

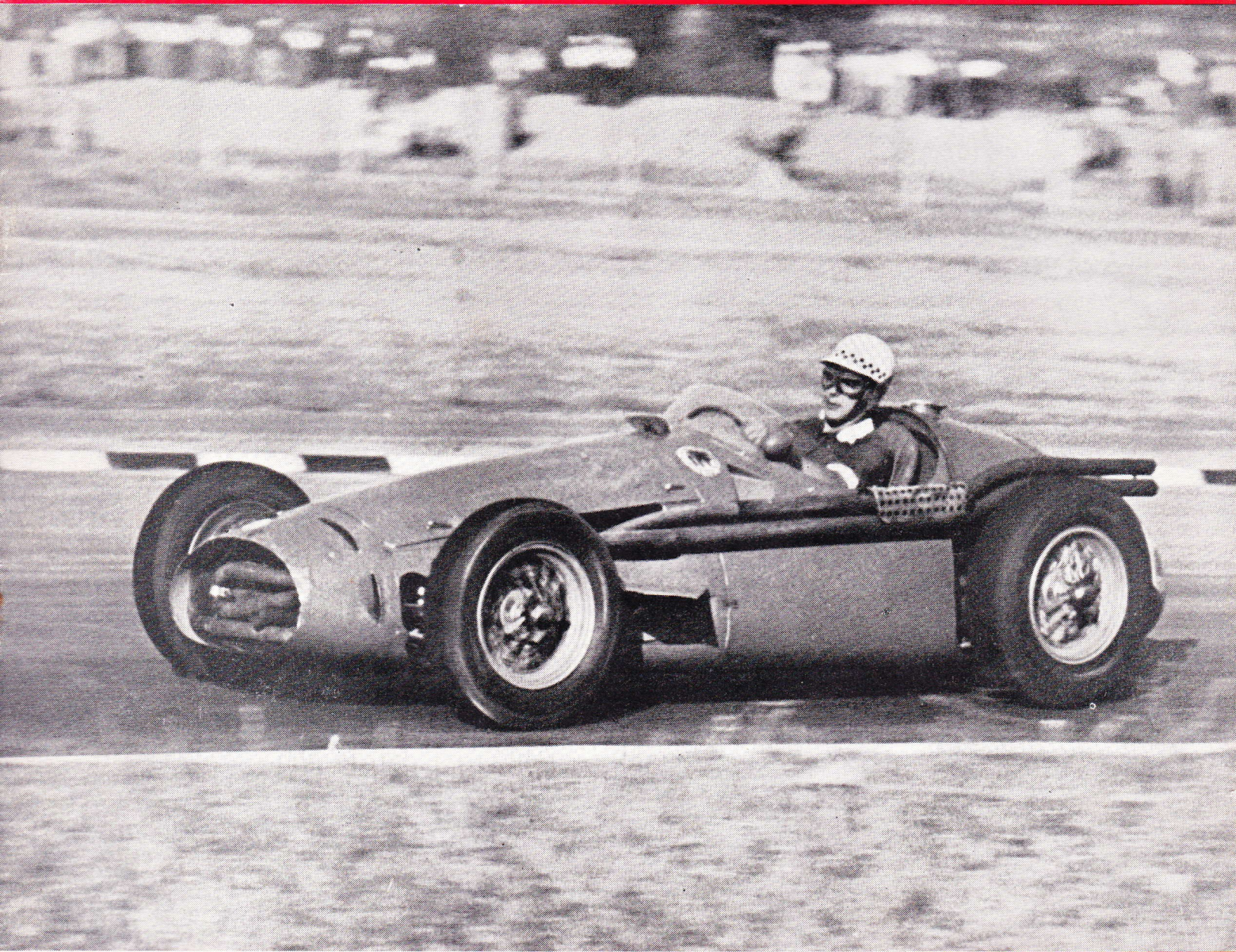
AUTOSPORT

FEBRUARY 25, 1955

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EVERY FRIDAY
Vol. 10 No. 8

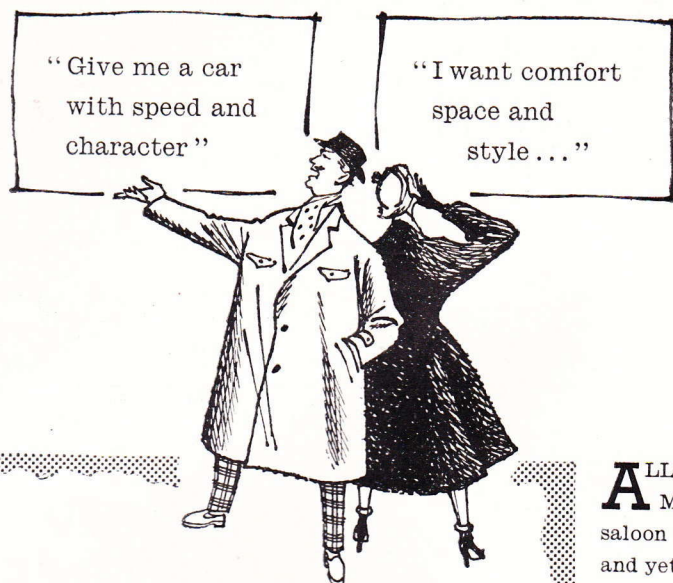
BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

THE GORDINI STORY, PART 2 : COOLING AND ITS EFFECT ON STREAMLINING : KITCHING TROPHY TRIAL
ENTRIES FOR THE R.A.C. RALLY AND LE MANS : SLIP ANGLES : MAGGI CARLO RALLY

JOHN BOLSTER • DEREK STOLLERY • WILSON ROGERS • W. A. McMASTER • JACK O'DONOGHUE



Everyone's pleased

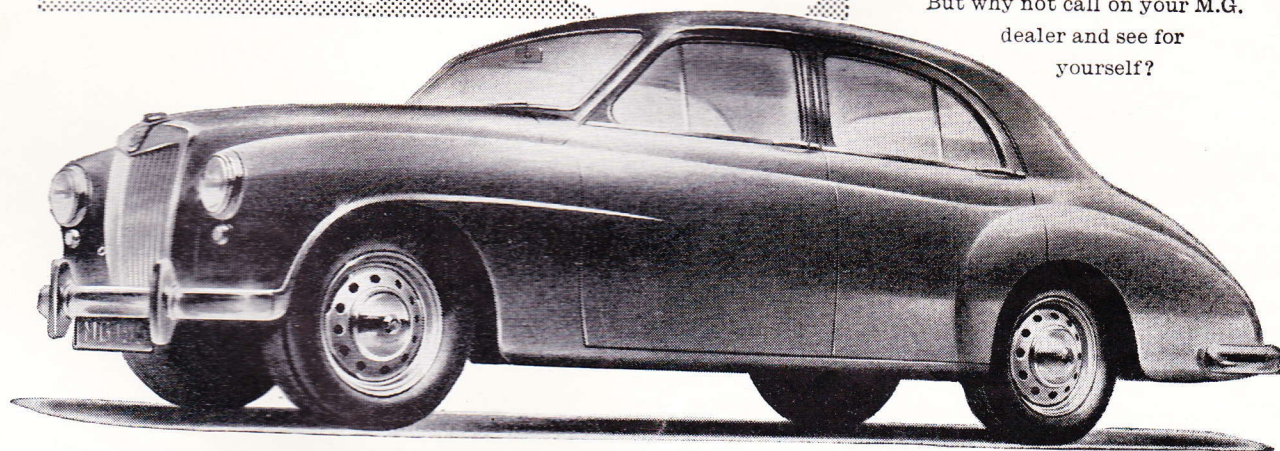
WITH THE



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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 10 No. 8

February 25, 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
 U.S.A. RODOLFO MAILANDER
 OZZIE LYONS

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NOTICES

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EDITORIAL

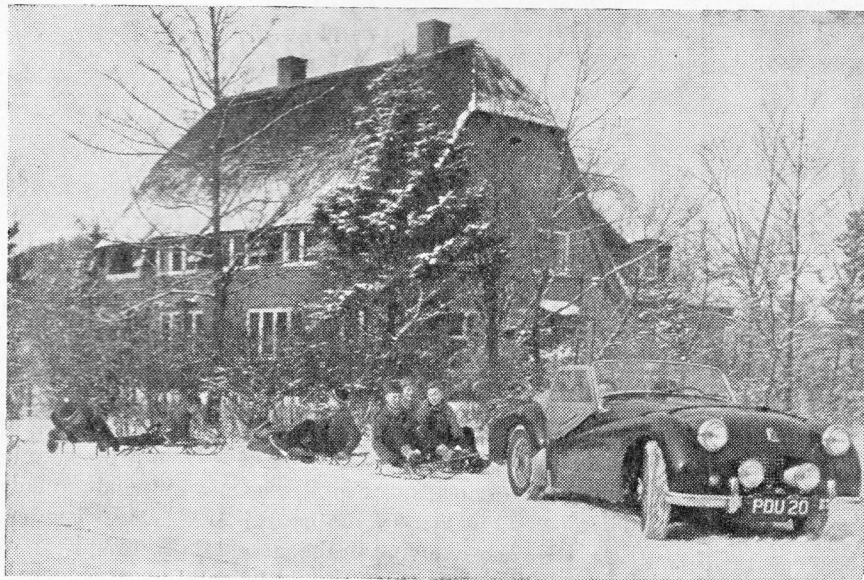
LES VINGT-QUATRE HEURES DU MANS

THE full list of acceptances for the 24 hours' race at Le Mans has now been issued, and enthusiasts should be more than grateful to the organizers for the excellent treatment accorded the smaller British manufacturers. Entries have been accepted from Kieft, Cooper, Arnott and Lotus. It is worth noting that the first three came into prominence through successes in Formula 3 racing, which also proves that regular participation in International events does influence race organizers, when the manufacturers decide to take part in another sphere of motor racing. Lotus, of course, have been prominent in sports car racing for several seasons, but undoubtedly the Silverstone victory in the B.R.D.C. *Daily Express* race last year convinced the acceptance committee of I.A.C.O. that their entry should be carefully considered. The M.G. Car Co., Ltd., have done well to have two entries accepted, Triumphs also have a couple, and the appearance of a lone Austin-Healey (entered by Lance Macklin) rather indicates that the organizing club are quite willing to let bygones be bygones, in respect of the unfortunate contretemps which occurred last year. However, it is the possible outright winner which interests the motor racing world, and this country has a powerful challenge in the shape of Jaguar, Lagonda and Aston Martin to offer opposition to Mercedes-Benz, Ferrari, Gordini, Maserati and Cunningham. Given dry weather, there is every reason to suppose that the speeds of the fastest cars on the Mulsanne straight will exceed 180 m.p.h. This would seem to indicate that lap speeds of two miles a minute are not only possible but extremely likely. In other words, such is the development of the modern sports racing car that the larger-capacity machines may well be found to be faster than 2½-litre Grand Prix machines in respect of maximum speed. This fact has already been confirmed by Herr Rudolf Uhlenhaut of Daimler-Benz A.G. following tests of the yet unraced 300 SLR Mercedes-Benz.

This means that only drivers of Grand Prix calibre are fit to handle the powerful sports racing cars of the present time, which has rapidly become more and more apparent each year. To drive aerodynamic projectiles at speeds approaching and in excess of three miles a minute demands a reaction which is not found among the normal run of sports car racing folk, and this explains the rush on the part of manufacturers to obtain the services of men who have proved themselves capable of handling ultra-rapid machinery. Without a doubt, the manufacturers who are content to rely on drivers of a little more than average ability are roughly in the same position as a squadron of jet fighters piloted by men with only piston engine experience!

OUR COVER PICTURE

NEW COMBINATION: Frenchman Jean Behra became a Maserati works driver this year after four seasons with the Equipe Gordini. The photograph shows him on a fast bend at Buenos Aires during the Formule Libre G.P.; the untidy-looking piping in the radiator intake is an improvised oil cooler.



ECURIE Bull Frog members are invited to meet at the Steering Wheel Club on Monday next, 28th February, at 7 p.m. "Jabby" Crombac will be there with copies of the Bol d'Or regulations, and details of the racing in general at Monthl ry.

ANDR  LOENS is to race a 2-litre sports Maserati this season. Car is the previous property of Armand Roboly.

THE works Ferraris for Le Mans, given as 4-litres capacity, will probably be 3,700 c.c. "sixes".

SCUDERIA ESPANA have entered two Ford "Thunderbirds" for the Mille Miglia; drivers the Marquis de Portago and Jean Lucas. The Spanish Marquis has taken delivery of his new 3-litre 4-cylinder Ferrari, which he will share with Umberto Maglioli in the Sebring 12 Hours.

AFTER Sebring, de Portago will hasten back to Europe, to drive a new single-seater Ferrari in the Syracuse G.P.

JACQUES P RON's 1,100 c.c. Osca entry for Le Mans will need watching. Car has disc brakes, a reported power output of 100 b.h.p., and probably streamlined bodywork. P ron confidently expects it to reach 135 m.p.h.!

DICK JACOBS and Ted Lund are mentioned as possible members of the M.G. team for Le Mans.

BRISTOL's Le Mans team will probably be the same as for 1954, with the possible inclusion of David Blakely.

ALBERTO ASCARI may partner Nino Farina in a 3.7-litre Ferrari at Le Mans if Lancia are willing to release the former World Champion. Last year's winners, Gonzalez and Trintignant, will share a car, and Paolo Marzotto will probably team up with Umberto Maglioli.

NEW rear-engined 630 c.c. Fiat will, it is reported, be exhibited at the Geneva Show (10th/20th March).

TR-TOW: Winter snows in Holland give rally driver Maurice Gatsonides and his Triumph TR2 a change of occupation, hauling the local lads on their toboggans.

A. P. ("HITCH") HITCHINGS of the Ecurie Bull Frog has ordered a Porsche, in which he may later fit a "Super" engine.

FRENCH racing circles welcome the return of the marque Salmson to the 24 Hours' Race. A new lightweight sports-racing machine will shortly be marketed from the Belgian Minerva factory.

SERGE POZZOLI, French racing historian, one-time racing driver, and stock car ace in more recent times, is to return to circuit racing and rallies. Under the auspices of the Ecurie Bull-Frog, he will drive a "Francorchamps" modified TR2 Triumph coup . The French ruling authorities do not grant competition licences to stock car drivers, so Pozzoli has given up "the stockers", much to the regret of Buffalo Stadium fans.

THE A.A. are staging a veteran car run from London to Hastings on 19th March to celebrate a journey made in 1909 when a battalion of Guards were taken by car to Hastings. Forty to 45 veterans will carry approximately 100 Guards, all dressed in 1909-style uniforms leaving Kidbrooke airfield at 8 a.m. and reaching St. Leonards by about midday. A procession will then be formed along the three-mile promenade. Twenty modern military vehicles will follow the veterans.

SUNDAY IN MOROCCO

THE week-end sees the International Circuit of Agadir for sports cars. There will be four capacity classes in this event: cars up to 1,000 c.c. will have to complete 35 laps of the 1½-mile course; 1,001-1,500 c.c., 50 laps; 1,501-2,000 c.c., 50 laps; and over 2,000 c.c., 60 laps. The entries include Duncan Hamilton (D-type Jaguar), Graham Whitehead (Aston Martin DB3S), D. Margulies (C-type Jaguar), Rosier, Picard, Mantovani, Carini and Sparken (Ferraris), Guelfi (3-litre Gordini) and Monneret (Maserati).

PIT and PADDOCK

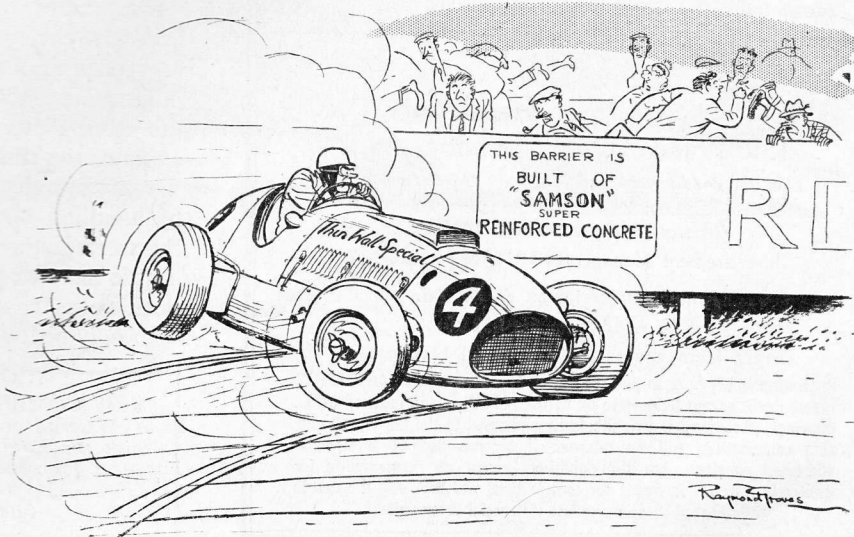
OFFICINE MASERATI have made a last-minute entry for Sebring of three cars. Robert Manzoni will drive a works-entered Renault there.

FORMULA 3 racing, which has been on the wane in Germany, is being revived this year by the reintroduction of the German Formula 3 Championship, for which three events are planned for 1955 and again in 1956, assuming there is sufficient support.

PETER BERTHON, B.R.M. designer, is in a London hospital with serious injuries as a result of a road crash. Latest news is that he is out of danger, although still gravely ill.

PETER SCOTT-RUSSELL's new 2-litre Lotus Bristol is being fitted with Dunlop disc brakes.

ALAN RIPPON (1,100 Coventry-Climax) and B. A. Baxter (1,500 Turner) are the two Kieft first-drivers for Le Mans.



COMING TO ENGLAND, after a successful season in Australia with this Mk. II Cooper-Bristol, is Jack Brabham. He has purchased Peter Whitehead's Cooper-Alta, into which he will install his own modified Bristol engine.

EQUIPE ENDEAVOUR

TOMMY SOPWITH and **John Riseley-Prichard** will race as Equipe Endeavour this season. Their cars will be a Cooper-Jaguar fitted with Dunlop disc brakes, a rear-engined 1½-litre Cooper-Connaught, and a rear-engined 1,100 c.c. Cooper-Coventry-Climax. The projected turbo-jet car is being built in conjunction with the Cooper Car Co., Ltd., and if tests are completed satisfactorily it may be seen in action some time during 1956. The machine is at present merely in the development stages.

1954 HALF-LITRE AWARDS

THE British Racing and Sports Car Club confirms that the Formula 3 National Championship for 1954, the "AUTOSPORT Trophy", has been won by **Les Leston** (Cooper). In second place only ½ point behind is **Don Parker** (Kieft). In 1952 and 1953 Leston was runner-up to Parker.

Winners of other B.R.S.C.C. trophies have also been announced. **Peter Thornton** receives the 500 Club Trophy for gaining the largest number of points in the National Championship with the sole use of a J.A.P. engine in his Arnott. The AUTOSPORT Clubman's Trophy has been won by **John Higham** (Kieft-Norton).

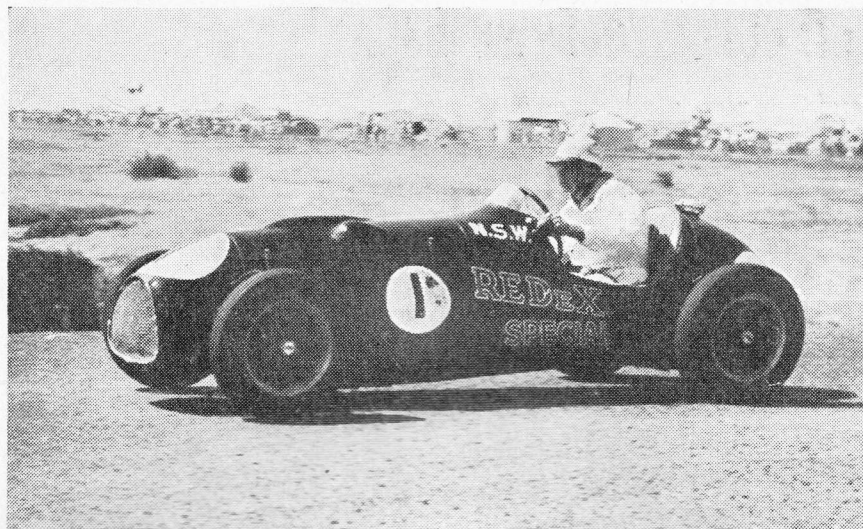
The **Alf Bottoms Memorial Trophy**, which is awarded for any particularly outstanding performance during the season, will not be presented as the Committee feel that no such feat has been displayed during 1954 to merit the award.

JAGUAR 1955 DRIVERS

STATEMENTS in various daily newspapers recently on the appointments by the Jaguar Company of drivers for the 1955 season, in particular concerning **Ken Wharton** and **Peter Walker**, have caused Mr. W. Lyons, chairman of the Company, to issue the following bulletin to the Press:—

"I was surprised to read in this morning's Press that statements have been made by two of the drivers who have driven our cars in past competitions, regarding the fact that they will not be driving in our Jaguar team this year, and I should be glad if you would be good enough to give equal publicity to our point of view in this matter.

"A spokesman of the Company has already stated that contracts are arranged annually only, and



SPORTS NEWS

that we have made changes in our team in order to bring along some younger drivers we have discovered.

"As far as I am concerned, in the case of Mr. Wharton, he has never been considered as a driver in our 1955 team. Since he drove for us last year he has taken up an appointment as Competition Manager for another manufacturer. He did this without consulting us, and I assumed he would realize that in view of this appointment, he would not be nominated as a driver for us in this year's racing.

"In the case of Mr. Walker, I have the greatest admiration for him, both as a driver of great ability, and as a man, and I am sure he knows it, but as racing is a very serious matter for my Company, he was asked by us to take part in private speed trials in company with other drivers under consideration for team places, but he declined and subsequently signed up for another Company.

"With regard to Mr. Whitehead, who has left this country for a visit to Australia, he was informed before he went that it was unlikely that we would ask him to sign for us for 1955.

"In the foregoing circumstances we have done no more than to build up an already depleted team from the best available sources and the question of 'dropping' drivers for reasons of age does not arise."

THE LE MANS ACCEPTANCES

THE A.C. de l'Ouest have now selected the 60 starters, and 15 reserves, for the 1955 24 Hours G.P. d'Endurance at Le Mans from the list of applications. Entries accepted, together with competition numbers allocated, are the following:—

Nos. 1 and 2, **David Brown** (Two 4,485 Lagondas); 3, **Automobiles Talbot** (4,483 Talbot);

4*, 5 and 6, **Jaguar Cars, Ltd.** (Three 3,442 Jaguars); 7, **B. S. Cunningham** (3,442 Jaguar); 8, **Ecurie Francorchamps** (3,442 Jaguar); 9, **Cooper Cars, Ltd.** (3,442 Cooper-Jaguar); 10*, 11 and 12, **Automobili Ferrari** (Three 4,000 Ferraris); 13, **P. Heldé** (3,000 Ferrari); 14, **M. Sparken** (3,000 Ferrari); 15 and 16, **Automobili Maserati** (Two 2,991 Maseratis); 17, 18 and 19, **Daimler-Benz A.G.** (Three 2,984 Mercedes-Benz); 20 and 21, **Amedée Gordini** (2,991 Gordinis); 22*, **B. S. Cunningham** (2,946 Cunningham); 23 and 24, **David Brown** (Two 2,922 Aston Martins); 25, **L. Macklin** (2,660 Austin-Healey); 26*, **A.F.N. Ltd.** (2,600 Frazer-Nash); 27, **J. P. Colas** (2,300 Salmson); 28 and 29, **Standard Motor Co., Ltd.** (Two 1,991 Triumphs); 30, **Amedée Gordini** (1,987 Gordini); 31, **Automobili Maserati** (1,986 Maserati); 32*, 33* and 34*, **Bristol Aeroplane Co., Ltd.** (Three 1,976 Bristols); 35, **A.F.N. Ltd.** (1,971 Frazer-Nash); 36* and 37*, **F. Porsche K.G.** (Two 1,498 Porsches); 38, **W. Ringgenberg** (1,498 Porsche); 39, **E. Fronteras** (1,491 Osa); 40 and 41, **M.G. Car Co., Ltd.** (Two 1,489 M.G.s); 42, **Kieft Cars Ltd.** (1,488 Kieft); 43, **Connaught Eng. Co., Ltd.** (1,484 Connaught); 44, **Arnott Racing Cars Ltd.** (1,100 Arnott); 45, **Kieft Cars Ltd.** (1,100 Kieft); 46, **Cooper Cars Ltd.** (1,098 Cooper); 47, **J. Péron** (1,098 Osa); 48, **Lotus Eng. Co.** (1,097 Lotus); 49* and 50*, **Automobiles Panhard** (Two 850 Panhards); 51 and 52, **Société Monopole** (Two 750 Monopole-Panhards); 53, **Damonte/Crovetto** (747 Nardi); 54 and 55, **Automobili Moretti** (Two 747 Moretti); 56, **Automobiles V.P.** (747 V.P.); 57* and 58, **Deutsch-Bonnet** (Two 745 D.B.s); 59, **L. Héry** (745 D.B.-Panhard); 60, **V. Stanguellini** (741 Stanguellini).

* Qualified for Final of Biennial Cup.

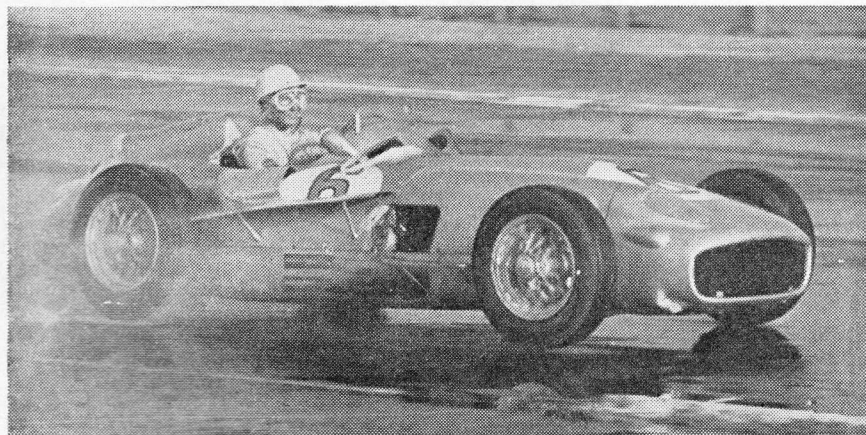
THE FIRST 15 RESERVES

61, **Gatsonides/Becquart** (2,992 Aston Martin); 62, **Automobili Maserati** (1,484 Maserati); 63, **F. Porsche K.G.** (1,498 Porsche); 64, **Deutsch-Bonnet** (745 D.B.); 65, **M.G. Car Co., Ltd.** (1,489 M.G.); 66, **G. Olivier** (1,498 Porsche); 67, **J. Claes** (1,498 Porsche); 68, **Y. Giraud-Cabantous** (3,000 Ferrari); 69, **H. Peignaud** (3,442 Jaguar); 70, **Standard Motor Co., Ltd.** (1,991 Triumph); 71, **A. Constantin** (1,413 Constantin); 72, **Société Ferry** (747 Ferry-Renault); 73, **Automobili Maserati** (1,484 Maserati); 74, **Automobiles V.P.** (745 V.P.); 75, **L. Rosier** (748 Renault).

BRANDS HATCH, 1955

NINE car race meetings will be held at Brands Hatch this season, with the *Daily Telegraph* International fixture on 1st August the most important. Dates reserved in the 1955 Calendar are 11th April (Easter Monday), 1st May, 29th May, 12th June, 10th July, 1st August (Bank Holiday Monday), 4th September, 9th October, and—repeating last year's successful Boxing Day venture—26th December.

BELIEVE IT or not, this damp scene, featuring **Stirling Moss**, is at Buenos Aires, Argentina, during practice for the Formule Libre G.P. The shields improvised by Mercedes-Benz to divert exhaust heat from the driver served admirably as mudguards.



"CIRCUIT" FOLLOWS USUAL FORM

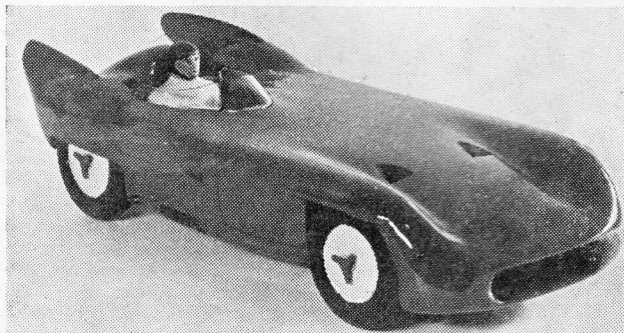
REGULATIONS are now available for the Ulster A.C.'s annual 1,000 miles Circuit of Ireland Trial, which will occupy the whole of the Easter holidays from 8th April to 12th April. This is the most important trial held annually in Ireland and is, of course, one of the "counting" events in the B.T.D.A. Gold and Silver Star Rally competitions.

In general, the trial follows closely the lines of last year's event. Starting points will be Belfast or Dublin, all competitors joining a common course at Newry. It can also be assumed that the actual starting time will be on the evening of Good Friday, 8th April, and that the trial will open with an all-night run of around 500 miles, taking the entry to Killarney, where two nights will be spent. The whole of the route for Sunday, 10th April, is secret at the moment but will end at Killarney. On Easter Monday the rally will travel from Killarney to Belfast, where an overnight stop will be made. On Easter Tuesday a short run from Belfast to the finish control at Bangor, Co. Down, will end the trial.

The nine special tests will include a timed hill-climb, a navigation test and a speed test around four laps of a circuit. Actual venues are not disclosed. To overcome insurance difficulties experienced by competitors through the inclusion of speed tests, the promoters have arranged for special cover for these tests, the cost being included in the entry fee.

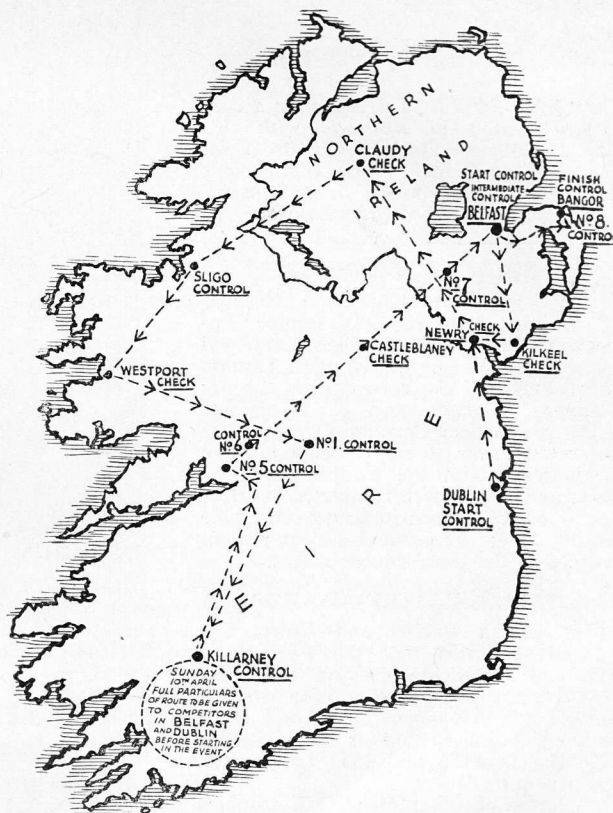
The classes are: Production Touring Cars up to 1,000 c.c.; 1,001 c.c. to 1,600 c.c. and over 1,600 c.c., together with a class for Production Sports Cars of any capacity. Team prizes are being awarded to the best team of Production Touring Cars and to the best team of Production Sports Cars. Special awards will be for the best performance by a novice; the best performance by an all-women crew; the best performance by a driver not normally resident in Northern Ireland and to the navigators of every car eligible for an award other than the outright winner and the winner of the visitors' award. The reason for this singular exclusion is that for each of the excluded awards mentioned two replicas will be presented. In each of the four classes three awards will be made.

Regulations, which, by the way, are in some demand, may be obtained from The Ulster Automobile Club, Ltd., Donegall Chambers, Donegall Place, Belfast, Northern Ireland. Entries close at noon on Saturday, 12th March, and are confined to cars manufactured after 1st January, 1946.



LISTER'S LATEST: (Left) This scale model, built for wind tunnel tests, shows the form the 1955 Lister competition sports car will take.

BUSY EASTER is promised to Circuit of Ireland competitors, who start from Belfast or Dublin on 8th April and cover a thousand miles of Ireland by routes depicted in the map herewith, to finish at Bangor, County Down, on Tuesday, 12th April. There will be nine special tests. The event counts for the B.T.D.A. Gold and Silver Rally Stars of 1955.

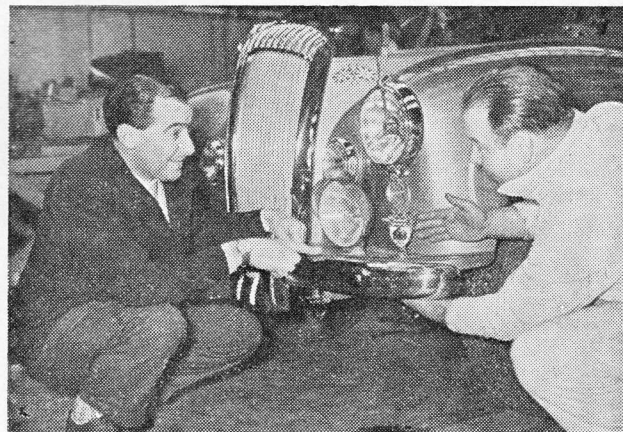


BRITONS IN THE "SESTRIERE"

TODAY, 25th February, sees the start of the Sestriere Rally, Italy's qualifying event for the 1955 European Touring Championship. From London went Mrs. Joy Cooke and J. Dorsett in a Ford Anglia, while from Birmingham went Ken Wharton and Gordon Shanley (Daimler Century). Both left on Tuesday, 22nd February, to cover the 650-odd miles to their starting point at Berne in three days. The "Sestriere" regulations grant competitors one extra mark for every 62 miles they cover to reach their official starting point.

The rally passes through Turin, Monza, Florence and Rome, and concludes at Sestriere on 1st March.

GETTING SET: (Right) Ken Wharton watches as the B.R.D.C. badge is affixed to his Daimler Century, prior to leaving for the Sestriere Rally.



BAD LUCK FOR H.W.M.

AFTER easily setting fastest lap times in practice for last Sunday's race on frozen Lake Freden, Vasteras, Sweden, George Abecassis suffered crown wheel and pinion failure on his H.W.M.-Jaguar on the morning of the race, and was a non-starter. Eventual winner was Gunnar Bengtsson, driving an Allard.

It is hoped the H.W.M. can take part in the ice races at Bollnäs on 6th March.



Photograph by Patrick Benjafield

PORTRAIT GALLERY

No. 12—LES LESTON

FORMULA 3 Champion Les Leston will be presented with the AUTOSPORT Trophy at the British Racing and Sports Car Club's annual dinner/dance at the Park Lane Hotel, London, tonight. By heading ex-Champion Don Parker in a vital race during the Boxing Day Brands Hatch meeting Leston snatched the award by the narrow margin of half a mark. Les Leston began his motor sporting career with an aerodynamic coupé based on an SS 100. Eventually he acquired an XK 120 and went motor racing. However, it was not until he went over to 500 c.c. cars that his name began to feature with ever-increasing regularity in the awards list at home and abroad. He has been one of this country's most successful drivers on Continental circuits, and, with his Cooper, won the 1952 Grand Prix of Luxembourg. His Leston Special was one of the most outstanding "one-off" machines in the country, but his main successes have been scored with the marque Cooper. Leston is an extremely versatile driver, and a remarkable performance was to set up a new 500 c.c. hill-climb record at Prescott in 1953, on his very first appearance at this venue. His drives last season with the 1,100 c.c. Cooper-J.A.P. will long be remembered, and his duels with Formula 1 and 2 machinery were highly popular with the crowds at Crystal Palace and elsewhere.

The victories, places, lap records and so on achieved by Les Leston would take up more space than this magazine can spare. His skill in handling Formula 3 machines has brought him to the forefront of Great Britain's racing drivers, and many people would like to see the Londoner at the wheel of modern sports-racing or F1 cars—a wish which may well be fulfilled this season. There is little doubt that he would acquit himself well.

BOL D'OR REGULATIONS

FRANCE'S traditional "amateur" 24 hours race, the Bol d'Or, takes place this year in somewhat revised form on 14th/15th May at Monthléry. As already announced, two drivers to each car will be obligatory; the course will measure 8 km., incorporating part of the banked track and part of the road circuit. Le Mans-type sports cars (prototypes and production cars as in the Le Mans regulations) only will be eligible, in up to 750 c.c., 1,500 c.c. and 2,000 c.c. classes. 90 octane pump fuel, supplied by the organizers (and paid for at scrutineering) must be used; there is no minimum number of laps between refuels. Repairs can be effected in the pits, and a comprehensive list of spares which can be used will be issued with the full regulations, due shortly from the organizers.

Prize-money in each of the three classes comprises: 1st, frs. 500,000; 2nd, frs. 275,000; 3rd, frs. 150,000; 4th, frs. 100,000; and 5th, frs. 75,000. To the class winners' respective mechanics go frs. 50,000, while every finisher receives frs. 25,000. Even non-finishers will receive sums of from frs. 5,000 to frs. 10,000, according to mileage covered. Leader on distance at the end of each hour gains frs. 5,000 and frs. 50,000 is awarded to the driver setting the lap record in each of the three classes. No starting money will be paid.

The entry list closes as early as 15th March; applications to the A.C.I.F., 8 Place Vendôme, Paris; fee is £25 per car. The Ecurie Bull-Frog, c/o this journal, is willing to negotiate with the organizers on behalf of British drivers interested in competing.

SPEED AT DAYTONA

BRIGGS CUNNINGHAM has entered three cars—one the newly acquired D-type Jaguar—for Nascar's speed week at Daytona, 20th/27th February. Jack Rutherford, who last year achieved 136.03 m.p.h. over the measured mile in a Ferrari, hopes to improve that figure with a 300SL Mercedes-Benz. Jim Kimberly is also running with his Ferrari.

The week's programme comprises the speed trials for stock and sports cars, and three races over a 4.1-mile beach-cum-road circuit. Significant is the fact that the A.A.A. and the S.C.C.A. have both permitted their drivers to participate in the Nascar event. In the past, some A.A.A. Indianapolis drivers have been suspended for running in Nascar-promoted meetings.

GOODWOOD RACING SOON

THE British Automobile Racing Club's 1955 season at Goodwood is due to open on 26th March with the now customary members' sports car meeting, for which regulations and entry forms are now available from General Secretary H. J. Morgan, at 55 Park Lane, W.1.

Big event of the International meeting on Easter Monday (11th April) will be the 21-lap, 50-mile Glover Trophy race, this year for Formula 1 cars. Amongst the other seven events are the Earl of March Formula 3 race, *Formule Libre* and "old Formula 2" racing car events, and sports car events. Details are available from John Morgan, address as above. Advance bookings for stand accommodation can now be made.

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TECHNICAL & OTHERWISE

By JOHN BOLSTER

SLIP ANGLES

A FEW years ago I wrote quite a collection of articles in AUTOSPORT on roadholding, steering and kindred subjects. Recently, I have received a number of questions relating to these matters, which perhaps shows that some further discussion would not come amiss. The popularity of road test reports precludes my giving a great deal of space to this material, but a few comments on the basic factors may be helpful.

I think that the reason why some people find this a difficult subject is because they do not start at the beginning. The whole character of a car is determined by what goes on at those four small areas where the treads are in contact with the road. I shall content myself, therefore, with a simple examination of tyre behaviour at this writing, with apologies to those who want to get straight down to suspension and steering problems.

However perfect the springing of a car may be it is necessary to employ some form of soft tyre on the wheels, so that they may roll effectively over the uneven surface of the road. Anybody who saw the iron-tired Hammel thundering down to Brighton at 6 m.p.h. will not dispute this! Anyway, at the present stage of the art, the pneumatic tyre is the only answer, and it has been developed to a very high pitch of efficiency. Nevertheless, it is necessary to realize that it has considerable flexibility in all directions.

A pneumatic tyre must have a flexible tread, in order that it may "give" to the small irregularities in the road. To permit this, the walls must also be pliant, and it is, therefore, impossible to build a tyre which will not permit any lateral deflection. Imagine a wheel and tyre, rolling in a straight line on a perfectly flat surface. Now take a single point in the centre of the tread, and watch it go round. It will, of course, maintain its central position.

Now apply a lateral force to the hub of the wheel. This may come from the centrifugal force of cornering, wind, or camber; the source is immaterial. Watch the same point going round and it will continue in the centre until it approaches the ground. Then, the lateral flexibility

of the tread will allow the point to travel sideways. If the disturbing force is coming from the left, our little point will be displaced to the right. Fig. I shows what I mean.

The important thing to realize is that no actual skidding need take place. As each section of the tread reaches the road, it is stretched across and allows the wheel to "walk" a very small distance laterally as well as rolling forwards. Thus, a tyre which remains steered straight ahead may in fact travel at a slight angle to its original path. This angle is the slip angle, and is shown in Fig II.

The slip angle of a tyre is influenced by a great many factors. In the first place, its actual construction, thickness of walls and tread, type of rubber, and general rigidity of the carcase, play a big part. Then there is inflation pressure, which affects the matter profoundly. The load carried by the tyre is also important and the attitude it assumes. By that I mean that when a wheel "leans away from its work" the slip angle is greatly increased.

Transmission of power through the tread also increases the slip angle. It is in this way that a normally understeering car may become an oversteering one during a burst of acceleration, and one must understand that actual wheel-spin need not be engendered for this to come about. Finally, there is the rim of the wheel, and its width determines the amount of support it gives to the tyre, which affects the slip angle to some extent.

When a car is driven absolutely straight down a road without camber on a still day, the tyres only sustain a purely radial load. For the majority of the distance it covers, however, a fairly complex series of loads combine to subject the tyres to varying forces. Every deflection of the steering wheel or change of camber promotes a disturbing force, which tends to push the car sideways. This will cause all the tyres to follow a course at an angle, however slight, to their natural direction of travel. If the back tyres exhibit the greater slip angle,

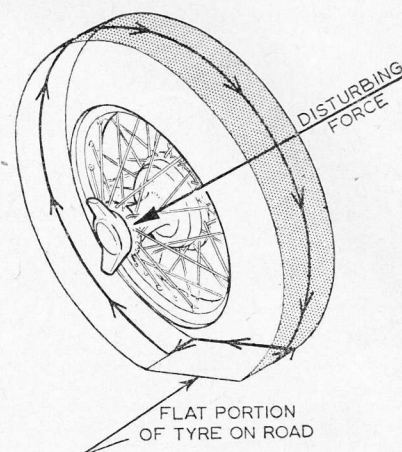


Figure I: Imaginary point in centre of tread makes one revolution, giving way to disturbing force on contact with road.

this is an oversteering car, but if the front ones run out to a greater extent, an understeering characteristic has been achieved.

As I shall show in a subsequent article, the behaviour of the car may be predicted with accuracy by the designer. Furthermore, he knows that what is required is an almost neutral steering characteristic, with a slight bias towards understeering to give stability. This is not a matter of fashion or personal preference but is subject to mathematical proof. For the moment, however, let us assume that an existing car does not respond to the steering as it should. Suppose that it tends to require the driver's constant correction when running down the straight, and that one has to reduce the steering lock half-way round a corner to avoid making too sharp a turn. That is an oversteering car, and the reason for the name should be apparent.

Such a car can probably be transformed by pumping more air into the back tyres. This will reduce the rear slip angle, but if the effect is not sufficient a very slight reduction in the front pressures may be tried. A less convenient expedient would be the fitting of oversize tyres to the rear wheels. It will thus be seen that the tyres themselves may exert a very great influence on a car's steering, quite apart from the chassis design features.

There remains the question of tread pattern, but this concerns skidding on wet roads only. On a good, dry road an old, bald tyre may grip as well as a new one. Suffice it to say that most modern tyres, by cutting through the slippery surface, are able to obtain a grip on the road itself. Some racing and high-speed tyres are less effective in the wet because the special grade of rubber is harder than normal; furthermore, some efficient non-skid treads tend to be noisy, which renders them undesirable for luxury cars.

Having dealt with tyres in this elementary manner, I hope to discuss chassis design in a later issue.

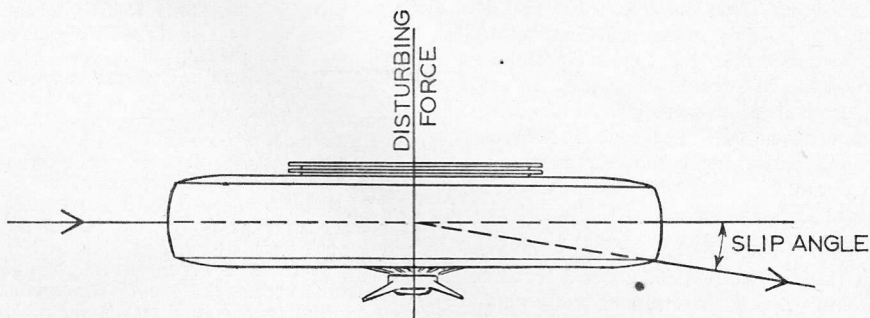


Figure II: Lateral force causes tyre to travel in a new direction, although it continues to be steered along its original path.

BRITISH RALLY ENTRIES EXCEED 240

Strong Representation by Ford, M.G., Sunbeam, Standard, Triumph, Austin, Aston Martin, Daimler, A.C. and Morgan — Menz and Schluter (DKWs), Prinz von Preussen (Porsche) and Redele/Pons (Renault) Coming from Continent

THE fifth R.A.C. British International Rally, which starts from Hastings and Blackpool on 8th March, has attracted the full total of 240 entries, with 10 reserves. There is little doubt that the success of last year's "Rally of the Tests" has persuaded many people to enter, and it will be interesting to note the results of the "Tulip Rally" type of marking, whereby the outright winner will be the entrant who manages to amass the least penalty marks in each of the eight classes.

A reflection on the 1954 Triumph success is that the over 1,600 c.c. sports category is easily the largest class, and a remarkable number of TR2s have been entered. However, the Standard Motor Co., Ltd., is placing its reliance on the "Grand Touring" Tens which did so well in the Monte Carlo Rally, and the three works cars will be handled by Jimmy Ray, Ken Richardson and Bob Dickson. M.G. Car Co., Ltd., entries will be driven by M.G. Centre Club choices K. N. Lee, N. L. Paterson and C. Shove (TF 1,500s), and a team of Magnettes, at first withdrawn and then re-entered, will be piloted by the Holt brothers and Len Shaw, eager to vindicate the poor results obtained in the "Monte". Another B.M.C. entry is of three Austin Westminsters, crewed by husband and wife teams. Regie Renault has entered the formidable Redele/Pons combination in a "1063" 4CV Renault.

A real surprise is the entry of Ian Appleyard in the modified touring category with a M.G. YB saloon—the only one of this superseded type in the rally. Foreign entries are Touring Champion Walter Schluter (DKW), G. Menz (DKW), Maurice Gatsonides (Aston Martin), Prinz von Preussen (Porsche), and C. Spiliotakis (DKW). Dutchman R. Slotemaker is co-driving with Leslie Brooke in the latter's modified Standard.

Ford works entries are headed by Reece, Harrison and Allard in modified Zephyrs, and Scott, Hardman and Richards in standard Anglias. Bill Fleetwood is in a modded Anglia, as are Lola Grounds/Doreen Reece of "pocket venus" fame. The two Ralphys, Sleigh and Martin, are in a standard Anglia. Nancy Mitchell (Daimler) is having a go for the ladies' cup, but there will be some pretty hot competition from European champions Sheila Van Damm/Anne Hall (Sunbeam), Cherry Osborn (Triumph), Mary Walker (Triumph), to name a few, not forgetting

Pat Moss (M.G. TF). Ken Rudd heads a team of three A.C. Aces. Ronnie Adams is coming over from Northern Ireland to drive an Alvis.

The Morgan entry is particularly strong, and the chief Malvern challenge should come from Morgan, Goodall and Spare, and White, Phipps and Moore. Harper, Garrad and Sheila Van Damm form the official Sunbeam team. Poorest supported class is the sports category up to 1,600 c.c., in which a solitary H.R.G. competes with 10 M.G.s. It would not be surprising to find this class merged with another, in order to provide competition fairer to other classes, as is generally done in the "Tulip" with poorly subscribed categories.

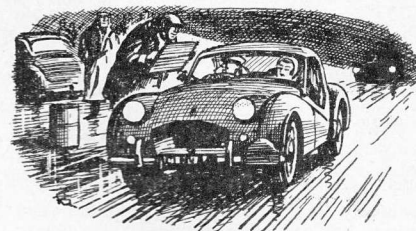
THE ENTRY LIST

Standard Series Production Touring Cars
Up to 1,000 c.c. From Hastings: J. Sprinzel/L. Arnstein (803 Austin), A. D. Heilbron/M. Harford (803 Austin), D. G. Woys/R. A. Casares (918 Morris), G. Menz/X (896 DKW), Walter Schluter/X (896 DKW), C. W. Yates/D. W. Watkin (896 DKW), J. E. Wright/A. M. Luck (896 DKW), D. H. Murray/B. B. Duthie (896 DKW), C. Spiliotakis/X (896 DKW), Jack Sears/A. J. Hind (748 Renault), D. Silverthorne/W. Latter (748 Renault), J. W. Stokes/X (803 Austin), M. J. W. Ward/J. R. F. Carpenter (948 Standard), From Blackpool: A. H. Hill/R. L. Ward (748 Renault), J. R. Platt/J. V. Pye (948 Standard), R. Maitland-Hughes/R. V. Kelly (803 Morris), N. Walsley/E. Quinn (948 Standard).

1,101-1,300 c.c. From Hastings: D. B. Watkinson/R. A. Watkinson (1,172 Ford), A. C. Westwood/X (1,089 Fiat), N. J. R. Keenon/X (1,172 Ford), J. R. G. Bekart/K. W. Barrow (1,172 Ford), J. H. Bostock/C. F. Cowlishaw (1,192 Volkswagen), J. Payne/R. Fitton (1,192 Volkswagen), Ken Best/D. V. Allen (1,265 Hillman), C. W. James/P. Coogan (1,172 Ford), Ralph Sleigh/Ralph Martin (1,172 Ford), Len Potter/X (1,290 Peugeot), From Blackpool: K. Chambers/P. Marshall (1,172 Ford), E. V. Baker/Pat Stark (1,172 Ford), I. W. J. Cluckshank/R. Willson (1,192 Volkswagen), D. J. Carter/P. H. Townshend (1,200 Austin), Denis Scott/G. K. Armstrong (1,172 Ford), Charles Hardman/J. A. Beaumont (1,172 Ford), R. N. Richards/J. Nott (1,172 Ford), P. J. Anton/H. M. Denton (1,172 Ford), H. Ripley/Mrs. G. Ripley (1,172 Ford), E. B. Booth/A. Richardson (1,172 Ford), B. L. Burton/S. J. Reid (1,172 Ford), J. D. Irlam/G. W. Scott (1,172 Ford), Arnold Fownall/J. Williamson (1,172 Ford), A. Newsham/G. Smith (1,172 Ford), Dennis Done/X (1,100 Fiat), Edgar Wadsworth/Syd Henson (1,089 Fiat), G. Towse/J. Summers (1,172 Ford), G. M. Smellie/J. S. Laurie (1,172 Ford).

1,301-2,000 c.c. From Hastings: L. R. Crawley/C. J. Walker (1,911 Citroën), P. B. Robson/J. B. Hissey (1,489 M.G.), D. H. F. Keen/W. T. Robins (1,486 Jowett), R. M. W. Crawford/J. Phillips (1,497 Singer), Gregor Grant/Roy Clarkson (1,489 M.G.), E. T. Pritchard/J. N. M. Hills (1,489 Morris), G. B. Whiteaway/Holland Birkett (1,489 M.G.), S. J. Boshier/D. Wilkinson (1,996 Renault Frezate), W. L. Jones/A. J. Cann (1,508 Ford), C. G. Gibbs/F. C. Cole (1,497 Singer), W. Lang/M. Ward (1,489 M.G.), E. Mary Cullen/C. K. Graves (1,491 Austin), J. B. L. Jacobs/H. K. Jacobs (1,489 M.G.), From Blackpool: W. L. Edward/J. W. Baudains (1,508 Ford), J. F. Dickinson/G. I. Houghton (1,489 M.G.), G. M. R. Pearson/J. Hearn (1,767 Mercedes-Benz), G. Holt/J. H. Brooks (1,489 M.G.), Len Shaw/Alan Collinson (1,489 M.G.), R. Holt/Ben Brown (1,489 M.G.), C. A. Treacy/J. Jennings (1,486 Jowett), K. Brierley/X (1,486 Jowett), L. Taylor/A. K. Borland (1,486 Jowett).

2,001 c.c. and over. From Hastings: George Hartwell/E. W. Deane (2,267 Sunbeam), R. Lewis/I. Kapet (2,638 Rover), F. H. Holmes/J. Pitchers (2,267 Sunbeam), E. R. Parsons/J. M. Vann (3,442 Jaguar), A. B. Fraser/X (2,267 Sunbeam), Eric Brainkman/J. Husher (2,262 Ford), C. E. Moy/C. Higgins (2,267 Sunbeam), N. H. H. Cordwell/A. S. Kennard (2,262 Ford), E. R. Shaillabeer/E. S. Bolton (2,262 Vauxhall), P. D. Sapsed/A. F. Brocklehurst (2,262 Vauxhall), T. B. D. Christie/T. F. Fisher (2,267 Sunbeam),



Sir Charles Kimber/G. C. Stock (2,267 Sunbeam), J. C. Smith/A. D. Joyce (2,262 Sunbeam), W. G. Edgerton/M. A. Lester (2,267 Sunbeam), Mrs. C. R. Birney/X (2,267 Sunbeam), Mrs. Nancy Mitchell/Mrs. R. Beaumont (2,433 Daimler), J. Trigg/Mrs. N. Trigg (2,267 Sunbeam), From Blackpool: E. R. V. Walker/S. W. Robinson (3,435 Armstrong Siddeley), Ronnie Adams/D. A. Wilkins (2,993 Alvis), Peter Bolton/A. Slater (3,435 Armstrong Siddeley), W. K. Blomfield/G. Edwards (2,267 Sunbeam), J. Cuff/K. Fleuriot (2,262 Ford), K. E. M. Melville/J. Oliver (2,260 Vauxhall), Norman Garrad/John Cutts (2,267 Sunbeam), Sheila Van Damm/Anne Hall (2,267 Sunbeam), Peter Harper/X (2,267 Sunbeam), B. J. Smith/F. D. Lawton (2,262 Ford), G. A. Glennie/A. Watt (2,088 Standard), Hugh Galt/I. McGowan (2,433 Daimler), R. W. Hodson/E. N. Bloor (2,638 Rover), W. C. Lipple/P. Slade (2,267 Sunbeam), P. S. R. Smith/A. Ringling (2,267 Sunbeam), Miss J. E. Quarmby/Miss J. Lathom (2,267 Sunbeam), Joe Flynn/Mrs. E. Flynn (2,638 Austin), Mr. and Mrs. P. Fotheringham-Parker (2,638 Austin), Mr. and Mrs. Douglas Johns (2,638 Austin), A. C. Whatmough/R. G. Armstrong (2,267 Sunbeam), H. G. Webster/G. Bradley (2,267 Sunbeam), G. Wood/X (2,262 Ford), F. Tyldesley/W. Clare (2,639 Austin), J. Pocock/M. J. L. Sykes (2,262 Vauxhall), I. A. Maiden/D. Healey (2,267 Sunbeam), G. Hewlett/D. S. West (2,262 Ford).

Grand Touring and Modified Production Cars
Up to 1,300 c.c. From Hastings: Rex Neate/Mrs. B. Neate (748 Renault), A. D. C. Gordon/P. E. Steiner (1,172 Ford), Prinz von Preussen/Willi Buschmann (1,290 Porsche), Bernard Fursdon/J. Carlton Stiff (748 Renault), J. Redele/A. Pons (747 Renault), E. G. E. Vaughan/R. N. Robinson (1,265 Hillman), R. H. Jones/M. G. White (918 Morris), Peter Easton/Ron Willis (1,192 Volkswagen), Ian Appleyard/J. R. J. Mansbridge (1,250 M.G.), From Blackpool: Lola Grounds/Doreen Reece (1,172 Ford), A. M. Reed/C. L. Davies (1,172 Ford), Jimmy Ray/B. Horrocks (948 Standard), Bob Dickson/X (948 Standard), Ken Richardson/J. C. S. Heathcote (948 Standard), R. P. Lane/P. Jackson (918 Morris), Leslie Brooke/R. Slotemaker (946 Standard), Bill Fleetwood/X (1,172 Ford).

1,301-2,600 c.c. From Hastings: Jeanne Fraser/X (2,267 Sunbeam), A. G. Cooper/H. H. A. Biges (1,486 Riley), L. F. Parham/E. R. Parham (1,971 Bristol), Mrs. L. F. Ahfield/Mrs. G. Wilton-Clark (2,262 Ford), S. E. Croft-Pearson/X (2,262 Ford), Jack Reece/Peter Reece (2,262 Ford), Sidney Allard/T. L. Allard (2,262 Ford), Cuth Harrison/Edward Harrison (2,262 Ford), R. D. Ropner/J. R. Elliott (2,262 Ford), From Blackpool: H. A. Thomas/S. P. Lewis (2,262 Ford), J. R. Smith/R. W. Horton (2,262 Ford), L. R. Tibbs/J. B. Jenkins (1,508 Ford), J. Hally/Mrs. E. P. Hally (2,262 Ford), G. H. F. Parkes/G. W. Howarth (2,580 Aston Martin), G. E. Middleton/J. Parkin (1,489 M.G.), A. Lineker/N. Shepperson (2,262 Ford), Lyndon Sims/R. E. Stokes (2,442 Riley), K. N. Taylor/A. Whalley (1,508 Ford), L. G. Wardle/J. R. Davidson (1,488 Porsche).

2,601 c.c. and over. From Hastings: D. A. Hewitt/B. C. Ecclestone (3,442 Jaguar), Miss P. M. Burt/X (2,922 Aston Martin), Maurice Gatsonides/R. M. M. (2,922 Aston Martin), Ron Faulkner/W. J. Wilkinson (2,922 Aston Martin), W. R. Parsons/R. Booth (3,622 Allard), From Blackpool: V. Cooper/H. S. Shepherd (3,442 Jaguar), Frank Grounds/John Hay (3,442 Jaguar), T. E. White/B. McAdam (2,922 Aston Martin), L. S. Stross/Mrs. I. Stross (3,442 Jaguar), C. Tyrer/J. Kemp (3,442 Jaguar).

Production Sports Cars

Up to 1,600 c.c. From Hastings: G. N. Dear/J. E. T. Raper (1,250 M.G.), S. G. Cobban/D. V. A. Smith (1,466 M.G.), M. J. Leech/P. G. Witherow (1,250 M.G.), W. G. Gibson/R. Owen (1,250 M.G.), Keith Hale/J. Tymon (1,466 M.G.), From Blackpool: K. N. Lee/D. Butterwick (1,466 M.G.), N. L. Paterson/C. M. M. Gillespie (1,466 M.G.), C. Shove/J. Shove (1,466 M.G.), Miss Pat Moss/X (1,489 M.G.), G. Farrell/L. C. Hall (1,486 H.R.G.), N. M. Trendell/A. K. McNaughton (1,250 M.G.).

(Continued on page 233)



The Christchurch Races

Successes for Ron Roycroft (Alfa Romeo), Ray Archibald (Jaguar) and R. W. A. Frost (Cooper) at C. W. F. Hamilton Trophy Meeting

THE Canterbury Car Club compromised, and at least partially settled a controversy that has waged strong among New Zealand drivers for a number of years now, when it reduced its C. W. F. Hamilton Trophy Race—an annual handicap event—from 150 miles to 75 miles this year, and staged a 30-mile scratch race as well.

In New Zealand, where the international formula just would not work because of the lack of Formula 1 cars, there have grown up two schools of thought. There are those who favour scratch racing and those who consider that, to ensure the future of the sport in this country, all events must be run on a handicap basis in order that old G.P. cars, specials and sports models will be evenly matched.

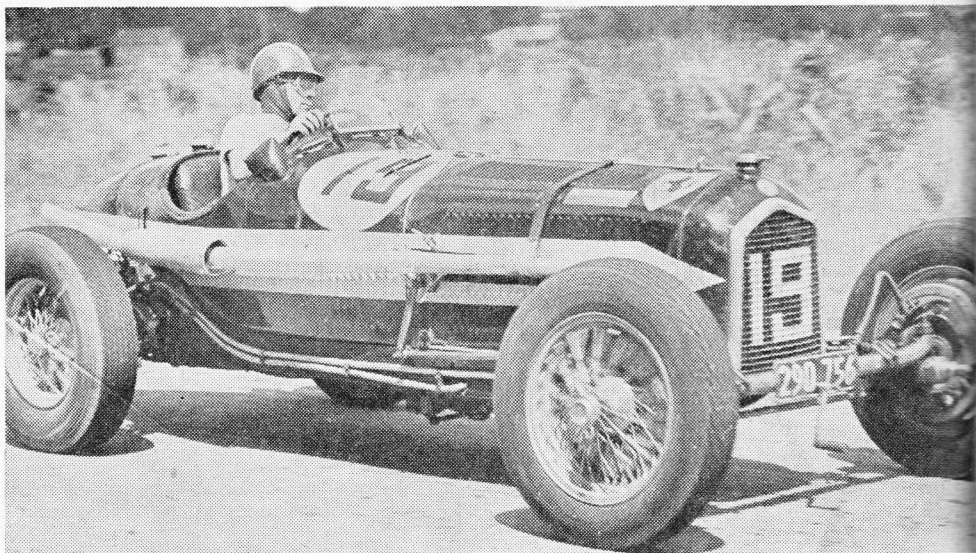
On 5th February the club proved there is room for both forms of racing. And just for good measure it threw in a 15-mile scratch race for cars up to 1,500 c.c., and a 15-mile handicap for sports and saloon cars.

As the circuit is only three miles from the centre of Christchurch and takes in roads running through one of the suburbs there was a good crowd, estimated by some at 20,000. First event was the 30-mile scratch race for the J. F. Tutton Trophy. It drew nine starters, ranging from Ron Roycroft's 2.9 Alfa Romeo and Pat Hoare's 4CLT/48 Maserati to a brace of Coopers.

The Scratch Race

Roycroft was in the front row on the grid with Maurice Stanton in his Gipsy-engined Stanton Special. At the drop of the flag the black Alfa rumbled away to the front, and remained irresistibly there. Roycroft put in the standing lap in 2 mins. 19 secs. and followed this up with two at 2 mins. 12 secs., then came through with one at a sizzling 2 mins. 5.8 secs. which easily beat his own previous record, established in 1954 at 2 mins. 8 secs.

After five laps Roycroft eased up, but



FINE VIEW of a fine old car; Ron Roycroft's 1935 "monoposto" Alfa Romeo with Dubonnet-type i.f.s. was first in the 30-mile scratch race.

behind him there was a great duel between Frank Shuter with his Cadillac-engined special and Hoare in the Maserati. Hoare was trying all he knew, but Shuter had the edge on him accelerating out of the sharper corners and the Maserati was grounding on some of the rougher parts of the circuit. Then, after six laps, Hoare came in for a plug change and Ray Archibald, driving what appeared to be a standard XK 120, but was in fact fitted with a C-type motor, moved up to challenge Shuter. Just when it looked as though he might slip through, the silencer on the Jaguar dropped to the ground and after trailing the whole assembly for a couple of laps Archibald came into the pits and had it removed. His stop cost him all chance of a major place and Don Ransley brought his very pretty Ransley-Riley up into third place.

The pace had taken its toll. A Cooper and a Triumph TR2 had fallen by the wayside and Stanton had run out of road. So it was that Roycroft was followed home by Shuter and Ransley. Then came Arnold Stafford (Cooper 500) followed by Archibald with Hoare in the Maserati a poor sixth.

Roycroft's time for the 30 miles was 26 mins. 37½ secs.

The 1,500 c.c. scratch field consisted largely of 500s—Coopers, a Staride and a couple of specials—World Speedway Champion Ronnie Moore with a 998 c.c. Vincent-engined Cooper, and his father, Les, with a similarly motored Kieft, but blown! There was also an M.G. TF, some 1,172 c.c. Ford-engined Specials, a new Anglia and an A30.

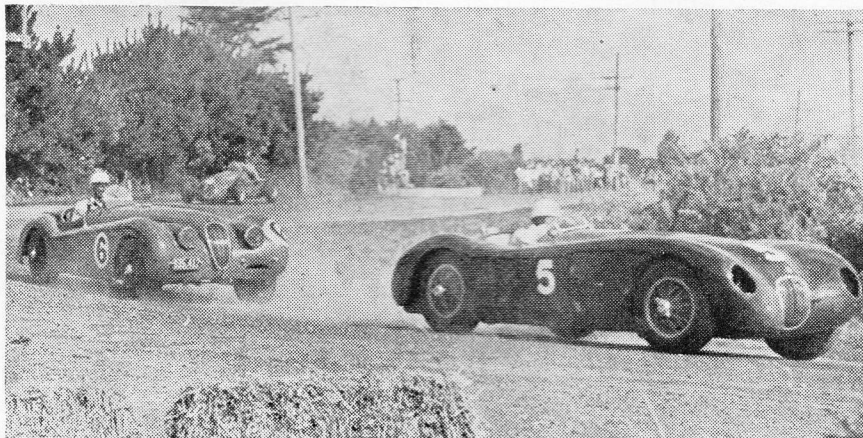
The Coopers of Stafford and R. W. A. Frost took up the front row on the grid. Frost was first out and he was followed by Stafford. Only about 50 yards separated these two cars from start to finish and it was Frost who came home the winner, having covered the distance in 13 mins. 27.6 secs. Next in was Tom Shadbolt, who put up a very creditable performance with his 500 Special—a most attractive little car, similar to the latest Cooper, but if anything rather lower and smaller. The M.G. TF driven by R. V. Drew was fourth.

Austin Seven Wins

In the sports and saloon car race an XK 120 gave a 4 mins. 20 secs. start to a very ancient but lightly bodied Austin 7—and the Austin came home the winner. Second place went to an exuberantly driven Ford Anglia which was followed in by another Anglia. A Consul and a Zephyr tied for fourth place. The Zephyr started 35 secs. behind a 2½-litre Riley, but soon had the measure of the Riley. The XK 120 and the bevy of TR2s could not make up their handicaps.

After a motor-cycle race, 20 very assorted cars were wheeled out for the Hamilton Trophy Race. At that stage of the afternoon many of the onlookers were beginning to wilt in the summer heat, and the tar was beginning to run on the circuit.

Front-marker was B. Brown in a Ford 10 Special. He had a 15-minute start on the back marker, Hoare (Maserati). Brown circulated happily in front for three laps, after which he was overhauled by B. Monk (Ford 10



ABOUT TO PASS Tutton's ex-Whitehead C-type Jaguar during the C.W.F. Hamilton Trophy race is eventual winner Ray Archibald, driving his earlier XK 120—but fitted with C-type engine. Farther back is Pat Hoare's "San Remo" Maserati.

Special) who had started half a minute after him. In the meantime Hoare was sitting on the side of the road still waiting, and Roycroft, who had a three-minute start on Hoare, was adjusting his goggles and pulling on his driving gloves.

It was only after Monk had covered 15 miles that the position became more or less clear. At that stage the leading positions were held by Monk, Brown, W. Darrell (A.C.E. Special) and K. C. McMillan (Austin-Healey). When at last released, Roycroft covered his standing lap in 2 mins. 16 secs., having weaved through a crowded circuit. He then began to circulate consistently in 2 mins. 11 secs. and Shuter (Cadillac Spl.), who had started 1½ mins. ahead of him, was doing likewise. Archibald (XK 120) was turning in times between 2 mins. 12 secs. and 2 mins. 15 secs., and was running away from J. F. Tutton's ex-Whitehead C-type. Hoare's Maserati did not sound at all happy, but even when it was on form Roycroft with the old Alfa flew past him in the straights.

With a third of the distance gone, Monk still led from Brown, but McMillan had brought his blue Austin-Healey up to third place. He was followed by Arnold Stafford in the Cooper. Then came Archibald, motor-

ing very quickly, J. Monk (TR2), Frost (Cooper), and Rutherford (TR2).

Two laps later McMillan came in to change a plug, and Hec Green, whose beautifully turned-out rear-engined 2-litre R.A., which had been running in 10th place and was making up a lot of ground, ran out of road and into a ditch when his throttle jammed on a right-angled corner. Then Brown dropped back to seventh place. But Monk still led in the Ford 10 Special, followed by Stafford, Archibald going faster than ever in the XK 120, Shuter, Stafford and Kennard. Roycroft was now up to ninth.

About a dozen cars were still running after 50 miles, and Shuter celebrated the completion of two-thirds of the journey by doing a lap in 2 mins. 8 secs. The little Ford still led, but Frost started to make his bid and he moved up in the yellow Cooper to second place, ahead of Archibald, while Stafford dropped back to fourth. Then came Shuter, Roycroft, Kennard, Tutton (XK 120C) and Rutherford (TR2).

Hoare's Maserati now sounded decidedly sick and after another lap or so it came into the pits, to remain there. With 21 of the 30 laps gone, Frost, lapsing regularly in 2 mins. 15 secs., took

the lead from the Monk Ford Special, then Archibald brought his Jaguar through to second place. But Frost did not lead for long—his motor seized up, so that next time round Archibald was in front, followed by Shuter, Monk, Stafford and Roycroft. Next to go was Monk. He started on his 28th lap when suddenly the engine of the little Ford cut out. He was out of petrol. For some reason, known only to himself, Monk sat down on the side of the road and began to spectate, although his pit was only 100 yards away and there was fuel there for him.

Shuter now made an all-out effort to catch Archibald but it was an impossible task. So they came home, Archibald, Shuter, Frost and Roycroft. Roycroft was a lap behind Archibald, and Tutton fifth, a lap behind Roycroft.

The winner, who has been racing seriously for only about three years, drove a magnificent race. At no stage had he been at all flurried and the Jaguar's C-type motor was just as sweet at the end as it had been at the start. Shuter, an experienced and forceful driver who has been dogged by bad luck in most major New Zealand events, secured fastest race time of 66 mins. 27½ secs.

PETER GREENSLADE.

R.A.C. Rally Entries—continued

Over 1,600 c.c.: From Hastings: F. E. Still/L. N. Needham (Triumph), A. F. Coakley/J. Noble (Austin-Healey), J. M. C. Shand/Mrs. I. M. M. Shand (Jaguar), L. Griffiths/R. G. Wingfield (Austin-Healey), W. B. Caldwell/Mrs. A. B. Caldwell (Triumph), Lew Tracey/E. D. Rowlands (Jaguar), Mrs. J. Leavens/Mrs. E. Southcombe (Triumph), I. F. Walker/A. H. Nix (Austin-Healey), G. E. Day/F. E. T. Reeves (Morgan), J. Pay/R. Laurence (Triumph), J. H. King/M. D. King (Triumph), A. H. Greig/T. A. M. Pigott (Triumph), P. C. Wadham/A. E. S. Osgood (Swallow Doretti), W. H. Wadham/W. H. Wilcher (Triumph), M. P. O'Flaherty/P. J. Edwards (Triumph), J. Armstrong/A. R. H. Williamson (Triumph), D. Bain/X (Sunbeam Alpine), J. M. Murray-Bisset/J. F. Wilson (Sunbeam Alpine), C. D. Boulton/P. S. Clapham (Healey), P. G. Cooper/O. L. Leighton (Triumph), G. M. White/E. V. J. Domlee (Austin-Healey), Ken Rudd/W. Scott (A.C. Ace), K. G. Cramp/L. A. C. Ball (A.C. Ace), W. D. Hurllock/C. A. Richmond (A.C. Ace), D. Braker/A. D. Nurse (A.C. Ace), E. P. Ridley/W. T. Smith (Triumph), C. M. Seward/A. C. Johnson (Triumph), I. D. L. Lewis/X (Morgan), J. Ann Rich/M. J. Laurence (Triumph), B. D. S. Ginn/J. F. Bassett (Triumph), P. W. S. White/G. W. D. Vaughan (Morgan), B. Phipps/Angela Palfrey (Morgan), John Moore/A. L. Yarranton (Morgan), J. T. Spare/M. Meredith (Morgan), W. A. G. Goodall/A. T. Hall (Morgan), Peter Morgan/R. E. Stokes (Morgan), Godfrey Imhof/Ian Mackenzie (Allard-Cadillac), From Blackpool: F. M. Marsh/X (Austin-Healey), A. B. Napper/R. J. Harris (Triumph), A. H. Cross/A. G. W. Dixon (Triumph), John Cunningham/T. St. J. Foster (Jaguar), R. W. Dalglish/R. Robertson (Triumph), P. J. Harrison/M. E. Beesley (Triumph), J. A. Hall/J. G. Jones (Triumph), H. B. Jacoby/W. K. Webster (Morgan), Yvonne B. Jackson/Miss J. Crossley (Morgan), N. J. Jukes/R. S. Wood (Triumph), Audrey Wild/Miss J. Clegg (Triumph), N. W. Kastner/J. S. Etherington (Triumph), F. D. Kerr/Mrs. D. B. M. Kerr (Triumph), Ted Lund/J. Pierce (Triumph), H. E. Rumsey/P. P. Roberts (Triumph), P. L. Edwards/J. M. Wilkinson (Triumph), G. A. A. Johanson/J. L. Johanson (Triumph), R. S. Parkin/S. R. Taylor (Triumph), Mrs. Cherry Osborn/Mrs. S. Hurley (Triumph), W. H. Morgan/J. K. Morris (Triumph), R. Whiteley/A. L. White (Triumph), Miss Mary Walker/Miss M. I. Dods (Triumph), J. A. Stewart/R. A. Crouch (Jaguar), B. R. Potts/J. T. Gaunt (Sunbeam Alpine), F. Snaylam/T. H. Warburton (Triumph), J. G. Forsyth/D. K. Paterson (Sunbeam Alpine), E. W. Durant/G. Lewis (Triumph), G. C. Hull/K. P. Tallett (Triumph).

Reserves: A. O. Hulls/D. W. Ward (Morris), Eric Haddon/Charles Vivian (Jaguar), B. Cutts/B. J. Ibbotson (Morris), R. Michalkiewicz/X (Morgan), J. C. Bruce/A. R. Duckert (Humber Hawk), D. W. Jones-Williams/Mrs. R. S. Jones-Williams (Morgan), W. G. Cawsey/Mrs. D. Cawsey (Renault), J. R. Lee/P. Farquharson (Triumph), E. Elliott/D. Wright (Sunbeam), F. Mansfield Baker/J. F. G. Brown (Triumph).

RILEYS RALLY ON ICE

SNOW, ice and slush-covered roads gave promise of a livelier-than-usual Winter Rally for the Riley M.C. when members gathered at the Bromley starting-point last Saturday, and the promise was certainly fulfilled. Seven of the 11 driving tests were set out on a beautifully iced Brands Hatch, and the remainder of the route lay over minor roads in Surrey, where tricky surfaces abounded in unfrequented parts.

The 45-mile route, defined by route card, commenced with a 12-mile run to Brands Hatch, where Test 1 was held in the paddock under the eagle eye of Bob Porter. A straightforward reversing test, it nevertheless revealed that many had not studied their instructions properly, although there was nothing to criticize about W. B. Thresher's B.T.D. of 18 secs. in a 1½-litre saloon. The dashing Harold Grace (2½-litre saloon) headed the field of 51 starters in Test 2, when he clocked 11.1 secs. in a stop-and-restart with markers, laid out on Paddock Bend. Test 3, a braking test, proved quite a problem on the downhill section after Druids, where ice made life even more difficult. W. M. B. Smith (1½-litre saloon) was best with 20 secs., but Don Wood managed to stop his delightful 1923 10.8 h.p. tourer (no front brakes) only by superhuman efforts.

Several folk came unstuck on the Monte Carlo pylon test, held on Bottom Straight, and it was left to competitor number one, John Williamson (1½-litre saloon), to establish the best time of 45.4 secs. Test 5, a long forward-and-reverse on the uphill section between Kidney and Clearways, eventually iced up to such an extent that it had to be abandoned. There followed an exciting wiggle-wobble on the starting grid, where Thresher again scored with a time of 41 secs., and entrants then returned to the paddock for another reversing test, this time uphill. Grace tied with L. W.

Range (2½-litre saloon) for best performance, their time being 17 secs.

After leaving Brands, another 12-mile run brought the field to a triple restart on Brasted Hill, which was steep but fortunately free of ice. Here one of the novice entrants, W. M. Cox, in a 2½-litre saloon, did extremely well to complete the manoeuvre in only 10.4 secs. Also clear of ice was Hogtrough Hill, a mile further on, where Test 9 was laid out. This was a fast-slow affair in which another "novice", K. J. Apthorpe (1½-litre saloon), headed the field with a score of 9.2.

Through Titsey and Woldingham, the route led past Caterham to a see-saw test which was also abandoned, then through Kingswood and Walton-on-the-Hill to the final test at Woodcote Park. An acceleration-cum-braking-cum-garaging business on packed snow, the result was a lively test indeed, in which T. W. Gillard's 9 secs. with a 1½-litre saloon stood out as a splendid performance. Then the ordeal was over, and the competitors were free to enjoy dinner in the R.A.C.'s luxurious country club.

F. W. McC.

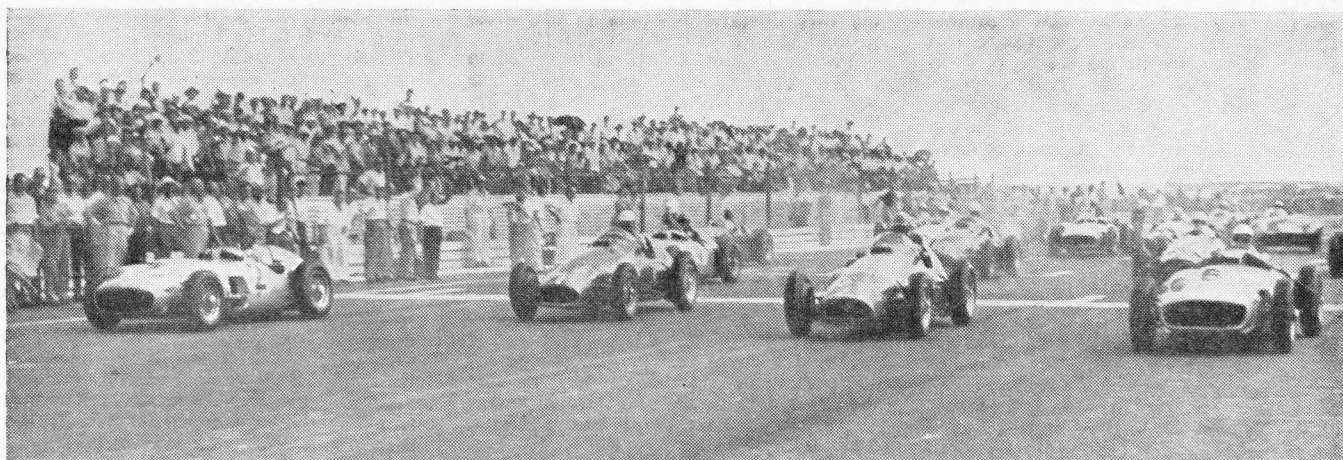
Provisional Results

R. James Challenge Cup (best open car): D. E. Todd (1933 9 h.p. tourer), 73 marks lost. R. C. Porter Challenge Cup (best closed car): J. Williamson (1948 1½-litre saloon), 147. Ripley Memorial Trophy (best lady competitor): Mrs. O. I. Johnson (1949 1½-litre saloon), 301.2. President's Challenge Trophy (best novice): C. Allan Reed (1950 2½-litre saloon), 201.8. "Illustrated Sporting and Dramatic" Cup (best on age formula): D. F. H. Wood (1923 10.8 h.p. tourer), 7.5 marks net.

First Class Awards: W. B. Thresher, S. H. Smyth, L. W. Range, P. H. Channon, R. Lumsden, T. F. G. Hawley, K. M. Banks, G. H. Grace, R. Bottomley, R. S. Pook and R. Neate.

Second Class Awards: A. T. Birmingham, D. F. Delves, W. M. B. Smith, R. G. Lewis, T. L. Schofield, E. Steele, L. G. Browne, W. E. Reynolds, H. G. Martin and S/Ldr. W. A. James.

Third Class Awards: G. B. Knight, D. A. Brock, P. Vince Brown, A. G. Jolly, A. S. Gegg, G. L. Carte, R. H. Holland Vassall, Mrs. A. M. Yeats, J. B. Leworthy, D. F. Roberts and G. T. Redpath.



BUENOS AIRES CITY G.P.

The Story of the Argentine Formule Libre Races

THE *formule libre* race for the Buenos

Aires G.P. was run on 30th January over the 4.7 km. course of the Autodrome, to close the Argentine International season for the year. Juan Manuel Fangio repeated his victory of the Argentine Grand Prix at the wheel of his Mercedes-Benz, which had a 3-litre motor under the bonnet for this occasion. The race was run in two 30-lap heats, final positions being awarded by adding the elapsed time in each heat. While this system may deprive the event of the traditional "Grand Prix" form, the modification was thought up in order to defend both drivers and cars from the terrific heat; the intermission proved quite efficient in that respect. On the other hand, the show had more appeal from the spectators' point of view. There were two races in one, two massed starts and two finishes, while the programme was completed with several minor races which kept the crowd entertained from the early morning.

Although this Grand Prix cannot be properly referred to as a revenge from the previous one, since it was a "free-for-all", it gave us the opportunity of seeing what Mercedes had achieved in the 3-litre line; a fine job, indeed, but again, the Ferraris which had changed to 3-litres were still holding a distinct advantage, which Farina clearly demonstrated as he won the first heat with apparent ease. The field was almost the same as that of the earlier race, with the exception of the Lancias, which were flown back to Italy for repairs; besides, they had brought 2.5-litre engines only, and did not want to suffer from the handicap. Three of the Mercedes and three Ferraris had the 3-litre motors; Maserati and Gordini entered the same Formula 1 cars.

Practice sessions were most interesting and again the arguments pro and con Mercedes were going strong. This time, however, the course was to be quite a bit more twisty and Ferrari were still

the favourites on account of their superior acceleration and roadholding characteristics. However, Fangio managed to make the fastest lap in practice, 2 mins. 31.5 secs., at an average of 69.501 m.p.h. Trintignant (Ferrari) came in next, 2 mins. 32.7 secs.; then Gonzalez

By Dr. VICENTE ALVAREZ

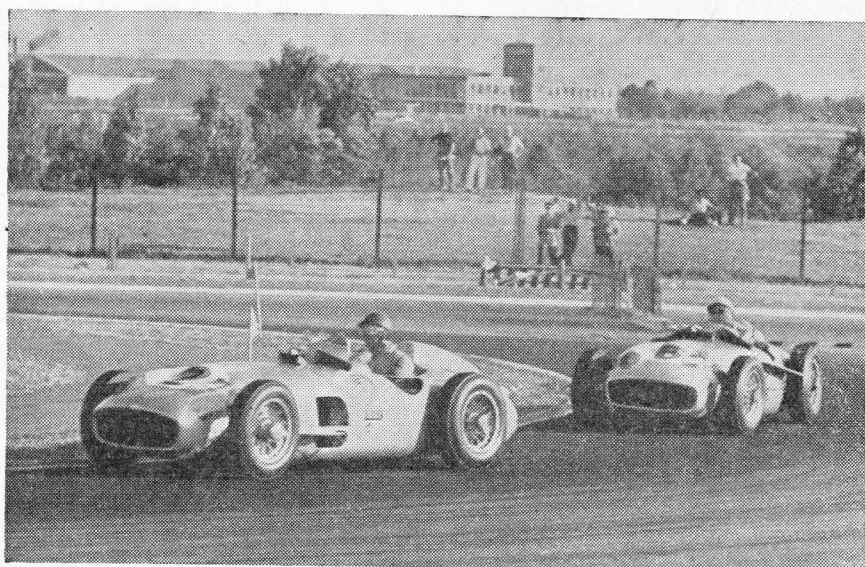
(Ferrari), 2 mins. 33.6 secs.; Moss (Mercedes), 2 mins. 33.6 secs.; Kling (Mercedes), 2 mins. 33.7 secs.; Farina (Ferrari), 2 mins. 34.5 secs. Behra (Maserati) followed with a lap in 2 mins. 34.7 secs., the fastest—as usual—of the team.

The first heat of the Grand Prix of Buenos Aires started at 4 p.m. sharp. Moss took off in front, closely followed by his team-mates Fangio and Kling, leaving Gonzalez, Trintignant and Farina some way behind. The only important change in positions for the first 10 laps was Farina's moving up to fourth. While Moss and Fangio were maintain-

ing a steady, fast pace, Kling was gradually slackening and thus Farina got past him on the 12th lap. This was not so easy to do, though, as the German pilot was drifting off the bends, leaving no room to pass, but the Italian ace found out the right way to get past, by simply shooting his Ferrari against the Mercedes; this must have persuaded Kling that he had to give way or else. . . . At this stage of the race, Fangio was ordered to step on it, and so he did, passing Moss. The latter was unable to keep the charging Nino at bay and surrendered; Farina then went on to chase Fangio, overtaking him on the 20th lap. From then on, he led comfortably to the finish, maintaining a pace fast enough to build up a safe lead.

The finishing order of the first heat was the following: Farina, Fangio, Moss, Kling and Gonzalez. Winner's time: 1 hour 11 mins. 35.8 secs.; average, 73.553 m.p.h.

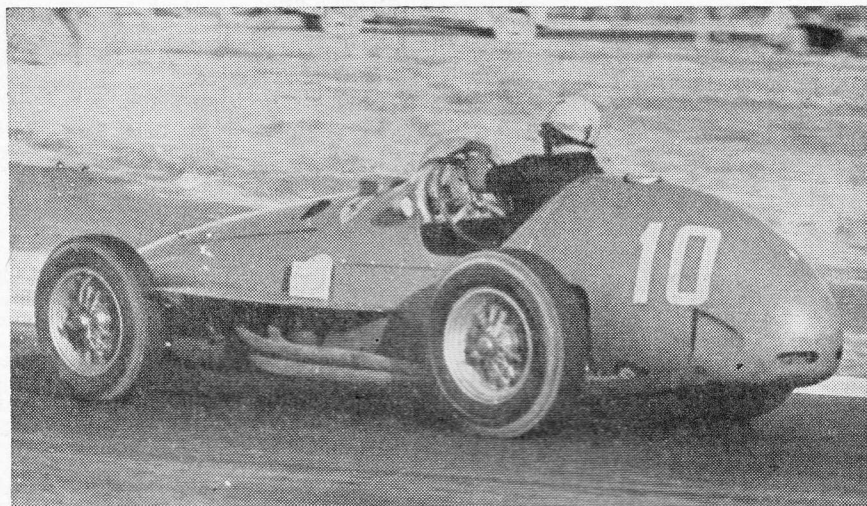
A motor-cycle race was staged during the intermission, and then the cars lined up for the second heat of the Grand Prix. Herrmann, Schell and Maglioli (the latter driving a 3.75 sports Ferrari)



MOSS tails Fangio during the second heat. He sat on the World Champion's tail for 28 laps, then went past to win by three seconds.

FANGIO (Left) takes a momentary lead over Trintignant, Gonzalez and Moss at the start of the first heat, in which he finished second to Farina.

were absent from the grid for this heat. The crowd was duly excited in anticipation, as Farina rated now as the day's favourite. But it was not to be his day, as he made a poor start and lost a full lap after spinning off the road during the first lap, trying to dodge a slower car which had skidded right in his path. This incident changed the scope of the race completely. Fangio was leading, closely followed by Moss, with no serious rivals near; their speed was somewhat lower than during the first heat, since they were not being pressed. Farina stopped at his pit, after his spin, giving the wheel to Gonzalez, who, in turn, had given his own car to Trintignant. These changes helped in increasing the lead the Mercedes had, and there was little likelihood of Ferrari taking part in any fight for victory. At the end of the 10th lap, however, Trintignant had crept into fourth place, behind Fangio, Moss and Menditeguy (Maserati) and was gradually closing upon them. Menditeguy was overtaken during the 15th lap, and the Frenchman kept on pressing hard. With 10 laps to go, he was running 14 seconds behind Moss, and this gap had been shortened to less than five on the 25th lap. Fangio, in turn, was at this stage leading Moss by only one second. The average rose considerably during the last 15 laps. The



GONZALEZ takes a turn in Farina's car during the second heat, having handed his own Ferrari over to Trintignant, who drove splendidly to make up lost ground on Fangio.

gallant effort of the French pilot was excitedly cheered by the crowd, but he could never get by the pace-setters. Fangio waved Moss to pass with two laps to go; the British pilot took the lead, to arrive a winner with three seconds to the good on Fangio; Trintignant came in literally on Fangio's heels, less than one second separating them. Moss's average: 73.639 m.p.h. Finishing order of second heat: Moss, Fangio, Trintignant, Mantovani-Schell, Behra.

From the addition of times elapsed in

both heats, came the following overall classification: 1, Juan Manuel Fangio (Mercedes-Benz), 60 laps; 2, Stirling Moss (Mercedes-Benz), 60 laps; 3, Gonzalez-Trintignant (Ferrari), 60 laps; 4, Karl Kling (Mercedes-Benz), 60 laps; 5, Jean Behra (Maserati); 6, Carlos Menditeguy (Maserati).

Overall average speed, for Fangio: 73.471 m.p.h. Lap record was a tie between Farina (in the first heat) and Moss (in the second heat); 2 mins. 19.5 secs. at an average of 75.480 m.p.h.

ULSTER GOSSIP

By W. A. McMASTER

WELL, the big secret is out at last and many rumours confounded by the issue of the Ulster A.C.'s Circuit of Ireland regulations. These are dealt with separately in more detail, but a preliminary glance at them does, at least, confirm one suspicion—that, as last year, the trial will start with an all-night run. This is confirmed by the fact that the regulations declare that the trial will be in progress from 8th April to 12th April and that details of four tests not disclosed in the regulations will be available to competitors as from 4 p.m. on Good Friday.

The very helpful (intentionally so?) small-scale map of the route to be followed has caused the "judges of fact as I see things" to propound the following deductions—(a) that during the all-night run we shall again suffer a navigation test of great enormity; (b) that No. 1 control will be at Athlone because Arthur Tee has probably laid on oceans of fuel; (c) that No. 1 control will not be Athlone because it will be at least midday on Easter Saturday before the trial reaches that point; (d) that nobody knows anything at all about the run on Easter Sunday; (e) that the run from Killarney to Belfast on Easter Monday passes invitingly close to the Corkscrew Hill and that the regulations mention a timed hill-climb; (f) that Kirkistown will again be the venue for the speed test. The pundits further marvel at the clause which forbids the use of a pilot car to show the way round this speed course, but the more reasonable assume that the officials have slipped up when compiling

the regulations and really meant to prescribe pilot cars for the navigation test.

Anguished cries upon noting the increased entry fee have been somewhat subdued upon further enlightenment that this includes very fair insurance up to a maximum of £2,000. In recent years competitors have been finding some difficulty in obtaining insurance cover, and last year, with the introduction of a speed test and timed hill-climb, many found that they were called upon by their insurance companies to hand over several pound notes. Anyway, the regulations are now in circulation and, as they say at Westminster, the debate continues.

The Ulster A.C., incidentally, will no sooner be freed from the Circuit than they will be up to the neck in the organization of the Ulster Trophy Race at Dundrod on 14th May. At this stage it is not possible to say whether or not the race will justify its promotion. Certainly it will be launched on a slim budget, as the Ulster A.C. are determined to repeat the success of last year's T.T. next September.

I was down at the Newry & District Club's "do" at Ballymascanlon on 5th February, where a very crowded dining room evidenced the popularity of this particular club. The new president of the Newry M.C., by the way, is Cecil Atkinson, and his election is a tribute to his work for that club. His wife, Eileen, continues as hon. sec., which means that the club remains in very capable hands indeed.

It was with the deepest regret that we learned recently of the death of Eileen's mother, Mrs. R. H. Wright, wife of the well-known international timekeeper. On many occasions the late Mrs. Wright was to be found actively assisting in the timekeeping of one or other of the Ulster races.

* * *

With less than one month to go before their race meeting at Kirkistown on 19th March, which event opens the Ulster speed season, the 500 Motor Racing Club of Ireland have decided to dispose of one of their 500 c.c. cars. The method selected is by ballot and the car is offered ready for racing. The winner, of course, will have the option of accepting a cash prize instead.

The March meeting should see in action yet another version of the Formula 3 McCandless. This is being constructed for Cromie McCandless. Basically similar to those already raced by Rex McCandless and McGladery, the new edition will be of extremely low build. More on this later.

* * *

Last year's T.T. regulations are now being closely studied in an unexpected quarter—the clubrooms of the Ulster Motor Cycle Club. The reason for this strange exercise is that ex-racing star Artie Bell, saying a few words on the decline of international motor-cycle racing, has urged the Ulster M.C.C., as promoters of the Ulster Grand Prix, to throw overboard the current regulations for classic international motor-cycle races and introduce a race based on T.T. lines, but for motor-cycles, of course.

GORDINI "THE SORCERER"

The Story of a Talented Italian Engineer/Driver, of how he came to France, and how his Cars have upheld the French Colours these Past Twenty Years

Part 2—Post-War Beginnings

By Gérard Crombac and Jean Bernardet

This is the second in the series of articles covering the life and achievements of Amedée Gordini. We are indebted to the French monthly review, L'Automobile, for supplying technical information, drawings and photographs, and to M. Gordini himself for his co-operation in the search for accuracy in the history of his early achievements.—G. Crombac.

WHEN the Hitler war at last finished, the French turned with remarkable alacrity to the sport of motor racing, and on 9th September, 1945, barely three months after the end of hostilities, the first post-war motor race meeting was promoted in the Bois de Boulogne, Paris. The Bois is, in effect, the Hyde Park of Paris, and the organizers, the Independent Drivers' Association, wrought miracles to prepare the 1½-mile circuit. They were aided substantially by one of France's leading resistance groups, and proceeds went to a fund for French prisoners and war victims. On the great day, a crowd estimated at 90,000 gathered around the course and in improvised stands, to watch again the old champions Sommer, Wimille and Etancelin, and, as it proved, some new ones in the making.

Amedée Gordini was there, of course, and despite a ruined workshop and loss of much material, the Sorcerer succeeded in preparing three Simcas for the Bois de Boulogne meeting. Their race was the Coupe Robert Benoist, so-named in honour of the great Delage champion who was shot by the Germans after a brave and exciting career as an Allied secret agent. The Benoist Cup, for up to 1,500 c.c. cars, was the first of the day. Amedée Gordini seized an immediate lead, which he held tenaciously throughout the 62 miles, to win the world's first post-war motor race, heading a Riley and a Salmson. Brault brought his now privately owned Simca—the "Paris-Nice" car—home fourth, while Cayeux in the older "Bol d'Or" was seventh. A 100 per cent finish for Gordini's cars was a most satisfactory start to the new racing era.

In 1946, the ties between Amedée Gordini and the Simca concern became strengthened by much success. The pre-war machines performed admirably in many races, but Gordini was very busy during the winter, constructing his first true racing machine. Still embodying various Fiat components, such as the transverse leaf front suspension, the new Simca-Gordini had a neat and simple

tubular frame, hardly more than a foot wide, the tubes incorporating long torsion bars for the rear axle suspension, linked by transverse arms. The rugged little 4-cylinder, 1,100 c.c. Fiat-based engine, much modified, gave a fine power output, and the whole car was very light, mounting a pretty single-seater body, with neat aero screen and head fairing on the tail.

This little car made its *début* in the Casino Cup race at the Nice G.P. meeting on Easter Monday, 1946, in company with the older two-seater driven by the Amilcar veteran, José Scaron. Trouble stalked the new car, but in between pit stops it travelled at promising pace. Eventually Gordini was compelled to retire, but Scaron responded admirably to the "crise", and went on to win.

Things went better with the "monoplace" at the next 1946 meeting, held on the Prado circuit at Marseilles, and Amedée darted round the very winding and exhausting course and eluded every attack by Raymond Sommer and Eugène Martin in bigger BMWs, to win the Coupe de l'Entraide Français at 53.41 m.p.h.

On, then, to Forez, and yet another victory for Gordini, at a speed only 6 m.p.h. slower than Sommer's in the G.P. with a 16-valve supercharged Maserati. Gordini by now had evolved a more special cylinder head for his car. At St. Cloud, where the 74-mile small car race for the Coupe du Conseil Municipal was run in pouring rain, Gordini took his customary lead, then blew up, whereat second string Scaron in the 1939 two-seater moved up to win from Bonnet's Citroën-based D.B. Two other Simcas, those of Alin and Brault, were eighth and 11th.

Gordini and Scaron then journeyed to Brussels, for the first post-war Belgian sports car G.P., run in the Bois de la Cambre. There they encountered stern opposition in the 75-mile, 1,100 c.c. race from Fiat, parent marque to the Simcas. The fleet little red car from Italy, driven by Bertini, and Gordini's blue two-seater, came promptly to grips, and the Italian gained the lead on lap 6.

FIRST "MONO-PLACE": (Right) An impression of the 1946 single-seater 1,100 c.c. Simca-Gordini, which won races at Marseilles, Nantes, Dijon.

(Left) The "tank" sports Simca-Gordini, victorious at La Turbie, Comminges, etc., in 1939, and which, in stripped racing form, won the 1946 Casino Cup, driven by José Scaron.

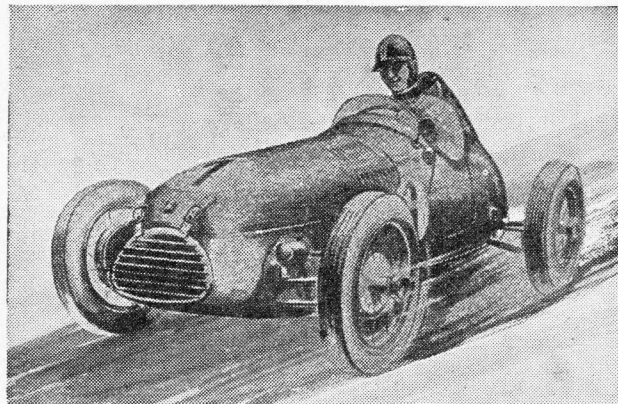
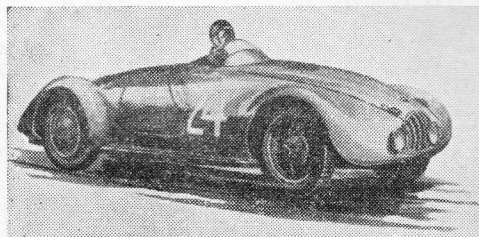


Amedée retrieved it for France three rounds later, while Scaron lay third. Then Gordini overslid and crashed into a sandbag barrier after 31 laps, letting the Fiat through to win. He got going again, and finished second, while Scaron was third.

That mistake cost "Le Sorcier" a valuable victory, but the snowball of success accumulated elsewhere. At Dijon, the "mustard town" of France, he won a very gruelling 64-mile event over a ridiculously short, winding and bumpy circuit. Changing gear an estimated 750 times during the race, he not surprisingly developed an enormous blister on the palm of one hand—but that was more comfortable a plight than Scaron's, whose seat collapsed when he struck a large bump, after covering only four laps—the ensuing 46 were miserable indeed, and he was beaten into second place by the Swiss Waeffler, in a BMW. José, it was noticed, preferred standing for quite a while after the race! Amedée then won the Circuit de Nantes, after a hard struggle with Martin's BMW on a very dangerous course, and was first again in the Coupe de la ville de St. Etienne.

The attraction of the 1,100 c.c. light racing car, as pioneered by Gordini, was not ignored in Italy, where Piero Dusio founded the Cisitalia concern, and built many of the fine-looking and fast 1,100 c.c. single-seaters, using the same type Fiat engine as Gordini, with special single overhead camshaft. They made their initial appearance at Turin on 3rd September, 1946, in the Coppa Brezzi race, when Gordini and Scaron were invited to compete against them. Alas, the new Cisitalias were too good on their home ground, and although subsequently Gordini was to administer defeat on the new Italian marque, on this first occasion the French cars were outclassed.

By the close of 1946, Gordini's new premises in the Boulevard Victor outside Paris were well-established, with a useful

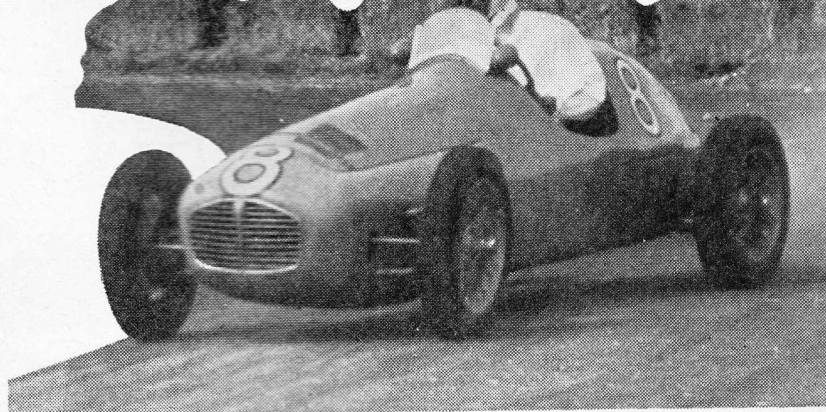


amount of machinery and equipment to permit the construction of new racing cars. Amedée's son Aldo was now in the concern, as a mechanic, while team manager was Lesurque, and that keen, "happy family" spirit was much in evidence.

Three new cars were laid down, these following the basic form of the 1946 "monoplace" but having a less "spidery" appearance, a weight of under 7 cwt., cleaner bodywork, and many improvements to suspension, braking and power output. More than this, however, served to strengthen the Simca-Gordini challenge in voiturette fields—the great Jean-Pierre Wimille, Alfa Romeo works' G.P. driver, arranged to drive the pretty little car whenever possible. Maurice Trintignant also joined, and subsequently Bira, to whose skill was added the virtue of light weight, also became a member of the team.

That happy hunting ground for Gordini's products, the Bol d'Or race, saw the introduction of the new cars, in May, 1947. "Single-seater racing cars in a 24 hours endurance race?"—yes, strange though it seems, but in France many things can happen! The cars were too new, however, and Trintignant and

COEUR DE LION they called the late Raymond Sommer, who was renowned for his courage, tenacity and skill. Here he is, in action with the 1,100 c.c. Simca-Gordini during a 1947 race.



Cisitalias. After a race which proved highly destructive to cars, so high was the pace, Simca-Gordini swept home to a triumphant 1-2-3 victory, Bira leading Scaron and Trintignant, while Wimille dropped out with gasket trouble.

Next milestone in Gordini history was the marque's participation in real Grands Prix. Wimille and Trintignant were entered for the Albi G.P. in July, and were joined by Raymond Sommer, now forsaking his Cisitalia for an 1,100 c.c. Simca. Out of a field of larger

Maseratis, E.R.A.s, Delahayes and Talbots, Sommer's little car emerged second to Rosier's Talbot at the finish—a wonderful showing indeed. Wimille retired with his oil temperature at 250 deg. F., but Trintignant came sixth.

SINGLE-SEATERS in the Bol d'Or, 1947. (Left) Three 1,100 c.c. Simcas are led to the start at St. Germain by an official Bugatti. None survived the 24 hours race, but Cayla's two-seater won.

SMILES of victory: (Below) Amedée Gordini and B. Bira after the latter's victory in the Prix de Lemans at Lausanne, Switzerland, in September, 1947.



Fiebre retired after a good initial showing, so that the single spotlights mounted to the right of the radiators proved unnecessary. But Simca-Gordini won just the same, Cayla's sports two-seater leading Vernet's similar car home to a fine 1-2 victory.

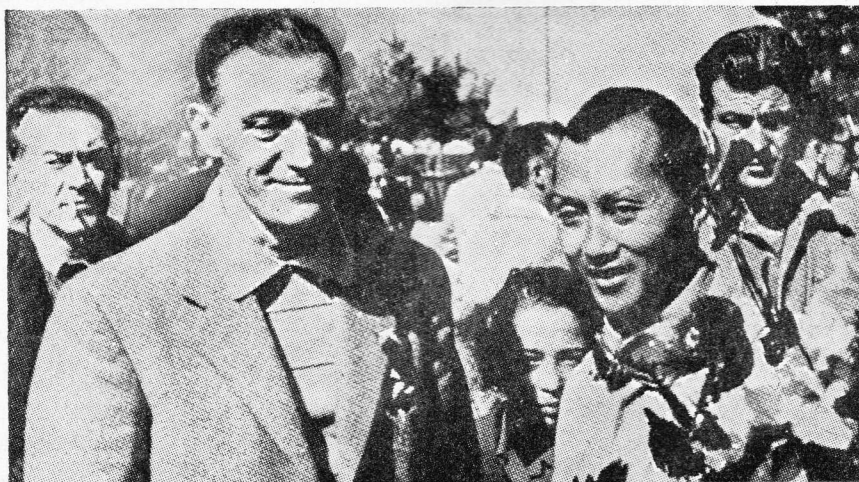
Restored to voiturette racing form, the car won its first victory at Nîmes on 1st June, when J.-P. Wimille trounced three Cisitalias, driven by Sommer, newcomer Robert Manzoni and Harry Schell. A mildly glorious 1st of June for the Equipe Gordini, but greater glories were to come. At Rheims on 6th July came the Marne G.P. and the supporting Coupe des Petites Cylindrées for 1,100 c.c. cars. This latter event saw Bira, Wimille and Scaron in three neat blue single-seaters, and Trintignant in the old two-seater, opposing Serafini, Minetti, Loyer, Manzoni and Schell in Italian

Next, in the Nice G.P., Wimille gained a sensational second to Villorresi's Maserati, beating Ashmore (E.R.A.), Ascari (Maserati) and others. In the 2-litre Coupe de Paris in the Bois du Boulogne he went one better and won the race outright. It then became Bira's turn, and the Siamese brought the first Simca single-seater to Britain for the British Empire Trophy meeting at Douglas, I.O.M. He won the 1,100 c.c. Manx Cup race with ease, staggering the spectators by his pace—had the car run in the main race it would have placed third average speed!

At Lyons, in the Coupe de Lyon preceding the French G.P., that Gordini rival, Eugène Martin, really made the 2 litres of his BMW Spl. work, to beat Bira and Wimille in their "1,100s" by 14 secs. But at Lausanne, Switzerland, in the Prix de Lemans, the Gordini *status quo* was restored, when Bira and Sommer defeated Taruffi's works Cisitalia, Sommer driving a lap holding the Simca's exhaust pipe in one hand, broken off from the manifold. When Wimille got his little Simca through to second place between Villorresi and de Graffenried in the 181-mile Lausanne Grand Prix the same day, Amedée Gordini's cup of bliss was surely full.

In the Turin sports car G.P. in October, 1947, the Italian Franco Rol drove his 1,220 c.c. Simca to fifth place, preceded by a Ferrari, a Delahaye and two Talbots, while finally, at Monthéry, Prince Igor Troubetsky ran third in a Simca in the Autumn Cup race, up to 2-litre class. After that wonderful 1947 season, Amedée Gordini's name was on the lips of every motoring Frenchman. He was putting France's racing blue back on the map.

(To be continued)



COOLING BY DEREK STOLLERY

IN a previous article, general problems of streamlining were covered, and brief mention was made of the effect which essential practical considerations have on the "perfect" envelope. It is only in the realms of record-breaking that the fullest advantage can be taken of drag reduction, since only then can the designer have a free hand. The car designed for competitive work must be approached from the time-saving angle to allow easy pit work, which often means that streamlining must be sacrificed to simplicity, and components which would be inside the envelope ideally must be externally mounted for speed at pit stops. Fuel and oil fillers are the obvious examples, but wheels must be changed as quickly as possible and the existence of "spats" is no help at all. Racing conditions also impose special requirements; a Le Mans start, for example, means that the cockpit must be easy to get into, and the increased risk when racing as distinct from record-breaking makes it useful if one can get out in a hurry.

However, a problem affecting all high-speed vehicles, whether for record attempts or racing, is that of cooling. The necessity for cooling means that air must be admitted to the inside of the envelope at various points, which has a considerable effect on the drag offered by the vehicle. These points can be extremely numerous and, if incorrectly designed, can nullify the advantages given by the streamlined form.

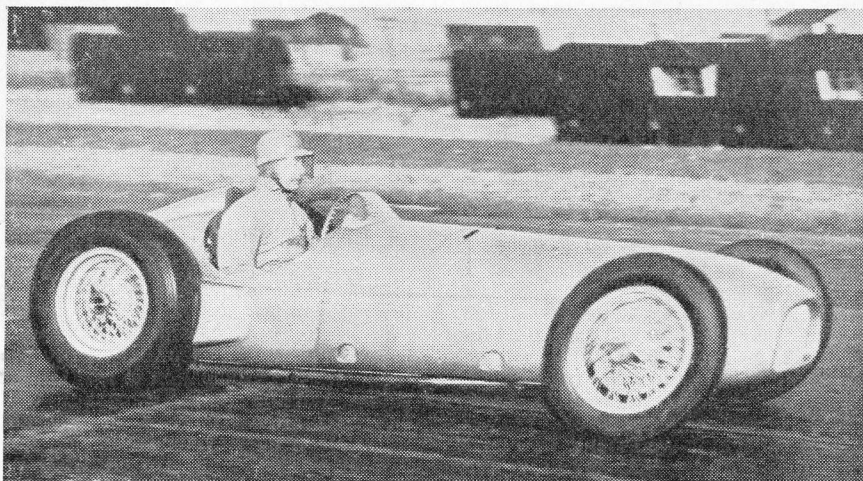
Liquid v. Air Cooling

Most of the components requiring cooling can give up their heat either directly to the air or by means of an intermediate liquid. Air is the ultimate cooler, of course, the liquid merely serving to carry the heat to one central point when that system is in use.

Considering liquid cooling first, the great advantage is that cooling takes place at one point, and that point, the radiator, can be placed in its best position as regards drag and the availability of cooling air. As an example of the latter, it is well known that air cooling of brake drums is difficult due to the shrouding of the drum by the wheel and bodywork, and it is difficult to persuade sufficient air to pass over the drum to do its work. Liquid cooling, though it is uncommon to find it in this connection, means that the radiator can be placed in a position where it will be in the airstream. It is essential when using a radiator that the air should pass straight out into the main stream as easily as possible after passing over the cooling elements, so that the only drag set up is that of the element itself.

Cooling by means of a liquid has a serious disadvantage, however—that of the weight of the liquid. As opposed to an air-cooled engine the liquid-cooled version carries a weight penalty in the liquid, the radiator and its fittings, and the unit itself with its water jackets is likely to be heavier.

With air cooling there is none of this weight penalty, but a serious point is



SVELTE is the word for the Mark 1 B.R.M. as it appeared in December, 1949, with only two small intakes on the bonnet.

that the air must pass through a considerable disturbance and a great deal of drag is set up. The drag set up by an air-cooled engine is considerable because a large quantity of air is required, which demands an intake of large capacity, and the engine itself sets up a great deal of resistance to the airflow. A rear-mounted engine is the most difficult to cater for, since the driver is in the way of the most direct route for the air, and an under-body scoop must be extremely large as the air which it admits usually has to follow a most tortuous path before reaching the cylinders. One notes a tendency for Formula 3 cars to wear their cylinder heads outside the bodywork—probably the simplest way out, but hardly the best from the drag point of view. However, with a rear-engined car the air is pretty well disturbed by the time it reaches the engine compartment, and no amount of streamlining will straighten it out again.

The choice is there then, liquid or air cooling, weight or drag. The purpose for which the car is designed (e.g., sprint work or circuit racing) will partly answer the question. Knowing something of the relative merits of the two cooling methods and their principal disadvantages, let us go on to consider the various parts of the car which need cooling.

Cooling the Engine

As a heat engine the car power unit has heat to spare, and certain considerations, mainly mechanical, make it necessary to pass some of it on. Both air and liquid cooling are widely used, and in the main the points outlined above apply. Direct air cooling is excellent from the weight aspect, and it is well worth considering its adaptation because of that alone. The problem is to fit the air-cooled engine in such a way that its drag is no more than that of a well-designed radiator. This is no easy task, and the way to tackle it is to ensure that only those parts requiring the cooling air are in the airflow. The horizontal twin is the best proposition, which,

rumours from Ferrari excepted, limits us to about one litre. We wish to cool the cylinders and cylinder heads and they should, therefore, be placed separate from the main envelope and be efficiently ducted by a helmet-type cowl as close to the cylinder barrels as possible. This is not easy, as wheels and all sorts of things get in the way, but the Panhard and D.B. designers show the way.

Although heavier, the liquid-cooled layout can be so arranged by efficient ducting to have a very low drag figure. The air must pass straight through the radiator and pass immediately into the air stream; allowing it to wander through the engine compartment is very bad practice, although often done. This air passing through the engine compartment is often necessary, however, since many liquid-cooled engines rely on this added air cooling and sealing off the engine compartment would cause local overheating.

The radiator should be as small as possible and, if it can be arranged, the air intake should be at a point of high air pressure and the outlet at one of low pressure. The normal front position is a high-pressure point, but an air intake here can spoil the airflow over the all-important front end if its position is too high. Well down the nose is the correct place, and the Bristol 450 is a good example. A point of low pressure exists where the nose contour in side elevation levels out, and it is at this point that the Gardner M.G. exhausts the cooling air. This is not the point to use unless you know exactly what you are doing, as it is easy to spoil the airflow over the whole car. The most common method with a sealed or "semi-sealed" engine compartment is to let the air out at the sides or wheel arches, à la Aston Martin DB3S. The actual point of exit is not of great importance as long as the way is clear.

It must be stressed that efficient ducting is necessary to ensure that the air does not stray from its path. On many cars there is a gap between the ducts (if

any) and the radiator block, so that much of the air goes through the gap and does not pass through the radiator at all. If a certain amount of air is required to pass over the engine as already mentioned, it can be accommodated as in the Aston Martin DB3S with a small gap in the centre of the exit duct, to allow some of the air to pass into the engine compartment and out via exhaust ducts in the bonnet.

Drag can be reduced by making the radiator smaller, and quite a saving can be made by running the engine at a higher temperature. Newton, who had a law for most things, turned his attention to cooling, and a part of his Law of Cooling which interests us states that rate of cooling is proportional to temperature difference; that is, the greater the difference between the cooler and the cooled, the greater is the cooling effect. It follows that if we were to run at, say, 150 degrees centigrade, we should be able to use a smaller radiator. With a temperature of 90 deg. C. and about 30 deg. C. air temperature the difference is 60 deg. C., which would be increased to 120 deg. C. with the higher running temperature. We could then get away

methanol fuel. Without the cooling effect of that fuel it would not be possible to use these engines in the way that they are employed now. This effect is due to the high latent heat of evaporation of the fuels. All liquids use a certain amount of heat for evaporation, and evaporation only; that is, heat is used whilst a liquid is evaporating without the temperature of the liquid being raised. When a methanol fuel contacts a hot engine it evaporates and needs a large quantity of heat to do this, heat which it takes from the engine. Thus a methanol fuel will cool an engine to a much larger extent than will plain petrol, the latent heat of evaporation of which is much lower. A practical demonstration of this effect is to observe that a spot of methanol fuel on the hand feels very cold, because it is taking heat from the hand in exactly the same way that it takes heat from the engine.

Finally, pressurizing the cooling system will slightly raise the boiling point of the coolant liquid and help to attain slightly higher running temperatures, as a rise in pressure raises boiling point and depresses freezing, and lowering pressure has the reverse effect. That is why it is

so easy to boil with only atmospheric cooling when climbing an alp.

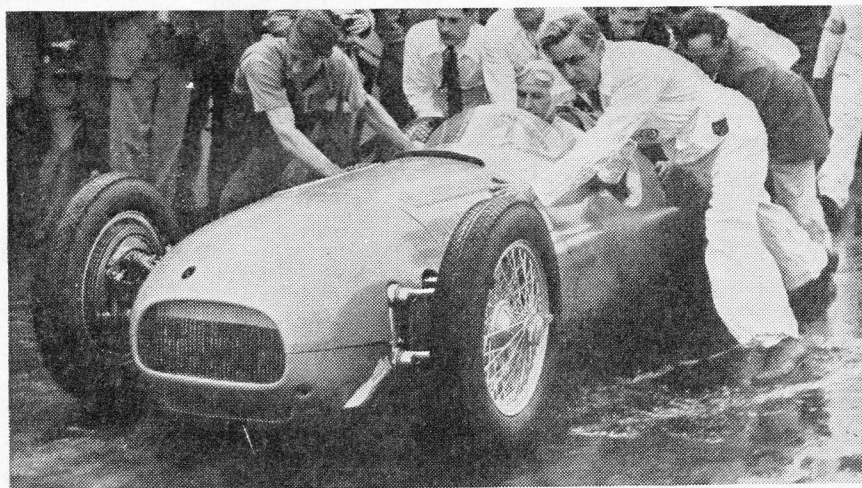
Cooling The Oil

In a high-performance car it is necessary to cool the oil, usually by means of a simple oil radiator. In this case the substance to be cooled is the coolant itself, and it is usually quite simple to arrange a suitable radiator. The simplest such radiator is the ribbed sump, which may loosely be compared with the air-cooled engine as the same advantages and disadvantages apply, but often a simple direct cooling system like this is not sufficient, and the oil is pumped through a cooling element usually placed either in front of or behind the main radiator. The usual drag considerations apply as with any radiator, but it is fortunate for the special considerations we must make with regard to oil that there is a much more efficient way to control oil temperature which does not cause any drag. This, of course, is the Serck oil cooler, which performs the dual functions of warming the oil as is desirable when starting, and of keeping the oil temperature down under running conditions. This heat exchanger can only be used with a liquid-cooled engine, as the coolant forms the control of oil temperature. The component consists of a stack of tubes, through which the engine coolant passes, surrounded by a jacket which passes the oil. This jacket contains a system of baffles to ensure contact between the surfaces over a large area. It will be seen that the oil is warmed if the engine coolant is hotter and it will lose heat if conditions are the reverse.

The great advantage is that the oil reaches its running temperature very quickly and is controlled thereafter by the engine coolant. No air is required, with a consequent saving in drag.

Cooling The Brakes

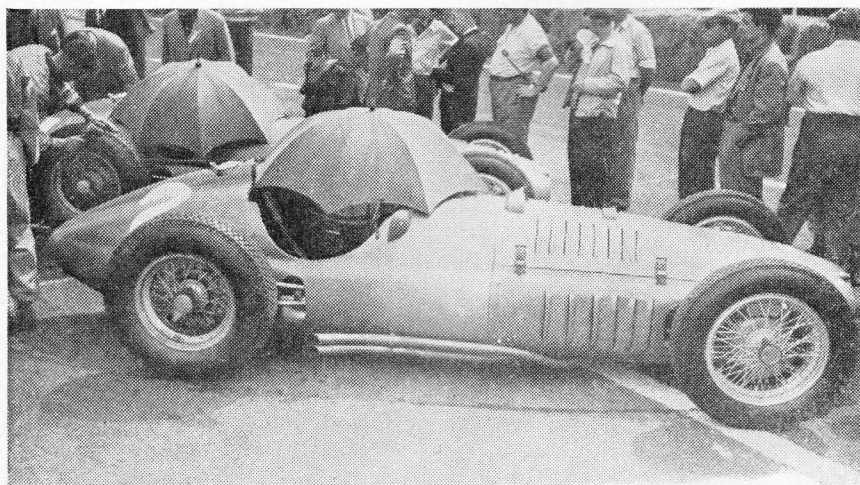
With the wide use of all-enveloping bodywork and pressed steel wheels, the question of brake cooling has come into prominence. It must be appreciated that the brakes stop the car because the kinetic energy possessed by the moving car is absorbed, and since energy cannot be destroyed it is converted into heat.



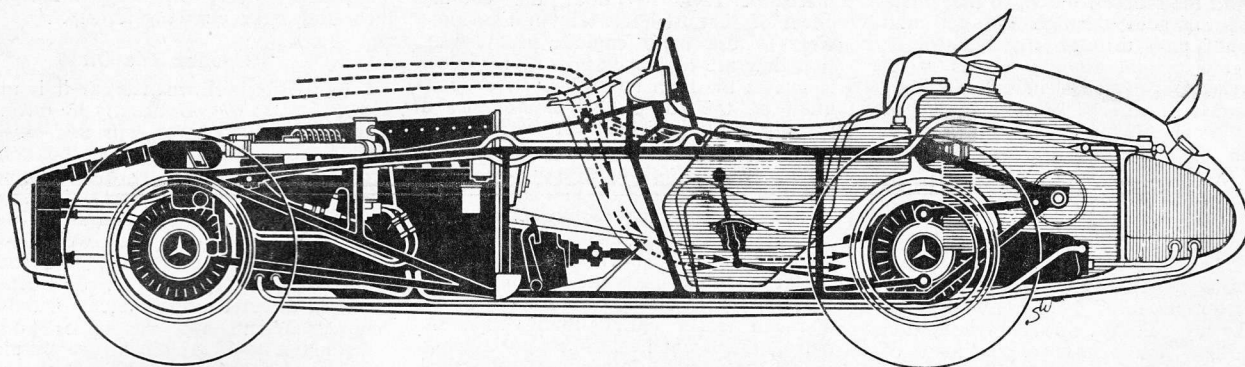
CHANGES are already apparent by May, 1950. The bonnet is extensively louvered, there is a new intake below the nose, and a large intake forward of the scuttle replaces the two small ones.

with half the radiator area, which would be a great saving. A further effect, of course, is that we have less heat to get rid of when cooling to 150 deg. C. The choice of coolant would not be difficult, ethylene glycol being quite suitable, but there are certain mechanical considerations which should be taken into account. These concern the construction of the radiator, hoses, etc., to ensure that they could stand the increased heat and the different nature of the coolant. The only other objection is that there would be a slight power loss due to heat causing expansion and loss of weight of the charge, although in the case of an engine in which the carburation is not all it might be, the extra heat would help.

Before leaving the question of engine cooling we should mention the "internal cooling" effect of certain fuels, a point brought into prominence by the recent panic over proposed fuel requirements for Formula 3. It is a fact that the engines now in use in Formula 3 cars are only suitable because they use a



MORE HOLES are demanded by practical considerations in May, 1952. The bonnet louveres have grown large and ugly, and there are now two forward-facing scoops. The fairings have been removed from the rear suspension to aid brake-cooling, and the front grille is of greater area.



SCUTTLE SCOOP of the W.196 Mercedes-Benz supplies cooling air to the rear brakes. A small hole in the ducting directs some to the cockpit for the driver.

Heat is a most useful thing when there is energy to be absorbed and nature uses it a great deal, especially where friction is concerned. The kinetic energy possessed by a car travelling fast is very high indeed, and the brakes become extremely hot when they slow the car. This heat must be lost before the brakes are required again, or the temperature will rise until the brakes become inefficient. This inefficiency is due to the effect of temperature on the linings and also to the distortion caused by expansion. The effect on the linings is to lower the coefficient of friction, a state which can only be combated by the brake lining manufacturers. They have made great strides recently, but the fact remains that heat can cause distortion of the drum, which means that the lining is only touching the drum with a small fraction of its area. One of the great advantages of the disc brake is that any expansion of the disc merely applies the brake a little harder, whereas the drum tends to move away from the lining.

Liquid cooling of brakes is rarely used, only the Cunningham/Ferrari coming to mind of contemporary vehicles, but it may well become popular if disc brakes do not find universal favour. The usual advantages and drawbacks apply but the drag saving must be very considerable, as a fast turning wheel causes a great deal of drag and should be shrouded as much

as possible. With air cooling the difficulty is to get sufficient air to the drums, and ducting from a front intake is usual. The ducts have to be relatively enormous if the cooling relies entirely on them; normally the wheel is slinging enough air around to help.

There are many ways to combat heat effects in air-cooled drum brakes, the simplest being to make them as big as possible. This gives a greater surface for heat dissipation, and more heat is required before distortion of the drum becomes serious. Wire wheels are a help in brake cooling due to the turbulence they cause, but drag is high. Fins also help in giving greater surface area to the drums, and they too can be designed to promote turbulence if brake cooling is more important than drag reduction.

The more one thinks about drum brakes and brake problems, the more obvious it becomes that the disc principle must become supreme. There is a large weight penalty with the enormous drums in use at present, and in some cases they are so large that it is impossible to mount them at the hubs, both from the aspect of unsprung weight reduction and that of actual physical dimensions. If we must use drums and air cooling, the best way is to duct air from the main intake and to exhaust it behind the wheels for the front brakes, and to use

either ducts or open wheels at the back. The rear brakes are not so highly stressed as those at the front, due to weight transfer on braking, but advantage should be taken of this to reduce their size and weight rather than to skimp the cooling. Brakes set inboard are excellent when considering the reduction of unsprung weight, but they are not easy to cool and usually require a duct from the scuttle, as in the early DB Aston Martin competition models. Outboard brakes can be cooled by ducts, which may as well take the form of the continuous duct for front and rear brakes used on the 1953 Nash-Healey Le Mans car.

Other Cooling Problems

Under the general heading of cooling problems comes that of supplying the engine with cool air. If the carburettor is allowed to draw air from under the bonnet, the volumetric efficiency of the engine will not be as high as if a cool air supply were allowed, due to the lower density of the warm gas. We must draw this air from outside the envelope and the design of the duct is quite important.

Since the pressure in a closed duct varies with the speed of the car and the intake of air by the engine depends on which gear is in use at the time, it is theoretically better to use a duct open at both ends. This can, if incorrectly designed, cause a pressure drop at the carburettor intake due to venturi effect, and it is normal practice to use a closed duct, but it is also normal practice to allow a certain amount of air to wander through the engine compartment, and the surplus from the intake can join this air to be exhausted in the normal way. If a sealed engine compartment is used there should be a separate duct for the carburettors and it should be open at the rear. Any "ram" effect should be avoided due to the variable relationship between airspeed and engine requirements, and the ideal duct is one which acts merely as an "air box", supplying cold air which is as still as possible. It is not always easy to arrange proper ducting with side-draught instruments,

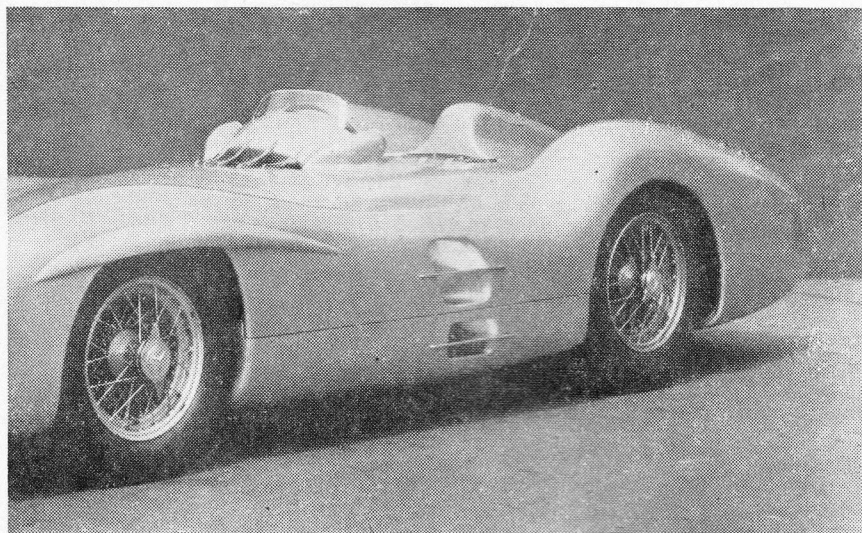


CORRECT DESIGN in the Bristol 450 allows the use of a very small air intake, by virtue of its being located low down at a point of high air pressure.

but the power loss from the use of hot under-bonnet air is not offset by the elimination of the duct.

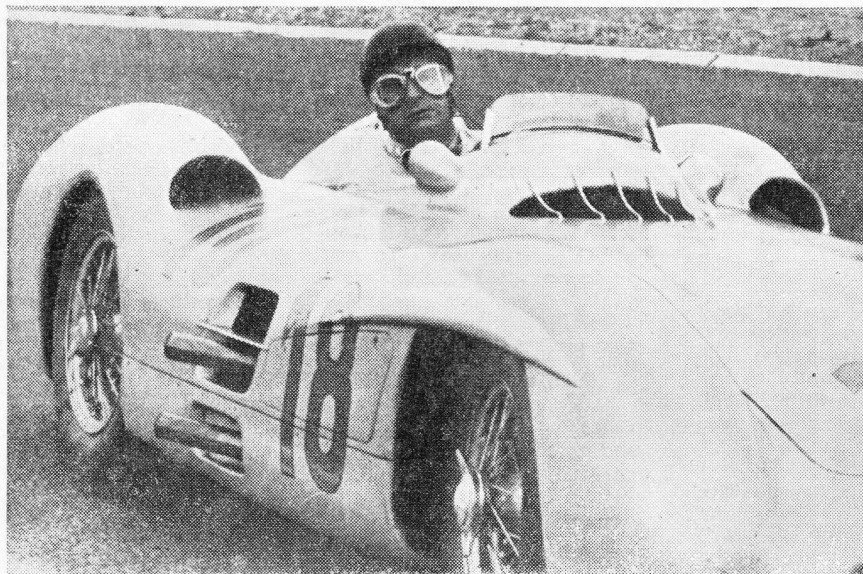
Tyres take quite a beating when used with a high-powered car, and it is sometimes desirable to cool them if all-enveloping bodywork is used. This is a great source of drag as it has already been stressed that wheels should be shrouded as much as possible, and cutting a hole in the envelope so that air can meet the fast moving tyre will offer a great deal of resistance. The tyres must be preserved, however, if there is any doubt about their lasting the full race distance; the problem is not great until one uses several hundred horsepower, and one might argue that one then has a bit to spare to overcome the drag. Drag reduction is of great importance at all times, but with very high power output, transmission of the power becomes the number one problem.

There are several bits and pieces re-



DREAM: As first announced, the fully streamlined version of the W.196 Mercedes had a beautiful flowing line to the rear wing.

REALITY: When the car appears at Rheims later in the year, there are large apertures in the wings to direct air on to the tyres.



maining which may require cooling, such as magnetos and fuel pumps. The answer to the fuel pump problem is to put the thing somewhere else, but if an engine component shows signs of being cooked and it cannot be re-sited or insulated, it would seem that the only answer is to duct a little air in to play on the affected part. This must be very carefully done and the absolute minimum quantity of air should be admitted. It should not be necessary to say that the duct should cause all the air to pass over the point where it is needed, and a hole in the side of the body is a strictly temporary remedy only.

Driver-Cooling

Finally, we should mention the poor driver, who often needs as much cooling as anything else. Cars intended for racing do not carry around a lot of weight in heat insulation and the cockpit can become quite hot; witness the uncomfortable drive which Parnell and Walker suffered in the 1951 British Grand Prix. On later models of the B.R.M. this problem was solved by using the scooped air not for direct cooling, but as an insulator. From forward ducting, it was passed between double walls which separated the driver

from the engine, and effectively prevented Wharton and Flockhart from being "cooked" like their predecessors.

However, the drag resulting from this system must have been considerable, and a more common practice is to admit air in the region of his feet and to extract it by the natural extractor effect of the small open cockpit, or by extraction ducts in the case of the closed car. The closed car is not as common in sports car racing as it was a year or so ago, but when it is used the driver also needs a certain amount of air for breathing and the remarks above referring to engine aspiration might apply here. It is usual to admit such air by means of a small duct on top of the scuttle.

Ascari's Showerbath

Jaguar and Mercedes cool their drivers by means of slots which direct air on to the face. When pit stops were the fashion, Ascari for one preferred liquid cooling by pouring half the drink down his back; latent heat of evaporation again!

That appears to take care of most cooling points, but let us look at an example to see just how the various ducts and scoops spoil the airflow.

The streamlined Type W.196 Mercedes-Benz Grand Prix car is a well-known example, and on this model there will be seen no less than ten separate major openings in the envelope for cooling purposes, which in total must cause many pounds of drag and account for many horsepower to overcome it.

Starting at the front there is the intake for engine cooling, which just about takes up all the near-vertical surface at the nose. This is due to the fine entry made possible by the tilted engine, and the removal of the "grille" for the Rheims race and the troubles at Barcelona would indicate that the area is near its bottom limit. The air which cools the engine is also asked to cool the inboard front brakes, after which it passes through part of the engine compartment—it is difficult to see how this could be avoided—and out through the two extractor opening in the sides. Above, on the scuttle, is the large duct to take air to the rear brakes and the driver, and behind the cockpit are the ducts for the cooling of the rear tyres. The remaining openings are for the extraction of warmed air. The "open-wheeled" version also possessed most of these ducts, but it is generally accepted that it was a fairly hurried job and it is noted that the later models were very much smoother—until called upon to deal with Argentine temperatures, that is!

All the above ducts and extractors have been considered necessary by the Mercedes designers for the reliable running of the car, and it makes a very good example of the "spoilers" which it is necessary to introduce to the perfectly streamlined envelope in order to satisfy practical requirements.

Donk Gallaway

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.

Rallies Becoming Dangerous to the Public

WITH reference to the "Anti-Rally Italians" and their attack on AUTOSPORT, although I agree with you that it was indeed curious in its standpoint, I nevertheless fear that the future of the international rally is limited.

I am, myself, very much in favour of rally driving and during the last few years have competed in several of the international rallies that cross from country to country and cover many miles of good and bad public roads.

However, I do feel that, from the point of view of non-competitors, rallies are getting to the stage of being too dangerous to allow. I stress that I do not refer to the danger to the drivers, as they can well look after themselves.

Without using closed roads there seem to be three ways in which a modern rally can find a winner, which I think are as follows:—

- (a) Make the averages impossible as per the Liège-Rome-Liège.
- (b) Make them almost impossible as per the Alpine.
- (c) Use secret checks as on the Monte Carlo, which makes the whole thing rest on the navigator anyway.

This is, of course, a generalization, and it is possible to combine a semi-difficult road section with closed road "special sections" and timed tests as on the Tulip.

But there is a limit to the length of road that can be closed, and so the rally that depends on this becomes a pointless tour from section to section with the result depending on high speed over a short distance. Hardly a rally at all, in fact.

The best rally is, to my mind, the one which is really difficult over the whole route and the only way to make this happen is to have the highest of averages. This is where the public danger comes in.

After all, would anybody in their right mind try to drive against the stream of the Alpine or the Liège? I remember that one man tried it on the Vivione Pass during last year's Alpine and he got hit three times. He did not like it—and can anyone blame him?

As I see it, the international rally is now so close to a road-race as to be a race and, although it is a fine test of car and driver, it is hardly right to expect normal road users to like the idea.

I can only see national action against rallies coming up in the very near future. Still, if anyone wants a co-driver for a rally before it happens I shall be delighted to come along.

H. W. BURKE.

ILKLEY, YORKS.

Seen in a Breaker's Yard

I WAS looking round a breaker's yard yesterday and came across an Austin 7 back axle of a type that I had never seen before. It had no torque tube and the pinion shaft was about 8 ins. long. It ran in a large bronze bush at the forward end and had a normal round plate drilled with four holes attached to it.

Was it a production type or somebody's pet theory? If so, can you suggest a reason for it?

I also saw the remains of a very small engine and I wonder if you could tell me what make it is. It was a four-cylinder car-type engine considerably smaller than an Austin 7 power unit (about 500 c.c.). The crankcase, block and head were all cast in one bit out of iron and above each pair of valves (side) were holes for large plugs (2 ins. dia. approx.). The inlet and exhaust ports were round and the inlets were siamesed. The crankshaft would have been a two-bearing one, possibly running in ball or roller races.

F. W. LUGG.

EASTBOURNE, SUSSEX.

The New H.R.G.

THE official news of the birth of a modern H.R.G. in your last issue now permits me to tear the adhesive tape away and to make my first contribution to any correspondence column.

I owned one of the first Meadows-engined cars made by this firm and enjoyed three years of all types of motoring. Passengers were amazed at the suspension and developed a lively interest in the road surface ahead. Ruder friends congratulated me on the electric lighting and balloon tyres of my G.N. Therefore, during a recent visit to the Tolworth factory, it was quite an experience for me to have a quick look under the sheet at a new conception of H.R.G. motoring complete with tubular chassis, springs that flexed with thumb pressure and an engine that looked exciting. Much later I was allowed to drive the bare chassis and an extremely quick and comfortable ride it was.

I do feel, however, that some recognition is due to S. L. Procter, who designed the head for the Singer block and who, with H. R. Godfrey, must have spent hundreds of hours on the development and design of the new chassis.

May I add the usual disclaimer.

W. A. UNDERY.

HAMPTON HILL, MIDDX.

Modern Cars the Best Ever Made?

MR. GRAHAM DEAN must realize that "sheer craftsmanship, durability and finish" can be overdone at the expense of more desirable virtues—efficiency at a realistic price not the least.

A motor car is essentially an expendable article, reflecting its owner's present outlook (and capacity for obtaining credit), and—like my own beautiful C-motored XK Hardtop—is bought to be loved and consorted with now, regardless of what will be in 50 years' time. It is inherent in a thing called progress that even as the first prototype is assembled its successor shapes in its creator's mind.

My immensely enjoyable and distinguished contemporary John Bolster cannot be questioned for expressing the fact that present-day motor cars fit this philosophy better than ever before. But who cannot imagine that jovial scribe amusing himself momentarily with the 1896 Benz, mentally offering thanks that our roads are not still further congested with large numbers of such antedeluvian devices, then entering the Bolsterian Bolide—I wonder if it is still made of wood and chains?—to seek out more modern material, as to which he can hardly afford to perpetrate nonsensical statements.

DR. E. MANTON.

LONDON, N.W.2.

Build for Formula 2 Now

I HAVE been following, with considerable interest, the correspondence in your columns concerning the introduction of a new Formula 2.

It appears that the 1½-litre unsupercharged type would be the most popular of the capacities mooted as a basis for this formula.

The construction of a car or cars to suit such a formula appears, however, to be hanging fire, pending an official decision, presumably by the F.I.A., concerning its introduction.

Why wait? Why not go forward with the production of such cars, and stage races for them? Surely this is the best way of convincing the F.I.A. of the need and demand for such a Formula.

The Half-Litre chaps didn't hang about waiting for a Formula to be framed; the cars came first, then the races, then Formula 3, considerably behind.

In addition, 1½-litre cars were built before the war to provide cheaper racing than the Grand Prix racing of the time. The names Alfa Romeo and E.R.A. spring to mind in this connection.

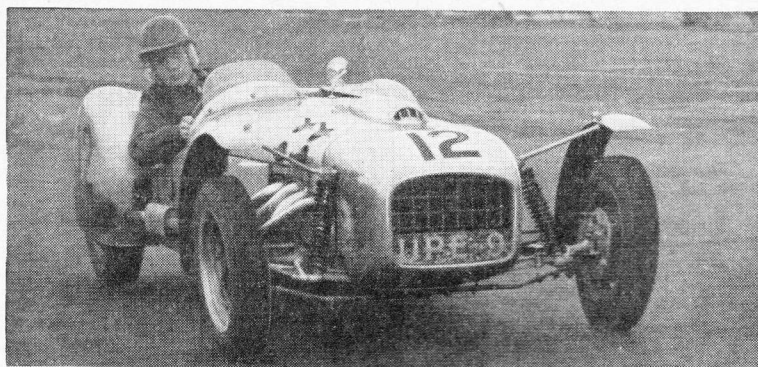
If a reasonable number of 1½-litre racing cars existed, and were being raced successfully, the F.I.A. would be forced to consider them, in the absence of cars of any similar capacity, when deciding a new Formula 2.

The B.R.S.C.C. with their wide experience of race organization for small capacity cars, and lately for *Formule Libre* cars, would be an ideal body to foster such racing, to a provisional Formula, if necessary.

J. DALLAWAY.

HIGHBURY, LONDON, N.5.

CONGRATULATIONS



With Acknowledgements to 'The Motor'

FOR THESE AMAZING
PERFORMANCES IN HIS **LOTUS M.G.**
DURING THE 1954 SEASON

Peter Gammon

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Peter Gammon's placings in all classes

1500 C.C. SCRATCH RACES

2000 C.C. " "

2500 C.C. " "

3000 C.C. " "

FORMULA LIBRE

HANDICAP RACES

	RACES ENTERED	FIRSTS	SECONDS	THIRDS
1500 C.C. SCRATCH RACES	17	14	2	1
2000 C.C. " "	1	-	1	-
2500 C.C. " "	2	-	1	1
3000 C.C. " "	1	1	-	-
FORMULA LIBRE	2	-	1	1
HANDICAP RACES	6	2	2	2
	29	17	7	5



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MOTOR OIL

IF any Northerners had any doubts about Geoff Newman's R.A.C. Championship victory—not having been present to see him achieve it—they were certainly dispelled last Sunday when he brought his Cannon VII to Derbyshire to win the Kitching Trophy most handsomely. On a day not without its troubles (he finished with a puncture and a flat battery) he carried off the premier award absolutely hands down. Appropriately enough, his nearest rival was the best Northerner, Jack Broadhead, but even he was 28 marks behind the remarkable Geoff.

Probably the 15 non-starters were kept away mainly by the shocking weather conditions, but of the 25 left, many star



NEWMAN WINS A WHITE "KITCHING"

R.A.C. Trials Champion Supreme in Snowy North Midland A.C. Classic

names appeared and any one of a dozen might have gained the premier award.

From the Rising Sun Hotel at Bamford it was a short road journey to Old Lees and Green Hope. Both hills are Kitching "old favourites", but this year, thanks to the snow, they were in disguise. At Old Lees, John Lilley (driving his father's Ford-engined car and not his own twin-pot job), Cuth Harrison (Harford), Norman Coates (N.H.C.) and Rex Chappell (Cannotton) all came to rest at the same spot with eight marks gained. On their heels came Jack Broadhead, who persuaded his very handy machine some yards farther to reap a one-mark advantage. Fired by this performance, Reg Phillips (Le Tout) and Frank Lewis (Squamigerous) did the same.

Geoff Newman didn't seem to bother about what the others had done and promptly set about getting up even higher. Not to be outdone, Pat Atkinson, the whipper-in of the trial, proceeded to emulate his performance.

Up the lane lay Green Hope, of which Cuth Harrison and Lol Hurt managed perhaps one-quarter, but Edward Harrison (Harford), Norman Carr (Trafford) and Bill Boddenham (Austin) hardly made any headway. Stan Jenkins (Austin) gained a little more ground and was, in fact, highest up until the redoubtable Geoff Newman came along. And again Pat Atkinson took his Atkinson to the same position as Geoff's car. Already the trial was taking shape.

The North Midlanders had found

another section before the famous Rowlee area was reached, called simply Section 3. Early drivers, weighing up the chances, took a somewhat jaundiced view of the muddy take-off with a steep bank arising therefrom and it was with interest that they watched John Lilley's performance. But John went easily up the long climb, which ended almost in the farmyard, where eight other sections lay. Norman Coates didn't even look anxious and Cuth Harrison reminded the spectators of his racing days by the speed of his climb.

Rowlee is the Kitching Trophy Trial and the many sections which the club plot on the land are all well worth their salt. The terrain is such that innumerable climbs are available and three new ones were used for this 10th anniversary event. The first wound its way through the trees with two acute bends, then, after a short downhill piece, shot uphill through two right and left hairpins—all this, of course, on snow-covered frozen ground. So many failed on the first part here that it looked impossible until Reg Phillips came along, but he, having overcome that

hazard, understandably missed the white tapes against the dazzling whiteness of the snow and charged straight on. He returned, barricades were erected, and the smiling Yorkshireman tried again to complete the whole section clean. Jack Broadhead overcame all its difficulties and so, of course, did Geoff Newman and Pat Atkinson. One of the most meritorious performances on this difficult section was surely that of Tony Marsh. Where many trials specials were failing, Tony took his blown Dellow through by sheer power and handling ability.

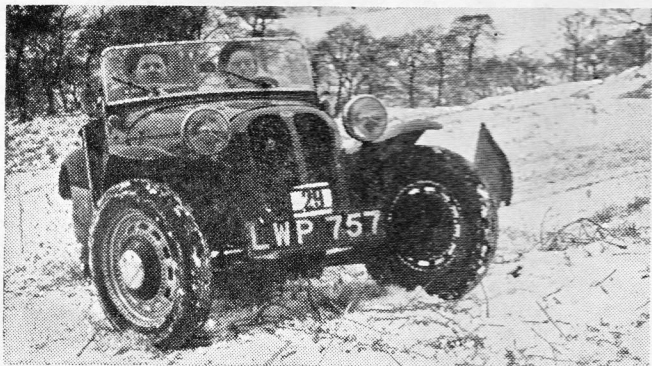
Number 4 of the day, and the second section at Rowlee, was another new climb which went steeply over the bracken through two sharp bends. The second of these proved the downfall of many, and marker signs 5, 6 and 7 were all grouped very closely, for inches counted. Rex Chappell, Tony Marsh and Frank Lewis did as well as any, and the spectators had just decided that the last bend was the limit when Geoff Newman came, and in a superb drive cleared the whole section.

Coombe Rock—or Section 8, as it was this year—is a good climb which leaves a stream and by way of an acute rise follows a gully for 30 yards. It is climbable (as Raymond Baxter proved last year in Le Tout), but conditions limited performances last Sunday. Of the early numbers Cyril Corbishley (CCS 4) and, to a lesser degree, Norman Coates, Dick Habershon and Ron Needham all did well. Reg Phillips (Continued on page 251)

Results

Kitching Trophy: G. E. Newman (Cannon VII). "Bouncer's Bowl": Mrs. Newman.
Parker Trophy: J. C. Broadhead (J.C.B.). Noble Trophy: F. T. Lewis (Squamigerous). Senior Trophy: A. Marsh (Dellow).
Souvenir Awards: R. W. Phillips, S. Jenkins, R. F. Chappell, E. Harrison, C. Corbishley and T. C. Harrison. Scales-Haigh Team Trophy: "The Cannonians" (Newman, Chappell and P. F. Highwood).

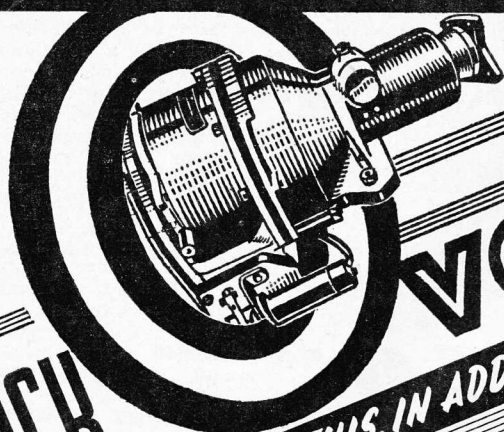
THIRD was the remarkable Tony Marsh (below), who did apparently impossible things with a supercharged Dellow.



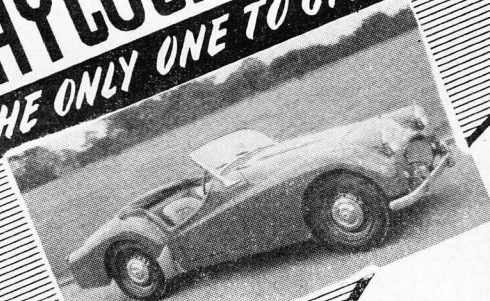
SECOND to Newman was J. C. Broadhead (above), seen here on one of the well-known Rowlee Farm sections.

FOR COMPETITION DRIVING COMPLETE DRIVER CONTROL IS A ***MUST***

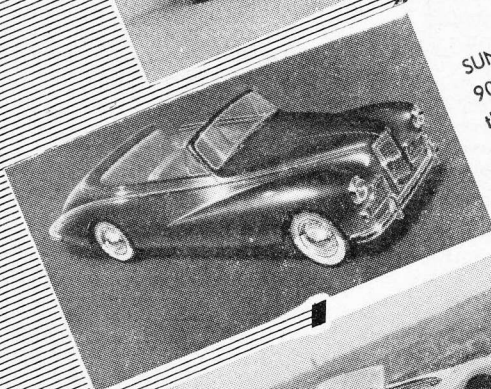
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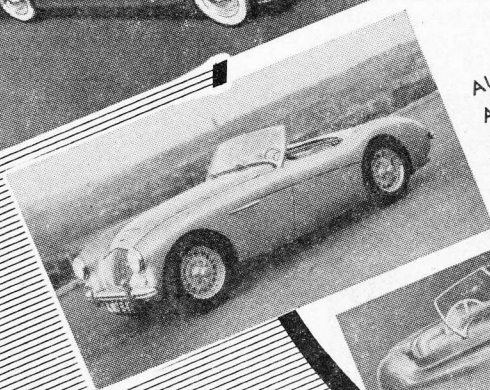
TRIUMPH TR2. At 90 m.p.h. in Overdrive the r.p.m. is only 3,541. Control is by a push-pull switch on fascia.



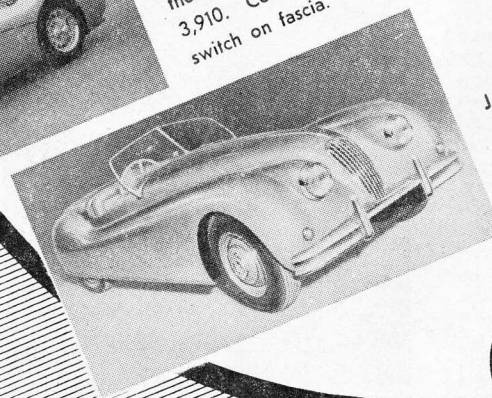
SUNBEAM ALPINE. At 90 m.p.h. in Overdrive the r.p.m. is only 3,820. Control is by a switch on the centre of steering wheel.



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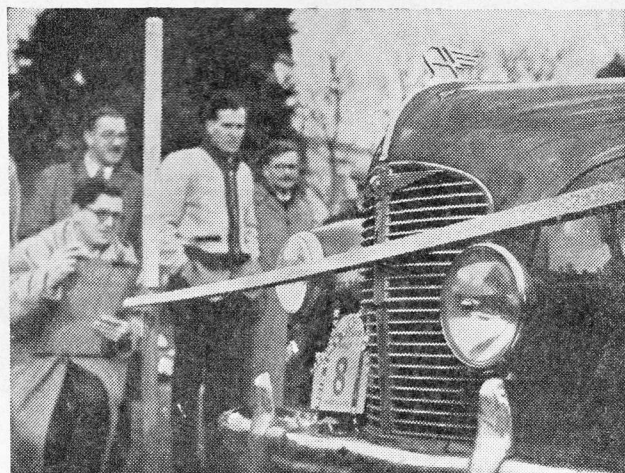
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★
GENTLY touching the bar, J. Flook (A40 Countryman) goes through the first test at Weston-super-Mare. The car was damaged later, but he completed the course.
★

“MAGGI CARLO”

Dr. J. T. Spare (Morgan) Wins Bristol M.C. & L.C.C.'s Very First Rally: Difficult Course Causes 19 Retirements

THE Bristol Motor Cycle and Light Car Club has been in active operation for a great many years, but somehow never became caught up in the popular pastime of rallying. Trials, yes (The Fedden); racing, yes (Castle Combe)—but not rallies. However, this rallyless existence came to an end last weekend when the Bristol boys held their very first rally—and no summer afternoon treasure hunt either, but a full-scale 450-mile all night affair in the depths of winter, with a tight schedule and a very tricky route mainly around Devon and Somerset. As a consequence of the active sponsorship of the proprietors of Maggi Soups, the event was known as the Maggi Carlo Rally, and a very tasty dish it proved to be.

Out of the 66 entries, 53 cars were lined up near Bristol Cathedral just after lunch on Saturday, and at 1.45 p.m. car No. 1, R. Gee (Austin A70), was flagged away on the first section of the route, to Weston-super-Mare. Here there was a special “Maggi” test (of which more later) and the first test of the rally proper—a timed 30-yard dash from a line, to touch but not dislodge a bar balanced across two pylons. This completed, a route card was issued for the first real road section. From now on it was six-figure map references all the way. This first part consisted of a loop through Cheddar Gorge and back to Bristol, then north on another loop into Gloucestershire, passing near Wootton-under-Edge and Malmesbury, south-east to Marlborough and to the second test, in Savernake Forest. This was to have been a “crossroads” test, but a chain of circumstances led to its being scrubbed. By a misunderstanding, the army unit who were to operate radio communications with the main control installed themselves on the wrong reference, and believing that the marshals had not turned up (they were in another lane 140 yards away), sent the competitors on their way testless!

Near Bath there were two moving controls. These were Maggi vans

shuttling between a pair of references and waiting at each turning point, where competitors could sign in; from there they went on to Bath, to the supper control at the pavilion in Victoria Park. After an hour's compulsory break and a meal (with Maggi soup, of course) the next route card was issued, which led the travellers down into Devon and to some fun and games in the foot-deep snow on Exmoor. The roads were really wintry on this part of the night's journey and there were signs of abrupt contact with the countryside on several cars at the finish. J. Flook was perhaps the most unfortunate; he had been going well in his A40 Countryman until he slid into a wall that nearly removed a front wheel; the suspension geometry looked decidedly unorthodox afterwards. M. J. Condon's new Humber Hawk had had a similar encounter but only a wing had suffered; however, he retired later. A heart-stopping moment for a number of competitors in the Lyn valley area was occasioned on arriving round an icy



WINNING SMILE from Dr. Spare (right) as he is congratulated by Mr. B. W. Adams of the sponsoring company. A package of soup was part of the prize!

bend to find only half a bridge (this was the flood-devastated area) but with a sharp twist on to a very narrow Bailey bridge nearby. Quite a few people spent some time (and marks) digging themselves and each other out of snow-drifts.

This long loop went first to Minehead, then the crossing of Exmoor, in the form of a regularity test over three sections, to a 30-minute compulsory stop at Barnstaple. On again south-east to Crediton, to another timed test near Bovey Tracey. This was staged on a bend and involved reversing downhill from line A to line B, then forward uphill to line A again; R. Davis (Sunbeam) made the best time here, in fact his motoring throughout had been so rapid that he was penalized at the end for exceeding the set average speed.

From Bovey Tracey it only remained for the contestants to complete the route to the Mile 3 restaurant just outside Bristol, where breakfast was laid on and the night's adventures were discussed. However, this was not quite the end of the rally, for there was still the second “Maggi” test to be negotiated. These two special tests, one at the beginning and one at the end of the rally, had to be attempted by all competitors although they did not count in the marking, and they caused considerable amusement. Both were timed tests and the first required competitors to row a boat round a pylon in the Weston marine lake, followed by drinking a carton of soup—and though they may have been skilled drivers some of them just couldn't row a boat! The second one involved driving from line A to line B without spilling any of the soup balanced in a carton on the bonnet, and E. Thorne (A40 Sports) completed the two in the best aggregate time.

Out of the 53 starters, only 34 stayed the course and finished, among them Flook, already mentioned, and S. P. Briginshaw, who arrived late with a loud and expensive-sounding knocking emanating from the A70 engine of his Triumph Gloria. It transpired that his oil pump drive had sheared and he had run a big-end, but had dropped the sump, dismantled the pump and had it repaired, filled up with gear oil and continued! A very creditable performance was made by A. C. Harmer, who was competing in the up to 1,600 c.c. open car class in a 1937 Morris 8 tourer with an almost standard engine. He lost only 76 marks to the winner's 58, finished third overall and of course won his class. The eventual winner, Dr. Spare (Morgan Plus 4), and C. M. Seaward (TR2) were the only two entrants to complete the difficult second half of the route without loss of marks.

So there it was—for a “first effort” a very creditable one and one that the crews really enjoyed, although it was no easy ride. But then, the trickier a route is, the better a rally driver likes it.

S. P. S.

Provisional Results

Best Performance: Dr. Spare (Morgan Plus 4), 58 marks lost. **Class Awards—Closed Cars up to 1,600 c.c.:** 1, Capt. James (Simca), 69; 2, M. Ward (Morris Minor), 120; **Closed Cars over 1,600 c.c.:** 1, C. L. Read (Triumph Renown), 101; 2, R. Davis (Sunbeam), 106; **Open Cars up to 1,600 c.c.:** 1, A. C. Harmer (Morris 8), 76; 2, C. W. Brown (Ford Spl.), 156; **Open Cars over 1,600 c.c.:** 1, C. M. Seaward (TR2), 64; 2, S. J. Tucker (TR2), 98; **Best Pre-war Car:** N. R. Sharp (Rover), 322; **Best Lady Competitor:** J. Valerie March (Austin A70); **Maggi Tests:** 1, E. Thorne (A40 Sports); 2, R. Gee (A70); 3, I. Bale (Volkswagen).

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up to 12% lower petrol consumption

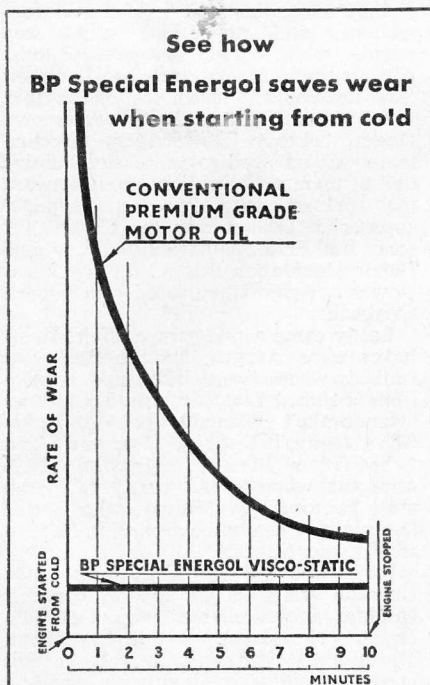
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In this graph the upper curve is the result of tests with conventional premium grade oils. The height of the line is the amount of wear occurring at any instant. Notice the very high rate of wear immediately after starting and how this reduces gradually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

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

'Visco-static' —?

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

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

Less choke needed

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

No oil starvation and less wear

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

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How to use BP Special Energol

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

When not to use BP Special Energol

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

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



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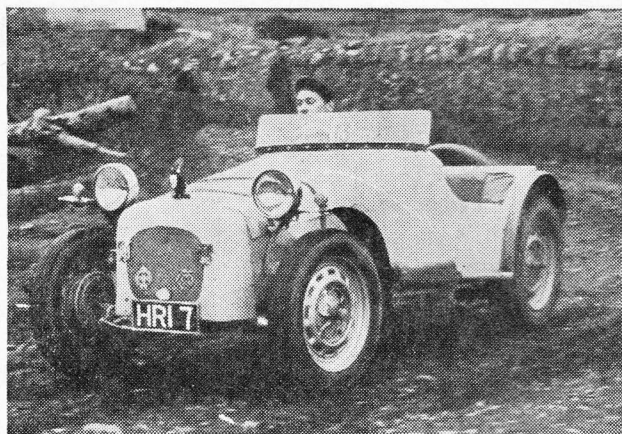
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SURPRISES IN CONNACHT

*Elmer Connell Wins Henderson Cup Trial—
and Kevin Murray is Last!*

THE Connacht Motor Club's Henderson Cup Trial on Sunday, 6th February, left this correspondent with mixed feelings. There was much to commend, and a few tests to condemn in it. First things first: Elmer Connell, driving M.M.4, won easily. Of the nine tests, he waltzed away with five, won a place in two, and flopped one—altogether a resounding victory. Elmer has been competing consistently now for five years in Hewison trials, and this was his first outright win. He is a very fine driver indeed, but has been plagued by wrong cars, "off" days, and mechanical misfortunes, and his victory was not before its time. Then again, we had the weird and wonderful sight of Kevin Murray frisking with Fate and doing his darndest to navigate a huge American Ford Customline through the intricacies of typical Irish crossroads tests. Kevin finished at the tail of the field—even he could not put a quart into a pint measure. However, his entry was a sporting gesture to help swell a disappointingly small entry, and to encourage faint-hearted saloon car owners to compete. A few of the tests were poor efforts, but others were good and at least one was original. Connacht, in keeping with most other clubs, are a mite too sensitive about rough stuff and tight tests for saloons. Having watched the exciting battles that have taken place this season between drivers like Paddy Hopkirk, Heber MacMahon, T. P. O'Connell and Declan O'Leary, all

SUPERSTITIOUS ?
—NOT ME! Elmer Connell, carrying number 13, puts up B.T.D. in the fourth test of the Henderson Cup Trial, his first Hewison Trophy success. His car, M.M.4, was designed by Kevin Murray.



Volkswagen mounted, and having seen split seconds cover the difference in times in test after test, methinks organizers can safely plan their Hewison manoeuvres with as much "devil" in them as they can devise.

The course for this trial was 30-odd miles, routed in the flat lands between poet Yeats' beloved "bare Benbulbin's Head" and Sligo Town. Test 4 at Maugerow was a good one. Drivers went left around a sharp corner, then reversed back and sharp right between two pylons placed on the brow of a very steep laneway, then came forward to a flying finish up on level ground again. Elmer Connell won this one easily in 18.7 secs. Heber MacMahon was next in his Volkswagen, 21.4, and Sam Logan, who looked by far the neatest, third in his TD, 22.2. MacMahon's performance in this definitely tricky test

gave the lie to the need for open tests to suit saloons in Hewison events.

Test 7 at Tully Hill was a wiggle-wobble on an uphill gravel surface. This time the unduly pylon-conscious saloon drivers faded out of the picture, and Frank Miller, driving a Dellow disguised as a Ford Special, won in 22.2 secs. Next came the inevitable Elmer in 23, and Alex Malcolm was third in 24 secs.

Two tests on the Sligo docks concluded the afternoon's games in the traditional Connacht Club manner. These tipped the scales and turned a moderate trial into a downright good one. The first of these tests looked delightfully simple. A long white line was divided into four sections, and regulations said "stop astride each section and reverse off". All but three drivers elected to line their cars up opposite each section as they reversed away from the previous one. Declan O'Leary (Volkswagen) saw that there was no need to waste time "lining up" as there was sufficient room between the pylons to allow a "squint" approach. Declan won the test in 20.2 secs., but Frank Hurst's little A.30 and Heber MacMahon tied next, only .2 sec. slower. Again they used the angled approach.

Lastly came a two-garage affair. Gear-boxes were savaged, hand brakes were yanked, wheels were lifted and suspensions assumed fantastic attitudes. Elmer "Handbrake" Connell (27.6), Paddy "The Guitar" Hopkirk (28), and Alex "The Other Buckler" Malcolm (29.2) were the winners, but surely the palm must go to Kevin Murray, who hurled the mighty Customline around in 30 secs. as if it were M.M.2!

Now we find ourselves with three Hewison trials to go and with Paddy Hopkirk a "gearchange" ahead of Sam Logan (2½ marks). Paddy has driven his quota so can only improve on his present position by improving on past performances, while Sam has two trials in hand and should add to his total considerably by two good performances. Roll on the Tipperary Traders' Cup!

JACK O'DONOGHUE.

Results

Premier Award (Henderson Cup): E. Connell (M.M.4), 228.9 marks lost.

First Class Awards: P. Hopkirk (Volkswagen), 233.1; S. Logan (M.G.), 234.7; H. G. MacMahon (Volkswagen), 242.0.

Second Class Awards: J. D. O'Leary (Volkswagen), 247.5; A. D. Malcolm (Buckler), 248.5; J. F. Miller (Dellow), 261.4.

Saloon Class: P. Hopkirk.

Production Sports Class: S. Logan.

Specials Class: E. Connell.

OMAGH M.C. TRIAL AND A.G.M.

THE Omagh Motor Club held their first trial of the season on 29th January, 1955. The first job was a navigation test requiring a visit, in any sequence, to six schools found on the 1 in. O.S. map from four-figure references given to each competitor at his starting time. Information about each school had to be recorded on the route card and 80 minutes was allowed to reach the finish at Irvinestown. Four unfortunates lost the maximum of 200 marks—for lateness, others had failed to visit a school, thus losing 50 marks. Crawford Little did very well to be over three minutes early in an A30.

After that, five driving tests were held on an aerodrome starting with the Monte Carlo acceleration/braking test. Best time here was B. Nelson (TR2) in 44.8 secs. but Harry Reilly was not far behind in 46 secs. with his M.G. TC. Fred Charleton's new Cresta was best saloon in 49.6 secs., Billy Torney's Sunbeam-Talbot next in 50 secs.

The second test was a plain dice around three pylons, tracks making a shamrock. Harry Reilly slid beautifully to make B.T.D. in 26.4 secs., Mervyn Glover (Dellow) taking 27.2 secs., R. Nelson (Anglia) and Barry Stuart (Bradford) tied for best saloon with 27.4 secs.

Then a straightforward effort; accelerate, stop in box, reverse out of box, accelerate to flying finish. Dr. Keatley was masterly to make B.T.D. with his Sunbeam-Talbot in 25.8 secs. beating

the best open car, B. Nelson's TR2 (26 secs.).

The fourth test involved considerable swerving in and out of two dispersal bays around pylons. Mervyn Glover really made the Dellow go to record 40.8 secs., next best being newcomer Miller in his Ford Special with 42.6 secs. Keatley was again easily best saloon in 44 secs., Little (A30) next in 48 secs.

Finally, an enjoyable two-lap dice with a handicap in the saloon class, the Cresta and Sunbeam-Talbots being scratch and the rest allowed 1 sec. per 100 c.c. below the scratch cars. This worked out quite well with R. Nelson's Anglia best saloon in 102 secs., Fred Charleton's Cresta next in 104. B. Nelson (TR2) was best open in 98 secs. followed by Harry Reilly and Harry Torney (Terror) each 102 secs.

Results

Open Cars: 1, G. H. Reilly (M.G. TC), 249.2; 2, H. Torney (Terror), 252.2; 3, M. Glover (Dellow), 297.6; 4, B. Nelson (TR2), 447.

Closed Cars: 1, Dr. Keatley (Sunbeam-Talbot), 259.8; 2, C. Little (A30), 263; 3, F. Charleton (Cresta), 276.6; 4, B. Berkley (Hillman), 393.6.

After supper in the Royal Arms the A.G.M. was held, the main results being a completely new competitions committee (the retiring members having decided some fresh brains were essential), a new secretary, Jim Devlin, and treasurer, Harry Torney. The evening was then rounded off with the film of the 1954 Round Australia Redex Trial.

NEWS FROM THE CLUBS

By Wilson McComb

NO room this week for a picture, because there are so many coming events to announce. No room, either, to do anything with this introduction except to quote from the *Alvis Register* bulletin the following passage, recommended as a sobriety test: "... the axle lock stops should operate before the steering box lock stops stop the lock".

ON Saturday, 30th April, the **Confectionery and Allied Trades Sports Association** are promoting their first rally. It promises to be an interesting event; not a strenuous one, but one with the accent on safe driving and skill in a number of driving tests laid on at the finishing point, California-in-England, near Wokingham, Berks. Any member of the trade interested should contact F. C. Copeman, C.A.T.S.A., Stafford House, Norfolk Street, London, W.C.2. ... The Fifth Welsh Rally, scheduled for 26th/27th March, is occupying the attentions of the **Herefordshire M.C.** these days. This event is to cover some 400-500 miles in the Border Counties and Wales, and the invited clubs are the Bridgnorth, Hagley, Pembrokeshire, Worcestershire, Severn Valley, Welsh Counties and R.R.D.E. (Malvern) M.C. Regs. and entry forms will be available shortly from the Hon. Secretary, J. R. W. Thomas, Chad Radio, St. Owen Street, Hereford. ... The **Old Merchant Taylors' M.C.** announce that their film show, which was to have been held on 4th March, has had to be postponed to the 11th. ... The N.W. Centre of the **B.R.S.C.C.** are running a social rally on 20th March, starting and finishing at the Deanwater Hotel, Woodford, Cheshire. There is also a film show on 16th March and a dance on the 23rd, both at the same venue. The Centre has also been invited to marshal the British Empire Trophy meeting on 2nd April, at Oulton Park. ... The **East Anglian M.C.** are holding a sprint meeting at Wormingford Aerodrome on 6th March. ... The 14th Derbyshire Trial, a full-scale R.A.C./B.T.D.A. event, is to be run by the **Lancashire and Cheshire C.C.** on 24th April. Invitations have been issued to the London, Sunbac, Hagley, North Midlands, Sheffield and Hallamshire, Lancashire, and Yorkshire S.C.C. and also all registered entrants in the R.A.C. Trials Championship. The start and finish will be at the New Inns Hotel, Alsop-en-le-Dale, near Ashbourne, Derbyshire, and entries should go to Jack Sivey, 7 Brookfield Crescent, Cheadle, Cheshire. ... Beggar's Roost, Darracot and Blue Hills Mine are names that can mean just one thing—the Lands End Trial. This **M.C.C.** Easter "classic" is to be held on the 8th/9th April and as usual in this series of long-distance trials, the three starting points will be Launceston, London and Kenilworth. Inquiries please to the M.C.C., 76 Kin-

nerton Street, London, S.W.1. Before then, however, they are holding their "Opening Run" on 6th March, finishing at the Bell House, Beaconsfield. ... The **Forces Motoring Club** has recently been formed into a limited liability company and it is intended to hold a General Meeting of the new organisation in London on 30th April. Further information about the club can be obtained from the Secretary, Forces Motoring Club, Ltd., 2 Charterhouse Mews, London, E.C.1. ... Entries close next Monday, 28th February, for the **Shenstone and D.C.C.'s** closed-to-club Shenstone Cup and Trophy Trial, to be held in the Lichfield/Draycott area on Sunday, 6th March. Secretary of the Meeting is E. K. Ashby, 21 Branton Hill Lane, Aldridge, Staffs. ... Regulations for the **B.A.R.C.'s** first members' meeting of the season, scheduled for 26th March at Goodwood, are now available from 55 Park Lane, London, W.1. ... The third Eastbourne Rally of the **Eight Clubs**, on its new date of 25th/26th March, will start from Warwick, Luton and Virginia Water, all three routes converging on Oxford for a 250-mile section to the finish. Members of the Eight Clubs and, by special invitation, the Bentley D.C., will find themselves in pursuit of Dr. G. P. Foster, M.D., B.H.P., an odd character who lives in Gloucester but is also acting as Secretary of the Meeting, in which capacity he is using the familiar address of 3 Pondtail Road, Fleet, Hants. Entries close on 19th March. ... Next Thursday, 3rd March, is entry closing date for the **Mid-Cheshire M.C.'s** Spring Rally, a 200-mile event open also to members of the Lancashire and Cheshire M.C., North Staffordshire M.C., Chester M.C., Rolls-Royce M.C. (does this mean the 20 Ghost Club?) and Wirral "100" M.C. It will be held on the night of 12th/13th March, and regulations may be had from R. B. Dawson, 215 Chester Road, Hartford, Northwich, Cheshire. ... A.G.M. of the **West Essex C.C.** will be held on 16th March in the Three Jolly Wheelers, Woodford Bridge, and will be followed by a film show. There will be a quiz with the Marconi A.C. at Chelmsford on 22nd March, another with the B.R.S.C.C. at the Jolly Farmers, Enfield, on 6th April, and a film show at Messrs. F. G. Smith (Motors), Ltd., Goodmayes, on 20th April. ... The N.W. Centre of the **M.G.C.C.** have planned a navigation rally for Sunday, 13th March, and George H. Smith, of 7 Lime Grove, Limefield, Bury, Lancs, will close the entry list next Tuesday, 1st March. A handicap system will be applied to the Centre's well-known Cockshoot Cup Trial, which will start from the Palace Hotel, Buxton, on 17th April. Clubs invited to this event are the Lancashire A.C., Bolton-le-Moors C.C., Mid-Cheshire M.C., Stockport M.C. and Chester M.C., plus, of course, all centres of the M.G.C.C. Regulations will be available soon from Lloyd Higginbotham, 12 Hilton Street, Manchester, 1. ... No less than three clubs—the **Fairey Aviation M.C. and C.C., 750 M.C.** and **Chiltern C.C.**—are collaborating to run an all-night navigation trial on 12th/13th March, starting and finishing at Sunbury-on-Thames. Entries close tomorrow week, 5th March, and regulations can be had from L. H. Beal, Heston Aerodrome, Hounslow, Middlesex. ... Members of

the Lancashire A.C., Lancashire and Cheshire C.C., Blackpool and Fylde M.C., Stockport M.C., Yorkshire S.C.C., Furness D.M.C. and Westmorland M.C. are invited, nay, advised, by the **Morecambe C.C.** to enter for the driving test rally which will be held on Morecambe Promenade on 20th March. Entries close on 14th March with A. H. Senior, 37 Euston Road, Morecambe, Lancs. ... Revised date for the **Hants and Berks M.C.'s** ninth Blackwater Trial, the saloon driver's chance to compete in a mud-plug, is Sunday, 20th March, and the sections will be grouped conveniently together in the Henley area with the Five Horseshoes, Redenham, as the starting point. Morin Ness, of Gale Farm, Oakley Green, Windsor, has the regs. and will accept entries (from members only) up to 14th March. We also note with pleasure that the H. and B. A.G.M. will be held on 1st April. ... The **London M.C.'s** Little Rally, which attracted a startling 336 entries last year although open to members only, will follow the usual form on 16th April and start once more from the Royal Ascot Hotel. Regs. from Nina Imhof, Robin Hill, Coombe Hill Road, Kingston-on-Thames, and please remember that entries close on 2nd April. ... **Invicta C.C.** no longer exists as a separate entity, but has become a section of the **Vintage S.C.C.**, with F/Lt. F. H. Goodacre as secretary. His address is Ladywell, Burley, Ringwood, Hants, and V.S.C.C. members may join for an extra 5s. per year. This year's Pomeroy Memorial Trophy Competition, on 26th/27th March, is open to any car of over 1,950 c.c., and will be similar to those of previous years. Entries close on 12th March, and the regs. are now available from T. W. Carson, Brook Cottage, Bishop's Green, Newbury, Berks. ... **North Devon M.C.** have invited the Bristol M.C. and L.C.C., London M.C., Taunton M.C., M.C.C., Plymouth M.C., Torbay M.C. and Hants and Berks M.C. to their Ilfracombe Rally. This Silver Star event on 22nd/23rd April will start from Ilfracombe, Plymouth, Bristol and Salisbury. Full details may be had from Ian Bale, The Square, Barnstaple, Devon. ... Possibly the first autocross meeting of the season will be held in the Amersham area on 13th March. It is open to members of the **Chiltern C.C.**, and entries should be sent to Keith F. Jarrett, "South Lodge", Amersham Road, Gerrards Cross, Bucks. ... Future events of the **North London M.C.** include a semi-social event starting from the Odeon Garage, Underhill, Barnet, at 2.15 p.m. on 6th March, for which entries will be accepted at the start. The same point will be used for the commencement of a 150-mile navigational event on 27th March. Entries should be sent to the joint hon. secretaries at 26 Cannons Court, Edgware, Middlesex, and from the same source may be obtained free tickets for a film show at the White Lion, Edgware, on 6th April. ... Owing to the prevailing weather conditions, officials of the **Warrington and District M.C.** decided to postpone their second Daffodil Rally, which was to have been held on 20th February. Its place was taken by a film show hurriedly organized at the Lion Hotel, Warrington, and attended by about 60 people. Their hosts were Mr. and Mrs. Baker.

Northern Notes

THERE has been a bartering of Bugattis in the North. Derry Mallalieu coveted a 2.3 which Jim Berry had, while Eddie Sibbalds had eyes only for the 1½-litre he had so often co-driven. After brief argument Derry is now rebuilding the body of the 2.3 and Eddie is the proud owner of the Wolseley-engined machine. So all is set for a new Scuderia—name pending.

Speaking of teams, the Ecurie Arklow will be in evidence this season. For this the Hon. Edward Greenall has bought the ex-Stirling Moss Cooper-Alta. The other team member will be Mervyn Kearon.

J. A. Cowap, country club proprietor in the Ruthin district, tested his C.S.C. and modified XK 120 at Oulton Park recently. The lively C.S.C. will be driven in competition by Colin Escott this year.

SOUTH-WEST B.A.R.C. OCCASION

THE ballroom of the Polygon Hotel, Southampton, was filled to capacity for the B.A.R.C. South-Western Centre annual dinner and dance on 2nd February.

The chairman, Dr. R. Vaughan Havard, said that the Centre had shared considerably in the increase of membership in the B.A.R.C. and, in addition to hill-climbs, speed trials and the North Devon Rally, had organized events for the owner of the "popular" car, of a more lighthearted nature.

In proposing "the Visitors" George Abecassis surprised, with his wit and eloquence, those who had hitherto known him only for his prowess on the race track.

Capt. George Eyston, in responding, told amusing anecdotes of record-breaking and racing in the early days and gave some very interesting facts regarding the latest developments.

Mrs. Abecassis presented the Victor Ludorum to Frank Downs for the best all-round performance in the Centre events for the year. He was joint winner, with Des Silverthorne, last year.

Among the guests present were: the

Ken Bancroft says he is returning to rallying soon with the TR2.

That smiling Yorkshireman Reg Phillips is adding fuel to the fire of his Fairley-Ford by fitting a blower. So there!

The Begley brothers have created a dicing machine of S.S. and Chevrolet bits. One side of this combination doesn't sound so good for quick competition work, but the result is, one gathers, quite effective.

Vintage car enthusiast Les Winder has added yet another Humber to his stable, this one a 1922 Chummy with 33,000 miles to its credit and on original tyres. He will use it in strictly original guise. His "racer" will be sporting a Jowett 4-speed box in coming months.

Jack Walton will have five cars in competitive use this season, for he is now the owner of a *gran turismo* Lancia and hopes to have a D-type Jaguar in April.

WILSON ROGERS.

Chief Constable of Southampton (Mr. C. G. Box, O.B.E.) and Mrs. Box, the Chief Constable of Portsmouth, (Mr. A. C. West, O.B.E., president of the Southsea Motor Club) and Mrs. West, Mr. Alfred Logette, Mr. Dean Delamont, Mr. and Mrs. Peter Cooper (West Hants and Dorset C.C.), Mr. and Mrs. Derek Wallace (B.A.R.C. East Sussex branch), Mr. and Mrs. John Morgan.

MID-THAMES C.C. WINTER RALLY

MORE than 50 cars assembled on Twickenham Embankment at 8.30 a.m. on Sunday, 6th February, to take part in a tie-deciding test before commencing the 200-mile road section of the Mid-Thames C.C.'s Winter Rally, the best time being established by A. King (M.G. TC).

On the 85-mile morning section, competitors were required to maintain an average of 30 m.p.h. whilst visiting seven manned controls and two secret checks. Although this section was considered easy, and the weather was perfect, actually only W. Roscoe (Austin A40) completed it without loss of marks. During the afternoon, when the field was faced with 120 miles of map-reading

after the lunch stop at Brighton, not even Mr. Roscoe escaped penalty. The event was won by the club's Secretary, J. Marshall, who beat S. M. Actman by a clear seven marks. A moral here somewhere for Actman, a local motor engineer, who had spent the previous day tuning Marshall's car!

Results

Winter Rally Trophy: J. Marshall (Ford Consul), 13 marks lost. Best Club Navigator: F. Edwards. Visitor's Cup: R. A. J. Shaw (Daimler), 21. Best Visiting Navigator: B. M. Bilton. Sports cars, any capacity: R. W. Avey (H.R.G.), 38. Touring cars, 1,601 c.c. and over: R. A. J. Shaw, 21. 1,200 c.c. to 1,600 c.c.: J. Marshall, 13. 1,199 c.c. and under: S. M. Actman, 20. Team Awards: 1. S. M. Actman/R. W. Avey; 2. W. Roscoe/A. D. Knight.

HARRISON TROPHY TRIAL

THE Sheffield and Hallamshire M.C.'s Harrison Trophy Trial, a closed-to-club event for "specials", was held on Sunday, 13th February, over a course of some 20 miles containing 15 observed sections and one test, mainly in the Shotton area of Derbyshire. Wintry conditions prevailed, all the sections being covered by a mixture of snow and ice.

The Harrison Trophy went to the Best Performance of the Day, and was won by S. Jenkins with a total of 119 marks gained. Second was N. Carr with 103, third, R. N. Stallard with 95, and fourth, L. Hurt with 78.

The Team Award was carried off by Stan Jenkins and Fred Harrison with a total of 186 marks gained.

MID-SURREY A.C. DINNER

IT was a crowded and happy party at the Richmond Hill Hotel on Friday, 18th February, when members of the old-established Mid-Surrey A.C. met for their annual dinner and dance, presided over by the club's President, Professor A. M. Low. After an excellent dinner, the toast of "The Guests" was proposed most capably by one of the club's younger members, Tony O'Connor, and replied to by Tony (Antone) Curtis. In proposing "The Club", Professor Low was happy to touch on almost every subject except that of the club, and contributed a note of extra gaiety to the evening. V. H. Tuson and Capt. Phillips also spoke, and the awards were presented by Mrs. Phillips. Recipients included E. D. Woolley, Peter Bailey, Peter Major, Richard Densham, Tony Ford, Miss Bubeat, Mrs. Clacton, and Mr. and Mrs. Frank Bird.

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The Kitching Trophy Trial—continued

and Tony Marsh were also good, but it was again left to Newman and Atkinson to reach the heights. This time, however, they had Edward Harrison with them.

Of the remaining three sections before lunch, Number 9, which follows a track bordered by a wall, was fairly easy and many successful climbs were seen. Of these Fred Harrison's was noted, as he was handling a new car very well. Two more tracks on this undulating hillside were exploited for Sections 10 and 11, and it was the now familiar picture again. What a day Newman was having! It was remarkable that on every hill he was either best or equal best. On Section 11, a short but tricky one on high ground, Jack Broadhead, Cyril Corbishley, Tony Marsh and Pat Atkinson all drove well to reach Sub-section 7, but Newman went one better.

While lunch was being taken at the mobile refreshment bar thoughtfully provided by the North Midland M.C., it was seen that Geoff Newman held an 8-point lead over Pat Atkinson, with Reg Phillips in third spot and the amazing Tony Marsh fourth, ahead of many more regular competitors.

Back to the hills went all except Denis Flather, whose Keystone had been put out when the welding broke on a torque tube. Rowlee No. 1 was again attempted and Rex Chappell used plenty of urge, but even this was unavailing against the second hump. Stan Jenkins made a very delicate approach, soft-peddalling where necessary and loud-peddalling elsewhere, but failed a few feet from the "Section Ends" card. Here, under the trees, the ground was already freezing again and the going had become very tricky.

The second section was unaltered and the left-hand bend still proved the undoing of the majority. A new section was introduced which started in a stream and went up so far that Jack Broadhead almost disappeared into the blue in climbing it, as did Mike Lawson. The field section by the wall was made more difficult, having the start moved forward, and even Cuth Harrison had to work hard for his "clean". His son, Edward, didn't seem to use enough urge and Ron Stallard had a rough but unsuccessful drive. Fred Harrison (no relation!) struggled successfully, while it was the old story for Geoff Newman. He was running with a puncture now, "But it doesn't matter," he said, "I'm running with 'em flat anyway!"

On the remaining sections, altered starts had tightened everything up. There was only one further incident, and that a cruel stroke of luck for Pat Atkinson. After amassing 148 points with only one hill to go, his crown wheel and pinion packed up—wretched luck!

The multiple garage test at the Marquis of Granby was to be used only for ties, and Cyril Corbishley's B.T.D. of 30.2 secs. notched him 9th place over Edward Harrison, whose time was 31 secs. Geoff Newman, failing to find anyone who could lend him an Austin 8 wheel, limped down the road and recorded a poor time, but with victory comfortably and deservedly in his grasp.

WILSON ROGERS.

SOME RECENT RESULTS**PUBLIC SCHOOLS' M.C. SURREY HUNT**

6th February

1, Dr. C. J. P. Secombe (Wolseley 4/44); 2, M. F. Ellis (Vauxhall 14); 3, S. de Casenbrook (Rover 12).

VINTAGE S.C.C. SLOUGH RALLY

6th February

Up to 1,500 c.c., Vintage. First Class Awards: C. W. Robertson (1929 Riley); C. A. R. Ripley (1923 Gwynne). Second Class Awards: F. S. Lockhart (1923 Rover); W. L. T. Winder (1927 Humber). Third Class Awards: D. F. H. Wood (1923 Riley); M. J. R. May (1923 Autocrat); J. D. Rogers (1923 Jowett).

Over 1,500 c.c., Vintage. First Class Awards: J. W. Rowley (1929 Lancia); G. W. Wellings (1923 Morris). Second Class Awards: B. Mountfort (1928 Bentley); C. Clutton (1920 Vauxhall). Third Class Awards: M. Leo (1930 Lagonda); S. Sedgwick (1928 Bentley); N. D. Routledge (1924 Morris).

Thoroughbred Class. First Class Awards: P. J. C. Chapman (1932 Frazer-Nash). Second Class Awards: M. A. L. Coote (1934 Lagonda); W. S. Heath (1938 Frazer-Nash). Third Class Awards: D. H. Coates (1934 Lagonda).

LOUGHBOROUGH COLLEGE M.C. RALLY

Northampton, 7th February

Premier Award: R. D. Wilson (Standard 8). Up to 1,100 c.c.: A. R. Welbourne (M.G.). 1,101 c.c.-1,600 c.c.: T. M. M. Nesbitt (Volkswagen). Over 1,600 c.c.: F. Haddenham (Rover). First Class Awards: R. Frank (M.G.); H. F. Queiroz (Volkswagen). Team Award: Queiroz, Nesbitt and J. V. Skirrow (Volkswagen).

U.H.U.L.M.C. ROSETTE RALLY

19th-20th February

Best Performance: F. W. Scott (Hillman), navigator, G. S. Sutcliffe, + 29 marks. Class A, up to 1,300 c.c.: J. N. Eldeen (H.R.G.), + 12.

Class B, over 1,300 c.c.: R. A. B. Macfie (TR2), + 54.

First Class Awards: T. A. M. Pigott (Sunbeam Alpine), + 46; J. M. Burn (Frazer-Nash), + 29; J. A. Lanz (Sunbeam-Talbot 90), — 3; J. R. Waller (M.G. Magnette), — 5; J. B. Morley (BMW), — 6; G. J. Butcher (Singer), — 20.

Total Entries: 60; Non-starters: 4; Retired: 20.

CEMIAN M.C. SOCIAL RUN

20th February

1, R. Corbett, 2½ marks lost; 2, R. C. Smith, 43½; 3, R. E. Reynolds, 69.

Annual automobile review

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Coming Attractions

February 25th. *Chester M.C. Night Navigation Trial.* Start, Lansdowne Garage, Stamford Bridge, near Chester, 6.45 p.m.

February 25th/March 1st. 6th Rallye Sestriere, Italy.

February 26th. *Mid-Surrey A.C. Night Navigation Rally.*

Peterborough M.C. Night Navigation Rally.

Leinster M.C. "Lincolan" Cup Trial, Eire.

Mid-Antrim M.C. Trial, N. Ireland. Armagh and D.M.C. and C.C. Trial, N. Ireland.

February 26th/27th. *Liverpool M.C. 2nd Jeans Gold Cup Rally. Start, Liverpool and Garstang, 9 p.m.*

Oxford U.M.D.C. 2nd "Targa Rusticana". Start, Curfew Garage, Moreton-in-the-Marsh, 9 p.m.

West Essex C.C. Cloverleaf Night Rally. Start, Oak Inn, Rayne, near Braintree, Essex.

Per Ardua M.C. "Rabbits' Rally".

February 27th. Circuit of Agadir (S, T), Morocco.

S.C.C.A. National Sports Car Races, Florida, U.S.A.

Maidstone and Mid-Kent M.C. 7th Brian Lewis Trophy Trial. Start, Rootes Car Park, Palace Avenue, Maidstone, 10.30 a.m.

Plymouth M.C. 200 Trophy Trial. Start, Home Park, Plymouth, 9 a.m.

West Hants and Dorset C.C. Hartwell Cup Trial. Start, Doddings Farm, Bere Regis, Dorset, 11.30 a.m.

Edinburgh University M.C. Driving Tests.

Durham A.C. Hedley Hope Rally. Start, Cock o' the North Hotel, Durham, 10 a.m.

Chiltern C.C. Committee Cup Competition. Start, The George Hotel, Beaconsfield, 10 a.m.

Jersey M.C. and L.C.C. February Trial.

March 2nd. *West Essex C.C. Indoor Driving Tests.*

B.A.R.C. (N.W.) Night Trial. Start, Boyle's Garage, Mollington, 7.30 p.m.

March 2nd/6th. 16th Rallye Paris-St. Raphael, France.

VETERAN CAR CLUB A.G.M.

At the Annual General Meeting of the Veteran Car Club of Great Britain, held at the Royal Automobile Club on Saturday, 12th February, F. S. Bennett was unanimously re-elected President for the second year in succession. Mr. Bennett will be remembered particularly for his great performances at the wheel of his 1903 single-cylinder Cadillac, which he drove in the 1,000-miles trials in that year, repeating the performance in 1913 and again in 1953 when he was 79 years of age. G. James Allday, M.B.E., who retired from the Presidency at the end of 1953, was presented with an eighteenth-century bracket clock, for which members had subscribed to mark their appreciation of his many years of service to the club as Chairman and President. He is now Life Patron.

The annual trophies were presented by Wilfrid Andrews, Chairman of the R.A.C., who congratulated the club upon reaching its Silver Jubilee and on behalf

of the R.A.C. wished all members a particularly enjoyable year. The Lord Trophy for the most successful participant in the main events of 1954 was won by H. T. Clarke (1904 de Dion Bouton).

LIVERPOOL A.G.M.

A special vote of thanks was extended to Jeff Dixon, secretary of the Liverpool M.C. for seven years, at the annual general meeting on 1st February. He has retired owing to pressure of other commitments, his place being taken by Peter Ledger Thomas. Other officials are: *Patron*, The Lord Mayor of Liverpool; *President*, Ald. V. F. Crosthwaite; *Chairman*, J. Cyril Rankin; *Vice-Chairmen*, Howard Bateson and Barry Davies; *Treasurer*, Ron. I. Taylor; *Asst. Treasurer*, Jeff Dixon; *Publicity Officer*, Graham O. Gurney; *Committee*, John E. Wade, Brian Harrocks, Peter Torpey, C. S. Brown, John Edwards, Charles Craig, Jack Reece, Peter Reece, Jimmy Ray.

Club Fixtures

Lagonda Club (Northern)—Party, 25th February. Cottons Hotel, Knutsford, Ches., 8 p.m.

Thames Estuary A.C.—Film show, 25th February. Queens Hotel, Westcliff-on-Sea, 8 p.m.

Southsea M.C.—Annual dinner and dance, 25th February. Royal Beach Hotel, Southsea; Film show, 3rd March, Leopard, Purbrook, 7.45 p.m.

Hants & Berks M.C.—Film show, 25th February. California-in-England, near Wokingham, 8 p.m.

Cambridge '50 C.C.—Meeting, 25th February. Ancient Shepherds, Fenditton.

W.O. Club—Meeting, 26th February, George & Pilgrims, Glastonbury, Som., 7 p.m.

Alvis O.C.—Meetings: 26th February, Horse & Groom, St. George's Road, Bristol; 1st March, Duke of York, Gt. West Road, Brentford, Middlesex.

Bentley D.C.—Meeting, 26th February, Rising Sun, Salisbury, Wilts, 7.30 p.m.

B.R.S.C.C.—A.G.M., 26th February, R.A.C., Pall Mall, London, 2.30 p.m.

Berkhamsted M.C. and C.C.—A.G.M., 27th February, Kings Arms, Berkhamsted, 3 p.m.

750 M.C.—Meeting, 28th February, Sheer House Hotel, Byfleet, Surrey.

Circle C.C.—Meeting, 28th February, Century Hotel, Wembley Park, 8 p.m.

B.A.R.C.—S.W. Centre A.G.M., 1st March, Little Testwood Country Club, Totton, Southampton; Film show, 3rd March, Liberal Club, Hough Lane, Bramley, Leeds, 13, 7.30 p.m.

Chiltern C.C.—Film show, 1st March, Bell House Hotel, Oxford Road, Beaconsfield, 8 p.m.

Wolseley Hornet Special Club—Meetings: 1st March, Corner House Hotel, High Heaton, Newcastle-on-Tyne; 3rd March, Red Lion, Church Street, Birmingham.

North London M.C.—Meeting, 2nd March, Rising Sun, Chase Side, Southgate, 8 p.m.

Midlands M.E.C.—Film show, 2nd March, White Swan, Edmund Street, Birmingham, 7.45 p.m.

Mid-Cheshire M.C.—Film show, 2nd March, Angel Hotel, Knutsford, 8 p.m.

Aston Martin O.C.—Film show, 2nd March, British Council Cinema, 6 Hanover Street, London, W.1.

Ulster A.C.—Film show, 2nd March, Donegal Chambers, Donegal Place, Belfast.

Liverpool M.C.—Meeting, 2nd March, Childwall Abbey Hotel, Liverpool.

King's College (Newcastle) M.C.—Meeting, 3rd March, Union Society, King's College, Newcastle, 7.30 p.m.

Surrey Sporting M.C.—Film show, 3rd March, Warwick Hotel, Redhill, 8 p.m.

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

Harrow C.C.—Meeting, 3rd March, Battleaxes, Aldenham, Herts.

Nottingham S.C.C.—Meeting, 3rd March, Traveller's Rest, Mapperley.

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

Sunbac—Meeting, 3rd March, Royal Oak, Lozells Road, Birmingham, 6.

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USED CARS FOR SALE

A.C.

ACE, 1954 (August), Sports two-seater. Perfectly maintained, nearly new condition, Michelin X. £1,185. Terms.—Rudds, A.C. Distributors, Demonstrations of Ace and Aceca coupé. Central Station Approach, Worthing 7773-4.

VINTAGE A.C., S. F. Edge special 2/4-seater, reputed personal property of S. F. Edge. Twin exhausts, mechanically excellent, recent coachwork overhaul. £75.—Rudds, Central Station, Worthing 7773-4.

ALLARD

ALLARD M2X d/h. coupé, April '52, only 19,000 miles, htr., taxed. £595.—Lewis, 1 Lambert Avenue, Leeds, 8. Phone 659025.

GENUINE 1952 J2X Cadillac competition 2-seater, 11,500 miles, full racing equipment, latest type HD shock absorbers. Special knock-on racing wheels with Dunlop racing tyres. Many extras, perfectly maintained regardless of expense, unused last 18 months. Now ready for immediate sporting events, a most successful car. £795.—Bere Alston Motor Co., Ltd., Bere Alston, S. Devon. Telephone: Bere Alston 260.

1949 D.H.C. 4-seater, black with maroon leather interior, fitted loose covers, etc., new hood, excellent history, one owner. £350.—Duncan Hamilton & Co., 33, High Road, Byfleet 3101.

ALVIS

ALVIS 1935 Speed 20 d.h.c. Mechanically good, body poor but redeemable. Best offer over £110.—Kellett, 75 Newbold Road, Rugby.

RAYMOND WAY.

RAYMOND WAY, East London Branch.

1935 ALVIS 20. Charlesworth touring saloon body. Very clean throughout. Superb mechanical condition. 99 guineas or £25 deposit.

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RAYMOND WAY, 773 High Road, Seven Kings. Tel.: Seven Kings 4066.

AUSTIN

1952 A40 SPORTS, blue grey, heater, Vynide hood, moderate mileage, extras. Perfect condition. Offers.—Firth, 5 Moss Avenue, Rochdale. Phones: 2823, 55226.

AUSTIN-HEALEY

RUDDCONDITIONED Le Mans equipped, ice blue. Fullest possible modifications including camshaft, pistons, close-ratio overdrive, gearbox mods, and Alfin drums. Leather. Heater. Taxed. One owner. £769. Terms from £195 dep. Exchanges considered.—Rudds, Adj. Central Station, Worthing 7773-4.

BENTLEY

VINTAGE BENTLEY, 1924, slab tank, excellent condition, exchange sports car, caravan, motor-launch or offers.—24 Kitchener Road, Dudley, Worcs.

1938 4/SOME drophead coupé. £724 19s. 6d. Service Garage. See Volkswagen.

BMW

BMW 326 SALOON, Nov. 1938, sale cheap or exchange 2-seater, 55 model.—Lones, High Street, Chipping Norton. Phone: 266.

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.

CONNAUGHT

£475 1950 CONNAUGHT sports/racing 2-seater, famous ex-Ken Downing car. Spares include sprint body, etc. Engine requires reassembling.—Wadsworth, Moseley House, Burnley 3534.

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1953 CONSUL saloon, slate-grey with red leather. Extras include heater, rim-bellishers, over-riders, twin flamethrowers, post-horn, special mats, etc. One owner. Low mileage. 569 guineas or £120 deposit.

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COOPER

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

FIAT

FIAT S14 M.M. Unique 11.3-h.p. 2-seater sports car, licensed, registered 1939, in good mechanical and very near original condition. £150 o.n.o.—Lintern, Weydon House, Firfield Road, Farnham, Surrey.

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FRAZER-NASH/BMW 319, '36, 2/4-seater, 2-litre, d/h. coupé, tubular chassis, 6-cyl., 45 b.h.p. eng., new h.r. axle. Much spent on this car.—VIC 0901, 9-5.

£245 MAGNIFICENT Type 326 saloon, hydraulic brakes, first class condition.—Richards and Carr, Ltd., 35 Kinnerton Street, London, S.W.1, SLOane 5424.

H.R.G.

OWING TO BUSINESS COMMITMENTS and lack of accommodation Sir Clive Edwards wishes to dispose of his single-str. H.R.G.—Lea-Francis racing engine, close ratio preselector gearbox, Girling brakes. Fast and reliable, excellent club meeting car.—Vardmas Mfg. Co., Ltd., Banbury Road, Bicester. Tel. 301.

JAGUAR

S.S. 90 COMPETITION 2-seater, most exceptionally well maintained example. Very similar to Jaguar 100. £185. Terms.—Rudds, Adjacent Central Station, Worthing 7773-4.

£845 XK 120 1952, new hood and sidescrims, really beautiful red coachwork, 8:1 pistons, high-lift cams, twin copper pipes, heater, screenwasher, flamethrower, five good tyres. Fantastic performance, unraced. Must be one of the best-looking XKs in the country.—Onslow, 26 Emperors Gate, S.W.7. FREemantle 4070.

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(Continued overleaf)

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1951 XK 120, resprayed B.R. Green, two-tone brown leather. Superb mechanical condition. Unmodified except twin pipes. Extras include Ace Rimblishers, twin long-range spotlights, all-over tonneau, wing mirrors, badge bar, etc. 719 guineas or £190 deposit.

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JAVELIN, rev. counter, with fittings, special dynamo, cables. Also k.p.h. speedo. Cost £25, offers about £15. No dash alteration required.—Burke, Holly Croft, Ilkley, Yorks.

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RAYMOND WAY, 773 High Road, Seven Kings. Tel.: Seven Kings 4066.

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AURELIA GRAN TURISMO. 1952 model, one owner, carefully used, never crashed, raced or rallied, immaculate condition, owner will offer guarantee, also complete mechanical check including engine by Lancia, Ltd. Your personal inspection invited. Lavishly equipped, comfortable, quiet, potential 100 m.p.h., normal consumption 27 m.p.g., owner obliged reluctantly to buy larger business car. Full details and photograph to any serious inquiry.—Box 1699 (Cheshire).

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New M.G. TF. engine and gearbox complete with starter, dynamo and carburetters, **£135 10s. 0d.**

New Special 1466 c.c. M.G. engine with racing camshaft, large valves, oversized streamlined ports, lightened valve gear, fully modified oiling system, competition clutch, Special four-branch exhaust manifold, Special inlet manifold fitted with twin 1½" S.U. carburetters, complete with gearbox. **£285**, or near offer.

New M.G. TF. chassis, complete with engine, gearbox, radiator, fitted with knock-on wire wheels, all instruments, at **£385 10s. 0d.**, plus £80 15s. 5d. purchase tax (1 only available).

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TA (10 h.p.), GREEN, plastic hood, many extras. £275. Exchange saloon.—Box 1708 (London).

18/80 Mk. I in fine condition. Ideal family sportsman. £100.—Crawley 1644.

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ALAN BROWN offers Formula 2 CONNAUGHT, prepared for 1955 racing season. Complete history available. £1,800 o.n.o.—The Onslow Motor Co., Ltd., 28 Onslow Street, Guildford. Tel. 67227-8.

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RILEY

RILEY Kestrel 14-litre 1935. The condition of this car is well above average, being the personal property of Mrs. A. Underwood, £195 o.n.o.—Underwood-Rusling (Sports Cars), Ltd., 28 Queensberry Road, Kettering. Phone 3351.

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1953 2 door saloon, heater, immaculate.

NEW STANDARD 10, with conversion.

1951 Sunbeam-Talbot Convertible.

Demonstrations, send for details, to: Dept. A.S.

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To **M. R. B. Cannon, Crooked Chimneys**, West Peckham, Kent. PLaxtol 281.

750 C.C., rebuilt for 1955 season, fully modified chassis, renewed engine, still to be run in. Arrival of 1,500 reason for sale, ready to drive away. £100 o.n.o.—Wigmore Garage, Maidstone Road, Rainham (81813), Kent.

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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.

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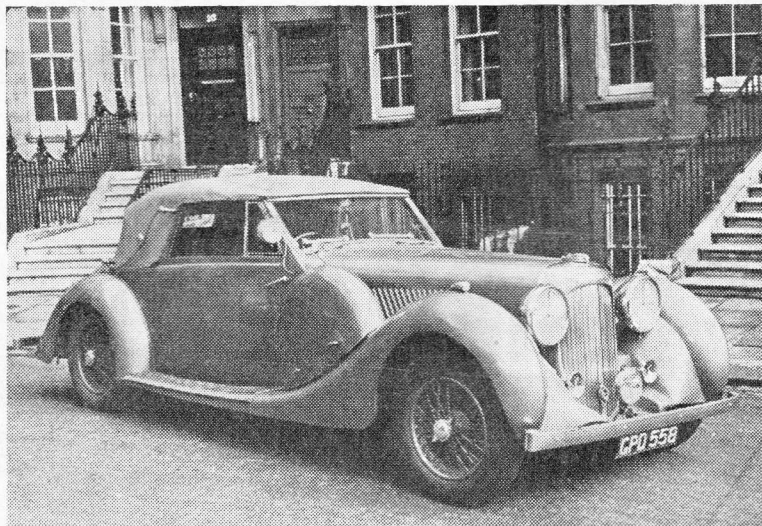
Spring is just around the corner, so why not let us quote you reasonable prices for cellulosing and panel work. Your car is in experienced hands when you take it to

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J. H. BARTLETT offers one complete Bristol 85C engine with 8.5:1 pistons, special camshaft, with special close-ratio gearbox and clutch, £350. Bristol cylinder head, £17 10s. Bristol crankshaft, £10. Bristol cylinder block, slight damage, £17 10s.—27 Pembroke Villas, W.11.

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(1938 Lagonda L.G.6 Drophead coupe)

The specification of this magnificently maintained car, recently examined by the R.A.C., includes 6 cyl. O.H.V. engine with twin Scintilla magnetos, torsion bar independent front suspension, Lockheed hydraulic brakes, twin tone horns and washable Mellanoid hood. The car is finished in polychromatic bronze. The interior is trimmed in finest grey hide. This Lagonda is one example of a comprehensive range of used cars that includes an Ex Ecurie Ecosse XK 120C Jaguar, Swallow Doretti, Triumph TR2, M.G. TD, Delage BMW and Hotchkiss. With 21 new car agencies, our unique Sports Car Demonstration fleet, the facilities of two service stations with a highly skilled staff, we are able to offer the finest facilities to the sporting motorist at:

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VANGUARD engine, starter, dynamo, water pump, oil filter, coil, distributor, £15. Large alloy sump as for above, 30s. 250 c.c. 1949 Moto-Guzzi, alloy engine, 4-speed box, alloy brakes, rims. Offers.—Lavawn, Station Road, Bentley, Hants.

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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.

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MISCELLANEOUS

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

ALAN BROWN offers Continental racing overalls, superfine poplin, £6 6s., overtrousers, £3 3s., mechanics' best drill 79s. 6d., overtrousers 47s. 6d. Most colours.—Kinch and Lack, Ltd., 117 High Street, Guildford. Tel.: 61033.

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

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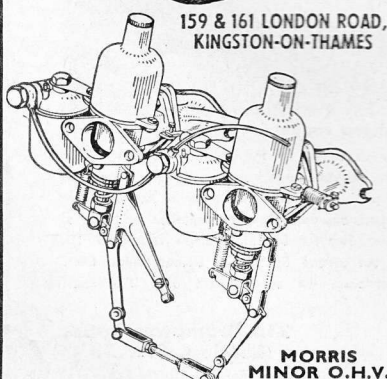
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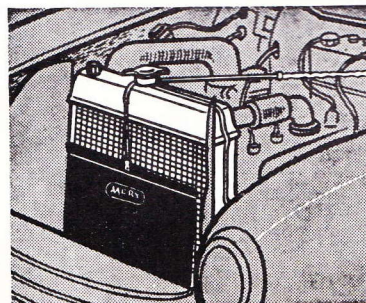
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