

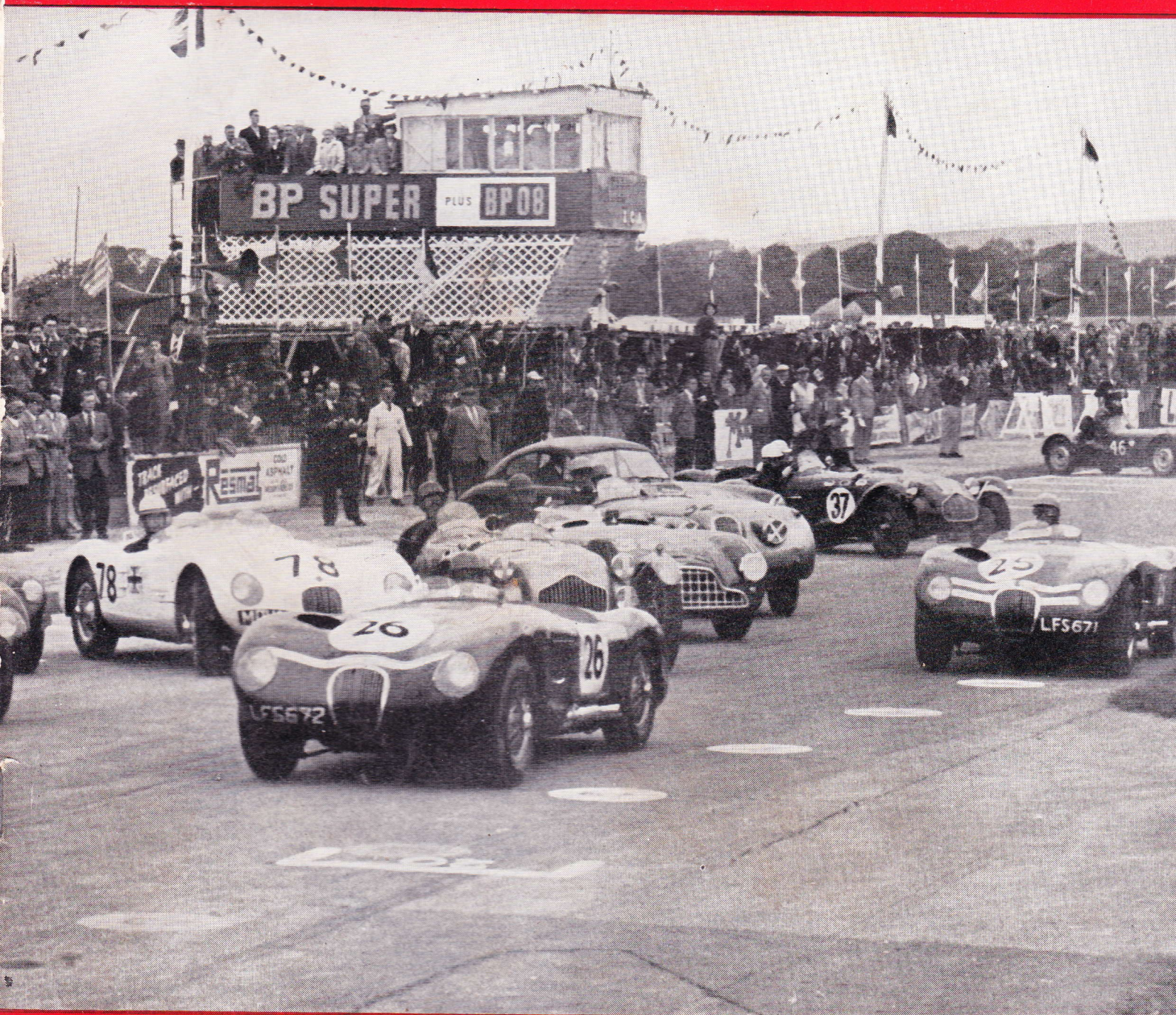
AUTOSPORT

JUNE 11, 1954

1/6

EVERY FRIDAY
Vol. 8 No. 24

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

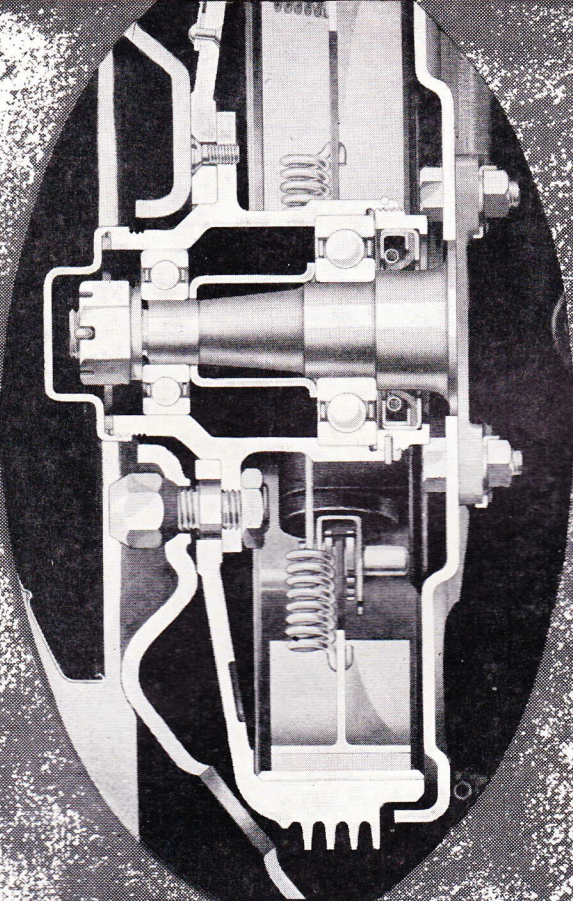
WHITSUN SPORT IN THE BRITISH ISLES : LES 24 HEURES DU MANS
THE ROME G.P. : POOR MAN'S LE MANS : HYERES 12 HOURS RACE
JOHN BOLSTER • GERARD CROMBAC • G. H. DEASON • J. RICHARD ALEY

LOCKHEED

REGD. TRADE MARK

SAFEST BRAKES IN THE WORLD

Fully patented



ON THE BRISTOL

FITTED TO BRITAIN'S

FASTEST

PRODUCTION CARS



AUTOMOTIVE PRODUCTS COMPANY LTD., LEAMINGTON SPA

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 8 No. 24

June 11, 1954

Managing Editor GREGOR GRANT

Assistant Editors

C. POSTHUMUS

F. WILSON McCOMB

Art Editor

THEO PAGE

Road Tests and Technical

JOHN V. BOLSTER

North of England

Northern Ireland

WILSON ROGERS

W. A. McMASTER

Eire JACK O'DONOGHUE

Continental Correspondents

GERARD CROMBAC

MAURICE GATSONIDES

HANS TANNER

Western Germany ALAN BRUCE

Canada

Scandinavia

R. J. THURGOOD

HANS FRIES

U.S.A.

South America

RUTH SANDS BENTLEY

DR. VICENTE ALVAREZ

Photographic Section

Chief Photographer

GEORGE PHILLIPS

North of England

FRANCIS N. PENN

Scotland

W. K. HENDERSON

Continental

MAURICE LOUIS ROSENTHAL

RODOLFO MAILANDER

CONTENTS

	Page
Pit and Paddock	739
Sports-News	741
The 13th Rome Grand Prix	743
Whit Monday at Goodwood	744
Brands Hatch	746
M.M.E.C. at Silverstone	747
Sunshine and Salvadori — the W.E.C.C. Snetterton meeting	748
500s at Cadwell Park	749
La Vie Parisienne, by John Bolster	750
Poor Man's Le Mans—the Bol d'Or	751
Les 24 Heures du Mans	752
News from the Clubs]	758
Correspondence	762

NOTICES

Published every Friday by AUTOSPORT
159 Praed Street, London, W.2

Editorial and General Office
Advertisement Department

PADDington 7673
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

THE magic of Le Mans is undeniable. To the majority of motor racing enthusiasts it is the greatest event of the year, and many thousands make the annual pilgrimage to watch the world's fastest sports cars on the incomparable Sarthe circuit. The exodus from Great Britain will be greater than ever before, the glorious Jaguar success in 1953 having stimulated interest to a tremendous degree. Victory at Le Mans brings incalculable prestige to the manufacturer concerned, provided, of course, that the organization behind the winning car can take full advantage of the world-wide publicity to satisfy the demand for its products, and back it by a properly directed sales staff. Every entrant for the 24 Hours Race must face the facts. The very presence of his cars indicates to the world at large that an effort is being made to prove that his products are worthy of attention. Moreover, outright victory focuses immediate attention on *all* products of the successful nation—and if it so happens that other classes of machine from the same nation's factories are moderately successful, then they too must benefit from the general publicity. In another sphere, that is what makes Grand Prix racing so invaluable from a prestige point of view; it is a most important method of advertizing the excellence of a national automobile industry's products.

Despite the absence of Alfa Romeo, the withdrawal of Mercedes-Benz and the defection of Lancia and Austin-Healey, the entry list contains the fastest sports cars built in Great Britain, France and the U.S.A., whilst the smaller-capacity classes will be even more hotly contested. This country's representatives are Jaguar, Lagonda and Aston Martin in the bigger categories, and Frazer-Nash, Bristol, Kieft and a lone Triumph in the medium and smaller capacity classes. Italy's most powerful contenders are the 4.9-litre Ferraris, with Maserati, Osca, Nardi and other types of Ferrari to back up the 360 b.h.p. machines. France's very fast straight-eight 3-litre Gordini is supported by 4½-litre Talbots, other Gordinis and a host of small Panhard- and Renault-based machines, the last-named being more interested in the Index of Performance. America is represented by the fine, and very rapid Cunninghams, which must always be looked upon as serious challengers. Germany has the Porsches, whose struggle with the Italian Oscas may result in lap speeds exceeding 100 m.p.h. in the 1½-litre class.

Who will win? Jaguar must start favourites, but there is nothing more unpredictable than a long-distance motor race. Anyway, AUTOSPORT hopes that it will have the proud honour to sport a cover in Britain's Green for next week's special Le Mans report number.

OUR COVER PICTURE

CROWDED: In the lively Le Mans start of the Johnson Trophy Race at Goodwood, Jimmy Stewart (26) makes a magnificent getaway from twelfth position, followed closely by team-mate Ninian Sanderson (25). They finished first and second with their Ecurie Ecosse Jaguars.

"Dr." LAYSTALL SAYS:

*M.G.s can be made
to go even faster!*

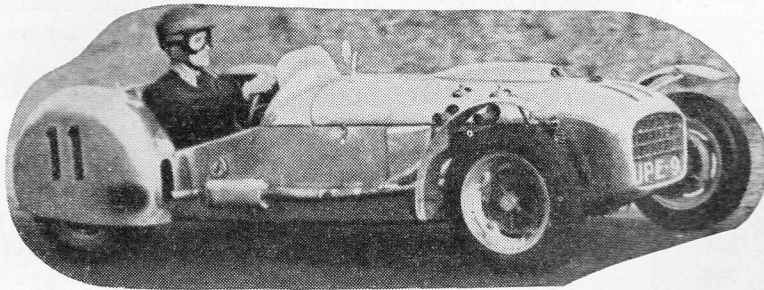


Photo by courtesy of "Autocar"

P. D. Gammon and his Laystall equipped Lotus/M.G.

The
LAYSTALL - LUCAS
alloy cylinder head

Interchangeable on
MODELS TB, TC, TD, TF & Y
&

WOLSELEY 4/44

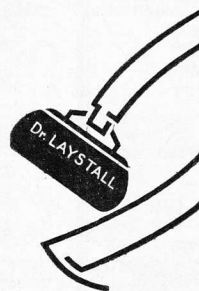
Provides:

9.3 to 1 compression ratio.
20% increase in B.H.P.
Smoother running.
Greater acceleration.
Better petrol consumption.
Stage II valves and springs.
Improved air flow.
16 lb. saving in weight.
£48 ready for fitting (in exchange
for standard head) and can be
fitted for £2.2.

Write for details also of:

LAYSTALL
CYLINDER CONVERSION for
FORD CONSUL & ZEPHYR

MAKERS OF THE FAMOUS
LAYSTALL
"CROMARD" LINERS



LAYSTALL
ENGINEERING
COMPANY LTD.

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

Telephone: WATerloo 6141

Northern Branch: 63 ST. ANNE STREET
LIVERPOOL 3. Telephone: North 0178

Laystall Laystall Laystall Laystall Laystall

THAT excellent film "Le Mans, 1952", will be shown on TV tomorrow night, 12th June, from 9 to 9.30 p.m.

MERCEDES-BENZ will be conducting tests of their Formula 1 car on the Rheims circuit on 15th and 16th June, prior to entering officially for the French G.P.

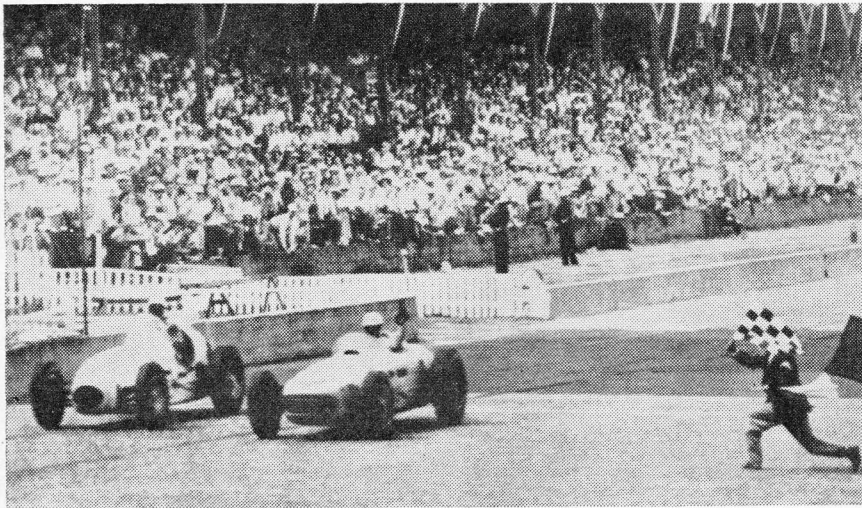
BUSINESS preoccupations will curtail Horace Gould's activities in racing this season, following the death of his father.

THE 90-lap, 270-mile Formula 1 British G.P. at Silverstone on 17th July will be supported by two sports car races, for up to, and over, 1,500 c.c., and a 17-lap Formula 3 race.



PACE CAR at Indianapolis in the 500 Miles Race was this Dodge V8 convertible, occupied by Dodge President William Newberg and Speedway President Wilbur Shaw.

PIT & PADDOCK



PACE MAKER and Indianapolis winner at record speed was Bill Vukovich, here taking the winner's flag, while Jimmy Bryan, second home a lap behind, runs level as they cross the line.

THE news of the Mercedes-Benz team's intention to take part will add tremendously to the interest in the British G.P. Will Lancias come too?

PRINCE BERNHARD of the Netherlands has graciously consented to open "The Model Engineer" Exhibition, to be held at the New Horticultural Hall, London, from 18th to 28th August.

ENTRANTS in next year's Marcel Becquart International Trophy competition will be obliged to enter the 1955 Evian-Mt. Blanc Rally, we are informed by the B.T.D.A.

FIANGIO recently arrived by air at Paris from Buenos Aires. Next stop Unterturkheim?

CURRENCY exchange and the purchase of travellers' cheques can now be effected at the R.A.C.'s Travel Office in Pall Mall, and at County or Port offices, following new arrangements between the R.A.C. and Thomas Cook & Son, Ltd.

WEDDING bells for Clive Lones's daughter Betty, who married Patrick Dunlop of Thame, Oxon, on 29th May.

LORD TEDDER, G.C.B., has accepted the invitation to become chairman of the Standard Motor Co., Ltd.

DERBY story: Bart Shaw-Kennedy, seeking bits and pieces for Bira's Maserati prior to the latter's victory at Chimay, was unable to locate someone by telephone. When the switchboard operator suggested that he should abandon the attempt, he replied that his motto was "Never Say Die". "That's running today at Epsom," said the girl. "Good," replied Bart, "I'll have 10 bob each way." Some people have all the luck.

MIKE HAWTHORN has asked us to convey his thanks to all those who were kind enough to write to him, and those who visited him during his sojourn in hospital.

LIGHT CAR CLUB of Australia plan another major race meeting on the Albert Park Circuit, Melbourne, in late November. Overseas entries will be welcome. The course, probably the finest in Australia, was used for last year's Australian G.P.

B.B.C. WILL probably arrange coverage of the Grand Prix of Europe in Germany on 1st August, with commentary by Raymond Baxter.





CASTROL WINS

AT GOODWOOD

5 LAP SCRATCH RACE (FORMULA I)

1ST REG PARNELL (FERRARI)

(Up to 2 Litres)

1ST J. SOMERVAIL (COOPER-BRISTOL)

FIRST WHITSUN HANDICAP

1ST SIR JEREMY BOLES (ASTON-MARTIN)

WHITSUN TROPHY (Up to 2 Litres)

1ST J. K. HALL (COOPER-BRISTOL)

Subject to official confirmation



THE MASTERPIECE IN OILS

SPORTS-NEWS

MERCEDES G.P. PROGRAMME Team Expected at Silverstone

FOLLOWING the début of the 2½-litre Grand Prix Mercedes-Benz at Rheims on 4th July for the French G.P., the German team's proposed programme will take in the British G.P. at Silverstone on 17th July, G.P. of Europe at Nürburgring on 1st August, Swiss G.P. at Berne on 22nd August, the Italian G.P. at Monza on 5th September, and the Spanish G.P. at Barcelona on 24th October. Juan Fangio is to be No. 1 driver, his teammates being Hermann Lang, Karl Kling, Hans Herrmann and Fritz Riess.

B.R.M. FOR SHELSLEY WALSH

HILL-CLIMB Champion Ken Wharton will drive a Mk. II B.R.M. in the Midland A.C.'s Shelsley Walsh National hill-climb on 20th June. This will not be his only mount—he has also entered his record-holding blown Cooper twin, a 2-litre E.R.A. (probably the ex-Mays, ex-Flockhart R4D) and a 2½-litre sports car.

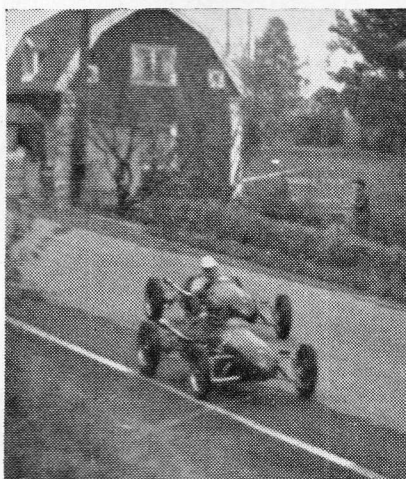
Eight E.R.A.s will contest the Raymond Mays E.R.A. Challenge Trophy, amongst them the Peter Bell car to be driven by Michael Christie, and another by Peter Walker. No less than 18 Coopers are down to run, six of them big twins. Entries total 101 cars.

RHEIMS 12 HOURS RACE

JAGUAR are reported to have entered four cars for the 12 Hours sports car race at Rheims on 3rd/4th July. Two H.W.M.-Jaguars and two Ecurie Ecosse XK 120Cs are other British entries in the over 2-litre class. They will be opposed by two works 4.9-litre Ferraris, Rosier's 4½-litre car, two works Gordinis and a Talbot or two. Cunningham entries are expected shortly.

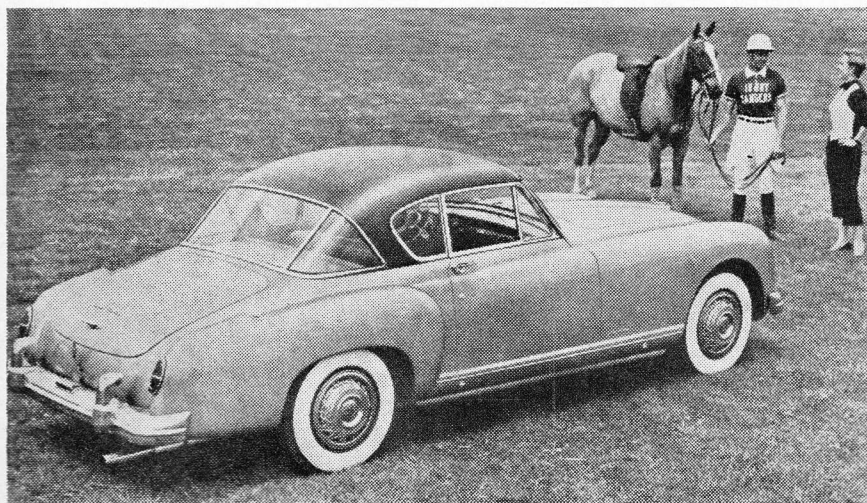
The 2-litre class nominations include Alan Brown (Cooper-Bristol), three works Bristols, Gatsonides (Frazer-Nash), a works Gordini, three independent Ferraris, and four independent Maseratis. A Connaught, a Kieft, two

BRITISH WINS at the recent Hedemora race meeting in Sweden were gained by Michael Head (right), who took the unlimited capacity series sports car race in his white XK 120 C Jaguar and (below) Eric Brandon (Mark 8 Cooper) here in close company with teammate Rodney Nuckey in the Formula 3 race.



Oscas, a blown D.B., a Porsche and a works Gordini are amongst 751-1,600 c.c. entries, and a works Borgward team is also expected. A host of Panhards, D.B.s, and Renault derivatives will contest the smallest class.

The Rheims-Gueux circuit is again being improved in detail, a section at Thillois being modified and resurfaced with tarmac. Total lap distance is now 8,301.75 km. (5,158 miles). New, high-speed refuelling apparatus in the pits is being installed by Shell.



A WIN FOR BIRA

THAT pleasantly informal Belgian affair, the G. P. des Frontières run over the 6.7 mile Chimay circuit, suffered this year from a considerable number of non-starters, the original entry of 17 ending up a mere nine at starting time. A keen race resulted, nevertheless, with the young French driver Jacques Pollet in a works Gordini setting off in fine style. Unfortunately a stone struck his goggles, smashing a lens, and forcing him to the pits after three legs of the circuit.

Bira's 2½ litre Maserati thereafter held a clear lead, although Pollet subsequently set a new Chimay lap record at 102.17 m.p.h., a fine performance for a "trainee" driver. Following Bira came André Pilette in a second Gordini "six" bearing Belgian colours, and a highly creditable third with Sir Jeremy Boles's Formula 2 2-litre Connaught was Donald Beuman, heading the Belgian Legat home by a wide margin.

Provisional Results

1. B. Bira (Maserati), 20 laps, 134.8 miles, in 1 hr. 22 mins. 15 secs., 98.19 m.p.h.; 2. A. Pilette (Gordini), 1 hr. 22 mins. 50 secs.; 3. D. Beuman (Connaught), 1 lap behind; 4. R. Legat (Veritas), 3 laps behind.

Fastest lap: Pollet (Gordini), 3 mins. 51 secs., 102.17 m.p.h.

DEATH OF FIRST WORLD RECORD HOLDER

THE Marquis Louis de Chasseloup-Laubat, who died recently in France at the age of 91, was renowned in the motoring world as creator of the first world's land speed record in 1898, when he achieved a speed of 39.24 m.p.h. over a flying kilometre at Achères, driving a Jeantaud electric car. During subsequent struggles for the record in 1899 with the Belgian driver Camille Jenatzy, Chasseloup-Laubat first recorded 43.69 m.p.h., then 57.6 m.p.h. in his last competitive appearance.

The Marquis played a vital part in the founding of the Automobile Club de France, in company with de Dion and others. He became an Officer of the Legion d'Honneur and was a Commander of the Order of the British Empire. His son François is renowned as one of France's finest runners.

NASH-HEALEY "LE MANS": The latest hardtop sports model by Nash of Detroit has a 140 b.h.p. "Dual Jetfire" engine in a chassis embodying Healey-type trailing link front suspension.

OULTON PARK TOMORROW

A REMARKABLE entry of over 130 has been received by the Mid-Cheshire M.C. for their National race meeting at Oulton Park circuit tomorrow, 12th June. Six races form the programme: a 60 miles *Formule Libre* event, three 40-mile races for up to 1,500 c.c., 1,501-2,700 c.c. and over 2,700 c.c. sports cars, and two 35-mile Formula 3 races, one for the faster Norton-engined machines, the other for "juniors".

A glance at the entry list suggests a really good day's racing should result. *Formule Libre* runners include Bob Gerard and Leston with two Coopers of widely differing type—one a 2-litre "six", the other an 1,100 c.c. V-twin; the Ecurie Ecosse have their three Jaguars and a Connaught, Richardson his R.R.A. and Ulsterman Sidney Durbidge the ex-Baird Griffin.

The Ecosse "Jags" appear again in the big capacity sports car race, together with Scragg's Alta-Jaguar, a Connaught, an Aston Martin, sundry fast Cooper-Bristols, Jack Walton's Frazer-Nash, etc. Several of these cars compete again in the up to 2,700 c.c. event, whilst the 1½-litre race has Coombs's Connaught, Chapman's Lotus, Reece's Osca, Gallagher's Gordini, Alan Moore's Tojeiro and other rapid machinery.

The Formula 3 races have drawn a tremendous entry, the lists containing Bicknell (Revis), Gerard, Leston, Tyrrell and many others in Coopers, Parker, D. Walker, Higham, etc., with Kieft's, Headland's Martin and Sanderson and four other Staride exponents. Racing begins at 1 p.m.

STOCK CAR RACING

ON Friday, 28th May, an excellent evening's sport was enjoyed by the stock car racing fans. The rain poured in torrents throughout, but that did not damp the ardour of the surprisingly large crowd. Continuous wheelspin and broadside skidding were added to the usual hazards, and if speeds were lower than usual, the number of excitements per lap were even higher.

In the first heat, Tony Rumfitt—now known as "unlucky Rumfitt"—led all the way and then, in passing a slower car, hooked bumpers. This piece of involuntary towing dropped him to second place behind "Oily" Wells, with K. Gane third.

The second heat went to "Whiskers" Woolnough, with "Hell Cat" Brine (very aristocratic, these names!) second, and S. A. Hiscock third. The next heat was

dominated by Tanya Crouch, who can control a sliding car in a manner that defies description. She is a brilliant driver, and ought to have a future in more orthodox motoring events. Bell and Hayden, second and third, could do little to compete with her.

The fourth heat was truly international, with S. Stepenovic of Yugoslavia first, J. Wright of U.S.A. second, and our own V. Cater third. A Novices' Race then provided tremendous value, and the order was: first, R. Falce; second, G. Baker; third, B. Waters.

The Final was an awe-inspiring sight, with 25 cars on a 230-yard circuit! The drive of the evening was that of Tanya Crouch, who came through from the 11th row of the grid to finish second. J. Brise was first and Quinn third.

This was the last of the New Cross series, stock car racing having now moved to more commodious premises at Harringay. The first meeting there took place on the evening of Saturday, 5th June.

J. V. B.

NEW O.H.V. HUMBER HAWK

A NEW 70 b.h.p. pushrod overhead valve engine, giving a 20 per cent. rise in power output, is the outstanding feature of the latest Humber Hawk, a saloon with room for six passengers and a speed of over 80 m.p.h. An optional extra is the Laycock-de Normanville overdrive. The new Hawk has a modified exterior styling, and redesigned rear wings. Braking has been improved, with an increase of over 40 per cent. in lining area.

The price, inclusive of purchase tax, is a highly competitive £985 14s. 2d., with overdrive an additional £45, plus £18 15s. P.T.

GRENZLANDRING RACES CANCELLED

GERMANY'S Grenzlandring races, due to take place on 5th September, have been cancelled. High court proceedings are about to commence re the terrible accident there two years ago, so further race promotion is out of the question at present.

FERRARI FIRST AT HYÈRES

Gaze/Abecassis (H.W.M.) Disqualified when Lying Second in French 12 Hours Race

LAST Sunday's 12 Hours Sports Car race on the 7.3 km. Circuit des Iles d'Or at Hyères in the South of France was won by Maurice Trintignant and Piotti with a works 3-litre Ferrari at a speed of 81.89 m.p.h. The 2-litre "Mondial" Ferrari of Pierre Picard and Charles Pozzi was second home, winning its class, the two Ferraris also finishing first and second on Index of Performance.

British competitors met mixed fortunes. Peter Whitehead's Cooper-Jaguar broke its crankshaft during practice, and although another was flown over from England, there was insufficient time to repair the car. The H.W.M.-Jaguar of Tony Gaze and George Abecassis met worse fortune, in that it went strongly throughout the 12 hours race, and was lying second to the Ferrari with 20 minutes to go, only to suffer disqualification on grounds that the use of four men at refuelling contravened the regulations.

Nigel Mann and Charles Brackenbury brought the former's coupé-bodied DB3 through to sixth place in general classification, taking second place to Trintignant/Piotti in the over 2-litre class.

John Green (Kieft) and Pat Griffith (Aston Martin) both crashed, the latter suffering injuries sufficient to keep him out of Le Mans. Amongst the numerous other retirements were Alan Brown (Cooper-Bristol), Elie Bayol (D.B.), Georges Houel, Jacques Peron (Osca), von Frankenburg (Porsche) and L.-J. Rosier (Renault). Only 10 cars were left in the race when the Ferrari crossed the line.

Provisional Results

General Classification: 1, Trintignant/Piotti (Ferrari), 1,581.4 km., 131.78 k.p.h. (81.89 m.p.h.); 2, Picard/Pozzi (Ferrari), 1,515.28 km.; 3, Armengaud/Abbo (Osca), 1,417.37 km.; 4, Jeser/Tessin (Porsche), 1,344.78 km.; 5, Chancel/Navarro (Panhard), 1,331.62 km.; 6, N. H. Mann/C. Brackenbury (Aston Martin),* 1,285.554 km.; 7, Cornet/Storz (D.B.); 8, Blouin/Blouin (D.B.); 9, Grand/Grand (VM); 10, Faure/de Burnay (D.B.).

Index of Performance: 1, Trintignant/Piotti (Ferrari); 2, Picard/Pozzi (Ferrari); 3, Armengaud/Abbo (Osca). *Mann/Brackenbury (Aston Martin), 8th.

Class Placings

Over 2,000 c.c.: 1, Trintignant/Piotti (Ferrari); 2, Mann/Brackenbury (Aston Martin).
1,600-2,000 c.c.: 1, Picard/Pozzi (Ferrari).
1,300-1,600 c.c.: 1, Jeser/Tessin (Porsche).
1,000-1,300 c.c.: 1, Armengaud/Abbo (Osca).
Up to 750 c.c.: 1, Chancel/Navarro (Panhard).



ILL-FORTUNE for Hans Herrmann, testing the new Grand Prix Mercedes-Benz at Hockenheim. Hot oil from a burst pipe caused him to lose control, and to avoid two small girls he crashed into a wall. What appears to be an inboard front brake is exposed in the wreck.



THE 13th ROME GRAND PRIX

Marimon (Maserati) Wins at 106.2 m.p.h. on Eternal City's
New Circuit—Moss Has Bad Luck—New Lancias Non-starters

ONOFRE MARIMON scored his first major success in Formula 1 racing, by winning the 13th Grand Prix of Rome, which was held on the very fast, new 6.6 kilometres circuit at Castelfusano, Rome's famous Lido. Stirling Moss, holding a secure second place, over a lap ahead of the third man, Harry Schell, suffered a broken final drive seven laps from the end, but did not cross the line until the end, thus ranking as a finisher. Moss's drive may well have earned for him a place in the official Maserati team, as Signors Alfieri and Bertocchi were most impressed with his performance.

Unfortunately, the new Lancia was a non-starter; it is said to be suffering from rear-suspension bothers which were not rectified in time. Also posted as a non-starter was the new six-cylinder Ferrari, which Gonzalez was to have driven. Fangio was unable to arrive in Italy in time for the race, the official Maserati team comprising the three "Ms": Marimon, Mantovani and Musso.

Fastest in practice was Marimon with 2 mins. 15.4 secs., after breaking his final drive the day before. Second best was Robert Manzoni (Ferrari) with 2 mins. 17.2 secs.; Moss was next with 2 mins. 17.3 secs. The circuit was obviously tremendously fast, but drivers complained of bumps on the back leg.

Turbo Fiat Demonstrated

Just before the start of the race an impressive demonstration was given of the beautifully streamlined Fiat Turboretta; this white and red gas-turbine-powered machine looks the very essence of modernity—if not futurity, and, during its almost soundless passage, reached about 150 m.p.h. on the fast straight. It was uncanny to watch this machine, which flashed past with only a slight hissing sound emitted from the exhaust port in the tail.

Various mechanical troubles reduced the field to 15 starters, of which several were rather out-modern F2 cars, and the interesting but not particularly rapid supercharged 750 c.c. Giaur. The field lined up as follows:

Starting Grid

Behra (Gordini)	Moss (Maserati)	Manzon (Ferrari)	Marimon (Maserati)
Rosier (Ferrari)	Schell (Maserati)		Simon (Gordini)
De Riu (Maserati)	Musso (Maserati)	Mières (Maserati)	Mantovani (Maserati)
Serena (Ferrari)	G. Mancini (Ferrari)		Taraschi (Giaur)
			C. Mancini (Ferrari)

Jean Behra (Gordini) made a tremendous start, and shot into the lead at the fall of the flag, pursued by Robert Manzon (Ferrari), Onofre Marimon (Maserati), André Simon (Gordini), Stirling Moss (Maserati), Harry Schell (Maserati) and Roberto Mieres (Maserati), in that order. When the field roared by on lap 1, Behra led from Marimon by a few feet, with the others in close company behind. De Riu (Maserati) and Serena (Ferrari) stopped after only one lap. Behra's standing lap was covered at the remarkable pace of 99.8 m.p.h.

However, the blue car's lead didn't last long; Marimon hurtled past, to lap at 106.5 m.p.h., and Mieres (Maserati) scraped ahead of Moss to take sixth place,

obviously out to drive his older-type machine to the limit. Simon, Manzon and Mieres became involved in a wheel-to-wheel battle, with Moss wisely playing a waiting game. Mantovani and Musso seemed to be rather out of their class with the team cars, and neither could keep up with Schell's non-de-Dion car.

The pace was fast and furious; gradually Marimon settled down to lap at about 2 secs. quicker than Behra; on lap 6 Mantovani lost nearly a minute changing plugs, and three tours later the dashing Mieres swept into third place in pursuit of Behra; this didn't suit Manzon, who immediately repassed, with Mieres, Moss and Simon right on his tail. Obviously Mieres' furious pace couldn't last, and on lap 13 the blue and yellow machine came into the pits, leaving behind an ominous trail of oil. Not long afterwards it was pushed away. The Giaur passed out on the back leg, and the makeweights rapidly disappeared, leaving only nine serious challengers in the race, with Mantovani rapidly overhauling the slowish Rosier (Ferrari). Indeed, so tardy was the blue Ferrari's progress that Marimon lapped him on the 14th tour.

Manzon came into the pits with a loose exhaust pipe after 15 laps, and two laps later Behra had a lucky escape from disaster when his offside front stub-axle snapped and the wheel shot off. Moss, coming up fast behind, was almost blinded by the showers of dust and sparks as the Gordini was successfully brought to rest on three wheels from over 100 m.p.h.

Thus, with just over a quarter of the distance covered, only eight cars remained, and Simon's Gordini in third place didn't sound all that healthy. Marimon was driving a very fast and consistent race, and at 20 laps led Moss by 55 secs., with Simon third, and Schell and Musso having a ding-dong for fourth place.

Moss, driving a fine tactical race, refused to over-rev his motor, realizing that Marimon's "works" car was much faster than his own. Schell was making Musso motor faster than ever, so fast that eventually the team car began to emit vast clouds of smoke. Thicker and thicker became the smoke screen till at last Bertocchi pulled him in to repair a leaking union which was depositing oil on the exhaust pipes.

Simon's engine began spluttering worse than before, and Schell drew nearer to the Gordini. Marimon and Moss continued to thrill the very large crowd with their artistry, both being in a class by themselves. Moss put in a lap at 2 mins. 17 secs., which was immediately communicated to Marimon, who pulled out all the stops to record the day's fastest, 2 mins. 15.7 secs.

At half distance (30 laps), Marimon led Moss by 55 secs., who in turn was 44 secs. ahead of Simon. Both Mantovani and Manzon, after their pit stops, overtook Rosier. Not long afterwards Musso came



in, and the car was pushed to the dead park, leaving seven cars to fight it out.

Mieres assumed the duties of *chef d'équipe* in Schell's pit, with a couple of snappy French film actresses to lend glamour to the activities. In Moss's pit Alf Francis continually kept Moss informed of his exact position, to the amazement of the official Maserati team and their battery of stop-watches.

Simon at last came in (36 laps) with his ailing Gordini; plugs were changed and Behra took over; Simon, incidentally, has not fully recovered from serious burns received several months ago in a garage fire. This let Schell into third place—nearly a lap behind Moss, who was keeping around the minute mark from Marimon.

Trouble for Moss

Apart from Manzon stopping to add water, and Mantovani creeping up on Schell, the race settled down to a procession. Marimon was slowed down a trifle. Then came a blow to Moss's hopes. He went past the pits on lap 52 with a clanking noise coming from the transmission.

Marimon shot past, a lap ahead. The seconds ticked past—no Moss! Then came Schell—a lap behind with Mantovani a few seconds behind. Marimon appeared again, and then Moss coasted up almost to the line. Maserati mechanics made to push him to the pits, but his own boys waved them off. He would finish, at any rate!

Marimon received a tremendous ovation when he crossed the line—and almost immediately his fuel tank split. Schell was almost caught by Mantovani who put on a spurt on the last lap. Behra trundled in on five cylinders, followed by the plugging Rosier, with Moss in sixth place—last of the finishers.

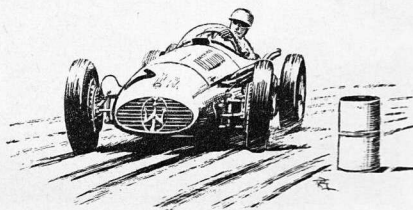
The race showed that if Maserati intends to challenge Ferrari, and eventually Lancia and Mercedes, they have a serious driver problem, which could only be solved by giving Marimon adequate support in the way of top-line men.

GREGOR GRANT

Result

1. Onofre Marimon (Maserati), 2 hrs. 18 mins. 48.6 secs., 170.907 k.p.h. (106.2 m.p.h.).
2. Harry Schell (Maserati), 2 laps behind.
3. S. Mantovani (Maserati), 2 laps behind.
4. André Simon/Jean Behra (Gordini), 3 laps behind.
5. Louis Rosier (Ferrari), 3 laps behind.
6. Stirling Moss (Maserati), 7 laps behind.

Fastest lap: Marimon, 2 mins. 15.7 secs., 174.826 k.p.h. (108.63 m.p.h.).



BURNING RUBBER: (Left) The exciting start of the Formule Libre event. Collins (3) and Wharton (1) are still fighting with wheelspin, while Flockhart (2) is slightly in front. He led the Thinwall for four laps.

similarly mounted. Dunham caught and passed Sanderson after two laps and led him for seven, after which the Scottish driver regained his position.

The race was full of interest and incident. Michael Head drove his C-type extremely well to hold fourth place until displaced by Salvadori on the eighth lap, and Colin Chapman's remarkably fleet "streamliner" Lotus-M.G. pushed Sir Jeremy Boles (DB3) out of sixth place on the twelfth round, winning the 1½-litre category in really sweeping fashion with eight larger cars between himself and his nearest 1½-litre rival, who finished two

WHIT MONDAY AT GOODWOOD

Stewart (Jaguar) Wins Johnson Trophy Race for Sports Cars—Collins (Thinwall) Beats Flockhart (B.R.M.) in Formule Libre Event—Class Record for Salvadori (Maserati) in B.A.R.C. Meeting

A CROWD estimated at 27,000 saw some excellent driving at Goodwood on Whit Monday, in a programme of six scratch and handicap races. The main event of the day, the 21-lap sports car race for the Johnson Trophy, was won most convincingly by Jimmy Stewart in his Ecurie Ecosse C-type Jaguar, the same marque occupying second and third places in front of Salvadori (Maserati); the latter, after a poor start, set the fastest lap at 87.27 m.p.h., his time of 1 min. 39 secs. falling short of Moss's (C-type) sports car record by a mere one-fifth of a second. Salvadori was on top of his form, and broke the Goodwood Class D record with the F1 Maserati in a five-lap event, after another late start.

But the greatest excitement of the day was, perhaps, Peter Collins's splendid duel with Ron Flockhart in the 15-lap Formule Libre race. Despite threatening clouds, the weather held good until almost the last event, and the Thinwall/B.R.M. argument was decided—in favour of the Vandervell machine—under excellent conditions. Collins's handling of the formidable Thinwall, in his second appearance with the car, called forth praise from every quarter.

The meeting got off to a poor start with the 500 c.c. race, in which there were 11 entrants, eight starters, and only six finishers. Bicknell went out in front from the fall of the flag, and stayed there for the full 15 laps to win by more than 20 secs. from J. K. Hall, who had taken second place from R. K. Tyrrell on the fourth lap. Nuckey distinguished himself by spinning twice on his first lap—once at St. Mary's and once at Woodcote—after which he retired. Brandon also spun on his first round, but went on to take fourth place, while Leston and Jopp (Emeryson) argued the toss as to who was going to be last.

TROPHY GOES NORTH: (Right) "Wilkie", David Murray, Jimmy Stewart and the Ecurie Ecosse mechanics pose with the Johnson Trophy after the 21-lap sports car race. Stewart's lead was unassailable.

Salvadori's driving of Sid Greene's Maserati was the highlight of the second race, for unblown cars of up to 2½-litres capacity. At the start, he had the wretched ill-luck to find his clutch inoperative, so that he had to force the car into gear, and was almost last away. Yet, at the end of the first lap, he was already in third position behind Parnell (Ferrari) and Somervail (Cooper-Bristol), and on the second time round was only 5 secs. behind the Derby man. With a fastest lap at 90.95 m.p.h., a new Class D record for the Goodwood track, he continued to overhaul Parnell, and finished the 5-lap race a mere three-fifths of a second in arrears. Somervail retained his third place, winning the 2-litre class.

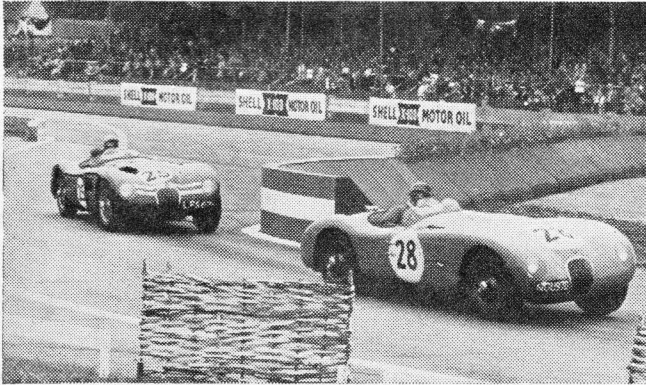
Astonishingly enough, Salvadori made another late start with the sports Maserati in the 21-lap Johnson Trophy Race, and again established a record lap in trying to regain lost time. But although he worked his way up to fourth place, he was unable to make any impression on the first three. Jimmy Stewart stayed firmly in the lead all the way with his Ecurie Ecosse C-type, while teammate Ninian Sanderson battled for second position with Gerry Dunham,

laps behind him. Sir James Scott-Douglas, the third Ecurie Ecosse representative, had to stop at his pit after one lap and finished two laps behind his team-mates. Rogers (Cooper-Bristol) dealt the chicane a mighty blow on the fifth lap, Keeling (C-type) also swiped it on the next round, and C. A. S. Brooks's Frazer-Nash lost a wheel at Woodcote three laps later.

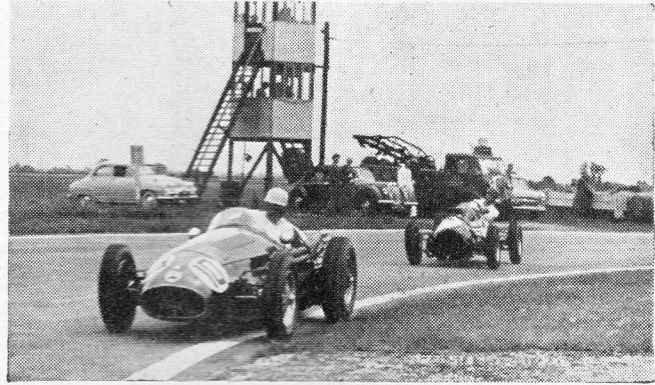
So to the 15-lap Formule Libre event, the start of which will long be remembered by those who saw it. Collins was in pole position on the inside of the front grid, with Wharton beside him and Flockhart on the outside. All three shot away with immense acceleration when the flag dropped, Wharton fighting furiously against wheelspin in the middle, but getting into Madgwick ahead of Collins and behind Flockhart. However, he lost his second place to the Thinwall before the lap had ended, and was also taken by Salvadori (Maserati) at Lavant Straight on the second round.

It seemed that the Thinwall had the edge on Flockhart's B.R.M., and Peter Collins was driving the big car superbly. After two laps he had closed in on Flockhart, to wage a terrific duel until,





CHICANE: Gerry Dunham's C-type Jaguar leads that of Ninian Sanderson in the Johnson Trophy Race. The two had a keen duel, which was won by Sanderson.



ST. MARY'S: Roy Salvadori leads another Scottish driver, Jimmy Somervail (Cooper-Bristol), in the event for unsupercharged 2½-litre racing cars.

on the fifth round, he succeeded in getting past. The 4½-litre machine then drew comfortably ahead, while Flockhart's second place was also comfortable until, at half-distance, he was slowed by some back markers and Salvadori drew momentarily closer, only to go on the grass on the ninth lap.

Wharton's B.R.M. stayed firmly in fourth place, followed at some distance by Parnell's Ferrari, and J. K. Hall (Cooper-Bristol), lying sixth, was lapped by the first five at the finish. The E.R.A.s of Holt and Somervail retired, and Richardson spun his R.R.A. into retirement on the eighth lap. Collins's fastest lap was at 93.30 m.p.h., impressively close to Hawthorn's Goodwood record of 94.53 m.p.h. with the same car.

There followed two 5-lap handicaps for sports cars, in the first of which Sir Jeremy Boles (1 min.) gained and retained the lead on the second lap from limit man Ravenshaw (XK 120, 1 min. 12 secs.), with Protheroe's XK 120 (57 secs.) second and Michael Head's C-type (35 secs.) third. Salvadori reached

fourth place from the 15-second mark, but the fastest lap was made by scratch man Jimmy Stewart.

In the second handicap, Ulsterman Desmond Titterington (Triumph TR2) drove neatly and well in familiar rain to pass limit man Strickland (Riley Spl.) on the final lap, Basil de Mattos (A.C. Ace) pulling into second place and P. H. Scarf (TR2) just pipping Strickland for third. The meeting ended on a humorous note, when D. G. Groves crossed the line with most of the outer chicane fence wrapped round the front of his Vauxhall Special.

F. W. McC.

Results

500 c.c. Race (15 laps, scratch): 1, R. G. Bicknell (Revis), 26 mins. 27.2 secs. (81.66 m.p.h.); 2, J. K. Hall (Cooper), 26 mins. 50.8 secs.; 3, R. K. Tyrell (Cooper), 26 mins. 56.4 secs.; 4, E. Brandon (Cooper), 27 mins. 9.8 secs.; 5, L. Leston (Cooper), 28 mins. 7 secs. **Fastest lap:** Bicknell, 1 min. 44.2 secs. (82.92 m.p.h.).

Racing, up to 2,500 c.c. U/s (5 laps, scratch): 1, R. Parnell (Ferrari), 8 mins. 13.2 secs. (87.63 m.p.h.); 2, R. F. Salvadori (Maserati), 8 mins. 13.8 secs.; 3, J. Somervail (Cooper-Bristol), 8 mins. 38.8 secs. **2,000 c.c. Class:** J. Somervail.

Fastest lap: Salvadori, 1 min. 35 secs. (90.95 m.p.h.).—**Class D Record.**

Johnson Sports Car Challenge Trophy Race (21 laps, scratch): 1, J. R. Stewart (Jaguar XK 120C), 36 mins. 38.4 secs. (82.52 m.p.h.); 2, N. Sanderson (Jaguar XK 120C), 36 mins. 59 secs.; 3, G. Dunham (Jaguar XK 120C), 37 mins. 2.2 secs.; 4, R. F. Salvadori (Maserati), 37 mins. 5.8 secs. **1,500 c.c. Class:** A. C. B. Chapman (Lotus), 20 laps. **Fastest lap:** Salvadori, 1 min. 39 secs. (87.27 m.p.h.).

Whitsun Trophy Race (Formule Libre, 15 laps, scratch): 1, P. J. Collins (Ferrari Thin Wall Spl.), 23 mins. 35.4 secs. (91.53 m.p.h.); 2, R. Flockhart (B.R.M.), 23 mins. 50.4 secs.; 3, R. F. Salvadori (Maserati), 23 mins. 58 secs.; 4, K. Wharton (B.R.M.), 24 mins. 33 secs. **2,000 c.c. Class:** 1, J. K. Hall (Cooper-Bristol), 14 laps; 2, M. F. Young (Connaught). **Fastest lap:** Collins, 1 min. 32.6 secs. (93.30 m.p.h.).

First Whitsun Handicap (Sports cars, 5 laps): 1, Sir J. Boles (Aston Martin DB3), rec'd. 1 min. 9 mins. 40.4 secs (76.06 m.p.h.); 2, E. Protheroe (Jaguar XK 120), rec'd 57 secs., 9 mins. 41 secs.; 3, M. W. Head (Jaguar XK 120C), rec'd 35 secs., 9 mins. 42 secs. **Fastest lap:** J. R. Stewart (Jaguar XK 120C), 1 min. 43.4 secs. (83.56 m.p.h.).

Second Whitsun Handicap (Sports cars, 5 laps): 1, J. D. Titterington (Triumph TR2), rec'd 1 min. 22 secs., 11 mins. 21.8 secs. (70.99 m.p.h.); 2, B. G. P. de Mattos (A.C. Ace), rec'd 1 min. 17 secs., 11 mins. 30.4 secs.; 3, P. H. Scarf (Triumph TR2), rec'd 1 min. 22 secs., 11 mins. 33 secs. **Fastest lap:** A. P. O. Rogers (Cooper-Bristol), 1 min. 49.6 secs. (78.83 m.p.h.).

B.T.D. SHARED AT SYONFIN

Durbidge and Quinn Tie in Omagh Hill-climb

SYD DURBIDGE (Maserati-Griffen) and **JOE QUINN** (Mercury-engined S.A.M.) were the "stars" of the Omagh Motor Club's hill-climb at Syonfin, Co. Tyrone, on Saturday, 5th June, each making a climb in 63.2 secs. This time was best of the day, but 2.4 secs. outside the hill record held by Desmond Titterington (J2 Allard).

Two of the fastest cars entered failed to show up. Laurie McGladery is still convalescing from his crash at Farmer's Cross and, consequently, the McCandless was scratched. Redmond Gallagher's blown Leprechaun was allocated the scratch mark, but it, too, failed to materialize. Thus Durbidge, Quinn and Alf Carroll (497 c.c. J.P.) shared virtual scratch mark. Another interesting machine at the hill was Jim Meikle's 660 c.c. Cooper, now sporting a power unit which once acted as a generating set on a German U-boat (top revs. something under 5,000). Charles Maunsell's Riley-engined H.R.G. was seen to have acquired four Amal carburettors during the winter.

Syonfin hill is about 1,500 yards long, with an average gradient of one in 15. Probably the worst bend on the climb

is McDermott's Corner, a tricky left followed at once by a right-hander. It was here that most of the incident of the afternoon was experienced, the most serious being when Mrs. R. Waterson, making one of the last climbs of the afternoon, overturned her husband's B.H.W. Special. The car trapped its driver underneath, but she was speedily extricated and removed to hospital for examination, and everyone was relieved to hear that she was not seriously hurt. It was at this spot, too, that Denis Wilkins pranged his Consul-engined Lotus, but was able to repair the damage and continue.

The meeting was carried through expeditiously and, with classes to segregate almost everybody from everybody else, a sizeable award list was published to bring to a close one more enjoyable Syonfin meeting.

W. A. McMASTER.

Results

B.T.D.: Tie between S. Durbidge (Griffen S.) and J. Quinn (4,250 S.A.M.), 63.2 secs. 2, R. McMillan (497 c.c. J.P.), 64.2; 3, C. W. E. Maunsell (H.R.G./Riley), 64.8.

Closed cars, up to 1,000 c.c.: 1, A. Hutchinson (918 Wolseley), 90.2 secs.; 2, Miss E. Gallagher (Morris Minor), 117.8. **Up to 1,300 c.c.:** 1, B. Barkley (Hillman Minx), 91.4; 2, D. Waterson

(Hillman Minx), 95.6; 3, W. Beatty (Hillman Minx), 103.2. **Up to 2,300 c.c.:** 1, Dr. J. D. Keatley (Sunbeam-Talbot), 79.4; 2, B. R. Nelson (Ford Zephyr), 79.6; 3, J. P. Robinson (Vauxhall Velox), 80.6.

Open cars, up to 1,500 c.c.: 1, S. Moore (Dellow), 70.4 secs.; 2, H. Reilly (M.G.), 73.2; 3, H. McWhir (H.R.G.), 73.6. **Up to 2,500 c.c.:** 1, D. Eagleson (Triumph TR2), 68.4; 2, J. Howe (Morgan Plus Four), 71.2; 3, W. A. Clapham (Morgan Plus Four), 72.4. **Ford-based Cars:** 1, tie between S. Moore (Dellow) and J. Neilson (M.M.), 70.6; 2, R. Turner (Ford Spl.), 73.4. **Non-racing, up to 1,500 c.c.:** 1, C. W. E. Maunsell (H.R.G./Riley), 64.8; 2, I. Titterington (Lotus), 66.4; 3, D. A. Wilkins (Lotus), 68.2. **Over 1,500 c.c.:** 1, J. Quinn (4,250 S.A.M.), 63.2; 2, C. W. E. Maunsell (H.R.G./Riley), 64.8; 3, S. Porter (4,467 Invicta), 67.4.

Handicap Class: 1, S. Moore (Dellow), net time 56.4 secs.; 2, J. Neilson (M.M.), 56.6; 3, H. Reilly (M.G.), 57.2.

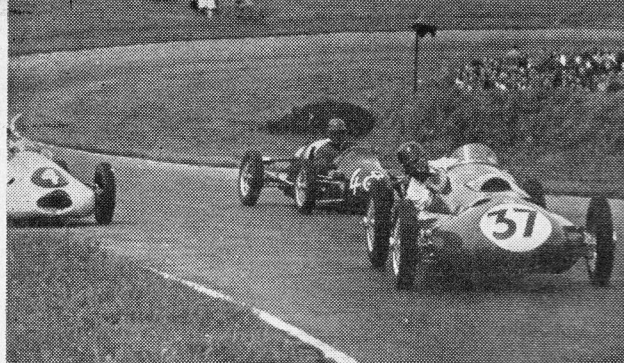
LESLIE HAWTHORN

WE very much regret to record that Mike Hawthorn's father, Leslie Hawthorn, who was seriously injured in a car crash at Hindhead, Surrey, when returning from the Goodwood meeting on Monday last, died the following evening in Haslemere Hospital.

Leslie Hawthorn, an ex-racing motor-cyclist and racing driver, and an expert tuner, was mentor and guide to his son in the latter's early racing activities, which laid the foundation for his present position in Grand Prix racing.

500s, SPORTS CARS AND FORMULE LIBRE AT BRANDS HATCH

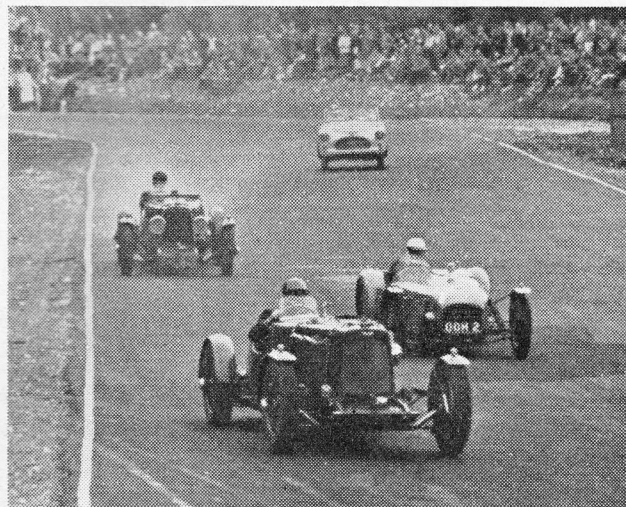
Successes for Don Parker (Kieft), A. J. Barrett (Emeryson), Peter Gammon (Lotus) and Bill Whitehouse (Connaught) at Half-Litre Club Whitsun Meeting



500s: (Above) Two of the day's most vigorous performers, A. J. Barrett (Emeryson) and A. A. Butler (Staride), duel for the lead, with J. Caddey's Emeryson in close attendance.

★

SPORTS CARS: (Right) A Lotus between two pre-war Aston Martins, and Sleeman's A40 Sports during the 20-lap 1½-litre race won by Gammon.



THE large crowd which attended the Half-Litre Club's National meeting at Brands Hatch on Whit-Monday beheld some very fine racing with some excitingly close finishes. A driver named Parker won two races in a Kieft, and another driver named Gammon was a firm first with a Lotus in the 1,500 c.c. sports car race, but these results were less of a surprise than some others during the day. The *Formule Libre* race—the first ever at Brands—looked a safe bet for Don Beauman (Connaught) until Bill Whitehouse—an old F.3 hand at the “old” Kentish Mile—tore through to first place in another Connaught during the last three of the 30 laps. The bearded A. J. Barrett, in a most attractive red Emeryson, was another outstanding performer, while Archie Scott-Brown handled the Lister magnificently during his chase of Peter Gammon, considerably enlivening the 1½-litre sports car race.

Race 1, the first heat of the Open Challenge Race, was indisputably Don Parker's, though S. Lewis-Evans, N. Berrow-Johnson and J. Russell had to work hard to prise A. Cowley's older Cooper from second place behind the maroon Kieft. Heat 2 was disappointing for George Wicken and the crowd, much intrigued by his imposing new streamlined fibreglass Cooper 500, which oiled a plug and declined to start. A. J. Barrett (Emeryson) and A. A. Butler (Staride) disputed the lead awhile, until a very determined Dennis Taylor insinuated his Staride past both at Paddock Bend, his example being followed before the finish by Caddey in the cream Emeryson. Berrow-Johnson's very fleet Martin led the Final for two hard-fought rounds, when the inevitable Parker came through to win. Caddey's Emeryson cast away a useful wheel—and 5th place—at Clearways on the final round.

R. A. Anderson, in his smart blue Staride, led Heat 1 of the Junior event from start to finish, pursued consistently

FORMULE LIBRE: (Right) Two 1953 F2 Connaughts dispute the lead in the longest race of the day, Don Beauman leading Bill Whitehouse, the eventual winner.

★

but unavailingly by Mackenzie - Low's well-driven Cooper. Heat 2 saw a tremendous dice by A. J. Barrett, who challenged Butler's leading Staride on the last lap, and provided a terrific photo-finish, the Emeryson leading across the line by perhaps three inches. When the 10-lap Final was fought out, it was Barrett again who won, with Butler heading Eccles's similar Staride home.

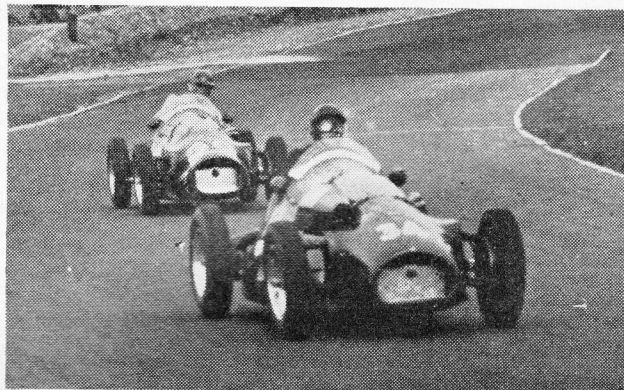
The Seniors' session ensued, and in this Don Parker showed he and his Kieft were right back in their old Brands form by leading from lap one to lap 10 and the chequered flag. Despite this supremacy the race was a tense one, with D. Taylor driving grandly in second place, never letting up on Parker until his Staride's gearbox locked solid on the final lap, breaking a chain. Berrow-Johnson and Russell thereupon swooped past into 2nd and 3rd places, and poor Taylor coasted home 4th.

The sports car 20 lapper proved yet another benefit for that Caracciola of 1½-litre sports car racing, Peter Gammon, and his Lotus. It was notable, too, for the aural relief it afforded after the unrelenting crackle of five F.3 races in succession, and for the very fine effort by disabled Archie Scott-Brown, back in racing with the Lister-M.G. In this car he took second place, at one stage getting within 2 secs. of the leading Lotus and thoroughly animating what could, on

paper, appear a dull race but which, in reality, was anything but.

So to the *Formule Libre* 30 lapper, a thoroughly satisfying event, with a big 3-litre G.P. Maserati, a delightfully raucous E.R.A., two F.2 Connaughts and other lusty machinery as novel and welcome visitors to “the cradle of 500 c.c. racing”. Amazingly, it was Gammon's cheeky little Lotus, stripped of three of its four wings, which led the truly Heinzian field on the opening lap. Don Beauman got him on the next round, and Whitehouse on lap 5, but no one else managed it. R. Searles in the ex-Moss 1,100 Cooper was unlucky, his motor stalling on the line, then going sick with a detached magneto lead after several very fast laps, during one of which his offside rear wheel contacted S. F. Pile's Aston Martin, sending it on the grass.

The leaders were lapping the tail-enders after six laps, and by the end



some were three rounds in arrears. By lap 26 Bill Whitehouse, in the fuel-injection Connaught, was worrying at Beauman's tail; soon to sprint past at Paddock Bend, Beauman ceding several valuable lengths by sliding along the grass verge on the bottom downhill swoop. Whitehouse lapped at 71.08 m.p.h. during his chase, but his winning average was less than that of Parker's Kieft in the Senior 500 c.c. race.

S. W. Creamer's very trim Creamer 500 took the lead in the all-J.A.P. race halfway through the opening lap, going on to win despite valiant efforts on the part of G. M. Jones (Cooper). R. C. Smith followed in, and Gerry Meharey, forsaking the camera for the cockpit, was fourth in a neat white Cooper.

C.P.

Results

Open Challenge Race, F3 cars, Heat 1 (7 laps): 1, D. Parker (Kieft), 7 mins. 37 secs., 68.37 m.p.h.; 2, S. Lewis-Evans (Cooper); 3, N. Berrow-Johnson (Martin); 4, J. Russell (Cooper).
Heat 2 (7 laps): 1, D. Taylor (Staride), 7 mins. 42.4 secs., 67.59 m.p.h.; 2, J. Caddey (Emeryson); 3, A. J. Barrett (Emeryson); 4, A. A. Butler (Staride).
Final (10 laps): 1, D. Parker (Kieft), 10 mins. 46.8 secs., 69.02 m.p.h.; 2, J. Russell (Cooper); 3, N. Berrow-Johnson (Martin); 4, D. Taylor (Staride); 5, J. Brown (Staride); 6, S. Lewis-Evans (Cooper).

Junior Race, F3, Heat 1 (7 laps): 1. R. A. Anderson (Staride), 7 mins. 42.8 secs., 67.51 m.p.h.; 2. R. Mackenzie-Low (Cooper); 3. G. Hill (Cooper); 4. H. R. Povah (Cooper).

Heat 2 (7 laps): 1. A. J. Barrett (Emeryson), 7 mins. 54.6 secs., 65.84 m.p.h.; 2. A. A. Butler (Staride); 3. P. Luke (Cooper); 4. R. C. Smith (J.B.S.).

Final (10 laps): 1. A. J. Barrett (Emeryson), 11 mins. 9.2 secs., 66.71 m.p.h.; 2. A. A. Butler

(Staride); 3. A. Eccles (Staride); 4. G. Hill (Kieft); 5. A. Zains (Cooper); 6. R. C. Smith (J.B.S.).

Senior Race, F3 (10 laps): 1. D. Parker (Kieft), 10 mins. 42.4 secs., 69.49 m.p.h.; 2. N. Berrow-Johnson (Martin); 3. J. Russell (Cooper); 4. D. Taylor (Staride); 5. S. Lewis-Evans (Cooper); 6. J. Brown (Staride).

Sports Cars up to 1,500 c.c. (20 laps): 1. P. D. Gammon (Lotus), 22 mins. 53.4 secs., 65.01 m.p.h.; 2. A. Scott-Brown (Lister); 3. M. Anthony (Lotus);

4. R. Watling-Greenwood (R.W.G.); 5. R. L. Manwaring (Lotus); 6. F. G. Nichols (C.S.M.).

Formule Libre Racing Cars (30 laps): 1. W. J. Whitehouse (Connaught), 32 mins. 29.6 secs., 68.69 m.p.h.; 2. D. Beauman (Connaught); 3. P. D. Gammon (Lotus); 4. H. C. Spero (Maserati); 5. M. Anthony (Lotus); 6. R. L. Manwaring (Lotus).

F3 Cars, J.A.P. engines (10 laps): 1. S. W. Creamer (Creamer), 11 mins. 28.2 secs., 64.86 m.p.h.; 2. G. M. Jones (Cooper); 3. R. C. Smith (J.B.S.); 4. G. F. Meharey (Cooper).

M.M.E.C. AT

SILVERSTONE

Five "Firsts" for Peter Gammon (Lotus) in Saturday Twelve-Race Programme

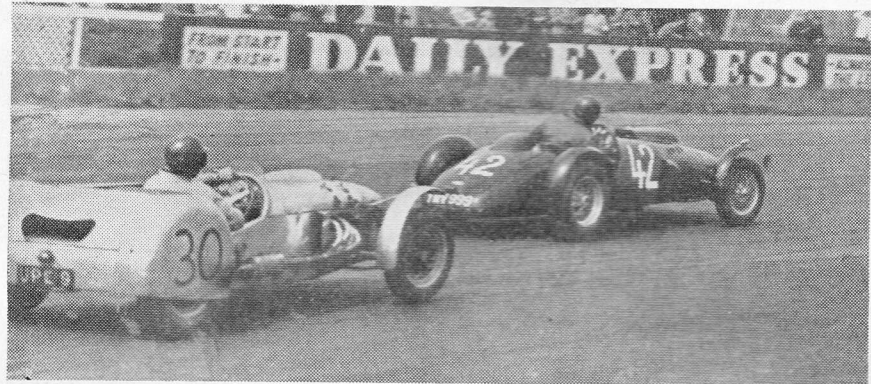
THE opportunity to watch every type of racing, from sports cars and Formula 3 to *Formule Libre*, for a modest car-park fee is good value for anybody's money, and the M.M.E.C. provided all this in good measure at Silverstone on Saturday. They also set the scene for a Gammon Benefit, that astonishing young man from Guildford taking five firsts and a second place with his Lotus M.G., in the teeth of stiff opposition!

R. Watling-Greenwood won the first scratch race for sports cars under 1,100 c.c. with his handsome little R.W.G., F. C. Hill (Lotus) snatching second place by one-fifth second from Nurse's Riley. Gammon scored his first win of the day in the under 1,500 c.c. race which followed, after a promising scrap with E. J. Newton's Killeen had terminated when Newton saw a wheel overtake him at Cope, and found he was driving a tricycle! The Killeen, which had been going extremely well, thereupon departed into a corn-field, and the Lotus-M.G. won comfortably from the R.W.G. and J. P. Hacking's Cooper-M.G.

Moor's Wasp led an eight-lap 500 c.c. race, until displaced by Headland's Martin Headland and the Arengo, but fought back to second place behind Headland, Anderson's Staride finally getting into third spot. Next came the under 3,000 c.c. six-lap sports car scratch race, in which Gammon was opposed by Clairmonte's 1,996 c.c. Connaught-engined Clairmonte, Jackson's ex-Davis Cooper-M.G. and a host of Austin-Healeys and Triumph T.R.2s. Gammon and Clairmonte fought out a tremendous battle, the latter gaining ground on the straights and Gammon clawing it back by late braking and desperate cornering, to snatch a grand win by one-fifth second on the last heart-stopping scramble round Woodcote.

Headland won again in a six-lap affair for racing cars up to 2,000 c.c., after both Gammon and Clairmonte had fallen out, and Moor and Wake renewed their battle of two weeks before, the Alta-Bristol going considerably better and pipping the Wasp into second place. Refreshed by its brief breather, the Lotus-M.G. came out again for the unlimited 10-lap sports car race. Clairmonte was still in trouble and retired early, whereupon Gammon disposed of Baxter's C-type Jaguar and Stevens's DB3 Aston Martin and won as he liked; meanwhile Burton's old Bentley staved off a Jaguar and shook the DB3 more than somewhat!

The Gammon-Lotus combination, having returned to the paddock merely



THAT MAN AGAIN: Peter Gammon in his indefatigable Lotus-M.G. goes for Woodcote on the inside, during his scrap with C. M. Clairmonte in the fourth race.

as a matter of form, now came out to see what it could do with *Formule Libre*, mainly in the shape of Richardson's E.R.A.-engined R.R.A. As things turned out, Richardson settled the matter himself, after a rasping first lap, when his brakes failed at 120 m.p.h. on the approach to Woodcote. He landed in the Grandstand bunker, from which it took him three laps to "chip out". This took some of the sting out of things, as Clairmonte, despite furious work on his rear axle between races, was not on form, and could only manage third place behind Baxter's Jaguar, Gammon meanwhile still further overcrowded his groaning sideboard with another win, being credited with a lap at some 77 m.p.h. in the process.

D. H. Small won nicely from Walshaw's Lotus in a combined 1,172-750 Formula race, in which there were no 750s, Walshaw winning the handicap which followed. Everard's DB3 Aston scored from the scratch mark in race 10 and That Man Again brought the Lotus through the field from the same mark to scoop the racing car handicap from Wake's Alta-Bristol and the Martin Headland.

The final handicap for sports cars was run in a long-threatened thunder-storm, in which everyone drove with commendable restraint. Austin Nurse thoroughly deserved his win for a beautiful drive in unpleasant conditions, cornering his Riley on the limit with no mistakes, and the day ended with a fighting finish for the places, in which Gammon, once more on scratch, succeeded in pushing his radiator ahead of White's Austin-Healey by a matter of inches.

G. H. DEASON.

Results

Race 1. Sports car up to 1,100 c.c. U/s, 750 c.c. S (5 laps): 1. R. Watling-Greenwood (R.W.G.), 7 mins. 3.8 secs.; 2. F. C. Hill (Lotus), 7 mins. 12 secs.; 3. A. J. Nurse (Riley), 7 mins. 12.2 secs.

Race 2. Sports cars up to 1,500 c.c. U/s, 1,100 c.c. S (6 laps): 1. P. D. Gammon (Lotus), 8 mins. 22 secs.; 2. R. Watling-Greenwood (R.W.G.), 8 mins. 29.4 secs.; 3. J. P. Hacking (Cooper-M.G.), 8 mins. 31.8 secs.

Race 3. Formula 3 Racing cars (8 laps): 1. C. D. Headland (Martin-Headland), 10 mins. 33.8 secs.; 2. E. J. Moor (Wasp), 10 mins. 36.8 secs.; 3. R. A. Anderson (Staride), 10 mins. 39 secs.

Race 4. Sports cars up to 3,000 c.c. U/s, 1,500 c.c. S (6 laps): 1. P. D. Gammon (Lotus), 7 mins. 51.8 secs.; 2. C. M. Clairmonte (Clairmonte), 7 mins. 52 secs.; 3. P. Jackson (Cooper-M.G.), 8 mins. 23.2 secs.

Race 5. Racing cars up to 2,000 c.c. U/s (6 laps): 1. C. D. Headland (Martin-Headland), 7 mins. 48.6 secs.; 2. A. Wake (Alta-Bristol), 7 mins. 57 secs.; 3. E. J. Moor (Wasp), 7 mins. 59 secs.

Race 6. Sports cars, any capacity (10 laps): 1. P. D. Gammon (Lotus), 13 mins. 8.2 secs.; 2. B. Baxter (Jaguar), 13 mins. 12 secs.; 3. J. Stevens (Aston Martin), 13 mins. 40.6 secs.

Race 7. Formule Libre (10 laps): 1. P. D. Gammon (Lotus), 13 mins. 14.4 secs.; 2. B. Baxter (Jaguar), 13 mins. 21 secs.; 3. C. M. Clairmonte (Clairmonte), 13 mins. 40 secs.

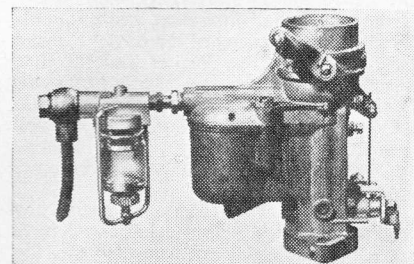
Race 8. 1,172 Formula (5 laps): 1. D. H. Small (D.H.S.), 7 mins. 31.2 secs.; 2. R. Walshaw (Lotus), 7 mins. 32.4 secs.; 3. A. E. Marsh (Dellow), 7 mins. 32.6 secs.

Race 9. Sports cars, handicap, Heat 1 (5 laps): 1. R. Walshaw (Lotus); 2. A. J. Nurse (Riley); 3. A. E. Marsh (Dellow).

Race 10. Heat 2 (5 laps): 1. P. A. Everard (Aston Martin); 2. P. D. Gammon (Lotus); 3. D. S. Shale (Austin-Healey).

Race 11. Racing car handicap (5 laps): 1. P. D. Gammon (Lotus), scr.; 2. A. Wake (Alta-Bristol); 3. C. D. Headland (Martin-Headland).

Race 12. Sports car handicap, Final (10 laps): 1. A. J. Nurse (Riley), 62.67 m.p.h.; 2. P. D. Gammon (Lotus); 3. G. M. White (Austin-Healey).



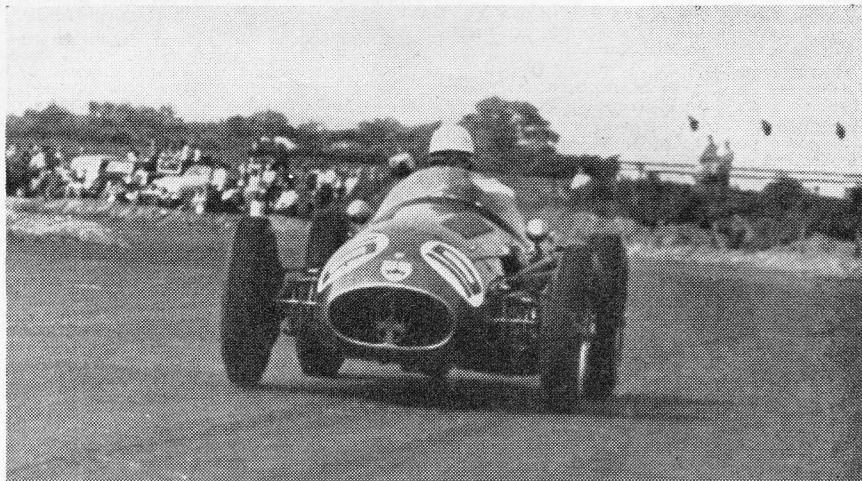
DIRT-DEFYING: A fine-gauge element, capable of holding back dirt, water or other impurities without restricting the fuel flow unduly, is incorporated in the latest glass-bowl filter produced by the Zenith concern. It is light, compact and easily fitted to the carburettor.

SUNSHINE AND SALVADORI

Victories in Maserati and Jaguar at Snetterton

SUNSHINE and Salvadori was the order of the day at the West Essex Car Club's Spring Race Meeting held at Snetterton on 5th June, with the former shining brightly all day, completely breaking the usual W.E.C.C. weather jinx, and the latter winning no fewer than four of the nine races in the programme and taking second and third places in two more!

Proceedings opened with the five-lap



2,493 c.c. (Above) In Sid Green's F1 Maserati, Roy Salvadori won two races at the West Essex C.C.'s Snetterton meeting.



3,442 c.c. (Left) With an Ecurie Ecosse Jaguar, he scored two more victories and gained third place in the W. Lyons Trophy Handicap, rounding off the list with a second place in the sports Maserati.

scratch race for sports cars up to 1,500 c.c., in which the lead was taken from the start by J. B. Naylor's neat Cooper-M.G., with Jack Sears in the Lister-M.G. pressing him hard for three laps, until the Cooper lost a cylinder and dropped to second place.

Event 2, the ten-lap Jaguar handicap for the W. Lyons Trophy, saw the three Ecurie Ecosse cars and Mike Connell's newly acquired XK 120C giving 1 min. 20 secs. start to five standard XK 120s. From the flag fall Bob Berry made good use of this advantage and set such a cracking pace that even Roy Salvadori's rapid driving of the leading "Ecosse" car could do no better than land a third place. "New boy" to the blue cars Desmond Titterington duelled enthusiastically throughout with team mate Sir James Scott-Douglas.

Event 3, the half-litre race, was undoubtedly the most exciting of the day. For the whole 10 laps Don Parker (Kieft), Jim Russell, J. K. Hall (Coopers) and D. Taylor (Staride) waged such a cut-throat battle that right up to the last lap, when Russell made his final but unsuccessful challenge and Taylor spun off in attempting the same, the result was quite unpredictable.

After such a race the next event, for sports cars up to 2 litres, might well have been an anti-climax, but was enlivened by a further round in the Crook-Salvadori

OUT OF THE ESSES: (Right) Surbiton, in the shape of Coopers driven by Hall and Russell, chases Wolverhampton, in the form of Don Parker's Kieft. The finishing order was Parker, Hall, Russell—but it was a determined struggle to the end.

duel, the narrow-bodied maroon machine again leading the more exotic Italian one. Dicky Stoop took third place with his five-year-old Mille Miglia 'Nash, displaying better road holding with its rebuilt rear end and more knots than before.

The Curtis Trophy race for Formula 1 cars came next and began the run of Salvadori successes. Driving the 2½-litre Maserati, he had matters so much his own way that he finished nearly a minute ahead of second man, Bill Whitehouse, who seemed very much at home in his new Connaught.

The big sports car race which, on paper, looked like being an Ecurie Ecosse benefit,

was brightened by Crook's sitting impertinently in second place throughout, in his little 2-litre car.

Credit goes to the handicapper for the success of both sports car handicaps. In the first Naylor's Cooper, now running on all four cylinders again, just managed to stay ahead of Jack Sears after taking the lead in Lap 3. David Blakely in LOY 501, the original Leonard-M.G., duelled throughout with Tom Dargue's rebodied M.G. The second handicap was again won by the irrepressible Salvadori, who came through from scratch to take the lead from Dicky Stoop in the last few hundred yards.

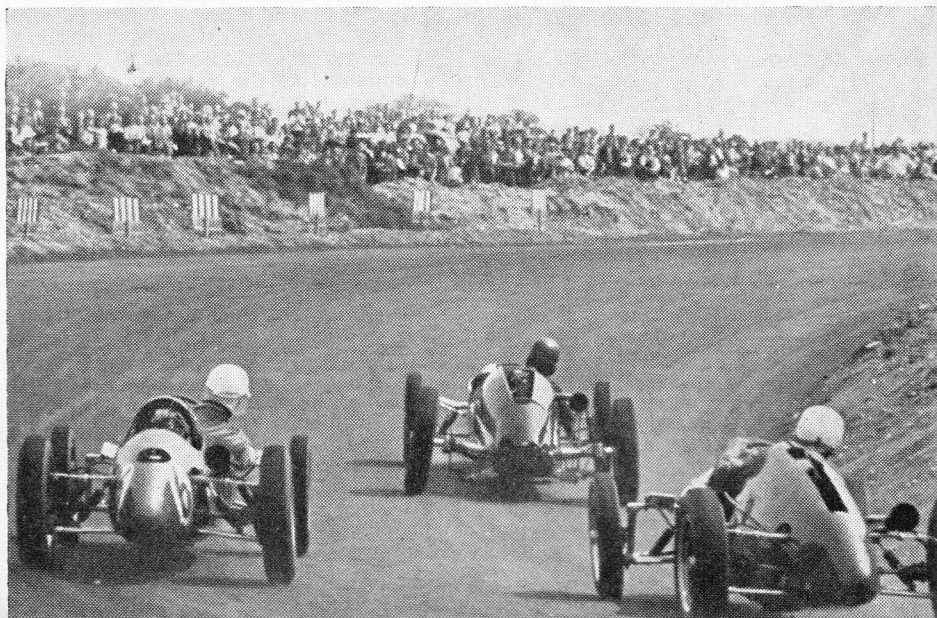
And the last race—the *Formule Libre*? Why, of course—Roy entered, Roy started and Roy won! It seemed that second place would be filled by Crook's sports Cooper-Bristol, but two laps from the end Bill Whitehouse's Connaught displaced it. The E.R.A.s in the race, which were also competing for points towards the E.R.A. Anniversary Trophy, were somewhat disappointing, the highest placed being Alastair Birrell (R.I.A.) in seventh place, while Somervail misfired throughout and Lewis retired with a flat rear tyre.

J. RICHARD ALEY.

RESULTS

Race 1. Sports cars up to 1,500 c.c. (5 laps):
1, J. G. S. Sears (Lister), 10 mins. 48.8 secs., 75.25 m.p.h.; 2, J. B. Naylor (Cooper-M.G.), 11 mins. 3.6 secs.; 3, D. Blakely (Leonard-M.G.), 11 mins. 7.6 secs.; 4, T. W. Dargue (M.G.), 11 mins. 18.4 secs. **Fastest lap:** Sears, 77.14 m.p.h.

Race 2. W. Lyons Trophy, Jaguar XK 120 cars (10-lap handicap): 1, R. E. Berry, 20 mins. 31.6 secs., 78.92 m.p.h.; 2, E. Protheroe, 20 mins. 39 secs.; 3, R. Salvadori (C-type), 20 mins. 42.6 secs.; 4, J. D. Titterington (C-type), 21 mins. 24.6 secs. **Fastest lap:** Salvadori, 84.82 m.p.h.



Race 3. Formula 3 Racing cars (10 laps): 1, D. Parker (Kieft), 20 mins. 21.4 secs., 79.58 m.p.h.; 2, J. K. Hall (Cooper), 20 mins. 21.6 secs.; 3, J. Russell (Cooper), 20 mins. 22.6 secs.; 4, I. L. Bueb (Cooper), 20 mins. 36.4 secs. **Fastest lap:** D. Taylor (Staride), 80.87 m.p.h.

Race 4. Sports cars up to 2,000 c.c. (5 laps): 1, T. A. D. Crook (Cooper-Bristol), 9 mins. 57.2 secs., 81.38 m.p.h.; 2, R. Salvadori (Maserati), 9 mins. 58.8 secs.; 3, J. R. Stoop (Frazer-Nash), 10 mins. 14.4 secs.; 4, C. A. S. Brooks (Frazer-Nash), 10 mins. 16.2 secs. **Fastest lap:** Crook and Salvadori, 83.08 m.p.h.

Race 5. Formula 1 Racing cars (10 laps): 1, R. Salvadori (Maserati), 18 mins. 26.4 secs., 87.85 m.p.h.; 2, W. J. Whitehouse (Connaught), 19

mins. 20.8 secs.; 3, J. A. Somervail (Cooper-Bristol), 19 mins. 27.4 secs.; 4, T. A. D. Crook (Cooper-Bristol), 19 mins. 48.4 secs. **Fastest lap:** Salvadori, 89.34 m.p.h.

Race 6. Sports cars, any capacity (5 laps): 1, R. Salvadori (Jaguar), 9 mins. 36.8 secs., 84.26 m.p.h.; 2, T. A. D. Crook (Cooper-Bristol), 9 mins. 44.2 secs.; 3, J. D. Titterington (Jaguar), 9 mins. 50.6 secs.; 4, Sir J. Scott-Douglas (Jaguar), 9 mins. 58.6 secs. **Fastest lap:** Salvadori, 85.56 m.p.h.

Race 7. Sports cars up to 1,500 c.c. handicap (5 laps): 1, J. B. Naylor (Cooper-M.G.), 11 mins. 14.8 secs., 74.79 m.p.h.; 2, J. G. S. Sears (Lister), 11 mins. 16.4 secs.; 3, D. Blakely (Leonard-M.G.), 11 mins. 29.4 secs.; 4, T. W. Dargue (M.G.), 11 mins. 29.8 secs. **Fastest lap:** Sears, 77.64 m.p.h.

Race 8. Sports cars, over 1,500 c.c. handicap (5 laps): 1, R. Salvadori (Jaguar), 10 mins. 29.8 secs., 85.29 m.p.h.; 2, J. R. Stoop (Frazer-Nash), 10 mins. 32 secs.; 3, C. A. S. Brooks (Frazer-Nash), 10 mins. 39 secs.; 4, J. D. Titterington (Jaguar), 10 mins. 47.4 secs. **Fastest lap:** Salvadori, 86.79 m.p.h.

Race 9. Formule Libre Racing cars (10 laps): 1, R. Salvadori (Maserati), 18 mins. 29.2 secs., 87.63 m.p.h.; 2, W. J. Whitehouse (Connaught), 19 mins. 2.6 secs.; 3, T. A. D. Crook (Cooper-Bristol), 19 mins. 4.2 secs.; 4, C. D. Boulton (Connaught), 19 mins. 17.8 secs. **Fastest lap:** Salvadori, 90.19 m.p.h.

E.R.A. Anniversary Trophy: 1, A. W. Birrell, 19 mins. 47.2 secs.; 2, J. A. Somervail, 6 laps. **Fastest lap:** Birrell, 83.36 m.p.h.

FORMULA 3 AT CADWELL PARK

H. C. Allison (Mk. 8 Cooper)
Wins Scratch Race at
Short Lincolnshire Circuit

DRENCHING rain storms, hail and thunder marred the Louth and D.M.C.C.'s road races at Cadwell Park on Whit-Monday. A wet track, made greasy by mud carried on the feet of crossing spectators and the tyres of cars and combinations which clipped the numerous corners just a little too close, made conditions both difficult and hazardous, and speeds were understandably low. However, the large gathering of spectators saw a good programme of racing on a track which must surely be the nearest approach to a genuine road circuit in this country.

The car events consisted of a scratch race, over eight laps of the 1¼-mile, twisting, hilly circuit, divided into two heats and a final, and a subsidiary 8-lap handicap race towards the end of the programme. Heat One saw six starters only, Hirons, Harris, Moor, Demot and Gardner being all non-starters. The race started in a terrific cloud of spray from the waterlogged track, and P. Robinson (Cooper) quickly jumped into the lead, being hotly pursued by R. T. Spreckley up the long hill on the extension to the track. By the end of the first lap, Spreckley had succeeded in getting past into the first place which he held until the end of

the straight from Barn Corner, he disappeared up the hill in a cloud of spray. Allison now began to press Robinson up the Mountain, and by the end of lap seven he had got through into second place, only to be passed again on the straight. Burnett (Emeryson) had meanwhile retired, leaving only four cars in the race.

1, R. T. Spreckley (Cooper); 2, P. Robinson (Cooper); 3, H. C. Allison (Cooper); 4, B. A. Manning (Mackson).

Heat Two saw C. A. N. May a non-starter, reducing the number of cars to seven. W. Howard (Cooper) and R. Parker (Cooper) were first away from the line, with C. M. Gresham (Cooper) bringing up the rear. At the end of the first lap all the cars were close together, with Howard in the lead and Charles Headland (Martin-Headland) second. S. Bloor (Cooper) retired on the Esses on the third lap, and shortly afterwards J. Higham (Kieft), who was lying a comfortable third, spun round coming out of the second bend on the Mountain, letting E. H. L. Thornton's Cooper past. However, a lap later Higham had got by again into third place. Meanwhile Headland, driving extremely well, overtook Howard for the lead, and the race finished without further alteration of position.

1, C. Headland (Martin-Headland); 2, W. Howard (Cooper); 3, J. Higham (Kieft); 4, E. H. L. Thornton (Cooper).

A further heavy shower occurred before the final of the scratch race, and the track was now extremely tricky. A full field of eight cars came up to the starting line, only to shed poor Robinson immediately when his engine failed to fire. At the end of the

first lap the order was Headland, Higham, Howard, Thornton, Spreckley, Allison and Manning. Allison, who knows Cadwell Park well from his motor-cycling days, then began to move up through the field, and by the end of the fourth lap was in second place. Two laps later he was pressing Headland down the straight from Barn Corner, and by the end of the next lap he had got through into the lead. Meanwhile Thornton was falling further and further behind, while Howard's motor sounded very sick. The finish found Allison comfortably in the lead, with Headland still in second place.

1, H. C. Allison (Cooper), 11 mins. 30.8 secs.; 2, C. Headland (Martin-Headland), 11 mins. 37.8 secs.; 3, J. Higham (Kieft), 11 mins. 45 secs.; 4, E. Thornton (Cooper), 11 mins. 58.4 secs.

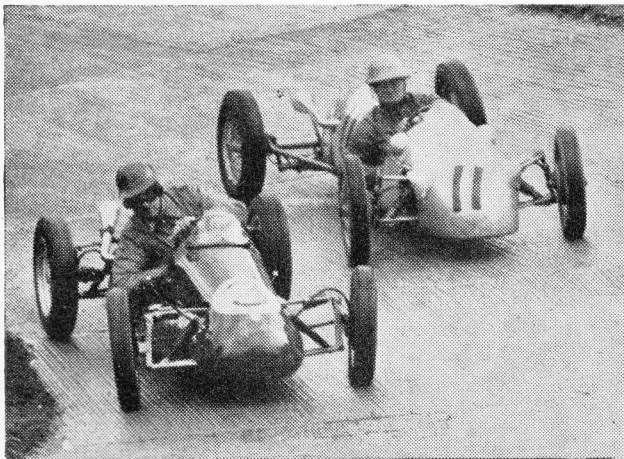
The handicap race brought seven starters to the line, the number being reduced to six when Robinson's engine once again refused to start. Howard and Headland both retired with engine trouble on the first lap, and it became apparent that the hills and corners of Cadwell, aided and abetted by the atrocious weather conditions, had taken their toll. The handicaps were too much for anyone to overcome, and the field finished in the order in which they had started.

1, J. S. Burnett (Emeryson); 2, S. Bloor (Cooper); 3, J. Higham (Kieft); 4, R. T. Spreckley (Cooper).

I. C. B. PEARCE.

STOCK CAR RACING IN THE NORTH OF ENGLAND

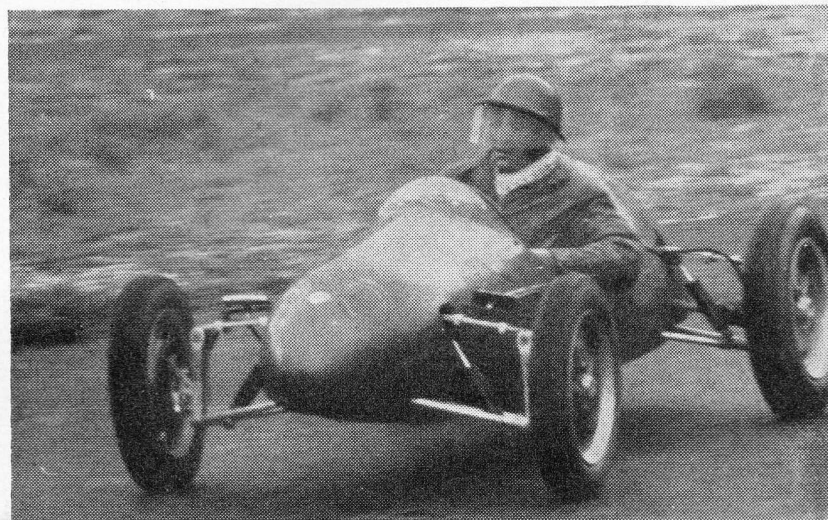
A CROWD estimated at 50,000 attended the North of England's first stock car race meeting, which was held in Odsal Stadium, Bradford, on 26th May. The promoters are being backed financially by L.A.C. Shiffner, who in civilian life is Sir Henry D. Shiffner, Bart., and meetings will be held at Manchester on 16th June, Liverpool on 18th June, Bradford on 23rd June, and also at Sheffield and Newcastle. Winner of the last meeting was Brian Naylor of Stockport, with J. Wrigley second and B. Drew third.



(Left) Heat 2 winner Charles Headland presses W. Howard in the Mountain section on the fourth lap.

the race, with Robinson second and E. Phillipson (Staride) in third position. Phillipson retired with engine failure half-way up the Mountain on the third lap, letting Allison (Cooper) through into third place. The end of the fourth lap saw Spreckley leading Robinson by nearly a hundred yards and, moving very fast down

(Right) Victor in the final was H. C. Allison, seen on the Mountain in his Cooper.



*"I hope that I shall never see
A Jaguar hanging in a tree".*

In the paddock there was somehow not quite the "atmosphere" that one gets at Goodwood or Silverstone. There were, however, some interesting cars. The French 500s are astonishingly ineffective for some odd reason, though one of them, with a flat-twin Zundapp engine, went moderately quickly. The fact that they ran in the same race as the 750 c.c. sports cars, and were hopelessly beaten by them, underlines my point. Unfortunately, the British Arnott entry was excluded from this race, because only two of the events on the programme were international.

Of course, most of the small sports cars were of Renault or Panhard origin, an exception being the pretty little Moretti 750 c.c. coupé, with twin o.h.c. and Rudge wheels. The fastest 750s, however, were the Ferrys, which can be described roughly as front-engined Renaults.

The 2-litre race was a runaway victory for the open Le Mans-type 1½-litre Porsche, with the engine ahead of the swing axles, instead of behind them. It was immensely fast, and though it still visibly oversteered, it was obviously more controllable than earlier models of the same make. Clarkson's Morgan coupé was extremely impressive, till it burnt a couple of pistons due to weak mixture.

It is history that Duncan Hamilton won the big race. What was almost as historic, though, was the accident that Keeling had in the other Jaguar. Entering a downhill corner stock car style—by which I mean backwards at high velocity—he passed a Citroën, shot up an almost vertical bank, and plunged tail-first into a deep ditch. The driver was unhurt, and the "Jag" was only prevented from sinking deeper by a small tree.

At first it appeared that nothing but a powerful helicopter could recover the car, and there was talk of presenting it to the French nation. Eventually a large gang of willing helpers was organized and the machine was jacked, levered, and manhandled back to *terra firma*. Incredible to relate, the damage was negligible, and the Jaguar was driven home. Much later that evening the Bull Frog boys were singing:

*"I hope that I shall never see
A Jaguar hanging in a tree".*

Paris is a wonderful place; things happened there that couldn't happen anywhere else. For instance, Serge Pozzoli drove me through the evening traffic in his very super-tuned 750 Renault, and I noticed, on one of the very few occasions when my eyes were not tightly shut, that we were doing 7,200 r.p.m. in second gear. Just try that in London! Then there are those theatrical shows; very artistic they are, and you don't see *them* in London, either. Speaking of theatricals, there was even a rumour that a British journalist had been seen dancing the can-can in a Montparnasse night club.

Perhaps the most Parisian thing of all was the English translation of their catalogue that a famous firm proudly gave me. It explained that their sports model . . . "makes the amateur a really dangerous contestant in all sporting and competitive events."

La Vie Parisienne

A FEW weeks ago the Editor appealed to me, on behalf of AUTOSPORT readers, to undertake an assignment. Would I, he asked, be willing to go abroad and test some cars? Anyway, eventually he managed to talk me into staying in Paris; it took him about a hundredth of a second!

Now, although road tests were the official reason for the visit, there was racing at Monthéry that week-end, and I soon became involved with the people who were there for that purpose. A racing motorist in London at once gravitates to the Steering Wheel, where he can discuss understeer and oversteer to his heart's content. In Paris, he has two bets. He can either visit the rather chaste bar of the A.G.A.C.I. in the Boulevard de la Somme, or he can go to l'Action Automobile in the Avenue d'Iena, which is madly gay. At "Agaci" one sits with one's back to the television and discusses *l'amour*; whereas at "l'Action" there are pictures of racers all over the wall (including one labelled "Stirling Moos"), and one also discusses *l'amour*.

Among the racers who were gathered together, the British were prominent. There was one called "Ameeltone", who was driving a "Shagwar", and there

were the Ecurie Bull Frog boys. These consisted of John Keeling, with a C-type,

BY JOHN BOLSTER

"Hitch" Hitchings with a Healey, Jabby Crombac (Lotus), Roy Clarkson (Morgan) and John Horridge. Horridge spent all day and all night working on his pride and joy, which was basically a Riley-engined Jupiter of somewhat seafaring appearance. He was ably assisted by Georges Trouis and his mechanic, René, who performed near-miracles in building up a usable self-change gearbox out of two broken ones.

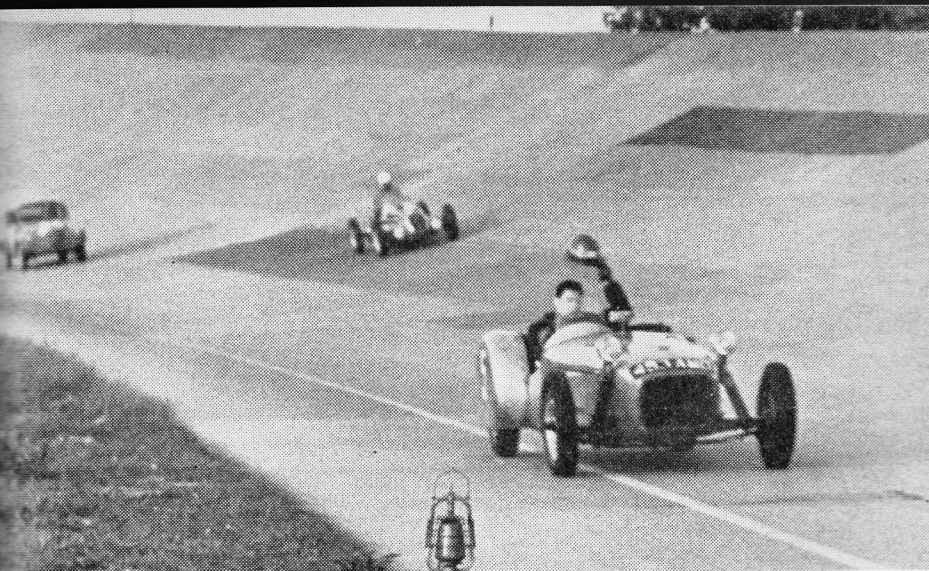
On arrival at Monthéry, it was interesting to compare the organization with a typical British event. Frankly, there was no comparison. The races never started within half an hour of the advertised time, and the officials mostly had little idea of how to carry out their jobs. In particular, the flag marshalling was appalling. The light-hearted use of the red flag filled me with horror; it was, for instance, suddenly waved in front of a bunch of cars merely to tell them that practice was over!

★
*Three of the
men who dug
out the Jaguar
at Monthéry,
Messieurs Bol-
ster, Keeling
and Hitchings.*

★



TOUJOURS LA POLITESSE: "Jabby" Crombac, author of this article, politely raises his hat as he passes the camera in Dick Hardy's Lotus.



POOR MAN'S LE MANS

The Adventures of the Ecurie Bull Frog Entries in the Bol d'Or 24 Hours Race at Montlhéry

THE move from the traditional single-handed driving in the Bol d'Or was a welcome one this year, for 24 hours at racing speed is a very arduous task, and after something like 12 hours, enjoyment gives way to a hope that the race is soon finished. I know, for I have done it already . . . and on a 75 c.c. motor-cycle at that!

After the Coupe de Paris disaster, when the Ecurie Bull Frog's Lotus suffered a very badly damaged engine, and with the withdrawal of Alan Moore's and Issard-Davies's Tojeiro-M.G., which suffered a similar fate, the chances of seeing an English car in the running rested solely on John Horridge's Riley special "Jehu", which is a home-made concoction of Riley engine in a Jupiter chassis, with a dish-cover body. Frenchman Georges Trouis abandoned the drive of his T.T. class winner D.B.-Panhard to co-drive "Jehu". Then, thanks to Colin Chapman, a further last-minute entry was accepted by the organizer, this being a Lotus similar to the Ecurie's car, though a bit slower. The car was entered in the racing 1,100 c.c. class, its cycle type wings not being allowed in sports car racing on the Continent. Dick Hardy, the owner of this Lotus, accepted me as co-driver, and this decision was later proved as most unfortunate for his car.

The last few hours before the race were even more panicky than usual, for the Lotus arrived a day late from London, and the Riley developed gearbox trouble. At the actual drop of the flag, both cars were still being worked upon furiously, eventually joining the race a lap in arrears. . . . At this stage, the future was not very bright for the Ecurie Bull Frog, particularly as Olivier had entered his very fast Porsche 1,500, and this car seemed so fast as to ban all hopes of success for the Riley.

But 24 hours are quite a long time, and soon the field started dropping out. Unfortunately the Lotus struck trouble at sunset and we had great trouble in cleaning the clutch plate of an excess of oil after we had overfilled the sump in a pit stop. Later on a gasket was changed, quite a simple job on this side-valve engine anyway. The Riley was

going very well, but the Porsche was still an easy leader.

The sun was just rising when the Lotus started boiling and spitting steam and water at the driver on the corners. Blinded for a split second, I let my mind wander from cornering and in no time I was hard and fast in the bottom of a ditch, and very lucky to be unhurt too. The front suspension was damaged, so immediately we set off for Paris to dismantle damaged parts on the Ecurie's car that was lying in a garage. On returning, and to comply with the regulations, Dick Hardy had to carry all the spares and tools by himself, and to effect the whole repair single-handed. This he successfully achieved within a couple of hours and by 11 a.m. we had the car running again, albeit on a very erratic course, for the chassis was bent also.

THE DAVIDSTOW MEETING

Heavy Rain Mars Cornwall's Whitsun Racing

ONCE again Davidstow has been plagued with bad weather. On the last occasion it was fog which delayed and almost ruined Cornwall Motor Racing Ltd.'s meeting; on Whit Monday it was rain, which fell heavily throughout the day. To add to the organizer's misfortunes, a service van collided with the footbridge, causing it to collapse on to the track; as a result, the final of the unlimited sports car race had to be cancelled.

RESULTS

Sports Cars up to 1,500 c.c., Heat 1: 1, J. Risely-Prichard (Cooper-Connaught), 66.11 m.p.h.; 2, P. Jackson (Cooper-M.G.); 3, B. H. Halford (Riley Sprite); 4, W. A. Cleave (Morris Spl.).

Fastest lap: Risely-Prichard, 69.72 m.p.h.

Heat 2: 1, J. Coombs (Connaught), 68.31 m.p.h.; 2, J. B. Naylor (Cooper-M.G.); 3, P. Bailey (Bailey Spl.); 4, A. Moore (Tojeiro).

Fastest lap: Coombs, 70.01 m.p.h.

Final: 1, J. Coombs (Connaught); 2, J. Risely-Prichard (Cooper-Connaught); 3, J. B. Naylor (Cooper-M.G.); 4, A. Moore (Tojeiro).

Sports Cars, unlimited capacity, Heat 1: 1, J. H. Walton (Cooper-Bristol), 71.61 m.p.h.; 2, H. H. Gould (Kieft); 3, J. Coombs (Connaught); 4, D. Watts (Cooper-Bristol).

We carried on in order to complete the qualifying distance, which we managed by about 3 o'clock. In the meantime quite a few changes had occurred amongst the leaders. The Porsche had retired with a broken crown-wheel and pinion, and the 750 c.c. Ferry-Renault which had moved into the lead stopped at the pits, and was unable to restart on the starter motor. Furious arguments ensued, and advice was sought and tendered freely.

Ferry's pit manager then went to wake up M. Mauve, the manager of the race, who was sound asleep, and ultimately the car was push-started. Some competitors were now preparing to lodge official protests, when the car coasted into the pit with a con-rod protruding from the side of the engine. . . . The M.D. was now first, followed by the Riley and this was to last until the end of the race.

Ten minutes before the end the leading car could be seen coasting towards the finishing line with a very sick engine. Unfortunately the Riley was too far behind to make up the distance, but had the race lasted a few minutes more it would have won easily. As for the Lotus, much to everybody's astonishment, it was going round at an incredible pace, driven by Dick Hardy, and despite the necessity of using all the road for himself he was easily the fastest lapper of the whole field.

GÉRARD CROMBAC.

* * *

JOAN OF ARC RALLY, FRANCE

Results

1, Georges Houel (Alfa Romeo); 2, Masson (Panhard); 3, Monnier (Renault); 4, Lelong (Panhard); 5, Rambaux (D.B.-Panhard); 6, Meignen (Panhard).

Fastest lap: Walton, 72.29 m.p.h.

Heat 2: 1, J. Risely-Prichard (Cooper-Connaught), 66.92 m.p.h.; 2, P. J. Simpson (Healey); 3, P. Jackson (Cooper-M.G.); 4, J. Epstein (Alta).

Fastest lap: Risely-Prichard, 69.57 m.p.h.

Heat 3: 1, T. Sopwith (Sphinx), 71.42 m.p.h.; 2, G. S. Scali (H.W.M.-Jaguar); 3, G. G. McDonald (Bentley); 4, J. Buncombe (Jaguar XK 120).

Fastest lap: Scali, 74.06 m.p.h.

Final: Cancelled.

Formule Libre (20 laps, h'cap): 1, G. S. Scali (H.W.M.-Jaguar); 2, A. Brooke (H.W.M.); 3, J. Risely-Prichard (Connaught); 4, A. W. Birrell (E.R.A.).

Formula 1 (20 laps, scratch): 1, J. Risely-Prichard (Connaught), 74.21 m.p.h.; 2, J. H. Walton (Cooper-Bristol); 3, A. Brooke (H.W.M.); 4, D. Watts (Cooper-Bristol).

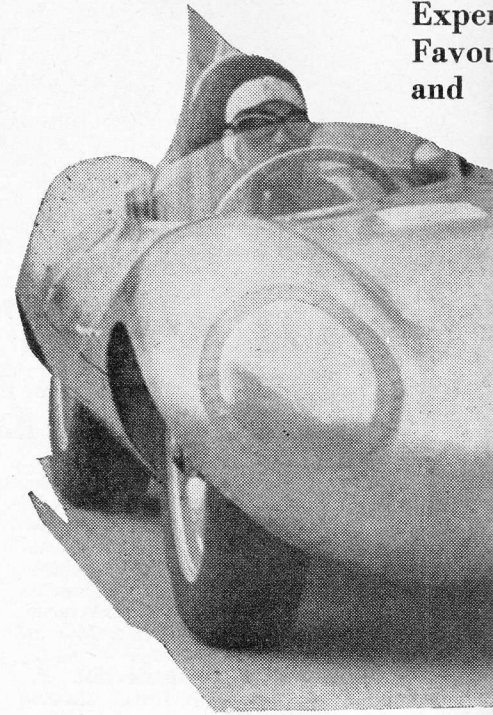
Fastest lap: Risely-Prichard, 75.92 m.p.h.

Formula 2 (20 laps, scratch): 1, J. Risely-Prichard (Connaught), 73.90 m.p.h.; 2, L. Marr (Connaught); 3, C. D. Boulton (Connaught); 4, J. Coombs (Connaught).

Fastest lap: H. H. Gould (Cooper-Bristol), 78.25 m.p.h.

Formula 3 (20 laps, scratch): 1, A. Loens (Staride), 66.66 m.p.h.; 2, D. Watts (Cooper); 3, J. F. Westcott (Kieft); 4, A. Denlev (Cooper).

LES 24

Exper
Favou
and

THE fantastic speeds obtained by Jaguar during preliminary trials on the Le Mans circuit have made their new sports-racing type general favourites to win the great 24 Hours race, which starts tomorrow at 4 p.m. Driving the prototype, Tony Rolt lapped at over 115 m.p.h., or some 5 m.p.h. faster than Villorosi's 1953 record with the 4½-litre Ferrari. What is more to the point, however, is that *all* Jaguar's team of drivers are capable of circulating at these remarkable speeds.

Ferrari's formidable 4.9-litre cars may, of course, be even faster than Coventry's 3½-litre machines, but the Modena concern has serious driver difficulties for these very powerful projectiles. Both Farina and Hawthorn are doubtful starters, leaving Gonzalez and Trintignant as first team drivers, and Maglioli as the only remaining recognized works pilot. The Marzotto brothers will doubtless be given one of the two 3-litre cars. Nevertheless, with Italian prestige being at stake, it would not occasion a great deal of surprise if Lancia released Ascari for the occasion, to drive one of the 4.9-litre cars.

The David Brown organization is represented by one V-12 4½-litre Lagonda

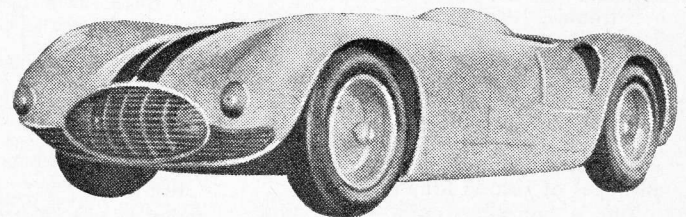
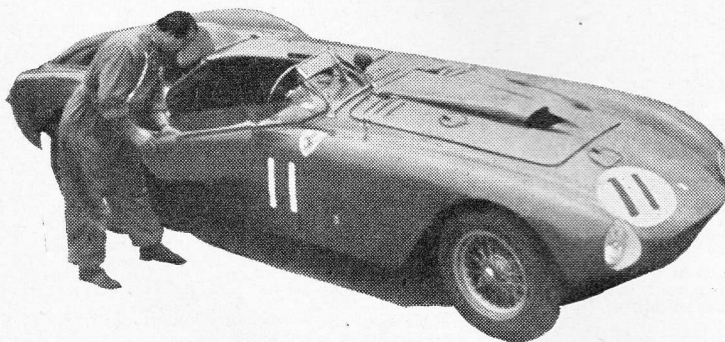
and four DB3S Martins, one of which is to be supercharged. If this car starts, its driver will almost certainly be Reg Parnell, although his name has been linked with the Lagonda. The latter is very much in the prototype stage, and Silverstone showed that several teething troubles have yet to be overcome. One is inclined to fancy the chances of the supercharged car more than the V-12, as it is unlikely that Feltham will encounter the troubles which beset Lancia last year when superchargers were added as a last-minute measure. Nevertheless, the unsupercharged DB3S models are most impressive machines, and one cannot foresee a repetition of the misfortunes which beset the marque in 1953.

Amedée Gordini will carry the hopes of France with the specially prepared 3-litre straight-eight machine, which is to be driven by Behra and Simon, and a couple of the now very reliable 2½-litre cars will support the fastest entry. The 4½-litre Talbots now have 280 b.h.p.—40 more than last year—and better brakes. Whether Briggs Cunningham's

4½-litre Ferrari-engined car will be ready in time will not be known till the finish of practising, but the 5½-litre machines are known to be very fast indeed. Cunningham has a good team of drivers, comprising Walters, Spear, Benett, Johnston, Fitch and Briggs himself.

Well, there it is. One must anticipate that the winner will come from the cars mentioned, with any bookmakers being disinclined to offer any odds whatsoever on Jaguar of Coventry.

Still and all, the race is not always to the swiftest, and the history of motor racing is full of hopes blasted, and Davids beating Goliaths. If the super-fast stuff falls by the way, smaller engined machines will come into prominence. The new 2½-litre Maseratis are very much unknown quantities, and the names of Juan Manuel Fangio and Onofre Marimon have been linked with

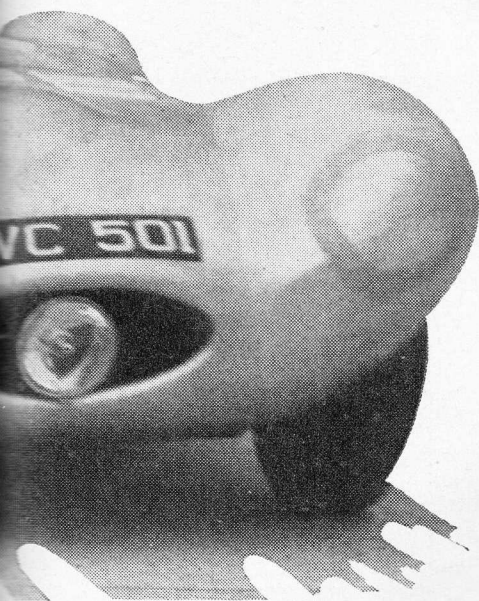


FORMIDABLE RIVALS: (Above) America's reliable Cunninghams may well step in when brittle pacemakers drop out of the long race. One of their 1954 cars has a Ferrari engine.

(Left) The very swift and powerful 4.9-litre Ferraris will vie strongly with Jaguar for fastest lap speeds.

HEURES DU MANS

Forecast Winning Speeds Will Exceed 110 m.p.h.—Jaguar for Outright Victory—Ferrari Driver Difficulties—Gordinis Martins Likely to Challenge Large-capacity Machines

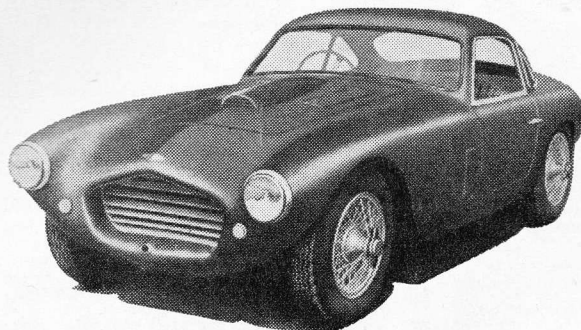


HEAD of Britain's attack will come from Jaguar, in 1951 and 1953. This year's aerodynamic bodied, and cars have already lapped the Sarthe circuit at record speeds of over 115 m.p.h.

degree. The 4-o.h.c. Porsche is known to be capable of well over 135 m.p.h., and some say that the latest Osca is even quicker.

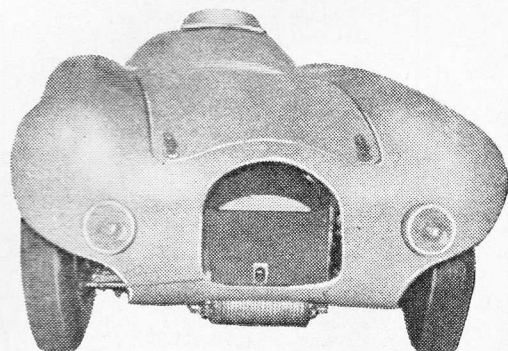
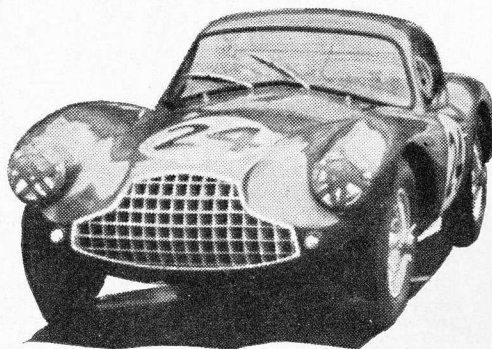
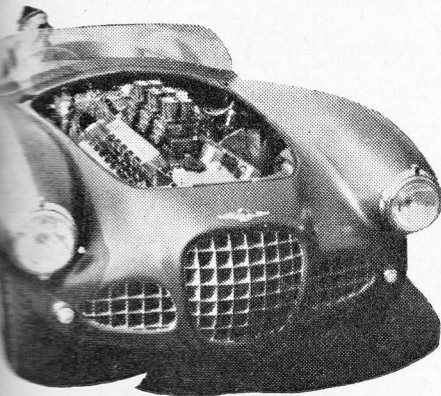
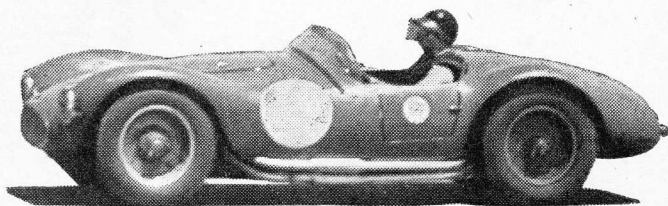
Britain's two 1,100 c.c. entries, the Coventry Climax and M.G.-engined Kiefts, are largely experimental; they will be opposed by Porsche and Bonnet's new aerodynamic, 850 c.c. D.B.-Panhard. Amongst privately-entered cars are the ex-Sparken, Vignale-bodied Aston Martin (Colas/Ramos) with S-type engine, a Swedish-owned Frazer-Nash, Mouche's Peugeot-based Constantin, Rosier's ex-G.P. 4½-litre Ferrari, and the Wadsworth/Wallwork TR2 Triumph.

French experts say that, given favourable weather, the race may be won at over 110 m.p.h., and one or two even prophesy a two-miles-a-minute lap speed.



FROM MODENA (Right) Three Maseratis are due to run, two of them new 2½-litre cars and one a 2-litre, as shown. The latter should be amongst the fastest in its class.

★ FROM ISLEWORTH: (Left) Although Frazer-Nash's Sapphire-engined car is not ready, three privately-owned 2-litre models will compete.



PEDIGREE PRODUCTS: Two marques famed for their Le Mans successes, Lagonda and Aston Martin, are strongly represented. One 12-cylinder Lagonda (left), and four DB3S Aston Martins, two of them coupés (right), are down to run under David Brown's banner.

Certainly there is every indication that the 1954 Le Mans should be the fastest race ever run for sports cars on a road circuit.

GREGOR GRANT.

Class Records

Over 5-litres: Cunningham, 4,020.230 kiloms., at 167.514 k.p.h.

3,001-5,000 c.c.: Jaguar, 4,088.060 kiloms., at 170.336 k.p.h. (Outright record for the Le Mans circuit.)

2,001-3,000 c.c.: Gordini, 3,945.460 kiloms., at 164.394 k.p.h.

1,501-2,000 c.c.: Frazer-Nash, 3,410.920 kiloms., at 142.122 k.p.h.

1,101-1,500 c.c.: Porsche, 3,330.650 kiloms., at 138.777 k.p.h.

751-1,100 c.c.: Osca, 3,127.050 kiloms., at 130.294 k.p.h.

501-750 c.c.: D.B.-Panhard, 3,191.010 kiloms., at 133.000 k.p.h.

Record Lap: Ferrari (Villoresi), 4 mins. 27.4 secs., 181.642 k.p.h.

THE ENTRIES

Great Britain

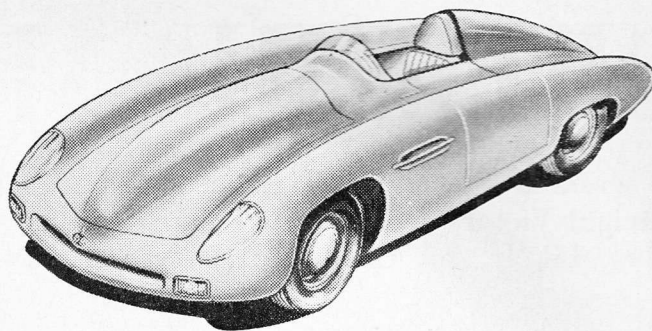
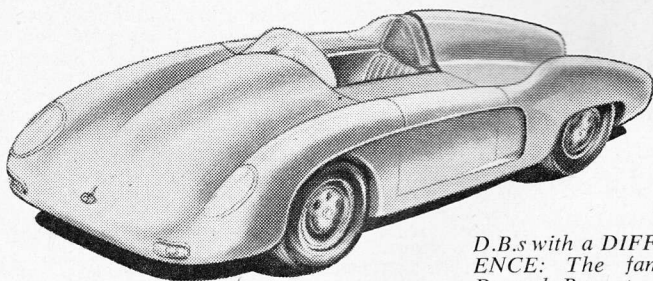
Aston Martin (2.9 litres, 4). Drivers include Parnell, Collins, Poore, A. G. Whitehead, Thompson; also Colas/da Silva Ramos (2.9-litre-engined DB2).

Bristol (3). Fairman/Wisdom; P. Wilson/Line; Mayers/Keen.

Frazer-Nash (2 litres, 3). Peacock/Ruddock; Gatsonides/Becquart; Nottorp/I. Andersson.

Lagonda (4.5 litres, 1). Salvadori or Parnell. (Continued overleaf)

HOME DEFENCE: France's fastest representative, apart from the 4½-litre Talbots, should be the 3-litre, 8-cylinder Gordini, here seen while still not completed.



D.B.s with a DIFFERENCE: The famous Deutsch-Bonnet concern have produced sleek central-seated sports cars for Le Mans around both Panhard and Renault power units. On the right, the front-engined, front-drive D.B.-Panhard, one of which will have an 850 c.c. engine, the other a 750. On the left, the 750 c.c. rear-engined, rear-drive D.B.-Renault.

Jaguar (3.5 litres, 4). Moss/Walker; Rolt/Hamilton; P. Whitehead/Wharton; also Laurent/Swaters.

Kieft (1.1 litres, 2). Rippon/Black; Hitchings/Trouis.

Triumph (2 litres, 1). Wadsworth/Wallwork.

France

Talbot (4½ litres, 3). Levegh/Fayen; Grignard/Blanc; L. C. Rosier/X.

Gordini (one 3-litre, two 2.5 litres, one 1.1-litre). Behra/Simon; Gueffi/Pollet; Moynet/Rinen; Gendebien/Thirion.

Constantin (2 litres, 1). Mouche/Poche.

V.P. Renault (750 c.c., 1). Giraud-Cabantous/Vernet.

D.B. Renault (750 c.c., 2). Heldé/Bayol; X/X.

D.B. Panhard (one 850 c.c., one 750 c.c.). Bonnet/X; Gignoux/Cornet.

Panhard (610 c.c., 4). P. Chancel/R. Chancel; Cotton/Guiraud; Pallier/Dewer; Plantivaux/Dussous.

Panhard-Monopole (610 c.c., 1). Flahaut/Hémar.

Renault (750 c.c., 1). Guillard/Michel.

Renault-B.G. (750 c.c.). Preuil/Py.

Italy

Ferrari (two 4.9 litres, two 3 litres). Drivers include Gonzalez, Trintignant, Maglioli, G. Marzotto, P. Marzotto, Carini. Farina and Hawthorn also nominated.

Ferrari (4.5 litres). L. Rosier/X.

Maserati (2.5 litres, 2). X/X; Simone/Sparken. (2 litres) X/X.

Osca (two 1.5 litres, two 1.1 litres). Drivers include Rubirosa, Lindon, Simpson, Péron, Laroche, Chinetti, Farnaud.

Nardi (750 c.c., 1). Damonte/Gacon.

U.S.A.

Cunningham (two 5.4 litres. Chrysler engines). one 4.5 litres (Ferrari-engine). Cunningham/Johnson; Spear/Bennet; Walters/Fitch.

Germany

Porsche (1,500 c.c.). Claes/Polensky; Stasse/Glockler; Herrmann/Duntov; (1,100 c.c.): Von Frankenberg/Olivier.

LE MANS ON THE AIR

Saturday, 12th June; Light Programme
Commentary from the Press Stand, by

Raymond Baxter

3.50-4.15 p.m.—The Start.

6.35 app.-6.45—"The Third Hour".

10.15-10.30—"Lights On".

11.45-11.50—"Sixteen to Go".

Sunday, 13th June; Light Programme

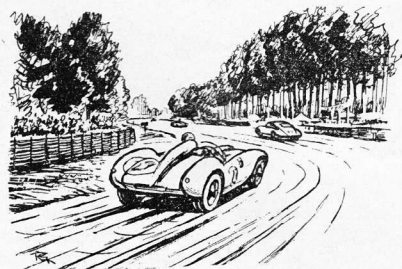
8.50-9.0 a.m.—"Morning Post".

12.0-12.05 p.m.—"High Noon".

2.25-2.30 p.m.—"Last Phase".

4.29-4.31—"Results".

10.15-10.30—"Summing Up".



★
NO RELATION to the above, Nigel Mann's special-bodied DB3 Aston Martin (right) bears a family likeness to the works DB3S models in its lightweight wire-mesh radiator grille.



THE AUSTIN-HEALEY RACING WITHDRAWAL

A LETTER FROM DONALD HEALEY

As there has been considerable comment and some criticism in a French newspaper of the statement issued last week by the Austin Motor Company and myself, I feel that as the entrant of the team at Le Mans I should amplify the brief statement issued.

The chief criticism has come from the French sporting journal *L'Equipe* which states that the Austin-Healey cars entered were prototypes and themselves bear no resemblance to production cars of this make. I can only repeat that the Austin-Healeys are basically production cars and that all such cars which have run in any race or record attempt since their introduction have been such.

Last year the two cars which performed so well at Le Mans were completely standard chassis and bodies, and the few modifications carried out on the engine—change of axle ratios, etc.—have all been made available to the public, and have since been supplied in large quantities to owners.

The majority of the cars admitted to the Mille Miglia in the Sports Category were literally racing cars. Less than three weeks before the race the regulations were changed to allow single seaters to suit the designs of one Italian manufacturer. The descriptions of some of the cars being specially built for Le Mans are of a type which could never be made and sold to the public on a production basis—due to their elaborate design and prohibitive cost—and bear not the slightest resemblance to cars sold. They certainly will provide a great race spectacle for the racing public and advertisement material for their makers.

These cars are admitted to enter the Le Mans race as prototypes, but the entry form is accompanied by a letter from the Society of Motor Manufacturers and Traders which states: "The Society accepts your assurance that the . . . cars you propose to enter for the above will be prototypes of cars you intend to put in production". Is this august body happy that its members make these promises year after year without any intention of keeping their word?

The Austin-Healey cars under preparation for this year's event were basically production models but, if we were to keep pace with our competitors, I found they would have to have such radical alterations as special high compression cylinder heads and multiple non-British carburettors, multi-pad-type disc brakes

with complicated servo system and special wheels to suit close ratio gearboxes and ratios quite unsuitable for normal use. The bodies would have to be converted to virtually single-seater shells. The resulting car would bear no resemblance to our production model with its expensive specification—brakes alone would cost more than a complete production car. Would our assurance to the S.M.M. & T. be worth much?

I therefore decided to stop their preparation and to withdraw my entry as a protest against regulations which admit such changes and virtually change a great sports car endurance test into a race of hand-built prototype racing cars.

My withdrawal from the race was made in ample time to allow the organizers to admit their reserve entries; this will at least admit a few genuine private entries who have been on the reserve list. My deposit is forfeited and I ignore the French paper assertion of "unfair play." I have competed in French events for 30 years and in the past five years my little company has spent more than £30,000 in the preparation and running of cars in this event! I feel I am fully entitled to make a decision of this kind, which is made with the one idea of trying to bring sports car racing back to a more realistic basis.

Motor sport in America is often criticized owing to their comparatively short experience of it, but they do try and control the cars admitted in sports car races so that the genuine private owner has a chance. For instance, in the S.S.C.A. airfield races a production car must be as catalogued and cannot even be run "modified" until the club has proof that the manufacturer has sold 500 such modification kits. Stock cars for record attempts are selected from random agents' stocks by the A.A.A. and only running-in and adjustments are allowed under very strict supervision.

We sell sports cars to the buying public which have to be suitable for everyday use, but they are sports cars and the owner is entitled to expect them to be eligible for sports car races; he often wants to compete in such events but is frightened off by the manufacturer's entry which he knows will be an entirely different specification.

Warwick.
1st June, 1954.

Indianapolis "500"



AGAIN WON ON

Mobiloil

1st

Bill Vukovich

(WINNER IN 1953 ALSO)

won at 130.84 m.p.h.

2nd

Jimmy Bryan

3rd

Jack McGrath

30 of the starters drove with the Flying Red Horse
ON MOBIL OIL — YOU'RE ON A WINNER TOO!

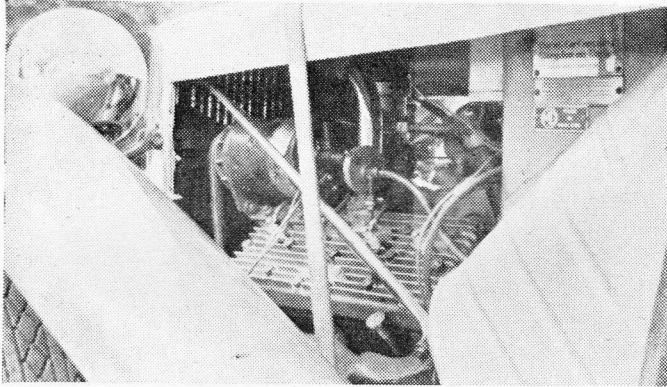
Why Accept Less For Your Motor Car?



BIG NEW ZEALAND RELIABILITY TRIAL MOOTED

A £2,000 RELIABILITY TRIAL is being sponsored in New Zealand, to be run in January, 1956. Organizers will be the Southland Sports Car Club, Inc., with the assistance of kindred car clubs in the South Island and their parent body, the Association of New Zealand Car Clubs Inc.

The trial, for which the first prize will be £1,000 cash, will be conducted over main and subsidiary road systems through the South Island, New Zealand,



involving some 2,500 miles and offering an exacting variety of terrain and conditions for cars, drivers, and navigators alike.

A complete prospectus and entry form will be available this year and anyone interested may apply to the Secretary, Southland Sports Car Club Inc., 342 Yarrow Street, Invercargill, New Zealand.

THE NEW LIGHTING REGULATIONS

Twin Reflectors This Year, Twin Rear Lights by 1956

Two red reflectors by 1st October, 1954, two red rear lights by 1st October 1956—those are the new rear lighting requirements of the Minister of Transport, in essence.

Details, in respect of existing motor cars, and existing goods vehicles of which the unladen weight does not exceed 30 cwt., are as follows:—

1. As from the 1st October, 1954, in addition to the normal rear light(s), two red reflectors must be carried as follows:—

- (a) one on each side of the centre line of vehicle
- (b) between 15 ins. and 3 ft. 6 ins. from ground—both reflectors at the same height
- (c) not more than 30 ins. from extreme rear of vehicle (including luggage grid and tail-board)
- (d) not less than 21 ins. apart
- (e) no part of reflector more than 16 ins. from outer edge of vehicle on same side
- (f) vertical and facing squarely to rear, clean, unobscured and plainly visible.

Reflectors, if circular, must have a reflecting surface not less than 1½ ins. in diameter; or, if any other shape, not less than the equivalent area, and must be of such shape as to contain a 1 inch diameter circle. The whole of the reflecting surface must lie within a circle of 6 ins. diameter.

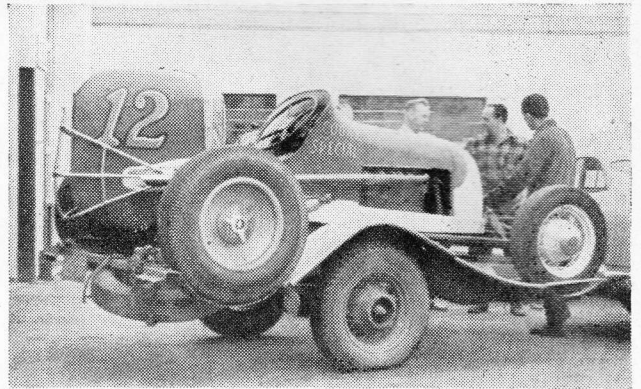
Reflectors composed of several reflecting units in a single fitting are regarded as a single reflector but the aggregate area must comply with the above requirements.

There are other detailed requirements in regard

★

These machines were spotted by a Canadian reader during a motor trip between racing fixtures last year: (Right) The engine of this very "dirt-track" special, standing outside a garage, is from an S.S. Jaguar "100".

★



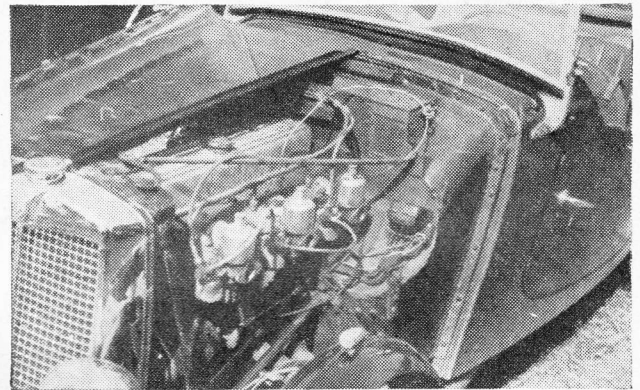
(Left) This is a TC M.G., but the engine isn't 1,250 c.c. by Abingdon—it's a 3.6-litre Ford V8-60 with special equipment.

★

The Things They Do!

(Right) Another M.G., a TD, but with a G.M.C. truck engine fitted with three carburetters, etc.

(Below) Here is the same G.M.C. TD in action at the Orangeville hill-climb, Canada, where it put up an excellent time.



to the reflectors and their optical efficiency, with which the manufacturers must comply.

No letter, number, or other mark shall be reflected.

2. As from the 1st October, 1956, in addition to the reflectors required by para. 1 above, two red rear lights must be carried as follows:

- (a) one on each side of centre line of vehicle
- (b) not more than 3 ft. 6 ins. from ground—both lights at the same height
- (c) not more than 30 ins. from extreme rear of the vehicle
- (d) not less than 21 ins. apart
- (e) no part of the rear light more than 24 ins. from outer edge of vehicle on the same side.

The size of the glass must be at least 2 ins. diameter if circular, or of equivalent area if of any other shape. If not circular, shape must be such as to contain a 1 inch diameter circle. The bulbs must each be not less than 6 watts and be indelibly marked with their wattage. The wiring must be so arranged that the failure of one bulb will not extinguish the other rear light. In addition, the lamps must be similar in power, size and shape.

If the rear light is installed in a sloping position the illuminated area as seen horizontally from the rear must be not less than that prescribed.

3. The rear lights and reflectors may be combined provided that they comply with all the requirements described above.



Pretty as a picture

and character that goes deep

To watch hard-boiled sporting motorists becoming starry-eyed at their first sight of the T.F. Midget is quite a touching experience! And undoubtedly she is a car to fall in love with. Her line is enhanced by a slightly longer and lower bonnet and a new bow-fronted radiator adds a touch of contemporary elegance. Headlamps are now gracefully streamlined into the wings. But, of course, it is in performance that the M.G. shows her breeding. Here in the T.F. you have all the vivid power and verve you expect, plus a new, more vigorous acceleration that will surprise

even the most knowledgeable of M.G. enthusiasts. This T.F. model is clearly going to maintain and enhance the M.G. reputation for unique and exciting motoring in safety... fast!

Safety-glass is a standard M.G. feature.



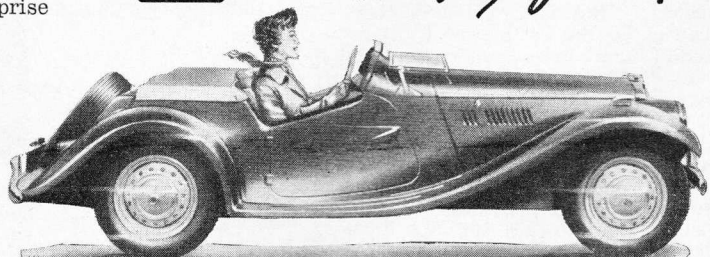
T. F. SERIES
MIDGET

Safety Fast!



SERVICE IN EUROPE

Qualified M.G. owners planning a Continental Tour are invited to see their M.G. dealers for details of a free service to save foreign currency.



THE M.G. CAR COMPANY LIMITED, SALES DIVISION, COWLEY, OXFORD

London Showrooms: Stratton House, 80 Piccadilly, London, W.1

Overseas Business: Nuffield Exports Limited, Cowley, Oxford, and at 41 Piccadilly, London, W.1

NEWS FROM THE CLUBS

By Wilson McComb

MEMBERS of the Coventry and Warwickshire M.C. will tour the Lotus factory on Thursday, 14th October. As this will come as rather a surprise to Colin Chapman, I should explain that they will be examining *veldtschoen*, not *rennwagens*—and there is no need to make any special preparations at Hornsey.

ROUND THE CORNER Details of Coming Events

THE North London Enthusiasts' C.C.'s Radcap Rally on 19th/20th June is open to Cemian, Hants and Berks, Public Schools', S.O.D.C., Chiltern, M.G.C.C. (S.E.) and Riley club members; 330-mile route, starting from London, and all non-damaging. Entries close 12th June, and go to G. Bance, 11 Bath Road, Reading. . . . **Coventry and Warwicks M.C.'s** Attleborough Cup will this year be awarded for driving tests on 27th June; details from C. P. Nichols, 5 Earlsdon Avenue, Coventry. . . . **Veteran C.C. of Gt. Britain's** S. F. Edge Trophy Meeting, at Bexhill-on-Sea on 19th June, has attracted 84 entries; speed trials will commence at 2.30 p.m., after an inspection by the Mayor. Entries close 12th June for the Yeovil Rally on 3rd July, and should be sent to Miss J. E. Nagle, c/o Kingston Works, Yeovil. . . . **Wolsley Hornet Special Club's** "Tour de Hants" on 4th July will cover some 60 miles, starting near Basingstoke, and entries should arrive with J. L. MacArthur, 3 The Bungalows, Hook Road, Ampfield, nr. Romsey, by 26th June. . . . **Mercedes-Benz Club** members who are taking part in the non-competitive Stuttgart Rally will leave Dover on 28th July, and drive across Belgium to Germany. They will attend the Grand Prix of Europe at Nürburgring on 1st August, and then go to the factory at Stuttgart; 40 cars have been entered. . . . **Hants and Berks M.C.** and **750 M.C.** join forces to run the 80-mile Dawn Handicap Rally again on 27th June; entries close 21st June with Ken Welfare, 56 Harrow Road, Bedfont, Middx. . . . **Guildford M.C.'s** Night Point-to-Point on 19th/20th June will start from Compton; David Cobbett, 5 Harvey Road, Guildford, awaits entries—at increased fee after 14th June. . . . **B.A.R.C.** remind members that entries for the Eastbourne Rally on 26th/27th June closes tomorrow, 12th June. . . . **M.C.C.** invite entries from members of the Bentley D.C., M.G.C.C., B.A.R.C., A.M.O.C., C.S.M.A. and V.S.C.C. for their Silverstone meeting on 3rd July; short notice, but entries close tomorrow with Jackie Masters (SLOane 9087). . . . **Worthing M.C.** are planning a 150-mile rally for 27th June; details from B. Hardwick, 32 Lavington Road, Worthing. . . . **Chiltern C.C.'s** autocross meeting on 4th July will be held at Vale Farm, Ashton, near Towcester.



THEY'RE OFF! Burnett (Emeryson), Robinson (Cooper), Manning (Mackson), Allison (Cooper), Phillipson (Staride) and Spreckley (Cooper) tackle the tricky uphill start at Cadwell Park, in Heat 1 of the Louth and D.M.C.C.'s Whit-Monday meeting.

ROVER RALLY

THE Rover Sports Register's second rally was held on 29th/30th May, a social evening at Chipping Campden being followed, next morning, by driving tests at Cheltenham and an easy-going run through the northern Cotswolds.

BOLTON-LE-MOORS TRIAL

AN unusual, spiral course was used for the Bolton-le-Moors C.C.'s Midnight Trial on 29th May, so that 100 miles were covered within a 15-mile radius of Bolton. From the halfway point, competitors had to make their way by reading their route cards in reverse. R. Hebdon was penalized at this stage, but gave up his chances of winning in order to assist another competitor, who had been misguided enough to take to the railway lines. Results were: 1, J. Armstrong (Ford Consul); 2, J. M. Smith (Sunbeam-Talbot); 3, L. S. Cordingley (Triumph TR2).

MARGATE RALLY

THE Margate and D.C.C.'s Hawkes Cup Rally on 30th May covered a 110-mile route defined by map references; it started from Birchington and finished at the George Hotel, Cranbrook. W. Carter (Standard) was the winner, with R. E. Bass (Ford Consul) and A. G. Ray (Morris Oxford) second and third.

N.L.E.C.C. MEMBERS' MEETING

THE 25 competitors had two attempts at each of six driving tests, during the North London Enthusiasts' C.C.'s Members' Meeting on 30th May. As usual, the tests were held at Whelpley Hill, near Chesham. E. J. Rainbird's Ford Popular made the best performance of the day, but only class awards were presented.

Results

Under 1,500 c.c., Open: M. F. Ault (M.G. TD), 181.6 pts. lost. **Closed:** 1, E. J. Rainbird (Ford Popular), 179; 2, S. A. Hiscock (Ford Anglia), 180.8; 3, F. H. Arthur (Ford Anglia), 188.9. **Over 1,500 c.c., Open:** F. E. Owen (Owen-Triumph), 180.6. **Closed:** F. W. Chipperfield (Ford Zephyr), 204.2.

DE LACY M.C. RALLY

TWENTY-EIGHT members of the De Lacy Motor Club of Pontefract took part in the club's second annual rally on 23rd May, covering a route of some 170 miles through typical Peak District country. Certain sections of the route had to be covered in regularity tests, whilst various driving tests were also included in the route.

Results

Starfield Trophy: 1, J. C. Hanson (Morris Minor); 2, J. S. Wordsworth (Ford Spl.); 3, H. Moorhouse (M.G.); 4, B. Lee (Standard Vanguard).

More News from the Clubs on page 760

★
FINAL TESTS: (Right) S. R. G. Jeffery tackles a bit of manœuvring with his Triumph TR2 on the sea-front at Torquay, in a recent rally held by the Torbay M.C.

★



The New ZENITH FUEL FILTER



(Illustrations are actual size)

Traps trouble before it starts!

A speck of dirt, a drop of water, a fine hair, can stop your engine—but not if it is fitted with the new DIRECT ATTACHMENT TO CARBURETTOR fuel filter. Here is Zenith's latest contribution to trouble-free running of your engine. Never was there such a simple-to-fit, self-operating, effective accessory as this modern fuel filter. Fits direct on to almost all types of carburetors of every make.

*five minutes
to fix—no alteration
to existing
pipeline!*



**SEND OFF THIS
COUPON FOR
FULL DETAILS**

To: THE ZENITH CARBURETTOR CO. LTD., Honeypot Lane, Stanmore, Middx.

Please send me full details of the new Zenith filter to suit my engine, also the name of my nearest Zenith Service Station. Here are particulars of my car:

MAKE..... H.P..... YEAR.....

CARBURETTOR MAKE..... TYPE.....

NAME..... ADDRESS.....

AS5

FELIXSTOWE RALLY

THE Eastern Counties M.C.'s Felixstowe Rally of 1954 was held on 29th/30th May in its customary sunshine. Even the organizers felt rather doubtful about this when the Chelmsford starters left in a torrential downpour, but by the time the usual tests at Felixstowe had been reached all was well.

As to the rally itself, it was remarked last year that the fatality rate among rabbits and the sickness rate among navigators were both stupendous, so this year the route had rather fewer corners, resulting in an easier rally. Because of the simpler route, 36 of the 101 entries got round with clean sheets. The results, therefore, were decided amongst these 36 by their times in the driving tests—a proceeding that would naturally tend to favour the smaller cars, but S. Moore and Miss Chesterton put up such an excellent show, regardless of class, that they had a very well deserved win.

The cars started from Chelmsford, Newmarket and King's Lynn from 3 p.m. on Saturday and proceeded to Felixstowe for the first three driving tests. There followed a simple cross-country run to Snetterton for Test 4.

A time control in the Norfolk Fen country caught the unwary, but no general trouble was experienced. Control 5, unfortunately, held no marshal, and this control was cancelled completely. After supper at Northampton, the convoy turned east again to the trickiest piece of the route, which led to a rather nasty little reversing-between-pylons test in the dark. During this section, K. Cotterell and J. Abbot suffered the final misfortune of a long series of incidents. They had contended with punctures and a series of fuse troubles and were still on schedule when a loud explosion from the rear brought them to a screaming halt. Investigation failed to reveal anything at first, but the sense of smell solved the problem—a bottle of beer had burst in the boot!

Some interesting route reading and fast motoring on the narrowest and most winding of Suffolk byways led to Bentwaters airfield, where the U.S.A.A.F. organized the final two tests and provided very welcome coffee. A final, short sharp run down to Felixstowe completed the rally, and the results were announced at the rally lunch.

(Results published in last week's issue)

M.G.C.C. "EXPERTS BARRED" TRIAL

LAST January the M.G. Car Club (Irish Centre) were obliged to postpone their open "Experts Barred" trial, so, as Saturday, 15th May, was free, they transferred the event to that date. Regulations said "This trial is being run with the object of providing a competition for followers of the sport who do not regularly compete in trials, and is suitable for newcomers." There were a number of newcomers amongst the 16 starters, as well as several who give so much of their time to officiating that they cannot be classed as regular competitors. Let it be said, also, that there were a few "hairy old newcomers" amongst the entry. However, Irish M.G.C.C. events are nothing if not flexible, so newcomers, "irregulars" and hairy old newcomers were all welcome

COMING ATTRACTIONS

June 11th/13th. Venetian Rally, Italy.

June 12th. Mid-Cheshire M.C. National Race Meeting, Oulton Park, nr. Tarporley, Ches. Start, 1 p.m.

750 M.C./M.G.C.C. Race Meeting, Silverstone, nr. Towcester. Start, 12.30 p.m.

Sunbeam-Talbot O.C. 5th Scottish Rally.

June 12th/13th. XXIInd Le Mans 24-hours Race, Sarthe, France.

Austrian Alpine Rally.

S.C.C.A. Race Meeting, Westover A.F.B., Springfield, Mass., U.S.A.

Thames Estuary A.C. Southend Rally.

North London M.C. Night Navigation Run. Start, Odeon Garage, Barnet Hill, 10 p.m.

Dublin University M.C. Hill-climb, Eire.

500 M.R.C.I. Speed Event, N. Ireland.

June 13th. Parma Poggio di Berceto Hill-climb (S), Italy.

Bugatti O.C. Members' Hill-climb, Prescott, nr. Cheltenham. Start, 2 p.m.

Lancs and Cheshire C.C. Captain Stott Trophy Trial.

Chiltern C.C. Annual Touring Rally.

750 M.C. Inter-Centre Driving Tests, Sherrington Airfield, nr. Silverstone. Start, 10 a.m.

Public Schools' M.C./Inc. Auctioneers' C.C. Navigational Run.

Brighton and Hove M.C. Concours d'Elégance, Madeira Drive, Brighton. Assembly, 1.30 p.m.

June 16th/20th. Rally of the Midnight Sun, Sweden.

London M.C. "Petit Rallye" and French Sporting Trial, Annecy, Haute Savoie, France.

to enjoy the weather, the scenery and the not-so-stiff series of tests laid on by Jimmy Millard and his helpers.

The dyed, 30-mile route led from Old Bawn through Stonecross, Sallygap and Annacarter to the Glenview Hotel, and competitors were asked to average about 24 m.p.h. and do six tests that involved varying amounts of dashing forwards and backwards. Beginners found an agreeable lack of pylons; in fact, except at the figure-of-eight test near Annacarter, there were no pylons anywhere to get in the way, but dust there was a-plenty.

The standard of driving was commendably high all round, but 50 per cent. of the entry lost marks through being late at the finish. Paddy (hairy old newcomer) Hopkirk made no mistakes anywhere with his Volkswagen, and, in fact, was fastest of his class in five out of the six tests. N. Jenkins (Prefect) won the newcomer's award by showing consistently good driving ability in all tests.

J. O'D.

RESULTS

Saloon Class: 1. H. P. Hopkirk (Volkswagen); 70 marks; 2. W. Sanders (Ford), 51; 3. Miss S. O'Cleary (Renault), 43. Open Car Class: F. H. M. Logan (M.G.), 22. Newcomer's Award: N. D. Jenkins (Ford Prefect), 43.

CAMBRIDGE '50 CLUB RALLY

SMALL closed cars filled the first four places in the Cambridge '50 Club's May Rally on 30th May. Time schedules were tight, and most competitors lost marks on the 200-mile road section. Philip Witherow scored another victory with his Morris 8, with M. B. Boshier (Ford Popular) and E. Turner (Standard 8) second and third.

CIRCUIT OF DOWN

THE Newry Motor Club's Circuit of Down trial on Saturday, 29th May, was won by Dr. J. D. Keatley (Sunbeam-Talbot) from W. T. Todd (Ford Anglia) and R. C. McKinney (Citroën).

The route covered was one of approximately 200 miles, with starting points at Newry and Belfast. The growing popularity of this annual trial was reflected in the fact that 52 starters took part. To give everyone a chance, a handicap system was employed, with small saloons setting par figures, large saloons losing an additional five per cent. of marks lost on tests and open cars graded on a scale of plus five per cent. if over 1,500 c.c., 10 per cent. if under 1,500 c.c. and, if of the marque Dellow or a "Special", 12 per cent.

Weather conditions were appalling at the due starting time, heavy rain lashing down incessantly. Later in the day, however, considerably brighter conditions prevailed. Six driving tests were held at various points throughout the journey, which ended at Rostrevor, while a timed section was included in the section from Hilltown to Warrenpoint.

This timed section extracted almost universal penalty, only Denis Wilkins (M.G. saloon) and Barry Ross (Ford Prefect) getting through unscathed. Several were also caught out by the tightness of the speed schedule in the section immediately following the end of the timed section and arrived late at Warrenpoint.

W. A. McM.

Results

Shiells Cup: 1. Dr. J. D. Keatley (Sunbeam-Talbot), total marks lost 121, net loss 114.95; 2. W. T. Todd (Ford Anglia), 120.4—120.4; 3. R. C. McKinney (Citroën), 128.6—122.17; 4. C. E. Robb (Ford Anglia), 123—123; 5. W. Chesney (Austin A30), 123.8—123.8; 6. M. Glover (Dellow), 111.4—124.768.

Team Prize: "The Architects" [E. W. Beaumont (Austin A30), J. A. Hyde (Ford Anglia) and G. Sloane (Ford Zodiac)]. Runners-up: "South Derry" [A. Hutchinson (Wolseley), J. D. Keatley (Sunbeam-Talbot) and M. Glover (Dellow)].

More News from the Clubs on page 768

CLUB FIXTURES

Bentley D.C.—Meetings: 12th June, R.A.F. Mess, Detling, nr. Maidstone, Kent, 8.30 p.m.; Hare and Hounds, Westonbirt, Glos, 7.30 p.m.; 17th June, King's Head, Roehampton, London, 8 p.m.

Peterborough M.C.—Ladies' Day, 13th June.

750 M.C.—Meetings: 14th June, Abbey Hotel, Stonebridge Park, N.W.10; Maybus Inn, Standlake; Royal Thorn Hotel, Wythenshawe, Manchester; 15th June, Dog and Gun Hotel, Banbury; Railway Inn, Patchway, Bristol; 16th June, Bell Inn, Brook, nr. Lyndhurst.

Bristol M.C. and L.C.C.—Talk, 15th June, Full Moon Hotel, Stokes Croft, Bristol, 1.

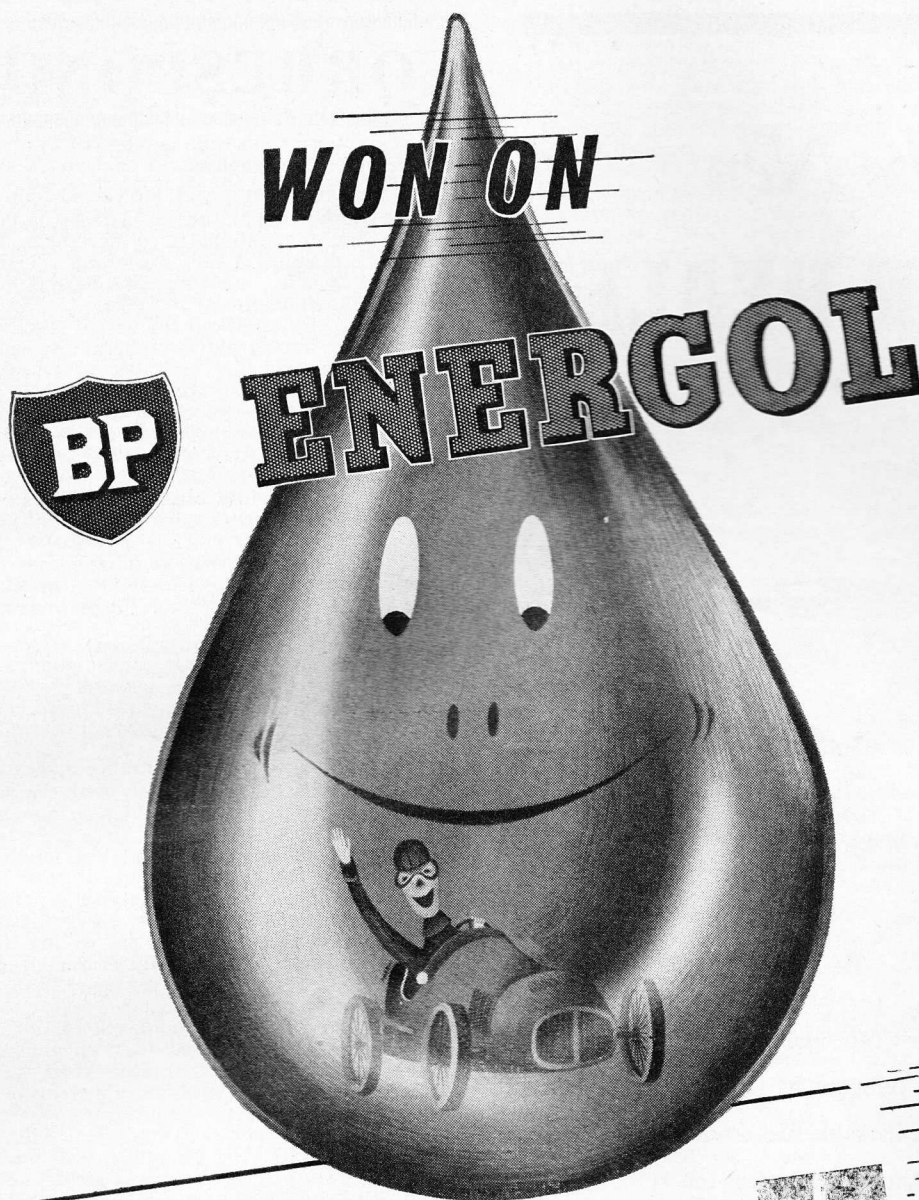
Liverpool M.C.—Meeting, 16th June, Childwall Abbey Hotel, Liverpool.

Alvis Register.—Meeting, 16th June, White Swan, Apperley, Glos.

Singer O.C.—Meetings: 16th June, Ashton's Hotel, Praed Street, W.2; 17th June, Prince of Wales Hotel, Carterknowle Road, Sheffield.

Vintage S.C.C.—Meetings: 17th June, White Lion, Cobham, Surrey; Mill Inn, Withington, nr. Cheltenham.

Surrey Sporting M.C.—Meeting, 17th June, Warwick Hotel, Redhill.

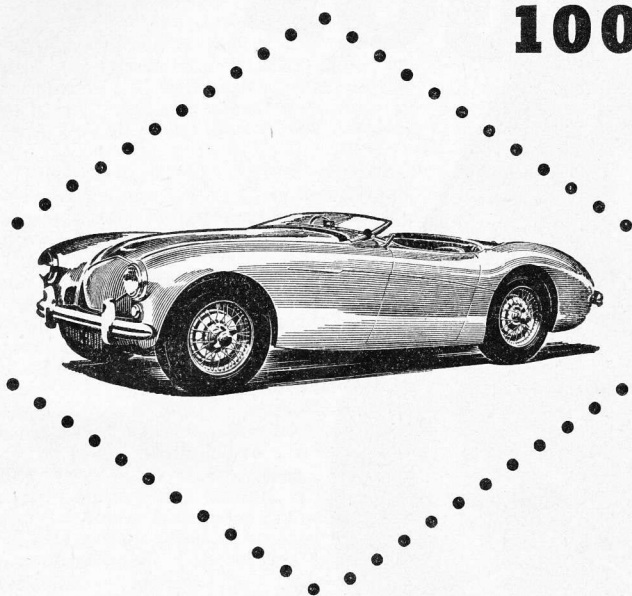


**B.A.R.C. GOODWOOD
WHITSUN TROPHY**
1st FERRARI THIN WALL SPECIAL
2nd B.R.M. R. Flockhart
4th B.R.M. Ken Wharton
also using BP FUEL
Subject to Official Confirmation

If you really care for your car — always use BP ENERGOL — the SUPER oil

A PRODUCT OF ANGLO-IRANIAN OIL COMPANY LIMITED, WHOSE SYMBOL IS THE BP SHIELD

The New
AUSTIN-HEALEY
100



See and try the fast dependable record-breaking Austin-Healey 100 — compare its amazing performance with its remarkable fuel economy. Study the specification — you'll know at once that this is the car you want — quickly!

See it and try it
at South London's
AUSTIN CENTRE

WIMBLEDON MOTOR
 WORKS LTD.

Incorporating Oates Bros.

29 HIGH STREET, WIMBLEDON COMMON, S.W.19

TELEPHONE: WIMBLEDON 0123

CORRESPONDENCE

Aintree and Photographers

MAY I make the strongest protest possible with reference to the overbearing attitude of marshals to Press photographers at the recent International race meeting at Aintree.

It is the practice of race organizers to issue track passes to accredited persons, allowing the bearer to proceed on his way with the minimum of red tape.

Not so on this occasion; the writer, together with many well known motor racing photographers, was rudely ordered away from corners, told to "get" behind fences, and in general balked and hindered in every way possible.

In fairness to the senior officials who were always helpful, it must be made clear that the above treatment was meted out in every case by "CROWD" marshals who appeared and acted as newcomers to the game.

Would you, therefore, sir, be so kind as to take this matter up with race organizers so that in future this dictatorial attitude will cease?

What a pleasure it was to photograph on a much more dangerous circuit, *i.e.* the Isle of Man, marshalled by members of the B.R.D.C. who knew their job and recognized and allowed others to do theirs.

STAFF PHOTOGRAPHER.

LIVERPOOL, LANCS.

* * *

Value For Money

ISN'T it about time that the entrance money charged to spectators corresponded more closely with the worth of the entry lists at British race meetings? Up to now such has been the enthusiasm in Britain for racing since the war that people have been willing to pay to see almost anything. I feel that organizers are laying up a store of trouble for themselves, and for the future, by their apparent assumption that second-rate fields are sufficient to draw the cash customer.

I am a real enthusiast, and am willing to pay high to see racing of any sort. This obviously isn't true for everyone by any means. It seems to me that apart from the British Grand Prix there is scarcely a race held in Great Britain which has a first-class entry list. At Goodwood, it is true, many of the great drivers have appeared from time to time, one or two per meeting; but one great foreign driver, be it Ascari, Farina, Gonzalez, Bira or whoever, does not make a meeting International, whatever the programme says.

I know that second-rate fields and 500 c.c. races can be exciting, but really it is the presence of the great drivers that counts—the knowledge that one is seeing the best. Even if we do not see British victories then, victories against no opposition are worthless. The most memorable races held in Britain since the war have been those with the most brilliant fields, for example, the 1949 International Trophy meeting with its great fights between Farina, Bira, Parnell and de Graffenried on Maseratis, and Villoresi and Ascari on Ferraris. Another which springs to mind was the Grand Prix of 1951 when Gonzalez, on the 4½-litre Ferrari, defeated the Alfa of Fangio, with the added interest of the B.R.M.s in fifth and seventh places.

Good entries or lower prices, please—and no comic cars and drivers. We have several very good drivers just below top class, as well as the odd half a dozen top-liners. We shouldn't have to pay to see cruising drivers!

JOHN D. STOCK.

HARLOW.

* * *

The Austin-Healey Decision

THE scathing announcement from Donald Healey and the Austin Motor Company calls for comment. The point regarding sports cars which "do not bear the slightest resemblance to production cars" is understandable. It has been suggested that sports car engines should be limited to 3½ litres: this would certainly remove from the track such abominations as the 4.9-litre Ferrari and 5.4-litre Cunningham.

However, I feel that Donald Healey is completely misguided if he thinks that present regulations have made racing pointless for his own cars. The amazing reliability and speed shown by the cars at the Le Mans 24-hour race last year is all the more praiseworthy considering that they were absolutely standard production models.

Their reputation was certainly enhanced by these performances and I have absolutely no doubt whatsoever that sales benefit considerably also.

In addition, I must say that I think that, in making the decision at such a time as this, Donald Healey has shown a lamentable lack of consideration for the organizers of the races from which he has withdrawn his cars.

Finally, I would like to express, through your columns, my hearty disagreement with some of the remarks of your correspondent "Pro Bono Publico". I fear that he fails to understand the first principles of sports car racing, which are to test future production models "at the limit" and to perfect such devices as disc-brakes, thereby hastening the day when production cars will be fitted with these improvements. To test a high-performance sports car "at the limit" requires a degree of driving skill to be found only in such drivers as Ascari, Moss, Gonzalez and Parnell.

LOREN BUTT.

CLIFTON, BRISTOL.

* * *

MAY I say that I agree with "Pro Bono Publico" about the Austin-Healey decision to retire from Le Mans on the grounds that the other cars resemble too closely actual racing cars.

However, he seems to have been sadly misinformed about the drivers. His solemn* statement that drivers such as Moss, Ascari and Gonzalez should be banned from races such as the Sarthe saga because they have more skill and experience than ageing (ageing, mark you) amateurs is perfectly outrageous! Does he realize that the very drivers he named began as amateurs and gained their experience in races like Le Mans?

Also, if the major races in the calendar are to be confined to ageing amateurs I am afraid that there will be a marked drop in the popularity of modern motor racing. One of the greatest attractions at many tracks is the very presence of world-famous maestros.

However, to avoid being unfair, may I take this opportunity of wishing all the old gentlemen competing in the oncoming 24-hour race the very best of luck.

FRANCIS A. C. BARNARD.

TONBRIDGE, KENT.

P.S.—I have yet to see a Bond Minicar entered for Le Mans!

*We feel that "Pro Bono Publico" was waxing gently ironical in his letter.—Ed.

Wanted—a Modern Sports 1½-litre Engine

I READ with interest the letter from Mr. David Knight, of Ontario, Canada, in your issue of 4th June. The lack of suitable engines in this country, particularly in the 1½-litre class, is all too apparent. Only the two makes who have had the courage to produce their own sports engines of post-war design, Jaguar and Aston Martin, have really achieved anything at all, and they are in the bigger capacities anyway.

The Laystall-Lucas head for M.G.s was produced because there are so many of these engines in use, and amazingly reliable engines they are too, when you consider what has been done with them.

The Ford Consul, despite two unfortunate handicaps—8 c.c. too many and a wide ratio three-speed box, as turned out—does go up to over 70 B.H.P. with an increase in the useful revolution range from 4,000 to 5,200 r.p.m. with the Laystall conversion. It, too, proves reliable, but Mr. Knight is perfectly right—there is a crying need for a high power-weight ratio, 1½-litre engine.

We cannot hold our own in the sports car export market with the same engines used for vans, touring cars and sports cars, as we seem to try to do in this country.

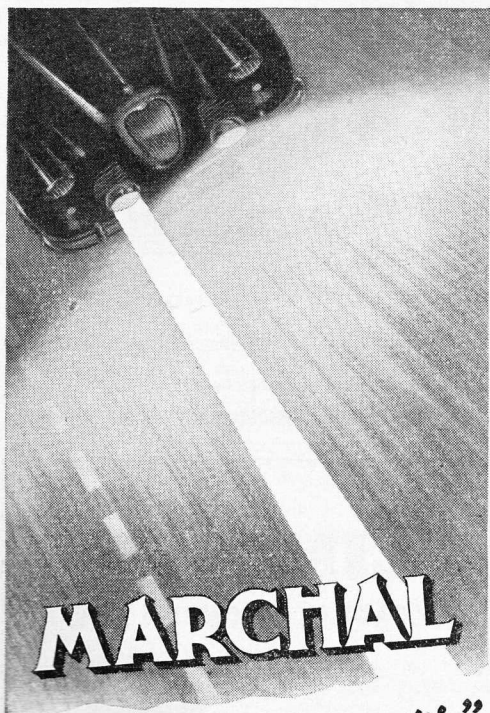
Surely there is sufficient demand for tooling up a sports engine, instead of people who know better having to try to achieve the impossible in many of our factories today.

Let's have a sports engine and detune it for the vans and touring cars, if it has to be a maid-of-all-work. It really need not cost more. Jaguar Cars, Ltd., have proved that, and good luck to them.

BASIL DE MATTOS.
Laystall Engineering Co., Ltd.

LONDON, S.E.1.

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.



"The Light Fantastic"

GENUINE MARCHAL LAMPS — MADE IN FRANCE.

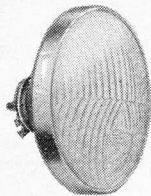


DRIVING LAMP

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.

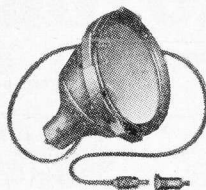


OPTIQUES

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.

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

ENNISKERRY WATERFALL

ON 29th May, the heavens opened and rain lashed the Dublin area with an enthusiasm worthy of a better cause. The Irish Motor Racing Club's Enniskerry Hill-climb was run off under appalling conditions: speeds were understandably low on the streaming roads; spectators were as scarce as hens' teeth, and both competitors and officials got very, very wet indeed. The entry (43) varied from small saloons through M.G.s in various stages of tune to Sidney Durbidge's 1,496 c.c. supercharged Griffin, and Dick Lovell-Butt's K.3 Magnette, resplendent in a new single-seater body. These two cars were off the three-second mark, with Redmond Gallagher's blown 995 c.c. Leprechaun last in the queue as usual.

The whole story of the day hinges around the beastliness of the weather. Lovell-Butt, Durbidge and Gallagher could not use the power of their machines as effectively as the smaller fry; Joe Flynn, who sold his beloved supercharged TC some weeks ago, borrowed the car from its new owner and established B.T.D. with a 52.40 secs. climb of the 0.7-mile hill.

Incidents there were a-plenty. Edmond Gill (Zephyr) crossed the finishing line on his second climb in a series of heart-stopping slides, needing all the available road and a considerable amount of driving skill to cope with them, but gaining first place in the large saloon class. His time of 57.88 secs. gave him second place in the unlimited handicap, too. A most impressive climb was that of M. D. Heather, in one of the new 1,089 c.c.



INCIDENT ABOUT TO HAPPEN—to Billy Lacey (M.G. TD), who hit the banks on both sides of the Enniskerry course, but continued undaunted to the top of the hill!

Fiat saloons. This rock-steady little car streaked up the hill in 62.38 secs. on its first run to win the up to 1,200 c.c. handicap and the unlimited handicap. On his second run Heather clipped 2.7 secs. off, to win the scratch class for saloons between 1,000 c.c. and 1,275 c.c.

Dick Lovell-Butt took his K.3 Magnette to the top in 54.27 secs. on his first run, but came unstuck at the first bend during his second attempt, damaging the front end on a particularly solid wall. Billy Lacey came into the second bend much too fast, hit the right-hand wall good and hard, wallopped the other side just as vigorously, and pressed on as if nothing had happened to climb in approximately 60 secs. The scrutineers

inspected the M.G.'s wounds, and banished Lacey from another attempt because "his tyres were slightly worn"!

Joe Flynn certainly had a field day, making two brilliant and determined climbs in his borrowed M.G. On his first climb he arrived around the final bend in a prodigious slide, foot hard down, and laughing his head off at the sight of waterlogged officials scattering in all directions. However, Joe knew precisely where he was going, and got there in 53.18 secs. On his second run Joe took a mere 52.40 secs., to score best time of the day.

JACK O'DONOGHUE.

(Results published in last week's issue)

More News from the Clubs on page 768

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

BOSCH SPOT AND FOG LAMPS

Ring BALHAM 7855

197'9 HIGH STREET, TOOTING, S.W.17

WANTED for spot cash

CARS of ALL TYPES

Hours of Business
WEEKDAYS
SATURDAYS
9 till 7

ROWLAND SMITH
MOTOR LIMITED

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

(HAMPSTEAD TUBE)

HAMPSTEAD 6041 (10 lines)

Established over a Quarter of a Century

You know where to go!

UNIVERSITY MOTORS LIMITED

STRATTON HOUSE 80 PICCADILLY LONDON W·1·

FOR
YOUR
NEW



T.F.
MIDGET

... and enjoy the thrill of a motoring holiday with the 'zippiest' ever M-G Midget ... 10 to 80 m.p.h. in TOP—that's motoring! Just TELEPHONE GRO 4141

AUTOSPORT

CLASSIFIED ADVERTISEMENTS

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

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

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.

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

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

K.1. TWO-SEATER. The smartest and best we know, £365.—Richards and Carr, 35 Kinnerton Street, London, S.W.1. SLOane 5424.
1950 ALLARD P1 saloon, grey with grey/blue upholstery, heater, in good mechanical condition. £425.—Bale's Garage, Ltd., Barnstaple 4161.

ALTA

A LTA 2-litre unblown sports/racing 2-seater racing engine, 4 carbs., E.N.V. 150 s/c gearbox, recently fitted 2LS hydraulic brakes. £450 o.n.o.—Waterlow, WEL 4157.

ASTON MARTIN

AUTOMOBILIA, LTD., OFFER

1953 ASTON MARTIN DB2, vantage engine, twin exhaust, Alfin drums, specially tuned, will exceed 120 m.p.h., black, red leather, radio, heater, screenwashers, low mileage, one owner, this undoubtedly is one of the fastest and most attractive cars of this type in the country. £2,095. We also have available for the enthusiast a 4.1 axle complete, suitable for sprints and hill-climbs. £75.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891.

AUSTIN

1937 AUSTIN 7 Nippy sports, overhauled. £165. Terms.—Euston 2700.

AUSTIN-HEALEY

A USTIN-HEALEY 100, 1954 Registration, 7,000 miles, Le Mans engine, 130 m.p.h., blue. £1,050.—Box 1489 (London).

BENTLEY

£695 BENTLEY 3½ special Mulliner light-weight sports saloon, complete recondition at Rolls, just on £1,000 spent on the car. Consider a part exchange.—Uxbridge 2062.

B.S.A.

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

BUGATTI

B UGATTI Brescia body Centric Supercharger installation. M.G. 8 h.p. engine.—Box 1492 (Beds).

CITROEN

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

DELAHAYE

D ELAHAYE 3½-litre, the famous ex-R. R. C. Walker sports-racing 2-seater, completely rebuilt, 125 m.p.h.—Offers to D. Margulies, 59k Newhall Gardens, N.W.3. HAMpstead 5732.
S ELBORNE (MAYFAIR), LTD., World Concessionaires. £395!! 135M (1st regd. 1944) 5-speed drophead coupé. £595, 135MS (1st regd. 1944) 5-speed drophead coupé.—82 Park Street, W.1. MAY 4733.

D.K.W.

1938 DKW saloon. Good condition. 50 m.p.h. £195 o.n.o.—Manor House, Manor Road, Oldham. MAIn 1321.

FIAT

M AYFAIR GARAGES, LTD.—Choice of three 500 o.h.v. de luxe r/h. drive convertible coupés, in Cambridge blue, Oxford blue and beige. All with three months' guarantee. £425 to £455.—Below.

M AYFAIR GARAGES, LTD.—12 Fiats in stock.—Below.

M AYFAIR GARAGES, LTD. — Descriptive literature and copy of road test report gladly sent on request.—Below.

M AYFAIR GARAGES, LTD. (Fiat Sales and Service), Balderton Street (opp. Selfridge's clock), London, W.1. MAYfair 3104-5. Open 9-6, Sats. 9-1.

H.R.G.

H.R.G. ENGINEERING CO., LTD., for makers' spares, repairs and service.—Oakcroft Road, Tolworth, Surbiton, Surrey. Elmbridge 4489.

JAGUAR

AUTOMOBILIA, LTD., OFFER

1949 3½-litre JAGUAR Foursome Convertible Coupé, silver grey, grey leather, heater, foglamps, excellent condition. £475.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891.

B ENTALLS, LTD., 1938 JAGUAR, 3½-litre, £145.—Kingston-on-Thames. Tel.: KINGston 1001.

JOWETT JUPITER

1952 JUPITER 2/3 seat coupé. B.R.G. Immaculate. 12,000 miles only. For immediate sale, first reasonable offer securing.—Box 1491 (Herts).

M.G.

We can at the moment offer

IMMEDIATE DELIVERY

of the new TF model M.G. 2-seater.

Also **EARLY DELIVERY** of TR2 TRIUMPH 2-seaters.

Let **TED LUND** supply your new Sports Car. Any make supplied. Large stocks of M.G. Spares always in stock and Special Tuning for competition work is our Speciality.

E. K. LUND & CO.

(Proprietors: E. K. Lund and Ted Lund)

PRESTON ROAD, GARAGE,

COPPULL (Near Chorley), Lancs.

(5 miles North of Wigan, on the Wigan Preston road).

Phone: Coppull 285.

AUTHORISED M.G. RETAIL DEALERS.

I DEAL rally car—1½-litre saloon, maroon, works prepared with strengthened springs, duplicate dampers, supplementary tank, special clutch and brake linings, rev. counter, lamps in profusion, two spare wheels; has been maintained regardless of expense. £695.—9 Heathland Road, Manchester, 7. Broughton 1763.

M ERcury 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. SPARES, most parts in stock for all 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.

SPARES M.G. TD

Shorrock Supercharger, 2,000 miles only, £50 0s. 0d. o.n.o. 1 pair glass draught excluders, £3 0s. 0d. Set of loose covers in green, new, £5 0s. 0d. 1 luggage Rack, new (Derrington), £4 0s. 0d. 1 Pair Aero Screens, £2 10s. 0d.—Phone: Sorrell, TIPTon 2440.

U NDERWOOD-RUSLING Sports Cars offer the following M.G. Midget 2-seaters: 1939 TB, £315; 1939 TA Tickford drophead coupé, £295; 1936 PB, £235; 1935 PA, £205. Terms. Exchanges.—28 Queensbury Road, Kettering. Telephone 3351.

1951 M.G. TD, 28,000 miles, excellent condition. Extras, quick sale. £495 o.n.o.—FRO 6227, 6.15-8.15 p.m.

1951 (SEPT.) TD. Reconditioned engine. January 1954. Superb condition, £525.—Richards and Carr, 35 Kinnerton Street, London, S.W.1. SLOane 5424.

1948 M.G., Series TC, reconditioned, £395. Also 1938 TA. £265. Terms.—Euston 2700.

(Continued overleaf)

PARADE MOTORS

(MITCHAM) LIMITED

OFFER

1946 M.G. TC, red, excellent condition throughout **£360**

1939 M.G. TA Drophead coupé, Pickford reconditioned engine, black and red **£295**

1937 M.G. TA, red, taxed year, excellent condition **£255**

1937 M.G. TA, red, fitted heater, windtone horns, luggage carrier, etc. **£245**

M.G.s WANTED

SELF RIDE HIRE

SALES AND SERVICE

MOTOR SCOOTERS

We are in the position now to supply Motor Scooters for hire fitted with side cars. For further details inquiries to:

Lambretta Hire Services
57/67 Monarch Parade, Mitcham

Phone: 3392

Classified Advertisements—continued

M.G.—continued

1947 M.G. TC. Black, in excellent condition. New hood and tyres. Nearest offer to £390.—Box 1496 (London).
1939 (MAY) TA, rare D/H coupé, black, oil coil, Fram, other extras, smart, sound throughout, third owner. £385.—BEC 1050.

MORGAN

MORGAN 4/4 Official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161 Gt. Portland Street, W.1. LANGHAM 7733.
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 PLUS 4 cars. Prompt delivery of these cars.—Spare parts for same, huge stocks of 4/4 and 3-wheeler spares.—F. H. Douglass, Morgan Specialist, 1a South Ealing Road, Ealing, W.5. EALING 0570.

MORRIS MINOR

WHITE MORRIS MINOR Convertible, 1949, 22,600 miles. New hood, twin carbs, aluminium "head", etc. Fast, genuine car. £400.—Bubear, 17 Bathgate Road, Wembleton 5527.
TWIN-CARBURETTOR conversion, high-compression head, high-ratio rear axle, gives astonishing performance and economy, see *The Motor Road Test*, May 19 issue. Complete conversion for your own Minor, o.h.v., £55; s.v., £21, fitted.
THE following cars offered, complete with conversion.
 1951 s.v. 2-door saloon.
 1953 4-door saloon, heater.
 Send for details. Demonstrations any time.—Alexander Engineering Co., Haddenham, Bucks. Phone 345.

RILEY

1933 RILEY 9 Lynx tourer. Black and red. Reliable transport, used daily. £140.—Box 1495 (London).
£165 1935 RILEY 9 Kestrel. Body and mechanics very good. Armstrong box. Bills available.—Phone: Enfield 6320.

ROLLS-ROYCE


ROLLS 20, 1924. £125 o.n.o.—Phone Mill Hill 3115 after 7 p.m.

ROVER

1938 ROVER 14 sports saloon, taxed, discs. £265. Terms.—Euston 8894.

RACING CARS

TYPE 50 BUGATTI G.P. Engine 350-400 b.h.p. 4.9 litres, supercharged Racing or Sprint Car, B.H.W. Special Chassis. Full independent suspension, Swing rear axles, Three-speed Box (max. 170 m.p.h.) in unit with Rear Axle. Car now ready for season after complete overhaul. Price £500.—Write for details, Whiteaway, Feltham Lodge, Feltham, Middlesex. On view Phoenix Garage, Hartley Wintney, Hants.

LESTERIZATION	AUTOPLAX	TB TC TD TF Y 
	A starter kit to help the private owner to experiment for his glass fibre body. Complete with instructions.	
	Price three guineas plus 2/6 postage	
	H. LESTER CARS (1951) LTD. BATH ROAD • THATCHAM • BERKS THATCHAM 3129	



AN ACCURATE TYRE PRESSURE GAUGE
 Easily Read

Chromium plated finish on brass
 2½ in. diameter dial

Complete in leather Case **£2-2-0**
 (Including postage U.K.)

Is also made Reading 0—30 lb. per square inch. If Low Pressure is required, please specify when ordering.

Bailey & Mackey Ltd.
 BALTIMORE RD - GREAT BARR - BHAM - 22

KIEFT CARS LIMITED

1954 Formula 3 KIEFT racing car, complete with rebuilt Double Knockor Norton engine, special carburettors, etc. Car built for Silverstone but not raced. £845. Or without engine and gearbox, £545.
 1952 Formula 3 KIEFT, used by Michael Christie at Shelsley and Prescott, fitted with 1,100 engine, fastest time F.T.D. unblown class. Completely rebuilt, ready for this season's hill-climb. £385, without engine and gearbox.
 650 c.c. KIEFT sports car built on racing chassis, fitted with B.S.A. twin engine (sure winner in 750 sports car class). Car unregistered, as new, under a thousand miles. £425.
 Double Knockor Norton engine, pre-feather bed type, completely rebuilt by Francis Beart and guaranteed in 100 per cent mechanical condition. £250.
 1,500 c.c. modified M.G. engine fitted with high-lift camshafts, approximately 85 b.h.p., special pistons, etc., available ex-stock.
 750 c.c. J.A.P. twin engine. £120.
 Reliance Works, Derry Street, Wolverhampton.
 Telephone: 24394-24395.

SINGER

1937 SINGER Le Mans 2-seater, twin S.U.s and mag. Completely rebuilt throughout. Perfect condition. Nearest £220.—West, 48 Rosehill Avenue, Horsell, Woking, Surrey.
1934 SINGER Le Mans 2-seater, black and maroon. Above average for the year, very economical. £235.—Box 1494 (London).

SPORTS CARS

CARS FOR THE ENTHUSIAST

If you require a good, pre-war thoroughbred car, in excellent condition, at a reasonable price, we have the finest selection in the country.
 Our stock consists of good Veteran, Vintage, Continental and Sports cars, with all types of coachwork. Immediate Hire Purchase, Insurance and Part Exchanges on any car. We are open till 9 p.m. every night including Saturday and Sunday.

VINTAGE AUTOS,

Head office and main showrooms: 66 London Road, Tooting, S.W.17. Phone: MITcham 3951. And Bargain Basement for thoroughbreds under £150: 185 Elmers End Road, Beckenham. Phone: BECKENHAM 2521.

FRAZER-NASH, 1953 Targa Florio, 140 b.h.p. Bristol engine, genuinely as new. Ice blue with blue leather. Spare wheel in wing giving extra large boot.—Apply A. F. N., Ltd., or Brooklands, Bond Street.

GILLIE TYRER OFFERS EARLY DELIVERY
 New A.C. ACE Sports.
 New M.G. TF Sports.
 New Triumph TR2 Sports.
 Your Present Car In Part Exchange.
Litherland Motors (L'pool), Ltd., Liverpool, 21.
 Tel.: Waterloo 2825.

STOCK CAR

STOCK car, 1935 Ford V8, roll bar. Crash bars, inside fuel tank. Raced twice at New Cross. £50.—Can be seen at 31 Alpine Road, S.E.16, or contact D. Northorpe, 50 Benedictine Road, Coventry. (COV 3518.)

SUNBEAM-TALBOT

AUTOMOBILIA, LTD., OFFER
 1949 SUNBEAM-TALBOT "80" 4-door de Luxe Sunshine Saloon, steel grey, grey leather, heater, pass lamps, excellent condition. £495.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891.

TRIUMPH

TRIUMPH 1,800 roadster. Reconditioned engine, new hood, differential clutch, blue, immaculate. £525 o.n.o.—Daniels, Lowlands, Seal, Sevenoaks.
TR2 DEMONSTRATION GIVEN.—Cars for early delivery. Alexander Engineering Co., Haddenham, Bucks. Phone 345.

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

HANDBOOKS.—Austin, Ford, Morris, Standard, Triumph, Vauxhall, 5s. 6d.; Cord, Jowett, Renault, Volkswagen, 7s.; Armstrong, Hillman, Humber, Jaguar, Morgan, Rover, Sunbeam, Wolseley, 8s. 6d.; Chevrolet, American Ford, Riley, Singer, 10s. 6d.; Chrysler, Dodge, 14s.; Alvis, M.G., 15s. 6d.
WORKSHOP REPAIR MANUALS.—Ford, 11s.; Morris, 17s. 6d.; Jowett, 21s.; Austin, Chevrolet, American Ford, Hillman, M.G., 32s.
CATALOGUE MOTORING PUBLICATIONS, 6d. Inquiries, stamp please.—Vivian Gray, Postal Booksellers, Hurstpierpoint, Sussex.
21,000 MOTOR INSTRUCTION Manuals, Sale-Exchange. Inquiries stamped envelope. Manuals bought.—Final, 15 Nashleigh Hill, Chesham, Bucks.

COOPER'S GARAGE
 (Surbiton) Ltd.

Cooper-Bristol Sports 2-seater B.S.1 engine in first-class condition.

♦

Mark IV Cooper 1100 Chassis ideal for conversion. **£110**

♦

Two litre split crank case type Alta engine. **£260**

♦

Mark VIII stream-lined Cooper 500 cc with or without d.o.h.c. Norton.

243 Ewell Road
Surbiton, Surrey

Telephone No.: Elmbridge 3346

CARAVANS

£200 26 h.p. DENNIS Motor Caravan, 4 berth. Calor, Eisan.—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

250 FORMULA B.S.A. Empire Star engine, gearbox, all accessories. £10, offers. All AUTOSPORTS, offers.—Ashton, Stanley Road, Cheadle Hulme.

ENGINE SERVICE

ENGINE TEST BED.

Completely confidential dynamometer testing facilities available for engines up to 170 b.h.p. and 8,000 r.p.m. We have a team of expert testers, and most comprehensive facilities for testing, in all forms. Up to 24 hour per day running, at very moderate terms. Customers may carry out their own tuning and testing, in secret, themselves, if they so wish.

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

INSURANCE

THE BEST KNOWN NAME for insurance of Vintage or Sports cars.—Antony Hyde-East, 9 Waldegrave Road, Teddington. MOLesey 6222.

MISCELLANEOUS

ALAN BROWN offers Continental racing overalls, drivers' superfine poplin, most colours, £6 6s., mechanics' best quality drill, navy, maroon, blue, green, 79s. 6d.—Kinch and Lack, Ltd., Sports Wear, 117 High Street, Guildford. Tel. 61033.

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

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.

SSOLID 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.

QUICK-LIFT JACKS and Trailers made for 500 c.c. racing cars, also gas and arc welding, drilling, milling, turning and capstan work.—Don Parker, 1a Sangora Road, S.W.11. Battersea 7327.

PERFORMANCE CARS

THE SPORTS CAR PEOPLE

- Select from their stock of over 150 sports cars
- 1950 Allard 91P sports saloon . . . £445
 - 1935 Aston Martin 1½ Le Mans tourer . . . £265
 - 1934 Bentley 3½ Mulliner coupé . . . £495
 - 1934 Bentley 3½-litre V.D.P. tourer . . . £665
 - 1934 Bentley 3½ T. & M. saloon . . . £545
 - 1952 Frazer-Nash Mille Miglia . . . £1,495
 - 1950 Healey Silverstone ex-Sessions . . . £690
 - 1939 Jaguar S.S.100 comp. 2-str, 2½-litre . . . £345
 - 1938 Lagonda V/12 Sedanca de Ville saloon . . . £545
 - 1954 Lotus 1,172 2-seater, as new . . . £555

NEVER LESS THAN 25 M.G.s IN STOCK
1935 Riley 9 Imp 2-seater . . . £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.)

PERSONAL

THE RACING DRIVERS ASSOCIATION

offers enthusiasts a sporting chance of becoming Grand Prix drivers.

S.a.c. to
R.D.A.,

82 Wells Park Road, London, S.E.26.

MORRIS MINORS. Would any owners of a special engined Minors (approximate performance of Ford Zephyr needed) interested in going in 750 Club's 6-hour relay race, please contact G. H. Williamson, Wayside, Wheatley, Oxford.

PHOTOGRAPHS

PHOTOGRAPHS of every car at Silverstone, June 5, and Goodwood, June 7.—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 windscreens.—D. W. Price, 490 Neasden Lane, London, N.W.10. Gladstone 7811.

SPARES & ACCESSORIES

DELLOW SPECIALITIES FOR FORD-BASED VEHICLES

Carburettor Sets complete:—

- Dellow-Ford 8-10 (Twin) . . . £12 10s. 0d.
- New Anglia (Twin) . . . £15 0s. 0d.
- Consul (Twin) . . . £16 10s. 0d.
- Zephyr (Triple) . . . £26 10s. 0d.

Also

4.7 Crown Wheel and Pinion (8-10) £7 18s. 6d.

Dellow overhauls and modifications, etc., by the manufacturers.

DELLOW MOTORS LTD.,

ALVECHURCH, Nr. BIRMINGHAM.

Tel.: Hillside 1879.

FIAT 500 i.f.s. shockers, steering box, hydraulics. Available Sunday. Including front end of chassis. £8.—156 South Drive, St. Annes.

XK 120 CYLINDER head. Fitted racing camshafts. Suitable for modification to C-type. Complete all valve gear and covers. £70 o.n.o.—Box 1490 (Sussex).

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

TRAILERS

BRAND NEW low load trailer suitable for 500 c.c. car, complete with hitch. Cost £35 to build, first offer over £25 secures.—16 Poyle Road, Guildford.

WINDSCREENS

D. W. PRICE, 490 Neasden Lane, London, N.W.10. GLADstone 7811. Windscreens for sports and specials and all other standard vehicles.

WANTED

BMW 2-LITRE engine, preferably with gearbox. Type 45 or 55. Must be sound.—Box 1493 (London).

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

PRE-WAR ROLLS-BENTLEY, any model or condition.—Box 1485 (Middlesex).

SPORTS CARS

SELECTION FROM OUR STOCK OF 500 CARS

M.G. TA MIDGET, British racing green/fawn Fram, oil-coil, Lucas fog-lamps, map-lights, wind-tones, luggage-carrier, Brooklands steering-wheel, a little cracker on the road . . . £265

M.G. TB MIDGET Tickford coupé 1939/40, very pretty car, metallic-bronze, late type suspension as TC series, one enthusiast owner since 1947, three position hood, discs, etc. . . £295

M.G. TC MIDGET, 1946, two owners, both careful week-end motorists, engine in first-class fettle, recent overhaul, brakes refined, new leather hood, strongly recommended as a really nice car . . . £375

M.G. TC MIDGET, 1949, fitted works reconditioned engine, just completed 4,000 miles, smart red finish, Ace rimblishers, luggage-grid . . . £445

M.G. TD MIDGET, 1952, black/green, immaculate . . . £545

LAGONDA 10 h.p. close-coupled foursome sports coupé, most attractive little car, modern swept body-styling, goes extremely well, fitted latest type winking trafficators . . . £225

ROVER SPEED 14, special open sports 4-seater, 1935, appearance very much in advance of its year, modern lines and instruments, amazing road-performance, special series engine . . . £175

ALLARD Competition 2-seater, 1948, super-charged J series with breathtaking performance, fitted radio, brake and efficiency meters, quick-fillers, slab-tank, pass-lamps, one of the fastest 2-seaters on the road, full all-weather equipment . . . £345

SINGER LE-MANS 9 h.p. sports, 1935, twin carbs., remote control gears, knock-on wheels, goes like something off a hot shovel . . . £95

ALVIS CRESTED EAGLE sports, 1936, 16.9 h.p. close-coupled model with rear-boot, definitely in superior condition all-round . . . £145

JAGUAR 2-seater Competition Model 100, cream with red leather, reputed 94 m.p.h. at peak revs, amazing acceleration . . . £295

SINGER Super Sports, 1950, smart ivory finish with red leather, excellent performance and especially good on petrol, new hood and new Dunlops . . . £395

JAGUAR 1½-litre 14 h.p. drophead coupé, 1938, fitted chromed Ace discs, good hood and tyres, goes very well indeed, remarkable bargain at only . . . £165

AUSTIN A90 Atlantic sports, 1949, fitted heater, wing mirrors, telecontrols, etc., two previous owners, attractive ensign red with fawn leather . . . £445

AUSTIN A40 sports, 1952, cream with red leather and red Poly-Vynol hood to match, very pretty car, moderate mileage, outstanding order . . . £595

RILEY Special Kestrel Sprite 6, Light sports saloon, 1937, twin S.U. carbs, knock-on wheels, passlights, badge bar and other extras, late property of Riley enthusiast, expertly maintained, extremely fast . . . £245

RILEY sports saloon, 1934/5, a bright looking car in remarkable mechanical condition for the year, special manual gear change, given away at . . . £95

B.S.A. 10 h.p. 2-seater, 1936, smart service-able little car, good on petrol, excellent hood . . . £75

B.S.A. 10 h.p. sportsman's coupé, 1938, close coupled occasional foursome, front wheel drive, dark red finish, good tyres, new battery . . . £95

CITROËN 12 h.p. saloon, a little too old to be seen at next Silverstone meeting, but still going very strong, not guaranteed but sound enough . . . £75

LANCIA Aprilia 12.9 h.p. pillarless sports saloon, 1937, comment on this car's performance would be superfluous, come and try it and be frightened to death, a real enthusiast's car . . . £325

LLOYD 650 sports saloon, 1949, believed to be about the only sports saloon in the country, very modern lines, amazingly economical, bills for overhaul to engine, etc., don't miss seeing this one . . . £215

WE ALSO HAVE 400 OTHER CARS OF ALL MAKES, ENGLISH, AMERICAN AND CONTINENTAL, PRE- AND POST-WAR. WHATEVER YOUR REQUIREMENTS WE ARE SURE TO HAVE IT IN STOCK; WRITE, CALL OR PHONE FOR DETAILS.

EVERY CAR OVER £150 GUARANTEED IN WRITING FOR 3 MONTHS.

FREE delivery by road or rail any-where in the U.K.
TERMS—ONE THIRD DEPOSIT 18 MONTHS TO PAY
FREE—Catalogue sent post paid. Write or Phone.
OPEN TILL 8 p.m. MONDAY—SATURDAY INCLUSIVE

Camden THE USED CAR MOTORS SPECIALISTS
LAKE STREET, LEIGHTON BUZZARD, BEDS

Telephone: 2041 (Four Lines)
Just off Main A5 Watling Street. Main line L.M.S., Euston and Bletchley.



RIVERSIDE REPAIR: R. Morgan Johnson and R. Cox halt for adjustments to their Hillman Minx in the grounds of the Phyllis Court Club, Henley-on-Thames, during the Hants and Berks M.C.'s recent Riverside Rally.

RECENT RESULTS

M.C.C. 50th EDINBURGH COMMEMORATION RUN

21st/22nd May

Finishers: G. F. Simpson (Ford Model T), J. Ahern (Invicta), S. W. Facks (Rover), C. W. A. Slater (Alvis), E. W. Choldcroft (Riley), A. A. Attwood (Riley), C. B. Moss-Blundell (Hillman), G. E. Hughesman (Standard), C. J. Girling (Allard), J. P. Davis (Allard), R. Guillaume (Jowett), J. E. De Looper (Morris), P. W. White (Vauxhall), W. A. Jacobs (Jaguar), G. R. J. Stevens (G.R.S.), C. G. Wakefield (Humber), H. E. Rumsey (Standard), P. A. Thornton (Standard), J. F. Haarer (M.G.), A. G. Cooper (Vauxhall), B. Alan Hill (Standard), J. L. Horrel (Vauxhall), E. P. Salz (Ford), J. R. Whalley (Ford), J. P. Hill (Jaguar), P. H. G. Morgan (Morgan), B. A. Roy (Morgan), A. E. Bowyer-Lowe (Ford), A. R. Murray-Holmes (Standard), R. Gore (M.G.), G. Patrick (Ford).

FYLDE M.S.C. MIDNIGHT TRIAL

29th/30th May

Premier Award: F. Gradwell (Volkswagen), 0 mks. lost; 2, P. Heywood (Austin A40); 3, and best in tests, A. Williams (M.G. TF). **Navigator's Award:** N. Caro.

GRIMSBY M.C. "POACHER RALLY"

29th/30th May

Premier Award: W. J. W. Stokes (Ford Consul), 280 points. **Best open car:** D. Gray (M.G.), 100. **Ladies' Award:** Mrs. S. J. Fleetwood (Ford Anglia), 235. **Novice Award:** C. W. Lawson (Bristol), 220. **Team Award:** J. R. J. Mansbridge (XK 120 Jaguar), P. Lee (XK 120 Jaguar) and D. J. G. Hindle (Sunbeam-Talbot), 555.

Open, up to 1,500 c.c.: F. G. Bird (Ford), 70 points. **Over 1,500 c.c.:** A. R. Brown (Triumph TR2), 50. **Closed, up to 1,000 c.c.:** J. A. Black (Morris), 175. **Up to 1,300 c.c.:** C. A. Plumtree (Ford Popular), 235. **Up to 2,500 c.c.:** J. J. Blackburn (Ford Zephyr), 265. **Unlimited:** J. R. J. Mansbridge (XK 120 Jaguar), 255.

MID-CHESHIRE M.C. AUTOCROSS

Pott Shrigley, Nr. Macclesfield, 30th May

Finals: 1, P. B. Reece (Morgan), 1 min. 24.2 secs.; 2, J. J. Gore (M.G. TD), 1 min. 32 secs. **Event Winners:** 1, P. B. Reece; 2, F. O. C. Sandys (Stutz), 1 min. 35.8 secs.; 3, P. Jackson (Standard 8), 2 mins. 7 secs.; 4, E. Lister (Volkswagen), 2 mins. 6.4 secs.; 5, J. Mitchell (Standard Vanguard), 2 mins. 51 secs.; 6, P. Clegg (Clegg), 1 min. 39 secs., and A. W. Lilley (Ford Spl.), 1 min. 46.2 secs.

BRENT VALE M.C. DRIVING TESTS

Greenford, Middx, 30th May

Best Performance: S. Perkins (Ford). **Novice Award:** A. Barker (Standard). **Ladies' Prize:** Miss D. Howe (Hillman). **Police Secret Check:** 1, S. Perkins; 2, A. Gardner (Triumph). **Class I:** 1, S. Perkins; 2, A. Barker; 3, R. Drake (Standard). **Class II:** 1, A. Gardner; 2, H. S. Yeoman (M.G.); 3, M. Saint (Triumph); 4, A. Murray-Russell (Hillman). **Class III:** 1, R. Watling (Wolseley); 2, D. Schiller (Riley). **Class IV:** 1, F. Mays (Triumph); 2, D. Cooper (Vauxhall); 3, C. Hall (Ford).

SHEFFIELD AND HALLAMSHIRE M.C. SPRINT

Bircotes, 30th May

Up to 1,200 c.c.: 1, R. Walshaw (Lotus), 57.5 secs.; 2, W. Binns (Buckler), 60.0; 3, R. W. Phillips (Le Tout), 60.8. **Best closed car:** K. Scales (Ford Anglia 10), 1,201-1,500 c.c.: 1, J. Tompson (M.G.), 65.8; 2, W. Underwood (Jupiter), 66.8; 3, D. Law (Jupiter), 66.9. **Best closed car:** D. Law. **1,501-2,500 c.c.:** 1, H. L. Yates (F.N.-BMW), 54.7; 2, E. Sneath (Morgan), 62.6; 3, E. Wadsworth (Healey), 63.4. **Best closed car:** E. Wadsworth. **Over 2,500 c.c.:** 1, P. Chapman (Chapman-Mercury), 51.5; 2, J. Berry (Bugatti), 53.0; 3, E. Dibble (XK 120 Jaguar), 57.2. **Best closed car:** G. Tyrer (XK 120 Jaguar), 59.1.

B.T.D.: P. Chapman (Chapman Mercury).

SUNBAC DOUBLE SPORTING HALF-DAY

Atherstone Airfield, 30th May

Car Section—Best Performance: A. E. Marsh (Dellow S), 185.4 mks. lost. **Class A:** 1, A. E. Marsh; 2, S. Cracknell (H.P. Spl.), 206.2. **Class B:** 1, B. Day (Triumph), 211.6; 2, D. Taylor (Triumph), 250.2. **Class C:** 1, B. Williams (Austin A40), 240.4; 2, B. A. M. Gilbert (Austin A30), 241.4. **Novice Awards:** N. Nightingale (Dellow), 210.6; W. Tunnicliffe (Morris), 260.6; M. King (Standard), 254. **Ladies' Award:** Mrs. D. Tracey (Standard Vanguard), 300.6.

LIMERICK M.C. CIRCUIT OF MUNSTER

6th/7th June

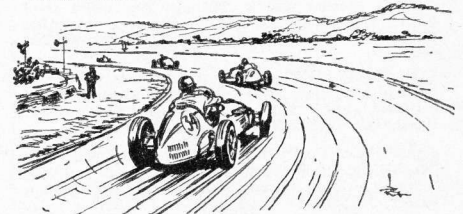
Premier Award: W. T. Todd (Ford Anglia), 255 marks lost.

Class I: 1, G. Carroll (M.G. TD), 256; 2, D. Conway (M.G. TD), 257.6; 3, A. Malcolm (Buckler), 258.2. **Class II:** 1, D. Jurst (Austin A30), 272.4; 2, J. Millard (Austin A30), 277.4; 3, J. Cooke (Austin A30), 290.4. **Class III:** 1, W. T. Todd; 2, H. Newenham (Ford Anglia), 259; 3, P. McGonigle (Volkswagen), 262. **Class IV:** 1, J. Garry (Ford Consul), 302; 2, D. Murth (Wolseley), 384.8; 3, G. Baker (Ford Zephyr), 427. **Ladies' Prize:** Miss E. Ingram (M.G. TD). **Veteran Competitor's Prize:** Colm Hogan (Ford Anglia). **Members' Cup:** V. Baker (Ford Special).

RHYL AND D.M.C. DRIVING TESTS

Kimmel Park Camp, 5th June

Premier Award: Dr. Kiff (Triumph TR2), 165 mks. lost in 4 tests; 2, B. Hickman (Austin-Healey), 167; 3, O. G. Stirling (Sunbeam-Talbot), 169. **Special Award:** T. R. Gold (Triumph TR2), 130 in 3 tests.



W. JACOBS & SON LTD., MILL GARAGE, CHIGWELL RD., SOUTH WOODFORD, E.18

WANSTEAD
7783
3 LINES

SPECIALISTS

SPECIALISTS

SPECIALISTS

SPECIALISTS

**SALES
SERVICE
SPARES**

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 I 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

SOLELY M.G. CARS—SALES & SERVICE

OFFICIAL STOCKIST



Hounslow 2238 & 3456

SPARES & SALES

BUY YOUR NEW TF HERE

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



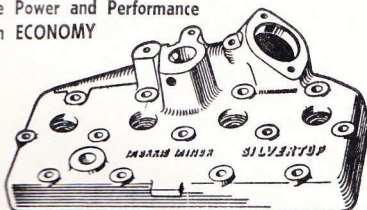
MAKES A GOOD CAR BETTER!

Summer and Winter



MORY & COMPANY LTD
Cunard House Leadenhall Street London E.C.3
Telephone Ave 3434

ECONOMY, up to 10%
SILVERTOP ALUMINIUM CYLINDER HEADS
give Power and Performance with ECONOMY



For improving performance by 15 to 25% due to special design of combustion chamber, higher compression ratio for Premium fuel and better heat conductivity. Morris 8, Series I & II and Ford 8 & 10 (Spigot mounted dynamo), **£8/10/-**; Ford 8 & 10 (platform mounted dynamo), **£9**; Morris 8, Series E **£9/10/-**; Morris Minor '49 and '50, '50 to '53 (illustrated), Hillman Minx and Talbot 10, **£10/10/-**. Phase VI **£11**, "ALTA" for Austin 7, **£6/10/-**. Most types from stock. Leyland-Lucas heads for T.C., T.D., T.F. and 1½ litre M.G., 4/44 Wolseley, with KE valves and springs **£48**.

v.v.
DERRINGTON
KINGSTON
5621/2 LTD

← **EQUIPMENT** →
FOR SPECIAL TUNING

Terry's Aero double valve springs. Corrujoint H.C. cylinder head gaskets. Copperising and machining cylinder heads. Sports coils, sports and racing plugs, high lift camshafts. Modified standard cylinder heads.

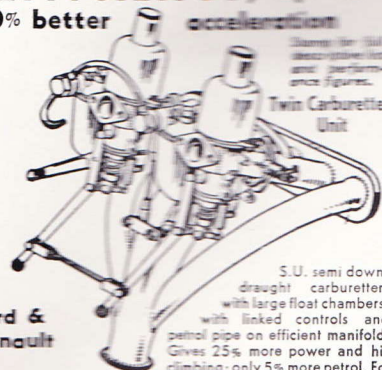
159 and 161 LONDON ROAD, KINGSTON-ON-THAMES

Open 9 a.m.—6 p.m. Sunday 10 a.m.—12 noon.

Tel.: **KIN 5621/2**

CANADA: The Campbell Sports Car Co., 122 Willowdale Street, Willowdale, ONTARIO.

EFFICIENCY, up to 50% better acceleration



Ford & Renault

S.U. semi down-draught carburettors with large float chambers, with linked controls and petrol pipe an efficient manifold. Gives 25% more power and hill climbing; only 5% more petrol. For Morris Minor S.V., Oxford, Renault and Ford 8 & 10 **£26**. Minor O.H.V. and A30 **£17/10/-**. Riley 1½ litre **£21**. Consul **£30**. Austin A40 **£21**. 1½ litre M.G., 4/44 Wolseley **£22/10/-**.

DOUBLE - ENGINE PROTECTION FOR YOUR CAR



IN THE PETROL

Adcoids provide essential supplementary "top" cylinder lubrication when and where your engine most requires it —

- complete protection when the engine is cold
- avoidance of 'cold-start' wear and
- running-in a new or rebored engine.

Add Adcoids regularly to the petrol for lasting engine protection.

1/6d. per box of 18 cubes.



IN THE SUMP



NOL gives maximum protection against wear, keeps your engine clean and, because of its great resistance to chemical changes, provides efficient lubrication over greater than usual mileages. NOL Motor Oils are recommended or approved by leading car-makers.

ALEXANDER DUCKHAM & CO. LTD., HAMMERSMITH, LONDON, W.6.