

John Bolster's Road Test Review

AUTOSPORT

JANUARY 28, 1955

1/6

EVERY FRIDAY

Vol. 10 No. 4

BRITAIN'S MOTOR SPORTING WEEKLY



SPECIAL MONTE CARLO RALLY ISSUE

SHELL present a new multigrade oil in the Shell X-100 range

**10W/30—gives
more m.p.g. and even longer engine life**

This additional grade in the Shell X-100 range has all the advantages that have made this famous oil the choice of millions of car-owners all over the world. It fights acid action, main cause of engine wear, so giving longer engine life. It keeps your engine clean and sweet running. And in addition, Shell X-100 10W/30 has remarkable new properties.

A new component ensures that Shell X-100 10W/30 flows as freely as a normal 10W grade oil when cold, yet is as thick as a normal 30 grade oil when hot. From freezing point to racing heat your engine enjoys perfect lubrication.

Costs more — but worth it. This new component is expensive to make; the new grade is expensive to buy. *But it saves much more than its extra cost.* It guarantees more efficient lubrication from the very first turns of the starter. The protective powers of Shell X-100 reach right through the engine *immediately*, so ensuring even longer engine life. Shell X-100 10W/30 also reduces oil-drag, relieving strain on the battery and giving up to 15% more miles per gallon. And it reduces carbon deposits—your engine keeps its full power longer.

Advantages of Shell X-100 10W/30	
Is ideal for 'stop-start' motoring	✓
Lubricates instantly, hot or cold	✓
Protects completely, hot or cold	✓
Gives up to 15% more m.p.g.	✓
Reduces carbon deposits —engines keep full power longer	✓
Eliminates need for seasonal oil changes	✓

IMPORTANT: Shell X-100 10W/30 gives best results in four-stroke petrol engines in good mechanical condition. Like all the Shell X-100 range of oils it is detergent, and if you have not been using a detergent oil you are recommended to drain the sump after the first 500 miles on the new grade and refill with fresh oil.

If you normally use S.A.E.20 grade you will find about the same oil consumption after changing to 10W/30. If you are used to S.A.E.30 you may notice some increase, but this will be amply repaid by saving in fuel, reduction in wear, and a useful increase in battery life.

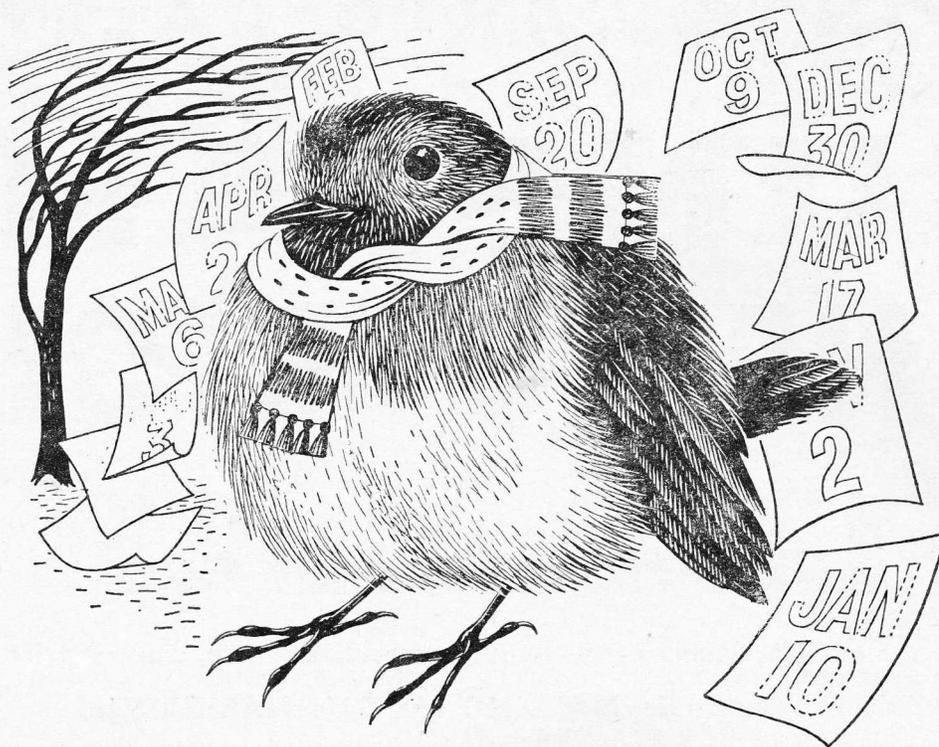
Shell X-100 is available in all the following five grades, S.A.E. 20/20W, 30, 40, 50 and now S.A.E. 10W/30 (Multigrade).

Shell X-100 10W/30 is sold only in sealed tins.



for longer engine life

it fights acid action—main cause of engine wear



You can be sure **YOUR BLUECOL DOUBLE SAFETY** **LASTS THE WINTER THROUGH**

Day and night all through the winter the cooling system of your car needs protection. Frost can strike at any second right up to April. It can strike overnight: it can strike on a very cold day when you are parked: and it can strike in exceptionally cold weather even *while you drive*.

One fill of Bluecol eliminates all these risks for the whole winter. The protective quality of Bluecol lasts the winter through; and it goes on keeping your cooling system doubly safe—safe against even 35° of frost, and safe against rusting and similar chemical action.

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BEWARE OF FALSE ECONOMY

Remember, small amounts of Bluecol can be lost by spillage through radiator vent pipes. To be sure your Bluecol safety lasts the winter through you must be sure that these losses are always made good. Your garageman can easily test the strength of the Bluecol solution in your cooling system—and if you are wise you will ask him to do so whenever the system needs topping up. If Bluecol *has* been lost, the loss should be made good—if you merely top up with water you are weakening your Bluecol protection, and that is a very false economy.

BLUECOL

THE DOUBLY SAFE ANTI-FREEZE

Available from all good garages and leading accessory suppliers

one of **SMITHS** accessories for better motoring

SMITHS MOTOR ACCESSORIES LIMITED, CRICKLEWOOD WORKS, LONDON, N.W.2. THE MOTOR ACCESSORY DIVISION OF S. SMITH & SONS (ENGLAND) LIMITED

MONTE CARLO RALLY

SUNBEAM

WINS OUTRIGHT

1ST Prince Rainier Cup

Awarded to the outright winner of the Rally, irrespective of size, class or price of car

Drivers: Capt. PER MALLING and GUNNAR FADUM

1ST Coupe des Dames

Premier Ladies' Award

Drivers: Miss Sheila Van Damm,
Mrs. Anne Hall, Mrs. Francoise Clark

1ST in Unlimited Class

*for normal production cars
over 2,000 c.c.*

Drivers: Capt. Per Malling and Gunnar Fadum

"L'Equipe" Cup

(Best three cars, same make)

OTHER IMPORTANT AWARDS INCLUDE:

Viking Challenge Cup, Norwegian Cup, "L'Officiel de la Couture" Cup

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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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Associate Editor C. POSTHUMUS
 Assistant Editor F. WILSON McCOMB
 Art Editor THEO PAGE
 Road Tests and Technical JOHN V. BOLSTER
 North of England Northern Ireland
 WILSON ROGERS W. A. McMASTER

Eire JACK O'DONOGHUE

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CONTENTS

	Page
Pit and Paddock	100
Sports-News	101
Road Test Review, by John Bolster	102
Portrait Gallery	104
The XXVme Rallye Monte Carlo	105
Correspondence	120
Scotch Corner	122
News from the Clubs	124

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EDITORIAL

A TOUGHER, BETTER "MONTE"

BRITISH cars did remarkably well in the 25th Monte Carlo Rally—easily the most difficult of the post-war series. The privately entered Sunbeam Mk. III driven by Norwegians P. Malling and G. Fadum carried off top honours. Another private entry, the Ford Zephyr of Gerry Burgess and Peter Easton, was fourth in general classification, while the leading team awards went to Jaguar and Sunbeam. The last-named also scored in the Coupe des Dames with a superb performance by Sheila Van Damm, Anne Hall and Françoise Clark. Daimler and DKW were the only other survivors to contest the manufacturers' team award. The 1955 "Monte" was indeed a very tough event, and all credit must be given to cars and crews which survived an ordeal which unnerved many experienced drivers. As expected, touring cars dominated the event, although the Gatsonides-Becquart Aston Martin finished highly placed despite its 8 per cent. handicap. The use of secret time controls caused general dissatisfaction, and many famous names vanished from the list of possible winners due to the unexpectedness of these "snoop-centres". However, it was the same for everyone: some were lucky and others not so fortunate. AUTOSPORT feels that the Gap-Monaco test was so difficult in itself that these secret checks were not altogether necessary—and not quite sporting! If an announcement that they would definitely operate had been made at Gap, it would have been far more fair to competitors than springing them as a surprise.

Nevertheless, this does not detract from the fact that the "Monte" partly regained a status that it was rapidly losing, as a real test of crews and cars under conditions of winter motoring.

BRITISH INVASION AT LE MANS

IT seems that there are two International events which interest the British manufacturer. One is the Monte Carlo Rally, which, thanks to the Press and the B.B.C., is now known throughout the British Isles. The other is the G.P. d'Endurance at Le Mans, which this year has attracted a superb entry of works-supported British sports cars. No less than 12 of this country's marques have made official application—Lagonda, Jaguar, Cooper-Jaguar, Aston Martin, Arnott, Frazer-Nash, Triumph, Bristol, Kieft, M.G., Cooper and Lotus, contrasting splendidly with the immediate post-war period, when only Allard, Aston Martin or Jowett Jupiter wore the green at Sarthe. That hard-headed businessmen should evince such interest in a major Continental event is most heartening, and leads us to hope that the day may dawn, before we change our motor car for a bath-chair, when the industry will be equally eager to support an entry of properly designed, well-prepared British G.P. cars in a *grande épreuve*.

OUR COVER PICTURE

OBJECTIVE IN SIGHT: Per Malling and Gunnar Fadum, the Norwegian crew who won the 1955 Monte Carlo Rally in a British Sunbeam, descend the Col de Saint-Jean on the final stage of the event.

SUNBEAM'S Monte Carlo victory marks the fifth success for a British car since the series began in 1911. Other winners were A.C. (1926), Invicta (1931), Allard (1952) and Ford (1953).

"MONTE" winner Per Malling, who is technical chief of Oslo's police transport department, was competing in the winter classic for the fourth time. His co-driver, Gunnar Fadum, is in the wholesale bakery business.

THAT 8 per cent. did it! The sole car of *Gran Turismo* specification in the first 29 "Monte" finishers was Gatsornides' Aston Martin in seventh place.



PIT & Paddock



I LIKE IT, ETH! (Left) Yes, it's Dick Bentley, TV and radio star, "Ron Glum" in "Take It From Here", and Daimler owner, photographed amongst some gleaming "Conquest" models during a recent visit to the Coventry works.

WITH two of their three G.P. cars seriously damaged in the G.P. of Argentina, the Lancia équipe have returned to Italy from Buenos Aires.

NEW President of the British Cycle and Motor Cycle Manufacturers' and Traders' Union is Mr. H. Evan Price, who is a close follower of motor racing.

LATEST additions to the Castrol lubrication chart library are for the M.G. Magnette and the Riley Pathfinder. These charts, 22 ins. x 17 ins., are available free on request to C. C. Wakefield & Co., Ltd., 46 Grosvenor Street, London, W.1.

OUR GREEN COVER

THIS week we proudly wear Britain's green in celebration of the Monte Carlo Rally successes. The Norwegians Malling and Fadum drove their privately owned Sunbeam to a brilliant outright victory, while Sheila Van Damm and Anne Hall won the Coupe des Dames. To Sunbeam, also, went the *L'Equipe* Cup for the three highest-placed cars of one make, whilst that other Coventry concern, Jaguar, won the Charles Faroux manufacturer's team award. Full credit is due also to Burgess, Easton and their Ford, fourth in the Rally, and Aston Martin, first *Gran Turismo* class finisher.

A FAMOUS and very exhausting Italian road race of over 30 years ago, the Targa Mugello, is to be revived on 5th June by the A.C. Firenze.

SCUDERIA LANCIA are foregoing all sports car racing events this season to concentrate on Grands Prix with their ultra-light F1 single-seaters.

KEN FLINT'S ex-Bira 1½-litre E.R.A. has been acquired by John W. Broad, who will use it in sprints and hill-climbs this coming season.

"THEY say" department: Two Kurtis-Krafts in the Indianapolis 500 Miles will use the new, and specially developed 4-litre Ferrari engine. . . . Piero Taruffi may possibly race for Mercedes-Benz in sports car events. . . .

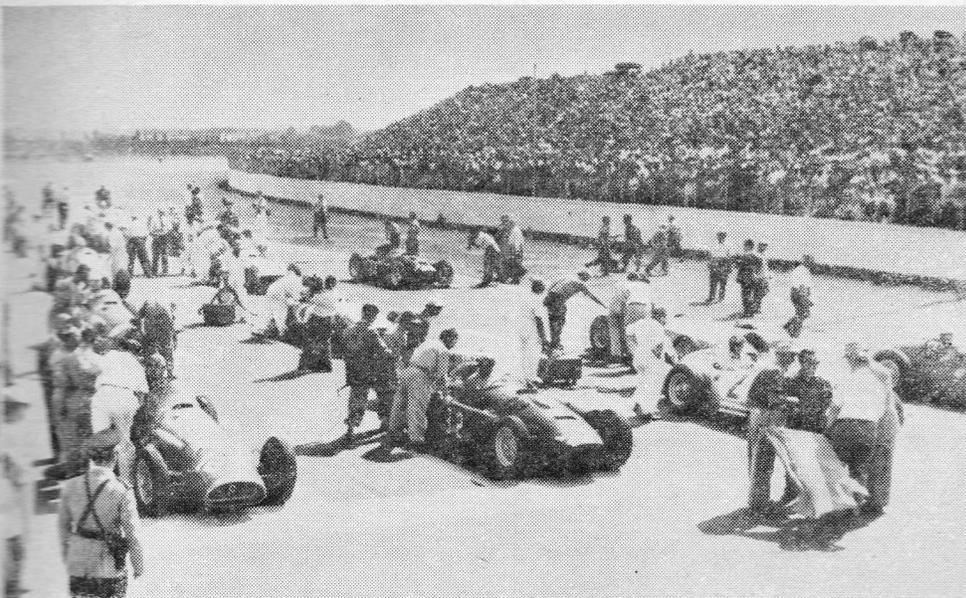
CANADA is to have a three-mile road racing circuit, near Toronto, if the plans of the newly inaugurated Canadian Auto Racing Club reach fruition. A Formula 1 G.P. there may become possible by 1956.



DREAMS: Seen on the "Lord Warden" during the Channel crossing, the Neil sisters of Glasgow pack in some sleep after the difficult early stages of the "Monte".



BEAMS: Ron Faulkner's Aston Martin was well equipped for the long night sections of the rally, and kept his flame-throwers in a snow-proof box until needed.



LE MANS, 1955

British Works Applications by Jaguar, Lagonda, Aston Martin, Cooper, Frazer-Nash, M.G., Triumph, Bristol, Arnott, Lotus and Kieft.

THE list of applications by makes for entry in the 24 Heures du Mans as received up to 15th January is appended. It totals 84.

Lagonda, 4,485 c.c., V12, 2 (David Brown, Ltd.). Talbot, 4,483 c.c., 1 (Automobiles Talbot). Jaguar, 3,442 c.c., 3 (Jaguar Cars, Ltd.); 1 (B. S. Cunningham); 1 (Ecurie Francorchamps). Cooper-Jaguar, 3,442 c.c., 1 (Cooper Cars, Ltd.). Ferrari, 4,000 c.c., 3 (Automobili Ferrari); 3,000 c.c., 1 (Helde); 2,562 c.c., 1 (Giraud-Cabantous). Maserati, 2,991 c.c., 2; 1,484 c.c., 2 (Automobili Maserati). Mercedes-Benz, 2,984 c.c., 3 (Daimler-Benz A.G.). Gordini, 2,981 c.c., 2; 1,987 c.c., 1; 1,491 c.c., 1 (Amedee Gordini); 1,980 c.c., 1 (C. Rinen). Cunningham, 2,946 c.c., 1 (B. S. Cunningham). Aston Martin, 2,922 c.c., 2 (David Brown, Ltd.); 2,922 c.c., 1 (G. Beccuart). Arnott, 2,626 c.c., 2 (Arnott Racing Cars). Frazer-Nash, 2,600 c.c., 1; 1,971 c.c., 1 (A.F.N., Ltd.). Triumph, 1,991 c.c., 3 (Standard Motor Co., Ltd.). Bristol, 1,976 c.c., 3 (Bristol Aeroplane Co. (Car Division)). Kieft, 1,500 c.c., 1; 1,100 c.c., 2 (Kieft Cars, Ltd.). Porsche, 1,498 c.c., 3 (Automobiles Porsche), also C. Storez, J. Claes, W. Ringgenberg; 1,089 c.c., 1 (Automobiles Porsche). M.G., 1,476 c.c., 3 (M.G. Car Co., Ltd.). Constantin, 1,413 c.c., 1 (A. Constantin). Cooper, 1,098 c.c., 1 (Cooper Cars, Ltd.). Lotus, 1,097 c.c., 2 (Lotus Eng. Co.). Panhard, 850 c.c., 2; 610 c.c., 2 (Automobiles Panhard); 610 c.c., 2 (Societe Monopole). Ferry, 747 c.c., 1 (Societe Ferry). Nardi, 747 c.c., 2 (Automobili Nardi). Moretti, 747 c.c., 3 (Automobili Moretti). V.P., 747 c.c., 2 (Automobiles V.P.). D.B., 745 c.c., 3 (Deutsch-Bonnet). D.B.-Panhard, 745 c.c., 1 (L. Hery). Stanguellini, 741 c.c., 1 (Vittorio Stanguellini). Osea, — c.c., 4 (Soc. An. OSCA); 1,491 c.c., 1 (E. Fronteras). Connaught, 1,484 c.c., 1 (K. McAlpine). Renault, 748 c.c., 1 (P. Gesmier). Renault-Ferry, 904 c.c., 1 (R. Hugonct).

A FORMULA 1 CUNNINGHAM?

AN early entry for the Formula 1 French Grand Prix at Rheims on 3rd July is that of a Cunningham, according to Raymond Roche. M. Roche is Secretary General of the A.C. de Champagne, organizers of the Rheims meeting.

INGENIOUS EJECTOR of leaves, paper, etc., designed by Rudolf Uhlenhaut of Mercedes-Benz, after their cars overheated during the Spanish G.P. through accumulations of windborne debris choking the radiator intake. The grille is opened by a control wire, cleaned by wind pressure, and closed by a return spring.

SPORTS-NEWS

so his statement should be reliable. What form such a Cunningham would take provides intriguing speculation; a Meyer-Drake (Offenhauser) 3-litre engine, minus centrifugal blower and reduced to 2½-litres could be one possibility; or a four-cylinder 2½-litre Ferrari engine another, but certainly the presence of an American Grand Prix car would add considerably to the interest of the French and other Grands Prix.

AND A PEGASO?

THE Spanish Pegaso concern are reported to be working in great secrecy in a closed-off section of their new Madrid works, on a new single-seater racing car intended for Formula 1 events. Designed by the well-known engineer Wilfredo Ricart, the new Pegaso is to have a four-cylinder, 2½-litre engine mounted in an independently suspended tubular frame. Something unusual in the way of valve gear may be employed. It is hoped that this car will be ready in time to compete in the 1955 Spanish G.P. in October, and that Fangio may consider driving it in 1956.

HOLOCAUST: While Britain shivered in the grip of an icy spell, the Argentine G.P. was run on 16th January in an overwhelming heat-wave. Here is the starting line scene before the three-hour race, with four makes in the front row: l. to r., Ferrari (Gonzalez), Lancia (Ascari), Mercedes (Fangio) and Maserati (Behra).

BUENOS AIRES 1,000 KM. RACE

THE Buenos Aires 1,000 km. sports car race, first round in the 1955 World Sports Car Championship and held at the same venue as the Argentine G.P., seems to have been an inauspicious opening to the season. Apart from the disqualification of Gonzalez and Bucci through their surprising breaches of rules, the Argentine Automobile Club saw fit to run a stock car race in with the main event.

The 1,000 km. was won by local drivers Saenz Valiente and José Ibanez in the former's privately entered Le Mans 4.9 Ferrari and in the early stages Valiente held the lead, but with Trintignant close behind in the new 3,750 c.c. works Ferrari he was sharing with Gonzalez. The former's car was showing signs of stress when Trintignant pulled in to hand over to Gonzalez after the 20th lap. However, on the 27th lap, the fuel pump circuit fused on Gonzalez' car—and instead of completing the lap he took a short cut back to his pit via one of the runways inside the circuit, and was promptly disqualified!

Five laps later another Ferrari team car was disqualified when Bucci accepted assistance to push his car to the pit after running out of fuel. The Valiente/Ibanez car by this time was overheating, making frequent stops for water, and Najurieta/Rivero in a 4½-litre Ferrari took over the lead, only to lose it again when the former car recovered its form and resumed the lead to the finish.

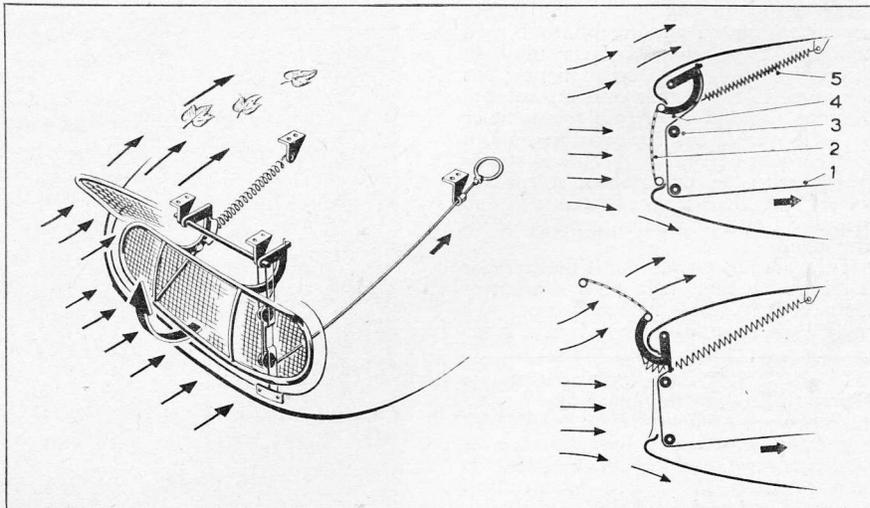
RESULTS

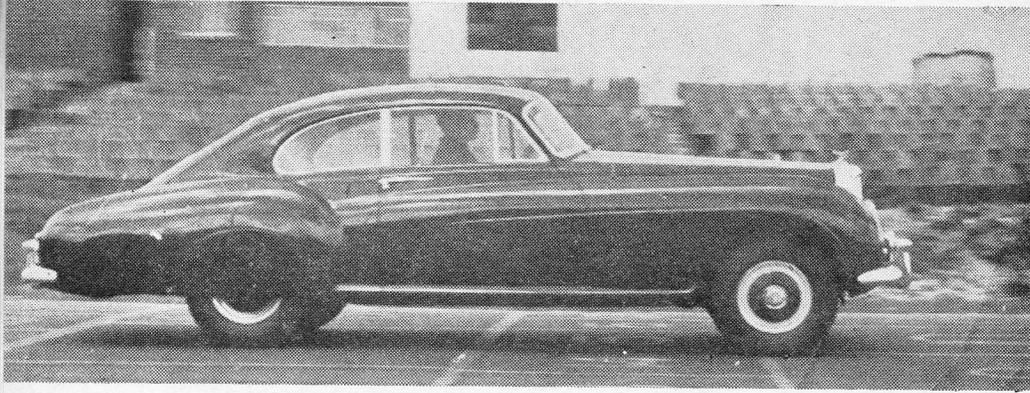
General Classification

1. Valiente/Ibanez (4,950 c.c. Ferrari), 6 hrs. 35 mins. 15.4 secs.; 2. Najurieta/Rivero (4,500 c.c. Ferrari); 3. Grandio/Faraoni (2,000 c.c. Maserati); 4. Juhan/Chavez (1,500 c.c. Porsche); 5. Bayol/Schell (3,000 c.c. Gordini).

Class Winners

Up to 1,500 c.c.: 1. Juhan/Chavez (Porsche); 2. Badavacco (Abarth); 3. Delfosse (Porsche). **1,501-3,000 c.c.:** 1. Grandio/Faraoni (Maserati); 2. Bayol/Schell (Gordini); 3. J. & O. Camano (Ferrari). **Over 3,000 c.c.:** 1. Valiente/Ibanez (Ferrari); 2. Najurieta/Rivero (Ferrari). **Fastest lap:** Gonzalez (Ferrari).





SUPERB: The Bentley Continental has a maximum speed of 115 m.p.h., and the ease with which it gives it is "something that no other maker has approached".

abnormally high speeds. The joys of 140 m.p.h. motoring have been sampled on a number of occasions, and a considerable distance has been covered at more than 120 m.p.h. In addition, moderately priced cars of various nationalities have been tried, and all of them have been allowed to exhibit their maximum performance.

Some of the machines I have tested have had a strenuous competition career and have been delivered to me still

John Bolster's ROAD TEST REVIEW

Looking back on the high-performance cars tested for "Autosport" in 1954

AT this time of year it is traditional among the Motoring Press to review the cars which have been submitted for test during the previous 12 months. This has the advantage of keeping the road-tester indoors during a period of foul weather, and one also gets paid twice for some work which one has already done! In spite of these temptations I do not propose to write a lengthy rehash of my previous road tests, but I feel that the moment is opportune for a few general comments.

In the first place, let me say a word or two about the editorial policy of AUTOSPORT towards road tests. It is felt that those vehicles which provide everyday family transport are rather beyond the scope of a specialized journal, and they only appear when some competition success proves them to be out of the ordinary. Correspondence from readers has shown that three types of high-performance cars are of interest to them. The most important of these are the actual machines which they may wish to buy themselves, but there is also a healthy curiosity about the *crème de la crème* of cars. By these I mean the super-glamour jobs that so few of us can afford, and the actual sports-racers that have received the chequered flag on the circuits.

These three categories include cars of widely different characteristics, but in every case it is essential to obtain completely accurate performance figures, or the test is worse than useless. All maximum speed and acceleration figures are taken on an absolutely level road and are the mean of runs in both directions. Maximum speed figures are the result of timed runs over a measured distance, and before using a speedometer or rev. counter for acceleration tests, a vast amount of timing at various steady speeds must be undertaken; a speedometer that does not exaggerate is so rare that this recalibration is an unavoidable chore.

Tests are not carried out if the weather is unsuitable, and AUTOSPORT guarantees the accuracy of all figures quoted. As regards the rest of the material, I am

RALLY TESTS come naturally to the Morgan Plus 4, as its record of successes has shown. Powered by the TR2 engine, it offers high performance at moderate cost. Here, Peter Reece is seen rounding the pylons in the 1954 Lakeland Rally.

allowed to say exactly what I think, and no pressure is ever brought to bear on me to modify my honest opinion. I have, in any case, my own reputation to consider. It is my intention that, while I am in charge of this department, AUTOSPORT's road tests shall be regarded as having the highest standing by manufacturers and readers alike. Another journalist, admittedly after wining and dining, has stated that you must read between the lines of road test reports. That may apply to his paper, but if I get a car that doesn't go or won't steer, I shall say so in no uncertain terms.

Finally, it is part of the editorial policy that manufacturers' cars shall be treated with the utmost consideration. Accordingly, I will never crash gears or over-rev. an engine, even though fractionally better times could be achieved thereby. It is now laid down, furthermore, that road test cars are my entire responsibility and nobody else may drive them. It is up to me, consequently, to take great care that there are no scratches or dents!

During the past year I have had a wonderful selection of high-performance cars. I have, therefore, covered a relatively enormous mileage, mostly at

warm, so to speak, from a tough race. Yet I have only had one breakdown in the whole period. That was a broken half-shaft on a car which had already been lent to a rather large variety of drivers. Apart from changing one sparking plug while driving a sports-racing car through London, I have never had to open a bonnet or touch a spanner.

Such reliability is almost incredibly good, and makes nonsense of the frequently heard assertion that modern cars are of inferior construction. It would seem that there are certain drivers who have almost a genius for making things wear out or go wrong. The greater power and speed of the new cars can, in the hands of such gentry, be the means of bringing about their more rapid destruction. I can only say that, from my own very considerable experience, modern cars are the best that have ever been made.

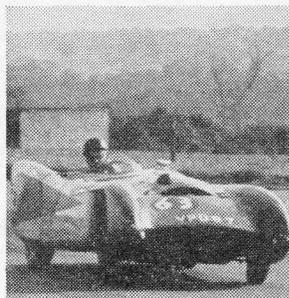
To go from the general to the particular, one of the most exciting features of my year has been the arrival of comfortable, practical and economical sports cars that bring 100 m.p.h. motoring to the medium-priced market. I tested the TR2 Triumph before it had appeared in



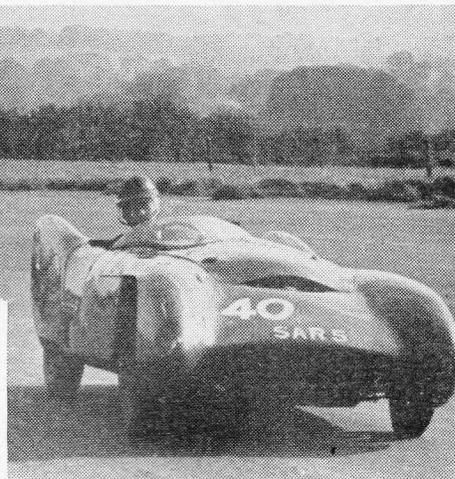
competition, and was enormously impressed with it. Subsequent successes have proved how right I was! I also tried the Morgan and the Doretti which have the same engine, and found that all three would encompass a genuine 100 m.p.h. and give over 30 m.p.g. at cruising speeds.

The Morgan is more of a "vintage" car, and does not give the comfort of the other two. It is, however, appreciably lighter, and the new steering gear makes this a very controllable car. For rally tests or speed hill-climbs, the TR2-engined Morgan is just about ideal. It is £42 cheaper than the Triumph which, at £886, is no less than £215 less expensive than the Doretti. Nevertheless, this car, with its tubular chassis and beautifully finished body, is worth its price for the man who is willing to pay extra for quality. Incidentally, the behaviour of the Triumph and the Doretti on wet roads is noticeably affected by the use of certain "high-speed" tyres, and like other light, fast cars, they handle especially well on a particular make of Continental origin.

There is something enormously attractive about cars of the highest quality. I may be a snob, but I get a feeling of well-being in a hand-made thoroughbred that nothing else can provide. Among such cars, the Rolls-Royce and the Bentley stand supreme, and I had two of the latter this year. As the superb "Continental" costs nearly £7,000, it ought to be a good car and it is. Its



"THE SHAPE of things to come . . ." suggested Bolster after sampling the aerodynamic Lotus. Certainly the sports car racing world sat up when it appeared and began its run of race wins, notably in the hands of Colin Chapman and John Coombs, pictured here.



of many. The Type 220 Mercedes-Benz was another de luxe vehicle I sampled, and this must be quite the most economical car of its size that has been built.

A coupé that I shall never forget was the DB3S-engined Aston Martin DB2, with which I easily exceeded 130 m.p.h. Mechanically on the rough and noisy side, this car has such a superb and effortless performance that all is forgiven. I revelled in every moment of my "ownership", and put up some

r.p.m. I feel that, with a rear-mounted fuel tank, one could improve on the already excellent acceleration graph.

The streamlined Lotus impressed me enormously. Never has so light a car been so easy to drive at 120 m.p.h. The aerodynamic body, with its two big fins, gives stability as well as speed. This is certainly the shape of things to come. The Jaguar-engined R.G.S. Atalanta proved that independent rear wheel suspension need not be inferior to the de Dion system. The little C.S.M. was also noteworthy, for it gave me my first 100 m.p.h. with a Ford 10 engine.

I have had two Sunbeam Alpine Specials. One was a normal production job, and the other the ex-Stirling Moss car. This model must have one of the smoothest 4-cylinder engines extant and it gives a lot of power. The weight is too great for staggering acceleration, but the timed maximum speed of 104 m.p.h. astonished me. For a moderate-sized vehicle, this one has a simply vast luggage boot, and it would be a most desirable property for long-distance touring.

When I was in France I tested a couple of Panhards. The new Dyna 54 is technically one of the most advanced cars on the market. With its stressed-skin, light alloy construction, this six-seater saloon weighs less than the previous two-seater model. It is so well streamlined that it can produce 80 m.p.h. from an 850 c.c. air-cooled engine, and it handles marvellously. Perhaps less attractive in some ways, the supercharged two-seater of the same make proved to be a tough little sports car with a useful performance.

Quite different from these French cars was the new Ford Anglia, but it shares with them an almost incredible controllability. The slab-sided body is more roomy than it appears, and the luggage boot can hold a vast amount of impedimenta. The side-valve motor takes it along at a timed 72 m.p.h., and this is the best car that has yet come from the Ford factory.

Talking of Fords, I tested a Consul and a Zephyr, both of which had been tuned by Laystall. For a quite moderate outlay, the performance had been enormously increased, but the cars seemed quite able to stand up to the extra speed. Rather more expensive is the Raymond Mays conversion, but one of these, plus overdrive, gave me the

(Continued on page 122)



UNFORGETTABLE: The special DB3S-engined Aston Martin DB2 "easily exceeded 130 m.p.h."

115 m.p.h. maximum is not a particularly high speed by modern standards, but the ease with which it gives it is something that no other maker has approached.

The B7 Bentley is some two and a half thousand pounds cheaper and 15 m.p.h. slower, but it is a glorious carriage. This year's Bentleys handle so much better than the previous models and their brakes are, as always, superb. The automatic gearbox is fascinating, and this is a car that I would like to own myself, even though the design is, in general, somewhat conservative.

Although a much cheaper car, the Jaguar XK 120 coupé definitely comes in the luxury bracket. Smooth, quiet and with excellent manners, this is a most beautiful machine. If the hard driver could wish for more fade-free brakes, this car is nevertheless the ideal

almost impossible averages in complete safety.

Another ultra-fast closed car was the Porsche 1500 Super. This is a beautifully made machine of many virtues, and its 115 m.p.h. maximum speed is beyond all praise. It is true that the rear-mounted engine presents some handling problems, but the makers are fully aware of this, and the new competition model has the unit much farther forward in the chassis. I am looking forward to a test of this four-camshaft sports-racer.

Among actual sports-racing cars, I remember the Lister-Bristol with affection. This little flyer has a colossal performance of the 130 m.p.h. order, and it is extremely fast through the corners. I experienced some difficulty in controlling wheelspin at the getaway, due to the lack of any b.h.p. below 3,000

WORLD DRIVERS' CHAMPIONSHIP PLACINGS IN FRACTIONS!

THE confusion and multiple switching-over of drivers in the sweltering Argentine G.P. have resulted in an outbreak of fractions of points in the first score sheet for the 1955 World Drivers' Championship. Fangio, who won and made fastest lap, naturally leads with 9 points, well in advance of Farina and Trintignant, jointly second with 3½ points; third are Gonzalez and Mieres with 2 points; Maglioli follows with 1½; and Moss, Kling and Herrmann each have a single point. Next round in the Championship is the Monaco G.P. over the famous round-the-houses circuit on 22nd May.

STREAMLINED KURTIS-KRAFT FOR INDIANAPOLIS

AMONGST early entries received for the classic 500 Miles Race at Indianapolis, U.S.A. (30th May), is a new Kurtis-Kraft based machine nominated by Chapman S. Root of Terre Haute, Ind. This car, to be driven by Jimmy Daywalt, will have a fully streamlined, all-enveloping body in the style of a Utah world record machine. The cockpit will be fully enclosed for the pre-race time trials, but it is felt that use of the cockpit cover will restrict visibility too much in the race itself. The engine will be the ever-popular 270 ins. Meyer-Drake "Offy".

O.R.M.A. FILMS

THE film show of the O.R.M.A. at the Kensington Town Hall on 18th January proved a great success. Donald McCullough introduced the show, and Rivers Fletcher gave an extremely good commentary on the various films shown. The B.R.M. naturally featured largely in these, and one saw again that heart-breaking race at Albi in 1953, when the 16-cylinder cars, far faster than the opposition, began destroying their own tyres by their pace, so that certain victory was once again turned to bitter defeat. The hall was well packed, and the Association had, in fact, an excess of 300 applications over their possible maximum of 560 seats.

CUNNINGHAM (JAGUAR) IN FLORIDA

FIRST 1955 race meeting in the U.S.A. takes place at St. Lucie County airfield, Florida, on 27th February, over a new three-mile course. Briggs Cunningham's newly acquired D-type Jaguar is expected to make its U.S. competition debut there, together with several Ferraris, a Spyder 550 Porsche and last year's Sebring winner, the 1,500 c.c. Osca, now fitted with twin ignition.

PLANSEL PRICE REDUCTION

PLANSEL flashing indicator bulbs, which aroused great interest at Earls Court last year, have been reduced from 18s. 6d. to 16s. 6d. per pair (including tax) as a result of the enormous demand for them. These bulbs, it will be remembered, incorporate their own flashing device—no external mechanism being necessary—and are made by Creators, Ltd., of Sheerwater, Woking, Surrey.



Photograph by Patrick Benjafield

PORTRAIT GALLERY

No. 8—PETER GAMMON

IT was late in 1952 that the famous Gammon M.G. first appeared; a highly unaerodynamic and apparently innocuous machine, it carried beneath its shapeless yellow bonnet a 1½-litre bored-out engine (Abingdon-approved) with cylinder head airflowed by John Lucas, for P. D. Gammon believes in consulting experts, rather than risking failure by experimenting with pet theories. This TC special, which in Gammon's hands disposed of one set of tyres per race meeting, scored victories at Silverstone, Snetterton, Thruxton and Goodwood in 1953. With it he carried off the Performance Cars "1500" Trophy, the *Motor Sport* Silverstone Trophy, the Egerton Challenge Trophy, and shared second place for the Brooklands Memorial Trophy.

Last year saw Gammon in a Mark VI Lotus, again with M.G. engine, and although he retired in mid-season following a crash at Brands Hatch, so many successes had been achieved already that the Performance Cars Trophy was again presented to him last night. He also took second place to Chapman's Mark VIII Lotus in the 1,500 c.c. race of the British G.P., and gained third place in the British Empire Trophy Race at Oulton Park. By this time we had become accustomed to seeing Gammon get the better of C-type Jaguars and the like through sheer driving ability, and "works" offers soon followed. Alas, this 31-year-old director of a Guildford drapery concern is committed to spare-time racing, so his talents will never be used to the full.

McC.

FOURTH ON SECOND: Gerry Burgess and Peter Easton finished their Rally on second gear only, but gained a meritorious fourth place overall. Here their Ford Zephyr sweeps through a tight bend during the mountains test.

with Peter Harper/David Humphrey, and Sheila Van Damm/Anne Hall, collected the un-nominated team prize. The last-named pair put up a magnificent performance, and also collected the Coupe des Dames.

The all-important manufacturer's team prize went to Jaguar, represented by crews from Eire, Northern

XXV^{me} RALLYE MONTE CARLO

*Outright Victory for British Sunbeam with Norwegian Crew—
Fine Performance by Burgess/Easton (Ford Zephyr)—Coupe
des Dames for Sheila Van Damm/Anne Hall (Sunbeam)—
Jaguar and Sunbeam Win Team Awards*



Ireland and England. Daimler and DKW were the only other marques to have teams in the running.

The touring cars scored heavily over grande tourisme and modified vehicles with their 8 per cent. handicap, which put them at a tremendous disadvantage in the vital Gap-Monaco and Mountain Circuit tests. Starters from Munich and Glasgow had easily the worst weather conditions, experiencing snow and ice practically all the way. However, whilst the Athens, Palermo and Glasgow people did the Gap-Monaco test over very icy roads, conditions eased off considerably for the Munich contingent when a partial thaw set in.

The insertion of secret checks

RUNNER-UP (left) to the victorious Sunbeam of Malling/Fadum was this new-type Dyna-Panhard of Gillard and Dugat.

AMBITION ACHIEVED: (Below) To a British entry went the Coupe des Dames for the first time since 1932; here the victors, Sheila Van Damm and Mrs. Anne Hall, take an S bend on the Col de Valberg in their Sunbeam.

THE XXVme Rallye Automobile Monte-Carlo was a triumph for private entries, and particularly for the marque Sunbeam. Driving their Mk. III saloon, the Norwegian pair P. Malling and G. Fadum defeated the most powerful representation of factory teams that has ever appeared in the annual winter classic.

Ford reputation was nobly upheld by the privately entered Ford Zephyr of Gerry Burgess and Peter Easton, which took fourth place in the general classification. Burgess wins the AUTOSPORT Monte Carlo Rally Trophy.

Sunbeams were prominent in the results, and the leaders, together



Kemsley/Philip Fotheringham-Parker/Cyril Page, and Reg Phillips/Raymond Baxter/Ian Mackenzie. It was interesting to hear the excellent B.B.C. broadcast by Brian Johnstone and Raymond Baxter, knowing that the latter was just a few yards ahead. Apparently he had a midget tape-recording machine, and chucked out recorded tapes to the waiting Johnstone at Stranraer—a very fine effort indeed.

Near Stamford we came across the wrecked Armstrong-Siddeley of Peter Bolton/Tom Sopwith. The car skidded on the diabolically icy road and crashed into a telegraph pole; the radiator was split. Later on the Neil sisters slid into it as the crew were attempting to get it back on the road. Their Vanguard was not badly damaged, and after prising a front wing up, they were able to continue.

A remarkable number of spectators gathered at every vantage point and rally enthusiasm was evident by the large number of good luck signs displayed by garages, restaurants, private cars and so on.

At Dover the weather was glorious. H.M. Customs were in top gear, and the boat was able to sail before its anticipated time of departure. This caused one or two crews to miss the boat but, apart from the Miss Cullen/C. K. Graves Austin A50, the others reached Boulogne by means of Silver City aircraft. There was something of a kerfuffle. Apparently the rally control was closed before time, and late-comers could not have their books signed and stamped as passage control regulations demanded. This was sorted out at Boulogne. Those involved were Miss Ireland (Riley), K. Fraser (Riley) and John Boardman (Jaguar).

A blue sky awaited entrants in Northern France, but roads were very treacherous. We were most impressed by the road-holding of the little Standard Ten of Leslie Brooke/Geoff Howard-Sorrell. The Magnette could not hold it on the ice.

In Lille we tacked on to the Bristol of Paul Lalisse/André Delerne, and the Frenchmen led us through back doubles which took us through the city in record time. Coming out of Lille we were joined by Denis Scott/Derek Strange in their Ford Zephyr, and the Northern



OLYMPIAN VIEW: Imposing aspect of the starting area at Athens, in front of the Olympic Stadium. High on the hills in the background is the Acropolis.

caused the failure of many well-known crews to make the "first 100". Every competitor was penalized during the Gap-Monaco test, owing to the setting of impossible-to-attain average speeds, particularly over the Col des Leques section.

Crashes were numerous on ice-bound roads, cars skidding off the road completely out of control on surfaces made highly dangerous by sudden sharp frosts following falls of snow on packed ice. The 1955 event will certainly go down in history as one of the most exhausting Monte Carlo Rallies ever held.

THE GLASGOW CONTINGENT

From Gregor Grant

ONE has to go back a long time to find such difficult conditions for the starters from Great Britain. Snow and ice made roads so treacherous that a few competitors were unable to reach Dover, having crashed *en route*. The W. Humphries/S. Charity Sunbeam skidded off the road near Ayr and was unable to continue. Close to Stranraer Dr. A. Mitchell/J. Roberts (Wolseley) spun on the ice and crashed into a wall.

Thus with less than 100 miles covered, two crews were eliminated. The Ayr-Stranraer section was extremely tricky and it is rare to find ice-bound roads on that particular coast road which runs down through Girvan and Ballantrae.

There were many stories of impossible

conditions over the Pennines, and in fact many competitors had chosen in their minds the much longer detour via Hexham to meet A1 at Corbridge. However, information at Stranraer was reassuring, although much snow lay on the road between Stranraer and Carlisle via Newton Stewart.

I stopped briefly at Metal Bridge, Carlisle, on seeing Bob Dickson's Vanguard parked in the hotel yard. Dickson told Cliff Davis and me that there was nothing to stop us using the Pennines road via Brough, as normal traffic was coming through. He was right, and we reached Scotch Corner with no trouble. In fact, Cliff managed to listen to the last episode of "Journey into Space".

From then on it was a different story. Between Catterick and Boroughbridge black ice had formed, and crashed heavy lorries told their own tale. It was a case of "ca' cannie" all the way to the Doncaster control at Punch's Hotel, which was in charge of Ronnie Hughes, Murray Austin and other Midland notabilities.

We travelled all the way to London in convoy with the Zephyrs of Jack

TROUBLE for A.P.O. Rogers, British driver of a Mercedes-Benz, which manifested fuel line bothers after leaving the Paris control.



Ireland pair Brian McCaldin/Wilbert Todd in their very smart Prefect.

The Neil sisters had to abandon with lighting troubles, probably set up by their earlier incident near Stamford. At Liège the control was well organized. Stories were swapped of alarming gilhooleys on the ice-bound main road from Brussels. From Venlo to Amsterdam was on snow which provided a fairly skid-free surface. This encouraged "our group" to have a mild dice, which was eventually won by the irrepressible Leslie Brooke (Standard) who headed the convoy into the comfortable Dutch control. Our Magnette was rapidly and efficiently serviced by the Van den Mark garage, the proprietor of which refused to accept any payment. Retirements noted were W. Johnson (Austin), J. Meikle (Ford), R. F. Seabrook (Sunbeam), D. Farquharson (Standard), K. Fraser (Riley) and M. Warbreck-Howell (Standard).

It was uneventful to Brussels and Paris. However, Davis and I managed to have a bath and lunch at the Hotel Welcome, as did Brooke, Howard-Sorrell and Eric Brinkman. Bert Rogers/Mario Tozzi-Condivi (Mercedes-Benz) arrived at the control with 15 secs. to spare, after repairing a broken coupling.

At Paris a shock awaited competitors. Officials told us that the road to Vésoul via Troyes was affected by serious flooding, and that traffic was almost at a standstill. There was a mild panic.



why we were ahead of Ian Appleyard/Pat Appleyard (Jaguar), and George Hartwell/Tiny Lewis (Sunbeam) when they came up behind us after we were held up at a level crossing by a slow-moving goods train with 69 trucks—Cliff Davis counted them! Appleyard and Hartnell passed us at high speed on the way to Fontainebleau.

After taking a wrong road out of Graz, and being held up at a level crossing in sight of the control, we arrived safely at Vésoul to discover that people who had taken the original route had had no trouble with floods at all. This was most exasperating, as we had averaged over 80 k.p.h. for the 485 kilometres of the longer route. Several people were late here—some by a matter of a minute or so.

On we went through the night to Chambéry and then on to Gap via Grenoble. Conditions were appalling, and we ran into a blinding snow-storm

about 20 kilometres from Grenoble. The roads over the mountains were highly dangerous, and speeds had to be kept down. I was driving, and it was mortifying to find that a considerable margin of time dropped alarmingly until it became obvious that we would not have much time in hand at Gap. As a matter of fact we had plenty of time, as the Magnette's run ended suddenly against a tree only four kilometres from the control. Coming down the hill we came to a double S-bend. Several cars were off the road, and on the sharpest corner a Ford was badly ditched. As we approached, a figure jumped on the road to warn us that de-ditching gear was in use. I swerved and the Magnette went completely out of control, spun round twice and shot downhill at ever-increasing speed. Just when it seemed that it was going over the top, the front hit a tree and the car swung across the road to finish against another tree, with quite a considerable drop below. Cliff received a cut head and I had bruised ribs and knee-cap. The Magnette was too badly damaged to continue.

At this same spot many cars came to grief. Ian Appleyard's Jaguar was stopped by a large boulder from going into a deep ditch, whilst a snow-post saved Denis Scott's Zephyr from tumbling into space. Eric Haddon's Jaguar thudded into a bank and broke its steering. Farther down Paul Lee's Jaguar coupé finished up on the edge of a frightening drop. The car had skidded round and round, come to a stop, and then slid again. Another Jaguar saloon came down the hill backwards, missed several ditched cars by a miracle and came to rest without hitting anything. Sad to relate, not long afterwards the corner was sanded—too late to do us any good.

After a brief rest to gather our shaken wits and see to our cuts and bruises, we were given a lift to the finish by Peter Aston of Mintex. The M.G. was recovered and taken to a garage to await repairs.

The Gap-Monaco test played havoc with the early starters who had to contend with conditions which improved rapidly for all after the Glasgow brigade. Set a more or less impossible task, particularly in respect of the Col des Leques stage, every single competitor lost marks. It was the secret checks which caused the largest upheaval, and early or late arrival at these unknown points produced penalties the same as applied for the minimum and maximum speeds at



ULSTERMEN: (Above) Wilbert Todd and Brian McCaldin take their new Ford Prefect through the braking/acceleration test.

(Right) The Mk. 7 Jaguar saloon of Ronnie Adams/Ernest McMillen during the same section of the Rally.

Many crews set off to do the longer run down N7 and then to Sens and Dijon. Retirements announced were H. Terry (Zephyr), L. Griffiths (Riley) and R. Harrop (Sunbeam).

Gérard Crombac came to our assistance by rapidly marking maps and preparing alternative routes, whilst the M.G. distributors in Paris guided us on to N7 behind a Morris Minor Traveller's Car. Crombac had indicated a fast D-road to Sens via Chenoy, and this will explain



indicated controls. Touring cars had an 8 per cent. benefit over *grande tourisme* and modified machines but even so the Col des Leques defeated the entire entry.

The route card which was handed to crews at Chambéry gave the following information:

Section 1. Gap to La Javie via cols St. Jean, de Maure and Labouret, 100 kiloms. Maximum time Cat. 1, 62s./k.; Cat. 2, 57s./k. Minimum time, 53s./k.

Section 2. La Javie—Borne 81. 54 kiloms, 63s./k., 58s./k. and 55s./k.

Section 3. Borne 81—Col des Leques—St. Julien. 25 kiloms. 57s./k., 53s./k. and 50s./k.

Section 4. St. Julien—Entrevaux. 64 kiloms. 58s./k., 56s./k., 51s./k.

Section 5. Entrevaux—Monaco. 89 kiloms. 68s./k., 63s./k., 56s./k.

Note: Times are shown as (say) 53s./k.=53 seconds per kilometre.

On the first section Bill Banks/Mike Porter (Bristol) had a violent skid and shot off the road. The surface was like a skating rink, and several cars pranged the unfortunate Bristol, including the Jack Reece/Barry Davis Zephyr which was delayed for over 30 mins. while the Bristol was manhandled off the road with the aid of Bert Rogers and Mario Tozzi-Condivi.

A timing error cost Reg Parnell/Louis



(Aston Martin) 39.0, and Peter Collins (Aston Martin) 39.4. Nancy Mitchell (Daimler) did things all wrong, which cost her at least 50 penalty marks.

Thus, with two *épreuves* completed, the Athens, Palermo and Glasgow contingents took a tremendous beating. Of the 93 starters from Scotland, only six survived the first 100 "axe". These were, in order of performance, Ian and Pat Appleyard (Jaguar), Ronnie Adams/Ernest McMillen (Jaguar), Jack Kemsley/Philip Fotheringham-Parker (Zephyr), Cecil Vard/Arthur Jolley (Jaguar), Lyndon Sims/R. Stokes (Riley) and Denis Scott/Derek Strange (Zodiac). Complete list of placings was as follows:

CLASSIFICATION AFTER GAP-MONACO AND ACCELERATION/BRAKING TEST

	Cat.	G-Mon.	B/A.	Total	
1 Marang/Manoukian (Citroën 15)	1	161	43.8	204.8	
2 Hopfen/Dollin (DKW)	1	183	46.7	229.7	
3 Malling/Fadum (Sunbeam)	1	200	44.6	244.6	
4 Delliere/Robin (Salmson)	2	218	42	260	
5 Dunod/de Sampigny (Fiat 1,100)	1	234	44.2	278.2	
6 Gillard/Dugat (Dyna-Panhard)	1	238	46	284	
7 Lier/Ziegler (Lancia Aur.)	1	242	46.9	288.9	
8 Nunes Dos Santos/Lorenzo (Alfa Romeo)	1	253	40.9	293.9	
9 Gerdum/Dr. Kuhling (Mercedes-B.)	1	253	44.4	297.4	
10 Burgess/Easton (Ford Zephyr)	1	261	46	307	
11 Appleyard/Mrs. Appleyard (Jaguar)	1	268	43	311	
12 Adams/MacMillen (Jaguar)	1	277	41.3	318.3	
13 Schock/Moll (Mercedes-B.)	1	279	41.3	320.3	
14 Berger/Jaminon (Simca)	9	1	275	47.8	322.8
15 Mme. Pochon/Mme. Honore (Alfa Romeo)	1	274	49.7	323.7	
16 Ubezzi (Alfa Romeo)	1	289	42.1	331.1	
17 Gatsonides/Becquart (Aston Martin)	2	298	38.1	336.1	
18 Cotton/Lemerle (Salmson 2,300)	2	297	41.4	338.4	
19 Gacon/Argan (DKW)	1	294	55.6	349.6	
20 Meier/Luba (DKW)	1	310	42.5	352.5	
21 Wisdom/Wilson (Armstrong Siddeley)	1	309	45.9	354.9	
22 Potter/Steed					

RACING DRIVERS: (Left) Jack Fairman, who started from Munich in his Sunbeam, seen at the foot of the Col de Maure.

(Below) Sampling his first "Monte", Reg Parnell enters the Hanover control in Germany with his works DB2-4 Aston Martin.

Klementaski (Aston Martin) many marks, while Cecil Vard/Arthur Jolley (Jaguar) fell victim to a secret control on the way to Nice. The Category II machines, with their 8 per cent. handicap, took a tremendous beating on the circuit. When the results were posted, only 25 of them appeared among the first 100. Crews who had thought themselves fairly lightly penalized were horrified to discover that secret checks had added several hundred penalty marks to their totals.

The general opinion among competitors was that secret checks were totally unnecessary in an *épreuve*, the very toughness of which was sufficient. To lay out a difficult circuit, and to set average speeds impossible to attain was fair enough. The addition of secret controls, with no actual proof of passage, was to introduce even more so, the element of gamble associated in post-war days with the "Monte".

In actual fact the large majority of crews did not anticipate the introduction of hidden controls, and accordingly did not include them in their calculations. This is evident in the results of the later mountain circuit test when many entrants

lost no penalty marks whatsoever.

When times obtained in the acceleration/braking test were added to penalties incurred in the Gap-Monaco, first place was held by H. Marang/Manoukian (Citroën) with a total of 204.8 marks. Runner-up was R. Hopfen/J. Dollin (DKW) with 229.7, and third was the Sunbeam of P. Malling/G. Fadum from Norway. In fourth place was the Salmson of J. Delliere/G. Robin—a category 2 machine—and highest placed British entry was the privately entered Zephyr of Gerry Burgess and Peter Easton.

Few teams survived, only Jaguar, Daimler and DKW being in the running for the manufacturer's award after the axe fell to eliminate all but the first 100. Even if a particular machine failed to finish the mountain circuit test, it could fall to no lower than 100th place, thus putting all below that position out of the running.

The category 2 cars came into their own in the acceleration/braking test. Alberto Graca (Porsche) was best with 36.4 secs., with Charles Cooper (Porsche) runner-up with 37.5. Maurice Gatsonides (Aston Martin) did 38.1, Reg Parnell



(Peugeot), 1, 309, 48.2, 357.2; 23, Daetwyler/Tschudi (Daimler-Con.), 1, 319, 43, 362; 24, Pelletier/Baumert (Dyna-Panhard), 1, 319, 47.3, 366.3; 25, Flinterman/Van Riin (DKW), 1, 324, 44.6, 368.6; 26, Davagnier/Pizaro (Peugeot), 1, 324, 45.8, 369.8; 27, Harper/Humphrey (Sunbeam), 1, 326, 43.9, 369.9; 28, "Levegh"/Fraichard (Ford-Comete), 1, 335, 46.4, 381.4; 29, Shanley/Batchelor (Daimler-Con.), 1, 340, 44.2, 384.2; 30, Wharton/Langelaan (Daimler-Con.), 1, 341, 44.1, 385.1; 31, Langestraat/Barendregt (Dyna-Panhard), 1, 345, 44.8, 389.8; 32, Krauthahn/Gomoll (Borgward), 1, 358, 43.8, 401.8; 33, Mascere/Taittinger (Dyna-Panhard), 1, 361, 46.6, 407.6; 34, Metin/Bougerolle (Peugeot), 2, 364, 43.7, 407.7; 35, Poidebard/Koroloff (Peugeot), 1, 363, 47.1, 410.1; 36, Samsing/Torgensen (DKW), 1, 364, 46.9, 410.9; 37, Miss Van Damm/Mrs. Hall (Sunbeam), 1, 367, 44.3, 411.3; 38, Colas/Canello (Salmson), 2, 370, 44.3, 414.3; 39, Cauchy/de Valroger (Simca), 1, 364, 50.7, 414.7; 40, Hartley/Karlsson (Ford-Crest), 1, 375, 42.1, 417.1; 41, Marlon/Peyrot (Citroën), 1, 372, 45.5, 417.5; 42, Cymbalista/Crivelli (Oldsmobile), 1, 379, 51.7, 430.7; 43, Menz/van Schroeten (DKW), 1, 386, 45.9, 431.9; 44, Prochaska/Camis (Peugeot), 1, 393, 46.2, 439.2; 45, Lacerda/Rugroni (DKW), 1, 398, 42.8, 440.8; 46, Wollert/Lohmander (Alfa Romeo), 1, 404, 42.8, 446.8; 47, Kemsley/Fotheringham-Parker (Ford Zephyr), 1, 401, 46.8, 447.8; 48, Mas/Gayola (Salmson 2,300 S), 2, 403, 45.7, 448.7; 49, Behra/Boulan (DKW), 1, 409, 43.1, 452.1; 50, Allard/Allard (Ford Zodiac), 1, 407, 46, 453; 51, Couper/Fillingham (Armstrong S.), 1, 410, 46.7, 456.7; 52, Olsson/Lundberg (Austin), 1, 418, 49.7, 467.7; 53, "Vilreón"/Carlin (Porsche), 2, 427, 42.4, 469.4; 54, Mrs. Wisdom/Mrs. Johns (Austin), 1, 419, 51.7, 470.7; 55, Mariage/Boris (Aston Martin), 2, 433, 41.8, 474.8; 56, Dik/Moggre (Fiat 1,100), 1, 431, 45.2, 476.2; 57, Monraisse/Ferret (Renault), 2, 432, 45.2, 477.2; 58, Graca/Nogueira (Porsche), 2, 443, 36.4, 479.4; 59, Cuchet/Taccone (Porsche), 2, 452, 41.5, 493.5; 60, Auriach/Grail (Jaguar), 2, 461, 41.4, 502.4; 61, Fairman/Smith (Sunbeam), 1, 458, 45.1, 503.1; 62, Guiraud/Tardieu (Peugeot), 2, 467, 42.9, 502.9; 63, Madeleine/Coltelloni (Citroën), 1, 481, 44.9, 525.9; 64, Mrs. Mitchell/Mrs. Grounds (Daimler-Con.), 1, 433, 93, 526; 65, Bouchara/Sulzer (Simca), 1, 484, 47.7, 531.7; 66, Spjuth (Alfa Romeo), 2, 475, 56.1, 531.9; 67, da Silva Ramos/Lucas (Aston Martin), 2, 491, 41, 532; 68, Mme. Sigrand/Mme. Ordioni (Simca), 1, 488, 49.8, 537.8; 69, Vold Johansen/Karlan (DKW), 1, 494, 45.7, 539.7; 70, Hjelmeland/Renden (Volvo), 1, 496, 48.3, 544.3; 71, Metternich/Kickebusch (BMW), 1, 501, 46.5, 547.5; 72, Vincent/Clement (Peugeot), 2, 501, 47.7, 548.7; 73, Saiz/Conde del Fresno (Simca), 1, 508, 47.6, 555.6; 74, Bennett/Mrs. Bennett (Armstrong S.), 1, 508, 48.8, 556.8; 75, Wallwork/Ray (Standard Ten), 2, 516, 44.1, 560.1; 76, Tak/Zorab (Alfa Romeo), 2, 516, 44.5, 560.5; 77, Bertoglio/Cortella (Fiat), 1, 503, 58.2, 561.2; 78, Langlois/Mme. Langlois (Renault), 1,

513, 48.9, 561.9; 79, Collins/Whitehead (Aston Martin), 2, 534, 39.4, 573.4; 80, Blanchard/Metz (Salmson), 2, 549, 41.5, 590.5; 81, Gerakis/Gravier (Citroën), 1, 549, 49.3, 598.3; 82, Mattock/Page (Jaguar), 1, 560, 41.3, 601.3; 83, Schluter/Eickelmann (DKW), 1, 568, 42.7, 610.7; 84, Vard/Jolley (Jaguar), 1, 575, 43, 618; 85, Mendes de Almeida/Graca (Mercedes-B.), 1, 590, 41.6, 631.6; 86, "Danville"/Delbet (Peugeot), 1, 590, 48, 638; 87, Sims/Stokes (Riley), 1, 599, 42.6, 641.6; 88, Jullien/Farge (DKW), 1, 600, 41.8, 641.8; 89, Myhill/Lestranger (Jaguar), 1, 599, 45.4, 644.4; 90, Trolliet/Nicol (Salmson), 2, 601, 44, 645; 91, Dejoie/Ferrandon (Renault), 1, 604, 47, 651; 92, Saaristo/Helpio (Peugeot), 1, 605, 48.3, 653.3; 93, Wang/Christensen (Ford-Cust.), 1, 599, 62.6, 661.6; 94, Beaur (Peugeot), 2, 617, 44.9, 661.9; 95, Richardson/Heathcote (Standard Ten), 2, 619, 44, 663; 96, Scott/Strange (Ford Zodiac), 1, 631, 46.3, 677.3; 97, Parucci/Martin (Dyna-Panhard), 2, 635, 43, 678; 98, Cuguero/Conchello (Jaguar), 1, 634, 47.3, 681.3; 99, Blansjaar/Zorab (DKW), 1, 647, 44.6, 691.6; 100, Richards/Brettel (Ford Cons.), 2, 680, 45.7, 725.7.

Saturday's Mountain-Circuit test followed the pattern of the Gap-Monaco *épreuve*, and the course and speeds were out as follows:

Section 1. Monaco—Gorge du Cians—Controle B. 76 kiloms. 65s./k., 60s./k., 56s./k.

Section 2. Controle B—Col de Valberg—Daluis—Controle C. 62 kiloms. 67s./k., 62s./k., 60s./k.

Section 3. Controle C—St. Dalmas—La Colmaine—St. Martin—Vésudie—Controle D. 99 kiloms. 58s./k., 54s./k., 52s./k.

Section 4. Controle D—La Bollène—Col de

Turini—Peira-Cava—Controle E. 23 kiloms. 76s./k., 70s./k., 68s./k.

Section 5. Controle E—Col de St. Roch—l'Escarène—Col de Braus—Col de St. Jean—Col de Castillon—Controle F. 54 kiloms. 66s./k., 61s./k., 58s./k.

Section 6. Controle F—Controle G (Monte Carlo). 11 kiloms. 12s./k., 111s./k., 72s./k.

The first cars set off in heavy rain in the darkness of early morning. First casualty was the highly placed Salmson of J. Delliere/G. Robin, which crashed into a parked lorry and was wrecked. Jack Kemsley/Philip Fotheringham-Parker had to give up with cooling troubles caused by damage to the radiator when the fan drive failed. The highly placed Jaguar of the Appleyards came to rest about 150 kilometres from Monte Carlo, when a blown cylinder-block core plug caused jets of steam to rise almost above the highest mountains. Also in dire trouble were G. Shanley/C. Batchelor (Daimler), Peter Collins/Graham Whitehead (Aston Martin), G. Menz/S. van Schroeten (DKW) and Johnny Wallwork/Jimmy Ray (Standard). Collins lost the maximum number of points due to punctures.

In all, a dozen crews incurred no penalty marks whatsoever. These were



RACING DRIVERS: (Right) Peter Collins (Aston Martin) passes Behra's DKW on emerging from a tunnel on the mountain section—but it is José, not the famous Gordini driver Jean Behra. (Below) Same tunnel, but this time the driver is Ken Wharton, captain of the Daimler team, in his Conquest saloon.



Malling/Fadum (Sunbeam), Gillard/Dugat (Panhard), Gerdum/Kuhling (Mercedes), Burgess/Easton (Zephyr), Schock/Moll (Mercedes), Gatsonides/Becquart (Aston Martin), Harper/Humphrey (Sunbeam), Sheila Van Damm/Anne Hall (Sunbeam), Hartley/Karlsson (Ford), Schluter/Eickelmann (DKW), Vard/Jolley (Jaguar), Scott/Strange (Zodiac).

This altered the entire picture, and the Norwegian drivers Malling and Fadum rocketed into the lead with their Sunbeam, 43.4 marks ahead of Gillard/Dugat (Panhard). Burgess and Easton (Zephyr) moved up to fourth place; Gatsonides/Becquart (Aston Martin) went up to seventh place, followed by Peter Harper/David Humphrey (Sunbeam), with Sheila Van Damm/Anne Hall (Sunbeam) in 11th place and leading the Coupe des Dames from Mme. Pochon (Alfa Romeo) and Nancy Mitchell (Daimler). Denis Scott (Zodiac) moved up from 96th to 34th place. Had it not been for secret check penalties, the Ford team driver would have been disputing



CHAINS ON: (Above) The Danes, W. Krohn and E. Wincentz, halt their 688 c.c. front-drive Goliath near Valserres to check the snow chains. (Right) Jimmy Glasgow and Co. fitting chains to the rear wheels of their Jaguar in the dark, when near Gap. The chains must have been at the bottom of the boot!

the lead! Cecil Vard (Jaguar) also made a fine recovery and came up to 28th place, giving Jaguar a reasonable chance of taking the manufacturers' team prize.

Brake failure, causing him to mount a parapet, possibly cost Ronnie Adams third place, as he lost about 33 secs. after getting the car back on the road. Walter Schluter's effort brought him up to 25th place, with team-mate Meier in 14th spot. Daimler's highest-placed cars were those of Nancy Mitchell (17th) and Ken Wharton (22nd). It was rather curious that, of the three teams in the running, all suffered a casualty in the mountain circuit.

Col de Castillon

Hand-timing over a stretch of approximately 5.1 kilom. on the descent of the Col de Castillon, during the Mountain Circuit, produced the following figures:—

Cotton (Salmson), 4 mins.; Collins (Aston Martin), 4 mins. 1 sec.; Gatsonides (Aston Martin), 4 mins. 5 secs.; Wharton (Daimler), 4 mins. 6.5 secs.; Burgess (Zephyr), 4 mins. 13 secs.; Allard (Zephyr), 4 mins. 17 secs.; Nancy Mitchell (Daimler), 4 mins. 17 secs.; Richardson (Standard), 4 mins. 20 secs.; Sheila Van Damm (Sunbeam), 4 mins. 22 secs.; Richardson's time in the little Standard was amazing as it included a tremendous spin at the entrance to the tunnel.

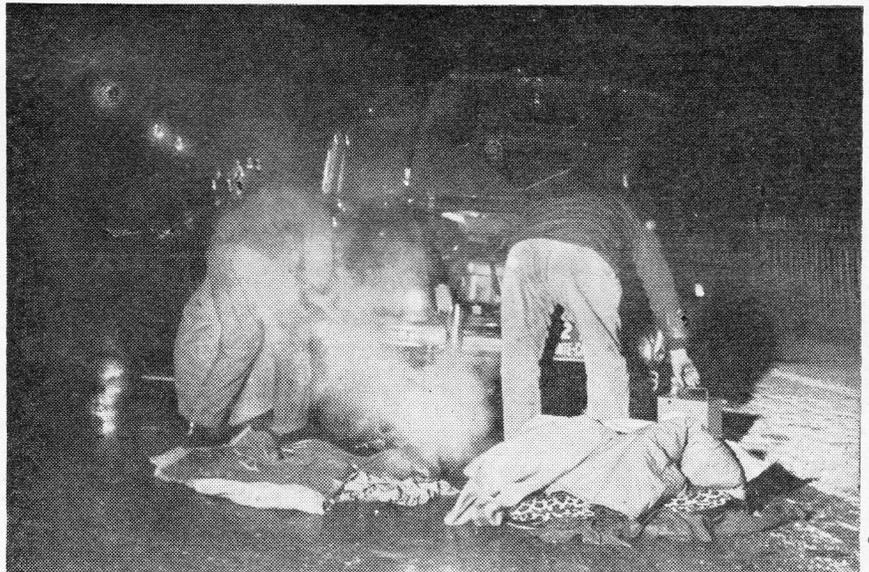
On Sunday came the speed/regularity test around the famous Monaco G.P. round-the-houses circuit. Before describing this, however, let us see how competitors starting from points other than Glasgow fared in their journeys to Monte Carlo.

THE LISBON START

From Nevil Lloyd

THERE were 10 non-starters from Lisbon, including Julio Bast (Alfa Romeo) who decided to get married instead, and preferred not to spend his honeymoon cavorting about snow and ice in the Alps and Massif Central.

It was a real umbrella night when de Mello's DKW started off at 10 minutes to midnight, but surprisingly enough



CHAINS AGAIN: Hartley and Karlsson of Sweden halt to fit some "grip" to the wheels of their V8 Ford Crestline before entering the Gap control.

there was a large crowd to watch the depart. It was uneventful to the first control at Elvas, despite tales of dangerous road conditions and a particularly bad stretch of about 11 kilom., where three serious accidents had occurred during the day.

Of the five British starters from Lisbon, only the two Armstrong Siddeleys were driven down overland. Sydney Allard (Ford Zephyr), Robin Richards (Ford Consul) and Mrs. Bill Wisdom (Austin) had their cars shipped—the crews arriving by air.

It rained steadily all the way to the frontier via Burgos, Madrid and Sebastian. Custom officials were most helpful and efficient and were obviously delighted to see the various rally cars. The 10-hour stretch to Madrid enabled us all to have a leisurely bath and lunch before checking in to the control. Mme. Pochon fitted a new windscreen to her Alfa Romeo after having a stone through it outside Madrid.

There was evidence of a large road

reconstruction plan in Spain: everywhere one saw workmen and immense masses of heavy machinery and equipment.

Floods caused a 30 kilom. detour to Pau, which gave us little breathing space. However, no one clocked in behind time. Another detour was made at Nogent-sur-Seine on the way to Paris, but did not make for a tight trip.

From our point of view the Armstrong Siddeley motored extremely well, although Mike Couper discovered that he had lost all the brakes after descending the Col des Leques.

Anyway, up until we joined the "real race" from Gap, the Lisbon trip was as uneventful as any normal road touring I have undertaken.

THE ATHENS START

From M. H. Morris-Goodall

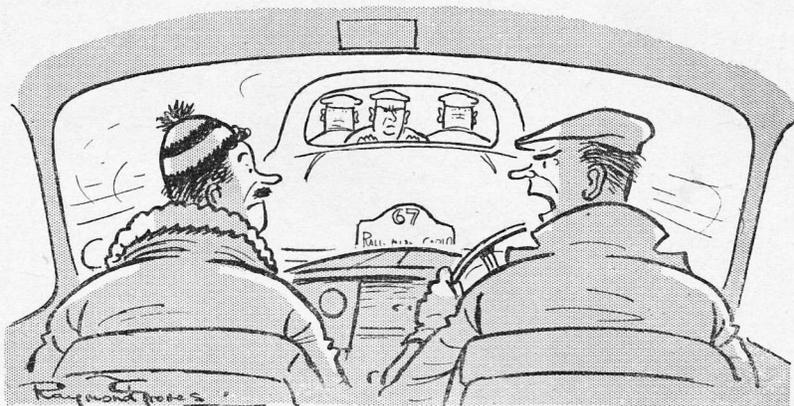
SO far as the Athens contingent was concerned, the "Monte" might have been renamed the Rally of the Rumours. We were told that a main bridge in Jugoslavia was down, and indeed were given an extra 1 hr. 25 mins. in which to make

a detour. Wild tales reached us of impossible conditions in Scotland, England and Northern France. We were told that not a single Glasgow starter had reached Dover in time to catch the boat, and that the Stockholm and Oslo folk had abandoned the rally in deep snowdrifts.

In Athens, conditions could scarcely have been bettered. We never saw snow at all until we reached the Belgrade-Zagreb "Autoput"; even the broken bridge had been cleverly by-passed. Our only real hazard was what passes for roads in Yugoslavia. These are little more than tracks, over which any self-respecting horse would refuse to pull a cart. Goodness knows how the suspension of the Austin Westminster stood the appalling hammering it received. If these were main roads, heaven knows what secondary ones are like!

Pre-rally days in Athens passed all too quickly in beautiful weather made even more comforting by the stories of Great Britain's Arctic conditions. We left at 3.30 p.m. and motored sedately over the dreaded Kozani and Kastania passes, with no more effort than had we been on a leisurely tour. The main hazards were the large lumps of rock which lorry drivers use to chock their vehicles, and which they rashly leave lying on the road. Tom Walkerley smote one good and hard—luckily without doing any damage!

Arriving at Evzoni without incident,



"Getting behind this police team is going to give us a very definite psychological disadvantage."

we reached Kragujevac, about 80 kilos from Belgrade, that we struck metalled highway. Belgrade was reached without any sign of snow, and with the prospect of about 300 kilometres of "Autoput" motoring before us, we as good as thought the rally was over. However, after one hour on the road it began to snow—and how it snowed!

At Zagreb there were six inches on the ground, and several crews fitted chains. We passed most of them later taking them off again as they were not really necessary. Casualty No. 2 occurred

when Papadopoulos (Opel Kapitän) ran off the road, luckily without hurting himself or his crew—but the car was too bent to continue.

Once the hills to Kijeka had been traversed the going became much easier and the route to Turin via Trieste was mostly over *autostrada*. Gap was reached without incident, but on the way to Chambéry we ran up against heavy snow again. We only just made the control in time on the return journey to Gap.

This was really the end of our rally, for we left for the Gap-Monaco test at 6 a.m. in the dark and lost our way. This lost us 20 minutes and as we had nothing to lose, we decided to carry on to Monte Carlo without taking any chances.

The car behaved beautifully throughout and we were treated royally along the route. As we had anticipated not getting out of Greece at all, the arrival at Monte Carlo was all the more pleasant.

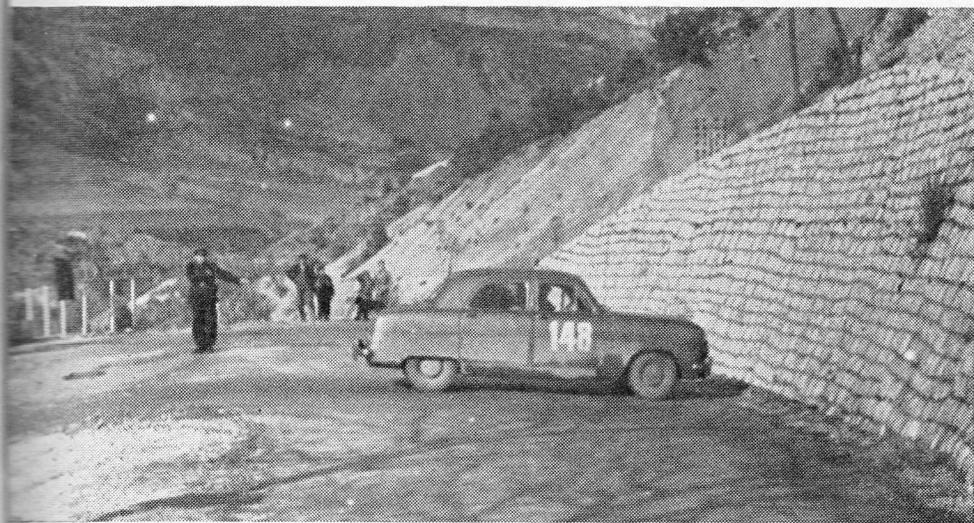
THE MONTE CARLO START

From John Gott

ONLY eight crews of the 87 due to take their departure from Monte Carlo failed to arrive for scrutineering, but one of these was Louis Chiron (Lancia), who was expected to repeat his last year's victory.

Although all the 16 English crews arrived safely, there were some crew changes, notably the replacement of Johnnie Claes by Graham Whitehead in the Peter Collins Aston Martin.

Just prior to the start the weather



IF AT FIRST . . . you don't succeed, try, try again. Robert Glad (above) of Denmark makes a third attempt to round a sharp hairpin at Pont de Villaron in his Zephyr.

EFFECTS of ice in section 7 of the Gap-Monaco test. (Right) Bill Banks's crashed Bristol on the roadside, with A. Hjelmeland's Swedish Volvo passing.

we were given the glad news that the broken bridge had been repaired. Despite a rather dense fog, we located it and crossed it safely. So far we had lost one crew: Noix's Peugeot had disappeared with what was said to be "lost nut trouble".

The roads in Southern Yugoslavia defy description. How the car stood the pounding it received as it lurched over crater-like potholes and ravine-shaped ruts I shall never know. It wasn't until





PRANGED PANHARD is that of Frenchmen Mascré and Taittinger, who went on to complete the speed/regularity test. The car bears the exotic name of "Equipe Champagne".

(Right) The Sunbeam of Harrop and Handforth lost its windscreen near London and the crew had a cold ride to Dover before fitting a replacement.

conditions were brilliant, and in the hot sunshine shirt-sleeved crews read with some amazement of the blizzards raging in England.

The later arrivals from Britain, however, confirmed the reports and Gerry Burgess (Ford Zephyr) had spent some hectic days in repairing damage caused by an accident on snow-covered roads. As is often the way, trouble and worry before the event was to herald an eventual brilliant performance.

The first stage from Monte Carlo to Digne was not unduly difficult, although falling rain freezing on the Col des Leques gave some idea of the difficulty which this route would have afforded under real winter conditions. The Col de Cabre, on the section Digne—Le Puy, was regarded as another difficulty, but although a sheet of black ice only two days prior to the start, its surface was now only wetly slushy and caused little delay.

But if crews were beginning to think that they would meet no difficulties, the section Le Puy-Perigueux-Pau-Perigueux



altered their views. Not only were the winding roads wet and slippery, but the rising flood waters had cut several bridges and crews were forced to make detours of many kilometres for which no time allowance could be made. This demanded hard driving and accurate navigating.

Near Aurillac M. and Mme. Langlois (Renault Frégate) overslid a curve and ended up in a field. With commendable speed they got the car back on the road, and made up the time lost to such effect that they later finished 57th in General Classification.

Not so fortunate was F. Forestier

(Simca Aronde), who ditched his car near Tarbes and had to retire.

Another notable retirement was that of Mesdames Renaud and Bousquet, fancied competitors for the Coupe des Dames, whose 748 c.c. Renault had to be abandoned near Perigueux with mechanical troubles.

In all 11 crews lost marks for lateness on the sections, including Willi Daetwyler of the Daimler team. The other Daimlers were, however, well up to schedule, that of Nancy Mitchell/Lola Grounds/Doreen Reece being very competently handled.

On the run from Bourges to Rheims floods once more delayed the crews and the ominous signs "Deviations—Inondations" in the Nogent area again caused navigators to work out revised time/speed schedules and drivers to press on even faster than before.

The Paris control was a seething mass of rumours about cut roads and flood

waters, and crews noted with some concern that the officially recommended flood-free route required a detour of some 130 kilometres without a compensatory time allowance. In fact, the Northern route via Sezanne and Chaumont was not only flood-free but fast, and crews using this arrived with some 1½ hours in hand, while others only just got in with stories of incredible average speeds over the detour or of successful battles with rising flood waters near Troyes.

Anxiety about the coming secret section, Gap to Monte Carlo, was increased when crews received the news at Chambery that the Grenoble-Gap road was under snow.

A wish to build up enough time in hand to allow for a slow but safe descent into Gap down the slippery Col Bayard caused many competitors to overlook the possibility of a secret check on the first section common to seven routes and most Monte Carlo starters were caught in the check cunningly sited at Vizilles just at the point where maximum speed was being built up for the ascent of the snow-covered Col Bayard.

At Gap crews received their instructions for the special Gap-Monaco section, and an event which up till now had been reasonably easy became a stern battle with the watch, and an unsuccessful guessing game to decide where the secret controls would be sited. The key section would obviously be that up and over the Col des Leques, finishing near the banks of the Castellane dam. The latter part of the route, much used by heavy lorries engaged on dam



NIPPING back to the control at Entreveux, with a query about the route book, is a member of the Swiss crew of Lier's Lancia.

CONTROL on the mountain circuit test checks Norman Garrad's Sunbeam on its way through.

construction, became quite churned up and rapidly deteriorated into a typical Autocross section.

This became particularly bad for the later Monte Carlo starters and to some extent offset the advantage gained by the thawing of the ice on the Col des Leques which had so slowed the earlier crews from other starting points.

The Col was, however, still slippery enough to be the downfall of Sokopp/Trojanowski, who overturned their DKW at the top of the Col, fortunately without serious injury.

Most crews decided to treat the section as a speed hill-climb and to disregard the possibility of secret checks.

Excellent climbs on the Col were made by Ken Wharton, Shanley and Nancy Mitchell (Daimlers), Richardson and Wallwork (Standard Tens), Peter Collins (Aston Martin) and Gerry Burgess (Ford Zephyr) amongst the British contingent, but the DKWs were equally fast and impressive.

In the heat of the moment, however, many crews forgot the need to maintain caution on the easier following sections and threw away all the advantages gained in the Leques by too high speed through secret controls. Gerry Burgess was, however, a brilliant exception and his skilfully blended mixture of fast and calculating driving deservedly brought him 10th position in the first unofficial General Classification.

And so, as night fell for the third time since the start, crews climbed stiffly from their cars to cope with the necessary, but long-delayed, technical inspection.

Monte Carlo starters were back in



the crews of modified cars who had hoped for bad conditions to offset the almost impossible speed handicap imposed upon them.

THE MUNICH START

By all accounts the Munich brigade had a hectic drive on ice-bound *autobahnen*. Peter Harper, Norman Garrad, Jack Fairman and Sheila Van Damm (Sunbeams) all told of scores of gigantic lorries strewn all over the place, of phenomenal avoidances, of blinding snow-storms, and of areas of black ice.

Forty-four cars left the start (five non-starters) and at Hagen five crews were late, including Uren (Armstrong) and Niedermayer of the Porsche team. At Hamburg, nine cars failed to check in on time, including Delling (Jaguar), another "works" Porsche driver, Lautenschlager and Strang (Mercedes). The British army officers' team of Opels (Maj. Pryer/Maj. Parry; Lt.-Col. Crosby/Lt.-Col. McGill; Capt. Herbert/Capt.

Bailey) were all going strong, although Herbert's car was a little behind time.

At Hanover, once again nine crews were late and retirements announced included Wittek (DKW) and Wittmann (Porsche).

The Sunbeams all arrived safely at Gap, as did the three army-manned Opels, the crews of which were having the time of their lives.

THE STOCKHOLM START

From Hans Fries

ON 17th January, with the thermometer registering minus 10 deg. C., a large crowd gathered outside the headquarters of the R.A.C. of Sweden to bid farewell to the Stockholm starters. There were 31 crews there (11 Swedish, eight Finnish, seven Danish, two Norwegian, two German and one Swiss), including the popular Mrs. Greta Molander (DKW) and the Norwegian driver, Carsten Johannson (Porsche), twice winner of the Viking Rally and fourth in last year's "Monte". All the way to Hälsingborg, snow-covered and icy roads were encountered, but the entire Stockholm contingent arrived at the Denmark-bound ferry without loss of marks.

* * *

THE SPEED/PERFORMANCE TEST

From Gregor Grant

FINAL *épreuve* was Sunday's dice round the Monte Carlo circuit, which could (and did), have a result on the final classification. It was necessary for each driver to complete his (or her) first lap under 3 mins. 50 secs. and to record a fast lap to count for marking purposes.

HORS DE COMBAT is the Lee/Dando Jaguar (left) which spun off the road on the Col de Bayard, only 4 km. from Gap.

INTO ACTION (below) goes Denis Scott's Zodiac on the sea-front section of the tortuous Monaco circuit.



Monte Carlo and no less than 49 of them took their places in the select 100 to whom the final tests would be open. This, however, was not so much due to the comparative easiness of a route which could become almost impassable under real winter conditions, as to the fact that these crews drove always with the possibility of secret checks in mind: the more aware they were of that possibility, the better their placings if they drove standard cars whose required speed was not so high. The easiness of the Monte Carlo route was in fact a hindrance to



issued. The full list is published on page 116.

THE 10-LAP RACES

QUALIFYING in order of performance in the acceleration/braking tests, 80 entrants took part on Sunday in a series of 10-lap races on the Monaco G.P. circuit. Cotton's Salmson won the first event from Graca's Porsche, and also set up a new Monte Carlo Rally class record of 2 mins. 16.2 secs. (84.052 k.p.h.). Reg Parnell (Aston Martin) failed to negotiate the gas works bend when in the lead.

Peter Collins had an easy win in the second series which featured a duel between Vard and Appleyard (Jaguars). Peter Harper (Sunbeam) held grimly on to a T.I. Alfa Romeo in event 3, which was won by Canonica (T.I. Alfa Romeo).



GOAL: (Above) An across-harbour view of the Parc Fermé at Monte Carlo, where the highest-placed 100 underwent the speed/performance test on the famous Grand Prix circuit.

BATTERED: (Right) Mme. Madeleine Pochon's 1,900 Alfa Romeo, seen on the Monte Carlo circuit, bears evidence of a tough journey from Lisbon.



Although five laps had to be covered, apparently failure to do so did not entail penalization if at least one lap was timed. As it so happened, this was a good thing for the leading Norwegians whose Sunbeam went sick after four laps. It was still running—very slowly—at the finish.

Cecil Vard snatched back several valuable marks by his performance. Nancy Mitchell (Daimler) drove brilliantly and at one time led her team-captain Ken Wharton. Many of the cars were in a shocking state of disrepair: Marang's Citroën had little or no front suspension following a crash during the Mountain Circuit and Mascré's Panhard was incredibly battered. The Salmsons, not in the running in the general classification, generally went like bombs and were most impressive. Gerry Burgess went anxiously, but not all that slowly in his Ford Zephyr which had only second gear in operation. Both the Standard Tens buzzed round

happily and surprisingly quickly.

It now seemed fairly certain that the Norwegian-driven Sunbeam would finish on top of the general classification, that Burgess's Zephyr would be the highest-placed British entry, and that Sheila Van Damm (Sunbeam) would collect the Coupes des Dames, and so, indeed, it was confirmed when results were finally

Probably the best race of all was event 4 when Reg Phillips held the lead with his modified Zephyr from Ken Wharton (Daimler) and Guiraud (Peugeot) until he began to lose his brakes. Wharton's superb driving gradually wore down Guiraud's famous "Liège-Rome-Liège" sooper-doooper Peugeot, and Meier (DKW) also passed Phillips who had to keep motoring briskly to hold off an astonishing Renault "1063", driven by Viazzi, which was being lapped in 2 mins. 26 secs.

Cuth Harrison easily won the fifth and last race, followed by Lyndon Sims (Riley) and Walter Schluter (DKW).

CONCOURS DE CONFORT ET SÉCURITÉ

British Cars Scoop the Pool

THE Aston Martin of Gatsonides/Becquart won the R.A.C. Trophy in the comfort and road safety competition. First prize in the road-safety section went to Mike Couper (Armstrong-Siddeley) and K. S. Hurrey's red Vauxhall Cresta was runner-up.

First prize for comfort (Grand Prix d'Honneur) went to Edwin Lambert's Morris Oxford which had two ciné-cameras fitted (front and rear). Runner-up was Ken Wharton (Daimler). A new prize—for the best *équipe*—went to Aston Martin.



"You see, we couldn't run to a heater."

(Continued on page 116)

MONTE CARLO RALLY
JAGUAR
wins
TEAM PRIZE

The Charles Faroux Trophy for
the best performance by a nominated
team of three cars of one make

•

Congratulations to:—

MR. R. ADAMS, MR. C. VARD, MR. E. I. APPELYARD

and their crews on their fine performance.

•

(Subject to official confirmation)

PROVISIONAL MONTE CARLO RALLY RESULTS

General Classification

1. P. Malling/G. Fadum, Os. (Sunbeam), 405,936 points.
2. G. Gillard/R. Dugat, M.C. (Dyna-Panhard), 430,625.
3. H. Gerdum/Dr. J. Kuhling, Mu. (Mercedes-Benz), 442,667.
4. G. Burgess/P. Easton, M.C. (Ford), 460,924.
5. W. Schock/R. Moll, Mu. (Mercedes-Benz), 460,981.
6. W. C. Lier/H. Ziegler, M.C. (Lancia Aurelia), 478,931.
7. M. Gatsonides/M. Becquart, Lis. (Aston Martin), 484,821.
8. R. J. Adams/E. McMillen, Gl. (Jaguar), 494,521.

21. J. Lacerda/H. Rugeroni, Lis. (DKW), 718,406;
22. K. Wharton/H. Langelaan, M.C. (Daimler), 723,965; 23. J. Flinterman/J. van Rijn, Mu. (DKW), 733,120; 24. W. Schluter/S. Eicklemann, Mu. (DKW), 745,420; 25. G. Dunod/L. de Sampigny, M.C. (Fiat), 745,598; 26. M. Mascré/F. Taittinger, M.C. (Dyna-Panhard), 758,534; 27. C. Vard/A. R. Jolley, Gl. (Jaguar), 760,071; 28. J. Pelletier/C. Baumert, M.C. (Dyna-Panhard), 760,850; 29. A. G. Olsson/B. Luniberg, St. (Austin), 767,412; 30. R. Cotton/J. L. Lemerle, M.C. (Salmson), 790,174; 31. R. Berger/M. Jaminon, M.C. (Simca), 800,726; 32. A. Gacon/H. Arcan, M.C. (DKW), 821,062; 33. D. C. Bennett/Mrs. E. Bennett, Mu. (Armstrong Siddeley), 823,152; 34. R. Madeleine/P. Coltelloni, M.C. (Citroën), 824,155; 35. C. Prochaska/R. Canis, M.C. (Peugeot), 825,574; 36.

- D. G. Scott/D. Strange, Gl. (Ford), 829,725; 37. R. D. Mattock/R. D. Page, M.C. (Jaguar), 882,575; 38. J. Cauchy/J. de Valroger, M.C. (Simca), 920,952; 39. T. H. Wisdom/P. Wilson, Lis. (Armstrong Siddeley), 945,965; 40. Mmc. Sigrand/Mme. M. T. Ordioni, Lis. (Simca), 966,439; 41. L. O. Sims/R. E. Stokes, Gl. (Riley), 984,835; 42. C. Spjuth/G. Anzil, M.C. (Alfa Romeo), 986,772; 43. Pce Metternich/C. von Kickebusch, Mu. (BMW), 993,670; 44. B. Mendes de Almeida/J. Graca, Lis. (Mercedes-Benz), 1021,606; 45. J. Mariage/H. Boris, Lis. (Aston Martin), 1040,216; 46. H. da Silva Ramos/J. Lucas, Lis. (Aston Martin), 1056,559; 47. R. Trolliet/R. Nicol, M.C. (Salmson), 1060,797; 48. R. Myhill/E. J. R. Lestrange, M.C. (Jaguar), 1076,572; 49. A. Graca Jr./G. De Seixas, Lis. (Porsche), 1082,945; 50. A. Bertoglio Cortella/E. Ferragioli, Lis. (Fiat), 1095,961; 51. W. M. Couper/P. Fillingham, Lis. (Armstrong Siddeley), 1106,082; 52. J. E. G. Fairman/L. Smith, Mu. (Sunbeam), 1128,366; 53. L. Potter/Richard Steed, M.C. (Peugeot), 1175,158; 54. L. Vincent/J. Clement, M.C. (Peugeot), 1186,658; 55. "Vilrean", M.C. (Porsche), 1200,692; 56. A. Blanchard/G. Metz, Lis. (Salmson), 1208,069; 57. G. Langlois/Mme. R. Langlois, M.C. (Renault), 1208,349; 58. P. Mas/H. Gayola, Lis. (Salmson), 1220,559; 59. A. Krauthahn/A. Gomoll, Mu. (Borgward), 1223,331; 60. "Leveh" /G. Fraichard, M.C. (Ford), 1252,532; 61. W. Daetwyler/C. Tschudi, M.C. (Daimler), 1258,619; 62. N. Cymbalista/A. Crivelli, M.C. (Oldsmobile), 1281,386; 63. F. Auriach/A. Graill, M.C. (Jaguar), 1304,871; 64. R. Dejoie/R. Ferrandon, M.C. (Renault), 1329,262; 65. G. Poidebard/V. Koroloff, M.C. (Peugeot), 1357,058; 66. M. Parucci/M. Martin, M.C. (Dyna-Panhard), 1385,270; 67. Vold-Johansen/C. Karlan, St. (DKW), 1398,191; 68. Mrs. Wisdom/Mrs. Johns, Lis. (Austin), 1482,331; 69. G. Monraisse/J. Feret, M.C. (Renault), 1543,291; 70. A. Blansjaar/J. H. Zorab, Mu. (DKW), 1600,600; 71. A. Jullien/J. Farge, M.C. (DKW), 1643,891; 72. R. Richards/M. Brettell, Lis. (Ford Consul), 1825,769; 73. J. Saiz/Conde del Fresno, Lis. (Simca), 1899,208; 74. "Danville"/J. P. Delbet, Lis. (Peugeot), 1915,334; 75. J. Metin/J. Bougerolle, M.C. (Peugeot), 1991,078; 76. P. Guiraud/H. Beau, Lis. (Peugeot), 2082,149; 77. M. Beur/M. Maury, M.C. (Peugeot), 2620,212; 78. J. Wallwork/J. H. Ray, M.C. (Standard), 2850,549; 79. A. Hjelmeland/R. Henden, Os. (Volvo), 3479,432; 80. R. M. Hopfen/J. Dollin, M.C. (DKW), 3509,570; 81. J. Delliere/G. Robin, M.C. (Salmson), 3539,870; 82. M. Nunes Dos Santos/Lorenzo, Lis. (Alfa Romeo), 3573,770; 83. I. Appleyard/Mrs. P. Appleyard, Gl. (Jaguar), 3590,870; 84. G. Ubezzi/J. Pollet, M.C. (Alfa Romeo), 3610,970; 85. G. Shanley/C. Batchelor, M.C. (Daimler), 3664,070; 86. L. Salmisng/E. H. Torgersen, Os. (DKW), 3690,770; 87. J. P. Colas/M. Canello, Os. (Salmson), 3694,170; 88. G. Menz/S. von Schroeter, Mu. (DKW), 3711,770; 89. J. H. Kemsley/P. Fotheringham-Parker, Gl. (Ford), 3727,670; 90. T. Dik/A. Moggre, M.C. (Fiat), 3756,070; 91. R. Cuchet/A. Taccone, M.C. (Porsche), 3773,370; 92. J. Bouchara/A. Sulzer, M.C. (Simca), 3811,570; 93. I. Wollert/L. Lohmander, St. (Alfa Romeo), 3826,670; 94. W. J. J. Tak/J. H. Zorab, Mu. (Alfa Romeo), 3840,370; 95. P. J. Collins/A. G. Whitehead, M.C. (Aston Martin), 3853,270; 96. A. Gerakis/F. Gravier, M.C. (Citroën), 3878,170; 97. H. Saaristo/R. Helpio, St. (Peugeot), 3933,170; 98. H. Wang/I. Christensen, Os. (Ford), 3941,470; 99. M. Cuguero Conchello/K. J. Barh-Emden, M.C. (Jaguar), 3961,170; 100. W. K. Richardson/J. C. Heathcote, M.C. (Standard).

Gl.=Glasgow. Lis.=Lisbon. M.C.=Monte Carlo. Mu.=Munich. Os.=Oslo. St.=Stockholm.

Class Results

Category I. Touring.

Up to 1,100 c.c.: 1, Gillard/Dugat (Panhard); 2, Meier/Luba (DKW); 3, Behra/Boulan (DKW); 4, Langestraat/Barendregt (Panhard); 5, Lacerda/Rugeroni (DKW).

Up to 2,000 c.c.: 1, Lier/Zeigler (Lancia); 2, (Continued on page 118)



CONSOLIDATING VICTORY: 1955 Monte Carlo Rally winners Per Malling and Gunnar Fadum take their 2,267 c.c. Sunbeam round the Monaco round-the-houses circuit during Sunday's speed/regularity tests in the rain.

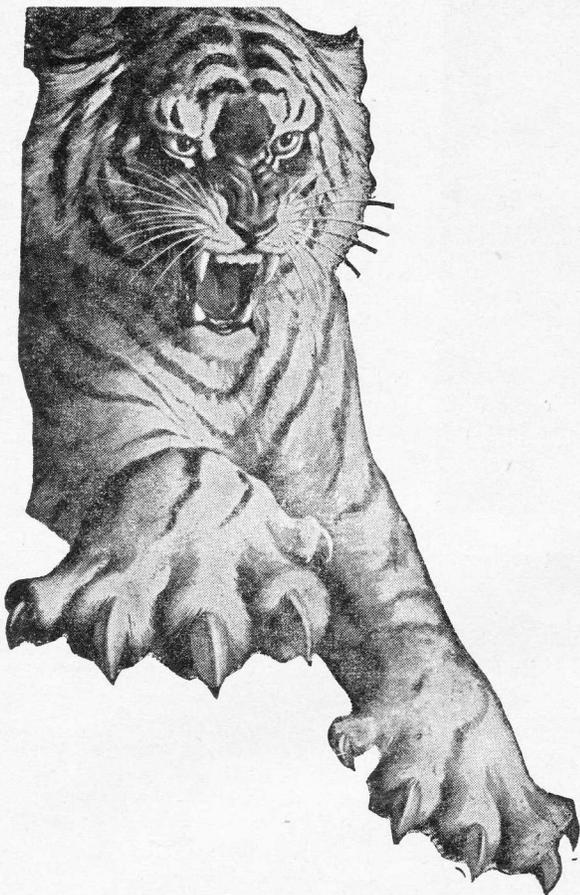
9. P. Harper/D. Humphries, Mu. (Sunbeam), 513,226.
10. H. Marang/D. Manoukian, M.C. (Citroën), 555,195.
11. Miss Van Damm/Mrs. A. Hall, Mu. (Sunbeam), 563,444.
12. J. I. Hartley/V. Karlson, St. (Ford), 577,810.
13. H. Meier/H. Luba, Mu. (DKW), 600,649.
14. S. H. Allard/T. L. Allard, Lis. (Ford), 612,958.
15. J. Behra/C. Boulan, M.C. (DKW), 614,449.
16. Mme. M. Pochon/Mme. N. Honoré, Lis. (Alfa Romeo), 655,026.
17. Mrs. N. Mitchell/Mrs. Grounds, M.C. (Daimler), 677,872.
18. R. Marion/M. Peyrot, M.C. (Citroën), 694,890.
19. I. A. Langestraat/K. S. Barendregt, Mu. (Dyna-Panhard), 708,605.
20. L. Davagnier/Pizarro, M.C. (Peugeot), 709,117.

★

THUMBS UP!: (Right) The two Norwegians make gestures of wellbeing after their fine victory. Fadum is on the left, Malling on the right.

★





wins again...

MONTE CARLO RALLY

COUPE de l'AUTOMOBILE CLUB DE MONACO

WON BY

ASTON MARTIN D.B. 2/4

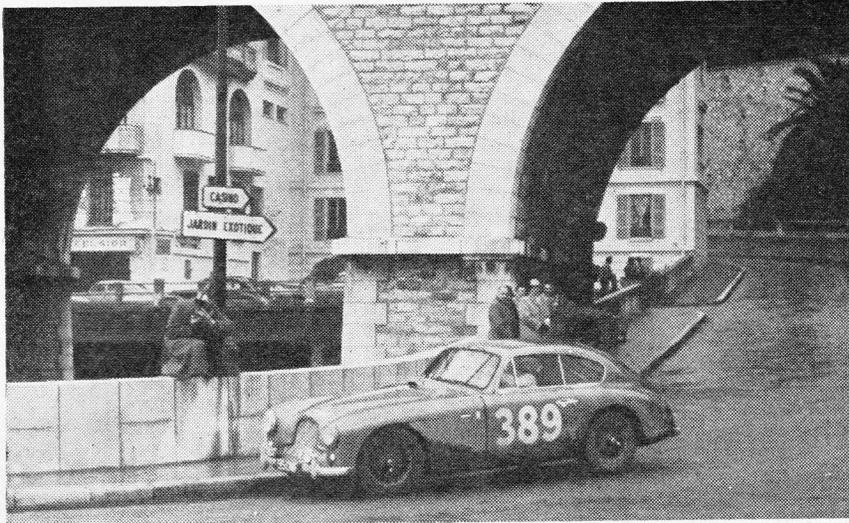
DRIVEN BY

M. GATSONIDES AND M. BECQUART

(Subject to official confirmation)

**Using Esso Extra, exactly the same superb petrol
you can buy from your local Esso dealer**





GATSO GOES THROUGH: (Above) Maurice Gatsonides, Rally winner in 1953, corners close in with his Aston Martin on the Monte Carlo circuit. He was placed seventh overall and best of the Gran Turismo class this year.

★

FIFTH for Germany (right) was the 220 Mercedes-Benz of Walter Schock/Rolf Moll, here heeling well over while eluding Mariage's Aston Martin, the Behra/Boulan DKW and Lyndon Sims's Riley on the Monaco course. Another Mercedes, that of Gerdum and Kuhling, finished third in the Rally.



Provisional Results—continued

Mme. Pochon/Mme. Honoré (Alfa Romeo); 3, Davagnier/Pizarro (Peugeot); Dunod/Sampigny (Fiat); 5, Olsson/Lunberg (Austin).

Over 2,000 c.c.: 1, Malling/Fadum (Sunbeam); 2, Gerdum/Kuhling (Mercedes); 3, Burgess/Easton (Ford); 4, Schock/Moll (Mercedes); 5, Adams/McMillen (Jaguar).

Category 2. Grande Tourisme and Modified

Up to 1,100 c.c.: 1, Parucci/Martin (Panhard); 2, Monraisse/Feret (Renault); 3, Wallwork/Ray (Standard); 4, Richardson/Heathcote (Standard).

Up to 2,000 c.c.: 1, Spjuth/Angil (Porsche); 2, Graca/de Seixas (Porsche); 3, Vincent/Clement (Peugeot); 4, "Vilreón" (Porsche); 5, Richards/Brettell (Ford Consul).

Over 2,000 c.c.: 1, Gatsonides/Becquart (Aston Martin); 2, Cotton/Lemerle (Salmson); 3, Mariage/Boris (Aston Martin); 4, da Silva Ramos/Lucas (Aston Martin); 5, Trollet/Nicol (Salmson).

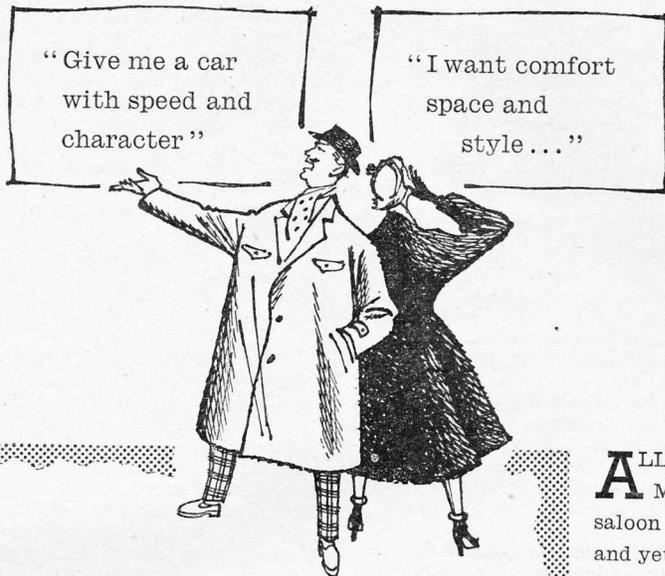
Challenge Charles Faroux (Manufacturers' team prize): 1, Jaguar (Adams/Vard/Appleyard).

Coupe des Dames: Sheila Van Damm/Anne Hall (Sunbeam).

Rally Chatter. Ray Merrick had his radiator holed near Carlisle. He located a private owner playing snooker in a pub, and asked him to lend the radiator of his parked car. He said he would "have to ask his dad". Finally, Merrick



located the older man who entered into the spirit of the thing and swapped radiators. . . . Jack Reece lost his rally plate and was given another by the Editor of AUTOSPORT who had a spare one. . . . Wilbert Todd's double-view mirror arrangement on the N/S wing interested many rally drivers. . . . The prize-giving ceremony at the Palace, cancelled in 1954, was a brilliant affair. . . . The British Monte Carlo Rally Competitors' Club held a most successful champagne party in the Hotel Metropole. . . . Performance of the "modded" Standard Tens gives rise to thoughts of proper G.T. versions of those very impressive little machines. . . . Leslie Brooke hit what he alleged was a wolf on the road to Venlo. . . . TV cameraman Cyril Page was third man in the Kemsley/Fotheringham-Parker Zephyr. . . . French papers expressed delight that the *douce et aimable* Sheila Van Damm had capped her Ladies' Championship with a "Monte" Coupe des Dames.



Everyone's pleased

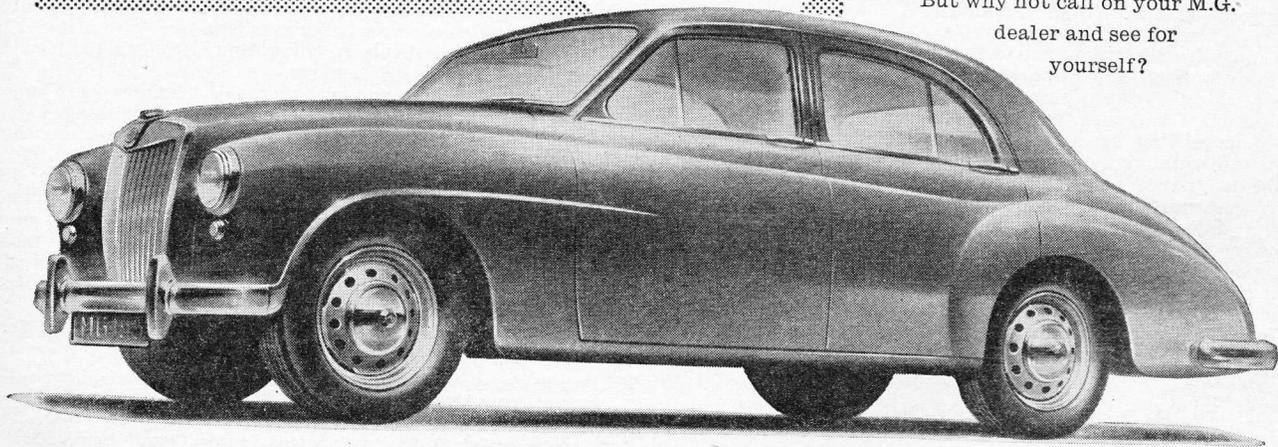


WITH THE

MAGNETTE

ALL honours are satisfied by the M.G. Magnette. For this fast saloon has a genuine sports car feel and yet is most elegant in appearance and seats four in spacious comfort. Its 1500 c.c. engine enables you to put up a truly athletic performance; well-damped suspension and responsive rack-and-pinion steering give you safe and steady motoring at a remarkably high cruising speed — with plenty in reserve. Inside, the Magnette has an air of luxury and good taste. The facia panel is of polished walnut; so are the window sills. Safety-glass is fitted throughout. And real leather covers the comfortable upholstery of the seats.

But why not call on your M.G. dealer and see for yourself?



REMEMBER

Quality and dependability are guaranteed by the B.M.C. Used-Car Warranty and you are certain of a good deal when you sell.

Safety fast

IN AIRSMOOTHED STYLE!

THE M.G. CAR COMPANY LIMITED, SALES DIVISION, COWLEY, OXFORD
 London Showrooms: Stratton House, 80 Piccadilly, London, W.1
 Overseas Business: Nuffield Exports Limited, Cowley, Oxford, and at 41 Piccadilly, London, W.1

CORRESPONDENCE

We are delighted to receive letters intended for publication, but do not necessarily agree with opinions expressed by readers.

Formula 2—The Turner Co.'s Views

WITH reference to correspondence which has appeared in the motoring Press of recent weeks regarding the future of Formula 2, and in view of the forthcoming F.I.A. meeting, we feel that it is up to all who are interested in this Formula to state their views, so that the R.A.C. representatives may be properly briefed. The following observations are the considered opinions of this Company.

In the first place, Mr. Cyril Kieft has suggested that it is time to introduce a new Formula 2, and we agree with him; he also suggests that a cubic capacity of 1½-litre unsupercharged should be adopted, and that this should be coupled with a ban on the use of nitromethane and other oxygen-generating fuels, and we wholeheartedly support both these proposals.

In the second place, we have read the views expressed by Mr. Ken Gregory, who advocates the adoption of a cubic capacity of 1,100 c.c. unsupercharged, his idea being apparently based on the contention that a suitable engine has already been developed in this country, *i.e.*, the Coventry Climax unit, whereas Mr. Gregory claims there is no suitable British 1½-litre unit to compete with existing Continental units of that capacity. We hope the R.A.C. will not be actuated by such sterile views as these.

Mr. Kieft, in his reply, has already mentioned several British 1½-litre projects, including our own, which show promise, and we must point out to Mr. Gregory and anyone who shares his views, that the lack of twin o.h.c. 1½-litre units in Britain is occasioned mainly by the fact that there has hitherto been no particular demand for such a unit. However, given the necessary encouragement such as a 1½-litre limit for the new Formula 2, we believe it would not be long before units of this type were to become available, detuned versions of the same units being suitable for production cars. Encouragement would be further enhanced by a ban on such highly costly fuels as nitromethane, etc., since presumably many more drivers would be able to afford Formula 2 racing on alcohol fuels than would be the case if there were a free choice of fuel, seeing that the fuel companies are not prepared to supply nitromethane, etc., within the terms of their normal racing contracts, and any competitor using such fuel must bear the full and virtually prohibitive cost out of his own pocket.

Both Mr. Kieft and Mr. Gregory are, it seems, in agreement that Formula 2 racing should be less costly than is the case of Formula 1 and we would support them in this, and, in fact, would go further by suggesting that as it may be supported by private entrants as opposed to works teams, the regulations should be framed so as to make Formula 2 racing vastly less costly than Formula 1.

This last point prompts us to suggest that if maximum economy is to be of prime importance, there is reason to consider the alternative possibility of adopting 750 c.c. unblown with, of course, the ban on oxygen-generating fuels for Formula 2. If this were thought to be too close to Formula 3 at 500 c.c. (F3 competitors are already complaining of cost with the present limit) surely Formula 3 could ultimately go to 350 c.c.

Why not?

J. H. TURNER, MANAGING DIRECTOR,

J. H. WEBB,

TURNER SPORTS CARS (WOLVERHAMPTON), LTD.

WOLVERHAMPTON.

Re Litres Unlimited

YOUR 26th November issue arrived here at the end of December and I was pleased to see the picture of Sydney Anderson competing in the Singapore Motor Club's 1953 Johore Grand Prix, featured on the centre page.

But alas, sir!—your caption is incorrect. As the club's scrutineer at that meeting I can assure you that both Ford V8 power units of the "Double Banger" are mounted ahead of the driver, V16 fashion, and connected by a rubber coupling, which, the owner says, has given no trouble.

G. W. MORTON.

SINGAPORE.

Phut-Phut and Phlutter from Phlat-Phour

MY 1950 Jowett Javelin is fitted with a Series III engine. Despite most extensive overhauls of ignition and carburation, extending over a long period (very costly), the car will, at intervals, sound as though it is running on three cylinders, with a heavy flutter and an erratic "phut, phut" effect. Can any agent or owner please advise possible cause(s)? Could it be "tired" valve springs?

Just above tick-over speed the engine is very noisy mechanically, despite attention to camshaft end-thrust adjuster. Can anyone advise *re* hints on refining these noises?

Any general hints on Javelins gratefully received.

H. R. SNELL.

21-26 HIGH STREET ARCADE,
SWANSEA.

Lotus v. Lister

IN considering the Lotus v. Lister controversy, ought we not to examine further the matter of drivers? Scott-Brown has proved extremely rapid, more than once seeing off Salvadori in the 2-litre Maserati, although at Goodwood the latter driver just managed to stay ahead of no less a conductor than Moss in the Lister. From this we may conclude that this car has shown its best paces.

Now the Lotus-Bristol is still an unknown quantity—particularly in the hands of Scott-Russell, a driver who thus far has had only a poor chance in slower machines and who may well surprise the Cambridge chaps.

Streamlining is, of course, of major importance. At the 1953 Rheims 12-hour the Bristol 450s benefited to the tune of an extra 200 revs. in top gear merely by the removal of two spotlamps which were in the airstream.

At this point let us not forget Mr. Crook, whose retiring nature does not manifest itself when he is conducting his Bristol. He has frequently seen off all opposition in this car which is virtually *unstreamlined*.

Anyway, vous verrez ce que vous verrez.

JOHN BUSHWOOD.

WHITLEY BAY, YORKS.

American Opinion

I HAVE subscribed to your magazine for some time, and eagerly await every issue, which is immediately digested upon arrival. In particular my greatest enjoyment is from your Grand Prix racing material—photos, articles, editorials, etc. I do not know if you can realize how completely frustrating and disappointing it is not to have such racing over here, and to be forced to be limited to reading about it. My greatest ambition is to see a Grand Prix, and next is to have it some day in the U.S. (something that appears to be an impossibility). The best we can do now is our sports car road racing, which to be sure is quite excellent.

In addition I particularly enjoy John Bolster's road tests—I have great faith in his opinions.

I might also add another personal opinion—your manufacturers who feel that racing activities do nothing to sell their cars over here are mistaken. Naturally there are those who buy, say, a Hillman Minx, regardless of any racing or lack of it by the firm.* But be assured that a builder like Jaguar sells a great many cars *because* of their participation in racing. I am a proud and happy owner of a modified XK 120 fixed head, and as long as they continue in racing I will probably stay with this make; but if they ever give it up, I shall undoubtedly turn to that make that still carries on with competition activities.

HENRY W. UHLE.

NEW YORK, U.S.A.

[The Rootes Group, manufacturers of the Hillman, Humber and Sunbeam cars, have been most active in post-war rallies if not in racing.—Ed.]

* * *

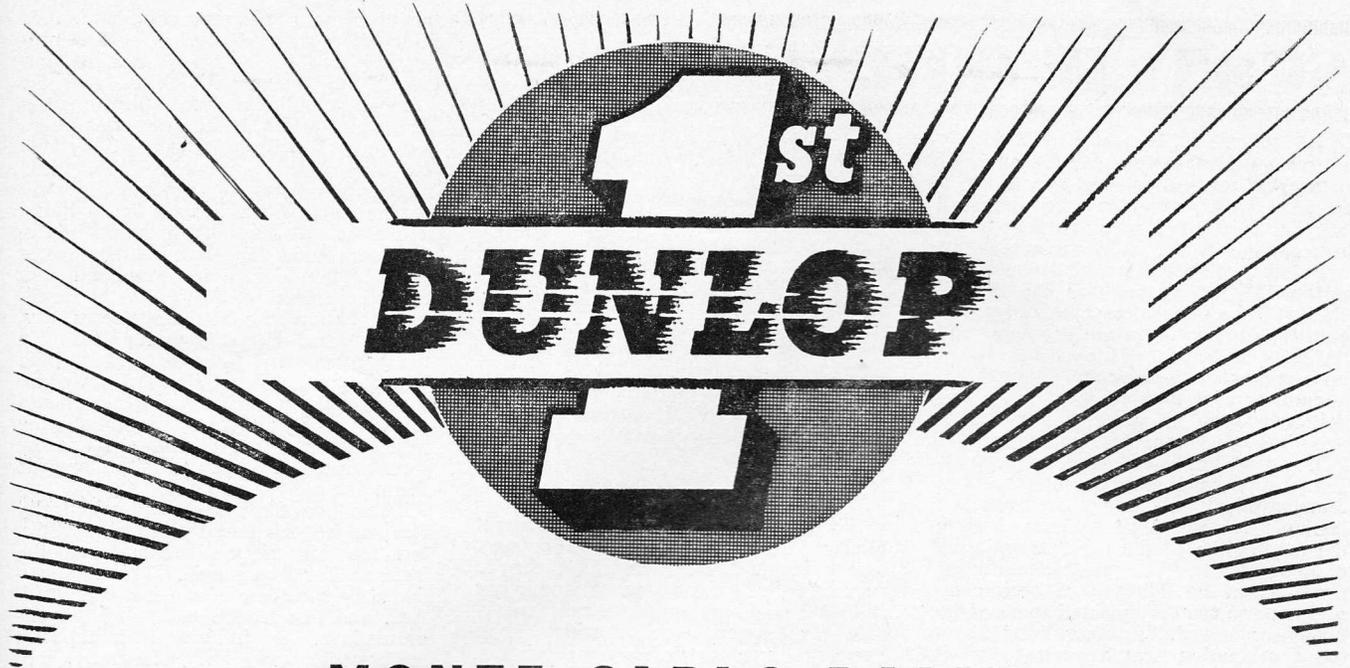
I. STEVENSON, of 68 St. Anne's Road, London Colney, Herts, offers his services as a passenger/navigator in local trials and rallies.

B. RANSOME, JR., of 23 Angel Hill, Bury St. Edmunds, Suffolk, would welcome any information on building and tuning a Ford Ten-based Special.

ANY available information on improving the acceleration and speed of a 1938 12 h.p. Opel Cadet, and on fitting another make of gearbox, such as M.G., is eagerly sought by A. G. T. Powell, "Chez Nous", Church Road, Wheatley, Oxon.

FULL information and an instruction manual are sought on the 1935 S.S.1 by R. I. V. Botjter, who has just purchased an impeccable example, BHX 89. His address is 78 Cambridge Mansions, Cambridge Road, Battersea Park, London, S.W.11.

FLYING OFFICER R. K. JONES, Officers' Mess, R.A.F., Odiham, Hants, is interested in purchasing, and increasing the performance of a pre-war Fiat 500. Information on how the engine and transmission would stand up to increased power, and by how much the performance could be increased, will be appreciated.



MONTE CARLO RALLY

Nominated Team Prize

won by

JAGUAR

(Subject to Official Confirmation)

DUNLOP—FIRST FOR YOU!

SCOTCH CORNER By "AENEAS"

THE return of the M.G. marque to serious competition and the entry of a "works" team in selected events struck us as a jolly good idea when we read of Sir Leonard Lord's plans. Even better news as far as Scots enthusiasts are concerned is the fact that one of the official M.G.s entered for the R.A.C. Rally will be manned by a pair of young Scottish drivers—Ninian Paterson and "Micky" Gillespie. This strikes us as an excellent combination. Paterson is a cool, careful type of driver who has collected quite an amazing number of awards by his consistent handling of a TD. In Gillespie we have an irrepresible verve coupled with skill, and we find it difficult to think of anyone more delightful to watch as he goes through the manœuvres of the most complicated of driving tests. We have written many times about the abilities of both competitors and are very pleased to see them being recognized. Another thing about the combination that appeals to us is the fact that it unifies the friendly rivalry between the East and West of Scotland, for Gillespie comes from Edinburgh and Paterson from Glasgow.

If you are interested in a motor sporting holiday in which the competition is not too arduous and in which you will be assured of motoring amid some of the finest scenery in the world, why not enter for the Royal Scottish Automobile

Club's Scottish Rally? It starts from Glasgow on 30th May and finishes there on 3rd June.

We can thoroughly recommend this event as being good sport with an amazing amount of friendliness thrown in. Organization is efficient and this year, for the first time, the route takes in some of the remote loveliness of Ardgour and Morven. Unsupercharged sports cars and touring cars which conform to the categories in the current international regulations are eligible; full particulars of the event are now available from the Secretary, Royal Scottish A.C., Blythswood Square, Glasgow, C.2.

We have been asking around about Ninian Sanderson's plans for next season in half-litre racing, but they're very hush-hush right now. Rumour has it that he is looking for a new swing-axle car to replace his Staride. John Lawrence, another *Ecurie Ecosse* driver, is among the Monte Carlo rallyists in a Standard and has not yet made any real plans for the new season, while Jimmy Stewart has been down at Silverstone trying out cars, but is also not committed to a particular programme.

Recently our news quest took us to the Royal Hotel, Hamilton, where president Morris Smellie welcomed a large turnout of Lanarkshire M.C. and C.C.

Road Test Review—continued

first officially recorded 100 m.p.h. with a Zephyr. A Morris Minor with an Alta o.h.v. head was another very successful conversion that I tried.

Short runs were made in various cars, including various brief dices in the A.C. Ace. This is an advanced 100 m.p.h. 2-litre with excellent roadholding, and I look forward to an extended test. A C-type Jaguar was also sampled, and if the roadholding was perhaps scarcely worthy of the immense engine power, the disc brakes were even better than I expected.

Extremely economical vehicles always appeal to me, and I thoroughly enjoyed using the 174 c.c. Messerschmitt Kabinenroller. Astonishingly fast, this is a practical little device, and I would

be quite happy to use one for long journeys. On the other hand, the tiny French De Rovin has novelty appeal only, and would be a tedious means of transport.

There remain the Kieft 1,100 and the Mercedes-Benz 300SL, but although these cars were actually tested at the end of 1954, the articles were not in print till 1955. Suffice it to say that the Kieft is a sporty little car with a smooth engine and good handling qualities and the Mercedes-Benz is about the most glamorous and exciting speed model that has ever been made.

I almost forgot the gallant old Benz of 1896 that I wrote up for the Christmas number. It taught me that one can have lots of fun at 12 m.p.h., but what a contrast to the latest bearer of its name!

members to a pleasant combination of film show and dance. On the programme were the two Firestone films about the Indianapolis "500" and the company's tubeless tyres, plus a most agreeable little film featuring last year's Veteran Car Rally organized by the Royal Scottish Automobile Club.

The two Firestone productions were having their first showing in Scotland and after watching Bill Vukovich's performance amid the torrid weather at last year's 500-mile race we wondered how this fine driver would fare in a Continental Grand Prix at the wheel of, say, one of Enzo Ferrari's productions. In the tubeless tyre film we reckon Irish Horan and his Hell Drivers—who carried out the tests—might earn themselves a slice of prize money on the big rallies if they could find a navigator stout-hearted enough to sit alongside them.

These two films were enthusiastically received by the Lanarkshire club folks, but the hit of the evening was the Veteran Car Run movie. This was produced by members of the Royal Scottish A.C. and has all the charm of the unpretentious. In full colour it captures the Scottish scene very pleasantly, but, best of all, at one time or another every competitor is caught on the way from Glasgow to Edinburgh and it is good fun identifying the many Scottish sporting personalities who took part as well as putting name and date to the cars.

MALDEN PRESENTATIONS

THE Malden and D.M.C. held their annual Dinner, Dance and Presentation of Awards on 12th January at the Casino Hotel, Taggs Island, Hampton Court. One hundred and eighty-one people were present in spite of the cold weather.

Mrs. C. G. Fitt, wife of the President, presented the year's trophies as follows:

Half Day Sporting Cup: C. S. Hoile; Bronze Medal: I. Clements; Club Key Ring: W. Rosson; Bronze Medal: D. England; Drake's Tankard: R. Drake; Hawk Cup: H. W. Jessett; Bronze Medal: D. England; Club Key Ring: C. S. Hoile; Gloucester Cup: A. W. Stabb; Bronze Medal: R. Lintern; Winterbottom Cup: M. Gammon; Bronze Medal: C. S. Hoile; Club Ashtray: A. W. Stabb; Salvesson Cup: A. W. Stabb; Bronze Medal: S. Actman; Club Plaque: D. Ingram (Mid-Thames C.C.); Dorchester Cup: C. S. Hoile; Bronze Medal: D. England; Club Plaque: R. W. Avey (Mid-Thames C.C.); Club Key Ring: M. Gammon; Club Plaque: J. Jasper (Mid-Surrey M.C.); Malden Shield: A. W. Stabb; Derek Allen Special Award: R. Lintern; Autumn Cup: W. Rosson; Francis Drake Plaque: A. Wightman; Letzer Cup: D. England; Car Shield: W. Rosson/M. Gammon (jointly).

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NEWS FROM THE CLUBS

By Wilson McComb

AFTER the turn-of-the-year period of inactivity, most motor clubs have now swung into action with announcements of rallies, trials, driving tests, annual dinners, film shows, annual general meetings—every imaginable sort of activity, getting 1955 off the line with a fine burst of acceleration and the promise of another year full of interest.

Two forthcoming driving test meetings are worth mentioning, both of them being unusual in at least one respect. At next Sunday's meeting arranged by the Taunton M.C., members of the public will be allowed to compete, and no doubt the event will gain much in interest thereby. The West Essex C.C.'s driving tests on 2nd March will form a challenge match with the B.R.S.C.C., eight open and eight closed cars being entered by each club, and the meeting will take place indoors. Move the grand piano, father, here comes that Dellow again!

THE 1954 competition season opens for the **Mid-Surrey A.C.** this Sunday, 30th January, when they will hold the Mid-Surrey Meander, an elementary navigation event starting at 1.30 p.m. from the Sugar Bowl, Burgh Heath. Maps 169 and 170 will be used for the 60-mile route. . . . **Cumberland S.C.C.** will present their 1954 awards at a Tatle Pot Supper (yes, really!) in the Queen's Head, Tirrill, Penrith. The date is 17th February, the function will include an informal dance, and tickets cost 6s. 6d. from J. Heskett Bell, Crostway, Edenhall, Penrith. . . . We hear that a world-famous film star will be present at the **Kentish Border C.C.'s** 21st Birthday Dinner and Dance, planned for 4th February at the Selsdon Park Hotel, Sanderstead. . . . Still dinnering, the **Chiltern C.C.'s** annual affair takes place at 7.30 tonight in the Bull Hotel, Gerrards Cross. Incidentally, this club is thinking of an air trip to Le Mans in either a Viking (32 seats at 11 guineas) or a Dove (9 seats at 14 guineas). Early inquiries, please, to J. R. Hayward, 4 The Green, Amersham, Bucks. . . . Then, on 9th February, **Falcon M.C.** members will gather at the Holmstead Court Hotel, Welwyn Garden City, for their annual dinner-dance and prize-giving; tickets (one guinea) from Mrs. Betty Tucker Peake, 52b High Street, Stevenage, Herts. . . . Next Wednesday, 2nd February, the **Midlands Motoring Enthusiasts** meet at the White Swan, Edmund Street, Birmingham. . . . Regular "second and fourth Thursdays" meetings of the **Sunbac** Solihull crowd will, in future, be held at the George Hotel; Green Bar for nattering, Ballroom for film shows. . . . Next **Ulster A.C.** trial will be a 50-mile affair on 5th February; entries to Donegall Chambers, Donegall Place, Belfast, by Thursday the 3rd. . . . More for your money—the **B.R.S.C.C.** function on 16th February offers not only a film show, but also a dinner, for your 12s. 6d. . . . **Worcestershire M.C.'s** first 1955 event will be a navigation rally this Sunday, 30th

★
LOTUS FLOWER
(Mrs. Colin Chapman to you!) presents the 750 M.C. "Breadboard Trophy" to R. North of the London Centre, at the club's Annual Dance on 22nd January.



★
January, starting at 2 p.m. from the Coventry Arms, Upper Snodsbury. On 11th February the Annual Dinner will take place in the Crown Hotel, Evesham, and on 24th February the A.G.M. will be held in the Diglis Hotel, Worcester, commencing at 7.30 p.m. . . . **Thames Estuary A.C.'s** entry list for the Cat's Eyes Rally on 5th/6th February is already over-subscribed. . . . Recently recognized by the R.A.C., the **Sevenoaks and D.M.C.** have planned a very full programme of trials and rallies for the year, kicking off with the "Fleabite Rally" this Sunday. Sevenoaks enthusiasts who have not yet joined may like to get in touch with I. Tyrrell, Pipers Croft, Brittains Lane, Sevenoaks (Sevenoaks 4678). . . . **A.C. Owners' Club** plans include the **Novices' Point-to-point**, starting from the Black Prince, Bexley, on 6th February; the **Annual Dinner Dance** at the Cumberland Hotel, Marble Arch, on 19th February (details and tickets from L. N. Drew, 54 London Road, Brentwood, Essex); and the "last Wednesday" meeting at the Marlborough Head, North Audley Street, W.1, on 23rd February. At this meeting, Tony McCusker will tell members about the fun he had at Nürburgring last year, as a member of the Lotus *equipe*; non-members welcome, but drop a note to H. F. Day, 19 Russell Street, W.C.2, if you want to attend. . . . Members of the public may enter for the **Taunton M.C.'s** driving test meeting at Norton Manor Camp this Sunday, 30th January (and we'd like to see Reg. Armstrong competing in the Norton Manor), starting at 1.45 p.m. . . . **Lagonda Club (Northern Section)** will join the Alvis O.C. at the Petre Arms, Langho, near Blackburn, on 8th February, instead of holding their usual "second Tuesday" meeting at the Roe Cross Hotel, Mottaram. They will also hold an experimental meeting at Cotton's Hotel, Knutsford, Cheshire, on 10th February, while the 25th is set aside for their fourth annual Northern Party. This function will also be staged at Cotton's, and much merriment is promised; tickets (12s. 6d.) from D. H. Coates, Hill Farm, Swine, near Hull. . . . Last week-end's "Allendale Rally" of the **King's College M.C.** was cancelled, owing to bad road conditions. . . . The second **Jeans Gold Cup Rally**, following the long series of successful "Jeans" Trials organized by the **Liverpool M.C.**, will start from Liverpool and Garstang at about 9 p.m. on Saturday, 26th February, and finish near

Liverpool the following morning. A good entry is expected from the invited clubs, comprising the Bolton-le-Moors C.C., Yorkshire S.C.C., Lancashire and Cheshire C.C., Furness D.M.C., London M.C., Blackpool and Fylde M.C. and the B.A.R.C. Entry closing date is 19th February, and the Secretary of the Meeting is J. C. Rankin, 7 Churston Road, Childwall, Liverpool. Talking of Childwall, the Liverpool club's A.G.M. will be held in the Childwall Abbey Hotel next Tuesday, 1st February, at 7.30 p.m. . . . The 220-mile "Braid Rally" of the **Rhyl and D.M.C.** will start from Braid's Garage, Colwyn Bay, at 10 p.m. on Saturday, 12th February; R. H. Piper, 3 Conwy Street, Rhyl, will close the entry list on Wednesday, 9th February. For the Annual Dinner Dance at the Marine Hydro on 18th February, members are advised to make early application for their tickets to T. J. Chilwell Davies, Central Garage, Rhyl. . . . A thick sheaf of news from the **West Essex C.C.** announces some intense activity on their behalf during the next few weeks. Next Wednesday, 2nd February, they will gather at the Three Jolly Wheelers, Woodford Bridge, to hear a talk on the 1955 Monte Carlo Rally by "a mystery competitor". Exciting! Two weeks later, on 16th February, they will have a film show at the same venue, and on the 26th/27th there will be the **Clover Leaf Night Navigation Rally** (details from A. J. Beagle, 2 The Leas, Avon Road, Upminster). Not content with that little lot, they declare war on the B.R.S.C.C. in a series of Indoor Driving Tests on 2nd March, and hold their A.G.M. at the Three Jolly Wheelers on 16th March. . . . **750 M.C.**, some 1,400 strong and still growing, contemplate a Yorkshire Centre; details from J. J. Appleby, 11 Moor Drive, Otley, Yorks. . . . Lighthearted Scavenger Rally of the **Lancia M.C.** will be held on 6th March, and regs. are available from Mrs. Neil Freedman, 4H Hyde Park Mansions, N.W.1. . . . Members of the Hants and Berks, Harrow, 750, Combined Universities, Chiltern, West Hants and Dorset and Haslemere clubs are invited to enter (before 14th February) for the **U.H.U.L.M.C.** Rosette Rally on 19th/20th February; entries to R. D. Gotts, Upton Lodge, Reading Road, Henley on Thames. . . . **Worthing M.C.** will see an Esso film show next Tuesday, 1st February, at the Worthing Squash Club, George V Avenue, Worthing, starting at 7.45 p.m.

WATERPROOFED MAPS

COL. NIAL MACNEILL of the Irish Ordnance Survey, an official of the R.I.A.C. and the Irish Motor Racing Club, tells me that the I.O.S. have produced a "heat-sealed" map which will be a boon to all enthusiasts in Irish navigation trials. I cannot do better than quote from the Colonel's own description of these maps.

"A cellophane-like surface is applied to the map and becomes integral with the paper; when so treated, back and front, the map becomes perfectly waterproofed. The user may write on its surface with a wax pencil like the 'Chinagraph', and all marks can be subsequently wiped off with a cloth. The waterproofing renders the maps impervious to weather conditions which turn conventional maps to pulp. They have come through all sorts of destructive tests and have survived being dumped in a puddle and motored over time and again!"

The treated maps are produced with either a glossy or matt finish and can be obtained from the Irish Ordnance Survey, on order, at 8s. 6d. per sheet, folded.

J. O'D.

SOUTHERN JOWETT DINNER

MAJOR R. C. C. PALMER, chairman of the Southern Jowett C.C., was unable to attend the annual dinner and A.G.M. on 12th January as he is recovering from a serious illness. The deputy chairman was also ill, and R. Borrodaile proposed the toast of the guests and members. Michael Clayton of the *Autocar* replied. The function took place at the Abbey Hotel, West Twyford, N.W.10, and officials for 1955 were elected as follows: *Chairman*, Major R. C. C. Palmer; *Deputy Chairman*, E. Sealy-Bell; *Hon. Secretary*, C. E. Piper, 10 Orchard Avenue, Thames Ditton, Surrey; *Hon. Treasurer*, J. Fitzpatrick; *Bulletin Editor*, A. E. Raeburn; *Committee*, H. Clarke, R. Fletcher, P. Kehl, D. E. White and Mrs. T. Fletcher; *Hon. Auditors*, P. Huntley and N. Stranger.

The 1954 awards were presented by Miss Susan Sealy-Bell, the trophies being: **Jowett Cars Trophy**, C. E. Piper; **Peter Rigden Cup**, D. E. White; **Mitchell Cup**, N. Brockett; **Jowett Challenge Cup**, P. Kehl; **Betty Ward Cup**, Mrs. T. Fletcher; **Associates' Challenge Shield**, J. Fitzpatrick.

COMING ATTRACTIONS

January 29th. Gosport A.C. Night Navigation Hunt.

Dublin University M.C. Winter Rally, Eire.

Knock M.C.C. Trial, N. Ireland.

January 29th/30th. Cambridge U.A.C.

"Miniature Monte". Start, Harrogate and St. Neots.

Guildford M.C. New Year Rally. Start, Wooden Bridge Hotel, Guildford, Surrey, 7.30 p.m.

January 30th. Buenos Aires G.P. (Formule libre), Argentina.

Peterborough M.C. Warco Cup Trial. Start, Wheatsheaf Inn, Alwalton, 11 a.m.

Alvis O.C. (Southern) Winter Rally. Start, Badgers Café, Badgers Mount, Kent, 12.30 p.m.

Old Merchant Taylors' M.C. Afternoon Rally. Start, "Durrants", Croxley Green, nr. Watford, Herts.

Pathfinders and Derby M.C. Driving Tests.

Taunton M.C. Driving Tests, Norton Manor Camp. Start, 1.45 p.m.

Sevenoaks and D.M.C. "Fleabite Rally". Start, Odeon Cinema, Sevenoaks, Kent, 2.30 p.m.

Worcestershire M.C. Rally. Start, Coventry Arms, Upton Snodsbury, 2 p.m.

S.C.C. OF NORFOLK A.G.M.

THE Sporting Car Club of Norfolk held its Annual General Meeting on Tuesday, 18th January, at "The Cottage," Thorpe, Norwich. The president of the club, Sydney Allard, who was unable to be present owing to his leading the Ford team in the Monte Carlo Rally, was re-elected.

The retiring chairman, Desmond Crawford, reported that the club had had its most successful year in the excellent support given to both rallies and social events, and the increased number organized. Active membership had increased and a club magazine had become well established. The new chairman, Dr. Ian Pierce, spoke of a very full programme for 1955, and John Olorenshaw, of 118 Prince of Wales Road, Norwich, was re-elected secretary.

CLUB FIXTURES

Cemian M.C.—21st Annual Dinner Dance, 28th January, Hotel Rembrandt, South Kensington, S.W.7, 7 for 7.30 p.m.

250 M.R.C.—Film show, 28th January, Hollywood Arms, Hollywood Road, S.W.10, 8.15 p.m.

Chiltern C.C.—Annual Dinner Dance, 28th January, Bull Hotel, Gerrards Cross, 7.30 p.m.

Midlands M.E.C.—Annual Dinner Dance, 28th January, Greswolde Hotel, Knowle, Warks., 7.30 p.m. Meeting, 2nd February, White Swan, Edmund Street, Birmingham.

North London E.C.C.—Quiz, 28th January, Crown Hotel, Boreham Wood.

Cambridge '50 C.C.—Meeting, 28th January, Ancient Shepherds, Fenditton.

Hants and Berks M.C.—Quiz, 28th January, New Inn, Eversley, 8 p.m.

Shenstone and D.C.C.—Annual Dance, 28th January, Parson and Clerk Hotel, Streetly, Sutton Coldfield, 8 p.m.

South Caernarvonshire M.C.—Film show, 28th January, Lion Hotel, Criccieth, 7.30 p.m.

Mid-Cheshire M.C.—Map-reading run, 28th January. Start, Duke of Portland Inn, Lach Dennis, 7.30 p.m.

Aston Martin O.C.—Meeting, 28th January, Ye Olde Cock, Epping.

20 Ghost Club.—Brains Trust, 28th January, De Vere Hotel, London, W.8, 6.30 p.m. (Bentley D.C. invited.)

Bentley D.C.—Meetings, 29th January: Rising Sun, Salisbury, Wilts; Half-Way Hotel, Aylesbeare, near Exeter.

Wolsey Hornet S.C.—A.G.M., 29th January, Castle Priory, Wallingford, Berks, 6 p.m.

Mid-Surrey A.C.—"Meander", 30th January. Start, Sugar Bowl, Burgh Heath, 1.30 p.m.

Harrow C.C.—Social run, 30th January.

B.A.R.C.—Yorks Centre Club Night, 1st February, Yeoman Aero Club, S.W. Centre Annual Dinner Dance, 2nd February, Polygon Hotel, Southampton.

Liverpool M.C.—A.G.M., 1st February, Childwall Abbey Hotel, Liverpool, 7.30 p.m.

Worthing M.C.—Film show, 1st February, Worthing Squash Club, George V Avenue, Worthing, Sussex, 7.45 p.m.

West Essex C.C.—Talk on Monte Carlo Rally, 2nd February, Three Jolly Wheelers, Woodford Bridge, Essex.

Public Schools' M.C.—A.G.M., 2nd February, Whitehouse Hotel, Newbank Street, London, W.1, 7.30 p.m.

Alvis O.C.—Meeting, 2nd February, Duke of York, Great West Road, Brentford, from 7 p.m.

Northampton and D.C.C.—Annual Dinner Dance, 3rd February, Salon de Danse, Franklins Gardens, Northampton, 7.30 p.m.

Peterborough M.C.—Dinner Dance, 3rd February, Angel Hotel, Peterborough, 6.30 p.m.

Surrey Sporting M.C.—Meeting, 3rd February, Warwick Hotel, Redhill.

Harrow C.C.—Meeting, 3rd February, Battleaxes Inn, Aldenham.

Nottingham S.C.C.—Meeting, 3rd February, Plough Inn, Sandiacre.

Singer O.C.—Meeting, 3rd February, Prince of Wales, Eccleshall Road South, 8 p.m.

Vintage S.C.C.—Meetings: 3rd February, Phoenix Hotel, Hartley Wintney, Hants; Scott's, Rose Street, Edinburgh.

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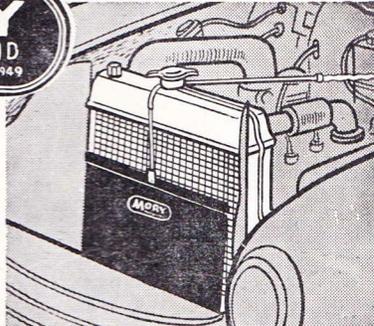
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