

AUTOSPORT

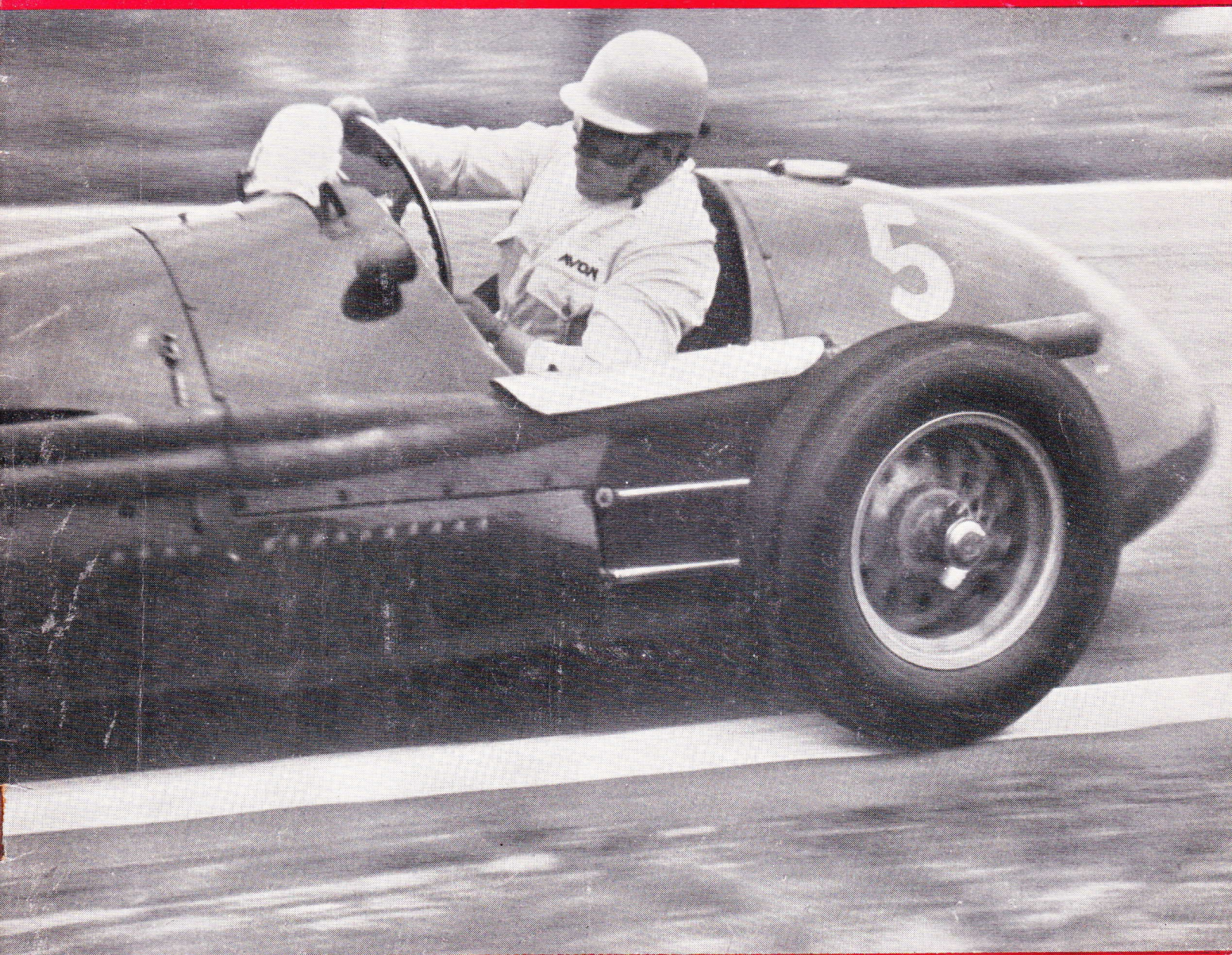
MARCH 4, 1955

1/6

EVERY FRIDAY

Vol. 10 No. 9

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

THE NEW COOPER-JAGUAR AND REVIS SPORTS-RACING CARS : PUBLIC ROADS FOR RACING?
SEASONAL SURVEY PART VI—HILL CLIMBS : JOHN BOLSTER TRIES THE "MONTE"—WINNING SUNBEAM
RECENT RALLIES IN ENGLAND, SCOTLAND, WALES, IRELAND AND U.S.A. : R.A.C. RALLY PROSPECTS

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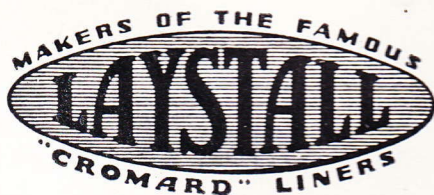
in exchange for standard head, etc.

EXTRACTS FROM "AUTOSPORT" ROAD TESTS

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

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Vol. 10 No. 9

March 4, 1955

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EDITORIAL

Mr. READER-HARRIS SPEAKS OUT

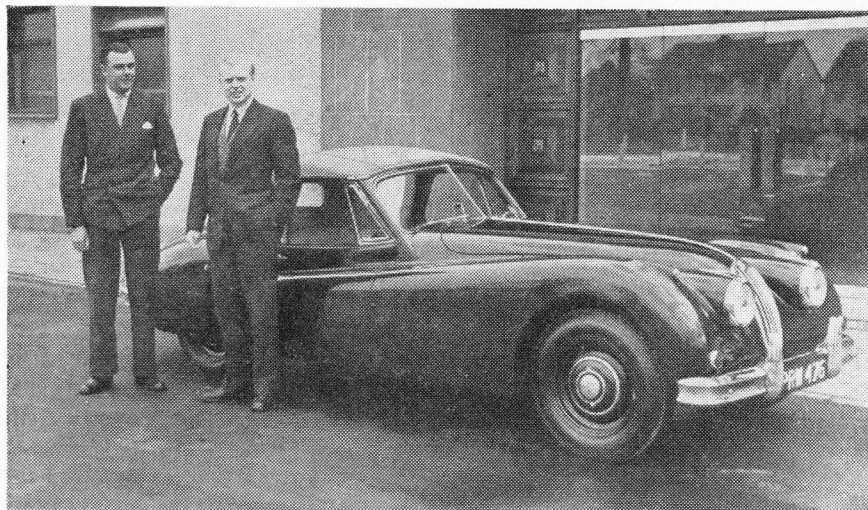
MR. READER-HARRIS is a Member of Parliament, one of the younger school of politicians. At the annual dinner-dance of the British Racing and Sports Car Club, he replied on behalf of the guests with a speech which left no doubt in the minds of his listeners that in Reader-Harris, M.P., the ordinary road-user, as well as the sporting motorist, has a doughty champion. He went so far as to accuse the Government, as represented by the majority of M.P.s, of not fully realizing the vital importance of motor racing to the export industry. His comments on the proposed amendments to the Road Traffic Act were most revealing in that he deplored the suggestion of parking meters, compulsory car examinations and greatly increased penalties for every type of motoring offence—a most courageous thing for a Member of Parliament to do at a semi-public function. However, Mr. Reader-Harris spoke with every feeling of complete sincerity, and it is to be hoped that he will continue to do so in the House of Commons, where very few speakers take the trouble to come out openly on the side of the most highly taxed individual in the world—the British private motorist. As a result of his brilliantly conceived speech it may well come to pass that this young M.P. will be looked upon as a man who can convince his colleagues that it is high time that the continued exploitation of the car-owning community should come to an end.

THE PHANTOM FORMULA

SO far, nothing concrete has come of proposals for a new Formula 2, but it is now fairly evident that a category for cars up to 1,500 c.c. unsupercharged would have many supporters. At first, Great Britain might be at a disadvantage owing to the lack of suitable racing engines, but rapid development would surely result if this class were to be adopted—which would also benefit sports car manufacturers who realize the world-wide demand for a moderately priced 1½-litre machine, with a specification including a twin-overhead camshaft engine. After all, the introduction of a 1,500 c.c. formula is a logical step, and organizers of lesser races would welcome cars of this size which might, moreover, come from many famous factories, and so give events a proper International flavour. There is, of course, considerable support for the 1,100 c.c. class, and it only remains to be seen which engine size limit is likely to appeal to race-organizers. On the other hand, the present popularity of sports car racing may persuade promoting bodies that the time is not yet ripe for the introduction of a new formula.

OUR COVER PICTURE

INDEPENDENT: One of the very few drivers who regularly competes in Grands Prix without works support, Reg Parnell chose the ex-Baird Formula 2 Ferrari, fitted with 2½-litre engine, as his mount for 1954. In these days of full works teams, often Government-sponsored, the chances of a "lone wolf" are slender indeed, but the Derby man usually fares well in British events.



NEW TRANSPORT for Mike Hawthorn, seen here with Raymond ("Lofty") England after collecting his new XK 140 drophead from the Jaguar works.

SIMCA have introduced a new model, the Aronde-Rallye, with 60 b.h.p. engine and a maximum of over 90 m.p.h. It is specially tuned and equipped for rally work.

LOTUS will probably have a team car entry for the Mille Miglia.

ONLY races of 1,000 kilometres and over count towards points in the 1955 Sports Car Championship.

ALFA ROMEO may run their new 2-litre open two-seater sports model in the Mille Miglia. The car has a 4-cylinder, twin o.h.c. engine developed from the "1,900 Super Sprint". A de Dion rear axle is used.

PIT & PADDOCK

BRIGGS CUNNINGHAM is reported to have purchased the first three 3-litre sports Maseratis to be built. They are being rushed across the Atlantic to arrive in time for Sebring.

WAS one of them due to be driven by Behra at Dakar—or will the Frenchman have a new car for the West African race on 13th March?

JIMMY STEWART and Desmond Titterton, newly appointed members of the Jaguar team, will drive for the Écurie Ecosse in non-works supported international events. Their mounts will be D-type Jaguars. The Scottish stable have a provisional 1955 fixture card of 12 events.

DRIVERS for the two accepted TR2 Triumphs for Le Mans will probably be Ken Richardson/Bob Dickson and Ninian Sanderson/Bert Hadley. Leslie Brooke is expected to be named for the reserve entry.

NANCY MITCHELL is the sole Daimler works entry in the R.A.C. Rally, and will also take part in the "Tulip".

EXPECTED M.G. line-up at Le Mans is Dick Jacobs/Ted Lund and Ken Miles/Johnny Lockett. Joe Flynn and a Swiss driver will be nominated for the reserve machine.

ARMSTRONG SIDDELEY will be showing a Sapphire at the Geneva Motor Show, from 10th-20th March. The show model will have the fully automatic transmission and the twin-carburettor engine developing 150 b.h.p.

MOTOR yachtsmen will be pleased to hear that, after an absence of 16 years, the famous Evinrude outboard motor will shortly be available again. Five models, ranging in size from 3 h.p. to 25 h.p., will be handled by University Marine, Ltd., 7 Hertford Street, W.1.

HERMANN LANG will not drive for Mercedes-Benz this year. He may handle a Maserati in the German G.P.

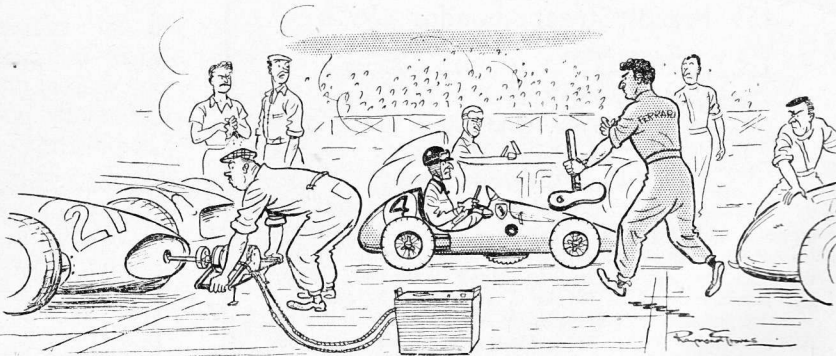
PRESENTATIONS at the recent B.M.C.R.C.C. dinner. (Right) Mrs. Kemsley presenting Gerry Burgess and Peter Easton with the Tyresoles Trophy. (Below) The same successful pair with the AUTOSPORT Monte Carlo Rally Trophy.



LATEST SEBRING NEWS—Mike Hawthorn may drive Briggs Cunningham's D-type Jaguar; Piero Taruffi, new member of the Ferrari team, will share a car with new member Harry Schell; Perdica and Valenzano will drive one of Cunningham's Maseratis.

SUCH has been the interest created by the modified Standard Tens in the Monte Carlo Rally, that the manufacturers will almost certainly list a "Grand Touring" edition in the near future.

CONGRATULATIONS to John Deeley and Flossie Haynes, who were married recently. They will compete in several motoring events this season, Flossie doing rallies with a Ford Zephyr, and John racing his Austin-Healey and the new Kieft, co-driving the latter with Berwyn Baxter at Le Mans and the Bol d'Or. He will also give the Cranford an airing in trials.



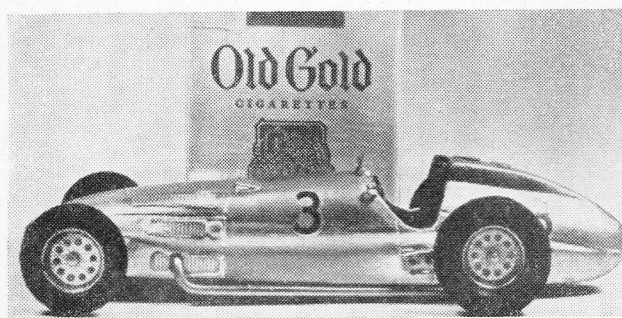
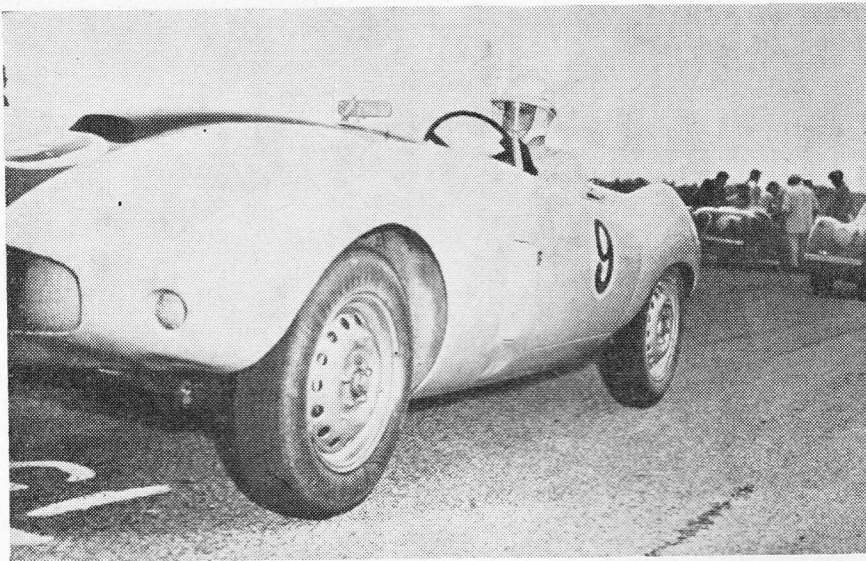
"So that's Ferrari's little surprise packet. . . !"

ONE OF THREE Arnolt-Bristols (right), entered by "Wacky" Arnolt for the Sebring 12 Hours race in Florida on 13th March. One will be handled by René Dreyfus, famous French driver.

LONGER RACES FOR "DAILY EXPRESS" SILVERSTONE

REGULATIONS for the *Daily Express* sponsored B.R.D.C. meeting at Silverstone on 7th May, reveal that some changes have been made to the Formula 1, sports and touring car events. For this year's International Trophy Race the system of heats and a final has been dropped in favour of a single race over 60 laps (180 miles) of the circuit. Prize money ranges from £750 for the winner to £50 for sixth place.

The International Sports and Production Touring Car events will be very much longer than last year's, the first being over 40 laps (120 miles) and the second over 25 (75 miles), but the Le Mans-type start will be retained. First,



second and third place winners in each capacity class gain £50, £30 and £10 respectively, in each of the two races. There are also team awards and cash prizes for the highest average speed in each race. The classes are F (up to 1,500 c.c.), E (1,500-2,000 c.c.), D (2,000-3,000 c.c.) and C (over 3,000 c.c.).

The closing date for entries is 11th April, and the regulations are obtainable from Desmond Scannell, B.R.D.C., 4 Park Lane, London, W.1.

HAWTHORN (VANWALL) FOR SYRACUSE?

BESIDES Ferrari, Maserati and possible Lancia entries for the Syracuse G.P., opening F1 road race of the European season on 20th March, it is likely that Mike Hawthorn will drive the 2½-litre Vanwall Special there. It is unlikely the second car will be ready in time for the Sicilian race, but should all go well it will be raced at Pau on Easter Monday by Peter Collins.

SCHELL JOINS FERRARI

THE Franco-American driver Harry Schell is to join Giuseppe Farina and Maurice Trintignant in the official Ferrari team for 1955, it is announced. Froilan Gonzalez, who last year won races at Bordeaux, Bari, Lisbon, Silverstone and elsewhere, including the British G.P., will take a less active part in racing affairs for the next few months, his health still suffering after his T.T. practice accident at Dundrod last September.

Schell's G.P. Maserati may be purchased by the French driver André Simon.

CLEMENTE BIONDETTI



THE death, on Thursday, 24th February, of Clemente Biondetti, deprives Italy of another of her great racing drivers. Biondetti was born at Budduro in Sassari, on the isle of Sardinia, in 1898; at 28 he was racing motor-cycles, suffering a crash at Ostia which resulted in 24 broken bones. He proved his toughness, for which he later became famous, by his rapid recovery, then took up car racing in an 1,100 c.c. Salmson. Subsequently he handled Talbots, Bugattis, Maseratis and Alfa Romeos, gaining many successes.

In the 1936 Mille Miglia he finished fourth in a converted monoposto G.P. car; in 1938 he won the race with a 2.9-litre Alfa—the car which was subsequently acquired and raced in this country by Hugh C. Hunter. Driving the first type 158 1½-litre racing Alfa, Biondetti was second to Emilio Villorosi at Leghorn, and won the 1939 Coppa Acerbo. The following year he finished second to Farina's Alfa in the Tripoli G.P.

Again at the wheel of an Alfa Romeo, Clemente Biondetti won his second Mille Miglia in 1947; he then switched to a

SPORTS NEWS

ONE-TO-THIRTY: (Left) This intriguing model of a 1938 G.P. Mercedes-Benz, only 4 ins. long, was built by Joseph Molloy of San Petro, California.

Ferrari, again winning Italy's most gruelling race in 1948 and 1949—an unparalleled achievement. His last contest was the Tour of Italy of 1954.

A.I.D.C. BECOMES A.I.C.P.

WE hear from John Hugenoltz, manager of the Zandvoort circuit in Holland, that the International Association of Circuit Managers (A.I.D.C.), of which he was General Secretary, has now been reconstituted as the International Association of Permanent Circuits (A.I.C.P.), following a conference held at Rheims on 2nd-5th February. From its original status as an association of individuals, the organization grew to the point of being concerned more with the companies who run the tracks, and a new constitution was called for.

The headquarters have moved from Zandvoort to 65 Avenue d'Iéna, Paris, John Hugenoltz is again Secretary and Treasurer, and Raymond Roche of the Rheims circuit has been asked to become President.

D-TYPE AT DAYTONA—164 M.P.H.

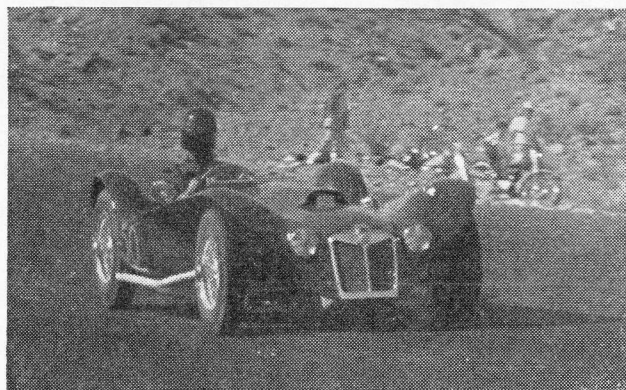
AT the two-day Daytona Beach Speed Trials held on 19th/20th February, which attracted a strong international entry, a production Jaguar D-type driven by Phil Walters demonstrated its complete superiority by returning a record average speed for the meeting of 164.138 m.p.h. over a measured mile. The former record for this meeting, one of the most important on the American sporting calendar, was 136 m.p.h., set up by a Ferrari last year.

This year, the Jaguar proved to be a clear 12 m.p.h. faster than Goldschmidt's Le Mans 4.9 Ferrari and 31 m.p.h. faster than a Mercedes 300SL.

STARTING at 6 p.m. on 16th March, two Ford Anglias will be driven for 24 hours around Goodwood in an attempt to establish positive m.p.g. figures on National Benzole Mixture. Drivers will be Raymond Baxter, Peter Easton, Dennis Allen, Stan Boshier, E. W. Cuff Miller, Gerry Burgess, Wally Waring and the Earl of Kimberley.

HANDICAP FOR THE "TULIP"

REGULATIONS for the 1955 International Tulip Rally (30th April-7th May) show many changes from last year's very arduous event. Most important is the introduction of a handicap system, based on the performance of cars in previous Tulip rallies. This will apply for all eliminating tests, and varies from 0 min. for a 375 c.c. 2CV Citroën, to 20 mins. for 300SL Mercedes-Benz and Jaguar XK 120/140. The handicaps have an additional imposition for "special" and modified machines, the entire list being published on this page.

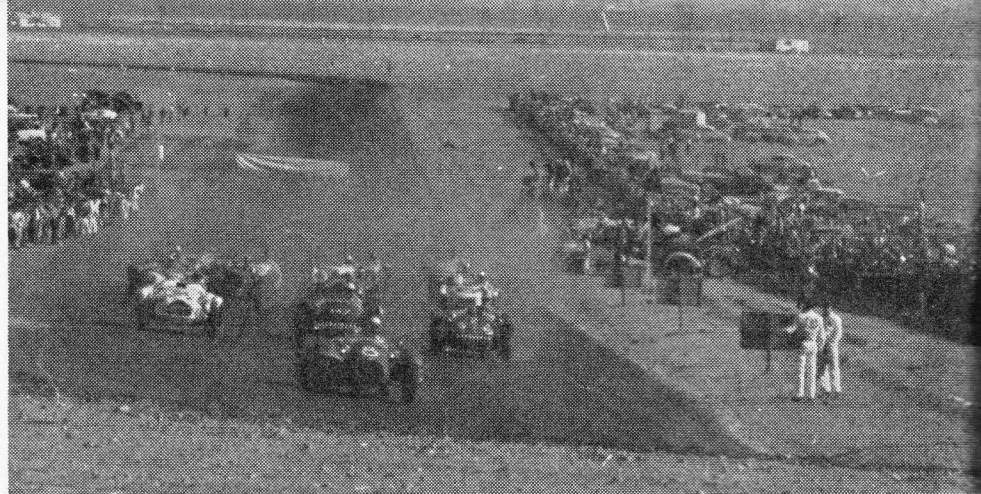


Starting points are from Berne, Brussels, Hamburg, London, Munich, Paris and Noordwijk aan Zee. Concentration point will be at Stuttgart, where competitors will be entertained by Mercedes-Benz, Porsche and Bosch. After an overnight halt, the combined route runs through the Black Forest, Vosges, Auvergne, French Alps, Jura, Ardennes and Eifel Mountains. There will be five special stages, each much longer than the 14 shorter-distance stages in 1954, and five eliminating tests, including the Zandvoort speed events. All types of car are eligible, with the exception of International sports cars (Ann. C.).

Entry fee is 300 guilders (£30), and entries close on 31st March at single fees, and increased fees on 12th April. Total length of the combined route is approximately 1,680 miles, and the pre-concentration area routes, 375-425 miles.

HANDICAPS FOR 7th TULIP RALLY

0 min.: Citroën 2CV, 375 c.c. 1 min.: Lloyd LP 400 S, 386 c.c.; Champion 400 H, 398 c.c.; Citroën 2CV, 425 c.c. 2 mins.: Champion 500 G, 460 c.c. 3 mins.: Fiat 500 and 500 C, 570 c.c. 4 mins.: Gutbrod Superior, 593 c.c.; DKW F 89 Meisterkl., 684 c.c. 5 mins.: Gutbrod Superior Lux, 658 c.c.; Goliath, 688 c.c.; Renault 1062, 747 c.c.; Renault 1060, 761 c.c.; Saab, 764 c.c.; Austin A30, 800 c.c.; Morris Minor, 800 c.c.; Standard Eight, 803 c.c. 6 mins.: Standard Ten, 948 c.c.; Volkswagen, 1,086 c.c.; Volkswagen 1,131 c.c.; Fiat Diesel, 1,395 c.c.; Borgward Diesel, 1,758 c.c.; Mercedes Diesel, 1,767 c.c.; Standard Vang. Diesel, 2,088 c.c. 7 mins.: Gutbrod Sup. Luxus E, 658 c.c.; Goliath GP 700 E, 688 c.c.; Lancia Ardea, 903 c.c. 8 mins.: Dyna Panhard X 85, 610 c.c. 9 mins.: Dyna Panhard X 86, 745 c.c.; Ford Popular, 1,172 c.c.; Ford Anglia, 1,172 c.c.; Ford Prefect, 1,172 c.c.; Volkswagen 1954/55, 1,191 c.c.; Austin A40, 1,200 c.c.; Skoda 1200, 1,221 c.c.; Triumph Mayflower, 1,247 c.c.; Hillman Minx Mark VII, 1,265 c.c.; Peugeot 203, 1,290 c.c. 10 mins.: Moretti, 750 c.c.; Fiat 1100, 1,089 c.c.; Ford Taunus 12 and 12M, 1,172 c.c.; Austin A40 Sports, 1,200 c.c.; Simca Aronde, 1,221 c.c.; Wolseley 4/44, 1,250 c.c.; Fiat 1400, 1,395 c.c. 11 mins.: Panhard Junior, 745 c.c.; Lancia Appia, 1,090 c.c.; M.G. Series Y, 1,250 c.c.; Volvo PV 444, 1,420 c.c.; Morris Oxford, 1,477 c.c.; Opel Olympia and Rekord, 1,488 c.c.; Singer SM 1500, 1,497 c.c.; Borgward 1500 Normal, 1,498 c.c.; Austin A50, 1,500 c.c.; Vauxhall Wyvern, 1,507 c.c.; Ford Consul, 1,508 c.c. 12 mins.: Renault 1063, 745 c.c.; Panhard Dyna '54, 851 c.c.; Jowett Javelin,



CALIFORNIAN SEASON OPENS

(Above) The start of the "over 1,500s, modified" class at Willow Springs, with two Kurtis-Kraft baring their teeth at No. 8, leading.

(Left) "Low as a snake's belly" is Ken Miles's latest M.G. Spl., which led its race until plug trouble caused delays.

AN estimated crowd of 25,000 racing fans watched the first race of the 1955 racing season at Willow Springs, California, U.S.A., sponsored by the California Sports Car Club. Willow Springs is located in the Mojave Desert, approximately 75 miles north of Los Angeles.

Bill Pollack, one of California's leading drivers, won the 30-lap main event on the tricky 2½-mile circuit. Pollack, driving a Mercury-powered Baldwin Mk. II Special, took the lead in the third lap and stayed out in front for the rest of the race, never being seriously challenged, to finish nearly a mile ahead of Ignacio Lozano driving a Cadillac-Kurtis. Bill Murphy finished third in a Buick-Kurtis and Bob Drake fourth in a 2-litre Ferrari Mondial.

In the first race of the day Erich Buckler, driving a Porsche Speedster, won the production cars under 1,500 c.c. race of 15 laps. Buckler drove a very hard race, starting in the middle of the pack and 30 secs. behind the leader, Dr. Dennis Shillam, in a Porsche coupé. Buckler gained 3 to 4 secs. every lap until with a few laps to go he took the lead and swept on to a clear victory in a very thrilling race. Dr. Shillam came second and Dale Johnson third in a Porsche Speedster.

In the second race for production cars over 1,500 c.c., the race got off to a bad start with four Jaguars crashing into each other behind a stalled car. Two more Jaguars crashed, injuring both drivers, and the race was called off after eight laps with a spectator being injured also. The winner after eight laps was Jim Peterson, driving a Jaguar XK 120 M, second was Jack Graham, also in a Jaguar XK 120 M, and third was John McLaughlin in an Austin-Healey.

The third race was for ladies and also for the 500 c.c. cars. The ladies' race for cars over 1,500 c.c. was won by Janet Anderson in a Jaguar Special, and for cars under 1,500 c.c., Linda Scott in a modified M.G. TD. Dr. Leon Becker in a Cooper Mk. V won the 500 c.c. race.

The fourth race was for modified cars under 1,500 c.c. Ken Miles in his new M.G. Special took the lead immediately and had a substantial lead when he had to make a pit stop in the third lap because of fouling plugs. George Beavis in his Offenhauser Special took over the lead and stayed ahead to win the 30-lap race with Dr. William Eschrich in an Offenhauser Special second and Ed. Freutel in an M.G. Special third. Perry Peron in a Panhard Special came in fourth for a Class G win, beating the rest of the field of Class F cars.

1,486 c.c.; Riley 1½-litre, 1,496 c.c.; Mercedes, all 170s, 1,767 c.c.; Citroën 11 1,911 c.c.; Triumph Renown, 2,088 c.c.; Standard Vanguard, 2,088 c.c.; Morris Six, 2,215 c.c.; Humber Hawk, 2,667 c.c. 13 mins.: Panhard Junior, 851 c.c.; DKW F 91, 896 c.c.; Porsche 1100, 1,086 c.c.; Fiat 1100 TV, 1,089 c.c.; Simca Aronde Sports, 1,221 c.c.; M.G. Magnette, 1,489 c.c.; Borgward Isabella, 1,493 c.c.; Ford Taunus 15 and 15M, 1,498 c.c.; Borgward 1800, 1,758 c.c.; Mercedes 180, 1,767 c.c.; Renault Frégate, 1,997 c.c.; Rover 75, 2,103 c.c.; Ford Vedette, 2,158 c.c.; Austin A70, 2,199 c.c.; Vauxhall Velox and Cresta, 2,262 c.c.; Ford Zephyr and Zodiac, 2,262 c.c.; All U.S.A. cars under 3,500 c.c. 14 mins.: Porsche 1300, 1,286 c.c.; Lancia, 1,750 c.c.; Fiat 1900, 1,901 c.c.; BMW 501, 1,971 c.c.; Frazer-Nash Saloon, 1,971 c.c.; Mercedes 220 and 220 A, 2,195 c.c.; Wolseley 6/80, 2,215 c.c.; Sunbeam-Talbot 90, 2,267 c.c.; Ford Comète, 2,355 c.c.; Daimler Conquest, 2,433 c.c.; Opel Kapitän, 2,456 c.c.; Austin A90, 2,630 c.c.; Rover 90, 2,638 c.c. 15 mins.: M.G. Series TD and TF, 1,250 c.c.; Singer Roadster 1500, 1,497 c.c.; Riley 2½-litre, 2,443 c.c.; Daimler Consort, 2,522 c.c.; Citroën 15, 2,867 c.c.; Mercedes 300, 2,996 c.c.; Armstrong Siddeley, 3,435 c.c.; Jaguar Mark V, 3,443 c.c.; Ford Vendôme, 3,923 c.c.; Austin A125, 3,995 c.c.; Humber Super Snipe, 4,139 c.c.; All U.S.A. cars over 3,500 c.c. 16 mins.: Porsche 1300 Super, 1,286 c.c.; Alfa Romeo Julietta, 1,300 c.c.; Porsche 1500, 1,488 c.c.; Alfa Romeo 1900, 1,874 c.c.; Bristol 403, 1,971 c.c.; Morgan Plus Four, 2,088 c.c.; Sunbeam Alpine, 2,267 c.c.; Borgward 2400, 2,337 c.c.; Simca Vedette Versailles, 2,351 c.c.; Alfa Romeo, 2500 S, 2,443 c.c.; BMW 502, 2,580 c.c.; Alvis 3-litre, 2,993 c.c.; Jaguar Mark VII, 3,442 c.c.; Delahaye 235, 3,557 c.c.; Bentley Continental, 4,556 c.c. 17 mins.: Borgward 1500 Sports, 1,498 c.c.; Lancia Aurelia B21/22, 1,991 c.c.; A.C. Ace, 1,991 c.c.; Austin-Healey, 2,669 c.c. 18 mins.: Alfa Romeo T.J., 1,874 c.c.; Triumph TR2 Sports, 1,991 c.c.; Aston Martin DB2 and 2/4, 2,580 c.c.; Austin-Healey Hundred, 2,660 c.c.; Jensen Interceptor, 3,993 c.c.; Talbot Lago Record, 4,482 c.c. 19 mins.: Porsche 1500 Super, 1,488 c.c.; H.R.G. 1500, 1,497 c.c.; Alfa Romeo 1900 C, 1,874 c.c.; Frazer-Nash, 1,971 c.c.; Alfa Romeo Super T.J., 1,975 c.c.; Alfa Romeo Super Sprint, 1,975 c.c.; Ferrari 166 Mille Miglia, 2,000 c.c.; Fiat V8, 2,000 c.c.; Salmons 2300 S, 2,300 c.c.; Lancia GT, 2,500 c.c.; Pegaso Type 102, 2,816 c.c.; Aston Martin 3-litre, 2,922 c.c.; Healey 3-litre, 2,993 c.c.; Jaguar XK 120, 3,442 c.c. 20 mins.: Mercedes 300 SL, 2,996 c.c.; Jaguar XK 120 and 140, 3,442 c.c.

Extra handicap "Special" and "Modified"

Handicap Group	0-6 mins.	7 mins.
"	7-9 mins.	6 mins.
"	10-12 mins.	5 mins.
"	13-14 mins.	4 mins.
"	15-16 mins.	3 mins.
"	17 mins.	2 mins.
"	18-19 mins.	1 min.
"	20 mins.	0 min.

MONTE CARLO REUNION

THE British Monte Carlo Rally Competitors' Club held its rally reunion in the Clarendon Restaurant on 24th February, with a record attendance of over 200 members and guests. In the chair was Jack Kemsley, who made his customary witty speech, including references to some revolutionary suggestions by Jack Reece in answer to a general questionnaire recently sent out. Chief event of the evening was the presentation of the AUTOSPORT Monte Carlo Rally Trophy, the B.M.C.R.C.C. Plaque, and the "Tyresoles" Trophy to Gerry Burgess and Peter Easton (Ford Zephyr), highest placed British competitors in the 1955 "Monte". The awards were presented by Mrs. Jack Kemsley.

Among the guests were Hans van Santen (Vredestein), Freddie Bothamley (Lockheeds), Mr. and Mrs. Gerry Burgess, Peter Easton, Gregor Grant (AUTOSPORT), Raymond Baxter (B.B.C.), Bruce Ellis (A.V.C.) and Ben Goodfellow (Sheffield United Tours). A special award was announced to Sheila Van Damm and her crew, for their performance in winning the "Coupe des Dames". Unfortunately, Miss Van Damm was unable to attend.

Then followed a film show, headed by Danny Carter's excellent production for Christine Bruce Films, of "Monte Carlo Story". This is really well done, and leaves out nothing of what will be a long-remembered event. There are many unique shots of cars in all sorts of unlikely places, and the antics of a French speed-cop during one of the most phenomenal avoidances ever seen demonstrates that rally risks are not always confined to competitors. Commentary is lucid and informative, being done by the B.B.C.'s MacDonald Hobley. This film will shortly be seen on the circuits.

Mr. E. Lambert's documentary is surely the best amateur film yet made of a motoring event. It will be recalled that his Morris Oxford won the "Comfort" competition, and was fitted with cine cameras front and rear. The results are amazingly good, and, if copies are ever made available, would be an invaluable addition to the list of club films. A tape-recorded commentary was also produced.

Finally came the masterly Castrol film of the 1954 Tulip Rally, all in colour, and with commentary by Raymond Baxter.

D-TYPE BRITISH DÉBUT

APPEARING for the first time in a British race, a D-type Jaguar has been entered for the British Empire Trophy race at Oulton Park on 2nd April; one of the drivers will be Duncan Hamilton, who with Tony Rolt brought the D-type into second place at Le Mans last year.

The first major event of the 1955 season, the Trophy meeting opens at 1 p.m., the last race ending at about 5.30. Advance bookings and inquiries should be addressed to the Cheshire Car Circuit, Ltd., 29 Eastgate Row North, Chester.

* * *

THE Association Belge des Racers, which last year promoted three 500 c.c. National races, plans to organize seven or eight this coming season. They will include events at St. Gishlain, near Mons, on 19th May, La Louvière on 5th June, Namur, etc.



Photograph by Patrick Benjafield

PORTRAIT GALLERY

No. 13—ROY SALVADORI

ROY F. SALVADORI, motor trader, enjoys the distinction, as a member of the post-war school of British racing drivers, in *not* having commenced his career with a 500 c.c. car. He first came into the picture driving a fast offset single-seater Riley in 1947 sprint events. Soon he acquired that superb 3-litre monoposto Alfa Romeo which Kenneth Evans raced in pre-war days, and with which Nuvolari won his greatest victory, the 1935 German G.P.

With this car, Salvadori raced at Chimay in the 1947 G.P. des Frontières, gaining fourth place in select company. He also bought the late E. R. Rayson's early single-seater Maserati, racing it at Jersey, Silverstone and elsewhere. With the experience gained in handling these varied machines, Roy's soon became a name to reckon with in racing. By 1951 he was amongst the fastest of sports car drivers, but he suffered serious injuries at Silverstone that year when he overturned his 2-litre Frazer-Nash during one of the *Daily Express* sports car races.

He recovered to gain many subsequent successes, notably in winning the Lavant Cup at Goodwood in 1953 in a fuel-injection Connaught, and sharing second place with Ian Stewart in the Nürburgring 1,000 kms. race that same year in an Ecurie Ecosse Jaguar. He has raced XK 120 and XK 120C Jaguars, Aston Martin DB2s, DB3s and DB3Ss, sports and single-seater Ferraris, Connaughts, Sid Greene's 2-litre sports Maserati and, during the past season, his 2½-litre G.P. Maserati. Castle Combe, Thruxton, Snetterton, Silverstone—all these and other racing venues have seen Roy Salvadori in winning form. For 1955 his mounts will again include Greene's Maserati, with sundry mechanical improvements to bring it up to date, while he will again drive in David Brown's team of Aston Martins.

C. P.

PUBLIC ROADS FOR RACING?

Lord Brabazon Raises Issue in House of Lords

LORD BRABAZON of Tara struck a gallant blow for the cause of lifting the ban on motor racing on public roads in Britain when he recently sought to insert a provision to this effect in the Road Traffic Bill, during the committee stage in the House of Lords. His effort was unsuccessful, but two points of interest and importance emerged from the debate. They were: (1) A proposed circuit on public roads in the Midlands has already been inspected by officials of the Ministry of Transport; and (2) the Government would not "automatically" oppose a Private Bill introduced in Parliament to close a public road for a particular motor race.

Lord Brabazon—who as Colonel J. T. Moore-Brabazon was once himself Minister of Transport—is a pioneer motorist and was the winner of the 1907 Circuit des Ardennes. His amendment proposed to give the Minister of Transport power, by Order, to allow certain motor races on the Queen's Highway. This, he said, might appear to many people a shocking proposal. But times changed and instead of conversation among the young in the clubs or in the public houses being of hocks and spavins, it was now about "blown Bugs" and "v.p. propellers". The racing of horses generated a certain amount of interest not because many people saw the horses, but because of the betting that took place upon them. But there were millions of people who owned a motor car and who had never in the past owned, and never would own, a horse. Motor cars were our eighth biggest export. We had the second biggest motor industry in the world. Yet this was the only country which forbade motor racing on the high roads.

Technical Value of Racing

He pointed to the Jaguar disc brakes and Mercedes fuel injection as "two things which have emerged from racing and will inevitably be standard in a few years". We were far past the days when motor racing was a dangerous thing to the public. There might be clamour against closing the roads, but it would be for only two or three days during the year, and then only in localities where the county council asked for it and where there were alternative routes for through traffic. It was wonderful to consider the way people put up with the closing of roads by ordinary level crossings. On the main road going north he had been stopped for three-quarters of an hour by the Quorn Hunt—and no one said anything at all in expostulation. He had been asked to make a circuit to avoid the St. Leger horse race.

"Instead of all these repressive measures," Lord Brabazon continued, "I should like the Government to do something to help this great industry which has pulled us out of so many difficulties and through the lean times." This was a proposal which would be welcomed because the interest of the man in the street in the ordinary motor car was enormous—much more than in other forms of racing.

Lord Teynham, the Chairman of the

Automobile Association, supported the amendment and referred in particular to the great benefit that the proposal would bring to the British tourist industry. He believed that the County Councils Association in Scotland had already expressed their wish to have motor racing and to have certain highways closed for the purpose.

Lord Strathcarron also supported Lord Brabazon's amendment. He said that although we had circuits on private grounds they could not represent road racing in its true sense as it is practised on the Continent. There were many roads in this country which would be most suitable—for instance on Salisbury Plain.

Its Value to the Industry

Earl Howe—who began with the remark, "I have seen a great deal of motor racing in my time; in fact I have taken part in a great deal"—supported the proposal and begged the Government to consider it with an open mind. If it could be agreed, even on a limited basis, it would be of great value to the industry and to the country. Motor racing, he said, not only sells motor cars but it sells pots and pans and everything else that belongs to the country of origin of the successful car. Before the war the sales of the DKW car in South Africa were 30 a year. The Auto Union firm were responsible for making those cars. After the German team visited South Africa, the sales of the DKW went up in the next year to over 3,000.

It would not be for the benefit of motor racing if there was an indiscriminate increase in racing. There were not enough cars and drivers to go round. But under careful supervision racing could be made reasonably safe and could be made to pay. Why should this country be denied the privileges which were extended to Jersey, the Isle of Man and Northern Ireland? He referred to the Tour of England cycle race, and said: "It is grand fun watching them and although, in effect, they are breaking the law, no authority has taken action against the race—and I hope that none will. But it does seem to me that if that sort of thing is allowed, motor racing under proper control should also be allowed."

A track had been found, he added. The Minister and his department knew all about it and his officials had seen it. It was geographically in the right place. Its use was supported by the local authority, who were quite ready to have the road closed. It did not interfere with the main artery of traffic. There were good access roads all round—even a small railway; there were plenty of hotels and plenty of garage accommodation within easy reach. When Lord Lucas of Chilworth asked if Earl Howe could say exactly where the track was, Earl Howe said: "I am not sure whether the Department want me to disclose that point." Lord Mancroft, Parliamentary Under-Secretary, Home Office, said: "Better not."

Earl Howe did not disclose its location, but continued: "There is a circuit upon which all road racing in the



Lord Brabazon.

country could be concentrated. That circuit could be used for cars or motorcycles or even for cyclists without causing any public inconvenience; and the local authorities are in favour of using it. But it would require the expenditure of a large sum of money. Once that money had been spent the position would be good and we should be on all fours with other countries."

Lord Moyne was the only backbencher to speak against Lord Brabazon's amendment. He said that for a great part of the year he lived in Southern Ireland, where a number of roads were blocked for this purpose with great inconvenience to those who live nearby and "with fearful and appalling noise which can be heard for many miles". He felt that industry should have its own tracks and should not use the public roads and thus "spoil the quiet of the countryside".

The Earl of Selkirk, Paymaster-General, replying to the debate for the Government, began badly by referring to Donington as being among the existing private "racing tracks". Earl Howe quickly pointed out that Donington was still occupied by the Government.

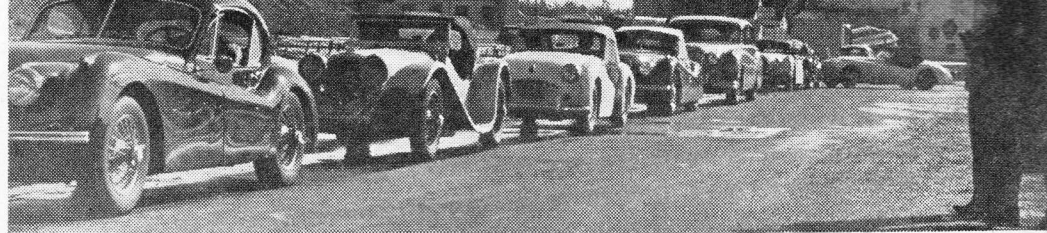
Private Bill the Alternative

The Minister went on to suggest that people in the locality where racing took place would be personally affected to a high degree and therefore the right of objection must be available to everyone in the locality. They could proceed with the Nürburgring method, where a special track would be built and held open during the rest of the year for anyone wanting to use it outside racing periods. That would be expensive. The alternative would be to proceed by Private Bill, and he saw no reason why this method should not be used. It would provide ample opportunity for anyone to make objections and for their objections to be heard and carefully examined. Provided that such a Private Bill made provision for the general public to be properly safeguarded and for traffic in the district to be reasonably undisturbed, it might well find Parliamentary approval. A racing provision such as Lord Brabazon suggested was perhaps a little incongruous in a Bill which sought to deal with road safety.

In reply to an intervention by Lord Brabazon, Lord Selkirk said he would readily give an assurance that the Ministry would not automatically oppose a Private Bill. On that assurance, Lord Brabazon withdrew his amendment.

JOHN DUDLEY.

START: (Right) At Westchester Airport, starting point for the Jaguar Owners' Association's first rally, the line-up includes six Jaguars and an SS100. But what's that TR2 doing there?



"JUST A KID'S GAME"

Ruth Sands Bentley Attends the First Jaguar Owners' Rally in the U.S.A.

"WE got lost at the first turn," complained one of the drivers, as he sipped his Coca-Cola in the cocktail lounge of Outpost Inn, "and there was no possible way of ever finding the route again. It was too difficult for a club's first attempt—only speedometer readings, no road names, towns, or other identifications. Had to open our sea'ed envelope, which immediately disqualified us, to find out where the crowd would eventually meet. We've been here for two hours!" But he, and several others who were hopelessly lost on the 60-mile drive, were hushed permanently when the judges announced that 14-year-old Jimmy Peck had navigated his car to a tie for first place and 13-year-old Tom Rocchio had taken third. They proved conclusively that rallies are not as difficult as the *adults* think they are.

The Sno-Bird Rally on Sunday, 16th January, was the Jaguar Owners' Association's first sporting event. Although quite new, the club already has 85 members scattered throughout the U.S.A. and Canada, with some 16 of them residing in the New York area; and inquiries have reached the President, George Evdokimov, from such distant places as Tokyo, Munich and Mexico City.

The day was cold (below freezing), a stiff breeze froze the fingers of photographers who were shooting pictures at Westchester Airport before the start, and the 20 cars which ran in the rally were manned by enthusiasts padded thickly with woollen clothing. Although several drivers were seeking navigators and eventually joined other drivers (leaving second cars behind), I wanted to ride in the back seat of a car and just take photographs and notes without having to bother about ETAs. Art Peck, of Columbia Broadcasting System, invited me to ride in the back seat of his Mark VII Jaguar with his nine-year-old daughter, Elizabeth. His 14-year-old

son, Jimmy, was to be the navigator. We were car No. 8, departing at 12.16 p.m. As we left the airport, Jimmy opened the instructions and found rows of speedometer readings with "right" or "left" beside each number. The average speed for the entire rally was 26 m.p.h. and no check points were shown. Turns quickly led us to hilly, winding back-roads in the Purchase and Yale Farms area, and the large estates with naked trees and frozen ponds were like Christmas card scenes. We were consistent all day at meeting red traffic lights when reaching built-up areas and then having to hurry a bit to make up lost time. We found the first control at 21.1 miles, and Jimmy informed us, "We hit it right on the nose." Then we wound around through North Castle, still following a backwoods course where only pines and spruces retained their green colour. The dogwoods, maples and oaks were stripped of leaves. Sparse snow edged the shady lanes, and the skaters on the frozen lake at Mt. Kisco were having an exciting hockey game. But we had just been detained by a red light and could not slow down to watch.

As our trip speedometer was turning on 30.9 we reached a turn, but our driver noticed another turn a short distance down the road at which time the trip mechanism would still be on 9, the number specified by the instructions for turning right. It was a tense moment. Art stopped the car and was noticeably perplexed. He looked at his young navigator.

"If we make the wrong turn, Jimmy," said Peck, "we've had it. There's no earthly way of getting back once we're lost. Do you think we should take the first turn?" Silence prevailed while three of us worried, but not petite Elizabeth. The situation caused her no bother. She looked at me and smiled.

"I got an English bicycle for Christmas. It was a substitute for a bed lamp,

which I really wanted. I like to read comics in bed." Even the front-seaters laughed. Tension relaxed!

We made the right turn and felt wheel-spin as we climbed a snowy hill. We were on time for the second control too, and by this time I had complete confidence in our teenage navigator. Jimmy gave his father frequent readings from his calculator, yet was not too busy to point out to us two adorable fawns nibbling grass in a valley below the road. On Frog Rock Road we passed Connie Lovejoy (the club's Vice-President) and her C.B.S. navigator, Dave Hebb, approaching from the opposite direction in a cream-coloured XK 120. Connie revved a loud greeting as they passed, and we wondered where they had come from until we reached a dead-end road and had to turn back too. Somewhere near Harrison a grey and black Jaguar almost blew us off the road in its eagerness to pass, and we recognized the licence plate, LXB 779, the second car off at the start. Where had it been? We rounded a turn and saw two boys, standing in front of a car down in a ditch, waving for us to stop.

"It's a secret control," I cried, "and we almost missed it." We stopped, and took a better look. It was no secret control. It was the same grey and black Jaguar we had just seen, but its front end was now embedded in the trunk of a tree. The owner, Sid Olkin, explained that a patch of ice on the turn was responsible for the wide slide into the deep gully. "But," he said, praising the product, "there was never any feeling that the car might turn over."

Olkin hopped into our car and left his navigator, Maurice Braunstein, to tend the badly damaged Jaguar. Without leaving the rally route, we drove Olkin to Harrison to fetch a tow truck, and then moved fast to compensate for lost time. The thought of the penalty of one point for every 30 secs. late caused Peck's foot to grow very heavy indeed. But we almost made it on the "nose" again, losing only one precious point.

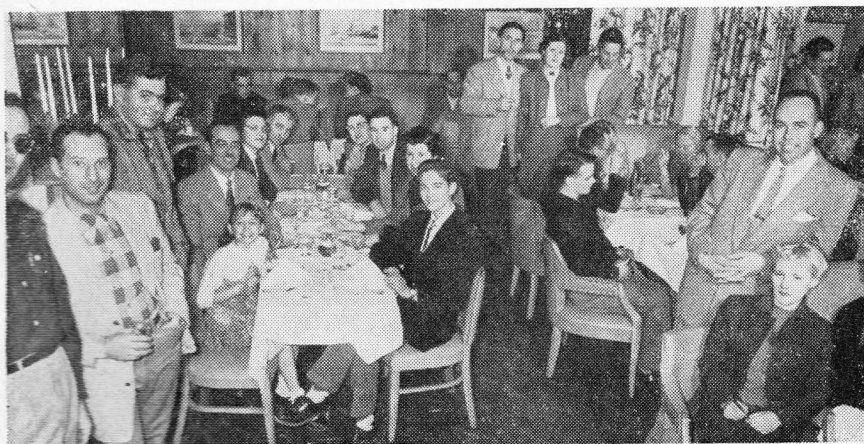
Warren Leander and Jim Sanchez, whose white XK 120 tied the Mark VII for first place, drove a fine rally and diced with us occasionally during the afternoon. Before the start of the rally, Peck guessed that the Lovejoy/Hebb team would win. He missed by only one point.

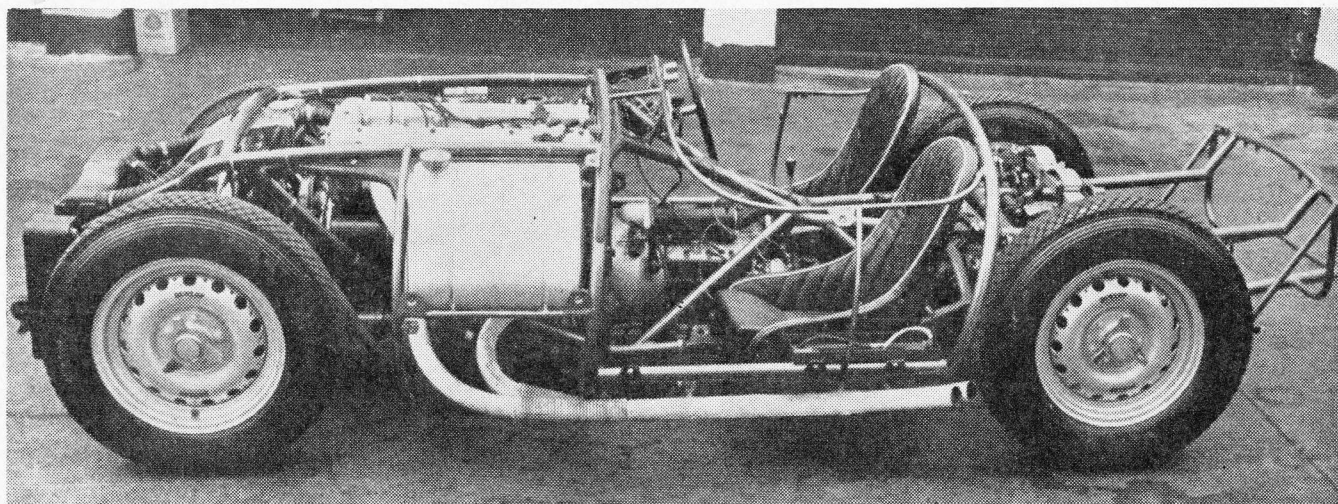
Two American cars participated, with the Pontiac of Charlie Winter and Barbara Gainey finishing in a three-way tie for fourth position, and the 1952 Chevrolet of Mr. and Mrs. Addison Austin in a tie for fifth.

Results

1. Warren Leander/Jim Sanchez (XK 120 Jaguar) and Art Peck/Jimmy Peck (Mark VII Jaguar), 1 point lost; 2. Connie Lovejoy/Dave Hebb (XK 120 Jaguar), 2 points lost; 3. Paul McDermott/Tom Rocchio (S.S. 100 Jaguar), 3 points lost.

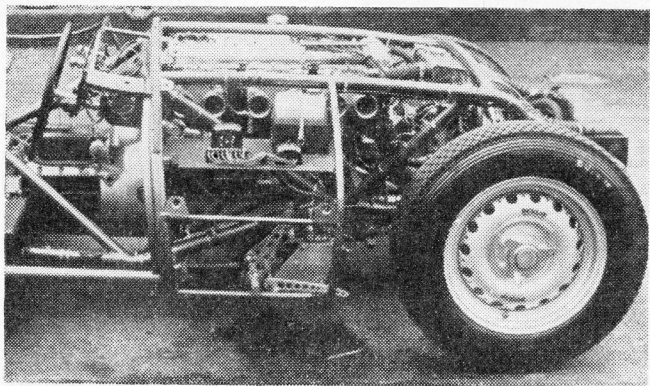
FINISH: (Left) Hungry competitors at the Outpost Inn include 'teen-age navigators Jimmy Peck (with sister Elizabeth) and Tom Rocchio, who gained tied first and third places respectively.



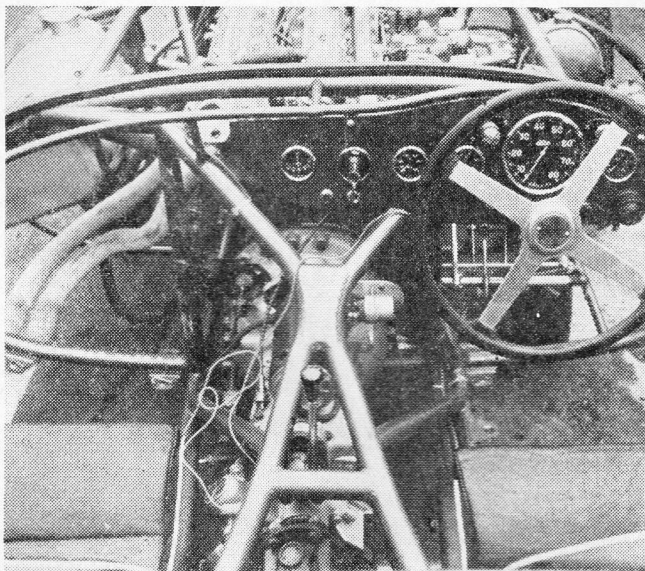


COOPER-JAGUAR, Mk. II

**1955 model from Surbiton has
D-type engine and disc brakes**

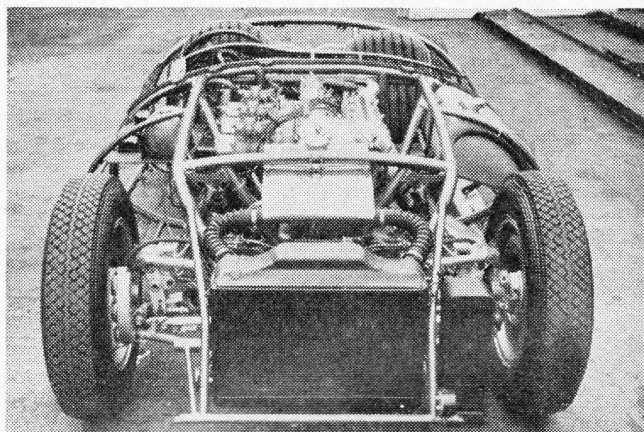


OFF-SIDE view shows the three double-choke Weber carburetors. The engine is offset 8 degrees to the right.

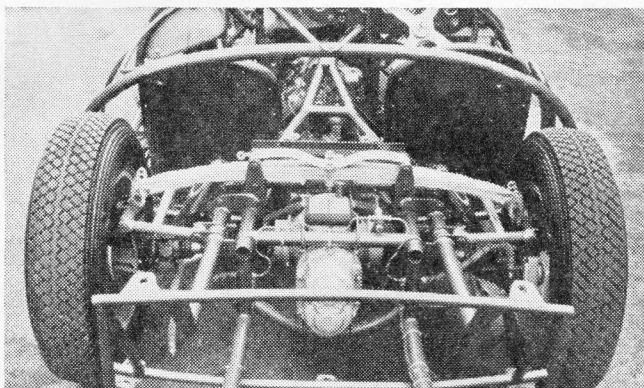


CROSS-BRACING of cockpit (above) separates driver and passenger, with the gear lever in the middle.

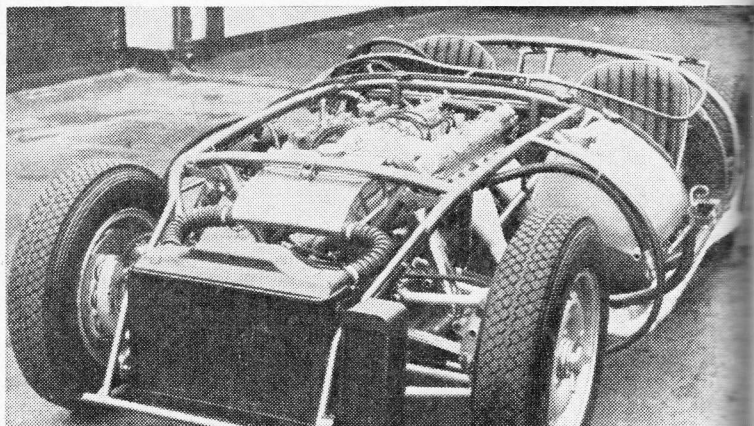
COOLING system (right) has separate header tank and holds four gallons. Four-gallon oil tank is fitted into nearside of frame, with oil cooler alongside radiator.



DISC BRAKES at the front have six pads each. Transverse springs, double wishbones and Armstrong tubular dampers are used front and rear.



REAR-END Dunlop brakes each have four pads. Shackle plates are drilled for alternative spring heights. Thirty-seven-gallon fuel tank is mounted on outriggers.





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IN ITS ELEMENT:
The Sunbeam, seen here with John Bolster at the wheel, appeared to be quite at home in the worst of the recent snowy weather.

★

JOHN BOLSTER TRIES

THE SUNBEAM THAT WON THE "MONTE"

FOLLOWING their recent victory in the Monte Carlo Rally, Per Malling and Gunnar Fadum came to London with their Sunbeam. After being exhibited for a few days, the car was to be decarbonized and so forth prior to its return to Norway. I thought, however, that it would be of interest to test it exactly as it finished the Rally. Accordingly, I arranged to borrow it for a week-end before anybody had had a chance to touch it with a spanner.

On taking over the machine, I was surprised to see how little special rally equipment it carried. Of course, the standard Sunbeam is a well-equipped car, but apart from extra fog- and spot-lamps the only really unusual addition was a cyclometer calibrated in kilometres. This instrument lived in the dashboard cupboard and took its drive from the speedometer cable, registering tenths and hundredths of a kilometre, wheelspin permitting.

Much trouble had been taken to make the seats really comfortable. The driver's seat gave exceptional support to the shoulders, and there were cushions for both elbows. The passenger could recline if desired, a harness being provided to secure him while he slept. A very effective radio was fitted, while the heater proved adequate in the coldest weather. Of course, the most essential piece of equipment of all, a windscreen washer, was present. As this is an export model, the steering is on the left with the gear lever to the right of it.

Except for one tiny dent in the offside door, the car was unmarked by its ordeal, the smart grey paintwork being marred only by the road dirt of many nations. The engine showed absolutely no sign of stress, the acceleration and maximum speed proving well up to standard; nor had it lost any of the

smoothness and silence for which this make is noted. The gears were quiet, the clutch in perfect adjustment, and the brakes still had their full power.

During a week-end of varied motoring, 90 m.p.h. was often attained. Perhaps the car felt even more in its element when I had to negotiate deep snow and a near-blizzard one night. Here, another virtue of the machine was revealed, for it handled particularly well on treacherous surfaces while proving remarkably free from wheelspin on steep hills. One can easily see why this is such a good rally car, for it is small enough to be flung around easily while possessing the reserve of power that one usually associates with bigger vehicles.

As the Sunbeam still carried competition numbers and Norwegian registration, I decided to assume this nationality when I was pinched for parking. It must be admitted, in confidence, that my fluent Norwegian was actually a Polish drinking toast, but it did the trick with the British police. When travelling around, I was frequently hailed as "the winner", which was perhaps a trifle embarrassing.

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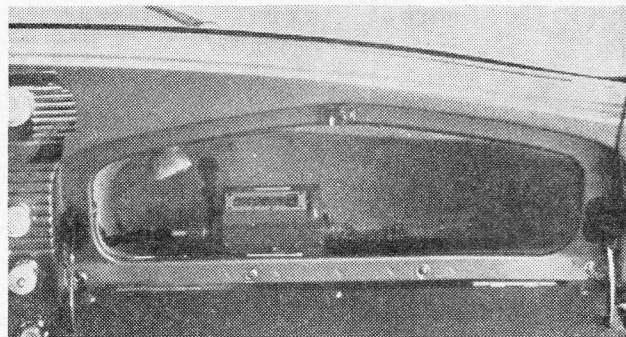
KILOMETRES, and tenths and hundredths thereof, were recorded by this special cyclometer, fitted into the dashboard locker.

★

After driving the Sunbeam for a week-end, during which I did not spare it at all, I am confident that it would do the trip to Monte Carlo all over again without so much as cleaning a plug. As I once said before, this is a tough car.

LONDON-LANGUEDOC-SÈTE

ONCE again the G.B. Car Club are promoting the London-Languedoc-Sète Rally, and it takes place this year from 8th-18th July. As previous competitors will know, this annual event is not a hell-for-leather contest, but is more in the nature of a holiday tour to an attractive wine-growing area of France, with an element of competition added. The road section consists of some 1,280 miles starting from London and finishing at Sète on the Mediterranean coast and there are a number of not-too-strenuous driving tests at the end. Substantial cash prizes are being donated by the Municipality of Sète and full details can be obtained from the Secretary, London-Languedoc-Sète Rally, 60 Ebury Street, London, S.W.1. Entries close on 10th June.



NEXT WEEK'S R.A.C. BRITISH RALLY

Weather Conditions and Night Navigation Sections May Make Premier British Rally Extremely Difficult—Longest Event so far Staged in this Country

WHAT with the recent heavy snowfalls and severe frosts, entrants for the fifth R.A.C. British International Rally must be keeping their fingers crossed. Even if the wintry weather does relax its hold, rapid thaws might bring extensive flooding in various parts of the country through which the rally route lies, particularly in Wales, the West of England and the Lake District, where masses of snow lie at the time of writing. In fact, many areas are still impassable and if conditions do not improve by the weekend, a considerable alteration to the routes may be necessary.

The crews of 240 cars start from Hastings and Blackpool at 1 p.m. on Tuesday, 8th March, with a special test on the promenades of each of the seaside resorts. All entrants converge on Whitney-on-Wye, where the first car is due at 2.42 a.m., on 9th March. Thereafter odd and even numbers follow a slightly different route, taking in the tests at Cadwell Park, after a special Welsh section. From Harrogate there is another special stage, this time in Yorkshire, followed by a compulsory halt at Blackpool. At 1 p.m., on 10th March, cars take part in another special test at Blackpool, and then set out to cover the Lake District special stages, which also include four tests.

Silverstone is the scene of the next test—on 11th March—and then the cavalcade, or what remains of it, makes for Prescott for a timed hill-climb, and then Dunster for the start of the South-West special stage. At 7.10 a.m. on 12th March, the first car is due to start the Goodwood test, and then heigh-ho for the final test and check-in at Hastings, where a *parc fermé* will operate until such time as the R.A.C. see fit to release the cars.

As one may quite well imagine, even the introduction of a compulsory halt of about 12 hours at Blackpool still

means three whole nights of competitive motoring, during which time competitors must cover the tricky special road stages.

Truly the event is well-named the "Rally of the Tests", but even so, it is more than likely that it will be won and lost on the road sections. A fully illustrated report of the R.A.C. Rally will appear in our issue dated 18th March.

WHERE AND WHEN TO SEE THEM

Odd Numbers

8th March: Hastings, Blackpool, Test 1, 13.00 hrs.; Whitney-on-Wye, 18.20; Special Road Stages; Whitney-on-Wye, 02.42. **9th March:** Buxton, 06.42; Oulton Park, Test 2, 08.02; Sleaford, 12.12; Cadwell Park, Test 3, 13.22; Harrogate, 17.00; Yorkshire Special Road Stages. **10th March:** Blackpool, 01.45, Compulsory Overnight Halt, 13.00, Test 4, followed by Tests 5, 6 and 7, and Lake District Special Road Stages. **11th March:** Milnthorpe, 02.40; Lichfield, 07.22; Kenilworth, 08.20; Silverstone, Test 10, 09.44; Hungerford, 12.04; Prescott, Test 9; Old Sodbury, 15.36; Dunster, 17.56. Rest halt at Blandford of 40 mins. during South-West Special Road Stages. **12th March:** Crewkerne, 03.28; Stockbridge, 05.24; Goodwood, Test 11, 07.10; Cuckfield, 09.36; Hastings Final Control and Test 12, 11.00.

Even Numbers

8th March: Hastings, Blackpool, Whitney-on-Wye and Welsh Special Stages. **9th March:** Sleaford, Cadwell Park, Test 3; Buxton, Oulton Park, Test 2; Harrogate; Yorkshire Special Road Stages; Blackpool. **10th March:** Test 4; Lake District Special Road Stages and Tests 5, 6 and 7; Milnthorpe. **11th March:** Lichfield, Kenilworth, Prescott, Test 9; Old Sodbury, Silverstone, Test 10; Hungerford, Blandford, South-West Special Stages and Compulsory 40 mins. halt at Dunster. **12th March:** Crewkerne, Stockbridge, Goodwood, Test 11; Cuckfield, Hastings.

Times given are for arrival of first car.

SIXTH SESTRIERE RALLY

THE opening stages of the Italian Touring Championship event, the 6th Sestriere Rally, were marred by an accident involving the popular French lady driver, Mme. Sigrand. She crashed about 16 kms. from Perouse, after her Simca swerved to avoid a lorry. Mme. Sigrand was taken to hospital with a fractured skull, but her co-driver, Mme. Marie-Thérèse Ordioni, succumbed to her injuries.

After the Monza regularity test, class leaders were Gatta/Mazzonis (Lancia), G. Valenzano (Alfa Romeo), Blendl (Porsche), Wharton/Shanley (Daimler), Musso (Alfa Romeo), Ciolfi (Fiat) and Balzarini (Moretti).

Best time on the Tresende-Aprica hill-climb was made by P. Valenzano (Lancia), with 3 mins. 28 secs., his brother being runner-up with an Alfa Romeo. Wharton was second to a 220 Mercedes in his class.

At Florence, 29 of the 68 starters had retired.

EUROPEAN TOURING CHAMPIONSHIP

It is confirmed that both normal series and Grand Touring production machines are eligible for the 1955 Touring Championships. Events qualifying are Monte Carlo, Sestriere, Great Britain, Tulip, Nürburgring, Midnight Sun, Alpine, Liège-Rome-Liège, Viking, Lisbon, Geneva and Adriatic. Best results in any five of the above are taken into account. Scoring is 10 pts. to 1 pt. for the first 10 places. A Gold Medal will be awarded to the champion.

MIKE SPARKEN WINS AT AGADIR

Victory for French Driver of "Los Amigos" With New 750S Ferrari

LAST Sunday's International sports car race at Agadir was a brilliant victory for the young Parisian driver, Mike Sparken, in his recently acquired 3-litre 750S Ferrari. He survived a fierce challenge from the two 3-litre Gordinis driven by Bordoni and André Guelfi, which were second and third respectively. Guelfi set up a new record for the 2.436 kilometres circuit with 1 min. 26.2 secs. (101.735 k.p.h.). British entrants Graham Whitehead (Aston Martin DB3S) and Duncan Hamilton (Jaguar Type D) both retired.

Lacaze's "tank" Renault won the 1,000 c.c. event from Stempert's Panhard. The 1,500 c.c. class went to Storez (Porsche). Mme. Annie Bousquet (Porsche) hit a straw bale and was slightly injured. The 1,500-2,000 c.c. category saw a tremendous battle between Guelfi (Gordini), Mantovani (Ferrari) and Della-Favera (Ferrari). Guelfi set fastest lap in 1 min. 30.3 secs. (96.797 k.p.h.), but stopped near the end with plug trouble. Lacaze's new streamlined Simca hit the straw bales and was considerably bent. Della-Favera was chased home by Bourelly's Gordini.

* * *

THE Motorists' Travel Club, Ltd., of 109 Piccadilly, London, W.1, have laid on an air travel service for those wishing to go to the "24 Hours" on 11th/12th June. Originally arranged for members of the B.A.R.C., this service is now open to anyone, and fares from Waterloo Air Terminal to Le Mans are from £14 return. Further information can be obtained from the above address.



MARCUS REDIVIVUS: Surely the oldest car in the world still running, this is the vehicle built in 1875 by Siegfried Marcus in Vienna. It has been in the Museum of Technology at Vienna since 1918, but was taken out in 1950 to complete two trips. Here it is, en route to Stockholm, with museum directors and friends aboard.

Toughest-Ever "Targa"

Both Snow and Ice in Oxford University
M.D.C.'s "Targa Rusticana" Rally

RALLIES run by the university clubs are noted for their toughness, but this one will stand out in the memory of even the most regular competitor.

A telegraphic start was devised which involved the use of certain controls fixed by the organizers, and required some careful planning if the apparently easy schedule was to be maintained on icy roads. To people living in the south-east, Marlow proved the obvious starting point, and the normally peaceful post office resounded with clumping boots and booming exhausts.

It is unfortunate that early numbers arrived at a critical route check before the marshal had put up the notice, so the whole ingeniously contrived section had to be discounted.

The start proper was at the Curfew Garage at Moreton-in-Marsh, and a rapidly falling temperature, recollections of recent news reports, and an announcement that the start was to be delayed one hour because some of the organizers were stranded in the snow gave a rather dramatic send-off to the event.

The beginning was an "Eight Clubs" section, where numbers shown at route checks are collated to give a map reference of a time control, the route checks themselves being also designated by map references. Quite a number of cars were unable to visit the first of these because of wheelspin, a few minutes from the start, and for the first of many times competitors had to look to their maps for another way round.

The route wound westwards through the Vale of Evesham, Upton-upon-Severn, through the Malvern Hills to terminate near Bromyard, practically all on small lanes still well covered with snow.

At the time control, without a moment's break, the marked map for the "London Rally" section was handed out, together with the card for noting down code words, and showing a number of deletions. The map was No. 129, and the organizers' gambit was immediately apparent. A number of valleys run parallel north-east and south-west, each one containing a control, and the hills in between showed a network—attractive choice—of small lanes all amongst a fine shading of contour lines. The obvious route to the first of these took one through a series of mountainous snow drifts upon which a snow plough had made such impression that a good trials car, well driven, could have made it with ease. Some navigators, shaken by this experience, went to No. 2 by taking "main" roads which went off the edge of the map, only to find reports that the direct route had been easy. The obvious route to No. 3 was clear, but included a steep humpback bridge, covered with ice, which gave directly to a T-road and a stone wall. This wall received competitor after competitor with massive impartiality, all mercifully at very low speed. Point 4 was on a main road, oddly enough, but at 1,100 feet altitude. Emboldened by experience and the fact that the main road route was more than twice as long, most navigators

★
ALPINE: An appropriately named car for the conditions was used by F. Allingham, seen leaving the start at Moreton-in-Marsh.
★



tried to get there by the lanes, only to find road after road impassable, and all the others blocked by helpless competitors. Mutual aid societies sprang up overnight, and whole blocks of cars were turned hopefully in some new direction. Hours were lost here.

So many of the roads to No. 5 were impassable that the long main route would have paid off handsomely, but many brave spirits battled and struggled with chains and spades, displaying the rugged determination which makes British rally drivers the wonder of the racing world.

By now nobody tried to go straight to No. 6; Brown Clee Hill stood squarely in the way. Main roads in a condition which would make the average motorist blench were negotiated at high speed, and battered time schedules received new hope.

The cross country route to No. 7 was so short that it just had to be tried, and it caused practically no difficulty, except to the writer, who travelled this stage in the boot of a modern saloon car to give it wheelgrip, gazing sorrowfully into the past.

No. 8 was another borderline case. The direct road went over a place called "Folly Bank", so we, at least, went by the main road about three miles longer. From here it was a simple main road run to Craven Arms where there was a compulsory stop, food and petrol. Also a brisk interchange of lurid reminiscence through an atmosphere of steaming socks.

Refreshed, and in the early dawn, another "Eight Clubs" section was attempted. Again the controls were assiduously placed in minor roads in valleys calculated to receive and retain any chainless car until the next thaw. Time penalties depended mainly on the luck or otherwise of finding a climbable exit not blocked by other competitors. This time the hazard of meeting other cars without the benefit of headlamps became apparent and several drivers now had to make voluntary excursions into the snow to avoid head-on encounters. One extremely prominent rally driver forced a DKW into the ditch and continued on his way regardless, thus depriving the Sonderklasse trio of an otherwise certain team prize. The camaraderie of section 3-4 had evidently evaporated.

A third "Eight Clubs" section, now in bright sunlight, served to return the survivors to Moreton-in-Marsh, though this same sunlight, by thawing the surface

of hard packed snow, produced the most slippery surfaces imaginable. As the route still mostly comprised lanes with incessant corners, drivers were kept remorselessly on the alert. With commendable judgment the organizers included one good long stretch of fast main road which chanced to be quite dry; it was heaven.

Anybody who covered the whole of this rally without bumping the car against anything has my permission to account himself a fully qualified ice driver.

HOLLAND BIRKETT.

Provisional Results

Best Performance: B. Gosling (Morris Minor Traveller), Navigators, A. J. Edwards and P. Mayer, 115 marks lost; 2. J. M. Burn (DKW), 139; 3. A. Nesbitt (Volkswagen), 142; 4. B. Charlesworth (M.G. TF), 186; 5. R. Utley (DKW), and C. Toomer (TR2), 160 (tie); 7. F. R. Abraham (Morris Minor), 169; 8. P. P. Ford (Zephyr), 173; 9. G. E. Tapp (Anglia), 174.

NORTH STAFFS DINNER/DANCE

SNOWSTORMS may have caused many empty places at the fourth annual dinner/dance of the North Staffs M.C., at the North Stafford Hotel, Stoke, on 23rd February, but it was an extremely well-attended affair nevertheless. In the chair was Roy Taylor, one of the originators of the club, and surely about the most enthusiastic clubman in these isles (ask Bugatti O.C. members). Guest of honour was the Editor of AUTOSPORT, who also presented the season's awards. This had an interesting sequel. During his reply to Alfred Hitching's speech, "G. G." told a story concerning a certain utensil which is produced in large numbers in the Potteries. After the awards were presented—and an imposing array they made—Roy Taylor announced that it had been decided to make the presenter a special memento. This would be shaped and fired specially in one of the best known pottery works in the "Five Towns", and would be a very elegant utensil, suitably inscribed and having five ornate handles.

A bouquet of flowers was presented to Mrs. Roy Taylor on behalf of the club's committee, and there was special reference to the hard work put in by Harold Greenwood as secretary. This is one of the more ambitious clubs, and it was confirmed that a race meeting will be staged at Oulton Park in April, in addition to the popular end-of-season meeting at Silverstone. Rallies are becoming increasingly popular with members, and several now compete regularly in major events, having received a taste for the sport in North Staffs affairs.

WELSH WIN FOR WADDINGTON

Prefect Beats Healey in Blackpool and Fylde's 300-Mile Rally

JOHN WADDINGTON is fast making a name for himself in the rally world, for after recent victories he added to his credit the 4th Welsh Rally, run by the Blackpool and Fylde Club on 19th/20th February. In his Ford Prefect he gained a 22-mark victory over P. B. Dann after some sticky going of 300 miles mainly in North Wales.

Thirty-nine starters left the Castle at Chester on the Saturday night, which was mainly clear but bitterly cold. J. Summers looked anything but warm in his very stark Jack Clegg-built Clegg Special, but he and his fair lady passenger went happily away hoping to repeat last year's victory. Guy Martin was no better placed in his own year-old Marford, but was hoping that his 8-horse engine would see him through.

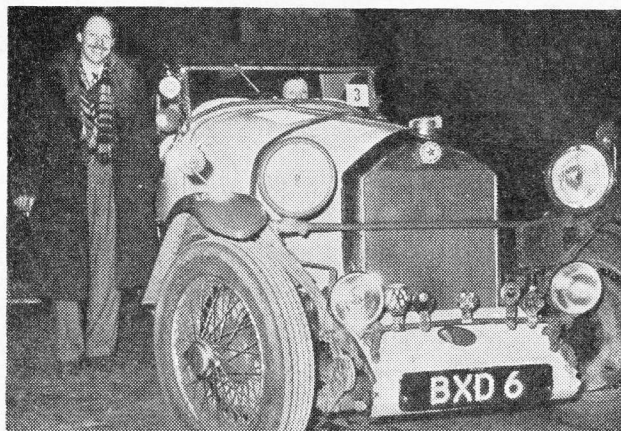
J. P. Baldam hoped to forestall the threatening weather by running his Bradford van instead of the TR2. As a contrast to the more spartan types Gillie Briscoe was sitting cosy and shirtsleeved in his Triumph Roadster.

A. H. (Joe) Hill led the parade in his Renault, while the last man away was John Butterworth, on leave from the Engineers. John left in his H.R.G. hoping for better luck than last year when he went off the road backwards. But alas for hopes! He retired during the night watches. This fate also befell 21 other aspirants to fame and one at least—Ted Lund (TR2)—was still in Chester the following morning!

The route lay south from Chester to Llanidloes and then by way of Rhayader to the southernmost point at Abbey Cwmhir (freely translated as Abbey Comethither).

From here a return was made via

RARA AVIS at the start of the Blackpool and Fylde M.C.'s 4th Welsh Rally is this 1925 Cottin et Desgouttes, owned by F. Q. C. Sandys.



Llangollen, but by this time many marks had been lost, Joe Hill being one of those in arrears. Vernon Pilkington, making a return to competition in an M.G., was also some marks to the bad, but Mrs. Peggy Murdoch was pressing on in spite of the debit.

A night stop for petrol had been arranged with a one-hour break for coffee—if the competitors had brought any.

The last check before Blackpool was in Cheshire where, barring accidents, John Waddington looked like carrying it off, although only seven marks to the good. But then P. B. Dann blotted his book at the last control—and John was home and dry.

WILSON ROGERS.

Provisional Results

Dr. Hardman Trophy (best performance): J. W. Waddington (Ford), 45 marks lost.

Stirrup & Sons Trophy (next best): P. B. Dann (Healey), 67.

Third: R. Hebden (M.G.), 78. **First Class Awards:** P. D. Heald (TR2), 82; G. Bradley (A40), 102. **Second Class Awards:** E. B. Stott (Hillman), 108; P. Murdoch (Hillman), 109; H. I. Pabst (Anglia), 117; C. Murray (Sunbeam-Talbot), 118; B. V. G. Marfin (Marford), 121; V. Pilkington (M.G.), 123.

THE JACOBAN TROPHY TRIAL

THE North London Enthusiasts' C.C.

Jacobean Trophy Trial took place on 20th February, and the start of the road section might well have been in Switzerland, instead of Hatfield. The sun shone down weakly, if not very warmly, upon a countryside clothed in white, but conditions during the day were not nearly as bad as the weather on the preceding days had led the organizers to hope for. Even so, no ties occurred in the final score and the entry was sorted out pretty well. The event was divided into three sections: a three-part road section containing a number of passage controls with a separate time limit; a regularity section embracing some 10 miles of quite intricate twisting and turning, sub-divided by two secret controls, the average throughout being 20 m.p.h.; and the three driving tests, which were carried out successfully although the surface was hardly ideal for maximum "g" braking. The start was from W. Waters & Son, Ltd., Hatfield, who gave the organizers every facility; the finish was the White Horse Inn, Hertingfordbury, where equally first-class facilities were enjoyed. The tests were laid out at Whelpley Hill, and called for driver dexterity to a marked degree; and ham and eggs were con-

sumed by some competitors at the cafe at the compulsory stop. The regularity section caught everyone napping in varying degrees, outstandingly good figures being returned by M. A. Turner (Sunbeam-Talbot), M. F. Allott (Dellow) and F. J. White (TC). Hugh Pickles, with Ken Jones navigating, performed brilliantly on the road section, losing only 30 marks for the first part, but none for the second or third parts.

The special test, for ties, was not taken into account in the final results. The event covered about 90 miles in Hertfordshire.

Results

Jacobean Trophy: I. F. Walker (Prefect), N.L.E.

Yew Tree Cup: A. J. Blair (Plus 4), Herts.

First Class Awards: N. H. Dangerfield (Minx), P.S.M.C.; R. N. Richards (Robroy), Chiltern; J. F. Bradley (TD), London; K. Holloway (TR2), M.G.; E. R. Sturt (Vanguard), Herts; R. F. Ruggles (TF), P.S.M.C.

Second Class Awards: D. D. Render (Consul), N.L.E.; K. W. Barrow ('54 Anglia), Circle; D. R. Wilkinson (A40 Sports), P.S.M.C.; J. B. Blunden ('55 Anglia), P.S.M.C.; R. B. Stuart (Prefect), N.L.E.

Third Class Awards: R. M. Smart (V.W.), N.L.E.; R. E. Roberts (Aprilia), P.S.M.C.; E. D. Woolley (Porsche), London; A. G. Eke (Vanguard), Herts; E. B. Kay (XK 120), Herts.

Team Winners: R. F. Ruggles and D. R. Wilkinson (P.S.M.C. Team A).

N.B.—Chief Navigators in Jacobean and Yew Tree winning crews receive awards.

BRIAN LEWIS TROPHY GOES TO BARDEN

A REALLY excellent entry, including most of the "names" in the Southern trials world, was received for the Maidstone and Mid-Kent M.C.'s Brian Lewis Trophy Trial on Sunday, 27th February. Only Tony Marsh and S. R. Seeley failed to start, the remaining 26 competitors leaving the Rootes Car Park, Maidstone, at one-minute intervals from 10 o'clock. A particularly pleasing feature of the entry list was that no less than eight were new to the trials game, and competing in their very first event. The marque Cannon was well represented, a study in evolution being provided by Michael Cannon's own Mark V, Geoff Newman's Mark VII and the very latest, Jim Appleton's Mark VIII.

The event was based on the nearby Boxley Hills, site of the last R.A.C. Championship Trial, and included the well-known "Horror". Of the 17 hills used, only nine were climbed, for good conditions in the morning soon gave way to surfaces devoid of wheelgrip. With the aid of a little sunshine, the hard-packed snow and ice deteriorated into thick, glutinous mud, and many competitors found themselves unable to reach even the starting areas of some sections. Not unexpectedly, the "Horror" beat the entire field. Highest up was Mike Cannon—a performance which helped him to win the Cannon Trophy!—followed by Newman and Appleton, all three in Cannon Specials.

However, the results showed that Geoff Newman, the Trials Champion, had gained only a first class award, and the Brian Lewis Trophy went to Percy Barden (P.A.B.) for his steady, unspectacular driving. The only retirement was that of L. Newey, who experienced clutch trouble, and the novice award went to R. Davis, who did extremely well to finish eighth in general classification. The awards were presented by Mrs. Jane Waugh.

Results

Brian Lewis Trophy: P. A. Barden (P.A.B.), 35 marks lost.

Fred Grant Trophy: M. H. Lawson (M. & L.), 51.

Cannon Trophy: M. R. B. Cannon (Cannon V), 52.

First Class Awards: G. E. Newman (Cannon VII), 54; R. W. Faulkner (Paul Spl.), 58; J. H. Appleton (Cannon VIII), 65.

Team Award: Barden, Lawson and Appleton.

Novice Award: R. Davis (Ford Spl.), 71.

JEANS RALLY CANCELLED

MANY roads being blocked by snow, the Liverpool M.C.'s Jeans Gold Cup Rally was cancelled. It was to have been held on 26th/27th February.

United Hospitals On Ice

Many Competitors Retire in Cleverly Organized Rosette Rally
—F. W. Scott/G. S. Sutcliffe (Hillman) Win Premier Award

THE U.H.U.L.M.C. Rosette Rally was notable for three things. Extreme cold and treacherous road surfaces, a vindication of the clover-leaf route system, and the fact that no competitor was heard to complain about any organization detail.

Based upon the Venture restaurant on the Basingstoke By-pass, the event was in four parts. In the afternoon competitors converged along routes of their own choosing indicated by telegrams sent from various towns. The task was to average not less than 25 m.p.h. as measured in straight lines between telegrams, over any mileage. Long distances earned a mark or two extra, and except for a few who didn't make the 25, competitors earned themselves anything from 95 to 99 marks, to be lost in the rally proper at the rate of one per minute late at nine controls.

After supper the three navigation loops were run simultaneously, and they were all kept within the confines of Ordnance sheet 168, Winchester area. The three cards were titled "Navigator's Nightmare", "Tortured Tyres" and "Six Tenths". The first-named comprised a considerable exercise in map-searching and geometrical plotting. To take an example from the card at random:—

"A helicopter rises vertically 371 ft. from the cross-roads, which is 100 ft. lower than 531277, and which is 5,760 yds. from Micheldever station. It flies on a bearing of 312½ degrees at constant height, until it crashes on a hillside. The pilot crawls to the nearest roadside, and continues Northwards along it until he, too, finds the control."

There were 11 of these gems, and 40 minutes allowed for plotting them. Most people required more time than this, although nobody appeared to find the problems insoluble. The tour of controls took one into that incredibly rustic area around the Hants, Berks and Wilts county boundary junction, where there was a special test. This comprised a short navigational section up and down the Inkpen escarpment, which had to be done to a schedule made quite impossible by the ice patches on the roads. Dr. Mike Smart (Triumph TR2) made best performance.

On the return leg of the loop the organizers had laid the *Trap*, into which a number of competitors fell. The choice of route between two controls lay among three possibles all involving unmade tracks. Those who selected one of these, looking quite innocuous on the map, found themselves descending into ever thickening undergrowth and unable to reverse because of the gradient and the snow, finally unable to proceed because of vegetation. The writer will never forget felling a tree with a snow shovel, then proceeding perhaps six car lengths to be confronted with a stout barbed wire fence, and no possible hope of turning round. It made it difficult to average 30 m.p.h.

The loop called "Six Tenths" was a comparatively simple affair. Eleven map references had to be plotted, one of them being a time control. These had to be visited and local information noted down as evidence. The course led right round the southern part of the map in a wide

semi-circle, and the more time one spent wondering which way round to go to make the time control, the later one was checking in there. Deep snow abounded on this part, which during the later part of the night became highly polished by the competitors and very dicey indeed. Unmetalled roads still abounded but nothing of a wholly diabolical nature, except perhaps a bit of Roman road near Barton Stacey which, harmless enough at each end, had huge ruts in the middle. Some people rashly took this to save a mere mile of good road. Whether one could do this loop on time driving at only six-tenths, however, is problematical.

"Tortured Tyres" incorporated an adaptation of a device originally used by the Bentley Drivers' Club. One was called upon to negotiate every crossing of the main railway line between a bridge near Basingstoke and the Winchester main station, excluding uncoloured roads, and each one in the correct alternate direction. At each bridge a card with a letter and number was placed by the roadside, in the style originated in the Eight Clubs Rally, so that at the end of the section a six-letter word enabled one to construct the reference number of the next control. Then to the same time control which had

been used in the "Six Tenths" section and back to Basingstoke via half a dozen more "local information" points defined by map references.

Inevitably a lot of competitors had been clumped by the outside of corners and David Findlay used his Austin Heavy Twelve to good effect as a rescue machine.

The clover-leaf route, from which the event is named, not only so scattered competitors that hardly any residents can have appreciated that a rally was in progress, but meant that any bit of bother which occurred on an icy corner was not immediately complicated by the arrival of another car with locked wheels. A competitor who overshot a turning, for example, was almost always able to reverse back without creating an incident. Thus the potential accident rate was substantially reduced as compared with the car-a-minute type of rally in similar weather conditions. The organizers this year were Bob Gotts and Barry Hardcastle.

HOLLAND BIRKETT.

Results

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.

MOONBEAM MIXTURE

Only Two Clean Sheets at Finish of Scottish S.C.C. Rally

THE Scottish Sporting Car Club's Moonbeam Rally, on 18th February, suffered from the mixed weather prevailing and was a satisfyingly unsatisfying event—if you know what we mean.

It was satisfying insofar as icy road sections were interspersed with sections where soft snow lay some three inches deep. This made driving conditions tricky and kept navigators at panic stations as they tried to check the route while wondering if their drivers could cope.

The unsatisfying part of the Moonbeam was the fact that those conditions prevented the laying out of two of the driving tests, and as these were a lead-in to the third section of the route, this had to be scrubbed and a "free" section inserted to bring competitors back on to their route sheets. Two route checks were left unmanned, which, despite our sympathy for marshals, we consider to be a proceeding profiting the carefree and penalizing the competitor who follows his regs. and route implicitly.

Nevertheless, this Moonbeam was an enjoyable event and the toughness of the Bowdlerized version is proved by the fact that only two competitors, Ninian Paterson (M.G.) and David Jack (Riley), got through the road sections clean, the results of the night's only driving test being used to settle the tie.

On the "free" section between controls three and four, a hill road from Denny to Carronbridge caused much

heartburning and Ninian Paterson (M.G.) went skidding into a ditch, while the Zephyr and Anglia of Nigel Kennedy and Hamish Wilson respectively went up like a monkey on a stick. Triumph TR2s were seen lying at odd angles, and Craig Dymock was seen with an outside shovel—brought back from the "Monte", no doubt—digging a path for his Standard Vanguard, while the brakes of the M.G. behind him froze solid on the drums.

The only driving test of the event was held in a quarry, high up in the Campsies. Pat Melville (Citroën), W. W. Clarkson (Renault) and L. Archer (Vauxhall) were good here, being among the early numbers of the entry, but later competitors found the snow hard-packed and the surface like a skating rink.

In the final road section, David Jack (Riley) lost his exhaust system, and, in the middle of the snowy wastes of nowhere, Pat Melville's crew were heard doing the odd bit of quiet binding as they fitted the spare wheel after a puncture.

A. N. FORD.

Results

Premier Award: N. L. Paterson (M.G.), 0 marks lost. **Class Awards. Closed cars, up to 950 c.c.:** W. W. Clarkson (Renault), 2. **Closed cars, 951-1,600 c.c.:** H. Wilson (Ford), 6; G. D. W. Organ (Volkswagen), 11; T. I. Robertson (Austin), 12. **Closed cars, over 1,600 c.c.:** D. Jack (Riley), 0; N. A. Kennedy (Ford Zephyr), 4; A. A. Kelton (Riley), 5. **Open cars, unlimited:** R. E. Evans (Austin-Healey), 3; H. H. Taylor (M.G.), 5; A. D. R. McAslan (Triumph TR2), 8; J. McN. Brown (Triumph TR2), 12; H. F. Sturrock (Morgan), 12.

THE SPORTS REVIS

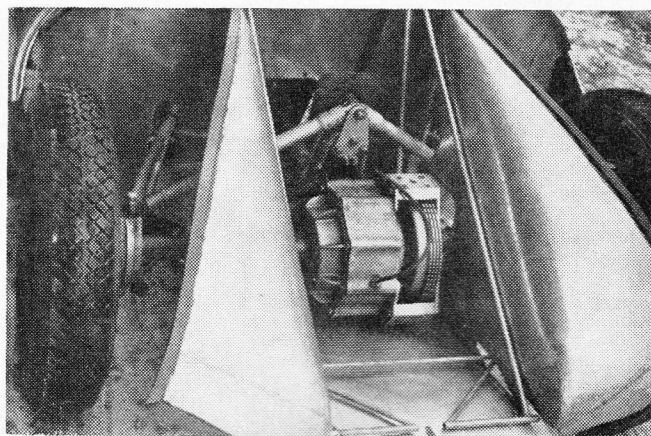
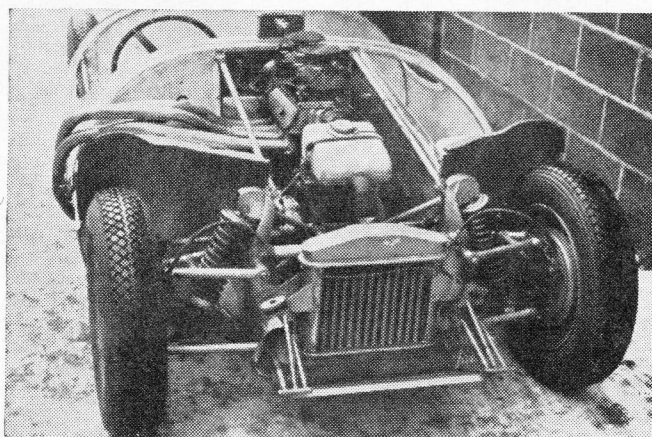
Reg Bicknell's Borgward-engined 1½-litre sports car, embodying many 500 c.c.

Revis features

(Right) The short wheelbase and extreme compactness of the design are apparent from this view; the height of the Borgward engine necessitates the central protruberance on the bonnet.

(Below, left) Front end details, as revealed by bonnet removal; the engine, from which 100 b.h.p. may be realized, is mounted well back. Suspension follows the established Revis pattern.

(Below, right) Again following his F3 style, the sports car incorporates similar rear swing axles, with tubular radius arms; a single brake drum is set inboard; suspension is by rubber strands.



(Right) Making the best of the problem, the body designer has embodied the mirror in the back of the engine fairing. The exhaust system features a motor-cycle-type cylindrical silencer.

SPEED SEASON STARTS

THIS Sunday, 6th March, the Cambridge University A.C. Speed Trial will open Britain's 1955 racing season. The course is at Tempsford aerodrome, on A1, eight miles north of Biggleswade. Some 50 entries are expected, the list already including Leslie Marr (Connaught), J. Webb (Turner), Chris Threlfall (Turner), Ken Richardson (TR2 Triumph and Standard 10), and examples of E.R.A., Alfa Romeo, Cooper-M.G., etc. The course will be opened by a Mercedes-Benz 300SL.

CRASH-HATS IN PICCADILLY

LAST Friday the British Racing and Sports Car Club held its annual dinner-dance at the Park Lane Hotel, London, with a record attendance. Guests found at each table cardboard crash-hats which were donned by many folk.

Speeches were made by Roy Pearl, Barclay Inglis, Alfred Moss and Mr. Reader-Harris, M.P., whose remarks are referred to in an editorial. Mrs. Alfred Moss presented the main awards, including the AUTOSPORT 500 c.c. Championship Trophy to 1954 winner Les Leston, and the AUTOSPORT Non-Series-Production Car Trophy to John Higham.

Dancing started rather sedately to Nat

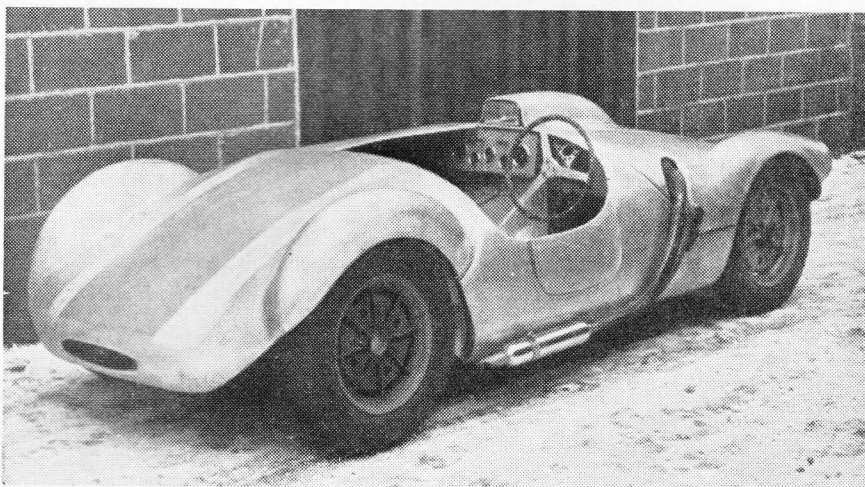
Temple and his Band, but when Humphrey Lyttelton's Dixie-looking musicians took over, things really began to happen. It was Jazz with a capital "J", and certainly caused Temple's boys to go to town when they re-took the stand. An excellent cabaret was compered by Macdonald Hobley.

GRUELLING CANADIAN WINTER RALLY

RALLIES in Canada are not so far as popular as they are in this country or on the Continent, but the arctic winter conditions make them at least as arduous as any over here. Probably the

toughest amongst them is the Canadian Winter Rally, run over a distance of approximately 1,600 miles, in the worst imaginable weather. Although the entries included representative examples of most British and Continental makes, including numerous sports cars, the rally was won outright by Les Stanley, in a Volkswagen, with Harold Wilson (XK 120) second, and another Volkswagen driver, George Harris, third.

On parts of the route more than 6 feet of snow were encountered; in spite of this the winning Volkswagen lost only five penalty marks. Altogether 56 cars started, 35 of which reached the finish, but none with a clean sheet.



CORRESPONDENCE

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

A Crew's Contribution to Rally Successes

IT is with regret that I note in the issue of AUTOSPORT for 18th February, 1955, that some firms have publicised the results obtained in the recent Rallye Monte-Carlo in the names of the first drivers only.

As I have yet to see an advertisement for a Le Mans success omitting the name of the second driver, the logical assumption can only be that in the minds of these firms, and possibly therefore in the minds of some of your readers also, the effort(s) of the crew(s) of the ladies and gentlemen named were of little contribution to the successes so rightly publicised.

This is, I feel, the more unfortunate because rally successes, more probably than in any other branch of motor sport, are essentially a crew success.

As the No. 1 driver of a car in the recent "Monte" I can assure your readers that, even if allowed by regulations, not one of the persons named could have achieved their successes single-handed; indeed, sheer physical fatigue would probably have prevented them from even finishing.

Further, many experienced competitors considered that this year accurate navigation and time-keeping were a more important factor in success than sheer driving ability.

I feel that the omission of the name of Gunnar Fadum is particularly discourteous.

He was the owner of the winning Sunbeam, but allowed it to be entered in Per Malling's name as he was the more experienced competition driver.

JOHN GOTT.

ST. ALBANS, HERTS.

They Also Serve?

ONE point that your correspondent (S.P.S.) has omitted from his report on the "Cat's Eyes" is that, far from being a passenger, he was, in fact, a first-class navigator contributing in no small way to our success. I should be more than pleased to have him with us on a future occasion.

JOHN TRIGG.

ESHER, SURREY.

Race Marshalling and Safety

I HAVE now seen the film relating to instruction of officials at motor race meetings, and a very excellent film it is. (Though I wonder if Patrick Barr really ought to have been called John, or was it intentional after all?)

It struck me that from the medical or safety point of view, one important item was missed, namely, that of the safety of marshals themselves.

Obviously the point on the course would be chosen in the first place with a view to maximum safety, but it was not sufficiently emphasized that a marshal should always watch oncoming traffic, or arrange to have a colleague next to him to warn him if he should have to be looking the other way, as might be the case when a corner is being cleared of obstruction and he is waving a yellow flag.

Furthermore, since I was myself unwise enough to get knocked down while standing well behind a barricade which looked trustworthy (the thing disintegrated and a large part of it sent me flying), never trust a barricade without having a more or less predetermined escape route, and this should obviously be at right angles to the line of approach of the oncoming vehicle. This seems obvious, but experienced people will frequently remember seeing folk running away from a car, as if they could run faster than a car can spin. A moment's thought on this subject, on arrival at a post, may stand in very good stead when it comes to split-second thinking.

Tommy Wisdom once told me, when I was a "new boy", to remember that every single car could burst the front tyre nearest to one as it approaches. And towards the end of a meeting this is still more true, even though one may have become accustomed to seeing every car pass in safety so far.

SYDENHAM, LONDON, S.E.26.

RONALD PENNY.

P.S.—With respect, Press photographers also please note.

An Inexpensive Continental Rally

IF Mr. Brian Sugden ("A Private Entrant in the 'Monte'", 14th February) will be kind enough to send us his address, we will send him information about the Swedish Rally to the Midnight Sun which will take place in the middle of June in Sweden.

STURE AGVALD,
MANAGER, COMPETITIONS DEPARTMENT,
ROYAL SWEDISH A.C.

5 BLASIEHOLMSHAMNEN 6, STOCKHOLM, SWEDEN.

Wanted—Modern Successor to the "Cheap" Pre-war Sports Car

THERE appears to be nothing in the small sports car world these days to attract the would be ex-motor-cyclist, like the M.G.s, Riley "Imps" and Salmsons of earlier days. Surely something could be built round a modern 650 c.c. parallel twin without costing the earth.

For £230 one can buy a motor-cycle capable of over 100 m.p.h. (in favourable conditions), of keeping up 80-85 m.p.h., two up, in all-weather equipment and requiring a minimum of attention. Also giving 60-70 m.p.g.

To replace this I should like to see a two-seater capable of 75-80 m.p.h. and 40-45 m.p.g., with good acceleration and handling qualities, with an inclusive price of £650 (£1 per c.c.).

At present the only choice seems to be a second-hand 1,100 c.c. H.R.G. or perhaps a Riley "Imp" or to build the bally thing myself à la Lotus or Buckler. Which sounds too much like hard work.

J. CLASSEY.

LONDON, S.E.5.

Space Frame v. Ladder. The Debate Continues . . .

MR. SHATTOCK'S reply ("How many tubes make a chassis?", 18th February) calls for some comment. Basically, Mr. Costin is right, but I am afraid he didn't make himself very clear; the fact that he is an aerodynamicist by trade probably accounts for that. The real reason for the first letter and my intervention is Mr. Shattock's attack on space frames, not to air structural knowledge.

As Mr. Shattock obviously doesn't know what a space frame is, I had better start by defining one so that there is no confusion between the real article and the object that usually goes by that name. A space frame is one where all members are assumed to be in pure tension or compression and to be incapable of carrying bending or torsion. On that basis you will find it very difficult to name more than two or three cars which employ pure space frames; offhand, I can only think of the XK 120C and the Lotus Mark 8 prototype. To compare the ladder type of chassis with one of the normal variety of space frame is only cooking the books in favour of the ladder, as unless the frame is a proper structure it is virtually a form of ladder chassis with members carrying bending.

The only true comparison is to examine the two types under torsion or bending where the weight is constant, so I did some rough calculations on a frame which would weigh the same as the Mark 8 Lotus frame, that is about 40 lb. bare. The torsional stiffness between wheel centres was 3,000 lb. ft./degree for the space frame, but only 500 lb. ft./degree for the "two b— great tubes"; bending stiffness was roughly in the ratio of 10 to 1. Assuming no change in geometry, the ladder would have to weigh roughly 180 lb. for the same stiffness.

In answer to the question as to why so many famous makes use the "two b— great tubes", I think the reason is to be found in a statement by Lampredi a year or two ago. Speaking of the G.P. car, he said he could see no point in lightening the chassis when he had more power than he could transmit to the road at the current unsprung weight ratio, so why go to a complicated chassis? Apparently he has solved his suspension troubles, as now I see Lo Squalo has a multi-tube chassis.

Summing up, I would suggest that if full-depth doors are required for reasonably high-speed pub crawling, then the ladder type chassis is ideal and the J.A.G. chassis an excellent example, but if racing is contemplated then the true space frame is the only answer. This space frame must be a true space frame, otherwise it is useless. I suggest you look at an aircraft space frame type of fuselage for a lead, as there the only criterion is actual strength for minimum weight, not the woolly prejudices common in car design.

G. MCINTOSH.

HATFIELD, HERTS.

More Correspondence on page 283

SEASONAL SURVEY

PART VI

1954 HILL-CLIMBS

Ken Wharton is R.A.C. British Champion for 4th Year—
Many Smaller British Events—Dispirited European Season



R.A.C. CHAMPION for the fourth consecutive year is Ken Wharton, who drove both his Cooper and the ex-Mays, 2-litre E.R.A.

MODERN motor racing is very much a circuits affair. The abundance of airfields in the British Isles, and the readiness of the Continentals to close their roads for Grand Prix or sports car racing has meant a somewhat thin time for the driver who specializes in speed hill-climbing. This branch of the sport is an exact science, a run starting and finishing so quickly that no opportunity is afforded for correcting mistakes. Before the war hill-climbing enjoyed a higher status than currently, with the European Mountain Championships the highest goal, while names such as Freiburg, Stelvio, Kesselberg, Mont Ventoux, La Turbie, etc., were as familiar as are Rheims, Berne, Pau, Silverstone and so on, today.

Yet hill-climbing appeals to many skilled modern drivers, and no doubt, were prizes and starting money available on the same scale as in circuit racing, today's hill-climbs would attract a wider and keener range of competition. There are many fine "men of the hills" in this country already—Ken Wharton, Michael Christie, Les Leston, Peter Hughes, Tony Marsh and Austen May amongst them, and many potential ones. On the Continent, once a happy hunting ground for the Stucks, Caracciolas, Tadinis and other "mountain kings" of yesteryear, the most active and successful exponent in a somewhat apathetic field is the Swiss



SECOND, four points behind Wharton, comes Michael Christie, who also competed both with Coopers and an E.R.A.

Willy Daetwyler, driving his well-known "Jekyll and Hyde" Alfa Romeo two-seater, with pre-war 4½-litre Grand Prix engine and the convenient ability to run in sports or racing classes with little trouble other than that entailed in removing or fitting the wings.

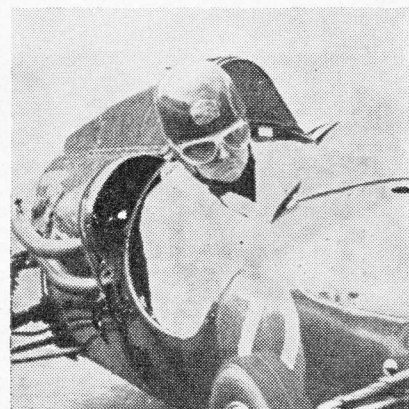
The R.A.C. British Championship

The R.A.C. have done their best to maintain post-war interest in hill-climbing in this country with the annual British Hill-Climb Championship, and this year's qualifying events were six in number, at Bo'ness, Rest-and-be-Thankful, Bouley Bay, Craigantlet, Prescott and Shelsley Walsh. It was hoped that Daetwyler might cross to England to impart some real international character to our "international" climbs, but it did

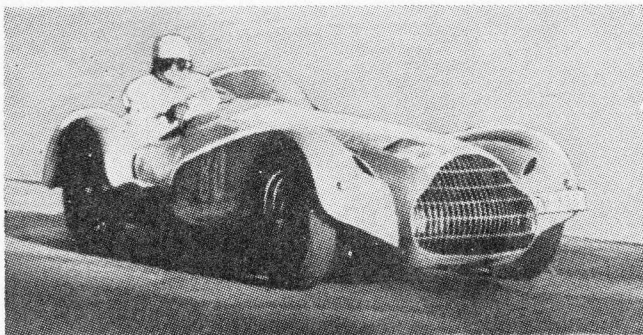
not prove possible, and so the struggle for B.T.D.s remained a domestic one, with 1951, 1952 and 1953 Champion Ken Wharton being challenged by Michael Christie and by the well-known 500 c.c. driver Les Leston in a Cooper twin. The subsidiary sports car, and smaller capacity racing car classes, brought further battles and consequent excitement for spectators.

The opening round was on 26th June, at Kinneil, Scotland, on the slopes of Bo'ness, and warm sunshine greeted the contestants. Ken Wharton and a pair of fleet motor cars—one his newly acquired E.R.A., the famous R4D 2-litre of Raymond Mays—was amongst those present, of course, and K. Wharton (Cooper 1,000) beat K. Wharton (E.R.A.) with 33.76 secs. to 34.02 secs. These sufficed for best and second best at the meeting, a fair day's work for Smethwick. Mike Christie's quickest effort in the Peter Bell 2-litre E.R.A. occupied 34.33 secs. to A. E. Marsh's 34.45 in the Cooper twin, while a brilliant 35.66 secs. on 499 c.c. brought a new Formula 3 class record to Les Leston and his Cooper. Another excellent performance was Peter Hughes's in the Tojeiro-J.A.P., when he broke his own class record by 2 secs. with a climb in 36.33 secs. Wharton's B.T.D. left the "absolute" Bo'ness figure still safe in Scottish hands—Ron Flockhart's, with E.R.A. R4D.

The climate was in very different mood the following Saturday, when round 2 was run at Rest-and-be-Thankful, farther north in Argyllshire. It rained—and how it rained that Saturday—and Glen Croe is so inhospitable in the offering of shelter for the soaked! Ken Wharton was absent, driving the Owen Maserati at sunny Rheims in the French G.P., but Michael Christie and a vanful of motor cars, Ninian Sanderson, Les

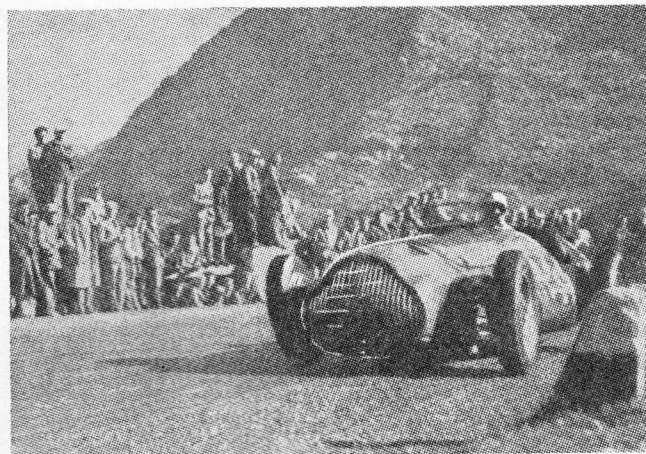


TONY MARSH (above) drove a twin-cylinder Cooper-J.A.P. to good effect during the 1954 season. (Left) Ken Wharton at work on the slopes of Craigantlet hill, near Belfast, in a famous hill-climb car, the 2-litre E.R.A. previously owned by Raymond Mays and, in 1952/3, by Ron Flockhart.



WITH wings (above) the Swiss driver Willy Daetwyler's 4½-litre Alfa Romeo.

WITHOUT wings (right) it becomes a most successful racing car. Daetwyler beat Ken Wharton (E.R.A.) at Rheineck-Walzenhausen, in Switzerland.



Leston, Bertie Bradnack, Bill Sleeman and several other stalwarts braved the wrath of the Highland elements and splashed their way up with praiseworthy speed. But talk of dogs in mangers! Michael Christie wasn't satisfied with B.T.D. in the blown Cooper of Peter Bell—he set second B.T.D. in his own Cooper 1,100, and third B.T.D. in his 2-litre E.R.A.! Ninian Sanderson (Staride) beat Les Leston (Cooper) in a 500 c.c. class tussle, and J. D. Sleeman clocked fourth best of an appalling day in his Cooper twin. And as all packed up to leave that uncharitable spot, the clouds rolled back and bright sunshine glinted mockingly on departing vehicles. Maddening!

—last climb of the day—when his 54 secs. with the E.R.A. proved .4 sec. slower than Wharton's. Gerry Ruddock (Lester), the Hon. E. G. Greenall (Cooper) and Tony Marsh (Cooper) were amongst those who forcibly found out how tricky the course was. Bertie Bradnack, that genial man-mountain who regularly defies all theories on power/weight ratios by his performances in 500 c.c. and 1,100 c.c. Coopers, spun a good time away on the top hairpin, and continued his run—downhill! Les Leston again showed his talents by equalling Christie's third B.T.D. with 500 c.c. unblown as against 1,098, blown.

Wharton and Christie met again a

month later for round 4, at Craigantlet, Northern Ireland, on the Ulster A.C.'s famous hill outside Belfast. There again it was Wharton who collected the top prize, his 70.11 secs. in R4D breaking his 1953 record with the blown "1100" Cooper. In the latter car, still going strong after four years of work, he clocked 71.1, second quickest of the day, while Mike Christie was a mere .9 sec. slower in his unblown Cooper; having damaged the Bell blown machine during practice.

So to Shelsley Walsh, that amazing 1,000 yards of Worcestershire gradient, whereon a great succession of racing motorists have pitted their skill since the year 1905. Overcast skies on the day of the International meeting threatened, but sent no rain, and Ken Wharton, in magnificent form, broke his June record in the E.R.A. with a sizzling climb in 35.80 secs. Record breaking was certainly in the air that day, for Don Parker (Kieft 500), Peter Hughes (Tojeiro), Tony Crook (supercharged Cooper-Bristol) and Nancy Mitchell (works Cooper) all sent class records tottering. Though Wharton's tenure of the 1954 R.A.C. Hill-climb Championship was now a well-deserved certainty, Mike Christie did his very best also, scoring both second and third B.T.D.s with Cooper and E.R.A. respectively.

The Prescott International on 19th September wound up the Championship events, but Wharton already had too big a lead over Christie for its destiny to be affected. As things turned out, the influence of Jupiter Pluvius prevented either from clocking anything near B.T.D., and it was a surprised and elated



NO PLACE (above) for inaccuracies in driving. W. K. Rutan's Lester-M.G. in close proximity to a precipice drop, edged by rocks, at the Mt. Washington hill-climb in America.

NAKED "C": (Right) The hill record in process of being broken by Sherwood Johnston in his stripped XK120C Jaguar Special.

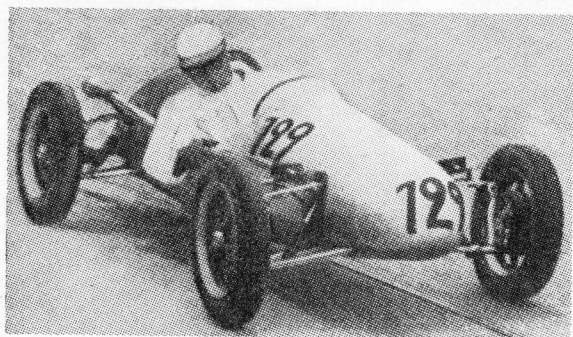
From northern to southern extremes of the British Isles next went the competitors, to Bouley Bay, on the Channel Island of Jersey, on 22nd July (a warm and sunny Thursday). Mr. Wharton (Cooper) and Mr. Christie (E.R.A. and Cooper) were both present, and the outcome of a very exciting afternoon's sport was only decided in Christie's last run



Austen May who emerged as fastest man, driving his cream Mk. VI Cooper 500. His time, 45.22, broke the F.3 record and beat the efforts of Leston, Bueb and Parker, all made while the hill was dry. Tony Crook (Cooper-Bristol), Peter Hughes (Tojeiro-J.A.P.) and Dennis Poore (DB3S Aston Martin) all broke class records as well, but then the rains came, and that was that. Wharton's E.R.A. was a non-runner anyway, while 52.12 secs. was his best on the slippery road in the Cooper. Michael Christie achieved 50.44 and 49.27, best of all the Cooper twin times, and a best at 50.43 in the E.R.A. Some International entries really materialized that day, Georges Grignard grappling unhappily with the spinning rear wheels of a 4CLT Maserati, and Gerard Crombac and Georges Trouis also being somewhat ill at ease on Prescott with overgeared D.B.-Panhard. In contradistinction, Masten Gregory, of the U.S.A., "tooled" his 4½-litre Ferrari up the sinuous slopes in 53.11 secs., second best to Alex Francis (H.R.G.-Mercury) in the unlimited sports class. Altogether a very good meeting,



NEW RECORD (Above) for Eugenio Castellotti (3.3-litre Lancia) in the Aosta-Grand St. Bernard international hill-climb in Italy.



NEW RECORD (Left) for Theo Helfrich (500 c.c. Cooper) in the Rabassada international hill-climb in Spain.

with unanticipated results, to celebrate the organizing Bugatti O.C.'s silver jubilee, and to wind up the Championship year. And though on this occasion Ken Wharton did not win, his four best performances in other climbs clinched his well-earned right to the title British Hill-climb Champion—for the fourth successive year!

Other Home Fixtures

THAT hill-climbing is popular is stressed by the number of non-Championship events featured in the British and Irish calendars of 1954. There were over 30 fixtures, some of them small club affairs staged on a local gradient, others at established venues—but all were enthusiastically supported, and all proved successful.

The S. Wales A.C. kicked off the season on 3rd April with their climb

at Castel Farm, Bridgend, on a day of heavy mist. Undeterred, Jack Williamson clocked B.T.D. in his Bentley, just ¼ sec. quicker than Cyril Wick's Allard. A week later, at the B.A.R.C. (S.W.) meeting at Brunton, brother Maurice Wick (Allard) was best, breaking Cripps's old record.

Easter brought two hill-climbs, one at Lydstep, Wales, where Tony Marsh won with his Cooper twin; the other at Trengwainton, Cornwall, in which David Watts cracked the old record with his newly acquired sports Cooper-Bristol. Over to Eire, then, for the Dungarvan climb in Tipperary on 25th April, where Redmond Gallagher's blown 1,000 c.c. Leprechaun-J.A.P. took the honours; north of the border, in Antrim, a week later came the Cairncastle event. Records flew this time, Laurie McGladery knocking 2 secs. off Titterington's old

figure in an Allard, driving a new version of the sensational four-wheel-drive McCandless 500.

At Prescott on 9th May was held the Bugatti O.C.'s national hill-climb, where Mike Christie took best and second best times of day in Cooper and E.R.A. respectively; Tony Marsh (Cooper) was third, while Les Leston (Cooper) put up a new Formula 3 record, and E. P. Scragg (Alta-Jaguar) established new sports car figures.

Back in Eire the following week-end, the Farmer's Cross climb in Cork was won by Len Earl with a Vanguard Special. McGladery regrettably crashed the McCandless in practice and could not run. The Herts County A. and A.C. meeting at Westbrook Hay on 22nd May brought another B.T.D. to Tony Marsh, who beat Michael Christie (Cooper).

For the Enniskerry hill-climb on 29th May, Joe Flynn borrowed back his newly sold blown M.G. to set up B.T.D.; at Syonfin, Co. Tyrone, a week after, it was Sidney Durbidge's day with the Griffen (Griphon, Griffin, Gryphon?), until the late J. Quinn equalled his time with the V8-engined S.A.M. Pouring rain attended the second Castel Farm fixture of the S.W.A.C., when M. Seal (TR2) and M. Charles (XK 120) jointly set best times. At Prescott on 13th June, Dick Henderson proved fastest in his Cooper at the B.O.C. Members' meeting, heading Greenall, Marsh and Christie. The following day Eire's Stepside climb went

(Continued on page 276)

R.A.C. BRITISH HILL-CLIMB CHAMPIONSHIP. 1954

PROVISIONAL PLACINGS, FIRST SIX

Driver and Car/s	Bo'ness 26th June	Rest-and-be- Thankful 3rd July	Bouley Bay 22nd July	Craigantlet 14th August	Shelsley Walsh 29th August	Prescott 19th September	Total Points in Best Four Performances
K. Wharton (Cooper and E.R.A.) ..	10	—	10	10	10	—	40
M. A. H. Christie (Coopers and E.R.A.)	8	10	9	8	9	—	36
L. Leston (Coopers)	3	5	8	—	2	6	22
J. D. Sleeman (Cooper)	5	7	2	—	—	—	14
A. E. Marsh (Cooper)	7	—	1	—	.5	—	13
Hon. E. G. Greenall (Cooper) ..	6	3	3	—	—	—	12

System of Scoring: B.T.D., 10 points; 2nd, 9; 3rd, 8; 4th, 7; 5th, 6; 6th, 5; 7th, 4; 8th, 3; 9th, 2; 10th, 1. Driver's best four performances to count.

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

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

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

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

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



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

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

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

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

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

for longer engine life

it fights acid action—main cause of engine wear

Seasonal Survey—continued

to Mike Kineen's XK 120 from Flynn (M.G.) and Earl (Vanguard Special).

Then came the first Shelsley, on 20th June. Ken Wharton turned out with R4D, the Raymond Mays' 2-litre E.R.A. newly acquired from Flockhart. The sun shone; Ken knew the hill, so did R4D. Result, a new record in 36.58 secs. Christie (E.R.A.) and Marsh (Cooper) were next fastest, while class wins fell to Crook (Cooper-Bristol), Leston (Cooper), Stubberfield (Bugatti), C. Wick (Alard), Ruddock (Lester) and Scragg (Alta-Jaguar).

The Lanes A.C.'s Clerk hill-climb, now smoother low down but still very "trials" near the summit, went to J. Clegg's Clegg; the Inter-Club Prescott a week later saw B.T.D. set by Stubberfield (Bugatti); the Trengwainton climb at the end of the month proved a Lotus win for S. T. Broad, by only $\frac{3}{10}$ sec. from Ashley Cleave's Morris Special. At Val de Terres, in Guernsey, Bertie Bradnack (Cooper) won, compensating for his bad luck at Bouley Bay the previous week. On 7th August at Great Auclum, 1954 weather made the course slippery and difficult, and Michael Burn (Frazer-Nash) beat all the racing cars to B.T.D.

Maurice Wick (Allard) repeated his Brunton performance of April by again breaking the hill record there on 5th September. That same day, records also fell at Firlie, the Bentley D.C.'s hill, first when W. Coleman (Jaguetto) clocked 28.49 secs., finishing his run in spectacular fashion when his trackrod broke. Then up came G. Parker's Jaguar, to pare off another $\frac{1}{10}$ sec. and carry off the new record.

The Morecambe Club's climb at Warton, Lanes, on 12th September, was won by L. Driver (or should it be "L. Driver"?), in a Frazer-Nash/BMW, from W. Freed (Jaguar). In S. Wales again for the third Castel Farm meeting, Auclum winner Michael Burn collected another B.T.D. in his Frazer-Nash, breaking the hill record. Across the Irish Sea that same day, Durbidge also

indulged in a spot of record-breaking at Knockagh with his Griphon.

October, and still they came. The final Lydstep meeting saw Tony Marsh win in his Dellow, beating Austen May's Cooper by over 2 secs. Lastly there was the West Essex Club's new "hill", a $\frac{1}{4}$ -mile stretch at Stapleford aerodrome, in England's flattest county, where after an anything but flat afternoon of racing, Les Leston emerged with B.T.D. in his Cooper twin, ahead of Rivers-Fletcher (Cooper) and Salvadori (Maserati sports).

Foreign Hill-climbs

In Europe the hill-climb season was but a pale ghost of its pre-war forebears. Spain, France, Switzerland and Italy staged events of international status, but, with the exception of about four meetings, support was largely local.

In March the Spaniards held their Vallvidrera climb, won by Spaniard Soler in a Jaguar; in May came the Planfoy event in France, where Charles Pozzi (Talbot) pipped Blanc (Talbot) by 1.2 secs. Italy's Chiusaforte della Nevea proved a Ferrari triumph for Gerino Gerini in a 3-litre coupé. Mont Ventoux was cancelled, so were the Grossglockner and Kesselberg climbs in Germany.

But if the Germans couldn't win on their own soil, they travelled abroad to do it—and used British cars. At the Spanish Rabassada international in June, Theo Helfrich broke the hill record with his silver-hued 500 c.c. Cooper, and other Coopers occupied second, third, fourth, fifth and sixth positions on time! In Italy the same month, Franco Bordoni's red-painted 3-litre Gordini sports beat *automobili Italiana* en masse in the 5.6-mile Trieste-Opicina event.

On 11th July, Ken Wharton was in Switzerland with famous R4D, contesting the Rheineck-Walzenhausen-Lachen hill-climb with local champion Willy Daetwyler. In this case litres and intimate knowledge of the terrain brought victory to Daetwyler, but Wharton at least won his class.

In Italy, young Eugenio Castellotti (Lancia 3.3-litre) won the Bolzano-Mendola affair, and a week or two later wrought great deeds at the classic Oosta-Grand St. Bernard meeting, over a gruelling course containing some 418 curves. Lancia's "No. 3" went up so fast that he bettered all racing car figures and lopped no fewer than 26.7 secs. from Daetwyler's old record.

Wharton and Daetwyler met again on 8th August on the Col Bayard, near Gap, France—and this time the British driver in 2-litres of E.R.A. beat the Swiss in 4 $\frac{1}{2}$ -litres of Alfa Romeo by 3.2 secs. Amongst class winners were Bayol (D.B.) and Palacio (Pegaso). Three weeks later the Swiss champion went to the Col de la Faucille climb, winning unchallenged, and leaving his 1953 record intact.

Three Italian events wound up the European season, and all fell to Scuderia Lancia machines. Piero Taruffi won the 19 $\frac{1}{2}$ -mile Catania-Etna mountain climb, while the doughty Castellotti won both the Bologna-Raticosa and Firenze-Siena contests, breaking records each time.

Beyond the continent of Europe the sport thrived as ever. Australia had a vigorous season, outstanding events taking place at Rob Roy in March, when Stan Jones collected major honours with a Cooper-J.A.P., and at Collingrove at Eastertime. This meeting constituted the Australian 1954 Championship, and resulted in Bill Patterson scoring a decisive victory with an 880 c.c. Cooper.

Major American hill-climbs included the Mt. Equinox event in Vermont, where Bill Lloyd, co-winner at Sebring in an Osca with Stirling Moss, set a new record driving a 2.7-litre Ferrari; Giant's Despair in July, where Erwin Goldschmidt thrice broke the record with a 4.5 Ferrari, and Mt. Washington, New Hampshire, won by Sherwood Johnston. The latter was driving his special C-type Jaguar, practically stripped of bodywork, a highly effective vehicle on which he broke the hill record.

C. P.

SCOTCH CORNER By "AENEAS"

THE Green Room of the Royal Scottish A.C. was a very comfortable spot to be in on the evening of 23rd February. The central heating made a mockery of the wintry conditions outside and to add to the pleasure of the gathering of Scottish Sporting Car Club members, David Murray, as well as coming along to talk about motor racing, had brought a couple of good Esso films along with him.

David spoke most interestingly of the early days of *Ecurie Ecosse* and of how successful this Scottish sports racing team has been in its comparatively brief existence. He paid tribute to the mechanical wizardry of "Wilkie" Wilkinson and to the team's first drivers, Ian Stewart, Bill Dobson and Sir James Scott-Douglas, who, in 1952, the *Ecurie's* first season, had 13 wins out of 18 appearances.

Speaking of the future, David told S.S.C.C. members that he hoped to have three D-type Jaguars in Edinburgh by the end of April and that, this season, Ninian Sanderson, Jimmy Stewart and Desmond Titterton would be offered

a wheel. With the co-operation that existed between the Jaguar company and *Ecurie Ecosse*, he also hoped that some of the other works drivers would be seen in his blue Jaguars, for there was no doubt that driving with such men as Tony Rolt was first-class experience for young drivers.

He spoke of the difficulty of finding a spot in Scotland to test really fast cars and to give newcomers a chance of driving at speeds of more than 150 m.p.h. He was optimistic about this and thought the growing public interest in motor racing would help, but it was difficult, and to drive today's fast cars, opportunities were badly needed for practice.

He also looked forward to the day when *Ecurie Ecosse* might become a Scottish Grand Prix team, appearing on Continental circuits with at least four cars at their command. The engine and chassis for those cars was on paper. David hoped they would be built in Scotland and he hoped that he would get assistance, both financially and in kind. Even the successful *Ecurie Ecosse* was far from being a gold mine.

Riley enthusiasts gathered in the Royal Hotel, Bridge of Allan, the other Sunday for the annual general meeting of the Riley M.C.'s Scottish Lowland Centre. The events run by this club are always managed competently and there is no lack of original ideas, but, despite the grand efforts of Rae Falconer, Ian Welch and Ian Bennie, worthwhile support has not been forthcoming. At this meeting, chairman Tom Purves agreed to a proposal that social members should be permitted to take part in all the events. This, we hope, will mean an influx of new members in every type of car.

Another of our recent peregrinations took us down to Dumfries, where we attended the annual prizegiving and dance of the South of Scotland Car Club. A very jolly evening it was, with Helen Miller, wife of club chairman Robin Miller, doing the honours and handing out some very handsome silverware. Francis Bogie, Dr. J. Watson and Francis Dundas—stalwarts of the sport in the South—were among the recipients of sideboard decorations. A "Good Samaritan" trophy was presented to Francis Dundas, who on many occasions has said farewell to chances of an award in order to assist a fellow competitor in trouble.

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NEWS FROM THE CLUBS

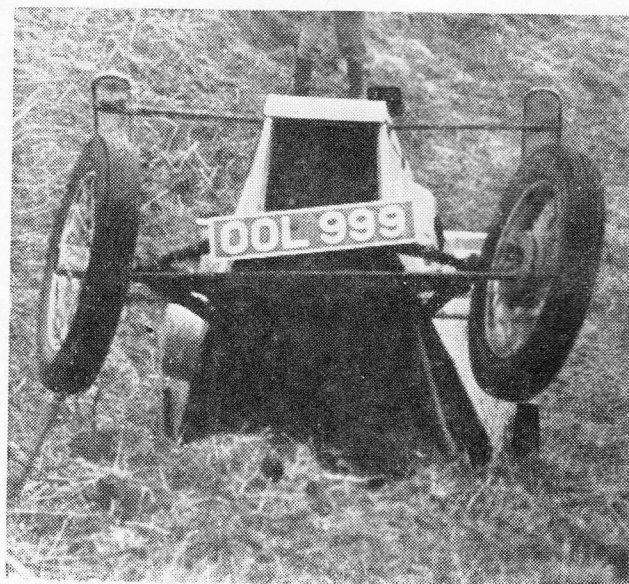
By Wilson McComb

QUITE the most intriguing piece of nomenclature in the trials world today is the name "Squamigerous", about which opinion is divided, to say the least. Some folk like it, others consider it a foolish whimsy, but I must say I find it a pleasant change from the everlasting collection of obscure initials, or equally dreary round of owner/builders' surnames. It is, of course, the name of Frank Lewis's trials car, illustrated here, and Wilson Rogers tells me that Mr. Lewis, a Birmingham solicitor, came across the word in a curious way. In a Spanish/English dictionary published in South America, it was included in a list of "words in common use in England". Be that as it may, "squamigerous" certainly seems an ideal adjective for a mud-plugging trial under particularly glutinous conditions.

* * *

RACING is in the air again, and more details are to hand of the **B.A.R.C.'s** eighteenth members' meeting at Goodwood, announced last week. The first race meeting of the year in this country, it will be held on 26th March and is an event entirely for sports cars. There will be four scratch races and a series of handicaps, plus a ladies' handicap race and one for novices. Entries close on 12th March, and the address of the club is 55 Park Lane, London W.1. . . . The **Thames Estuary A.C.** celebrate their fourth birthday on 27th March, and to mark the occasion they are holding an Anniversary Rally on that date. It is a closed event, starting at 10.30 a.m. and finishing at about 6 p.m. at the Green Man, Navestock Side, after a 150-mile tour of East Anglia. Secretary of the Rally is S. L. Offord, 68 Exford Avenue, Westcliff-on-Sea, Essex. . . . Change of date is announced by the **Sheffield and Hallamshire M.C.** for their national Rally of the Dams. Instead of the published date of 14th August, it will now take place on 15th/16th October. . . . The **Tunbridge Wells M.C.** will open the club season at Brands Hatch on 3rd April with their third annual sprint event. This is being thrown open to members of the Aston Martin Owners, **B.A.R.C.**, Maidstone and Mid-Kent, 750, Surrey Sporting, Guildford and **V.S.C.C.** and anything short of a pure racing car is eligible. Inquiries should go to G. W. Law, 8 Culverdon Park, Tunbridge Wells, Kent. . . . Activities on the programme for members of the **Oxford M.C.** include a Tyronian Rally (no, they're not going to Austria—this one is for tyros!) on 6th March, a Point-to-Point on 3rd April and a full-scale rally on 6th November, this latter a closed invitation event. Details from Colin Share, 17 White Road, Cowley, Oxford. . . . All types of cars will be catered for in the **West Essex C.C.'s** annual Wormingford Speed Trial on Sunday, 3rd April, and the event will be held

★
ALARMING VIEW of "Squamigerous", the F. T. Lewis trials device, received from reader Brian Roberts. Recent performances by Frank Lewis include third place in the North Midland A.C.'s Kitching Trophy Trial.



under a National permit. Regulations may be had from A. J. Beagle, 2 The Leas, Avon Road, Upminster, Essex. . . . The **B.R.D.C.**, **B.A.R.C.** and **B.R.S.C.C.** are invited to the **Bristol M.C. and L.C.C.'s** first Castle Combe race meeting of the year, scheduled for 9th April, and the events planned include a promising 54-mile race for sports cars of all types, with separate class awards. Regulations, in this case, from Mrs. Maurice, Castle Combe, Chippenham, Wilts. . . . The Second Daffodil Rally of the **Warrington and D.M.C.**, which was postponed from 20th February, will be held on 20th March. It is open to members of the **Mid-Cheshire M.C.**, **Lancashire and Cheshire C.C.**, **Lancashire A.C.**, **M.G.C.C.**, **Wirral "100" M.C.**, **Chester M.C.** and **Rhyl and D.M.C.**, who should apply to R. J. Mann, 2 Waverley Avenue, Dingleway, Appleton, for regulations and entry forms. . . . Entries close next Wednesday, 9th March, for the **Sutton Coldfield and North Birmingham A.C.** (yes—Sunbaci!) Colmore Trophy Trial, which, as already announced, will take place on 19th March. Invited clubs are the **Bristol M.C. and L.C.C.**, **Hagley and D.L.C.C.**, **Hants and Berks M.C.**, **Leicestershire C.C.**, **Sheffield and Hallamshire M.C.**, **London M.C.** and **Lancashire and Cheshire C.C.**, and the Secretary of the Meeting is Jack Woodhouse, 106 Jockey Road, Sutton Coldfield. Instead of a meeting at the George Hotel, Solihull, Sunbaci members will have a film show next Thursday, 10th March, at the Bredon Cross Hotel. . . . There will be two capacity classes, for cars up to and over 1,510 c.c., in the **B.A.R.C.'s** (Yorkshire Centre) fifth All Fools' Rally on 26th/27th March. The course will be under 225 miles in length, starting at 10 p.m. on the Saturday from the Victoria Hotel, Bradford. Entries close on 21st March with Mike Wilson, Silver Royd House, Leeds, 12. . . . **A.G.M.** of the **Northampton and D.C.C.** will be held on 15th March at the Queen Eleanor Hotel, Wootton, starting at 8 p.m. At the same venue, a film show will be held on 22nd March, and the Queen Eleanor will also be used as the starting point for the club's Spring Road Trial on 27th March. J. H. Ivens, Lynton Cottage, Flore, Northampton, will close the entry list on 21st March.

. . . Another Spring Trial, but this time a sporting one, will be run on the previous day, 26th March, by the **Mid-Cheshire M.C.** Same closing date, 21st March, but it is open by invitation to the **London M.C.**, **Yorkshire S.C.C.**, **Sunbaci**, **Shenstone and D.C.C.**, **Hagley and D.L.C.C.**, **North Midlands M.C.** and **Sheffield and Hallamshire M.C.** Secretary of the Meeting is Dr. A. W. Lilley, "Herries", Barrow Lane, Hale Barns, Cheshire. . . . Open to all (no competition licences) and rather out of the ordinary is the **A.C. Owners' Club's** "Rally Round", the second edition of which will be run on 30th April/1st May. This, you may remember, is a photographic rally, but not the usual afternoon affair. Competitors will cover about 150 miles on the Saturday and some 200 miles on the Sunday, in pleasant countryside and on good roads, with an overnight stop at Great Yarmouth. Details of regulations and awards may be had from H. F. Day, 19 Russell Street, London, W.C.2.

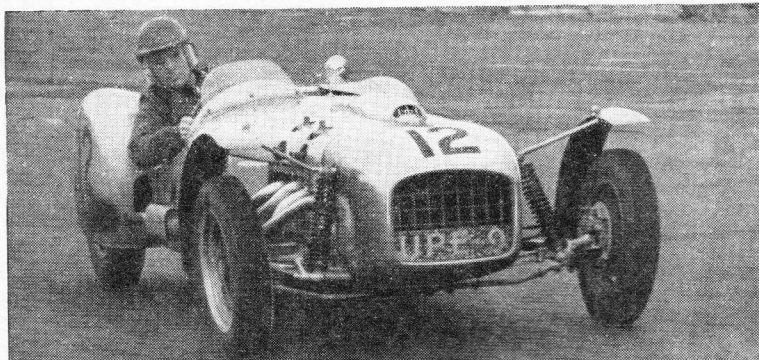
SNETTERTON SEND-OFF

THE Snetterton season opens on 26th March, with a meeting organized by the Snetterton M.R.C., which now has a membership of some 640 enthusiasts. Invitations for this first spring meeting have been sent to the **West Essex C.C.**, **Eastern Counties M.C.**, **Cambridge University A.C.**, **Cambridge '50 C.C.** and the **B.R.S.C.C.**

There will be *Formule Libre* and *F.3* racing car events, and races for 1,200 c.c., 1,500, 2,750 and unlimited sports cars. The smaller sports car event has attracted interest from several potential "Cooper-Climax" drivers, including Tommy Sopwith and Jim Russell. Colin Chapman should be there, Brian Lister hopes to have his team of new cars in action, and others will probably include Jack Sears and Archie Scott-Brown; a new Lotus-Lister duel should be in evidence. It is hoped that Don Beauman and Riseley-Prichard will be competing in the *Formule Libre* event.

Unfortunately, this meeting clashes with the **B.A.R.C.** members' meeting at Goodwood on the same day, but it should provide a substantial attraction for those farther north and east.

CONGRATULATIONS



With Acknowledgements to 'The Motor'

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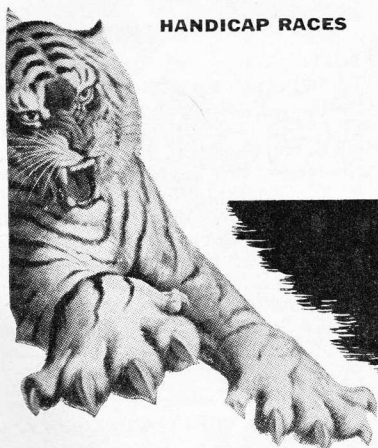
1500 C.C. SCRATCH RACES

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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The "Stonethrowers" Stage a Tough One

ONCE upon a time trials types looked upon waterproofing of their car engines as a routine job to be done or checked before every trial. Then they sallied forth and if the organizers had laid on a watersplash, they turned up their coat collars, grinned and had a "go" . . . drowned engines were part of the game, or acknowledged as due to bad driving. In this year of Hewison grace, water causes voices to be raised in horror and tests laid out on muddy or greasy surfaces seem to be things that should not be allowed. In a word, some of this year's Hewison Championship drivers have had such a spate of jazzing about on nicely metalled crossroads that they seem to consider it the only yardstick by which Hewison competitors should be judged.

They got a rude awakening in the Traders' Cup Trial, run by the Tipperary Club over a dyed course of about 30 miles around Clonmel on Sunday, 13th February. This was a superb trial and far, far superior to the endless procession of dreary crossroads tests we have seen so often this season. Surfaces varied from metalled roads through gravel and water to half-thawed mud, and the 14 tests called for precise placing of cars and careful throttle control.

Without doubt this trial favoured specials, but the saloon boys need not complain, as they have had by far the bigger innings this season. Elmer Connell, driving "MM 4", scored his second Hewison victory in a row and wrested the Traders' Cup from Val Baker, who had held it for the last two seasons.

Any attempt to describe the 14 tests would fill AUTOSPORT, so let's pick just four. "Knocklofty" was crossroads type stuff in the narrow confines of undulating quarry tracks. The surface was the reason for the test, and the thin layer of partly thawed mud overlying a firm base meant that driving ability beyond that required for dicing on "made" roads was needed. Some very prominent 1955 vintage Hewison drivers have not that

ability. Elmer Connell, Val Baker and Dermot Conway, in that order, showed that they had, but then they are of the older vintage. Heber MacMahon proved that a saloon was no handicap and was fastest in that class with his Volkswagen. Then came "The Fingerpost" and the water! "Start at A and proceed in the shortest possible time to stop with front wheels in box BC". But the regs. did not mention that between A and B were two crossings of a small river, with a mud overlay on the 50 yards of lane between. The DKW drivers with one notable exception, B. Cudmore, baulked. Volkswagens Vince Hartigan, Arthur Ryan and Tommy Connolly, realizing that water could not get to their electrics, plunged in and finished in that order. Terry Statham was a close fourth in his Anglia. Elmer Connell, Val Baker and Sean Fitzgerald went in gingerly with their open cars, while Alex Malcolm, Sam Logan and Dermot Conway adopted a belly breaking dive technique—and got good and wet!

A garaging test to end all garaging tests was held at Two Mile Bridge. The garages were placed about 100 yards apart at opposite sides of the widish road, and back to back, with a chicane halfway between. The resultant manoeuvres were highly exciting and an ability to spin on the handbrake was a "must". Val Baker hit a pylon and paid for his sins in the results, but he was not the only transgressor. Elmer Connell won in 37.5 secs. and next came Paddy Hopkirk, who showed his prowess on good surfaces by returning 39 secs. Nobody else came within 7 secs. of these times.

Lastly, tiring drivers were led to a large quarry floor, where on a gravel surface they were required to cross four lines spaced out in a rough semi-circle. There was plenty of room to manoeuvre but at least 16 ways of approaching the problem, and methinks all were tried. Again Elmer Connell won (32 secs.), and Reggie Tilson was next best with 38 secs. in his DKW. Thereafter a whole spate of drivers got down to around 40 secs.

Fourteen Tipperary-type tests were hard work and every one of the 30 competitors was tired when all was over, but the vast majority of them enjoyed the day fully. Strangely, results were almost a facsimile of those of the previous week's Henderson Cup Trial in Connacht—also an all-test trial, but of a much "softer" nature.

JACK O'DONOGHUE.

Results

Traders' Cup: E. Connell (MM 4), 348.4 marks lost; 2. P. H. Hopkirk (Volkswagen), 374.8; 3. S. H. Logan (M.G.), 390.5; 4. J. D. O'Leary (Volkswagen), 395.6; 5. H. G. MacMahon (Volkswagen), 412.6; 6. T. Connolly (Volkswagen), 415.6; 7. W. Hennessy (DKW), 416.8.

WHARTON TALKS TO M.G.C.C.

KEN WHARTON talked on 19th February to members of the South-Western Centre, M.G. Car Club, at the Ship Hotel, Alveston. His run in the Monte Carlo Rally was explained in detail, and there was discussion about the B.R.M. and 500 c.c. racing. The meeting, well attended by members and friends, was the highlight of the Centre's New Year social programme. To complete the evening "Genevieve" was shown to those present.

O.R.M.A. DANCE

ON 10th February, many members of the Owen Racing Motor Association converged on the Boathouse at Kew Bridge for their annual dance, and a most enjoyable function it was. Among the revellers were Ron Flockhart, Roy Salvadori, Cliff Davis, Peter Berthon, Rivers Fletcher and many others, a selection of whom were required to compete in a relay race on Mobo rocking horses; Ron Flockhart, who seemed to be having difficulty in keeping his mount on a straight course, was heard to complain that the chassis was twisted! The evening, which had been ably organized by Mrs. Molly Wheeler, continued with dancing until 1 a.m.

DOWN THE RIVER

THE new Mid-Thames C.C. held its first annual dinner/dance at the Casino Hotel, Hampton Court, on 12th February, with a surprisingly large attendance. This club, which was started by Harry Turner at the "Angler's", Teddington, a year ago, has already a membership of nearly 150. Guests of honour were the Mayor and Mayoress of Twickenham (Councillor and Mrs. Inkpen), Mr. and Mrs. Godfrey Imhof, and the Editor of AUTOSPORT.

Social secretary Doug Ingram, in an apt and witty speech, proposed "The Guests", the response being undertaken by Gregor Grant. "The Club" was proposed by "Goff" Imhof and replied to by President Harry Turner. Mrs. Nina Imhof presented the imposing array of awards, Joe Marshall and Doug Ingram being joint winners of the Turner Trophy as reigning club champions. This part of the festivities was duly recorded on film and sound track. Dancing followed to Eddie Carr's orchestra.

Mid-Thames intend to concentrate mainly on rally-type events, and Goff and Nina Imhof (Mr. and Mrs. Rally) were cornered by committee members and intending competitors all in search of tips. The club is tremendously enthusiastic, and is a very welcome addition to the ever-growing list of sporting organizations.

C. AND A. SECRETARYSHIP

NEW secretary of the Caernarvonshire and Anglesey Motor Club is Don C. Mills, of Bryn Helen Studio, Caernarvon (Tel. 472). Other 1955 officials of the club are: *President*, J. J. Brown, M.B.E.; *Chairman*, W. N. Owen; *Vice-Chairman*, J. C. Jones; *Vice-Presidents*, Flight-Lieutenant and Mrs. R. D. McNair; *Comp. Secretary*, W. H. Blunt; *Hon. Treasurer*, Harold Turner.

Chief 1955 dates for the club are: 5th March, "Farmyard Frolic"; 30th April, Palferran Rally; 18th September, Autocross; 20th November, Standard Car Trial; 26th December, "Operation Icicle".

CORNWALL VINTAGE A.G.M.

AT the Annual General Meeting of the Cornwall Vintage C.C., held on 11th February at the Hotel Bristol, Newquay, the following officers were elected:—

Chairman: J. W. Limmer; *Joint Secretaries:* Dr. G. D. K. Needham and P. B. Blamey; *Treasurer:* H. J. Batten; *Competitions Secretary:* J. H. Milner; *Spares Registrar:* H. J. R. Broadbent; *Committee Member:* J. B. Talbot.



SPLASHING through the river is Sam Logan (M.G. TD) at "The Fingerpost".

SNOW CAPERS AT STENHOUSE

UTILIZING the greyhound track of Stenhouse Stadium, in Edinburgh, Bob Welch laid out five good driving tests on 20th February. He certainly gave the members of the Lothian Car Club a good afternoon's sport, and, against the pick of Edinburgh's clubmen, Jimmy Murray (M.G.) was very much on form.

Micky Gillespie did some very clever things with a Ford Anglia, and Hugh Gunn had a very full afternoon competing in both a Volkswagen and a Triumph TR2. He used the Volkswagen to knock down the biggest number of markers during the afternoon, but he also used it to show that the roadholding of this little car is anything but negligible, even on hard-packed snow.

"Speedy" Hendry did some terrific power-sliding in a big red Allard coupé, but Murray's biggest enemy was "Willum" Stewart (Triumph TR2), and until the last test they were neck and neck.

In a wiggle-wobble backwards and forward, plus a fast dash round the little circuit, W. B. Tait's Hillman Minx convertible threatened to leave its chassis, but Jimmy Murray's M.G. stayed steady and his time was 4 secs. better than that of any other competitor.

A. N. FORD.

Results

Overall Classification: 1, J. L. Murray (M.G.), 394.4; 2, W. K. Stewart (Triumph TR2), 398.6; 3, C. M. M. Gillespie (Ford Anglia), 408.2. **Class Winners.** Up to 1,200 c.c.: C. M. M. Gillespie (Ford Anglia), 408.2. 1,201-1,800 c.c.: J. L. Murray (M.G.), 394.4. Over 1,800 c.c.: W. K. Stewart (Triumph TR2), 398.6.

★

SECOND to Jimmy Murray's M.G. in the Lothian C.C. Gymkhana was "Willum" Stewart's Triumph TR2, which he is seen sliding happily over the snow at Stenhouse Stadium.

★



NORFOLK'S PANCAKE RALLY

THE weather conditions prevailing in Norfolk on Sunday, 20th February, made the Sporting Car Club of Norfolk's 4th Pancake Rally one of the toughest events organized by the club. Of the 50 entries there were 36 starters, several of whom had to dig their way through snowdrifts to reach the start at Norwich. The rally was a restricted event with seven other clubs in East Anglia invited.

An average speed of 30 m.p.h. was scheduled with driving tests at route checks—the results of these only to count in the event of a tie on the road section.

The route of 140 miles went north-west from Norwich and along the River Wensum where competitors had to cross consecutive bridges and fords from

opposite directions. Very heavy snow during the previous day made several of the lanes impassable, and where single tracks had been cleared by snow plough, stoppages frequently occurred when meeting vehicles approaching from the opposite direction. Scheduled times had to be altered at the lunch check owing to the many delays, but there were only eight retirements out of the 36 starters at the final control near Diss. The rally was won on the road section.

Results

1, J. Godbolt (Sunbeam-Talbot), 1,340 penalty marks.

Class Winners, Open: Up to 1,100 c.c., not awarded. 1,100-1,600 c.c., R. J. Bidewell (M.G. TF), 2,715; 1,600 and over, D. R. Burrell (Triumph TR2), 1,395.

Closed: Up to 1,100 c.c., A. J. Hind (Renault), 2,075; 1,100-1,600 c.c., E. Isherwood (Ford), 1,875; 1,600 and over, J. Godbolt (S.-Talbot), 1,340.



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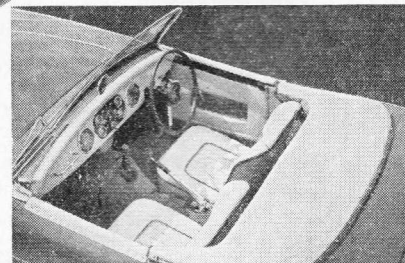
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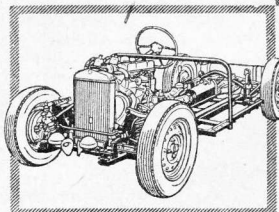


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ABOVE is shown the luxurious interior of the Swallow Doretti with controls neatly grouped in front of the driver, while LEFT shows the 50-ton tubular steel chassis that ensures complete stability.

Coming Attractions

March 5th. *Ulster A.C. Trial, N. Ireland.*

Furness D.M.C. Charles Kendall Trophy Trial. Start, The Gill, Ulverston, 7.30 p.m.

March 5th/6th. *A.C.O.C. Sixth Annual Night Trial. Start, Five Bells Restaurant, South Mimms, Herts, 9 p.m.*

Falkirk and D.M.C. Two-Day Rally.

750 M.C. (S. Midlands Centre) Night Rally.

March 6th. *Grand Prix of Dakar (F1), West Africa.*

Ice Races (F3, S), Bollnäs, Sweden.

Combined Universities M.C. Inter-Varsity Speed Trial, Tempsford Aerodrome, near Biggleswade. Start, 12.30 p.m.

East Anglian M.C. Sprint Meeting, Wormingford Airfield, Essex.

London M.C. Coventry Cup Trial, Aston Rowant.

Shenstone and D.C.C. Shenstone Cup and Trophy Trial. Start, "The Swan with Two Necks",

Longden, near Lichfield, 10.30 a.m.

M.C.C. Opening Run. Start, Mylett Arms, Greenford, 2 p.m.

Bugatti O.C. Opening Rally, Chadwick Manor, Knowle, Birmingham. Start, 12 noon.

Bolton-le-Moors C.C. Fifth Rally Driving Tests. Start, Blackpool, 12 noon.

Harrow C.C. Moss Trophy Rally. Start, "Busy Bee", Watford Bypass, 10 a.m.

Alvis O.C./Alvis Register Second Annual Wishaw Night Navigation Rally. Start, Cock Inn, Wishaw, 2.30 p.m.

Old Merchant Taylors' M.C. March Hares Rally. Start "Durrants", Croxley Green, near Watford.

Oxford M.C. Tyronian Rally.

Sussex C. and M.C.C. Driving Tests, Sheepcote Valley.

Surrey S.M.C. Point-to-Point. Start, 11 a.m.

March 8th/12th. *R.A.C. International Rally of Great Britain.*

March 9th. *Lanarkshire M.C. and C.C. Evening Rally.*

NEWCASTLE'S TOMMY CUP TRIAL

SUNDAY, 20th February, is a date that many members of the Newcastle and District Motor Club will remember for a long time. In the 100-mile Tommy Cup Trial, snow was the dominant feature, and 28 starters proceeded to plough through country roads of north-west Northumberland with perhaps more apprehension than confidence.

Three driving tests, four information checks and 19 time controls kept everyone busy and resulted in 21 competitors completing the course.

Results

Best Performance: P. W. E. Heppell (Volkswagen).

Best in Opposite Class: R. A. Wilson (Ford).

First Class Awards: J. H. Lawson (Javelin), R. Allman Smith (Ford), S. E. Bird (Riley).

EXPERTS' AND NOVICES' TRIAL

THE Eastern Counties M.C. Experts' and Novices' Touring Trial was held on the 20th February, the start being near Ipswich. The event took place in brilliant sunshine, but with snow-bound roads, and attracted a record entry, for this type of event, of 43 cars. The trial included, among other things, a timed driving test at Wormingford and a mobile marshal who had to be intercepted.

Provisional Results

Experts: 1, The Morley Brothers (Ford Consul), penalty 100 marks (only finishers).

Novices: 1, K. Oatley (Ford Zodiac), penalty nil; 2, J. R. Rudd (Bristol 400), penalty 40; 3, P. S. Clapham (M.G.), penalty 50.

Ladies' Navigational Award: Mrs. W. M. Clapham.

B.R.S.C.C. MIDLAND OCCASION

THE B.R.S.C.C. (Midland Centre) held their annual dinner on Wednesday, 16th February, in Birmingham. It was attended by over 80 people. After an excellent dinner, Philip Turner proposed the toast of the club and Vic Labrum,

the Midland Secretary, replied, giving details of forthcoming social events and of the "Notwen" 500 c.c. non-production car trophy, to be awarded for the best performance by a Midland driver of a 500 c.c. non-production car in the 100 miles race at Silverstone. The trophy for last year was presented to Reg Trevellick.

EAST ANGLIAN A.G.M.

AT the Annual General Meeting of the East Anglian M.C., held on 13th February, the following officers were elected: Chairman, A. C. Westwood; Vice-Chairman, H. J. Bone; Hon. Secretary, C. U. M. Walther, Chalkney Mill, Earls Colne, Colchester; Hon. Treasurer, E. S. Ridley; Committee, Miss Iris Collins, Messrs. D. W. Burns, F. R. Hynard, W. J. Jacobs, J. Knock, D. J. Morley, J. D. Short, A. B. Sugden, A. E. Turner.

Club Fixtures

Guildford M.C.—Film show, 4th March, Wooden Bridge Hotel, 8 p.m.

Mid-Surrey A.C.—Meeting, 4th March, Queen Adelaide Hotel, Ewell, 8 p.m. Talk by Tom Lush.

Cornwall Vintage C.C.—Meeting, 4th March, Pheasant Inn, Newlyn East, 8 p.m. Talk by R. E. Thwaites.

Hazley & D.L.C.C.—Annual dinner/dance, 4th March, Rowen Hotel, Droitwich, 7.30 p.m.

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

750 M.C.—Meetings: 4th March, Heilk Moon, Barclose, nr. Carlisle; 7th March, Abbey Hotel, Stonebridge Park, London, N.W.10; 8th March, Railway Inn, Patchway, Bristol; 10th March, Red Lion, Knowle, Warwicks.

Alvis Register—Meeting, 5th March, The Bell, Godstone, Surrey, 7.30 p.m.

Lancia M.C.—Scavenger run, 6th March. Start 11 a.m., St. John's Wood, London. All welcome.

Thames Estuary A.C.—Visit to Police driving school, Chelmsford, 6th March; Visit to Vauxhall Motors, 9th March.

North London M.C.—Social run, 6th March, Start Odeon Garage, Underhill, Barnet, 2.15 p.m. Any motorist welcome; Meeting, 9th March, Rising Sun, Chase Side, Southgate, 8 p.m.

RHYL'S "BRAID" RALLY

FIFTEEN-YEAR-OLD David G. Williams, assisted by A. Roberts, navigated his father, Mr. W. Gwyn Williams of Llysawel, Portmadoc, North Wales, in a Volkswagen to victory over a hazardous route of 230 miles of icy roads in the Rhyl and D.M.C. Braid Rally on 12th/13th February. During the 10-hour run they lost only 30 marks.

Following a regularity section of just over seven miles starting from Braid's Garage, Colwyn Bay, the route covered minor and major roads in Snowdonia, Anglesey, Denbighshire and Flintshire.

Of the 40 starters, 14 were forced to retire, many finding the snow and ice-covered roads far too difficult to negotiate. Ice, and baulked cars on steep hills stopped many. To prevent further complications The Clerk of the Course, A. Hugh Rutt, cut out a small section on the highland Cilcain district.

Most of the cars which completed the course showed signs of damage, mostly minor, on arrival at the Marine Hydro Hotel, Rhyl, on the Sunday morning. Ken Blomfield of Llandudno, who competed in the 1954 Monte Carlo Rally, had one of the luckiest escapes. He overturned his Sunbeam coupé, but went on to win a first class award.

The provisional results were declared immediately after breakfast, in keeping with the high-class organization and marshalling shown in the preparation and running of this successful closed-to-club event. No complaints were received and most of the competitors will look back upon this rally as the most "eventful" of 1955.

Provisional Results

Braid Challenge Trophy (Best performance): W. Gwyn Williams, Portmadoc (Volkswagen), lost 30 marks.

Brookes-Parry Trophy: D. C. Mills, Caernarvon (Renault 750), 35. **Moss Trophy:** T. A. Hodgkinson, Llandudno (Riley) and K. Leckie, 95.

Novice Award: Capt. McBeth and Capt. Sellars, Kimmel (Jeep), 230. **Mike Hinde Navigator's Cup:** David G. Williams, Portmadoc.

Open Cars to 1,500 c.c.: Glynn Edwards, Colwyn Bay (M.G.), and Derry Martin, Prestatyn, 185. **Closed Cars to 1,500 c.c.:** A. Bennison, Colwyn Bay (Hillman) and Dr. G. Jones, 225; M. P. Rutt, Holywell (A30) and D. Benoy, Prestatyn, 250.

Open Cars over 1,500 c.c.: H. Greenwood, Warrington (TR2) and J. G. Forsythe, 165. **Closed Cars over 1,500 c.c.:** K. Blomfield, Llandudno (Sunbeam) and F. Harrison, Colwyn Bay, 110; D. J. Hampson, Oswestry (Vauxhall) and R. Edwards, 115.

Team Award: "Colwyn First Team"—Bennison, Blomfield and Fielding (TR2).

Worcestershire M.C.—Social evening, 9th March. Diglis Hotel, Worcester.

Bristol M.C. & L.C.C.—Film show, 10th March. Marlborough Room, Grand Hotel, Bristol, 7.30 p.m.

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

Sunbac—Meetings: 10th March, Royal Oak, Lozells Road, Birmingham, 6; Film show, Bredon Cross Hotel.

Surrey Sporting M.C.—Meeting, 10th March, Warwick Hotel, Redhill.

Oxford M.C.—Film show, 7th March, George Restaurant, Oxford, 7.30 p.m.

Coventry & Warwickshire M.C.—A.G.M., 7th March, City Arms, Coventry.

Wolseley Hornet Special Club—Meeting, 7th March, Derby Arms, Upper Richmond Road, Sheen, Surrey, 7.30 p.m.

Lea-Francis O.C.—Film show, 8th March, Albert Hotel, Kingston Hill, Surrey.

Lagonda Club (Northern)—Meeting, 8th March, Petre Arms, Langho, nr. Blackburn.

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

Worcestershire M.C.—Social evening, 9th March, Diglis Hotel, Worcester.

Bristol M.C. & L.C.C.—Film show, 10th March, Marlborough Room, Grand Hotel, Bristol, 7.30 p.m.

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Surrey Sporting M.C.—Meeting, 10th March, Warwick Hotel, Redhill.

Correspondence—continued

Jet Flying is Easy

MAY I be allowed to comment on the analogy which you drew last week between piston and jet engine pilots? I do this not to "shoot down" the editor, but to dispel a popular and fallacious belief. Being an aviator by trade I fly several examples of both jet and heavy single, and I can assure anyone that jet flying is "flying made easy".

Jet advantages are simply as follows: (1) The all-round view from the pilot's seat is far superior, a great help on take-off and landing. (2) Excellent brakes which are usable to the limit with a tricycle undercarriage, although the turning circle is reduced with some configurations. (3) No swing on landing and take-off. (4) Simplified cockpit layout; fewer instruments to watch. (5) Superior V.H.F. radio equipment. (6) Pressurization with cockpit heating or refrigeration (pilot comfort). (7) Precise air speed control via dive brakes. (8) Good rate of climb and rapid controlled descent (dive brakes), making for easier bad-weather flying. (9) Although the approach speeds are higher, runways are now two or three times longer than they used to be.

The jet is at a slight disadvantage on the approach, due to a slight delay in thrust build-up when the throttle is opened. This is easily obviated by using correct technique, proper r.p.m. and air speed. Stalling speeds are usually higher, due to increased wing loadings and lack of a propeller to help delay air flow disruption. Correct technique is again the answer. The jet pilot loses out only in the case of a forced landing, where the high approach speed and clean belly makes for a long slide, and, of course, he is but definitely the first at the scene of the accident.

Although the above may be out of place in a motoring publication, I trust that it will prove to be of interest.

F/LT. W. V. SMYTHE, A.R.A.E.S.

SKIPTON, YORKS.

ON reading your Editorial in the issue of 25th February, I agree—as usual—with every word you said, with the exception of the last few lines. Everyone must agree that it requires exceptional ability to drive modern G.P. and sports-racing machines, but one cannot compare piston-engined fighters and jet aircraft in the same way. It is only a matter of cockpit drill and common sense.

I would remark, as an ex-pilot—and Battle of Britain one at that!—that it would be far less risky for a piston-engined pilot to transfer to a "jet", than a Jaguar gentleman to a "sports car-racing professional", particularly as far as Le Mans is concerned.

I fully believe that there is far more skill required to motor really fast on a circuit, than to fly anything—even a "saucer"!

B. H. BOWRING.

WOKING, SURREY.

BOOK REVIEW

Title: "The Kings of the Road".

Author: Ken W. Purdy.

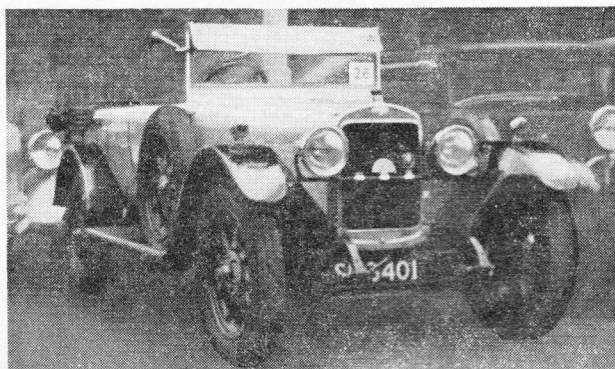
Size: 5½ ins. x 8½ ins.; 216 pp., including index; 40 page plates. Publishers: Hutchinson & Co., Ltd., Stratford Place, London, W.1.

Price: 15s.

THIS, without any question, is a book written by an enthusiast—an ardent enthusiast for motoring, for the quality motor-cars of yesterday and today, and for motor racing. Ken W. Purdy's enthusiasm radiates from every one of his nineteen chapters, on subjects so diverse as "The Fabulous Bugatti", "The Mighty Mercer", "The Flying Mantuan" (Tazio Nuvolari), "With Body by Zagato" (on Alfa Romeos), "D is for Duesenberg", "The Vanderbilt Cup" (a history of that great American race), and "Who Invented the Thing, Anyway".

The pictures accompanying such matter are equally excellent and diverse, but, as in many books, alas, are isolated from relating text. There are slips, too. For example, the "P2" and "P3" Alfa Romeo pictures are mixed up; Nuvolari did not give up motor-cycle racing in 1927; the first Gordon Bennett race was in 1900, not 1902; the 1½-litre M165 Mercedes-Benz appeared in 1939, not 1938, and never "appeared in South American races in 1951"; those were the '39 3-litres. Nor are these the sole errors, but to hunt out more is pedantry, for if weak on statistics, this book commands highest respect for the spirit behind its words. Mr. Purdy can write, and his book should be read by all who love motoring and its romantic history.

C. P.



Only one coat applied

Dear Sirs,

Your series of advertisements led me to use Valspar Lacquer whilst restoring my 1923 Sunbeam Fourteen. The result has been so outstanding that most people immediately assume that the car is cellulosed and are incredulous when I assure them that it is brush painted and furthermore, that there is only ONE COAT applied. The covering ability of the paint is very well tested in this last aspect because the car was originally a very dark green and I did not entirely remove all traces before applying the new paint: nevertheless there are absolutely no signs of the old paint showing through, although I used a light grey, which, incidentally, I was able to make more to my taste by merely adding a little black paint—another very desirable feature of Valspar.

After continuous use, I find the car retains its bright appearance, as the enclosed photograph shows. Valspar polish is very effective in removing marks and restoring the paintwork to its original shine. I have honestly recommended your Lacquer to many people and indeed to complete strangers who have made a point of asking about the finish of the car, and fully intend to use it myself for as long as you manufacture it.

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(signed) KENNETH J. FIDGEN.

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A.C.O.C. DINNER-DANCE

DESPITE wintry conditions, nearly 150 members of the A.C. Owners' Club and their guests attended the annual dinner, presentation of awards and dance at the Cumberland Hotel, Marble Arch, on 19th February. The awards were handed over by John (Autocar) Cooper, the Club's President, and guests included Peter Lewis (who proposed "The Club", Chairman E. W. Palmer responding), and Barclay and Margaret Inglis, who were having a night off for a change.

"The Company" was proposed by Hon. Secretary Harold Day and acknowledged by the Vice-President, W. A. E. Hurlock. The Club's major award—the "Overstone Trophy", for the best aggregate performance during the year—went jointly to Harold Day and C. P. Blackmore-Reed.

By the time the party broke up there had been a further heavy fall of snow, and it is understood that some interesting drives home resulted.

BROWN TROPHY RALLY

THE second annual Brown Trophy Rally, run by the English Electric (Stafford) M.C. & C.C., took place on Sunday, 20th February, over a 190-mile route. Twenty-three cars and six motor-cycles left Stafford at one-minute intervals from 10 a.m. Heading west through Gonsall over snow-covered lanes towards Coalport, Keightley's M.G. spun and was duly shunted by G. M. Morris's Dellow following; both vehicles were able to continue.

Passing west of the Brown Clee Hill there were some thrilling moments as

competitors met the Birmingham Universities Welsh Rally coming in the opposite direction, and D. G. West (M.G.) retired after an argument with an A40. The hill-climb test was abandoned after the first arrival slid into a ditch and retired with a broken spring.

After lunch in Ludlow, competitors motored over the hills to Leinthal and on to Clun Hill, where a down-hill braking test on snow caught all but two of the entry. The route carried on over clear roads through Morton and Westbury, north of Shrewsbury to Iron Bridge and Shifnal for tea.

The evening section ran through Cosford, Bishop's Wood, Wheaton Aston and Dunston. The icy surface of the roads caused several excursions into the scenery. Johnson's M.G. was seen on its side in a ditch, but managed to finish. Bendall (AJS solo) dropped the model four times and his navigator brought the machine in to finish third in his class and win the Tail End Trophy.

Twenty cars and three motor-cycles arrived at the final control at Milford, some showing scars of battle.

Results

Class B.—Cars: 1, D. H. Thomsett (Ford Anglia), 35 marks lost; 2, H. Bailey (Austin), 82; 3, B. Harper (Sunbeam-Talbot), 98.

HEREFORDSHIRE ACTIVITIES

THE annual general meeting of the Herefordshire Motor Club took place on 26th January at the Kerry Arms Hotel, Hereford, when the following were elected to hold office for the forthcoming year: *President*, Ald. A. E. Farr, J.P.; *Chairman*, J. D. Moon; *Vice-*

Chairman, Dr. C. W. F. McKean; *Hon. Secretary*, J. R. W. Thomas; *Hon. Treasurer*, O. P. Felton; *Press Secretary and Bulletin Editor*, B. F. H. Banes; *Committee*, G. C. Warburton, J. P. Taylor, H. E. Rumsey, R. M. Jones and J. J. Bott.

The club's February Road Trial, held on 13th February, attracted an entry of eight open and 14 closed cars. Eight observed sections were included in the 30-mile route, defined by map reference, but the prevailing hard frost made most of the sections easier than was expected. Provisional results are as follows:

Premier Award: H. Foster (Austin A40), 130 marks gained. **Open Cars:** 1, P. M. Appleton (M.G. TC), 126; 2, W. H. Morgan (Triumph TR2) and H. E. Rumsey (Triumph TR2), 117. **Closed Cars:** 1, J. Connup (Ford 10), 126; 2, Mrs. P. Moon (Austin 7), 123; 3, J. Hawkesworth (Citroën), 120.

LEICESTERSHIRE C.C. BACON TROPHY TRIAL

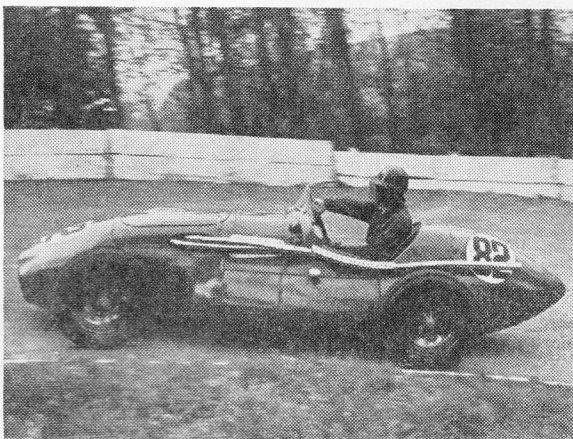
IN spite of very severe road conditions, the Leicestershire Car Club's annual Bacon Trophy Trial was run as scheduled on 20th February. It would perhaps have been better if the club had run the competition on a fairground Dodgems stall, as practically every competitor bumped something—if it wasn't each other it was a piece of Mother Nature! However, none of the models was seriously broken, and all finished the 54-mile course.

Results

Bacon Trophy: K. M. Law (M.G. TF). **First Class Awards:** A. Payne (Ford Prefect); J. M. Taylor (Sunbeam Alpine). **Second Class Awards:** D. J. Herbert (Sunbeam-Talbot); J. H. Jelly (Vauxhall Velox). **Novice Award:** Mr. Creece (Triumph Renown). **Best Passenger Award:** E. Beaumont.

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(Photograph Charles Dunn)

which is virtually "as new" having been fitted with a new ex-works-team engine late in the 1954 season. Other recent work includes: gearbox reconditioned by makers, front and rear suspension rebuilt and final drive reconditioned (new c.w.&p.) at works, where latest mods. were effected. The car has just been overhauled and resprayed and is offered with £300 worth of spares, prepared for the coming season **AT £1550**

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AUSTIN SEVEN, 2-str. Vintage Special, reconditioned engine, h.c. alloy head, SU carburettor, light flywheel, four-speed, 17-inch wheels, modified brakes, good tyres, new hood. Insured 10 months, taxed. £55.—Brooks, 1 Cambridge Square, W.2. AMB 8794.

1934 AUSTIN-HEAVY 12/4. Original, good condition. £55.—London Cars. Phone: WAXlow 2643.

BRISTOL

BRISTOL 403, first registered July 1953, firm's demonstration car and maintained as such. 17,100 miles. £2,000.—St. Mark's Garage & Engineering Ltd., Gloucester Road, Cheltenham. Tel. 3134.

B.S.A.

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Tel.: Seven Kings 4066.

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1938 JENSEN 3½-litre sports saloon, magnificent condition, three months' guarantee. £235.—C. W. Motors, Ltd., Queens Head Garage, East End Road, Finchley, N.3. Tel.: FINchley 6236.

(Continued overleaf)

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1934 4½ SPORTS tourer. Grand old car. Uses a little oil, otherwise good. £135. Terms.—Rudds, Worthing 7773-4.

1933 16/80 LAGONDA V.D.P. sports saloon. This car is hundred per cent mechanically. Very good body, very clean interior. Late property of a Lagonda club member. Finished in silver grey. £125.—Jack Kendall, Ltd., 202-3-4, High Street, Harlesden, N.W.10. ELGar 3275.

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

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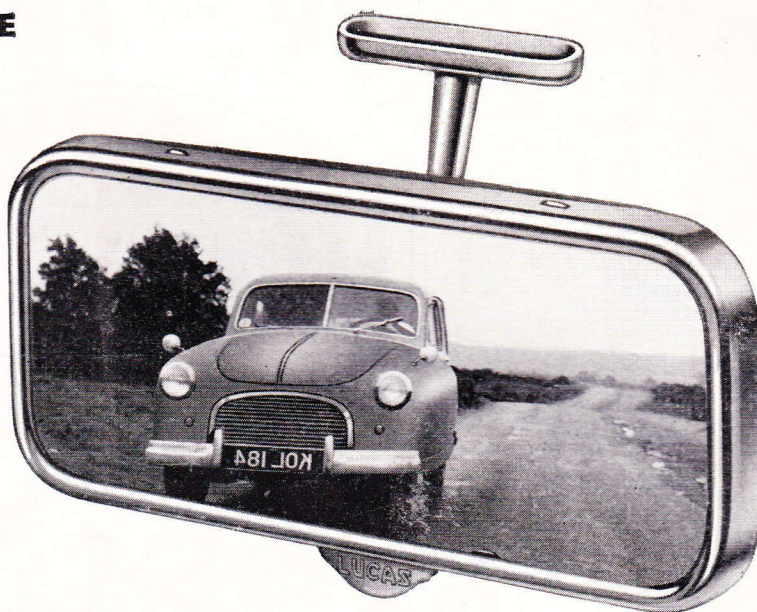
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