

THE FORD THUNDERBIRD ROAD TESTED

AUTOSPORT

FEBRUARY 4, 1955

1/6

EVERY FRIDAY

Vol. 10 No. 5

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

MONTE CARLO RALLY MEDITATIONS

THE BUENOS AIRES CITY GRAND PRIX

SEASONAL SURVEY, PART IV—FORMULE LIBRE RACING

FLYING START FOR FANGIO

JOHN BOLSTER

BENJAMIN WEST

DR. VICENTE ALVAREZ

JACK O'DONOGHUE

"Dr." LAYSTALL says:

The Height of High Performance!

for your FORD

CONSUL or ZEPHYR

if it is fitted with the

**LAYSTALL - MODIFIED
CYLINDER HEAD**



"CONSUL" £45 complete

(including twin SU Carburettors)

£5 . 0 . 0 extra fitted and tuned in a day

"ZEPHYR" £65 complete

(including triple SU Carburettors)

£7 . 10 . 0 extra fitted and tuned in a day

in exchange for standard head, etc.

EXTRACTS FROM "AUTOSPORT" ROAD TESTS

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

Also: LAYSTALL-LUCAS CYLINDER HEADS for M.G.s
and WOLSELEY 4/44

Write for particulars



**LAYSTALL
ENGINEERING
COMPANY LTD.**
53 Great Suffolk Street,
London, S.E.1.

Telephone: WATERloo 6141

Northern Branch: 63 ST. ANNE STREET,
LIVERPOOL 3. Telephone: North 0178

Laystall Laystall Laystall Laystall Laystall La

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY
Vol. 10 No. 5 February 4, 1955

Managing Editor GREGOR GRANT

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

Continental Correspondents GERARD CROMBAC
MAURICE GATSONIDES JOHN CLAES
Western Germany ALAN BRUCE

Canada Scandinavia
R. J. THURGOOD HANS FRIES
U.S.A. South America
RUTH SANDS BENTLEY DR. VICENTE ALVAREZ

Photographic Section

Chief Photographer GEORGE PHILLIPS
North of England FRANCIS N. PENN
Scotland W. K. HENDERSON
Continental MAURICE LOUIS ROSENTHAL
RODOLFO MAILANDER
U.S.A. OZZIE LYONS

CONTENTS

	Page
Pit and Paddock	130
Sports-News	131
Benjamin West tests the Ford Thunderbird	132
Portrait Gallery, No. 9—Ron Flockhart	135
Monte Carlo Meditations	136
Seasonal Survey, Part IV—Formule Libre Racing	140
Flying Start for Fangio—the Argentine G.P., by Dr. Vicente Alvarez	144
Correspondence	146
Positively-Closed Valves, by John Bolster	147
News from the Clubs	150

NOTICES

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

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

General Manager PETER BAYLEY
Advertisement Manager NORMAN H. BIGSBY

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

Direct from the Publishers or all Newsagents
Reprinting in whole or in part, of any matter appearing in AUTOSPORT is forbidden, except by permission of the publishers. Unsolicited MSS., drawings, photographs, etc., should be addressed to the Editor. Unsuitable contributions will be returned if accompanied by a stamped addressed envelope, but the publishers accept no responsibility for their safe return. Payment for contributions will be made the month following publication, unless by special arrangement.

EDITORIAL

PRIVATE ENTRIES IN RALLIES

IT has long been the contention that the true private owner has little or no chance of success in International rallies. However, the results of the XXVme Rallye Automobile Monte-Carlo have shown up this fallacy for what it is worth. In the first 20 places in the general classification, privately owned and entered machines took the first six positions. When AUTOSPORT presented a trophy for the highest placed private owner who was a member of the British Monte Carlo Rally Competitors Club, the general opinion was that it would go to some crew who finished far down the list, and possibly not even in the first 100. As is well known, the winner, Gerry Burgess (Ford Zephyr) was fourth in general classification, driving a car which had covered 24,000 miles on the road prior to starting the rally. On examining the list of the 100 qualifiers it is found that no less than 77 of these were driving privately entered machines, without any form of factory backing whatsoever. Nevertheless the "works" drivers did extremely well, particularly Gatsonides/Becquart (Aston Martin), Harper/Humphrey (Sunbeam), Sheila Van Damm/Mrs. Hall (Sunbeam), Allard/Allard (Ford) and Mrs. Mitchell/Mrs. Grounds (Daimler). The semi-official Jaguar team of Adams/McMillen, Vard/Jolley and Ian Appleyard/Pat Appleyard collected the important Charles Faroux Trophy. That a privately entered car should win the winter classic will almost certainly encourage others to compete in International rallies, and will not cause any lessening of effort on the part of factory-sponsored entries, whose contribution to the development of production vehicles means even better machines for private owners to drive in the future.

INTERNATIONAL CLASS RECORDS

THE list of International class records is so formidable as almost to be valueless. There are far too many classes, periods and distances, and one of the tasks the F.I.A. should set itself is a complete revision of these tables. Notice should be taken of only a few selected attempts, and it might be a good plan to divide categories into Racing and Production, the latter to be strictly controlled by the national clubs. AUTOSPORT suggests that, so far as maximum speed records are concerned, the only really important figures are those obtained for the kilometre, mile, 100 kilometres, 100 miles, one hour, 12 hours, 24 hours and seven days. In the case of standing starts, the kilometre and mile are the most valuable. In regard to classes, up to 500 c.c., 501-1,000 c.c., 1,001-1,500 c.c., 1,501-2,000 c.c., 2,001-3,000 c.c. and over 3,000 c.c. would suffice. A list such as this would lend real value to both racing and production car records, and might lead to more activity in this neglected field of motoring sport.

OUR COVER PICTURE

NEW STEED FOR STIRLING: Out to the line at Buenos Aires on 16th January goes British driver Stirling Moss for his first race as a member of the Mercedes-Benz team; he finished fourth, sharing with Herrmann and Kling, in stifling heat. In last Sunday's Formule Libre race he took second place to Fangio.

PIT & PADDOCK

THE Danish Ambassador in Britain is to present souvenir silver ashtrays to Messrs. Stanley Sedgwick, J. R. Green, George E. Cook, L. Dalton, R.A.C. patrol man A. Isherwood, press correspondent Henrik Rengsted, and J. D. Scheel, Secretary to the Embassy, for the parts they played in the successful run of the historic 1886 Hammel in last November's R.A.C. Veteran Car Run.

ENGAGEMENT was announced last week of well-known rally driver A. L. Yarranton and Miss Beryl Phillips.

THE "250" Motor Racing Club, not yet 12 months old, has been granted R.A.C. recognition. Membership has now reached 100.

STRIKING new Farina "Spyder"-bodied Lancia Aurelia Gran Turismo, intended for dollar markets and exhibited at the Brussels Show, is spoilt by dummy wire wheels with curved "spokes".

TWO Arnolt-Bristol sports cars have been entered for the Sebring 12 Hours Race on 13th March. René Dreyfus will drive one.

THE Wilbur Shaw Memorial Trophy is a new award in the Sebring race, presented by S. H. Arnolt. It will go to that driver adjudged "the most outstanding newcomer" to the race.

FROM a club magazine—"For those who did not attend the Informal Dance, it was a great success". The rest, profiting by experience, will doubtless stay at home next time.

OFF to America, Australia and New Zealand on 25th January went Allick S. Dick, Managing Director of the Standard Motor Co. Object: to examine and discuss sales conditions for the highly successful TR2 Triumph and the various Standard car models in those countries.

QUIET WEEK-ENDS will be few this coming season for 26-year-old Mike Hawthorn, who has already contracted to race the Vanwall Spl. in Grands Prix for Mr. G. A. Vandervell, and is here seen signing to drive Jaguars in various sports car races.



FIRST three finishers in the Formula 1 G.P. of Argentina on 16th January used Lodge plugs.

THE revived Monaco G.P. on 22nd May will constitute this year's Grand Prix of Europe; it is round two in the 1955 World Drivers' Championship.

THE makers of the Lister sports car have recently completed satisfactory wind tunnel tests of a new body for their 1955 competition models.

COL. MICHAEL CROSBY, O.B.E., M.C., commando, paratrooper and resistance organizer during the war, and who has followed the Monte Carlo Rally for the past two years in a Bond Minicar, actually competed this year with an Opel car, starting from Munich.

SIR JAMES SCOTT-DOUGLAS has been succeeded as president of the Bristol M.C. and L.C.C. by Dick Caesar, well known as one of the designers of the "Freikaiserwagen".

FUTURE of Castle Combe is at present uncertain. Other clubs may be allowed to make use of the circuit if it is reopened this year.

INTERNATIONAL Road Fuel Economy Contest, organized by the Cheltenham M.C., will not be held in 1955.

RECENTLY appointed Singer dealers in the East London area and parts of Metropolitan Essex are the Barking Garage at Wakering Road, Barking, Essex.

FERRARI test driver Sighinolfi has been trying out a new 2½-litre four-cylinder G.P. model with new chassis and improved suspension, on the Modena autodrome.

WINNER of a Harrow Car Club rally on Sunday was Pat Moss, sister of Stirling, driving her TR2. Amongst problems she had to solve was to determine the width of the police station at Bushey by means of a roll of perforated paper.

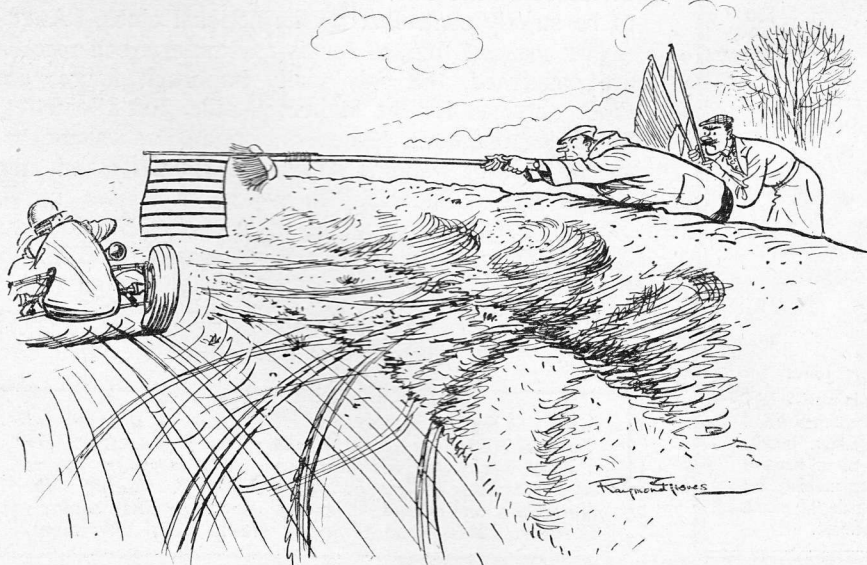
SPEEDWAY "champ" Ronnie Moore, now out in New Zealand, plans to take up sports car racing, possibly with an Aston Martin.

IAN and Pat Appleyard intend to compete in the Circuit of Ireland at Easter—probably driving an M.G.! A record "Circuit" entry from England is anticipated this year.

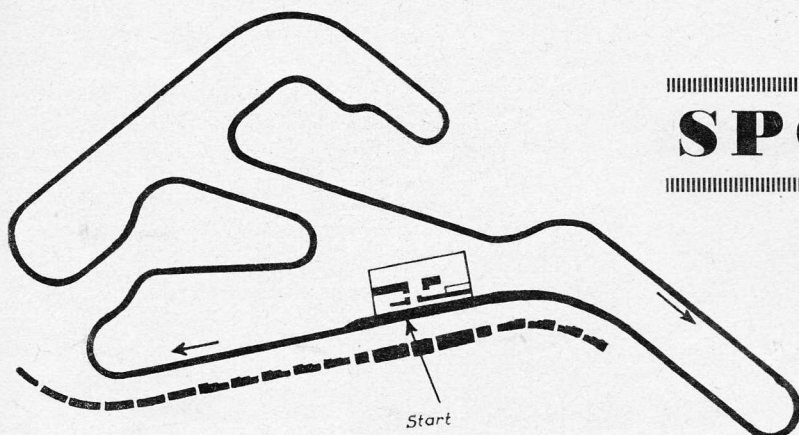
GERRY BURGESS now leads the British drivers in the European Touring Championship; next come Ronnie Adams and Peter Harper.

SHELL-MEX and B.P. Ltd. are staging their film "Motor Race Marshalling" on Friday, 11th February, 5.30 p.m., at Shell-Mex House, Strand, London. Interested marshals should apply to Desmond Scannell, c/o B.R.D.C., who has a limited number of tickets available.

THE revised Bol d'Or race, now the 24 Heures G.P. de Paris for sports cars, and due to take place at Montlhéry on 14th/15th May, has already attracted entries from Gordini of two cars, Georges Houel (Maserati), two Porsches, two Monopole-Panhards, and several other Panhards and Renaults. Several British entries, made through the Ecurie Bull-Frog, are to be expected, while the Belgian Paul Frère has expressed his interest in the race.



SPORTS-NEWS



Winding like a digestive tract, the 2.92-mile circuit used for last Sunday's Buenos Aires City G.P. proved trying to cars and drivers.

THAT MAN AGAIN!

Fangio's Second Argentine Victory with Mercedes-Benz—Stirling Moss Second

THE *Formule Libre* G.P. of Buenos Aires, run last Sunday over a 4.7-km. layout in the "October 17" Autodrome, drew even greater crowds than the Argentine G.P. on 16th January. Four hundred thousand people gathered around the circuit to watch the race, which was divided into two 30-lap heats, final placings being decided on aggregate times.

For this event, Mercedes-Benz placed 3-litre, 300SLR sports type engines into three of their Formula 1 chassis, these being driven by Fangio, Moss and Kling, while Herrmann handled an unaltered 2½-litre car. Ferrari entered Maglioli with a 3.7-litre-engined car, Farina's machine had a 3-litre unit installed, while Gonzalez, Trintignant and Bucci used Formula 1, 2½-litre engines. The Maseratis and Gordini's were unaltered from the earlier race.

In Heat 1, the Mercedes leapt ahead, but Gonzalez, Trintignant and Farina were in close attendance, and by lap 4, when Moss had taken the lead from Kling, Farina was at Fangio's tail. The Italian, who almost qualifies for the category of veteran, was in superb form. First he passed Kling, then, after setting a record 15th lap, he caught Moss. On the 18th round he challenged Fangio, but in manoeuvring to pass he ran into the tail of the Mercedes, sending it momentarily off the road. Apparently Farina had difficulty in operating the brake pedal through burns on his legs. While Fangio was recovering, the Italian went on to win by over 5 secs.,

Moss and Kling following the pair in.

The valiant Farina made a poor start in Heat 2, but Fangio was not loitering, and snatched an early lead. Stirling Moss clung grimly on, however, and on the 27th lap he passed the 1954 World Champion to win the heat by 3 secs. Farina, well back, became involved in a collision with Birger's Gordini and retired to his pit. This race was notable for a fierce duel for fourth place between Behra and Schell in Maseratis, the latter getting the better of the struggle.

On combined time of the two heats, Juan Fangio emerged the race winner, but Stirling Moss was only 16.9 secs. behind, and second overall. Trintignant's Ferrari split the Mercedes formation, heading Karl Kling for third position.

Provisional Results

Heat 1 (30 laps, 87.6 miles): 1, G. Farina (Ferrari), 1 hr. 11 mins. 35.8 secs. (73.51 m.p.h.); 2, J. M. Fangio (Mercedes-Benz), 1 hr. 11 mins. 41.3 secs.; 3, S. Moss (Mercedes-Benz), 1 hr. 12 mins. 1.2 secs.; 4, K. Kling (Mercedes-Benz); 5, J. F. Gonzalez (Ferrari).

Heat 2 (30 laps, 87.6 miles): 1, S. Moss (Mercedes-Benz), 1 hr. 11 mins. 29.6 secs. (73.62 m.p.h.); 2, J. M. Fangio (Mercedes-Benz), 1 hr. 11 mins. 32.6 secs.; 3, M. Trintignant (Ferrari), 1 hr. 12 mins. 33.5 secs.; 4, H. Schell (Maserati); 5, J. Behra (Maserati).

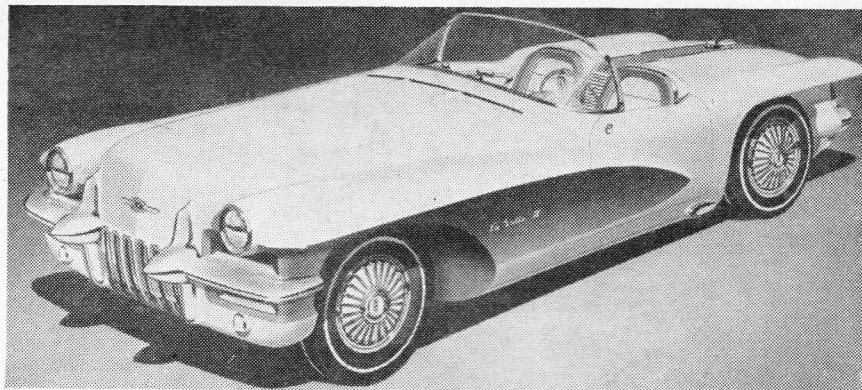
Final Classification

1, J. M. Fangio (Mercedes-Benz), Agg. time 2 hrs. 23 mins. 13.9 secs.; 2, S. Moss (Mercedes-Benz), 2 hrs. 23 mins. 30.8 secs.; 3, M. Trintignant (Ferrari), 2 hrs. 23 mins. 53.1 secs.; 4, K. Kling (Mercedes-Benz); 5, J. Behra (Maserati); 6, C. Menditeguy (Maserati); 7, H. Schell (Maserati); 8, S. Mantovani (Maserati); 9, C. Bucci (Ferrari); 10, J. F. Gonzalez (Ferrari); 11, U. Maglioli (Ferrari); 12, F. Birger (Gordini).

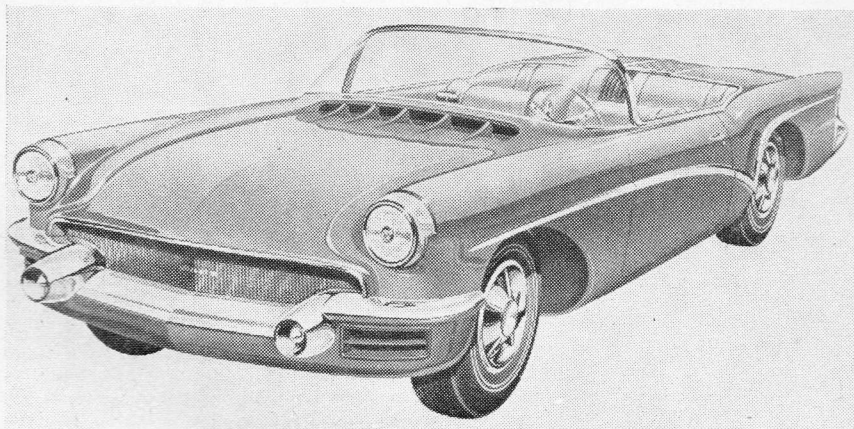
Fastest lap: S. Moss/G. Farina, 2 mins. 19.5 secs. (75.49 m.p.h.).

G.M.'s JANUARY "MOTORAMA"

BECOMING a traditional January motor event in New York is the General Motors Corporation's "Motorama", or preview of their 1955 models, staged at the Waldorf-Astoria Hotel from 20th to 25th of last month. Amongst the numerous glittering production Chevrolets, Pontiacs, Buicks, Oldsmobiles, Cadillacs and the re-introduced La Salle, appeared the inevitable 1955 "dream cars", prototypes which may, or may not, see the production line according to their degrees of practicability. Their names are as exotic as their styling. Included are the Chevrolet "Biscayne", the Pontiac "Strato-Star", the Oldsmobile "88 Delta" and the Cadillac



TWO INTERPRETATIONS of the open sports car by General Motors stylists. (Above) A curious mixture of old and new wing lines in the V6 La Salle II. (Left) A cleaner, less eccentric and more shapely machine, the Buick Wildcat III with Mercedes style scuttle intake.



"Eldorado". Aesthetically, some are frankly offensive, but others, such as the Buick Wildcat III, show distinct improvement over last year's "dreams".

The stage must have been intriguing, it having, to quote the G.M. News sheet, "giant steel arms which will swing 1955 Chevrolets, Pontiacs, Oldsmobiles, Buicks and Cadillacs out of a 10-ft. high "cloud" of flash powder for inspection by the audience while the cars hover over an 800-sq. ft. pool of water. . . ."

BENJAMIN WEST and Bill Lloyd look over the latter's new Thunderbird. Modifications have been made to the lighting, dampers, brake linings and ignition. Styling is pleasantly restrained by American standards.

BENJAMIN WEST,

Technical Editor of

a leading U.S. motoring

journal, tests for *AUTOSPORT*

America's new sports car, the



Ford Thunderbird

SLIGHTLY over two years ago, the Ford Motor Company sent out confidential questionnaires to all Ford dealers on the subject of a sports car for the American car buyer. Dealers were asked primarily if such a car would sell and further, what should it entail where seating, luggage space and other sales points were concerned?

Concrete answers were few, but none the less, Ford designated chassis engineers to the project "sportscar". Soon thereafter, coachwork designers were invited to submit drawings to fit a Fordlike prototype box X frame and interestingly enough, Ford's own craftsmen won the final style choice by an impartial board of judges. The 102 ins. wheelbase by 56 ins. track chassis then was refined to fit both body and its Mercury V8 192 h.p. engine and other stock components, the resulting 3,000 lb. car being named the Thunderbird, perhaps in honour of the ancient bird god of American Indian tribes.

I have just finished compiling much first hand information on some newly delivered Thunderbird cars which I have obtained from their owners in my Connecticut area. These owners include, among others, William Lloyd, co-winner of Sebring 1954, Sherwood Johnston, Cunningham team driver, and Briggs Cunningham himself.

I have driven a number of the cars and tried both the Fordomatic automatic gearbox and the very good 3-speed con-

ventional box equipped with overdrive in top and second gears.

As none of these cars is more than a few weeks old, I have been extremely fortunate in having Lloyd's well broken-in car as a test vehicle. Lloyd is the first Thunderbird owner in the East, ordering his car last April and finally obtaining it in November, the day before the Southern Apalachian Rally. He drove his Bird, as the cars are now nicknamed, throughout the event with no trouble and then travelled to Florida for top speed runs, returning to his Fairfield home with a total mileage reading over 4,000 in just six days.

Later, Lloyd arranged a test competition event between three Birds and two M-type (modified) Jaguars. Held at the Thompson, Connecticut race course during December, the event was organized as fairly as possible with Lloyd, Sherwood Johnston and Gordon Lipe (all top S.C.C.A. race drivers) pitting their Birds against George Constantine, twice winner at Watkins Glen, and Richard Perrin, another first placer, both piloting their well-known proven M-Jaguars.

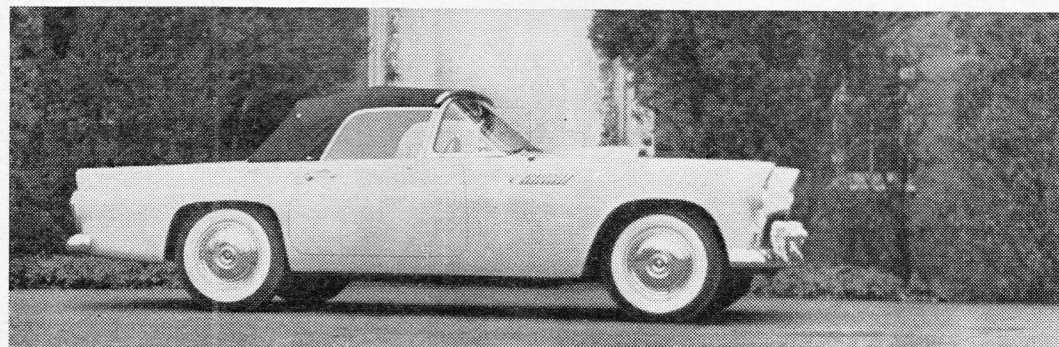
The cars were lined up with Lloyd, Perrin and Lipe in the front row, and with Johnston and Constantine in second row. A very good start was made and all cars left the line evenly and held position while accelerating. Within half a mile, however, both Jaguars swept through a tight downhill turn to gain a car length lead over the

Birds. This lead was increased to several lengths upon the next bend, a tight U following a half mile straight.

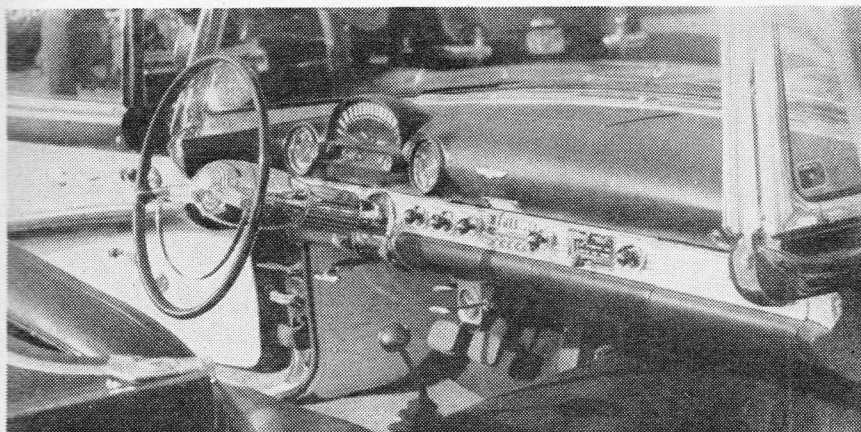
As I was trailing the contestants in a friend's Jaguar, I could clearly observe that all Birds floated upon severe braking with over-light rear springing much in evidence. Once into the curve and during acceleration on smooth surfaces providing good traction, the Birds held their own very well. Entering the curves, breakaway occurred very early and evenly on all four wheels and it appears that tracking of these cars through bends at any speed without sliding is a virtual impossibility due to present suspension, weight distribution, and perhaps the stock tubeless tyres which have rather rigid sidewalls and cold-rubber treads.

With my Jaguar pulled off course after the first lap, I watch three more laps in which the M-Jaguars drew further ahead until almost half a mile was between them and Lloyd's most hotly pursuing Bird. As no further test was required, all Birds pulled up at the paddock and their owners commented on the need for better dampers and stronger rear springs, saying, none-the-less, that the cars had no vices and were good fun. Lloyd's car had given way, he told us, because of a grabbing right rear brake and indeed, all the Birds' brakes were smoking nicely. I drove in Lloyd's car shortly after this and marvelled that he kept up, for a grease leak had caused a very nasty condition on the linings.

I must here point out that the Ford people say that these cars are not primarily designed for racing... if one could have so called this gentlemanly tilt of vehicles, and the Birds do tilt considerably on corners. So a very fine show was made, especially when it is



★
SLEEK and unornamented, the lines of the Thunderbird are well shown here. The 6½-inch ground clearance is unexpected in a car of this type.
★



COCKPIT VIEW shows the stubby central gear lever and the large speedometer flanked by tachometer and clock. There is no shortage of leg-room!

realized that Lipe's car cornered admirably with power-assisted steering and lost little ground with Fordomatic transmission.

Following the lappery came a most carefully timed quarter mile sprint event on the back stretch with about a 2 per cent. upgrade. Best time was 16.8 secs. for Johnston's Bird which trailed Constantine's M-Jaguar by only one-tenth of a sec. The Fordomatic was clocked at 17.2 secs.

So enough with tooth-for-tooth testing; let's look at Birds from the ladies' viewpoint a moment. A charming lady neighbour of medium dimensions received a bright red Bird for Christmas. (Birds come in red, light blue and black enamels.) She has much praise to offer plus a small complaint. Says the two seats are true dream-car plastic with matching red borders on white centre, but the white soils swiftly, the plastic grows quite slack when warm and what's a bit more annoying, the seat is too smooth for comfort. For it seems the bench is lacking in sufficient thigh grip during sudden stops and that she, when passenger, has landed in a heap under the fascia on several occasions. She is short, her husband tall, and the fascinating electric push buttons on the door panel cause the entire bench to move fore or aft, up or down, as a thing of wonder, but, so far, Ford provides no automatic foot brace for dainty passengers. So she drives!

Two cranks of a chrome handle lowers the side window, or push buttons for the task may be purchased optionally. And, if demanded, two small streams of water play upon the huge 1,027 sq. ins. area shatterproof windscreen of "wrap-around" design. The two wipers are of the vacuum-with-booster type and are very good, clearing efficiently even in cloudbursts, but they cannot clean the "wrapped around" side areas which consequently get pretty blind at times. The wrap or bend point of the screen causes delightful undulations in all scenery observed therethrough, but one does not mind this much and I rejoiced in the lack of any light reflections within the cockpit by day or night.

The speedometer reads up to 150 m.p.h. and protrudes above the convex rounded fibre crash panel. Lloyd's car is optimistic by 12 per cent. on this needle and by 2 per cent. on the odometer. But another car showed a speed

dial fully 18 per cent. pessimistic . . . something quite rare! A small tachometer is mounted to left of the stock Ford speedometer instrument cluster, and tells the truest tale with approximately 22 m.p.h. for each 1,000 r.p.m. in top gear.

Lloyd's car, with overdrive engaged, will do a real 123 m.p.h. and has more power on hand. But tubeless tyres being not recommended for high speeds, it was felt safer to explore no higher altitudes. One hundred m.p.h. may be obtained within 25 secs. from rest, whereupon the zoom rate falls gently off.

The short throw, three-speed box is a positive delight with spring-loaded first for sure, fast upshifts into second. The dry, single-plate clutch has a woven rather than moulded lining which provides very ladylike action. First gear is not synchro, but I flipped down into it via double declutch at some 20 or more m.p.h., time and again, with no dire results. The whole box sounds and feels solid, very like that of the Lincoln, and is most right for our crowded highways, providing amazing top gear flexibility though I'd say undergeared for open roads unless overdrive is used. Ratios are 2.32 to 1 in first, 1.48 to 1 in second, 1 to 1 in top and overdrive is 0.70 to 1. Rear axle ratios are 3.73 to 1 stock; 3.92 to 1 overdrive; 3.31 to 1 Fordomatic.

The Borg-Warner overdrive reduces

engine speed by 30 per cent. and is engaged by momentarily backing off on the throttle when the car speed exceeds 27 m.p.h. Direct drive may be kicked-in at any speed over 27 m.p.h. by "flooring the gas". The unit free-wheels when speeds drop below 21 m.p.h. and can be locked on or off by a T lever below the fascia. I found the second gear overdrive a wonderful 80 m.p.h. affair and understand that the kick-in switch may be relocated from beneath the throttle to atop the gear lever for handiness.

Next is the Fordomatic, a torque converter with three planetary gears, as designed for Birds. The control column is located where the conventional gear lever belongs, on the floor to the driver's right. It acts with an in-line throw, fore to aft positions being PARK, REVERSE, NEUTRAL, HI, LO. Atop the column's large ballgrip is a flush-fitted safety button which, upon partial squeeze-down, permits engagement of LO and REVERSE. Full squeeze is needed to engage PARK.

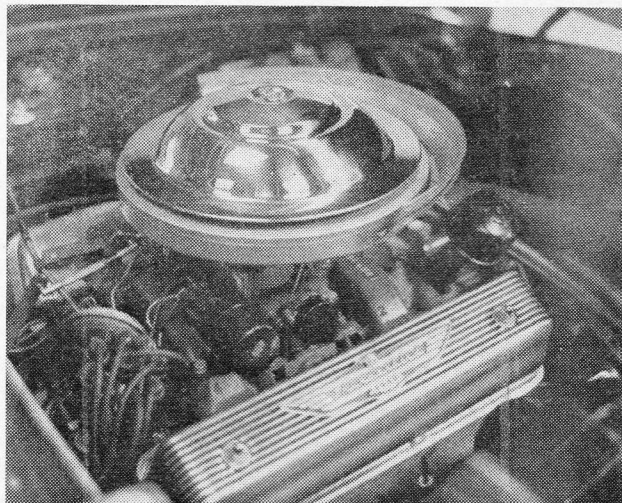
The HI position will engage a 2.40:1 gear for takeoff, and if the throttle is floored from there on, a 1.47:1 gear pops in at about 34 m.p.h. followed by a 1:1 top gear at 65 m.p.h. Backing off a bit on the throttle will permit the next higher gear to engage at speeds below the peak shift points or if sufficient load is imposed at speeds below the peak shift settings, the corresponding lower gears are engaged. Thus, rather unexpected down or up shifts may occur while cornering.

To avoid such impromptu changing, a formula not given in the Ford manual follows. At all speeds above 28 m.p.h. the LO position permits engagement of the 1.47:1 gear and uninterrupted torque for faster cornering, braking and so on. But, should one drop below 28 m.p.h. and then accelerate, even slightly, the 2.40:1 is permanently engaged in LO. So, you sneak into HI to avoid overrevs and then back into LO when above 28 m.p.h. for a useful second gear once more. I mislaid this formula once and found Lipe's engine did not burst at over 5,000 r.p.m. in bottom gear, for which we were both thankful.

Now the engine department, which as you can see, is quite fine. The 1955 Mercury V8 block with o.h.v. is just under 5 litres at 292 cubic inch capacity. Bore is 3.75 ins., stroke 3.30. Compression is stock 8.1:1, or 8.5:1 with

★
FLYING SAUCER?
The large aircleaner conceals the four-choke Holley carburettor. The power unit is basically a V8 Mercury of nearly 5 litres.

★



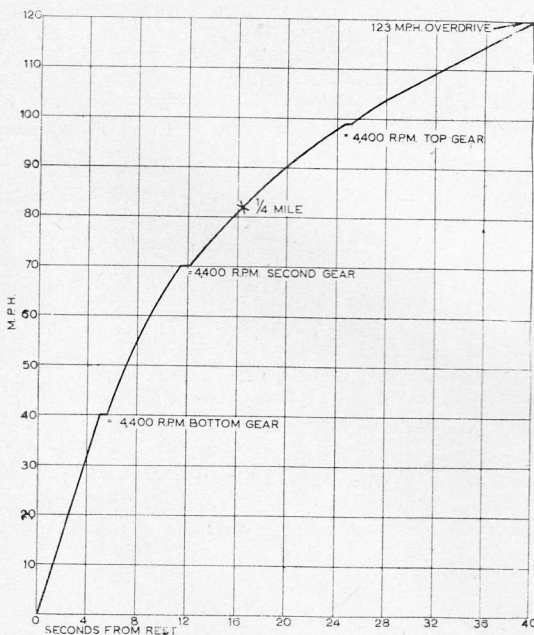
Fordomatic; 193 or 198 h.p., respectively. The 198 h.p. is rated at 4,400 r.p.m. 286 ft. lb. torque is at 2,500 r.p.m.

I here thank Gordon Lipe for the test fact that 112 h.p. comes to the Fordomatic rear wheels at 4,100 r.p.m. Also that an 80 h.p. load may be imposed at 110 m.p.h. Both figures were obtained on a Clayton dynamometer freshly strobe-calibrated and supervised by a Clayton engineer.

Huddled under an impressive chrome disc aircleaner (that looks just like a Martian visitor's craft) lies the four-throat carburettor with its second-string venturis of vacuum-actuated design. These booster venturis are most evident upon heavy-footed driving, the car feeling as though a lower gear had been engaged when they cut in. These carburettors give fine mileage with U.S. gallons consumed at rates varying from 17 m.p.g. city driving to almost 25 m.p.g. on open highways at 60 to 75 m.p.h. speeds . . . in overdrive cars.

The innards of Birds' engines are said to be stock, although we understand the crankshaft is specially designed for full-torque oil flow and the rods are drilled with two oil squirt holes. And speaking of oil, the good Ford Thunderbird manual warns that the telltale oil pressure light may blink after sudden stops and that one mustn't worry. Just for fun, a real oil pressure gauge was installed on Lloyd's car and we wonder just where the pressure does go to on severe braking? So far, it has always returned to normal and has not caused damage at higher engine speeds. And another thing, the new engines do burn oil quite a bit but this is to be calculated with the tin-plated aluminium pistons and three iron rings (top and oil rings chrome plated) which, once seated, provide proper oil sealing. Lloyd's car

ACCELERATION GRAPH OF FORD THUNDERBIRD



Specification and Performance

Cars tested: Ford "Thunderbird" 2-seater convertible coupés (five examples), price in U.S.A. \$3,450 with synchromesh gearbox, automatic seat adjustment and standard tubeless tyres. Cars with all optional equipment except steel hardtop, \$3,993.

Engine: Mercury 8-cylinder vee, 95.25 mm. x 83.82 mm. (4,785 c.c.). Overhead valves operated by pushrods, 4-choke Holley carburettor, automatic choke, vacuum-operated booster venturis, 198 b.h.p. at 4,400 r.p.m., 8.5:1 compression ratio (Fordomatic version).

Transmission: (manual) 3-speed gearbox with synchromesh on second and top and central control. Gearbox ratios: 2.32, 1.48 and 1:1. Borg-Warner overdrive, 0.70:1. Single-dry-plate clutch with woven lining, area 113.1 sq. in. (Fordomatic) single-stage, 3-element torque converter with air-cooled planetary gears. Automatic second gear engagement and automatic low gear start on full throttle. Selector lever on floor in centre of cockpit. Hotchkiss final drive with tubular propeller shaft. Rear axle ratios: manual, 3.73:1; with overdrive, 3.92:1; with Fordomatic, 3.31:1.

Chassis: Box section side members, X-braced. Independent front suspension with helical springs and unequal-length wishbones. Worm-type steering box. Symmetrically divided track rod. Semi-elliptic springs at rear. Bolt-on steel disc

wheels with 6.70 x 15 in. tubeless tyres, Bendix hydraulic duo-servo brakes with 11 ins. dia. drums. Riveted-on moulded linings, total area 175.46 sq. ins. Effectiveness, 60 per cent. front, 40 per cent. rear. Optional extras: power-assisted steering, booster brakes.

Equipment: 6-volt lighting and starting. Speedometer, odometer, tachometer, water temperature and fuel gauges, warning lights for oil pressure and charging rate, clock. Flasher-type direction indicators. Vacuum-with-booster screen wipers. Radio. Electric seat adjustment. Optional extras: Electric window winders, screen washers, steel hardtop, "engine dress-up kit" (chrome fan, etc.), rear wheel spats, snap-on wheel covers to simulate wire wheels.

Dimensions: Wheelbase, 102 ins.; track, 56 ins.; overall length, 175.3 ins.; width, 70.3 ins.; height (hood erected), 52.4 ins.; ground clearance, 6.5 ins.; turning circle, 36 ft.; dry weight, 3,014 lb.; curb weight, 3,160 lb. (with overdrive); weight distribution, equal front and rear.

Performance: Maximum speed reached in tests, 123 m.p.h. Higher speed was not attempted as stock tubeless tyres were in use. Acceleration: 0-30 m.p.h., 3.5 secs.; 0-50, 7 secs.; 0-60, 8.8 secs.; 0-70, 11.5 secs.; 0-80, 15.9 secs.; 0-90, 20.0 secs.; 0-100, 25.8 secs.; 0-110, 32.8 secs.; 0-120, 41.0 secs.; 0-123, 45.0 secs.

Fuel consumption: approx. 18 m.p.g. (U.S. gallons).

has now run 6,000 miles and no longer burns oil.

Coming up from the quite accessible engine room (unless you've ordered all the power stuff) we'll look at the Birds' steering design. That 20.1 to 1 ratio with 3.4 turns lock-to-lock isn't bad when you remember that these cars oversteer in a manner befitting some venerable veterans long thought *passé*. The helm itself is 17 ins. in diameter and adjusts fore and aft with 3 ins. travel *à la Jaguar*. I don't like the half horn ring so close to the wheel rim when fast handling is needed, but bless 'em for omitting that nasty big Jag-type centre blow button, anyway!

Front suspension is most obviously of Lincoln origin. Linkage consists of a worm and two-tooth roller which actuates the drop-arm aft-linked to equal length tie rods. The Ford "ball joint" method of front top A-arm hookup is standard and I will always worry about this single link being subject to the severe brake torque shocks found in fast competition after one front wheel slides, as on an oil patch.

I imagine that this ball joint is really strong enough and know that Ford has reason to rely on it if only by virtue of some unexpected tests which occurred during the Birds' development. I'm told that originally all four Bendix 11-inch diameter hydraulic brakes were fitted with 2½ ins. width shoes which self-energized themselves into nasty fits of locking full on. The Ford way out was to nip a half inch from the leading primary shoe width, leaving the secondary shoe full original width. Thus the present new brakes have excellent action with their total of 175.46 sq. ins. area, but what sort of wear will occur on the iron drums? The riveted-on linings are stock moulded asbestos which takes a large amount of abuse before fading away rather permanently. And one can pull up in about 118 ft. from 60 m.p.h. on good smooth-surface roads where traction is tops. Jaguars will do this in 111 ft., if we remember our own last year's tests.

Power brakes are available but I can't say that Birds need them and one try-out proved them so dangerously sensitive that I would personally never drive such a device.

The current stock Ford 30-70-acting telescopic shock-absorbers are of 1 in. diameter and located within the coil springs . . . and at an angle up-inwards to the frame cross member ahead of the rear axle. I understand Ford now contemplates offering their heavier four-position adjustable dampers as later-on equipment, which is a good idea.

The nylon black top fits snugly, looks very neat and lifts completely from the body shell to be hand stowed behind the seatback. This is an operation no more difficult than that on a Jaguar. Once up, the hood keeps the worst torrents of rain outside and does not rattle in the slightest. Furthermore, it stays put at full bore.

And novel indeed is the new steel accessory top which may be lifted off completely for summer driving as usual with the stock nylon. This razor-edge styled top was originally scheduled in plastic but, as usual under extremes of climate testing, the plastic simply would never fit on.

Perhaps the best indication that this Bird may be honestly classed sports is the completely hopeless lack of luggage space. The same lady who had trouble staying on the seat grew desperate also upon trying to transport her weekly wash hamper, either in the boot or the cockpit. She almost gave the car up, but her very intelligent husband took her round for a day's looking at the other new but conventional cars. That did it. And straps now hold the large hamper fast to an opened boot.

So I think I can wind up this accounting on a happy note. With a road clearance of full 6.5 ins., width of 70.3 ins. and overall length of 175.3 ins., this smooth riding Thunderbird can go anywhere comfortably and in high style. Ford has built the best U.S. sports car going . . . and it will truly go!

NEW ZEALAND HILL CHAMPIONSHIP

COOPER exponent Bob Gibbons of Wellington is still king of New Zealand hill-climbing. Winner last year with a 1,000 c.c. engine installed in his car, on 15th January last he again annexed the National Championship, this time requiring only a 500 c.c. J.A.P. to win. The venue was Wairamarama Hill, nearly 50 miles south of Auckland. The course, $\frac{2}{3}$ of a mile in length, contains a hairpin, three sharp bends, nine curves and five short straights.

On the very hot day of the Championship runs, melting of the sealed surface made the hairpin extremely tricky. Gibbons's times was 54 secs., an average of just under 60 m.p.h., and the nearest to him was Ron Roycroft, who made a fine run in 55.7 secs. with his Jaguar-engined Bugatti. Next was J. Horton (Alfa-engined H.W.M., ex-Tony Gaze) in 55.9 secs.

D. J. C. M.

LAST FRIDAY AT CLARIDGE'S

Monte Carlo Rally Winners Attend G.M.W. Dinner

WHEN the Rootes brothers invited the Guild of Motoring Writers to a dinner at Claridge's last Friday the Monte Carlo Rally had not commenced, let alone come to such a successful conclusion for the marque Sunbeam. The dinner, as Sir William later said, was intended merely as a friendly gesture to the organization which, in the days when it was known as "The Circle", had made Sir Reginald and himself their first guests.

On hearing the very gratifying results of the Rally, however, the Rootes brothers invited Per Malling and Gunnar Fadum, Sheila Van Damm, Anne Hall and Françoise Clark, and Peter Harper and David Humphrey—the team which won the *Challenge l'Equipe*—and the function also took on the nature of a *fête pour les vainqueurs*. Others present included the Guild chairman, J. Neville Bennett, Laurence Cade, Tommy Wisdom, Dudley Noble, G. Cozens, Charles Fothergill, J. Jellen, Louis Wulff, Courtenay Edwards, Sidney Henschel, "Sammy" Davis, Norman Garrad, Harold, Conrad and Roy Nockolds, Gordon Wilkins, John Morgan, Dennis May, Alan Bruce, Cyril Posthumus, John Bolster, Philip Turner, Louis Klementaski, Nevil Lloyd, Wilson McComb, Richard Twelvetees, St. John C. Nixon, Roy Pearl, Douglas Armstrong and Russell Brockbank.

After the loyal toast—to H.M. The Queen and the King of Norway, on this occasion—Sir William Rootes made humorous reference to Viking raids of long ago in congratulating the victors. Neville Bennett proposed a toast to the Rootes Group, and Sheila Van Damm, in a delightful speech, made special mention of "backroom boys" Norman Garrad, John Cutts, Jim Ashworth, Ted Gill and Gerry Spencer. Per Malling, who spoke excellent English, said that on his arrival in London that afternoon he had experienced "a funny feeling in the stomach" when he saw the Norwegian flag in the window of Devonshire House, and announced that—even on three cylinders—the Sunbeam was "a real car".



Photograph by Patrick Benjafield

PORTRAIT GALLERY

No. 9—RON FLOCKHART

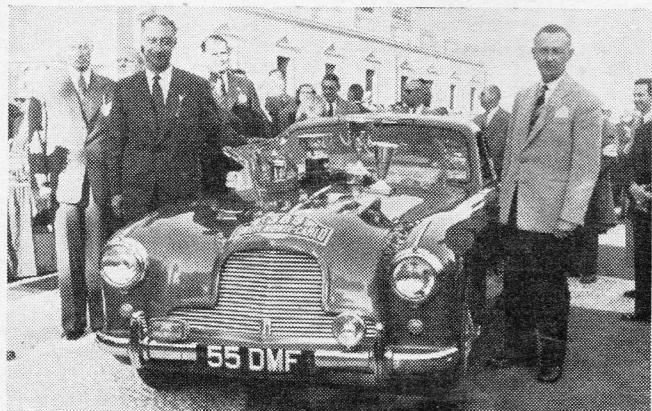
TOWARDS the end of the last World War, Captain W. R. Flockhart, B.Sc., was making life difficult for his commanding officers in Northern Italy and Egypt because of an incurable *penchant* for racing home-made motor-cycles on sand. Late 1947 saw him indulging the same tendencies at St. Andrews, in his native Scotland, until parental pressure dictated the purchase of a TC M.G. Suitable tuned, it served its purpose in trials, hill-climbs and races until replaced in 1951 by a J.P. with Vincent Black Lightning engine. With this machine he had a most successful season, commencing with first place in his first road race, the 1,300 c.c. scratch event of the 1951 Ulster Trophy Meeting at Dundrod. Developing a fondness for *formule libre* racing, he took over R.1A, the first E.R.A. ever built, on his return from the 1952 Monte Carlo Rally. Fuel consumption tests, during practice for the next Ulster Trophy, were spoiled by crown-wheel failure. Consequently, although he repaired the damage and reached third place behind Taruffi (Thinwall) and Hawthorn (Cooper-Bristol) after the B.R.M.s had retired, he then suffered the mortification of running out of fuel. The B.R.M.-baiting continued, especially when he went from R.1A to R.4D in mid-season and ran fifth at Silverstone in the *formule libre* race on Grand Prix day. The following year brought an offer from Raymond Mays to join the B.R.M. team. Eventually he did so, at the same time relinquishing his engineering job in Edinburgh for one with an Owen Organization company at Wolverhampton. Now aged 31, his fortunes have for the past year been bound up with those of the unpredictable B.R.M., and only time can prove or disprove the wisdom of his choice.

F. W. McC.

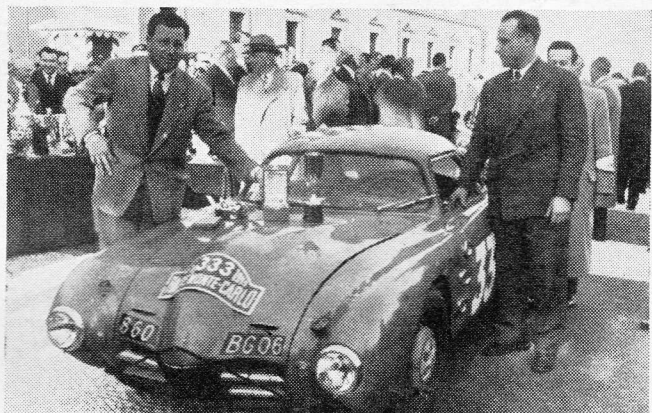
MONTÉ CARLO



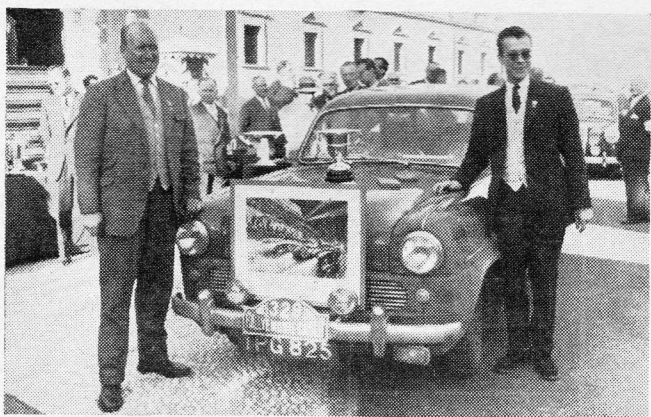
OUTRIGHT WINNERS (above): Oslo police chief Per Malling and wholesale baker Gunnar Fadum, also of Oslo, who drove a British Sunbeam.



ONLY Grande Tourisme finisher in the first 29 places was the Aston Martin of Gatsonides/Becquart, who were seventh.



ELEVEN HUNDRED Class of the Grande Tourisme category was won by Parucci/Martin (Dyna-Panhard), placed 66th.



(Above) **"AUTOSPORT" TROPHY** went to Gerry Burgess and Peter Easton (Ford Zephyr), placed fourth. (Below) **HIGHEST PLACED** Glasgow starters were Ernest McMillen and Ronnie Adams (Jaguar), finishing eighth.



AT LAST! Just one year late, Louis Chiron receives the trophy for his victory in the 1954 Rally, which was marred by subsequent protests.

MEDITATIONS

by Gregor Grant

COME what may, the Monte Carlo Rally has been restored to its previous status as a really worth-while event. It is safe to predict that for some time to come, the "Monte" will follow the pattern of the 1955 event, with preliminary and final classification tests, followed by the popular "round the houses" circuit races. However, I fail to see the reason for the continuance of the acceleration and braking test. It has very little bearing on the general classification, and so far as I could see, merely served to qualify *grande tourisme* and modified machinery for the special circuit races, to the exclusion of the majority of touring cars.

The results were extremely satisfactory for British manufacturers; Sunbeam, Jaguar, Ford, Daimler and Aston Martin played the most prominent part, whilst the little Standards made a first-rate debut in International rallies. Naturally, the marque Sunbeam came in for most of the praise, and no one can possibly begrudge them their success. Rootes have long supported major rallies, and from a potential purchaser point of view, an outright victory with a privately entered machine must be indeed most satisfactory—particularly as a full "works" team was entered. The team itself did extremely well. Peter Harper/David Humphrey and Sheila Van Damm/Anne Hall finished 9th and 11th respectively, the latter pair gaining the coveted "Coupe des Dames". In addition, the make gained the unnominated team award, and were runners-up to Jaguar for the manufacturers' award.

The winning Norwegian crew, Per Malling and Gunnar Fadum, worked to a preconceived plan. From the moment they left Oslo, they set themselves the task of averaging the required speeds, no more and no less, between controls. They prepared themselves to anticipate the insertion of secret controls, a policy which certainly paid dividends on the Chambéry-Gap section on which the organizers had set up a surprise secret control at Vizille at the end of a fast road section. Malling and Fadum, run-

LES DAMES:
The successful Sunbeam trio, Sheila Van Damm, navigator Françoise Clark and co-driver Anne Hall, who won the Coupe des Dames.



ning to their strict timetable, were not caught out as were the large majority of the big names in the rally world. They carried out their plan on both Gap-Monaco, and the Mountain Circuit tests, and lost fewer marks than any other crew. Also, they were not afraid to have a go on the difficult Col des Leques section and returned a most creditable time. The Sunbeam was the property of Gunnar Fadum, who is well known as one of the leading organizers of the Viking Rally. Apparently Malling had entered a works-prepared car which failed to materialize in time for the start and, unwilling to miss taking part in the event, his co-driver persuaded him to enter his (Fadum's) family saloon.

Another privately entered Sunbeam which performed well was that of George Hartwell and Tiny Lewis. This car would have finished much higher up in the results had it not been for an unfortunate incident. During the Gap-Monaco test the crew ran over a large boulder which completely flattened the tail pipe. The restricted exhaust cut down engine power to such an extent that it would have been hopeless even to take part in further tests. Consequently the crew stopped on the last section of the test, sawed off the flattened portion, and arrived at Monaco dead on time. However, the delay made them late in passing the secret control near Nice, and cost them many marks.

This example is given as one of many incidents which eventually had a considerable bearing on the results of the rally. In their eagerness to refuel, many

crews flashed past the secret control minutes ahead of schedule, whilst others stopping for petrol and so on beforehand, were penalized for lateness. There is little doubt that the secret controls at Vizille and Nice were responsible for eliminating many of the best-known names in the rally world. While sympathizing with many crews for being caught out, it seemed to me that the organizers would not miss the chance of inserting secret controls at places where most folk would be pressing on. I remember discussing this with Ian Appleyard, at Chambéry, and he prophesied that Vizille would be a likely spot. Keeping down to a steady 55-60 k.p.h. cruising speed, Cliff Davis and I were passed by car after car haring down the fast road from Grenoble. As it so happened, by making sure of being at Vizille, we crossed the cols at the height of a fierce snow-storm, and arrived on the descent of the Col de Bayard when conditions were at their most frightful worst, only to run out of road and end our rally against a tree. Had we not anticipated the Vizille check, we might not have arrived at the scene of our disaster when so many cars were off the road, and would not have been distracted by the action of one crew-member who rushed into the middle of the ice-bound road, waving his arms to warn us of ditched machinery. Anyway, that is one of the gambles that every rally entrant must take, and I for one would much rather come to a full stop against a tree, than take the shortest route to Gap—straight over the edge!

Later numbers descending the cols on more or less dry roads could not understand why the countryside was littered with crashed cars. The sudden sharp frost must have descended between 7 and 7.30 a.m., making the snow-bound road as dangerous as if it had been made of sheet glass with an oiled surface.

Of the starters, the Glasgow and Munich crews had easily the worst trips. The largest part of their journeys was on snow and ice, with raging blizzards to "add interest". It certainly made for a really sporting rally, and all who arrived comparatively unscathed at the finish congratulated themselves. Bashed panels and much-altered frontal aspects told their own story of unexpected off-road excursions. Whilst no cars are really good on ice, some are better than



CONCOURS DE CONFORT was won by E. Lambert's extensively equipped Morris Oxford, from Ken Wharton's Daimler.



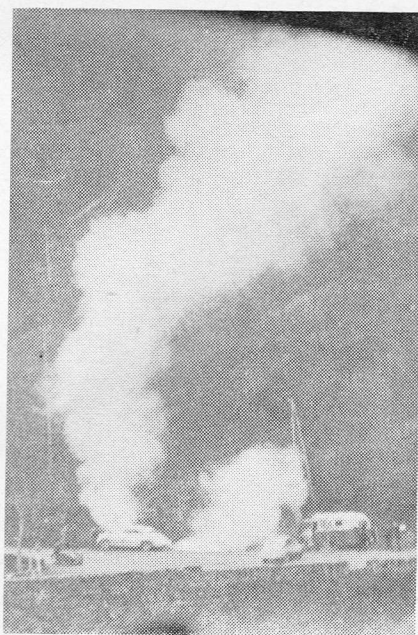
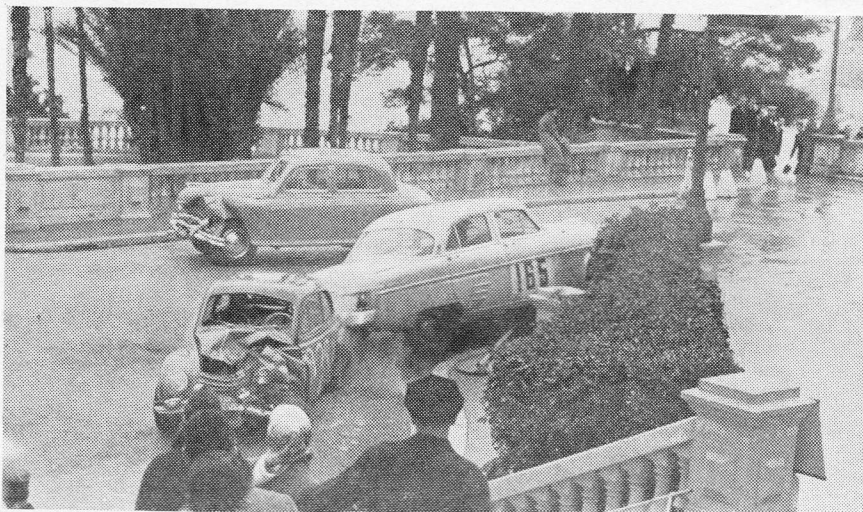
SÉCURITÉ: (Above) Mike Couper's winning Armstrong Siddeley Sapphire (No. 363) and three others in the Concours de Confort et Sécurité.

INSÉCURITÉ: (Right) A gay scene on the Monaco circuit, with the Carstedt Mercury ramming Slotemaker's damaged DKW against a background of Standard Vanguard. Minutes later they were joined by a spinning Porsche.

others. The Swedes, Danes and Norwegians, with their vast experience of motoring on ice-bound roads, were noticeably more confident than others who do very little of their type of driving, and one is forced to the conclusion that driving on ice is an art which can be acquired only by experience, and by strict attention to the use of the proper tyres at the right pressures.

The little Standards made a host of friends by reason of their performance on ice, the Glasgow contingent in particular being most impressed by the Leslie Brooke/Geoff Howard-Sorrel car, which appeared to be able to be motored unconcernedly on the worst possible skating rinks, while other cars slithered and slid in all directions. Handling also appears to be first-rate. Ken Richardson's descent of the Col de Castillon during the Mountain Circuit will long be discussed. Approaching the tunnel at a seemingly impossible speed, the little car went into a violent sideslip. Richardson kept his foot hard down, spun the car in the opposite direction, grazed the wall inside the tunnel, and continued on his way at unreduced speed.

The Jaguars put up their usual first-rate performance, although the team was not blessed with the best of fortune. Cecil Vard was one of the many who were penalized for being early at the Nice secret check. He stopped to refuel at a station just past the control. Probably had he not been so eager to obtain the brand of petrol he had signed up to run on, he would have filled up earlier and so lost fewer marks. He made up for this by being one of the dozen drivers unpenalized on the Mountain Circuit. Ian Appleyard, favourably placed in the general classification, had the wretched luck to have a cylinder block core-plug blow on the



WOT A GEYSER! Through-the-wind-screen view of Ian Appleyard's Jaguar after it had blown a core plug.

Mountain Circuit, and consequently received the maximum penalty points. Ronnie Adams lost 33 marks when his brakes failed and his car charged a parapet, costing him delay in reaching a control. Nevertheless, there were seven Jaguars—highest number of British cars—in the last 100, including the enterprising Tony Mattock. Once again Eric Haddon had ill-luck. In the "Tulip" it was a broken throttle, in the "Monte" a broken steering box caused when he hit the bank during the Col de Bayard holocaust.

Daimlers had a good rally, with four of their cars in the last 100, including the official works team. Nancy Mitchell's recent run of bad luck came to an end; her car finished highest of the marque (17th), ahead of Ken Wharton's similar machine (22nd). Nancy was ably backed by the two "pocket Venuses", Doreen Reece and Lola Grounds—easily the smallest of present-day rally competitors. The unlucky Gordon Shanley had a distributor drive shaft fracture on the Mountain Circuit.

Another all-women team also qualified for the last 100. This was the Mrs. Wisdom/Mrs. Johns/Susan Hindmarsh, Austin Westminster. Three Armstrong-Siddeleys qualified, entered by Mike Couper, Tommy Wisdom and Don Bennett. Unfortunately, one of the works entries crashed in England, thus putting paid to manufacturers' team award chances. The Standard Tens of John Wallwork/Jimmy Ray, and Ken Richardson/J. Heathcote came through to the last 100, John Gott's car being one of those which fell foul of secret controls, as was Leslie Brooke's. Mary Walker and Betty Haig were late at Vésoul, owing to some sort of navigation error. Denis O'M. Taylor and Lew Tracey were also caught by secret checks with their modified "eight" which did so well in 1954.

The works Aston Martins met with mixed fortune. Maurice Gatsonides and Marcel Becquart might have won outright despite their 8 per cent. handicap, but were caught by the Vizille secret control. Peter Collins and Graham Whitehead suffered a puncture on the Mountain Circuit and lost maximum penalty marks, while Reg Parnell and Louis Klementaski failed to qualify for the final 100 as a result of a timing error. However, the Gats/Becquart machine

LOCAL ENTHUSIASM was revealed by the friendly welcome accorded to competitors in every small village on the route.

was easily leader of the category 2 machines.

Secret controls played havoc with the official Dagenham entries, only Denis Scott/Derek Strange, Sydney Allard/Leslie Allard and Robin N. Richards/M. C. Brettell breaking into the last 100. Jack Reece/Barry Davies were involved in a crash with Bill Banks's stationary Bristol, and were delayed 45 minutes on the Gap-Monaco section. However, the privately-entered cars of Gerry Burgess/Peter Easton, and Jack Kemsley/Philip Fotheringham-Parker/Cyril Page both qualified. Burgess achieved fourth place in the general classification and was highest-placed British entry. Kemsley's car suffered a broken fan belt during the Mountain Circuit. Once again Lyndon Sims was prominent, and his was the only Riley to be represented among the final 100. In all, 33 British-made cars made the grade, a most satisfactory total. For the record, here is the number of makes which appeared in the first hundred places:—

British: Jaguar, 7; Ford, 6; Sunbeam, 4; Aston Martin, 4; Daimler, 4; Armstrong Siddeley, 3; Standard, 2; Austin, 2; Riley, 1. **Total, 33.**

Foreign: DKW, 12; Peugeot, 10; Alfa Romeo, 6; Salmson, 6; Dyna-Panhard, 5; Simca, 5; Citroën, 4; Mercedes-Benz, 3; Fiat, 3; Porsche, 3; Renault, 3; Ford, 2; Lancia, 1; BMW, 1; Borgward, 1; Oldsmobile, 1; Volvo, 1. **Total, 67.**

Only 24 Category 2 machines appeared in the list, of which six were the impressive Type 2300S Salmsons. The S, incidentally, does not denote super-charger, but "sport". Of the 10 Peugeots which qualified, one was British-entered, driven by Len Potter and Dickie Steed.

Starters from Glasgow were noticeably absent from the last 100. Of the 93 which set off from Blythswood Square, 41 suffered from crashes en route of varying severity, resulting in several retirements. Only Ronnie Adams/Ernest McMillen (Jaguar), Cecil Vard/Arthur Jolley (Jaguar), Ian Appleyard/Pat Appleyard (Jaguar), Jack Kemsley/Philip Fotheringham-Parker (Zephyr), Denis Scott/Derek Strange (Zephyr) and Lyndon Sims/R. Stokes (Riley) reached the last century.

As forecast in AUTOSPORT, Category 2 machines were set an almost impossible task to average 8 per cent. more than touring cars in the main tests. The Col des Leques record held by Stirling Moss on more or less dry roads, had to be beaten by a substantial margin on wet and icy surfaces. Even touring cars, with their lower set average speeds, could not achieve the required speed. Probably one of the best efforts was by Touring Champion Walter Schluter, who was only 99 secs. behind time at the control with his DKW. One can well imagine his chagrin when he learned that secret controls had knocked him down from an almost certain first place, to about halfway down the list of the first 100.

Schluter's views on secret controls were, to say the least of it, scathing. On Radio Monte-Carlo he deplored the introduction of "snoop checks" when the regulations did not state definitely that they would be used. Naturally, many other drivers were in complete agreement.



One of the points raised was about the 100 metres warning signs. According to the regulations, warning notices would be posted at 100 metres distant from every time check on both Gap-Monaco and Mountain Circuit tests. In the view of many experienced rally crews, the very fact that the secret checks were actually time controls should have necessitated the posting of 100 metres signs. Again, supposing a large percentage of competitors had decided to take the Col du Haute Croix route to Gap, they would not have passed the Vizille control and, therefore, could not have been penalized. There was nothing in the regulations to say that competitors were required to take the Col de Bayard route to Gap, and it was only from this town to Monaco that a special route had to be followed. In this respect the organizers were on very thin ground, as they had only visual evidence of the numbers of passing cars to substantiate claims to early or late passing.

If every competitor had been required to check in at these secret controls there would have been no possible grounds for complaint. After all, it is so easy even for the most experienced of observers to misread mud-spattered numbers of cars passing through in the dark!

There is also another important point. To facilitate timing at controls, use was made of Longines "Printogene" time-stamps, on which competitors stamped the time of arrival themselves. However, in the secret checks, timekeepers resorted to their own stop watches, with no guarantee as to accuracy. Timekeepers being "judges of fact", no protests could be entertained. It is suggested that, if secret controls are again to be employed, the system of timing used on indicated controls should also be adopted.

THE AWARDS

Coupe de S.A.S. le Prince Souverain de Monaco (Outright winners): Per Malling/Gunnar Fadum (Sunbeam).

Coupe de la C.S. de l'I.S.C.: Malling/Fadum (Sunbeam).

Coupe de la Riviera: W. C. Lier/H. Ziegler (Lancia Aurelia).

Coupe du Country-Club: G. Gillard/R. Dugat (Dyna-Panhard).

Coupe de l'A.C. de Monaco: M. Gatsonides/M. Becquart (Aston Martin).

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

"Autosport" Trophy: Gerry Burgess/ Peter Easton (Ford Zephyr).

Coupe de la C.S. de l'A.C. de Monaco: Gatsonides/Becquart (Aston Martin).

Stuart Trophy: Burgess/Easton (Ford Zephyr).

B.T.D.A. Trophy: Ronnie Adams/Ernest McMillen (Jaguar).

Late Public Schools Challenge Trophy: Adams (Jaguar).

Challenge Charles Faroux: Jaguar Cars, Ltd. (Appleyard, Adams and Vard).

Challenge Anthony Noghes: Gatsonides (Aston Martin).

R.S.A.C. Cup: Adams/McMillen (Jaguar).

Challenge "l'Equipe": Sunbeam (Malling, Harper and Sheila Van Damm).

Coupe du Mont-Agel: C. Spiuth/G. Anzil (Alfa Romeo). **Coupe du Monte des Mules:** M. Parucci/M. Martin (Dyna-Panhard). **Challenge de la Ville de Monaco:** Gatsonides/Becquart (Aston Martin). **Challenge de la C.S. de l'A.C. de Portugal:** J. Lacerda/H. Rugeroni (DKW). **Challenge de l'A.C. et T.C. de Greece:** Not awarded. **Norwegian Cup:** Malling/Fadum (Sunbeam). **Challenge de l'A.C. de Switzerland:** W. C. Lier/H. Ziegler (Lancia). **Challenge Prince Lanza di Trabia:** G. Cestelli-Guidi/M. Cestelli-Guidi (Alfa Romeo). **Challenge S.C. de Portugal:** B. Mendes de Almeida/J. Graca (Mercedes). **Challenge R. Poole:** J. I. Hartley/V. Karlsson (Ford Crestline). **Challenge Comte Alexandre Andrassy:** N. Papamichael/G. Nicolopoulos (Fiat). **Challenge Viking:** Malling/Fadum (Sunbeam). **Georges Laudy Cup:** R. Marion/M. Peyrot (Citroën). **Challenge de "l'Action Automobile":** Peugeot (L. Davagnier, C. Prochaska and L. Potter). **Challenge Hotchkiss:** Sunbeam. **Challenge "Aftenposten":** L. Vold-Johannsen/C. Karlan (DKW). **Challenge de "l'Officiel de la Couture":** Mmes. M. Pochon/N. Honoré (Alfa Romeo). **Dutch Ford Works Cup:** Not awarded. **Challenge "Le Nord":** DKW (Meier, Behra and Lacerda). **Ethnos Cup:** Papamichael/Nicolopoulos (Fiat).

CONCOURS

R.A.C. Challenge Trophy: M. Gatsonides (Aston Martin).

Road Safety: 1, W. M. Couper (Armstrong Siddeley); 2, K. S. Hurrey (Vauxhall).

Comfort: 1, E. Lambert (Morris Oxford); 2, K. Wharton (Daimler).

Team Prize: Aston Martin (Peter Collins, Gatsonides and W. van Zijll).

Radio Monte Carlo Cup: W. Herz (BMW).

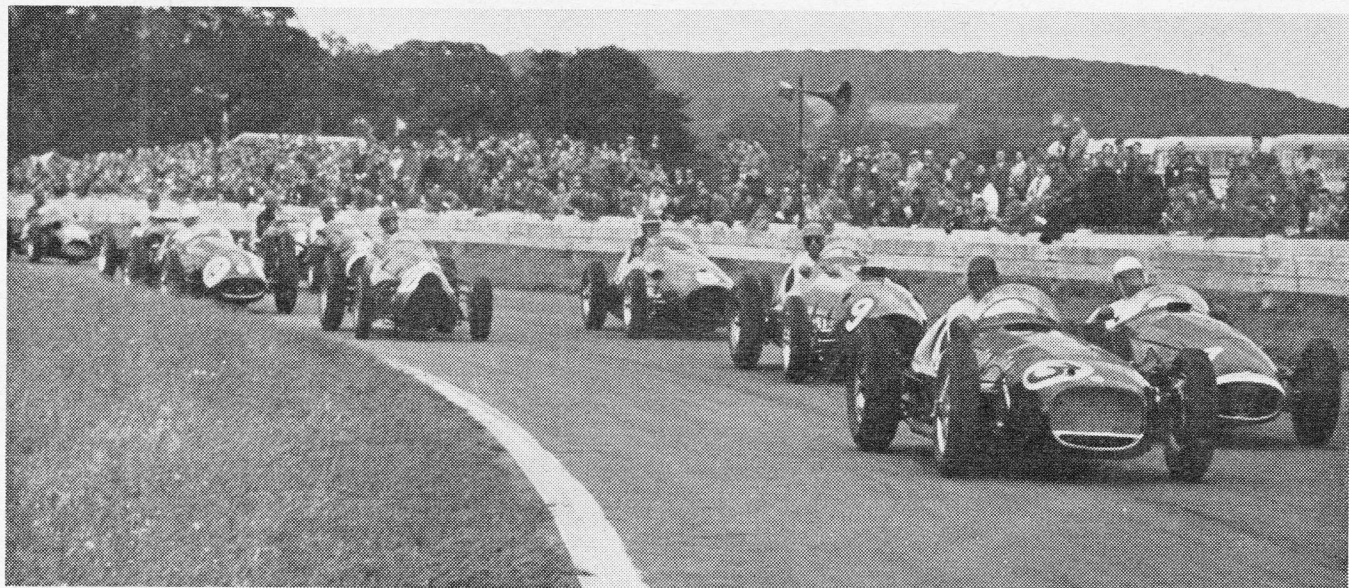
COMPLETE LIST OF FINISHERS AFTER FIRST 100.

101, C. Johansson/G. Jensen, St. (DKW), 4,131.06; 102, M. Carstedt/Mrs. Carstedt, St. (Ford M.), 4,149.36; 103, L. Leader/B. H. Leader, Mu. (Sunbeam), 4,153.96; 104, J. Jauson/G. Bolla, M.C. (Alfa Romeo), 4,157.46; 105, Rissanen/K. Weikkola, St. (Peugeot), 4,157.56; 106, G. Andres/H. Ferrari, Lis. (Lancia), 4,158.96; 107, L. Petit/J. Soleillant, Lis. (Peugeot), 4,161.16; 108, M. Santos Pinto/

(Continued on page 148)

Seasonal Survey**Part IV****FORMULE LIBRE RACING**

AND EVENTS TO SPECIAL REGULATIONS



FIRST LAP at Madgwick Corner, Goodwood, during the Woodcote Trophy race in September, with Ken Wharton (Mk. II B.R.M.) leading Moss (Maserati), Peter Collins (Thin Wall Spl.), Mike Hawthorn (Vanwall Spl.) and Bob Gerard (Cooper-Bristol).

THE attractions of a free racing formula to organizers, entrants and spectators are obvious. To the first, there is the ease of race legislation, to the second the opportunity of using powerful cars of obsolete formulas, to the third the sheer thrill of high speed and noise afforded by such cars. At the many British club-type race meetings, the *Formule Libre* event is almost inevitably the favourite of the day, especially when those two famous protagonists of recent years, B.R.M. and Thin Wall Spl., meet to fight things out. And in spite of the introduction of an improved, lightened and shortened B.R.M., the Mk. II, Mr. Vandervell's big, green Thin Wall, driven this year by Peter Collins, invariably managed to defeat those exciting, ear-splitting, highly controversial B.R.M.s from Bourne.

Beyond these shores, *Formule Libre* continues to enjoy popularity primarily in those countries where racing cars are few and widely varied in age and pace, and battle, in fact, commenced very early in the year in distant Auckland, N.Z., with the first International New Zealand G.P. This attracted a sizeable British contingent, comprising Horace Gould and Fred Tuck in Cooper-Bristols, Peter Whitehead (Ferrari) and the Owen Organization's entry of a B.R.M., to be driven by Ken Wharton. There were also Tony Gaze of Australia, with a supercharged 2-litre H.W.M., Stan Jones in his well-proved Maybach Spl. of Western Desert scout car origin, and some other ingenious specials.

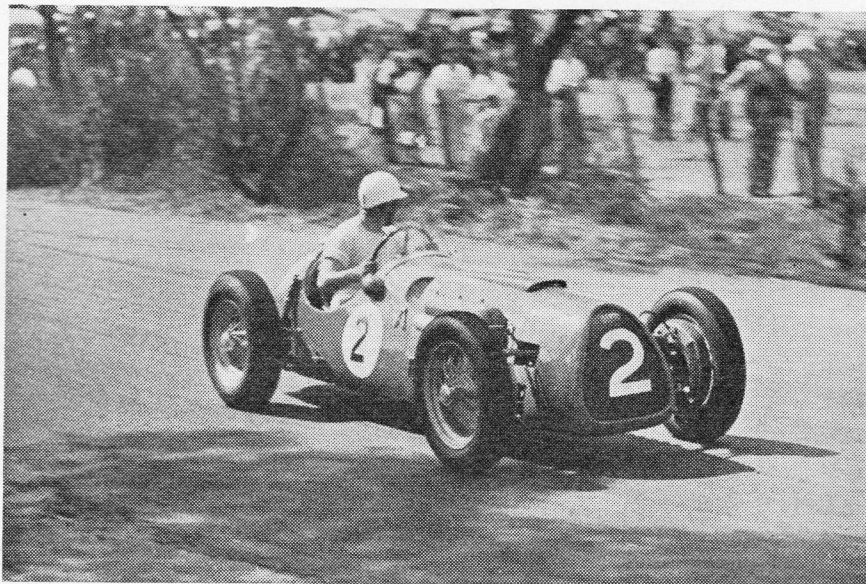
The noise and pace of the B.R.M.

provided the major sensation, and Wharton led until nearly three-quarter distance, bar temporary time loss in a fuel/tyre stop. Then Bourne bothers began, the front brakes losing their vital fluids and compelling Wharton to stop. The brakes were disconnected and he went on to finish. Stan Jones won from Gould, Roycroft, Gaze and the B.R.M., but protests flew and places switched with bewildering rapidity, Wharton eventually finding himself third to Jones and Gould, and heading Gaze and Roycroft.

On 1st February was the traditional

Buenos Aires *Formule Libre* G.P., which boiled down, near enough, to a replay of the Argentine G.P., between the Formula 1 teams. But the going was extremely hard, and as works car after works car dropped out, so the Frenchman Maurice Trintignant forged to the front in a Louis Rosier-entered independent Ferrari. Fangio, Gonzalez, Marimon, all fell by the wayside, and Trintignant finally won from Mieres and Farina, fully earning his subsequent place in the Ferrari works team.

Six days later B.R.M. had their second chance in New Zealand, when the Lady



LOOKING AROUND for the opposition. Besides winning several Australian races, Stan Jones won the New Zealand G.P. with his Maybach Spl., from Horace Gould (Cooper-Bristol) and Ken Wharton (B.R.M.)



Wigram Trophy race was run at Christchurch. Wharton led away, and steadily extended his lead over Whitehead's blown Ferrari and Tony Gaze's H.W.M. Then the 16-cylinder car went sick again, and Peter Whitehead did a "Rosier" and came through calmly and steadily to win, while the unlucky Wharton found himself pushing the hefty B.R.M. to a tardy third place.

After these happenings, a brisk barrage of criticism naturally fell upon Bourne, and B.R.M. supporters' hopes now centred on the soon-to-appear Mk. II version of the Formula 1 car, with shortened wheelbase and much improved appearance. One was out in time for the Easter Goodwood, by which time the young Scots driver Ron Flockhart had been recruited to the Bourne *équipe*. Both he and Wharton appeared in the five-lap Chichester Cup event, Ken winning with the Mk. II from Salvadori (Maserati) and Parnell (Ferrari), Flockhart taking fourth and sharing fastest lap, driving a Mk. I. For the longer Glover Trophy, the pair switched cars, and Flockhart made the running on lap 1, only to suffer ignition trouble and drop back. Meantime, Wharton and Salvadori had become embroiled in a tigerish duel for the lead, which went on until the B.R.M. broadsided at Lavant two laps before the end. The Maserati smacked into it, and Salvadori stayed behind, his engine stalled, while Wharton went on to win.

A very "clubby" Snetterton meeting took place a week later, and with Salvadori's Maserati undergoing extensive

nose repairs and consequently non-starting, a rather hollow B.R.M. victory was scored by Ron Flockhart, to whom consolation for a lonely drive came with a new circuit lap record. The Scot performed another solo at Ibsley on 8th May, the Mk. II B.R.M. naturally outstripping two Ecurie Ecosse C-type Jaguars, but amply satisfying the crowd, nonetheless, by its spectacular mode of doing so.

The first meeting at the new Aintree three mile circuit took place on 29th May, and pouring rain and glistening wet roads offered little hope for B.R.M. Wharton had Peter Collins in Vandervell's Thin Wall Spl., Reg Parnell (Ferrari), Stirling Moss (Maserati) and Jean Behra (Gordini) amongst his adversaries in Heat 1, and managed fourth. Ron Flockhart met Salvadori (Maserati) in Heat 2, and won after a grim struggle. Came the final, and Peter Collins pulled

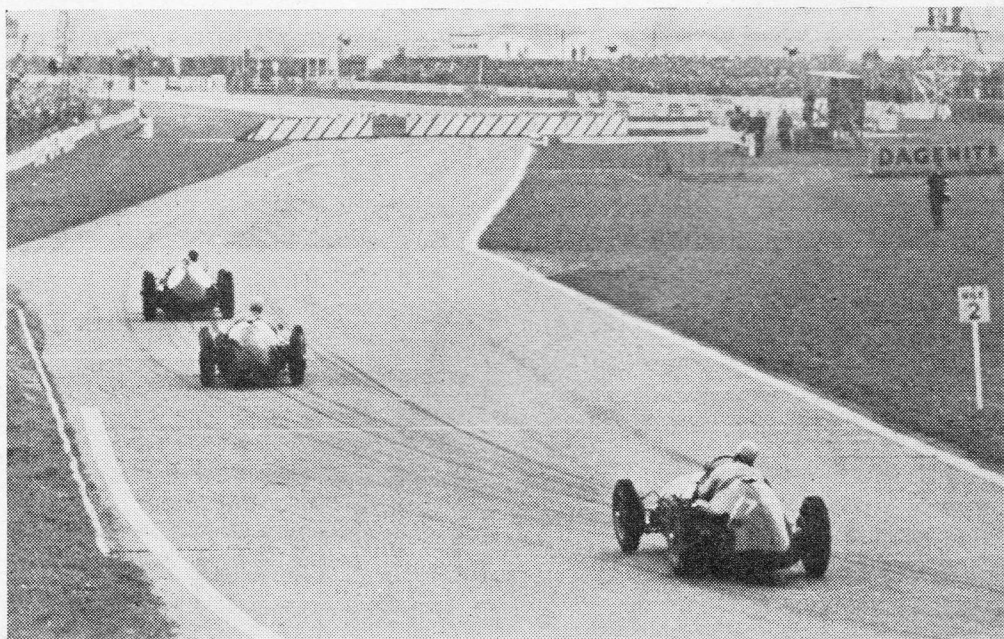
THORN in Bourne's side throughout the season was Tony Vandervell's 4½-litre Thin Wall Spl., driven by Peter Collins to victories at Goodwood and Snetterton.

out a huge initial lead over Moss, Behra, Parnell and Wharton, while Flockhart spun off when heading Moss for second place. Then the Thin Wall met trouble and spluttered out of the race, Moss assumed the lead, followed by Parnell, and Flockhart, rapidly getting back on the leader board, held third place, until a very determined Bob Gerard (Cooper-Bristol) edged past. Working very hard, Flockhart retook his third by the end of the race, but Gerard stayed very close to the Mk. II's tail during this, his first 1954 indulgence in the sport of B.R.M.-baiting. It was not his last, nor his most successful.

Two days later a very different kind of motor race was taking place, way across the Atlantic in the State of Indiana. 1954's classic 500 Miles race on the equally classic Indianapolis 2½-mile oblong circuit with its four banked turns, contested by the traditional "Specials" powered by the traditional Meyer-Drake-built Offenhauser engines, might seem monotonously similar to the 1953 race, or that of 1952, 1951, 1950 . . . but as the 200,000 spectators testified, there's nothing like the "500", even if last year's winner wins this year's race—and in the same car as well. Bill Vukovich's second victory in the Fuel Injection Spl. was at a scorching 130.8 m.p.h., a new Indianapolis record.

B.R.M. met Thin Wall again on Whit-Monday, down at Goodwood, in the 15 lap Whitsun Trophy race. Ron Flockhart made a superb start, to lead rival Collins and team-mate Wharton away. Two rounds, and Wharton ceded third place to Salvadori; five rounds and Flockhart at last yielded to Collins; 15 rounds and the Thin Wall had won, Flockhart, Salvadori, Wharton and Parnell following the big green car in.

Bob Gerard was in very good form at Oulton Park for the Mid-Cheshire Club's National meeting during the Le Mans week-end, cracking round that very fine British road circuit to win the *Formule Libre* event unchallenged, but giving the lap record a whack to remember him by. A month later came Eire's Leinster Trophy race on the Wicklow circuit, a course rich in tricky curves and acclivities, and other hazards of the sort of natural road course which is welcomed by real racing drivers. Handi-



PROTAGONISTS at Goodwood. Ken Wharton (B.R.M. Mk. II) is chased out of Woodcote towards the Chicane by Roy Salvadori (Maserati) and Reg Parnell (Ferrari).



SECOND TENURE of the huge Borg Warner Trophy for Bill Vukovich, winner two years running of the unique Indianapolis 500 Miles Race. "Vuky" set a new race average at over 130 m.p.h. On the left is the late Wilbur Shaw.

capping remains a *sine qua non*, unfortunately, in a country with only a limited number of competition cars, used, often enough, for day-to-day road work also. So an M.G. TD, stripped of wings and with a three laps plus 2 mins. credit handicap, did the winning, ably driven by W. D. Lacy, while an XK 120C Jaguar, driven fast and furiously by Joe Kelly, got home second, averaging 81.37 m.p.h. to the winner's 67.30 m.p.h. "Des" Titterington (TR2) was third, and Freddie Smyth in his latest Ford Spl. fourth.

On 7th August came that "Moss benefit", the International meeting at Oulton Park, when Stirling scooped the F3, F1 and *Formule Libre* events. In the latter, Bob Gerard led the *maestro* for four laps with his pushrod o.h.v. 2-litre Cooper-Bristol, then had to give the works G.P. Maserati best. Reg Parnell, Beauman, Leston and Nuckey all retired, and third place developed into an inter-Connaught tussle between Leslie Marr and Bill Whitehouse, with Marr getting the best of it.

Another International meeting on British soil followed a week later, when the West Essex C.C. had their day at Snetterton. The "International" element was hardly noticeable, but that didn't lessen the quality of the racing. As the 40-lap *Formule Libre* event was the last of the day's races, however, the field was somewhat decimated by unavoidable absences as a result of prangs or blow-ups. But the Thin Wall was there, and so was Flockhart's B.R.M. The latter car was off-form, however, its brakes doing peculiar things and sending Flockhart embarrassingly off-course, the while Collins was ripping round at terrific pace, sending the course record for six and putting a lap between himself and any opposition. There wasn't any. Flockhart stopped, went on, indulged in a second off-course excursion, and finished third, behind the Thin Wall and the Cooper-Bristol driven by Rodney Nuckey.

Bourne received a further "smack in the eye" at Castle Combe a week later, at the hands of that polished driver from Leicester, Bob Gerard and his equally polished Cooper-Bristol. The race was for the Hastings Trophy, fought over 15 laps of the pleasant little West Country circuit. And "fought" it certainly was, with Flockhart's car shrieking round in the lead, while Gould strove to hold off Bob Gerard. The latter thrust past determinedly, however, thereafter leaving the "Gonzalez of the West" farther and farther behind. Seven laps and it was blue flags for B.R.M., with Flockhart's disc brakes now weakening. Three laps later and Bob Gerard was past, to win a splendid race with his 1953 Formula 2 car.

That same Saturday saw the second major Irish road race of the year, the Wakefield Trophy on the Curragh circuit. Peter Whitehead (Cooper-Jaguar), Duncan Hamilton (Jaguar), Desmond Titterington (Ecurie Ecosse Jaguar), Jack Walton (Cooper-Bristol), Don Beauman (Connaught), A. Powys-Lybbe (Alfa), Redmond Gallagher (1½-litre Gordini) and J. Kelly (Jaguar) were prominent contenders for the scratch (Wakefield) and handicap (O'Boyle) Trophies. Clocking 147 m.p.h. over the flying quarter-mile, and setting a new lap record, Whitehead made sure of the scratch class, although Hamilton and Kelly, dead-heating for

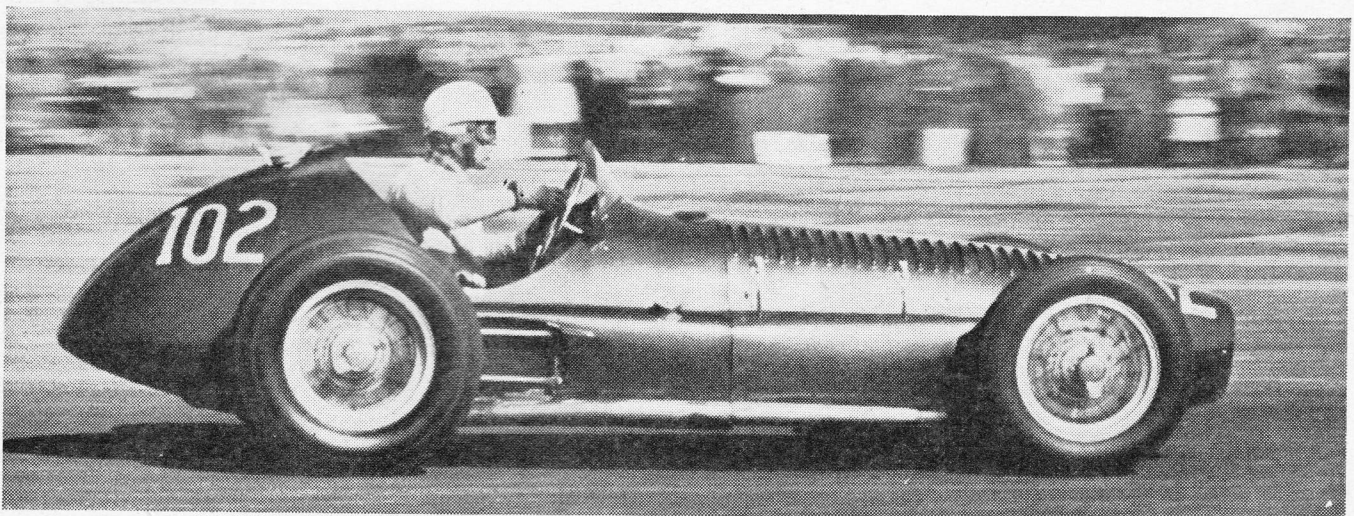
second place, weren't very far behind. On handicap, Whitehead was fourth, the Trophy going to Urney's Chocolate manufacturer Redmond Gallagher in a 1½-litre sports type Gordini. Only 3 secs. after him came Bob Berry's very fast XK 120 Jaguar, and Kelly was third after equalling Whitehead's new lap record.

Bob Gerard did it again at Charterhall on 4th September, when calamity attended the B.R.M. entry, poor Flockhart stopping within 200 yards of the start with foreign bodies choking up the carburetter. That left things clear for a scrap between Gerard and Roy Salvadori in Sid Greene's G.P. Maserati, but, woe and alas, the Maser. broke an oil pipe after four laps, leaving the race a gift for Gerard, who surely was as sorry as anyone at this untoward disappearance of his rivals.

Gerard had certainly struck a winning streak, and his next success was at Crystal Palace, where the London Trophy was staged in two 10-lap heats, with final placings decided on aggregate performance. Bob Gerard won race 1 from Beauman (Connaught) and Gould (Cooper-Bristol), and Bob Gerard won Heat 2 from Beauman and Keen (Cooper-Alta). Not surprisingly, therefore, Bob Gerard won the Trophy. Salvadori occupied second spot in Heat 1 for four laps, when his Maserati decided to break a half-shaft coupling.

Thin Wall again encountered B.R.M. at Goodwood on 25th September, and it is to be recorded that, after the opening round, Peter Collins in Mr. Vandervell's Ferrari-based "4½" comfortably outstripped Ken Wharton in Mr. Owen's blown 16-cylinder "1½". It certainly wasn't B.R.M.'s day, for Wharton's engine was a little dubious in the sparks department, while Flockhart was crowded off at Woodcote and damaged his front suspension in a gully.

To Aintree, then, for the final 1954 round of the Thin Wall-B.R.M. battle. There was some real International element in the 17-lap *Formule Libre* race, with Moss and Mantovani with works Maseratis, Schell and Rosier also in Maseratis, and Behra and Pilette driving Gordinis. None of them could hold Collins's Thin Wall initially, but unfortunately trouble then assailed this



SPEED: A striking photograph by George Phillips of Ron Flockhart dashing down the short straight at Ibsley when winning in the Mk. II B.R.M.

car, and by lap seven Moss was in the lead he never lost thereafter. Wharton collided with Schell's Maserati when in third place, his B.R.M. being much bent, while the gremlins were busy again in Flockhart's carburetter, keeping him back to third behind Moss's and Mantovani's cars.

That was announced to be the last race for the 16-cylinder B.R.M., the car designed for Grands Prix of five years ago. An example of the Mk. I car is now in the museum at Birmingham, but—who knows?—perhaps the Mk. II will be given a little canter in suitable *Formule Libre* events this coming season. They could do nothing to retrieve its reputation as a major British failure, but if the presence of the Thin Wall Spl. could also be arranged,

then once again the crowds would be drawn, as they have been so many times in the past, by the sound and spectacle of these exciting racing cars, built for a past Formula.

Roy Salvadori drove Greene's Maserati to first place at the 9th October Snetterton meeting, heading three Connaughts, and that seemingly brought Britain's *Formule Libre* season to a close. There remained the Australian G.P. on 7th November, won by A. N. (Lex) Davison with a Jaguar XK 120-engined H.W.M. of F2 origin. Stan Jones, New Zealand G.P. winner, had a blenching experience when his Maybach Spl. crashed and broke in half. The front and rear portions ended up on opposite sides of the road, Jones climbing out of his half unhurt!

So to the off-season recess, with cars dormant beneath tarpaulins, or stripped to their component parts—until the B.R.S.C.C.'s Boxing Day meeting came into being. Amongst the five races was that for the Silver City Airways Trophy for *Formule Libre* cars, which attracted Horace Gould, Don Beauman, Les Leston, Geoff. Richardson, Tony Marsh and other worthies, all of whom battled with real Christmas spirit. Beauman won, aided (?) by a throttle jammed wide open, and Marsh really went to town, beating Gould, Emery, Richardson and Leston to the post. And that really was the end of the 1954 *Formule Libre* events. Eleven days later, on 8th January, 1955, came the first 1955 race, the New Zealand G.P. . . . Heigh ho!

C. POSTHUMUS.

PRINCIPAL FORMULE LIBRE RACE RESULTS, 1954

AND EVENTS TO SPECIAL REGULATIONS

Date	Race	Circuit and Duration	First	Second	Third	Winner's Speed	Fastest Lap
9th January	New Zealand G.P.	Ardmore, Auckland; 100 laps, 210 miles	S. Jones (Maybach Spl.)	H. H. Gould (Cooper-Bristol)	K. Wharton (B.R.M.)	72.5 m.p.h.	—
1st February	Buenos Aires G.P.; Argentina	"October 17," Buenos Aires; 65 laps, 190.1 miles	M. Trintignant (Ferrari)	R. Mieres (Maserati)	J. F. Gonzalez/G. Farina (Ferrari)	71.93 m.p.h.	Farina 73.94 m.p.h.
7th February	Lady Wigram Trophy, New Zealand	Christchurch; 48 laps, 100 miles	P. N. Whitehead (Ferrari)	F. A. O. Gaze (H.W.M.)	K. Wharton (B.R.M.)	85.8 m.p.h.	Wharton (B.R.M.)
19th April	Glover Trophy	Goodwood; 21 laps, 50.4 miles	K. Wharton (B.R.M.)	K. McAlpine (Connaught)	L. Marr (Connaught)	86.40 m.p.h.	Wharton/Salvadori (Maserati) 88.34 m.p.h.
26th April	Aston Martin O.C. Meeting	Snetterton, Norfolk; 10 laps, 27 miles	W. R. Flockhart (B.R.M.)	H. H. Gould (Cooper-Bristol)	L. Marr (Connaught)	89.01 m.p.h.	Flockhart 91.01 m.p.h.
8th May	West Hants & Dorset C.C. Meeting	Ibsley, Hants, 15 laps, 30 miles	W. R. Flockhart (B.R.M.)	J. Stewart (Jaguar)	N. Sanderson (Jaguar)	83.48 m.p.h.	Flockhart 87.39 m.p.h.
29th May	B.A.R.C./Daily Telegraph "200"	Aintree; two 17 lap, 51 mile heats and 35 lap, 105 mile final	S. Moss (Maserati)	R. Parnell (Ferrari)	W. R. Flockhart (B.R.M.)	77.70 m.p.h.	P. J. Collins (Thin Wall Spl.) 81.82 m.p.h.
30th May	Indianapolis 500 miles, U.S.A. (4½ litre U/s; 3 litre S.)	Indianapolis; 200 laps, 500 miles	W. Vukovich (Fuel Injection Spl.)	J. Bryan (Dean Van Lines Spl.)	J. McGrath (Hinkle Spl.)	130.84 m.p.h.	—
7th June	Whitsun Trophy	Goodwood; 15 laps, 36 miles	P. J. Collins (Thin Wall Spl.)	W. R. Flockhart (B.R.M.)	R. F. Salvadori (Maserati)	91.53 m.p.h.	Collins 93.30 m.p.h.
12th June	Mid-Cheshire M.C. National Meeting	Oulton Park; 25 laps, 55 miles	F. R. Gerard (Cooper-Bristol)	G. N. Richardson (R.R.A.)	N. Sanderson (Jaguar)	75.44 m.p.h.	Gerard; 76.17 m.p.h.
10th July	Leinster Trophy, Eire (Handicap)	Wicklow; 16 laps, 140 miles	W. D. Lacy (M.G.)	J. Kelly (Jaguar)	J. D. Titterton (Triumph)	67.30 m.p.h.	Kelly; 83.86 m.p.h.
7th August	Mid-Cheshire M.C. Daily Dispatch Meeting	Oulton Park; 20 laps, 55 miles	S. Moss (Maserati)	F. R. Gerard (Cooper-Bristol)	L. Marr (Connaught)	82.91 m.p.h.	Moss; 85.40 m.p.h.
14th August	W. Essex C.C. International Meeting	Snetterton; 40 laps, 108 miles	P. J. Collins (Thin Wall Spl.)	R. Nuckey (Cooper-Bristol)	W. R. Flockhart (B.R.M.)	91.32 m.p.h.	Collins; 94.37 m.p.h.
28th August	Wakefield Trophy, Eire (scratch)	Curragh; 30 laps, 148 miles	P. N. Whitehead (Cooper-Jaguar)	J. Kelly (Jaguar); J. D. Hamilton (Jaguar)	A. Powys-Lybbe (Alfa-Romeo)	82.87 m.p.h.	Whitehead/Kelly 84.68 m.p.h.
	O'Boyle Trophy Handicap Class	(run concurrently)	R. J. Gallagher (Gordini)	R. E. Berry (Jaguar)	J. Kelly (Jaguar)	75.68 m.p.h.	
28th August	Bristol M.C. & L.C.C. Hastings Trophy	Castle Combe; 15 laps, 27 miles	F. R. Gerard (Cooper-Bristol)	W. R. Flockhart (B.R.M.)	H. H. Gould (Cooper-Bristol)	86.25 m.p.h.	Gerard/Flockhart 88.32 m.p.h.
4th September	Winfield J.C. National Meeting, Scotland	Charterhall; 20 laps, 40 miles	F. R. Gerard (Cooper-Bristol)	G. N. Richardson (R.R.A.)	L. Leston (Cooper-J.A.P.)	82.70 m.p.h.	Gerard; 83.72 m.p.h.
18th September	London Trophy	Crystal Palace; Two 10 lap, 13.9 mile Races; Results on Aggregate	F. R. Gerard (Cooper-Bristol)	D. Beauman (Connaught)	H. H. Gould (Cooper-Bristol)	Aggregate speed 72.16 m.p.h.	—
25th September	Woodcote Cup	Goodwood; 10 laps; 24 miles	P. J. Collins (Thin Wall Spl.)	K. Wharton (B.R.M.)	S. Moss (Maserati)	92.07 m.p.h.	Collins; 93.71 m.p.h.
2nd October	B.A.R.C./Daily Telegraph Meeting	Aintree; 17 laps, 51 miles	S. Moss (Maserati)	S. Mantovani (Maserati)	W. R. Flockhart (B.R.M.)	85.26 m.p.h.	Moss; 89.55 m.p.h.
9th October	Eastern Counties C.C. National Meeting	Snetterton; 10 laps, 27 miles	R. F. Salvadori (Maserati)	D. Beauman (Connaught)	W. J. Whitehouse (Connaught)	89.37 m.p.h.	Salvadori 91.26 m.p.h.
7th November	Australian G.P.	Southport, Queensland; 27 laps, 153.9 miles	A. N. Davison (H.W.M.-Jaguar)	A. H. Brydon (M.G.)	K. B. Richardson (Ford Spl.)	83.7 m.p.h.	R. Cobden (Ferrari) 88.5 m.p.h.
27th December	Silver City Airways Trophy	Brands Hatch; 15 laps 18½ miles	D. Beauman (Connaught)	A. E. Marsh (Cooper-J.A.P.)	H. H. Gould (Cooper-Bristol)	71.18 m.p.h.	—

THE DRIVER: (Left) A close-up of Fangio during his marathon drive in the Argentine Grand Prix.

The fact that four different makes shared the front row seemed to prove how closely rated were the possibilities of each, and promised a fierce battle for supremacy. Needless to say, expectations quickly rose to a high level, and in consequence the stands were full to capacity early in the morning of race day, although the Grand Prix was not due to start until 4 p.m. The meeting started at 10 a.m. with bicycle and motor-cycle races, plus an aerial show in which aeroplanes and helicopters put up a series of acrobatic stunts. At 3.30 p.m. the gates to the track were opened and cars were pushed to the starting line.

FLYING START FOR FANGIO

How the World Champion Won the First Grande Epreuve of 1955

THE opening event of the 1955 World Championship is history by now; the marvellous maestro, Juan Manuel Fangio, drove his Mercedes-Benz to victory, beating the most formidable field since the war and covering a distance of 233.389 miles in 3 hrs. 0 min. 38.6 secs. (an average speed of 77.519 m.p.h.). This is, more or less, the way headlines had it on the papers, but the story behind the headlines tells of a series of failures and troubles which have made this Grand Prix the most widely discussed race for years.

While Fangio's driving ability and the capability of his car are not to be denied, credit for his triumph must be shared this time between the efficient Mercedes outfit, the sudden collapse of some of his opponents, and errors on the part of other team managers. In the week prior to the race, the general impression was that Mercedes were by no means a safe bet. Ferrari and Maserati had been running with ease all the time, and even the temperamental Lancias appeared as likely winners. Calm and confidence were apparent in each of the Italian teams.

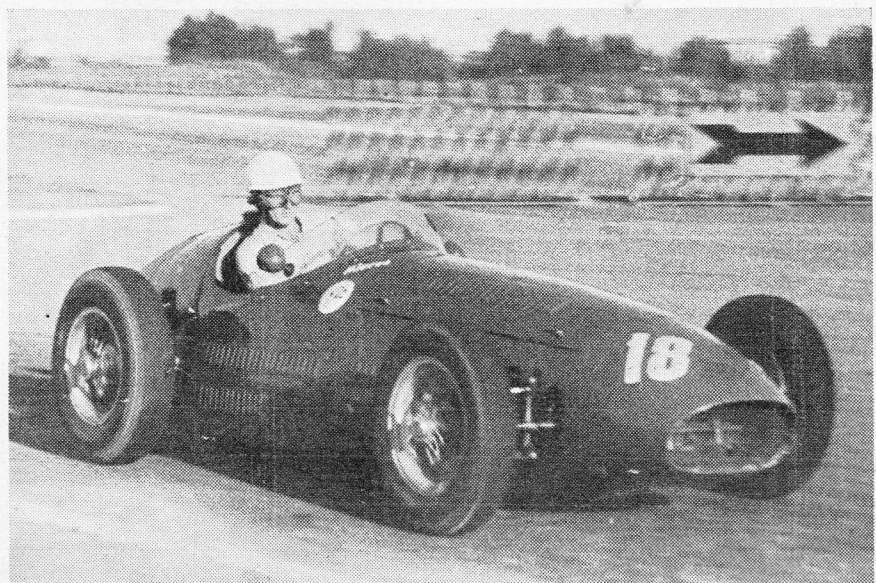
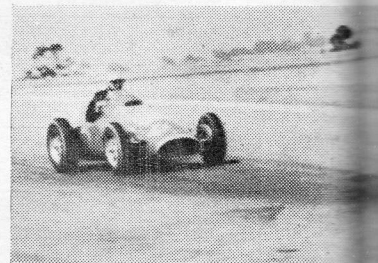
Things were, however, much different in the Mercedes team. Many things were under discussion; fuel, temperatures, gear ratios, etc. The Mercedes were revving up to 9,500, but still their lap times were not to be compared with those of their opponents. Apparently, the men of the three-pronged star had their hands full in more ways than one, and their customary "scrums" were a thing to be seen every few minutes. This helped in creating the impression that the Mercedes were as good as beaten before the start. Observers charged them with many faults, such as lack of acceleration out of turns, poor braking and fickle road-holding, and even claimed that no human being could live after driving one of them for an hour under the to be expected torrid sun of January. The qualifying trials were thus eagerly awaited, and in a way it was proved that the Mercedes men had something up their sleeves, as Fangio qualified his rather under estimated car with a time barely half a second more than that of Gonzalez's Ferrari, and the rest of the team registered good lap times as well. This

by Dr. VICENTE ALVAREZ

achievement was greeted as the best of news, and added to the general impression that this was to be THE race of the year.

Starting Grid			
Gonzalez (Ferrari)	Fangio (Mercedes)	Ascari (Lancia)	Behra (Maserati)
1 m. 43.1 s.	1 m. 43.6 s.	1 m. 43.6 s.	1 m. 43.8 s.
Farina (Ferrari)	Kling (Mercedes)	Schell (Maserati)	
1 m. 43.8 s.	1 m. 44.1 s.	1 m. 44.3 s.	
Moss (Mercedes)	Birger (Gordini)	Herrmann (Mercedes)	Villoresi (Lancia)
1 m. 44.6 s.	1 m. 44.8 s.	1 m. 44.9 s.	1 m. 45.2 s.
Castellotti (Lancia)	Menditeguy (Maserati)	Trintignant (Ferrari)	
1 m. 45.3 s.	1 m. 45.4 s.	1 m. 45.8 s.	
Bayol (Gordini)	Mieres (Maserati)	Iglesias (Gordini)	Musso (Maserati)
1 m. 46.1 s.	1 m. 46.2 s.	1 m. 46.3 s.	1 m. 46.4 s.
Mantovani (Maserati)	Bucci (Maserati)	Uria (Maserati)	
1 m. 46.4 s.	1 m. 47.6 s.	1 m. 52.3 s.	
	Maglioli (Ferrari)		
	2 m. 1.5 s.		

EARLY STAGES of the race featured a fierce duel for the lead between Ascari's Lancia and Gonzalez's Ferrari.



FELLOW-ARGENTINIAN Mieres was the only driver to emulate Fangio in driving singlehanded, and actually led for a time until slowed by fuel pump trouble.

ENG
shows

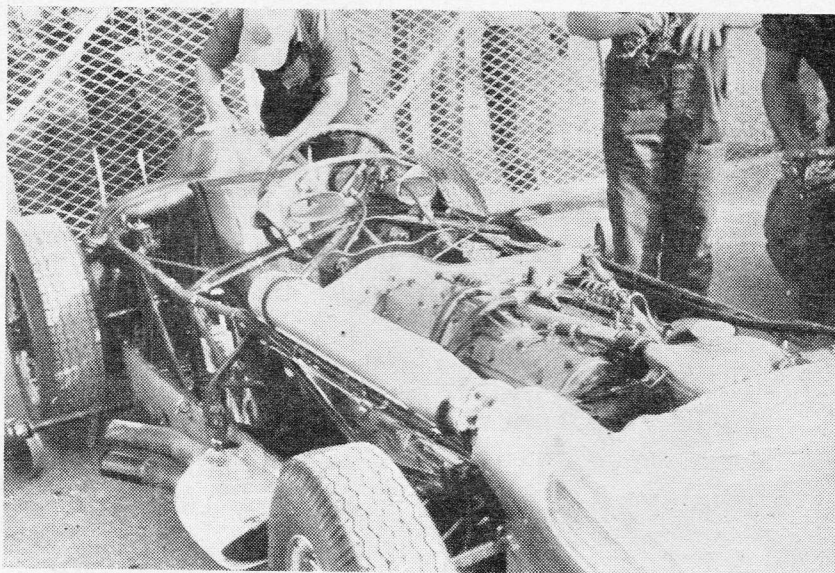
THE CAR: (Right) Even the G.P. Mercedes, stripped bare in the paddock, seems to be feeling the heat.

the first two laps, to be overtaken by Ascari and Gonzalez on the third. Two of the favourites were already out of the running at this stage of the race, Behra and Villorosi both having crashed on the bend following the main straight. Schell suffered a tangle, coming out with a dented splash-fin. Birger spun his Gordini and Menditeguy was unable to dodge him, hitting his car head on; both were out of the race. So, hardly a minute later, were Kling and Bayol, after sliding off the course.

Lancia v. Ferrari

But the crowd were concentrating on the duel which Ascari and Gonzalez were fighting for the lead. Ascari led until passed by Gonzalez on the sixth lap. Positions were then: Gonzalez, Ascari, Fangio, Moss and Schell; Gonzalez covering the first ten laps at an average of 78.564 m.p.h. Ascari went by Gonzalez on the 11th, and at the finish of the 20th he was still in front, having raised the speed to 79.175 m.p.h. Gonzalez came just two seconds later; Fangio and Moss had lost some ground to the pacemakers but were widening their gap over the rest of the field.

Up to this point the race was running smoothly—if we ignore the early retirements—but then Ascari spun off a turn, crashing into a fence. Although he came out unscathed, the car was out for the day. The terrific heat began then to

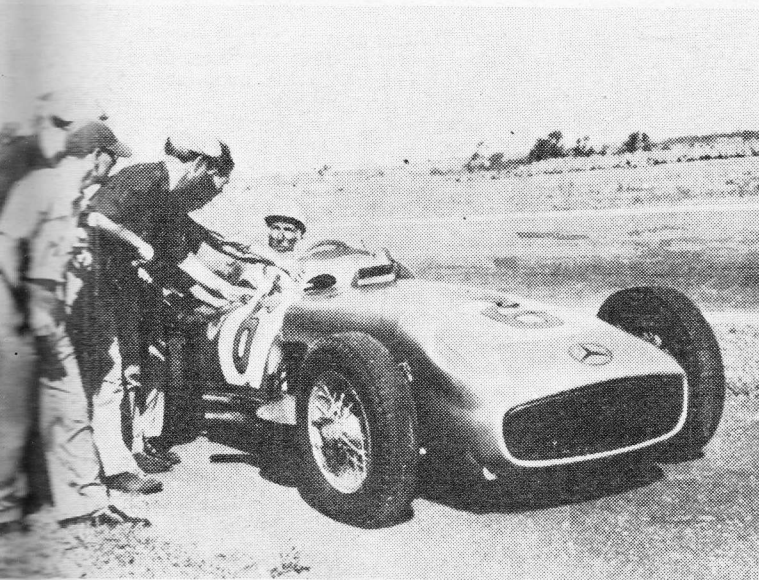
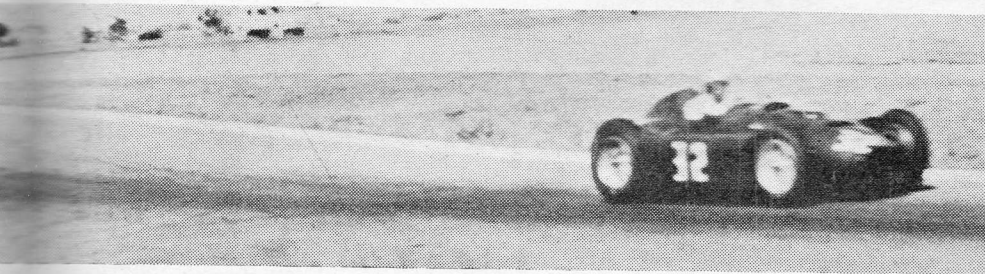


take its toll. Gonzalez pulled into his pit, exhausted, being relieved by Trintignant. Farina had done the same, giving the wheel to Maglioli, for both Gonzalez and Farina were ailing from injuries suffered in the previous season. Fangio was leading on the 30th lap; his opponents had all given up the chase—momentarily, at least—so he was flagged into his pit for refreshing and refuelling on the 34th lap. In three minutes he was off again. Schell and Mieres had got by in the meantime,

so Fangio resumed the race in third place, with Herrmann close behind. Trintignant, driving relief for Gonzalez, was fifth. Schell was still leading at the finish of the 40th lap, at 78.320 m.p.h., but he, too, had to surrender to the heat, giving his car to Behra. This left Mieres in the lead, but it was to be short-lived one, as a faulty petrol pump sent him to his pit, where he lost ten minutes.

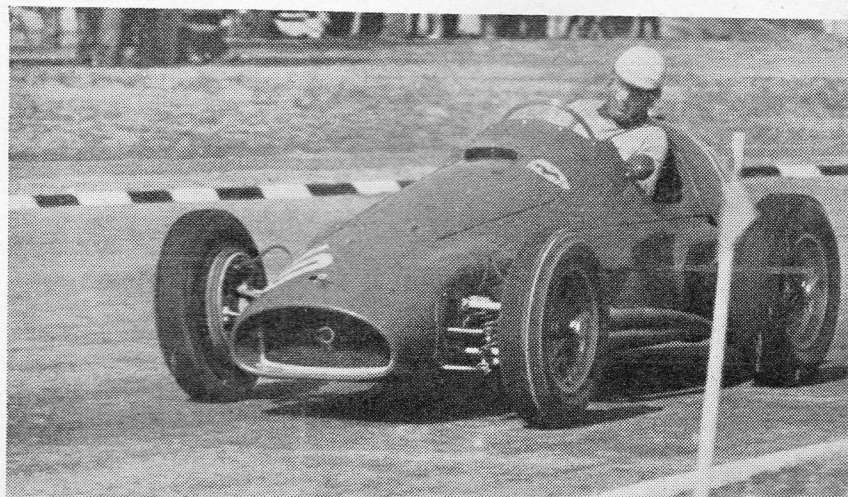
Fangio regained the lead on the 43rd lap, and the changing of drivers continued. Kling gave the car back to Herrmann after driving relief for several laps, and Gonzalez took his Ferrari from Trintignant's hands again. Moss, after putting up a most remarkable exhibition of masterly driving, had stopped with a vapour lock, lain down momentarily on the bank, and was promptly whipped off the circuit in an ambulance despite his protests.

Fangio made his fastest lap on his 45th lap; 1 min. 48.3 secs., which was to stand as the best time of the day. It was quite obvious, then, that Fangio was taking advantage of the lack of any organized opposition. His car was by no means any faster than the Ferraris, for Gonzalez, although handicapped by his poor physical condition, was clipping from three to five seconds off Fangio's lead on each lap. This frantic chase stirred the enthusiasm of the crowd—who were suffering the heat as well—and stop watches were feverishly consulted. It was very clear the Ferrari pilot would eventually overtake the leader, but he spun off the road coming out of a treacherous, downhill S-bend. The last of the Lancias, that of Castellotti



★
RETURN to racing was made by Farina in the latest Ferrari (below). He was still suffering from injuries received in his unlucky 1954 season.

HERRMANN Moss also experienced fuel-feed problems, while his face clearly the strain of driving in such intense heat. Compare this picture with that taken before the race, on the cover.



Villoresi driving relief), was out of the race after hitting a wall head-on.

Gonzalez drove slowly to his pit and Farina took over, to resume the pursuit of Fangio. Again the Ferrari started to close the gap, but it was much too late for success. Fangio had 1 min. 45 secs. to the good on Farina, and even if he slackened his pace, the Ferrari driver could hardly gain 15 seconds from there to the finish. Fangio crossed the finish line first at the end of three hours' racing, after covering 96 laps. He drove all the way without relief, as did the fifth place man, Mieres, who lost 10 minutes at his pit for a petrol pump change when he had, perhaps, victory within his grasp.

Final positions were:—

1. Juan Manuel Fangio (Mercedes-Benz), 3 hrs. 0 mins. 38.6 secs.
2. Gonzalez/Trintignant/Farina (Ferrari), 3 hrs. 2 mins. 08.2 secs.
3. Farina/Maglioli (Ferrari), 3 hrs. 1 min. 35.7 secs (92 laps).
4. Herrmann/Kling/Moss (Mercedes-Benz).
5. Roberto Mieres (Maserati).
6. Harry Schell/Behra (Maserati).

As a conclusion, it can be stated that

this race was far from the brilliant season-opener that we all expected. While we had the opportunity of seeing in action two new visitors, i.e., Mercedes and Lancia (and this alone was quite a treat for the practice session spectators), the dream race of the epoch did not materialize. The writer wants to state that no reflection on Fangio's ability whatsoever is meant when claiming that, under normal conditions, this would have been a race for Ferrari. Heat was in itself the chief problem, and made acute the physical handicap of the Ferrari drivers, to mention only the make which had the greatest chance to win. Four exhausted pilots, having the fastest cars on the course, were unable to beat a single man (one of the Ferraris was reportedly withdrawn from the race while in perfect condition, due to lack of a driver). Maserati, as well, made a strong bid for the victory, but Behra crashed early in the race and Mieres had the troubles already mentioned. Only Harry Schell kept the make's name in prominence as long as he could stand the blistering weather. In the Mercedes-

Benz outfit appeared, for the first time in competition, young Stirling Moss, the favourite of British enthusiasts. To make the story short, he is a favourite with Argentine enthusiasts too, by now, having proved satisfactorily that he deserves his place in the powerful German outfit. Moss trailed Fangio for many laps and showed that he can follow the pace of the maestro; besides, his driving style shows a peculiar similarity to that of the Argentine champion, which made him an immediate success with our public. Moss seems to feel more and more comfortable in the Mercedes (yes, this IS possible!) and once he gets the hang of it he'll be a rival to watch. So far, he claims to feel rather unfamiliar therein.

The Lancia is perhaps the fastest of all of them, but it seems quite fickle as yet; good acceleration, superb roadholding and apparently reliable brakes, but there is still a tendency to shoot off the road without warning.

But what a race could be staged with the same group of men and cars in mid-winter!

CORRESPONDENCE

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

A Private Entrant in the "Monte"

HAVING intended to enter the Monte Carlo Rally next year, I followed your articles on the preparation of private and the factory entries with great interest. I have, however, come to the conclusion that entries from private competitors are doomed. To do a "Monte" properly would cost nearly £400, including entry fee, petrol, insurance, tyres and many other items that are essential.

Factories must spend thousands of pounds on this Rally; they strip the cars to the last nut and bolt, and have garages ready at every control to correct faults in the cars. Private entrants, unless they are millionaires, cannot compete on equal terms.

Can any of your readers inform me of a rally on the Continent, where one can compete without all this expensive preparation?

BRIAN SUGDEN.

SLOUGH, BUCKS.

[The difficulties of a private entrant are many, but that they are not insurmountable is proved by the result of this year's event.—ED.]

Driving Manners

LOOKING back on an extremely successful Monte Carlo Rally from the view of British motoring prestige, an important fact was unfortunately plainly obvious to many of the people who watched the "Classic" pass through this year.

What comes over many of the competitors once they have left the starting point? Do they simply forget all the ethics of motoring? Where do their road manners vanish to?

I motored out on to the moors near Carlisle to watch some of the cars pass by, and, although the surface was admittedly "tricky", I noticed that approximately 40 per cent. of the drivers failed to dip their lights to oncoming heavy traffic.

Also, in the town itself, the cars went through with "flame-throwers", head lamps and the "lot" turned full on.

I have always been under the impression that competitors in major rallies of this type undertake to use the roads as far as possible like everyday motorists. I sincerely hope that I am not mistaken.

I suggest that some people in the "rally world", besides perfecting methods of navigating and designing new, useful gadgets, put in a spot of work studying the moral principles of rally driving. I'm sure their time would not be wasted.

ANDREW HEDGES.

CARLISLE.

Oulton Park

IN view of statements which have lately appeared in the Press, I am asked by my directors to state that Cheshire Car Circuit Limited, sponsors of the Oulton Park circuit, have no connection whatever financially or otherwise with any motor club.

It was always the desire of the company to provide a road circuit in Great Britain on which motor racing in the best tradition could be held. That desire still obtains and the circuit is available by arrangement for any club to use, with this ideal in mind.

It is also pointed out that no club is "based on Oulton Park", and the only organization which can "improve facilities" there is Cheshire Car Circuit, Ltd.

WILSON ROGERS,

CIRCUIT MANAGER.

CHESHIRE CAR CIRCUIT, LTD.

Racing is Good Business

I CANNOT let Mr. G. Ronald Gaunt's letter in your 14th January issue pass unanswered.

He implies that firms such as Mercedes, Ferrari, Lancia and Maserati, not to mention Alfa Romeo and Bugatti, who intend to return to G.P. racing, are not sensibly run business concerns.

The fact that these Continental firms do race is proof enough, surely, of the value they place in Grand Prix successes, since they all have other sources of income in the manufacture of private cars, lorries, industrial equipment, etc.

I'll admit a win at Le Mans is very good for the country concerned and the shareholder, but we have enough proof in the fact that the firms I have mentioned will sacrifice sports car events to concentrate on G.P.s.

We now hear that B.M.C. are returning to competitions, which suggests they are "feeling the draught" on their home and export markets, caused by the Continental and the few "go-ahead" British manufacturers.

As for his final remark, the sooner I see a British-made, blurred, tinny object flash before my eyes to the accompaniment of appalling noise, winning a major Grand Prix the happier I and thousands of fellow enthusiasts will be.

A. GOLDSMITH.

TOTTEN, HANTS.

The "Vermin" Stable

IN your issue of 21st January, you publish, on page 90, a picture of my Connaught lined up at Brands Hatch with the DB3S and DB3 Aston Martins belonging to the "Vermin Stable".

I should like to make it clear that, although I know the members of the Vermin Stable well, I am not actually associated with them in any way.

JOHN RISELEY-PRICHARD.

LONDON, S.W.1.

TECHNICAL & OTHERWISE

By JOHN BOLSTER

POSITIVELY-CLOSED VALVES

IN the issue of AUTOSPORT dated 11th April, 1952, an article appeared entitled "Desmodromic Valves". In this I described the various attempts—several quite successful—which had been made to close poppet valves mechanically instead of by spring pressure. The Delage and Bignan examples were illustrated, thanks to research by my French colleague, Serge Pozzoli, and I remarked that a British firm were preparing such an engine.

Unfortunately, the British effort was stillborn, for the usual financial reasons I suppose, but Mercedes-Benz have since adopted the principle for their Grand Prix cars. This has suddenly refocused interest on the subject, but as my former article has recently been widely copied (including a trifling draughtsman's error!) I am saved the trouble of reprinting it and can leave out the historical angle.

The term "desmodromic" derives from a combination of two ancient Greek words. Personally, I was on the modern side at school, as I reckoned that French was likely to be more useful to me, but classical friends tell me that "I run in a halter (or leash)" is a fair translation. In other words, a desmodromic system is one in which the valves are permanently coupled to their operating mechanism.

This can be done in various ways, but probably the most practical is the use of two separate cams, one for opening and the other for closing the valves. The actual "command", as the French say, may be through rockers or by direct operation from the usual twin camshafts above the valves. In either case, however, the design of the cams is similar. Let us get down to some figures.

First of all, take the opening cam, which does not differ from a normal one. For the sake of example, assume an exhaust cam, which starts to open 50 degrees before B.D.C. and closes 30 degrees after T.D.C. This means that the total opening, open and closing period is 260 degrees. However, as the camshaft runs at half the crankshaft speed, the cam itself must operate for 130 degrees. Such a cam is illustrated in Fig. I.

Now take the other cam, which closes the valve 30 degrees after T.D.C. and holds it shut during the remainder of the suction stroke, the whole of the compression stroke, and about three-quarters of the firing stroke. That entails making a cam which maintains maximum "lift" (i.e., valve fully closed) for 460 degrees on the flywheel or 230 degrees of camshaft rotation.

Now comes the tricky bit. The descent from the top of the cam must be graduated to fit in exactly with the lift curve of the opening cam. Obviously, an extremely high standard of workmanship must be maintained. The same applies to the point where the valve closes, and the return cam must, in fact, be an exact reproduction in reverse of the opening cam. Fig. II shows the kind of thing I mean.

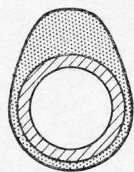
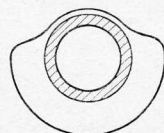


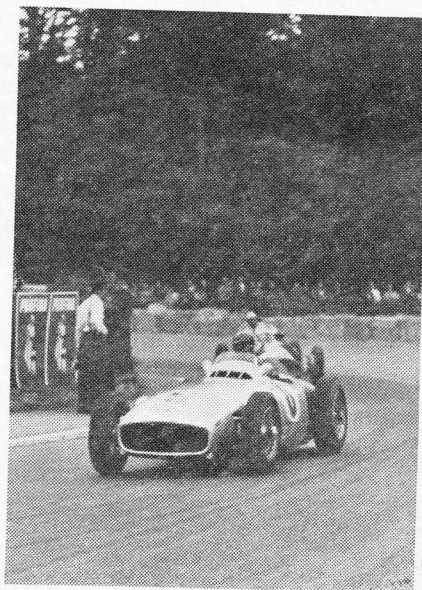
Fig. I. A typical exhaust cam (for opening).

Fig. II. A closing cam complementary to that shown in Fig. I.



These two cams are mounted on the same shaft. If they operate the valve through a rocker, it must have two arms, one for each cam, working above and below the shaft line. Naturally, the rocker must be attached to the valve by a suitable joint and not merely bear upon it. Alternatively, direct operation may be used, with a cage above the camshaft to give the upwards movement (Fig. III).

In all the earlier forms of desmodromic operation, some form of auxiliary spring was used. This could be applied in two ways. Either the cam just stopped short before the valve hit the seat, and the spring performed the last few thou. of closing; or the valve was forced into its seat, but an elastic connection in the form of a rudimentary spring avoided excessive force or breakage. It is stated that Mercedes-Benz have deleted the spring and allow gas pressure to hold the valves shut.



DEVOTEES of desmodromic valve operation in modern Grand Prix racing are Mercedes-Benz; valve bounce is eliminated and greater mechanical efficiency achieved by this system.

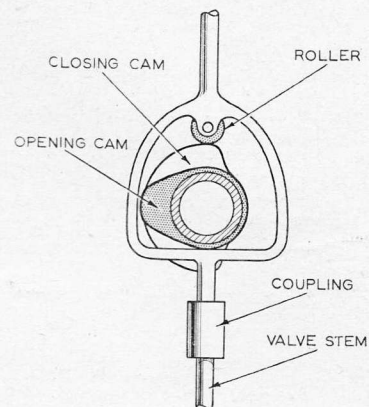


Fig. III. Direct desmodromic operation.

Having heard the mechanical clatter when these engines are started up, I regard this explanation as distinctly possible.

Fully forced valve operation was first used in Grand Prix racing 40 years ago. It was, in those days, entirely practical and reliable in action, but showed no advantage in speed over conventional systems. Today, the valve gear of a racing engine is not a limiting factor, and the maximum revolutions of unsupercharged power units settle themselves largely through breathing considerations. Why, then, the revival of this complication?

The principal reason for the re-adoption of positive valve closing is a very practical one. Modern Grand Prix races are extremely fiercely contested, and it is fatally easy to over-rev. in the heat of battle, particularly when wheelspin occurs on the lower gears. Valve bounce being impossible, such a momentary incursion into the red is no longer a tragedy, for the valve train can now be made with a very large safety margin. Then there is the question of mechanical efficiency; although the power used in compressing the valve springs is supposed to be given back, in practice it is largely dissipated by friction. As bores get bigger, strokes get shorter, crankshaft speeds go up, and valves get larger, the task of the valve spring becomes more and more unenviable.

Desmodromic valve operation does not, like fuel injection, guarantee a definite increase in power. Nevertheless, it is a mechanical refinement which may be increasingly seen. I do not consider that every designer will immediately rush off and commit desmodromy, but it is something that will be debated very thoroughly whenever a new engine is laid down. There is, too, no reason whatever why the system should not be adopted for sports engines, or Formula III power units for that matter.

Be that as it may, I feel that any firm which races on a limited budget would be well advised to get their fuel injection taped before investigating the charms of these elaborate valve gears.

Monte Carlo Rally Finishers—continued

Soares Mendes, Lis. (Simca), 4,166.560; 109, J. Viazzi/M. Roux, M.C. (Renault), 4,177.46; 110, R. Sleigh/R. Martin, M.C. (Ford Consul), 4,179.66; 111, E. R. Evans/C. Edge, Gl. (Sunbeam), 4,182.36; 112, H. G. Arndt/K. Ton, Mu. (Dyna-P.), 4,190.56; 113, C. Hardman/H. Dennison, Gl. (Ford Z.), 4,213.76; 114, Volgt-Nielsen/A. Lohmann, Mu. (Porsche), 4,220.46; 115, G. Hartwell/I. Lewis, Gl. (Sunbeam), 4,227.76; 116, J. A. Gott/R. Brookes, M.C. (Standard), 4,252.66; 117, R. Kissler/G. Molino, M.C. (Citroën), 4,261.160; 118, Mello do Rego/Filipe Aguiar, Lis. (DKW), 4,275.06; 119, A. Canonica/W. Brandt, M.C. (Alfa Romeo), 4,282.26; 120, H. G. Dobler/J. Tiesch, Mu. (Porsche), 4,283.56; 121, D. A. Kirk/P. W. Kirk, M.C. (Jaguar), 4,309.760; 122, N. Garrad/J. A. Cutts Mu. (Sunbeam), 4,317.260; 123, H. Ingier/W. Schjolberg, Os. (Sunbeam), 4,322.560; 124, F. de Noailles/Y. de Grangeneuve, M.C. (Simca 9), 4,330.760; 125, A. Grasset/R. Bourreterre, Lis. (Ford V), 4,332.560; 126, A. B. Fraser/W. Chipper-ton, Mu. (Sunbeam), 4,336.860; 127, T. Strand/H. Pahl, Os. (Fiat), 4,341.560; 128, A. Aury/J. Reboli, Lis. (Dyna-P.), 4,342.760; 129, H. Hocquard/P. Dehove, Mu. (Dyna-P.), 4,352.660; 130, Mrs. G. Molander/Mrs. M. Kjerstadius, St. (DKW), 4,356.960; 131, R. W. Faulkner/S. D. Silverthorne, Gl. (Aston Martin), 4,357.060; 132, R. Schollemann/Bateau, M.C. (Renault), 4,368.160; 133, H. Patthey/C. Renaud, St. (Porsche), 4,380.160; 134, R. C. Rottbol Orum/L. Schnackenburg, Mu. (Porsche), 4,381.760; 135, C. Corbishley/R. R. Fabel, Gl. (Daimler), 4,432.560; 136, J. Laroche/R. Radix, Pa. (Alfa Romeo), 4,441.760; 137, R. Nellesmann/P. Staal, St. (Ford Consul), 4,455.560; 138, S. Nersessian/G. Monneret, M.C. (Salmon), 4,462.960; 139, R. W. Phillips/R. F. Baxter, Gl. (Ford Z.), 4,499.160; 140, Mme. J. Bagarry/F. Rouston, M.C. (Peugeot), 4,501.560; 141, D. J. Uren/D. G. F. Bain, Mu. (Armstrong), 4,504.56; 142, J. D. Sleeman/R. C. Holmes, Gl. (Austin), 4,509.16; 143, W. Herz/R. Chwat, Mu. (BMW), 4,513.26; 144, J. A. Strang/B. J. Harrold, Mu. (Mercedes), 4,513.96; 145, T. C. Harrison/E. Harrison, Gl. (Ford Z.), 4,516.46; 146, J. Vial/G. Panuel, M.C. (Renault), 4,517.26; 147, P. Walton/Wilkinson, Gl. (Vauxhall), 4,522.26; 148, P. Andersen/E. Rasmussen, Mu. (Porsche), 4,523.36; 149, R. Slotemaker/H. Maasland, Mu. (DKW), 4,532.06; 150, Miss Walker/Miss B. Haig, M.C. (Standard), 4,540.76; 151, E. Pauri/E. Strom, St. (BMW), 4,553.86; 152, R. Busch/H. Mikkelsen, Os. (Sunbeam), 4,576.96; 153, R. Parnell/L. Klementaski, Mu. (Aston Martin), 4,585.36; 154, J. Herbert/D. Bailey, Mu. (Opel), 4,586.06; 155, E. Morillon/R. Thominet, Lis. (Salmon), 4,591.76; 156, W. van Zijl/J. Blecker, Mu. (Opel), 4,596.96; 157, R. W. Holmes/P. K. Braid, Gl. (Ford Z.), 4,608.26; 158, J. Glasgow/W. Anderson, Gl. (Jaguar), 4,651.26; 159, C. E. Pain/D. Barker, M.C. (Vauxhall), 4,651.96; 160, C. Clausen/E. F. Sorensen, St. (Citroën), 4,654.36; 161, C. Cooper/J. Fischel, M.C. (Porsche), 4,664.860; 162, L. Gambini/G. Biagioli, M.C. (Renault), 4,714.850; 163, A. E. E. Teer/J. R. Skeggs, Gl. (Humber), 4,718.960; 164, G. Cestelli Guidi/M. Cestelli Guidi, Pa. (Alfa Romeo), 4,725.060; 165, A. Bach Poulsen/O. Knudsen, St. (Chevrolet), 4,741.960; 166, R. Marchand/M. Raimondi, Lis. (Renault), 4,760.850; 167, Major M. J. T. Pryer/Major J. Parry, Mu. (Opel O.), 4,777.660; 168, Mrs. K. Ashfield/Mrs. G. K. Clark, Gl. (Ford Z.), 4,791.260; 169, E. N. Brinkman/F. Grounds Gl. (Ford Z.), 4,805.360; 170, L. Fallai/Mrs. B. Fallai, St. (Fiat), 4,805.860; 171, J. A. McLaughlin/I. B. McLaughlin, Gl. (Riley), 4,808.060; 172, V. O. Yliherne/L. Rosberg, St. (Peugeot), 4,839.860; 173, C. B. Pilgrim/G. W. Walker, Gl. (Jaguar), 4,849.660; 174, R. Sjostrom/L. Olsson, St. (Jaguar), 4,872.360; 175, M. Corbetta/G. Massey, Pa. (Ford Consul), 4,874.060; 176, Dr. L. Taylor/A. Hartnell, Gl. (Jowett), 4,970.260; 177, R. Davis/Miss P. A. Ozzanne, Gl. (Sunbeam), 4,906.560; 178, G. F. Holt/S. Asbury, Gl. (M.G.), 4,911.660; 179, J. G. Reece/P. B. Reece, Gl. (Ford Z.), 4,920.860; 180, P. Olssen/K. Reidl, Os. (Peugeot), 4,925.160; 181, C. Harlaar/K. Pyper, M.C. (Dyna-P.), 4,937.560; 182, A. Warren/F. Cooper, Gl. (Jaguar), 4,940.76; 183, Papa-michael/C. Nicolopoulos, At. (Fiat), 4,958.850; 184, H. L. Brooke/G. Howard-Sorrel, Gl. (Standard), 4,960.960; 185, D. O. Taylor/L. J. Tracey, Gl. (Standard), 4,969.560; 186, E. Meredith/A. Pitts, Gl. (Bristol), 4,970.060; 187, J. P. Boardman/J. A. Duckworth, Gl. (Jaguar), 4,979.660; 188, A. Lineker/G. E. Neville, Gl. (Vauxhall), 5,019.960; 189, A. Bergh/B. Goetze, St. (Peugeot), 5,079.360; 190, M. G. Crosby/K. Bast, Mu. (Opel), 5,149.060; 191, J. Trigg/K. Best, Gl. (Sunbeam), 5,206.760; 192, Van den Bergh/F. Schieck, Mu. (Opel), 5,211.360; 193, B. Bourgyer/R. Bourgyer, M.C. (Renault), 5,223.560; 194, J. Fleetwood/C. A. Plumtree, Gl. (Ford Consul), 5,242.660; 195, R. Merrick/A. P. Grant, Gl. (Standard), 5,271.160; 196, K. S. Hurry/J. Law, Gl. (Vauxhall), 5,297.060; 197, Nordenskjold/Gyllenhal, St. (Volkswagen), 5,302.360; 198, S. Jensen/G. Tandrup, Os. (Stude-baker), 5,337.360; 199, P. Lalisse/A. Dellerne, Gl. (Bristol), 5,343.960; 200, Spiliotakis/Mme. Spiliotakis, At. (DKW), 5,383.360; 201, W. T. Todd/J. L. Shaw, Gl. (Ford Prefect), 5,401.860; 202, J. L. Shaw/B. H. Brown, Gl. (M.G.), 5,436.760; 203, R. Barthelemy/J. Derr, Mu. (Simca 9), 5,449.060;



THIRD in general classification and second to the Gunnar/Fadum Sunbeam in the unlimited class of the Touring category was this 220 Mercedes, driven by Hans Gerdum and Dr. Joachim Kühling.

204, G. Garcia Fernandez/M. Boz, Lis. (Alfa Romeo), 5,488.460; 205, C. von Eckermann/P. A. Stenkula, St. (M.G.), 5,572.060; 206, A. H. Wilcox/M. S. Boyle, Gl. (M.G.), 5,617.960; 207, J. Risk/D. J. Morley, Gl. (Ford Z.), 5,676.860; 208, H. C. Hobson/J. Crosley, Gl. (Austin), 5,711.560; 209, J. C. Nairn/W. L. Burnett, Gl. (M.G.), 5,725.860; 210, A. J. Heidendahl/J. de Rooy, Mu. (Peugeot), 5,771.360; 211, P. Virtanen/R. Jarvela, St. (Peugeot), 5,778.160; 212, A. G. Gray/D. Roberts, Gl. (Alvis), 5,800.460; 213, G. Wattpont/P. Dugue, Lis. (Peugeot), 5,908.860; 214, H. Back/T. Wind, St. (Ford Z.), 5,912.960; 215, G. A. Lewis/R. W. Ayres, Gl. (Sunbeam), 5,991.660; 216, A. McCracken/J. M. McCracken, Gl. (Ford Anglia), 6,169.760; 217, K. H. Lindqvist/N. E. Flink, St. (Citroën), 6,511.860; 218, R. Glad/J. von Sperling, St. (Ford Z.), 6,571.860; 219, C. F. Key/J. Reid, Gl. (Daimler), 6,694.660; 220, M. Kruse/L. Henningsen, Os. (Porsche), 6,700.660; 221, Papadopoulos/C. Bebis, At. (Opel K.), 6,703.760; 222, L. D. Collen/A. J. Linton, Gl. (Fiat), 6,703.960; 223, K. Christensen/O. Heck, St. (Fiat), 6,704.560; 224, S. Gregory/E. Hodson, Gl. (Vauxhall), 6,705.260; 225, J. Bewley/I. Webb, Gl. (Ford Z.), 6,705.360; 226, J. Bowdage/J. E. Wright, Gl. (Daimler), 6,706.860; 227, H. Harper/K. Marchant, Gl. (Standard), 6,707.960; 228, P. Mourier/B. Ramsing, Os. (Volkswagen), 6,708.260; 229, P. I. Dassen/K. Hertzdhall, Mu. (Volkswagen), 6,708.660; 230, J. N. Lawrence/A. W. Thomson, Gl. (Standard), 6,709.560; 231, W. Krohn/E. Vincentz, St. (Goliath), 6,710.360; 232, M. Morris-Goodall/O. Moore, At. (Austin), 6,710.560; 233, Mourtzopoulos/B. Antonopoulos, At. (Fiat), 6,711.560; 234, A. Michos/D. Rousos, At. (DKW), 6,715.360; 235, Canellopoulos/J. Heliopoulos, At. (Ford Z.), 6,716.560; 236, A. McGrady/J. H. Mather, Gl. (M.G.), 6,717.360; 237, R. E. Holt/A. Collinson, Gl. (M.G.), 6,720.460; 238, C. Lycouris/G. Termentzis, At. (Volkswagen), 6,720.560; 239, R. Frolich/T. W. Wild, Gl. (Porsche), 6,721.160; 240, C. Bartlett/R. Holmes, Gl. (Ford Z.), 6,721.960; 241, K. Brierley/J. Bekaert, Gl. (Jowett), 6,722.060; 242, H. W. Burke/J. Gilley, Gl. (M.G.), 6,722.660; 243, H. Galt/F. D. Dundas, Gl. (Daimler), 6,725.160; 244, M. R. Davies/R. J. Bint, Gl. (Ford Z.), 6,726.260; 245, G. K. Stratton/W. J. Allerton, Gl. (Austin), 6,727.560; 246, H. Pilmore-Bedford/A. C. Wates, Gl. (Hillman), 6,727.560; 247, K. S. Richardson/Mrs. V. E. Richardson, Gl. (Ford), 6,731.960; 248, J. B. G. Campbell/R. T. Haddow, Gl. (M.G.), 6,736.860; 249, R. Horton/F. W. Laurie, Gl. (Austin), 6,739.560; 250, K. F. Johansen/P. Johansen, St. (Volkswagen), 6,748.660; 251, J. Chronides/A. Terzakis, At. (Ford Consul), 6,751.060; 252, J. A. D. Lucas/L. H. Handley, Gl. (Jaguar), 6,757.860; 253, A. U. Paavola/K. Nevaaho, M.C. (Peugeot), 6,758.660; 254, A. Askrne/C. E. Larsson, St. (Mercedes), 6,761.560; 255, N. Falk/C. Rikberg, St. (DKW), 6,763.460; 256, Lord Carnegie/S. E. Croft-Pearson, Gl. (Ford Z.), 6,773.560; 257, M. Nathan/H. Schellhaas, Mu. (Porsche), 6,778.960; 258, D. van Voorden/W. P. A. van Lammeren, At. (Porsche), 6,792.960; 259, R. K. Hooper/P. Nelson, Gl. (Sunbeam), 6,826.860; 260, A. P. Rogers/M. Tozzi Condi, Gl. (Mercedes), 6,830.360; 261, G. Katapodis/P. Yannikostas, At. (Peugeot), 6,861.260; 262, de Bouteville/J. di Vozzo, M.C. (DKW), 6,924.560; 263, E. Lambert/N. Milligan, Gl. (Morris),

6,951.850; 264, E. Tuovinen/V. Kokko, St. (IFA), 7,021.860; 265, J. Cull/C. Tyrer, Gl. (Ford Z.), 7,098.960; 266, Niedermayer/W. A. Bruyner, Mu. (Porsche), 7,130.460; 267, J. Canaroglou/P. Milidonis, At. (Sunbeam), 7,308.260; 268, J. L. Marcelet/M. Boucan, Pa. (Simca), 7,317.360; 269, E. Haddon/Ch. Vivian, Gl. (Jaguar), 7,429.760; 270, F. C. Merrill/M. B. Matthews, Gl. (Jaguar), 7,603.660; 271, D. Delling/J. B. Lavell, Mu. (Jaguar), 7,608.560; 272, F. Chevroton/Y. Chevroton, Pa. (Renault), 8,286.850; 273, Miss Cullen Gl. (Austin), 8,266.850.

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

LORD CHARNWOOD

LORD CHARNWOOD, who died on 1st February at the early age of 53, was a most brilliant man. As the Hon. John Benson, he raced motor-cycles and a J.A.P.-engined "special" in the early 1920s, and then joined Aston Martins. He became chief designer of this famous firm, and was developing a new sports-racing engine when financial difficulties called a halt.

Leaving the motor industry, he entered the optical field, which gave scope for his mathematical genius. He rose to the top of his new profession, became president of the controlling body, and had also written books and delivered a prize-winning lecture on the subject. In addition, he wrote articles on Wagnerian music and was an acknowledged authority on wines.

Of recent years, "Big John" returned to the motoring scene. He owned cars of all ages, including a 1904 Lanchester, the Coupé de l'Auto winning Delage, a 16-valve Aston Martin, and an XK 120 Jaguar coupé. He was the kindest man I have ever known, with a rare sense of humour, but he did not suffer fools gladly, and petty pomposity was to him like a red flag to a bull; his technique with self-important officials could be devastatingly effective.

He was incredibly brave and cheerful throughout his last illness. Motoring sport will be the poorer without him and I have lost my best friend.

JOHN BOLSTER.

If you knew that your car's engine was going to run at speeds up to 8,000 r.p.m. (with piston speeds up to 5,000 feet per minute) for more than three hours, which oil would you choose?

Leading British motor manufacturers know the answer — they use Shell X-100 Motor Oil, exactly the same as you can get at your garage.

They use Shell X-100 because it has been proved time and time again in the gruelling conditions of international racing — when average speeds often exceed 100 m.p.h. and engines take a terrible beating.

In rallies, too, where conditions are nearer those of everyday motoring, Shell X-100 has been equally successful.

Shell X-100 is specially designed to lubricate the modern engine — and its success in open competition is the finest proof of its protective powers.

Your new car is an investment — protect it with Shell X-100 right from the start. If you have another brand of oil in the sump, drain, flush, check filters and fill up.



for longer engine life

it fights acid action — main cause of engine wear

Available in the following grades: SAE 20/20W · SAE 30 · SAE 40 · SAE 50
and now SAE 10W/30 (multigrade)

MONTE CARLO BIG SUCCESS

1st SUNBEAM

P. Malling

LADIES' PRIZE SUNBEAM

Sheila Van Damm

**CHARLES FAROUX CHALLENGE TROPHY
JAGUAR**

**L'EQUIPE CHALLENGE CUP
SUNBEAM**

(Subject to official confirmation)

**All on SHELL with I.C.A. and
SHELL X-100 MOTOR OIL**

NEWS FROM THE CLUBS

By Wilson McComb

NOT long ago, a farmer saw two strange men burying a red box on his land. Investigating the contents, he found plans and maps therein, so burned the lot to upset the schemes of these obvious spies. His action may have been commendably patriotic, but it made a proper mess of the Pembrokeshire M.C.'s last treasure hunt. . . .

* * *

ONE of the bigger social events next month is the Rally and Prizegiving Party that the **Bugatti O.C.** are staging on 6th March at Chadwick Manor, Knowle, on the Warwick-Birmingham road. The rally is more in the nature of a *concours d'élégance* and there should be some very desirable machinery on show. The proceedings will last from noon to 5.30 p.m. and tickets, which cover lunch and tea, are available from the club, price 21s. . . . On 6th February the **Fairey Aviation M.C. & C.C.** will be running a Gymkhana at Heston Aerodrome, starting at 1 p.m. . . . This week-end sees the **Thames Estuary A.C.'s** Cat's Eyes night rally, the first time it has had the status of a national event, and to follow it up they are holding a "post mortem" on 19th February, at the Rayleigh Weir Hotel, Essex. This will be an opportunity for crews, officials and friends to chew over the event and a steak-and-kidney supper which is laid on for the occasion. Entrance will be by ticket only. . . . On the menu for members of the **Renault O.C.** is a night navigation trial in the Cotswolds on 19th/20th March, and later on the Metropolitan Cocktail Party at the Denmark, London, S.W.7, on 3rd April. Further details from Geoffrey Bradman, 154 Gloucester Road, S.W.7. . . . The **London M.C.'s** Little Rally is due to take place this year on 16th April and should provide an enjoyable day's motoring. With eight driving tests *en route* it finishes at Ascot with an informal dinner and dance. Last year there were no less than 336 entries in this annual closed-to-club event. . . . More than 2,000 **B.A.R.C.** members and their friends will have seen the club's four midnight film shows by the end of next week. A full house has been booked for each of the performances at the Curzon cinema in Mayfair. Then on 19th February there is the Dinner-Dance at the Hyde Park Hotel, for which details can be obtained from H. J. Morgan, **B.A.R.C.**, 55 Park Lane, London, W.1. . . . Entries close tomorrow (5th) for the **Coventry Evening Telegraph Cup Rally**, for members of the **Coventry and Warwickshire M.C.**, and to be held on 13th February. This is to be a 100-mile event of a largely navigational nature and it starts, appropriately enough, from the Sportsman's Arms, Allesley, Coventry, at 10.30 a.m. . . . The **Northampton and D.C.C.'s** Derngate Trophy Trial takes place on



WINTRY SCENE during the Sporting Owner D.C. driving tests, at the London Gliding Club's Dunstable home. Pictured is F. S. Lockhart, in his 1923 Peugeot.

20th February, and competitors move off at 10.30 a.m. from the Market Square, Northampton, towards the ominous-sounding Tank Training Ground, just below St. John's School, Tiffeld. . . . 20th February also sees the occasion of the **Leicestershire C.C.'s** Bacon Trophy Trial, though this one is a main road event. . . . Yet another event on the same Sunday, 20th, is the **North London Enthusiasts C.C.'s** Jacobean Trophy Trial. Since our earlier announcement, the character of this trial has had to be changed, and it is now more in the nature of a rally; the observed sections have been deleted from the route and replaced with an extended road section, with additional tests. Invited clubs are the Allard Owners, Chiltern, Circle, Herts County, London, M.G., and Public Schools, and any members who may now have second thoughts about entering should contact G. Bance, 11 Bath Road, Reading, Berks, without delay. They have also made a preliminary announcement of their second *Concours d'Elégance* to be held during the Hendon Show week in August. There will be classes for Veteran and Vintage cars and a fine selection of awards. Inquiries to the same address. . . . Regulations have now been issued by the **Royal Scottish A.C.** for one of the big events on the rally calendar—the 13th Scottish Rally. This is an International event, for Touring cars of groups I, II and III, and sports cars of group IV, and it will take place in Whit week, from 30th May–3rd June. The route is of some 1,200 miles, in five daily stages. Competitors will start and finish at Glasgow and there will be enforced "periods of rest" at Oban each evening. Full details and entry forms (entries close on 4th May) may be obtained from A. K. Stevenson, **R.S.A.C.**, Blythwood Square, Glasgow. . . . The **Southsea M.C.** are holding their annual dinner and dance at the Royal Beach Hotel, Southsea, on Friday, 25th February. Tickets are one guinea each and obtainable from W. Latter, 16 Romsey Avenue, Fareham. . . . The Midland Area Centre of the **Wolseley Hornet Special Club** will be running an evening trial on Saturday, 12th February, starting at 7.30 p.m. from the Hawthorn Garage, Chester Road North, Streetley. The map reference is 084963, but if that doesn't help you to find it, they will

no doubt explain when you get there. In any case, full details are available from the Secretary at 102 Blenheim Road, Birmingham 13, and all members and their friends will be welcome. . . . On 6th March there is to be the second annual Wishaw Night Navigation Exercise organized by the Midland **Alvis O.C.** boys, and this event should be one with a Vintage flavour, for it is open to members of the Alvis Register, Humber Register, Sunbeam Register, Lea-Francis O.C. and Morgan 3-wheeler Club. There is to be a 135-mile route, starting and finishing at the Cock Inn, Wishaw, a few miles north-east of Birmingham. Entry fee, 7s. 6d., to G. N. S. Davies, "Stonehouse", Cleeve Prior, nr. Evesham, Worcs. And don't forget the Alvis/Humber/Sunbeam Esso House rally on 24th April. . . . On 5th/6th March the **A.C.O.C.** are running their 6th Annual Night Trial, this time open to members of the Herts County, Lagonda, Hants and Berks, Singer Owners, North London Enthusiasts, Cemian and Cranleigh and District clubs. This is a full-scale night navigation event with a course of some 150-200 miles, starting and finishing at the Five Bells Restaurant, South Mimms, Herts. Full details from T. H. Hands, 8 Waverly Road, Enfield, Middlesex. . . . For **Sunbac** members there is the Colmore Trophy Trial to look forward to; it takes place this year on 19th March, and later on, on 30th April to be precise, there is their Llandudno Rally. . . . The **London M.C.** will be running their Coventry Cup Trial on Sunday, 6th March, on private ground in the Aston Rowant area. Full details are available from J. H. Appleton, 99 Goldhawk Road, London, W.12. . . . On 11th and 12th February the **Lancashire and Cheshire C.C.'s** sixth annual Yorkshire Rally takes place. This is due to start from the Town Hall, Harrogate, at 10.01 p.m. on the Friday evening. . . . The **Bolton-le-Moors C.C.** March Rally Driving Tests are to be held on 6th March. . . . **Dolomite Association** for owners of pre-war Triumphs is being formed by D. G. Lindsey, 36 Brook Road, East Dene, Rotherham, Yorks. . . . **Cheltenham M.C.** resignations include those of Joe Dembowski, previously competitions secretary, and Jack Readings, chairman of the competitions committee.

1955 MONTE CARLO RALLY...

Notable awards for **DAVID BROWN** **ASTON** **MARTINS**

COUPE DE L'AUTOMOBILE CLUB DE MONACO

for Class I winner (over 2000 cc)

GRANDE TOURISME

(M. GATSONIDES and M. BEQUART)

R.A.C. CHALLENGE TROPHY

awarded to the outstanding car
combining

**ROAD SAFETY, COMFORT
and OVERALL RALLY PERFORMANCE**

ASTON MARTIN DB2-4 (M. GATSONIDES)

CHALLENGE L'AUTOMOBILE CLUB DE PORTUGAL

All awards subject to Official confirmation

Additional successes:

PRIX D'EQUIPE

Team award for **COACHWORK,
COMFORT and ROAD SAFETY**

FASTEST LAP

(all comers)
in **SPEED TEST**
(Da SILVA RAMOS)





★
ROUND THE
BEND: A. G. Ryan,
the eventual winner,
rounding the tubs in
the Clonskea driving
tests during the
I.M.R.C. Rally.
★

Another Dublin Eclipse

A. G. Ryan (Volkswagen) wins I.M.R.C. Winter Rally

DUBLIN drivers will have to look to their laurels. On New Year's Day the Grafton Cup for mud-plugging returned to its roost in Sligo with Kevin Murray, and the following week-end saw A. G. Ryan, of Thurles, walk off with I.M.R.C.'s big Winter Rally, collecting maximum Hewison points *en passant*. This event, on 9th January, was a notably good navigation trial, although a bigger entry than the eventual 27 might have been expected. The Racing Club interpreted Hewison regulations in such a way that the five tests were there merely to decide possible ties due to clean road books. This interpretation raised a "head of steam" in certain quarters, where it was maintained that test marks should count with road marks, but it made little difference to the results, although Cecil Vard might have finished higher than sixth had test times carried more weight. A. G. Ryan's victory was well merited and apart altogether from getting through the road section "clean", his test times were excellent.

The start was at Clonskea and country drivers had a justifiable "grouch". Clonskea is a well-known Dublin suburb, but it is not on the Ordnance Survey map and country crews could not be blamed for not knowing its whereabouts. Again, the first control was at Sallygap and while a Dubliner might be expected to get there blindfold, a countryman would appreciate a map reference.

Two tests were held at Clonskea. The first, wiggle-woggle through two hefty tar barrels for pylons, reverse to make a figure of eight and forward to stop in a box. Connell (MM) did 18.2 secs. and Malcolm (Buckler) and Laird (TR2) were but split seconds slower. Twenty-six drivers elected to approach the manoeuvre by starting on the right of the barrels; Ryan chose the opposite approach and started from the left. Perhaps he was right, for his was quickest saloon in 20 secs. Test 2 followed immediately and was brake and acceleration stuff. Frank Bigger (TR2) left spoonfuls of rubber on the cement and was quickest (15.6 secs.); Connell and Laird tied next (16 secs.) and Heber McMahon (Volkswagen) was next and best saloon (16.2 secs.).

The route card said Sallygap, but nobody reached it, not even Athole Harrison, who was in charge of the control. Snow had made the gap impass-

able and a new control point was necessary several miles nearer Dublin. Poor Athol Milne knew a short cut from here to Control 2 and Test 3 at Donnelly's Hollow on the Curragh, but the short cut led himself and his TD into a deep snowdrift and on to the retired list. Frank Bigger broke a fan belt and he, too, was out.

Test 3 was won by Declan O'Leary (Volkswagen) and notable for D. Connelly's effort with his Volkswagen. He laid the thing on its side rounding a pylon, his passenger clambered out, tipped it up again on to its wheels, shouted "Go on", and Connelly finished the test! Things went awry between this control and the next at Esker Bridge to such an extent that competitors were allowed extra time, but thereafter driving, if not navigation, became reasonable again. After a control at Clonlost in Co. Westmeath the route led into the maze of by-roads that make up Co. Cavan. A control at Knocktemple led through a short tricky section around Lough Ramor to Killinure.

Shades of that first infamous navigation test in the last Circuit of Ireland, this was like going from "Noplace" to "Nowhere". Marks were dropped wholesale. Cecil Vard and Elmer Connell lost a minute in this area and put paid to their chances of winning the rally. Both McMahons, Heber in the Volkswagen and Bryan in the Fiat, Laird (TR2), McDougald (M.G.) and McNeill (Volkswagen) dropped time in this area, too, in the darkness. Poor Declan O'Leary can claim that he had the Rally in his pocket until the Timahoe Control which was only about three miles from "home". If he had not lost five minutes getting to Timahoe his total aggregate of 97 in tests was so good that only Raymond Laird (95.7) and Elmer Connell (93.5) were better. That minute lost around Lough Ramor must have been galling to Elmer. This was very definitely a navigation trial, albeit a good one, and all but five crews eventually got to the final control.

J. O'DONOGHUE.

RESULTS

Winter Cup: A. G. Ryan (Volkswagen), 0 marks lost (time, 97.4 secs.).

Closed Car Awards: N. E. Gleeson (Volkswagen), 0 (104.7); H. F. Hanna (Volkswagen), 0 (112.6); D. Connelly (Volkswagen), 0 (135.0); C. Vard (Volkswagen), 1 (98.1).

Open Car Award: Miss E. Ingram (M.G.), 0 (117.7).

Special Award: B. McMahon (Fiat), 2 (119.2).

Stott Trophy Rally

Snowy Denbighshire Event

OUT of the 25 starters in the Liverpool M.C.'s New Year Rally for the Stott Trophy on 16th January, only six crews reported at the final control after a wild day's motoring in and around the snow-covered hills of Denbighshire.

Snow fell heavily throughout the day, and time schedules were forgotten as competitors battled their way round a course that would have been exacting in fine weather, but which turned out to be well-nigh impossible in the prevailing conditions. Both special tests had to be cancelled. The hill on which the stop-and-restart test was to have been held proved one of the most difficult obstacles of the day, and at one time over 20 cars were to be seen stuck on it; only the Morgan Plus Four of H. B. Jacoby/K. Webster climbed without assistance.

At the first time control at Llandyrnog very few were unpenalized, but John Waddington/M. Wood were on time with a Ford New Anglia. The next two sections saw many crews retiring. J. Whitfield bending his TR2 on a couple of banks. Particularly bad luck befell the well-known équipe of Les Windsor and Brian Harrocks, who tried to follow a mountain track off the Horse-shoe Pass in the hope that there might be a secret route check there. There was, as it happens, but the TF proved unable to cope with six-foot drifts and had to be abandoned. Other people wisely preferred to take a chance on dropping 50 marks, and went round via the main road to the time control at Carrog, in the Dee Valley.

Very few cars reported here at all and none of them was anything like on time, even those who took the main and secondary roads off the given route being penalized for late arrival. The first car to report was that of the eventual winners, Ken James and Peter Dingley, driving the ex-Jimmy Ray white Morgan Plus Four. Jacoby's Morgan (also ex-Ray) required large quantities of water at this stage, and the gallant little Morris Minor of Maitland-Hughes and Kelly needed a spare wheel. Later on at Giffylliog last year's winner, Denis Done, retired his TR2 after trouble looking for a control at which there was unfortunately no marshal.

On the next section, many who had been pressing on well found that circumstances were proving a little too much. O. G. Stirling found himself hampered by the loss of third gear on his Sunbeam-Talbot 90, and the Morgans of Harry Jacoby and Marion Parry/Peter Reece were reported to be in difficulties with the snow. Ken James, however, made no mistakes with his Morgan and was the only man on time at the final control, at Liverpool, after the easy main-road run of the last section. Next in were Waddington and Maitland-Hughes, these three being followed later by the only other finishers, A. H. Shinn (Sunbeam-Talbot 90), Jacoby and Stirling.

Provisional Results

Stott Trophy: K. H. James (Morgan Plus Four); Runner-up: J. W. Waddington (Ford New Anglia); 3. R. Maitland-Hughes (Morris Minor).

Navigator's Award: N. P. Dingley.

AVON

*offer congratulations to
the following worthy competitors and
car manufacturers for their
splendid successes in the*

MONTE CARLO RALLY

M. GATSONIDES, M. BECQUART
(Aston Martin)

7th in GENERAL CLASSIFICATION
AUTOMOBILE CLUB OF MONACO CUP
Winner : Category 2 Class 1
R.A.C. TROPHY
ANTONY NOGHES CHALLENGE CUP
MONACO A.C. COMMISSION SPORTIVE CUP

E. LAMBERT, N. MILLIGAN
(Morris Oxford)

CONCOURS OF ROAD SAFETY AND
COMFORT
Most comfortable car.

K. S. HURREY, J. LAW
(Vauxhall Cresta)

CONCOURS OF ROAD SAFETY AND
COMFORT
2nd Best Equipped car.

ASTON MARTIN TEAM

BEST EQUIPPED TEAM

THE AVON INDIA RUBBER CO. LTD • MELKSHAM • WILTS
Makers of the famous 'H.M' Car Tyre

Club Fixtures

North London M.C.—Meeting, 4th February, Cat Inn, Cat Hill, East Barnet.

Hants and Berks M.C.—Annual dinner/dance, 4th February, Catherine Wheel, Henley-on-Thames, 8 p.m.

Cambridge '50 C.C.—Meeting, 4th February, Ancient Shepherds, Fenditton.

Kentish Border C.C.—21st Birthday dinner and dance, 4th February, Selsdon Park Hotel, Sanderstead.

Welsh Counties C.C.—Annual dinner, 4th February, St. Mellons Country Club; A.G.M., 7th February, St. Mellons Golf Club, Cardiff.

British Salmon O.C.—Meeting, 4th February, 6 Sloane Gardens, W.1, 7.30 p.m.

Mid-Surrey A.C.—Film Show, 4th February, Sugar Bowl, Burgh Heath.

Lancashire and Cheshire C.C.—Mystery navigation run, 4th February. Start, Dixon Arms, Chelford.

B.A.R.C.—Midnight film matinees, 4th, 7th and 9th February, Curzon Cinema, Mayfair, W.1, 11.15 p.m.

750 M.C.—Meetings: 4th February, Heik Moon, Barclose, nr. Carlisle; 7th February, Abbey Hotel, Neasden, N.W.10; 8th February, Railway Inn, Patchway, Bristol; 10th February, Red Lion, Knowle.

Newry and D.M.C.—Dinner/dance, 5th February, Ballymascannon Hotel, nr. Dundalk, 6.30 for 7.30 p.m.

Bentley D.C.—Skittles match, 5th February, Murrayfield Indoor Sports Club, Roseburn Street, Edinburgh, 7 p.m.

Public Schools' M.C.—"Survey Hunt", 6th February.

Fairey Aviation M.C. and C.C.—Gymkhana, 6th February, Heston Aerodrome, 1 p.m.

Coventry and Warwickshire M.C.—Meeting, 7th February, City Arms, Earlsdon.

Wolsley Hornet S.C.—Meeting, 7th February, Derby Arms, Upper Richmond Road, Sheen, S.W.15.

Eastern Counties M.C.—Film show, 8th February, Suffolk Punch, Norwich Road, Ipswich, 7 for 7.30 p.m.

Allard O.C.—Annual dinner and dance, 8th February, Criterion Restaurant, Piccadilly Circus, London.

Lagonda Club (Northern)—Meeting with Alvis O.C., 8th February, Petre Arms Hotel, Langho, nr. Blackburn. Meeting, 10th February, Cotton's Hotel, Knutsford, Cheshire.

Chiltern C.C.—Film show, 8th February, Bell House, Beaconsfield, 8 p.m.

Lea-Francis O.C.—Meeting, 8th February, Albert Hotel, Kingston Hill, Surrey.

Ulster A.C.—Talk and film show, 9th February, Donegall Chambers, Donegall Place, Belfast.

Falcon M.C.—Annual dinner/dance, 9th February, Holmstead Court Hotel, Welwyn Garden City.

Liverpool M.C.—Meeting, 9th February, Childwall Abbey Hotel, Liverpool.

Surrey S.M.C.—Film show, 10th February, Warwick Hotel, Redhill.

M.G.C.C. (S.E. Centre)—Talk, 10th February, Sugar Bowl, Burgh Heath, Surrey.

West Hants and Dorset C.C.—Meeting, 10th February, Westbourne Hotel, Bournemouth.

Sunbæ—Meetings, 10th February: The George, Solihull; Royal Oak, Loxells Road, Birmingham, 6.

Vintage S.C.C.—Meetings, 10th February: Red Lion, Church Street, Birmingham; Greyhound Inn, Fenny Bridges, Devon; Bull Hotel, Wrotham, Kent; George Hotel, Amesbury, Wilts.

Recent Results

KILMARNOCK C.C. "HANGOVER" RALLY 9th January

1. T. Kerr (Volkswagen), 350 points; 2. D. R. Taylor (Austin A40), 310; 3. W. S. Henderson (Ford Popular), 270; 4. R. G. E. Morgenthaler (Standard), 250; 5. A. G. McKelvie (Morris Minor), 230; 6. (Ladies' Prize), Miss N. Rae (Ford Consul), 200.

CAMBRIDGE U.A.C. "MINIATURE MONTE" 29th/30th January

General Classification: 1. J. D. Scott (TR2), 5 marks lost, 25.6 secs. test time; 2. A. Stross (Austin-Healey), 5; 3. E. L. Yardley (Sunbeam-Talbot), 7; 4. E. G. Jackson (Morgan), 10; 5. K. G. M. Pointing (Fiat), 11; 6. J. G. Marks (M.G. ZA), 12.

Class A: K. G. M. Pointing (Fiat); F. R. V. Abraham (Minor); J. J. Fenwick (—).

Class B: J. D. Scott (TR2); E. G. Jackson (Morgan); J. G. Marks (M.G. ZA).

Class C: A. Stross (Austin-Healey); E. L. Yardley (Sunbeam-Talbot); D. J. B. Brown (Ford).

Team Prize: B.A.R.C. (Pointing, Stross, Yardley).

ULSTER A.C. NIGHT TRIAL

FORTUNATELY for the 32 competitors who took part in the Ulster A.C.'s Night Navigation Trial on Friday, 21st January, the ice-bound countryside had developed a fast thaw in good time to provide enough wheel-grip for the trialists. The thaw also provided an additional blessing in that the route cards for the event had been prepared during the Arctic period, and the speed schedule reduced to 20 m.p.h. With the better road conditions, few found any difficulty in maintaining this schedule.

The starters got an additional surprise upon arrival at the starting-point at Stranmillis Embankment. Here they were sorted out into five groups, each group being placed under the control of a guide car, which then led them to five different points in Ulster. Each point had a feature in common with the others—it was an uninhabited benighted spot, seemingly miles from civilization, although, thanks to the circuitous routes taken by the "guides", some of them were within a stone's throw of the lights of Belfast.

Upon arrival at these points the competitors were given route cards giving the map reference to five controls, which had to be visited in a specified order. This might have been a simple enough exercise had the navigators taken the trouble to plot the course taken by the guide car—but few of them did, with

the result that they knew where they had to go to, but not where they were starting from!

However, most of the lads managed to sort that problem out and as the evening wore on and the thawing rain developed into an endless cascade of water, the control officers at points near Derriaghy, near Hillsborough, near Maze Racecourse, near Saintfield and near Ballygowan were kept busy attending to their quota of customers and regretting their leniency in demanding a relatively easy average speed.

That end of the trial was the province of the navigators and, just so that the drivers could feel that they had some hand in gaining (or losing) points in the annual aggregate competitions, a final eliminating test was held.

It had been hoped that this test would be held in a quarry near Carryduff. Alas, that thaw mentioned earlier had produced a very nice quarry basin now disguised as a very, very deep lake and completely unusable. A much drier spot had to be found—and, of all places to seek a drier spot, the paddock at the starting-point of the Dundrod races was selected! It was found to be very suitable and there, despite the torrential rain, the test was conducted.

This test was to decide the final finishing order, the loss of marks as recorded therein being the only blots on otherwise clean sheets. The test was a double figure 8 around three pylons, and with quick-turn artist Wilbert Todd absent at Monte Carlo, it was left to David Archibald to set the best time. Archibald's Renault has, of late, been equipped with a knob on the steering-wheel, and David wound at this fitting in a manner which entitles him to be elected to the presidency of the Steam-Roller Drivers' Union.

W. A. McM.

Results

1. David Archibald (750 Renault), 23.2 marks lost; 2. Ernie Robb (Ford Popular), 24.2. This final placing by two closed cars eliminated this pair from the separate closed car awards which went to J. B. Morrison (Ford), 24.8, in the small class, and in the large class was shared between J. I. Rice (Austin) and J. Allen (Hillman). The novice award went to J. Lee (Triumph TR2), 25.2.

CHICHESTER A.G.M.

THE Annual General Meeting of the Chichester M.C. was held at the Bracklesham Bay Hotel, nr. Chichester, on Saturday, 15th January, 1955. In selecting officers for 1955, the Club re-elected popular Will Matheson as Chairman, and Len Pelling and Eric Clark were re-elected General Secretary and Treasurer respectively. The Chairman, in presenting his report, gave a detailed résumé of the year's programme, which was agreed by all to have been most successful.

N.L.E.C.C. A.G.M.

OFFICIALS of the North London Enthusiasts' C.C. for 1955, elected at the annual general meeting on 20th January, are: *President*, A. F. Rivers Fletcher; *Secretary*, G. Bance; *Treasurer*, C. H. Ford; *Comp. Committee Chairman*, F. E. Owen; *Committee*, F. H. Arthur, Miss Brenda Bowman, A. Hitchcock, A. C. Hobbs, H. A. Meacock, W. G. Render and E. W. Yelland.

More Club News on page 156



Blakes

*the Northern Sports and Racing
Car Specialists offer for sale the
following:*

New and unregistered **JAGUAR XK 120** two-seater. White with red and fawn interior and fawn hood. Fitted with heater and screenwashers. This is an exceptional opportunity to obtain a new car at well under list price.

£1,425 or part exchange

1950 **ALLARD P.1.** Saloon. Just cellulosed grey with blue top. Fitted spotlights, heater and seat covers, etc. Tyres, engine, etc., all in good condition. Coil spring I.F.S. **£495**

1949 **DELAHAYE 135 M.** Competition Drophead Foursome. This is the actual Earls Court show car. Finished in maroon and silver and of course equipped with Cotal box, triple carbs. and chrome knock-on wheels. Engine recently overhauled by Laystall, bodywork and all electrics thoroughly checked by us. Fitted with spotlights, tartan seat covers, screenwash and new vynide hood. A really exceptional car at the right price. **£850**

1951 **SINGER 9 4AB** Roadster. Duo-grey with fawn hood and interior. Speedo reading 30,000 miles. Two owners only. Fitted with sliding glass sidescreens. Just decarbonised and checked over. In very clean condition throughout. **£395**

We are distributors for Aston Martin, Lagonda, Fiat and Cooper cars, and have demonstrators available. Part exchanges welcomed. H.P. and Insurance arranged.

Always a dozen good sports cars in stock. Write for full list.

J. BLAKE & CO. LTD.

112 BOLD STREET, LIVERPOOL, 1

ROYAL 6622.

'Grams: "Autocar, Liverpool"



MAGGI CARLO RALLY

(sponsored by Maggi Soups)

February 19, 1955

Bristol Motor Cycle & Light Car Club

(closed to club)

can you really RALLY?

If not, do not enter for the
JEAN'S GOLD CUP RALLY
to be run on Sat/Sun 26/27 Feb.
This is truly the rally man's
event. No trick rules or tests, just hard
driving and hard navigation. So come
on you keen types—enter now!

INVITED CLUBS

- The Bolton Le-Moors Car Club
- The Yorkshire Sports Car Club
- The Lancashire & Cheshire Car Club
- The Furness District Motor Club
- The London Motor Club
- Blackpool & Fylde Motor Club
- The British Automobile Racing Club



Regs. from

The L.M.C. Competition Secretary
50 St. Anthony's Road
Liverpool, 23

THE LIVERPOOL MOTOR CLUB

£100 PRIZE MONEY, SILVER CUPS and other valuable awards

Details from Club Secretary, Dr. Lilian Lewis,
38 Sandy Leaze, Westbury-on-Trym

BEDFORD AUTO ENTHUSIASTS' CLUB ANNUAL DINNER

DESPITE an ominous date—13th January—and weather that would have kept at home all but real motoring enthusiasts, about 100 members and friends arrived safely at the Dujon Restaurant in Bedford for the B.A.E.C.'s second annual dinner and prize-giving. Among the many guests were the Mayor of Bedford, Ald. C. A. E. C. Howard, who in his speech showed himself to be a true enthusiast and threatened to enter for the club's next event in the mayoral Rolls-Royce; A. F. Rivers Fletcher, who replied for the guests; and Mr. R. Wade-Gery, the owner of the club's speed trial course at Bushmead.

Following dinner and the prize presentation by Mrs. Howard, Rivers Fletcher produced two of his films made during the past season, which were especially interesting and included shots taken at the club's speed trials.

WORTHING MOTOR CLUB A.G.M.

THIRTY-FIVE members of the Worthing M.C. attended the club's first annual general meeting on 20th January, when the following officers were elected: *Chairman*, H. R. Davies; *Vice-Chairman*, D. Keen; *Secretary*, B. Hardwick, 32 Lavington Road, Worthing; *Committee*, D. Marriott, D. W. Dewhurst, E. Maidment and M. G. Reeve Black.

M.M.E.C. "BRIDGE PARTY"

GUMBOOTS were definitely the correct attire for the 20 contestants who searched for elusive playing-card clues in the Midlands M.E.C. Evening Trial on

23rd January. The 20 bridges of varying magnitude which constituted the 75-mile course were situated in a rough circle around the start and finish point, which was at Lowsonford. Three of the 75 miles were covered on foot, and finding playing-cards at night, even with the aid of eight-figure references, is never easy. Plenty of false clues were planted, and to add to the fun a "Joker" was included, this being a reference without any card.

All snow and ice had disappeared from the Warwickshire lanes, but the thaw had turned the rivers and streams into roaring torrents. Wet feet were common at the finish but no one fell in this year, although Gerry Flewitt (A40) tried awfully hard. Ian Yule (Fiat) found more clues than anyone else, but unfortunately lost marks for late finishing, and thus dropped to eighth place. Don Miller (Jaguar Mk. VII), navigated by Bob Davies, handled a large car fearlessly on the narrow roads to win the Bridge Trophy for 1955. Harold Whitehouse (A40) and Stan Farmiloe (Zephyr) tied for second place.

OVERDRIVE FILM

LAYCOCK ENGINEERING LIMITED announce that they now have available for immediate use to club secretaries a film of a descriptive and semi-technical nature dealing with the Laycock-de Normanville Overdrive.

The loan of this film can be obtained free of charge by application to Laycock Engineering Limited, Overdrive & Transmission Sales Division, 16/17 Hertford Street, Coventry.

North-East Notes

by Denis Edkins

THE turn of the year in the North-East is more a time for planning than active participation in events. There have, in fact, been only two sporting runs over the holiday season, one of which was more in the nature of a social meeting. On Boxing Day, the Darlington Motor Club had a joint car and motor-cycle trial which covered a 44-mile course in Teesdale. The result was decided on the actual mileage covered, and the winner was Dr. I. W. Williams, with R. L. Key second and Alan Stephenson third.

The Newcastle Club held their Annual Non-Winners' and Novices' Trial on Sunday, 9th January. This was run on the usual rally lines and started from Whalton, in Northumberland. The 15 entrants, of which there were two non-starters, covered a course of 120 miles in Northumberland. That organizers Jack Smith and T. A. Irvine had done their job well was shown by the fact that there was only one clean sheet, all competitors losing marks in the tests also. The winner, who receives the Irvine Trophy, was S. E. Bird of Ashington in his cream Riley, with R. Allman Smith second in his Ford. The best performance in the opposite class was by P. S. Armstrong in a Chrysler, and first-class awards went to J. B. Stafford (Ford) and L. G. Wardle (Porsche).



SPECIALISTS

W. JACOBS & SON, LTD. MILL GARAGE

Chigwell Road, South Woodford, E.18. WANSTEAD 7783-4-5



SPECIALISTS

OFFER

The most exclusive and beautiful MG Saloon in captivity. Hand built, on the last YB Chassis to be produced. This car has everything—Road holding is superb. Elektron oversize brakes with Turbo cooling fins, absolutely no fade. Full Mark II TD Engine (500 miles only). 4:55 :1 rear axle. Knock on hubs with wire wheels. Special rear shock absorbers. Beautifully styled Fibreglass body, mounted on $\frac{5}{8}$ " seamless steel tubing throughout. Full range of specially calibrated instruments. Marchal twin horns, Connolly leather, Lucas long-range headlamps, Blinkers, Twin rear lights, Safety glass. In fact a car for the proud owner. Colour green. Reg. 1st May, 1954, under 5,000 mls.



also in stock

Change of plans compels Sale

£1,125

Terms, Part Exchanges
as with all our Car Sales

New MG TF 1500 cc.	Sports Red or Green Immediate Delivery
1953 MG YB ...	One Owner, Grey, as new ...	£685
1951 MG YA ...	" " Bronze " " ...	£545
1952 MG TD ...	Cream, Good condition... ..	£515
1954 MORRIS MINOR	2-Door De Luxe, One owner ...	£545
1939 WOLSELEY 14 Series III	Reconditioned engine ...	£215

★ EARLY DELIVERY OF MG MAGNETTE & WOLSELEY 4/44

AUTOSPORT

CLASSIFIED ADVERTISEMENTS

PRESS TIME:
TUESDAY 10 a.m.
Tel.: PADdington 7671-2

RATES: 6d. per word, 3s. 6d. per line, 35/- per single column inch. Minimum charge 6/-, not including Box Number. Particulars of Series Discounts may be obtained on application.

All advertisements must be prepaid and should be addressed to "Autosport", Classified Advertisement Department, 159 Praed Street, London, W.2.

BOX NUMBERS: Facilities are available to advertisers at an additional charge of 1/- to defray cost of booking and postage. The words "Box 000" must be included in the advertisement and paid for.

The publishers reserve the right to refuse advertisements, and do not accept liability for printers' or clerical errors, although every care is taken to ensure accuracy.

CARS FOR SALE

ALLARD

ALEX UNDERWOOD offers another 1948 ALLARD 4-seater tourer, black with red upholstery, well shod, hood and sidescreeens. £250.—Underwood-Rusling (Sports Cars), Ltd., 28 Queensberry Road, Kettering. Phone 3351.

MERCURY OFFER: £295!1. The actual works drophead coupé driven by Mr. Allard in the 1949 Monte Carlo Rally. In superb condition, coil spring suspension, floor gear change, heater, twin spots, etc. A wonderful car.—Mercury Motors, 824-826 Harrow Road, Wembley, Middx. Phone: WEMbley 6058-9.

1948 TOURER, high axle ratio, reconditioned engine, excellent condition. £285.—Richards and Carr, Ltd., 35 Kinnerton Street, London, S.W.1. SLOane 5424.

ASTON MARTIN

ASTON MARTIN 1939 special speed model, 2-seater, capable of over 100 m.p.h., over £600 has been spent on this car within the last 5,000 miles, attractive car at an attractive price. Exchanges, terms.—Ian Fair, 206 Eglinton Street, Glasgow. South 2051.

AUSTIN

AUSTIN Ulster 747 c.c., supercharged, single-seater, with trailer.—Goodwin, Kirkby Thore, Penrith.

750 FORMULA AUSTIN, just completed and never used. Cost £400, bills available. Extensively modified, with aluminium body by Rochdale Motor Panels. Offers invited or would exchange 2-seater sports, M.G. or similar.—For full details and photograph, R. B. Sutcliffe, 4 Bland Road, Prestwich, Manchester.

AUSTIN-HEALEY

AUSTIN-HEALEY Hundred, 1954, one owner, full equipment, Alfin drums, carefully used and in exceptional condition. £820.—Frank Grounds, Ltd., 182-186 Lichfield Road, Aston, Birmingham. East 1763.

BRISTOL

A UNIQUE EXAMPLE of the 402, property of a Royalty. This car has so many extras, that an advertisement cannot do it justice. Fitted with detachable hard-top for winter use. Serious inquiries only, please. Offers invited.—Alexander Engineering Co., Haddenham, Bucks. Phone: Haddenham 345 (Toll).

J. H. BARTLETT offers one Bristol engine complete with 8.5:1 pistons, special camshaft, etc., £200. Also Bristol engine and close ratio gearbox complete, £350. Bristol cylinder head, stripped, £17 10s.—27 Pembroke Villas, W.11.

B.S.A.

BASIL ROY, LTD., B.S.A. (Scout Models), spares. Comprehensive stock, wholesale and retail.—161 Gt. Portland Street, W.1. LANGham 7733.

CITROËN

1927 CITROËN 12.8 h.p., 4-door tourer, green and black, good condition. Must sell. £50.—9 Vernon Court, Norfolk Way, Bishop's Stortford, Herts.

CONSUL

RAYMOND WAY
EAST LONDON BRANCH.

569 GNS. 1953 CONSUL, black with red leather. Many extras including heater, Rimblishers, over-riders, wing mirrors, spotlight, arm rests, etc. One owner. £120 deposit.—Raymond Way, 773 High Road, Seven Kings. Seven Kings 4066.

DAIMLER

1951 DAIMLER Special sports coupé by Barker. 15,000 miles. Black, radio, heater.—L. F. Ward, Ltd., 7 Hanover Court Yard, Hanover Street, W.1. MAYfair 0146.

DELAGE

760 1938 drophead Delta coupé, in black and red, new hood, carpets and seat covers, in perfect mechanical condition throughout. £345. Terms.—RAVensbourne 2391.

DELLOW

1951 DELLOW (red), mint condition, many extras, spares. £350.—Mercer, 155 Ansdell Road, Blackpool. Phone 24476.

DKW

1954 DKW, 2,000 miles only, fantastic performance, as new.—L. F. Ward, Ltd., 7 Hanover Court Yard, Hanover Street, W.1. MAYfair 0146.

FIAT

MAYFAIR GARAGES, LTD., First series "500" convertible coupé, fully reconditioned by us 3,000 miles ago, finished in stone. Very attractive car with three months' guarantee. £225.—Below, MAYFAIR GARAGES, LTD., 12 used and guaranteed Fiats in stock. List and copy of Autocar Road Test report on request.—Below.

MAYFAIR GARAGES, LTD. (Fiat Sales and Service), Balderton Street (opp. Selfridges Clock), Mayfair, W.1. Phone: MAYfair 3104-5. Open 9-6, Sats. 9-1.

FRAZER-NASH

195 GNS. FRAZER-NASH Colmore 2/4-seater, very good condition throughout. Terms and exchanges.—Underwood-Rusling (Sports Cars), Ltd., 28 Queensberry Road, Kettering. Phone 3351.

H.R.G.

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

JAGUAR

XK 120, C type. The actual works car. Jabbeke record 141 miles per hour. Probably fastest XK in existence. Registered late 1952.—L. F. Ward, Ltd., 7 Hanover Court Yard, Hanover Street, W.1. MAYfair 0146.

1951 XK 120, 19,000 miles, silver and red, extremely fast car.—L. F. Ward, Ltd., 7 Hanover Court Yard, Hanover Street, W.1. MAYfair 0146.

1939 MODEL S.S. 100 3½-litre sports, modified bodywork and engine, in very good condition. Seen Tonbridge or Bromley area. £425.—Box 1685 (Kent).

LAGONDA

41-LITRE pillarless black saloon, in excellent mechanical order, good coachwork. £195. Terms.—RAVensbourne 2391.

LANCIA

DEC. 1938 Aprilia. In very fair order throughout. £285.—Lund, Codmorehill, Pulborough, Sussex. Tel.: Pul. 337.

M.G.

COMPETITION SPARES, TD works cylinder head, 9.3 compression ratio, large valves, sodium cooled exhaust, heavy valve springs, polished ports, complete with rocker gear, £20. Four new TD road wheels, perforated with new inner tubes and nearly new Dunlop Gold Seal covers, £25 the lot. One standard TD cylinder head, 7.5 compression ratio, without rocker gear, £15. Special Lucas distributor for use with competition head, £3. All the above nearly new, carriage free.—Owen, 33 Selsey Road, Donnington, Chichester.

MERCURY Offer the best possible price for M.G.s, J., P. and T. types required. Write, 'phone or call. We can usually arrange for our representative to call.—Mercury Motors, 824-826 Harrow Road, Wembley, Middx. Phone: WEMbley 6058-9.

M.G. SPARES, most parts in stock for all models, 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, road springs, wheels, hubs, vertical drive assemblies, prompt postal service, c.o.d., and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Road, Wimbledon, S.W.19. LIBerty 3083.

P TYPE M.G., fully overhauled and coach-painted within the last year. Fitted with twin chrome windtone horns and double-dip headlights, new hood and screens. Photo available. £250 o.n.o.—Dodgson, 10 Manor Avenue, Penwortham, Preston.

THE REPUTED Ex-Hamilton works Q type M.G., late property of David Piper. Many successes in 1954. Capable of over 100 miles per hour. In perfect condition, ready for racing. Must be one of the nicest road-equipped sports cars, suitable for racing. £350 or near offer. Would consider part exchange for family saloon, etc.—A. J. Nurse, Sibley's Garage, Edward Road, Birmingham, 12.

(Continued overleaf)

PARADE MOTORS (MITCHAM) LIMITED OFFER

1949 M.G. TC, Blue and Beige, beautiful condition. **£395**

1947 M.G. TC, Red, works condition engine fitted. **£360**

1946 M.G. TC, Green. This car is in really beautiful condition, fitted twin wind-tones, fog lamps, wind-deflectors, and many other extras. **£360**

1938 M.G. TA, Grey. A real specimen model. **£285**

1938 MORGAN F type. Ford 8 engine. Blue. **£185**

1939 SUNBEAM TALBOT 10 4-seater sports, Gunmetal, in beautiful condition, fitted with reconditioned engine, yet to be run in. **£285**

1938 ALVIS 12/70 sports tourer, in really first-class condition. Fitted with brand new engine. **£285**

ALL M.G. MODELS WANTED FOR CASH

M.G. SPARES

One TC 1500 cylinder block
One TA chassis frame

Lambretta Hire Services

56/67 Monarch Parade, Mitcham

Phone: 3392

At last!



MAYFAIR GARAGES can accept orders for the models you've waited for—the new range of 1955 Fiats with all the usual economy and performance features—PLUS!! Reasonable Delivery.

500c. COUPÉ £581.19.2 including P.T.

500c. BELVEDERE STATION WAGON £688.4.2 including P.T.

As displayed at Earls Court

Fully illustrated catalogues on request

Mayfair Garages LTD

BALDERTON STREET - LONDON - W.1
(opp. Selfridge's clock) MAYfair 3104/5

THE LISTER SPORTS CAR CHASSIS

Our 1955 de Dion axle lightweight sports car chassis is now available in component form at a very low price.

Parts supplied by us are listed below.

	£	s.	d.
1 chassis frame complete	105.	19.	8.
1 de Dion tube	11.	11.	5.
4 wishbones	10.	18.	10.
8 wishbone pins	6.	18.	6.
4 radius rods	6.	7.	5.
2 race carriers	16.	8.	11.
4 dif. unit clamps	5.	0.	0.
4 suspension plates	1.	16.	4.

Send for Brochure to:—

BRIAN LISTER (Light Engineering) LTD.
ABBEY ROAD, CAMBRIDGE

Phone: CAMBRIDGE 55602

Speed Equipment

Available for Ford Consul, Zephyr, Anglia, Standard '8' (1953-4), Austin A40 and many other models. Send stamp with enquiry, mentioning car.

BORRANI WHEELS

We are agents for these famous light alloy rimmed wheels. Suitable for AC Ace, Austin-Healey, Aston Martin DB 2-4, Fiat '500', Jaguar XK120, M.G. TD and TF, Renault '750', Standard '8' (1954), Triumph TR 2, etc.

MILANO RACING OVERALLS—Italian style racing overalls, £4. 10s. per pair. Available in a variety of colours. Stock colours—dark green, mid-blue, maroon.

Hours of Business:
Weekdays - 9 a.m.—6 p.m. (except Wednesdays)
Wednesdays - 9 a.m.—7.30 p.m.
Saturdays - 9 a.m.—1 p.m.

Willment

SPEED SHOP LTD.

THE WORKS, WHITTON ROAD, TWICKENHAM, MDDX.
Tel.: POsgrave 8861-2

Classified Advertisements—continued

M.G.—continued

1½-LITRE d/h. 1938, excellent condition. £260 12 or exchange good 12 or TA.—Smith, 104 Marine Court, St. Leonards, Sussex.

1947 M.G. TC for sale. Stage II tuned, excellent condition. £350 o.n.o. Hire purchase available.—Box 1676 (Norfolk).

MORGAN

MORGAN Plus 4 and 4/4 Official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161 Gt. Portland Street, W.1. LAngham 7733.

MERCURY Offer the best possible price for good used Morgans, both three-wheelers and 4/4s. Write, 'phone or call, we can usually arrange for our representative to call.—Mercury Motors, 824-826 Harrow Road, Wembley, Middx. Phone: WEMbley 6058-9.

MORGAN PLUS 4 cars. Prompt delivery of these cars. Spares for same, huge stocks of 4/4 and 3-wheeler spares.—F. H. Douglass, Morgan Specialist, 1a South Ealing Road, Ealing, W.5. EALing 0570.

1954 TR2 engine MORGAN 2-seater, low mileage, full length, tonneau cover and luggage grid, ivory and red.—Basil Roy, Ltd., 161 Gt. Portland Street, W.1. LAn 7733.

1954 2.088 c.c. MORGAN 2-seater, red, 13,000 miles, excellent condition. £620.—Colton, Kimbolton Road, Higham Ferrers, Northants.

MORRIS MINOR

TWIN carburettors, h/c. head, high-ratio rear axles. Conversions to Morris Minors give amazing performance and economy. 75 m.p.h., 45 m.p.g., 0-50 m.p.h. 18.6 secs. Demonstrations, send for data and Road Test.

1953 Minor o.h.v. convertible fitted with our conversion, £555. And many others.

Part Exchanges. H.P. terms.
Alexander Engineering Co., Haddenham, Bucks.
Phone: Haddenham 345 (Toll).

RACING CARS

BOB GERARD offers: From his stable, prepared for his own use and ready to race, 2-litre E.R.A.; 1½-litre E.R.A.; Le Mans Frazer-Nash; Cooper-Norton 500, Mark VIII; also spares for each car.—For further details apply to Bob Gerard Cars, Abbey Lane, Leicester. Phones: 61511-2-3-4.

COOPER Mk. VI, Mk. VII mods., ex-Bob Gerard, perfect, less engine £295.—W. Howard, 198 Knutsford Road, Grappenhall, Warrington. Tel.: Grappenhall 116.

COOPER Mk. V, in excellent condition, with Mk. VII rear end, long-range tanks, various spares, £200. With d/k. Norton and new featherbed box, including alternative ratios, £450.—Luke, 47 Westow Street, Upper Norwood, S.E.19. LIVingstone 2211, day; LEE Green 6812, night.

NORTON D.O.H.C. 499 c.c. engine fully modified for 500 car use. Special connecting rod, etc. Fully prepared for racing. £235.—For fuller details apply W. L. Grose, Flat No. 1, 32 Marefair, Northampton.

OFFERS are invited by D. Boshier Jones for Kieft 500 manufactured 1952. Modified and overhauled by Don Parker, 1954. Fitted with J.A.P. engine, repainted and ready to race.—84/85 Commercial Street, Newport, Mon. Business Tel.: Newport 2263. Home Tel.: Newport 5118.

750 FORMULA CAR, new Laystall balancer crank, sync. box, 7 cwt, £95 spent 1954. Ready to race. £135 o.n.o.—Lee, Wymans, Hutton Mount, Essex.

1954 500 c.c. STARIDE, ready to race. Has lapped Brands Hatch 61.8 seconds, £225. Also D/c. Norton engine, £175, and S/c. Norton engine, £75, or would take car in part exchange.—John Brown, 2 Bromley Hill, Bromley, Kent. RAVensbourne 6105.

998 C.C. COOPER-VINCENT Mark IV, in excellent order, ready to race. £295, including spares.—Bob Gerard Cars, Abbey Lane, Leicester. Phones: 61511-2-3-4.

RILEY

£45 G.N. RILEY Special, partially dismantled. Miss Lindley, 17 Hazel Avenue, Cheadle, Cheshire.

SINGER

SINGER 9 2-str., s/saloon. £120 bills, perfect. £165 o.n.o. Exchange m/cycle.—Bowers, 25 Treceside Road, Shirley, Southampton.

SPECIALS

DEEFORD Trials Car. Won many awards last year. £200 o.n.o.—Pettit, 445 Footscray Road, London, S.E.9. Eltham 2803 evening, HOP 1962 morning.

1953 MARSH, tubular, completely independent, new A70 components, flat pistons, twin SUs. Awards galore with Mr. A. E. Marsh, 100 m.p.h., mint condition, taxed year. Exchange, H.P. £345. Delivery anywhere.—Lyc Garage, Lye, Worcs. Lye 112.

CLUBMAN AUTOS LTD. TOOTING

1939 M.G. TA, Black, reconditioned engine to be run in. Windtones, tonneau cover, new tyres, spotlight, etc. £295

1950 MORGAN 4/4 drophead coupe, B.R.G., very attractive car £395

1938 (Sept.) FIAT 500. Drophead coupe, grey, in excellent condition. £195

SINGER 9 sports 4-seater, new tyres. £125

M.G.s—SINGERS—MORGANS
URGENTLY WANTED FOR CASH
H.P. AND EXCHANGES

LAMBRETTA SALES & SERVICE

MESSERSCHMITT. See and try this new 3-wheeler at our showrooms.
138-142 Tooting High Street, S.W.17
Telephone: BALham 3484

SPORTS CARS

GILLIE TYRER OFFERS

IMMEDIATE OR EARLY DELIVERY.

New Triumph TR2 and Doretti.

New Jaguar XK 140 Mk. VII and M.G.

New Standard 8 and 10 saloons.

New Fiat 1,100 saloon.

Your Present Car in Part Exchange.

Phone: Waterloo 2484 (5870 after hours).

Litherland Motors (Liverpool), Ltd.

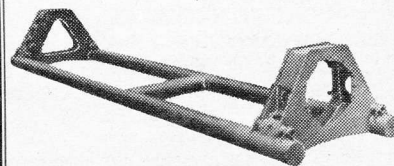
Hawthorne Road, Liverpool, 21.

MERCURY OFFER: £265!! 1939 model 2½-litre S.S.100 JAGUAR, in excellent condition. New hood, pass light, finished in black, twin exhausts, good tyres, very fast.—Mercury Motors, 824-826, Harrow Road, Wembley, Middx. Phone: WEMbley 6058-9.

S.S.

S.S. IR 16 h.p. 4-seater sports coupé, just rebored, taxed year. £100 o.n.o.—CROydon 5367.

TOJEIRO SUSPENSION PARTS AS USED ON THE A.C. ACE, NOW AVAILABLE FOR YOUR SPECIAL



Chassis box front cross member, cut to receive 3 inch tubes and including inboard wishbone mounting points, spring pad plate and shock absorber mountings.

Chassis box rear cross member cut to receive 3 inch tube and drilled to take axle nose piece with welded-on crown wheel cover pot, inboard wishbone mounting points and spring pad plate.

Front wishbones with mounting brackets for shock absorbers.

Rear wishbones.

Front upper members drilled to receive king pins and cotter pins.

Rear uprights with welded-in rear hub.

All machined and ground suspension pins for above parts.

Other specialised parts for use with the above components may also be supplied.

TOJEIRO AUTOMOTIVE DEVELOPMENTS LTD.

MIDDLE GARAGE

BARKWAY, Nr. ROYSTON HERTS.

Telephone - - - BARKWAY 341

PERFORMANCE CARS

THE SPORTS CAR PEOPLE

Select from their stock of over 150 sports cars

1950 Allard J2 Competition 2-seater	£365
1938 Alvis "Speed 25" coupé	£235
1950 Healey Silverstone 2-seater	£445
1951 Jaguar XK 120, choice of 2 from	£745
1937/8 Jaguar 100 2-seaters, choice of 5 from	£265
1954 Lotus Mk. VI tuned 1,096 c.c. unit	£495

NEVER LESS THAN 25 M.G.s IN STOCK

New M.G. Magnette, early delivery	£915
New M.G. 1,500 c.c. TF, immed. delivery	£781
1952 Sunbeam-Talbot "90" convertible	£625
1954 TR2, ivory, low mileage	£765
1953 Volkswagen Standard saloon, blue	£495

OFFICIAL VOLKSWAGEN AGENTS

Immediate H.P., insurance and part exchanges.

Great West Road, Brentford, Middlesex.
EALING 8841-2-3

3 minutes from Northfields Tube Station
(Piccadilly or District Lines)

(Buses 91, 97 and Green Lines pass our door.)

STANDARD

MONTE CARLO RALLY performance Standard 8 and 10 Twin Carburettor Conversion with h/c. head, four-branch exhaust manifold and high-efficiency exhaust system. £35 complete, fitted. 1955 8 de luxe and 10 in stock, unregistered, available with or without conversion. List price. Conversion extra.—George Boyle (Sports Cars), Ltd., Mollington, nr. Chester. Telephone: Great Mollington 353 and 354.

TWIN CARBURETTOR CONVERSION AS USED ON THE WORKS-ENTERED MONTE CARLO RALLY CARS with h/c. head, four-branch exhaust manifold and high-efficiency exhaust system. Conversions now available on Standard 8 and 10. £35 complete, fitted. 1955 8 de luxe and 10 in stock, unregistered, available with or without conversion. List price. Conversion extra.—Alexander Engineering Co., Haddenham, Bucks. Phone: Haddenham 345 (Toll).

STOCK CARS

1937 HILLMAN 21. Ideal car for Stock Racing. Complete with spare engine and gearbox. Must be sold. Any offer considered.—D. Heath, Tathwell, Louth, Lincolnshire. Louth 115.

STUTZ

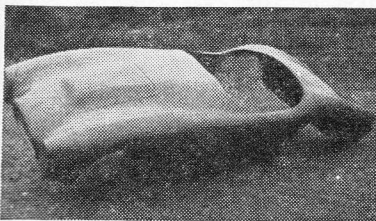
STUTZ 1934 SV16 4-seater luxury sports saloon by Brainsby Woollard, blue. 36.4 h.p., 8 cyl., dual ignition. Excellent condition, recently £250 spent. Radio, etc. Must reluctantly sell, going abroad. Reasonable offer for quick sale.—Fox, FLAXman 8738.

SUNBEAM-TALBOT

SUNBEAM-TALBOT 90, Mark II, sunroof saloon, radio, heater, screen wash, rimblishers, fog-light, rear demister, etc. £620.—Owen, 33 Selsey Road, Donnington, Chichester.

FIBREGLASS BODY SHELLS

£49 extras as required



Fibreglass Body Shells for Austin Specials of 6ft. 9in. wheelbase. These are self-coloured one-piece mouldings with a high surface finish; available in a choice of five colours.

Extras include mounting tubes, interior wheel arches, etc.

Inspection is invited at our Rickmansworth works. Mondays to Fridays during normal working hours or on Saturday mornings up to 1 p.m.

Kits for experimental work or bodywork repairs: 12/6, 17/6, 28/6 and 45/-. Bulk prices on application. Trade supplied.

MICRON PLASTICS (Dept. A520)
HAREFIELD ROAD, RICKMANSWORTH, HERTS
Telephone: 3312

TOJEIRO-BRISTOL

LOY 500 TOJEIRO-BRISTOL. Probably the most successful 2-litre sports/racing car. Just completely rebuilt and lightened. B.S.4 Bristol engine as new. £1,375.—C.N.C.A. Ltd., Newbury 2003.

TRIUMPH

NEW TR2, B.R.G., overdrive, latest type hood. Immediate delivery.—Basil Roy, Ltd., 161 Gt. Portland Street, W.1. LAN 7733.

VOLKSWAGEN

BROWN'S of LOUGHTON

Volkswagen De Luxe, new ... List Price.

High Road, Loughton, Essex.

Phone: Loughton 6266.

(Three minutes Tube Central Line.)

ZEPHYR

RAYMOND WAY
EAST LONDON BRANCH.

599 GNS. 1953 ZEPHYR, olive green with biscuit leather. In spotless condition. Extras include radio, heater. Rimblishers, long-range headlights, flamethrower, wing mirrors, etc. etc. The most superb '53 Zephyr on the road. One owner. £126 deposit.—Raymond Way, 773 High Road, Seven Kings. Seven Kings 4066.

ALUMINIUM

BULLANCO FOR ALUMINIUM.

Any sizes cut or folded.

SHEET — EXPANDED — TUBES — ANGLES

BARS — RODS — MOULDINGS — RIVETS

Write for list.

66 QUEEN'S ROAD, PECKHAM, S.E.15.

Tel.: New Cross 1092.

BOOKS

HANDBOOKS.—Austin, Ford, Hillman, Morris, Rover, Standard, Vauxhall, Wolseley, 5s. 6d.; Singer, Volkswagen, 7s. 6d.; Riley, 9s. 6d.; Chrysler, M.G., 15s. 6d. Workshop Manuals: Morris, Wolseley, 16s. 3d.; Jowett, 19s.; Austin, 27s. 6d.; M.G., Riley, 31s. 3d. Catalogue, sixpence. Enquiries, stamp please.—Vivian Gray, Postal Booksellers, 4 Chantryhouse, Hurstpierpoint, Sussex.

21,000 MOTOR INSTRUCTION Manuals, Sale-Exchange. Inquiries stamped envelope. Manuals bought.—Final, 15 Nashleigh Hill, Chesham, Bucks.

CELLULOSE

"PAINT SPRAYING HANDBOOK" covers car paint, spraying, brushing, touching in, etc., 3s. 6d. post free. Catalogue of cellulose, carriage paints, and all allied material for brush and spray, free. Complete spray plant and polishers hired on daily basis.—Leonard Brooks, Ltd., 70 Oak Road, Harold Wood, Romford. Ingrebourne 2560.

ENGINES

M.G. J.1, ENGINE, will complete or as spares, —Charnock, ELT 2330.

SINGLE-CAM NORTON, 12:1 c/r. £65 o.n.o. Wanted, J.A.P. spares, all types.—Pul, 337. See under Lancia.

ENGINEERING SERVICES

AUTOMENDERS have very comprehensive facilities for the machining and repair of all automobile parts and units. Whatever your problem we shall be pleased to assist in any possible way.—Automenders, Ltd., Lowther Garage, Ferry Road, Barnes, S.W.13. RIVERSide 6496.

ENGINE TEST BED

Completely confidential dynamometer testing facilities available for engines up to 170 b.h.p. and 8,000 r.p.m. We have a team of expert testers, and most comprehensive facilities for testing, in all forms. Up to 24 hours per day running, at very moderate terms. Customers may carry out their own tuning and testing, in secret, themselves, if they so wish.

ALEXANDER ENGINEERING CO., LTD.,
Haddenham, Bucks. Telephone 345.

(Continued overleaf)

USED CAR BARGAINS

Selected from our stock of nearly 500 vehicles

SUNBEAM-TALBOT 10 h.p. Sports Saloon, 1947, a very smart little car in pastel grey, with neat and tidy interior, sound and very responsive engine, good on petrol, fast and delightful to drive, fitted windtones, passlights, and other extras ... £395

SUNBEAM-TALBOT 10 h.p. Sports Saloon, a similar model to above, but of very late pre-war registration (1939/40), a smart, compact little car with brisk performance ... £295

SUNBEAM Drophead Coupe, 1955, the very latest model, practically unused, very small mileage and in condition virtually as new ... £1,095

SUNBEAM DAWN 12 h.p. Sports Saloon, 1935/6, perhaps not so up to date as above, but gives a very good account of itself on the road, nice lines too ... £75

JOWETT JUPITER Super Sports Coupe, 1952, an unblemished specimen, late property of enthusiast (sole owner), remarkably high standard of performance, extras ... £545

A.C. PETITE, 1954, August delivery, very low mileage, £5 per annum tax, low insurance rates, very pretty body, 60-70 m.p.g., independent springing on all wheels, 12-volt Lucas electrical equipment, large tyres, hydraulic brakes, steering coil gear change, absolute gift at £295

ASTON MARTIN 2 litre 16 h.p. Short Chassis 2/4-seater, 1938/9, special speed model, a very fine example of most attractive appearance, recent full mechanical reconditioning, bills for rebore, etc., one of the fastest 2 litre machines on the road ... £365

ALLARD two-seater super sports, 1948, fitted H.C. head and twin carbs., much faster than most, new Fort Dunlop tyres and tubes ... £295

ARMSTRONG SIDDELEY 12 h.p. Saloon, 1935, a sound, robust car with good, steady performance, pre-selector gears and other refinements ... £75

ALVIS Speed 25 Sports Saloon, 1937, special Charlesworth model, one owner, and history available, maker's bills and details of overhauls, many extras, accessories ... £275

ALVIS 12 h.p. Sports Saloon, four-door four light model in black with maroon leather interior, fast and economical ... £165

AUSTIN 8 h.p. Four-seater Tourer, post-war type with lift-up bonnet, 1945 registration, quite a bright looking little car, hood and screens intact, goes very well indeed ... £165

AUSTIN 7 Special Coupe, 1938, four-seater drophead model, cheap to run and well shod ... £95

BRISTOL 2 litre Sports Saloon, 1947, type 400, late property of enthusiast, black with beige leather interior, heater and H.M.V. radio built in, terrific performance, a very beautiful car in tip-top order ... £695

B.S.A. 10 h.p. Scout super sports two-seater, 1939, front wheel drive model, finished in Ensign red with silver wheels, Series VI engine, smart, sound and economical ... £145

RILEY 9 Saloon, early pre-war series, manual gear change, runs quite well ... £45

RILEY 9 Monaco four-door Saloon, later model than above, pre-selector gears, full de luxe with sunshine roof, a gift at ... £75

RILEY Roadster, 1950, 2½ litre model, reputed 100 m.p.h., immaculate appearance, many extras, heater, radio, spot-lights, windscreen washers, all over tonneau cover, Fram oil coil, an absolute cracker ... £645

NASH Shooting Brake, 1947 registration, hardwood four-door body, bench type seats, in sound running order and ready for the road ... £95

STANDARD 12 h.p. drophead foursome Coupe, 1948, very smart post-war model with attractive leather upholstery, good tyres and excellent performance, unrepeatable ... £295

WE ALSO HAVE 400 OTHER CARS AVAILABLE OF ALL MAKES AND TYPES, FAMILY SALOONS, SPORTS 2-SEATERS, 4-SEATERS, DROPHEADS, AMERICAN CARS, LIMOUSINES AND A VERY BIG STOCK OF ESTATE CARS AND UTILITIES. CALL, WRITE OR PHONE FOR DETAILS

EVERY CAR OVER £150 GUARANTEED IN WRITING FOR 3 MONTHS.

Free delivery by road or rail anywhere in the U.K.	TERMS—ONE THIRD DEPOSIT 18 MONTHS TO PAY	FREE—Catalogue sent post paid. Write or Phone.
--	--	--

OPEN TILL 8 p.m. MONDAY—SATURDAY INCLUSIVE

Camden THE USED CAR MOTORS SPECIALISTS

LAKE STREET • LEIGHTON BUZZARD • BEDS
Telephone: 2041 (Four Lines)

Just off main A5 Watling Street.
Main line L.M.S. Euston & Bletchley

Classified Advertisements—continued

MISCELLANEOUS

T.V.R. ENGINEERING,
BEVERLEY GROVE,
BLACKPOOL.

Telephone: S.S. 42854.

Multi-tubular chassis to take Austin components.
Fibre glass bodies. Please write for brochure.

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

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

QUICK-LIFT JACKS and Trailers made for 500 c.c. racing cars, also gas and are welding, drilling, milling, turning and capstan work.—Don Parker, 1a Sangora Road, S.W.11. Battersea 7327.

SOLID DRAWN, exhaust and flexible steel tubes, steel bars, light alloys, etc., from Stockists C. S. Harbour, Ltd., Syon Hill Garage, Great West Road, Isleworth, Middx. Tel.: HOU 6613.

PERSONAL

YOUR OPPORTUNITY to drive a Formula 3 Racing Car. Membership, £5 5s. Practice, 7s. 6d. per lap. Brands Hatch. S.a.c. for details. —Premier Motor Racing Club, Hosey Common, Westerham, Kent.

News from the Clubs—continued

M.G.C.C. DINNER

IT was most ironic that the person who should have presented the awards at the M.G.C.C.'s (S.E. Centre) annual dinner and dance, Mrs. S. Kemball, was unable to attend last Saturday's function because she had been knocked down by a car in Bond Street! Those present were glad to hear that she was, however, quite unhurt apart from slight shock. In her absence, the awards were presented by the treasurer's wife, Mrs. S. B. Morgan, after an enjoyable dinner at the Hungaria Restaurant, Regent Street. Trophies went to Miss Ann Jacobs, D. J. Scott, Colin Shove, John Shove, David Bull, Les Needham, and also (unofficially) to Mr. and Mrs. Don Smith and their dog, Dizzy. The Centre's chairman, S. Kemball, presided, and Keith Hale kept everything moving as smoothly as usual.

CHAPPELL BEST IN THE BEST

THE noise of fast-revving car engines mingled with the scream of jet planes when the Kentish Border Car Club held their Best Cup Trial on a rough hillside near Biggin Hill airfield on Sunday. The trial was over nine hills of varying difficulty and ended with a timed speed test on the nearby road.

The first two hills proved comparatively easy, most of the field of 16 having clean climbs. But trouble came with the third hill, a zig-zag affair where acute bends made it difficult to gain sufficient speed to surmount the moderate incline. Section 7 was the maximum reached by any competitor.

At the lunch break after the fourth hill M. H. Lawson, P. A. Barden, G. J. Newman and Rex Chappell were all level in the lead with 37 marks out of a possible 40. In the afternoon the hills were considerably more difficult, the first

PHOTOGRAPHS

MONTE CARLO RALLY.—Photographs of every car at Dover, Boulogne, Paris and Monte Carlo.—Charles Dunn, Greenleaves, Woking, Surrey. Phone: Woking 3737.

RADIATORS & FUEL TANKS

GALLAY, LTD., give immediate service in repair and rebuilding of radiators, oil coolers, fuel tanks and wings, etc.—103-109 Scrubs Lane, Willesden, London, N.W.10. Phone: Ladbroke 3644.

SAFETY GLASS

SAFETY GLASS fitted to any car while you wait, including curved windscreens.—D. W. Price, 490 Neasden Lane, London, N.W.10. Gladstone 7811.

SPARES AND ACCESSORIES

ENV PRESELECTOR gearbox, Type 75, excellent condition. £12 10s.—Gandy, Mill Green, Ingatestone, Essex.

SPEED EQUIPMENT

SPEED EQUIPMENT for sale and wanted. Offer your used supercharger installations, Vertex magnetos, special cylinder heads, carburettor assemblies, etc. etc. Immediate valuations.—Rudds, adjoining Central Station, Worthing 7773-4.

WHEELS

FIVE M.G. disc type wheels, plus hubs, from 1953 TD, excellent condition. Sale because of wire conversion. Would fit TD, TF, YB or 1A. Offers.—J. G. D. Keddie, "Lymington", Chalkwell Esplanade, Westcliff-on-Sea.

one being an exciting affair with a hump halfway up leading into a gully cut in the chalk and culminating in a fearsome-looking "shelf" before the final stretch. Even so there were 10 clean climbs.

After the ninth and final hill Barden, Chappell and Newman all had 75 marks out of a possible 90. The deadlock was resolved by the special speed test, Chappell putting up the best time and thus gaining the Best Cup in his 1,172 Cannon.

Runner-up in the same class (experts) was Newman (1,172 Cannon VII), while the winner of the non-experts' class was S. R. Seely (1,172 Ford), with R. E. Rushbrook (1,172 Rushbrook) as runner-up.

WORCESTERSHIRE WINTER RALLY

THE first event of the year for the members of the Worcestershire M.C. on Sunday, 30th January, took the form of a Navigational Rally starting from the "Coventry Arms", Upton Snodsbury, at 1.30 p.m. The route covered about 130 miles and included 39 route checks and six time controls, which consequently kept the navigators on their toes. The first control was at Larkstone in the Mickleton-Ilmington area where there was a stop and restart on a very steep section of a hill. The B.T.D. was 34.5 secs. by J. de Blaby in a Morgan Plus Four, and J. J. Bott did an excellent time of 41.25 secs. in his 2½-litre Riley. Slowest time was over 3 mins. This test was only to be used as a tie decider.

From there the route went via the Guttings to a tough section near Andoversford, after which Birdlip and Cranham were the main attractions. Darkness was falling when checks were sought out in the Newent and Ledbury areas before returning to Worcester via the Suckley Hills. The finish was at the Diglis Hotel, where the provisional results were announced.

The winner, John Humphries (Ford

WINDSCREENS

D. W. PRICE, 490 Neasden Lane, London, N.W.10. GLAdstone 7811. Windscreens for sports and specials and all other standard vehicles.

WANTED

AUSTIN 7 Special, complete, or less engine, gearbox. Or a body cheap.—Turpin, 24 Brampton Road, Kingsbury, N.W.9.

DELLOW, any condition considered. Full details and price please. All letters answered.—Box 1684 (Sussex).

MAYFAIR GARAGES, LTD., urgently want Fiats for cash at highest prices.—Balderton Street, W.1. MAYfair 8104-5. Open 9-6. Sats. 9-1.

NORTON Featherbed frame, gearbox, wheels, tanks, etc. Will collect.—9 Dyrham Close, Westbury, Bristol.

RON MCKENZIE, Manchester
DISTRIBUTOR FOR MORGAN CARS

Buys, sells, exchanges sports cars of all types. Terms arranged. Close 8 p.m. weekdays, 6 p.m. Sats.—Sales Section, 961 Chester Road, Stretford, Manchester. Telephone: LONGford 2100.

ROWLAND SMITHS. The Car Buyer. Highest cash prices for all makes. Open 9-7 weekdays and Saturday.—High Street, Hampstead (Tube), N.W.3. HAM 6041.

WANTED.—Partly completed, crashed special, parts, or crashed sports car.—Symons, Tremeddan, Liskeard, Cornwall. Phone 3110.

New Anglia), told an amusing anecdote about taking an unknown but apparently good road to avoid being balked at a hold-up. This road rapidly deteriorated into a track, and finally fields, ending up in a farm yard. A farmer popped his head up in surprise and informed the amazed occupants that no car had been up there for five years! It certainly shows the pioneering spirit of rallyists opening up new territory.

Provisional Results

Best Performance: J. Humphries (Ford New Anglia). **Class 1 (Open):** 1, J. de Blaby (Morgan Plus Four); 2, W. H. Morgan (TR2). **Class 2 (Closed):** 1, J. J. Bott (Riley); 2, J. L. Macvitie (Standard 8). **Navigators' Awards:** J. A. W. Rowe, Dillow, J. R. W. Thomas.

SOUTH ESSEX MOTOR CLUB
NEW YEAR RALLY

THE final event in the club's competition calendar was held on Sunday, 23rd January, after having been postponed owing to bad weather the previous Sunday.

The start was at the Duke's Head, Laindon Common, and 23 starters signed in, that being the last the organizers saw or heard of two of the competitors. The morning section was by route card, coupled with a little simple map-reading and use of a little common sense.

There were six time controls at which competitors were allowed one minute early or two minutes late without penalty, and three route checks, all in the space of 34 miles. To further tighten the time schedule, two driving tests had to be performed on a quiet stretch of road near Boreham Airfield and it was evident that several drivers had not read their instructions for these.

Results

1, A. F. Lappage (Ford Prefect); 2, R. Cook (Ford Consul); 3, J. Knight (Ford Zephyr).

CONGRATULATIONS

Results from the "Monte"

PER MALLING & G. FADUM **SUNBEAM**
Outright Winner also 1st Unlimited Class Cat. 1.

SHEILA VAN DAMM, ANN HALL, & FRANÇOISE CLARKE **SUNBEAM**
Coupe Des Dames.

M. GATSONIDES & M. BECQUART **ASTON-MARTIN**
1st over 2 Litre Class Cat. 11 also R.A.C. Trophy for best equipped car for comfort and safety.

MIKE COUPER **ARMSTRONG SIDDELEY**
1st Grand Prix de Securité Routière.

SUNBEAM TALBOT LTD.
Equipe Cup for best 3 cars same make. Driven by PER MALLING, SHEILA VAN DAMM, P. HARPER.

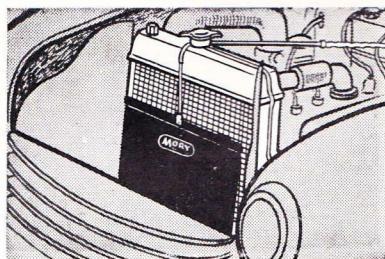
ASTON-MARTIN LTD.
R.A.C. Trophy for best equipped team for comfort and safety. Driven by M. GATSONIDES, P. COLLINS, R. PARNELL.

(Subject to Official Confirmation).

All these cars were fitted with the original MORY RADBLIND—an essential for cold weather motoring.

- QUICKER WARM-UP
- ECONOMISES FUEL AND OIL
- PRECISION DASH CONTROL
- COMPLETE FROM 50/-

Full details from your local garage or write direct to



MORY & COMPANY LTD
Cunard Hse Leadenhall St EC3 Ave 3434

SOLELY M.G. CARS — SALES & SERVICE



Hounslow
2238 & 3456

OFFICIAL



STOCKIST

OBTAIN YOUR NEW CAR FROM

TOULMIN MOTORS

**SPARES
SALES
REPAIRS**

"The most comprehensive stock of M.G. spares in the country. Have you tried our speedy C.O.D. service?"

343 Staines Road, Hounslow, Middx.

7 P.M. WEEKDAYS • 6 P.M. SATURDAY • 1 P.M. SUNDAY

CAMBRIDGE ENGINEERING

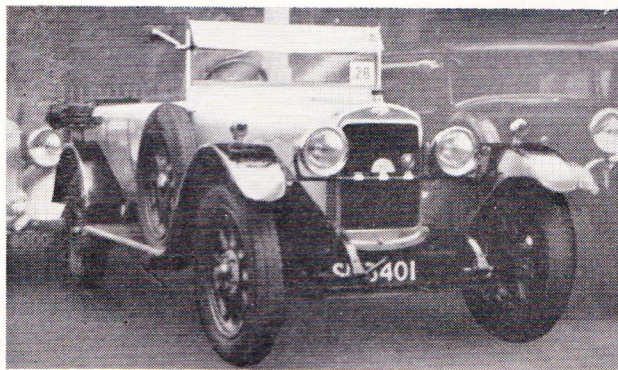
(Prop. L. M. Williams)

Austin 7 Specialists for Twenty-one Years

CAMBRIDGE ENGINEERING offer the Austin 7 enthusiast from stock, dropped axle and spring sets to lower chassis, latest type combined exhaust and inlet manifolds for downdraught carburettor, double valve springs, light flywheels, steering wedge to increase rake, four speed remote gear control unit, windscreen swivel end arms for fold-flat screen conversion, light sports body shells, high compression high duty alloy cylinder heads, S.A.E. lists.

Cambridge Road, Kew Green, Surrey

Tel.: Richmond 2126



Only one coat applied

Dear Sirs,
Your series of advertisements led me to use Valspar Lacquer whilst restoring my 1923 Sunbeam Fourteen. The result has been so outstanding that most people immediately assume that the car is cellulosed and are incredulous when I assure them that it is brush painted and furthermore, that there is only ONE COAT applied. The covering ability of the paint is very well tested in this last aspect because the car was originally a very dark green and I did not entirely remove all traces before applying the new paint: nevertheless there are absolutely no signs of the old paint showing through, although I used a light grey, which, incidentally, I was able to make more to my taste by merely adding a little black paint—another very desirable feature of Valspar. After continuous use, I find the car retains its bright appearance, as the enclosed photograph shows. Valspar polish is very effective in removing marks and restoring the paintwork to its original shine. I have honestly recommended your Lacquer to many people and indeed to complete strangers who have made a point of asking about the finish of the car, and fully intend to use it myself for as long as you manufacture it.

Yours faithfully,
(signed) KENNETH J. FIDGEN.

- ★ NO PRIMING OR UNDERCOATING REQUIRED
- ★ DRIES IN 2-4 HOURS
- ★ SUITABLE FOR ALL SURFACES—EVEN TILES
- ★ EASILY APPLIED, EASY TO KEEP CLEAN

VALSPAR

REGD NO 405868

2-4 HOUR LACQUER

The enamel that boiling
water made famous



Write for booklet and name of
stockist to the Sole Manufacturers U.K.

GOODLASS, WALL & CO., LTD.

179/185, (P.3) Gt. Portland St. W.I. Est. 1840

BRITISH CARS SWEEPING SUCCESSES IN
MONTE CARLO RALLY

1st. SUNBEAM
CAPT. PER MALLING

4th. FORD ZEPHYR
GERALD BURGESS

7th. ASTON-MARTIN
MAURICE GATSONIDES

TEAM PRIZES

JAGUAR & SUNBEAM

R. ADAMS
C. VARD
IAN APLEYARD

P. MALLING
P. HARPER
MISS S. VAN DAMM

COUPE DES DAMES

1st. SUNBEAM
MISS SHEILA VAN DAMM

3rd. DAIMLER
MRS. NANCY MITCHELL

5th. AUSTIN
MRS. E. M. WISDOM

all relied on

LUCAS
ELECTRICAL EQUIPMENT

(Results subject to official confirmation)

J O S E P H L U C A S L T D · B I R M I N G H A M · E N G L A N D

Published by AUTOSPORT, 159 Praed Street, London, W.2, and printed in England by
Keliher, Hudson & Kearns, Ltd., Hatfields, Stamford Street, London, S.E.1, England.