

**PAN-AMERICAN ROAD RACE REPORT**

# AUTOSPORT

NOVEMBER 26, 1954

**1/6**

EVERY FRIDAY

Vol. 9 No. 22

BRITAIN'S MOTOR SPORTING WEEKLY



## **IN THIS ISSUE**

Vth CARRERA PANAMERICANA : THE MESSERSCHMITT "KABINENROLLER" ROAD-TESTED  
IMPOSSIBLE PENNINE TRIAL : FRENCH RACING PROSPECTS : QUARTER-LITRE CLUB  
TWO-WHEELERS ON PARADE : CLUB ACTIVITIES IN ENGLAND, SCOTLAND AND IRELAND

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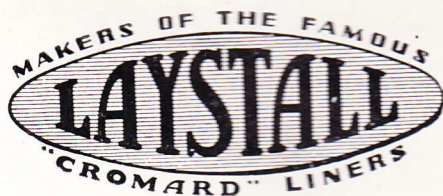
in exchange for standard head, etc.



## EXTRACTS FROM "AUTOSPORT" ROAD TESTS

Consul (22.1.1954)			Zephyr (10.9.1954)		
Standard	Laystall-Modified		Standard	Laystall-Modified	
	Acceleration			Acceleration	
27.2 sec.	0-60 m.p.h.	16.8 sec.	19.6 sec.	0-60 m.p.h.	13 sec.
41.8 sec.	0-70 m.p.h.	23.6 sec.	29.6 sec.	0-70 m.p.h.	18.4 sec.
			—	0-80 m.p.h.	25.2 sec.
	Mean Speed			Mean Speed	
72.6	m.p.h.	84	80	m.p.h.	98

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Vol. 9 No. 22

November 26, 1954

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## EDITORIAL

### SPORTS CAR RACING

AT the annual dinner-dance of the Aston Martin Owners' Club in London last week, Mr. David Brown, patron of the club, announced that both Aston Martin and Lagonda machines would be entered by him in International races next season. This statement will dispel certain rumours that the Feltham concern was abandoning an organized racing programme, and confirms the belief that Mr. David Brown is determined to overcome the wretched luck which has pursued his entries in recent events. Sports car racing not only brings increased business to the successful participants, but is invaluable in exposing small imperfections which any amount of road-testing will often fail to reveal. A manufacturer who takes part in sports car racing does so with the knowledge that results, good, bad or indifferent, will be of incalculable assistance to his technicians. In addition, the very fact of his marque being represented is appreciated by all purchasers and potential buyers of his products. To sustain a full programme of racing requires the expenditure of a great deal of money, and full confidence in the cars, development engineers, drivers and so on. The marketing of modern fast sports cars requires a competition background, a fact that is realized by Jaguar, Ferrari, Alfa Romeo, Lancia, Porsche and the other manufacturers whose products are regularly seen in important events. One or two makers have been inclined to rest on the laurels gained for their marques by virtue of past successes.

\* \* \*

### TO MODIFY OR NOT TO MODIFY

THE organizers of the Monte Carlo Rally have given entrants some of the biggest headaches they are ever likely to have. By imposing what amounts to an 8 per cent. handicap on Gran Turismo and modified series-production cars, they have made almost certain that normal production machines will have an equal chance of success, both in the classes and in the general classification. Mystery surrounds the Gap-Monaco classification test, but even so, whatever speed is decided on for the touring cars, the others will have the 8 per cent. handicap applied as regards the maximum times allowed between controls. The acceleration and braking test may favour the G.T. and modified cars—but only if they are unpenalized on the road section! However, it is the speed-performance test on the Monaco Grand Prix circuit which provides the greatest problem. Can a fully modified car lap at a speed of over 8 per cent. faster than a touring vehicle? How fast can the larger-capacity G.T. and modified machines lap as compared with small-capacity touring vehicles? These are the questions which competitors are asking.

### OUR COVER PICTURE

GETTING IT TAPED: Popular North Country driver Jack Broadhead, with Ken Bailey as passenger, manœuvres his Cotton on a typical piece of Derbyshire trials country, during a recent event.



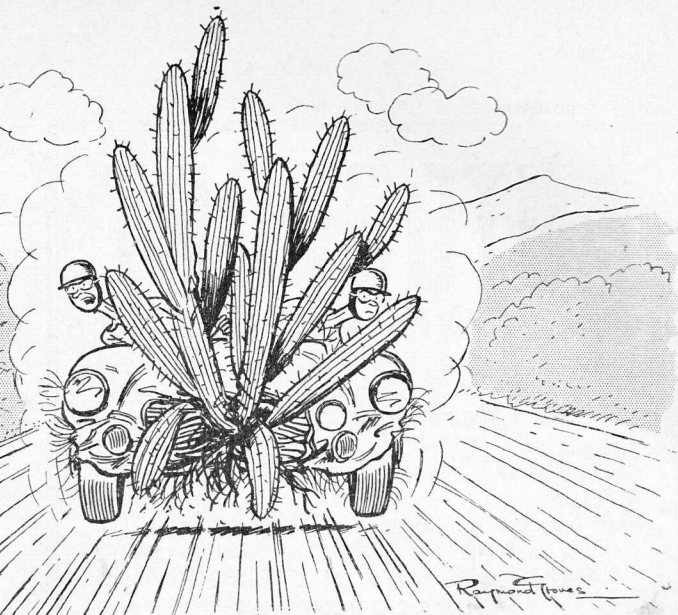
THE Duke of Edinburgh recently visited Fort Dunlop, where he showed much interest in the tubeless tyre, and was also shown ultrasonic ray fault tests and a speed tyre under test at over 400 m.p.h.

WILHELM HERZ, holder of the world motor-cycle record on a twin-cylinder 500 c.c. N.S.U., is to drive in the BMW rally team for 1955. His first event will be the Monte Carlo Rally.

YEARLY conference of the A.I.D.C. (Association Internationale de Directeurs de Circuit), due at Zandvoort in late November, has been postponed to 19th-21st January, when it will be held at Rheims.

FRENCH driver Georges Houel of "Monte" protest fame will be seen next season in a Maserati.

STRANRAER will not, after all, be a time control in the Monte Carlo Rally—it will merely be a route check.



"O.K. then—you get out and shift it."

## PIT & PADDOCK

★  
**CAN IT BE TRUE?**  
*How's this for a "special"! (the CAR, Ponsonby). It is a 1924 model T Ford fitted with a 320 b.h.p. Cadillac V8 motor, and is quoted as achieving 94 m.p.h. in a quarter-mile. The girl is Terry Ray. (No, we don't know her phone number!)*

To Jack and Maryon Fairman a brand new 1955 model (née 1954)—a daughter!

AND to Mr. and Mrs. Stuart Lewis-Evans—a son!

PARSONS chain people inform us that the correct size of anti-skid chains for use with 5.50 x 15 ins. "Wintergrip" tyres is 5.50 x 16 ins.

THE engine of the M.G. TF "1,500" develops 65 b.h.p. at 5,500 r.p.m. on an 8 to 1 compression ratio. Gear ratios are 17.1, 10.1, 6.75 and 4.88 to 1. Price in U.S.A. is \$1,995, complete with wire wheels.

SILVER CITY have announced plans to open air ferry services to Scotland and Northern Ireland. They have applied to operate a daily all-freight line between Blackbushe, Hants, and Newtownards, Belfast; a car service between Woodvale, Lancs, and Newtownards; and up to 12 vehicle/passenger ferry services daily from West Freugh, near Stranraer, Scotland, to Newtownards. This latter flight, over 35 miles, would take 15 minutes only.

NEARLY 9,000 cars and 3,000 motor-cycles have so far visited Zandvoort this year for runs around the circuit. Annual winter "furbishing" is now in progress.

THERE are 133 British acceptances in the "Monte"—the largest number ever to take part in a Continental event.

FRENCH paper *L'Equipe* has jumped the gun by revealing details of an alleged 2½-litre Jaguar saloon, accompanied by a drawing.

MERCEDES-BENZ Grand Prix cars are being considerably revised for 1955, although the 8-cylinder engine will be retained. There are also rumours of a 4½-litre (450SLR) sports-racing machine to supplement the 8-cylinder 300SLR.

FIRST appearance of the Alfa Romeo "Giulietta" in competitions will probably be the Sestriere Rally. Several will be seen in the Mille Miglia.

THE Lotus team is applying for a Le Mans entry, probably in the 1,100 c.c. category.

CUNNINGHAM is said to be coming to Europe once again in 1955, with new cars!

BOB SAID will race next year in a 3-litre 750S Ferrari.



**CUMBERLAND STYLE:** The Editor of AUTOSPORT replying to the toast of "The Guests" at the annual dinner-dance of the Cumberland S.C.C. Also seen (l. to r.) are D. Cameron Smail, Mrs. Milne, Mrs. C. W. A. Slater, Supt. Milne, Mrs. Smail and Irving Saul.

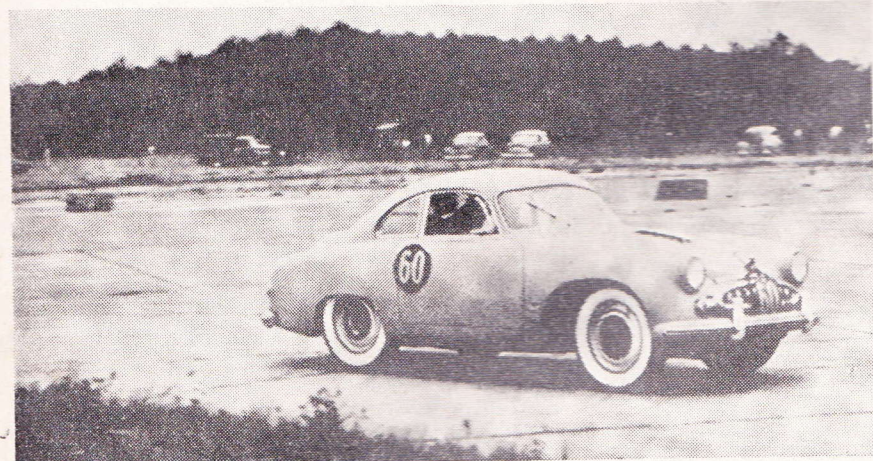
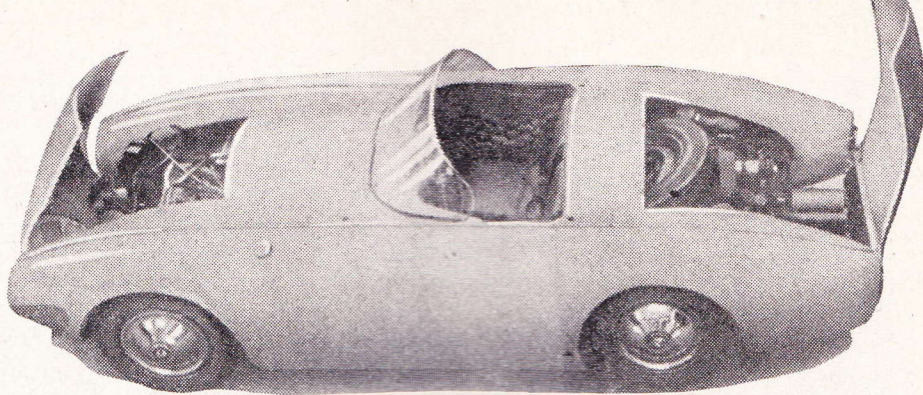
(Photo by J. Dixon Noiman)



# SPORTS-NEWS

## AND NOW—A FORMULE LIBRE RACING MERCEDES

As is already known, Mercedes-Benz will be competing in the Argentine Formula 1 G.P. with their modified 2½-litre racing cars, now endowed with a 10 per cent. power increase and a 70 kg. weight reduction. These machines have been under test on the Hockenheim cir-



**THREE CARS**—and five engines, in these three pictures from America. Above and left are two cars produced by Lou Fageol, each fitted with two Porsche Super 1½-litre flat-four air-cooled engines, one in its normal position at the rear, the other in the nose, driving the front wheels. On the left is the hardtop "bimotore" Porsche in action during an airfield race in U.S.A. The Fageols possess remarkable acceleration, but are still somewhat temperamental.

★

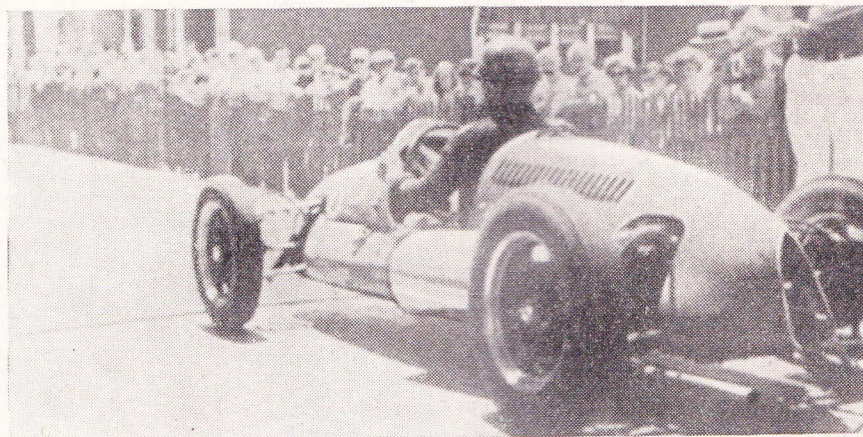
(Below) Looking pretty much like any other F3 Cooper, this one is in reality very different. American owner Lyeth has fitted it with a 1½-litre Porsche motor —and added a supercharger!

cuit in Germany, and Karl Kling has succeeded in reducing that fast circuit's lap record by a substantial amount. A shorter wheelbase Formula 1 car is also being produced, while work is well advanced in preparing the 300SLR sports machines for next year's Championship races.

Now it is learned that, on top of these activities, the German concern are entering two cars for the Eva Peron Cup race, run to *Formule Libre* at Buenos Aires a fortnight after the F.I. Grand Prix. The exact nature of the cars is not known at this juncture, but the fitting of the 3-litre eight cylinder 300SLR units in the 2½-litre Grand Prix chassis would be one logical and inviting measure for the Germans to adopt. Late last year, certain sources evinced a desire to see Mercedes-Benz participating in the 1955 Indianapolis 500 Miles race. If the rules for this classic remain as they have been since 1938—i.e., 4½ litres unsupercharged, or 3 litres supercharged—then it might prove very hard for Mercedes to resist entering such a 3-litre machine with blower added—or with the 4½-litre 450SLR engine rumoured to be in existence. It may emerge, on the other hand, that even so large a concern as Daimler-Benz would find so extensive a racing programme, taking in Formula 1, sports and *Formule Libre*, would prove too uneconomic an undertaking.

### Cecil E. Taylor

WE regret to record the death on 6th November of Geoffrey (Alta) Taylor's brother Cecil, who was secretary of the Alta company. Besides driving examples of that marque, he also competed with an M.G. Midget in pre-war events.



### THAT BOXING DAY BRANDS

OVER 30 drivers have already sent in entries for the Boxing Day race meeting at Brands Hatch. Tony Crook is emerging from his so far very brief retirement to drive again—probably in his Cooper-Bristol. (But then, he did say "this year"! ) J. Risely-Prichard will drive his Connaught, and Tom Mayer plans to compete in an entirely new sports car. Stirling Moss may also compete.

The programme will comprise a 15-lap *Formule Libre* race for the Silver City Trophy, a 20-lap 500 c.c. event for the Christmas Trophy, a 1½-litre sports car race for the Kent Cup; the Yuletide Trophy in two heats and a final for 500s, and the Albatross Trophy for sports cars of over 1½ litres.

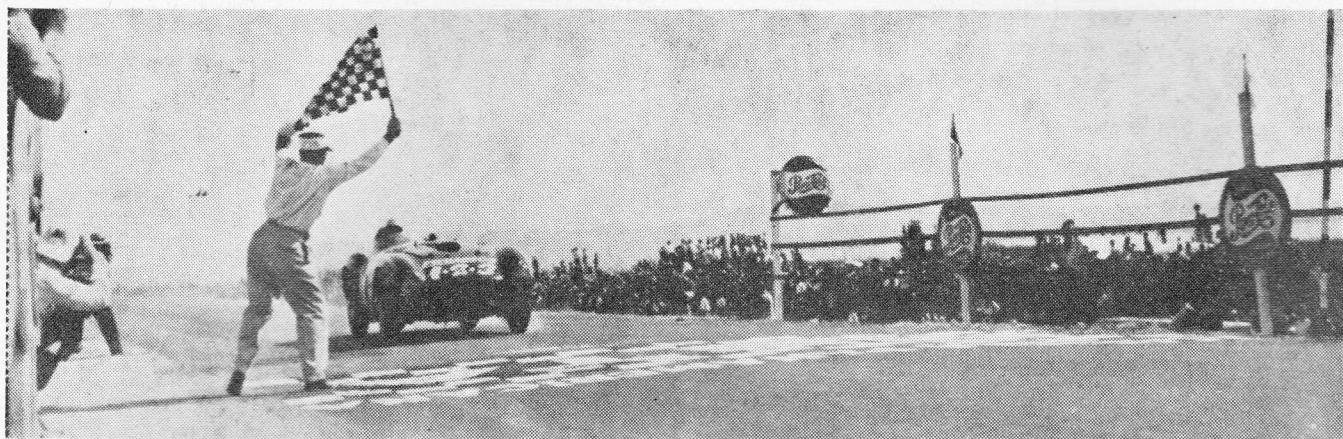
To impart that Christmas atmosphere, carols will be played in between races, and it is planned to roast a deer in the

centre of the circuit arena. The meeting has been granted a National permit by the R.A.C. The organizers, the B.R.S.C.C., say that statistics show Christmas weather is seldom cold. To help attract a really good entry, members of the motor and aircraft industries are helping to boost starting and prize money.

### CHAMPION OF BELGIUM

THE R.A.C. de Belgique announce that the Belgium National Champion for 1954 is André Pilette, who drove with the Gordini equipe during the past season. Pilette, son of the pre-Great War Mercedes driver, first revealed his pace at Zandvoort in 1951, when he made the fastest lap during the Dutch G.P., driving a 4½-litre Talbot. Unfortunately, he later crashed in this race, and at Albi subsequently was seriously injured. He finished second to Bira's Maserati at Chimay this year, and was well placed at other events.





(Wirephoto)

## MAGLIOLI'S "PAN-AMERICAN"

Young Italian Leads 5-Day Mexican Road Race in 4.9-litre Le Mans Ferrari  
from Stage 4 Onwards—Phil Hill of the U.S.A. Second in 4½-litre Ferrari

CALL it *Carrera Panamericana*, "the Pan-Am", or just plain Pan-American Road Race—Mexico's annual five-day race from near the Guatemalan border to Ciudad Juarez on the United States frontier is certainly a unique affair. For scenery and spectacle and atmosphere it is unequalled; while the sheer frenzy of excitement which grips the native populace surpasses even that inspired by that other great affair, Italy's Mille Miglia. This year's Pan-American, the fifth of the series and the final round in the 1954 World Sports Car Championship, was preceded by double tragedy. En route to the start at Tuxtla Gutierrez, a non-competing service car, an XK 120 Jaguar, crashed and overturned, killing the occupants David Ramsey and Ed Shelton. Earlier, two Argentinian competitors named Gatti and Doura had been fatally injured when their Ford crashed into a canyon south of Puebla.

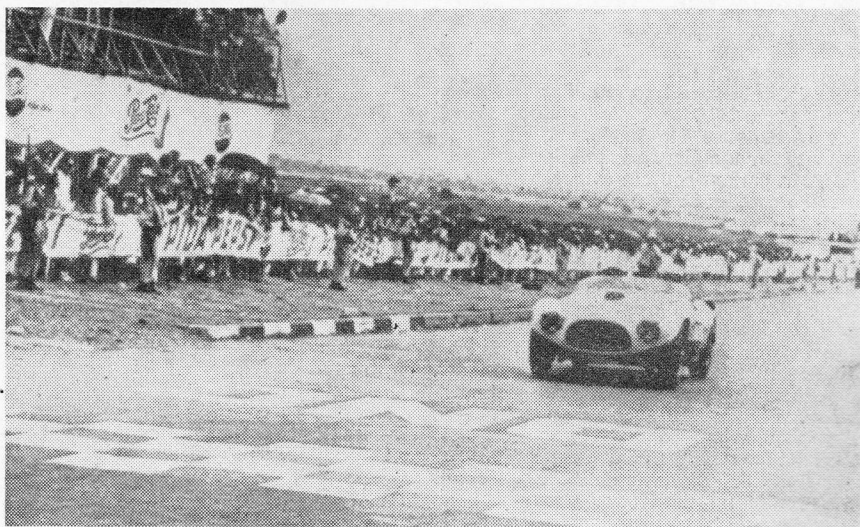
This was a grim start to a race with a somewhat grim record, but on Friday, 19th November, down in Southern Mexico, at Tuxtla—which sounds like "Toosler" the way the locals say it—the usual near-delirium of excitement attended the start on the great Pan-American highway just outside the town. The field of cars was a large and varied one, with wickedly sleek 12-cylinder Ferraris and purposeful Oscas and Porsches hobnobbing with lush American saloons and neat coupé Alfa Romeos in the competitors' enclosure. There were fewer European marques represented this year—no Mercedes-Benz, no Lancias, nor any "official" Ferraris. But Ferraris, locally sponsored, were there in force nonetheless—amongst them a formidable 4.9-litre Le Mans car, with works driver Umberto Maglioli at the wheel; Phil Hill, one of America's finest drivers, was in a 4½-litre car,

painted white, and rugged Jack McAfee of Los Angeles had a similar machine.

That clowning, temperamental Italian Giovanni Bracco, who had said after Bonetto's fatal accident last year that he would never drive another Pan-American, had been unable to resist the call, and was there with high hopes in a 3-litre Ferrari. His compatriot, the portly Cornacchia, had a "4½", so had Luigi Chinetti. Two fuel injection Borgwards and three works Porsches faced each other in the 1½-litre class, with veteran Louis Chiron, the "wily fox" of over 25 years' racing experience, and promising young Argentinian Roberto Mieres opposing them in Italian Oscas. Britain's first representatives in the Mexican race, two Austin-Healey 100S machines, were down to be driven by Lance Macklin and Carroll Shelby;

they arrived at Tuxtla a bare three days before the start, after shipping delays which were no aid to ensuring adequate preparation. No French cars were entered at all this year, a pity after Gordini's excellent showing in the past.

Stage 1, a 256-mile stretch to lofty Oaxaca ("Ohaca" is near enough phonetically), which involved several severe climbs and hazardous mountain roads in the last 70 miles, provided a considerable fillip to the large number of Americans down in Mexico following the race. Phil Hill won the stage in his Ferrari, heading Maglioli by over four minutes, but the Italian, clearly conserving his car's potentialities, was untroubled. Akton Miller, who did so well last year with his home-built Oldsmobile-engined Miller Special, was going even better this time, reaching Oaxaca



(Wirephoto)

SECOND after winning stages 1, 3 and 8, was the American driver Phil Hill (above) whose white Ferrari is here crossing the line at Oaxaca.

FIRST British entries ever for the Pan-American (left), the 100S Austin-Healeys of Lance Macklin and Carroll Shelby both retired, one with ignition trouble, the other through a crash.





fourth behind Cornacchia. Jack McAfee, who as No. 1 in the race was first away from Tuxtla, unfortunately crashed his big Ferrari—a front tyre burst, it is reported—and the car rolled off the road, being severely damaged. Unhappily, co-driver Ford Robinson was fatally injured, while McAfee suffered multiple injuries.

The 1½-litre class saw the fuel injection Borgwards of Gunther Bechem and the Swiss Franz Hammernick sandwiching the Guatemalan Juhan's Porsche, with Mières's Osca chasing them into Oaxaca. The Lincolns once again looked to be dominating the production car class, Ray Crawford leading Indianapolis two-time winner Bill Vukovich home on the initial stage, but with the Italian Alfa Romeo 1900 T1s uncomfortably close.

#### Stage 1. Tuxtla Gutierrez to Oaxaca. 329.34 miles

**International Sports Cars:** 1, Phil Hill (4.5 Ferrari), 3 hrs. 25 mins. 6 secs., 154.92 k.p.h.; 2, Maglioli (4.9 Ferrari), 3 hrs. 29 mins. 25 secs.; 3, Cornacchia (4.5 Ferrari), 3 hrs. 58 mins. 3 secs.; 4, Miller (Akron Miller Spl.); 5, Trevoux (Packard Spl.); 6, Carroll Shelby (Austin-Healey); 7, Chinetti (4.5 Ferrari).

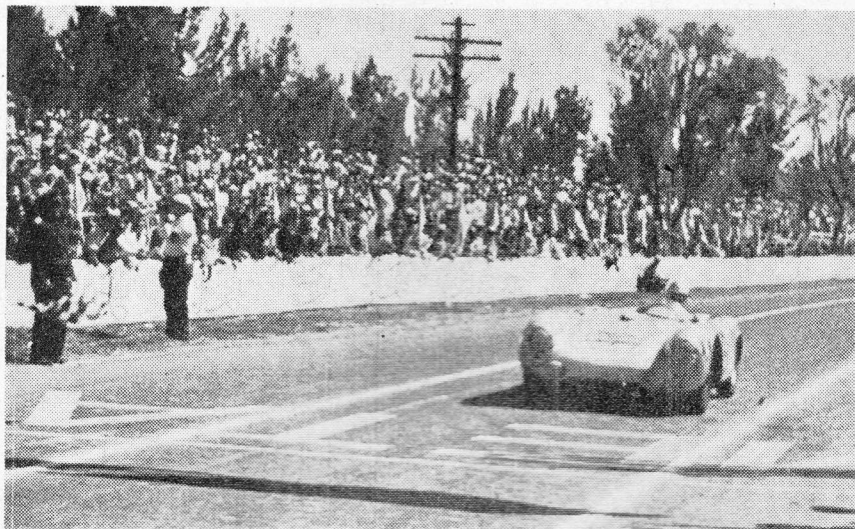
**Up to 1,500 c.c.:** 1, Bechem (Borgward), 3 hrs. 43 mins. 13 secs., 142.94 k.p.h.; 2, Juhan (Porsche), 3 hrs. 45 mins. 14 secs.; 3, Hammernick (Borgward), 3 hrs. 53 mins. 9 secs.; 4, Mières (Osca); 5, Herrmann (Porsche); 6, Segura (Porsche); 7, Chiron (Osca).

**Production Touring Cars:** 1, Crawford (Lincoln), 3 hrs. 59 mins. 47 secs.; 2, Vukovich (Lincoln), 4 hrs. 0 min. 47 secs. **Up to 2 litres:** 1, Sanesi (Alfa Romeo).

**Special Standard:** 1, Cabalen (Ford); 2, Taruffi (Ford); 3, Morgan (Ford).

Amongst those failing to complete the first stage were Lance Macklin and Donald Healey, whose 100S, regrettably, was eliminated with ignition trouble; Bracco (Ferrari), and that Dominican so much in the public eye, Porfirio Rubirosa, sharing a Ferrari with Ernie McAfee. The Spanish Pegaso, driven by works chief tester Joaquin Palacio, was in trouble with fuel, the official grade they were issued with quarrelling with their carburettor settings.

More mountains followed on the 256-mile second stage, where the highway leaving Oaxaca crosses the Sierra Madre, then plunges downwards to El Marques



(Wirephoto)

**PORSCHE LEADS:** Hans Herrmann crossing the line after completing the Mexico City-Leon stage. He won the 1½-litre class.

and up again in alarming fashion to Puebla. Maglioli and Hill fought this stage out, the Italian getting the best of things this time and cancelling out his 4 mins. debit on Hill by 39 secs.—and that despite delay changing a burst tyre!

#### Stage 2. Oaxaca to Puebla. 256 miles.

**International Sports Cars:** 1, Maglioli (Ferrari), 2 hrs. 53 mins. 29 secs., 140.76 k.p.h.; 2, Hill (Ferrari); 3, Cornacchia (Ferrari); 4, Trevoux (Packard Spl.).

**Up to 1,500 c.c.:** 1, Bechem (Borgward), 3 hrs. 3 mins. 25 secs., 133.14 k.p.h.; 2, Juhan (Porsche); 3, Herrmann (Porsche); 4, Chiron (Osca).

**Production Cars:** 1, Crawford (Lincoln), 3 hrs. 22 mins. 8 secs., 120.78 k.p.h.; 2, Faulkner (Lincoln); 3, Andrews (Cadillac). **Up to 2 litres:** 1, Mantovani (Alfa Romeo), 3 hrs. 20 mins. 26 secs.; 2, Dalla Favera (Alfa Romeo); 3, Sanesi (Alfa Romeo).

**Special Standard:** 1, Cabalen (Ford); 2, Taruffi (Ford); 3, Morgan (Ford).

Stage 3, a mere "sprint" of 81 miles to Mexico City, was an extremely arduous one nonetheless, traversing the Llano Grande and Rio Frio, 3,248 metres above

sea level, and the highest point along the course.

Phil Hill reversed the order once again with Maglioli, and now the Pegaso had spurted sensationally up to third. Chiron performed an equally sensational spurt in the Osca to head Herrmann's and Juhan's Porsches and Bechem's Borgward in the 1,500 c.c. class. The Borgward still led the class overall, however, despite delay when hitting a dog, until on stage 4, from Mexico City to Leon, Bechem became involved in an incident with Palacio's Pegaso on a particularly sinuous stretch of road approaching Toluca, the German car being badly damaged. Subsequently the Pegaso crashed and was burnt out. This section was rendered extremely dangerous by low cloud and slippery roads.

#### Stage 3. Puebla to Mexico City. 81 miles

**International Sports Cars:** 1, Hill (Ferrari), 47 mins. 0 sec., 154.46 k.p.h.; 2, Maglioli (Ferrari); 3, Palacio (Pegaso). **Up to 1,500 c.c.:** 1, Chiron (Osca), 50 mins. 45 secs., 142.99 k.p.h.; 2, Herrmann (Porsche); 3, Juhan (Porsche).

**Production Cars:** 1, Faulkner (Lincoln), 54 mins. 39 secs., 121.86 k.p.h.; 2, Crawford (Lincoln); 3, Andrews (Cadillac). **Up to 2 litres:** 1, Mantovani (Alfa Romeo), 54 mins. 8 secs.; 2, Dalla Favera (Alfa Romeo); 3, Sanesi (Alfa Romeo).

**Special Standard:** 1, Drisdale (Dodge); 2, Cabalen (Ford); 3, Morgan (Ford).

By now the race, and its pace, had taken severe toll, and retirements included



(Wirephoto)

**END OF A BORGWARD:** (Above) Gunther Bechem, 1½-litre class leader up to stage 3, was eliminated after a collision with the Pegaso.

**END OF A PEGASO:** (Right) The burnt-out remains of Palacio's Pegaso, which crashed later in the same stage of the race.

(Wirephoto)





the second Borgward (it hit a vulture at full speed!), the second Austin-Healey, in which Shelby crashed, suffering injured arms, Jack McGrath (stock Lincoln) who also crashed, the Marquis de Portago (Ferrari), Mancini (Alfa Romeo), Mieres (Osca) and Bonomi (Ferrari). Two time production class winner Johnny Mantz had his hopes of a hat-trick in the "Pan-Ams" fade away when his Lincoln developed trouble.

#### Stage 4. Mexico City to Leon. 267 miles

**International Sports Cars:** 1, Maglioli (Ferrari), 2 hrs. 21 mins. 44 secs., 177.76 k.p.h.; 2, Hill (Ferrari); 3, Cornacchia (Ferrari). **Up to 1,500 c.c.:** 1, Herrmann (Porsche), 2 hrs. 30 mins. 3 secs., 167.9 k.p.h.; 2, Juhan (Porsche); 3, Chiron (Osca).

**Production Cars:** 1, Faulkner (Lincoln), 2 hrs. 46 mins. 1 sec.; 2, Crawford (Lincoln). **Up to 2 litres:** 1, Sanesi (Alfa Romeo); 2, Mantovani (Alfa Romeo); 3, Carini (Alfa Romeo).

**Special Standard:** 1, Solana (Dodge); 2, Yantis (Studebaker); 3, Drisdale (Dodge).

Maglioli now began to extend his lead over Hill's lesser powered Ferrari, and on the flatter, faster, longer stage from Leon to Durango won from the American by a margin of over 3 mins. The public were gripped by the Italo-American duel, also by the grim fights for supremacy amongst the 1,500s and the production cars. Hans Herrmann had now thrust his Porsche through, beating Hugo Hartmann's 1953 Borgward record by a substantial margin, and finishing well ahead of Juhan, who still retained the overall class lead, however.

#### Stage 5. Leon to Durango. 333 miles

**International Sports Cars:** 1, Maglioli (Ferrari), 2 hrs. 51 mins. 2 secs., 185.9 k.p.h.; 2, Hill (Ferrari); 3, Cornacchia (Ferrari). **Up to 1,500 c.c.:** 1, Herrmann (Porsche), 3 hrs. 7 mins. 8 secs., 169.9 k.p.h.; 2, Juhan (Porsche); 3, Chiron (Osca).

**Production Cars:** 1, Faulkner (Lincoln), 3 hrs. 8 mins. 0 sec., 60.6 k.p.h.; 2, Crawford (Lincoln); 3, Andrews (Cadillac). **Up to 2 litres:** 1, Sanesi (Alfa Romeo); 2, Mantovani (Alfa Romeo); 3, Dalla Favera (Alfa Romeo).

**Special Standard:** 1, Drisdale (Dodge); 2, Evans (Ford); 3, Aguila (Ford).

From Durango to Parral—Stage 6, and over 250 miles of it at ever-increasing speed now the highway had left the mountainous regions—Maglioli's position strengthened still further, but still Hill stuck doggedly to second spot, and still Franco Cornacchia followed third.

#### Stage 6. Durango to Parral. 251 miles

**International Sports Cars:** 1, Maglioli (Ferrari), 2 hrs. 14 mins. 10 secs., 180.66 k.p.h.; 2, Hill (Ferrari); 3, Cornacchia (Ferrari). **Up to 1,500 c.c.:** 1, Herrmann (Porsche), 2 hrs. 24 mins. 16 secs., 168.012 k.p.h.; 2, Juhan (Porsche); 3, Chiron (Osca).



(Wirephoto)

**LEADING LINCOLN:** Ray Crawford, Pasadena driver, wins the third stage in the touring car class. He was later passed by Walt Faulkner, another member of the team of 5.2-litre Lincoln "Capri" models.

**Production Cars:** 1, Faulkner (Lincoln), 2 hrs. 35 mins. 26 secs., 155.7 k.p.h.; 2, Crawford (Lincoln); 3, Zocco (Buick). **Up to 2 litres:** 1, Carini (Alfa Romeo); 2, Sanesi (Alfa Romeo); 3, Dalla Favera (Alfa Romeo).

**Special Standard:** 1, Drisdale (Dodge); 2, Elliott (Dodge).

Stage 7—and only one to go. The field had been decimated; the route behind the leaders was littered with wrecked or abandoned cars, which as the race passed further northward, were dragged humbly away by breakdown wagons. But only the race interested the people, who listened eagerly to the almost incessant broadcasts on its progress. Still it was Umberto Maglioli and Phil Hill, with success now almost a certainty for the Italian. He averaged no less than 128 m.p.h. in the 186-mile run, over infinitely easier and very fast terrain from Parral to Chihuahua (pronounced "Chiwawa", as at Cruft's!). As before, Hill and Cornacchia were retaining their places, and still Herrmann led the 1,500s in his works twin cam Porsche, having now displaced Juhan from the class order.

#### Stage 7. Parral to Chihuahua. 186 miles

**International Sports Cars:** 1, Maglioli (Ferrari), 1 hr. 24 mins. 58 secs., 211.8 k.p.h.; 2, Hill (Ferrari). **Up to 1,500 c.c.:** 1, Herrmann (Porsche),

1 hr. 32 mins. 35 secs., 194.4 k.p.h.; 2, Juhan (Porsche).

**Production Cars:** 1, Faulkner (Lincoln), 1 hr. 40 mins. 30 secs., 179.1 k.p.h.; 2, Crawford (Lincoln).

So to the final full-throttle slam down the long, straight, wide road from Chihuahua to Ciudad Juarez on the banks of the Rio Grande, separating Mexico from the United States. The big Ferraris achieved some frightening velocities under such conditions, and Phil Hill won from Maglioli by 55 secs., a grand final fling by the Santa Monica which delighted his compatriots awaiting the finish at Juarez. Maglioli actually finished four cars' lengths ahead, but had started earlier. Having already built up an adequate margin over the American's "4.5", the Italian clearly had no intentions of imperilling his chances of victory so near to the end.

Thus Umberto Maglioli became the outright winner of the 1954 Pan-American in an overall time of 17 hrs. 40 mins. 26 secs., a fitting reward after past disappointments in this great race. His time constituted a new record, over half an hour better than Fangio's of last year with the Lancia. Truly the 4.9-litre Ferrari has proved a great car.

Further news of the final stage of the Pan-American race was not available at the time of going to press but full details and confirmed results of all classes will be published next week.

#### Stage 8. Chihuahua to Ciudad Juarez, 230 miles.

**International Sports Cars:** 1, Hill (Ferrari), 1 hr. 37 mins. 53 secs.; 2, Maglioli (Ferrari); 3, Chinetti (Ferrari).

#### Overall Placings (Provisional).

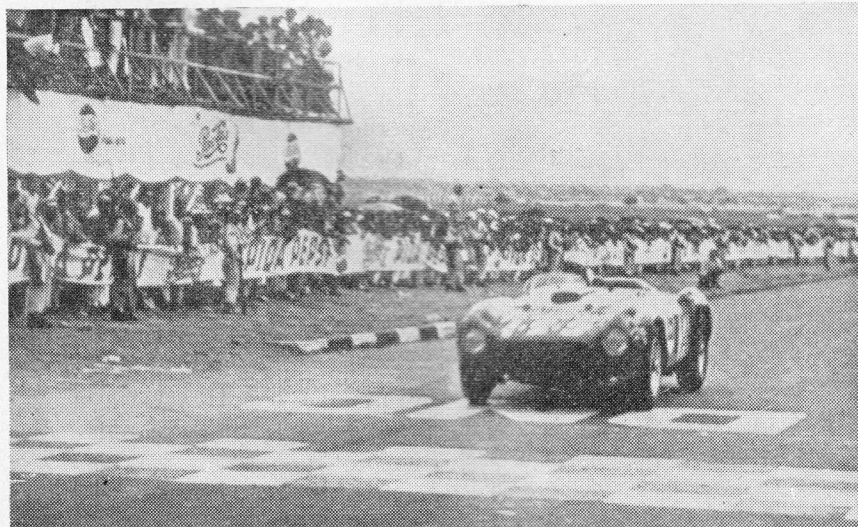
**International Sports Cars:** 1, Umberto Maglioli (4.9-litre Ferrari), 17 hrs. 40 mins. 26 secs.; 2, Phil Hill (4.5-litre Ferrari), 18 hrs. 4 mins. 54 secs.; 3, Cornacchia (Ferrari); 4, Chinetti (Ferrari). **Up to 1,500 c.c.:** 1, Hans Herrmann (Porsche); 2, Jaroslav Juhan (Porsche).

**Production Cars (up to 2 litres):** 1, Consalvo Sanesi (Alfa Romeo).

**Special Standard Cars:** 1, Drisdale (Dodge); 2, C. D. Evans (Chevrolet).

**DRIVING IT HOME:** Umberto Maglioli's resounding victory in the great Mexican road race consolidated Ferrari's already firm hold on the 1954 World Sports Car Championship.

(Wirephoto)





JOHN BOLSTER

TESTS

## THE MESSERSCHMITT KABINENROLLER

Ingenious German Three-Wheeled Cabin  
Scooter Reveals Marked Performance Abilities

DURING the war, most of us were far too familiar with the products of the Messerschmitt factory. Now, Willy Messerschmitt has turned his swords into ploughshares, and has started to manufacture very small cars of extremely unconventional design. Their aircraft ancestry is apparent in every line, and the little machines have created immense interest. I decided, therefore, that a change from the super-speed models which I generally handle would not come amiss, and I travelled down to Worthing where Rudds, the distributors, had offered to lend me a "Kabinenroller".

That name means, literally, "cabin scooter", which explains the purpose of the Messerschmitt. It provides, in fact, the same economical transport for two that the best motor scooters give, but with the comfort and weather protection of a saloon car. Added to this is an astonishingly lively performance and much more speed than one would consider possible. Many owners of powerful sports cars have been looking for just such a vehicle as this, for nobody likes wasting a thoroughbred machine on trivial local journeys.

The basis of the Messerschmitt is a triangulated tubular frame, to which the steel body panels are welded, and form a stressed skin. Tandem seating has been chosen to make a slim silhouette possible, for streamlining is relied upon to ensure a high maximum speed on low power. The passenger's legs are on either side of the driver's seat, and there is ample room for two big people. The top of the body is of transparent plastic, except for the actual screen, which is of normal safety glass. The appearance is very reminiscent of the cockpit of a fighter aircraft.

A bulkhead behind the passenger's seat insulates the body from the engine compartment. This contains a Sachs two-stroke motor in unit with a four-speed gearbox, with air-cooling by forced draught. The blower rotor forms part of the combined dynamo and starter, which is a very neat assembly. The engine embodies reverse flow scavenging and a light alloy head. A chain drives the



*PLOUGHSHARE: The Kabinenroller, comfortably accommodating Bolster and passenger, is a far cry from wartime Messerschmitt products, yet reveals some notable aircraft characteristics in design.*

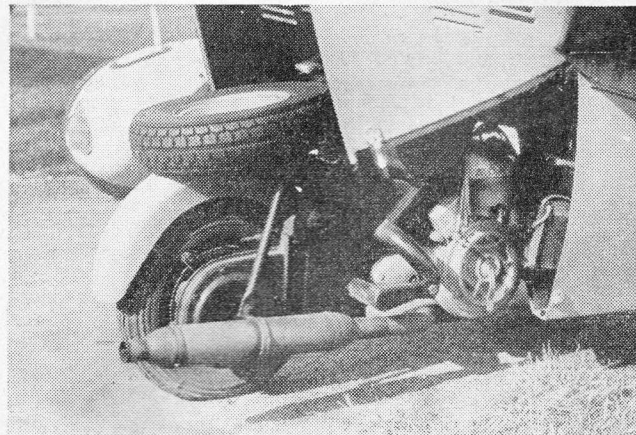
single rear wheel, and the suspension is by trailing forks and a bonded rubber springing unit.

Bonded rubber springs are also used in front. The i.f.s. is by short swing axles, and the two front wheels are steered through a divided track rod. There is no reduction gear in the steering linkage, and a pair of handlebars replaces the usual wheel. The left hand operates a twist grip throttle control, but the clutch and brakes have normal car-type pedals. There are cable operated brakes on all wheels.

The Kabinenroller is easy to enter, for the whole top of the body opens sideways. The driver's seat moves up and back on a linkage, to allow one to

get in without acrobatics. With the top closed the little machine becomes as cosy and weatherproof as any car. Large sliding windows ensure adequate ventilation.

The starter is extremely powerful, and the engine bursts into life at once whether it is hot or cold. The gears are engaged on the positive stop principle. One moves the right-hand lever forward to change up, and back to select a lower gear; the movement is, in fact, identical to that of a Cooper 500. The clutch is a little on the fierce side, but a smooth start can be made after some practice. A fairly deliberate movement of the lever is best, to avoid any risk of missing a gear. A small separate control, which selects



*"The engine is easily the best two-stroke I have ever come across". (Above) The 174 c.c. Sachs motor is installed in conventional motor-cycle style. (Left) "No normal driver need ever fear that he will tip up his cabin scooter". Only by excessively fast cornering did Bolster manage to lift an inside front wheel.*



neutral from any gear, is a useful refinement.

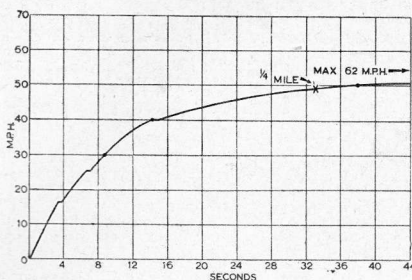
The engine is easily the best two-stroke I have ever come across. It is entirely free of four-stroking or any other vices, and pulls strongly from quite low speeds. It will run smoothly right up to 7,500 r.p.m. I averaged 85 m.p.g. on short journeys, and I think one could approach 100 m.p.g. when cruising steadily on a long run. There is no pinking on lower-grade petrol. The speed of 62 m.p.h. is far ahead of any other miniature car's performance, and on only 174 c.c. it really is beyond all praise.

The ride is fairly hard, but quite reasonably comfortable. The wheels stick down to the road very well over all surfaces, and the brakes are extremely powerful. One can corner quite fast, and under these conditions all three wheels leave black lines on the road. I did succeed in lifting the inside front wheel, but only by cornering at an insane speed on a reverse camber. No normal driver need ever fear that he will tip up his cabin scooter.

A feature that merits some discussion is the direct steering. One presumes that it has been chosen to appeal to those who have graduated from scooters or autocycles. For a car driver, though, it is much too quick, and it took me about 10 miles before I could hold the machine really straight at maximum speed. I would suggest a geared steering, perhaps with a wheel instead of handlebars, to be offered as an extra for car folk. The present steering is entirely accurate and the driving position is very comfortable, but I am sure that many prospective owners would prefer something less direct.

On a journey, one can put up a surprisingly good average speed. Driving gently, a conversation can be carried on in normal tones, and the car is not noisy. If the willing little motor is given its head, though, a pretty powerful booming sound blots out all but the loudest speech. For those who wish to whisper sweet

### ACCELERATION GRAPH



nothings, therefore, the cruising speed must be moderated accordingly.

The Messerschmitt is really beautifully made, and the appearance is most attractive. The interest aroused is immense, and if one pulls up outside a hostelry, the bar will empty in an instant. Everybody crowds round, and one soon finds oneself giving trial runs to all and sundry. Except for the warmth and comfort, it would easily be possible to forget that there was a roof at all, so light and airy is the interior. My passengers all remarked on this, and the cabin did not become objectionably hot, as one might expect. Among the extras available is a blind for very sunny weather, but this is not normally necessary.

Other optional equipment includes, believe it or not, a built-in radio. External luggage racks are also supplied if required. There is quite a useful parcel space behind the passenger compartment, and the rear seat can be instantly removed for the carriage of very bulky objects.

I enjoyed using the Messerschmitt enormously, and covered quite a large mileage with it. It is the kind of little machine that inspires an amused affection, and my children always referred to it as the Easter Egg. The look of amazement on the faces of many of the drivers that I passed on hills was always good for a laugh. Shouting and cheering often

broke out spontaneously from the pavements, and some people stood in an obvious daze, being apparently unable to believe what they had seen.

I was very impressed with the powerful lights, which gave a brilliant white beam. The flashing direction indicators were a useful and unexpected feature, too. There is, of course, no reverse gear, but this is seldom an inconvenience. I would call this an ideal shopping vehicle, and it is certainly a most practical means of transport.

The Messerschmitt Kabinenroller is a remarkable technical achievement. With its very advanced streamlining and super-efficient engine, it produces more economical speed than any other small car in the world. It is so well made that a long, trouble-free life is assured. Finally, the speedometer of the machine I tested was completely accurate, a virtue so rare as to be worthy of special remark.

### SPECIFICATION AND PERFORMANCE DATA

**Car Tested:** Messerschmitt "Kabinenroller" 2-seater coupé. Price £274 15s., plus £61 3s. 2d. P.T.

**Engine:** Fichtel and Sachs single-cylinder air-cooled two-stroke, 62 mm. x 58 mm. (174 c.c.), 9 b.h.p. at 5,250 r.p.m., 6.6 to 1 compression ratio. Bing carburettor. Siba coil ignition.

**Transmission:** By short enclosed chain to cork-lined three-disc clutch. Four-speed gearbox, with right-hand control, ratios 4.8, 6.2, 9.3, and 16.2 to 1. Final drive by semi-enclosed chain to single rear wheel.

**Chassis:** Triangulated tubular frame with steel body panels forming stressed skin. Independent front suspension by swing axles and rear suspension by trailing radius arms, bonded rubber units in compression all round. Interchangeable bolt-on steel disc wheels, fitted 4.00 x 8 in. tyres. Cable operated brakes on all wheels with  $\frac{1}{2}$  ins. x  $1\frac{1}{2}$  ins. drums.

**Equipment:** 12-volt lighting and starting. Flashing direction indicators, speedometer, hand-operated windscreen wiper.

**Dimensions:** Wheelbase, 6 ft. 8 ins. Track, 3 ft. 0 in. Overall length, 9 ft. 3 ins. Overall width, 4 ft. Height, 3 ft. 11 ins. Ground clearance, 6 in. Turning circle, 26 ft. Weight, 385 lb.

**Performance:** Maximum speed 62 m.p.h. Speeds in gears, 3rd 40 m.p.h., 2nd 27 m.p.h. Standing quarter-mile 32.5 secs., 0-30 m.p.h., 8.2 secs.; 0-40 m.p.h., 14.4 secs.; 0-50 m.p.h., 38 secs.

**Fuel Consumption:** Driven hard, 85 m.p.g.

## TWO-WHEELERS ON PARADE

Little Mechanical Progress Apparent at Earls Court Show, but Vincent Set Fully Enclosed Fashion on their Entire Range

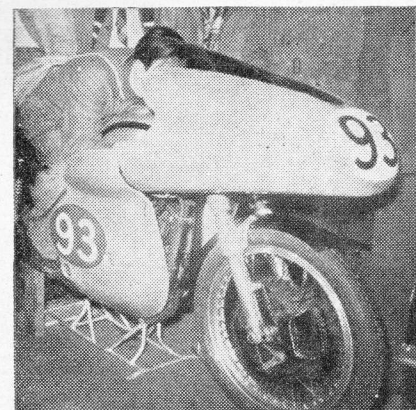
PERHAPS one expects too much, but the Cycle and Motor Cycle Show did not seem quite up to form this year. Some of the machines looked as though they might have been exhibited on the last ten occasions, and there was a sad lack of new engineering achievement. Possibly the brilliance of the Paris Salon, the sheer excellence of the London Motor Show, and the superb display of engineering masterpieces at the Commercial "do", have jaded one's palate. Nevertheless, this is certainly not the most exciting collection that has been assembled at Earls Court.

In spite of the lack of progress, certain trends are apparent in the motor-cycle development. The first of these concerns front forks. The direct-acting telescopic fork is definitely giving way to the pivoted type, in which a pair of forward-facing links carry the front wheel. This fashion has come from the Continent, but there are sound mechanical reasons for the change,

which is seen on machines of all sizes, right down to scooters.

Talking of scooters, a new version has made its appearance. These are rather more powerful than the ones with which we have become familiar, and have a wheel size half-way between those of a normal scooter and a motor-cycle proper. Examples are the 224 c.c. Dayton Albatross and the 199 c.c. Zundapp Bella. The latter is a very attractive machine which develops a full 10 b.h.p., and it can be supplied with a pretty little sidecar, in addition to the pillion seat. The makers claim 56 m.p.h., and this would be a most useful second vehicle for the car owner.

The well-known Lambretta scooter can be had with an immense amount of extra equipment, including an electric starter. These little machines are beautifully finished, and if only they were a little cheaper I couldn't resist buying one myself. The Vespa display featured a pretty popsy and a dog, riding hands off (the popsy, not the



STREAMLINING of racing machines has become accepted practice. This is Roy Amm's Senior T.T. Norton.

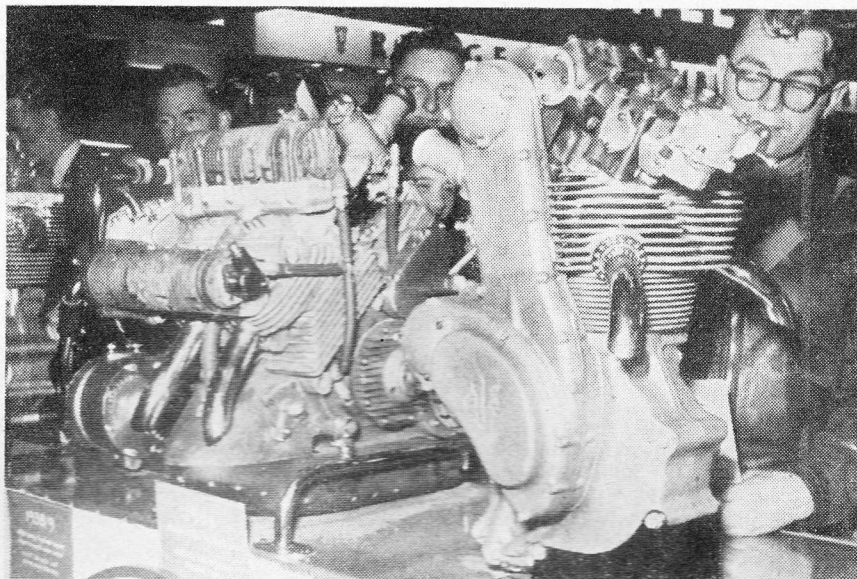
dog) on a tight rope. The action was so realistic that I had asked the young woman for her telephone number before I realized that she was a dummy. Other active dummies were those fat Michelin men, who were pedalling bicycles with an energy which it made one thirsty to watch.

The neat appearance and functional



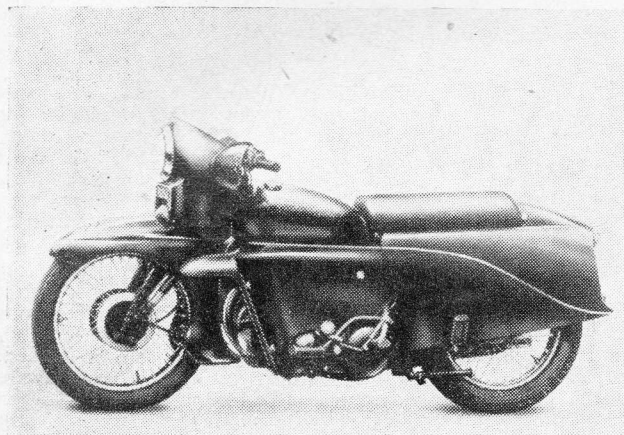
advantages of the scooter are spreading to bigger machines. Headlamps and minor controls are being built in, and the devices are slowly becoming a single design instead of the proverbial Christmas tree. The biggest "scooter" is the Vincent 1,000 c.c. twin, which appears this year in fully enclosed form. The body is of fibreglass, and the development work has been undertaken by R. G. Shattock, who, of course, sells plastic car bodies, too. It is claimed that one can now ride a Vincent in a lounge suit, but although the panels avoid any dirt being thrown up by one's own machine, they do not prevent mud being spattered by passing vehicles. However, it is certainly a step in the right direction.

Three-wheeled cars are always shown among the two-wheelers, and one was particularly impressed with the family model of the Bond Minicar. This has two face-sideways seats in the back, and at £236 (plus £49 14s. 7d. P.T.) it certainly represents cheap transport. The A.C. Petite is more expensive, but



**POWER-PACKED :** (Above) Two A.J.S. racing engines on show; the 350 c.c. single of the type which won the Junior T.T. this year, and the famous 500 c.c. parallel twin (behind).

(Left) Fastest production motor-cycles in the world the Vincent range of o.h.v. twins, also the 500 c.c. single, now feature this plastic enclosure.



boasts the advantage of having a saloon body. The Reliant has four cylinders instead of the air-cooled singles of the

others, but its price is too close to that of normal saloons with four wheels.

There are no new engines to tempt

the 500 c.c. car man, unless the flat-four Wooler has any possibilities. The streamlined Norton, which won the Senior T.T., could be studied, as could the "triple-knocker" A.J.S. that carried off the Junior T.T. at record speed. A.J.S. and Matchless both had a historical display of engines, which added greatly to the attraction of these two stands. Once again, we saw the fabulous 4-cylinder, water-cooled A.J.S., with Zoller supercharger, with which Walter Rusk used to go so fast in a very crooked line.

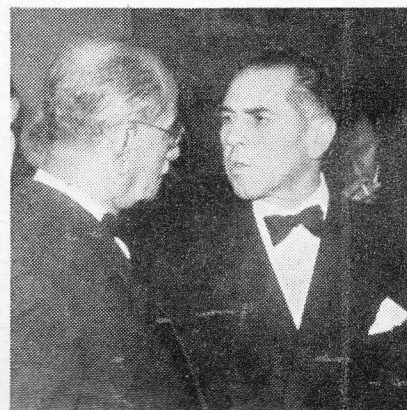
Some gloriously funny riding positions were seen, as the sporty boys queued up to "do a Geoff Duke" on the faster machines. One hope and prays that they will gain a bit of experience on something small before tackling these monsters on the road.

JOHN V. BOLSTER.

### THE LODGE DINNER

SELDOM have so many notables in the world of motoring, motor-cycling and aviation been assembled in one room as was the case at the Jubilee celebration dinner of Lodge Plugs, Ltd. In the chair was Mr. Bernard Hopps, managing director of Lodge, who also

received the guests. Main speakers were Sir Robert Renwick and Lord Brabazon of Tara. Lord Brabazon, during the course of his speech, pleaded earnestly for the return of the steam car—a rather curious plea when one remembers that the concern which gave the dinner depends for its livelihood on sparking plugs!



(Above) Ing. Gallo of Alfa Romeo talks with another well-known Italian engineer, Giulio Ramponi.

(Left) Also at the Lodge jubilee dinner were Alfred Moss, father of Stirling, publisher and commentator Nevil Lloyd, Basil Cardew of the Daily Express, Harry Louis of The Motor Cycle and Ken Gregory, secretary of the B.R.S.C.C. and racing manager to Stirling Moss.



**WINNER** Stan Jenkins, now leading for the B.T.D.A. "Gold Star" award, has a run at Hag Stocks 1—without success on this section.

THE Yorkshire Sports Car Club decided to find out just what these trials cars of today could do on 14th November, so their Pennine Trial was staged to include some incredible hills. At the end of the day, Stan Jenkins had not managed to get his Austin up any of the sections completely, but his efforts brought him the premier award.

There was nothing big at stake—no Star awards to consider—so the organizers and the 30 competitors alike set out to enjoy themselves.

Organizer Harry Tregenza sent the participants on a four-mile run from the Pack Horse Inn at Southowram, near Halifax, to Birdholme, a section by no means unfamiliar in Y.S.C.C. trials. The best effort here was made by the Trident, with Bert Cryer handling his light machine extremely well. That very much larger car, the Don Rayner Allard, was put to the muddy section with great gusto and Rayner climbed bril-



## IMPOSSIBLE PENNINE

### J. S. Jenkins (Austin) Wins Very Sticky Pennine Trial

liantly, only one sub-section less than Cryer. Reg Phillips, Alec Richardson and Jack Broadhead also did well.

Some two miles farther on, Hag Stocks was encountered. Markers galore on the wet, rutted, grassy hillside indicated tortuous routes to the "Section Ends" cards; so tortuous, indeed, that Maurice Wilde could hardly be blamed for saying, "Supposing we get anywhere, where do we go?"

On Hag Stocks 1 none did better than gain one mark out of a possible 10. F. V. E. Sampson (Ford) and Cyril Corbishley (C.C.S.4) were of this select band.

Hag Stocks 2 was a series of zig-zags on very wet ground and most failed to complete even one zig! Reg Phillips managed "zig-zag-zig" and got three marks, while K. Hepplewhite used his Mudlark well to score two.

Section 3 on this hillside was made difficult by an extremely bad take-off through a gate on to an adverse camber. Norman Carr (Trafford) did the job gently but quite successfully and Reg Phillips and Stan Jenkins were as good as any. In view of the large amount of car he had under him, Don Rayner did well to get through the gate. Coming quite late to the hill, Cuth Harrison also made a fine showing.

Sections 4 and 5 were on the same field, being both of fairly gentle slope but still on the treacherous mud and grass. Some idea of the nature of the going here is indicated by the fact that only three people scored marks on Section 4; Reg Phillips, Bert Cryer and Cyril Corbishley all overcame the initial difficulties to notch two points apiece.

Stan Jenkins put in an amazing bit of driving on the last of the Hag Stocks

frivolities. When everyone else was scrambling about near the side or struggling manfully to gain a point, Stan sailed up the slopes to improve his score by no less than seven. F. A. Rhodes (Moffordby) did better than many, but the V8-engined car went sliding sideways into a holly hedge.

A timed climb made here gave Reg Phillips a chance to show his sprint paces, his 15.1 secs. being just one second better than ex-racer Cuth Harrison's time. Jack Broadhead, in 17 secs., was fractionally better than Edward Harrison (Harford IV), and Don Rayner was by far the best of the opposite class boys with 21.4 secs.

After lunch another old favourite, Cromwell, was tackled twice, together with Park Nook. On Cromwell a holly bush seemed to hold a fatal fascination for many, but meanwhile some changes were seen amongst drivers and machines. Gordon Mosby, who until lunch time had been (more or less) content to sit alongside Maurice Wilde, found his position untenable (in his own words, he "wanted to go") and prevailed upon Cuth Harrison to let him handle the Airline Speedster (née Harford). This Cuth sportingly did, and jumped in alongside Maurice for an infrequent spell of bouncing.

Mosby replied with one of the best performances on Cromwell. Along with Alec Richardson, Norman Carr, Maurice Wilde, Donald Ackernley and Gordon Gartside, who was driving his recently completed fibreglass bodied Ford, he managed to gain nine points. Only Richardson and Jack Broadhead were able to complete the double, with nine marks at each attempt.

Park Nook is a welter of sections and although the area has often been used before, there are always new pieces to be found. The three sections used for the "Pennine" started with an unusual down-and-up manoeuvre of some 50 yards, where a wide approach near bushes was the right line. Too near to the bushes proved to be the downfall of one, at least, resulting in the



KICKING up the mud is Reg Phillips (Le Tout) on Hag Stocks 2—he made the best score here and won a first class award.



embarrassing experience of failing a section *downhill*. Stan Jenkins made a very delicate approach, with gratifying results, while Bert Cryer and Norman Coates (N.H.C.) used considerable guile.

The second section was short and, in fact, very brief indeed for many. Donald Ackernley had a good deal of vocal encouragement, but it availed him naught. However, he did get around the corner to a short, very steep, mud bank. But even here Sampson, Phillips, Ackernley and Broadhead only managed the halfway mark.

WILSON ROGERS.

#### Provisional Results

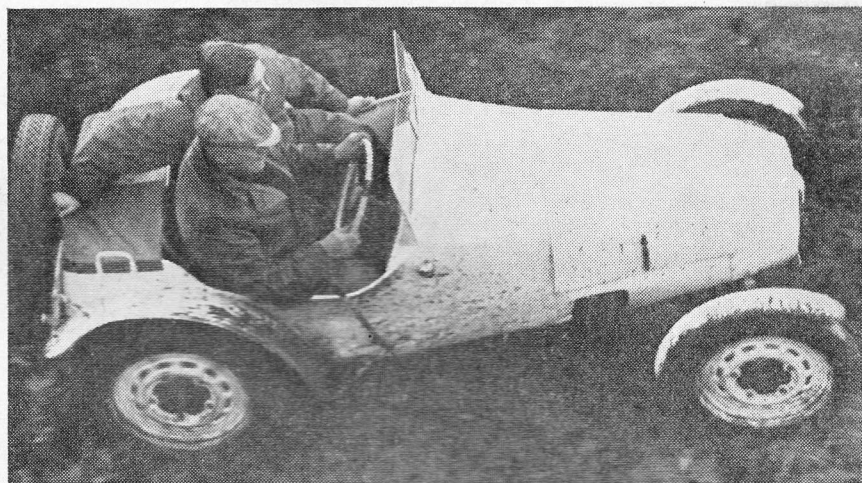
**Best Performance (Lister Trophy):** J. S. Jenkins (Austin), 42 marks.

**Passenger Award:** Arthur Scott.

**Best in opposite class:** D. S. Rayner (Allard), 18.

**First Class Awards:** R. W. Phillips (Le Tout), 36; H. H. Cryer (Trident), 40; J. C. Broadhead (Ford), 39.

**Team Award:** "The Autosports" (H. H. Cryer, N. H. Coates, and J. S. Jenkins), 113.



PLAN VIEW of F. A. Rhodes in action on Hag Stocks I in the neat-looking Mosfordby Ford special.

# France . . .

## THE PROSPECTS FOR 1955

THE end of the Indo-China war was greeted with great relief by the entire French nation. However, it has also brought its problems. For example, the Bugatti works, which were rebuilt with aid of the French railway company whose oil-engines were maintained at Molsheim, had been devoted to the construction of A.F.V. engines.

Last year work was started on the new Type 251 Bugatti G.P. machine, designed by Signor Colombo of Alfa Romeo and Ferrari fame. This car was planned by M. Boloré, the "cigarette paper king" who married Mme. Bugatti, as a prestige machine to coincide with the re-entry of Bugatti in the high-grade touring and sports car market. M. Boloré, an extremely wealthy man, ploughed back all the profits from the railway engines maintenance into the factory. As a result, under the guidance of former works driver Pierre Marco, the concern emerged from its post-war state of almost complete destruction, to a prosperous business which had a turnover last year of £1,700,000.

Unfortunately, the cessation of armaments contracts has hit Bugatti badly, and the prototype of the Grand Prix car, which has cost over £60,000 already, is lying in a workshop. Few technical details of this vehicle are available, but it is known that the engine is a straight-eight with two overhead camshafts, and a bore and stroke of 76 x 68.5 mm. (2,500 c.c.). The oil pump and twin Marelli magnetos are gear-driven, and the crankshaft is carried in 10 main bearings. The gearbox, in unit with the engine, has five forward speeds. Suspension is by helical springs, and is said to be non-independent at the front. Other details include the use of side-mounted, aviation-type plastic fuel tanks, and special Borrani wheels which, as reported in AUTOSPORT, were supplied to Mercedes-Benz during their tests at Rheims. Bosch fuel-injection has been tried, but it is not known whether this will finally be adopted—particularly as

Mercedes-Benz have been carrying out experiments with Weber carburettors.

It seems likely that there will be some delay in completing the machine and it is estimated that the Bugatti programme will take about six months longer than was anticipated. Six cars are being constructed, but one difficulty will be drivers, as there are very few Frenchmen of sufficient experience for Grand Prix

**by Gerard  
Crombac**

racing. The prototype is expected to be ready for track testing early in the spring of 1955.

Meanwhile, the prestige of French G.P. racing will continue to be upheld by Amedée Gordini, as Talbot have also been affected by the end of armaments contracts. The new V-12 engine, used in armoured fighting vehicles, was being produced on a fairly large scale, and was also being modified for racing.

During 1954, French papers continue to headline the activities of Gordini, whose financial situation is said to be alarming. Actually, it can be revealed that Gordini's main sponsors are the Belgian Engelbert tyre concern and the organizers of French races who realize that the absence of blue cars would mean a drop in attendance of around 40 per cent.

Gordini's failure to win any really important event (apart from the Tour de France Rally) has suggested to his sponsors that he does not make the best use of the funds made available to him, and that he is chasing too many hares. Gordini's reply is that he has to race every week-end, as his small factory depends for its survival on the starting money received.

Now the name of a Le Mans garage

owner, M. Garcynski, has been linked with that of Gordini. M. Garcynski does not intend to invest his own money in Equipe Gordini, but to undertake commercial management and keep the sponsors informed about Gordini's progress.

However, Gordini has other plans. His six-cylinder engine is by far the most potent piece of machinery to exist in France, and many manufacturers are interested. Unlike the British plan of putting hotted-up touring engines in sports car chassis (e.g., Triumph TR2, Jensen, Austin-Healey, Morgan, etc.) some French manufacturers would like to fit a really hot engine in their standard touring chassis. In point of fact, Gordini has carried out many experiments for some considerable time on a Ford "Comète". I have attempted to follow this car in traffic, and it certainly does motor! The main problems were to make the transmission reliable, and have adequate brakes.

With the absorption of the French Ford concern by Simca, this project was abandoned. Nevertheless, Gordini's name continues to be associated with Simca, whose new sports car exhibited at the recent Paris Salon met with a very mild reception. Performance was on a par with the M.G. TF, and the car was twice as expensive. Simca have been toying with a 2½-litre Talbot engine, but the factory is run by a team of Italian businessmen and engineers, who much prefer the neat twin-o.h.c. Gordini unit, to the staid push-rod Talbot engine. Again, it is said that a Renault "Frégate", one of the best French cars as regards steering, road-holding and braking, has been fitted experimentally with a Gordini engine.

Whatever the future has in store, it is true to state that French prospects in Grand Prix racing are not particularly bright. Even if any of the Gordini-cum-bug manufacturers' schemes should come to fruition, one wonders whether he would have sufficient time to design, build and prepare the cars he needs to compete against Mercedes-Benz, Ferrari, Maserati and so on. The new Formula 1 D.B.-Panhard, with its 60 b.h.p. supercharged 750 c.c. engine, is certainly not the answer to France's problem—even on twisty circuits!

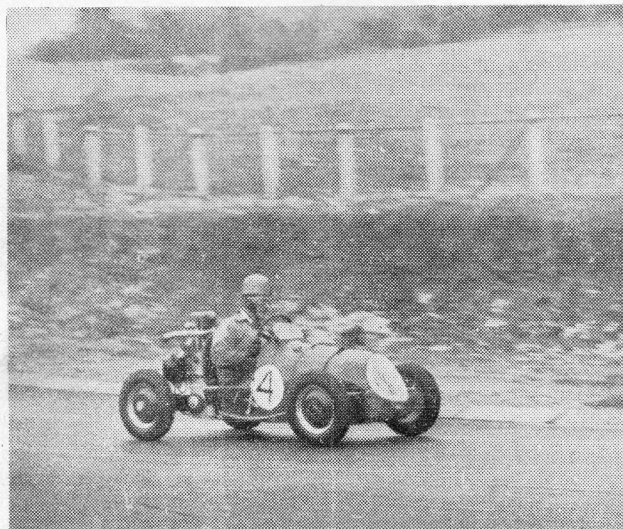


# QUARTER-LITRE CLUB

## 250 Motor Racing Club's First Rehearsal at Brands Hatch

SHADES of the Edwardian days! Before the Kaiser War they called a 3-litre racing car a *voiturette*. In the '20s they halved the capacity for this class to 1,500 c.c. Came the Hitler War, during which the seeds were sown for a new and really small car class—500 c.c.—which emerged in 1946, and by 1948 became internationally established as Formula 3. The "midgets" have progressed ever since, at fair cost, however, to the

**TAKE A PEEK:** (Right) The 249 c.c. 4-valve Rudge motor of Ken Harris's Arnott-based "250" receives attention from Harris himself (apparently decapitated!) and from interested on-lookers.



simplicity and cheapness which originally was the strongest point made by their advocates.

Where, then, do impecunious would-be racers go from there, to find that cheaper racing which has so long been sought? The 750 Club offers one recipe, but a new and growing group of enthusiasts have adopted different and rather surprising means to the desired end—by bringing the capacity limit down to 250 c.c.!

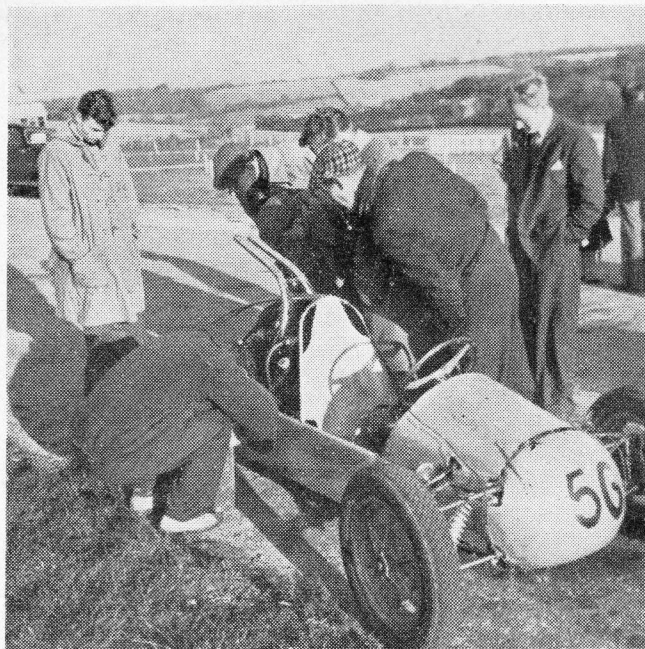
It all started when we published a letter from A. F. Budd, of South Kensington, in our Correspondence columns in the 22nd January, 1954, issue. Mr. Budd's letter, which we headed "Formula Flea", suggested the formation of a club to introduce 250 c.c. racing as one possible solution to the cheaper racing problem, and one promising a good deal of fun if not very high speeds. Various letters followed, decrying this theory, but Budd and a nucleus of fellow-enthusiasts pursued their aim undaunted, and brought the 250 Motor Racing Club into being.

Now, less than a year later, the club is an established body, with supporters in many parts of the country, a membership of nearly 70 fully paid-up members, and a potential of many more, to judge from the inquiries, totalling over 1,000, which founder and secretary Arthur Budd has received. Several cars are now under construction, and two Saturdays ago the club held their first try-out at Brands Hatch. This was a modest

affair, with only two of the promised four cars turning out to see if 250 car racing "would work". One of the cars, not surprisingly, proved to be an adapted Formula 3 chassis—an ex-Gerald Smith Arnott, equipped by new owner Ken Harris with rear swing axles and one of those potent little 4 radial-valve Rudge engines basically of the type which have propelled Tyrrel Smith, Graham Walker and Jimmy Simpson to victory in three lightweight motor-cycle T.T.s during the early '30s.

Before an interested crowd of on-lookers, Harris took this vehicle round Brands at a gentle initial pace, then opened up to reach quite a surprising speed for a "half half-litre". The second machine, Dennis Currant's "Beastie", was very different, as the photograph shows. Far more of "midget car" concept, with diminutive wheels and somewhat elementary suspension and steering, its completion had been rushed in order to support the Brands rehearsal. Jury rigged on a high platform behind the driver was a 250 c.c. push-rod o.h.v. New Imperial engine, circa 1930-33, driving by chain through a 3-speed gearbox to a solid rear axle suspended by pivoted trailing arms, the forward ends of which compressed large helical springs. After an initial display of temperament, the "Beastie" perked up, and Currant put in several laps at fair speed, outstripping the attendant B.B.C. A40 which strove to keep up along the straights.

Like many an early rehearsal of a successful play, the afternoon's activities



★  
"BEASTIE": (Left) Dennis Currant's New Imperial-engined midget proceeds round Brands Hatch during the 250 M.R.C.'s first outing.  
★

could be described as inauspicious—but then, so were the initial outings of the 500 Club, later to become the Half-Litre Club, and now the British Racing and Sports Car Club. As the bright organ of the 250 M.R.C. *The 250 Journal* says, the movement is "growing like a beanstalk in a pantomime", and several interesting cars are on the way. Member McArdle, who journeyed right from Leeds for the Brands Hatch gathering, tells of four machines being produced by local Yorkshire enthusiasts, with J.A.P. engines as probable power plants; John Pickles, of Cambridge, contemplates a B.S.A.-powered car; Basil Eames, of London, proposes the use of a BMW-engine—presumably one of the small singles—and using the original shaft transmission to drive the rear wheels; cars are building in Southampton and in Scotland, while Dennis Currant plans a fibreglass bodied "250". And there are others, some still in the "sketch on the inside of a cigarette packet" stage, some for which materials are already being hunted out, and some already on the trestles taking shape.

Costs are, of course, the primary consideration in this new form of cheap racing. Thus, amongst the 16 stipulations in the specification drawn up by the 250 M.R.C. we find the maximum cost figure restricted to £150, which must include any work other than that carried out by the builder, e.g., re-sleeving, honing, grinding, welding, replacement parts, etc. And just in case any genius can contrive to borrow a lightweight racing Guzzi, DKW or N.S.U. or some such highly desirable and expensive engine, the market value of a loaned engine is to be included in the total cost. Expendable items such as tyres, tubes, plugs, nuts and bolts, etc., will not, however, be included. Other excerpts from the book of rules include the barring of superchargers, compulsory fitment of four-wheel brakes and hand-brake; a minimum wheelbase of 6 ft., track of 3 ft. 6 ins., and ground clearance of 4 ins., and fuel not to cost more than 10s. per gallon. Cars must consist

(Continued on page 718)



# CORRESPONDENCE

## Doctor Problem

I SHOULD like to raise a question which seems of importance to all rally entrants, but particularly to doctors competing in such events. Should a time allowance be given for doctors delayed by giving medical attention in case of an accident? Presumably it is agreed that doctor competitors are morally obliged to do so, and to stay until ambulance or other medical aid arrives unless injuries are only trivial. If this obligation is admitted, is it more fair to call such delay *force majeure* and penalize one type of competitor, than to allow a time neutralization, if required, in circumstances which can easily be checked?

Such delay occurred to me on the recent M.C.C. Redex Rally, and at the next control I was told that I should continue on a new time schedule. This was agreed up to, and including, the final control at Hastings, but when the results were published we were listed as O.T.A. Ystalyfera—the control following the accident. The stewards subsequently informed me that no special dispensation can be given for doctors.

If this ruling is universal it would be interesting to know what non-medical competitors feel about it. If injured themselves, would they feel quite happy if a passing doctor did not stop and stay as long as necessary? One knows quite well what relatives and the general public would say in such a case.

If there is no time allowance for doctors they are handicapped from the start and liable to be out of any rally for which they enter because someone else goes off the road. Since such an event is beyond their control, accidents will probably not usually happen just because the doctor competitor is in need of a time neutralization, so the organizers need not be afraid that the concession would be abused. This seems an appropriate time to raise this point, as in the recent M.C.C. event there is no question of its having any effect on the awards list, but this might not always be the case.

M. D. KELLEHER.

BOURNEMOUTH.

## Xmas Brands A.1.

HURRAY for the British Racing and Sports Car Club (I nearly said Half-Litre!)

What a courageous bunch they are. Who else would dare to stage a race meeting on Boxing Day?

And what welcome news for the racing enthusiast, who usually has to make do with watching muffled-up characters tearing up muddy hills in the winter months.

Let us hope that the weather is kind, because a large crowd is sure to attend.

Once again, B.R.S.C.C. (Phew!) my hearty salutations.

FRANCIS A. C. BARNARD.

TONBRIDGE, KENT.

## The Aintree Controversy

How many selfish people are there in the South? I find myself asking that question after reading a number of letters in AUTOSPORT regarding Aintree and the British Grand Prix.

Having made the 500-mile round trip to "Internationals" at Silverstone since the early days (without complaint!) I feel that the lady in Kent, who travels a mere 250 miles, could either start a little earlier or increase her compression.

P. Dendy states that Aintree is not accessible. Now really, Mr. Dendy, would you say that Silverstone was a model for comparison? Not at all, either by road or rail. I haven't forgotten those 8-9 p.m. exits yet.

Anyway, what is wrong with Aintree? Very little. The surface is the best in Britain and even rivals Sarthe for smoothness. A main road runs alongside—traffic control is rapid. Circuit amenities are adequate and promise to be even better.

Aintree is more evenly accessible by everyone, even our Scottish friends—whom the critics don't seem to consider. After all, it is the BRITISH Grand Prix.

W. A. THOMPSON.

HEATHCOTE, ALLENDALE.

SINCE the R.A.C. decision to hold the 1955 British Grand Prix at Aintree instead of Silverstone there have been many objections to this choice, so here is a list for and against the two circuits.

### For Aintree:

1. It possesses an excellent surface.
2. The circuit corresponds to a road in width.
3. Good spectator facilities in the stand area.

### Against Aintree:

1. It is flat, featureless and just as artificial as an aerodrome.
2. There is a complete lack of atmosphere due to the industrial wilderness of smoke and grime in which it is situated.
3. It is in an isolated position relative to the rest of the country.
4. The spectators on the major part of the circuit are a long way from the circuit due to the intervening horse racing course.
5. Prices that are fantastically high, even for a motor race.

### For Silverstone:

1. Ideally situated relative to the rest of the country.
2. Pleasant surroundings.
3. A definite racing atmosphere at all the meetings there.

### Against Silverstone:

1. It is a flat, bleak aerodrome.
2. Excessive width (this is a desirable factor to have when training drivers and, therefore, suitable for a club meeting but it does not justify a Grand Prix meeting).

From this summary it appears that Silverstone has less against it compared with Aintree, but Silverstone is far from ideal.

All this emphasizes a fact frequently put forward, that Britain needs a true Grand Prix road-racing circuit.

REDNAL, NEAR BIRMINGHAM.

M. J. MANSELL.

I SHOULD like to add my voice in protest to the general chorus raised against the removal of the British Grand Prix from Silverstone to Aintree.

The reason given by the R.A.C. for this change of venue is feeble in the extreme. They say that the British Grand Prix, 1955, is being held at Aintree to give Northern enthusiasts a chance to see the race, not that Aintree is a superior course (we all know it is far from that).

Most of the countries of Western Europe have one recognized venue for their respective Grands Prix. France has Rheims; Italy, Monza; Germany, the Nürburgring; and so on.

The majority of the European countries participating in Grand Prix racing are considerably larger than Great Britain, but one does not hear of Germany, Italy or France moving their Grand Prix meetings to give people in various localities a chance to see the race.

They choose one good venue, develop it, and people travel great distances to get there.

The real reason, I suggest, for the change of locality for the British Grand Prix is a monetary one, and the motor racing public is expected to be the goose that lays the golden egg.

BANBURY, OXON.

S. G. MIRON.

MUCH as I regret to agree with "Rebel" ("Correspondence", 12th November issue), he has hit the nail squarely on the head when he asks if finance is rearing its ugly head and causing the Grand Prix to be transferred from Silverstone to Aintree. Not only that, but the thought does occur to me that the B.R.D.C. and B.A.R.C. have combined forces to monopolize the International meetings to the exclusion of go-ahead smaller clubs, who in the past two years have come a long way in the promotion of important races.

Most of your correspondence is from folk who are offering the spectator's point of view in the change of venue, but how about the competitors?

At Aintree the competitor is given the impression that he is there on sufferance and he should be thankful that he has been allowed to race his car for the benefit of the promoters. People who just have "not got a clue" interfere and become little dictators. Oulton Park on the other hand have a totally different approach. There they do all they can to assist, allowing extra practice after one has run into trouble, and so

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We are delighted to receive letters intended for publication. The Editor is not, of course, bound to be in agreement with opinions expressed by readers.



## NEWS FROM THE CLUBS

By Wilson McComb

BRITISH club bulletins are usually humorous, and their American counterparts follow the same fashion with, of course, a touch which is all their own. Quite one of the most amusing publications which comes to me from across the Atlantic is *Lisca News*, the official organ of the Long Island Sports Car Association, which features a series of "gag" advertisements by one Frank Druen. These have recently offered a "Continental tire kit" in the form of a vertical spare wheel to fit on the front of Volkswagens, and "Twice Thru" dual exhaust pipes for all Porsche models ("twice the noise with only a slight increase in engine back pressure"). One of *Lisca's* members, Dick Leibert, has thus been inspired to advertise the New Automatic Drift Indicator, available with a \$3.50 extra—a small music box which plays "Nearer My God to Thee" ("beautiful tone"). Best of all, I like the simple, sombre sentence which appears on the October issue's front cover: "Drive carefully—the wife you save may not be your own. . . ."

THE Herefordshire M.C. are running their second Night Rally this weekend (27th/28th). Starting at 10 p.m. tomorrow night it should finish around 9 a.m. Sunday morning. Clubs invited to participate are the Worcestershire, Hagley and District, Pembrokehire, Severn Valley, Welsh Counties, Bridgnorth and District and the V.S.C.C. Starting point is Messrs. James Fryers' Garage, Widemarsh Street, Hereford. . . .

### THAMES ESTUARY A.C. "KITTEN'S EYES" RALLY

THE Thames Estuary Automobile Club held their "Kitten's Eyes" Pairs Rally on Saturday, 20th/Sunday, 21st November. The start was at the Mill Garage, Woodford, from which point cars were timed out in pairs at two-minute intervals. Seventeen pairs were entered. There were no non-starters.

On the first section each member of a pair had to follow a different route terminating at a control in the Southend-on-Sea area, maintaining the same average speed between intermediate controls on their own particular route. Apart from the customary penalties for lateness or for failure to visit route checks, pairs were severely penalized for failing to report at time controls together. The routes for each section were so arranged that each member of a pair should have covered approximately 220 miles on the whole event.

On the second and subsequent sections where route checks had to be visited, each check had to be visited once by any one member of a pair. It was also necessary for them to arrange a rendezvous to enable them to report at time controls together. The second section, in

FORD ANGLIAS were prominent at the Hants and Berks M.C.'s last driving test meeting, winning three out of five awards. Here P. Kingett rounds one of the markers on the dirt track at California-in-England, Berks.



The Alvis Register are planning a three-cornered navigation and driving test event for the spring, in collaboration with the Sunbeam and Humber Registers. Meanwhile there are a number of social meetings around the country to while away the long winter evenings. . . . The Liverpool Motor Club's Hot Pot Dinner on 1st December looks to be a trial of the plugging variety, according to the regulations they have issued. The course is said to be of a simple non-damaging nature, if taken slowly and with care, though the onus of finishing rests with the entrant, no outside help being allowed. All entrants will be in the same class and there will be no limit except that governed by the capacity of the individual! . . . The Mid-Thames C.C. (do the members live on house-boats?) are holding their Novices' Rally on 5th December, starting at 2 p.m. from the Angler's Hotel, Teddington. . . . The Newquay M.C. and L.C.C.'s Night Navigation Trial starts tomorrow night and the first car away leaves Hilgrove Road car park at 6 p.m. Prizes to the value of some £120 are at stake. . . . The

Yorkshire centre of the B.A.R.C. are putting on no less than six full-scale film shows before the end of March and a very lively programme of motor-racing celluloid it looks, too. They are also running a strange event called a "Night Monkey Puzzle" tomorrow night (27th). This seems to be a lighthearted affair in which competitors rummage around the countryside looking for the oddest objects. . . . The West Essex C.C. are allowing themselves the luxury of a Christmas Party and a New Year's Eve Dance, the former on 17th December and the latter, believe it or not, on the 31st. They have a new Competitions Secretary now: Jack Beagle, 2 The Leas, Avon Road, Upminster, Essex, and the Hon. Secretary's new address is "Moorlands", Moor Lane, Cranham. . . . The London M.C.'s Jubilee Dinner, Dance and Prizegiving will take place at the Park Lane Hotel, London, on 7th December. . . . The Singer O.C.'s round of Christmas parties includes a Southern Centre affair on 12th December at the Feathers, Wadesmill, Herts, and one for the Sheffield boys on the 14th. . . . The North London Enthusiasts C.C. are holding a Christmas Run on 19th December, to take place in London. Just as well it is on a Sunday! The club's annual dinner-dance is destined for 7th January. . . . S. C. H. "Sammy" Davis has consented to become patron of the Alvis O.C., membership of which club has increased by some 200 during the past year. All Alvis owners will be welcomed at the next Southern Centre meeting at the Duke of York, Great West Road, Brentford, on 7th December. . . . The annual dinner and dance of the Ulster A.C. will be held at the Grand Central Hotel, Belfast, on 10th December. Tickets are obtainable, price 25s., from the club H.Q. at Donegall Chambers, Donegall Place, Belfast. . . . The 10th Chiltern Hills Trophy Trial, organized by the Chiltern C.C., takes place on 5th December, starting at High Wycombe. Clubs invited are the London, Falcon, Hants & Berks, North London Enthusiasts, Maidstone and Mid-Kent, Kentish Border and Bristol M.C. & L.C.C. Entries close on Monday (29th) and should be sent to G. L. Holdrup, 50 Finchley Park, North Finchley, London, N.12. . . . BMW C.C. members will hear Cdr.(E) P. S. Wilson, A.F.C., R.N., give a talk at 7.30 p.m. on 9th December at "The Winning Post", Chertsey Road, Whitton, near Twickenham.

#### Provisional Results

Best Performance: F. A. Pye (Wolsley 12/48) and R. Randall (A40 Sports).

Next Best: P. J. Justeson (TR2) and A. S. Macdonald (H.R.G.).

First Class Award: L. N. Needham (M.G. TC) and C. G. Moore (TR2).

Second Cl's Awards: P. A. Diggins (Minor) and S. Wilcox (TR2); A. Freeman (A70) and A. C. Hudson (Javelin).



# SCOTTISH CLUBS CONFER

## R.A.C.'s Attitude to Scotland Criticized at Scottish Automobile Clubs' Conference

ON 5th November the representatives of the Scottish motoring clubs gathered in the Royal Scottish Automobile Club for their annual conference. Tom Forrest, founder member of the Scottish Sporting Car Club and member of the competitions committee of the R.S.A.C., was elected to the chair and, in the absence of A. K. Stevenson through illness, his assistant, Allan J. Adam, took over the secretarial duties. Initial business concerned the planning of next year's Scottish calendar. This was disposed of with remarkable dispatch considering the number of events on the proposed programme. A pleasant feature of the discussion was the willingness of club representatives to accommodate their fellows and prevent dates clashing, while everyone was happy to give precedence to certain events which are hardy annuals in Scotland's sporting scene.

The arranging of the calendar was followed by discussion of general interest, in which the R.A.C. came in for some criticism. G. M. Smellie (Lanarkshire M.C. & C.C.) and Dr. J. Watson (South of Scotland C.C.) complained of dilatory methods in dealing with correspondence. They received general support over this complaint and W. L. B. Callander (Scottish Sporting Car Club) said that some Scottish events had, in consequence, to be run before the permit for them had arrived. It was agreed that the matter had reached serious proportions and, through the chair, A. J. Adam was requested to write the R.A.C. and see what could be done.

There was also some criticism concerning the recognition of new clubs. Tom Forrest assured G. M. Smellie and Dr. J. Watson that the procedure was for the R.A.C. to contact clubs in the area before recognizing new clubs and was informed that in Lanarkshire and in the south of Scotland area this had been done without prior consultation.

D. Burns, representing the Dumfries and Dist. M.C. & C.C., remarked that his club had recently received recognition, but it was far from being a new club.

Dan McKay, who was representing both the Lothian Car Club and the Winfield Joint Committee, was patently dissatisfied with the R.A.C.'s attitude to Scotland and considered that Scottish affairs received too little consideration. He was of the opinion that the associated clubs in Scotland should unite in sending a delegate to the annual conference in Pall Mall to express the Scottish viewpoint or, better still, that the R.S.A.C. should govern Scottish sport and have a seat at the meetings of the F.I.A.

He received whole-hearted support from G. Johnstone (Scottish Motor Racing Club) but W. L. B. Callander—while admitting to being as nationalistic as anyone—reminded the club representatives that clubs in both the north and the south of England were, if anything,

stronger numerically than those in Scotland and might well consider that they had equal rights to representation at R.A.C. meetings.

Chairman Tom Forrest pointed out that the neglect of Scotland was no new grievance, but the R.A.C. represented Great Britain and it was up to the Scottish clubs to find a method of getting their views across, using the present arrangements to the best advantage.

G. M. Goudie, of the R.S.A.C. competitions committee, reminded the club representatives that the R.A.C. run the competitions department at a loss, a thought worth bearing in mind when alternatives were being talked about.

Dan McKay still regretted the fact that Scottish interest was not represented on the F.I.A., for the dates of next year's International race meetings had been announced and no date had been allocated to Scotland. He was anxious that Scotland should have an Interna-

tional race meeting next year and, to that end, the Winfield Joint Committee had made application for one in October; he hoped that he would receive the support of the other Scottish clubs.

W. L. B. Callander remarked that the W.J.C. had allowed this year's International permit to go to Mrs. Topham for use at the last B.A.R.C. meeting on the Aintree circuit, and that if they wanted one for next year their application should have gone in some time ago.

Dan McKay said that the W.J.C. had received no notification to put in an application for an International permit, and although it appeared that these were allocated, they intended to press for one and were now in correspondence with the R.A.C. about the matter.

Tom Forrest then brought the meeting to a close by wishing the Winfield Joint Committee good fortune in their application, and by assuring the Scottish club representatives that A. J. Adam would write to the R.A.C. about the points raised concerning correspondence and club recognition.

The conference ended with W. L. B. Callander proposing a vote of thanks to Tom Forrest for his able and amiable chairmanship and to the R.S.A.C. for their hospitality. These were heartily accorded.

A. N. F.

## PROVISIONAL SCOTTISH DIARY FOR 1955

### JANUARY

January 22nd: S.S.C.C., Starlight Rally (C).  
January 23rd: South of Scotland C.C., Navigation Rally (C).

### FEBRUARY

February 16th: Lothian Car Club, Gymkhana (C).  
February 19th: Scottish Sporting C.C., Moonbeam Rally (C).

### MARCH

March 5th/6th: Falkirk & District M.C., 2-Day Rally (C.I.). March 9th: Lanarkshire M.C. & C.C., Evening Rally (C). March 12th: Scottish Sporting C.C., Night Navigation Rally (C). March 13th: M.G. Car Club, Autocross, Central Scotland (C). March 19th/20th: South of Scotland C.C., Night Navigation Rally (C). March 26th: Riley M.C. (Lowland), Candlelight Rally (C). March 27th: Lothian Car Club, Autocross (C.I.).

### APRIL

April 3rd: South of Scotland C.C., Gymkhana (C). April 3rd: Aberdeen & District M.C., Williamson Trial (C). April 9th/11th: Scottish Sporting C.C., Highland 3 Days Rally (N). April 16th: Falkirk & District M.C., Rally (C). April 17th: Winfield Joint Committee, Race Meeting, Charterhall (C.I.). April 23rd or 24th: M.G. Car Club, Test Teasers (C.I.). April 24th: Riley M.C. (Lowland), Gymkhana (C). April 30th: S.M.R.C., Race Meeting, Kircaldy (C.I.).

### MAY

May 1st: Lothian Car Club, Rally (C.I.). May 7th: Civil Service M.A., Scottish Gymkhana, Falkirk (C.I.). May 8th: South of Scotland C.C., Galloway Hundred (C). May 14th/15th: M.G. Car Club, Week-end Rally, Perthshire (C). May 15th: Riley M.C. (Highland), Trial (C). May 28th: Aberdeen & District M.C., Race Meeting, Crimond (C). May 30th/June 3rd: R.S.A.C., Scottish Rally (I).

### JUNE

June 5th: Riley M.C. (Highland & Lowland), Inter-Centre Trial (C). June 5th: South of Scotland C.C., Hill-Climb (C). June 11th: Scottish Sporting C.C., Inter-Club Gymkhana (C.I.). June 12th: Falkirk & District M.C., Gymkhana (C). June 18th/19th: Lanarkshire M.C. & C.C., All-night Rally (C.I.). June 19th: South of Scotland C.C., Gymkhana. June 25th: Scottish Sporting C.C., Hill-Climb, Bo'ness (N). June 26th: Lothian Car Club, Sprint or Rally (C.I. or C).

### JULY

July 2nd: R.S.A.C.: Hill-Climb, Rest-and-Be-Thankful (N). July 3rd: Scottish Sporting C.C.,

Driving Tests and Sprint, Roseneath (C). July 9th: Riley M.C. (Highland), Gymkhana (C). July 9th: M.G. Car Club, Hill-Climb, Edinburgh (C.I.). July 10th: Winfield Joint Committee, Race Meeting, Charterhall (C.I.). July 17th: South of Scotland C.C., Circular Rally.

### AUGUST

August 6th: S.M.R.C., Race Meeting, Winfield (C.I.). August 13th: Aberdeen & District M.C., Race Meeting, Crimond (C.I.). August 20th: Riley M.C. (Highland), Sprint or Autocross (C.I.). August 21st: Falkirk & District M.C., Bairs Trophy Rally (C). August 21st: South of Scotland C.C., Gymkhana (C). August 27th or September 3rd: Lanarkshire M.C. & C.C., Afternoon Rally (C).

### SEPTEMBER

September 3rd: Winfield Joint Committee, Race Meeting, Charterhall (N). September 4th: Aberdeen & District M.C., Gymkhana (C). September 10th: Scottish Sporting Car Club, Hill-Climb, Bo'ness (C). September 11th: Riley M.C. (Lowland), Pathfinder Rally (C). September 24th: Aberdeen & District M.C., Race Meeting (C.I.). September 24th/26th: Scottish Sporting Car Club, Heather Rally (C.I.). September 25th: Lothian Car Club, Gymkhana (C.I.).

### OCTOBER

October 1st: Winfield Joint Committee, Race Meeting, Charterhall (N). October 8th/9th: South of Scotland Car Club, Ayrshire Rally (C.I.). October 9th: M.G. Car Club, Autocross, Edinburgh Area (C). October 15th/16th: Riley M.C. (Highland), Aberdeen & District M.C., Night Navigation Rally (C). October 22nd: Riley M.C. (Lowland), Glow Worm Rally (C). October 23rd: Lothian Car Club, Autocross (or Rally) (C). October 29th: Lanarkshire M.C. & C.C., Afternoon Rally (C). October 30th: M.G. Car Club, Moorfoot Trial/Rally, Lothians (C.I.).

### NOVEMBER

November 7th: South of Scotland C.C., Night Navigation Rally (C). November 12th: Scottish Sporting Car Club, Anniversary Run (C).

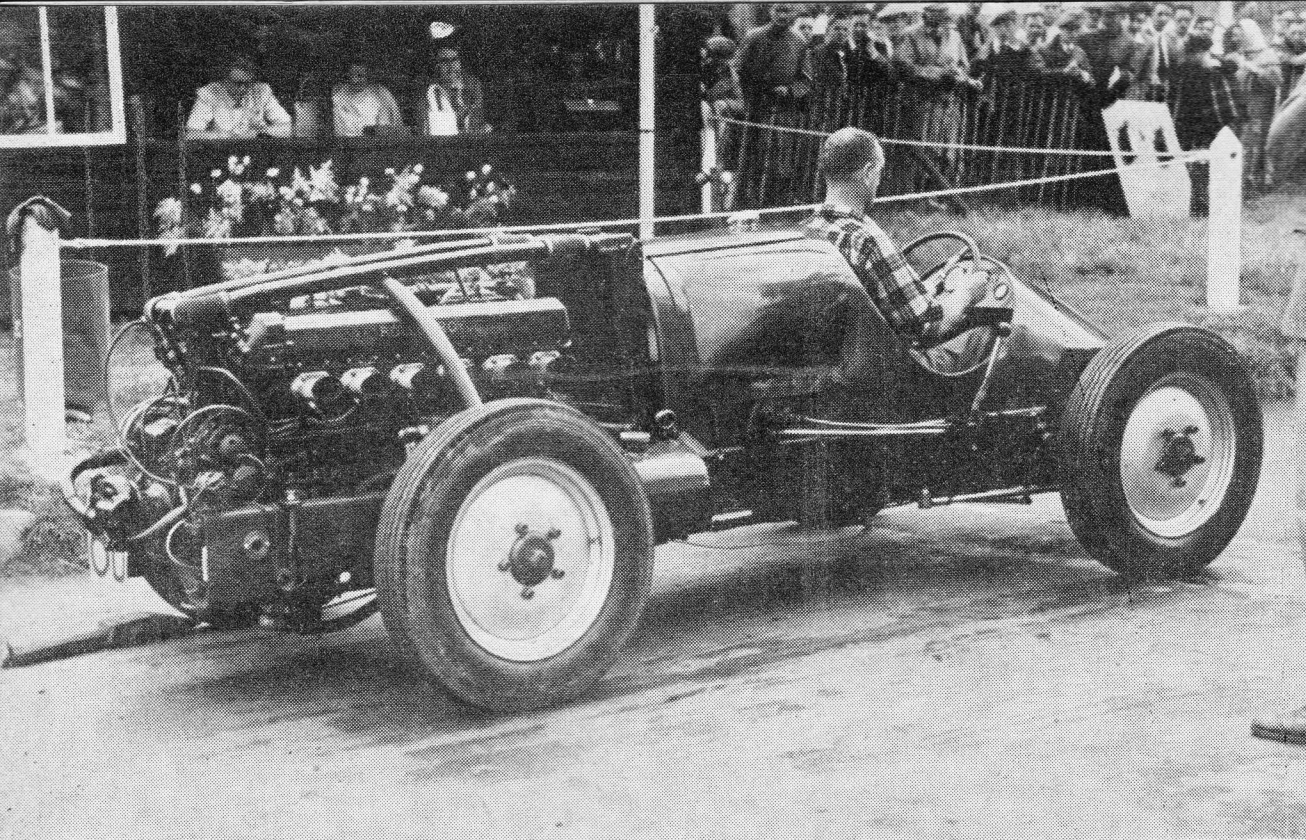
### DECEMBER

December 6th: Scottish Sporting Car Club, Cat's Eye Rally (C). December 11th: Falkirk & District M.C., Cadger's Trophy (C).

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

N = National. I = International.





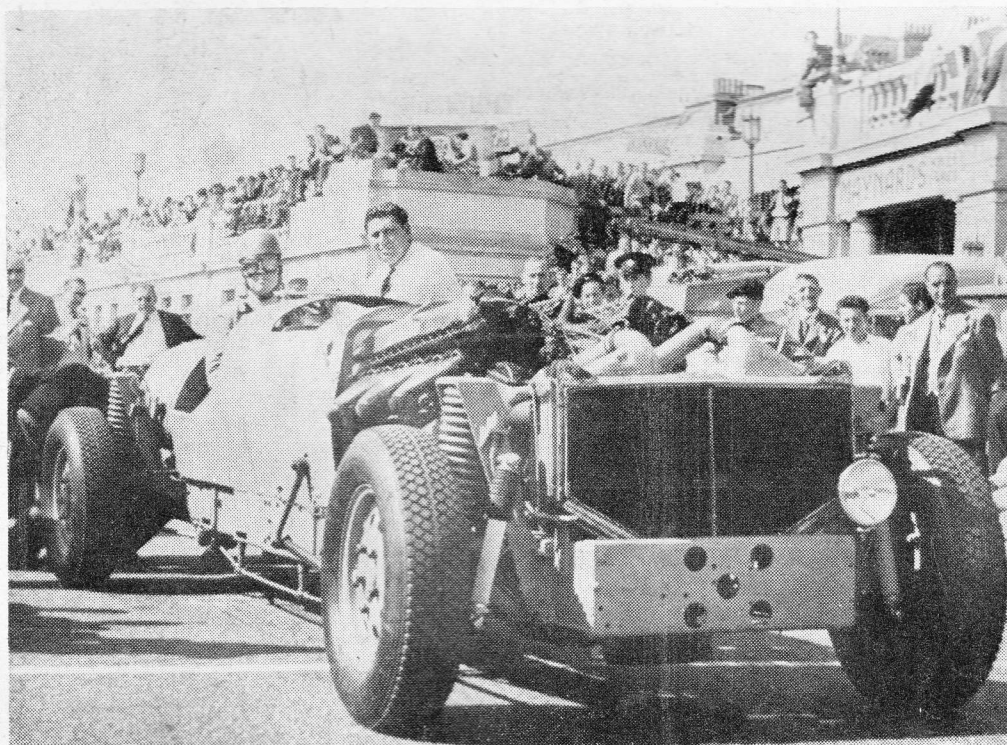
*Ted Lloyd-Jones uses a Rolis-Royce Kestrel aero-engine of 21 litres capacity at the rear of the "Triangle Flying Saucer", the chassis and suspension of which once belonged to a Daimler scout car. This machine has gained B.T.D. at several sprint meetings during 1952 and 1953.*

## LITRES UNLIMITED . . . .

"Formule Libre" Classes in Sprint Events Have Brought Forth Strange Monsters with Even Stranger Ancestry



*A Packard-built Rolls-Royce fighters, is employed in the the Arfons brothers of the*

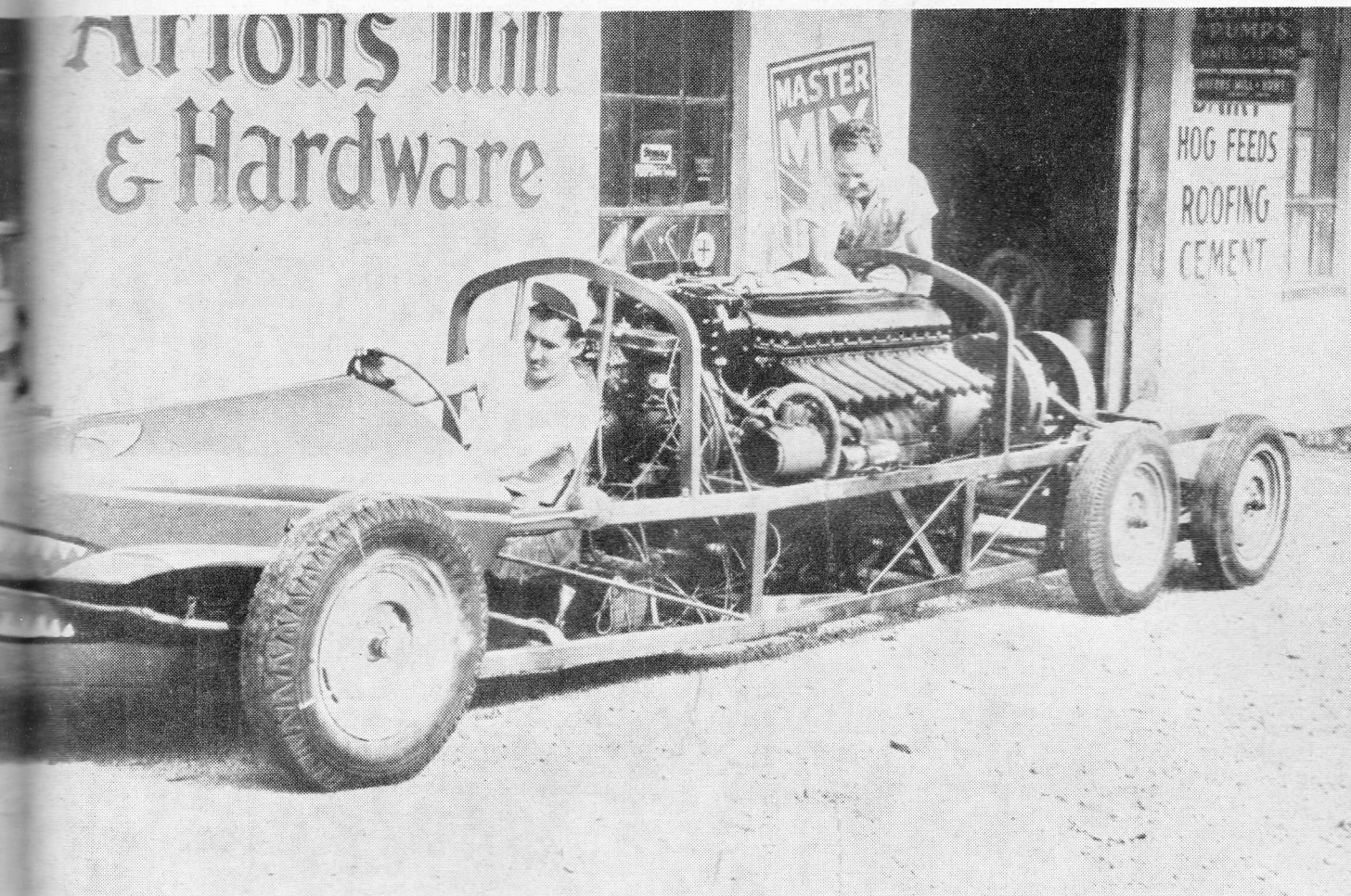


*F. M. Wilcock's Swandean Spitfire Special, with all 27 litres of supercharged Merlin 25, first appeared last year at Brighton but proved temperamental. This year it was rather more successful. Suspension and brakes are from an armoured car, pre-selective gearbox is from a Stoke-on-Trent Corporation bus, and the drive goes to all four wheels. The driver sits well back in the vast chassis with an original Spitfire fuel tank behind him.*

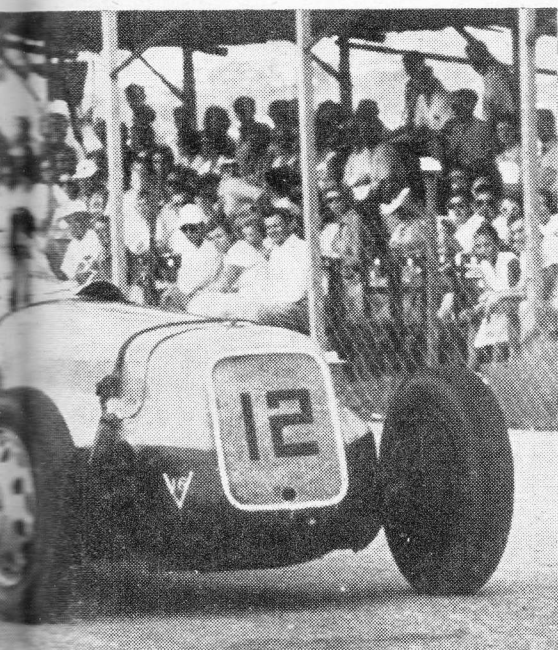


*Sidney Anderson of Western Australia (above) in the Johore Grand Prix. Curiously, it is in fact powered by two V-8 commercial units, one in front of the driver, one behind, the driver.*



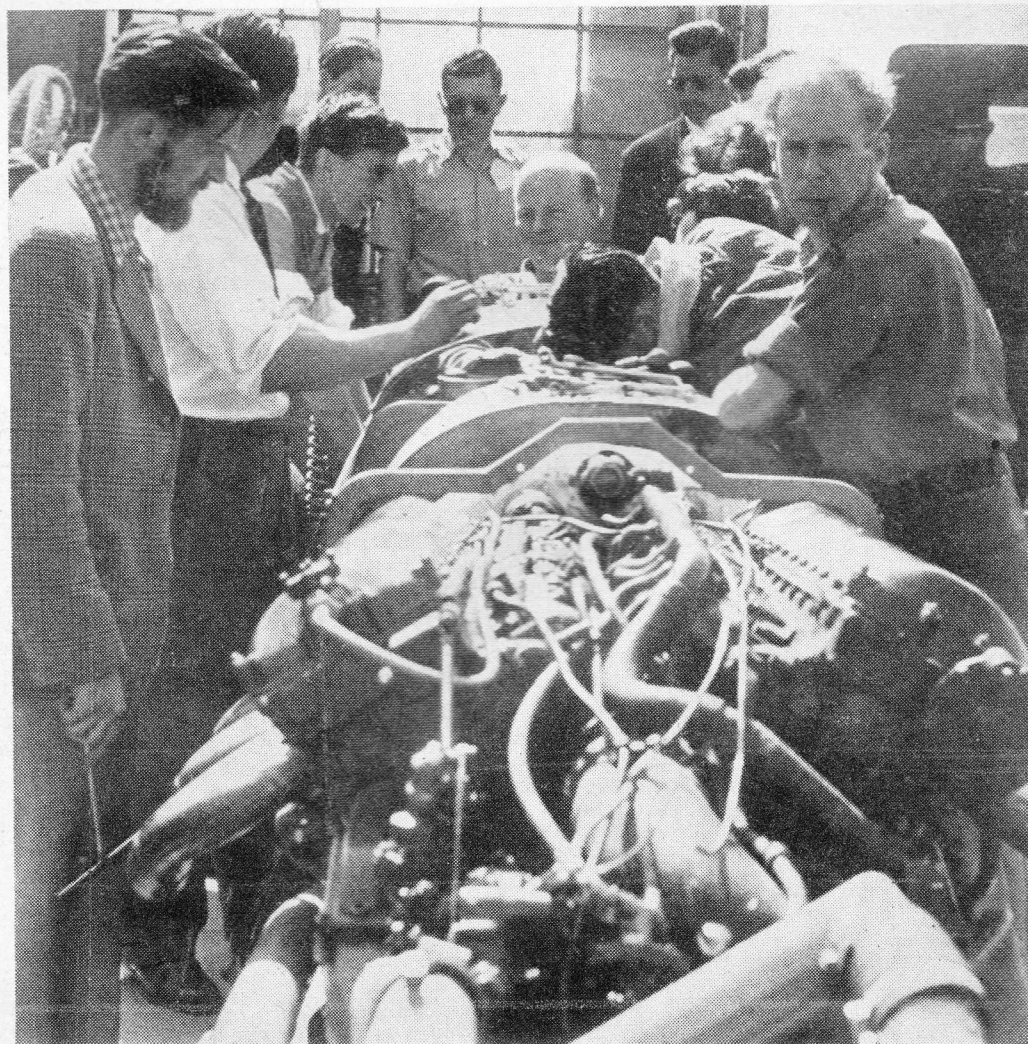


...nce Merlin, of the type that used to power Mustang  
...this 20-foot long monster (above), the brain-child of  
...aron, Ohio. The clutch came from a 50-ton tank.

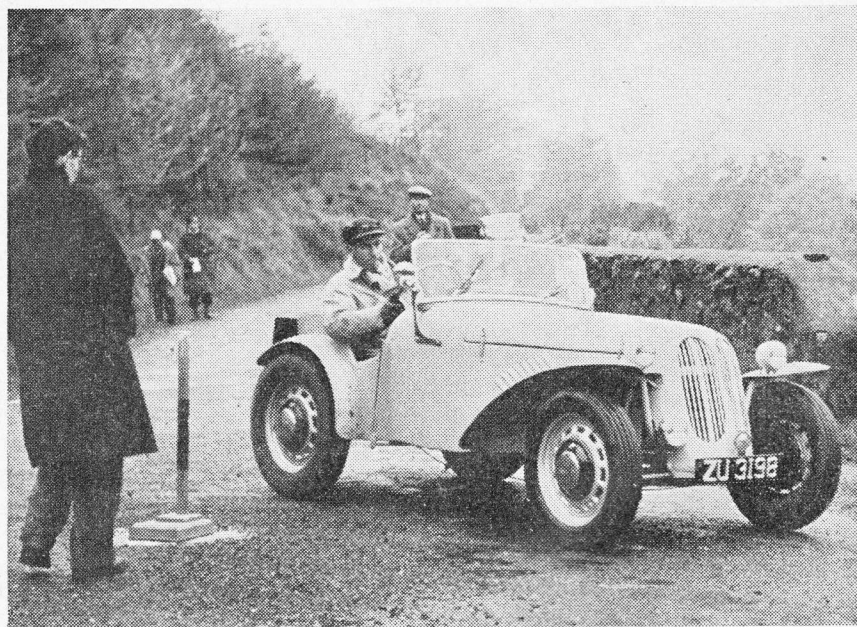


...ured this car  
...wardly ortho-  
...ustralian Ford  
... of, and one

Another view (right) of the  
Swandean Spitfire Special,  
which gives an idea of the  
monstrous size of the Vee-  
12 power unit.







WINNER of the Autumn Cup was Norman Young, here seen sliding his Dellow round the Pine Forest test.

So far, this Irish trials season, the main attributes for winning awards have been a good navigator and an ability to drive like the clappers over roads varying from ideal to impossible. The unfortunate who goes out to report such events would want to be a Boyle Roche's bird (which could be in two places at the same time), or must be prepared to work out shorter routes between the main points of interest in each trial and then use a heavy right foot to get ahead of the pack. In a word, navigation is a major headache for correspondents in this year of grace and long-distance trials. If the Editor reads herein a broad hint to supply his Irish correspondent with a snappy line in helicopters, let no man stop him.

Briefly, when the Irish Motor Racing Club set out their Autumn Trial on Saturday, 6th November, over a dyed route, it had its attractions for correspondents and navigation-tired trialists alike. The already postponed I.M.R.C.-U.A.C. Inter-Club Trial was further postponed until the 18th December, because the Racing Club did not want to clash with the East Antrim Trial being run on the 6th as well.

Starting from Stonyford, which is a few hundred yards down the road from Lamb Doyles, a field of 25 cars went out to do battle in eight driving tests scattered at crossroads over a route which led from Glencullen to Bohernabreena, Ballysmuttan (we've heard that name before), Red Gap and Rathcoole. All tests were held on good road surfaces, though the roads leading to them were not always of the billiard table variety. Test 1 at the Pine Forest involved dashing around a pylon in the centre of the "Y" junction, reversing back to the start and thence forward to a flying finish going left. Bill Young's blown Dellow was in its element here, clocking 17.8 secs. Just one second slower was Cecil Vard, in a Volkswagen for a change, and making one of his now rare appearances in trials. Norman Young (Dellow) was third in 19.2 secs. Poor Raymond Laird misjudged the turn at the pylon and did his TR2 no good against a stout stone wall. Glassmucky produced another "Y". This

time competitors went sharp left to cross a line, then about face to finish going in the direction whence they started. No times available here but Bill Young looked very fast. Redmond Gallagher, like Vard, seldom seen in trials, and like Vard, driving a Volkswagen, looked very neat. A test at Ballymaice must have been planned by a man who has a corner on replacement transmissions in Ireland. A long dash up a steep hill, then left to stop astride a line, a short reverse back around the corner to another line (we waited for the sundering metal), then right to a flying finish. Nobody broke anything and all headed across Balinasconey Gap of the notorious road surface, to a much used test site at Shankill; remote, bleak, windy and presided over by Pierce Cahill and Arthur Knowles. Forward and left-right around an island, then reverse along the other side, pick your braking point and go forward again as previously. Mistakes could be made; Vincent Hartigan hit a bank a resounding twack with the tail of his new Volkswagen, others braked too soon and

had to reverse again to avoid a pylon on the grass island. The Ballysmuttan test was a "Monte" style brake and acceleration affair—a 100-yard dash downhill to brake in a box. Nobody overshot, despite a loose gravel surface. Norman Young braked very late indeed and was fastest in 10.4 secs., Vard (11.4) was next and L. Beshoff (Ford Special), 11.6, was third. Ballyward was forward/reverse/forward stuff with pylons so placed as to make navigation somewhat "tight". Here Horner Beckett's 17 secs. was best. A good memory was necessary at Kiltel. The test was again laid out on a flat "Y" and involved doing three "forwards" and two "reverses". Norman Young did 28.6 in his unblown Dellow to "pip" Bill Young in the blown car by  $\frac{1}{8}$  sec. Dr. McDougald (M.G.) did 29.4 secs. and was easily best of the saloons. The last test at Red Gap was a specials driver's delight. Starting forward there were two

## AUTUMN IN EIRE

### Norman Young (Dellow) Wins I.M.R.C. Autumn Trial

lines at right angles to each other and placed on different legs of a road junction. These had to be crossed in reverse. Those who could spin their cars with the aid of their handbrakes had the thing to themselves. Bill Young was a whole two seconds faster than Norman this time, clocking an even 17 secs. Vincent Hartigan was a very good third (19.2) with a much less wieldy car. There it finished, the "Battle of the Youngs" ending in favour of Norman in the unblown car. Those who took part enjoyed themselves and found the rest from intense navigation and tight road schedules a welcome change.

JACK O'DONOGHUE.

#### Results

Autumn Cup: N. R. Young (Dellow), 66½ marks.  
Open Car Award: A. L. Young (Dellow), 60½;  
C. H. Beckett (Ford Spl.), 52½; S. H. Logan (M.G.), 50; R. Edwards (M.G.), 34; L. Beshoff (Ford Spl.), 28.

Closed Car Awards: C. Vard (Volkswagen), 49½;  
H. G. MacMahon (Volkswagen), 36½; J. V. Hartigan (Volkswagen), 35½; R. E. Newell (DKW), 32½; D. Connolly (Volkswagen), 30.

Special Award: H. F. Hanna (Volkswagen), 23.

★  
ANOTHER PINT, PLEASE, BAR-MAN! Bill Poole's commanding presence dwarfs Raymond Laird's TR2 at the Pine Forest test. Soon afterwards, Laird hit a stone wall at this test with his Triumph.

★





# EXTRA TEAM WINS THIS SEASON

**DAILY EXPRESS  
TROPHY MEETING**

**ECURIE ECOSSE  
TEAM OF JAGUARS**

**R.A.C.  
INTERNATIONAL T.T.  
(DUNDROD)**

**TRIUMPH T.R.2.**

**BRITISH  
GRAND PRIX  
(SILVERSTONE)**

**INTERNATIONAL  
SPORTS CAR RACE 1  
LOTUS**

**INTERNATIONAL  
SPORTS CAR RACE 2  
ASTON MARTIN**



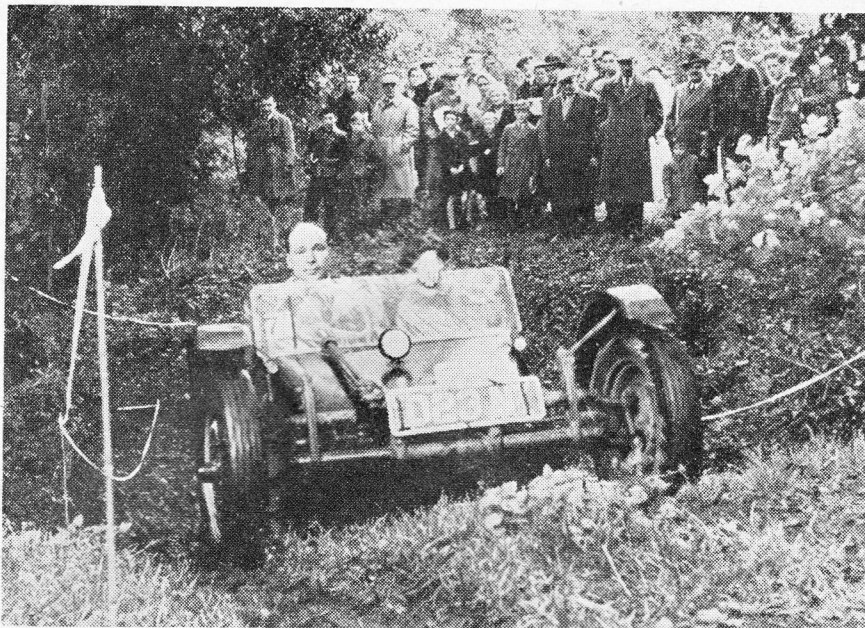
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EXTRA**

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relied on **Esso Extra** the world's finest petrol — exactly  
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## **THE FINEST PETROL IN THE WORLD**





## G.V.B. CUP TRIAL

### A. L. Young (Dellow) Wins Well-Organized Dublin Event

FIND a course within three miles of the centre of Dublin, well within the City boundary in fact. Into a lap of less than one mile get six observed sections and three tests, all suitable for specials. Require of the competitors three laps of the course, enclose the whole by a wall, and take a small admission charge from those who would come to spectate on a fine mild Saturday afternoon. Sounds too good to be true, but the Leinster Motor Club did just that for their G.V.B. Cup trial on Saturday, 13th October. To Leinster must go the credit for being the only club so far this season with sufficient interest in the dyed-in-the-wool trials enthusiast to run a genuine open mud trial.

Only 14 trials cars turned out for this superbly planned and properly run trial, but most of the old brigade were there. Kevin Murray took MM2 out of moth-balls and up from Sligo, Dick Nash brought his Dellow from Co. Limerick, and the Dublin specialists were out in force. Along too came many of the current band of Hewison competitors to have a look at what the specials do that standard cars do not. The course was laid out on a fruit farm and the hills were not surprisingly given "fruity" names. First section "Lemon Curd Pie" was a closely taped descent into a small river, then a short, sharp climb to terra firma. First time round, it caused few headaches, though Alex. Malcolm's Buckler, not quite suitable for this type of thing, failed. Motor-cyclist Harry Lindsay, with Reg Armstrong as passenger, driving the ultra-short ex-Vard special, ran foul of the tapes first time, and came up from the river at the end of a rope too. Water washed up by the cars took all the "devil" out of this section and on laps 2 and 3 there were but few failures.

Three steep grass sections, close together, gave their starting area a traffic

density reminiscent of O'Connell Bridge at the lunch hour. All three remained unconquered throughout the afternoon. Bill Young in the blown Dellow was best on "Blackcurrant", getting into section 6 on each lap. Kevin Murray (MM2) and R. Shane in the weird looking ex-Potter Volkswagen got to section 6 on two laps, but both failed in section 4 on their final try. "Raspberry" had a right-hand kink in section 4 which proved everyone's undoing, though Dick Nash got his Dellow into section 8 on his second lap. "Gooseberry" saw most of the entry reach section 6 three times, but except for one valiant effort by Charlie Manders, who got within inches of section 8, never looked like being conquered. Jim Byrne presided over a 20-yard length of mud called the "Link". This was taped and though quite passable, it was all too easy to run foul of the tapes, especially as Byrne narrowed the gap between them after

★  
TIED UP with the tapes in "Lemon Curd Pie" are motor-cyclists Harry Lindsay and Reg Armstrong in the ex-Vard special.  
★



LOOK at what's coming out of the pie! It's Robert Shane's strange Volkswagen special making a clean climb of "Lemon Curd Pie" (on trade plates, too!).

the first lap. Harry Lindsay was the only competitor to get through clean on all three laps. "Strawberry" was perhaps the best of the sections, although it was the only one to be climbed clean by anybody. Shane, Young and Le Fanu scored full marks twice, and Le Fanu went within a hairsbreadth of doing so on his last lap too. Nash, Johnston and Gibney were clean first time, thereafter failing to get beyond section 8.

Murray was easily best on aggregate in the tests, all three of which involved forward and reverse manoeuvres on grassy surfaces where only a special could operate. "Cul-de-Sac" required a short dash to a "V" turn round a pylon, then a stop in a box, reverse out, and forward to stop in another box at the finish. Murray, Beckett and Bill Young each scored best time on different laps, 25 secs. being the winning time in each case. On analysis, Murray won four firsts, Young three, Gibney and Beckett one apiece, and Murray was 6½ marks better than Young in tests, but Young 8 marks better than Murray in observed sections. Dick Nash looked like figuring in the awards until he lost a cylinder about half-way through the proceedings.

Seldom has this correspondent heard so much praise for a trial from the competitors as at the end of this event, and the Leinster Motor Club officials have every reason to feel satisfied that they pleased the customers in no uncertain manner.

JACK O'DONOGHUE.

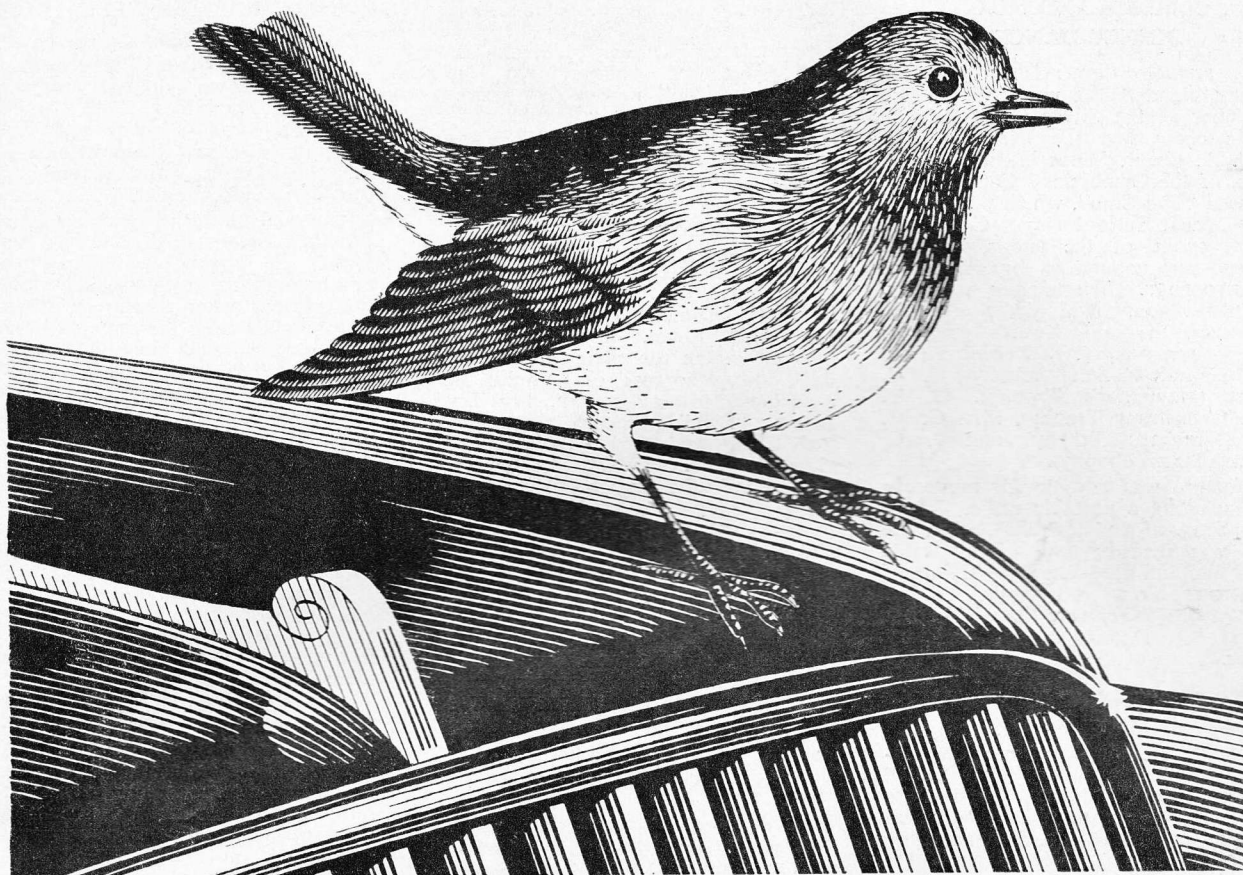
#### Results

**G.V.B. Cup:** A. L. Young (Dellow), 100.6.

**First Class Awards:** K. P. Murray (MM2), 102.2; C. H. Beckett (Ford Spl.), 113.2; J. Gibney (G.T.G.), 124.4.

**Second Class Awards:** C. H. W. Manders (Ford), 140.6; N. R. Young (Ford Spl.), 143.6; H. C. Johnston (Languard), 154.6.





## BLUECOL is always on guard

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

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

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

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

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### CUMBERLAND S.C.C. DINNER-DANCE

THE annual dinner-dance of the Cumberland S.C.C. was held on 18th November at the Silver Grill, Carlisle. In the chair was the President, Mr. C. W. A. Slater. Superintendent J. N. Milne, of the Cumberland Constabulary, proposed "The Club", which was replied to by Mr. J. Telford Hart. Col. J. W. Stobart spoke of the guests, and the response was undertaken by the Editor of AUTOSPORT. Toastmaster was Mr. J. S. Robertson. Mrs. Slater presented the prizes, the main awards going to H. E. Couzens and J. R. Robinson (The Graham and Roberts Trophy), J. E. Hagart (Navigator's Trophy), G. V. Howe (Armstrong Trophy), Mrs. G. M. Saul (Marshal's Trophy) and J. C. Harrison (Tirril Trophy).

A feature was a raffle for numerous gifts including a portable radio. There were shouts of "fiddle-fiddle", when the radio was won by one of the raffle organizers, and also when the Editor of AUTOSPORT drew a winning ticket. Amongst the guests were the well-known drivers, Bob Dickson and Miss Mary Walker.

### VETERAN CAR CLUB DINNER

THE Veteran Car Club of Great Britain held its 15th annual dinner on Sunday, 14th November, at the Grand Hotel, Brighton, following the conclusion of the R.A.C. Commemoration Run, in which nearly all of the 380 present had taken part.

The President of the Club, Mr. F. S. Bennett, was in the chair, and the guest of honour was the Mayor of Brighton, Alderman W. G. Dudeney, J.P. Other important guests included Mr. Otto Mayer, believed to be the sole surviving driver who took part in the original Emancipation Run in 1896, Herr Haneborg and Herr Thorvaldsen, President and Secretary respectively of the Veteran Car Club of Norway, Mr. R. Breffit, the chief constable of East Sussex constabulary and Major H. F. Stanley, M.C., who represented the R.A.C.

Mr. Mayer, now 88 years of age, was wearing the gold medal awarded to him for his run in 1896 when he drove a Daimler car. The crew of the Danish Hammel car, led by Herr Vagn Loft, Secretary of the Royal Danish Automobile Club, arrived during the evening

amid great enthusiasm, having successfully completed the run just before 8.30 p.m., on their 1886 car, by far the oldest taking part.

The President, now eighty years of age, had driven his 1903 Cadillac, the first car of that now famous make which he imported into this country and drove in the Thousand Miles Trial in 1903.

### ASTON MARTIN O.C. DINNER-DANCE

THE first annual dinner of the Aston Martin Owners' Club was held in the Café Royal, London, on 21st November. In the chair was the President, the Marquess of Camden, who welcomed the new patron, Mr. David Brown. "D.B." proposed the toast of the Club, and Lord Camden "The Guests". The reply was undertaken by the Editor of AUTOSPORT. Amongst those present were Mrs. David Brown, Miss Angela Brown, Miss Susan Hindmarsh, Mr. and Mrs. Mike Couper, Mr. and Mrs. Nevil Lloyd, Mr. and Mrs. Dudley Coram, Mr. Sammy Davis, Mr. and Mrs. Graham Whitehead, Mr. Ron Flockhart, Mr. and Mrs. Tom Stewart, Mr. and Mrs. Gregor Grant, Mrs. Jo Ashfield, Mr. Geoffrey Liddell, Mr. and Mrs. Humphrey Cook, Mr. and Mrs. Wilson McComb, and Mr. and Mrs. E. W. Holt.

### EAST ANGLIAN FUNCTION

THE Annual Dinner and Dance of the East Anglian Motor Club was held at the George Hotel, Colchester, on Friday, 19th November. Despite the blanket of fog which made getting about almost an impossibility, hardy souls came along from London and Woodbridge, and from places as far away as 30 miles.

An excellent dinner had been laid on which was enjoyed by everyone, and after the usual speeches Mrs. H. E. Kingsman kindly presented the prizes.

The E.A.M.C. star awarded to the member putting up the best performance in the Club events was won by Jimmy Shand, Don Morley, last year's winner, being runner-up. Thereafter it was a procession of J. Shand and D. Morley to collect silverware.

The fog was as thick as ever when the time came to go home, but even this did not detract from the pleasure of the evening.

### Quarter-Litre Club—continued

of a chassis and complete body, with no weight restriction.

Certainly there would seem to be prospects in this new movement for a thriving new branch of amateur motor sport. One difficulty may be the finding of suitable 250 c.c. engines, for the lack of modern units of this size is much bemoaned in British motor-cycle spheres. It may be possible to chase up examples of Exce'sior "Manxman", "Grand Prix" New Imperial, 4-valve Rudge, or other coveted racing engines, but these are all pre-war designs and therefore scarce. The Velocette high-camshaft MOV and Ariel Red Hunter 250 are popular engines a'so, while a variety of J.A.P.s should be available. There are a'so 250 c.c. two-strokes, of course, including late model twins, but the cost limit of

£150, leave alone the relatively modest performance, would doubtless prevent the use of these. One object of the club is, of course, to avoid any virtual one-engine, one type, monopoly, as obtains currently in Formula 3.

As to the future, the club are negotiating to stage an event at Goodwood, and have received invitations to race from the Aston Martin O.C. and from the Blackburn Welfare M.C., who organize the meetings at Brough, in Yorkshire. Sprints and circuit races at various other British venues are a'so envisaged. The monthly journal, edited by Maurice Lovatt, offers useful constructional advice and spares "gen" to members. Annual subscription to the club is 25s. The Hon. Sec. is Arthur F. Budd, 45 Hollywood Road, London, S.W.10.

C. P.

### OMAGH MOTOR CLUB TRIALS

THE last two trials of the season run by the Omagh Motor Club were designed to suit those who do not wish to take their cars over "rough stuff" or engage in tyre-screaming driving tests. However, in each trial there was only one new competitor, whilst several of the "regulars" did not enter.

The trial on 15th September consisted of a 60-mile course divided into six sections. The accent was on map reading and any mistakes meant loss of marks, as the sections were short. Two sections were circuits from the same check point, tackled alternately by odd and even numbers, thus preventing any "follow-my-leader" tactics.

As most of the running was in the dark and pouring rain, navigation was none too easy and everyone lost marks on the road. Although each section was timed independently, there was a maximum time allowed for the whole course. This was exceeded by three unfortunates who were thus excluded.

Dr. Keatley (A30) put up his usual polished performance to win the closed car class with 38 marks lost, and easily beat the only open car driver to finish, Harry Torney (Torney Terror), who lost 90 marks. R. Ritchie (Ford Popu'ar) was second with 45, Barry Stuart being a close third with 48 marks lost.

Presumably because 13th November was a fine afternoon, the navigation for this event turned out to be rather too easy, although the course was similar to that of the previous trial. F. Miller, a newcomer who was keen enough to come from Ballyshannon, unfortunately did not even make the first check. Some argument developed amongst competitors as to the correct name of a certain church, one disgruntled entrant who lost marks for an incorrect answer stating that he had it straight from the sexton's wife!

Harry Torney, alone in the highly unsuitable Torney Terror, struggled on and just made the finish in exactly the maximum time allowed.

R. Bleakley (Ford Utilicon) was the only one to lose no marks whatever on the road but the results were really decided by the parking test, in which he made the worst performance, giving him only third in the closed car class.

Mervyn Glover (Dellow) made the best showing with a total of 17.5 marks lost, thereby winning the Omagh Motor Traders' Trophy for the best performance in this season's trials. Joe Robinson (Velox) was a good second and the best closed car entrant (24.5 marks).

Competition for the season's Traders' Trophy was keen to the end. Any one of the leading three might have won it. As the best five performances out of the six trials held are counted, Mervyn Glover did very well to score 53 points, although he had missed one event. Of course, three firsts and two seconds take some beating!

So ended the Omagh trials for this year, as the proposed Boxing Day trial has been cancelled.

W. B. WHITE.

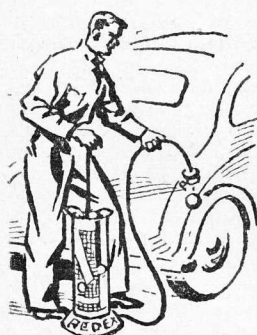
### OMAGH MOTOR TRADERS' TROPHY

1. M. Glover, 53 pts. in 5 trials; 2. Dr. Keatley, 51 in 6; 3. J. Robinson, 48 in 6; 4. G. H. Reilly, 46 in 6; 5. H. G. Torney, 45 in 5; 6. F. Charlton, 35½ in 4; 7. R. B. Bleakley, 34 in 5; 8. A. Hutchinson, 28 in 4; 9. C. E. B. Stuart, 19 in 2; 10. B. Berkley, 18 in 3.



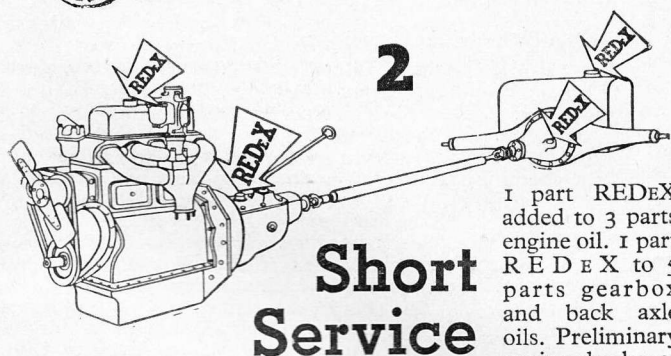
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In your petrol in place of the usual 1d. 'shots'. A full length stroke delivery approximately 5 ozs. from the REDEX Dispenser. Watch it liven up your engine!



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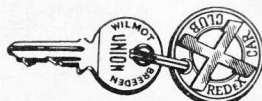
1 part REDEX added to 3 parts engine oil. 1 part REDEX to 5 parts gearbox and back axle oils. Preliminary engine checkover

and flush with straight REDEX. 12/6 plus materials. Or a full "Conversion" if you want each gain checked to a decimal.

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BETTER WEAR**

15% or 1 mile in 7

Be 100 to 300 ft. ahead at 40 m.p.h.

IMPROVED AND LEVELLED

5 m.p.h. faster

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## 49 TROPHIES

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# The Englishman's Guide to Smirnoff Vodka

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



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

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

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

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

Try Smirnoff instead of Gin in your favourite cocktail. Try a VODKATINI (Smirnoff Vodka and Vermouth mixed in your favourite proportions) and a SCREWDRIIVER (Smirnoff Vodka and Orange Juice).

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



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

## Correspondence—continued

on. Their commonsense is shown from the following incident at one of their big meetings this year.

Officials of the club were coming round and asking for suggestions that might assist competitors (this in itself is unusual) and I pointed out the difficulty for mechanics to get a cup of tea or sandwich, because if your car is involved in three races, by the time you have prepared the car, checked it between every race and made sure it is 100 per cent. ready for its next one there is probably only 20 minutes or so before your car is wanted in the starting area; and you then get on the end of the tea queue only to have to leave it before you reach the counter because your car is being called for.

Acting upon this, within half an hour a small bar was erected for the use of competitors and staff only, and the whole problem was solved immediately. This to me seems the right kind of spirit.

Spectator accommodation in respect of stands is limited, I know, but I feel sure that given the Grand Prix, those enthusiasts would soon rectify that defect. The track itself is ideal: good surface, decent straights, and above all, it is a natural circuit where good driving is at a premium.

Your correspondent D. Maddock has the right idea—one year the Grand Prix at Silverstone and the next year at Oulton Park, and give everyone in England a chance to see the big race of the year.

DERRICK EDWARDS.

LONDON, N.W.3.

## Oulton Park and the Grand Prix

As the Mid-Cheshire Motor Club Ltd. is very much interested in the promotion of races at Oulton Park, I have naturally been keen to read the correspondence which has arisen over the British Grand Prix of 1955.

I do not wish to express an opinion as to where the Grand Prix should be held or who the promoting body should be, but in fairness to Oulton I think two points raised by Mr. J. F. Turner should be answered.

The Oulton circuit is nowhere less than 30 ft. wide, which is the internationally accepted minimum width for Grand Prix racing. Furthermore the circuit owners, Cheshire Car Circuit Ltd., and the police have gained a lot of experience in handling traffic and have many improvements in mind for next year. There are five entrance and exit gates to Oulton and with proper control of traffic flow no difficulty should be experienced in getting a large crowd on and off with the minimum of delay.

R. B. DAWSON

(CLERK OF THE COURSE,

MID-CHESHIRE M.C. RACE MEETINGS).

CUDDINGTON, NEAR NORTHWICH.

## —What Do the Drivers Think?

I MUST say I entirely agree with S. G. Button's remarks regarding the deplorable spectator facilities at Silverstone. There has been little or no improvement from the spectator's point of view since the circuit first opened.

It seems, however, that there is very little chance of ever finding the ideal circuit in this country while the regulations regarding racing on the public roads remain as they are. I wonder what the outcome would be if the R.A.C. decided to ship the Grand Prix out to Dundrod or Jersey?

Reverting to Aintree versus Silverstone, it would be interesting to hear the views of some of the Grand Prix drivers on the matter.

P. D. SEAL.

SANDERSTEAD, SURREY.

## The Porsche

How nice to read a British journalist of John Bolster's integrity actually criticizing the roadholding of the Porsche.

The admitted attraction of something foreign is often too great a temptation to many writers, with the result that Italian, French or German cars are over-praised and over-reported, while due regard is not paid to our native products in the space available.

A report on the A.C. Aceca would be a most interesting comparison with the more touring Porsche report previously published.

D. C. GODFREY.

HEATHFIELD, SUSSEX.



# ULSTER A.G.M.

## Hopes of an Ulster Trophy Race in 1955

MEMBERS of the Ulster Automobile Club turned out in force on the occasion of the annual general meeting, held in Belfast on Tuesday, 16th November. In the absence of the president, Mr. Wilfred Haughton, who had been detained on business in London, the chair was taken by Commodore Rives Shillington, chairman of the club.

The meeting debated a wide range of activities past and future and, in view of the ever-increasing financial "turn-over", took the step of forming themselves into a limited liability company. The chairman explained that the liability would be of the order of £2 per member and that the change was of a "technical nature" only.

Despite the loss of £4,154 on the Tourist Trophy Race last September, there was no discernible gloom. Everyone seemed to feel that the 1954 T.T. had been, in every respect, a really worthwhile promotion and that the council had been fully justified in attracting the outstanding Continental entry that had been received. Perhaps, too, the gloom was somewhat lightened by the chairman explaining that the financial loss was more than covered by guarantees raised among members and other friends of the race, as well as from Government sources. Indeed, there was even a prospect that there might be a "little" left over which could be taken into account when considering the 1955 programme.

That turned the attention of the meeting to the Ulster Trophy Race, abandoned for financial reasons this year. What could be done to revive it? To meet this question the council had prepared an estimated budget, based on an Ulster Trophy run on a "national" basis and with everything "cut to the bone". The budget showed a deficit of £530 and it was on this basis that suggestions were invited.

Several members asked that, instead of a *Formule Libre* race, the council investigate the possibilities of staging a production car event; others thought little of this suggestion, but the debate at least provided the council with material for future investigation. The chairman closed the subject on the observation that the outlook for two races in 1955 looked more hopeful than it had done for 1954.

Attention was then focused on trials. Harry Catchpole dwelt on the essential differences in trials as promoted by the Newry Club, the Knock Club and the U.A.C. and asked if members felt that the types promoted by the other two clubs would be more acceptable than those run by the U.A.C. Opinion expressed was that some "variety" was desirable in Ulster trials and that each of the clubs should adhere to their own particular formula. One member, however, suggested an autocross meeting.

The Circuit of Ireland came in for some mention. Wilbert Todd suggested

that penalties for failure in tests should be less severe. Often, a penalty incurred early in the trial left a competitor with no hope of award in the remaining days of the trial. Several "Circuiteers" supported this and consideration was promised by the competitions committee.

The meeting took the opportunity of extending congratulations to hon. sec. Gordon Neill on his election to the Competitions Committee of the R.A.C. It was also mentioned that the U.A.C. were taking a keen interest in the Road Bill now being prepared for submission to the Northern Ireland Parliament. The club would, if deemed necessary, invite other Ulster clubs to join them in making any representations thought necessary on this Bill.

Mr. Wilfred Haughton was re-elected president. Also re-elected were vice-presidents Harry Ferguson, Captain R. L. Henderson, Mr. F. M. Heyn and Mr. W. M. May, M.P. Commodore Shillington was returned to chairmanship, with Harry Cowzer as vice-chairman. Harry, incidentally, relinquished the hon. treasurership having, as he candidly informed the meeting, "now paid for his new car". Derek Johnston was elected to succeed him. The formal nomination for the re-election of Gordon Neill to hon. secretaryship was almost unnecessary and Jack Kirkwood was equally expeditiously returned to hon. assistant secretaryship. Harry Catchpole remains as hon. solicitor. Vacancies on the council were filled by the re-election of Harry Catchpole, Esdale Dowling, Hugh Bryson, Hugh Reid and by the election of Ronnie Adams. W. A. McMASTER.

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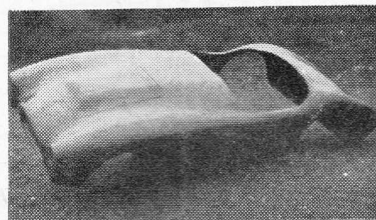
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## BOOK REVIEWS

**Title:** "Blue Wings to Bangkok".

**Author:** Prince Bira.

**Size:** 5½ ins. x 8¾ ins. 184 pages, 16 illustrations.

**Publishers:** G. T. Foulis & Co., Ltd., 7 Milford Lane, Strand, London, W.C.2.

**Price:** 18s. 6d.

ALTHOUGH really having nothing to do with motor racing, this new book by Bira has the same breezy atmosphere that we have come to expect from his writing.

It concerns a flight he made in 1952 from England to Bangkok with his Argentine wife, Chelita, and their dog, in his private Miles Gemini. Even these days, such a journey is a major undertaking in so small an aircraft, and Bira has brought out to the full the undoubted adventure that it was, and filled the story out with vivid descriptions of people, places and incidents *en route*.

With his dual status as Prince Birabongse of Siam and an internationally known racing driver, Bira was made welcome as a privileged guest wherever he went, and we thus have an insight into royal courts and meet V.I.P.s all across Europe to the Far East.

Bira obviously enjoys flying as enthusiastically as driving and the technical nature of even private flying procedure is not glossed over. If you have enjoyed his previous book of motor racing experiences, then you will enjoy this one, too.  
S. P. S.

\* \* \*

**Title:** "The Motor Cyclist's Workshop".

**Author:** "Torrens" of "The Motor Cycle".

**Publisher:** Iliffe & Sons, Ltd., Dorset House, Stamford Street, London, S.E.1.

**Size:** 7½ ins. x 5 ins.; 165 pages; 89 line illustrations.

**Price:** 5s. net.

THE sixth edition of this popular little manual has now been published and is well worth a place on the bookshelf of any motoring enthusiast, whether two- or four-wheeled. The book is really a compact but very comprehensive course of engineering workshop practice and fitting, as applied to modern motor-cycles by the man with a modestly equipped home workshop, and, of course, most of the principles apply equally well to cars. There is a certain amount of information on tuning, but the main purpose of the book is to assist the private owner to maintain and overhaul his vehicle.

S. P. S.

\* \* \*

**Title:** "The Sports Car".

**Author:** Colin Campbell, M.Sc., A.M.I.Mech. E.

**Publishers:** Chapman and Hall, Ltd., 37 Essex Street, London, W.C.2.

**Size:** 5½ ins. x 8¾ ins.; 262 pages; many line drawings and tables; eight half-tone plates.

**Index and glossary of technical terms.**

**Price:** 30s.

THERE are many authoritative technical works on automobile engineering, and there are many light-hearted books on motor sport, but we have waited a long time for a happy marriage of the two. The role of matchmaker, always fraught with danger, is far from easy in this particular case, but Mr. Campbell has tackled the job manfully. He starts with the most difficult task of all—defining a sports car—and goes on to examine their history and development, pointing out that modern sports cars can often out-perform racing cars.

Four chapters, no less, are devoted to the engine, under the headings "Cylinder Head Design", "Induction and Exhaust", "Miscellaneous Components" and "The Trend of Design". There follow "Road-Holding", "Suspension", "The Chassis Frame and Body", "The Transmission" and "The Brakes". Having examined in great detail the way in which a sports car is made, quoting all relevant formulæ and referring at every step to the engineering theory behind it all, the author then applies the same careful analysis to "Tuning", "Performance" and "Future Development". He does so with the help of graphs, tables, and up-to-date photographs taken at such venues as Goodwood, Dundrod, Rouen and Prescott, and the drought of technicalities is well irrigated by his own delightful style.

For example, what better way could be found to introduce the subject of brakes than by this quotation from Marcus Aurelius?: *Let it make no difference to thee whether thou art cold or warm, if thou art doing thy duty.*

Colin Campbell defines the purpose of *The Sports Car* as to "use such logic and knowledge of engineering design as we possess to analyse its behaviour on the road, to show what is good and what is bad in the many components that go to make the modern sports car". Being not only a professional research engineer, but also a regular competitor in sports car events, he has achieved this aim—and a little more, for the average enthusiast will learn a great deal from reading this thoroughly workmanlike book. It makes its appearance at a very suitable time, for this is one Christmas present that won't be brought back to the shop.

F. W. McC.

\* \* \*

**Title:** "Best Wheel Forward".

**Author:** J. A. Grégoire.

**Translator:** Charles Meisl.

**Publishers:** Thames and Hudson, 244 High Holborn, London, W.C.1.

**Size:** 5½ ins. x 8½ ins. 194 pages. 16 photographs.

**Price:** 15s. net.

THIS is the British translation of *L'Aventure Automobile*, the autobiography of a remarkable man, J. A. Grégoire. This French engineer and inventor devoted much time to the perfecting of front wheel drive, produced and raced the Tracta sports car and, during the Hitler war, clandestinely developed the flat twin, front-drive Aluminium Français-Grégoire, the car which subsequently emerged as the world-famous Dyna-Panhard.

Grégoire started his working life as an oil prospector on the steamy island of Madagascar, but soon gave this up, returned to France, and purchased a garage in Versailles. The experiences he recounts demonstrate poignantly that to make ends meet the French *garagiste* must combine the abilities of an engineer, a diplomat, a bank manager and, often, a wizard!

Later he secured financial aid for the building of a new car, and the sponsor demanded front drive. Grégoire designed it, and thereby the Tracta homokinetic joint came into being—a joint subsequently to be used by the DKW and Adler concerns, on wartime Jeeps and other vehicles. The author tells many an absorbing story of his negotiations with the Germans and others, and of the frustrations an inventor encountered in the precarious slump days between 1929 and 1936. He designed a new car for Donnet—but Donnet went into liquidation. He collaborated with Chenard et Walcker in designing two new models—but they, too, went under. Rosengart arranged to build the German Adler Trumpf, using Tracta joints, under licence—then they, too, closed down.

Naturally Grégoire met many world-famous characters, and his observations on some are intriguing indeed. He writes of Hitler, Goering, Louis Renault, André Citroën, Emile Mathis, Louis Delage, Ettore Bugatti and others. It is interesting that he qualifies his deep admiration for Bugatti products by criticizing their expense and lack of practicability—but then, Bugatti's own four-wheel-drive racing car, using simple cardan joints and not Tracta type on the front wheels, proved troublesome, prompting Ettore to comment jovially, "It doesn't work, your front wheel drive!"

For the historian or the engineer, this is a fine work indeed, admirably translated by Charles Meisl. The chapter on Motor Races sheds new light on several historic events, and of the 1902 Gordon Bennett race, Grégoire observes that Edge, the winner, should have been disqualified for receiving aid from 30 locals when his Napier became ditched some 60 miles from the finish. Oddly enough, the book jacket depicts a front-drive Cord, a car Grégoire had nothing to do with, which he admires for its appearance, and criticizes for its technical faults.

C.P.

\* \* \*

### Vintage Dates

IF you are already thinking of Christmas presents, how about the 1955 calendar published by *The Vintage Car*? Each month has a page, size 8½ ins. x 10½ ins., decorated with a large photograph of a classic car. The makes represented are Alvis, Lancia, Rover, Sunbeam, M.G., Maserati, Frazer-Nash, Bentley, Mercedes and Bugatti, and there is an interesting picture of the 1926 Motor Show, featuring the other Austin Seven! The price is 4s. 6d., post free, from Pioneer Publications, Ltd., Craigmare, Colne, Lancs.



# TOUGH PETERBOROUGH RALLY

Premier Award Won by N. S. Manser (Morris Oxford)

As the hands of the clock in the dining-room of the Great Northern Hotel, Peterborough, approached 8 o'clock on Sunday evening, 7th November, the tension which had been steadily mounting over the past three hours relaxed when it was realized that N. S. Manser and his crew had won the Autumn All-Day Navigational Rally organized by the Peterborough Motor Club. After a really exciting and extremely enjoyable day 104 competitors, crews, marshals and organizers had assembled for mixed grill and to watch the scores being marked up on the large board at one end of the dining-room.

Members of the promoting club took the first three places, Manser being first in a Morris Oxford, losing 168 points, G. H. Woodcock, the Club Secretary, also in a Morris Oxford, was second, losing 193 points and three points below him was W. J. Wardle, who was driving a Standard estate car. Thus the Lovell-Bonnett Trophy stays in the Club, and the Smith Trophy for the best aggregate by a team of three cars also goes to the Peterborough team, comprising Woodcock, Wardle and Jim Huggins, their total loss of marks being 854. The Pinder Trophy for the best performance by a member of an invited club was won by Earl Kimberley of the Sporting Car Club of Norfolk, who lost 283 points and came fourth in the overall classification.

All who took part were full of praise for Dr. R. M. E. Smith, Arthur Johnson and S. E. Nicholas, whose organization and ingenuity, to say nothing of weeks upon weeks of hard work, had provided an entry of 41 cars with such a grand day's motoring.

From their respective starting controls, the cars proceeded by various routes to a main control at Huntingdon, thence to cover a route common to all competitors. The route to Huntingdon was shown on the route cards issued to each car by a series of signposts, and four photographs of points along the route were also issued. To avoid loss of marks, an average of 25 miles per hour had to be maintained, the map reference of the point from which each photograph was taken had to be ascertained, and information obliterated from the photographs had to be discovered and entered on the route card.

At Huntingdon a break for coffee was allowed and this enabled the majority of the crews participating to observe the two minutes' silence for Remembrance Day. From there further instructions led competitors via a whole string of map references to Eye, where lunch was taken. A set of 12 photographs was issued for this section, and several competitors were misled by the fact that three of these were taken from virtually the same spot.

The next stage proved to be the real

test and to look at the route card it was almost like an examination in trigonometry, geometry, algebra and psychology, combined with a touch of meteorology thrown in for good measure. However, once the navigators had sorted out the absolutely essential information from the merely incidental, it was not as difficult as at first supposed. The three main controls were stationary, and between each static control was a moving one. Two of these turned out to be boats on the river Welland which left certain points at a stated time and moved up and down stream at prearranged and stated speeds.

The third was a car moving at an average speed of 20 m.p.h. around some of the twistiest and narrowest lanes in the Lincolnshire Fens, the idea being that competitors covered the same route but in the opposite direction. Not wanting to make things too easy, this was needless to say not disclosed in the regulations and consequently more than a few competitors chased the car in the same direction, some losing so much time in the chase that they eventually gave it up as a bad job.

By now the course had led competitors to the beginning of the final section at Bridgend, on the Grantham-Boston road, and this section was to prove the easiest of the rally. It consisted of a series of six map references at each of which was a telephone kiosk. By means of simple arithmetic with each of the telephone numbers another six figure reference was obtained which fixed the final control. An average speed of 30 m.p.h. was not too difficult and less marks were lost here than on the other sections.

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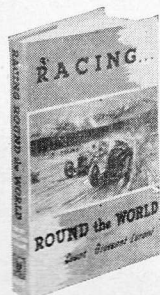
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## WARTON RESULTS

OWING to the recent controversy over the results of the Morecambe C.C.'s Warton hill-climb (held on 12th September), R. M. Baxter, who acted as Secretary of the Meeting, has written to AUTOSPORT on the subject. He emphasizes that the results submitted to us were provisional, and asks us to publish the following confirmed results:

## Results

Class 1: G. H. Breakell (M.G.), 23.0 secs.  
Class 2: 1, C. Murray (Frazer-Nash), 20.4. 2, J. W. Waddington (Triumph TR2), 21.0. Class 3: J. Cuff (Austin-Healey), 21.0. Class 4: E. B. Wadsworth (Porsche), 21.8. Class 7: E. B. Wadsworth (Healey), 23.0. Class 9: 1, J. P. Hacking (Cooper-M.G.), 20.6. 2, A. J. Ridy (Lancia-M.G.), 23.6. Class 10: (Tie) B. A. Crabtree (M.G.S) and W. Freed (Jaguar XK120), 20.4. B.T.D.: L. Driver (Frazer-Nash BMW), 20.0 secs.

## SOUTHSEA PRESIDENT'S TROPHY TRIAL

THE President's Trophy Trial, organized by the Southsea Motor Club, took place at Longmoor, Hants, on Sunday, 14th November. Weather conditions were ideal and, with 25 entries, an exciting day's driving was witnessed by a large number of spectators.

The course for this "Gold Star" event was extremely convenient, as all nine hills were situated within one square mile. From a spectator's point of view it was perfect, as in some cases three hills could be witnessed at once.

In the morning, competitors were required to negotiate nine hills. Each of these hills was difficult inasmuch as the ground was soft, the surface extremely rocky in places and the gradient more than usually steep in most cases. For the second round, after a lunchtime break, the course on some of the hills was altered and it was generally agreed that this was an improvement. On Hill 2, for instance, the course was led round a tree and then over a steep, rocky, bumpy gully. This hill was climbed by practically every competitor and was most spectacular to watch.

The trial finished with a special test section, which consisted of stopping astride a line, reversing, and continuing to a flying finish.

G. S.

## Results

Premier Award: R. W. Faulkner.

Runner-up: M. R. B. Cannon.

Member's Award: F. P. Faulkner.

## COMING ATTRACTIONS

November 27th. Newquay M.C. and L.C.C. Night Navigation Rally. Start, Newquay, 6 p.m.

West Cornwall M.C. Night Navigation Trial.

Connacht M.C. Winter Trial, Eire.

Ulster A.C. Trial, N. Ireland.

November 27th/28th. Brighton and Hove M.C. November Rally. Start, Madeira Drive, Brighton, 2 p.m.

Morgan 4/4 Club Fourth Annual Night Rally. Start, Sutton Coldfield, Warwicks.

Herefordshire M.C. Second Night Rally. Start, Widemarsh Street, Hereford, 10 p.m.

North Midland M.C. Moonlight Rally. Start, Devonshire Arms, Baslow, 11.30 p.m.

Loughborough College M.C. Night Rally.

November 28th. Kentish Border C.C. Sporting Trial. Start, The Black Prince, nr. Eltham.

Leicestershire C.C. John Bull and L.C.C. Challenge Trophy Trial. Start, Lee Street Car Park, Leicester, 11 a.m.

Lancashire and Cheshire C.C. "Rally Petite". Start, Dixon Arms, Chelford, 2.15 p.m.

Midlands M.C.C. Miniature Rally. Start, Lowsenford, 11 a.m.

Sussex C. and M.C.C. Experts' Trial.

## MID-THAMES C.C. RALLY

THIRTY-TWO starters left the Angler's Hotel, Teddington, at one-minute intervals on 18th November to commence the Mid-Thames C.C.'s Night Navigation and "Mathematical" Rally. The intricate course called for precise navigation and rapid calculation of ingenious clues. Square roots were asked for at some controls, and some competitors, including the eventual winner, are rumoured to have sought them in ditches.

## Results

Premier Award: D. O. Ingram (Jaguar).

Best Navigator: J. Gadsdon.

2, S. Actman/I. Clements (Morris). 3, and

Visitors' Award: W. Rosson/M. Gammon (Austin).

4, K. Westonholme/Gibbs (Jowett).

## CHICHESTER NAVIGATION RUN

ON Sunday, 14th November, the Chichester M.C. staged a simple navigation and social run under the title of "November Handicap". Laid on as an evening event over easy Sussex roads and lanes by the club's Treasurer, E. R. Clark, the run proved very popular and interesting. Some 18 crews took part, and the premier award was won by B. J. Fisher. Second and third places were filled by J. H. Renwick and L. Bleach.

## CLUB FIXTURES

North London M.C.—Meeting, 26th November, Cat Inn, Cat Hill, East Barnet.

Marconi A.C.—Annual dance, 26th November.

Cambridge '50 C.C.—Meeting, 26th November, Ancient Shepherds, Fenditton, nr. Cambridge.

Aston Martin O.C.—Social meeting, 26th November, Ye Olde Cock, Epping, 7.30 p.m.

Guildford M.C.—Annual dinner and dance, 26th November, Lion Hotel, Guildford, Surrey.

Bugatti O.C.—Jubilee dinner/dance, 26th November, Grosvenor House, London.

B.A.R.C. (East Sussex Branch)—Annual dinner and dance, 26th November.

Thames Estuary A.C.—Annual dinner and dance, 26th November, Queen's Hotel, Westcliff-on-Sea.

Hants and Berks M.C.—Film show, 26th November, California-in-England, nr. Wokingham, Berks, 8 p.m.

Berkhamsted M.C. and C.C.—Informal dinner, 27th November, King's Arms, Berkhamsted. Reception, 6.30 p.m.

B.A.R.C. (Yorks).—"Night Monkey Puzzle", 27th November. Start, Hotel St. George, Ripon Road, Harrogate, 4.30 p.m.

Bentley D.C.—Meeting, 27th November, Rising Sun, Salisbury, Wilts, 7 p.m.; N.W. Region annual dinner/dance, 2nd December, Royal Hotel, Hayfield, Derby, 7.30 p.m.

750 M.C.—Sunday afternoon rally, 28th November.

Lancashire and Cheshire C.C.—Christmas dinner, 28th November, Dixon Arms, Chelford.

Eastern Counties' M.C.—Meeting, 30th November, Red Lion, Martlesham, near Woodbridge.

Lazona Club (Northern).—Meeting, 30th November, Red Lion, Holme-on-Spalding-Moor.

Liverpool M.C.—Hot pot dinner, 1st December, Hightown Hotel, Liverpool, 7.15 for 7.45 p.m.

Ulster A.C.—Talk by Lofty England and film show, 1st December, Donegall Chambers, Donegall Place, Belfast.

Lea-Francis O.C.—Annual dinner and dance, 1st December, Toby Jug Hotel, Tolworth, 7.30 p.m.

Wolsley Hornet S.C.—Meetings: 1st December, Corner House Hotel, High Heaton, Newcastle-upon-Tyne; 2nd December, Red Lion, Church Street, Birmingham.

Surrey S.M.C.—Meeting, 2nd December, Warwick Hotel, Redhill.

Nottingham S.C.C.—Meeting, 2nd December, Plough Inn, Sandiacre.

Singer O.C.—Meeting, 2nd December, Prince of Wales, Ecclelland Road South, Sheffield.

Vintage S.C.C.—Meetings, 2nd December: Phoenix Hotel, Hartley Wintney, Hants; King's Head, Telby, nr. Market Rasen, Lincs; Scott's, Rose Street, Edinburgh.

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**2.3-LITRE** 8c. ALFA ROMEO. Vertex magneto, Coachwork unmarked, hood, screens in first-class condition. Offers.—Beverley Motors (N. H. Mann, Prop.), Coombe Road, New Malden. MALden 3232-3.

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**1951** ALLARD K2 sports 2-seater, very beautiful specimen, many extras, first-class condition. £545.—Pantiles Service Garage, London Road, Guildford. Tel.: Guildford 5326.

**£265** 1948 ALLARD 4-seater tourer, good condition, good tyres, black with red upholstery, taxed to end of the year.—Underwood-Rusling (Sports Cars), Ltd., 28 Queensberry Road, Kettering. Phone 3351.

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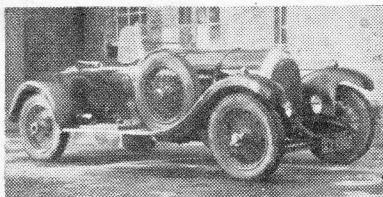
**ALVIS SPEED 20**, V.D.P. tourer. Paint, body-work, sound. Mechanically good. Must sell. £150 o.n.o.—Tunbridge Wells 1673.

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95 m.p.h. 20 m.p.g.

£285 o.n.o.

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Kingerby Hall,  
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**BMW 326**, late 1938. New battery, £250, quick sale. Bought new car, seen.—Ebdons, Bath Street, Cheltenham.

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**BRADFORD Utility 1946**, low mileage, good condition. Ideal tender car.—Box 1634 (Bucks).

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

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**JOWETT Jupiter 1A**, May 1953, 18,000 miles, ivory, red upholstery, radio, heater, twin Notex, badge bar, tonneau cover, screen washers, just fitted new Wyresoles tyres, large boot. Hundred per cent. clean car. £660 or offer.—Box 1635 (London).

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**1954 LOTUS 1.172**, fully road equipped, hood, sidescreens, Marchal lights, twin SU/four branch exhaust, 10 pt. sump, modified engine. Immaculate. £550 or exchange Ford Anglia.—Willmer, 64 Bancroft, Hitchin.

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(Continued overleaf)

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BSI Mk. III engine, 142 b.h.p., close ratio racing gearbox. Multi-tube chassis with independent suspension all round. Weight 13 cwt. 220 b.h.p. per ton. Many modifications to chassis, suspension and brakes. Bristol reconditioned gearbox and new bearings throughout, September, and not raced since. Numerous spares. This car has been maintained by B. N. Shawe-Taylor throughout 1954. Prescott 49.15. Silverstone Club Circuit 1 min. 15 secs.

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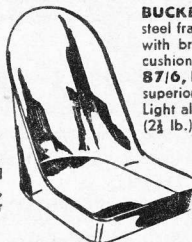
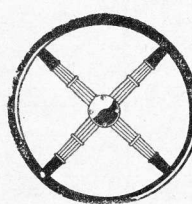


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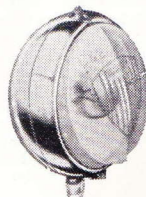
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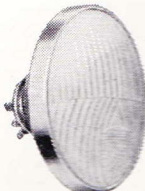
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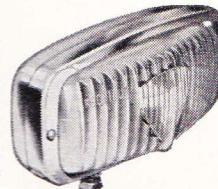
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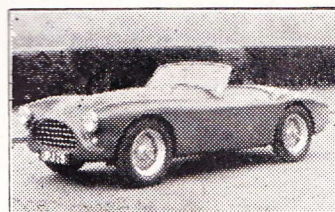
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