

AUTOSPORT

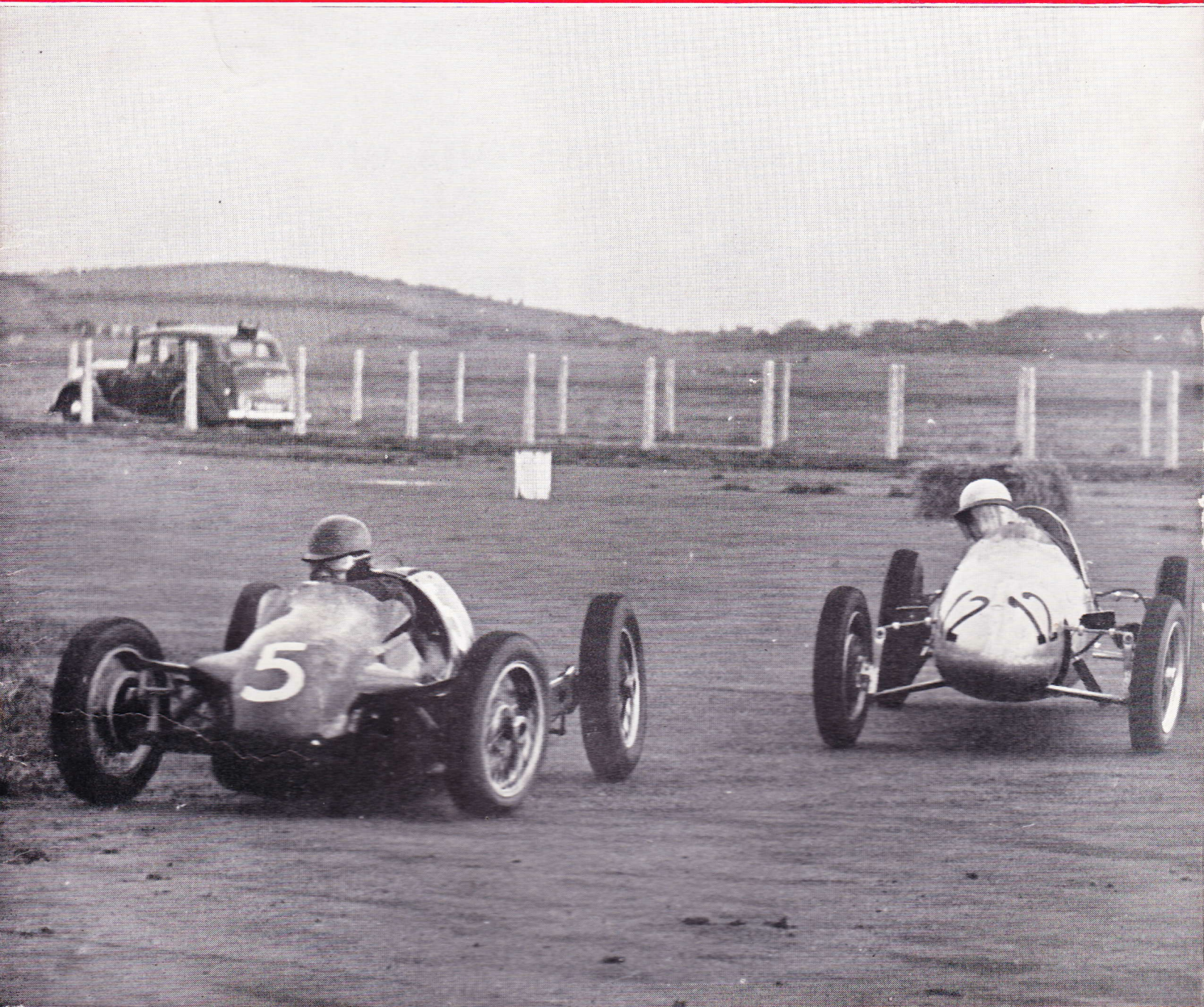
MARCH 26, 1954

1/6

EVERY FRIDAY

Vol. 8 No. 13

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

THE CARS I RACED IN 1953, BY RON FLOCKHART : LYON-CHARBONNIÈRES RALLY
500 c.c. CHAMPIONSHIP OF IRELAND AT KIRKISTOWN : A NEW PLASTIC SPORTS CAR
AUTOCROSS IN ENGLAND, IRELAND AND SCOTLAND : THE COLMORE TROPHY TRIAL

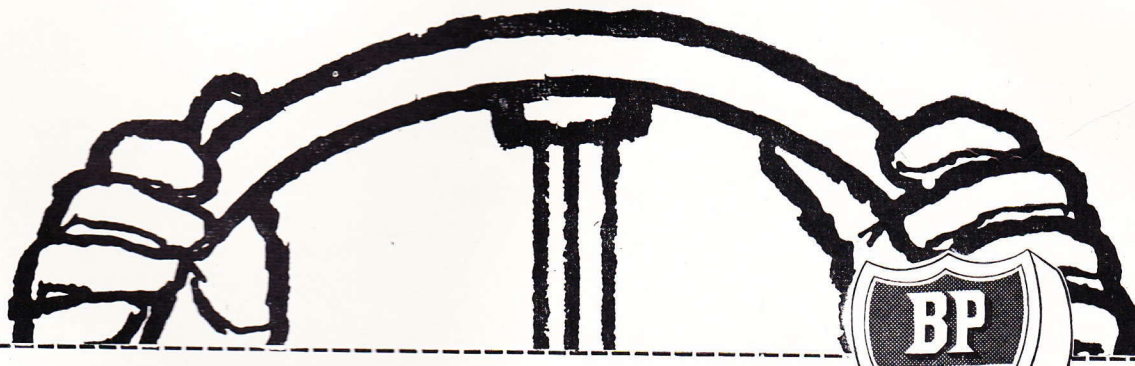


Three good reasons why it's

BP Super!

Ask any petroleum expert what makes a top-grade petrol, and he'll tell you that much of the secret lies in catalytic cracking at the refinery. The only petrol-producing company to operate as many as *three* of these great cat crackers in Britain is the

company which serves BP Supermen—Anglo-Iranian Oil Company. These are three good reasons why this energetic petrol gives you quicker starting, smoother acceleration and more miles per shilling. No wonder it's called BP *Super!*



Join the BP Supermen!

The BP Shield is the trade-mark of

ANGLO-IRANIAN OIL COMPANY, LIMITED



AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 8 No. 13

March 26, 1954

Managing Editor : GREGOR GRANT

Assistant Editors

C. POSTHUMUS

F. WILSON McCOMB

Art Editor

THEO PAGE

Continental Correspondents

GERARD CROMBAC

MAURICE GATSONIDES

HANS TANNER

WILSON ROGERS

North of England

Northern Ireland

W. A. McMASTER

Canada

R. J. THURGOOD

South America

U.S.A.

Road Tests and Technical

Eire

MAXWELL BOYD

Scandinavia

HANS FRIES

DR. VICENTE ALVAREZ

RUTH SANDS BENTLEY

JOHN V. BOLSTER

Photographic Section

Chief Photographer

GEORGE PHILLIPS

North of England

FRANCIS N. PENN

Scotland

W. K. HENDERSON

Continental

MAURICE LOUIS ROSENTHAL

RODOLFO MAILANDER

CONTENTS

	Page
Pit and Paddock	386
Sports-News	387
They said—"Impossible!"	
—The Lyon-Charbonnières Rally	389
A Fibreglass Sports Car, by John Bolster	392
Correspondence	393
The 500 c.c. Championship of Ireland	394
Rain Stopped Play	396
Another Phillips Win—The Colmore Trial	396
First Irish Autocross	398
Scottish Autocross	399
The Cars I Drove in 1953, by Ron Flockhart	400
Springtime in Ireland	403
Chiltern Autocross	404
M.G. Autocross	406
News from the Clubs	408

NOTICES

Published every Friday by AUTOSPORT

159 Praed Street, London, W.2

Editorial and General Office PADDington 7673

Advertisement Department PADDington 7671-2

General Manager : PETER BAYLEY

Advertisement Manager : NORMAN H. BIGSBY

Annual Subscription £4 4s. 6d.

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

Direct from the Publishers or all Newsagents

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

EDITORIAL

FOLLOWING its successful début in the R.A.C. Rally, the TR2 Triumph put up a magnificent show in the very difficult Lyon-Charbonnières International event. Experienced Continental drivers were unanimous in saying that the 1954 "Charbonnières" was easily the most arduous rally ever to be organized in France. To average 60 k.p.h. over 1,400 kilometres, with 24 time controls—some only 21-30 kilometres apart—and 13 passage controls, over the most tortuous roads in the Massif Central and French Alps, was a tremendous test of a motor-car. From this "épreuve des montagnes" the TR2 emerged with flying colours, suffered no penalty marks, was runner-up in the unlimited sports car category, and sixth in general classification. The prestige of British sports cars was raised by reason of its performance and Frenchmen can hardly credit that the car is so low-priced. There is little doubt that the TR2 Triumph can look forward to a steady sale on the Continent, setting, as it does, a new value in money per m.p.h.

One must also praise the winning Osca, although it costs nearly four times as much as the TR2. These little machines have secured a wonderful reputation by reason of their many victories in races and rallies. Salmsons made a grand come-back to motoring sport, and the new 2.3-litre machine is already deservedly popular.

* * *

ANOTHER racing season gets under way. Sebring, two weeks back, saw a well-deserved success for one whose sheer driving skill merits more victories than come his way—Stirling Moss. Soon he will appear in a Formula 1 Maserati, and the oft-voiced wish to see this fine young driver competing in a Grand Prix on equal terms with the rest of the field should be fulfilled at last.

At Kirkistown last Saturday, Don Parker made a good start in Formula 3 racing; Goodwood tomorrow sees the first English club meeting; soon the Continental whirl begins with the Syracuse G.P., followed by Pau, the Mille Miglia, etc. etc.; the Easter Goodwood is on 19th April. As each event looms near, speculation amongst enthusiasts increases. Who will be "on top" this time? Can Maserati beat Ferrari again? What's going to happen at Rheims, when these marques should be confronted by the new Lancia and Mercedes-Benz cars in the French Grand Prix? And will Mercedes really carry that aerodynamic bodywork through the year's Grandes Epreuves? How will the Mark II B.R.M. fare at home? What of the new 3½-litre Sphinx and other challengers forthcoming? And so on and so forth. . . . Spring, and all the excitements of motor racing, is here again.

OUR COVER PICTURE

BACK IN THE GROOVE: 1953 "Autosport" 500 c.c. Champion Don Parker resumed his winning way at Kirkistown, County Down, last Saturday, when he won the 500 c.c. Championship of Ireland with his new Kieft. Here he leads runner-up Stuart Lewis-Evans (Mark VIII Cooper) through a tight right-hand turn.

PIT & PADDOCK

TRIUMPH TR2 will be co-driven by "Gatso" and Ken Richardson in the Mille Miglia this year.

* * *

THE ex-Baird F2 Ferrari is now at Modena, having a 2½-litre engine installed for the new owner, Reg Parnell.

* * *

ENGLISH drivers at Sebring, accustomed to rather more "solid" tracks, found the loose surface of the Florida circuit rather disconcerting. Last week's cover picture gives a good idea of its nature.

* * *

MUCH impressed by the Ford Anglia he drove in the R.A.C. Rally, Maurice Gatsonides has decided to use one instead of a Zephyr in the Tulip Rally as well.

* * *

JOINT third-place winners at Sebring, Lance Macklin and George Huntoon will again share the driving of an Austin-Healey at Le Mans in June.

* * *

THE constructors of the glass fibre body successfully used on a works Formula 3 Arnott last season have formed a new company, Automobile Plastics Ltd., for the further development and production of such bodies. Their address, 67 Chase Side, Southgate, N.14.

* * *

To judge from witnesses' accounts, the Italians have a very promising young woman driver in Signorina Razzonico, whose handling of her 2.5 Lancia in the Paris-St. Raphael Rally was really brilliant.

★

FAIR BAG—of silverware for Stuart Lewis-Evans after a season's work with his 500 c.c. Cooper. As a works Cooper driver this year, his collection stands a good chance of being considerably augmented.

★



DENNIS TAYLOR, André Loens and John Brown will all drive Formula 3 Starides at Castle Combe on 3rd April.

* * *

STAG party of the B.R.D.C. at the Shaftesbury Hotel, London, last Friday was a cheery function attended by most well-known drivers, journalists and others. After a meal of truly masculine proportions, good stories were heard from John Bolster, Basil Cardew, Ian Nickols, George Monkhouse and James Tilling. Earl Howe presided, and Desmond Scannell kept things moving nicely.

* * *

R.A.C. 1954 Fixture List, handy pocket size, and listing British and Continental events of all types, is now available, free of charge, from the Comps. Dept., R.A.C., Pall Mall, London, S.W.1, or from R.A.C. county offices.

AMERICAN accessory dealers are now offering a special manifold for M.G.s—to convert to single carburetter "for better performance"!

* * *

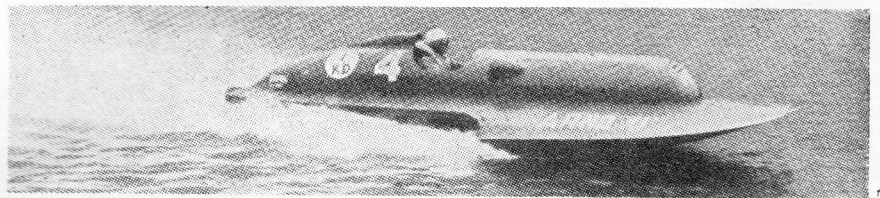
ENTRY list for the Ulster club's Circuit of Ireland Trial at Easter has closed at 108. Seventy will start from Dublin, and the remainder from Belfast.

* * *

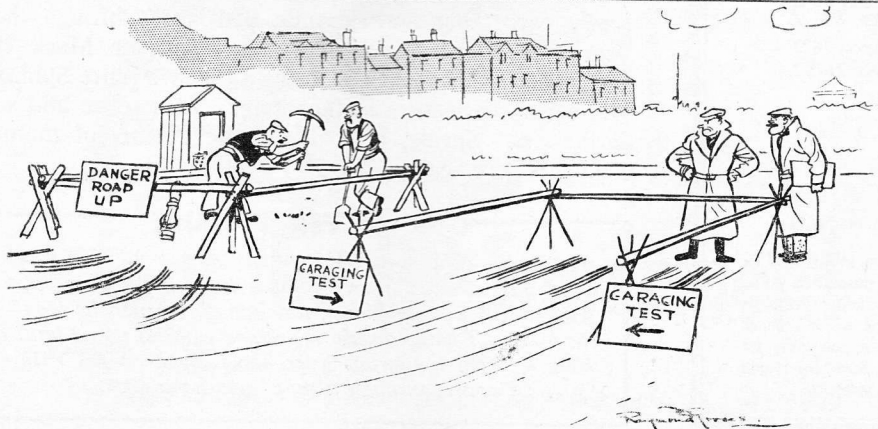
"NATIONAL HERITAGE" is a superbly illustrated book on British beauty spots, issued by the National Benzole Co., and available free from their publicity office, Wellington House, Buckingham Gate, S.W.1.

* * *

TWO French rallies, the Deux-Sèvres (24th/25th April) and the Pan-Mediterranean (8th/17th May), have been cancelled. The proposed Italian-French rally "critérium", listed for 25th/27th June, is also off.



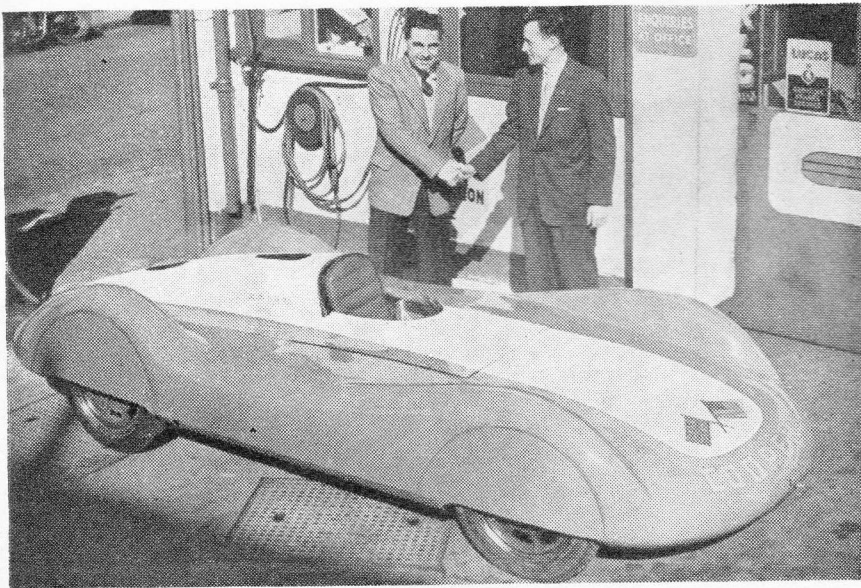
WHAT TO DO with your old Formula 1 Ferrari engine. This is Achille Castoldi, Italian speedboat expert, setting new water speed records in his "Arno", powered by a 4½-litre Ferrari unit, supercharged.



EX-FERGUSON 996 c.c. Cooper, driven by W. H. Davis, clocked B.T.D. at the Penang Club's Sungei Nibong hill-climb in N. Malaya.

* * *

CHANGE of result in 751-1,100 c.c. class of Monte Carlo Rally now makes the H. Meier/Theden DKW the winner.



COOPER FOR CALIFORNIA: The famous streamlined Formula 3 Cooper, race winner at Grenzlandring and Avus and creator of many class records, has been sold to John Fox, Jr. (right), of California, who plans U.S. record attempts with it on the Utah Salt Flats.

STOCK CAR RACING

ON Wednesday, 17th March, the Stock Car Racing Co., Ltd., carried out some preliminary trials at New Cross Stadium. Although the course is a little on the small side, it was at once obvious that some most entertaining racing will be possible. The new barriers are immensely strong, and any accident involving spectators will be absolutely prevented; however, some padding of the steel uprights is necessary to avoid expensive damage to the cars.

As at Paris, Ford V8s predominated, though Hudson, Chrysler, and Buick were also seen. Plenty of horsepower is required, and some of the cars lacked urge, which put their drivers at a disadvantage. The success or failure of the project will largely depend on the number of well-prepared cars that are entered, so hurry up and find those Detroit-wagons, chaps, and make sure they're smashing on all eight cans.

Among established drivers, Tony Rumfitt was in tremendous form, and Cliff Davis will be another champion when he gets his £8 Ford really cracking. A bearded character named Woolnough showed astonishing skill in a 1935 V8 coupé, and one feels that he would go far in any sort of motor racing. These three, ably assisted by a Mr. "Oily" Wells, put on a good show, and if some more drivers of this calibre can be found, a most enjoyable evening's sport is assured on Good Friday. A large number of beginners were tried out, most of whom, unfortunately, showed little promise, and the jalopies provided by the management suffered greatly thereby.

A lady aspirant, Tanya Crouch, provided the most expensive incident of the day. Having been rudely shunted by Tony Rumfitt, she spun into a crowd of press photographers, who dropped their equipment and ran. She collected the lot, and the air was filled with lenses, films, and sundry pieces of camera!

The drivers were extremely enthusiastic about the new sport, and if the paying public are satisfied, this really will give the poor man a chance to enjoy some competitive motoring. JOHN V. BOLSTER.

SPORTS-NEWS

SEBRING

OFFICIAL, full and finalized results of the Sebring 12 Hours sports car race held on 7th March have now been issued by the A.A.A. We append them herewith:

General Classification: 1, Moss/Lloyd (1,452 Osca), "Approximate maximum speed" (sic), 72.8 m.p.h., 168 laps completed. 2, Valenzano/Rubirosa (3,300 Lancia), 163 laps. 3, Macklin/Huntoon (2,660 Austin-Healey), 163 laps. 4, Simpson/Colby (1,452 Osca), 163 laps. 5, Linton/Beck (1,342 Osca), 161 laps. 6, Carpenter/Van Driel (1,996 Kieft), 158 laps. 7, Cicurel/Pauley (1,996 Siata), 155 laps. 8, Makins/Bott (1,092 Osca), 152 laps. 9, Kaplan/Boss (3,442 Jaguar), 151 laps. 10, Segura/Bojanich (1,488 Porsche), 144 laps. 11, Allen/Ehrman (1,465 M.G.), 144 laps. 12, Toland/Devaney (1,488 W.D.-Denzel), 142 laps. 13, Young/Morton (3,442 Jaguar), 142 laps. 14, Dagavar/Fanelli (3,442 Jaguar), 141 laps. 15, Brundage/Simpson (1,488 Porsche), 141 laps. 16, Gray/Hall (5,062 Oldsmobile-Allard), 141 laps. 17, Feld/Gary (2,635 Excalibur), 141 laps. 18, Hanna/Williams (1,488 Porsche), 136 laps. 19, Heavlin/Davis (745 D.B.), 129 laps. 20, Bentley/Atkins (1,089 Siata), 127 laps. 21, Conley/Christianson (1,089 Siata), 126 laps. 22, Wilson/Kenney (3,442 Jaguar), 124 laps. 23, Bennett/McKenna (3,442 Jaguar), 113 laps. 24, Schott/Michaels (3,442 Jaguar), 111 laps. 25, Patterson/Hendrick (1,991 Triumph), 103 laps. 26, Moffett/Said (1,452 Osca), 102 laps.

"Estimated" Fastest Lap: Ascari (Lancia), 3 mins. 32 secs.

SPECIAL AWARDS

Donald Healey Trophy (First all-British car driven by American crew): Carpenter/Van Driel (Kieft).

Tom Cole Trophy (Presented by L. Chinetti for highest placed 1,500 c.c. car): Briggs Cunningham, entrant of Moss/Lloyd Osca.

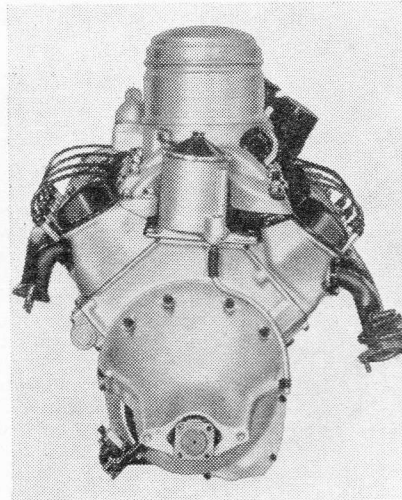
Dunlop Gold Cup (for outstanding sportsmanship): Aston Martin, Ltd.

K.L.G. Trophy (Index of Performance winner): Briggs Cunningham, entrant of Moss/Lloyd Osca.

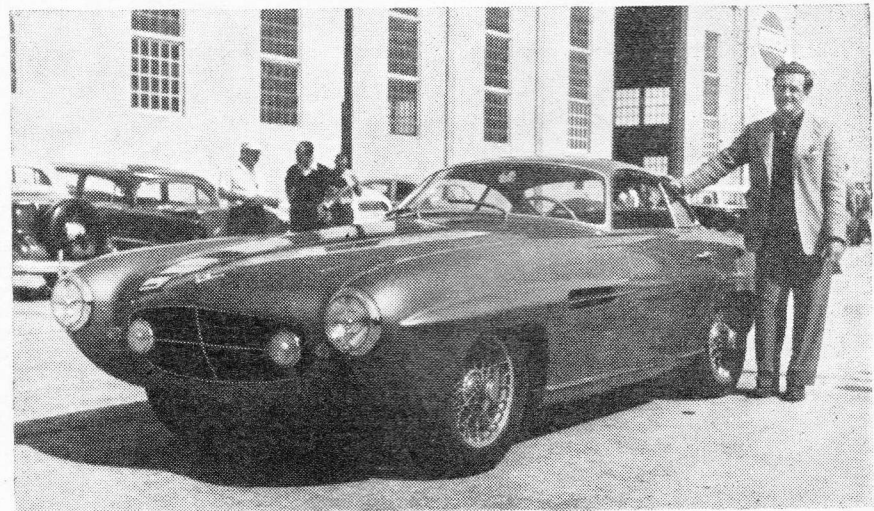
"Car Life" Plaque (best performance by production sports car): O.S.C.A., Italy.

"Auto Age" Trophy (Index of Performance winning drivers): Moss/Lloyd.

"Du Var" Trophy and invitation entry in Hyères 12 Hours and Pan-Mediterranean Rally (Overall and Index of Performance winner): Briggs Cunningham.



BMW's LATEST: To power their new 502 model the famous German concern have produced this 2.6-litre o.h.v. V8 unit, which might well have potentialities as a future racing unit.



A FIAT FOR BRIGGS: The superb Ghia-bodied 8V Fiat exhibited at the New York show has been acquired by car manufacturer and connoisseur Briggs Cunningham.

INDIANAPOLIS HORS D'OEUVRES

ON 30th May, one day before the Indianapolis 500 Miles Race, the S.C.C. of America are to stage a sports car race meeting, entitled the "Hoosier Classic", at Columbus, Indiana, 39 miles south of the Indianapolis Speedway. The course, 3.7 miles in length, is laid out at Atterbury Air Force Base, and it is the organizers' hope that many drivers competing in the "500" will also take part in their sports car races.

* * *

"PALACE" TRIO

THREE meetings, one in June, one in August and one in September, comprise the Crystal Palace circuit programme of car racing for 1954. The B.A.R.C. are the organizers of the 19th June and 2nd August meetings, and the Half-Litre Club's international F3 date is 18th September.



NEW "TEN" FROM CANLEY: (Above) The latest Standard model, with 948 c.c. o.h.v. four-cylinder engine, which will retail at £409, plus P.T., when available on home markets.



LONDON TO PARIS, in five hours (Left) Three people in a Bristol 403 recently travelled from Marble Arch to the Arc de Triomphe, via Lympe and Silver Cities Airways, in 5 hrs. 5 mins., stops for lunch and photography included. Here is the "403" in a typically French road scene near Poix.

GOODWOOD TOMORROW

A RECORD entry for tomorrow's closed-to-club B.A.R.C. meeting at Goodwood augurs well for the 1954 British season. So numerous are the entries that it has proved necessary to incorporate an extra race, making a total of 10 in the day's programme.

Many well-known drivers, some of them sampling new competition models, have entered, and a quick glance through the list shows Tony Crook (Bristol), Peter Gammon (Lotus), John Coombs (Connaught, as illustrated in last week's issue), A. P. O. Rogers and Peter Scott-Russell, both driving a Cooper-Bristol, Cliff Davis in his familiar Tojeiro, Alan Brown and Donald Beaman with a Cooper entered by Bob Chase, Tom Sopwith in the interesting new Sapphire-powered Sphinx, R. G. Shattock and R. J. L. Threlfall in R.G.S.-Atalantas, "500" exponent R. D. Biss in a Bristol, and J. Goodhew in his faithful old Darracq, amongst the names of note.

Admission is restricted to Club members and their guests; racing begins at 2 p.m.

AND GOODWOOD AT EASTER

BARON DE GRAFFENRIED and Roy Salvadori will handle new G.P. Maseratis at the B.A.R.C. International meeting on Easter Monday, 19th April. Reg Parnell will be at the wheel of a 2½-litre Ferrari, and the Vandervell 4½-litre Thin Wall Special will be out again, its driver that self-effacing character "X". A second, very intriguing Vandervell entry is of a new 2-litre model.

The programme comprises eight races, commencing at 1.30 p.m. The entry list closes on Monday next, 29th March.

* * *

SYRACUSE, 11th APRIL

FARINA, Hawthorn, Gonzalez and Trintignant are official Ferrari drivers in the Syracuse G.P. on 11th April, first race to the new Formula 1 to be run in Europe. Maserati works nominations are Fangio, Marimon, Mantovani and Musso. The organizers also hope for entries from Parnell, Mieres, de Graffenried, Manzon, Brandon and Nuckey, the latter two with Cooper-Altas.

MONTHLERY OPENING MEETING

THE 1954 season at the Monthlery Autodrome, outside Paris, opened last Sunday with the Coupes d'Or meeting. Two events, one for sports, the other for racing cars, subdivided into capacity classes, made up the programme.

In the sports car classes, Gérard Crombac gained success first time out with the Ecurie Bull-Frog Ford-Lotus, with which he won the 1,100 c.c. class from two D.B.s. Co-Ecurier Georges Trouis was less fortunate, having to retire his D.B. after leading comfortably for six laps. A D.B.-Panhard won the 1,500 c.c. category, and a Renault-engined special the 750 c.c. class, plus the sports car Coupe as a whole.

A poorly contested racing car event was won easily by Thépenier's 1½-litre Gordini, followed home a lap later by Pons's 750 c.c. D.B.-Panhard and Guirault's Formula 3 D.B. Another "500", Gaillard's R.P.G., was fourth.

* * *

PERFORMANCE CARS TROPHY

TO assist in keeping an accurate and up-to-date score in this year's contest for the Performance Cars "1,500" Trophy (awarded for best aggregate performance during the season with an up to 1,500 c.c. sports car in British meetings) the donors request that competitors for the Trophy will make their claims for points after each meeting in writing to Performance Cars, Windmill Garage, Great West Road, Brentford, Middlesex. First eligible meeting of the season takes place at Goodwood tomorrow.

* * *

RALLYE SOLEIL

THE A.C. de Cannes, organizers of the Rallye Soleil (12th-16th April), have introduced changes in the Regulations governing the Grand Tourisme classes (Category 2). These will now be divided into three sections, for up to 1,300 c.c., 1,301-2,000 c.c., and over 2,000 c.c. cars. Others classes are for normal standard touring cars (1st Category) and standard sports cars (4th Category). The entry closing date has been changed to 29th March (Monday next).

The event includes a speed test at Monthlery, a regularity section, manoeuvrability tests and a hill-climb at Cannes.

THEY SAID—"IMPOSSIBLE!"

TR2 Triumph Shakes French by Completing Lyon-Charbonnières Rally Without Penalties—Second in "Grand Prix" Class, Sixth in General Classification—Outright Win by Laroche/Radix (Osca)

by

GREGOR GRANT

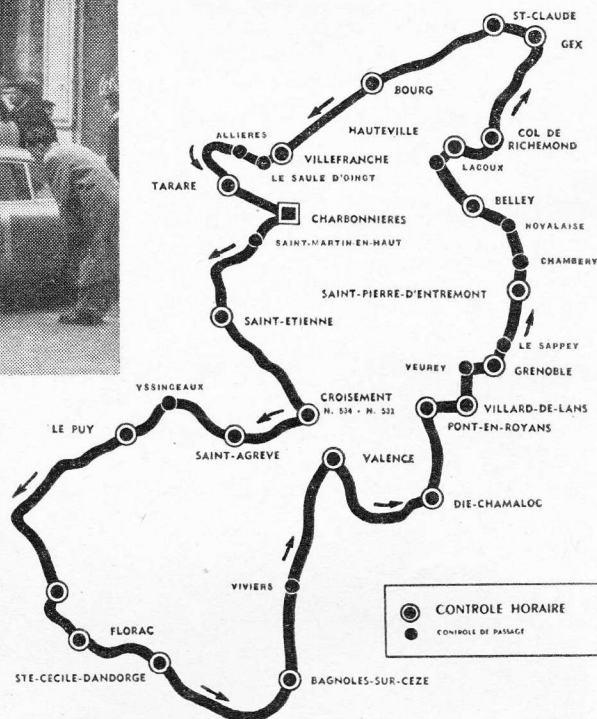


GRANDE ASSEMBLÉE

(Above) A line-up of competitors' cars at Dijon, with a very sporting looking Simca Special nearest the camera.

TOUGH COURSE:

(Right) The 1,400 km. route for the 1954 Lyon-Charbonnières Rally, seventh of the series.



THE new TR2 Triumph covered itself with glory by finishing the 7th International Lyon-Charbonnières Rally without loss of road marks. By taking second place in the unlimited sports car category, or "Grand Prix class" as it was dubbed, the British car made a considerable impression on the French.

No one could credit that Peter Reece and I had attempted the most difficult rally ever organized in France without a preliminary recce. Before the start we were told that it was virtually impossible for British drivers to make an unpenalized run without a great deal of practice on the very tight sections.

Out of 139 starters, only 16 crews completed the course without penalization, and over 80 retired. Laroche and Radix put up a magnificent performance with their 1,350 c.c. Osca by finishing first in the general classification. The new 2.3-litre Salmsons were most impressive, one of them finishing third in the general classification.

JUST before clocking in at L'Action Automobile, the French equivalent of the "Steering Wheel", we learned that the modified Zephyr of Nancy Mitchell and Joyce Leavens had crashed on the way to Paris and was a non-starter.

M. Blondeau, of the Majestic Garage, was most helpful and refused to make any charge for fitting plates, painting numbers and installing a windscreen spray. He told us that he had sold over 100 Aston Martin DB2s to French customers and was awaiting delivery of several dozen more!

At 2 a.m., George Phillips and Alan

Rippon (M.G.) moved off with the first group which included several very hot Peugeots—all with crackling exhaust notes. We took off at 4 a.m., in company with several Jaguars, a couple of Delahayes, a Talbot, an Austin-Healey and four of the new 2.3-litre super-sports Salmsons.

The trip to the concentration area at Charbonnières was fast but uneventful. Both of us were shaken to find that the TR2 had averaged nearly 38 m.p.g., cruising at 70-75 m.p.h. on overdrive!

At Charbonnières we renewed acquaintance with many old friends, including that delightful person Michele Blanchon, owner of the Casino. M. Blanchon casually mentioned that the second stage was difficult—so difficult that he doubted whether we could complete all the sections on time, without the benefit of a course reconnaissance!

Our category now took on a real Grand Prix character, particularly when Jean Lucas and Damonte arrived, with a blue 2.7-litre Ferrari in full racing trim, and Descollanges and Peignaux with their very hot-sounding Jaguars.

That first stage, from Charbonnières to St. Etienne via Brindas, St. Martin-en-Haut and St. Symphorien was a tremendous dice. The route was full of nasty bends, uphill and downhill over the mountains. Phillips and Rippon crashed with their M.G. near Brindas and retired with damaged steering.

With less than 75 kilometres on the clock, many had to retire, including Laurent/Pubellier (Citroën), Chautaire/Germain (Renault 1,062) and Monraisse/Mauroux (Renault 1,062).

Between St. Etienne and Annonay there were many more retirements and only 111 cars clocked in at Tournon for the start of the first special stage. This was a monumental dice; our class had to cover the 49.5 kilometres to St. Agreve in 49.5 minutes—over one of the most tortuous routes in France. Despite thick fog on parts of the route, Peter Reece made it with a couple of minutes to spare. The little Triumph handled like a dream and was not overtaken by any of the "G.P. boys" who started behind us.

I took over at St. Agreve. Oddly enough the next sections were even more dicey than the special stage and we had to press on like mad to make Le Puy on time. Many cars were late and several were abandoned, including Lucas/Damonte (Ferrari) with blowing fuses, and Péron/Van de Kaart (Porsche). In all, seven cars failed to arrive at Le Puy.

We had hopefully taken a Thermos flask of hot coffee, but there was no time to drink any. It was a case of into a control, stamp the route book with the time-clock, and off again like the hammers.

All through the night the cars wound their way through the most devilish

roads the organizers could find. We kept seeing abandoned vehicles. From Mende to Florac was bad enough, but Florac to St. Cecile-d'Andorge via the Col de Jalcreste was a nightmare. We just made it on time—with less than 10 secs. to spare!

Others were less fortunate, and about 30 crews were penalized, including Paul Lee and Peter Easton, who had been going well with their Sunbeam-Talbot. They retired shortly afterwards.

At Bagnols-sur-Ceze there were many more retirements including the 1953 winner Peignaux (Jaguar). In fact only 86 cars clocked in at this control. Reip/Bovens (BMW) shot off the road in the fog, and became embedded in a deep ditch. They got out but were a couple of minutes late.

Valence gave us our first breathing space—about 10 minutes—and we swallowed some coffee in a café near the control. As dawn approached the crowds in the mountain villages became greater and greater. One kept seeing gendarmes in the most unlikely places to guide competitors on the route.

It had rained very heavily for most of the night and the unhappy Descollonges

RESULTS

GENERAL CLASSIFICATION

1, Laroche/Radix (Osca); 2, Gacon/Arcan (Porsche); 3, Matussiere/Lemasson (Salmson); 4, Gautruche/Funel (Citroën); 5, Sabine/Leroux (Porsche); 6, **Grant/Reece (Triumph)**; 7, Auriach/Briat (**Jaguar**); 8, Guiraud/Beau (Peugeot); 9, Rauch/Bousson (Salmson); 10, Gendebien/Mlle. Thirion (Fiat); 11, Martin/Convert (Simca); 12, David/Mme. David (Peugeot); 13, Richard/Sabatier (Panhard); 14, Roche/Trolliet (Peugeot); 15, Balmy/Rudin (Citroën); 16, Latune/Gay (Peugeot).

All above unpenalized.

Number of finishers, 57.

Retirements, 82.

Sports Cars

(International Category)

Over 1,600 c.c.: 1, Matussiere/Lemasson (2.3 Salmson); 2, **Gregor Grant/Peter Reece (2.0 TR2 Triumph)**; 3, Auriach/Briat (3.5 Jaguar); 4, Rauch/Bousson (2.3 Salmson); 5, Descollonges/Laurent (3.5 Jaguar); 6, Reip/Bovens (2.0 BMW); 7, Bourillot/Delorme (2.3 Salmson); 8, Feutrier/Rosc (TR2 Triumph).

to dig themselves out. Greger/Wencher (Porsche) slid over a precipice and ended up 150 feet down in a ravine. Mountain guides rescued them with ropes, but the car was still there at the time of writing.

1,001-1,600 c.c.: 1, Laroche/Radix (Osca); 2, Gacon/Arcan (Porsche); 3, Sabine/Leroux (Porsche); 4, Olivier/Maurice (Porsche).

Up to 1,000 c.c.: 1, Dussert/Dumaire (Panhard); 2, Galtier/Prestail (Renault); 3, Bonnet/Vieu (Panhard).

Coupe des Dames: Mmes. Pochon/Renaud (Renault).

Novice Award (Standard Touring Class): Bertrand/Francin (Citroën).

Touring Cars

(Modified)

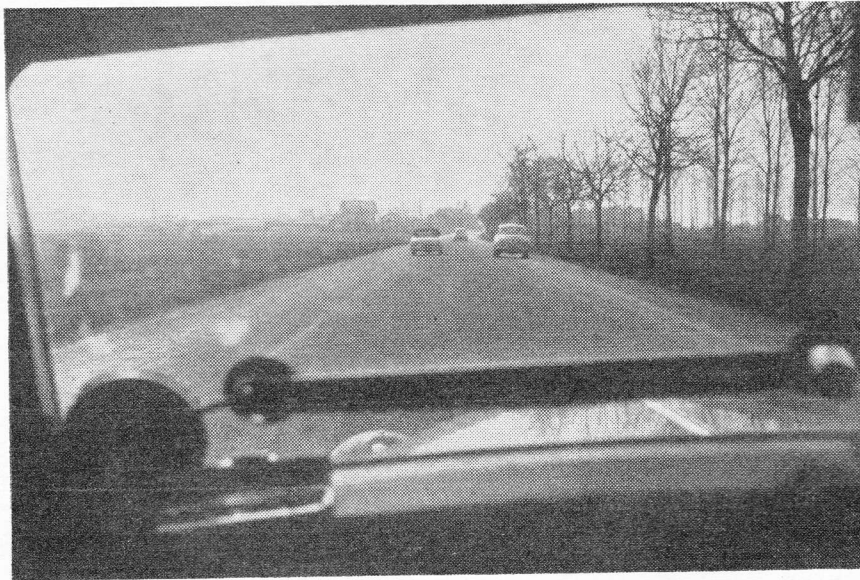
Over 2,000 c.c.: 1, Gautruche/Funel (Citroën); 2, Pouchol/Buisson (Citroën); 3, Bertrand/Francia (Citroën).

1,301-2,000 c.c.: 1, Balmy/Rudin (Citroën); 2, Poudroux/Gouteyron (Alfa Romeo); 3, Worms/Chabert (Alfa Romeo).

750-1,300 c.c.: 1, Guiraud/Beau (Peugeot); 2, Gendebien/Mlle. Thirion (Fiat); 3, Martin/Convert (Simca); 4, David/Mme. David (Peugeot).

Up to 750 c.c.: 1, Blanchet/Meignen (Panhard); 2, Dutoit/Molier (Renault); 3, Vial/Panuel (Renault).

Team Prize: Ecurie Noire, Lyon.



LOOKING FORWARD, along N7, with the Rippon/Phillips M.G. following a Panhard and a Simca.

LOOKING BACK: (Right) Halted at Dijon control, Panhard driver Rousseau looks the camera in the eye.

had his windscreen wipers fail. We were lucky to do the timed climb of the Col du Rousset in daylight. Peter made a cracking ascent in 13 mins. 52.2 secs., which was actually 11th fastest of the day, and fourth best in the class.

There was plenty of snow on the way to Villard-de-Lous where ski-ing was going on. Many winter sportsmen lined the roads to cheer us on our way. At Grenoble I took over for the second special stage to St. Pierre d'Entremont over the Col de Porte and Col du Cucheron. Snow had fallen heavily and the roads were extremely slippery. Croisy/Longuet (Austin-Healey) dived off the road and became embedded in a deep snowdrift. It cost them 17 minutes



It was mighty cold up there and we were glad of the excellent all-weather equipment on the TR2 for the trip to St. Claude.

We motored for many kilometres without seeing anything other than abandoned machines by the roadside. Near Thoirette we overhauled George/Asset (Jaguar coupé) and to their astonishment drew away from them, the TR2 hitting over 160 k.p.h. on the road to Bourg!

At Villefranche there was a standing start acceleration and braking test over 300 metres on a wet road. We slid over the line but reversed quickly and did a fairly good time. From there on it was go like mad to Charbonnières via mountain roads through Allières, St. Just d'Array and Tarare—or Tar-ra-a-boom-de-a as we called it! Writing this now, it shakes me to realize that I was doing over 100 m.p.h. down the main street of

Bully, encouraged by a cheering and excited crowd. The gendarmerie were delighted and waved their white batons for yet more speed!

Just imagine going through Doncaster or any English town at that pace!

We had a wonderful reception at Charbonnières—all officials being highly delighted that "Les Anglais" had completed their rally unpenalized. The TR2 came in for praise, and if either Peter or I had been French agents for the car, we could have taken dozens of orders.

At the Ball on Sunday evening we were given a superb reception. Going up for our award, excited Frenchmen chaired Peter and pelted me with flowers. M. Pryllé, A.C. du Rhône, made a short speech and hoped that this British success would encourage other people from the U.K. to tackle what is now regarded as the second most difficult rally in Europe — only the Liège-Rome-Liège

being considered tougher, mainly owing to the distance!

Laroche and Radix (Osca) were popular winners. Their little car was remarkably fast on the timed climbs, and managed to defeat the redoubtable Porsche pair, Gacon and Arcan from Lyon, on the "Rousset".

A really excellent performance was that of Matussière/Lemasson who were third with one of the new 2.3-litre, twin-o.h.c. Salmsons, finishing ahead of the formidable Gautruche (Citroën).

The TR2 also did well in the Charbonnières hill-climb with a time of 56 secs. This "épreuve" was won by Lucas (Ferrari), with Peignaux (Jaguar) runner-up. A pair of D.B. Monomills made several demonstration runs and Lee (Sunbeam-Talbot) sent spectators scattering when he ran up the bank near the finish. However, he came to no harm, and actually made a very fast run.

ROB ROY RECORDS TUMBLE

STAN JONES, winner of the New Zealand G.P. in January, was successful again in the recent Rob Roy hill-climb, staged by the L.C.C. of Australia over a 760-yard course some 28 miles from Melbourne. His mount was not the famous 34-litre Maybach Spl. this time, however, but a 1,098 c.c. Mk. IV Cooper-J.A.P., in which he set about the hill record to such good effect that he reduced it, first from 26.55 secs. to 26.20, then in three further runs lowered it successively, bringing it down finally to a time of 25.86 secs.

The course, first used in 1937, had been resurfaced late last year, and was in excellent condition for record breaking. In addition to Jones's onslaught, Bill Patterson in a Mk. V. Cooper, into which he had persuaded an 880 c.c. engine, also broke A. J. Wylie's old record on two occasions, while Reg Hunt also achieved this honour in his Vincent Spl.

Records tottered in the 1,500 c.c. and sports car classes, too. Arthur Wylie took his supercharged Javelin Spl. up in 26.85 secs., a new figure for the 1,101-1,500 c.c. racing class; Andrew Mills (blown 750 c.c. Renault) lowered class sports car records devastatingly each time he climbed; G. Hoinville (M.G.) gained a new 851-1,100 c.c. sports record, and H. Firth (M.G.) did likewise in the 1,101-1,500 c.c. class. Altogether it proved a great day for the Club, the drivers, and the spectators. Tony Gaze, soon returning by air to London, was present, and made an invitation climb in Arthur Wylie's Javelin.

For the interest of readers, previous record holders at Rob Roy are appended:

1937, J. Day (Bugatti), 35.42 secs.; 1938, Peter Whitehead (E.R.A.), 31.46; 1939, F. Kleinig (M.G.-Hudson Spl.), 29.72; 1940, A. Wylie (Ford Spl.), 29.47; 1947, A. Wylie (Ford Spl.), 29.18; 1948 (March), Tony Gaze (Alta), 28.88; 1948 (November), F. Kleinig (M.G.-Hudson), 28.72; 1949, A. Wylie (Ford Spl.), 28.34; 1950, A. Wylie (Cooper-J.A.P.), 26.55.

H. A. C. RUSSELL.

TWO-WHEELER—temporarily! Stan Jones lifts his Cooper's nearside wheels while breaking the Rob Roy hill-climb record.

A NEW COVENTRY EQUIPE

Tom Sopwith Jr.'s Armstrong Siddeley-engined "Sphinx" a Precursor to Full 1955 Team ?

AN interesting new venture in the motor racing world is that of the Equipe Endeavour, formed by 21-year-old Tommy Sopwith, Jr., son of Sir Thomas Sopwith, of aircraft fame, and whose famous racing yachts "Endeavour I" and "II" challenged for the America Cup in pre-war days.

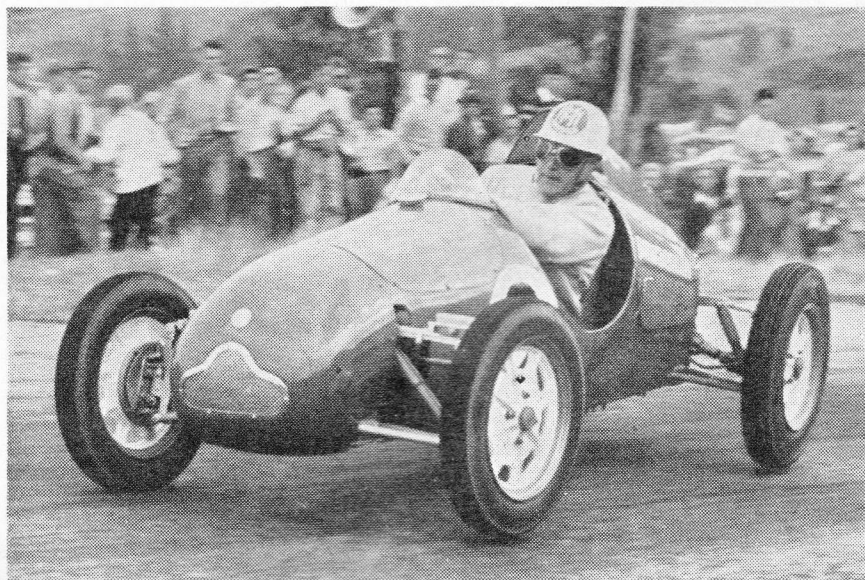
The car which Sopwith Jr. will race is the Sphinx, a sports machine which uses a modified Armstrong Siddeley Sapphire engine mounted in an Allard JR chassis; embodying split axle i.f.s. and de Dion rear end. The frame has twin tubular side members joined with steel plates; the wheelbase is 8 ft., track 4 ft. 3 in., and overall length with light two-seat bodywork 12 ft. 10 ins.

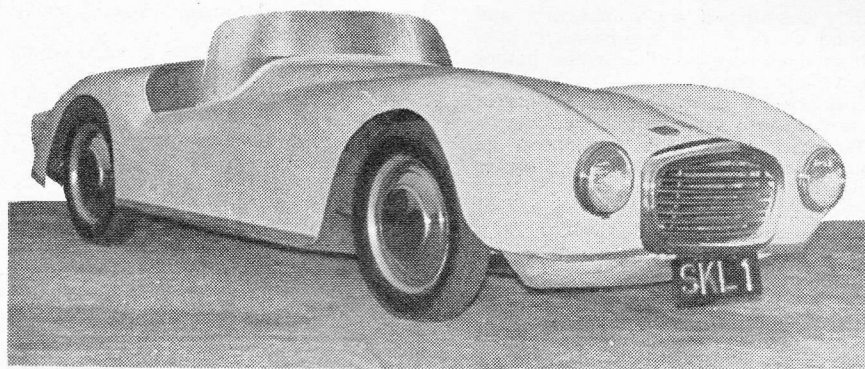
The Sapphire unit, a 90 mm. by 90 mm. "six" of 3,435 c.c., is fitted with three twin-choke Weber carburettors; the overhead valves, inclined at 70 degrees, are pushrod operated; coil ignition is by Lucas; and on a compression ratio of 8.5 to 1 a power output of around 200 b.h.p. at 5,200 r.p.m. is anticipated.

An Armstrong Siddeley preselector gearbox is fitted. Overall weight is 19 cwt.

This interesting machine was unfortunately severely damaged during tests in February, but has been rebuilt, and should be seen in action for the first time at Goodwood in tomorrow's B.A.R.C. members' meeting. It has also been entered for the British Empire Trophy race at Oulton Park on 10th April, and may compete in the *Daily Express* Silverstone meeting in May.

Tommy Sopwith raced an XK 120 in various events last year, and was co-driver in a Cooper-Bristol sports car with John Coombs in the Goodwood Nine Hours race. The Equipe Endeavour will operate from Coventry, and although in no way sponsored by Armstrong Siddeley, it is composed almost entirely of enthusiastic staff from that concern, who devote most of their spare time and week-ends in maintaining the car. It is hoped that the experience gained in racing the Sphinx this year will lead to a full team of cars appearing for the 1955 season.



TECHNICAL AND OTHERWISE*By***JOHN BOLSTER****A FIBREGLASS SPORTS CAR**

AMONG sports car enthusiasts, a good deal of interest has recently been aroused by the possibilities of fibreglass bodywork. It has been suggested that light weight, low first cost, and ease of repair were virtues of this method of construction, and that relatively unskilled labour could be used for much of the work. Nevertheless, some fibreglass bodies have been exhibited which did not compare favourably with those of orthodox build.

It was therefore with considerable interest that I recently accepted an invitation to inspect and try a fibreglass-bodied sports car. The builder of this machine is George Wicken, the well-known racing driver, and it is what one might call a preliminary prototype. George is investigating the possibilities of putting a limited-production sports car on the market, and the vehicle I drove represents the first step in putting his ideas into practice.

The chassis consists of a tubular frame, with independent suspension at each end, using Cooper transverse springs, wishbones, and light alloy wheels. There are four main tubes, two at undershield level, passing beneath the seats, and two sweeping out much wider, above hub level. The latter pair are padded, so that the driver and passenger may use them as arm rests. All tubes are $3\frac{1}{2}$ ins. diameter 20 gauge steel. A Morris Minor rack and pinion steering gear is employed, and a Ford differential, with 4.7 to 1 crown wheel and pinion, has been cleverly adapted to drive the articulated half-shafts.

At present, the motive power is an "1,172" Ford engine. The handling has proved to be so impressive, however, that the car may be seen in competitive events with a $1\frac{1}{2}$ -litre motor installed. With the existing power unit, the total weight is $9\frac{1}{2}$ cwt. The wheelbase is 7 ft. 4 ins., the front track 3 ft. 8 ins., and the rear 1 in. wider.

65 lb. Body

The fibreglass body is of really delightful appearance. On the road its low, sweeping lines give the impression of a much bigger car, and the driver and passenger sit well down in the wide cockpit. It would be possible to reproduce the shape in aluminium, but the amount of highly skilled panel beating required would make this a most expensive job. The complete body shell weighs 65 lbs., exclusive of lamps and screen. One man can remove it from the chassis in a few minutes, and to facilitate this process all the electrical connections are taken to a single, multi-pin plug.

Actually, a removable panel, secured by Dzus fasteners, gives good accessibility to the engine compartment.

Finished in white cellulose, the body bears comparison with any metal construction. It would appear that cheap qualities of fibreglass and resin have been used for some previous efforts; hence the shoddy appearance which we have occasionally seen. George Wicken has used the most expensive materials throughout, but the results certainly justify his choice. In very round figures, he probably spent £30 on fibreglass and £20 on resin, which seems reasonable in view of the results achieved.

There is, of course, a great deal of work in making a mould for the body. This can be of any convenient material—plaster, cardboard, wood, etc.—but once it has been constructed, it can be used any number of times. I am sure that the fibreglass body will be a godsend for the smaller manufacturer. In the past, sports bodies were inclined to be angular, and did not require many two-plane curves. The present trend is more and more towards the streamlined shape, which is extremely expensive to produce by orthodox methods. While the pressed steel body, bashed out on dies costing tens of thousands of pounds, will continue to be the standard wear for mass-production cars, the fibreglass shell is the body of the future for the sports market.

How It's Done

Any competent carpenter could knock up a serviceable former or mould, and with the aid of plaster or cardboard, any slight changes could quickly be made. Having prepared the mould, it is covered with fibreglass, which is in the form of cloth. It may be obtained in various thicknesses from 0.003 in. to 0.06 in. The resin is then mixed up, and applied with a brush. A jabbing motion, to get the mixture between the fibres of the cloth, is necessary for full impregnation. The resin solidifies fairly suddenly, after about half an hour, during which it becomes quite warm. With practice, a man could probably complete one body per day.

The resulting structure is considerably more resistant to impact than an aluminium-panelled shell, and it is also lighter. It may be rubbed down and cellulosed in exactly the same way as metal panelling. In the case of George Wicken's car, the appearance is indistinguishable from that of a coachbuilt body.

Apart from the normal upholstery, there was no padding or damping material on the body. Yet the car was much quieter than one would expect, while

drumming was noticeably absent. It is thus certain that the new material is, in itself, to some extent a sound insulator.

For my test, a Ford 10 engine out of a van had been hurriedly installed. It was standard, except for the usual 8 h.p. cylinder head, and the gearbox had wide ratios. Despite this, the little machine fairly rushed along, proving that the body is efficient aerodynamically. The four-wheel independent suspension gave a comfortable ride, and the steering, cornering, and roadholding were all first class. For a small, light

car, I feel that the extra cost of independent rear suspension is certainly justified. I would go so far as to say that such a combination of excellent handling qualities with a safe ride would be unobtainable if a normal rear axle were used. It's largely a question of unsprung weight, of course.

I am now convinced that, provided it is built of the best materials, the fibreglass body has a great future. If they are all as good looking as George Wicken's example, then we shall be seeing some very pretty cars on the roads soon.

Correspondence

Le Mans

IT is hoped that the reports of a Ferrari challenge in a recent Editorial in AUTOSPORT will not panic our entrants into ill-considered and scarcely proved improvements to their cars.

The lessons of the past must not be lost by this latest foreign scare and so provide a complete rout of our cars as Mercedes did in 1952 before the race began.

R. H. KETTLE, A.M.I.Mech.E.

KINGS HEATH, BIRMINGHAM.

* * *

"Cheap" Formula—1,172 Single-Seaters Best?

I SHOULD like to reply to Mr. G. R. Webster's letter on a "Cheap Racing Formula". I agree with his views on a power unit, but please do not restrict us to carrying around such a large amount of sprung weight as the Ford back axle.

I am in favour of the "back-room Johnnies" trying their hand at I.R.S.—the more ideas the better. A single-seater will not weigh much less than a sports version, and who would want to be on equal terms with a chappie who has driven his car to the circuit?

And could we not have high lift cams and enlarged inlets? For the man who is prepared to spend £300 on his car these would add very little to the cost and yet raise the single-seater above the sports car 1,172.

I think the idea of an "1,172" single-seater the best yet advocated in the "Cheap Racing Formula" battle. Perhaps we can have further views on this matter from others.

G. J. CHAPMAN.

DAGENHAM.

* * *

I HAVE followed with great interest the recent correspondence relating to a cheap racing formula.

It appears that several readers think that the cost of constructing a non-series racing car varies proportionately with the selected engine capacity. This is not the case, and I do not think that the restriction of capacity will help reduce the construction cost of cars.

Furthermore, I disagree with your correspondent of 12th March, G. R. Webster, that independent suspension should be ruled out. Using a little ingenuity and hard work this need not be expensive. An account of how I constructed a complete "rear-end" for under £20 was printed in the 13th March, 1953, issue of AUTOSPORT. This can apply to other components such as i.f.s. and chassis frames, etc., which can be constructed quite cheaply.

I suggest that the following four regulations are all that are needed.

- (1) Car must be non-series built.
- (2) Engine capacity up to 1,500 c.c.
- (3) Maximum cost £200.
- (4) An agreed, standard pump fuel to be used.

The administration of the maximum cost clause might prove rather tricky. However, if, as correspondent W. V. Smyth has already remarked, the organizing body adopted the motto, "Bar any car designed to defeat the spirit of the regulations", success might well be obtained.

MURRAY CAMERON.

BRENTY, BRISTOL.

We are delighted to receive letters intended for publication. We do not insist on typewritten copy, but please write in a hand we can decipher and on one side of the notepaper. The Editor is not, of course, bound to be in agreement with opinions expressed by readers, but this does not mean that subjects will be excluded on these grounds.

Plea for a New Formula 2

I SHOULD like to endorse the suggestion of a new Formula 2 of approximately 1,500 c.c. unsupercharged, as advocated by Cyril Kieft, Don Parker, Mr. Mansell and many others writing in your excellent magazine, quite apart from those who have not found the courage to burst into print with their views. I know of several drivers awaiting a definite decision regarding a new Formula 2, as until this is announced the existing 2-litre cars fall into an uncertain category. This state of affairs will rapidly deteriorate once the new Formula 1 gets well under way this season. I understand that, should a new Formula 2 of 1,500 c.c. be forthcoming, several drivers intend to install suitable engines into existing 2-litre cars of the lighter variety in preference to attempting the installation of larger engines into chassis which may not stand the increased loads and speeds imposed by Formula 1.

Such a Formula 2 would also prove an invaluable training ground for the graduation of suitable drivers, so enabling them to obtain the necessary experience before entering full scale Grand Prix racing and would undoubtedly be instrumental in improving the breed, in a very much neglected capacity, in this country. It should also provide a less costly form of racing than has hitherto been possible. Finally, the experience gained would be invaluable to the everyday motorist, the majority of whom run medium sized cars.

JACK FISHER.

EDINBURGH, 3.

* * *

"Autosport" Camera Competitors

I UNDERSTAND that you are going to hold further camera contests in the coming season. I applaud this move, but may I offer two words of advice. Let us have a few of the Brands Hatch meetings included in the events rota. There are always large and enthusiastic crowds gathered at this track and I myself have seen many shutters clicked during the racing.

The other point is this. In the recent AUTOSPORT International Camera Contest I noticed that all the prizewinning photographs were taken with fairly expensive cameras with a high shutter speed. Could you possibly, in future contests, take into consideration the shutter speed and the make of the camera before finally deciding the winner. It is obvious that a chap with a small box Brownie will not get such satisfying results as the man possessing a Leica fitted with a long-focus lens.

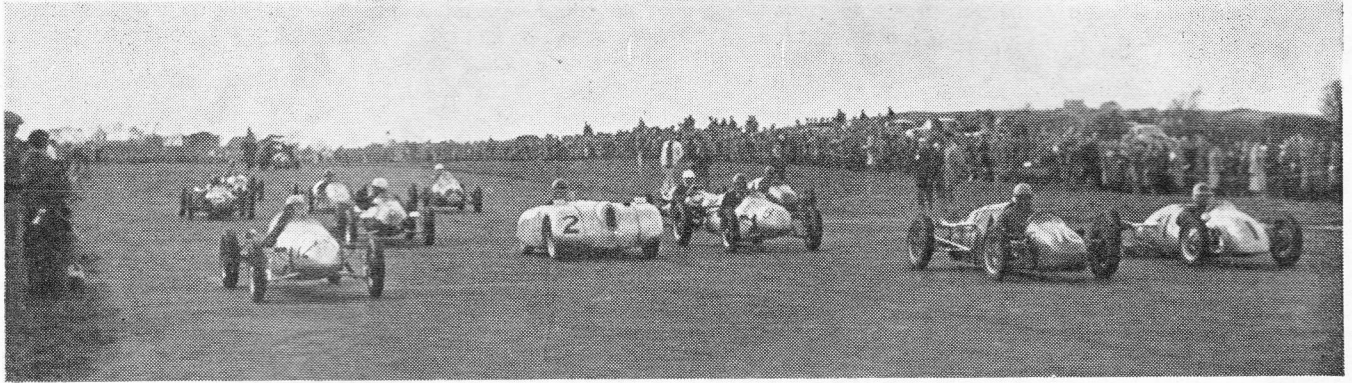
A possible remedy to this would be to have three classes, one for shutter speeds of 1/500th and over, another for 1/100th secs. and over and another of 1/25th and over. (I might add that I did not enter for your International Contest.)

FRANCIS A. C. BARNARD.

TONBRIDGE, KENT.

[What do other amateur photographers think of Mr. Barnard's suggestion? —Ed.]

More Correspondence on page 409



THE SEASON STARTS: The field gets away at Kirkistown, first circuit meeting of the British 1954 season. L. to r., front row, are S. Lewis-Evans (Cooper), Rex McCandless (McCandless), R. K. Tyrell (Cooper), Ninian Sanderson (Staride) and Charles Headland (Martin).

500 c.c. CHAMPIONSHIP OF IRELAND

Don Parker Wins with New Kieft from S. Lewis-Evans and Tyrell (Coopers)—Fastest Lap by Ivor Bueb (Cooper)

DON PARKER won the 500 c.c. Championship of Ireland after a tremendous race with Stuart Lewis-Evans and R. K. Tyrell at Kirkistown airport, County Down, on Saturday, 20th March. The championship race, held over 25 laps of the 1½-mile course, was the main item of a meeting staged by the 500 Motor Racing Club of Ireland. It was also the first British race meeting of the 1954 season and, coinciding with some pleasant weather, was attended by a large crowd.

The line-up for the Championship included Charles Headland (499 Martin-Headland), Stuart Lewis-Evans, Ivor Bueb, J. F. Denley and R. K. Tyrell (all 499 Coopers), a trio of 499 Starides piloted by Ninian Sanderson, Alex. McGlashan and A. A. Butler, Don Parker (499 Kieft), Rex McCandless (499 McCandless), Hector Graham (498 Cooper) and Billy McMillan (498 J.P.). Syd Durbidge scratched the 498 Griffen Special to concentrate on a later drive in the ex-Baird Maserati-Griffen; Tommy Seymour dropped a nut into his magneto on the 499 Iota just before the start, while Jim Meikle broke a cylinder head holding-down bolt on his 498 Cooper.

Headland and Sanderson led the rush off the line, with McCandless close behind and Tyrell and Parker tailing. Bueb was left behind with an oiled plug and by the time he had changed it Sanderson was bearing down at the end of the lap, with McCandless on his tail and Tyrell, Lewis-Evans, Headland and Parker in a tight bunch. The leaders swept Bueb along with them, a lap in arrears but motoring as strongly as any.

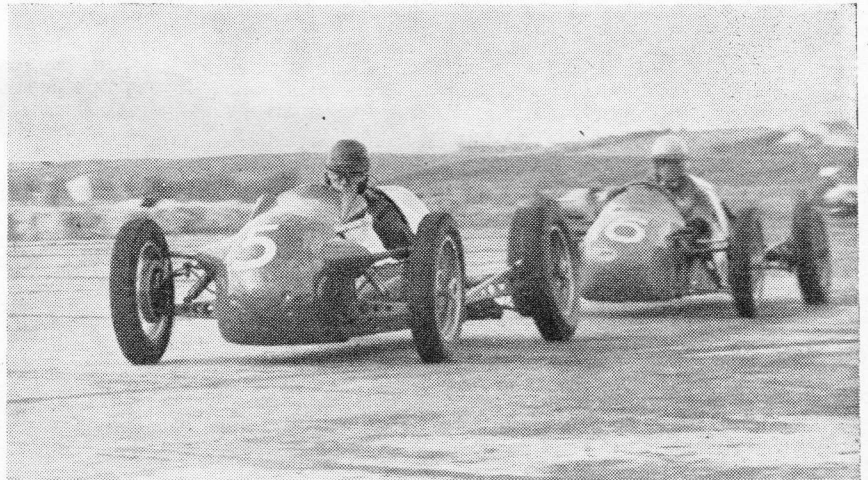
On the second lap McCandless seized the lead from Sanderson by utilizing the phenomenal cornering characteristics of the McCandless car. On the straight for the third time Sanderson closed and by the end of the third lap the order was Sanderson, McCandless, Tyrell, Headland, Lewis-Evans, Parker and McGlashan. Bueb was still battling among the first three cars.

The McCandless effort expired on the fourth lap when Rex ran off the course, struck a drain or rut and bounced heavily, breaking a shock absorber. Now Tyrell was making the running and led Sanderson for two laps, with Lewis-

Evans, Headland and Parker in attendance. McGlashan was still running but had fallen behind, with Butler tailing him. Bueb was setting the leaders a problem by maintaining close quarters on the high-speed tour.

On the sixth lap Sanderson pulled

with Sanderson. On the 13th circuit it was Parker who led, with Sanderson's engine sounding a little flat. Sure enough, the Staride gradually fell away, leaving the issue firmly between Parker, Lewis-Evans and Headland, with Tyrell once again in the picture.



THE RACE: (Above) Don Parker (Kieft) and Ninian Sanderson (Staride) in close company during the fight for the Championship.

THE REWARD (Right) Don Parker receiving the Championship Trophy from Mrs. Isobel Baird, President of the 500 M.R.C.I., who organized the meeting. Vice-Chairman Brian Thomas looks on.

away, leaving Tyrell and Lewis-Evans still "mixing it" in approved wheel-to-wheel style. Now Parker began to move forward, passing both Headland and Tyrell on the eighth lap, to place himself just astern of Sanderson and Lewis-Evans. By the tenth lap it was virtually impossible to separate all three as they swept past the starting area.

For a time Sanderson resumed the lead, a fractional one, constantly harried not only by Lewis-Evans and Parker, but also by Bueb. Parker passed Lewis-Evans on the 12th lap to come to grips



At this stage Bueb, conscious of his missing lap, made a big effort to draw ahead of the pack and reduce the deficit. His spurt ended when, with brakes locked, he pranged the straw bales at the Hairpin and retired. Lewis-Evans, Parker and Tyrell fought the closing stages alone, the lead alternating between the first two but with Tyrell never more than a length behind. It was the Kieft that reached the last bend first and, try as he might, Lewis-Evans was unable to get ahead in the last 100 yards, although the timekeepers were forced to split the second, with Tyrell only a length behind.

Results

500 c.c. Championship of Ireland: 1, Don Parker (499 Kieft), 33 mins. 10 secs, 69.074 m.p.h.; 2,

Fastest lap: Joe Flynn, 1 min. 28 secs, 62.48 m.p.h.

The meeting ended with an open handicap for all comers—decided on the results of two 10-lap heats and a 10-lap final. Scratch man in the first heat was Syd Durbidge, with the ex-Bobbie Baird 1,496 c.c. blown Griffen, while at the other end of the scale, with a three-lap start, was Billy Morton's beautiful little Austin Seven. The heat was fought out by the limit men, the handicap proving too much for the others, despite some good driving by Des Titterington (Triumph TR2) and Robin Scott (Ford Special). Driving with especial verve in this heat was B. W. Tughan (Ford Special), who, however, incurred the

wrath of Durbidge by "torpedoing" the Griffen on the approach to a bend.

Result Heat 1: 1, W. N. Morton (Austin Seven) (h'cap 3 laps), 13 mins. 50 secs., 49.98 m.p.h.; 2, Jim Meikle (497 Cooper) (1 lap 30 secs.), 14 mins. 19 secs.; 3, B. W. Tughan (Ford) (1 lap 40 secs.), 14 mins. 27 secs. Also qualified for final: J. Boston (M.G. TD), W. A. Clapham (Morgan Plus-Four), E. McNally (Buckler), L. D. Spivak (Jaguar XK 120) and Billy McCausland (Cooper-M.G.).

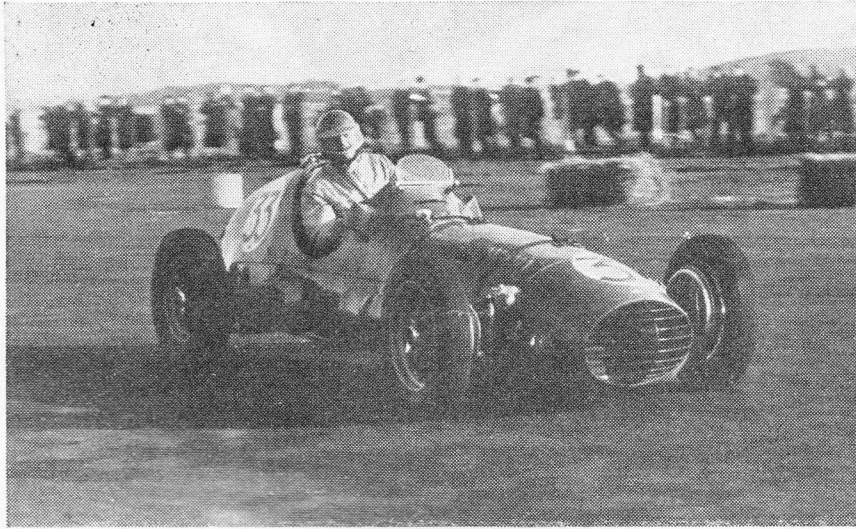
For the second heat Ivor Bueb obtained permission to replace Rex McCandless, who was unable to start, and with this permission the doubtful privilege of starting from scratch. This time the middle-markers were more in the picture and the heat was won by Billy McMillan in the 497 J.P. which he shares with Alf Carroll. Billy Leeper's 1½-litre M.G. finished in second place with Harvey McWhir's H.R.G. third. Bueb succeeded in qualifying for the final.

Result, Heat 2: 1, Billy McMillan (497 J.P.) (1 lap 30 secs.), 13 mins. 48 secs., 62.01 m.p.h.; 2, Billy Leeper (1,476 M.G.) (60 secs.), 14 mins. 15 secs.; 3, Harvey McWhir (1,496 H.R.G.) (1 lap 40 secs.), 14 mins. 19 secs. Also qualified: S. Pentland (Buckler-M.G.), Stanley Porter (4,467 Invicta), Ivor Bueb (499 Cooper), Joe Flynn (Aston Martin DB2) and Harold McCausland (1,089 Morris-Fiat).

The final was a lively affair, made even livelier by the inadvertent despatch of Bueb one minute too soon. For a time the limit starters led but eventually Bueb came through to finish first, whereupon he had one minute deducted from his time, which would have dropped him to about fifth place. Bueb protested that he had started in accordance with starter's orders and this was upheld to make the result:

Open Handicap, Final: 1, Ivor Bueb (499 Cooper) (scr.), 13 mins. 28 secs., 61.62 m.p.h.; 2, Billy McMillan (497 J.P.), 13 mins. 53 secs.; 3, Billy Leeper (M.G.), 14 mins. 1 sec.; 4, Harvey McWhir (H.R.G.), 14 mins. 10 secs.

W. A. McMASTER.



OUT-HANDICAPPED: Sydney Durbidge brought out the ex-Baird 1½-litre supercharged Griffen for Heat 1 of the Allcomers' Handicap, but could not catch the limit man, three laps ahead, in the distance.

Stuart Lewis-Evans (499 Cooper), 33 mins. 10.2 secs.; 3, R. K. Tyrell (499 Cooper), 33 mins. 11 secs.; 4, A. McGlashan (499 Staride), 33 mins. 56 secs.; 5, N. Sanderson (499 Staride), 33 mins. 59 secs.; 6, A. A. Butler (499 Staride), completed 19 laps.

Fastest lap: Ivor Bueb (499 Cooper), 1 min. 16 secs., 72.34 m.p.h.

The opening race of the day, a handicap event for saloon cars, had brought 10 starters to the line. On scratch mark was Joe Flynn (Aston Martin DB2), conceding one lap to the limit men and time allowances to the others.

In the opening laps the pace was set by Jim Dowling's Ford Utility, which, off the limit mark, soon left behind the other limit men, Billy Leeper (Hillman Minx) and Alf Carroll (Volkswagen). Sydney Pentland (Citroën) was the first to close on the leaders, but Ronnie Adams (Jaguar Mk. VII) came through with a rush to take the lead from Dowling at half distance. Flynn stormed through to recover the 20 seconds he had conceded to Adams and for two laps the pair dived it out, Flynn eventually taking the lead on the ninth lap. Adams clung on, handling his big car with superb skill, but gradually the DB2 crept ahead, to win by five seconds. Toby Johnston's Healey finished third.

Results

Saloon Handicap (10 laps): 1, Joe Flynn (Aston Martin DB2) (scr.), 16 min. 4 secs., 60.82 m.p.h.; 2, Ronnie Adams (Jaguar Mk. VII) (20 secs.), 16 mins. 9 secs.; 3, Toby Johnston (Healey) (20 secs.), 16 mins. 54 secs.

THE SAVANNAH MEETING

A CROWD estimated at 50,000 watched "Gentleman Jim" Kimberly of Chicago win the 150-mile Savannah Grand Prix, main event of the S.C.C.A.'s national meeting at Hunter airfield, Georgia, on Sunday, 14th March.

Kimberly drove his 4½-litre sports Ferrari to a well-deserved victory after a fierce duel with Bill Spear, also 4½-litre Ferrari-mounted. The latter led for all but four of the 30 laps of the very fast course, but Kimberly caught him, setting a final lap in 2 mins. 58 secs., at just over 100 m.p.h. and averaging 97.2 m.p.h. Speeds could have been higher still but for a strong headwind on the main straight; even so, Kimberly was clocked through a measured distance at 153 m.p.h., and Spear at 150 m.p.h. Third in the Grand Prix came Sherwood Johnston's Cunningham, and fourth was Sebring co-winner Bill Lloyd, driving a 2.7 Ferrari.

Two courses were used for the races, the first three events over a 3.5-mile layout, the Grand Prix over a 5-mile circuit. Race 1, the Shamrock Cup, over 52½ miles for the up-to-1500s, proved another Osca win, George Moffett leading Lloyd Barton's Porsche Special home very comfortably. An H.R.G. was fourth, a Palm Beach Allard seventh, and M.G.s eighth, ninth, 10th, 11th, 12th and 14th.

The second event, for over 1,500 c.c. cars, was practically all-Jaguar, XK 120s to varying degrees of modification filling seven of the first eight places, with Russ

Boss's car a walk-away winner. Only Major Kincheloe's Austin-Healey intruded to prevent a 100 per cent. Jaguar benefit.

Porsche was the winning marque in race 3, Dick Pace the winning driver, heading George Schrafft's PB Crosley, believed to be a Crosley-engined Palm Beach Allard. John Bentley's Siata was fifth, and M.G.s ran seventh, eighth, ninth and 10th in a keenly contested race.

RESULTS

Race 1, Shamrock Cup (Production and Modified, up to 1,500 c.c.), 52.5 miles: 1, G. Moffett (Osca), 75.9 m.p.h.; 2, L. Barton (Porsche Spl.), 73.0 m.p.h.; 3, R. Pace (Porsche), 67.9 m.p.h.; 4, P. Flickenger (H.R.G.).

Race 2, Azalea Cup (Production cars over 1,500 c.c.), 77 miles: 1, R. Boss (Jaguar), 78.1 m.p.h.; 2, H. Hodgman (Jaguar), 75.2 m.p.h.; 3, T. Pace (Jaguar), 75.0 m.p.h.; 4, Major W. Kincheloe (Austin-Healey).

Race 3, Coastal Empire Cup (Production cars under 1,500 c.c. and modified cars up to 1,100 c.c.), 77 miles: 1, R. Pace (Porsche), 69.5 m.p.h.; 2, G. Schrafft (P.B. Crosley), 69.4 m.p.h.; 3, Dr. R. Thompson (Porsche), 65.6 m.p.h.; 4, J. B. Moran (Porsche).

Race 5, Savannah G.P. (Production cars over 1,500 c.c., modified over 1,100 c.c.), 150 miles: 1, J. Kimberly (Ferrari), 97.2 m.p.h.; 2, W. Spear (Ferrari), 97.0 m.p.h.; 3, S. Johnston (Cunningham), 91.4 m.p.h.; 4, W. Lloyd (Ferrari), 87.5 m.p.h.; 5, G. Moffett (Osca); 6, B. Cunningham (Osca); 7, W. Brewster (Osca); 8, C. Moran (Cunningham); 9, J. Simpson (Osca); 10, A. Melville (Ferrari); 11, O. Linton (Osca); 12, W. F. Carpenter (Kieft-Bristol).

CLASS WINNERS

B, Modified: S. Johnson (Cunningham, C. Modified: J. Kimberly (Ferrari). **D, Modified:** W. Lloyd (Ferrari). **E, Modified:** Carpenter (Kieft-Bristol). **F, Modified:** G. Moffett (Osca). **C, Production:** Maj. W. Smith (Jaguar).



★
CHAMPION: (Left) In one week, Norman Overton has established B.T.D. in three Autocrosses, if one includes the Guild of Motoring Writers' event at Dunstable last Saturday.

★
 their vehicles more suited to fast road motoring than ploughing through Dunstable mud, but Douglas Armstrong had an amusing duel with photographer Richmond Pike, in vast Railton and vast Bentley respectively.

★
 Later results gave the placings as: 1, Overton, 58 secs.; 2, McComb and Taylor, 61 (tie). **Best saloon,** Michael Brettell (Ford Anglia), 79 secs. However, there is nothing in the least official about these times, as the runs were definitely made for love, not money. Despite the rain, the mud, and the maddening wheel-spin at every corner, it was all great fun, and Guild enthusiasts are hoping that the Sporting Owner Drivers' Club will soon give them another opportunity to air their vehicles at Dunstable.

RAIN STOPPED PLAY

Too Much Mud for Journalists at Dunstable

It was on the way home from the Guild of Motoring Writers' Test Day at Goodwood, during last year's Motor Show, that the idea was born. "Seems a long time to wait until next year," said Cyril Posthumus to Tommy Wisdom and Wilson McComb, gazing sadly into his tankard. "How about a trial," said someone. "Or an Autocross?" said someone else.

Fortunately, the Sporting Owner Drivers' Club readily agreed to run an event for the Guild at their Dunstable course. Entries came pouring in, the Standard Motor Company promised to send four Vanguards along, vague promises of a trophy were heard from another quarter—everything seemed set for a successful event. But, alas, it poured all last Friday night, and on Saturday morning there was more mud to be seen at Dunstable than ever before. Even with tyre pressures at the minimum, few of the standard (or even the Standard) cars could force their way round the course at all, let alone get up to any speed. There was nothing one could do but cancel the event, and hope for better fortune next time.

However, once the official meeting was cancelled, the way was clear for a most enjoyable unofficial Autocross, on a more suitable course quickly planned by the energetic S.O.D.C. helpers. Those who remained to join in the fun included Douglas Armstrong (Railton), John Bolster (Morriford), Dennis May (Jaguar XK 120), Wilson McComb (Morris Minor) and Cyril Posthumus (Ford Anglia 10), together with many S.O.D.C. members. Highlight of the day was the performance of a 1923 Peugeot tourer in the hands of the Lockhart brigade. Admittedly assisted by its solid rear axle, but showing a fine turn of sprightliness for its years, this vehicle got the better of most "moderns" in several matches arranged on the spot. Harold Grace, once a keen motor-cyclist, borrowed his son's machine and looked like winning a duel with Tony Bray (I.E.S.T. 1), until he fell off in spectacular fashion.

B.T.D. was established by Norman Overton in 58 secs., spurred on by an announcement that Wilson McComb had equalled his earlier 60 secs. in the Overton Special. Posthumus also borrowed the Overton, and clocked 62 secs. to H. C. Taylor's 61 secs. with the original Overton Special. Bolster and May found

★
MR. BOLSTER ON HIS WAY: (Right) John Bolster ploughs through the mud at Dunstable in his Morriford, a Ford Special with early Morris Minor chassis which started life as the well-known Skinner Special. A very lively vehicle, its weight distribution was not ideal for Autocross, however.



ANOTHER PHILLIPS WIN

Trials Champion First in Sunbac's Colmore Trophy Trial

SUNBAC'S Colmore Trophy Trial took place on Saturday last in ideal conditions, and was won by Reg Phillips in his 1,172 c.c. "Le Tout". He lost only six marks, beating "Doc" Lilley (R.M.S.) by nine marks.

Rain all the previous day and night, followed by a beautiful day, put all the hills in ideal condition. At 10 a.m. the first of the 38 starters set out from Shipston to tackle two driving tests and 13 hills, the majority of which were of the traditional Colmore type; long, muddy gradients that the drivers could get their teeth into, as it were.

The first hill, Le Chat, was a long, winding, muddy track approaching an equally muddy farmyard. Here the majority of competitors managed to notch a clean sheet, but at the summit Pat Reynold's Dellow had the misfortune to hit a gatepost, removing all form of petrol supply and a battery. Six people eventually lost marks here.

Next hazards were two hills in Weston Wood, both muddy sinuosities climbing up by natural tracks through the trees. Mike Lawson, Barden, and Reg Phillips all demonstrated that they were out for

blood and shot over the top in no uncertain manner. Gallant attempts on both hills were made by A. E. Cleghorn, the one-armed Dellow driver, and it was also pleasant to see Jack Newton once again performing, in a Dellow borrowed from Murray Austin.

Then came the three well-known Fish hills, situated close to Broadway, and some hundreds of spectators gathered here to watch the fun. Fish 1 proved the undoing of quite a few people, including Frank Lewis on his new 1,172 c.c. device named "Squamigerous"; he unfortunately caught himself up on a tree root on the last section, and came to rest. A rather spectacular climb was made by Alec Francis (Otter).

Fish 2 was the now familiar climb of the Punch Bowl, followed by an acute right-hand turn over tree roots, a left-hand downhill section, and a very sharp right turn uphill over a bank; this point was the Waterloo of those who failed the hill. Lew Tracey suffered trouble with his petrol pump and came gently to rest on the steepest portion. Bill Wykes was another surprising failure, his colossal proportions usually assisting the wheel

grip of his Dellow. Unruffled and polished performances were observed by Reg Phillips and Jack Broadhead (Cotton).

Fish 3 was once again a sinuous climb, over many roots on adverse cambers. Quite a few people managed to lose 12 marks here, by sliding down the tree roots and coming to rest against a particularly large one. Those fortunate or skilful enough to miss the roots managed to climb unaided.

Next followed Upandout, where Mike Lawson almost came to grief on the very top of the final hill, sliding back to finish up against a large tree. Whilst still commiserating, he observed Barden make the hill look easy. Saintbury seemed impossible, but Barden turned on the power at the right time to top the hill. Rex Chappell (Cotton III) was the next to show that it could be done, quickly followed by Reg Phillips, J. D. Hollingworth, and F. D. Woodall. Many people found that a conveniently placed tree seemed to move right in front of the radiator, just when they wanted a little fairway.

Lidcombe Wood came next, and Bernard Dees (Deeford) was the first man to make it look at all possible, failing in the very last section. "Doc" Lilley then shocked the assembled multitude by going over the top clean, followed by Rex Chappell (who unfortunately then retired, having broken his motor) and Reg Phillips.

Jackdaw Quarry comprised a steep, dog-leg track between trees, approached by a slightly more than right-angle left turn and narrowing off abruptly towards the summit. After the overnight rain the greasy surface, studded with small tree roots, looked like a stopper. But when Mike Lawson and Percy Barden (following an investigation on foot and gloomy forecasts) treated it with disdain, and Frank Lewis and Bernard Dees romped up also, the marshals all but folded up their tow-rope and sat back. Thereafter, original anticipations were fully realised, and only a further eight "cleans" were recorded ("Doc" Lilley, Ron Lowe, Reg Phillips, John Broadhead, Tony Marsh, Pat Atkinson, Ernest Chandler, and Duncan Hollingworth). While the surface certainly got more slippery, both Chandler and Atkinson climbed at the tail end of the procession, although John Deeley had to give it best.

Quiting Wood followed—just a straight, muddy climb after a right-hand turn. Once the first ten yards had been covered non-stop, the majority were over the top safely. Kinton was in quite good form, and a sharp left turn at the top meant the loss of three marks to a large number of competitors. Finally there came Dovedale, the only hill that was not climbed. Best performances were made by Mike Lawson, Bernard Dees, Reg Phillips, V. Woodall and Pat Atkinson, who all made the third section. Reg Phillips was the only man to retain a clean sheet up to the last hill, "Doc" Lilley having blotted his copy book at Saintbury.

K. C. H. R.

Provisional Results

Colmore Trophy: R. W. Phillips (Le Tout), 6 marks lost. **Rhode Cup:** A. W. Lilley (R.M.S.), 17. **Shell Cup:** R. B. Lowe (Dellow S), 61. **Other Awards:** P. A. Barden (Ford), 21; J. C. Broadhead (Cotton), 25; E. J. Chandler (Chandler), 29; B. H. Dees (Deeford), 30; P. A. Atkinson (Atkinson), 32; F. D. Woodhall (Ford), 32; M. H. Lawson (Lotus), 36; J. D. Hollingworth (Oliver), 38; J. Deeley (Cranford), 46; A. W. Francis (Otter), 47.



ON HEARING THE FIRST EXHAUST NOTE IN SPRING

EVER since, at the age of eight, I used to have difficulty in deciding whether I was a 30/98 Vauxhall or a 4½-litre Bentley, car noises—and particularly exhaust notes—have had an incredible fascination for me.

At first this fascination produced no more than a burning desire to imitate, like Mr. Toad, and, by the time I reached my public school I had a popular repertoire of passably authentic tail-pipe music, ranging from 1933 Wolseley Hornet E.W. Special through a rather noisily geared 14/40 Talbot (which was apt to drown my audience in spray) to—believe it or not—an East Kent Road Car Co.'s Tilling-Stevens bus ascending Winchelsea Hill!

As my love of motor-cars grew, my imitative capacity unfortunately waned, but the thrill of a good, healthy exhaust-note has remained with me and, puerile though it may be, the harsh bark of a well-tuned i.c. engine as it approaches peak revs. in the gears still puts me into a frenzy of excitement.

In the face of a certain Mr. Mackenzie's reputed ability to diagnose a Bentley's mechanical maladies simply by listening to its exhaust OVER THE TELEPHONE, I take no particular pride in being able to recognize most makes of car by ear. Indeed, I expect any enthusiast can do the same. But what a volume of interest and fun is to be had in the years of one's apprenticeship! The doubts and uncertainties that beset one before the achievement of that easy confidence which comes with the certainty of never being fooled—"Only another darned Morris taxi" or "wretched J-type Vauxhall with broken silencer", you now murmur to yourself, without bothering to look round, whereas, during your learner days, there were heartrending disappointments. "By golly, what's this coming? Noisy first and second gears—could almost be blower-whine. Obviously o.h.c., and almost racing tolerances. It MUST be an Alfa." And then the ghastly, shaming denouement as you gazed resentfully at the innocent conductor of an elderly Armstrong Siddeley Twenty Landalette. Landalette, if you please! But you pressed on and, with occasional salutary rebuffs, you made the grade. "Can't kid me,"

you would say to nobody in particular, "you think I think you are an Austin-Healey, or maybe even a Triumph TR2—but I happen to KNOW you're a supercharged Foden Diesel 10-tonner—probably Blankshire Paper Mills Ltd." And you'd be right!

Just as in summer the minds of the cricketing fraternity turn to the selection of "My ideal England XI" or, in other spheres, the film-struck may examine salient points in consideration of their Ten Best Sweater Fillers, so I, in the motoring silly season, think back and choose my Ten Most Exciting Exhaust-notes. And, with a large and varied entry list, this self-imposed task, though pleasant, is certainly no picnic. To avoid the repetition of a marque that a year-by-year list would involve, I have split it into (roughly) the two decades of my experience. Here it is, racing cars barred:—

1930-1940: 1, Alfa-Romeo 2.3-litre 8C; 2, Bentley 4½-litre s/c; 3, Mercedes-Benz SSK; 4, Amilcar 6-cyl.; 5, Bugatti 2.3-litre s/c; 6, Alvis Speed 20; 7, M.G. Magnette; 8, Squire 1½-litre s/c; 9, Singer Le Mans 1½-litre; 10, Wolseley Hornet Special (14 h.p.).

1944-54: 1, Frazer-Nash comp. 2-str.; 2, Jaguar XK 120C; 3, Bristol 400; 4, Ferrari 4.1-litre America; 5, Aston Martin DB2; 6, Connaught 2-str. sports; 7, Allard Palm Beach (Zephyr engine); 8, Austin-Healey 100; 9, Triumph TR2; 10, Foden s/c diesel lorry.

You'll see that it is a question of PURITY of note rather than just phons and decibels. There are many others deserving of mention. (And, of course, several that I haven't heard.) But, all-in-all, for cars as turned out from the factory, I think the selection is hard to beat.

RICHARD HEWLETT.

* * *

FORD PRICE REDUCTIONS

DAGENHAM'S retort to increasing Continental competition in world markets is a reduction in export prices of their Anglia, Zephyr and Zodiac models. The new Anglia cost £6 less than formerly, and the Zephyr and Zodiac are £22 down on the old figures.

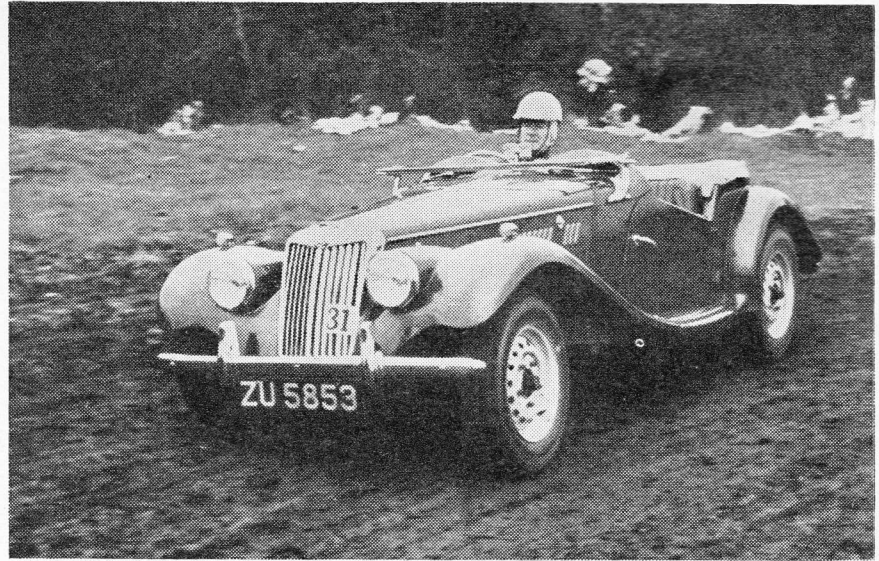
FIRST IRISH AUTOCROSS

Victory for Bill Young (Dellow)

AFTER much discussion, speculation and a couple of disappointments, this thing called "Autocross" finally arrived in Irish motor sport on Saturday, 13th March. The debut was organized by the Dublin University M.C., who have been enterprising enough over the past few seasons to make several innovations in the sport which are now taken as a matter of course. As the meeting was more or less of an experimental nature, the course chosen was comparatively simple—a 0.3-mile grasstrack in a flat field at the back of a new housing estate at Coolock, Co. Dublin. It was roughly triangular, the longest side being straight, the shortest a sweeping curve and the third straight following a hairpin with a Z-bend at the other end.

Entries finally numbered about three dozen and included something of everything. The majority were open cars, from J. Petch's 3½-litre Allard of chequered history, to Leo Manthorpe's brand new M.G. TF, by way of Bill Bradshaw's black Jaguar XK 120 and a variety of specials usually seen in trials. Most of the saloons were small-capacity cars, but variety was added by Harry Barlee's vintage yellow and black Talbot, a Commer station-wagon also entered by J. Petch, and a well-worn Ford V8 driven by Frank Bigger, unexpectedly returned from the R.A.C. Rally after having had an argument with a sheep and a stone wall somewhere in Derbyshire.

Each car drove four laps of the circuit, their total time being noted, not simply their fastest tour. Two cars were out together, though half a lap apart, and time allowed two complete runs through



DEBUT: The first appearance of an Irish-owned M.G. TF in an Autocross event. Leo Manthorpe takes one of the bends purposefully during the Dublin U.M.C.'s meeting on 13th March.

the entry. The grass was soon removed entirely from the grasstrack, and long before the afternoon was out the field, which belonged to Harry Bradshaw, was of little use for anything but building houses on, which will presumably be its eventual fate.

The track proved to be a remarkable leveller of performances. Big cars like the Allard and Jaguar, with too much power and wheelbase, slithered around almost uncontrollably, their times being equalled or beaten by M.G.s and specials, while a Morris Minor beat Kineen's Ford Zephyr, also driven by Colm Hogan, and the Commer station-wagon. Leo Manthorpe's M.G. TF, having its first competition outing in this country, finished fourth in the scratch

class with an excellent run of 2 mins. 33.8 secs., being the highest placed M.G., beaten only by specials. The fastest saloon, in ninth place, was Henry Smith's Porsche-engined Volkswagen, and he too was beaten only by specials and M.G.s. Second in the saloon class was another Volkswagen, a standard model driven by Paddy Hopkirk, only 1.4 sec. behind.

For the enthusiastic drivers it seemed to be a thoroughly successful afternoon's sport, all those that the writer spoke to having enjoyed themselves to the limit. For the spectators, though, of whom a considerable number had been attracted by the novelty of the event, it was another matter. After the first flush of interest wore off, the interminable succession of motors just going round in circles became dull almost to the point of boredom, and if Autocross does not, or cannot, become more interesting in future, there seems little hope in it from the point of view of spectator appeal, on which club revenue from gate money and the sale of programmes would depend. Drivers, however, will doubtless welcome Autocross, if only because it gives everybody a chance to compete in virtually any and every type of car, on fairly equal terms with everyone else.

MAXWELL BOYD.

Results

Open Scratch: 1, A. L. Young (Dellow), 2 mins. 28.4 secs.; 2, H. C. Johnson (Vanguard), 2 mins. 32 secs.; 3, C. H. Manders (Ford Spl.), 2 mins. 32.4 secs.; 4, L. Manthorpe (M.G. TF), 2 mins. 33.8 secs.; 5, J. S. Rutledge (Ford Spl.), 2 mins. 34 secs.; 6, M. D. Heather (M.G. TD) and J. Lacey (M.G. TD), 2 mins. 35 secs.

Saloon Car Class: 1, H. St. G. Smith (VW-Porsche), rec'd 7 secs., 2 mins. 28.6 secs.; 2, P. B. Hopkirk (Volkswagen), 8 secs., 2 mins. 30 secs.; 3, H. A. Barlee (Talbot), 15 secs., 2 mins. 38.6 secs.

Open Car Class: 1, L. Manthorpe (M.G. TF), rec'd 7 secs., 2 mins. 26.8 secs.; 2, J. Lacey (M.G. TD), 7 secs., 2 mins. 28 secs.; 3, M. D. Heather (M.G. TD), 7 secs., 2 mins. 28 secs.

* * *

PUBLIC SCHOOLS SECRETARY

THE secretary of the Public Schools M.C. is M. Ellis, 90 Sandford Road, Bromley, Kent, not D. R. Wilkinson, as stated in the R.A.C.'s 1954 Fixture List. Mr. Wilkinson is the club's Chairman.



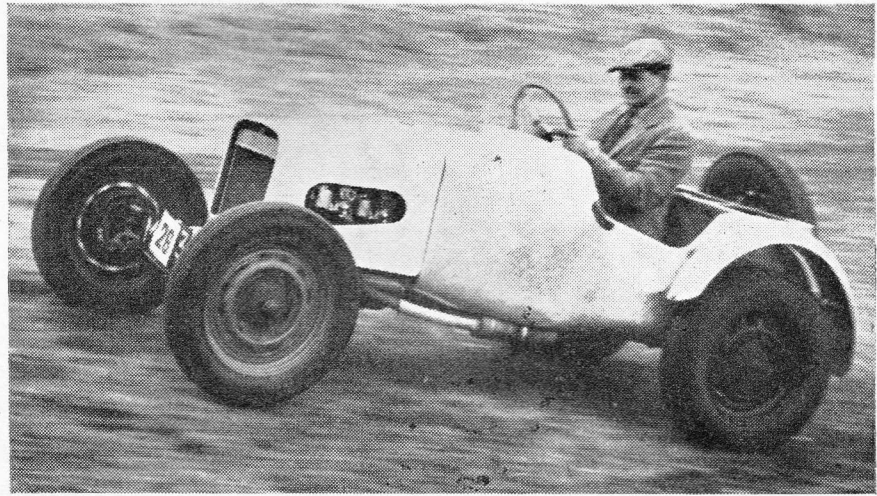
WHAT the well-dressed Autoscambler is wearing—waterproof overalls and cloth "bib" to keep the mud at bay. R. H. Smart is expressing concern at a spot of wheelspin during the East Anglian M.C.'s event on 7th March.

SCOTTISH AUTOCROSS

THE lively Scottish Centre of the M.G. Car Club staged Scotland's first genuinely competitive Autocross on 14th March, and got a very good entry indeed. Major Thomson had given the club permission to use a field on his farm near Romanno Bridge, and M.G. officials made good use of it. Competitors found they had a circuit of some 1,400 yards in length on fairly smooth grassland. Rectangular in shape, it had rather soft ground in one corner, included the skirting of a hillock (providing an interesting adverse-cambered bend) on one of the long sides of the field, and a contrived adverse camber at one of the other bends. There were four classes, for closed cars, open cars up to 1,500 c.c., open cars over 1,500 c.c., and specials.

Among the closed car merchants, Bob Macpherson drove courageously, and his BMW went very well indeed to become a worthy winner of its class. The under 1,500 c.c. open car class provided a hey-day for H.R.G.s and Norman Lithgow, the brakes of whose Austin had packed up during the R.A.C. Rally, had his dash home from Blackpool well rewarded when he made the best time in the class. Not far away were Jim Mitchell and Willum Stewart, whose H.R.G.s continued to live up to their reputation, making better times than the club's own marque. Best of the M.G. drivers was P. Chisholm, with Jim Murray close behind.

There were 17 starters in the class for trials cars and specials, the most interesting being the new vehicle constructed by Nigel Kennedy and Peter Hughes.



AUTOCROSS SPECIAL: Peter Hughes at speed in the "Harfeach", which he and Nigel Kennedy concocted from an ex-Harrison chassis frame. The car was ready too late to be passed by the scrutineers, but easily made B.T.D. in an unofficial run.

Called the Harfeach and built on a frame from T. C. Harrison (of Harford fame), this car conforms to the 1953 R.A.C. National Trials Car Formula and proves that these regulations, when adhered to, can mean good steering and road adhesion. The Harfeach had been worked on for less than a month, and shed its front wings during the practice laps. This meant that the car could not be passed by the scrutineer and did not take part officially, but in a run made "for amusement only" Nigel Kennedy clocked 161 secs., quite easily the best time of the day.

Strangely enough, it was Nigel Ken-

nedy who made the best official time of the day in his familiar little Burdmonk, which was competing in the same class.

The general opinion of the day's sport was that it had been well worth while. The course was a good one and it did not deteriorate during the meeting to any great extent, which, of course, added to the enjoyment.

A. N. FORD.

RESULTS

Closed Cars, unlimited: R. D. Macpherson (BMW), 175.4 secs. **Open, up to 1,500 c.c.:** N. T. Lithgow (H.R.G.), 170.1. **Over 1,500 c.c.:** C. R. S. Robertson (Morgan), 173.3. **Specials:** N. A. Kennedy (Burdmonk), 162.5. (B.T.D.)

OXFORD U.M.D.C. "TARGA RUSTICANA"

THE University Motor Clubs (now having a corporate existence in the shape of the Combined Universities M.C.) are certainly showing form in their rally organization. The Oxford U.M.D.C. staged a very brisk and well-handled affair on 13th March, aptly named the "Targa Rusticana". This was successor to the Rallye Rapide, and differed by being of shorter duration, having more variety as to the stages, no rough tracks, and commencing with a telegraphic start.

This latter device is popular with competitors as it not only reduces the non-competitive mileage they do, but gives them scope for careful advance planning, which is always a delightful occupation. In this case, competitors were required to send two telegrams and arrive at the starting control at Moreton-in-Marsh by a certain time. In each of the two stages they were required to average 30 m.p.h. between the post offices and the control as the crow flies, and team-mates had to use six different towns. It is surprising how few favourable routes offered themselves. Unfortunately, conditions were good, and only seven of the 72 starters lost marks.

The rally proper started off with an "Eight Clubs" section, where numbers on cards by the roadside are used as unmarshalled route checks, these numbers being noted to make up the grid reference of the time control. This stage

crossed the Cotswolds and led to a complex network of lanes near Newent, south of Malvern.

Following this, without a break, was a "London M.C." section with a marked map. This had 12 controls of which three were timed, and it wound incessantly through the back lanes of the country between Hereford, Abergavenny and Ross, where there was a much needed refuelling break and an hour's rest.

Then came two more "Eight Clubs" stages, the first leading via Symonds Yat into very difficult country in the north of the Forest of Dean, and back again to the maze near Newent. The second writhed its way through the High Cotswolds near Cheltenham. From the last control of this, a bonus section was run. Three named points had to be found by map-searching and visited for the noting of code words. Competitors were allowed a time depending on how far they were behind schedule, and marks could only be lost by late arrival. The object of this arrangement was to bunch the entry again for the benefit of the caterers at the finish, by giving the novices an opportunity of missing, without penalty, a section done for small gain by the experts. The scene of this exercise was amongst the hills east of Winchcombe, and it was followed by a fast timed run back to Moreton.

The whole event was at a constant 30 m.p.h. schedule without "dead" time at controls, and proved, as anticipated in the regs., to be impossible. The winner, Sam Moore, lost a total of 26 minutes, and only 11 competitors had enough time to attempt the bonus section. There was no special test; apparently University club organizers scorn such frivolities. The weather was reasonably good, the worst hazard being a light snowfall which caused the usual self-dazzle on full headlights. There was no ice, luckily, or the Massacre of the Miniature Monte might have been repeated. The only accidents were the usual ditchings, and the route was carefully chosen to minimize public nuisances. It was an exceedingly strenuous event, exhausting to navigators and calling for considerable driving skill. Chief organizers were Pat Stark and Tony Ambrose.

HOLLAND BIRKETT.

(Results published in last week's issue.)

* * *

THE RIVERSIDE RALLY

ENTRIES close on Monday, 12th April, for the Hants and Berks M.C.'s 400-mile Riverside Rally on 24th/25th April. It is open to members of the B.A.R.C., London M.C., Cemian M.C., Maidstone and Mid-Kent M.C., 750 M.C., Combined Universities M.C. and Thames Estuary A.C., and the Secretary of the Rally is Douglas Johns, 48 Reading Road, Woodley, Berks.



THE CARS I DROVE IN 1953

by RON FLOCKHART

WHEN I was first approached to write an article for AUTOSPORT about the competition cars I had driven during 1953, there did not appear to me to be any particular reason why I should be singled out for this distinction. It was pointed out, however, that the three racing cars and one sports car which I had handled were each in their own class unique or of particular note, and my experiences of them should be of interest to many. These four cars were, in order of my having driven them—my own 2-litre D-type E.R.A., the works F2 Connaught with fuel injection equipment, the Aston Martin DB3S sports car and the Mk. I B.R.M. This last, of course, I did not drive in competition but during a two days' try-out at Goodwood in October last year, prior to the final negotiations which resulted in my joining the Owen Organization.

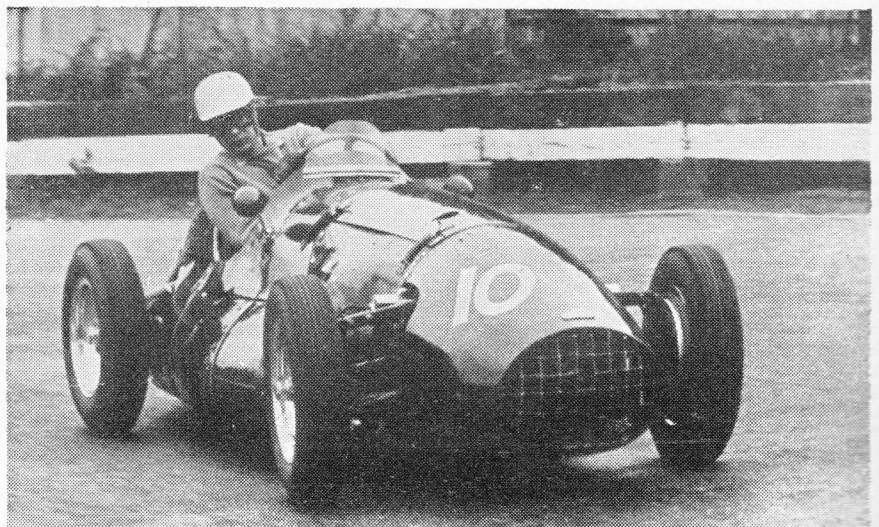
The 2-litre E.R.A.

Of that wonderful old car, the ex-Raymond Mays 2-litre D-type E.R.A. of 1938 vintage, with Zoller blower and Porsche i.f.s., much has been written already; knowing the car intimately, I find difficulty in deciding what to leave out in a short article like this. As I see it, the D-type E.R.A. represented about

the maximum performance, with stamina, which could be obtained from a racing car capable of being maintained on a spare-time basis with the limited facilities that were at my disposal. Although the other three cars are of more modern design, there is something about the handling and performance of the D-type which can only be attributed to breeding, it being the last of a successful series.

This car, when I took it over, was in first-class condition, and with the help of that dour character, Willie McVee, I managed to keep it in that state.

At first, not having experienced such performance before, I treated the E.R.A. with a great deal of respect, and found particular difficulty in making a good getaway from the grid when carrying a sizeable load of fuel and pulling a high back axle ratio, due to the characteristics peculiar to the Zoller blower. After burning out the first-gear bands in two



(Right) "The car handled very well indeed". Flockhart goes from a blown 2-litre to an unblown machine of the same capacity—the fuel-injection Formula 2 Connaught.

SIZING HIM UP? (Left) Reg Parnell, Tony Crook and Ken Wharton watch Ron Flockhart on the Snetterton starting line, while Raymond Mays, too, keeps a careful eye on the new owner of his old car, the 2-litre supercharged E.R.A.

Armstrong preselector gearboxes, I eventually got the hang of it. Though the driving position is high it is not without its advantages, giving a "sense of approach" into corners, and this, coupled with plenty of warning of break-away at the rear, makes for a feeling of being in command on corners. The E.R.A. was not hard on tyres, even when utilizing the wonderful acceleration through the gears. The engine would rev. safely and smoothly to something beyond 6,000 r.p.m., though I never took it this far even in hill-climbs, and at some circuit events did not need to exceed 5,200 r.p.m. to achieve a win. Steering and braking were in keeping with the rest of the car and, in a few words, the D-type E.R.A. is well balanced in all senses.

The Fuel-Injection Connaught

After a few preliminary negotiations, Connaught Engineering offered me a team car to drive in the International Meeting at Charterhall in August, but as a result of certain paddock bothers and panic I did not get much practice in on the third of the team's cars, the short wheelbase model with Hillborn Travers fuel injection equipment. Thus, I found myself coming under starter's orders in the Formula 2 event, trying hard to "appreciate the situation". Making a poor getaway, I added to my shame by spinning round on the wettish track coming out of Tofts Turn, a slow right-hander. However, I managed to keep out of the way (which wasn't difficult, the major part of the field being in front) and for the first time in a motor race was possessed of a cold fighting mood. I soon found that the car handled very well indeed—if anything there was too much understeer, especially for wet conditions. Corners could be approached braking on a drifting slide and then picking up the same drift on acceleration, without any noticeable change of attitude. Compared with the E.R.A., one merely tweaked the wheel to round a bend, and with the light weight the braking was very good. There was

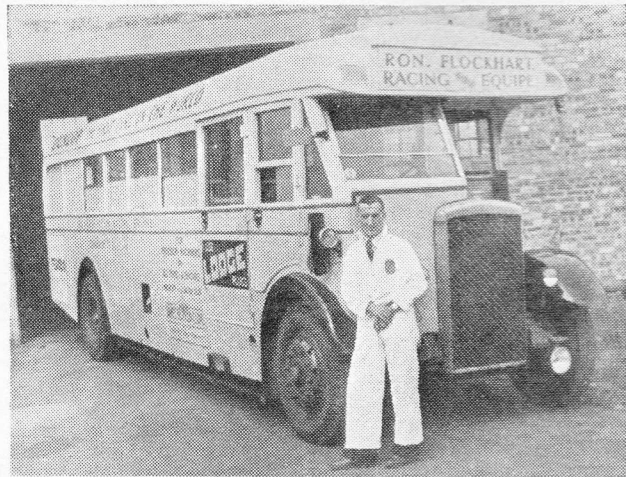
something reminiscent of supercharging about the fuel-injected engine's performance, power coming in with a "bong" on changing gear. The ride was on the firm side, somewhat harder than I expected, and there was a surprising amount of harsh noise from the back axle gear train and crackle from the exhaust. I soon took to the car, however, and after a series of stern chases brought the Connaught into third place behind Ken Wharton and Roy Salvadori, all three of us sharing fastest lap.

I drove another works, fuel-injection Connaught at Crystal Palace on 12th September, and again was plagued with mechanical bothers (a faulty primary fuel pump this time) both in practice and during the event, to the extent of missing the first heat. This car was in much better condition than the one I drove at Charterhall and had somewhat less understeer, though still, in my opinion, too much for a wiggly circuit

★

TRANSPORT: (Right) An ex-Edinburgh Corporation 'bus served a dual purpose for the Scottish driver last year. The E.R.A. was carried in the rear portion, while a partitioned compartment in front offered sleeping and cooking facilities. Willie McVee, who helped to keep the car in good health, poses in front.

★

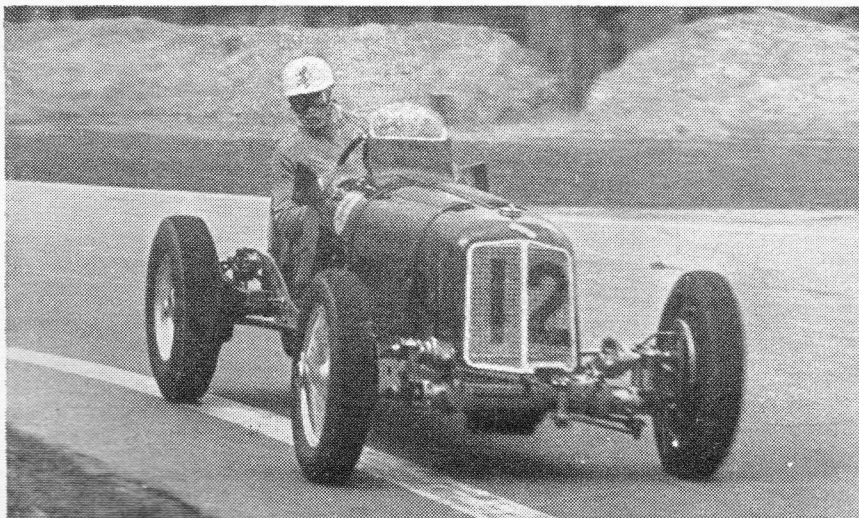


like Crystal Palace. (In passing, it was interesting to note how much the understeering characteristic of an F2 Connaught could be varied by adjusting the fore and aft tyre pressures.) In the second heat of this event there was "special stuff" in the fuel tank, according to Mike Oliver of Connaughts, who explained to me that this fuel was utilized only during actual races and not for practice, as it was rather hard on the engine. Again, as at Charterhall, I

got off to a poor start—too much "gun" on a low axle ratio—but soon fought a way through to third place behind Stirling Moss and Tony Rolt. Perhaps the Connaught I drove had a slight edge over the Rob Walker one in front, but on a tight track like the Palace more than a "slight edge" is required to pass a driver of the calibre of Tony Rolt. However, I had the satisfaction of annexing the fastest lap, equalling the record put up by Roy Salvadori in a similar car at a previous meeting. From my experience of the older model, I should say that the 1954 Connaught, with its detailed chassis improvements and Alta engine of 2½-litre capacity, will be a most handy and raceworthy car.

The DB3S Aston Martin

My one drive in the Aston Martin DB3S took place at the last A.M.O.C. meeting at Snetterton on 12th September, when I was privileged to take the spare



works team car into two events—a combined up to 3,000 c.c. and unlimited sports car scratch race, and a sports handicap. My first impression in taking the car out in practice was that, despite the fact that the DB3S is light, small, and powerful as sports cars go, it did not have the same sharp "zip" as a racing single-seater. This impression did not wear off, either—perhaps I had become too familiar with the 350-400 b.h.p./ton performance of the D-type E.R.A. However, I was very impressed, indeed, by the cornering ability and the ease with which this car could be drifted. Handling and steering generally were completely free from vices. The engine revved smoothly up to its maximum 6,000 r.p.m. and gave that solid feeling of being unburstable. The gearbox was quite easy to manipulate, but I felt that brake pressure was too high to enable a heel-and-toe change to be done with any finesse. John Wyer, the Aston Martin team manager and development engineer, explained, however, that experience had shown that the only way to achieve braking in long-distance events was to select a hard lining with a lower coefficient of friction, but requiring high

(Left) "A feeling of being in command on corners" was what Flockhart gained from the high driving position and general handling characteristics of the Zoller-supercharged E.R.A.

pedal pressures. My only other criticisms of the car were that the cockpit became unduly warm, and—a purely personal point—there wasn't enough room for my legs!

I did not do badly in the scratch event—first in the under 3,000 c.c. class, second in the unlimited (George Abecassis first in the H.W.M.-Jaguar) and fastest lap in both classes. In the handicap event I came in nowhere; after starting from scratch I spun, or rather broadsided to a standstill at the Esses after being baulked on the approach line; my own fault in a way, perhaps. The Aston Martin is a very fine motor-car and, like the E.R.A., gives a feeling of breeding, which, of course, it should.

The Mk. I B.R.M.

Finally, we come to that very controversial motor-car, the Mk. I B.R.M., about which much has been written and much of it unauthoritative, to put it mildly. However, I shall endeavour to give my impressions fairly, though straightaway I admit there is no actual race experience in the car to go by, for my driving of the cars was confined, as I have mentioned, to two days' try-out and testing at Goodwood last October, when most of the time the track was quite empty.

The initial and lasting impression on first driving the B.R.M. is of noise. Whereas with other cars I have handled the level of exhaust noise is not so high in the cockpit, in the B.R.M. both ears are subjected to a most penetrating note simultaneously. Despite liberal packing of the ears with cotton wool, I was quite deaf for 24 hours after driving the car. Next thing I had to learn was that there was a totally different impression of engine speed involved, and that the only guide to begin with was the tachometer. In fact, after being push-started for the first time, for a few moments while blipping the engine I convinced myself that the rev. counter was not functioning. I then gave the throttle pedal a jab that would have damaged the engine of R4D under the same circumstances, and the rev. counter needle came off the stop (at 6,000 r.p.m. I believe) and moved up to 7,500.

After this I then proceeded to motor



"A very fine motor-car . . . gives a feeling of breeding". Flockhart's first opportunity to race a modern, high performance sports car came at Snetterton last September, when he drove a DB3S Aston Martin.

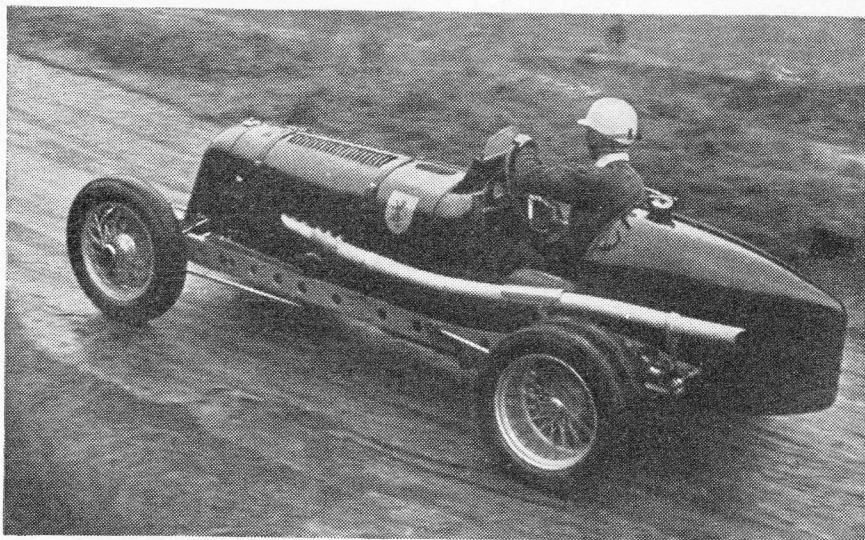
round quietly (or rather steadily) to settle down. The gearbox is a delight, which is just as well, for as my lap times came down it was almost a case of steering with one hand and shifting the gears with the other—Goodwood track and the Type 15 B.R.M. engine power range not having much in common. The ride was very smooth, as was the engine, so far as "noises off" permitted me to judge. The next outstanding impression was the colossal acceleration above 100 m.p.h. Up to that speed wheelspin did not permit of any acceleration noticeably better than that of the D-type E.R.A., but above the 100 mark the performance was undoubtedly superior. On corners, however, though the car has essentially good roadholding, the viciously rapid build-up of torque renders delicate throttle control absolutely essential if a smooth line is to be taken, and for this reason a steady drift is a very difficult thing indeed to achieve.

Consequently, it didn't surprise me when I spun the B.R.M.—and not just

on one occasion. However, these incidents were not without their lessons, for when I finally turned round on Lavant Corner and stalled the engine, with no one near to give me a push-start, I felt I had to make amends in some way; honour was at stake! Getting the car pointed the right way down Lavant Straight, I succeeded in fixing the gear lever in such a position that it was held by spring pressure in the gate, just on the point of engaging first gear. With the ignition switched on, I started to push from the tail, and once up to a slow trot took a "buck vault" over filler cap and back rest, landing in the seat with foot on clutch and hand on lever, to snick the latter home. The engine fired at once, and I was able to drive round to the paddock before the pushing party had sorted themselves out.

Driving the B.R.M. also gave me my first experience of disc brakes. This system is quite remarkable, and I'm still puzzled to understand why it is possible to achieve a much higher rate of retardation without the wheels locking, than with ordinary drum brakes. Whereas the brake pedal pressure on the Aston Martin was too high to permit a sensitive control of the throttle for heel-and-toe gear changes, my opinion was that the B.R.M. went too much to the other extreme, the brake pedal response being too sensitive to wiggle the right foot over on to the throttle pedal without causing erratic braking.

A true overall picture of the Mk. I B.R.M. is difficult to give, going solely on my experiences at Goodwood, as the two cars I drove were possessed of quite different characteristics. The first one, though producing plenty of power from the engine, was pulling rather too high an axle ratio, and did not sit down so well at the rear on corners as the other, which had a modified rear suspension with better roadholding, was more suitably geared, but had a somewhat sick engine unwilling to rev. freely. All in all, I feel my experience is too limited to do the car justice—perhaps in a few months' time I shall be in a better position to pass comment on the Mk. II B.R.M.



WITH TWIN REARS: (Above) The E.R.A. was also used in hill-climbs, and with it Flockhart broke Poore's four-year-old Bo'ness record last June.

FAMILY OUTING: George Mangan (Austin A30) attends to the serious business of checking in, while wife and children go off for a breath of fresh air.

ON 17th March this year the Irish Motor Racing Club ran their customary Spring Trial, starting from Brittas, Co. Dublin, over a 45-mile road section round the Poulaphouca Reservoir and back to Brittas. Encouraged by an ideal spring day, in contrast to the shocking weather of the past two or three years, there was an entry of some 40 cars, specials, M.G.s and a variety of saloons. It was a perfect day for a family outing and several cars were loaded to capacity with the wife and kids, girl friends, "the gang", perhaps even mother-in-law. Moreover, several pairs of hands were seen gripping steering wheels, which are more used to taking a firm hold of the handlebars of competition motor cycles. They included those of Norman Niblock and Edmund



SPRINGTIME IN IRELAND

Ideal Weather for I.M.R.C. Spring Trial

Gill, getting his eye in for the Circuit of Ireland.

There were only seven tests, all of them fairly simple, on the 45-mile route, which made the dyed-in-the-wool enthusiasts complain that it was a long way to go for very little. But for the majority nothing could have been more pleasant than the relatively leisurely drive under a blue sky and brilliant sun round the vast, hill-ringed lake, with the occasional test on the way to add a competitive spirit.

The first test was at a T-junction at Kilbride, and involved crossing lines and passing between pylons in forward and reverse gears. The second, at Lackan, was much the same but without pylons, at a very narrow-angled fork between high banks. The order in which the lines had to be crossed meant turning in a

very confined space. Some of the specials managed it on the handbrake; Joe Flynn, in Kevin Flynn's M.G. TD, tried it that way, but found he had not got enough steam up to change the direction of 17 cwt. of motor car. As for the saloons, they just went to and fro, and wound the wheel round and round and round. . . .

At the third test, competitors had to drive round a blind corner against the clock, and stop in a box at an unspecified distance beyond. The danger, of course, was overshooting the box by driving too fast. As it turned out, the braking lines were where one might imagine they would be, and there was time enough to drop the anchors without sliding too far.

Although the route was dyed, several drivers turned up late at the check at Slievecorragh, though they were un-

penalized for doing so. Kevin Murray was unexpectedly 10 minutes late through having misread the dye, and Jimmy Grew was having fuel starvation trouble with his special.

Passing through Ballymore Eustace, the fourth test was located at Russborough House, where Athol Harrison was presiding over cars going forwards and backwards over comparatively widely spaced lines at a Y-junction. One competitor, whom the writer cannot remember having seen in a trial before, drove off at a great rate in his travel-stained Vauxhall Velox after doing the test, leaving his passenger behind, and nearly causing a "situation" by returning for him in the middle of the next man's run.

Col. N. McNeill's test was one of braking after a long run up to the line. In some cases the newly laid surface proved rather less non-skid than the County Council probably meant it to be, and several cars overshot the limit-line by many yards.

On through the village of Rathmore to a sixth test at Red Bog (more rounding of pylons at a T-junction); then past Killeel to the final test at Cromwellstown Hill, where cars started on a gradient with a very loose surface, drove along one side of a grass triangle, reversed back over the starting line, and drove forward again round two sides of the triangle.

MAXWELL BOYD.

Results

Spring Cup: A. L. Young (Dellow), 56 marks.

Open Car Awards: R. A. Laird (Dellow), 55 marks; K. P. Murray (MM II), 52; J. Gibney (Ford Spl.), 51; C. Vard (Ford Spl.), 45½; H. C. Johnson (Vanguard), 43½; J. Grew (Ford Spl.), 38½; E. Connell (Ford Spl.), 37; V. M. Hartigan (M.G. TD), 33½; N. E. Gleeson (M.G. TD), 33.

Saloon Car Awards: G. P. Soden (M.G.), 28½ marks; R. Sheane (Volkswagen), 25½; D. P. Jones (Austin A30), 21; R. E. Newell (DKW), 20½; D. G. Falkner (Morris Minor), 18; E. P. Gill (Ford Zephyr), 16½; L. Manthorpe (Wolseley 4/44), 16½.

Special Award (Open Cars): J. S. Rutledge (Ford Spl.), 32.

Special Award (Saloons): E. C. Sheane (Volkswagen), 14½.

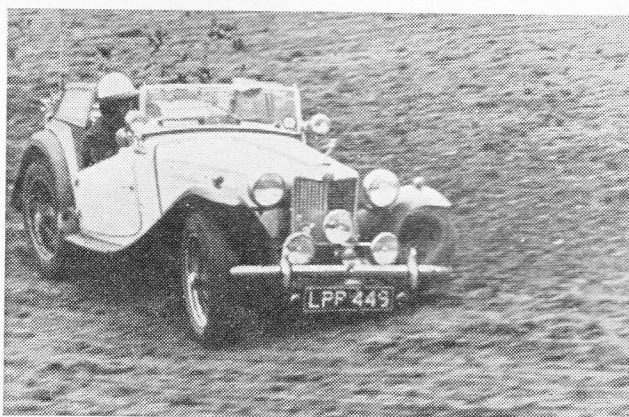
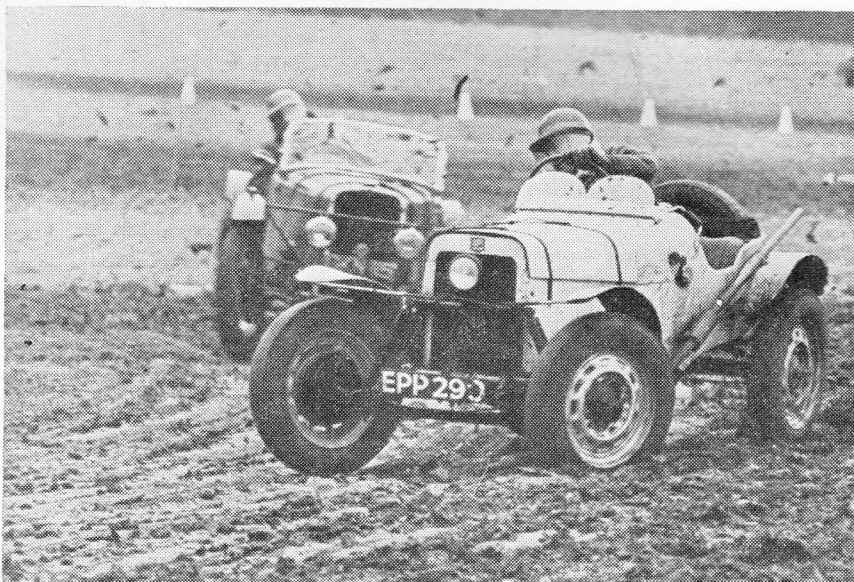


AIR, SIR? Seen at the Midland M.C.'s recent trial; Jack Gibney and passenger do a little reinflating with compressed air after an observed section.

CHILTERN CLUB'S FIRST AUTOCROSS

B.T.D. by Norman Overton

IN spite of a torrential downpour the previous evening (after a week of dry weather) the Chiltern Car Club held its first Autocross meeting, over a new course in the Great Missenden/Wendover area, on Sunday, 14th March. The course chosen was very similar to that used by the Sporting Owner Drivers' Club at Dunstable, being on a smooth sloping field with two fast straights. On leaving the start competitors entered a fast, left-hand bend culminating in a steep climb to the top straight, followed by a series of exciting, downhill hairpin bends back to the start. The surface was very slippery, and when the meeting first started it provided many thrilling incidents for both competitors and spec-



DUEL OF THE DAY: (Above) Norman Overton (Overton) leading Tony Rumfitt (Jaguati) during their fierce struggle.

★

LIST TO PORT: (Left) A front wheel on G. L. Annable's M.G. collapsed under the stress of preponderantly clockwise cornering.

tators, until the course dried out during the day.

The entry was divided into saloon and open classes, plus a class for specials. In the saloon class up to 1,300 c.c., G. L. Annable (M.G.) and R. A. Paul had a grand tussle until Annable's near-

side front wheel collapsed under the strain, allowing Paul to romp home the winner. The saloon class over 1,300 c.c. was won by D. D. Render after a spirited drive in Lindsay's Sunbeam-Talbot 90, beating T. Blackmore (Austin A90) by a narrow margin. Blackmore's

Austin was seen to cross the finishing line in a series of long, controlled (we hope) tail slides.

The best time of the day went to N. H. Overton, driving his very potent Overton Special which, like its owner, seems thoroughly to enjoy this type of event. D. D. Render, who appeared to be driving practically everybody's car on Sunday, recorded an excellent time in Overton's car. A battle royal took place between Tony Rumfitt in his Jaguati (2½-litre Jaguar in Bugatti chassis) and N. H. Overton, the latter winning after a struggle in which both competitors drove with great skill and determination.

The meeting closed at 4.15 p.m., after a cold but thoroughly interesting day which had been enjoyed by spectators and competitors alike. Canteen facilities were available, as was an excellent public address system provided by the Vigzol Oil Company. National Benzole provided the course markers and banners, which helped make the event one of the most successful of its types so far held.

J. D. S.

(Results published in last week's issue.)

ULSTER A.C. MARCH TRIAL

THE Ulster A.C.'s monthly trial on Saturday, 13th March, turned out to be another Dellow benefit, although enlivened by substantial evidence that Phil Harding, new owner of the Todd Special, is beginning to make his presence felt. Harding had to be content with third place, but so close was the issue that only one mark separated him from winner Gordon McNally (Dellow), and one-fifth of a mark from second place-man Desmond Titterington (Dellow).

In glorious spring weather, 30 competitors started on a 36-mile map-reading journey from Ballyrobert Corner, on the old Ballyclare circuit. A total time of 75 minutes was allowed to complete the first 18½ miles and three driving tests. Circuit of Ireland machinery was much in evidence.

The first test was a forward-and-reverse figure eight near Ballywee. Ian Morrison (M.G. TD) registered 20 secs. to open the proceedings; David Archibald (Austin A30) was slower in 21.6 secs., but another A30, driven by Victor

Stanfield, brought the par figure down to 19.2 secs., which was immediately eclipsed by Ernie Robb (Ford Popular), who clocked 19 secs. Jim Dowling (Ford Utility) made this look a little silly with a neat run in 17.8 secs., but it was left to Wilbert Todd (Ford Anglia) to record best closed car time in 17 secs. Robin McKinney (Dellow) took 17.6 secs. and Phil Harding (Todd Special) 17.8 secs. Then Des Titterington achieved 16.2 secs., which figure was tidied up by Gordon McNally (Dellow), who clipped off the fraction.

The electrical-timing brigade were in operation at the second test, a complicated move around four pylons. Morrison's 19.6 secs. was unbeaten by any of the closed car boys, but McKinney brought the time down to 19.4 secs., which Sammy Moore (Dellow) further reduced to 17.8 secs., a time equalled by Harding. Sydney Pentland (Volkswagen) recorded best closed-car time in 20 secs., and Des Titterington set the best time for the test at 16.8 secs.

At the third test, a downhill free-wheel-cum-seesaw, no fewer than 13 of the entry incurred the maximum penalty of 60 marks, thus ruining hitherto good performances. Best time—and an exceptionally neat run—was by Sammy Moore in 21 secs.

The fourth test was another downhill free-wheel, but round a left-hand hairpin. Morrison and Archibald tied with 27.8 secs., a time equalled by Dick Robinson (M.G.). Club solicitor, Harry Catchpole, now a regular competitor, succeeded in completing the test in 27 secs. in his M.G. TD (ex-Derek Johnson) and this proved the best time in the test.

The final test was another variation on the old "crossroads", with four roads to be entered in any chosen order and a row of pylons to make things awkward. Jim Dowling set the closed car figure at 24 secs., which stood until Pentland clipped one second off. McKinney, in the open class, was relatively slow in 26 secs., but Harding made a fine run in 20.2 secs., then McNally settled the issue with a fast run which took only 18 secs.

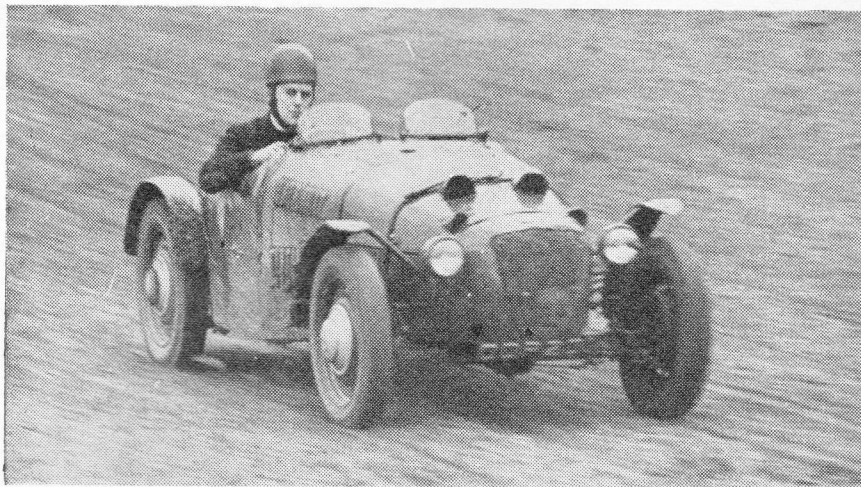
W. A. McM.

(Results published in last week's issue.)



Grace...Space...Pace.... **JAGUAR**

The finest car of its class in the world



M.G.C.C. AUTOCROSS

Successful Meeting at New Stokenchurch Course Replaces
Chilterns Trial — Norman Overton Makes B.T.D.

LIKE so many other clubs, the M.G. Car Club (S.E. Centre) found that their annual Chilterns Trial appealed to only a limited number of their members, and as a result entries were dropping off considerably. In order, therefore, to cater for their members and the members of invited clubs who run normal production vehicles, the organizers decided upon an Autocross meeting. This was originally scheduled for 14th February, but owing to extremely wet conditions the event had to be postponed until 21st March. During the Friday night before the event heavy rain must have made the club very worried, but by Sunday morning the course had dried out sufficiently for the meeting to take place.

The course, which lies alongside the main London-Oxford road about one mile from Stokenchurch, is well known in the motor-cycle world as it is used by the High Wycombe & District Motor Cycle Club for grass-track racing. It is roughly in the shape of a letter "B", with a valley running down the centre. The start was arranged at the top end so that from the start line the cars dived down into the hollow, gaining sufficient urge to carry them up the slope on the other side and round the right-hand curve, after which they dropped down into the hollow and up again to a tight left-hander which once again carried them across the hollow and up to another sweeping right-handed bend. From here the course again crossed the hollow, with a hefty bump as they climbed up to a tight right-handed corner which brought them back into the long straight along the top of the course, and so to the finish, which was at the end of the straight. By having the start and finish so arranged, the next two cars were marshalled on to the start line whilst the preceding cars were completing their lap. With an entry of over 80 cars this effected a considerable saving in time, and all competitors were therefore able to have three officially timed runs, and most had a fourth run which, although it was timed, did not count in the official results.

During the earlier attempts several cars had difficulty in getting up the slope at the far end of the course, and many runs came to an end here. In Class 1 R. A. Paul made no mistake, and his was fastest of the first runs in that class, with a time of 1 min. 34.4 secs. in his 1½-litre M.G. saloon. Although he got down to 1 min. 29 secs. on a later run, this was not good enough to win the class, as Dick Jacobs, driving a similar car, clocked 1 min. 28.4 secs. P. A. Bailey upheld the Singers in this class with some nicely judged runs, his best time being 1 min. 30.6 secs.

Apart from two 1½-litre Singers, Class 2 was made up entirely of TA and TC type M.G.s. There was much rivalry here and honours first went to D. Smith in his TA, then G. B. Hewitt knocked 2 secs. off to take the honours with his TC, but on his third run G. L. Annable (TC) went round to the tune of 1 min. 20.8 secs.

Class 3 consisted of 11 TDs and two of the new TF models, that of D. O. Gurden having bolt-on wheels, and C. Shove's having centre-lock wire wheels. Here again there was great rivalry, but none of the TDs could do anything about Shove's TF, which was fastest on all three runs, clipping a little off each time and ending with a time of 1 min. 22.8 secs. Special mention must be made of the spirited driving of Miss Ann Jacobs (TD), who got down to a time of 1 min. 24.4 secs. When the results were worked out it was found that K. F. Lee and C. R. Leigh-Jones, both in TDs, were tying for second place. These two therefore had another timed run to settle the outcome, and in a brilliant drive this was won by Lee with a time of 1 min. 20.4 secs., which was actually better than the classwinner's best time. In spite of a more varied selection of vehicles in Class 4, there was not a lot of difference in the times. On the first runs M. E. S. Bond had the best time with his aerodynamic H.R.G., and then he very sportingly lent his car to Tony Ruffitt, whose special had broken a half-shaft on the way to the course. Ruffitt's first run (which took place

(Left) C. H. Bulmer (Buckler) was beaten by only 0.2 secs. for B.T.D. at the M.G.C.C.'s Autocross meeting last Sunday.

after the lunch break, when the course was considerably drier) knocked over 10 secs. off Bond's time; Bond then took 10 secs. off his earlier run, but was still not as fast as Ruffitt, whose best time of 1 min. 17.4 secs. gave him best in the class.

There were only three contenders in Class 5, but leadership in the class was always in doubt. H. G. Pentus Brown (Austin-Healey) held B.T.D. for some time with his first run, which took a mere 1 min. 23.8 secs. P. Norgard (Plus 4 Morgan) got down to 1 min. 18.8 secs. on his third run. T. Bridger delighted the spectators with much tail-wagging on his third run, but it was to good purpose, as he returned the remarkably good time of 1 min. 15 secs. to win the class.

Class 6 was for closed production cars of any capacity, but in spite of great variations in engine capacity, here again times were very close. J. Coombs and D. H. Laver both drove a Citroën and new Ford Anglia, the latter with twin SU carbs and oversize tyres, but the best time in the class went to J. C. Smith (Allard saloon). G. H. Grace had to be content with second place in the class with a run in 1 min. 20 secs. He had borrowed some new tyres before the event, but didn't like the handling of the car on the road and so had refitted his almost smooth tyres.

The specials and supercharged cars ran in Class 7, in which D. R. Piper undoubtedly sounded best with a very healthy note from the exhaust of his M.G. 14. However, the main rivalry was between C. H. Bulmer (Buckler) and N. H. Overton. The outcome was B.T.D. for Overton with a fine run in 1 min. 9.6 secs., against Bulmer's 1 min. 9.8 secs. C. R. C. Aston handled his heavier Ford special (V8-engined) extremely well to return a time of 1 min. 13.2 secs., whilst P. J. Nott, who had his fan blade come off and go through his radiator on his second run, managed to gum it up and return 1 min. 15 secs. on his third run.

Whilst officials checked the results of the first three runs competitors had a fourth run, and several challenge matches were arranged. The provisional results were announced during these final runs, and the awards were presented on the spot by Mrs. John Thornley.

ROBIN N. RICHARDS.

Provisional Results

Banana Trophy (B.T.D.) by M.G.C.C. member driving an M.G.: G. L. Annable, 80.8 secs.
Duckham Trophy (novice award): K. F. Lee, 83.2.
Salmons Cup: A. E. Ruffitt, 77.4.
Stratton House Bowl: N. H. Overton, 69.6 (B.T.D.).
First Class Awards: R. W. Jacobs, C. Shove, T. Bridger, C. Smith.
Second Class Awards: R. A. Paul, G. B. Hewitt, G. H. Grace, C. H. Bulmer.

* * *

GOODWOOD SPRINT MEETING

THE London M.C. are holding their first Goodwood Sprint Meeting on Saturday, 22nd May, over a course including Woodcote Corner and the chicane. There will be 10 classes for sports cars, and entries are limited to 100. Regs. will shortly be available from Cyril Wick, London Bridge House, S.E.1.



Photograph by courtesy of 'Motor Sport'

Congratulations PIPPBROOK GARAGE

(DORKING, SURREY)

On your great ^{*}successes in 1953

The Connaught car maintained and prepared by the Pippbrook Garage and entered by Rob Walker, has scored a series of outstanding racing successes in the last twelve months using Essolube — the top quality motor oil!

using...

Essolube

The same fine Mineral Oil you can buy from
your local Esso Dealer.



★ THE PRESCOTT SPEED HILL CLIMB

*Class won by Peter Walker
May 17th*

★ THE CRYSTAL PALACE CORONATION TROPHY

*won by Tony Rolt
May 25th*

★ SNETTERTON FORMULA II RACE

*won by Tony Rolt
May 30th*

★ SNETTERTON FORMULA LIBRE RACE & U.S.A.F. TROPHY

*both won by Tony Rolt
July 26th*

★ THRUXTON FORMULA II AND FORMULA LIBRE RACES

*both won by Tony Rolt
August 3rd*

★ OULTON PARK FORMULA II RACE

*won by Tony Rolt
August 8th*

NEWS FROM THE CLUBS

By Wilson McComb

FUNNY how something one does countless times every day can become completely automatic. When I asked Norman Overton if he would like to try my car at the Guild of Motoring Writers' Autocross last Saturday, he climbed in and asked me how the gear-change went. Up for first, or down for first? I stood there without replying, feeling like a fool—for I'm darned if I could remember!

Naturally, we were all very disappointed that the state of the ground made an official meeting impossible. This is a very real snag with Autocross, but what can one do? The new sport depends for its success on the condition of the course, which in turn is governed by the weather; even a perfect trials course has often been ruined by too much or too little rain. The absolute dependence of Autocross on weather conditions made some folk talk very gloomily about the future of the sport. Does this mean that cricket is doomed to failure?

* * *

HEALEY CLUB PROPOSED

PETER CAVANAGH, well known as radio's "Voice of Them All", has written to suggest the formation of a Healey Drivers' Club. He feels sure that Donald Healey would consent to act as President, but would like to hear from an enthusiastic Healey driver who would be prepared to take on the secretaryship. The address is "Brooklands", Sevenoaks Road, Orpington.

CITROËN EVENTS

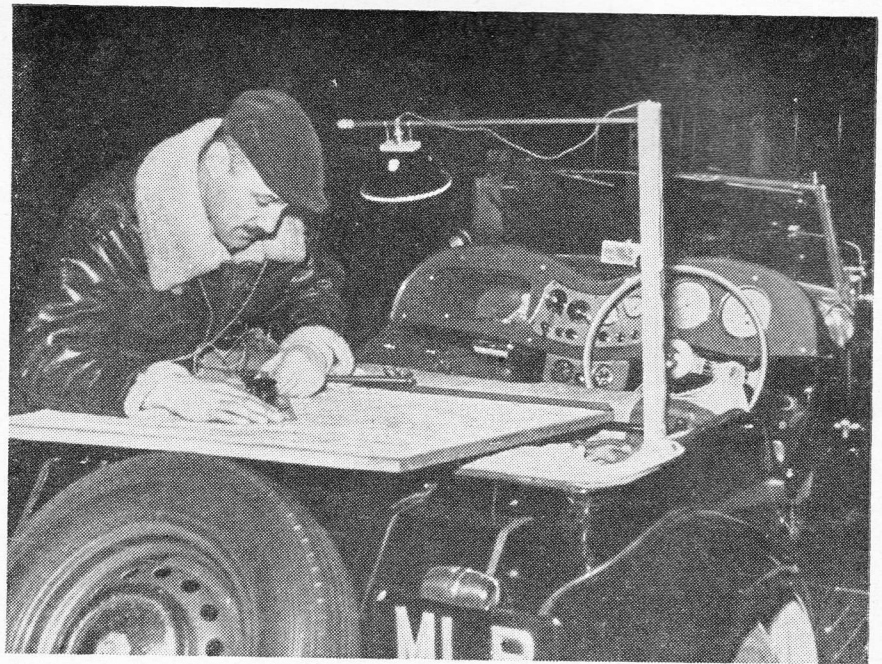
A FIGURE-OF-EIGHT route, with two starting points in London and Cheltenham, will be used for the Citroën C.C.'s April Rally on 3rd/4th April. Regs. and entry forms may be had from Douglas Porteous, Lawn Cottage, Manygate Lane, Shepperton, Middx. Frank J. Clements, of 17 Temple Road, Croydon, should be contacted for details of the club's Treasure Hunt on 25th April.

THE 13th DERBYSHIRE TRIAL

ENTRIES close on Tuesday, 20th April, for the Lancashire and Cheshire C.C.'s 13th Derbyshire Sporting Trial, an R.A.C. Championship and B.T.D.A. Star event which will start from the Bull i' th' Thorn Hotel, Hurdlow, near Buxton, at 10.30 a.m. on 25th April. Invited clubs are the London M.C., Sheffield and Hallamshire M.C., North Midlands M.C., Yorkshire S.C.C., Sunbac, Lancashire A.C. and Hagley and D.L.C.C. The Secretary of the Meeting is J. A. Sivey, 7 Brookfield Crescent, Cheadle, Cheshire.

G.B.C.C. RALLY

DETAILS of the G.B. Car Club's second London-Languedoc-Sète Rally, to be held on 9th/18th July, are now available from Lt.-Col. Portham, 60 Ebury Street, London, S.W.1.



"THE GALLOWS" was the nickname given by Rosette Rally competitors to this map-reading device, used by K. G. Kingwell's navigator, C. Nelon.

LONDON M.C. LITTLE RALLY

TOMORROW, 27th March, is entry closing date for the London M.C.'s Little Rally on Saturday, 10th April. The Secretary of the Rally is Mrs. Nina Imhof, Robin Hill, Coombe Hill Road, Kingston-on-Thames.

WELSH COUNTIES FUNCTIONS

A LARGE attendance is expected for the next meeting of the Welsh Counties C.C., a film show at St. Mellon's Golf Club on Monday, 29th March, starting at 8 p.m. There will also be a coach trip to Oulton Park on 10th April, a rally on 2nd May, and another film show on 24th May.

CEMIAN DRIVING TESTS

PRIVATE ground near Abridge, Essex, will be used for the Cemián M.C.'s Handicap Driving Tests on Sunday, 4th April. The meeting will start at 2.15 p.m. and friends of members will be welcome as spectators, but the public cannot be admitted.

BMW RALLY

THE first Isleworth Trophy Rally of the BMW C.C. will be held at Measham, near Burton-on-Trent, on Sunday, 4th April. There will be a 30-mile circular road section, driving tests and a Concours d'Élégance. The Secretary of the Meeting is C. H. Bulmer, "Whitecain" Duke's Ride, Crowthorne, Berks.

WEST ESSEX SPEED TRIAL

ENTRANTS for the West Essex C.C.'s Speed Trial at Wethersfield on 4th April include Leston (Cooper), Marr (Connaught), Norris (Alta Spl.), Biss (Bristol), Symonds (Cooper), Everard (Aston Martin), Cooper (Cooper), Clarkson (Morgan), and other well-known drivers.

On 21st April, a driving competition will be held at Messrs. Smith Motors, Goodmayes, between club members and the Chelmsford Police Driving School.

HAGLEY-LUDLOW HANDICAP RALLY

THE Hagley and D.L.C.C.'s Hagley-Ludlow Handicap Trial will start and finish at the Lyttelton Arms Hotel, Hagley, on 4th April, covering an 80-mile course including several driving tests. Entries must be sent to J. W. Cox, "Timberdine", Hyperion Road, Wollaston, Stourbridge, Worcs., by Monday, 29th March.

EAST ANGLIAN MEETING

THIS Sunday's Spring Rally of the East Anglian M.C., which starts at 2.30 p.m. from Wormingford Aerodrome, will be followed by a quiz in the Bull Hotel, Halstead. Members of the panel of experts will be Sheila Van Damm, Inspector Priestly, George Mathews, Harry Cree and Laurence Coe.

GOSPORT ACTIVITIES

REGULATIONS for the Gosport A.C.'s April Speed Trial will be available shortly from S. F. Warne, 38 Stoke Road, Gosport. It will be held at the usual venue, despite doubts which arose last year.

A new club badge, similar to the old type but much improved in design and finish, is now obtainable at 15s.

RILEY M.C. A.G.M.

A LARGE number of members came to the Clarendon Hotel, Hammersmith, on 16th March to attend the Annual General Meeting of the Riley M.C. It was followed by dinner and the showing of a new B.B.C. film of the 1954 Monte Carlo Rally, after which a sound recording was heard, and competitors in the event joined in a discussion led by Jack Kemsley, Chairman of the M.C.R.B.C.C.

Officers re-elected at the meeting were: *Chairman*, R. James; *Hon. Secretary and Treasurer*, E. B. Williams; *Trials Secretary*, R. C. Porter; *Social Secretary*, V. O'Driscoll.

Correspondence—continued

Tyres and Autocross

IN the suggested regulations for Autocross by A. E. Rumfitt, he proposes allowing "Town and Country" tyres. I see this as defeating the object of Autocross, which is to give the "poor man" a chance to race. Competitors using special tyres will have an obvious advantage over those employing normal covers. I do not fancy keeping a special set for Autocross, although some people will no doubt do so. Even if these covers were available in my size (600 x 21) they would cost the earth. By all means use deep tread tyres on specials but keep them in a separate class.

A. J. CARDY.

N. HARROW, MIDDX.

Le Mans Lagonda Data Sought

IN the 5th February issue of your excellent magazine, on page 164, appears a photograph of my 1934 4½-litre Lagonda which competed in the 1935 Le Mans race and, I believe, actually carried Fontes and Hindmarsh to victory. Now I am not unduly impressed by the vagaries of fortune, and BPK201 will continue to have all my admiration and affection whether she won, or turns out to be the less fortunate lady whose gear box broke in the hands of Dr. Benjafield. Still, history interests as well as instructs, and I would be happy to find definite evidence of this car's role at Le Mans and, for that matter, at the 1934 Tourist Trophy race where it first appeared. Perhaps someone can recall those good old days in enough detail to identify my car.

G. B. CALKINS.

DETROIT, U.S.A.

Green Cover Query

SINCE the feature was introduced in AUTOSPORT there have been very few British victories warranting a green cover. I am of the opinion that Moss's victory at Sebring, driving an Italian Osca, deserves this honour. One must remember that Hawthorn won the 1953 French Grand Prix driving a Ferrari and that the subsequent issue of AUTOSPORT had a green cover. Therefore, Sir, please do justice to Stirling's part in winning the Sebring Grand Prix d'Endurance.

M. A. WYNNE.

BEDFORD PARK, W.4.

[Our 10th July, 1953, cover referred to celebrated the Moss/Whitehead Jaguar win, and Bristol's class success, in the Rheims 12 Hours race as well as Hawthorn's Grand Prix victory. Much as we should like to honour Stirling Moss's splendid Sebring performance, he was co-driving an Italian Osca with American driver Bill Lloyd.—Ed.]

BOOK REVIEW

Title: Formula 3 Year Book, 1953-54.
Edited by Roy Pearl and Douglas Armstrong.
Size: 5½ ins. x 8½ ins., 144 pp. Numerous photographs and maps.
Price: 6s.
Publishers: Pearl, Cooper, Ltd., 2-3 Norfolk Street, London, W.C.2.

RACE regulations, results lists, constructional articles, circuit details, a supplies directory and drivers' "Who's Who" make this a most useful 6s. worth for any Formula 3 follower. It contains a number of British circuit maps, amongst them Aintree, which has not opened yet, also Shelsley Walsh hill, but omits Goodwood, Snetterton, Silverstone, Castle Combe and Brands Hatch, possibly on grounds that everyone is familiar with them anyway.

Professor von Eberhorst, pre-war designer with Auto Union, contributes an interesting article on his ideal 500, in which he says he would *not* have a rear-mounted engine nor use motor-cycle components. It is intriguing to note, amidst the cars and engines specifications section, the Matchless G-45 vertical twin engine, which presumably means this unit will be available and suggests further variety in 500s (and their exhaust notes) in future.

C. P.

The Englishman's* Guide to Smirnoff Vodka



The Island Race are among the world's most discerning drinkers. They are, however, notably conservative in their tastes, preferring to stick to what they know than experiment with alien beverages of doubtful potency. Believing, however, that Englishmen* should share in the pleasures of cocktail imbibers in other lands, we gladly provide a few facts about the world-famous Smirnoff Vodka.

- | | |
|--|---|
| 1. Smirnoff Vodka is a smooth palatable drink, no stronger than your Gin, Whisky or Rum. | 3. Smirnoff Vodka makes a most attractive drink taken straight "A la Russe," especially when accompanied by savouries. |
| 2. Smirnoff Vodka is today one of America's most popular drinks, where it is used as the blending spirit for new and established cocktails as well as for long drinks. | 4. Smirnoff Vodka is made in this country according to the traditional recipe used by Pierre Smirnoff, purveyor of Vodka to the Imperial Court of Russia. |

Try Smirnoff instead of Gin in your favourite cocktail. Try a VODKA-TINI (Smirnoff Vodka and Vermouth mixed in your favourite proportions) and a SCREWDRIVER (Smirnoff Vodka and Orange Juice).

*To say nothing of the Scots, the Welsh and those of the Irish whose pleasures know no frontiers.



OBTAINABLE FROM ALL GOOD WINE MERCHANTS, CLUBS AND BARS
 Ste. Pierre Smirnoff Fls., Oval Road, Regents Park, London, N.W.1.
 Sole distributors in United Kingdom, W. & A. Gilbey, Ltd.

News from the Clubs—continued

SEVERN VALLEY TRIAL

STARTING from the Forest Glen at 2.30 p.m., the Severn Valley M.C. held their annual Wrekin Trial on Sunday, 14th March. Route cards were supplied to the competitors, but no mileage given, and any average speed up to 30 m.p.h. was allowed for the first 8½-mile section. After a quarry test at the first control, a second timed section, of 16 miles, led to Longnor; again the mileage was not disclosed, and entrants had to equal their average speeds on the first section.

At Longnor was held a timed dash through a watersplash, which caused several enthusiastic competitors to complete the trial with a few fish in the back seat! This was followed by driving tests at Conover and Atcham, and a further test at the quarry. The final test was on a steep section of the Willowmoor Bank, where one revolution of the rear wheels had to be estimated from a standing start. The event finished at the Horseshoe Inn, Uppington, where an excellent tea was provided for 70 members and friends.

RESULTS

Premier Award: J. Casewell (Austin).

Closed Car Class: 1, J. Casewell; 2, B. Masters (Austin); 3, H. D. Smith (Hillman). **Open Car Class:** 1, A. H. Westwood (M.G. TD); 2, R. Pugh (M.G. TF); 3, P. Thompson (H.R.G.). **Team Prize:** R. Pugh and B. Masters.

C.U.A.C. ANNUAL DINNER

A LARGE number of resident and veteran members and their guests enjoyed the Annual Dinner of the Cambridge University A.C., held on 6th March at the Lion Hotel, Cambridge. Following an excellent meal the President, A. M. P. Brooks, proposed the toast to the guests and in particular the guest of honour, George Monkhouse, by recalling pre-war memories of Mercedes-Benz and Auto-Union racing cars at Donington Park. Club secretary Gethin Bradley then described the club's activities during the past year and presented the awards.

To round off the evening, members were entertained by George Monkhouse, who showed some of his own films of pre-war Grand Prix racing, and told in an illustrated talk just how the great German firms obtained their very fine results.

RECENT RESULTS

CUMBERLAND S.C.C. KESWICK RALLY

20th/21st March

Premier Award: G. Howe (M.G.).

Class Awards: J. Kitchening, G. Shanley, G. Frankland, J. R. Robinson, N. Hammond, P. Walton, J. Hilton, Bob Dickson. **Navigator's Award:** G. Davidson. **Team Prize:** J. E. Robinson, G. Howe and G. Frankland.

W. HANTS AND DORSET C.C.
HARTWELL CUP TRIAL

21st March

Hartwell Cup: A. J. S. Edwards (Ford Popular), 84.2 marks.

Merchant Cup: A. Stevens (Riley), 83.3.

T.E.A.C. ANNIVERSARY RALLY

21st March

Best Performance: A. E. H. Parsons (Dellow). **Up to 1,500 c.c., closed:** W. C. Terry (Ford Popular). **Open:** A. E. H. Parsons (Dellow). **1,501 c.c. or over, closed:** A. E. Tolman (Ford Zephyr). **Open:** K. W. Monk (Healey).

Team Award: R. Randall, K. Sloman, A. Freeman.

First Class Awards: P. A. Diggins, D. H. W. Thompson, R. Randall, P. S. R. Smith, F. E. Still.

Second Class Awards: P. G. Hayward, F. A. Patrick, I. O. Amery, D. M. Corder, R. Margerison, L. M. Heyward, J. Clarke.



TF AFLOAT—or nearly so, as R. Pugh tackles the Longnor watersplash in the Severn Valley M.C.'s Wrekin Trial.

FARMYARD FROLIC

THE Caernarvonshire and Anglesey M.C. held its second annual "Farmyard Frolic" on Saturday, 20th March. This year, however, it bore the more dignified title of Regent Trophy Trial, the committee having decided to devote to the event a fine cup presented by the Regent Petroleum concern, thus, as it were, raising its status.

But status or no, it was the mixture as before. The sole brain-child of member David Lloyd, this event is reputed to be the result of a childhood in North Anglesey spent in seeking out the narrowest lanes, muddiest farmyards and deadeast ends. There were nineteen starters, two non-starters, and several non-finishers. Required averages were as low as 11¼ m.p.h., and flag checks, in the shape of symbols, abounded, but few navigators accounted for them all.

The 45-mile course, which was well enough routed to render a map unnecessary, led from Bangor to Llanddyfnan Hall, near Llangefni, where a simple speed test had been laid on. It was a glorious blind and B.T.D. was made by Dr. D. N. Kiff (Ford Spl.) with 33 secs. Cook's Land Rover was second with 35 secs., and there were four others with 37 secs. Afterwards farm tracks got more frequent, and finally led on to the sandhills at Llanfwrog, where flags marked a safe route. The route card read "Don't go S.O. and risk meeting Davy Jones, but turn L and meet Davy Lloyd", who had a garaging test and wiggle-woggle laid on here. In this, W. N. Owen (Ford 8) was best.

"Keep flag markers on starboard hand", was the next instruction, sending competitors to a re-start in a muddy lane at Llanrhwydry, where the only car to manage it was J. F. Turner's 1934 Morris Minor. Mynachdy farmyard was easy to those who went wrong last year, but Miss Olive Roberts (Wolseley 8) found herself on the cliffs, with nothing but the Irish sea 100 ft. below her.

Results

Regent Trophy: R. D. McNair/W. G. Jones (Morris Minor), 230 marks lost.

Runners-up: W. H. Blunt/Mrs. Blunt (Austin), 226; 3, W. N. Owen/J. Hughes (Ford 8), 256.

Special Tests: W. N. Owen and A. McDermid (Morris Minor) (tie). **Navigation:** W. G. Jones. **Road Section:** W. Matthews/D. Mills (Sunbeam-Talbot).

MIDLANDS SPORTING HALF-DAY

THE Midlands M.E.C.'s Sporting Half-Day on Sunday, 14th March, took the form of a miniature rally, with classes for open and closed cars. The first crew left the start at 2.15 p.m., in cold, dull weather, and everyone passed through the first check at Brinklow, although three cars failed to stop. Eighteen checked in at Marston Dales on time, odd men out being George Ellison (Dellow), who was 10 minutes early, and Bob Jones (M.G.), who was six minutes late. The Copston control saw eight more clean sheets go by the board, and another five competitors lost marks at the tea break; perhaps the most unfortunate was Ian MacNeil (Fiat) who was baulked by a non-competing car for some miles, and just failed to arrive on time.

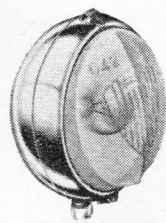
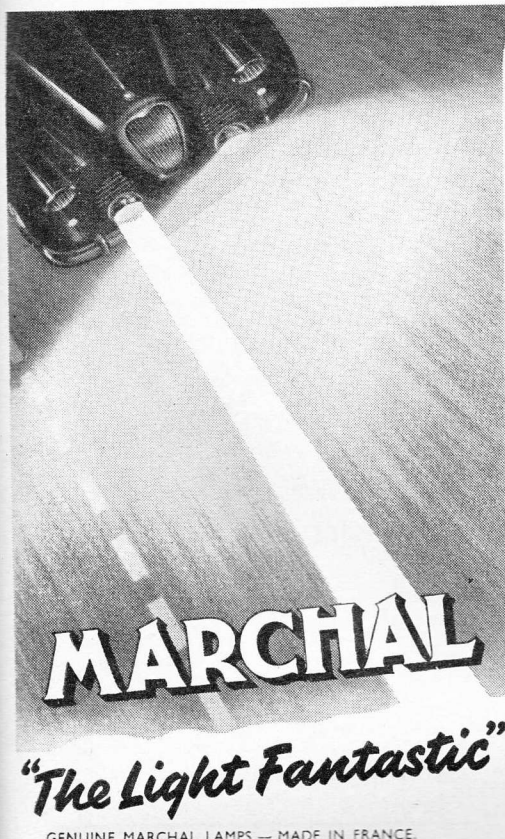
There were three special tests in the evening section, which was defined by route-card. In the first, Gordon Pattison (M.G.) made the best time, while J. E. Scholes (M.G.) chose to start in second gear—an error which subsequently lost him an award. John Axon (Riley) made the best performance in the garaging test, and Alan Vizor put many experts to shame with his early Vauxhall.

For the final test, competitors had to estimate the distance to a parked Volkswagen. It was actually 108 yards 1 foot, but answers varied from 30 ft. to 250 yards. Bill Fry (Austin A90) won with his guess of 108 yds., although a passing police driver who came to investigate gave the right answer, then drove calmly away, leaving the marshal with a story which few would believe.

The event finished at the Fleurs-de-Lys, Lowsonford, where corrected results gave first place in the open car class to H. W. Whitehouse (Austin A40 Sports), and in the closed class to R. W. Best (M.G.).

CHICHESTER LADIES' RUN

TWELVE crews took part in the Chichester M.C.'s annual Ladies' Navigation Run, which started and finished at Pulborough on 28th February. Mrs. J. Tunley (Vauxhall), navigated by B. J. Fisher, won the premier award. Second and third places were taken by Miss J. Rawle/L. Pelling (Austin) and Miss K. Renwick/J. H. Renwick (Vauxhall).

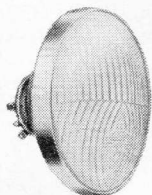
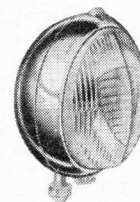


DRIVING LAMP

Extremely powerful pencil beam giving long range illumination. Shallow back body. Full chromium. 6 and 12 volts. Complete with bracket, switch and cable. 642/300. Price 79/6d.

FOG LAMP

Widespread 180° amber beam illuminates both sides of the road. Shallow back body. Full chromium. 6 and 12 volts. Complete with bracket switch and cable. 640/300. Price 79/6d.

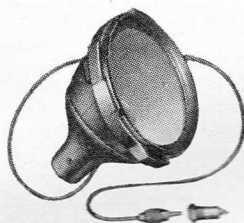
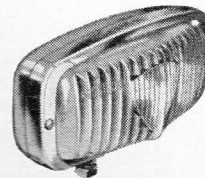


OPTIQUES

Easily fitted lighting units to give your own lamps increased efficiency. Double-dipping. Model 5014 for post-war British cars 48/-. Model 5016 for post-war U.S.A. cars 46/-. Other models available.

"RECTILUX"

Rectangular fog lamp in full chromium. Designed to blend with modern styling. 180° beam, free from upward rays of light. 6 and 12 volts. Complete with bracket, switch and cable. 650/300. Price 89/6d.

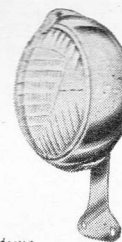


"GIROFAR"

Swivelling spot-light, easily affixed to inside of windscreen by suction. Small, light and efficient—ideal for rally enthusiasts. 6 and 12 volts. Complete with cable and plug-in socket. Model 90. Price 92/6d.

REVERSING LAMP

Extremely wide beam for easy reversing at night. Full chromium finish. 6 and 12 volts. Complete with cable and tell-tale illuminated control switch. 520/322. Price 44/6d.



*Your garage can supply and fit.
For further information write for descriptive literature.*

GENUINE MARCHAL LAMPS — MADE IN FRANCE

MARCHAL DISTRIBUTORS LTD • BROOK LANE NORTH • GREAT WEST ROAD • BRENTFORD • MIDDLESEX
TELEPHONE: EALING 2672/3671

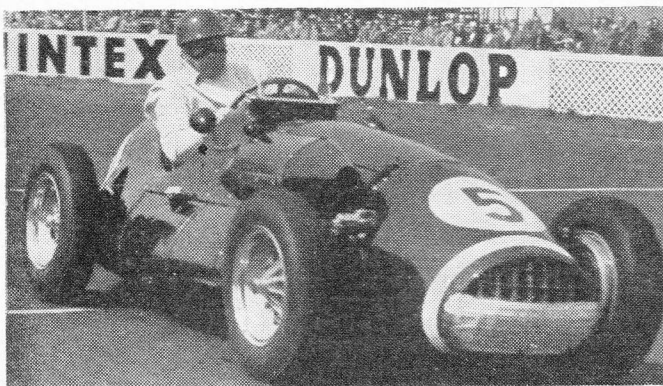
R. R. C. Walker's 1952 Formula II Single-Seater Connaught

driven usually by Tony Rolt, is offered for sale

NOTABLE SUCCESSES

1952 K. DOWNING
1st Madgwick Cup
1st International Prescott
Formula II Class
2nd Chimay Grand Prix

1953 A. P. R. ROLT
1st Coronation Trophy
1st U.S.A.F. Trophy
1st Crystal Trophy



RECORDS HELD

Lap Record, Thruxton
Lap Record, Oulton Park
Formula II Record, Prescott

This car competed at 23 Meetings last season, where it gained 16 firsts, 7 seconds and 5 thirds, during the various races at these Meetings. During the whole season the car only failed to be placed 1st, 2nd or 3rd in two of the Meetings which it attended.

This car has now been overhauled, and is ready for racing.

Amongst considerable spares included are: 1 Crankshaft, 1 Oil Pump, 4 Spare Wheels with Tyres, 3 spare Axle Ratios, etc.

Enquiries to:— S. R. Jolliffe, Pippbrook Garage, London Road, Dorking Dorking 3891

WOLSELEY HORNET CLUB CANCELLATION

OWING to unforeseen circumstances, the dinner/dance which was to have been held by the Wolseley Hornet Special Club on 27th March has been cancelled.

BRENT VALE MEETING

AT the Brent Vale M.C.'s next meeting in the Byron Hotel, Ruislip Road, Greenford, at 7.30 p.m. on 6th April, R. B. Daniell will give a lecture on car maintenance. Details of the club's Founders' Trophy event at Bovington Airport on 25th April may be had from J. W. Babbs, 45 Costons Avenue, Greenford.

T.E.A.C. "DAY OF DICING"

THE Thames Estuary A.C.'s annual "Day of Dicing", a series of rally-type tests at Wormingford Airfield, Essex, will be held this year on 11th April. The event is open to members of the London M.C., Hants and Berks M.C., East Anglian M.C., Eastern Counties M.C., Harrow C.C., M.G.C.C. (S.E.) and West Essex C.C., and entries close on 9th April. Details may be had from Sidney Offord, 68 Exford Avenue, Westcliff-on-Sea.

COVENTRY AND WARWICKS EVENT

REGS. are now available from C. P. Nichols, 5 Earlsdon Avenue, Coventry, for the Coventry and Warwicks M.C.'s T.G. John Cup Rallyette on 25th April. Invited clubs are the Leicester C.C., Northampton and D.C.C., Sunbac, Midland A.C., Bugatti O.C. and M.G.C.C. (Midland).

KING'S COLLEGE SPRINT

THE King's College M.C.'s sprint meeting at Blagdon Hall, Northumberland, on 10th April, is open to members of the Combined Universities' M.C., Newcastle and D.M.C., Cumberland S.C.C., Durham A.C. and Berwick M.C. There will be five classes for saloons and sports cars, and the Secretary of the Meeting is W. K. Haggie, 5 St. Mary's Place, Newcastle-upon-Tyne, 1.

THREE-WHEELER SPEED TRIAL

ON Sunday, 25th April, the Morgan Three-Wheeler Club will hold another speed trial at Madresfield Court, Worcester, starting at 2.30 p.m. Entry closing date is 22nd April, and entries should be sent to G. Evans, 19 Chestnut Walk, Worcester.

BENTLEY D.C. EASTBOURNE RALLY

SEVENTY-FIVE entries have been received for the Bentley D.C.'s Eastbourne Rally on 9th/11th April, 34 of them with Bentleys. The oldest car in the event will be a 1907 Silver Ghost, and the newest a DB2/4 Aston Martin. Starting points are London, Atherston, Fordingbridge, Bristol, Uckfield and Mildenhall.

FOURTH ILFRACOMBE RALLY

MEMBERS of the London M.C., M.C.C., Bristol M.C. and L.C.C., M.G.C.C. (S.W.), Plymouth M.C., Taunton M.C. and Exmoor M.C. are invited to take part in the North Devon M.C.'s fourth Ilfracombe Rally on 8th/9th May. This Silver Star event will be run in Devon and Somerset, finishing with tests on Ilfracombe Pier. Regs. are now available from I. T. Bale, Albert House, The Square, Barnstaple, North Devon.

COMING ATTRACTIONS

27th March. B.A.R.C. 15th Members' Race Meeting, Goodwood, near Chichester, Sussex. Start, 2 p.m.

Newry and D.M.C. Third Irish Experts' Trial. Start, Armagh Road, Newry, Co. Down, 1 p.m.

Sporting O.D.C. Twilight Trial. Start, Downs Garage, Dunstable, 6.30 p.m.

27th/28th March. Bergstrom Race Meeting, Austin, Texas, U.S.A.

Vintage S.C.C. Pomeroy Memorial Trophy Competition.

B.A.R.C. (Yorks) Fourth All Fools' Eve Rally. Start, Victoria Hotel, Bradford, 10 p.m.

Herefordshire M.C.'s 4th Welsh Rally.

28th March. Mid-Cheshire M.C. Spring Sporting Trial. Start, Liver Inn, Rhydytalag, 11 a.m.

East Anglian M.C. Spring Rally. Start, Wormingford Airfield, 2.30 p.m.

Oxford M.C. Walter Rally. Start, Botley Works, Oxford, 9.30 a.m.

Cambridge '50 C.C. Autocross, Alderforth Farm, Witchford, nr. Ely, Cambs, 2 p.m.

North Devon M.C./Taunton M.C. Autocross, Whitefield Hill, near Barnstaple, 2 p.m.

Lothian C.C. Autocross.

Horsham and D.M.C. and L.C.C. Spring Cup Trial. Start, Bishopric Car Park, Horsham, 11 a.m.

Fylde M.S.C. March Trial. Start, South Shore M.C., Station Road, Blackpool, 1.30 a.m.

Singer O.C. Navigation Run.

Chichester M.C. Road Trial.

Northampton and D.C.C. Spring Road Trial. Start, Weedon Road Industrial Estate, Northampton, 2 p.m.

Jersey M.C. and L.C.C. Inter-Insular Trial.

LANARKSHIRE RALLY

THE Lanarkshire M.C. and C.C.'s Clydesdale Rally, on 10th March, opened with a complicated driving test amid the tree-lined paths of the Milton Lockhart estate. We watched David Jack take some width pylons in his stride—if you know what we mean—but the penalties were somewhat recouped by the speed of his 2½-litre Riley. We saw J. P. Adams's Standard Vanguard very unsure of which way to turn, and we doffed our caps to Herbert Meikle, who made the best time of 59.2 secs. in his fairly large Alvis, while the nimble Morgan of Howard Sturrock took 65.8 secs.

The directions for the first road section may have been accurate, but a maze of roads close together upset the entry more than a little; it was more by good luck than good management that some managed to sort things out and reach the first control. As this sort of thing tends to spoil an event we might suggest that, on club occasions, competitors could be given an envelope with the location of the first control (penalties for opening the envelope, of course).

The second section on this occasion was "spot on" in its delineation on the route sheet, but there were still only five of the entry who got through without penalty. It led to a driving test where four lines, set at highly unbelievable angles, had to be found and straddled in Stygian gloom. H. H. Taylor's best time in an M.G. deserves lots of credit, as do the fine performances of newcomer S. Coleman (Allard) and the experienced Howard Sturrock (Morgan).

From this second test, the entry had to report at three map references, with tight time allowances for the first two. Bertie Stewart's Zephyr became bogged down on the banks of a stream, but its plight gave quite a lot of the competitors a gentle hint that they were on the wrong road. The third reference could be found within the time allowed; well within it, in fact, for Meikle reported five minutes early. But he was one of the very few to be early at any control, for, even in the last detailed road section, Bobbie Allan (Jaguar) managed to be four minutes late. By this time, the whole entry were running so far behind time that Lanarkshire officials had to scrub the last test.

A. N. FORD.

Results

Premier Award: D. Jack (Riley), 163.7 marks lost. Closed, up to 1,500 c.c.: 1, R. Macpherson (Ford), 202.6; 2, J. K. Foulis (Austin), 215.0. Over 1,500 c.c.: 1, D. Jack; 2, H. A. G. Meikle (Alvis), 175.7. Open, unlimited: H. F. Sturrock (Morgan), 167.2.

CLUB FIXTURES

Hants and Berks M.C.—A.G.M., 26th March, New Inn, Eversley, 8 p.m.
North London Enthusiasts' C.C.—Film show, 26th March, Crown Hotel, Shenley Road, Borehamwood, 8 p.m.
Cheltenham M.C.—Whist drive, 26th March, Priory Lawn, Cheltenham, 7.30 p.m.
Mid-Cheshire M.C.—Film show, 26th March, White Barn Hotel, Cuddington.
750 M.C.—Meeting, 26th March, Royal Thorn Hotel, Wythenshawe, Manchester.
West Cornwall M.C.—Dinner, 28th March, Mounts Bay Hotel, Penzance.
Southern Jowett C.C.—Point-to-point, 28th March. Start, Bridge Hotel, Chertsey.
East Anglian M.C.—Quiz, 28th March, The Bull, Halstead, Essex. After Spring Rally.
"W.O." Club.—Social evening, 28th March, Ship Hotel, Alveston, Glos., 7 p.m.
Alvis O.C.—Concours d'élégance, 28th March, The Refectory, Milford, near Godalming, Surrey, 2.30 p.m.
Berkhamsed M.C. and C.C.—Point-to-point, 28th March. Start, Stonehouse, Hatfield, 2.30 p.m.
Welsh Counties C.C.—Film show, 29th March, St. Mellons Golf Club, 8 p.m.
B.A.R.C. (S.W.)—Annual dinner/dance, 30th March, Polygon Hotel, Southampton. Film show, 31st March, Little Testwood Country Club, Totton, Southampton, 8 p.m.
Eastern Counties M.C.—Meeting, 30th March, Red Lion, Martlesham, near Woodbridge.
A.C. Owners' Club.—Twenty questions, 31st March, Marlborough Head, North Audley Street, W.1.
Riley M.C. (N.W.)—A.G.M., 31st March, Swan Hotel, Bucklow Hill, Altrincham, 7.45 p.m.
Chiltern C.C.—Meeting, 31st March, George Hotel, Beaconsfield, 7.30 p.m.
Kentish Border C.C.—Film show, 1st April, New Inn, Hayes, Kent, 8 p.m.
London M.C.—Buffet dance, 1st April, Abbey Hotel, Neasden, N.W.10.
Singer O.C.—Meeting, 1st April, Prince of Wales Hotel, Carterknowle Road, Sheffield.
Nottingham S.C.C.—Meeting, 1st April, Falsted Club, Plains Road, Mapperley, 7 p.m.
Vintage S.C.C.—Meetings, 1st April: Phoenix Hotel, Hartley Wintney, Hants; King's Head, Telby, nr. Market Rasen, Lincs; Scott's, Rose Street, Edinburgh.
Wolseley Hornet S.C. (Midland)—Meeting, 1st April, Red Lion, Church Street, Birmingham.

MOTOR RACING

at

DAVIDSTOW

Nr. LAUNCESTON, EAST CORNWALL

on **WHIT MONDAY** • **JUNE 7th***Held under National Permit***PRIZE £600 MONEY****CLASSES FOR FORMULA I, II AND III****FORMULE LIBRE****SPORTS CARS up to 1500 c.c. & UNLIMITED***Regulations and Entry Forms from:—***J. W. LIMMER****Little Meadows • Toldish • St. Columb
Cornwall**Tel.: **FRADDON 327***Formula 1, 2, 3*

AND

Sports-Racing Car Owners

Time is very, very short now and you cannot afford to miss that first meeting.

So if there are any last-minute jobs which are going to hold you up get in touch with us immediately.

Don't forget we are still supplying "Elektron" gearbox shells to replace your standard Norton one. *Price £9 10s. (retail).*

Send your gearbox and we will assemble your gears into one of our shells free of charge.

HUME ENGINEERING CO.**BROWNS ROAD, SURBITON, SURREY***Temp. Phone :***MALDEN 0677**

Proprietors : J. L. C. HUME and R. E. GOLDING
(Late Chief Mechanic and Charge-hand Cooper Car Co.)

AUTOSPORT**BOUND VOLUMES****Volume 7****July to December, 1953**

Orders can now be accepted for the binding of copies of Volume 7 AUTOSPORT. All orders should be addressed to AUTOSPORT (Binding Dept.), 159 Praed Street, London, W.2, and be accompanied by remittance of 17/6d. per volume. Full instructions and labels will be sent immediately upon receipt of order and remittance.

Readers are reminded that AUTOSPORT can accept orders for binding copies of all previous volumes at 17/6d. per volume, but it is regretted that the Index for Volume 1 is now out of print and cannot be supplied.

ALREADY BOUND VOLUMES

A limited number of already bound Volume No. 7 (July to December, 1953) may now be ordered from AUTOSPORT (Binding Dept.) price £2 17s. 6d. each, inclusive of postage. Readers may also obtain from AUTOSPORT already bound Volumes Nos. 3 to 6 at £2 17s. 6d. per volume.

Readers are asked to retain their copies for binding until they receive full instructions and labels.

Orders only to :

AUTOSPORT (Binding Dept.) 159 Praed Street, London, W.2

AUTOSPORT

CLASSIFIED ADVERTISEMENTS

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

RATES: 5d. per word, 3s. 6d. per line, 35/- per single column inch. Minimum charge 5/-, not including Box Number. Particulars of Series Discounts may be obtained on application.

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

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

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

CARS FOR SALE

ALFA ROMEO

ALFA ROMEO

Customer posted abroad wishes to dispose of 2.3-litre, 8C, Alfa Romeo. Vertex magneto. Coachwork unmarked, hood, screens in first-class condition. We solicit offers for this very fine motor-car.

BEVERLEY MOTORS

(N. H. MANN, Prop.)

Alric House, Alric Avenue, New Malden, Surrey. Telephone: MALden 4403

ALLARD

1951 J2 ALLARD, Ardun heads, chrome engine, de Dion rear axle, knock on wire wheels (including two spares), original tyres, luggage tubes, new batteries, luggage rack, twin spotlights, 11,000 miles, photo on request. Highest offer or part exchange. Hire purchase arranged if wanted.—P. Bain, Court Farm, Clifton, nr. Rugby.

ALVIS

ALVIS SPEED 20 V.D.P. body, two-door, very good condition throughout. £150.—Automo, Ltd. HAMpstead 3430.

AUSTIN

AUSTIN 10 H.P. Engined Special, fitted remote control. Singer type I.F.S. Rear petrol tank. Two spares, suitable road or trials. £150. Reg. 1951.—48 Prince Albert Street, Birmingham, 9.

AUSTIN-HEALEY

AUSTIN-HEALEY. Full racing specification. Built for well-known driver, not standard production. Nominal mileage only. Special: camshaft, cylinder head, H6 S.U.s and inlets, ratios, axle and overdrive, four-speed gearbox (6 in all), stiffer suspension, 140 m.p.h. speedo (cost £1,300). Opportunity obtain unraced team car at £1,125 net.—Box 1413 (Sussex).

BENTLEY

ROSE AND YOUNG, LTD., offer: 1929 BENTLEY 6-litre 4-seater tourer, original condition. £195.—65-69 Sternhold Avenue, Streatham Hill, S.W.2. Tel.: TULse Hill 6464. £500! 34-LITRE Park Ward BENTLEY, excellent original condition, good history, discs, ride control, etc. Home Counties.—Box 1406 (Surrey).

1928 BENTLEY Blue Label, twin carbs, sound. £90 o.n.o.—Chequers, Doddington, Kent.

B.S.A.

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

BUCKLER

BUCKLER 1,172 Ford based D/H coupé, late 1953, prof. body, trimmed hide, 3,000 miles. Immac. ex. lines. £475.—MOU 9313 evenings.

CITROEN

WORTHING MOTOR CO., LTD., for Citroën sales, spares, service.—Tel.: Worthing 71.

1939 CITROEN D/H coupé. Expensive front end and engine overhaul. Offers: exchange considered.—Hufton, 257 Blossomfield Rd., Solihull. SOL 0065.

ESSEX

ESSEX complete alloy tourer £15.—Phone POP. 8861.

FIAT

FIAT 500. £70.—75 Wilsden Avenue, Luton, Beds.

MAYFAIR GARAGES, LTD., are able to take any make of car or motor-cycle in exchange for any Fiat from their extensive stock. Full hire-purchase facilities available with rentals insured against sickness or unemployment.—Mayfair Garages, Ltd., Illustrated literature and price list of over 18 Fiats on request. Mayfair Garages, Ltd. (Fiat Sales and Service), Balderton Street (opp. Selfridge's clock), Mayfair, W.1. Tel.: MAYfair 3104-5. Open 9 to 6, Sat. 9 to 1.

FRAZER-NASH

FRAZER-NASH 1929. Not used since complete rebuild. Fitted Laystall, reconditioned A.C. engine, four new tyres. Good hood and tonneau. £215.—Hope, Felsberg, West Kirby, Cheshire.

HEALEY

ROSE AND YOUNG, LTD., offer 1949 HEALEY Elliott sports 2-seater, exceptional condition. £565.—65-69 Sternhold Avenue, Streatham Hill, S.W.2. Tel.: TULse Hill 6464.

JAGUAR

ROSE AND YOUNG, LTD., offer: 1952 XK 120 fitted with all modifications, including wire wheels, 9 to 1 compression, magneto, radio, heater, spot lamp, luggage carrier, etc. Exceptionally fast, immaculate condition. £1,065.—65-69 Sternhold Avenue, Streatham Hill, S.W.2. Tel.: TULse Hill 6464.

XK 120, 1951, standard engine, grey, excellent condition, only 20,000 miles, one owner since new. £875.—J. Dalton, Silkolene Oil Refinery, Belper, Derbyshire.

LANCIA

1939 LANCIA APRILIA (1947 improvements). A really superb and spotless motor-car without the slightest fault throughout. Weber carb. Over 80, 0-50 in under 13 secs., 30 m.p.g. Outperforms on normal main road run any four-seater regardless b.h.p. or price, 60 averaged without strain. Engine overhauled June last, new clutch, timing gear, distributor, etc. Steering, brakes, front and rear suspension 100 per cent. Equal new in every vital part. Positively nothing to spend. Six months firm guarantee. Every extra including Motorola radio (roof speaker), Fram oil filter, Smith's heater, Rickauto cigarette lighter and dispenser, French bright flashing indicators, combined parking lights, Lucas windscreen sprayers, ditto wind-tones, Marchal headlamps and ditto latest fog lamp, wing mirrors, fire extinguisher, compass, Lubrochgramme. New tyres, battery three months. Spare brake linings. Genuine money's worth at £875 or near offer. Test welcomed.—Box 1418 (Dorset).

1952 LANCIA Aurelia B21, 16,000 miles, perfect condition. What offers?—Box 1416 (London).

1936 LANCIA Augusta, 1,200 c.c., O.H.C. 14, 4-door sports saloon. K.O. wheels, reconditioned engine, rewired, new battery, instruments, "Flame Thrower". £195 o.n.o.—Willmer, Hitchen 819.

MASERATI

MASERATI 4CLT San Remo. £950.—Box 1417 (London).

MERCEDES-BENZ

TYPE 370S, Regd. 1936. 3.7-litre 2-seater coupé, six new tyres: coachwork excellent, s.a.e. photo. £155.—de Redder, 15 Underhill Road, Cleadon, Sunderland.

1936 MERCEDES-BENZ, 7-seater saloon, mileage 53,000, one owner.—Offers to Garrington, 42 Church St., Altrincham, Cheshire. Tel.: 3085. No dealers.

M.G.

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

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

M.G. TB, 54,000 only, new engine, hood, tyres, clutch, bills available. Bargain £315.—40 Alston Rd., Solihull, Warks.

M.G. TD, September, 1954, 4,000 miles, B.R.G. £625. Immaculate as new.—Box 1414 (Cheshire).

£195 P.A. reconditioned engine, dynamo and transmission. New hood, screens and steering wheel.—83 Alscot Road, S.E.1.

MORGAN

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

PARADE MOTORS (MITCHAM) LIMITED

OFFER

1946 M.G. TC Black/green, fitted with oversize wheels all-round, shock-absorbers, and other extras £365

1946 M.G. TC Black/green, special body. Fitted Scintilla mag., many other extras £355

1937 M.G. TA Red £245

1946 Sunbeam-Talbot 10 4-seater sports, black, excellent condition £365

1935 Lagonda Rapier 4-seater sports, just had engine overhaul, yet to be run in £225

WANTED—M.G.s

SELF DRIVE HIRE CARS available. Austin, Ford, Standard and Vauxhall.

Hire Purchase and Insurance effected. Exchanges welcomed.

57/67 Monarch Parade, Mitcham

Phone: 3392

F. H. DOUGLASS, the MORGAN specialists. New and secondhand chassis and engine spares for J.A.P., Matchless, Anzani, cylinders rebored and relined, new pistons supplied.—1a South Ealing Road, Ealing, W.5. EAL 0570.

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

MORGAN Special four-wheeler with water cooled J.A.P. engine and Frazer-Nash knock-on wheels. Bargain at £75.—Automo, Ltd., HAMstead 3430.

1939 MORGAN 4/4 Le Mans Replica. 1,100 c.c. engine, outside exhaust. Genuine 75 m.p.h. £225 o.n.o.—Ladds, 123 Higham Road, Rushden, Northants.

MORRIS

7s. 6d. only to raise your compression ratio to 7.6 to 1 on S.V. Minors and E types. Amazing acceleration, hill-climbing and improved m.p.g. Alexander Corrujoint H.C. head gaskets, 7s. 6d. plus 1s. postage.

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

PARAMOUNT

PARAMOUNTS NOW AVAILABLE.—Camden Motors, Ltd., the sole distributors for PARAMOUNT cars in Great Britain, have a limited number of these new and exciting 10 h.p. 4-seater roadsters available for immediate delivery. List Price £625, plus Purchase Tax, £261 10s. 10d.; illustrated brochure supplied on request.—Call, write or 'phone for full details; appointments can be made for a demonstration of this graceful, thrilling new car between the hours of 9 a.m. and 8 p.m. Mondays to Saturdays, at the main showrooms of CAMDEN MOTORS, LTD., Lake Street, Leighton Buzzard, Beds. Phone: 2041 (5 lines), who also have available one brand new and unregistered PARAMOUNT roadster, imperceptibly shop soiled, at the inclusive price of £695.

RACING CARS

COOPER BRISTOL SPORTS

140 B.H.P. Prepared For Racing
seen

GOODWOOD, 27th MARCH

ALAN BROWN,

6 Manor Gardens, Guildford
Telephone: 62677

RILEY

RILEY 1935, 12/4 Falcon, engine reconditioned. £85.—Anply Garage, Flather Steel Works, Tinsley, Sheffield.

1936 12/4 MERLIN. New tyres, battery, radiator, etc. Resprayed blue. Exciting performance. £150.—LAB 2671.

ROLLS-ROYCE

PULL YOUR HOUSE DOWN!! 1920 Silver Ghost breakdown. Wellbase. Excellent tyres. £65.—W. H. Y. POP. 8861.

SPECIALS

LIVELY AUSTIN-FORD 8, 50 m.p.g. Wide Cambridge axle, etc., reason for sale. £55.—Green, 17 Valencia Road, Worthing.

£135 FORD V8, 2-seater body, spare Mercury engine. S.A.E. for details.—8 Vale Grove, Acton, W.3.

STANDARD

£80 AVON STANDARD Special 12. 4-seater, lively and economical. Any trial.—113 Henfold Road, Tyldesley, Manchester.

STEYR

STEYR 1939. Two-three seater d/h coupé(???). Repainted. Just the job for enthusiast. Fast and silky engine. Good tyres. £250.—Motivity, Ltd., North River Road, Great Yarmouth.

TRIUMPH

TRIUMPH TR2 sports on view. Orders accepted. —Basil Roy, Ltd., 161 Gt. Portland Street, W.1. LAngham 7733.

VAUXHALL

WANTED.—VELOX 1953, beige, heater. Price, mileage, condition. Private buyer.—Box 1411 (Salop).

UNCLASSIFIED

M.G. TD Stage 1A tuning, 1952, 15,000 miles, showroom condition, no faults. £495. Austin A40 sports 1952, showroom condition, 14,000 miles. £595.—Edwards, Towry Garage, Carmarthen. Telephone: Carmarthen 482.

AUTOMOBILIA, LTD., offer:

1954 (Oct. 1953) Vauxhall Velox, 4-door de-luxe saloon, grey, grey interior. Host of extras including: heater, radio, fog lamp, screen washers, Tygan loose covers. One owner, 3,500 miles. £745

1951 Triumph Renown saloon, black, beige leather, heater, windscreen washers, low mileage, one owner, excellent condition £575

1952 (June) A40 sports convertible coupé, green, beige leather, heater, fog lamp, low mileage, exceptional condition £595

1949 Morris Minor tourer, black, with beige upholstery, excellent condition £385

A.A. or R.A.C. inspections invited. Hire purchase terms and part exchange welcome. Open 9 a.m.—8 p.m. weekdays. Sundays all day for inspection.

AUTOMOBILIA, LTD.,

PIPPBROOK GARAGE, DORKING 4304, 3891.

MERCURY offer:

£465 1952 MORGAN PLUS 4 2-seater, in as new condition. 15,000 miles, only one owner, extras. £365 1947 H.R.G. 1,100, in excellent condition. One owner. £265 1939 SUNBEAM-TALBOT 10 saloon, nice clean car. £245 1939 MORGAN 4/4 2-seater, cream, very good condition. Choice of eight MORGAN three-wheelers of all types, from £95. Your present car or motor-cycle in part-exchange with pleasure. Terms on all cars.—Mercury Motors, 824-826 Harrow Road, Wembley, Middx. Phone: WEMBLEY 6058-9.

ALUMINIUM

BULLANCO FOR ALUMINIUM.

Any sizes cut or folded.

SHEET — EXPANDED — TUBES — ANGLES
BARS — RODS — MOULDINGS — RIVETS

Write for list.

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

Tel.: New Cross 1092.

BOOKS

FOR SALE OR EXCHANGE for other motoring manuals, *Motor Sport*, complete from 1945, few pre-war and AUTOSPORT from beginning.—'Phone: WILlesden 2334 (London).

HANDBOOKS.—Austin, Ford, Jowett, Morris, Standard, Triumph, Vauxhall, 5s. 6d.; Cord, Fiat, Javelin, Renault, Volkswagen, 7s. 6d.; Hillman, Humber, Morgan, Rover, 9s.; Chevrolet, American Ford, S./Talbot, Wolseley, 11s.; L./Francis, Riley, Singer, 12s. 6d.; Alvis, Chrysler, Dodge, M.G., 15s. 6d. **WORKSHOP MANUALS:** Morris, 17s. 6d.; Javelin, Jupiter, Renault, 21s.; Ford, 30s.; M.G., 31s. 6d.; Chevrolet, American Ford, 32s.; Austin, Hillman, 35s.

CATALOGUE 537 Motoring Publications, 6d.; inquiries, stamp please.—Vivian Gray, Mail Order Booksellers, Hurstpierpoint, Sussex.

OFFERS wanted for AUTOSPORT, No. 1 to date. 188 issues. As new.—18 Barton Rd., Sheffield, 8.

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

CARAVAN

£310 26 h.p. DENNIS Motor Caravan, 4 berth. Calor, Elsan.—Phone NEW Cross 1902 (London).

CELLULOSE

CAR SPRAYING HANDBOOK (1952 Ed.) 3s. 6d. Cellulose and Synthetic Paints and all Allied Spraying Materials. Catalogue free.—Leonard Brooks, Ltd., 70 Oak Road, Harold Wood, Romford. Phone: Ingrebourne 2560.

ENGINES

CONTINENTAL engines, lightweight all alloy flat four, o.h.v. Scintilla magnets, starters, unused, £25 each.—Wright, The Gables, Kelsall, Chester.

O.H.V. MINOR or A30 Derrington twin carb outfit complete. 1,500 miles only. £12.—31 Whinmoor Rd., Liverpool, 12.

(Continued overleaf)

J. DAVY LTD.

offer the following from their
selection of

SPORTING CARS

Alvis. We have a selection of exceptional cars of this make of the Post-War 3-litre, Speed 25 and Sports 14 types.

Citroen Light 15, 1948 saloon. Sole property of well-known motor engineer who has maintained car in new condition. This is a very exceptional Citroen. £495

Ford Zodiac. Duo Grey and Green. 3,000 miles. Underseal. Can be fitted with modified cylinder head and triple Zenith carburettors if desired. Under list

Jaguar. Choice of two 1950 Mark V saloons with radio, one only 22,000 miles. Also choice of two 1951 saloons. All in exceptional condition.

Jaguar XK 120, 1951. White with red hide, 15,000 miles. Immaculate. £950

Jaguar XK 120, 1951. Bronze with duo tone hide. Fully race modified but unraced, 9,000 miles. Owned by well-known industrialist. £995

Lagonda V 12 Short chassis sports saloon, 1938. Grey with green hide. A low mileage car carefully maintained by famous West End service station since new. £875

M.G. 1951 TD. Previous fastidious owner who has kept this car in really exceptional condition. Over £100 practical extras. £535

M.G. 1952 1½ litre saloon. Maroon with maroon hide. One careful owner. An exceptional car in every way. £665

Sunbeam-Talbot 90. Choice of several immaculate drop-head coupes from £575

Sunbeam-Talbot 90 1951 saloon. Grey with grey hide. One owner, 7,000 miles. £795

★

We shall be pleased to welcome enthusiasts at our Brompton Road Showrooms.

★

We are able to offer from our selection of 600 1954 Hire Cars Mark VII Jaguar Saloons for hire to experienced drivers.

★

Our Car and Boat Radio Fitting Station is staffed by Radiomobile trained mechanics who will instal and service all types of Car Radio.

★

We will open on Saturday afternoons or Sunday mornings by appointment.

215 Brompton Road, London, S.W.3. KEN 2242

and

180 Kensington High St., London, W.8. WES 9641

Classified Advertisements—continued ENGINES—continued

2-LITRE ALTA ENGINE

1953 ALTA 2-litre unsupercharged engine.
Latest type split crankcase cover. Can be
very easily converted to 2½-litre.

180 b.h.p. as a 2-litre

210 b.h.p. as a 2½-litre

Price £385 in 2-litre form

THE COOPER CAR COMPANY LIMITED,
243 Ewell Road, Surbiton, Surrey

Telephone: Elmbridge 3346

SINGLE KNOCKER NORTON. Complete with
twin-float carburetter and new Marlett piston.
£95.—Alan Brown, Guildford 62677.

6-LITRE V12 cys. o.h.v. MERCEDES engine,
type 148. This engine was built in 1942 and is
either new or works reconditioned. Hemispherical
combustion chambers, each with own inlet and
exhaust parts, domed pistons, alloy block, wet
liners. Complete with twin mag., two double
choke D.D. carburetters, inlet and exhaust mani-
folds. Could probably be fitted to Allard. Offers
to Bristol Garage (B'oton), Ltd., Church Place,
Brighton, 7. Phone 23305.

1953 FEATHERBED engine. Nearly new.
Ready to go. £285.—B. C. Ecclestone,
300 Broadway, Bexleyheath. Tel. 4281 or 2031.

ENGINE SERVICE

D. CREED,

2 Goldhawk Mews, Shepherds Bush
(late mechanic, Brooklands Service Station).
Offer an exceptionally quick service.—Your cylinder
head re-surfaced in 2 hours—at these most reason-
able prices: 8-10 h.p., 14 shillings; 12-18 h.p.,
17s. 6d.

D. CREED,


2 Goldhawk Mews, Shepherds Bush
(late mechanic, Brooklands Service Station).
Highest precision work, crank grinding, metalling,
boring, reconditioned engine service at most com-
petitive prices. F. C. Davis engines are rebuilt,
tuned and maintained by us. All types of tuning
for competition purposes. Bristol engine specialists.
Trade invited.

Phone: SHE 6518.

MISCELLANEOUS

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

The Monkey Stable Racing
Team have:—

LESTERIZATION
SO CAN
YOUR 

Why not contact
H. LESTER CARS (1951) LTD.
BATH ROAD • THATCHAM • BERKS.
THATCHAM 3129

BEVERLEY MOTORS (N. H. Mann, Proprietor)
undertake special coachwork designs, primarily
on Alfa Romeo chassis, but also any other good
quality sports car chassis. Inquiries to Alric
House, Alric Avenue, New Malden. Phone: Malden
4403.

OWNER M.G. TD seeks dual-purpose car, racing/
daily transport (1,172?). Exchange considered.
—Box 1419 (Surrey).

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.

1935 LAGONDA Rapier engine and gearbox
parts for sale.—Corbishley & Son, Jordan-
gate, Macclesfield.

PERSONAL

ENTHUSIAST wishes to meet fellow enthusiast
with ideas on Formula III racing or Rallies.
Open to any suggestions on this subject.—Box 1415.
(N. London.)

SENIOR EXECUTIVE now employed by manu-
facturers of high performance cars desires change
of post. Free 1st May.—Full details Box 1410
(Surrey).

PHOTOGRAPHS

PHOTOGRAPHS of every car in the R.A.C.
Rally.—Charles Dunn, Greenleaves, Woking,
Surrey. Tel.: Woking 3737.

RICHMOND PIKE, F.R.P.S., for the best motor
racing photography.—Woodside, Plantation
Road, Leighton Buzzard, Beds. Tel.: 2027.

RADIATORS AND FUEL TANKS

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

SAFETY GLASS

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

WINDSCREEN PERSPEX $\frac{3}{8}$ in., rectangles 8s.
sq. ft. delivered.—Wilson, Crosshouses, Bridg-
north.

SPARES & ACCESSORIES

AUTOSPARES,

16 LISTER ROAD, LIVERPOOL, 7.

'Grams: "Autospares" L'Pool. Anfield 2207/8.
4.7 to 1 Crown Wheel and Pinions for Ford 8-10.
Competition ratio.

Axle Shafts, and Crown Wheels and Pinions for all
English, American and Continental cars.
Road Springs, Hub Discs, etc., for all makes.
Specialists in Wire Wheel Rebuilding.
All Inquiries Promptly Attended To.

AMERICAN V8 carb., £5. Ford Pilot S/H
engine, gearbox, £20. Also new dynamo, £5.
—MOU 9313 evenings.

YELLOW headlamp bulbs for Continental driving
available for most makes.—Beverley Motors,
Alric Avenue, New Malden. MALden 4403.

PERFORMANCE CARS

THE SPORTS CAR PEOPLE

Select from their stock of over 150 sports cars

1937 Alvis 4.3 Charlesworth saloon	£325
1937 Alvis Speed 25 D/H foursome	£295
1936 Aston Martin 1½ Ulster 2-seater	£395
1939 Aston Martin 2-litre sports saloon	£425
1948 Bristol type 400 sports saloon	£895
1952 Frazer-Nash Mille Miglia, low mileage	£1,850
1934 F-N, 1½ T.T. Chain Gang 4ED Meadows	£245
1951 Jaguar XK 120 (all racing mods.)	£765

NEVER LESS THAN 25 M.G. IN STOCK

1931 Rolls-Royce 20/25 Park Ward saloon ..	£295
1938 Riley 9 sln. man. box O-drive	£275
1936 Riley 1½ Lynx tourer. Specimen	£295

OFFICIAL VOLKSWAGEN AGENTS

Immediate H.P., insurance and part exchanges.

Great West Road, Brentford, Middx.
EALing 8841-2-3

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

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

SPECIAL ACCESSORIES

FOR

FORD-BASED VEHICLES

4.7 to 1 Crown Wheels and Pinions
(8/10 h.p.) £7 18s. 6d.

Twin Carburetter Sets complete:

8-10 h.p. £12 10s.

"Consul" £16 10s.

Available ex stock.

DELLOW MOTORS LTD.,

ALVECHURCH, Nr. BIRMINGHAM.

Tel.: Hillside 1879.

BUGATTI gearbox G.P. minus 1st and 2nd
gears, £6. Bugatti propeller shaft with two
universal joints, £5. Type 44 block bored plus
"010" worn seatings O.K., £8. Mercury V8
engine bare, £4. Many Hudson spares. Four
Solex carburetters with controls, ex type 44 Bugatti
with spare jets and floats, £16. Four Wellworthy
piston complete plus "060" M.G. PA, £3.
Four plus "020" Hillman Minx, £3. 19 x 50
Dunlop racing tyre, £2 10s. One 16 in. Rudge
wheel, ex Riley, £3.—A. S. Raven, The Barn,
Newlands Corner, Merrow, Guildford, Surrey.

CAR PARTS, no matter how small.—Write
"Motolympia", Oswestry, dismantlers with
method, or ring Oswestry 480.

HYPER LEAF rad. E.R.A. 50 gal. tail tank.
Austin 7 bits. Rolls 20 wheels.—W. B.
POP. 8861.

SINGER 9 engine, C/W starter, dynamo, dis-
tributor, carb. and gearbox, £15 o.n.o. Scintilla
vertex 6-cyl., £10 o.n.o.—Kirk, Broomfield, Essex.
Tel. 296.

SUPERCHARGERS

COMplete Wade supercharger installation for
Ford Ten, S.U. carburetter, virtually unused,
condition as new. £33 or offers.—Johnson, 46 The
Crescent, Henleaze, Bristol.

SHORROCKS supercharger, as new. Complete
with manifold, S.U. carburetter. Oil tank and
fittings to suit TA, TC, TD, TF, M.G.s. No
reasonable offer refused.—Smith, 4 Lambshear
Lane, Lydiat, Lincs.

WANTED

MAYFAIR GARAGES, LTD., urgently want
Fiats for cash at highest prices.—Balderton
Street, W.1. MAYfair 3104-5. Open 9-6, Sats.
9-1.

MAGNETTE camshaft driving bevel pinion and
dynamo bevel gear. Also gearbox splined
mainshaft. Consider complete assemblies if
reasonable.—Groves, Birmingham, Erdington 4194.

M.G. P.A. Cylinder Head, without overhead
gear.—Gibson, Lovers Walk, Dumfries.

PAIR S.U. carburetters, 1½ in. competition
M.G. TD.—11 Woodlands Road, Ilford, Essex.

HUNT'S (BIRMINGHAM) LIMITED

offer

1954 (Feb.) TRIUMPH TR2 Sports,
3,000 miles, white. Wire wheels, heater,
competition suspension, many extras.

List Price

1953 (July) AUSTIN A.90 saloon. Blue,
radio, heater, extras. £825

1952 (Feb.) JOWETT JUPITER. Red.
14,000 miles, 5,000 miles on modified
engine, heater, etc. £550

1946 (June) JENSEN 3½-litre. Black
saloon, one owner, heater, etc. £275

The above selection and other vehicles
are all subject to offer.

H.P. terms available. Any vehicle taken
in part-exchange.


Orders taken for early delivery for:—
AUSTIN, MORRIS, ROVER, WOLSELEY,
STANDARD, & TRIUMPH.

199 HAGLEY ROAD, BIRMINGHAM 16
Phone: EDGBASTON 2921/2/3

BASIL ROY LTD

Established over 30 years
 MAIN LONDON DISTRIBUTORS


SPARES SERVICE



Full range on view. early deliveries

161 GT. PORTLAND STREET, W.1 LAN. 7733

SOLELY M.G. CARS **M.G. RETAIL DEALER** SALES & SERVICE



Hounslow 2238 & 3456

BUY YOUR NEW CAR FROM
TOULMIN MOTORS

★ MOST COMPREHENSIVE STOCK OF M.G. SPARES IN THE COUNTRY ★

- Clutch Plates—all models. ● New J2 clutch toggles ● New rockers for overhead valve models. ● Our patent modified oil seal.
- 1500 c.c. ENGINES ALWAYS AVAILABLE.
- STAGE 1a, 1 and 2 CYLINDER HEADS ALWAYS IN STOCK.
- Reconditioned exchange engine units—specifications sent FREE on request, exchange auxiliary units from stock for all M.G. models 1932-1952.

343 Staines Road · Hounslow · Middlesex
 Open all day Saturday and 10 a.m. — 1 p.m. on Sunday

WANTED for spot cash

CARS of ALL TYPES


Hours of Business
 WEEKDAYS
 SATURDAYS
 9 till 7



HAMPSTEAD HIGH ST., LONDON, N.W.3

(HAMPSTEAD TUBE) HAMPSTEAD 6041 (10 lines)

THE COOPER CAR COMPANY LTD.
 DISTRIBUTORS OF THE EAGLE 'SUPER' SAFETY HELMET



Many leading drivers have purchased these helmets and they are unanimous in agreeing that this is one of the best and lightest helmets they have ever worn and certainly the cheapest.

The helmet is *guaranteed* to resist an impact force up to *eight times* that specified in the British Standards Institute Specification 2,001-1953 with *no* sign of fracture.

The weight of the helmet complete is approximately 16oz. and it has a soft leather peak and all leather fittings.

It can be had in a range of sizes in black or white at £2 17s. 9d. (inc. P.T.) with Vizors additional extra at 12s.

243 EWELL ROAD, SURBITON
SURREY, ENGLAND
 TELEPHONE : ELMBRIDGE 3346

HALL of BALHAM LTD. for
B · M · W


Offers replacement B · M · W Engines. Prices on application. All Bored and Sleeved to standard, also now available new Bosch equipment.

Types	Bosch Distributors	£5 . 12 . 0	Types
	Bosch Windscreen Motors	£3 . 7 . 6	
	Bosch Coils	£1 . 15 . 0	
	Bosch Points	5 . 6	
328	Bosch Rotors	2 . 0	55
	Bosch Condensers	5 . 0	
326	Bosch Regulators	£2 . 10 . 0	45
	Bosch Starter Pinions	£2 . 0 . 6	
320	Bosch Starter Springs	£1 . 3 . 0	40
	Bosch Starter Ratchets	11 . 3	
	Bosch Plugs, all types	5 . 0	

BOSCH SPOT AND FOG LAMPS
Ring BALHAM 7855
 197'9 HIGH STREET, TOOTING, S.W.17


MILL GARAGE

for everything



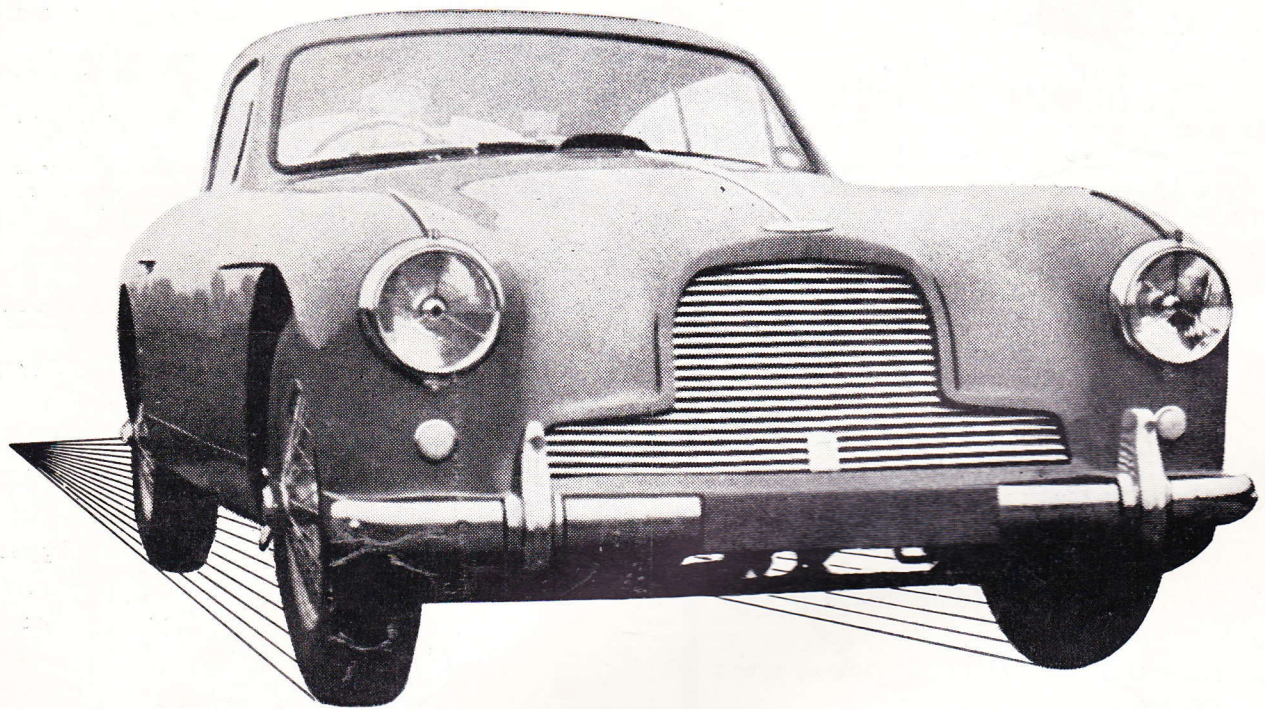
Modified Suspension and Specialised Repairs Backed by Real Experience

W. JACOBS & SON LTD., MILL GARAGE, CHIGWELL RD., SOUTH WOODFORD, E.18
 Telephone : WANstead 7783-4



SPECIALISTS

for the **Aston-Martin**



DAVID BROWN
recommend



the
masterpiece
in oils