

ROAD TEST OF THE LOTUS Mk. VIII

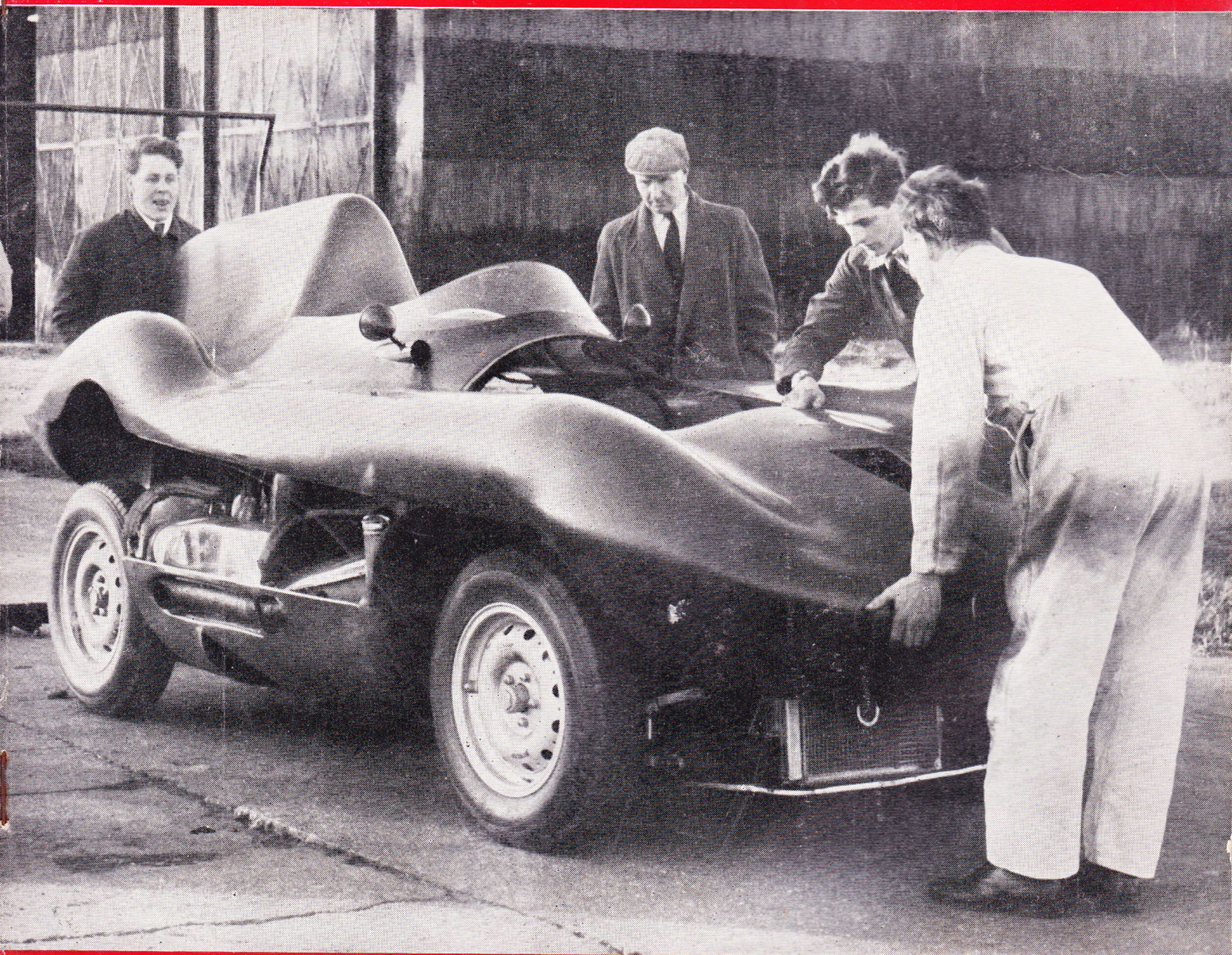
AUTOSPORT

NOVEMBER 19, 1954

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EVERY FRIDAY
Vol. 9 No. 21

BRITAIN'S MOTOR SPORTING WEEKLY



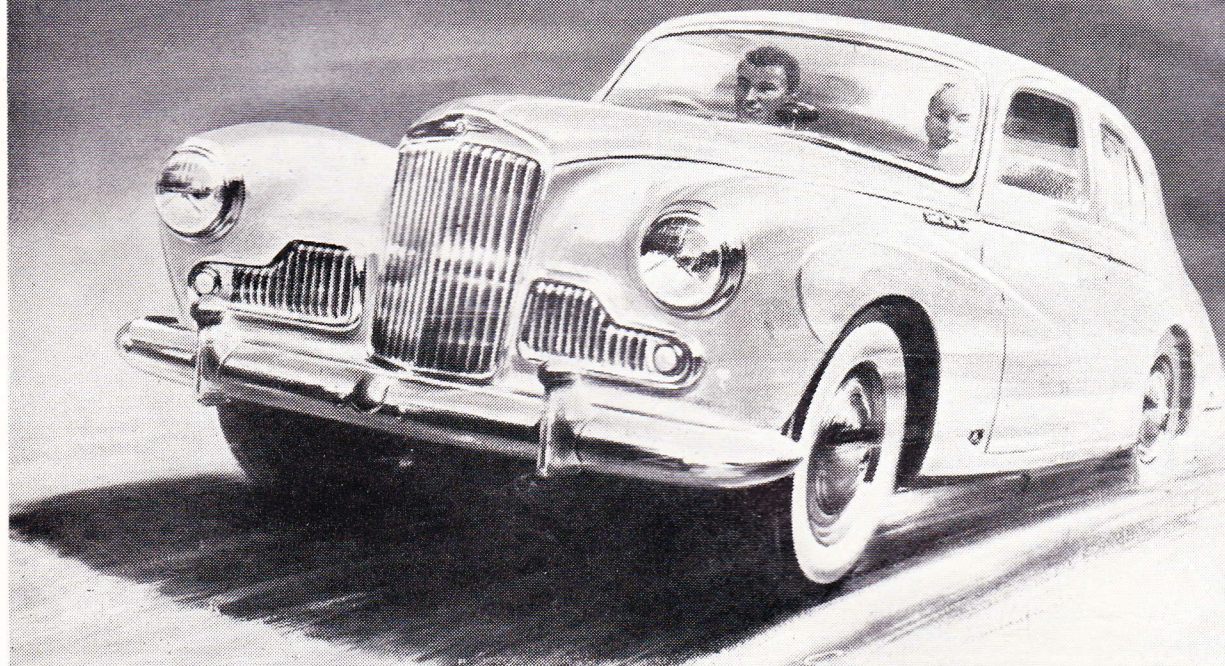
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THE LONDON-BRIGHTON VETERAN RUN : M.C.C.-REDEX NATIONAL RALLY

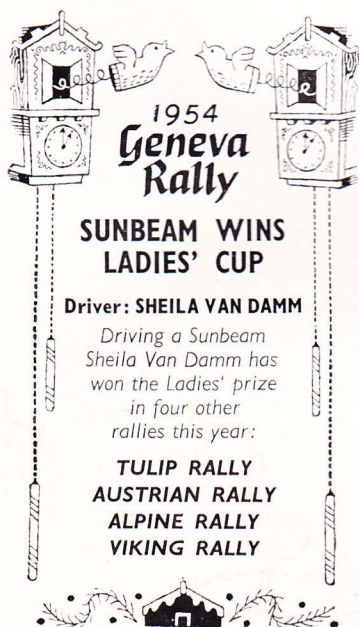
A MANUFACTURER SPEAKS : THE 1886 HAMMEL : CHASE TROPHY TRIAL

JOHN BOLSTER • CYRIL KIEFT • RUTH SANDS BENTLEY • HOLLAND BIRKETT • J. RICHARD ALEY

NOW!
Higher performance—lower price



...the new *Sunbeam* MK III



SUNBEAM WINS LADIES' CUP

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 Sheila Van Damm has
 won the Ladies' prize
 in four other
 rallies this year:

**TULIP RALLY
 AUSTRIAN RALLY
 ALPINE RALLY
 VIKING RALLY**

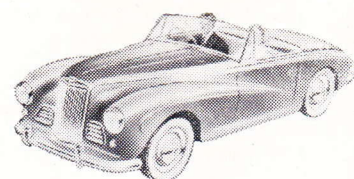
Higher top speed — faster acceleration — greater comfort

There's more zest than ever in this rally-winning thoroughbred, yet fuel consumption is even lower than before! There's new-style front seating for greater comfort, a redesigned fascia, and many other feature improvements . . . and all this plus a reduction in price. Your dealer will arrange a demonstration run.

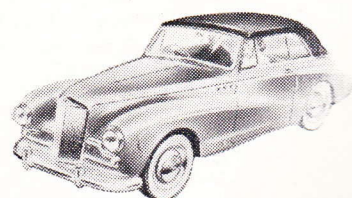
The new Sunbeam price range

Sports Saloon	£795 (P.T. £332.7.6)
Sports Convertible	£845 (P.T. £353.4.2)
Alpine Sports 2-seater	£855 (P.T. £357.7.6)

(White-wall tyres and overriders available as extras.
 Overdrive extra on Saloon and Convertible, standard on Alpine)



*A high performance sports car
 with the comfort of a limousine —
 the rally-winning Sunbeam Alpine 2-Seater.*



*Exhilarating in the summer,
 snug and weather-tight for winter—
 the 2½ litre Sunbeam Sports Convertible.*

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November 19, 1954

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NOTICES

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EDITORIAL

HOOLIGANS OF THE HIGHWAY

THE scenes during last Sunday's classic R.A.C. London-Brighton Veteran Car Run were without parallel. Apart from Italy's Mille Miglia road race, it is doubtful whether crowds of such magnitude have ever watched a motoring event. Police and road scouts did their best, but the fine weather brought out such a vast number of cars that conditions were most trying for the drivers of the veterans. AUTOSPORT is the first to applaud the sportsmanship exhibited by the majority of road users, but feels that attention should be brought to bear on the deplorable manners displayed by certain inexperienced motor-cyclists. Senseless cutting-in, "showing off" acceleration, and just plain inability to control machines contributed to many incidents. These young men, probably pulling in wages far beyond their wildest dreams, have been able to purchase very fast machines, but have not bothered to learn to ride them properly. They are not only a danger to themselves, but to every road-user. By and large, every single "London-Brighton" competitor will support our view that many of those "bottom gear racers" are rapidly becoming the real hooligans of the highway. AUTOSPORT feels sure that sensible two-wheeler owners will agree unanimously that there is something wrong with a system of legislation which places powerful motor-cycles in the hands of people whose mentality is on a par with their road manners.

A WONDERFUL ACHIEVEMENT

DENMARK must be proud of the 1886 Hammel, which, by covering the 60 miles from London to Brighton, vindicated the ability of its pioneer automobile engineers in no uncertain manner. This must have been the longest journey ever undertaken by a machine of this great age—far longer than it ever accomplished in any one day during its history. The Hammel's achievement must be regarded as a challenge to the owners of the Austrian machine which was allegedly constructed in 1874, and which is said to be the oldest petrol-driven vehicle in the world to exist in working order. Shall we see it in Hyde Park next year?

THE BRITISH GRAND PRIX

THE transfer of Britain's premier motoring event from Silverstone to Aintree has provoked an outbreak of "for" and "against", as is evident by the huge volume of correspondence received by AUTOSPORT. Whilst criticizing the choice of venue, or applauding the change, every motor racing enthusiast should appreciate the fact that the responsibility for delegating the venue of the British Grand Prix rests entirely with this country's national organization, the Royal Automobile Club. The Club is at liberty to approach any motoring organization deemed capable, to organize the event.

OUR COVER PICTURE

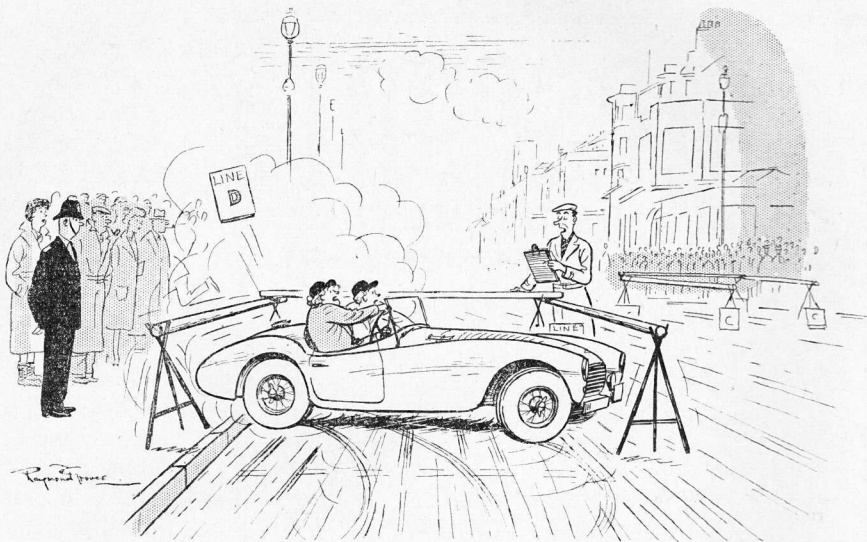
TAKING SHAPE: Aerodynamic bodywork of the new Grand Prix Connaught being lowered on to the chassis, prior to preliminary trials at Silverstone recently. The tests were highly successful.

MIKE HAWTHORN is progressing favourably after his operation. Rumour has it that the Spanish Grand Prix winner will drive a British G.P. machine, and will also be a member of a prominent sports car racing team, for 1955.

PIERO TARUFFI's sponsor for the Pan-American race is Floyd Clymer, renowned Los Angeles publisher. The Italian's car is a Ford "six" coupé, with overdrive. His relief driver—if he needs one—will be Bob Feuerhelm of Los Angeles.

A WELL-KNOWN British driver is considering an offer to drive the new Grand Prix Bugatti next season.

JAGUAR'S 1955 range has been received with much enthusiasm in New York; heavy orders were placed and sales topping \$20 million are predicted for 1955.



"I agree, it's more difficult, but there don't appear to be any extra marks for doing it sideways."

PIT AND PADDOCK

ONE of Great Britain's most important specialist manufacturers has almost completed a prototype F1 single-seater.

It is not improbable that Farina will be seen in a green-painted machine next season.

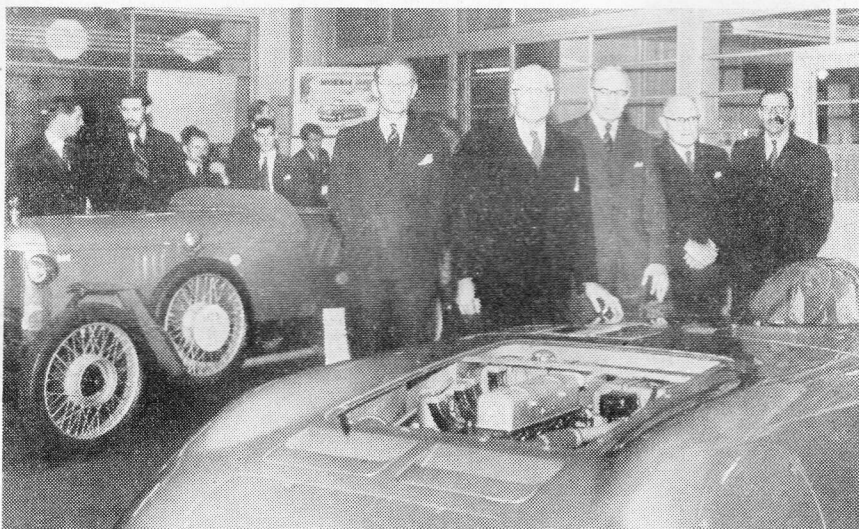
JUAN MANUEL FANGIO has not so far come to terms with Daimler-Benz. His name continues to be linked with Alfa Romeo.

FERRARI's new sports-racing car for 1955 will almost certainly be a six-cylinder of 3.7 litres.

APOLOGIES for crediting the Veteran Car Club of Great Britain, Ltd., with the organization of the London-Brighton Run. Although the entries are "dated" by the club, organization of the event is undertaken by the Royal Automobile Club.

SHEILA VAN DAMM and Mrs. Anne Hall set off by air last Monday evening for New York and the 1,200-mile Great American Mountain Rally.

B.T.D.A. Annual Dinner will be held immediately after the R.A.C. Championship Trial on 18th December, at the Royal Star Hotel, Maidstone, Kent. Tickets are available, at 10s. each, from the Hon. Secretary, Bernard K. Thompson, 38, Torkington Road, Gatley.



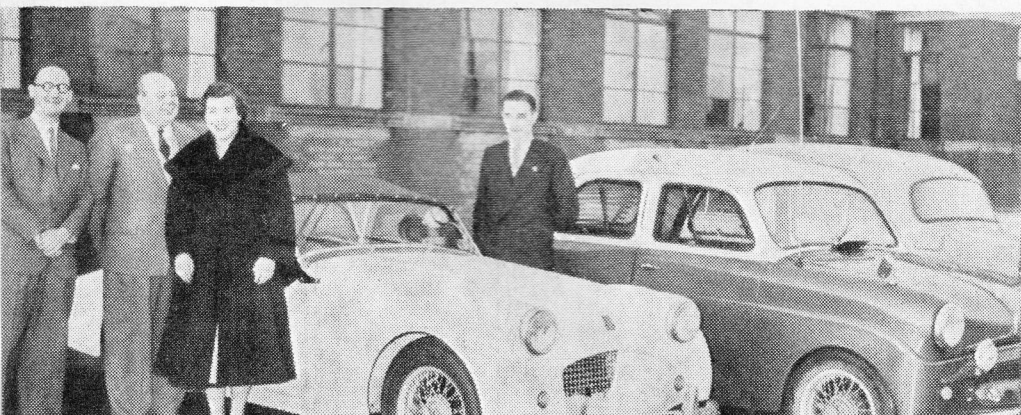
M.G. CELEBRATION: Back from his joint record-breaking foray with Ken Miles at Utah, Capt. George Eyston attended a cocktail party given recently by Jarvis of Wimbledon. Honoured amongst the 80 guests were the M.G. record car Ex. 179, and its forebear, M.G. No. 1, of 1923 vintage.

SUCCESS for an Austin-Healey 100 was scored in far-off Madagascar, where a driver named Poisson won the 4 Hours race over the Ivato circuit. Triumph and Sunbeam-Talbot cars were second and third.

SHIPMENT of the two Austin-Healey 100S machines for the Pan-American was delayed by the recent dock strike. They reached Mexico only three days prior to race day. Drivers are Lance Macklin/Donald Healey and Carrol Shelby/Roy Jackson-Moore.

Late entries for the race included Roberto Mières (Osca), Bonomi (Ferrari), Mancini (Alfa Romeo "1900"), and the Marquis de Portago (Ferrari). A lone Spanish Pegaso will be driven by the veteran Palacio.

COVENTRY OCCASION: Stirling Moss's sister Pat, accomplished horsewoman, taking delivery of a new Triumph TR2 at Coventry. With her (l. to r.) are Bernard Roberts of the Standard sales department, Dennis Done, and Ken Gregory. Behind is the special Standard 8 saloon, with Borrani wire wheels and "10" engine, owned by Stirling Moss.



SPORTS-NEWS

MERCEDES MATTERS

In preparation for the first round of the 1955 World Championship, the Grand Prix of Argentina at Buenos Aires on 16th January, the Mercedes-Benz racing department at Stuttgart are busily engaged in modifying and lightening the 2½-litre Grand Prix cars. Smaller fuel tanks and extended use of light alloys will reduce the weight of the cars by ½ cwt. or more. Next year's drivers are reported to be Fangio, Kling, Lang, Herrmann and Riess, but there remains a possibility that others may be engaged.

The German firm's campaign in sports car racing next year looks to be extensive, it being their intention to compete with the new 300SLR in the Mille Miglia, Le Mans, Nürburg 1,000 kms., Pan-American and other World Sports Car Championship events.

FINANCE AND THE TOURIST TROPHY

THE finances involved in the promotion of the 1954 R.A.C. Tourist Trophy Race have now been revealed by the Ulster Automobile Club and were due to be presented to U.A.C. members at the annual meeting of the club held last Tuesday.

In total, the cost of the race has worked out at £13,990, as compared with £11,641 for last year's event. In view of the magnificent entry attracted to the 1954 race this additional cost seems in no way excessive. Indeed, it is indicative of the staunch effort made by the U.A.C. to "prune" all other costs.

Attracting this splendid entry carried an expenditure of £6,670 by way of starting moneys and expenses, with another £1,100 going in cash awards. Most of the remainder of the money was expended in course rents (£1,836), promotion and publicity (£1,511) and other miscellaneous items.

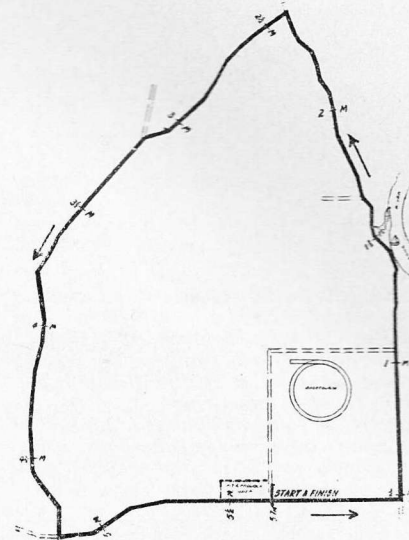
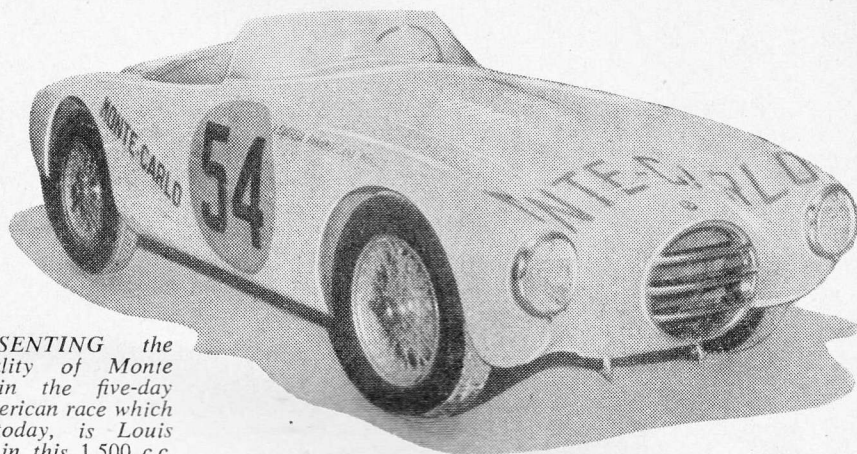
On the income side, evidence of the vast throng which attended the race is shown by the fact that, although two

grandstands were abandoned, receipts totalled £1,724, almost the same as in 1953, while car park revenue produced £1,791 as compared with only £781 last time. The programme "sell-out" brought over £2,000 and even the issue of "Supporters' Badges" fetched the welcome sum of £447.

Enclosure tickets netted £1,612, considerably more than in the previous year and even tickets to admit holders across the footbridges fetched £184. These, and other items, brought a "gate" revenue of £9,836 which gives an effective loss of £4,154 on the promotion. This is, however, considerably reduced by a donation of £2,000 from the Northern Ireland Tourist Board, leaving a net loss per the balance sheet of £2,154.

To meet this there are, of course, certain guarantees, such as those from U.A.C. members and friends and from the Belfast Newspaper Society. Just how the finances will be finalized is a matter which must await the outcome of the general meeting. Meantime, having regard to the immense increase in prestige and stature which resulted from the 1954 race, to say nothing of the tremendous publicity which undoubtedly accrued to this British true road circuit, the U.A.C. should feel very satisfied with the outcome of their efforts—and devote their best endeavours to making capital in 1955 out of this rejuvenation of an historic race. Historic, indeed, since 1955 will mark the 50th anniversary of the first-ever T.T.!

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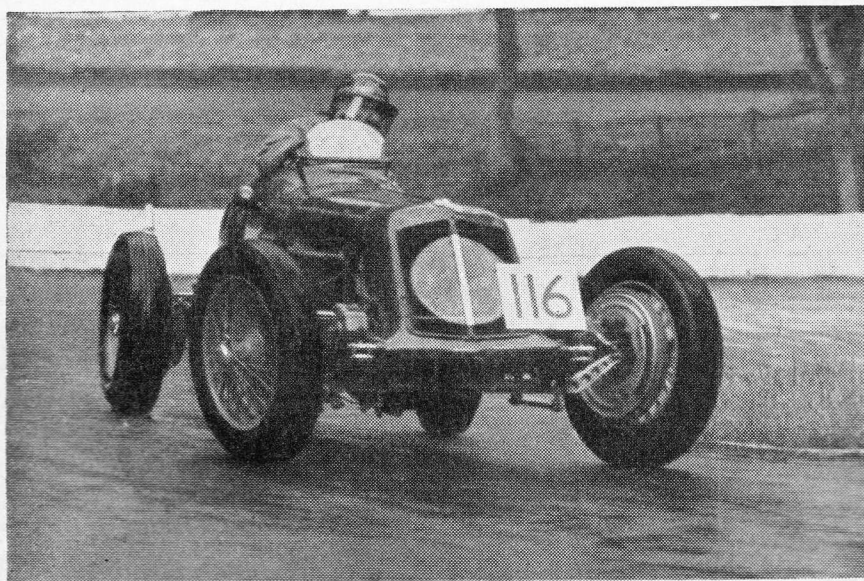
NEARLY six miles long, the Southport road circuit in Queensland proved tough to cars during the Australian Grand Prix meeting held on 7th November.

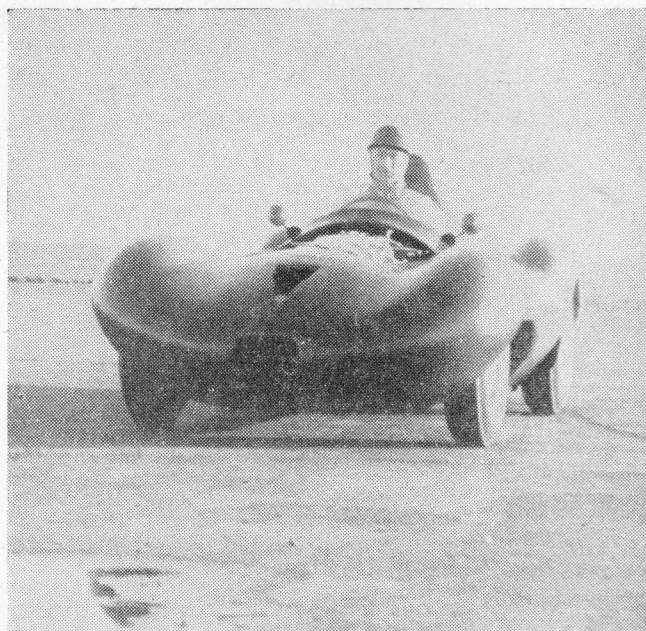
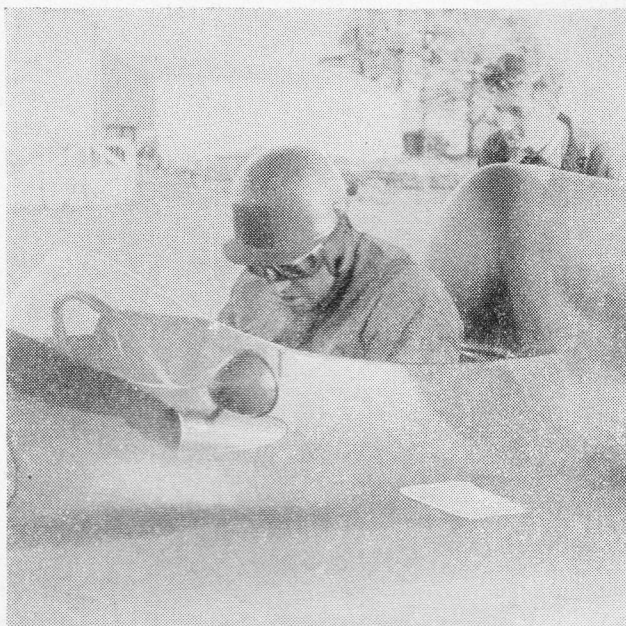
H.W.M. WINS AUSTRALIAN G.P.

RUN over the 5.7-mile Southport Circuit in Queensland on 7th November, the 1954 Australian Grand Prix was won by the Victorian driver Lex Davison with his Jaguar-engined H.W.M., an ex-Formula 2 single-seater. Favourite for the race, Stan Jones, spun his Maybach Spl. at over 100 m.p.h., the car ploughing backwards off-course and striking a big tree. The car was smashed in two, the tail half ending up on the other side of the course, still containing Jones, who apparently was not seriously harmed.

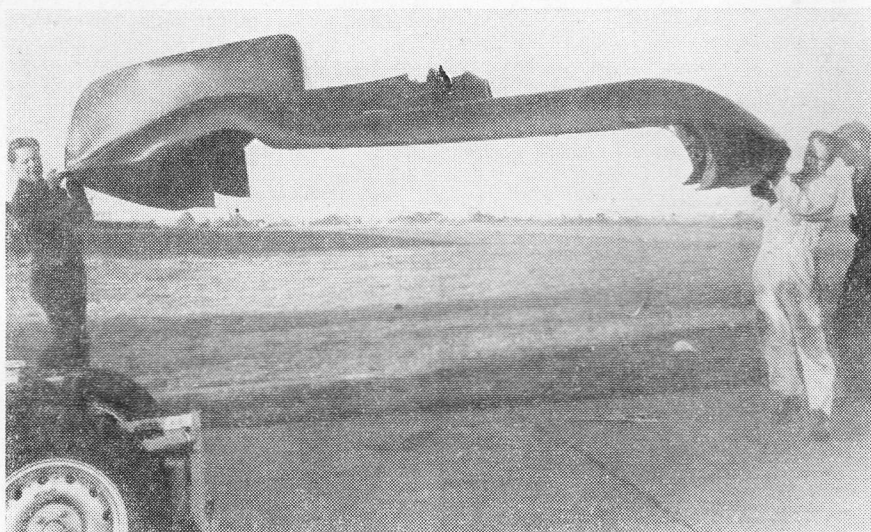
The lengthy and difficult circuit caused other incidents. P. McKenna's BMW rolled over several times on a fast bend; while Jack Brabham's Cooper-Bristol overshot a corner, departing down the escape road at speed. He rejoined the race only to retire with mechanical trouble. Jack Murray, joint Redex Trial winner, provided light relief at the pits when his Cadillac-Allard burst a fuel pipe. He removed his petrol-soaked trousers, only to find his nylon underpants had been dissolved by the fuel!

FAMOUS CAR, NEW OWNER: Bob Gerard's wonderful old E.R.A., a car with many fine victories to its credit, was acquired and raced this season by Major the Lord Ebury, D.S.O., here seen cornering at Prescott. A B.O.C. member and keen enthusiast, he also runs a 4½-litre Invicta.





TESTS of the aerodynamic Grand Prix Connaught were recently conducted at Silverstone. Here we have Tony Rolt (above) prior to setting off; Rodney Clarke (above, right) out on the course, with cover off the 2½-litre fuel-injection Alta engine, and (right) two of the Connaught staff making light of raising the one-piece top-half of the body. Dunlop wheels and disc brakes have now been fitted to the car.



A GRAND PRIX FOR LE MANS?

IN connection with the Jubilee celebrations of the A.C. de l'Ouest, it is highly likely that a full-scale Grand Prix will be organized on the Sarthe circuit in 1956, in addition to the classic 24 Hours Race. As a compliment to the club, the A.C. de F. will probably sanction the use of the title "French Grand Prix", in which case the Le Mans race would count for the World Championship. The A.C. de Rouen applied to hold this race on the Essarts circuit for 1955, but after due deliberation it was decided to hold the G.P. at Rheims once more.

It should be stressed that the authority for delegating the organization of *grandes épreuves* rests entirely with the national club of the countries concerned. Thus, in Great Britain, it was the Royal Automobile Club which asked the B.A.R.C. to organize the British Grand Prix at Aintree in 1955.

A "1,500" M.G. TF

As has been known for some time, the M.G. Car Co., Ltd., have quietly been developing a 1,500 c.c. version of the TF engine. This was used on the Ex. 179 aerodynamic machine driven by George Eyston and Ken Miles at Bonneville last August, and which established many new International and American National class records.

Wisely the manufacturers refrained from announcing the 1½-litre car until such time as sufficient numbers were in the hands of overseas dealers, particularly in the U.S.A.

Bore and stroke of the latest TF engine are 72 mm. and 90 mm. (1,466 c.c.), and a much increased power-output over the 1,250 c.c. unit results in a maximum speed of slightly above 90 m.p.h. A road test report of the TF "1,500" will appear in a forthcoming issue of AUTOSPORT.



A COLUMN FOR KELLY?: Col. W. A. Freeman presents the Sexton Trophy—looking like a miniature of the Nelson Pillar in Dublin—to Joe Kelly at the Royal Irish A.C. headquarters.

THE Sexton Trophy for best overall performance in Irish speed events during 1954 was presented to Joe Kelly by Col. W. Freeman, President of the R.I.A.C. at a pleasantly informal little function in R.I.A.C. Headquarters, Dawson Street, Dublin, on Thursday, 11th November. Joe Flynn and Anthony Coleman received runners-up plaques.

1, J. Kelly, 175½ marks; 2, J. J. Flynn, 145½; 3, A. L. Coleman, 136.

ANNA MARIA PEDUZZI, prominent Italian lady driver, beat all the men in the Circuit of Brindisi, a race for 750s. She drove a Stanguellini to win by three-tenths of a second from Bondi's Giau.



TRIPLE Gold Star winner Stirling Moss in the highly successful Formula 3 Kieft, with tuner Steve Lancefield on the left, and manufacturer Cyril Kieft on the right.

that if a new Formula is created it should definitely be framed in such a manner that it would not be as expensive as Formula 1 racing. In order to reduce the cost, the major races should be limited to, say, 100 or 150 miles. The fuel requirements could be similar to those for the present Formula 3, thus ensuring a ban on nitro-methane and so on. A cubic capacity of 1,500 c.c. unsupercharged would seem to be popular in most countries and in my opinion the British public would at least for the next few seasons be able to see the green cars entering races with a reasonable chance of winning. The above suggested Formula would also make a very useful finishing school for the Formula 3 driver who ultimately intends to take part in Formula 1 Grands Prix.

The above proposals are put forward entirely as a suggestion to try to find out what other British drivers and constructors would like, should the F.I.A.

A MANUFACTURER SPEAKS

IN view of the proposal to cut down the International motor racing fixtures at home and to classify drivers according to their skill, it appears that a lot of racing drivers and their equipment are likely to become redundant.

For the past few seasons there have been sufficient International or bonus events to allow the few to make motor racing a "lucrative" profession. It has also allowed at least another 30 to 40 drivers to enjoy the sport without having to pay too much to entertain the motor racing public; to the remainder of the entrants motor racing has been a complete financial loss.

I consider that, in order to maintain motor racing as a sport and not as a business, but yet maintain a classification of drivers' skill, the following suggestions may be helpful.

Change the Star Points System

First, I consider that the B.R.D.C. points system for the Gold Star should be changed. It seems ridiculous that Britain's foremost honour for motor racing can be won on Formula 3 machinery, and this happens regularly. A few years ago my own Formula 3 car contributed a substantial number of points towards this award but it was one of the successes about which we have never been happy to claim. Surely the B.R.D.C. Gold Star should be awarded to the British driver with most points in the World Drivers' Championship, the World Sports Car Championship and other similar competitions!

Secondly, if such a change were brought about, top-line drivers would

Revise the Gold Star Rulings—Time for a New Formula 2

then have no excuse for competing in Formula 3 events as the prizes and bonuses would be left for the regular 500 c.c. "boys" who have built up this cheaper form of motor racing.

1½-Litres, Unblown, for F2?

Thirdly, I consider that it is now time to introduce a new Formula 2 and I feel that this short article will at least give the British racing stables an opportunity to air their views on this matter and I am sure that the R.A.C. would, in fact, like to have some lead from the racing fraternity before this matter is raised at the next F.I.A. meeting.

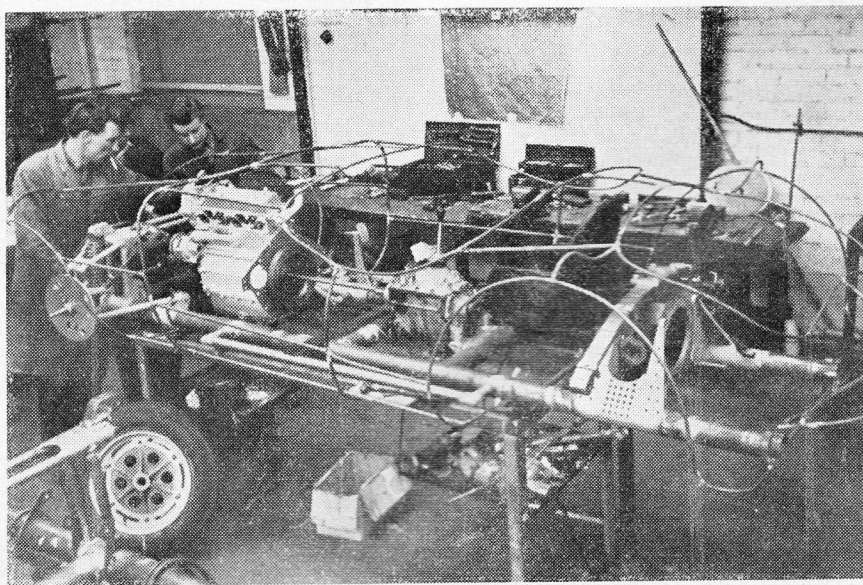
I have talked to a number of leading motor racing personalities on this matter and there seems to be general agreement

Suggests

Cyril Kieft

propose a Formula 2 specification at one or other of their meetings.

It would be so easy to criticize the officials who represent us, on the other hand it would be so unfair if they did not have a lead from the interested parties and my object in writing these words is to try to avoid such a situation from arising.



An 1,100 c.c. Coventry Climax-engined Kieft sports car under construction at the Wolverhampton works. The author advocates a 1½-litre unsupercharged Formula 2 as a useful "finishing school" for F3 drivers, and as a reasonable source of success for British cars.

HAVING WONDERFUL TIME: The Lotus, writes the author, "obviously enjoyed some rapid laps of the Brands Hatch road circuit". One suspects Bolster found the experience enjoyable also.

with two $1\frac{1}{4}$ in. S.U. carburetters. The connecting rods are special, but the crankshaft is standard. This unit develops around 85 b.h.p. at 6,200 r.p.m. It is not the maximum b.h.p. which first impresses the driver, however, but the astonishing torque of the engine in the middle ranges. Right from 1,800 r.p.m. upwards it pulls strongly, and top

JOHN BOLSTER
TESTS

THE LOTUS Mk. VIII

Low Weight and Efficient Aerodynamics Give Over 120 m.p.h.
from 85 b.h.p. in Competition-Proved $1\frac{1}{2}$ -litre Sports Car

EVERYBODY who takes the slightest interest in motor racing knows Colin Chapman's streamlined Lotus. This phenomenally successful $1\frac{1}{2}$ -litre sports-racing car has had a most spectacular season, in which victories and record laps have abounded. Perhaps its defeat of a formidable German car at Silverstone was its greatest triumph, but even more valuable data was gained on those occasions when things did not go so well.

As a result of the concentrated experience that this car has provided, an improved version is now in steady production. It was the hard-worked prototype, however, that I took over recently for a busy week of varied motoring. It carried me to various social occasions in London's West End (perhaps you saw it parked outside the "Steering Wheel"?). It was used for long, fast journeys, it was put through its paces against the watch, and it obviously enjoyed some rapid laps of the Brands Hatch road circuit. Before discussing these activities, however, let us take a brief look at the design of the car.

The basis of the machine is a rigid, multi-tubular chassis. The front wheels pivot on swing axles, which are supported on helical springs embracing telescopic dampers. At the rear the final drive gear housing is solidly mounted on the frame, and carries the brakes, which obtain their cooling air from an aperture in the undershield. Behind this assembly is the de Dion tube, which has fore and aft location by parallel trailing arms, and is positioned laterally by a central sliding block. The axle is hung on bell cranks, which compress a single helical spring. This layout gives no roll stiffness, but in production cars a modified arrangement does provide some roll resistance. The front end geometry has also been slightly amended to correspond, and new tubular half shafts eradicate a previous weakness.

The body is one of the most important features. It is scientifically streamlined as a result of a mathematical design approach, followed by wind tunnel tests and the photography of woollen tufts during actual racing. It has a wide but

shallow air entry and two large stabilizing fins above and behind the enclosed back wheels. There is ample room for the two occupants and some luggage space, but the passenger's seat is normally covered during racing. This body can also be fitted to the Mark VI chassis.

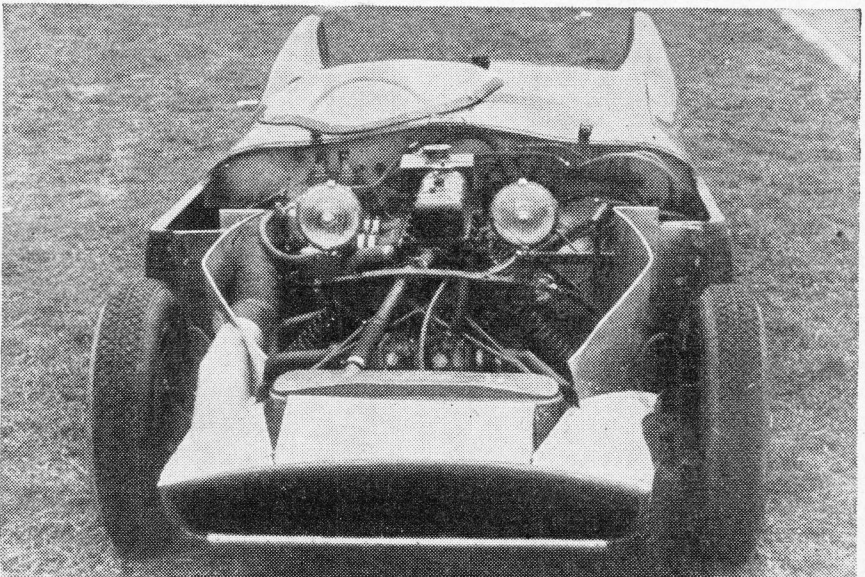
Various engines may be installed in the Lotus by the owner, including 2-litre Bristol, $1\frac{1}{2}$ -litre Connaught, Turner, and M.G., and the 1,100 c.c. Coventry Climax. The Climax-engined car is also sold complete for £1,150, though purchase tax must then be added to this figure. I hope to test the 1,100 c.c. car later on, but as the present test refers to the M.G. version, a short description of this power unit is indicated.

The block is a standard one, bored and fitted with cast iron liners for strength, with Cromard liners therein. In this slightly laborious fashion the 66.5 mm. bore is increased to 72 mm., and the ex- $1\frac{1}{4}$ -litre engine approaches $1\frac{1}{2}$ litres. There are no water passages through the gasket, these being external. The head is a light alloy Laystall-Lucas, with special Lotus valve gear and a racing camshaft. It gives a compression ratio of 9 to 1 and its enlarged ports are mated

gear may be engaged at quite low speeds, the half-ton car accelerating strongly on this ratio. Any premium grade fuel may be used, without a sign of pinking, though running-on does sometimes occur when switching off. The engine revs. freely, and I went up to 6,000 r.p.m. on the gears during the performance tests. While timing the maximum speed, the rev. counter remained steady at about 6,500 r.p.m. so a slightly higher gear ratio might increase the already excellent figure.

The streamlining must be very efficient, for to exceed 120 m.p.h. on 85 b.h.p. is a phenomenal achievement. Another virtue of this body shape is its directional stability. In spite of the extremely light weight and short wheelbase, I have never driven any car which was steadier at two miles a minute. One simply sits back in comfort, well protected by the high body sides, and the machine rides absolutely level, ironing out the bumps in a most praiseworthy manner. At high speeds some engine vibration can be felt, which is probably "telephoned" down the propeller shaft to the chassis-mounted differential.

At lower speeds the "streamliner" is at



CLOSE CONFINES beneath the Lotus bonnet, showing the very low and forward-mounted radiator, the long helical springs of the front suspension, and the increased-bore, $1\frac{1}{2}$ -litre-type M.G. engine of 1,467 c.c.

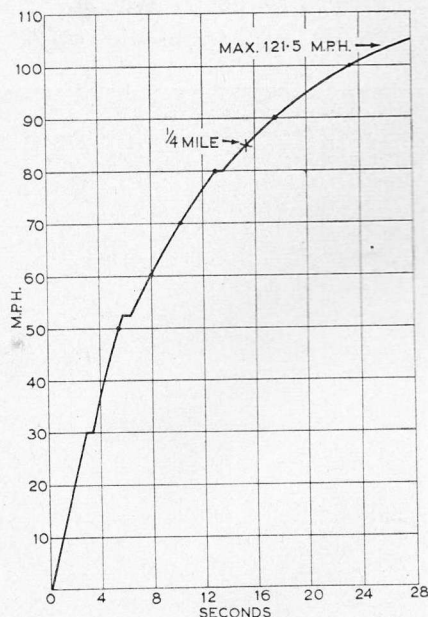
first less easy to handle than the earlier Lotus cars. I think that this is probably due to the unusually light steering, with very little caster return action. At all events, I soon became accustomed to the handling, and the initial tendency to wander disappeared. The controls are all well placed, the steering wheel is arranged for the modern straight-arm technique, and the aerodynamic body does not impede the driver's view.

The acceleration is tremendous, even in the upper speed ranges. The time of 15.5 secs. for the standing quarter-mile deserves special emphasis, and it was only made possible by the virtual absence of wheelspin. Not only does the de Dion axle confer its usual advantages, but the petrol tank, battery and spare wheel all lie behind the beam. This puts the weight where it is wanted for maximum traction.

From a racing point of view, such a getaway is very valuable, for a lead snatched on the starting grid may be decisive in a hard-fought race. It also pays dividends after sharp corners, for full throttle may be applied far earlier than with a conventional rear axle.

The well-known M.G. gearbox gives an easy change, and the ratios suit the Lotus very well. The clutch has a short pedal travel and is most positive in action, which makes it far more suitable for

ACCELERATION GRAPH OF THE 1½-LITRE LOTUS MK. VIII



only became really noisy at full throttle, and I never had occasion to change a sparking plug. Nevertheless, it is as an extremely potent competition machine that most people will buy this car, and for this purpose it really has all the essentials. One does feel that this is a scientifically designed vehicle, and not the "lucky accident" that some sports cars really are.

Above all, I am completely converted to the fully aerodynamic type of body. It gives so much extra speed, and such improved stability that one would be foolish to ignore its advantages except on the very slowest circuits. It certainly gives the brakes a harder task, but these proved quite adequate on the car under review, though requiring fairly heavy pedal pressure. The new larger drums of the production cars should be a worthwhile improvement.

The Mark VIII Lotus is a sports-racing car that must be seriously considered by anybody who is in the market for a competition machine. Whatever engine he may choose, he can be certain that this chassis and body will give it every chance to distinguish itself. I shall remember its incredible steadiness at maximum speed, and the ease with which it can be taken round appreciable curves at over 100 m.p.h., for a long time.

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Lotus Mark VIII Sports 2-seater. Price (component form, without engine), £800.

Engine: Four cylinders, 72 mm. x 90 mm. (1.467 c.c.). Pushrod-operated valves in light alloy head. 85 b.h.p. at 6,200 r.p.m. 9 to 1 compression ratio. Twin 1½ in. SU carburetors. Lucas coil and distributor.

Transmission: Borg and Beck racing clutch. Four-speed gearbox with central remote control and synchromesh on upper three gears, ratios: 4.1, 5.5, 8.0, and 13.8 to 1. Open Hardy Spicer propeller shaft to chassis-mounted spiral bevel and differential unit. Articulated shafts to rear hubs.

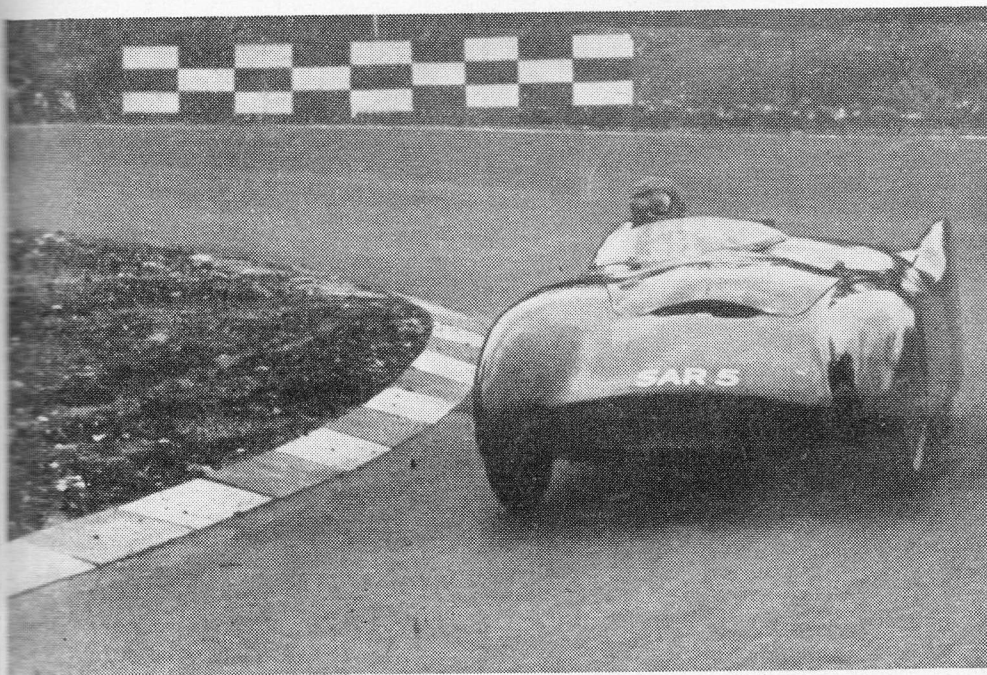
Chassis: Multi-tubular space frame. Independent front suspension by swing axles, helical springs, and telescopic dampers. Rear suspension by de Dion axle, bell cranks, single helical spring, and piston-type dampers. Lockheed hydraulic brakes in Al-fin drums, 2LS in front, inboard mounted at rear, 9 ins. x 1½ ins. (11 ins. x 2½ ins. on production cars). 4.50-15 ins. front, 5.25-15 ins. rear tyres on bolt-on wire wheels (knock-on hubs for production cars).

Equipment: 12-volt lighting and starting, speedometer, revolution counter, oil pressure and temperature, water temperature, and fuel gauges.

Dimensions: Wheelbase, 7 ft. 3½ ins.; track, front, 4 ft. 0½ in., rear, 3 ft. 11½ ins. Overall length, 11 ft., weight, 10½ cwt.

Performance: Maximum speed, 121.5 m.p.h. Speeds in gears, 3rd 80 m.p.h., 2nd 52 m.p.h., 1st 30 m.p.h. Standing quarter mile 15.5 secs. Acceleration: 0-50 m.p.h., 5.4 secs.; 0-60 m.p.h., 8 secs.; 0-70 m.p.h., 10.4 secs.; 0-80 m.p.h., 13 secs.; 0-90 m.p.h., 17.4 secs.; 0-100 m.p.h., 23.8 secs.

Fuel consumption: 30 m.p.g. (approx.).



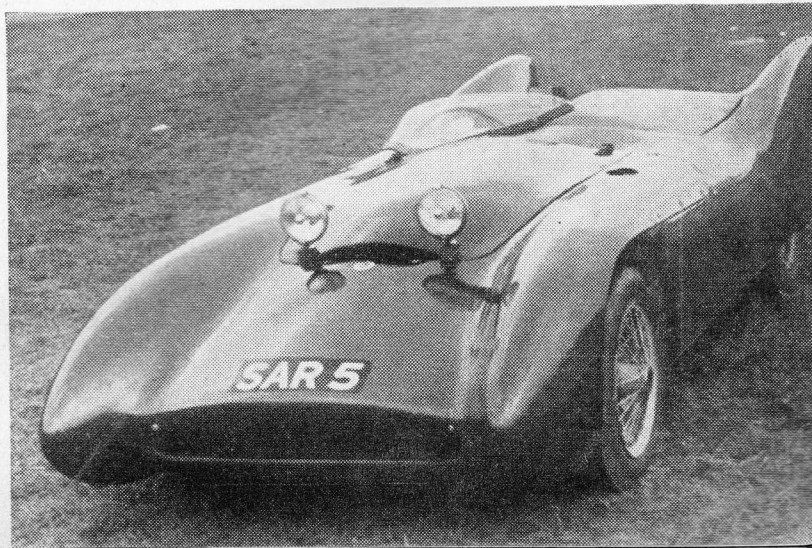
RECIPE for fast cornering: "The controls are all well placed, the steering wheel is arranged for the modern straight-arm technique, and the aerodynamic body does not impede the driver's view".

competition work than the usual M.G. article.

An interesting detail is the headlamp mounting. The lamps fold away beneath the bonnet during the day, and when they are erected at night they have the advantage of being higher than is normally the case with small streamlined cars. Although they are not large, they give a good light, and I exceeded 100 m.p.h. in the dark with their aid.

I found the Lotus quite tractable as a town and shopping car. The exhaust

★
RETRACTABLE: (Right) The small but adequately powerful headlights on the Lotus fold away beneath the bonnet when not in use.



Parsons' Pleasure

Many Retirements in Difficult "Redex" Rally—Premier Award Won by E. R. Parsons in Mark VII Jaguar

THE Motor Cycling Club's National Rally, sponsored for the first time by the makers of Redex, was held this year on 10th/13th November and attracted a total of 385 entries. It proved an extremely difficult event, only 71 of the 334 starters finishing the road section without loss of marks. Retirement was the lot of 82 competitors, whilst another 45 finished outside the official time limit.

Although the route for each competitor was more than 1,200 miles in length, virtually all of those who lost marks did so on a section less than 50 miles long—a rough stretch of Welsh country between Elan Valley and Lampeter. Here the going was extremely arduous, especially for late numbers and for those who drove large cars, and many complaints were heard at the finish because this section was far removed from the "hard surfaced roads" specified in the rally regulations. Nevertheless, the premier award was won by a comparatively late runner in a very sizeable vehicle—a Mark VII Jaguar—and one cannot help being impressed by this achievement on the part of E. R. Parsons. He is, moreover, fairly new to the game, his only previous success being a class third in this year's Scottish Rally. He managed to beat such experienced rally competitors as runner-up A. L. Yarranton (Morgan) and P. G. Cooper (Triumph TR2), who took third place, proving also the value of the "standard performance" method of marking.

There were seven starting points: Manchester, Glasgow, Norwich, Cardiff, Plymouth, Kenilworth and London. Non-starters from Manchester included Jimmy Ray (Morgan), contender for the B.T.D.A. Rally Gold Star, for which award this was the final qualifying event of 1954. His previous performances enabled him to win the "Star" without taking part in the rally. Ken Rawlings, convalescing from a recent illness, was



FIRST by less than half a mark were E. R. Parsons and Mrs. J. G. M. Vann, who brought a Mk. VII Jaguar through the 1,200-mile event unpenalized.

one of the three Kenilworth non-starters, while Jaguar enthusiasts Bik and Kasterine were among the many absentees from the London starting control.

The event started at 8.01 a.m. on Wednesday, 10th November, when L. Jenner (Ford Zephyr) left the control at Chester Road, Manchester, with 361 miles to cover before reaching Harrogate at 9.33 p.m. that same evening. His route lay south through Worcester to Swindon, then north through Kenilworth and passing near Sheffield, before arrival at Harrogate. After all the Manchester starters had left, at 10.14 a.m., it was the turn of the Glasgow contingent and A. H. McGrady's Morris Minor. Their 347 miles to the common control brought them down through Penrith to Scotch Corner, over to Scarborough on the East Coast, south again as far as Doncaster, then north-west to check in at Harrogate only 45 minutes before midnight. Before half of the Glasgow men had set off, D. J. Morley (Standard Ten) was clocking out from Norwich at 10.29 a.m. to cover 358 miles—south-west to Oxford, back to Luton, then north through



FIRST to leave the London control were L. V. Cruttenden and J. A. O. Hill (Renault), who lost marks on the difficult section from Elan Valley to Lampeter.



SECOND: A. L. Yarranton and D. Thompson, well-known rally competitors, took second place with their Vanguard-engined Morgan.

Melton Mowbray and Doncaster, arriving at the Harrogate control four minutes before midnight on that busy Wednesday night. So confusing is this sport of rallying that one Norwich starter, questioned at Hastings, said "Luton? Luton? No, I've never been to Luton!"

Meanwhile, D. T. S. Edwards had left Cathays Park, Cardiff, at 10.49 a.m., pointing the nose of his Ford Anglia in a north-easterly direction to pass by Tewkesbury to Leicester, through a control near Sheffield, over to Scarborough, and back to Harrogate—a total of 364 miles with an E.T.A. half an hour after midnight. With Cardiff empty of rallyists, it was the turn of L. J. King (Morris Minor) to bid farewell to Plymouth at 11.42 a.m. He was due in Harrogate just before one o'clock the following morning, after a 351-mile route which was almost a straight line—Taunton, Stroud, Stratford-on-Avon, Sheffield and Harrogate. And as Ron Faulkner (Aston Martin) was leaving Plymouth not long after midday, the first London starter was making his way

M.C.C. RALLY

General Classification: 1, E. R. Parsons (Jaguar Mk. VII), 2.42 marks gained; 2, A. L. Yarranton (Morgan Plus Four, 2.088 c.c.), 2.00 marks gained; 3, P. G. Cooper (Triumph TR2), 1.81 marks gained.

Ladies' Award: Mrs. Y. B. Jackson/Miss P. Faichney (Ford Anglia, 1,172 c.c.), 18.95.

Class Awards

Production Touring Cars. Up to 1,000 c.c., open or closed: 1, M. Hinde (Renault, 748 c.c.), 12.51 marks lost; 2, G. Hoyle (Standard, 948 c.c.), 14.03; 3, A. H. McGrady (Morris, 918 c.c.), 19.03.

Open, 1,001-1,300 c.c.: 1, R. D. Paine (Austin, 1,200 c.c.), 12.89; 2, F. A. Freeman (Austin, 1,200 c.c.), 21.41; 3, G. C. E. Dixon (Austin, 1,200 c.c.), 150.93.

Closed, 1,001-1,300 c.c.: 1, B. J. Warr (Ford, 1,172 c.c.), 12.32; 2, P. J. Anton (Ford Anglia, 1,172 c.c.), 12.36; 3, Dr. C. R. Hardman (Ford Anglia, 1,172 c.c.), 12.59.

Open, 1,301-2,600 c.c.: No finishers.

Closed, 1,301-2,600 c.c.: 1, W. J. H. Snellgrove (Ford Zephyr, 2,262 c.c.), 12.65 (decided on test results); 2, R. Davis (Sunbeam Mk. III, 2,267 c.c.), 12.65; 3, A. C. Whatmough (Sunbeam-Talbot, 2,267 c.c.), 12.67.

Open, over 2,600 c.c.: 1, D. E. Lawrence (Alvis, 2,993 c.c.), 36.82; 2, J. A. Walker (Austin A90, 2,660 c.c.), 133.07.

Closed, over 2,600 c.c.: 1, G. H. F. Parkes (Austin, 2,660 c.c.), 18.17; 2, F. D. Dent (Jaguar Mk. VII, 3,442 c.c.), 28.07; 3, R. B. Cade (Jaguar, 3,442 c.c.), 37.50.

Production Sports Cars. Up to 1,000 c.c., open or closed: 1, J. W. S. Utley (DKW, 896 c.c.), 43.50; 2, R. Knight (Renault, 748 c.c.), 96.42.

Open, 1001-1,300 c.c.: 1, A. Williams (M.G., 1,250 c.c.), 11.36; 2, J. M. Noble (M.G., 1,250 c.c.), 11.62; 3, J. Fellowe (Dellow, 1,172 c.c.), 13.49.

Closed, 1,001-1,300 c.c.: No starters.

Open, 1,301-2,600 c.c.: 1, W. A. G. Goodall (Morgan Plus Four, 1,191 c.c.), 10.67; 2, P. W. S. White (Morgan, 1,991 c.c.), 10.86; 3, R. Whiteley (Triumph TR2, 1,991 c.c.), 11.98.

Closed, 1,301-2,600 c.c.: 1, P. H. G. Morgan (Morgan, 1,991 c.c.), 10.83; 2, A. H. Senior (Austin A50, 1,500 c.c.), 14.14; 3, Miss P. Norman (Porsche, 1,488 c.c.), 84.86.

Open, over 2,600 c.c.: 1, E. J. Haddon (Jaguar, 3,442 c.c.), 11.15; 2, R. S. Henson (Jaguar, 3,442 c.c.), 11.74; 3, J. A. Stewart (Jaguar, 3,442 c.c.), 21.05.

out of Olympia—at 12.18 p.m., to be precise. He was L. V. Cruttenden (Renault) due in Harrogate at 2.16 a.m. on the Thursday morning, and his 370 miles lay by way of Cambridge, Norwich, Bourne (with Raymond Mays in attendance), Leicester and Doncaster. Finally, A. L. Willson (Ford Eight) left Kenilworth at 12.28 p.m. with 352 miles

PROVISIONAL RESULTS

Closed, over 2,600 c.c.: 1, L. S. Stross (Jaguar, 3,442 c.c.), 26.39; 2, D. A. Hewitt (Jaguar, 3,442 c.c.), 107.61; 3, Hon. P. I. Cunliffe-Lister (Jaguar, 3,442 c.c.), 122.46.

Specials, open or closed: 1, R. B. James (Triumph TR2), 11.10; 2, A. M. Reed (Ford New Anglia), 12.87; 3, A. Lineker (Ford Zephyr), 14.63.

Starting Control Awards

Manchester: A. Williams (M.G., 1,250 c.c.), 11.36. **Glasgow:** J. R. Robinson (Hillman, 1,265 c.c.), 13.06. **Norwich:** H. D. Wise (Austin-Healey, 2,660 c.c.), 27.55. **Cardiff:** R. Davis (Sunbeam Mk. III, 2,267 c.c.), 12.65. **Plymouth:** P. G. Cooper (Triumph TR2, 1,991 c.c.), 10.46. **Kenilworth:** A. L. Yarranton (Morgan, 2,088 c.c.), 10.27. **London:** P. W. S. White (Morgan, 1,991 c.c.), 10.86.

Special Award for pre-1939 cars: R. A. Watkinson (Frazer-Nash, 1,911 c.c.), 94.96. **M.C.C. Member's Award:** A. L. Yarranton (Morgan, 2,088 c.c.), 10.27.

Team Awards

Touring: D. T. S. Edwards (Ford, 1,172 c.c.), E. V. Baker (Ford, 1,172 c.c.), and P. J. Anton (Ford, 1,172 c.c.), 53.39 aggregate. **Sports:** P. H. G. Morgan (Morgan, 1,991 c.c.), W. A. G. Goodall (Morgan, 1,991 c.c.), and A. L. Yarranton (Morgan, 2,088 c.c.), 31.77. **Specials:** (Ford, 1,503 c.c.), and H. A. Thomas (Ford, 2,262 c.c.), 76.05.

CONCOURS D'ÉLÉGANCE

Rally Competitors

Up to 1/1/47: J. Nott (Sunbeam-Talbot). **Open, up to £550** (M.G., 1,250 c.c.), 11.36. **Closed, up to £550:** D. T. S. Edwards (Ford Anglia). **Open, up to £850:** P. C. Wadham (Swallow Doretto). **Closed, up to £850:** W. G. Edgerton (Sunbeam). **Open, up to £1,250:** A. Anderson-Wright (Healey Silverstone). **Closed, up to £1,250:** Hon. P. Cunliffe-Lister (Jaguar XK 120). **Closed, over £1,250:** No award.

Non-Competitors

Up to 1/1/47, open: Maj. H. L. Pownall (Bentley Speed Six). **Closed:** R. Way (Rolls-Royce Phantom III).

Closed, up to £550: G. K. le Grys (Morris Oxford). **Open, up to £550:** Mrs. P. Foster (Ford Zephyr). **Closed, up to £850:** Mrs. P. O'Rourke (Sunbeam). **Open, up to £1,250:** J. Kendall (Riley Roadster). **Closed, up to £1,250:** Mrs. I. D. Snow (Jaguar XK 120). **Closed, over £1,250:** R. Way Bentley coupé.

Best car and lady ensemble: Mrs. I. D. Snow (Jaguar XK 120).



LADIES' AWARD was won by Mrs. Yvonne Jackson and Miss P. Faichney (above), who started from Manchester with a Ford Anglia

★

NO AWARD (left) for Dr. Marie Kelleher and Mrs. Joyce Leavens (Triumph TR2), who stopped on a timed section to help other competitors who were injured in a crash.





DAIMLER driven by J. W. Bowdage and J. E. Wright leaves Chester on the Thursday night to commence the Welsh mountain section. They were penalized at Lampeter.

a neutral braking test at Stanhope, 98 miles by route from Harrogate control.

At this stage several had fallen by the wayside. Five starters were missing from Manchester, one Kenilworth starter had retired, and three of the London contingent failed to appear. The gale which caused so much damage in Scotland last week-end was making itself felt here, too, and conditions were far from pleasant as the field continued northwards to Hexham and Falstone, where there was a route check near the village. Shortly afterwards one of the Plymouth starters, F. S. Newson, over-turned his M.G. TC.

Hawick formed the most northerly point of the route, competitors then turning south after the control to pass through Newcastleton, after which came

to cover (Swindon, London, Peterborough, Doncaster, Harrogate) by 1.40 a.m. on Thursday, and the M.C.C.'s 1954 National Rally was well and truly on.

The seven routes to Harrogate were perfectly straightforward, and gave little trouble, although London starter J. M. Hughes (Ford Zodiac) was penalized at Cambridge, his first control; R. Barton (Morris) suffered a penalty at Sheffield, his last control before Harrogate, and A. J. Hawkins (Sunbeam Alpine) was docked a few marks at Harrogate itself. From the control at Church Square, Harrogate, the route to the finish—a further 873 miles for all competitors—was well defined by route card, so that there were no abstruse navigational problems to solve. The first route check was at Buckden and the second at Brough, after which came the first test,

M.G. of Glasgow starters I. B. Skelly and D. M. Whyte goes through the first of the Hastings tests. They, too, lost marks at Lampeter.

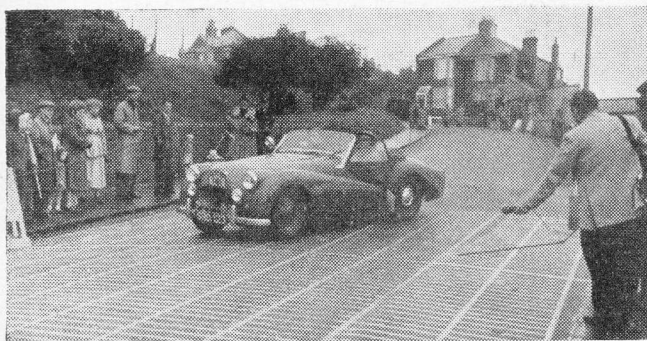


an uphill acceleration and braking test at Kershope Bridge. Still the storm raged, and some roads were almost a foot deep in water as the entrants pressed on through Penrith to Keasden, 100 miles farther on, where a crossroads test was held—and S. C. Burrows joined the fallen at this stage, putting his Austin A40 on its roof.

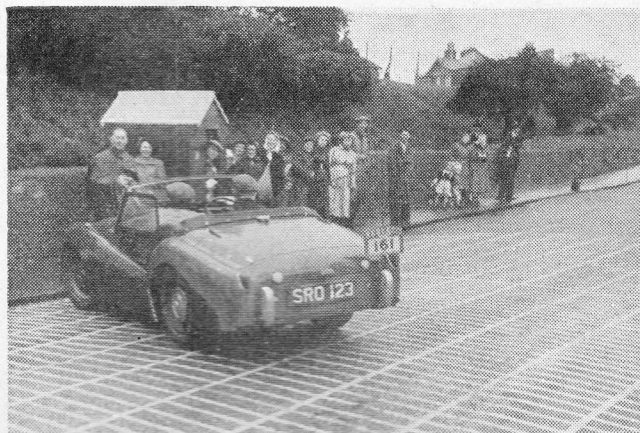
A "free" route from Keasden led to the Chester control, at the Little Roodie, where there was a half-hour break. The first competitor left at 1.47 p.m. on the Thursday, with some 750 miles of rallying behind him. Ahead of him lay a further 487 miles—but almost 300 of them lay in the wilder parts of Wales, and it would be 11½ hours before he could expect to arrive at the Tewkesbury control.

Many competitors were still keeping to schedule, not one of the Manchester, Plymouth or Cardiff starters being

AUSTIN-HEALEY handled by I. F. Walker and A. H. Nix at the Chester control. These competitors also suffered at Lampeter.



"FRONT WHEELS must be forward of... back wheels". How not to do the Hastings braking test, demonstrated by I. F. C. Sinclair (Triumph TR2).



RACING DRIVERS

Les Leston and Ivor Bueb "tune" their Ford Prefect at the start. "I enjoyed the Lampeter section more than any race", said Leston, who passed two XK 120 Jaguars when trying to make up lost time on the winding Welsh roads. "Me?" said Bueb, "I was just plain scared—but so was Les when I was driving!"

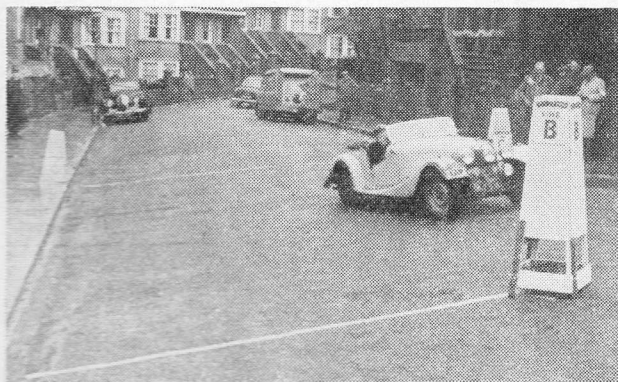
penalized at a time check in Llanrhaidr, some 40 miles from Chester. I. B. Skelly (M.G.) and S. D. Nicoll (Ford Special), two of the Glasgow contingent, did lose marks, as did I. F. C. Sinclair (Triumph TR2) from Norwich, S. M. Richards (Triumph TR2) from Kenilworth, and five of the London starters. But at Bwlch-y-groes, where the fourth test was staged, 10 of the Manchester

starters were posted "missing". Two Kenilworth folk had now disappeared, three from Glasgow, four from Norwich, five from Plymouth, and no less than 12 of the London crowd. Only the Cardiff men, their cars bedecked with leeks and red dragons, had still suffered no retirement—and their turn was to come soon enough, although they covered the stiff 50-mile section to Elan Valley without

penalty. Not so lucky were seven other competitors, including Miss Annie Neil (Morgan), who was excluded at this control for being outside the time limit.

Of the 49-mile section from the Elan Valley Hotel to Lampeter, by way of Newbridge-on-Wye, Abergwesyn and Tregaron, there is little to be said that has not been said already in a very much more heated manner by competitors arriving at Harrogate. Their remarks were couched in monosyllables, mostly four-lettered, and it was understood that the route was considered difficult at this point. In fact, no less than 134 competitors were penalized at the Lampeter control, and a further 33 were excluded from the event for being outside their time allowance. Retirements included those of J. E. de Looper, whose Morris Oxford broke a spring, and R. J. Wood-Martin, whose M.G. TD overturned in a farmyard. Unpleasant rumours regarding Wood-Martin's injuries reached the next control, but Ted Lund and Jack Pierce, driving a Triumph TR2, appeared on the scene when Wood-Martin and Kilgallon had recovered consciousness. With the help of others, they were able to right the M.G. and free the trapped occupants, whose injuries proved mercifully slight.

The 40 miles which followed, from Lampeter to Ystalyfera, were almost equally difficult and levied another toll of penalties—31 in all. Towards the end



MORE MISFORTUNE for the Neil sisters (left), who were excluded for lateness at Elan Valley and now find themselves wrongly placed in a Hastings test.

AND for D. G. F. Bain (right), excluded at Lampeter and now suffering a jammed starter on his Sunbeam Alpine at Hastings.



FORD SPECIAL (Right). *S. D. Nicoll and J. R. Calderwood, the last of the Glasgow starters, take part in the first test at Hastings.*

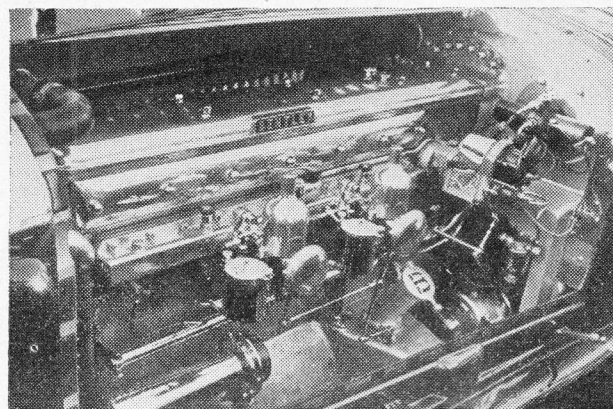
of the section, shortly after midnight, H. E. Stone (Austin-Healey) went off the road at a bridge, his car jamming in a near-vertical position between the parapet and a stone structure in the river. Several hours later, E. D. Evans (Standard Vanguard) ran into the Austin-Healey, both he and his passenger being injured, but Dr. Marie Kelleher and her co-driver, Mrs. Joyce Leavens, stopped their TR2 and sportingly gave assistance.

After the Tewkesbury control, where a further 13 penalties were exacted, the run was a straightforward one of 189 miles to Hastings—southwards to Marlborough, east to the Stockbridge control, and on to the final time check between Battle and Hastings, where the first man was due at 8.07 a.m. on the Friday morning. Four miles from the very last control, after covering 1,230 miles from his starting point, B. L. Burton put the finishing touch to the rally by overturning his Ford 10.

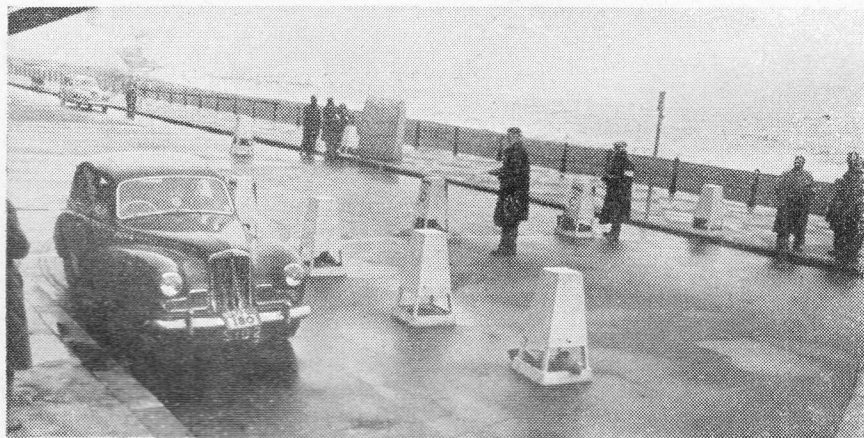
There remained only the four tests at Hastings—a Y-junction manoeuvre at Castle Hill, the braking test at Robertson's Hill and the stop-astride and garaging tests on the Promenade—and the event was over, except for scrutineering. After coming through floods, gales and torrential rain, the unfortunate finishers were treated to further vagaries of the elements in the last test, for the



PERFECTION (Right). *The engine of Major Pownall's Speed Six Bentley, which won its class in the concours.*



★
IMPERFECTION (Below). *The Sunbeam Mk. III of R. Davis and G. W. Best arrived at Hastings with a modified front.*



incoming sea swept gravel, seaweed and old lemonade bottles into the "boxes". Corporation workers, armed with immense brushes, did a successful Canute act to keep the area clear, but several preoccupied spectators got full benefit of the English Channel.

Scrutiny over—and of those who *did* arrive, 19 lost marks for dented wings or faulty equipment—the survivors turned to junketings on a major scale, with receptions, cocktail parties, film shows, dinners, cabarets and, of course, the *concours d'élégance* and prize-giving on the Saturday. The 1954 M.C.C. Rally was adjudged a success, and the sponsors were pleased to note that each of the first three place winners had used Redex.

F. W. McC.



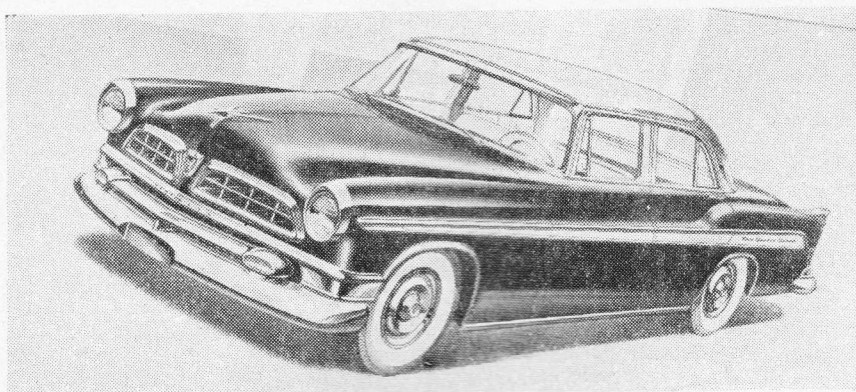
DRIVING TESTS keep the Hastings promenade clear on Friday, apart from officials and competitors.



CONCOURS D'ÉLÉGANCE, and Saturday finds the same seafront crowded with spectators.

BACK in October, the Chrysler Corporation gave 500 members of the press a preview of their 1955 passenger cars in Detroit. A sum of more than \$250,000,000 was spent on tooling up, designing and developing the new engines, styling the bodies, testing the new chassis, and providing service facilities for the 1955 models, but Mr. L. L. Colbert, president of Chrysler, is confident that the investment is worth while.

The cars were presented at Cranbrook, an educational centre occupying 300 acres of pleasant country in Bloomfield Hills, Michigan, 10 miles north of Detroit's city limits. A large tent had been erected for a theatre-in-the-round presentation of the new cars. The



NEW YORKER: 1955 version of one of Chrysler's most popular models, with V8 engine now giving 250 b.h.p.

CHRYSLER CREATIONS

Increased Power Outputs and New Styling for 1955 Models

BY RUTH SANDS BENTLEY

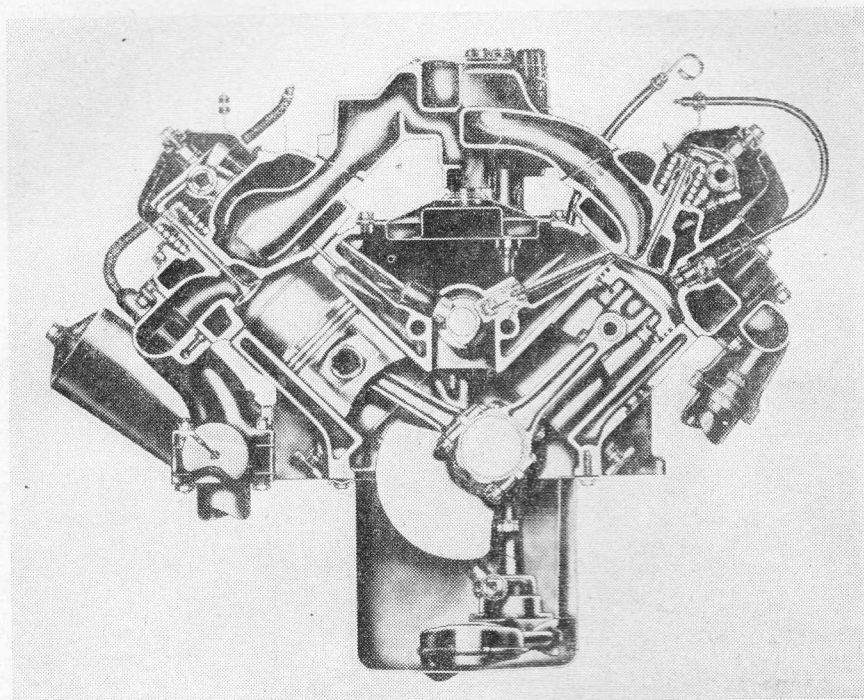
interior was tastefully decorated in satin, with large cut-out crests of Chrysler, DeSoto, Dodge, and Plymouth hung above the round central platform.

Before showing the new cars, Miss Harriet Van Horne, television columnist for the *New York World-Telegram and Sun*, introduced the Chrysler Family Album in three parts—a model of the mid-1920s, with passengers dressed to match; a car of the 1930s, when streamlining was first introduced, and finally the post-war 1947 Chrysler.

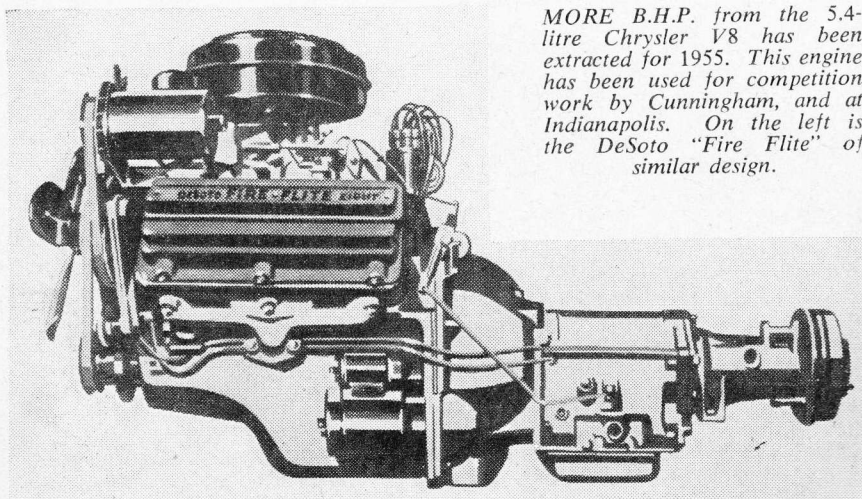
Spectacular Entry

Heralded by trumpets, the first of the 1955 cars—a bright red Plymouth Belvedere V-8 with trim lines—made its entrance. Then came the Dodge Custom VIII in dusty pink with a flat bonnet panel in jet black, reminiscent of Italian design. Next was the DeSoto Fire Dome VIII, then a Chrysler New Yorker; and, finally, the Custom Imperial in bottle green with cream top completed the first round of the five lines. During the afternoon 55 different models were viewed, some open and some closed, and all were new from bumper to bumper.

Mr. Virgil M. Exner, Director of Styling for Chrysler Corporation, is responsible for the lines of the new models. He calls the new appearance



MORE B.H.P. from the 5.4-litre Chrysler V8 has been extracted for 1955. This engine has been used for competition work by Cunningham, and at Indianapolis. On the left is the DeSoto "Fire Flite" of similar design.



"the long, fleet look". Many features incorporated in the new cars were derived from Chrysler's ten experimental "idea cars", including: open rear wheel housings on the Imperial (from the K-310 and Chrysler Special); two-tone paint treatment on the Dodge, extending from the upper body down across the top of the bonnet (from the K-310 and C-200); dual exhausts from the Imperial, set in the rear bumper (from the Chrysler d'Elegance); flat, lower bonnet treatment on all cars, permitting better forward vision (from the DeSoto Adventurer and Dodge Firearrow); push-pull type door handles on the Imperial, Chrysler, and DeSoto lines (from the K-310, C-200 and d'Elegance); and arrangement of instruments in the various models in a functional manner patterned after the "idea cars" as well as sports cars. In the Dodge, the speedometer, fuel gauge, ammeter, oil pressure and temperature gauges are

individual dials set across the full width of the panel as in sports cars.

On leaving the tent, we were invited to drive the new cars around the hilly, winding college roads. My first ride was in the Chrysler Windsor de Luxe with Spitfire V-8 engine. You can no longer buy a six-cylinder Chrysler or DeSoto, but six-cylinder Dodges and Plymouths will be available. The new swept-back windshield, which is employed in all models, provided maximum vision for us. Actual glass area of this exclusive Chrysler windshield has been increased considerably in all cars; in some instances by as much as 20 per cent.

The seating position in the Chrysler is comfortable. The automatic transmission selector lever is located on the instrument panel, with the letters R N D L in vertical order. The L (Low) is handy for getting out of mud. Acceleration is quick and the transmission picks up speed without jerking; there is no clashing. The eyebrow (or crash pad) is of leather and is reflection-proof.

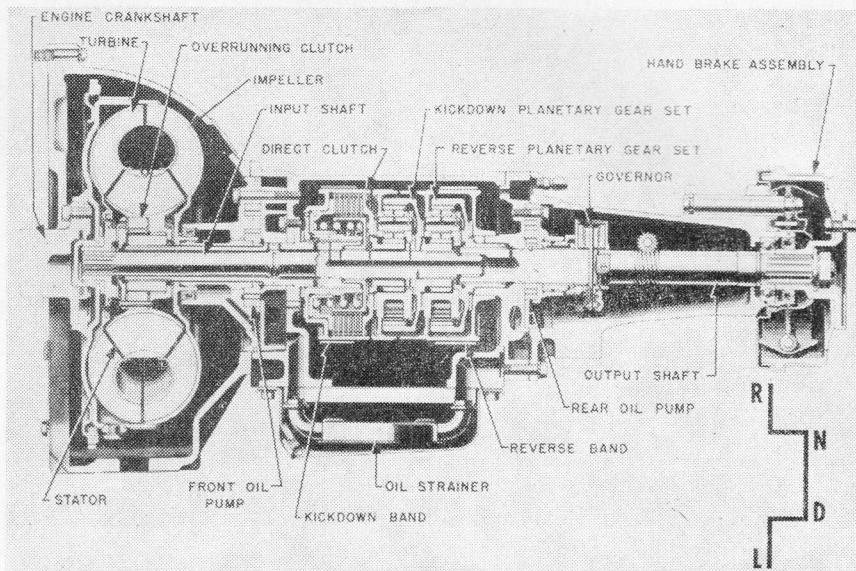
★
STYLING
DIRECTOR
Virgil M. Exner
of the Chrysler
Corporation.



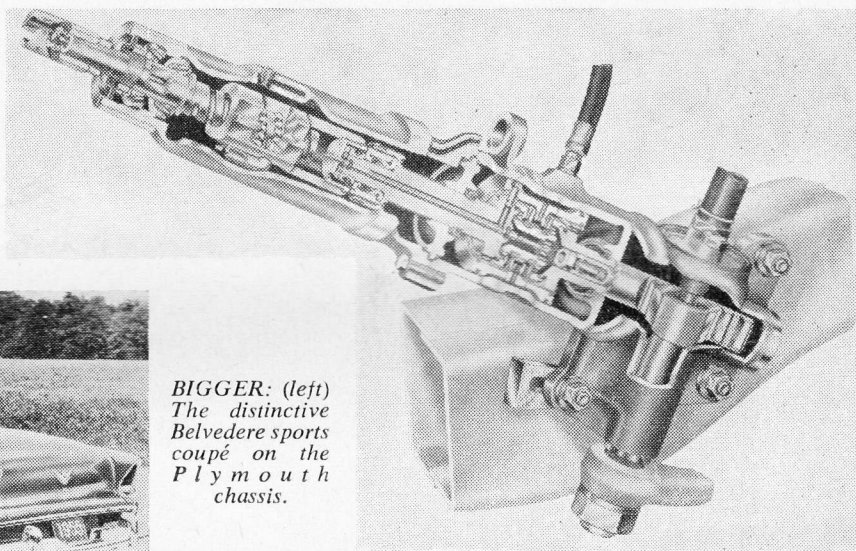
Plymouth "Eights" and "Sixes"

Our second ride was in the eight-cylinder Plymouth, our favourite of the five lines. Plymouths are now available with six or eight cylinders. Coaxial full-time power steering, introduced on Imperial, Chrysler and DeSoto cars last summer, is now offered on the Dodge and Plymouth lines for the first time. Precision-built coaxial power steering replaces the linkage-booster units previously used.

The 1955 Plymouth will be the only car in the low-priced field with integral-type power steering. It is termed coaxial because its entire hydraulic operating mechanism is on the same axis as the centre of the steering column. With $3\frac{1}{2}$ turns lock to lock, we found the steering quite adequate for making close U-turns around trees on the school's tricky roads. The car is $10\frac{1}{2}$ inches longer than last year's model, and nearly two inches lower.

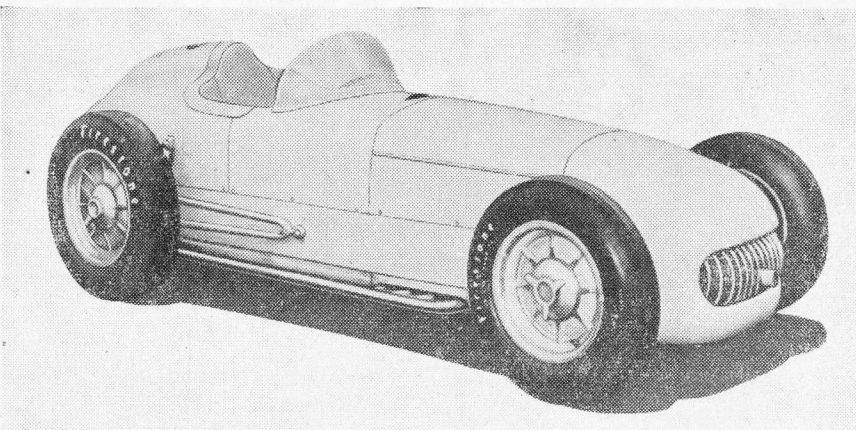


AUTOMATIC TRANSMISSION, known as "Powerflite" (detailed above) and claimed the simplest and lightest in the industry, is an optional fitting on Chrysler, DeSoto, Dodge and Plymouth models.



BIGGER: (left) The distinctive Belvedere sports coupé on the Plymouth chassis.

COAXIAL power steering (above) available on all Chrysler, DeSoto and Plymouth models.



RECORDS were set at Indianapolis in 1953 with this "404" racing machine powered by a modified Chrysler V8 engine, ruggedness and potency of which were revealed by the speeds of 170 m.p.h. achieved down the straights.

NUMBER ONE: The unique 1886 Hammel, driven by the Danes Loft and Jahnsen, crosses Westminster Bridge, watched by a vast and intrigued public. First away, half an hour ahead of the remainder of the field, the car was the last to finish, cruising steadily at 6 m.p.h.

It has become a tradition that the annual R.A.C. Veteran Car Run should take place in torrential rain. By choosing November as the month, for historic reasons, the organizers practically ensure that the event shall occur under the toughest possible conditions. This year, however, a miracle happened, and Britain's summer arrived on 14th November—"Brighton Sunday".

Veteran motoring is more popular than ever before, and an enormous crowd turned out to see the record entry of 223 cars. Whether it was the glorious sunshine or the immensely successful film "Genevieve" that attracted the people, the fact remains that even by 8 a.m. Hyde Park was packed solid with spectators. At that early hour, the oldest car, the Danish Hammel, set off, and was soon running at its cruising speed of 6 m.p.h. It had half an hour's start over the second car, the 1894 Benz driven by C. F. Burton.

The earliest type of Benz car, of which a number were running, has an open-crankshaft horizontal power unit of "gas engine" construction. It is a tiny vehicle, with solid tyres and belt drive, and has a maximum speed of about 15 m.p.h. One must stop every five miles or so to grease the big end.

As the oldest, and therefore slowest, cars went first, the next to set off were two 1895 Lutzmanns of E. S. Berry and Philip Fotheringham-Parker. They bear some resemblance to a Benz, but are very much larger. The single cylinder engine has a bore and stroke of



THE BRIGHTON RUN

Fine Weather and Great Crowds Attend R.A.C.'s Popular Veteran Event

140 mm. by 165 mm. (2,370 c.c.) and it develops 4 b.h.p. at 250 r.p.m. There is no differential, so ratchet-type free wheels are incorporated in the chain sprockets. That means no engine braking, which is rather alarming down hills. Philip had had the misfortune to burst his flywheel two days before the event, and the yellow car only arrived after all-night work.

By now the crowd was so dense that it was difficult to study the cars in detail, but one noticed a few interesting ones. For instance, there was the 1897 Soame Steam Cart, driven by J. M. Edwards. This has a boiler in the centre, with its chimney projecting through the roof, and the iron-tyred wheels are driven by large flat belts. It can do as much as 25 m.p.h. for a short burst. Also intriguing was the blowlamp ignition of Lawson's Léon Bollée.

Ed. Rowe is a brave man. He was driving a Victoria Combination of 1898, with no front springs and an engine and transmission swivelling with the wheels. The gear ratios are 20 to 1 and 8 to 1, and as the clutch was locked solid, one did not envy him his

ride through the traffic. It looked very small beside Denis Flather's extremely high Daimler.

I had a talk with Ken Wharton, who was very pleased with his 1901 Albion. This car has a flat twin 7 h.p. engine, two speeds, and single chain drive to the rear axle. It has solid tyres, low tension ignition with interrupters inside the cylinders, and can achieve 20 m.p.h.

As I made my way towards the 1903 Panhard that I was to drive, I was attracted by the 1903 Benz of R. G. Sloan. This is a big car, with a 16 h.p. two-cylinder engine under the front bonnet, but it still has belt drive like the earlier ones. I admired enormously the blue racing De Dietrich that the late Richard Shuttleworth used to drive, and which was in the capable hands of L. A. Jackson on this occasion.

So great were the crowds that, for the first time ever, the starting procedure became disorganized, and I was several minutes late in getting the signal. One had to crawl through the Park, and it was most noticeable that the usual crop of early breakdowns was not taking place. I think that these are usually due to water in the ignition

department, and so the fine weather was responsible for this improvement in reliability.

Crossing Westminster bridge, I passed "Pop" Lewis Evans, the racing driver, who was going well in a Benz, and then, by "dirty driving" in the traffic, I overtook Francis Hutton-Stott's beautiful Lanchester and the aforementioned De Dietrich. As was to be expected, they later avenged the insult with contemptuous ease, while I was literally left standing by Peter Hampton. His glorious 60 h.p. Mercedes is similar to Jenatzy's Gordon Bennett winner, and I should think it is faster than a great many modern cars.

On Brixton Hill, I found the Hammel stationary, and stopped to make inquiries. The Danish driver, V. Loft, explained that it was only a routine stop for water, and he soon got going again. I marvelled at his skill with the steering wheel, which turns the wrong way! The engine sounded to be running at about 120 r.p.m. Shortly after this, I stopped to fix a loose plug lead, and Loft made kind gestures of inquiry as he rumbled past on his iron tyres. My starting handle threw



away its driving chain when James Tilling tried to restart the Panhard, but the willing spectators obliged with a push.

Soon after this, the Lutzmann of Berry was seen to be stationary, but he seemed quite happy in his work. Then, in Streatham, Jack Sears overtook me in the white racing Mercedes, which looked a picture as it sped into the distance. I had a bit of a ding-dong with Andrew Fairtlough, but the extra power of his bigger Panhard finally won the day.

Ken Smith was pushing the 1899 Century Tandem up Streatham Hill, but gave us the O.K. signal. An old gentleman, literally dancing for joy, shouted, "I used to 'ave one. Stick it!"

Still the crowds lined the road, and the traffic was beyond description. The police performed miracles in getting the Veterans through, and no praise is too high for them. Most of the drivers of modern cars were helpful and considerate, but the motor-cyclists were

extremely ill-mannered, and I became hoarse through shouting at them. Congestion was also caused by the trailers and lorries belonging to some competitors, and I feel that action should be taken to avoid this happening next year.

Obedying police instructions, I had to drive for several miles on the right-hand side of the road, which so affected the Editor that he began to speak French. Eventually, all traffic came to a complete standstill at Purley, which gave James a chance to top up the oil tanks. On Merstham Hill we again caught the Fairtlough Panhard, and were pursued by a single-cylinder Cadillac which had a large Perspex screen for the driver's comfort—not an original fitting!

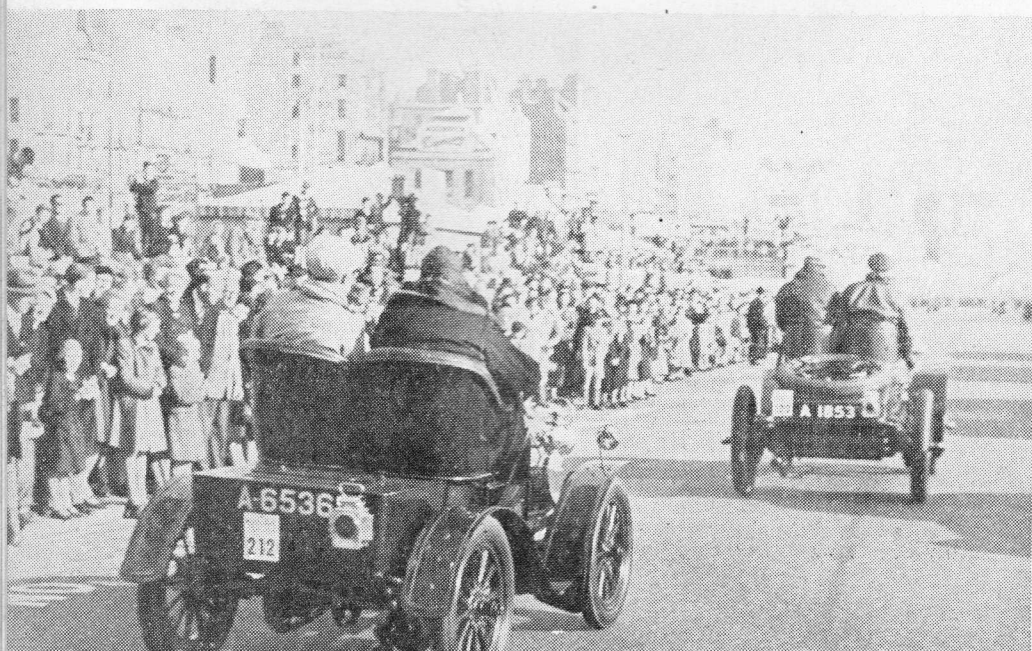


GOING STRONG: (Left) John Bolster and passengers James Tilling, Gregor Grant and Mrs. Bolster, sweep through Croydon in the 1903 Panhard-Levassor. (Above) Racing driver Ken Wharton in the 1901 7 h.p. Albion, with Buckingham Palace and the Victoria Monument providing the background.



PUFFING UP PURLEY: J. M. Edwards takes the 1897 Soame Steam Cart. The cart drives its solid-tyre.

At Lowfield Heath Cole's Benz was in trouble, and Jack Sears stopped to fill the Mercedes with petrol. He soon caught up again, and we signalled him to pull up for a drink. Gerry Dunham joined us with the 1901 Corre, and Tony Bird completed the party. He was driving the Lanchester of Lord Charnwood, who is still in hospital. Everybody missed Big John very much, and



DESTINATION ACHIEVED: (Left) W. Stuart's 1903 De Dietrich and Hugh Hunter's 1904 Siddeley, affectionately named "Daisy", head for the finish on Madeira Drive, Brighton.



SORRY, CAN'T STOP: G. M. Gee's 1904 De Dion Bouton sails past a "modern" seemingly in trouble near Croydon Aerodrom.

Curiously enough, there was an epidemic of breakdowns around Handcross and Bolney. Vernon Balls was cranking his Oldsmobile furiously, without result. Jackson was working on the De Dietrich, but gave the thumbs up sign. Rowden's Star Dog Cart broke its belt, and North was winding his De Dion, which appeared to have no compression. Ken Wharton seemed to be in trouble, but he reached Brighton later. More serious was the damage to C. J. Bendall's Oldsmobile, which had a broken front axle.

Trengrove's Cadillac was receiving attention, and Budgett had almost disappeared among the machinery of his Raleighette. We fairly flew past Gerry Dunham's Corre, which was plugging along steadily, and the same applied to Bateman's Renault, which was trailing a complete cycling club. "Genevieve" passed us on Bolney Hill. Quite close to Brighton, an Argyll was apparently being rebuilt by its crew, and an International Benz was in dire trouble right at the gates of the town.



on the long Purley Hill, 18 miles out from Hyde the machine has a coke-fired vertical boiler, and wheels by flat belt.

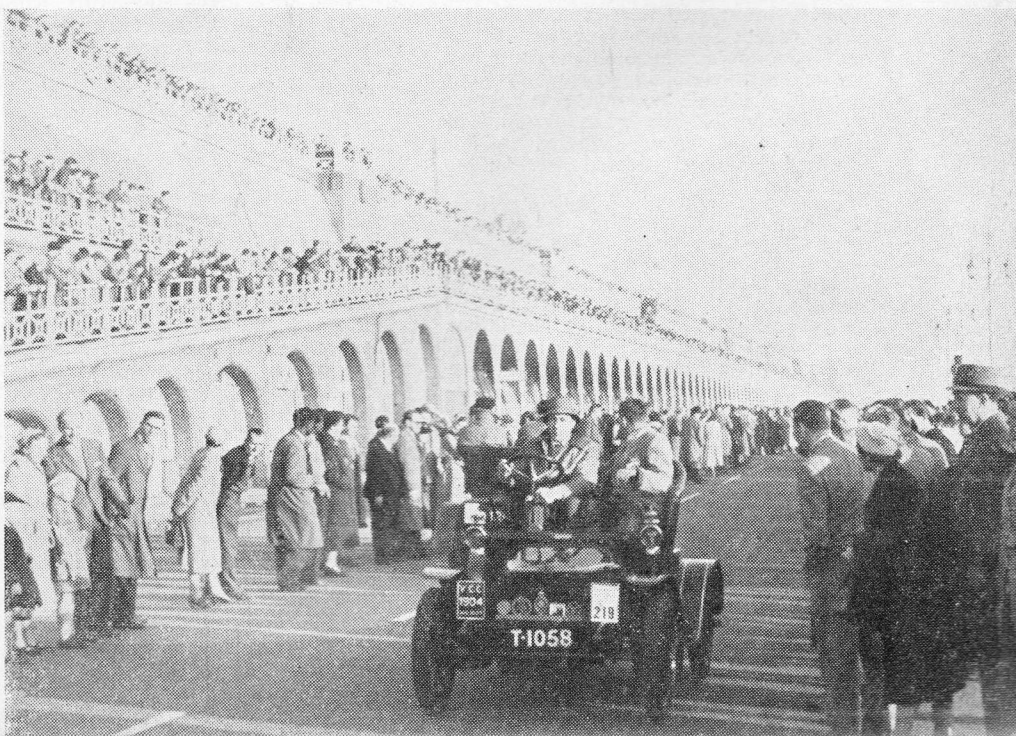
we hope he will be fit for the next "Brighton".

Refreshed, we set off in company with the Lanchester, but the bigger machine eventually outdistanced the Panhard. A Gladiator overtook us at speed on the Crawley by-pass, and all the while we were catching and passing the slower cars that had started before us.

SUGGESTING an orderly Mille Miglia (right), crowds lined the finishing area in great numbers. R. Barton (1904 Wolseley) passes between them on his way to the line.



GREETINGS: The crowds in Brighton gave competitors a cheery reception. The occupants of W. R. Stevens's 1904 De Dion Bouton respond.



2.7-LITRE TWIN: Finn Jahnsen and Vagn Loft (at the wheel) get under way in the Danish Hammel. To steer left the driver has to turn the wheel to the right.

Bill Browning had also stopped, but only for liquid refreshment.

The dear old Panhard was running even better than when she left London, and as we swept on to the Madeira Drive the crowds were just as dense as those in Hyde Park. Most of the drivers had stories to tell. Some had easy journeys, like ourselves. Others conquered serious troubles and arrived dirty and tired, but happy. All were agreed that this unique event had been even more enjoyable than usual as a result of the lovely weather.

The most marvellous achievement was that of Loft. Bumping along on his iron tyres, never exceeding 6 m.p.h., he was driving for 12½ hours before finally reaching Brighton. The Hammel was entered by the Royal Danish Automobile Club, and was accompanied by a car from the Danish Embassy. To complete this journey in the 68-year-old machine, the last part of it by candle-light, is a staggering performance. Great credit goes to all concerned with the venture, and the standard of mechanical preparation must have been of the very highest. One hundred and sixty-eight other veterans also completed the course, the cause of the breakdowns being due to the terribly heavy traffic.

This was the best Brighton Run ever, and was only marred by the first serious accident that has taken place during the many years in which the event has been held. Most unfortunately, a passenger fell from Roy Clarkson's Panhard and received fatal injuries.

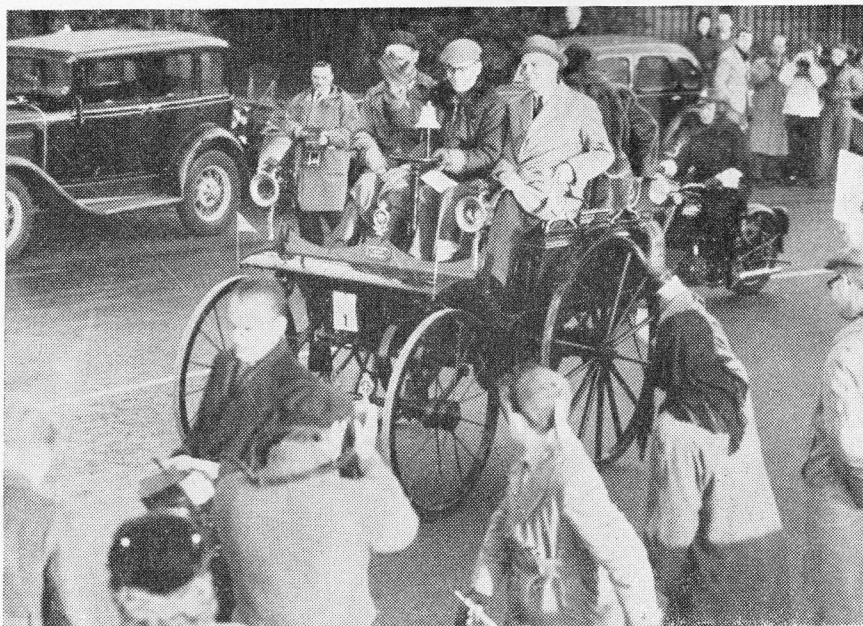
As far as I was concerned, the trip to Brighton was only the first half of my journey, for I had decided to drive all the way home that night. So, four crazy people climbed on to a 51-year-old 7 h.p. car and set off for Lewes, Crowborough, Tunbridge Wells and Wrotham. The 2-cylinder engine ran just as sweetly, and by the yellow gleam of the oil lamps the fine old Panhard took us home. I admit that James had to jump out and push her up one steep hill, but that is what passengers in veteran cars are for!

So ended a memorable day. I am still dumbfounded at the enormous crowds, and one literally drove through a sea of faces all the way from London to Brighton. If the spectators enjoyed the run half as much as the drivers did, they must have considered it a Sunday well spent.

JOHN BOLSTER.

* * *

POSTSCRIPT: I disagree with John Bolster that the gallant old Panhard had to be pushed up the hill. Mrs. Bolster and I were in the back seats and were ready to jump out to lend a hand. The car stopped and Bolster drove it backwards towards the banking. Before James Tilling could start pushing, the Panhard "chuff-chuffed" on its way, and he had to leap aboard. Thereafter the wonderful old 1903 machine continued non-stop (apart from a couple of halts to "inspect" old inns) till it arrived safely at Wrotham.—G. G.



THE 1886 HAMMEL

Danish Car Built Ten Years Before the London-Brighton Emancipation Run

ON Friday, 12th November, the 1886 Hammel was driven to Cadogan Square, London, and parked outside the Danish Embassy. Entered for the 1954 "Brighton", it is easily the oldest machine ever to take part in the event. It is certainly the oldest existing petrol-driven car to be used on the roads, and may be the second-oldest car in the world, as there is an 1874 vehicle—said to be in working order—in a Viennese Museum.

The Hammel is of outstanding technical interest. It was built in 1886-1887 by the Copenhagen engineering firm of Albert Hammel, and the actual construction was undertaken by a brilliant engineer named Hans Urban Johansen. The original patents are dated 1886, and the Hammel first took the road in 1887, being used for several years to take its owner to and from his home, 12 miles from Copenhagen.

It is believed to have been exhibited in London in 1892—two years before Henry Hewetson imported the Benz, said to have been the very first car to come into Great Britain. When it was returned to Denmark, it lay, more or less forgotten, in a shed in the Hammel works.

For the Silver Jubilee celebrations of the Royal Danish A.C. (K.D.A.K.), in 1926, the veteran Hammel was exhibited and then presented to the Copenhagen Technical Museum, where it lay forgotten for 25 years.

When "exhumed", the ancient car was found to be in a deplorable state, although bodywork was fairly reasonable. One piston and connecting rod assembly was missing, and the entire engine was completely rusted. Shortly afterwards, the Hammel was handed over to Bülow-Service for a careful rebuild.

The somewhat strange collection of tubes, gears, eccentrics and so on were puzzling to modern technicians, but period literature was discovered which explained how the engine worked. Every single component was cleaned, de-rusted,

or copied as necessary. Eventually the Hammel was ready to start—for the first time in over 50 years!

Chief mechanic Finn Jahnsen quietly lit the burners for the hot-tube ignition, and waited till the tubes glowed red-hot. He then called for a couple of apprentices to swing the engine, warning one chap to stand by in case his mate was disintegrated. However, after one or two sucks from its surface-carburettor, the ancient twin-cylinder engine burst into life.

"Swish-swish-clonk-clonk" went the strange old device, and mechanics gathered round to gaze incredulously at the 1886 vehicle, which ran remarkably smoothly. The valve-operated governor automatically cut out the supply of fuel to the carburettor for a couple of revolutions, causing the rather curious halting beat from the big cylinders.

Capacity of the Hammel is 2,720 c.c. (104.5 x 160 mm.). It has automatic inlet, and push-rod-operated exhaust valves. Compression ratio is 3.5 to 1, and power-output is approximately 3½ b.h.p. at 500 r.p.m. Cooling water is circulated by a piston-type pump, the total capacity being 12 gallons. The petrol tank holds 1½ gallons, a separate ½-gallon tank supplying the burners for the ignition tubes. Originally there was no front suspension, but a year or two after its construction it was modified to a sprung-axle, with primitive Ackermann steering. The Hammel has always proudly boasted a steering wheel!

Transmission is by chains and sprockets, forward speed being taken from the crankshaft, and reverse by a leather cone-clutch from the camshaft. As demonstrated to AUTOSPORT, the drive is taken up smoothly in both cases. A differential action is applied to the leather-faced cone clutches. By completing the London-Brighton run the Hammel has emphasized that a definite place must be given to Denmark, for the part that small country played in motor-ing history!

Mathematician's Delight . . .

It seems that Joe Donnelly and Ken Higginson, who organize this contest, intend it as a serious rival to the infamous Hants and Berks "Experts". To get round the course with a hope of success you must combine higher mathematics, Red Indian woodcraft, low animal cunning and feminine intuition. It also helps if the crew contains someone who owns and drives a car.

Contrasting to the more liberal attitude of the H. and B. schemers, this trial offers no free time at the controls except the special test and the half-way change-over. The regs. are silent on the subject of what happens to you if you exceed your overall time allowance.

The H.Q. is at the High Rocks Hotel at Tunbridge Wells, and the course has two loops, called "This-a-way" and "That-a-way", both on map 183, starting and finishing at a nearby crossroads. To avoid a rush of blood to the head of the innocent slumbering public the competitors are dispatched both ways round on both loops.

Most of the controls are plotted by cross bearings from points determined by map searching. This last is made easier in some cases by numbering the rectangles formed on the map by its folds, to narrow the field of search. As most of the controls are characters lurking in the undergrowth, very fine plotting is needed if the whole night is not to be devoted to crude agriculture. A flat map pinned to a board, with good draughting instruments and a strong light, are pretty well necessary.

Free Sample

The reader can now follow us round the course to decide whether or not he wishes to become a Night Trial addict, though they are not all quite like this one.

Before we start we are told that some time in the night, in addition to our other tasks, we have to intercept a moving control which is a car carrying a lighted sign, and vacillating between Burwash and Uckfield. It keeps stopping and going off at different speeds, so some high pressure arithmetic is done. Right away we make a mistake on this and waste some minutes waiting at the right place at the wrong time.

Starting with the route card "This-a-way", it begins:—

BIRD SANCTUARY

Dist. from: 54763718 . . . 9.4 km.
Ridgewood Institution (9) 12.37 km.
Rotherfield Church (4) . . . 8.96 km.

The first worry here is the eight-figure number, which might be a full national grid reference in which the first two figures refer to the major 100 km. square. A glance at the margin shows that sheet 183 is in the major square 51, so we assume it to be a six-figure reference taken to an extra decimal place, and we can ignore the fourth and eighth digits. Which of two possible buildings is the Institution gives us to ponder; we choose the more probable. Two of the three distances are longer than the kilometre scale in the margin so this has to be

extended right off the map, to pick up the reading with the gaping compasses. In drawing office conditions these arcs coincide at a point, but I guess most plotters have to search in a triangle. The control is a code word in a small quarry on a windswept hillside.

SPARKING PLUG

Height above mean sea level . . . 100 ft.
Grid West of Ridgewood Institution by 1.895 miles
Bearing from Barcombe Church (8)
29 deg. 10 mins. 30 secs. (Grid)

Imagine drawing to half a minute of arc with a blunt pencil on the bonnet of a car! This plot gives an anomaly, because while the bearing intersects a little wiggle in the 100-ft. contour line, the

With Holland Birkett on the Tunbridge Wells M.C. Night Trial—A Typical Navigation Event

points 1.895 miles west of either possible Ridgewood Institutions lie respectively 150 and 300 yards away. By ignoring Ridgewood altogether the control is easy enough to find—another code word.

HIGH BROW

Bearings from control to:

Lewes Cemetery (14) 288 deg. 27 m. (Grid)
Jerry's Pond (15) . . . 128 deg. 35 m.

Control is Grid South of Mt. Caburn.

These are back bearings, and the difficulty in the middle of the night is to decide whether you subtract the bearing from 180 deg. or *vice versa*. The bearings cross at rather a flat angle, but in doing so discover Mt. Caburn conveniently close. Difficult to decide which side of the road is meant, and the control is found behind a totally impenetrable hedge and only approachable by an oblique path a quarter of a mile away. This path is not on the map, but some plotters make straight for it.

PARADISE LOST

x6xx8x. Road crosses stream approx. 100 yds. from power line. Code Word.

A cryptic enough map reference, but knowing the location of the preceding control and the time allowance between, the area of the map concerned is roughly determined which fixes the missing first and fourth figures. Then it is only necessary to search a 1 km. square for this bridge. The code word is on the buttress. A marshal then directs us to a nearby common for the special test; he says follow the signs to Black Mass. Shattering explosions and occasional rockets suggest this mass will be quite something. We stumble through the undergrowth while hideous masked and robed figures bow and gibber at us from behind the trees. The Black Mass eventually proves to be a large lump of coal, clothed in draperies and set in a little shrine. An explanatory tablet is there, five or six hundred words. We plough through this, and shorn of its many side issues find it means guess the weight of the piece of coal. After eating an apple suspended on string without the

assistance of our hands, we find a marshal interested enough to record our estimate of eight pounds. (Best performance in the test, this.) Now we are given a drink of cider and turned loose in a sort of buffet where we eat like wolves. Apparently all this is John and Beryl Nelms' hallowe'en party, which has been turned into a night trial point by the opportunist organizers. Conscious of overall time we beg to sign out and receive a special route card to find the next control. This is a normal "turn left—bear straight on" affair, but contains ambiguity of punctuation, and its last crack is "proceed 85 yards perpendicular to the road". After wasting time through the ambiguity, we reach the spot to find a footpath going away to the left at 90 deg. As there appears no way of going up or down it seems perpendicular means this left-angle and the marshal is there, in the usual wood. This point is called Stoker Joe, and a nearby

mention on the map of Huggett's Furnace serves as a hint.

Back to the change-over control, with half an hour in which to grumble. We receive "That-a-way", which says:—

CHOPPING BLOCK

Bearings from control to:

Obelisk on Easting 6700 151 deg. 54 m. (Grid)
Gibraltar Tower (10) 203 deg. 32 m. (Grid)
Bridge rail over road (11) 120 deg. 6 m. 30 s. (True)

These are back bearings again. We know now to add or subtract 180, whichever is convenient. The correction to True is a matter of looking up the two figures in the margin, estimating a suitable value between them, and deciding whether to add or subtract. But a snag: the only road-rail crossing on rectangle (11) is a level crossing, apart from an inconsiderable uncoloured track. Plotting the first two bearings, and then taking a *forward* corrected true bearing from our intersection, we lay a line dead on the level crossing. This is puzzling, but we motor, and find the marshal; he gives us another special route card. This simply directs us from the place we are going to, to the place we are at already, so requires reading backwards. This is easy enough on a map, but the marshal himself is hard to find, hidden in a woodpile like the coloured gentleman.

THE CREEP

Someone lost the reference, but we seem to remember two things: (1) An angle of 90 deg. is formed by the lines drawn from the control to (a) The Battle of Hastings, and (b) Pevensey Church; (2) That the control is 34 km. 6 hm. 9 dm. from the west edge of the map.

Out at Sea?

Mm. . . Taking (2) first we can plot the required Easting line by adding 34.7 (decametres have no place on a 1-in. map) to the 35 which is the number of the left edge of the map, giving Easting 69.7, which runs satisfactorily near the town of Battle. The crossed swords of the battlefield are found, and Pevensey is discovered lurking on the

coast near Eastbourne. A line drawn between the two is thus the hypotenuse of the right angled triangle we wish to construct. The procedure is to bisect this line and from the centre draw an arc of radius half its length. This intersects our Easting in two places, but as one is far out to sea, we choose the other and we are right.

THE MOKE

Latitude ... N 50 deg. 51 m. 2.5 s.
Longitude ... E 0 deg. 18 m. 50 s.

A rectangle is constructed on the nearest lat.-long. crosses, and an accurate plot is not difficult. The area is Horse Eye Level. Moreover, there is a very direct route from where we are now. It is a trap; this route runs into a howling swamp with no roadway except the remains of a pair of ruts and ahead are the tail lights of several stationary cars. We must turn round at once and make an escape if possible, and with some manhandling we do this—others are not so lucky. A circuitous route takes us to the control on hard roads, leaving us:—

GUY FAWKES TRIAL

THE idea behind the Falcon Motor Club's Guy Fawkes Trial of putting back the clock by producing a really competitive long-distance sporting trial, suitable for both normal sports and touring cars and the sanner kind of trials specials, was an experiment that succeeded despite the most adverse weather conditions. From the three starting controls at Taunton, London and Birmingham the 43 entrants in a most assorted collection of motor-cars travelled via an 80-mile road section to converge at a check near Andoversford at 4 a.m. on a very wet 8th November. Envious glances were cast at the saloons by crews of less weatherproof specials but wettest man of the night was undoubtedly Henry Taylor whose Mk. 2 Overton lacked both hood and windscreen and was prevented from filling with water only by the many gaps in its bath-like *carrosserie*. From here the route led via Postlip and Guiting hills to the breakfast check at Birdlip.

Not only had these two sections to be climbed in the dark but the former was timed. Here it was that J. T. Skinner's red Dellow started its premier award-winning run by recording F.T.N. in 29.2 secs. in contrast with several competitors who must have lost their way on the hill. Stanscombe, the first section after breakfast, proved difficult, with deep mud; a surprising failure was Mike Lawrence whose M.G. TC liked the ditch more than the track. It was sections 7 and 8 (Fort 1 and 2), that really sorted out the entry. At Fort 1, only specials and Dellow could get even to the first subsection and only H. Alderton (Ford) saw the top, although gallant attempts were made by Messrs. Skinner, Wonnacott, Read and Chiles who bounced their cars to the last "sub". At Fort 2, where the start line had to be cleared within three seconds, many cars just stood still or slipped back at the signal to start. So on to the notorious Nailsworth Ladder which, though wet and far from easy, was climbable by any car—if suitably driven. This was proved by K. Hobbs who reached the top in a baby Renault saloon and Janet Ritch who made motor-ing history by driving up a TR2, using all her considerable skill in the process.

FRENCH WITH TREES

Height above mean sea level ... 150 ft.
Dist. from Battle of Lewes ... 7 miles 804 yds.
Bearing from the only moving object on the map ... 313 deg. 58 m. 20 s.

Obviously the third item is critical, but what on earth is a moving object on the map? We ponder on magnetic north, which so far the organizers have coyly avoided altogether, but this is hardly a point. Eventually we try the Royal Sovereign Lightship, which might be regarded as more capable of dragging its anchor than, say, a town or a hill. Moreover, it is just off the map, being shown in a break in the line of the lower edge. It must be what the organizers mean though, because the plot makes sense and we find the marshal, helped by the 150-ft. contour line which is within pacing distance of a crossroads.

"Timber 487266" comes as a slight shock—a plain map reference.

There must be some terrible snag about this. There is. The reference plots on the map at the corner of a square wood which should be quite straightforward, and there is a sharp corner in

The remaining two sections presented little difficulty, although a somewhat rough Mackhouse caused ominous noises from beneath some of the lower-built cars, and at least one silencer was left there, while the timed climb of Knapp took many competitors longer than it should have done, through misjudgment of its awkward corner. That all competitors should have arrived at the finish at Cirencester by lunch time as scheduled, despite the effort of the weather, reflects considerable credit on the organizers, and it is to be hoped that this experiment will be repeated.

J. RICHARD ALEY.

Results

Best Performance: J. T. Skinner (Dellow), 2 marks lost. Best Falcon member: H. C. Taylor (Overton), 8. Best H.R.G.: J. Richard Aley, 10. Best Morgan: P. Norgard, 10. Best M.G.: M. J. Lawrence, 18. Best Dellow: D. E. Read, 2. Best Saloon: K. W. Hobbs (Renault), 30. Best 2-door Special: C. F. Crosby (Vauxhall Spl.), 10. Best Outside above Classification: D. J. Parsons (F.-Nash), 30.

First Class Awards: W. E. Wonnacott (L.R.G.), 2; C. R. Parsons (Dellow), 5; Mrs. N. Parsons (Dellow), 5; Dr. A. M. Goldthorpe (Pelican), 10.

Second Class Award: H. H. Alderton (Ford Spl.), 10; T. A. Davison (I.A.D. Spl.), 10; P. Scott (H.R.G.), 10.

CIRCLE CAR CLUB NIGHT TRIAL

THIS club swims into the news because it has just gained R.A.C. recognition and is proposing to enter the ring of Night Trial clubs. This event, on 6th/7th November, was their fifth and was R.A.C.-observed with a view to being upgraded to invitation status.

The start was at the Target Inn by Northolt Airport, and the first item was a regularity test, with the peculiar speed of 23.8 m.p.h. The route for this led through Harrow town, involving some very minor back roads and a hairpin which necessitated going straight on and turning somewhere else if there was any traffic about; very ingenious. After threading the intricacies of A312 the test terminated between the Staines reservoirs. Here the usual diagrammatic route card was handed out, revealing for the first time that the route was to be within sheet 170, of which a virgin copy was also given. There were alternate time controls and unmarshalled points, plotted by

the road, with a footpath leading conveniently up the edge of the wood, or so it appears. But far otherwise. Sloshing up this path shows the wood to be only a hedge with a field behind it; for some reason this bit of topography plays the devil with the sense of direction and when we find the marshal some of us can hardly find the car again. Very crafty.

Back to the finish control and breakfast. We are pleased that we have found all the marshals while only being five minutes late, but we learn this last is a serious crime and we lose 100 marks for it. Just wait till we get these organizers in the next night horror we perpetrate.

HOLLAND BIRKETT.

Results

President's Cup: J. Higginson (H. and B.M.C.), 109 marks lost.

Scott Cup: F. Levy (T.W.M.C.), 118.

Club Cup: G. B. Whiteaway (H. and M.B.C.), 154.

First Class Awards: K. Strudwick (B.A.R.C.), 155; J. Pocock (M. and M.K.M.C.), 173; J. Lowrey (H. and B.M.C.), 195; H. Birkett (H. and B.M.C.), 268.

simple geometrical exercises from other points found by map-searching. The whole thing would have been comparatively simple were it not for heavy, beating rain. This meant the geometry had to be done in the close damp confines of the car itself and on damp maps, and accuracy suffered accordingly. Consequently, although marshals were discovered not without difficulty, the code words proved to be highly elusive.

At half time there came a most welcome refreshment stop, a hastily rigged canvas shelter in a sea of mud, but none the less very welcome. A part of the second half was mercifully cut out, as everybody was running late, but, nevertheless, the same low standard of success was maintained. One particular plot lay positively on the ford and confluence of streams at Chobham, and the most diligent searching and replotting failed to reveal the code word, even in broad daylight. The route card said "Wet Feet", which was apparently meant to imply that one had to wade across the ford from the footbridge. The reason why nobody did this may have been because their feet were so wet already that the expression carried no message, or that the streams were so swollen with brown, turbulent flood water that these might have been waist or even neck deep for all one could tell, and venturing in was simply not on the agenda.

A most interesting feature was breakfast in the B.E.A. restaurant at London Airport; a very good finishing place indeed, and when the provisional results were read out it was found that no crew found more than one of the code word controls, and that the best (or least bad) performance had been put up by the R.A.C. observer who was ineligible.

In future years, Night Trial enthusiasts would do well to give this event a try, as the organization was most efficient and there were no misprints or other infuriating nonsense.

HOLLAND BIRKETT.

Results

Owl Trophy (best performance): J. E. Hughes.

First Class Awards: E. W. Gooding, H. J. Winson, D. A. Atherton.

Second Class Awards: R. C. Boucher, R. A. G. Lambert, T. J. Tyler.

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CHASE TROPHY TRIAL

Edward Harrison (Harford IV) Wins from Cuth Harrison (Harford III) by One Point in Shenstone Event

THE Chase Trophy Trial was won on Sunday, 7th November, by Edward Harrison, driving his Harford IV, from his father, T. C. Harrison (Harford III), by one point.

The trial, organized by the Shenstone and District Car Club, and now of R.A.C. Championship status, took place over a 40-mile course in the Shenstone and Cannock Chase areas. Conditions were ideal, with a fine sunny day following about 48 hours' solid rain. Some of the better drained sections were fairly dry, but in other places there was deep mud.

Out of an entry of 47 there were 40 starters and only one retirement.

Cuth Harrison lost the point which counted through exceeding standard time on the timed hill-climb by only 0.3 of a second.

The sports car class was dominated by Dellow's through the early retirement of M. Swingle's Austin due to ignition trouble and the inability of B. H. Thompson's beautiful old Alvis Silver Eagle to leave the line by more than a couple of yards in the majority of the sections.

Marsh Highest in Section 1

From the start in the village of Bassetts Pole, competitors found the first of nine observed sections at Spires Farm, a gradual climb up a muddy track terminating in a left-hand bend in about 18 inches of soft mud. Tony Marsh (Dellow) was the first to reach the five-point mark, and the next man up, Edward Harrison, failed only an inch or two lower down. Mike Cannon (Cannon) got as far as these two by vigorous bouncing and G. J. Newman's Cannon III sounded more reminiscent of Bourne than Dagenham.

This section was better for the later comers, who seemed to find a firmer bottom to the deep mud.

Next test was the timed hill-climb, which started immediately after fording an 18-inch deep stream. Best time here was put up by J. C. Broadhead (Ford Special)

in 5.6 seconds. Then followed six-and-a-half miles of main road to three observed sections on Hints Hill. Here the first, a long steepish climb, was cleaned by most of the entry because of the dry nature of the grassy surface. The other two sections were much shorter and steeper, and the only three to get up the second were J. S. Jenkins (Austin) and the two Harrisons.

The remaining section before lunch was Clewleys Climb, a steep grass field

★
Mike Cannon, in the Cannon Special, comes to a standstill with spinning wheels at Spires Farm.
★



A SUPERB FILM

WHETHER or not interested in two wheelers, AUTOSPORT readers should make a point of seeing "Assen T.T.", the film of the 1954 Dutch T.T. produced by the Shell-Mex and B.P. concern. More than a dozen Dutch cameramen have been so skilfully directed by Bill Mason, that the production reaches new heights of continuity and sheer excitement. The almost unbelievable riding of Geoff

J. C. Broadhead (Ford Special) is seen climbing Satnall Hill, the last of the observed sections in the trial. Fine weather for the event brought out a good number of spectators.

with a tricky bump half way up. Here Miss M. Crutchley-Waring—the only woman competitor—driving a Dellow, was unlucky to have her excellent climb, the best of the sports cars, disallowed through a misunderstanding of the seating regulations.

Easy for the Specials

After lunch the first section in Cannock Chase was Seven Springs, which was climbed easily by most of the specials. Rex Chappell (Cannotton) made the climb so easily that his passenger was able to study the route card on the way up. One of those which failed was R. P. Habershon's Ford Special, which because of its very square lines Cuth Harrison described as a "Ford Angular".

After an observed section with a stop and restart at Oakedge there was a driving test on a loose gravel surface, where best time was put up by Tony Marsh at 32 seconds. The last two sections were Oat Hill, where latecomers had more difficulty through the stony surface being loosened, and Satnall Hill, which was climbed by most of the entry.

P. M. CRAVEN.

Results

Chase Trophy (best performance): E. Harrison (Harford IV), 5 marks lost.

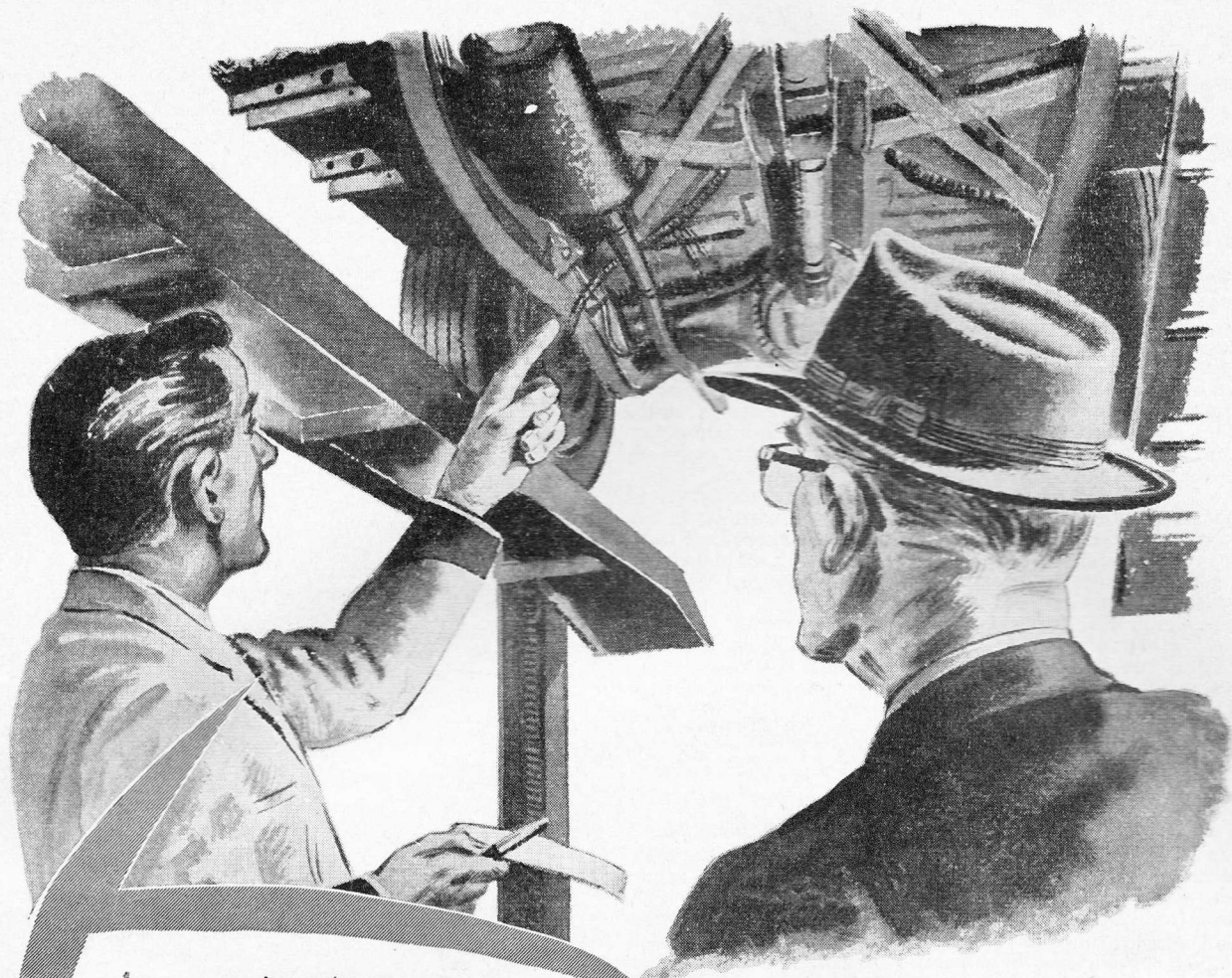
Rugley Bowl (best performance by a sports car): M. Davis (Dellow), 74 marks.

Committee Cup (best percentage improvement by member over last year's performance in same car): J. D. Hollingworth (Oliver), 33 marks.

First Class Awards: T. C. Harrison (Harford III), 6; R. Chappell (Cannotton), 13; M. Cannon (Cannon), 10; A. W. Lilley (Ford Special), 4.

Second Class Award: P. A. Atkinson (Atkinson), 14; J. S. Jenkins (Austin), 14; R. W. Phillips (Le Tour), 15; C. Corbishley (C.C.S.), 4, 18.

Duke (Gilera), Fergus Anderson (Guzzi), Rod Coleman (A.J.S.) and others makes the 500 c.c. event the high-spot of the film. These modern streamlined machines are seen reaching speeds of considerably over 140 m.p.h. on the straights, and being cornered at what looks like an impossible pace. Spills were frequent, and few of the incidents were missed by the strategically placed cameramen.



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CORRESPONDENCE

The Aintree Grand Prix Controversy

I HAVE read with considerable interest and surprise the letters from correspondents, on the above question, and must say that I disagree wholeheartedly with the suggestions made therein.

It would appear that your correspondents are merely trying to defend Silverstone, which as a motor circuit should have been scrapped years ago. This circuit has been used far too long as a publicity campaign for the daily press. Facilities, organization and spectator amenities are, to say the least of it, disgusting. Possibly your correspondents are those fortunate enough to possess press passes, in which case things may not be too bad, but for the ordinary spectator, particularly those who cannot afford a pit stand, Silverstone is a disgrace.

As far as B.A.R.C. organization is concerned, there are no better organized meetings than those held on what is, in my opinion, the finest course in the country: Goodwood. Everyone at this track, whether a B.A.R.C. member, or merely of the general public, has everything they could desire. Why not hold a Grand Prix at Goodwood?

I have not personally visited Aintree, and probably it will be some time before I have the opportunity of doing so, but even so, I feel that the Grand Prix has been held for far too long on a third-rate circuit and it is more than time a change was made.

S. G. BUTTON.

GUILDFORD, SURREY.

IN reply to the letter signed "G.P.", Shirley, Birmingham, I do not think "G.P." can ever have been to Aintree, otherwise he would know that the horse-track runs on the inside of the car circuit. The fact that racing can be seen through glasses from the centre of the course does not apply to the general public, since it cannot be done without some badge of office, spectator facilities being confined to the outside of the course. Secondly, viewing is far better than at any other circuit in this country apart from Brands Hatch, the railway banking providing a wonderful view of at least half the course, and the grandstands being unparalleled anywhere.

As for the British Grand Prix taking second place to a famous horse-race, I cannot see the reason why, because both are run at totally different times of the year, they each have an entirely different following, and the races bear no similarity whatsoever. As for the scenery around the course, it shouldn't make a great deal of difference to the race itself, and we have the satisfying thought that the race is being run on a road circuit, and not a modified aerodrome perimeter track. While the Aintree course is not as fast as Silverstone, I think spectators get a greater sensation of speed than on the vast width of the Silverstone circuit. Both entry and exit at the circuit are far better than Silverstone, and should eliminate those long tiring queues.

To me, the mere fact of an enthusiast crying down the moving of the premier race of this country to a proper road circuit from an aerodrome, when only two seasons ago we were crying out for one, is beyond me. Last, but not least, I am waiting to see if those followers of the sport from the south will make their first annual trek north for the B.G.P. as we have travelled south in the past.

K. B. PARKINSON.

BLACKPOOL.

I HEAR that the British Grand Prix is to be moved to Aintree, a move that I do not agree with because of its geographical position. Every true motor racing fan was quite willing to make the trip to Silverstone, being more centrally in England, but now with the moving to Aintree it will be catering only for northern fans, as I can't see anybody south of London making Aintree by 10.30 a.m. on race day unless they leave the night before.

One reason given for this move is that it will be giving the northern fans a taste of the real thing with all the top stars competing, but before Aintree thought of having a motor racing circuit I don't recollect anybody suggesting that the premier race be moved to Goodwood.

I note also that sponsorship of the race has changed.

In my opinion the availability of two such organizing bodies could offer much more scope than at present. For instance, it is high time that this country had a long-distance sports car race, and with the B.A.R.C. in charge of the Grand Prix for 1955 it only needs the R.A.C. and the right sponsors, like the *Daily Express*, to run a 12- or 24-hour race for sports cars at Silverstone.

A. E. YEOMANS.

M.E.A.F. 19, IRAQ.

APART from the dreary aspect of the circuit and the fact that the visibility is notoriously bad in those parts, there are other more important factors against the staging of the British G.P. at Aintree.

Accommodation there is terribly limited and I doubt if 200 people can be accommodated within 15 miles of the circuit in reasonable and comfortable hotels. The seaside hotels at Southport and New Brighton will all be full of holiday-makers at that time, which leaves the expensive Adelphi and Exchange as the only reasonable hotels within reach.

The access to the circuit is bad, involving as it does a 30-minute drive through crowded Liverpool for all save those coming from the north.

Silverstone had become a very pleasant meeting, admirably served by excellent roads from all sides, and to the many enthusiasts who have helped to maintain the sport in Britain it is grossly unfair to hold our major event in the smoke and smell of Liverpool instead of the fresh air and green countryside of Northants.

DOUGLAS H. WATKINS.

DUNSFORD, NEAR EXETER.

As a very interested motor racing spectator who lives almost exactly half-way between Silverstone and Aintree, may I add a few comments to those of your correspondents in the issue of 12th November?

Mr. Maddock is quite right in as much as Oulton Park is the only true road circuit available, but frankly I cannot visualize a full-scale Grand Prix being conducted on a circuit of that width. And can you imagine, sir, the chaos on those nasty little lanes leading to the course which may have to cater for 100,000-plus spectators?

One correspondent, Mr. Worley, doubts if the top Continental teams and drivers would appear now the sponsorship has changed. He need have no fear! If the starting money is assured, no matter from what source, we shall see our favourites at Aintree.

Mrs. Cooper condescends to let "North Country" types see Grand Prix drivers. Thank you, madam, but I can assure you that thousands already have, not only in this country but abroad also, and I would like to say that if you and your husband are really all that keen on seeing our premier event, you will find the time to be present even if the venue moves to Scotland.

To say that Aintree is not accessible, Mr. Dendy, is wrong. There are at least five main wide roads leading into Liverpool and the police traffic control is superb. However, I do agree with you that the prices are very high, one factor which definitely may influence attendances. In conclusion may I add my own remarks? Aintree has a far better surface, and spectators, whilst probably not as close to the actual racing as at Silverstone (probably an excellent safety factor), have a far more clear and uninterrupted view of the proceedings. The catering facilities are a 100 per cent. improvement over Silverstone, whilst hotel accommodation in the district is very plentiful. But please, Mrs. Topham, reduce your prices. This is no longer a rich man's sport.

J. F. TURNER.

SHEFFIELD, 8.

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.

As one of the annual "pilgrims" to the British Grand Prix at Silverstone, I feel rather "put out" by the transfer to Aintree as I consider this too far to go for one day's sport. The edge is taken off if one is too tired to enjoy it after such a long journey.

I am afraid therefore that I shall not be occupying my usual grandstand seat facing the pits.

The article on "Lightning Conductors" was appreciated and I would like to endorse the view that No. 1 is Fangio. His only fault is that we cannot claim him as British. What an enormous debt Mercedes-Benz owe him. Their prospects would have been slim this year without him in spite of being so wonderfully prepared.

I had a first-class view of Woodcote Corner this year and the antics of the Mercedes-Benz rear wheels taking this corner were extraordinary. The half axle appeared to be trying to fold itself under the car, producing a "chopping" action of the wheels.

To revert to the driver, however, he has an absolute genius in his understanding of a car's limits and drives accordingly. He appears to be able to feel the mechanical stresses throughout the machine and can consequently finish a race, usually in the lead, in a car which would fail in the hands of a man less skilled. He can also accurately forecast a particular car's chances on any circuit better than most people.

NORMAN V. BRITTAIN.

COCKFOSTERS, HERTS.

I MUST agree with all your correspondents last week re the Aintree/Grand Prix business. To move the venue to Aintree is a slight on the people (club members and enthusiasts) who have helped to make Silverstone what it is today, and who put British motor racing in the top class.

J. C. WRIGHT.

ALREWAS, STAFFS.

Trials Specials in Autocross—a Problem

A DIFFICULT problem is arising for the organizers of autocross meetings. This results from the tendency of some cars to overturn when courses are dry and speeds high in consequence. There have been three such accidents at Dunstable, as well as several heart-stopping moments, and at least as many incidents have been reported elsewhere. In every case of which I have first-hand knowledge, the car concerned has been of the "Trials Special" type, with high centre of gravity and short wheelbase. At the last Dunstable autocross the scrutineer remarked to the drivers of several such vehicles that he thought they might be unsafe in the dry conditions prevailing, but neither he nor the other officials felt justified in excluding any of them as at least one of them had put up B.T.D. at a previous meeting, and had a driver so excluded lodged a protest he might very well have been upheld.

This puts the organizers in a quandary. Are they to take the risk of letting a competitor drive a potentially unstable car, or to ban him and cause a lot of resentment, for which there is some justification. If the car is to be banned where is the scrutineer to draw the line?

It seems to me that if autocross, which your magazine has done so much to foster, is to maintain its present popularity, some uniformity will have to be reached on this point, and the views of your readers, and any suggestions they might make, would be most helpful in drawing up regulations for next year's events.

G. E. PINKERTON.

DUNSTABLE, BEDS.

Production Sports Car Racing

WHILST I agree with J. P. Hacking's remarks concerning "genuine production sports car racing", I feel that it would be advisable if the list of production sports cars was clearly defined and a set of regulations similar to the "1,172 c.c. formula" prepared, giving the permitted modifications to each type of car.

By the use of a special cylinder head, special pistons, connecting rods, crankshaft, bearings, etc., the b.h.p. of one production sports car engine can be increased by 50 per cent. Whilst this reflects great credit on the manufacturer, such expensive modifications would discourage the private owner with his everyday, go to the office, production sports car and no doubt deprive the paying spectator of some very interesting racing.

JOHN VENN.

17 STONEY ROAD, COVENTRY.

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.

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



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NEWS FROM THE CLUBS

By Wilson McComb

THIS week, after seeing the R.A.C.'s Veteran Car Run to Brighton, many of us will have been thinking of the early days of motoring and pondering on the strangeness of the vehicles which took part in that event. With their crude springing, "horseless carriage" bodywork and large-capacity, slow-revving engines, these machines seem far removed from the smooth, silent motor-cars of modern times, and one tends to think of the pre-1905 period as being almost antedeluvian.

Consequently, after seeing in the M.C.C. Rally programme an 1899 photograph of Jackie Masters on his first motor vehicle, a de Dion tricycle, it came as something of a shock to meet Mr. Masters himself a few hours later. As Clerk of the Course and Secretary of the Rally, he was taking a keen interest in the cars as they arrived at the final control, and it made me feel very much of a newcomer to the game when I realized that he had been actively concerned in motor sporting affairs for more than 55 years—in other words, for twice as long as I have been in existence!

THE Lea-Francis O.C. are holding their next Annual Navigation Trial on Sunday, 21st November, and the starting point is the Watmill Hotel, Dorking. . . . The Kentish Border Car Club's November Sporting Trial is to be held on 28th



IRISH ROADS, as Circuit of Ireland competitors know only too well, harbour a variety of unexpected animals. Here we have a donkey and a dog—also a Jaguar, driven by Ronnie Edwards in the Irish Volkswagen Club's recent Rally.

November; clubs invited are the London, Maidstone & Mid-Kent, Southsea, Chiltern, Sheffield and Hallamshire, and Sunbac. This is an R.A.C. Championship and B.T.D.A. Gold Star event and starts at the Black Prince, four miles from Eltham, on the Rochester by-pass. . . . The Morgan 4/4 C.C. have issued regs. for their fourth Annual Night Rally, a navigational affair of some 300 miles, to be held on 27th/28th November. Starting at Sutton Coldfield and finishing near Buxton, it is open to members of the M.A.C., Hagley & District, Bugatti Owners, Nottingham Sports, M.G. (Midland), Singer Owners and Worcestershire M.C. Entries close tomorrow (20th), so send them now to Dick Pritchard, 31 Derwent Road, Spondon, Derby. . . . The North Midland M.C.'s Moonlight Rally is on 27th/

28th November and is suitable for all types of cars and drivers. Entries close on the 23rd. They are also running their Autumn Sporting Trial, this time definitely for trials specials, on 5th December. Details of both events from R. P. R. Habershon, "Tregenna", Baslow, Derbyshire. . . . The Hants & Berks M.C. are joining forces with the United Hospitals & University of London M.C. on 4th/5th December for a night navigation rally "of the gumboots type". Starting point is the Parrot Inn, Shalford, Surrey, and closing date for entries is 29th November. Advance notice is so given of a daytime map-reading event on 2nd January. . . . The new Secretary of the Brent Vale M.C. is K. J. Rohan, of 31 Argyll Avenue, Southall, Middlesex. The date for their second Winter Rally has been fixed as 23rd January. . . . On 5th December the M.G.C.C. (N. Eastern Centre) will be holding their seventh Annual Goathland Rally. This closed invitation event will be run over about 90 miles of the Cleveland Hills area. . . . Regulations are available now for the 36th Gloucester Trial, to be run by the London M.C. on 4th December. Invited clubs are the Bristol, North Midland, Hagley and District, Lancs and Cheshire, Sheffield and Hallamshire, Sutton Coldfield and N. Birmingham, and Taunton M.C. An R.A.C. and B.T.D.A. championship event, entries close on 27th November and should be sent to W. C. Podevin, 68 Bute Road, Ilford, Essex. . . . Regulations, too, are available for the Lancashire and Cheshire C.C.'s "Rally Petite" scheduled for 28th November. . . . On the same Sunday, the Midland M.E.C. are running their 150-mile Miniature Rally. . . . And to fill a crowded day, the 28th also sees the Leicestershire C.C.'s trial for the John Bull and L.C.C. Challenge Trophies. Invited clubs are the Coventry and Warwickshire, Hagley and District, Northampton and District, N. Midland, Peterborough, Shenstone and District, and Sunbac, and entries must be in to O. F. Williams, 73 Ashleigh Road, Leicester, by 23rd November. . . . G. A. Howell, 3 Eastwood Road, Bristol, 4, has tickets for the Bristol M.C. and L.C.C.'s dinner/dance on 3rd December. It will be held in the Grand Spa Hotel, Clifton, Bristol, 3, and the year's awards will be presented after dinner.

SOME RECENT RESULTS

LEICESTERSHIRE C.C. LONSDALE TRIAL

10th October

Lonsdale Trophy (best performance): K. M. Law (M.G.).

First Class Awards: W. B. Hercock (M.G.), Miss G. Hercock (Velox).

Second Class Awards: A. Payne (Prefect), R. H. Pole (M.G.).

Novice Award: J. M. Taylor (Sunbeam Alpine). Passenger Award: E. D. Beaumont.

N. LONDON ENTHUSIASTS' C.C.

NIGHT POINT-TO-POINT

23rd-24th October

Best Performance: P. Elbra.

Best Club Member: F. H. Arthur.

First Class Awards: M. Tooley, D. Hayes, M. Ault.

Second Class Awards: A. Hirst, H. Polakott, P. Chipperfield.

PUBLIC SCHOOLS M.C. 2nd PUBLICAN RALLY

24th October

Best Performance: R. F. Ruggles (M.G. TF). Under 1,180 c.c.: T. J. Tyler (Morris Minor). 1,180-1,650 c.c.: E. R. L. Shrimpton (Hillman Minx). Over 1,650 c.c.: R. E. Roberts (Citroën). Visitors' Trophy: J. N. Ground, Singer Owners' Club (Singer Special).

LEICS C.C. WENTWORTH TROPHY TRIAL

31st October

Wentworth Trophy: W. G. Tinsley (Blandford).

First Class Award: W. G. Green (W.H.G.).

Second Class Award: A. E. Cleghorn (Dellow).

LAGONDA CLUB NOVEMBER HANDICAP

6th November

1, M. H. Wilby (Lagonda Rapier); 2, C. Whitehall (Morris Minor); 3 and Club Trophy: Mrs. A. R. Martineau (4½-litre Lagonda); 4, A. J. Kirk (2-litre Lagonda); 5, A. Jeddere Fisher (Lancia).

BURNHAM M.C. PATHFINDER RALLY

6th/7th November

1, J. Winfield (Ford 10 Special); 2, G. Beer (M.G.); 3, A. N. Warner (Wolseley).

Special Awards: H. J. Edwards (M.G.); J. Glassbrook (Morris); R. J. Sands (Austin); M. J. Wordham (Morris).

BOLTON-LE-MOORS C.C. MERCURY TRIAL

7th November

Mercury Trophy: F. Snaylam.

Navigator's Award: T. Warburton.

Runners-up: 2, D. Barker/B. Horrocks; 3, B. Hebden/Mrs. Hebden.

VINTAGE S.C.C. RIBBLESDALE RALLY

7th November

Premier Award: C. J. Bendall (1913 Sunbeam). First Class Awards: P. J. E. Binns (1927 O.M.); H. Spence (1930 Lea-Francis).

Second Class Award: R. L. Heath (1928 Bentley); D. Webb (1924 Bugatti).

Third Class Award: W. L. T. Winder (1924 Humber); A. M. R. Kemsley (1923 Rolls-Royce).

N.L.E.C.C. NOVICES' RALLY

7th November

Novices: 1, H. R. G. Pickles (Minor), 75 marks lost; 2, I. F. Walker (Austin), 76; 3, T. G. Dickinson (Minor), 85; 4, A. E. Chipp (M.G.), 91. Experts: 1, K. G. Jones (M.G.), 16; 2, M. F. Ault (M.G.), 27; 3, F. H. Arthur (Anglia), 30.

A BRIGHT NEW COTTINGHAM

F. Allott (H.R.G.) Wins First Open-to-
All Version of Harrow C.C. Classic

IN 1935 the Harrow Car Club held the first trial for the Cottingham Memorial Trophy. The event grew to be one of the major trials championship events of the year, but the Harrow Club had not been too happy about the way things were going in recent years. It had become an entirely "trials special" affair, competed for in grim earnest, rather in the spirit of a military operation.

So this year, relinquishing its status as an R.A.C. Championship and B.T.D.A. Gold Star event, the Cottingham was thrown open to the ordinary club member with a new course of the "non-damaging" variety and classes for saloons, sports and specials. The saloons were allowed a run at each hill, the sports cars started at the bottom and the specials on the very slope, usually in a churned-up mud patch!

Members of the Chiltern, Falcon, Circle, M.G. and Allard clubs were competing, so that the entries ranged from comparatively vast Allard saloons to Tucker-Peake's remarkable M.G. special. This little bombshell does not even look like a trials job, but galloped up nearly all the slopes at some 20 m.p.h., seeming not to be troubled by wheelspin at all, and comfortably won the "specials" class.

Interspersed among the climbs were a number of other tests, including a downhill braking test that the specials found

easy, but caused fun and games among the heavier saloons, which were disinclined to stop at all on the slippery surface. The same hill was used in the afternoon, this time as a climb, and K. J. Allen and Maurice Page did remarkably well in their Allard saloons. One of the most noteworthy performances was that of R. J. E. Platt in a 1937 Morris 8 tourer. Running with the hood and sidescreens up, he won the up to 2,000 c.c. saloon class, over the heads of several M.G.s and a Javelin. G. Dewsnap put up an excellent performance in the up to 1,500 c.c. open car class, with an A40 convertible and a couple of energetic passengers.

It was really a "Hurg's" benefit day, with the marque in the first three places. Frank Allott drove immaculately to win the Cottingham Trophy, and in fact his was the only non-special to climb Beacon Hill, the first hazard of the day, and he and second man, R. H. Leigh, drove the only non-specials to manage Seagraves, which was the last one, reached when it was nearly dark and thus made dramatic by the use of headlights. The third H.R.G. is ex-Nancy Mitchell and was driven very competently by Brian Symes; in fact this was his very first trial. Frank Allott's son Michael, who shared in the team prize, was also driving his Dellow in his first season.

C. J. Girling lost only 24 marks on the course, no mean feat for a big Allard saloon, but then the whole idea was to show that it was not impossible for almost any car to do it; the onus lay with the driver. In fact, Clem Pike took John Gott, Secretary Les Needham and the writer around the course in his 2½ Riley saloon, negotiating some of the hills and tests on the way, without apparent damage to such a low-built car.

Arriving at the final control at the Bell Hotel, Beaconsfield, the competitors enjoyed tea while the results were computed, and the general feeling was that the change in character of the Cottingham was definitely one for the better. It had been great fun, the weather had been perfect, and a variety of quite ordinary vehicles had had a go. The 65-mile route through beautiful Buckinghamshire countryside had been well planned and marshalled, thanks mainly to the efforts of David Drew, D. Llyn-Reece and Les Needham, and a large entry for next year is assured.

S. P. S.

COTTINGHAM TRIAL

Provisional Results

Cottingham Trophy: F. Allott (H.R.G.), Harrow C.C., 10 marks lost; **Committee Cup** (next best): R. H. Leigh (H.R.G.), Falcon M.C., 14.9 marks; **C.L.J. Cup** (third): B. Symes (H.R.G.), Harrow C.C., 18 marks.

Class A (saloons up to 2,000 c.c.): R. J. E. Platt (Morris), M.G.C.C., 33.4 marks. **Class B (saloons over 2,000 c.c.):** C. J. Girling (Allard), Allard O.C., 24 marks. **Class C (open cars up to 1,500 c.c.):** G. Dewsnap (A40), Circle C.C., 29 m rks. **Class E (Specials):** H. Tucker-Peake (Tucker-M.G.), Falcon M.C., 31 marks.

Team Award: F. Allott (H.R.G.), M. F. Allott (Dellow) and R. F. Barnard (Dellow), Harrow C.C.

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S.O.D.C. SPRINT MEETING

THE official results of the Sporting Owner D.C.'s Speed Trial at Brands Hatch on 31st October have come to hand, revealing some modification to the provisional results published in our issue of 5th November.

The corrected placings are as follows:

Results

Saloon cars, up to 1,100 c.c.: W. Cdr. W. Stokes (A30), 103.23 secs. **1,101-1,500 c.c.:** R. E. Owen (Volkswagen), 96.06 secs. **1,501-2,500 c.c.:** H. Grace (Riley 2½), 86.14 secs. **Over 2,500 c.c.:** H. Grace (Riley 2½), 83.85 secs. **Open cars, up to 1,100 c.c.:** R. L. Manwaring (Lotus Mk. VI), 80.35 secs. **1,101-1,500 c.c.:** S. F. Pile (Aston Martin Ulster), 80.83 secs. **1,501-2,500 c.c.:** A. P. O. Rogers (Cooper-Bristol), 80.45 secs. **Over 2,500 c.c.:** W. Coleman (Jaguetto), 81.28 secs.

Racing cars, up to 500 c.c.: L. Leston (Cooper), 75.60 secs. **1,501-2,500 c.c.:** P. Emery (Emeryson), 76.39 secs. **Over 2,500 c.c.:** P. Emery (Emeryson), 75.99 secs.

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

B.T.D. by S.O.D.C. member: G. Parker (Jaguar), 82.0 secs.

HEREFORD DRIVING TESTS

IN place of the usual Autumn Trial for which support was dwindling, the Herefordshire Motor Club Trial laid on a Sporting Half-Day on Sunday, 31st October, consisting of a series of timed driving tests held on private roads in the Pembridge area. The change of type of event was amply rewarded by a varied entry of 33 cars of all types, ranging from Jaguar XK 120s and a number of Triumph TR2s, to normal family saloons.

Results

Best Performance: J. P. Taylor (Ford Spl.).

Open car class: 1. M. W. Hands (Morgan 4/4); 2. W. H. Morgan (Triumph TR2); 3. P. P. Roberts (Austin-Healey).

Closed car class: 1. A. M. Reed (Ford Anglia); 2. J. K. Morris (M.G. 1½ saloon); 3. Dr. C. W. F. McKean (Jowett Javelin).

Ladies' Award: Miss Cotterell (Triumph TR2).

NOTTINGHAM AUTUMN TRIAL

A GOOD entry was received for the annual Autumn Cup road trial held by the Nottingham Sports Car Club on Sunday, 14th November, starting from Trent Bridge in the morning and following an interesting course of 80 miles into Leicestershire and Rutland.

Due to recent heavy rain the course was a little less interesting than intended by the organizers, and two of the four watersplashes had to be by-passed.

A rough type of route card was used

COMING ATTRACTIONS

November 19th. Mid-Antrim M.C. Trial, N. Ireland.

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

November 20th. Bristol M.C. and L.C.C. Roy Fedden Trophy Trial. Start, Compass Hotel, Tormarton, 10 a.m.

Eastern Counties M.C. Night Navigation Trial. Start, near Ipswich, 5 p.m.

Surrey S.M.C. Night Trial. Start, Warwick Hotel, Redhill, 8 p.m.

Vintage S.C.C. Eastern Rally.

Armagh and D.M.C. and C.C. Trial, N. Ireland.

November 20th/21st. Thames Estuary A.C. "Kittens' Eyes" Night Rally.

750 M.C. Night Rally. Start, California - in - England, near Wokingham, and Continental Hotel, near Ringwood.

Herts County A. and A.C. "Nocturne".

Kilmarnock C.C. Night Navigation Rally. Start, Rugby Park, Football Ground, Kilmarnock, 7.45 p.m.

November 21st. B.A.R.C. Yorkshire Centre v. N.W. Centre "War of the Roses".

Lea-Francis O.C. Annual Navigation Trial. Start, Watermill Hotel, nr. Dorking.

Tipperary County L.C. and M.C.C. Trial. Start, Clonmel, Eire, 1.30 p.m.

November 25th/28th. Second Annual Great American Mountain Rally.

consisting entirely of photographs of signposts and place names from which the course had to be plotted with the aid of a map.

Results

1. Dr. E. J. S. Townsend/G. Wollerton; 2. J. R. Crow.

First Class Awards: T. O. S. Barlow, J. M. McMeekins.

Second Class Awards: M. A. Beacroft, H. A. Shaw, C. G. White.

SHERBURN SPRINT MEETING

THE sprint meeting held at Sherburn Airfield on 24th October and reported in our 5th November issue as having been organized by the British Racing and Sports Car Club, was, in fact, jointly by that club and the Ikley and District M.C., in whose name the R.A.C. permit was issued.

More News from the Clubs on page 696

CLUB FIXTURES

North London M.C.—Meeting, 19th November, Cat Inn, Cat Hill, East Barnet, Herts, 8.15 p.m.

Mid-Surrey A.C.—Meeting, 19th November, Queen Adelaide, Kingston Road, Ewell.

Cambridge '50 M.C.—Meeting, 19th November, Ancient Shepherds, Fenditton, nr. Cambridge.

Mid-Cheshire M.C.—Annual Supper Dance and Prizegiving, 19th November, Angel Hotel, Knutsford, 9 p.m.

Aston Martin O.C.—Dinner Dance, 19th November, Café Royal, London.

Motor Cycle Club.—Annual Dinner and Dance, 19th November, Park Lane Hotel, London, W.1.

Bolton-le-Moors C.C.—Jumble Sale, 19th November, Kay Street Mission, Bolton; Annual Dinner Dance, 24th November, Town Hall, Bolton.

Worcester Austin O.C.—Inaugural meeting, 19th November, Diglis Hotel, Worcester.

Bentley D.C.—Meetings: 20th November, Elcot Park Hotel, Newbury, Berks; Rock Inn, Chiddingstone, Kent.

750 M.C.—Meeting, 22nd November, Sheer House Hotel, Byfleet, Surrey.

London M.C.—Meeting, 23rd November, Pavour's Arms, Page Street, Westminster.

Northampton and D.C.C.—Film show, 23rd November, Queen Eleanor Hotel, Northampton, 8 p.m.

Liverpool M.C.—Meeting, 24th November, Royal Hotel, Hoylake.

B.A.R.C. (S. Western Centre).—Meeting, 24th November, Little Testwood Club, Totton, Southampton.

Chiltern C.C.—Meeting, 24th November, George Hotel, Beaconsfield, 7.30 p.m.

Bolton-Le-Moors C.C.—Annual Dinner Dance, 24th November, Town Hall, Bolton.

Vintage S.C.C.—Meetings: 24th November, Ferry Boat, Holywell, St. Ives, Hunts; 25th November, Jolly Farmers, Enfield Road, Enfield; Golden Pheasant, Plumley, nr. Northwich; Crescent Hotel, Ikley.

Surrey Sporting M.C.—Meeting, 25th November, Warwick Hotel, Redhill.

Sunbac.—Meeting, 25th November, Mason's Arms, Solihull.

N. London Enthusiasts C.C.—Film Show, 25th November, Crown Hotel, Borehamwood, 7.30 p.m.

Lancashire and Cheshire C.C.—A.G.M. and E.G.M., 25th November, Royal Thorn Hotel, Altrincham Road, Wythenshawe, 7.30 p.m.

A.C.O.C.—Meeting, 25th November, Marlborough Head, North Audley Street, London, W.1.

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

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2ND AT October Snetterton National 27-mile Race. D. Iszatt has his COOPER Mk. V for sale, less engine, £210. Complete with J.A.P. Mk. VII engine, £260.—Apply Morton Bay, Southend Arterial Road, Hornchurch. Romford 4737.

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.

FRAZER-NASH

1936 FRAZER-NASH Colmore, 2/4-seater, twin o.h.c. Blackburne engine, in good condition mechanically and body work, £215. Terms and exchanges.—Underwood-Rusling (Sports Cars), Ltd., 28 Queensberry Road, Kettering. Phone 3351.

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1950 SILVERSTONE, fitted specially built superb 2-seater, fixed head coupé body, extremely fast, immaculate, £595.—Richards & Carr, 35 Kinnerton Street, London, S.W.1. SLOane 5424.

H.R.G.

H.R.G. 1,100, 1939, works and engineer- owner maintained. Photo, details on request. £340 o.n.o.—Balderton, "Cairnsmore", Colley's Lane, Willaston, Nantwich, Cheshire.

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1954 JAGUAR XK 120, C type engine, 5,000 miles, specially prepared by Jaguar Works, Coventry. Cream/blue. At cost £2,000, including additional Alfin drums, only £1,400.—Royal 5006.

JOWETT

JOWETT Jupiter sports tourer, 1952, dark green, 1,000 miles since complete overhaul, new crankshaft, main bearings, big-ends, piston rings, valves reground, etc., 18,000 miles, 90 m.p.h., 30 m.p.g. £550. Owner going abroad.—Pearce, Malaya Farm, Crouch Lane, Goff's Oak, Herts. Tel.: Cuffley 2715.

JUPITER Mark IA, May '53, 18,000 miles, ivory/ cream, heater. £675 or offer.—Box 1625 (Bucks).

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1950 SHOW MODEL.—LANCIA Aurelia, in immaculate condition, many extras. As described in *The Autocar*, 5th November, 1954. £1,475.—Richard Steed, Fernhill Garage, Begbroke, Oxon. Tel.: Kidlington 2112.

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

M.G. TD, Nov. 1951, black, green leather, Shorrock supercharger, high rear axle ratio, competition clutch, Andrex supplementary shock absorbers, mileage 24,000, excellent condition and appearance, tyres good (two new). One of three cars owned by enthusiast, £450.—Kemp, Chain House, Aspley Guise, Bletchley, Bucks. Woburn Sands 3216.

M.G. TF, used, required by Box 1628 (Bucks).

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1953 M.G. TD sports, 12,000 miles, immaculate condition. £575.—Ashall, 211 Tarbock Road, Huyton, near Liverpool. Huyton 3732.

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(Continued overleaf)

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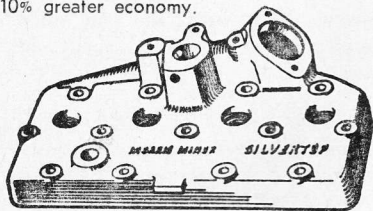
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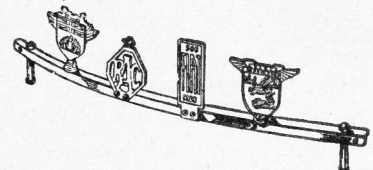


Models for Morris 8, series I & II, Ford 8 & 10 (spigot dynamo), £8/10/-, (platform dynamo), £9. Morris 8, series E, £9/10/-, Minor, £10/10/-. Hillman Minx, Talbot 10, £10/10/-. ALTA, for Austin 7, £6/10/-. LAYSTALL-LUCAS for M.G., 4/44 Wolseley, £48. RAYMOND MAYS 100 B.H.P. HEAD for ZEPHYR, £100.

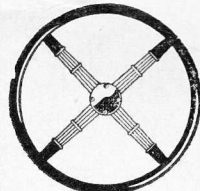
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M.G.

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4.7 Crown Wheel and Pinion (8-10) £17 18s. 6d.
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FIVE AUSTIN road wheels, unused, 25s. each. Five A90 brake drums, unused, 25s. each.—Box 1620 (Middx.).

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Singer 14 h.p. sports sal., body and interior must be first class, any condition mechanically. Cracked block or without eng. and g/b. will be O.K.—Full particulars, price, etc., to Dixon, 1031 Hyde Road, Gorton, Manchester, 18.

TWENTY-TWO YEARS YOUNG

EACH year the Scottish Sporting Car Club stage a social-cum-sporting event early in November which celebrates the first competition organized by the club 22 years ago. This year, from an entry of 125, there were more than 120 cars gathered in the United British Caravan Co.'s display site at Giffnock, on 6th November, to take part in an "Anniversary Run" which had for its ingredients seven road sections, two driving tests and a display of fireworks.

The organizers were fortunate in getting a lovely Indian summer day for the occasion, the road sections were planned to give a sporting but not too arduous afternoon—which they did; the driving tests provided good fun for expert and tyro alike and the fireworks looked very splendid against the magnificent background provided by the Firth of Clyde on a moonlit night. It was unfortunate, therefore, that the hotel in Largs which was chosen as the finishing point became a trifle overwhelmed by some 200 rallyists looking for a meal and that before the results were produced the majority of the competitors were on their way home.

The first five road sections requested navigators to get to such spots as the K in Break Burn, the H of Fairliecrevoch and No. 111 as shown on the half-inch Bartholomews map No. 44, and although none of these sections were over 11 miles they took a remarkable toll of the entry. In the first section, which was only five miles in length, S. B. Burt (Jaguar) was

17 minutes late and in the third, which covered 5½ miles, Charles Kerr (Jaguar) seems to have fallen off the map completely for he lost 40 marks. The fourth section, in which the competitors were supposed to cover 8.9 miles to reach the H of Fairliecrevoch, C. C. MacFarlane (Morris Minor) made the occasion one for a circular tour for he arrived at the control no less than 70 minutes late.

The first test of the event was laid out around the T junction of a quiet country road where the high banking prevented the competitors from realizing just how suddenly they would come upon the first line and made the estimating of the distance to the second line hard to judge. Forward, stop astride, reverse with all four wheels clear and then on to a flying finish were the instructions and we watched Anne Neil (Morgan) fall from grace by getting the four wheels of her car over the first line instead of stopping astride. Agnes Balfour (M.G.) was very neat to watch and we were lost in admiration of C. B. Beardsley's attempt in a huge Humber shooting brake which was hardly the ideal vehicle for manoeuvring in narrow country lanes. A. R. G. Findlang (Triumph TR2) interested very much for, in the midst of the test, his navigator was still reading out the instructions. No wonder he was faulted on the first line. Best time for the test was that of R. D. Macpherson (Ford), who clocked 27 secs. dead. Runners-up were Harry Ballantine (Riley) and J. T. S. Brown (M.G.), who each took 27.8 secs.

From this test two road sections took the entry to Largs and in the first of these G. S. Mead's Bentley let the marque down by being 19 minutes late, while in the final section Tom Knight's little Austin Special collected 53 penalties. Tom was being navigated by his lately acquired fiancée and we are pleased to report that they are still in harmony.

On arrival at Largs the competitors found a double garaging test laid out in the promenade car park. Forward into the first garage, reverse into the second and then motor round a pylon before a fairly long speed dash to a stop within a restricted area. We watched Harry Taylor take a good line for the garage in his M.G. and saw J. McN. Brown (Austin) visit the first garage twice. We admired a very neat drive by John Renfrew in a Humber and noted the odd fact that Gerald Levin (Wolseley), who was No. 66 in the entry, took 66 secs. to do the test. Best time for the test was the 40.2 secs. of D. Paterson (M.G.), but G. M. Smellie (Ford Anglia) came very close in 40.4 with a spectacular display of driving that was quite the best among the saloon cars. This test concluded the day's sport and we duly made tracks for the hotel where, after a long time, the following results went up.

A. N. FORD.

Results

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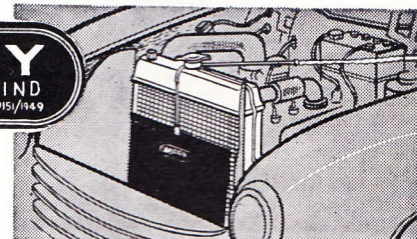
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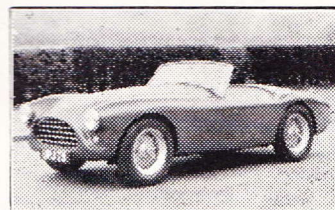
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