

MONTE CARLO RALLY—FIRST STAGES

AUTOSPORT

JANUARY 21, 1955

1/6

EVERY FRIDAY
Vol. 10 No. 3

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

THE ARGENTINE GRAND PRIX : SEASONAL SURVEY PART III—SPORTS CAR RACING
ROAD TEST OF THE DAIMLER CENTURY : THE J.A.G. TUBULAR CHASSIS DESCRIBED
JOHN BOLSTER • ALAN BRUCE • W. A. McMASTER • WILSON ROGERS

80% LESS ENGINE WEAR

with new **BP Special Energol**
up to 12% lower petrol consumption

an entirely new motor oil — 'VISCO-STATIC'

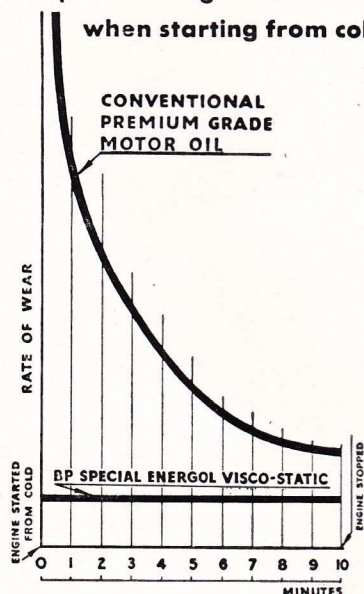
Doubles the life of your engine

THIS 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.

See how
BP Special Energol saves wear
when starting from cold



In this graph the upper curve is the result of tests with conventional premium grade oils. The height of the line is the amount of wear occurring at any instant. Notice the very high rate of wear immediately after starting and how this reduces gradually as the engine warms up.

Now see the lower line which is the rate of wear with BP Special Energol. Notice how it remains at the same low level all the time and even after some minutes running is still substantially lower than with conventional oils.

'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.



SPECIAL ENERGOL 'VISCO-STATIC' MOTOR OIL IS A PRODUCT OF THE BRITISH PETROLEUM COMPANY LIMITED

'Visco-static' is a trade-mark of The British Petroleum Company Limited

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Vol. 10 No. 3

January 21, 1955

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CONTENTS

	Page
Pit and Paddock	66
Sports-News	67
Argentine Grand Prix	68
Grand Prix of New Zealand	69
John Bolster Tests The Daimler Century	70
Seasonal Survey, Part III—Sports Car Racing	72
1954 Sports Car Race Results	77
Correspondence	79
"They're Off"—the Monte Carlo Rally begins	80
Ulster Gossip	83
German Newsletter	84
What's Cooking at Winkfield	86
News from the Clubs	90
Vintage Measham No. VI	91

NOTICES

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EDITORIAL

COLD !

THE British runners in the 1955 Monte Carlo Rally certainly encountered severe road conditions on their "opening lap" drive from Glasgow to Dover; ice, snow, sleet and fog were also experienced by starters from other points in Northern Europe. In short, "The Monte" this year is fully living up to its old tradition as one of the toughest of all winter motoring events. That Lisbon, Athens and Palermo starters, in contrast, have enjoyed mild conditions so far is but the luck of the game. "It's a gamble," said Maurice Gatsonides, 1953 winner in a Ford Zephyr, and a gamble indeed it is.

What lies before competitors as they traverse Western Europe remains to be seen. Snow, ice, rain and floods have variously been promised them, and if the first two items do indeed feature further in the weather programme, then at least the 93 crews who started from Glasgow will have had several hundred miles of first-hand experience already behind them. With so many highly competent drivers from different countries taking part, and such variation in climatic conditions, to attempt any prediction of the winner is fruitless—indeed impossible. But that, of course, contributes to the unique charm of the Monte Carlo Rally. We can but evince the hope, once again, that the winning car will carry G.B. plates.

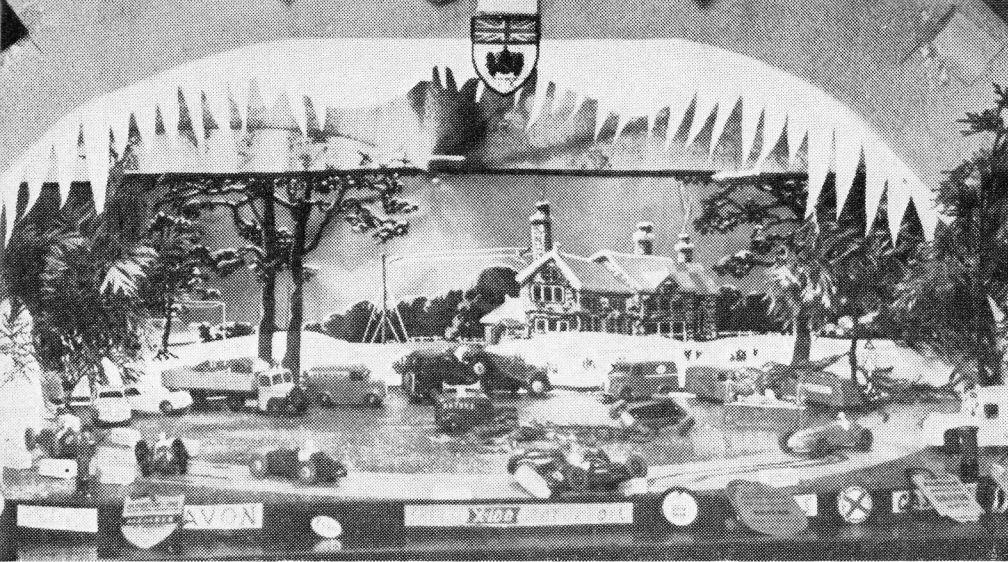
. . . . HOT!

FANTASTIC contrast to the icy conditions at some sections of the Monte Carlo Rally route came in last Sunday's Argentine G.P. Run during a heatwave so stifling and oppressive that, at one time or other, it prostrated the majority of the competing drivers, the race ended in a bewildering confusion of exhausted drivers in each other's cars. Three facts, however, stand out from the muddle: Juan Manuel Fangio's incontestable mastery of motor racing is equalled by his remarkable physical endurance; Mercedes-Benz have opened 1955 with another Grand Prix victory at the expense of Ferrari, Lancia, Maserati and Gordini, albeit under exceptional circumstances; and new team member Stirling Moss has fully justified his selection as a Mercedes driver.

The British driver was occupying second place when compelled to stop with fuel starvation, and it certainly wasn't his fault that over-zealous first-aid men should treat the trouble by a generous application of ice to his forehead! He finally finished fourth, sharing with Hans Herrmann and Karl Kling. Another chance may come the British driver's way in the Buenos Aires *Formule Libre* G.P. on 30th January, when the German team are running their cars again, but this time fitted with 3-litre engines.

OUR COVER PICTURE

REAL "MONTE WEATHER": For the first time for several years, competitors starting from Glasgow in the Monte Carlo Rally found classic winter motoring conditions right from the beginning of their 2,000-mile journey to the Mediterranean. Amid the snowscape that is Fenwick Moor, G. R. Holt's M.G. Magnette is seen leading a Mark VII Jaguar, soon after leaving Glasgow.



THE RIGHT SPIRIT in any pub.: Novel Christmas counter dressing at the Maybush Inn, Newbridge, Berks, where all motor racing enthusiasts are welcome. This miniature race scene features drifts, prangs, ambulances—the lot!

PAT ATKINSON is to have a new trials car, built by Michael Cannon, to replace his own "one-off" model.

ANOTHER halfpenny went on petrol prices as from 15th January. Reason: hardening tanker freight rates and general increase in world fuel costs.

CLEMENTE BIONDETTI, veteran Italian driver and three times winner of the Mille Miglia, is seriously ill in a hospital at San Giovanni.

MICHAEL HEAD'S white C-type Jaguar, winner of several Scandinavian sports car events this past season or two, is yielding place in his garage to a new D-type.

BERWYN BAXTER is to race a sports Kieft in place of last year's C-type Jaguar. Chris Summers has sold his single-cam Norton-engined Kieft, and is also considering sports car racing.

G. ALAN ROBERTS, formerly London Publicity officer of the David Brown Companies, has joined the Daimler and Lancheater Companies as Publicity Manager.

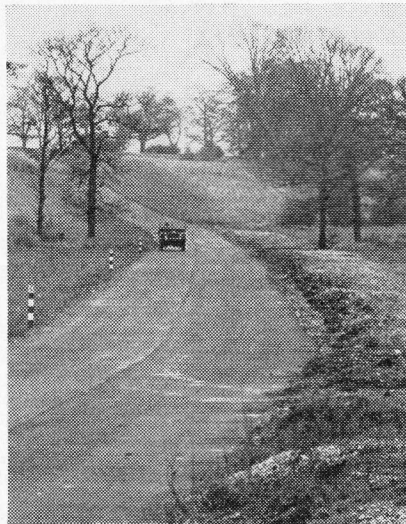
WAYNE V. MYERS CO., LTD., are giving a Redex Cup to the highest placed Redex user in the Monte Carlo Rally. Should the winner also be outright Rally victor, he gets an extra £25 cash award. A second cup goes to best fully Redexed English entry.

THE engagement has been announced of Miss Yvonne Flather, eldest daughter of Denis G. Flather, prominent B.T.D.A. official and trials competitor, and Mr. Geoffrey Batchelor, eldest son of Lt.-Col. M. W. Batchelor, chairman of Batchelor's Peas, Ltd.

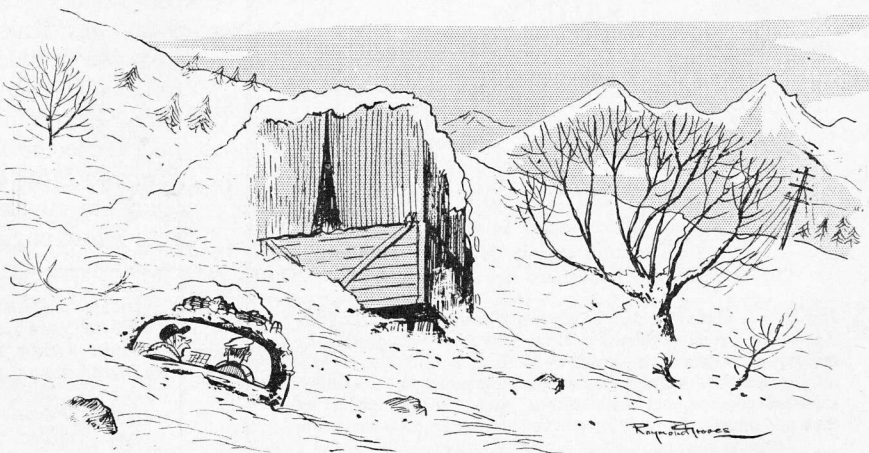
KEN WHARTON won a novelty prize at a recent Press Ball in Birmingham—a course of tuition at a well-known motoring school, we are told by that bright bulletin issued by Britains' Garage of Brighton. Ken apologetically returned his prize, saying commitments denied him the time to make use of the course.

JOHN BENTLEY hopes to drive his recently ordered 1,100 c.c. Abarth sports in the Sebring 12 Hours race in March. Car has the TV Fiat engine, modified by Giannini to give 70 b.h.p. His co-driver may turn out to be Valenzano, who shared second place last year in a Lancia with Porfirio Rubirosa.

Pit and Paddock



ROVER ROAD: A glimpse of an uphill section of the new private circuit near Solihull, built by the Rover Company for testing purposes. Inviting for racing, isn't it!



"I said that 'super camion-blasters' would start an avalanche!"

AUTOSPORT, JANUARY 21, 1955

BILL BLACK is teaming up with Jack Sears to race a Lister-Bristol this coming season.

SOUTH AFRICAN motor-cycle speed record holder Vic Proctor has ordered a Formula 3 Kieft; into it he will fit the engine from his Vincent "Lightning" motor-cycle.

AMERICAN lady driver Isabelle Haskell's entry for the Sebring 12 Hours was rejected by the A.A.A. contest board. They don't allow women drivers in major races, but Isabelle, protesting that no such rule holds in Europe, will try again.

BELGIAN racing drivers Johnny Claes, Paul Frère, André Pilette, Jacques Swaters and Roger Laurent have decided to team up for the 1955 season, as the Ecurie Belgique, with H.Q. at Brussels.

STEVE LANCEFIELD is to tune the double-knocker Norton engines for the official Cooper works team car, which will be driven by Jim Russell and Ivor Bueb. Other Lancefield adherents this season include D. Taylor (Mk. 9), Don Truman and Eric Fenning (Staride).

PETER WHITEHEAD'S and Tony Gaze's type 750S-engined G.P. Ferraris are booked for three further races after the New Zealand G.P.—one in Australia, two in South Africa. They hope for a wider range of rear axle gears from Italy in time for these events.

LATE NEWS ON THE MONTE CARLO RALLY

Tuesday, 18th January.

AS we go to press, news reaches us that weather conditions in Holland and Germany are particularly bad. Starters from Hamburg encountered severe snowstorms and black ice, and are having difficulty in maintaining schedules. Competitors from Lisbon met no difficulties as far as San Sebastian, but are running into heavy rain.

Monte Carlo starters so far report no setbacks, while cars from Athens have successfully reached Belgrade, anticipated delays through a damaged bridge at Macedonia proving unfounded. Ice in much of Northern France is expected, and Glasgow contingents heading for Liège from Boulogne found roads in slippery condition.

A full report of the Monte Carlo Rally will be published in next week's issue of "Autosport".

SPORTS-NEWS

NEW BRITISH "1,100"

Now being fitted with bodywork down at Byfleet is a promising new "1,100" chassis, built by Bernie Rodgers at Francis Beart's establishment. The design is built around a four-cylinder o.h.c. Coventry Climax engine; rear axle is of de Dion type, and the whole machine, when completed, should prove remarkably light. It will be driven by Stuart Lewis-Evans in several British and Continental sports car races.

SPORTS KIEFTS FOR EUROPE

ENCOURAGED by their successes in being the only British marque to secure two International Class wins in World Sports Car Championship events last year, Kieft Cars, Ltd., of Wolverhampton, propose to apply for entries for a three-car team to take part in every European sports car event qualifying for the 1955 Championship.

One car will be a Coventry-Climax-engined "1,100", one a Turner fuel-injection-engined "1,500", and the third will probably be powered by an engine of Kieft design and manufacture. Drivers already provisionally nominated for the T.T., and for whom Le Mans entries have been applied for, are Alan Rippon/Georges Trouis (1,100 c.c.), Berwyn Baxter/John Deeley (1,500 c.c.) and Don Parker/Paul Emery in the new all-Kieft design.

The concern are at present building a second four-o.h.c. flat-four 1½-litre engine, which will be fuel injection-

★

CRESTA? No, Willys. This 1955 Custom sedan from the recently announced Kaiser-Willys range bears a marked, but purely coincidental, similarity in frontal treatment to Vauxhall's latest model.



B.R.S.C.C. EXPANSION

THE British Racing and Sports Car Club have founded a centre in the North-West of England. At an inaugural meeting, held on 7th January, John Ellison was elected chairman and A. E. Grimes honorary secretary.

The centre, which has nearly 400 members, is based on the Oulton Park, Cheshire, motor racing circuit. A major part of its activities will be to train a corps of race marshals and to improve facilities.

The parent club have extended, for five years, their agreement with Brands Hatch Circuit, Ltd., whereby the club will continue as principal organizers of motor race meetings at the Kent track.

Under the terms of the agreement the B.R.S.C.C. will promote at least 30

motor race meetings—six a year—between now and 1959.

Arrangements for lengthening the circuit at Brands Hatch are proceeding satisfactorily and a large new grandstand is shortly to be erected.

* * *

WITH reference to the illustration showing modifications to a piston crown in Mr. Robin Jackson's article "Development of a Cylinder Head" (last week's issue); no originality for this modification is claimed by the author, as it was first made in September, 1951, by Ray Petty and Phil Kettle, of Francis Beart's staff at Byfleet, and contributed to the successes of Stirling Moss and John Cooper in many International Formula 3 races.

* * *

THE Standard works quartet of 10 h.p. saloons competing in the Monte Carlo Rally are fitted with special twin S.U. carburettor conversion sets and exhaust manifolds; these are the product of George Boyle Sports Cars, Ltd., of Park Gate Road, Great Mollington, near Chester, and are available to the public to suit both Standard 8s and 10s. George Boyle has been associated with Peter Bell and Ken Wharton in the preparation of their cars for the past seven years.

* * *

PRESSURE on space compels the holding-over of our feature "Portrait Gallery" from this week's issue.



WHEELS will be worn smaller—or so it would seem from this picture from Alfa Romeo, showing a row of Giulietta bodies lined up on trolleys. Production of this fine little car is now well under way.

equipped. This unit is also being developed for high compression use to run on alcohol, in case a 1½-litre Formula 2 comes into being. Another Kieft engine under construction is a water-cooled twin o.h.c. "in-line" of 79.1 mm. x 76.2 mm. bore and stroke.

The Formula 1 G.P. Kieft (illustrated in AUTOSPORT's publication "High Performance Cars of 1954") is complete save for the Coventry-Climax V8 power unit. This, when released, can be quickly installed, so that the Kieft could enter the G.P. field within a matter of weeks.



FOR PRESIDENT PERON: This "one-off" Boano-bodied Alfa Romeo with 3,500 c.c. "Disco Volante"-type chassis, has been built for the President of the Argentine Republic.



Argentine Inferno

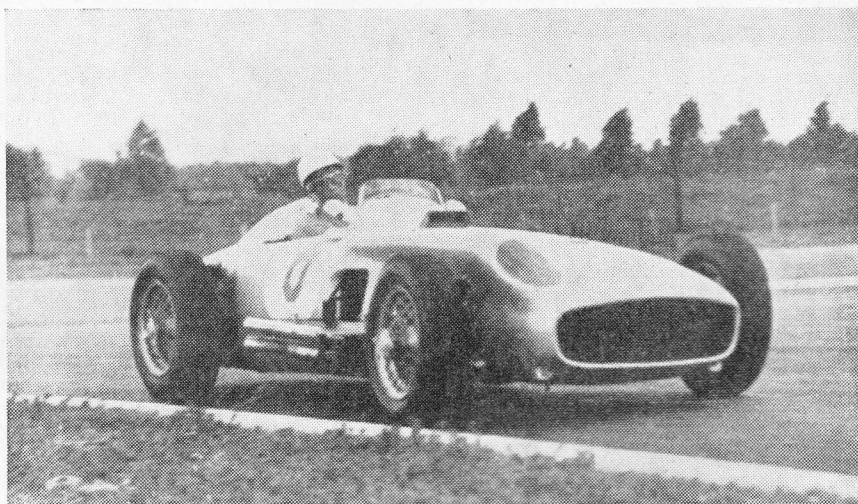
First 1955 Formula 1 G.P. Takes Place in Fierce Heatwave—Fangio (Mercedes-Benz) the Victor

INTENSE heat, topping 104 degrees F., turned the sun-drenched arena of the "Ottobre 17" circuit at Buenos Aires into a furnace last Sunday, when the three hours G.P. of Argentina, first round in the 1955 World Drivers' Championship, was run before a crowd of over 250,000 spectators. Amongst them was President Peron.

Ferrari, Lancia, Maserati, Mercedes-Benz and Gordini all had teams present, but the race soon became no test of tactics and skill, but of sheer physical endurance, for the heat repeatedly sent drivers to their pits for relief, and cars were being handled, in turn, by as many as three drivers, with the resultant apparent anomaly that Farina and Trintignant figure in both second and third places with Ferraris, and Herrmann, Moss and Kling share fourth—a future puzzler for the official Championship scorers!

But the day's greatest hero, once again, was that great champion Juan Fangio, whose powers of resistance to his homeland's heat were shared only by that other Argentinian, Roberto Mieres. These two drivers, of the 20 who took part in the G.P., drove their cars alone from start to finish, Fangio winning, Mieres finishing fifth. For the rest—those who remained in the race as it went gruellingly on—it was a mad getting in and out of cockpits, interspersed with blank periods as they lay, inert, in the shade of pit counters and were plied with stimulants.

Preliminary practice and race bulletins are confusing, but despite sundry newspaper accounts, it seems that Gonzalez in the latest Ferrari effected the fastest training lap in 1 min. 43.1 secs.; next best were Ascari (Lancia) and Fangio (Mercedes) in 1 min. 43.6 secs. and Behra (Maserati) in 1 min. 43.8 secs. In the race, Fangio and Gonzalez initially became embroiled in a duel. Villorosi and Ascari in the Lancias retired, the latter when leading. Menditeguy (Maserati) and Birger (Gordini) became entangled on lap 2, and Behra, close



behind, contacted the Gordini and suffered a damaged fuel tank. Karl Kling's Mercedes also retired and Stirling Moss, when running second, apparently ran out of fuel on the course, and on climbing from his car was whisked protestingly into an ambulance for sunstroke treatment! An interpreter finally clearing the business up, he returned to the pits, to take over Herrmann's car, eventually sharing fourth place with that driver and Karl Kling.

The struggle between Gonzalez and Fangio ended just after the first hour, when the former, badly affected by the sickening heat and fumes, stopped at his pit and staggered from his Ferrari. Fangio drew in for refreshment a few laps later, letting Schell and Mieres (Maserati) and Farina (Ferrari) past, but the Champion speedily resumed racing, and had retaken the lead before half-distance, never again to lose it.

Castellotti (Lancia) and Bayol (Gordini) were amongst other retirements; several of the cars suffered repeated vapour locks in their fuel lines, due to the intense heat. The wild enthusiasm with which the crowd acclaimed Fangio as he came in after his win was indeed deserved.

Provisional Results

1, J. M. Fangio (Mercedes-Benz), 96 laps, 171.26 miles, in 3 hrs. 0 mins. 38.6 secs.; 2, Gonzalez/Farina/Trintignant (Ferrari), 3 hrs. 2 mins. 8.2 secs.; 3, Farina/Trintignant/Maglioli (Ferrari), 94 laps; 4, Herrmann/Kling/Moss (Mercedes-Benz), 94 laps; 5, R. Mieres (Maserati), 91 laps; 6, Schell/Behra (Maserati), 88 laps; 7, Musso/Mantovani (Maserati), 83 laps.

Fastest lap: Fangio, 1 min. 48.3 secs.

GERMAN WINTER RALLY

THE German three-day Winter Rally of the A.D.A.C., run under dry but icy road conditions, resulted in many unpenalized finishers. German teams dominated, the works Porsche driver Nathan, Gutbrod (BMW), Erner (Renault), Levy (Volkswagen), Lautmann (Taunus) and Gerdun (Mercedes) being amongst class winners.

STIRLING MOSS drove his first race for Mercedes-Benz at Buenos Aires. On the left, he is seen with his new colleagues before leaving Europe for Argentina. Neubauer, Kling and Herrmann are on his right.

(Below) The British driver practising on the "Ottobre 17" circuit with the latest G.P. Mercedes-Benz. General cleaning-up of the design is evident.

LE MANS APPLICATIONS

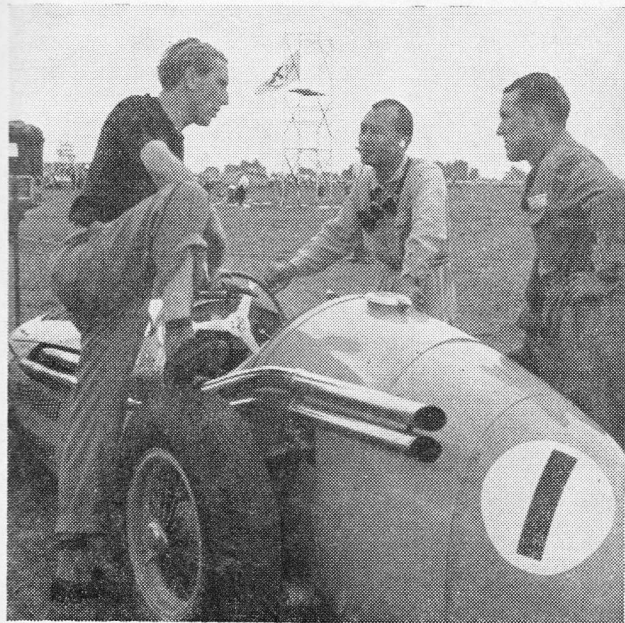
SIXTY-ONE applications to take part in the 1955 Le Mans 24 Hours race have already been received by the organizers, the A.C. de l'Ouest. Applicants include Ferrari for three cars of unspecified engine capacity, two V12, 4½-litre Lagondas, a Cooper-Jaguar, three Mercedes-Benz 300SLRs, four Gordinis (two 3-litres, one 2-litre, one 1½-litre), three Jaguars, two Aston Martins, two Arnotts, three Bristols, three M.G.s, four Maseratis (two 3-litres, two 1½-litres), a 3-litre Cunningham, a Frazer-Nash, two Lotuses and a Cooper, all three in the 1,100 c.c. class, and examples of Porsche, Panhard, Nardi, Stanguellini, etc.

Briggs Cunningham has also entered a single D-type Jaguar, Gatsonides and Becquart are down to drive a 3-litre Aston Martin, Ken McAlpine a 1½-litre Connaught, the Ecurie Francorchamps again nominate a Jaguar, and E. Fronteras has entered an Osca from America.

BMW'S WITH R.H.D.

THE type 501 2-litre six-cylinder, and type 502, 2.6-litre V8 BMW models will soon be available from the British concessionaires, A.F.N., Ltd., of London Road, Isleworth. Deliveries from Germany are expected to commence in approximately two months. Basic prices for r.h.d. versions will be £1,475 for the 501, and £2,175 for the 502 limousine.

Bira's Easy Win



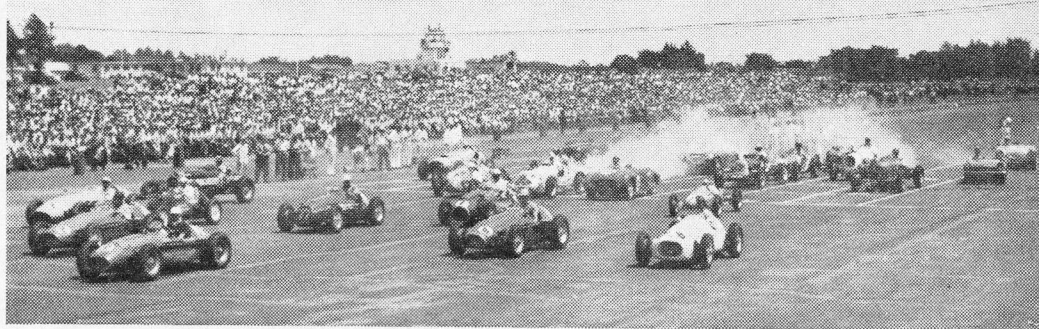
UNDER WAY:
(Above) The start of the G.P. at Ardmore airfield, Auckland. Already going ahead are Bira, Whitehead and Hunt; the white car to the right is J. Horton's H.W.M.

FIRST & FIFTH:
(Left) Reg Hunt, who drove a G.P. Maserati for the first time, chats with race winner Bira. The latter's race number proved appropriate.

ON Sunday, 9th January, 1955, Prince Birabongse of Siam, or "B. Bira" as he has been known in the motor racing world since 1935, enjoyed a return to those palmy pre-war days when he would lead a race from beginning to end in his impeccably driven, impeccably prepared E.R.A.s. He won the second New Zealand G.P. in his 1954 Formula 1 2½-litre Maserati without meeting a single challenger; he led from start to finish, averaging 78.75 m.p.h., some 6 m.p.h. faster than Stan Jones's Maybach Special in last year's event.

The most formidable of his opponents, Peter Whitehead of England and Tony Gaze of Australia, with their newly acquired G.P. type Ferraris fitted with 3-litre 750S sports engines, were hampered by unsuitable rear axle ratios, which limited their speed along the straights of the 2.1-mile Ardmore airfield circuit at Auckland, upon which the race was contested. Their fuel, moreover, was not of the most suitable type, while Gaze lost time with a pit stop to free a jammed throttle. The Maseratis and the two Ferraris made a race-long procession of it at the head of affairs, but the crowds who came out from Auckland to watch the race gained full entertainment value from the high-speed spectacle the leaders provided, and from the valiant efforts by those behind, driving slower cars. Popular hero was

AMALGAM of Formula 1 G.P. Ferrari and the highly successful 3-litre 750S Ferrari sports engine—the cars of Peter Whitehead (near pit counter) and Tony Gaze. Both suffered from incorrect rear axle ratios and unsuitable fuel—they ran on 100 octane aviation spirit.



Siamese Driver Leads New Zealand G.P. from Start to Finish

the Australian Jack Brabham, who never flagged in his efforts really to motor race in his 2-litre Cooper-Bristol single-seater, alias Redex Special. He finished fourth behind Bira, Whitehead and Gaze, less than 3 m.p.h. slower than the winner.

Reg Hunt, whom British and Continental F3 race followers have seen

performing well in a Mk. 8 Cooper, drove his new acquisition, a 1953 F2 2-litre-type Maserati, into fifth position, while the next finisher was New Zealander S. H. Jensen, whom we believe to be the racing motor-cyclist who has visited the Isle of Man for the T.T. races and who once won the Visitors' Cup, riding a Triumph. Jensen drove a 500 c.c. Cooper at Ardmore, his finishing position, despite mechanical trouble, a highly creditable one. He headed Zambucka's old 3-litre G.P. Maserati, George Palmer's Palmer Special and A. N. (Lex) Davison's H.W.M.-Jaguar. The latter had trouble and pushed his car home from the other side of the course. Ron Roycroft's old *monoposto* Alfa Romeo was forced out by trouble.

Bira's victory netted him sums totaling about £1,475 in prize and lap money—at £8 per lap, plus the New Zealand Motor Cup. Of the morning's preliminary heats Bira won the first from Gaze, while Peter Whitehead won the second. There have been no protests of the type which marred and confused the issue of last year's Auckland race.

Results

(100 laps of 2.1-mile Ardmore Circuit)

1, Bira (Maserati), 2 hrs. 40 mins. 12 secs., 78.75 m.p.h.; 2, P. N. Whitehead (Ferrari), 2 hrs. 40 mins. 35 secs.; 3, F. A. O. Gaze (Ferrari), 2 hrs. 41 mins. 38 secs.; 4, J. Brabham (Cooper-Bristol), 98 laps; 5, R. Hunt (Maserati), 97 laps; 6, S. H. Jensen (Cooper), 91 laps; 7, F. Zambucka (Maserati), 89 laps; 8, G. Palmer (Palmer Spl.), 88 laps; 9, A. N. Davison (H.W.M.-Jaguar), 88 laps; 10, R. Jensen (Triumph), 86 laps; 11, R. Cobden (Ferrari), 86 laps; 12, A. Stafford (Cooper), 85 laps; 13, P. Neill (Austin-Healey), 80 laps; 14, D. McDonagh (Thomas Mercury), 75 laps; 15, J. Horton (H.W.M.), 55 laps.

Nine cars retired.

Fastest lap: Bira/Whitehead, 1 min. 33 secs., 81.29 m.p.h.

Leonard Lord Trophy, for first New Zealand driver to finish: S. H. Jensen (Cooper).



PLEASING lines in the Daimler Century have come from a happy marriage of contemporary and traditional features. The fluted radiator top is retained.

THE well-known Daimler Conquest is a car of many virtues, but it is by no means a sporting vehicle. One was not, therefore, particularly excited when it was announced that a faster version, with increased engine power, was to be marketed. Then, the excellent performance of these machines in the Production Car Race at Silverstone put an entirely different complexion on the matter. Of course, some "hotting up" is allowed for this contest, but it proved that the cars are basically right.

The Century is a four-door saloon of ample size, with a large luggage boot. It has a conventional cruciform-braced frame, with independent front suspension and semi-elliptic springs for the hypoid rear axle. The only unusual feature is the employment of laminated torsion bars in front.

A 2½-litre six-cylinder engine, with pushrod-operated overhead valves and twin horizontal S.U. carburettors, is mounted very far forward in the chassis. It is in unit with the fluid flywheel and preselective gearbox that have been a feature of this make for so many years. The preselector lever is under the steering wheel to the right, and the gear change pedal occupies the "clutch" position under the left foot.

When one takes one's seat, one notices that the car is pleasantly appointed. The walnut dashboard and door trim, the plain circular instruments, the leather upholstery, are all typically British. One adjusts the seat and the length of the steering column, and finds oneself sitting comfortably and fairly high in a spacious car with good visibility.

It is not, I think, necessary to go into great detail about the Daimler transmission. It has been tried before by most drivers, some of whom will drive nothing else; others find it less rewarding, and prefer a conventional box. I am not going to take sides, except to say that the preselective arrangement demands a little more attention at first, which would probably become automatic during ownership.



JOHN BOLSTER TESTS THE

DAIMLER CENTURY

A 90 m.p.h. 2½-litre "quality" saloon with first-class brakes and excellent handling characteristics

The well-known epicyclic "wail" is now less prominent, and the box is no noisier than many synchromesh versions. Only when reversing is the traditional song emitted. In order to avoid too much "creep", the idling speed of the engine must be kept very low, and occasional stalling is, therefore, not unknown, especially if the unit is not really warm.

As this is a very substantially built car, one does not expect racing acceleration. Nevertheless, it gathers way quite rapidly, and will cruise effortlessly at anything up to 80 m.p.h. As regards the maximum speed, my first few runs were at around 88 m.p.h. After driving the Daimler hard in the acceleration tests, I had another go, and just managed to squeeze a genuine 90 m.p.h. from the willing engine. It would appear, therefore, that this is a car which goes better

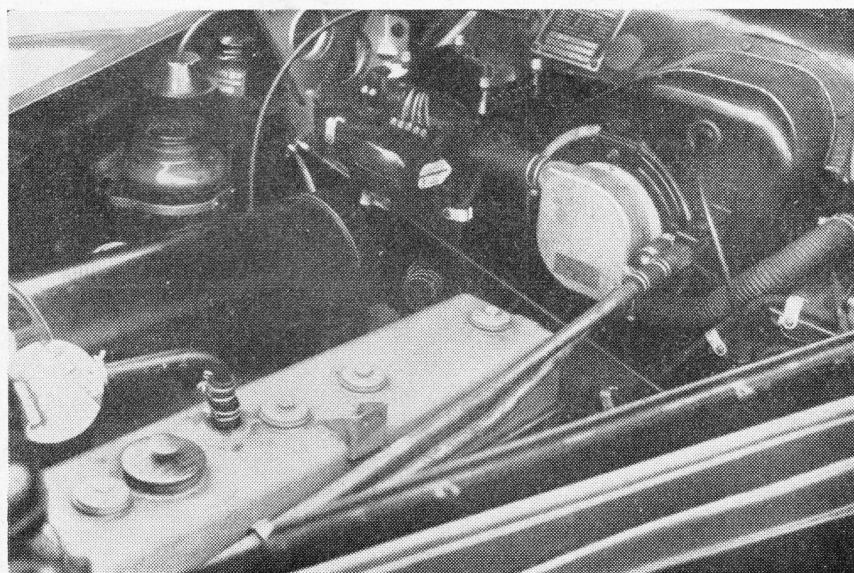
the harder it is driven. I would like to emphasize the fact that the speedometer was completely accurate, even at maximum speed.

It is in the roadholding department that the Century excels. The cornering, particularly on wet roads, is quite astonishingly good, and rather belies the sober appearance. The steering is light under all conditions, and the big, thin-rimmed wheel gives extremely accurate control. I would go so far as to say that this car handles a great deal better than some 120 m.p.h. sports models.

At medium speeds, the engine is especially smooth and quiet, the valve gear only becoming audible towards maximum revs. My particular car had just a suspicion of a propeller shaft vibration period at about 65 m.p.h., but this disappeared at the higher speeds. The riding comfort is first class, and the absence of rolling is rather uncanny when one considers that this is not a low car.

The brakes are worthy of great praise. They are very powerful but entirely progressive, so there is no fear of locking the wheels accidentally; nor is fading experienced. This must be one of the safest cars on the road, and high average speeds may be put up in ease and comfort.

For the sporting driver, the gear ratios are rather widely spaced. One feels, however, that the machine's principal appeal will be to the family man, who wants a high-class car with a little extra performance. For him, the present selection of gears is probably ideal, since second is low enough for all normal starts, whereafter third and top suffice. On the two-seater Roadster model, the



UNDER THE BONNET the 2½-litre o.h.v. six-cylinder engine is well hemmed-in by the auxiliaries, including screen-washer and heater.

much higher axle ratio of 3.73 to 1 is supplied, instead of the 4.56 to 1 of the saloon.

The Daimler Century is a medium-sized quality car which, by its superior roadholding, brakes, and riding comfort, justifies its higher price compared with its cheaper competitors. In increasing the power output of the engine, no extra noise or roughness has been introduced, and this is an exceptionally refined machine. It is well equipped, and has such details as a dimming switch for the panel lighting—a fitting which all cars should have but too few do. The wind-screen wipers effectively clean a notably large area of the screen, assisted by the jets from the washer. The heater is pleasantly effective, and the luggage boot is suitably capacious. This is, in fact, a well-appointed car.

One cannot help adding that, if ever Daimlers decide to build a super-speed model, they already have a chassis which is more than adequate for the purpose. I am sure that I would feel just as safe at 120 m.p.h. as at the 90 m.p.h. maximum which the present car permits.

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Daimler "Century" 4-door saloon, price £1,661 9s. 2d. (including P.T.).

Engine: Six cylinders, 76.2 mm. x 88.9 mm. (2,433 c.c.). Pushrod operated overhead valves. 100 b.h.p. at 4,400 r.p.m. 7.75 to 1 compression ratio. Twin S.U. carburettors. Lucas coil and distributor.

Transmission: Fluid flywheel and 4-speed pre-selective epicyclic gearbox, with quadrant control under steering wheel. Ratios 4.56, 6.71, 10.05, and 17.47 to 1. Hardy-Spicer open propeller shaft and hypoid rear axle.

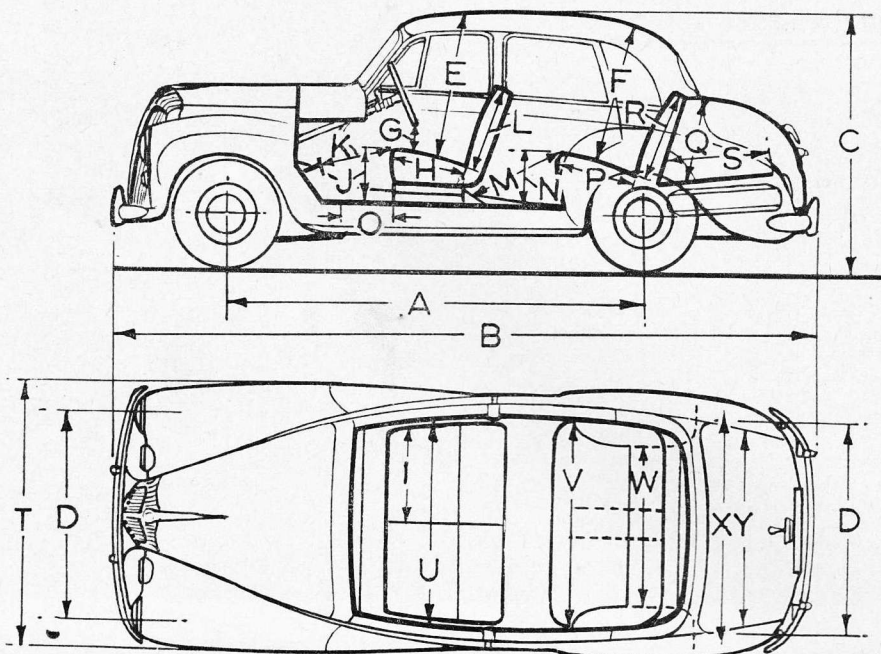
Chassis: Box and channel section frame with cruciform bracing. Independent front suspension by wishbones and laminated torsion bars with anti-roll bar. Rear suspension by semi-elliptic springs. Telescopic dampers all round. Cam and roller steering, with slave arm and three-piece track rod. Bolt-on disc wheels, fitted 6.70 x 15 ins. tyres. Hydraulic front and mechanical rear brakes.

Equipment: 12-volt lighting and starting. Speedometer, rev. counter, ammeter, clock, petrol gauge, water temperature gauge. Heating and demisting.

Dimensions: Wheelbase, 8 ft. 8 ins. Track, 4 ft. 4 ins. Overall length, 14 ft. 10½ ins. Overall width, 5 ft. 6 ins. Turning circle, 35 ft. Weight, 27½ cwt.

Performance: Maximum speed, 90 m.p.h. Speeds in gears: 3rd, 57 m.p.h.; 2nd, 35 m.p.h.; 1st, 20 m.p.h. Standing quarter mile, 21 secs. Acceleration: 0-30 m.p.h., 5.2 secs.; 0-40 m.p.h., 8.4 secs.; 0-50 m.p.h., 11.8 secs.; 0-60 m.p.h., 17.4 secs.; 0-70 m.p.h., 23.2 secs.

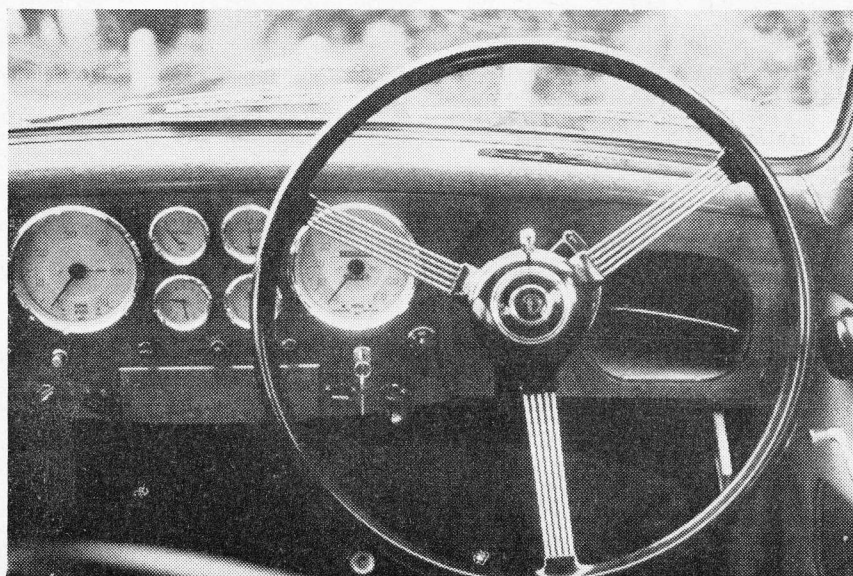
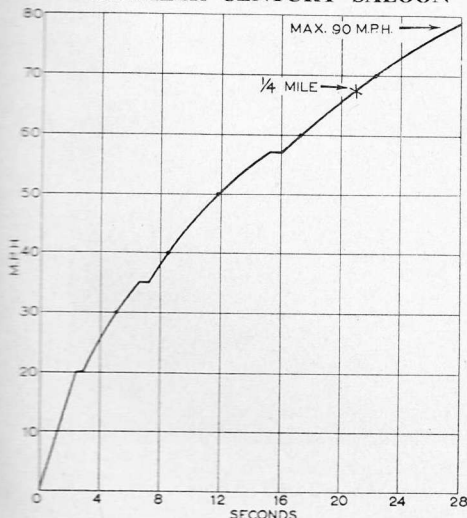
Fuel Consumption: Driven hard, 19 m.p.g.



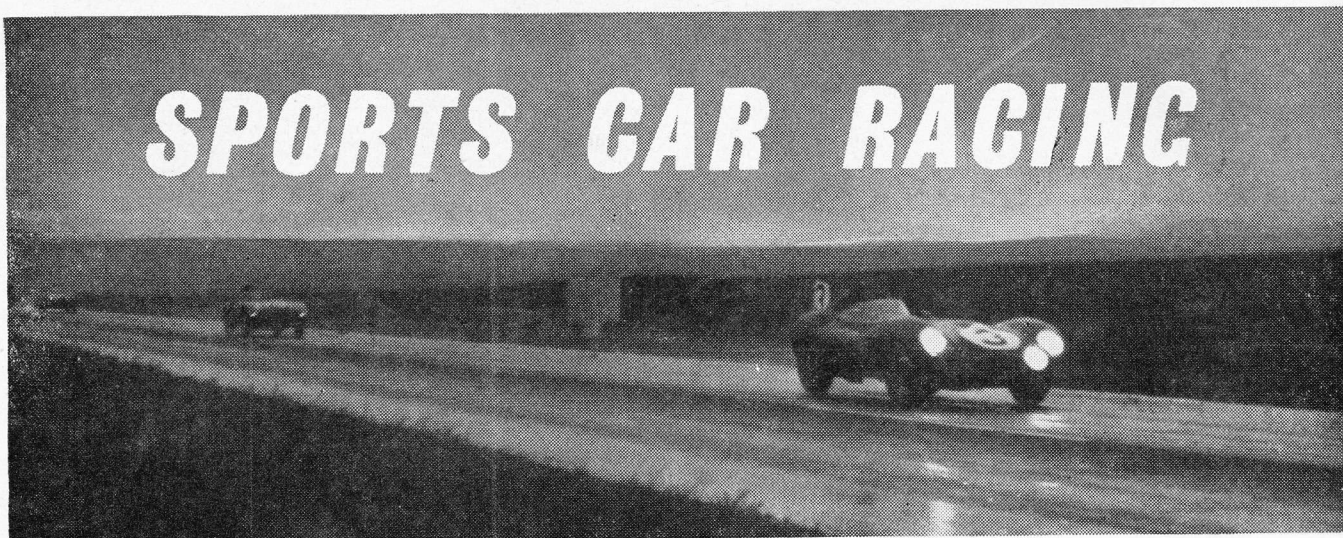
DIMENSIONS OF THE DAIMLER CENTURY

- | | |
|--|---|
| A Wheelbase, 8 ft. 8 ins. | N Height of rear seat, 1 ft. 1½ ins. |
| B Overall length, 14 ft. 10½ ins. | O Seat adjustment, 7 ins. |
| C Overall height, 5 ft. 5 ins. | P Length of rear seat cushion, 1 ft. 7 ins. |
| D Front and rear tracks, 4 ft. 4 ins. | Q Height of boot, 1 ft. 7½ ins. |
| E Front seat cushion to roof, 3 ft. 0 in. | R Depth of rear seat back, 1 ft. 11½ ins. |
| F Rear seat cushion to roof, 2 ft. 10 ins. | S Length of boot, 2 ft. 5 ins. |
| G Steering wheel to seat cushion, 5½ ins. | T Overall width, 5 ft. 6 ins. |
| H Length of front seat cushion, 1 ft. 7 ins. | U Width at elbows at front seat, 4 ft. 2 ins. |
| I Width of front seat cushion, 2 ft. 0 in. | V Width of rear seat cushion, 4 ft. 2 ins. |
| J Height of front seat, 11 ins. | W Width at elbows, rear seat, 3 ft. 8½ ins. |
| K Clutch pedal to seat, 1 ft. 9½ ins. | X Width of boot, 5 ft. 2 ins. |
| L Depth of front seat back, 1 ft. 9 ins. | Y Width of boot opening, 3 ft. 11 ins. |
| M Foot rest to seat cushion, 1 ft. 9½ ins. | |

ACCELERATION GRAPH OF DAIMLER CENTURY SALOON



The well-laid-out instrument panel includes a tachometer, a welcome but unexpected fitment on a car of this type. The gear selector lever lies conveniently to the finger tips of the right hand.

Seasonal Survey**Part III**

SPORTS CAR RACING

SPEED is spectacle; that is an axiom accepted by every wise race organizer, and the truth of it was brought home forcibly to the writer when he stood in the gathering dusk at Arnage last June. Down the long straight towards the corner, their headlamp beams swaying with the suspension, thundered large-capacity sports cars at well over 150 m.p.h.—and some of those cars were capable of a full 170 m.p.h. Only a quarter of a century ago, the great Le Mans race was being won by Bentleys of 6½-litres capacity, whose *maximum* speed was in the region of 100 m.p.h. In 1954, a 4.9-litre Ferrari won at an average speed—for twenty-four hours—of 105.15 m.p.h. The Ferrari was timed at 160.14 m.p.h., and it was not the fastest car there.

The increase in the speed of sports cars is scarcely credible, when one learns that the magic 100 m.p.h., attainable by the large-capacity few in the early 'thirties, is now reached by an unsupercharged 750 c.c. D.B.-Panhard. It has resulted in road performances which almost defy belief—such as that of Phil Hill's 4½-litre Ferrari, which in the 1954 Carrera Panamericana averaged 137.6 m.p.h. for two hundred and thirty miles. We ordinary mortals, well pleased with an average of 40 m.p.h. for a like distance, can no more appreciate what such a performance means than we can visualize planetary distances. We can only accept the figures in black and white, marvel, and go to watch sports car events on every possible occasion.

We are living in a golden age of sports car racing, when the machines are near their ultimate (for capacity limits are now mooted) and, in consequence, call forth the ultimate from the drivers who control them. Fortunately, this age has also produced a breed of drivers worthy of their cars, and the combination is one which demands superlatives. Those who were lucky enough to visit Le Mans last year, for what is generally considered to have been the finest race of the post-war series, were privileged to see Gonzalez give a demonstration of sheer artistry under appalling weather conditions in the "dangerous and unwieldy" 4.9-litre Ferrari.

With a variety of models, ranging from the big Le Mans car to the new and exciting 750S, 3-litre machine, the Ferrari concern repeated their 1953 victory in the first World Sports Car Championship. This time, however, their success was not the narrowly achieved one of 1953. They entered for five of the six Championship events, gained maximum points in four of them, and finished far ahead of their nearest rivals, the new Lancias. Jaguars, despite some very fine performances, dropped from second place to third by competing only occasionally.

Good Start for Ferrari

The first Championship race was the Argentine 1,000 Kilometres, where Ferrari got away to a good start by winning with more than three laps in hand. Giuseppe Farina and Umberto Maglioli led throughout with their 4½-litre car while three other Ferraris, those of Rosier/Trintignant, Menditeguy/Bonomi and Ibanez/Gianese, eliminated them-

selves one by one in a furious struggle for second position. Their place was taken by yet another Ferrari, however, the 3-litre of Harry Schell and the Marquis de Portago. The highest-placed British car was the works-entered, 2.9-litre Aston Martin DB3S with which Peter Collins and Pat Griffith achieved third place. On this occasion there was no official Jaguar entry, but the Coventry concern was represented by David Murray's *Ecurie Ecosse*, and Sir James Scott-Douglas and Ninian Sanderson secured fourth place behind the Aston Martin in their C-type. Ian Stewart, in what was to prove his last race, crashed his *Ecurie Ecosse* Jaguar at high speed. Lancias did not enter either, and the Gordinis proved as fragile as ever.

Shortly after the Argentine race, Mercedes announced the production 300SL coupé, but gave no hint as yet of a competition machine. Jaguars still refrained from entering on the occasion of the second Championship race, the



BRITISH: The 3½-litre D-type Jaguar, with its unorthodox chassis-cum-body construction, fought a stirring duel with the 4.9-litre Ferrari to finish second at Le Mans.

Sebring 12 Hours on 7th March, but Aston Martins were to be represented. Some speculation was caused by the fact that Lancias entered, but Ferraris did not; although Enzo Ferrari stated that he did not consider the starting money sufficient, one could not help wondering if, perhaps, he was not yet ready to meet the new Lancias on level terms.

The Sebring Surprise

In fact, the Sebring event provided a sensation, for it was won by Stirling Moss and Bill Lloyd in a 1½-litre Osca! The three-car team of 3.3-litre Lancias was eliminated by mechanical trouble, and it was the older, 3.1-litre Lancia of Rubirosa and Valenzano which finished second—five laps behind the little Osca, and just ahead of an Austin-Healey driven by Lance Macklin and George Huntoon. The Aston Martins also failed to last the distance, and the highest-placed Jaguar, a private entry, was ninth. Despite their pleasure at Stirling's victory, and the fine performance of the Austin-Healey, British folk naturally experienced mixed feelings at such a result, which put Ferrari and Osca jointly



ITALIAN: The big, formidable 4.9-litre Ferrari, winner at Le Mans and in the Carrera Panamericana, both World Sports Car Championship events.



AMERICAN: Even bigger is the 5½-litre Cunningham which achieved the splendid performance, for a privately built car, of third place at Le Mans.

in the Championship lead with Lancia third—Italians all!

Whilst awaiting the next Championship race, the Mille Miglia on 2nd May, Gianni Lancia demonstrated the prowess of his cars by winning the Circuit of Sicily at record speed on 4th April. Piero Taruffi drove the 3.3-litre model faultlessly to win from Carini's "1900 Super" Alfa Romeo, which showed up remarkably well, and Umberto Maglioli crashed badly in the 4.9-litre Ferrari. Although not a Championship event, this race was of considerable interest as it constituted the first 1954 encounter between Lancia and Ferrari. Despite the Sebring *débâcle*, Lancia prospects looked bright, especially as Mercedes-Benz announced that they would not take part in either the Mille Miglia or Le Mans, owing to preoccupation with Grand Prix plans.

Sure enough, when the Mille Miglia came it was Ascari's V.6 Lancia which won—but it was the only one left in the

running. Somewhat handicapped by the absence of Villorresi, who had crashed in practice, Gianni Lancia was represented by the World Champion, Taruffi, and the lesser-known Castellotti and Valenzano. These two dropped out fairly early, and it was Taruffi who kept the Lancia flag flying until he, too, had to retire. As for Enzo Ferrari, six times winner of the Mille Miglia, he entered five 4.9-litre cars and experienced the intense mortification of seeing every one of them eliminated. Worse still, with Le Mans approaching, he found himself faced by a severe shortage of drivers, for Farina had been badly injured in the Mille Miglia and Hawthorn had still not recovered from his Syracuse G.P. injuries.

On the results of this race, Lancia had drawn level with Ferrari in the Sports Car Championship, while Osca still lay third on the strength of their Sebring placing. British hopes were poor indeed, for Jaguars continued to refrain from competing, and both works Aston Mar-

tins had crashed in the Mille Miglia. However, one could not help but admire Lance Macklin for his continued efforts with the Austin-Healey. He had taken a class fifth in the Mille Miglia, and actually lay equal fifth in the Championship, behind Maserati.

Then, on the eve of Le Mans came a bewildering series of events which left the British enthusiast with no more than the vaguest ideas on "form" for the great race. The Mercedes withdrawal was followed by that of the Lancias, whose 3.8-litre cars were unready, while Coventry announced the very exciting new D-type Jaguar. First-hand evidence that Ferrari had *no* driver problem—not with Gonzalez in the team—was provided by the *Daily Express* Silverstone meeting, when the erstwhile "Pampas Bull" behaved as a newborn calf—except that newborn calves seldom win rain-swept International races in much-feared 4.9-litre Ferraris. To add to the confusion, Donald Healey announced his withdrawal from *all* European racing on the grounds that his cars, being genuine production vehicles, were completely outclassed by other, pseudo-sports, cars. The David Brown concern were entering, in addition to the Aston Martins, the new 4½-litre Lagonda which appeared to be a most promising dark horse.

Straight Fight at Le Mans

But before two of the 24 hours had passed at Sarthe, an unlucky spin in the Esses had eliminated the "dark horse", for the Lagonda's tail lights were badly damaged and no replacements were carried on the car. In frequent showers of torrential rain, the race resolved itself into a straight fight between Jaguar and Ferrari, with the American Cunningham always in close attendance lest anything should befall either of the favourites. Out went two of the Jaguars; out went two of the Ferraris; out went the entire entry of five Aston Martins, one of them a supercharged car which had performed extremely well. In the morning, the stage was set for a superb duel, and superb it was—Gonzalez/Trintignant (Ferrari) *versus* Rolt/Hamilton (Jaguar). Rolt overslid at Arnage and damaged the Jaguar's front, but continued, and

four hours later the leading Ferrari refused to restart after a pit-stop. That situation—one of the most dramatic in motor-racing history—pulled the Ferrari's eight-minute lead down to less than two, and imbued the last hour of Le Mans 1954, with more excitement than could comfortably be borne. No one who was there can ever forget the way Gonzalez handled his big, brutishly fast machine on a circuit which streamed with water, to win for Ferrari at an average speed of 105.15 m.p.h.

So Ferrari took the Championship lead by 22 points to Lancia's 14 and Jaguar, by virtue of their second place at Le Mans, lay third with 9 points. Osca, concentrating on very fast 1½-litre and 1,100 c.c. models, held fourth place with their Sebring 8 points; Maserati, most active in the 2-litre category (although vanquished by the Bristols at Le Mans), had 5 points; Cunningham, with their Le Mans third, now shared a 4 points score with Aston Martin and Austin-Healey.

From the Championship point of view, there was now something of a lull, but Ferrari scored a 1-2-3-4 victory in the Supercortemaggiore G.P., for 3-litre sports cars, two weeks later. The winner was Mike Hawthorn, co-driving with Maglioli the new, four-cylinder, 750S Ferrari, while the Le Mans combination of Gonzalez and Trintignant occupied second place. Maglioli then shared the fast 3-litre Ferrari with Manzoni in another non-Championship event, the Rheims 12 Hours, but there was no joy for Ferrari in this one. Maglioli damaged his gearbox after only 25 laps—the victim of Stirling Moss's famous "break up the opposition" tactics—and Jaguars completed the event in an impressive 1-2-3, helped, as at Le Mans, by the private Swaters/Laurent entry.

Cancellation of the 1,000 Kms.

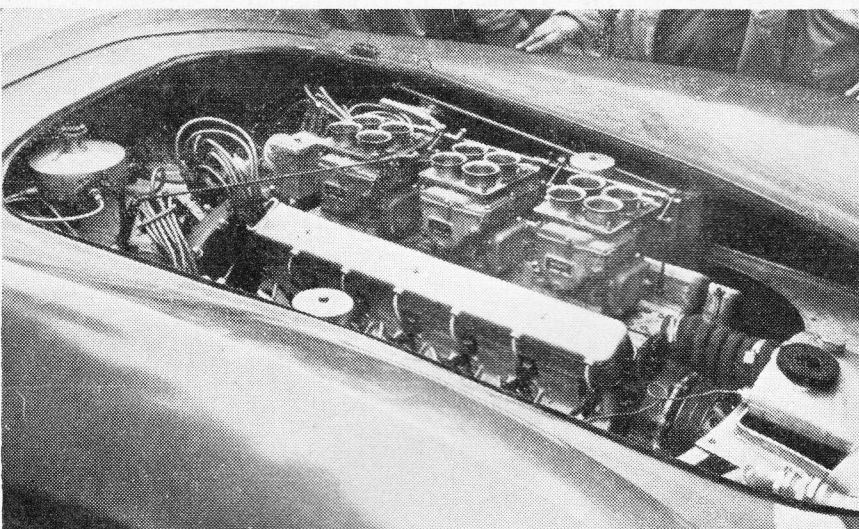
It was expected that the next Championship event would be the Nürburgring 1,000 Kilometres on 29th August, which was eagerly awaited as marking the first appearance of the 3.8-litre Lancia and the first sports car race of 1954 for Mercedes-Benz. Unfortunately, Mercedes withdrew and the race was cancelled, leaving everything quiet until the Tourist Trophy Race at Dundrod on 11th September. Keen disappointment was expressed at this decision, especially as the new, larger Lancia had proved extremely fast during preliminary tests.

Frankly, nothing much was expected of the 21st T.T., for the oldest race in the world was still being run on an involved handicap basis. Admittedly the Championship placings were decided on the distance covered, but it was known that the Continentals preferred a clear-cut, overall victory, and few in this country held out any hope of a truly International entry.

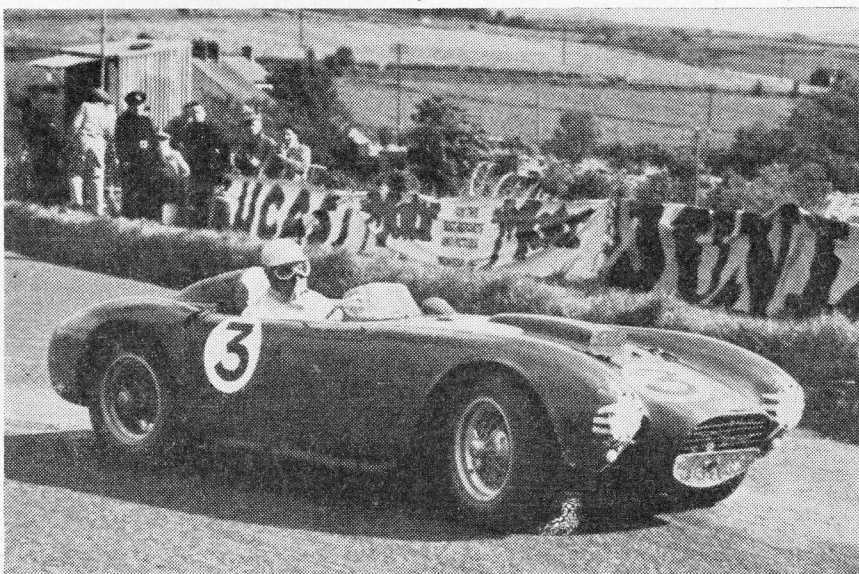
But they were wrong! At the last minute, entries poured in—sparkling entries, the finest ever received for a sports car race in the United Kingdom. Lancia promised four cars (three of them of 3.8-litre capacity), Ferrari two, Jaguar three (two of them with 2,482 c.c. engines, built specially for the race), Aston Martin three, Osca one, Maserati two. As for the list of drivers, it read like the programme of a Continental Grand Prix—Fangio, Ascari, Gonzalez, Hawthorn, Taruffi, Moss, Villorresi, Collins, Trintignant—what a prospect!



NEW: Fantastically fast for its capacity, the 3-litre, four-cylinder, "750S" Ferrari trounced all opposition in the Dundrod T.T., although placed only second on handicap.



NEW: The 4½-litre, V-12 Lagonda appeared twice at Silverstone and at Le Mans, showing itself to be fast but not yet fully developed.

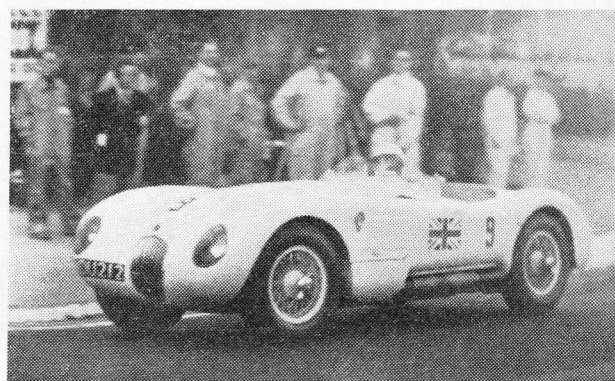


NEW: Entered for the cancelled 1,000 Kms. race at Nürburgring, the 3.8-litre Lancia eventually appeared at the T.T., but proved less reliable than the 3.3-litre car.



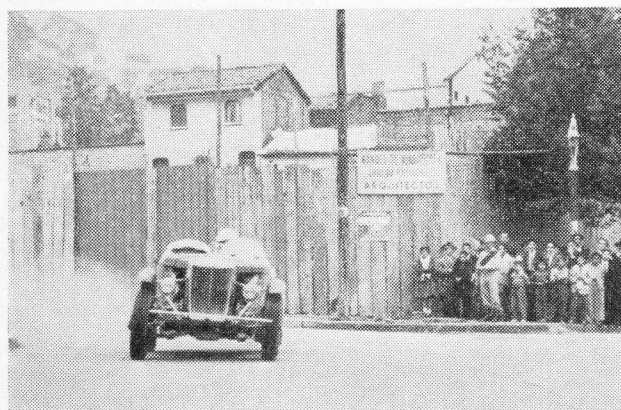
UNLUCKY:
(Above) Few successes came last year to the DB3S Aston Martin, winner of the T.T. in 1953.

★
C-TYPE IN FINLAND: (Right) Four Scandinavian victories were gained by Michael Head (Jaguar), seen here in the Helsinki "Djurjardsloppet" on 9th May.



★
TD IN COLOMBIA: (Left) Winner of the first sports car race in Colombia, held at Bogota on 3rd October, was Budd Weltscheff (M.G.).

★
CELEBRATION:
(Below) Briggs Cunningham (Osca) drives his daughter around the Thompson, Connecticut, circuit after winning one of the S.C.C. of America races on 5th September.



The race itself is still fresh in the memory. Le Mans Index of Performance winners René Bonnet and Elie Bayol, required to average 64.49 m.p.h., circulated happily around the difficult Dundrod circuit at close on 70 m.p.h. for five hours, leading all the way. Then they hit a bank and wrecked their little D.B. Panhard, whereupon the sister car driven by Laureau/Armagnac took over the lead and held it to the finish. It was a pathetically easy victory, for the 750 c.c. car's performance had been badly underestimated, and on handicap it won by no less than four laps of the 7½-mile course.

Only One Works Car . . .

The unfortunate Gonzalez spun his 3-litre Ferrari during practice and was flung out on the road, while Maglioli had to leave for Italy because his mother had died. This left only one works Ferrari, with Mike Hawthorn and Maurice Trintignant as drivers. As for the 3.8-litre Lancia, it achieved fastest practice lap in the hands of Ascari. Surprisingly, Belfastman Desmond Titterton was second fastest in Joe Kelly's privately-entered 3-litre Ferrari, with Mike Hawthorn third fastest.

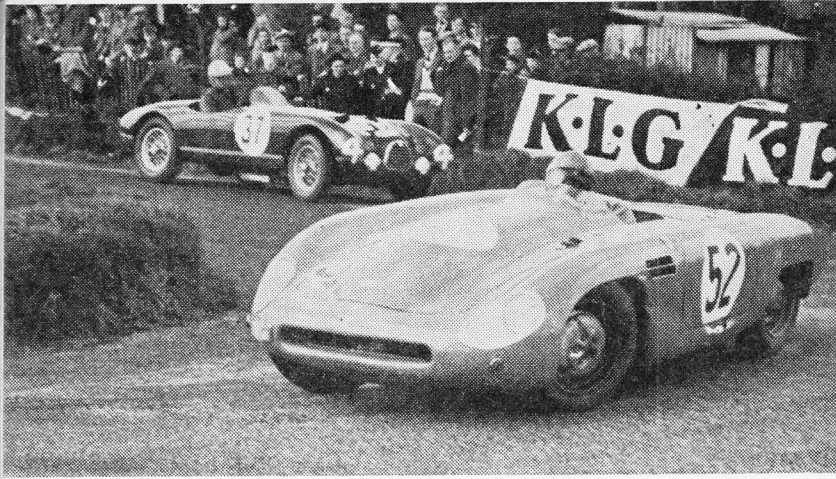
But on race day all eyes were on Hawthorn, who drove a wonderful race with the 750S Ferrari, setting the fastest lap at 92.38 m.p.h. and trouncing the larger Lancias to achieve a splendid second place on handicap. The Lancia team, who had taken the precaution of nominating every driver as a reserve for every car, jumped in and out of each other's cockpits until no one knew who was driving what, but the fact remains that only two 3.3-litre cars finished, with Taruffi/Fangio fourth and Manzon/Valenzano sixth. Musso/Mantovani gained third place with a 2-litre Maserati, and one of the only two remaining Jaguars (both of 2.482 c.c.) was fifth, driven by Peter Whitehead and Ken Wharton. Kelly broke the private 3-litre Ferrari's gearbox. The works Osca suffered ignition trouble, and the only Aston Martin to finish could do no better than 13th place.

It was noticeable that, after the race, advertisements in Italian papers ignored the confusing handicap completely and announced, firmly, that Hawthorn and Trintignant had won. The lesson of the handicap T.T. has been learned, and we now look forward to a highly successful series of races to Le Mans-style regulations.

. . . Yet Success Assured

But Enzo Ferrari had achieved his purpose with that lone works 3-litre Ferrari. Thanks to Hawthorn and Trintignant, he had won the World Sports Car Championship, for with 30 points to Lancia's 20 and only one race to go, his lead was unassailable.

Consequently, no Lancias made the long journey to Mexico for the fifth Carrera Panamericana on 19th November. Rumours of Mercedes-Benz participation proved unfounded, and some whispers of Alfa Romeos materialized only in the form of "1900" touring models. Jaguar and Aston Martin both abstained, so the only British cars entered with any semblance of official support were the new "100S" Austin-Healeys of Macklin/Healey and Shelby/Jackson-Moore, and shipping delays



★
WINNER of the Dunderod T.T., the Laureau/Armagnac D.B.-Panhard is followed round the hairpin by Gallagher's Wakefield Trophy-winning Gordini.

brought them to the start ill-prepared for a five-day race. Macklin's retired on the first stage, and Shelby's crashed on the fourth.

Officially, there was no works Ferrari entry either but Umberto Maglioli appeared with a 4.9-litre Le Mans-type car to have a lively duel with the courageous Phil Hill's 4½-litre Ferrari, eventually winning at the record average of 107.93 m.p.h. In all, Ferrari gained first, second, third and fourth places in the International Sports Car class, while to the "1900" Alfa Romeos went a 1-2-3-4-5 in the 2-litre class of the Production Touring category.

So Ferrari's tenure of the second World Sports Car Championship was confirmed. Although it was an overwhelming victory, it was anything but an easy one, and in fact merely emphasizes the precarious nature of a marque's status in that most uncertain of all sports, motor racing. They had won easily at the Argentine, scratched from Sebring, and lost every single car in the Mille Miglia. At Le Mans, the defection of a few shillingsworth of starter solenoid might easily have cost them the race, for all their hopes hung on one car. At Dundrod again there was only one car, and that a 3-litre, to face up to the task of covering a greater distance than the 3.8-litre Lancias. The Panamericana, although a splendid performance by Maglioli, was a fairly hollow victory with no works-sponsored opposition.

Non-Championship Races

Now we turn to the non-Championship events—a bewildering multiplicity of races in every part of the world, seldom attracting works support, but sometimes well worth recording, if only for a "dress rehearsal" of an interesting new model. The season started early enough, with the Rio de Janeiro G.P. for sports cars on 3rd January held on the Gavea circuit and won by Baron de Graffenried (Maserati). The following week he won at Sao Paulo. After the Argentine 1,000 kms. race came the first Australian 24-hour event on 31st January, won by Mrs. Doris Anderson in a Jaguar XK 120 coupé from a very mixed batch of cars. Life was quiet after that, until Sebring, and the following week-end saw Jim Kimberly's 4½-litre Ferrari defeat Bill Spear's similar car in the Savannah G.P., held on an aerodrome in Georgia. As usual in American events, Jaguars, Oscars and Porsches dominated the production categories.

Then, early in April, came the Circuit of Sicily already mentioned, in which Taruffi aired the 3.3-litre Lancia to such good effect. Saturday, 10th April, marked the opening of the new Oulton Park circuit in Cheshire with the British Empire Trophy Race (run on handicap), in which Roy Salvadori commenced his

season with Sid Greene's 2-litre Maserati by running second to Alan Brown's Cooper-Bristol. Peter Gammon, that shining star of 1953 club racing, twinkled once more by snatching third place from a mob of C-type Jaguars with his 1½-litre Lotus-M.G. However, the same week-end produced a C-type success by the Swiss driver, Jonneret, in the Circuit of Nîmes.

On the same day as the Mille Miglia, 2nd May, Bill Spear won a cup presented by President Eisenhower when Kimberly's Ferrari, which had looked like beating him again, threw a connecting rod in an airfield race at Washington, U.S.A. Then came the *Daily Express* meeting at Silverstone, and Gonzalez's brilliant victories with 4.9-litre sports and G.P. Ferraris. There were no works Jaguars, and his was an easy win, but George Abecassis performed well with that effective "lone wolf", the Jaguar-engined H.W.M. sports car, to finish second. This race provided the first outing for the 4½-litre Lagonda, which gained fifth place in the hands of Reg Parnell, although as yet far from perfect.

Michael Head, Britain's "Ambassador to Scandinavia", followed up a C-type victory at Helsinki with another at Hedemora, where successes were also gained by Abecassis and Duncan Hamilton (C-type Jaguar). Colin Chapman took his aerodynamic Lotus-M.G. all the way to Germany for the Eifelrennen on 23rd May, but unfortunately arrived too late to put in sufficient practice. Driven by a local man, Bauer, it gained a class fourth place. The end of May saw Lancia follow up the Mille Miglia with victory in the Targa Florio, Taruffi beating Musso's 2-litre Maserati and finishing at record speed. In frightful weather conditions, Duncan Hamilton (Jaguar) won a sports car race at the *Daily Telegraph* Aintree meeting, while the runner-up was the American, Carroll Shelby, who drove his Aston Martin DB3S most capably.

Abecassis and Tony Gaze had bad luck with the H.W.M. at Hyères on 6th June, being disqualified for infringement of a refuelling regulation when lying second to the works 3-litre Ferrari of Trintignant/Piotti. Pat Griffith (Aston Martin) crashed, suffering injuries which kept him out of the Le Mans race.

A week after Le Mans, the new and very fine Imola circuit in Italy was inaugurated, Maglioli winning from Musitelli, both in Ferraris, chased home by Musso's Maserati 2-litre. The following week, with Ferraris busy at Monza winning the Supercortemaggiore event, Villoresi and Castellotti lifted the Oporto race in Portugal for Lancia.

After the joy of the Jaguar victory at Rheims, British spirits were uplifted once again at Silverstone on 17th July, when Colin Chapman and Peter Gam-

mon in Lotuses vanquished the "favourite", Hans Herrmann in a Porsche. This was a race for 1½-litre cars, the 1,100 c.c. class of which fell to von Hanstein's smaller Porsche. The unlimited capacity race, lacking either foreign entries or works Jaguars, turned into an impressive David Brown benefit with Peter Collins, Salvadori and Shelby in DB3S Aston Martins leading home Reg Parnell with the Lagonda.

Alas, the Lotuses of Chapman, Marquies and Bauer all retired when they tried for an "away" win on 1st August, in the sports car races which preceded the G.P. of Europe at the Nürburgring, leaving these events to their inevitable Porsche domination. No sports car event was included in the next British international meeting the *Daily Dispatch* fixture at Oulton Park on 7th August, but the same date saw a lively 2-litre sports car race at Senigallia in Italy. It featured a very lively Maserati/Ferrari/Gordini scrap, which Musso's Maserati won from the Ferraris of Sighinolfi and the American, Bob Said; Casella's Gordini showed up well, but broke a half-shaft.

Substituting for the Dutch G.P., a sports car race was held at Zandvoort on 15th August, and brought *Ecurie Ecosse* back into the picture with first place for Ninian Sanderson and second for Sir James Scott-Douglas. The British entrants fared well at this meeting, class victories going to Don Beauman (Aston Martin DB3S) and to Alan Brown's 2-litre Cooper Bristol. The following week-end, Duncan Hamilton (Jaguar) did well against a stiff handicap to take fourth place in the La Baule G.P., won by Cornet's DB-Panhard with Bayol's similar car second. Bob Said gained another Italian success by finishing second to Bordoni's 3-litre Gordini in the Trullo d'Oro event at Castellana.

Michael Head's well-known white C-type won again at Skarpnack on 4th/5th September. Then came the T.T., after which Roy Salvadori won both sports car events at the B.A.R.C.'s international Goodwood meeting, driving both the 2-litre Maserati and an *Ecurie Ecosse* Jaguar. Over in the U.S.A., Phil Walters brought the career of the C4 Cunningham to a successful conclusion by winning the Watkins Glen G.P. from Kimberly's formidable 4½-litre Ferrari. One week after the Goodwood meeting, the B.A.R.C. staged another international fixture at Aintree on 2nd October, in which the young American, Masten Gregory, brought his 4½-litre Ferrari home first after a fierce scrap with the Aston Martin of Peter Collins.

Like the T.T., the Sicilian Gold Cup Race on 17th October was run on a handicap basis. It was won by Rossi's Stanguellini, although Piero Taruffi set the fastest lap and highest race average in a 3.3-litre Lancia. Like the T.T., the Copa Barcelona on 24th October was dominated by the 3-litre Ferrari, but as this was a scratch race, François Picard won in convincing fashion. Roy Salvadori and Ninian Sanderson, Jaguar-mounted, were second and third for *Ecurie Ecosse*. Behra's 3-litre Gordini proved fast but broke its rear suspension, and an almost Pegaso-less season closed with the appearance of three supercharged models. However, they were not particularly impressive and dropped out one by one.

F. W. McC.

PRINCIPAL 1954 SPORTS CAR RACE RESULTS

Date	Event	Circuit and Race Duration	First	Second	Third	Winner's Speed	Fastest Lap
3rd January	Rio de Janeiro G.P., Brazil	Gavea; 30 laps, 200.9 miles	E. de Graffenried (Maserati)	G. Musitelli (Ferrari)	F. Landi (Ferrari)	47.3 m.p.h.	de Graffenried 51.8 m.p.h.
10th January	Sao Paulo G.P., Brazil	Interlagos; 40 laps	E. de Graffenried (Maserati)	C. D. Rodrigues	H. Casini (Ferrari)	65.6 m.p.h.	Landi (Ferrari) 72.12 m.p.h.
24th January	ARGENTINA 1,000 Kms. RACE	"Ottobre 17," B. Aires 106 laps; 624.2 miles	G. Farina/ U. Maglioli (Ferrari)	H. Schell/ de Portago (Ferrari)	Collins/Griffith (Aston Martin)	93.43 m.p.h.	Farina 98.78 m.p.h.
31st January/ 1st February	Australian 24 Hours Race	Mt. Druitt, N.S.W., 24 hours	Mrs. D. Anderson/ W. Pitt/C. Swinburn (Jaguar)	G. Greig/Vennermark/ Reynolds (Bristol)	T. N. Sulman/ Buchanan/Masling (Humber)	53.8 m.p.h. (covered 573 laps)	P. N. Whitehead (Jaguar)
28th February	Circuit of Agadir, Morocco	Agadir; 50 laps, 75.7 miles	G. Farina (Ferrari)	J. Behra (Gordini)	P. Scotti (Ferrari)	62.11 m.p.h.	—
		2-litre class: 1, Picard (Ferrari); 1100 c.c.: 1, Heyder-Bruckner (Dyna-Reac)					
7th March	SEBRING 12 HOURS, U.S.A.	Sebring, Florida	S. Moss/W. Lloyd (Osca)	G. Valenzano/ P. Rubirosa (Lancia)	L. Macklin/ G. Huntoon (Austin-Healey)	73.65 m.p.h. (covered 883.8 miles)	Ascari (Lancia)
		Index of Performance: 1, Moss/Lloyd (Osca) 2, Linton/Beck (Osca) 3, Simpson/Colby (Osca) Class Winners: Gray/Hall (Oldsmobile-Aillard); Valenzano/Rubirosa (Lancia); Macklin/Huntoon; Carpenter/Van Driel (Kieft-Bristol); Moss/Lloyd (Osca); Makins/Bott (Osca); Davis/Leavlin (D.B.-Panhard)					
7th March	Criterium de Senegal, W. Africa	Dakar (lap distance 2.7 miles); 2 Hours	P. Scotti (Ferrari)	M. Trintignant (Ferrari)	J. Simone (Maserati)	—	Farina (Ferrari)
14th March	G.P. of Savannah, U.S.A.	Hunter Airfield, Georgia; 30 laps, 150 miles	J. Kimberly (Ferrari)	W. Spear (Ferrari)	S. Johnston (Cunningham)	97.2 m.p.h.	Kimberly 100.1 m.p.h.
4th April	Circuit of Sicily	Around Sicily; 1 lap, 671 miles	P. Taruffi (Lancia)	F. Carini (Alfa Romeo)	G. Gerini (Ferrari)	64.7 m.p.h.	—
		Class Winners: Musso (Maserati); Siracusa (Stanguellini); Zappala (Giau)					
10th April	British Empire Trophy (Handicap)	Oulton Park; Two 20 mile Class Heats and 32 lap, 72 mile Final	A. E. Brown (Cooper-Bristol)	R. F. Salvadori (Maserati)	P. D. Gammon (Lotus-M.G.)	70.56 m.p.h.	Salvadori 74.33 m.p.h.
		Class Winners: Brown; Gammon; J. D. Hamilton (Jaguar)					
19th April	Circuit of Marrakech, Morocco	Menara; 70 laps, 239.3 miles	P. Picard (Ferrari)	J. Lucas (Ferrari)	M. Roboly (Maserati)	87.2 m.p.h.	—
25th April	Coupe de Paris	Montlhéry; 16 laps, 62.47 miles	J. D. Hamilton (Jaguar)	J. da Silva Ramos (Aston Martin)	Thépenier (Gordini)	93.3 m.p.h.	—
2nd May	MILLE MIGLIA, ITALY	Brescia-Rome-Brescia; 1,042 miles	A. Ascari (Lancia)	V. Marzotto (Ferrari)	L. Musso (Maserati)	86.77 m.p.h.	—
		Class Winners: Sports: Ascari; Marzotto; Hermann (Porsche); Faure/Storez (D.B.-Panhard); Touring: Redele/Pons (Renault); Mandrini (Fiat); Carini (Alfa Romeo); Von Frankenberg (Porsche); Serafini (Lancia)					
2nd May	President's Cup Race, U.S.A.	Andrews Airfield, Washington, D.C.; 47 laps, 201 miles	W. Spear (Ferrari)	W. Lloyd (Ferrari)	B. S. Cunningham (Osca)	81.85 m.p.h.	—
9th May	Helsinki Meeting, Finland	Djurgard Park	M. Head (Jaguar)	V. Stener (Ferrari)	O. Persson (Ferrari)	—	—
15th May	Daily Express Trophy	Silverstone; 17 laps, 49.3 miles	J. F. Gonzalez (Ferrari)	G. E. Abecassis (H.W.M.)	P. D. Walker (Jaguar)	83.08 m.p.h.	Gonzalez 85.67 m.p.h.
		Class Winners: Gonzalez; Salvadori (Aston Martin); A. E. Brown (Cooper-Bristol); A. C. B. Chapman (Lotus)					
16th May	G.P. of Naples, Italy	Posillipo; 60 laps, 152 miles	L. Musso (Maserati)	G. Musitelli (Ferrari)	Bellucci (Maserati)	63.95 m.p.h.	Musso 66.36 m.p.h.
23rd May	Hedemora Meeting, Sweden	Hedemora; 25 laps, 180 km. (Special sports)	C. d'Oliveira (Ferrari)	G. E. Abecassis (H.W.M.)	J. D. Hamilton (Jaguar)	—	—
		12 laps, 87 km. (Series Sports)	M. Head (Jaguar)	O. Persson (Ferrari)	R. Nelleman (Allard)	—	—
		Class Winners: P. Picard (Ferrari); Von Frankenberg (Porsche)					
23rd May	Eifelrennen,	Nürburging; 5 laps, 71 miles (1½-litre sports)	G. Bechem (Borgward)	H. H. Hartmann (Borgward)	F. Giardini (Osca)	71.32 m.p.h.	Bechem 75.18 m.p.h.
29th May	B.A.R.C./Daily Telegraph Aintree Meeting	Aintree; 10 laps, 30 miles	J. D. Hamilton (Jaguar)	C. Shelby (Aston Martin)	J. R. Stewart (Jaguar)	73.97 m.p.h.	A. Gaze (H.W.M.) 75.10 m.p.h.
29th/30th May	Bol d'Or, France	Montlhéry; 24 Hours	Sigrand/Celérier (Peugeot-M.D.)	J. Horridge/G. Trouis (Riley Special)	J. Prieur/A. Prieur (Simca)	66.13 m.p.h.	R. Hardy (Lotus)
30th May	Targa Florio, Sicily	Madonie; 8 laps, 358 miles	P. Taruffi (Lancia)	L. Musso (Maserati)	Piodi (Lancia)	55.88 m.p.h.	Castellotti (Lancia) 57.8 m.p.h.
6th June	Johnson Challenge Trophy	Goodwood; 21 laps, 50.4 miles	J. R. Stewart (Jaguar)	N. Sanderson (Jaguar)	C. G. H. F. Dunham (Jaguar)	82.52 m.p.h.	Salvadori (Maserati) 87.27 m.p.h.
6th June	Hyères 12 Hours, France	Iles d'Or; 12 Hours (General Order and Index)	M. Trintignant/ Piotti (Ferrari)	F. Picard/C. Pozzi (Ferrari)	F. Armengaud/Abbo (Osca)	81.89 m.p.h.	—

(Continued on next page)

PRINCIPAL 1954 SPORTS CAR RACE RESULTS—continued

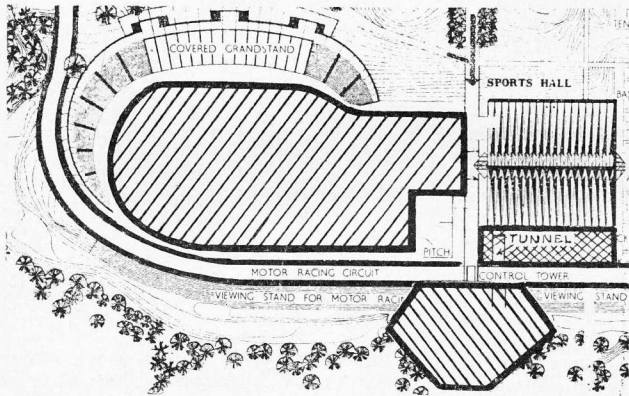
Date	Event	Circuit and Race Duration	First	Second	Third	Winner's Speed	Fastest Lap
12th/13th June	G.P. d'ENDURANCE, FRANCE	Le Mans; 24 Hours General Classification	J. F. Gonzalez/ M. Trintignant (Ferrari)	A. P. R. Rolt/ J. D. Hamilton (Jaguar)	W. Spear/S. Johnston (Cunningham)	105.15 m.p.h.	Gonzalez 117.71 m.p.h.
		Index of Performance:	R. Bonnet/E. Bayol (D.B.-Panhard)	Hémard/Flahault (Monopole-Panhard)	Rolt/Hamilton (Jaguar)		
		Class Winners: Spear/Johnston (Cunningham); Gonzalez/Trintignant (Ferrari); Guelfi/Pollet (Gordini); Wilson/Mavers (Bristol); Claes/Stasse (Porsche); Duntov/Olivier (Porsche); Bonnet/Bayol (D.B.-Panhard)					
20th June	Prix de Picardie, France	Amiens; 109 miles	J. Pollet (Gordini)	H. Davids (Jaguar)	J. Estager (Maserati)	70.05 m.p.h.	—
		1,500 c.c. Class: Olivier (Porsche).					
20th June	Imola G.P., Italy (2-litre cars)	Imola; 50 laps, 156.5 miles	U. Maglioli (Ferrari)	G. Musitelli (Ferrari)	L. Musso (Maserati)	87.05 m.p.h.	Manzon (Ferrari) 89.61 m.p.h.
27th June	Supercortemaggiore G.P., Italy	Monza; 160 laps, 1,008 kms.	J. M. Hawthorn/ U. Maglioli (Ferrari)	J. F. Gonzalez/ M. Trintignant (Ferrari)	F. Cornacchia/ G. Gerini (Ferrari)	100.63 m.p.h.	Gonzalez 109.68 m.p.h.
27th June	G.P. of Oporto, Portugal	Oporto; 45 laps, 107.2 miles	L. Villoresi (Lancia)	E. Castellotti (Lancia)	P. N. Whitehead (Cooper-Jaguar)	92.57 m.p.h.	Villoresi 94.82 m.p.h.
3rd/4th July	Rheims 12 Hour Race, France	Rheims-Gueux; (Lap distance 5.16 miles)	P. N. Whitehead/ K. Wharton (Jaguar)	A. P. R. Rolt/ J. D. Hamilton (Jaguar)	R. Laurent/ J. Swaters (Jaguar)	104.5 m.p.h.	—
		Class Winners: Picard/Pozzi (Ferrari); Polensky/Von Frankenberg (Porsche); Chancel/Chancel (Panhard)					
11th July	Dolomite Gold Cup, Italy	Cortina d'Ampezzo; 189 miles	S. Mantovani (Maserati)	G. Cagianca (Osca)	G. Gerini (Ferrari)	—	—
17th July	British G.P. Meeting. Over 1,500 c.c. Race	Silverstone; 25 laps, 73.18 miles	P. J. Collins (Aston Martin)	R. F. Salvadori (Aston Martin)	C. Shelby (Aston Martin)	86.34 m.p.h.	Salvadori 89.30 m.p.h.
		Class Winners: Scott-Brown (Lister-Bristol); Collins (Aston Martin); Parnell (Lagonda)					
		Up to 1,500 c.c. Race	17 laps, 49.76 miles	A. C. B. Chapman (Lotus-M.G.)	P. D. Gammon (Lotus-M.G.)	H. Herrmann (Porsche)	81.72 m.p.h.
		1,100 c.c. Class: H. Von Hanstein (Porsche)					
25th July	G.P. of Portugal	Monsanto, Lisbon, 60 laps, 198.4 miles	J. F. Gonzalez (Ferrari)	J. M. Hawthorn (Ferrari)	M. Gregory (Ferrari)	84.33 m.p.h.	Gonzalez 85.87 m.p.h.
15th August	Dutch International Meeting	Zandvoort; Heats of 25 laps and 25 lap Final for 4 classes	Class Winners: N. Sanderson (Jaguar); D. B. Beauman (Aston Martin); A. E. Brown (Cooper-Bristol); W. Seidel (Osca)				Sanderson 83.00 m.p.h.
21st August	La Baule S.P., France (Handicap)	La Baule-Escoublac; 71 laps, 186.5 miles	E. Cornet (D.B.-Panhard)	E. Bayol (D.B.-Panhard)	Peron (Osca)	71.39 m.p.h.	—
11th September	TOURIST TROPHY, N. IRELAND (Handicap)	Dundrod; Max. distance, 90 laps	G. Laureau/ P. Armagnac (D.B.-Panhard)	J. M. Hawthorn/ M. Trintignant (Ferrari)	L. Musso/ S. Mantovani (Maserati)	68.75 m.p.h.	Hawthorn 92.38 m.p.h.
		Class Winners: Taruffi/Fangio (Lancia); Hawthorn/Trintignant (Ferrari); Musso/Mantovani (Maserati); Cahill/Beauman (Gordini); Ferguson/Rippon (Kieft); Laureau/Armagnac (D.B.-Panhard)					
19th September	Avusrennen, Germany	Avus, 20 laps, 103.15 miles	R. Von Frankenberg (Porsche)	H. Herrmann (Porsche)	G. Bechem (Borgward)	120.2 m.p.h.	—
28th September	Watkins Glen G.P., U.S.A.	Watkins Glen; 22 laps, 101.2 miles	P. Walters (Cunningham)	J. Kimberly (Ferrari)	S. Johnston (Cunningham)	83.3 m.p.h.	Spear (Ferrari) 86.6 m.p.h.
2nd October	Daily Telegraph Meeting	Aintree; 17 laps, 51 miles	M. Gregory (Ferrari)	P. J. Collins (Aston Martin)	R. Parnell (Aston Martin)	80.09 m.p.h.	Gregory 81.57 m.p.h.
		Class Winners: Crook (Cooper-Bristol); McAlpine (Connaught)					
10th October	Coupe du Salon, France	Montlhéry; 24 laps, 94 miles	J. Behra (Gordini)	M. Gregory (Ferrari)	J. D. Hamilton (Jaguar)	100.42 m.p.h.	—
		Class Winners: Musy (Maserati); Moss (Connaught); Blache (Ferry). 2-litre Closed: Clarkson (Morgan)					
17th October	Sicilian Gold Cup (Handicap)	Syracuse; Two Class Heats and 82.5 km. Final	Rossi (Stanguellini)	Siracusa (Stanguellini)	C. Perdida (Maserati)	81.84 m.p.h.	Taruffi (Lancia) 94.6 m.p.h.
24th October	Barcelona Cup, Spain	Pedralbes; 40 laps, 156 miles	F. Picard (Ferrari)	R. F. Salvadori (Jaguar)	N. Sanderson (Jaguar)	91.64 m.p.h.	Pehra (Gordini)
19th/23rd November	CARRERA PANAMERICANA MEXICO	Tla. Gutierrez to Cd. Juarez; 1,908 miles in 8 stages	U. Maglioli (Ferrari)	P. Hill (Ferrari)	F. Cornacchia (Ferrari)	107.93 m.p.h.	—
		Class Winners: Herrmann (Porsche); Crawford (Lincoln); Sanesi (Alfa Romeo); Drisdale (Dodge)					
12th December	Nassau Trophy, Bahamas	Windsor Airfield; Nassau, 210 miles	M. Gregory (Ferrari)	de Portago (Ferrari)	E. Goldschmidt (Ferrari)	89.1 m.p.h.	—

CORRESPONDENCE

'Palace Paddock Threat

I HAVE seen neither report nor comment in your columns on the L.C.C.'s proposals for the redevelopment of the Crystal Palace site. These proposals do not envisage any modifications to the racing circuit, as such, but the alterations to the circuit's ancillary services which are envisaged would seem to require immediate action on the part of those clubs which actually organize races there.

It is proposed to lay out the meadow adjacent to the home straight as a sports centre with stadium, covered swimming pool, games courts and pitches, etc., covering the whole of the area. This involves moving the paddock to the outside of the circuit, except for a small assembly area on the infield, to which the paddock would be connected by a tunnel. Such an arrangement would serve admirably for the kind of paddock discipline and assembly arrangements which are employed at Brands Hatch—except that the proposed paddock is barely one third the size required for the deployment of the number of vehicles which normally participate at the Palace.



Examination of the map (reproduced herewith) will show that the assembly area corresponds roughly in size and location to the present "pits" adjacent to the starting grid, but the new paddock is seen to be diminutive when compared with the old. It will also be observed that the new paddock is formed by excavating into the spectator ramps, and any increase in its size would therefore involve a reduction of spectator amenities.

It is understood that the R.A.C. have been consulted over this scheme, in which case they can hardly be said to have rendered good service either to competitors or spectators, nor to race organizers, who will surely have comments to make about a bridge over the circuit which not only blanks off the area in front of the starting line from the control tower, but cannot, apparently, be closed to the public during racing because it is practically the only means of pedestrian access from outfield to infield.

Motor sport is now the oldest established user of the Palace grounds, and deserves to have its interests better served than they are by these proposals. The project is the work of a distinguished architect, who has clearly suffered from a lack of necessary information about the facilities required for motor racing. However, the scheme is still open to adjustment, and if the race-organizing bodies could get together at once and formulate their views they would probably find that informed criticism would be welcomed by the L.C.C. Architects' Department.

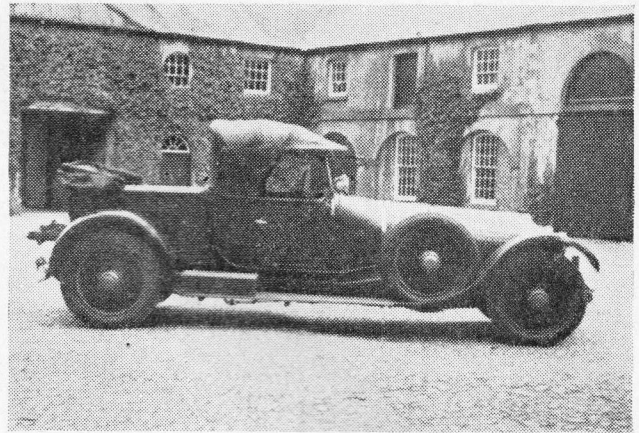
REYNER BANHAM.

PRIMROSE HILL, N.W.3.

The Porsche Controversy—a Reply from the Concessionaires

MAY we have the courtesy of your columns in replying to the letter under the signature of E. D. Woolley? Obviously, as your readers will agree, it is a difficult letter to answer without becoming personal, but we would like to give the following facts:—

Mr. Woolley broke the star wheels in the differential when his car was nearly new. We had these wheels tested and the material was perfect but even so, although the job cost us £23 8s. 9d., we only charged Mr. Woolley £5. This included



Reader J. Ellis, of Straffan House, Straffan, Co. Kildare, Eire, writes to say that he read with interest of "The Sparking Plug that ran away to Sea" (10th December, 1954). He sends us this photograph of his 50 h.p. six-cylinder Sheffield Simplex, once owned by Earl Fitzwilliam.

all night work, because he wanted to be ready for another competition. Next he crashed the car; it had to be repaired in two days, and this meant another overtime job.

The next trouble was that he broke a tooth out of the crown wheel, but on this occasion it coincided with the periodic visit of one of the Porsche Company's engineers, who stated quite definitely that it was not fair on the Company to do this work under guarantee, because there was nothing wrong with the material or workmanship. This was explained by the engineer to Mr. Woolley, but we suggested that we would like to have a full report from the laboratory and, therefore, the gear was sent back to the factory.

Since then, we learned from the factory that there was nothing wrong with the material or workmanship, but in view of Mr. Woolley's attitude, they suggested meeting him by halving the cost of the material, and Mr. Woolley has been informed of this. We on our part have never said that he has driven the car too fast because this is what the car is built for, but we did suggest that he drove the car badly.

Regarding the maintenance of the car, we hold an adequate stock of spares and special tools, as suggested by the manufacturers. We also have Porsche-trained mechanics and the necessary special tools for doing every possible job on the car. Obviously, however, it is difficult to legislate for break-ages which exceed the experience of the factory. However, in these circumstances, parts can be flown over within a day, but if they are not under guarantee then, of course, we expect the owner to pay for the cost of special delivery.

We have found that all figures given by the manufacturers regarding performance are correct. Porsche claim 96 m.p.h. for the car and we believe Mr. Woolley himself has lapped Montlhéry at 97 m.p.h.

The "Standard" Porsche engine is extremely smooth and flexible, but Mr. Woolley has attempted to improve on the factory, and in our opinion, and in the opinion of the works engineer, he has spoilt the engine by his modifications.

Regarding steering and road-holding, the reputation of the car is sufficient but as the car is extremely fast, then obviously it needs experienced handling to get the best out of it.

Mr. Woolley's description of difficulty of maintenance on the car is not true of a car that has not been modified; we agree that if the electric starter needs changing the engine must come out, but this can be done in 20 minutes.

We would also add that exactly the same material is used in cars for the Mille Miglia, Pan-American, Nürburgring, etc., as Messrs. Porsche do not use different material for their own cars, and that is why they fail to understand how Mr. Woolley can break things which they cannot in events such as the Alpine, and others mentioned above.

Incidentally, the basic price of the car is now £1,260, and the total price with purchase tax is £1,786 2s. 6d.

Finally, we took over the Porsche concession because we considered it to be an exceptional car. We like the car immensely, and the more we use it ourselves the more we like it, and we feel that this is the opinion of most of the owners in the world.

W. H. ALDINGTON.

A.F.N., LTD., ISLEWORTH, MIDDX.

More Correspondence on page 88

THEY'RE

Bad weather over the whole
the 1955 Monte Carlo Rally



From Gregor Grant

ALL competitors could talk about in the R.S.A.C. clubhouse at Blythswood Square, Glasgow, was the weather. Wild rumours circulated to the effect that all roads were blocked with snow. Actually, with food being taken by helicopter to stranded farms, credence was easily lent to the most improbable stories.

With sealing of engines, batteries and so on, scrutineers had a formidable task with 93 cars to examine—particularly as the majority of crews arrived fairly late owing to ice-bound roads.

Harley Street specialist Dr. Taylor had the bad luck to have most of the wiring on his well-travelled Javelin burn out. However, he managed to have it fixed.

Jack Kemsley and Philip Fotheringham-Parker had a really rotten piece of bad luck. No sooner had the scrutineers sealed the battery of their Zephyr than it went flat. Just before the start they managed to have it boosted.

Every car carried twin spare wheels with Parsons chains fitted. Snow shovels were universal, while many people had elaborate de-ditching gear.

On the road down from Glasgow to Doncaster via Stranraer, conditions were atrocious: snow, ice—the lot. There

WINTRY CONDITIONS: (Above) The Bristol 403 of A. Meredith-Owens and Alex Pitts at Stirling Corner on the Barnet By-pass, in the early hours of Tuesday morning.

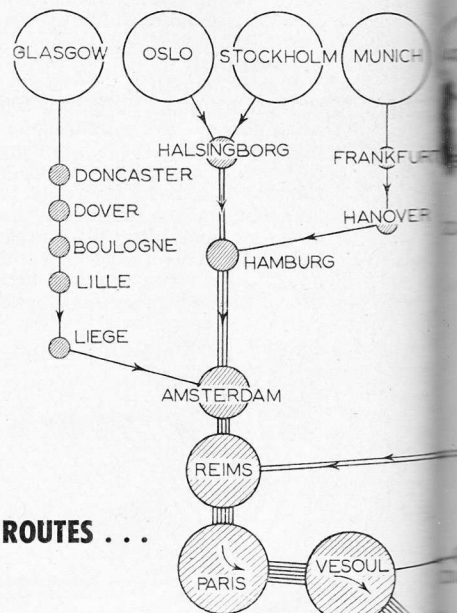
were many incidents, usually provoked by other vehicles inadvertently spinning on ice.

Mario Tozzi-Condivi (Mercedes) hit a lorry on the way to the start. The bonnet of the 220 was badly damaged and the fan hit the radiator block. However, Clyde Automobiles managed to repair the damage.

From Maxwell Boyd

It was a very cold coming they had of it, from Glasgow, through Stranraer, through the control at Doncaster and onwards to London and Dover.

As we stood and shivered and stamped our feet in the starlit sub-freezing darkness at Stirling Corner on the Barnet By-pass, we wondered whose yellow headlights would be the first to sweep over the thin, sparkling layer of snow that covered the black and treacherous sheet of ice that had resurfaced the main road from the North; whose car would be the first to pull in for a breather and a cup of hot coffee supplied this year, as every year at this point, by the Hendon Police Driving School; and



THE 8 ROUTES ...

never, we thought, has so much senior police "brass" been gathered together in the name of the competition motorist to welcome him with open arms, instead of an open notebook!

The wait was not a long one, for leading the field by quite a considerable margin at 4.28 a.m. was the Ford Zephyr of Cuth Harrison. A quick few gallons in the tank, an even quicker drink and they were away, with the police met. report that it was like a skating rink as far as Swiss Cottage, a little less icy through Central London, with the mixture as before starting again on the Sidcup By-pass.

Soon afterwards another Ford arrived, this time the Zodiac of Charles Hardman and H. T. Dennison, the car's back bumper bearing signs of the impact when Jim Glasgow's Jaguar slid into them in Dumfries. The Jaguar ruined its radiator, but the local agent was really "on the ball". A new one was fitted at record speed and Glasgow checked in at the Doncaster control within his allotted time. Hardman's only comment on the night's hard drive was a laconic "quite exciting".

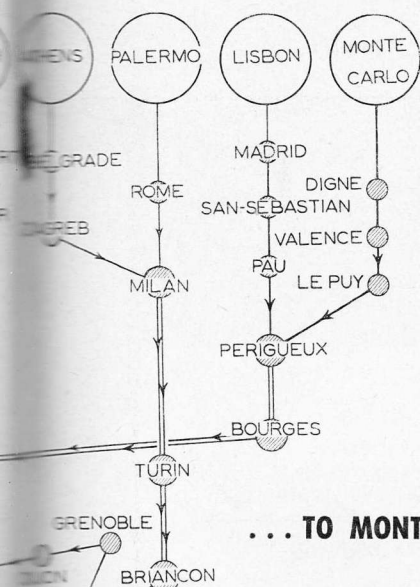
No sooner had the Zodiac pulled out than word came through on the police radio at 5.08 a.m. that the Harrisons had passed Clifton's Garage on the Sidcup By-pass. Across London on sheet ice in 40 mins., and there was practically the width of the city between the first and second cars, with the other 80-odd still down the road somewhere. As some-



TRY-OUT: (Left) Sergt. Skeggs and Sergt. Teer of the Metropolitan Police, driving in their fifth "Monte", experiment with the snow-tracks carried on their Humber Hawk.

RE OFF!

and Northern Europe makes
through going from the start



... TO MONTE CARLO

one remarked, "Harrison doesn't only know all the answers, he probably wrote the book".

Still they came in singly, the faces of the crews, even at this early stage in the Rally, showing signs of the strain and fatigue of driving 400 miles on a surface where skates, not tyres, would have been more at home. But the comments were typically reserved. Where a Continental driver would have used every adjective in the book, Cyril Corbishley (Daimler), for instance, left it at "a bit dicey".

The first of the Abingdon Musketeers to arrive were Geoff Holt and Stan Asbury, whose works M.G. Magnette bore three chevrons and the name "Aramis", in addition to the full battle array of fog lamps, flame throwers, snow shields, exterior horns, and a hinged rear window. Their section of the B.M.C. were really taking it seriously, and the cars were beautifully prepared.

By 5.29 a.m. only 14 cars had passed Stirling Corner, but just as we left at 5.30 a.m. for Clifton's Garage, the first to arrive in a group came in—police drivers Skeggs and Teer (Humber Hawk), W. and I. Sutherland (Riley), R. Davis and Miss Ozanne (Sunbeam) and Denis Scott with Derek Strange in a Ford Zodiac.

At Clifton's, another unofficial stopping place where refreshments were laid on and gratefully received, the Standard Vanguard of the Scottish sisters, Chris and Annie Neil (whose black ski clothes

EVIDENCE (Right) of the road conditions encountered on the southwards journey; snow is packed thickly under the front wings of the Paul Lee/R. Dando Jaguar at Stirling Corner.



with white fur trimming would make a feature for any fashion magazine) was being worked on by a covey of mechanics. Near Stevenage, they told me, they came quickly round a corner to find the Peter Bolton/Tommy Sopwith Sapphire crashed into a telegraph pole. There was no question of slamming on the anchors on the ice-coated road, so, in spite of all the avoiding action possible, they hit the back of the Armstrong-Siddeley, denting the Vanguard's radiator and writing off a couple of flame throwers. But Sopwith and Bolton were out of the Rally for good, though neither was injured. A couple of hours later, as we drove into Dover, the girls passed us, smiling happily and going strongly, with new lamps fitted and the metalwork straightened. In rallies like the Monte Carlo, little things like that are sent to try them!

Dover at nine in the morning looked like a picture on a travel poster, a bright sun shining from a blue sky on the snow and frost. The competitors, how-

FIRST AWAY: (Above) Lord Provost Kerr and A. K. Stevenson bid farewell to J. Risk and D. Morley (Ford Zephyr), the first crew to leave Glasgow.

ever, had other things to think of, chiefly the few brief hours of rest on the boat to Boulogne to recover from the worse-than-expected rigours of the previous night, and to prepare for the two days and two nights of hard driving that lay on the far side of the Channel.

And as they lined up at the terminal for Customs inspection, among all those present and in good order were Ian and Pat Appleyard (Jaguar Mk. VII), Mrs. Ashfield and Mrs. Clark (Ford Zephyr), A. Gray and D. Roberts (3-litre Alvis), Lyndon Sims and R. E. Stokes in their well-rallied 2½-litre Riley, Ron Faulkner and S. Silverthorne (Aston Martin DB2), and Reg Phillips and Raymond Baxter, the latter busy recording another report for the B.B.C., while the former titivated their works Ford Zephyr.

The crews of the two other factory-entered Jaguars, representing Ireland



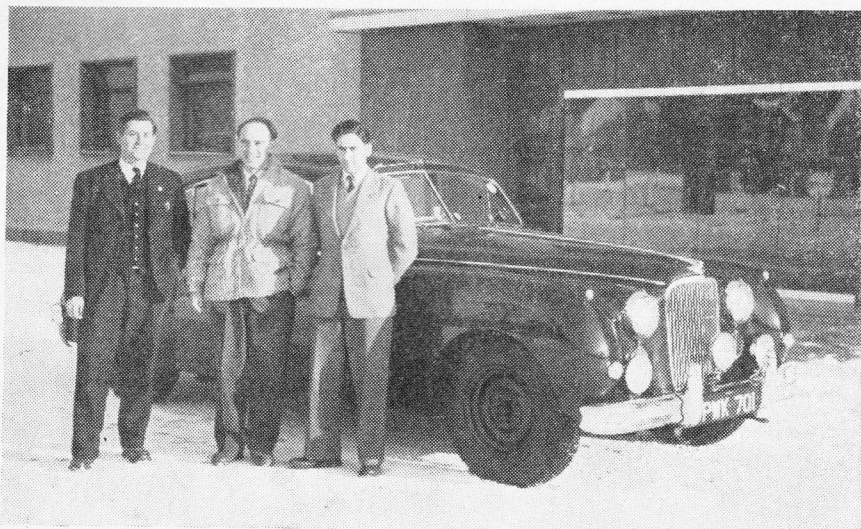
North and South, reported good progress. Both Cecil Vard and Ronnie Adams admitted to seeing a lot more ice during the night than they either expected or liked, but downhearted? Certainly not!

The Sunbeam of Ken Best and J. Trigg had an argument with a ditch during darkness and contracted a spot of brake trouble into the bargain, but all was well once more, which was the case too with Mr. and Mrs. Croft-Pearson, whose Ford Zephyr had damaged a wing outside Stranraer, when the driver had had the choice of hitting either a wall or a policeman, and wisely taken the former course of action.

Still in trouble and likely to be so for a few hours yet was the R. H. Harrop/F. Handforth Sunbeam, which arrived at the boat on time but minus a windscreen—a lump of ice having flown up from the wheels of the car in front and shattered it just as they were leaving London. In spite of an extremely cold drive indeed, they had decided to continue; they managed to buy a new screen, and fully intended fitting it before leaving Boulogne if time allowed. The spirit of the British Monte Carlo Rallyist in adversity is quite unconquerable.

A story in the same vein came from F. Merrill and M. Matthews, whose Mk. VII Jaguar had gone out of control on the ice near Stamford, and careered straight off the road. They were in time to catch the boat at Dover. So was the Standard 10 driven by D. J. Farquharson, which hit a 12 ft. snow-drift at 3 a.m. and spun round *inside* the drift, practically being buried on all sides. In the driver's own pained words, "it took an awful lot of digging," but although they were last on the boat they made it.

And so at 10.30 a.m. "The Lord Warden", packed with cars bearing red and white number plates, pulled out of Dover harbour, taking a host of fantastically dressed crew members, just beginning to get that unshaven long-distance rally look, to face whatever lay ahead of them in the remainder of a Monte Carlo Rally that had begun in English winter conditions as arduous as could be imagined by a seasoned rally-driver in his worst dreams. Things could be worse on the Continent; they will know by now.



DESTINATION ATHENS: (Above) "Mort" Morris-Goodall's Austin Westminster is shipped to its starting point. **FIAT ENTRANT:** (Left) Irishman Lyall Collen is driving a TV 1,100 Fiat this year.



VETERAN: (Below) Cecil Vard (centre) finished third in 1951, fifth in 1953 and eighth in 1954. This year he is driving a works Jaguar Mk. VII with fellow-Irishmen Frank Bigger (left) and Arthur Jolley (right). They are teamed with Ronnie Adams and Ian Appleyard.

From Jack O'Donoghue

ALTHOUGH there are only three Eire crews in this year's Monte Carlo Rally, all starting from Glasgow, their prospects are a major topic of conversation amongst "the fraternity". Irish newspapers and Radio Eireann are giving the event knowledgeable and noteworthy coverage, naturally emphasising the fortunes of the Irish crews. Cecil Vard in the works Jaguar with Arthur Jolley and Frank Bigger are, of course, the "big" news, and their chances of success must be rated high in any company because of Cecil's excellent showing in previous "Montes". Cecil, whose business interests lie in *haute couture*, held a fashion show on the night before leaving for Coventry to pick up the Jaguar, but he told me that the show turned into a pre-rally interview and he had to show off (or should I say model?) a very ingenious rally coat he designed for himself in handwoven Irish tweed, lined with rabbit fur. Lyall Collen is another experienced Monte man driving a TV 1,100 Fiat this year. The standard 1,100 Fiat has become very popular in this country and the progress of this husband and wife team will be watched with interest. Joe Bewley, Dudley Reynolds and Ivan Webb are taking a Ford Zephyr along and although this is Joe and Dudley's first Monte this team is composed of very efficient and experienced trialists. Ivan is the linguist of the party, and Dudley says they will presume he is making himself understood so long as he doesn't get his face slapped!

From W. A. McMaster

At the time of writing, we are becoming quite enthusiastic about the prospects of our Ulster boys in the Monte Carlo Rally. Ronnie Adams drives once more in the official Jaguar team. This year his crew will be Ernest McMillen, erstwhile partner of Raymond Flower and, with Flower, winner of the series production

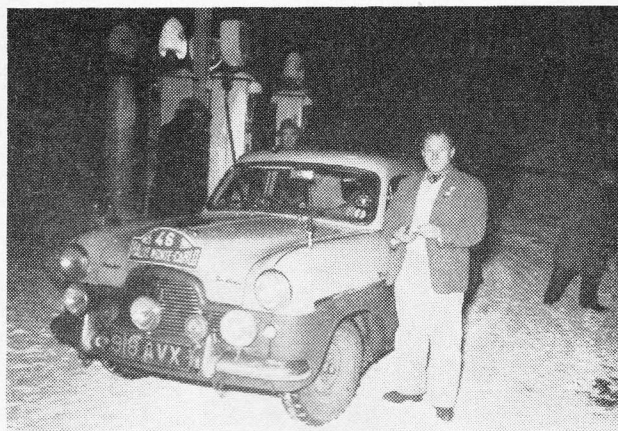
class in the 1954 T.T. (Porsche); also John Johnstone, who, in his first year in competitions, has handled his Triumph TR2 with distinction. We are hoping, of course, that Ronnie will, at least, emulate his 1954 Monte Carlo performance and that, perhaps, the fortunes of the Rally will be more kind to him this year.

Making his first Monte effort is Wilbert Todd, the Irish Trials Champion. Accompanied by Brian McCaldin, Wilbert will drive a new Ford Prefect. Up at the Todd home the other evening, I had a sight of some of the preparations Wilbert has been making and I can say that they are all in the best Todd tradition. Even such trivial matters as his driving mirrors have been given some novel treatment, the result being that the driver can now obtain exactly the same forward view as the occupant of the passenger's seat. Wilbert is under no illusion as to the severity of the Monte Carlo Rally and, in contradiction of some highly coloured local paper statements attributed to him, will be quite content to reach Monte Carlo in time to qualify as a finisher.

From A. N. Ford

LAST Sunday we made a few peregrinations round the hospitable premises of the Royal Scottish Automobile Club, having a word with competitors assembled for the Monte Carlo Rally. Old hands Jack Kemsley and Philip Fotheringham-Parker were snugly ensconced in the smoke-room and, over pewter tankards, were arguing technicalities with scrutineer Alex. Reid as though on the morrow they were doing a run round Loch Lomond. Scots competitor Andrew McGrady had only just stopped biting his fingernails on the

★
UNDETERRED:
(Right) Seen at Stirling Corner early last Tuesday, "Doc" Hardman appears unmoved by the accident to his Ford Zodiac, run into from behind by another competitor at Dumfries.



arrival of his navigator, who had made an epic journey through snowdrifts and icy road sections that had begun at 8.00 in the morning from Hull and only finished in Glasgow at 7.00 at night.

"Buster" Bartlett, making his fifth journey to Monte Carlo, was just about as blithe and unconcerned as we have ever seen anyone on the eve of the event, and this despite the fact that the weather reports were full of promises of more snow and even of fog in certain areas. The incorrigible Jackie Reece was in good form and we saw him exchanging stories with Pat Prosser, ex-"500" driver, and we are willing to bet that these stories were not all about motor sport. Ian and Pat Appleyard, making a welcome reappearance in the Monte Carlo Rally, were discussing prospects with A. K. Stevenson, secretary of the Royal Scottish A.C., and looked just as capable as ever. It will be a surprising thing to us if that white

Jaguar is not pretty well up on the results sheet.

We were sorry to hear that illness prevents Ken Rawlings from having another go this year, but the number of withdrawals is remarkably few, and out of the total of 105 entrants 96 starters had then reported at the R.S.A.C.

The two Sutherland brothers, William and Ian, brought their Riley down from Wick, in the North of Scotland, but made little of their 200-mile journey on roads that were somewhat fantastic. The general opinion among the Glasgow starters was that if they reached Dover all right the chances of getting to Monte Carlo were pretty rosy.

Arrivals too late to catch ferry: Miss E. Cullen/C. Graves (Austin Westminster); Miss M. Ireland/J. Mulkearn (Riley 2½-litre); Ken Fraser/C. Jeffrey (Riley Pathfinder); John Boardman/John Duckworth (Jaguar Mk. VII). It is believed that these cars travelled on a later boat to Calais.

Non-arrivals: R. Davis/Miss Ozzanne (Sunbeam); Peter Bolton/Tom Sopwith (Sapphire).

ULSTER GOSSIP

by W. A. McMaster

AS soon as the after-Christmas coffee-table parliaments had assembled, the talk turned to the Circuit of Ireland Trial, due, as usual, next Easter. Remembering the 1954 event, when the competitions committee of the Ulster A.C. produced many surprises (not the least of which was starting the trial the night before the announced date!) everybody is wondering what lies in store. Rumour has it that a new overnight stopping place may be tried as an alternative to the Cork or Killarney halts of previous years. One prospective competitor has suggested that the competitions committee might try a night stop at Ballycastle, in County Antrim. The difficulty is, of course, that what with the car crews and officials, accommodation has to be found for upwards of 400 people and few hotels would be willing to recruit the staff necessary to deal with this for a one-night only sojourn. However, all will be revealed with the issue of the regulations, scheduled for early February.

For tonight's annual night trial, the Ulster A.C.'s regulations were most explicit on the subject of the starting-time of the trial—and the awful fate that would visit any competitor who failed to present himself at 7 p.m. on the appointed evening. Unfortunately, the

regulations omitted to say *where* the competitor should present himself!

Many cross-Channel friends who visited Ulster for one or other of our competitions will, no doubt, remember John Nixon, who invariably acted as official scrutineer when such officials were necessary to the competition. He may best be recalled by virtue of the fact that, although living in Ulster for many years, he never lost his rich Scots accent.

John Nixon died quite recently and many of the leading motoring personalities were represented at his funeral.

The R.A.C. have now announced that the 1955 Tourist Trophy Race will undergo some modifications to conditions, the major alteration being that greater emphasis will now attach to the car covering the greatest distance. This subject, of course, has been mooted for years, everyone screaming about the awful thing it is to see a baby car win the T.T. and the faster drivers taking second place.

I am sure that the decision to amend things is the correct one. Just the same, it is worth observing that we in Ireland have, perhaps, more experience of handicap racing than can be found anywhere else and, what may have proved irksome to visiting drivers or spectators was often most enjoyable to us. We could also admit to having a sneaking regard for the "wee fellow" in those David and

Goliath battles of the old Ards T.T. series. Often and often we watched in muted anger as, say, the little Austin Sevens or M.G. Midgets, having battled valiantly in the lead for many hours, were absolutely overwhelmed in the final laps by the larger cars.

The 1954 T.T. win by a D.B.-Panhard brought this fresh outcry for a change in the regulations and I think it is only fair to say that the handicappers were far too lenient with the D.B.s, especially after their Le Mans performance. Just the same, it is worth remembering that for many hours last September the leader was the Bonnet/Bayol D.B.-Panhard. Then it retired, as sometimes handicappers hope the limit car will do, leaving the Laureau/Armagnac Panhard to take over. Still buzzing merrily ahead of its handicap target, this great-hearted little car refused to oblige the handicappers and went on to win. But sometimes I wonder how much criticism of the handicap system would have been heard had that car retired, leaving Hawthorn and Trintignant the actual, as well as moral, winners of the race! In the absence of an outcry, I am prepared to believe that for the 1955 race the handicappers would have been justifiably more severe on some cars and eased the position of others, whereupon everyone, presumably, would have been happy again until such times as the faster cars overhauled the slower cars at about mid-distance when we would, in all probability, have heard the 1954 criticisms in reverse!

GERMAN NEWSLETTER

from Alan Bruce

THE announcement by the Ford works at Cologne of their new 15M model (illustrated in last week's AUTOSPORT) was certainly the most interesting happening in the German motor industry for a long time. The unveiling of the car and other 1955 Taunus models, before over 300 invited trade and Press representatives, was performed most impressively in a small theatre.

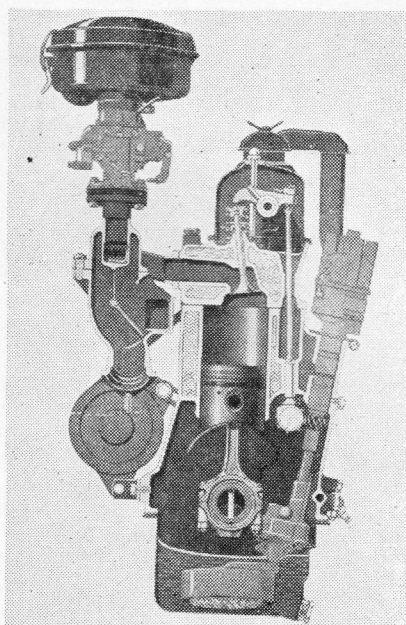
There was a film screen on which a considerable number of illustrations were projected to illustrate the various points brought out by Herr E. Vitgar, managing director, Herr A. Streit, technical director, and Herr R. H. Schmidt, chief development and production engineer (director). Beside the screen were closely shrouded vehicles.

The new 15M is a development of the 12M, but fitted with a 1.5-litre four-cylinder overhead valve engine, said to develop 55 h.p. German rating and 60 h.p. S.A.E. rating. The top speed, fully loaded, is said to be 125 k.p.h.

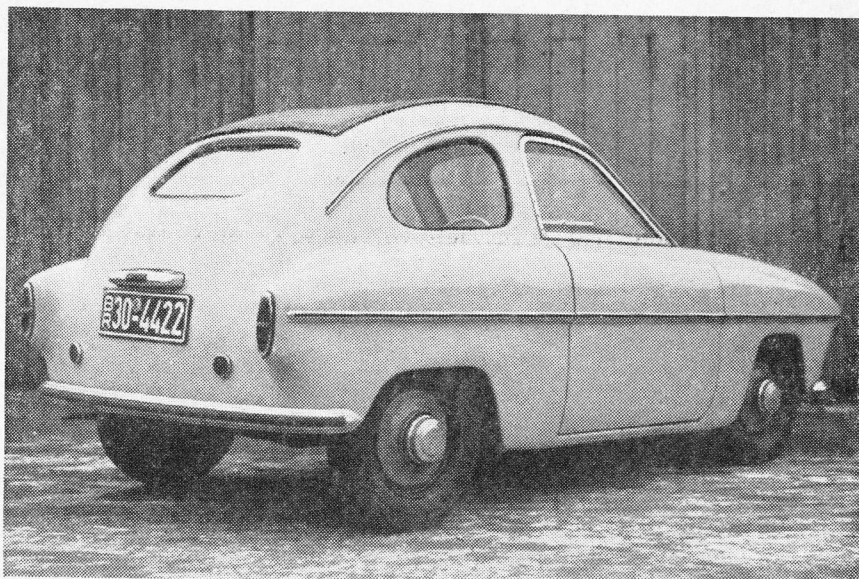
It has been a popular supposition that its engine would be the same as the British Ford Consul, but this did not prove to be the case, the capacity being 1,498 c.c. as compared to the Consul's 1,508, whilst the bore is 82 (79.37) and the stroke 70.9 (76.207).

The Consul is said to develop 47 b.h.p. at 4,400 r.p.m., whilst the newer German engine gives 55 b.h.p. at 4,250. It is, therefore, reasonable to assume that its performance will probably be better than the Consul's, especially with 350 lb. weight in favour of the Taunus.

When the price of this new model was announced at DM 6,185 (approximately £525 19s.) it caused quite a surprise, for it is a fully equipped and very well finished vehicle, costing almost £100



END SECTION of the Taunus 15M four-cylinder engine, which develops 55 b.h.p. and propels this promising new car at nearly 80 m.p.h.



MILE-A-MINUTE "250": This is the new Kleinschnittger four-seater car, fitted with a 250 c.c. air-cooled two-stroke engine driving the front wheels. The Westphalia manufacturers claim 62 m.p.h. for it.

less than the Borgward Isabella 1,500, and less, even, than the 12M Taunus of two years ago.

That a four-speed gearbox will be available at approximately £15 extra is significant, and it is anticipated that the majority will take advantage of such a bargain. This, I believe, is the first time in the history of Ford that they have offered a production car with a four-speed gearbox and this, coupled with the engine performance, should really make it a fine car for rallies.

As might be anticipated, the price of the 15M Taunus has shaken the whole industry and trade, and precipitated a price war. On 3rd January the Opel concern, controlled by General Motors, announced a new price of DM 8,990—about £760—for their Kapitän model. This makes it one of the best values offered in Germany today.

Borgward have reduced the price of their 1½-litre Isabella by DM 160 (about £14), yet this is still nearly £70 more than the 15M. But they are extending their works by some 62,000 ft. to fulfil orders.

Before leaving the subject of the new Ford Taunus, here are some interesting comparisons with the British Consul model.

FORD COMPARISON

	Taunus 15M	Consul
Engine	1,498 c.c.	1,508 c.c.
Bore	82 mm.	79.37
Stroke	70.9	76.20
c/ratio	7.1	6.8
b.h.p.	55	47
r.p.m.	4,250	4,400
Torque max.	81.5 ft. lb. at 2,000 r.p.m.	74 ft. lb. at 2,400 r.p.m.
Rear Axle	4.11	3.9
Wheel Base	8 ft. 2 ins.	8 ft. 4 ins.
Track, front	4 ft. 0 in.	4 ft. 2 ins.
Track, rear	4 ft. 0 in.	4 ft. 1 in.
Length, overall	13 ft. 3 ins.	13 ft. 8 ins.
Weight approx. (Kerb)	1,970 lbs.	2,332 lbs.
Speed	78-80 m.p.h.	
Price	£526	£470 (Plus P.T.)

Volkswagen production figures during seven years are eye-opening. In 1947 they built 19,244 cars; this rose yearly to 46,154, 90,038, 105,712,

136,013 and 179,740, to an astonishing 242,673 for 1954, of which 108,922 were exported. This, despite the fact that the Volkswagen design is some 20 years old, and has not materially changed.

* * *

PERFORMANCE CARS TROPHY

NEXT Thursday, 27th January, Performance Cars, Ltd., are launching the next of their annual dances to celebrate the presentation of the awards in the annual Performance Cars Trophy contest for 1½-litre sports car racing. To be held at the Castle Hotel, Richmond, Surrey, the occasion includes a cabaret and dancing until 2 a.m.

The winner of the trophy is, of course, Peter Gammon, whose phenomenal run of race successes with his Lotus-M.G. have given him a clear victory in spite of his withdrawal from racing in mid-season following his accident at Brands Hatch. The six award winners are as follows:—

Performance Cars Trophy, replica and £100: P. Gammon (Lotus-M.G.); 2, Cup and £25: J. Coombs (Lotus-Connaught); 3, Cup and £10: A. Scott-Brown (Lister-M.G.); 4, Cup and £5: C. Chapman (Lotus-M.G.); 5, Cup and £5: J. B. Naylor (Cooper-M.G.); 6, Cup and £5: R. Watling-Greenwood (R.W.G. Spl.).

* * *

MORE SEBRING ENTRIES

LOUIS CHIRON (Osca) and Huschke von Hanstein (550 Porsche) will be journeying from Europe to Florida, U.S.A., for the Sebring 12 Hours sports car race in March. A Lotus, probably fitted with 1,100 c.c. Coventry-Climax engine, will be driven by Frank Miller and George Rabe if it reaches America in time; a Connaught has also been entered, capacity and driver unstated. Hector Schaeffer has nominated a Mercedes-Benz 300SL, Otto Linton and Mexican resident Braniff have entered Oscas, George Tilp a D-type Jaguar, and Art Brinker a 550 Porsche. Two Morgans also figure in the lists. Bob Said will drive a 3-litre Ferrari, while Maserati and Austin-Healey entries also feature in the 3-litre category.

CASTROL WINS

ARGENTINE GRAND PRIX

1st MERCEDES-BENZ (J. M. FANGIO)

ALSO 4th MERCEDES-BENZ

(Subject to official confirmation)

THE MASTERPIECE IN OILS



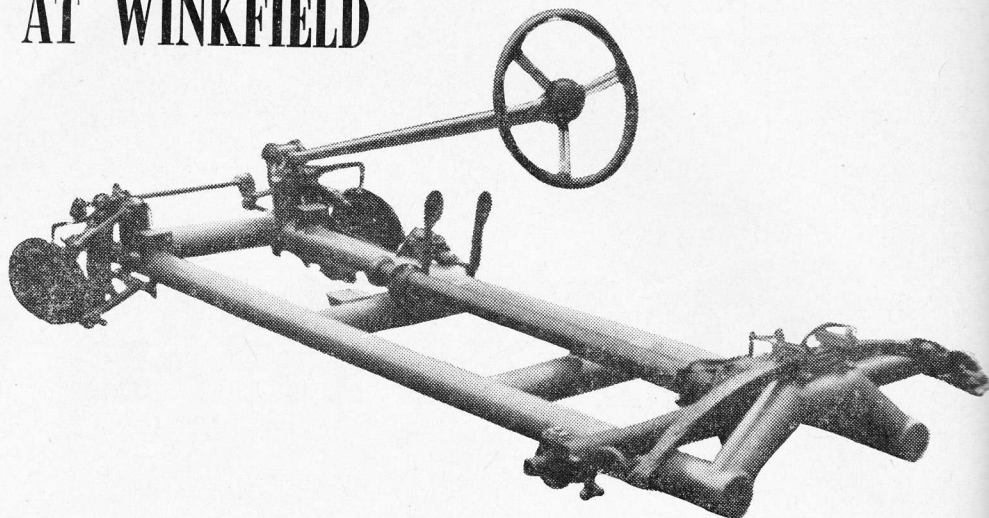
WHAT'S COOKING AT WINKFIELD

A Visit to Messrs. R.G.S. Automobile Components, Ltd.

NOT long ago, John Bolster carried out a road test of the well-known R.G.S. Atalanta, and on his return from R.G.S. Automobile Components, Ltd., remarked to me that several of the projects down at the Winkfield works seemed to merit further investigation. So it was that, as soon as an opportunity presented itself, I made my way through Ascot to the Brookside Garage, where, in a small shed, I encountered Dick Shattock, John Griffiths, and a strong smell of welding.

At first sight it was rather difficult to sort out the mingled contents of the shed, for from these small premises emanate all the various products of the R.G.S. concern—fibreglass body shells and saloon tops; R.G.S. chassis frames (single-tube or multi-tube), suspension systems, steering and brake assemblies; J.A.G. chassis frames and Lockheed conversions for Ford brakes. Moreover, the R.G.S. policy is to supply only high-grade components whose design has been tested in actual racing, so that in addition to production work, there is all the activity involved in research and experiment. Despite the "very high marks" awarded to the R.G.S. rear suspension by John Bolster, I found Dick Shattock engaged in altering the back end completely. It will in future resemble the front suspension in having two trailing arms to each wheel, while the suspension medium will be a transverse, laminated torsion bar instead of helical springs. Shattock hopes that this will cure a slight unsteadiness which made itself felt on a wet road with surface ripples of a certain frequency.

Leaving Shattock's brainchild for that



LADDER: The simple, tubular J.A.G. chassis with wishbone i.f.s. and steering assembly. A Ford rear axle and spring is seen fitted to the chassis, but is not included in the kit.

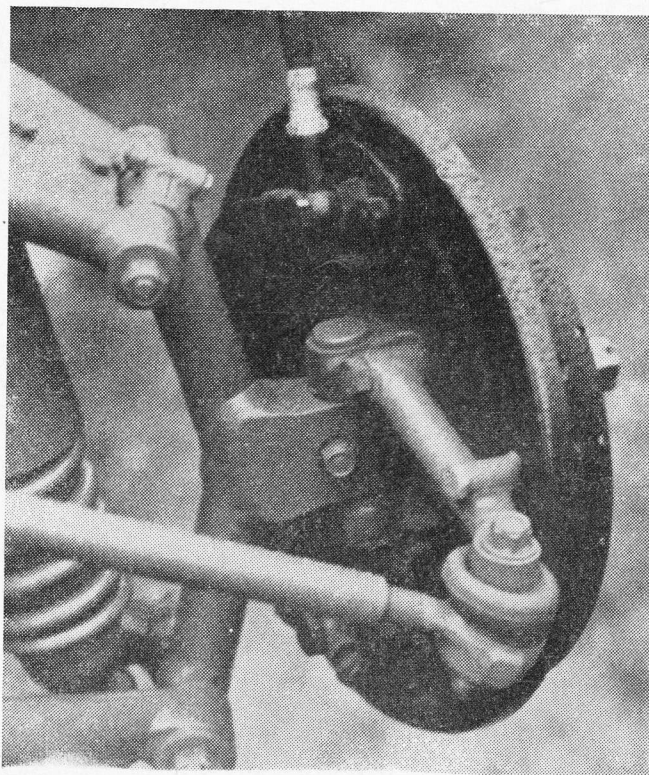
of John A. Griffiths, we lowered a J.A.G. chassis from the roof so that I might examine it. As most readers know, this is the design which performed rather well in the hands of Dick Steed, first with a Consul engine and later with an M.G. power unit. The frame resembles that of the Tojeiro (now used for the A.C. "Ace" and "Aceca" range) in that it is of ladder type, with tubular side-members of relatively enormous size and cross-members of the same diameter. Transverse springing is usually employed at the rear with a beam axle, but the front suspension is independent by unequal-length wishbones and helical springs.

Before going any further it is pertinent to ask, in these days of space-frames for

all, why Mr. Griffiths and Mr. Shattock should have the temerity to offer nothing more startling than a bright blue ladder (the chassis is beautifully sprayed) to the well-informed special-builder. J.A.G. and R.G.S. are not at all embarrassed by this question, for they have very definite ideas on the subject of simple frames for light cars (up to about 2-litre capacity, that is; the 3½-litre R.G.S. Atalanta employs a multi-tube design of proper space-frame type). First of all, they point out that the J.A.G. chassis will readily accommodate engines of different design, and simplify such problems as the provision of doors, sufficient seating width, etc.

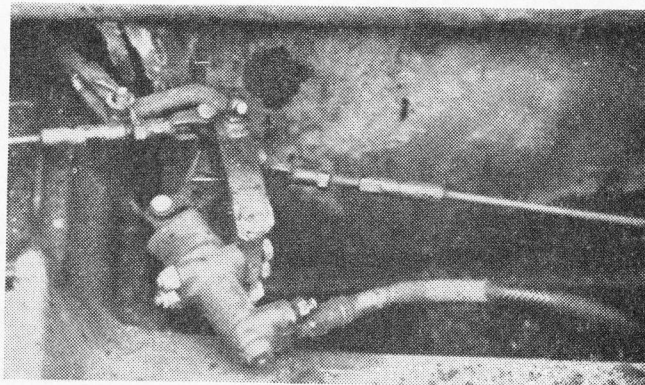
Secondly, whilst the beam strength is not as high as one would imagine, the strength in torsion is very much higher than one would expect at first glance. The secret lies in the way the four cross-members, of no less than 3½ ins. diameter, are shaped to take the side-members and welded in position. Tests have shown that they resist any tendency to rotation on the part of the side-members when the frame is loaded on a diagonal, and when the side-members cannot rotate, the frame cannot twist. On the question of weight, John Griffiths believes that there is little to choose between a space-frame and a ladder-frame of the same torsional strength. His 16-gauge frame weighs 65 lbs. bare, the Lotus weighs 10 lbs. less, but some

(Continued on page 88)



HYDRAULIC FRONT (Left): The Lockheed conversion applied to the Ford Girling backplates, giving 2LS operation of the front brakes.

HYDRAULIC REAR (Below): A Lockheed cylinder is fitted to the Ford compensator linkage, providing hydraulic operation of the rear brakes.



"Dr." LAYSTALL says:

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in exchange for standard head, etc.



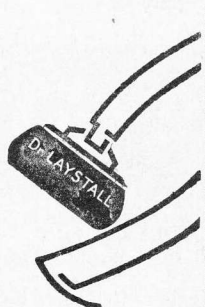
EXTRACTS FROM "AUTOSPORT" ROAD TESTS

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

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What's Cooking at Winkfield—*continued* of the latter's sturdiness is derived from its panelling and in panelled form it weighs 90 lbs. On the other hand, virtually all of the Lotus body is carried on its space-frame, whereas the J.A.G. requires a separate body framework and panelling. A Ford-engined Lotus, ready for the road, weighs 8½ cwt. complete, and Griffiths suggests a running chassis weight of 7 cwt. for the J.A.G. Get yourself a body shell and framework weighing no more than 1½ cwt., and the honours are even.

But in one respect the J.A.G. differs from all other tubular chassis now on sale to the public. It is supplied complete with a front suspension system—right out to the stub axles—and steering assembly. Harrisflex rubber bushes are used on the unequal-length wishbones, and the springing is by Armstrong combined helical spring and damper units; the camber angle is readily adjustable.

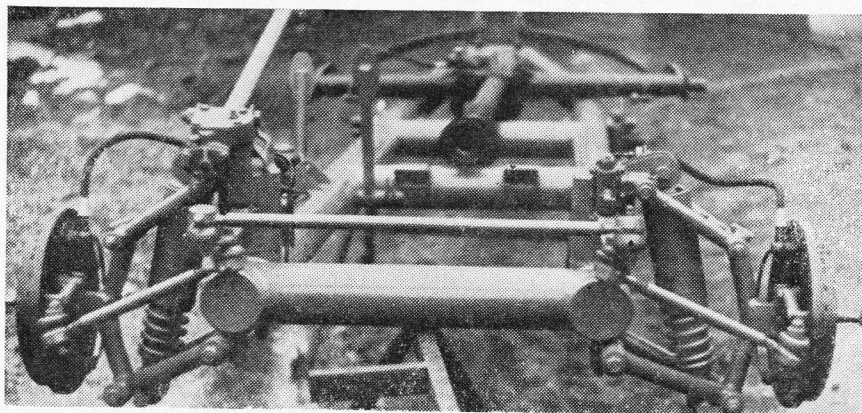
A special Burman steering box is fitted, with a long steering column and Dover wheel, and the linkage comprises a three-piece trackrod with slave arm on the nearside. For the price of £130, you receive a frame with front suspension and steering, clutch and brake pedals, rear dampers and mounting brackets for a Ford 10 engine. In this form it weighs 165 lbs., and is intended for use with a transverse leaf spring and Ford rear axle; the wheelbase may be either 7 ft. 6 ins. or 8 ft. 1½ ins., according to whether the customer wants to use the torque tube in shortened or unshortened form, and the front track is 4 ft. exactly. R.G.S. Components, Ltd., will shorten your torque tube and prop. shaft for £2, and they knock £5 off the chassis price if the customer orders a fibreglass body (£88 10s.) at the same time. They emphasize, however, that it is not a good idea to buy a saloon top for one of these smaller bodies. It will fit, but

it looks out of scale and quite ridiculous.

If a customer supplies a pair of Ford brake backplates (Girling), they can be converted to two-leading-shoe hydraulic operation with Lockheed cylinders, shoes and bonded linings. The Ford rear compensator linkage is modified in ingenious fashion by the fitting of another Lockheed cylinder, so that the mechanical pull-rods are hydraulically operated without making it difficult to provide for a handbrake. With master cylinder and all piping, cut to length and flanged, the complete conversion costs £12.

The astute reader will have observed by this time (if he hasn't already gone off to the local) that no mention has been made of a transverse stabiliser at the rear. In fact, there isn't one, for the axle is located simply by its torque tube and the spring in the normal Dagenham manner. John Griffiths insists that no lateral axle movement occurs with a car of this weight, and it must be admitted that despite almost zero clearance between the oversize tyres and wheel-arch edges on his hack J.A.G., there was no mark on the tyre walls. This could not have been the result of unenterprising cornering, for I can vouch for the fact that he throws it around bends in the most abandoned manner, having occupied the passenger seat for several lively miles in Berkshire.

F. W. McC.



INDEPENDENT (Left): Armstrong helical spring and damper units are utilized at the front with unequal-length wishbones, pivoted on Harrisflex bushes. The steering layout features a three-piece trackrod with slave arm at the nearside.

Correspondence—continued

On British G.P. Performances

AFTER reading Francis Barnard's excellent lament on the British G.P. car I would like to point out one thing: The E-type E.R.A. was built just *before* the war, and we would probably have seen it perform with more success if the war had not taken place.

Also, has he forgotten the sterling efforts of H.W.M.?

RICHARD M. KITCHINGMAN.

CHELSEA, S.W.3.

The (Chinese) Macao Grand Prix

THE 12th November issue being only just to hand, this is a very belated correction.

My authority for so correcting you derives from the following:

- (a) The idea of a major motor racing meet locally was mine and I was responsible for a very large part of the organizing.
- (b) In my own TR2 I took second place, a mile behind the winner.

First . . . the facts. The race was run over a true road circuit, which I consider second to none, 3.9 miles long. This was our first year and the surface over half the distance was dirt overlaid with thick dust, which brought speeds down a lot, especially as that bad part also included the worst bends. For '55 the whole track is being put in "apple-pie" order.

We had a Le Mans start, and the winner was the car to cover the greatest distance within the time limit of 4 hours. This was eventually 204 miles.

The field of 19 cars included an Austin-Healey 100, a Morgan 4/4, three TR2s, a very hot M.G. (J2 with TC engine and other mods.), and a bevy of more or less standard saloons that included a Mercedes 220, Zephyrs, Riley 2½s, Fiat 1100s and a Hillman.

Macao is Portuguese territory and is the oldest European Colony in the Far East, being situate at the mouth of the estuary of the Pearl River, 40 miles west of here and reached in 3½ hours by ferry. It is a charming spot, typically old-world with delightful scenery, and a most tranquil place to which we Hong-Kongers like to go to escape our own tumult.

The week-end's sport was organized by the local branch of the Automobile Club of Portugal under F.I.A. rules, and fully approved by the parent body. We have high hopes for the future, with our eye on the International Calendar and a Far East tour for the European factories, with our own event in late October, the Australian G.P. in November, the New Zealand G.P. in January and finally the Argentine G.P. in February.

The people here really knew what they were doing, and with 30 years' experience behind me as spectator, competitor and organizer I would say that I have never seen anywhere a meet which went so smoothly and so efficiently. I take my hat off to all the Portuguese gentlemen who did so much towards making this first motor race in the Far East the success it was.

HONG KONG.

PAUL E. DU TOIT.

[In our issue of 3rd December we corrected our earlier statement that the Macao G.P. was held in Brazil, not China. We are grateful to this correspondent for further details of what seems to be a very promising fixture.—Ed.]

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



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NEWS FROM THE CLUBS

By Wilson McComb

RUDE references to the Hants and Berks Night Trial Club have made hon. secretary Douglas Johns very unhappy, and resulted in some innocent inquiries being addressed to that mythological organization. The name is, of course, Hants and Berks Motor Club, and Douglas Johns asks me to stress that the Riverside Rally on 12th/13th February is neither a night trial nor a treasure hunt. It is a pukka rally, with a 350-mile route centering on Henley-on-Thames, quantities of six-figure map references, an "Eight Clubs" section, special tests, and a scenic route in daylight. As members of the invited clubs already know, entries close on 5th February and should be sent to 48 Reading Road, Woodley, Berks.

THE All-Comers' Trial is the name of the event to be run on 20th February by the **750 M.C.** and the **West Hants and Dorset C.C.** This is a full sporting trial which, however, has been arranged to be suitable for any vehicle, and all 15 observed sections are within a radius of 200 yards in the Christchurch area. Regs. are now available from Miss C. M. Christison, Flat 13, Bitterne Manor, Bitterne Road, Southampton. . . . The **Alvis O.C.** are running their Winter Rally on 30th January, starting at 12.30 p.m. from the Badgers Café, Badgers Mount, Kent, open only to club members driving Alvi. . . . The **Cambridge University A.C.'s** "Miniature Monte" Rally on 29th/30th January looks like justifying its name; in fact, several entrants are scrambling back from the other Monte to take part. It is being observed for the second year by the B.T.D.A. and it is hoped that it may be a qualifying event for the 1956 Star. Entries close on 22nd January. . . . The **Hants and Berks M.C.'s** annual dinner-dance is to take place on 4th February at the Catherine Wheel Hotel, Henley-on-Thames, from 7.30 p.m. Tickets from A. H. S. Fountain, 57 Matlock Road, Caversham, Reading. The **Leicestershire C.C.** are running their first sporting trial of the year (chief award being the Silver Starting Handle!)

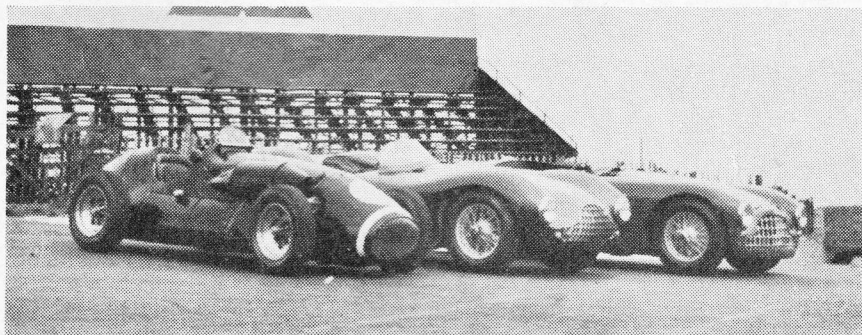
★
UNDER STEERING wheels held by members of the Hants and Berks Motor Club, Buckler driver Geoff Tapp and Molly Hopkinson (sorry—Tapp!) leave the Eversley Parish Church after their wedding on 1st January.
★



on 23rd January and regulations are obtainable from O. F. Williams, 73 Ashleigh Road, Leicester. . . . On the programme for members of the **Harrow C.C.** is something disguised as a social run, on 30th January. However, the announcement has a slightly zany air suggesting that something rather more lively than a trundle in the country can be expected. Then on 6th March there is the Moss Trophy Rally, an all-day affair consisting of navigation sections and some four or five driving tests; details can be obtained from Les Needham, Radio Sound Service, 279 Edgware Road, Colindale, N.W.9. . . . The **Peterborough M.C.** are holding their annual Warco Cup sporting trial at Alwalton, near Peterborough, on 30th January. The whole course is laid out within a few miles of the starting point and the clubs invited to compete are the London, Sunbac, Leicestershire, Hagley, North Midland, Northampton and Shenstone. Entries close on 27th January and should be addressed to W. J. Wardle, 34a Priestgate, Peterborough. . . . The **South-Western Centre of the B.A.R.C.** will be holding their annual Dinner-Dance at

the Polygon Hotel, Southampton, on 2nd February. Tickets are going rapidly and early application is advised; at one guinea a time they are available from Mrs. Havard, 61 Portsmouth Road, Woolston, Southampton. . . . On 20th February the **North London Enthusiasts' C.C.** will run their Jacobean Trophy Trial, no longer the sticky mud-plug of yore. It starts from Hatfield and will be about 80-90 miles in length, mainly in Hertfordshire. A mixture of rally, driving tests and trial, the organizers claim that it will be suitable for production cars. . . . **British Racing and Sports Car Club's** Midland Centre are holding a film show at the Golden Eagle, Hill Street, Birmingham, on 16th February. The programme includes three Esso films, and tickets (12s. 6d. each) may be obtained from Vic Labrum, "Labrani" (remember the car?), Borrowcop Lane, Lichfield, Staffs. . . . Fancy your chances of completing the sixth annual Yorkshire Rally without loss of marks? It hasn't been done yet, according to the **Yorkshire Sports Car Club**, and they'll do their darndest to see that it doesn't happen on 11th/12th February. As usual, this B.T.D.A. Silver Star event will start from Harrogate, but the 500-mile route has been entirely revised to relieve regular competitors of possible boredom. P. J. Clay, of Hollings Mills, Sowerby Bridge, Yorks, will close the entry list on 1st February, and the invited clubs are the B.A.R.C., Lancashire and Cheshire C.C., London M.C., M.C.C., North Midland M.C. Sheffield and Hallamshire M.C. and Shenstone and D.M.C. It seems only fair to let "A.S." have the last word by quoting from the regulations:—

*The intimate life of the crab,
Is dull, unromantic and drab,
But YOU can have FUN
If you enter and run
In the 6th "Yorkshire Rally", egad!!!*



VEHICLES, VERMIN FOR THE USE OF: Cars now owned by the "Vermin Stable", and seen lined up at Brands Hatch, are J. Risely-Prichard's Connaught and the DB3 Aston Martins raced by P. A. Everard and J. E. G. Stevens.

VINTAGE MEASHAM No. VI

Air-Commodore Buckle (Lancia) Wins Measham Trophy

THE sixth annual Measham Rally, run by the Vintage S.C.C. on 8th/9th January, attracted 88 entries and 76 of them appeared at Church Stretton to taste the joys of vintage rallying. Road conditions had a curate's egg-like quality about them but overhead it was a cold, clear night. This may have been a contributory factor in deciding the destination of the main award, for Air-Commodore N. R. Buckle (Lancia) left the air to land the Measham Trophy. The silver cup which is given for the best performance in any class was won most creditably by D. H. Holland, who handled his Austin A40 extremely well, particularly in the tests.

It was a wintry scene at the Long Mynd Hotel when the night drive of 200 miles was faced and, although it was barely 30 miles to the first time control at Goetre, it was enough to jeopardise the chances of several drivers. While some had trouble of their own making, Peter Binns (O.M.) was unlucky in having a brake cable part. While the crisp-sounding O.M. is going happily Peter is always in the hunt, but in spite of a repair made ultimately the lost time just could not be regained.

Between Goetre and Nant Glas a restart test was held. Ice was undoubtedly present on Bwlch-y-Sarnau where the test was sited to the no little embarrassment of many drivers. This was the first of two tests made *en route*, the second being near Builth Wells, where on a gradient of, perhaps, 1 in 6, cars started at the drop of a flag to a flying finish.

Times were very even here, for the distance was of no great length, so it was surprising that although many were around 11½ secs. H. Foster (Austin) returned a time of 10½ secs., Foster being, of course, in the visitors' class; of the vintage boys, G. G. McDonald (4½-litre Bentley) and Peter Binns (2-litre O.M.) were the most free-running in 11½ secs. P. E. Roberts (Sunbeam-Talbot), another "visitor", was only ½ sec. slower.

The "pack" were now well and truly in Wales where various conditions of

★
First away from the snowy starting control at Church Stretton was R. M. Holmes in his 1934 J2 M.G.
★

going were met. The worst of these was black ice, which avoided identification until it was under the wheels, when it became very obvious! An unlooked-for hazard occurred when some of the smaller leading cars met sticky circumstances on a hill which some just did not manage. The howling horde came pounding up only to find their progress impeded. The sorting-out took time, which was at a premium and many long faces were to appear at Measham.

It was during the darkness of the Cambrian night that one small modern saloon was suddenly beset by a terrific hammering noise almost on his heels. Thinking that one of the horrors of the Welsh hills was about to descend on him, imagine his relief when McDonald's Competition Bentley went thundering by! But McDonald himself was to be surprised also for as he was picking his way up a strictly one-car-only track a Triumph TR2 came whistling down right at him. They didn't meet, but everyone had to abandon ship and manhandle the TR2 into McDonald's (and the right!) direction. It is not thought that this was the reason for the Bentley returning with a front main spring broken.

The courageous drivers and navigators of 19 cars were back at Measham within the time allowed and these put themselves to the tests set out to decide final placings. On arrival a start-roll test was held with an observer entering the car to ensure correct observance. Cars

were accelerated in a straight line and within a given area had to change from driving to rolling. The figures of merit taken here showed K. N. Ballisat (Triumph), H. M. Sinclair (Triumph) and H. Rumsey (again Triumph) to be equal best, and vintage honours went to N. R. Buckle (Lancia).

The next test was almost a reversal of this in that after a rolling start of some five yards, 40 further yards had to be covered as slowly as possible with no use of brakes, clutch and gears, with a final 40 yards as rapidly as possible. H. C. Rogers was outstanding here for he handled his Triumph well. The 1936 Ford Ten of A. T. Fisher was also well driven but the vintage clan had more difficulty in approaching the moderns' figures. Even so, J. M. Hill took his O.M. through very well.

The Vintage Measham wouldn't be the same without the round-the-houses test, this year calling for an official pit stop in the process. During a dice around the buildings passengers (all except one) had to go through the motions of filling up with water. The vintage cars had the edge here for they did not have to press levers and fix supports, etc., to get at the filler cap. The exception mentioned above was J. M. Hill's passenger, who sat in the rear seats, an advantageous position presumably while Hill did all the running. Dr. D. P. Harris gave his usual dramatic performance both during and immediately after the test, for his 1934 1½-litre Frazer-Nash did a neat and complete about-face after crossing the finish line.

A tough event, but as all agreed, enjoyable; made better perhaps by the hot coffee, ham and eggs awaiting competitors at the finish. Mr. G. A. Hill presented the Measham Trophy to Air-Commodore Buckle before quite a number of very interested spectators.

WILSON ROGERS.

Results

Measham Trophy (Best Vintage car performance by V.S.C.C. member): Air-Commodore N. R. Buckle (1928/9 Lancia Lambda).

Silver Cup (Best Performance, any class): H. C. Rogers (Triumph TR2).

Class 1 (Vintage): 1, C. W. Robertson (1929 Riley); No 2nd or 3rd awards. **Class 2 (Post-Vintage Thoroughbred):** No awards. **Class 3 (Visitors' cars):** 1, J. J. Bott (Riley 2½-litre); 2, J. R. J. Mansbridge (Jaguar XK120); 3, D. H. Holland (Austin A40).

Special Awards: Best performance by Vintage Type Touring Car: J. M. Hill (1927 O.M.). **Best in Driving Tests:** A. Polack (1952 Morgan). **Navigators' Awards:** Navigators of cars driven by N. R. Buckle and H. C. Rogers.

★
Standing around the Measham Trophy at the Long Mynd Hotel are F. Day, John Rowley (Clerk of the Course) and Bernard Noble.
★



★
Standing around the Measham Trophy at the Long Mynd Hotel are F. Day, John Rowley (Clerk of the Course) and Bernard Noble.
★

NORTH LONDON FUNCTION

THE tenth dinner-dance of the North London Enthusiasts' C.C. was held on Friday, 7th January, at the Hendon Hall Hotel. About 206 members and guests attended this function, presided over by A. F. Rivers Fletcher. Ron Flockhart replied for the guests to the toasts proposed by Norman Overton, and Rivers Fletcher replied to the speech by Chris Tooley toasting "The Club". The awards for the year were presented by Penny Rivers Fletcher.

John Eason Gibson, Tom Walkerley, Harold Holt and members of the Herts County Club were among the guests, whilst later in the evening Norman Wisdom also looked in on his way home from the theatre. The Challenge trophies in 1954 were awarded as follows:—

A. F. Rivers Fletcher Trophy: J. C. C. Mayers. William P. Render Trophy: M. F. Ault. Closed Car Performance Cup: M. F. Ault. Yew Tree Cup: E. K. Lawrence. David Viend Memorial Trophy: A. F. Rivers Fletcher. Mercury Trophy: H. Polakoff. Mrs. Rivers Fletcher Trophy: F. H. Arthur. Lombard Trophy: A. F. Rivers Fletcher. Jacobean Trophy: R. N. Richards.

NEWCASTLE NOVICES' TRIAL

SNOW-COVERED Cheviot Hills formed the background for most of the 120-mile course covered by competitors in the Non-Winners' and Novices' Trial, held on Sunday, 9th January, in ideal motoring conditions, by the Newcastle and District M.C.

Starting and finishing at Whalton, Northumberland, competitors soon found themselves in difficulties, as first-rate navigation was necessary to survive some of the short sections during the morning run.

Results

Best Performance: S. E. Bird (Riley). Best Performance, Opposite Class: P. S. Armstrong (Chrysler). Best Novice: R. Allman Smith (Ford). First Class Awards: J. B. Stafford (Ford); L. G. Wardle (Porsche).

NORTHAMPTON FILM STARS

MEMBERS of many clubs all over the country have seen or will be soon seeing the excellent Shell-Mex film, "Race Marshalling". There was more than usual interest, however, at a recent showing for the Northampton and D.C.C., for many of the members helped in the making of it and appeared in many of the scenes. To mark the occasion, Mr. N. A. Whitehead, Shell-Mex Coventry branch manager, presented a copy of the film to the club.

LEINSTER A.G.M.

THE 34th A.G.M. of the Leinster Motor Club was held at R.I.A.C. headquarters, Dublin, on 10th January. Jim Irvine continues as President for another term, Charlie Nichol as Secretary, and Miss Edie Ingram as Treasurer. There was a very small attendance, and no new names were proposed, the old committee being re-elected *en bloc*. John Shiel, 31 times President, Jack Lewis and Nathan Lepler, a founder member and "Lep" to everyone in Irish motor sport, were elected Hon. Vice-Presidents of the club for life. The year's activities, which, of course, include motor cycling events as well, showed a loss of £117, £143 being lost on the "Leinster 200" Motor-Cycle Race.

COMING ATTRACTIONS

January 21st. Ulster A.C. Night Trial.

January 22nd. Omagh M.C. Trial, N. Ireland.

Larne M.C. Trial, N. Ireland.

Scottish Sporting C.C. Starlight Rally.

January 23rd. Argentine 1,000 kms. Race (S), Buenos Aires.

Brent Vale M.C. Winter Rally.

Swansea M.C. J. Owen Smith Rally. Start, 10.30 a.m. from Fairwood Aerodrome.

Midlands M.E.C. "Bridge Party" Trial. Start, 4.30 p.m. from Lowsonford.

Circle C.C. Chiltern "Caramble". Start, 2 p.m. from Green Man, Batchworth Heath, Northwood.

Eastern Counties M.C. Winter Cross.

South of Scotland C.C. Navigation Rally.

Manchester University M.C. Howarth Rally.

Leicestershire C.C. Trial.

Wolverhampton and S. Staffs C.C. New Year Rally. Start, 2 p.m., Staffordshire Motor Tyre Co., Chapel Ash, Wolverhampton.

THE NORTH MIDLAND MOTOR CLUB STANDARD CAR TRIAL

9th January, 1955.

Best Performance of the Day: E. S. Sneath (Morgan Plus Four). Best in Opposite Class: K. A. Scales (Export Ford Anglia). Second, Open Class: J. H. Thompson (M.G. TD). Second, Closed Class: R. Frolich (Porsche). Third, Open Class: S. Parish (Austin Seven Tourer). Third, Closed Class: F. Harrison (Ford Anglia, Old Type). Novice Award: J. Holden (Austin Nippy). Team Award: K. Scales and E. Sneath.

LANCASHIRE NEW YEAR RALLY

FIFTY enthusiastic rally drivers turned out on Sunday, 16th January, in weather which, to say the least, was not enticing to the ordinary motorist. These drivers, however, who were competing in the Lancashire Automobile Club's New Year Rally, starting from near Preston, are just a little out of the ordinary run of motorists, being so keen on the sport as to enjoy ice- and snow-bound roads as a further challenge to their driving ability.

From Preston the route lay through Goosnargh, via minor roads to Dolphinhall, over the River Wyre and along the western side of Bleasdale Moor on to Doeford Bridge, the competitors being allowed to choose their own route for this part of the course. Some chose the easy way but farther, and others took the risk of snow and ice on the more direct minor roads.

Then they went back through Cow Ark and The Kitchings to the finish at Stirk House Hotel, Gisburn, and a very welcome hot meal.

Results

1. E. Vanner (Anglia); 2. A. Newsham (Anglia); 3. C. L. Kinns (H.R.G.); Novice Award: E. Saltoun (Consult); First-to-lead Award: S. H. Pickles (Hillman).

IRISH M.G.C.C.

THE A.G.M. of the M.G.C.C. (Irish Centre) was held at R.I.A.C. headquarters on 12th January when Jimmy Millard handed over the Presidency to Cecil Vard for the coming year. Sheila O'Cleary continues as Hon. Secretary and Max Faulkner as Hon. Treasurer. Last year's Committee and Competitions Committee were re-elected. Discussions were lively and good humoured, especially about current Hewison regulations. Jimmy Millard paid a nice compliment to the Press, AUTOSPORT was quoted in the Hon. Secretary's report, and everyone wished God-speed and success in the "Monte" to Cecil Vard and Dudley Reynolds. The Club showed a small but very concrete profit on the year's fun and games.

CLUB FIXTURES

M.G.C.C.—Midland Centre annual dinner-dance: 21st January, Chadwick Manor Hotel; Midland Centre A.G.M.: 28th January, Woodman Hotel, Easy Row, Birmingham.

Lancashire and Cheshire C.C.—Hotpot and dance, 21st January, Dixon Arms, Chelford, 8 p.m.

Cambridge '50 C.C.—Meeting, 21st January, Ancient Shepherds, Fenditton, nr. Cambridge.

North London M.C.—Meeting, 21st January, Cat Inn, Cat Hill, East Barnet, Herts.

Mid-Surrey A.C.—Meeting, 21st January, Queen Adelaide, Kingston Road, Ewell.

W.O. Club.—Meeting, 22nd January, George and Pilgrims Inn, Glastonbury, Som.

750 M.C.—Annual dance: 22nd January, Wandsworth Town Hall, London; meeting, 24th January, Sheer House Hotel, Byfleet, Surrey.

Bentley D.C.—Meetings: 22nd January, Queen's Head, Bridge of Allan, Stirling; Elcot Park Hotel, Newbury, Berks; 25th January, Hautboy Hotel, Ockham, Surrey; 27th January, Elcot Park Hotel, Newbury, Berks (joint B.D.C./V.S.C.C. meeting).

Alvis Register and O.C.—Meeting: 23rd January, Wolsley Arms Hotel, Rugeley (Junction A513 and A51), 7 p.m.

Welsh Counties C.C.—Talk, 24th January, St. Mellons Golf Club.

Lagonda Club (Northern)—Meeting, 25th January, Red Lion, Holme-on-Spalding-Moor.

Sussex C. and M.C.C.—A.G.M., 25th January.

London M.C.—New Year's Party, 25th January.

Newry and D.M.C.—Film show, 25th January.

Northampton and D.C.C.—Meeting, 25th January, Queen Eleanor Hotel, 8 p.m.

Eastern Counties M.C.—Meeting, 25th January, Red Lion, Martlesham, nr. Woodbridge.

B.A.R.C. (South-Western Centre)—Meeting: 26th January, Little Testwood County Club, nr. Totton, Southampton; (Yorkshire Centre) film show: 27th January, Liberal Club, Hough Lane, Bramley, Leeds 13, 7.30 p.m.

Liverpool M.C.—Meeting: 26th January, Royal Hotel, Hoylake.

Aston-Martin O.C.—Shell film show and party: 26th January, Shell-Mex House, Strand, London, 6 p.m. (ticket-holders only); film show: 26th January, Burton Lazards Hall, nr. Melton Mowbray, Leics, 7 p.m.; meeting: 28th January, Ye Olde Cock, Epping, 7 p.m.

Ulster A.C.—Film show, 26th January, Donegall Chambers, Donegall Place, Belfast.

A.C.O.C.—Meeting, 26th January, The Marlborough Head, N. Audley Street, London, W.1, 8 p.m.

Vintage S.C.C.—Meeting: 26th January, Ferry Boat, Holywell, St. Ives, Hunts; 27th January, Jolly Farmers, Enfield Road, Enfield; Golden Pheasant, Plumley, nr. Northwich; Crescent Hotel, Ilkley.

Chiltern C.C.—Meeting, 26th January, George Hotel, Beaconsfield.

Hagley and D.L.C.C.—Film show, 26th January, Lyttelton Arms Hotel, Hagley, 7.30 p.m.

Sunbac.—Meeting, 27th January, Mason's Arms, Solihull.

Surrey Sporting M.C.—Meeting: 27th January, Warwick Hotel, Redhill.

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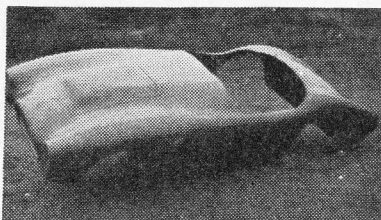
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LANCIA APRILIA 12.9 h.p. four-door pillarless saloon 1939, late type model with independent suspension on all four wheels, Marchal headlamps, smart grey finish with rich blue hide interior, the performance of this model is so well known that it needs no recommendation £395

LAGONDA 4½ litre sportsman's four-door pillarless saloon, one of the best pre-war examples we have handled, delightful performance, magnificent road holding qualities, many extras and refinements, a gift at £225

MORRIS 8 four-seater tourer, series I model, 1937, late registration, finished in red and black with red leather interior, full all-weather equipment, spotlamp, wind-screen heater, etc., quite a smart car £145

RAILTON Straight Eight special Stratton sportsman's four-door four-light saloon 1936, this car is in a class of its own, coachwork and interior would not disgrace a post-war car and it is a delightful vehicle to drive, steering, brakes, suspension, engine absolutely 100% £125

RILEY 9 four-door saloon, early pre-war series, quite a respectable looking car with modern lines, manual gear-change, runs well and has a good set of tyres £45

RILEY 9 Monaco four-door saloon, later model than above with preselector gears, typical Riley performance, quite fast for its modest horse power, a gift at £95

RILEY 1½ litre 12 h.p. Adelphi five-seater touring saloon 1937, quite a nice one, very brisk performance £175

SINGER Super 12 special foursome drophead coupe 1939, smart modern lines, roomy body, goes extremely well £195

SINGER Roadster 9 h.p. 4AB model 1951/2, previously owned by elderly lady, now forced to give up motoring, sparkling condition, very carefully used £395

STANDARD 14 h.p. drophead foursome coupe, Flying model with rear boot, 1937/8, roomy powerful car £175

SUNBEAM-TALBOT 10 h.p. sports saloon 1939/40, a fast economical car, compact and modern looking with similar lines to post-war series, very brisk performance, smart grey finish, leather interior £295

SUNBEAM Dawn 12 h.p. sportsman's four-light saloon, 1936, coach-built model with attractive modern lines £75

TALBOT 14 h.p. sports saloon, 1936, desirable model 65, superior quality car with many refinements £75

WOLSELEY, series III 12 h.p. saloon, 1938, similar body styling to post-war model, rear boot, easy clean wheels, etc., needs attention to coachwork £95

JOWETT Bradford 8 h.p. four-seater Utility 1947, smart and economical, two banks of individual seats, very good on petrol, ideal all-purpose vehicle £175

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AXFORDS (est. 1880) huge selection duffel coats, £4 10s. to £6 10s., camel and blue. Ladies' short, most colours, £3 17s. 6d. Also Anaracks, Jeep jackets, combat jackets, alpine jackets, approx. 57s. 6d.-67s. 6d.—304-6 Vauxhall Bridge Road, London, S.W.1. VICTORIA 1934.

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

CAR BADGES of any School, College, Regiment, Squadron, Society, etc. Diameter 3½ ins., brass, heavily chromed.—Lists free from A. E. Cooke & Son, Westgate, Peterborough.

HARD TOP for Silverstone Healey. First £13 13s. secures.—8 Cambridge Road, Southend-on-Sea.

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

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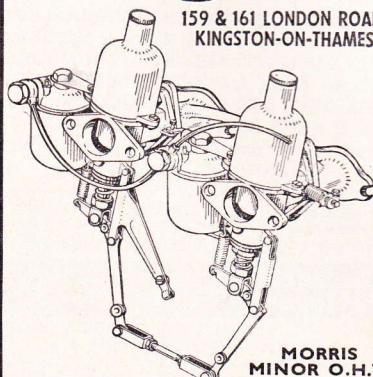
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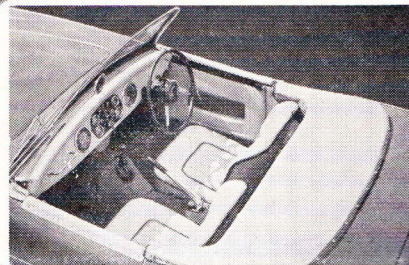
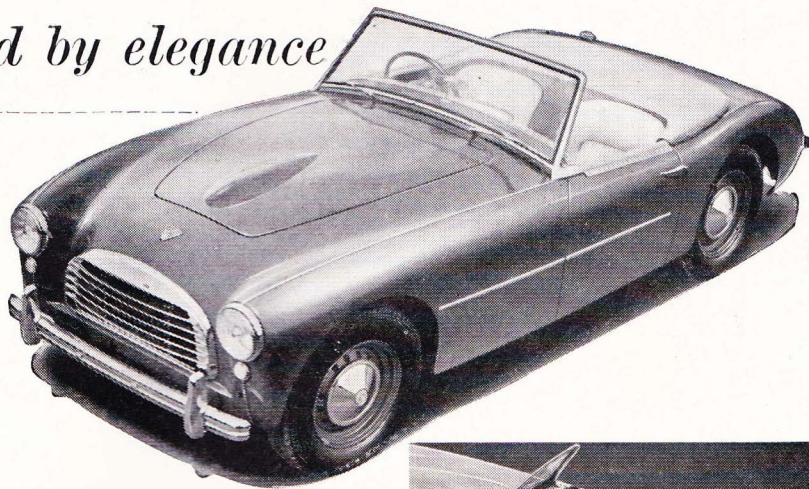
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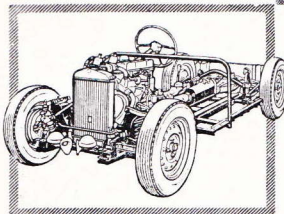


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ABOVE is shown the luxurious interior of the Swallow Doretti with controls neatly grouped in front of the driver, while LEFT shows the 50-ton tubular steel chassis that ensures complete stability.

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