

**JOHN BOLSTER TESTS THE MERCEDES-BENZ 300SL**

# AUTOSPORT

JANUARY 7, 1955

1/6

EVERY FRIDAY

Vol. 10 No. 1

BRITAIN'S MOTOR SPORTING WEEKLY

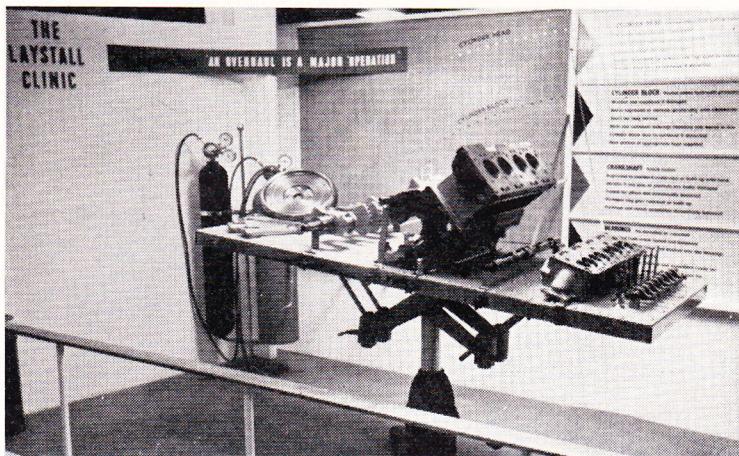


## ***IN THIS ISSUE***

MONTE CARLO RALLY SERVICE : SEASONAL SURVEY, PART I—FORMULA ONE RACING  
WITH 8 MEN TO THE FOUR CORNERS : NORTHERN NOTES : LATEST TRIALS REPORTS  
JOHN BOLSTER • MAXWELL BOYD • WILSON ROGERS • W. A. McMASTER

“Dr.” LAYSTALL SAYS:

*That Out-of-Balance feeling is probably due to a faulty “axis”. The Remedy is to have that crankshaft balanced.*



*Photograph by courtesy of "Autosport"*

A corner of the Laystall stand at the Motor Show, Earls Court, 1954

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# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 10 No. 1 January 7, 1955

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## NOTICES

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

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

General Manager PETER BAYLEY  
Advertisement Manager NORMAN H. BIGSBY

Annual Subscription £4 4s. 6d.  
(U.S.A. and Canada \$12.00)

Direct from the Publishers or all Newsagents

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## EDITORIAL

### A NEW ERA OF G.P. RACING?

LOOKING back on 1954 Grands Prix one is forced to admit that it was a Mercedes-Benz year. With the invaluable assistance of Juan Manuel Fangio, the German cars won four out of six *grandes épreuves* in which they took part. Nevertheless, the technicians at Unterturkheim fully realize that in 1955 opposition will, if anything, be tougher. Mike Hawthorn's feat in winning the Spanish Grand Prix was a fine tonic to Italy's designers. With the promise of the new Lancia, the continued development of Maserati, and other machines in the offing, the second season of the present Formula 1 bids fair to usher in a new and magnificent era of Grand Prix racing. Even with Fangio and Moss in the team, the Germans will not underrate the chances of the Italians. Gianni Lancia has Ascari, ably backed by Villoresi; to the "prancing horse" return both Farina and Gonzalez, with Hawthorn also a probable, not forgetting to mention Trintignant!—a very powerful quartet indeed. With the loss of Moss, Behra will presumably become Maserati's No. 1, and with Schell and Musso may form the basis of a real giant-killing team. It is too early, as yet, to come to any definite conclusions about Great Britain's or France's chances in G.P. racing. The British cars, including Connaught and the Vanwall Specials, are too much of an unknown quantity, while even if Gordini does obtain reliability from his swift little machines, he is certain to find himself short of top-line drivers. AUTOSPORT has pointed out many times in the past that Great Britain is not short of skilful drivers, and, unless this country can produce race-worthy G.P. machines, several of them will undoubtedly "go foreign".

### MINIMIZING RALLY RISKS

THERE is one method by which the organizers of the Monte Carlo Rally could minimize the risks of high-speed mountain driving. In events such as the Tulip, the Lyon-Charbonnières and others, the entries are grouped according to their set average speeds. By introducing *grande tourisme* and modified touring categories with their additional 8 per cent. speed handicap, the "Monte" organizers have not allowed for the difference in performance. From every starting control, cars are dispatched consecutively at minute intervals, irrespective of category, and this means that from Gap onwards the crews of G.T. and M.T. machines will have the added hazard of having to overtake cars with much lower set average speeds. As categories had to be declared at time of entry, it would not have been a difficult task to group the faster-average cars together from the various controls, and to have a definite interval at Gap between the departure of each category.

### OUR COVER PICTURE

*GRAND PRIX: The pre-race scene at Rheims last July, when Mercedes-Benz made their sensational come-back to G.P. racing. In the foreground Bira has a word with the eventual winner, Fangio, while the well-known figure of Mercedes team-chief Alfred Neubauer is readily recognizable. A review of 1954 G.P. racing appears in this issue.*

# PIT & Paddock

AS announced some time ago in AUTOSPORT, the M.G. Car Co., Ltd., will re-enter racing for the first time since 1935 at Le Mans next June. An entry of three cars will be applied for, probably aerodynamic open two-seaters based on the existing TF "1,500". However, a twin-o.h.c. version is not improbable!

THE 1½-litre class at Le Mans will be interesting as it may comprise entries from M.G., Maserati, Osca, Gordini, Simca, Borgward and Porsche.

A TYPE 190SL Mercedes-Benz engine has been tested by a well-known British components concern; driven on Linley research circuit the car lapped at well over 100 m.p.h.

DESPITE an announcement by Enzo Ferrari, Mike Hawthorn has not, so far, signed for the "prancing horse".

AFTER the Argentine races, Ferrari will probably be sending their new sports car, the 3.7-litre "six", to Africa for the races at Dakar and Agadir.

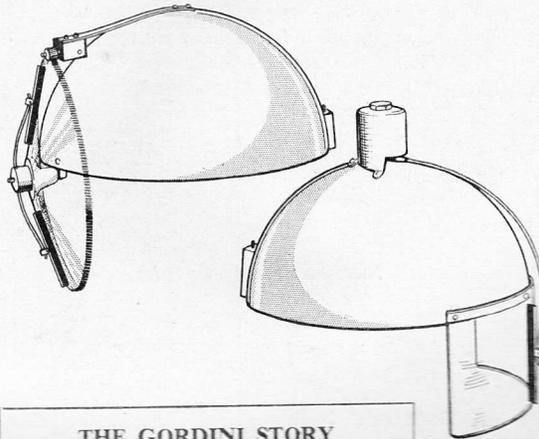
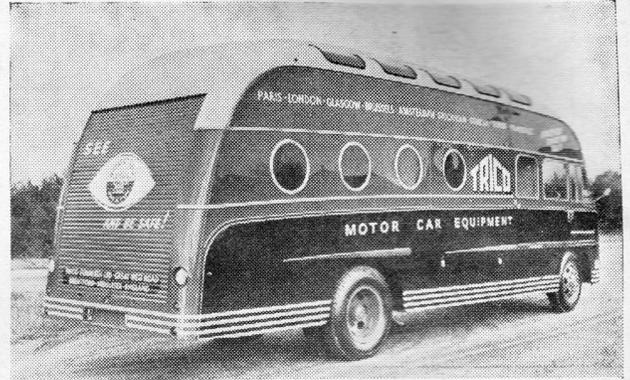
PERFORMANCE Cars 1,500 Trophy will be presented at the sixth annual dance of Performance Cars, Ltd., at the Castle Hotel, Richmond, Surrey, on Thursday, 27th January (8 p.m. to 2 a.m.; tickets 12s. 6d. each; proceeds to Middlesex Association of the Blind, Incorporated).

COMING out shortly—new 1½-litre Ford model from the Cologne factory.

WIDENING operations are in progress on parts of the Nürburgring; the circuit will be entirely resurfaced for next season—but the G.P. may move to Avus.

NEW Bugatti sports two-seater, when it comes out, will have a twin cam, four-cylinder 1½-litre engine and a speed of over 110 m.p.h., according to Continental reports.

READY FOR THE ROAD: (Right) Trico-Folberth, Ltd., have made ready this new travelling exhibition van for a season touring the European motor exhibition and racing venues.



AT LAST? (Left) Among recent inventions of motoring interest have appeared these two rather extraordinary windscreen wiper devices for cars without windcreens. Both consist of crash-hats with built-in visors and electric wipers; that on the left having a pair of fixed wipers and a rotating conical screen, while the other has an oscillating motor wiping a fixed screen. Patented by a French engineer, named Marenlender, they are certainly ingenious, yet somehow. . . .

## THE GORDINI STORY

THE fascinating story of Amedée Gordini will appear in "Autosport", starting with a forthcoming issue. Negotiations have been completed with the French magazine "L'Automobile", and "Autosport" has been granted the exclusive rights of publication of all drawings, technical matter and so on, in Great Britain. The story will be written by Gérard Crombac in collaboration with Jean Bernadet, with additional information supplied by Amedée Gordini. These details, together with many hitherto unpublished drawings, will not be published in any other British magazine.

HERMANN P. MULLER, pre-war Auto Union Grand Prix driver and currently a motor-cyclist in the German Horex team, wants to return to four wheels. He won the French car G.P. at Reims in 1939.

TONY MARSH may look only 18, an age attributed to him several times during the past season, but he is in fact aged 23.

ONE of France's star rally marques, Dyna-Panhard, won the recent National Rally in Spain. Winning driver was Luciano Eliakim. He defeated Villamil's Pegaso by 29 points and Sainz's Simca by 48.

LANCE MACKLIN'S Austin-Healey "100S" was unluckily eliminated from the final Bahamas race at Nassau with back axle trouble. It finished sixth in the opening event, won by de Portago.

R.A.C. Competitions Dept. manager Dean Delamont left London by air on 27th December for America on the first stage of a round-the-world journey which will enable him to consult with motoring clubs and enthusiasts overseas. He then went on to New Zealand, where he is representing the R.A.C. at tomorrow's Auckland G.P.

After the race he begins the return journey via Australia and Singapore, then to Monte Carlo where he arrives on 25th January. He will be back in London the following evening.

MESSRS. RICHARDS AND CARR, of 35 Kinnerton Street, London, S.W.1, has now become a Limited Company (Richards and Carr, Ltd.), its directors being Robin Richards, well known for his radio commentaries, Richard Carr and Charles Mortimer, author of *Racing a Sports Car*.



# SPORTS-NEWS

## WARMING UP FOR BUENOS AIRES

THE European racing équipes have by now crossed the South Atlantic and are in Buenos Aires, capital of the Argentine, for the first of January's three races to be run over variations of the lavishly equipped "Ottobre 17" autodrome outside the "beef city".

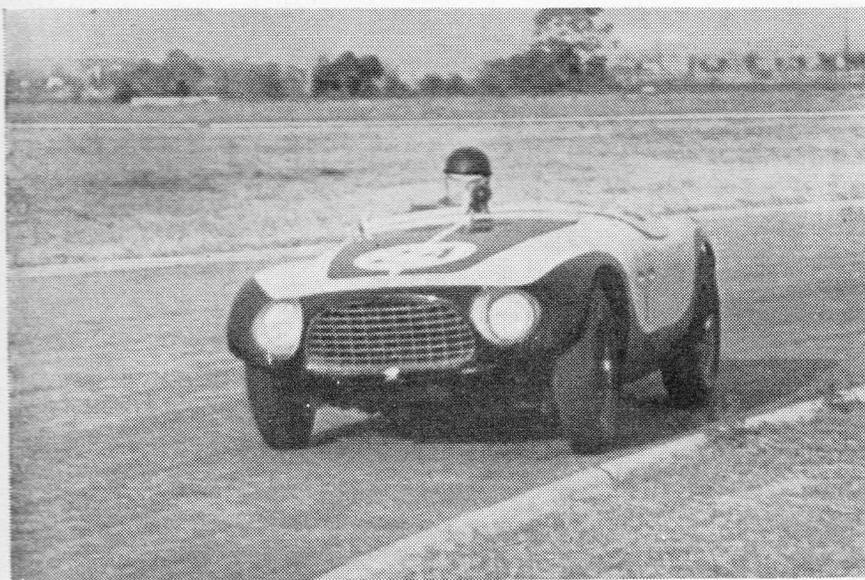
The opening event, on 16th January, is the G.P. of Argentina for Formula 1 racing cars, important in constituting the first round in the 1955 World Drivers' Championship and in the quality and quantity of its entry list. Five major European racing marques—Ferrari, Mercedes-Benz, Lancia, Maserati and Gordini—are supporting it, and the world's finest G.P. drivers will be in action.

The race will be run over No. 2 of the 10 possible circuit layouts; the lap distance is 3.91 kms. (2.43 m.), and race duration will be three hours. The course

*B. A. BOUND: (Right) One of the new G.P. Mercedes-Benz being crated ready for the Argentina G.P. on 16th January.*

★

*GONZALES PREPARES: (Below) Having withdrawn his vows to retire, José Froilan Gonzalez will drive for Ferrari at Buenos Aires. He is seen here putting in some practice with a sports car.*



combines many sinuous curves with fast straights, and should provide a very gruelling test for cars and drivers. It will be most interesting to see how the new V8 Lancias fare in their second Grand Prix—they made their début, it will be remembered, at Barcelona last October, when they led the Mercedes, Ferraris and Maseratis until retiring with mechanical troubles.

Mercedes' 1955 cars are lighter and cleaner in body form, and have augmented power output from their eight-cylinder, fuel injection engines; and with Fangio, Stirling Moss, Kling and Herrmann at the wheels, constitute a stern threat to Italy's long-standing monopoly in South American motor racing. Ferraris, encouraged by Mike Hawthorn's Spanish G.P. victory, will be on their mettle, while Maserati have the skilled and daring French driver Jean Behra to lead their team.

A week later, on 23rd January, comes the Argentine 1,000 kms. sports car race. This will be staged over 58 laps of a special lengthened circuit combin-

ing part of the "Ottobre 17" layout with a fast public highway outside, leading to the local airport at Ezeiza; lap distance is 17 kms. Maserati are expected to run their newest 3-litre car, as well as the well-known 2-litre models, in this event, while the latest 3.7-litre Ferrari "six" may make its appearance. This car has a development of the 2½-litre, four-cylinder G.P. type engine, and is extremely fast. It may be driven by Farina, should he prove physically up to it. The other "works" entry is that of a 3-litre Gordini. Several South American "notables" will be driving, including Bonomi and the Galvez brothers Juan and Oscar. A special stock car class will be included this year, giving local talent a chance with Fords, Plymouths, Chevrolets and so on.

On 30th January comes the *Formule Libre* Buenos Aires G.P., for which nearly all the Argentine G.P. entrants—Mercedes, Ferrari, Maserati, Lancia, Gordini—are down to race again. It will be contested over Circuit No. 4,

measuring 4.706 km. per lap, and will be run in two heats of 141 km. (87.5 miles). The events will be run in a clockwise direction this year. In addition to the entries for the G.P. which we published last week are Jorge Daponte and B. Bira (Maseratis). There is a possibility that Piero Taruffi will drive one of the official Maseratis, and André Pilette a Gordini.

## KURTIS FOR LE MANS?

THE Californian Kurtis-Kraft concern, renowned builders of highly successful Indianapolis racing machines, are engaged in the construction of an improved, lightened edition of their sports car for potential entry at Le Mans. During the past two seasons, Kurtis sports models, notably that driven by Bill Stropp, have shown considerable performance in Western American events, and have also run in the Pan-American races of 1953 and 1954, using Chrysler or Cadillac engines.

This year's stock class winner in the Pan-American, with a Lincoln, Ray Crawford is having the new Kurtis sports constructed, and there are indications that Ford-Lincoln technicians at Detroit are taking an official interest in the project.

## 1955 ITALIAN CALENDAR

ITALY'S provisional calendar of major motoring events for the coming season is the following:

**25th February-2nd March**, 6th Sestriere Rally; **20th March**, 5th Syracuse G.P. (F1); **3rd April**, Circuit of Sicily (S, T); **30th April-1st May**, 22nd Mille Miglia; **8th May**, Naples G.P. (F1 or S); **22nd May**, Como Hill-Climb (Ladies' Cup); **29th May**, 3rd Supercortemaggiore G.P., Monza (S); **2nd June**, Valentino G.P. (F1), Turin; **5th June**, 9th Circuit of Mugello (S, R); **11th-12th June**, 2nd Venetian Lido Rally; **12th June**, 15th Parma-Poggio Berceto Hill-Climb; **8th July**, Bolzano-Mendola Hill-Climb; **10th July**, Dolomite Gold Cup race (S); **10th July**, G.P. of Rome (F1), and 750 c.c. race; **17th July**, 19th Susa-Moncenisio Hill-Climb; **24th July**, 17th Aosta-Gt. St. Bernard Hill-Climb; **31st July**, 7th Tour of Calabria; **7th August**, 11th Circuit of Senigallia; **14th-15th August**, Pescara G.P. (F1), and Pescara 12 Hours race (S); **25th-28th August**, 9th Stella Alpina contest (S, T); **11th September**, Italian G.P., Monza (F1), and Coppa Inter-Europa (S, T); **18th September**, Catania-Etna Hill-Climb, Sicily (S, T); **19th September-2nd October**, 2nd Tour of Italy (S, T); **2nd October**, 5th Modena G.P. (F1); **9th October**, 6th Sicilian Gold Cup race, Syracuse, Sicily (S); **16th October**, 39th Targa Florio, Sicily (S, T).

# AUTOSPORT *Monte Carlo Rally Service*

FOR the benefit of crews in the forthcoming Monte Carlo Rally, AUTOSPORT publishes several tables which may be of some use for calculation purposes. The kilometre speed table, for example, can be used to calculate the average speeds required for the Gap-Monaco, and Mountain Circuit classification tests. In both tests competitors are being kept ignorant of the route, time controls, and minimum and maximum time allowances. For instance, when it comes to the departure time at Gap, the crew will be handed an addition to the road book which will contain the exact route to be taken, the distances of the stages, and the minimum and maximum times expressed in seconds per kilometre.

In the rally regulations (in English) examples are given; whether by accident or design, two of them contain errors. The distance of an imaginary stage is given as 79 kiloms. For category 1 machines the time between stages is indicated as 73 secs. per kilometre maximum, and for category 2 cars 67 secs. per kilom., with quoted total times of 1 hr. 36 mins., and 1 hr. 29 mins. respectively. Simple mathematics will show that these times should be 1 hr. 36 mins. 7 secs. and 1 hr. 28 mins. 13 secs.—an error in each case of several seconds, which could quite easily be several marks!

Non-competitors might be interested to know more details of these tests. The routes, distances and times are known only to the organizers, who will release them to each entrant at the start of the

tests themselves. Maximum times between stages will differ for touring cars (Cat. 1), and grande tourisme and modified touring machines (Cat. 2), the last-named having a handicap of 8 per cent. Minimum times are identical for both categories.

At the time of departure specified in the road books, competitors will stamp their forms in a "Printogine" time-clock, which will register hours, minutes and seconds, ignoring fractions of seconds. On arrival at the next control the same procedure will be adopted, the time stamped being used as the basis for the following stage and so on. Each control will have a warning notice of its imminence, 100 metres before the control itself. Any competitor stopping more than 20 secs. at each control will be penalized 100 marks; also, if any car should be driven so slowly as to impede other entrants during this last 100 metres, the same penalty may be imposed.

Actual marking will be based on the maximum and minimum times indicated. Should the time taken be less than the maximum, or more than the minimum, no penalty will be imposed. If the time taken to cover the stage exceeds the maximum, or is below the minimum, the difference either way will be calculated in seconds, and, after deducting 20 secs. in favour of the competitor, a penalty of one mark per second will be inflicted.

The tests offer great possibilities for sorting out the entries. It is being taken

more or less for granted that the Gap-Monaco route will include plenty of snow and ice. If one or two controls are spaced only a few kilometres apart in the mountainous sections, there will be a scramble to arrive inside the maximum time allowance, which, in the case of Cat. 2 machines, will always be 8 per cent. under that for the touring vehicles. Where the 8 per cent. results in a fraction of a second, the figures will be taken to the nearest second, e.g., 74.2 secs., 74 secs.; 74.7 secs., 75 secs.

For example, if the distance between two controls should be (say) 25 kilometres, and the maximum time allowance given as (say) 72 mins. per kilom. (50 k.p.h.), the Cat. 2 cars would have to average about 55 k.p.h. to escape penalty.

## MONTE CARLO RALLY

### Day to Day Programme

- 15th and 16th January.—Preliminary technical inspection and sealing of vehicles.
- 17th January.—Start from Athens, Palermo, Glasgow (first competitor, 1405 hours), Lisbon, Monte Carlo, Stockholm, Munich, and Oslo.
- 17th-20th January.—Road section. First car due to start Gap-Monaco test at 0630 hours, 20th January. Last car should arrive in Monaco about 1700 hours.
- 21st January.—Acceleration and braking test, Monte Carlo.
- 22nd January.—Mountain Circuit test.
- 23rd January.—Speed/Performance test on Grand Prix circuit.
- 24th January.—Road Safety and Comfort Competition. Prize distribution. Rally Ball and Gala Dinner.

## FELTHAM PREPARES

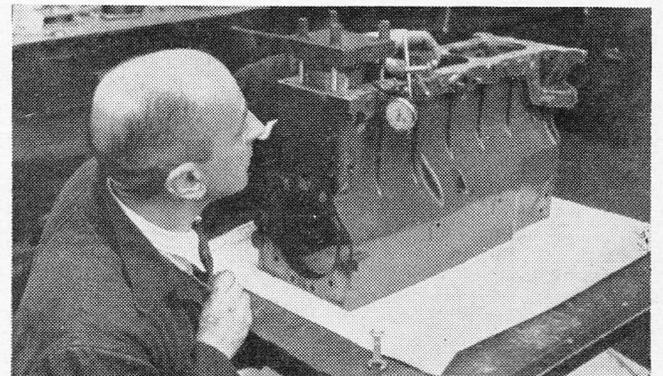
In the Middlesex works, intense activity is seen as the three DB2-4 Aston Martins are ready made for their first official participation in the Monte Carlo Rally



François Muel, French employee, works on one of the cylinder heads at the bench.



Most of the main components are removed from the cars for testing and rebuilding.



After fitting a wet liner, John King checks it with a dial indicator.

**KILOMETRE SPEED TABLE**

20-80 k.p.h.

Time		Speed		Time		Speed	
mins.	secs.	k.p.h.	m.p.h.	mins.	secs.	k.p.h.	m.p.h.
3	00	20	12.4	1	15	48	29.8
2	55	21	13.0	1	14	49	30.4
2	45	22	13.7	1	12	50	31.1
2	35	23	14.3	1	10	51	31.7
2	30	24	15.0	1	09	52	32.3
2	25	25	15.5	1	08	53	33.0
2	20	26	16.2	1	07	54	33.6
2	15	27	16.8	1	06	55	34.2
2	10	28	17.4	1	05	56	34.8
2	05	29	18.0	1	03	57	35.4
2	00	30	18.6	1	02	58	36.0
1	56	31	19.3	1	01	59	36.7
1	53	32	19.9	1	00	60	37.3
1	50	33	20.5	0	59	61	38.0
1	46	34	21.1	0	58	62	38.5
1	43	35	21.7	0	57	63	39.1
1	40	36	22.4	0	56	64	39.8
1	37	37	23.0	0	55	66	41.0
1	35	38	23.6	0	54	67	41.6
1	33	39	24.2	0	53	68	42.3
1	30	40	24.9	0	52	69	42.9
1	28	41	25.5	0	51	70	43.5
1	26	42	26.1	0	50	72	44.7
1	24	43	26.7	0	49	73	45.4
1	22	44	27.3	0	48	75	46.6
1	20	45	28.0	0	47	77	48.0
1	19	46	28.6	0	46	78	48.5
1	17	47	29.0	0	45	80	49.7

1 kilometre = 0.62137 statute mile

1 statute mile = 1.609347 kilometres

M.p.h. figures taken to nearest decimal.

E.g., 41 k.p.h. = 25.4762 m.p.h. (25.5)

54 k.p.h. = 33.5540 m.p.h. (33.6)

**RALLY ITEMS:** AUTOSPORT has arranged for complete coverage of the rally; the Editor is competing and will start from Glasgow. John Gott and Johnnie Claes go from Monte Carlo in separate entries. Nevil Lloyd is in Mike Couper's Armstrong starting from Lisbon, and Mort Morris-Goodall will look after the Athens side. The

other controls will also be covered. Photographic arrangements will be in the hands of George Phillips, who will be accompanied by Bill Mason and Roger Biss in the first-named's Anglia. Preliminary reports and pictures will appear in the 21st January issue, the full rally story with numerous illustrations in the 28th January issue, and summary and additional pictures the following week. Charles Russell announces that Girling brakes service will be available at Glasgow, Doncaster and Dover (Martin Walker, Ltd.). . . . Freddie Bothamley has arranged for Lockhead service at the same places. . . . Bill Allerton has laid on a complete Lucas "umbrella", and the Acton depot will remain open during the passage of competitors. . . . Norman Freeman and Dick Jeffreys have organized the Dunlop service, and Bryn Lewis has arranged

**Petrol**

**Imp. Gallons to Litres**

Gallons	Litres	Gallons	Litres
1	4.5	15	68.2
2	9.1	16	72.7
3	13.6	17	77.3
4	18.2	18	81.8
5	22.7	19	86.4
6	27.3	20	90.9
7	31.8	21	95.5
8	36.4	22	100.0
9	40.9	23	104.6
10	45.5	24	109.1
11	50.0	25	113.6
12	54.6	26	118.2
13	59.1	27	122.7
14	63.6	28	127.3
		29	131.8

1 Imp. gall. = 4.54595 litres

1 litre = 0.21998 Imp. gallon

**Tyre Pressures**

Lb. sq. in. to Kilog/CM<sup>2</sup>

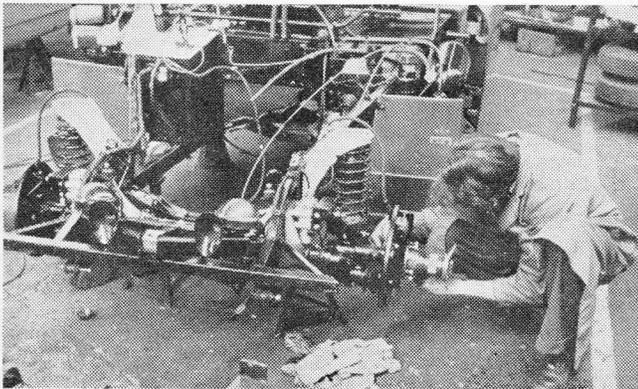
Psi	Kg./cm <sup>2</sup>	Psi	Kg./cm <sup>2</sup>
10	0.70	31	2.18
11	0.77	32	2.25
12	0.84	33	2.32
13	0.91	34	2.40
14	0.98	35	2.46
15	1.05	36	2.53
16	1.13	37	2.60
17	1.20	38	2.67
18	1.27	39	2.74
19	1.34	40	2.81
20	1.41	41	2.88
21	1.48	42	2.95
22	1.55	43	3.02
23	1.62	44	3.09
24	1.69	45	3.16
25	1.76	46	3.23
26	1.83	47	3.30
27	1.90	48	3.38
28	1.97	49	4.15
29	2.04	50	3.52
30	2.12	51	3.59

1 lb./sq. in. = 0.070307 kg./cm<sup>2</sup>

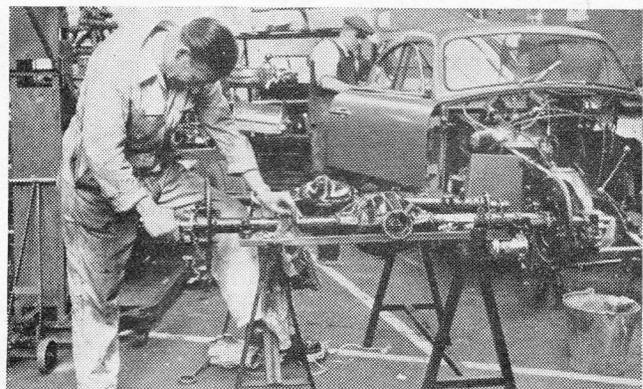
1 kg./cm<sup>2</sup> = 14.223533 psi

the same for Tyresoles. . . . Peter Aston and Syd Henson will look after Mintex and Ferodo users respectively, the latter standing in for Alan Collinson who is co-driving with Reg Holt. . . . Punch's Hotel, Doncaster, are putting on a complete meals service, and have also obtained a licence extension. . . . Meals will also be obtainable at the Eastern Docks restaurant, Dover and on the "Lord Warden".

Dickie Steed is co-driving in Len Potter's Peugeot from Monte Carlo. . . . Ken Rawlings's Daimler entry has been withdrawn owing to the illness of the entrant. . . . Danny Carter is doing a feature film for Christine Bruce Productions of the event; preliminary shots of



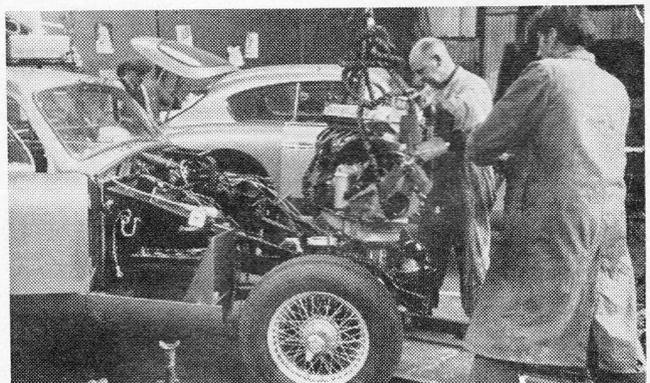
The front brakes of one of the cars are carefully fitted by Eric Hind.



With the back axle out on two stands, Dicky Green laps in a taper.



Before assembly, attention is paid to the doors and coachwork generally.



Now the wheels are refitted, and Billy James and Eric Hind instal the engine in "Gatso's" car.



**REJUVENATION:** The famous veteran Ford Zephyr, VHK196, which numbers amongst its many rallies the Liège-Rome-Liège in the hands of Mrs. Nancy Mitchell, is made ready for this year's "Monte" at Ford's depot on the Great West Road.

preparations, etc., have already been completed. . . . The technical committee have confirmed that air cleaners are not necessary on touring car entries, and have permitted any alterations to the interior of the bodywork considered necessary to promote comfort for the occupants. . . . It is almost certain that secret controls will be set up on the two test sections. . . . Competitors are reminded by the Prefecture of Police of the banning of horns in the Paris area. . . . Once again, all entrants and their crews are made honorary members of the Royal Scottish Automobile Club during their sojourn in Glasgow. . . . The Daimler works team comprises 268, Ken Wharton/Jan Langelaan/Bill Blyth; 298, Willi Daetwyler/Christian Tsludi/Dr. Harold Zewifel; 272, Gordon Stranley/Colin Batchelor/Jack Dalkin. A "Coupe des Dames" entry is 277, Nancy Mitchell/Lola Grounds/Doreen Reece. . . . Ford teams are using a new "electric brain" average speed calculator, developed by Dr. Edward Hall, who helped to expose the Piltown skull fake. . . . All Standard "8" and "10" entries are running in the modified class. Denis Taylor/Lew Tracey will be in the "8" which did so well last year.

**Temperatures**  
Fahrenheit/Centigrade

°F	°C	°F	°C
32*	0*	74	23.3
34	1.1	76	24.4
36	2.2	78	25.5
38	3.3	80	26.7
40	4.4	82	27.8
42	5.5	84	28.9
44	6.6	86	30.0
46	7.7	88	31.1
48	8.8	90	32.2
50	10	92	33.3
52	11.1	94	34.4
54	12.2	96	35.5
56	13.3	98	36.6
58	14.4	100	37.8
60	15.6	102	38.9
62	16.7	104	40.0
64	17.8	106	41.1
66	18.9	108	42.2
68	20	110	43.3
70	21.1	112	44.4
72	22.2	114	45.5
		116	46.6

°F = 9/5 (°C + 32)  
°C = 5/9 (°F - 32)

\* Freezing Point.

**MODIFIED CARS FOR TOURING CHAMPIONSHIP**

A RECENT F.I.A. meeting resulted in the announcement that modified touring cars (long series) would be accepted for the European Grand Touring Championship, in addition to normal long series production touring cars. The organizers of the Monte Carlo Rally have issued an amendment to their regulations covering this.

**NEWS FROM UGANDA**

THE Uganda Motor Club held a successful hill-climb meeting at Kajansi, near Kampala, on 12th December. The hill, which is three-quarters of a mile long and quite steep for most of the distance, contains several corners and one difficult hairpin. The road surface was in fairly good condition and some good times were recorded. The winners were as follows:—

**Sports Cars, over 2,500 c.c.:** F. Brown (Jaguar XK 120), 67 secs. **Sports Cars, under 2,500 c.c.:** P. Shilton (Triumph TR2), 72.5. **Production Touring Cars, over 1,500 c.c.:** D. Kerr (Austin A90), 85.6. **Production Touring Cars, under 1,500 c.c.:** W. Khan (Fiat 1100 TV), 85. **Motor-cycles:** G. Good (Triumph), 65.6. **Handicap:** B. Ellis (Triumph Special), 80.5.

★

CAMELS may look out of place in a motoring journal, but they are only to be expected in dealing with the Moroccan Rally, the eighth of which was held on 12th / 15th December. This 2,620 - kilometre event, which followed the route shown on the right, was won by the Simca Aronde of Robert La Caze.

★

**NEW VENUE FOR GERMAN G.P.?**

ALAN BRUCE reports that the tremendous interest shown by Berliners in the Avus race may influence a move to transfer the venue of the German Grand Prix from Nürburgring to the Avus circuit. One of the attractions of the Berlin circuit is that it would be the scene of easily the fastest of the grandes épreuves, with lap speeds exceeding 150 m.p.h. a distinct possibility. The ADAC is expected to make an early decision.

**MICROBUS TRIAL**

THE R.A.C. have now confirmed the following performance figures on the Volkswagen Microbus Trial, reported on page 20 in this issue.

**Total Official Distance:** 2,117.75 miles. **Fuel Consumed** (Shell "Premium" Grade): 78.625 Imp. gallons. **Fuel Consumption:** 26.93 m.p.g. **Average Speed** inclusive of stops: 28.43 m.p.h. **Average Running Speed** exclusive of scheduled stops: 32.88 m.p.h. **Total elapsed time of trial:** 74 hours 28 minutes. **Fuel and meal stops** (included in above): 9 hours 5 minutes. **Total time engine was switched off** (in order to check oil): 14 minutes. **Number of passengers carried throughout:** 8. **Total oil added during trial:** 1 pint. **Total expenditure, fuel and oil:** £17 15s. 4½d.

**8me RALLYE DU MAROC**

**Victory for Simca Aronde in Difficult North African Rally**

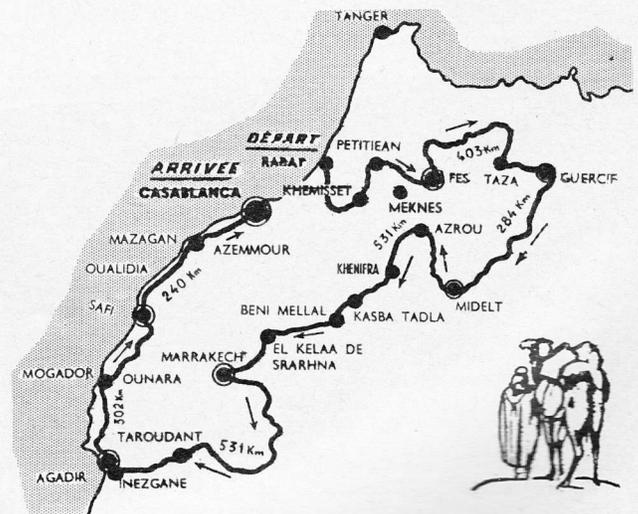
THE 8th Rally of Morocco comprised a 740 kiloms. road section, followed by a 284 kiloms. speed section from Guercif to Midelt. From there came a further road section, of 1,604 kiloms. It was the remarkable performance of La Caze's Simca in the speed section, based on time and cylinder capacity, which gave the French crew victory. The Aronde's actual time gave him the big margin of 1 hr. 18 mins. 31.4 secs. gained from his minimum set average of 4 hrs. 10 mins.

Among the retirements were Lesur/Roque (Renault), Mmes. Pochon/Terray (Peugeot), Peron / Bertramier (Osca), Martin/Quinlin (Salmson), Lucas/da Silva (Aston Martin) and Guelfi/Perides. Oliver Gendebien (TR2 Triumph), at one stage fancied to win outright, was also retired.

**Results**

**General Classification:** Robert La Caze/Gramatico (1.1 litre Simca Aronde); 2, Hue/Monod (896 c.c. DKW); 3, Estager/Michy (747 c.c. Renault); 4, Houel/Michaud (1.9 litre Alfa Romeo); 5, F./J. Heyder Bruckner (2.1 litre Mercedes-Benz).

**Class Winners:** 1,601-2,600 c.c., Houel/Michaud (Alfa Romeo); 1,001-1,600 c.c., La Caze/Gramatico (Simca); up to 1,000 c.c., Hue/Monod (DKW). **Ladies' Class:** Mlle. Thirion/Mme. Renaud (1,500 c.c. Porsche).





Photograph by Patrick Benjafield

## PORTRAIT GALLERY

### No. 6—PETER WALKER

A VERY fast and safe driver, Peter Walker is one of the most likeable personalities in British motor racing. Although still a young man, Pete is one of the few drivers racing today who has had plenty of experience in pre-war days at Brooklands and Donington. It may be recalled that, often in partnership with his great friend Peter Whitehead, he was seen at the wheel of Alta and E.R.A. machines. In fact, his remarkable technique with a B-type E.R.A. earned for him the nickname "Skid" Walker. Actually he was an early exponent of the type of cornering which appears to be now known as the "four wheel drift".

Walker has expended much time and money in attempting to race successfully British-built formula machines. His efforts with the ill-fated E-type E.R.A. ended disastrously when the car was destroyed by fire in the Isle of Man. He nearly ended his racing career forever at Silverstone in the 1951 British Grand Prix, falling victim to severe poisoning from exhaust fumes and being almost roasted alive bringing one of the two B.R.M.s to the finish. His masterly driving of the same machine thrilled the crowds at Barcelona in 1950, mechanical troubles putting him out early on when in fourth place after stalling on the line.

However, world-wide fame arrived when he and Peter Whitehead won the 1951 Le Mans race for Jaguar. Both "Petes" have been of incalculable value to the Coventry concern since it entered International racing, and Walker has demonstrated his incredible aptitude for setting up lap records on many occasions—even after an absence from racing of several months.

A farmer by profession, Pete Walker may be able to devote more time to racing than has hitherto been possible, and there is little doubt that, given the wheel of a raceworthy works car, he would soon be rated amongst the top 10 in Grand Prix racing. G.

### THE LYON-CHARBONNIÈRES

THERE will be two main categories in the Rallye International Automobile Lyon-Charbonnières (18th-20th March, 1955) for (1) series-production, and modified series-production with classes for up to 500 c.c., 501-1,000 c.c., 1,001-1,300 c.c., 1,301-2,000 c.c. and over 2,000 c.c.; (2) International sports and production sports cars with classes for up to 1,000 c.c., 1,001-1,600 c.c. and over 1,600 c.c. It is confirmed that the two main speed hill-climbs during the road section will be at Col du Rousset and at Mont Revard.

### JUBILEE VETERAN RALLY

IN celebration of its Silver Jubilee this year, the Veteran Car Club of Great Britain is to stage a five-day veteran rally in the Midlands in co-sponsorship with the Regent Oil Company. A large entry is expected and competitors will converge on Stratford-on-Avon on 7th July, after which a circular tour will finish with a Concours d'Elegance at Leamington Spa on the 10th. Invitations have been sent to many other veteran car clubs overseas and a full programme of visits and entertainments for the participants has been planned.

### TRINTIGNANT, FRENCH CHAMPION

MAURICE TRINTIGNANT, French member of the Ferrari team and winner of the Rouen and Caen G.P.s, and the Hyères 12 Hours race, has been proclaimed 1954 Racing Champion of France. He was recently presented with the A.C.F. gold medal, the F.F.S.A. award, and the Coupe de l'Equipe.

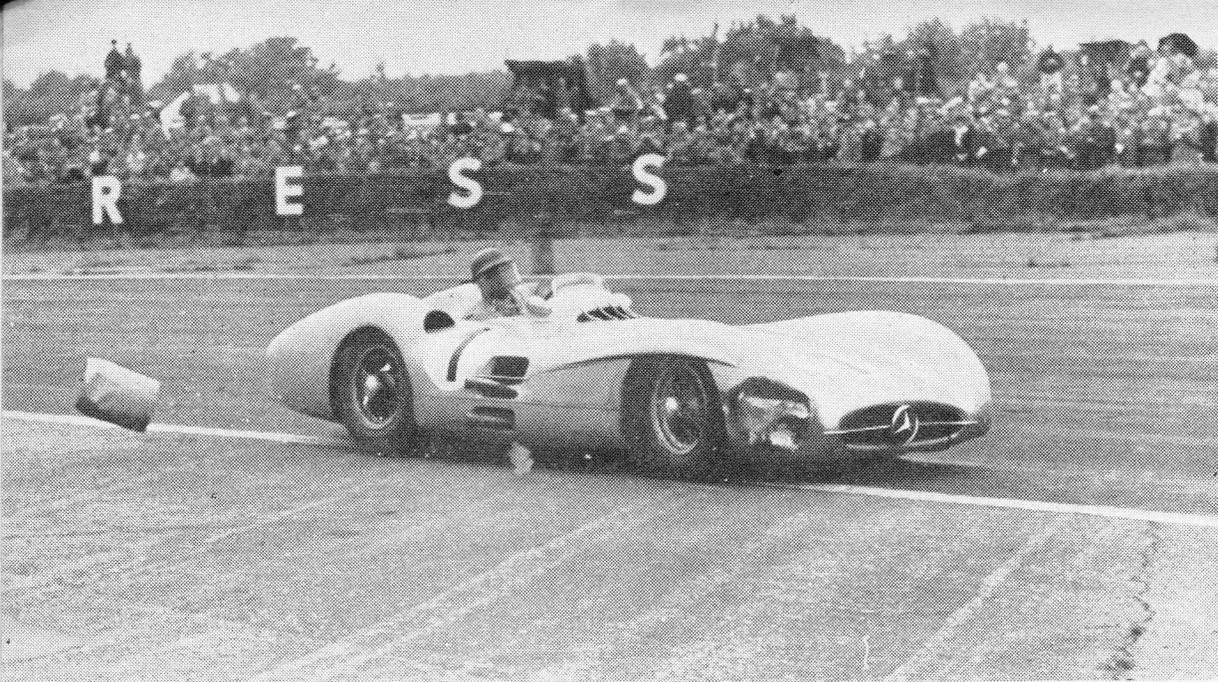
### A THREAT TO THE ALPINE—AND THE LIÈGE-ROME-LIÈGE

AN announcement from the Austrian road authorities to the effect that the staging of rallies on Austrian soil during the months of July and August will be forbidden has caused considerable agitation in Continental rally circles. It instantly affects two major events, the A.C. de Marseille's Rallye des Alpes and the Belgian Motor Union's Liège-Rome-Liège classic, both of which pass through the Austrian Alps, and both of which are due to take place during the forbidden months.

All possible efforts are being made to get the Austrians to authorize the passage through their territories of these two Rallies, but in the meantime the organizers are of necessity having to consider major alterations to their planned itineraries. The "Alpine" route may be shifted farther south, whilst the Belgian event may be diverted and even extended to take in Yugo-Slavia. Further alternative, of course, is a change of date, but this is not easy to effect when the calendar has already been established.

### LAURELS FOR HERRMANN

HANS HERRMANN has been awarded the "Golden Laurel" of German sport by the President of the Federal Republic for winning the German sports car championship of 1954 and the 1½-litre class of the Pan-American road race, driving Porsche cars.



## Seasonal Survey

# GRAND

*SILVERSTONE: Fangio's valiant drive with the Rheims-winning Mercedes-Benz was to no avail—on several occasions he sent marker barrels flying.*

★

THE year 1954 has been of absorbing interest, not only in respect of the re-entry of Mercedes-Benz into Grand Prix racing, but that Italian cars were able to record victories in two *grandes épreuves*, when they were least expected to win. However full honours must go to the "silver arrows", for Juan Manuel Fangio won the World Championship for Mercedes-Benz, his total of points scored being so impressive, that he did not require to count his two Maserati victories (Argentina and Belgium) as being included in the best five performances to count.

It is freely admitted that without the services of the incomparable Argentinian, Daimler-Benz would have been hard put to it to gain anything tangible in the way of successes. Even at Rheims, it is open to question as to whether Kling could have won without the generalship of Fangio to guide him. In other races, his eagerness to prove his ability to drive as fast as the master, led to his undoing. However, all will admit that Karl Kling is a very courageous man.

Ferrari and Maserati emerge from the first season of the new formula with all possible credit, each with a couple of victories. Perhaps the feats of Gonzalez and Hawthorn in winning the G.P.s of Great Britain and Spain respectively were the most worthy of admiration, for they came at a time when the assumption of impending German invincibility might have tended to discourage many marques from participation in Grands Prix.

Anyway, the story of 1954 goes back to the first month of the year, when South America beckons all who take an active part in full-scale Grand Prix racing.

On 17th January, the 3,912 kiloms., "October 17th" Autodrome, Buenos Aires, was the scene of the opening round of the World Championship. The Argentina G.P. attracted an excellent field, with full entries from Maserati and Ferrari. Fangio drove for the former, but Gonzalez, after two years with the "trident", drove under the banner of the "prancing horse".

Fangio appeared with the new, de Dion Maserati, which, in practice, was only fractionally slower than the Ferraris of Farina and Gonzalez, who clocked 1 min. 44.8 secs (83.512 m.p.h.) and 1 min. 44.9 secs., respectively, to the 1 min.



*SPA: Mike Hawthorn returned to Ferrari for the Belgian G.P., after his Syracuse accident, but fell victim to near-asphyxiation due to a leaky exhaust pipe. He later won the Spanish Grand Prix.*

45.6 secs. and 1 min. 47 secs. of Fangio and Hawthorn. Marimon had a second new-type Maserati. Three Gordinis, headed by Behra, made up a field of 18.

Rain was threatening when Farina hurtled off at a tremendous pace, chased by Fangio and Hawthorn. Gonzalez made a poor start, quickly recovered and proceeded to hare round after the leaders, sweeping past Hawthorn on lap 5. "Pepe" relentlessly worried Farina, taking him on lap 15. Not long afterwards Hawthorn whistled past Fangio, making Ferraris 1-2-3. Gonzalez was in irresistible form, setting up a new lap record of 1 min. 48.2 secs. on his 23rd tour. After 30 laps he was 9 secs. ahead of Farina and 14 secs. in front of Hawthorn.

Down came the rain and the entire picture altered. Gonzalez had the father and mother of spins, shooting off-course and letting Farina retake the lead.

Farina now had trouble in keeping in front of Mike Hawthorn, who was driving brilliantly on a soaking wet track. Nino was blinded by spray, and when he stopped for a vizor, Hawthorn went in front—but not for long, as Fangio began to put on about the most brilliant display of wet-road driving that has ever been seen. He sailed past the Ferrari in a cloud of spray, and rapidly extended his lead. After 40 laps the Argentinian master's speed was over 77 m.p.h., while Hawthorn spun round, regaining the circuit after Farina and Gonzalez had gone by.

The rain eased off, and the hot atmosphere rapidly dried the track. Then the superior speed of the Ferraris began to tell, and Gonzalez and Farina both overtook Fangio. Hawthorn was also on the point of doing so, but a torrential downpour began at the crucial moment. Once again Fangio was in his element,

## Part I

# PRIX (Formula I) RACING

**A Mercedes-Benz Year, but Italian Cars Not Outclassed — World Championship for Fangio — Gonzalez and Mike Hawthorn Next in Order**

and the Maserati snaked past the two Ferraris. Hawthorn revolved again, and was push-started; this led to his disqualification, much to the disappointment of the crowd. Behra repeated this manoeuvre and was also retired compulsorily.

On lap 61 Fangio made a quick pit-stop to fit pneugrippa-ed tyres. The Ferrari team manager maintained that five mechanics did this in place of the permitted maximum of three, and immediately protested. Believing that Fangio was automatically excluded, Ugolini hung out "take it easy" signals to his drivers. However, Fangio kept going like the wind, passing Gonzalez on lap 67, and Farina on lap 72 to retake the lead, a lead which he maintained till the finish—even although the last 10 laps or so were covered on a quickly drying track.

Ugolini's protest was turned down, but the Italian demanded that it be taken to the F.I.A., via his national automobile club. After a long delay, Fangio was confirmed as winner, with Farina and Gonzalez holding second and third places respectively.

It was now obvious that both Maserati and Ferrari were going to make G.P. racing most exciting. The Gordinis were fast, but the "Sorcerer" still relied on a solid-axle rear, and the transmission was anything but reliable. Then came the announcement of the new Mercedes-Benz. With its fuel-injected 8-cylinder, twin-o.h.c. engine, unorthodox rear suspension and transmission, its aerodynamic bodywork made it look more like a sports-racer than a G.P. machine. According to Unterturkheim, three cars would appear at Rheims for the French G.P., and the team would be led by Juan Manuel Fangio.

Coincident with the Mercedes announcement was the confirmation of the signing up of Alberto Ascari and Luigi Villorosi—to drive the V-8 G.P. Lancia, which had already been tested in prototype form. Lancia would not commit themselves as to the *début*, but hoped to have at least one car ready for Spa. Stirling Moss, unwilling to be out of the G.P. picture, had at last done the sensible thing and acquired an Italian-built machine, a Maserati. Alfred Owen, the B.R.M. chief, and Gilby Engineering also ordered 2½-litre cars, whilst Reg Parnell modified the ex-Baird Ferrari to full G.P. standards.

The Syracuse G.P. on 11th April opened the European formula racing season, but was disastrous for Mike Hawthorn who was severely burned when his

Ferrari crashed into a wall, after swerving to avoid straw bales scattered by Marimon (Maserati). Gonzalez displayed great personal courage, stopping his own car to drag his team-mate to safety. The flaming fuel from the crashed car also ignited his own, when it inadvertently rolled amongst the wreckage. Both cars were totally destroyed. The race was eventually won by Farina, with Trintignant (Ferrari) second.

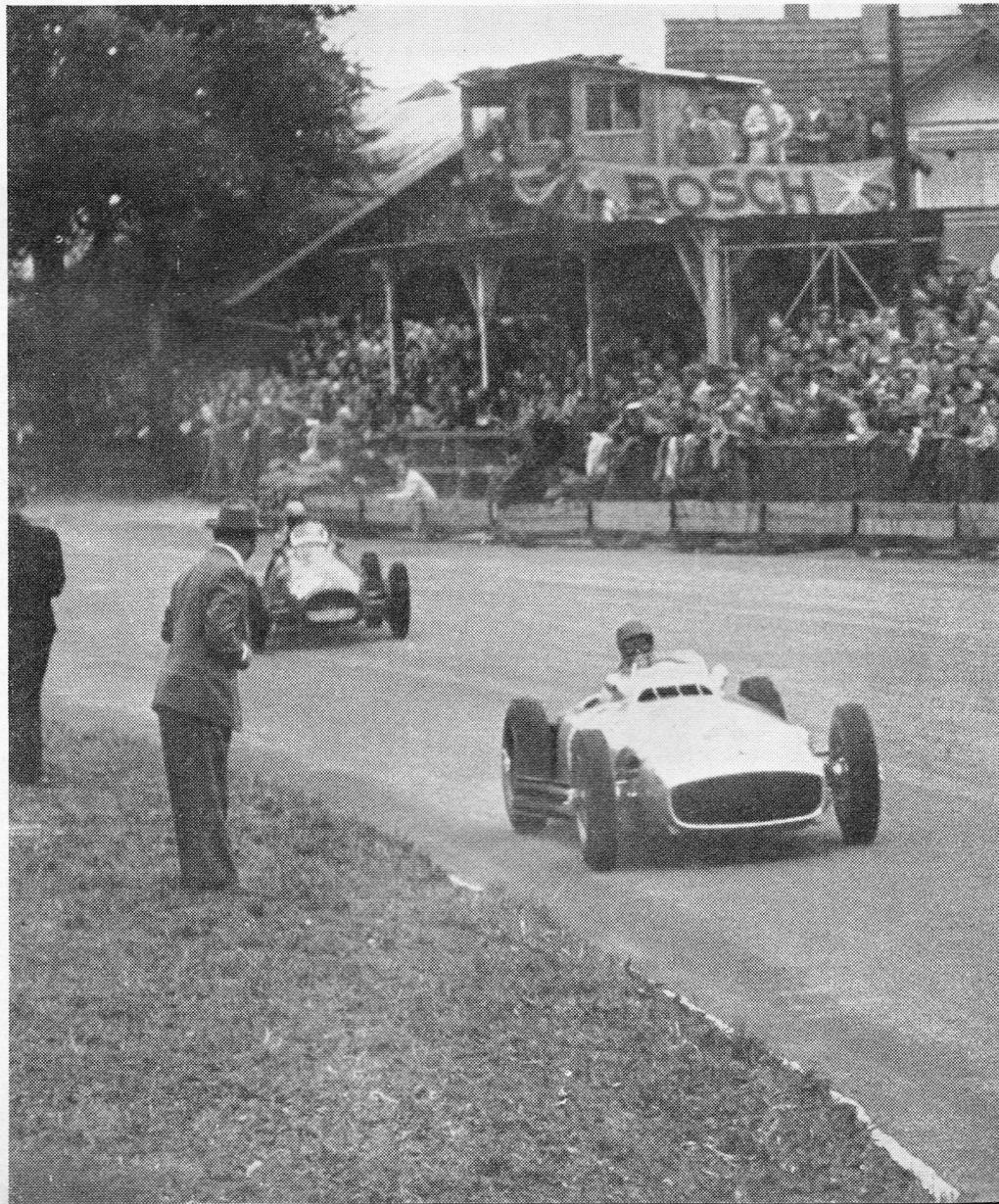
At Easter, Jean Behra scored a surprise win at Pau for Gordini, when Farina (Ferrari) ran into the back of Marimon's Maserati at the start, and Gonzalez's engine suffered a monumental blow-up. Behra and Trintignant (Ferrari) duelled for lap after lap, much to the delight of the very partisan crowd; both drivers broke the lap record several times, Behra eventually pushing it up to 104.711

k.p.h. (1 min. 35.25 secs.). The blue car scraped home by about 30 yards at 62.62 m.p.h.

May 9 saw Stirling Moss's *début* with his new Maserati at Bordeaux, and a very auspicious *début* it was, the British driver taking fourth place—the sole survivor of the marque to last the distance. It was a Ferrari 1-2-3, with Gonzalez receiving the chequered flag ahead of Manzon's independent entry, and Trintignant. Behra's Gordini menaced Gonzalez for 35 of the 123 laps, when the blue car fell victim to gearbox troubles. Amedée Gordini then signalled to Bayol to come in—obviously for Behra to take over—but a blind eye was turned to even the most frantic signals, and Bayol was sacked from the team on the spot, after the race was over.

On 15th May, the B.R.D.C. *Daily Express* International Trophy race for F1 machinery was run in two heats and a final. Ferrari was represented by Gonzalez, Maglioli and Trintignant, with Parnell, Manzon and Rosier in independent entries. No works Maseratis appeared, but the marque was represented by Moss, Salvadori, Bira and Mieres; Behra and Simon were in Gordinis, while a surprise starter was the new 2-litre Vanwall Special, driven by Alan Brown. The field was made up by Connaught, H.W.M., Cooper-Bristol and others.

Gonzalez won the first heat from



*BERNE: Fangio (Mercedes-Benz) on the first lap of the Swiss Grand Prix, which he led from start to finish. Cornering in a full four-wheel slide is Gonzalez (Ferrari), who was second.*



*NIL CLEARANCE:* (Above) Juan Manuel Fangio winning the Belgian Grand Prix with a collapsed front suspension, and a holed radiator.

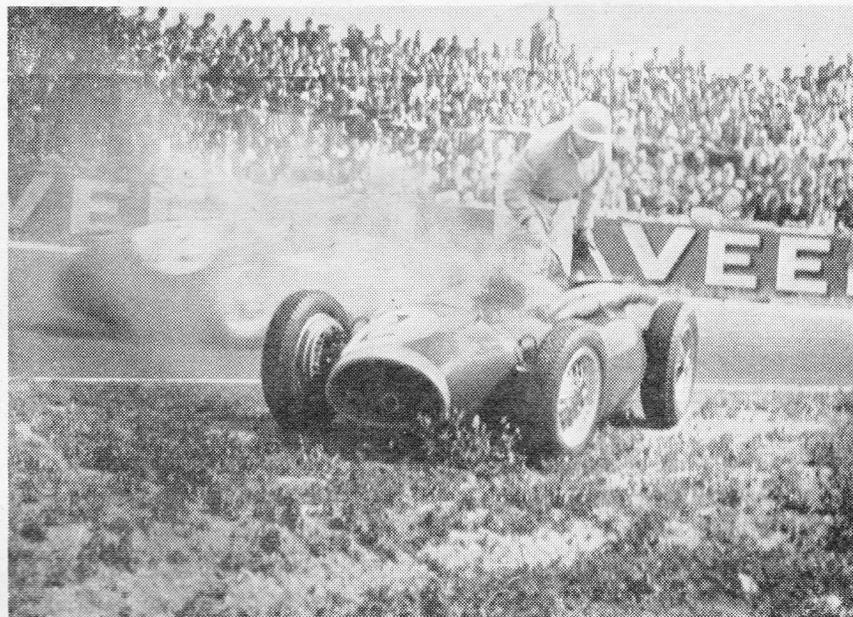
*NIL DESPERANDUM:* (Right) Gonzalez steps out of his blown-up "Lo Squalo" Ferrari at Thillois, during his futile chase of the aerodynamic Mercedes-Benz in the French Grand Prix.

Bira and Moss on a wet track; he drove the very latest side-tank Ferrari. Trintignant, Parnell and Manzoni completed a Ferrari 1-2-3 in the second heat. Just before the start of the final, Gonzalez broke the gearbox of his car, and, after an appeal to the stewards, was permitted to take over Trintignant's older-type machine, the latter replacing Maglioli. Gonzalez led from start to finish, with Moss and Behra fighting a tremendous duel behind. Moss went into second place, and was actually catching Gonzalez when his de Dion tube fractured. The winner set fastest lap of the day with 1 min. 50 secs. (95.79 m.p.h.).

From Silverstone the Ferrari team went on to Bari, where Gonzalez won again, with Trintignant second and Behra (Gordini) third. Marimon (Maserati) was in brilliant form, but was slowed by a split fuel tank. He did, however, set up a record lap of 89.48 m.p.h.

As Ferrari were preparing for Le Mans, and also racing at Hyères (sports cars), and the Maserati team were at Rome, only nine cars faced the starter in the G.P. des Frontières at Chimay. The race was won by Bira (Maserati) at 98.19 m.p.h. from André Pilette (Gordini) and Don Beauman (F2 Connaught). New-comer Jacques Pollet astounded everyone by setting a record lap of 102.17 m.p.h. in a Gordini.

Stirling Moss and Onofre Marimon (Maserati) were the stars in the 13th Rome G.P. which was run on the fine



new Castel Fusano circuit. Behra (Gordini) led initially, but Marimon soon went ahead—and stayed there, lapping at over 106 m.p.h. Behra lost a wheel at over 100 m.p.h. and was lucky to escape with a fright. At half-distance Marimon's works car led Moss's independent entry by 55 secs. Moss was content to keep around this distance, and not risk blowing up his engine. Alas, on the 52nd lap, the back axle gave up and the green-painted car stopped just before the finish line. Marimon went on to an easy win, and Moss pushed his car over the line for seventh place. Marimon set up a lap record of 108.63 m.p.h. Moss's fine display gave the Maserati chiefs seriously to think, and the Italian Press forecasted the inclusion

of the British driver as a team member in the near future.

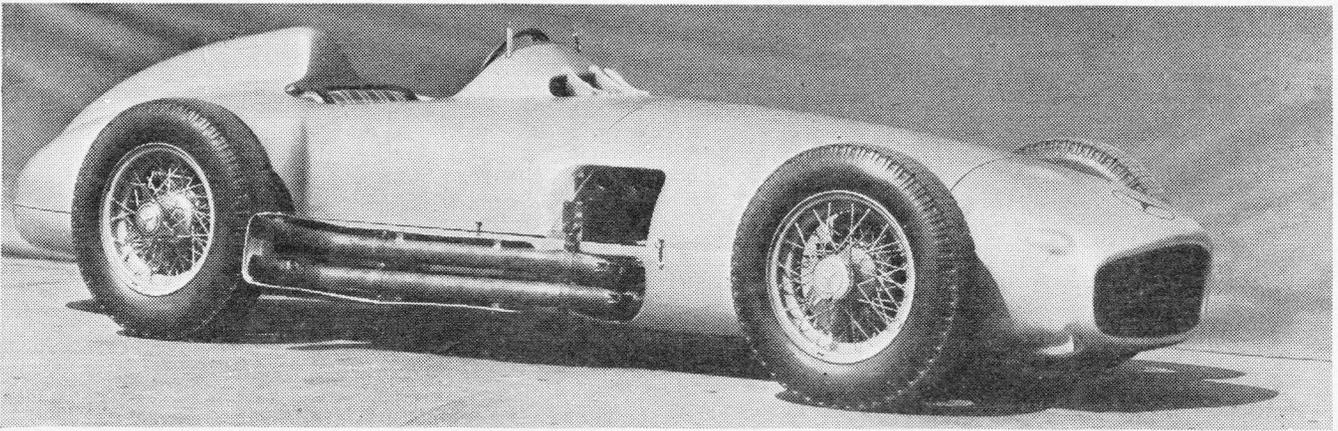
Farina was a doubtful starter at Spa, not having fully recovered from a crash in the Mille Miglia, while Hawthorn was still far from well, the tragic accident to his father just before Le Mans affecting him so much as to retard his recovery from his Syracuse accident. Nevertheless, both drivers duly appeared on the line for the Belgian G.P. on 20th June, to bring Scuderia Ferrari to full strength. Officine Maserati's official team included Fangio (making his first appearance in Europe for 1954), Marimon and Mantovani.

Gonzalez blew up his engine in the first lap, and Mieres's Maserati burst into flames, the Argentinian managing to leap out to safety. Swaters's Ferrari halted for good, while Marimon's Maserati needed plugs—quite a sensational opening round in fact!

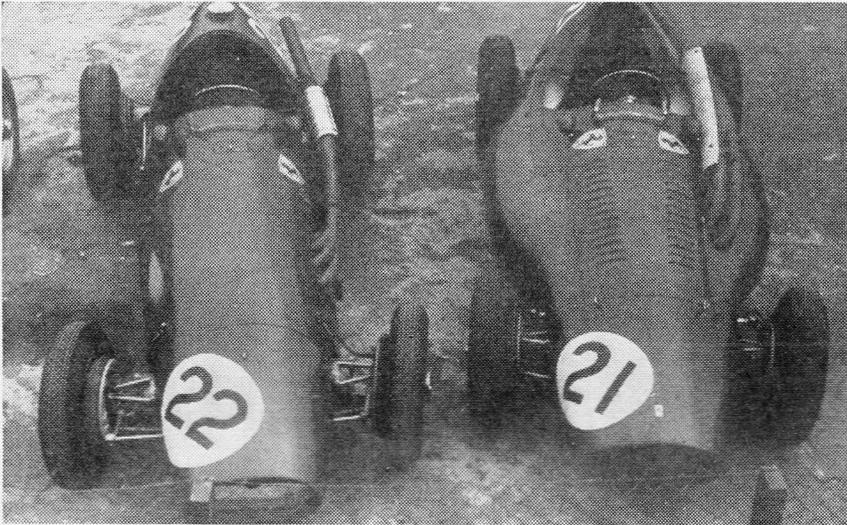
Farina set a scorching pace, lapping at over 112 m.p.h. from a standing start, with Fangio an ever-present menace. The duel went on for 14 laps when Farina's axle broke. Casualties came thick and fast; Behra (Gordini), Frère (Gordini) and Marimon (Maserati) all retiring with mechanical breakages. Hawthorn moved up to second place, but a fractured exhaust pipe caused fumes to affect him, and he stopped at half-distance in a semi-conscious state.

Gonzalez quickly took over, but had to stop after one lap for repairs to the defective exhaust pipe.

Fangio was in complete command of the situation, with Trintignant a fair distance behind. Moss's green Maserati, expertly handled, lay third to the Ferrari. Gonzalez got going again, and proceeded to drive furiously to attempt to make up for the delay. Near the end, Fangio broke a front wishbone support, and the Maserati developed a noticeable list to port. Also a stone pierced his radiator, and the car lost water. This did not seem to make the slightest difference to the master, for, even when the Ferrari pit speeded up Trintignant, Juan Manuel was able to keep going at undiminished speed, and win at 115.06



*EINSITZER: (Above) The very unhand-some version of the G.P. Mercedes, with which Fangio won the Grands Prix of Europe and Switzerland.*



*FERRARI: (Above) The older-type car with which Gonzalez won the British Grand Prix, and (right) "Lo Squalo" which was later modified with helical springs in front, and, driven by Mike Hawthorn, won the Spanish Grand Prix.*

*INDEPENDENT: (Right) Manzon drove a Ferrari with only fair results in the Rosier stable. He is seen here during a pit-stop in the Rome Grand Prix, watched by Alfieri of Maserati.*

m.p.h., with "Trint" second and Moss third. Gonzalez's never-say-die efforts brought him a well-deserved fourth place. Fangio put up fastest lap in 4 mins. 25.5 secs. (118.97 m.p.h.).

So to Rheims, France, for 4th July, and the sensational re-entry of Mercedes-Benz into full-scale Grand Prix racing. Sensational it certainly was. The sleek silver cars completely trounced all opposition, Fangio and Kling finishing over a lap in front of the third man, Manzon (Ferrari). Fangio's winning speed was 115.98 m.p.h., and Hans Herrmann in the third Merc set fastest lap in 2 mins. 32.9 secs. (121.46 m.p.h.).

What happened to the red cars of Italy and the blue cars of France is now history. Ascari (Maserati)—lent from Lancia—Gonzalez (Ferrari), Hawthorn (Ferrari) and Marimon (Maserati) all blew up early on trying to keep up with the "silver arrows". Behra ran into the back of Trintignant's Ferrari, an incident that led to an exhibition of Gallic temperament afterwards. Herrmann's

engine exploded near Thillois, leaving a trail of smoke over a kilometre long.

Nothing could halt the progress of Fangio and Kling; they continued to swop places to keep the crowd amused, but the aerodynamic machines went on to an undisputed victory. There were only six survivors out of the original 21 starters.

This upheaval shook the motoring world, and the Italian Press was not slow to upbraid Ferrari and Maserati for allowing their drivers to throw everything into the first few laps. In the circumstances it is difficult to see what could have been done. Rheims suited the streamlined cars admirably, and, led by



that master-strategist Fangio, the result was never in doubt.

Rouen a week later was something of an anti-climax. Ferrari and Gordini sent full teams, but Officine Maserati licked its wounds and the marque was represented by several independents, including Salvadori and Bira. "Trint" and Mike took command with their works Ferraris, only Behra's Gordini being anywhere near the red cars. Gonzalez had a bad day, his engine losing all its power and eventually packing up altogether. Hawthorn threw a rod near the end when leading "Trint", and was disqualified for receiving a push start. This let Bira into second place, followed by Salvadori. Whiteaway's H.W.M. was sixth.

The stage was now set for the fourth of the *grandes épreuves*, the British Grand Prix at Silverstone on 17th July. The appearance of two aerodynamic Mercedes-Benz (Fangio and Kling) brought the ringed star to Great Britain for the first time since 1938 at Donington. Ferrari, Maserati and Gordini were all fully represented, and Britain had a promising machine in the 2.3 Vanwall Special, driven by Peter Collins.

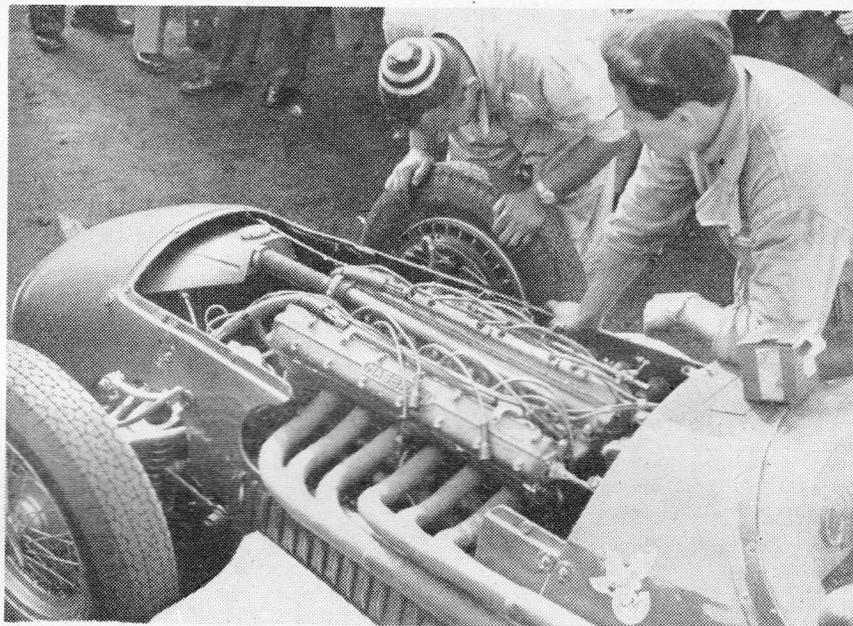
During practice, Fangio did a lap at over 100 m.p.h., but his passage scared everyone present stiff. Marker bales went flying in all directions on one occasion, and he finished up with an exceedingly bent Merc.

It was wet on race day, and the Italians rubbed their hands with glee. Gonzalez was seen to look up at the sky, and beam at the grey clouds. This would certainly even things out a bit better! It did. Gonzalez shot into a lead which he never lost, handling the earlier-type Ferrari in a masterly manner. Behind, Fangio gallantly tried to keep up, but the shape of the car restricted vision to such an extent that even he found difficulty in judging corners. He sent marker bales flying for six, went on the grass, and had several high-speed side-slips. Eventually his brakes failed, and then the gearbox gave trouble, and he was caught by both Hawthorn (Ferrari) and Moss (Maserati), who had a thrilling duel for 80 laps, which ended when the Maserati's transmission failed due to a loose bolt

in a hub. Moss was then in second place.

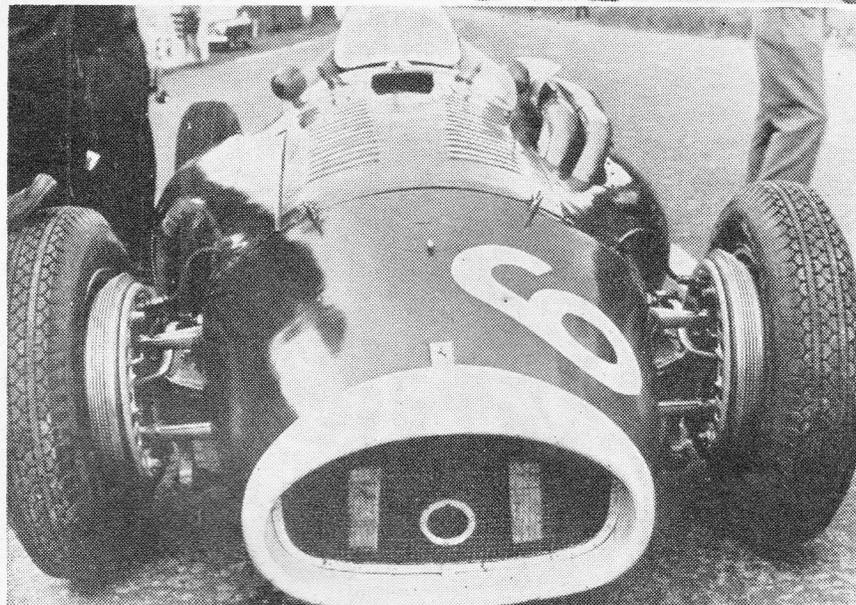
Fangio gradually fell back, and was caught by Marimon (Maserati). Kling was never in the picture at all, being completely out of his element on the very tricky Silverstone circuit. The new Vanwall was most impressive, but blew a cylinder gasket after 17 laps. Ascari and Villorresi, on loan from Lancia, appeared for Maserati, but both retired with mechanical bothers. A curious aspect of this most interesting race was that no fewer than seven drivers equalled Gonzalez's existing F1 lap record of 1 min. 50 secs.

A fierce Trintignant-Moss duel was a feature of the Caen G.P. on 25th July, which attracted only nine starters, including Bira whose Maserati was repaired by A. G. B. Owen, after being crashed by Flockhart at Silverstone. The Owen Maserati was cannibalized to make this possible. Anyway Moss led for practically the entire race, but was eventually pipped by the Ferrari works driver by 3 secs. Stirling set up a new circuit record of 1 min. 25.7 secs.



*CLOSE-UPS: (Above) Under-bonnet view of Stirling Moss's privately owned 250F Maserati, with which he performed so well at Spa, Rome, Silverstone, Caen, and elsewhere.*

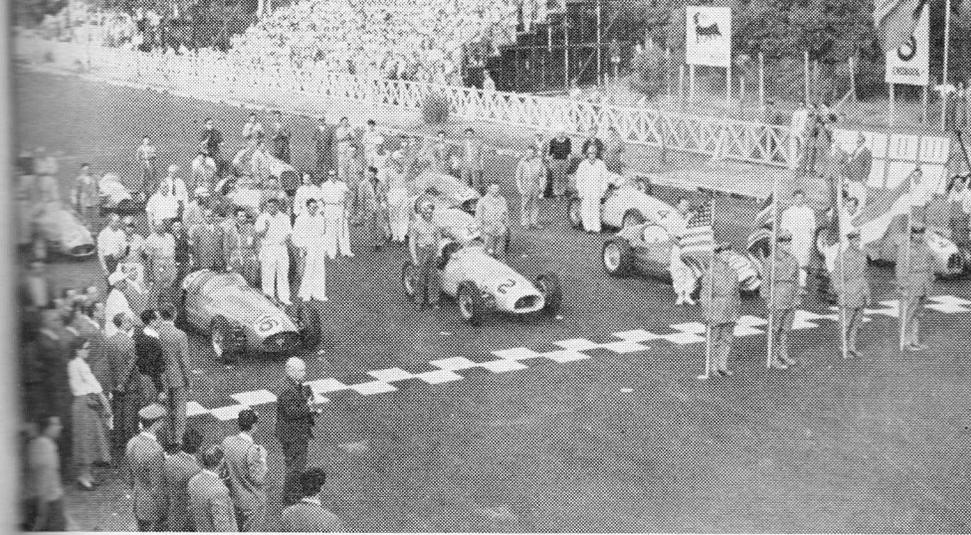
*(Left) Front view of the latest, very squat and stubby Ferrari, as seen at Spa. This model, dubbed "The Shark", eventually won at Barcelona with modified i.f.s.*



third spot. The unlucky Moss then packed up with bearing trouble.

Old hand Hermann Lang suddenly found his form, and managed to overtake and hurtle past Gonzalez. Kling also came into the picture, and after seven laps it was Mercedes 1-2-3. Kling moved up on Lang. Herrmann's streamliner was retired at the pits with rear-end trouble, and Lang shot off the road at the "Flugplatz". Fangio had Kling up with him in front, and he waved the German into the lead.

Meanwhile Gonzalez was holding his third place, but signed to his pit that he was coming in. Still deeply affected by



INAUGURATION of the new Castel Fusano circuit for the Rome G.P. took place in June. The winner was the late, and much lamented Onofre Marimon of Argentina, driving a works Maserati. His car is No. 16, in the front row. Alongside are Manzon's Ferrari and Moss's Maserati.

Marimon's death, he felt that he was not giving of his best, and Mike Hawthorn took over after 16 laps. Over-enthusiasm on the part of Kling had resulted in a slight off-road excursion, and this may have contributed to the suspension derangement which eventually slowed him. However, Fangio was still there in front. Kling drew into the pits, and Neubauer frantically belaboured the scores of over-curious folk who tended to get in the way, using his famous red flag as a club. The Merc restarted, but was soon caught by both Hawthorn and Trintignant. Fangio was too far ahead to be overtaken, and the two Ferraris had to be content with well-earned second and third places. Kling set fastest lap at 138 k.p.h.

A 100 miles F1 race at Oulton Park, Cheshire, on 7th August was won by Stirling Moss, driving a red-painted "works" Maserati, who also set a circuit record at 85.40 m.p.h. He also won a *Formule Libre* race with the same machine. A week later, his Continental bad luck continued, and Maserati's now No. 1 driver retired at Pescara after leading for three laps. The race was eventually won by Luigi Musso (Maserati), with Bira (Maserati) runner-up. Bira also put up fastest lap at 88.48 m.p.h.

The Dutch G.P., earlier postponed owing to non-participation of Mercedes, was finally abandoned and a sports car meeting substituted. This left the next *grande épreuve* as the Swiss G.P. at Berne on 22nd August. Once again Fangio came to the rescue of Mercedes-Benz, leading from start to finish. There were 15 starters, with Moss (Maserati), Fangio and Gonzalez (Ferrari) in the front rank. No one could catch Fangio; Moss was in second place on lap 10, ahead of Gonzalez and Hawthorn (Ferrari); Kling, who had left the road abruptly on lap 2, had great difficulty in catching Wharton in the Owen Maserati. By lap 20 Hawthorn was in second place—1 min. 8 secs. behind Fangio, with Gonzalez third and Moss fourth. On lap 22 the unlucky Moss lost his oil pressure and retired with a broken oil pump drive. On the same lap Hawthorn also coasted in with a dead engine, restarted, but stopped later with fuel pump troubles.

By lap 30 Mercedes were 1-4-5, with Gonzalez and Trintignant (Ferrari) between them. However, three tours later "Trint's" engine disintegrated. Kling eventually retired. Fangio drew farther

and farther away from Gonzalez, and in the end these two had lapped the entire field. Fangio's fastest lap was 2 mins. 39.7 secs. (101.97 m.p.h.). Wharton gained a meritorious sixth place, despite an earlier incident with Mantovani's Maserati.

#### Moss's Moral Victory

Monza, 5th September, was a very thrilling race. Stirling Moss (Maserati) drove superbly, and the 25th Italian G.P. was in his grasp when his oil tank split—just nine laps from the end. All the time he was drawing away from Fangio (Mercedes-Benz), and the Argentinian master admitted afterwards that he could do nothing about it.

Ascari was lent by Lancia to Ferrari for the occasion, whilst team-mate Villoresi was in a Maserati. Ascari, Fangio, Gonzalez and Moss became involved in a tremendous tear-up, after Kling shot off-course at Curva Grande when in the lead. First casualty was Gonzalez, who blew up after 17 laps. He took over Maglioli's car later. Hawthorn and Villoresi joined the general mêlée in front where Ascari and Fangio were at it hammer and tongs.

It then became Ascari-Fangio-Moss-Villoresi, with Hawthorn playing a waiting game. Villoresi stalked past Moss and set about taking the lead. On lap 41 he sailed past Fangio, his engine screaming its heart out. Two laps later its heart failed, and Villoresi coasted in to retire.

Moss then decided to do something about leading, and to the delirious delight of the British contingent, rocketed past both Fangio and Ascari. The latter repassed, but Moss sat on his tail so relentlessly that Ascari over-revved with disastrous results. This was on the 49th lap. Further to lift British hearts, Peter Collins in the 2.3-litre Vanwall pulled up to sixth place, only to be delayed later with a loose oil-pipe union.

The finish has already been described. The unfortunate Moss was cheered to the echo as he pushed his car to the line. Great sportsman that he is, Juan Manuel Fangio took time to salute the British driver as he went by in the lead to win what he later described as the race which proved a moral victory for Moss. Mike Hawthorn kept the Ferrari flag flying with second place, and Gonzalez/Maglioli finished third. Peter Collins brought the new Vanwall into seventh place—a notable achievement.

On 12th September Jean Behra (Gordini) won a poorly supported race

at Cadours, with Pilette (Gordini) runner-up and Rosier (Maserati) third. The Avus G.P. on 19th September was merely a demonstration of the high-speed possibilities of the aerodynamic Mercs. Fangio permitted Kling to win by a fraction of a second, with Herrmann third. All three cars clocked the identical speed of 132.66 m.p.h., making this Europe's fastest post-war road-race. Jean Behra slipstreamed the Mercs to such good purpose that he stayed up with them for many laps and actually reached second place, retiring after 14 laps with the usual Gordini trouble—rear axle.

Moss returned to winning form, and was almost unbeatable at Aintree on 2nd October, winning the *Daily Telegraph* Trophy with his works Maserati from a field which included Harry Schell (Maserati), Mantovani (Maserati), Hawthorn (Vanwall—now full 2.5-litre), Behra (Gordini), Parnell (Ferrari), Pilette (Gordini) and Rosier (Maserati). Moss also set up a circuit record of 2 mins. 0.6 sec. (89.55 m.p.h.), in winning the *Formule Libre* event. Mike Hawthorn was runner-up in the F1 race to Moss, with Schell third and Mantovani fourth.

Final round-up was at Barcelona, where Mike Hawthorn (Ferrari) and Luigi Musso (Maserati) revived Italian hopes by vanquishing the formidable Mercedes-Benz team. Harry Schell (Maserati) and Maurice Trintignant (Ferrari) were prominent in the early stages after Ascari packed up with the exciting and very fast little V-8 Lancia, making its G.P. *début*. The car was fantastically quick, and had a considerable lead for the first few laps. Schell drove a remarkable race, and undoubtedly contributed to the eventual failure of the Mercs by setting such a furious pace. However, it was Mike Hawthorn who really dominated the race. Driving "lo Squalo", newly fitted with helical springs at the front, he made only one mistake—when he spun at the hairpin. Recovering rapidly, he was soon up front again, and after Schell's axle broke, the British driver was unapproachable. Moss had an unlucky day, retiring with lost oil pressure.

Fangio gallantly kept going, with hot oil from a fractured pipe union being splattered all over him. Herrmann's car had fuel-injection pump troubles, while Kling never got going properly at all. Mike won at 97.858 m.p.h., and Ascari set fastest lap with the Lancia in 2 mins. 20 secs.

Yes, indeed, Hawthorn's Spanish G.P. victory has opened up Grand Prix racing for 1955. Even with Fangio and Moss in the team, Mercedes-Benz will have to look to their newly acquired laurels. Lampredi has shown that he can design and produce a new G.P. car almost to order; Lancia's V-8 may be the fastest of all—and they have Ascari!—while Maserati are steadily improving what many people reckon as being the most workmanlike G.P. design of all.

GREGOR GRANT.

## 1954 FORMULA 1 RACE RESULTS

World Championship Events in Bold Type

Date	Race	Circuit, Number of Laps and Distance	First	Second	Third	Winner's Speed	Fastest Lap
17th January	<b>G.P. OF ARGENTINA</b>	"Ottobre 17" circuit; 3 hrs. duration; 2.43 mile lap	Fangio (Maserati)	Farina (Ferrari)	Gonzalez (Ferrari)	70.13 m.p.h.	Gonzalez 80.70 m.p.h.
11th April	G.P. of Syracuse, Sicily	Syracuse, 80 laps 273.4 miles	Farina (Ferrari)	Trintignant (Ferrari)	Mantovani (Maserati)	95.32 m.p.h.	Marimon (Maserati) 99.36 m.p.h.
19th April	G.P. of Pau, France	Pau; 3 hrs. duration; 1.72 mile lap	Behra (Gordini)	Trintignant (Ferrari)	Mieres (Maserati)	62.62 m.p.h.	Behra 65.06 m.p.h.
9th May	G.P. of Bordeaux, France	Bordeaux; 123 laps; 188 miles	Gonzalez (Ferrari)	Manzon (Ferrari)	Trintignant (Ferrari)	60.62 m.p.h.	Gonzalez 66.48 m.p.h.
15th May	<b>B.R.D.C./Daily Express International Trophy</b>	Silverstone. Two 15 lap Heats; 35 lap, 102.5 mile Final	Gonzalez (Ferrari)	Behra (Gordini)	Simon (Gordini)	92.78 m.p.h.	Gonzalez 95.79 m.p.h.
23rd May	G.P. of Bari, Italy	Lungomare; 60 laps, 206.9 miles	Gonzalez (Ferrari)	Trintignant (Ferrari)	Behra (Gordini)	87.80 m.p.h.	Marimon 89.48 m.p.h.
6th June	G.P. of Rome, Italy	Castelfusano; 60 laps, 212 miles	Marimon (Maserati)	Schell (Maserati)	Mantovani (Maserati)	106.2 m.p.h.	Marimon 108.63 m.p.h.
6th June	G.P. of Frontières, Belgium	Chimay; 20 laps, 134.8 miles	Bira (Maserati)	Pilette (Gordini)	Bauman (Connaught)	98.19 m.p.h.	Pollet (Gordini) 102.17 m.p.h.
20th June	<b>G.P. OF BELGIUM</b>	Spa-Francorchamps; 36 laps, 316.29 miles	Fangio (Maserati)	Trintignant (Ferrari)	Moss (Maserati)	115.06 m.p.h.	Fangio 119.01 m.p.h.
4th July	<b>G.P. OF THE A.C.F., FRANCE</b>	Rheims; 61 laps, 312 miles	Fangio (Mercedes-Benz)	Kling (Mercedes-Benz)	Manzon (Ferrari)	115.98 m.p.h.	Herrmann (Mercedes-Benz) 121.46 m.p.h.
11th July	G.P. of Rouen, France	Les Essarts; 95 laps, 301 miles	Trintignant (Ferrari)	Bira (Maserati)	Salvadori (Maserati)	81.87 m.p.h.	Trintignant 87.80 m.p.h.
17th July	<b>G.P. OF BRITAIN</b>	Silverstone; 90 laps, 263.7 miles	Gonzalez (Ferrari)	Hawthorn (Ferrari)	Marimon (Maserati)	89.69 m.p.h.	Gonzalez, Hawthorn, Marimon, Moss (Maserati), Fangio (Mercedes-Benz), Ascari (Maserati) and Behra (Gordini) 95.79 m.p.h.
25th July	Circuit of Caen, France	La Prairie; 60 laps, 131 miles	Trintignant (Ferrari)	Moss (Maserati)	Behra (Gordini)	88.5 m.p.h.	Moss 89.40 m.p.h.
1st August	<b>G.P. OF EUROPE, Germany</b>	Nürburgring; 22 laps, 311.8 miles	Fangio (Mercedes-Benz)	Gonzalez/Hawthorn (Ferrari)	Trintignant (Ferrari)	82.77 m.p.h.	Kling (Mercedes-Benz) 85.75 m.p.h.
15th August	G.P. of Pescara, Italy	Pescara; 16 laps, 254 miles	Musso (Maserati)	Bira (Maserati)	Schell (Maserati)	86.7 m.p.h.	Bira 88.48 m.p.h.
22nd August	<b>G.P. OF SWITZERLAND</b>	Bremgarten, Berne 66 laps, 298.5 miles	Fangio (Mercedes-Benz)	Gonzalez (Ferrari)	Herrmann (Mercedes-Benz)	99.20 m.p.h.	Fangio 101.97 m.p.h.
5th September	<b>G.P. OF ITALY</b>	Monza; 80 laps, 313 miles	Fangio (Mercedes-Benz)	Hawthorn (Ferrari)	Maglioli/Gonzalez (Ferrari)	111.98 m.p.h.	Gonzalez 116.66 m.p.h.
12th September	Circuit of Cadours, France	Cadours; 30 laps, 74.5 miles	Behra (Gordini)	Pilette (Gordini)	Rosier (Maserati)	76.35 m.p.h.	—
19th September	G.P. of Berlin, Germany	Avus; 60 laps, 312.8 miles	Kling (Mercedes-Benz)	Fangio (Mercedes-Benz)	Herrmann (Mercedes-Benz)	132.6 m.p.h.	Fangio 139.19 m.p.h.
2nd October	<b>B.R.D.C./Daily Telegraph Trophy</b>	Aintree; 17 laps, 51 miles	Moss (Maserati)	Hawthorn (Vanwall Special)	Schell (Maserati)	85.43 m.p.h.	Moss/Hawthorn 86.54 m.p.h.
24th October	<b>G.P. OF SPAIN</b>	Pedralbes, Barcelona; 80 laps, 314 miles	Hawthorn (Ferrari)	Musso (Maserati)	Fangio (Mercedes-Benz)	98.01 m.p.h.	Ascari (Lancia) 100.79 m.p.h.

## MAJOR BRITISH FORMULA 1 RACES

Date	Event	Circuit, Number of Laps and Distance	First	Second	Third	Winner's Speed	Fastest Lap
19th April	Lavant Cup	Goodwood; 7 laps, 16.8 miles	Parnell (Ferrari)	Salvadori (Maserati)	McAlpine (Connaught)	88.77 m.p.h.	Parnell/Salvadori 89.81 m.p.h.
7th August	<i>Daily Dispatch</i> Gold Cup	Oulton Park; 36 laps, 98.3 miles	Moss (Maserati)	Parnell (Ferrari)	Gerard (Cooper-Bristol)	83.48 m.p.h.	Moss 85.11 m.p.h.
14th August	West Essex C.C. International Meeting	Snetterton; 40 laps, 108 miles	Parnell (Ferrari)	Gerard (Cooper-Bristol)	Bauman (Connaught)	88.42 m.p.h.	Parnell 89.67 m.p.h.
25th September	Goodwood Trophy	Goodwood; 21 laps, 50.4 miles	Moss (Maserati)	Collins (Vanwall Special)	Salvadori (Maserati)	91.49 m.p.h.	Moss 92.90 m.p.h.

# CORRESPONDENCE

## Lotus v. Lister Again

IN reply to Mr. Manning, I would like to point out that as 1½-litre cars often run in 2-litre class races, comparison between them is surely not odious.

The extra weight of a Bristol engine over the present M.G. engine in a Lotus would still not make it heavier than the Lister. As regards weight distribution, Mr. Chapman has designed the Lotus chassis to take several engines including 1,100 c.c. Coventry Climax, 1½-litre M.G. and 2-litre Bristol, so he has obviously considered this factor: presumably, since the engine is well back in the chassis, front to back weight distribution and therefore lack of wheelspin will not be much affected by the larger engine.

As the axle and gear ratios are changed for different circuits, a compromise between standing start acceleration and top speed can be easily arranged.

From the above it appears that the disadvantages mentioned by Mr. Manning are negligible compared with the 65 per cent. extra power resulting from the change, and that, to rival a Lotus-Bristol, Mr. Scott-Brown will have to produce an equivalent increase in performance by body modifications only. As he gave so much pleasure to spectators by his driving last season I wish him every success.

K. L. FULLER.

LONDON, S.W.15.

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## The Porsche

I READ with interest the letter from D. C. Godfrey in a recent issue. I've driven a Porsche for nearly 18 months (including 4,000 miles in France, Spain and Portugal)—not very long, but long enough to come to certain conclusions.

First, in my opinion, Porsche oversteer is a myth, fostered for some sinister motive at which I can only guess. Of course, the steering is feathery, and anyone driving the car for the first time will need a few hundred miles before his nervous system becomes accustomed to an unfamiliar balance and strange driving conditions. It is simply a matter of physiological adjustment. Roadholding and cornering are superb—as is admitted even by those who complain of "oversteer". Certainly the back breaks away, but controllably and *not* unexpectedly.

Secondly, I think people who buy Porsches do so, not to get from A to B fast—lots of cars can do that—but to get from A to B fast, comfortably, safely and economically. I have driven for 12 hours on end over most kinds of road in most kinds of weather without stiffness or fatigue, at a high average speed, at 32 m.p.g. It is the combination of every excellence which, in my opinion, makes the Porsche unique. We can expect it to be equalled or surpassed in Britain when we discover an engineer of genius.

ROB LYLE.

LONDON, W.8.

\* \* \*

I FEEL that I must once again answer D. C. Godfrey's letter and suggest that he should read the "Top Gear" Road Test of the Porsche, of October, 1954. This might clear up the matter of excessive tail slide or at least put forward another theory which is backed up by a full Road Test.

Quote: "There is practically no roll on corners, which can be taken on a consistent line extremely fast. When adhesion is lost, it is, as may be expected with a swing axle rear-engined car, the tail which breaks away. But this does not happen suddenly, and it is beautifully controllable, aided by the extremely light and positive steering (which is exceptionally free from transmitted road shocks). There is no trace of oversteer as such; in fact the car has definite understeer characteristics. For us, at least, this fact finally disproves the theory that rear-engined cars must inherently have oversteer characteristics." Unquote.

My reason for buying a Porsche was in the main that I required a sporting car that would stand up to hard work, and one that I could use for business. I have had three new British cars in two years which did not give me any satisfaction. In fact, they cost me a considerable amount of money in trying to make them live up to their makers' claims (which they

never did). Each of these cars had steering wheel shudder which could not be cured, but this, I am pleased to report, does not occur in the Porsche. And whilst travelling at 90 m.p.h. and over one is able to hold a conversation without having to yell and shout.

Performance is one thing, but rarely does one get a combination of phenomenal performance coupled with a stable engine, comfort and safety as one does in a Porsche. I also look forward to the British car which will out-perform the Porsche, but I fear we will have a long wait.

L. G. WARDLE.

DURHAM.

\* \* \*

## British Answer to the Porsche?

IN reply to Mr. T. Turner (24th December issue), I would like to suggest that the T.V.R. Sports Saloon with 1,100 c.c., 1,200 c.c. or 1,500 c.c. engine would fulfil all his requirements, having tubular steel chassis, plastic body, rack and pinion steering and weighing 13½-14 cwt. with fuel. Also one does not require a bath after changing the plugs!

T. WILKINSON.

BLACKPOOL.

\* \* \*

## Lament for a British G.P. Car

I RECENTLY read the late Sir Henry Birkin's book *Full Throttle*. In it he states that he would remain in England as long as there was any hope of an English car being built for Grand Prix racing.

Over 20 years have passed since he wrote those words, and we still have no British Grand Prix car. We have had the B.R.M., and the less said about that the better.

We have had the E-type E.R.A., built just after the war. It is hard to imagine a more unreliable car. More recently we had the Cooper-Alta, which seemed to be destined for great things in the competent hands of Stirling Moss. But no, troubles cropped up, and that project faded away into obscurity. The Cooper-Bristol tried valiantly, but, with the possible exception of Mike Hawthorn's car, soon became obsolete.

Now we are confronted with the new Connaught, which certainly looks fast, and from all accounts is a hopeful recruit. By far the most successful British company, Connaught has upheld the British flag at home and abroad, and yet, with perhaps a fine car within their grasp, they run out of money. Even if they remedy this and the Connaught proves to be a world beater, it is doubtful as to whether it will get far, for the want of drivers. Moss has signed on with Mercedes (and good luck to him) and Hawthorn is presumably continuing with Ferrari. There are several other fine English drivers, but none to match these two maestros.

Even as I write this, new foreign racing cars are taking shape on the drawing boards, which means more competition for the Connaught. More of the old companies are re-entering the Grand Prix racing line, such as Bugatti and Mercedes, and other makes are being steadily improved. Even the little French Gordini, hampered financially, has been improved each year, and still wins.

There must have been innumerable letters flooding into the offices of the motoring magazines, of similar nature to mine, and it is ironic that few enthusiasts write to the National Press, who, one would think, would be the most powerful beings in this matter. The reason is that such letters as are sent just do not get printed. I know, because I have sent several.

The cold truth of the matter is that half the population of Britain don't care about motor racing, or for that matter any other sport, except perhaps football, and the filling in of their pools.

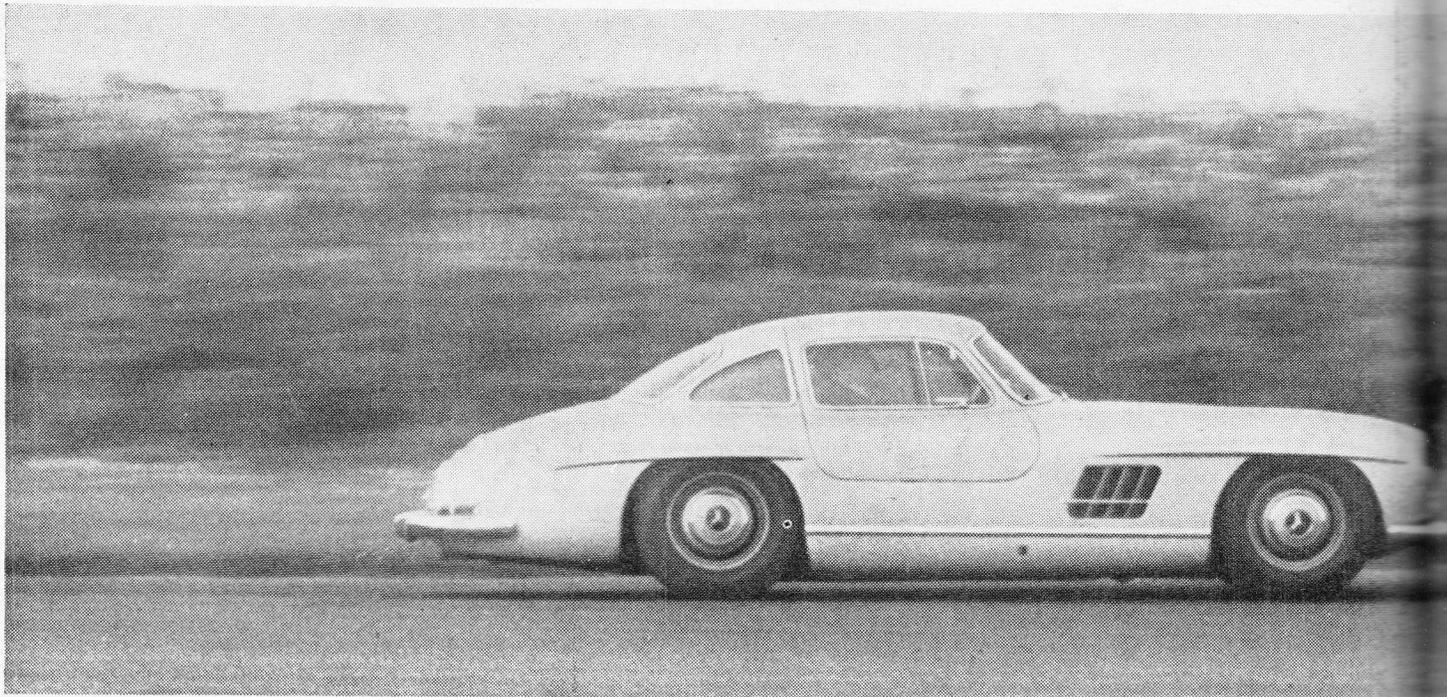
Partly to blame for this are the British manufacturers, who seem content to let their souped up sports cars journey to Le Mans once a year, and then pack up until the next Sarthe race comes round, filling in their time by winning small races in Britain. What about removing the sports bodies of some of the so-called sports cars? I suggest that you would have a fairly fast racer.

I close with a well-worn and familiar chant. Why cannot the Government help in financing projects? It is a small price to pay for increased export demands.

FRANCIS A. C. BARNARD.

TONBRIDGE.

LES LESTON, his mechanic John Page and John Cooper wish to thank all their friends and wellwishers who have sent letters and telegrams of congratulations on their winning the 1954 Formula 3 Championship, and offer their own congratulations to Don Parker on being runner-up.



## JOHN BOLSTER TESTS

# THE MERCEDES-BE

Germany's 140 m.p.h. 3-litre Coupé a Car of Beauty

THERE is little need to mention the triumphant return to racing of Mercedes-Benz with the 300SL. The team, it will be remembered, had an incredibly successful season in 1952, which included the victory at Le Mans. After that, the cars were withdrawn from competition while their makers prepared to enter the Grand Prix sphere, and we thought we had seen the last of the silver coupés.

How exciting it was, therefore, when it was announced that the engine power had been greatly augmented by the adoption of direct fuel injection, and that the model was to be placed on the market at a not unreasonable price. Obviously, this must be one of the most potent production road cars ever sold, and so I was delighted when the manufacturers offered to lend me one for a week's hard motoring.

The basis of the 300SL is an immensely rigid tubular frame. This consists of a very large number of steel tubes, and extends into the scuttle and also embraces the engine, which is considerably inclined towards the near side to reduce its effective height. In front, there are forged wishbones of unequal length with helical springs, and an anti-roll torsion bar. The Z.F. steering gear operates through a three-piece track rod, which has a hydraulic damper to avoid road shocks and shimmy.

Behind, there are swing axles, also with helical springs, and the final drive is a hypoid bevel. The half shafts are enclosed in tubular housings, which pivot on the differential casing, and there is one universal joint for each side. The brakes are hydraulic, with a vacuum servo, and operate in bimetal drums with turbo fins. A shoe width of no less than  $3\frac{1}{2}$  ins. has been chosen.

The engine is a six-cylinder with a single chain-driven overhead camshaft. The six separate inlet ports each have

their own ramming pipe, all of which are fed from a large gallery with a single throttle at its forward end. The exhaust system is on the same side, but the welded-up manifold sweeps downwards, away from the high mounted air intake system, and a shield avoids heat transference.

On the near, or lower, side of the engine is the fuel injection pump, which is driven by a shaft and gears from the front of the crankshaft. The injectors are in the block, and the sparking plugs are in the head, directly above them. The tank for the dry sump lubrication is also on this side, and there is another tank for water on the offside. The radiator block is mounted low down in front, and has an oil radiator alongside it. The wide bonnet is literally full right up of machinery, and two slight bulges are, in fact, necessary to clear the valve cover and the induction manifold.

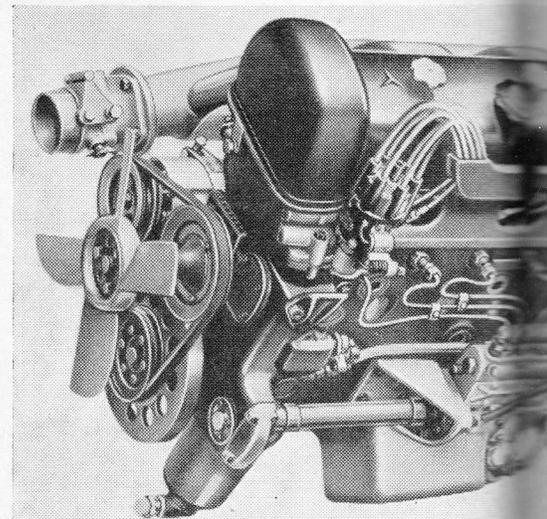
The body is, perhaps, the most typical feature of the car. To reduce the difficulty of entering the seats, which are low down between the tubes of a space-type triangulated frame, the doors of the coupé body include most of the roof. This is an extremely effective solution, and the frame is covered in and padded. There is quite a useful luggage space behind the seats, for which a fitted suitcase can be supplied. The tail locker contains the spare wheel, and there is room for odds and ends here.

Before entering the car I paused to gaze at its really lovely lines. I then operated the ingenious retractable door handle, and the gull door rose on its counterpoise springs. Folding the special steering wheel out of the way, I slipped easily into my seat. (For a lady to enter the 300SL, a delightful display of nylon is called for, which I do not regard as a

disadvantage!) Anyway, once I was installed, I marvelled that at last a car had been made with *every* control in the right place.

The cloth upholstered seats are completely comfortable, and positively locate the driver and passenger. The central remote-control gear lever falls under the right hand (L.H. steering), and the wheel is well away from one's legs, so that a heavy coat can be worn if desired. All-round visibility is first class, and although my head was close to the roof, I was never conscious of this.

On moving off, one applauds the clutch, which succeeds in being very



**INCLINED SIX:** The 2,996 c.c. single overhead camshaft engine is tilted at a considerable angle to reduce bonnet height. The six injectors can be seen



most cars, the acceleration falls off when top gear goes in, but this one continues to leap forward. To take three times at random, imagine a comfortable closed car that can accelerate from 0 to 60 m.p.h. in 7 secs., 0 to 100 m.p.h. in 16.2 secs., or 0 to 120 m.p.h. in 25.8 secs.! I agree; it's fantastic!

As regards the timed-both-ways maximum speed, my car had the lowest of the three alternative gear ratios. In recording a mean of over 140 m.p.h., I had to take the engine up to 6,250 r.p.m. in top. This is obviously well past its peak, and I am confident that one could exceed 150 m.p.h. with a higher ratio. For British roads the one fitted is certainly the best, but I would like to try the "high cog" to record a genuine century and a half, at some future date.

The performance figures could not be achieved unless the traction was exceptionally good. The independent rear suspension helps greatly in this, and two exactly equal black lines are left by both wheels when getting off the mark. I did not treat the clutch and gear lever brutally, so a ruthless driver could possibly better my times.

Fuel injection pays dividends in giving

instant response to the throttle, and, at the other end of the scale, it allows the car to accelerate in top gear from little more than walking pace. No luxury limousine has a more flexible power unit. The engine is quiet and smooth when cruising, but takes on the "hard" feel of a racing unit when really extended. The exhaust is at all times virtually inaudible, which is astonishing to say the least.

In spite of its short wheelbase of only 7 ft. 10 ins., the Mercedes-Benz is very comfortable indeed. The springing is definitely soft, but there is no pitching. Even when driving at 140 m.p.h. over bumpy roads, one's head never touches the roof.

To drive this car as a fast road vehicle requires only the skill that very high speeds will always demand. To drive it as a racing car, on the other hand, exacts a somewhat special technique. Very few drivers, I think, would be at home in it without a good deal of practice, and I admit that this applied to me. Once acquired, the knack is difficult to put into words, but I think it goes something like this.

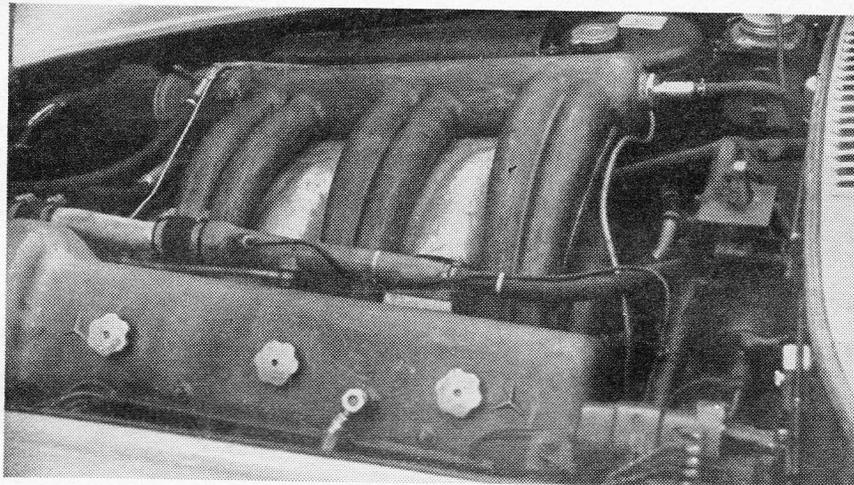
Most of us enter our corners too fast, because we are accustomed to driving

## MERCEDES-BENZ 300SL

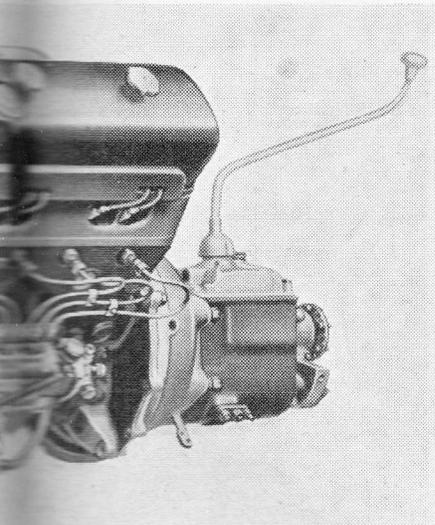
### and Superb Performance

positive without being fierce. The gear-box is light in action and has effective synchromesh on all four speeds. Too many sports cars lack synchronization on bottom gear, which is really the ratio for which one needs it most. The indirect gears are not completely silent, but their slight whine is not really obtrusive.

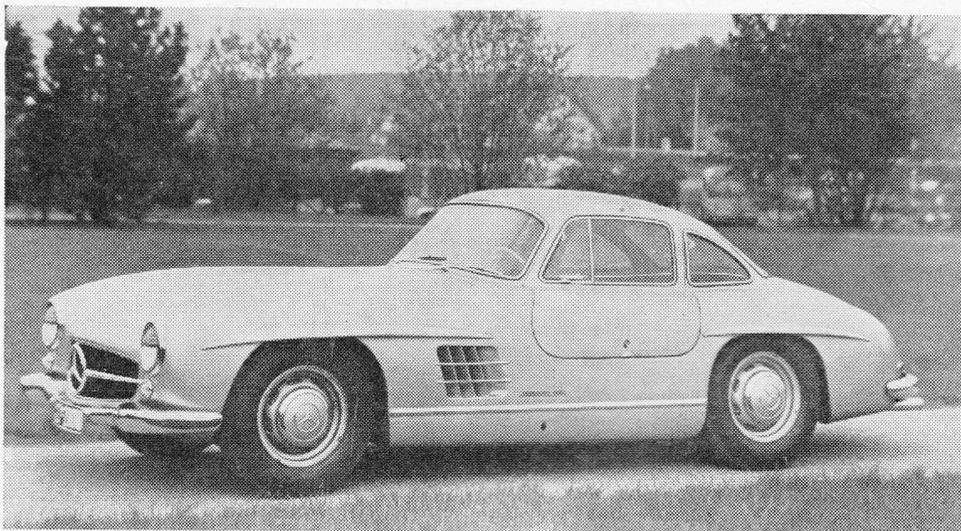
The acceleration is so tremendous that it is almost beyond belief. It is not so much that one has 240 b.h.p. to play with, but that the torque curve is exceptionally flat. The gear ratios are ideally chosen with this in mind, and anywhere between 3,500 and 5,500 r.p.m. the surge of power seems virtually constant. With



*OFFSIDE of the engine, showing the ramming pipes to the six separate inlet ports. The exhaust system, set beneath, is shielded off to avoid heat transference.*



*The engine of the 300SL is canted to a steep angle. The Bosch fuel pump which feeds the engine is on the near side.*



*"IF IT LOOKS RIGHT—it is right," is a maxim which can justly be applied to the Mercedes-Benz 300SL, the appearance of which matches its electrifying performance.*

cars that lack engine power, and so we need the speed to initiate a drift. The 300SL has high cornering power, but excessive speed causes sudden rear end breakaway. The exceptionally high geared and hydraulically damped steering is heavy when used violently, and so one tends to over-correct, which causes a series of untidy skids.

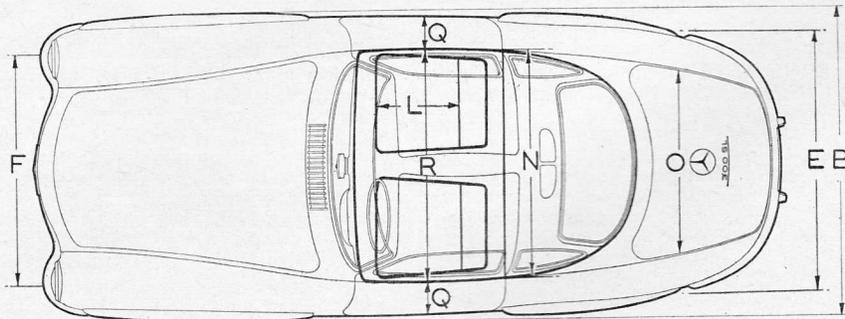
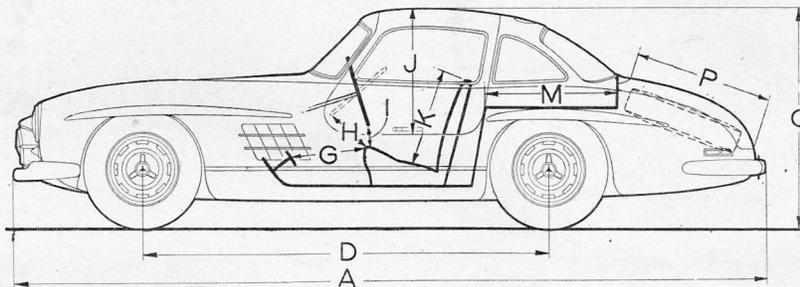
The right method, it seems, is to begin the corner a little slower and achieve a drift by using a great deal of power. Handled thus, the machine fairly rockets out of the bends, which is, after all, the object of the exercise. More than almost any car, the Mercedes-Benz responds to a good driver, but in the hands of an indifferent one it could be dangerous, and should never be sold to a beginner. A man should gain experience in 100-120 m.p.h. cars before being let loose in this projectile.

The brakes are immensely powerful and do not fade, but once again practice is necessary before one is at home with them. This is due to the vacuum servo, which gives an unusual feeling to the pedal. As soon as I had become accustomed to them, I realized that these brakes have no vices and can be used hard and continuously without diminution of their power. It is, however,

possible to lock the wheels easily at 140 m.p.h., with all the drama which that entails. The brakes, in fact, are on a par with the 240 b.h.p. engine, and should be used with similar discretion.

The whole car is really beautifully constructed and finished. One hears no rattle or drumming, and a remarkable lack of wind noise is apparent. There is an elaborate system of heating, ventilation and demisting, and the front window panels also turn. The main door windows do not open in the ordinary way, but may be instantly detached and carried in an envelope in hot weather. The aerodynamics are such that this does not cause a draught. Three small criticisms concern—the instrument lighting, which is too bright; the headlamp high beam indicator, to which the same applies; and the speedometer, which is regrettably optimistic. Surely no car needs a fast speedometer less than this one!

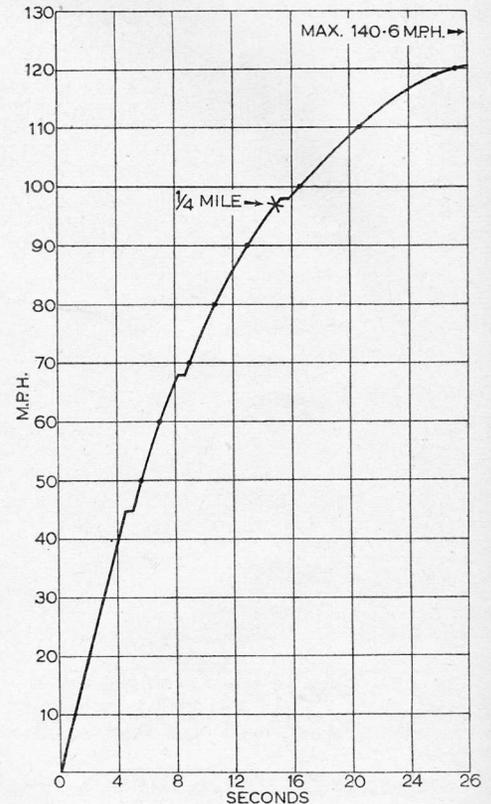
The Mercedes-Benz 300SL is a car of beautiful appearance and almost incredible performance. Its construction and finish are of the very highest class, and its whole design represents a technical *tour de force*. It has perfect traffic manners, and the sheer joy of handling it on the open road has to be experi-



### DIMENSIONS OF THE MERCEDES-BENZ 300SL

- |   |   |
|---|---|
| <b>A</b> Overall length, 14 ft. 7 ins.                              | <b>J</b> Height from step to roof, 2 ft. 4½ ins.  |
| <b>B</b> Overall width, 5 ft. 10 ins.                               | <b>K</b> Length of seat back, 1 ft. 8 ins.        |
| <b>C</b> Overall height, 4 ft. 3 ins.                               | <b>L</b> Length of seat cushion, 1 ft. 6 ins.     |
| <b>D</b> Wheelbase, 7 ft. 10 ins.                                   | <b>M</b> Length of boot, 2 ft. 6 ins.             |
| <b>E</b> Rear track, 4 ft. 8½ ins.                                  | <b>N</b> Width of boot, 3 ft. 10½ ins.            |
| <b>F</b> Front track, 4 ft. 6½ ins.                                 | <b>O</b> Width of spare wheel door, 3 ft. 3 ins.  |
| <b>G</b> Clutch pedal to seat cushion, 1 ft. 6 ins.                 | <b>P</b> Length of spare wheel door, 3 ft. 6 ins. |
| <b>H</b> Steering wheel to seat cushion (unlocked position), 7 ins. | <b>Q</b> Width of step, 10 ins.                   |
| <b>I</b> Steering wheel to seat cushion (locked position), 5½ ins.  | <b>R</b> Width at elbows, 4 ft. 0 in.             |

### ACCELERATION GRAPH



enced to be believed. There are other cars which are kinder to the less experienced driver, but for the man who is competent to exploit its full performance, this is one of the world's greatest cars.

### SPECIFICATION AND PERFORMANCE DATA

**Car Tested:** Mercedes-Benz 300SL sports 2-seater coupé, price £3,100 (£4,329 15s. 10d. with P.T.).

**Engine:** Six cylinders, 85 mm. x 88 mm. (2,996 c.c.). Single overhead camshaft. 8.4 to 1 compression ratio. 240 b.h.p. at 6,100 r.p.m. Direct fuel injection. Bosch coil and distributor.

**Transmission:** Single dry-plate clutch with steel reinforced linings. Four-speed gearbox with synchromesh on all gears and central remote control, ratios 3.64, 4.73, 7.16, and 12.15 to 1. Hypoid final drive.

**Chassis:** Welded multi-tubular triangulated frame. Independent front suspension by unequal length wishbones with anti-roll torsion bar. Independent rear suspension by swing axles. Helical springs all round with hydraulic dampers. Z.F. steering box and three-piece track rod. Bolt-on pierced disc wheels, fitted 6.50-15 ins. racing tyres. Hydraulic brakes, 2L.S. in front, with bimetal turbo-finned drums and vacuum servo.

**Equipment:** 12-volt lighting and starting. Speedometer, rev. counter, ammeter, oil pressure, oil temperature, water temperature and fuel gauges. Clock, two-speed windscreen wiper and washer, flashing indicators, cigar lighter. Heating and demisting.

**Dimensions:** Wheelbase, 7 ft. 10 ins.; track, front 4 ft. 6½ ins., rear 4 ft. 8½ ins. Overall length, 14 ft. 7 ins., overall width, 5 ft. 10 ins., overall height, 4 ft. 3 ins. Turning circle, 38 ft. Weight, 1 ton (dry).

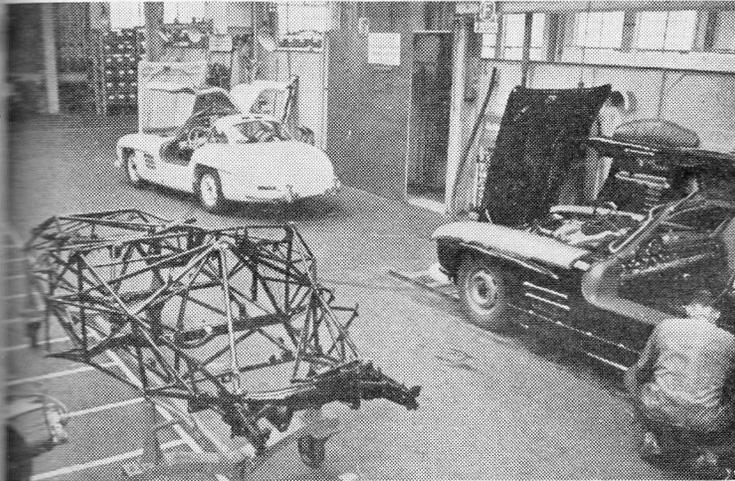
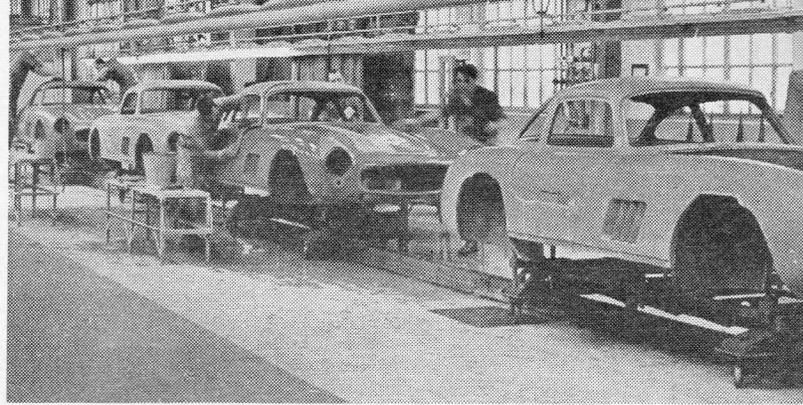
**Performance:** Maximum speed, 140.6 m.p.h. Speeds in gears, 3rd 98 m.p.h., 2nd 68 m.p.h., 1st 45 m.p.h. Standing quarter-mile 15.4 secs. Acceleration, 0-50 m.p.h. 5.4 secs., 0-60 m.p.h. 7 secs., 0-70 m.p.h. 8.8 secs., 0-80 m.p.h. 10.6 secs., 0-90 m.p.h. 13 secs., 0-100 m.p.h. 16.2 secs., 0-110 m.p.h. 20.6 secs., 0-120 m.p.h. 25.8 secs.

**Fuel Consumption:** 15 m.p.g.

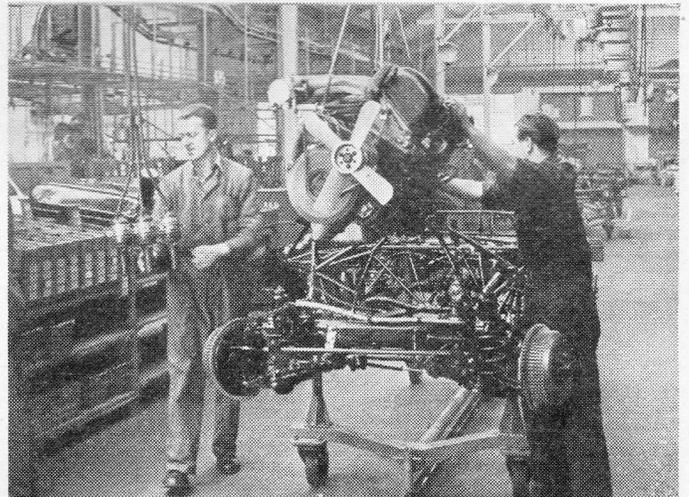
# PERFORMANCE IN PRODUCTION

Scenes from the Mercedes-Benz Factory, Featuring  
the 300SL Coupé, now being Built in Series

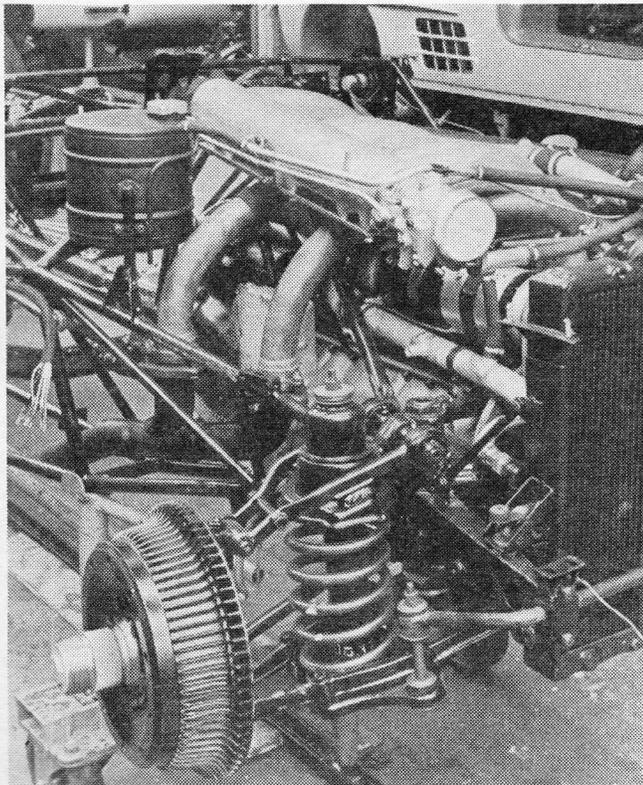
*Photographs by Rodolfo Mailander*



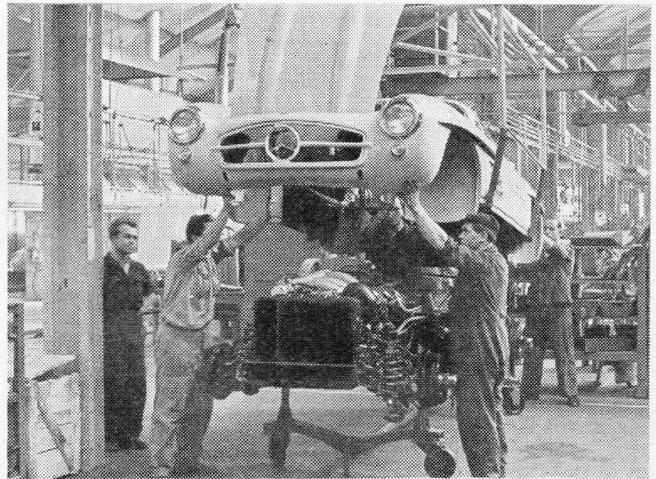
*BEGINNING and end of the 300SL production line at Unterturkheim, with bare chassis frames, of markedly complex form, coming in, and completed cars going out.*



*POWER INSTALLATION: (Above) Lowering the six-cylinder engine into place in the chassis, which already has axles and suspension fitted.*



*CAMERA CLOSE-UP: (Above) of the sturdy suspension, the canted six-cylinder, fuel injection engine, and other details of the fore-end of the chassis.*



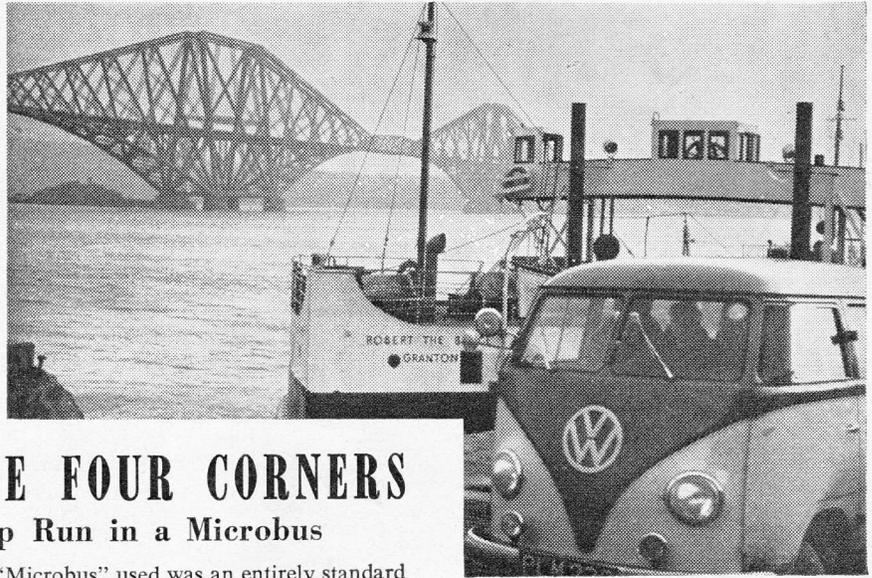
*ALL HANDS reach up to guide the sleek coupé body gently down on to the completed chassis. Electrical wiring, trimming and other tasks lie ahead before another 300SL leaves the production line.*

*END PRODUCT: (Right) The production model 300SL Mercedes-Benz, a 140 m.p.h., 3-litre machine destined for the world's sports car markets.*



To drive more than 2,000 miles non-stop to the four corners of Britain in three days and three nights in an ordinary car in the summer, might be thought a very fair test of endurance and reliability on the part of both the passengers and the vehicle. To do it in mid-winter in a 1,200 c.c. 'bus loaded to capacity, with no more mishap than a single punctured tyre, is either almost heroic, or crazy, depending on which way you regard super-reliability trials. But whichever way you do look at it, it is an eloquent testimony to the rugged character of the vehicle concerned.

However, this is what happened during the week-end before Christmas, when a party of five journalists led by Tommy Wisdom, together with an R.A.C. observer, a publicity man and a works



## WITH 8 MEN TO THE FOUR CORNERS

### A Round-Britain Non-Stop Run in a Microbus

mechanic, met at Folkestone, and at 9 p.m. on Saturday, 18th December, climbed into a Volkswagen "Microbus" with the intention of driving it non-stop, apart for brief halts for meals, during which time the engine was to be left running, from that south-east corner of Britain to John O'Groats, via Edinburgh and Inverness, across the top of Scotland to Durness, south and west to Land's End, by way of Glasgow, Preston, Bristol and Exeter, and back again to Folkestone.

The primary object of this exercise was to demonstrate the ability of the "Microbus" to carry a full load of eight passengers, their personal luggage and a normal amount of spares on a long journey at a low overall fuel cost, and, since bad weather conditions could be expected at this time of the year, to test thoroughly the reliability of the vehicle. The journey of some 2,100 miles was to be run in 79 hours at an average speed, including stops, of 26 m.p.h., and was to be observed officially by the Royal Automobile Club. The

"Microbus" used was an entirely standard model, the only additions being an extra heater and a pair of fog lamps, and at the start of the run the "clock" read approximately 1,000 miles.

Driving in turns, your reporter among them, the crew brought the 'bus to Edinburgh on schedule by lunch-time on Sunday, where some of them alighted, their places being taken by Scottish journalists, for the 27-hour trek round Scotland and back to Glasgow.

Inverness was reached after crossing the Grampians in time for a real, wholesome, Scottish high tea, after which the 'bus set out in what seemed to be the beginnings of a gale, arriving at John O'Groats Hotel just after midnight.

By this time the gale had materialized in full force, and the overnight run on the single-track road through Thurso and along the extreme northern coast became more difficult as time wore on. The violent gusts of wind would catch the slab sides of the 'bus and try to push it off the road, and when the driver countered this by holding the wheels in the opposite direction, the gust would suddenly drop causing the 'bus to lurch to the other side of the road. With bog-land or a sheer drop on either side, each pilot had to be more than usually alert in handling such an unwieldy vehicle in such narrow confines.

The schedule, however, was maintained, and after breakfast at Beaulie, the e happened a somewhat frightening incident when the 'bus was hit by a Christmas tree which was literally travelling fast in the opposite direction! It was just about to pass a lorry coming towards it, when an eight-foot tree blew off the back of the lorry, hitting the 'bus head on while still in mid-air. Having expected to see anything from Macbeth's witches to a troupe of Valkyries on the stormy, blasted heath during the night, it was perhaps not such a shock after all for the driver and navigator suddenly to see a large portion of forest crash into the windscreen on a perfectly open road in dawn's early light! Luckily, the screen was undamaged, although the coachwork was dented and one fog-lamp written off.

Shortly afterwards, on the banks of Lock Ness (no sign of the monster, unfortunately) the puncture occurred, but the wheel was quickly changed and progress continued along the Caledonian

Canal to Fort William, up Glencoe, across the snow-capped mountains, through Crianlarich, by the celebrated banks of Loch Lomond, and down to Glasgow, where the crew members who had alighted at Edinburgh took over once more at 4 p.m. on Monday, and immediately pressed on southwards.

By breakfast time on Tuesday the 'bus had reached Exeter, so much ahead of schedule as to be too early for meal stops at Preston and the Devonshire city. Land's End was soon in sight and the arrival there, in the teeth of a gale equal to that in Scotland, was made more than an hour in advance of that estimated on the road-book, 1 p.m. on Tuesday.

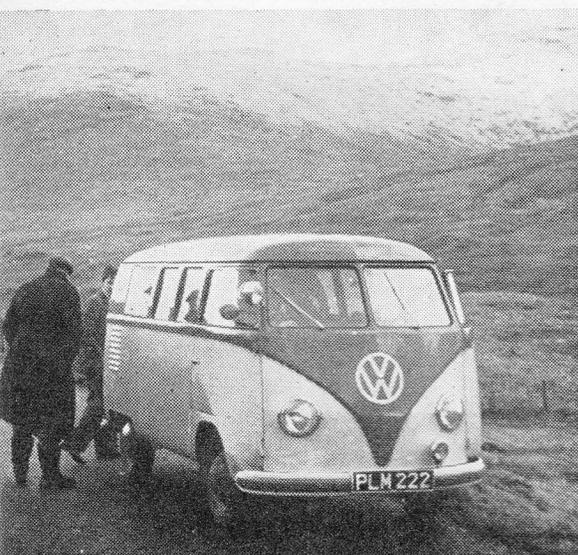
With little more than a pause outside the shuttered hotel, the 'bus was turned and driven back again on the last leg of its journey. Penzance, Bodmin Moor, Exeter, Yeovil, Salisbury, Basingstoke—all were traversed in good order. Nothing, however, seems longer than the last few miles of a long journey, and it appeared to take an age to reach Sevenoaks and Maidstone. Eventually, though, the lights of Folkestone were seen, and at 11.15 on Tuesday evening, the "Microbus" drew up outside the Grand Hotel, its mission completed on time, its average maintained, its hardy little engine never having stopped except for two oil-checks (it was kept running through all meal halts) and its tired, hungry crew looking for something nice and soft to sit on that did not vibrate and lurch.

Eight men in one "Microbus", over 2,000 miles in three days and three nights without a break.\* And as that fantastic little Volkswagen engine had done approximately six million revolutions without respite during its journey, pulling a vehicle loaded to capacity up mountains and down dales and against violent headwinds, to finish ahead of schedule and ticking over just as sweetly as at the start, praise can hardly be high enough, and the achievements of the 'bus must necessarily reflect very creditably on the Volkswagen saloon, which is powered by the same unit, but which is scarcely ever called upon to perform such feats with so great a load in such a short time.

MAXWELL BOYD.

\* Actual figures are on page 6.

The heading picture was taken within sight of the Forth Bridge, and the one below amid the mountains of Glencoe.



What . . .

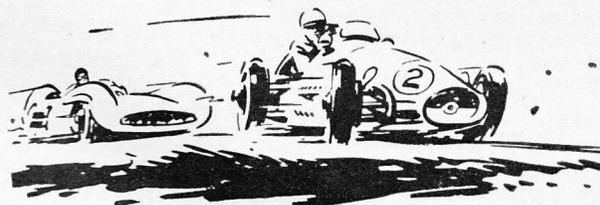
# Ferodo First

. . . means to you

This year, eight Grands Prix and five International Rallies were won by drivers using Ferodo Anti-Fade Brake Linings. Added to this impressive list were victories in many other famous motoring events.

Ferodo Limited are naturally proud of this record—proof of the confidence that world famous drivers place in Ferodo Linings. But the first and most important person to benefit from these successes is *you, the motorist*. For racing is the hardest, most decisive test for brake linings. Every race provides Ferodo engineers with knowledge that could not be gathered in any other way . . . every win brings confirmation of hard-sought efficiency and resistance to wear.

All this is passed on to you with every set of Ferodo Anti-Fade Brake Linings in the form of reliability, safety and extra long life.



**FERODO**  
ANTI-FADE Brake Linings

**Ferodo First — to last!**

## NEWS FROM THE CLUBS

By Wilson McComb

I WONDER how many readers saw the 500 c.c. McCandless Special when it made a brief appearance at Goodwood last year. This revolutionary four-wheel drive car, with backbone chassis and transmission brakes, aroused little comment at the time, although it has proved itself to be remarkably fast in Irish airfield races and hill-climbs. One reason for the silence is that the proverbial clam is garrulous by comparison with the McCandless brothers, Cromie and Rex (who was responsible for the design of the Norton "featherbed" frame).

Now we hear from Billy McMaster that the McCandless boys have produced a trials special with "no chassis of any kind, the backbone of the car being the engine, gearbox and prop. shaft. Fully independent suspension is a feature, the front axle being divided and the rear employing open drive-shafts with universal couplings". McMaster also tells us that the body is "located" by a sub-frame attached to the backbone at front and rear, and the whole car weighs 8 cwt. The photograph reveals that, as is usual with McCandless products, the *carrosserie* seems rather an afterthought. I have never seen anything quite so beautifully purposeful as the racing McCandless in chassis form, but when fitted with a body it became rather shapeless and uninteresting. Whatever its shape, though, this new machine should be worth watching.

### THE 31st "EXETER"

AT 10 o'clock tonight (7th) the first competitors set off for Devon on the 31st Exeter Trial organized by the Motor Cycling Club. This year the entry list stands at 298, including 134 cars. As usual there are three starting points: they are the Wheatsheaf Hotel, Virginia Water, Surrey; the Guildhall Car Park, behind the Town Hall at Launceston, Cornwall; and the Queen and Castle Hotel, Kenilworth. The three routes converge on Honiton, Devon, from 3.20 a.m. after passing through passage controls, and entrants continue on a common itinerary through Exeter, and finish at Bournemouth tomorrow afternoon. There will, of course, be the observed sections, 10 in all, including two stop-and-restart tests and the whole route totals about 325 miles, depending on starting point and accuracy of navigation.

### CHILTERN COMMITTEE

THE Chiltern C.C. have revealed the names of those who will control the destinies of the club in 1955. The new committee is as follows: *Chairman*, P. Jackson; *Treasurer*, B. L. McE. Sellman; *Secretary*, R. Carter, 3 Ellington Gardens,



The interesting new McCandless special, in action during the U.A.C. Boxing Day Trial, in the hands of Herbie Sloane.

Taplow, Bucks; *Competitions Secretary*, E. H. F. Dibsall, Burkes Cottage, Forty Green, Beaconsfield, Bucks; *Press Secretary*, J. R. Hayward, 4 The Green, Amersham, Bucks.

Their main social event of the New Year is the Annual Dinner and Dance to be held on 28th January, at the Bull Hotel, Gerrards Cross, when the past year's awards will be presented. However, before then there is a Castrol film show next Tuesday, the 11th, which will include the 1954 Tulip Rally. This will be shown at the Bell House Hotel, Oxford Road, Beaconsfield, starting at 8 p.m.

### BRENT VALE RALLY

THE Brent Vale M.C. are running their Winter Rally on Sunday, 23rd January, over a course of some 200 miles in 1 in. O.S. Maps 159, 160, 169 and 170. No gumboots required, we are assured, and the regs. are available from C. L. Savage, 21 Chattern Hill, Ashford, Middlesex.

### SIXTH YORKSHIRE RALLY

ONE of the highlights of the February calendar is the sixth Yorkshire rally, to be run by the Yorkshire S.C.C. on the 11th-12th February. This is a full-scale affair, a qualifying event for the B.T.D.A. "Silver Star" rally competition, and the invited clubs are the B.A.R.C., Lancashire and Cheshire, London, North Midland, Sheffield and Hallamshire, Shenstone and the M.C.C.

The course is of some 500 miles in and around Yorkshire, and has been sticky enough in the past for no competitor to have ever got through without losing marks; this next event has been carefully planned so that this tradition will be maintained, although a number of modifications to the regs. have been made to smooth out delays and the like.

The entry fee is £1 10s. and the closing date for entries is 1st February. Full details and entry forms can be obtained from P. J. Clay, Hollings Mills, Sowerby Bridge, Yorkshire.

### MIDLANDS "BRIDGE PARTY"

TWO events for January on the programme of the Midlands M.E.C. are the "Bridge Party" Trial and the annual dinner. The former event is the second to be held and takes place on 23rd January, starting at 4.30 p.m. from Lowsonford. Regs. are obtainable from L. Hill, 8 Skelcher Road, Shirley, Birmingham.

### SEVEN-FIFTY DANCE

THE 750 M.C.'s annual dance is due to take place on Saturday, 22nd January, at Wandsworth Town Hall, London. The year's awards will be presented at this function, to which an open invitation is extended to all members of the Eight Clubs. Tickets, price 5s., are available from Ken Welfare, 56 Harrow Road, Bedfont, Middlesex.

### MINIATURE MONTE

A POPULAR annual road event is the Cambridge University A.C.'s "Miniature Monte", and the next specimen is due to take place on 29th-30th January. Invitations to compete are being issued to members of the B.A.R.C., Combined Universities M.C., London M.C., Sunbac, West Essex C.C., Lancashire and Cheshire C.C. and Yorkshire S.C.C.

The starting points are Harrogate and St. Neots and competitors should complete the route back at Harrogate after about 450 miles of motoring. There will be three capacity classes. There is a goodly selection of team and individual awards and inquiries should go to E. H. G. Bradley, Trinity College, Cambridge; the individual entry fee is £1 10s. and all entries must be submitted by 22nd January.

### CORNWALL V.C.C. FUNCTIONS

PLANS of the Cornwall Vintage C.C., for the early part of the New Year, include the annual dance on 14th January at the Hotel Bristol, Newquay (tickets from W/Cdr. E. M. Angell, 50 Married Quarters, R.A.F., Gt. Eval, Cornwall), and the annual general meeting on 11th February at the same hotel.

# 80% LESS ENGINE WEAR

with new **BP Special Energol**

up to 12% lower petrol consumption

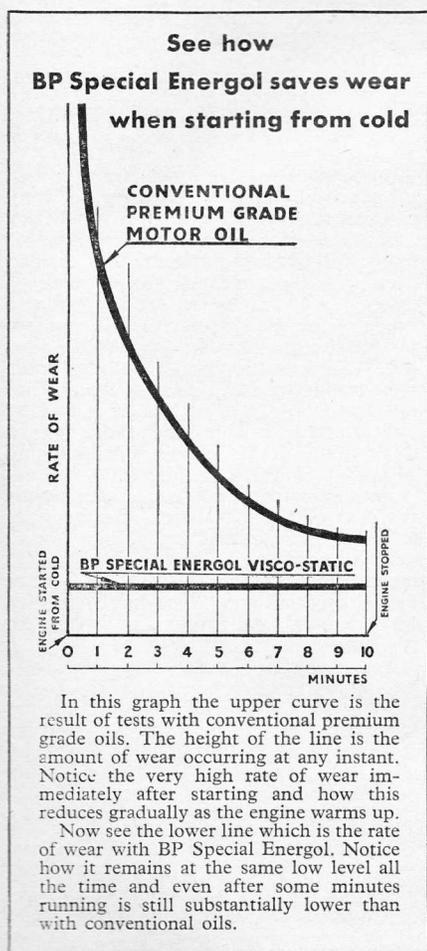
an entirely new motor oil—'VISCO-STATIC'

## Doubles the life of your engine

**T**HIS IS WONDERFUL NEWS. You can save 80% of engine wear, cut petrol consumption and enjoy easier starting and greater reliability than ever before thought possible.

BP Special Energol is a new kind of motor oil introduced by The British Petroleum Company for use in all four-stroke petrol engines in good condition. Tests in the laboratory and on the road prove that BP Special Energol cuts engine wear by 80% and actually doubles the life of your engine.

You also save substantially on petrol consumption—5-10% on normal running and up to 12% on start and stop running such as a doctor does. BP Special Energol with all its advantages costs only 50% more than conventional premium oils. On petrol saving alone it more than repays the extra cost.



## 'Visco-static'?

BP Special Energol 'Visco-static' is quite unlike any conventional motor oil. It is as thin when cold as the lightest grade of lubricating oil at present sold. Yet it is as thick when hot as the grades normally recommended for summer use. This special property in an oil is what lubrication scientists have been striving after for many years. It means ideal lubrication at all temperatures *using only this one grade of oil* for all engines where S.A.E. grades 10W to 40 are normally recommended. It is the reason why BP Special Energol not only reduces wear and petrol consumption but improves motoring performance and reliability in almost every way.

## Easier starting than you have ever known

BP Special Energol flows freely even in extreme cold so that the engine will turn over more freely. Starting even in mid-winter is no more difficult than in high summer.

## Less choke needed

You start with less choke and can cut out the choke earlier. This not only reduces petrol consumption but prevents oil being washed from the cylinder walls by liquid petrol—one of the reasons why wear is normally so heavy during the first mile or two of running.

## No oil starvation and less wear

Full lubrication begins from the first turn of the engine. Abrasive products on the cylinder walls are washed away immediately. This saves an enormous amount of wear on both your piston rings and cylinder walls. BP Special Energol includes additives which give outstanding film strength, acid resisting properties and detergency.

## Less oil consumption

By reducing wear, BP Special Energol also reduces oil consumption. It maintains ample viscosity for good lubrication even at the hottest parts of the engine, near the piston rings.

## How to use BP Special Energol

**BP Special Energol should not be mixed with conventional oils. The sump should be drained and refilled with the new oil and this should be repeated after the first 500 miles. Future oil changes should be after the normal mileage recommended by the makers of your car.**

## When not to use BP Special Energol

**If your engine is worn and will shortly need overhauling, do not use BP Special Energol. The normal grades of BP Energol are still on sale and will help your engine to give the best possible service until it has been overhauled. Your garage manager will be glad to give advice if you are in any doubt.**

*BP Special Energol is obtainable at all garages where you see the BP Shield. It is coloured red for easy identification and sold in sealed packages.*



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## BOXING DAY IN ULSTER

Novice Wins Premier Award in U.A.C. Trial

THE Ulster A.C.'s annual Boxing Day trial provided a departure from precedent in that the best performance, made by Bob Nesbitt (Dellow), was by a driver who had not, up to that time, qualified for a novice award. True, Nesbitt has been a regular competitor in U.A.C. events for some time past—and equally true, his Dellow had a good record when owned by Chris Lindsay and won the Circuit of Ireland Trial in 1953 when loaned by Nesbitt to Wilbert Todd. Nevertheless, best performances by novices, especially in the Boxing Day trials, are rare enough as to excite comment.

To date the Dellos have proved unbeatable in Ulster events, but the Boxing Day trial saw the début of a little vehicle which may give them something to think about. This was the McCandless Special, designed by Rex McCandless and described elsewhere in this issue. It was Rex's intention to give the car its first outing in the R.A.C. Championship Trial with Wilbert Todd in command, but preliminary tests and frustrations intervened, so it appeared on Boxing Day driven by Herbie Sloane—who, by virtue of having won a U.A.C. novice award as far back as 1938, was probably the elder brother of the 35 starters.

It was, perhaps, a sad reflection on the state of things that of the 35 cars on the line for this "rough" trial, 21 were in the closed car class.

The task was to cover two laps of a short circuit, taking in three tests and two observed hills on each lap. At the very first test, a downhill negotiation of three pylons, Bob Nesbitt was first to set the par figure of 8.8 secs. This was later equalled by two other Dellos, driven by Desmond Titterington and Sammy Moore, but of more interest was the fact that it was also equalled by the Ford Utilities of Wilbert Todd and Jim Dowling.

On the second lap the same test was essayed in the uphill direction; again Nesbitt set "bogey" at 9.6 secs., and this time had the satisfaction of seeing it unbeaten, the nearest approach being 10 secs. by Billy Chesney (Austin Special) and Sammy Moore. Third best went to Sloane in the McCandless, in 10.4 secs.

The second test was a straightforward dead-engine dash down a hill, straight up and reverse over a line. At the first attempt David Archibald (750 Renault) clocked 17.6 secs. and Robin McKinney (Triumph TR2) 17.8 secs., but on the second run Nesbitt and Todd shared the honours with runs in 18 secs.

Then came the first of two observed hills at Ballymagreaghan. This was in a

*NEW MOUNT for Andy Hutchinson, who appeared at the Boxing Day Trial with a supercharged Standard 10.*

slimy condition and some of the closed cars had trouble in leaving the starting line. Chesney's effort in reaching Section 4 was equalled by Mervyn Glover (Dellow), who was soon to disappear with transmission bother. On the second attempts no one got higher than Moore, who stormed into Section 2 and lost traction only when his radiator was a foot or two from the summit.

The second climb was up a stiff hill, with two hairpins, but a reasonably good surface once the bends were left behind. On the first attempts few experienced real trouble, but for the second climbs the bends had been tightened considerably and produced much anguish, although half the entry succeeded in retaining clean sheets.

The trial ended with a "nagery" little test in which the main difficulty lay in reversing the cars up a steep and slimy hill to cross a line. Nesbitt's aggregate for the two attempts was slightly better than Titterington's, while Chesney was only fractionally behind, but under penalty for late arrival at a control.

W. A. McMASTER.

### Results

**Best performance:** Bob Nesbitt (Dellow), 150.4 marks lost; 2, Desmond Titterington (Dellow), 153.8; 3, Billy Chesney (Austin Spl.), 161; 4, and **best closed car:** Wilbert Todd (1,172 Ford Utility), 161.6; 5, and **second best closed car:** Jim Dowling (Ford Utility), 166.2. **Novice award** goes to R. B. Bleakley (Ford Utility), but novice points in the Ferguson Trophy competition go to Nesbitt, who opens the season with a total of 16 points.

## GEOFF DEAR WINS CECIL KIMBER TROPHY

THE South-West Centre of the M.G. Car Club held its annual Cecil Kimber Trophy Trial on Monday, 27th December. The start, at 11.30 a.m., was at Cole's Quarry, six miles west of Bristol. The morning was bright and warm, which encouraged the sports cars to abandon overhead protection, and the saloons to open their windows. The 40 entrants and 33 cars came to the line for the first of three tests to be held in the quarry. These tests were on a rough surface of cinders, laid out around all the equipment in the quarry, which was rather menacing when approached at speed. The first manoeuvre was forward and reverse around a 150-yard square; the second, forward and reverse into two garages; and the third, forward and reverse through pylons in a figure of eight. The fastest runs were made by A. W. Morrish (M.G. PB S/c), G. N. Dear (M.G. TF), J. Oliver (L.R.G.), C. J. Toomer (TR2), I. D. L. Lewis (Morgan). P. G. Cooper also made a good time in his Ford Popular saloon.

Competitors now proceeded by route card to Congresbury for a short navigation test, where they had to find five crossings of the road made by a disused railway, at each a code word had to be noted down; all but two cars were correct. Next, across country via an attractive climb of Burrington Coombe, to near Charterhouse for test five, where drivers found a wet grassy slope hard to climb, stop and restart on; in fact 16 cars failed. D. T. F. Gooding (M.G. TD), G. N. Dear (M.G. TF) and A. W. Morrish (M.G. PB) found enough grip to return good times.

Some more of Somersetshire was now to be explored, and in doing so competitors ran into the very large Boxing Day field of the local hunt, which was being followed by at least 150 civilian cars and enthusiastic farmers; after at least 30 minutes' delay, cars, horses and hounds disentangled themselves to continue the search for the fox and the next test. This latter was a rolling brake one, restarting and reversing up the hill again, all on a wet surface as it had by now started to rain and there was a thick mist. J. M. Bowles (Dellow) and M. D. King (TR2) were fastest.

The route card now took cars across the dam of the new Bristol Reservoir to a steep hill near Chew Stoke for a straight acceleration test. In spite of much wheelspin most entrants made good times, especially A. W. Morrish in his M.G. Special and Lewis and Liddon in their Morgans.

Shortly after came the last test: driving cars as close as possible to an upright stick placed in the middle of the road on the hill, T. D. Warren (Morgan) getting to within 2½ ins. The trial finished at the Mile 3 Roadhouse, near Bristol.

### Provisional Results

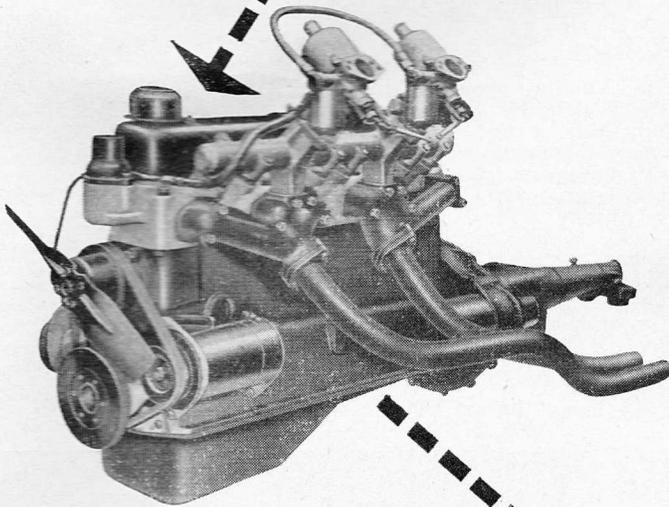
**Cecil Kimber Trophy:** G. N. Dear (M.G. TF), 57½ marks. **Class 1, Open Cars, M.G. Welsh Cup:** D. T. F. Gooding (M.G. TD), 29. **Class 2, Closed Cars, Spencer Cup:** P. G. Cooper (Ford Popular), 28½. **Class 3, Specials, Murray Cup:** J. Oliver (L.R.G.), 42.

**First Class Awards:** T. D. Warren (Morgan), 48½; I. D. L. Lewis (Morgan), 40½; A. W. Morrish (M.G. PB S/c), 40½; C. J. Toomer (TR2), 37½.

**Second Class Awards:** H. J. C. Liddon (Morgan), 33; J. Wensley (Ford Spl.), 28½; M. D. King (TR2), 26½; J. H. Lee (H.R.G.), 26.

**100** **m.p.h.**  
**100** **b.h.p.**  
**100** **£'S**

**SMOOTH · QUIET**  
**SAFE · POWERFUL**  
**ECONOMICAL**



*What the Experts say . . .*

★ On the road, the first impression one gains is that the SMOOTHNESS of running has been improved. This must be due to better distribution, thanks to the new porting and manifold. . . . At the trial maximum speed of 102 m.p.h. the engine ran very smoothly and QUIETLY. . . . I can definitely state that the machine does not lack FLEXIBILITY.

*John Bolster*

★ The attraction of the Conversion lies in the vastly IMPROVED POWER where it is most useful in the 30 to 80 m.p.h. range. . . . Certainly the car did feel SAFE to an almost surprising degree at high speed. . . . With this high efficiency engine "CONVERSION" and overdrive, used more economically, it should be possible to achieve EXCELLENT M.P.G.

*The Autocar*

★ What is more important in normal roadfaring of the more rapid kind is the rate of progress through say the 30 to 80 m.p.h. band. And here, the R.M. Zephyr is NOTHING SHORT OF PHENOMENAL, jumping the gap in 15.7 seconds—only using the two upper ratios of the normal gearbox. . . .

*Ken Wharton*

The Raymond Mays Conversion incorporates standard Ford parts. It can be fitted in a day, either by R.M. Service at Bourne, or at your local garage.

Conversions are also available in "kit" form with fitting instructions for the enthusiastic owner-mechanic.

**Price £100 Fitting £5 extra**

*(Includes complete new exhaust system)*

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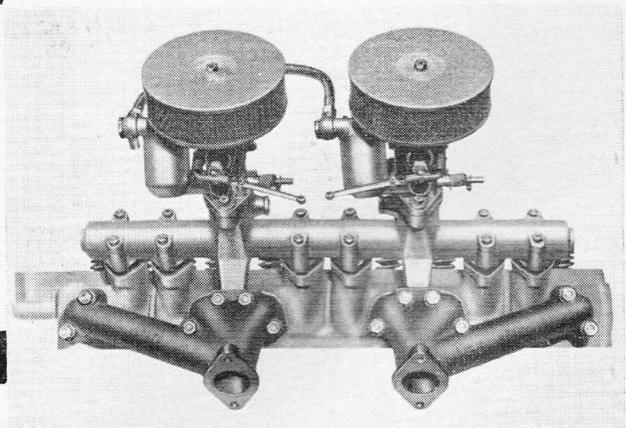


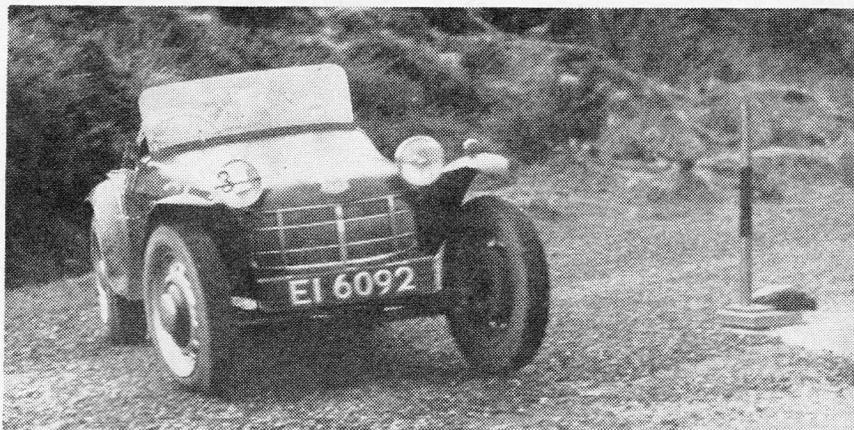
**NEW**  
*Six Port*  
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**CYLINDER HEAD  
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The Cylinder Head on which this Conversion is based is produced by RUBERY, OWEN & CO., LTD., ENGINE DEVELOPMENT DIVISION, BOURNE.





## THE SALVER GOES SOUTH AGAIN

I.M.R.C. Win Inter-Club Trial—Kevin Murray (M.M.2) takes Premier Award

FOR some obscure reason, the weekend before Christmas is traditionally a blank on the Irish sporting calendar. However, this year the Irish Motor Racing Club acted as hosts to the Ulster A.C. in their several-times-postponed Inter-Club Trial. Surprisingly enough this was held in the Dublin Mountains (good old Sheet 16), and not in the Dundalk area which would have been a half-way mark between the headquarters of both clubs. Seven Northern drivers made the long trip to Dublin, and so the inter-club contest was a seven-a-side affair. In all, about 32 cars took part in the trial which, starting from near the Lamb Doyle's, went through Glencree, Bohernabreena and Rathcoole to Lucan. The route was dyed and the event consisted of seven driving tests. Of these, one was brake-and-acceleration, four were tricky but none too difficult crossroads affairs, and the remaining two were worthy of the steel of an inter-club contest.

Kevin Murray came out of temporary semi-retirement to lead Racing Club's attack in M.M.2. He won four of the seven tests and the Premier Award, while Racing Club won the inter-club contest by a large margin. Sam Moore in his Dellow provided the strongest Ulster challenge, and Sam had the satisfaction of finishing second to Kevin overall. Jack Wolfe drove magnificently and won two tests and finished third. Southern enthusiasts had read of the prowess of Jim Dowling and Bryan Emerson driving Ford utility vans. The performance of these was to southern eyes positively indecent—your correspondent is only echoing the words and thoughts of people "down here" in asking how they keep the things upright!

Test 2 was notable for several things. It involved driving forward and left on a "Y" junction, then reversing round the hairpin to cross a line which had to be crossed again in a forward direction. Jack Wolfe won (23 secs.), Sam Moore was second (23.6), but Murray got himself on a bad line in reverse and created mayhem amongst the rocks at the side of the road. Then as if this were not a sufficient surprise, Cecil Vard did something similar, and poor Robin McKinney got his TR2 soundly stuck

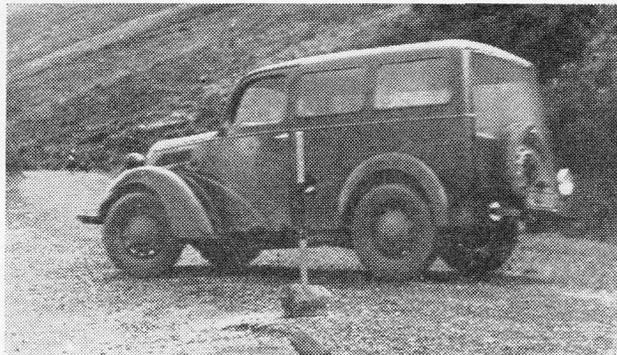
in a culvert and had to be manhandled out. Test 3 was a dice around the grass triangle at Glencree Cross. Wolfe, 11.2, Moore, 11.4, and Murray, 11.6 secs., showed the closeness of things. At this point Moore was leading the trial for Ulster, and Wolfe was best for the Racing Club.

Test 4 was one of the two good ones. Drive down a very steep hill between high walls, negotiating a particularly sharp right-hand turn, straddle a line, reverse to the start, negotiate the turn again to finish with front wheels in a box. Reverse was nearly impossible for standard cars, and specials found it none too easy either. Murray won it, his 20 secs. being 2½ secs. quicker than Horner Beckett and Sam Moore. Saloon drivers sweated, but Dowling in the Ford utility (28.6), and Vard in a Volkswagen (29 secs.) proved the thing possible. Some stuck on the turn, others worked very hard indeed before they

★

*UTILITY: Northern Bryan Emerson pressed his Ford round the course in an enterprising manner to finish third in the saloon class.*

★



### SEVEN-FIFTY PROGRAMME

THE Seven-Fifty M.C. have announced their competition programme for the 1955 season, and a well-filled one it is, too. This year the Six-hour Relay Race at Silverstone is to be held on 9th July, to cater, as the club puts it, "for disgruntled enthusiasts not able to get to Aintree". The other events are as follows:—

**27th February** All-comers' Trial, Southern Centre (closed); **5th-6th March:** South Midland Centre (closed); **26th-27th**

*MORRIS DANCE?: Kevin Murray takes M.M.2 smartly around the pylon in the Glencree Cross test (all right, we know it's a Ford Special).*

succeeded in reversing uphill again, while some times were not only long—they were fabulous! The next test on the top of Mount Seskin hill also proved good. A rough crossroads had a line to be crossed in a forward direction on each leg. Many were the approaches to the problem. There was room to spin on one line, and some did while others tried and failed. Murray, 17.8, Moore, 18, Beckett and Wolfe 18.8 secs. apiece made no mistakes. Vard took 20.2 in his saloon and was worth waiting in the rain to watch as he placed the car exactly right all the time. The Saggart Hill test, with much changing of direction on a crossroads, and Johnstown House's brake-and-acceleration saw Murray unbeatable. At Johnstown, McKinney and Emerson helped to redeem some marks for Ulster by finishing in the first five.

Results were announced later at Lucan Spa Hotel. Gordon Neill presented the salver to Joe Bewley of the I.M.R.C., and made a short speech of congratulation, promising a stern Ulster effort to regain it next year.

J. O'DONOGHUE.

### RESULTS

I.M.R.C., 248. U.A.C., 174½.

**Premier Award:** K. P. Murray, 58.

**Open Car Class:** S. Moore (Dellow), 52½; J. Wolfe (Dellow), 49; H. Beckett (Ford Spl.), 44½; W. Chesney (Austin Spl.), and R. Laird (Triumph), 33 each; D. Monson (Dellow), 32½.

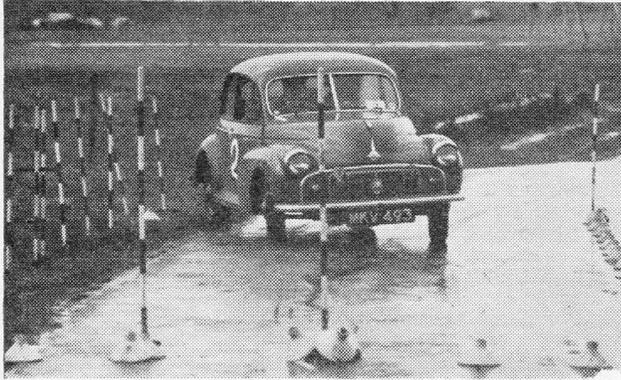
**Saloon Car Class:** C. Vard (Volkswagen), 35; R. E. Newell (DKW), 24; J. Dowling (Ford Utility), 22; J. B. Emerson (Ford Utility), 21½; P. H. Harding (Austin), 17; V. Hartigan (Volkswagen), 15.

**Special Award:** R. Sheane (Volkswagen).

**Teams: I.M.R.C.,** K. P. Murray (MM 2), H. Beckett (Ford Spl.), J. Wolfe (Dellow), D. Monson (Dellow), C. Vard (Volkswagen), J. Bewley (M.G. TD), N. Young.

**U.A.C.,** S. Moore (Dellow), W. Chesney (Austin Spl.), J. L. Dowling (Ford Utility), J. B. Emerson (Ford Utility), P. H. Harding (Austin), R. McKinney (TR2), J. Lee (TR2).

**March:** Eight Clubs' Rally; **21st May:** Dawn Handicap Rally (closed, co-promoted with the Hants and Berks C.C.); **9th June:** Eight Clubs' Silverstone meeting; **18th June:** Wiltshire Autocross (closed); **17th-18th September:** Night Trial (closed); **25th September:** Rushmoor Sprint (co-promotion with H. & B. C.C., closed); **23rd October:** Tarrant, Rushton or alternative venue, sprint (closed invitation); **19th-20th October:** Night Trial (closed invitation); **18th December:** Trial (closed invitation).



### OPERATION ICICLE

A MARSHAL disguised in spectral robes as The Spirit of Christmas Past or something similar, and a sprint against the stop-watch on a ladies' bicycle-and-sidecar gave the Caernarvonshire and Anglesey M.C.'s annual "Operation Icicle" on 26th December a festive atmosphere, but it was a serious enough miniature rally for all that. Unusual features were a lower average for drivers without navigators and "drivers with inexperienced lady passengers", as the regs. nicely put it, and symbols which were located by the route card, but only by height points and contour lines.

Marks were being lost rapidly within five miles of the start, and the steep Llanberis Pass was not conducive to making up time before the secret check at the summit, where David Lloyd and Iain Campbell-Blair conducted the secondary, cycling event in a biting wind, bringing forth the odd comment about "Operation Bicycle". Sad though it seemed to the organizers, W. H. Blunt and Harold Turner, there were no icicles and not even a spot of snow, but at the restart test, in a forestry plantation near Bettws-y-Coed, there were plenty of deep ruts and thick mud, which put "modern tinware" at a distinct disadvantage.

Fun and frolics in the Conway Valley followed, and there became evident another ironic twist provided by Blunt and Co.: dummy symbols down much-frequented wrong turnings, bearing the legend "Clot".

A surprising variety of vehicles wandered miles off course and negotiated 200 yards of deep, wet stream-bed near Eglwysbach. None of the cars had clean sheets at the Sychnant Pass Control, but there was, in fact, only one retirement—Llew Jones's Daimler, which blew a gasket. One more sticky bit followed—the ancient coach road between Aber and the finish at Llanllechid, and here, as at Bettws-y-Coed, David Cooke found his Austin-Healey too wide and too low for comfort. W. Staunton (3-litre Bentley) and J. Hood (Standard) showed considerable tenacity by finishing the course—four hours late.

#### Results

**President's Trophy and Replica:** D. Mills (Renault 750), 2 marks lost.

**Navigator's Award:** W. M. Matthews.

**First Class:** H. Williams/J. McPhie (Riley 1½), 63; W. N. Owen/J. Hughes (Ford 8), 86.

**Second Class:** A. McDermid (no navigator) (Morris Minor), 94; J. D. Williams/M. Mylchreest (Hillman Minx), 98; R. D. McNair/N. P. Matthews (Morris Minor), 105.

**Fastest Restart:** W. Staunton (Vintage Bentley).

★  
EEK! A forest of frightened poles prepares to take cover as Heath's Morris Minor heads in their direction during the "Monte" test in the Bugatti O.C. Winter Rally.

### COMING ATTRACTIONS

**January 7th/8th. M.C.C. Exeter Trial.** Start, 10 p.m. (7th), *Wheatsheaf Hotel, Virginia Water; Guildhall Car Park, Launceston; Queen & Castle Hotel, Kenilworth.* Finish from 2.30 p.m. (8th), *Grand Hotel, Bournemouth.*

**January 8th. Auckland G.P. (R) New Zealand.**  
*Irish M.R.C. Winter Rally.* Start, *Clonskeagh, 2 p.m.*

**January 8th/9th. Vintage S.C.C. Measham Rally.** Start 10.30 p.m. (8th), *Longmynd Hotel, Church Stretton, Salop.*

**January 9th. Bolton-le-Moors C.C. Standard Car Trial.**

*North Midland M.C. Standard Car Trial.*

### HEREFORDSHIRE M.C. OCCASION

THE Annual Dinner, Dance and Prize Presentation of the Herefordshire Motor Club took place at the Green Dragon Hotel, Hereford, on 17th December, and was attended by about 100 members and their friends. The principal Guests of Honour were the Viscount Hereford, the Right Worshipful the Mayor of Hereford, Councillor T. W. Grimmer, and his daughter, His Worship the Mayor of Leominster, Councillor Frank H. Dale, and Mrs. Dale, and the President of the Club, Ald. A. E. Farr, J.P., and Mrs. Farr. Other guests invited who could not attend included Mr. Reg. Mayall, Mr. Butcher, sen. (of James Fryer, Ltd.), and Mr. Williams, of Shobdon, all of whom have rendered much valuable help to the Club in the past.

#### Awards Winners

**Leominster Trophy** (best all-round performance during year): J. R. W. Thomas (Hon. Secretary). **Peter Walker Trophy** (next best performance during year): J. J. Bott. **Navigators' Trophy:** J. R. W. Thomas. **Tyro Cup:** Mrs. G. Appleton. **Ald. A. E. Farr Cup** (for third best in Leominster Trophy Contest): J. P. Taylor. **Mintex Trophy** (for best performance in Little Rally): W. H. Morgan.

**Little Rally: Class 1:** R. M. Jones. **Class 2:** C. J. F. Paul. **Class 3:** R. A. G. Foster. **Class 4:** J. J. Bott.

**Gymkhana: Class 1 (Open):** 1, B. Butcher; 2, M. W. Hands; 3, R. M. E. Mayall. **Class 2 (Closed):** 1, J. P. Taylor; 2, K. Pestans; 3, T. C. James.

**Rallye Photographique: Outright Winner** and 1 (Closed Class), J. R. W. Thomas; 1 (Open Class), Mrs. Evans.

**February Road Trial:** 1, D. J. Parsons; 2, A. E. Bengry; 3, J. P. Taylor.

**January Jaunt:** 1, A. E. Bengry; 2, J. J. Bott; 3, R. M. E. Mayall.

**200 Mile Night Rally: Javelin Rose Bowl and Replica:** J. J. Bott. **Open Class:** 1, H. E. Rumsey; 2, D. J. Parsons; 3, A. L. Yarranton. **Closed Class:** 1, Dr. C. W. F. McKeen; 2, A. E. Bengry; 3, D. S. Edwards. **Best Navigator:** J. R. W. Thomas. **Mixed Crew Award:** Miss P. Moore and Mr. Moore. **Team Award:** E. J. Read, J. J. Bott and A. L. Yarranton.

**Silver Stars** awarded to highest placings in Leominster Trophy markings: Mrs. G. Appleton, Mrs. P. Moon, Mrs. R. Taylor, Mr. J. R. W. Thomas, Mr. J. J. Bott, Mr. J. P. Taylor, Mr. R. M. E. Mayall, Mr. J. D. Moon, Mr. H. E. Rumsey, Mr. O. P. Felton, Mr. E. W. Lindsay Jones.

### NORTH LONDON ENTHUSIASTS' C.C.

#### CHRISTMAS RUN

19th December

**First Class Awards:** K. G. Jones (Morris Minor), 5 marks lost; A. C. Hobbs (Bedford), 11; A. E. Chipp (Ford), 14.

**Second Class Awards:** J. W. Whittington (M.G. 1½ saloon), 19; S. L. Pipe (Ford), 19; A. F. Rivers Fletcher (Armstrong-Siddeley), 21.

#### CLUB FIXTURES

**Cornwall Vintage C.C.—Meeting,** 7th January, Pheasant Inn, Newlyn East, 8 p.m.

**North London Enthusiasts' C.C.—Annual dinner,** 7th January, Hendon Hall Hotel, London, N.W.4, 6.30 for 7 p.m.

**Cambridge '50 C.C.—Meeting,** 7th January, Ancient Shepherds, Fenditton, Nr. Cambridge.

**North London M.C.—Meeting,** 7th January, Cat Inn, Cat Hill, East Barnet, Herts.

**Mid-Surrey A.C.—Meeting,** 7th January, Queen Adelaide, Kingston Road, Ewell.

**Renault O.C.—Annual dinner/dance,** 8th January, Rembrandt Hotel, London, S.W.7.

**Northampton & D.C.C.—Children's party,** 9th January, Wedgewood Chambers, 3.30 p.m.; 11th January, Queen Eleanor Hotel, 8 p.m.

**Bentley D.C.—Meetings:** 10th January, Bell Inn, Outwood, Nr. Redhill, Surrey; 11th January, Angel Hotel, Cardiff; 12th January, Kings Head, Old Bexley, Kent; 13th January, Corner House, Canons Park, Edgware, Middx, and the George, Amesbury, Wilts.

**Sussex C. & M.C.C.—Film show,** 11th January.

**Lea-Francis O.C.—Meeting,** 11th January, The Albert, Kingston Hill, Surrey.

**Lagonda Club (Northern)—Meeting,** 11th January, Roe Cross Hotel, Mottram.

**Chiltern C.C.—Film show,** 11th January, Bell House Hotel, Oxford Road, Beaconsfield, 8 p.m.

**Allard O.C.—B.R.M. film show,** 11th January, Abbey Hotel, North Circular Road, Neasden, London, N.W.10, 7.30 p.m.

**Liverpool M.C.—Meeting,** 12th January, Childwall Abbey Hotel, Liverpool.

**Ulster A.C.—Film show,** 12th January.

**Alvis Register—Meetings:** 12th January, Horse and Groom, St. Georges Road, Bristol; Hare and Hounds, Wyke Green, Osterley, Middlesex.

**Caernarvonshire & Anglesey M.C.—Annual dinner and presentations,** 12th January, Royal Victoria Hotel, Llanberis, 6.30 for 7 p.m.

**Malden & D.M.C.—Annual dinner,** 12th January, Casino Hotel, Hampton Court, 7.30 p.m.

**B.A.R.C., Yorkshire Centre—Film show,** 13th January, Liberal Club, Hough Lane, Bramley, Leeds, 13, 7.30 p.m.

**Vintage S.C.C.—Meetings:** 13th January, Red Lion, Church Street, Birmingham; Greyhound, Fenny Bridges, Devon; Wheatsheaf, Baslow, Derbys.; Bull Hotel, Wrotham, Kent; George Hotel, Amesbury, Wilts.

**Sunbac—Meeting,** 13th January, Mason's Arms, Solihull.

**750 M.C.—Meetings:** 13th January, Red Lion Hotel, Knowle, Warwick; 10th January, Saddler's Arms, New Yatt, Nr. Witney, Oxon; 11th January, Railway Inn, Patchway, Bristol.

**West Hants & Dorset C.C.—Meeting,** 13th January, Westbourne Hotel, Bournemouth.

**Surrey Sporting M.C.—Meeting,** 13th January, Warwick Hotel, Redhill.

**Berkhamsted M.C. & C.C.—Film show,** 13th January, Kings Arms, Berkhamsted, 7.30 p.m.

## BOXING DAY IN EIRE

Another Young Victory Towards the Hewison

ALTHOUGH entries for the Irish Boxing Day trial are normally the highest of the season, no fewer than 40 cars turned out for this year's event run by the Leinster M.C., which started from Phoenix Park at lunch-time on 27th December. As usual, wives and families came too, with packets of sandwiches, flasks of tea and (let it be whispered) sometimes bottles of stronger stuff.

Harold Johnson turned up with his Lancia Special again revamped, and now owing rather more to Abingdon than Turin; Redmond Gallagher was at the wheel of a Morris Minor; Cecil Vard tried an Anglia for a change, and at the last moment Torry Large decided to enter his magnificently preserved 1928 Rolls-Royce 20 Cabriolet, which, although it acquitted itself surprisingly well, gave the impression that it would be far happier driving a dowager duchess at a stately pace round the potted palms of Torquay. For the rest, the specials class was well supported, Volkswagen dominated the saloons and it was particularly noticeable how the popularity of the M.G. for this kind of event has waned almost to the point of extinction.

With Jack O'Donoghue most unseasonably and unluckily on the sick list over Christmas, your reporter found himself on a busman's holiday, covering the event from the large Rolls, into which had also been packed Anita Newell and her navigator, the well-known M.G. J2 having developed exhaust troubles within yards of leaving the starting line.

Bearing in mind that the well-seasoned trials driver now knows the Wicklow Mountains probably better than his own back garden, almost certainly giving him an advantage over the less well-versed competitors that might be expected in the Boxing Day outing, the organizers plotted a 60-mile route through the lanes west of the city where a trial has seldom if ever been before, making a map and good navigation essential for every car. The route lay through Maynooth Donadea, Edenderry and Rathangan, past the Curragh racecourse (the one for horses!) and encircling the Curragh itself to end on the southern side at the Jockey Hall Hotel.

On the way were seven tests, all of

them of the road-junction, round-the-pylon variety, this being a Hewison Trophy trial. None were particularly notable, although they were certainly as ingenious as this type of test allows, especially No. 5 in the quarry at Donnelly's Hollow, where three closely placed pylons had to be encircled twice each in reverse. On the other hand, their being simple, well-laid out and properly described on the route card, led to each competitor being able to do each test easily, no matter what car he was driving, without ground for complaint or protest. There was, however, cause for a certain amount of argument afterwards, when one or two country competitors complained that some names on the route card were not mentioned on the map. They were quite right, but they were using an older edition of the beloved Sheet 16 than the one from which the trial was laid out, and it now seems that in future the onus must be placed on trials organizers to make sure that points on the route card are indeed named on all versions of the map likely to be in use, or to state in the regulations the date of the revision of the map they use in plotting the route.

Reviewed as a whole, the trial was an extremely pleasant way of spending Boxing Day in spite of the cold and drizzle, and although ultimate victory went to an old and well-practised hand, Bill Young, who certainly looks as though he is going to remove the Hewison Trophy from Kevin Murray's house at Sligo, where it must almost have taken root by now, everyone was able to "have a go" in fair competition, in spite of the fact that three well-known Volkswagen pilots walked away easily with the saloon class, as has been their custom all season.

MAXWELL BOYD.

### Results

**Premier Award:** A. L. Young (Dellow), 211.6 marks.

**Specials Class:** 1, A. L. Young (Dellow), 211.6 marks; 2, J. Wolfe (Dellow), 216.8; 3, S. P. Baker (Ford Spl.), 222.9. **Sports Car Class:** 1, R. Laird (Triumph TR2), 220.3; 2, F. Bigger (Triumph TR2), 228.3; 3, J. Bewley (M.G. TD), 239.4. **Saloon Class:** 1, P. Hopkirk (VW), 221.8; 2, J. D. O'Leary (VW), 228.8; 3, G. Ryan (VW), 231.4. **Novice's Award:** Not decided. **Ladies' Award:** Miss E. Ingram (M.G. TD).

## NORTHERN NOTES

by Wilson Rogers



BEST northerner Johnnie Broadhead is quite happy with his Cuth Harrison-built trials job, but this does not prevent him awaiting anxiously the delivery of his D-type Jaguar. Incidentally, his Cotton is now in the south of England.

NEW cars and names in the trials world: Dick Habershon (ex-Delage dicer and Castrol film man) is sporting a Ford Special; Gordon Gartside uses a Dagenham production with a fibreglass body.

John Lilley, who some few short months ago married a charming French girl, has already aired his twin-J.A.P. Special in the Championship. Of feathery lightness, it is designed to drive through the single main frame tube.

MIKE WILSON has a store of libellous songs which entertain on many a trials hill. They cannot be printed, but the Noël Coward-like satire is worth hearing.

THE enjoyable North v. Midlands driving tests at Blackpool have given rise to the thought that other areas might be represented for a National event. These tests seem to be the answer for many who want competition without undue expense, therefore their further development may well be expected.

THE Chester Motor Club have a shed, and members are hoping to get the tools shortly to make an amateur tuning establishment for racing clubmen. Both two-wheelers and sports-racing cars will be catered for.

The club will not be attempting to play with the Lady Mary Grosvenor Alta which was offered to them. All things considered, this very magnanimous offer had to be turned down.

THE Hon. Edward Greenall has sold most of his racing stuff and has only a double-knocker Norton engine left.

While running a hardtop XK 120, he is thinking in terms of a Formula 2 Cooper-Bristol or perhaps a sports car for the 1955 season.

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#### ALLARD

**1949** (May) ALLARD drophead coupé, type M, condition good. Deferred terms can be arranged. £325.—E. Allman & Co., Ltd., 115 The Hornet, Chichester, Sussex. Phone 2293.

**1948** ALLARD. Black with red upholstery, 4-seater tourer, hood and sidescrims, well shod, good condition throughout, £265.—Underwood-Rusling (Sports Cars) Ltd., 28 Queensberry Road, Kettering. Phone 3351.

#### ALVIS

**1939** ALVIS Speed 25 sports saloon, very good mechanically, a cheap car at £265.—Central Garage, Fell Road, Croydon. Tel.: Croydon 7464.

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**1928** AUSTIN Swallow, '32 engine, mechanical condition good, rough body. Requires some work to make runner. £20.—Cramp, Brookfield House, Shepshed, Leics.

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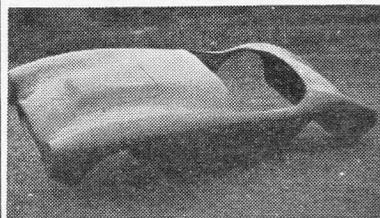
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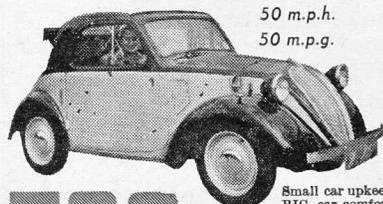
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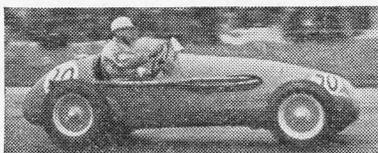
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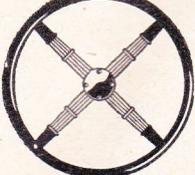
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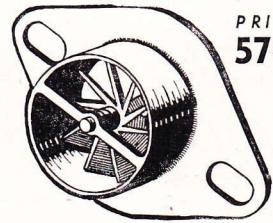
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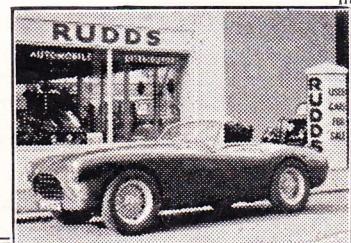
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