGUAR XK120. Suede green, 20,000 miles, fully modified except wire wheels, new Michelin X tyres. Ex-property Jaguar Cars, Ltd. Immaculate. £855

LAGONDA V.12. 1939. Short chassis sports saloon. Black and green with green hide. Actual car recently tested by the Autocar. In wonderful condition. £675

PORSCHE 1954. 1.3 litre. Convertible coupe, 11,000 miles, wine red with beige hide, completely unmarked 93 m.p.h. 33 m.p.g. £1,450 O.N.O.

TRIUMPH T.R.2. July 1954 White. 5,000 miles, hide upholstery, tonneau cover, wire wheels, overdrive. H.M.V. de luxe radio. Marchal high speed headlight, road light, fog-light, reversing light, all sump, and many other extras. Cost over £1,100. £925

FORDSON RACING TENDER
Forward control fitted with ramps for loading two Racing Cars, etc. £135

★

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

★

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

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

Classified Advertisements—continued

JAGUAR—continued

1950 JAGUAR 2½-litre 2-seater sports. Smart, all-enveloping, aerodynamic body, Type "C" prototype. Really attractive appearance, exhilarating performance (110 m.p.h. max.) plus genuine 25 m.p.g., excellent condition throughout. Bargain at £430. H.P. facilities available.—Elmbridge 5182, evenings only.

JENSEN

541 AND Interceptor Models now in full production. Buy your car from Jensen specialists.—Alexander Engineering Co., Haddenham, Bucks. Haddenham 345.

M.G.

M.G. SPECIAL 2-str. Sports/Racing Car.

Q-type engine, modified head, Marshall Blower, 15 p.s.i. E.N.V. R-type gearbox. Twin tubular chassis I.F.s. Brakes 13-in. front, 12-in. rear. Car rebuilt in immaculate condition. Excellent performance. Must be sold.

£375 o.n.o.

Watson, 46 Seymour Road, Wandsworth, S.W.18.
Day: Battersea 1159; evening: Putney 6799.

MERCURY Offer the best possible price for M.G.s, J., P. and T. types required. Write, 'phone or call. We can usually arrange for our representative to call.—Mercury Motors, 824-826 Harrow Road, Wembley, Middx. Phone: WEMBLEY 6058-9.

M.G. MODEL TD, Oct. 1951, ivory/red, excellent condition. £525.—Smith, "Abingdon", Barlow Fold, Romiley, Ches.

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

M.G. 1934 pillarless saloon Magnette. £60.—M.G. 14 Tennyson Way, Grassmoor, Chesterfield.

M.G. 1½-LITRE tourer, special twin carburettor model, tuned stage 2, mechanically excellent, good tyres, new hood, radio, unmarked ivory cellulose, outstanding in every way. £595.—Eastern Garages, Ltd., Chelmsford. Phone: 3404.

1940 M.G. TB, wrecked at rear, everything else as new, sell as is or separate. Details send s.a.c.—Harewood, 77 Lord Avenue, Ilford, Essex.

1931 M.G. 18/80 tourer, B.R.G., new hood and tonneau, engine and bodywork in excellent condition. A fine example of a fine car. £78.—Dawson, MACaulay 1527.

MORGAN

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

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

MORGAN PLUS 4 cars. Prompt delivery of these cars.—Spares for same, huge stocks of 4/4 and 3-wheeler spares.—F. H. Douglass, Morgan Specialist, 1a South Ealing Road, Ealing, W.5. EALING 0570.

MORRIS MINOR

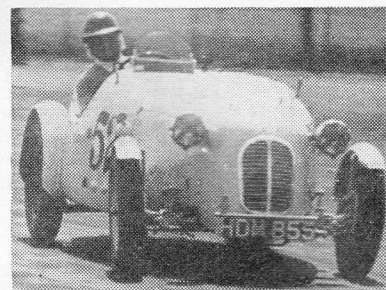
HIGHER PERFORMANCE with amazing economy from our conversion. H/C cyl. head, high ratio rear axle, twin carburetters, etc. 75 m.p.h., 45 m.p.g. 0-50 m.p.h. 18.6 secs. Demonstrations. Send for data and Road Tests. B.M.C. guaranteed very low mileage Minors:—1954 Traveller's car de-luxe, radio, £695. 1954 2-door saloon, converted, unique car, many extras, £625. 1953 o.h.v. convertible, £535. 1953 s.v. 2-door, £525. Conversions available on the above, s.v. £30, o.h.v. £55. Hire Purchase Terms and Part Exchanges.—Alexander Engineering Co., Haddenham, Bucks. Phone: Haddenham 345 (Toll).

PEUGEOT

PEUGEOT 203 1950 saloon, unique opportunity at £435.—Cooter and Green, Ltd., Eden Park Garage, 485 Upper Elmers End Road, Beckenham, Kent. Tel.: Beckenham 2565.

RACING CARS

COOPER Mk. IV short chassis model, fitted with 4 stud J.A.P. in excellent condition, long-range tanks, etc., very reliable. Photo on request. Trial run for genuine enquiries. £225 o.n.o.—Turk, 26 Ashford Road, Maidstone, Kent.



The above very successful, multi-tubular chassis Sports/Racing Car offered with new all-weather equipment, new rear axle, 14-in., 16-in. and 17-in. wheels, 10-in. Lockheeds, hide upholstery. With Ford 10 Engine at the very moderate price of £300, or with fully-modified and tuned engine with special equipment and 4-speed c/r, gearbox, open prop. shaft, etc. 100 m.p.h. Prescott 51.7 secs.

£360.

Terms could be arranged.

PORTIEOUS,

Victoria Garage,

Bodelwyddan, near Abergele.

'Phone: St. Asaph 3187.

HUNT'S

(BIRMINGHAM) LIMITED

invite you to discuss your requirements with Mr. Neville Jarrett

1951 JAGUAR XK 120 black, modified, radio £775

1953 July M.G. TD, Black, 7,000 miles £595

1953 DELLOW Mark II, red, fully equipped with side screens and door, fitted new type Anglia engine 4,000 miles ago. 12 volt, not used in trials £450

1955 (Model) New TRIUMPH TR2 Overdrive, heater, green List Price

Offers invited for any of the above vehicles or other cars which we have in stock. Any make of sports car or sober car taken in part exchange. Hire purchase and insurance available.

Offers taken for early delivery for:—AUSTIN, MORRIS, ROVER, WOLSELEY, STANDARD, TRIUMPH and MORRIS COMMERCIAL.

ANY MAKE OF SPORTS CAR SUPPLIED

Sales Dept.

WINCHURCH BROS. LTD.

EDGBASTON GARAGE

SANDON ROAD • BEARWOOD • BIRMINGHAM
Bearwood 2226/7

P. A. ATKINSON KINGS HEATH PARK GARAGE LTD.

Automobile Engineers

3 Avenue Road, Kings Heath, Birmingham 14
Highbury 1268

Cars prepared for
**RALLIES
TRIALS
HILL-CLIMBS**

Modifications and Specifications to customers' requirements.

Personal callers always welcome.

FREE TECHNICAL ADVICE

RACING CARS—continued

APPLETON SPECIAL

World Record holder. Holder Standing Mile and Kilometre Class "6". Many spares including twin-rear wheels and four axle ratios, E.N.V. 110 gearbox, R.R. Jackson crankshaft, camshafts, etc. fitted new set racing Dunlops all round. Suitable for club racing, sprints or hill-climbs.

£295.

Also

1000 COOPER-J.A.P. 880 Mk. IV.

Probably the fastest unblown 1000 in the country (Standing Kilo, 27.54 secs). Spares, fuel and oil, etc.

£275.

D. C. PITT,
Rodborough Common,
Stroud, Gloucestershire.
(Amberley 2243.)

LOTUS-M.G. Mark VII, aerodynamic sports/racing 2-seater.—Details from D. Margulies, 59K Netherhall Gardens, N.W.3. HAM 5732.

£100 CASH for Formula 3 car, assembled or otherwise.—Helliwell, 21 Willis Road, Blackburn, Lancs.

RILEY

RILEY 2½ Roadster, black, Dec., 1949. Specially made r.h. gear change. Carefully maintained by one owner. Looks new. Mileage 29,000. U.C. lubricator. £600 o.n.o.—Windsor, 36 Hersham Road, Walton-on-Thames 3652.

1954 1½-LITRE RILEY, black/cream, 6,000 miles, twin carburettors, polished ports, Michelin S tyres, radio, heater, rev. counter, prepared for rallies, never used.—Box 1611 (Liverpool).

1935 RILEY Kestrel 1½-litre saloon. A really immaculate specimen in excellent condition mechanically, and very well shod, no description can do justice to this magnificent little car. £225.—Underwood-Rusling (Sports Cars), Ltd., 28 Queensberry Road, Kettering. Phone: 3351.

COOPER CAR COMPANY LIMITED

Mark VIII with Mark IX modifications 1100 c.c. **Cooper**, only raced twice, fastest Cooper ever to climb Shelsley Walsh (Time 36.98 secs.) absolutely brand new condition, engine at J.A.P.'s being completely overhauled. **£725**

Mark VIII 500 c.c. Cooper. Very good condition, **£445** less engine or **£650** with Beart tuned d.o.h.c. Norton engine complete with carburetter.

Dyna Panhard Engine 750 c.c., absolutely new complete with back axle and gear box **£275**, or complete with Dyna Panhard front suspension **£340**. This engine is ideal for fitting into Mark IV Cooper for fast Sports Car.

O.H.V. Conversion for late type **Hillman Minx** complete in every way **£25**.

243 Ewell Road, Surbiton, Surrey

Telephone: ELMBRIDGE 3346

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

1933 MONACO saloon, engine reconditioned, 34-37 m.p.g., mechanically perfect, immaculate coachwork, fitted Luvax S.A. £135.—E. Yelland, 203 Belsize Road, Hampstead. MAI 8547.

SINGER

SINGER LE MANS 9 H.P. 2-SEATER SPORTS 1936, good condition, body excellent. £160 o.n.o.

F. SKINNER,
Park Farm, Limpsfield, Nr. Oxted, Surrey.
Tel.: Oxted 993.

£30 SINGER 8 h.p. 2-str., red, pointed tail, crisp. Offers.—WES 6336.

SPECIALS

FORD 8 Special, new engine, 45 m.p.g., fast £105.—Phone Ewell 3467.

SPECIAL 1938 BUICK 5½-litre, shortened and lowered. Complete in detail, needs only body, exceptional condition. £55. Easy payments.—Croysdill, Glen Cottage, Snelsmore Common, Newbury 599.

1953 SPORTS 2-seater, 750 c.c., hood, boot, taxed. Only £175.—TULse Hill 7192.

SPORTS CARS

PRIDE & CLARKE, LTD.

New Sports Cars—immediate delivery.
Triumph TR2, Morgan Plus Four, Swallow Doretti, Austin-Healey 100.

EXCHANGES—TERMS.

Tax and insurance included in Terms, if desired.

Write, call or phone:

237 Brixton Hill, S.W.2.

TULse Hill 3664-5.

TRINITY CARS, LTD.

FOR IMMEDIATE DELIVERY.

New Triumph TR2, ivory/red/black hood, overdrive List
New Austin-Healey 100 sports, blue List
New Ford Consul convertible. Choice of blue or ivory.

Exchanges and Terms.

94 North Side, Wandsworth Common,
S.W.18.

Tel.: VANDyke 1166.

GILLIE TYRER OFFERS

New M.G. TF 2-str., ex-stock.

New Triumph TR2, ex-stock.

New Jaguar XK 120 immediate.

New Doretti 2-str., early delivery.

Your present Car in Part Exchange.

Phone Waterloo 2825 (5870 after hours).

Litherland Motors (Liverpool), Ltd.,

Hawthorne Road, Liverpool, 21.

FRAZER-NASH Shelsley 2/3-seater, twin o.h.c., special car throughout, good condition. £290. —"Jungle", Barkham Ride, Wokingham. (Eversley 3117.)

SUNBEAM

SUNBEAM 1932, 16 h.p. coupé, mechanically sound, coachwork in perfect condition inside and out, five new tyres, new battery, new shockers. £130 o.n.o.—BEA 2647, Birmingham.

STANDARD

STANDARD 8 and 10.—For higher performance. See our advertisement under Morris Minor. Prices from £25.—Alexander Engineering Co.

TOJEIRO

TOJEIRO, 1,467 c.c., fully modified M.G. engine, built 1954. Raced twice only and in first class condition. Fitted attractive aluminium aerodynamic body. Colour, red. £1,200.—Full details, etc., from E. S. Ridley, 14 Albert Crescent, Bury St. Edmunds.

TRIUMPH

BROWN'S of LOUGHTON.

One new Triumph TR2, overdrive, wire wheels, British Racing Green List Price.

High Road, Loughton, Essex.

Phone: Loughton 6266.

(Three minutes Tube Central Line.)

ALUMINIUM

BULLANCO FOR ALUMINIUM.

Any sizes cut or folded.

SHEET — EXPANDED — TUBES — ANGLES

BARS — RODS — MOULDINGS — RIVETS

Write for list.

66 QUEEN'S ROAD, PECKHAM, S.E.15.

Tel.: New Cross 1092.

BOOKS

HANDBOOKS.—Austin, Ford, Hillman, Morris, Rover, Standard, Vauxhall, Wolseley, 5s. 6d.; Singer, Volkswagen, 7s. 6d.; Riley, 9s. 6d.; Chrysler, M.G., 15s. 6d. Workshop Manuals: Morris, Wolseley, 16s.; Jowett, 19s.; Austin, 27s. 6d.; M.G., Riley, 31s. 3d. Catalogue, 6d. Enquiries, stamp please.—Gray, 4 Chantryhouse, Hurstpierpoint, Sussex.

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

CELLULOSE

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

ENGINES

XK 120 ENGINE and gearbox, full modifications, very little use. £350.—Rose and Young, Ltd., 65-69 Sternhold Avenue, Streatham Hill, S.W.2. (One minute Streatham Hill Station.) Tel.: Tulse Hill 6464 and 8181.

1½ S/C LAYSTALL engine, new valves req., otherwise perfect.—Offers please to Colindale 5236.

(Continued overleaf)

RAYMOND WAY
EAST LONDON BRANCH

59 Gns. 1934 Buick 4-door saloon. Very clean, loose covers, etc. £21 deposit, balance 21/- per week.

89 Gns. 1935 Austin 7 Ruby Saloon. Very good runner, new tyres. £32 deposit, balance 25/- per week.

99 Gns. 1935 Alvis 20 4-door saloon. Super original condition. £35 deposit, balance 25/- per week.

119 Gns. 1934 M.G. KN Magnette Sports Tourer. Very good condition. £42 deposit, balance 22/- per week.

169 Gns. 1936 Riley Lynx Sprite, Vertex, Twin Solex, etc., super throughout. £60 deposit, balance 38/- per week.

239 Gns. 1939 Morgan 4/4 2-seater Sports, reconditioned engine, many extras £85 deposit, balance 48/- per week.

399 Gns. 1935 Bentley, 3½-litre Ride Control Chassis. Park Ward Sports Saloon. £105 deposit, balance 90/- per week.

Any Car or Motor Cycle in part exchange
Easy Hire Purchase

Low deposit, drive away immediately

RAYMOND WAY

773 High Road, Seven Kings, Essex
Seven Kings 4066

CLUBMAN AUTOS LTD. TOOTING

1939 M.G. TA, green, excellent condition
£295

1938 M.G. TA, immaculate, loose covers,
windtones, spare wheel cover, spotlight
£295

1949 MORRIS MINOR tourer £405

M.G.s—SINGERS—MORGANS
URGENTLY WANTED FOR CASH
H.P. AND EXCHANGES

LAMBRETTA SALES & SERVICE

MESSERSCHMITT See and try this
new 3-wheeler at our showrooms.

138-142 Tooting High Street, S.W.17
Telephone: BALham 3484

Classified Advertisements—continued

ENGINEERING SERVICES

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

FIBREGLASS

MICROBOND FIBREGLASS KITS AND MATERIALS AVAILABLE.

Body shells for Austin Sevens. Shell only £49.
Extras as required.

For Budding Boffins: Microbond experimental kits
at 12s. 6d., 17s. 6d., 28s. 6d. and 45s.

Bulk materials also supplied. Send for details.

DEPT. A.S.12 MICRON PLASTICS,
Woodcock Hill, Harefield Road, Rickmansworth,
Herts.

Tel.: Rickmansworth 3312.

INSURANCE

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

MISCELLANEOUS

ALAN BROWN offers Continental racing overalls,
superfine poplin, £6 6s., overtrousers, £3 3s.,
mechanics' best drill 79s. 6d., overtrousers 47s. 6d.,
Most colours.—Kinch and Lack, Ltd., 117 High
Street, Guildford. Tel.: 61033.

AXFORDS (est. 1880) offer double-breasted
dinner suits for hire, by post, price 30s.,
accessories if needed. Send for details and
measurements required.—304-6 Vauxhall Bridge
Road, London, S.W.1. VICToria 1934.

BEVERLEY MOTORS (N. H. Mann, Proprietor)
undertake special coachwork designs, primarily
on Alfa Romeo chassis, but also any other good
quality sports car chassis.—Inquiries to Beverley
Motors, Service Station, Coombe Road, New
Malden, Surrey. Tel.: MALden 3232-3.

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

126 COPIES AUTOSPORT.—Complete Vol. I,
rest up to Vol. VIII, £2 10s. Pair Andre
friction shocks, new, for trials Ford, £4 with
fittings. Alvis diff. unit with half-shaft for 1929
16.9 Silver Eagle, perfect c.w. and p., £10.—113
Stopes Brow, Blackburn.

PERSONAL

KEEN TYPE, residing Midlands, offers services
as passenger/navigator in Trials.—Box 1607
(Staffs).

SPORTS CAR ENTHUSIAST, 26, male, with
several fast cars and mews workshop, living
London, S.W.3, wishes to contact assistant, either
sex, preferably able to drive and of congenial dis-
position. Expert knowledge not needed.—Box 1609
(London).

WANTED.—Driver/Navigator for Redex, Write
age, experience.—Box 1608 (Salop).

PHOTOGRAPHS

PHOTOGRAPHS of every car at S.O.D.C. Speed
Trials, Brands Hatch, Motoring Christmas
Cards. Actual photographs. Racing, Rallies,
Trials. Send for sample.—Charles Dunn, Green-
leaves, Woking, Surrey. Tel.: Woking 3737.

31ST OCT. Blackpool Tests. Superb action
shots by club approved photographer. Two
different every car on both days. Folded post-
cards. 2s. each, enlargements 5s. each. Cash
and full details with order.—Booth, 15 Larkfield
Lane, Southport.

RADIATORS & FUEL TANKS

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

SAFETY GLASS

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

SPARES AND ACCESSORIES

AUTOREX,

Waterloo 2321,

Holmes Lane, Liverpool, 21.

Large stocks of spares for sports cars and saloons.

Contact us for your requirements.

YELLOW headlamp bulbs for Continental driving
available for most makes.—Beverley Motors,
(Prop. N. H. Mann), Service Station Coombe Road,
New Malden, Surrey. Tel.: MALden 3232-3.

PERFORMANCE CARS

THE SPORTS CAR PEOPLE

Select from their stock of over 150 sports cars

1949 Allard 71L D/H. foursome £345

1939 Atalanta V12, 2-seater £295

1950 Austin A70 sports saloon £425

1954 Austin-Healey 100, specimen £965

1940 Fiat 1,100 saloon £245

1951 Jaguar XK 120, choice of 2 from £845

1948 Jaguar 3½-litre sports saloon £425

1937-9 Jaguar S.S. 100s, 2½, 3½, 6 from £245

1953 Lagonda 2.6 coupé. Vantage engine. £1,685

NEVER LESS THAN 25 M.G.s IN STOCK

1934 Rolls-Royce Ph. II D/H. foursome £495

1954 Triumph TR2, wire wheels, specimen £845

OFFICIAL VOLKSWAGEN AGENTS

Immediate H.P., insurance and part exchanges.

Great West Road, Brentford, Middlesex.

EALing 8841-2-3

3 minutes from Northfields Tube Station

(Piccadilly or District Lines)

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

DELLOW SPECIALITIES FOR FORD-BASED VEHICLES

Carburettor Sets complete:—

Dellow-Ford 8-10 (Twin) £12 10s. 0d.

New Anglia (Twin) £15 0s. 0d.

Consul (Twin) £16 10s. 0d.

Zephyr (Triple) £26 10s. 0d.

Also

4.7 Crown Wheel and Pinion (8-10) £17 18s. 6d.

Dellow overhauls and modifications, etc., by the
manufacturers.

DELLOW MOTORS LTD.,

ALVECHURCH, Nr. BIRMINGHAM.

Tel.: Hillside 1879.

WINDSCREENS

D. W. PRICE, 490 Neasden Lane, London,
D.N.W.10. GLAdstone 7811. Windscreens for
sports and specials and all other standard vehicles.

WANTED

GEARBOX wanted for M.G. Must be close
ratio, J4, R or similar.—23A Grenfell Road,
Mitcham.

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

RON MCKENZIE, 961 Chester Road, Stretford,
Nr. Manchester, buys, sells, exchanges sports
cars, new and used motor-cycles, etc. Open to 8
p.m. Sun, 5 p.m. Telephone: Longford 2100.

WANTED.—C Type JAGUAR. Please write,
giving full particulars.—Box 1612 (York).

"AUTOSPORT" BOUND VOLUMES

READERS' COPIES

Orders can now be taken for binding
readers' copies of Volume 8 at 17s. 6d. each
(including index). Full instructions and labels
will be sent to readers upon receipt of order
and remittance.

Orders can still be accepted for binding
readers' copies of previous volumes of
AUTOSPORT at 17s. 6d. each (including index)
but readers are asked to note the index for
Volume 1 is now out of print.

Already bound Volume 8 AUTOSPORT is
now available, price £2 17s. 6d. per copy.

Already bound Volumes 3, 4, 5 and 7 are
also available, price £2 17s. 6d. per copy.

Already bound Volumes 1 and 2 are not
normally available from AUTOSPORT but a
limited number of Volume 6 is now being

made up and will shortly be available.

"AUTOSPORT" EASIBINDERS

Readers wishing to bind their own copies
of AUTOSPORT may obtain special AUTO-
SPORT binders made by the Easibind Co.,
together with full instructions for use, by
sending 13s. 6d. for each binder required
(index 2s. extra). Readers ordering two
Easibinders at the same time may obtain
these, price 25s. for the two, index extra.

Please state volume number to be bound
if you wish volume number and year to be
blocked on binder in addition to the title
AUTOSPORT.

Orders and remittance to:

AUTOSPORT (Binding Dept.)

159 Praed Street, London, W.2

"AUTOSPORT" SOUVENIR PHOTOGRAPHS

The following sets of AUTOSPORT Souvenir
Photographs each containing eight photo-
graphs (8 ins. x 6 ins.) price one guinea each
set, have been published this season and are
available from AUTOSPORT.

Set No. 1. B.A.R.C. Easter Goodwood.

Set No. 2. Silverstone (*Daily Express*)

Meeting.

Set No. 3. Le Mans.

Set No. 4. French Grand Prix and 12

Hours Sports Car Race.

Set No. 5. British Grand Prix.

Set No. 6. B.A.R.C. International Good-

wood, 25th September.

Orders and remittance to:

AUTOSPORT (Souvenir Photos. Dept.)

159 Praed Street, London, W.2



real specialists . . .

for your new models . . .

for secondhand cars . . .

for enthusiastic service all round . . .

MILL GARAGE

W. JACOBS & SON LIMITED
CHIGWELL ROAD
SOUTH WOODFORD, E.18



SPECIALISTS

WANSTEAD 7783-4-5

"AUTOSPORT" BOOKS

A new book of cartoons by Raymond Groves entitled *Starting from Scratch*, price 3s. 6d. (postage and packing 3d. extra), is now available from AUTOSPORT or booksellers. This book has been produced as a companion volume to *Pit Stop*.

The AUTOSPORT Annual of *High Performance Cars, 1954/5*, by Gregor Grant, John Bolster and Theo Page, including road tests, drawings and performance details is available from AUTOSPORT or booksellers price 7s. 6d. (postage and packing 6d. extra).

Orders and remittance to

AUTOSPORT (Book Dept.) 159 PRAED STREET
LONDON, W.2

THE GORDON GARAGE (Dulwich) LTD.

33/35 EAST DULWICH ROAD, LONDON, S.E.22
New Cross 2456

London & South Eastern County Distributors, for

"DELLOW" SPORTS CAR

and

"BONGLOSS"

(Woven Glass Fibre Streamlined Bodies)

This is a complete all enveloping body fitted with scuttle, battery box, instrument panel and flooring, doors and bonnet, complete with hinges and locks, and an unglazed windscreen frame. Designed to fit Ford 8 H.P. chassis from 1938 onwards.

Sports 2-seater body complete—£120.0.0

Agents for the THOMAS TOWNEND CRASH HELMET AND VISOR

WANTED for spot cash
CARS of ALL TYPES

Hours of Business
WEEKDAYS
SATURDAYS
9 till 7

ROWLAND SMITH
MOTOR LIMITED

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

(HAMPSTEAD TUBE)

HAMPSTEAD 6041 (10 lines)

Established over a Quarter of a century

SOLELY M.G. CARS — SALES & SERVICE

OFFICIAL STOCKIST



Hounslow
2238 & 3456



SPARES & SALES

OBTAIN YOUR NEW CAR FROM

TOULMIN MOTORS

★ MOST COMPREHENSIVE STOCK OF M.G. SPARES IN THE COUNTRY ★

● New Vertical Drive Gears. ● New J2 clutch toggles. ● New rockers for overhead valve models. ● Our patent modified oil seal.

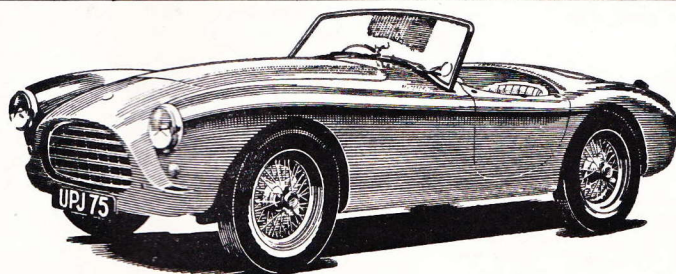
● 1500 c.c. ENGINES ALWAYS AVAILABLE.

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

● Reconditioned exchange engine units—specifications sent FREE on request, exchange auxiliary units from stock for all M.G. models 1932-1952.

343 Staines Road · Hounslow · Middlesex

Open all day Saturday and 10 a.m.—1 p.m. on Sunday



More Competition Results:

LYDSTEP HILL-CLIMB. 1st 2-3-litre class, fastest un-supercharged sports, irrespective of class.

STAPLEFORD HILL-CLIMB. Fastest open car, irrespective of class, 1st place up to 3-litres.

Order YOUR



'ACE'

FROM

RUDDS the Distributors

WORTHING (adjoining Central Station)

FOR PEAK PERFORMANCE

.. fill your engine with Q-5500

1st of its 'breed'

Q-5500 is the first engine oil to combine the advantages of an ultra-thin winter grade with those of a full-bodied summer grade.

1st in Quality

Q-5500 is the nearest approach to the ideal lubricant—one which changes as little as possible with effects of heat and length of use.

1st in Performance

Q-5500 is the ideal winter oil. It gives easy starting and quick get-away under the most severe winter conditions. In addition **Q-5500** provides a livelier engine, better hill climbing, improved power output and — very important — reduced petrol consumption.

winter and summer *use*

Write for descriptive literature and name of nearest stockist.

ALEXANDER DUCKHAM & COMPANY LTD., HAMMERSMITH, LONDON, W.6.

