

**MOSS AND MERCEDES-BENZ-THE TEST IN PICTURES**

# AUTOSPORT

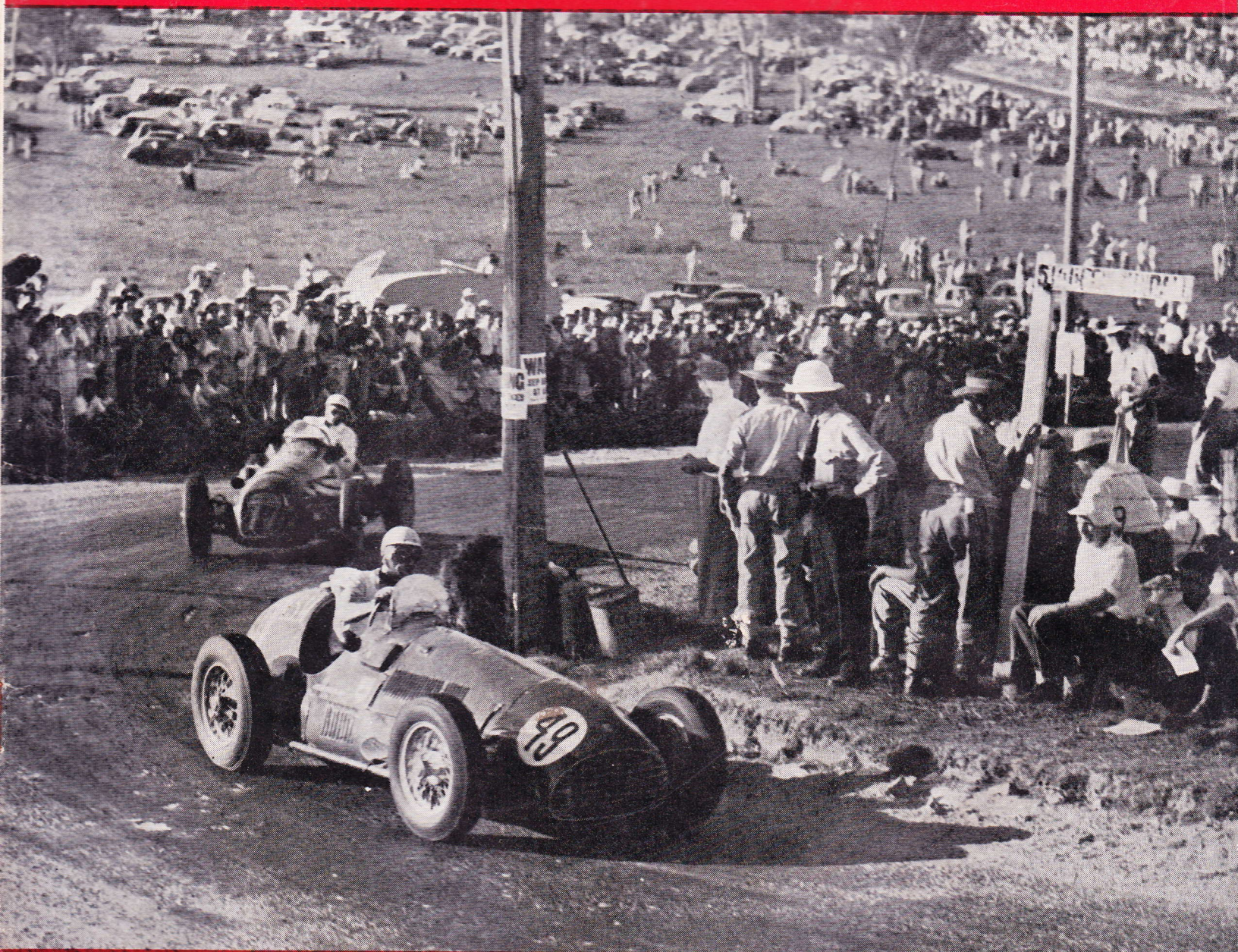
DECEMBER 10, 1954

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EVERY FRIDAY

Vol. 9 No. 24

BRITAIN'S MOTOR SPORTING WEEKLY



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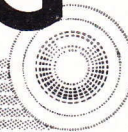
*more and more racing drivers...*

*on more and more racing cars...*

*are relying more and more on...*

**GIRLING**

THE BEST BRAKES IN THE WORLD



*Way Out Ahead* →



# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 9 No. 24

December 10, 1954

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## NOTICES

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## EDITORIAL

### STIRLING AND THE SILVER ARROWS . . . .

TO all intents and purposes, there is only one topic of conversation in motor-racing circles at the present time, and that is the fact that Stirling Moss has agreed to drive for Mercedes-Benz. The news has been given much more prominence than his deciding to join the official Maserati *équipe* at the beginning of August this year, and some people will undoubtedly be all too ready to level harsh criticism at this fine young driver, now that his valuable services have been acquired by a German concern.

What are the facts? Great Britain possesses, amongst many drivers of unquestionable ability, two who are quite outstanding. They are, of course, Mike Hawthorn and Stirling Moss. Rising to prominence later than Moss, by way of outdated sports cars and an astonishingly well-tuned Cooper-Bristol, Hawthorn ended his 1952 season in a blaze of glory which led to an offer from Enzo Ferrari. The offer was accepted at the end of November that year, and the young Farnham man went to Italy to receive the thorough training which has helped to make him what he is today—one of the select company of British drivers who have won two Grands Prix.

Motivated by a strong sense of patriotism, Stirling Moss obstinately clung to the use of a British car right through to this year, when he abandoned English products with obvious reluctance in favour of a G.P. Maserati. But the task of a private entrant in modern *grandes épreuves* is an unenviable one, and at the beginning of August he, too, joined a foreign works team.

During all this time, the only sign of recognition which these two determined young men have received from the British Government has been a rather unpleasant probing into the question of their National Service. Can one blame either of them, if they have decided to "go foreign"? The only sensible attitude to their decision is to wish both young drivers the best of good fortune in the pursuit of their chosen career. If there is any blame to be laid, then it must fall on the British motor industry, who by their continued apathy to the importance of full-scale Grand Prix racing have virtually forced our best drivers to seek their fortunes with foreign products. In the case of Moss, the foreign country is one whose cars are presenting a very real challenge to the British industry, judging by the number of German cars now to be seen even in England.

Stirling's own words are well worth quoting: *It is my greatest ambition to be the first British driver to win the World Championship on a British car; failing this, to bring the World Championship to this country by choosing to drive the most successful foreign car available.*

### OUR COVER PICTURE

**AUSTRALIA'S GRAND PRIX:** An interesting scene at Olympic Corner, on the 5.7 mile Southport circuit in Queensland, showing Dick Cobden in the ex-Peter Whitehead Ferrari leading the ultimate winner, Lex Davison, in the ex-Formula 2 H.W.M. fitted with a Jaguar engine. The crowd marshals out there seem to be fairly free and easy!



## PII and PADDOCK

ERWIN GOLDSCHMIDT took delivery of his new 4.9-litre Ferrari immediately after Maglioli had won the Pan-American race with it. The proud new owner, who has already done well with a 4.5, is driving his new acquisition at Nassau.

WHEN Stirling Moss arrived by air in U.S.A. recently, he astonished many of his friends by producing a copy of AUTOSPORT dated the same day as his arrival!

BLACKBURN Welfare M.C.'s 1955 racing dates at Brough will be 3rd April and 25th September—both Sunday fixtures.

J. E. G. STEVENS and Tony Everard have taken delivery of an ex-works Aston Martin DB3S. They will race it next season, together with their DB3.

PRINCE BIRA has flown to Bangkok, Siam. From there he is due to proceed by air to the New Zealand G.P., after which he goes on to Argentina.

UMBERTO MAGLIOLI will drive a works 4.9 Ferrari in the Casablanca 12 Hours sports car race this month.

SIMCA-FRENCH FORD merger was finalized on 30th November. Simca will continue to produce the highly popular Aronde, and also the Simca Vedette, previously the Ford Vedette.

NEW ZEALAND'S Lady Wigram Trophy race will not take place, as the Air Force there have prior needs of the airfield.

GERMAN Touring Car Champion for 1954 is Heinz Meier, driver of a works DKW "Three-Six" in the year's rallies.

Why can't the BBC have a special wavelength for sports broadcasts? As a very regular listener with no interest whatever in sport—and surely there are many like me—I object very strongly to having other programmes cut into mercilessly to make way for racing, tennis, and even motor racing. Even that national institution, the news, was delayed recently.

*THE LAST STRAW: A recent letter to Everybody's, the weekly magazine, from a woman reader.*

BILL STODDART'S Standard Vanguard entry for the Monte Carlo Rally will have a diesel engine—probably the first production diesel-powered car to appear in this event.

JEAN LUCAS and Mike Sparken, of the "Los Amigos" équipe, have ordered four-cylinder, 3-litre sports Ferraris with the new front suspension as at Barcelona. They will drive them at Agadir and Dakar this winter. Sparken has sold his Maserati in the U.S.A.; his Vignale-bodied DB3 is for disposal.

PETER HUGHES has purchased Michael Christie's 1,100 c.c. Cooper. He looks like having a busy season, for he also has a modified Zephyr for rally work, the Tojeiro-J.A.P. for sprints, and a half-share with Michael Kennedy in the "Harfeach" trials car.

DA SILVA RAMOS, Aston Martin and Maserati exponent in 1954, is to drive Gordinis in next year's sports car events.

THE 1954 book of road tests reprinted from *The Autocar* is now available, price 6s. 7d. post free, from Iliffe and Sons, Ltd., Dorset House, Stamford Street, London, S.E.1.

ALSO recently published is *The Motor* 1954 book of road tests, obtainable from Temple Press Ltd., Bowling Green Lane, London, E.C.1, price 6s. 7d., post free.

## PORTRAIT GALLERY

### No. 2—DUNCAN HAMILTON

Photograph by Patrick Benjafield



THE remark, "Boy, let's have a go!" exactly sums up Duncan Hamilton—for Duncan will always have a go, as everyone who saw last year's Le Mans race will agree. The burly Hamilton cares not a rap for reputations. At Silverstone in 1950 the late Raymond Sommer drove one of the then new DB2 Aston Martins in the sports car event. Duncan was at the wheel of a Healey Silverstone, and few would have given much for his chances against the great Sommer. However, he showed the French champion the tail of the Healey and confounded the experts. In the same year he won the Wakefield Trophy with the ex-Abecassis 6C Maserati. In 1953 he gained world-wide fame by co-driving with Tony Rolt in the winning C-type Jaguar at Le Mans—the year that saw the complete rout of Alfa Romeo, Lancia and Ferrari by the record-breaking Jaguar. In 1954 he was again prominent, and his effort to cut down the lead of the 4.9-litre Ferrari with the D-type Jaguar was a memorable drive. Duncan in a Jaguar is always a formidable combination, as has been proved on many occasions. He is no stranger to formula events, and has put up some fine shows with the F2 H.W.M. A confirmed leg-puller, and one who enjoys life immeasurably, Duncan Hamilton nevertheless takes his motor-racing seriously. As he himself would say, "Boy, you can't win unless you get your clog down!"

G.



# SPORTS-NEWS



## XMAS BRANDS ENTRIES

SEVENTY-FIVE entries have come in for the B.R.S.C.C.'s Boxing Day race meeting at Brands Hatch. They include Formula 3 men Don Parker, Reg Bicknell, Les Leston, Ivor Bueb, Stuart Lewis-Evans, Ken Tyrrell and Dennis Taylor, the latter in a new Cooper; Risely-Prichard (Connaught), Coombs (Lotus-Connaught) and Tony Crook (Cooper-Bristol), in the *Formule Libre* event, and David Blakely in a new H.R.G., Nigel Allen in a streamlined Lotus, and Paul Emery in a 1,100 c.c. Coventry-Climax-engined Kieft in the 1,500 c.c. sports car race. In the event for larger sports cars, an A.C. "Ace" will make its appearance—the first time this model will have raced.

An attraction will be a demonstration run of a Mercedes-Benz 300SL, probably to be driven by Stirling Moss.

The makers of the Bond Minicar are presenting a trophy for the driver setting fastest lap in the F3 race.

## 1955 MOTOR SHOWS

NEXT year's Earls Court motor exhibition will take place from 19th to 29th October. Other international dates are: Brussels, 15th-26th January; Amsterdam, 3rd-12th February; Geneva, 10th-20th March; Turin, 20th April-1st May; Helsinki, 7th-15th May; Frankfurt, 22nd September-2nd October; Paris, 6th-16th October.

Dates have yet to be decided for the Scottish and Viennese exhibitions.

## WINFIELD COMMITTEE NOW A LIMITED COMPANY

FACING 1955 with a much improved financial position, Winfield Joint Committee subscribers resolved at a meeting on 1st November that a limited liability company, to be known as the Winfield Joint Committee, Ltd., be formed. Principal object will be to take over operation of Charterhall airfield circuit, and to continue the promotion of motor racing there.

Application has been made to hold meetings next year on 17th April, 10th July, 3rd September and 1st October. Mr. Dan McKay, S.S.C., 7 Rutland Square, Edinburgh, was appointed Interim Secretary of the Committee until formation of the company is complete.

**MEXICAN MOMENTS**  
(above): A cheery grin from Tommy Drisdale, V8 Dodge driver, after winning the stock car class of the Pan-American race.

(Right) Mantovani and Dalla Favera of the successful "1900" T1 Alfa Romeo team, have company on the way.

## THE YEAR'S B.R.D.C. AWARDS Moss's Fourth Gold Star

THE British Racing Drivers' Club have announced their 1954 Awards list, amongst which the winning by Stirling Moss of his fourth Gold Star for road racing looms large. To Mike Hawthorn goes the Richard Seaman Trophy, while these two outstanding British drivers share the Johnny Wakefield Trophy.

**The Gold Star** (British Road Racing Championship): Stirling Moss.

**Richard Seaman Trophy** (British driver scoring the greatest number of marks on the Gold Star marking system in foreign events): Mike Hawthorn.

**Johnny Wakefield Trophy** (Fastest lap at Silverstone): Awarded jointly to Stirling Moss and Mike Hawthorn—1 min. 50 secs. British G.P.

**E.R.A. Club Trophy** (Most meritorious performance by British driver in a British car in an event held outside the British Isles): Awarded jointly to Peter Whitehead and Ken Wharton (Jaguar)—winners of the Rheims 12 Hours Race.

**John Cobb Memorial Trophy:** Not awarded.

## NEW FRENCH RALLY

THE Automobile Club de l'Ile-de-France has announced a new rally for 1955. Entitled the Rallye du Salon, it will have starting points from Dieppe, Colmar, Aix-en-Provence, Toulouse and Rennes. The routes will converge on the Jura, the Auvergne and the Alps, finishing up with a speed event at Montlhéry. There will be over four million francs in prize money.



## LOS AMIGOS PLANS

COL. "JOHNNY" SIMONE has been elected president of the "Los Amigos" Paris racing stable. Members will race in 1955 as follows: Col. Simone (3-litre Maserati), Jean Lucas (3-litre Ferrari), Mike Sparken (3-litre Ferrari), da Silva Ramos (Gordini and 3-litre Aston Martin), Jacques Peron (1.5 and 4.5-litre Osca), Armand Roboly (2-litre Maserati), Jean Caracciolo (2.5 Lancia and 1.1 Fiat), and Jean Thépénier (1.5 Maserati).

## FORD'S MONTE TEAM

THE Ford Motor Co., Ltd., has entered no less than 11 cars for the Monte Carlo Rally, including three teams. These consist of modified Zephyrs and Consuls, and unmodified Zodiacs. The Zephyrs will be driven by Cuth Harrison/Edward Harrison; Jack Reece/Peter Reece; Reg Phillips/Raymond Baxter. Consuls will be handled by R. N. Richards/E. Brettell; Bill Fleetwood/W. Reid; Ralph Sleigh/Ralph Martin; Sidney Allard/Tom Lush; Denis Scott/John Cunningham and "Doc" Hardman/H. Dennison will be in the Zodiacs. Two more Zephyrs will be driven by Mrs. Jo Ashfield/X and Jack Kemsley/Philip Fotheringham-Parker.

## RALLY OF MOROCCO

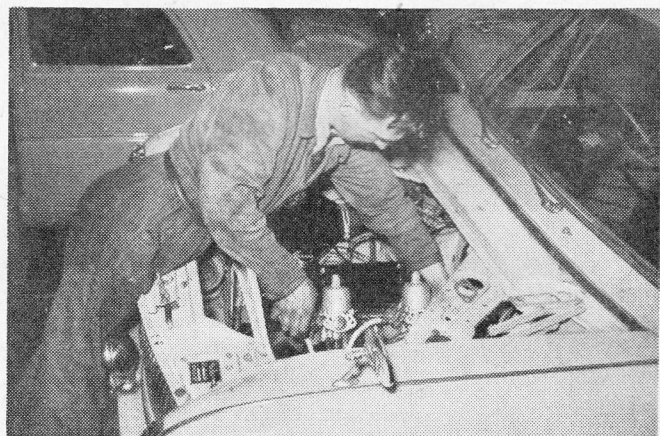
THE 8th Moroccan Rally, which traverses much of that North African country and takes in many gruelling sectors of the Atlas Mountains, begins this Monday, and ends on Wednesday, 15th December. Morocco's premier driver, André Guelfi, may compete with the experimental Comète-Gordini sports.



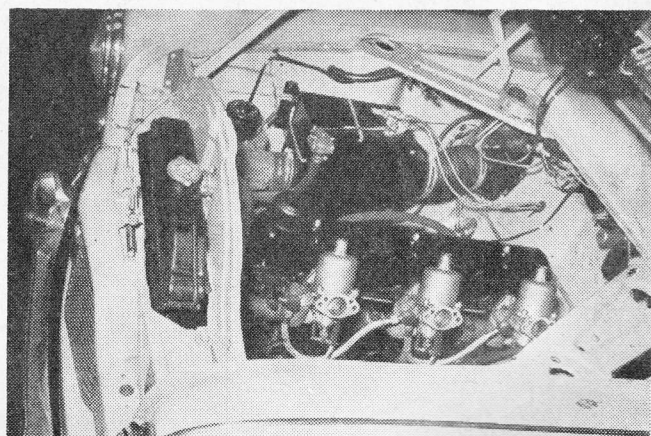
# Getting Ready

Photography by  
George Phillips

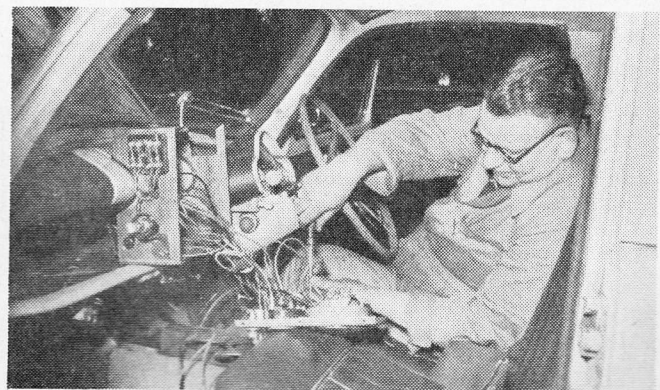
Preparation of the works Ford Consuls and Zephyrs for the Monte Carlo Rally, in progress at the Lincoln Service Depot on the Great West Road



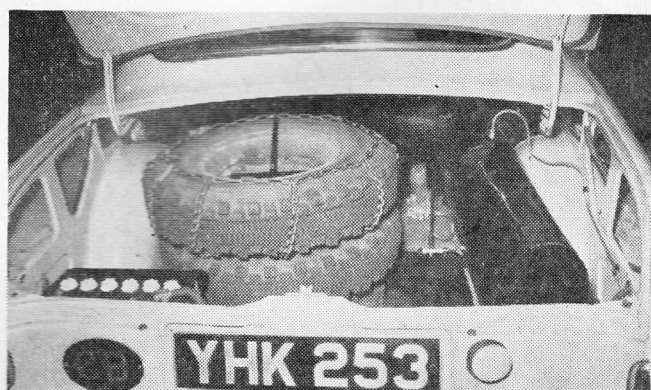
*Final fitting of the twin carburettor conversion on one of the works-entered Consuls.*



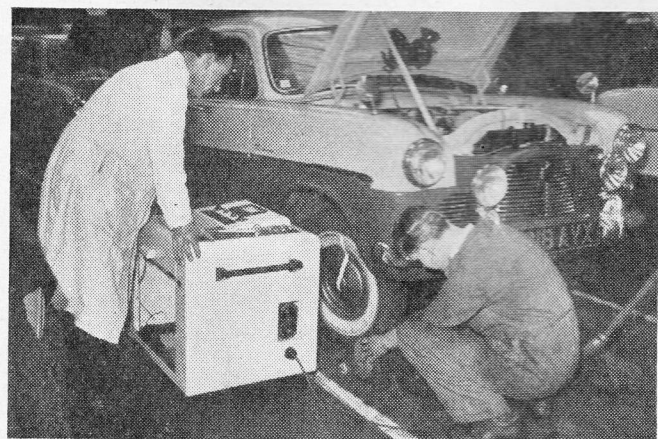
*The Zephyrs and Zodiacs will have the Barwell three-carburettor conversion installed.*



*Wiring is checked and the auxiliary instrument panel is fitted for the navigator's benefit.*



*This view of the boot shows the extra 7-gallon tank, the auxiliary SU pump and the battery position.*



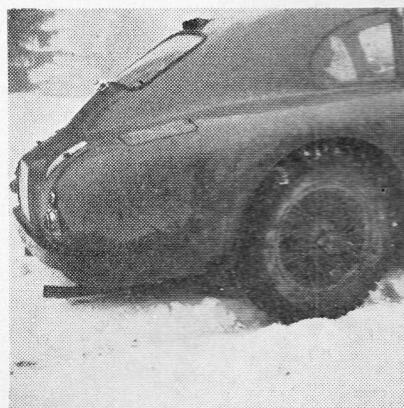
*Wheel balancing is being carried out with the stroboscopic Churchill Balancer.*



*Tankage for the special Fords has been increased from 9 to 20 gallons.*



*IN SEARCH OF SNOW: (Left) Maurice Gatsonides in the Austrian mountains with an Aston Martin DB2-4, in quest of conditions suitable for testing a new design of snow tyre.*



*SEARCH REWARDED: (Above) The DB2-4 well and truly bellied on a snow-bound road.*

## MONTE CARLO RALLY NEWS

**Preparation of British Teams Well Advanced—Strong German Entry**

PREPARATIONS are well under way for the 1955 "Monte", and practically every crew is complete. It looks as if everyone will join the "chain gang", as the organizers are certain to push cars over the deepest snow they can find on the Gap-Monaco section—and chains will be the general wear. Already crews are practising quick wheel-changes, for one of the problems will be to refit normal covers before entering the parc fermé, so as to be ready for the acceleration and braking test on the following morning.

The factory teams are well advanced. All Fords being prepared at the Lincoln factory, Great West Road, and the modified machines are being really modified. There are no less than three teams, Consul, Zephyr and Zodiac. That hardy pair, the "Two Ralphs", Sleigh and Martin, are starting from Monte Carlo in an unmodified Consul. Sleigh is known as the Man Who Never Sleeps, and Martin as the Man Who Never Gets Lost. Sydney Allard and Tom Lush also favour an "unmodified" car; they start from Lisbon in a Zephyr.

Gatso has already been out doing a course recce in an Aston Martin in which he will co-drive with Marcel Becquart. The Astons, the others being driven by Peter Collins and Reg Parnell, are, of course, classed as Gran Turismo machines, and are all 3-litre DB2-4 models.

The M.G. Car Co., Ltd., make their first official post-war appearance in International rallies with three Magnettes. At the moment the team looks like consisting of Geoff Holt/Sten Asbury, Reg Holt/Alan Collinson and Len Shaw/Ben Brown. Freddie Finnemore will act as third man in Shaw's car, whilst it is possible that M.G. works folk will also crew up with the Holts. Gregor Grant's independent entry will have racing driver Cliff Davis as co-driver.

The pair were members of the winning team in the 1952 M.C.C. *Daily Express* rally, driving Davis's famous Cooper-M.G., JOY 500.

Ken Wharton has ironed out most of the Daimler problems, and has gathered together a strong team. The only doubtful starter is Ken Rawlings, who has not yet recovered from his serious illness. However, he is well on the way to recovery, and one can scarcely visualize a "Monte" without Mr. Buttercup himself.

The absence of Stirling Moss, Leslie Johnson, Peter Collins and George Murray-Frame set team manager Norman Garrad a pretty problem in making up his Sunbeam entries. Still, in Peter Harper he has one of the best rally drivers of today, and the skill of Sheila Van Damm puts many a mere male to shame. The team is made up by Jack Fairman, making his first appearance in an International rally, and Garrad himself.

Standards have chosen well with the "Il Commendatore" works team of John Gott, Ken Richardson and Johnny Wallwork. Gott is one of this country's most experienced rally drivers, and, with Col. O'Hara Moore, gained a Coupe des Alpes this year with a Frazer-Nash. Wallwork won the R.A.C. Rally with a TR2, and Richardson was mainly responsible for the development of the TR2. A second team will consist of Mary Walker, D. J. Farquharson and Leslie Brooke. Other Standards will be driven by the Neil sisters, Denis O'M. Taylor and Ray Merrick.

The performance of the four Armstrong Siddeleys will be watched with interest. Their automatic transmission may be invaluable in deep snow. The cars will be driven by Tommy Wisdom, Peter Bolton, D. C. T. "Pathfinder" Bennett, and Mike Couper. The crew of "Mort" Morris-Goodall's Austin A90 will comprise Oscar Moore and Tom

Walkerley. They are the sole British starters from Athens.

The return of Ian and Pat Appleyard to rallies will strengthen the Jaguar entries, which also include Ronnie Adams of Ulster and Cecil Vard of Dublin. The Irishmen did extremely well last year; Adams' performance was outstanding, whilst Vard has one of the best records of any driver in post-war "Montes". J. P. Boardman, Jim Glasgow, A. P. Warren, Eric Haddon and R. D. Mattock are also Jaguar-mounted. Mattock also did extremely well in the 1954 event with his Mark VII saloon.

Concerning foreign entries, there is a formidable list of German drivers. Regarded by many people as favourites for the rally (if they reach Monte Carlo unpenalized), the three works DKW cars will be driven by Walter Schluter/S. Eickelmann, Gustav Menz/S. von Schroeder and Heinz Meier/H. Luba. All three Mercedes-Benz are Types 220A (Becker, Gerdum and Schock), whilst a six-car Porsche assault will be led by Max Nathan, Werner Engel and Hans Dobler. Ernst Lautenschlager is also Porsche-mounted, as is Helmut Niedermayer. Paul Metternich deserts Porsche to drive one of the two 501 BMWs.

The entry totals 364, with Great Britain contributing the largest number of crews. The list is made up as follows:—

**Great Britain**, 132; **France**, 88; **Germany**, 22; **Sweden**, 18; **Holland**, 18; **Denmark**, 16; **Greece**, 12; **Finland**, 11; **Norway**, 11; **Portugal**, 8; **Spain**, 7; **Monaco**, 7; **Switzerland**, 6; **Italy**, 3; **Ireland**, 3; **Brazil**, 1; **Turkey**, 1.

The number of cars from each starting point is: **Athens**, 17; **Glasgow**, 101; **Lisbon**, 46; **Monte Carlo**, 88; **Munich**, 49; **Oslo**, 16; **Palermo**, 6; **Stockholm**, 41.

### A REVISED BOL D'OR

FOLLOWING the death of M. Mauve, founder of the famous Bol d'Or 24 Hours race back in the early '20s, the organization of this race has been taken over by the A.C. de l'Île de France. It will take place on 14th/15th May, under the title Bol d'Or 24 Hours of Paris, and will be open to Le Mans-type sports cars. There will be three separate capacity classes: 750 c.c., 1,500 c.c. and 2,000 c.c., with the Eugene Mauve Trophy for the outright winner.

Prize money totals five million francs, with 500,000 francs for each class winner. All starters will receive a percentage of starting money, according to the distance he covers. Regulations will be similar to those of the Rheims 12 Hours, permitting a few repairs on the cars, the carrying of tools and spares, etc.

The longer, 8 km., road circuit at Monthéry will be used, and the organizers plan special efforts to attract spectators to this somewhat neglected venue, by erecting special grandstands. Pits and drivers' quarters will also be improved. The entry will be restricted to 60, with two drivers per car.

Quite a few works teams are expected, but there should be room for many independent drivers, especially from Britain. The Ecurie Bull Frog hope to provide the usual help to entrants from England. Further details are available from the Association Sportive de l'Automobile Club de l'Île de France, Place Vendôme, Paris, 1er., or from Ecurie Bull Frog, c/o AUTOSPORT.



*"Although the handling characteristic is an understeering one, there is ample power to slide into line at will." Bolster cornering in Shattock's R.G.S. Atalanta.*

importance of a quick step-away off the starting grid cannot be over-estimated, and here the R.G.S. Atalanta shines.

If the acceleration figures were sensational, the maximum speed of only 120 m.p.h. was frankly disappointing. This was entirely due to the "vintage" body shape, and when Shattock fits his fibreglass shell he may well have a 140 m.p.h. car. At present, the machine literally rockets up to 110 m.p.h. and then seems to run into a brick wall, in fact, the remaining 10 m.p.h. takes quite a lot of getting. Here is one more proof that, whether one likes it or not, the modern type of body styling is a "must"

JOHN BOLSTER

TESTS

## THE R.G.S. ATALANTA

Well-known Jaguar-engined Competition Sports Car,  
with Remarkable Acceleration and Excellent Roadholding

AMONG the vehicles which disport themselves at race meetings around the country, a regular competitor, with a win or two to its credit, is the R.G.S. Atalanta. Originally Lea - Francis - engined, but more recently Jaguar-powered, this car has been used as a guinea-pig by R. G. Shattock for the tubular chassis which he sells. Having decided to bedeck the machine in an all-enveloping fibreglass shell, Dick Shattock evidently reasoned that it didn't much matter what happened to the redundant body, and so he lent the car to me for a week, exactly "as raced".

The design of the R.G.S. Atalanta is interesting. A very rigid space frame of 2 ins. x 17 gauge steel tubes is independently suspended front and rear. In front, there are two parallel trailing arms each side, supported by transverse laminated torsion bars. The front wheels have negative camber to increase cornering power, and are steered through a two-piece track rod and Adamant box.

Behind, each wheel has its own trailing arm and helical spring, the suspension thus being fully independent. There are anti-roll torsion bars and Telaflo dampers front and rear. The light alloy differential unit is chassis mounted and carries the inboard brakes; Hardy-Spicer universally jointed half shafts convey the urge to the wheel hubs.

As the wheelbase is only 8 ft. and the kerb weight 17½ cwt., this is a very small car to be powered by a 3½-litre engine. The Jaguar unit in the car I tried was of "C-type" potency, though boasting only the normal twin SU carburettors. The gearbox had close ratios, as the data panel shows.

Having originally carried a smaller engine, some difficulty had perhaps been experienced in squeezing the "Jag" into place. At all events, the driving position and pedal layout left a good deal to be desired, and I frequently suffered from cramp in my left leg. This is not a criticism of the production chassis, but

merely refers to the particular car that I was using. Anyway, once I had taught my feet to find the curiously located pedals, I began to indulge in some pretty memorable motoring. I was, in fact, able to deal with literally any opposition I met without using half the power of the big engine. What matter, then, that wet feet, oily trousers, and a muddy face were usually my portion!

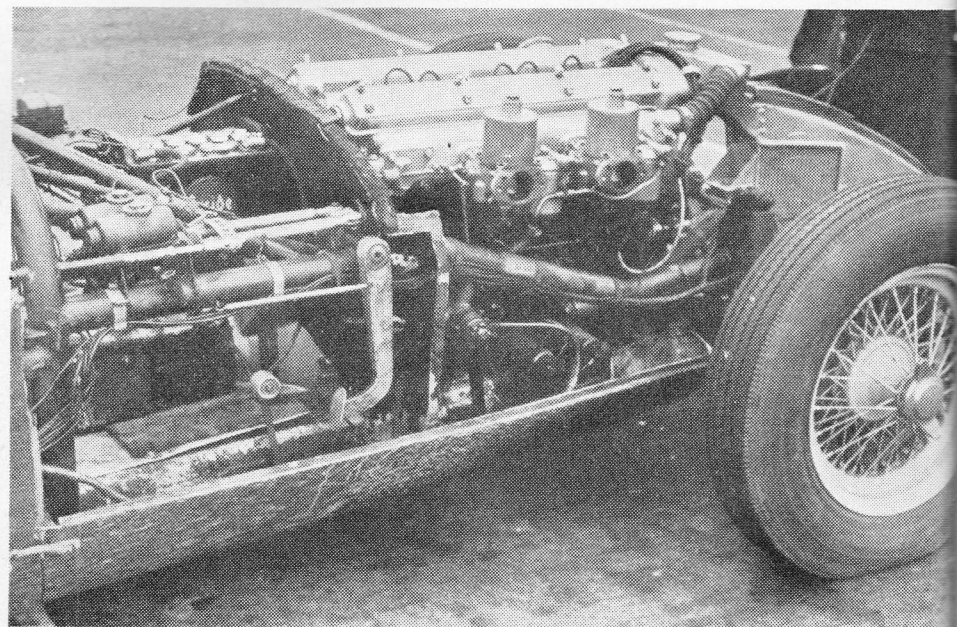
### Standing Quarter-Mile in 15.2 secs.

The acceleration was literally tremendous, and quite the best feature of the car was the astonishing traction. The standing quarter-mile time of 15.2 secs. is the best ever recorded by AUTOSPORT, and even this phenomenal figure could have been improved on a really dry road. In short-distance racing, such as we enjoy in this country, the

for the fast car. An ounce of streamlining is worth a ton of engine tuning, to coin a phrase.

The roadholding is very good indeed, and one soon acquires complete confidence, be the surface wet or dry. The anti-roll bars keep the vehicle on an even keel, and although the handling characteristic is an understeering one, there is ample power to slide the tail into line at will. The steering is fairly quick, with plenty of return action, and only a little heavy when full helm is put on in a hurry. The lock is not very generous, as is usual with trailing arm layouts.

The ride is fairly firm but quite comfortable. There is a little up and down movement on certain surfaces, but in general the suspension is above the average. Fast corners may be taken at



*FULL HOUSE: Accommodation of the Jaguar engine in an 8-ft. chassis formerly powered by a Lea-Francis unit entailed a fair amount of "squeezing".*



## SPECIFICATION AND PERFORMANCE DATA

**Car Tested:** R.G.S. Atalanta sports 2-seater. Price of all chassis components, £525.

**Engine:** Six cylinders 83 mm. x 106 mm. (3,442 c.c.); chain driven twin overhead camshafts operating inclined valves. 190 b.h.p. at 5,500 r.p.m. 8 to 1 compression ratio. Twin horizontal SU carburetters. Lucas coil and distributor.

**Transmission:** Borg and Beck racing clutch. Four-speed gearbox with central remote control and synchromesh on upper three gears, ratios: 3.6, 4.35, 6.26, and 10.8 to 1. Open Hardy Spicer propeller shaft to chassis-mounted Atalanta differential unit containing E.N.V. gears, Hardy Spicer articulated half-shafts.

**Chassis:** Multi-tubular space frame with independent suspension all round by trailing arms. Front suspension by laminated torsion bars, rear by helical springs. Anti-roll bars front and rear. Telford dampers all round. Adamant steering

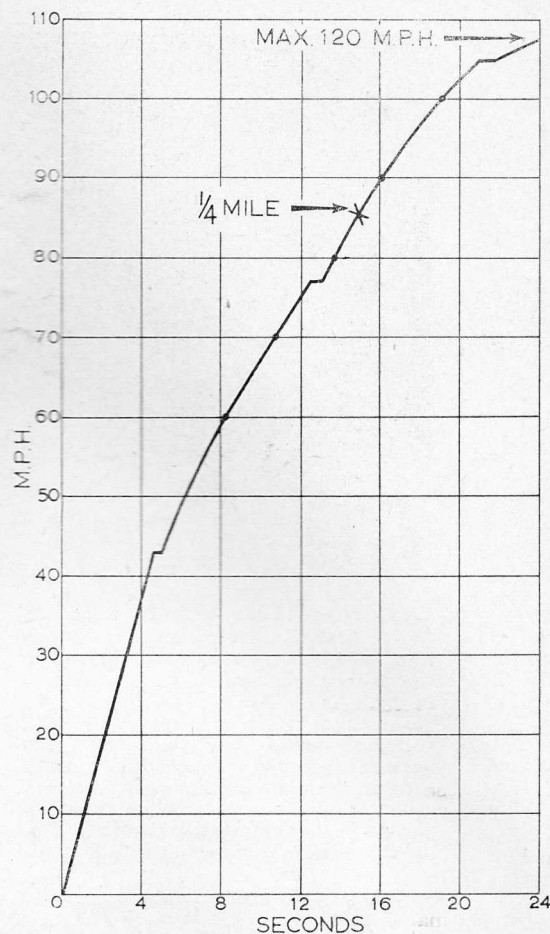
box operating two-piece track rod by drag link and bell crank. 6.00-16 Michelin X tyres on racing wire wheels with knock-on caps. Lockheed hydraulic brakes, 2L.S. in front, in 11 ins. x 1½ ins. Alfin drums.

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

**Dimensions:** Wheelbase, 8 ft.; track, front 4 ft. 3 ins., rear 4 ft. 5 ins. Turning circle, 42 ft. Weight, 17½ cwt.

**Performance:** Maximum speed 120 m.p.h. Speeds in gears: 3rd, 104 m.p.h.; 2nd, 72 m.p.h.; 1st, 43 m.p.h. Standing quarter-mile, 15.2 secs. Acceleration: 0-50 m.p.h., 5.8 secs.; 0-60 m.p.h., 8.2 secs.; 0-70 m.p.h., 10.8 secs.; 0-80 m.p.h., 13.5 secs.; 0-90 m.p.h., 16 secs.; 0-100 m.p.h., 19.2 secs.

**Fuel consumption:** 16 m.p.g. (approx.).



ACCELERATION GRAPH  
OF THE  
R.G.S. ATALANTA

extremely high speeds, and it is only on the very sharpest bends that this car feels heavier than the 1½-litre size of sports racer. The rear suspension gives the sort of roadholding that I normally associate with a de Dion axle, and none of the failings of the swing axle system is apparent. The rear end behaviour in general must certainly be awarded very high marks.

#### No Burden on Brakes

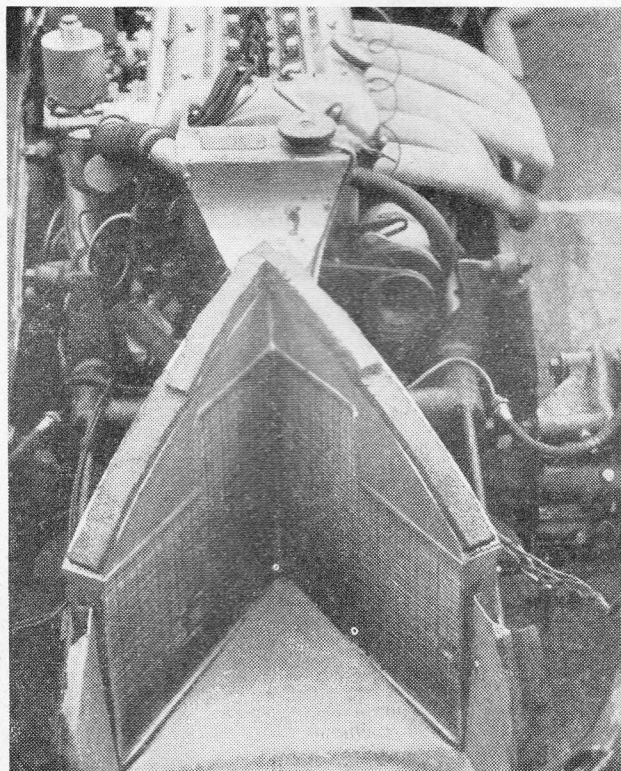
The frankly unstreamlined body and the retardation afforded by the big engine give the brakes an unusually light task. Nevertheless, they are powerful and smooth in action, though a panic stop requires heavy pedal pressure, as is usual with racing linings. I used the car as a normal hack in town and country, and apart from once unexpectedly demanding a new sparking plug in Park Lane, it proved entirely tractable.

I would say that Dick Shattock really has something in this R.G.S. Atalanta chassis, and you can buy the bits for £525, less engine and gearbox, of course. A suitable fibreglass body shell costs £112, or a hard top may be had for £168. R.G.S. Automobile Components, Ltd., of Winkfield, Berks, is the firm concerned, and one looks forward to seeing a number of these chassis in action during the coming racing season.

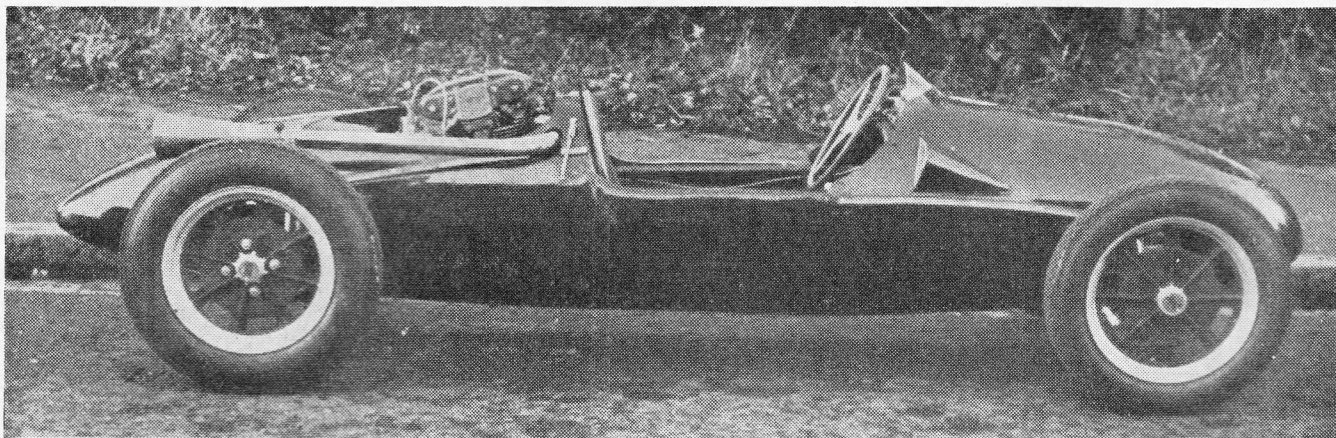
*"The acceleration", says John Bolster, "was literally tremendous, and quite the best feature of the car was the astonishing traction".*

★

*SHARP VEE (right) of the unusual radiator on the R.G.S. Atalanta. The trailing links of the independent front suspension can also be seen in this view.*







## The Mark 9 Cooper

### Disc Brakes and Fibreglass on the 1955 Formula 3 Cars

FIRST of the factory-built five hundreds, and easily the most successful through the years, the Cooper has earned a tremendous reputation in Formula 3 racing. Curiously enough, the original design proved so effective that each successive model has retained the main basic features, and that goes for the latest version, the ninth of the series.

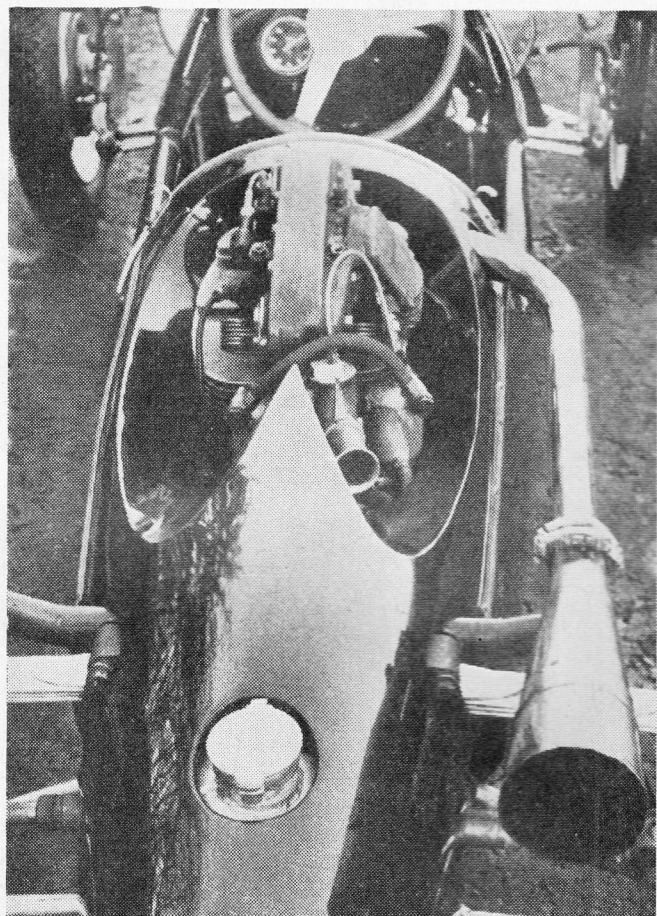
The wheelbase and track are as before, and so is the multi-tubular frame. Perhaps the most exciting departure is the

use of a single disc brake at the rear. This optional fitting is mounted with the driving sprocket, and forms part of the sprung mass. Coopers normally have brake drums integral with their light alloy wheels, and this still applies to the front end. At the rear, however, lighter wheels without drums may now be employed. This reduction of unsprung weight on the driving wheels should give even better traction.

The suspension remains broadly the

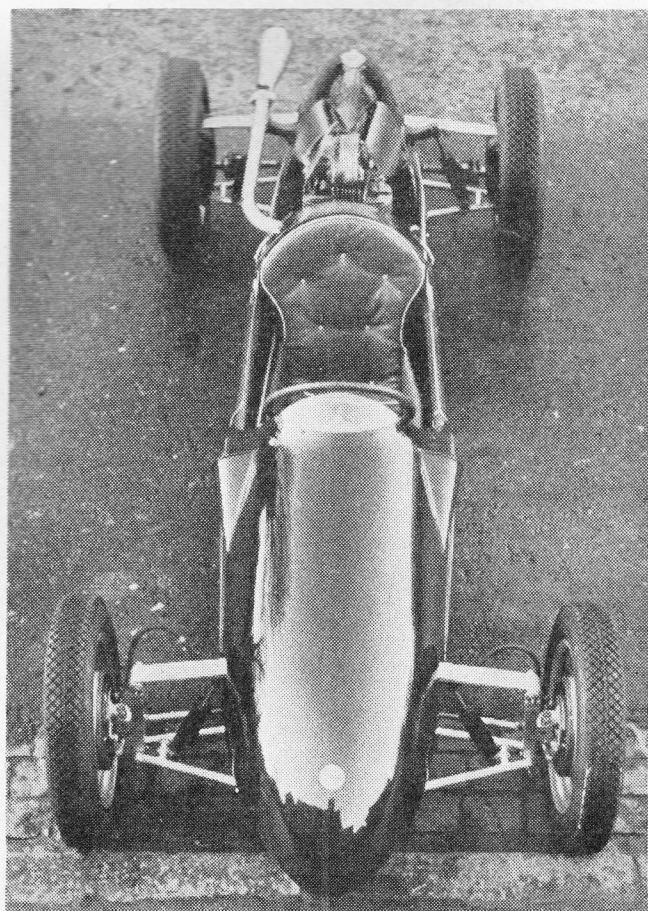
same, with transverse leaf springs and wishbones. Some work has been done on spring mountings and damper angles to obtain the most suitable roll resistance characteristics front and rear, and the whole car is carried fractionally lower.

The body retains the slim lines of the previous series, but the head fairing behind the driver has now been deleted. The engine projects through an aperture in the top of the tail, as was done with certain specialized versions last season.



**BUSINESS END:** The cylinder head is now completely exposed through a well-shaped aperture.

**TOP VIEW** showing the well padded cockpit and the neat mirror fairings and screen.



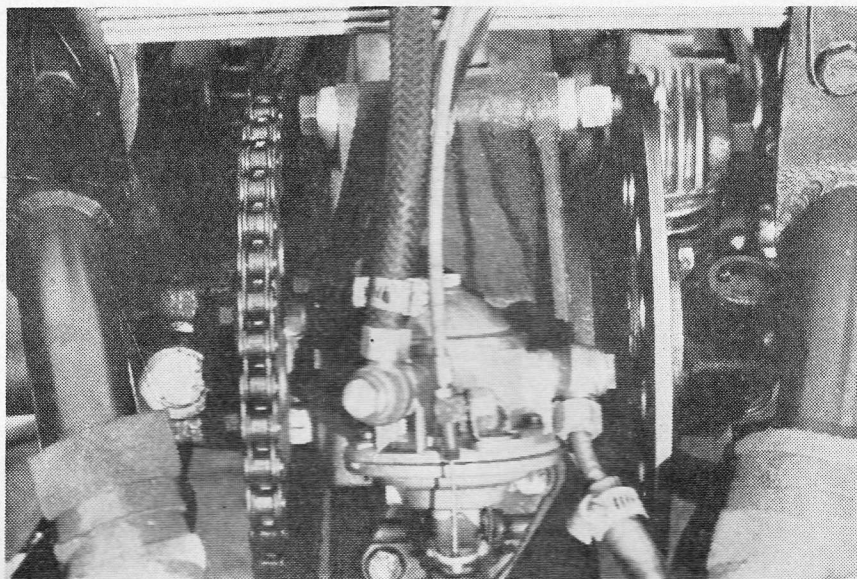


This brings the cylinder head into the air stream, and the whole unit is now tilted backwards in the frame at an angle of 15 degrees, which is advantageous from the point of view of carburettor and port lining up. The "sloper" engine is protected by patents taken out by Steve Lancefield, the well-known tuner.

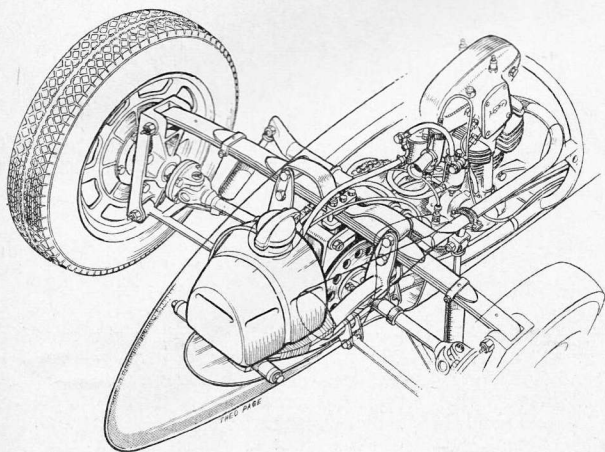
A total weight of 530 lbs. has been realized in the prototype. It is intended to use fibreglass bodywork, when it is estimated that the weight may be reduced to 512 lbs. By detail "cleaning up", it may be possible to get the production cars down to the much-desired 500 lbs. dead.

The design of the new Cooper stems from an unrivalled background gained in a literally enormous racing mileage. Everywhere, little improvements have been incorporated in each model, directly as a result of driving experience. Thus, the Mark 9, though representing another step forward in half-litre technique, is still unmistakably a Cooper.

JOHN V. BOLSTER.



(Above) The new single disc-type brake which will be available on the Mk. 9 Cooper. Between the disc and the driving sprocket, above the differential, is the fuel pump.



(Left) A sketch by Theo Page detailing the engine, transmission and suspension layout of Cooper's latest "500". A new top spring leaf, as used on the front end, minimizes roll; the fuel tank is shallower, to suit the sleeker bodywork.

## JAGUAR GOES VISITING

Lofty England Talks to Ulster A.C.—Plea for Changes in T.T. Regulations—Capacity Limits in Sports Car Racing

ONE of the largest audiences ever to attend the Ulster A.C. clubrooms greeted Mr. F. R. W. ("Lofty") England, of Jaguar Cars, when he visited Belfast on Wednesday, 1st December, to present a film of "Le Mans, 1954", and address the U.A.C.

Before screening the film, Mr. England told the story which led the Jaguar development from the XK 120, via the XK 120C, up to the D-types on which the 1954 Le Mans fortunes were rested. In his tale, he told why the development engineers, concerned at oil surge caused by the highly efficient disc brakes, had made use, first of baffles in the sump and eventually of dry-sump lubrication in the D-type.

After the showing of the film, surely one of the best ever seen of a Le Mans race, Mr. England continued his story, telling of the races at Rheims and, of more especial interest to his audience, of the 1954 Tourist Trophy Race.

One important point which he mentioned was that the 2½-litre D-types raced at Dundrod were evolved especially to meet the handicap for the T.T. On this

business of T.T. handicaps, "Lofty" interjected several asides which caused some anguish among the "top brass" of the U.A.C. and later led Dermot Johnson to make the bright suggestion that, since the T.T. organizers were short of money and apparently Jaguars were short of suitable epithets with which to describe T.T. handicaps, perhaps a suitable arrangement could be made for future races. Alas, this only aroused in the nimble mind of the speaker some further asides on the subject of starting moneys, and he was quickly hurried off that theme.

Among matters dealt with by Mr. England in the discussion were:

**Fuel injection**—he thought it fairly certain that this would become more common than at present. His company

had been carrying out experiments in this direction for the past two years.

**T.T. races**—he thought the present basis of deciding the T.T. was wrong. He advised the U.A.C., in the event of the club promoting future T.T. races, to give some thought to modifying the regulations so as to give greater emphasis to the performance of the faster cars. Something on the lines of the Le Mans regulations, he thought, would meet the case.

**Safer racing**—he felt strongly that it was high time that something was done about the problem of very fast cars racing at the same time as relatively slower cars.

**Limitation of engine sizes**—he was of the opinion that the time was coming when a limit would be imposed upon engine sizes in sports car racing. He suggested that this would probably be in force by 1956 and that the upper limit would be either 3 or 3½ litres. At the same time, it was desirable to do all possible to attract American manufacturers to take a more direct interest in sports car racing, and he felt that this was one of the reasons why a maximum limit on engine size had not been introduced already.

These were but some of the points touched upon, and Mr. England's visit goes down as one of the most enjoyable of U.A.C. social occasions.

Thanking Mr. England for coming, Commodore Rives Shillington, U.A.C. chairman, spoke of the great support which Ulster had received from Jaguar Cars, and looked forward to a continuance of this support in future races. He asked Mr. England to convey warm wishes from Ulster to Mr. Lyons for their future success.

W.A.McM.

**SENT TO COVENTRY!** Desmond Titterton (right) signs on to drive for Jaguar next season, on the occasion of the visit by "Lofty" England (centre) to Belfast. On the left is N.I. Jaguar distributor J. S. C. Cupples.





ALL SORTS and sizes of racing cars (left), cornering during the G.P. at Southport, Queensland. Leading is A. Griffiths's Javelin Spl., followed by Zambucka's 1934 2.9-litre G.P. Maserati, C. Brydon's M.G. Spl. which finished second, and R. Taylor in the ex-Whiteford, ex-Chiron 4½-litre G.P. Talbot.

son, Cobden, Whiteford (Ford Spl.) and Brydon (M.G. Spl.) in comfortable style. Then Cobden put a spurt on and passed Davison's H.W.M., while Jones pulled in for fuel, to discover that his tank was leaking considerably. Next, Cobden's Ferrari, being taken past Sefton's Ford Spl., had a wheel entangle, the Italian car spinning off into a ditch. That put it out of the race, and the next excitement—which could have proved tragic—came when Stan Jones essayed to pass a slower car, only to

## THE 19th AUSTRALIAN GRAND PRIX

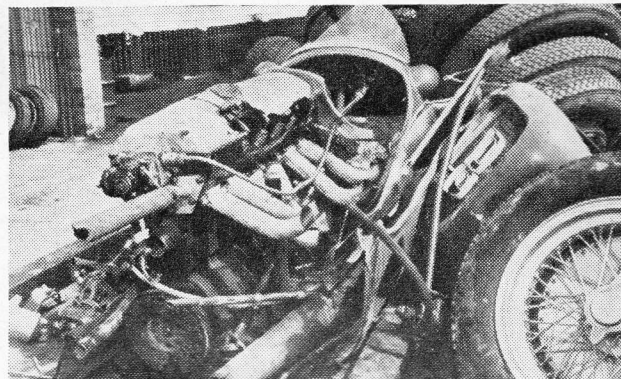
Lex Davison (H.W.M.-Jaguar) Wins with Ease  
after Maybach Spl. is Eliminated by Crash

AFTER eight years of constant endeavour in motor racing, victory in the Australian G.P. came at last to Lex Davison of Victoria, when he won the 150-mile race over the 5.7-mile Southport circuit on Sunday, 7th November. His success with the XK 120 Jaguar-engined H.W.M. single seater was a popular one, the car running impeccably throughout, holding a consistent second place, and moving up when pacemaker Stan Jones crashed in the Maybach Spl.

The course, roughly triangular in shape and including corners of almost every type, was of true road race quality, although it drew some criticism on account of its narrowness. Much rain in the weeks prior to the race had made a quagmire of the pits area, while a limited PA system was another handicap. However, 60,000 turned out to watch the racing, and future plans of the organizers should remedy these shortcomings and make a fine speed venue of the new Queensland course.

Amongst the field of 28 cars were many fine Australian specials, with Stan Jones's highly successful Maybach outstanding, and rivalled by the ex-Doug Whiteford 4½-litre G.P. Talbot, now driven by R. Taylor, Richard Cobden's

REMAINS of Stan Jones's Maybach Spl., after unloading from a lorry. The car broke in half at 100 m.p.h., the driver climbing out unhurt.



ex-Whitehead G.P. Ferrari, the Cooper-Bristols of Jack Brabham and S. Coffey, the H.W.M.-Jaguar, and New Zealander Fred Zambucka's old 2.9-litre G.P. Maserati.

Jones took the lead from Davison, Brabham, Cobden and Coffey, while Jack (Redex Rally) Murray pulled in with his Allard-Cadillac leaking fuel all over the driving seat. Jack was wearing nylon shorts, upon which the fuel wrought havoc, and he fled from a wave of laughter to a nearby van, to borrow a pair of overalls! Brabham had ignition trouble and dropped out on the second round, while the old Maserati and Taylor's Talbot fell well back. The latter spun round at a corner later on, to be run into by Murray's Allard. Taylor was eventually black-flagged out of the race.

The Maybach seemed to have the race nicely buttoned up, Jones leading Davi-

son have his Maybach spin right round at 100 m.p.h. The car literally broke in half, the horrified driver seeing the front half, comprising wheels, suspension and radiator, depart at speed for the inside of the course, while he in the rear section mowed down four trees and jumped a six-foot gap on the opposite side of the road! He emerged barely scratched, whereas the car was a total wreck.

After that hair-raising incident, Lex Davison went on to win, while Brydon moved right up, and a Ford Spl. handled by Ken Richardson (not the B.R.M./Triumph one) achieved third place when the chequered flag went out. Only 12 cars finished, amongst them a 500 c.c. Cooper, Coffey's Cooper-Bristol, which was delayed with trouble, and a Triumph TR2 fitted with a supercharger. Consolation to Dick Cobden came with the day's fastest lap at over 88 m.p.h. in the Ferrari.

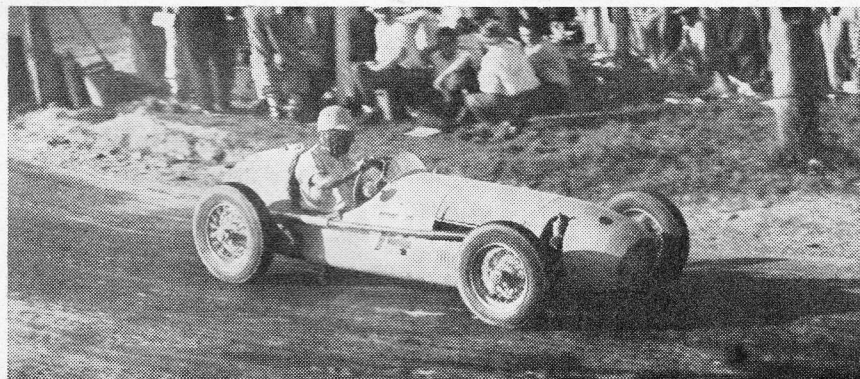
### Results

1, Lex Davison (H.W.M.-Jaguar), 1 hr. 50 mins. 18 secs., 83.7 m.p.h.; 2, A. H. Brydon (M.G. Spl.); 3, K. B. Richardson (Ford Spl.); 4, E. de B. Norman (Triumph S); 5, D. Griffiths (Triumph); 6, F. Tobin (Riley); 7, C. Whatmore (Jaguar Spl.); 8, S. Coffey (Cooper-Bristol); 9, O. Bailey (Holden Spl.); 10, C. Swinburne (Cooper-Norton); 11, F. Zambucka (Maserati S); 12, J. C. Anderson (Jaguar).

Fastest lap: Richard Cobden (Ferrari), 3 mins. 52.2 secs., 88.5 m.p.h.

**PRETTY PEUGEOT:** Very "Grand Prix" in appearance, with its neat, low bodywork and wire wheels is Ian Mountain's Peugeot Spl. It retired with overheating after going well.

Photographs by E. Steet, St. Kilda, Victoria, by courtesy of "Australian Motor Sports"





# THE SPARKING PLUG

## ... that ran away to sea

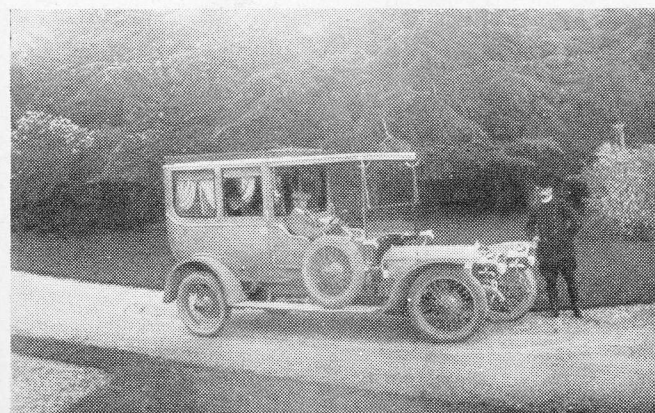
You may believe this story, or you may not—it depends on the amount of faith you have in the long arm of coincidence. It starts at the beginning of this century, and concerns a Mr. Brewster who lived at Fahan, Co. Donegal. A small place on the shores of Lough Swilly, Fahan is not exactly a hive of activity even nowadays, and it must have created quite a buzz of excitement among the local inhabitants when, about 1905, Mr. Brewster bought himself a motor car. He chose a Brotherhood, a vehicle of which very few examples were ever made. But the Brotherhood was, in 1906, renamed the Sheffield Simplex, and its sponsor, the Earl Fitzwilliam, insisted upon the highest standards being maintained in their production. It was his intention that the new Sheffield Simplex should rival the Rolls-Royce as "the best car in the world", and it was certainly an extremely well-made machine.

Mr. Brewster must have liked his Brotherhood, for he eventually bought one of its successors. Records of his motoring activity are a little vague, but he is believed to have obtained this Sheffield Simplex about 1910, and to have purchased a later model of the same

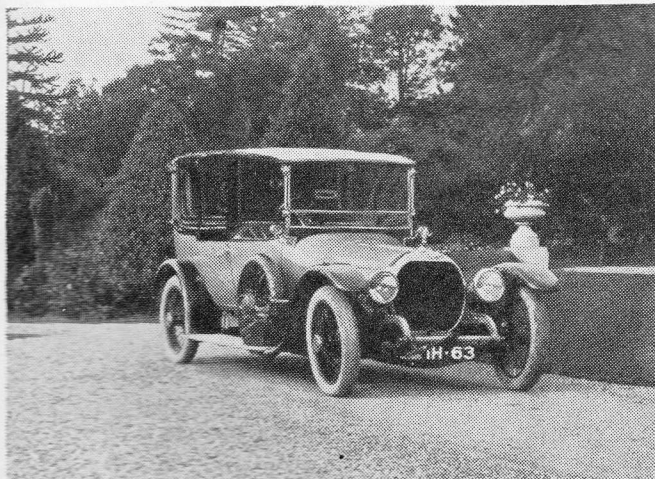


(Above) The plug which was found at Inch Island, still in perfect working order.

(Left) One of the cars in which this plug may have been used—Mr. Brewster's first Sheffield Simplex.



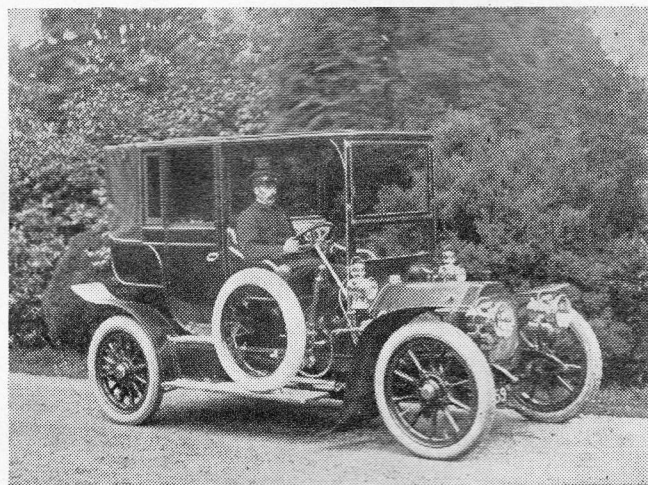
(Right) Found, like the rest of these photographs, in an old family album, this picture is believed to be of the 1905 Brotherhood which was the forerunner of the Sheffield Simplex.



(Left) A later Sheffield Simplex which was also owned by Mr. Brewster. Said to be the only two Sheffield Simplexes in Ireland, this and the earlier car were kept in the stables for many years, but recently sold as scrap.

make some years afterwards. Like so many early cars in Ireland, they merely languished in the stables when they were put into retirement, and although they were said to be the only Sheffield Simplexes in the country, both were sold for scrap not so very long ago. They were succeeded by a cyclecar which has been described to us as a V-twin Fiat, although a photograph suggests that it was, in fact, the ever-popular G.N.

Now we come to 1954, when Mr. Meikle of Bangor, Co. Down—also in the north of Ireland—found himself one day at Inch Island. Being an Irish island, Inch is not an island at all; it is, in fact, a peninsula, jutting out into Lough Swilly a few miles south of Fahan. On its northern shore Mr. Meikle found an 18 mm. sparking plug stamped "Sheffield Simplex", and being a motoring enthusiast who has raced an M.G. Magnette and a Mk. V Cooper, he did not just throw it away again. Intrigued by this plug so select that it bore the name of a car instead of an accessory manufacturer, he took it home and, in his own words, "scraped the barnacles off it". Finding that it still worked, he gave it to one of his firm's lorry drivers for further test, then forgot all about it. In consequence this adventurous sparking plug, which must have been washed across Lough Swilly from Fahan, went back to work again for about 8,000 miles in a Morris truck before he remembered the precious relic. Mr. Meikle then sent it to us, together with the suggestion that "owners of Sheffield Simplexes who are anxious to have complete, authentic equipment would, perhaps, be rewarded by a pros-



pecting expedition to Co. Donegal".

At this stage, it is most unlikely that we shall ever know just how one of Mr. Brewster's sparking plugs found its way into the sea and thence to Inch Island to be found by Mr. Meikle, so there the story must end. Except that we nearly forgot to mention the coincidence; Mr. Meikle is married to Mr. Brewster's granddaughter.

F. W. McC.



# CORRESPONDENCE

## Doctor's Dilemma

DR. MARIE KELLEHER has, by her letter, brought to notice a very important matter which sooner or later must be seriously considered by all important rally-promoting clubs, because at the moment the attitude seems to be "The Devil take the hindmost".

This same point I raised through my co-driver after last year's London Rally, when we stayed for a short time with a dazed and nearly unconscious crew, as we considered it unsafe to leave them in the dangerous part of the road in which they were at that time.

Strangely enough, I was one of the marshals who were in attendance at Ystalyfera during the Redex Rally and, therefore, was in a position to assess Dr. Kelleher's position. It is a pity there were no travelling marshals at this rally\* who could have given the appropriate report to the officials at Hastings, who, I feel sure, would then have made Dr. Kelleher an appropriate time allowance such as we assured her would be done. It seems a pity that doctors should have their sport spoiled in view of all the hard work which they have to do. On the Continent, time allowances are made for such occurrences, as Dr. Slatyer and Dr. Barker can confirm from their experiences in the Alpine of '53. The solution would appear to be an ample sufficiency of travelling marshals.

K. G. CRAMP.

HOOKWOOD, SURREY.

\*There were travelling marshals.—Ed.

## Lotus-Bristol?

I HAVE been considering which sports car to race next season, and the test report on the 85 b.h.p. Lotus-M.G. enabled me to compare it with the 142 b.h.p. Lister-Bristol, and I observed the following: from a standing start and using maximum acceleration, after the quarter mile the Lotus is 0.7 sec. (i.e., about 30 ft.) ahead of the Lister and keeps in the lead until about 90 m.p.h. is reached, where the Lister begins to pull away. Their top speeds are 121 m.p.h. and 129 m.p.h., respectively.

Suppose now we consider a Lotus-Bristol. The b.h.p. needed to propel a car at its maximum velocity is proportional to something between the square and cube of the maximum velocity, depending on the efficiency of the aerodynamics. This means that a Lotus-Bristol would have a top speed of 144 m.p.h. to 156 m.p.h., with acceleration to match. Add disc brakes to this, and surely it would be unbeatable in the 2-litre class.

My choice is, therefore, decided and my next step is to find somebody to provide me with a Lotus-Bristol in exchange for my motor-cycle!

KEITH L. FULLER.

LONDON, S.W.15.

## The Porsche

YOUR correspondent D. G. Godfrey, in praising John Bolster's article on the "Porsche", has made much of his statement that the tail of the car slides if a corner is taken very fast. But did he read the article in full? It was full of praise for the Porsche and ended (quote): "I definitely consider that the Porsche is one of the best-made sports cars on the market today".

I obtained a Porsche some months ago, and find that it is everything the makers claim. In fact its praises have not

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

been sufficiently sung, in view of its wonderful rally record, appearance, performance and economy.

I fear Mr. D. C. Godfrey could not name another production car of 1,488 c.c. that is in the same street as the Porsche for all-round performance.

L. G. WARDLE.

DURHAM.

## Wrong Note

LAST night I went to see a film called "Happy Ever After". The squire of the village possessed a beautiful red Austin-Healey 100, but the sound effect was that of a V8. A producer, one would think, should know better than that!

RICHARD HATTRELL.

TEWKESBURY.

## Mr. Kieft Replies

I WAS interested to note in your Editorial of 3rd December that you, like myself, disagree with Mr. Gregory's suggestion of a new Formula 2 being for 1,100 c.c. unsupercharged cars. I think it is generally understood amongst the racing fraternity that next year there should be a choice of at least six British 1½-litre engines against only one in the 1,100 c.c. class suggested by Mr. Gregory.

The facts are that we have both the Connaught and the Turner 1½-litre engines, which are giving over 105 b.h.p., and I know of at least three other designs which are either in the experimental stage or nearing completion for the 1½-litre twin o.h.c. power units. In addition Coventry Climax announce that they are not going to proceed with the twin o.h.c. conversion for their 1,100 c.c. engine but instead are designing a twin o.h.c. 1½-litre engine.

I am sorry that Mr. Gregory does not agree with me regarding the Gold Star system, but I would like to make it quite clear that I have no "axe to grind" on this subject, although I think your reader, Miss B. M. Gore, has summed this matter up very fairly in her letter (3rd December).

CYRIL KIEFT,  
KIEFT CARS, LIMITED.

WOLVERHAMPTON.

## A Reader Comments

AS a constant follower of motor sport, with particular reference to Formula 3, I should like to state how much I have enjoyed reading previous issues of AUTOSPORT. However, the issue of 19th November contained an article by Cyril Kieft which I feel must be answered.

It seems most unusual to me that Cyril Kieft who, as a manufacturer, had no success with Formula 3 racing until Stirling Moss drove for him, and who in the past relied on this formula for the success and expansion of his business, should now wish to penalize drivers in the formula which has resulted in the greatest number of successes brought to this country since 1939.

I. GRIFFITHS.

MORDEN, SURREY.

## The Gold Star Marking System

ONE salient fact appears to be completely overlooked by all your correspondents regarding the B.R.D.C. Gold Star marking system. This is that the Gold Star (for road racing) is an award by a club to a club member, made according to the rules laid down by the club committee, and is, therefore, not in any way a national award. I feel strongly that it is up to the R.A.C. to institute a national system for championships in various classes of motor racing.

PETER THORNTON.

LONDON, W.2.

## The Swandean Spitfire Special

I ENJOY reading your magazine very much and note that your reports are usually very accurate.

It is for that reason and for the benefit of future historians that I am writing this letter to correct a twice-recorded mistake re the Swandean Special.

The car cannot have a gearbox from a Stoke-on-Trent Corporation bus because there just aren't any such vehicles.

Probably the truth is that the bus gearbox is from a Potteries Motor Traction (P.M.T. to a Stokeite) vehicle, which is a different thing altogether.

GEORGE F. HUMPHREYS.

SHREWSBURY.



I APPROACHED this event with slight trepidation—remembering what had happened when I went over to compete last year. I couldn't help wondering if the organizers had learnt from their mistakes. Well, they had, and I cannot speak too highly of three leading figures of the Motor Sports Club of America, the body which is trying to interest the American public in this form of sport. These people are the President Robert Grier, the Clerk of the Course George Freund, and the Secretary Lew Scott. They had planned the rally and had taken the greatest care to see that the irregularities that occurred last year could not be repeated.

**WORKS DRIVER:**  
Miss Van Damm in the driving seat of the Sunbeam she drove in America's premier rally. She is 1954 European Touring Champion in the ladies' class.



## A COMPETITOR'S IMPRESSIONS of the 2nd Great American MOUNTAIN RALLY

By

Sheila Van Damm



To all of you that have sweated over doing a regularity section of 20 or 30 miles try doing one for 10 hours a day for three days!! Anne Hall, my ever-faithful partner and co-driver, had to be assisted from the car at the end of the first day, and she suggested I should substitute for her an electric adding machine! As usual, she was completely efficient and when the results went up that night, Stirling Moss and Ron Kessel, his co-driver, and Anne and I had tied with a Canadian crew with 25 marks lost, and we three were leading the rally. Marks lost were 10 per minute early, and five marks per minute late. The speedometer regulation which had caused the chaos last year was still in, the reading being taken at the start of the day's run and again at the finish, and every mile outside the official one resulted in a loss of 10 marks per mile. But they had learnt from last year and the official mileage was not known until the last car was in at the end of the day, so none of the competitors knew what they were aiming for—also there was a two per cent allowance either way on this official mileage and we were allowed to declare our own error before we started, so unless one went off course, marks were unlikely to be lost this way.

**"GET READY, GALs":** (Above) Alec Ulmann counts off the seconds at the 79th Street Yacht Basin for Sheila Van Damm and Mrs. Anne Hall at the start of the Mountain Rally.

**OLDSMOBILE ONSET:** (Right) The Rally winners, F. V. Grauds and Arthur Mulligan, setting off on Stage 4—the Sunday tests—in their Oldsmobile.

At the start of each day's run a slip was handed to each competitor with the average speed to be maintained between controls. And ALL CONTROLS WERE SECRET. The route of 1,100 miles ran through New England up as far as Caanan, Vermont, which is on the Canadian border, and back again, finishing at Poughkeepsie, 90 miles north of New York, this meaning three daily stages of approximately 350 miles a day.





## Provisional Results

**Overall winners:** 1, Bill Grauds and Art Mulligan (Oldsmobile). Trip to Europe, Lucas Trophy and Amoco Scroll, 555 pts.; 2, Emil Bulck and Bill Bulck. Trip to Sebring and M.S.C.A. Trophy, 584 pts.; 3, George Scully and Neil Bryson. M.S.C.A. Trophy, 590 pts.; 4, Leo Rizzo and Hans Kachler. M.S.C.A. Trophy, 717 pts.; 5, Roland Gingras and Clement Bernard. M.S.C.A. Trophy; 6, Bryan Wood and Dana Heikes. M.S.C.A. Trophy.

**Team Awards** (All M.S.C.A. Trophies): 1, Long Island Sports Car Association (Leo Rizzo and Hans Kachler); 2, M.S.C.A., Baltimore Section (Jim Yule and Roger Yule); 3, Sports Car Club of Rome (N.Y.) (Bill Olney and John Prenke).

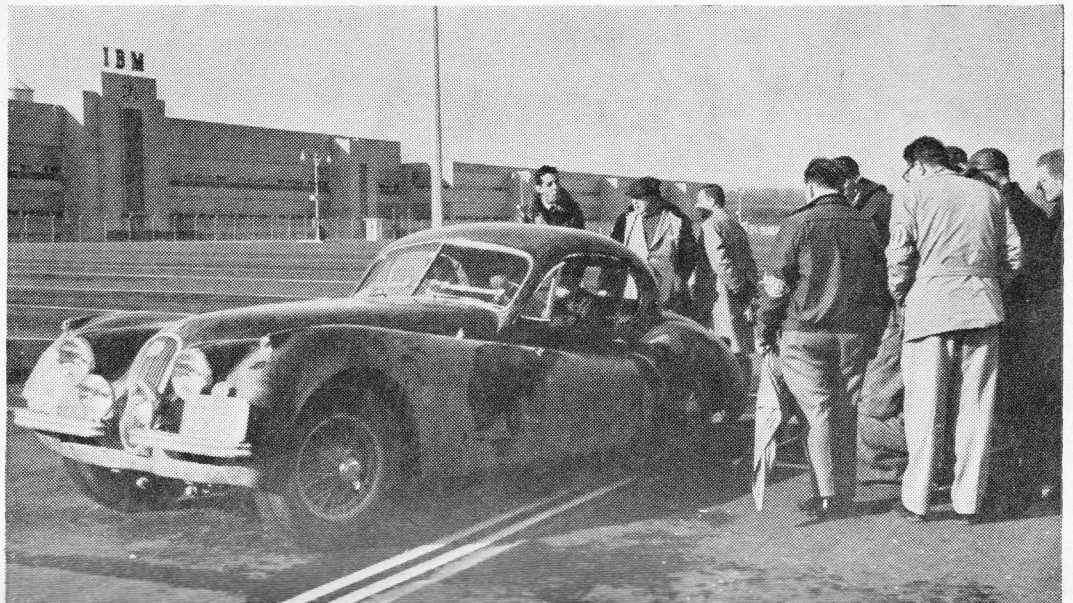
**Factory Team Awards** (M.S.C.A. Trophy): 1, Rootes Group (Stirling Moss/Ron Kessel; Sheila Van Damm/Anne Hall and Kasimir Krag and Bill Giltzow).

**NOTE.**—The loss of cars knocked out by the "off the course" ruling, plus other withdrawals

**SECOND OVERALL** and first British car to finish, was this muddy Austin-Healey (above) with a father-and-son team in control. William Bulck, driver, here backs to the line in the regularity test, while his father Emil directs him.

★

**CANADIAN CONTESTANTS:** Leading at the end of the mountainous road section, George Scully and Neil Bryson of Canada had hard luck in the regularity tests with their XK 120 Jaguar coupé, and dropped back to third.



As we set off on the second day from Woodstock, Vermont, it was snowing. We were running in 34th position on this day. Our starting number was 51, but after the first day we drew for starting positions. This is a fair method as there were four places on the route at which, if baulked it would be impossible to get by. There were 60 starters.

All was going well for us when we turned off the main highway on to a dirt road, which was very narrow and wound uphill. As we climbed, the mud got thicker, and then ahead we saw a car stuck in the centre of the road, which by now was a quagmire—beside him on the right was another car, and so I made a bid for the left side and there I stuck! I have never experienced mud like this—we were standing up to our knees in it and, worse still, the car had sunk down to the axle. The early numbers had got through without baulking, and even cars behind us managed to get by when the two cars that had blocked the way were manhandled up the hill.

Unfortunately my Sunbeam was on the side of the road. I won't go into the subject of the help we received from our fellow competitors, but suffice to say we were there the longest of anybody and did not get out for over 1½ hours!! *Vive le Sport!* When we came into Montpelier at the end of the day we were covered from top to toe in mud, but it did wonders for my complexion!! Stirling had been an early number, had a

good day's run and was now ahead by a good margin—we, of course, were completely out of the running, but it was just a case of *force majeure* in a big way.

So to the last day, and Lincoln Gap, the only really steep section of the route. This was inches deep in snow and ice. Stirling was baulked and after trying as only he knows how, he decided to go round the long way. Only 14 of the 60 competitors eventually got over the Gap, and I raise my hat to them. Out of these 14 the top 10 had to do two tests on the Sunday morning. The prizes were then given out and we returned to New York. The next day we were told that there had been a protest against the winner and when I left on Tuesday to fly home this was still being sorted out.

It was all great fun—and last year I had complained that the conditions were too easy—why don't I learn to keep my big mouth shut? The car for the job was definitely a trials special, and if we are going over the same route next year I must get myself some practice in one.

The organizers realized that they must find a route which is wide enough for a car to pass when another is baulked. Also the regulations need tightening up—it was possible to read two meanings into a lot of the clauses—but if they keep learning at this rate they will soon have it right. After all it was only their second attempt and how long have they been running the Monte Carlo Rally—25 years?!!!

along the way, had resulted in each of the four teams listed having but one car eligible at the end, hence the overall standing of that one car determined the team's score. The other two teams that had been entered were knocked out altogether.

## Additional Awards

**René Dreyfus Award** (to contestant who came farthest distance by car to enter): John Ryan and Richard Turner (M.G. TF), Miami, Florida.

**René Dreyfus Award** (to contestant coming farthest distance (by any means to enter): Sheila Van Damm and Anne Hall (Sunbeam Alpine), England; Stirling Moss and Ron Kessel (Sunbeam Alpine), England.

**Worst Luck Award**—M.S.C.A. Trophy to Donald Kriplen and Eugene Kelly (M.G. TD). Drove from Indianapolis, Ind., developed an oil leak and were first to have to drop out. Note: Donald Kriplen was the chap who was in tie for first place into the fourth day in 1953 and got lost on the five-mile regularity course, knocking himself out of the competition.

**Dead Last But Finished**—M.S.C.A. Award to Peter Wainwright and Peter Baumberger (Jaguar Hardtop).

**Shell Oil Sportsmanship Trophy:** Not awarded this year as there was no one act of outstanding sportsmanship meriting this highly valued award.

**Best Production American Car**—M.S.C.A. Trophy: Melville Collins and son (Ford Crestliner).

**Best Modified American Car**—M.S.C.A. Trophy: Bill Grauds and Arthur Mulligan (Olds 88, 1954).

**Touring Class, over 3,000 c.c.:** 1, Grauds and Mulligan; 2, Melville Collins and son.

**Touring Class, 1,500-3,000 c.c.:** Fidia Guastini/Virgil Massino (Sunbeam).

**Sports Class, over 3,000 c.c.:** 1, George Scully and Neil Bryson; 2, Rizzo and Kachler.

**Sports Class, under 3,000 c.c.:** 1, Bulck and Bulck; 2, Wotchick Kolaczowski and Stan Stanfill.

**Sports Class, under 1,500 c.c.:** 1, Wood and Heikes; 2, Bill Olney and John Prenke (M.G. TF).



# MOSS AND MERCEDES-BENZ

Four-Times Gold Star Winner Joins Three-Pointed Star Team—British Driver to Represent Germany in Ten Grands Prix and Four Sports Car Races

JUST before Stirling Moss left for U.S.A. to take part in the Great American Mountain Rally, he told me that it was pretty certain that he would again drive for Maserati. He expected to see Signor Orsi and fix things up so that he would be available for Buenos Aires.

However, during Moss's absence, Mercedes-Benz got in touch with his manager, Ken Gregory, with a view to making Stirling an offer for 1955. Moss was communicated with, as early as possible, and agreed to go to Stuttgart to talk things over and try out the car. He flew over from New York, changed aircraft and landed at Frankfurt last Friday.

It was soon obvious that Mercedes-Benz meant business. A Grand Prix car had been made ready for Moss to drive on the fast Hockenheim circuit. On Saturday, accompanied by Gregory, Moss was taken to the circuit where a swarm of Daimler-Benz technicians awaited. The weather was cold and the circuit was soaking wet.

To familiarize himself with Hockenheim, Stirling did 10 laps with a 300SL fuel-injection coupé, exceeding 140 m.p.h. with the machine on the straights. Then he transferred to the Grand Prix car with which he did a couple of warming-up laps. At first the "opposite way" 5-speed gear-change baffled him; he rather wondered at the apparently wide ratios, until he discovered that he was changing directly from 2nd to 5th. However, he quickly mastered the change and was soon cracking round at G.P. speeds.

The Germans were most impressed. The young British driver did 2 mins. 15 secs. (206.1 k.p.h.) on the wet surface, equalling Karl Kling's unofficial lap record set up a few days earlier on dry roads. Moss found that the Mercedes required delicate handling, and compared it to riding a thoroughbred horse.

Immediately following the trials, which were carried out with typical German thoroughness, Moss was offered a contract to drive the Mercedes-Benz in the

by Gregor Grant

10 grandes epreuves and also in four sports car events (Mille Miglia, Le Mans, 1,000 Kilometres and Pan-Americana). Terms were discussed and accepted. There was no contract existing between Moss and Maserati, so Mercedes-Benz were free to open negotiations. Stirling asked if he could accept other engagements outside of the stipulated 14 events, and Mercedes directors stated that they had no objections, provided it was under-

stood that they had first call on his services at all times.

There were still a few obstacles to be overcome before Moss could actually sign an agreement, the main one being his obligations to a prominent British concern which spends thousands of pounds annually on motor racing, and has backed Stirling to a certain amount in G.P. racing. It is now known that this concern has agreed to release him from his obligations, thus leaving the way clear for him to make the decision.

The position between Moss and Maserati troubles the British driver, who feels that as Signor Orsi gave him a chance to compete in World Championship events, he should continue with the Italian team. Nevertheless, a chance such as has been given to Moss might occur only once in a lifetime and, for a professional racing driver, Mercedes-Benz can offer the greatest inducement of any concern taking part in full-scale international motoring sport.

## CHELTENHAM OCCASION

### New Fuel Economy Trophy Announced

Six hundred miles on six-and-a-half gallons of petrol, an average of 92.2 m.p.g., was the performance put up by Lt.-Col. C. J. H. Lucy and his co-driver, Miss Nancy Jevons (747 Renault), in the Cheltenham Motor Club's International Road Fuel Economy Contest last June. The figures were far and away better than those put up by any other competitor, but Col. Lucy's name did not appear in the award list! That was because of the operation of the weight/performance formula employed, and even the packing of sacks of sand ballast under the bonnet did not give the little Renault the extra weight to overcome its disadvantage.

Of course it was all wrong, and something quite unexpected. Mr. W. (Joe) Dembowski, the secretary of the meeting, felt so strongly about it that he has given a handsome silver cup for independent international competition for the best officially recorded miles-per-gallon

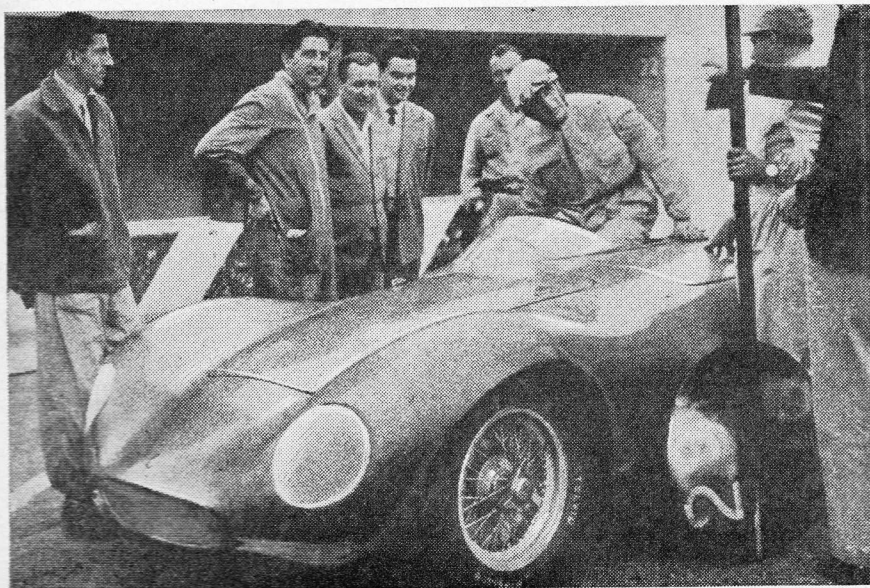
performance by a standard production car, irrespective of the contest. The award of the cup is to be administered by the Esso Petroleum Company's competitions committee, whose leading light is Mr. Reg Tanner, the company's competitions secretary, and the first recipient is Col. Lucy.

The presentation took place last Friday at a very pleasant dinner party in the Esso Company's magnificent country house centre at Abingdon. Dealers attending a course there were among the guests. Mr. J. L. C. Hughes, Esso estates manager, presided, and he was sportingly invited to make the presentation by Mr. Clive Walker, the entrant of the Simca driven by Gordon Wilkins and Alan Gascoine which actually won the Cheltenham contest.

Mr. Walker described the occasion as being unique—considering that such interest in an award for the economical use of petrol was being taken by a company whose main object was the production and sale of petrol! He recalled that in the five years that the competition was held, top performances for a four-seater standard car had gone up from 40.4 to 92.2 m.p.g.

Col. Lucy, returning thanks for the trophy, said he had many times been asked how he had got such a "ridiculous" figure in an ordinary car, but he indicated that there was an extraordinary amount of work involved in "getting lumps out of the ports". He said that he would welcome challengers for the cup, and that before long 100 m.p.g. would be attained. As a competitor in all five of the Cheltenham events, and a former winner, Mr. J. Lowrey expressed confidence that 100 m.p.g. would be reached in the coming year, for improved results had been obtained in each succeeding year of the competition.

P. G. M.



TRY-OUT by Luigi Villorosi of the latest 3-litre sports Maserati on the Monza autodrome. The car, a 6-cylinder, is destined for Le Mans.



AUTOSPORT, DECEMBER 10, 1954

# MOSS TRIES

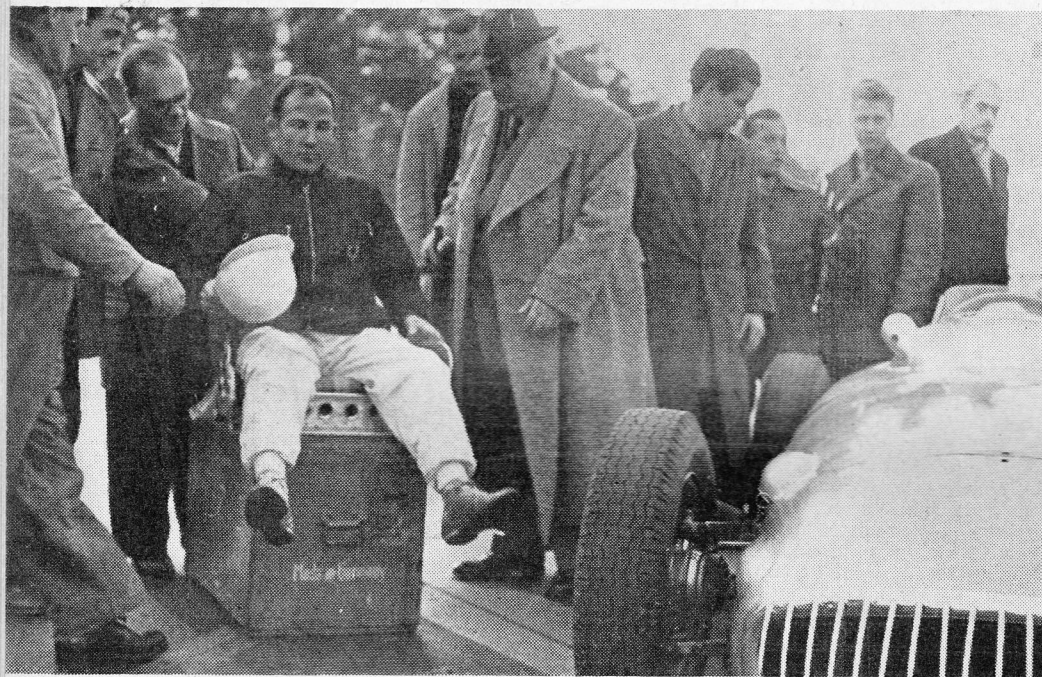
News Story of the Year was  
Driver to Germany Prior to



*PRELIMINARY BUZZ-ROUND: Watched by team manager Alfred Neubauer, Stirling Moss enters a 300SL fuel-injection coupé via the unique gull-wing door, prior to doing 10 laps of the unfamiliar Hockenheim motor-cycle racing circuit.*



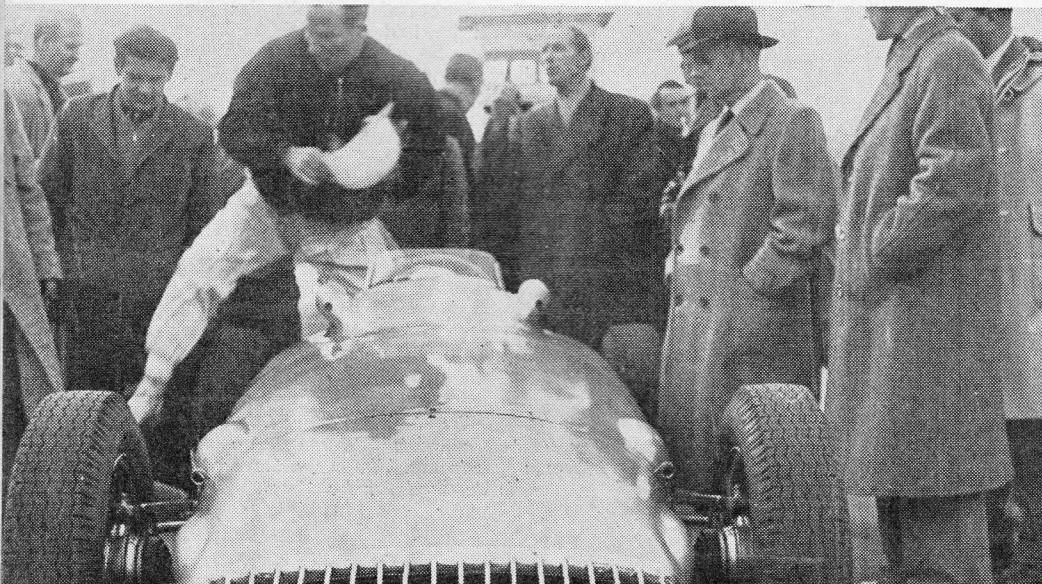
*FINDING OUT THINGS: Moss has a quick look at the 300SL. He found that the 3-litre sports coupe was a bit different on the road.*



*WEIGHING-IN?—No, merely ensuring that the driving seat, which was specially modified overnight, is comfortable enough for Moss.*



*ROAD CLEAR: (Above) Alfred Neubauer complete with his famous red flag, waits to signal Moss on to the circuit.*



*ALL SET: (Left) Moss climbs into the Grand Prix car, watched by Mercedes-Benz technicians and Herr Nallinger.*



# THE MERC.

Visit of the British Champion  
tuning-up for Mercedes-Benz



round the controls and instruments of the  
easily capable of reaching over 140 m.p.h.  
miles per hour.



**SATISFACTION:** (Above) Written all over the  
face of designer-driver Rudolf Uhlenhaut, as he  
watches Moss motoring the G.P. Mercedes.

**NEW OUTLINE:** (Right) Considerably  
cleaned up, with various air-vents dis-  
pensed with and new "birdcage" radiator,  
the G.P. Mercedes-Benz is taken out  
again by German driver Karl Kling.



**WARMING-UP:** Alfred Moss, the interpreter and Stirling watch with  
interest as mechanics warm up the Grand Prix car. Moss was most  
impressed with the general efficiency which attended the Hockenheim trials.



**SUCCESSFUL CONCLUSION:** Neubauer, Uhlenhaut and Alfred Moss  
rush to congratulate Stirling as he comes in after several very fast laps  
with the Mercedes.





*EARNING THEIR "P.A.": 1954 Gloucester Trial winner Percy A. Barden and passenger working hard on "Smithy's", while the P.A.B. shakes a wheel.*

FROM whichever way the venue for this year's Gloucester Trial (the 36th of the series run by the London M.C. and their forerunners the N.W. London M.C.) was approached, signs of excessive wetness in the surrounding countryside greeted the eyes, as evidence of November 1954's particular speciality—rain, rain and more rain. "It'll be a sticky one", said many a trials regular days before the event, which seemed like a glimpse of the obvious in view of the radio and newspaper reports of widespread floods, but which, in fact, was a



## COTSWOLD CLASSIC

Victory for Percy Barden (P.A.B.) from Ron Faulkner (Paul Spl.) and A. G. Imhof (Imhof) in London M.C.'s Gloucester Trial



SECOND: Ron Faulkner in the Paul Spl. storms between the trees when climbing "The Gulf".



THIRD: "Goff" Imhof successfully attacking "The Gulf", one of the few easy hills in the London Club's annual.

simple and resigned acknowledgment of the London club's devilish ability for ensuring a really tough test for their classic trial, irrespective of weather conditions.

But the weather *did* help, and the mud in that deep, damp pocket of the Cotswolds five or so miles beyond Birdlip, Glos, was at its very best in quality and quantity when the object was to impede the progress of 29 able and determined gentlemen in 29 potent motor-cars. Well, 27, as it turned out when all were present at the starting point, the Royal George Hotel, Birdlip, at mid-morning last Saturday, for Alf Francis (Otter) and B. R. Potts (Cotton III) were absentees.

But that 27 represented most of the best of British trials men, out to fight the penultimate round in the 1954 B.T.D.A. Gold Star contest, the final issue of which is to be decided on 18th December, when the R.A.C. Trials Championship takes place in Kent. The general standard of finish of the competing cars was notably high, some of them looking positively "concours" as they left the pub yard for a brisk run of five miles or so to the first section. But their "pristineness" (or would it be "pristinity"?), thereafter vanished with extreme rapidity, however, for the approach lanes to the day's business were lengthy and horribly muddy, significant of yet more horrible mud to come.

As is usual "Gloucester" practice, the entry split up into "odds" and "evens", the former consecutively attacking Fox Path, Wards, Ballingers, Smithy's and Saw Mills, then taking Special Test 1 at Steanbridge. That completed, they went on to cover the country to which the "evens" had already been introduced, namely Henwood Loop, Hoskins 1 and 2, The Gulf and Grassy Bank, then completed a second Special Test and returned to the Royal George. In all, that programme occupied about three hours, but by the end of it most drivers and passengers felt they had done a hard day's work!

Fox Path, one of last year's terrors, gave the "odds" a deceptively easy initiation; it comprised a long, steep climb preceded by a watersplash, taken in a downward rush. The constant "burr-rr-rr" of 1,172s making steady upward progress rang through the trees, as car after car scaled it successfully. Of the "odds", B. Fitzwater's Special stopped low down, while J. D. Hollingworth got half-way up; of the later "evens", two Dellowes were halted; all the rest went up "clean"—in a manner of speaking!



Wards was a very different story. A foot or two to get going, then sharp left up a steep grade; it was muddy, yes, but it did not look all that steep, yet to gain grip was almost impossible without some initial impetus. G. J. Newman gained a mark by getting into section 1; Hollingworth and Mike Cannon did likewise; the front wheels of the rest slid off helplessly. When the "evens" came along, the marshal's card acquired some further noughts, until Percy Barden turned up. Percy took a look at things; a long look. He watched one or two rivals perform, noted how a few bare roots were beginning to show, then, almost entirely deflated his front tyres and got in his car. Very deliberately, very gently, he started off, turned his front wheels uphill, placing them with extreme care, then slammed his throttle open. Yes? No? Yes! They spun, then they bit, and he was up and away, leaving several open-mouthed onlookers and a delighted marshal recording his first and only "8" for a successful climb of Wards.

Ballingers was another "stopper", and even Barden could not get beyond "5", whereas Cannon and Faulkner, passengers bouncing like "bobbing birdies" in the back window of a Sunday saloon, managed the sixth section post. Smithy's was yet another to stop the whole entry. "odds" and "evens", though J. C. Smith performed mightily to reach the half-way mark, and Ron Faulkner and Jack Broadhead made No. 4. Sawmills was even worse, deep in mud and leaves, and very very difficult. Many an "0" went down on the section marshal's



as anyone got on that mudbound grade. Hoskins 2 saw Barden a mark better off than Faulkner, with six to five, while Newman equalled Barden's effort on a hill which afforded an unexpectedly good start to all, but which deteriorated as it steepened.

Pure "cake" in contrast was The Gulf, topped by no fewer than 21 competitors, but Grassy Bank soon disillusioned the field again, the wheels spinning merrily in mud and slime, and a photographer way up aloft being disappointed in his hopes for a "close-up". Best were A. W. Lilley, J. C. Smith, Ron Faulkner, R. Kemp and Pat Atkinson, all of whom reached the "5" board by dint only of the most strenuous efforts by men and machines.

Two special timed tests, A and B, were staged at Steanbridge and on the

"No thanks, I'll stand—like the other passengers."

road beyond Grassy Bank. Barden and Broadhead clocked B.T.D. in A, and Chappell and Atkinson were quickest in B. On aggregate, G. J. Newman emerged best, but in any case Percy Barden's overall score of 54 marks on the 10 sections sufficed to put the Gloucester Cup into his keeping for the next 12 months. His brilliant performance in scaling Wards ensured that success, for second man Ron Faulkner's score was four down; third was Imhof and fourth Cannon. Only four of the 10 hills proved climbable—one of them by a single competitor only—which speaks volumes for the toughness of the '54 Gloucester.

What was the main impression of drivers, as they drew into the Royal George yard? As one rather joyously but incongruously put it, emerging briefly from a bowl of water—"just mud—bags of mud! A Northerner commented briefly "Mood", while in Mike Lawson's words, the course revealed "the Cotswolds at their worst"—and that means difficult indeed.

C. P.

#### Provisional Results

**Best Performance** (Gloucester Cup): P. A. Barden (1,172 c.c. P.A.B.), 54 marks; 2 (Thomas Cup), R. W. Faulkner (1,172 Paul Spl.), 50; 3 (Committee Cup), A. G. Imhof (1,172 Imhof), 48.

**First Class Awards:** M. R. B. Cannon (Cannon V), 46; M. H. Lawson (1,172 Lotus), 45; A. E. Marsh (1,172 Dellow), 45. **Second Class Awards:** G. J. Newman (Cannon VII), 44; J. C. Broadhead (1,172 Ford Spl.), 44; R. Chappell (Cannon), 43.

**Team Award:** 1, "The Southerners": J. H. Appleton (1,172 Appleton), 35; R. W. Faulkner (Paul Spl.), 50; P. A. Barden (P.A.B.), 54; total 139. 2, "The Canonions": R. J. Chappell (Cannon), 43; M. R. B. Cannon (Cannon V), 46; G. J. Newman (Cannon VII), 44; total 133. 3, "Tiny's Team": A. G. Imhof (Imhof), 48; I. D. L. Lewis (Time Spl.), 42; E. J. Chandler (Chandler), 42; total 132.



**TOW-ER:** The tractor man had a busy time at Sawmills, which defeated the entire entry. At the other end of the tow-rope are Rex and Renée Chappell in the Cannonton.

scoreboard; best climb of the day was Ron Faulkner's—and he only reached section 3. The tractor had a busy time on this one.

Reprieve came—for some—on Henwood Loop, where Mike Lawson, "Goff" Imhof and A. W. Lilley stormed their way past the "Observed Section Ends" card of a spectacular section. "Near misses" were those of Barden and Faulkner, who scored seven of eight possible marks.

On Hoskins 1, the latter pair both gained four marks, which was as high

T O W - E E :  
R. Kemp grins a  
"why worry!"  
grin as he is  
drawn up Saw-  
mills.





# Chiltern for Chandler

## E. J. Chandler Wins Chiltern Hills Trophy Trial in Ideal Conditions

THE 10th Chiltern Hills Trophy Trial was a happy affair. Last Sunday's weather in Buckinghamshire was warm and occasionally sunny, and the worst of the previous week's rain had drained away, leaving the course in absolutely prime condition. It was a good course too; not just a series of dreary straight climbs, but an intricate route of the type that is referred to as "interesting". The entry was not large, and in fact only 11 cars started, but this made it a very friendly battle for the competitors, and the spectators found it possible to get around and see most of the cars through each section.

After leaving High Wycombe, the route card led us to a wooded slope near Marlow, where the first three sections were marked out. No. 1 started downhill, then immediately doubled back up again, round a tree, and wriggled once more to the bottom. Section 2 seemed to be a straightforward climb, but was a long one, and there was a tree at the top that had to be rounded, and the 10th sub-section card was at the bottom of the slope. However, only two competitors were bothered at all by either of these *aperitifs*, for the leaf-covered ground was firm enough to afford ample wheel grip for those who knew how to use it—and most of them did.

Thus encouraged, and with motors just nicely warm, the entry moved on to Section 3, discreetly hidden a little farther down the wood. Here was a different story, for a most frightening maze of tapes confronted them which was deciphered as a sharply zig-zag climb starting with a very steep hump. Only five of the field scaled that hump, and only Highwood and Chandler reached the top, but they showed that it could be done. The intricacy of the course gave marshal John Colton a hectic time running round beside each car, showing the way.

Away then, for three or four miles of roadwork, to arrive at the gates of a quarry. Here was a lively diversion—a short autocross! From the start line could be seen a flag showing over the quarry rim, and without the benefit of previous reconnaissance, competitors had to dash up the slope, into the quarry, around the flag and back to stop astride the starting line. Here it was Norman Overton who galloped around in the shortest time, airborne most of the way, with Highwood  $5\frac{1}{2}$  secs. slower. H. C. Taylor in the Mk. II Overton was most unfortunate to have his offside front wing detach itself on the way round, and the marshals quite justifiably stopped him lest the remains embarrassed the steering. This delay lost him a crippling number of marks.

Off again, to find Sections 4, 5, 6 and 7 in another wood. Section 4 was very tricky: a twisty climb up a gully, then a sharp left-hand bend and straight up a really steep slope. One after the other they came successfully to the bend, but having no run, found the slope just too much. Nearly everyone reached the 7th or 8th mark but no farther—until it

was Tinsley's turn; with a great effort he was cheered on to the 9th mark. Then Chandler appeared and almost before we realized it, had disappeared again—over the brow of the slope. As someone said: "He just sneaks up on them." Section 5 worried no one. It was just a large crater—in and out again—and everyone got out clean except Taylor, who stalled his engine just past the ninth sub-section!

Sections 6 and 7 were the only straight climbs of the day and were pretty severe ones. On the former, no one exceeded 4 marks, except Highwood, who reached 5 and Chandler who managed no less than 7 sub-sections. However, on Section 7, the 4th mark was as far as anyone reached.

After the lunch stop, during which the tiny village of Fingest must have wondered what the invasion was, there was a special test which would have decided any ties, had there been any at the end; it was a simple loop round a pylon and back to stop astride the start line, a timed run, of course. J. C. Smith and J. R. Bradford made best time here, but the results of this test were not, in fact, needed. Section 8 was a very long one, perhaps quarter-mile in length, up the side of a field, turn through a gate, through the day's only patch of deep mud, then left up a last slope. It was not troublesome and Smith, Overton, Taylor, Highwood, Gregory and Chandler all reached the top clean—mark-wise if not mud-wise.

We moved off again to yet another wooded hill for the last four sections and on arrival discovered that the hitherto private party had become a public affair. All around and about the marked sections were swarms of small boys. Dozens of them. They lined the tapes and cheered on each competitor as he came up, their shrill accents sounding strangely un-Buckinghamshire. On inquiry, it transpired that 184 Lancashire schoolboys were encamped nearby and the trial was an unexpected circus outing for them! However, they were no trouble and gave considerable encouragement to the combatants in the last stages of the battle.

Section 9 was an awkward zig-zag course along the side of a slope, and no one managed farther than the sixth marker, except Smith and Bradford, who just went right along for a full 10 marks apiece. Section 10 was a tortuous gully, so narrow that it called for a car with the front axle at right angles to the rear, and after two or three cars had had to be almost lifted out bodily, it was decided to scrub that section entirely. Section 11 was a long winding climb with a steep bit in the middle. This stopped most people at varying distances from the top, but Nott, Smith, Chandler and Taylor kept going to the summit, the latter grinning from ear to ear at the plaudits of the youngsters.

We crossed the road to the last section. Here was another whirligig of white tape that seemed to involve a circuit around several trees and a small rubbish dump.

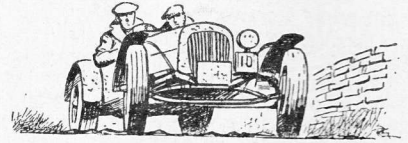
It ended with a near-vertical rise that fixed most of the now weary drivers and we expended considerable effort in manhandling cars up the slippery slope—who said they are lightweights? Nevertheless, Gregory, Tinsley and final winner Chandler took the correct line and cleared the summit of the last obstacle, bringing a most enjoyable Chiltern to a close. Members of the London, Falcon, Kentish Border and Hants and Berks clubs had joined the organizing Chiltern C.C. in the contest, and apart from the very first section, which subsequent to a number of people taking the wrong turning, was re-run with more marker flags, the whole event ran very smoothly indeed.

S. P. S.

### Provisional Results

**Chiltern Hills Trophy (best performance):** E. J. Chandler (Chandler), 89.6 marks.

**First Class Award:** N. H. Overton (Overton Mk. V), 83 marks. **Second Class Award:** P. F. Highwood (Spence), 79.8 marks. **Chiltern Souvenir Award** (next best by Chiltern member): W. G. Tinsley (Blanford), 73.4 marks.



### M.M.E.C. MINIATURE RALLY

ON Sunday, 28th November, the Midlands Motoring Enthusiasts' Club ran one of their popular Sunday events, starting and finishing at the Fleur-de-Lys, Lowsonford. Road conditions on the 160-mile route were tricky due to recent heavy rain, but the weather was fine during the event. Starting at 11.30 a.m. the 23 entrants left at one-minute intervals.

Within a mile of the start lay Rookery Ford, and first man Norman Ludlow spent 10 minutes drying out his Consul at this point, before driving on in bare feet. Many detoured whenever a ford was encountered, but exceptions included Peter Burt, whose Renault must have been equipped with "schnorkel".

Half the field had lost marks by the time lunch was taken at Berrow Green. The going became even tougher in the Clee Hill area after lunch, and it was there that the two special tests were included. The first test involved stopping on a steep downhill gradient surfaced with wet leaves, and many overshoot the line. Test two, however, was a straightforward stop-and-restart which caused little trouble.

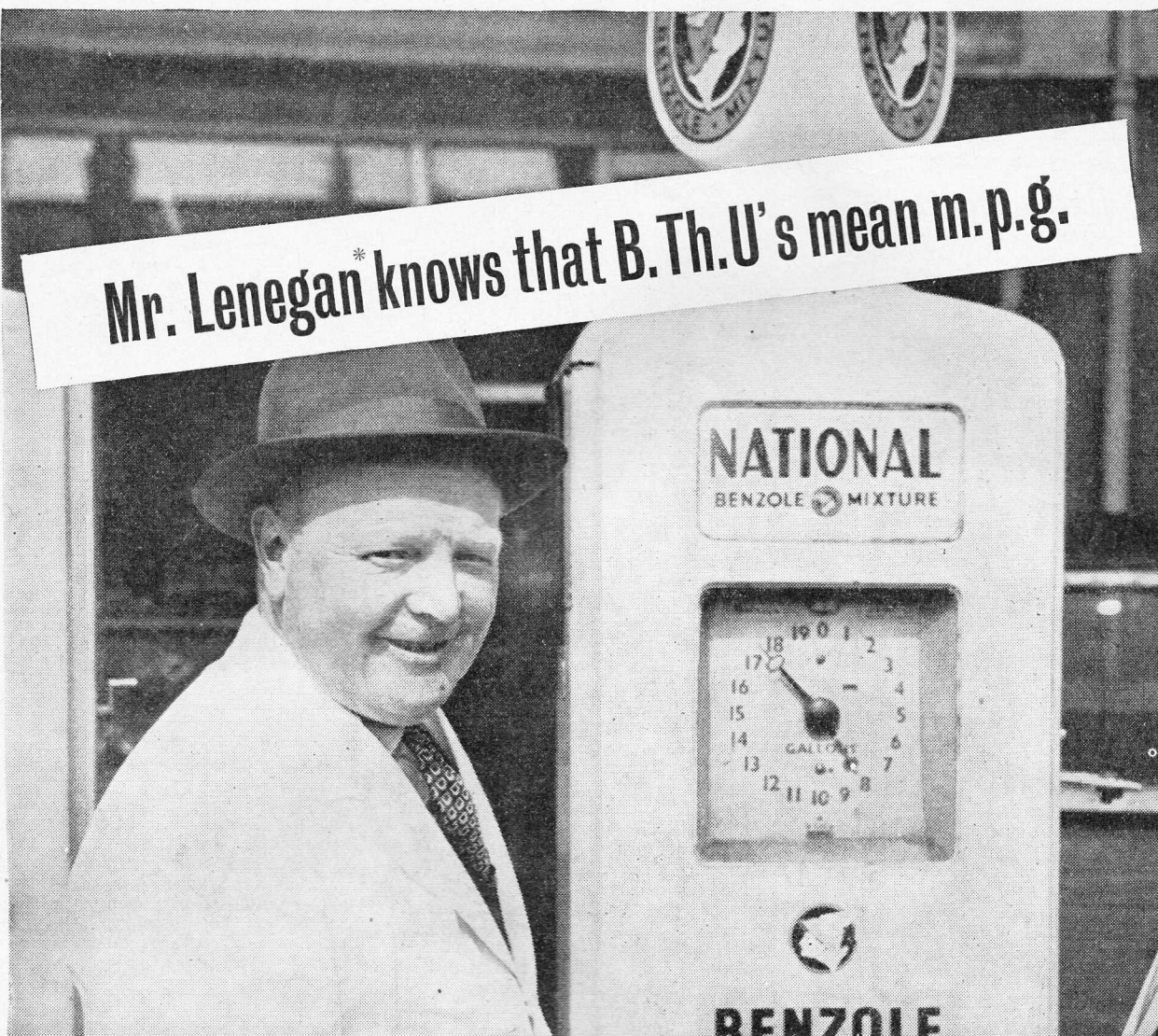
As darkness fell, a long stretch of flood water was encountered at Stanton Lacy; in the half light the TR2s, submerged to their hub-caps, looked and sounded remarkably like speedboats. After a time check at Clee Hill quarry the route recrossed the Severn at Holt Fleet, a final control was situated near Droitwich, and then a series of map references led to the finish. Early numbers finished at the Fleur-de-Lys shortly before opening time, and when supper was over the provisional results were announced.

### Results

**Closed Cars under 1,500 c.c.:** 1, Whitehouse (Austin A40); 2, Machin (Austin A40). **Closed Cars over 1,500 c.c.:** 1, Axon (Jaguar); 2, Ludlow (Ford). **Open Cars:** 1, Ballisat (Triumph TR2); 2, Hawley (Triumph TR2).



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\* Mr. S. W. Lenegan, proprietor of Barrfield Garage, Bolton Road, Pendleton, Salford, Lancs., has been a 'National' enthusiast since his Motor Cycle Sand Racing days in the early '30s. Barrfield Garage is classed as one of the most progressive filling stations in the North West.

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## NEWS FROM THE CLUBS

*By Wilson McComb*

JUST at present, life is pretty quiet on the racing circuits and even on the trials courses, with everyone getting down to some serious sociability at Christmas parties, annual dinners, dances, and bun-fights of every description. At many of these functions, the year's awards are presented to the happy winners—if they happen to be there.

I recently attended the annual dinner of a small and fairly young motor club at whose closed invitation event every award had been won by an outsider. A pity, thought the organizers, but that couldn't be helped . . . so they delved deep into the bank balance and bought a suitable quantity of attractive little trophies. Unfortunately, scarcely any of the recipients were present to receive their awards, and the disappointment of the club officials was obvious. It is manifestly impossible for even the keenest enthusiast to attend every social function, but common courtesy demands a real effort to be there when an award is expected.

**THE Harrow C.C.** are once more holding their Petit Rally (and still spelling Rallye without the *e*!); it takes place this year on Sunday (12th). Late entries can still be accepted from members, but they'll have to pay for the privilege. The club's annual dinner and dance is being held on 16th December at the Tithe Farm Hotel, South Harrow. Tickets can be obtained, price one guinea, from Maurice Page, 22 The Close, Rayners Lane. . . . **The Nottingham**

### OULTON ON THE SCREEN

**PRESENTED** by the Esso concern, the colour film of the 1954 British Empire Trophy race at Oulton Park will be a useful addition to the productions available for club showing on 16 mm. projectors. The camera has caught the atmosphere of a genuine road circuit, and the antics of several machines emphasize the vast difference between aerodrome racing and the real thing. Oulton Park lends itself extremely well to a feature film, and every part of the circuit is shown. Copies of the Oulton Park film may be had on loan on application to Mr. Reg Tanner, Competitions Manager, Esso.

### SOUTHERN COUNTIES RALLY

**A** HIGHLY complicated marking system led to something very like confusion in the Southern Counties Night Navigation Rally, run by the Southern Centre of the 750 M.C. on 20th/21st November, and an alteration in the regulations was necessary on one section, where competitors lost more than 1,000 marks. Of the 45 entrants, 43 took part in the event, and 12 retired.

Occasional fog was encountered on Section "A", an 80-mile regularity test over Class A roads by route card. Section "B", the one which caused most



**MANUAL CONTROL:** J. L. Thompson, winner of the John Bull Trophy in the Leicestershire C.C.'s trial on 28th November, has his Dellow hauled out of a brook on the flooded course.

and **D.C.C.'s** Christmas Party occurs on 21st December at the Blisworth Hotel, and D. Vaughan, 93 Shelley Street, is the man to see about it. . . . **The Manchester University M.C.** are running a Christmas Rally this week-end. Starting at about 4 p.m. on Saturday (11th) from Huddersfield and Bedford, competitors will finish on Sunday morning at Southport. Said competitors have been recruited from the Liverpool, Yorks, B.A.R.C., Knowldale, M.G., Combined Universities and Grimsby M.C. . . . **The Allard O.C.** annual dinner and dance will be held on 8th February at the Criterion Restaurant, London, and tickets are obtainable, price 37s. 6d., from Miss Pat Downey, 24-28 Clapham High Street, London, S.W.4. . . . Another annual dinner on the way is that of the **North London Enthusiasts' C.C.** Arranged for 7th January at the Hendon Hall Hotel, N.W.4, and tickets obtainable from H. A. Meacock, 22 Longfield Avenue, Mill

Hill, N.W.1, price 25s. . . . **The M.G.C.C.** (S.W. Centre) will be holding their annual Cecil Kimber Trophy Trial on Boxing Day this year (27th). The event is also open to members of the Bristol, Burnham, N. Devon, 750, West Hants and Dorset, V.S.C.C. and B.A.R.C. The terrain is suitable for all types of standard cars, both open and closed, and of course for specials too; it is about 30 miles in length including the observed sections and driving tests. The start is at 11.30 a.m. on the Bristol-Bridgewater road and entries should be in by the 18th to E. H. Goodenough, 63 Bridge-water Road, Bristol, 3. Cost is 15s. to M.G.C.C. members and £1 to the others.

. . . Advance notice is given by the **Lancia M.C.** of a scavenger rally they are holding on 6th March. As it is a non-permit event, anyone can enter and comp. licences are not required. Inquiries please to F. G. Barkway, 235 Lymington Avenue, Wood Green, London, N.22. . . . Members of the **Mid-Surrey A.C.** appear to be in for some fun tomorrow (11th). Their Christmas Tea Party is to be held at the Sir Douglas Haig, Effingham, and seems to be on some kind of competitive basis. No doubt fuel consumption will be closely studied. . . . Talking of liquid intake, the **Aston Martin O.C.'s** ever-popular Christmas cocktail party will be held on Saturday, 18th December, in the Rubens Hotel, Buckingham Palace Road, S.W. Turn up at 7.0 to 7.45 p.m., but don't forget to bring the tickets previously obtained from H. A. Wallace, Room 25, Condor House, St. Paul's Churchyard, E.C.4. . . . Film shows will be held at the Warwick Hotel, Redhill, by the **Surrey S.M.C.** on 16th December, 6th January, 10th February and 17th March. Thursday, 30th December, has been put aside for their annual general meeting. . . . **Leicestershire C.C.'s** New Year party will be staged on Thursday, 6th January, at their clubhouse on Stoughton Aerodrome. . . . Down in Sussex, the Downlands Hotel, Worthing, will be occupied by motoring enthusiasts on 15th January, when the **Sussex C. and M.C.C.** dine and dance. . . . Date of the **Cemian M.C.'s** Christmas party has been changed, and they will foregather next Thursday, 16th December, at the "Gloucester" in Sloane Street, S.W.1. The merriment commences bright and early, at 6.30 p.m.

trouble, had a complex route card and featured 21 passage and time controls, both manned and unmanned, with set averages varying from 12½ to 22½ m.p.h. The third section had five controls in addition to the final one, defined by map references and obscure clues. A downhill braking test was staged at one point in the second section.

**Premier Award:** 1, P. B. Pyle; 2, S. Moore; 3, A. G. Payne.

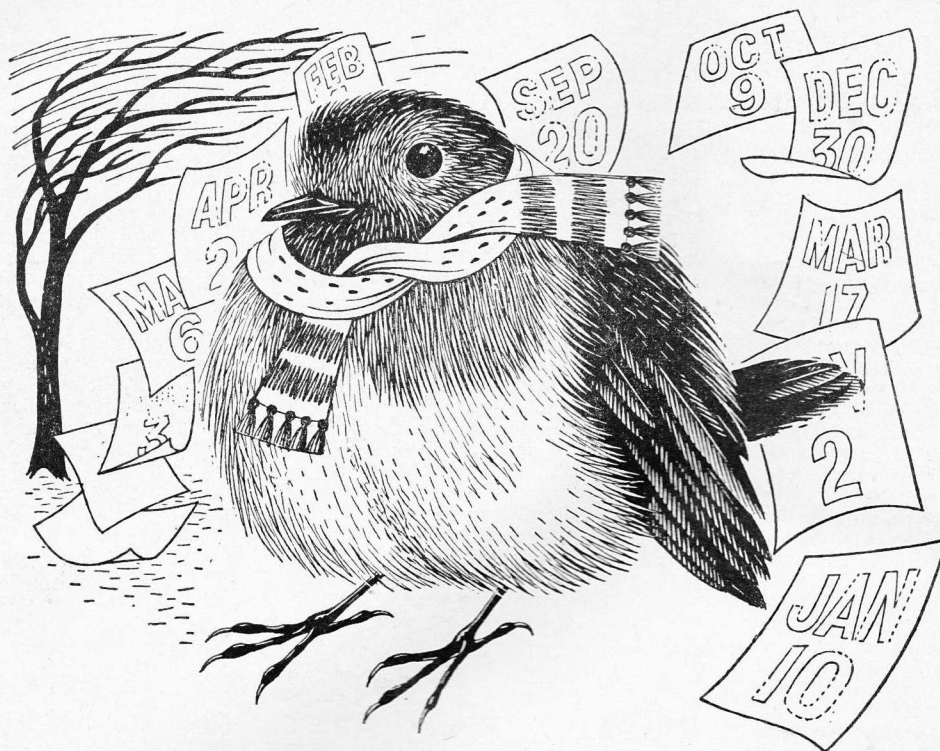
**Souvenir Awards:** M. Burn; H. Birkett; B. Elliott; J. Collins.

### NIGHT MONKEY PUZZLE

**A** NIGHT of lashing rain, visits to a long-closed railway station, and searches for such things as "something with more than five legs alive in a match box", were all features of the B.A.R.C. (Yorkshire Centre) Night Monkey Puzzle on Saturday night, 27th November. The event was, in theory, a motorized treasure hunt, but in practice, a severe test of initiative, local knowledge, mechanical engineering and map reading, in which a considerable amount of low animal cunning and the complete *Encyclopædia Britannica* came in useful.

In all, it was a most agreeable piece of motorized frivolity for those motorists who occasionally relax and take their sport a little less seriously. The winner was A. Purton.





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# BACK TO CIVILIZATION

Inter-Varsity Expedition Welcomed Back  
to London After 25,000-mile Trip

WHEN one undertakes a 25,000-mile journey which involves driving right round Africa in the worst of weather conditions, it is only to be expected that things will not always work out according to plan. Consequently it occasioned little surprise last Friday afternoon when those who gathered at the Tea Centre, Regent Street, to welcome back the voyagers, discovered that everyone was present *except* the voyagers. To round off a story of adventures and mishaps that reads like a piece of Rider Haggard, the main body of the Oxford and Cambridge Trans-African Expedition had failed to reach Le Touquet in time to catch their plane!

However, "Buzz" Piggot, an American member of the expedition who had returned early, was able to tell those present about the £7,000 trip, which started simply enough as a bet between two of the undergraduates. In two Land Rovers, named "Isis" and "Granta", six Oxford and Cambridge students left London on 16th June, with the intention of making a circuit of Africa at a time when the Sahara is "closed" by heat. Southern Abyssinia is "impassable" because of mud, and floods engulf much of Nigeria and the West.

Crossing from Marseilles to Algiers after their journey through France, the undergraduates made their way along the North African coast to Egypt. Their adventures started early, for they were involved in an attack by terrorists at Tunis, and at Tripoli the leader of the Oxford team, David Waters, had to be flown home because desert sand, getting into an open wound, had caused its infection. Near Cairo a child ran into one of the cars, and the students were saved from violent handling by an angry mob only when the head man of the village arrived to point out that the child was not seriously hurt. Farther south, in Abyssinia, the members of the expedition were told that their passports would be taken pending a payment of 50 dollars, but this problem was graciously solved for them by Princess Tanagne Worq, daughter of the Emperor Haile Selassie.

The going was really difficult in Southern Abyssinia, where soft, thick mud had defeated the 1953 Cambridge expedition. The two teams had to use four-wheel drive and power winches to force their vehicles along, and at times their average speed fell as low as two m.p.h. On the approach to Nairobi it was necessary to observe the curfew imposed because of Mau Mau activities, and progress could be made only in short stages.

Then came a lively spurt in the form of a 3,500-mile "sprint" to Capetown. By driving continuously, day and night, the distance was covered in four-and-a-half days. Near Johannesburg the Cambridge car overturned, but was promptly righted and continued on its way, and the two Land Rovers made a triumphal entry into the city, escorted by police cars with sirens wailing.

After a carefree August holiday in the extreme south, the two parties made their way back through the Rhodesias, pausing only to help fight a bush fire on some farmlands, and to put on a vaude-

ville act at Bulawayo! Unintentionally entering the Belgian Congo by a forbidden road, one party was mistaken for spies because, said their captors, uranium deposits were being investigated at the local copper mines. The Ubangi River, swollen by recent rain, had to be crossed on a ferry made out of dugout canoes and propelled by 30 natives; the current was strong, the natives lost heart, and the situation looked very unpleasant until the paddlers were persuaded to renew their efforts in mid-stream.

Extensive flooding in the Chad Basin necessitated a lengthy detour to the western coast, and brought about an incident which proved almost too exciting even for the undergraduates. In the Cameroons, they had to make use of a narrow road on which traffic is allowed in one direction only each day. Bowling along happily, the Oxford crew suddenly encountered a native lorry going in the

wrong direction, and their Land Rover was forced over the edge of a cliff. It somersaulted in mid-air and landed 20 feet below, but the crew were mercifully unhurt. Apparently undisturbed even by this occurrence, they succeeded in getting "Isis" back on the road, while "Granta" made a 450-mile journey in search of welding equipment. Repairs completed, the two Land Rovers went on their way, following the Niger to Gao and crossing the Sahara to Tangier, whence they sailed to Spain and, eventually, home.

It is emphasized that, although trans-African journeys are frequently undertaken, this is the first time that one has been completed during the bad weather conditions of the summer months, without lengthy detours by river steamer to avoid the most difficult sections. The young men concerned are certainly to be congratulated on the courage and resourcefulness which they displayed despite all eventualities on their adventurous journey. The expedition was organized and led by David Waters, and those who took part were Gethin Bradley, Don Calman, Ross Charlton, Tony Morgan and Hugh Fenwick.

F. W. McC.

## N.E. NOTES

By DENIS EDKINS

THE Durham Automobile Club, although not well known throughout the country, is now becoming quite a powerful force in motoring events in the North of England. At the annual meeting in December, 1953, it was decided to change the name of the Burnhope and District Motor Club to that of the Durham Automobile Club. It was felt that the club covered the major part of the county in its membership, and that a more central and convenient headquarters would be in Durham City. The past season has shown how wise this decision really was.

Only eight major events have been held, the committee feeling that there was more likelihood of enthusiastic interest amongst club members if there was not a surfeit of competitions. There were some 40 entries for the first, a road rally in February, and this is a figure which has been maintained throughout the major part of the season. The highest number of entries has been over the 60 mark (in a joint event with the Newcastle and District Motor Club) and entries have never dropped below 30. In a season in which the majority of clubs in this part of the country have been bemoaning the general lack of interest in road rallies, this is most satisfactory.

The February event was bedevilled by weather conditions which were never worsened throughout the winter, and at one point there were some 15 cars nose-to-tail in a skidding mass on the top of the Buttertubs pass. Out of an entry of over 40, only five finished less than 30 minutes late at any point on the course.

The joint rally with the Newcastle Motor Club proved that the interest was not merely temporary, and another good entry was received for the annual closed invitation event, the May Rally for the President's Trophy. This took competitors well out of the "home area" into the Scottish border country and the Cumberland hills.

Although not a road rally, the eighth event was even better supported. This

was a consistency hill-climb in Wear-dale, and at one time it looked as though the last competitor might be making his final ascent some time on Monday morning. As it turned out, all went well, under the supervision of members of the Durham County Constabulary, who have been most helpful and interested throughout the year.

The Annual Presentation Dinner and Dance took place recently, and a very large selection of awards was presented by Mrs. G. McIntyre, wife of the club President. The secretary, S. R. Taylor, referred to the presentation as "Boothroyd's Benefit Night", for T. A. Boothroyd of Bishop Auckland (who has driven a 3½-litre Alvis throughout the season) collected no less than eight awards, including the Victor Ludorum for Drivers. The Victor Ludorum for Navigators, presented this year by Gordon Shanley (a Daimler "works" driver in the Monte Carlo Rally) was awarded to the writer, who has navigated T. A. Boothroyd throughout the year. In her first season of competitive motoring, Miss Sheila Pye took five awards, including second place in the Navigation Rally held in Northumberland. Other main award winners include Gordon Shanley, F. F. Rankin, W. Elliott and P. G. Walton.

Plans are already afoot for next season. There is a move to award prizes to the navigators in every prize-winning car. Another suggestion is that instead of first- and second-class awards, prizes should be given to the three highest-placed novices; this might prove an incentive to those who feel that the experts win all the cups.

## 750 REVELS

THE Christmas Dance of the 750 M.C.'s Southern Centre is to be held at the Bure Club, Mudeford, near Christchurch, Hants, on Wednesday (15th). Applications for tickets should go quickly to Mrs. M. D. Morris, 4 Deans Road, West Southbourne, Bournemouth. The price is 3s. 6d. each.



## H<sub>2</sub>O IN HEREFORDSHIRE

J. J. Bott and R. W. Thomas (2½-litre Riley) Win

Wettest-Ever Hereford Rally—24 Entrants Retire

ON the night of Saturday, 27th November, the Herefordshire Motor Club held the toughest event in the club's life, when their closed invitation night rally took place. Severe flooding did not deter 43 of the 47 entrants from reaching the start at Messrs. Fryer's Garage, Hereford, and a wide variety of waterproof garments was worn. The Deputy Mayor of Hereford, Alderman A. E. Farr, J.P., who is also the club's President, acted as official starter and was accompanied by Mrs. Farr, to whom a bouquet was presented by Mrs. G. Appleton.

The route from Hereford took a circuitous route to the first control at Steens Bridge, via intermediate route checks at Burghill, Marden, Pencombe and Risbury, at each of which certain information had to be collected. The course continued via further checks at Whyte, Middleton-on-Hill, Yarpole, and in the Leominster area, to the control at Monkland.

One route check had to be deleted, since it was under nearly four feet of water, and the competitors continued through Dilwyn, Gorsty Common, Titley and Lingen to the Knighton control. By this time, many competitors were finding it necessary to make considerable detours owing to flooded sections, and this was the cause of several retirements due to running short of petrol in remote places,

including R. M. Jones (M.G. TC) and K. Postans (Fiat 500).

From Knighton, the terrain became wilder as it took in parts of Clun Forest, through checks at Skyberry Green, Llanfairwaterdine, Duthlas, Waun Common and the Quabbs, to a further control at Velindre. D. J. Parsons (Frazer-Nash) actually negotiated a 3-ft. deep ford, a very damp experience in his stark vintage car. A shorter section led southwards over the same rugged terrain, through checks at Poundale-house and Coxhead Bank to the Cwmhehope control.

There followed a less severe section, excepting for a landslide near Knucklas, which caused a diversion, through checks at Stapleton, Kensham and Byton, to the one-hour break for much-needed re-fuelling at Pembridge. Although laid out as being 120 miles, at least one competitor clocked over 200 miles on this route, due to the many diversions necessary owing to flooding.

The next section led through Upper Lye and Wigmore Rolls to Brampton Bryan, Leintwardine and the following control on Hodre Hill. The route became more difficult as it continued via Clunton, Plowden and Wentnor to a control situated in a very remote spot on the Long Mynd. A steep descent from this control started another section which led on to the Clee Hills, through

Diddlebury, Clee St. Margaret and Burwarton to the Farlow control. The last section of the route continued over the southern edge of Clee, through Coreley and Caynham to Richards Castle and the Yatton control, then a short run brought competitors to the final control and breakfast at the "Red Lion", Pembridge.

Late arrival was quite normal and of the 43 starters only 24 completed the course. Of these, Mrs. Evans's Dellow burst a water hose but managed to limp back although retired; another lady competitor, Miss Moore (Sunbeam-Talbot), had a broken rear spring, and F. W. Derrett's Morris Minor sheared an axle shaft.

After much-needed breakfast, competitors proceeded to nearby farm roads, where the final tests were laid out. The first of these gave best to A. L. Yarranton (Morgan Plus 4). Test 2 took the form of the familiar "wobble-wobble", and B.T.D. was put up by A. E. Bengry (Volkswagen). In the last test, the fastest was K. Postans (Fiat 500).

### Provisional Results

**Premier Award:** J. J. Bott/J. R. W. Thomas (Riley 2½-litre), 35 marks lost.

**Open Car Class:** 1, H. E. Rumsey/J. Dodds (Triumph TR2), 129; 2, D. J. Parsons/G. E. Turner (Frazer-Nash), 185; 3, A. L. Yarranton/D. Thompson (Morgan Plus Four), 206.

**Closed Car Class:** 1, Dr. C. W. F. McKean/G. C. Warburton (Jowett Javelin), 61; 2, A. E. Bengry/— (Volkswagen), 100; 3, S. Edwards/W. E. Thomas (Ford Prefect), 209.

**Team Prize:** J. J. Bott, A. L. Yarranton and E. J. Read (Jaguar XK 120).

**Navigator's Award:** J. R. W. Thomas. **Best 10 per cent of navigators:** G. C. Warburton, J. Dodds and G. E. Turner.



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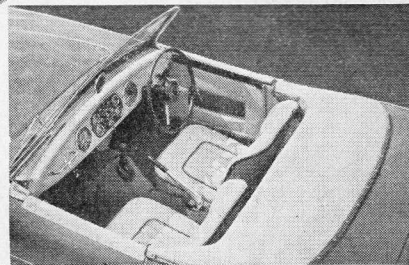
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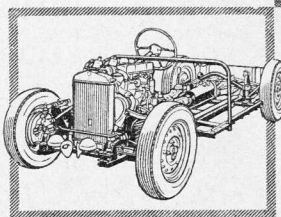


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ABOVE is shown the luxurious interior of the Swallow Doretti with controls neatly grouped in front of the driver, while LEFT shows the 50-ton tubular steel chassis that ensures complete stability.



## A TRIAL FOR TITTERINGTON

Jaguar's New Recruit Wins Last Trial of the 1954 Ulster Season — Gordon McNally Gains Victor Ferguson Trophy

THE Ulster A.C.'s 1954 trials season ended with a driveability trial on Saturday, 27th November. As well as ringing down the curtain on another season, this trial also decided whose sideboard should contain the Victor Ferguson Memorial Trophy and the J. W. Haughton Trophy, both annual awards for the best aggregate performances throughout the year, with the last named trophy going to the best closed car driver.

Even before the last trial started, there was little doubt about the Victor Ferguson Trophy. Gordon McNally, by virtue of performances earlier in the year, had a firm hold on this, with Sammy Moore a discreet distance behind and that new trials "star", Desmond Titterington, just edging into the picture.

But the Haughton Trophy was far from settled. Here the issue lay squarely between Ernie Robb and Jim Dowling. Robb came to the line for the final trial with a total of 36 points in hand as against Dowling's 33. Dowling had won the Haughton Trophy last year, what time Robb was doing battle with the open car brigade, but the 1954 season had found Robb demonstrating the competition potential of the Ford Popular with great effect.

Had any of the 30 starters who lined up at The Flush, near Belfast, for the final trial listened to the lunch-time weather forecast they would have stayed at home. "Rain", said the forecast, "heavy at times, with winds of gale force, to say nothing of mist and fog".

The fog came, of course, before the gales, but the rain was common to both. So fast did the fog drop on the hillside that only the first two cars could be seen in the line-up.

Dowling's Ford Utility was first car away, making for the first driving test at Ballynabarnish. This consisted of a manoeuvre around a triangle, with two forward moves and two reverses. It was raining stair-roads for most of the attempts here and passengers were busy de-misting rear and side windows of the closed cars.

It took Dowling only 30 secs. to complete the test, but this time was soon reduced by the open car drivers. Sammy Moore (Dellow) completed the move like a streak of lightning in 25 secs., while Bob Nesbitt (Dellow) took 28 secs. Desmond Titterington (Dellow) clocked 27.8 secs., but W. Chesney (Ford Special) knocked  $\frac{1}{2}$  sec. off this. Wilbert Todd, driving a Ford van with incredible urge, clocked 28.2 secs., to make best closed car time. Barry Ross (Ford Anglia) took 31.4 secs., but also took two cans, with resultant penalty.

Drama came with Ernie Robb's attempt. Starter Ky Kirk dropped the flag, Robb dropped the clutch and the Popular emitted a vicious crack and thereafter refused to budge. Poor Robb bade the Haughton Trophy a sad farewell and departed hitched to Commodore Shillington's Jaguar saloon.

The second test, at Drumagorgan, was a forward drive around a Z-shaped junction, reverse back through a right-angle and forward over the starting line. Performances here were fairly evenly contested. Titterington's 21.2 secs. was the

best, but Sammy Moore's was only  $\frac{1}{2}$  outside this. Another good effort was that of Dick Robinson (M.G. TD) in 22 secs. Jim Dowling, unaware that Robb had vanished from the scene, got through in 22.6 secs., which equalled McNally's time, but again Wilbert Todd beat this by taking only 22.2 secs.

The third test, at Carneary, found Bob Nesbitt in great form, taking only 17 secs. to get through the test, which called for a forward movement, a complete circle in reverse around a pylon and a forward dash to the finish. Titterington's 19.6 secs. was equalled by Chesney, who was putting up a very consistent show. Moore took 20.2 secs. and Dowling 23.4 secs. McNally eventually recorded second best time at 17.8 secs.

On then to Barnish, where the test consisted of three see-saws, stopping each time between indicated lines. McNally's 33 secs. was best, with Robin McKinney (Triumph) losing the benefit of a very good try in 31.8 secs. by incurring a penalty. This time Todd's 34.8 secs. was equalled by Emerson (Ford Utility), while Dowling took 38.6 secs.

Seeking the fifth test caused great misgiving among the navigators, but eventually most of the field arrived at the correct spot, to find a very complicated effort was required. Here it was that Bob Nesbitt ruined an otherwise perfect afternoon by failing to cross a line, as did Humphries (Austin). Another unfortunate was Phil Harding (Hartodd), who took the wrong side of the pylon.

Titterington made best time here in 30.2 secs. and Wilbert Todd had a fine effort in 31 secs., just beating Robin McKinney's 31.2 secs.

So on to the final test at Grahamstown, with the evening shadows arriving much earlier than expected, the wind freshening and the rain still cascading. Here the drivers had to enter three "garages" in any order so desired, providing they avoided a centrally placed obstacle and ended the test by crossing a line in a forward direction.

Titterington's 20.2 secs. was best. Runner-up was Mike Gawn (Ford), who, possibly because "play" was in his home ground, took only 20.6 secs. Chesney took 21 secs. and Sammy Moore lost the trial by taking only 21.6 secs. and striking two cans. Even Jim Dowling, unsettled by an enforced stop on the way to the test, clouted a can to spoil his 22.8 secs., and Phil Harding added another blot to his book by striking two cans. So, to the sound of collapsing cans and anguished cries, ended the U.A.C.'s season.

W. A. McMASTER.

### Results

**Open Car Class:** 1, Desmond Titterington (Dellow), 153.6 marks lost; 2, Gordon McNally (Dellow), 162.2.

**Closed Cars:** 1, Cecil Molyneux (Austin A30), 180; 2, Jim Dowling (Ford Utility), 183.6.

**Best Novice:** W. Chesney (Ford Spl.), 165.4.

### Aggregate Results

**Victor Ferguson Memorial Trophy:** 1, Gordon McNally, 61 points; 2, Sammy Moore, 50; 3, Desmond Titterington, 45; 4, Jim Dowling, 40.

**J. W. Haughton trophy for closed cars:** 1, Jim Dowling, 39; 2, Ernie Robb, 36; 3, Wilbert Todd, 24; 4, Cecil Molyneux, 21.

## RAMSGATE AUTUMN RALLY

THE Ramsgate Autumn Rally was held on 27th/28th November, 1954, and was supported by 28 competitors from the following invited clubs: B.A.R.C., Singer Owners', Maidstone and Mid-Kent, Oxford, Surrey Sporting, The North London Enthusiasts, and Herts County A. & A.C. This event will be held annually under the auspices of the Ramsgate Corporation and organized by the Margate and District C.C.

The first car left the Roebuck Inn, Harrietsham, Kent, at 8.30 p.m. with the other cars following at two-minute intervals, with approximately 400 miles ahead of them. Abnormal weather conditions, with blinding wind and rain, flooded roads, etc., soon played havoc with the majority of competitors' time schedules.

The route took cars across country on secondary roads to Bramley, south of Guildford to Control 2. From there, by means of bearings and distance, cross bearings, and height above sea level marks, they headed for the Square, Abingdon, which was shown on the route card as an anagram (Bigdonna).

This section proved unfortunate for E. H. Sharpe and his crew in a Jaguar Mark VII. A skid into a bank damaged their car and resulted in two of the occupants being treated at Sevenoaks Hospital. After dealing with all this, they very sportingly carried on to finish the course.

Competitors left Abingdon and proceeded to Aylesbury by the Eight Clubs method of using map references and letters, the final one forming the position of the control. A break was enjoyed at this stage to fill up both vehicles and crews.

Leaving Aylesbury, a complicated route card which was a test for both driver and navigator, sent cars to Ottershaw for the start of the next section. This section was broken by a half-hour stop for breakfast at Dorking. By now the field was beginning to thin out. A very courageous effort to carry on was made by F. W. Marriott and his wife, when their car gently rolled over after a skid. They managed to right it and after refilling with oil proceeded on their way.

The route from Dorking to the final control at Ramsgate was of a straightforward nature with only an average speed test thrown in for good measure. By this time the sun was out, making things easier. Five cars retired *en route*, which, we felt, was fairly reasonable, considering the ghastly weather we suffered during the night.

After checking in, lunch, refreshments and a general clean-up of crews was obtained at the Regency Hotel, Ramsgate. This was followed by five tests on the West Cliff for deciding any ties from the road section. After the tests, everyone returned to the Regency Hotel for tea whilst the organizers worked feverishly to provide provisional results. At 5.30 p.m. the Deputy Mayor of Ramsgate and the deputy Town Clerk arrived to present the awards, the Ramsgate Autumn Rally Challenge Trophy having been given by Ramsgate Corporation.

Greetings telegrams were received from Miss Sheila Van Damm and Mrs. Lorna Snow.

### Results

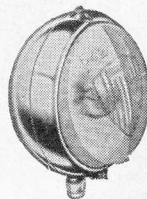
**Ramsgate Autumn Challenge Trophy:** A. Firmin (Velo). **Class A (over 1,500 c.c.):** J. Pocock (Vauxhall). **Class B (up to 1,500 c.c.):** A. W. Actman (Morris Minor). **Team Prize:** A. Firmin, J. Pocock.





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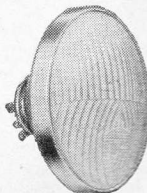
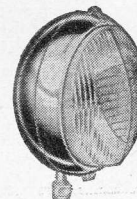


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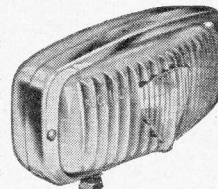


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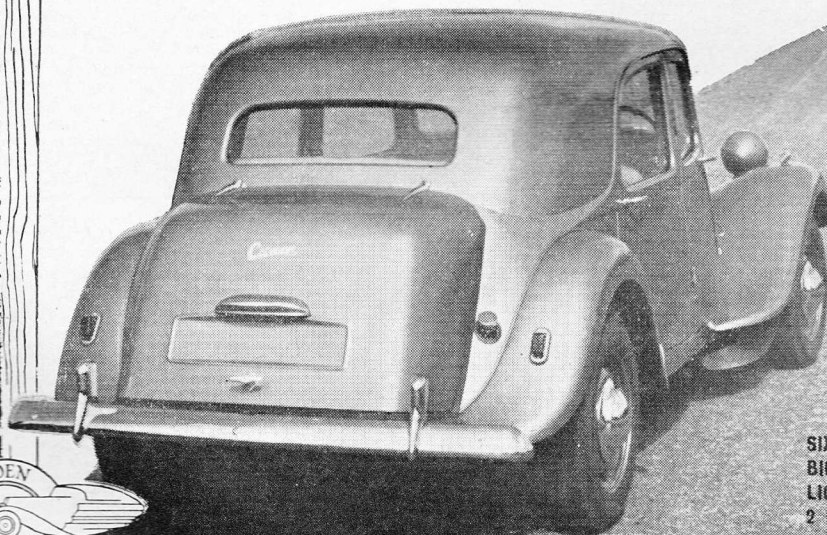
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### BRIGHTON AND HOVE NOVEMBER RALLY

INTENDING competitors in the Brighton and Hove M.C.'s November Rally which was to have been held on 27th-28th November, and who were disappointed to find it cancelled, have been notified by the club of the reasons for this decision. Readers may remember that we had a few drops of rain about that time and, in fact, most of the Devon area of the route was under water. Obviously it would not have been fair either to the competitors or to the police and flood relief people even to try to continue with the event.

However, the same route is to be used for the Spring Cup Rally on 19th-20th March and it is hoped that would-be entrants will have another go.

### WEST ESSEX DINE AND DANCE

FOR the first time, the West Essex C.C. came to London for their annual dinner-dance, which was held at the Park Lane Hotel, London, last Friday. Owing to absence in Germany, testing the G.P. Mercedes-Benz, the president, Stirling Moss, was unable to be present. In the chair was the Hon. Gerald Lascelles who proposed the toast of "The Guests", and, to the astonishment of all present, made it an opportunity for criticizing the technical Press, several members of which were present as guests. Mr. Lascelles accused the Press of not being accurate in regard to reports of new cars, and, in particular, road tests of current models. This rather put Mr. John (Autocar) Cooper on the spot when he stood up to reply, and he, a trifle unwisely, said that it was not always possible to tell the whole truth, as technical papers depended mainly for their existence on the manufacturers whose products they tested. He added that the knowledgeable could read between the lines as, for example, when a car was described as having "an up to average performance", it left little doubt as to what was really meant!

After these pointed observations, the party was got under way in the usual W.E.C.C. manner. The Hon. Mrs. Gerald Lascelles presented the very imposing array of awards, of which the Sid Green/Roy Salvadori combination appeared to carry away their fair share. Mrs. Lascelles was assisted by Mr. George Matthews, making probably his final appearance as a club official. One of

### COMING ATTRACTIONS

**December 11th/12th.** *Manchester University M.C. Christmas Rally, Start, 4 p.m., Huddersfield and Bedford.*

**December 12th.** *Harrow C.C. "Petit Rally". Start, 11 a.m., Royal White Hart, Beaconsfield.*

*Old Merchant Taylors' M.C. Winter Rally. Start, "Durrants", Croxley Green, Herts. 2 p.m.*

*West Hants and Dorset C.C. Christmas Cup Trial. Start, Compton Arms, Cadnam, nr. Ringwood, Hants, 10.30 a.m.*

*Vintage S.C.C. Lasham Rally and Driving Tests, Lasham Airfield, nr. Alton, Hants. Start, 12.30 p.m.*

*750 M.C. Walsingham Trial.*

*Munster M.C. and C.C. Winter Trial, Eire.*

**December 13th/17th.** *Eighth Moroccan Rally (S, T), Morocco.*

the founders of the club, Mr. Matthews is shortly moving house to Devon. Several valuable prizes were the subject of a raffle, John Coombs winning a portable radio. The wonderful Jones model of a G.P. Ferrari was on view, and came in for a great deal of admiration.

### EASTERN COUNTIES' OCCASION

THE Eastern Counties Motor Club is such a large and flourishing band of enthusiasts that the biggest obstacle confronting the organizers of the annual dance and prize-giving is finding a venue to suit the size of the occasion. They could, of course, go to London for it, but they quite rightly feel that apart from the extra time and expense that the trip would cost the members, their biggest function of the year should really be held on "home ground". However, lacking anywhere that could seat 300 people to dinner, a compromise was arrived at and a first-class ball and buffet supper was held on 3rd December at the Pier Pavilion, Felixstowe.

A fine collection of trophies was arrayed in front of the stage and during the interval in the dancing the steady procession of award-winners went up to receive them from Mrs. Ebbelwhite. Most frequent visitor to the dais was

Archie Scott-Brown, whose table became steadily piled with silverware. Don Parker was there, too, and the two of them, together with Dickie Stoop, had the privilege of judging the beauty contest that took place later on. Other diversions included the appearance on the dance floor at high velocity of a certain rally driver, crash-helmeted, at the wheel (or rather handlebar) of a Butlin's double bicycle; his navigator seemed to despair of finding the way and threw away the map as they came round for the second time with tyres screaming, to disappear through the door on acknowledging the chequered flag!

*More News from the Clubs on page 792*

### CLUB FIXTURES

**Cambridge '50 C.C.**—Meeting, 10th December, "Ancient Shepherds", Fenditton, nr. Cambridge.

**North London M.C.**—Meeting, 10th December, Cat Inn, Cat Hill, East Barnet, Herts.

**Ulster A.C.**—Annual dinner and dance, 10th December, Grand Central Hotel, Belfast, 8 p.m.

**Burnham-on-Sea M.C.**—Annual dinner and dance, 10th December.

**Limerick M.C.**—A.G.M., 10th December, Royal George Hotel, Limerick, 8 p.m.

**Cornwall Vintage C.C.**—Annual dinner, 10th December, Hotel Bristol, Newquay, 7.30 for 8 p.m.

**750 M.C.**—Meetings: 11th December, Abbey Hotel, Stonebridge Park, N.W.10; 13th December, Saddler's Arms, New Yatt, nr. Witney, Oxon; 14th December, Railway Inn, Patchway, Bristol; 15th December, Highcliffe Hotel, Highcliffe, Hants.

**Mid-Surrey A.C.**—Christmas tea party, 11th December, Sir Douglas Haig, Effingham, nr. Leatherhead, 4.45 p.m.

**Leicestershire C.C.**—Social run, 12th December, Start, Lee Street Car Park, Leicester, 2.30 p.m.

**North Midland M.C.**—Film Show, 13th December, Devonshire Arms, Baslow, 8 p.m.

**Marconi A.C.**—Film show, 14th December, club headquarters, 7.30 p.m.

**Lea-Francis O.C.**—Meeting, 14th December, The Albert, Kingston Hill, Surrey.

**Lagonda Club**—Meeting, 14th December, Roe Cross Hotel, Mottram; Christmas party and prizegiving, 15th December, Bonnington Hotel, Southampton Row, London, W.C.1, 7.15 p.m.

**Jersey M.C. & L.C.C.**—Committee meeting, 14th December, Clubroom, St. Peter's Valley, 8 p.m.

**Brighton and Hove M.C.**—Film show, 15th December, Madeira Drive Arches, Brighton, 8 p.m.

**Alvis Register**—Meeting, 15th December, The Abercorn, Stanmore Hill, Stanmore, Middlesex.

**Liverpool M.C.**—Meeting, 15th December, Childwall Abbey Hotel, Liverpool.

**Singer O.C.**—Meetings: 15th December, Ashton's Hotel, Praed Street, London, W.2; 16th December, Prince of Wales, Ecclesall Road South, Sheffield.

**Surrey Sporting M.C.**—Film show, 16th December, Warwick Hotel, Redhill.

**Vintage S.C.C.**—Meetings: 16th December, White Lion, Cobham, Surrey; Mill Inn, Withington, nr. Cheltenham.

**Cemian M.C.**—Christmas party, 16th December, The Gloucester, Sloane Street, S.W.1, 6.30 p.m.

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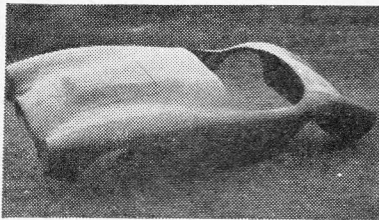
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# SCOTCH CORNER By "AENEAS"

WE always consider ourselves fortunate to receive an invitation to the "Grosvenor Revels", staged by the M.G. Car Club's Scottish Centre. This annual dinner/dance, which is held in Edinburgh, is always highlighted by some novel sport and last Friday's gathering was no exception. After Chairman Bert Kay had made the absolute minimum in speeches; after Russell Lowry had replied for the guests and hinted that it will not be too long until the members get the kind of M.G. they are dreaming about; after Mrs. Lowry had presented the silverware in friendly and charming fashion; after Nigel Kennedy, Peter Hughes, Ninian Paterson and Jimmy Murray had ordered up henchmen to guard their loads of loot; after the members had been circulating round the ballroom for a little, we heard A. K. Stevenson being paged in his capacity as R.A.C. Steward and knew the battle was about to be joined.

Have you ever seen invalid chairs hurtling round a wiggle-woggle test on the polished floor of a ballroom? It's quite a thing, we assure you. When they are manned by opposing teams of desperate drivers with long grey beards and curly bowler hats, it's funny, but when the gents with the beards and bowlers have to bundle their partners into grandmotherly shawls, provide them with knitting in which they must not drop a stitch and then push invalid chairs—with partners—around the wiggle-woggle at a great rate of knots, we reckon that even Buster Keaton wouldn't be able to keep his face straight. Certainly we heard the loudest laughter we've listened to in many a day.

Earlier in the week there was another very pleasant gathering. This was held in the Green Room of the Royal Scottish Automobile Club when the members gathered to present A. K. Stevenson with a very handsome gold watch and with an equally handsome cheque in recognition of his 50 years' service to the club and to Scottish motoring generally.

Councillor A. G. Murray, chairman of the club, presided and paid a very fine tribute to the single-hearted enthusiasm of Mr. Stevenson for all aspects of his work, and the presentation was made by Mr. Talbot Crosbie, who has been a member of the R.S.A.C. since 1901.

In acknowledging the gifts, "A.K." gave a brief and interesting review of his "half century, not out". He recalled the fine series of Scottish Trials from 1905 to 1909 and spoke of a two-year survey in which he toured the whole of Scotland in an Arrol-Johnston and organized the erection of the cast-iron direction and warning signposts which bore the club crest. He gave some reminiscences of a non-stop run from Alexandria to London in the first sleeve-valve Argyll and spoke of the Monte Carlo Rally in which, besides organizing every Scottish start since the event was inaugurated, he has made four appearances as a competitor.

It is to "A.K." that we owe the revival of the club's annual hill-climb on Rest-and-be-Thankful and it was he who organized the first of the Scottish Rallies, in 1932, and gave it the character that makes it one of the most popular events on the Scottish calendar. "A.K." is known in the South for his work as

an R.A.C. Steward, for his membership of the parent body's Competitions Committee and for his instigation of the Standing Joint Committee of the A.A., the R.A.C. and the R.S.A.C.

He has been a good friend to motorists in general and to motor sport, and we are happy to reiterate the many wishes expressed at his presentation for his long continuance as secretary of the Royal Scottish Automobile Club.

This week-end is a fairly crowded one and tonight we are for Hamilton and the annual celebrations of the Lanarkshire M.C. and C.C. Under president Morris Smellie and with Christine Neil as secretary the revived car section of this club has grown apace, laying on some very well organized events and amassing a formidable collection of trophies within a remarkably short space of time.

On Saturday, if we are fit, we hope to take a gander at the Scottish Sporting Car Club's Cat's Eye Rally, so the twin lanterns hovering on the outskirts of the entry will be either our hollow cheeks or our bright eyes. The short night rallies organized by the S.S.C.C. have proved a remarkably popular feature of the S.S.C.C. programme and entry numbers are high. The Cat's Eye is the first of a series of three events in which there is an award for the navigator with the best cumulative performance.

On Sunday we are committed to putting in an appearance at the Falkirk and District Motor Club's "Yuletide Rally", a closed event which, in accordance with this club's policy, is largely planned by a club member who is not on the committee. The Falkirk club do this on two occasions per year and it seems a good scheme as it lets members know just what is involved in the organization of events and will, it is hoped, provide future officials who are aware of the responsibilities they are accepting.

## Classified Advertisements—continued

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**E.R.A.** RACING CAR required for client. Must be in first-class order.—Detailed description and price to Nixon's Garage, Hassell Street, Newcastle, Staffs.

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**WANTED.**—COOPER-BRISTOL or similar, less engine, seller must be prepared to arrange export New Zealand. Price, etc.—Box 1645.

**WANTED.**—FORD 10, 1938 or later, required for parts only, extensively damaged car suitable. Also Ford 8 gearbox.—Stoneham, 540 Millbrook Road, Southampton.

**WANTED.**—Second-hand Trailer, capable of carrying 1½ cwt., 1,500 c.c. sports car.—G. L. Corlett, 117 Dale Street, Liverpool, 2.

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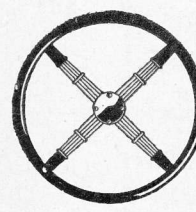
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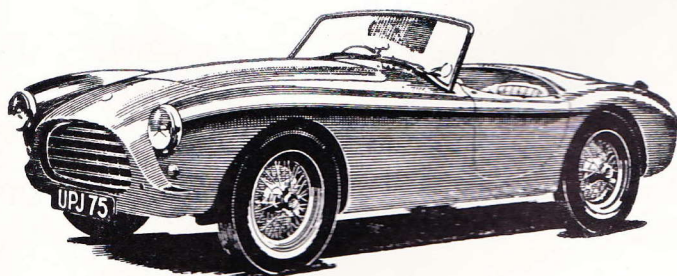
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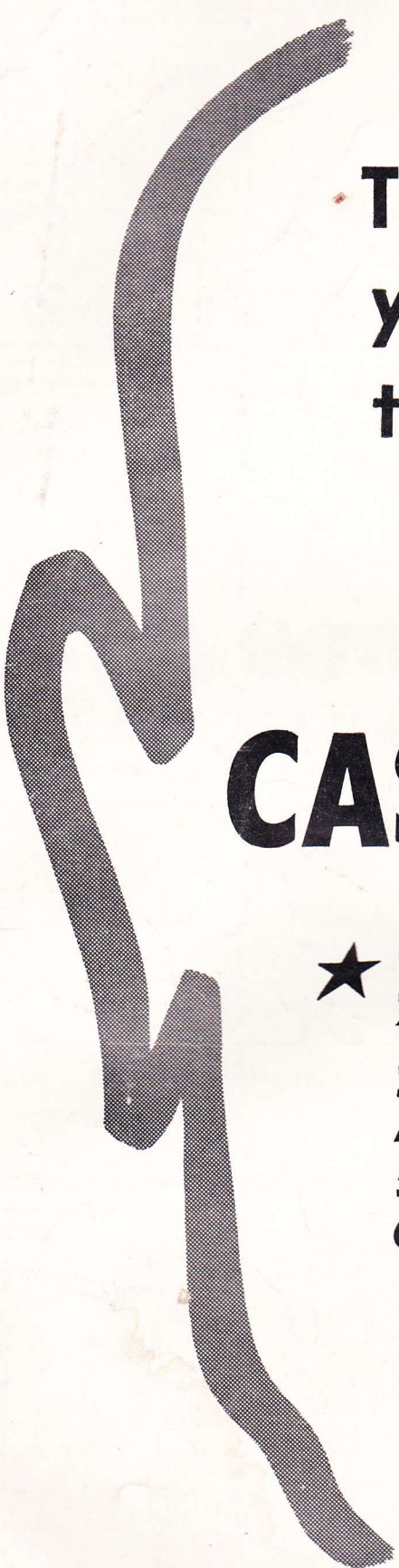
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# CASTROLITE

- ★ **1** Starting is immediate because Castrolite is thin when cold, yet it retains its "body" at high engine temperatures.
- 2** Castrolite circulates quickly during the cold running period, promoting faster engine power development and thus reducing petrol consumption.
- 3** Cylinder walls are defended by the inclusion of corrosion-resisting additives.
- 4** Anti-oxidant inhibitors retard sludge formation.
- 5** Mildly detergent additives keep the engine clean.
- 6** Castrolite is approved by British Car Makers for modern cars in good mechanical condition.

