

AUTOSPORT

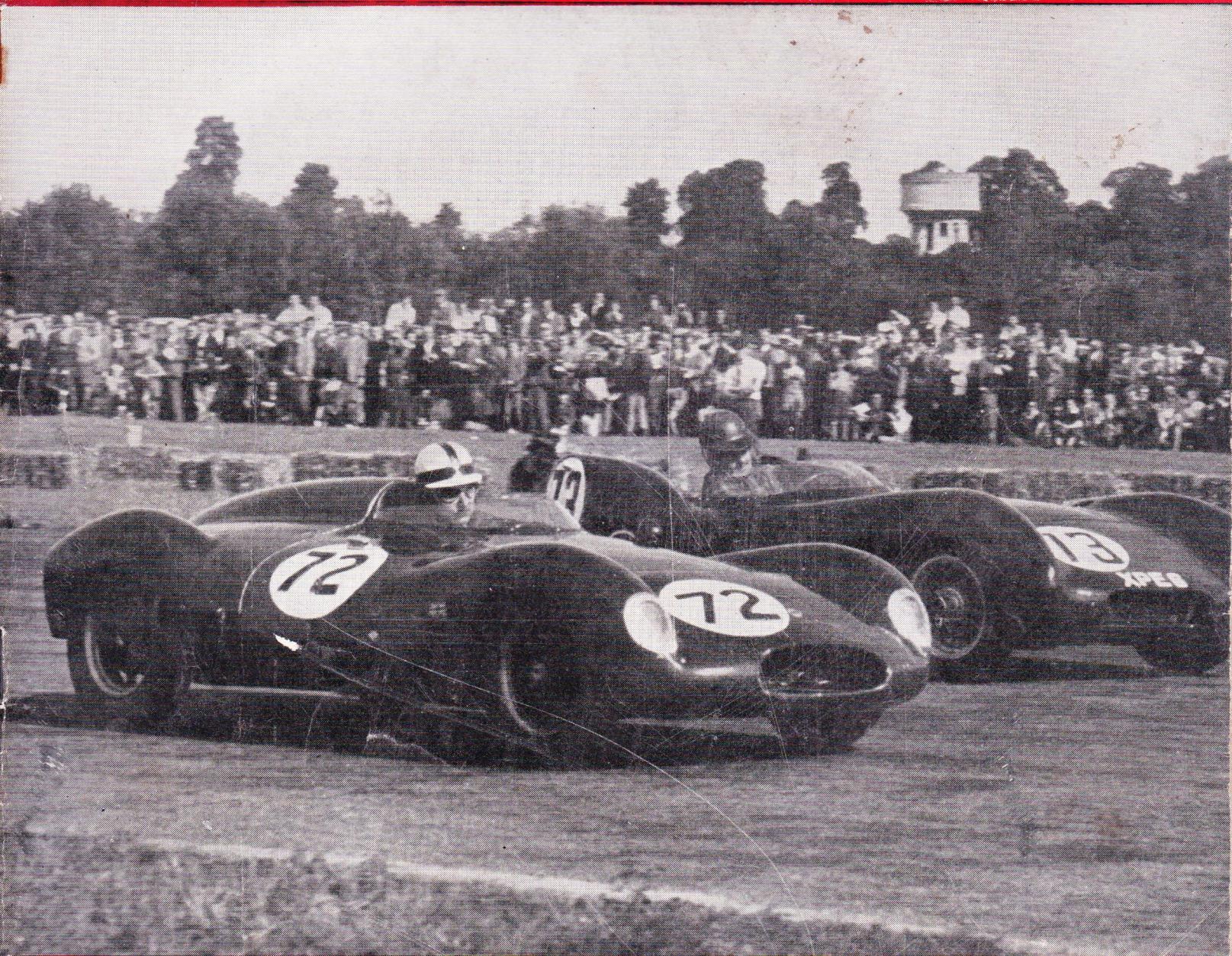
OCTOBER 7, 1953

1/6

EVERY FRIDAY

Vol. 11 No. 14

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

VANWALL VICTORIOUS AT CASTLE COMBE : THE IRISH AND LAKELAND RALLIES : THOUGHTS ON THE T.T.
CANADA'S EDENVALE MEETING : RACING AT SNETTERTON, CHARTERHALL AND CADWELL PARK : THE TV TRIAL
JOHN BOLSTER • W. A. McMASTER • WILSON ROGERS • J. O'DONOGHUE • IAN PEARCE

"Dr." LAYSTALL says:

Laystall Performance!

for **FORD "CONSULS"** and **"ZEPHYRS"**

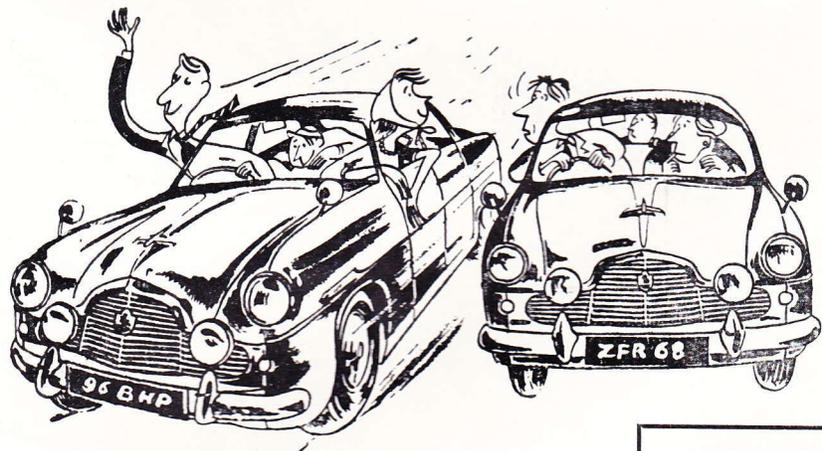
LAYSTALL CYLINDER HEAD CONVERSIONS

suitable for **"CONSUL"**
Modified head complete with larger valves, double valve springs and two $1\frac{1}{4}$ " S.U. carburetters. £45 plus £5 fitting charge.

suitable for **"ZEPHYR"**
Modified head complete with larger valves, double valve springs and three $1\frac{1}{4}$ " S.U. carburetters. £65 plus £7 10s. fitting charge.

Standard heads in exchange.

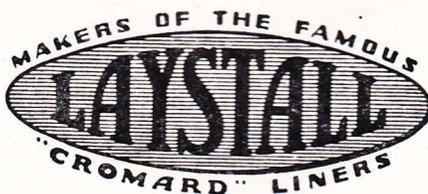
**CONVERSIONS
CARRIED OUT IN ONE
DAY BY APPOINTMENT**



Also LAYSTALL-LUCAS Alloy Cylinder Heads
for **MG.s** and **WOLSELEY 4/44s**

**STAND
232
Earls Court**

Write for particulars and Road Tests—

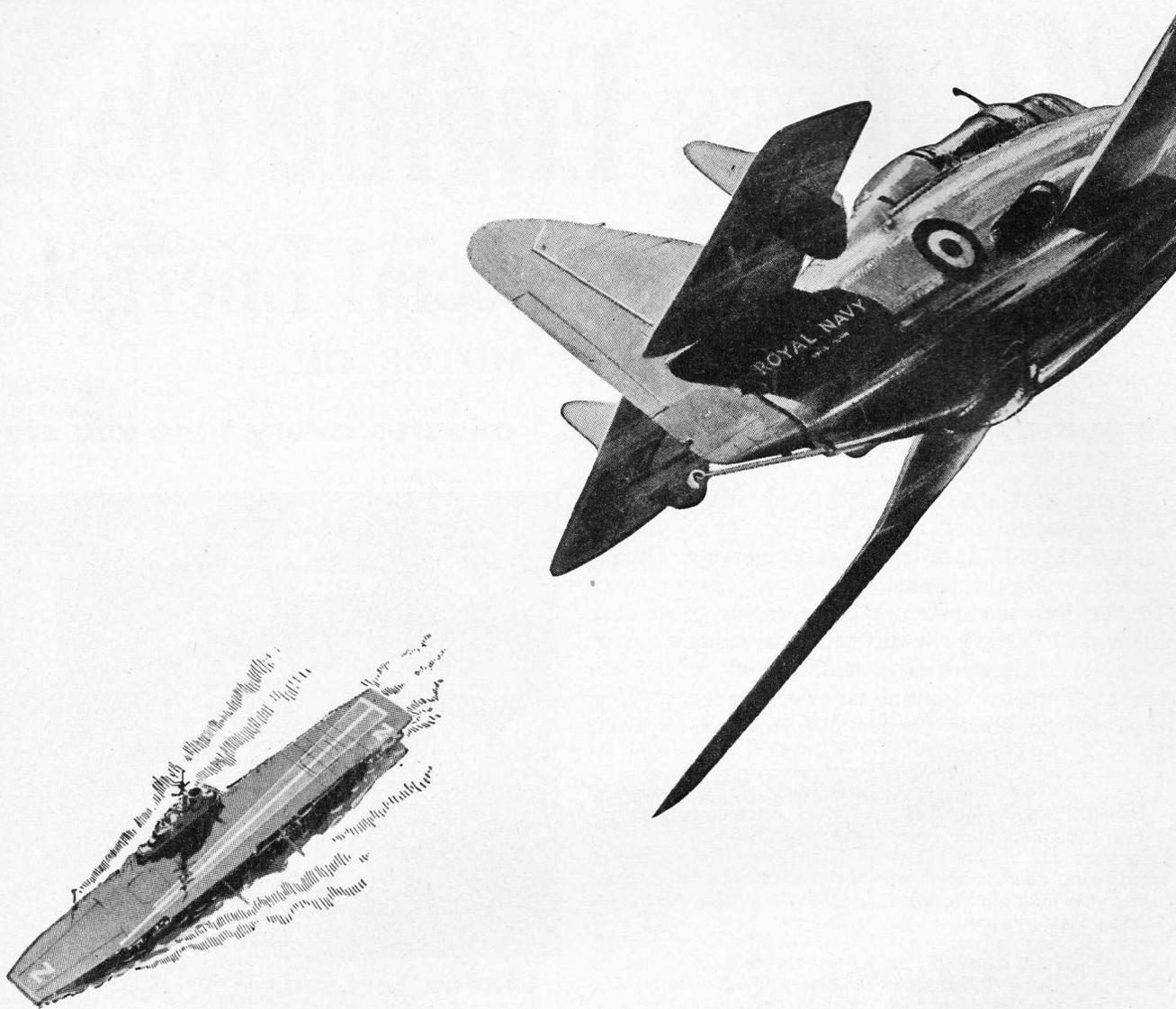


**LAYSTALL
ENGINEERING
COMPANY LTD.**

53 Great Suffolk Street,
London, S.E.1.

Telephone: WATerloo 6141

Laystall Laystall Laystall Laystall Laystall La



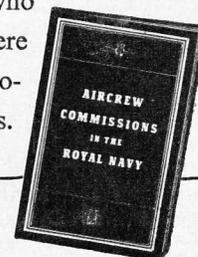
FLY as an Officer in the ROYAL NAVY



How would you like to be a member of the crew of this Gannet flying over H.M.S. Albion?

If you are outstandingly fit, well-educated, and between 17 and 26 years old, there's a really interesting life ahead of you in the Fleet Air Arm. It combines the adventure of going to sea with the excitement of flying as

a pilot or observer. You'll make good friends, broaden your experience, and become a specialist in a responsible and well-paid job. It's a fine career, and for those who show marked ability, there are opportunities of promotion to the highest ranks.



FULL DETAILS OF COMMISSIONS

on 8 or 4 year Short Service and National Service commissions — are given in a 24-page illustrated booklet describing the life, pay and prospects of pilots and observers in the Fleet Air Arm.

For a copy of this booklet write today to:

**ADMIRALTY, D.N.R. (Dept. CV/104),
QUEEN ANNE'S MANSIONS, LONDON, S.W.1**

80% Less Engine Wear with new BP Special Energol

'VISCO-STATIC' MOTOR OIL

It guards against the dangerous 5 minutes every time you start

MOTORISTS ALL OVER BRITAIN are talking about the wonderful new motor oil—BP Special Energol 'VISCO-STATIC'. It saves 80% of engine wear. This has been proved by the new radio-active wear detector which actually measures wear while the engine is running. BP Special Energol also cuts petrol consumption by up to 12% and gives you easier starting than you have ever known. These are claims no car owner can ignore. What is so different about this new oil? How does it work? Here are the answers.

The Dangerous 5 Minutes

For 5 minutes after every cold start any engine lubricated with conventional oil suffers more wear than in about 6 hours steady running. The reason is that conventional oils are too thick when cold to give immediate lubrication and a full flow of oil to the cylinders. So the engine runs virtually dry just when it needs oil most of all.

BP Special Energol prevents this heavy starting wear in two ways. First, it flows so easily when cold that it gives full oil circulation the moment the engine starts. Second, it guards against corrosion while the engine is not running.

Amazing new property

Instantaneous oil circulation with BP Special Energol is the result of an amazing new property. This oil is as thin when cold as the thinnest winter oil you can buy. Yet it is as thick when hot as are the grades normally recommended for summer use at the same temperature.

Here at last is an oil that not only lubricates completely in freezing cold but also gives complete protection in summer heat and hard running

conditions. This is why BP Special Energol reduces engine wear by 80%.

This new oil is for use all the year round in all 4-stroke engines in good condition for which an oil from S.A.E. 10W to S.A.E. 40 is recommended. Now there is no need to change your grade of oil with change of season.

Saves up to 12% on petrol

Because BP Special Energol reduces oil drag when the engine is warming up, you will find you need less choke. The reduction in oil drag and use of the choke will cut your petrol consumption. Saving can be as high as 12% in start and stop runs in towns. Even on average running you can expect at least 5% saving. This saving alone more than repays the extra cost of BP Special Energol.

Striking improvement in starting

The first thing you notice when you change to BP Special Energol is a striking improvement in starting from cold. Once again it's because this new oil flows easily when cold. The engine springs to life immediately and runs as if it



London to Leeds EVERY TIME YOU START

In the first 5 minutes after starting from cold any engine lubricated with conventional oil suffers more wear than in about 6 hours steady running—that is, more wear than on a non-stop run from London to Leeds! This is because conventional oil is too thick to reach vital parts at the top of the cylinder bores. Result—cylinder walls and piston rings are virtually dry and suffer severe wear. But BP Special Energol flows freely even in extreme cold. It gives full oil circulation from the moment the engine starts.



were already warmed up. Performance is noticeably livelier during the warming up period. And of course your battery is under less strain.

Only for engines in good condition

BP Special Energol is only for engines in good condition. If yours is worn and shortly in need of overhaul you will do best to use the recommended grade of normal BP Energol. If in any doubt ask your garage manager.

How to change to BP Special Energol

Because BP Special Energol is a completely different kind of oil be sure to make a complete changeover. Do not top up your existing oil with BP Special Energol. Drain and refill with the new oil, run for 500 miles, then drain and refill again. From then on the oil should be changed at the normal change periods recommended for your engine.

Ask for BP Special Energol at garages where you see the BP shield. This oil is coloured red for easy identification and sold only in sealed packages.



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

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

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. II No. 14

October 7, 1955

Managing Editor GREGOR GRANT

Associate Editor

C. POSTHUMUS

Road Tests and Technical

JOHN V. BOLSTER

Assistant Editor

F. WILSON McCOMB

Art Editor

THEO PAGE

CORRESPONDENTS

North of England

WILSON ROGERS

Northern Ireland

W. A. McMASTER

Eire

JACK O'DONOGHUE

Continental

GERARD CROMBAC

MAURICE GATSONIDES

JOHN CLAES

Western Germany

ALAN BRUCE

Portugal

GUY PHEYSEY

Scandinavia

HANS FRIES

U.S.A.

RUTH SANDS BENTLEY

South America

Dr. VICENTE ALVAREZ

Canada

RODERICK THURGOOD

PHOTOGRAPHIC SECTION

Chief Photographer

GEORGE PHILLIPS

North of England

FRANCIS N. PENN

Scotland

W. K. HENDERSON

Continental

MAURICE LOUIS ROSENTHAL

RODOLFO MAILANDER

U.S.A.

OZZIE LYONS

CONTENTS

	Page
Pit and Paddock	420
Sports News	421
Portrait Gallery, No. 32—Ian Burgess	423
Thoughts on the T.T., by W. A. McMaster	424
A Wet Edenvale	425
John Bolster Tests a Laystall-tuned Morris Oxford	426
Snetterton '55 Finale	427
The Irish Rally	428
Club Charterhall	429
Vanwall Victorious	430
Half-Litre Day at Cadwell	434
A Trial for Television/Lakeland Rally	435
Correspondence	436
News from the Clubs	438

Published every Friday by AUTOSPORT

159 Praed Street, London, W.2

Editorial and General Office

PADdington 7673

Advertisement Department

PADdington 7671-2

General Manager PETER BAYLEY

Advertisement Manager NORMAN H. BIGSBY

Annual Subscription £4 4s. 6d.

(U.S.A. and Canada \$12.00)

Direct from the Publishers or all Newsagents

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

EDITORIAL

SAFETY IN CONSTRUCTION

ONE must face the fact that several recent accidents involving lightweight sports-racing cars which have subsequently caught fire, are causing no little concern among manufacturers. As the development of high-performance machines is bound up closely with sports car racing, it is becoming more and more obvious that the bigger concerns view the increasing use of "space-frames" with suspicion. Possibly this suspicion is completely unfounded, but manufacturers are loath to risk their reputation by offering cars for sale which may be regarded as being of too flimsy a construction for normal road work. Again, the use of more-or-less unprotected, large-capacity light alloy fuel tanks is not approved by the more conservative makers and their designers. The fuel tank can be the most dangerous component of a motor vehicle, if full precautions are not taken against the possibility of fire due to damage following the impact of a collision. It should not be difficult to draw up safety regulations requiring far better fireproofing arrangements than at present apply. AUTOSPORT has seen racing cars, passed by scrutineers, in which the fireproof bulkhead comprises a thin sheet of aluminium alloy. The engine compartment, driving cockpit and fuel tank, each should have its own fireproof bulkhead, and these should be the subject of new regulations aimed at the greatest possible safety. All deplore the building of too-heavy cars, but surely there is a limit to which designers and constructors may go? If the present tendency to build even lighter machines is permitted to continue, then sports car racing will cease to be the slightest use in the development of normal high-performance vehicles. Grand Prix racing is another story. Theories relating to chassis construction can be proved conclusively, and the results passed on to passenger car manufacturers who may then, if they care, try them out in sports-racing machines. To introduce sports-racing cars to circuits, without a great deal of experience regarding innovations in their construction, is asking for trouble. Let our manufacturers look to full-scale Grand Prix racing to provide the answers to the many problems connected with the building of ultra-light-weight cars!

No criticism is intended of the makers of those very fast little sports-racing machines which have been so conspicuous on our circuits in recent years. Limited by a lack of power-producing engines, they have sought to obtain racing performance by scientific weight-paring and applied aerodynamics. However, unless standards are laid down to which each machine must conform, there is a real danger of the breed going the way of the trials "special", and bearing little or no relation to the type of car the public wants to buy!

OUR COVER PICTURE

FIGHTING "ELEVEN-HUNDREDS": Two of Britain's foremost 1,100 c.c. competition sports cars, Cooper and Lotus, driven by Ivor Bueb and Colin Chapman respectively, fight it out at last Saturday's Castle Combe race meeting. Both are powered by the single o.h.c. four-cylinder Coventry Climax engine.

PIT & PADDOCK

DICK JACOBS wishes to thank the dozens of people who called, or sent messages to him when he was in hospital at Oxford. The popular M.G. driver is now convalescing.

CONGRATULATIONS to Florent Giorcelli, racing-minded "patron" of the Hotel Bristol, Monte Carlo, on his forthcoming marriage to Signorina Mariuccia Galli.

ON the agenda at the next C.S.I. meeting—that cars in the next World Sports Car Championship be restricted to 3½ litres engine capacity. The R.A.C. will oppose it, on grounds that such a limit would have no effect on speed. It would be more logical, they argue, to modify circuits.

THE six-hour endurance race which the Sports Car Club of South Africa hoped to hold on the new Palmietfontein circuit in September had to be postponed, the club considering that sufficient trade support would not be forthcoming at this stage.

DICK STEED is co-driving with F. Kretschmann (Porsche 550) in the Targa Florio.

FERRARI drivers in the "Targa" will be Maglioli, Taruffi and Castellotti; Maserati's men will be Musso, Villoresi and Bordoni. Mercedes-Benz are already practising with 300SL machines.

NO Gordinis will take part in next Sunday's Targa Florio; instead three cars will be despatched to Caracas for the Venezuelan sports car G.P. on 6th November.

FOLLOWING examination of the circuit installations by a safety commission, it is announced that the Syracuse G.P. will take place on 23rd October, one week after the Targa Florio—both venues are, of course, on the island of Sicily.

THE new M.G. model "A" attracted enormous attention, and much favourable comment, at the Frankfurt Show. Prominent amongst visitors to the stand were American Army officers, and at a basic price in Germany of DM. 8,850, less than for the smallest of the Porsche range, our Cologne correspondent Alan Bruce predicts that all the "A" M.G.s reaching the German agents will be sold long before they arrive.



IN Sweden, too, the "A" type M.G. created immense interest, reports Hans Fries, ten orders being placed on the first morning, and the Stockholm showrooms crowded inside and out with onlookers. Fries has ordered one himself.

KEEN readers spotted two caption errors in last week's Oulton Park report, on pages 400-401. One labelled the Collins B.R.M. as Castellotti's Lancia, the other put Les Leston in No. 2 Cooper, whereas in fact it was Colin Davis who drove Francis Beart's car. Sorry!

JOY COOKE is expected to be a famous concern's chief hope for the Women's Rally Championship next year.

LONDON evening paper's motoring correspondent, writing on a road test of the new M.G. "A", apparently records acceleration figures by listening to his passenger count 1-2-3, etc.!

MEXICO will hold its first motor exhibition next January.

LAST week's exciting motor-cycle meeting at Brands Hatch, when John Surtees (Norton) beat Geoff Duke's Italian four-cylinder Gilera, cost the 500 c.c. car boys the absolute circuit lap record, which now stands to Surtees at 60 secs. dead.

THE racing Messerschmitt which recently broke several world records may be shown at Earls Court by the Beulah Hill Engineering Co. (Stand 11A at the Motor Cycle Show, 12th November).

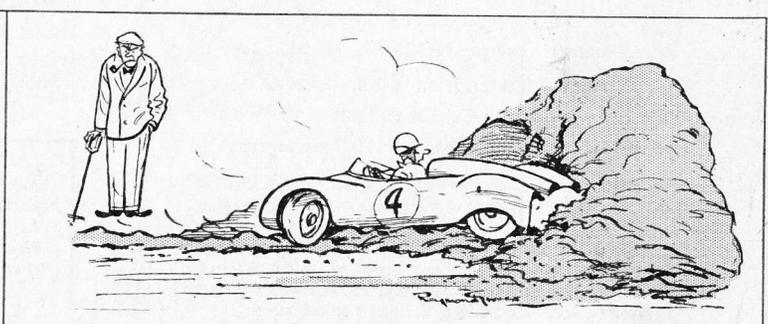
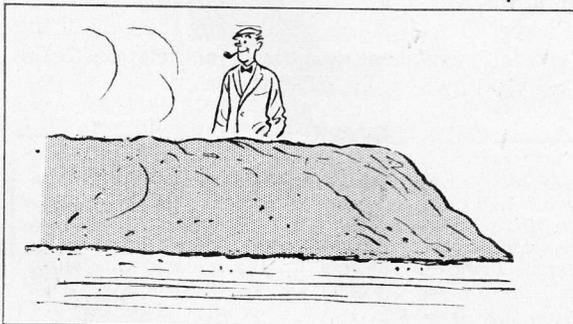
CATCHING SWEDEN'S EYE: The new 1½-litre M.G. "A" model was effectively displayed, in company with Magnette saloons, and a 20-year-old PA Midget in contrast, in the Stockholm showrooms, drawing big crowds of interested viewers.

ARCHIE SCOTT-BROWN will be driving Louis Manduca's C-type Jaguar at Brands Hatch on Sunday.

A 1956 DODGE has been circulating the Bonneville salt flats in a quest for long distance stock car records. It was eminently successful, breaking no less than 306—including every U.S. closed car figure for distances up to 31,224 miles! Over the 14 days it was running, it averaged 92.86 m.p.h., including refuel stops.

A.C. CARS, LTD., announce price increases for their "Ace" and "Aceca" models for 1956, owing to ever-increasing labour costs and prices of raw materials. New figures are: Aceca coupé, Basic £1,375, P.T. £574 0s. 10d.; Ace 2-seater, Basic £1,100, P.T. £459 9s. 2d. Prices of the saloon two- and four-door models, and of the Petite, remain unchanged.

REDEX 10,500 Mile Australian Trial—"Official Provisional Results" issued give the following placings: 1, C. Kennedy (Peugeot), 236 marks lost; 2, G. and L. Kook (Vanguard), 399; 3, W. McLachlan (Ford Customline), 506; 4, L. Whitehead (Volkswagen), 521 (lost marks through chassis cracks); 5, E. Perkins (Volkswagen), 527 (also afflicted with chassis cracks); 6, M. Brooks (Vanguard), 545 (suffered cracked cross and frame member). 54 finishers are listed.



TWO MORE BRITONS FOR MERCEDES

DESMOND TITTERINGTON and Peter Collins will be in the Mercedes-Benz team for the Targa Florio race on 16th October. The invitation to Titterington came through Ken Gregory. The day after accepting the Mercedes invitation, Titterington received an invitation from Ugolini to drive a Ferrari in the same race.

A FORD-ENGINEED MORGAN

Two-seater at Basic Price of £450—36 b.h.p. Engine and Dry Weight of 12½ cwt.

LATEST addition to the Morgan range is the 4/4, 10 h.p., Series II, a much lighter and cheaper version of the popular Plus Four. The side-valve engine is the familiar Anglia unit, developing 36 b.h.p. at 3,600 r.p.m. with a 7 to 1 compression ratio and single downdraught carburetter.

A 3-speed gearbox has ratios of 15.07, 8.25 and 4.4 to 1, taking the drive through a single-plate, hydraulically-operated dry clutch to a hypoid bevel rear axle. Girling hydraulic brakes are fitted and tyre sizes are 5.00 x 16 ins.

Front suspension is independent, by means of the well-tried Morgan system of vertical helical springs and sliding axles. Semi-elliptics are used for the rear. Electrical equipment is 12-volt, an 8-gallon rear petrol tank is fitted.

At a basic price of £450, this Series II Morgan should command a ready sale. It is only available in two-seater form, and it closely resembles the current Plus Four model in general appearance. Dry weight of the complete car is 12½ cwt., which gives the Morgan "10" a useful power-weight ratio.

Complete list of Morgan models and retail prices for 1956 are as follows:—

	Basic Price		Purchase Tax			Total		
	£	£	s.	d.	£	s.	d.	
MORGAN 4/4 Series II								
2-seater Tourer, 10 h.p. Ford Engine	450	188	12	6	638	12	6	
MORGAN PLUS FOUR								
2-seater Tourer, TR2 Engine	595	249	0	10	844	0	10	
MORGAN PLUS FOUR								
2-seater Coupé, Vanguard Engine	610	255	5	10	865	5	10	
MORGAN PLUS FOUR								
2-seater Coupé, TR2 Engine	640	267	15	10	907	15	10	
MORGAN PLUS FOUR								
4-seater Tourer, Vanguard Engine	580	242	15	10	822	15	10	
MORGAN PLUS FOUR								
4-seater Tourer, TR2 Engine	610	255	5	10	865	5	10	

SPORTS NEWS

THE AUSTRALIAN G.P.

MONDAY next, 10th October, sees the running of the 1955 Australian Grand Prix on a 1.3-mile road circuit outside the town of Port Wakefield, 60 miles north of Adelaide. The G.P. will be over 80 laps, and carries with it a prize fund totalling £1,500. Two other races, a handicap and a scratch event, will make up the day's programme, while on the previous Saturday, 8th October, three qualifying heats for the Grand Prix, plus a saloon and touring car handicap, will be held.

The pick of Australian drivers will be competing, and cars should include several Coopers, Lex Davison's H.W.M.-Jaguar, with, it is hoped, a D-type head, a G.P. Talbot and a number of "specials", including Stan Jones's famous remodelled Maybach.

EMW v. PORSCHE AT AVUS

LIKE the 500 kms. race at Nürburgring in August, the G.P. of Berlin meeting on the very fast Avus track on 25th September proved a stern struggle between the EMW and Porsche machines in the 1,500 c.c. class. The Eisenacher Rennkollektiv from Germany's Eastern Zone entered four cars, and returned very high speeds during practice. As it turned out, Richard von Frankenberg (Porsche) seized the lead from the start, with the four EMWs at his tail. Edgar Barth, in the first of them, was never more than a car's length behind von Frankenberg, and sometimes when coming out on the South Bend was running dead level with his opponent. On the

25th lap, however, he was forced to retire with undisclosed trouble, after which most of the interest of the race evaporated, the leaders having lapped practically the entire field.

Shortly before the finish, one of the EMWs crashed when emerging from the North banking, while chasing the leading Porsche. The car went into a slide, shot off the circuit, and overturned on top of an earth mound built for spectator protection. Some 10,000 spectators attended the meeting, but were disappointed in the non-appearance of Chiron's Osca and of the British Cooper-Climax entries, to be driven by Ivor Bueb and John Cooper. Frankenberg's victory secured for him the German 1,500 c.c. sports car championship.

A surprise came in the 1,300 c.c. Grand Touring class, which was won by an "unknown", Ludwig Brendl (Porsche), from von Hanstein and Graf von Trips, also in Porsches.

ALAN BRUCE.

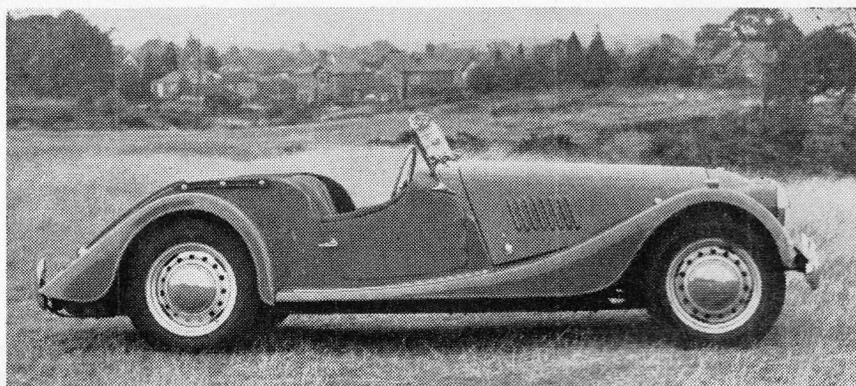
Sports Cars up to 1,500 c.c. (30 laps, 249 km.): 1. R. von Frankenberg (Porsche), 1 hr. 15 mins. 33.8 secs., 197.6 m.p.h. 2. A. Rosenhammer (EMW), 1 hr. 15 mins. 39.8 secs. 3. P. Thiel (EMW), 1 hr. 15 mins. 45.6 secs. 4. Binner (EMW), 5. Seidel (Porsche). 6. Lautenschlager.

Grand Touring up to 2,000 c.c. (20 laps, 166 km.): 1. E. Zagato (Fiat), 58 mins. 31.8 secs. 170.2 k.p.h. 2. O. Bengtsson (Alfa Romeo). 3. Rolff (Porsche). 4. Lohmänder (Alfa Romeo).

Grand Touring up to 1,300 c.c. (20 laps): 1. L. Brendl (Porsche), 1 hr. 3 mins. 20.5 secs., 157.2 k.p.h. 2. H. von Hanstein (Porsche). 3. Graf B. von Trips (Porsche). 4. P. Strahle (Porsche).

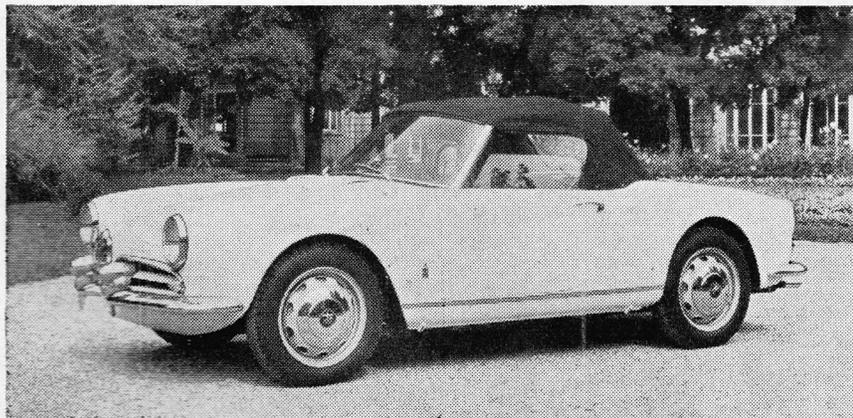
BRANDS HATCH ON SUNDAY

THE B.R.S.C.C.'s programme of racing at Brands Hatch this Sunday, 9th October, will be a decisive one for no less than five motor racing trophies. These are the National 500 c.c. Championship, in which Bueb leads by one point from Russell, the Clubman's and the J.A.P. Championships, both led by



FROM MALVERN: (Above) Morgan's latest, the 1956 1,172 c.c. Ford Anglia-engined 4/4, Series II, which will sell at a highly competitive basic price of £450.

FROM MILAN: (Left) The new sports "Spyder" version of the 1,300 c.c. Alfa Romeo Giulietta, which appears at the Paris Salon.



H. C. Taylor in his Cooper, the Light Car Trophy, led by Don Parker, and the Sporting Record Trophy (Bueb).

Another highlight will be the Fibreglass Trophy race and Concours d'Élégance for plastic-bodied sports cars. There are also sports car events, a J.A.P. race and the Sporting Record Trophy race for F3 cars, run in two finals, one over 12 laps, the other over 10, with an eight-lap consolation race.



SEEN at the opening of the new David Brown showrooms in Piccadilly last week—Capt. Bolton, Chief Constable of Northants—the Silverstone county—with Earl Howe and Reg Parnell.

R.A.C. SAFETY MEASURES

FOLLOWING the disaster at Le Mans in June, the R.A.C. set up a special committee to review safety precautions in motor sporting events in this country. Heading the committee is Lord Brabazon, other members being Capt. Eyston, Lord Howe, Lord Camden, S. C. H. Davis, Dr. J. D. Benjafield, R. B. Moore, A. P. R. Rolt, Peter Whitehead, G. Grimes (Road Research Laboratory) and W. H. Aldington. This committee has issued the following interim report suggesting certain modifications to safety regs. previously enforced by the R.A.C.:

1. That, if spectators are not behind some protection, they may not be less than 100 ft. from the circuit alongside straights, and 200 ft. at corners.
2. Pits should be segregated from the circuit proper, so as to provide a single entrance to, and exit from, the pit area. It was agreed that, if more permanent arrangements, a line on the roadway would be accepted as a method of demarcation.
3. Points where a concentration of spectators could be expected should be protected by a

substantial barrier, and the front of any pits should also be in the form of a substantial barrier.

4. Even more care should be taken to exclude unauthorized persons from the pit and the track.
5. So as to avoid heavy braking at the finish of a race, cars should complete a further lap of the circuit after receiving the chequered flag.
6. Insurance against third party liability should be for a sum of at least £100,000 any one accident.

These arrangements take effect immediately and the various race meetings and circuits included in the R.A.C.'s fixture list have already been dealt with as appropriate.

AMERICAN RACE ORGANIZATION

THE newly formed United States Automobile Club, Inc., based in the state of Indiana, hopes to take over American sponsorship of motor racing as from 1st January, 1956, when the A.A.A. terminate their association with sporting matters. As the new National Club of the United States, it will seek

F.I.A. recognition, and one of its first objectives will be the re-entry into international racing competition, to enable foreign drivers and cars to race in the U.S.A. and vice versa.

With the exception of the rather "closed-shop" Indianapolis 500 Miles race, America's major international race is the Sebring 12 Hours, and this event will definitely be held in 1956. Alec Ulmann, of the Sebring Contest Committee, will be present in Paris during the Paris Show and the F.I.A. Paris Convention, between 10th and 17th October, and will be happy to answer Sebring questions. His address will be c/o Col. Melvin Smith, 52 Av. des Champs Elysées, Paris.

* * *

It is, perhaps, surprising that many intelligent motorists, with a very good knowledge of the mechanical side of their vehicles, are completely at sea when it comes to working out how the current from the battery finds its way round the car and back again, and cross their fingers against having an electrical breakdown on a dark, rainy night. However, they will be interested to know that a new edition has been published by the Temple Press, Ltd., Bowling Green Lane, London, E.C.1, of Part 4 of the *Modern Car Easy Guide Series*—a 50-page booklet entitled *The Electrical Parts of a Car*, which costs 2s., to be recommended to any wishing to grasp the complexities of car electrics.

AN examination of the official timekeeper's sheets of the recent R.A.C. International Tourist Trophy Race at Dundrod produces the interesting comparisons shown in the accompanying table. Before the arguments get too heated, it is necessary to explain that not all the cars were timed over the measured distance, nor do the speeds recorded necessarily represent the highest achieved by that car, but only the highest recorded by the timekeepers.

Performances on Index

The complete list of performances recorded in the Index of Performance formula was as follows:—

1. 745 D.B. (Armagnac/Laureau)—figure of merit ... 99283
 2. 2 984 Mercedes-Benz (Moss/Fitch) ... 98374
 3. 745 D.B. (Cornet/Storez) ... 98356
 4. 1,097 Cooper (Bueb/MacDowel) ... 97565
 5. 1,097 Lotus-Climax (Chapman/Allison) ... 97539
 6. 2 984 Mercedes-Benz (Fangio/Kling) ... 97205
 7. 2 984 Mercedes-Benz (von Trips/Simon) ... 95202
 8. 2,922 Aston Martin (Walker/Poore) ... 94949
 9. 745 D.B. (Mougin/Mercader) ... 94308
 10. 1,498 Porsche (Shelby/Gregory) (S.P.) ... 93941
 11. 1,097 Lotus-Climax (Steed/Scott-Russell) ... 93041
 12. 1,498 Porsche (Glockler/Seidel) (S.P.) ... 92434
 13. 2,993 Maserati (Musso/—) ... 92317
 14. 3,000 Ferrari (Castellotti/Taruffi) ... 91989
 15. 2,922 Aston Martin (Parnell/Salvadori) ... 91914
 16. 3,000 Ferrari (Maglioli/Trintignant) ... 91566
 17. 1,498 Porsche (Frankenberg/Linge) ... 87757
 18. 1,490 M.G. (Fairman/Wilson) ... 85847
 19. 3,000 Ferrari (Swaters/Claes) (S.P.) ... 84903
 20. 2,000 Maserati (Loens/Bonnier) ... 83716
 21. 2,663 Austin-Healey (McMillen/Llewellyn) (S.P.) ... 83358
 22. 1,991 Triumph (Todd/Titterton) (S.P.) ... 81626
 23. 1,991 Triumph (Dickson/Richardson) ... 80817
 24. 1,490 Kieft (Baxter/Trimble) ... 80772
 25. 1,971 Frazer-Nash (Tew/Kelly) ... 80165
- (S.P.)—Entered in Series Production category.

W. A. MCM.

SPEEDS IN THE T.T.

Car	Drivers	Best lap mins. secs.	On lap(s)	Speed (m.p.h.)	Best speed (m.p.h.) recorded on flying kilo.
3.4 Jaguar	Hawthorn/Titterton	4 42	19	94.67	148.5
3.4 Cooper-Jaguar	P. Whitehead/G. Whitehead	5 2	19, 30	88.40	137.6
3.0 Ferrari	Castellotti/Taruffi	5 2	10	88.40	139.5
3.0 Ferrari	Maglioli/Trintignant	5 0	23	88.99	138.2
3.0 Ferrari	Swaters/Claes	5 0	18	88.99	130.7
2.9 Mercedes-Benz	Fangio/Kling	4 44	13, 19	94.00	148.9
2.9 Mercedes-Benz	Moss/Fitch	4 43	25	94.34	147.7
2.9 Mercedes-Benz	von Trips/Simon	4 48	29	92.70	148.1
2.9 Mercedes-Benz	de Barry	5 38	18	78.99	121
2.9 Maserati	Behra/—	4 50	23	92.06	138.9
2.9 Maserati	Musso/—	4 55	10, 19, 20	90.50	140.1
2.9 Aston Martin	Collins/Brooks	4 45	30	93.67	142.1
2.9 Aston Martin	Parnell/Salvadori	4 57	22	89.89	138.9
2.9 Aston Martin	Walker/Poore	4 54	17	90.81	138.2
2.6 Austin-Healey	McMillen/Llewellyn	5 31	28	80.66	120.2
2.0 Maserati	Loens/Bonnier	5 40	59	78.52	104.3
1.9 Triumph	Dickson/Richardson	5 56	17	74.99	106.2
1.9 Triumph	McCaldin/Maunsell	5 47	30	76.93	107.4
1.9 Triumph	Todd/Titterton	5 52	12	75.84	107.2
1.9 Maserati	Bellucci/—	5 7	27	86.96	128.2
1.9 Frazer-Nash	Tew/Kelly	5 50	57	76.28	106
1.9 Kieft	Adams/Fisher	5 40	61, 63	78.52	112.1
1.4 Porsche	Shelby/Gregory	5 15	31	84.75	126.1
1.4 Porsche	Glockler/Seidel	5 19	17, 21	83.70	124.2
1.4 Porsche	Frankenberg/Linge	5 14	13, 19, 21, 23	85.02	114.3
1.4 M.G.	Flockhart/Lockett	5 35	5	79.70	—
1.4 M.G.	Fairman/Wilson	5 47	19, 20, 21, 22	76.93	110.7
1.4 M.G.	Lund/Stoop	5 48	7	76.71	—
1.4 Kieft	Baxter/Trimble	6 11	11	71.96	93.33
1.4 Lotus-Connaught	Coombs/Burgess	5 51	21	76.06	84.50
1.0 Cooper	Bueb/MacDowel	5 16	73	84.48	120.7
1.0 Kieft	Rippon/Louth	6 18	8	70.63	—
1.0 Lotus-Climax	Chapman/Allison	5 7	24	86.96	116.1
1.0 Lotus-Climax	Steed/Scott-Russell	5 25	29	82.15	107.4
.9 DKW	Rudd/Vard	6 11	22	71.96	93.17
.7 D.B.	Cornet/Storez	5 47	24	76.93	99.17
.7 D.B.	Armagnac/Laureau	5 43	26	77.83	105.1
.7 D.B.	Mougin/Mercader	5 58	12, 27, 32	74.57	103.8
.7 Panhard	Chance/—	5 46	6	77.16	—
.7 Stanguellini	Faurel/Duval	6 40	14	66.74	99.51

A MODIFIED "MONTE"

SEVERAL changes have been introduced for next year's Monte Carlo Rally, which starts on 15th January. Paris becomes a new starting point, and also replaces Chambéry as the junction for all itineraries. Oslo is no longer a starting point, Rome replaces Palermo as Italy's, and the pre-war Norwegian starting point at Stavanger is reintroduced. The road section has been lengthened by some 625 miles, and the *épreuve de classement*, formerly the Gap-Monaco section, has been extended to that between Paris and Monaco, and will include a timed 1.1 km. downhill section, with compulsory braking point at the end, planned to eliminate machines with defective braking before the 100 best cars undergo the mountain test. The final acceleration/braking tests and the speed/performance tests on the Monaco G.P. circuit will not be held. The 751-1,000 c.c. category has been scrubbed, the four classes now being up to 750 c.c., 751-1,300 c.c., 1,301-2,000 c.c. and over 2,000 c.c.

A NEW MICHELIN "X" TYRE

THE steel-carcass Michelin "X" tyre, introduced at the 1953 Motor Show and already well known to many motorists, is now available in a new size, the 155 x 15, for such models as the Triumph TR2, Austin-Healey, M.G. Magnette, TD and TF, and Austin A50. A very much squatter section gives greater stability without appreciably altering the effective gear ratio. The smaller overall diameter results in enhanced acceleration, whilst it is claimed that the reduction in slip and rolling resistance frequently produces an improvement in maximum speed.

There was no question of checking maximum speeds on 22nd September, when a party of journalists met to sample the new tyre as fitted to a Triumph TR2, an Austin-Healey and an M.G. Magnette. The venue chosen was the Epsom Downs, whose floating population of expensive racehorses presents a financial as well as a physical hazard to the speeding motorist.

However, the writer drove a TR2 in both wet and dry conditions, and gained the impression that the "X" tyres definitely improved road adhesion; the car was flung round several bends most brutally and when the tail did eventually break away, it did so slowly, and could easily be controlled. The test car had the tyres inflated to 25 lbs./sq. inch front and 28 rear—3 lbs. above the recommended pressures for normal motoring. We felt that they could, with advantage, be inflated still more, and in fact pressures of 27 and 30, respectively, are advised for use on rallies. Even at low pressures, however, one noticed the phenomenal freedom from squeal which is one of the "X" tyre's most notable characteristics.

F. W. McC.

MECHANICS' NIGHT OUT

THE Annual Dinner and Dance of the British Racing Mechanics' Social Club is to be held on 25th November at the Park Lane Hotel, Piccadilly, London. Tickets are obtainable, price 30s. each, from the Hon. Secretary of the Club, T. Harding, 18 Delta Road, Worcester Park, Surrey.



Photograph by Patrick Benjafield

PORTRAIT GALLERY

No. 32—IAN BURGESS

FOUR-AND-A-HALF years ago, at the world-famed Nürburgring, the Germans had the name Ian Burgess brought home to them with a resounding jolt, when in a works-loaned Cooper-Norton he won the 85-mile Eifelrennen Formula 3 race in pouring rain, heading Ken Wharton and Bill Whitehouse. This feat he achieved with the experience of but one season of local British 500 c.c. racing at Brands Hatch, Castle Combe, etc., behind him. He followed it up with a second place and fastest lap in the 1951 Avus Formula 3 race.

It was, perhaps, regrettable that subsequently he switched makes, for Dame Fortune's smile seldom fell on him after that Eifel success. He drove a Mackson to a second place at Brands Hatch, behind Don Parker, then raced a Kieft 500 awhile, and with a 2-litre sports Kieft-Bristol lay well up for three hours in his class of the 1953 T.T. at Dundrod when a wheel failed. His next mount was a pretty little 1.3-litre sports Osca, which he raced successfully at Crystal Palace and in the 1954 T.T., when despite water pump failure he and co-driver Palmer-Morewood gained third place in their class.

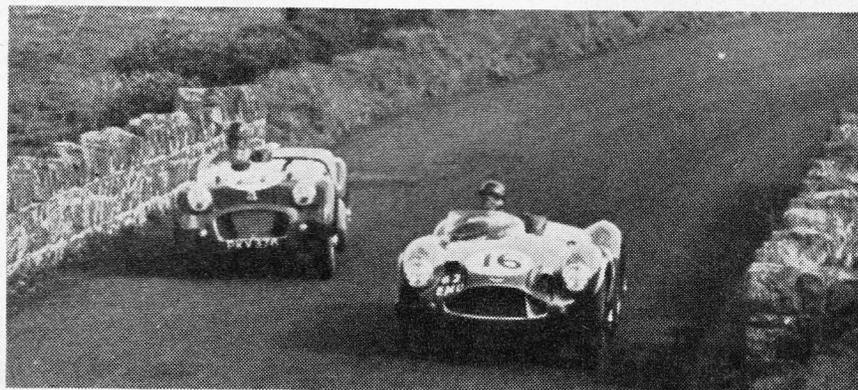
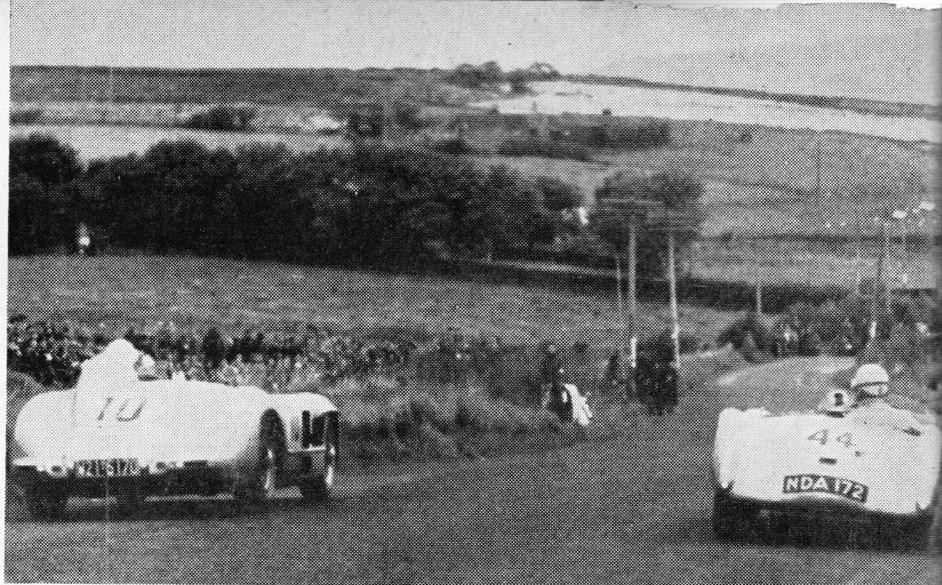
The business life of 26-year-old Ian Burgess—he is managing director of Laminates, Ltd., of Weybridge, Surrey, manufacturers of fibreglass car bodies, and boats—keeps him much occupied, but his heart is still strongly with motor racing. For next year he hankers after a Lotus or similar sports car and would like to race professionally. Meantime this great enthusiast derives much pleasure out of his everyday vehicle, one of those rapid Fiat TV 1100 saloons, in which he and his charming Swedish wife, Solveig, whom he married in 1953, travel to most of the big race meetings in these islands.

C.P.

THOUGHTS ON THE T.T.

by W. A. McMaster

our Northern Ireland Correspondent



OVER here in Ulster, motor racing enthusiasts and most people possessing a normal degree of commonsense, are thankful to the motoring Press for the tone of their approach to the fatal accidents which marked the R.A.C. Tourist Trophy Race. The race, and the unfortunate circumstances which marred it, are still the subject of debate to the exclusion of all else.

Many of us are still smarting over the attitude adopted to the accidents by the lay Press. A study of some of these reports shows that one bright boy, without leaving the Press tent and its telephone, dictated a "thrilling eye-witness" account of the Cochranestown multiple crash which, upon reading, had a familiar ring, until a closer examination revealed that he had used most of the phraseology already used in eye-witness accounts of the Le Mans accident, even describing how, at Dundrod, an engine from a crashed car had hurtled among the spectators, creating enormous havoc. He has not bothered to explain since how the engine was discovered nestling in the bank in an area from which spectators were excluded, never having left the actual course.

Distortion of Fact

By way of sardonic comment on such matters, one notes that only the other day a national daily, which had already reported that during a football match in Dublin "three football fans died and hundreds of others were bruised and grazed after being jammed against walls, pillars and crush barriers" now lamely explains that their report contained a number of serious inaccuracies. Three persons had, indeed, died, but from heart failure and no inquests were considered necessary, two of the deceased being seated comfortably in the grandstand. No one had been injured by being

crushed and, in fact, the ground was not even filled to capacity.

One wonders whether the correction, or the original story, attracts most attention and further hopes that, in simple justice, an examination will be made of the story of the 1955 T.T. race and the host of inaccuracies contained therein.

Not to Blame

On the subject of the more sombre side of the T.T., I can report (subject to the contents of the stewards' report which are unknown to me) that it now appears fairly certain that the much-abused Vicomte de Barry was not in any way to blame for the Cochranestown accident. Let me add, somewhat hastily, that officialdom never did say that he was to blame. But the fact that de Barry was flagged in by the stewards (some three hours after the accident) was taken by the aforementioned lay Press to be all part of the one matter. One newspaper, published on the evening of the race, accused de Barry blatantly in an early edition, then bent over backwards trying to correct themselves, even to the extent of inventing a statement by the stewards that de Barry was not to blame. Since the stewards had not said that he was to blame, no such statement was necessary nor, indeed, issued.

Turning to the more responsible criticisms, which, thank heaven, stem from a desire to prevent such accidents in future and not from people who delight in being very wise after an event, one that seems to command most attention is that of demanding a certain standard of efficiency from drivers taking part in an international race.

This is no new problem to this writer although, until now, it was encountered only in the world of motor-cycle racing. May I, therefore, be permitted to mention that, in addition to my interest

WELL OVER: Alan Rippon (Kieft) leaves plenty of room for Moss's Mercedes to pass on the run down to the Hairpin at Dundrod. (Left) A Triumph TR2 slides as Tony Brooks's Aston Martin goes by at Leathemstown. Note stone parapet on each side of the road.

in motor racing, I also happen to be a senior official of the Motor Cycle Union of Ireland, the governing body of motor-cycling in Ireland.

Qualifying Problems in Motor-Cycle Racing

Some years ago, soon after post-war conditions had brought over-subscribed entry lists and a number of rather serious accidents in international motor-cycle racing, the M.C.U.I. considered the problem now facing the motoring world. It was thought that much of the trouble stemmed from the fact that young men with sufficient resources could obtain a very fast machine and enter that machine for an international race, no one raising any question as to their ability to control such a machine at racing speeds.

Now I must point out that I refer to what was taken to be the problem in motor-cycling. Whether it exists in motor racing or not is not for me to say.

Anyway, the M.C.U.I. decided that unnecessary danger was created by the presence of such men in a field which included the top flight of racing men. So a system of "qualifying" for an international licence was introduced.

It was agreed, right away, that before being permitted to start in an international road race, an Irish rider must first produce evidence of his ability to race on a road circuit. Thus, an international licence was issued only after an applicant had produced evidence of having completed at least 75 per cent. of the total distance in three 100-mile national road races. Since the Irish rider had seven such national races in a season, no great hardship was imposed by demanding this qualification.

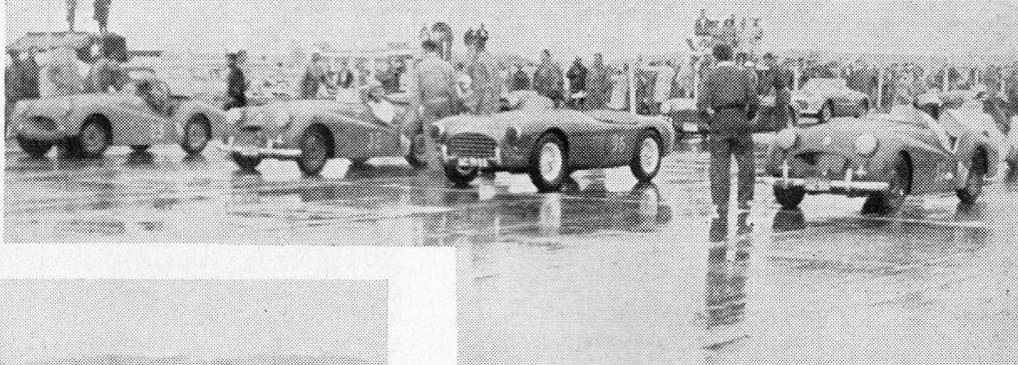
Here it may be observed that, only this season, with the scheme outlined above in operation, our most promising Ulster rider, Sammy Miller, had not even qualified for an international licence last May, but by August could finish second in the 250 c.c. Ulster Grand Prix and in September, at Monza, and shook most people by leading the experts a merry dance in the 250 c.c. Italian Grand Prix.

Soon after the M.C.U.I. introduced

(Continued on page 426)

● CANADA

A WET EDENVALE



REFLECTING on a very wet start-line (above), three TR2 Triumphs and J. Bojalad's A.C. Ace take the front row in the fourth race, won by A. Carrier (A.C.). (Left) Spray and spume fly as the field gets away in the race for 2-3-litre cars.



FOR the first time in six years, the Sports Car Club's Saturday 13th August meeting proved to be the wettest day of racing at Edenvale, the well-known Canadian circuit lying some 60 miles north of Toronto. Entrants and spectators (and their cars) came from far and wide to compete and spectate at this annual mid-August sports car meeting, and this year it was held under an R.A.C. permit. The course used by the S.C.C. consisted of the perimeter of the airfield, a distance of 1.73 miles, providing lap times of as low as 1 min. 40 secs., as compared with the 2.3-mile lap laid out by the British Empire Motor Club. The circuit is, and will be in its present layout, a test of acceleration, braking and roadholding, for the seven bends each

present a different line of approach, and the comparatively short straights (the longest is 825 yards) requires that superior skill of a winner on the bends.

Many of our American friends who had raced here on 18th June and subsequently at Wilkes-Barre (23rd July) came back for the return visit. The entries of Bill Lloyd (Maserati 3-litre) and Bob Said (Ferrari 2-litre Mondial) did not materialize, but Jim Pauley arrived with his 1½-litre Osca, whilst George Arents and Paul Van Antwerpen provided Canada with its first glimpse of the 300SL Mercedes in competition. All races were of 10 laps, scratch start, to F.I.A. formula, plus a one hour Le Mans "feature".

Results

Race 1. Class "H" (up to 750 c.c.): 1, W. S. Mitchell (Siata Spyder, 748 c.c.); 2, D. Hamilton (Renault 4CV, 750 c.c.); 3, B. Larter (Lartini, 750 c.c.). **Class "G" (750 c.c. to 1,100 c.c.):** 1, J. Diaz (Siata Amica Spyder, 1,100 c.c.); 2, E. Ruffini (Siata Spyder, 1,089 c.c.); 3, D. McEachern (Standard 10, 948 c.c.).

Race 2. Class "F" (1,300 c.c. to 1,500 c.c.): 1, J. G. L'Ecuyer (M.G. TC, 1,250 c.c.); 2, B. Mackley (M.G. TC 1,250 c.c.); 3, D. Marnell (M.G. TF 1,250 c.c.).

Race 3. Class "F" (1,300 c.c. to 1,500 c.c.): 1, J. Pauley (Osca, 1,490 c.c.); 2, W. Klinck (Lotus M.G., 1,466 c.c.); 3, G. Holloway (M.G. Special, 1,376 c.c.).

Race 4. Class "E" (1,500 c.c. to 2,000 c.c.): 1, A. Carrier (A.C. Ace, 1,991 c.c.); 2, F. J. Hayes (Triumph TR2, 1,991 c.c.); 3, J. Bojalad (A.C. Ace, 1,991 c.c.).

Race 5. Class "D" (2,000 c.c. to 3,000 c.c.): 1, F. J. Hayes (Triumph TR2, 1,991 c.c.); 2, R. H. Fergus (Austin Healey 100S, 2,660 c.c.); 3, P. V. Antwerpen (Mercedes Benz 300SL, 2,990 c.c.).

Race 6. Class "C" (3,000 c.c. and over): 1, P. V. Antwerpen (Mercedes Benz 300SL, 2,990 c.c.); 2, C. Eden (Jaguar XK120, 3,442 c.c.); 3, G. Arents (Mercedes Benz 300SL, 2,990 c.c.).

Race 7. One Hour "Le Mans" Handicap on Distance: 1, W. Klinck (Lotus M.G., 1,466 c.c.); 2, P. V. Antwerpen (Mercedes Benz 300SL, 2,990 c.c.); 3, G. Arents (Mercedes Benz 300SL, 2,990 c.c.). **On Handicap:** 1, W. Klinck (Lotus M.G., 1,466 c.c.); 2, W. Mitchell (Siata Spyder, 748 c.c.); 3, D. Hamilton (Renault 4CV, 750 c.c.).

● AFRICA
A NEW CIRCUIT FOR RHODESIA

ON Sunday, 11th September, His Worship the Mayor of Salisbury, Councillor Harry Pichanick, officially opened the new 2.4-mile road racing circuit at the Marlborough Stadium, just outside Salisbury, Southern Rhodesia. This fine track is due to the enthusiasm of Harry Reedman, M.P., and opens a new chapter in the history of motor racing in Africa.

From the start the course slides gently down the long straight of Watling Street to the sharp left-hand Gwebi Bend, and on full bore again along Bantu Straight, before pulling back for a tricky swing round Hippo Bend, through a swinging kink up Selous Slope and the Hill Climb. Over the top the road drops sharply through Duikers Leap and sweeps left into a full bore bend, Lomagundi Kraal (pronounced crawl, but don't you believe it). Shooting the bridge one quickly positions for the hairpin

and a sharp right turn back into the straight. The road is 30 feet wide all the way, widening to 40 feet at the pits opposite Club House Kopje (hill), which is one of three natural grandstands. With safety measures second to none, the Marlborough circuit puts the Federation on the International map for future motor racing.

The opening meeting consisted of five races, constituting a grand day's sport under blazing skies and a good omen for future occasions; now more international competitors are wanted and they can rest assured the competition is keen, the course A.1, and the sport, as ever, unbeatable.

Results

Blenheim Handicap (production closed cars up to 3,500 c.c.), 5 laps: 1, P. H. E. West (1,172 c.c. Morris Minor, 55 m.p.h.); 2, N. G. Matthews (803 c.c. Austin A30); 3, J. F. Hartley (2,214 c.c. Morris Six).

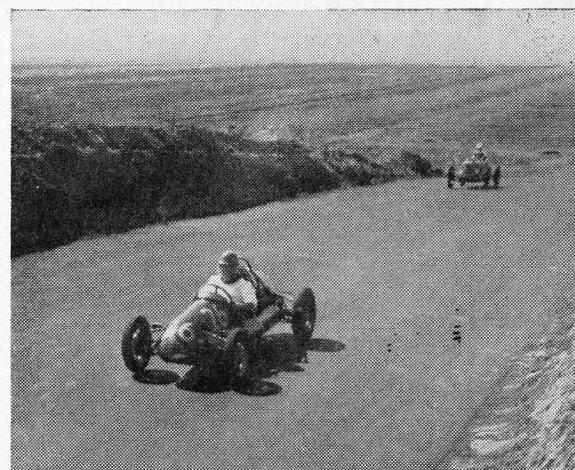
Ramilies Handicap (unlimited sports cars), 5 laps: 1, T. P. Peatling (Austin-Healey), 64.8 m.p.h.; 2, C. G. S. McPherson (Austin-Healey); 3, J. G. H. Watson (Austin-Healey).

Woodstock Handicap (unlimited racing cars), 5 laps: 1, M. Witham (Cooper), 64.8 m.p.h.; 2, J. A. Shield (Ford Spl.); 3, S. Wellsted (Ford Spl.).

WIDE OPEN SPACES: de Villiers' Cooper leads Tingle's blown M.G. on the Hill Climb of the new circuit.

Marlborough Trophy Handicap (unlimited racing and sports cars), 20 laps: 1, C. W. M. Kirkpatrick (M.G. TD), 58.8 m.p.h.; 2, J. G. H. Watson (Austin-Healey); 3, C. G. S. McPherson (Austin-Healey).

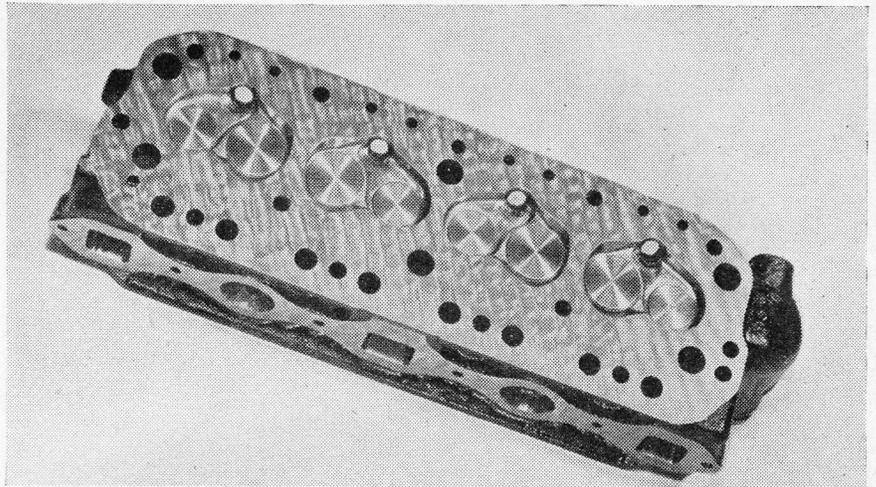
Salisbury Handicap (10 fastest cars of day), 5 laps: 1, H. de Jouvancourt (2,660 c.c. Austin-Healey), 65.3 m.p.h.; 2, J. A. F. de Villiers (1,098 c.c. Cooper); 3, C. G. S. McPherson (2,660 c.c. Austin-Healey).



RE-FORMED AND RE-VALVED: The Laystall-modified cylinder head for the Morris Oxford has the combustion chamber built up into a different shape, and larger valves are fitted. With twin S.U. carburetters and an 8.8 to 1 compression ratio, an increase of no less than 26 b.h.p. is achieved.

THE Morris Oxford is about the furthest possible thing from a sports car. It is a most worthy family conveyance—exceptionally roomy for a 1½-litre machine—and is, in fact, a typical British medium-sized saloon.

For many people, such a vehicle represents an ideal form of transport, but there are those who hanker for a little extra performance. In particular, there is the man who would be driving a sports car were it not for family responsibilities. Such people need pine no longer, for



JOHN BOLSTER TESTS A LAYSTALL-TUNED

MORRIS OXFORD

—and finds a 26 b.h.p. increase in power and an extra 11 m.p.h. in a lively "top gear" saloon

Laystalls have come across with a standardized tuning service that makes the homely Oxford into a very lively car indeed.

A very considerable modification of the cylinder head is the basis of the conversion. The combustion chamber is built up into a different shape, and larger valves are fitted. To save time, the cylinder head is taken in on an exchange basis, and so is the exhaust manifold.

Twin 1½ ins. S.U. carburetters are fitted, and the compression ratio is 8.8:1. The actual engine of the car I was driving was put on the bench, before and after modification. The result was an increase of no less than 26 b.h.p., though the engine speed was only increased by 600 r.p.m. Even more valuable was the greater power in the lower or accelerating range, where a similar percentage improvement was recorded.

Obviously, all this extra power translates itself into an entirely new sort of performance on the road. The standard Oxford records a mean timed speed of 72.6 m.p.h., but I achieved 84.1 m.p.h. in the Laystall-tuned car. The optimistic speedometer had long passed 90 m.p.h. during this performance, and was trying hard to break the stop at the end of the dial! I had no difficulty in walking

right away from any medium-sized saloon that I met on my travels.

The greatly augmented performance at lower speeds was also most pronounced. As Morris Oxford owners are aware, the steering column lever is a somewhat clumsy device, rendering gear changing rather a game of chance. After the Laystall treatment, one has literally a top-gear car, and one may forget the lever for many miles at a time. Similarly, first speed is never needed for starting off; in fact second speed gives a quicker get-away by stopwatch timing.

As regards the actual figures, the test car tended to slip its clutch, and could have done with some stronger springs. Driving carefully, and pausing for the up changes instead of pulling them through, I had no fault to find, but the results would have been even better if I had been able to hurry things a little. The standing quarter-mile took only 22.2 secs. and after re-calibrating the speedometer I went from a standstill to 30 m.p.h. in 6.2 secs., 0-40 m.p.h. took 10.6 secs. and 0-50 m.p.h. occupied 15 secs. The 0-60 m.p.h. time was 21.2 secs., an improvement of 7.8 secs. over the standard car.

As no air silencers were fitted to the carburetters, there was naturally some increase in noise when the engine was pressed to its limit. The fuel consumption was at least as good as that of the production model at normal touring speeds. One cannot get something for nothing, however, and if the full power was employed all the time an increase in consumption of the order of 20 per cent. was observed.

The modifications had no detrimental effect on the general behaviour; in fact the flexibility was even improved. Naturally, this type of car does not achieve sports car standards of roadholding and suspension, but it was entirely safe and steady at its considerably enhanced maximum speed.

The retail price for the modification is £57 10s. plus a fitting charge, although it can be fitted by the owner or his local garage if preferred. The car was submitted for test by the Laystall Engineering Co., Ltd., 53 Great Suffolk Street, London, S.E.1, and similar modifications are applicable to the Austin A50 and the M.G. Magnette. Further details are available from Laystall Engineering.

Thoughts on the T.T.—continued

their scheme, the Auto Cycle Union introduced a qualifying system for their riders. Unfortunately, not being blessed with a number of national road races, their system had to depend upon performances on airfield circuits and we, in Ireland, did not think much of their minimum qualifications. Often the situation arose where an Irish rider could not obtain an international licence for a race in which many A.C.U. riders of much less experience took part.

Since then, the A.C.U. has drastically modified their qualifications, perhaps too drastically, as the "points" system in present operation would seem to make the acquisition of a full international licence a very protracted business. That, however, is their business and this writer

has no intention of criticizing their handling of it.

But I do want to emphasize, from this motor-cycling experience of "qualifying" for an international licence, that complete uniformity in qualification is most essential and that there is a grave risk of any qualifying system breaking down, or causing unnecessary feeling over inequality of application, if the same system is not adopted internationally.

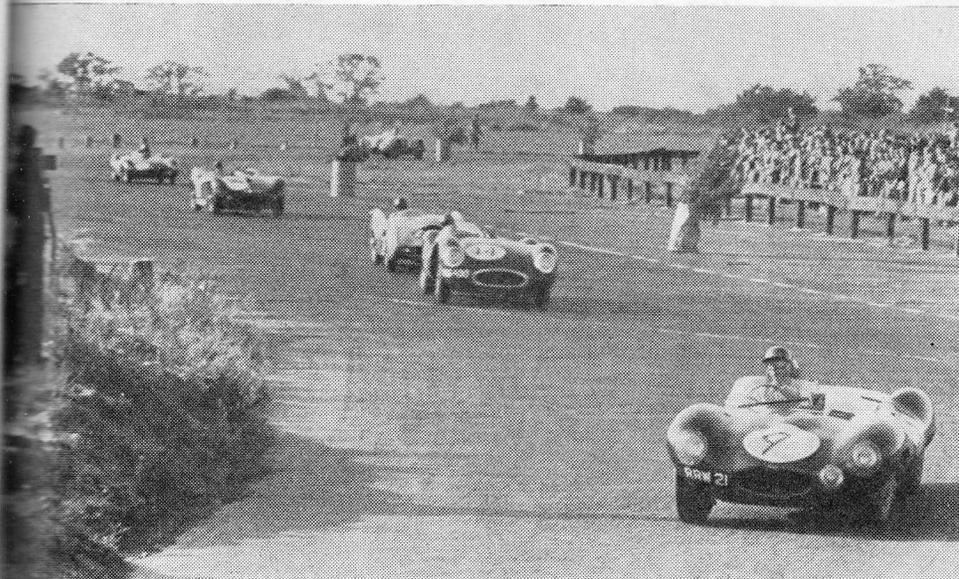
After all, since the object of the exercise is the granting of a licence to take part in international competitions, it is only right that it should be determined at international level.

Medical Standards

This also prompts the thought that minimum medical standards for racing drivers should also be determined on an international scale. One heard angry

murmurings at Dundrod over this subject and to date, we in Ulster claim that our medical standards are the right ones, however much others may declaim that certain drivers thought by us to be medically unqualified have proved their worth on other circuits.

Then there is the matter of cars of differing capacities being raced at the same time. The whole character of the T.T. as we understand it, would be thrown overboard by a decision to adhere to capacity limitations—but that need not necessarily be the last word. One wonders if there is anything in the suggestion made to me that the T.T. might well be conducted over a period of two days, giving the advantage of dividing the classes and, at the same time, making for economy in driving personnel.



NEW WEAR (left) for George ("H.W.M.") Abecassis, driving a D-type Jaguar in the unlimited sports car race, in which he finished second to Duncan Hamilton in a similar car. Behind comes Reg Parnell in the Equipe Endeavour Cooper-Jaguar, harried by Cliff Davis (Lotus-Bristol).

complete with slipping clutch, while an equally unhappy David Piper (Lotus) saw £10 disappear just like that as D. J. Frost in a similar but fitter car robbed him of third place on the last run in.

The unlimited sports racing car event was a J. Duncan Hamilton benefit for the whole 10 laps, with Duncan himself leading and his other similar car, driven by George Abecassis, in second place. Behind the two D-types, Parnell's Cooper-Jaguar was harried all the race by the 2-litre Bristol-powered Lotus and Lister of Cliff Davis and Jack Sears.

The handicap for production saloons that followed was neither well supported nor well handicapped, for scratch man

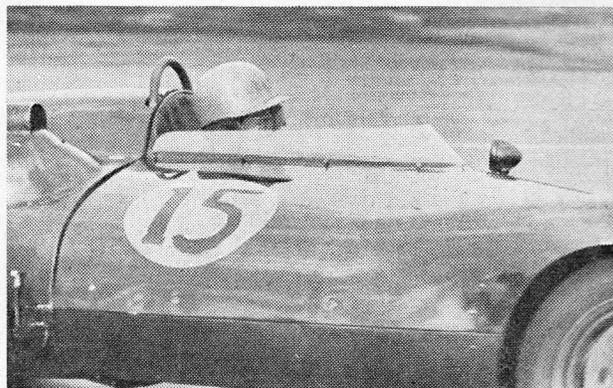
SNETTERTON '55 FINALE

East Anglian Racing Season
Closes with Brisk S.M.R.C. Meeting

THE 1955 Snetterton season ended on 25th September on a pleasant note when the sun shone—for most of the day anyway—on the sports car meeting organized by the "home" side, the Snetterton Motor Racing Club. As the day opened the sun returned to dry the track after lunch-time rain, and cars lined up for the combined 1,250 and 1,500 c.c. sports car races. The 1,500 element did not last long for the only contender for this honour, A. Archdale in an elderly Meadows Nash, retired on lap one, but an interesting M.G. scrap took place in the smaller class, where the little Lester-bodied PA of Mike Hofman led teammate Bill Beedie's TC, until the former's rear axle cried "enough" on lap 3.

The next race, for sports cars up to 2,700 c.c., looked like an interesting TR2 v. Austin-Healey battle on paper but one Austin-Healey, that of U.S.A.F. Sergeant Tucker, proved so much faster than all the rest that this keen foreigner (who has become well known and well liked

WELL ENCASED: (Right) Reg Parnell in the Equipe Endeavour's Cooper-Connaught finished second in the 1,500 c.c. race despite clutch slip.



in these parts) had little difficulty in winning what will be his last race in this country before returning home. In contrast the "big" sports car race was rather depressing, proving an easy victory for J. L. Ogier's much "modded" XK 120 with the two 1.h.d. Healeys of Tucker and fellow-countryman Jeans in the next two places. The 10-lap race for sports-racing cars up to 1,500 c.c. looked like victory for Colin Chapman until the fifth lap, when he retired from an easy lead with—let's whisper it—a broken throttle. This left that man Gammon in first place ahead of an unhappy Parnell in the Equipe Endeavour's Cooper-Connaught,

Ray Playford in the ex-Moss Jaguar took the lead on lap 3 and that was that. To end the day, all the sports and sports-racing car entrants were invited to compete in a 10-lap class handicap with an overall award as well as class awards. Colin Chapman made no mistakes this time, and drove well to lead both his class and the entire race from start to finish. Most outstanding driver, however, was Archie Scott-Brown, who took over Manduca's C-type at short notice and so harried Hamilton in the D-type that he spun on the last lap, letting the older car into third position. This race must have put years on to the ages of the slower sports car drivers, who seemed to spend the whole race being passed on all sides at once by the faster sports-racing machinery!

J. RICHARD ALEY.

THE RESULTS

Sports Cars up to 1,250 c.c. and up to 1,500 c.c.—1,250 c.c.: 1. W. Beedie (M.G. TC), 12 mins. 54.4 secs. (62.75 m.p.h.); 2. R. J. Bidewell (M.G. TF), 13 mins. 4.2 secs.; 3. J. H. Rope (Fiat), 15 mins. 28.6 secs. **1,500 c.c.:** No finishers. **Fastest lap:** Beedie, 2 mins 31.4 secs. (64.2 m.p.h.).

Sports Cars up to 2,700 c.c.: 1. R. Tucker (Austin-Healey), 10 mins. 48.6 secs. (74.93 m.p.h.); 2. L. J. Coe (Triumph TR2), 11 mins. 19.6 secs.; 3. Miss Mary Morton (Austin-Healey), 11 mins. 24 secs. **Fastest lap:** Tucker, 2 mins. 8.6 secs. (75.58 m.p.h.).

Sports-Racing Cars up to 1,500 c.c.: 1. P. Gammon (Cooper-Climax), 20 mins. 5 secs. (80.66 m.p.h.); 2. R. Parnell (Cooper-Connaught), 20 mins. 51.8 secs.; 3. D. J. Frost (Lotus-Climax), 21 mins. 40.4 secs.; 4. D. R. Piper (Lotus-M.G. S), 21 mins. 41.4 secs. **Fastest lap:** C. Chapman (Lotus-Climax), 1 min. 55.6 secs. (83.8 m.p.h.).

Sports Cars, unlimited: 1. J. L. Ogier (Jaguar XK 120), 10 mins. 23.8 secs. (77.91 m.p.h.); 2. R. Tucker (Austin-Healey), 10 mins. 42.4 secs.; 3. W. C. Jeans (Austin-Healey), 11 mins. 13.6 secs.;

4. R. Longton (Healey Spl.), 11 mins. 53 secs. **Fastest lap:** Ogier, 2 mins. 2.2 secs. (79.54 m.p.h.).

Sports-Racing Cars, unlimited: 1. J. D. Hamilton (Jaguar D-type), 19 mins. 14 secs. (84.2 m.p.h.); 2. G. Abecassis (Jaguar D-type), 19 mins. 17.4 secs.; 3. R. Parnell (Cooper-Jaguar), 19 mins. 19.4 secs.; 4. F. C. Davis (Lotus-Bristol), 19 mins. 19.8 secs. **Fastest lap:** Hamilton, 1 min. 51.8 secs. (86.95 m.p.h.).

Saloon Car Handicap: 1. R. G. Playford (Jaguar XK 120), 12 mins. 44.4 secs. (63.58 m.p.h.); 2. W. S. Frost (Bristol 403), 13 mins. 6 secs.; 3. A. W. Taylor (Jaguar XK 120), 13 mins. 47 secs.; 4. R. V. Hardman (Riley), 14 mins. 1.4 secs. **Fastest lap:** Playford, 2 mins. 11.4 secs. (73 m.p.h.).

Invitation Handicap: 1. C. Chapman (Lotus-Climax), 84.20 m.p.h.; 2. P. Gammon (Cooper-Climax); 3. W. A. Scott-Brown (Jaguar C-type). **Fastest lap:** J. D. Hamilton (Jaguar D-type), 1 min. 51.2 secs. (87.3 m.p.h.). **Class Winners:** **1,700 c.c.:** Chapman. **1,500 c.c.:** W. Seaman (Tojeiro). **2,000 c.c.:** J. G. Sears (Lister-Bristol). **Unlimited:** Scott-Brown.

LONDON TO BRIGHTON AGAIN

ONCE again the Royal Automobile Club's annual Commemoration Run from London to Brighton is drawing near. This year's event, the 59th anniversary of "Emancipation Day", 1896, is to take place on Sunday, 13th November. As usual, it is being held with the co-operation of the Veteran Car Club, but entry is admissible from any person owning or having at his disposal a four-wheeled car manufactured before 31st December, 1904. Full details and entry forms may be obtained from the R.A.C., Pall Mall, London, S.W.1.

The Irish Rally

Paddy Hopkirk (Triumph TR2) Wins

Thence through Bantry again, Kilgarvan, Killarney and points west to Dingle and the Connor Pass, where a control was followed by a regularity test up the southern side of the pass. There was and has been much speculation since as to the exact length of the section. The regs. said "up to four miles" (official distance 3 miles 1,543 yards) and the set average was 26.67 m.p.h., with a 5 secs. margin of error allowed at the finish. Fate, in the shape of a tractor and creel full of cattle going home from a fair in Dingle, took a hand in the results for about 80 per cent. of the entry. The tractor did a steady and inexorable 4 to 5 m.p.h. up the pass, smack in the middle of the road, and everyone was brought off carefully calculated speeds in their effort to pass by. While this should not have been a great worry to the more powerful cars who could accelerate to make up for lost seconds, it dealt a mortal blow to the tiddlers. Let it go on record that six got through clean: George Hurst and his amazing A30, Messrs. Peile, Cooke and Ackerlind (all Anglia-mounted), Dr. O'Brien (Volkswagen) and Lord Windelsham (Sunbeam). The rest lost varying marks up to the maximum of 60, Robin McKinney's 28 eventually costing him an award.

After this came another flat spot in the game: the long, long run for weary drivers from Dingle through Tralee and Limerick to the night stop in Galway. Top average was 36 m.p.h., which would leave very little margin of time over for a car check-up before leaving it in the *parc fermé*. A most inconsiderately placed check at Gort, just 20 miles from the finish, caught practically nobody, but it put paid to car servicing, because it left drivers readjusting their times and with but 9 minutes' grace in Galway; this after 600 miles of tough motoring—and cars cost money nowadays! Gwynn Dyer's crew "serviced" themselves with oysters and a bottle of Chablis, which cost them 50 marks for lateness . . . there must be a moral in this somewhere! George Hurst and his little Austin were brilliant leaders of the rally at the end of the first stage. Brian McCaldin led the open class, Anglias were 1, 2 and 3 in the medium saloons' class with Gray Peile as number one, and Joe Flynn led the big saloons in his DB2 Aston Martin.

Sunday was notable for two things—navigation was quite simple, and there were, surprisingly, no secret checks.

(Left) Peter Cooke (Ford Anglia) at the final test in Skerries.

lost that it was impossible to get back in time for the necessary signature on the road book, and earning exclusion from the rally next evening at Galway. Alas, this robbed the Fiat 600 team of a certain team award.

About 20 miles farther west of Corlea Bridge was check "D" at Glencolumcille, high in the mountains of West Clare. Between "C" and "D" occurred the greatest "slaughter" of the rally.

Reported by

Jack O'Donoghue

Everyone seemed to get tangled in the skein of atrocious by-roads which wind in and out in the lake-studded lowlands south of Gorth. By the time things were sorted out nearly 40 per cent. of the entry had been penalized for lateness at check "D". Included in the victims was Cecil Vard (Volkswagen), whose 20-mark penalty lost him a place in the final awards list.

In kindness to everyone let us draw a veil over the deadly monotonous run of over 100 miles from Glencolumcille to Killarney and breakfast. The only relieving feature was a few miles of fog around Castleisland in the wee small hours before dawn. After breakfast the rallyists were in familiar stamping ground over the mountains to Ballingearry, thence to the Kilcrohane control and a test (a short, sharp hill-climb on a nasty surface with two tricky hairpins) in the driving rain. Kilcrohane is on the northern shores of Dunmanus Bay and about 20 miles W.S.W. of Bantry (it is also about 20 miles due north of the Fastnet Rock as the seagull flies). The average from Killarney to Kilcrohane was 26.67 to 30 m.p.h.—difficult looking but very easy in practice because of the distance and the lack of secret checks. The hill-climb favoured "poke" and Robin McKinney duly obliged in his TR2 with 24.3 secs.

★

TRACTOR FACTOR was overlooked by the organizers, and this ensemble caused about 80 per cent. of the entry to be penalized, by bau'king them in the middle of a regularity test at Dingle.

★



WILLY-NILLY, and whether we like it or not, Southern Ireland has become a country of trials and rallies with motor racing playing but a minor role in our sport. An appraisal of the pathetically small number of racing cars in the country makes this obvious, when we bear in mind that the population is too small to provide the money to make serious motor racing a paying proposition, and being an expensive game it must pay to succeed.

It is well to bear the foregoing in mind when assessing the 900-mile Irish Rally run by the Irish Motor Racing Club on 23rd, 24th and 25th September. This event was the most important addition to our sporting calendar for many a long day. Promoted by the largest of our clubs, it was very necessary that it should succeed, and succeed it did. "Racing Club" have every reason to be satisfied with this, their first serious attempt to promote anything other than a motor race since the halcyon days of the pre-Hitler war when our sport was not so disgustingly expensive. Regulations were word perfect, the route, the tests and the officials left nothing to be desired, but the entry was small.

The rally proved that Paddy Hopkirk is still the outstanding driver in Irish events; he rose from away down the list at the end of the first part of the rally to win brilliantly with his TR2.

In all, 44 cars started from three points: Limerick, Newry and Dublin. The bulk of these left from Dublin in fine autumn moonlight and the three streams of cars converged on a control at Athlone, with Raymond Noble and his DKW due to leave there at midnight for the toughest part of the navigation, far ahead in the wilds of Co. Clare. Details of three checks to be visited were handed out just before the start of the rally and, on the map at least, did not look too awe-inspiring. The only snag lay in supplementary regulations which said that secret checks automatically became time controls. The three checks turned out to be "secret" and this made the game a little more difficult when average speeds were between 24 and 30 m.p.h.

The first casualty was C. Molyneux, who broke a half-shaft on his A30 in Athlone and put paid to the Austin chances of winning a team prize. Check "B" was at Portumna and an easy run from Athlone, but then, with the crossing of the mighty Shannon, the fun commenced. Check "C" was over the Slieve Aughty Mountains at a place called Corlea Bridge, and crews began to find themselves tight for time. Here the only real casualty was your correspondent, who was stupid enough to mistake the actual check point for a secret check only, thereafter getting so



However, the driving tests were on the whole excellent. Proceedings began with a simple wiggle-wobble through five pylons in the *parc fermé*, in which Tommy Connolly did a neat 28 secs. for B.T.D. in his Volkswagen.

The route led through Connemara and around Killary Harbour in Co. Mayo to Killadangan, just west of Westport on the shores of Clew Bay. Here were situated control 7 and a brake and acceleration test laid out on a good surface, where Hopkirk returned 16 secs. Thence to Frenchpark House in Co. Roscommon. Despite wording of the regulations as to how to approach the test site here, which might have given some the feeling that transgressors would be summarily shot at dawn without trial, the test was a truly excellent

affair. Drivers were not allowed to see the test site, and this added to the fun. T. P. O'Connell (30.4), Cecil Vard (31.6) and Paddy Hopkirk (32 secs.) were the best at quick thinking and quick manoeuvring.

Nothing untoward happened between Frenchpark and the finish at Skerries, where the final tests were watched by a very large crowd. The first was a handout to the faster cars, and Paddy Hopkirk duly took advantage of this to score B.T.D. in 27 secs. Several drivers of faster cars protested before attempting the test, because it was ghastly dangerous with crowds lining the pavement and tired brakes sometimes do funny things at the end of a long rally. But the last test was a brilliant affair and made due amends for the one

before. It was complicated by the inclusion of a large monument in the manoeuvres, and precise driving was at a premium. Tiredness made over a third of the entry lose themselves, but Hopkirk finally clinched the issue with a brilliant 24.2 secs.

Results

Irish Rally Trophy: P. B. Hopkirk (Triumph TR2), 166.0 marks lost.

Open Cars: 1, P. B. Hopkirk (Triumph TR2), 166.0; 2, B. McCaldin (Triumph TR2), 172.0; 3, R. C. McKinney (Triumph TR2), 186.0.

Saloons, up to 1,000 c.c.: 1, G. H. Hurst (Austin), 176.4; 2, J. S. Rutledge (Morris), 319.0; 3, J. C. Millard (Austin), 330.4. **1,000-1,500 c.c.:** 1, J. D. O'Leary (Volkswagen), 177.2; 2, H. J. Cooke (Ford Anglia), 179.0; 3, J. O'Mahoney (Volkswagen), 183.6. **Over 1,500 c.c.:** 1, J. Toohey (Bristol), 195.4; 2, J. J. Flynn (Aston Martin), 290.4; 3, J. O'Connor (Ford Consul), 568.0.

Team Award: Volkswagen (J. D. O'Leary, J. O'Mahoney and A. G. Ryan), 550.8.

CLUB CHARTERHALL

By "Aeneas"

THE Scottish motor racing season finished with the Winfield Joint Committee's club meeting on the Charterhall circuit last Sunday. After a morning of heavy rain the weather cleared, and although the track was wet to begin with, it dried up and the racing conditions were fairly good. The car events started with a 10-lapper for sports cars up to 2,700 c.c., which was led from the start by Jimmy Gibbon's Rover Special—the car going like a train and Jimmy driving very well indeed. In the first lap Colin Murray's Frazer-Nash spun out at Lodge Corner and he fell back three places, but made them up by the seventh lap to take second place. Neil Brown spun his Triumph TR2 at Paddock Bend and was obviously having trouble with his brakes as, thereafter, he spun at Tofts Turn with monotonous regularity.

Full of sound and fury, the Hughes Tojelro led the first lap of the unlimited sports car event. But it was to signify nothing, for there came the horrific noises of a highly expensive blow-up, which resulted in the car's retiral and Hughes's suggestion that the engine remnants will provide odd spares for next year. In the fourth lap Murray's Frazer-Nash was again a spinner, but Murray got back smartly and went after Ted Evans's Austin-Healey with a verve that put him in third place, to chase unavailingly after Jimmy Gibbon (Rover Special) and J. L. E. Ogier (Jaguar XK 120).

HANDSOME IS...

Jimmy Gibbon's Rover Special could not, perhaps, be described as one of the prettiest competition cars, but it went well enough to win two races at Charterhall last Sunday—beating even Ogier's very fast Jaguar.



In the 15-lapper for racing cars of unlimited capacity, Peter Hughes led the field for four glorious laps with his blown 1,219 c.c. Cooper but, alas, his gearbox packed up and he was again forced to retire. Johnnie Higham, in his 500 c.c. Cooper, put up a terrific performance against Evans's Austin-Healey. The pair passed and repassed each other for 10 highly exciting laps until Higham was forced out with plug trouble. Meanwhile, the black XK 120, driven by J. L. E. Ogier, sent the marker drums rolling at Kames Curve on the third lap and pushed the wing in against the wheel, so that he disappeared into the paddock. He had been giving Murray (Frazer-Nash) a run for his money, but thereafter Murray had things his own way, and heavy mortality among the

500s gave Evans and White (Aston Martin) second and third place.

Final car event was a 10-lapper for sports cars up to 1,500 c.c. The well-prepared Lotus-Consul, driven by J. L. Fraser, walked away with this event by almost 16 secs. A. J. Ridy's 1½-litre Lamgia looked like providing opposition, but on the third lap the engine went sick and sounded really rough for the rest of the race. Harry Ballantine's Riley Sprite, ministered to by Wilkie Wilkinson, went round like an alarm clock and never missed a beat. Gray Mickel (M.G. TF 1,500), after a poor start, made up four places but could do nothing about a fleet Ford Special driven by H. Finlay.

The meeting was quite an interesting one but could have been better supported. Three motor-cycle races added their quota to the day's sport, and it is unfortunate that the car entrants do not turn up in such numbers as the two-wheeled fraternity.

Results

Sports cars up to 2,700 c.c. (10 laps): 1, J. F. Gibbon (Rover Spl.), 69.0 m.p.h.; 2, C. Murray (Frazer-Nash); 3, R. E. Evans (Austin-Healey).

Sports cars, unlimited (10 laps): 1, J. F. Gibbon (Rover Spl.), 68.0 m.p.h.; 2, J. L. E. Ogier (Jaguar XK 120); 3, C. Murray (Frazer-Nash).

Racing cars, unlimited (15 laps): 1, C. Murray (Frazer-Nash), 70.5 m.p.h.; 2, R. E. Evans (Austin-Healey); 3, T. E. S. White (Aston Martin).

Sports cars up to 1,500 c.c. (10 laps): 1, J. L. Fraser (Lotus-Consul), 64.0 m.p.h.; 2, H. C. Ballantine (Riley Sprite); 3, H. Finlay (Ford Spl.).

END-OF-SEASON SKY (left) looms over Colin Murray (Frazer-Nash) and Ted Evans (Austin-Healey), duelling in the last Charterhall meeting of 1955.



ARTIFICER of the Vanwall victories in the Avon and Empire News Trophy races at Castle Combe last Saturday, Harry Schell at speed passing the grandstands.

plane Co., as the principal spur to speed. The start, with the Le Mans-style gallop across the course, was brilliant, as was Leston's getaway into the lead with Peter Bell's 1,500 c.c. Connaught. He led by an ever-increasing distance from Chapman's Lotus-Climax, and Gammon's Cooper-Climax, while the best of the 2 litres, André Loens's left-hand drive, French-blue Maserati and Salvadori's recently acquired ex-John Green Lister-Bristol, were disputing fourth place. M. Young's Lotus put forth smoke on lap 3, a prelude to retirement on lap 4, and by lap 5 Leston was lapping the tailenders, signalling his desire to pass with his headlights. Soon Ivor Bueb began moving up, taking Loens,

CASTLE COMBE INTERNATIONAL

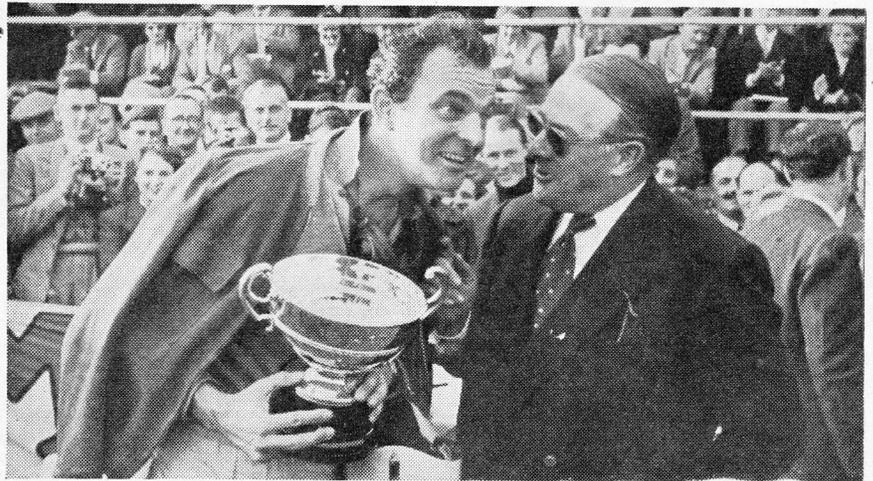
VANWALL VICTORIOUS

Harry Schell scores a "Double" at Bristol M.C. and L.C.C. Meeting — Three Wins for Ivor Bueb

CASTLE COMBE went International for the first time last Saturday, at the Bristol M.C. and L.C.C.'s autumn meeting, with grandstands gaily beflagged and canopied, a neat new row of pits, and the glamour of some eight foreign names—French, Belgian, German, Dutch, Brazilian—in the copious entry lists. Even the programme gave race distances and lap speed tables in kilometres as well as miles—a thoughtful touch, while the B.B.C. were there with elaborate equipment towering up on the finishing straight, for their broadcast and televising of the Avon Trophy Formula 1 race. To complete the pleasures at this *circuit très joli*, as Louis Rosier described it, the sun shone brightly almost without cessation from the 11 a.m. start to the 5.35 p.m. finish.

A 25-lap Formula 3 race opened proceedings, and Colin Davis in Francis Beart's modified Cooper wrested an early lead, whipping round the 1.8-mile course at cracking pace, while the "works" men Bueb and Russell, accompanied by Boshier-Jones, ranged up behind him, watching their chance. Davis was well wound up, and Russell's lap record at 83.01 m.p.h. fell to him at 84.71 m.p.h., but then came dismal repetition of a trouble familiar to Colin—a drive shaft on the Beart-Cooper snapped, just as he was taking Quarry Corner on his 12th lap. The wheel flew off, unfortunately striking a girl spectator on the head, and also two parked cars, in its flight. The girl suffered concussion and was taken to hospital. Then Jim Russell spun a narrow lead away at Camp Corner just after half-distance, ending up amongst the straw bales and leaving first place to Ivor Bueb, who had Boshier-Jones and Keith Hall in his mirror as adequate incentive to press on hard right to the flag. Don Parker (Kieft) and Hollander Lex Beels in his bright orange Cooper were amongst the retirements, while the German Kurt Kuhnke in a Cooper could do little about Britain's F3 stars, and was way back in the field.

Race No. 2 was for sports cars up to 2 litres, with a trophy and £25 presented by the car division of the Bristol Aero-



SILVERWARE for Schell—the Avon Trophy, first prize, together with £100, in the 101-mile Formula 1 race, was presented by Mr. Mason of the Avon India Rubber Co., Ltd.



QUARRY CRUSH: A tight bunch of 500s at Quarry Corner on the first lap of the day's first race, with Keith Hall leading Don Parker and Ivor Bueb. Over the verge on the inside is Colin Davis (Beart-Cooper).



Schell, Collins, Gould, Gerard, Salvadori, Rosier and Brooks, heading the 2-litre clan. These placings held until lap 13, which proved unlucky for Collins when his de Dion tube broke, and Rosier's Maserati was next to go, when a rear shock absorber came adrift. Castle Combe is bumpy.

Then Salvadori, not quite on top form after breaking a small bone in his throttle foot when practising with the sports Lister, nonetheless felt something should be done about Gerard, and after a fierce tussle passed him on lap 18. Gerard briskly returned the attack, harrying the Maser. through the corners and only

STONES FLY (left) as Salvadori corners closely at Quarry in the ex-J. V. Green/Hampshire Lister-Bristol during the Two-Litre Trophy race.

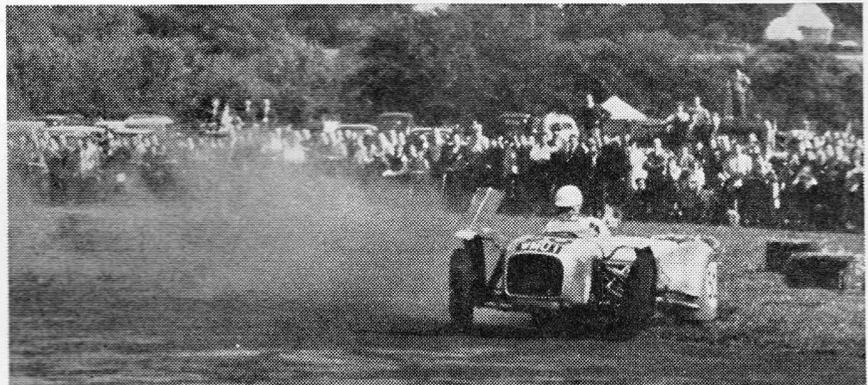
EKK! (Below) David Piper ploughs up the turf at Castle Combe with his supercharged J3 M.G.-engined Lotus.

Gammon and Chapman in succession, and then—calamity—the razor-edged note of Leston's Connaught became broken, the leader slowed, and Bueb overtook him, to win at a rousing 81.33 m.p.h., backed up by a new 1,100 c.c. class record at 84.92 m.p.h. A lucky win for Bueb, nonetheless. Third, and first 2-litre, was Salvadori's Lister, with Jack Sears following in a similar car, while Peter Jopp (Lotus-M.G.) won the 1,500 c.c. class.

A shorter Formula 3 race (15 laps) followed, contested by much the same entry as race 1, less its mechanical casualties. However, Beart's mechanics, working smartly, had renewed the drive shaft in time for Colin Davis to drive again, but Jim Russell made no mistakes this time, and shot into a lead he never yielded. Ivor Bueb took up station behind him, and Davis duelled with Don Parker for third position, emerging successfully after five laps. Reg Bicknell's Revis was an early retirement, with loss of vital brake fluids. Soon the flying leaders were lapping the Coopers of the Dutchman W. Tervooren, the German Kuhnke, the Belgian, Paul Swaelens, and several home men, while David Boshier-Jones and Jack Westcott (Coopers) set about Parker's Kieft, both catching it by the 11th round. Tervooren brought his Mk. 9 Cooper slowly to the pits just a lap before the works Cooper pair flashed through to win, there being 8 secs. between Russell and Bueb, and 3.4 between Bueb and third man Colin Davis.

The Big Race

So to the *pièce de résistance*, the 101-mile Formula 1 race for the Avon Trophy and £100, both presented by the Avon India Rubber Co., Ltd. Major disappointments were the absence of Mike Hawthorn, provisionally entered to drive a G.P. Lancia, and the 2½-litre four-cylinder B.R.M., which went so promisingly the previous week-end at Oulton Park. But Harry Schell was a late entry with a Vanwall, two of which were present, and there were four 250F Maseratis, Collins in the Owen-modified car, Rosier's blue one, Gould's bright red, works-loaned machine, and Salva-

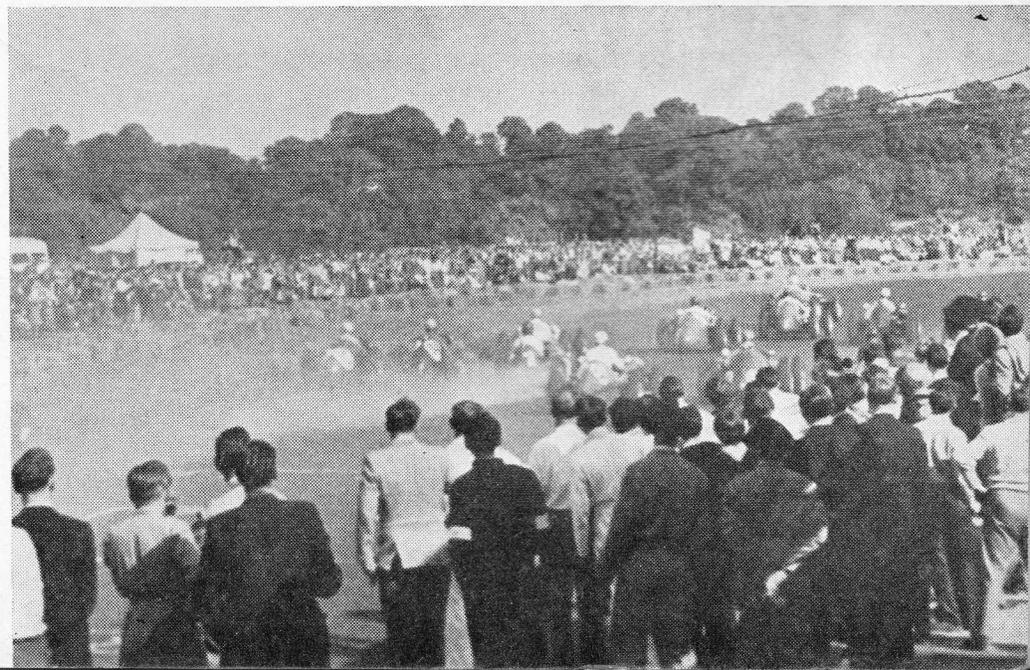


dori's familiar Gilby-entered car. Main British hopes were Walker's Connaught and Gerard's "oversize" 2,157 c.c. Cooper-Bristol.

For a 55-lap affair, the race story is brief. Schell in the Vanwall led from start to finish, his driving fast, fearless and impeccable, his car running beautifully. Bob Gerard made a typically nimble start to hold second place for a lap, only to yield to superior horsepower and drop to fifth behind Gould, Walker and Collins on round two. Then Peter Walker, his rear suspension distinctly at cross purposes with the bumpier parts of the circuit, pulled in for a long stop, and the order became established as

losing on pick-up out of them. Tony Brooks, running a short distance behind the pair, had a fine view of the duel, which raged for some 18 laps, until at last Gerard eeled his way past the bigger car. As ever, that remarkable Bristol engine of his sounded deceptively raggedly, but soon he had pulled away by several lengths. Had the race lasted longer, Gerard might even have closed with Gould—a Gould far calmer and quieter to-day in the G.P. Maserati than in his old "Gonzalez" days when he fought spectacularly through the turns with his Cooper-Bristol. Schell's victory was capped with a new absolute lap record for the Vanwall at 90.00 m.p.h.,

EVERYBODY watches as the field in the Formula 1 Avon Trophy race gets away in clouds of smoke.



.33 m.p.h. faster than Ken Wharton's old figure with the B.R.M. The 2-litre subsection was a neat 1-2-3 for the old F2 Connaughts of Tony Brooks in Riseley-Prichard's car, Graham Whitehead in Bill Holt's, and R. Gibson in his own machine. Bob Gerard won the Fry Memorial Trophy as the first British driver home in a British car.

Next on the programme came an invitation race for up to 2-litre sports cars, in which the meteoric Leston (Connaught) again encountered the meteoric Bueb (Cooper-Climax), and again had trouble which took him briefly to the pits and put him out of the running. Chapman led the opening lap, was passed spectacularly by Bueb on the curve past the pits, then spun the Lotus down to eighth place and spent the rest of the 15 laps industriously working his way up to second again. Back in the race, Leston blared raucously round the circuit, to turn a lap at 82.80 m.p.h., a new 1½-litre record, though equalled by Bueb with the winning 1,100 c.c. Cooper-Climax. Third in was Peter Jopp's 1,500 c.c. Lotus-M.G., heading the first 2-litre, Jack Sears's Lister.

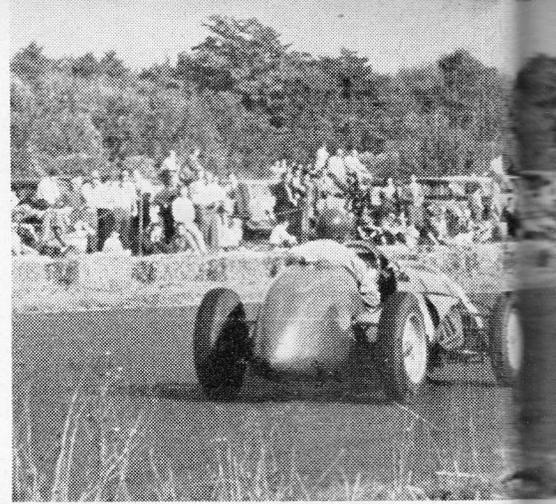
That it was not Roy Salvadori's day was brutally demonstrated in the Redex International Trophy race for unlimited sports cars. With the DB3S Aston Martin he outstripped the entire field, and with 19 laps completed and one to go, was some 15 secs. ahead of George Abecassis (H.W.M.), who had spent a busy race fighting off a surprisingly pugnacious Louis Rosier (Ferrari 750S). Then the Aston Martin's rear drive locked up solid, Salvadori came to an impotent halt, and a surprised, elated

Abecassis sped past to victory! Rosier was only a fifth of a second behind the H.W.M., which showed he'd brought his lead boot over from France, and third—good for Walton-on-Thames—came old H.W.M. 1, driven by N. Cunningham-Reid. H. McKay Fraser from Brazil in his red 3-litre Ferrari battled joyfully with the D-type Jaguars of Duncan Hamilton and Michael Head, both of whom retired, then won a duel with Loens's smaller Maserati to finish fourth overall.

For the *grande finale* the crowd witnessed the 20-lap *Formule Libre* race for the *Empire News* Trophy. *Formule Libre*, of course, spells blown 16 cylinder B.R.M., but in this case it also meant Harry Schell and the 2½-litre Vanwall, and though Ron Flockhart led initially and drove the difficult Bourne car admirably, he could do nothing about Mr. Vandervell's Formula 1 machine and its Franco-American pilot. Nor, on this occasion, could the redoubtable Bob Gerard practise his habitual sport of B.R.M.-hunting. Instead, he had his work cut out to hold Les Leston, driving Stirling Moss's grey Maserati. Fine drivers both, they waged a thrilling battle, until, on the 12th round, Gerard at last got the better of Leston and pulled right away to a safe third place. Peter Walker had another brief outing in the G.P. Connaught, but gave it up after three laps.

And so the finest season ever of British International racing closed, with a "double" and a new lap record to the credit of a British Formula 1 car, Tony Vandervell's Vanwall—a promising augury for the future.

C. P.



DUELLISTS: Bob Gerard (Cooper-Bristol) and long for third place



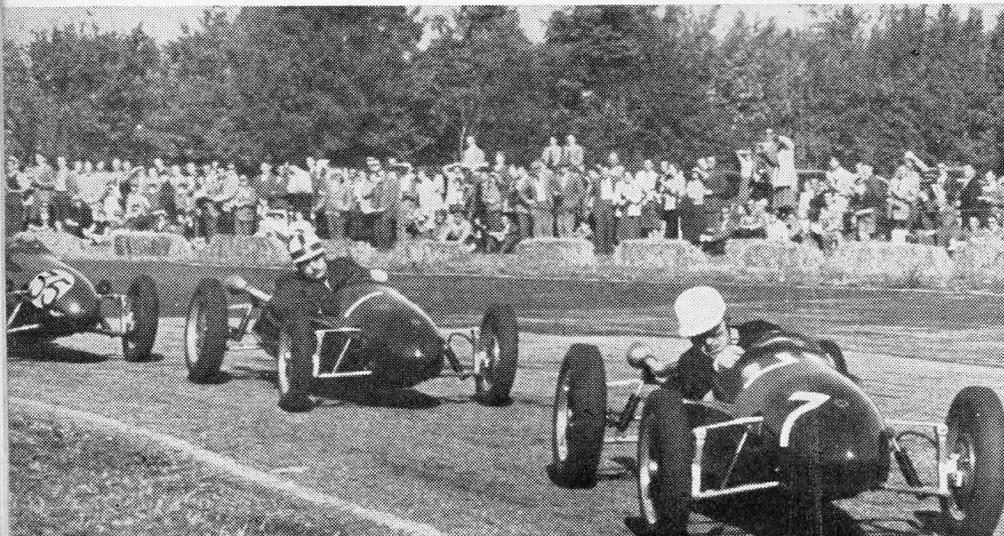
DUELLISTS: George Abecassis (H.W.M.) throughout the 20-lap Redex International and found themselves first and second, as Aston Martin broke



COLIN Davis's Cooper, the Beart-modified car, breaks a drive shaft and sheds a wheel at Quarry Corner during the first race.



DUELLISTS: (Above) André Loens (2-litre Maserati) (Ferrari) kept close but competitive



JIM RUSSELL (left) looks grim, Ivor Bueb calm, as they hurtle through Quarry Corner in the 25-lap F3 race. Russell spun off and Bueb won.

CASTLE COMBE RESULTS

Event 1. First Formula 3 Race (25 laps, 44 miles): 1, I. L. Bueb (Cooper), 33 mins. 41.6 secs. (81.88 m.p.h.); 2, D. Boshier-Jones (Cooper); 3, J. K. Hall (Cooper).

Fastest lap: C. C. H. Davis (Cooper), 1 min. 18.2 secs. 84.71 m.p.h.). **New class record.**

Event 2. Bristol Aeroplane Co. Two-Litre Trophy (Sports cars, up to 2,000 c.c. 20 laps, 36.8 miles): 1, I. L. Bueb (Cooper-Climax), 27 mins. 9.0 secs. (81.33 m.p.h.); 2, C. Chapman (Lotus-Climax); 3, R. Salvadori (Lister-Bristol). **1,100 c.c. Class:** 1, I. L. Bueb (Cooper-Climax). **1,500 c.c. Class:** 1, P. Jopp (Lotus-M.G.).

Fastest lap: Bueb, 1 min. 18.0 secs. (84.92 m.p.h.). **New class record.**

Event 3. Second Formula 3 Race (15 laps, 27.6 miles): 1, J. Russell (Cooper), 20 mins. 2 secs. (82.79 m.p.h.); 2, I. L. Bueb (Cooper); 3, C. C. H. Davis (Cooper).

Fastest lap: Russell, 1 min. 18.8 secs. (84.0 m.p.h.).

Event 4. Avon Trophy (Formula 1 cars, 55 laps, 101.2 miles): 1, H. Schell (Vanwall), 1 hr. 10 mins. 32.8 secs. (86.07 m.p.h.); 2, H. H. Gould (Maserati), 1 hr. 10 mins. 52.8 secs.; 3, F. R. Gerard (Cooper-Bristol), 1 hr. 11 mins. 5.4 secs.; 4, R. Salvadori (Maserati). **Up to 2,000 c.c.:** 1, C. A. S. Brooks (Connaught); 2, A. G. Whitehead (Connaught); 3, R. Gibson (Connaught).

Fastest lap: Schell, 1 min. 13.6 secs. (90.0 m.p.h.). **New circuit record.**

Event 5. Invitation Sports Car Race (Up to 2,000 c.c., 15 laps, 27.6 miles): 1, I. L. Bueb (Cooper-Climax), 20 mins. 19.2 secs. (81.50 m.p.h.); 2, C. Chapman (Lotus-Climax); 3, P. Jopp (Lotus-M.G.).

Fastest lap: L. Leston (Connaught)* and Bueb (Cooper), 1 min. 20 secs. (82.80 m.p.h.).

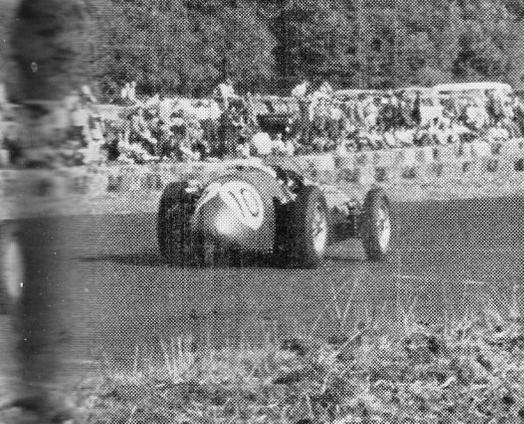
* **New 1½-litre class record.**

Event 6. Redex International Trophy (Sports cars, unlimited capacity, 20 laps, 36.8 miles): 1, G. E. Abecassis (H.W.M.), 26 mins. 53.6 secs. (82.10 m.p.h.); 2, L. Rosier (Ferrari), 26 mins. 53.8 secs.; 3, N. Cunningham-Reid (H.W.M.), 27 mins. 36.6 secs.

Fastest lap: R. Salvadori (Aston Martin), 1 min. 17.4 secs. (85.58 m.p.h.). **New class record.**

Event 7. "Empire News" Trophy (Formule Libre, 20 laps, 36.8 miles): 1, H. Schell (Vanwall), 25 mins. 26.8 secs. (86.77 m.p.h.); 2, R. Flockhart (B.R.M.), 25 mins. 47.4 secs.; 3, F. R. Gerard (Cooper-Bristol), 26 mins. 4.6 secs.; 4, R. Salvadori (Maserati).

Fastest lap: Schell, 1 min. 13.8 secs. (89.75 m.p.h.).



and Roy Salvadori (Maserati) fought hard for the Avon Trophy race.

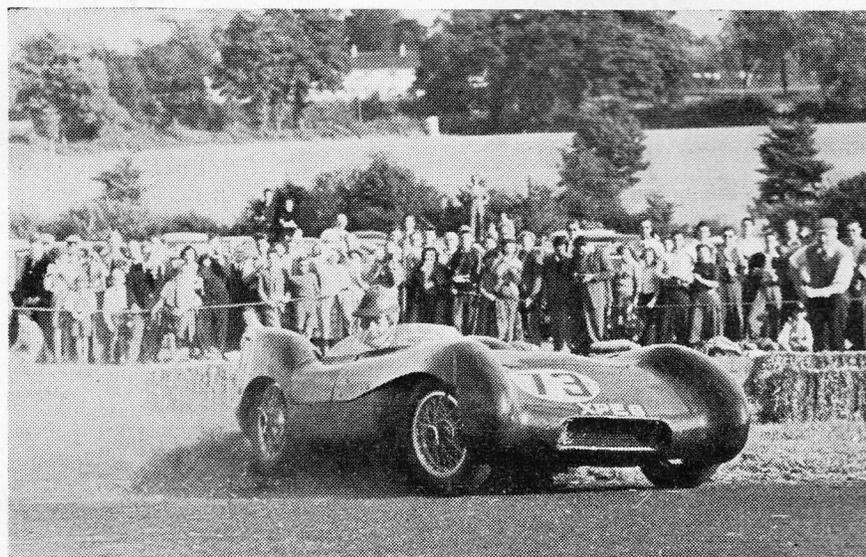


and Louis Rosier (Ferrari) struggled for second place—only a second apart, when Salvadori's came down on the last round!

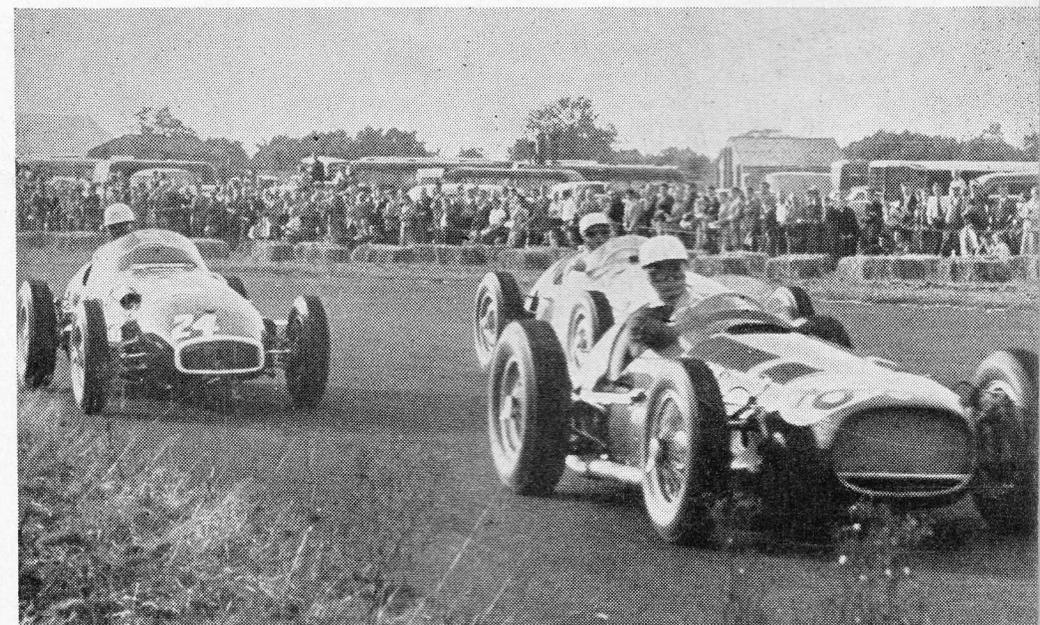


the Maserati) and H. McKay Fraser from Brazil in company during the Redex Trophy race.

BRIEF LEAD for Flockhart's B.R.M. and Les Leston (Maserati) in the Empire News Formule Libre race, with the ultimate winner, Harry Schell (Vanwall), at their tails on the first lap.



COLIN Chapman (Lotus-Climax) slides off the course when lying second to Bueb's Cooper-Climax in the Invitation sports car event.



HALF-LITRE DAY AT CADWELL PARK

THE half-litre brigade had the lion's share of the programme at Cadwell on Sunday, appearing in no less than nine of the 15 races, and despite the absence of Jim Russell, whose engine was reported to have seized after his efforts at Castle Combe, the 12,000 spectators enjoyed some excellent racing, and close finishes. Highlight of the day was the duel between Allison and Bueb in the final of the Cadwell Half-Litre Car Championship, won by Allison by a margin of only 0.6 sec.

The programme opened with an 8-lap scratch race for J.A.P.-engined cars. H. C. Taylor and Miss Brock were first away from the line and at the end of lap one the order was Taylor, Pauline Brock, C. A. N. May, R. T. Spreckley—all in Coopers, and W. A. Jones (C.R.M.). Pauline Brock was in hot pursuit of Taylor down the home straight and, by the time they reached The Mountain, was challenging strongly, while E. T. Dawson (Cooper) moved up ahead of C. A. N. May to lie third. Down the hill from Barn Corner Miss Brock gained sufficient momentum to carry her past Taylor into the lead, but she seemed to lose power going up Coppice Hill and to have difficulty retaining her lead, and true enough the next time Taylor got past again into the lead up the hill, and now Spreckley began to challenge. By the end of lap four he passed Miss Brock, who shortly afterwards spun at Mansfield and lost two more places, and Dawson, after getting by Spreckley into second place, overdid things in the woods and appeared no more. The final order was H. C. Taylor first, R. T. Spreckley second and W. A. Jones third.

After a motor-cycling interlude came the main event of the day, the Cadwell Half-Litre Car Championship, run in three heats of six laps and a final of eight laps, first two in each heat and two fastest losers for the final. Heat 1 was uneventful, Cliff Allison taking the lead from the start, followed at a respectful distance by David Heath, with Scott Bloor and T. Bridger scrapping for third place.

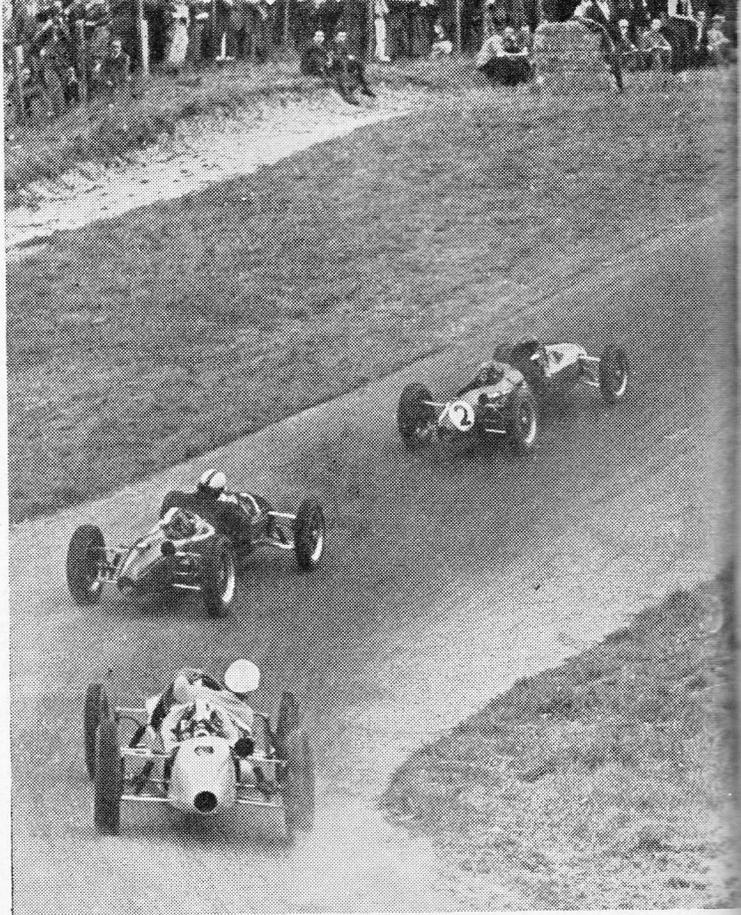
Result: 1, C. Allison (Cooper), 7 mins. 32.4 secs.; 2, D. W. Heath (Cooper), 7 mins. 38.2 secs.; 3, S. Bloor (Cooper), 7 mins. 46.6 secs.; 4, T. Bridger (Kieft); 5, A. Eccles (Staride).

Heat 2 was enlivened by a tussle for the lead between Ivor Bueb and David Boshier-Jones, until at the end of lap four Boshier-Jones seemed to decide that a place in the final with a sound motor was worth more than the glory of first place in his heat. Boshier-Jones

★

UP THE AIRY MOUNTAIN (right) in the pleasant setting of Cadwell Park, go "local boy" Cliff Allison, Ivor Bueb and David Boshier-Jones. These three had a magnificent scrap in the final with their Coopers, occasional interruptions being provided by Don Parker and his Kieft. Allison won from Bueb and Boshier-Jones, a mere four-fifths of a second covering the three Coopers, and Parker's Kieft was fourth.

★



led at the start from W. G. Harris (Flather-Norton) and Bueb, but by the end of the first lap Bueb was second and was pressing Boshier-Jones. Coming down from the Barn, Bueb was treading hard on Boshier-Jones's tail, and going uphill to Coppice he shot past into the lead which he held comfortably until the end of the race. Harris and J. Brown (498 Staride-Norton) had an enjoyable dice for third place, but were substantially behind Boshier-Jones.

Result: 1, I. L. Bueb (Cooper), 7 mins. 19.5 secs.; 2, D. Boshier-Jones (Cooper), 7 mins. 23.6 secs.; 3, W. G. Harris (Flather), 7 mins. 39.4 secs.; 4, J. Brown (Staride); 5, D. Sturgess (Kieft).

Heat 3 saw I. E. Raby take the lead from Don Parker and J. B. Welton, but coming down the straight at the start of the second lap the little man shot past into the lead, there to stay unchallenged to the end. J. B. Welton, lying third, must have overdone matters in the woods, for he reappeared in seventh place after an appreciable interval. H. S. Howlett was now in third place from W. E. Ford, the latter being caught on the final lap by R. H. R. Hett.

Result: 1, D. Parker (Kieft), 7 mins. 37.8 secs.; 2, I. E. Raby (Cooper), 7 mins. 40.8 secs.; 3, H. S. Howlett (Cooper), 8 mins. 9.6 secs.; 4, R. H. R. Hett (Cooper); 5, W. E. Ford (Cooper).

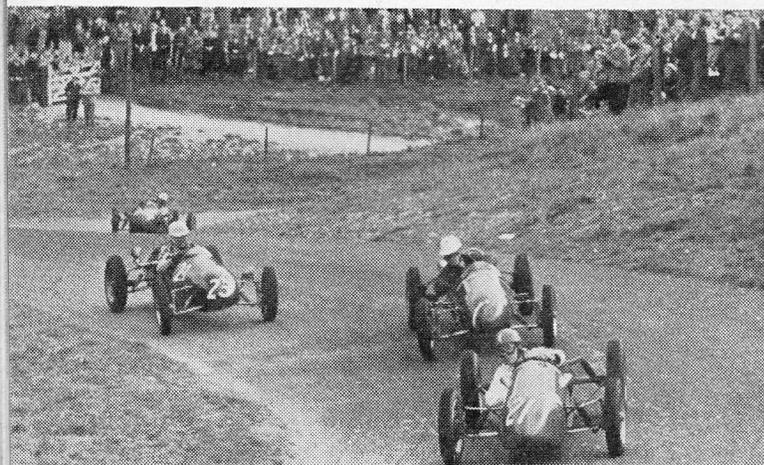
The race of the day was unquestionably the Final, which saw Cliff Allison shoot into the lead, hotly pursued by Boshier-Jones and Ivor Bueb, and throughout the whole eight laps these three were seldom separated by more than half a dozen lengths. The end of the first lap saw Allison in the lead from Boshier-Jones and Bueb, with Don Parker's maroon Kieft not far behind. On the back of the course Parker slipped past Bueb, only to be repassed down the home straight. Round Coppice and Mansfield Parker made a big effort and appeared in second place at The Mountain, and likely to challenge for the lead. However, on the next lap both Ivor Bueb and Boshier-Jones had got past, and Parker dropped back considerably. Two laps later Bueb managed to pass Allison going up to Coppice, but Allison always had his measure on the straights, and was again comfortably in the lead at the beginning of the sixth lap. Meanwhile the tail-enders were having a private race on their own and there was much passing and repassing between Harris, Heath and Raby. The race concluded with a win for Allison by three lengths and only $\frac{1}{2}$ sec. covered the first three cars.

Result: 1, C. Allison (Cooper), 9 mins. 48.4 secs.; 2, I. L. Bueb (Cooper), 9 mins. 49 secs.; 3, D. Boshier-Jones (Cooper), 9 mins. 49.2 secs.; 4, D. Parker (Kieft).

The car events concluded with a handicap race, run in three heats and a final, and won by back-marker David Boshier-Jones from I. E. Raby, with Don Parker in third place.

Results. Heat 1: 1, D. Heath, 8 mins. 9.8 secs.; 2, C. A. N. May, 8 mins. 22.6 secs.; 3, W. Hiron, 8 mins. 24 secs. **Heat 2:** 1, D. Parker, 8 mins. 11.2 secs.; 2, W. G. Harris, 8 mins. 15 secs.; 3, W. E. Ford, 8 mins. 17.6 secs. **Heat 3:** 1, I. E. Raby, 8 mins. 2.4 secs.; 2, S. Bloor, 8 mins. 9.6 secs.; 3, D. Boshier-Jones, 8 mins. 9.8 secs. **Final:** 1, D. Boshier-Jones, 10 mins. 39 secs.; 2, I. E. Raby, 10 mins. 40 secs.; 3, D. Parker, 11 mins. 10 secs.

IAN PEARCE.



★

ALSO RAN (left) in the final were Harris, Heath, Raby and Brown. Although some distance behind the tussling champions, they delighted the crowd with a not inconsiderable private battle of their own.

A TRIAL FOR TELEVISION

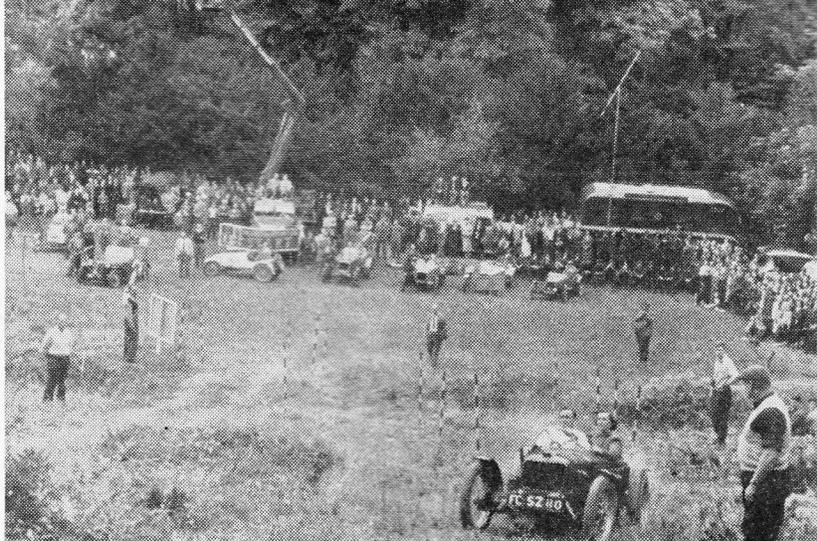
Southern Team Wins TV Trophy

Now that commercial television is a reality, and presumably eager to woo the motorist as well as the cornflake and toothpaste consumer, it is interesting to speculate on whether we shall soon see a Rediffusion Rally or an A.B.C. Auto-cross. In the world of trials, however, the B.B.C. has cornered the market, thanks to the enthusiasm of Raymond Baxter and producer Bill Duncalf, and this year's event for the annual inter-regional Television Trophy took place on 1st October.

Owing to the weather, the invited entry of nine well-known trials personalities, divided into Southern, Midland and Northern teams, had little difficulty in scaling the five sections on a forbiddingly steep hill in Wendover Woods, Bucks. The course being tinder-dry, there was unfortunately no mud-plugging at all, the spectators, in fact, having the unusual trials experience of being smothered in dust.

Each of the Southern team (Ron Faulkner, Geoff Newman and Percy Barden) reached the top of the first section, a straight run up the hill, thus gaining a lead of 10 marks over the other teams. The second section was similar, but a wiggle-woggle through pylons prevented a direct run at the hill's steepest part, and it proved to be the most difficult of the afternoon, only one driver, Ron Faulkner, managing to reach the

IN THE PICTURE: On a hydraulic lift in the background, a B.B.C. camera follows Ron Faulkner's winning progress in the TV Trial last Saturday.



top. His run, however, put the Southerners well in front with 50 marks, against 25 for both Midland and North. On the next section both Faulkner and Newman made faultless climbs while Barden reached the halfway mark. Bill Bodenham added 10 to the Midland score, as did Jack Broadhead for the Northerners, but the others found as little adhesion on dust as on mud and slid off the course at one point or another. All three teams blazed ahead on the fourth section, each driver scoring his full 10 marks, and Barden causing a group of R.A.F. spectators to dive for the bushes when he nearly left the course halfway up. But by now the South had

scored 105 compared to the Midland's 65 and North's 70, and although everyone managed to complete the final section without difficulty, nothing could deprive the Southerners from winning the handsome Television Trophy, while Ron Faulkner took the cup for the highest individual score, having made five faultless runs out of five.

M. B.

Results

Final scores: South, 135 marks; North, 100; Midland, 95.
Highest individual score: R. Faulkner (South), 50 marks.
Individual scores: South, G. Newman, 45; P. Barden, 40. North, J. Broadhead, 40; J. Lilley, 25; C. Corbishley, 35. Midland, F. Lewis, 30; A. E. Marsh, 35; W. Bodenham, 30.

POSSIBLY it was because the Lancs and Cheshire Car Club picked 24th/25th September for the date of their Lakeland Rally this year that the entry list did not come up to the usual standard. But even if the missing "names" were at Oulton for big-time stuff, the 80-odd who did leave Manchester, Stoke-on-Trent and Llandudno found this alert club's rally tricks just as cunning as ever. As before, the lines converged at Rhydallog, that charming spot on the fringe of the wild Llandegla Moors, to follow a further 177 miles to Llandudno

THE SEVENTH LAKELAND RALLY

and embrace two tests. *Not* as before, there was no Sunday morning run—an astute move to gain the confidence of the local people—so half the entry who were with clean sheets had to concentrate only on the five remaining tests.

The Saturday evening tests had already pointed out possible aspirants to fame, and Ernest Sneath (Morgan), Ken James (Triumph TR2) and John Waddington (Triumph TR2) were well

to the fore. In the same class, D. Law (Austin-Healey) ran into trouble early on the roads. W. Reeks (Ford Consul) and L. Pellowe (Sunbeam) had put in good times for the arrival test, as had Len Oram (Dellow) and Les Windsor (M.G. TF). Of the ladies, Miss Marion Parry was more than holding her own in the Standard.

Bright and early the following morning, two tests were laid out on the Great Orme and three on the familiar West Shore. R. Whiteley, whose efforts the day before had been good, came right into the picture on these tests.

Results came out promptly and this fact, along with the knowledge that no serious trouble had been experienced by anyone, made for a successful week-end.

WILSON ROGERS.

Results

Jack Harrop Trophy: R. Whiteley (Triumph TR2), 267.3 marks lost. **Tom Leigh Trophy:** E. S. Sneath (Morgan), 277.2. **Sackville Trophy:** L. Pellowe (Sunbeam), 368.5. **Lakeland Trophy:** L. C. Windsor (M.G. TF), 289.2. **Quick Trophy:** D. H. Grocott (Volkswagen), 304.0. **B. K. Thompson Trophy:** J. F. Livingstone (Standard), 299.3.

First Class Awards: A. Culver (Austin-Healey), 294.2, W. K. Blomfield (Austin-Healey), 297.7, F. M. Marsh (Austin A40 Sports), 373.5, G. Hoyle (M.G.), 346.8, D. W. Vernon (Ford Anglia), 310.7, A. Newsham (Ford Anglia), 306.6, A. H. Hill (Renault), 300.0.

Ladies' Award: Miss Marion V. Parry (Standard), 442.1.

Novice Awards: P. N. Morpeth (Triumph TR2), 313.0, G. Whittaker (Ford), 371.3. **Team Award:** "The Noughts", R. Whiteley, H. Jacoby (Triumph TR2), and J. S. Nightingale (Sunbeam).



(Left) R. L. Ward takes his Ford Prefect through a test against a backcloth of Welsh hills.

CORRESPONDENCE

The T.T.

THIS has indeed been a "black year" for motoring sport. Maybe without official information it is a little early to pass judgment on the T.T., although as I put pen to paper I see that Moss has made a statement which bears out, almost word for word, what I have in mind.

It is apparent that all and sundry are now allowed to "dice" with experienced drivers, which is akin to asking an apprentice to match his skill with his master. Bad enough in industry, but fatal in motor racing. Personally, I consider that, however impractical the officials consider a system of passing drivers for the big international races, such a system should, and indeed must, be adopted; otherwise men like Moss and Hawthorn will be failing to appear at such race meetings—and who could blame them?

Again, I am wondering if we have reached a stage whereby cars with shell-like bodies and with such colossal power to weight ratios giving high speeds, are far too fragile.

At one time you could wrap an Aston or Bentley around a tree and get away with it; but now the cars disintegrate, explode and/or catch fire.

Maybe the answer lies in this direction, but whichever theory seems the most sane to the experts, let us hope some conclusion will soon be forthcoming, so that we all can be sure of our motor sport next season, and not see an end to it *all*, as some newspapers suggest.

R. A. EARLE.

BRISTOL, 7.

THERE will be many post-mortems on the Dundrod T.T., just like the one we are having now on the eve of our departure from Belfast. Will you be generous enough, therefore, to allow us to voice our opinions and see if other enthusiasts feel as we do.

Of the tragedy which happened we can only say how very sorry we are, but it was very unfortunate that most of the newspapers except a local one allowed this completely to eclipse the magnificence of the rest of the race.

The Ulster Automobile Club had obtained the best drivers and cars in the world, and as two of us sat in the grandstand, while the other two chose to watch from an enclosure farther around the course, we feel entitled to say that from a spectator's point of view, the organization was excellent.

Out of a day, however, which we enjoyed immensely, two items of disappointment remain with us quite vividly. Having heard so much about the perfection of Mercedes plans, we were amazed and filled with impatience when they allowed Fangio to sit in the pits while co-driver Kling drove lap after lap, letting the car fall steadily back; then when it was almost two laps behind, Fangio was put in to retrieve the situation.

It is not necessary to say that he tried to do this, and it was during this wonderful demonstration of driving that our second disappointment came. The speaker on the public address system was so overwhelmed by the race between Moss and Hawthorn, which, agreed, was terrific, that he did not seem aware of the fact that car No. 9 was rapidly making up for lost time and that its driver Fangio was giving a demonstration which was a joy to watch. Our two friends on the back of the course watched with interest his steady gain on every lap, and were most impressed by the fact that during this wonderful but hopeless effort Fangio's driving was masterly, superb and free from bank-clipping in all its forms—a Champion indeed!

Yes, it was a pity that an otherwise good announcer failed to see this, as it was one of the highlights of a truly memorable race.

GEORGE K. ELLISON AND PALS.

WARRINGTON.

Re the Santa Barbara Road Race

TO an Englishman stranded (quite voluntarily, I like it!) in the wilds of California, and to hundreds of the natives, your excellent magazine arriving by air mail provides the only up-to-date source of information on the happenings in the world of motor racing.

I take it very hardly, therefore, when on one of the few occasions that you comment on an event out here you get your facts wrong.

Whilst my M.G. did, at Santa Barbara, defeat a whole bevy of Dr. Porsche's Type 550 Spyders in the under 1,500 c.c.

event, I most certainly did not win the unlimited class race in the 4.9 Ferrari.

Quite early in the race a small but vital portion of the Ferrari's gearbox became bored with the proceedings, leaving the pilot with no means of selecting the desired ratio.

The race was won by Ernie McAfee in a Ferrari "Monza", followed by Chuck Daigh in a Mercury Special, Phil Hill's car having a slight derangement of the bodywork caused, initially, by a locking front brake.

KEN MILES.

HOLLYWOOD 28, CALIFORNIA, U.S.A.

I ENJOY very much your magazine and airmail news supplements, and I also realize the problems involved in reporting on a sport so big such as ours. I should, however, like to correct one of your news items in the 16th September news supplement. Mr. Miles did win the under 1,500 c.c. go at Santa Barbara, but he did not win the larger race in which he, Phil Hill and myself, along with some 40 other cars, were racing. On Saturday's race he did finish and place, but on Sunday he did not finish. I am rather bothered about your announcement, and I am embarrassed because Sig. Ferrari and several manufacturing firms have been notified of my winning in the Monza Ferrari and not that of Ken Miles. Ken Miles is one of the best drivers we have in the States and I enjoy racing with him very much.

ERNIE MCAFEE.

LOS ANGELES 46, CALIFORNIA, U.S.A.

Tony Crook, Goodwood and Bolster

I NEVER said that Tony Crook was a clot; I could have meant anybody else, for instance, the chap who dropped the oil (if any). If Mr. Crook applies the compliment to himself, it is none of my doing.

As he has somehow brought in my accident in the British Grand Prix in 1949, I hasten to admit that, of course, I was a clot. Incidentally, I broke my neck in that one, but I can still stick it out in the pages of AUTOSPORT. I am sorry that Tony has come out of hospital after my blood, and in wishing him a full and complete recovery, I also hope that he will not shake his fist at me on our next meeting.

WROTHAM, KENT.

JOHN V. BOLSTER.

Lament from Belgium

IN a recent issue Mr. George A. Hook laments the lack of opportunity to drive.

I agree with him, but he is, nevertheless, very fortunate to live in a country which is surely the best for enthusiastic drivers. It is perhaps the only country in the world which holds racing every week-end of the season.

Take a look at our misfortune! Last year I bought an old Formula 3 car, a new body taking this formula under serious organization, with the help of the R.A.C.B. In 1954 they organized only three meetings and, this year no more than ONE race! Now it is said that next year there will not be a single race for F3 in Belgium. In France it is perhaps the same in that category, but they have more production races and sports car races than we do. Did I buy an F3 car to race only three times in Belgium? I also raced twice in France last year, but this season no such races were held.

I raced a little sports car (Dyna 750 c.c.) only twice, but found that category too expensive for me. Of course, car racing anywhere is one of the most expensive sports, but, in Britain, the best thing is the encouragement and good support in ALL racing categories. Here only Formula 1 and big sports cars events are taken into consideration. A so-called new body was formed last year, known as "Ecurie Nationale", but, till now, only five men have the opportunity to drive the cars of that national body—always the same five men. The status said: "To find new talents . . ." but I do not see how, and for whom?

In England you have lots of clubs which give opportunity to young enthusiasts to drive. In my own case I also wish to race my own car in your country since no other races will apparently be held here.

Do not complain, Mr. Hook. If you really wish to race you are in the best country to realize your dream!

G. DARDENNE.

80 QUAI DES ARDENNES, LIÈGE, BELGIUM.

E. M. P. HAVARD, of 61 Portsmouth Road, Southampton, has a pair of ladies' tan "Raynes" court shoes which were found in the paddock after the Brunton hill-climb on 18th September.

The Editor is not bound to be in agreement with opinions expressed by readers.



BEARINGS by
VANDERVELL

at the
MOTOR SHOW
EARLS COURT

STAND No.D 320
FIRST FLOOR

VANDERVELL PRODUCTS LTD · WESTERN AVENUE · ACTON W3 · LONDON

NEWS FROM THE CLUBS

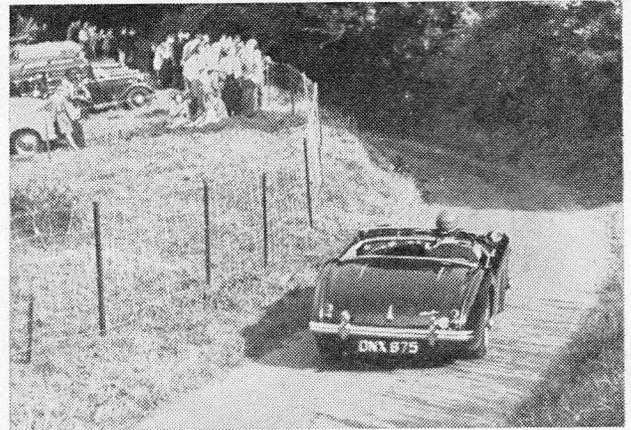
By Wilson McComb

J. D. NELMS, Chairman of the United J. Hospitals and University of London M.C. (much more conveniently referred to as "Yoo-Hoo"), has written to me regarding that fantastic week-end of 24th/25th September when we listed no fewer than 33 events run by clubs in Britain and Ireland. The burthen of his song is that co-promotion is a Good Thing—which, of course, is absolutely true, and one reason why "Yoo-Hoo" had a fully subscribed entry list for their Rushmoor sprint on the 25th is that they ran it jointly with the 750 M.C. and Hants and Berks M.C.

In fact, only five of that week-end's 33 events were joint affairs; the remaining 28 clubs might care to ponder upon the words of Mr. Nelms—I suppose clubs are fearful of losing their individuality if they co-promote . . . the quickest way of losing individuality—and existence—is to run a series of events at a loss.

ANOTHER new club, to join the ever-growing list which now taxes this poor column's memory so sorely, is the **Aberdeen University M.C.**, formed towards the end of last year and already with three rallies to its credit. Membership is open to students, graduates and staff-members, and the secretary is A. I. Fraser, 16 Hilton Place, Aberdeen. Annual subscription, graduates please note, is 5s. . . . The **Peterborough M.C.** announce the postponement of their Main Road Trial from this Sunday to next, 16th October, although in doing so their event becomes part of another very crowded week-end. . . . The **Lindsey A.C.'s** Goathland Rally will be held on 15th/16th October, the **Birmingham Y.C.M.C.** are staging an economy run on 16th October, and this is also the date of the **Warrington and D.M.C.'s** second Autumn Rally. The Warrington

SALISBURY SETTING: (Right) The sun shines on Brunton as J. R. Rudd takes his Austin-Healey up the B.A.R.C.'s attractive hill-climb course for second place in his class.



event, a 150-mile affair, is also open to members of the Chester M.C., Lancashire A.C., Lancashire and Cheshire C.C., Mid-Cheshire M.C., Rhyl and D.M.C. and Wirral "100" M.C. The Secretary of the Meeting is R. J. Mann, 2 Waverley Avenue, Appleton, who says he must have the entries by Monday, 12th October—a date which doesn't exist in my diary. . . . **Per Ardua M.C.** members should note that the address of their hon. secretary, Squadron-Leader W. A. James, R.A.F., is now 3 Hillcrest Road, Whyteleaf, Surrey. . . . This year the **Blackpool and Fylde M.C.'s** Rally Driving Tests will be held on Saturday, 29th October, and followed on the Sunday by the Inter-Area Challenge Match which, this time, will include representatives of no fewer than five areas—North, Midlands, South, Wales and Scotland. Entries at normal fee close on 15th October with E. B. Stott, 48 Corporation Street, Blackpool, and eligible clubs are the London M.C., Hagley and D.L.C.C., Rhyl and D.M.C., Liverpool M.C., Lancashire A.C., Pembrokeshire M.C. and Lothian C.C. . . . **Club Lotus** is not a new Soho joint, but the name of a proposed association for owners of these highly successful cars. If you are interested, write to Ian H. Smith, 347 Goswell Road, London, E.C.1, or pay a visit to the Lotus stand at Earls Court. . . . As one naturally associates the **Mid-**

Thames C.C. with water, it seems appropriate that their nicely produced new monthly magazine should be called *The Radiator*. But goodness only knows what the Harrow C.C. will say. . . Sunday, 23rd October, is the date for the **Maidstone and Mid-Kent M.C.'s** Bossom Trophy Trial, a B.T.D.A. Gold Star event. Members of the London M.C., Southsea M.C., Hants and Berks M.C., 750 M.C., Kentish Border C.C., Chiltern C.C. and Cheltenham M.C. can obtain regulations from J. Ashwell, Norton Cottage, Chart Sutton, Maidstone, Kent. . . . **Sunbeam Register** members have been invited by the Rootes Group to visit the Coventry factory on 6th November. Those who wish to do so should advise Mrs. W. Boddy, "Carmel", Wood Lane, Fleet, Hants. . . . **Harrow C.C.** announce that there will be no Cottingham Memorial Trial this year. Instead, there will be a fairly gentle day rally on 13th November, starting from the Marquis of Granby, Esher, at 10.30 a.m. . . . New **Special Builders' C.C.** officials are G. Brown, R.A.F. Butzweilerhof, B.A.O.R. 19, who has been appointed secretary, and E. Allen, 56 Belgrave Road, Victoria, S.W.1, who deals with membership inquiries. . . . A. Bowman Stewart, hon. secretary of the **Aston Martin O.C.**, has now moved to "Saxons", Gilham Avenue, Banstead, Surrey.

PARKER GAINS BRUNTON RECORD

THE 10th hill-climb organized by the S.W. Centre of the B.A.R.C. at Brunton, Salisbury, will go down on club records as being one of the best in the history of the event. A good entry, perfect weather, and some stirring climbs set the seal of success on a well run event. The timing gear behaved itself, cars came to the line quickly, and there were no delays, except one caused by an off-course excursion later on.

When Gordon Parker came to the line, the Jaguar covered the first few yards quite slowly, then Parker turned on the heat, and the car leapt away with a shattering roar, snaking from side to side with tremendous power, and doing a mighty drift round the top corner. Before the crowd could regain its breath, the loudspeakers announced 24.56 secs., and that was a new record for the hill! No sooner had this excitement died down than P. L. Farquharson was seen to be travelling very fast indeed on the lower slopes, and skated round the top corner, clipping the grass as the car slid from

side to side. Result: 25.12 secs. The thunderous Cripps Special came next, in the hand of "W. L.", and took 27 secs.

After a short interval, second runs commenced. Threlfall got down to 39.69 secs. with his Standard, taking Class 1, while Patten carved a few fractions off his first run, making sure of his record. Mrs. Joyce Leavans settled a friendly argument with Miss Burt, both in the latter's DB2, taking 28.19 secs. against the latter's 28.67 secs.

Of the open cars, Smith's Lotus fairly tore off the line into the first corner, and took the class with 26.70 secs. Denton's Frazer-Nash made a terrific getaway, and took 25.51 secs., which netted him a class win. Mrs. Park made a beautiful run with the A.C. Ace, in 26.94 secs., which gave her the ladies' prize by a good margin.

Gordon Parker again roused the echoes, and fought the Jaguar all the way up, but just failed to beat his first run. However, B.T.D. was in the bag, for P. L. Farquharson just couldn't do it,

despite making one of the best runs in his Brunton career, in 24.83 secs. W. L. Cripps got down to 26.97 secs., just to show that the Special can still hold its own among the more modern machinery.

A. HOLLISTER.

Results

Class 1. Saloons up to 950 c.c.: C. H. Threlfall (948 c.c. Standard), 39.69 secs. **Class 3. Saloons, 1,301-1,800 c.c.:** 1. E. J. K. Patten (1,488 Porsche), 29.75; 2. T. H. Harrington (1,488 Porsche), 30.14. **Class 4. Saloons, 1,801-3,000 c.c.:** 1. Mrs. J. Leavans (2,922 Aston Martin), 28.19; 2. Miss P. Burt (2,922 Aston Martin), 28.67. **Class 5. Saloons over 3,000 c.c.:** J. A. Shutter (4,467 Invicta), 28.50. **Class 6. Open cars up to 750 c.c. N/S:** G. V. Cole (746 M.G.), 35.38. **Class 7. Open cars up to 1,100 c.c. N/S:** R. M. Smith (1,002 M.G.), 28.84. **Class 8. Open cars up to 1,500 c.c. N/S and 1,100 c.c. S:** 1. I. H. Smith (1,467 Lotus), 26.70; 2. C. J. Lawrence (1,087 c.c. M.G. Magnette S), 31.19. **Class 9. Open cars up to 2,000 c.c. N/S and 1,500 c.c. S:** 1. H. M. Denton (1,971 Frazer-Nash), 25.51; 2. A. M. Park (1,991 A.C. Ace), 26.78. **Class 10. Open cars up to 3,000 c.c. N/S and 2,000 c.c. S:** 1. R. Truscott (2,496 Frazer-Nash), 26.47; 2. J. R. Rudd (2,660 Austin-Healey), 29.00. **Class 11. Unlimited:** 1. P. L. Farquharson (4,375 All-trd), 24.83; 2. W. L. Cripps (5,300 Cripps Spl. S), 26.97.

Best Time of Day: G. D. Parker (3,442 Jaguar S), 24.56. **Best Time by Lady:** Mrs. A. M. Park (1,991 A.C. Ace), 26.94.

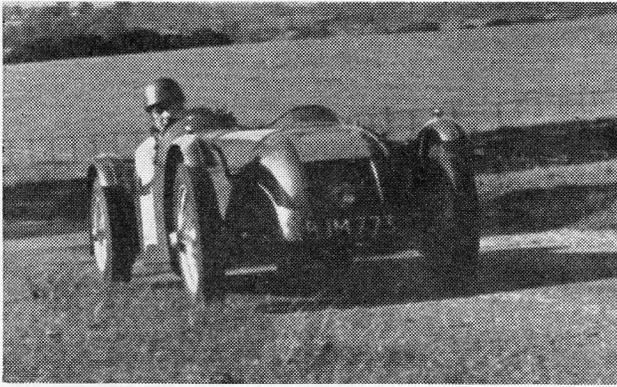
what did win the ROUND AUSTRALIA RALLY?

*was it a Standard Vanguard?
or a Peugeot 203?
or a Volkswagen?*

*anyway, in production all these three
are fitted with*



carburettors



BOUND FOR B.T.D. is J. F. Gillam, who with his supercharged Riley 9 Special gained the honours at the Morecambe C.C.'s recent hill-climb.

★

EASTERN COUNTIES M.C. SPEED TRIAL Snetterton, 11th September

Norwich Cup (best time in morning runs): P. Wootzley, 25.8 secs.

Esses Trophy (best time in afternoon runs): A. Stacey, 29.0 secs.

Morning Session. Class A: A. Stacey, 28.8 secs. Class B: R. B. H. Goddard, 38.4. Class C: G. Horsfall, 30.4. Class D: K. S. Richardson, 31.8. Class E: J. G. Sears, 27.6. Class F: D. J. Morley, 34.2. Class G: P. Wootzley, 25.8. Class H: R. Playford, 29.4.

Afternoon Session. Class A: A. Stacey, 29.0 secs. Class B: R. B. H. Goddard, 36.8. Class C: G. Horsfall, 33.0. Class D: K. S. Richardson, 34.6. Class E: J. G. Sears, 31.0. Class F: W. R. Watts, 36.8. Class G: J. L. E. Ogier, 30.8. Class H: R. Playford, 33.6.

ALVIS O.C./LAGONDA C.C. RALLY

11th September

Best Performance: H. F. Stevens (1933 Alvis Speed 20). **Best Lagonda:** M. H. Wilby (1935 Rapier). **Best Alvis:** J. Stephen (1934 Speed 20). **Best Navigator:** Navigator to J. K. Dickinson (Lagonda).

CIRCLE C.C. SUSSEX RALLY

11th September

Premier Award: M. F. Allott (Dellow). **Class B:** C. E. Channing (Hillman). **First Class Awards:** R. C. Boucher (M.G.) and E. C. Pearson (Ford). **Second Class Awards:** D. R. L. Wallace (Jaguar) and L. N. Needham (M.G.). **Team Award:** M. F. Allott, L. N. Needham and F. E. Still (Triumph TR2).

SUNBEAM-TALBOT O.C. SCARBOROUGH RALLY

17th/18th September

Sunbeam Class: 1, O. G. Stirling; 2, W. M. Pye. **Hillman Class:** 1, W. Rankin; 2, J. R. Robinson. **Non-Traders' Award:** M. S. Routley (Sunbeam). **Ladies' Award:** Miss C. D. Hailwood (Sunbeam). **Concours d'Elegance:** 1, Mrs. Thomas (Hillman coupé); 2, Mrs. Wilkinson (Sunbeam-Talbot saloon).

NORTHAMPTON & D.C.C. GYMKHANA

18th September

Test 1: 1, A. York; 2, A. Wright. **Test 2:** 1, R. Barnard; 2, R. Poole. **Test 3:** 1, A. York; 2, J. Pay. **Test 4:** 1, R. Poole; 2, A. York. **Test 5:** 1, D. Barratt; 2, A. York. **Test 6:** 1, G. Horrocks; 2, D. Barratt. **Test 7:** 1, R. Barnard; 2, D. Barratt. **Test 8:** 1, D. Barratt; 2, A. York. **Test 9:** 1, A. York; 2, P. Brown. **Special award** (best aggregate, other than above): I. G. Davis.

DE LACY M.C./MORLEY M.C. SEPTEMBER RALLY

18th September

Premier award: 1, M. Hirst (M.G. Y-type), 51 marks lost; 2, H. F. McDermid (M.G. TA), 54; 3, R. A. Dando (Triumph TR2), 84; 4, P. Bellamy (Vauxhall Velox), 120; 5, N. Pyke (Vauxhall Wyvern), 120; 6, J. Penty (Jaguar Mk. V), 121.

NORTH LONDON E.C.C./HERTS COUNTY A. & A.C. DRIVING TEST MEETING

Heston Airfield, 18th September

Inter-club match: N.L.E.C.C., 166.8 mks. lost; H.C.A. & A.C., 181.3.

Up to 1,172 c.c., open: 1, M. Phillips (Lotus). **Closed:** 1, I. F. Walker (Ford Prefect); 2, W. Battin (Ford Prefect). **Up to 1,500 c.c., open:** 1, D. Mayston (M.G. TD). **Closed:** 1, J. Whittington (M.G. Y-type). **Over 1,500 c.c., open:** 1, D. A. Wilcocks (Triumph TR2). **Closed:** 1, M. Phillips (Vauxhall Velox).

NORTH MIDLAND M.C. RALLY DRIVING TESTS

18th September

B.T.D.: D. Carter (M.G. TF). **Open Cars:** 1, D. Carter (M.G. TF); 2, E. Sneath (Morgan). **Closed Cars:** 1, C. D. Beresford (Morris Minor); 2, D. Allen (Morris Minor); 3, J. Nicholson (Ford Utility). **Team Award:** D. Carter and D. Allen.

A.C.O.C. POINT-TO-POINT

24th September

Premier Award: 1, H. F. Day (Buckland A.C.), 82 miles, 0 penalty marks; 2, J. Lowrey (Morgan), 83, 0 marks; 3, P. D. Bailey (Standard 10), 86, 0 marks; 4, W. F. Nicholls (Riley), 88, 0 marks.

MAIDSTONE & MID-KENT M.C.

HAROLD SHARP TROPHY RALLY

24th/25th September

Harold Sharp Trophy: 1, M. Sykes (Vauxhall), 122 marks lost; 2, J. Hitch (Jowett Javelin), 137; 3, E. Burke (Jaguar Mk. V), 236.

First Class Award: W. Sharp (Triumph Renown), 235. **Second Class Award:** E. Northover (Austin 16), 261.

MIDLANDS M.E.C. "RALLY MINOR"

25th September

Over 1,500 c.c.: A. Clift (Ford Zephyr). **Under 1,500 c.c.:** A. Fisher (Austin A30).

ROMFORD E.C.C.

"POCKET PERAMBULATIONS"

25th September

1, S. Wilcox (Triumph TR2), 21 marks lost; 2, L. Duffy (Austin Swallow), 23; 3, D. Hardy (Standard 10), 25; 4, G. Catterall (Volkswagen), 26.

CEMIAN M.C./LANCIA M.C.

KNOWLAND TROPHY DRIVING TESTS

25th September

Knowland Trophy: A. J. Range (Cemian M.C.). **Autumn Cup (Cemian M.C. Award):** J. W. Pringle.

First Class Awards: M. G. Bader (London M.C.), J. Hollamby (C.M.C.), R. C. A. Smith (C.M.C.), R. P. Lumsden (Riley M.C.). **Second Class Awards:** F. L. Rourke (C.M.C.), M. B. Eversley (London M.C.), F. B. Bryden (C.M.C.), B. A. Slinn (C.M.C.).

Best aggregate: B. J. Emerton (C.M.C.), (Triumph TR2).

★

BOX OF BALES (right) encloses J. Barrowclough, seen reversing his Dellow during one of the Lancashire and Cheshire C.C.'s tests for the Lakeland Rally on 24th/25th September. A report appears on page 435.

★

Some Recent Results

BURNHAM-ON-SEA M.C.

CARVER CUP RALLY

25th September

Carver Cup: L. Griffiths (Austin-Healey).

Class Awards: D. J. Hall (Austin A50), J. M. Bowles (Dellow), E. J. Wensley (Sunbeam-Talbot), W. G. Cawsey (Triumph TR2). **Ladies' Award:** Mrs. D. B. Gaze (Simca). **Novice Award:** C. H. Pollard (Triumph TR2).

NOTTINGHAM S.C.C. DRIVING TESTS

25th September

Ashton Trophy: D. F. Ryder (M.G. TF).

Closed, up to 1,200 c.c.: T. K. Shipside (Morris Minor). **Over 1,200 c.c.:** M. P. Winsor (Ford Zodiac).

Open, up to 1,500 c.c.: D. F. Ryder (M.G. TF). **Over 1,500 c.c.:** C. F. Eminson.

B.A.R.C. (YORKS) LADIES' EVENT

25th September

1, Mrs. Yvonne Swaby (Sunbeam-Talbot), 164 marks; 2, Miss J. Whitehead (M.G.), 163; 3, Mrs. Yvonne Jackson (Morgan), 162; 4, Mrs. N. Coates (N.H.C. Spl.), 155.

BRENT VALE M.C. AUTUMN RALLY

25th September

Premier Award: 1, C. M. Ford/L. Buntun (Vauxhall Velox), 30 marks lost; 2, K. Wostenholme/J. Gibbs (Jowett Javelin), 41; 3, W. Rosson/M. Gammon (Austin A40), 59; 4, S. C. Hall/P. Glazebrook (Ford Zodiac), 61.

Best Novice: M. V. Quartly/H. Southon (Morris Minor), 111. **Team Award:** Hall/Glazebrook, F. Palmer/K. Stuckey (Vauxhall) and R. W. Callard/Miss M. Williams (M.G. TD).

EAST ANGLIAN M.C. CLACTON RALLY

30th September/1st October

Clacton Trophy: R. S. Pawsey (Hillman Minx).

Runner-up: W. C. Slocombe (Triumph TR2).

Members' Award: J. Shand (Jaguar XK 120).

Ladies' Award: Miss P. Roby Smith (Morris Minor).

Navigators' Award: R. W. Rash.

Class A: 1, D. G. Ways (Morris Minor); 2, R. H. Varcoe (Standard 10); 3, Lt.-Col. J. F. Bassett (Standard 10). **Class B:** 1, R. S. Pawsey (Hillman Minx); 2, S. Glicksman (M.G. Magnette); 3, K. C. Hugent (Volkswagen). **Class C:** 1, P. D. Sapsed (Sunbeam); 2, R. V. Goodwin (Jaguar Mk. VII); 3, F. D. Dent (Jaguar Mk. VII). **Class D:** 1, I. Walker (Ford Prefect); 2, C. S. Alderton (Austin Chummy); No other finishers. **Class E:** 1, W. C. Slocombe (Triumph TR2); 2, A. E. Cleghorn (Morgan Plus 4); 3, J. M. C. Shand (Jaguar XK 120).

Team Award: "Bassett's Lot", Lt.-Col. Bassett (Standard 10), P. W. S. White (Morgan Plus 4), and I. Mantel (M.G. TF 1500).

Marque Awards: Standard or Triumph, W. C. Slocombe; M.G., S. Glicksman; Jaguar, J. Shand; Vauxhall or Rover, L. Price Jones; Ford, C. H. Vivian; Austin or Austin-Healey, K. G. Harper; Rootes Group, R. S. Pawsey; Wolseley, No entries; Fiat, P. R. Easton; Home-built Special, C. S. Alderton.



NEW RED_EX

QUICK SERVICE

**the best there is in
MODERN MOTORING
offered by
over 20,000 garages**

FOR 15'6^d *

1 MILE IN 7 FREE
as saving averages 15% more M.P.G.

MORE POWER
Hill climb from standing start is usually 4 to 5 M.P.H. faster at crest.

FEWER REPAIRS
Because the Extreme Pressure Lubricant in RED_EX strengthens Oil Film, reduces friction and frictional heat.

If desired, proof of these improvements to your car, can be precision-checked with instruments, at moderate charges by any RED_EX Premier Agent (list supplied on request).

A Flush with straight RED_EX drawn from Agent's RED_EX Filter Tank.

New Oil Change with 1 part RED_EX to 3 of Oil.

A RED_EX 4-oz. air intake Injection.

A 5-oz. RED_EX REFRESHER in the petrol tank.

A preliminary check for wear and faults as RED_EX deserves a sound engine.

* Basic price of 15/6 includes all materials and labour for cars with 4-pint sump capacity.

Add 2/- for each additional pint capacity to cover extra cost of new oil and RED_EX.



**TRANSFORMS
PERFORMANCE**

-NEW RED_EX CAR CLUB-

for a guinea offers the following facilities:—

INTERNATIONAL MEMBERSHIP CARD, CAR BADGE AND KEY RING (WITHOUT CHARGE), 10% DISCOUNT AT OVER 300 HOTELS AND RESTAURANTS
Hotel Booklet sent showing where members can obtain this handsome discount in Great Britain and abroad.



FREE TUNING

After you have had the new RED_EX quick service as above, your garage adjusts the carburetter and ignition timing "spot on" with the RED_EX Engine Tester. Further monthly tuning is offered for a year at the average cost of 8s. 9d. only per service.



C O U P O N RED_EX INTERNATIONAL CAR CLUB

365, Chiswick High Road, London, W.4.
Date.....

Dear Sirs,

I enclose cheque/postal order for £1.1.0. Please send me all the above with Free Tuning Voucher.

NAME.....

ADDRESS.....
(BLOCK LETTERS PLEASE)

My usual Service Station is:

MESSRS.....

ADDRESS.....

WORCESTERSHIRE AUTOCROSS

ABOUT 200 members and friends of the Worcestershire M.C. were present at an autocross meeting held in conjunction with the Herefordshire M.C. and the Morgan 4/4 Club, at Shelsley Walsh, on 25th September. There were 28 competitors, in a varied selection of cars.

Results

B.T.D.: Miss Angela Palfrey (Morgan Plus 4), 1 min. 52.2 secs.

Fastest Sports Car: J. F. Looker (Morgan Plus 4). **Fastest Saloon:** K. R. Lamberton (Ford Anglia). **Fastest Special:** K. R. Lamberton ("Sintin").

OMAGH M.C. TRIAL

MERVYN GLOVER (Dellow) won the Omagh M.C.'s trial on 24th September by a comfortable margin, gaining first place in five of the 11 tests, second place in five, and third in the remaining one. Harry Reilly (M.G. TC) and W. Chesney (Austin Special) tied for second place with 29 marks lost to Glover's 18. The Austin A30s of C. Whaley and Crawford Lyttle led the saloon class with 61 and 73 marks respectively.

With two events to go, placings for the club's major award, the Traders' Trophy, are: 1, H. Reilly (38.5 pts. in 4 events); 2, P. W. Torney (37 in 4); 3, B. Stuart (31 in 4); 4, C. Lyttle (31 in 3).

M.T.C.C. DRIVING TESTS

A JOINT effort by the Mid-Thames Car Club and the Wimbledon Road Safety Council was rewarded by nearly 90 entries in a driving test meeting held at Queen's Road School, Wimbledon, on 25th September. Prior to the tests, competitors participated in a short rally in which marks were lost by any breach of road manners by the drivers. The marking, however, had no effect on the driving test results.

Sydney Allard gave an amusing speech at the conclusion of the meeting, and then presented the awards as follows:—

Premier Award: J. F. Marshall, 99 marks lost.

Class 1 (Closed, under 1,300 c.c.): 1, J. F. Marshall, 99; 2, A. J. Grey, 110.4; 3, R. L. Hudson, 112.8. **Class 2 (Over 1,300 c.c.):** 1, H. A. Williams, 121.3; 2, P. Rhode, 126.9; 3, L. J. Doughty, 154.6.

Class 3 (Open, under 1,300 c.c.): 1, C. G. Fitt, 102.2; 2, D. A. England, 109.4; 3, J. V. Jasper, 115.8. **Class 4 (Over 1,300 c.c.):** 1, K. Charles, 115.9; 2, E. Revesz, 200.0; 3, G. L. Ward, 208.7.

Coupe des Dames: 1, Mrs. J. Eastwood, 144.3; 2, Miss J. Riding, 188.8; 3, Miss L. Brook, 200.3.

Novices: 1, M. G. Whitton, 137.9; 2, Mrs. J. Eastwood, 144.3; 3, Miss L. Brook, 200.3.

Coming Attractions

October 7th/8th. M.C.C. Derbyshire Trial. Start, London, Norwich, Alveston and Penrith, 11 p.m.

October 8th and 10th. Australian Grand Prix (R, S, T), Port Wakefield, Australia.

October 8th. North Staffordshire M.C. Race Meeting, Silverstone, near Towcester, Northants. Start, 12 noon.

Wirral "100" M.C. Sprint Meeting, Rhydymwyn, near Mold. Start, 1 p.m.

Shenstone and D.C.C. Buxton Rally. Start, Shenstone and Grindleford, 7 a.m.

Lancashire A.C. Davis Trophy Trial.

Sunbeam-Talbot O.C. Rally to Ibsley Airfield, Hants.

Mid-Thames C.C. "Kittens' Eyes" Rally.

October 8th/9th. M.G.C.C. Weston Rally. Start, Birmingham, Cardiff, Bristol and Marlow, 5.30 p.m.

Singer O.C. Greater London Night Rally. Start, near Gravesend, Kent.

Mid-Cheshire M.C. Southport Rally. Start, Bull's Head, Hale Barns, near Altrincham, Ches., 8.30 a.m.

October 9th. B.R.S.C.C. Race Meeting, Brands Hatch, near Fawkham, Kent. Start, 1 p.m.

Liverpool M.C. Second "Swan" Autocross, Helsby, Cheshire.

Kentish Border C.C. Stafford Clark Cup Trial. Start, Trulls Hatch Country Club, Rotherfield, Sussex, 10.30 a.m.

Hants and Berks M.C. Driving Tests, California-in-England, near Wokingham, Berks.

Romford E.C.C. Driving Tests, Stapleford Aerodrome, near Abridge, Essex. Start, 2.30 p.m.

Sunbeam Register Sandhurst Rally, Royal Military Academy, Camberley, Surrey.

Limerick M.C. Circuit of Clare, Eire.

THE PARTY SEASON OPENS

IN the two years of its existence, the Forces M.C. has gained a very creditable membership of 1,500, spread over the British Isles, Europe and the Middle East, so to celebrate their anniversary the London H.Q. of the club held a buffet-dance on 1st October at the St. Pancras Town Hall, at which the 200 members and friends who attended, enjoyed themselves enormously on behalf of their colleagues in the farther-flung outposts of Empire. With the club's secretary, W. E. Thornton-Bryar, presiding at the top table, the guests included "Mort" Morris-Goodall and Mr. and Mrs. Raymond Baxter, while Miss June Morris-Goodall presented the past year's prizes.

Club Fixtures

Eastern Counties M.C.—Buffet dance, 7th October, Pier Pavilion, Felixstowe, 8 p.m.

Cornwall Vintage C.C.—Meeting, 7th October, Pheasant Inn, Newlyn East, 8 p.m.

Guildford M.C.—Navigation lecture, 7th October, Mission Hall, Woking Road, Guildford.

Glossop & D.C.C.—Film show, 7th October, Town Hall, Glossop, 8 p.m.

Bolton-le-Moors C.C.—Film show, 7th October, Toby Inn, Edworth, near Bolton, 8 p.m.

Vintage S.C.C.—Meetings: 7th October, Manor Barn Hotel, Burley, near Ringwood, Hants; 13th October, Red Lion, Church Street, Birmingham; Greyhound Inn, Fenny Bridges, Devon; George Hotel, Amesbury, Wilts.

Cambridge '50 C.C.—Meeting, 7th October, Ancient Shepherds, Fenditton, near Cambridge.

750 M.C.—Meetings: 7th October, Heilk Moon Hotel, Barclose, Cumberland; 10th October, Royal Thorne Hotel, Wythenshawe, Manchester; Maybush Inn, Sandlake, Oxon; 11th October, Railway Inn, Patchway, Bristol; 12th October, Neville Arms, Kinoulton, Notts.

Mid-Surrey A.C.—Meeting, 7th October, Queen Adelaide, Kingston Road, Ewell, Surrey.

Alvis O.C.—Film show, 10th October, Petre Arms, Langho, near Blackburn, 8 p.m.

Lea-Francis O.C.—Meeting, 11th October, Albert Hotel, Kingston Hill, Surrey.

Sussex C. & M.C.C.—Meeting, 11th October, Southwick and Fishersgate Community Centre, Southwick.

Lagonda Club—Meeting, 11th October, Petre Arms, Langho, near Blackburn.

North London M.C.—Meeting, 12th October, Rising Sun, Chase Side, Southgate.

Surrey Sporting M.C.—Meeting, 13th October, Warwick Hotel, Redhill.

King's College M.C.—Film show, 13th October, Union Society, King's College, Newcastle-upon-Tyne, 7 p.m.

Sunbac—Meetings: 13th October, Royal Oak Lozells Road, Birmingham, 6; George Hotel, Solihull.

Buckingham & D.M.C.—Meeting, 13th October, Folly Inn, Adstock, Bucks.

West Hants & Dorset C.C.—Meeting, 13th October, Westbourne Hotel, Bournemouth.

Yes, it's on show NOW at UNIVERSITY

... the completely NEW



Safety fast!



FIRST of a new line... profiled for performance... the magnificent MGA opens the most brilliant chapter yet in a record of unique achievement. Such power, such responsiveness, such speed allied with safety as motoring dreams are made of! Come in today and see the new MGA at UNIVERSITY MOTORS.

UNIVERSITY MOTORS LIMITED

SOLE LONDON MG DISTRIBUTORS

Sales: STRATTON HOUSE, 80 PICCADILLY, LONDON, W.1

Service: 7 HERTFORD STREET, LONDON, W.1

Telephone: GROsvenor 4141



Blakes

*THE Northern sports
and RACING car
specialists*

BLAKES buy, sell, and repair
Racing and Sports Cars. Write
for list and quotations.

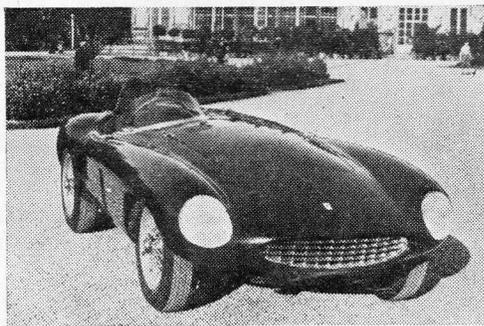


J. BLAKE & CO., LTD.

112 BOLD STREET, LIVERPOOL, 1
ROYAL 6622. 'Grams: "Autocar, Liverpool"

SCUDERIA AMBROSIANA

offers



APRIL 1955 FERRARI MONDIAL

Two seats, Scaglietti body, practically new—it's
still at Ferrari factory, ready to race. Forced
to sell for health reasons.

Price U.S. \$8,500 f.o.b. Genoa

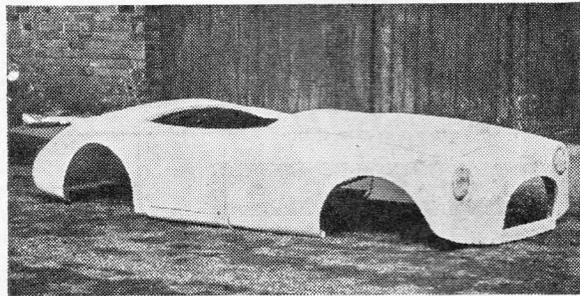
SCUDERIA AMBROSIANA

VIA VITTOR PISANI + 14 MILANO + ITALY

TELEPHONE: 66-26-41

HILL'S FIBREGLASS DEVELOPMENTS LIMITED

*Sports Car Body Specialists and Fibreglass
Manipulators to the Trade*



TURNER A30 BODY SHELL

Untrimmed	£55
Trimmed with Brackets	£65



HILL'S FIBREGLASS DEVELOPMENTS LIMITED

Rose Works, Lichfield Road, Wednesfield, Staffs.

Tel.: Wolverhampton 31802

CHASESIDE MOTOR CO. LTD.

offers



THE FORD THUNDERBIRD

—America's exciting new kind of automobile. Driving this car is a new experience; there is nothing like it on the road today. This car incorporates the ultimate in American design, peak performance plus comfort; ball joint front suspension, plus specially designed chassis, allows the Thunderbird to hold the road like a coat of paint. Specially mounted 5-leaf rear springs and Hotchkiss drive absorb "take off" shock, Duo-Servo hydraulic brakes. The Thunderbird engine is an advanced form of Ford's famous Y block V8 o.h.v. engine, delivering 193 brake horsepower at 4,400 r.p.m., automatic overdrive, clutchless change. This is the car for the connoisseur who is a really fast motorist. An example of this superb car, finished in Thunderbird Red with removable hardtop and red and white Vinyl upholstery, is available for immediate delivery at

CHASESIDE MOTOR CO. LTD.

FORD MAIN DISTRIBUTORS

Sales & Facilities Depot:

620 GREAT CAMBRIDGE ROAD, ENFIELD, MIDDX.

Telephone: ENfield 3456 (4 lines)

AUTOSPORT

CLASSIFIED ADVERTISEMENTS

PRESS TIME:
TUESDAY 10 a.m.

Tel.: PADDington 7671-2

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

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

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

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

USED CARS FOR SALE

A.C.

KEEP IN TOUCH with Rudds of Worthing if you are looking for a good Ace or Aceca, present stock includes two beautifully maintained 1954/55 models and we are expecting an Aceca very shortly. Showrooms adjacent Central Station, Worthing, and specialized service available to all A.C. users.—Tel. 7773-4.

WANTED.—A.C. ACE. Private buyer wants good Ace or would consider low mileage TR2.—D.C.P., 40 Market Street, Watford, Herts., or Watford 9763 weekends.

ALLARD

FACTORY SERVICED used Allard cars are your wisest buy. Always a good selection at competitive prices.—(BR)xtion 6431) 24-28 Clapham High Street, London, S.W.4.

1950 ALLARD P. saloon, seen Glasgow, bodywork and engine excellent, twin carburettors, high-compression heads, oversize sump, Michelin "X" tyres, etc. £425.—Box 1889 (Glasgow).

1948 SALOON, sliding roof, low mileage, really excellent throughout. £285.—Richards & Carr, Ltd., 35 Kinnerton Street, London, S.W.1. SLOane 5424.

ALVIS

12/50 ALVIS 1927 two-door saloon. Fitted recently overhauled 12/60 engine, with fully floating connecting rods, Hardy Spicer universals. Re-wired, £60. Seen Weybridge area.—Box 1890.

1939 ALVIS Speed 25 maroon saloon. This must be seen. Very few in this condition, a wonderful example of this model. Offers over £300. H.P. terms and exchanges, HAYes 3280.

ASTON MARTIN

1954 (Sept.) ASTON MARTIN DB2/4. Under 10,000 miles. Blue haze. New Michelin X tyres. Al-fin brakes. H.M.V. radio. Outstanding car. Any exchange, including Porsche or Bentley, considered.—Nixon's Garage (N'cle), Ltd., Hassell Street, Newcastle, Staffs. Tel.: 69154 and 64367.

AUSTIN

AUSTIN Nippy, fitted genuine Ulster engine just reconditioned, d/draught Solex, SU pumps. Tyres as new, new battery, king pins, track rods, etc. B.R.G. Urgent sale required at £155 o.n.o. H.P. can be arranged.—LADbroke 0532.

AUSTIN SEVEN, £17 10s., 2-seater, good battery and tyres, needs attention. Ideal for special.—Madgwick's Garage, Bramshot Chase, Hindhead. Phone 452.

BENTLEY

41-LITRE BENTLEY, green aluminium sports 12/2 tourer, approx. 90 lbs. removed from flywheel assembly, special racing clutch fitted, excellent acceleration, new starter, etc. Offers over £200.—A. J. Butterworth, 7 Grove Gardens, Frimley, nr. Aldershot. Tel.: Camberley 1092.

B.S.A.

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

1939 SCOUT 10 h.p., Mark VI, drophead coupé, grey, many new parts, excel. cond. Car with character. £125.—Box 1892 (Surrey).

BUCKLER

BUCKLER 90

Completed spring this year. Never raced owing to family antagonism. Made from all new parts. All mod. con. Reason for sale, sick of trying to sell motor racing to family. What offers to a good home?

Box 1893 (Bucks).

1954 BUCKLER Mk. V, untuned, 933 c.c., constructed new parts, low mileage, cream, £300 o.n.o.—Halls Garage, Sutton Courtenay, Berks. Phone 36.

BUGATTI

BUGATTI-FORD, Type 35B chassis, V8 engine. Good condition throughout, really exciting performance with complete reliability, Allard heads, twin carburettors, £300 o.n.o. Blower installation £50 extra.—Perkins, 1 Webb Ellis Road, Rugby.

CHRYSLER

CHRYSLER 8, regd. Nov, 1948, duo-tone finish, mechanically sound, body fair. Snip, £75 o.n.o.—ARCHway 2645 evenings.

FIAT

FIAT 600. Demonstrator available at Rudds of Worthing. Fifty yards from Central Station. Quick deliveries. Terms. Exchanges.—Phone 7773-4.

MAYFAIR GARAGES, LTD. FIAT 1952 500 M "C" o.h.v. coupé, green, very smart car with outstanding performance. Guaranteed. £395. 25 new and used Fiats from £175.—Literature on request to Mayfair Garages, Ltd., Balderton Street (opposite Selfridge's clock), W.1. Mayfair 3104-5.

FORD

MAYFAIR GARAGES, LTD. FORD 1950 M "Pilot" saloon, green, radio, heater, exceptionally good condition throughout. £295.—Balderton Street (opposite Selfridge's clock), W.1. Mayfair 3104-5.

1954 ZEPHYR, registered December 1953, modifications include special head, triple SUs, battery at rear, leather, heater, wing mirrors, colour beige. Low mileage. One owner. Immaculate. £645.—Wallington 4444.

HEALEY

1952 HEALEY-Alvis 3-litre convertible, stone/red, every extra, immaculate car. Seen London.—Box 1886.

1949 HEALEY Elliot saloon. £560.—Brooks, Park Lane, Dukinfield, Cheshire.

JAGUAR

S.S.1 TOURER, complete with spare gearbox, c.w./p. half-shafts, four spare wheels, etc., going concern. Bargain at £60 o.n.o.—ARCHway 2645 evenings.

XK 120 1952 sports roadster, modified engine, brakes, twin exhausts, Dunlop diamond-studded tyres. Full equipment, hood, sidescrims, tonneau-cover, heater. Exceptional condition throughout. One owner, low mileage. £835. Exchange and terms.—Palmer's, 3 Russell Gardens Mews, Kensington, W.14. Tel.: PARK 9704-5968.

XK 120, 1951, black, modified by Jaguar, uses no oil, reasonable mileage. Sound reason for selling this wonderful car, at £675 or near.—Parker, 73 Belwell Lane, Four Oaks, Warks. F.O. 1314.

1954 DROPHEAD XK 120, immaculately preserved, in B.R.G. with contrasting beige leather and black hood. The late property of a professional gentleman, it has not been used in any form of competition, and all mechanical details have been carefully maintained. Offered taxed, guaranteed, fitted all new tyres and wire wheels, at £1,045. delivered England.—Rudds, adjacent Central Station, Worthing 7773-4.

JENSEN

RAYMOND WAY.

RAYMOND WAY, East London Branch.

159 GUINEAS, Jensen V.8 sports tourer in super clean condition. Columbia overdrive, tele controls, remote control, 4 ins. quick fillers, etc., etc. £56 deposit and 24s. per week.

EASY hire purchase on the spot with no references, no formalities or guarantors. Part exchange on your present car or motor-cycle. Always a huge selection of pre- and post-war cars to choose from.

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

JOWETT

JUPITER. 1952, Series III engine and modifications, expertly tuned, outstanding condition, fitted Michelin X recently. Taxed. £469. Terms and exchanges.—Rudds of Worthing, adjacent Central Station. Phone 7773-4.

LAGONDA

LAGONDA 2½-litre saloon, 1951, immaculate condition, works maintained.—WIM 0935.

LANCIA

LANCIA Aprilia 1937 drophead, black, radio, heater. £285.—Jennings, TERminus 2727/ Horsham 1135.

LOTUS

FAISTEST COVENTRY-CLIMAX LOTUS VI in the country. Placed in first six in all but two races, including eight 1,500 c.c. events. Successes include four firsts, two F.T.D., three seconds. Excellent condition and ready to race. £850 o.n.o.—Stacey, Partridge Green, Broomfield, Chelmsford, Essex. Phone: Lt. Waltham 284.

Leaders in Automobile Services since 1921

CARR BROS

GARAGES LTD

HIGH ST. PURLEY SURREY
End of Croydon by-pass. UPLands 4811-7
SPORTS CAR DEPT.

GRAHAM A. WARNER offers:

FRAZER-NASH Le Mans Replica. Overhauled, ready for road or track. B.R.G. **843 gns.**
TRIUMPH TR2 1954. Overdrive, wire wheels, etc., etc., grey, low mileage. One owner. **750 gns.**
ARNOTT 1955 sports/racing 1496 c.c. 2-seater. 112 b.h.p. Cost £1,350. 800 miles. Only **662 gns.**
JAGUAR XK 120. Unspoilt. 1951. Black **634 gns.**
M.G. TD 2-seater. Red/Yellow, all extras. **567 gns.**
INVICTA 3-litre sports saloon. 1953. **550 gns.**
LEA-FRANCIS Sports/Racing 2-seater. 125 b.h.p. Dry sump unit, very fast. 1953. **538 gns.**
M.G. TD 2-seater. Black/Red. 1951. **453 gns.**
A.C. 5-seater "Buckland" tourer. Beautiful in Cream/Red leather. 1950. **443 gns.**
TRIUMPH 2,000 Roadster. 1949. Cream. **415 gns.**
H.R.G. 1,500 "Aerodynamic" sports 2-seater. Unmarked, radio, etc. 1947. **405 gns.**
M.G. TC 2-seater. Ivory/Beige. 1948. **360 gns.**
SINGER 4A Roadster. 1951. Green. **335 gns.**
M.G. TC 2-seater. Black/Red. 1947. **310 gns.**
RILEY "Imp" 1089 c.c. 2-seater. Really outstanding order. Maroon. 1935. **310 gns.**
M.G. TA Tickford coupe. Recent bills for £250. 1939. **295 gns.**
S.S.100 2½-litre. 1938. Cream. **281 gns.**
ASTON MARTIN 1½-litre short chassis "Le Mans" 2/4, grey, first class. **248 gns.**
M.G. PB S/C. Lightweight 2-seater. 1936. Many Racing Mods. r B.R.G. **200 gns.**
SINGER 9 h.p. 4-seater. 1936. One owner? **124 gns.**

Highest cash prices paid for Sporting Cars

M.G.

HUGE STOCKS guaranteed 43 x 8 crown wheels and pinions suitable for M.G. J and P series, and Morris 8. £4 16s. 6d., c.w.o. Also ball and roller races.—K.B.C., 44 London Road, Kingston, Surrey.

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

MORGAN

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

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

MORRIS MINOR

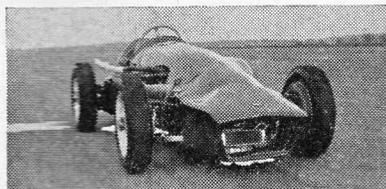
CONVERSION SETS—"Do it yourself", 80 m.p.h. with 50 m.p.g. Guaranteed, £29 10s. inclusive for o.h.v. Series II. Demonstrations given with pleasure.—By D. C. Pitt, Rodborough Common, Stroud, Gloucestershire. Telephone: Amberley 2243.

SUPERCHARGED MORRIS MINOR tourer, December 1950, fitted Marshall supercharger, double valve springs, radio, Windtone horns and swivel spotlight. Exceptional performance and condition. £425.—Phone: Wallasey 2238.

RACING CARS

COOPER Mk. VIII, 13 places so far this season. Completely overhauled and in impeccable condition, ready to race and win. Complete with square double knocker Norton. £624 or near offer, less engine £425 or near offer.—J. W. Higham, 31 Roxholme Grove, Leeds, 7. Tel. Leeds 44769.

Formula 1. H. W. M. 2,500 c.c.



This car is offered for sale after a complete overhaul. It was purchased from H.W. Motors early last year and has proved very reliable for a whole season's racing. A considerable quantity of spares are included in the cost. The car is in excellent condition throughout and on view at **THE CROSSWAY'S GARAGE**, Reading Road South, Church Crookham, Hants. Tel.: Fleet 410. Trial by appointment. Price: £1,250 or near offer.

STARIDE 1954 (July)

in fine order, never damaged. This car is the most up-to-date swing axle car and is excellent to handle. £250 without engine, or £300 with single cam Norton. Near offer considered or exchange for Mark VIII Cooper, with cash adjustment.

ALAN ECCLES, Hill Top Garage, West Bromwich. WES 0871.



TURNER, 1953/54, ex-Formula 2 2-litre Single Seater complete with numerous spares including four alternative axle ratios, etc. Also Bedford Racing Tender complete with winch and lucrative advertisement space. Prices on application to: **TURNER SPORTS CARS (Wolverhampton), LTD.**, 32 Merridale Street, Wolverhampton. Phone: Wolverhampton 21139.

BUYING, SELLING, EXCHANGE. Sports or racing cars. Comprehensive repairs. Engine tuning.—Car Exchange (B'ton), Ltd., 25 Eastern Place, Brighton 29972.

COOPER-J.A.P. 500, Mk. V, Norton box, long-range tanks, trailer, complete and ready to race. Offers for quick sale.—Haigh, 64 Oxford Road, Birmingham, 13.

COOPER Mk. VI-Mk. VII mods., chromed springing, D/N Norton engine, Potts conversion, Jackson rod, etc. £375 complete.—Towse, 274-280 North Promenade, Blackpool.

C TYPE JAGUAR, ex-works car, disc brakes, D type head, 250 b.h.p., registered April 1954. All latest modifications. £1,975.—D. Margulies, 59k Netherhall Gardens, N.W.3. Hampstead 5732.

G. F. THOMSON, Racing engine specialist. Tuning I. E. Raby's Cooper-Norton, two firsts Crystal Palace, fastest practice time: 1 7.2 Snetterton Int., 4th. Moderate repair charges.—G.F.T. Motors, Chapel Street, Brighton 28870.

THE FABULOUS BERRY JAGUAR, one of the fastest Jaguars in private hands. "C" type sump, "D" type head, triple Weber carburettors, full "D" type mods. £1,450. H.P. and terms arranged. One-third deposit.—Box 1888 (Cheshire).

1,100 C.C. COOPER-CLIMAX, raced twice only. Immediate delivery. £1,500. Also new spare engine if required.—R. Watling-Greenwood, Worth Hall, Worth, Sussex. Tel.: Pound Hill 3270.

750 C.C. FORMULA car, built exclusively for racing. £100.—25 Clievedon Road, Thorpe Bay, Essex.

1954 (July) COOPER Mk. VIII 500. Very fast car in excellent condition. One of the best in the country as results have shown. On sale after Brands, 9th October. Can be seen at meeting. Complete car less engine. £450.—Contact Mr. I. E. Raby, Car Exchange, Ltd., 25 Eastern Place, Brighton 29972. Norton 499 c.c. double-knocker engine, complete, £150.

RENAULT

OFFORD & SONS, LTD. (London Distributors)—1954 750 saloon, fitted Autobleu conversion, one owner, £495. 1953 750 saloon, one owner, excellent throughout, £470. New 750 and 2-litre saloons available for early delivery. Demonstrations gladly arranged.—154 Gloucester Road, S.W.7. FRe-mantle 3388.

RENAULT 750 c.c. Demonstrator available at Rudds of Worthing. Fifty yards from Central Station. Quick deliveries. Terms, Exchanges.—Phone 7773-4.

RILEY

THE RILEY MAN OFFERS :

1937 and 1938 **Sprite** 2-seaters, choice of two. 1937 **Kestrel Sprite** saloon, immaculate condition, two owners.

1938 **Kestrel 16/4**, one owner, 48,000 miles, genuine. 1936 9 h.p. **Merlin**, two owners, serviced by us. Many others in stock. Used spares. Service and Tuning.

270 Acton Lane (Nr. Bollo Bridge), Chiswick, W.4. CHISwick 5783.

JACK FAIRMAN'S personal car. A very special RILEY 2½ saloon, RMF 1953 series. Over £700 spent to make it the fastest in existence. Over 100 m.p.h. and startling acceleration, but balanced and gas-flowed engine results in amazing smoothness and economy. A genuine family man's sports car, equally suitable for business or production car racing. A potential Monte Carlo winner. £1,100.—Holly Lodge, Pound Hill, Sussex. Tel.: Pound Hill 3128, or Horley 3678 in office hours.

RAYMOND WAY.

RAYMOND WAY, East London Branch.

159 GUINEAS, 1935 RILEY 12/4 Falcon saloon. Just resprayed two-tone grey, red leather, v.g. mechanical condition. £56 deposit, balance H.P.

169 GUINEAS 1936 RILEY Kestrel 12/4, Sprite engine, E.L.P. rear wheels, radio, reconditioned gearbox, etc. etc., super runner, paintwork only fair. £60 deposit, balance H.P.

EASY hire purchase on the spot with no references, no formalities or guarantors. Part exchange on your present car or motor-cycle. Always a huge selection of pre- and post-war cars to choose from.

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

1949 RILEY 2½-litre, black, red leather, radio, heater, excellent condition throughout. £450. Terms and exchanges.—Arling Motors, 46 London Road, Romford 7234.

1938 RILEY Blue Streak, engine recently overhauled by makers, coachwork good.—Phone: Oxford 75551 or 48524.

ROLLS-ROYCE

£295 ROLLS-ROYCE 20/25 Park Ward, owner-driver saloon, Dec. 1932, black with dark red leather interior, mechanically excellent. Full Rolls history from new, late property titled owner. Outstanding value for money. Terms, exchanges.—C.N.K. Motors, 353 Finchley Road, N.W.3. HAMPstead 5712.

SPECIALS

JEHU-RILEY. 1½-litre Riley engine, Jupiter chassis, Kieft wheels, 11 ins. brakes, etc. Two-seater aerodynamic body. Car cost £1,400 to build 1953-4, and has only done 7,000 miles. Beautiful and reliable road car and a joy to drive. Reasonable offer for quick sale.—J. Horridge, Elton Lodge, Bury 575.

SPORTS CARS

GILLIE TYRER OFFERS IMMEDIATE DELIVERY.

New DKW Sonderklasse 3-6.
New Triumph TR2 Sports.
New Standard Ten Pickup.

Your Present Car in Part Exchange.

Phone: Waterloo 2484 (5870 After Hours).

LITHERLAND MOTORS (LIVERPOOL), LTD., Hawthorne Road, Liverpool, 21.

AUSTIN 750 Formula specials. Choice of three, £65, £85, £120. We can construct a formula car to individual requirements. Bentley 4½ V.D.P. tourer. All weather equipment. Just completed check-over. Radiator, dynamo, starter, etc. re-conditioned, rewired, good tyres. £325.—Westwood Engineering, Pennys Hill, Ringwood Road, Ferndown, Dorset. Ferndown 215.

LOTUS-CLIMAX Mk. VI, TC gearbox, alloy wheels and drums, Lockheeds, oil cooler, 4.1 axle, all new components. Completed Aug. Taxed. £875.—Parker, 461 Worsley Road, Winton, Eccles, Lancs. Tel.: ECC 1711.

(Continued overleaf)

PARADE MOTORS

(MITCHAM) LIMITED OFFER

1949 M.G. TC. Red, red upholstery, fitted many extras, excellent condition. **£395**

1948 M.G. TC. Maroon, new hood, very good condition. **£365**

1947 M.G. TC. Black and beige, excellent condition. **£355**

1946 M.G. TC. Black, very good condition throughout. **£340**

1939 M.G. TA. Black drophead coupe. **£275**

1933 M.G. J2. Green, in superb condition. **£130**

1933 M.G. J2. Very good condition. **£125**

LAMBRETTA HIRE SERVICE

Watch for Important Announcement in the Next Fortnight.

HIRE PURCHASE AND INSURANCE EFFECTED PART EXCHANGES

Lambretta Hire Services

55/67 Monarch Parade, Mitcham

Phone: 3392

Classified Advertisements—continued**SPORTS CARS—continued****LOTUS - TURNER**

Owing to unforeseen change of plans George Nixon regretfully offers for sale his 1½-litre Sports/Racing Car.

CHASSIS

Lotus Mk. 8 in brand new condition, 1955 Specimen, turbo-fin brakes (inboard rear), de Dion, spare wheels, tyres, etc., wrap-round screen. Parts alone cost over £900. With labour total cost .. **£1,100**

ENGINE

This is the much-admired and much-publicized 1½-litre, 110 b.h.p. engine with which we this season been experimenting with fuel injection. Using two 2 in. S.U.s, the carburation is now perfect. Sump, block and head in light alloy, 78 mm. bore/stroke. Twin ignition, Laystall crank, Armstrong synchro. box. This engine, offered in virtually new condition, has been consistently developed by us this summer, and is probably the most advanced 1½ unit available. Fuel injection worth £150 included. Cost .. **£600**

Total Cost .. **£1,700**

Save hundreds of hours of labour, save hundreds of pounds in cash.

OUR PRICE, £1,250, or offer.

Any part exchange considered, preferably Porsche Saloon, Bentley, etc.

TRAILER

Trailer, brand new. Specially built for the above car, offered at slightly below cost. The Trailer has never been used.

NIXONS GARAGE (Newcastle), LTD.,
Hassell Street,
Newcastle, Staffs.
Tel. 69154 and 64367.

M.G. SUPERCHARGED special sports racer, tubular chassis, i.f.s., "Q" type racing engine, special head, Marshall blower to 15 lbs., E.N.V., 110 racing box, aluminium quickly-detachable racing shell (Ferrari-like). Built at cost of over £500, in May, 1955. Raced only once due to change of plans. In thoroughly excellent condition throughout. £250 o.n.o.—Seen and tried at Gordon White & Co., Ltd., Austin House, Gerrards Cross 2077-8.

RILEY 1½-litre (ex-Mike Hawthorn), in racing trim, ready shortly. £550 o.n.o. **SINGER** Le Mans, 10 h.p. 2-seater, in very good condition throughout. £165. **MORGAN 4/4, 1937, 2-seater**, just been deoked, body and weather equipment good. £215.—Underwood-Rusling (Sports Cars), Ltd., Queensberry Road, Kettering. Phone 3351.

VICTORIA GARAGE, St. James, Exeter, offer three cars for the connoisseur: Type 57 Bugatti 3-seater close-coupled coupé, Bugatti blue with red hide, mechanically excellent, offers. 1938 V12 Lagonda, medium chassis saloon, B.R.G. with green leather, very clean, completely overhauled 1954, offers. Aston Martin, Le Mans short chassis, resleeved 1955, good tyres, a good specimen, £200.—Write, call or phone Exeter 56864.

SUNBEAM-TALBOT**GEORGE HARTWELL, LTD.,**

The Sunbeam-Talbot Sales and Service Specialists. Offer an unrivalled selection of guaranteed low mileage Sunbeam-Talbot "90" Mk. II, IIA, III and Alpine, from £675. Detailed information on request. Hire Purchase. Part Exchange.

35-41 Holdenhurst Road,

Bournemouth,

Phone: Bournemouth 4161.

TRANSPORTERS

£95 SECURES 1939 converted Bedford Bus, with £10 yearly tax, winch, ramps, tool chests and seats. Good mechanically, fair body.—Jennings, 16 Poyle Road, Guildford 2765.

TRIUMPH**TRIUMPH TR2**

July, 1955, in Racing Green, soft top. Less than 2,000 miles. Owner wishes to sell or part exchange for saloon, any h.p.

£795.

SANDERSON,

10 Allenby Gardens, Leeds, 11.
Tel. 75105.

TR2 MAY 1955, with overdrive, British Racing Green, one owner, 4,000 miles, taxed year, immaculate. £815.—SHE 5385.

VINTAGE

1926 12 H.P. HUMBER tourer, excellent condition throughout, spare wheels, also tyres, and many spares. Owner driven and maintained regardless of cost. Nearest £120.—Box 1885 (Yorks).

BOOKS

HANDBOOKS, WORKSHOP MANUALS for British, American, Continental automobiles. Inquiries, stamp please. Catalogue 500 motoring publications, sixpence.—Gray, Hurstpierpoint, Sussex.

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

CELLULOSE

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

ENGINES

LATEST type Prefect (100.E.) block assembly, sump, etc. Also Popular engine, complete with supercharger, dynamo, starter, four-branch manifold, etc., ex-T.E.S.T. 1. 7,500 miles only. Also Austin 16 h.p. motor complete.—POP 1792, 176 Percy Road, Whittton, Middx.

M.G. 1,250 c.c. ENGINE, reconditioned, Stage II tuned, racing camshaft. £75.—All Spares (Coventry), 171 Lockhurst Lane. Tel. 89269.

ENGINEERING SERVICES

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

KNOCK-ON hubs respined. Brake drums machined. Starter rings fitted, 24-hour service.—Don Parker, 1a Sangora Road, S.W.11. Battersea 7327.

KNOCK-ON WHEEL HUBS RESPLINED, specialist service.—Turton & Bell, 2 Platt Street, Seacombe, Wallasey, Cheshire.

EXCHANGES

EXCHANGE Austin Ruby 7 chassis, complete, engine recond., four new tyres, new carb for Riley. W.H.Y., no patience to complete rebuilding.—Box 1887 (Somerset).

FIBREGLASS

ALL ABOUT FIBREGLASS.—How to use it, how to make moulds, how to build a body, where to get kits, etc. Our set of instructions are written for the amateur. Send 4s. 6d.—Martin's (Dept. 7c.), 12 Cromwell Road, Southsea, Hants.

MISCELLANEOUS**ACCELERATION !!**

Is your special fitted with motor-cycle carburetters? If so treat yourself to: Snap acceleration, greater engine flexibility and more power with NO decrease in m.p.g. Fit a B.I. Accelerator Pump to each carb in 10 minutes, no modifications.
15s. each.

Full details (stamp please) from:

R. F. PRODUX,

14 Marlborough Road, Woking, Surrey.

A COMPLETE SERVICE offered to Vintage Cars of all makes. Specialized high-speed tuning.—Kensington Car Services, 6 Cornwall Mews South, S.W.7. FREmantle 4354.

AXFORDS (est. 1880) for motoring and Sports clothes, men's and women's Duffels, Jeans, etc.—304-6 Vauxhall Bridge Road, London, S.W.1. Victoria 1934.

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

TWIN SU Electric Petrol Pumps, 12v., new, unused. Limited quantity available. £3 10s. each, cash with order. Postage and packing 2s. extra.—Brown's Garage (Loughton), Ltd., High Road, Loughton, Essex. Phone: Loughton 6262.

PHOTOGRAPHS

PHOTOGRAPHS of every car at International CASTLE COMBE.—Charles Dunn, Greenleaves, Woking, Surrey. Tel.: Woking 3737.

RADIATORS AND FUEL TANKS

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

RALLY EQUIPMENT

BRITISH and Continental maps for rallies and tours available promptly by post. Also navigational aids. Details and free advice from "Rally Maps", Bay Road, Bracknell, Berks. (Telephone: Bracknell 304).

MAP READING lamps, dash fitting, 25s.; map markers' "adhesive arrows", 5s. per packet; average speed charts, including 18.5 m.p.h. to 29.5 m.p.h., 7s. 6d.; Enlargemap illuminated map magnifier, £3 3s. Send for catalogue to: Rally Equipment, 279, Edgware Road, Colindale, N.W.9. Tel.: COLindale 3840.

SAFETY GLASS

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

SITUATIONS VACANT

The engagement of persons answering these advertisements must be made through a Local Office of the Ministry of Labour or a Scheduled Employment Agency if the applicant is a man aged 18-64 inclusive or a woman aged 18-59 inclusive unless he or she or the employment is excepted from the provisions of the Notifications of Vacancies Order, 1952.

MOTOR RACING MECHANIC REQUIRED. Must be capable of major repair work on sports and racing cars.—Apply John M. Perkins, 1 Webb Ellis Road, Rugby.

AUTOSPORT**BOUND VOLUMES****VOLUME 10 READY NOW**

Orders can now be taken for binding readers' copies of Volume 10 at £1 each (including index). Full instructions and labels will be sent to readers upon receipt of order and remittance.

Already bound, Volume 9 AUTOSPORT is now available, price £2 17s. 6d. per copy.

AUTOSPORT (Binding Dept.)

159 PRAED STREET, LONDON, W.2

LOOSE BINDERS

Readers wishing to bind their own copies of AUTOSPORT may obtain special AUTOSPORT binders made by the Easibind Co., together with full instructions for use, by sending 13s. 6d. for each binder required. (Index 2s. extra.)

Please state volume number to be bound if you wish volume number and year to be blocked on binder in addition to the title AUTOSPORT.

Orders and remittance to:

AUTOSPORT (Binding Dept.)

159 PRAED STREET, LONDON, W.2

SPARES & ACCESSORIES

ALVIS 20 SPARES, two engines, two preselector gearboxes, two magnetos, trip carburetters, everything.—Whittaker, Trows, Castleton, Rochdale.

DUNLOP racing tyres, 500, 525 and 600 x 15. Various degrees of wear. Three 1½ ins. SU carburetters complete, distributor and sports coil, ex-A.C. Acc.—Details and offers Guildford 2765.

SPEED EQUIPMENT

USED superchargers and other speed equipment for sale and wanted.—Speed equipment dept., Rudds, 65-69 Victoria Road, Worthing 7773-4.

WANTED

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

WANTED.—A.C. ACE. Private buyer wants good Ace or would consider low mileage TR2.—D.C.P., 40 Market Street, Watford, Herts., or Watford 9763 weekends.

WANTED urgently old Mercedes-Benz catalogues, literature, hand books, etc.—Box 1894 (London).

WANTED URGENTLY, sports/racing car, under £2,000.—Write Box 1891 (London).

NEW CARS FOR SALE**A.C.**

A.C. DISTRIBUTORS, South-West Lancashire, Wirral and North Wales, Brown & Peacock (Wirral) Ltd., Threeways Garage, Clatterbridge. Tel.: Thornton Hough 325, Demonstrations with A.C. Ace and Aceca. Trade inquiries invited.

JOHNSON & BROWN, Distributors for A.C. ACE and ACECA.—268-270 High Street, Bromley, Kent. RAVensbourne 8841.

RUDDS OF WORTHING, distributors of Ace sports, Aceca coupé and 2-litre saloons. Demonstrations of any model. Service, tuning, spares.—Adjacent Central Station, Worthing 7773-4.

AUSTIN-HEALEY

IMMEDIATE DELIVERY, red, black leather.—Johnson and Brown, 268-270 High Street, Bromley, Kent. RAVensbourne 8841.

FIAT**ALAN BROWN**

offers

Full range of FIAT and SIMCA models.

THE ONSLOW MOTOR CO.,
28 Onslow Street, Guildford.
Tel.: GUILDFORD 67227/8.

FIAT Distributors.

RUDDS OF WORTHING for demonstrations of all models.—Adjacent Central Station, Worthing 7773-4.

T. P. BREEN, LTD.—The new "600" and "1100" available for demonstration. Early delivery all models.—High Road, Whetstone, N.20. HILLSide 7741.

Performance Cars, Ltd.

From their stock of 200 cars, select the following:

1950 Allard P1 saloon, bronze ..	£365
1951 Allard J2 sports, ex-works team car ..	£455
1937 Alvis Speed 25 tourer ..	£195
1938 Alvis Speed 25 saloon, immaculate ..	£295
1946 Armstrong Siddeley Hurricane coupé ..	£295
1951 Aston Martin DB2 2.6-litre saloon ..	£1,175
1936 Bentley 4½-litre Park Ward saloon ..	£445
1948 Healey Elliott drophead coupé ..	£495
1948 H.R.G. 1 100 c.c. sports 2-str., 2 from ..	£375
1953 Jaguar XK 120, one owner, B.R.G. ..	£795
1938 Jaguar 100 2½-litre sports 2-str., red ..	£245

Always 35 M.G.s in stock

1950 Morris Minor convertible, black .. £365

1954/5 Triumph TR2, choice of 2 from .. £695

Contact us for your new:

AUSTIN-HEALEY 100, FIAT, BOND, SIMCA, SINGER, TRIUMPH TR2, VOLKSWAGEN.

Immediate delivery of new Bond Minicars and Simcas.

Immediate H.P., insurance and part exchanges. Gt. West Rd., Brentford, Middx. EALing 8841-2-3.

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

Buses 91, 97 and Green Lines pass our showroom.

MESSERSCHMITT

LOCKHART'S SERVICE DEPOT offer immediate delivery of the 123-m.p.g., 60-m.p.h. Cabin Scooter.—Chiltern Road, Dunstable. Tel. 114.

MORGAN

JOHNSON & BROWN, Distributors for **MORGAN** cars.—268-270 High Street, Bromley, Kent. RAVensbourne 8841.

PEUGEOT

403 6-SEATER saloon and the 203 range for immediate delivery.—Lockhart's Service Depot, Chiltern Road, Dunstable. Tel. 114.

TRIUMPH

BERKELEY SQUARE HOUSE GARAGE, LTD., offer immediate delivery of **TRIUMPH TR2**.

EXCLUSIVE STANDARD AND TRIUMPH Retail Dealers.

With service on the spot.

Berkeley Square, London, W.1.
GROsvenor 4343.

IMMEDIATE delivery new TR2, green. Red upholstery. Part exchanges. H.P. terms.—C.M.I., Ltd., Finchley Road, Hampstead, N.W.3. PRI 6623.

VOLKSWAGEN

BRADSTOCK MOTORS, LTD., Area Agents for Volkswagen range of vehicles. Official service depot. Early delivery.—Chase Rd., Epsom. Tel. 5696.

PRESTWICH (HOVE), LTD., Volkswagen Distributors for Sussex. Demonstrations, Spares, Service.—26-28 St. Johns Road, Hove, 3. Tel. 34037.

UNCLASSIFIED

GEORGE NIXON Offers: Immediate Delivery. New 180 Mercedes-Benz. New 220a Mercedes-Benz, medium blue. New Triumph TR2 with hard-top. Any part exchange considered, particularly Porsche or Bentley.—Nixon's Garage, Hassell Street, Newcastle, Staffs. Tel.: 69154 and 64367.

*Autosport**Souvenir Photographs*

★

T.T. DUNDROD. The AUTOSPORT souvenir set of photographs depicting the Tourist Trophy race at Dundrod is now available price one guinea. The set consists of eight photographs (8 in. x 6 in.) depicting the start; Baxter (Kieft), Poore (Aston Martin) and Behra (Maserati) at Leathemstown; Bellucci (Maserati) and Maglioli (Ferrari) at Deer's Leap; Armagnac (D.B. Panhard) and Wilson (M.G.) at Tornagrough; Scott-Russell and Chapman (Lotus-Climax); the Fangio Mercedes passing Castellotti (Ferrari); Moss driving the winning Mercedes; Hawthorn congratulating Moss after the race.

★

Orders to AUTOSPORT, Souvenir Photos Dept., 159 Praed Street, London, W.2.

J. DAVY LIMITED

A.C. Distributors

**THE A.C. ACECA**

The advance specifications of this Gran Turismo saloon, makes it one of the most desirable high performance cars in the world.

There are sports cars with higher claimed b.h.p. figures but the combination of a well proven economical 2-litre power unit in a race-bred chassis, results in journey times that cannot be surpassed.

Outstanding features of the Aceca specifications:—Light alloy, six cylinder overhead camshaft engine, close ratio remote control gearbox, tubular chassis frame, independent suspension all round. All welded tubular steel body frame of immense strength. Bound and fume-proof fibreglass bulkhead. Centre lock wire wheels, large diameter fade free brakes with Alfin drums. Comprehensive range of instruments including tachometer and water thermometer. One new Aceca available immediately. Early delivery of Aces in choice of specification.

180-184 KENSINGTON HIGH ST., LONDON, W.8

WESTern 9641

215 BROMPTON ROAD, LONDON, S.W.3

KNightsbridge 4211

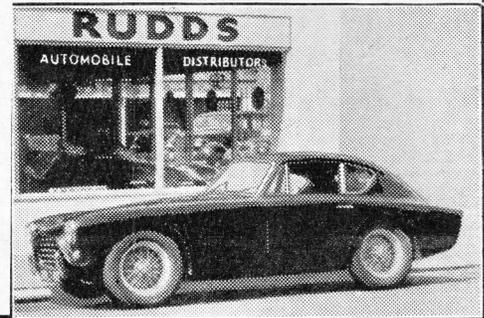
the Aceca . . .

The Combination of the spirited performance and outstanding roadholding of the Ace with the luxury of Gran Turismo coachwork offered by the brilliant Aceca has been an exciting success. Arrange a demonstration with K. N. RUDD. Distance no object.

RUDDS *the Distributors*
(adjoining Central Station) **WORTHING 7773/4**

★ ONE NEW ACECA

for immediate delivery



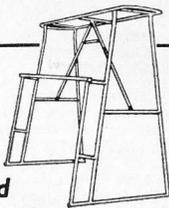
Be above the crowd
at the races!

A permanent 'Grandstand' seat for four—only £8. See the races and save money with this easily-carried lightweight portable seat stand. Strong tubular steel construction with wooden seat; erected or dismantled in a minute. Finish: English Racing Green.

Price **£8.0.0** including carriage
H.P. terms available
THE OWEN Portable Seat Stand

Send for full details to:
BRITISH INDUSTRIAL ENGINEERING CO. (STAFFS.) LTD.
HAINGE ROAD, TIVIDALE, STAFFORDSHIRE

Height 4' to Seat Level. Weight 32 lb.
Size dismantled 5' x 2'9" x 3"
Patent applied for



STIFF BUT STRAIGHTFORWARD
5th ANNUAL NIGHT TRIAL
22nd - 23rd OCTOBER, 1955

Organized by Northampton and District Car Club

Invited Clubs:

PETERBOROUGH, SPORTING OWNER DRIVERS, OXFORD, FALCON, LEICESTERSHIRE, CHARNWOOD, HERTS AUTO AND AERO

HARD DRIVING — HARD NAVIGATING
.. .. NO TRICKS OR SUMP SMASHING

You are invited to send for Regulations from:
F. A. YORK, 578 Kettering Road North, Northampton
Telephone: MOULTON 2353



SPECIALISTS

MILL GARAGE

W. JACOBS & SON LTD.

Chigwell Road,
South Woodford
London, E.18

WANSTEAD
7783/4/5

SPARES
ALL TYPES

Mon-Sat 8 a.m.-5.30 p.m.

for

WOLSELEY—MORRIS—M.G.

SECOND-HAND TDS IN STOCK

SOLELY M.G. CARS — SALES & SERVICE



Hounslow
2238 & 3456



OBTAIN YOUR NEW CAR FROM

TOULMIN MOTORS

SPARES
SALES
REPAIRS

Our workshop with advanced modern equipment ensures precision and full efficiency. It pays to consult the specialists.

343 Staines Road, Hounslow, Middx.

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



TUBULAR LUGGAGE

CARRIERS, chromium plated, for Fiat 500 & 500C 2-seater, Austin 8, Standard 8 (to 1946), Morris Minor, **£5/15/-**, M.G. 2-seater, **£7/5/-**, TC, TD & TF **£8**. Jaguar XK120, for top panel (illustrated), or Boot **£8**. Morgan Plus Four, XK140, Consul, Zephyr, Austin-Healey and TR2, **£7/15/-**, and Jowett Jupiter, **£8/15/-**. Other makes to order. Folding steel for Morris 8 & 10 and Ford 8 & 10, **42/-**. Hillman Minx, **45/-**, carriage **2/6**. Roof racks for hire, **10/-** week.



AERO SCREENS

Polished Aluminium frames, safety glass, 12 in. x 6 in., with chromium universal fittings, suitable any make, detachable, **50/-** each. With double clamp for racing or TR2, **55/-**. Curved Perspex racing screens for TR2, **£3/15/-**. Post **2/6**.

WIND DEFLECTORS, in Perspex, polished Duralumin frames for TC, TD and TF M.G., **£2/2/-** pair, TR2, **£2/15/-**, Jaguar XK120, 140, **£4/4/-**, ditto super chromium **£5/5/-**. Post **2/-**.

CHROME EXHAUST PIPE EXTENSIONS

2" to 1 1/2" int. dia. **7/6**
1 1/2" to 1 1/4" " " **8/6**
1 1/4" & 2" " " **10/-**
Give ext. dia. of pipe.

Open 9 a.m.—6 p.m.

OIL PRESSURE GAUGES



0-60, 0-100, 0-160 lb. Eureka make, **32/6**.

OIL & WATER THERMOMETERS with bulb and adaptor, **55/-**, both black dial, chrome rims.



GRAB HANDLES Die cast bronze, heavily chromed, and embossed M.G. **18/6**. Plain types from **4/6** to **12/6** each.

DOOR GRILLES embossed M.G. chrome, **24/-** pair.

Sunday 10 a.m.—12 noon.



BUCKET SEATS, light steel frames, **27/6**, trimmed with brown rexine, sprung cushions, pleated backs, **87/6**. Ditto, tubular frames, superior quality, **£6/15/-**. Light alloy seats, untrimmed (2 1/2 lb.), **63/-**, 14 in. **65/-**, 16 in. wide. Ditto, Trimmed Connolly Vaumol Hide, Dunlopillo cushions, **£9**. Others from **£4** each.



CYCLE TYPE WINGS

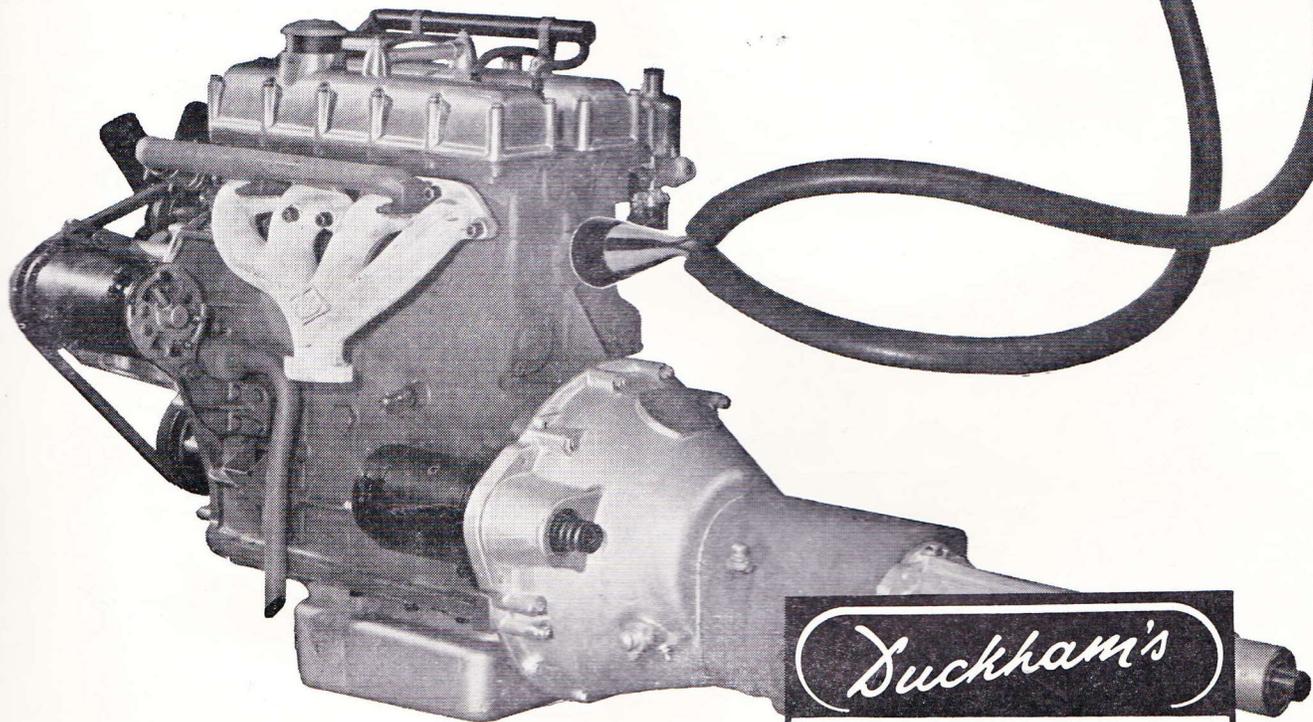
In light alloy, 6 in. and 7 in., **30/-** front, **35/-** rear. In light steel, fronts, 6 in., **18/-**, 7 in., **20/-**, 8 in., **22/-**, rears, **20/-**, **22/-** and **24/-** each.



159 & 161 LONDON RD., KINGSTON-on-THAMES

Heart quite sound—Mr. Brown?

THE life of your car depends upon the state of its heart—its engine. Take the advice of those who know. Give your engine NOL—and give it fresh heart. Leading car manufacturers approve Duckham's NOL because they know that it completely protects moving engine parts with a constant oil-film shield; that NOL reduces friction and avoids the risk of metal-to-metal contact—cause of so much engine wear. They know that NOL also gives protection against corrosive wear when your engine is stationary. Listen to those who know that NOL is the oil for your engine . . . and keep your repair bills down.



Your engine's best shield

Write for descriptive literature

ALEXANDER DUCKHAM & COMPANY LIMITED, HAMMERSMITH, LONDON, W.6.

Ferodo Field-day at Castle Combe!

FERODO FIRST SIX TIMES OUT OF SEVEN

There were seven races at Castle Combe last Saturday. Ferodo Anti-Fade Brake Linings were on the winners of six races — with a new lap record thrown in for good measure! So, at this last International Meeting on the racing calendar, Ferodo crowned a highly successful season.

SPORTS CARS up to 2000 c.c. (20 laps)
1st **COOPER-CLIMAX** — I. Bueb

500 c.c. (15 laps)
1st **COOPER** — J. Russell

FORMULA 1 race
1st **VANWALL** — H. Schell

SPORTS CARS up to 2000 c.c. (15 laps)
1st **COOPER-CLIMAX** — I. Bueb

SPORTS CARS unlimited
1st **H.W.M.** — G. Abecassis

FORMULE LIBRE race
1st **VANWALL** — H. Schell

(Results subject to official confirmation)

FERODO

ANTI-FADE BRAKE LININGS

