

AUTOSPORT

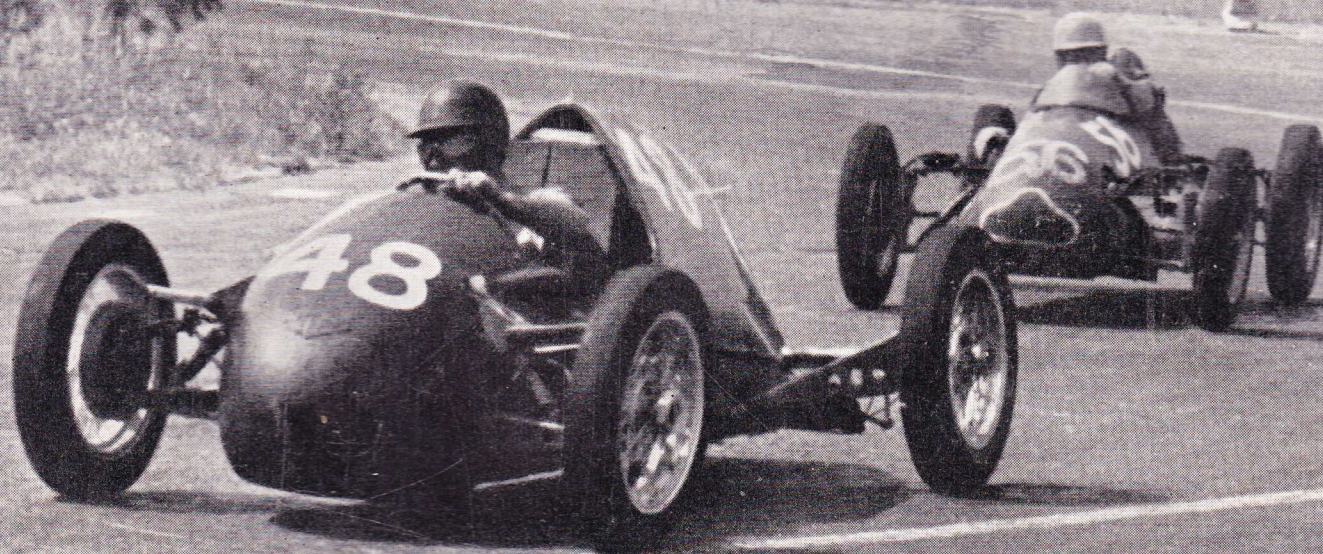
FEBRUARY 27, 1953

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EVERY FRIDAY

Vol. 6 No. 9

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

CASE HISTORY OF THE MERCEDES-BENZ, 1934-1939—PART I : KITCHING TROPHY TRIAL
THE "AUTOSPORT" 500 c.c. NATIONAL CHAMPIONSHIPS : RARE FRENCH SPORTS CARS—THE BIGNAN

NORMAN SMITH • TONY RUMFITT • SERGE ROZZOLI & GERARD CROMBAC • JOHN BOLSTER • FRANCIS PENN • J. A. GIBBON

★ Warning to motorists

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always say CASTROL first
and then the grade letters.
And see that the oil is drawn
from a container bearing
the name CASTROL

When you want **Castrol XL**

say **"Castrol XL"**

and not just **"XL"**

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 6 No. 9

February 27, 1953

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NOTICES

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EDITORIAL

LONDON prepares for the Coronation. Along many parts of the processional route, stands have sprung up capable of accommodating many thousands of people. In Hyde Park, tier upon tier of seats has arisen on the Park Lane side, commanding a view towards Hyde Park Corner. In fact, the setting is similar to that of a big Continental road race. Just think of all the foreign currency waiting to be earned, over and above the charges for Coronation seats! Imagine the tremendous attraction for visitors, of modern Grand Prix motor and motor-cycle racing on a genuine road circuit right in the heart of the Metropolis! In this year of Her Majesty's Coronation, surely petty regulations and difficulties could be temporarily set aside to permit the staging of an event worthy of this memorable occasion? Before the stands are torn down, let that fine, natural road circuit within the confines of the Royal Park be used for the presentation of International road racing.

* * *

MERCEDES-BENZ have been criticized for their decision to withdraw from motor racing during 1953. Nevertheless, it is difficult to discover any real basis for criticism. The German concern made a brief return to International racing for a purpose, namely, to prove to the world that they could still build machines capable of meeting and defeating the products of other countries, and they did this with a car of which the only really modern part was the body; the engine and chassis were basically those of the production 3-litre Type 300S saloon. With a record of four victories in five important International sports car races, who, then, can blame Mercedes-Benz for their withdrawal, when their cars already have achieved the purpose for which they were built?

* * *

SOME time ago AUTOSPORT gave a certain amount of publicity to the possibilities of organizing a 200 Miles Race for Formula 3 cars, and many drivers indicated that, provided sufficient inducement were made, they would definitely support such a venture. It seems to us that the time is now ripe for a "200", and that such an event would provide technical information which will never be forthcoming from the short-distance affairs of today. One has only to recall the tremendous advances made in cycle-car design after the J.C.C.'s 200 Miles Race at Brooklands was introduced, and how quickly multi-cylinder machines were developed, much faster and infinitely more reliable than the earlier cycle-cars. International F3 racing has now reached the stage where designers should be given the opportunity to prove that their products can stand up to the rigours of long-distance racing, by the organization of a modern version of the "200".

OUR COVER PICTURE

HALF-LITRE CHAMPION: Don Parker, 1952 winner of the AUTOSPORT British Drivers' 500 c.c. Championship for series-built cars, with his Kieft, in a tight duel at Snetterton with Championship runner-up Les Leston.

IN addition to their 1954 Formula 1 project, Connaughts are working on a prototype of a sports version of the existing Formula 2 car.

* * *

BRUDES, Poch and Hartmann are named as first drivers of the new 1½-litre Borgwards for Le Mans. It is likely that this machine will be seen in British events this season. An entirely new sports-racing "hard-top" will be exhibited next month at the Frankfurt International Fair.

* * *

GIRLING LTD., famous brake manufacturers of Birmingham, celebrate their 21st birthday at the end of this month. The concern began as New Hudson Ltd., formerly motor-cycle manufacturers; the first rod-operated mechanical brake, invented by A. H. G. Girling, appeared in 1932.

* * *

THE 2-litre engined Alfa Romeo "Disco Volante" was flown to New York for the International Sports Car Exhibition in New York which began on 21st February and closes on 1st March. While on the subject of Alfa Romeos, the "Gazzella" illustrated in last week's issue has a four-cylinder engine, not a "six" as our caption stated.

* * *

ON THE AIR: Mrs. Joy Cooke, well-known rally driver, will defend the cause of women drivers in the Midland radio feature "Motoring for the Motorist", on 3rd March.



* * *

NEWS FROM MALAYA

BILL FERGUSON (Cooper-J.A.P.) has won the Championship of Malaya for the second successive year. His nearest rival was another Cooper driver, Neil Moncrieff, who shares an "1,100" with Jimmy Milne.

Bill and Audrey Ferguson were recently attacked by terrorists, who fired rifles and Sten guns at their bungalow, before being driven off.

Several fast cars have recently been imported into Malaya, including a couple of DB2 Aston Martins. Saw Kim Thiat has acquired the ex-Michael Christie 1,100 c.c. Kieft-J.A.P., and there are several more Coopers on the way.



T H E N E W AND T H E O L D: Three new 2.7-litre Ferraris share the front row with Adolfo Schwelm Cruz's 20-year-old 2.3-litre Alfa Romeo at the start of the Buenos Aires sports car race on 25th January. Behind can be seen another Ferrari, a locally owned Healey Silverstone and a Simca.

PIT AND Paddock

DAVID MURRAY of Ecurie Ecosse has ordered a new Formula 2 Connaught for the 1953 season and hopes to take delivery some time in April.

* * *

EFFORTS by the Torquay Carnival Association to run a car race over a closed circuit on Dartmoor have been strongly opposed by the local National Park Committee.

* * *

MANCHESTER office of the R.A.C. (N.W. Counties) has been moved to more roomy premises at 135 Dickenson Road, Manchester, 14. New phone number is Rusholme 2964.

* * *

1,100 c.c. class of Canada's recent 1,200-mile Winter Rally was won by a Morris Minor using special fittings supplied by Derringtons of Kingston, Surrey. The Morris lost no marks, averaged 34 m.p.h., and completed the route in 36 hours.

* * *

IN spite of the terrible flood disaster which has overwhelmed the Netherlands, the Dutch R.A.C.-West still intend to run their Tulip Rally on 26th April to 2nd May, although of necessity the famous festivities will be on a reduced scale. It is to be hoped the British entry this year will be larger than ever.

* * *

NEW members of the Mercedes-Benz Club include King Feisal II of Iraq, who owns a Grosser 770 and a Type 500 K, and Peter Ustinov, who possesses a 540 K and a very businesslike 36/220.

"FIVE-HUNDRED" driver A. J. Nurse has changed his address to 224 Edward Road, Balsall Heath, Birmingham, 12.

* * *

ON 1st March a 1935 Sunbeam "20" is to attempt a five-day run encompassing 91 county towns of England, Wales and Scotland at an average of not less than 30 m.p.h. Crew will comprise owner J. K. Stubbs, and W. Barham and J. Laurence of Character Cars, their object being to prove that the pre-1939 quality car is the equal of its modern successor.

* * *

PARISIAN Albert Divo, famous and successful G.P. driver in the 1920s with Sunbeam, Talbot and Delage cars, was recently awarded the Légion d'Honneur.

* * *

HIS many friends in motor sporting circles will be concerned to learn that John Talbot-Frith is seriously ill at his home in Enniskillen, and was recently removed to hospital for an operation.

* * *

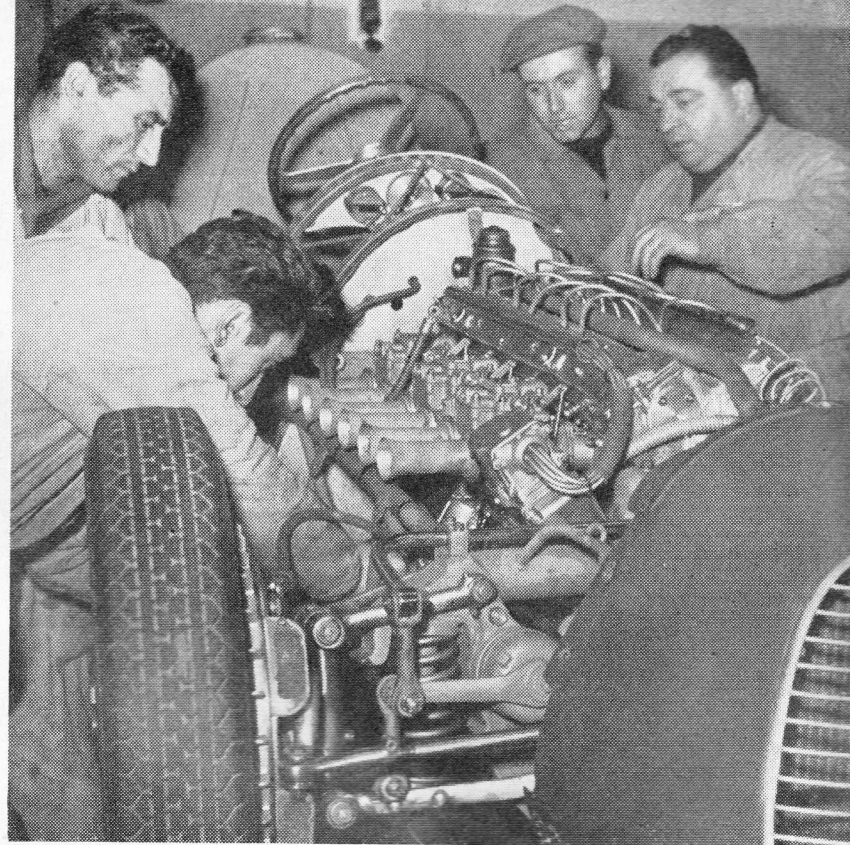
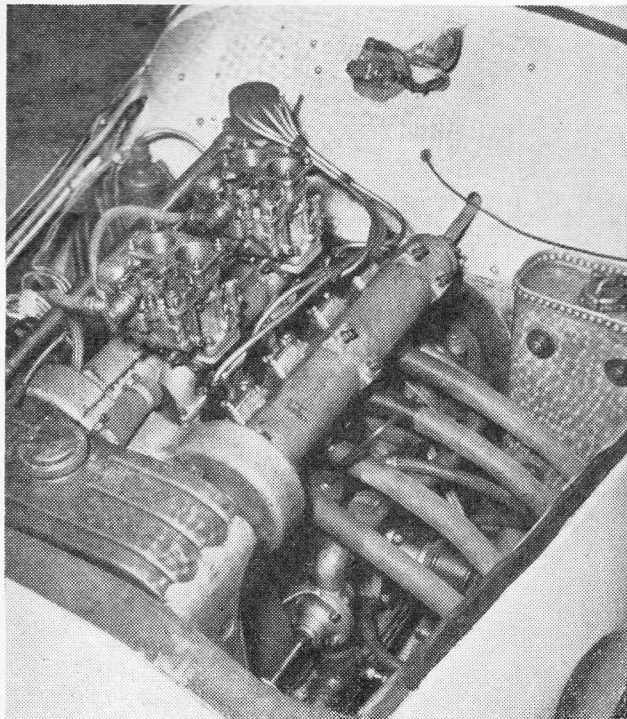
REG BICKNELL, 1952 winner of the AUTOSPORT Trophy for non-series-built 500 c.c. cars, will be driving an Erskine Staride this season.

* * *

TIS said the Argentine concern, Autocar, will be constructing a 2½-litre racing car to comply with 1954 Formula 1 regulations.

* * *

DRIVERS of the "Disco Volante" Alfa Romeos this year will probably include Sanesi, Cortese, Castellotti and Bruno Ruffo.



ITALIAN ENGINES: Under-bonnet view of the latest Maserati "six" (above) with 12 sparking plugs. Note stout cross bracing of the chassis and mounting of shock dampers. (Left) The 1,100 c.c., twin o.h.c., four-cylinder engine of Piero Scotti's Ermini, with twin double-choke downdraught Weber carburettors.

SPORTS - NEWS

SYDNEY ALLARD AWARDED SIR MALCOLM CAMPBELL TROPHY

THE Sir Malcolm Campbell Memorial Trophy for 1952 has been awarded by the R.A.C. to Sydney Allard for his outright win in last year's Monte Carlo Rally with the 4,375 c.c. Allard saloon, the first time a British driver has won this event for 21 years.

The Trophy is awarded to the British driver making the most outstanding performance in a British car in any form of motor competition during each calendar year.

It was first presented in 1950, previous winners being Ian Appleyard (Jaguar) for best performance in the 1950 French Alpine Rally; and Peter Walker and Peter Whitehead (Jaguar) for winning the 1951 Le Mans 24 Hours Race.

* * *

THE WORLD'S SPORTS CAR CHAMPIONSHIP

REGULATIONS for the newly inaugurated Sports Car Championship of the World issued by the C.S.I., show that events eligible are the following: Sebring 12 Hours, U.S.A.; Mille Miglia, Italy; Le Mans 24 Hours, France; Spa 24

Hours, Belgium; Nürburgring 1,000 kilometres, Germany; Tourist Trophy, Northern Ireland, and the Pan-American Road Race, Mexico.

Winning marque in each race on general classification gains 8 points; 2nd gains 6; 3rd 4; 4th 3, 5th 2, and 6th 1 point.

* * *

NEW SAFETY MEASURES IN U.S.A.

THE provision of signal lights at the end of straights and turns on circuits where A.A.A.-sponsored race meetings take place, plus five-unit inter-communication systems, and inspection and improvement of road surfaces, are measures by which

the "three As" contest board hope to reduce the hazards of racing in the United States. This was decided at a recent A.A.A. meeting, when it was also announced that America's motor racing Hall of Fame would be located at the Edison Institute, Greenfield Village, Michigan. Notable contributors to the progress of the motoring industry of America will be eligible, these including Ford, Chevrolet, Ray Harroun (1911 Indianapolis winner), Carl Fisher (originator of the race), Wm. K. Vanderbilt, Harvey Firestone (tyre manufacturer) and T. E. ("Pop") Myers and Fred Wagner of the Indianapolis circuit.

"DAILY EXPRESS" SILVERSTONE - 9th MAY

SEAT bookings for the B.R.D.C./Daily Express Trophy meeting at Silverstone on 9th May may now be made with the Trophy Office, Daily Express, Fleet Street, London, E.C.4.

Prices are the following: Pits Grandstand 30s. per seat; South Grandstand (Stowe Corner), 25s. per seat; "all-in" admission for car and all passengers, 25s.; coach, including admission for all passengers, £9 10s. 0d.

Parking prices are: Cars, 10s.; motor-cycles, 2s. 6d.; cycles, 1s. Individual admission fee to the circuit (not bookable) is 6s.

The day's programme will comprise the Daily Express International Trophy race for Formula 2 cars, in two heats and a final; the International production car races, the 500 c.c. race and special demonstrations. The first race is at 10.15 a.m., and the circuit will be open at 5.30 a.m.

BON VOYAGE: Leonard Lord of the British Motor Corporation bids farewell to Donald Healey, who is off for a 10,000 miles sales tour of the United States with this Austin-Healey "Hundred". His itinerary includes a demonstration run at Sebring prior to the start of the International 12 Hours Race on 8th March.

THE R.A.C. RALLY

ENTRY closing date for the 3rd R.A.C. International Rally of Great Britain is 2nd March for competitors from this country. This date may be extended for a few days in case of foreign entries, while the R.A.C. are considering the acceptance of a limited number of late entrants, who have *not* taken part in any previous International or National Rally, to compete for special awards, driving post-1946 cars.

The Rally starts from two controls, Hastings and Blackpool, on Monday, 23rd March, and finishes at Hastings, with special tests at Hastings and St. Leonards, on 28th March.

* * *

I.M.R.C. WAKEFIELD TROPHY

THE Irish Motor Racing Club's popular Wakefield Trophy Race over the Curragh circuit will be repeated this year, but on Saturday, 12th September, not 29th August as announced in the International Calendar. This is good news for those who would like to attend both this race and the Ulster A.C.'s Tourist Trophy Race at Dundrod, which is scheduled for the previous Saturday, 5th September.

* * *

CANADA'S WINTER TRIAL

LAST month, the British Empire Motor Club of Toronto celebrated its 25th anniversary by staging the first cross-country winter trial to be organized in Canada. Of the 41 entries, 19 managed to reach



the finish at Fort York Armouries, 1,226 miles from the start at Toronto; of the survivors, only five crews were unpenalized.

The event was, to European standards, a rally, the course being set through New York State, Quebec and Ontario. There were seven controls, namely, Rochester N.Y., Watertown N.Y., Montreal, Maniwaki (Quebec), Peterborough, Huntsville and the finish at Toronto. The average speed of any vehicle was set not to exceed 38 m.p.h.

Three cars had their engines drowned on flooded Quebec highways, nine were completely unable to surmount the snow and ice-covered roads in the Laurentians, three went out with engine trouble, four others gave up altogether, whilst three became firmly stuck in Northern Quebec snowdrifts. Twenty miles from Ontario, a thick fog descended and visibility was much reduced.

En route, everyone was most helpful, and hot coffee and sandwiches

were available at most halts. One of the few persons who was not amused was a Customs officer on the U.S.A. border, who, settling down for a quiet spell, found himself responsible for checking the entry of over 40 cars, arriving at regular intervals and loaded up with "Monte Carlo Rally" equipment.

The five unpenalized crews were: Jim and Alice Ferguson (Nash Rambler), Vernon Jeffries/Don Haddow (M.G.), Charles Stockey/Jeff Ford (Sunbeam-Talbot), Stu Irvine/Harry Clarke (Monarch), and J. B. Sterling/Jack Campbell (Morris).

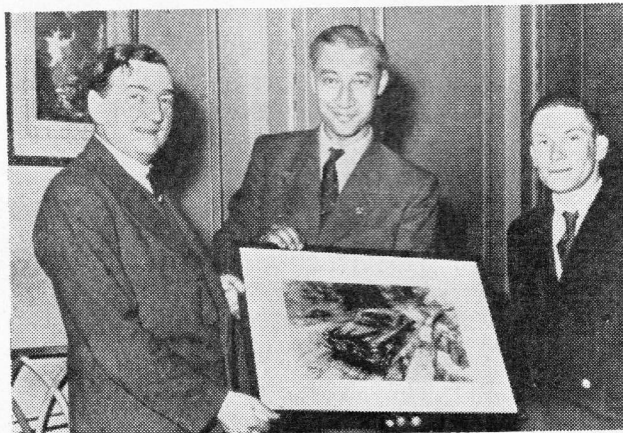
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"TYRESOLES" FETE "GATSO"

ON Tuesday, 17th February, Tyresoles Ltd. staged a "Thank You" party to the Monte Carlo Rally winners, Maurice Gatsonides and Peter Worledge.

Invited by Sir Patrick Hamilton, Chairman of Tyresoles, over 100 guests attended the function at the Mayfair Hotel, W.1. The special tyres used by the Ford team were on show and aroused much interest; they were originally Firestone, re-treaded by Tyresoles to a design inspired by Gatso, and incorporating Renold chains.

Sir Patrick spoke of the speedy evolution of these tyres, of how "Gatso" first discussed the project at the Motor Show in October, and how, within four months, the design was completed, the team equipped, and the Rally won. He concluded by presenting the winners with a framed enlargement of a drawing by Frank Wootton depicting the Zephyr on the Col de Braus.



PRESENTATION: Maurice Gatsonides (centre) and Peter Worledge (right) receiving the framed Wootton drawing of the Monte Carlo Rally-winning Zephyr from Sir Patrick Hamilton at the "Tyresoles" cocktail party on 17th February.

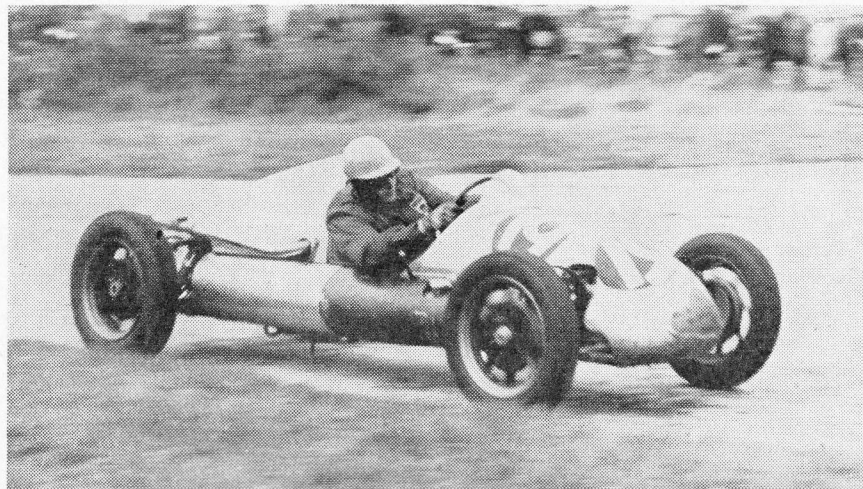
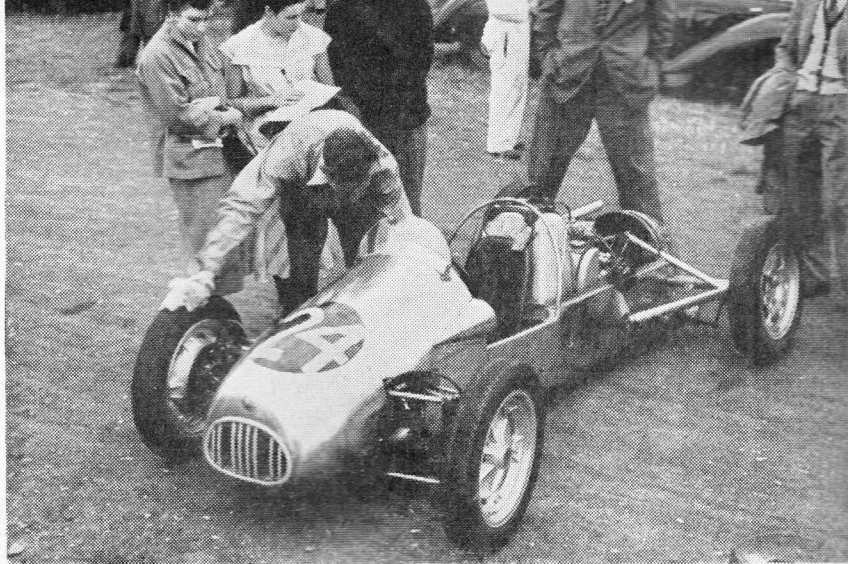
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"AUTOSPORT" NATIONAL 500 c.c. CHAMPIONSHIPS

Presentation of Trophies and Awards
Tonight at Annual Dinner of Half-Litre Club

TONIGHT (Friday), Don Parker will be presented with the AUTOSPORT British Drivers' 500 c.c. Championship Trophy and £100, at the Half-Litre Club's annual dinner-dance at the Park Lane Hotel, London. Reg Bicknell will receive the Non-Series-Production Car Trophy and £50, whilst Les Leston, runner-up to Don Parker, also receives a £50 cheque. Don Parker and his familiar dark

BEST, NON-SERIES BUILT: Reg Bicknell tends to his very fleet Revis at Silverstone, watched by an interested group, including Bertie Bradnack (with cap and pipe).



red Kieft have been outstanding performers in last season's 500 c.c. events, winning many races at Brands Hatch, Snetterton and elsewhere.

Reg Bicknell had his neat Revis really *au point* last year, gained a number of successes at Brands Hatch and shares the Goodwood 500 lap record with Les Leston (Leston Special).

Consolation awards will be presented to Ken Smith and Stirling Moss. The Trophies and awards will be presented by the Marchioness of Camden.

RUNNER-UP, SERIES-BUILT CLASS: A fine study of Les Leston at Brough in his Cooper-Norton.

MME. SIMON'S RALLYE FÉMININ VICTORY

Enid Riddell 9th—Nancy Mitchell and Betty Haig Retire

DRIVING a Renault "1,063", Mme. Simon won the 1953 Paris-St. Raphael Ladies' Rally, which ended on Sunday last, 22nd February.

The organizers, the A.C. du Var, had planned a more difficult event this year, but the elements took a hand, making the 14th Rallye Féminin one of the toughest of the series. Ice and fog were encountered along much of the route across France, into Italy, and several competitors were eliminated by accidents.

A particularly unfortunate incident, which put out three competitors, occurred in Italy, on the steep mountain road from Pinerolo to Turin. A Porsche driven by Mlle. Thirion of Belgium ended up in a ditch after apparently attempting to pass another car, in heavy fog. Mme. Pochon (Renault) pulled up hastily to render aid, whereupon Miss Betty Haig, unable to see the halted Renault, ran into it. The French car caught fire and was seriously damaged.

Mrs. Nancy Mitchell's H.R.G. was retired with a broken chassis, and the highest placed British competitor was Miss Enid Riddell (Healey), who took ninth place, winning the over 2-litre class.

Further details of the Paris-St. Raphael Rally will be published next week.

PROVISIONAL RESULTS

General Classification (Class A): 1, Mme. Simon (Renault); 2, Mme. Hammersley (Lancia); 3, Mme. Bagarry (Renault); 4, Prévost (Dyna-Callista); 5, Darquier/Riu (Renault); 6, Achard/Desoche (Peugeot); 7, Alziary de Roquefort (Dyna-Panhard); 8, Ittar (Citroën); 9, Miss Enid Riddell (Healey); 10, Itier (Renault); 11, Honoré (Renault); 12, Poinsot (Simca).

Class B: 1, Della Chiesa (Lancia); 2, Gregoire (Peugeot); 3, de Boni (Renault); 4, Jumeaux/Lafond (Renault); 5, Dassonville (Peugeot); 6, Maffi (Lancia); 7, Mrs. Branford (Hillman).

Class 1 (500-1,100 c.c.): 1, Simon (Renault); 2, Prévost (Dyna-Callista); 3, Bagarry (Renault).

Class 2 (1,101-1,500 c.c.): 1, Gregoire

(Peugeot); 2, Dassonville (Peugeot); 3, Poinsot (Simca).

Class 3 (1,501-2,000 c.c.): 1, Hammersley (Lancia); 2, Della Chiesa (Lancia); 3, Achard/Desoche (Peugeot).

Class 4 (Over 2,000 c.c.): 1, Miss E. Riddell (Healey); 2, Gollain (Hotchkiss).

* * *

"AUTOSPORT" DUTCH FLOOD RELIEF FUND

CONTRIBUTIONS to this journal's Fund for the relief of Dutch flood victims have reached a total of £39 3s. 6d. within a fortnight of its inauguration.

All contributions to this worthy cause are welcome, no matter how small, and should be sent to this office. They will be forwarded to the Royal Dutch A.C., who will arrange their distribution in the most suitable manner.

Contributions, 18th-24th February

Lady Mary Grosvenor, £5; Alan Rippon, £5; Ecurie Aldenti, £1 1s.; Sir E. Derrick W. Verner, Bt., and Lady Verner, £5 5s.; "Regular Reader", 5s.; Miss J. Robson, 10s.; J. W. W., 2s. 6d.; J. Cheney, Jr., £3 3s.; A. R. Smith, £5. **Growing total, £39 3s. 6d.**

Rare French Sports Cars

No. 2: THE BIGNAN

By SERGE POZZOLI and GERARD CROMBAC

JACQUES BIGNAN was already known before World War I, in association with a Mr. Picker, as a manufacturer of proprietary engines since 1911. The outbreak of war found them busy with their "10 chevaux", a 1,500 c.c., four-cylinder power unit with T head. Soon after the cessation of hostilities, Jacques Bignan decided to establish himself as a car manufacturer, and produced a vehicle comprising a 3-litre (85 x 130 mm.), four-cylinder, side-valve engine fitted in a chassis constructed by the de la Fournaise concern. Named the "17 Bignan", this model was built in the Gregoire works at Poissy.

G.P. des Voiturettes, 1920

With the resumption of racing after the Great War, the pre-war "10 chevaux" was modified to compete in the G.P. des Voiturettes, to be held at Le Mans in August, 1920. The engine was altered to 61 x 119 mm., making it 1,400 c.c., still with the T head, the valve stem axes pointing towards the centre of the combustion chamber. Eight sparking plugs were fitted, and the power output of this engine was 27 b.h.p. at 3,000 r.p.m., contrary to the belief popular at the time that the Bignan had more "horses" than the contemporary 1,400 c.c. Bugatti. The unit was mounted in a very small chassis made by de la Fournaise, having cantilever rear springs and four-wheel brakes. The bodywork was rather sketchy, and

incorporated two little bucket seats, the weight being 400 kg. (nearly 8 cwt.), which enabled the machine to reach 74 m.p.h.

Three cars were built, to be driven by de Courcelles, Delauney and Nougé, and despite very bad roadholding, the race proved quite a success for the marque, Nougé finishing second to Friedrich's Bugatti, while Delauney was third. De Courcelles, however, was hampered by a broken magneto drive. Nevertheless, for a first essay in racing, Jacques Bignan had been pleasingly successful.

G.P. of Corsica, 1921

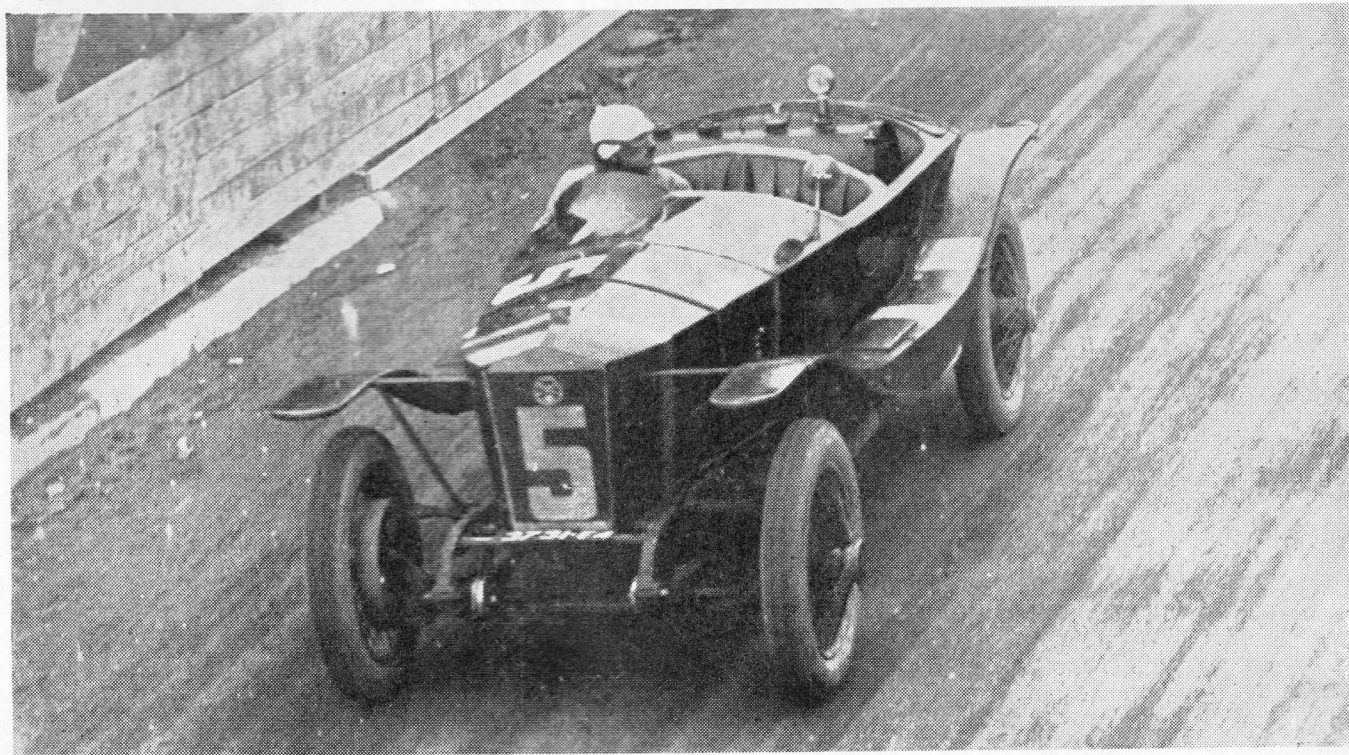
The Bignan voiturettes were not seen again until the following year, when the first, and only, G.P. de la Corse was held in May, 1921, on the mountainous island of Corsica, over some awful roads reminiscent of the Targa Florio. Unfortunately, the second outing of the voiturette was far less successful than the first, and driver Delauney crashed badly, his injuries proving fatal. Bignan had introduced other models for the race as well, and the "1400" was no longer his first string. Apart from some short chassis versions of the "17", which ran in the 3-litre touring class, an entirely different 3-litre machine was produced; its origin was interesting. It

appears that before the War, Jacques Bignan had designed a 2½-litre, four-cylinder, side-valve engine to race in *voitures légères* events. This design was taken over after the war by engineer Causan, earlier associated with Corre 'la Licorne. He raised the capacity to 3-litres (87.5 x 120 mm.), and breathing was now effected through 16 valves operated by a single, shaft-driven overhead camshaft. Connecting rods were tubular, and the new unit proved very powerful, giving 96 b.h.p. at 3,600 r.p.m. Fitted into a chassis, dimensions of which were: track, 4 ft. 2 ins.; wheel-base 9 ft. 6 ins.; weight 900 kg. (7 cwt. 84 lbs.), the car could achieve over 100 m.p.h., one actually travelling from Toul to Nancy at an average of 98 m.p.h.

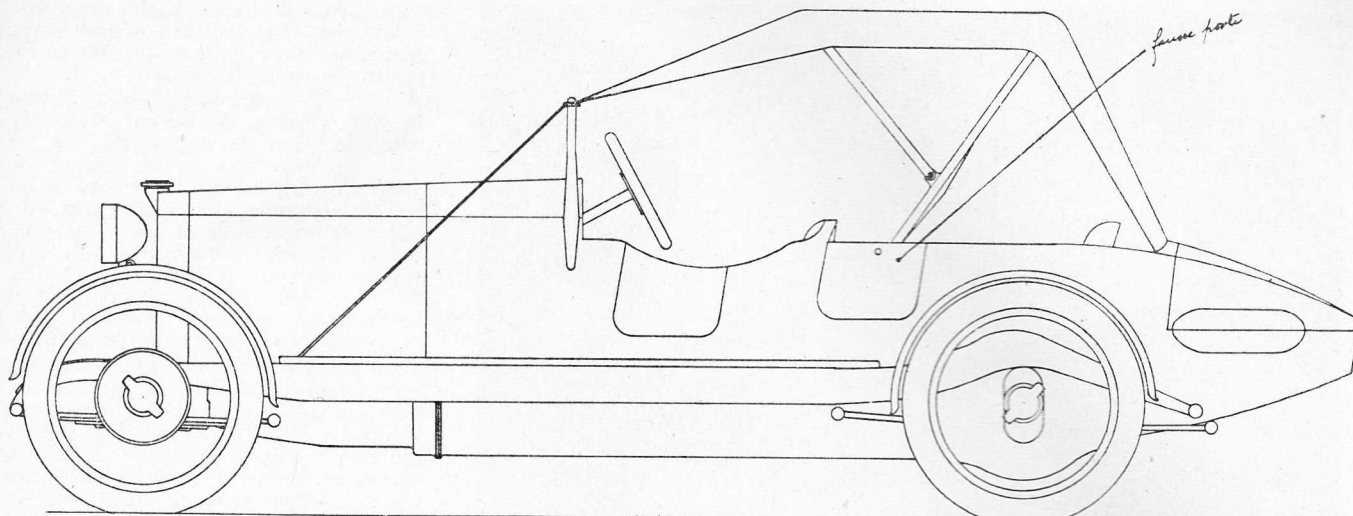
Two of these promising machines were constructed, and Albert Guyot fully proved their merits by winning the gruelling race in Corsica at an average of 44 m.p.h. Subsequently, one of the cars was destroyed by fire, but the other survived until 1928, when it was broken up by the works, without having achieved anything noteworthy after the G.P. de la Corse.

The "Desmodromique" of 1922

During the years 1920 and 1921, Jacques Bignan and Causan had been

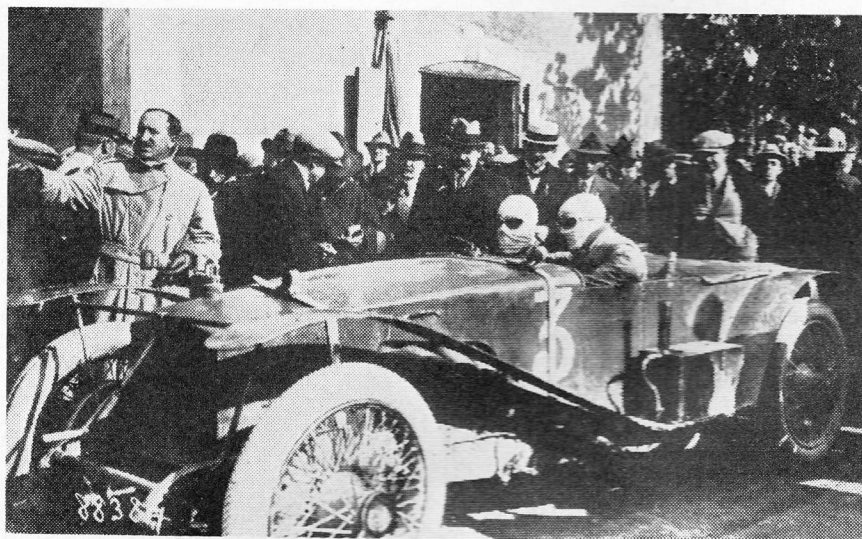


"DESMODROMIQUE": The 2-litre 4-cylinder Bignan with desmodromic valves in the 1922 Touring G.P. at Strasbourg. It failed in this race, but subsequently scored a class win in the Spa 24 Hours Race.



16-VALVE 2-LITRE: (Above) Elevation of the 1923 overhead camshaft 2-litre Bignan, which took third and fourth places in the very first Le Mans 24 Hours Race.

CORSICAN G.P. WINNER: (Right) Albert Guyot and mechanic, well protected against dust, before the start of the G.P. de la Corse in 1921.



busy designing an entirely new competition car, which was to be built at the firm's new factory at 15 Rue de Normandie, in Courbevoie. The machine was completed in time to race in the Touring G.P. at Strasbourg in the summer of 1922, and it proved to have a four-cylinder, 2-litre (75 x 112 mm.) engine with desmodromic operation of the valves; this unusual valve gear has been ably and fully described by John Bolster in AUTOSPORT, Vol. 4, No. 15. The Bignan Sport "desmodromique" produced 70 b.h.p. at 5,000 r.p.m.

At Strasbourg the car proved a failure, but driver Gros subsequently won the 2-litre class in the Belgian 24 Hours Race at Spa. In November that same year Gros took one car to Brooklands, setting up a number of records, including the standing mile at 63.26 m.p.h. Only two engines of the type were built, however, and numerous bothers encountered with the highly complicated valve gear brought an end to this project.

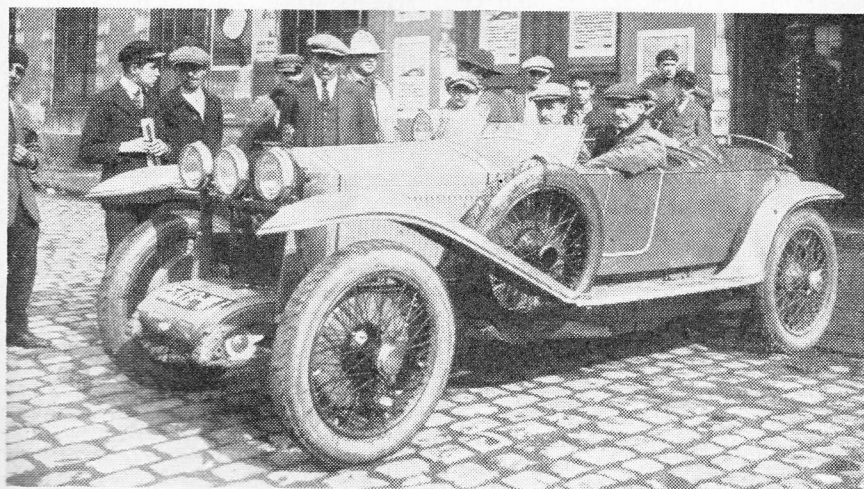
For touring use, a more orthodox eight-valve car was produced, one being displayed at the Paris Salon of 1922, in company with other Bignan products; namely, a Salmson-engined cycle-car which had been introduced the previous year, a cheap "10 chevaux" fitted with a SCAP or CIME engine, another inexpensive model with an E.H.P. power unit, and the 3-litre "17", production of which continued until 1923.

The 16-valve 2-litre of 1923

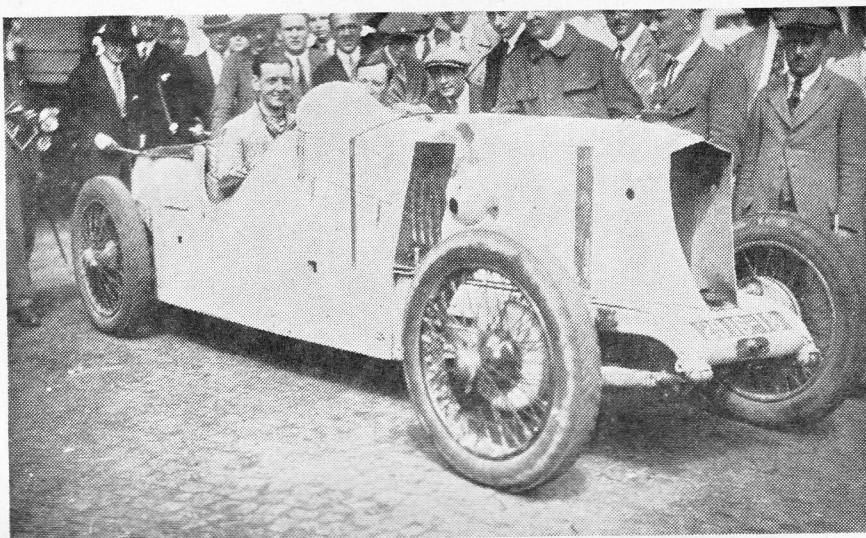
During the 1922-23 winter, a new cylinder head for racing use was evolved for the 2-litre; it had 16 valves, actuated by a single overhead camshaft; the same cams operated both inlet and exhaust valves, and a horizontal sparking plug was located on each side of the cylinder head. Seventy-five b.h.p. at 4,500 r.p.m. was realized with this engine—a very good figure, though it can be seen that, while 5 b.h.p. was gained over the "desmodromique", the engine speed was down 500 r.p.m., owing to valve bounce.

This unit was fitted into the same chassis as the touring car; a very long one with a wheelbase of 10 ft. 2 ins. The back wheels were devoid of brakes, but there was a transmission brake, while a Hallot servo motor actuated the front "stoppers". In an effort to reduce weight, many parts were cast in aluminium, including the rear axle casing and the gearbox, while the small front wings were of light alloy.

The new "16-valve" Bignan made its debut at the very first Le Mans 24 Hours Race, in 1923, two cars being

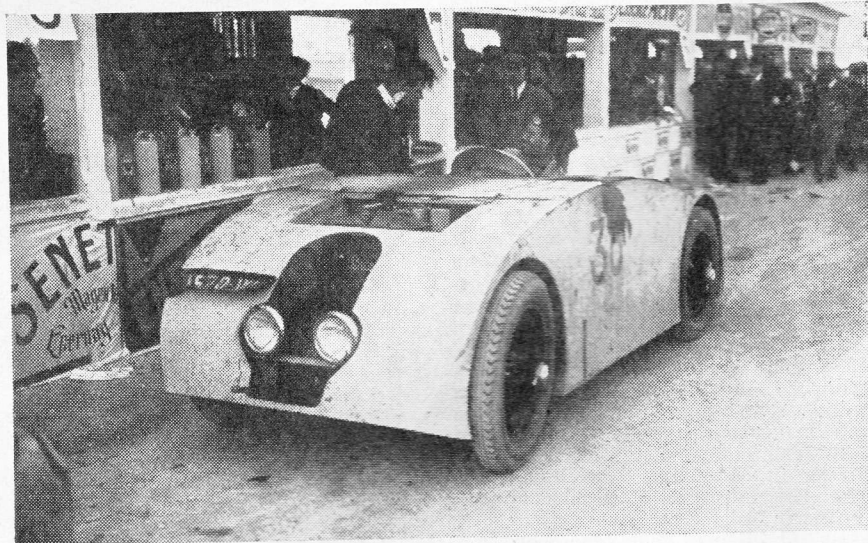


1924 "SIX": The 3-litre Bignan Sport which retired at the 10th hour when leading the 1924 Belgian 24 Hours Race.



IN GERMANY: (Above) Clause in the stripped 2-litre Bignan with which he gained fourth place at Avus in the German G.P. of 1926.

AERODYNAMIC ATTEMPT: (Right) Reminiscent of the "tank" type Bugattis which appeared in 1923, this Bignan was raced at Rheims in the 1927 G.P. de la Marne.



entered, drivers Gros and Baron de Tornaco, and de Marne and Martin. Finishing third in general classification, Gros and de Tornaco won their class by covering 2,071.44 km. within the 24 hours, and the second car most gallantly upheld the Bignan reputation with fourth position, dead-heating with John Duff's 3-litre Bentley and taking second place in the 2-litre class.

Throughout the 1923 season the Bignan Sport proved a reliable and fast car. It was good for 95 m.p.h., although some troubles were experienced with the brakes, so that for 1924 larger drums were used at the front, together with a reinforced axle.

1924—The new Six-cylinder Model

In 1924 Bignan produced a new six-cylinder, 3-litre model, a logical enlargement of their 75 x 112 mm., 2-litre "four", although, curiously enough, the output of the "six" was 124 b.h.p. at 4,500 r.p.m., which is more than one-and-a-half times the power of the four-cylinder engine. The new unit was fitted into the same chassis as the 2-litre, and, not surprisingly, was to prove a most potent, if not reliable, motor-car. Two cars were built, and both suffered a great deal from a chronic overheating, which even the fitting of two water pumps wouldn't cure.

In the 24 Hours Race at Spa, Bignan's happy hunting ground, the new "six" was leading the race when an accident forced it out after 10 hours, leaving victory to the Bequet/Springuels 2-litre "four", with de Tornaco and Barthelemy third. Bignan's bid at Le Mans was far less satisfying. Four cars were entered; two 2-litre "fours" (de Tornaco and Barthelemy, René Marie and Springuels) and two 3-litre "sixes" (Martin and de Marne, Ledur and Matthys), but only one Bignan, the de Tornaco/Barthelemy 2-litre, survived to the finish, and then

only in 10th position. The 3-litres began the race at great speed indeed, but did not last very long.

Ultimately, the six-cylinder, 3-litre Bignan Sport was given up, but a touring version, with engine dimensions reduced to 2,500 c.c., appeared later. In 1925 a 2-litre machine was tuned to produce 80 b.h.p. at 4,500 r.p.m.; this machine won the first G.P. de la Marne at an average of 62.5 m.p.h., driven by Clause. At Le Mans, for the third 24 Hours Race, two cars were entered, and Springuel and Clause (the latter the official works driver) took 14th place, covering 2,877.896 km.

1926—The Beginning of the End

By 1926, alas, Jacques Bignan was in serious financial difficulties, and the only car raced during the season was that of Clause and René Marie. Its chassis was lowered and a new body fitted, while the engine, now equipped with two Cozette carburettors, put out 85 b.h.p. at 4,800 r.p.m., which gave the car a genuine 100 m.p.h. Clause did the tuning, and it was raced at Spa and Rheims with an overdrive fourth in the gearbox, Gautier driving the car into third place at Rheims. Clause then took the car to Germany, for the first German G.P. on the very fast Avus track. Here he came up against

Caracciola's Mercedes (which eventually won) and O.M.s, N.A.G.s and other marques, and finished a creditable fourth at about 81 m.p.h.

In the 24 Hours Race held at Monza in 1926, Clause, driving in partnership with Gros, led the entire field, but his co-driver blew the car up during the 19th hour, when they had a lead of no less than 45 miles over their rivals. Ill-luck was with them at Le Mans also, where Clause drove the car with Gautier, for they retired after 113 laps. By the close of the season, Bignan became bankrupt, and a financial trust, the Société La Cigogne, was founded.

An immediate result of this was the suppression of the racing department, and in 1927 the Bignan firm was marketing E.H.P. cars bearing Bignan radiators. Clause used this chassis, in narrower form, to mount his 2-litre engine, which he now fitted with a Cozette No. 9 blower and extracted

slightly more than 100 b.h.p. On this chassis a tank-like all-enveloping body, similar to the 1923 Bugattis, was fitted, and the car was raced in the Marne G.P. and on the Nürburgring. With the blower, the car achieved 112 m.p.h., although no race victories came its way.

As a last attempt, Clause and Gros took a touring car to Spain for the Guipuscoa Touring G.P., and managed to secure third place. But the old marque Bignan was no more; under the name Bignan-MOP, the "10 chevaux" with proprietary engine fitted, was still being sold, also the 2.5-litre touring "six". Jacques Bignan himself had left the firm, however, and may have derived consolation by driving a Fiat to win his class in the Monte Carlo Rally. Ledur, incidentally, had earlier won the Rally in a Bignan.

Clause's last effort was in the 1928 G.P. de la Marne, for which race he altered the body of his 2-litre Bignan, but trouble from experimental magnesium pistons led to his retirement. The same car, minus supercharger and in touring trim, could be seen until quite recently, driven by a member of the airport personnel at Orly airfield, the car very much resembling a 1½-litre Aston Martin, and certainly a most-desirable example of a rare French "vintage"....

My Car Stinks!

IT is immensely satisfying work to ferret out all the latest developments in racing technique, and to determine, from first principles, what their value is likely to be. Such research gives me ideas for many of my articles in AUTOSPORT, and I hope that it keeps us abreast of modern design trends.

Then, there are motor shows to be visited, and new cars to put through their paces, all of which is most enjoyable. Except that I'm a non-smoker, these excursions could provide the material for many a pleasant pipe dream. After all, the mere scribbling of my signature on a dotted line could bring me a DB2 or a Gran Turismo of my very own. Unfortunately, however, my bank manager is a practical man, and so there are no Ferraris at the bottom of my garden.

When I go into my garage, there is no brand new Pegaso awaiting me. Instead, there is a large, square car, built in the fashion of many years ago, and it has recently been causing me a lot of worry. As its trouble may be shared by the not-so-new vehicles of many readers, I think it is worth discussion. Briefly, it stinks!

Now, it's fun talking about fuel injection or desmodromic valve gears, but when you have a car that stupefies you with invisible fumes, that becomes one of your main concerns. To begin with, I checked the condition of the engine, but as that had six excellent compressions and used very little oil, it was decided that "blow-by" was not the cause. The obvious thing was to check the silencer, and so, after a great deal of profanity, the whole exhaust system was dropped on the floor. There were certainly one or two weak places, and these were expertly patched by Frank Hills, who does my welding for me. The thing was then replaced, and I drove off highly delighted.

Familiar Symptoms

My delight was of short duration, for on my next long run the well-known dry throat and watering eyes proclaimed the presence of dangerous gases. The exhaust system was easier to dismantle that time, for no rust marred the threads of the bolts. A possible source of leakage was located in the main pipe, and once again the bits and pieces were all put back. After covering a few miles, my passengers complained of great thirst, and—yes—it was the old trouble again! Frank remarked that he was getting quite good at removing the silencer, but on this occasion no possible faults could be found.

On my particular car, the carburetter has an exhaust jacket, and this is fed by long pipes that attain a considerable temperature. It was thought that oil or petrol might be coming into contact with these hot objects, and so all possible oil leaks were eliminated; furthermore, a pipe was fitted to the carburetter to drain away any loose petrol. Subsequently, we also lagged the pipes with asbestos, which we covered with aluminium sheet. It is melancholy to record that the smell still persisted.

Lesser men would have sold the car at this point, and let some other poor so-and-so inherit the worry. I had determined to overcome the problem, though, and so I again checked the exhaust arrangements right through. There was no leakage anywhere, and it was possible to stall the engine by blocking the tail pipe, which is a useful test of a rough-and-ready sort. Nevertheless, the tail pipe itself was of the flexible variety, and modern flexible exhaust tubing is often of inferior quality. I figured that, although no leakage occurred with the engine ticking over, the vibration occasioned by fast travel might cause the pipe to "breathe". A suitable "solid" tail pipe was therefore fabricated, and at the same time another idea was tried out.

Fishtail Remedy

I decided that the exhaust gases, issuing lazily from a large pipe, were being trapped by the partial vacuum behind the non-streamlined body, and carried along with the car. I therefore unearthed one of my old Brooklands fishtails, and had it mounted well out behind the rear end. On starting the engine, it was immediately apparent that the exhaust was now being expelled in a high-velocity jet, so it certainly had a better chance of being thrown clear. A trial run proved that the malady was almost cured. Under all normal circumstances, no fumes entered the car, and motoring once more became a pleasure. The only occasion, nowadays, on which the old smell reappears is when the machine is pulled up sharply after a fast run. I think that the moving column of air behind the body overtakes it, and carries the exhaust with it. Anyone who has handled a fast boat will know how easily the stern wave can catch up if one stops quickly; it is all too easy to get swamped that way.

In my case, I think that the moving mass of disturbed air forces the exhaust gases under the back of the car, and they come up through the seat cushion or floorboards. My next job, therefore, will be to seal all possible cracks. There are various ways of doing this, and my first experiments will entail the strategic placing of old newspapers beneath seats and carpets. I cannot make the floor a permanent fixture, as the battery resides beneath it.

Check Your Car

If you have any suspicion that exhaust gases are leaking into your car, do please attend to the matter forthwith. Not only are the fumes unpleasant, but they are also highly injurious. A man who has absorbed carbon monoxide may drive just as dangerously as one who is under the influence of drink or drugs, and an overdose may easily prove fatal. Far too many mechanics have lost their lives in the past through running an engine in an ill-ventilated garage. A car with a split silencer may be just as unsafe as one with defective brakes, and it behoves all good motorists to keep their exhaust systems in as good condition as any other vital part.

ALARMING: A. Richardson is not, in fact, reversing in the direction of Australia, but climbing rapidly out of the watery Coombe Rock section.

THE bracing Derbyshire air was probably the reason why 33 competitors survived the hectic social round that started with the North Midland M.C.'s dinner/dance at Bamford on Friday, 20th February, and continued almost non-stop until the start of their Eighth Annual Kitching Trophy Trial on the Sunday morning. Although many of the regular entrants in this event were still rebuilding their cars to the new Formula the combination of an excellent entry and sections of the highest quality (provided by Clerk of the Course Don Parker and Cuth Harrison) produced a



MUD IN THE "KITCHING"

Rex Chappell Wins North Midland M.C. Classic Trial

closely contested event with a dramatic finish when Bernard Dees (Deeford), who had built up a lead of nine marks over next man Rex Chappell (Cotton III), gave away 11 marks on the penultimate section and then regained one mark on the last section, to give a last-minute and well deserved win to Chappell by one mark, with Gordon Mosby driving Cuth Harrison's Harford III into third spot.

The course, which comprised 14 sections and a special test, started with two well-known stoppers, Old Lees and Green Hope. Clean climbs on Old Lees were limited to Chappell, Dees and Maurice Wilde, making his first appearance with his new lightweight Harford-style Ford Special. Nine drivers shared the honours on Green Hope with one mark lost, and then proceeded to the farm area used in last year's event where six more sections were each attempted twice.

The first of the farm sections, Rowlee Pastures, watched over by 1952 runner-up Reg Phillips, was a flat expanse of bottomless mud followed by a short, steep bank, and failed all except Edward

Harrison (making his first appearance with the new Harford IV), Dees, Mosby and Tony Alldred with bounce provided by Mrs. Alldred. Next best were Ernest Chandler (Chandler) who almost sank in the mud but recovered only to fail on the top of the bank; Chappell (his Cotton now wearing front brakes and wheels by Lotus), who shorted a plug in the mud, and R. Kemp (Kemp).

The second section, Carnelly, of horse-shoe shape with a downhill approach to a flat bend and an uphill climb to the "section ends" card, was the scene of the highlight of the event, when "Doc" Lilley, driving his re-designed 1951 Wharton, now with jet age cowling, motored slowly down, round and up at exactly the same speed without even a bounce from passenger Mrs. Lilley, to make the most perfectly-judged drive that your reporter has ever witnessed and to earn a big hand from the huge crowd watching unsuccessful attempts by such old hands as Chandler, Wilde, Fred Harrison (F.H.), Mike Beardshaw (Wharton) and Denis Flather (Keystone).

The next section, Hey Bridge, was

conquered only by Edward Harrison, ably passengered by Jill Lilley; nearly successful attempts were made by Dees (2 marks lost), Mosby and Chappell (3), and Lilley, Fred Harrison, Alldred, A. Richardson and H. R. Smart (B.S.T.) (4 marks lost).

A short trip across the farm brought competitors to Coombe Rock, a section more suited to amphibious vehicles than trials specials as a result of thawing snow converting the first part of the section into a fast-flowing river; it was followed by a steep climb up a grassy hillside. This was the type of section that is climbed a few inches further by each successive car; in the first dozen cars only Smart and John Deeley (Cranford) cleared the section 4 card, and of the whole entry's first attempt only Dees managed section 3.

Swint Clough, the scene of Tony Alldred's lone success in 1952, was attempted next and again proved Alldred's cup of tea, although this year Chappell also passed the "section ends" card and "Doc" Lilley, Dees, Mosby, R. Oakes, Kemp and Beardshaw lost only two marks, with Alec Francis (still Mercury-H.R.G. equipped) forcing his way past board 4.

The steep curving climb of Woodbine found Mosby highest up with two marks lost and Alldred sharing honours with Dees for next highest; Chappell, Grayson and Percy Barden (Cotton IV) were next with four marks lost. It was here that Edward Harrison dropped a couple of places in the final results when he smartly changed into reverse instead of second cog, and returned down the section at maximum velocity.

After a break for lunch competitors broke into odd and even number groups and again assaulted the six farm sections, of which only Rowlees Pasture was in worse mood than in the morning. Dees and Mosby managed to storm their way through what was now a quagmire to record clean climbs.

Although Hey Bridge, in much the same condition as before, now defeated even Edward Harrison, its only conquerer in the morning, Swint Clough had by now lost most of its sting and permitted no less than 14 clean sheets.



★
STALACTITE SPECIAL: Grass, mud and other bits of Derbyshire cling to the underside of E. J. Chandler's Special on the Carnelly hairpin.
★

S.C.C. OF NORFOLK'S PANCAKE TRIAL

THE Sporting Car Club of Norfolk held their first event of 1953, the Pancake Trial, over a 78-mile course, on Sunday, 22nd February. There were 23 entrants assembled at the Cattle Market Car Park for a 9 a.m. start. With prospects of a sunny and dry day, most of the open cars had their hoods lowered—duffle coats and caps being in evidence. Many makes of cars ranging from small family saloons to a powerful Le Mans Frazer-Nash were competing. The route was mainly over secondary roads and narrow lanes, embracing several muddy and slippery sections which called for careful navigation between controls. Likewise the observed section of one mile at 10 m.p.h. average speed without stopping, along a rutted and unused tank



The only addition to the select list of "cleans" on Carnelly in the afternoon circuit was Mike Wilson, with Peggy Phillips to crew his new 1,172 c.c. special.

The special test which came as a final attraction on the route card was a typical Kitching blind, the surface of which did indeed remain the same for all competitors as required by the R.A.C. It consisted of a dice round a series of pylons with a halt line in the middle and a finish in a penalty box.

Fastest here was Smart (B.S.T.) in a superbly judged 23.7 secs., with Geoff Newman (9.39 c.c. Newman) next in 24.3 and P. H. Dickinson in third spot in 24.7 secs.

A. E. RUMFITT.

RESULTS

Kitching Trophy: R. F. Chappell (Cotton III), 32 marks lost.

Parker Trophy: B. H. Dees (Deeford), 33.

Noble Trophy: G. P. Mosby (Harford III), 44.

Senior Trophy: E. Harrison (Harford IV), 46.

Souvenir Awards: P. A. Barden (Cotton IV), B. Kemp (Kemp), M. Wilde (Ford Special), A. D. Alldred (Alldred), E. J. Chandler (Chandler), A. W. Lilley (Wharton).

Asbury Trophy (best performance Class B): G. J. Newman (Newman).

Team Award: "The Southerners" (Chappell, Dees and Barden).

* * *

N.M.M.C. "KITCHING WEEK-END"

ON Friday, 20th February, the annual dinner/dance at the Rising Sun Hotel, Bamford, started the North Midland Motor Club's "Kitching Week-end". As an experiment this year, there were no official guests, no top-table, and the only speech was a witty but commendably brief one from the club's lively chairman, Bill Fleetwood.

This was followed by the presentation of the club's usual imposing array of awards by Mrs. Fleetwood, after which the remainder of the evening was devoted to dancing under the guidance of M.C. Mike Wilson and to getting into huddles to discuss past feats and future plans in the motor sporting field.

Many well-known personalities were seen and events were enlivened by Reg Phillips's inimitable "Death of Nelson",

MORASS: (Above) "Doc" Lilley (Wharton) ploughs through the indescribable mud of Rowlee Pastures.

★

ONE FOR THE ROAD: (Right) Tony Alldred's wheels cling grimly to terra firma, even over the bumps of Swint Clough.



and by the entry of Phil Chapman on an incredibly ancient "sit-up-and-beg" lady's bicycle with tyres at true trials pressure.

The general opinion was that it was a thoroughly enjoyable evening, set off by the beautiful fruit and floral displays on the tables—the work of Mrs. Habershon.

Next day, following an afternoon preview of the course for the Kitching Trophy Trial on the Sunday, an evening get-together was arranged at the Marquis of Granby Hotel where in addition to a noggin and natter, a very interesting film-show was laid on by those enthusiastic club members and photographers, Dick Habershon and Eric Hodgson.

M. D. O. M.

* * *

500 M.R.C.I. RACE POSTPONED

DIFFICULTIES in the location and preparation of a new course (now that Newtownards Airfield is no longer available) have led to the postponement of the 500 Motor Racing Club of Ireland's race meeting on Saturday, 14th March. The hunt continues, however, and Competition Secretary Drew Jamison assures us that the event will take place as soon after the scheduled date as possible.

track, provided further competition. The road section finished at Attleborough.

A series of driving tests was held on Snetterton Airfield during the afternoon. The noise of highly revving engines and screaming tyres attracted a considerable number of spectators. Although the smaller and more powerful cars had an advantage, the car placed second was a 10 h.p. family saloon, showing that driving skill is the deciding factor in tests of this type.

The success of the rally was confirmed by the R.A.C. observer's announcing that this rally, next year, will be open to competitors from other clubs.

RESULTS

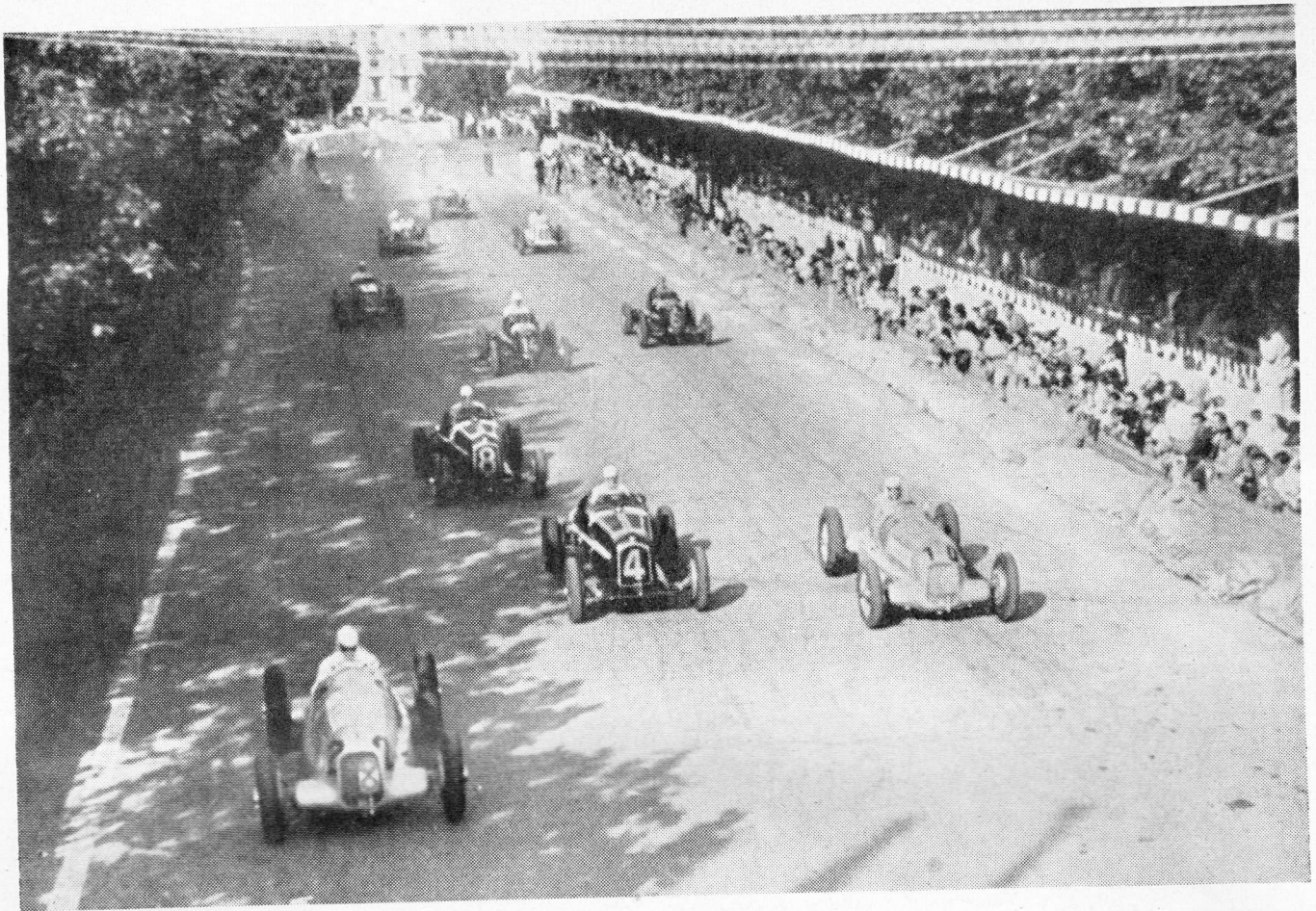
Pancake Trophy and Replica: A. C. Larwood (Jaguar).

Trophy for Best Performance in opposite group to winner: D. R. Burrell (Hillman Minx).

Class Awards—Open Cars: Up to 1,500 c.c., B. Bush (A40 Sports). Over 1,500 c.c., A. J. Hind (Frazer-Nash).

Closed Cars: Up to 1,500 c.c., W. Watts (Hillman Minx). Over 1,500 c.c., A. Willamot (Bentley) and J. Riske (Ford Zephyr).

Driving Tests: 1, A. E. Cleghorn (Dellow); 2, D. R. Burrell (Hillman Minx).



CASE HISTORY OF THE MERCEDES-BENZ

1934 to 1939 — PART I.

BY

NORMAN SMITH

OWNING one of the longest connections with motor racing of any of the great manufacturers, it came as no surprise, that, on Germany's re-awakening of its national consciousness in the early 1930s, the fabled Mercedes-Benz factory at Unterturkheim proposed to re-enter Grand Prix racing when the new 750 Kg. formula came into force in the year 1934.

Under a strict cloak of the greatest secrecy a team of technicians, headed by the late Dr. Hans Nibel, designed and built a prototype G.P. racer which Adolf Hitler viewed in the January of 1934. Soon rumours and pictures of the new Mercedes reached England and, as the season rapidly approached, interest in Germany's new cars quickened, particularly when the P-wagen made its historic "hour" run on the Avus track that March.

To the disappointment of all true Grand Prix addicts, the early races (i.e., the Monaco and Tripoli Grands Prix) took place minus any German entries, the Germans, with typical Nazi theatrical genius, withholding their racing début until Berlin itself should be able to witness their first triumphs—in, it was expected, the Avus races. For this annual festival of speed, Mercedes named Rudolf Caracciola and Manfred von Brauchitsch, under the guidance of Alfred Neubauer, as their representatives, and in the practising periods their

new car (which we nowadays refer to as the Type M25A) showed a turn of speed that was indeed amazing, for Caracciola, with 143 m.p.h. lapped the track faster than it had ever been done before. Neither car ran in the actual race, however, being withdrawn with mechanical maladies, the nature of which Mercedes never saw fit to reveal, but which in any case they very soon eradicated, for in their second appearance on the Nürburg- ring a week later, the cars pulled off their initial victory. Opposed by teams from Alfa Romeo and Auto Union (beg pardon—P-wagens!) Mercedes called on Fagioli, Caracciola and von Brauchitsch to man their machines and despite Caracciola's not being at all prominent—no contemporary race report mentions his name!—they were extremely unlucky

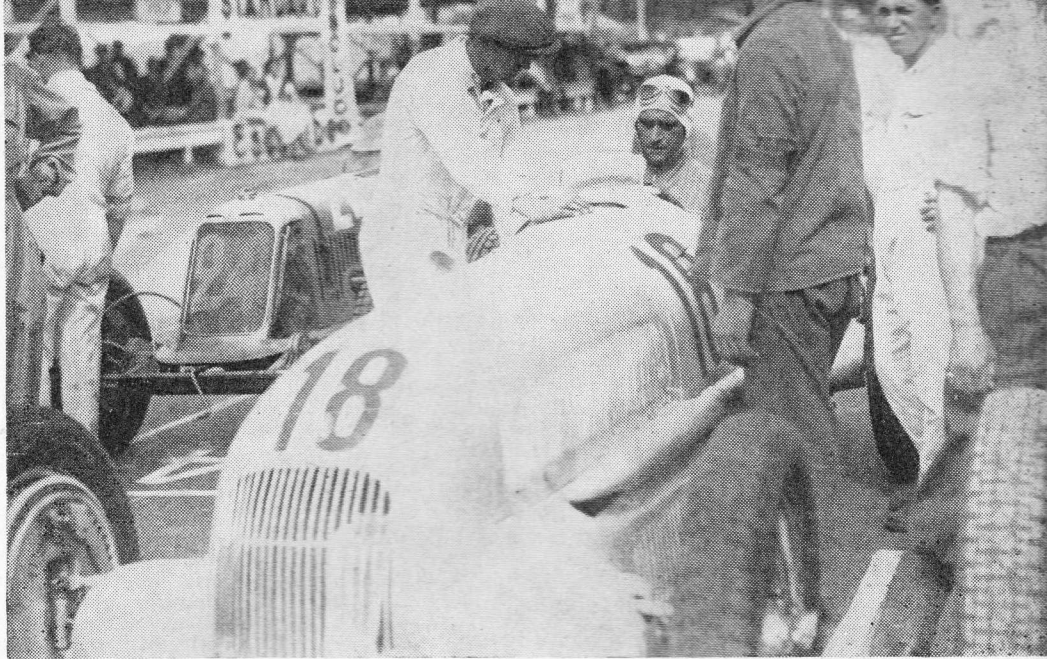
MERCEDES-versus-ALFA: And the German cars, driven by Caracciola (No. 2) and Fagioli (No. 10), are leaving Nuvolari and Brivio in the famous "monopostos" behind, as the 1935 Penya Rhin G.P. gets under way.

not to finish first and second in the Eifelrennen, Luigi Fagioli abandoning his car in a temper when team manager Neubauer ordered him to run second to the German driver von Brauchitsch—who was the eventual winner at the excellent speed of 76.20 m.p.h. Fagioli's fiery temper was to clash again and again with Neubauer's strict discipline in future years, but during the formulative stages of the re-birth of the new Mercedes racing team his skill and experience were invaluable—how invaluable Hermann Lang later proved!

The Eifel G.P. was held on the first Sunday in June, and on the third Sunday (the 17th), the Eifel race winner, von Brauchitsch, drove in the Kesselberg hill-climb, where by reason of Hans Stuck's presence he had to rest content with a second place. A picture of von Brauchitsch on one of the Kesselberg's many curves in the book "Motor Racing in New Germany Today" will for ever remain one of the classics of motor racing photography; illustrating the smooth contours of the M25A Mercedes as no words could.

With their greatest test so far due in the French Grand Prix on 1st July, the Mercedes factory sent a "recec unit" to Monthéry, that year's G.P. venue, a fortnight beforehand, and in their unofficial training they pulverised the circuit record by a large margin. On their return for the official practice (Caracciola, Fagioli

EXPERT TUTOR: *Champion driver of Europe in 1939, Hermann Lang began his career with Mercedes-Benz as a mechanic, and worked with Luigi Fagioli in 1934. In this picture he is seen (centre), in white overalls and cap, with the Italian star before the start of a Grand Prix. Car No. 24, behind, is a 3-litre Maserati.*



and von Brauchitsch were to be the team, with Henne, the BMW motorcycle star, as reserve) a few days before the actual race their impact on all beholders was such that even the most blasé were stunned, the shrill rise and fall of their supercharger nearly convincing one noted journalist that he was watching an attempt on the World's Land Speed record!

As always in the Grand Prix, details of the competing cars were eagerly sought, and as up till then both Mercedes and Auto Union were unknown quantities, the "weigh in" after practice ended was a godsend to the technical press, for it was obvious, both to the eye and by virtue of the speeds achieved (M. von Brauchitsch's 92.04 m.p.h. was the new target) that both of the Fatherland's new products must possess many new and startling features. And it was indeed so, for each German machine had no axle in the normal sense, independent wheel suspension being employed both front and rear!

Mercedes, of course, differed from their rear-engined compatriots by using coil springs at the front of their car, but at the rear they employed, as did Auto Union, the swinging half axle principle, by which simple means they could use in reasonable safety, most of the power their 3.8-litre 8-cylinder engine produced. Expert workmanship, clever use of alloys and sound engineering knowledge coaxed almost 400 b.h.p. from an engine (82 x 88) that, mounted in a well-drilled box section frame, with a five-speed gearbox and sleek aluminium faired bodywork set a new standard in racing car design, and in theory, the 1934 G.P. was a "cert" for either Mercedes (for preference—their drivers were the better men!) or Auto Union. However, once again the

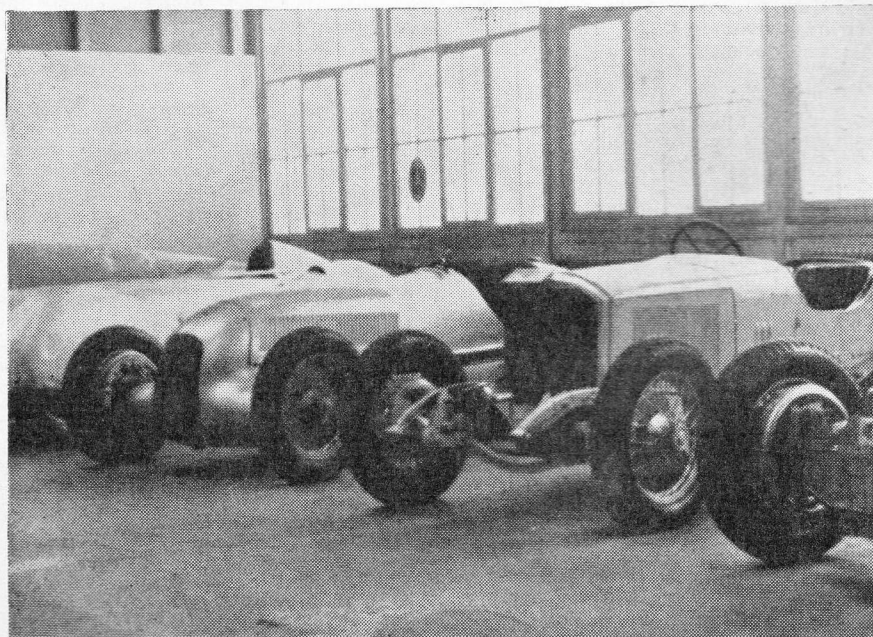
prophets were confounded and race day was a Black Day for Germany and for Mercedes; one by one their hopes were shattered, with the successive retirements of Manfred von Brauchitsch (11 laps), Luigi Fagioli (14 laps) and Rudolf Caracciola (15 laps). The two German drivers suffered mechanical failure pure and simple, but Fagioli, ace that he was, was completely fooled by the wily Chiron's employment of that old-fashioned trick of leading him too fast into a corner (in this instance Les Bisornes) and leaving him to run out of road—which he did! His brakes were damaged as a result and forced his unwilling withdrawal from a contest in which he had been a featured player.

Somewhat panic stricken, the Germans returned home to ready themselves for their own national Grand Prix on the Nürburgring on 15th July. The hoodoo Mercedes discovered in France struck at them again when von Brauchitsch (out on tests) crashed and broke his arm, rendering himself *hors-de-combat* for the rest of 1934. The question of a replacement for von Brauchitsch was

simple, however, for Henne, the reserve, naturally moved into the team. But when he fell ill, shortly before the race, the usually efficient Merc. organization went into a flat spin. They took the totally unexpected course of testing out two works mechanics (Geier and Gaertner) for the vacant driving seat, choosing, in the end, Geier as the No. 3 pilot, and it has to be confessed that Geier's driving in the G.P. fully justified the Mercedes directors' faith in him. Actually "Caratsch" was to prove the Mercedes star in the race as he gave victor Stuck a grim battle until his car burst, whereupon the Auto Union relaxed and ran on to win, a goodish way ahead of Fagioli. The newcomer Geier made fifth place, considered by the critics as a good show; which not being an ace of the Nuvolari standard was all that could be expected of him.

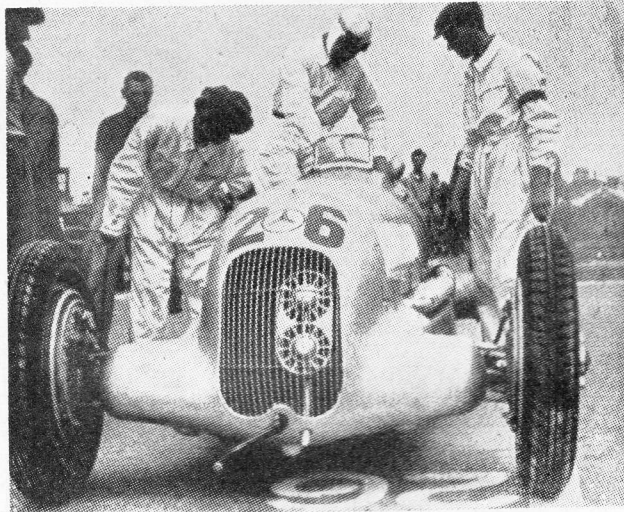
Caracciola got his revenge on the smiling Austrian, Hans Stuck, quicker than he expected, when he beat the hill-climb crack in the Klausen Hill-Climb on Bank Holiday Sunday, Stuck's driving error (a rare occurrence this!) dropping him enough time to let Caracciola's Mercedes make B.T.D. by 15 mins. 22.2 secs. to 15 mins. 26.2 secs., both men re-fighting the duel exactly a week later in the Grosser Bergpreis at Freiburg, when the positions were reversed, the Mercedes this time being the slower—and by a bigger margin—26 secs.

These two hill-climbs, important as they were, were only interludes before the battle for road racing supremacy was continued on the marvellous Pescara circuit in Italy on 15th August, Mercedes plus Auto Union for Germany once again throwing down the gauntlet to the Italian Alfas. With Henne fit again, Neubauer could, and did, field his best available team (to wit, Fagioli, Caracciola and Henne), all three driving so brilliantly in the early stages that at 100 miles (seven laps) Mercedes had as pretty a 1-2-3 placing as you could wish. This didn't last, for on his ninth circuit Caracciola ran out of road (two field's-worth



MERC. MUSEUM: *An example of the 1934/1935 straight-eight Grand Prix Mercedes-Benz is preserved, in company with earlier and later products of the marque, in the museum at Stuttgart.*

of it!) and Henne began rapidly to lose ground until he was lapped by Guy Moll, a great deal of criticism being unfairly levelled at Henne who was unjustly accused of being the cause of Moll's fatal accident. Fagioli thus became Mercedes' sole hope and, given the "faster" signal, he got the lead off Varzi at three-quarter distance (pit stops, of course, had upset the early order) retaining it to the chequered flag to win by five clear minutes, not from a Ferrari, Alfa or an Auto Union, but from Nuvolari's Maserati! Henne finally came home a lap and a half astray, in sixth place, an oddity in his driving being that as in the case of the Auto Union he took his car through the timed kilometre almost as fast as his own team's cracks,



DRIVER NO. 1: Rudolf Caracciola has driven Mercedes cars almost continuously since 1923, and has amassed an amazing number of victories. Above, he is seen winning the French G.P. of 1935, the year in which he became Champion of Europe.

★

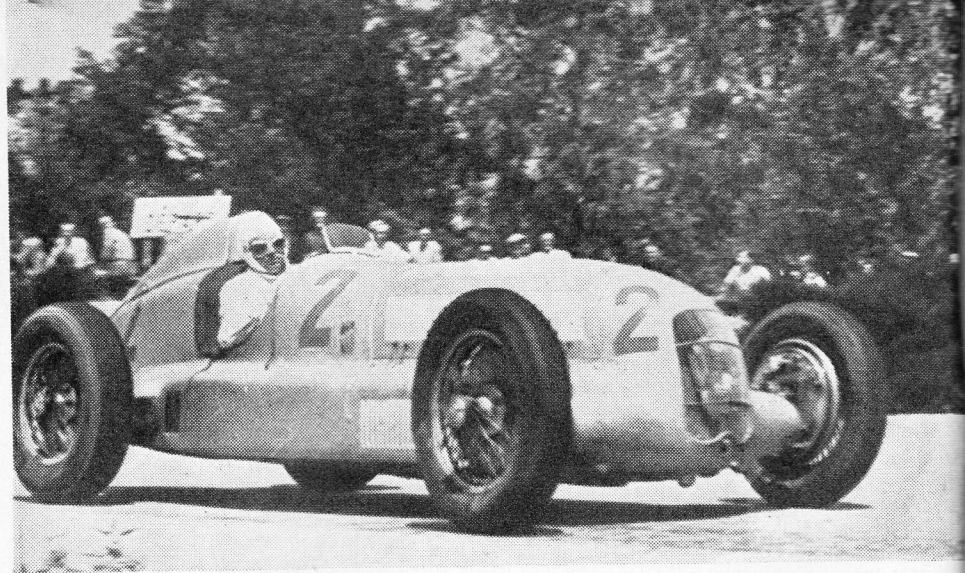
(Left) Caracciola climbs into the cockpit, prior to winning another 1935 Grand Prix, that at Tripoli, North Africa, in which race he averaged over 122 m.p.h.

Caracciola's 179.6 m.p.h. being just .1 m.p.h. faster than his best speed.

This convincing victory was almost at once followed by failure, for 11 days afterwards, in the very first Swiss Grand Prix (on 26th August) the team could do no better, with badly prepared cars, than sixth (Fagioli) and last (or 10th if you prefer it), Caracciola and Geier sharing the driving—and the doubtful honour—a placing that in all probability was unique in Mercedes racing history, at least during the period under review.

However, the Berne disaster was not to be repeated in any of the remaining races of 1934 and at Monza, San Sebastian and Brno the famed Mercedes star pushed itself into the honours list at all three venues, the fiery Luigi Fagioli being their chief architect of victory in each instance. At Monza, over the "circusified" chicane-infested track, Fagioli, his own car in the dead car park after 11 laps, relieved his agonized colleague Caracciola at half distance, and by dint of typical Italian driving methods he came through to win by two minutes from the Stuck/Leiningen Auto Union, the only Mercedes to finish, since Henne (to the delight of everyone—drivers and spectators alike) had retired extremely early in the day.

In Spain, Fagioli and Caracciola had a walk-over (virtually and actually), for when Stuck disappeared on the fourth lap, the two Mercedes drivers took turn about to lead until eventually the Italian drew far enough ahead to cross the line well in advance of his team-mate, winning an exceedingly rapid race with a 97 m.p.h. average, a remarkably high pace considering that the best timed



speed (over a kilometre) was his own 137 m.p.h.

The year's last race, the Masaryk Grand Prix at Brno (20th September, 1934), was not really a true Mercedes success for an Auto Union won, but Fagioli once again was cast in a "starring role", chasing Stuck's car with great verve, registering in the process the fastest lap (at 81.23 m.p.h.) here he took his second place. Caracciola, who at one time was well in the running, had the misfortune to end his season (well, his road-racing season) by breaking a wheel.

Late in October Mercedes surprisingly turned their attention to record breaking, and with a specially modified G.P. racer (no front brakes, coupé top, etc.), Rudolf Caracciola achieved some most amazing speeds on that famous "below sea level" stretch of road at Gyon in Hungary. He almost, but not quite, touched 200 m.p.h. on the road, his performance robbing Hans Stuck of his recently obtained Standing Start Mile record. "Caratsch" failed to take the S/S Kilo off the Auto Union, but his other speeds were so fine, the S/S Mile at 117.33 and the Flying Kilo and Mile (Class C only) at 197.35 and 196.75 m.p.h., that this partial omission can be pardoned. A day or so after this sensation he was reported to have done another run which gave him the improved figures of 118 for the S/S Mile and 198.50 for the Flying Kilo, but apparently these speeds were never claimed—or never confirmed—for 1934's official records list only shows the lower set of figures. By claiming Class C records the Mercedes had to have its

engine measured, the confirmation announcement giving the official engine size as 82 x 94.5—or 3,992 c.c.—the normal G.P. engine.

Later still, in mid-December of all times, Caracciola made a two-car record attempt on the Avus, using the Gyon machine and another, but for once Germanic thoroughness went awry, "Caratsch" nearly meeting his doom when a tyre gave way at full bore, his mastery of the ensuing excitements evoking rapturous applause from the spectating thousands. His bag of records on this occasion was limited to one, the Class C (up to 5-litres) F/S 5 Kilos, at 311.96 k.p.h., which looks tremendous in kilometres, and in terms of m.p.h. is just as fantastic—193.85.

1935

NINETEEN THIRTY-FIVE'S advent saw the Mercedes équipe under Alfred Neubauer, their stern but brilliant racing manager, down to brass tacks very early in the year, with a spell of winter training at Monza when a number of potential cadet drivers underwent intensive driving trials, not the least promising of the bunch being a Mercedes factory mechanic, briefly listed in the name Lang.

Although Dr. Nibel had died since the Merces. had last raced, the sport, like the theatre, "must go on" and at Easter the Mercedes team, with von Brauchitsch fit again, turned up at Monte Carlo for the annual Grand Prix. Once again a pointer to the future was seen in the training, but, of course, it was not realized at the time, for both Geier and Lang practised as well as the "first stringers" Caracciola, Fagioli and von Brauchitsch. With Auto Unions absent, Mercedes' chief opposition came from the Scuderia Ferrari Alfas, but none the less all the three Merces. were in the front row at the start and even though Manfred von Brauchitsch retired in two laps the Stuttgart products held a continuous lead from lap one to lap 100, Fagioli being the lucky driver and, of course, the eventual winner, his time of 3 hrs. 23 mins. 49 secs. (58.17 m.p.h.) being a new record. Fagioli also made the best lap at 1 min. 58.6 secs. As for Caracciola, he'd been second for 30 laps, then burst his car (they were identical to the 1934 jobs but had bigger [4-litres] engines) chasing Etancelin's Maserati—he caught it in the long run but it put him out at 61 laps. Neubauer was said not to be too impressed with the Monaco circuit, and most certainly the crowd were not pleased with the German victory, booing them with great gusto prior to the start.

Tripoli, the next big race, on 12th May, brought forth the Auto Unions; and Mercedes-Benz, with a full strength trio as at Monaco, found that they would also have the fabulous new "Bimotore" Alfa to contend with. The latter's promised challenge was nullified, however, by tyre troubles (the Mercs and Auto Unions had them too!), and again a G.P. was fought out between the German marques. Victory undeservedly evaded the moral victor, Varzi's Auto Union, and Caracciola shot past him almost at the last moment, to take the abundant prize money and create a new road-racing record, 122.13 m.p.h. for the race and 137.6 m.p.h. for a lap. Varzi limped home a (mentally) furious second with Fagioli third; poor Brauchitsch suffering his second retirement in succession since resuming racing, valve trouble, which afflicted "Caratsch" at Monaco, halting him.

A fortnight later another "scorcher" was run on Berlin's Avusbahn and again the new Alfa attempted the well-nigh impossible by opposing the Germans, Mercedes adding Geier, with a streamlined car, to their line-up. Decided in heats and a final, the 1935 Avusrennen provided Mercedes with their third consecutive victory, Fagioli establishing a then absolute World's record by winning at 148.2 m.p.h. for the 122 mile final. In the heats, all four Mercedes qualified incidentally; Fagioli ran second in No. 1, whilst Caracciola won the second with von Brauchitsch third. Speeds naturally were high and, just as naturally, tyres caused trouble, although Fagioli used the same set of covers in both heat and final, risking 190 m.p.h. on them, too. He was the luckiest of the Mercedes quartet, for Caracciola retired, von Brauchitsch was a lowly sixth, and Geier—well, there's no record of his car.

Racing mechanic Hermann Lang was given Geier's car for the next event on the calendar, the Eifel G.P. at the Nürburgring (16th June, 1935), and in the same race Auto Union introduced their new boy, a certain Bernd Rosemeyer. Lang, of course, was the junior driver to the more illustrious Fagioli, Caracciola and von Brauchitsch, but withal it was the new boys who created the surprises, for Rosemeyer really made the Mercedes team sit up, and Lang

drove so well that he finished high up, in fifth spot. After four laps had gone, Stuttgart lay 1-2-3, the Auto Unions all being in difficulties, save for young Rosemeyer, who, when speeded up by his pit, had the audacity to catch and pass two Mercs., grabbing the lead when Manfred von Brauchitsch over-revved in his determination to stay ahead of the younger man. Fortunately for Mercedes, Caracciola was able to overhaul Rosemeyer a bare kilometre from home to gain a very narrow victory by a couple of seconds, his colleagues Fagioli and Lang chipping in with fourth and fifth places. Rosemeyer understandably was the hero of the hour, for to come so close to winning on his first appearance was truly sensational, only the greater experience and superior driving skill of Rudi robbing him of the laurels.

That greatest of races, the French Grand Prix, followed Nürburg the next Sunday, and in training (the Mercedes for this race were developing nearly 370 b.h.p.) Caracciola actually equalled his 1934 lap times, when the track was free from the chicanes that cluttered it up for the 1935 race. Amongst the first class entry that assembled for this race was the "Great Little Man" himself (Tazio Nuvolari) back at the wheel of an Alfa, and, as only he could, he showed a clean pair of rear wheels to all the Germans. For 100 miles he led, but then he slowed, his hard driving having its effect on the car, and the next man up (Caratsch on the Merc.) took over the leadership, which he retained till the end, winning (belatedly perhaps—for they'd won the 1934 race before they started—remember?) the French Grand Prix at 77.32 m.p.h. Von Brauchitsch (team orders, no doubt) was a close second and Fagioli, behind a Maserati, was fourth, a result that may have been a bit different if only Tazio could have lasted, or the Auto Unions had not suffered those incurable oiling troubles.

After the French G.P. Fagioli and Caracciola headed south for Barcelona where they were due to renew their battle with Nuvolari's Alfa in Montjuich Park in a week's time. On the twisty circuit Tazio ought to have been in his element but it was the Mercedes

that won. However, Tazio showed 'em how he could drive by re-catching Fagioli after being lapped; 52 secs. separated winner Fagioli from Caracciola, who was second and collected the fastest lap to add to the firm's bag.

No Auto Unions ran in that race (it was actually the Penya Rhin Grand Prix) and as they also missed the Belgian G.P. at Spa (14th July, 1935) Mercedes once more had little difficulty in "bringing home the bacon" from that classic circuit. Their win, though fairly easy, was not without its alarms, however, for Fagioli, who had caught leader Caracciola, disobeyed Neubauer's orders to ease up and was flagged in to be replaced by von Brauchitsch, to the Italian's great disgust. Officially Fagioli was "fatigued", the arguments dropping the stationary car to fourth position. As this occurred at roughly the two-thirds stage von Brauchitsch had to hurry—he hurried himself to a new lap record of 103.53 m.p.h.—to regain the car's original second place and eventually he did manage to recover all of his deficit bar 1 min. 37 secs. from winner Caracciola. Enthusiasts who recall the "boot polish" smell from the German's pre-war Donington visits will sympathise with Chiron and Dreyfus—the Ferrari drivers—both of whom finished punch drunk from the effects of the Mercedes' exhaust fumes in the intense heat.

Four Mercedes, to be driven by Caracciola, Fagioli, von Brauchitsch and Geier, were prepared for the German Grand Prix (Nürburgring, 28th July, 1935), rapidly becoming the year's most important race. It was certainly to prove 1935's most exciting race, for "Maestro" Nuvolari—aided by a certain amount of luck in the shape of a faulty German tyre—outdrove, outgeneralled and demoralised all his opponents. A Mercedes (Caracciola's) had led for the first nine laps, when "Il Maestro" in his Alfa scraped past and, when all the five leaders pulled in to refuel in a bunch, the stops assumed vital importance. Nuvolari was the last away and having fallen to fifth whilst stationary he seemingly had thrown away his golden opportunity. But Tazio was in his best form that day and one by one he caught the men ahead, save Brauchitsch, whom he was rapidly catching anyway. As these two entered on their final circuit of the tortuous ring the race was in Germany's keeping, for the Mercedes had too big a lead (35 secs.) for the Italian to catch him. But fate had one last card to play for the wily Nuvolari. Approaching the famous Karusselkurve, the silver Mercedes was seen to be limping along on a flattened tyre and, no sooner had the excited course announcer's comments reached the crowds in the stands, than the red Alfa had swept by to win as dramatic a Grand Prix as had ever been run, so instead of a German and Mercedes victory Italy had triumphed! Poor Brauchitsch crawled home in tears, to be placed fifth, Caracciola leading him (in third) and Fagioli and Geier trailing him (in sixth and seventh positions), a 100 per cent.



AID FROM ITALY: Luigi Fagioli en route to victory. The extensive Grand Prix experience of this ex-Maserati, ex-Scuderia Ferrari ace was invaluable to Mercedes-Benz in 1934, though his fiery Italian temperament was not wholly amenable to their team discipline.

REGENMEISTER: Caracciola winning the 1936 Monaco G.P. in pouring rain. Rudi's driving skill in wet and slippery conditions was unsurpassed.

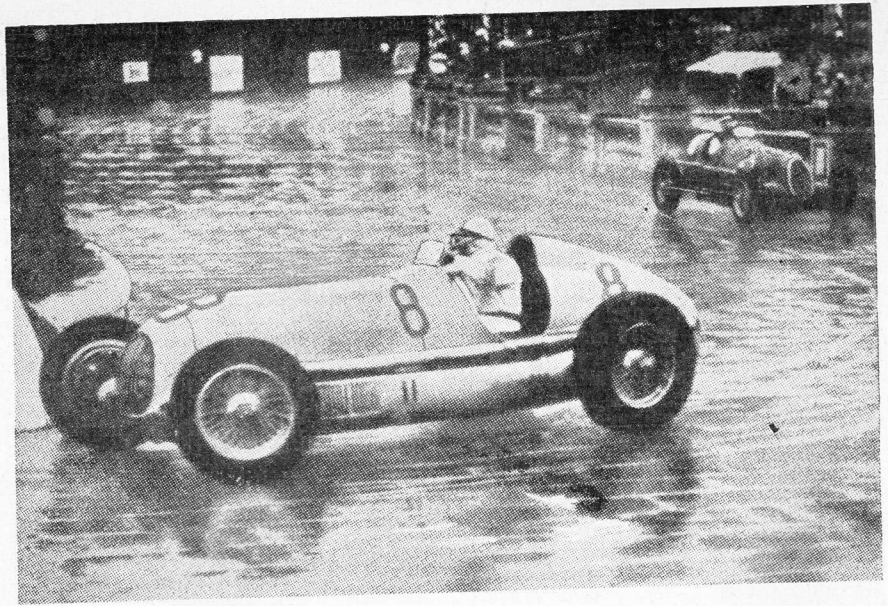
team finish—but a bit of an anti-climax nevertheless.

From the German to the Swiss Grand Prix a month elapsed, and in that month the Coppa Acerbo took place, but Mercedes failed to enter. Maybe the Nürburg débâcle was responsible for this absence, as when they appeared for the Swiss practice a new, slimmer, and faster car was being tried. The usual three drivers, Caracciola, Fagioli and von Brauchitsch plus Geier represented the marque, but before the race took place the ex-mechanic Geier etched his name on motor racing history when he had an astonishing practice crash. Entering the grandstand corner at tremendous speed he lost control of his car and crashed so thoroughly that he knocked the engine clean out of its chassis, suffering such serious injury that his life hung in the balance. Luckily for him prompt medical attention was available (the Germans always kept a doctor on hand even in practices), and in the course of time Geier was able to rejoin the Mercedes racing équipe, not as a driver but as a timekeeper. Spare driver Lang was therefore pressed into service for the Grand Prix and he did a calm, steady job to finish sixth, lowest of his team. Brauchitsch had the misfortune to retire, but nevertheless Mercedes got their other two stars home in the important placings, Caracciola (at 89.97 m.p.h.) leading Fagioli at the finish by 36 seconds.

Sensibly the Italian authorities dispensed with their 1934 circus-style course for the 1935 Italian Grand Prix at Monza, and as Alfas were too slow and Auto Unions in too much trouble (mechanical), the faster circuit devised for this year appeared to favour the Mercedes, whose four car team (drivers as at Berne) were the obvious winners. But yet again motor racing form failed to run true and Lang (engine failure), Fagioli (rear brake failure), von Brauchitsch (brakes, too) and Caracciola (Fagioli was at the wheel when its transmission gave up) in turn tried to emulate the fairy story of the "Ten Little Nigger Boys", a fairy story that neither Hitler nor the Mercedes directors appreciated.

Last of the major races for 1935 was the Spanish Grand Prix (22nd September, 1935) at San Sebastian and, as in the 1934 race at the same place, Mercedes had an easy time, the Monza faults having been quickly corrected, leading all along the line for the last half of an uneventful race. The winner (Caracciola) averaged a record 102.5 m.p.h., Fagioli dutifully occupying second place with von Brauchitsch third, the revived European Drivers' Championship going to Caracciola as a result of this Spanish victory.

Modestly wearing his Championship title Rudolf Caracciola favoured the 1935 Motor Show in London with his presence, and in Press interviews he reckoned that the Auto Union was actually slightly faster than the Merc. in straight line motoring. He placed the maximum of the 1935 Mercedes at about 205 m.p.h. (his claim was unsubstantiated—195 m.p.h. was the highest a road racing Mercedes in G.P. trim ever recorded—and that two years afterwards,



in 1937!), which it must be said did seem quite possible when viewing the G.P. car displayed in the firm's Park Lane showrooms.

THE year had ended for active racing in Spain, but true to the legend of Teutonic thoroughness Mercedes sent the Berne experimental car to Monza in December for prolonged tests under near racing conditions, Louis Chiron being one of the drivers present. He did plenty of driving and it was freely rumoured that the Frenchman would be in their team in 1936. This duly came to pass (Adolf personally approving his engagement) and with Caracciola, Fagioli, von Brauchitsch, Lang and two never-named cadet drivers, Mercedes' 1936 driving strength was tip-top.

1936

Almost traditionally in pre-war days, a new season started with the Monaco Grand Prix, usually at Easter, and for 1936 the date set was 13th April (Easter Monday). Early as it was, Mercedes were able to field two new cars (1936 models of 4.25 litres, 500 plus b.h.p. and 8 ft. 1 in. wheelbase) and two older cars ('35 jobs with 3.99 litres, 430 b.h.p. and 8 ft. 11 ins. wheelbase), and through Neubauer's astuteness, two of his cars got front row ranking, he having ordered fast lapping on an almost clear course whilst a crashed car was removed!! Heavy rain, coupled with a spot of oil, deposited by Tadini's Alfa at the Harbour chicane on lap 1, marred the race, a first-lap, five-car crack-up spoiling the Grand Prix. Two Mercedes (those of Chiron and von Brauchitsch) were eliminated before their drivers had done a mile, and when, barely a quarter of an hour later, Fagioli outed his car at the same spot, by hitting the wall after skidding on the oil-splattered road, things looked glum for Stuttgart. Fortunately their remaining car was driven by Caracciola, and despite the fact that Nuvolari, in the lead, was at his brilliant best, the *Regenmeister* (he really ought to have been born in Manchester!) inevitably won. His speed was a poor 51.95 m.p.h. (in '35 Fagioli did a record 58.17 m.p.h.), but the weather was the real culprit and not the car or the driver, for none but Caracciola could have done so well in such vile conditions.

By mid-May and the Tripoli Grand Prix (17th May, 1936) all the four star Mercedes pilots were equipped with 1936 models, and the high speeds attained on the Mellaha circuit revealed an unsuspected fault in the new Mercedes, each driver finding to his consternation that the handling qualities were not of the best, the reduction in wheelbase having robbed the car of its previously excellent roadholding. Even so, whilst they ran they took and held the race lead, Chiron indeed being at the head of affairs at half distance. This lovely situation could not last and Auto Union finally won, Fagioli taking third and Caracciola fourth places. Brauchitsch, unlucky as ever, was out inside eight laps and Chiron, though he did finish, was as low as ninth, three full laps behind Varzi's victorious machine.

The two Cs, Caracciola and Chiron, stayed on in Africa for a second week to race at Tunis, the latter acting, successfully, as pacemaker to his German colleague, giving Rudi an easy win—by two laps—in consequence. Needless to say Chiron's role enforced his own retirement, but as it turned out his obedience to team orders gave Mercedes their last win of the year, for from then onwards a rot set in and the cars failed in five consecutive races, an almost unheard-of phenomena in Mercedes racing history.

So alarmed did the works become over this terrible predicament that three big events (all in Italy, strangely!) were given the go by. In the five races that they did attend, in only one, the Penya Rhin G.P. (7th June, 1936) at Barcelona, was a fairly Mercedes-like result achieved, Caracciola finishing second to Nuvolari's V12 Alfa by just five seconds. Friend Chiron did badly (sixth), and "Caratsch", well as he drove, and finely as his car went, was fairly and squarely beaten by the wonderful Nuvolari, who during that June of 1936 was in glorious form and who administered thrashings to both Stuttgart and Zwickau with equal glee.

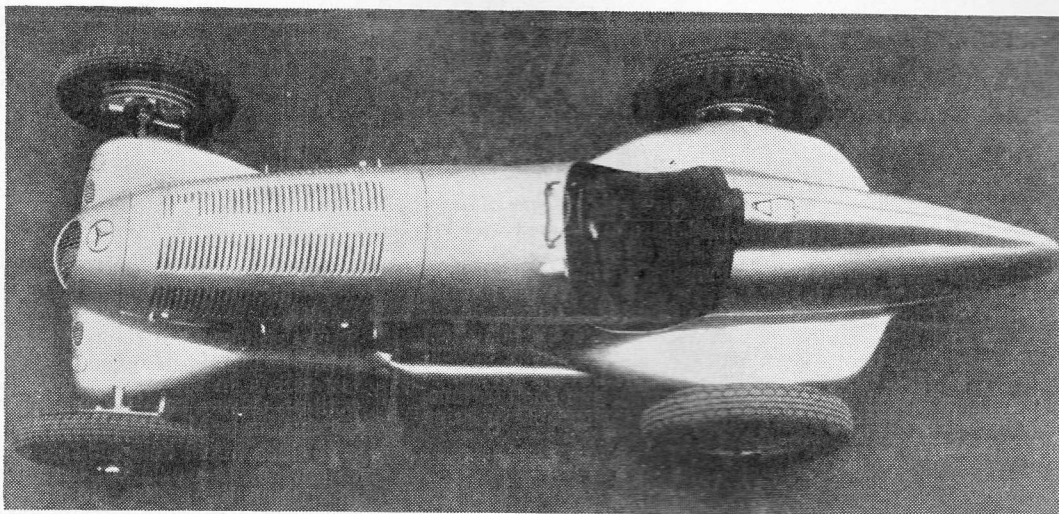
Prospects brightened considerably for the Mercedes works during the practising for the Eifel Grand Prix (14th June, 1936) as the dashing von Brauchitsch unofficially broke the Nürburgring lap record at 81.25 m.p.h., and with Caracciola, Fagioli and Chiron all mounted on similar short chassis cars a win appeared more than possible. Caracciola got

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LOVELY TO LOOK AT: Belying the tenet "what looks right is right", the 1936 Mercedes-Benz suffered serious suspension and roadholding troubles, and was withdrawn from racing in August after scoring two victories only.

(Photo. by courtesy of E. G. Osmond)

★



straight into the lead when the contest started but after two laps slowed and fell back leaving von Brauchitsch to carry the Mercedes banner, for Chiron too was in trouble and Lang (driving vice Fagioli) was well in arrears. Caracciola was forced to retire, and when a thick mist dropped over the Eifel mountains, Rosemeyer alone was unaffected by the lack of visibility. Racing at unabated speed round the notoriously difficult Ring, the young Auto Union driver won one of the most amazing victories of even his brilliant career, all the other competitors—Mercedes drivers included—turning "feather footed" in the awful conditions. Von Brauchitsch, incidentally, failed to finish, and of the Mercedes quartette Lang and Chiron alone, fifth and sixth respectively, reached the flag. Sad as this performance was from the Mercedes viewpoint, even worse was to come when one week later the whole team (three cars) broke down in the Hungarian Grand Prix, Nuvolari proving conclusively that HE was the master driver by adding still another win to his already long list of successes.

A month's respite from racing, until Germany's own Grand Prix on 26th July, gave the racing dept. at Unterturkheim a chance thoroughly to vet the cars before approaching the year's great race, but although five cars (Fagioli was back again) started, the results were terribly disappointing for Mercedes as only one machine reached the finish. This was the one shared by Caracciola and Fagioli, and it finished a bad fifth. The remainder, Chiron's car excepted, all had mechanical trouble of one sort or another, which in Lang's case was tragic for he drove so superbly (once he lay second to Rosemeyer) that even the German crowd protested vocally when he was replaced by Caracciola in order that he could have a broken finger, caused by too vigorous gear changing, set. With the finger in splints he then relieved Fagioli, but his gallant effort was useless as he later retired out on the

circuit before the race ended. Chiron had a near escape from death when he shot backwards off the road at 140 m.p.h. and almost scalped himself, his departure from the German Grand Prix also signalling his departure from the Mercedes team, for he never again drove a Grand Prix car (as distinct from a sports car) until after the war.

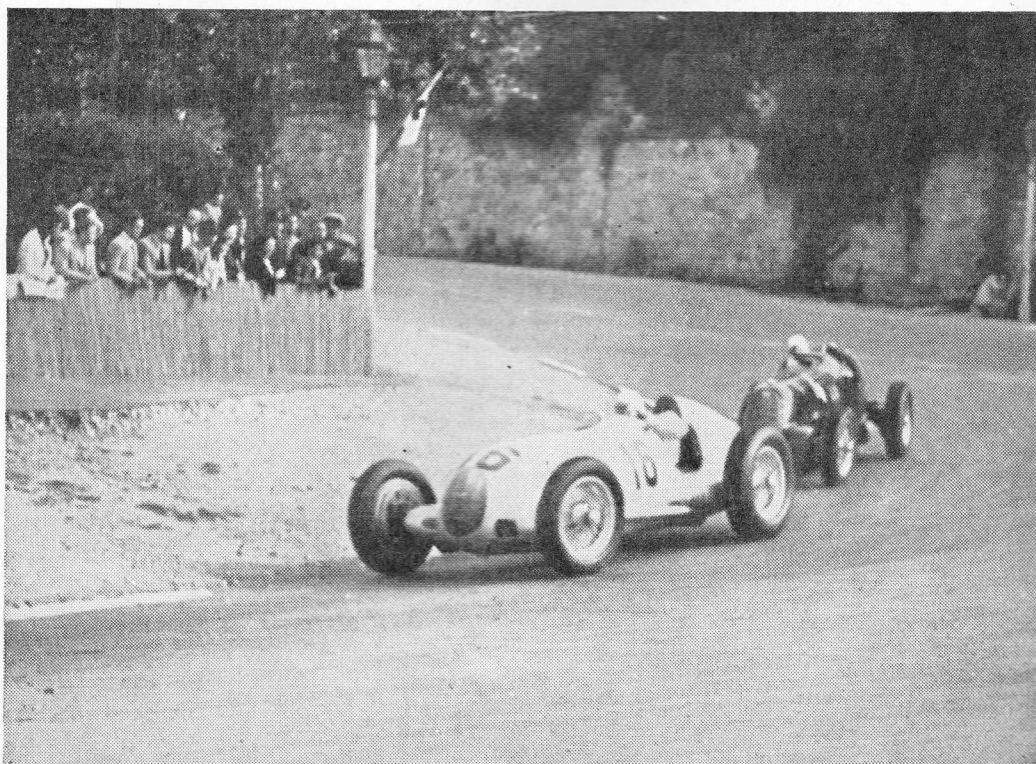
Suspension troubles were apparently the root of the Mercedes failures and the team stayed at Nürburg after the race in an effort to cure the evil. Missing both the Coppa Ciano and the Coppa Acerbo, it was in the Swiss Grand Prix at Berne that the team returned to the fray at the end of August. Four cars strong, Chiron naturally being absent, they hoped to avenge their long series of defeats. It did seem as if "Caratsch" might do the trick as he had an immense duel with Rosemeyer, but unfortunately the car's rear axle could not stand the strain and along with Fagioli (broken oil pipe) and von Brauchitsch (unknown causes) he was a retirement. That left only Hermann Lang still in action, and he had to be replaced by Fagioli when the pain in his broken finger got too bad. Fagioli—he had that modern-day racing rarity, a puncture!—managed to prevent an utter Mercedes débâcle by coaxing the machine into fourth position, which

was better than all four going out anyway!

Such disastrous results could not be tolerated by the Mercedes directorate and so for the rest of the season they withdrew from active participation and directed their attention towards mastering the troubles which had plagued them throughout 1936. Record breaking, however, offered an opportunity of recovering some of their lost prestige and a very special machine was built for Caracciola to use on the Frankfurt-Darmstadt autobahn. Possessing a V12 engine, designed, it was said, for non-formula racing in 1937, the car, a beautifully-streamlined monster, weighed a ton, and with 700 b.h.p. from 5.6 litres, it exceeded all expectations, taking so many records by such wide margins that the speeds were unbelievable. For example, Caracciola did 10 miles at 209.41 m.p.h. and one mile (Class B) at 228.07 m.p.h., the one to 10 kilometres class records being taken as well. An oddity of this particular V12 engine, the type D.A.B. was that the internal dimensions (82 x 88) were precisely the same as that of the 1934 M25AB motor, but its power output, even allowing for four extra cylinders, was almost double (736 to 398 b.h.p.).

To be continued

THORN IN THEIR SIDE: Mercedes' troubles in 1936 brought the Alfa Romeos to near-parity, and Italian genius Tazio Nuvolari defeated the Germans on more than one occasion. He is here harassing Caracciola before passing him to win the Barcelona race.



CORRESPONDENCE

Juan Manuel Fangio

IT was indeed a tonic to see your recent photographs of Juan Manuel Fangio at the wheel again, and to read that his absence from racing has robbed him of none of his skill. It does not seem so long since Fangio's friends and admirers were silently dreading that he might succumb to his injuries received at Monza, but his return to health is typical of the courage and determination so often displayed by this great driver when the odds are against him, and especially evident in the year 1951, when he became Champion of the World.

I am sure that all Fangio's followers wish him good fortune, and hope that 1953 may yet see him in a car capable of being a real challenge to the Ferraris.

H. CRAWFORD.

SANTRY, EIRE.

The Loss of Boreham

IN common, no doubt, with many of your readers, I was extremely shocked by the recent news that the Boreham airfield circuit near Chelmsford will not be available for motor-racing events this year. It is hard to believe that such a severe blow is really to be struck at the whole future of motor sport in Britain. Both as a spectator or marshal at major events and as a very small-time competitor in Club meetings, I have come, in company with many others, to consider Boreham as by far the most suitable circuit in the country for all sorts of racing, and probably the only one of those at present in use with any real future as the scene of important international events. It has the only useful straight, a better variety of bends than any of the other tracks, it is just about the longest and the only one to be lapped at over 100 m.p.h. in its present form. Added to this are its easy accessibility, and the fact that for Londoners it is the only place within easy reach where either Club sports car racing or full length International Formula 1, 2 or *Libre* racing is likely to be feasible in the immediate future. Admittedly the surface is not completely up to standard, but each meeting has seen a further improvement in this respect.

Many of us had heard and largely discounted rumours that there was a feeling among racing authorities that the growing success of Boreham constituted a "competitive threat" to Silverstone and Goodwood. One is bound to express the hope that Boreham's fate has no connection with any such fears. Surely, we need the best in motor-racing as in everything else, and if Boreham's advantages are so apparent, no vested interests must be allowed to suppress it. However, is it not probable that with public interest at its present level there is room for all three, together with Crystal Palace, and other, lesser circuits? Whatever the answer to this, those who consider that Boreham is potentially our best circuit, including no doubt a large number of motor-cyclists as well as the motor-car enthusiasts, will agree that it must not be lost, and will perhaps join me in voicing their opinion in every appropriate quarter.

ANTHONY MARSH.

LONDON, S.E.5.

The "Monte"

MUCH has been written, and much more will doubtless be written, on the subject of the XXIIIe Rallye Automobile Monte Carlo or the "Kitchen Clock Rally" as we have heard it called in some circles.

We thoroughly agree with the comments in the Editorial of AUTOSPORT on 6th February concerning the highly undesirable way in which the winner of the Rally was determined by means of a special test. The first and most obvious thing to do in the toughening up process is to raise the average speed, as did the organizers of the Liège-Rome-Liège Rally after Johnny Claes and Jacques Ickx on their XK 120 Jaguar completed the course without loss of marks in 1951. Secondly, as the Rally is now easier than pre-war, owing to the tremendous scientific advance in design of the modern motor car, make the route longer, with a few more Alpine passes to be traversed, and also reintroduce a system of bonus marks.

Lastly, it is practically impossible for somebody who gets through in a small car like a Ford Anglia without loss of

marks to win the Rally, because he has not got enough urge to record a quick enough time in the first eliminating test to get into the last 100 for the Col de Braus test; to remedy this we suggest that the Rally winner be determined by means of an index of performance as in the Alpine. Instead of the Col de Braus test, substitute one or two timed climbs of mountain passes.

We hope that our humble ideas on this highly controversial subject of rallies will not be torn asunder by the experts.

GYDE HORROCKS and RUPERT JONES.

FLEETWOOD, LANCS.

* * *

Rallies

I WOULD like to add a few humble comments in support of Mr. Cranshaw's excellent article. Having co-driven most of last season in big and small rallies with a well-known competition driver, both he and myself have come to the same conclusions as Mr. Cranshaw.

If clubs would only indicate the type of rally they propose to put on, we would not have had so many disappointments throughout the season. In one so-called rally which turned out to be a glorified treasure hunt, we had to find the name of a licensee of the Windmill in a certain village, the only snag being there were two pubs of the same name in the village. Surely we are not so short of marshals that we need to go to these extremes for our check points.

In a rally the main object, surely, is to test the driving skill of the driver and the stamina of the car, so why should we put up with circus turns, hunting stupid clues, etc. This type of event, if properly advertised, is suitable for the family outing, but surely not for the out-and-out competition bloke.

As Mr. Cranshaw states, rallies are not by any means cheap, so please, organizers, let's have a few rallies that we can enjoy, such as, for example, the Wallasey, *Daily Express*, or any Continental rally.

P. F. STEINER.

LONDON, N.W.6.

* * *

Vital Need for Victories

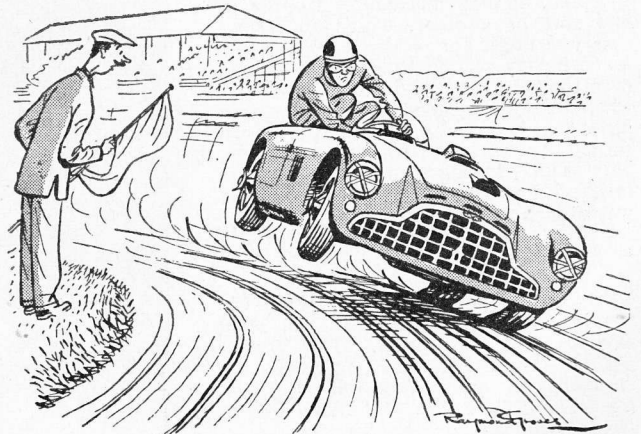
THE news that Mr. David Brown is to accompany the Aston Martin team to Florida for the Sebring 12-hour race is a sure indication that at least one manufacturer is awake to the importance of the vast American market.

The fact that some of our manufacturers are enjoying large dollar sales now does not mean these sales will last for ever. The impact of the Mercedes victory in Mexico cannot be measured yet, but now that the German home market appears to have taken all the production it can absorb at present, it can only mean a redoubling of the German assault on our hitherto safe markets.

Let no one doubt that Mercedes will come back with a rush the moment they feel it is time for another "demonstration". Le Mans is a magnificent test of any sports car, but who can afford to buy our products in Europe today, even if it was a free market?

Only a really all-out effort will be good enough to meet the growing challenge. Victory in the stock car class of the Pan-American race, say by a Mark VII Jaguar, would have an enormous effect. Remember also, that the "big Yanks" are

(Continued on page 278)



TOUGHEST-EVER YORKSHIRE RALLY

Winner Peter Bolton (Sunbeam-Talbot) Loses 1,732 Marks

THE Yorkshire Sports Car Club's Annual Rally, always a "no quarter" event, has not, for the past three years, required special tests to decide the winner. For 1953 the organizers declared their intention of discovering the best competitor on the road section alone, and deleted tests and special sections from the route card. Taking as many precautions as possible, a number of different routes were prepared to suit the vagaries of an English February. Around a framework of time controls and a 30 m.p.h. average could be built a number of different routes by the insertion of passage controls and the changing of the order of their visitation. Snow and ice had by 13th February blocked most northern main roads, to say nothing of lanes and byways. In consequence, the final route chosen was aptly named "Operation Snowplough".

Starting at Harrogate with 9 p.m. as zero hour, 68 out of 98 entrants set out into a cold, clear night; the remainder, one imagines, chose bed! The first control was situated at Glaisdale, and the apparent shortest route was through Pickering, but several competitors found to their cost that the road was blocked half-way to Whitby, which involved a detour around Scarborough. Three competitors only arrived on time; they had wisely taken the longer route via Thirsk, Stokesly and Guisborough. Next to Huggate, a village on the Yorkshire Wolds which could only be reached via Scarborough and Driffield. Peter Reece told your reporter that he only just managed to surmount a bad hill near Seamer, passing Jimmy Ray's Morgan and Burton's DB2, both of which were stuck.

Near here Donald Ackernley motored up a lane with great confidence whilst snow walls on either side got higher and higher; finally the track ended with a

★
DOWN TO IT:
The floor of the Harrogate Hotel is pressed into service for map reading at the start of the Yorkshire S.C.C.'s Annual Rally.



snow bank several feet higher than the car—and no place to turn! To crown this, three competitors in Vanguards, crediting Ackernley with local knowledge, had followed, sealing up all chance of exit; it was some hours later before the people concerned took further part in the rally!

The third control was at Wath, a tiny village near Pateley Bridge; here the Ripon road was closed and the only route was by way of Ripley. Competitors returned on the same through road to Harrogate to a passage control at Clap Gate, and then welcomed some easier stuff through Otley, Ilkley and Skipton to the time control at Broughton. Control No. 6 was at Buckden, which was approached by a single track cut through snow via Grassington and Kettlewell—which caused some disastrous results to timekeeping since competitors were also returning to Skipton on the same route.

Thwaite should have been the next control but this was deemed impossible to reach except by helicopter (though control marshal Maurice Wilde had, in fact, motored his large Bentley to Thwaite over some mysterious route of his own, arriving some four hours before the first man was due only to be

told by phone that the control had been cancelled); as drifting snow had blocked the rally route into the village, competitors were told to proceed to Croft Spa by any known route. Well-known rally drivers Reece and Scott got hopelessly bogged and lost further interest.

Throughout the early hours competitors battled through conditions akin to Napoleon's retreat from Moscow and the breakfast stop at Croft dragged on and on, the last man appearing at 2.38 p.m. Only 24 competitors were still pressing on at breakfast (lunch time), and it was decided to eliminate the major portion of the daytime route as reports coming in throughout the night announced roads blocked by snowfalls. The remainder set out on a shortened section back to Harrogate. Two more fell by the wayside, so when all were accounted for 22 game but tired drivers checked in at the final control. As the penalty for missing a control amounted to 1,000 marks, accountants were called in to arrive at a result...

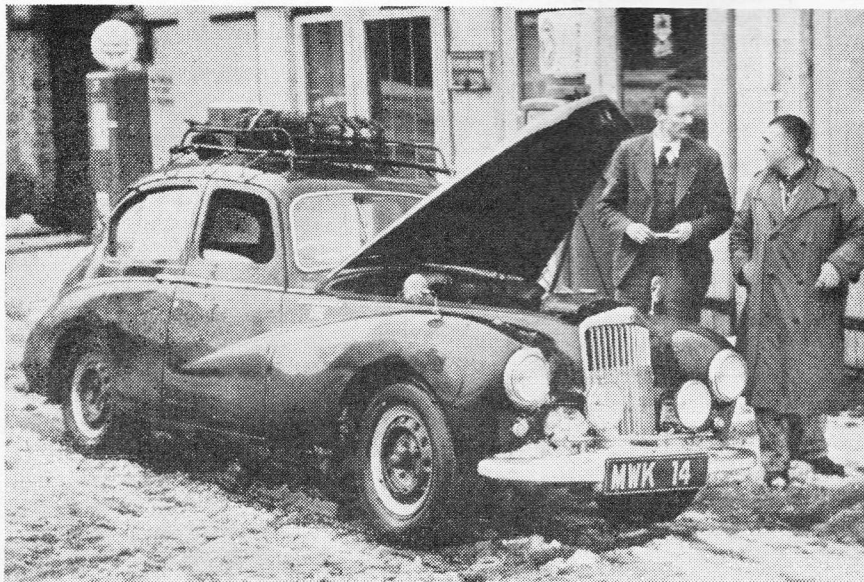
No praise is too great to describe the fortitude of marshals who had also battled through the blizzard to their posts and stuck there for hours after they had expected to leave. By siting all the controls at points where there was a telephone and by keeping a central office going all night at Harrogate, it was possible to keep all controls open until all competitors who had left the previous sector had been accounted for. Similarly, the two route changes found necessary whilst the event was in progress were managed without delay and fuss. Amazingly enough all the competitors who finished (and many who didn't) were full of praise for the best rally ever.

FRANCIS PENN.

PROVISIONAL RESULTS

Scarborough Trophy: P. R. Bolton (Sunbeam-Talbot), 1,732 marks lost; 2, H. C. Hobson (Austin), 2,108 (Special award, Class B); 3, S. G. Haitwaite (Dellow), 2,172 (E. S. Myers Cup);

(Continued overleaf)



CHECK-OVER: Peter Bolton, who won the premier award, carries out a routine inspection of his Sunbeam-Talbot at the breakfast control, Croft Spa. This car was driven by the American, John Fitch, in this year's Monte Carlo Rally.

Yorkshire Rally Results—continued

4, A. Stross (M.G.), 3,184 (Special award, second Class A).

First Class Awards: D. Howard (Morgan); C. W. Whiteley (Morgan); E. B. Wadsworth (Vanguard); M. B. Colbeck (Consul); T. C. Clapham (Javelin); A. J. Burton (Aston Martin); D. Butterwick (M.G.); S. Radbourne (M.G.); E. N. Lewis (M.G.); J. V. Armstrong (M.G.).

Special awards to Competitors who visited all controls: E. S. Sneath (Sunbeam-Talbot); W. Phillips (Ford Consul).

Novice Award: A. Birkett (Sunbeam-Talbot).

Team Award: H. C. Hobson, C. W. Whiteley and T. C. Clapham.

Navigators' Awards: A. Boote and J. M. Rycroft.

LIVERPOOL M.C. VALENTINE NAVIGATION RUN

CHILDWALL Abbey Hotel at 9 p.m. on 14th February was the scene of the start of the Liverpool Motor Club's navigation rally, where minutes earlier a route card, bearing map references only, had been handed to some 25 starters, all of whom were warned that difficulty might be experienced in finding the actual control point. The journey itself was of sixty miles duration and was expected to finish at the Royal Hotel, Hoylake, around one o'clock.

Control No. 1 was sited along the bank of the Mersey, near Hale, the marshal in charge (one Jackie Reece), being situated under a tree, had great fun in annoying local fishermen by emulating an owl. Here many competitors missed the turning and landed up in a tulip field—the club fear the worst and expensive repercussions are expected over this antic!

No. 2 was at the top of Helsby Hill, well-known Cheshire landmark, which could only be reached in time by use of the Runcorn Transporter bridge and as this has limited capacity and does not operate frequently, the dice was on! *Nota Bene*—who didn't pay? Here, well-known rally driver, Jerry Corlett, walked alone in a wood communing with nature for some twenty-five minutes ere he arrived at the control from the back end!

Control No. 3 was at Hatch Mere in Delamere Forest; on from here to Number 4, sited at Stoke. More trouble—the marshal was under a canal bridge which could only be reached by walking along a dark and narrow towpath.

Number 5 was at Burton Marsh where, luckily for all concerned, the tide was out; as it was, some unfortunates got bogged, before going on via Thurston Station to the finish.

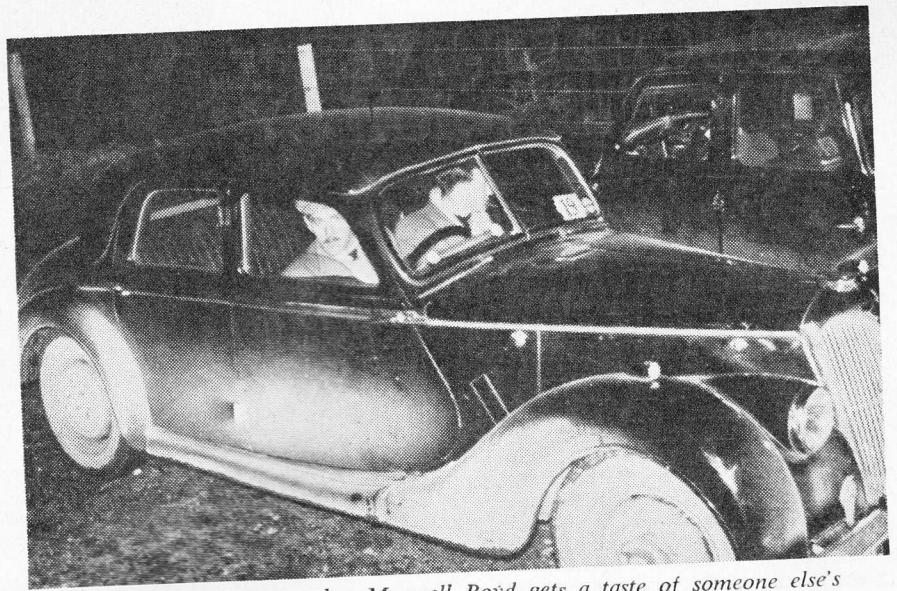
FRANCIS PENN.

RESULTS

Winner (Experts): H. Jacoby (Renault); **Winner (Novices):** G. Butler (Jowett Jupiter).

LANCS AND CHESHIRE C.C. "DERBYSHIRE"

HAROLD TRAFFORD, the Lancashire and Cheshire C.C.'s chief marshal for the "Derbyshire", would be pleased to hear from members of the club who are willing to marshal at this event on Sunday, 15th April. Telephone: Altrincham 332.



BITER BIT: Photographer Maxwell Boyd gets a taste of someone else's flashlight for a change, as he and Sandy Gordon (Riley 1 1/2-litre) check in at the Cut Control in the Dublin U.M.C. and L.C.C.'s Winter Rally.

DUBLIN WINTER RALLY

Bill Young (M.G.) Outright Winner—Henry Smith (Volkswagen) Runner-Up and Best Saloon Driver

THE Dublin University M.C. and L.C.C. took on a man-sized job in attempting to run a full-scale 200-mile rally between the hours of 2.30 and 9.30 p.m. as the route was to include many miles of second-class Irish mountain roads, six checks and four special tests. Starting from the Embankment Inn near Tallaght, Co. Dublin, the first section took competitors up into the Dublin mountains via Kilbride and Ballyknockan to Ballinagee Bridge where an acceleration-braking-tylon test was held. Bill Young was the quickest here in his M.G. TC in the open class, followed by Alec Malcolm (TC) and Noel Gleeson (TD), each 1 1/2 marks behind him. Of the saloons Norman Young (Hillman Minx) was best with Henry Smith (Porsche-engined Volkswagen) next.

At Glenmalur John Fitzgibbon (XK120 Jaguar), D. Fitzgibbon (Ford Custom V/8) and A. W. Bishop (Standard 12) were docked 10 marks for lateness; Eric Hamilton (Hillman Minx) and Harry Egan (M.G. 1 1/4) 60 marks and poor Johnnie Nicholson (Morris Minor) must have carried out a decoke job on the way for he lost no less than 210 marks here. Just beyond the control a second test included acceleration—reverse—acceleration manoeuvres using a fork road; Bill Young again made best time with Noel Gleeson again second.

At Nurney, only Alec Malcolm and W. J. Mullen (Triumph Mayflower) lost marks for lateness but Colm Hogan did not appear at all, the big-end bearings of his M.G. 1 1/4 saloon having given up the ghost at an early stage. Moving on to test three, we found the fastest performer to be Frank Bigger (M.G. TD), fresh back from the Monte Carlo Rally, in which he was co-driver in the successful Cecil Vard Jaguar. At this point it was fairly obvious that a man to watch

was S. H. Logan in his Morris Oxford who had lost a total of only 7 1/2 marks after this test.

At the Cut, M.G. Car Club secretary Sheila O'Clery, was ably coping with the control entirely on her own; the only late arrivals were D. Fitzgibbon in the Ford Custom (20 marks) and again poor Mullen in the Mayflower (30 marks). From the Cut the route continued along major roads at 28-40 m.p.h. average, to the Ballymore Eustace control via Clonaslee, Kildare, the famous Curragh, Kilcullen and Brannockstown. At this control the only man late was J. P. Ellison in his Vanguard. In the test immediately following, head and reversing lights were essentials and there was much acceleration and reversing to do around pylons, corners and a central triangle at a double fork.

So to Blessington and back across the Dublin and Wicklow mountains via Kilbride Sally Gap and Killough and down the new Long Hill to the finish control in Rocky Valley, the latter section at the reduced average speed of 26-35 m.p.h. However, many people found there was not overmuch time to spare on this last section, but only Dr. B. MacMahon's big 6/80 Wolseley and Burke's 1 1/4 M.G. were late.

H. A. O'BRIEN

RESULTS

Premier Award: A. L. Young (M.G. TC), 5 marks lost.

Class I (Closed Cars): 1, H. St. G. Smith (Volkswagen), 6 1/2; 2, S. H. M. Logan (Morris Oxford), 7 1/2; 3, N. R. Young (Hillman Minx), 21.

Class II (Open Cars): 1, A. L. Young (M.G. TC), 5; 2, N. Gleeson (M.G. TD), 7 1/2; 3, R. J. Nash (M.G. TD), 12 1/2.

Club Members' Award: H. St. G. Smith (Volkswagen).

TABLE OF COMPARATIVE VISCOSITIES				
Temperature	Viscosities in Redwood Seconds			
	S.A.E. 10 Engine Oil	S.A.E. 20 Engine Oil	S.A.E. 30 Engine Oil	Q·5500
0°F.	14,000	26,500	55,000	14,500
32°F.	2,100	4,000	7,250	2,600
70°F.	410	780	1,250	610
100°F.	170	290	440	260
140°F.	75	110	160	110
200°F.	42	50	60	55.5
210°F.	40.5	46.5	56	51.5



Top of your form - with Q·5500

Q.5500, at 32°F., is almost three times as fluid as other good oils. This eases the load on your battery, gives instant circulation throughout the lubrication system, and minimises the use of the choke. Its exceptional lubricating value ensures a long engine life.

At running temperatures (see 210°F. in the table) Q.5500 comes within the S.A.E. 30 viscosity classification.

Q·5500 gives these advantages—

EASIEST STARTING

and quick "get-away"

BETTER RUNNING - IN

to start a long, useful engine life;

MORE ENGINE POWER

with better hill-climbing;

a cleaner engine and

PETROL ECONOMY

16/4d. per gallon from bulk—17/10d. per gallon tin.
4/8d. per quart container.

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HAMMERSMITH · LONDON · W.6

Judicious use of modern additives makes Q.5500 the nearest approach, so far, to the ideal lubricant—one which changes as little as possible with effects of heat and length of use.

Q.5500 is not a cheap oil, but its cost is more than repaid by petrol saving and improved performance.

Q.5500 is the ultimate choice of the enthusiastic motorist who takes a pride in keeping his engine mechanically perfect.

Q·5500

SUPER LUBRICANT

Correspondence—continued

beginning to find their legs now, as witnessed by the splendid Lincoln 1-2-3-4 this year over a course that has been described as "murderous". Let's have an assurance now that our manufacturers intend to "have a go".

JOHN A. EVANS.

COVENTRY.

* * *

The Mercedes-Benz 300 SL

WITH reference to Mr. Harold Hunt's letter concerning the 300SL Mercedes-Benz, the manufacturers of this car never claimed the model as "a wonder car" either; in fact it is only a modified version of the moderately priced type 300 Mercedes-Benz family saloon. Despite this modest foundation, however, it managed fairly well at Le Mans, Mille Miglia and Mexico against the finest cars England, France, Italy, etc., could muster for these events.

As to Mr. Hunt's mention of "fantastic factory organization", the Mercedes factory was heavily bombed in the 1939-45 war, but the manufacturers have got down to it in a thorough way.

When the Mercedes formula cars appear, sparks will fly. Good luck to them.

P. J. MOYLETT.

SANDYCOVE, CO. DUBLIN.

* * *

Liked the Scottish Specials Article

MAY I say how much I enjoyed the recent article on Scottish specials, as I have seen most of those cars performing, and have puzzled over their origins.

When are you going to publish an article on Bugattis? I am sure that it would be very popular.

RICHARD H. ROBERTSON.

R.A.F., KINLOSS, MORAYSHIRE.

* * *

The 1,172 Formula

HAVING been jointly responsible for the introduction and wording of the 1,172 formula, may I reply to your correspondent H. Porteous, who complains that the "standard camshaft" clause will make it difficult for him to compete within and without the formula at any one meeting?

First, let us not lose sight of the purpose of the 750 Club's formula. It is to bring within the reach of a lower income group than was hitherto possible, motor racing against comparable opposition. The original 750 formula demands the use of parts which their manufacturers have now listed as obsolete, so that in some future time the 1,172 version will no doubt take its place. We have, in fact, created a workable system of cadet racing which has been the dream of various public spirited persons for many years.

Now a Ford 10 engine numbers amongst its many virtues a considerable margin of safety of its crankshaft assembly, in marked distinction to the Austin 7 unit, and for this reason it is eminently suitable for our purpose. But once start altering the camshaft then the big power increase will rapidly mop up that mechanical safety factor, so that the only alternative to a succession of total blow-ups becomes the construction of special cranks and rods. This was found in Ulster, where super-Fords abound. Either of these alternatives is likely to involve an expense out of proportion to the returns, and certainly greater than the capacity of the majority of the types now interested in the project. A further factor is that any way of establishing a well-defined power "ceiling" will tend to result in closer racing with a better spectacle value, and therefore in more invitations by promoters of race meetings. Anybody who witnessed the dull series of processions that were the 750 formula races of 1951 will appreciate this.

Also, a significant point about our formula is that the cars should also be suitable for road use, thus bringing in the one car man, and the unrestricted use of special cams would militate strongly against this.

Mr. Porteous is rather naughty in his implied criticism of the Eight Clubs handicapping. I happen to know that the strictest impartiality is observed, and in any case surely this series of meetings has been famous, even notorious, for the high quality of its handicapping. Just ask the Editor of AUTOSPORT what he thinks about it.

In reply to the jibe about an M.G. owner's nightmare, I have never experienced this, but will state the facts. Immediately after our publishing the proposed formula I was

approached severally by Buckler owner G. E. Tapp and by K. W. Howse, who has a 1,172 special, and they both pointed out the dire effects of the absence of the clause in question. I therefore recommended this amendment to be announced immediately and if I remember correctly it was agreed unanimously by the committee with the exception of one against and one abstaining. The former was marketing special Ford camshafts and the latter disapproved of the 1,172 formula anyway.

In conclusion, I think that Mr. Porteous is aiming rather high in hoping to compete in 1,500 c.c. capacity classes with a side-valve engine, however fantastic the valve timing, and whatever the capacity, particularly in this case where a substantial increase in inlet valve size is not feasible. I suggest that in spite of himself, he is better off with the formula as it stands.

HOLLAND BIRKETT.

FLEET, HANTS.

* * *

IF non-standard camshafts were allowed in the 1,172 Formula, it seems but a very short step to divided inlet ports or reversal of port function and even o.h.v. conversion.

Surely the whole essence of the 1,172 Formula is to provide a relatively cheap outlet for the impecunious enthusiast to display his tuning and driving ability. Special camshafts are not cheap by the time valves and/or tappets have also been modified.

For scratch races (the eight clubs do not use capacity classes in their scratch races), Mr. Porteous could consider lining down to 1,100 c.c. and if he is heavily handicapped he shouldn't drive so fast!

ECURIE ALDENTI.

CATERHAM, SURREY.

* * *

Brian Shawe-Taylor

I WAS extremely pleased to read in your columns (issue dated 13th February) of the activities of Brian Shawe-Taylor. It is many months since I have read of his progress but I hope we may take it from your news item that he is on the way to full recovery.

Those who were present will, I am sure, never forget his performance on that wet day at Boreham in August, 1951; it was worth a soaking to see it! Is it possible that we shall see him racing in the coming season? Whether we are to have that pleasure or not, best wishes to him for the future.

M. J. BROWN.

CHELMSFORD, ESSEX.

* * *

"Monte" Tailpiece

PROPOS J. A. Graham's letter about being forbidden to cheer the "Monte" competitors, I would like to make it quite clear that, although present, I had no hand in the order; it was my free afternoon and I was there with my wife and family.

Portetur ab alio hirneal

JOHN S. H. FRY.

ECCLEFECHAN, DUMFRIESSHIRE.

* * *

The Aero

I WAS most interested to see the photograph, on page 197 of a recent issue of AUTOSPORT, of an Aero car built in Czechoslovakia. I have an 18 h.p. saloon model of one of these cars in my possession, and it may be of interest to know that the specification is unusual as compared with more orthodox cars, the engine being a four-cylinder two-stroke, with front-wheel drive having independent suspension to all wheels. An inherent fault of these cars appears to be oil leakage from the front axle coupling.

Unfortunately, I have never been able to run my Aero due to the cylinder head being missing when I bought the car, and any information as to the possible whereabouts of a replacement would be most welcome, although the chances seem rather slim as this appears to be a very rare breed indeed.

W. F. WYATT.

ALCESTER, WARWICKS.

NEWS FROM THE CLUBS

By Wilson McComb

WHAT a pity the West Hants & Dorset C.C. had to cancel their "autocross" meeting last Sunday; the club displayed great initiative in planning this event, which aroused widespread interest, yet less than thirty entries were received. I suspect that the event fell between two stools; owners of fast cars considered them insufficiently robust for this type of competition, and trials types were shy of handling their contrivances at speed. And no wonder, when one considers the weight distribution of the average trials special.

With anti-freeze still bubbling around in the cooling system, it may seem a bit previous to talk about Easter, but the entry closing dates for two of the Easter "classics" will soon be upon us; tomorrow week (7th March) for the 1,000 Miles Circuit of Ireland, and Wednesday, 11th March, for the M.C.C.'s Land's End Trial. The Ulster A.C.'s event (the oldest rally in the British Isles, by the way) should make a greater appeal to small-saloon drivers this year, for instead of two closed classes there are now three—1,100 c.c., 2,000 c.c. and unlimited—in addition to the open-car class. Rather regretfully, I note that the two overnight stops will not be in the small, friendly town of Killarney, but in the city of Cork.

750 CLUB "ANNUAL"

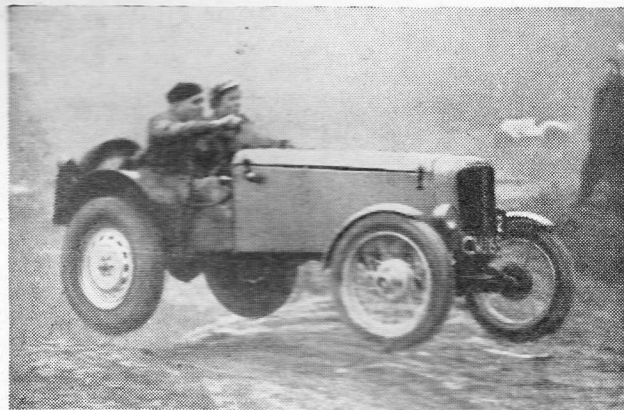
ON 11th February, the Porchester Hall was crowded to capacity for the annual dance of the increasingly popular 750 Club. Ken Bickle and Ken Welfare appeared to be mainly responsible for the arrangements. After the prize giving by the Editor of AUTOSPORT, Mrs. Welfare was presented with a bouquet as a tribute to her organizational work. Mrs. Holland Birkett presented a winner's laurel wreath to R. H. Grimsley when he went up to accept the most important of the large number of 750 c.c. trophies on view. A nice gesture was the appearance of almost full teams, to receive their awards for the well-supported Relay Team Race won by the Singer O.C.

The "750" goes from strength to strength, and already membership is shooting up to the 500 mark.

RHYL AND DISTRICT M.C. DINNER

ONE hundred and thirty members and friends sat down to the annual dinner of the Rhyl and D.M.C. on Friday, 13th February, at the Marine Hydro Hotel, Rhyl. This dinner preceded the annual dance and prize giving, under the able guidance of the Chairman, Mr. J. Chilwell Davies, and the members of the Ladies' Committee, headed by Mrs. J. Chilwell Davies. The evening was an outstanding success, and the attendance limited only by the capacity of the hotel. The prizes were distributed by the Chairman of the Urban District Council, Mr. Norman Jones, J.P.

★
WAIT FOR IT: This is the sort of brutal treatment handed out to long-suffering vehicles in the "autocross" type of event.



★ COVENTRY AND WARWICKS M.C. TRIAL

THE Coventry and Warwicks M.C.'s Coventry Evening Telegraph Cup Trial was held on Sunday, 15th February, in the morning. The course covered 30 miles of roads in normal use and cunningly devised regularity and time tests enabled the winner to be found on the road section. Although specials had an advantage in the tests, it was possible for the standard production car to gain an award. There were 17 saloon and 16 open cars entered.

RESULTS

"Coventry Evening Telegraph" Cup: B. March (750 Austin), 23 marks lost.

Ladies' Award: Mrs. D. Osborn (H.R.G.), 58.

1st Class Awards, Open: J. C. Winby (M.G. TD), H. R. Harper (P-type M.G.), G. March (Morris Spl.).

1st Class Awards, Closed: J. Horobin (1½ Riley), D. Underwood (Aero Minx), R. Hunter (Standard Vanguard).

2nd Class Awards, Open: A. J. Hammersley (Ford Spl.), G. A. Lewis (Dellow), G. M. Sharp (Dellow).

2nd Class Awards, Closed: P. D. Hinder (Morris 8), R. B. Wickenden (1,500 Singer), S. Ray (Morris Oxford).

★ CEMIAN M.C. "TREASURE POST"

FOR their first event of the season the Cemian M.C. held a social run entitled "Treasure Post". Competitors, who started from The Crooked Billet, Iver Heath, were each given a copy of the instructions and a sheet containing clues as to the location of nine signposts. These clues were a copy of the directions and distances as shown on the posts. From these, competitors were required to locate the posts, give an exact grid reference and find "treasure" hidden there. In case of ties there was a special test which required competitors to wait astride a line, "estimate" one minute and then move off.

The run was held in glorious weather though there was quite a lot of snow on the by-roads. The finish was at the Riviera Hotel, Maidenhead, where tea was provided. Afterwards it was announced that the winner was K. Lofts (Austin A40) and the runner-up R. Smith. From the results it was found that quite a few people were unable to give correct grid references, whilst nobody was able to estimate one minute exactly.

The next Cemian event will be the Chiltern Cup Rally, starting from the Middlesex Arms, Barnet By-pass, on the morning of Sunday, 22nd March. This event will consist of a long road section finishing with driving tests. Further details will be announced later.

★ SUNBAC'S COLMORE TROPHY CAR TRIAL

SATURDAY, 7th March, is entry closing date for Sunbac's Colmore Trophy Car Trial, to which are invited the Bristol M.C. and L.C.C., Cheltenham M.C., W. Hants and Dorset C.C., Leicester C.C., Sheffield and Hallamshire M.C., London M.C., and Lincs and Cheshire M.C.—and, of course, 1953 Trials Championship wallahs. The Secretary of the Meeting is Jack Woodhouse, 106 Jockey Road, Sutton Coldfield. A 50-mile course in Warwickshire and Gloucestershire has been planned, starting at 9.30 a.m. on Saturday, 21st March, from Shipston-on-Stour, 30 miles south of Stratford-on-Avon on A.34.

★ M.C.C.'s FIRST 1953 RUN

THE Mylett Arms, Western Avenue, Greenford, will be the starting point of the Motor Cycling Club's opening run for 1953, which will commence at 2 p.m. on Sunday, 8th March. A simple treasure hunt has been planned, suitable for all types of vehicle and finishing with tea, a film show and dinner/dance at "The Bellhouse", Beaconsfield. Those who wish to take part in the run should bring Sheet 160, one-inch Ordnance survey. Entry forms must reach Major R. Marians, O.B.E., 26 St. John's Wood Terrace, London, N.W.8, by Tuesday, 3rd March.

★ FROM BOREHAM TO SNETTERTON

HAVING lost the use of Boreham, the West Essex C.C. have arranged for their 1953 race meetings to be staged at Snetterton, near Thetford, Norfolk. Dates are: 12th April, Speed Trial, changed from kilometre to half-mile, and from National to Closed Invitation. 30th May, Race Meeting (Racing and Sports), changed from International to National. 27th June, Race Meeting (C.I.), including the Tim Birkin Memorial Trophy and Bill Lyons Jaguar XK 120 Race. 1st August, Closed Race Meeting. 17th October, Race meeting, changed from Closed to Closed Invitation.

COMISH HUNTER OFF TO SOUTH AFRICA

THE Scottish Motor Racing Club are organizing a farewell dinner/dance in honour of Comish R. Hunter, who is leaving Scotland in April to take up an appointment in South Africa. For the present the date has been fixed as 26th March and the function will take place in the Royal British Hotel, Edinburgh. The tickets, priced approximately £1 1s., will be available later from E. B. Gange, 34 Castle Street, Edinburgh, and the S.M.R.C. directors have circularized the Scottish clubs about the occasion.

There will also be the opportunity to contribute to a fund with which to purchase a farewell gift and we have no doubt that there are friends and admirers in England as well as Scotland who will be anxious to subscribe, for Comish is known and liked by everyone he has come in contact with. Contributions will be received and acknowledged by E. B. Gange, at the address given.

M.C.C.'s LAND'S END TRIAL

MOTOR-CYCLING Club members are reminded that Wednesday, 11th March, is entry closing date for the 33rd Land's End Trial; the General Secretary is J. A. Masters, 76 Kinnerton Street, Knightsbridge, S.W.1. Vehicles barred from the car class are jeeps and other four-wheel-drive machines. There will be three starting points, at London, Kenilworth and Launceston, the standard starting time being 8.0 p.m. on Friday, 3rd April. Observed sections will include Beggars' Roost, Darracott, Hustyn and Bluehills Mine.

SCOTTISH BENTLEY RALLY

THE Bentley Drivers Club now have a Scottish section and are organizing a rally on 8th March. The event is for Bentleys only and, being the first in Scotland, will be of a simple and friendly nature. For those interested in the club or the event, a note to J. O. Grieve, 10 North St. David Street, Edinburgh, 2, will bring all the necessary information.

EAST ANGLIAN TREASURE HUNT

ON Sunday, 15th February, a most successful treasure hunt was organized by A. C. Westwood and Miss I. Collins of the East Anglian M.C. The items to be gathered varied from a dead mouse (Junior's recently acquired white mice were guarded by Mother!), a ladybird, gas in a bottle, holly with berries, a "pit and pile" (very rare, yet stupidly enough we all have one), snowdrops and two worms, which had to be over four inches long. A good deal of excavation was done in search of the latter, the cold weather having driven the beasts underground.

As well as collecting the various items, a very pleasant run of 30 miles had been worked out and in order to have one's offerings even considered, it was necessary to have filled in correctly the answers to certain questions; the only method of finding the answers was by visiting the specified spots. The total time allowed was 2½ hours.

R. B. H. Goddard is to be congratulated on arriving at The Bull, Halstead,

with all the specified items and thus winning the event. Three entrants tied for second place but in the event of a tie the size of the bunch of snowdrops was taken into account, the final placing being Mrs. M. E. King, J. Cousins and A. E. Turner.

CHILTERN C.C. COMMITTEE CUP

THE Chiltern C.C.'s Committee Cup Competition (*such* alliteration!), which starts near Chesham on Sunday, 1st March, and finishes with tea at Beaconsfield, will consist of simple tests, navigation, and one or two hills. Regs. from G. E. Gates, "Chalfonts", Longfield Drive, Amersham.

A.C.O.C.'s DINNER/DANCE

ALMOST a hundred members and guests attended the A.C. Owners' Club's third annual dinner, dance and award distribution at the Rembrandt, South Kensington, on 14th February. The awards were handed over by John A. Cooper. The toast "The Club" was nimbly and amusingly proposed by Inspector F. R. Priestley, Senior Instructor of the Essex Police Advanced Wing Driving School, and responded to by the Chairman, George Grigs. During dinner a raffle was held, over £7 being raised for the Club's Flood Relief Fund.

M.G.C.C. (S.E. CENTRE) FILM SHOW

THE M.G.C.C. (S.E. Centre) Chilterns Trial is the subject of a film show to be held on Friday, 13th March. Those who wish to attend should contact Keith Hale, Box 1250, Dorland Advertising Ltd., 18/20 Regent Street, S.W.1.

E.C.M.C. ANNUAL GENERAL MEETING

THE A.G.M. of the Eastern Counties Motor Club Ltd. was held at the Red Lion, Martlesham, on 21st January. The reports of the Secretary and Treasurer showed that the events of the past season had been most successful, covering practically all phases of motor sport, including a very well attended Closed Invitation Race Meeting at Snetterton and a satisfying Felixstowe Rally. Finances had suffered by the transformation into a limited company, but were by no means desperate.

Officials elected for the ensuing year are: *Chairman*, J. Coe; *Vice-Chairman*, J. W. N. Bunbury; *Competition Secretary*, H. F. Murland; *Treasurer*, C. M. S. Abott, and *General Secretary*, N. G. Perkins, 1 Lattice Avenue, Ipswich. The next event on the club calendar is to be the "Experts' and Novices'" Touring Trial, starting at 2.30 p.m. from Ipswich on 28th February.

LONDON M.C. COVENTRY CUP TRIAL

ENTRY closing date for the London M.C.'s Coventry Cup Trial is Monday, 2nd March, and they should be sent to D. W. Price, Braemar Works, Neasden Lane, N.W.10. Competitors will be divided into two classes, representing those cars conforming to the 1949 formula, and those to the 1953 regulations. The 25-mile route, starting from the Spring Tavern at the bottom of Wrotham Hill at 10.30 a.m. on Sunday, 8th March, lies in the Pilgrims Way area, not Hindhead as in previous years.

"AUTOSPORT" DIRECTORY OF THE CLUBS—35

The Cranleigh and District Motor Cycle and Car Club



(Founded 1949)

Acting President: F. Butcher, M.I.M.I.

Vice-Presidents: Noel B. Pope; Dan Clare; E. J. Frend.

Open to: Those interested in motor sport—admission subject to approval by Committee.

Clubs for: Sporting and social events.

Headquarters: The Three Compasses, Alfold, Surrey.

Meetings: Alternate Friday evenings.

Bulletin: News Sheet published by G. Howard, Clock House, High Street, Cranleigh.

Whether associated with R.A.C.: No (Recognized by R.A.C. and affiliated to A.C.U.).

Approximate Membership: 200.

Annual Subscription and Entry Fee: No entry fee.

Annual Subscription:

Car, motor-cycle and non-vehicle owning members, 10s.

Lady members, 8s. 6d.

Hon. Secretary: A. T. Leighfield, Cornerfield, St. Nicholas Avenue, Cranleigh, Surrey.

AUTOCROSS CANCELLATION—AN APOLOGY

THE West Hants and Dorset C.C. wish to apologize to all those who came to watch their Autocross meeting last Sunday, only to find that it had been cancelled. R. R. Mountford, the club's competition secretary, states that the closing date for entries was too near that of the meeting to allow full notification of the Press when it was decided to cancel the event.

HANTS AND BERKS M.C.'s BLACKWATER TRIAL

REGS. are now available from Charles Bulmer, Technical Staff Mess, R.A.F. Farnborough, Hants, for the Hants and Berks M.C.'s Blackwater Trial, which starts from the New Inn, Eversley, at 12.30 p.m. on Sunday, 8th March. The event is suitable for standard cars, or specials driven by novices.

WOLSELEY HORNET SPECIAL OWNERS' CLUB EXPANDS

A FURTHER area of the Wolseley Hornet Special Owners' Club has now been formed in Newcastle-on-Tyne, and commencing on Wednesday, 4th March, will be holding a regular Noggin and Natter on the first Wednesday of every month, at the "Corner House Hotel", High Heaton, Newcastle, starting at 8.0 p.m. The Northern Area secretary is W. Rouse, 3 The Bungalows, Brunton Road, Kenton Bank Foot, Newcastle-on-Tyne. The London area Noggin and Natter still takes place at the "Derby Arms", Upper Richmond Road, Sheen, London, S.W.14, at 7.30 p.m., the London Area secretary being A. H. Davies-Holmes, 39 Norton Road, Wembley, Middlesex (Tel. No.: 4507).

The Midland Area are meeting on the second Thursday in every month at the "Royal Oak", Stratford Road, Hockley Heath, Birmingham, at 7.30 p.m., the area secretary being J. R. Allen, 5 Hunton Hill, Erdington, Birmingham, 23. Club H.Q. still remains the responsibility of J. L. McArthur, 3 The Bungalows, Hook Road, Ampfield, near Romsey, Hants. The results of the London Area Treasure Hunt, held on 15th February, were: 1, A. J. Davis; 2, C. P. Eve; 3, T. Ashworth.

BOLTON-LE-MOORS C.C. RALLY DRIVING TESTS

MEMBERS of the Bolton-le-Moors C.C., Lancs & Ches. C.C., Yorks S.C.C., Yorkshire Centre, B.A.R.C., Blackpool & Fylde M.C., Lancs A.C., N.W. Centre, M.G.C.C., and Manchester Univ. M.C. are reminded that entries for the Bolton-le-Moors M.C.'s third annual Rally Driving Tests should reach H. Whalley, 101 Blackburn Road, Darwen, Lancs, by Saturday, 7th March, at the very latest. The event will take place in Blackpool on Sunday, 15th March, starting at 12 noon.

PUBLIC SCHOOLS' FILM SHOW

TONIGHT at 7.30 p.m. the Public Schools' M.C. will hold a film show at the Three Arts Club, 90 Cumberland Place, London, W.1. All who are interested in motoring, whether technically inclined or not, are welcome to attend.

BATTERY BARBERISM: Mike Wilson plugs in for a quick shave early in the morning at the Croft Spa breakfast control, during the Yorkshire S.C.C.'s Winter Rally.



NEWRY NIGHT TRIAL

THE Newry and D.M.C. held a night driveability trial last Wednesday starting from Downshire Road, Newry, and ending at "The Shambles", Cathedral Street, Armagh. The course was 40 miles in length, and there was an entry of 17, the only non-starter being W. T. Todd (Dellow).

Driving out of Newry the field found themselves going south, then south-west towards Forkhill, using their maps all the way. Test I soon loomed up out of the night. It was rather simple looking; two sets of lines on the road, about ten yards apart. The trick was to get off the first line, then in between the second pair, switch off, and coast backwards to stop between the original pair of lines. Only two people were penalized here, A. Hutchinson (Wolseley 8) and J. A. Hyde (Ford Consul). M. Whitten (Austin A70) failed to complete the test and was given twice the best time of 11.4 secs., put up by W. McDonagh (Richford). J. H. Shiells (Vanguard), was next best with 12.2 seconds.

After this test the course left the main roads for some very interesting lanes and side roads. While charging down a narrow lane Andy Hutchinson was "taken on" by a very fleet rabbit which led his Wolseley 8 and this writer's Ford 8 for almost a mile at a steady 35-40 m.p.h. Bugs Bunny gave up at a cross-roads and went round to the left, still at full bore.

Test 2 turned out to be a "cross-roads" in which W. McDonagh again set the best time with 11.8 secs., and A. McAnerney (Sunbeam-Talbot) came in with 12.8 secs. Five penalties were handed out here, the most notable being to R. C. McKinney (Dellow). The club's hon. secretary, Cecil Atkinson, was installed in the back of a Zephyr driven by his wife Eileen, who also collected a penalty here. This, it turned out, was his night off, and he seemed to be having a wonderful time.

The last section was the most interesting—cars were speeding all over the countryside and haring up lanes to end up at "The Shambles" for the last test. This was viewed by dozens of citizens of Armagh City with great interest and

consisted of a garaging test. Andy Hutchinson in the Wolseley 8 (what has he done to that car?) turned in a very nice 22.4 secs. for the best time, followed by 23 secs. from W. McDonagh.

LOUIS MORRISON JNR.

RESULTS

First: W. McDonagh (Richford) 46.2 marks lost; **Second:** A. McAnerney (Sunbeam-Talbot) 49.0; **Third:** A. Hutchinson (Wolseley 8) 54.4; **Fourth:** G. A. N. Savage (Ford Pilot) and M. Glover (Sunbeam-Talbot) 57.6. **Navigators' Award:** Thomas Glenn.

KENTISH BORDER C.C. DINNER/DANCE

JUST over 130 members and guests attended the Kentish Border C.C.'s annual dinner/dance and prize distribution at Chiesman's Restaurant, Lewisham, on Friday, 20th February. After an excellent dinner, the toast of "The Queen" was proposed by the club's President, Sydney Allard, and that of "The President" by K. R. W. Shackel. In replying, Sydney Allard told some amusing stories of his exploits when hunting butterflies on the way back from the 1952 Monte Carlo Rally. E. W. Vero proposed "The Club and Officers", and T. H. Day replied. To the toast of "The Ladies and Visitors", proposed by S. E. H. Bowyer, a witty reply was made by J. S. Massey, editor-in-chief of the *Kentish Times*. The meal was followed by dancing, and the presentation of awards by Mrs. Sydney Allard.

WELSH COUNTIES CORONATION RALLY

ON 29th/30th May the Welsh Counties C.C. intend to hold a Coronation Rally, with the assistance of the Barry C.C. About three to four hundred miles in length, the Rally will be planned with the intention of finding a winner on the road section; the event will start from Barry at approximately 5.30 p.m. Further details will be announced when the Rally Committee's arrangements are complete.

RILEYS RALLY TO WOODCOTE

A. E. Williamson (2½-Litre) Makes Best Performance

D. F. H. Wood (1923 10.8 h.p.) Wins Open-car Award

THE record entry of 75 was received for the Riley M.C.'s (London Centre) thirteenth Winter Rally, which covered a 42-mile route from Ashted, Surrey, to the R.A.C.'s country clubhouse at Woodcote Park, near Epsom. A. E. Williamson (1948 2½-litre) made the best performance irrespective of handicap, and gained the closed-car award, while D. F. H. Wood's fine old 1923 10.8 h.p. model won the open award; he gained enough bonus marks to finish with a "plus" marking, but having taken the open award had to relinquish the "age formula" prize to K. M. Banks (1930 "Nine").

Sixty-nine starters left Ashted on Saturday, 21st February, with printed route cards, to make their way to the first test on the Leatherhead By-pass; here the Monte Carlo "see-saw" had been set out on a slight up-grade, and of the early numbers A. P. Warren (1952 2½-litre) showed up well with 15.2 secs., leaving a good deal of rubber behind. A few yards away was situated the second test, a tight "crossroads" on muddy ground at the roadside. As the day wore on, the surface became more and more glutinous until, for the late numbers, this test constituted almost an observed section.

A longer section followed, through Great Bookham and Effingham to a reversing and a braking test. The route then led by way of Abinger Hammer and Ewhurst to Leith Hill for a triple restart. A particularly good test was held on a steep double hairpin at White Downs, involving a long reverse which worried the less experienced considerably. Real "hill-climb" tactics were employed by the faster men, and once again tyres took a lot of punishment.

Two more tests near Ranmore Common, a coasting/reverse and a fast/slow, brought the road section to a close, as competitors returned through Leatherhead to Woodcote Park for a time check

★
P R E - W A R :
Squadron Leader
Tony Evenett ploughs
through the mud of
Test 2 in his 1930
Riley "Nine" Tourer.

★

and the final test. It was unfortunate that the organization broke down at this stage, so that the first two or three competitors arrived at the finish to find no marshals on duty, and a delay ensued whilst the final test was set out. This was a simple manoeuvrability-cum-braking and acceleration affair, which certainly demonstrated the efficiency of modern braking systems compared with earlier types. The rally concluded with a banquet in the R.A.C. clubhouse, after which the results were announced.

F. W. McC.

RESULTS

Open Car Award: D. F. H. Wood (1923 10.8 h.p.).

Closed Car Award: A. E. Williamson (1948 2½-litre).

Ladies' Award: Mrs. O. Johnson (1949 1½-litre).

Novice Award: H. J. Sandle (1950 1½-litre).

"Age Formula" Prize: K. M. Banks (1930 "Nine").

First Class Awards: A. P. Warren (2½), J. Williamson (1½), W. M. B. Smith (2½),

C. A. Pike (2½), G. Gelberg (2½), G. J. Hadley (1½), F. T. G. Gibson (1936 12 h.p.), E. Haigh (1935 12 h.p.), N. P. Watts (1932 12/6), J. K. Evans (1½), H. S. M. Wilkinson (1½), Dr. D. A. N. Drury (1938 16 h.p.), T. E. L. Blasby (2½) and V. H. Tuson (2½).

General Classification: 1, A. E. Williamson; 2, H. J. Sandle; 3, A. P. Warren.

CAMBRIDGE SPEED TRIALS POSTPONED

THE Cambridge U.A.C.'s Speed Trials, which were to be held at Gransden Lodge on Sunday, 1st March, have been postponed until the following Sunday, 8th March, and will be held at Bedwell Hay. Regs. are now available from A. G. W. Hutton, 17 Bodolph Lane, Cambridge, and entries will be accepted up to the starting time. The event is a closed meeting for sports cars and racing cars of unlimited capacity, and will be preceded by the club's annual dinner on 7th March.

FALKIRK AND D.M.C. RALLY

CLUBS invited to the Falkirk and D.M.C.'s two-day Rally on 7th/8th March are the M.G.C.C. (Scottish Centre), Lothian C.C., Riley M.C. (Scottish Lowland Centre), Scottish S.C.C., Aberdeen and D.M.C. and Lanarkshire M.C. Entry closing date is Monday, 2nd March, and the event will start from Falkirk Ice Rink Car Park at 2.30 p.m. on Saturday, 7th March.

Volunteers for marshalling will be welcomed, and should report to the Argyle Rooms, Falkirk, at 7.30 p.m. on Tuesday, 3rd March.

POST-WAR: Mrs. O. Johnson, seen here at the final test in the grounds of the R.A.C.'s Country Club, Woodcote Park, won the Ladies' Award with her 1949 1½-litre saloon.



WINDSOR CAR CLUB TOURING TRIAL

ON Sunday, 15th February, the Windsor C.C. held their first annual Winter Touring Trial. Starting from a service road on the Bath Road at Langley, the first competitor left at 11 a.m.

The course, which was about 100 miles long, mostly over secondary roads, finished at Marlow. The event was divided into five sections, the first leg of which was a regularity run, the entrant setting his own average speed. The second section required competitors to drive to a map reference at a given time at an average speed not exceeding 27 m.p.h. In the third section the average speed was set by a marshal, and had to be maintained to a map reference; a secret check was included. The next was a set route at a speed equal to that of the first section, and the last lap involved finding the shortest way back to the finish, the mileometer reading having been taken at the previous control. At the lunch-stop after the third section a pit-stop was arranged in the form of a questionnaire.

In many places the roads were made more exciting by snow and ice, coupled with a dry and crisp atmosphere. The ups and downs of the course took many competitors by surprise, in particular a Standard Vanguard driver. On approaching the brow of a hill, at speed, he found himself looking across a valley with a rapidly descending ice-covered road to the bottom; his attempts to slow down caused a complete reversal of his car, which was only stopped by ramming a snowdrift. Whilst negotiating a ford, a

Morgan Plus-four stalled, with water swirling up over the floorboards. The car was wound out on the starting handle. The silence of the late afternoon was disturbed by the faint sounds of an Alvis and a Vauxhall blazing their own trail through a forest, in an attempt to find the shortest route to the marshal.

A competing Morris was observed shedding a wheel disc. As the owner stopped to retrieve it, a second Morris owner, a non-competitor, suddenly appeared, grabbed the disc, and much to the dismay of the member, disappeared with alacrity! Not far away, a competitor, climbing an icy hill, was rather surprised to see a big Wolseley overtake him, but in an adjacent potato field! The same Wolseley later slid into a ditch, and after herculean attempts to extract it, the car was smartly reversed into another ditch.

After a weary but very enjoyable day's motoring, competitors met for tea at the George and Dragon, Marlow, where the provisional results were announced.

PROVISIONAL RESULTS

1, T. Hesketh (Alvis 12/50), navigator, A. Rising; 2, J. White (Volkswagen), navigator, G. Jones; 3, J. M. Davis (Wolseley), navigators J. Bell and P. Abbot.

750 M.C. FUNCTIONS

MONDAY, 2nd March, is the date of the 750 M.C.'s A.G.M., and the venue the Abbey Hotel, Stonebridge Park, at 8.0 p.m. As reported elsewhere, there was an attendance of 400 at the Annual Dance in the Porchester Hall. Future

plans include a point-to-point in the Wrotham area in early April and a Day Navigation event on 17th May. Further details from Ken Welfare, 56 Harrow Road, Bedfont, Middlesex.

POMEROY MEMORIAL TROPHY COMPETITION

REGS. are now available for the Vintage S.C.C.'s Pomeroy Memorial Trophy Competition on 28/29th March. The entry closing date is Monday, 16th March, and the secretary of the meeting, T. W. Carson, Brook Cottage, Bishops Green, near Newbury, Berks. At 12 noon on the Saturday, the event will commence with tests (including a One Hour High-Speed Reliability Run) on the Silverstone circuit; this will be followed by two road sections, the first from Silverstone to Cheltenham, and the second embracing a circular route from Cheltenham on the Sunday morning. There are general, Vintage and Edwardian classes, but all cars taking part must be of more than 2-litres capacity.

ANOTHER ANNECY TRIAL

FOLLOWING the success of last year's French Sporting Trial the event will be repeated at Anancy on 21st June, the week-end after Le Mans. As before, the trial will be in the capable hands of the London M.C. and M. Marcel Becquart of the A.C. de Mont Blanc. Would-be competitors should write to F. Dennis Dent, 28 Alexander Avenue, N.W.10.

More News from the Clubs on page 285

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Readers are reminded that AUTOSPORT can accept orders for binding copies of Vols. 1, 2 and 3 at 15/- per volume, but it is regretted that the index for Vol. 1 is now out of print and cannot be supplied. Orders for binding Vol. 4 can also be taken at 17/6d. per volume.

A few already bound Volumes 3 and 4 are available at £2 15s. and £2 17s. 6d. respectively. Already bound Vol. 5 will be available in a few weeks' time, price £2 17s. 6d.

Special Notice

Readers are asked to note that as from 2nd March 1953 the cost of binding their own copies of AUTOSPORT Vol. 1, 2 and 3 will be increased to 17/6d. per volume.

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News from the Clubs—continued

PETERBOROUGH M.C. DONATIONS

At a general committee meeting of the Peterborough M.C. on Wednesday, 18th February, it was decided to send a donation of £10 to the Flood and Tempest Relief Fund, and £8 to AUTOSPORT's Dutch Flood Relief Fund, these amounts representing the profit on the club's dinner/dance on 5th February.

Next event for club members will be a treasure hunt on Sunday, 8th March, followed by a film show at Werrington on 16th March. The Vigzol Cup and Huggins Trophy driving tests, for ladies only, take place on 14th June.

PRACTICE MEETING AT CASTLE COMBE

ON Saturday, 21st March, the Castle Combe circuit will be available for practice and testing between the hours of 10 a.m. and 4 p.m., according to an announcement from the Bristol M.C. and L.C.C. Competition licences and crash hats are *de rigueur*, and a charge of £1 per vehicle will be made.

TRICKY NAVIGATION FOR EASTERN COUNTIES M.C.

THE Eastern Counties M.C.'s Touring Trial on Saturday, 21st February, originally planned as the usual Spring Touring Trial, became, this year, a double meeting. By way of encouragement, separate sections had been set aside for novices so that while the experts were being confronted with map references, unknown distances and difficult averages, the novices were proceeding along a fairly easy route to control points. At these controls the experts' routes joined up and it must have been very comforting for the beginners to find how many old-stagers were going astray.

A joint route out of Ipswich led to a control near Coddendam, where the two classes went their separate ways to meet again at Brettenham. The more difficult section was set in the form of an average speed test with just sufficient map references to ensure one specific route being followed. The location of controls and all distances were not given. In the Brettenham area competitors had to circumnavigate an area defined by four map references and were penalized for entering it. As some of the possible roads on the shortest route just touched the area, it required accurate map-reading to decide whether a road was within bounds or not. C. M. S. Abbott (Paramount) decided if he kept well over to the left-hand side of a road he would not be penalized. He was wrong. . . .

After an hour's break for tea at Long Melford, the two classes set off on their return trip to the Red Lion at Martlesham. Both were now attempting more difficult instructions and although the novices coped with their problems extremely well, the experts found that theirs were much too difficult to solve. Only one competitor found the control near Stowmarket, others were lagging behind their schedules and a few were quite definitely lost. Harry Bumpstead (Hudson), who had put up the best show during the afternoon by losing only two marks, now suffered calamities in the shape of a slow puncture and a leaking cylinder head gasket. He pressed on and did eventually finish.

COMING ATTRACTIONS

February 27th. International Motor Show, Copenhagen.

February 28th. West Essex C.C. First "Moonlight" Rally. Start, The Three Jolly Wheelers, Woodford Bridge, Essex.

North of Ireland M.C. Inter-club Trial, Londonderry, N.I.
Leinster M.C. Lincoln Cup Trial, Eire.

February 28th/March 1st. Rhyl and D.M.C. Braid Trophy Rally. Start, Braid's Garage, Colwyn, 9 p.m.

March 1st. C.S.M.A. Reliance Trial. Shenstone & D.C.C. Trial, Staffs. Thames Estuary A.C. Second Anniversary Rally. Start, Queen's Hotel, Westcliff-on-Sea, 10.30 a.m.

Chiltern C.C. Annual Committee Cup Comp. Start, Chesham.

Alvis O.C. (Scot.) Rally.

Liverpool M.C. Jeans Gold Cup Trial. Start, Egerton Arms, Broxton, Cheshire, 11 a.m.

Furness & D.M.C. Charles Kendall Navigational Trial. Start, The Gill, Ulverston, 11.30 a.m.

Horsham & D.M.C. & L.C.C. Trial, Nr. Horsham.

Caerns & Anglesey M.C. Trial, N. Wales.

West of England M.C. Spring Car Trial, Tiverton, Devon.

Manchester U.M.C. Yorkshire Rally. Start, The Medical School, 10 a.m.

BMW Club Inaugural Rally, The Bull's Head, Aylesbury, Bucks., 3 p.m.

The last stage proved to be the complete undoing of all. Inside 25 miles, 14 map references were given, each with one figure missing, and competitors proceeded from one point to another by collecting the missing figures at each point in turn. As a time check was introduced as well, the route was through lanes one and a half cars wide, and an average speed of 27 m.p.h. had been set, it was to the great credit of J. N. Abbott that he dropped only five minutes over the section. This section really did sort out the good from the less fortunate and only three cars finished at the Red Lion control within the allowance of 30 minutes' lateness.

Although the organizers had over-estimated the ability of competitors to some extent, it proved to be a most enjoyable meeting and after all, one can only learn by attempting the difficult. The winning teams are to be congratulated on surviving the trial.

RESULTS

Experts: 1, J. N. Abbott (Riley Lynx), navigator H. F. Murland, 274 marks lost; 2, D. J. Morley (Austin A90) (G. Morley), 290; 3, L. J. Coe (Riley V8) (I. Girling), 338.

Novices: 1, Sir C. Bunbury, Bt. (Austin A40) (J. W. N. Bunbury), 16 marks lost; 2, Mrs. D. Burrell (Hillman Minx) (D. Burrell), 16; 3, E. H. Cutting (M.G.) (I. French), 106.

THE JACOBAN TROPHY TRIAL

HELD in the Hertford-Ware district of Herts, the North London Enthusiasts C.C. Jacobean Trophy Trial on Sunday last, 22nd February, was won by M. Cannon with his 1,172 c.c. Cannon Special. Of the 21 entrants, 18 turned up for the start at the White Horse, Hertingfordbury.

The course comprised three main sections, sub-divided into eight shorter ones. Section one failed only one car, but West End, toughest hill of the day, stopped all save Cannon and C. Harris (M.H.), who both got through without loss of marks. After lunch, competitors tackled all sections again, in reverse order, and in the final results it turned out that, although the "Jacobean" was a closed invitation trial contested by seven different clubs, all the awards went to members of the Kentish Border C.C. W. Macey made best performance by a 1953 R.A.C. Formula car with his Ford-powered M.A.S., gaining a first-class award.

RESULTS

Best Performance (Jacobean Trophy and replica): M. Cannon (1,172 c.c. Cannon) 6 marks lost.

First Class Awards: C. Harris (1,172 M.H.) 10, W. Macey (1,172 M.A.S.) 12.

Second Class Awards: E. Vero (1,172 Dellow) 15; J. Tucker-Peake (1,172 Scarlet Runner) 16.

Best Performance by car conforming to R.A.C. 1953 Trials Formula: W. Macey (M.A.S.).

More News from the Clubs on page 288

CLUB FIXTURES

Sunbeam-Talbot O.C.—A.G.M., 27th February, Gunter's Assembly Rooms, 6 Stanhope Gate, London, W.1.

Hants and Berks M.C.—Meeting, 27th February, New Inn, Eversley.

Mid-Cheshire C.C.—Dance, 27th February, Four Ways Country Club, 8 p.m.

Lagonda C.C. (Northern)—Northern Party, 27th February, Cotton's Hotel, Knutsford, Cheshire, 8 p.m.

Half-Litre C.C.—Dinner/Dance, 27th February, Park Lane Hotel, Piccadilly, W.1, 7.30 p.m.

Harrow C.C.—A.G.M., 27th February, Sudbury Arms Hotel, Sudbury, Middx.

750 M.C.—Meetings, 27th February, Royal Thorn Hotel, Wythenshawe, Manchester.
2nd March (A.G.M.), Abbey Hotel, Stonebridge Park, London, N.W.10, 7.30 p.m.
3rd March, Queen's Arms, Bleadon.

Bentley D.C.—Meetings, 27th February, Chadwick Manor Hotel, near Knowle, Warwicks.
(Midland Region Dinner/Dance), 28th February, Trout Inn, Wolvercote, near Oxford, from 7 p.m.
3rd March, Angel Hotel, Cardiff, Glam.

Cambridge Univ. A.C.—Annual Dinner and Prize Giving, 28th February.

Wolsley Hornet Spl. Club.—Dinner/Dance, 28th February, Toby Jug, Tolworth, Kingston-by-pass, 7 p.m.

B.A.R.C.—Dinner/Dance, 28th February, Hyde Park Hotel, London, S.W.1, 7 for 7.30 p.m.

Brighton and Hove M.C.—A.G.M., 28th February, 296 Madeira Drive Arches, Brighton, 7.30 p.m.

W.O. Club.—Social Evening, 1st March, Bear Hotel, Wareham, Dorset.

London M.C.—A.G.M., 2nd March, Paviour's Arms, Page Street, London, S.W.1, 7.30 p.m.

Wolsley Hornet Spl. Club.—Noggin and Natter, 2nd March, Derby Arms, Upper Richmond Road, Sheen, S.W.14, 7.30 p.m.

Lothian C.C.—Film Show, 3rd March, Music Hall, George Street, Edinburgh, 7.45 p.m.

Northampton and D.C.C.—Noggin and Films, 3rd March.

Vintage S.C.C.—Meetings: 3rd March, Woolpack Inn, Coggeshall, Essex.
5th March, Phoenix Hotel, Hartney Wintney, Hants;

King's Head, Telby, Lines;
Scott's, Rose Street, Edinburgh.

Southsea M.C.—Film Show, 5th March, Aero Club, 8 p.m.

Nottingham S.C.C.—Meeting, 5th March, Five Ways, Valley Road, from 7 p.m.

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12/50 SA 2-seater sports, polished aluminium duck's back, outside exhaust. £120.—Richards and Brown, Ringers Road, Bromley, Kent. Phone: RAVensbourne 6479-2322.

£150 SPEED 20 sports saloon, mechanically perfect; £125 Firefly 12 sports saloon, normal gearbox, recent rebore. Terms and exchanges.—Alton Garage (Bayswater) Ltd., 17-19 Brook Mews North, W.2. PADDINGTON 3952.

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(Continued overleaf)

Classified Advertisements—continued

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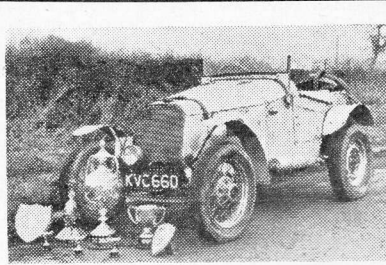
SOLID DRAWN, exhaust and flexible steel tubes, steel bars, light alloys, etc., from Stockists C. S. Harbour Ltd., Syon Hill Garage, Great West Road, Isleworth, Middx. Tel.: HOU 6613.

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A.C. MARCH Special, 1935/6/7, good condition, give full details, price. Distance immaterial.—Box 1033.

MAYFAIR GARAGES, LTD.—Cash for Fiats.—Balderton Street, W.1. MAYfair 3104.

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RILEY 9 engine, preferably vintage, suitable for reboring. Also twin carburettor manifold with SUs, Birmingham area or London.—Bugden, 11 Lingfield Avenue, Kingston, Surrey.

WANTED.—FIAT 500 body, standard 2-seater coupé.—John Bolster, Goose Farm, Wrotham, Kent.

News from the Clubs—continued

M.G.C.C.'s "OPERATION SLEUTH"

ON Sunday, 15th February, the Midland Centre, M.G. Car Club, ran their "Operation Sleuth", with an entry of 35 cars. The event consisted of a treasure hunt, a map reading contest, and one gymkhana type test *en route*. Starting point was the Foxlydiate Hotel, Redditch, whence by devious route to the finish at the Chequers, Cutnall Green, Wors. Results were forthcoming before many competitors had taken tea, and gave first prize to F. Lackey, with a Hillman Minx, who oddly enough was the first man to start. The Navigator's Award was won by his wife, Mrs. D. Lackey. Second prize went to Dick Collins-Jones and his faithful TC.

The next Midland Centre event will be held during March, and will consist of a talk by Austen "Wheelspin" May. All members will receive full details of the talk, to be held at a hostelry in Birmingham, in good time from the Social Sub-Committee Chairman, Bill Wallis.

C. AND A. M.C.'s "FROLIC"

A REFLECTION of the current trend towards production car trials, the Caernarvonshire and Anglesey Motor Club's "Frolic" on Sunday, 22nd February, provided a mildly sporting event for a dozen or more drivers, including a stranger in an XK 120 who joined in the fun. It also provided a golden opportunity for W. H. Blunt to try out his son Guy's old (*circa* 1928) Austin 7 tourer, and register a positive *tour de force* with its sturdy lightness.

First of the sections was at Pentir, where Clerk of the Course H. D. Pritchard drew the white line for a restart on a particularly sharp hairpin. The little red Austin was the only car to restart without assistance, putting the latest products of Canley, Cowley and Dagenham to shame—not to mention some even more dignified conveyances. A grassy triangle, near Tanymarian, off the Talybont-Llanllechid road, had been laid out with diabolical cunning for the second section. It looked easy, and was—to that Austin—but to all the others, even lightweight motor-cycles ridden by

marshals, it proved "unclean". D. I. Lloyd (Vauxhall) and J. C. Jones (Ford 8) did in fact get very near the end, but the demon wheelspin got them, too.

A long, muddy slope at Ty'n Hendre, with a restart in the middle, stopped no one. At the summit Lloyd's Vauxhall clocked best time in a Monte Carlo type acceleration test.

After tea at the Grosvenor Café, Llanfairfechan, the announced results were: 1, W. H. Blunt; 2, J. C. Jones; 3, D. I. Lloyd.

LONDON M.C.'s "LITTLE RALLY"

"GOFF" IMHOF, Clerk of the Course of the London M.C.'s "Little Rally" on Saturday, 18th April, has decided to dispense with competition number-plates for this event, and issue only small, numbered windscreen-stickers. He is making this experiment "to prevent ill-informed members of the public thinking that this gentle motoring competition is a race", and if successful, it will be repeated in the club's London Rally on 11th/12th September.

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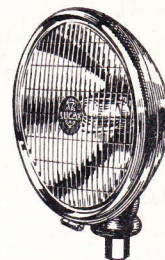
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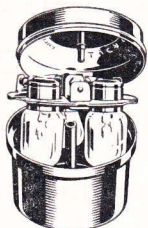
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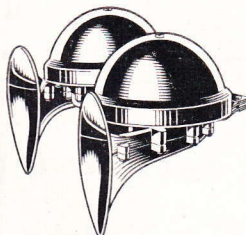
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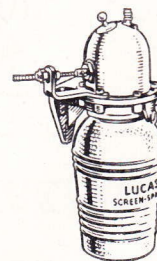
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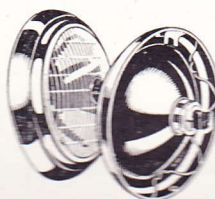
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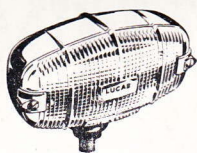
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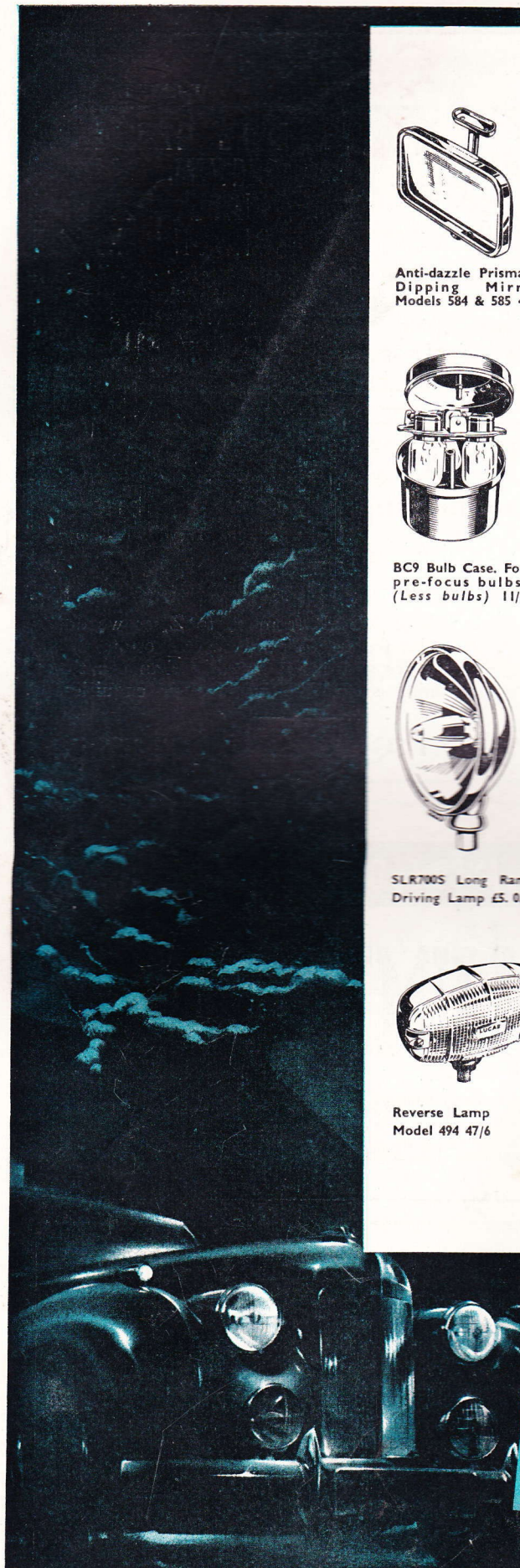
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